

Dell Rapids: Local Safety Action Plan



The City of Dell Rapids prepared this Local Safety Action Plan to reduce fatal and serious injury crashes under the U.S. DOT Safe Streets and Roads for All (SS4A) program. It builds on the SECORG Regional Safety Action Plan and the Dell Rapids Master Transportation Plan, linking regional strategies with Dell Rapids-specific actions to improve safety.

Dell Rapids, located about 15 miles north of Sioux Falls and 4 miles east of Interstate 29 in Minnehaha County, is part of a fast-growing region where increasing traffic, higher speeds, and multimodal demands strain a system not designed for current conditions. The city must balance its small-town character with a network that supports local circulation, regional travel, freight movement, and safe access to key destinations.

Key corridors include South Dakota Highway 115, North Highway 77, East 4th Street, Garfield Avenue, and East 10th Street, which serve through traffic, downtown, schools, the hospital, and commercial areas. These routes are critical for moving people and goods but also create safety concerns where local trips, school travel, pedestrians, and trucks overlap.

Dell Rapids sits between two rock quarries, generating significant heavy truck traffic that increases conflicts with people walking, biking, and driving on key routes. At the same time, its park and trail system along and south of the Big Sioux River provides important recreational and multimodal connections that should be maintained and improved as part of the safety strategy.

Regional analysis identified Dell Rapids as having a High Injury Network cluster, meaning severe crashes are concentrated in and around the community. This highlights the need for targeted corridor and intersection improvements, stronger multimodal connectivity, and context-sensitive designs that reflect truck traffic, community activity, and ongoing growth.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	1,430	1,551	8.46%
No Vehicle Available	49	45	-8.16%
1 Vehicle Available	403	306	-24.07%
2 Vehicles Available	532	706	32.71%
3 Vehicles Available	200	329	64.5%
4+ Vehicles Household	246	165	-32.92%

Source: U.S. Census Bureau

Population Growth & Characteristics			
Category	2014	2024	Percent Change
Population	3,867	3,905	0.98%
Under 18 (Youth)	1,133	1,081	-4.59%
18 to 64	1,979	2,121	7.16%
65 + (Older Adults)	575	703	22.26%
Total Households	1,430	1,551	8.46%
Owner Occupied	1,089	1,276	17.17%
Renter Occupied	341	275	19.35%

Regional Safety Action Plan Vision and Goals

Vision: *The SECORG region will collaboratively pursue a future where no one is killed or seriously injured on our transportation system, using thoughtful, locally guided planning to create safer, more connected communities.*

Regional Goal: To help communities involved in this plan improve transportation safety, SECORG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

Public engagement for the Dell Rapids Local Safety Action Plan was conducted as part of the broader SECORG SS4A process and included stakeholder interviews, an online survey, and an interactive map activity. The regional process used stakeholder interviews in each community to establish a baseline understanding of local safety issues and opportunities, and those interviews helped shape both the regional survey questions and each community’s local action plan. In Dell Rapids, this included a stakeholder interview with the City Administrator, providing local insight into transportation conditions, priorities, and community concerns.

The broader SECORG engagement process generated 445 completed surveys and 814 location-based map comments across participating communities, with Dell Rapids accounting for 19 map-based comments. Across the region, the most common concerns identified through the survey and map activity were intersection safety, pedestrian safety, and speeding, with secondary concerns including lighting, road conditions, turn lanes, bicycle safety, school safety, and signage. The survey also found that preferred safety improvements included a more complete sidewalk network, added bike trails, speed control measures, and bicycle or pedestrian crossing enhancements, all of which are relevant to Dell Rapids given its trail system, school access routes, downtown activity, and the need to safely accommodate both local travel and heavy truck movement.

Dell Rapids participated in the SECORG Regional Safety Action Planning process in 2026 to identify regional transportation safety priorities. As a part of that process, community engagement and data analysis identified the top safety concerns locally within Dell Rapids.

Dell Rapids experiences a mix of local, regional, and recreational travel, with safety challenges that include roadway departures and crashes affecting people walking and biking.

Across SECORG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Dell Rapids, crash patterns suggest opportunities to enhance intersection safety and strengthen protections for people walking and biking.

