



# Public Involvement Meetings #3 Summary

US14-U14 Bypass Corridor Study

*Volga, SD and Brookings, SD*  
September 1, 2020

Study  
Introduction  
& Meeting  
Overview



**US14-US14 Bypass  
Corridor Study**  
Public Information Meeting #3  
July 22 – August 21, 2020



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# Public Meeting Overview

Wednesday, July 22, through Friday August 21, 2020.

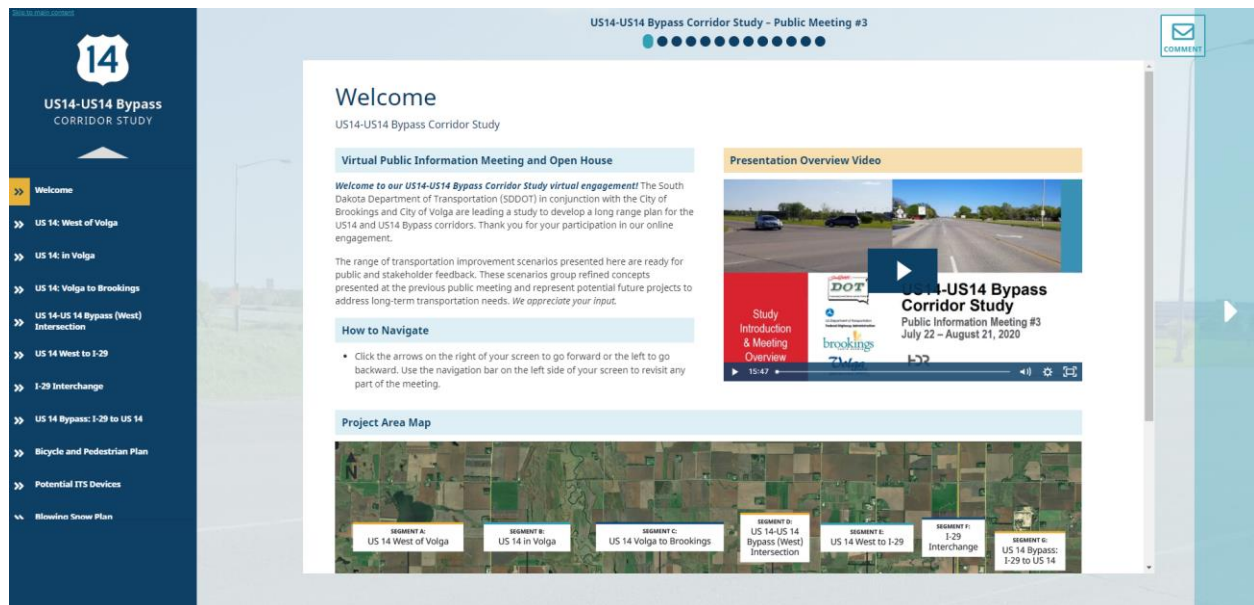
Study Website: [www.US14-14Bcorridor.com](http://www.US14-14Bcorridor.com)

Virtual (Online) Public Meeting Website: <http://www.us14-14bcorridor.com/openhouse3/>

Due to the COVID-19 pandemic, a virtual (online) public meeting/open house was held in lieu of a traditional in-person public meeting. This consisted of a series of narrated storyboards and videos detailing each section of the corridor study, allowing viewers to review the entire corridor or focus solely on segments of interest.

Virtual public meeting website statistics (between July 22<sup>nd</sup> and August 28<sup>th</sup>) are as follows:

- US14-US14 Bypass Corridor Study Website (includes all study website pages)
  - Total unique users: 448
  - Average time on page: 3 min 18 seconds
  - Device type used to view website:
    - Desktop: 310 users
    - Mobile: 114 users
    - Tablet: 24 users
- US14-US14 Bypass Corridor Study Public Meeting #3 page:
  - Total unique users: 340
  - Average time spent on page: 12 minutes 46 seconds.



# Written Comments

Comments were provided to the study team through the following methods:

- Email
- Website
- Phone conversation
- Letter

A summary of comments provided to the study team are organized by corridor segment in the following sections. The method used to submit the comment and submittal date are included in heading. To focus on comments specific to the proposed corridor scenarios, contact information, names, and relationship to specific businesses/parcels have been removed from comments presented this report.

In general, the comments primarily centered on access and number of lanes.

## US14 West of Volga Comments

### **Method: Public Meeting Website – US14: West of Volga (7/27/20)**

Scenarios B and C would alleviate traffic delays between Arlington and Volga, and would most likely be the best solutions in terms of cost-effectiveness. MnDOT did something similar with Trunk Highway 23 from Jasper to Willmar in 2017.

