



I-29 CORRIDOR STUDY

Exit 73 to Exit 77



Newsletter #7

August 8, 2008

Study Advisory Team News

The third Study Advisory Team Meeting was held on July 17, 2008.

The purpose of the meeting was to provide an update on the following key elements:

- ◆ Upcoming Public Meeting
- ◆ Traffic forecast update
- ◆ 85th Street concepts and preliminary screening.

The next Study Advisory Team meeting is anticipated to be held sometime in September. 



District 10 State Representative Shantel Krebs provides input at the July 17th Public Meeting.


Public Meeting Summary

Over 40 people attended the public meeting to seek input and provide information for the I-29 Corridor Study that was held on Thursday, July 17, 2008.

Bill Troe from URS Corporation provided a brief, summarizing presentation before the floor was opened for group comments. Two issues were addressed during the group discussion, the first involving the timing and funding of construction for the Solberg-Tallgrass crossing component of the study area and the second involving the options developed for a local access interchange at 69th Street.

A video of the presentation and group discussion can be found on the study webpage, http://www.sddot.com/pe/projdev/planning_ss_I29.asp.

Prior to and following the presentation and group discussion, an open house was held with informative displays set up for the potential options developed for each component within the study area. URS, City of Sioux Falls and SDDOT staffs were available to answer questions and receive input.

As part of the meeting, comment sheets were distributed to those who attended. A sample of the written comments received can be found on page 4 of this newsletter. 



Stephen Johnson of Sioux Falls asks a question at the July 17th Public Meeting.

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Transit Component to be Added to Study

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) requested that the South Dakota Department of Transportation (SDDOT) look at alternatives beyond highway improvements as part of the I-29 Corridor Study. In response to those comments received, the SDDOT and URS Corporation have started negotiations to add a transit component to the scope of work for the study.




In addition to evaluating the study area for potential future highway improvements, URS Corp. will now also be tasked to evaluate transit as an alternate to roadway improvements. The intent of the transit evaluation is to:

- ◆ Identify the number of vehicle trips that could be shifted from auto-driver and auto-passenger modes to transit by extending the existing transit services to and through the study area.
- ◆ Identify the general directional orientation of person trips generated in the study area (inbound or outbound).
- ◆ Evaluate the range of transit modes/technologies/operating concepts that may and may not be supported by the level of transit trips in the study area and in corridors entering and leaving the study area.



If the evaluation shows that there would be enough transit demand to justify the expenses, URS Corp. will identify the changes needed to the existing transit services to fulfill the transit need.

For the most part, URS Corp. will focus on roadway vehicles (buses & trolleys) to fulfill the transit need, but a cursory review of other forms of transit (light rail, monorail, etc.) will be performed for applicability. 



"...HAVE YOU LOOKED AT ANY OTHER THING BESIDES JUST DOING ROADS, LIKE SAY A TRANSIT SYSTEM OR MONORAIL SYSTEM TO THE OTHER AREAS FROM THAT CONGESTED AREA INSTEAD OF JUST DOING MORE BRICK AND MORTAR AND MORE ROAD, MORE GAS CONSUMPTION THINGS? WERE YOU GUYS EVEN CONSIDERING THINKING OUTSIDE OF THE BOX A LITTLE BIT AND TRYING TO DO A MONORAIL SYSTEM OR ANYTHING ELSE TO TRY AN RELIEVE SOME OF THAT CONGESTION? I MEAN, IT'S THE TIME NOW TO LOOK AT ALTERNATIVES ..."

Excerpt from District 19 State Senator Frank Kloucek's testimony as it pertained to the I-229/I-29 Area Improvement Project from the 2009-2013 STIP public meeting in Sioux Falls on July 16, 2008.



USD On Board

As mentioned in a previous study newsletter, the South Dakota Department of Transportation (SDDOT) and the University of South Dakota's Business Research Bureau (BRB) have been in negotiations to add an economic impact component to the I-29 corridor study. This additional component is to determine what economic impact a new local access interchange on I-29 between Exit 73 and Exit 75 would have both locally and to the state as a whole. Those negotiations have come to fruition and the BRB will soon begin work to determine the economic impact a new local access interchange in the corridor will have.


The BRB is intending on using a software package developed by Regional Economic Models, Inc. (REMI) called TranSight. TranSight will consider the changes in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) as determined by the scenario outputs from the Sioux Falls MPO's regional travel demand model. These same scenarios will be used by URS Corp. to evaluate the traffic impacts the interchange options have to the roadway system within the study area. (An explanation of travel demand modeling / traffic forecasting can be found in Newsletter #5.)



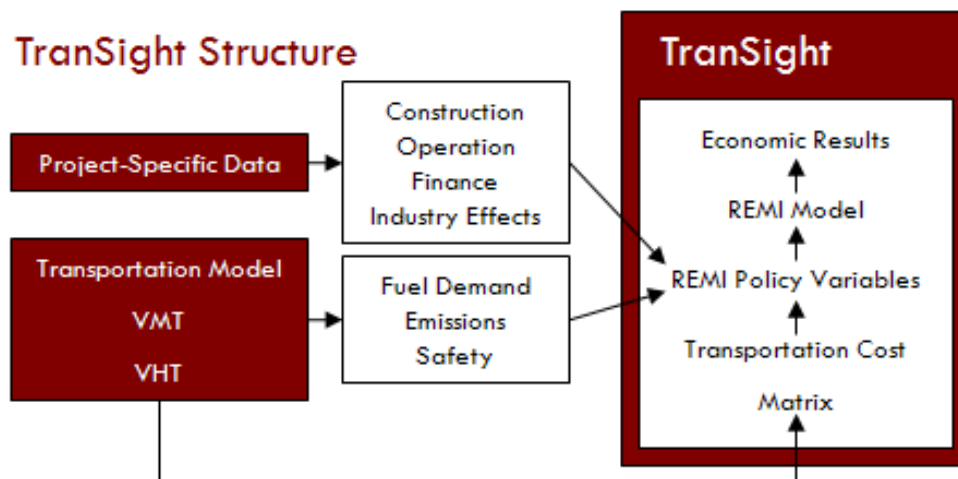
The University of South Dakota

BUSINESS RESEARCH BUREAU

TranSight is integrated with REMI's Policy Insight software package to consider the effects of the travel demand model's scenario differences along with the population and development projections and will incorporate them into meaningful economic and demographic impacts to determine the changes in the gross regional product for both the Sioux Falls Metropolitan Area and the entire state.