Figure 1. Types of crashes

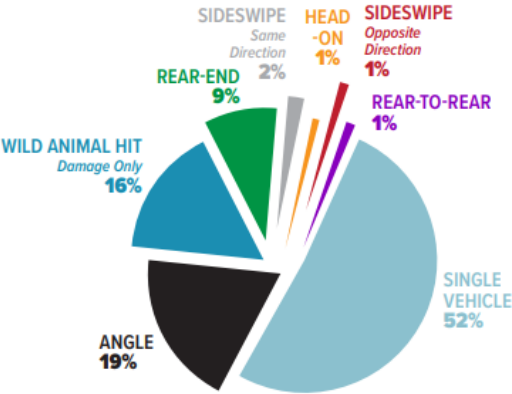


Figure 2. Crashes per year



Crash Analysis

There were **233 total crashes** from 2021-2025

5 fatal or severe crashes (2.1%) — lower than regional average (3.8%)

37% on 55+ mph roads; 34% on 65+ mph

37% in dark conditions — similar to region (36.5%)

1 crash involving people walking or biking



Engagement Takeaways

Community feedback noted **dangerous and difficult to navigate intersections**. General concern was also expressed at **unsafe pedestrian and bicycle facilities**, especially near schools.

Comments request **safer roadway designs** and **bicycle and trail enhancements**.

Countermeasure Recommendations



Project #1: Garfield Avenue from Zero Street through Thirteenth Street (Ranked 39th Regionally)

Crash Trends

- Nighttime crashes, speeding and rear-end crashes
- Non-compliance at stop signs

Countermeasures Recommended

- Traffic Calming –with reconstruction add curb extensions and enhanced crosswalk crossings and RRFB pedestrian signal at
 - Garfield and 8th Street
 - Garfield and Dell Rapids High School Driveway (north)
- Add Left Turn Lanes
- Access management – align and limit driveways where possible
- Speed Feedback Signs
- Improved Lighting along corridor
- 15th Street – make a 4-way Stop
- Close 15th Street diagonal street short-cut
 - This would cut down on cut-through and speeding traffic.
- 13th Street – reduce sight visibility issues caused by trees and shrubs.

Project #2: Orleans Avenue from Third Street through Seventh Street (Ranked 35th Regionally)

Crash Trends

- Fatal pedestrian accident at 5th Street

Countermeasures Recommended

- Traffic Calming and Safe Crossings
 - Enhanced visibility cross-walk at 5th Street
 - Curb Extensions at 5th Street
 - Lower Speed limit
 - Stop enhancement at cross-streets
 - All-way stop at 5th Street
 - Improve lighting
 - Incorporate with Reconstruction of Orleans in 2027

Project #3: Seventh St. from Dakota Street east across RR tracks to city-limits (Ranked 8th Regionally)

Crash Trends

- 2 incapacitating but no trends identified

Countermeasures Recommended

- Sight visibility issues (trim back trees on southside of street from Beach Avenue to east)
- Lighting on east end of corridor

Project #4: Old Hwy 77 and 10th Street

Countermeasures Recommended

- Move crosswalk to southside of 10th Street (enhanced visibility crosswalk)
- Access Management – relocate or close driveway
- Add RRFB signal
- Add left turn lanes

Project #5: 4th Street from Ladelle to Garfield Avenue (Ranked 30th Regionally)

Crash Trends

- 5 of 18 crashes occurred at night. Concentrated at Garfield Ave and Orleans Ave
- 8 of the 18 crashes involved parked vehicles.

Countermeasures Recommended

- Corridor Lighting
 - 4th and Ladelle
 - 4th and Orleans
 - 4th and Garfield
- Traffic Calming
 - Curb Extensions at all four intersections
 - Enhanced crosswalks
- Sight Visibility
 - Consider redesigning to parking on one side with a buffer
 - Restrict parking spacing near intersection
 - All-way stop at Orleans Ave
 - Flashing stop sign at Ladelle to improve compliance

4th and Garfield

- Safety Alternatives Analysis
 - Sight-Visibility
 - Prevent stopping on tracks
 - RR Crossing Safety Bars
 - Close side streets/Access control

