



# Public Meeting - Open House No.1 Meeting Summary

## October 29, 2019

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

*Rapid City Area MPO*  
November 21, 2019





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# Public Meeting/Open House No. 1 Overview

## Meeting Details

Date: Tuesday, October 29, 2019  
Time: 4:00 PM to 5:45 PM  
Location: Rapid City Council Chambers, City Hall  
300 6<sup>th</sup> Street, Rapid City, SD 57701

**Advertisements:** Rapid City Journal (10/16/19 and 10/19/19), Native Sun News (10/16/19), project website, MPO website, and Facebook Event post. Additionally, a meeting flyer was emailed to RCAMPO Stakeholders.

The project team hosted a public meeting/open house for the Rapid City Area MPO Metropolitan Transportation Plan (MTP) and Bicycle/Pedestrian Plan Update to present an overview of the project and gather feedback from the public and stakeholders. Approximately 47 attendees signed in for the meeting, including members of the consultant team, City staff, FHWA, and SDDOT staff. It is estimated approximately 15 additional attendees also attended the meeting, however entered through a second entrance after the presentation was underway and did not sign in. An attendance sheet for the public meeting/open house can be found in Appendix A.

A brief presentation was provided to present the details and scope of the project and review the existing analysis completed to date. A copy of the presentation is included in Appendix B. Following the presentation an interactive maps and markers exercise was conducted to gain public feedback on the existing and future transportation system needs. Comments from the public could be provided in multiple forms, including submission of a comment form, notes attached to the maps/markers exercise, email, or via the project website. Written comments received via comment cards, emails, and website submissions are noted in the Written Comments section of the meeting summary. Notes/suggestions provided via the maps/markers exercise have been consolidated and summarized in a table for reference.

In general, discussions focused on transit and bicycle and pedestrian issues/needs. Concerns were also presented regarding the Highway 16/16B/Catron Boulevard intersection, Highway 16/Neck Yoke Road intersection, and intersections near the South Dakota School of Mines campus.

## Project Website

[www.rapidtrip2045.com](http://www.rapidtrip2045.com)

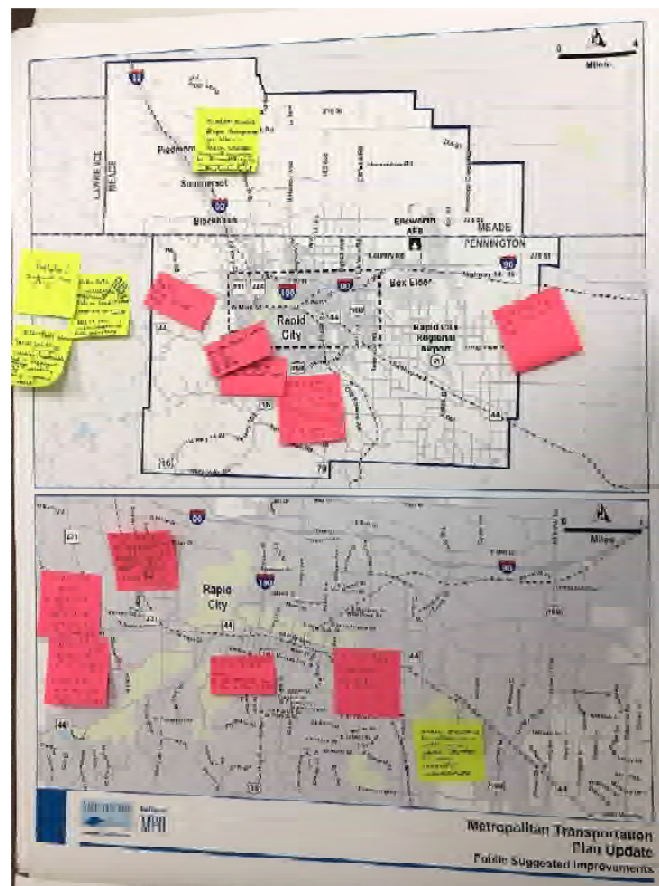
# Written Comments

The written comment period associated with Public Meeting/Open House No. 1 began the evening of the meeting/open house and lasted through November 15, 2019. A total of four comment cards were received. Additionally, a type-written comment was received, multiple text messages to the MPO as well as an email submission. Two comments were also received via the project website. The written comments are attached in Appendix C.

In summary, the written comments focused on bicycle/pathway connections, traffic calming near the South Dakota School of Mines campus, improved transit/public transportation routes/stops, and a request to coordinate planning efforts with a proposed project located near Canyon Lake Drive/Soo San Drive.

Project website comments pertained to bike/pedestrian count methods, bike lane signing suggestions, bike/ped crossing suggestions, public meeting displays, and suggestions relating to bus stops and how they tie to pedestrian accessibility.

The maps and markers exercise generated approximately 56 comments/suggestions. A table summary of the comments associated with the maps/markers exercise is also included in Appendix C.





## Appendix A – Sign-in Sheets

# Sign – In Sheet

Subject:	Rapid City Area Metropolitan Transportation Plan and Bike-Pedestrian Plan Update		
Meeting:	Public Information Meeting and Open House		
Date:	Tuesday, October 29, 2019	Meeting Location:	City of Rapid City Community Room

Please print clearly. Thank you.

	NAME/REPRESENTING	ADDRESS	BEST CONTACT PHONE	E-MAIL
1	Cy Means / GPTCHS Oyate Hill Ct			
2	Chuck Henrich			
3	Mark Hoines			
4	SARAH GILKERSON			
5	Dustin Hamilton			
6	Julie Godbe			
7	Deanna Beckett			
8	Paul Bains			
9	Willis Suttiff			
10	ROD PETHREW			
11	Kathy Hovee			
12	Dennis Berg			
13	JASON CAMBERT			
14	Richard Schmeier			
15	Chris Huot			
16	Bill Kopp			
17	Julie Kopp			
18	Bill Evans			
19	Ritchie Nordstrom			
20	Eltina Three Stars			

# Sign – In Sheet



Subject:	Rapid City Area Metropolitan Transportation Plan and Bike-Pedestrian Plan Update		
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Please print clearly. Thank you.

	NAME/REPRESENTING	ADDRESS	BEST CONTACT PHONE	E-MAIL
1	Gloria Plummer			
2	Corinne Perkins			
3	Rachel Caesar			
4	Ted Johnson			
5	Kumar VenuSwamy			
6	Brad Haupt			
7	JAY ERICKSON			
8	Andrea Seung			
9	Michael Huot			
10	Lysann Zeller			
11	Ellen Erickson			
12	Jasmi Carbee			
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# Sign – In Sheet



Subject:	Rapid City Area Metropolitan Transportation Plan and Bike-Pedestrian Plan Update		
Meeting:	Public Information Meeting and Open House		
Date:	Tuesday, October 29, 2019	Meeting Location:	City of Rapid City Community Room

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	NAME/REPRESENTING	ADDRESS	BEST CONTACT PHONE	E-MAIL
1	Carrie Dind / BHWOC			
2	Teri Schmidt			
3	Stephanie Rittberger			
4	Melissa Hurley			
5	Melissa Petersen (Parks + Rec)			
6	MATT Schumacher			
7	Ken Young Rapid City			
8	James Lovovich			
9	LUCAS HAN			
10	Verilyn Roberts			
11	Kelli Aarstad			
12	Garth Wadsworth			
13	GRANT SERNA			
14	STACIA SLOWEY			
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# Sign – In Sheet



Subject:	Rapid City Area Metropolitan Transportation Plan and Bike-Pedestrian Plan Update		
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	NAME/REPRESENTING	ADDRESS	BEST CONTACT PHONE	E-MAIL
1	Kent Penney / KLT			
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## Appendix B – Presentation



RAPID TRIP 2045



Metropolitan Transportation Plan

Rapid City Area

MPO

# PUBLIC MEETING / OPEN HOUSE #1

October 29, 2019



U.S. Department of Transportation  
Federal Highway Administration

# PURPOSE OF THE MEETING

- Involve the public in the planning process
  - Brief Presentation to explain project followed by interactive discussion
- Provide a Project Overview
  - Background
  - Project Scope
  - Project Schedule
- Gather Input and Feedback on Future Transportation Needs for Rapid City Area



