

Rail

Rail abandonments during the 1970's significantly reduced transportation service in Minnehaha County. The Burlington Northern Santa Fe Railroad is the only nationwide railroad currently operating in the county. A BNSF line extends from Sioux Falls northeast through Brandon and Garretson. The line splits at Garretson with one leg continuing northeast into Minnesota, linking to the BNSF core system which connects to West Coast and Canadian markets. The other leg runs southeast into Minnesota and Iowa, providing access to the southern Gulf markets.

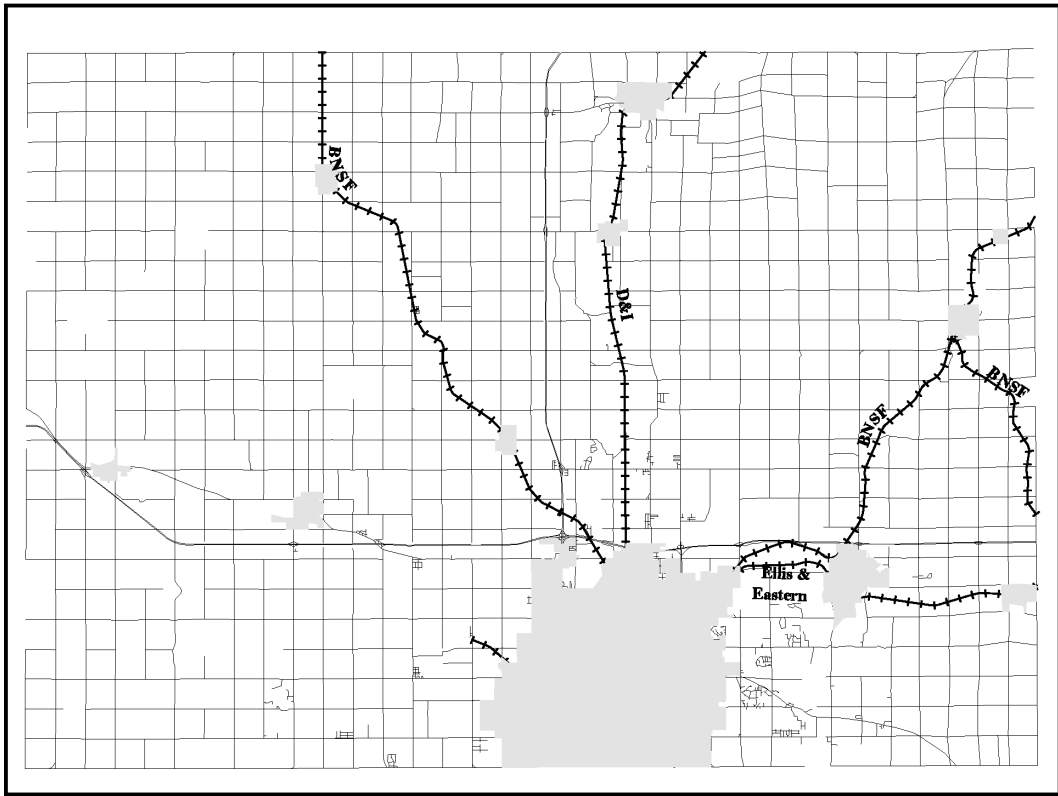
The BNSF also maintains a line from Sioux Falls northwest to Madison, South Dakota. This line was spared abandonment through the creation of a two-county rail authority which assisted in the financing of rail improvements in order to preserve service to area grain elevators. Upon completion of these improvements, the authority was terminated and control reverted to the BNSF.

Abandonment of the Milwaukee Railroad led to the purchase of the line between Dell Rapids and Sioux Falls by the L. G. Everist Company. The company operates the D & I Railroad to transport rock from its quarry in Dell Rapids. The line connects to the state core rail system which extends south into Lincoln County.

The Ellis and Eastern Railroad is another privately owned rail line operating within Sioux Falls and extending east to Brandon. Concrete Materials Company operates the line to transport construction aggregate to local processing sites. The line continues east from Brandon into Minnesota but this segment has been inactive for several years and will probably be abandoned during the planning period.

The rail corridor from eastern Sioux Falls to the Brandon/Corson area has the greatest potential to attract industrial uses. In addition to rail, the area is served by an excellent highway network and is in close proximity to the urban population center. The area south of Garretson is also a potential development area although its attractiveness is diminished by the greater distance from the interstate system and urban population center. A third area with rail access extends southeast from Crooks to I-29. Although this area has good access to I-29 and the urban area, the branch line status of the rail is considered a negative factor in promoting development.

Due to the limited amount of land with rail access, it is especially important to protect these areas from land uses that are incompatible with industrial development.



Minnehaha County

