

Spencer: Local Safety Action Plan



The Town of Spencer 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 participating community in the SECOG Regional Safety Action Plan, this local plan builds on regional analysis by focusing on Spencer-specific needs and aligning with existing McCook County and state transportation planning efforts. 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 and context

Spencer is a small rural community in eastern South Dakota located in McCook County along the Interstate 90 corridor between Sioux Falls and Mitchell. With a population of roughly 130–140 residents and a compact land area of about 0.27 square miles, Spencer functions as a close-knit, residential community with strong ties to surrounding farms and nearby towns such as Salem, Bridgewater, and Canistota. The community’s transportation network consists primarily of a local grid of town streets that connect to county roads and state routes, providing access to US Highway 81, SD Highway 38, and I-90 for longer regional trips.

Roadways in and around Spencer provide essential access for commuting, school bus routes, agricultural operations, freight movement, and emergency services, while supporting a predominantly low-density residential community with churches, small businesses, and civic uses along key corridors. Following the significant impacts of the 1998 tornado, the town has focused on rebuilding and maintaining its local street system, with key safety priorities including managing speeds and visibility at intersections, accommodating farm equipment and heavy vehicles, and improving pavement condition, drainage, lighting, signage, and pedestrian facilities to support a safe and resilient transportation system.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	61	57	-6.56%
No Vehicle Available	2	4	100.00%
1 Vehicle Available	10	4	-60.00%
2 Vehicles Available	29	26	-10.34%
3 Vehicles Available	13	9	-30.77%
4+ Vehicles Household	7	14	100.00%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category-	2014	2024	Percent Change
Population	141	103	-26.95%
Under 18 (Youth)	42	21	-50.00%
18 to 64	75	57	-24.00%
65 + (Older Adults)	24	25	4.17%
Total Households	61	57	-6.56%
Owner Occupied	57	48	-15.75%
Renter Occupied	4	9	125.00%

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

The public engagement process for Spencer relied on online tools, community surveys, and a review of previous planning efforts rather than formal stakeholder interviews. Community members were able to share location-specific safety concerns and ideas through web-based surveys and interactive mapping, providing input on issues such as speeds, visibility, and walking conditions. In addition, a desktop review of past transportation and community plans, along with public comments gathered during those processes, helped identify recurring themes and ensured that this Local Safety Action Plan builds on existing community priorities and feedback.

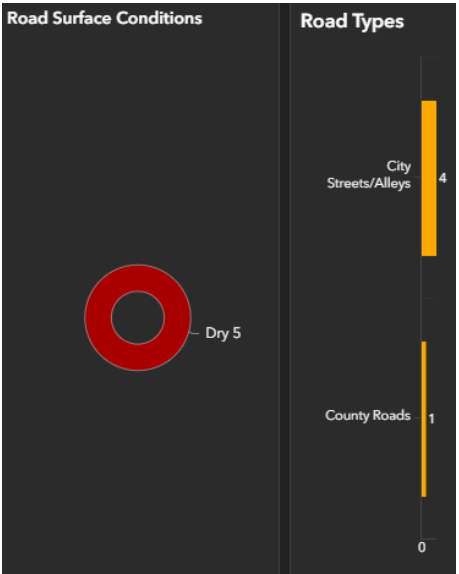
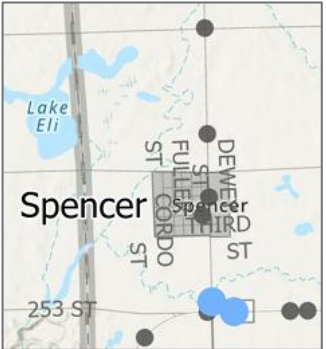
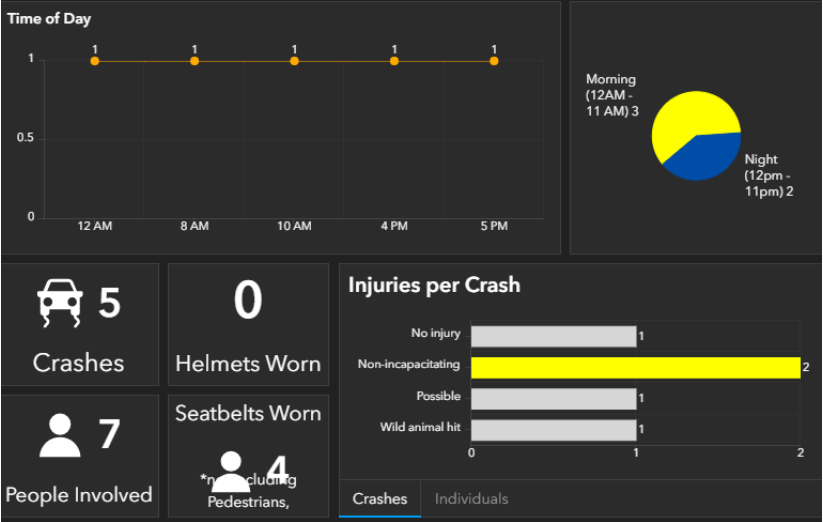
Road System



