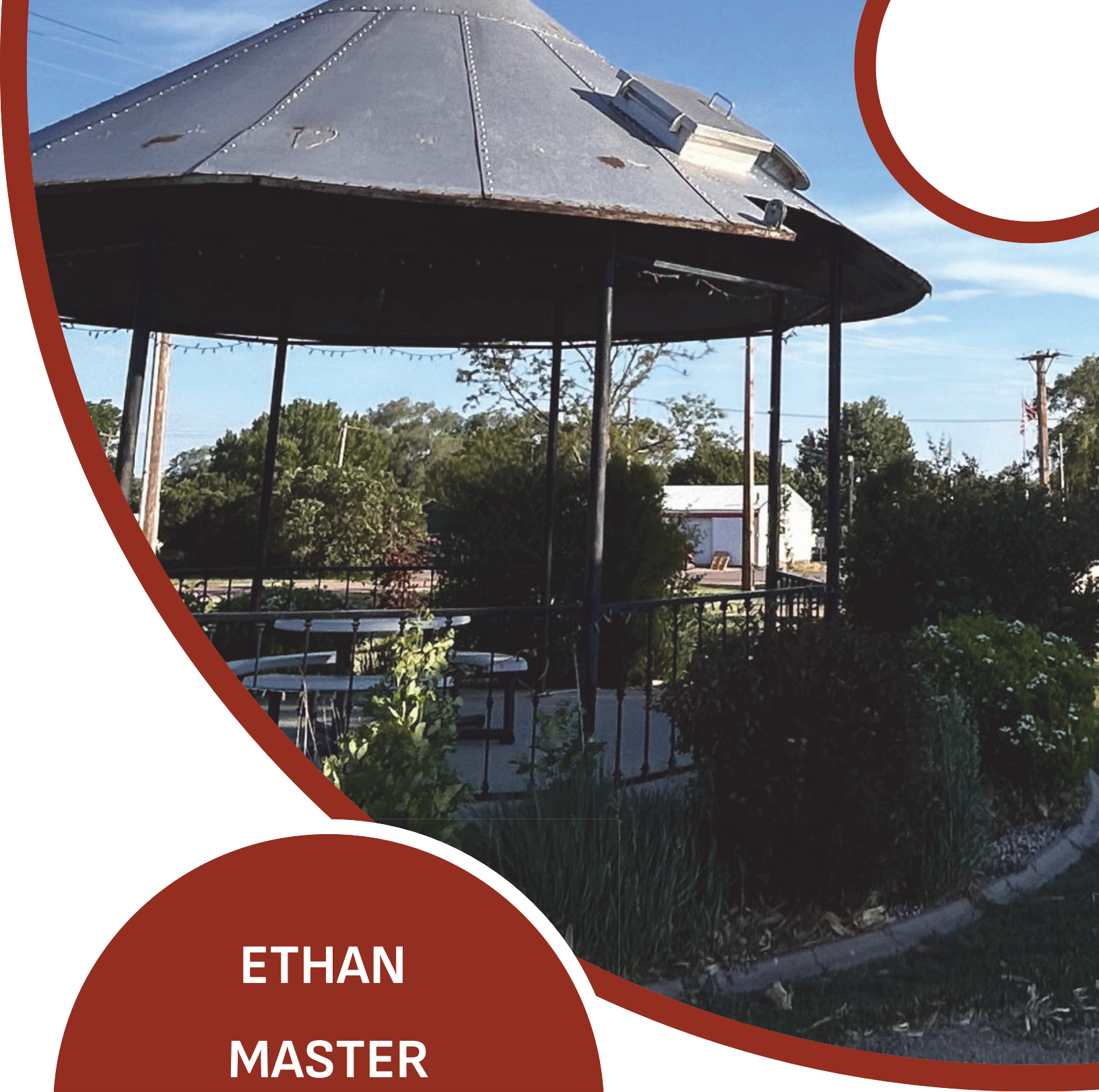




**ETHAN
MASTER
TRANSPORTATION
PLAN**

2026

Town of Ethan Master Transportation Plan

South Dakota Department of Transportation

Town of Ethan

August 2026

Prepared by

Emalee Larson – Intern



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Introduction

Project

Under the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021, a percentage of the federal transportation funds received by South Dakota must be designated for transportation planning and research activities through the State Planning and Research Program (SPR). Historically, the South Dakota Department of Transportation (SDDOT) used a portion of the SPR funds for transportation planning studies for counties and Class 1 cities (>5000) not within a Metropolitan Planning Area.

Transportation Alternatives (TA) is authorized by the Infrastructure Investment and Jobs Act (IIJA) and is a set-aside of Surface Transportation Block Grant (STBG) program funding. TA includes the Safe Routes to School, Scenic Byways and Recreation Trails Programs. These set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP), encompassing a variety of smaller scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historical preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

It became apparent during the first round of TAP applications that many of the small communities applying for grant funds are lacking an overall community transportation plan. The absence of a community transportation plan may be a detriment in obtaining TAP and other transportation-related funds. It may also be a detriment to the community as a whole as it grows and changes. Not only will a community transportation plan be a benefit in many funding situations, but it will also help aid a community in developing a transportation network that

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provides better access to schools, business districts, residential districts, agricultural and industrial facilities, parks and recreation attractions.

With that in mind, the SDDOT started dedicating a portion of its SPR funds to establish the Small Community Transportation Planning Program in 2014. The Town of Ethan was selected as the 2026 project for this program. The Town of Ethan Master Transportation Plan intends to lay out a vision and set the direction for how people and goods move throughout the community. The transportation planning process has been a collaborative effort between the Town of Ethan and the SDDOT. The Plan's study team has worked with the Ethan community to identify the expectations and goals of citizens, system stakeholders, and local officials for their multi-modal transportation system. The Plan addresses the study area in **Figure 1**. The Transportation Plan report provides the Town of Ethan with a blueprint for achieving its vision for the transportation system through a series of recommended projects, programs, and policies.

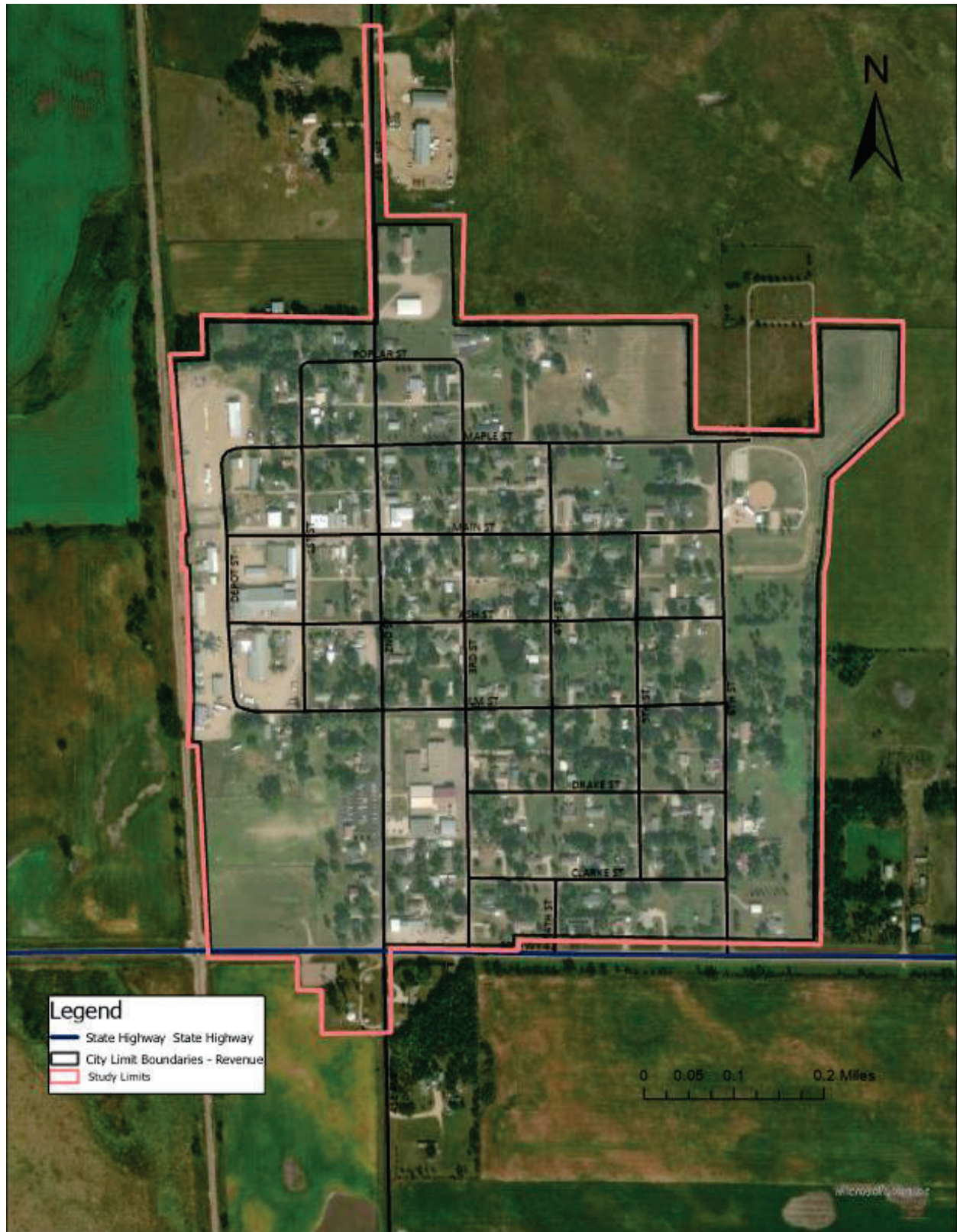


Figure 1. Study Area Map

Historical Context

The Town of Ethan (See Figure 1) was platted in 1883, and named to honor Revolutionary War patriot, Ethan Allen. Settlement in the region occurred in tandem with the expansion of railroads in the area, as they brought forth many new residents and economic opportunities. Ethan is located just 10 miles south of Mitchell and is a part of the Mitchell, South Dakota Micropolitan Statistical Area. The population of Ethan grew rapidly until 1920. The town then experienced a steady decrease until 1940. The town has since retained a stable population, with a slight increase observed in the 1980 US Census. Ethan's historic population trend is shown in **Figure 2**. The Town of Ethan is located along SD Highway 42, which connects SD Highway 37, West of Ethan, to Sioux Falls, SD, East of Ethan.

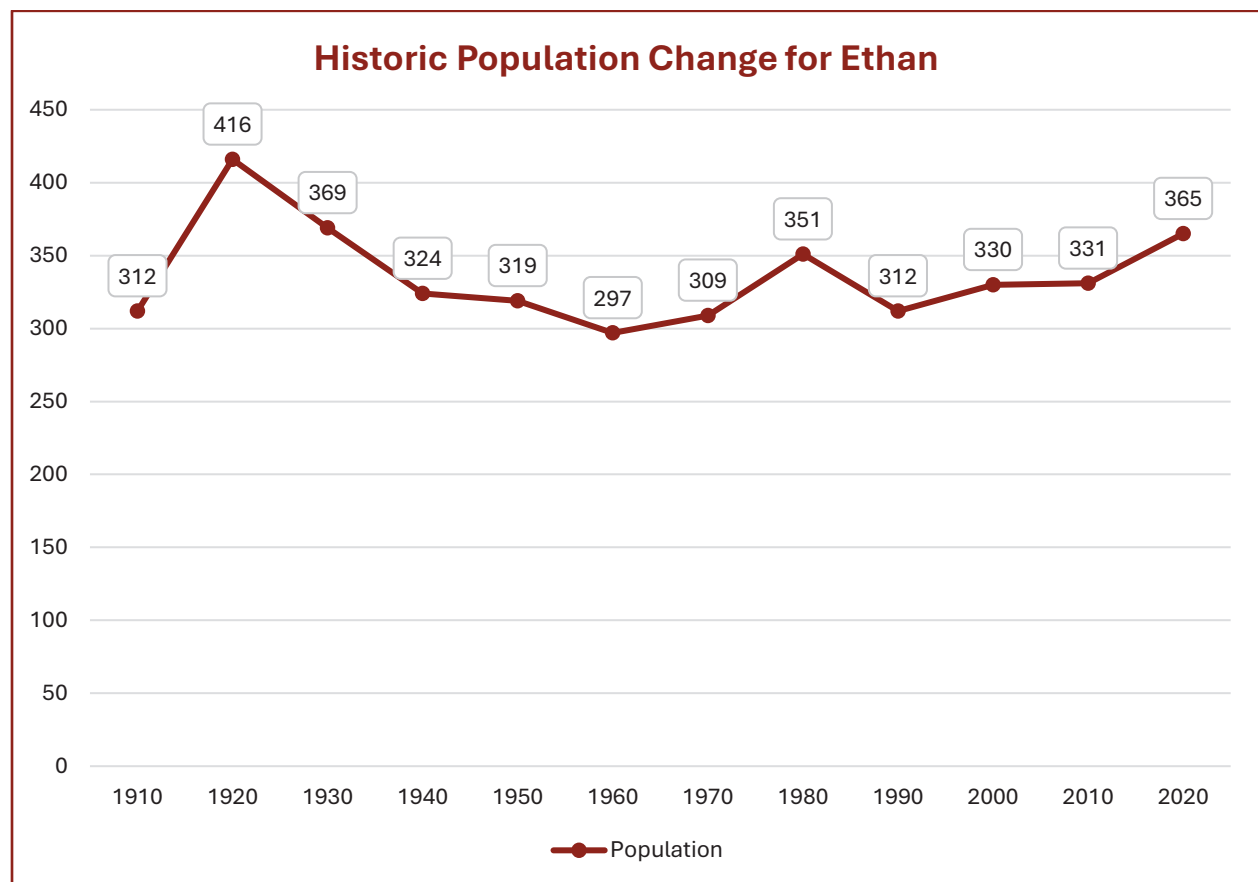


Figure 2. Historic Population Change for Ethan

The age structure of Ethan is diverse (see Figure 3), with community members of all age groups. This means that Ethan’s transportation system must strive to adequately serve all members of the community safely, with a diverse age structure in mind. Other factors for the community of Ethan are the Ethan Schools, located in Ethan, and workers commuting to Mitchell and Parkston for work.

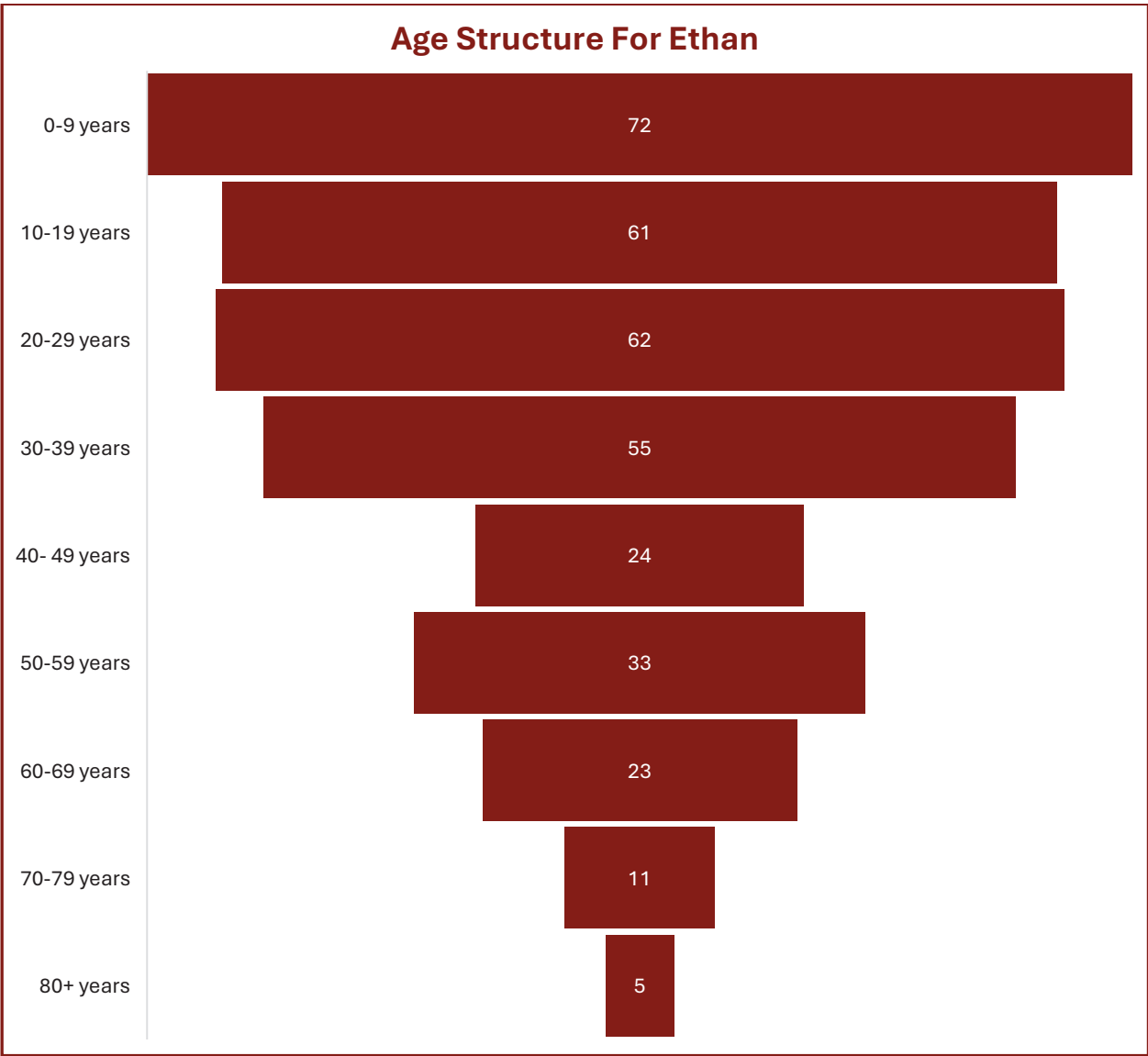


Figure 3. Age Structure for Ethan (ACS 2024)

Geographical Context

Ethan is located in the Southeastern area of South Dakota. With Mitchell located within 20 miles of Ethan, it appears to be well connected to cities that contain amenities that are not available in Ethan. Several more Class 1 Cities are located within 100 miles of Ethan: Sioux Falls, Huron, and Yankton. Figure 4 displays Ethan's geographical context to other major cities in South Dakota as well as relevant cities in Iowa and Nebraska.



