



# Public Involvement Meetings #1 Summary

US14-U14B Corridor Study

*Volga, SD and Brookings, SD*

August 1, 2019



**US14-US14 Bypass**  
CORRIDOR STUDY





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# Public and Stakeholder Meetings Overview

## **Wednesday, June 26, 2019**

Valley Fibercom, Conference Room

Volga, SD

Volga area and rural US14 corridor stakeholder meeting: 3 p.m.

Public Meeting: 5:30 p.m. – 7 p.m.

## **Thursday, June 27, 2019**

Brookings City-County Government, Center Chambers Room 310

Brookings, SD

US14 Bypass Event Traffic stakeholder meeting: 10 a.m.

US14 Bypass corridor (east of I-29): 1 p.m.

US14 Bypass corridor (west of I-29) 3 p.m.

Public Meeting: 5:30 p.m. – 7 p.m.

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



# Written Comments

Written comments provided to the study team through the following methods:

- Comment card
- Email
- Website

**Method: comment card**

Going east on US14 from 469<sup>th</sup> Avenue to 34<sup>th</sup> Avenue there is no passing. If you are behind a Sunday driver going 40 mph you get frustrated and irritated.

**Method: comment card**

I think it would be wise that if any road construction is done on the highway 14 bypass that the City of Brookings consider putting sewer and water along the bypass.

**Method: comment card**

4 lane from Volga to S Hwy 81 is something to strongly consider. Also, traffic lights at Western and 22<sup>nd</sup> Avenue and the bypass.

**Method: comment card**

- 1) Yes upgrade US14 and cross arterials
- 2) Yes, study S 20<sup>th</sup> Street Exit 130 (I-29)
- 3) Yes, extend and upgrade SD30 (US81 – Medary Ave)
- 4) Yes, redo overpass I29 to full exit (32<sup>nd</sup> Street)
- 5) Yes, redo I-29 exit 127

**Method: email (6/19/19)**

I was informed about the study on the intersection of Hwy 14 by pass & 22<sup>nd</sup>. Ave. I have lived a half of a block north of this intersection for 24 years and probably cross this intersection 4 to 6 times a day. This intersection has never been more dangerous than the past several years. The only reprieve from this was when the temporary traffic lights were up during the Hwy 14 construction. The State, at that time, should have put up permanent traffic lights.

I have witnessed many near miss accidents and almost daily dangerous driving practices. Some of the reasons we need traffic lights are:

The number of vehicles that pass through the intersection has greatly increased through the years.

Around 7:30 am and 5:00 pm this number increases even more.

Around 5:00 pm the vehicles can be 3 blocks long on 22<sup>nd</sup> Ave. trying to get onto Hwy 14.

Drivers create a turning lane from 22<sup>nd</sup>. Ave. going east onto Hwy 14, however there is no turning lane there, which also impedes the vision of the proper driver trying to enter the highway.

Whenever the Performing Arts Center or SDSU athletic events occur the intersection is crazy.

Many drivers enter Hwy 14 from a stop and try to get in front of a vehicle traveling 55 mph not allowing there vehicle to have proper distance and time to reach a safe speed.

The biggest problem, that will kill some people eventually, is the blind spot created by the east bound vehicle on Hwy 14 turning to the south onto 22<sup>nd</sup>. Ave. The vehicle that is on 22<sup>nd</sup> Ave.

turning west onto Hwy 14 doesn't see the east bound vehicle that is traveling at 55 mph. I just seen another example of that today! Naturally with Hwy 14 running east and west twice a day the sun impedes the vision of drivers entering Hwy 14. I have seen this way too often also.

The biggest question is, will the State act prior to people dying at this intersection. If they do not, they need to have some "Why Die" signs ready to put up.