Additional Project: 15th Street and Elementary School Safety

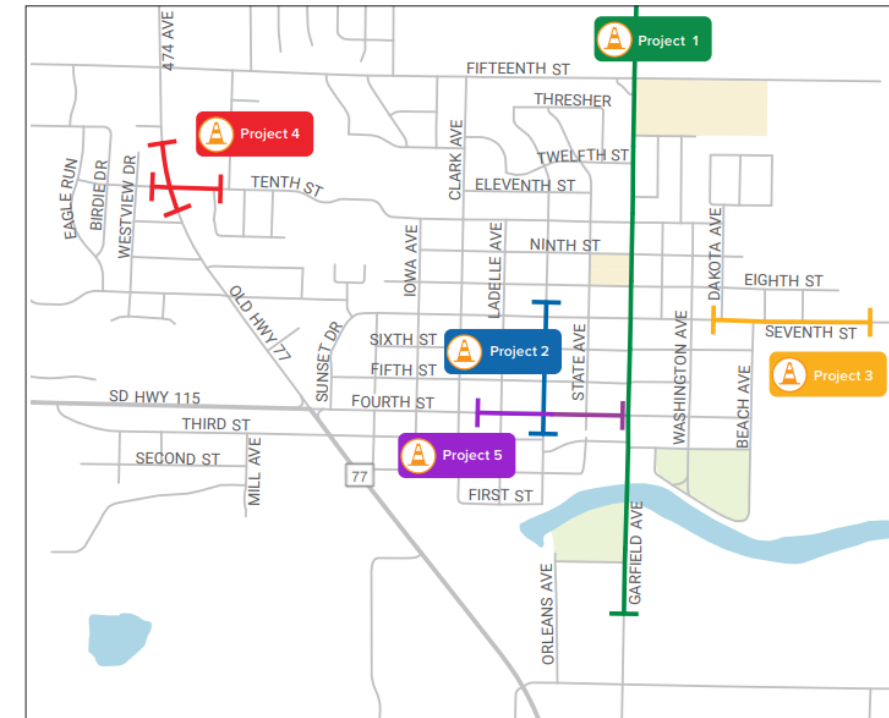
Countermeasures Recommended

- Stop-control Enhancements
- Speed feedback signs
- High-visibility pedestrian crossing across 15th Street (to new development)
- Pedestrian connections to school at end of 12th and 14th Streets

Cost Estimates

- Lighting \$450,000
- Flashing LED Stop Signs \$5,000
- Restrict Parking Near Intersection – Sign cost
- All-Way Stop at Orleans – Sign cost
- Enhanced visibility crosswalk - \$20,000
- Access Management - \$150,000
- RRFB Pedestrian Signal - \$30,000

