

# WELCOME

TUESDAY, DEC. 3, 2024 | 5-7PM

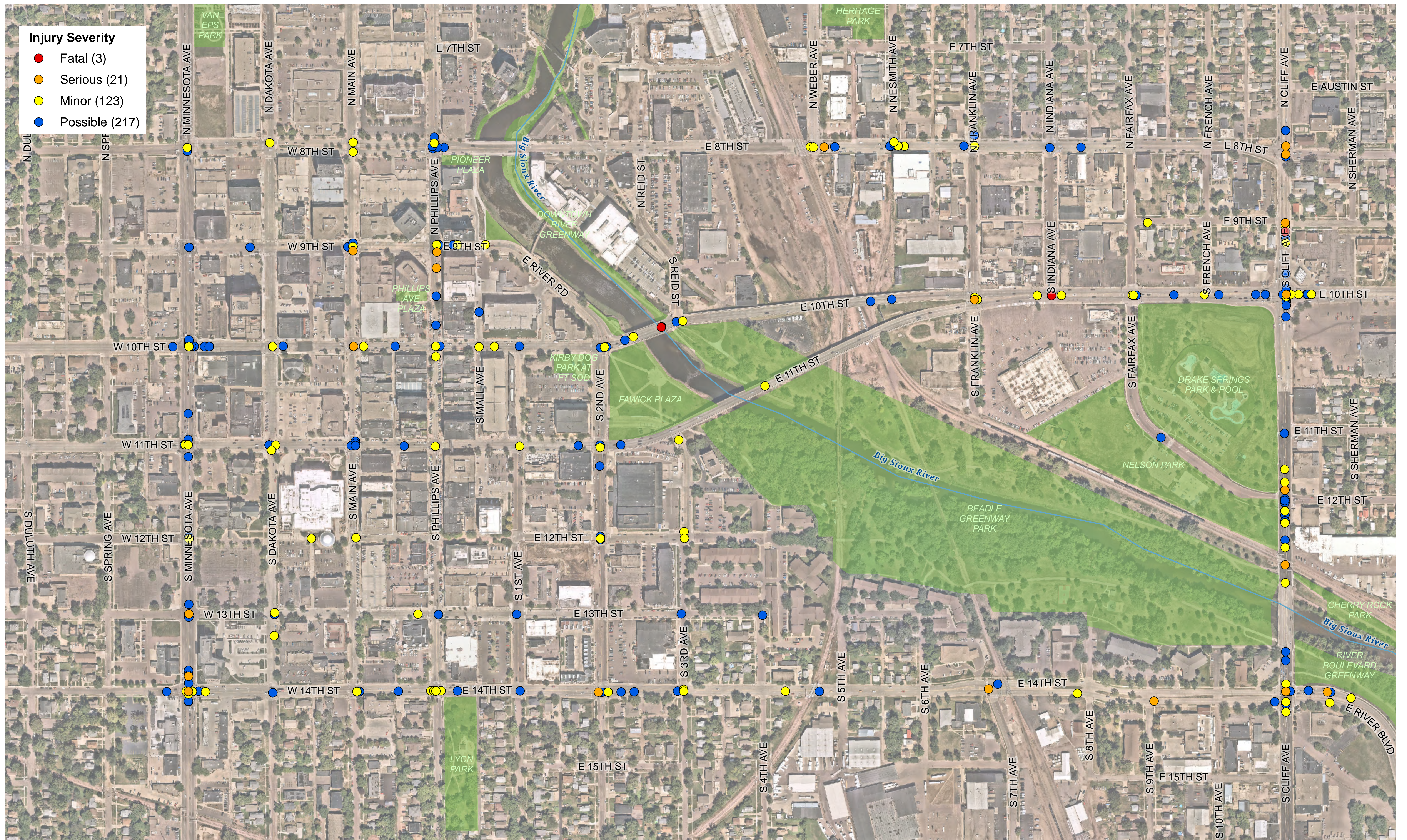


# INJURY CRASHES 2019-2023

Overall Study Area

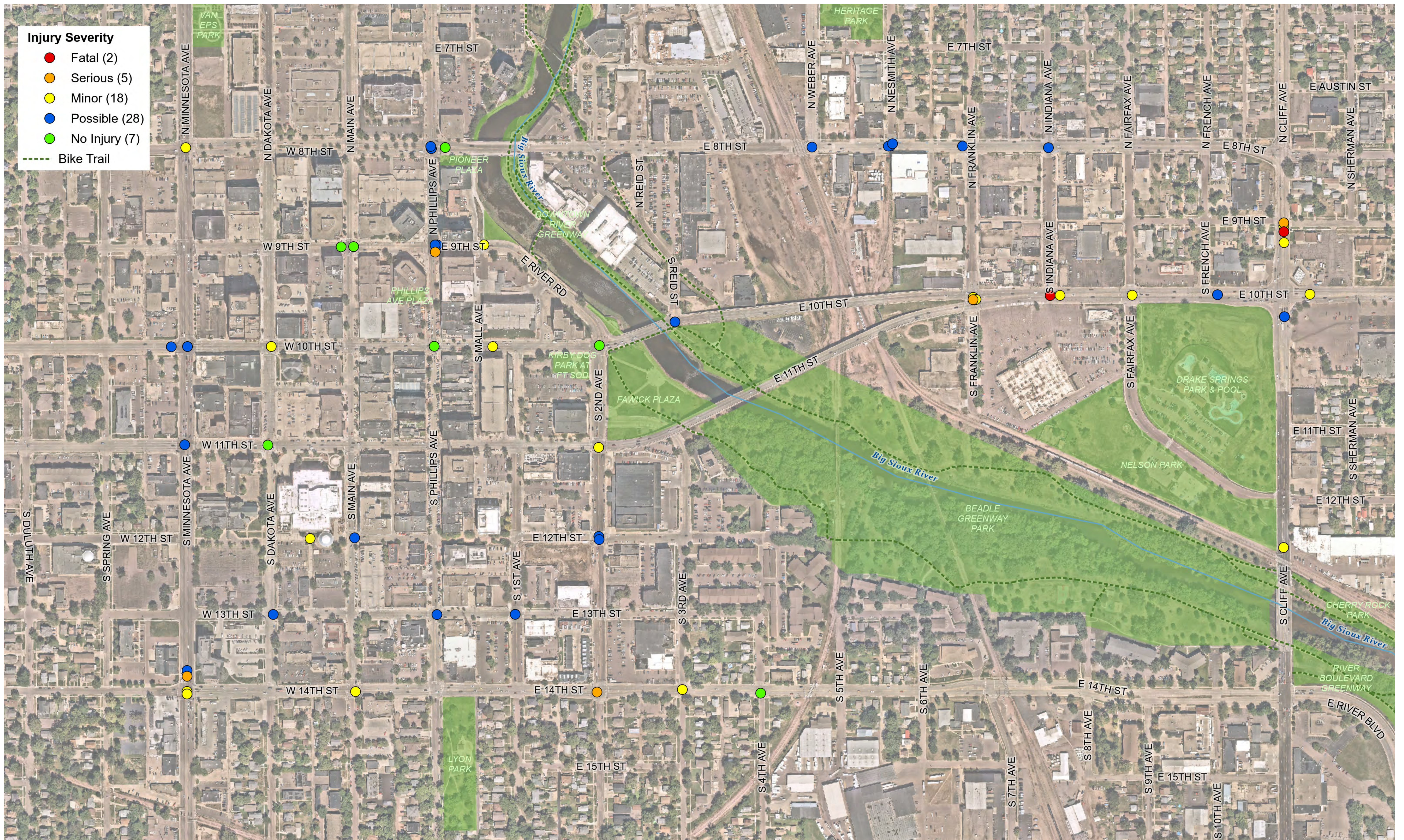


**10TH & 11TH**  
STREET VIADUCT  
MAJOR INVESTMENT STUDY



# VULNERABLE ROAD USER CRASHES (Bicyclists and Pedestrians) 2019-2023

## Overall Study Area

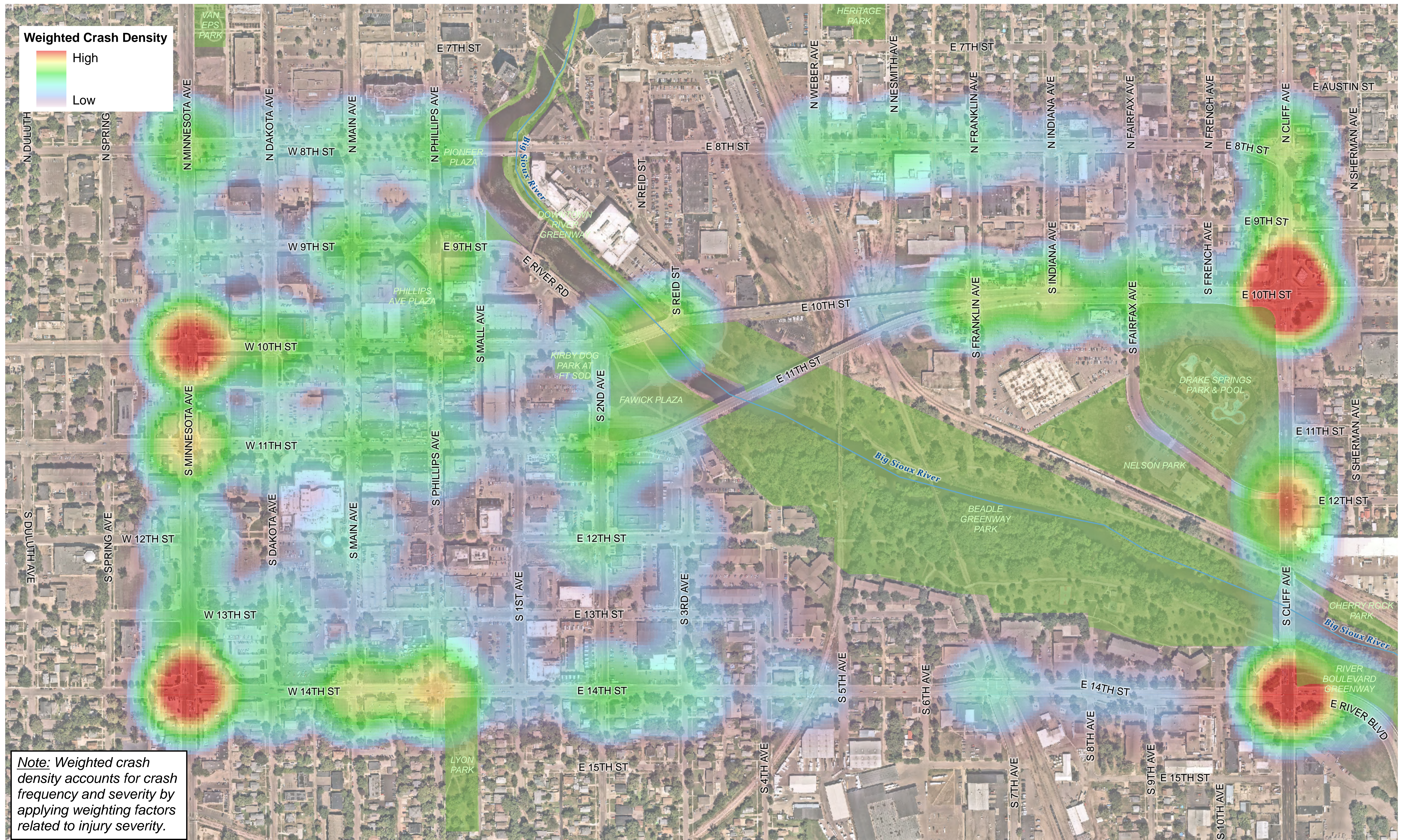


