



Stakeholder and Public Meetings #1 Summary

10th and 11th Street Viaduct Major Investment Study

Sioux Falls, South Dakota

December 2024



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1.0 Stakeholder and Public Meetings Overview

Stakeholder and Public Meeting Outreach

- 1,402 public meeting postcards mailed on Tuesday, Nov. 19, 2024
- 273 stakeholder letters mailed Tuesday, Nov. 19 and Tuesday, Nov. 26, 2024
- Social media posts shared by South Dakota Department of Transportation (SDDOT) and City of Sioux Falls
- Public Notices printed in The Dakota Scout on Friday, Nov. 15 and Friday, Nov. 22, 2024 and in the Argus Leader on Friday, Nov. 29, 2024.

Adjacent Property and Business Owner Stakeholder Meeting Open House

- Tuesday, Dec. 3, 2024; 3-4 p.m. (CT)
- Monick Yards Event Hall ([605 E. 8th St, Sioux Falls, SD 57103](#))
- In-Person Attendance: 14 ~ plus Study Team Members

Public Meeting Open House

- Tuesday, Dec. 3, 2024; 6-7:30 p.m. (CT)
- Monick Yards Event Hall ([605 E 8th St, Sioux Falls, SD 57103](#))
- In-Person Attendance: 27 ~ plus Study Team Members

Virtual (Online) Comment Period

- Tuesday, Dec. 3 – Friday, 17, 2024

Study website

- [10th and 11st Street Viaduct Major Investment Study](#)

Public meeting presentation recording

- [pres_1_10th-11th_Viaduct_OpenHouse_2024-Dec_v2](#)

Study website users (Nov. 15 – Dec. 31)

- 573 total users

Study website access:

- Organic Social: 48
- Direct: 173
- Organic Search: 31
- Referral: 220
- Email: 30

Devices used to access study website:

- Mobile: 186
- Desktop: 309
- Tablet: 8

Virtual public meeting presentation views (Wednesday, Nov. 13, 2024 – Monday, Dec. 6, 2024):

- 80 views

2.0 Summary of Discussion at Stakeholder and Public Meetings

Adjacent Property and Business Owner Stakeholder Meeting Open House

The stakeholder meeting was an informal, discussion-based open house on Tuesday, Dec. 3, 2024. The purpose of the meeting was to share preliminary findings and concepts and gather public input. A group of area residents and property owners within the study area were invited to share their input to assist in defining the study's goals and identify transportation-related issues and needs to be addressed by the study. Participants represented a range of local stakeholders, including Formatop, Handyman, Union Gospel Mission, and private property owners.

DISCUSSION THEMES

- **Traffic and Safety Concerns:** Stakeholders highlighted crash conflicts at the 9th Street & Phillips Avenue intersection, particularly between southbound left-turn vehicles and pedestrians. High traffic volumes on 8th Street and the associated challenges for traffic to turn to/from 8th Street and for pedestrians to cross 8th Street.
- **Access and Traffic Flow:** Stakeholders opposed lane reductions on the viaduct, emphasized the importance of keeping the 10th Street & Franklin Avenue intersection open, and noted the reliance on Franklin Avenue and 8th Street for delivery trucks.
- **Pedestrian Safety:** Jaywalking along (across) 10th Street was a noted concern, with interest in safety measures such as a raised median similar to what was recently installed on Minnesota Avenue just north of downtown or additional crosswalk opportunities.
- **Property Impacts:** Questions and concerns about potential eminent domain, displacement, or other impacts.

Public Meeting Open House

The public meeting was an informal, open-house style gathering on Tuesday, Dec. 3, 2024. The public meeting open house consisted of an informational board tour, large plot-map displays, and a recorded presentation.

DISCUSSION THEMES

- **Pedestrian and Bicycle Access:** Attendees expressed a desire for improved pedestrian crossings, particularly across or under the viaducts, and bike trail connectivity in the study area.
- **Traffic Signalization and Flow:** Suggestions included retiming signals and addressing gaps in signalization, specifically near the Sioux Area Metro bus depot.
- **Green Space:** Several participants emphasized interest in incorporating dedicated green space into the project.
- **Number of Lanes and One-Way Streets:** Mixed opinions on number of lanes and maintaining one-way streets vs. conversion to two-way streets.

3.0 Summary of Written Feedback

Written comments and survey responses were provided to the study team through public meeting open house comment cards and the study website. To protect the privacy of those who submitted comments, the report does not include names, email addresses, phone numbers or specific information about the commenter's property or business. Each comment, in its entirety, was provided directly to the SDDOT.

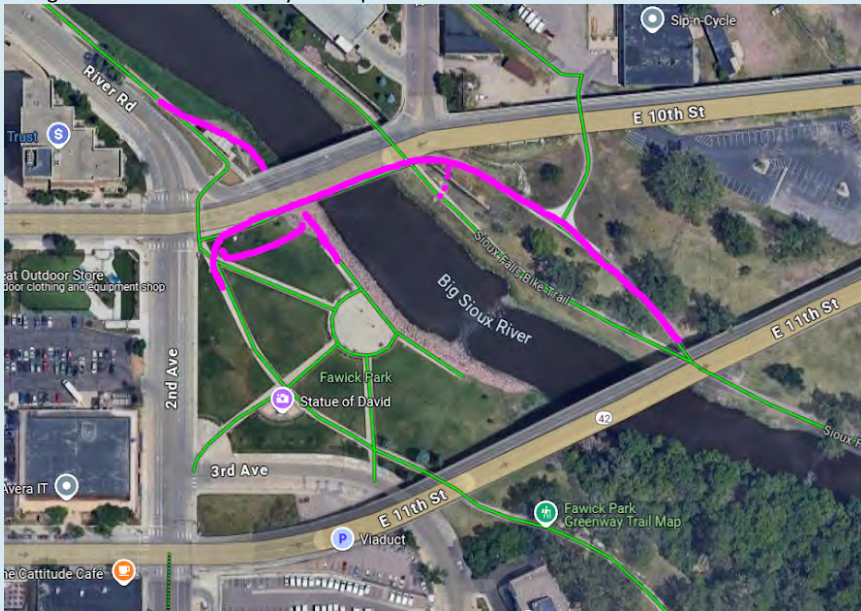
A summary of written comments and study team responses are provided in the following tables.