Figure 4. Geographical Context

Method and Process

Moving forward, the Town of Ethan's need for a transportation plan will intensify as the Town's trajectory continues to change and develop. The central purpose of this transportation master plan is to provide recommendations that the Town of Ethan could implement to address identified issues, concerns, and needs. The methodology behind this study is embedded in a data driven process that revolves around the analysis of inventoried data within the study area, public input, and historical data maintained by SDDOT (see Figure 5).

First, to achieve an in-depth understanding of how the transportation system operates and performs as is; data was collected to create an inventory of information representing Ethan. This data gathering created a database of baseline information on the study area that was utilized to assess and understand the transportation system in conjunction to meeting with the public and getting input. Specific data that was collected during this stage includes: sidewalk connectivity and condition, pedestrian crosswalk locations, traffic sign locations, historical crashes, road condition and type, speed limits, American Disabilities Act (ADA) compliance, and average daily (including projected future) traffic flows.

The next step in understanding the transportation system in Ethan was perhaps the most important. This was gathering public input and direction on how the public uses the transportation system and any issues that they have with it. To do this, the study used an online survey that contained closed and open-ended questions pertaining to the transportation system

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that the public was encouraged to complete. In addition to the survey, two public meetings with open discussions were held where the public was encouraged to attend and contribute. At the first meeting, there was a brief presentation on the study itself and what the purpose was, which then opened the floor to the public for an open discussion on Ethan's transportation system.

The second meeting was used to present the preliminary findings and recommendations to the public and then getting to provide feedback on possible projects and alternatives to issues identified by the study in Ethan.

After these major steps, the final part in the process of this study was to blend all the information produced and gathered in this study. This stage curated analysis utilizing public input and inventoried data, which together produced the data-driven results of this study. From the results of this synthesizing stage, different alternatives and projects were finalized for the Town of Ethan. These alternatives and projects represent the recommendations at the heart of this transportation plan.

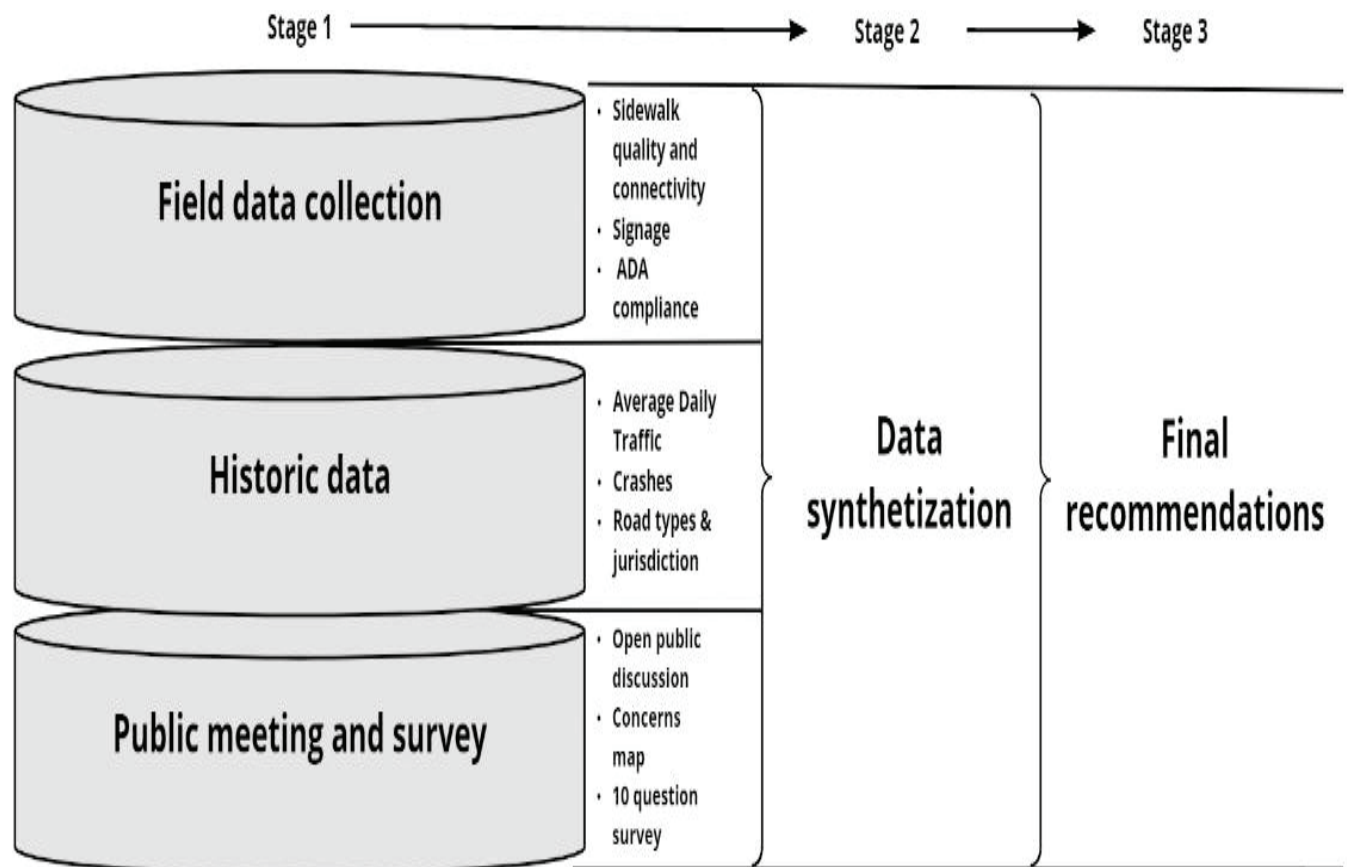


Figure 5. Research Methodology

Goals and Objectives

The goals and their respective objectives (see Figure 6) are center to the motivation of this study. As mentioned in the methods section, the central purpose of this study is to provide recommendations for the Town of Ethan to implement, that are recognized as solutions to improve and provide a plan for their transportation system through the identification of distinct opportunities and issues. To achieve this central purpose, a set of goals with objectives were established that were based off the visions and concerns of Ethan's residents and the data acquired the inventory stage of this study. In practice, goals and objectives create the combination of broad arching visions and the methods that will be used to get there.



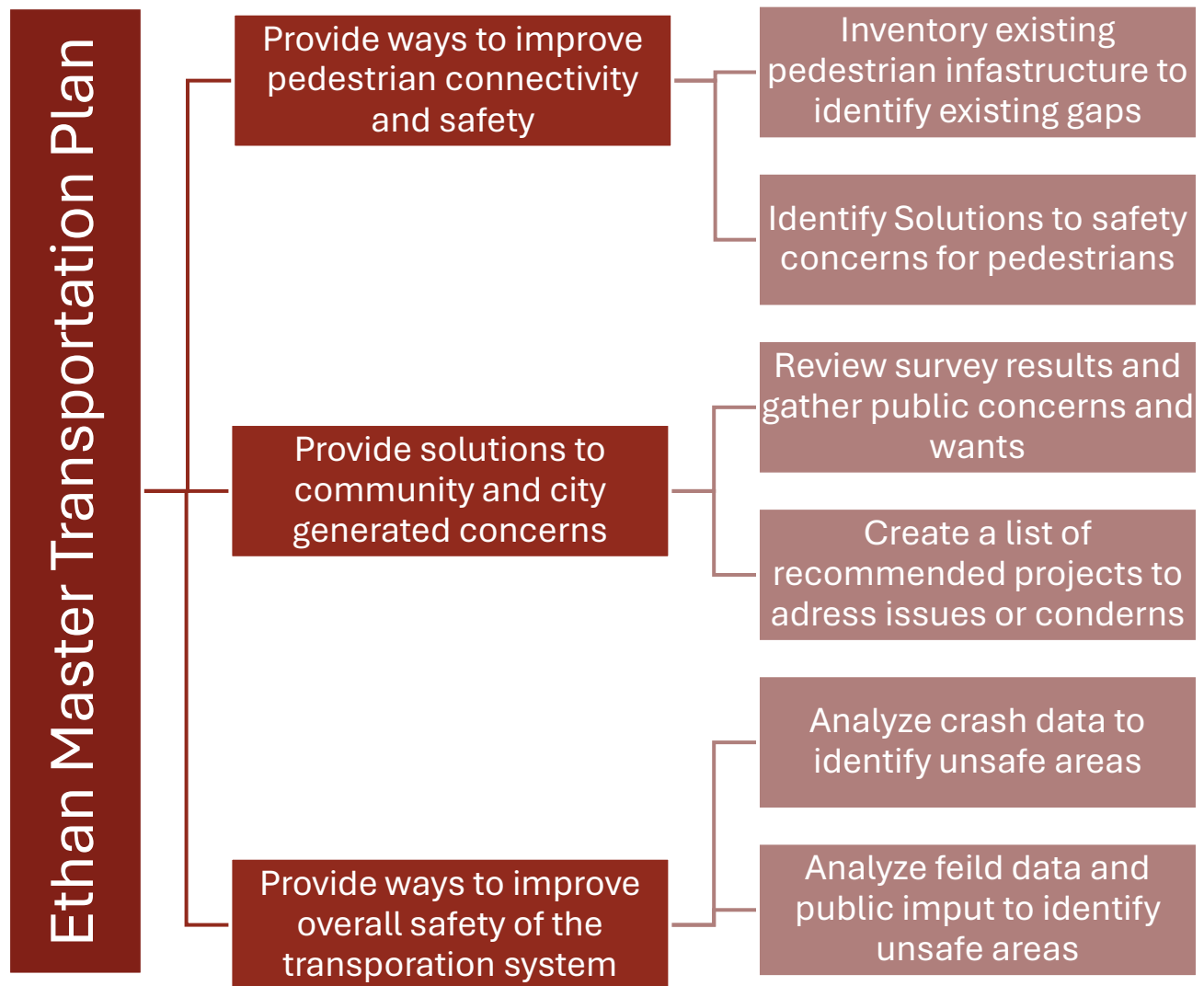


Figure 6. Goals and Objectives

Inventory of Existing Conditions

Transportation System

The Town of Ethan's existing transportation system serves as the baseline source of information for this study from which we determine actions, policies, and improvements that might be desirable to the community and best from increasing the system's overall performance. The issues identified that currently create problems for the transportation system that are impetus for future transportation system improvements in Ethan.

The primary traffic routes in Ethan are SD Highway 42 and 2nd Street (Davison County Highway 18) 411th Avenue. 2nd Street is the most travelled road in Ethan. The city streets mostly follow a grid with a few dead-end streets on the north side of town. Other important roads in Ethan include Main Street, Depot Street and Ash Street. Truck traffic to and from local businesses use 2nd Street as the main route when traveling through Ethan, which brings traffic close to Ethan Schools. The traffic volumes and speeding concerns on 2nd Street combined with the lack of pedestrian accessible pathways and marked crosswalks contribute to concern for a lack of safety by the citizens of Ethan.

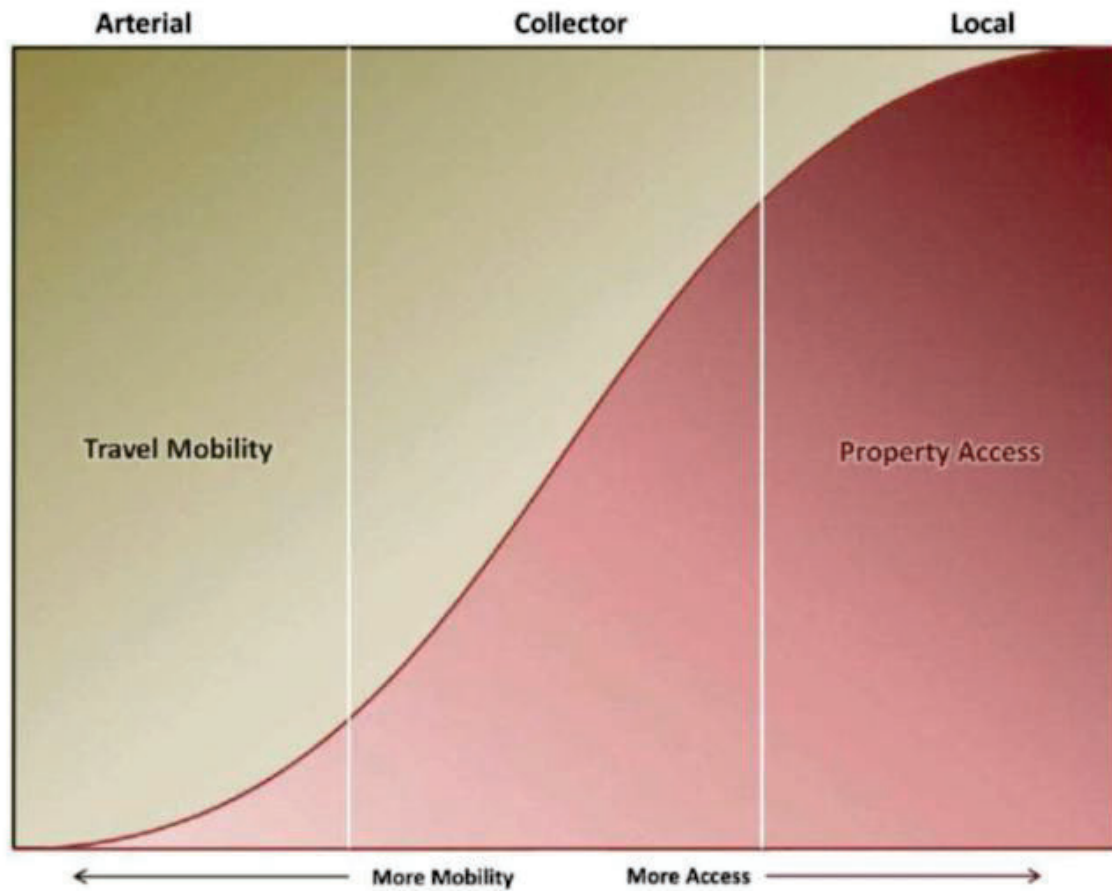


Figure 7. Travel Mobility

The mobility and access of the types of roads and how they measure up compared to each other based on their classification is graphically represented in Figure 7. Figure 7 shows that local roads provide more property access and less travel mobility whereas arterial and collector roads offer more travel mobility and less property access. The types of roads in Ethan and who has jurisdiction over them are displayed in the following two maps below (see Figure 8 and Figure 9).