I am totally against a roundabout, we do not have the room for one and there are way to many Semis traveling this road. The amount of impatient drivers would also make this very dangerous. **The only answer to the problem is traffic lights!**

**Method: email (6/26/19)**

1. With the city pledging \$2 M to the overpass on 20th St so, you could use part of those funds to a new bridge on the bypass I29 and they city has no need to do the 20th St overpass anyway. I first of all would support the expansion regardless of the bridge I29, but if you saw the farm equipment meeting up with a Semi truck and car, then having someone backup, you would realize the bridge is to narrow. If the city could relocate funds, and make the road safer, it would be best.
2. While I realize the road of hwy 14 east of Brookings to the Aurora corner is not of any concern for this project, the state should review this area and widen highway 14 from Brookings to Aurora and make it a 5 lane road. Aurora is growing faster than Volga. Over 1,500 people in 5 years with all the growth to the east, plus another 160 acres coming open for development.
3. I had sent you comments the other day about Rotary/roundabout on hwy 14 bypass or stop lights at 22nd avenue and Western Avenue and 34th avenue.
4. The state of SDSU (via school and public lands) is selling the quarter of land east of John Deere (SE of intersection of US 14 bypass and 34th avenue. This is being reviewed for a wide variety of uses from residential high density, commercial, industrial, and storage units. This maybe of importance as to the use.
5. with increase in traffic, I understand the need for a 5 lane highway on the bypass 14. This would support the increase in residential development in the NE quadrant north the 14 bypass and 14. (North of Voss's corner fire works stand) and at the north end of 22nd avenue, north of hwy 14 bypass and north of the Ashtelford addition. That area is owned by the Carver family. I can send you some of the maps or meet with your local HDR person.
6. My lot is located NE of the intersection of 14 bypass and 22nd avenue. This is a 1.0 acre site and our plan is to build a 24 unit apartment on the site. We have it on hold due to some personal situation, I can explain later. With the high pressure gas line running E/W along the N side of the bypass, I can understand your position to take more land along the S side, which is mostly SDSU land except west of Western Avenue. The land along the S side at Western Avenue is owned by the Moriarity family and they have been filling in the low areas this past year to prepare for a larger commercial development.

**Method: email (6/27/19)**

Thank you for the presentation in Volga sharing the US 14 project. Anytime there are projects on this road I have interest. I live along US14 and work for the Ethanol plant east of Brookings. This plant processes 55 million bushels annually which most years 65% of the volume comes over the area included in the study. I have lived in this area my entire life and have said for years this is a road you need to drive with a defensive attitude. Below I have listed areas which I have major concerns.

1. The 22<sup>nd</sup> st exit most likely will need a light, during busy times, people tend drive with desperation thru this intersection.
2. The section from the junction of 14-81 to Volga may need extra lanes to allow passing, there are many areas which have double yellow lines and people continue to pass.
3. The Sinai corner may need an outside thru lane to allow safe turns, many times I see people using the shoulder for this use.
4. I live by the corner on 462<sup>Nd</sup> ave which is close the crest of a hill , during busy times I have many that will pass me in the intersection with double lines. This corner is busy to the south due to a housing development to the south, the north has lower volumes of traffic but share risk for people passing in the intersection.
5. One other concern I have is the bridge over interstate 29. I would imagine this bridge has a limitations with repairs or complete life of the bridge. I would like to see a bridge put in next to the existing bridge to allow a safe continuous of traffic thru this area. If this bridge had to be closed for any period of time it would be devastating to the economy in many counties in eastern SD.

In your study you show the accidents as angle and rear end. The high level of rear end did not surprise me due to fact of the aggressive driving in this area. I have a question as to why the study shows the animal accidents, is this something that would change by making changes to the road? Just a question.

I would like to that thank HDR and S.D. DOT for having the interest in making this a safer highway. I don't want to see T Shirts like a seen in Aberdeen that say I survived HWY12

**Method: email (7/2/19)**

It really needs to be a four lane highway from the east intersection of US14 and US14B to where the current four lane ends at 16th Ave West.

Medary and US14B intersection: make the outside right lanes of Medary right turn only and past the stop light make the outside lane a merge left instead of right. These changes would help smooth traffic and cause less confusion by drivers.

US14B and 22nd Avenue really needs to have a stop light. It was nice when a temporary one was installed when the construction was being done. I live on 42nd Street, north of Brookings, when I leave work from the Research Park sometimes the traffic is backed up past the north entrance to the Park. On those nights it is quicker and easier for me to get to Medary by going through campus. 22<sup>nd</sup> really needs to be a four lane from 6<sup>th</sup> Street to the By-Pass I know that isn't your jurisdiction but never hurts to mention it.

US14B and 34th Ave a stop light should be considered at this intersection also. With the increased truck traffic from the soybean plant, ethanol plant, landfill and now the cheese plant it might be a good time to install a light. The light would also slow traffic down as it enters the business area.

My last comment is that the speed limit from 34th Ave going west to 16th Ave should be decreased to 45 miles per hour.



