

Humboldt: Local Safety Action Plan



The Town of Humboldt 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 Humboldt-specific needs and aligning with local priorities and planned improvements. The Local Plan connects regional strategies to targeted community actions to improve safety and advance the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

Humboldt is a small community in Minnehaha County located at the crossroads of Interstate 90, Highway 38, and Highway 19, giving it an important local and regional transportation role. The area around the school and ball fields experiences congestion during sporting events, with vehicles parking on both sides of 457th Avenue; the City has annexed land south of the West Central Elementary building for additional parking and wants to pave 457th Avenue with curb and gutter from the interstate to Highway 38. Key local traffic routes include 2nd Avenue, Main Avenue, and Ford Street, while people also regularly walk along Main Street to reach downtown businesses and City Hall.

Humboldt’s land use pattern is predominantly residential, with key activity areas including the school, ball fields, downtown, City Hall, and the park south of 6th Street, which is heavily used along with the track for exercise outside of school activities. Growth is anticipated to the southeast and southwest, which will increase demand on the local street network and access to community destinations. Safety concerns include the intersection of Highway 19 and Highway 38 on the west side of town, which has experienced crashes and was converted to a four-way stop in 2024, and the eastern Highway 19 and Highway 38 T-intersection, where crashes, limited warning, and a recent fatal road departure have highlighted the need for better signing and driver awareness. Additional issues include heavy truck traffic on Washington, Main, Lincoln, Grant, and 1st Streets serving grain facilities in the northern part of town, speeding on Main Street, concerns about impaired driving on weekends, and the need to better manage conflicts between local traffic, freight movement, and pedestrian activity.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	251	265	5.58%
No Vehicle Available	5	8	60%
1 Vehicle Available	31	31	0%
2 Vehicles Available	112	109	-2.68%
3 Vehicles Available	57	85	49.12%
4+ Vehicles Household	46	32	-30.43%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	597	732	22.61%
Under 18 (Youth)	133	236	77.44%
18 to 64	348	427	22.70%
65 + (Older Adults)	116	89	-23.28%
Total Households	251	265	5.58%
Owner Occupied	217	236	8.76%
Renter Occupied	34	29	-14.71%

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

Stakeholder interviews were conducted with representatives from the Town of Humboldt, and public engagement also included 4 map pinpoints and 19 completed surveys that provided location-specific input on transportation safety needs. Feedback focused on congestion and parking around the school and ball fields during sporting events, safety concerns at both Highway 19 and Highway 38 intersections, and pedestrian activity on Main Street and near the park and track south of 6th Street. Residents also identified truck traffic on Washington, Main, Lincoln, Grant, and 1st Streets, speeding on Main Street, and the need to coordinate future roadway and parking improvements with anticipated growth to the southeast and southwest so that Humboldt’s transportation network continues to support safe travel for residents, students, and visitors.



Humboldt 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 Humboldt.

In Humboldt, safety risk is concentrated along higher-speed corridors where roadway departures and nighttime crashes are common and the consequences of mistakes are more severe.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Humboldt, crash patterns point toward strategies that address speed, visibility, and roadway departure risks on regional routes.

Figure 1. Types of crashes

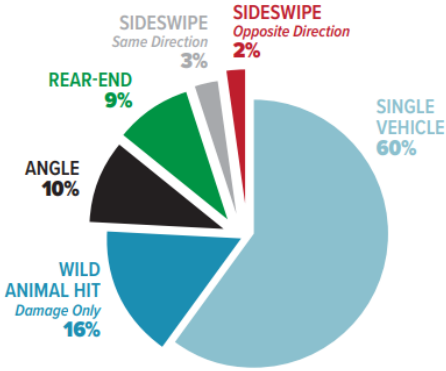


Figure 2. Crashes per year



Crash Analysis

There were **128 total crashes** from 2021-2025

7 fatal or severe crashes (5.5%) — higher than regional average (3.8%)

79% on 55+ mph roads; 73% on 65+ mph; 48% on 75+ mph

45% in dark conditions — higher than region (36.5%)