# PROJECT TEAM

Kip Harrington

*RCAMPO Project Manager*

Dustin Hamilton, PE

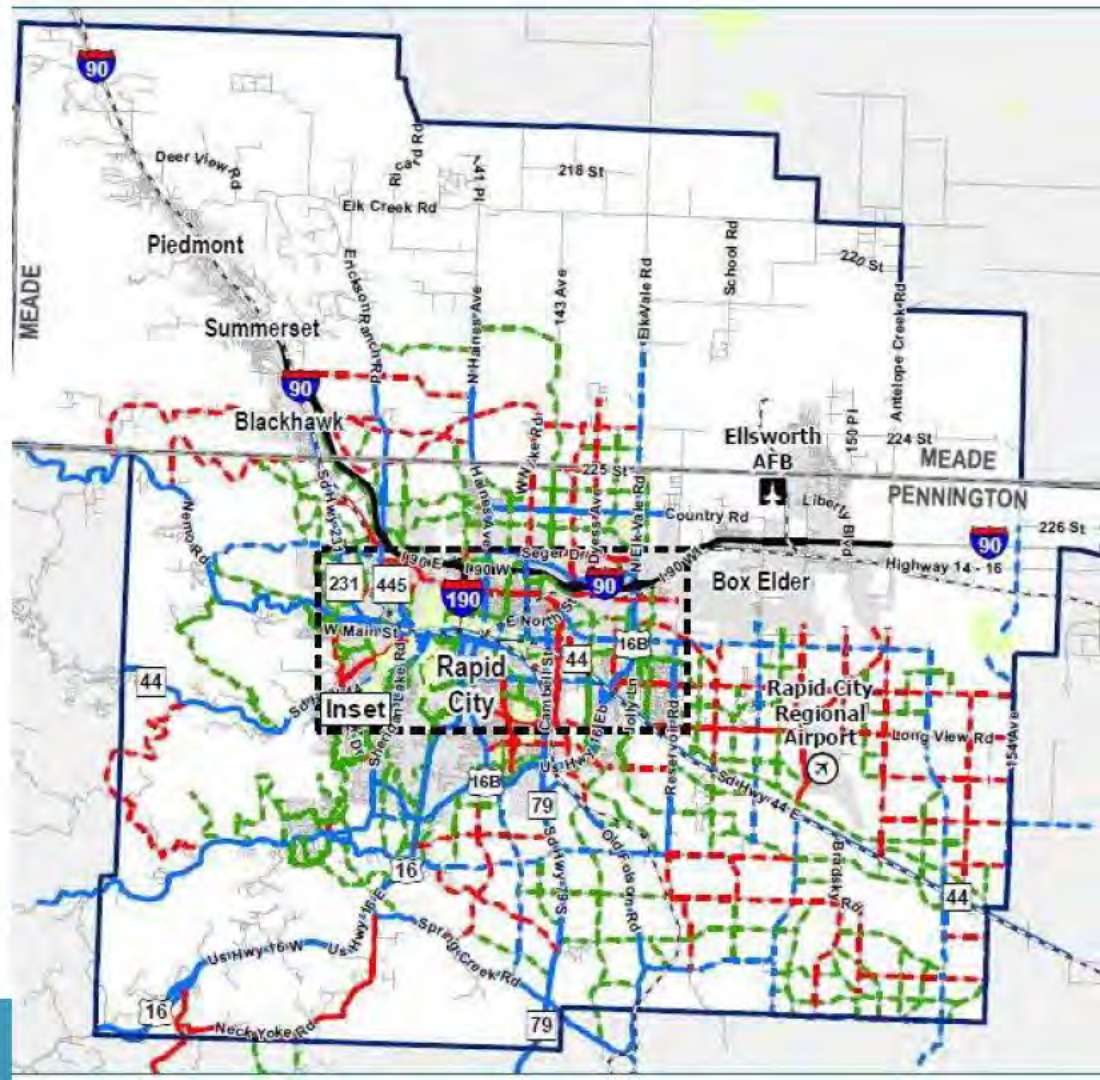
*Consultant (HDR) Project Manager*

- Rapid City MPO Staff
- SDDOT Staff
- Study Consultant



# BACKGROUND INFORMATION

- Metropolitan Transportation Plan (MTP) - Formerly known as Long Range Transportation Plan
- MPOs must update every five years
  - Plan to accomplish transportation goals
- Includes all modes of travel
  - Highway, Bicycle, Pedestrian, Transit, Freight
- Projects must be in the MTP to be included in Transportation Improvement Program (TIP)
- Must be fiscally constrained
- Promotes regional performance measures and targets
- This MTP targets goals, strategies, etc. for the year 2045 planning horizon



# PROJECT SCOPE/TASKS

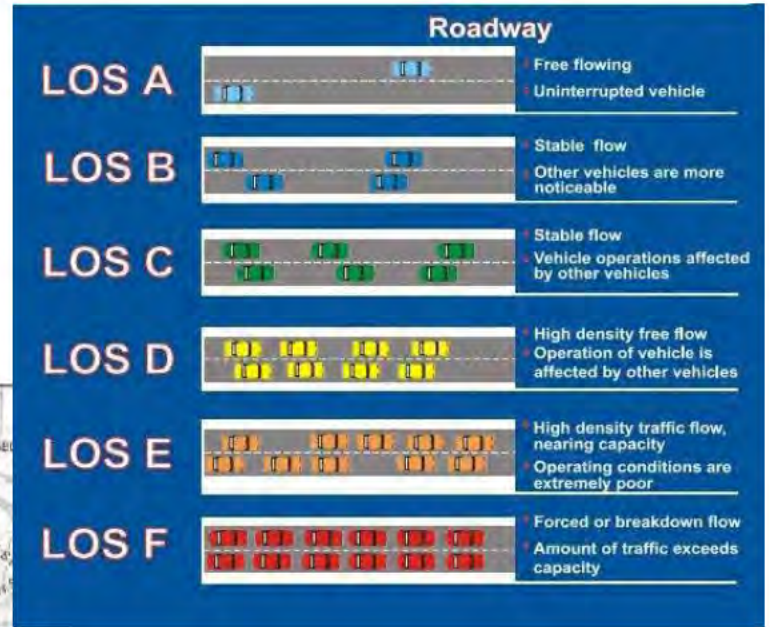
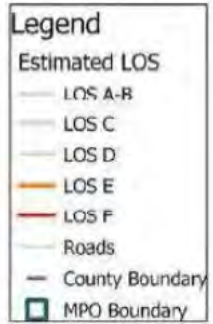
- Travel Demand Model Development and Validation
- Existing System Review (Capacity, Safety, multi-modal)
- Year 2045 Transportation Needs Plan and Fiscally Constrained Plan
- Major Street Plan Update
- Bicycle and Pedestrian Plan Update



# MTP – PLANNING LEVEL TRAFFIC OPERATIONS

- Looks at existing segment traffic volumes and compares to capacity of facility

Rapid City MPO  
Existing Peak Period  
Traffic Operations

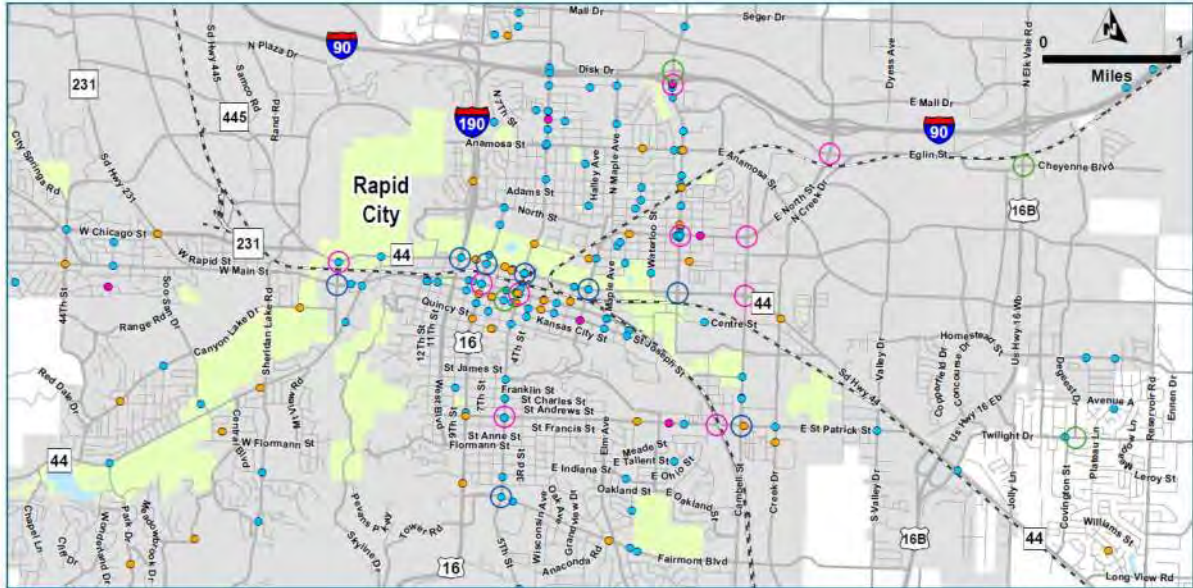


Source: Esri, DE Lorme, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoEye, IGN, Kad



# MTP – EXISTING SAFETY ANALYSIS

- Looks at prior five years of crash data (2014 -2018)
  - Identified top frequency and crash rate intersections



# MTP – MULTI-MODAL

- Planning Level Review of: transit/bus, air, freight



Table 8: Fixed Route Operating Statistics, Rapid Transit<sup>5</sup>

Measure	2013	2014	2015	2016	2017
Passenger Trips	304,599	287,623	291,206	295,060	348,210
Revenue Hours	20,328	19,490	19,452	19,755	21,043
Revenue Miles	294,439	294,080	290,101	289,699	289,031
Operating Expense	941,516	986,199	1,009,286	988,280	997,384
Passenger Revenue	239,430	251,235	229,542	226,710	174,897

Table 9: Demand Response Service Operating Statistics, Rapid Transit

Measure	2013	2014	2015	2016	2017
Passenger Trips	83,572	79,261	84,594	87,280	87,409
Revenue Hours	25,785	25,750	25,655	22,148	22,056
Revenue Miles	279,165	247,369	268,521	271,425	269,557
Operating Expense	1,061,779	1,112,051	1,115,526	1,107,993	1,042,327
Passenger Revenue	187,160	176,674	192,552	207,756	203,037

Figure 11: Annual Enplanements for the Rapid City Regional Airport, 2007-2018<sup>6</sup>



<sup>6</sup>Seasonal flights to Newark, NJ, Los Angeles, CA, and San Francisco, CA

<sup>7</sup>Federal Aviation Administration, Air Carrier Activity Information System (ACAIS) data

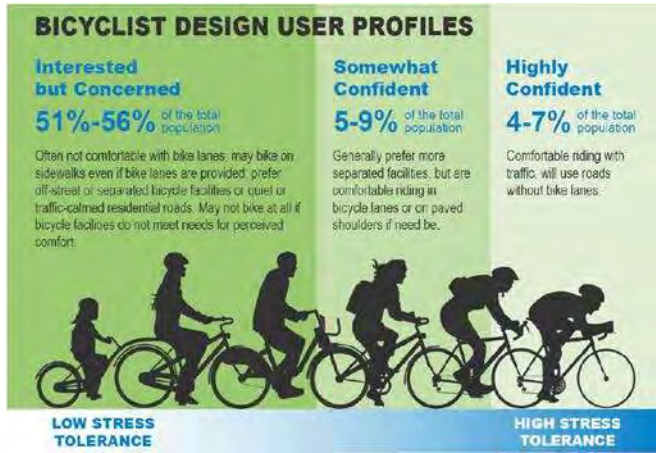
# BIKE/PEDESTRIAN PLAN UPDATE

- Assessment of 2011 Plan Progress
- Level of Traffic Stress (LTS)
- Equity Analysis
- Bike/Ped. Demand Analysis
- Network Planning Methods

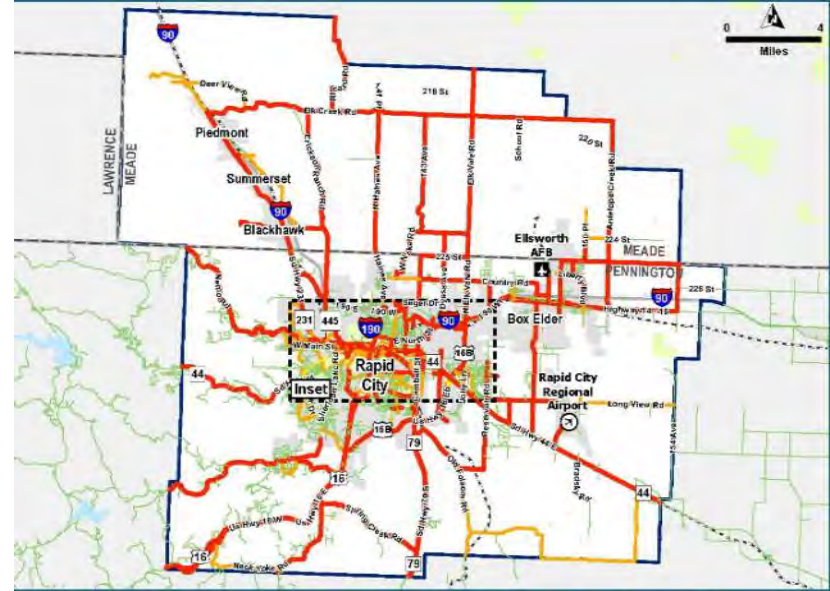


# BICYCLE LEVEL OF TRAFFIC STRESS

- 1 All Ages & Abilities
- 2 Interested but Concerned
- 3 Somewhat Confident
- 4 Highly Confident



