I-29 CORRIDOR STUDY

Exit 73 to Exit 77

Newsletter #11

January 9, 2009

Study Still Progressing

Can you believe that it has been over seven weeks since the last newsletter was released? Despite the annual disturbance the holiday season causes in almost everyone's schedule, the study has been progressing. URS Corporation provided the South Dakota Department of Transportation (SDDOT) the preliminary results of the transit forecasting portion of the study. Please read page 2 of this newsletter for more information regarding the transit forecasting portion of the study. In addition to the transit forecasting, URS Corporation has been steadily moving along on preparing interchange justification documentation for a potential I-29 & 85th Street interchange and for any necessary I-29/I-229 System Interchange modifications, all while providing the Department with information regarding the I-29/I-229 System Interchange's interaction with the future connection of Solberg Avenue to Tallgrass Avenue. Although slower than many would like, the deliberation of whether the connection of Solberg Avenue to Tallgrass Avenue goes over or under I-229 continues and is making headway to a decision.

USD's Business Research Bureau has also been progressing on their study of the economic impact a potential interchange at 85th Street and I-29 would have. If all goes well, we will hopefully be able to report some of USD's findings next month.

INSIDE THIS ISSUE

Study Advisory Team News

The Study Advisory Team met on November 20, 2008, to receive a study update from URS Corporation. Most of the update regarded the traffic forecasts for the study area given the various build options. The next meeting is tentatively scheduled for late January or early February, 2009.

Transit Forecast Preliminary Results

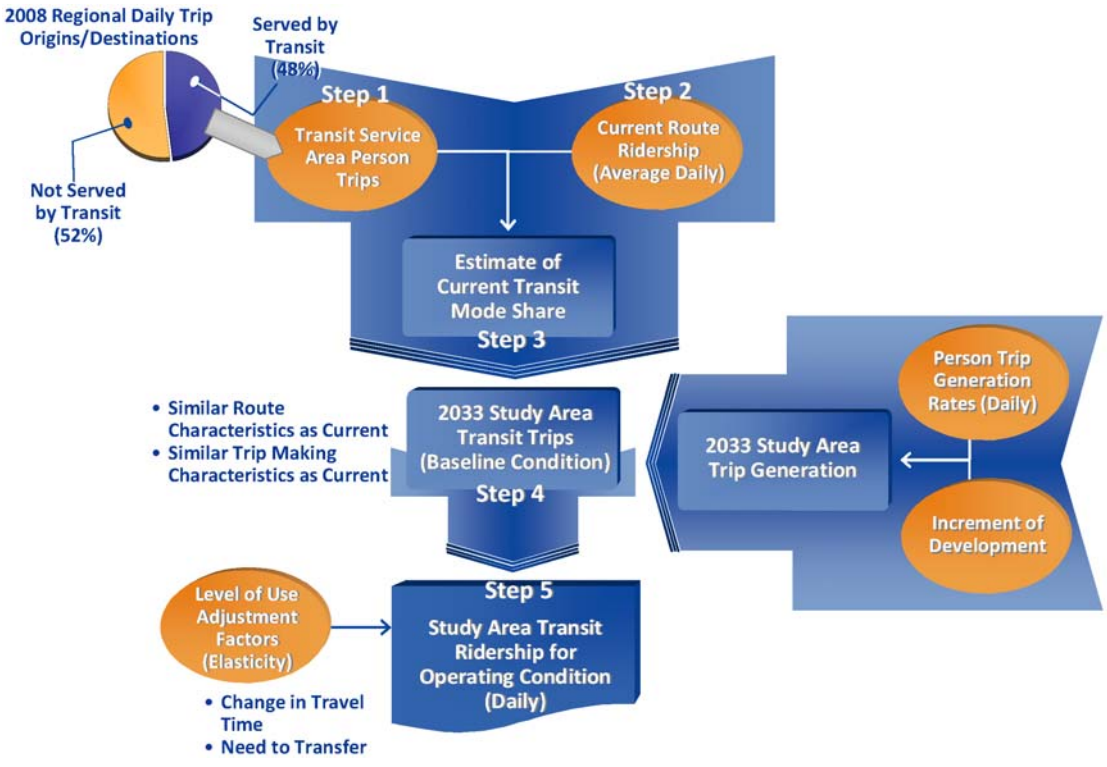
As a result of testimony received at both the Sioux Falls (July 16, 2008) and Mitchell (July 17, 2008) public meetings for the 2009-2013 Statewide Transportation Improvement Plan (STIP), the South Dakota Department of Transportation (SDDOT) asked URS Corporation to look at alternatives beyond roadway improvements as an additional component to the I-29 Corridor Study.

