



Western Yankton County Subarea Study

PUBLIC MEETING 2

SEPTEMBER 6, 2023

Agenda

1. Welcome:

- Introductions
- Meeting is being Recorded/Broadcast
- Please Sign In/Take a Comment Form

2. Purpose of the Second Public Meeting

3. Overview of the Study:

- Location
- Status of Work

4. Proposed Network Improvements:

- Current Network Upgrades
- New Roadways

5. Open Discussion/Questions

6. Wrap-up

Key Areas Evaluated to Understand Needs

Traffic Operations



- Evaluate Both Summer and School In-session Conditions
- Road Segments
- Key Intersections
- Today – 2035 and 2050

Crashes

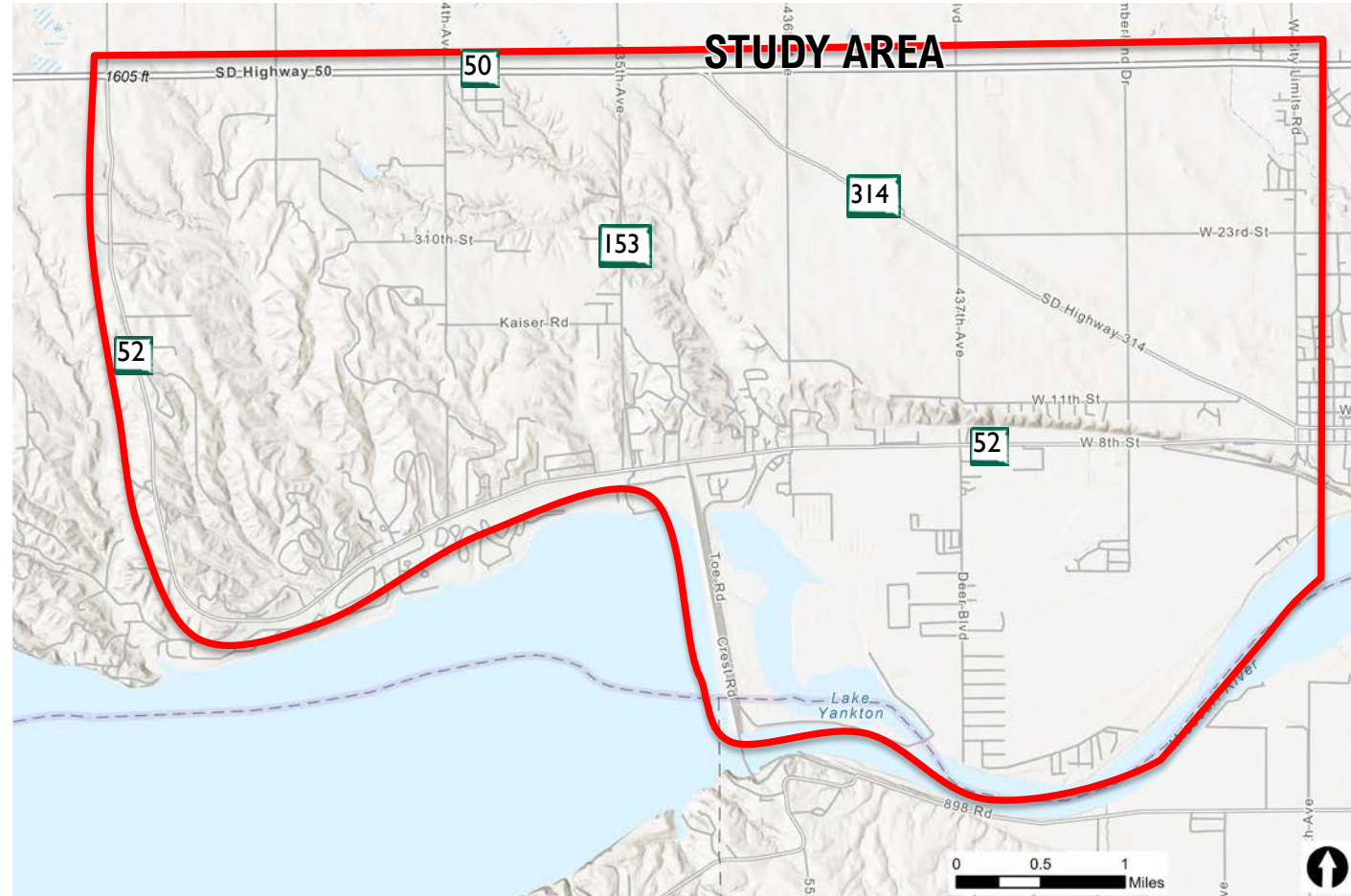


- Period from 2017 to 2022
- Rate at Intersections/ Segments
- Severity/Contributing Factors