# WEIGHTED CRASH DENSITY 2019-2023

Overall Study Area



**10TH & 11TH**  
STREET VIADUCT  
MAJOR INVESTMENT STUDY



# INJURY CRASHES 2019-2023

10th / 11th Street Study Corridor



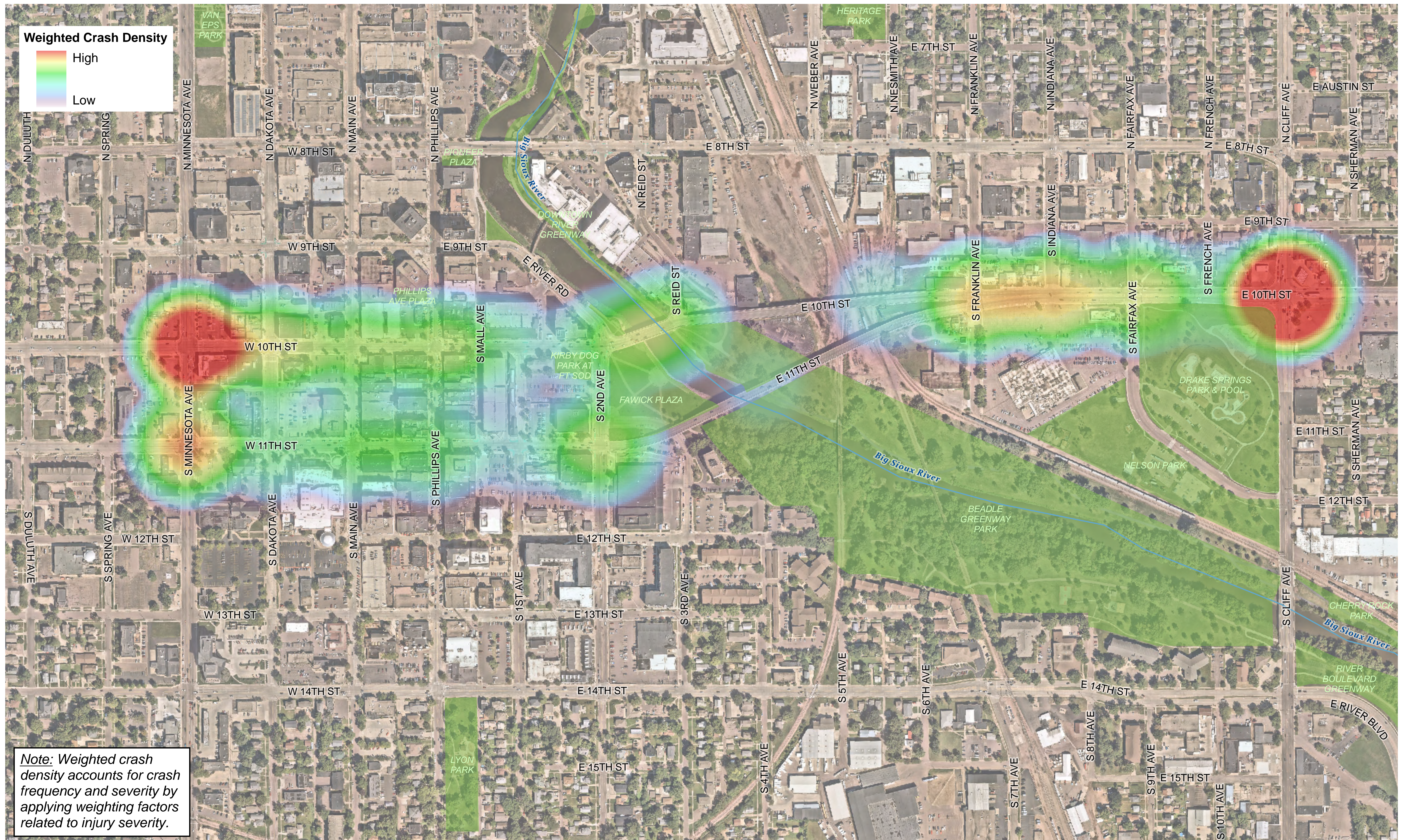
# VULNERABLE ROAD USER CRASHES (Bicyclists and Pedestrians) 2019-2023