**Method: email (7/3/19)**

Please study the possibility of putting in stop lights at the 32<sup>nd</sup> - 34<sup>th</sup> Avenue and Hwy 14 Bypass intersections (east of I29) for event traffic egress at the Swiftel Center.

**Method: email (7/9/19)**

US14B seems to be over patrolled. I know that sounds odd but currently I see the sheriff's department, Brookings city police, Highway patrol and SDSU Campus patrol all have pulled over vehicles at various times. Most time it is the SDSU patrol that have vehicles pulled over. Somewhere along the line the Campus police had their jurisdiction changed so that they can patrol any road adjacent to their property. I would like to see this revert to the areas of jurisdiction reverted to what they were prior to this. The campus patrol all seem to be young and a bit over zealous. They may not realize it but I think that this hurts them in the long run when it comes to public relations.

**Method: website (6/17/19)**

You need to either add a stop light or do a roundabout. Both are okay

1. 22nd Avenue and Hwy 14 bypass
2. Western Avenue and Hwy 14 bypass
3. 34th Avenue and Hwy 14 bypass
4. Where Hwy 14 B and Hwy 14 join on the east side and west side of Brookings.

Or place stop lights. I have seen people take the ditch on Western and on 22nd Avenue locations.

**Method: website (6/20/19)**

I would like to stress that I currently have no issues with anything about Hwy 14, anywhere. I am curious as to the need for any changes. I don't recall any catastrophic accidents and I have not heard a single complaint from anyone pertaining to travel on this stretch of Hwy 14.

If you are required by regulations to make changes, I can understand the necessity. What I want to make very clear, very, very, very clear, is that in no instance should a roundabout be considered. Personally, I know of older folks who have become confused on roundabouts. They have taken a wrong turn and ended up lost and scared. Roundabouts will create anxiety and stress in our otherwise peaceful community.

**Method: website (6/21/19)**

Is it possible to have this study extended to include the Aurora Corner on Highway 14 at the intersection of 476th Ave or is that more of a county issue? There have been multiple severe accidents including fatalities at this intersection and the danger of it needs to be addressed.

**Method: website (6/26/19)**

Living snow fences along portions of Hwy 14 would certainly help with snow and ice. Plow operators and state troopers would know where they are needed.

**Method: website (7/1/19)**

biggest issues we see 1) they should have completed a 4 line instead of 2 lanes plus turning lanes, no one likes to use the turning lanes I think out of fear of high speed traffic going on both sides of them! and to turn into a place of business when coming from the east makes more sense to use the right lane which should have been developed when the new road was put in. 2) road speed of 55 ( doesn't seem to be obeyed ) is too fast for this busy of an on/off traffic senorial . 3) should have traffic light at bypass and 22nd . 4) what ever you do please do not consider roundabouts!

**Method: website (7/25/19)**

Two major issues... there needs to be a proper merge lane for the people merging onto highway 14 as they exit W Hwy 14 from Brookings instead of having to wait at a stop sign to make the right turn. I would also like to see 4 lane divided highway expanded east to 22nd avenue with left turn lanes as frankly, a few slow drivers tend to clog this whole area up, and especially semi-traffic.

As far as adding more lanes west of Volga, well I don't live out there so I don't have an opinion. My other complaints about Brookings such as having miles of valuable land along the interstate taken up by gravel pits fall outside the scope of your study.

**Method: website (7/28/19)**

I was at the Brookings meeting regarding the Highway 14 project. I currently own commercial land along the highway 14 bypass near 22nd ave. A current issue for several landowners on the north side of the Highway 14 bypass is lack of utilities including sewer and water. I met with the City of Brookings in June of 2019 and discussed the lack of utilities north of the bypass.

From the meeting and this website, it appears that the intersection of 22nd ave and the bypass will change. It also appears that the road may be widened and lanes added. When that road construction begins on the intersection of 22nd and 14, would that not be the ideal time to extend utilities to the north side of the bypass? There are currently sewer and water pipes in the Research Park addition very close to that intersection.

**Method: website (7/7/19)**

My comments concern the area of 14 bypass between the starting point E of Brookings to Western Avenue.

My first concern since the last re-paving project is the shoulder-it goes from full width to half width to no shoulder, it merges with the right hand lane and weaves all over the road. I WILL NOT take grain wagons or deliver hay to Brookings anymore. The shoulder is too hazardous for farm traffic and drivers too ignorant and rude to allow for slow vehicles.