No crashes involving people walking or biking



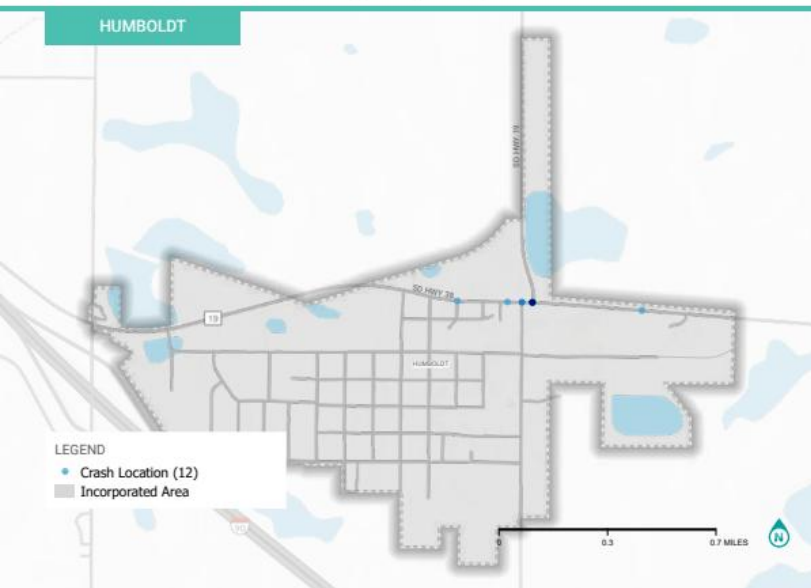
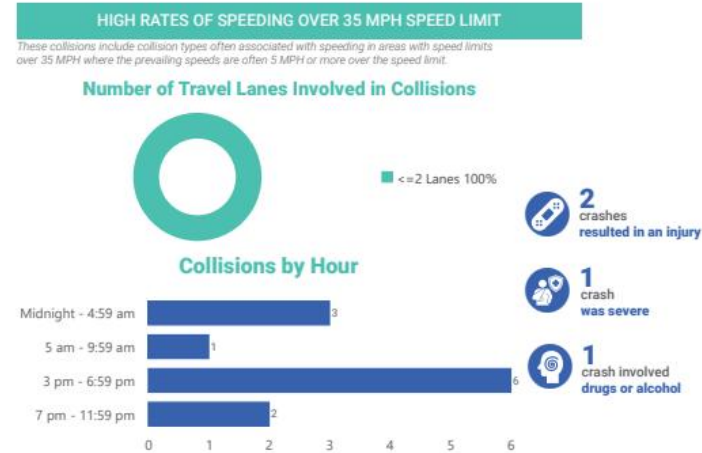
Engagement Takeaways

- Community concerns include:
- + Truck traffic safety
 - + Ballfield and school traffic safety improvements
 - + Main Street traffic and pedestrian safety
 - + SD 38/SD 19 intersections safety

Project Recommendations



Crash Analysis



Recommendations

Project #1: SD 38 and SD 19 North

Crash Trends

- 10 crashes – 5 single vehicle crashes and 5 angle crashes
- 9 out of 10 at dusk or nighttime
- 1 fatality

SDDOT has incorporated a number of stop-controlled safety improvements at this intersection over the past few years.

- Monitor Intersection to determine improvements effectiveness.
- If intersection still requires additional improvements an intersection improvement project should be incorporated into the SDDOT future roadway plans

Additional Countermeasure Options

- Sight distance issues at the intersection including realignment of intersection.
- Lighting
- Closing business access off just west of SD19
- Additional Low cost stop control measures, flashing warning signs, retroreflectivity

Project #2: SD 38 and SD 19 South

Crash Trends

- 6 crashes – 5 angle, 1 rear-end
- No KSIs
- 4 out of 6 crashes involved eastbound vehicle

SDDOT has incorporated a number of stop-controlled safety improvements including a 4-way stop and reduced speed limit at this intersection over the past few years.

- Monitor Intersection to determine improvements effectiveness.
- If intersection still requires additional improvements an intersection improvement project should be incorporated into the SDDOT future roadway plans

Countermeasure Options

- Low-cost Stop Control Improvements and possibly left turn lanes helpful
- Good candidate for roundabout to eliminate angle crashes
- Removing shrubs/trees in northwest quadrant would help with sight issues
- Adjustment of north bound right turn lane

Project #3: Main Avenue Enhanced Pedestrian and Speeding Safety

Safety Feedback Received

- Pedestrian Crossing Safety
- Speeding

Countermeasure Options

- Crosswalk Visibility Enhancements - \$20,000 per crossing
- RRFBs - \$30,000 each
- Speed Feedback Signs - \$12,000 per sign
- Enhanced School Zone Signage