### **Method: Main Website Comment (7/27/20)**

From Aberdeen to i 29 the 4 laner seems to be working great. I believe it would be a great decision to make this hi traffic road a 4 lane highway. My one concern would be to improve the hwy 81 jct. better maybe a flashing light well in advance before the junction. This is very bad spot during foggy or snowy days and nights.

## US14 in Volga Comments

*No comments received.*

## US14: Volga to US14 Bypass Comments

*No comments received.*

## General US14 Bypass Comments

*Comments that cover multiple Us14 Bypass segments included in this section.*

### **Method: Phone Message (7/23/2020)**

*Phone call regarding questions on truck detour(s) and US14 Bypass route closures for future projects.*

### **Method: Email (7/24/20)**

...I had always considered that Brookings may have residential growth to the north as it became constrained to the south, east and west. Attached is a map showing SDSU (or Foundation) land acquisition to the north of the City. This substantial SDSU presence is likely to preclude City expansion. HDR concludes that City growth to the north is a significant factor in traffic growth at the intersection of US14 and 469th Avenue. Are they taking into account the likely scenario of growth being precluded by SDSU land purchases? Please provide this information to HDR for their consideration. Thank you.

On a separate issue, whenever traffic signals are placed on a high-speed corridor it would seem that advance warning signals must be included to give the additional warning to trucks traveling the route. Those signs were placed on US14 Bypass for the Medary Avenue signals and have worked perfectly providing advance warning to trucks. When signals were placed at 22nd Avenue someone failed to heed the input from local sources and the advanced signals were not included. This was a serious mistake and I am under the impression that these advance signals are now being added by change order. It would seem that proper engineering practice would include these advance signals at all high-speed signal installations. I hope you are in a position to, and in agreement with, spreading the word on this requirement. The black, sliding truck tire marks at 22nd Ave and the US14 Bypass are testament to the need!!

**Method: Email (7/28/20)**

Segment F – US-14Bypass @ Exit 133 (also see attached)

We maintain our statements from the second meeting:

1. COA : the control of access is not shown accurately on the illustrations.  
Please see attached E-mail from Brooke White and her statement:  
“There is mention of the west access, not 25th Ave, as being accepted out of the CoA. Therefore, the access is free of the CoA encumbrance.”
2. Full Access at the remaining highway approach – some of the plans show a median in the highway. We would lobby to maintain full access (to east-bound US-14) from this approach.

Segment G – RE: 211th street & 18th street (attached)

...Option B – (T-intersection into the US-14 Bypass) is proposed to cross this land.

I am willing to consider this as an option, but this concept creates subsequent associated questions and concerns

1. There are current access points from the adjacent lands onto 211th street. The concept does not show replacement of the access (approaches). I'd propose new approaches at 250-feet from the new proposed intersection.
2. As the DOT would need to acquire land, would that be purchased, or exchanged for vacated land (east end of historic 211th street)?
3. The option shows a “T” intersection. I would propose a full intersection onto the SW land tract. Align and build these street-sized approaches now (during the future proposed construction), to put this issue to bed. Access would be appropriate for both driveway, or street – in any future potential zoning.

**Method: Email (8/24/20)**

*Note: Comments below were submitted after a meeting with SDSU representatives on Friday, August 21, 2020.*

Below is a list of SDSU feedback from the final public input session held on 08/21/2020.

1. US14 Bypass & US14 Interchange: SDSU's strong preference is Option C-ii, and SDSU opposes the other options presented. As noted previously, SDSU owns and actively uses agricultural land contiguous to and north and south of the US14 - 14 Bypass and contiguous west of 469<sup>th</sup> Avenue. Option C-ii makes use of existing intersection 469<sup>th</sup> Avenue and would facilitate a traffic light. Importantly, all other options presented in the study consume and interfere with SDSU's agriculture service, teaching, and research land critical to the deployment of SDSU's mission. SDSU has continued to assert that it must protect these facilities and provide access and maintenance, security, and a minimum buffer zone so as not to interfere with competing land uses in this general area. By deploying Option C-ii, SDSU's interests are not consumed by developer driven interests, but those interests are met, if not enhanced.
2. US14 Bypass & Stadium Road Intersection: SDSU supports limiting left hand turns out of Stadium Road. SDSU would determine internal circulation routes connecting Stadium Road and Jackrabbit Avenue.
3. US14 Bypass & Jackrabbit Ave.: SDSU supports the development of this intersection to promote traffic flow and safety for special events.
4. US14 Bypass & 22<sup>nd</sup> Ave.: SDSU supports the addition of a traffic light at this location and U-turns. SDSU supports the development of rearage roads north of the US14 Bypass without any movement or relocation of US14 Bypass to the south into SDSU property. SDSU supports the development of shared use paths with limited impact to SDSU real property.