4.0 Written Comments

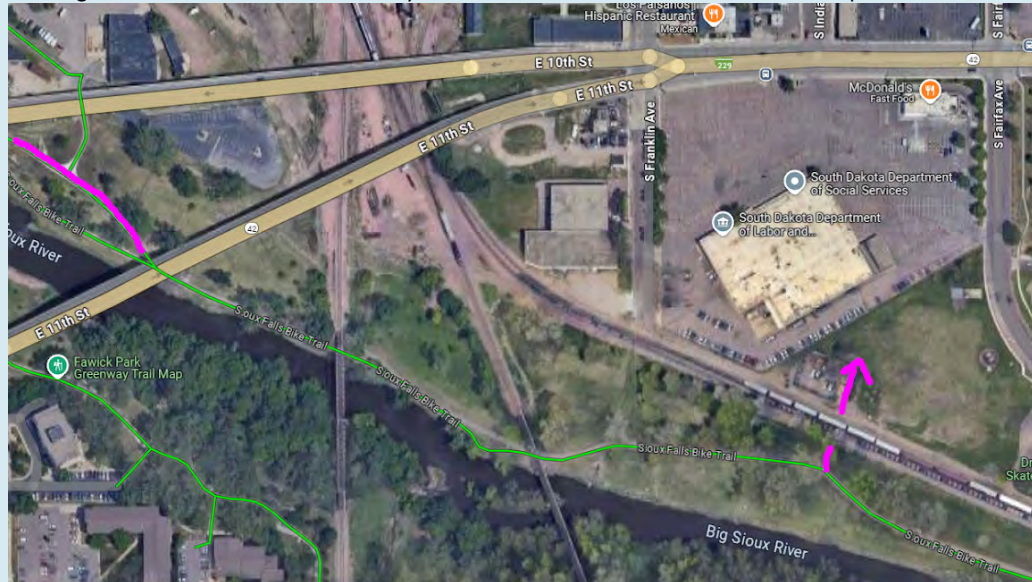
From the Study Team: Thank you for your interest in the 10th & 11th Street Viaduct Replacement Major Investment Study and providing comments. Your feedback will be shared with the Study Advisory Team (SAT), made up of representatives from the South Dakota Department of Transportation (SDDOT), City of Sioux Falls, Sioux Falls Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA) for consideration as we work towards developing conceptual layouts. Responses to specific questions or statements are provided next to the comment in the table below. Responses to common topics are provided at the bottom of the table.

Date	Method	Comment	Response
Dec. 3, 2024	comment card	I think the current location of each bridge is adequate – so as not to disrupt adjacent property owners etc. – but do you think another or better option to cross over the river would be welcome – perhaps by walk baths over each bridge – but I think preferably to put in a separate bridge over the river between the bridges connecting Faywick park to East Bank = I'd be happy to be on any committee regarding this project if asked.	<i>Thank you for your comments. The study team anticipated concepts developed for consideration will incorporate options that maintain the existing (or similar) alignment of the viaduct structures and include pedestrian Big Sioux River crossing options separate from the viaduct structures.</i>
Dec. 3, 2024	comment card	Maintaining 3 lanes on these roads is detrimental to the walkability, safety, and economic future of the entire 10th/11th Corridor - from the viaduct all the way to Grange. Removing a lane on each road will give us fewer speeding cars, safer crossings, and on-street parking, and more options for alternate forms of transportation. We need fewer lanes and a safer downtown/pettigrew neighborhood.	<i>Thank you for your comments. The City of Sioux Falls analyzed the potential for reducing lanes on 10th and 11th Street as part of the Downtown Traffic Impact Study and determined that 3 lanes were needed (to be maintained) in each direction. Opportunities to slow traffic speeds, maintain (or remove) on-street parking, shorten crossing distances, and enhance pedestrian safety will be incorporated into the concepts being developed as part of the next phase of the study.</i>
Dec. 3, 2024	comment card	I would like to see keeping green spaces a priority. Also, has there been any studies on tunnels as a way to add east/west traffic options?	<i>Thank you for your comments. At this time, tunnels for vehicular traffic are not anticipated to be explored as part of this study due to the significant costs it would require to blast through rock in order to be deep enough to go under the river and other ground-level infrastructure.</i>
Dec. 3, 2024	comment card	Signal lights @ east/west approaches. Suggest a circle where the 2 bridges end/east side. Recommend signature bridge to add flavor to City of Sioux Falls.	<i>Thank you for your comments. Intersection traffic control options and bridge types will be explored during the concept development as part of the next phase of the study.</i>
Dec. 9, 2024	website	I would like to see an analysis of public transportation for the 10 th and 11 th street corridors included in the study. With traffic counts being anticipated to double, could we mitigate that through a dedicated bus lane for the bus line (currently red line) that runs along this east-west corridor? Perhaps we could include bus route demand with a dedicated lane and quicker downtown commute times via bus, relieving congestion.	<i>Thank you for your comments. While bus route determinations and network demand analyses are beyond the scope of this study, the Study Team anticipates coordination with the City of Sioux Falls to incorporate multimodal improvements along the corridor, including transit.</i>

Dec. 8, 2024	website	<p>Piers, Pylons, & Parapets Revision: From CMU to natural stone. Thank you!</p> <p>Taking in downtown Sioux Falls, evening concerts at the Levitt or South Dakota Symphony Orchestra, shopping or dining, the glacial Sioux Quartzite Falls Park is always nearby. Driving there on the twin viaducts is a must. Why not enjoy the commute or walk across the quarter-mile elevated roadway over the Big Sioux River, bike trail, and BNSF railyard?</p> <p>The Midwest is littered with silos, grain elevators, prairie crocus, coyotes, grouse, and quarries on a background of prairielands majestic. We have an hundred-year obligation to reflect and incorporate these natural, historic, and industrial wonders of South Dakota. Bridge elements including piers, pylons, and parapets offer a palette to reflect the heritage of South Dakota and our federal republic.</p> <p>I. Piers</p> <ul style="list-style-type: none"> • Stave Silo. Utilize typical round concrete bridge piers below the bridge decks. Stave silo-designed piers would utilize decorative concrete form liners to achieve a fluted texture similar to concrete staves. Decorative steel round metal bands or galvanized hoops would complete the stave-style of silo. Turn-of-the-century stave silos are common throughout the Dakotas and exemplify the pioneer farmer. <p>II. Pylons</p> <ul style="list-style-type: none"> • Grain Elevator. This design would include a typical lower workhouse section and a smaller headhouse (cupola) underneath a gable roof. In use since the mid-1800s, grain elevators exemplify the American commodity market. Today, the grain elevator is part and parcel of South Dakota’s agricultural economy. • Clay Tile Silo. More rare than concrete silos but exceptionally beautiful, clay tile silos have their place in the Midwest. Dark brown, mottled, and glossy, clay tile silos appear like red\brown Sioux quartzite. In turn, Sioux quartzite would mimic vitrified or glazed clay tile. Sioux quartzite natural stone is a must use, built around hollow reinforced concrete cylinders. A possible construction method would be utilizing Sonotube concrete form inside Sonotube to achieve 12-inch-thick walls with rebar, Sioux quartzite natural stone and masonry exterior with weep holes. Dome roofs of galvanized steel would provide aesthetics. • Twin Towers Pylons. This could be a square concrete column substructure, 33 feet high by 5 feet square, to scale sculpture. SD Sioux quartzite natural stone and mortar facade. SD Dakota White Granite natural stone bands at the impact sites, 1 foot high; native quarried stone. This could be built inside a roundabout perhaps. <p>III. Parapets</p> <ul style="list-style-type: none"> • Facia Parapet: Sioux quartzite mortared natural stone decorative concrete form liners; colored concrete. Or use of granular Sioux quartzite in concrete mix for natural color. • Inside parapet motif: coyote (SD state animal), native Prairie Grouse, American Pasque Flower (SD state flower), and Western Wheat Grass (SD State Grass) culminating into windswept meadows, yellow and purple spring flowers, grouse dancing, and coyotes on the move. 	<p><i>Thank you for your comments. Architectural elements of the future bridges is a component of this study. We will start looking at potential bridge types (including pier and girder types) during this next phase along with begin the discussion on architectural elements. These comments will be shared with the study’s architectural team. While still early on in the study process, these discussions are forthcoming in 2025.</i></p>
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Dec. 6, 2024	website	<p>1. I like the idea of going to 11-ft vehicle lanes not only over the viaducts but also for the street section from Minnesota Ave to Cliff Ave. I would suggest closing the median section through both Indiana and French Avenues to allow for more traffic calming green space. Fully opened signalized intersections would be located at Franklin, Fairfax and Cliff Avenues.</p> <p>2. I like the idea of removing parking along both 10th and 11th between Minnesota Ave and 2nd Ave. This will allow for more traffic calming and wider pedestrian space while also potentially reducing conflicts with parking vehicles.</p> <p>3. The combined/refined Concept A/D would allow for separate bridge and park plans to accommodate for phased construction. The grand staircase could therefore be part of the park plans.</p> <p>4. I like the idea of keeping both river crossings as low as possible to provide a more comfortable and enticing pedestrian and bike trail connection.</p> <p>5. The viaducts would not need to be at the same grade/profile over the river if this would help provide more open space underneath the viaducts for park amenities.</p>	<p><i>Thank you for your comments, these will be beneficial as the study team moves into the concept development as part of the next phase.</i></p>
Dec. 4, 2024	website	I approve and support SDDOT's 10th and 11th Street Viaduct Major Investment Study	<p><i>Thank you for reaching out and adding your information to the study contact list.</i></p>
Dec. 3, 2024	website	<p>Thank you for posting this comment form online. I have some feedback:</p> <p>- Widening/upgrading the bike trail on the South side of the 10th street viaduct and upgrading the connection to the main trail would be nice. Adding some stairs down to the main trail (dotted line on map) straight down to the trail may be helpful.</p> 	<p><i>Thank you for your comments, these will be beneficial as the study team moves into the concept development as part of the next phase.</i></p>