Second is the overall speed and behavior of truck traffic. Trucks, once entering the curve at the E end or leaving Volga quickly get to full speed and proceed as if they do not expect anybody to turn off. I have been slowing for a red light at Medary Ave. and a semi behind me sped up and chose to run a red light while I was stopped. There are too many driveways and streets on this stretch to continue to consider it a true full speed bypass of the Brookings business district.

A major personal concern is the street signage along 14. At the 14B and 34th ave. intersection the street sign says 18th St. To the N is a gravel road which is also signed 18th St. People continually get lost coming to gravel road 18th because they turn onto the bypass from 34 because it says 18th and this cannot be correct. There are several street signs around 22nd ave that say hiway 14 bypass yet between those is a sign for 18th. The E end is signed 14 so no part of 14 and 18th over lap and should not share signs. Furthermore the signs switch between the N and S sides of 14. This is confusing and inaccurate and no DOT personnel has ever acknowledged my concerns or explained why this signage is used.

Other observations and questions-The center turn lane between New Holland and CIH goes from two way to one way for a short distance and confuses drivers, why is this? Is there a turn lane for entering ramps off either end of bridge or not? The space is nearly there even tho paint marks indicate no turn lane, but by the way vehicles go around a waiting to turn vehicle that driver is wrong if he does and wrong if he doesn't.

At 22nd, Medary, and Western, does traffic going N and turning onto 14 have a right turn lane or not?? By the paint lines and pot holes I don't believe so, but by the space wasted by three lanes most drivers do create a right turn lane.

Between Medary and Western-why the center turn lane over the small bridges? Its another place where the shoulder is reduced or eliminated and slow traffic is forced into the main lanes.

Between 22nd and Medary on game days-can be absolutely hazardous with random parking and amateur but university sanctioned traffic directors. No parking should be the only option anytime. Why the exceptionally long right turn lane from Medary going E to Stadium roads? This area has only one lane of E bound traffic and again an incomplete shoulder.

# Public Meeting Notes

## **Wednesday, June 26, 2019**

Valley Fibercom, Conference Room

Volga, SD

Public Meeting: 5:30 p.m. – 7 p.m.

## **Thursday, June 27, 2019**

Brookings City-County Government, Center Chambers Room 310

Brookings, SD

Public Meeting: 5:30 p.m. – 7 p.m.

The following lists notes from study team member discussions with public meeting attendees.

- Rough lanes on US14 4-lane divided section between Volga and Brookings, particularly for large trucks.
- Support noted for roundabouts from a group that regularly drives large trucks. Recent roundabout in Watertown received good reviews.
- Recommendations for adding truck acceleration lanes at intersections with a large number of turning trucks.
- Discussion on future development in the Brookings area. Planned commercial and/or residential north of US14 Bypass off of 469<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue. Extension of utilities needed.
- Questions about what we are going to do with all the vehicle-animal crashes.
- High speeds.
- Narrow bridge over I-29.
- Question regarding the downward trend of crashes between 2014 and 2018.
- Concern for RR crossing between Volga and Brookings.

# Stakeholder Meeting Notes

## **Wednesday, June 26, 2019**

Valley Fibercom, Conference Room

Volga, SD

Volga area and rural US14 corridor stakeholder meeting: 3 p.m.

## **Thursday, June 27, 2019**

Brookings City-County Government, Center Chambers Room 310

Brookings, SD

US14 Bypass Event Traffic stakeholder meeting: 10 a.m.

US14 Bypass corridor (east of I-29): 1 p.m.

US14 Bypass corridor (west of I-29) 3 p.m.

There was a fifth group of stakeholders identified to possibly have an interest in multiple segments throughout the US14 Bypass corridor. These stakeholders were invited to attend any of the Brookings area US14 Bypass stakeholder meetings.