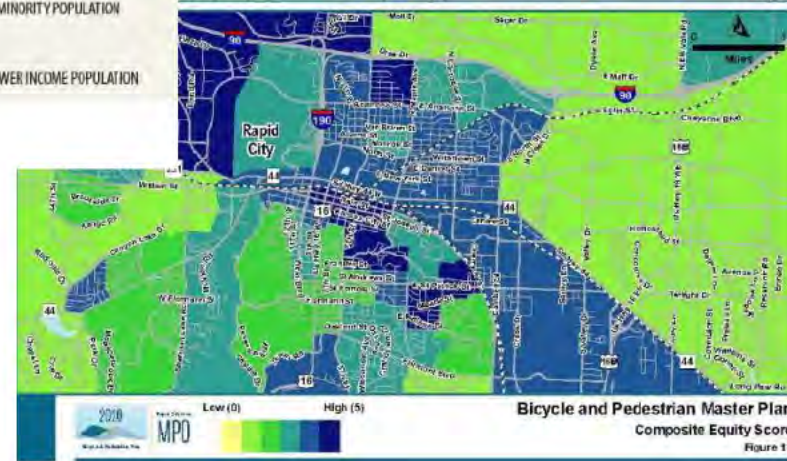
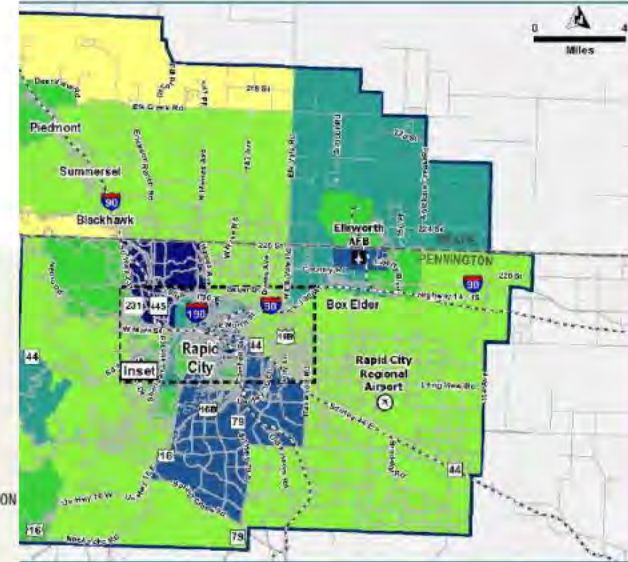
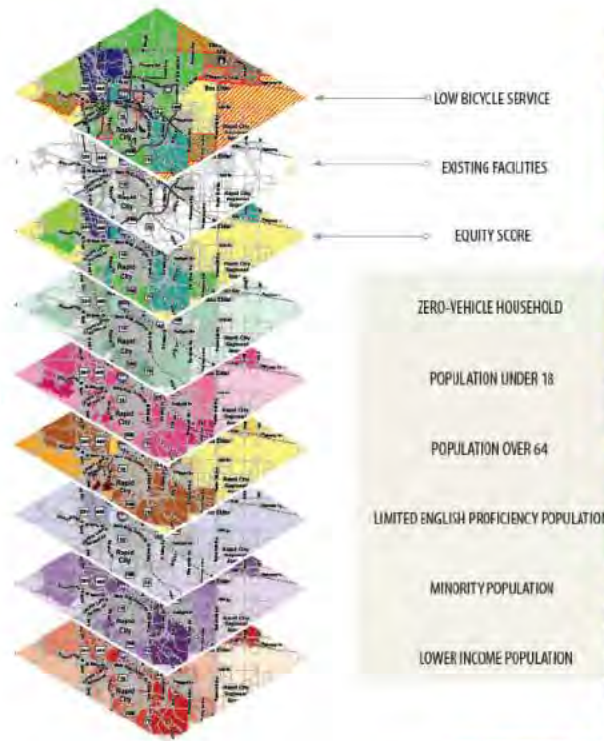
Source: FHWA  
Bicycle Facility  
Selection Guide



Bicycle and Pedestrian Master Plan  
Level of Traffic Stress  
Figure 16

# EQUITY ANALYSIS

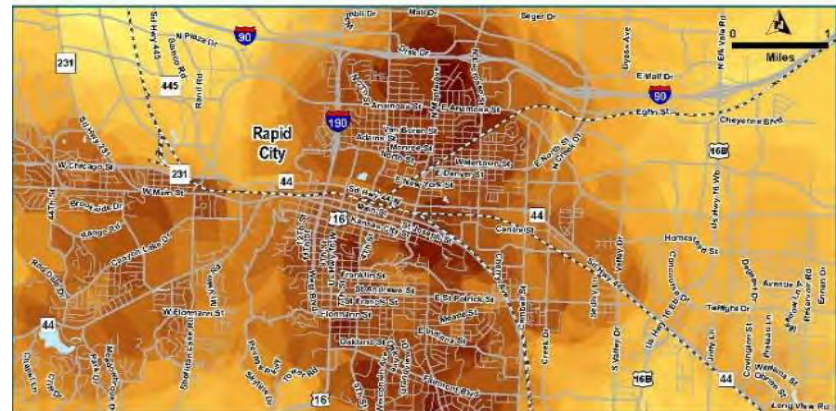
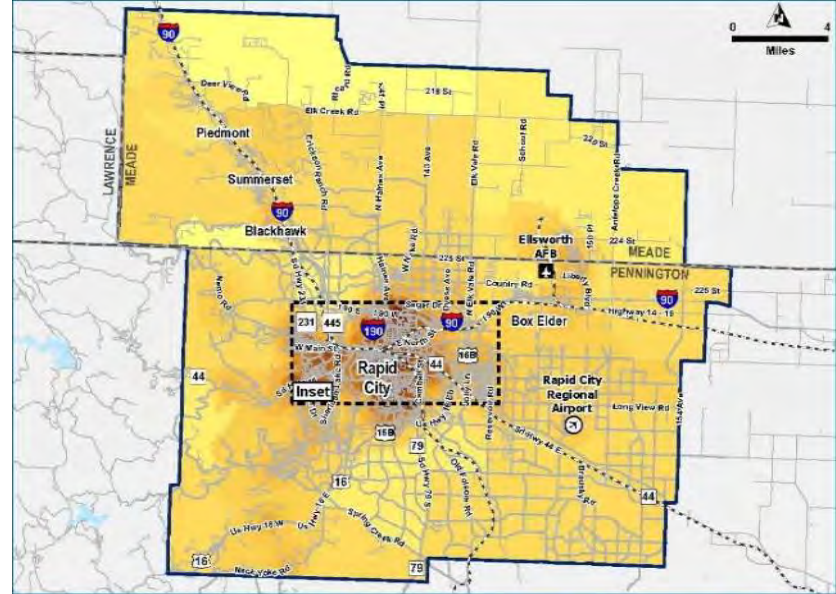
- Spatial Analysis of Key Demographic Patterns
- Compile Resulting Maps to Develop Overall Equity Scores for Areas within MPO
- Use Equity Scores Maps and Existing Facilities to Identify Areas of Low Bicycle Service
- Darker areas on composite map signify locations with concentrated socio-economic indicators



# BIKE/PEDESTRIAN DEMAND ANALYSIS

- Three Components:
  - Population + employment density & employment / population ratio
  - Proximity to key destinations & typical walk & bike trip lengths
  - Composite equity score (census block)

Facility Type	Length
Bike Lane	9.68
Bike Path	16.42
Cycle Track	0.28
Shared Lane	1.79
Shoulder Bikeway	18.47
Side Path	26.33
Total Existing Mileage	72.97

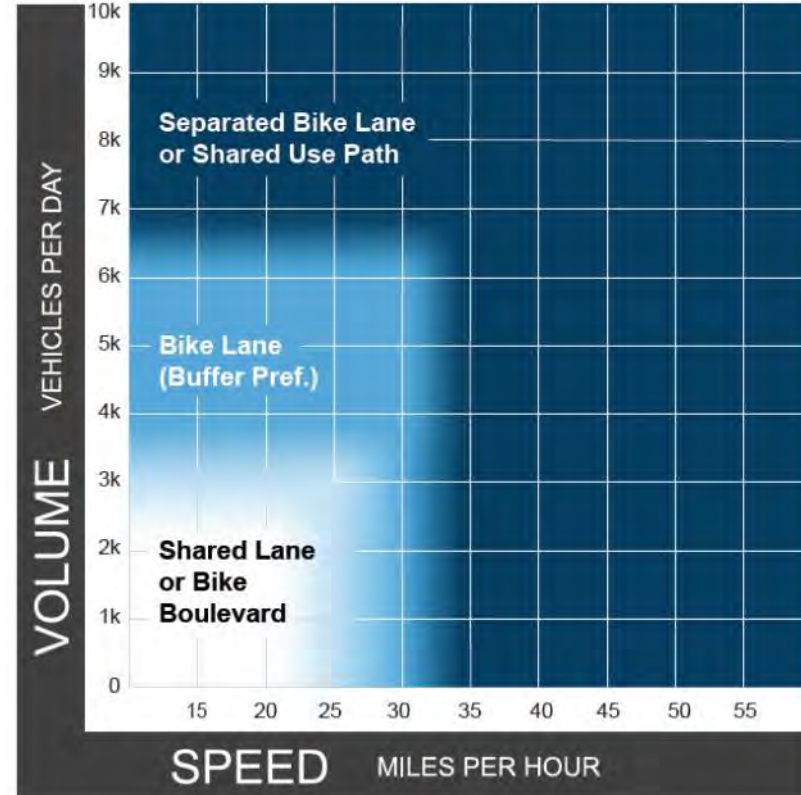


2020 MPO Low Medium High Bicycle and Pedestrian Master Plan Latent Bicycle Demand Figure 14

# BIKE/PEDESTRIAN NETWORK PLANNING

- Review 2011 Plan projects – keep, remove, modify
- FHWA Bicycle Facility Selection Guide
  - Separated facilities at low volumes and speeds
  - Latest industry standard; AASHTO update will also contain same chart
- Identify / close network gaps
- Focus on low-stress facilities and crossings

Source: FHWA  
Bicycle Facility  
Selection Guide



# PROJECT SCHEDULE



Gather information and data, existing network analysis, and model validation



Public Meeting #1



Continued model development, review of Major Street Plan, and development of Fiscally Constrained Needs Plan



Public Meeting #2



Finalize Fiscally Constrained Plan and Draft Report



Public Meeting #3



Present Final Report to MPO Committees



Study Complete





# OPEN HOUSE GOALS

## Public Participation

- Gather your input and ideas to shape the future transportation network and needs in Rapid City Area for the next 25 years
- Provide your ideas through:
  - Maps/Markers Exercise
  - Comment Sheets
  - Project Website: [www.rapidtrip2045.com](http://www.rapidtrip2045.com)



# THANK YOU!

Your attendance and input is appreciated!

- We look forward to seeing you at the next meeting next spring!