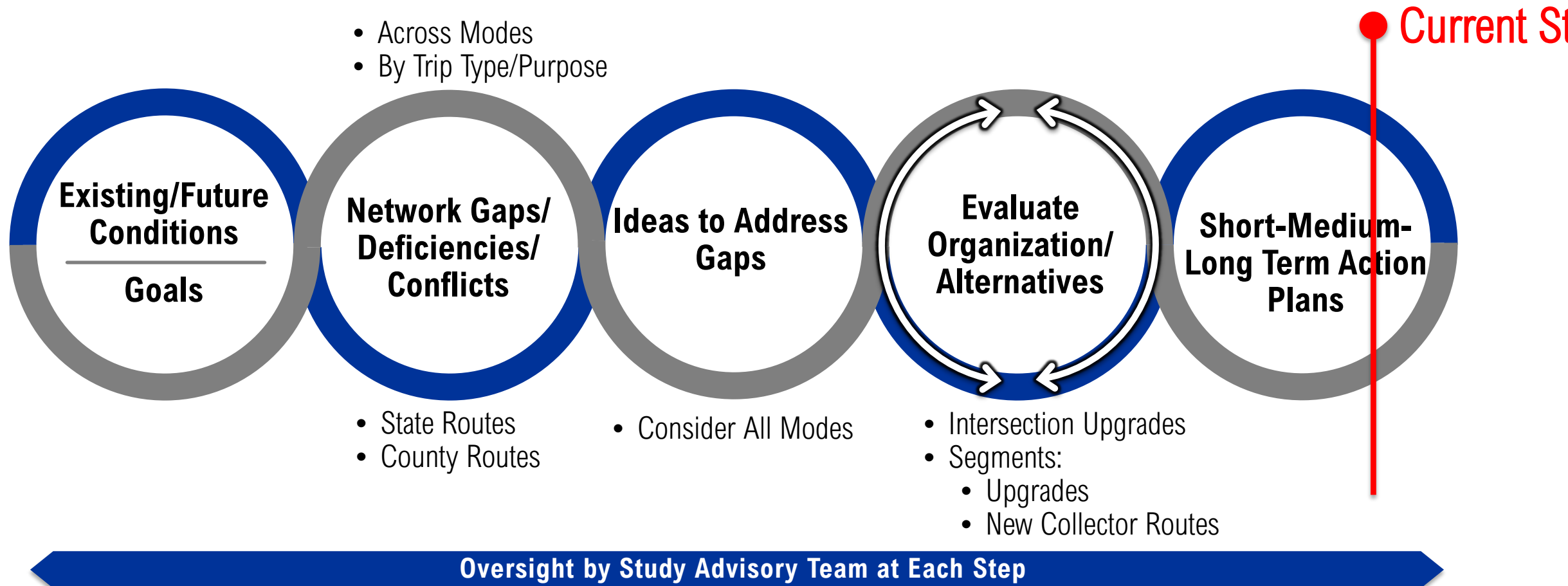
Access



- State highways
- Public and Private Access Points
- Compare to SDDOT Guidelines



