

Valley Springs: Local Safety Action Plan



The City of Valley Springs 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 Valley Springs-specific needs and aligning with existing and planned local 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

Valley Springs is a growing community in Minnehaha County located just south of Interstate 90 and within about fifteen minutes of Sioux Falls, with residential and business growth supporting increased local travel demand. Future growth is moving to the southwest, and the City is planning a new sidewalk along Valley Drive from the new southwest development to the old school to strengthen pedestrian connectivity. Additional desired improvements include a trail around the ball fields, paving Dunham Street to the cemetery, and reconstruction and utility upgrades on Sunnyside and Broadway using State Revolving Fund support.

Valley Springs’ transportation system serves neighborhoods, parks, school-related travel, freight routes, and local community destinations. Heavy truck traffic on Broadway coming from 488th Avenue and Valley Drive is a key concer, and speeding and drivers running school bus stop signs near bus stops create added risk because children from three different school districts are picked up in town. Families commonly walk on low-volume residential roads in the evening, and street lighting is generally considered good throughout town. Another emerging issue is that a previously decommissioned railroad is expected to become active again, which will increase the importance of managing roadway crossings throughout the community.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	270	364	34.81%
No Vehicle Available	1	0	-100.00%
1 Vehicle Available	59	71	20.34%
2 Vehicles Available	113	146	29.20%
3 Vehicles Available	73	89	21.92%
4+ Vehicles Household	24	58	141.67%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	701	996	42.08%
Under 18 (Youth)	219	236	7.76%
18 to 64	428	670	56.54%
65 + (Older Adults)	54	90	66.67%
Total Households	270	364	34.81%
Owner Occupied	219	295	34.70%
Renter Occupied	51	69	35.29%

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 City of Valley Springs and public engagement also included 1 map pinpoint and 18 completed surveys that provided location-specific feedback on transportation safety needs. Public input focused on pedestrian connectivity between newer development and established parts of town, including the planned sidewalk along Valley Drive and the desire for additional walking and recreation connections such as a trail around the ball fields. Residents also highlighted truck traffic on Broadway, speeding and unsafe driver behavior around school bus stops, and the need to maintain safe conditions for children because three different school districts pick up students within the community. Additional feedback emphasized the importance of coordinating roadway reconstruction, future sidewalk and trail improvements, railroad crossing safety as rail activity returns, and southwest growth so that Valley Springs can continue to support safe travel for people walking, biking, riding the bus, and driving.

Valley Springs 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 Valley Springs.

In Valley Springs, crashes tend to occur on higher-speed corridors, where even a limited number of severe incidents can significantly affect community safety outcomes.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Valley Springs, crash patterns indicate the importance of speed management and roadway design strategies suited to higher-speed travel.

Figure 1. Types of crashes

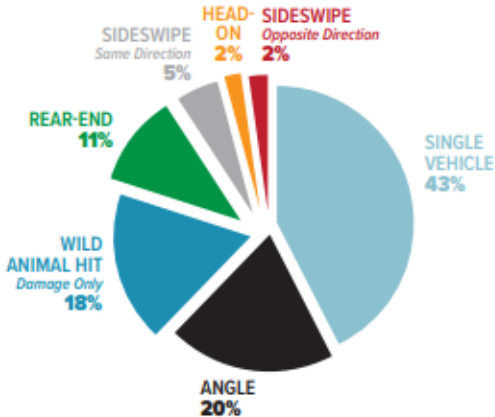
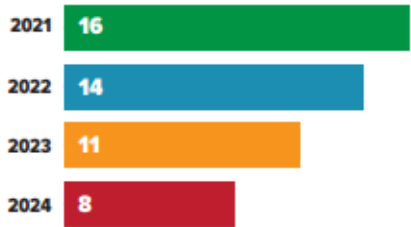


Figure 2. Crashes per year



Crash Analysis

There were **56 total crashes** from 2021-2025

1 fatal or severe crash (1.8%) — lower than regional average (3.8%)

34% on 55+ mph roads; 32% on 65+ mph; 32% on 75+ mph

29% in dark conditions — lower than region (36.5%)

No crashes involving people walking or biking

Engagement Takeaways

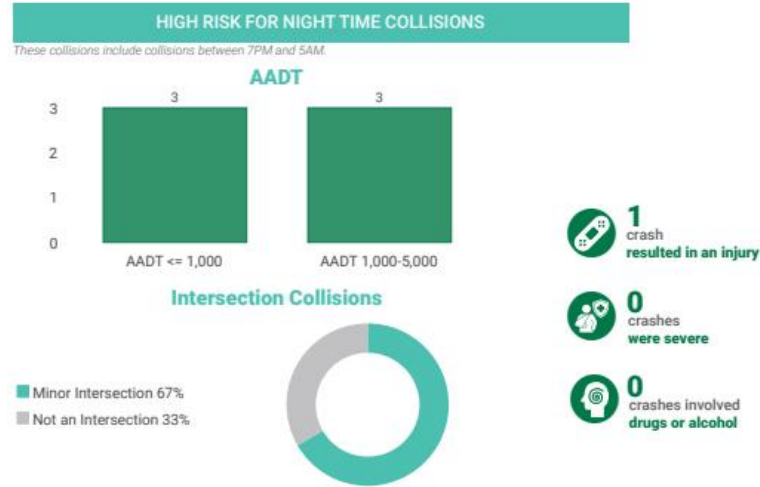
Community concerns include:

- + Valley and Broadway Avenues safety
- + Sidewalk and trail connectivity
- + Speeding near schools and bus stops
- + Truck traffic near school
- + Rail traffic and crossings

Project Recommendations



Crash Analysis



Recommendations

Project #1: Aspen Blvd (262nd Street) and Cliff Avenue Crash Trends

- 1 crash incapacitating at Cliff Avenue
 - Failure to Yield

Countermeasure Options

- Separate stop sign from street sign
- Flashing stop sign or similar
- Stop Bar
- Rumble Strips

Project #2: Rail Crossing Reactivation Safety Review

- Eastern and Ellis Railroad is planning reactivation of their line through Valley Springs
- There are a number of street crossings in Valley Springs that need to ensure include warning systems
- Determine if this is included in Eastern Ellis improvements
- Should some streets close rather than cross and improved railroad line?
- Which streets should incorporate train crossing warning signals?