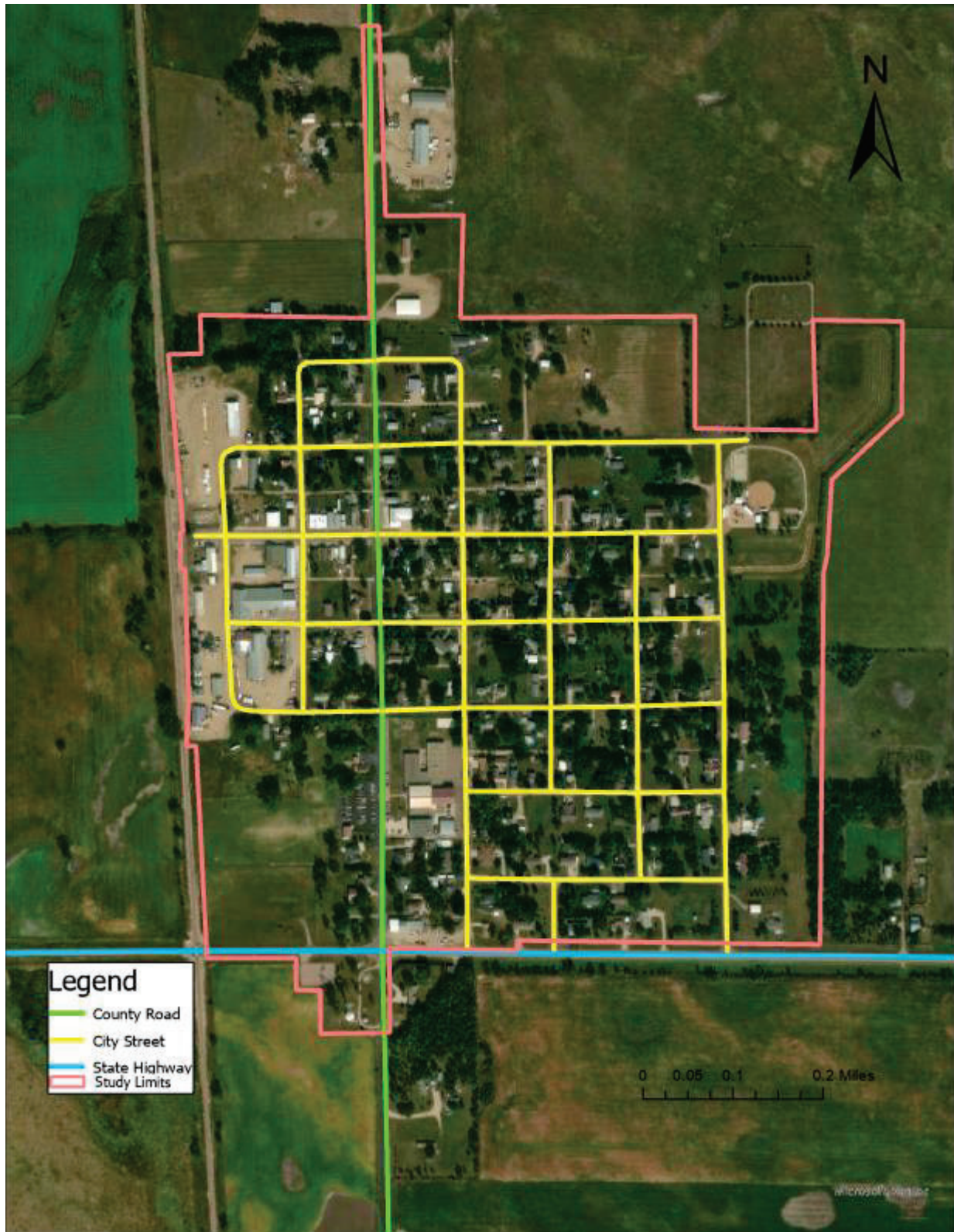


Figure 8. Road Jurisdiction Map

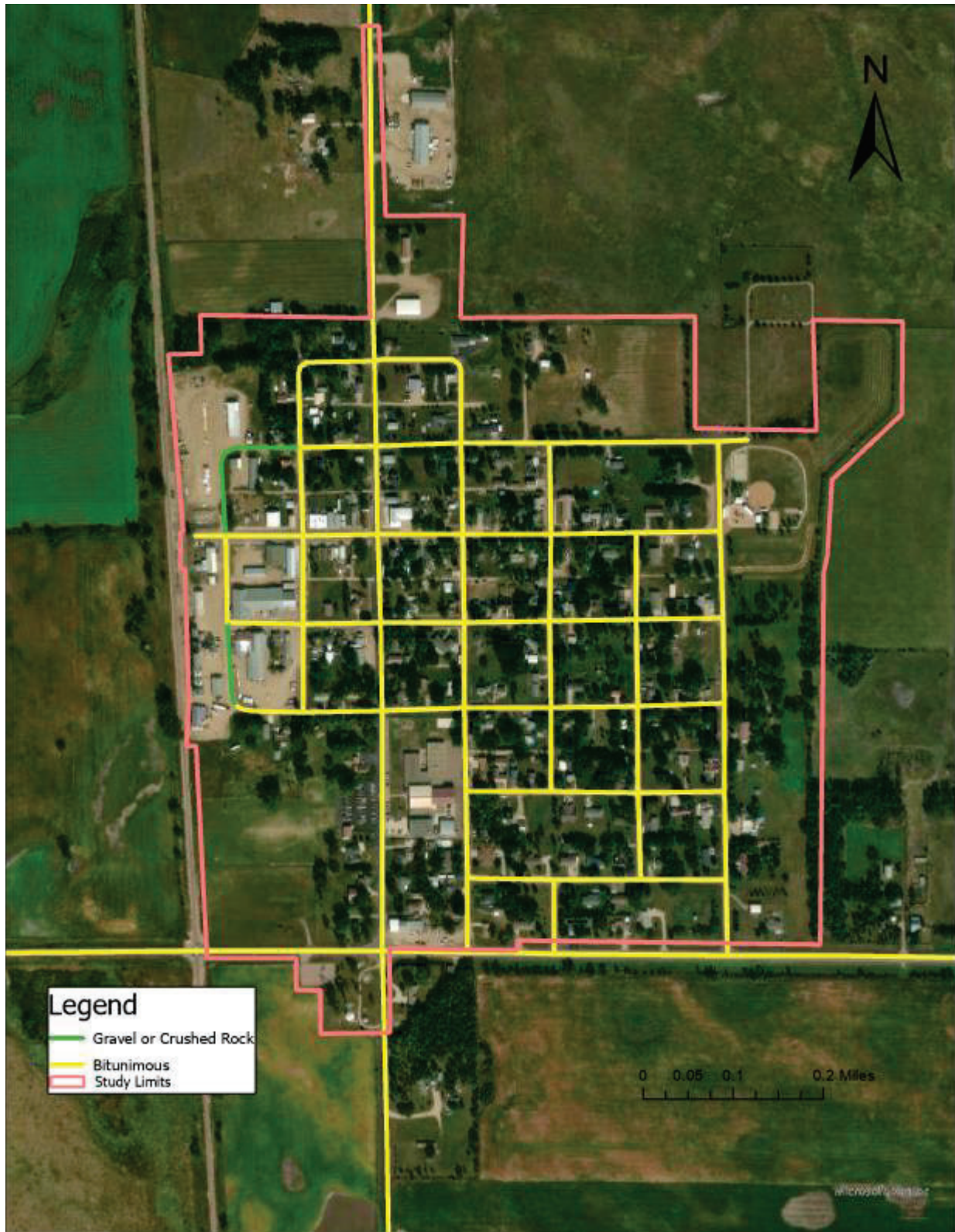


Figure 9. Road Surface Map

The distribution of jurisdiction and road surface types in Ethan is alternatively displayed in figures 10 and 11. These two figures demonstrate the dynamic at play for the roads within Ethan and the study area. The majority of the roads in Ethan are controlled by the city, however, SD Highway 42, which is controlled by the state, and 2nd Street, which is under the County's jurisdiction, play a key role in Ethan's transportation system. Projects will require a greater degree of planning and cooperation to accomplish some improvements if they include state or county owned roads.

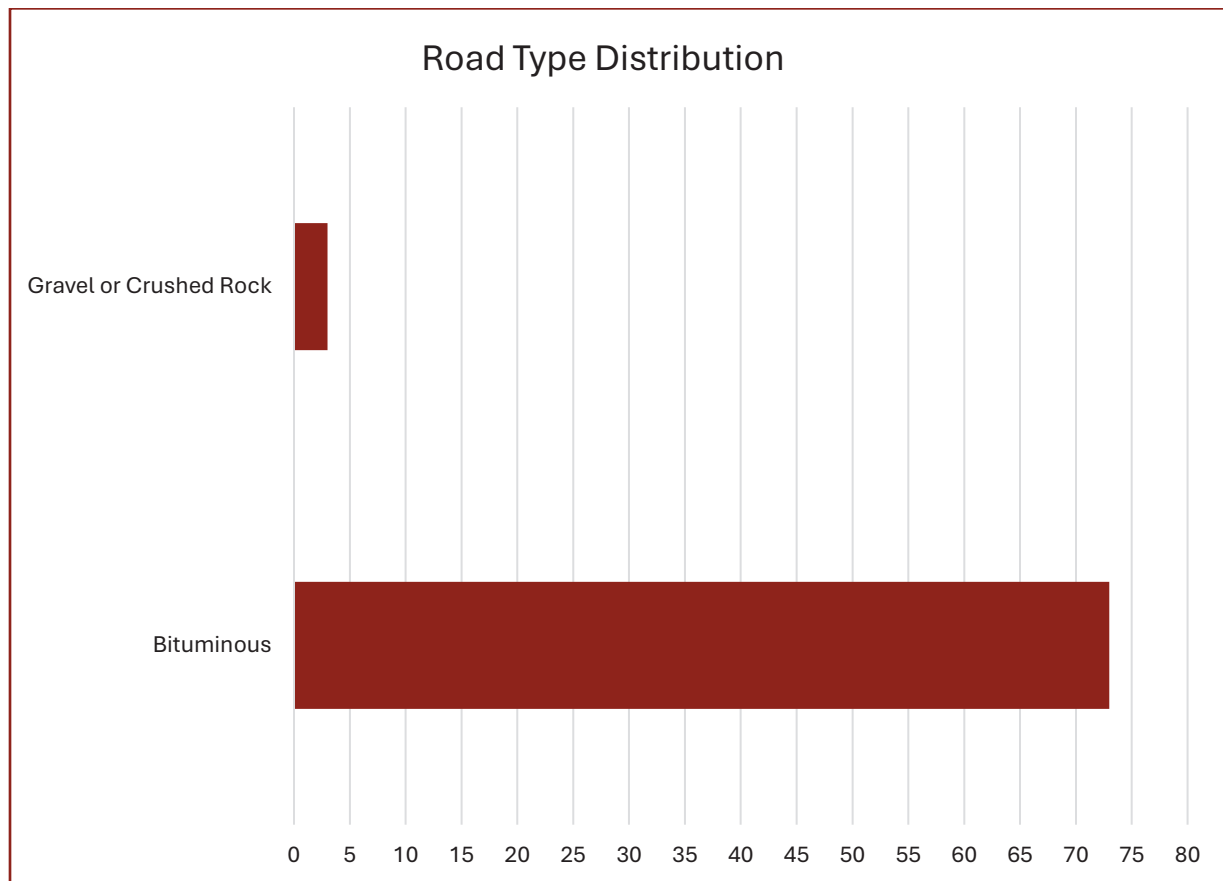


Figure 10. Road Type Distribution Within Study Area

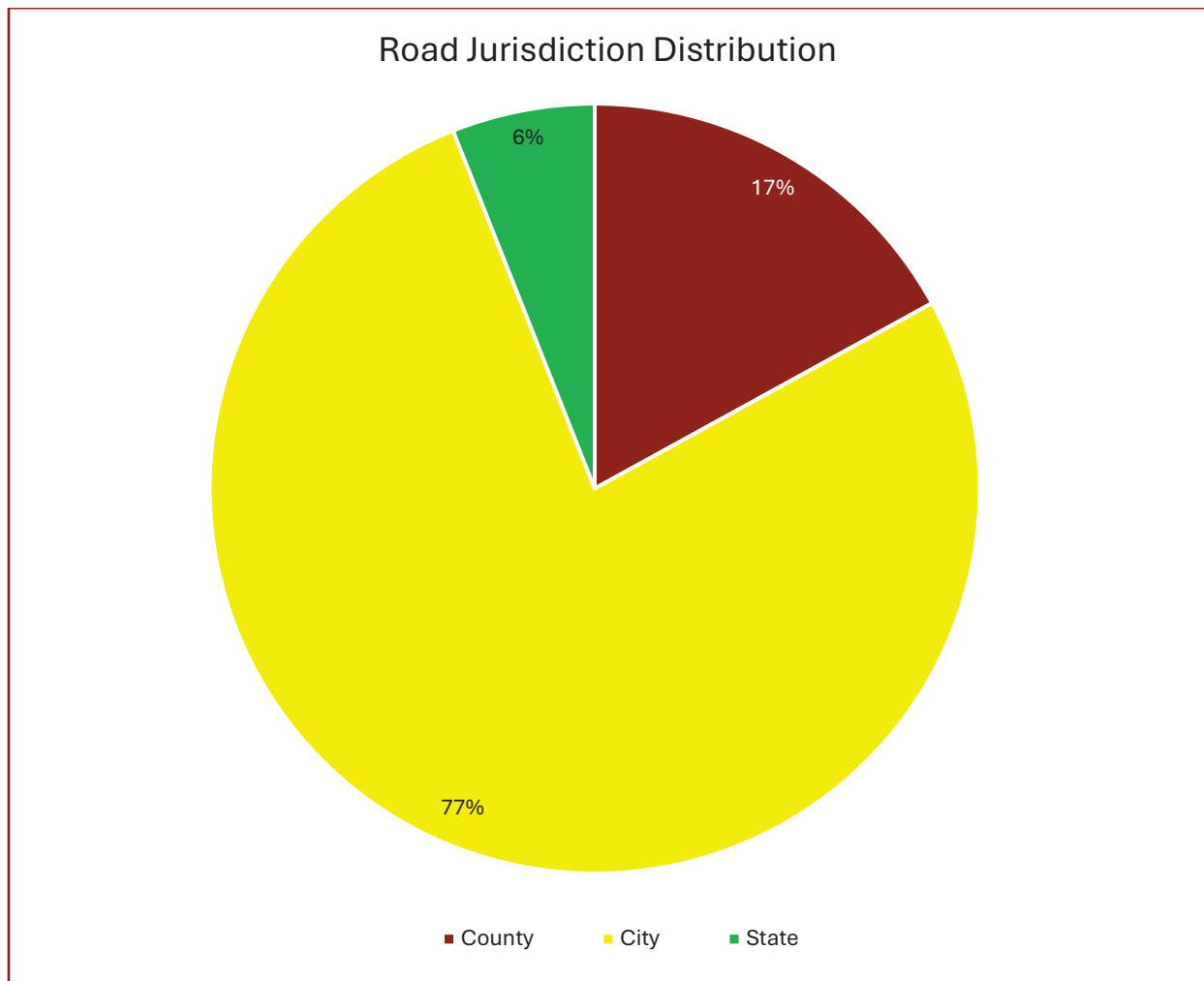


Figure 11. Road Jurisdiction Distribution Within Study Area While the majority of roads within the study area are local roads, the most frequently traveled road in terms of Daily Average Traffic (ADT) is by far SD Highway 42. Traffic counts are not available for local city streets in the study area; however, SD Highway 42 does have traffic counts available. SD Highway 42 is estimated to have 997 vehicles traveling on it each day in Ethan.