Thank you for including SDSU in this study.

## US14/US14 Bypass (West) Intersection Comments

### **Method: Public Meeting Website – US14-US14 Bypass (West) Intersection (7/27/20)**

Were the interchange options eliminated?

### **Method: Public Meeting Website – US14-US14 Bypass (West) Intersection (8/25/20)**

I did not see this in time to comment by the deadline. I do not think that any changes need to be made to this intersection. Changes have been made before to make this a safer intersection, when the overpass point of joining hiway 14 was moved further east and a stop sign was added. The only thing that could possibly help would be to add a turning/merge lane from the overpass intersection that would extend to 16th Ave W and beyond it for several hundred feet.

Of the proposed improvements, the only two that make any sense are Scenario B and Scenario C(II). It seems that doing any of these improvements would be a waste of money though.

## US14 Bypass – US14 (west) to I-29 Comments

### **Method: Public Meeting Website – US14 Bypass – US14 (west) to I-29 (7/24/20)**

The access of Sunnybrook Drive off of Highway 14 is needed for a variety of reasons, including the flow of UPS trucks, garbage services, and homeowners with campers/boats to get in and out of their driveways from BOTH directions going through the Sunnybrook Drive Loop. Removing this access point and putting in a dead end frontage road means these large vehicles, services, and homeowners with campers and other trailers will be forced to drive up to their properties from only one direction, making backing campers/boats into driveways or leaving from those driveways all but impossible. It also forces these Garbage Services, UPS trucks, Snow removal, Lawn mowing services with trailers, etc. all to have to turn around at the dead end in front of the Melby Photography house, or simply not drive down Sunnybrook Drive anymore.

For example, I personally cannot make a left turn out of my driveway (...) with my 5th wheel camper hooked up due to driveway positioning on the corner of Sunnybrook Drive. I can only turn right and enter highway 14 at the proposed access point that is slated for removal. This would force me to have to back down the length of Sunnybrook drive all the way to 25th avenue, maneuver the 5th wheel backwards around the corner onto 25th, and then proceed onto highway 14 anytime I need to leave my property with my camper. This is far from ideal, and would be near impossible to maneuver regularly.

If a frontage road is added to remove this access road, it really needs to be a throughway that connects to 22nd avenue, so that access through Sunnybrook drive is not a dead end road and allows for both Eastbound and Westbound traffic through Sunnybrook drive without the need to turn around in the driveway of a private residence. Making Sunnybrook Drive a dead end road without a proper spot to turn around large vehicles and trailers is an extremely large inconvenience to the residents of the loop that have their properties and driveways setup for a throughway.

### **Method: Public Meeting Website – US14 Bypass – US14 (west) to I-29 (7/25/20)**

My future comments have to do with the Segment E scenarios. I am in favor of Scenario B. This scenario allows for water drainage which we have had significant spring and summer rains the last couple years. This scenario also incorporates future population grown on the west side of Brookings and Volga. Brookings will also likely grown north and this scenario will allow for more traffic coming into Brookings from the north. This scenario is more moderate in cost, has a lot of safety considerations, has less environmental impacts and handles event traffic well. The median in Scenario C near the 22nd ave intersection would prevent traffic from turning left into businesses which would affect business revenue along the bypass. I strongly suggest the city of Brookings consider adding utilities such as sewer and city water to the bypass once the bypass reconstruction has started. It is a no brainer to add those while this project is done.

**Method: Public Meeting Website – US 14 West to I-29 (7/26/20)**

Daktronics employs approximately 1,000 employees who work in our facilities east of I29. Many of those employees drive on US14B in their work commute to/from their homes west of I29. We believe their drive on US14B is safer with the temporary traffic light at the 22nd Ave intersection. Prior to the traffic light, we heard of near-misses due to cars entering US14B westbound from 22nd Ave, in front of cars already on US14B traveling west. Our employees are often commuting home in the westbound lane near sunset, when it can be difficult to see. We encourage installation of a permanent traffic light at 22nd Ave.

**Method: Public Meeting Website – US14 Bypass – US14 (west) to I-29 (7/27/20)**

I like the last scenario with the frontage road link near the SDSU Horse Barn. My sister and several of her friends board their horses at that barn and a privately-owned barn north of the bypass, and the access roads are poorly maintained right now. Providing a paved frontage road would improve the quality and safety of these driveways.

