



Public Meeting No. 3 On-line Meeting Summary

July 6 - July 16, 2020

Rapid City Area MPO Metropolitan
Transportation Plan & Bicycle/Pedestrian Plan
Update

Rapid City Area MPO
July 17, 2020





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Public Meeting # 3 Overview

Meeting Details

Date: July 6th – July 16th, 2020

Location: Online Meeting Hosted at www.rapidtrip2045.com

Overview: Because of continued limitations placed upon public gatherings by the CDC, it was required that the on-line meeting format be used for Public Meeting No. 3 instead of in-person format. The on-line meeting and project information was open for review and public comment from Monday July 6th through Thursday July 16th, 2020.

Advertisements: Rapid City Journal (6/27/20 and 7/1/20), Native Sun News (6/24/20 and 7/1/20), project website, MPO website, and City press release.

On-line meeting information: The project team hosted an on-line public meeting for the Rapid City Area MPO Metropolitan Transportation Plan (MTP) and Bicycle/Pedestrian Plan Update to present the project findings and DRAFT reports for the MTP and Bicycle and Pedestrian Plan updates and gather feedback from the public and stakeholders.

Attendance: Based on the information received from project website traffic, the following data was collected:

- Page views total: 142
 - Mobile: 52
 - Desktop: 89
 - Tablet: 1
- Average time on page: 3:25
- Sessions by acquisition:
 - Direct/Google: 124
 - Facebook 16
 - Referral: 2 (referrals from rapidcityareampo.org)



Project Website

www.rapidtrip2045.com/onlinemeeting.html

The online public meeting took the attendees through a 5 step process with videos and interactive maps, including:

1. Welcome & Intro
 - a. Purpose of Meeting (video)
 - b. Rapid Trip 2045 MTP Overview/Background (video)
2. Analysis & Growth
 - a. Existing System Performance and Future Growth (video)
 - b. Household Growth, Job Growth, and Estimated Traffic Flow (interactive map)
3. MTP Findings & Needs
 - a. Study Methodologies and Themes (video)
 - b. Major Street Plan, Needs Plan, and Fiscally Constrained Plan (interactive map)
 - c. A Multi-Modal Rapid City (video)
4. Bicycle & Pedestrian Plan
 - a. Overview, Methodologies, and Themes (video)
 - b. Bicycle and Pedestrian Fiscally Constrained Projects (interactive map)
5. In Conclusion
 - a. Next Steps (video)
 - b. DRAFT Document Review (links to DRAFT MTP and Bike/Ped Plans)
 - c. Comments (via website)
 - d. Comments (other modes)

Comment Summary

Participants were able to make general comments with regard to the DRAFT documents or with regard to the project as a whole. Comments were received through the On-line Public Meeting Link, through the General Project Website Comment/Contact page, and submitted by email. A compilation of the meeting comments is included in Appendix A.

There were 45 comments received. Comments were mostly general in nature and mainly focused on bicycle and pedestrian issues/needs. The Deadwood Avenue corridor was mentioned by several respondents as needing bicycle/pedestrian improvements. There were also comments on connecting outlying developments (i.e. Rapid Valley/Red Rock area) to the pathway network. Comments with regard to the street/road network were submitted on Jackson Boulevard and East Signal Drive. One comment was received on transit/dial-a-ride service. A few respondents mentioned sustainability as a priority.



