

Jefferson: Local Safety Action Plan



Jefferson developed this Local Safety Action Plan to address roadway safety concerns and reduce fatal and serious injury crashes for all users as part of the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program. As a member of the [SECOG Regional Safety Action Plan](#), this local plan builds on regional analysis by focusing on Jefferson-specific needs and aligning with existing efforts such as the Transportation Master Plan. The Local Plan is intended to bridge regional strategies with targeted actions at the local level to improve safety and support the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

The City of Jefferson is a small community located in Union County in southeastern South Dakota, near the Iowa border and approximately 10 miles north of Sioux City. Jefferson has experienced gradual growth and development in recent years, supported by residential activity and its proximity to regional employment centers. The community's location provides access to nearby cities in both South Dakota and Iowa and supports commuter travel within the region. Jefferson's transportation system consists of a network of arterial, collector, and local roadways that support both local and regional travel. Roadways serve as primary routes for commuting, school access, and local activity, with Interstate 29 located immediately west of the community providing a major north-south regional corridor. 330th Street serves as a primary east-west connection through the area, linking the community to the regional network, while Main Street provides a north-south route within the city and connects local streets to surrounding roadways.

Jefferson Demographics

Jefferson's population increased by 2.9% from 2014 to 2024, reflecting relatively stable population trends. During this period, the age distribution shifted, with increases in both youth and older adult populations and a decrease in the working-age population.

Vehicles Available

Vehicles Available	2014	2024	Percent Change
Total Households	246	255	3.7%
No Vehicle Available	12	11	-8.3%
1 Vehicle Available	70	68	-2.9%
2 Vehicles Available	99	55	-44.4%
3 Vehicles Available	54	94	74.1%
4+ Vehicles Household	11	27	145.5%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2010/2014	2020/2024	Percent Change
Population (2010-2020)	547	475	-13.2%
Under 18 (Youth)	25%	23%	-12.0%
18 to 64	63%	59%	-8.7%
65 + (Older Adults)	12%	19%	45.1%
Total Households	246	255	3.7%
Owner Occupied	189	232	22.8%
Renter Occupied	57	23	-59.6%

Regional Safety Action Plan Vision and Goals

Vision: *The SECOG 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, SECOG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

Approach: The engagement process for the SECOG Regional Safety Action Plan included stakeholder interviews, a community survey, and the use of online engagement tools such as Social Pinpoint to gather location-specific comments on transportation safety concerns. A combination of in-person outreach and digital engagement methods was used to ensure broad and accessible participation. Stakeholder interviews were conducted with representatives from the City of Jefferson and regional partners involved in transportation planning, operations, and safety. Conversations and public input focused on commuter travel, agricultural and truck traffic, intersection conditions, railroad crossings, roadway speeds, signage, and pedestrian conditions. Additional input highlighted transportation activity along local corridors used for regional access, local circulation, and freight movement. Survey and online engagement feedback reflected limited input, identifying intersection-related concerns and localized safety issues within the community.

Jefferson participated in the SECOG 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 Jefferson. Jefferson's safety context is shaped by high-speed rural travel, where crashes often involve roadway departures and speeding contributes to elevated risk. Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Jefferson, crash patterns suggest an emphasis on speed management and roadway design approaches that align with rural travel conditions.

Figure 1. Types of crashes

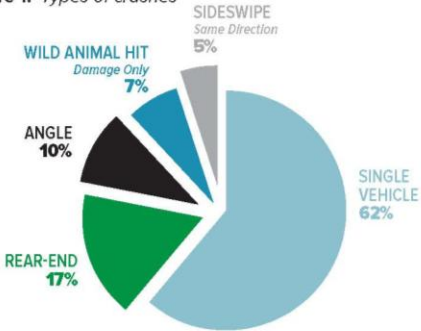


Figure 2. Crashes per year



Crash Analysis

There were **42 total crashes** from 2021-2025

No fatal or severe crashes — lower than regional average (3.8%)

69% on 55+ mph roads; 64% on 75+ mph

43% in dark conditions — higher than region (36.5%)

