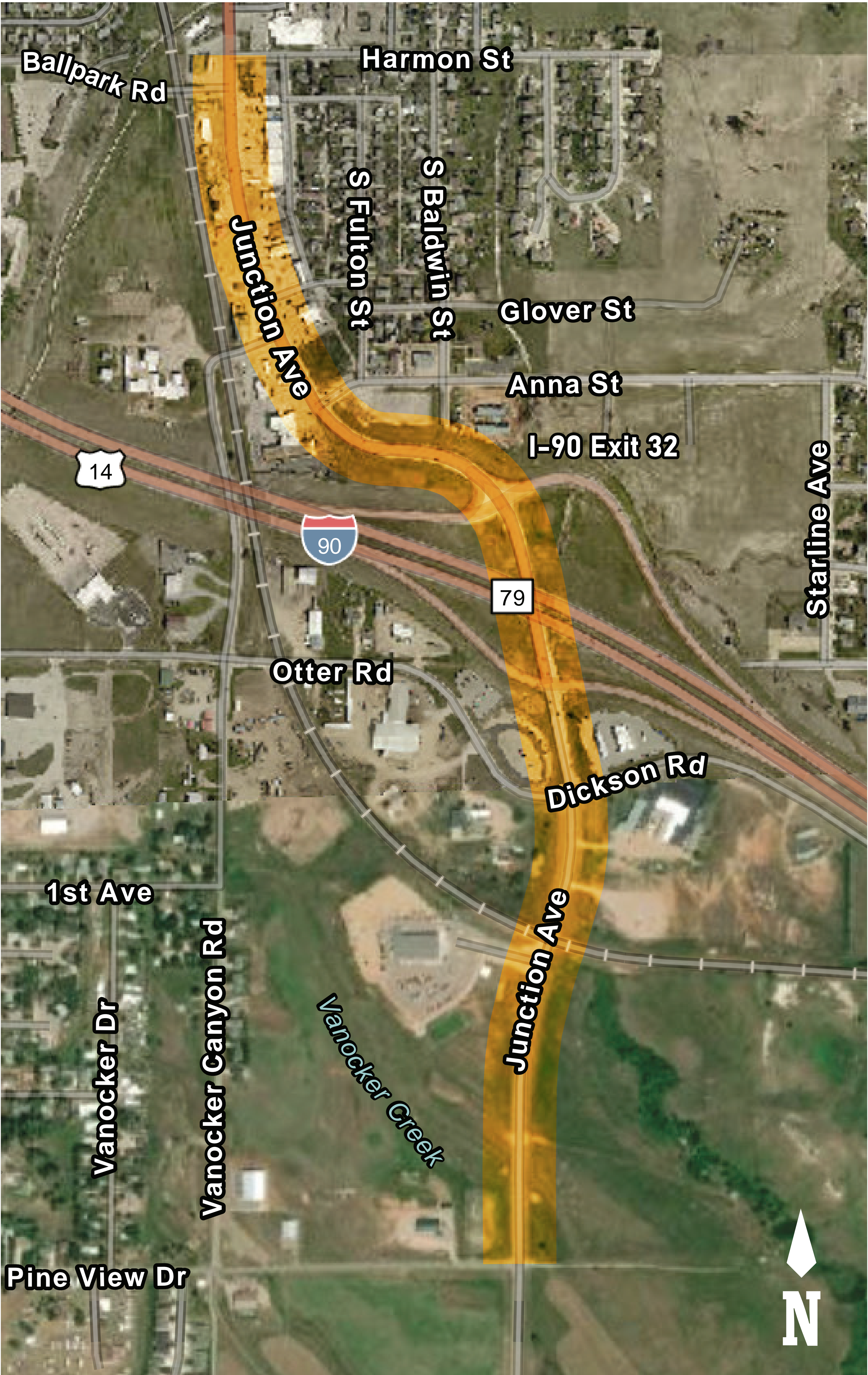
