Public Open House
August 29, 2017
WELCOME!

- Pierre US-14 (Euclid Ave.) Reconstruction Planning Study
- Project No. NH 0014(185)229, PCN 026Z

- The goals of today’s meeting are to:
  - Share the plans developed since first meeting
  - Answer your questions
  - Get your further input on design
Purpose of the Project:
• Maintain the pavement infrastructure
• Increase the safety for all road users
• Reduce driver delay

Need for the Project:
• Existing asphalt surface is 21 years old
• Underlying pavement and storm sewers are 50-86 years old
• Crash Issues to address
• Lack of ADA accessibility
• First Public Meeting Summary:
  • Attendance (31 sign-ins)
  • Comments (11 verbal / 19 written)
  • Alternative preferences
    • Alternative 4
    • Alternatives 3 & 5 (tie)
    • Alternatives 1 & 2 (tie)

• Roundabout at 4th Street
  • 13 in favor
  • 4 against
### Pierre US-14 Euclid Avenue Alternatives Screening

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>LANES</th>
<th>STREET WIDTH (FEET)</th>
<th>PARKING</th>
<th>PEDESTRIAN SAFETY (WIDTH - FT)</th>
<th>BIKE PROVISIONS</th>
<th>CONSTRUCTION COST ESTIMATE</th>
<th>BENEFITS CRASH REDUCTION</th>
<th>MEETS PURPOSE &amp; NEED</th>
<th>IMPACTS</th>
<th>PUBLIC SUPPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>4</td>
<td>68</td>
<td>Both Sides</td>
<td>62/68</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
<td>No</td>
<td>Pavement Failures</td>
<td>None</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>64</td>
<td>Both Sides</td>
<td>50/50</td>
<td>None</td>
<td>$8,453,000</td>
<td>-$225,500</td>
<td>No</td>
<td>Drop (4)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>68</td>
<td>Only One Side</td>
<td>57/61</td>
<td>None</td>
<td>$8,720,000</td>
<td>-$73,500</td>
<td>Partial</td>
<td>Parking Loss</td>
<td>Drop (4)</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>64</td>
<td>Both Sides</td>
<td>50/50</td>
<td>Added Width</td>
<td>$8,453,000</td>
<td>$2,819,000</td>
<td>Yes</td>
<td>Drop (3)</td>
<td>Keep (1)</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>54</td>
<td>Both Sides</td>
<td>40/40</td>
<td>Trail East Side</td>
<td>$8,033,000</td>
<td>$2,819,000</td>
<td>Yes</td>
<td>Keep (5)</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>54</td>
<td>Both Sides</td>
<td>40/40</td>
<td>None</td>
<td>$7,567,000</td>
<td>$2,819,000</td>
<td>Partial</td>
<td>Drop (2)</td>
<td></td>
</tr>
</tbody>
</table>

**Best**

**Better**

**Less**

**Least**

**ALL MEET 2045 VOLUME / CAPACITY NEEDS AT LOS B / C**
Public Information Meeting
June 1, 2017

Proposed 3-lane Section - 64'
Alternative 3 (50’ At Intersections W/ Bulb-outs Each Side)

Proposed 3-lane Section - 54'
Alternative 4 (40’ At Intersections W/ Bulb-outs Each Side & Bike Trail East Side)
Benefits of 3-Lane Design

- **Vehicle Safety**
  - Removes left turners from thru lane
  - Reduces number of potential crash points
  - Calms traffic with adequate capacity

- **Pedestrian Safety and Comfort**
  - Fewer lanes to cross
  - Slower speeds
  - Increased buffer – sidewalk to traffic
**Benefits of 4th Street Roundabout:**

- Visual gateway to lower speed urban area
- Reduce delay to 4th Street traffic
- Benefits in less delay – $1,500,000
- Projected cost – $415,000
- Benefit / Cost Ratio – 3.61
Conventional Intersections vs. Roundabouts

- **Roundabouts increases safety by:**
  - Reducing Vehicle Conflict Points from 32 to 8
  - Eliminating potential for most severe crashes
    - Head-on
    - Right angle
    - Left turns
Potential Roundabout
Euclid at 4\textsuperscript{th} Street

- Roundabouts also increase safety:
  - Reduce injury crashes 76%
  - Reduce overall crashes by 35%
Traffic Signal
Euclid at Elizabeth Street

- Existing Traffic Signal Does Not meet:
  - National standards for need
Traffic Signal
Euclid at Elizabeth Street

• National standards Alternatives:
• Flashing Beacon with center island
Traffic Signal
Euclid at Elizabeth Street

- National standards Alternatives:

  - Roundabout
Environmental Investigations

- Section 4(f) & 6(f) resources
- Cultural resources:
  - Archeological
  - Historic structures
  - Historic districts
  - Retaining walls
Where do we go from here?

• Next Steps:
  • Review public comments
  • Screen down to single build alternative
  • Refine concept plans
  • Update cost estimates
  • Evaluate environmental impacts
  • Present results in a Final Report
Your Input is Critical

Project No. NH 0014(185) 229 PCN026Z

INFORMATION OPEN HOUSE
August 29, 2017 - Pierre, South Dakota

We want to hear what you think! What concerns do you have along the study corridor? What should the study team consider regarding living, working, or travelling near US-14 (Euclid Ave)?

Please return to the sign-in table or send comments to the below contact by September 8, 2017:

Mail: Rick Haden, Project Manager
Felsburg Holt & Ullevig
321 S. 9th Street
Lincoln, NE 68508

E-mail: rick.haden@fhnueng.com
Phone: (402) 438-7530

Website: http://www.scdot.com/dot/publicmeetings/pubmeet_us14PierreSioux1804.aspx

Please identify any specific concerns or improvements that would be beneficial to include in the reconstruction of US-14 Euclid Avenue.

___________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________

What alternative would you recommend be used for accommodating bicycle travel, extra wide outside lanes (Alternative 3) or a separate 10' wide multi-use trail on one side (Alternative 4)?

___________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________

Reasons why?