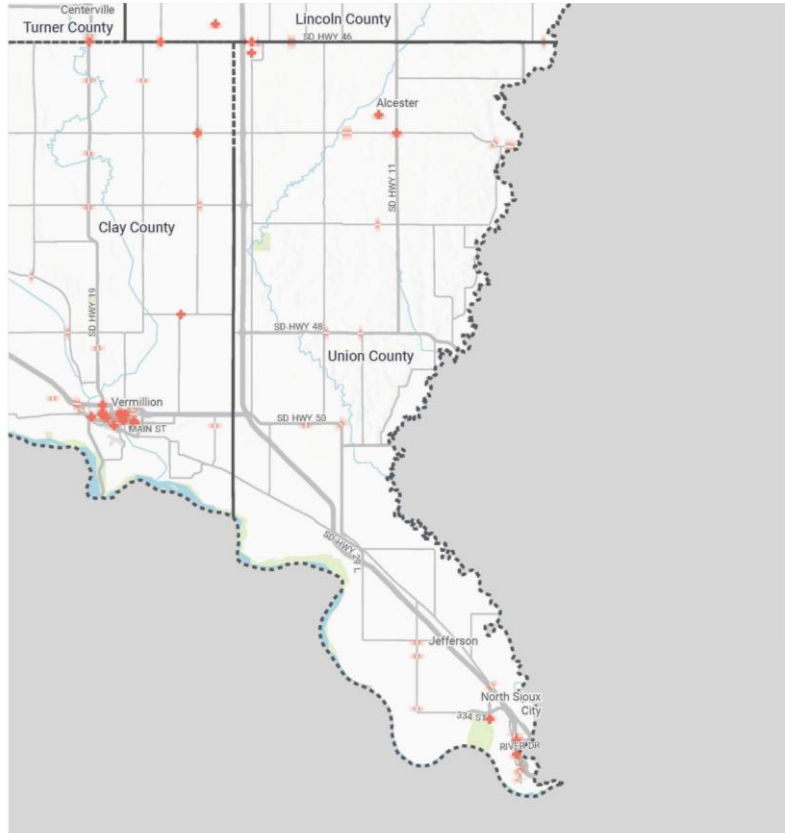
No crashes involving people walking or biking

Engagement Takeaways

Regional concerns include:

- + Improve pedestrian and bicycle safety
- + Reduce speed-related crashes
- + Reduce failure to stop/yield crashes
- + Improve traffic safety near parks
- + Improve highway visibility safety

Crash Analysis



Data provided by South Dakota Department of Public Safety.

SAFETY ANALYSIS

SECOG
REGIONAL SAFETY ACTION PLAN

alta

SAFETY ANALYSIS

- ▬ High Injury Network Segment
- ◆ High Injury Intersection

DESTINATIONS + BOUNDARIES

- County Boundaries
- Highway
- Arterial
- Collector

The study area for this regional safety analysis does not include Sioux Falls.



Recommendations

Priority #1: Main Street / Dakota Street Pedestrian, Speed Transition, and Signage Review

Cost Estimate : \$450,000

This project addresses the Main Street / Dakota Street pedestrian/intersection and Main Street speed transition and truck-route signage concerns. The project would focus on pedestrian crossing visibility, stop-control and intersection recognition, speed transition clarity, truck-route signing, and sight-distance issues in the downtown/Main Street area. Potential improvements include speed transition review, upgraded warning and regulatory signs, enhanced crosswalk visibility, flashing or higher-visibility stop-control treatments where warranted, targeted lighting, and removal or relocation of objects that limit visibility.

Priority #2: Dakota Street / 483rd Street Intersection Visibility and Traffic Control Review

Cost Estimate: \$300,000

This spot-safety project would review the Dakota Street / 483rd Street intersection for sight distance, traffic control, approach-speed clarity, and transition issues where gravel and paved approaches meet. The project should confirm the appropriate intersection control and identify low-cost improvements such as upgraded stop-control recognition, sign relocation, vegetation or obstruction removal, intersection lighting if warranted, and approach-speed or warning signage.

Priority #3: I-29 Access and Regional Coordination Review

Cost Estimate (Planning-Level): \$1,830,000

This consolidated coordination project would review I-29 access considerations associated with Jefferson-area travel, including regional commuter access, truck and agricultural movement, the Southeast Farmers Elevator, Jefferson Speedway, and event traffic. The project should evaluate turning needs, access management, truck routing, event traffic, ramp-area operations, signing, and coordination with SDDOT and private property owners. Improvements may include access management, turn-lane review, signing, lighting, traffic control, or routing recommendations.

Priority #4: Citywide Railroad Crossing Safety Review

Cost Estimate (Planning-Level): \$560,000

Jurisdiction: City-County Partnership (Mostly in Growth Area)

This project would review railroad crossings in Jefferson for crossing visibility, warning signage, crossing surface condition, approach conditions, speed clarity, and emergency access considerations. Potential improvements may include upgraded railroad crossing and advance warning signs, pavement markings where applicable, sight-distance clearing, object markers, targeted lighting, minor crossing surface or approach repairs, and coordination with the railroad.

Priority Projects



1. Citywide Railroad Crossing Safety Review

2. Dakota Street / 483rd Street Intersection
Visibility and Traffic Control Review

3. Main Street / Dakota Street Pedestrian,
Speed Transition, and Signage Review