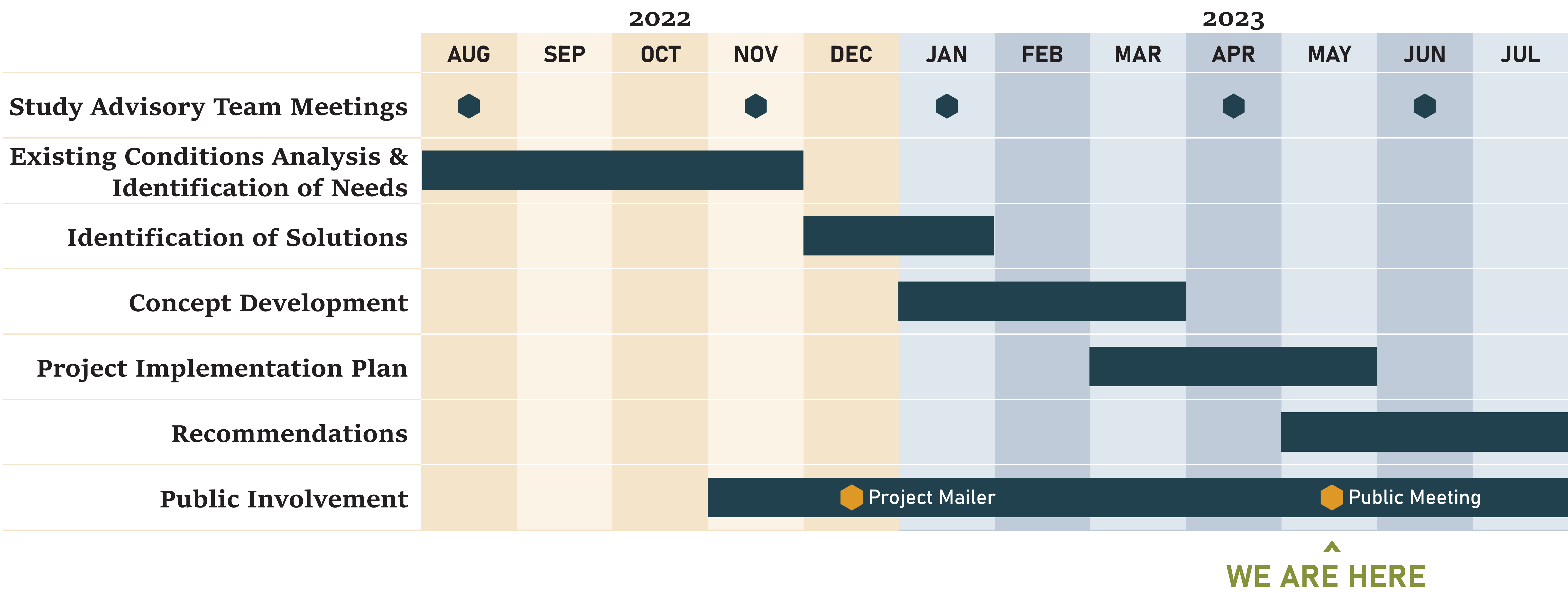