Applying Our Approach – Work Plan

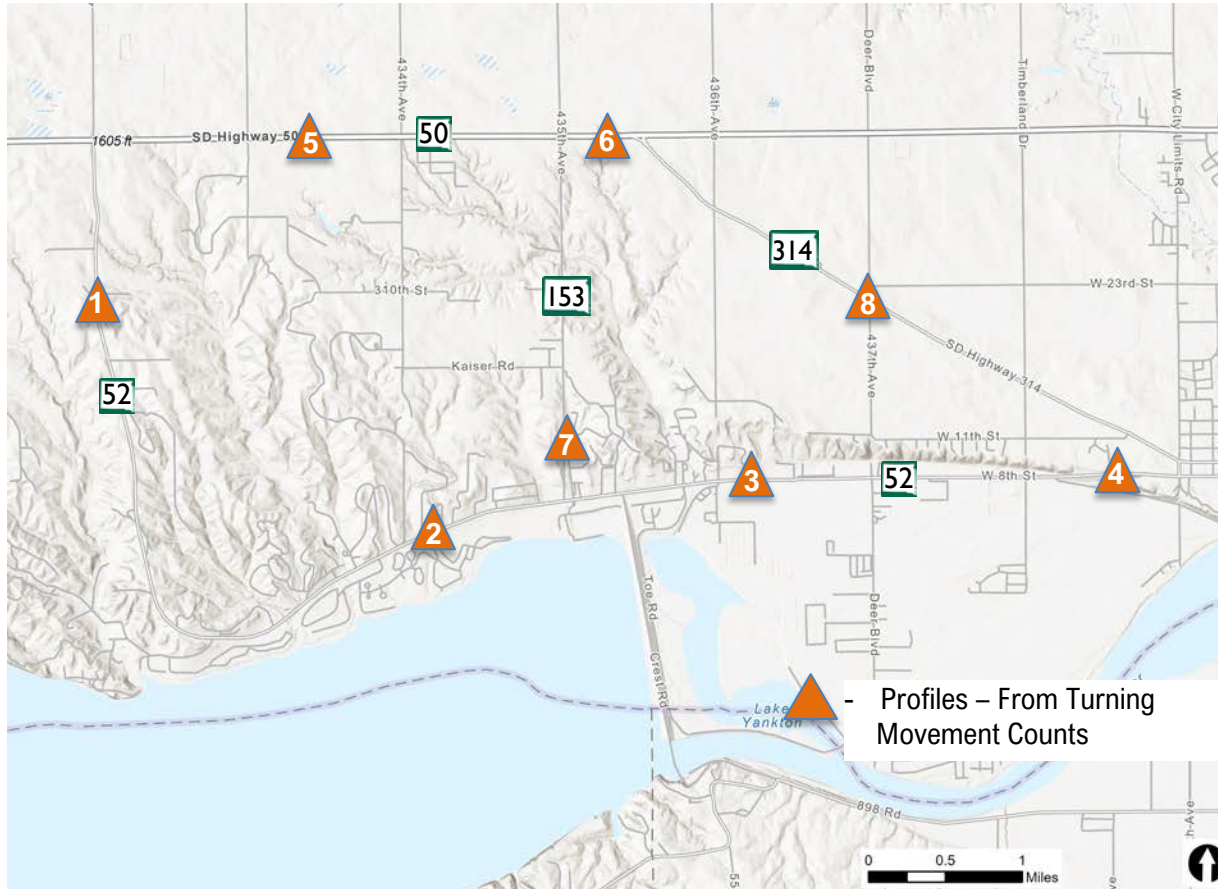




Traffic Data and Operations

SEPTEMBER 6, 2023

Route Segment Count Locations



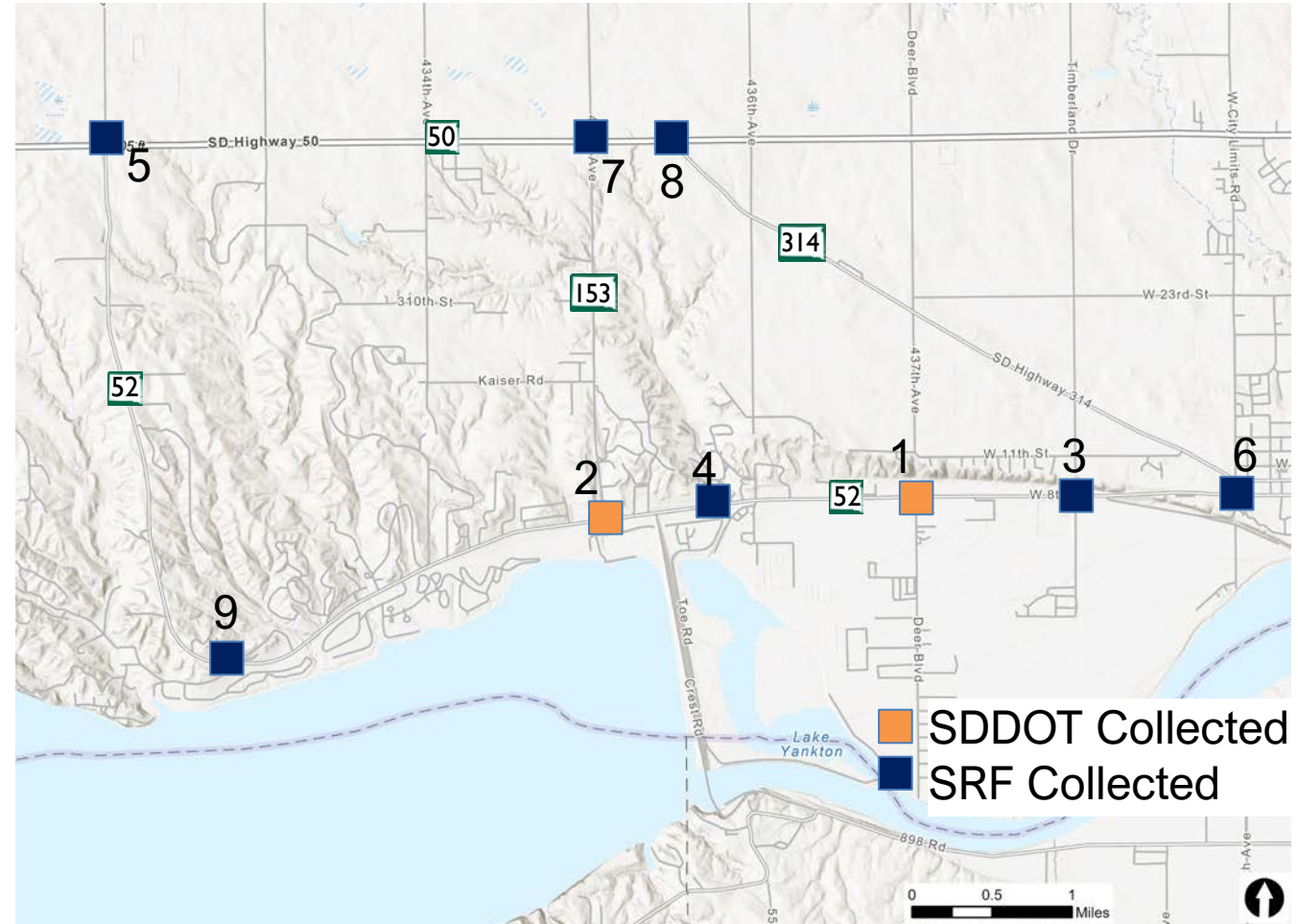
Recap of Work

- Collected Traffic Data for Two Periods;
 - Summer/Peak Traffic (Including Weekends)
 - School in Session
- Road Segments
- Intersections

Intersection Count Locations Operations Summary

Recap of Work

- Operations in Summer – Generally Worse than Other Months
- Deer Boulevard/SD52 – Only Intersection of Concern:
 - Peak Period Operations below Threshold
 - Meets signal Warrant





Access Point Review

SEPTEMBER 6, 2023

Access Locations – State Routes



Access Point Assessment

Recap of Work

- Every Route in Study Area has MORE Access Points than Policy Supports
- Not seeing Crash Issues
- Not Recommending Action to Consolidate/Remove
- Going Forward – Review All Development Proposals:
 - Apply/Review Access Guidelines- Conditions at Location