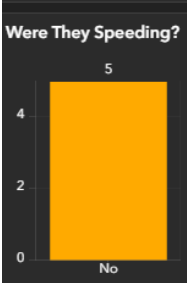
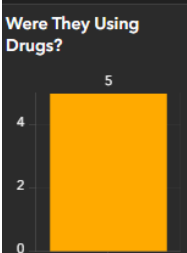
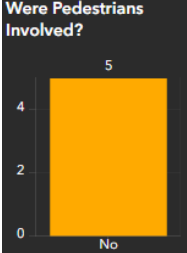
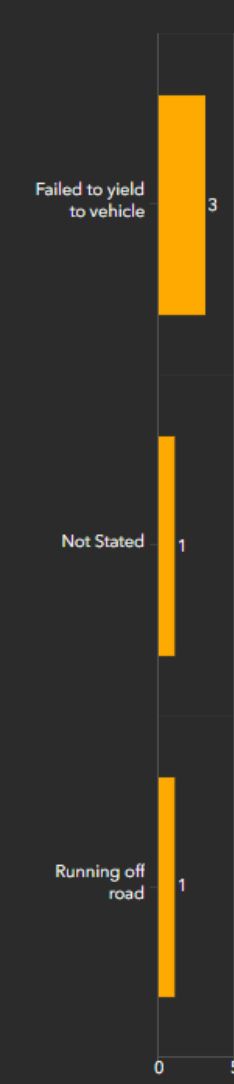
Prioritized Project Recommendations



Crash Data



Driver Contributing Circumstances



Recommendations

Project #1: Bike/Pedestrian Trail or Route Development

- Link the two city parks and develop a loop around community.
- To provide safe walking and bicycling area for citizens

Options

- Advisory Bike Lanes
- Pedestrian Lanes
- Bike Trails

Project #2: City-wide review of Street Sign Control Consistency

- Yield vs Stop vs Uncontrolled Intersection – set policy and major street and stop control plan
- Incorporate Stop Control Enhancements
- Lighting improvements

Project #3 - Speed Control and Traffic Calming Countermeasure Options

- RRFB Signals/Curb Extensions/Speed Feedback Signs/Crosswalk Visibility Enhancements



Bike/Pedestrian Trail or Route Development



- Link the two city parks and develop a loop around community.
- To provide safe walking and bicycling area for citizens
- Options
 - Advisory Bike Lanes
 - Pedestrian Lanes
 - Bike Trails



City-wide Review of Street Sign Control



- Yield vs Stop vs Uncontrolled Intersection – set policy and major street and stop control plan
- Incorporate Stop Control Enhancements
- Lighting improvements



Speed Control and Traffic Calming Countermeasure Options for Spencer



■ RRFB Signals



■ Crosswalk Visibility Enhancements



Speed Feedback Signs



Curb Extensions

