

Brookings Transportation Steering Committee
September 22, 2014

The Brookings Transportation Steering Committee meeting was held at 3:00 p.m. on Monday, September 22, 2014 at Brookings City & County Government Center with the following members present: Daryl Englund, Al Baker, Jacob Mills, Jim Morgan, Les Rowland, Michael Bartley and Bob Hill. Keith Corbett and Jason Harms were absent. Others present included: City Manager Jeff Weldon, City Manager Intern Casson Dennison and Communications Specialist Laurie Carruthers. Vice-chair Englund called the meeting to order at 3:01 p.m.

Approval of minutes. Motion made by Hill, seconded by Bartley, to approve the September 15, 2014 minutes. All present voted yes, motion carried.

Continued Discussion of Highway 14 (6th Street from 22nd Avenue to 34th Avenue)

Weldon updated the committee regarding a conference call with Jeff Elliott from E & A Consulting Group discussing the intersection possibilities of the DOT property/LeFevre Drive. Possibilities include: 1) 3-way controlled intersection (right in/right out/left turn in, but not out); 2) the city install another east/west street south of Highway 14 (not viable); 3) integrate a U-turn at 32nd Avenue; 4) the city install another street north of Whiskey Creek Restaurant before the R & T Center. The DOT rates the safety level of intersections from A-F, with C or above as accepted. The city is working with E & A Consulting Group to improve the intersection safety level from the current score of D.

Bartley asked if there was any reason the committee needed to wait or if they could approve the DOT's street design. Weldon informed the committee of the issues that were still being considered, but these did not affect the overall project approval: BP/Days Inn stripping, vacating properties/abandoning right-of-ways, upgrades (lighting/sidewalks/bridge aesthetics/landscaping).

Pat Fishback asked if lanes would be added to any intersections. Weldon responded that at the intersection of 22nd Avenue and 6th Street there will be 7 lanes of traffic on the south side of the intersection on 22nd Avenue and 7 lanes of traffic on the west side of the intersection on 6th Street. At 32nd Avenue South, there are lane options, but nothing has been finalized. Mills asked if the crossovers on the Interstate for the 6th Street from 22nd Avenue to 34th Avenue could be used, if placed correctly, for the future 20th Street overpass and/or interchange project. Weldon will check into this option. Weldon also advised the City is comparing the options for sidewalk widths and any upgrade changes can be negotiated and decided at a later date.

A motion was made by Hill, seconded by Rowland, to recommend the City Council accept the general conceptual roadway design proposed by the DOT of the Highway 14 project (6th Street from 22nd Avenue to 34th Avenue). Motion carried.

Continued Discussion of Highway 14 (6th Street from Medary Avenue to Main Avenue)

Englund advised that Sioux Falls is performing a road diet stripping test on Main Avenue. Norma Nusz Chandler explained a road diet as streamlining traffic from 4 lanes to 3 lanes. This channeling allows for a designated bike lane and slows down the traffic allowing safer travel for vehicles, pedestrians and bicycles. Englund advised the concept was performed on 8th Street South several years ago. Mills advised that the extra width for bikes and pedestrians is favorable; however, the traffic converging for only a 4 block area is a concern. The bike lanes are not as useful for only a short stretch.

Baker arrived at 4:00 pm.

Pat Fishback asked if the committee members have received the comments from the April 28 DOT meeting. Weldon will follow-up on obtaining the comments from the DOT and distribute to the committee members.

In a previous meeting Nancy Flynn suggested an option to keep 4 lanes of traffic with a concrete continuous divided median. She advised that salt and sand was a concern at the last meeting regarding the landscaping. She found an option in St. Louis Park, MN, which has harsh winters but developed viable landscaping in the median. Weldon advised that it is DOT's plan to keep the intersection crossings open.

Mary Bibby referenced the DOT's proposed plan and asked if five lanes of traffic are necessary. The more lanes result in encouraging faster traffic. She asked if the Traffic Safety Committee is planning to make a statement on the project. Bibby also inquired about the option of the City taking over this stretch of 6th Street. Weldon replied that last November, he recommended to the City Council that this would not be a prudent course of action due to the cost of the continued maintenance of the road. Bibby questioned if the road could stay the same in order to maintain the boulevard. Englund responded that the DOT is concerned with rear-end accidents and prefers 3, 5 or 7 lanes, which includes a dedicated turn lane. The accident rate for this section is well above the average.

Mills asked when is the committee expected to make a recommendation on this issue. Currently, there is no new information and the construction date is 2018. Weldon replied that the DOT is looking for direction from the City through this committee. However, more input is needed and no action is required at this time.

Lloyd Darnell asked how much of the boulevard will remain. Weldon and the committee advised that the boulevard will be narrower – 5' or 6' from the street to sidewalk depending on the location. Mills asked if the sidewalk would move from the current location. It was advised the sidewalk would remain in the current location; however, the curbside would move. Rowland asked if the committee could inquire other cities that have changed from 4 lanes to 3 lanes. Weldon responded that the concern with this project is the corridor continuity as the area is only 4 blocks, then it would return to 5 lanes on either end.

The current average daily traffic counts for this section are 7,956 (2013). The projected average daily traffic count for 2033 is 9,189.

Determine schedule of future meetings

The committee agreed that there was no longer an urgency to meet every week. They decided to meet on the third Monday of each month. The next meeting will be October 20, 2014.

Adjourn

A motion was made by Mills, seconded by Hill to adjourn. All present voted yes; motion carried. Meeting adjourned at 4:48 p.m.

Submitted by Laurie Carruthers.