## Volga Area and Rural US14 Corridor Stakeholder Meeting (6/26/19)

### Stakeholder Group Focus Area Comments, Questions, and Discussion Items

#### In Volga

- Speed concerns
  - Wide, 5-lane section
  - High speeds coming into Volga
- Crossing concerns
  - Kids crossing from residential areas north of US14
  - Commercial development and new Casey's north of US14 will attract people to cross from south of US14
- Hasina Avenue
  - Questions on signal warrants and pedestrian crossing warrants
    - Sporadic clusters of traffic
    - Not busy enough at specific times
    - Previous study performed 5 years ago
  - Running stop signs while making right turn
- Kasan Avenue
  - New Dollar General Store
  - More development occurring north of US14 which is leading to more pedestrian traffic
- Questions regarding future extension of sidewalk along Hasina and Kasan to US14
  - City mentioned there has been challenges with crossing the RR tracks
- Recently installed signal at Caspian Avenue
  - Helped especially during harvest
- Soybean plant has encouraged truck drivers to pull into their facility instead of staging on US14 or Caspian Avenue

#### West of Volga

- 458<sup>th</sup> Avenue to 459<sup>th</sup> Avenue and intersections
  - Speed and distracted driving complaints
  - Variability in speeds
  - Failure to yield
  - Blowing snow

#### Between Volga and Brookings

- Railroad crossing by 467<sup>th</sup> Avenue
  - RR has plans to install advance warning lights
  - Up to RR to install

## Other Study Corridor Areas Comments

### Bypass Event Traffic

- Described as a “mess”
- No enforcement control for signal at 22<sup>nd</sup> Avenue
- Expressed interest in variable speed limit from Volga to Brookings

## US14 Bypass Event Traffic Stakeholder Meeting (6/27/19)

### Stakeholder Group Focus Area Comments, Questions, and Discussion Items

#### Event Traffic

- US14B right-turn traffic concerns heading into SDSU stadium parking lots
  - Recommended extending right-turn lanes, potentially a continuous right-turn lane
  - Traffic currently stops on US14B trying to enter these lots
  - Part of this might be educating lot attendees to move traffic through quicker
- West parking lot intersection (Stadium Road) affects operations at the east intersection (Jackrabbit Avenue)
  - Entering: queued traffic on US14B stops traffic destined for the eastern access
  - Exiting: continuous flow of right-turn traffic doesn't provide gaps for the eastern access
    - Discussion regarding potentially closing one of these access points and forcing all traffic to exit at one location to provide a smooth flow of traffic outbound
- Parking on bypass or north of bypass (and walking across US14B) has been an issue
- Through US14B traffic is impacted by game day traffic, particularly trucks during harvest.
  - Congested conditions
- Extending turning right on Stadium Road to Jackrabbit Avenue heading East
  - Short one does exist, but could be longer
  - Signage/message boards for parking directions
- Support for 4-Lane section through I-29 interchange

#### Parking Estimates

- No new parking lot plans
- No plan to limit exit path for Jackrabbit Avenue or Stadium Road

#### Potential Elimination of Left-turns Out of Parking Lots Discussion

- Notable left turn traffic and the effect on traffic operations
- Discussion on potential median/turn restrictions
  - U-turn could be placed prior to 22<sup>nd</sup> Avenue
  - Spacing concerns

#### Variable Speed Limits for Event Traffic

- Support for variable speed limits during game days or by different times of the year.
- Recommended lowering to 45 mph

## Signage/Messaging Discussion

- Support for message boards providing motorist information on route reliability and parking directions.
- SDSU supports additional signage for parking lots to help direct people to their appropriate/designated lot

## Other Study Corridor Areas

### East of I-29 Interchange

- US14 and US14 Bypass intersection
  - Intersection Angle
    - Getting complaints
    - Observed crashes
- Crash History
  - Aurora corner (US14 & 476<sup>th</sup> Avenue/CR23)
    - Issues with turning trucks heading towards the Ethanol plant
  - Asked about crash statistics
- Safety concerns around 14B curve by 34<sup>th</sup> Avenue

### Between Volga and Brookings

- Fog
  - Can't see trains on the track
- Traffic compliance with work zones and barricades on recent RR crossing projects has been an issue

### Volga

- Kids crossing from residential areas north of US14
- Asked about a potential traffic signal by Casey's