- Both sides of the 11th street viaduct are terrifying to drive and/or walk through. My hunch is that the steep grade causes people to both drive faster and/or run more red lights. Maybe speeds can be reduced here?
- A bike trail section under the 10th street viaduct bridge to Fawick park would greatly improve pedestrian safety (similar to the West bank of the 8th street bridge)
- Crossing the 11th street viaduct without a vehicle is an incredibly unpleasant experience. Further separating the walkway or even some sort of a below grade walkway would be interesting to consider
- Pedestrian volumes considering future development on the East side of the tracks near Nelson park (a stadium??) should be considered
- If future development warrants this, it may make sense to put a tunnel under or an at-grade pedestrian crossing across the railroad tracks directly South of the future Nelson Park area development.



5.0 Survey Responses

From the Study Team: Thank you for your interest in the 10th & 11th Street Viaduct Replacement Major Investment Study and responding to the two survey questions. These will be shared with the Study Advisory Team for discussion and consideration as part of the study's next phase to develop conceptual layouts.

What is your top concern with the existing layout of the bridge structures or when traveling in the area?	What features do you feel are important to include in the design of the new viaduct structures?
High speeds over the viaduct are my primary concern. The traffic control at 2nd and 10th usually slows traffic entering downtown, but if it's a green light people come in way faster than they should. Similarly, there is the same problem going east on the 11th St bridge towards Franklin Ave. Pedestrians (illegally) cross 10th St between Franklin and Fairfax, and cars are coming in way too fast over the 11th St bridge and it creates an unsafe condition for those pedestrians.	The structures should be WAY smaller and flatter, since they only need to cross the river and the much smaller rail area with the switch yard gone. I'd like to see a shared use walking and bike path on the 11th St bridge to accommodate access to the trail going south from 10th St across to Fawick Park. If that could be its own structure, that might be even better to keep pedestrians and bikes away from vehicles. With the potential addition of the Riverline District as a convention venue, it'd be great if the experience coming from West to East out of downtown felt connected to that venue and not like it's separated by a freeway.
There is less traffic through downtown than W 12th handles with two lanes in each direction, yet it's been determined we need three lanes in each direction for the viaducts even though traffic counts have decreased over the last 20 years even as the city has grown significantly in that time period.	It would be nice to be able to incorporate some of the Sioux Falls Sculpture Walk art pieces on the walkway on the bridge - especially if that riverline thing goes thru and people have to start walking from parking ramps to that event center. Would parking along the viaduct ever be considered? Similar to 8th Street Bridge. That would be a great way to slow people down, would provide additional parking for downtown, and another potential revenue stream for the city if you do parking meters. Perhaps planters similar to the 6th street bridge might help slow traffic?
People going the wrong way on a one way and speeding	Showing Sioux Fall's skyline...decorative lighting, pedestrian safe. Something new and unique!
Everyone speeds into or out of downtown - not sure if it's because the viaducts are just so wide open or what	Bridges crossing the river then converging at grade into a single overpass with two lanes in each direction and wide sidewalks.
Smooth traffic.	Keep it simple no arches above the bridges no decorations on bridge.
Aesthetics, history, and local flavor	Bridge Plaque: add the south Dakota state flower, the American Pasque with the motto "I lead," to the brize bridge plaque. Add the Great Seal of South Dakota motto "under God the People Rule" to the broze bridge plate. Thank you.
Traffic travels too fast in this area	A traffic study has reportedly already concluded the replacement should be three lanes. I feel the needs of pedestrians and residents in the area are not adequately addressed in that study. I encourage two lanes each way, with traffic calming. Design the road for 20 mph as it heads west of the river.
Current configuration leads drivers going well above the speed limits. 3 lanes contribute to this.	clearly marked lanes, especially for the right and left turn lanes. Good lighting for visibility but not glare at the driver - use warm light not bright white light. Pedestrian and bike safety path.
The area underneath seems to be wasted space	That space below can host events that are held outdoors. Many of the events that used to be downtown have been moved to other areas.
Keep traffic moving	Better pedestrian and active transportation options. Green space and lighting.

6.0 Conceptual Design and Visioning Workshop Activities

Representatives from the Study Advisory Team included a series of pre-meetings with identified visionary stakeholders to help with understanding and incorporating forward-looking urban design elements into the study in advance of the core public engagement in December. The “visionary” stakeholders were also invited to participate in the Visioning and Design Stakeholder Workshop in December.

Individual Visionary Stakeholder Meetings

- Wednesday, Nov. 6, and Thursday, Nov. 7, 2024
- In-person Meetings: City Center, 231 N. Dakota Ave. Sioux Falls, SD
- Virtual Meetings:
 - o Friday, Nov. 22, 2024
 - o Monday, Nov. 25, 2024
 - o Tuesday, Nov. 26, 2024

The Visioning and Design Stakeholder Workshop was an informal, discussion-based workshop, from 5:30-7 p.m. on Wednesday, Dec. 4 and Thursday, Dec. 5, 2024. The project team's goal for these sessions was to present forward-thinking concepts and illustrations that incorporated feedback from the initial stakeholder conversations held in November. Attendees had the opportunity to review and discuss the developed concepts and provide feedback to the study team for further development and revision. A record of attendance, photos from the workshop, and presentation shared during the workshop are included in the appendix.