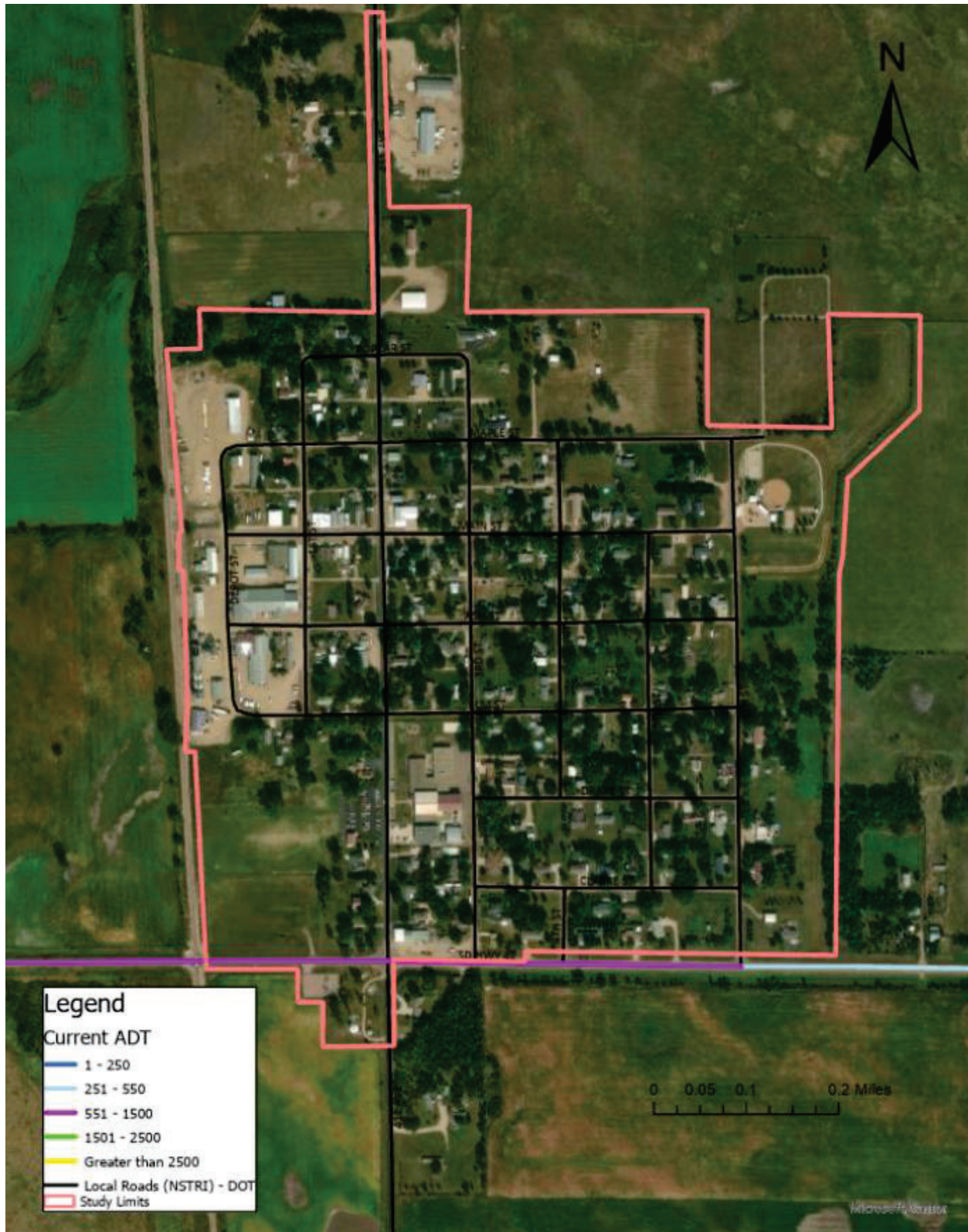


Figure 12. Average Daily Traffic

Analysis of Traffic Safety

To analyze traffic safety for motorists in the Town of Ethan, crash data was analyzed from 2022 to the most up to date records in 2026 at the time of this report's creation. In this 4-year span there were 2 crashes reported (see Figure 13) within the study area, both non-injury crashes.

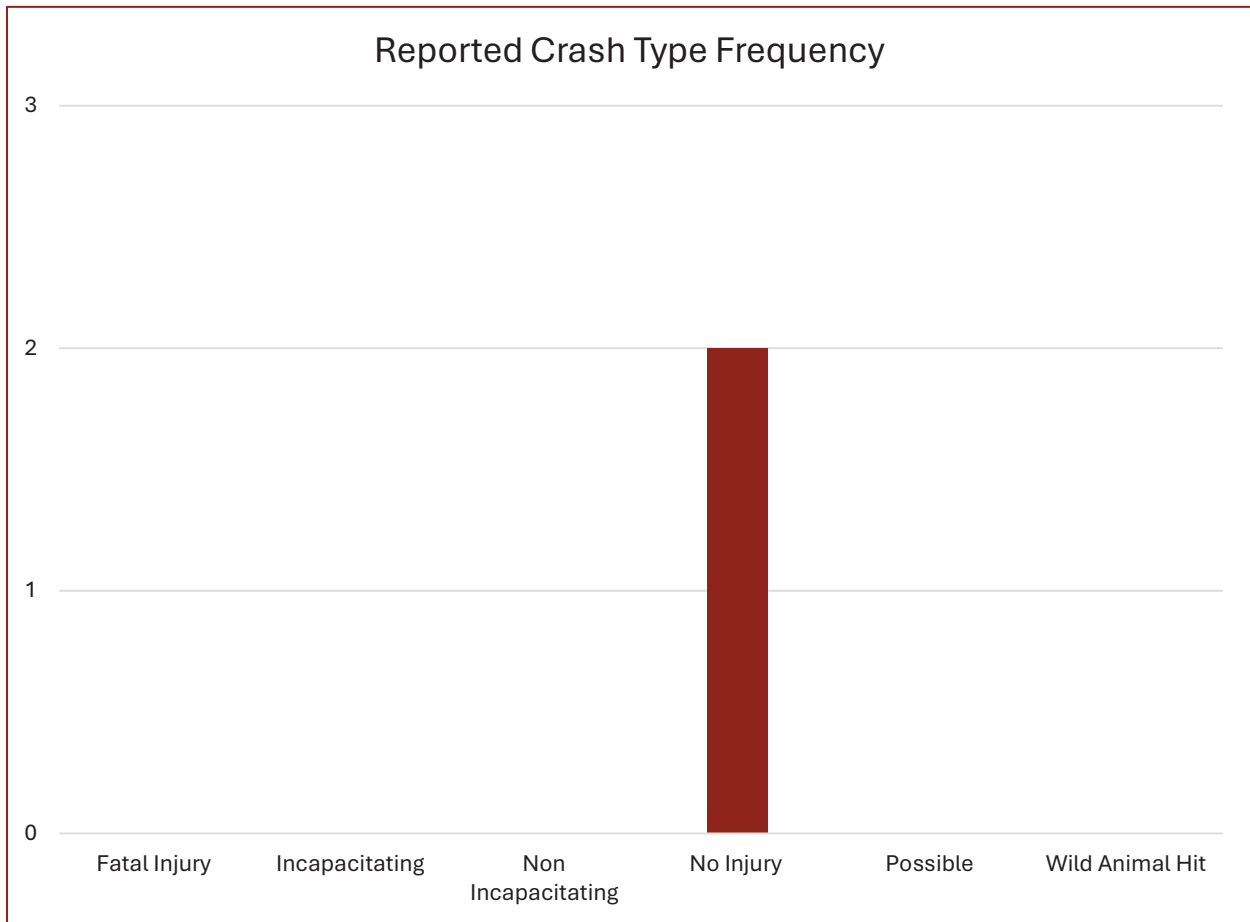


Figure 13. Reported Crash Type Frequency Within Study Area

City streets had the highest frequency of crashes within the study area (see Figure 14). These crashes were typically minor crashes resulting in no injuries. These crashes are not concentrated at any specific area and are mostly no injury crashes. County roads were the least frequent area for crashes and are mainly minor crashes that did not result in injury. An important

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caveat to this crash data is that these numbers only represent reported crashes. This means that there could have been more crashes that happened but were not reported to authorities or the crashes were determined not to meet the minimum property damage amount required to be reported to the South Dakota Department of Public Safety. It is common for minor crashes to occur, like running off the road driving during inclement weather or crashes with no property damage, where authorities are not contacted.

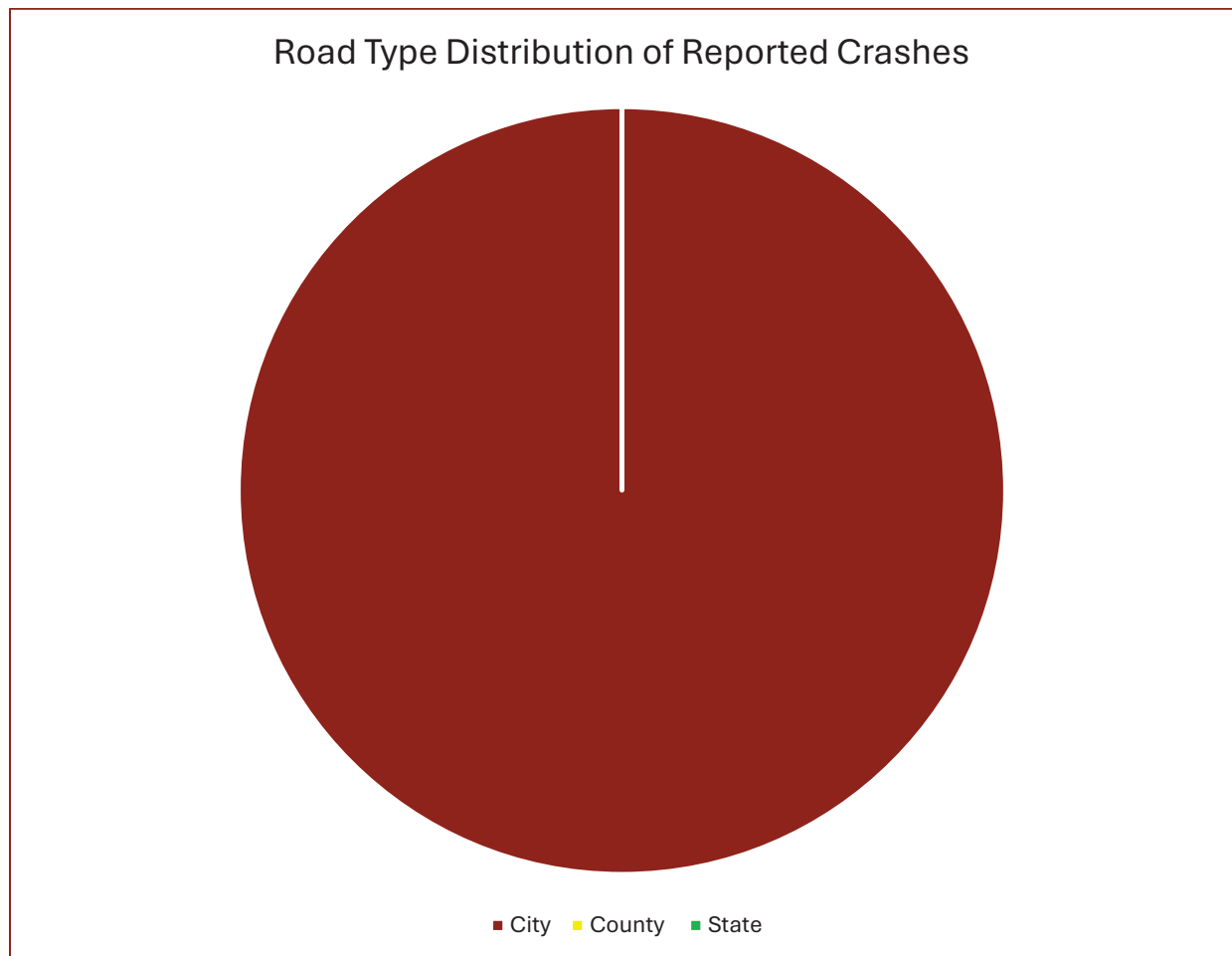


Figure 14. Road Type Distribution of Reported Crashes Within Study Area

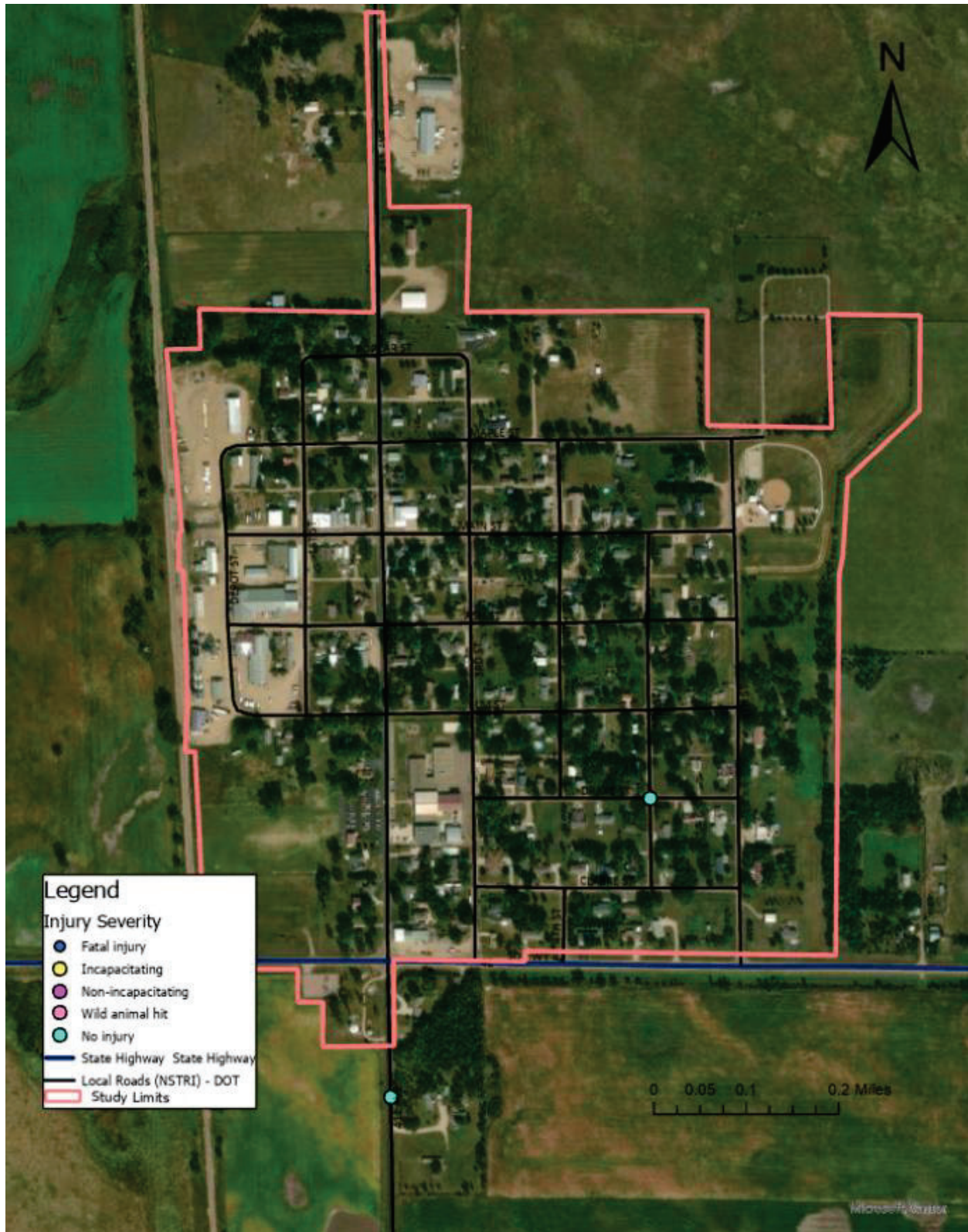


Figure 15. Crash Map

Speed Study & Turn Lane Analysis

Speeding concerns on 2nd Street entering town from the North may contribute to the public opinion that Ethan's transportation system's safety is in need of improvement. Speeding concerns on this road affect the safety of pedestrians traveling in town, specifically children who walk or bike to the schools. A speed study was conducted on May 26 and 27, 2026. The speed study found that there is a significant portion of vehicles traveling above the posted speed limit on this road throughout town.

In addition to the speed study, a turn lane analysis was conducted at the intersection of 2nd Street and SD Highway 42 on May 13, 2026. The turn lane analysis concluded that the addition of a left turn lane on SD Highway 42 is not warranted at the time of this report.

Alongside the turn lane analysis, a HSC and Level of Service (LOS) report was completed at the intersection of SD Highway 42 and 2nd Street. The road was rated to LOS level A and concludes that this intersection experiences little to no issues with congestion or delays.

Data collected during the speed study, turn lane analysis, HCS, and LOS reports are included in the appendix.

