

Alcester: Local Safety Action Plan



The City Of Alcester 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 Alcester-specific projects. 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 Alcester is a small community located in Union County in southeastern South Dakota near the Iowa border and approximately 45 miles north of Sioux City Iowa and 45 miles south of Sioux Falls South Dakota. Alcester’s population has remained stable in recent years. It is supported by residential stability agricultural activity and its proximity to regional employment centers. Alcester’s transportation system consists of a network of local streets and rural county roadways that support both local and regional travel. These roadways serve as primary routes for commuting school access agricultural movement and local activity. Interstate 29 is located approximately 10 miles west of the community and functions as a major north south regional corridor providing access to Sioux Falls Sioux City and other destinations across the Midwest. The community has invested in crosswalks and a future pedestrian pathway along 6th Street. The wide street width downtown along 2nd Street allows for angle parking and center lane parking.

Alcester Demographics

Alcester’s population remained essentially steady between the 2010 and 2020 Census. Between 2014 and 2024, the number of households increased 14%, indicating a slight population growth and decrease in the average household size.

Vehicles Available			
Vehicles Available	2014	2024	Percent Change
Total Households	327	374	14.4%
No Vehicle Available	12	23	91.7%
1 Vehicle Available	120	123	2.5%
2 Vehicles Available	127	115	-9.4%
3 Vehicles Available	46	85	84.4%
4+ Vehicles Household	22	28	27.3%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2010 / 2014	2020 / 2024	Percent Change
Population (2010-2020)	807	820	1.6%
Under 18 (Youth)	28%	28%	-0.8%
18 to 64	48%	40%	-15.1%
65 + (Older Adults)	24%	32%	30.2%
Total Households	327	374	14.4%
Owner Occupied	236	259	9.7%
Renter Occupied	91	115	26.4%

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, community survey, an in-person open house meeting, and the use of online engagement tools to gather location-specific comments on transportation safety concerns. The variety of community engagement methods were developed to ensure broad and accessible participation. Stakeholder interviews were conducted with representatives from the City of Alcester, nearby cities and counties, and SDDOT. Conversations and public input centered around safety and projects related to downtown, schools, and neighborhood walkability. Discussion around SD-11 corridor included truck traffic, signage and sidewalk gaps. Growth opportunities were noted such as economic development, residential growth to the north. Traffic speeds along 6th Street near the school were also mentioned.

Alcester 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 Alcester.

In Alcester, severe crashes stand out as a defining safety concern, particularly on higher-speed roadways where even a small number of incidents can have outsized impacts on the community.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Alcester, crash patterns point toward speed management and roadway design strategies that respond to the risk profile associated with rural, higher-speed travel.

Figure 1. Types of crashes

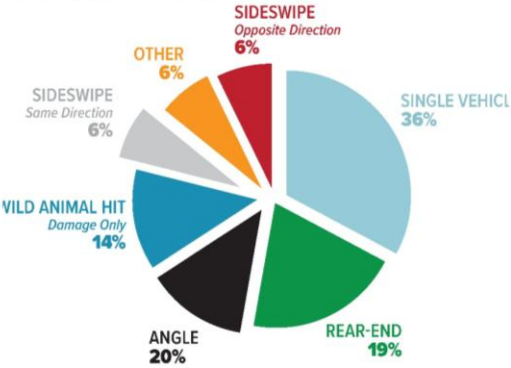


Figure 2. Crashes per year



Crash Analysis

There were **15 total crashes** from 2021-2025

3 fatal or severe crashes (20%) — higher than regional average (3.8%)

73% on 55+ mph roads; 20% on 65+ mph

13% in dark conditions — lower than region (36.5%)

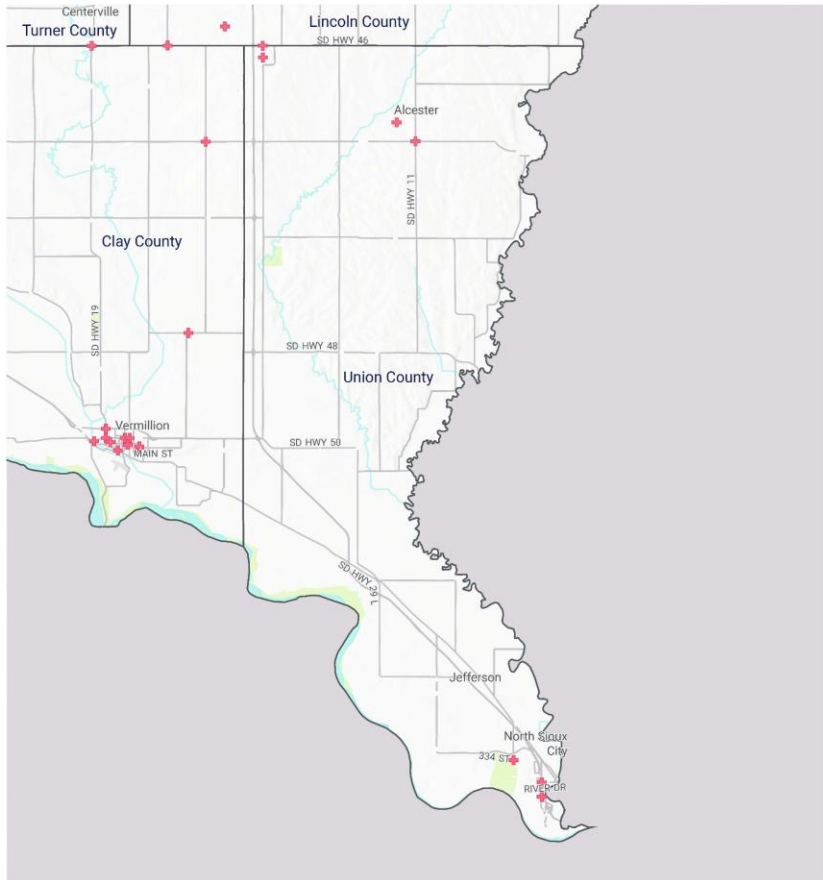
No crashes involving people walking or biking