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

TranSight Structure



Sample of Public Comments Received

07/22/2008 03:48 PM
To: bill_troe@urscorp.com
cc

Subject: Comments on July 17 Public Meeting for I-29 Corridor Study

Hi Bill,

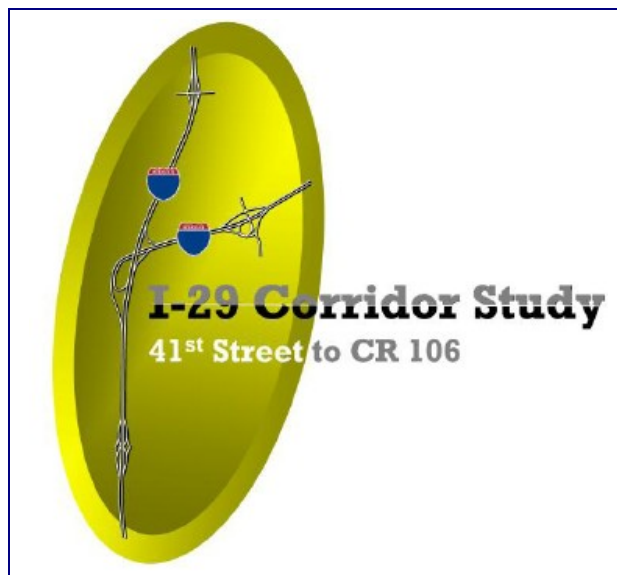
I finally got around to sending the email I promised at the meeting in Sioux Falls on July 17.

While looking at the alternative maps displayed at the meeting, it occurred to me that without any changes to the local road system the most direct routes to move traffic from the interstate system into and out of the Sanford Research area are the interchanges at Louise/I-229 and the Tea Interchange. I believe you mentioned that the Louise interchange is already nearing capacity at peak times of day and, although the Tea interchange is probably not at capacity, the Tea interchange will probably fill up pretty quickly given the future growth plans and completion of the Sioux Falls Beltway. It would appear that an interchange at 85th street would greatly enhance employee and public access to the Sanford Research Park as well as alleviate additional traffic pressure at the Louise and Tea Interchanges. In addition, an interchange at 85th would provide much needed convenient access to the Interstate System from the west side of I-29. This will be particularly important to accommodate future traffic growth in the area between I-29 and the beltway system that is being planned.

It has been mentioned more than once at the public meetings that the portion of I-29/I-229 interstate included in the corridor study is somewhat space constrained. Consequently, planning additional entrances and exits becomes challenging. One solution to that problem has been implemented on I-229 on the west bound side between Cliff Ave. and Minnesota Ave as well as on the east bound side between Cliff Ave. and 26th St. A continuous lane was added between the entrances and exits at those streets. I am mentioning this because, although routing of different alternatives has been discussed at the public meetings, I haven't heard any discussion of increasing the number of lanes on I-29/I-229 as part of the alternatives. I thought I would mention it to you on the off-chance that it hadn't been considered and might assist in arriving at a design solution.

Regards,

Dale Hellwig



SCHEDULE OF UPCOMING EVENTS

BUILD FUTURE TRAFFIC VOLUMES

ANTICIPATED COMPLETION: LATE AUGUST, 2008

STUDY ADVISORY TEAM MEETING #4

TENTATIVELY SCHEDULED FOR MID SEPTEMBER, 2008

PUBLIC MEETING #2

TENTATIVELY SCHEDULED FOR MID DECEMBER, 2008

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

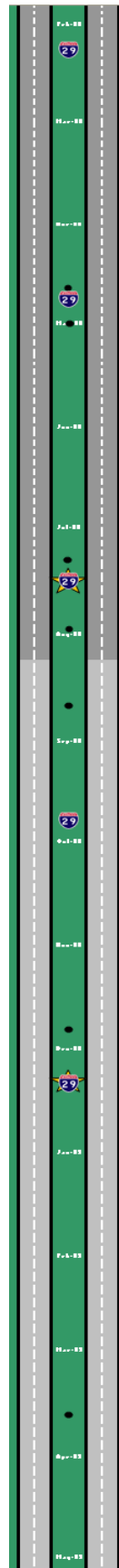
The economic impact portion of the I-29 Corridor Study is being coordinated by Mr. Wade Druin of USD's Business Research Bureau. Wade can be reached via email at wdruin@usd.edu or by phone at 605-677-5287.

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
No Build Future Traffic Operations: Late July, 2008
Additional I-29/I-229 Options: Late July, 2008
Build Future Traffic Operations: August, 2008
Draft IJR: Late August, 2008

Study Advisory Team Meeting #4
Tentatively Scheduled Late September, 2008

Economic Impact Study, October, 2008

Draft EA: Late November, 2008
Study Advisory Team Meeting #5
Public Meeting #2
Tentatively Scheduled Mid December, 2008

Final IJR: Mid March, 2009