Appendix A – Comments

No.	Comments Direct From Public Meeting No. 3 Comment Link
1	EXCUSE me but how is this a public meeting? Am I missing something?!?
2	I propose more circular, or one way patterns to the bike and pedestrian routes throughout Rapid City. Circular/one way trails are always more popular vs. trails which you must back track. More CONNECTIVITY, essentially to all of the existing and proposed walk/bike trails. They could be concentric rings around/throughout the city of varying lengths, purposefully (one could start training on a 3k route and move up to 5k, 10k, and so on). To visualize this point, aerially, they could essentially resemble the Olympic logo whereby all of the circular trails of varying lengths throughout Rapid City all meet at the same point (downtown, founders park, etc.). I think this could be adapted pretty easily with existing routes with adding some connectivity IOT enhance the existing randomness of the bike/pedestrian plan.
3	It appears that the extension of Jackson Blvd from West Main to Omaha Street is nowhere to be found. Wasn't that project a top priority of the City not to long ago?
4	Need bicycle path linkage to all area schools. Also to area athletic facilities. Also YMCA, public library, public transportation stops and hubs. Construct new roads only if they include bicycle pathways, preferably separated.
5	Hi Rapid City Officials, I feel that an immediate need for safe bike/pedestrian travel on Deadwood Avenue should be addressed the sooner the quicker. Either an east side sidewalk P2147 or the proposed P294 trail that would link this entire area to the bike path giving the Industrial Area workers and the Fountain Springs community access to the bike path. I believe firmly that connecting the entire Deadwood Avenue Industrial Area by either a sidewalk or bike trail will not only keep people alive but give this entrance into our city a polished look instead of the hard to travel dirt trails currently available. If I were to point to another trail that could give our city residents access I would point next to the abandon rail line P424 going out to the valley. A safe path to ride bikes or walk into town from the valley would help to connect businesses and people. These trails are the backbone of pedestrian travel in our city!
6	<p>Comment on an East Signal Drive connector road from Elm Avenue on the west to East St. Andrew Street on the east. The Hansen Heights owners are calling for the removal of this East Signal Drive connector road. The short road segment from Hawthorne Avenue to Hansen Heights property line should be retained.</p> <p>The East Signal Drive connector would pose a major detraction to developing Hansen Heights because it presents a physical barrier crossing the property and large added road construction costs. Hansen Heights has been identified as a Federal Opportunity Zone property to encourage development. The city would be encouraging Hansen Heights development by vacating the East Signal Drive road connector from the updated major road plan.</p> <p>The South Dakota School of Mines has done something similar in vacating Hawthorne Avenue from East St. Andrews north through the Gap Area for future development.</p> <p>Sidney A. Hansen</p>
7	<p>In regard to the bike and pedestrian plan update:</p> <p>Improving recreational bicycle travel and practical pedestrian and bicycle commuting would greatly enhance Rapid City. It would have significant quality of life impacts, marketing benefits for tourism, and would also help reduce carbon emissions and local air pollution. This needs to be a higher priority for the city.</p> <p>Progress on former goal 1.1.1 to complete high priority bikeway network and sidewalk gap projects has been insufficient. This should be a higher priority for the city and region moving forward. Simply restating the same goal will not get it done.</p> <p>Goal 2.2.1: Becoming a Bicycle Friendly Community would have huge benefits for employers and others trying to market the area for both new residents and visitors.</p> <p>Goal 3.2: The city needs to adopt a complete streets policy.</p>
8	<p>In regard to the bike and pedestrian plan update:</p> <p>Your proposed bicycle network map shows that Catron Blvd has an existing bike lane. Sure it has a very wide shoulder, but it is not a bike lane. If you are going to call it a bike lane it needs to be painted and signed as such to draw driver attention to the fact that they need to be aware of bicycles and pedestrians on the side of the road.</p> <p>Cambell Street is a great example of a location that would really benefit from more/better sidewalks for walkability.</p>
9	<p>While your MTP lists "Environmental Sustainability and Resiliency" as one of the top six goals, it is obvious that it is not given nearly as much weight as the others. The objectives and metrics listed under this goal only focus on "limiting impacts," or in other words making future roads less bad. The MTP should go beyond minimizing harm and include plans to use future transportation projects as ways to transition our community to a more sustainable future.</p> <p>The best potential example of this is the electrification of transportation to allow for more renewable, low-carbon fuels. It is well documented that the country is will largely transition to electric vehicles over the course of this plan, and yet it is given no consideration in this plan! There are ways that you can include EV charging infrastructure and other future considerations.</p> <p>In conclusion, sustainability is important to the people of this community and should be included more deeply and widely in all aspects of this MTP.</p>

10	I'm glad that the city is working on improving biking/pedestrian access in the city. I moved to Rapid in 2016 and was really excited to be able to bike/walk to work, only to find that the reality of actually doing that wasn't very possible. As a new biker, I did not feel safe on the streets of Rapid City...even now, I am very hesitant to ride my bike on the streets because of safety concerns on busy roads and by cars not knowing how to treat me (am I a vehicle or a pedestrian). I think that creating more bike lanes is a necessity (I prefer not shared lanes since drivers don't recognize them in the city); I live in the West Blvd area and biking to my job on East North Street is great once I hit the bike path, however, traversing the downtown streets is pretty scary. Additionally, education is going to be key. I know that education is a long term plan, but the citizens of Rapid need to know how to treat bikers and bikers need to know how to treat drivers (honestly).
11	Most cities rely on system of sidewalks and bike paths for non motorized transportation. Rapid City's sidewalks are too deplorable to bike on and unsafe to walk on. I fell on broken sidewalk downtown and city's reaction was not their responsibility. Well if it's not yours, you need to enforce repair and upkeep upon those you do hold responsible. Thank you for your efforts to improve non motorized transportation and recreation in our community.
12	The plan seems to adequately address anticipated demand at the expense of having any imagination into what an innovative and inclusive Rapid City could be. In designing solely to user-driven demand the planners perpetuate the status quo. Pedestrian and cyclist demand remains low because the city is not a very nice place to bike or walk. Thus, more space is dedicated to vehicles as the city continues its low density uninspiring sprawl. Presenting the modes of transportation apart from each other makes it difficult to analyze if the proposed solutions will create enjoyable user experiences for all. Further, there is no mention of any real environmental or sustainability goals that would support the physical and economic well-being of those that live, work, and visit the city for generations to come. Rapid City has the potential to be more than the mediocre locale this plan suggests. It will just take a little bit of ingenuity and truly holistic planning to achieve it.
13	I'm thrilled to see the proposed additions of bike lanes and new trails. I sometimes commute via bike to my office, which is off Deadwood Avenue. The current dirt trail, which is close to the street, is by far the most dangerous part of my ride. Additionally, it can be tough to get around via bike because of limited bike lanes both downtown and from the northern/southern sides of town. Hopefully the new bike lanes and other proposed additions will also improve driver awareness of how to co-habitat roads with cyclists. Looking forward to the expansions!
14	The RC bike path is designed mainly for exercise but does not seem practical for legitimate transportation within the city. In high use areas there should be parallel separate paths for bicycles and pedestrians. Bicycle path and street intersection/crossings are extremely dangerous and should be avoided by using overpasses/underpasses when possible. Bicycle paths in the Black Hills forest areas have high value that would increase with connectivity with city and intercity bike trails. Biked lanes shared with cars are poorly marked.