## 10th / 11th Street Study Corridor

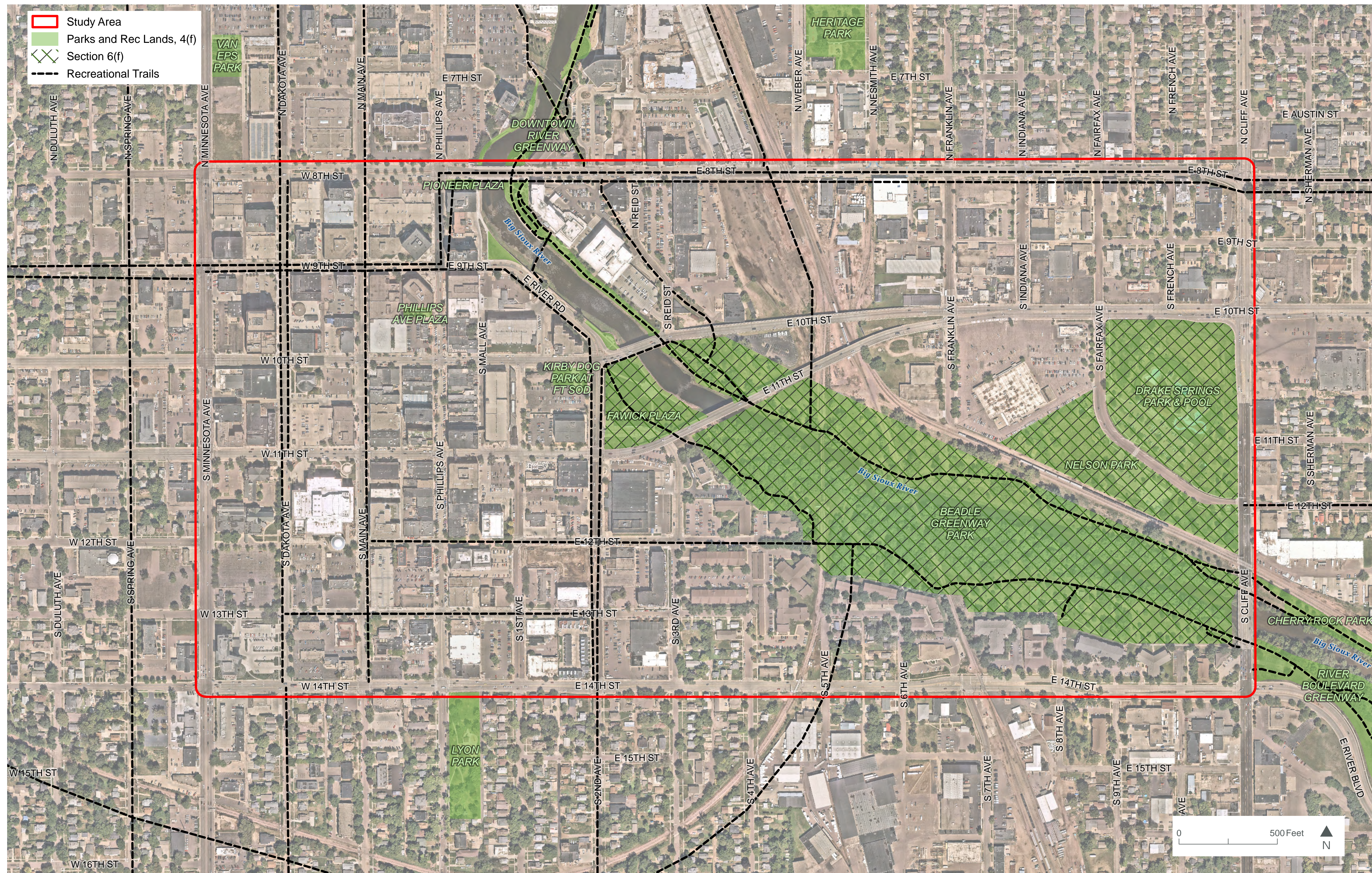


# WEIGHTED CRASH DENSITY 2019-2023

10th / 11th Street Study Corridor



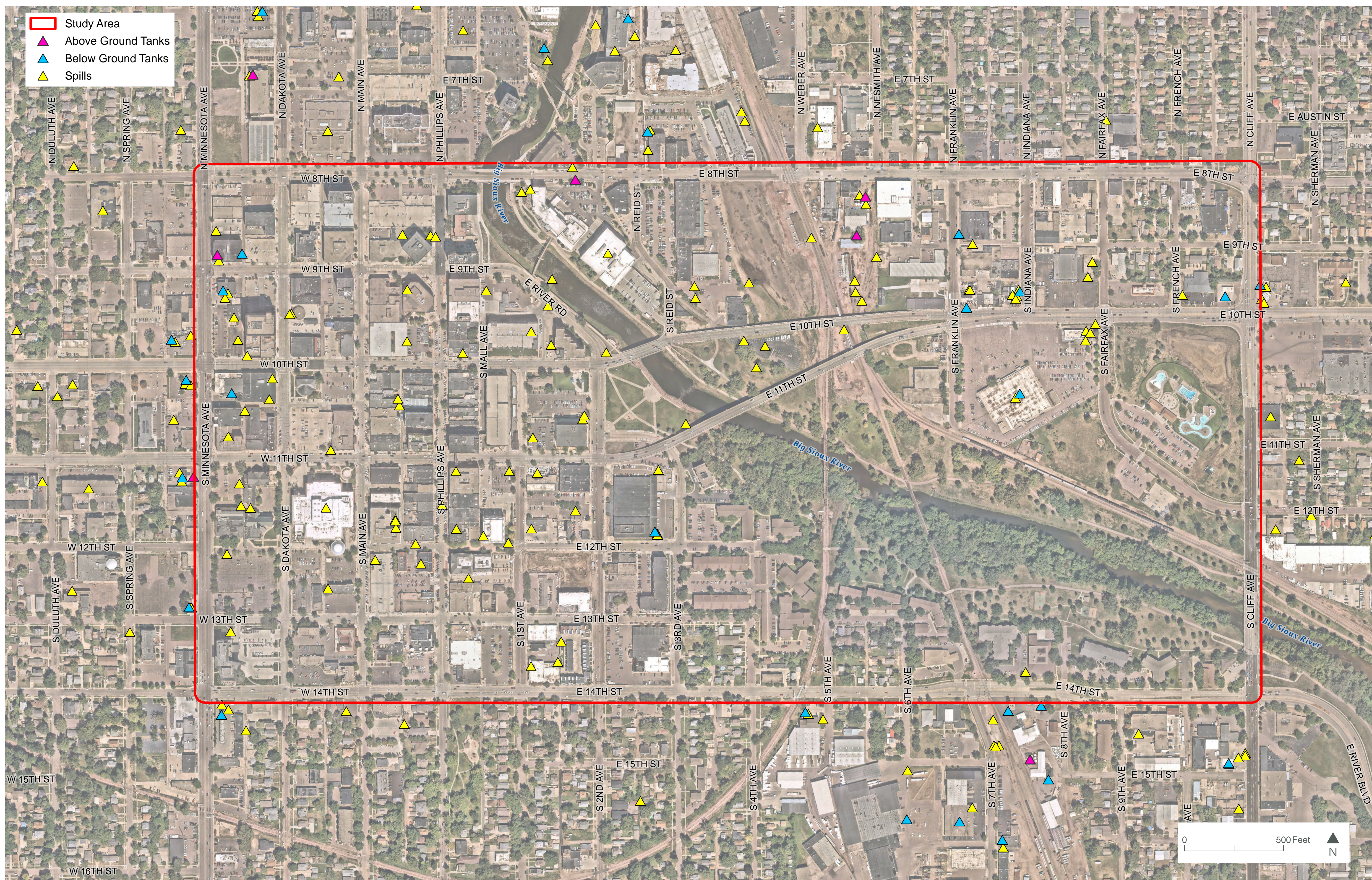
# SECTION 4(F) AND 6(F) RECREATIONAL PROPERTIES



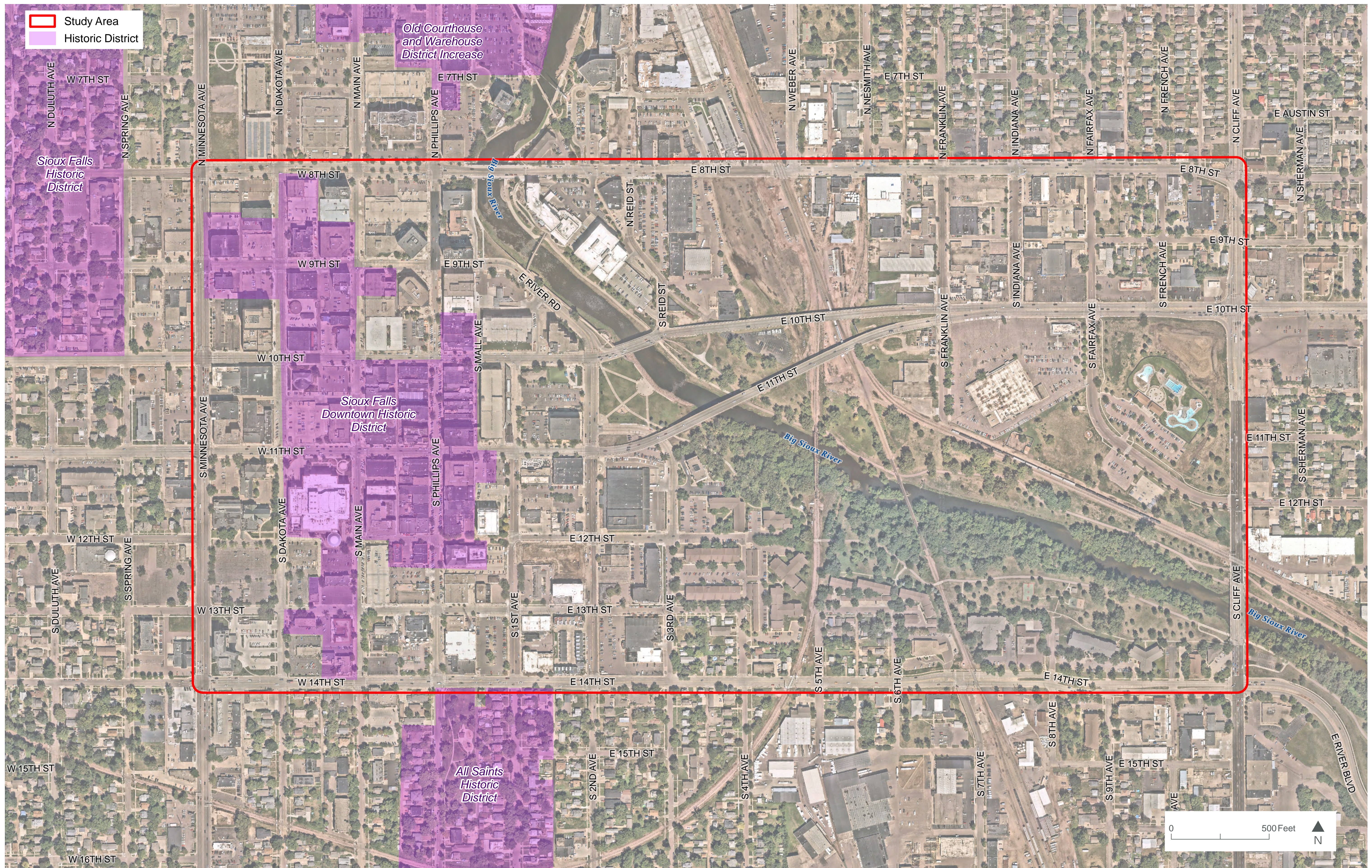
Section 4(f) requires FHWA to consider public park and recreation lands, wildlife and waterfowl refuges, and public or private historic sites. Section 4(f) only applies to U.S. DOT projects, which FHWA falls under. Section 6(f) pertains to parks and recreational lands that have used Land and Water Conservation Funds for a portion or all of the recreation property or features. Section 6(f) prohibits conversion of property acquired or developed with these funds to a non-recreational purpose without the approval of the National Park Service. Section 6(f) applies to all projects whether or not federal funding is being used.