Priority Projects



1. Garfield Avenue from Zero Street through Thirteenth Street

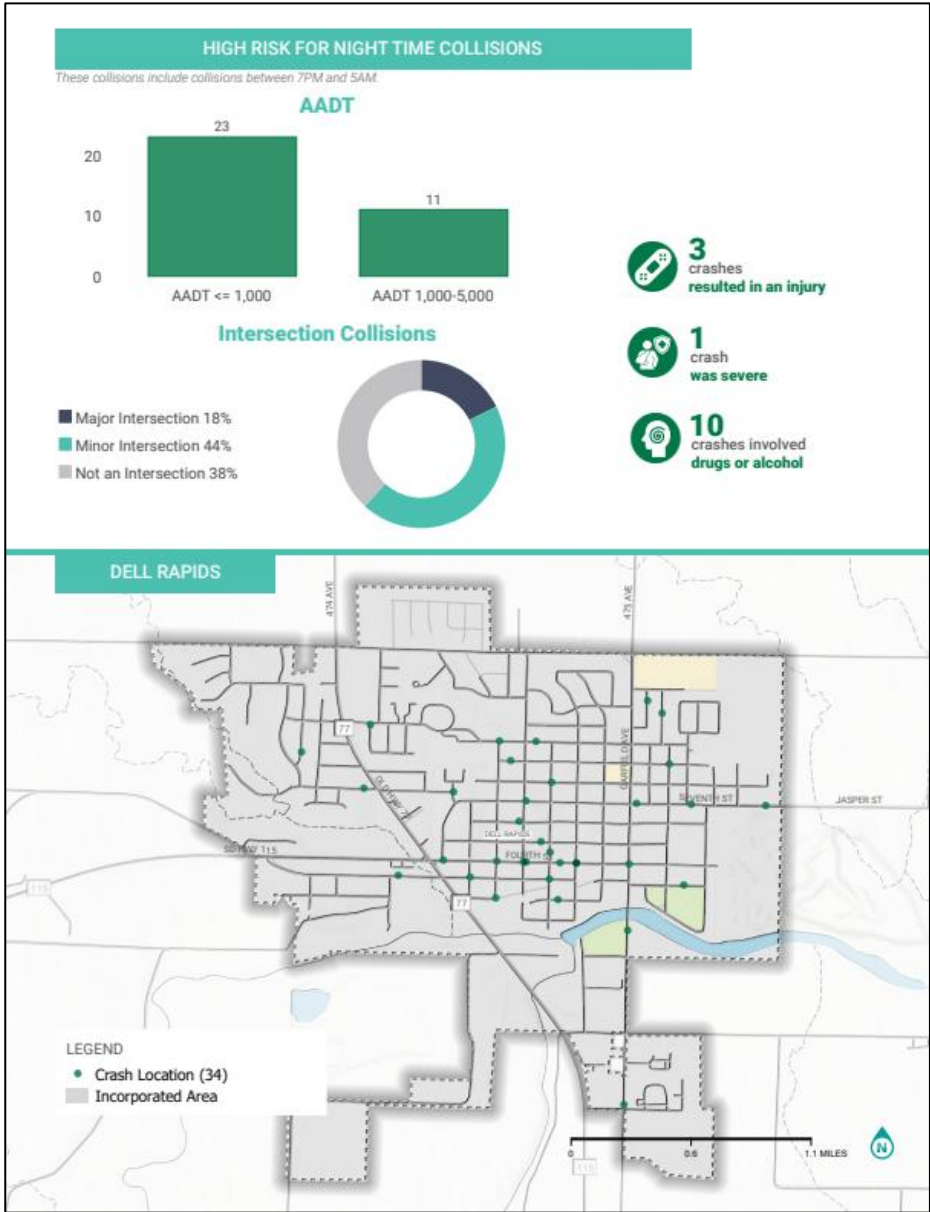
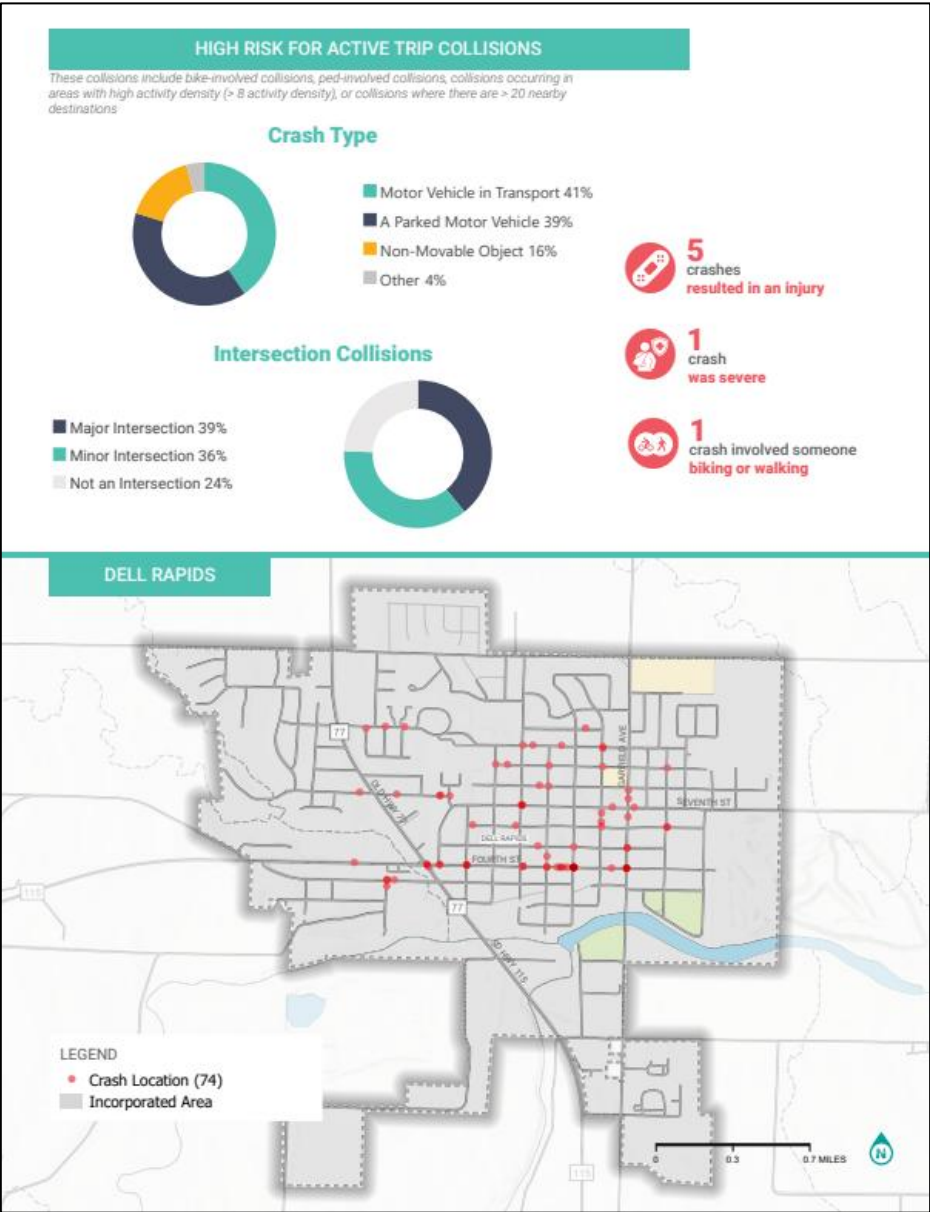
2. Orleans Avenue from Third Street through Seventh Street

