
Corridor Access Management

Face to Face Solutions

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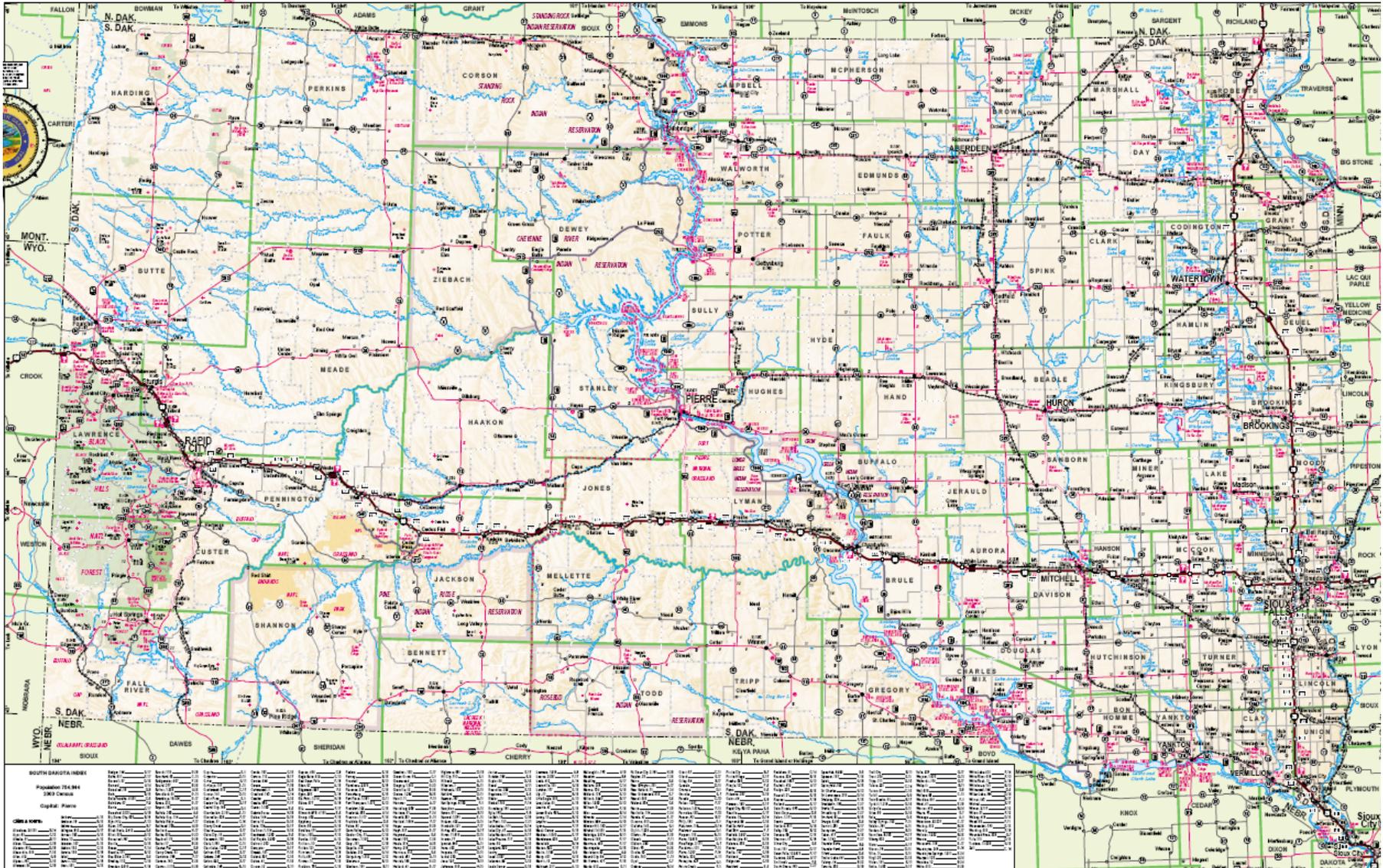
Shannon Ausen, City of Sioux Falls