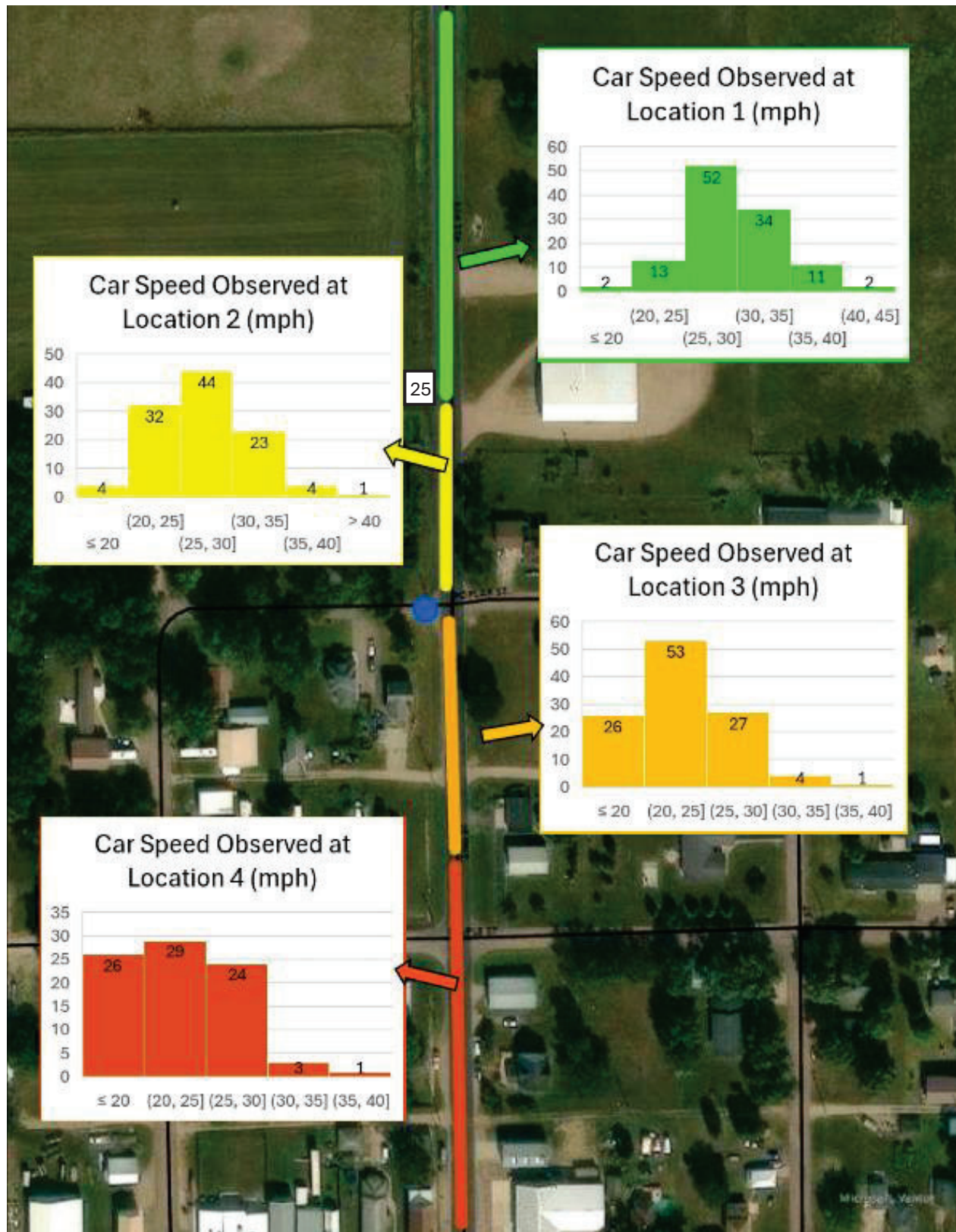


Figure 16. Speed Study

Assessment of Pedestrian Infrastructure

Sidewalks

The ability for pedestrians to safely move through any transportation system is vital to its performance, as everyone at some point is a pedestrian in their community. Safe crossings and maintained sidewalks that are connected in a cohesive and consistent manner to major community resources are key to high pedestrian mobility and safety. This is especially important in communities like the Town of Ethan where there is a high percentage of children.

The assessment began by identifying every section of public sidewalk within the city limits of Ethan to create an inventory of the current extent of the network. After identifying the current network, the entire network was walked to refine the data on location as well as to assess condition. A map and corresponding chart were created displaying the results from rating the entire sidewalk network in Ethan (See Figure 17 and Figure 18)

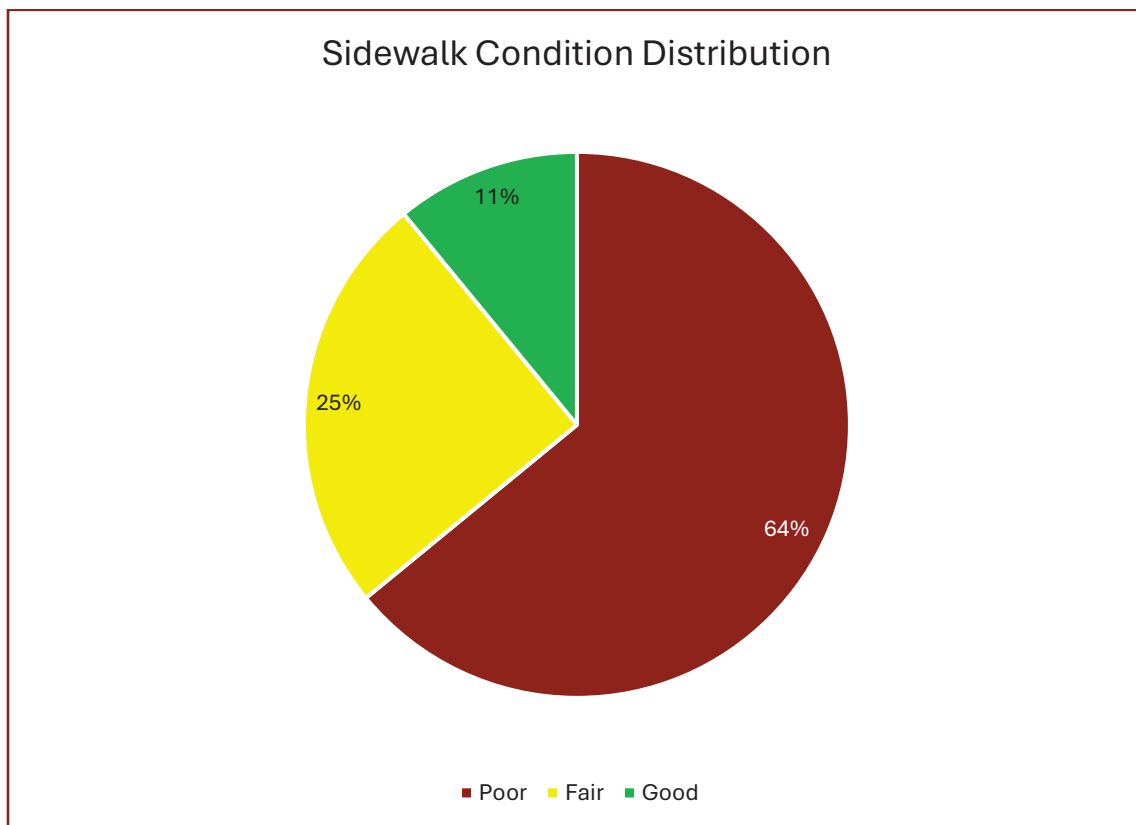


Figure 17. Existing Sidewalk Condition Distribution

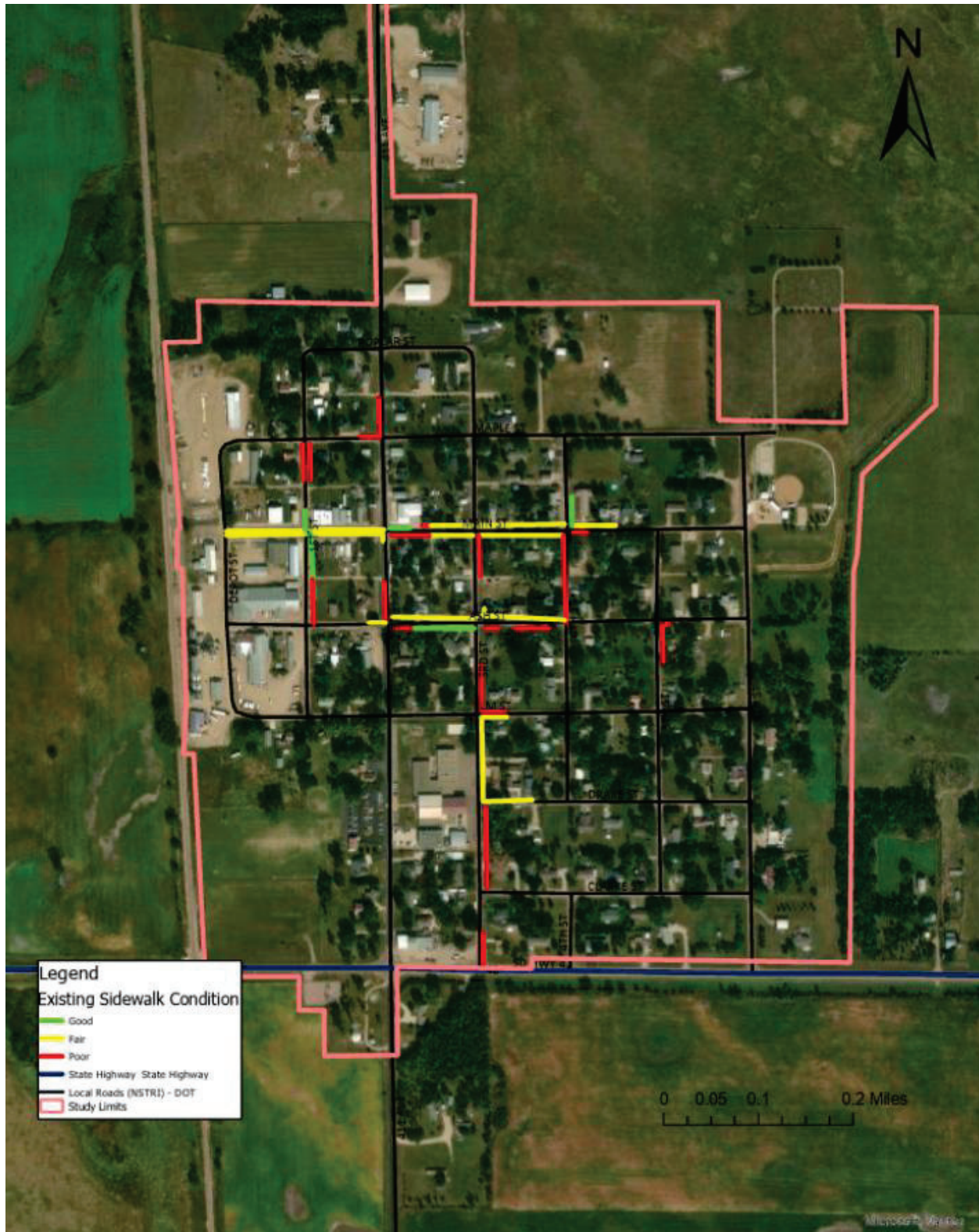


Figure 18. Existing Sidewalk Condition Map

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This map demonstrates the relatively limited sidewalk network in Ethan, and the gaps within the network. The existing network was observed to be poorly maintained with very few sidewalks being easily traversed and adequately serving residential areas. It should be noted for purposes of this report, that Ethan has no ordinances that pertain to sidewalk maintenance.

The sidewalks were rated to three levels:

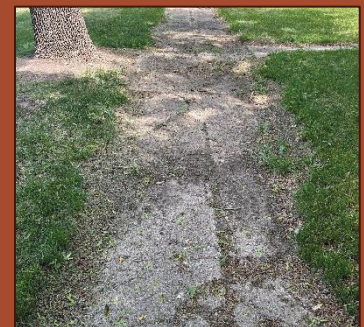
- 1) **Good (11%)** – Appears to be in compliance with or in close to the standards set by the Americans with Disabilities Act (ADA) All panels are in new or slightly worn conditions. Easily traversed.



- 2) **Fair (25%)** – Some maintenance required to meet ADA standards. Some panels are starting to distress, crack, or heave. Maintenance issues are not enough to prevent most people from using the sidewalk, albeit with some extra effort.



- 3) **Poor (64%)** – Does not comply with ADA standards in almost any category. Many panels are severely distressed, cracked, or heaved. The best maintenance option would likely be replacement of more, if not all, of the sidewalk. Traversal is difficult for many.



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As shown on the map, the sidewalk network presence is mostly localized to Main Street. There is also an existing, primarily poorly maintained sidewalk present on the East side of 3rd Street. The network also has smaller issues that are prevalent even on the most well maintained sections of the sidewalks: tripping hazards, lack of streetlights, and some sidewalks that are obstructed by trees or other objects



Drainage System

The drainage system in Ethan is responsible for efficiently handling stormwater flows and keeping sitting water off the transportation system. Very little of the town has a paved curb and gutter system, with a large amount of the paved roads in town not having a curb and gutter, as seen on Figure 21. The overall quality of this system reflects the sidewalk network, as seen in Figure 18, with a majority of fairly maintained curb and gutter. The areas of concern also contribute to concerns for drainage that negatively affect the quality and accessibility of roads in town.

