



WELCOME!

We are pleased you are here to learn more about and provide feedback on the SDDOT U.S. Highway 212 (U.S. 212) Traffic Study

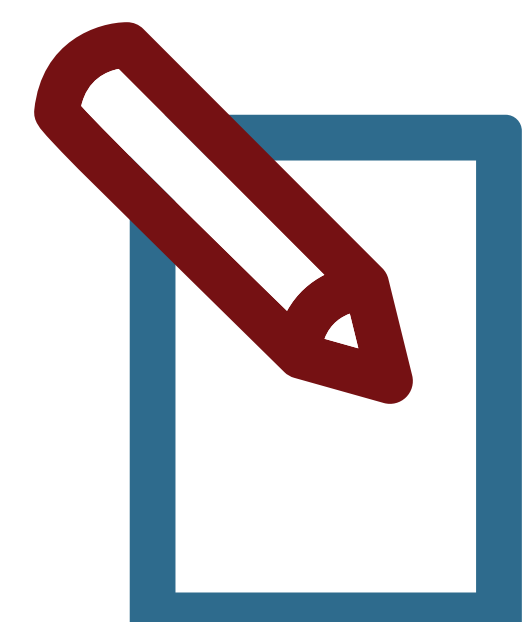
How to Get the Most Out of This Meeting:



Review each display and talk with project team members to learn more and share your ideas.



Spend as much or as little time with us as you like.



Complete a comment form and drop it in the box.

Project Overview

The purpose of the U.S. Highway 212 (U.S. 212) Traffic Study is to evaluate current and future conditions along the study corridor, focusing on safety and traffic operations. The study area extends approximately 200 feet west of West 1st Street to the intersection of East 12th Street near the east edge of town.

This study anticipates traffic growth through 2052 and aims to identify solutions that support safe and efficient travel.

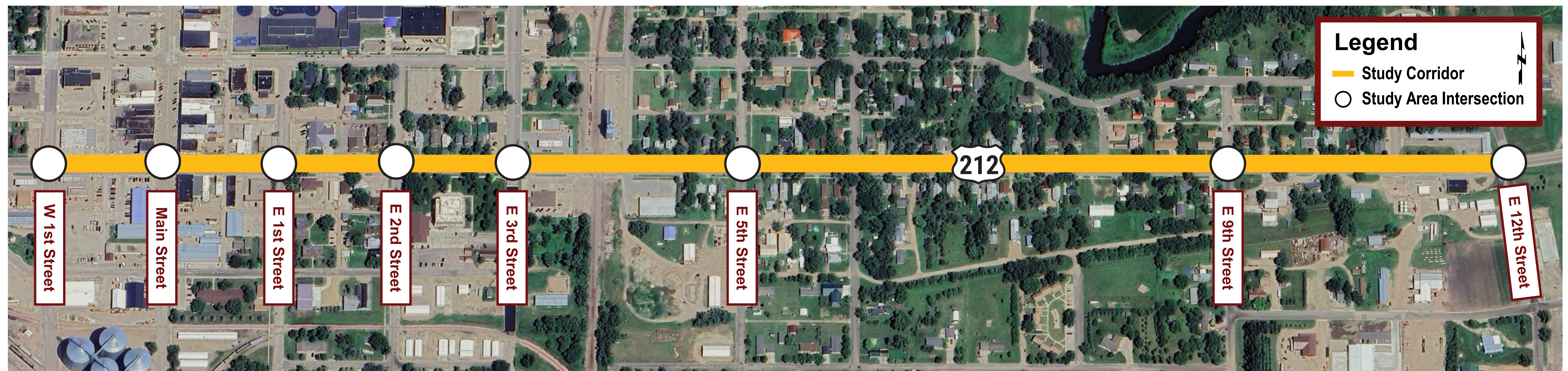
A final report with improvement recommendations is expected by June 2025.