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Issues

- Achieving access reduction in a retrofit situation
 - Dealing with landowner concerns and other public perceptions
 - Coordinating between governmental agencies
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Orientation - State



Orientation - City



Orientation - Corridor



Orientation - Corridor



Orientation - Corridor



Orientation - Ground



Orientation - Ground



West 12th Street Corridor Study

- Resurfacing
 - Access reduction
 - Spot capacity and safety improvements
 - Community amenities
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West 12th Street Corridor Study

- Joint jurisdiction route – West 12th Street and South Dakota Highway 42
 - Study agencies – SDDOT, City of Sioux Falls, SECOG (MPO)
 - Joint funding and administration for study, City was contracting agency
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West 12th Street Corridor Study

- Kick-off concerns about public reaction to access reduction
- Commitment to open study process

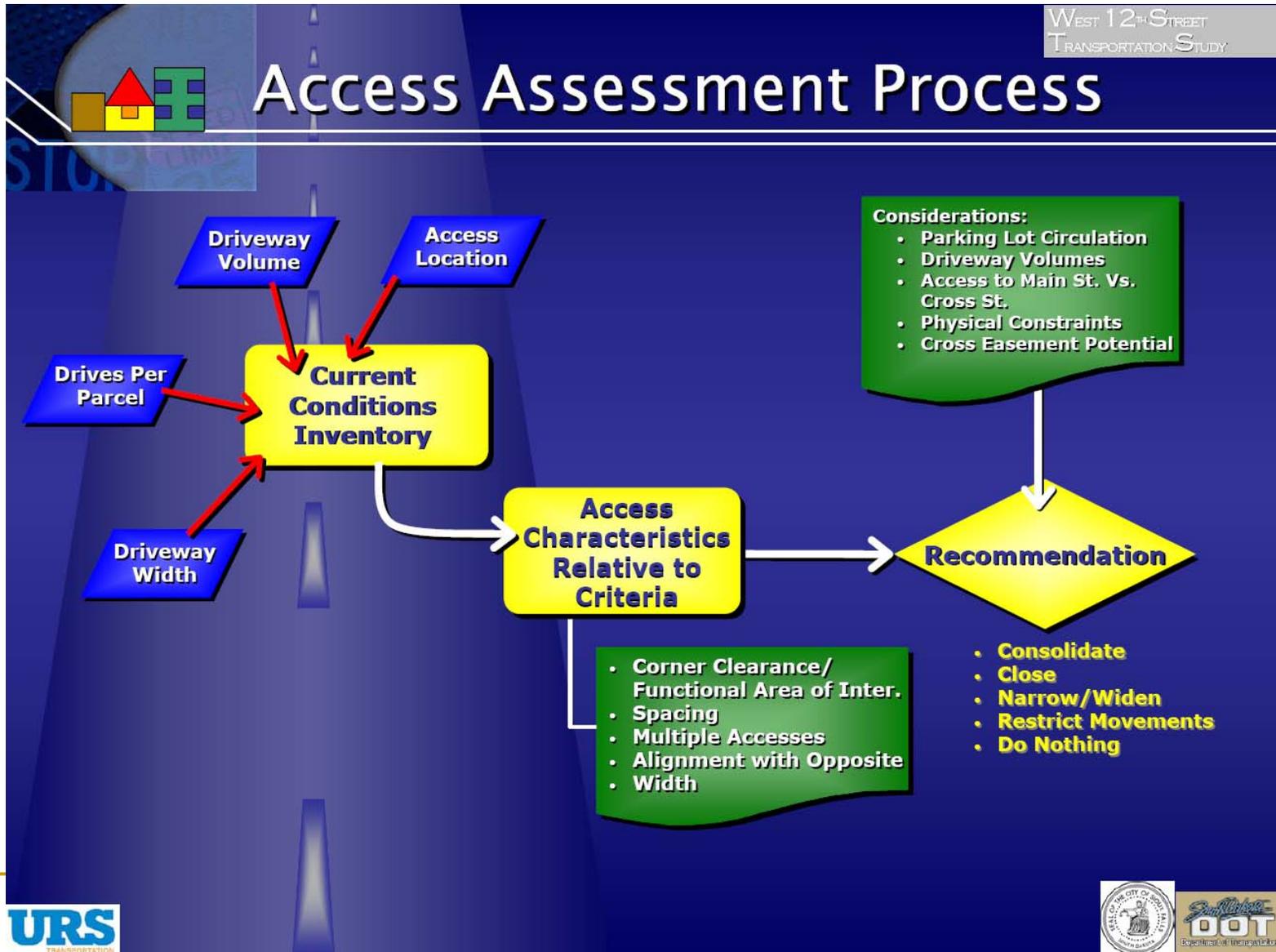


Face to Face Public Involvement

1. “Issues” Meeting
2. “Concepts” Meeting
3. “One-on-one” Meeting
4. “Recommendations” Meeting



Access-related Public Information



Access-related Public Information

References/Sources Used Throughout the Analysis

WEST 12TH STREET
TRANSPORTATION STUDY

- City of Sioux Falls 2000 Major Street Plan
- SDCL 1-3-12.1: Legislation Empowering the DOT to Approve Access along State Routes
- State Administrative Rules, Section 70:09: Entails Guiding Additional Access

Access-related Public Information

WEST 12TH STREET
TRANSPORTATION STUDY

Corner Clearance Conflicts (Functional Area of an Intersection)



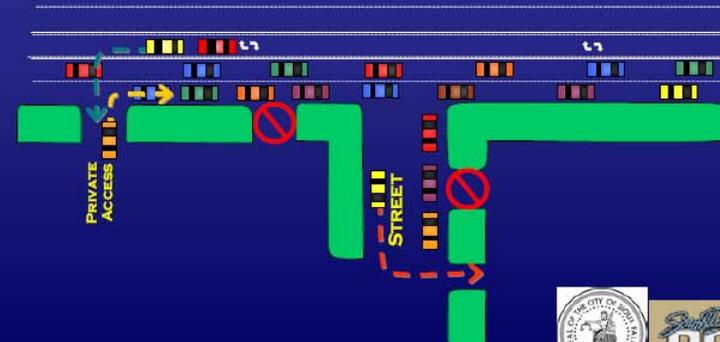
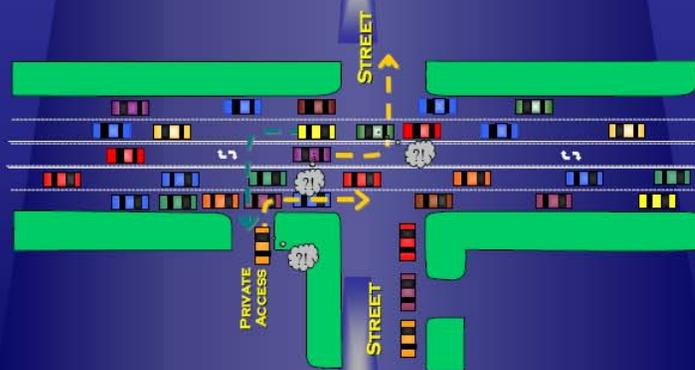
Conflicts Can Arise if Access Points/Driveways are Too Close to Intersections

Potential Conflicts:

- Congestion/Traffic Flow Problems Due to Blocking Access
- Rear-end Crashes

Action:

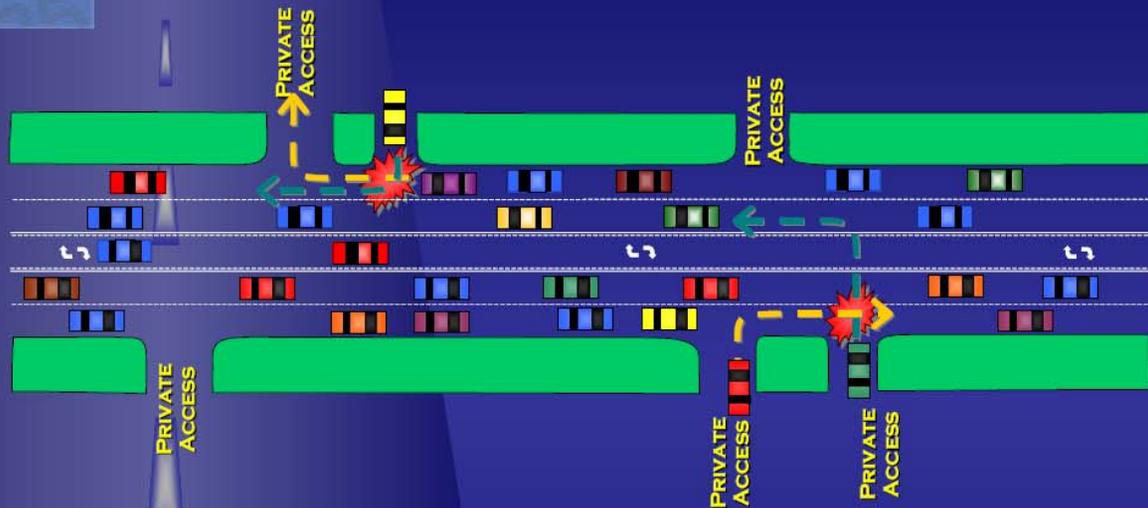
- Set Access Back from Intersection



Access-related Public Information

WEST 12TH STREET
TRANSPORTATION STUDY

Multiple Parcel Access Conflicts



Conflicts Can Arise as the Number of Access Points Grows

Potential Conflicts:

- Right Angle Crashes
- Traffic Flow Problems due to Turning Vehicles

Action:

- Consolidate Drives to Reduce Total Number

Access-related Public Information

WEST 12TH STREET
TRANSPORTATION STUDY

Offset Access Conflicts



Conflicts Can Arise if Access Points/Driveways are Not Properly Aligned

Action:

- **Align Drives Opposite Each Other**

Potential Conflicts:

- **Head on Crashes**
- **Right Angle Crashes**
- **Traffic Flow Problems due to Blocking Access**

Data Tools

North Side of 11th Street

Street	Block	Block Face			Total Drives	C/O	Number of Parcels					Total	Notes:
		West	South	East			R	HB	P	P/I	V		
11th	Menlo to Walts	2	1	1	4	2						2	
11th	Walts to Prairie	1	3	1	5	2	3					5	2 of the 3 11th Street drives are residential
11th	Prairie to Summit	1	3	1	5		4	1				5	Majority of drives are residential
11th	Summit to Duluth	0	1	0	1		4					4	All residential, 1 drive is actually an alley
11th	Duluth to Spring	1	2	1	4	1	4		1			6	
11th	Spring to Minnesota	1	2	1	4	1				1		2	
Main/Side St Totals		6	12	5	23	6	15	1	1	1	0	24	

0.96 = Driveways/Parcel North side of 11th Street

South Side of 11th Street

Street	Block	Block Face			Total Drives	C/O	Number of Parcels					Total	Notes:
		West	North	East			R	HB	P	P/I	V		
11th	Menlo to Walts	1	2	2	5	2						2	
11th	Walts to Prairie	1	4	1	6		6	1				7	Mostly residential driveways
11th	Prairie to Summit	1	4	1	6	3						3	
11th	Summit to Duluth	2	3	1	6	3						3	
11th	Duluth to Spring	0	2	1	3		6					6	All residential driveways
11th	Spring to Minnesota	1	4	2	7	1	2	1				4	
Main/Side St Totals		6	19	8	33	9	14	2	0	0	0	25	

1.32 = Driveways/Parcel South side of 11th Street
1.14 = Driveways/Parcel for All of 11th Street