Conceptual Design and Visioning Workshop

- Tuesday, Dec. 4 and Wednesday, Dec. 5, 2024
- Cherapa Interconnect Events ([114 S Reid St, Sioux Falls, SD 57103](#))
- 5:30-7 p.m.
- Attendance
 - o Session 1: 14 attendees
 - o Session 2: 12 attendees

Appendix A: Website Analytics

10th & 11th Street Viaduct Website

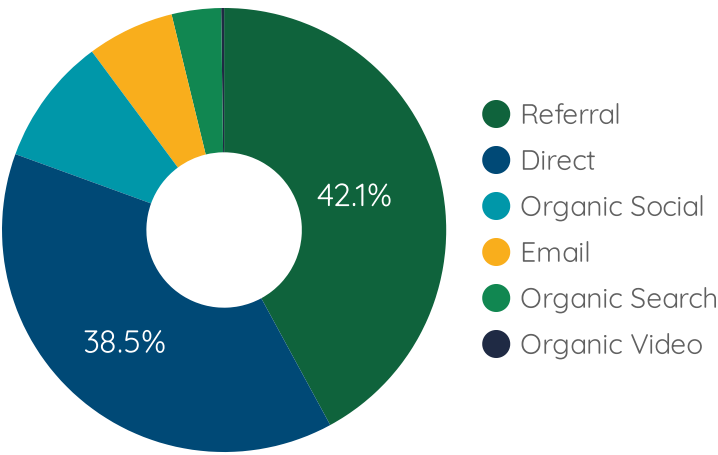
Web Analytics

Nov 1, 2024 - Dec 10, 2024

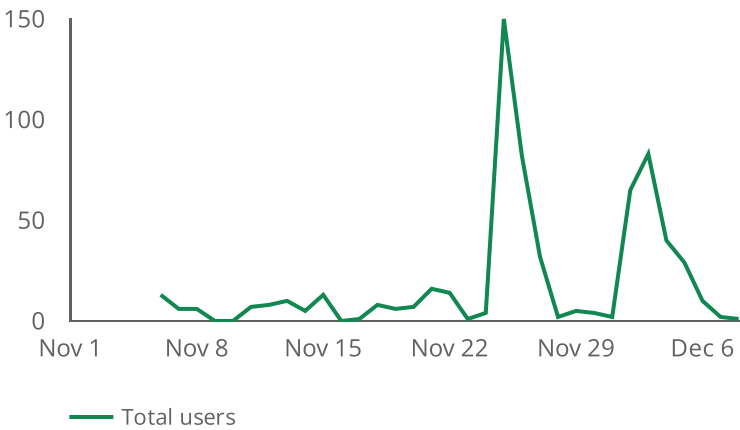
Website launched November 15, 2024.

Total users	New users	Engaged sessions	Views	Average Session Duration
547	547	474	1,021	00:00:48

Sessions by Acquisition Type



Users per Day



Referrals & Social Media Sources

Session source	Engaged sessions
1. pigeon605.com	85
2. siouxfallslive.com	32
3. dakotanewsnow.com	29
4. kelo.com	25
5. dot.sd.gov	20
6. l.facebook.com	20
7. m.facebook.com	12

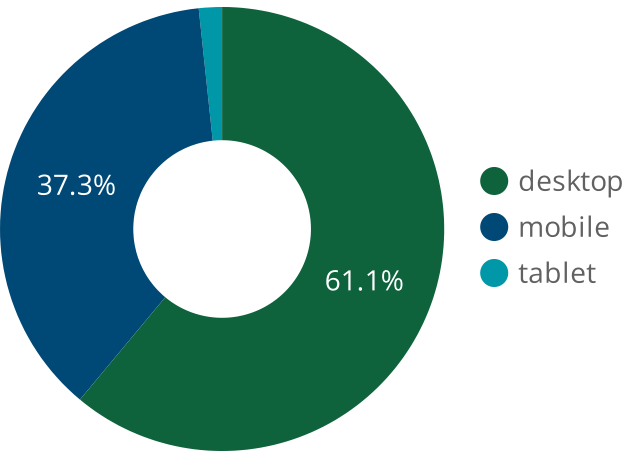
1 - 10 / 14

Sessions by Regional Cities (SD)

City	Engaged se...	Total users
1. Sioux Falls	254	265
2. Pierre	6	7
3. Harrisburg	5	4
4. Brandon	4	4
5. Brookings	4	5

1 - 5 / 17

Sessions by Device Type



Views by Page

Page path	Views
1. /	332
2. /get-involved/	17
3. /contact/	8
4. /schedule/	6
5. /resources/	3

1 - 5 / 5

For a comprehensive glossary on Google Analytics definitions, [refer to this guide](#).

HDR traffic filtered from results.

Appendix B: Photos







SCAN TO TAKE THE
STUDY SURVEY



City of San Jose

San Jose Planning Department
Existing Volume 2020
City of San Jose
2020 Planning Horizon Volume
Expenditure

















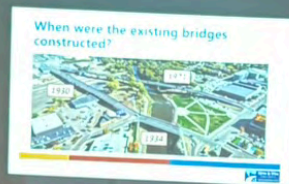




SCAN TO TAKE THE
STUDY SURVEY!



10TH & 11TH



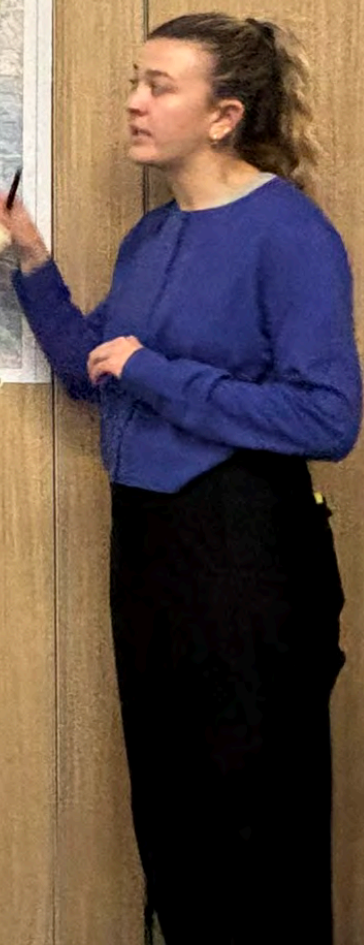
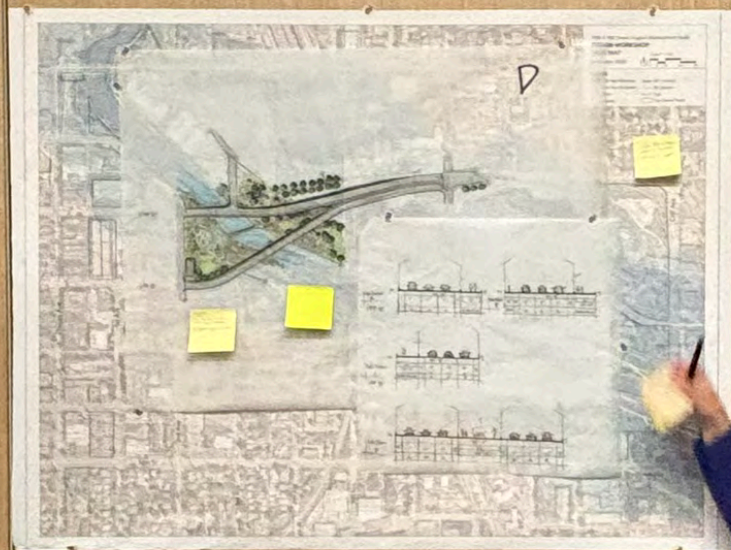












Appendix C: Visioning and Design Workshop Presentation



DEPARTMENT OF
TRANSPORTATION

10th & 11th Street Viaduct Replacement Major Investment Study

December 05, 2024

Sioux Falls, SD

Design Workshop



Stakeholder Interviews

Concept Workshop

- Wednesday, December 4th, 2024:
- Thursday, December 5th, 2024:

Initial Concepts, Evening Pin-Up Session

Refined Concepts, evening Pin-Up Session

Initial Concepts

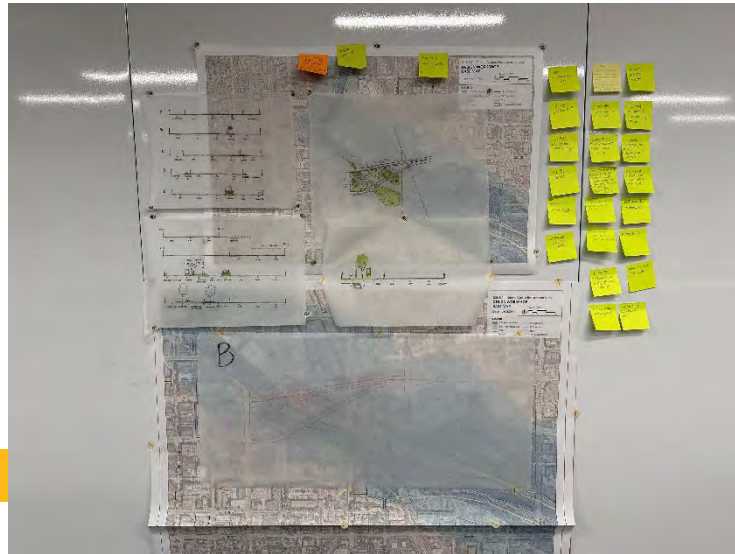
A



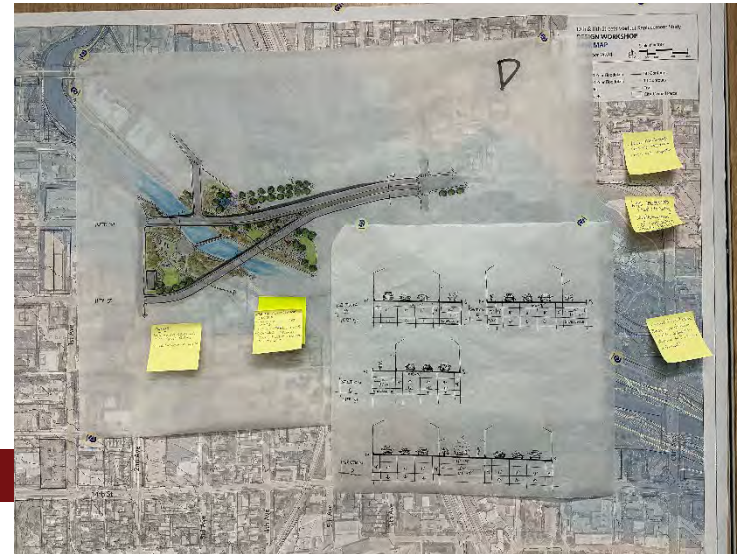
C



B



D



Pin-Up Session



Refinements

- Dog Park and Skate Park Remain in Current Locations
- Refine/Consistent Sections for 10th St. and 11th St.
- Refine/Consistent 10th St. Section east of Franklin
- Consolidate Concept A (East of Franklin) with Concept D (West of Franklin) and Refine with Comments from Pin-Up
- Eliminate Concept B -> Instead Look at Parallel Routing/Tighter Curve Option for Increased Development Opportunities – Does not Free Up Developable Land
- Refine Concept C and Refine with Comments from Pin-Up
- Add 2 Development Sites: NEC 11th & 2nd Ave and SWC 10th & Franklin

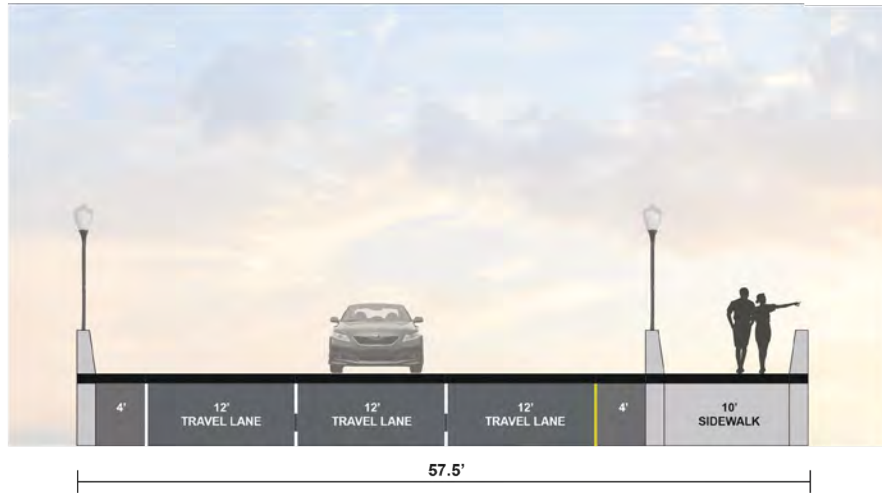


Refined Sections

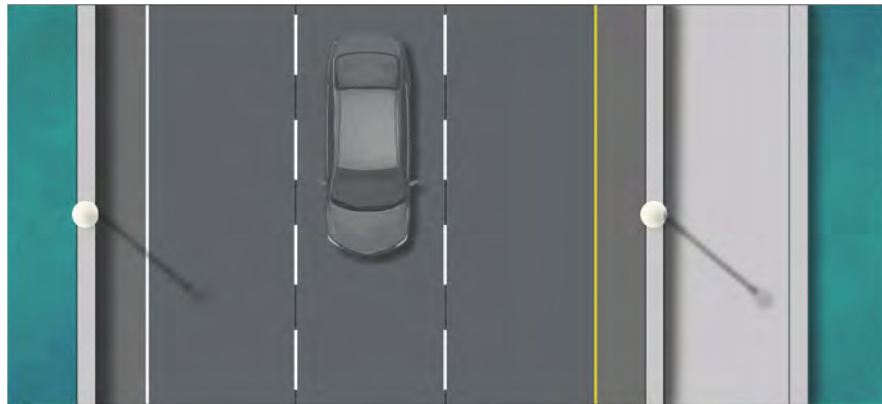
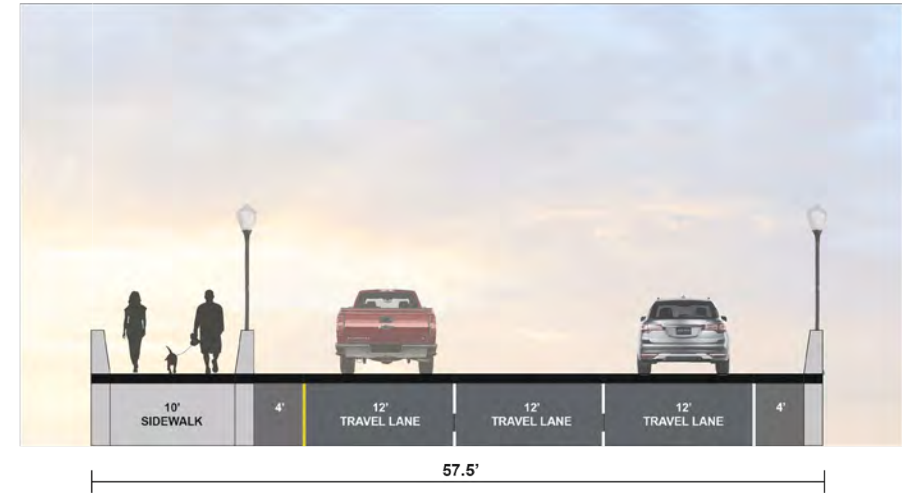
- Standard Sections
- Refined/Consistent 10th Street and 11th Street Sections (West of Franklin)
- Refined/Consistent 10th St. Section (East of Franklin)