No.	Name	Comments From Project Website During PM No.3
1	Charon Geigle	<p>I skimmed through the 110 page draft document. Some of it makes sense... some of it takes wading through. If I were to move to Rapid City from Wall I am looking for connectivity to grocery store, library, downtown, and to eastside.... The grocery store element did not seem to be mentioned in the Draft document.</p> <p>Although I do drive, usually to Rapid City for appts, groceries, etc, I am not attracted to live there because I would have to drive all the time and everywhere due to lack of bike and walking infrastructure. And I transport my bike when needed for recreation. Not everyone has a vehicle that accommodates a bike for transport to other places or a bike repair shop for that matter. Self repair bike stations would be appropriate to incorporate in residential areas as well.</p> <p>I would like to see one geographic area of Rapid City fully interconnected rather than a project here and there.</p>
2	Emily Ashley	<p>Hello! Thank you for allowing the opportunity to comment. I work at Strider out off of Deadwood Avenue. It would be nice to get from Strider (or anywhere off of Deadwood Ave) to the bike path safely, be it a sidewalk on Deadwood Ave. or the proposed trail up next to the small stream. Getting to work by bike safely and not in the mud would be awesome!</p> <p>Thanks again!</p>
3	Martin Spahn	<p>A bicycle and pedestrian plan needs to include linkage to all area schools. A good example of how this is done well is Sheridan, WY.</p> <p>Also linked should be area athletic facilities, swimming pools, as well as community facilities such as YMCA, library, and the downtown area.</p> <p>Doing this will functionally integrate pedestrians and bicyclists in everyday life activities and errands, which will reduce our need for and dependence on motor vehicles, which will free up city space for communal use.</p> <p>Also: we need a safe and user-friendly crossing over Omaha Street, somewhere between Mountain View and Founders Park Drive. A bridge for pedestrians and bicyclists would work.</p> <p>Whenever new roads are built, they should be required to include separate bicycle/pedestrian pathways.</p> <p>Does anybody else see a need for motor vehicle driver education about pedestrians and bicyclists? The notion that we have to slow down and wait with our cars, if we cannot assure safe lateral passing distance at safe passing speed, seems to be missing for some of our drivers.</p> <p>Any plans for electric vehicle charging infrastructure going forward (public stations, multiple)?</p> <p>Lastly, I cannot enter any comments in the comment box (Provide Your Comments); it remains nonfunctional for me, despite using all different browsers recommended. It erases whatever I write midway into the first line....</p>
4	Susan Marcks	<p>Hello, I noticed in the Rapid City Journal that they were discussing the future development of biking and pedestrian plans in Rapid City. I have written requests in the past, with no response or updates - but will try to see if I can be heard here too. Deadwood Avenue DESPERATELY needs a sidewalk. There are several bikers and pedestrians there on a daily basis that are in danger. The road is too busy to ride on and the rutted out grassy area beside the road is extremely dangerous, hard to ride on, not maintained, it really is just an accident waiting to happen. In fact, twice in the last 6 years, I have had two different co-workers struck by cars on their bikes when trying to ride on the road. Thankfully no one has been seriously injured... yet. A sidewalk on the east side of deadwood ave can potentially save lives. Thanks for your consideration on this very long awaited, and overdue upgrade to our city.</p> <p>Susan Marcks</p>
5	Julie Godbe	<p>Please mitigate the narrow shoulder rumble strips as a safety hazard for cyclists. Wide (continuous) shoulder repair and requirement would make the narrow shoulder rumble strips less dangerous. (e.g. Hwy 385 and south Haines Ave.)</p> <p>In using SDPS accident statistics to guide safety planning, please note that there is inequity for cyclists because cycling statistics are not counted unless there's a death or a car is involved and there is over \$1000 damage. So safety engineers need to think outside the motorist-centric statistic box on this and be proactive for cyclists instead of marveling at the STILL rising ped/cycling statistics. It's bad!</p> <p>I attended the October 2019 ped/cycling planning meeting and ineffectively communicated my concern for narrow shoulder rumble strip on a post-it note. The 2019 state highway safety plan for more shoulder rumble strips is disturbing!</p>
6	James Chastain	<p>There is a need to connect the city bike path on the east to the designated bike path along Twilight Dr and the sidewalk on the north side of SD Hwy 44. This would require adding about 1/2 mile of wide sidewalk along E Saint Patrick St to SD Hwy 44.</p> <p>Thank you</p>
7	Ann Hilton	<p>I would like to ride my bike from the valley into town. Is this going to be in the plans?</p>
8	Bobby Sundby	<p>Would really like to see the bike path extended up towards fountain Springs golf course area. Thank you</p>
9	James Fuhrmann	<p>There is no sense to add to the bike path if the Parks Dept. and Police are going to use it as a freeway. I ride the path daily and over 35% is broke up. This damage isn't from bikes. The bike path can't be maintained with that kind of abuse. I have seen water trucks, skid steers, pickups, trucks with cut down trees on them not to mention the ambulances. The Parks Dept. says they have to use it to get to garbage pickup. Maybe more thought should be put into the location of the garbage can location.</p>
10	Sara Odden	<p>I would like to see a connection to the bike path from the Red Rock Meadows/Red Rock Estates/Red Rock Village/High Pointe Ranch/Countryside Subdivisions. I wonder if a path connection along the Shooting Star Trail ROW from Wildwood/Sheridan Lake Road to Poppy Trail would be good for consideration. These neighborhoods have no connection to the trails and this may be beneficial and a good use of the existing section line ROW that will likely never become a thru street.</p>
11	Josh Tjeerdsma	<p>I would like to give my input regarding bicycle transportation infrastructure. I have commuted to work in Rapid City by bicycle for the last 20 years. I have traveled a lot with my job and have noticed that all major metropolitan areas have been rapidly expanded their bike lane infrastructure to make cycling more safe and efficient. It seems that most cities include bike lanes in all new road construction. I have been disappointed seeing road projects in the area being completed without bike lanes. I feel like we are falling behind the rest of the country in this area. I feel like cycling and pedestrian infrastructure is a major attraction to people moving to a new town. I know that once a large road project is completed it wont be redone for a long time, so it seems important to plan for the future. I have also been hit by a car while riding and had numerous close calls in Rapid City. My children also use bicycles as a way to travel around the city, and it frightens me knowing how dangerous it is here. I would ask that the local government take more consideration of alternative modes of transportation for the future of our city and safety. As a side note, I also feel the city is focusing too much energy in the Civic Center corridor when it seems like our issues lie elsewhere. During the tourist season and off season there seems to be a lot more activity and congestion around outdoor areas like Hanson Larson park than the Civic Center. I hope the city is taking that into consideration with the new Omaha street construction. Please don't let our beautiful city fall behind by focusing too much energy and tax dollars in the wrong places. Thanks for your time.</p> <p>Josh Tjeerdsma</p>
12	Sage Harkin	<p>Kota news took too long to present the project!</p> <p>I've never owned a car.</p> <p>* My concerns were always these:</p> <ul style="list-style-type: none"> - There's no pedestrian signs/lights/crosswalk on the I-90 & Jackson Blvd intersection. - Sidewalk needed on W. Main at least from West St. to Cross St. - Traffic signs, etc. are haphazardly placed "in the middle of sidewalks" all over Rushmore Rd, and a few other places. Stupid! - E. St. Patrick has storm water grates on the street that can trap bike tires as they are parallel to traffic flow! - A hike & bike tunnel through Skyline would be a blessing over long trip around it! <p>* Paths well made are on S. 5th St., S. Sheridan Lake Rd., and downtown, though those need repainting.</p> <p>~ Thank You</p>