North Side of 10th Street

Street	Block	Block Face			Total Drives	C/O	Number of Parcels					Total	Notes:
		West	South	East			R	HB	P	P/I	V		
Menlo	10th to 12th	N/A	N/A	4	4		5					5	All residential driveways
10th	Menlo to Walts	1	3	0	4		6					6	All residential driveways
10th	Walts to Prairie	1	3	0	4		5					5	All residential driveways
10th	Prairie to Summit	1	1	0	2	1	3					4	10th St driveway is actually an alley
10th	Summit to Duluth	2	5	0	7	1	2					3	Not sure how to classify 600 W. 10th?
10th	Duluth to Spring	1	2	0	3	2						2	
10th	Spring to Minnesota	1	4	3	8	1			1			2	
Main/Side St Totals		7	18	7	32	5	21	0	1	0	0	27	

1.19 = Driveways/Parcel North side of 10th Street

South Side of 10th Street

Street	Block	Block Face			Total Drives	C/O	Number of Parcels					Total	Notes:
		West	North	East			R	HB	P	P/I	V		
10th	Menlo to Walts	0	2	1	3		3				1	4	
10th	Walts to Prairie	2	1	0	3	2	1					3	
10th	Prairie to Summit	1	2	0	3	1	2					3	One residential driveway on 10th
10th	Summit to Duluth	1	3	1	5	1	3					4	Drive on Summit is residential
10th	Duluth to Spring	1	3	1	5	4						4	
10th	Spring to Minnesota	1	3	0	4				3			3	
Main/Side St Totals		6	14	3	23	8	8	1	3	0	1	21	

1.1 = Driveways/Parcel South side of 10th Street
1.15 = Driveways/Parcel for All of 10th Street

Data Tools

Driveway Number	Driveway Street Access	Parcel Address	Business Name ^(a)	Business ^(b) Driveway Activity	Access Related Evaluation Criteria for Existing Driveways ^(c)					Multiple Access / Parcel	Access Alignment	Comments on Issues	Reco for A
					Corner Clearance	Access Spacing	Functional Int. Space	Access Width					
247	Duluth	523 W 10TH ST	Pizza Hut	High									
248	10th	521 W 10TH ST	Pizza Hut	High									
249	10th		Alley	Low									
250	10th	505 W 10TH ST	Attorney Office	Medium	X							3 access points / 10th St. block face	
251	Spring	505 W 10TH ST	Attorney Office	Medium	X							sleep driveway	
252	Spring	409 W 10TH ST	YMCA Parking Lot	Medium									
253	10th	409 W 10TH ST	YMCA Parking Lot	Medium			X						
254	10th	409 W 10TH ST	YMCA Parking Lot	Medium			X						
255	10th	201 S MINNESOTA AVE	Parking Lot	Medium			X						
256	Menlo	908 W 11TH ST	Dollar Loan Center	Low		X	X			X		4 access points for Dollar Loan Center	
257	Menlo	908 W 11TH ST	Dollar Loan Center	Low		X	X			X			
258	11th	908 W 11TH ST	Dollar Loan Center	Low						X			
259	Waits	908 W 11TH ST	Dollar Loan Center	Low	X					X			
260	Waits	824 W 11TH ST	Scott's TV Inc	Low									
261	11th	820 W 11TH ST	Residential	Low		X							
262	11th	818 W 11TH ST	Residential	Low		X							
263	11th	800 W 11TH ST	Office Space	Medium				X				3 access points / 11th St. block face	
264	Prairie	800 W 11TH ST	Office Space	Medium				X				functional area once Prairie is signalized.	
265	Prairie	724 W 11TH ST	Residential	Low				X				functional area once Prairie is signalized.	
266	11th	720 W 11TH ST	Residential	Low			X	X				functional area once Prairie is signalized.	
267	11th		Alley	Low			X					3 access points / 11th St. block face	
268	11th	702 W 11TH ST	Residential	Low			X						
269	Summit	702 W 11TH ST	Ernie's Sewing Home Business	Low									
270	11th		Alley	Low									
271	Duluth	216 S DULUTH AVE	Sayre Associates	Medium									
272	11th		Alley	Low			X						
273	11th	512 W 11TH ST	Residential	Low			X						
274	Spring	231 S SPRING AVE	Parking Lot/Howalt & McDowell	Medium									
275	Spring	430 W 11TH ST	Bowden Youth Center	Medium									
276	11th	225 S MINNESOTA AVE	Howalt & McDowell Insurance	Medium			X	X					
277	11th	225 S MINNESOTA AVE	Howalt & McDowell Insurance	Medium			X	X					
278	Minnesota	225 S MINNESOTA AVE	Howalt & McDowell Insurance	Medium				X					