**Method: Public Meeting Website – US14 Bypass – US14 (west) to I-29 (8/4/20)**

... A does not do enough to handle the amount of traffic the road has. C would limit customer flow too much into our business for current and future plans with our site. Option B is what we would like to see. With two lanes traffic for each direction it will make entering and exiting out property a lot smoother.

**Method: Public Meeting Website – US14 Bypass – US14 (west) to I-29 (8/4/20)**

...With the use of larger equipment in length and width for our business I would prefer option b for our area involved at 1929 Hwy 14 Bypass. We have to get timely deliveries to the field in order to service our machines and get product applied. The other options will not work for our equipment and timely entrance and exit from various directions.



## US14 Bypass – I-29 Interchange Comments

### **Method: Public Meeting Website – US14 Bypass/I-29 Interchange (7/27/20)**

Scenario 3 would likely handle event traffic the best, from both SDSU and Swiftel Center. Also, the dual through lanes in both directions would allow more truck traffic to safely navigate the interchange.

### **Method: Public Meeting Website – US14 Bypass/I-29 Interchange (7/28/20)**

The presenter says the current structure was designed for 75 years of design life. That is false. During the initial stages of the interstate construction boom, structures were designed for 50 year service lives, until about 1975-1980. We typically get 70+ through sound management and timely maintenance activities on structures older than 1970. New structures typically are designed for 75-100 depending on a myriad of factors.

### **Method: Public Meeting Website – US14 Bypass/I-29 Interchange (8/20/20)**

Our primary concerns revolve around the need to retain full access intersections and turning radii and median designs (or no medians) that do not interfere with large trucks. We support designs that retain these features.

### **Method: Public Meeting Website – US14 Bypass/I-29 Interchange (8/20/20)**

I am in favor of scenario C, the 4-lane cross section bridge. With this being the most important aspect of the whole corridor study, I feel that the extra cost is well worth the investment. There are other segments of the study that I don't think need the highest cost investment, however, this bridge is so important to the community, that short cuts should not be made.



## US14 Bypass – I-29 to US14 (East) Comments

### **Method: Public Meeting Website – US14 Bypass – I-29 to US14 (7/23/20)**

It is vital ... that the newly constructed 32nd ave remain open with access to the 14 bypass both east and west bound. Our customers need this access to our business plus the amount of truck traffic that uses this route daily. Doesn't seem feasible to close 32nd ave and require that traffic to go south on 32nd to 14 and around. These businesses need access for going westbound on the 14 bypass from 32nd ave. Perhaps a stop light at 32nd ave and 14 bypass along with a speed limit would be a help.

### **Method: Public Meeting Website – US14 Bypass – I-29 to US14 (7/26/20)**

Daktronics employs approximately 1,000 people in our Brookings facilities east of I29. Many of these employees utilize the US 14 Bypass to commute to/from their homes west of I29. We have heard of near-misses as people turn left onto US14B from 32nd Ave or 34th Ave on their commute home. The US14B speed limit is currently 65mph east of 34th Ave, and 55mph west of 34th Ave. We believe lower speed limits on both sides of 34th Ave would improve safety. We also support a traffic light at 32nd Ave or 34th Ave to better pace traffic.

### **Method: Public Meeting Website – US14 Bypass – I-29 to US14 (7/27/20)**

Scenario B and Intersection B would likely best serve truck and event traffic.

### **Method: Public Meeting Website, General Comment Form (8/9/20)**

Thank you for updating the plans to ensure that we have access from 32nd to the by-pass and can continue north/south across the by-pass. For the I-29 interchange, I would like Scenario C because it enhances the area the most for long term growth. We also hope to grow our relationship with SDSU and perhaps more students would commute to MTR via bicycle; however, for the cost, it would seem Scenario B. Either way we hope our business continues to grow which will increase traffic flow. Thank you for considering.

### **Method: Public Meeting Website – US14 Bypass – I-29 to US14 (8/18/20)**

on 211 st options, i drive by this daily. I prefer upon review, option A over Option B primarily due to safety of access. i believe you should go back from 250.8 ft to line up with the driveway north which maybe 300' = further north to remove any conflict with the corner.

**Method: Public Meeting Website – US14 Bypass – I-29 to US14 (8/20/20)**

Our primary concerns revolve around the need to retain full access intersections and turning radii and median designs (or no medians) that do not interfere with large trucks. We support designs that retain these features.