# POTENTIAL FOR CONTAMINATED SOILS

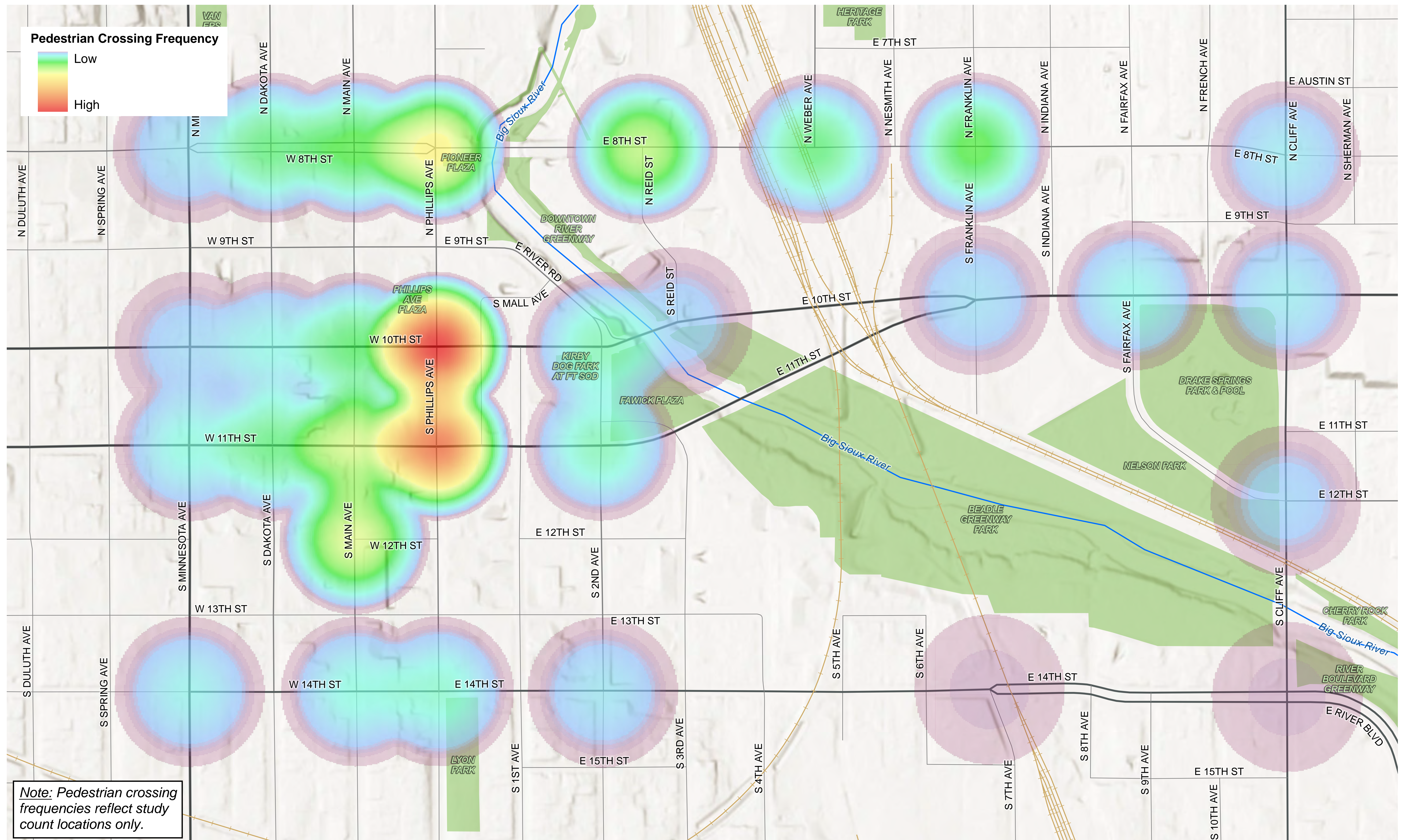


# SIoux FALLS DOWNTOWN HISTORIC DISTRICT

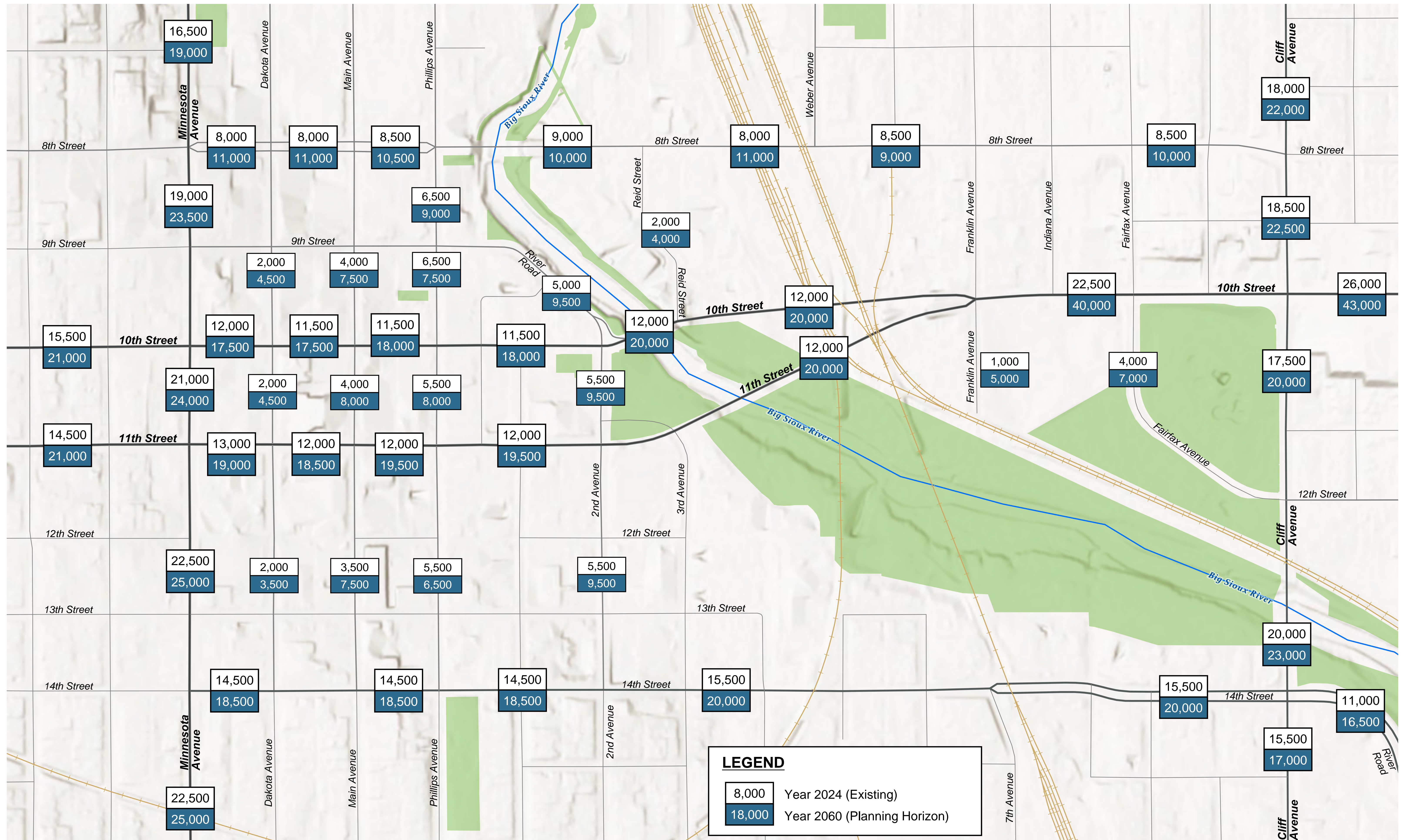


# PEDESTRIAN CROSSING FREQUENCY

Where are pedestrians crossing streets in the downtown area?