Follow the project at:

- [www.rapidtrip2045.com](http://www.rapidtrip2045.com)



Rapid City Area  
**MPO**





## Appendix C – Public Comments



**PUBLIC COMMENT SHEET**

**RAPID CITY AREA MPO METROPOLITAN TRANSPORTATION PLAN**

Your suggestions and comments are important to the Metropolitan Transportation Plan planning process. Please feel free to provide your comments regarding the overall Metropolitan Transportation and Bike and Pedestrian Plans. Some of the issues under review include the Major Street Plan, improvements and needs for the transportation/bicycle/pedestrian networks, multi-modal systems including transit, air, freight/rail, and other transportation related issues for the year 2045 planning horizon. Please send your written comments by mail, email, website, or fax until November 15, 2019 and address your comments to:

HDR Engineering, Inc.  
Attn: Dustin Hamilton  
703 Main Street, Suite 200  
Rapid City, SD 57701

Phone: 605.791.6103  
Fax: 605.791.6161  
email: [dustin.hamilton@hdrinc.com](mailto:dustin.hamilton@hdrinc.com)  
website: [www.rapidtrip2045.com](http://www.rapidtrip2045.com)

I work for Black Hills Works. We have a location off of Deadwood which houses 80-100 ppl w/ development disabilities. We also have folks working just off of Deadwood Ave. in the Valley. Currently there is no public transportation to either. We are hoping the city change the rules to accommodate these areas.

There is also very limited public transportation on the weekends to folks who work in all areas.

We appreciate all you do!

(Optional)  
Participant information

(Name)  
(Address)  
(Phone)  
(Email)

*Dustin Hamilton*  
[Redacted contact information]



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 website: www.rapidtrip2045.com

- 1. wants to Parks Dept for maintaining bike path
- 1 like to have under pass so bikes don't cross auto traffic on main path.
- 2 liked plans for a bike loop around downtown & a bike loop around entire city like Sioux Falls has
- 3 Tie a bike path to Centennial trail up HW 94
- 4 Tie bike path to Mickelson Trail from Centennial trail.
- 5. Use railroad bed to Kadoka & Chamberlain
- 6 Good bike path from Miner to downtown & tie into main bike path

(Optional)  
 Participant information

(Name)  
 (Address)  
 (Phone)  
 (Email)

Willis Sutliff  




## PUBLIC COMMENT SHEET

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website: [www.rapidtrip2045.com](http://www.rapidtrip2045.com)

At Western South Dakota CAA of 1844  
 Leadville Co. we have a large population of  
 people walking without transportation. More  
 access to bus stops on St. Patrick near  
 Creek will be a great improvement for  
 people trying to do a better. We serve over  
 5,000 people yearly.

(Optional)  
Participant information

(Name) \_\_\_\_\_  
 (Address) \_\_\_\_\_  
 (Phone) \_\_\_\_\_  
 (Email) \_\_\_\_\_



# PUBLIC COMMENT SHEET

## RAPID CITY AREA MPO METROPOLITAN TRANSPORTATION PLAN

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email: dustin.hamilton@hdrinc.com  
website: www.rapidtrip2045.com

SDSMT just recently completed a ~10 yr master plan. Growth is planned to the west of campus. There is a need to calm traffic past campus to provide a safe environment for students, staff + faculty. Birch + St Joseph and Steele + Saint Joseph are both extremely dangerous <sup>intersections</sup> ~~crossings~~. We have had an individual hit on a bike at Birch + St Joseph + multiple close calls.

- We also would like to see <sup>better</sup> biking connections from campus to the bike path + through campus.
- Public transportation availability at a more frequent service level is also a need for students.
- Our master plan looks at a connection from St Patrick to St. Joseph. This could also be a biking connection w/ the road.

(Optional)  
Participant information

(Name)  
(Address)  
(Phone)  
(Email)

Jerilyn Roberts - South Dakota School of Mines



## Transportation Committee Statement

As the Rapid City community continues to grow there is a desperate need for our public transportation to grow with it. It has been multiple years since our public bus routes have been analyzed and extended. For some people, public transportation is the only reliable option for transportation. Could you imagine only being able to work in a certain area of town or visit certain areas of town because the bus doesn't go that way or doesn't stop anywhere near there. Also, imagine finding a really great job that will allow you to provide for you and your family but it's not feasible because you aren't able to drive or can't afford to drive and there isn't a bus stop within a mile or two.

The public transportation system is meant for the public to be able to get around Rapid City but with our current routes it is very limited. Limited routes affect people's way of life, their world of work and it also the businesses that strive to employ them. Some of Rapid City's largest employers are struggling finding quality workers, not because there isn't any workers out there but because there isn't enough workers that have reliable transportation to get to and from work each day. These businesses don't sit on a bus route, but with the size of their business a different location would almost be impossible.

There are several businesses impacted daily by the lack of transportation to the growing east side of town. It has been a staffing challenge for these businesses since there is not an option for employees to take the bus. As the Rapid City community grows and will continue to grow over the next several years, it's in the best interest of the Rapid City community to allow the public transportation to grow with it. There is a lot of cost, we get it and it's not going to be a flawless process, but it is a true need. Based on this need, a group of businesses came together to form a Transportation Committee. Our Committee has been in contact with Lisa Modrick, Ritchie Nordstrom, Kay Urban, Rich Sagen and Megan Gould.

Businesses in our community who joined our Transportation Committee and are impacted by the current bus system:

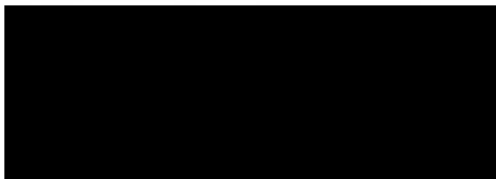
- Advance Services, Inc. (ASI)
- Fenske Media
- Synchrony Financial
- Open Bible Church
- Rapid City Community Impact
- Chris-Bro Hospitality (Several Locations)
- Granite Automotive
- Black Hills State University Rapid City Campus
- Qwest
- Great Plains Tribal Chairman's Health Board
- RPM and Associates
- My Place Rapid City



- Kids Kastle
- Adecco Staffing
- People Ready
- Black Hills Knowledge Network
- Goodwill of the Great Plains
- Kelly Services
- Liv Hospitality (Several Locations)
- Triple Crown Hotels
- H-S Precision
- Pioneer Credit
- McKie Automotive
- Rushmore Honda
- MDU
- Cambria Hotel and Suites
- Sleep Inn & Suites
- Rapid City Community Work Center
- Little Nest Preschool
- Western South Dakota Community Action
- Comfort Suites
- Rural American Initiative

The data collected from the businesses in 2018 calculated 100 employees/volunteers impacted by the bus system.

Melissa Hurley



## Project Website Comments

### **Comment #1**

10/25/2019 10:31:22

[REDACTED]  
Rob Tschetter

Good morning, I live in dark canyon, we have dozens of bike riders and runners daily running in the canyon. It's a great thing! The problem is to get to dark canyon they have to run against traffic on hwy 44 for about 1/4 mile on a dangerous curve. If the city would continue the bike path to the mouth of dark canyon it would be much safer. I see the Stevens cross country team run down there all the time. I cringe knowing they had to run near that hwy when a bike path on the other side of the guardrail could easily be created.

Thanks

### **Comment #2**

10/30/2019 14:33:56

[REDACTED]  
Garth Wadsworth

Hi,

I want to preface this by saying that I missed the first several minutes of the introduction and some of my concerns may have been addressed already.

My first concern is with the methods used to measure the usage of bike lanes and paths and the conclusions drawn from them. It was my understanding that pedestrian and bike counts would be used as a metric for prioritizing investments new bike lanes and paths. Bike and pedestrian counts are insufficient measures alone. An equivalent to VMT is needed to fully interpret the use of a bike lane or path as well as the reduction in traffic congestion. An individual who commutes 10 miles by bike has the same effective use as 10 individuals who commute 1 mile each. The commuter riding 10 miles would be drastically underestimated by the current methods used to count users/ridership.

There are a number of apps that could be used to estimate bike and pedestrian miles traveled but they would be, at best, proxies.

There are a few corridors that would benefit greatly from small improvements. Simple signage and just a few feet of separated bike lanes would drastically improve safety.

The Jackson blvd bike lane needs to be extending from Mountain View Rd to Main. The road is plenty wide, even with the street parking. The street parking seems underused however should be surveyed to get numbers. The intersection of Jackson and W Main is a total nightmare but would require serious investments to fix. There is also no safe path to cross from W Main to Omaha, Cross st, or W Rapid St. Using Halley Park between Main and St. Joes would require significant improvements in access to the park from the Jackson-W Main intersection.

There seems to be the perception that the bike path is a suitable alternative to separated bike lanes for bike commuting. It's not. The bike path is a great recreational amenity, however, is not a useful means of transportation. The underpasses are either flooded (April - June) or iced over (October - March) which leaves an incredibly short commuting season. Bike lanes on the road are a cost effective means of reducing VMTs and will avoid the troubles of the bike path without increasing maintenance needs.

Final comment; I feel that the decision to use the future road plan maps for the public meetings created unnecessary confusion and distracted from a grounded conversation.


I'd be happy to discuss things further and clarify anything if needed,

Thanks

Garth

**Comment #3**

11/6/2019 15:22:27

  
Garth Hudson Wadsworth

I think the bus stops need to be revisited as a part of a pedestrian-oriented, multi-modal system. The physical bus stops themselves are severely lacking. They need to be more than a little sign next to a busy street.

It seems that 'accessibility' to bus transit was measured by the distance to a bus stop and the means to improve access was to increase the number of stops with little consideration for the accessibility or usability of the added stops themselves. The number of bus stops should be condensed and the accessibility of each stop should be improved by making stops a focal point of pedestrian plans.

## Hamilton, Dustin

---

**From:** Harrington Kip <Kip.Harrington@rcgov.org>  
**Sent:** Wednesday, October 30, 2019 1:51 PM  
**To:** Hamilton, Dustin  
**Subject:** Additional public input

I have received more input via text and facebook messenger as follows:

Shoulders on Spring Creek Road to allow for safer bicycle travel.

I feel that there is an urgent need for a crosswalk at the corner of South Canyon Road and Capital Street. There is heavy pedestrian traffic, especially Pinedale students/families as there is no public transportation beyond N 44th Street. I also want to point out the walking path "shortcut" that connects South Canyon to Wilderness Park. I apologize I didn't raise these concerns at the meeting, but I just saw that this group existed on the news.

An attendee voiced concerns about LOS on Park Drive and thought the LOS identified on the map was incorrect.

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

## Hamilton, Dustin

---

**From:** CJ Means <cj.means@gptchb.org>  
**Sent:** Thursday, October 31, 2019 7:48 AM  
**To:** Hamilton, Dustin  
**Cc:** Bernie Long; Jerilyn Church  
**Subject:** RC Transportation Meeting (Oct 29th)

Good Morning Dustin (HDR Engineering Inc.),

It was nice meeting you and your staff at the RC Transportation meeting on October 29<sup>th</sup>. As I mentioned during the meeting, the Great Plains Tribal Chairman's Health Board (GPTCHB) / Oyate Health Center (OHC) along with the Indian Health Service (IHS) are in the final design phase and starting the pre-construction phase this fall of the new health care facility on the old Sioux San Campus. The tentative date of breaking ground for construction is the Spring of 2020, which will affect access to the old Sioux San Campus. We would like to sit down and have a table discussion soon to talk about any adverse effects this may cause for the OHC and IHS patients / staff along with any potential encumbrances for the public and surrounding schools during construction.