Project Overview

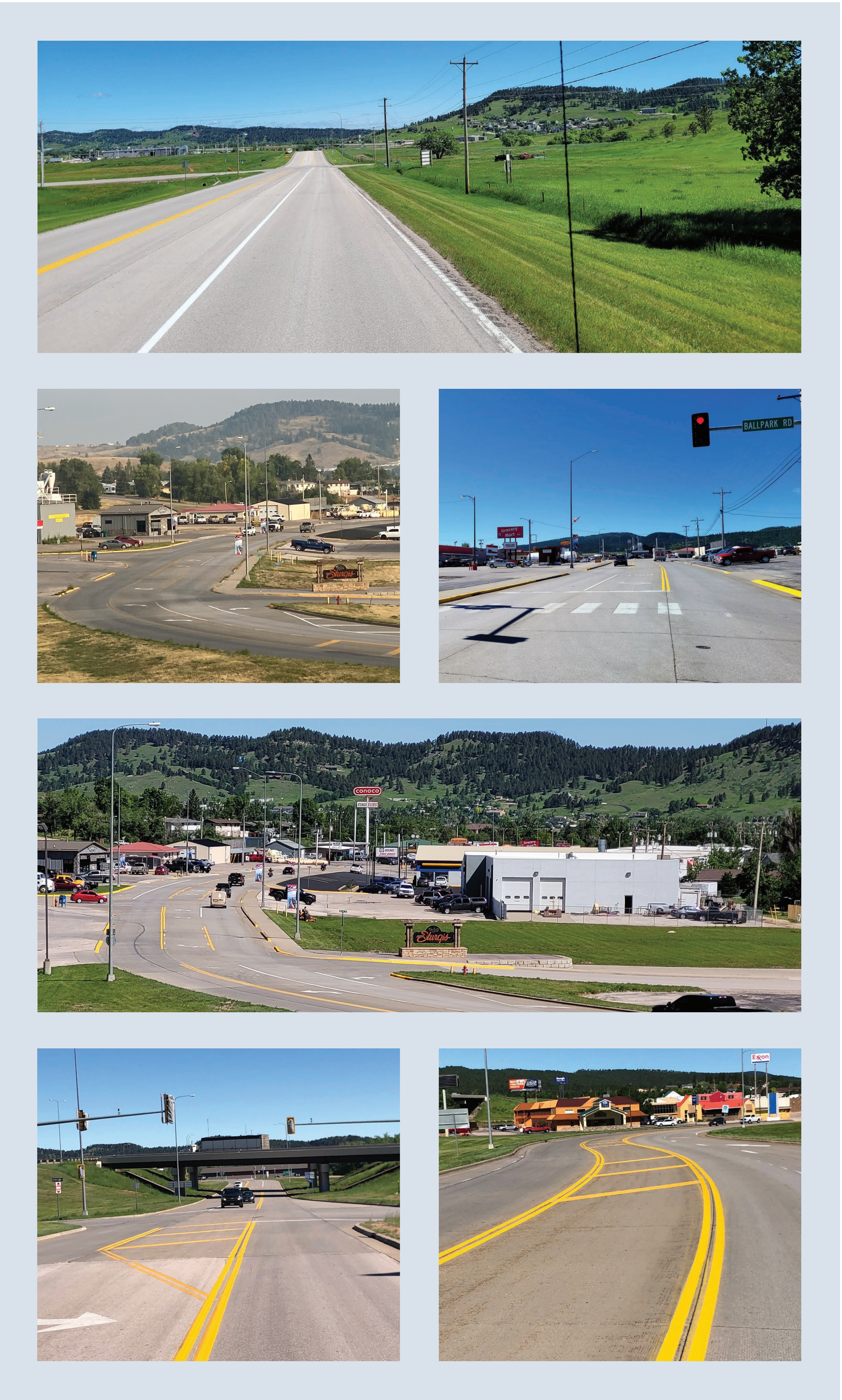
The purpose of the Junction Avenue Corridor Study is to evaluate existing and anticipated future conditions of the study area and determine potential near- and long-term improvements.

Note: Potential improvements displayed this evening are conceptual and would require further evaluation and design before implementation.

Work on the corridor study began in August 2022, with completion anticipated in July 2023.



The study area is approximately 1.1 miles in length, beginning at Pine View Drive, south of Interstate 90, and continuing north to Harmon Street.



Study Area

Existing Conditions

Technical evaluation and public comment revealed several concerns regarding existing conditions:

- The intersection at Ballpark Road has recurring crashes, though 80% are minor in severity.
- There are gaps, or all-together missing sidewalks/trails.
- Where sidewalk exists, its proximity to the roadway makes it feel unsafe.
- With 20 private driveways, there is a high density of access points between Anna Street and Harmon Street.
- Turning left from, or onto Junction Avenue is sometimes difficult and feels unsafe.
- Two locations where two t-intersections are in close proximity but not aligned east-west. This creates non-standard turning patterns.
- Visitors parking and walking to Welcome to Sturgis sign creates safety concerns.



Sidewalk adjacent to street



Crosswalk present, no ramp



Left turns can feel difficult, unsafe



A popular photo opportunity



Future Conditions

Future growth and development anticipated for this area presents potential operational and safety challenges:

- Future traffic volumes suggest potential operational deficiencies at intersection of Junction Avenue and Anna Street.
- Lack of connectivity to city's existing trail network.
- Need for sidewalk or trail connectivity to the proposed Sturgis Adventure Park.

CORRIDOR FACTS:

- Approximately 1.1 miles
- 9 intersections
- One of two entrances to the city via I-90
- 3 lanes throughout (center turn lane)