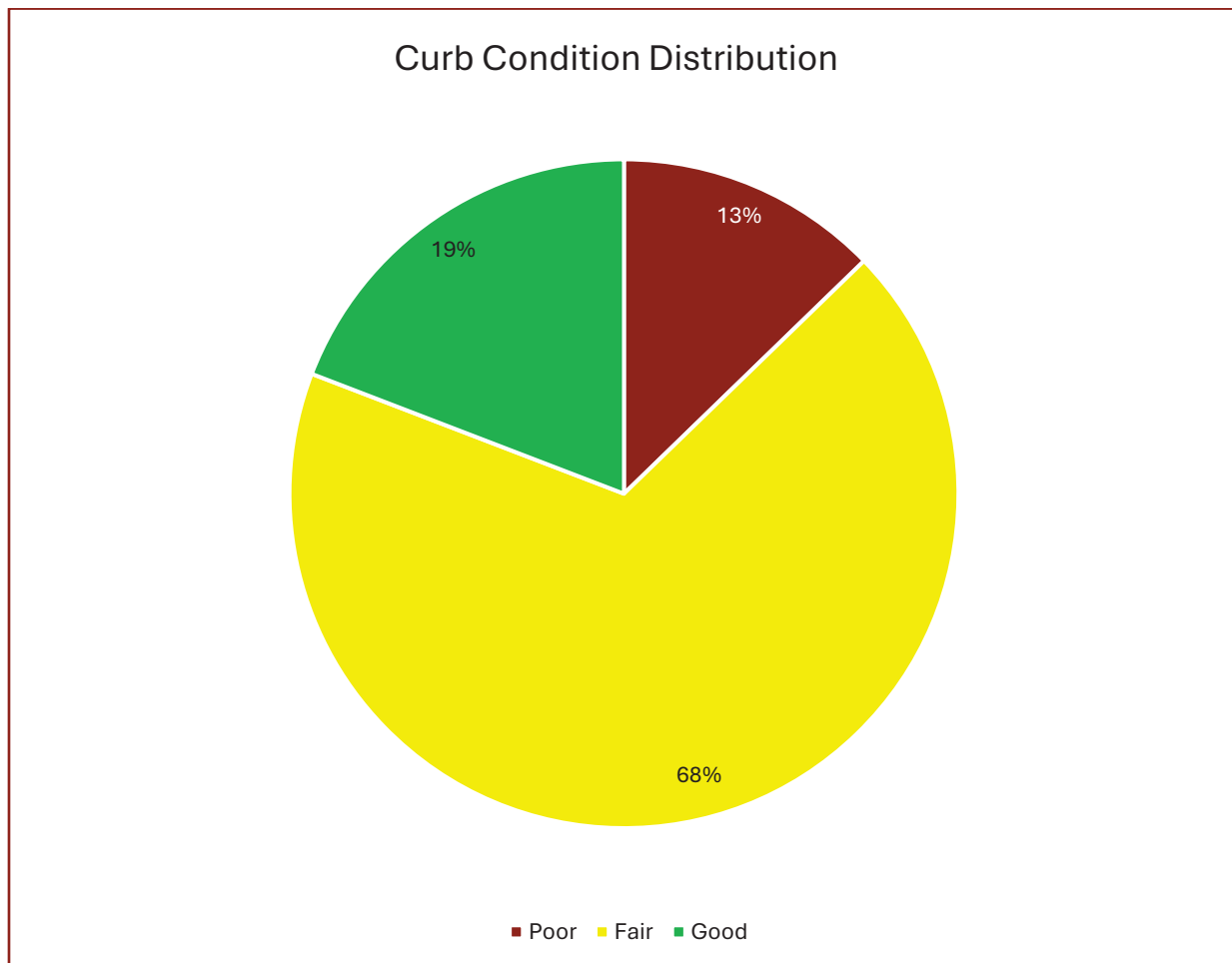


Figure 19. Curb Condition Distribution

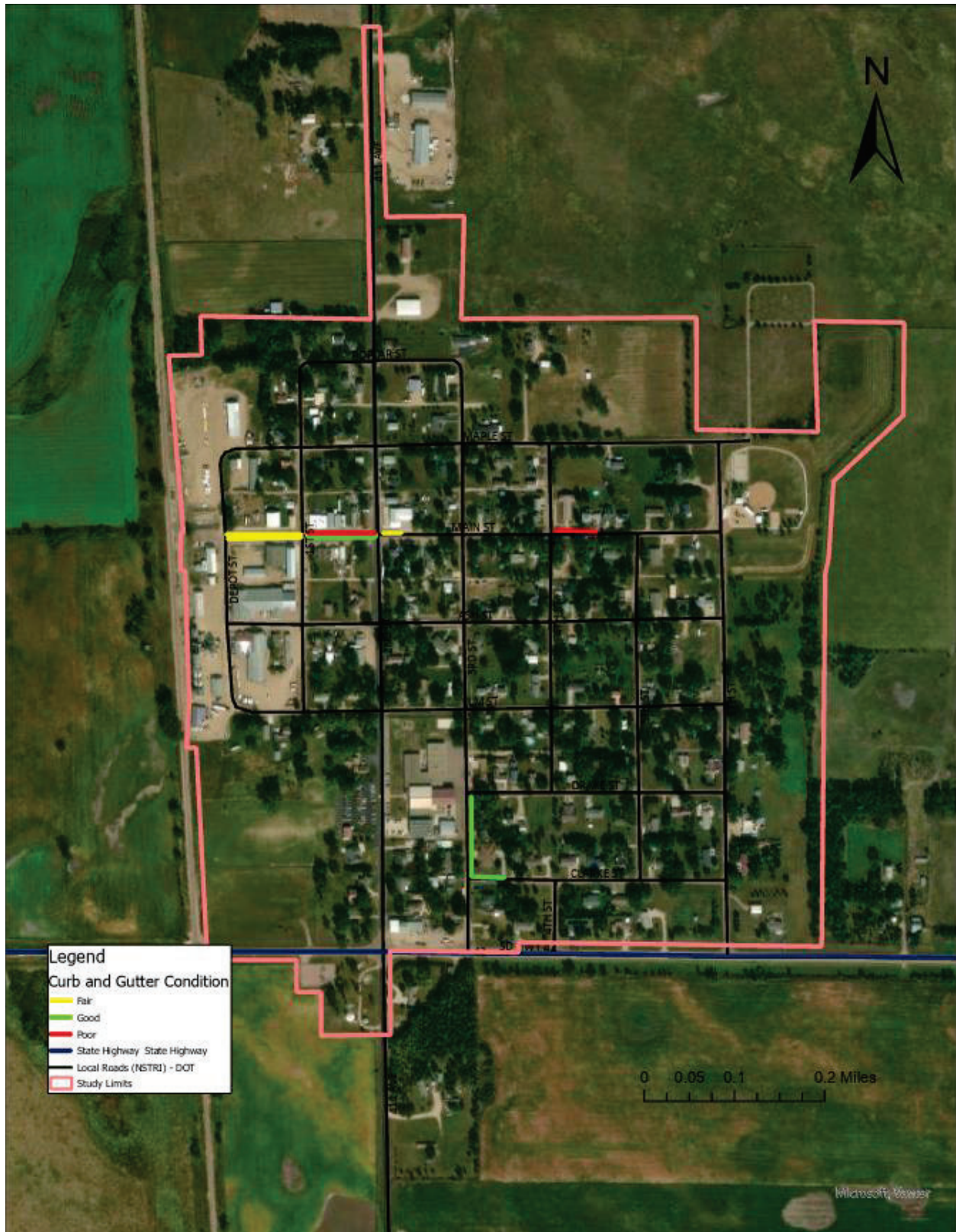


Figure 20. Curb and Gutter Condition Map

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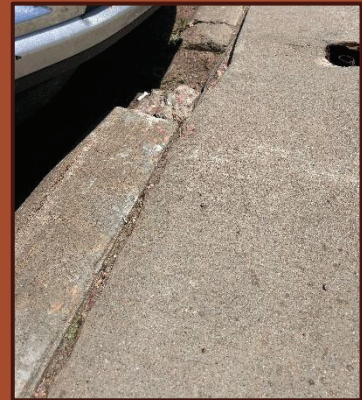
Figure 20 Displays the condition of the current curb & gutter drainage system in Ethan, with much of the town lacking curb and gutter service.

Curb and Gutter was rated to three levels:

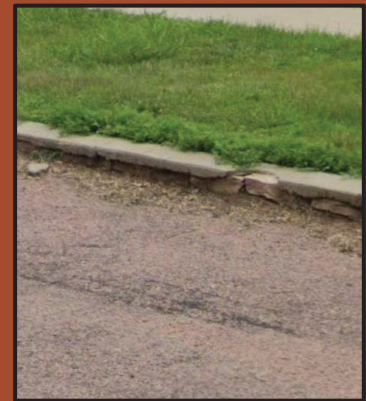
- 1) Good (19%) – Curb and gutter have little to no damage visible. No scouring present and no debris blocking the path of water.



- 2) Fair (68%) – Curb showing obvious signs of wear. Damage does not significantly interfere with drainage.



- 3) Poor (13%) – Curb shows obvious signs of damage and damage significantly impairs drainage, Curb is blocked by debris that impedes drainage.





Potential hazard



Debris impeding drainage



Debris impeding drainage

Signage

Signs are an important aspect of municipal transportation systems, as they contribute heavily to how the transportation system is interpreted and operated within. Signs are equally important to the usual operators of the transportation system as they are to travelers moving through the area.

The Manual of Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration (FHWA), is the American standard for specifications regarding signage, signals, and other traffic control devices. These specifications include height, distance from roadway and intersection, size, color, light reflectivity, and more. It is important that all roadways follow the same specifications so that motorists are more readily aware of their surroundings and can make safer traffic decisions. An integral part of this report was an inventory and analysis of the current signage in the Town of Ethan. This was done by walking and driving through the city and marking locations on the map showing what signs were where. See Figure 21.

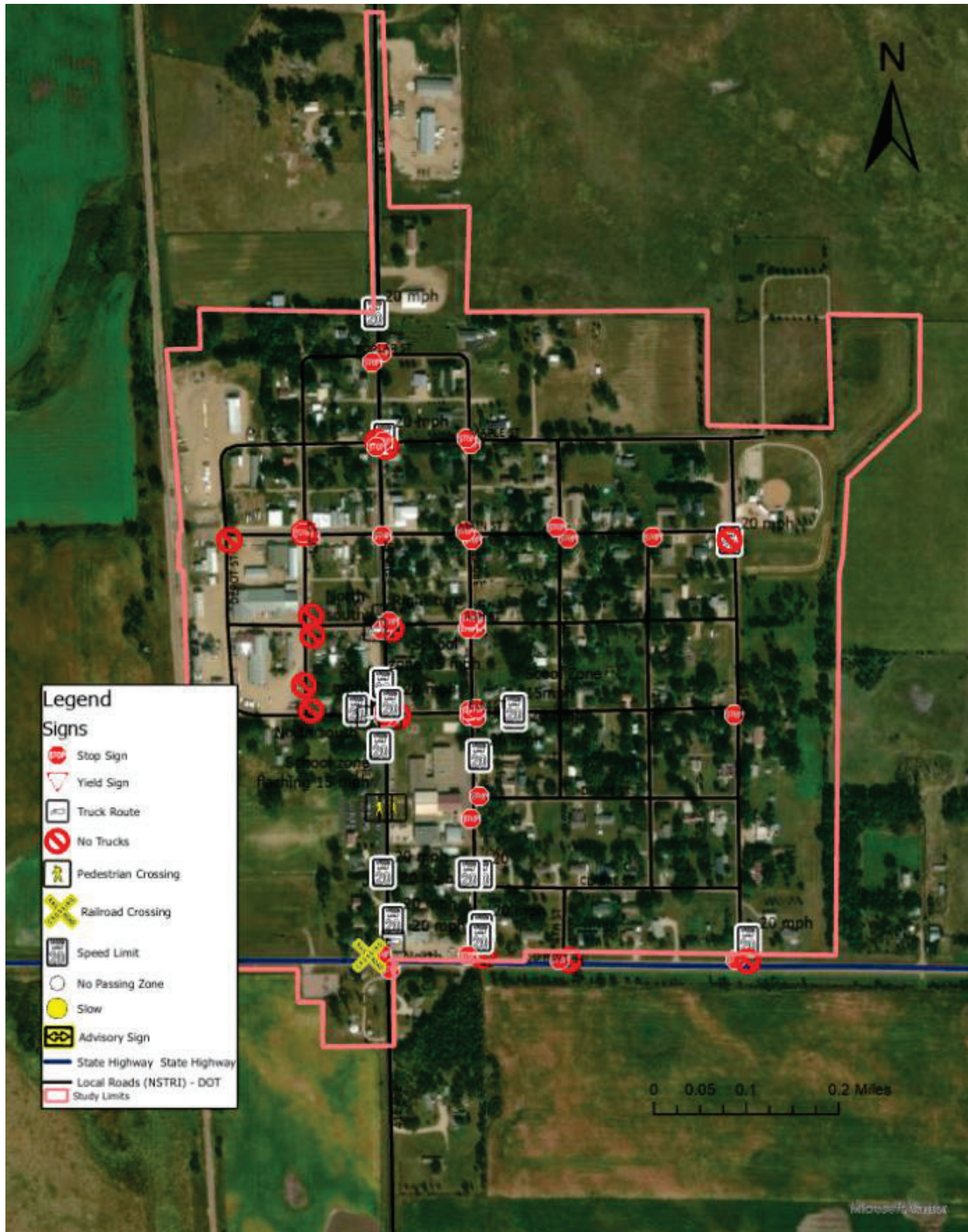


Figure 21. Current Signage Map

Public Participation

When creating a master transportation plan, public engagement and meeting with community stakeholders is of the utmost importance as these groups can provide valuable insight into the day-to-day conditions of the transportation system in the community. The community knows the roads best as they experience these roads day in and day out. To engage with the public and collect information about Ethan's transportation system from their point of view, the SAT held an open house and created an online survey. The open house was a public meeting that gave the members of the community an introduction to the project and a brief overview of the inventory of the current conditions of Ethan's transportation system. The public meetings were also used as a source to pinpoint issues within Ethan. Members of the community added to the data by voicing concerns and giving members of the SAT a view of driver behavior which is not able to be measured when collecting inventory. They were given the opportunity to submit a comment sheet that could be mailed in.

At the first public meeting, issues that were brought into the discussion by members of the community were categorized into 3 major topics: Roadway, pedestrian infrastructure, and ordinance/ policy. Pedestrian infrastructure, more specifically safety concerns due to the lack of routes for pedestrian use, was the forefront of discussion at both the public and stakeholder meetings

Survey Results

The survey was created and provided online on the Ethan Master Transportation Plan webpage which was on the SDDOT's website during the study. The survey asked a series of questions to gain a better understanding of how citizens travelled in Ethan and look for feedback and impressions of the transportation system. A total of 2 unique responses were received from Ethan area residents during the period. The study team recognizes that this is not a statistically significant sampling of the entire Ethan population, but rather it provides an additional means of gathering input from Ethan's citizens. The rest of this section summarizes survey responses. Some questions were written response only and most of the multiple-choice questions gave the option to provide comments. These comments and written answer responses are compiled in Part 2 of the appendix.

Means of Transportation

Figure 22. shows the respondents selected means of transportation. Multiple answers were allowed: Thus, the total is greater than 2.

What methods of transportation do you currently use in Ethan at any time? (select all that apply)

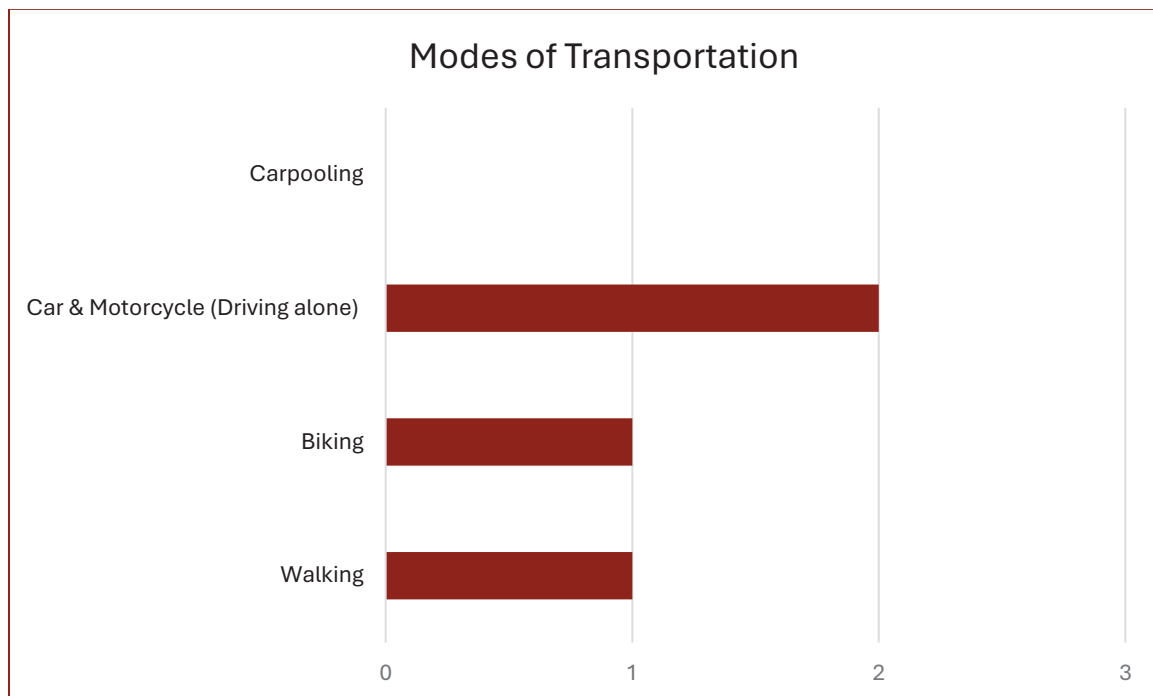


Figure 22. Means of Transportation Survey Results

Views of Existing Issues

Figure 23 shows how respondents feel about traffic safety in Ethan at the time of this report.

How do you rate traffic safety in Ethan?

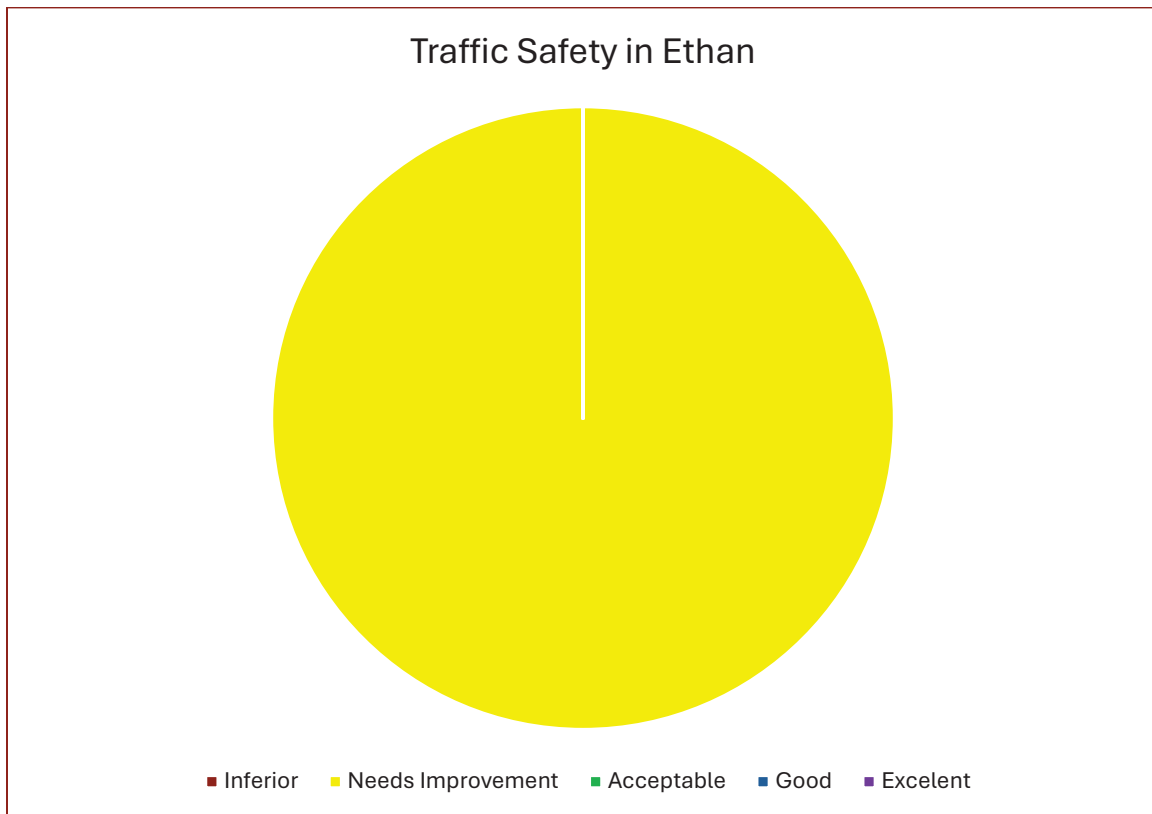


Figure 23. Views on Traffic Safety Survey Results

The results of this question reveal that majority of survey respondents feel that traffic safety in Ethan is in need of improvement.