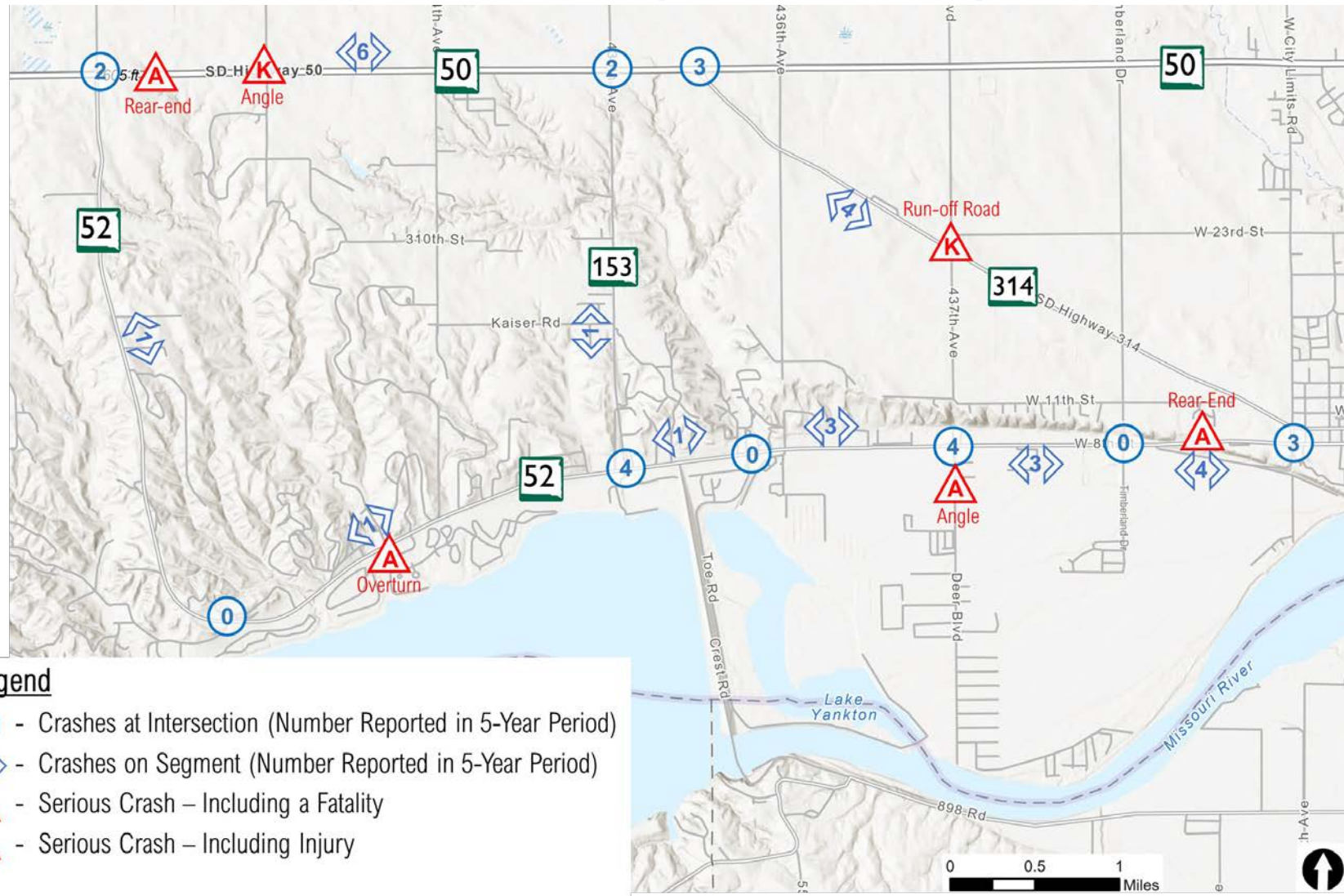
Segment	Side of Roadway	Access Points	Segment Length (miles)	Access Density (points/mile)
1 – SD 52: SD 50 to Gavin's Point Rd	North	19	3.5	6
	South	18		5
2 – SD 52: Gavin's Point Rd to SD 153	North	20	2.6	8
	South	4		2
3 – SD 52: SD 153 to Deer Blvd	North	29	1.9	15
	South	5		3
4 – SD 52: Deer Blvd to West City Limits Rd	North	16	2.0	8
	South	14		7
5 – SD 50: SD 52 to SD 153	North	14	3.0	5
	South	21		7
6 – SD 50: SD 153 to SD 314	North	4	0.5	8
	South	3		6
7 – SD 153: SD 52 to SD 50	East	15	2.4	6
	West	16		7
8 – SD 314: SD 50 to West City Limits Rd	North	37	4.2	9
	South	21		5



Crash Data Assessment

SEPTEMBER 6, 2023

Crashes by Location (2017-2022)



Findings

- No Intersections display elevated numbers/ rates
- No segments display elevated numbers/rates
- Injury crashes – No pattern of location or type of crash



Mitigation – Recommended Actions

SEPTEMBER 6, 2023

Mitigation Toolbox

Traffic Operations



- Add Local Road Network
- Add Frontage/Backage Roads
- Add Turn Lanes
- Intersection Control:
 - Four-way Stop
 - Signalize
- Modify Access Locations