Identified Needs

Based on technical evaluations and projected traffic growth, the study has identified the following priorities for the U.S. 212 corridor:

- **Safety and Operations:** Address crash patterns and improve traffic flow at key intersections and access points.
- **Corridor Efficiency:** Evaluate the roadway configuration to better match current and future traffic demands and characteristics.

Study Area



Existing vs. Proposed Layout



Four-Lane to Three-Lane Configuration (U.S. 212 from West 1st Street to East 12th Street)



Existing (4-Lane Undivided)

- No dedicated lanes for turning traffic



Proposed (3-Lane with Center Turn Lane)

- Two (2) travel lanes
- One (1) Two-Way Left Turn Lane (TWLTL)
- Typical capacity of a three-lane street: 10,000-15,000 vehicles per day
(Source: Federal Highway Administration)

U.S. 212 Four-Lane to Three-Lane Configuration



U.S. 212 Traffic Volumes

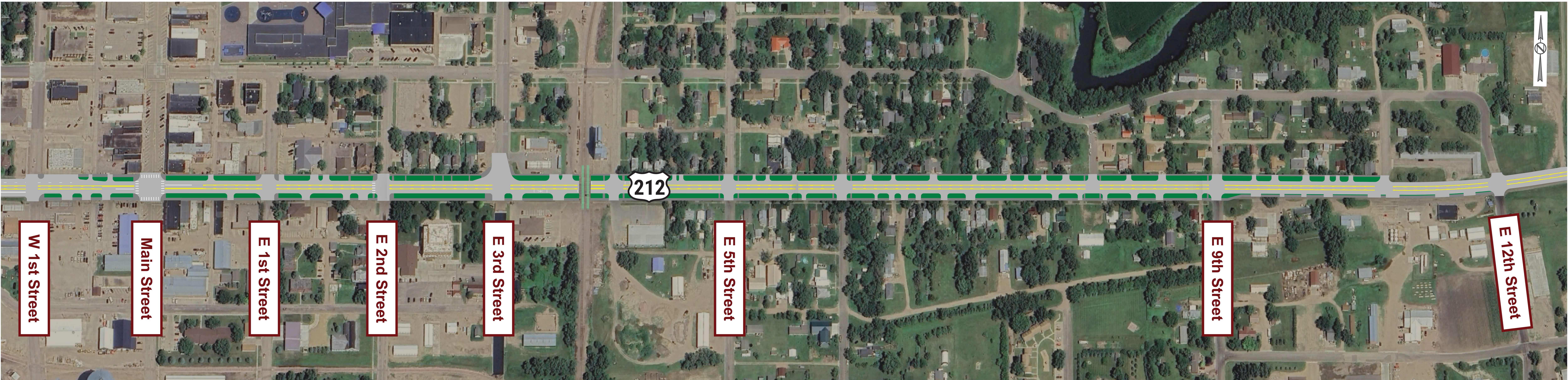
- Existing: **3,600 - 5,400** vehicles per day
- Estimated Future (2052): **5,400 - 8,100** vehicles per day

Estimated Reconstruction Cost

- Existing (4-lane Undivided): **\$16,170,000**
- Proposed (3-lane w/ Center Turn Lane): **\$14,370,000**