Additional Projects: Humboldt Bike Trails Extensions

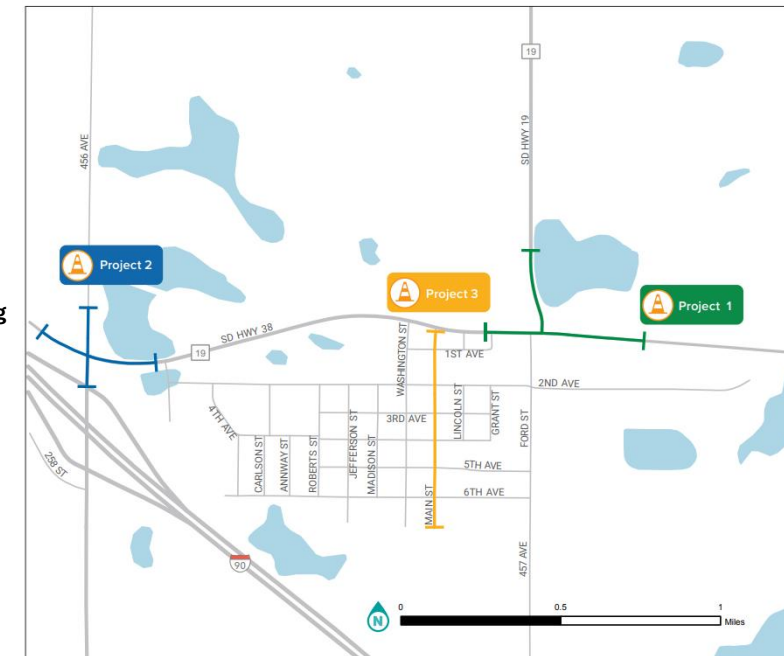
I-90/6th Avenue/Ford Street biketrail/sidepath –

- Recommend trail routing study followed by TA funding
- I-90 section will need to be adjacent to but not within ROW.
- Long-term to Beaver Lake

SD 38 from Humboldt to Hartford

- SD 38 ROW and Old Rail parcels
- TA Funding
- Maintenance Agreement

Priority Projects



1. SD 38 and SD 19 North

2. SD 38 and SD 19 South

3. Main Street Pedestrian and Speeding Safety Enhancements

Project #17 - SD 38 and SD 19 North - SDDOT



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Additional Countermeasure Options

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Project #48 - SD 38 and SD 19 South - SDDOT



Crash Trends –

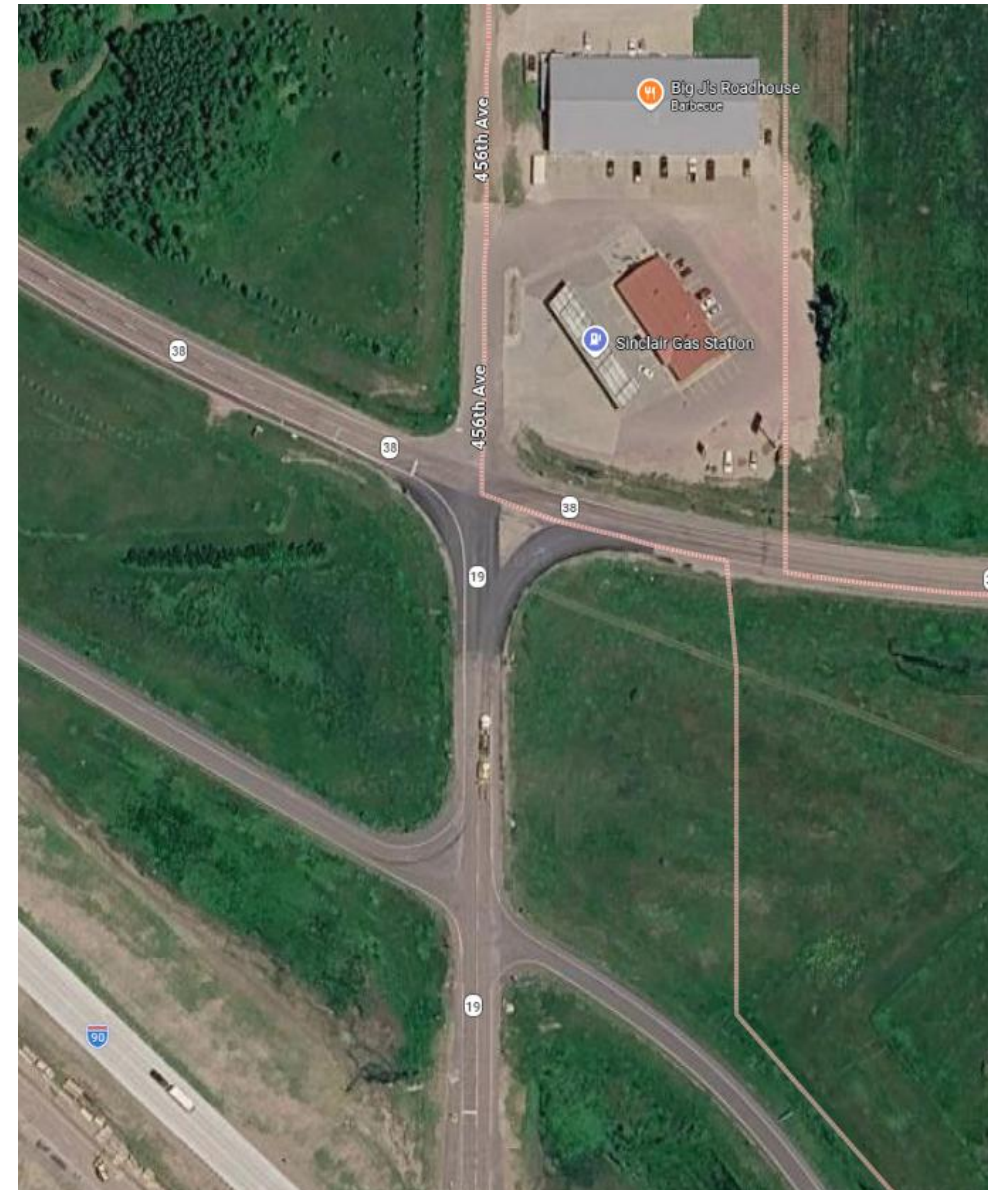
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Humboldt Bike Trails Extensions