13	Conor McMahon	<p>As a regular cyclist, for both recreation and transportation I would love to provide feedback on the Bike Plan. But a 110 page plan with no abstract is very unapproachable. I can tell you that having lived in several cities all of the country, Rapid feels way behind in its bike infrastructure. The bike path is great, but what is really needed are real bike lanes on major streets. Not painting a bike in the road and calling it a bike lane. Drivers in this city are very hostile to cyclists. We need physical barriers separating bike lanes.</p> <p>I see a huge issue with people trying to bike from the west and SW side of the city, through the gap, to work or recreate downtown. There is no way to do this safely right now. Riding on West Main Street through the gap literally makes me fear for my life. The alternatives is riding on that sidewalk. This might be the worst maintained sidewalk in Rapid City. I have wrecked my bike just do to huge uneven spots in the pavement. This sidewalk is also heavily used by pedestrians so I hate riding on it but its the only "safe" option.</p> <p>In short, IMHO, the two biggest priorities should be a safe, physically separated bike path on west main through the gap, and 2)installing physical barriers to create a dedicated bike lanes in downtown rapid.</p> <p>I'm also going to say that it seems like residents on the north and east side use bicycles for transportation out of necessity due to economic conditions. So please dont just put all the money into the west side of town, distribute it equally among all residents.</p> <p>Thanks for your work on this and have a great day.</p>
14	Tom Blue	<p>The Canyon Lake Drive bike lane is rarely used. However when the road was reduced from 4 lanes to 2 lanes (with turning lane), it created a lot of vehicle congestion, especially at high traffic times. I am also a bike rider and would often ride in one of the former vehicle lanes. It worked fine. Please remove the bike lane, re-stripe to 4 lanes, and make the outside lanes a shared vehicle/bike lane for the occasional bike rider. There's just too much vehicle travel on that road for only 1 lane in each direction. Thank you.</p>
15	Stacy Torneten	<p>I would like to recommend crossing lights in high speed areas. As an example Viking & Haines intersection. Traffic will not stop if you are at the crosswalk, in many cases speed is an issue people heading north are picking up speed as they head out or those coming down off the hill are going faster than the posted limit. The other issue with this specific intersection is if you slow down to let someone cross the cars behind will pass you, this becomes a dangerous situation for pedestrians or bicycles, this area has grown tremendously with more children.</p> <p>Thank you.</p>
16	Matt	<p>Rapid City needs more room on most if not all major roads for bicycle commuters. Most streets if there is commuter the vehicles are in your hip pocket when they pass. Meaning they have to slow down or enter the other lane to pass the bicycle, making it more stressful for the driver, and the rider, as well as all traffic. The more this happens to a driver the more often they get frustrated with the biking community and less likely they are to show them respect. I was even clipped a few weeks ago at the corner of St. Patrick, and St. Joseph while biking because people didn't care, the other cars behind that person didn't even stop to see if I was ok, just kept driving.</p> <p>Is there a location to view the 2011 bicycle and pedestrian plan to see what it all entails from 9 years ago?</p>
17	Jessica Oliveto	<p>There is a TON of foot/bike traffic on S Canyon RD. The speed limit is 35 mph, which seems too high for a 2 lane residential road. There are also pedestrians crossing the road multiple times a day near 4532 S Canyon Road. A crosswalk and Capital and S Canyon is desperately needed.</p>
18	Steve Flanery	<p>I have ridden my bicycle for 15 miles a day since April. I leave my home in west Rapid City and hop on the bike path from Canyon Lake to downtown. I ride a combination of bike path/city streets and dirt trails on Hanson-Larsen and Skyline Park. This town is not bike friendly, too many distracted and angry vehicle drivers on city streets and walkers on the bike path. Once the pandemic subsides, I believe the bike traffic will not substantially be reduced. Hanson-Larsen does not support by tax revenue and we need more public/private partnerships and collaborations to meet the demand of the cycling public. Make no mistake about it, world class trail riding like we have at Hanson-Larsen is economic development and attracts many visitors who like to spend money. We need to be known as a bike friendly community and we had better get with the program!</p>
19	Gregory Josten	<p>Moon Meadows Road is in need of a bicycle/pedestrian path. The road is experiencing increasing use by bicyclists, walkers, and runners. However, much of the road has no shoulder forcing people either into the ditch or on the pavement. Passing forces motorists into the oncoming traffic lane along a road with many sharp curves and hills. The best solution is a paved path that parallels the road. Gravel will not be acceptable because cyclists with thin-tired road bikes will not ride on gravel. I'm afraid it's just a matter of time before current conditions result in an accident causing someone to get seriously injured or killed. Thank you for the opportunity to provide input!</p>
20	James	<p>Keep the damn bikes off the road and on the sidewalk where they belong.</p>
21	Eric Henriksson	<p>Please develop areas outside of the couple blocks of downtown that we have. As previously stated, the Deadwood Avenue area is full of people that would love to commute without a car (many of my coworkers live on the west side) but there are simply no safe ways to do that today. I live at the top of West Chicago and was excited to see a sidewalk as part of the plans when the road was being redone a couple of years ago. Of course, it wound up being on the wrong side of the road and not actually connecting to anything. Seriously!?! Maybe two more blocks and it could have connected to the bike path. Very short sighted. I would also add that compared to many other dedicated pedestrian transport networks, our bike path is laughably narrow. On a day with more traffic you can do nothing but ride/walk single file, which may be fine for commuting but completely defeats the purpose for most leisurely users. I have four young kids, keeping them all in a line as we use the bikpath/sidewalks is difficult at best.</p> <p>Failure to connect more intentionally to the newly remodeled Baken Park and Canal Street business centers would be another huge miss. Speaking of shopping, how in the world did we manage to completely isolate the Rushmore Crossing Mall from all viable forms of pedestrian traffic? The only way to get there is via car, which is a major pain given how the parking lots are layed out. For those brave enough to risk riding their bike, there are no accommodations once you arrive. I realize our outdoor season can be limited here, but during the times we are able to use it, our pedestrian system is stressed to the max. There are other states with similar climates doing a much better job of this than we are right now.</p>
22	Rod Pettigrew	<p>I use the bike path as a commuter on my bike to work everyday. I mean everyday, thru snow, ice, rain and wind. Overall, I believe we have a great biking system. I live on St Cloud Street west of West Blvd and I work at Flooring America out by Menard's. Everyday about 6:00 AM I head down 11th Street to Kansas City over to 6th, across Omaha at the Promenade, take the bike path to Roosevelt Park and then zig zag on streets to Kmart, cross Campbell and eventually end up where I work. Yes it would be great to have a bike path from point A to point B, bike lanes all over town, a underground or overpass at Omaha, but all of this cost money. As you know, Rapid City is not the bike riding capital of anything. It is growing but has a long way to go. Here are my thoughts: Rapid City automobile drivers have NO respect for bike riders, NONE. Can not tell you how many times I have been flipped off, honked at, cars coming as close as they can. I am one of the few who follows the rules of the road while riding my bike. Soy, not only should there money invested in however the system needs to be improve, it also needs money invested in a very aggressive campaign in educating the public about bikes on the road. I know the existing infrastructure limits what can be and can not be done at a reasonable cost. It would certainly be great if all streets had a bike lane or bike markings. Certainly not all streets but maybe create a bike map that could get one from here to there with bike lanes or bike markings. I have biked along the bike lane on Jackson and really do not feel comfortable. Cars just speed by to close and there is not room for error. Like previously mentioned, I cross Omaha at the Promenade early in the morning and between 4:00 and 6:00 PM everyday. I really do not see the need for a change with what is there. Yea, I sometimes need to wait, I think it is ok to have traffic slow down and stop, makes Omaha safer. I know planners goal is to get cars down main corridors as fast as they can. I believe get them to a main corridor but there is nothing wrong with making them stop for pedestrians and bikes. I have been confused and disappointed by an offer I made last year. The bike markings on Kansas City Street and 6th Street have been worn and weathered away. I believe these are important. I called and talked with some department head last year who was in charge of over seeing the bike markings. My question was, what is the cost to do 1 marking. Once I would know the cost, I would do simple math and explained I was willing to pay out of my own pocket to have as many repainted as possible at NO cost to the city. FREE, I would pay labor and material. They turned me down on my offer, still can not figure that out. The markings on the road should make drivers of cars more aware that bikes use the lane. The bike path is great, the only issue I have is the volume of some of our less fortunate who are often in desperate condition. I know of people who do not use the bike path from the Civic Ctr east because of this. They feel unsafe. I guess I use the bike path often enough that I recognize them and maybe they recognize me as a lonely bike rider. Do not know if any of this helps, just my .02 worth.</p>
23	Edna Steinberg	<p>City Springs Road sidewalks: From end of 44th Street there is approx 2 blocks of no sidewalk on either side of the street. Also no sidewalk to Elizabeth - Seton School.</p> <p>St Martins Village has added 50 twin homes since 2013, of these at least 22 in the last two years. Plus an apartment and a nursing home since 2013</p> <p>Lots of walkers, not just residents, go by our house every day, winter or summer.</p> <p>School kids ride their bikes to school also.</p> <p>Drivers do not go 25 mph. There are 26 signs in just the SMV area on City Springs Road</p>