**Method: Public Meeting Website – US14 Bypass – I-29 to US14 (8/20/20)**

I am in favor of Scenario A, the existing 3-lane intersection with improvements. The main reason for being in favor of this lower cost scenario, is that what we currently have now, is working well. I understand that it's not the best option for future growth, but since we don't know what these future developments are going to look like yet, we don't know if the higher cost scenario B is going to work for future either. So I believe that this segment of the project should not be changed to much.

Also, I would much rather see the \$2 million difference between scenario A and B go towards the higher cost scenario C for the I-29 bridge. This 4-lane bridge is needed now! This segment G is not in need of any major changes now, and we don't know if it will need any major changes 10 or 20 years from now.

**Method: Public Meeting Website, General Comment Form (8/20/20)**

I like Option B with Central Drive Full Access. thanks for considering previous comments.

**Method: Email (8/20/20) and Public Meeting Website – US14 Bypass – I-29 to US14 (8/20/20)**

You cannot take away our driveway access to Highway 14 Bypass. It is our only access and we will be land-locked if you do that. Per our previous phone conversations I have been told that would never happen yet I see that is still included in the latest concepts put forward. Also, if you include the raised median, all of our departing truck traffic will be forced to turn right, since there is not enough room for them to do a U-turn, they will then will take 34 south, back to highway 14 to access the interstate at the highway 14 interchange. Why would you want to divert traffic from the bypass to the much busier interchange on highway 14?

We need to keep our driveway access to the 14 Bypass!!

We do not want the raised median that will prevent left turns back to the interstate exchange!!

*Note: notes from an 8/20/2020 follow-up conversation were passed along to the study advisory team.*



**Method: Email (8/20/20)**

*Email regarding potential impact to a business along US14/6<sup>th</sup> Street.*

**Method: email (8/21/20)**

First, my compliments on the virtual presentation of this stage of the 14 plan, it was well explained and much less tedious and tense than meetings I have been to.

I am primarily addressing the the 211th/18th intersection proposals. This is apparently new from previous meetings?? I did not believe I would have missed this had it been mentioned earlier. What caused this to be added to the scope of the project?

Its always a little disconcerting to be told of someone elses plans for your land through a public forum. This seems to be a typical discourteous way of the government, DOT, and big business pushing thier way on everyone else. Had this not been by a virtual format able to be viewed at my leisure, I probably would have felt quite offended and disrespected. As it is, my question is at what point do these discussions become private with me, the one who stands to lose the acres?

That being said, I do understand the present space limits of the current intersection. On the other hand, motorists have always been able to handle the present situation and I have never seen an unmanageable backup/bottleneck of traffic. A little patience and courtesy goes a long way to make a situation work just fine, without the DOT out looking for things to do.

... often go between the two with offroad machines, such as a skidsteer and occasional operations where 'slow and easy' is the only way. So I do not prefer option B of township road-18th St. adjoining 14 bypass and no longer intersecting with 34th ave. I have even driven animals down the current gravel road.

...

I continue to be frustrated with the signage of 18th St. and the bypass. Delivery drivers continue to get confused with the signage in addition to the situation of having two street numbers on the same road in the joint city/county area. For several years, every chance I get, I have talked to DOT personnel in their booth at trade shows and meetings and only hear 'we will look into it'

Thank you for the opportunity to comment.

## Bicycle and Pedestrian Plan Comments

### **Method: Public Meeting Website – Bicycle & Pedestrian Plan (7/26/20)**

Daktronics supports a bicycle/pedestrian path connecting the Brookings and SDSU paths to Volga, and beyond. We believe that many of our current and future employees and their families consider the availability of recreation and healthy transportation as part of their decisions of where to live. And we're more likely to attract and retain residents if we have extensive and useful bicycle and walking paths.

### **Method: Public Meeting Website – Bicycle & Pedestrian Plan (7/27/20)**

Greatly appreciate the inclusion of a bicycle path between Volga and Brookings and along the bypass. Please work with City of Brookings and Brookings Bicycle Advisory Committee as plans are being developed.

### **Method: Public Meeting Website – Bicycle & Pedestrian Plan (7/28/20)**

One alternative that I would like to see for the interstate pedestrian crossing would be a pedestrian-dedicated crossing between Exits 132 and 133 to provide connection from the apartments north of Walmart directly to the Swiftel Center/Larson Ice Center complex. It may have been previously considered and dismissed. This idea might also work as a separate project and include a minor arterial street to connect vehicular traffic between these two sites.

This mid-section connection would allow land east of Interstate 29 to be developed as mixed-use and multi-family housing for students. Just a thought!