Evaluation of Multimodal Infrastructure

Figure 24 shows how survey respondents rated the availability and quality of safe walking and bike facilities in Ethan.

How would you rate the availability and safety of walking and biking facilities (Ex. Sidewalks, Bike Paths, Pedestrian Crosswalks etc.)

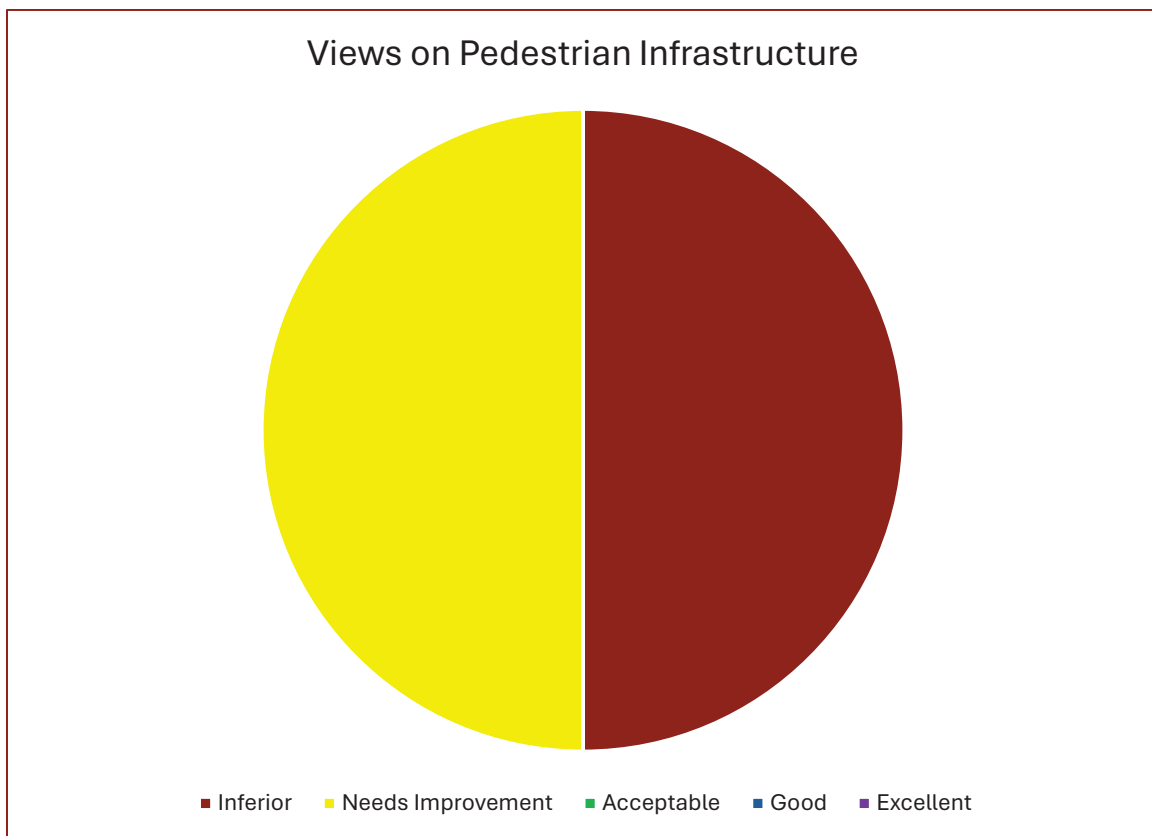


Figure 24. Views on Pedestrian Infrastructure

The results from this question show that respondents feel that Pedestrian infrastructure in Ethan is in need of improvement or inferior.

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Most Important Transportation Priorities to Address

Figure 25 shows what survey respondents placed as a top priority to be addressed in Ethan's transportation system.

Which of the following would you place as a top priority for Ethan's transportation system?

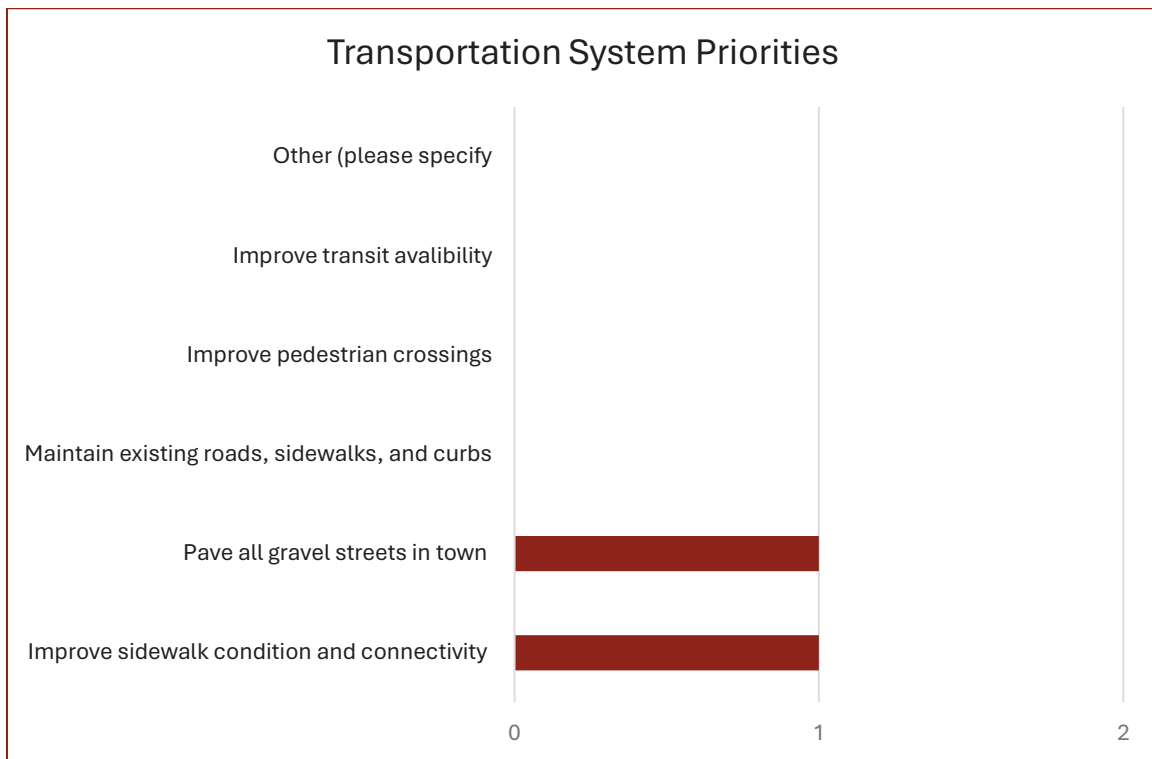


Figure 25. Transportation Priority Survey Result

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Support of Local Funding for Projects

Figure 26 shows how respondents feel about an increase in local taxes to support transportation projects in Ethan.

Would you support a slight increase in local taxes for transportation in order to achieve the changes that matter most to you?

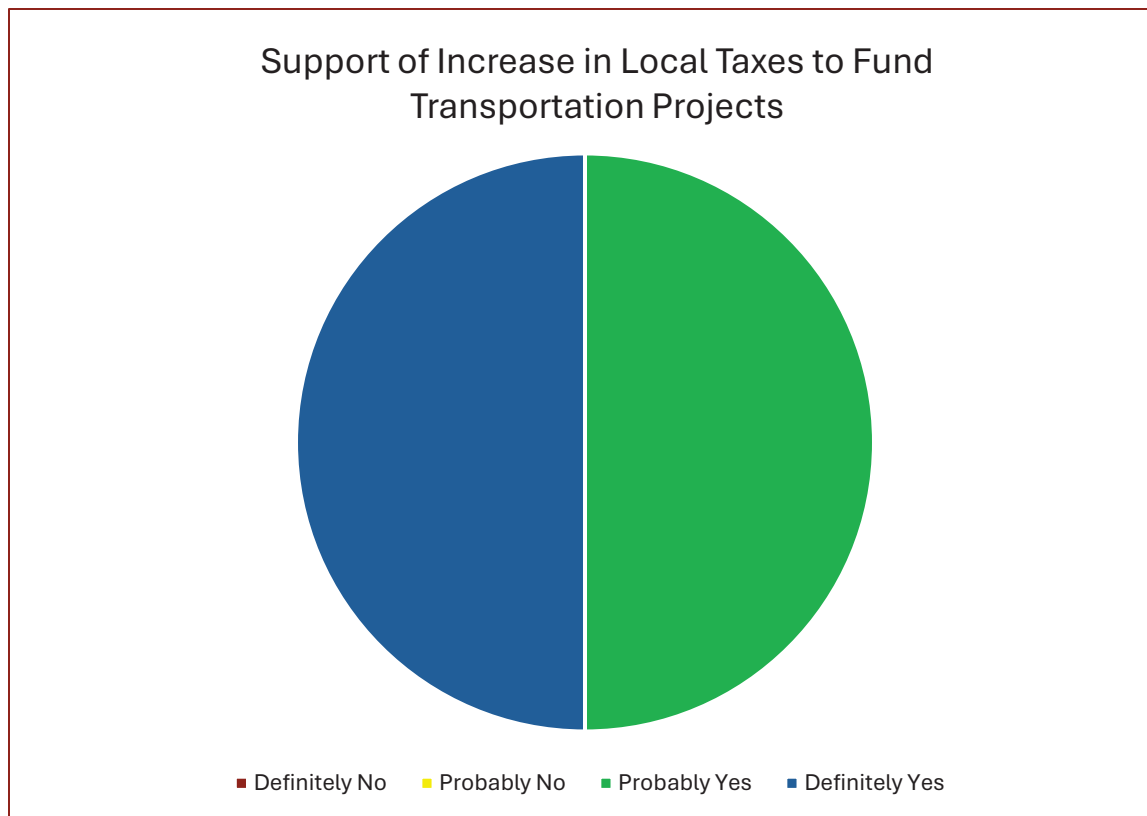


Figure 26. Support Increased Taxes for Funding Transportation Projects Survey Result

The results of this question show that respondents would support an increase in taxes to fund the transportation projects they wish to see implemented in Ethan.

Future Conditions

An important aspect of the following recommendations is to take future conditions into account. Ethan's transportation system is adequately maintained but needs improved connectivity to help it improve.

This report used all information collected from the inventory of current conditions, input from the public, and all of the documents provided by Ethan, including zoning maps and other city documents, when creating the final list of transportation alternatives and recommendations for Ethan. Not mentioned in this report are any projects that the city is, at the time of writing this report, currently in the early planning phases.

Recommended System Projects

Proposed projects in this section have been organized first by major category and then by area of effect and suggested time of completion. Cost estimates and funding of these alternatives are covered in sections following the recommendations.

Transportation- Roadway

The following projects are for road safety, improvement, and maintenance. An option that is possible but is not recommended in this section is taking “No Action” This is not recommended due to the citizen desire to increase the overall safety of the Ethan transportation system, and the increasing cost of fully rehabilitating pavement rather than having multiple smaller interventions.

- Short Term (0-5 years)
 - **Project 1A:** Develop a road pavement priority plan. Members of the community have expressed that paving all gravel roads is a high priority. Having a plan for future projects will help the city budget and provide a timeline for specific projects going into the future. An example plan is included in a later section, with cost estimates for example projects.
 - **Project 1B:** Install temporary speed bumps on Second Street near the school. Members of the community have expressed concern for vehicle speeds on 2nd Street. Implementing temporary speed bumps will slow traffic around the school and increase safety for pedestrians crossing 2nd Street to/from the school. As 2nd Street is under the jurisdiction of the County, coordination with

the County Highway Department will be required. These temporary speed bumps would need to be removed during the Winter months so to not interfere with or be damaged by snow removal.

- Mid-Term (5-10 years)
 - **Project 1C:** Construct a parking lot for the ball fields and park. Members of the community have expressed concern for vehicle congestion during events located at the ball field and park. Constructing a parking lot for the ball field and park will give cars a structured place to park and decrease the volume of cars parked along the shoulder of East Maple Street, East Main Street, and North 6th Street.
 - **Project 1D:** Prioritize repairing drainage issues on all city streets. Members of the community have expressed concern for existing drainage issues that affect roadway and pedestrian routes. Repairing drainage systems allows for more easily traversed transportation systems and decreases damage caused by poor drainage.

Transportation- Pedestrian

The following projects are for pedestrian infrastructure, safety, and maintenance. An option that is possible but is not recommended in this section is taking “No Action”. This is not recommended due to the citizen desire to improve sidewalk connectivity and condition, as well as pedestrian accessibility in Ethan.

- Short Term (0-5 years)
 - **Project 2A:** Develop a sidewalk pavement priority plan. Members of the community have expressed a widespread interest in improving sidewalk condition and connectivity through both public meetings and the public survey. Having a plan for future projects will help the city budget and provide a timeline for future projects. An example plan with cost estimates will be included in a later section of this report.
 - **Project 2B:** Prioritize repairing and creating sidewalks on all city streets. The public survey indicated that improving Ethan’s sidewalk condition and connectivity is a top priority for members of the community. The city should work to replace or create ADA compliant sidewalks on all city streets to improve sidewalk condition and connectivity for residents. This project should be completed over a period of short-term to long-term (0-20 years) as city budget and funding allows. This project could be eligible for SDDOT TA program.

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- **Project 2C:** Repair and construct ramps on all new and existing sidewalks.

An area for improving the connectivity of sidewalks includes ADA accessible curb ramps. The addition of ramps will improve the safety and accessibility of Pedestrian infrastructure for all residents in Ethan. This project can be completed in time with **Project 2B.**

Ordinance and Policy

Projects in this category will affect the town's ordinances and policies. These projects will be less visible to the public and will take longer to impact the quality of the transportation system and the vision of the town moving forward.

- Short Term (0-5 years)
 - **Project 3A:** Adopt road design standards. Ethan currently has no design standards in the ordinance. The town had been operating on the advice of prospective engineers when bidding projects. The town should formally accept design criteria and draft ordinances to reflect this change to make the standards clear to both citizens and prospective contractors. This update may require changes to any existing design guidelines to better reflect Ethan's needs. The design guidelines should not be accepted without first reviewing and potentially revising the standards. These design standards also should contain references to sidewalk design.
 - **Project 3B:** Develop a pavement preservation plan. A pavement preservation program can help improve roads while also cutting down on maintenance costs. Developing this plan will require an inventory of current road conditions as well as ensuring that roads never become too degraded before work begins on them. Currently, Ethan's road conditions are fair and basing a preservation plan to ensure that roads are on a rotating schedule would be best. This program could be based on the current are of the road surface, should the town have access to all that information for every city owned road, Otherwise the town should set up a geographic system where all roads in one section of town are done at the same time and rotate which sections are done every year.