Standard Bridge Sections



115' TOTAL



115' +/- Total Bridge Deck

Refined/Consistent 10th Street & 11th Street Sections - West of Franklin

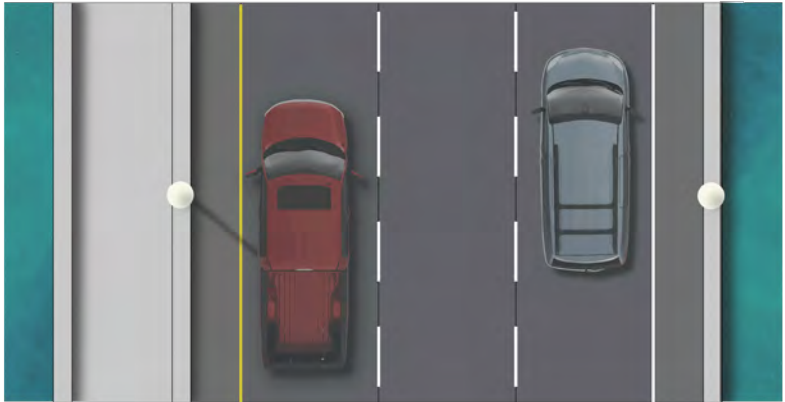
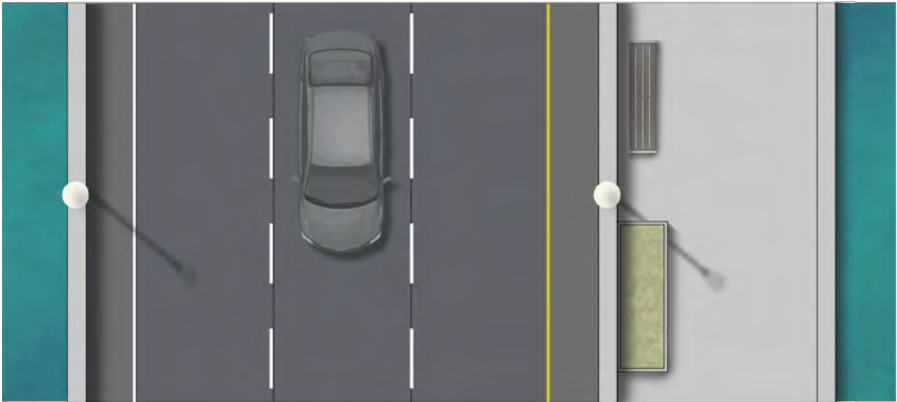


61.5'



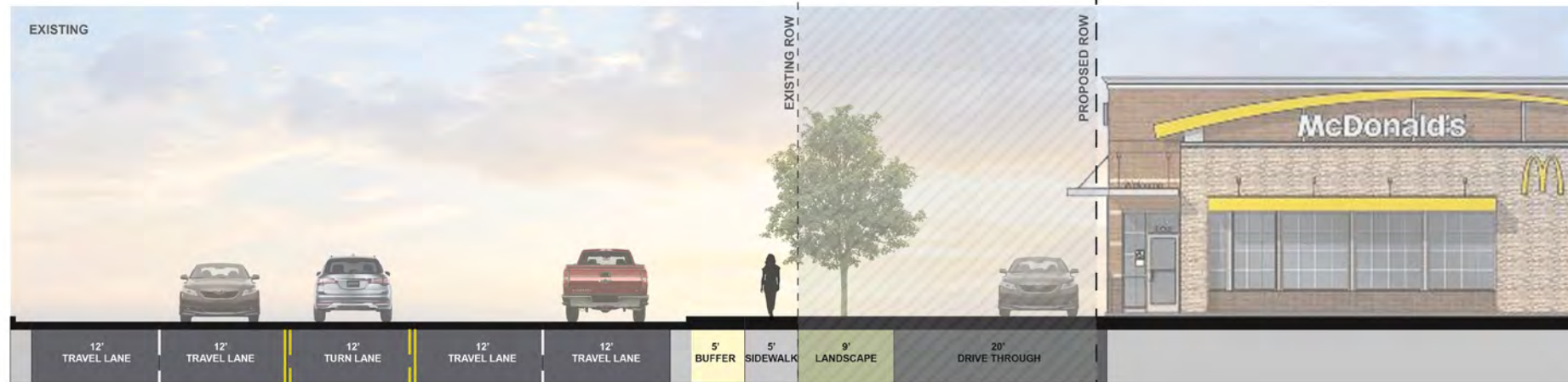
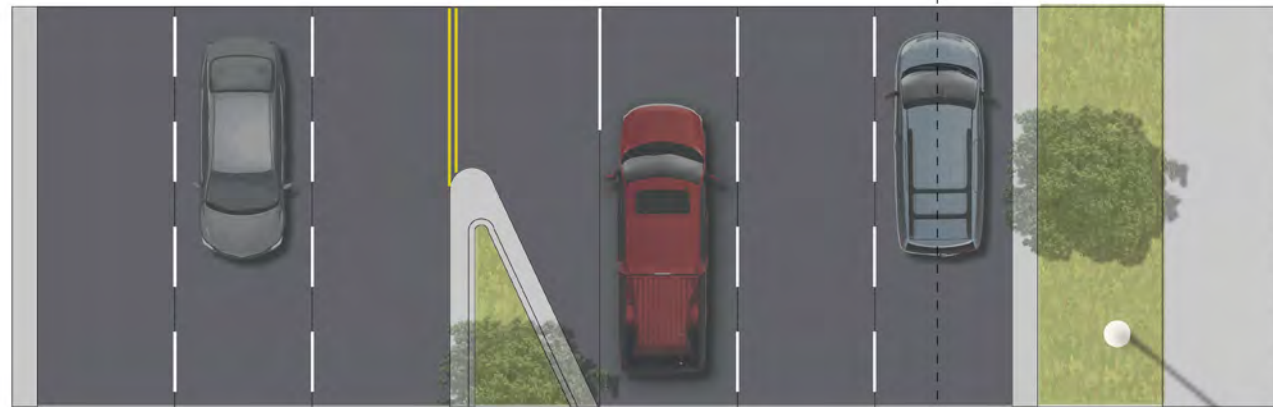
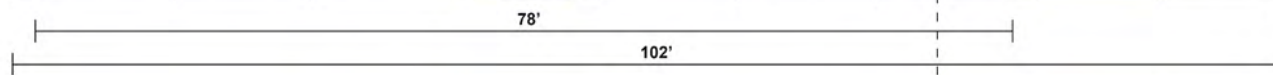
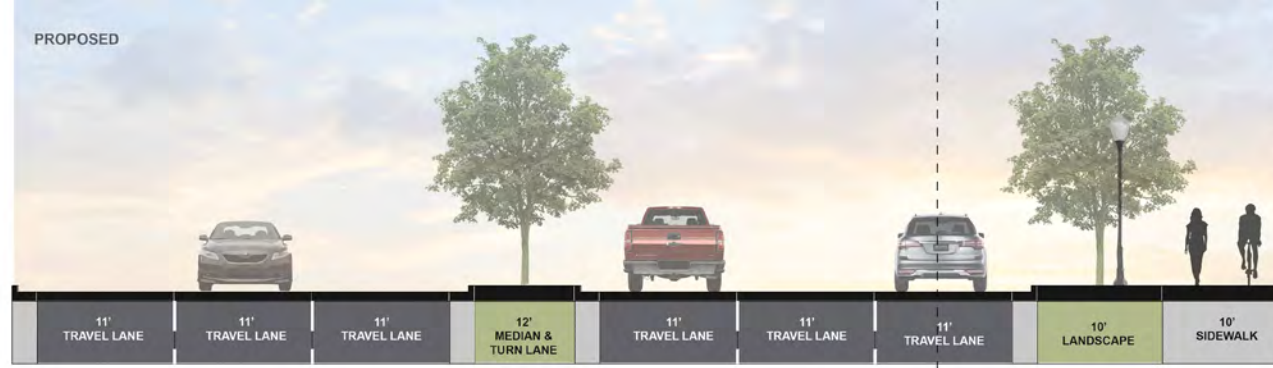
53.5'