### West of Volga

- 458<sup>th</sup> Avenue to 459<sup>th</sup> Avenue speeding

## US14 Bypass (East of I-29) Stakeholder Meeting (6/27/19)

### Stakeholder Group Focus Area Comments, Questions, and Discussion Items

#### East of I-29 Interchange

- Concerns
  - Thought 2019 volumes for east of I-29 segment (3400) was low
    - Noted that volumes east of I-29 are notably higher during harvest
  - Ability for farmers and truckers being able to access businesses
  - Occasional long waits to get on US14B from 32<sup>nd</sup> Avenue and 34<sup>th</sup> Avenue approaches
  - Speeds
    - High speeds
    - Speed variability, difficult to gauge when turning onto US14B
  - Confusion about EB left-turn lane at 32<sup>nd</sup> Avenue
  - No right-turn lanes WB traffic
  - Turning radii on all 4 corners of the intersection at 32<sup>nd</sup> Avenue and 32<sup>nd</sup> Avenue width not adequate for trucks
  - Truck stacking on approaches to 32<sup>nd</sup> Avenue
    - Not constant, but does happen
- Millborn Seeds estimates their truck/trailer volume at 70/day. They would expect this to double (or more) in the near future.
- Discussion
  - Separating the accesses between 32<sup>nd</sup> and 34<sup>th</sup> Avenue from US14B with an access road
  - Eliminating access points between 32<sup>nd</sup> and 34<sup>th</sup> Avenue and directing traffic to access points on those roads

#### I-29 Exit 133 Interchange Structure (over I-29)

- Concerns
  - Narrow width
  - Wide loads currently stop traffic on the bridge
    - Recommendation for flashing lights when wide load crossing the structure
  - Speeds over bridge
    - Would like the speed limit decline to 45 mph (overpass to 34<sup>th</sup> Avenue)
  - Vertical curvature and sight distance, particularly at high speeds and cross-section transitions from 3 to 2 to 3 lanes.
  - Roundabouts are tough for trucks to make
- Discussion
  - Approximately 20 year bridge life remaining
    - Question leads to does SDDOT widen bridge with additional lanes and extend the supports underneath instead of a complete rebuild?

- Interested in traffic calming measures/ITS

#### West of I-29 Interchange

- US14 structure height over US14B west of Brookings noted as a concern – SDDOT noted height meets requirements for roadway classification.
- Would like to see permanent traffic signals on 22<sup>nd</sup> Avenue
- Event traffic concerns

#### Other Study Corridor Areas

Aurora corner (US14 & 476<sup>th</sup> Avenue/CR23)

463<sup>rd</sup> Avenue intersection – turning movements and speed

## US14 Bypass (West of I-29) Stakeholder Meeting (6/27/19)

### Stakeholder Group Focus Area Comments, Questions, and Discussion Items

#### US14 Bypass West of I-29 Interchange

- If a 4-lane is constructed along bypass, what are considerations for buffering and aesthetics?
  - SDDOT noted these items are typically addressed during design
- 22<sup>nd</sup> Avenue intersection
  - Vehicles often back up on 22<sup>nd</sup> Avenue to the Research Park Way intersection in PM peak
    - This delay causes bad decisions at US14B and 22<sup>nd</sup> Avenue intersection
  - Difficult to turn from northern leg of 22<sup>nd</sup> Avenue as well.
    - High speeds and judging gaps are primary challenges.
- Event traffic
  - Questions about special event signals for Stadium Road and Jackrabbit Avenue
  - US14B queues/stacking noted prior to football games
- Speed
- Utilities
  - Question regarding what extent this study will look at existing utilities.
  - Needs sanitary and water for future development
  - Study will coordinate with potential future utility extensions north of US14B

### Other Study Corridor Areas

#### Between Volga and Brookings

- Speed
- Interested in advance warning flashing lights and message boards
- Bike Trail
  - No significant discussion by Bypass
  - There will be a route that starts at Jackrabbit Avenue goes around Stadium Road to Medary Avenue
- Discussion on availability of crash statistics

## Additional Outreach

Jon Wiegand (HDR) presented to the Brookings Traffic Safety Committee on July 11, 2019. The presentation was very similar to what was presented to the stakeholder and at the two public meetings.

Questions and comments (typically of support) provided by the committee members in attendance included:

- Extending study area to include Aurora corner (US14 & 476<sup>th</sup> Avenue/CR23)
- 22<sup>nd</sup> Avenue traffic signal
- Traffic signals at 32<sup>nd</sup> Avenue and 34<sup>th</sup> Avenue (high turning volumes, particularly trucks; future facility expansion and development in the area)
- Advance warning lights for signals
- Potential for dropping speeds in the near-term

Brookings Traffic Safety Committee website: <http://www.cityofbrookings.org/index.aspx?nid=184>