3. Seventh Street from Dakota Street east across Railroad tracks to city limits.

4. Old Highway 77 and 10th Street

5. Fourth Street from Ladelle Avenue to Garfield Avenue

Collision Profiles



4th Street from Ladelle to Garfield Avenue (Ranked 30th Regionally)

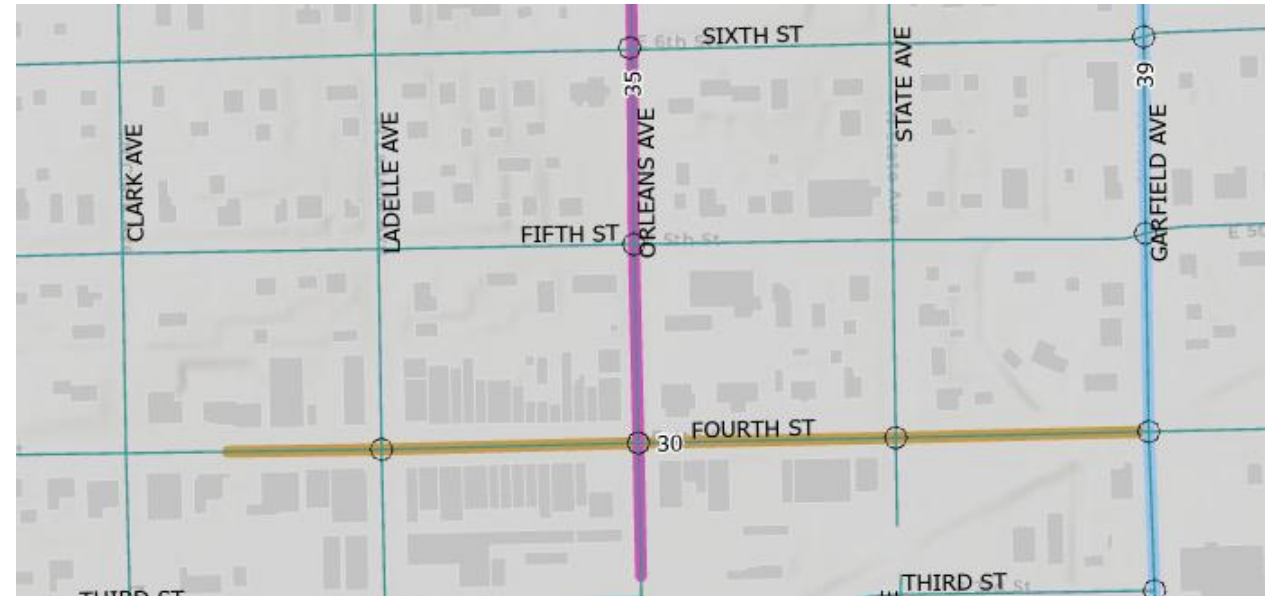


Crash Trends

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Concentrated at Garfield and Orleans Ave
- 8 of the 18 crashes involved parked vehicles.

Countermeasures Recommended

- Corridor Lighting
 - Improved Lighting at 4th and Ladelle
 - Improved Lighting at 4th and Orleans
 - Improved Lighting at 4th and Garfield
- Traffic Calming
 - Curb Extensions at all four intersections
 - Enhanced crosswalks
- Sight Visibility
 - Consider redesigning to parking on one side with a buffer
 - Restrict parking spacing near intersection
 - All-way stop at Orleans Ave
 - Flashing stop sign at Ladelle to improve compliance
- 4th and Garfield
 - Safety Alternatives Analysis
 - Sight-Visibility
 - Stopping on tracks
 - RR Crossing Safety Bars
 - Close side streets?