115'
TOTAL



115' +/- Total Bridge Deck

Refined/Consistent 10th Street Section - East of Franklin



Refined Concepts

- Consolidated/Refined Concepts A and D
- Refined Concept C



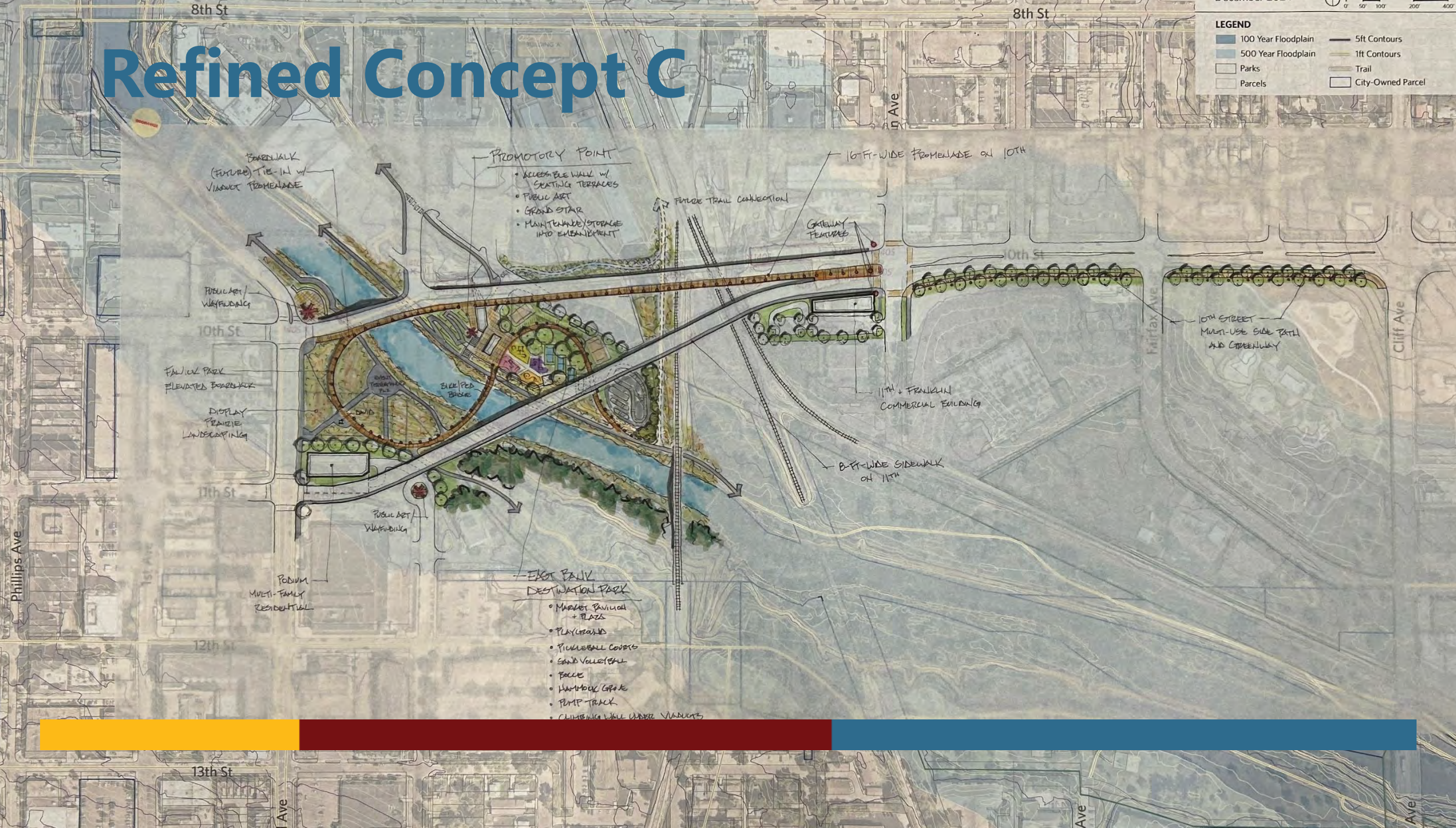
Consolidated/Refined Concepts A and D



Refined Concept C

LEGEND

- | | |
|---------------------|-------------------|
| 100 Year Floodplain | 5ft Contours |
| 500 Year Floodplain | 1ft Contours |
| Parks | Trail |
| Parcels | City-Owned Parcel |



Discussion

Appendix D: Visionary Stakeholder One-on-One Stakeholder Meeting Summary

Notes

Date:	Monday, December 02, 2024
Project:	10 th & 11 th Street Viaduct Major Investment Study
To:	SDDOT and City of Sioux Falls leadership
From:	HDR project team members
Subject:	Key Takeaways from Visioning Stakeholder Meetings

Background for ‘Visionary’ Stakeholder Meetings

As part of the Visioning, Issues, and Needs Stakeholder and Public Meetings for the 10th & 11th Street Viaduct Major Investment Study, HDR held in-person meetings with identified “visionary” stakeholders on Nov. 6-7, 2024, along with additional virtual meetings (see Appendix for list). These meetings are considered part of the baseline conditions, visioning, and issues and needs phase of the study.

As shared, these “visionary” stakeholders have been identified to help with the big-picture visioning for the downtown area, developable/redevelopable areas, multimodal connectivity below and across the bridge, etc. These individuals are important to understanding and incorporating big-picture urban design type elements into the study. These individuals and groups will have further opportunity to provide feedback on the study at the initial public meeting and Design Workshop pin-up sessions during the first week of December.

General takeaways/key themes

HDR’s urban design team led these conversations and asked questions focused on what is working with the viaducts, areas to address/what should be changed, and what should be kept in mind during concept development. While the study is driven by the need to replace the viaduct structures, the replacement also provides an opportunity to identify improvements to traffic, quality of life, and community growth. As part of the “visioning” component of these meetings, the team led discussions around identifying blue-sky ideas for the viaducts.

Themes

There were several major themes and issues that were brought up among the stakeholders.

- **Support traffic calming**
 - There was consensus from stakeholder groups about the need to calm traffic coming into, traveling through, and leaving downtown.
 - Downtown groups expressed concerns from downtown residents about high speeds.
 - The public safety group also shared that speeding is an issue on the viaducts.