We can visit about the logistics during our visit.

Please let me know when we can visit.

Respectfully,

### **Cecil (CJ) Means II, BS, MHA**

Director of Facilities & Support Services



Oyate Health Center / Great Plains Tribal Chairmen's Health Board

3200 Canyon Lake Drive

Rapid City, SD 57703

cj.means@gptchb.2

(P) 605.355-2405, (C) 605.200-0001

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## Hamilton, Dustin

---

**From:** Horton Patsy <Patsy.Horton@rcgov.org>  
**Sent:** Thursday, October 31, 2019 10:54 AM  
**To:** 'cj.means@gptchb.org'  
**Cc:** 'bernie.long@gptchb.org'; 'jerilyn.church@gptchb.org'; Fisher Vicki; Young Ken; Harrington Kip; Brennan Kelly; Solon Brad; Hamilton, Dustin  
**Subject:** RC Transportation Meeting (Oct 29th)

Mr. Means –

Thank you so much for participating in the Metropolitan Transportation Plan open house on October 29th. Dustin Hamilton from HDR, Inc. shared your email with me and I wanted to reach out to you in reference to your construction plans. We are excited about the new health care facility on the Sioux San Campus and the opportunity to visit with you and your staff about the plans for that facility.

We have worked with other public agencies in reviewing site plans before the building permit is issued and construction starts. This allows the city's Development Review Team to provide the agency with courtesy review comments from the various disciplines involved with site development. In the past we have found that a courtesy review of the proposed site plan and building plans, in many instances, reduces or eliminates redesign/reconstruction to address such things as handicap accessibility, fire protection, access locations, bus routing/stop accessibility, etc. This would also provide a sort of "laundry list" of items for you and your development team to consider to enhance your facility design and/or layout.

After we have had the opportunity to look at your plans, I can then schedule time for you to visit with the Development Review Team as you had suggested in your email to Dustin.

Additionally, as Kelly mentioned to you at the Open House, early next year we are also starting the Transit Development Plan update. We have already added your contact information to our stakeholder list so that you and your staff can participate in those discussions.

Thank you again Mr. Means for allowing our Development Review Team the opportunity to provide comments on your site plan/building plans. We look forward to visiting with you in the near future.

*Patsy Horton, Manager*  
Long Range Planning Division  
Department of Community Development  
City of Rapid City  
300 Sixth Street  
Rapid City, South Dakota 57701  
(605) 394-4120 fax: (605) 394-6636  
[patsy.horton@rcgov.org](mailto:patsy.horton@rcgov.org)

*Notable quote:*

*It is easier to do a job right than to explain why you didn't.*  
*President Martin Van Buren*

---

**From:** CJ Means [<mailto:cj.means@gptchb.org>]  
**Sent:** Thursday, October 31, 2019 7:48 AM  
**To:** Hamilton, Dustin <[Dustin.Hamilton@hdrinc.com](mailto:Dustin.Hamilton@hdrinc.com)>  
**Cc:** Bernie Long <[bernie.long@gptchb.org](mailto:bernie.long@gptchb.org)>; Jerilyn Church <[jerilyn.church@gptchb.org](mailto:jerilyn.church@gptchb.org)>  
**Subject:** RC Transportation Meeting (Oct 29th)

Good Morning Dustin (HDR Engineering Inc.),

It was nice meeting you and your staff at the RC Transportation meeting on October 29<sup>th</sup>. As I mentioned during the meeting, the Great Plains Tribal Chairman's Health Board (GPTCHB) / Oyate Health Center (OHC) along with the Indian Health Service (IHS) are in the final design phase and starting the pre-construction phase this fall of the new health care facility on the old Sioux San Campus. The tentative date of breaking ground for construction is the Spring of 2020, which will affect access to the old Sioux San Campus. We would like to sit down and have a table discussion soon to talk about any adverse effects this may cause for the OHC and IHS patients / staff along with any potential encumbrances for the public and surrounding schools during construction.

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Respectfully,

**Cecil (CJ) Means II, BS, MHA**

Director of Facilities & Support Services



Oyate Health Center / Great Plains Tribal Chairmen's Health Board  
3200 Canyon Lake Drive  
Rapid City, SD 57703  
[cj.means@gptchb.2](mailto:cj.means@gptchb.2)  
(P) 605.355-2405, (C) 605.200-0001

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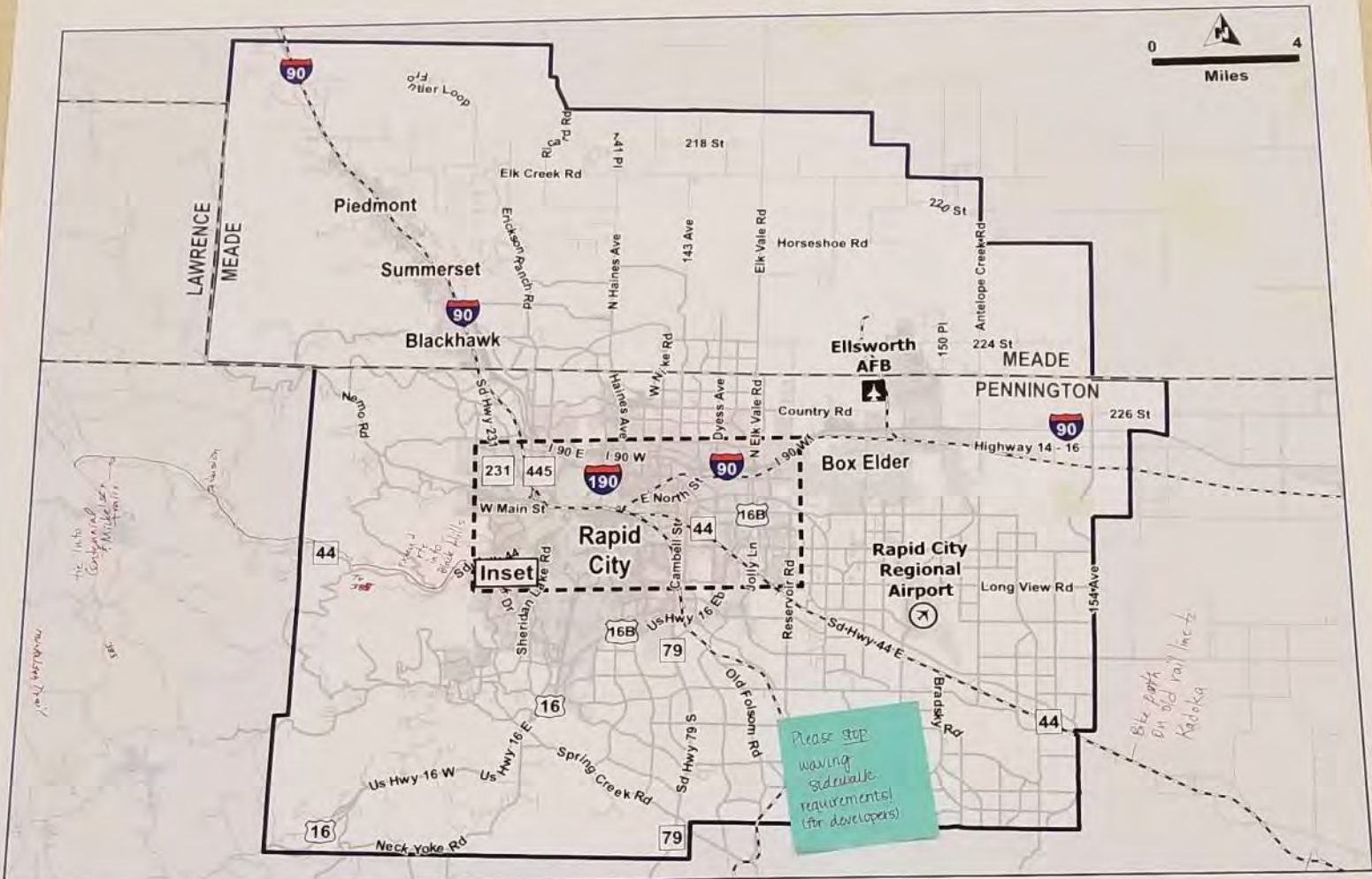
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Comment #	Rapid City Location (if applicable)	Comment	Note
1	NA	Bike Path around entire town/Loop	<b>MAP #1</b> Red writing
2	NA	Please stop waiving sidewalk requirements for developers	Teal sticky note
3	Highway 44 to 385	Extend route in the Black Hills (out Hwy 44 to meet with 385) tie into Centennial Trail near Pactola	Red writing
4		Bike path on old rail line to Kadoka	Red writing
5		Need a bus route along 44 and up to the industrial park on Elk Vale	Teal sticky note
6	North Elk Vale Area Copperfield Dr and Concourse Drive near Elk Vale/Hwy 44	Bus Service (circled Copperfield/Concourse Drive)	Purple highlighter
7	Jolly Lane/Homestead/Reservoir Rd/Hwy 44	EMS (Jolly Lane/Homestead/Reservoir Rd/Hwy 44)	Red writing
8	Jolly Lane/Homestead/Reservoir Rd/Hwy 44	Safe routes to school Bike Loop?	Red writing
9	Fairmont/Sheridan Lake Rd/Knollwood Dr. Future Trail Loop/Sedivy Lane/Creek Drive	City Loop (Bike Trail to) Western Dakota Tech	Red writing
10		Bike Trail Connecting WDT and School of Mines	Red writing
11		Bike Trail connecting Mt. View area to West Main and Hwy 44	Red writing
12		Loop around M. Hill base (?)	Red writing
13		Make safe crossing (North Street/Haines)	Red writing
14	North Street/Hanes Area		<b>MAP #2</b>
15	MPO Area Map	Bike Route around City	Fluorescent yellow sticky note
16	SDSMT	SDSMT Comment - safety concern for traffic flow on Ste. Joe - need to slow down	Fluorescent yellow sticky note
17	SDSMT	SDSMT Comment - Connect to bike path (Jerilyn Roberts 605 393.7395)	Fluorescent yellow sticky note
18		Intersections at Birch and St. Joe and Steele and St. Joe	Fluorescent yellow sticky note
19		Highway 16 at Neck Yoke: (a) Deceleration lane on Hwy 16 North bound at Neck Yoke (b) Access lane from Neck Yoke on to Hwy 16 (c) Deaccel lane south bound into Reptile Gardens (d) Stoplight at Hwy 16 and Neck Yoke	Fluorescent yellow sticky notes
20	Hwy 16/Neck Yoke	Transportation to Western Dakota Technical Institute	Fluorescent yellow sticky notes
21		Bus transportation to Great Plains Tribal, Chairman's Health Board, BH State University Center	Fluorescent yellow sticky notes
22		Need for public transportation to Feeding South	Fluorescent yellow sticky notes
23		Dakota - 40 lb. of food average, no stop right there.	Fluorescent yellow sticky notes
24		Need for public transportation after 6PM	Fluorescent yellow sticky notes
25		At Hwy 44 and Magic Canyon Road the shoulder disappears going NE. There is a lot of bike traffic that this poses a danger to. It is a small section that seems like it could be fixed relatively easy.	<b>MAP #3</b>
26	Hwy 44 at Magic Canyon	"Build This" - highlighted Namless Cave Road to Nemo Road	Fluorescent yellow sticky note/green pen
27		"Build This" - highlighted Falling Rock from Hwy 44 to Sheridan Lake Road	Green highlighter on map
28		Sidewalks in soccer field and Cabela's area	Green highlighter on map
29	North Elk Vale Soccer Fields	Need better shoulders on Nemo and Sheridan Lake Road	Fluorescent yellow sticky note/Orange Highlighter
30		Gap is dangerous. No room on roadway and sidewalk is poor and business with Granite frequently blocks the sidewalk	Fluorescent yellow sticky note/green pen
31	Gap (Hwy 44)		Fluorescent yellow sticky note/red pen
32		Sidewalks and bike on North Plaza and Deadwood Ave. Families are walking on road/streets	Fluorescent yellow sticky note/red pen/ Orange Highlighter on Plaza
33	Deadwood Ave/N. Plaza Drive	Complete 3-way stop crosswalks (including curbouts) at Range Road and Soo San Drive by West Middle School	Drive/Deadwood Ave.
34	Range Road/Soo San	Bike lane out Sheridan Lake Road - dangerous and demand	Fluorescent yellow sticky note/green pen
35	Sheridan Lake Rd		Fluorescent yellow sticky note/red pen
36		Shoulder rumble strips dangerous for bikes. Wider shoulders may not originally be \$ constraining.	<b>MAP #4</b>
37		Signage for both motorists and non motorists	Yellow sticky note/blue writing
38		Bike Path Signs. Better labelling (signage) marking responsible department on signage to encourage reporting problems. Lots of confusing disconnects	Yellow sticky note/blue writing
39		Bike path courtesy: - enforcement or catch people being good and coast; - pets on leash; leash not across path; able to hear (not on headphones); polite signaling;	Yellow sticky note/blue writing
40	Bike Path	Potholes - infrastructure upkeep!	Yellow sticky note/blue writing
41	Nemo Road	Nemo Road - "Share the road" signs	Pink sticky note
42	Sheridan Lake Road	Sheridan Lake Rd "Share the road" signs	Pink sticky note
43	Highway 44	Bike lane signage and separators on 44 (44 & Chapel, 44 & Park, 44 & Sheridan)	Pink sticky note/blue pen
44		Need a user-friendly way to connect the new Frisbee golf course at Lacroix links to the downtown areas.	
45		5th Street headed north is scary and not family (bike) friendly	Pink sticky note/red pen
46	5th Street/Downtown	Create dedicated bike path spur into north rapid	Pink sticky note/red pen
47		Reroute trains away from City Center	Pink sticky note