Corridor and Aesthetics

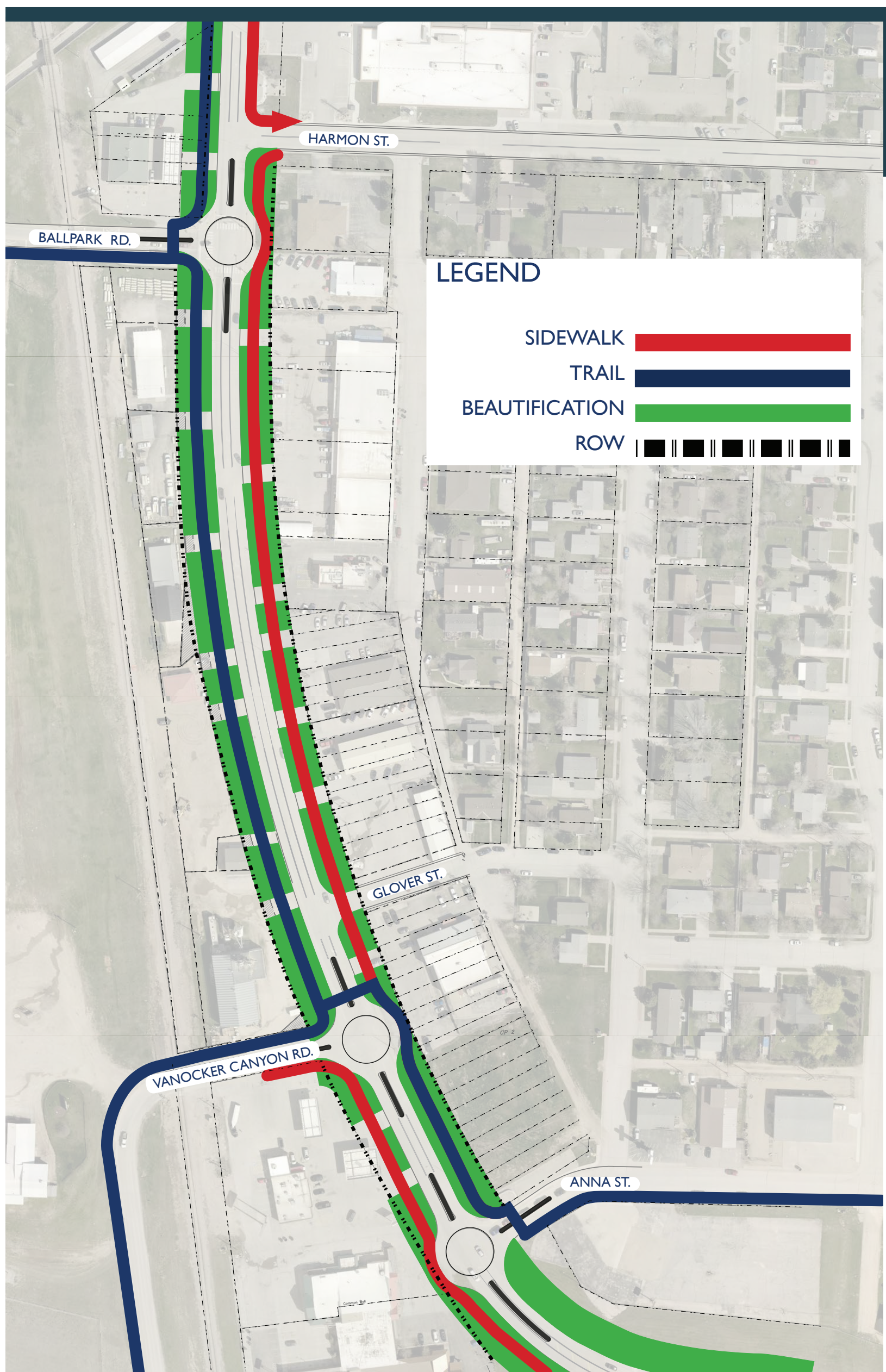
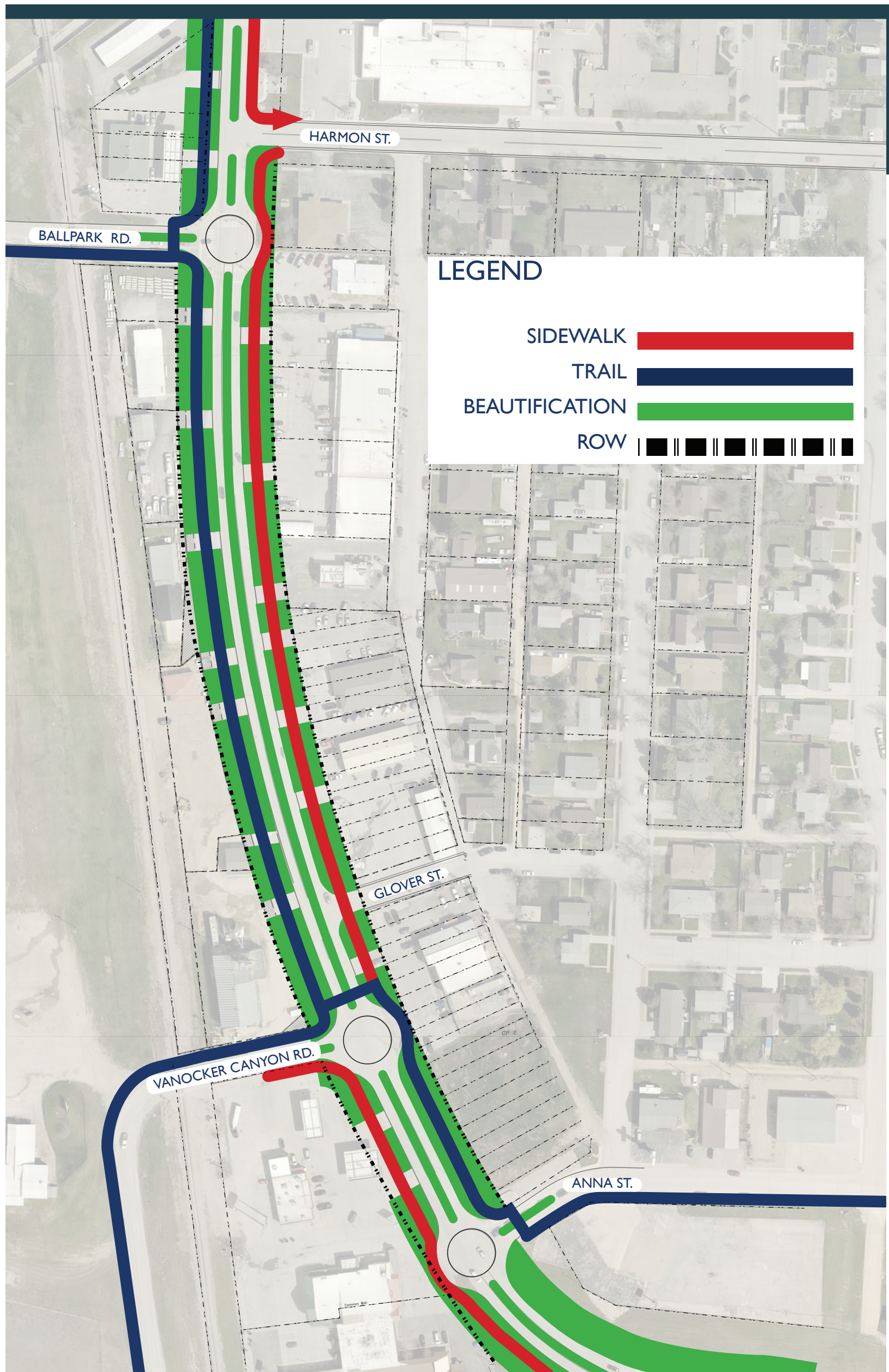
The project team identified two potential street configurations to address:

- Lack of sidewalks, non-accessible sidewalks, limited pedestrian crossings, lack of connectivity to bike paths.
- Concerns related to left-turns throughout corridor, as expressed in public comments.
- High density of private driveways in commercial corridor, which can contribute to abrupt changes in traffic flow.

The conceptual figures to the right depict some consolidation of access points. Additional evaluation for access management would be necessary prior to recommendation or implementation of such changes.

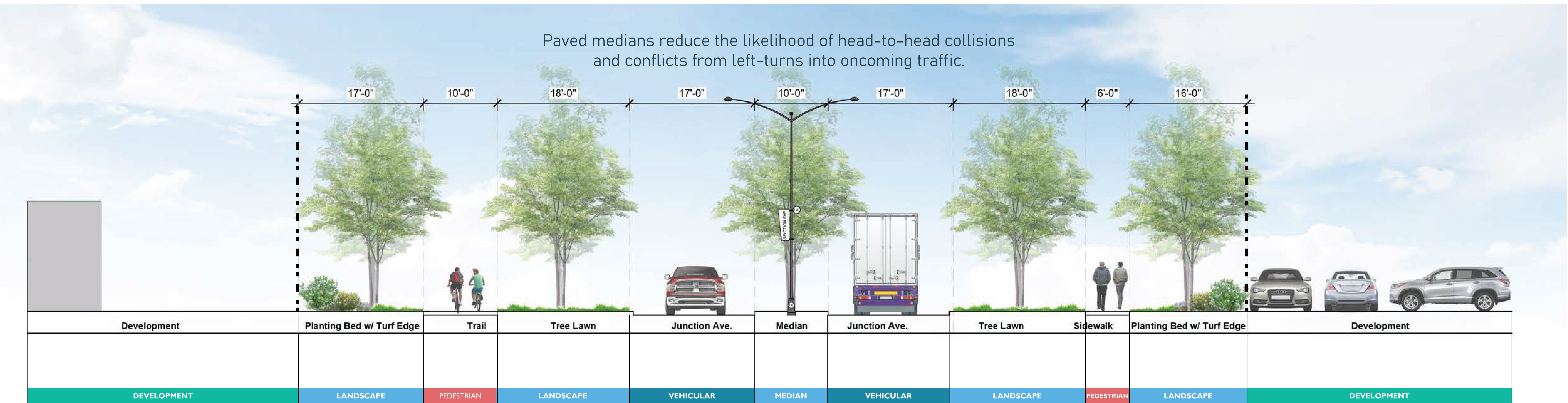
- Opportunities to enhance the look and feel of the corridor including a “gateway” to Sturgis via I-90 Exit 32.

Both alternatives would relocate the Welcome to Sturgis sign to the southeast corner of Junction Avenue & Anna Street.



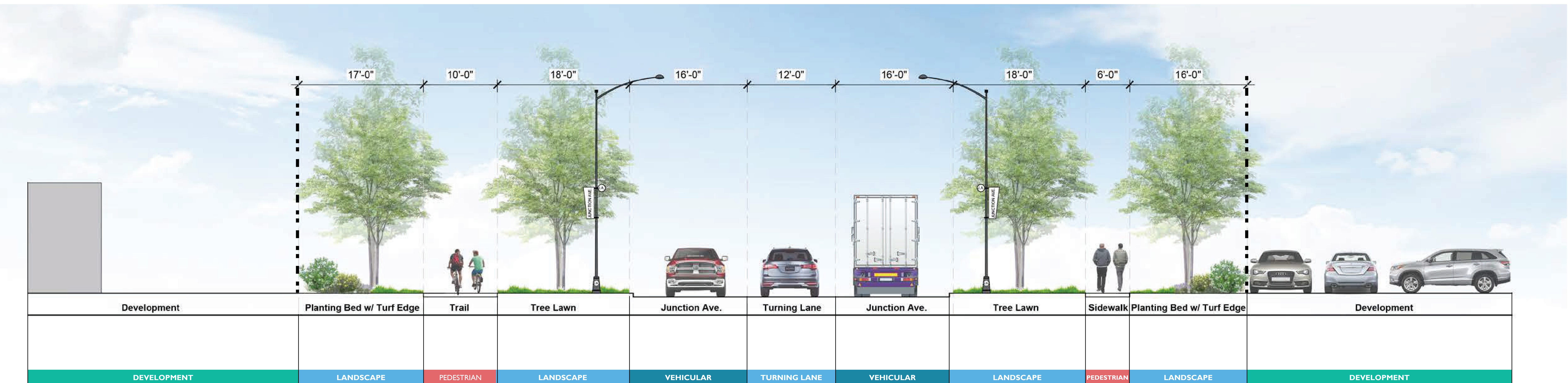
Alternative 1: Divided Median

This concept establishes a raised median, reclaims existing right-of-way for streetscaping, establishes consistent pedestrian/bike facilities, and could maintain existing access points.



Alternative 2: Two-Way Left-Turn Lane

This concept is similar to the current configuration, but would also reclaim existing right-of-way for streetscaping, establish consistent pedestrian/bike facilities, but consolidate access points between adjoining parcels.



Intersections of Ballpark Road and Harmon Street

The project team identified six alternatives to address:

- Recurring crashes at Ballpark Road intersection.
- Non-standard turning pattern resulting from the close proximity of Ballpark Road and Harmon Street intersections.
- Delays of Harmon Street traffic accessing southbound Junction Avenue.

Three alternatives were eliminated from consideration due to significant property impacts.