- **Improve pedestrian walkability on the viaducts**
 - Groups shared that the current structures are not inviting to pedestrians; there is a lot of potential to improve walkability and comfort for multimodal users.
 - Keeping in mind the potential new convention center at the Riverline District, improving walkability will also support getting people efficiently from downtown to the Riverline District.
- **Create viaducts to be an extension of downtown and complement downtown**
 - Downtown is critical economic engine for Sioux Falls; stakeholders shared a desire to have the project enhance livability and downtown's draw.
 - "We want this infrastructure project to have the most positive impact for downtown as we can." – Mike Gray, Sioux Falls Development Foundation
- **Have this infrastructure project support connectivity with development at Riverline District**
 - There was a lot of discussion around having the concept development and plans for the future viaducts to work to support the needs of a future convention center at the Riverline District.
- **Have project support connectivity to the Sioux Falls bike trails**
 - There was overall discussion about how to improve connectivity from the viaducts to the bike trails.
- **Support redevelopment opportunities**
 - Many stakeholders shared that they would support design concepts for the viaducts that would allow opportunities for more development to bring people downtown and to better activate the space in the area.

What to keep in new design for viaducts

The question was posed: "What should we keep/not get rid of?"

- **Maintain Reid Street connectivity:** The consensus among the stakeholder groups was that the Reid Street connection remains important and should be kept in the new design.

Concerns going into design

The question was posed: "What should we avoid doing?" (when developing the conceptual design).

- **Avoid maintaining status quo**
 - Overall, the stakeholder groups shared that they would like to see change with the new viaducts.
- **Discussion:** The active transportation group recommended striving to keep bike/pedestrian facilities in the same location (on the viaduct). It makes sense to put those facilities together; they shared, "together is better."
 - The group expressed concerns about redesigning the pedestrian walkway/sidewalk in a way that would result in extra distance for pedestrians and cyclists.
- **Discussion: Lanes in new design**

- Several stakeholders expressed concerns about maintaining three lanes in each direction for the viaduct replacement.
 - There was discussion overall about traffic calming and the number of lanes.
 - Discussion on number of lanes often correlated with traffic calming, as reducing the number of lanes was seen as a traffic calming solution to high speeds.
 - Information was shared about the Downtown TIS traffic study as a basis for this study and overall city connectivity. Information was also shared about level of service flows for traffic and lane widths as part of the downtown plan.
- **Discussion: Shift focus/goal of the project to downtown economic development instead of connectivity**
 - Within the downtown group, there was discussion about whether fostering economic growth downtown versus maintaining connectivity should be the study's focus.
 - Information was shared about the Downtown TIS study findings as basis for maintaining the one-way pair between Minnesota Avenue and 2nd Avenue and three lanes in each direction for vehicular travel. There was also discussion about the importance of 10th/11th/12th Street corridor as east-west corridor through Sioux Falls.
 - *Key takeaway: Conveying Downtown TIS findings and recommendations to the public regarding the need for maintaining one-way pairs and 3 lanes in each direction will be important.*
- SDDOT design concerns
 - At-grade pedestrian crossing may be challenging due to:
 - Crossing may be considered an additional crossing (thus requiring closure of two existing crossings)
 - Number of tracks to cross
 - SPlacing fill material in the floodway that will need to be mitigated.
 - Preference for not having horizontal curves on the bridge design.
 - Maximum grade suggestion: Keep the grade as little or as flat as we can on the bridge; 4-5% maximum grade seemed reasonable, though Road Design Manual may allow for steeper grades.

Opportunities

- **Enhance walkability/design elements on the bridge**
 - Stakeholders discussed exploring the opportunity to enhance walkability and make viaducts inviting to get people from downtown to the Riverline District.
 - Keep in mind future development with the design: "With the Riverline District and the railyard [redevelopment], the pedestrian needs will change. Accommodate where people want to go now, and also where they want to go in the future." – Wes Philips

- Stakeholders shared ideas and opportunities to make the walking experience more exciting (make this an experience with stops for shopping, look at ways to incorporate artwork, etc.).
- Safety and comfort were noted as important considerations.
 - Stakeholders shared ideas for the pedestrian walkway: separate the pedestrian walkway from traffic (applicable whether walkway maintained on viaduct structures or accommodated via separate structures, have the pedestrian walkway be at another level, add pedestrian overlooks, add emergency lighting and safety call boxes, etc.
 - The active transportation group shared that the speed at which commercial vehicles move on the viaduct and through adjacent intersections is scary. The viaduct is like a starting point for high speeds for vehicles coming into downtown.
 - Large trucks traveling through downtown are a concern.
- If there were an elevator or staircase to the bike trail, there were several items to consider.
 - Who to manage the space; safety concerns
 - Ensure the route is ADA accessible – elevator and steps
- Active transportation group supported maintaining the pedestrian walkway on the existing structures, due to directness and concern for extra distance travel if a new route was accommodated elsewhere. Felt pedestrians would still try to use the viaducts even if no walkway was provided, particularly if the separate route didn't reflect the desired route increased walking distances.
 - If future walkways/paths are not included on one or both of the viaducts, an extra distance (out-of-the-way) travel comparison will be important.
- **Improve pedestrian connectivity to the bike trail**
 - There was discussion about putting in a pedestrian bridge at Fawick Park.
- **Parks**
 - Fawick Park: Stakeholders shared ideas to activate Fawick Park, such as tying in Fawick to the Kirby Dog Park and adding more programming.
 - There was discussion around adding more pedestrian crossings over the river, such as adding a link at Beadle Greenway. It was shared that this could be potentially added in at a future phase of development.
 - The City team shared a reminder to keep in mind goals for the River Greenway Master Plan.
- **Intersection improvements**
 - Stakeholders shared a desire to improve the intersection at Franklin Avenue.
- **Enhance public safety**
 - There are several opportunities to improve public safety
- **Use project to enhance draw of downtown**
 - Mike Gray: "We want the infrastructure project to have the most positive impact for downtown as we can."
- **Opportunities to connect project/be cohesive with development happening at Riverline District and redevelopment at the railyard**

- Parking: There are opportunities for synergies with Riverline District and using parking at Cherapa Place
- Discussion about adding intersection/new connection point to railyard redevelopment, pending on how the railyard redevelopment comes together
- **Redevelopment opportunities**
 - There was discussion around whether this project can open up opportunities for future development

Frequent questions from stakeholder groups

- Questions about how this project will work with the potential convention center being built at the Riverline District
- Questions on number of lanes and plans for one or two structures
- Questions on planned height of new viaduct structures
- Questions about future plans for railyard development
 - Questions about plans for the railroads and if the tracks will be consolidated
- Questions about traffic counts downtown and how this will change with pending convention center and railyard redevelopment

Appendix

Meetings were held on Nov. 6-7, 2024, with representatives from the following groups. The conversations were led by Doug Bisson and Andy Gorham from HDR's urban design team and included attendance from HDR Project Manager Jon Wiegand and Public Engagement Lead BryAnn Becker Knecht, along with other project team members based on availability.

- Pendar Properties
- Cresten Capital
- Lloyd Companies
- Downtown group
- Public safety group
- City of Sioux Falls team (members from Engineering, Parks and Planning departments)
- Neighborhood associations

Virtual meetings were held with the following groups

- Active transportation board
- Clark Meyer, Ellis & Eastern
- South Dakota Department of Transportation (SDDOT)
- FHWA/MPO group
- Christensen Development