# EXISTING AND 2060 PLANNING HORIZON DAILY TRAFFIC VOLUMES



## Existing Volumes 2024

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- Volumes reflect typical weekday during the summer
- Based on 2022, 2023 and 2024 traffic counts collected by City of Sioux Falls

## 2060 Planning Horizon Volume Forecasts

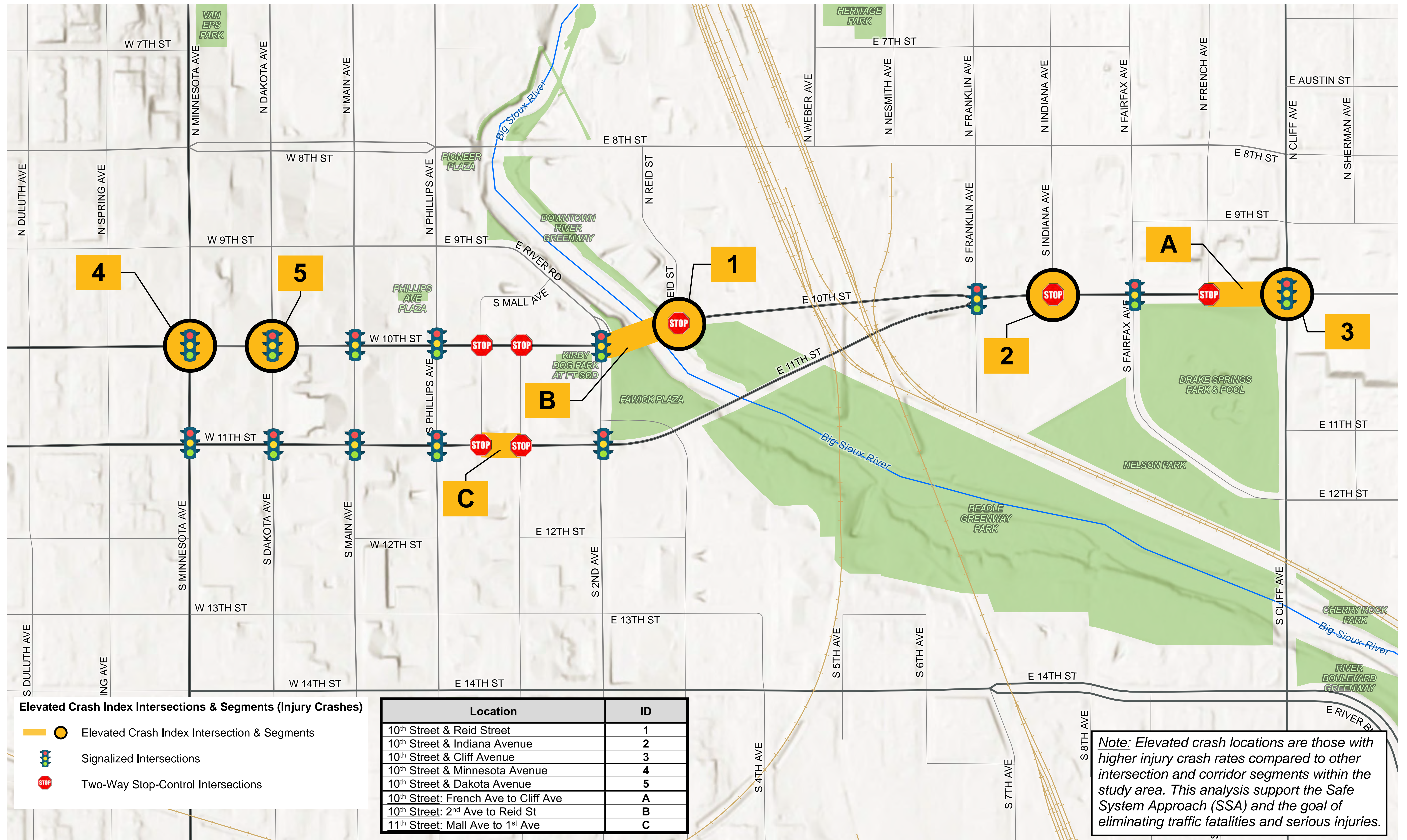
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- Reflect approximately 26 years of development and traffic growth throughout the Sioux Falls metropolitan area
- Based on Sioux Falls MPO Travel Demand Model growth rates
- Account for recent and anticipated development/redevelopment throughout downtown
- Account for recommended projects in Go Sioux Falls MPO 2045 Long-Range Transportation Plan fiscally constrained street network

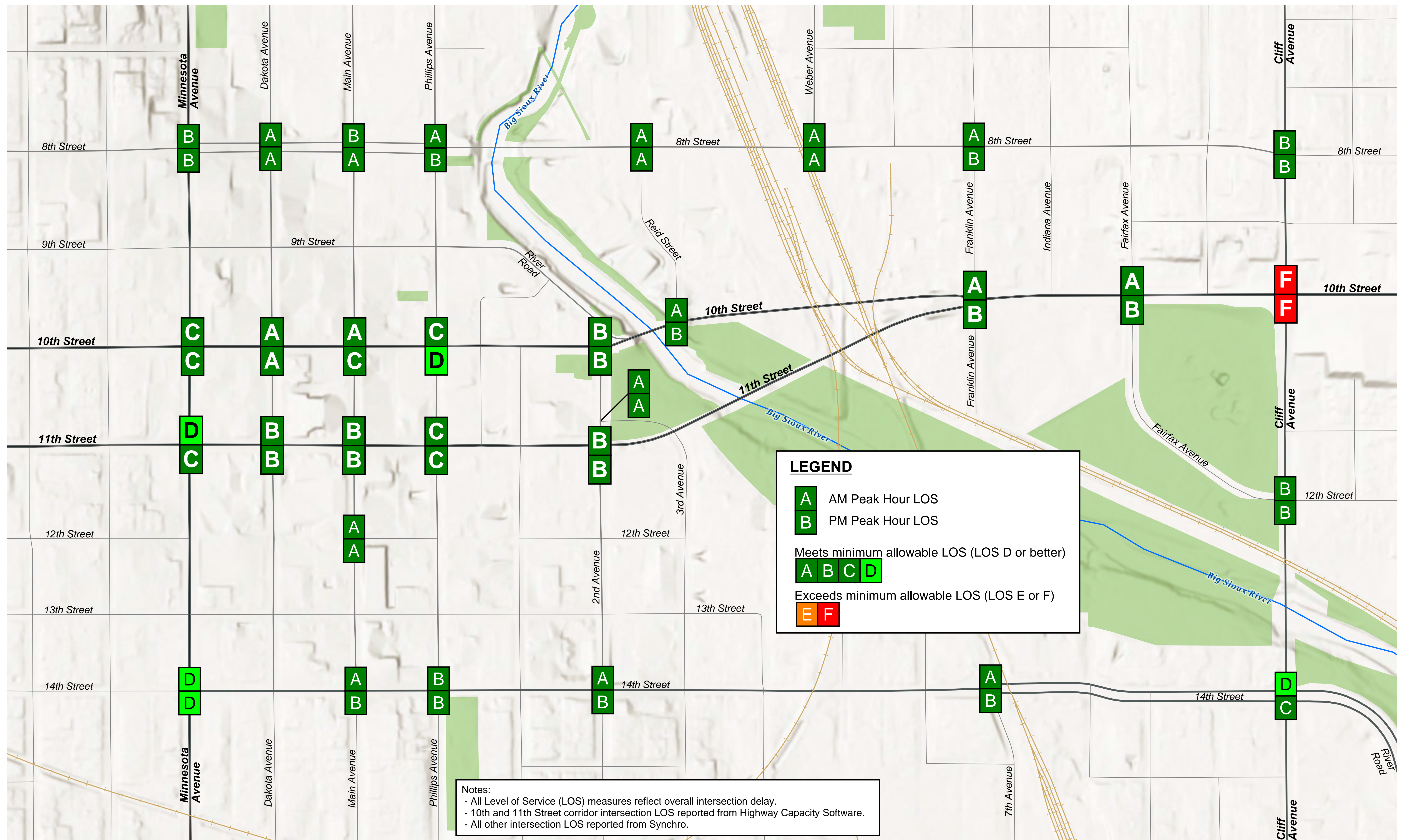


# INJURY CRASH ANALYSIS 2019-2023

10th / 11th Street Study Corridor



# 2060 PLANNING HORIZON NO BUILD CONDITION INTERSECTION LEVEL OF SERVICE (LOS)



**The 10th / 11th / 12th Street corridor (old S.D. Highway 42) is a key east-west corridor that runs through the heart of Sioux Falls. This high-volume arterial corridor provides connectivity to many of the region's destinations and other major routes.**

## DID YOU KNOW?

The 10th / 11th / 12th Street corridor (old S.D. Highway 42) is one of the few continuous east-west corridors through Sioux Falls. The adjacent continuous arterial corridors are 60th Street North (over 3.5 miles to the north) and 57th Street (3 miles to the south).