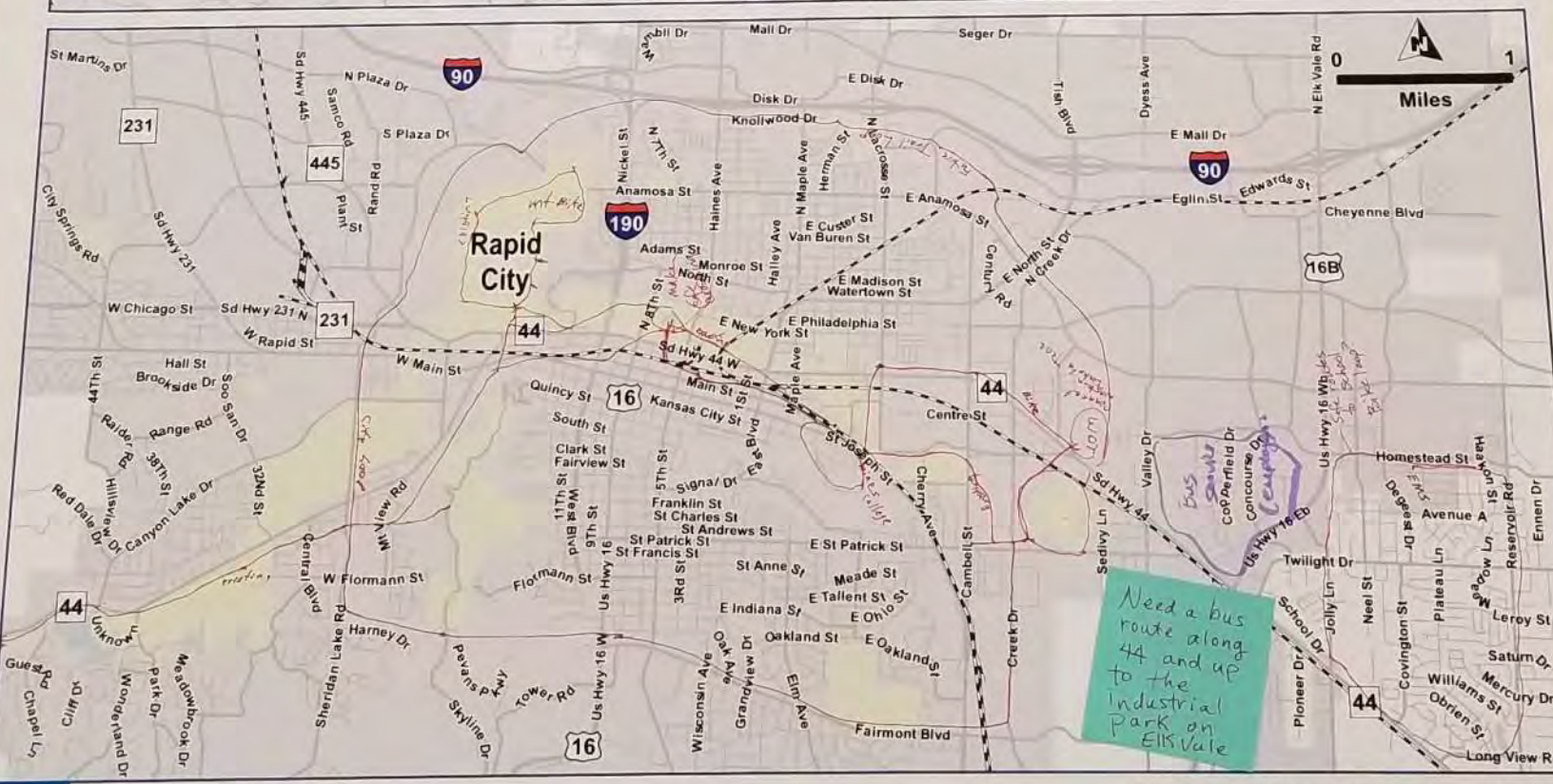
44		Widen shoulders on substandard width roads and lanes. Signage to warn motorists and non motorists	Yellow sticky note/blue writing
45	St. Joe/5th and 6th.	No access from Jackson to downtown south of Omaha. No safe connections from St. Joe to Omaha West of Fifth	Pink Note/red writing. Red arrows pointing north from St Joe across Omaha, at 5th and 6th
46	Deadwood Ave Area	This area is expanding (circled Deadwood/Rand Area). Need fixed bus route/stops Rand Road and Deadwood Ave.	Pink sticky note
47	Canyon Lake Drive/Soo San Drive.	About 200 feet to building; controlled access; need traffic signs/lights on Canyon Lake and Soo San; No cross walk marking for patient/school kids; transit buses will not come on Sioux San property; Patients walk up hill.	Pink sticky note
48			<b>Existing and Proposed Bicycle</b>
49			<b>Facilities Map</b>
50		Extend Bike Path to Raider Park (near Stevens High)	Red writing on board
51		Tie in bike path from Plaza Drive to M-Hill	Purple highlighter
52		Bike path along Deadwood Avenue	Purple highlighter
53		Bike path to the downtown YMCA	Purple highlighter
54		Better crossing at Mt. View and Omaha	Purple highlighter
55		Bike access to Lakota Homes	Purple highlighter
56		Underpass on Canyon Lake Drive from Mary Hall Park to ball fields	Purple highlighter

Bike path around Mt. Rushmore



Please stop waving sidewalk requirements (for developers)