Lighting \$450,000

Enhanced Crosswalks \$60,000 (3 intersections)

Flashing LED Stop Signs at Ladelle \$5,000

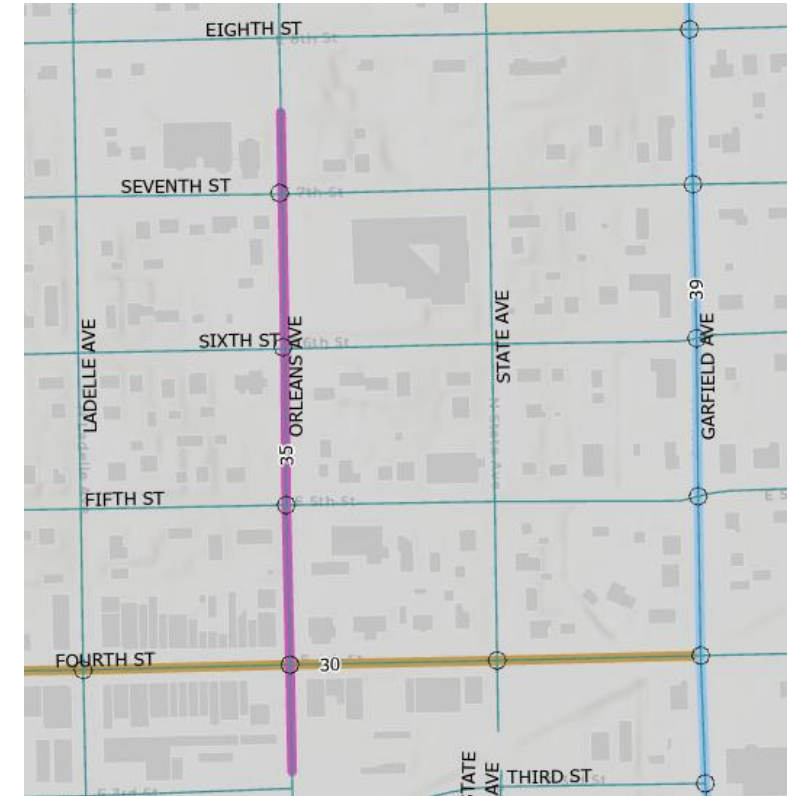
Restrict Parking Near Intersection – Sign cost

All-Way Stop at Orleans – Sign cost

Orleans Avenue from Third Street through Seventh Street (Ranked 35th Regionally)



- Fatal accident at 5th Street
- Traffic Calming and Safe Crossings
 - Enhanced visibility cross-walk at 5th Street
 - Curb Extensions at 5th Street
 - Lower Speed limit
 - Stop enhancement at cross-streets
 - All-way stop at 5th Street
 - Lighting
 - Incorporate with Reconstruction of Orleans in 2027



Garfield Avenue from Zero Street through Thirteenth Street (Ranked 39th Regionally)



Crash Trends

- Nighttime crashes, speeding and rear-end crashes
- Non-compliance at stop signs
- Lighting

Countermeasure Options

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 - Garfield and 8th Street
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- Left Turn Lanes
- Access management – align and limit driveways where possible
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Seventh St. from Dakota Street east across RR tracks to city-limits (Ranked 8th Regionally)



■ ***Crash Issues***

- 2 incapacitating but no trends identified

■ **Countermeasure Options**

- Sight visibility issues (trim back trees on southside of street from Beach Avenue to east)
- Lighting on east end of corridor



Old Hwy 77 and 10th Street



- Move crosswalk to southside of 10th Street (enhanced visibility crosswalk)
 - Access Management – relocate or close driveway
 - Add RRFB signal
 - Left Turn Lanes
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- Enhanced visibility crosswalk - \$20,000
 - Access Management - \$150,000
 - RRFB Pedestrian Signal - \$30,000
 - Left Turn Lane



15th Street and Elementary School Safety



Countermeasure Options

- Stop-control Enhancements
- Speed feedback signs
- High-visibility pedestrian crossing across 15th Street (to new development)
- Pedestrian connections to school at end of 12th and 14th Streets