Correctable Crashes



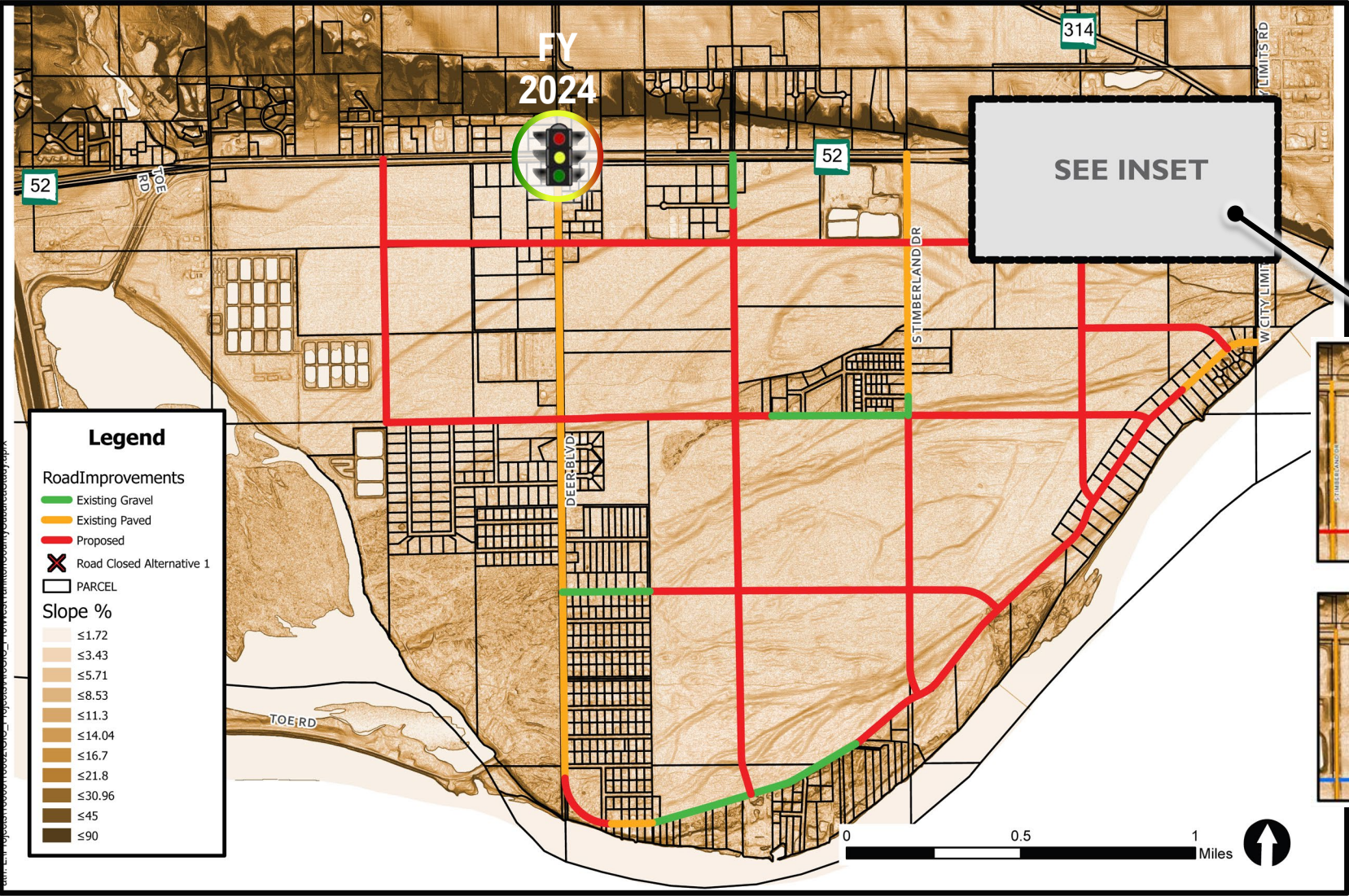
- Shoulder Improvements
- Modify Access Locations
- Enhanced Ped Xing
- Speed Reductions
- Add Rumble Strips
- Pavement Edge Treatment
- Design Changes:
 - Extend Sight Distance
 - Lengthen Curves
- Curve Delineators
- Modify Ditch Slopes
- Improve Lighting

Access Management



- Add Frontage/Backage Roads
- Relocate Access to Cross Route/ Frontage/Backage Road
- Consolidate Drives
- Reduce Drives
- Assess Median on SD 52 – 5-Lane Section

Arterial/Collector Network



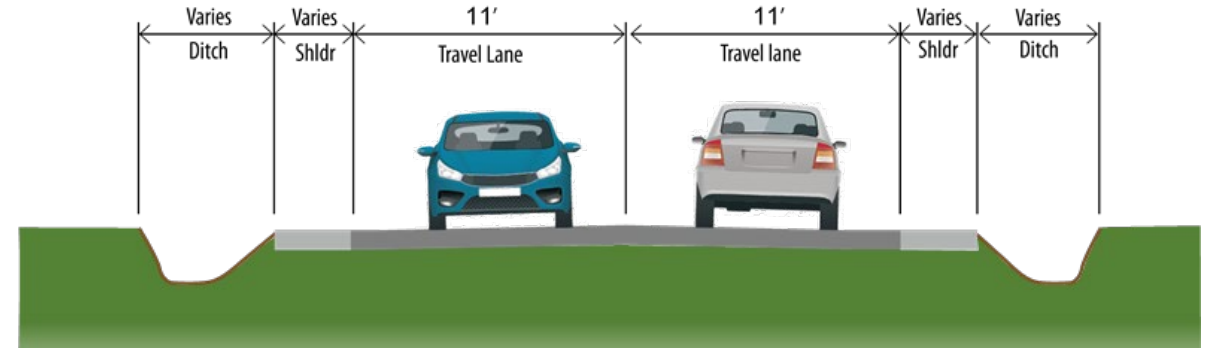
Options Reviewed for NE Area



**DRAFT RECOMMENDATION –
OPTION 2**

Internal Framework Roads – Section/Lanes

- All Routes Assumed to be 2 Lanes – No INTERNAL NETWORK Turn Lanes
- Section Representative of Deer Boulevard (But, No Multi-use Path):
 - Limited Direct Property Access
 - ± 2 Foot Shoulder