24	Maria Thouron	<p>I just have a couple of comments about bike/pedestrian access here in Rapid City.</p> <p>While I love the bike trail we have, more trails/offshoots would be very welcome. My husband and I used to live in Lincoln, NE, and at the time neither of us owned a car—we were able to commute via bicycle everywhere we went because their trail system covered the city so well. That is sadly not the case here. For example, we live north of the Civic Center, and our daughter's daycare is by Pinedale Elementary. There is no good, safe route for us to bike from our house to that neighbor hood, even though getting from our house onto the trail is relatively easy. Our previous daycare was located north of Rapid, on Steeler Lane, and while there is an excellent wide sidewalk leading out to that area, it is a loud and stressful ride next to such a busy road. Since there is still a lot of undeveloped land north of town, why not put a trail in that doesn't follow the road so closely? Biking out to Rushmore Crossing is also problematic, since it is on sidewalks with many road crossings (and bicyclists are technically supposed to walk their bikes through every single road crossing).</p> <p>There is also a sad lack of acceptable sidewalks, especially in North Rapid. One of the most obvious deficiencies, along East Blvd next to the former Prairie Market, has finally been remedied, but there are still many sidewalks in North Rapid that are in poor repair and have no access ramps, making them very difficult for those on bikes, with strollers, or in wheelchairs to use. Is there a way to revitalize some of these sidewalks and, at the minimum, put access ramps in?</p> <p>Thank you for working on this!</p>
25	Chris Matusiak	<p>I like to ride thru town but the conditions of the roads are terrible. They need to re-asphalt the downtown side roads like 4th st, 9th, etc. The bike lanes on the sidewalks around Quincy & Kansas City st are ok but could use more signage. We could use more designated lanes for bikes only. Not everyone goes where the bike path runs.</p>
26	Bill Cantalope	<p>there actually is no place to ride bikes downtown, the side walks are tight and the diagonal parking makes it impossible to ride on the streets in certain places. It would be nice to build a walk/bike way across Chicago Street.</p> <p>Allowing restaurants to have table space on the sidewalks make it difficult to ride. I guess reduce the speed limit and mark out a bike lane on the road is one idea, bikes are suppose to follow automobile rules, or place signs around stating Walkers/Bikers Share the space on the side walk, also the city need to have foot patrol down town to protect the tourist.</p>