Engagement Takeaways

With a focus on neighborhood safety, community input noted **excessive speeding**, **low visibility**, and **pedestrian network gaps** as primary concerns.

Multiple comments proposed targeted improvements to **address unsafe driver behaviors and reduce conflict points**.

Crash Analysis



SAFETY ANALYSIS

SAFETY ANALYSIS

- High Injury Network Segment
- High Injury Intersection

DESTINATIONS + BOUNDARIES

- County Boundaries
- Highway
- Arterial
- Collector

Recommendations

Priority #1: SD 11 / 302nd St. South Approach Intersection Review

Cost Estimate : \$760,000

This project evaluates the SD 11 / 302nd Street south approach as a public-input and crash-context intersection safety location. The project should confirm sight distance, stop-control visibility, approach speeds, turning needs, and roadside conditions before selecting improvements. Potential improvements may include an intersection-focused safety review, enhanced stop-control recognition, flashing LED stop signs, lighting, turn-lane evaluation, sight-distance clearing, object relocation, and shoulder or edge delineation improvements where warranted.

Priority #2: 6th Street / Lincoln Drive / Jefferson Drive School / Pool / Park Access Speed and Safety Project

Cost Estimate: \$980,000

This consolidated school, pool, park, and neighborhood safety project includes the 6th Street / 301st Street access corridor together with Lincoln Drive and Jefferson Drive. The project would improve walking and biking connections between neighborhoods, schools, parks, and recreational destinations while addressing neighborhood speeding and school-related safety concerns. Potential improvements may include sidewalk or sidepath construction, enhanced school and neighborhood crossings, RRFBs where warranted, speed feedback signs, school-zone signing and markings, stop-control visibility upgrades, lighting, ADA curb ramp upgrades, minor pavement-marking traffic calming, and sight-distance or obstruction corrections.

Priority #3: SD-11 Corridor Study / Improvements

Cost Estimate : \$250,000 (study); \$900,000 (improvements)

This consolidated project includes the SD 11 corridor and key intersections through Alcester. As an SDDOT HIN/HII priority location, the corridor should be advanced as a corridor safety study addressing intersection control, turning movements, access, speed transitions, pedestrian crossings, and overall corridor consistency. The study should also include review of elevator truck traffic operations near SD 11 and Clark Street, including truck turning movements, harvest-season queueing, access needs, and potential conflicts with local traffic and pedestrians. Potential improvements may include access management, turn-lane evaluation, enhanced stop-control recognition, signing and pavement marking upgrades, lighting, crossing improvements, sidewalk or sidepath connections where gaps exist, sight-distance clearing, and rural roadway treatments such as edge lines, SafetyEdge, or rumble strips where applicable outside the developed area.

Priority #4: SD 11 Sidewalk Gap / Fairgrounds-to-Downtown Connectivity Project

Cost Estimate: \$850,000

This project addresses the sidewalk and connectivity gap along SD 11 between the fairgrounds area and downtown Alcester. The project should focus on providing a more continuous pedestrian route along or near the state highway while improving crossing visibility and access between community destinations. Potential improvements may include sidewalk or sidepath construction, ADA curb ramp upgrades, high-visibility crossings, RRFB evaluation at priority crossings, lighting, signing and pavement marking upgrades, and coordination with SDDOT where improvements are located on or near the SD 11 corridor.

Priority Projects



1. SD 11 / 302nd Street South Approach Intersection Safety Review
2. 6th Street / Lincoln Drive / Jefferson Drive Neighborhood Speeding and School Safety Project
3. SD 11 Corridor / Intersection Safety Project
4. SD 11 Sidewalk Gap / Fairgrounds-to-Downtown Connectivity Project