Notes:

(a) Business / property names determined during field reviews.

(b) Driveway activity is based on a combination of the trip generation rates taken from the *ITE Trip Generation* manual and field observations.

(c) Access related evaluation criteria for existing driveways are discussed in the text of this memorandum.

Display Tools for “One-on-One”



Key to Success - Prioritization

- Location relative to proposed rehabilitation project (east or west of Western Avenue)
- Cost:
 - East of Western Avenue have project in works
 - West of Western Avenue all/primarily city cost and have a more limited budget



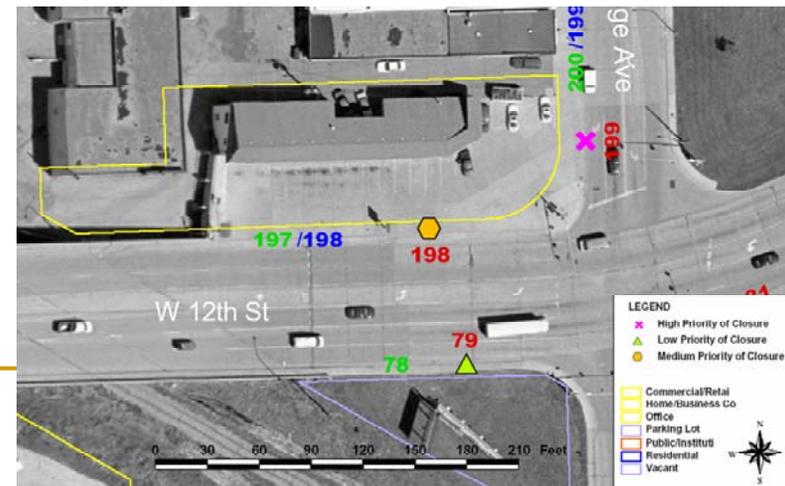
“One-on-One” Meetings

- Held a two-day open house
- 9:00 AM to 3:00 PM each day
- Goal: Determine potential effects of preliminary access concept on site operations:
 - Understand site operations/flow
 - Discuss ability to modify preliminary concept
- Talked individually about the use of their driveways and site circulation



“One-on-One” Meetings

- Found that many had existing flow problems that could be fixed by reducing driveways and making other alterations
- Vast majority willing to compromise on initial position:
 - Slight location adjustments
 - Width adjustments



Before

CURRENT ACCESS CHARACTERISTICS

Access Density (Accesses/Mile)

12th Street 103

11th Street 91

10th Street 83

Accesses/Parcel

12th Street 2.05

11th Street 1.12

10th Street 1.17

Average 1.56

After

PLANNED ACCESS CHARACTERISTICS

Access Density (Accesses/Mile)

12th Street	70	-32%
11th Street	76	-16%
10th Street	67	-19%

Accesses/Parcel

12th Street	1.29	-37%
11th Street	0.94	-16%
10th Street	0.90	-23%
Average	1.09	-30%

Summary

- Corridor Study in preparation for reconstruction project including access reduction
 - Potential public resistance mitigated by extensive public information process, including personal attention
 - Hard work resulted in favorable opinion of access management in business community
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