WRITTEN TESTIMONY
(Please Print or Type)

Concerning the TENTATIVE 2021-2024 SDDOT Rapid City MTP
~~STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)~~

Please mitigate the narrow shoulder
rumble strips as a safety hazard for cyclists.
Wide shoulder repair and requirement would
make the narrow shoulder rumble strips
less dangerous on our tourist-attracting, scenic,
windy and hilly narrow 2-lane roads. Highway 385 + Hoisington

In using the accident statistics to
guide safety planning, please note that there
is inequity for cyclists. Because bike statistics
are not counted unless there's a death or a car
is involved AND there's more than \$1000 damage
so safety engineers need to think outside
the auto-centric statistic box on this and
be pro-active for vulnerable cyclists instead
of re-active to inequitable statistics

I attended the October 2019 planning
meeting and ineffectively communicated this
concern on a post-it note. The 2019 state highway
safety plan for more shoulder rumble strips is
disturbing!

NAME: Julie Godbe DATE: 7-13-20
ADDRESS: 4930 Ireland Pl
CITY: Rapid City 57702 STATE: SD

Written testimony will be included in the meeting record. Comments should be submitted by
July 28, 2020 to:

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~~Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Ave
Pierre, South Dakota 57501-2586~~

cc Kip Harrington
Transportation Planning
Community Planning & Dev
Services
300 6th St RC SD 57701

Or e-mail your comments along with your address to: .Levi.Briggs@state.sd.us

julie.godbe@gmail.com

394-4120

Hamilton, Dustin

From: Harrington Kip <Kip.Harrington@rcgov.org>
Sent: Tuesday, July 14, 2020 3:59 PM
To: Hamilton, Dustin
Subject: FW: Satisfied caller/Dial-a-Ride

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI.