Anticipated Typical Section



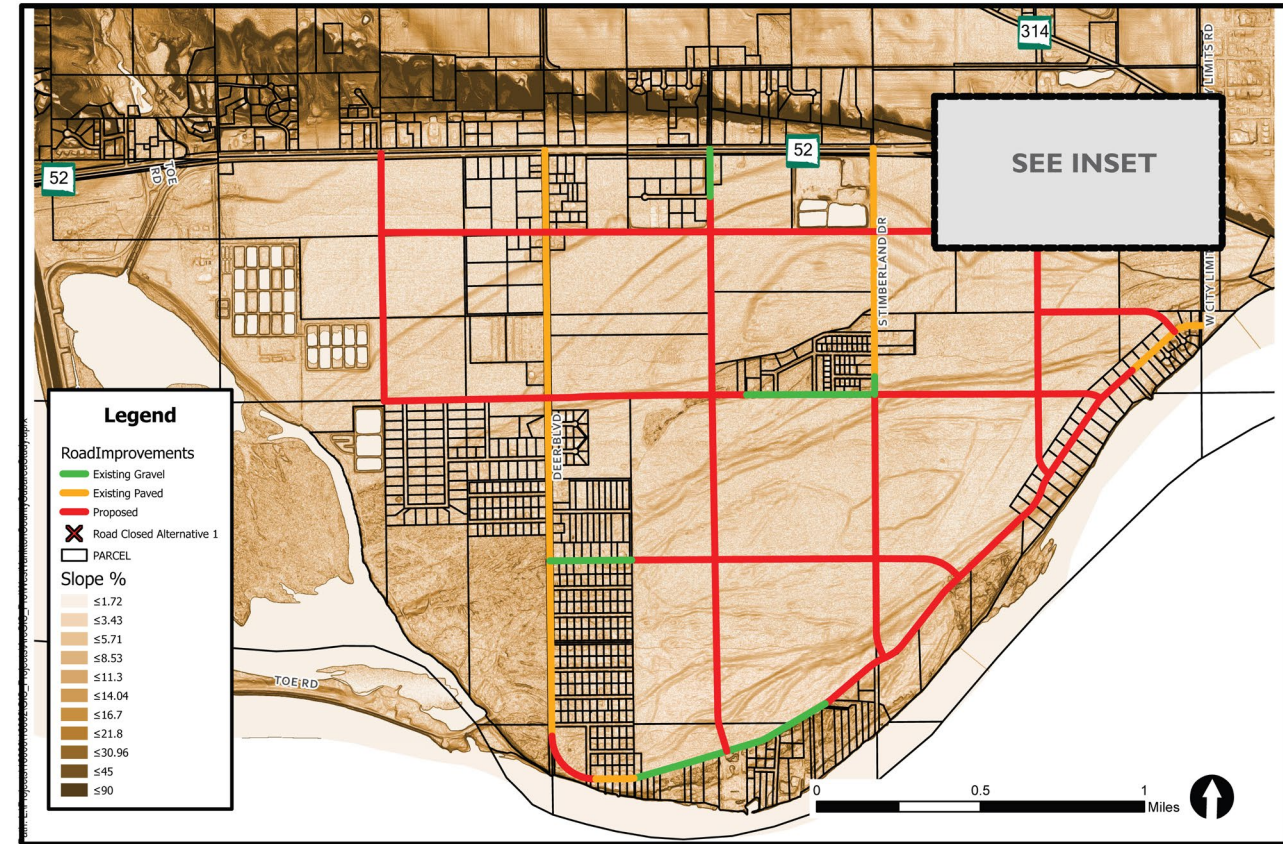
Typical LOCAL Paved



Deer Boulevard

Arterial/Collector Improvement Timing/Cost Responsibility

- Timing:
 - Improvements are DEVELOPMENT DRIVEN – No Development, No New/Improved Segments
- Cost Assumptions:
 - Construction:
 - Developer is Responsible
 - Plan is Important So All Know Alignment and Lanes Concept
 - Maintenance – Next Slide



Arterial/Collector Improvement Timing/Cost Responsibility

- Cost Assumptions:

- Construction:

- Developer is Responsible
 - Plan is Important So All Know Alignment and Lanes Concept

- Maintenance:

- Reviewed Options

1

New/Improved become County Roads:

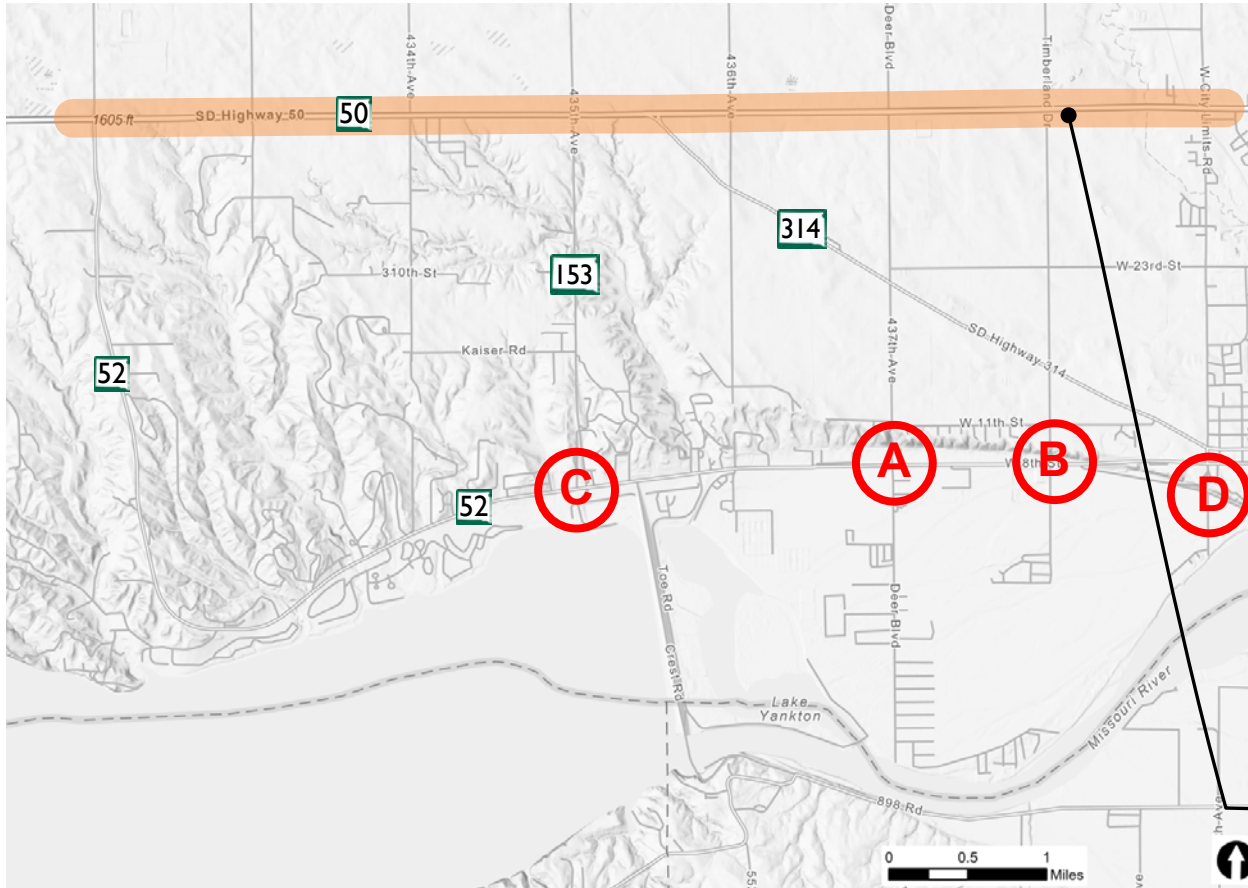
- Requires Ordinance Change
- Is this Feasible? Warranted?

2

Create Road Improvement District(s):

- Is a single district with phased rate and responsibility feasible?
 - How to establish benefit-cost responsibility?
- If a series of districts:
 - Boundaries?
 - Triggers?
 - District inter-dependencies?
 - How to establish benefit-cost responsibility?

Intersection/Segment Operations Mitigation



- A: Deer Blvd
 - Add signal provides mitigation
 - Meets warrants in SUMMER – Not in other times
 - Install in FY 2024
- B: Timberland Dr
 - Add NB right turn lane
 - Meets warrants in SUMMER in 2050 – Not other times
 - Internal framework streets can re-distribute traffic
- C: SD52 / SD153
 - No action proposed at this time
- D: SD52/West City Limits:
 - Signalize
 - Meets warrants by 2050
- SD50:
 - Add Lanes – Turn lanes or through lane?
 - To be determined later

Wrap Up

- Open Discussion – Anyone Have Questions?
- Finalizing the Study

Bill Troe, Principal
Project Manager
402-513-2158
btroe@srfconsulting.com

Brent Clark, PE
Traffic Studies Lead
763-267-6618
bclark@srfconsulting.com

Eavan Moore
Planner
402-513-2157
ecmoore@srfconsulting.com