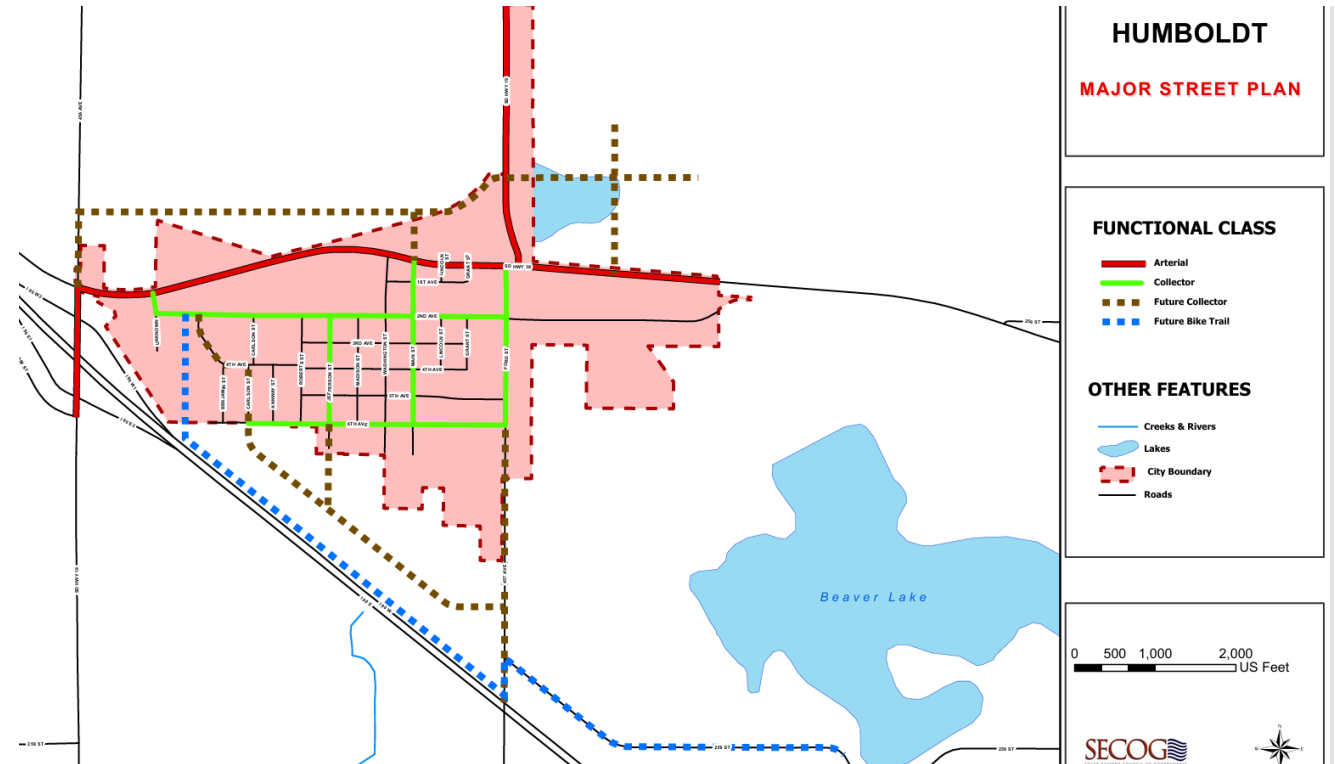


I-90/6th Avenue/Ford Street biketrail/sidepath –

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SD 38 from Humboldt to Hartford

- SD 38 ROW and Old Rail parcels
- TA Funding
- Maintenance Agreement



Main Avenue Enhanced Pedestrian and Speeding Safety

Safety Feedback Received

- ✓ Pedestrian Crossing Safety
- ✓ Speeding

Countermeasure Options

- Crosswalk Visibility Enhancements - \$20,000 per crossing
- RRFBs - \$30,000 each
- Speed Feedback Signs - \$12,000 per sign
- Enhanced School Zone Signage

Funding Options

- TA Funding