Kip Harrington
Planner III
Long Range Planning
Rapid City Department of Community Development
300 6th Street
Rapid City SD 57701
(605) 394-4120
kip.harrington@rcgov.org

From: Shoemaker Darrell <Darrell.Shoemaker@rcgov.org>
Sent: Tuesday, July 14, 2020 3:58 PM
To: Harrington Kip <Kip.Harrington@rcgov.org>
Cc: Gould Megan <Megan.Gould@rcgov.org>; Tech Dale <Dale.Tech@rcgov.org>
Subject: Satisfied caller/Dial-a-Ride

Took a call from a Phyllis Alexander...phone is 390-0341...

She had seen the media item or the FB item on the online feedback for the transportation plans...

She is 88 years old and wanted to know if any of this involves transportation...I told you were looking at various different reports, and yes transportation/transit is a part of it.

She didn't know how to do the online feedback but wanted us to know that she uses Dial-a-Ride several times to go to the Regional Sports Center and to other doctors...and she has NEVER had a bad experience with Dial-a-Ride...she commends the drivers and they are always usually on time give or take...she doesn't want to see any changes in the system...it's great for older folks...and demanded her voice be heard. I told her I would share both with the folks taking feedback but also the Rapid Transit folks...she was glad I would do that and said again, Dial-a-Ride is wonderful.

There you have it...glad to get such calls....

Thank you,

Darrell W. Shoemaker | Communications Coordinator

T: 605.721.6686 | M: 605.939.8551

E: Darrell.Shoemaker@rcgov.org

W: www.rcgov.org



July 14, 2020

Bike/Pedestrian Plan Update Thoughts and Comments
Rapidtrip2045.com

Based on the foundational statement in the plan of:

Proposed projects from the 2011 plan will be evaluated to determine if they should be maintained as-is or be modified or removed. Modified or additional projects will be based on evaluation of LTS, equity, bike and ped demand, existing and proposed bike/ped networks, identified network gaps, connections to facilities and destinations, and public input with a specific focus on low-stress facilities and streets.

I believe it is time for Rapid City to go to the next level for bicycle safety and accessibility. We have an opportunity to create a world class biking community. We already have many of the necessary facilities and support systems in place. We should ask the question, "What kind of community are we?", when it comes to a bicycle and pedestrian friendly atmosphere.

When I was in college at the South Dakota School of Mines and Technology many people including myself were active bicyclists. Many of my classmates commuted (weather permitting) from their homes to campus. My friends and I would often spend weekends riding through town, up highway 44, and back to campus.

I have waited years to finally have a job where I can ride my bike to work. Riding through our city over the last few months as a commuter, and over the past few years as recreational biker I have learned a great deal.

In Rapid City it appears there are four types of riders:

Casual/Leisure

These are your families and the occasional riders you see on the bike path.

Recreational

These people cross over from riding the bike path to enjoying the Hansen-Larson and the skyline drive paths.

Commuter/Student

This demographic provides us with the greatest opportunity for expansion. These riders are challenged by the disjointed, obstacle laden, traffic interference system currently in place. These riders also must leave the safety of our primary system and travel streets and sidewalks to reach their destination.

Competitive/Advanced

These riders are primarily seen in the streets and on our single track paths on M Hill and the Skyline Drive systems. They will continue to ride with traffic. They must be allowed to do so, however, anything we can do to make their ride safer must be done.

Each of these have their place in the system and require differing, yet shared facilities to accommodate everyone.

There are some fairly simple things we can do without much effort or expense to aid our journey to being a full circle bicycle friendly community.

1. Connections

- a. Look at bike paths the same way we look at roadways, with main routes and then feeders connecting to destinations
- b. Look at means to get the Casual/Leisure riders to the bike paths.
- c. Find out where our active bikers (and potential bikers) would like to go – and go there.

2. Destinations

- a. Downtown
- b. Parks System
- c. SDSMT
- d. Western Dakota Vo-tech
- e. Grocery/shopping
- f. Neighborhoods
- g. Parking friendly facilities at destinations (Secure)

3. Design

- a. Stop being an afterthought – It seems like we design the roadway and then as an afterthought throw the bike way on somewhere.
- b. Grades: many places on our bike path system have steep grades and even grade breaks where we transition from very flat to steep instantly.
- c. Curve limitations: some of the curves are too tight and prohibit a smooth pass through. Bikers often must slow down and sometimes even dismount if there are other riders or pedestrians.
- d. Limitation of obstacles: see safety below
- e. Markings: many places our bikeways cross streets or parking lots and there are not clear markings leaving the riders and runners to fend for themselves against traffic.
- f. Visibility: (for both the cyclist and the vehicles). Many locations where the bike path crosses traffic it is challenging to see cars or bikes.
- g. **Bottom line – there should be design criteria for the bikeways the same as we have for roadways.**

4. Safety

- a. Assess our current system with regards to safety, in some places the bike way is the most convenient place to put power poles, signs, fire hydrants, and many other obstacles to a smooth clear safe ride.
- b. Look specifically at obstacles, crossings, visibility

5. Events

- a. Sponsor events (When the Covid-19 pandemic subsides and permits the opportunity)
- b. Promote bicycle ridership through ad campaigns, local businesses, and news stories.