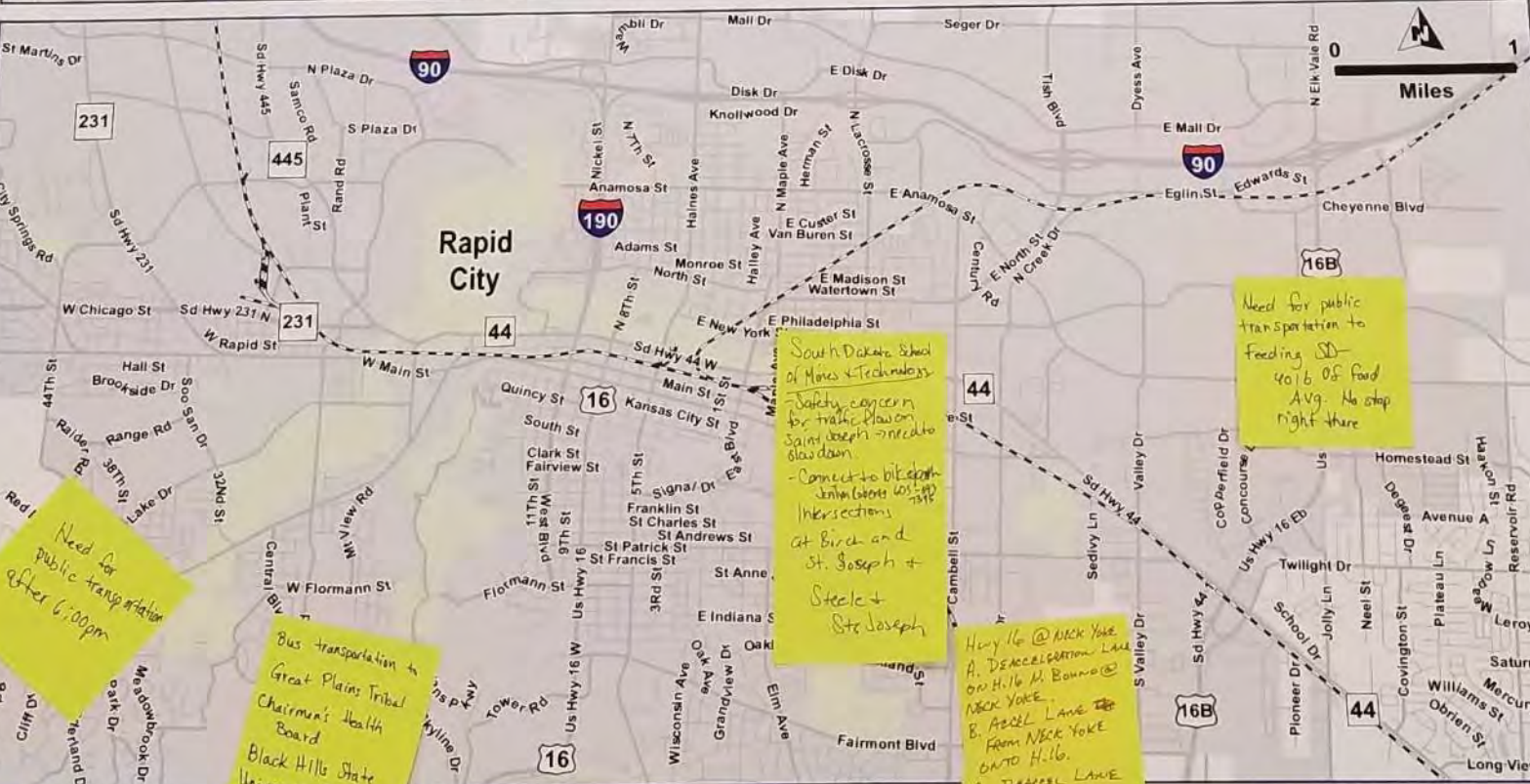
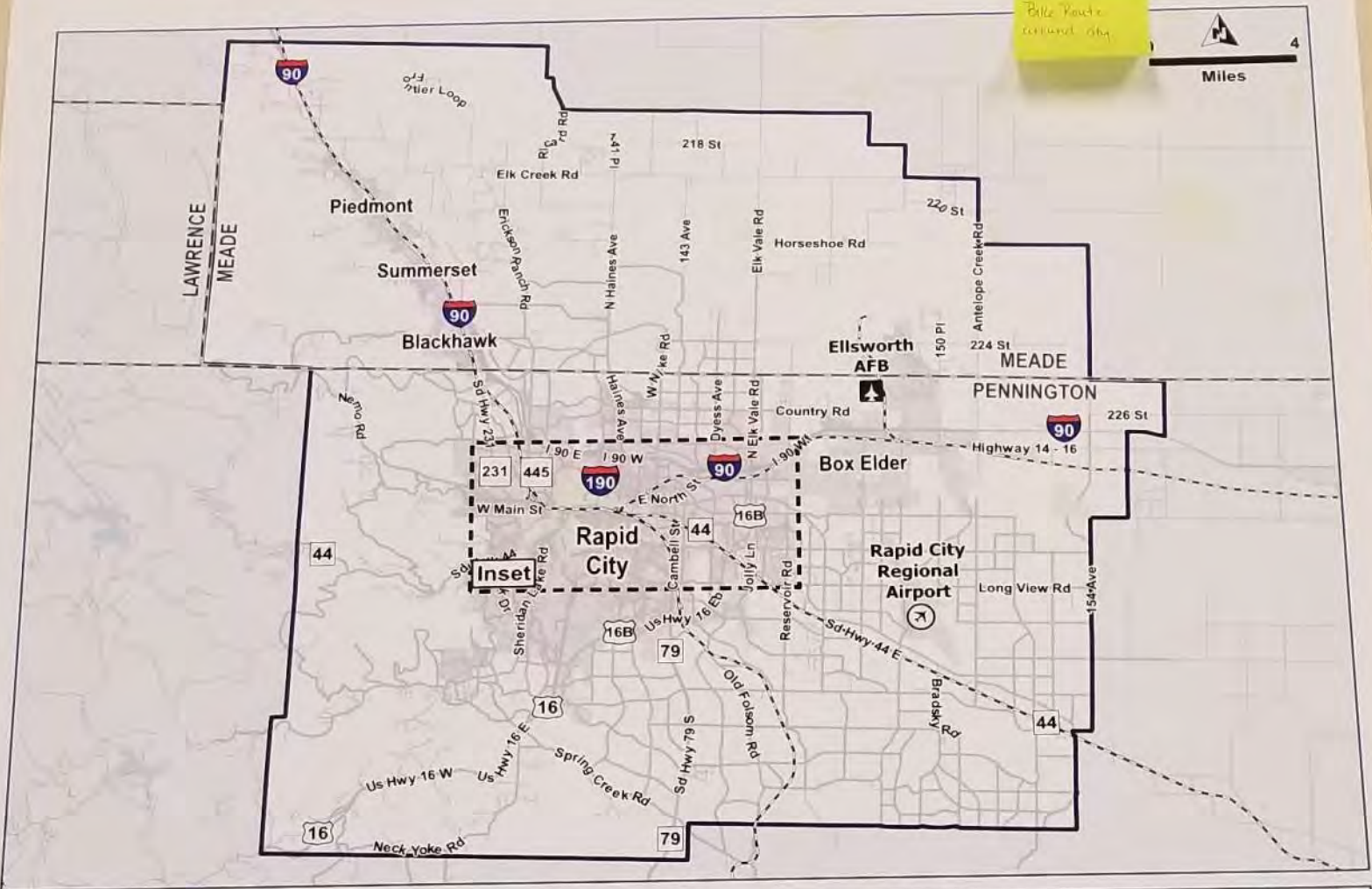
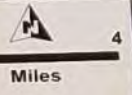
Bike path on old rail line to Kadoka



Need a bus route along 44 and up to the industrial park on Elk Vale

#1

Billie Route  
around city



Need for public transportation after 6:00pm

Bus transportation to Great Plains Tribal Chairman's Health Board  
Black Hills State University Center

South Dakota School of Mines & Technology  
Safety concern for traffic flow on Saint Joseph - need to slow down  
- connect to bike path intersections west of 16B  
at Birch and St. Joseph + Steele + St. Joseph

Need for public transportation to Feeding SD - 40lb of food Avg. No stop right there

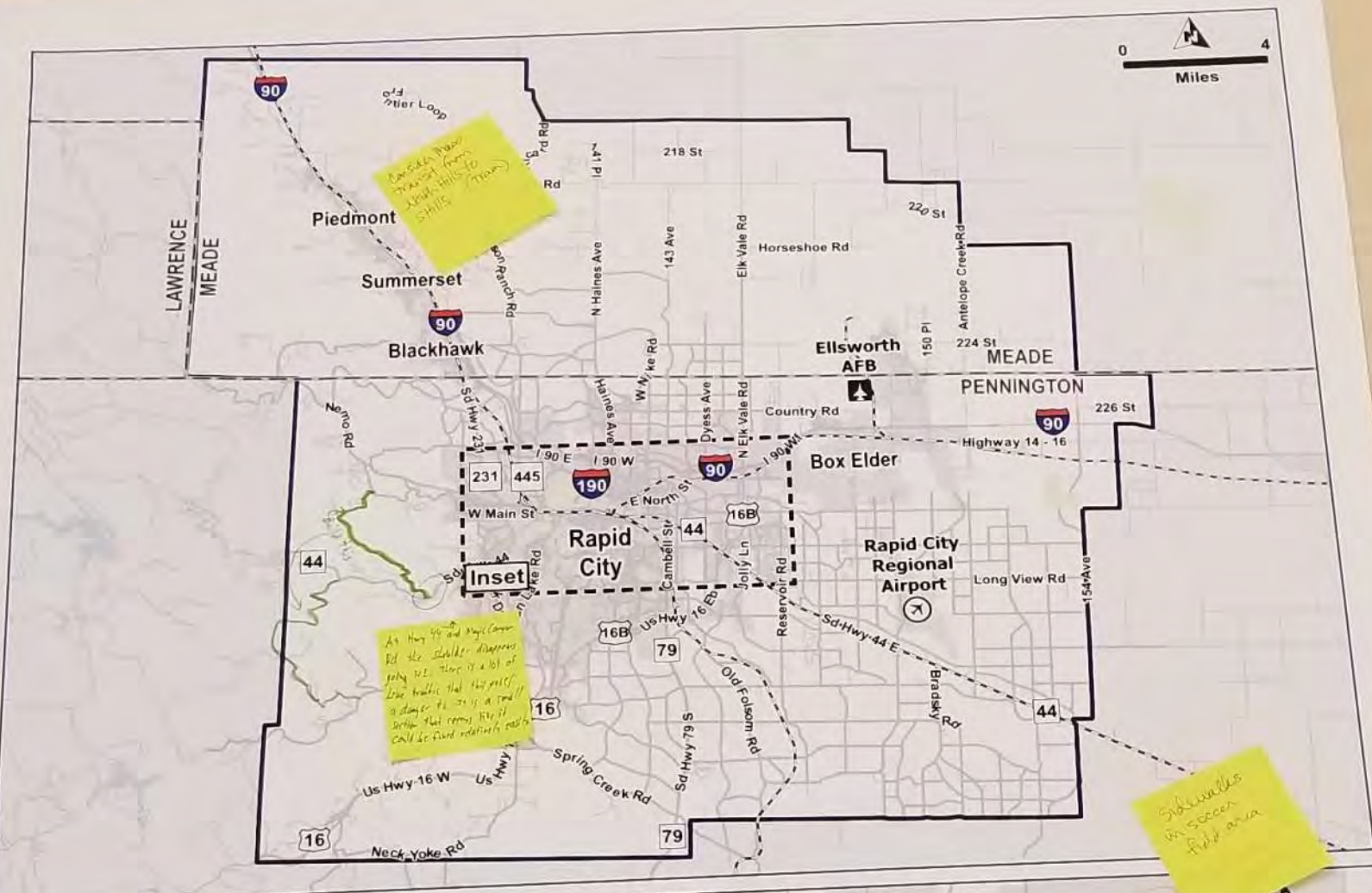
Hwy 16 @ Neck Yoke  
A. Deceleration Lane on H.16 @ Neck Yoke  
B. Arrow Lane from Neck Yoke onto H.16  
C. Deceleration Lane South Bound into Reattle Gardens  
D. STOP LIGHT @ H.16 @ Neck Yoke