Trail/Sidepath Projects

Legion Park Trail

- Develop a trail around Legion Park and Ballfields
- Provide area for people to safely walk and ride bicycle in community and park
- Utilize grant funding to help pay for construction such as TAP grant program.

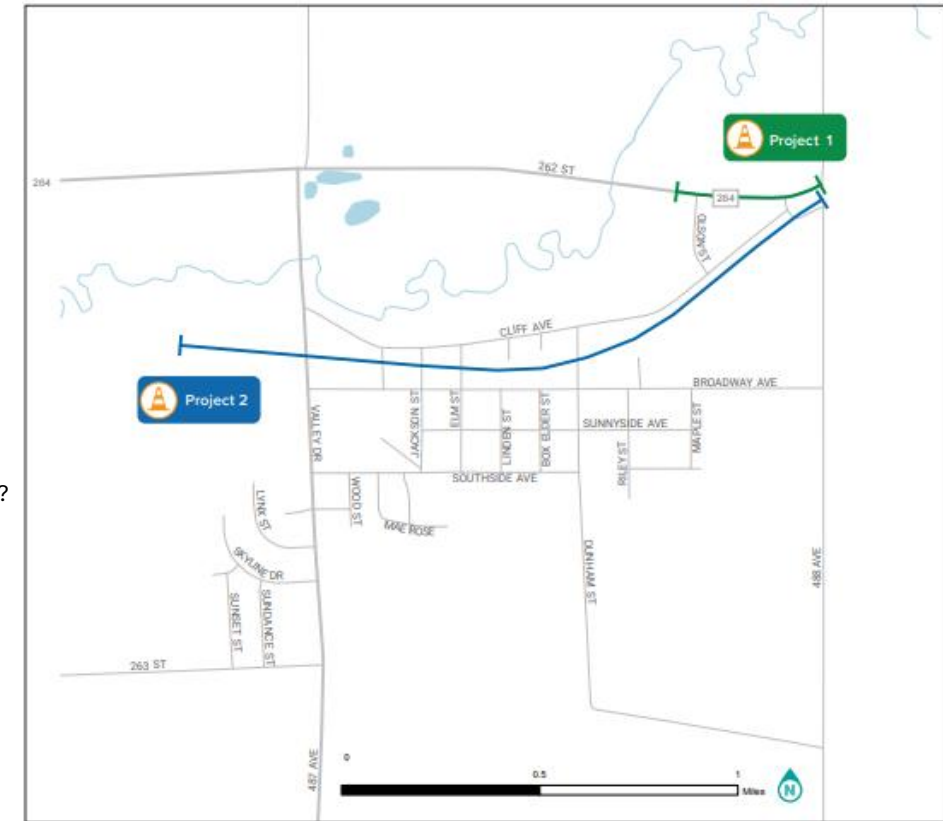
Valley Drive Trail/Sidepath

- Continuation of current sidepath to connect new development and old school
- Utilize TAP grant program

Additional Projects

- State-Line Road Visibility Issues
- School Bus Stop and Speed Compliance
 - Speed feedback signs near school bus pick up areas
 - School bus zone signs
 - RRFB Pedestrian Signal Upgrade
- Sidewalk Retrofit Program
 - Prioritize Sunnyside and Broadway reconstruction projects.

Priority Projects



1. 262nd Street (Aspen Blvd) Safety Improvements

2. Rail Reactivation Safety Review

Project #72- Aspen Blvd (262nd Street) and Cliff Avenue

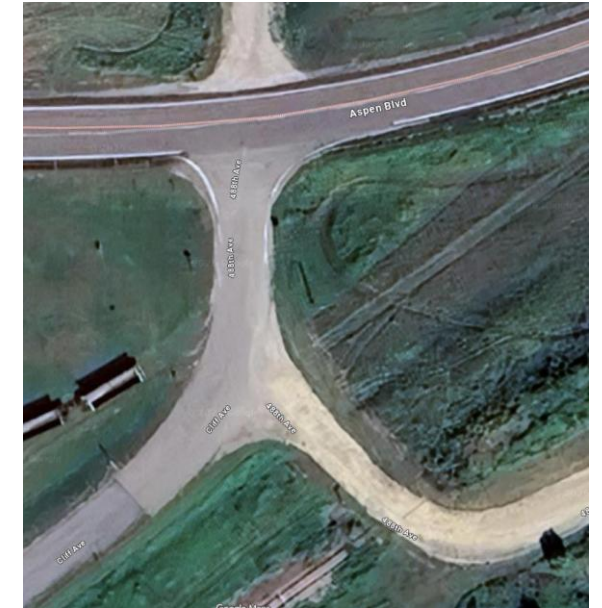


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Other Recommended Projects



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