Early on in the process, it was decided to investigate transit service to the study area as a possible supplement to the roadway network improvements rather than as a transit only solution. Presently, the majority of the corridor study area is located outside of the current fixed route transit service provided by Sioux Falls Transit. Given that the density and types of development proposed within the study area are consistent with other areas of Sioux Falls where fixed route transit service is currently provided, it is reasonable to assume that as the area develops, transit service will be extended into the study area. Going off this assumption, URS Corporation was tasked to forecast transit ridership within the study area. The figure below shows the five steps URS Corporation followed to determine their forecast.

To help determine their forecast, URS Corporation made the following assumptions:

- That fixed route transit service in the region will continue to be provided only within the Sioux Falls city limits by Sioux Falls Transit.
- That the transit ridership forecasts will not need to be separated between fixed route and paratransit services.
- That the portion of the study area expected to be annexed into the City of Sioux Falls by 2033, and thus served by Sioux Falls Transit, is limited to areas north of 85th Street west of I-29 and north of 93rd Street east of I-29.
- That the transit service levels to be provided in the study area would reflect similar service days, hours, and headways as provided on average throughout the current Sioux Falls Transit service area.

Continued on page 3



Transit Forecast Preliminary Results (con't.)

Through their research and analysis, URS Corporation found that transit ridership consists of 0.7% of all person trips made within the Sioux Falls region. Given their previous traffic forecast for the study area, URS Corporation forecasted that approximately 187,000 additional person trips would be made within the I-29 Corridor study area in 2033. 103,000 of these 187,000 person trips would be within the area anticipated to be served by transit. Using the 103,000 person trips figure and applying the 0.7% transit ridership factor yields a baseline of 720 transit ridership trips within the study area.

As the vast majority of the study area is located outside of the current development area and many of the origin-destination pairs associated with trips in the expansion area represent trips that are longer than the average transit trip currently made by patrons of Sioux Falls Transit, it can be assumed that the 720 trips is the maximum daily ridership estimate for the study area. Since there is no current transit service to the area, it is likely that expanding transit service to the area would require either:

- Option A: Extending existing route(s) into the study area,
- Option B: Adding an additional route(s) into the study area.

An additional adjustment to the transit trip forecast is needed to be made based for either Option A or Option B.

Option A Ridership Adjustment

By extending current routes to include the reasonable I-29 Corridor study transit service area, one can expect an increase in travel times for the current route(s) extended and results in longer than the present average transit travel time for those riders. As transit travel times increase, one can expect some potential transit trip makers to find alternative methods to make their trip, thus lowering the expected ridership from the maximum estimate of 720 trips.

Option B Ridership Adjustment

The new route option assumed riders would transfer to all other routes at the Southwest Transit Center. Bus transfers add to rider time and give the perception of an added inconvenience to the rider. As the rider time increases, one can expect some potential transit trip makers to find alternative methods to make their trip, thus lowering the expected ridership from the maximum estimate of 720 trips.

Through URS Corporation's analysis of both options, they found that expanding Sioux Falls Transit's service area to the serve the I-29 corridor study area is expected to provide between 360 riders per day in 2033 for Option A and 430 riders per day in 2033 for Option B. For future purposes of the I-29 Corridor Study's traffic operations analysis, a compromise between Option A's and Option B's forecast reflecting the average of the two options is beneficial. Thus for future I-29 Corridor Study uses, it will be assumed that transit service would provide for 400 person trips of the additional 187,000 person trips estimated to be made with the I-29 Corridor study area in 2033.