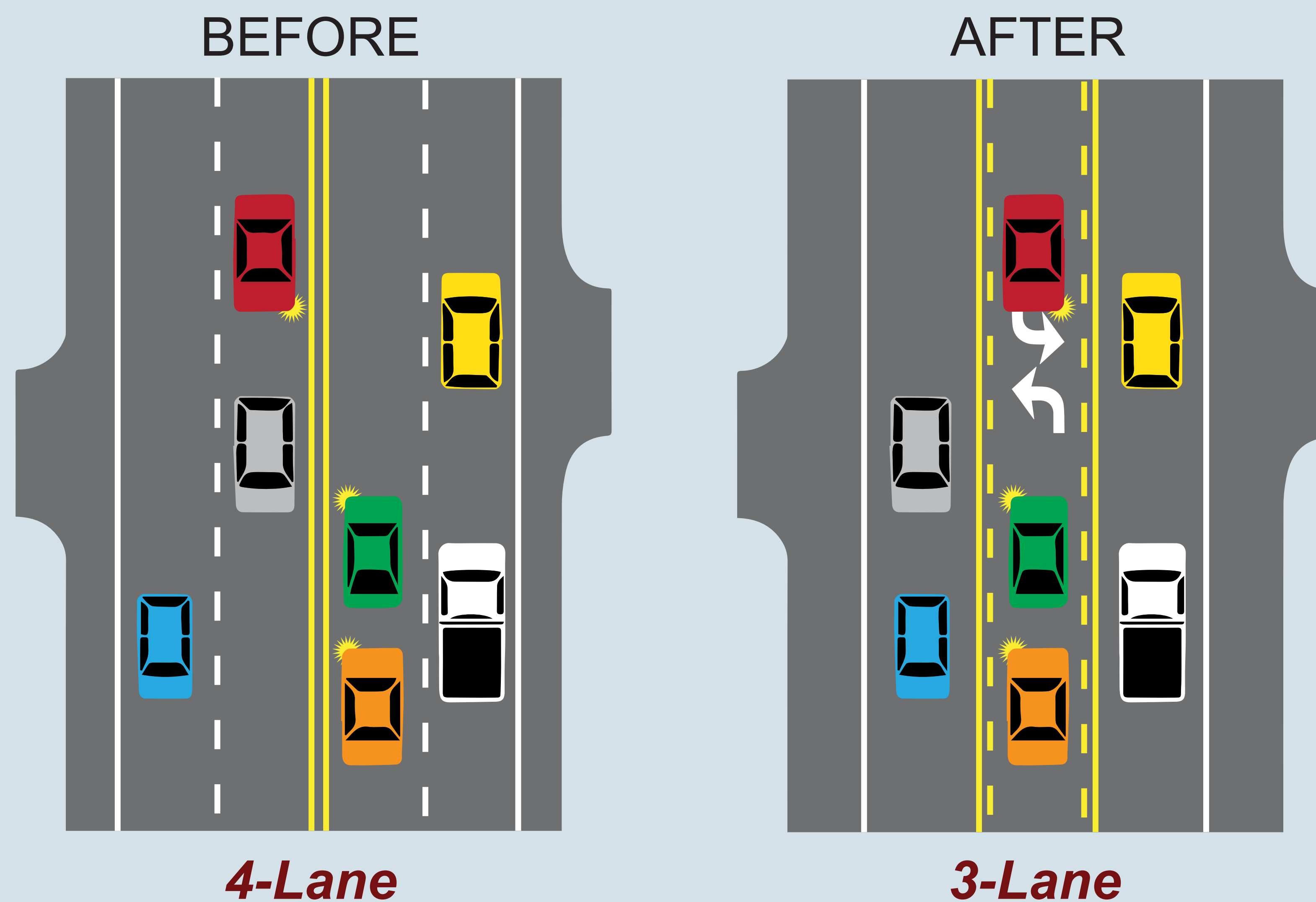
Right-of-Way (ROW) Needs

- None



Benefits of a 3-Lane Conversion

An undivided 4-lane street functions much like a 3-lane street.



4-Lane to 3-Lane Operations

- One lane of traffic removed
- One lane replaced with a two-way left-turn lane
- Traffic capacity and safety maintained or enhanced

Improved Safety

- A Federal Highway Administration study found that four-to-three lane conversions can **reduce crashes by up to 29%**, improving safety for drivers and pedestrians.
- Dedicated turn lanes **reduce rear-end and sideswipe crashes** caused by sudden lane changes.
- Fewer lanes to cross and slower speeds make it **safer for pedestrians**.
- Increased separation between sidewalk and highway **improves safety** while also providing additional area for snow storage.

Better Traffic Flow

- Center turn lanes make left turns smoother, **reducing delays** for through traffic.
- Uniform speeds **improve traffic flow** and predictability.