To delve into the design aspect a little more: we should look at a graduated path improvements. To build a concrete path to access everything is very cost prohibitive. I suggest we take an approach whereas there are differing levels of service.

A basic level dedicated bikeway could be a crushed fines paths similar to the Michelson Trail or the City of Deadwood path. The crushed fines path has been used very successfully as a multiuse path in major cities such as Denver and Austin Texas. This would be good option to improve the existing path connecting to Western Dakota Vo-tech. The crushed fines path is also a cost effective way to determine effectiveness and provide a base moving to a higher level of service.

The second level could be an asphalt surface. These work very well for a more traveled all weather pathway. An example of a great asphalt path is at Angostura Reservoir. The SD State Parks have gradually continued to extend the path and is a popular path for visitors and it provides connections to their facilities.

The third level is the concrete paths such as we have through the city. These are more expensive but also provide a higher level of service. The concrete paths should be incorporated into street projects to provide our connections whenever feasible.

The challenging task is to commit funding to the goal.

A handwritten signature in black ink, appearing to read "Roger L. Hill". The signature is written in a cursive, flowing style with a large initial "R".

Hamilton, Dustin

From: Nancy Jordan <jordantimes5@hotmail.com>
Sent: Wednesday, July 15, 2020 9:45 AM
To: Hamilton, Dustin
Subject: Re: Contact for MTP Comments

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re. mpo2045 study

As discussed, our systems will not allow us to comment on mpo software.

Comments

1. Does this current plan consider the impact of the global pandemic which started in October of 2019. If not, should this be stated in assumptions.
2. I am still confused about the impact of the whooping Crane migration route. Has the bat and crane background work been done to justify the two routes from North Haines Ave east north of Box Elder creek? The one route runs closer to the nesting grounds than the existing road.
3. Figure 8-1. legend references MTP inconsistencies. This plan appears to show four different roads across our property. A corridor study was completed. Were the results not accepted by all government agency's? The road which was studied next to Box Elder creek did not make the final consideration due to flood plain. it now exists on this plan.
4. Figure 9-3. project 158. This project appears to be the old connecting road from before the \$250,000 corridor study. Was this route reselected? No project number for corridor study route.
5. Figure 9. Flood plain map. Please verify flood plain for Box Elder creek.

Thank you.
Stay Safe.

Jon Jordan

From: Hamilton, Dustin <Dustin.Hamilton@hdrinc.com>
Sent: Wednesday, July 15, 2020 8:08 AM
To: jordantimes5@hotmail.com <jordantimes5@hotmail.com>
Subject: Contact for MTP Comments

Contact information for comments on RCAMPO MTP.

Dustin Hamilton, PE
Transportation Business Group Manager

HDR
703 Main St., Suite 200
Rapid City, SD 57701
D 605.791.6103 M 605.381.2185
dustin.hamilton@hdrinc.com

Lucas Haan

2402 Janet Street
Rapid City, SD
(605) 389 1361
lucas.haan@gmail.com

16th July 2020

Kip Harrington

Planner III
Long Range Planning
Rapid City Department of Community Development
300 6th Street
Rapid City SD 57701
(605) 394-4120
kip.harrington@rcgov.org

Dear Mr. Harrington,

First of all, I would like to thank all that have been a part of developing the 2045 plan for bicycle and pedestrian travel and for the opportunity to provide comments. I will address the plan from a bicyclist's perspective, and specifically one that is an avid cyclist and daily commuter.

I do not agree with how the miles of existing bicycle infrastructure is tabulated. For example the "existing trail" on Sheridan Lake Rd from Jackson to Catron is just a large sidewalk with multiple driveways and entrances to businesses. This street sees high traffic volumes at high speeds of 35 MPH and greater and therefore introduces a high stress scenario. As a result of this scenario there are low amounts of commuters from this area. The same logic can be applied to 5th Street and other areas around the city and I fear that these areas over inflate the true state of infrastructure available to cyclists.

After thorough review of the plan I can support the recommended facility types and locations based on priority. In fact, one can imagine that I am excited to see the recommendation to add 97 miles of bike infrastructure for the high and medium priorities and potentially gain 17 miles in new construction facilities. However, the fiscally constrained plan achieves only a minute fraction of the recommended plan.

The fiscally constrained plan only adds 4.59 miles of cycling infrastructure over 25 years. To put this in perspective, by the time my kids have kids, bicycle infrastructure will not be any better than they are today. Furthermore, to my understanding, the fiscally constrained miles are only achieved if funding is awarded through grants and the city is able to provide 20% of the project cost. I am concerned that there is no set funding or line item within the city budget for expansion of the cycling infrastructure. Without set funding to back the initiative of making commuting by bike a viable option in Rapid City we will never progress.

At this time we need to invest in the infrastructure for cyclists to make cyclists feel safer and to make travel more convenient. If we can do this, it will attract more and more commuters and reduce the load on the vehicle traffic plans.

Sincerely,

Lucas Haan