More detail on the transit forecasting can be found on the study's webpage, www.sddot.com/pe/projdev/planning_ss_I29.asp under the Study Technical Memorandums subtitle.

Information regarding Sioux Falls Transit's existing routes can be found at www.siouxfallstransit.org.

WINTER WEATHER PREPAREDNESS

Before hitting the road this winter, make sure the vehicle is prepared for winter weather. That includes having a winter car survival kit.

It should include blankets, water, non-perishable foods, a flashlight with fully-charged batteries, a distress flag, and a shovel.

Travel with a charged cell phone, but don't rely on it to get you out of a bad situation. There are still areas in the state where there isn't cell phone reception. Not every emergency agency can locate you by using a cell phone signal. You need to be prepared to ride the storm out.

Additionally, travelers are encouraged to

- keep an eye on the weather and check travel conditions before hitting the road;
- be prepared to change travel plans as weather conditions warrant;
- call 511 or visit www.SafeTravelUSA.com for road conditions;
- wear your seatbelt;
- travel during the day;
- use highly traveled roads and highways;
- keep family and friends informed of your travel schedule and path;
- and don't drink and drive.

If you do get stranded on the road, stay in your vehicle and run your heater about 10 minutes an hour to stay warm.

Schedule of Upcoming Events

Study Advisory Team Meeting #5

Tentatively Scheduled for Late January or Early February, 2009

Public Meeting #2

Tentatively Scheduled for Late February, 2009

SDDOT Contact Information

The I-29 Corridor Study is being administered by Mr. Steven Gramm, P.E., from SDDOT's Project Development Office located in Pierre, SD. Steve can be reached via email at steve.gramm@state.sd.us or by phone at 605-773-6641.

URS Contact Information

The I-29 Corridor Study is being coordinated by Mr. Bill Troe, AICP, from the Surface Transportation Group of the URS Division located in the Omaha, NE office. Bill can be reached via email at Bill_Troe@URSCorp.com or by phone at 1-866-671-5309.

USD Contact Information

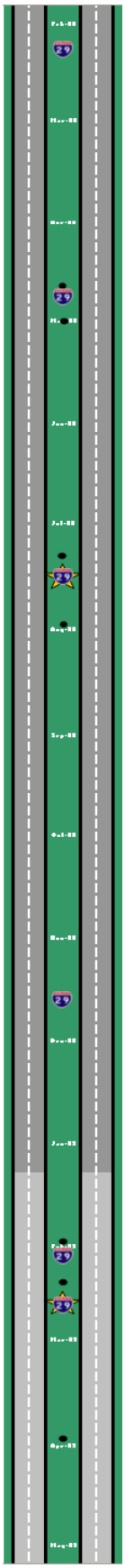
The economic impact portion of the I-29 Corridor Study is being coordinated by Mr. Wade Druin of USD's Business Research Bureau. Wade can be reached via email at wdruin@usd.edu or by phone at 605-677-5287.

Study Website

http://www.sddot.com/pe/projdev/planning_ss_I29.asp

Study Newsletter

Requests to be added to the newsletter mailing list can be made with an email to steve.gramm@state.sd.us. Past newsletters can be downloaded from the study website.



Study Advisory Team Meeting #1
Held February 8, 2008

69th Street Options: April 24, 2008
Study Advisory Team Meeting #2
Held April 25, 2008
I-29/I-229 Options: May 1, 2008

85th Street Options: July 10, 2008
Study Advisory Team Meeting #3
Held July 17, 2008
Public Meeting #1: Held July 17, 2008
Additional I-29/I-229 Options: Late July, 2008

No Build Future Traffic Operations: October, 2008

Build Future Traffic Operations: November, 2008
Study Advisory Team Meeting #4
Held November 20, 2008

Economic Impact Study Late January, 2009
Draft IJR Late January, 2009
Study Advisory Team Meeting #5
Tentatively Scheduled Late January, 2009
Draft EA Mid February, 2009
Study Advisory Team Meeting #6
Public Meeting #2
Tentatively Scheduled Late February, 2009

Final IJR: Late March, 2009