## What have we heard?

Every five years, the Sioux Falls MPO develops a long-range metropolitan transportation plan to guide transportation related improvements throughout the metropolitan area. As part of those plans, the MPO conducts a statistically-significant market survey of residents and employers. In the latest survey, east-west traffic flow was, again, a top concern among the resident and employer survey responses.

- **Top priority for transportation improvements:**  
Improving east-west roads in Sioux Falls
- **Top transportation improvement respondents were most willing to fund:**  
Improving east-west roads in the City of Sioux Falls
- **Top roadway priority for residents:**  
East 10th Street / S.D. Highway 42



# SIoux FALLS DOWNTOWN TRAFFIC IMPACT STUDY (TIS)



## QUICK FACTS

COMPLETED IN  
EARLY 2024

### 3 STUDY PHASES:

- 1 East-West Corridor Study
- 2 Downtown Traffic Analysis
- 3 10th & 11th Street Viaduct Study

Analyzed 13 scenarios using Sioux Falls Travel Demand Model, with various combinations of:

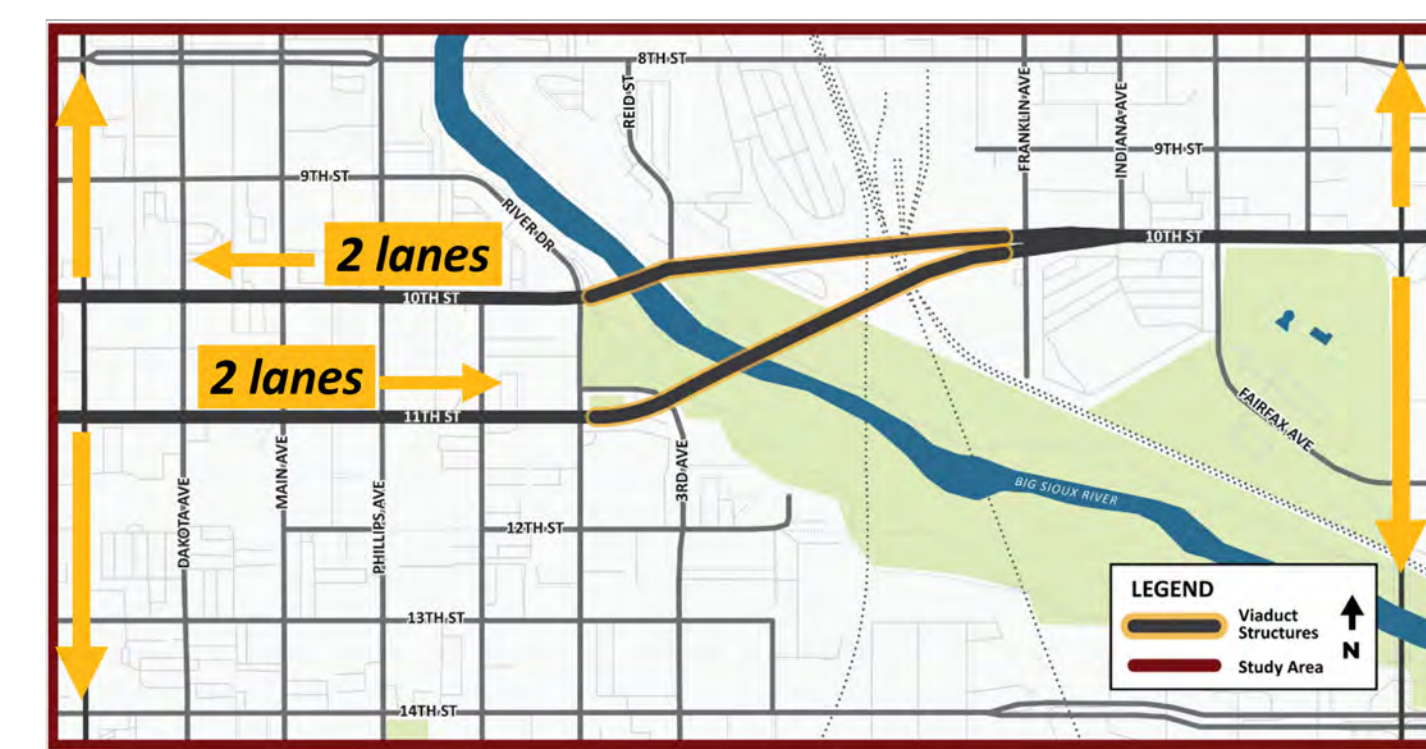
- Russell Street extension to Rice Street
- Benson Road extension to Rice Street
- 10th & 11th Street lane reduction  
*3 lanes to 2 lanes*
- 10th & 11th Street one-way to two-way conversion
- 2nd Avenue road diet  
*4-lane to 3-lane conversion*

In January 2024, the City of Sioux Falls completed a Downtown Traffic Impact Study (TIS) to provide traffic-related guidance to long-range planning efforts and future projects throughout the downtown area.