Three alternatives advanced to further evaluation, as summarized to the right:

Legend

- Good
- Neutral
- Poor

	No Build	Signal Reconstruction at Ballpark	Roundabout at Ballpark	Peanut Roundabout	Realignment of Ballpark to Celia (Signal or Roundabout)	Realignment of Harmon to Ballpark (Signal or Roundabout)	Realignment of Ballpark to Harmon (Signal or Roundabout)
Operations Motorist delay	●	●	● Harmon Ballpark	●			
Safety Vehicle crashes/conflicts	●	●	● Harmon Ballpark	●	Not evaluated due to property impacts	Not evaluated due to property impacts	Not evaluated due to property impacts
Pedestrian Friendliness/ Safety	●	●	● Harmon Ballpark	●			
Property Impacts Right-of-way acquisition	●	●	●	●	!!!	!!!	!!!
Project Implementation Cost Design, construction, ROW, utilities	NA	\$850,000	\$1,820,000	\$3,850,000	Signal: \$3,700,000 Roundabout: \$3,620,000	Signal: \$6,430,000 Roundabout: \$6,190,000	Signal: \$6,780,000 Roundabout: \$6,600,000
Maintenance Cost Ongoing cost for life of project	●	●	●	●	Not evaluated due to property impacts	Not evaluated due to property impacts	Not evaluated due to property impacts
Other		• Harmon traffic would still experience delays when turning left onto Junction • Includes construction of accessible ramps	• The unconfirmed impacts to traffic conditions during annual motorcycle Rally need to be considered	• The unconfirmed impacts to traffic conditions during annual motorcycle Rally need to be considered			

Intersections of Anna Street and Vanocker Canyon Road

The project team identified six alternatives to address:

- Future operational deficiencies at Anna Street based on future volumes.
- Non-standard turning pattern resulting from the close proximity of Anna Street and Vanocker Canyon intersections.

Legend

- Good
- Neutral
- Poor

All six alternatives advanced to further evaluation, as summarized to the right:

	No Build	Signals at Anna and Vanocker Canyon	Roundabouts at Anna and Vanocker Canyon	Realign Anna to Vanocker Canyon (Signal)	Realign Anna to Vanocker Canyon (Roundabout)	Realign Vanocker Canyon to Anna (Signal)	Realign Vanocker Canyon to Anna (Roundabout)
Operations Motorist delay	●	●	●	●	●	●	●
Safety Vehicle crashes/conflicts	●	●	●	●	●	●	●
Pedestrian Friendliness/ Safety	●	●	●	●	●	●	●
Property Impacts Right-of-way acquisition	●	●	●	●	●	●	●
Project Implementation Cost Design, construction, ROW, utilities	NA	\$3,020,000 Anna: \$1,550,000 Vanocker Canyon: \$ 1,470,000	\$3,260,000 Anna: \$1,490,000 Vanocker Canyon: \$ 1,680,000 Adjacent improvements: \$90,000	\$4,030,000	\$3,560,000	\$4,700,000	\$3,910,000
Maintenance Cost Ongoing cost for life of project	●	●	●	●	●	●	●
Other			▪ The unconfirmed impacts to traffic conditions during annual motorcycle Rally need to be considered		▪ The unconfirmed impacts to traffic conditions during annual motorcycle Rally need to be considered		▪ The unconfirmed impacts to traffic conditions during annual motorcycle Rally need to be considered

Bike Paths

There are seven trail segments that would enhance pedestrian and bicycle connectivity.

- The Junction Avenue Trail would likely be constructed in phases, with Anna Street being a natural phase break.
- Portions of the Anna Street Trail are already being constructed as part of ongoing development activity.
- The Sturgis community could prioritize one or two of the four potential east-west trails south of I-90.

A rectangular rapid flashing beacon (RRFB) is proposed for all trail-street crossings.

Trail	Approx. Length (Linear Feet)	Estimated Cost	Connectivity			
			Connects Junction Ave to Existing Trail Network	Provides Trail Access to area south of I-90	East-West Trail South of I-90	Provides Access to Sturgis Adventure Park
Junction Avenue Trail	4,177	\$1,310,000	●	●		●
Vanocker Canyon Road Trail	1,745	\$550,000	●	●		
Anna Street Trail	2,192	\$690,000				
Dickson Drive Trail	1,820	\$580,000	●		●	●
Railroad Trail	1,980	\$1,200,000	●		●	●
Vanocker Canyon to Junction Trail	1,900	\$1,110,000	●		●	●
Pine View Trail	1,320	\$420,000	●		●	●