Example Priority Plans

As referenced in the previous section, prioritizing different paving projects to ensure the greatest benefit to the community while also ensuring the city can still maintain its roads to a high standard and improving pedestrian accessible routes are a high priority to members of the public. Below are example prioritization plans for road paving and sidewalk connections. Note that while these were created with input from members of the community and the SAT, these prioritizations plans should not be considered binding recommendations, but instead a starting point for the city to develop their own final plan if they deem it necessary. It should also be noted that any priority plans the city makes should be flexible and able to change as situations may change.

Example Road Paving Priority Plan

- Short Term (0-5 years)
 - **Project 4A: Depot St. Phase 1.** Depot Street is a gravel street that carries a significant amount of the town's truck traffic. Sections of the road are paved, while others remain gravel. Much of the concern with paving streets is to prevent runoff from the gravel potentially impeding travel or drainage along the paved streets. Phase 1 covers the section of Depot Street that connects Elm Street to Ash Street and carries truck traffic to local businesses.
- Mid-Term (5-10 years)
 - **Project 4B: Depot St. Phase 2.** Phase 2 of Depot St. covers the second section of Depot Street that connects Main Street to Maple Street, which also carries truck traffic. Much of the concern with paving these streets is to prevent

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runoff from the gravel potentially impeding travel or drainage along paved streets. This is not as high of a priority as previously mentioned projects.

- Long Term (10-20 years)
 - **Project 4C: Maple St.** Maple Street is a gravel road connecting Depot Street and 1st Street. Much of the concern with paving these streets is to prevent runoff from the gravel potentially impeding travel or drainage along paved streets. This area is not as high of a priority as previously mentioned projects.

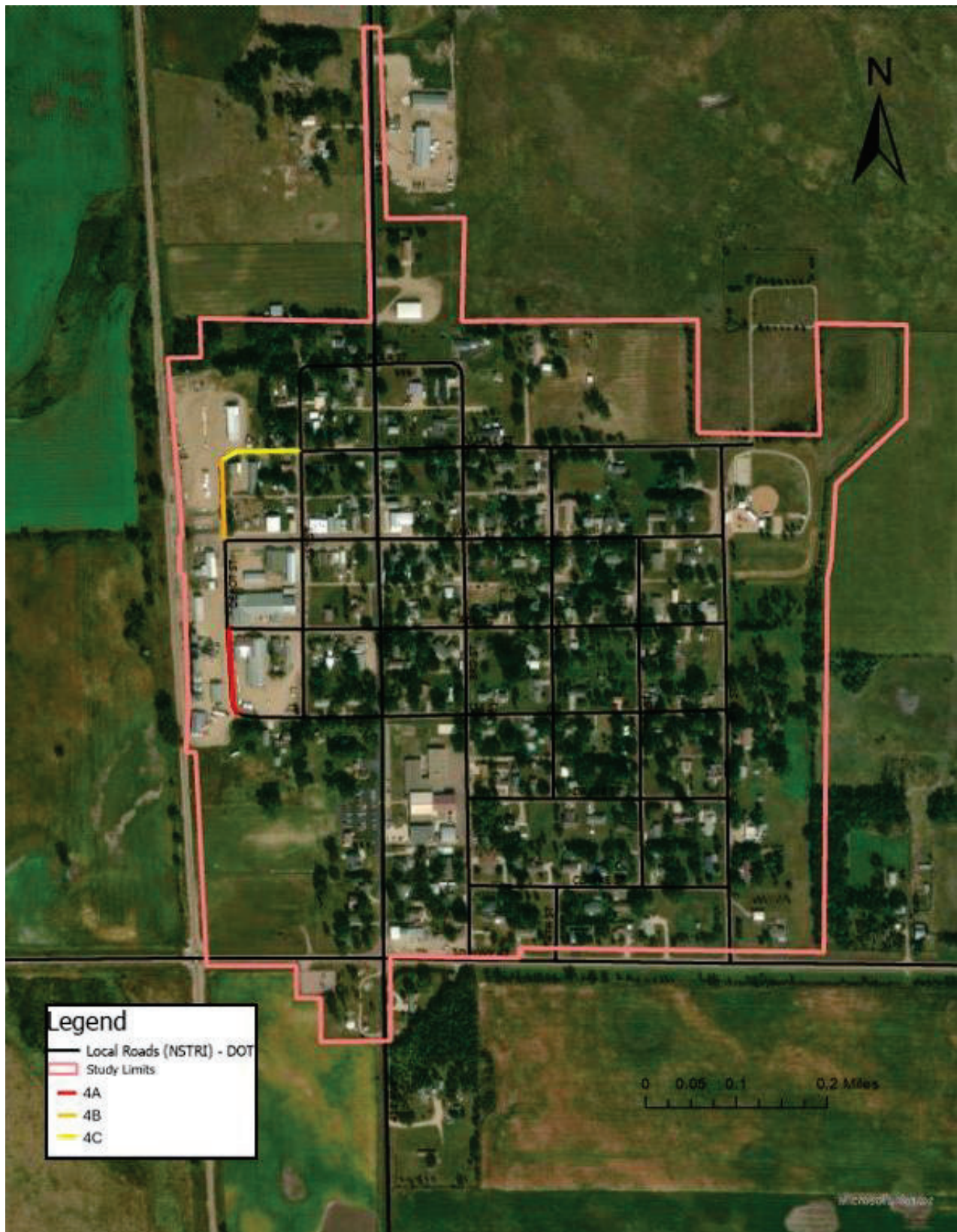


Figure 27. Example Road Pavement Priority Plan

Example Sidewalk Paving Priority Plan

- Short Term (0-5 years)
 - **Project 5A:** 2nd Street sidewalk installation from the school crosswalk to Poplar Street. 2nd Street has been identified as a main route to the schools. The installation of sidewalk on one or both sides of the road will create a safe route for those walking, biking, etc. to and from the school.
 - **Project 5B:** Main Street sidewalk installation from 4th Street to 6th Street. Ethan's ball field and park are located on the East side of the intersection of Main Street and 6th Street. Installing sidewalk connecting existing sidewalk to this area will provide a safe route to the ball field and park in Ethan.
- Mid-Term (5-10 years)
 - **Project 5C:** Elm Street sidewalk installation from 2nd Street to 6th Street. Elm Street is a central route to the schools. The installation of sidewalk will bring greater access to the schools for pedestrians. This project holds less priority than the previously listed projects, so it can be completed later.
 - **Project 5D:** 6th Street sidewalk installation from Main Street to SD Highway 42. The installation of sidewalk will bring greater access to the park and ball fields for pedestrians as well as improving the connectivity existing sidewalk. This project holds less priority than the previously listed projects, so it can be completed later.

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- Long Term (10-20 years)
 - **Project 5E:** Clark Street sidewalk installation from 3rd Street to 6th Street.
Creating sidewalk on Clark Street connects 3rd Street to 6th Street, which provides more pedestrian access to other areas of town.
 - **Project 5F:** 3rd Street sidewalk installation from Poplar Street to Clark Street.
Creating sidewalk on 3rd Street connects Poplar Street and Clark Street, which provides more pedestrian access to other areas of town.

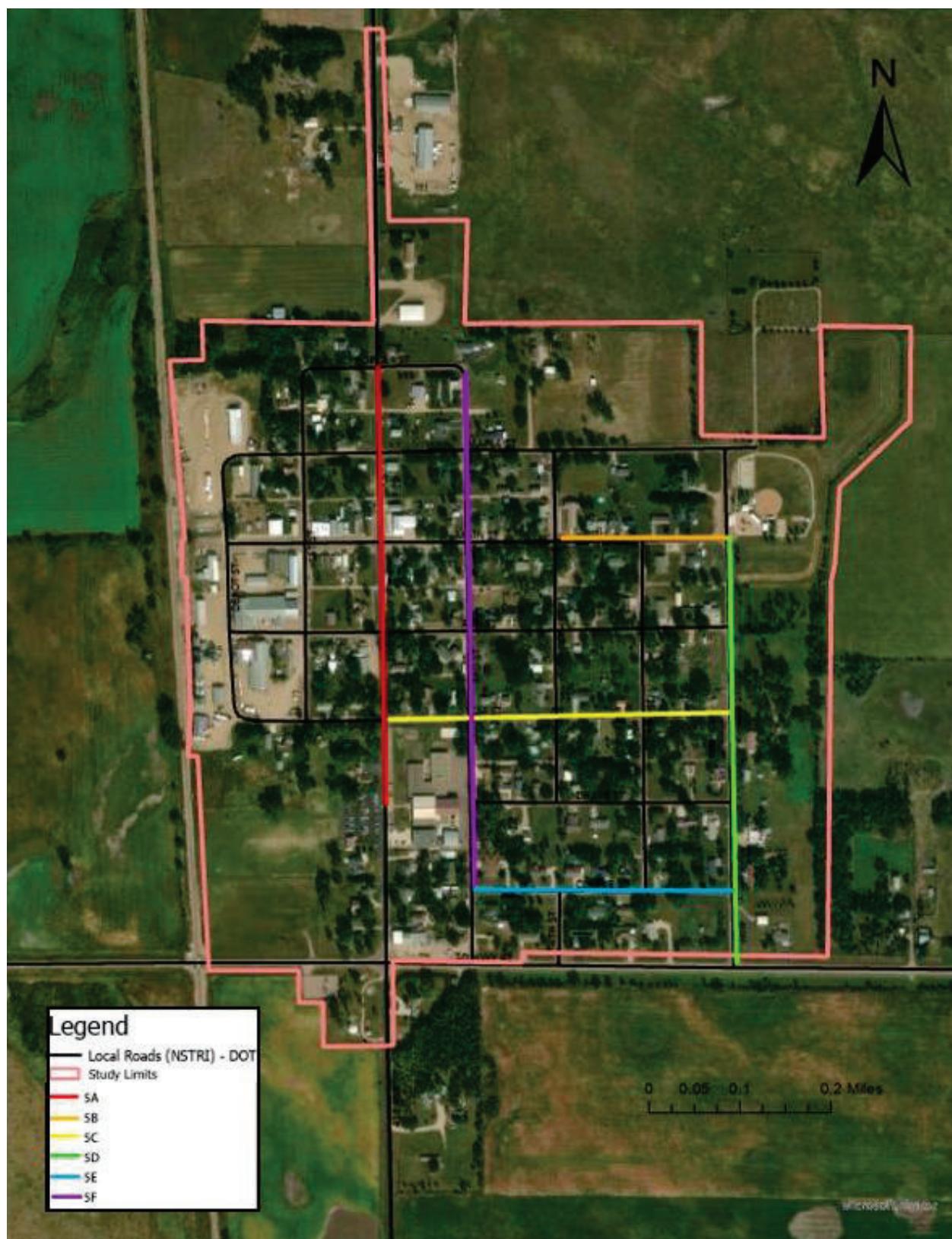


Figure 28. Example Sidewalk Pavement Priority Plan

Cost Estimates for Recommended Projects

The Tables shown below, contain detailed cost estimates for each project recommended in the plan. The tables show total costs and depending on the project, are not necessarily intended to be entirely completed immediately or at one time. Additionally, the costs are capital improvement costs only and may not necessarily represent a total cost estimate. Other expenses such as engineering consultation or design fees, utilities, and right of way may increase the total cost to the city. However, the city may be able to lessen expenses by using an area cost with the availability to implement the projects at lower rates than SDDOT estimates. All cost estimates are based on per mile costs from previous SDDOT projects and do not include cost of design or any right of way purchases that may be needed to complete projects.

Projects with an asterisk () indicate that there are funding programs available.*

Short Term (0-5 years)

Description	Treatment	Estimated Cost
Project 1A: Develop a Road Priority Plan	Documentation	0\$
Project 1B: Temporary Speed Bumps	Install temporary speed bumps on 2 nd Street near the beginning of the school zone. <i>*Note that these will need to be removed for snowplows in the winter.</i>	~ 200\$ per unit
Project 2A: Develop a Sidewalk Pavement Priority Plan	Documentation	0\$
*Project 2B: Prioritize repairing and creating sidewalks on all city streets	Repair and create 6' sidewalks on all city streets	~1,400,000 \$

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*Project 2C: Repair and construct ramps on all new and existing sidewalks.	Create ADA compliant ramps on all sidewalks	Cost varies based on repair/replace needs
Project 3A: Adopt road design standards	Documentation	0\$
Project 3B: Develop a pavement preservation plan	Documentation	0\$
*Project 4A: Depot St. Part 1.	Pave existing gravel road, 24' wide asphalt, ~480' of asphalt road	~\$40,000
*Project 5A: 2nd Street	Create new 6' wide sidewalk, ~2,600' of sidewalk	~\$71,000 per side of the road
*Project 5B: Main Street	Create new 6' wide sidewalk, ~990' of sidewalk	~\$28,000 per side of the road

Mid-Term (5-10 years)

Description	Treatment	Estimated Cost
Project 1C: Construct parking lot for ball fields and park	Create a parking lot for vehicles visiting the ball field and park in Ethan.	Cost varies
*Project 4B: Depot St. Part 2.	Pave existing gravel road, 24' wide asphalt, ~480' of asphalt road	~\$40,000
*Project 5C: Elm Street	Create new 6' wide sidewalk, ~2000' of sidewalk	~\$56,000 per side of the road
Project 5D: 6th Street	Create new 6' wide sidewalk, ~2490' of sidewalk	~\$70,000per side of the road

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Long Term (10-20 years)

Description	Treatment	Estimated Cost
*Project 1D: Prioritize repairing and constructing curb and drainage systems on all city streets.	Create new curb and repair damaged or blocked areas of the drainage system	Construct in tandem with sidewalk
Project 4C: Maple St.	Pave existing gravel road, 24' wide asphalt, ~480' of asphalt road	~\$40,000
Project 5E: Clark Street	Create new 6' wide sidewalk, ~1530' of sidewalk	~\$43,000 per side of the road
*Project 5F: 3rd Street	Create new 6' wide sidewalk, ~3000' of sidewalk	~\$84,000 per side of the road

Funding Availability

Financial planning is a vital component of the Transportation Plan. The availability of funding, designations of funds and future financial planning will often be the elements that make or break the implementation of the projects identified in this transportation plan. Therefore, it is just as important to identify the financial needs for the future as it is to identify the transportation needs of the community. South Dakota transportation projects are generally funded with federal, state, or local funds. Funding for transportation may come from federal and state fuel tax, local general funds, wheel tax, vehicle registration fees, or property tax. SDDOT has special programs for community access, industrial park roads, and transportation alternatives or non-motorized transportation networks. Other programs from multiple agencies exist within South Dakota that have programs for electric vehicle charging stations, recreational trails, and a wide variety of helpful studies.

As the city budgets for transportation projects, it is important to know the priorities of the community. Although these priorities should be evaluated from time to time, the long-term goals of the community will develop the long-range plan needed to budget for large projects in the distant future as well as small, annual transportation projects that either maintain the existing system or accomplish a large-scale project built in a series of phases.

Potential local funding sources for city transportation network projects may include:

- Sales tax funds
- Property tax funds
- Assessment of adjacent property owners
- Funds raised through local fundraising efforts, including private or corporate donations

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In addition, the city may apply for a variety of grants or special program funding administered by the State of South Dakota or the Federal Government (primarily through the USDOT). It should be noted that many of these programs are reimbursement programs, so the city would need to have the finances to upfront the costs. These sources may include:

- Foundational Bicycle and Pedestrian Grants for bike and pedestrian transportation related projects. Many are available and fund projects at various levels. Some examples include.
 - American Hiking Society <https://americanhiking.org/>
 - The Conservation Alliance <https://conservationalliance.com/>
 - The Walmart Foundation <https://www.walmart.org/how-we-give/grant-eligibility>
 - Community Change <https://americawalks.org/programs/community-change-grants/>
- Transportation Economic Development Grant funds, for cities less than 5000 in population, for the construction or reconstruction of major streets, such as roads to the school or elevator (SDDOT)

Information on each individual grant is available at <https://dot.sd.gov/doing-business/localgovernments/transportation-economic-development-grants/>.
- Transportation Alternatives Program funds for non-motorized transportation projects including safe routes to school, safe routes for non-drivers, shared use paths and

others. (SDDOT. Further information available at <http://dot.sd.gov/programs-services/programs/transportation-alternatives/>

- USDOT Grant Programs. The USDOT has numerous grant opportunities for a variety of transportation projects ranging from planning to construction and for a variety of modes. A list of all USDOT grants in at <http://www.transportation.gov/grants/dashboard>. Note: *Most USDOT grants are reimbursement programs.*
- Walking Audit Grants, Active Transportation, and other healthy lifestyle related grants for the development of transportation networks supporting walking, biking and other active transportation facilities. (SDDOH)