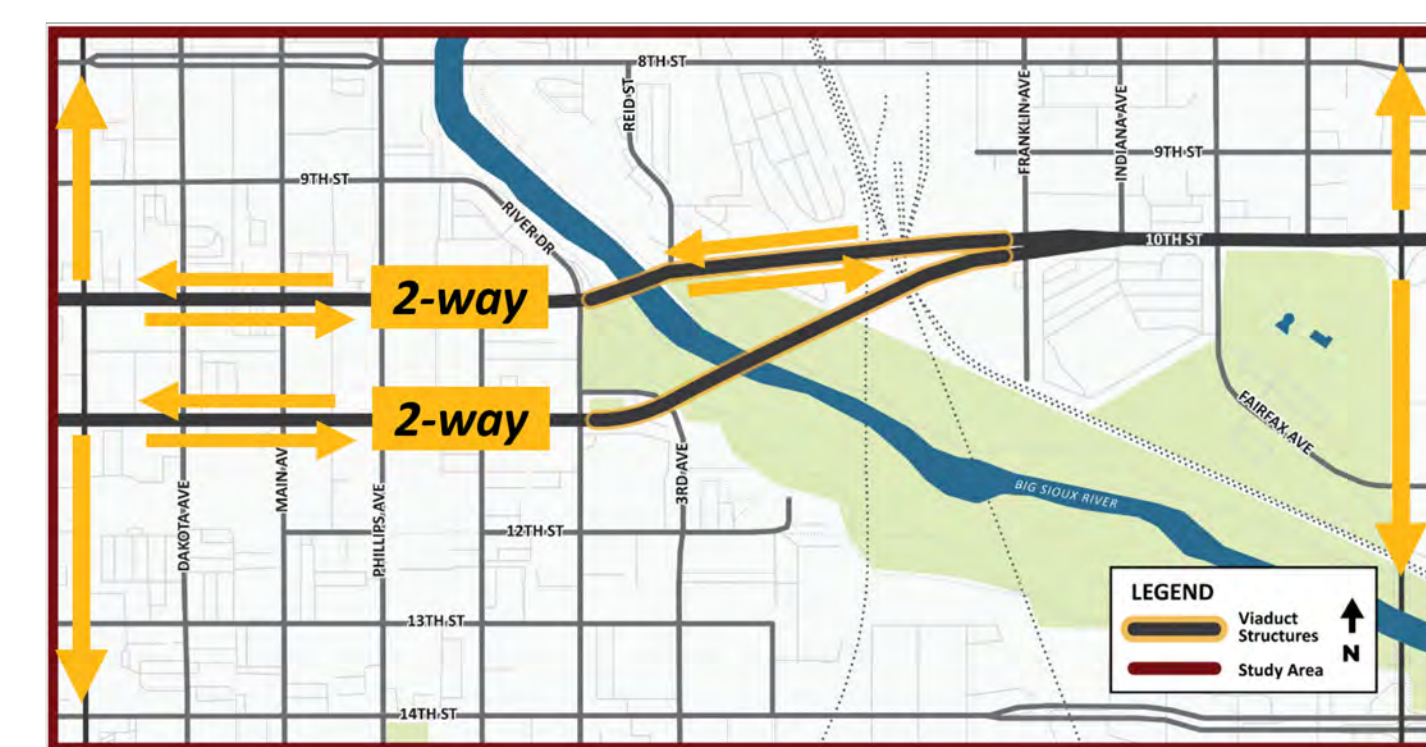
## Key Findings

- There is strong traffic demand to travel to, from and through the downtown area.
- New east-west arterial street connections only provide nominal traffic reductions on 10th & 11th Street through downtown
- Reducing capacity on 10th & 11th Street due to removing lanes or converting the one-way pair to two-way streets:
  - Diverts traffic to other east-west corridors.
  - Adversely impacts 10th & 11th Street operations and other east/west streets not geared for higher volumes.
- Three alignment options were analyzed, with each tying into the one-way pair at 2nd Avenue.
  - The Separate and North alignments are most feasible.
  - The South alignment was determined infeasible due to operational and geometric challenges at the 2nd Avenue intersections.

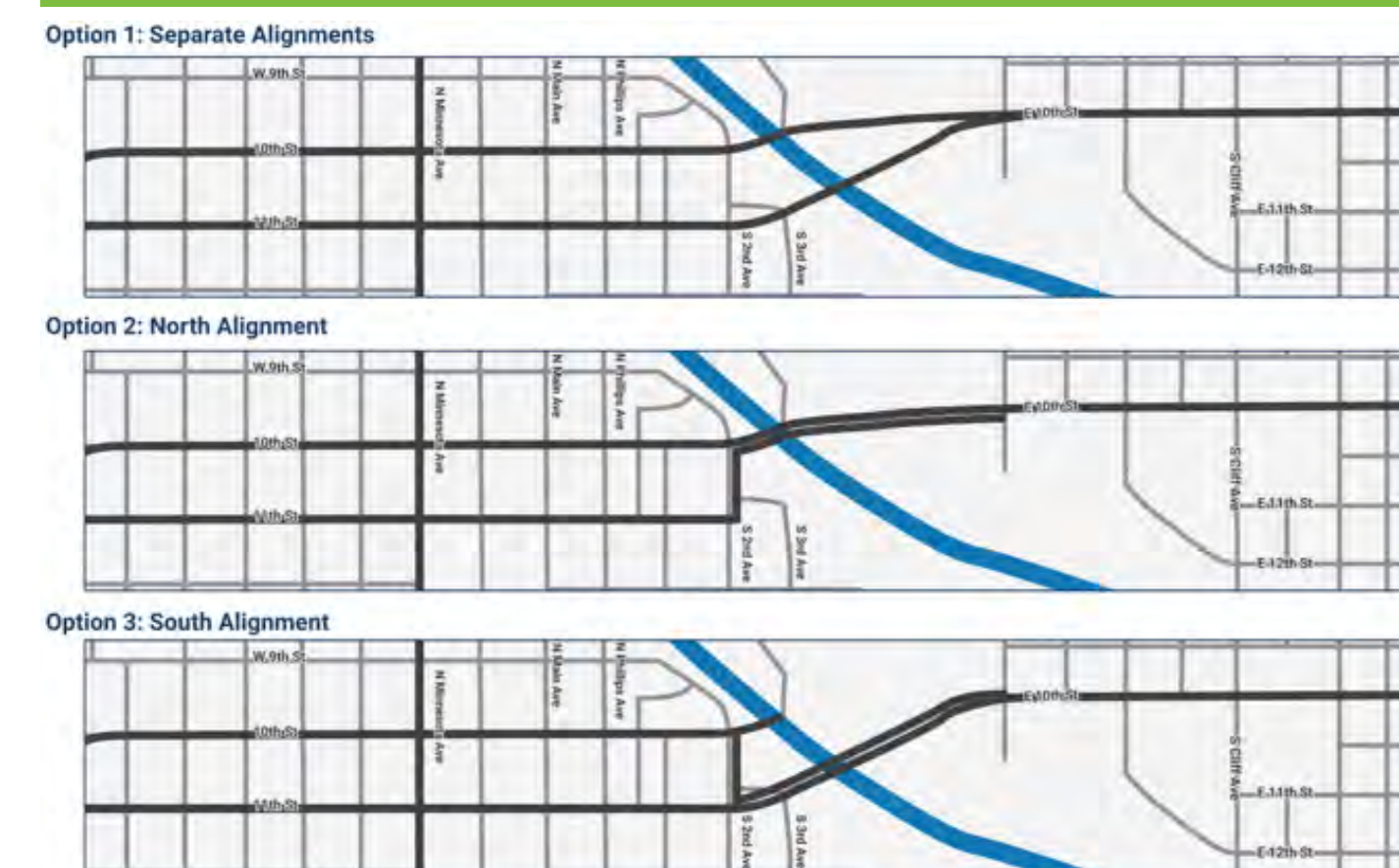
### REMOVING A LANE IN EACH DIRECTION 3 lanes to 2 lanes



### CONVERTING ONE-WAY PAIR TO TWO-WAY STREETS



### 3 VIADUCT ALIGNMENT OPTIONS All options tie into one-way pair at 2nd Avenue



## 10th & 11th Street Corridor Recommendations

Maintain the following 10th & 11th Street corridor elements through downtown:

- Existing corridor capacity
- 3 lanes in each direction
- One-way pair

## Study Area



## Purpose

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The purpose of the project is to address the deteriorating condition and increasing maintenance costs of the 10th and 11th Street structures while accommodating east-west traffic over the Big Sioux River and BNSF railroad. The project will consider the City of Sioux Falls' and Metropolitan Planning Organization's transportation plans for the area.

## Needs to be Addressed

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- Deteriorating structure condition
- Increasing maintenance costs
- Geometric deficiencies
- Transportation system linkage