Transportation to Western Dakota Technical Institute

#2



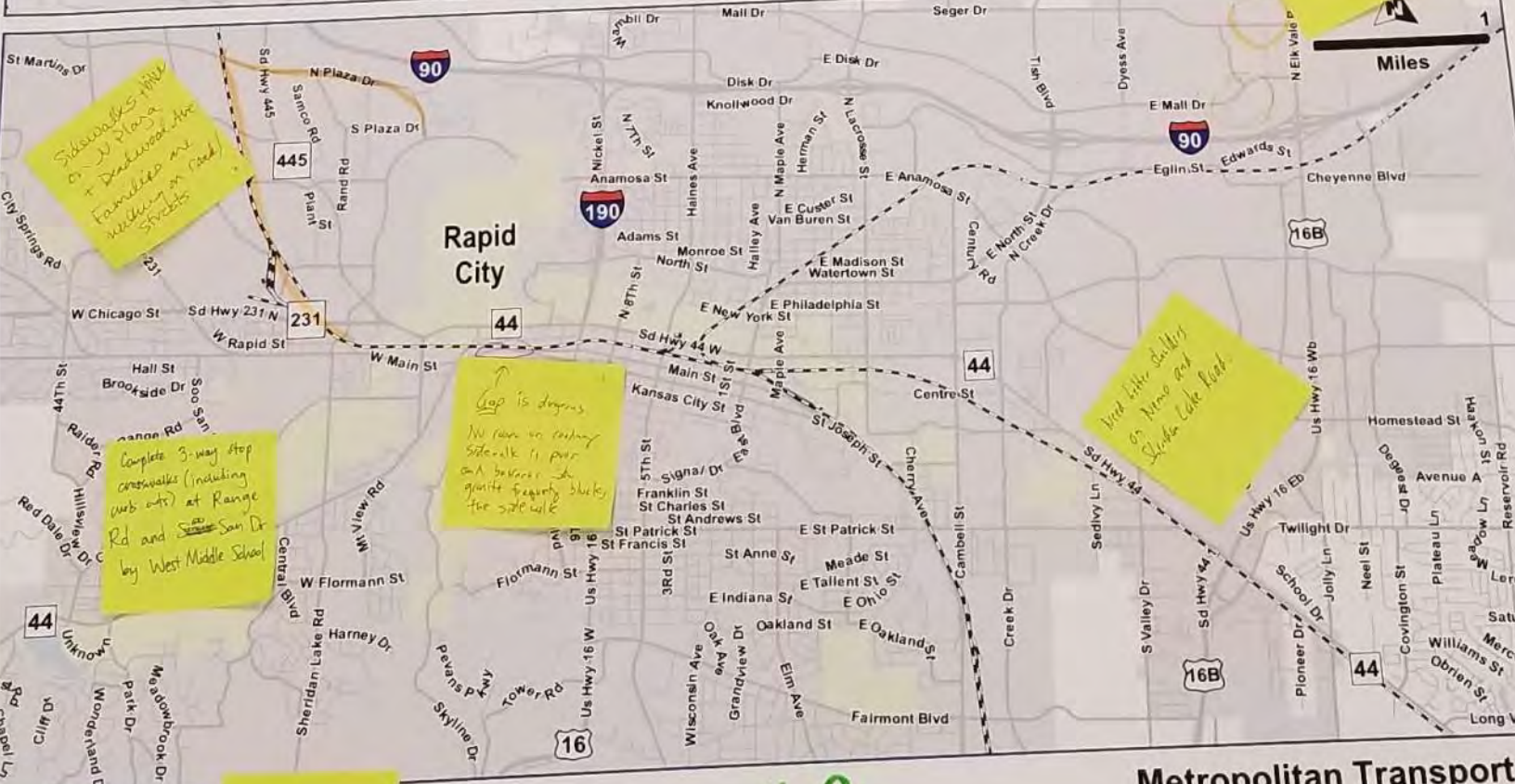
Rapid City Area MPO



Consider New  
Travelling from  
Junction Hills to  
SHIIE

As Hwy 44 and Rapid Center  
Rd the schools diagrams  
only 100 ft there is a lot of  
local traffic that they prefer  
a longer rd. It is a small  
route that coming from it  
could be fixed relatively easily

Sidewalks  
in soccer  
field area



Sidewalks Hwy  
44 to Plaza  
+ downtown area  
walking on road  
streets

Complete 3-way stop  
crosswalks (including  
curbs etc) at Range  
Rd and San Dr  
by West Middle School

Gap is dangerous  
No rain no crossing  
sidewalk is poor  
and broken -  
quite frequently blocks  
for sidewalk

Need better walking  
to Mono and  
Shelby Lake Road

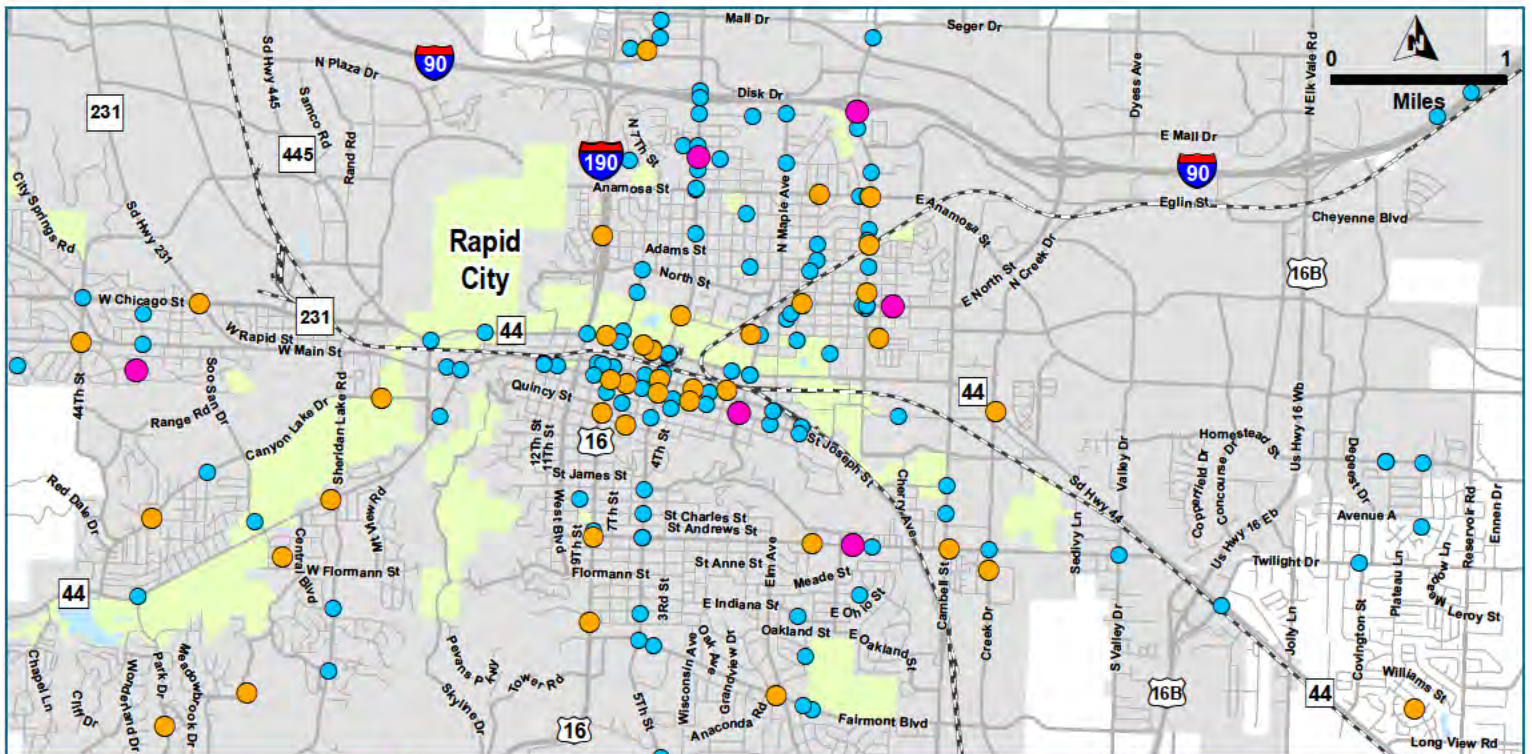
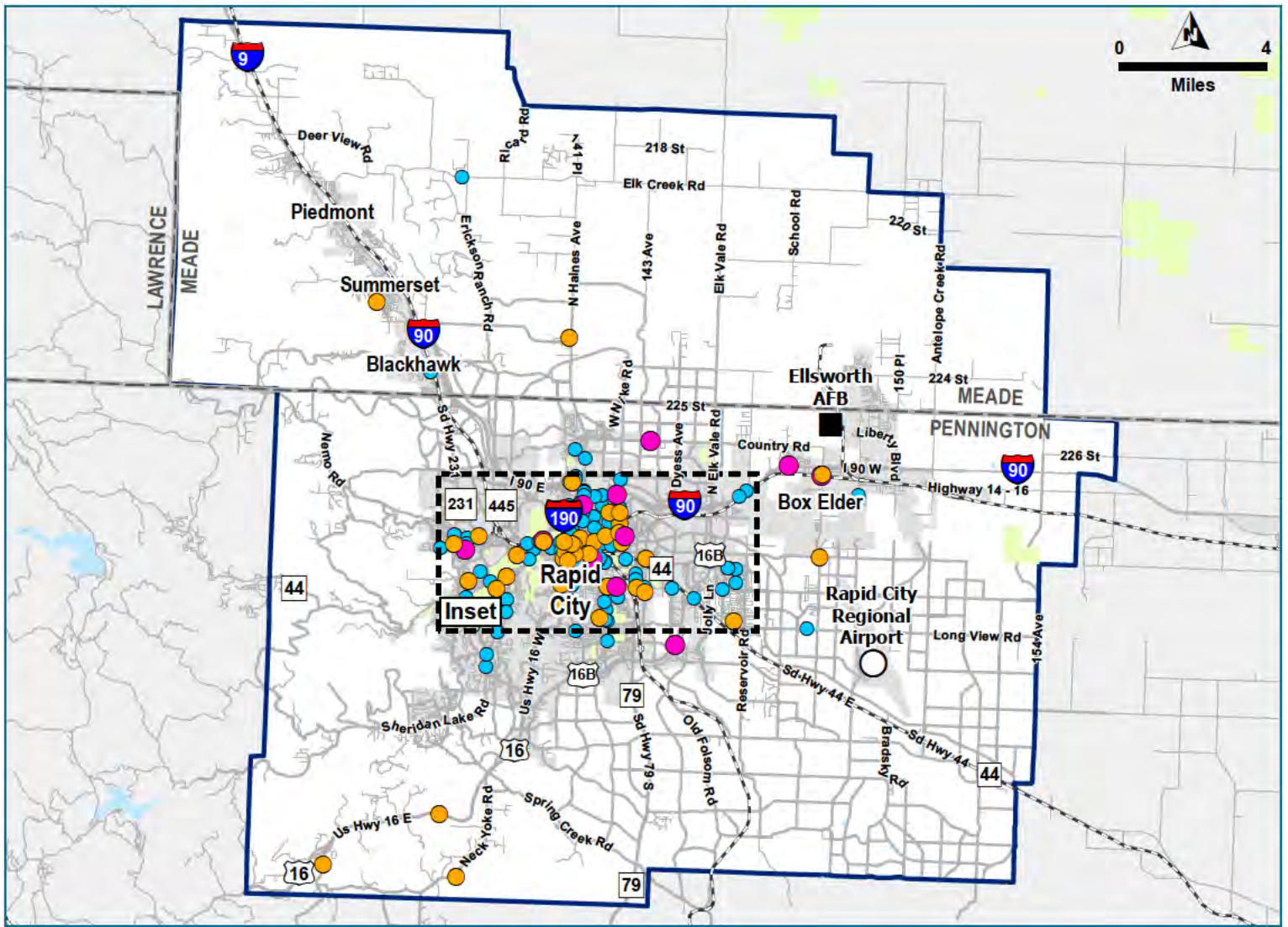
#3

Blue lane  
out suburban  
W.Rd.  
Danger +  
Demand

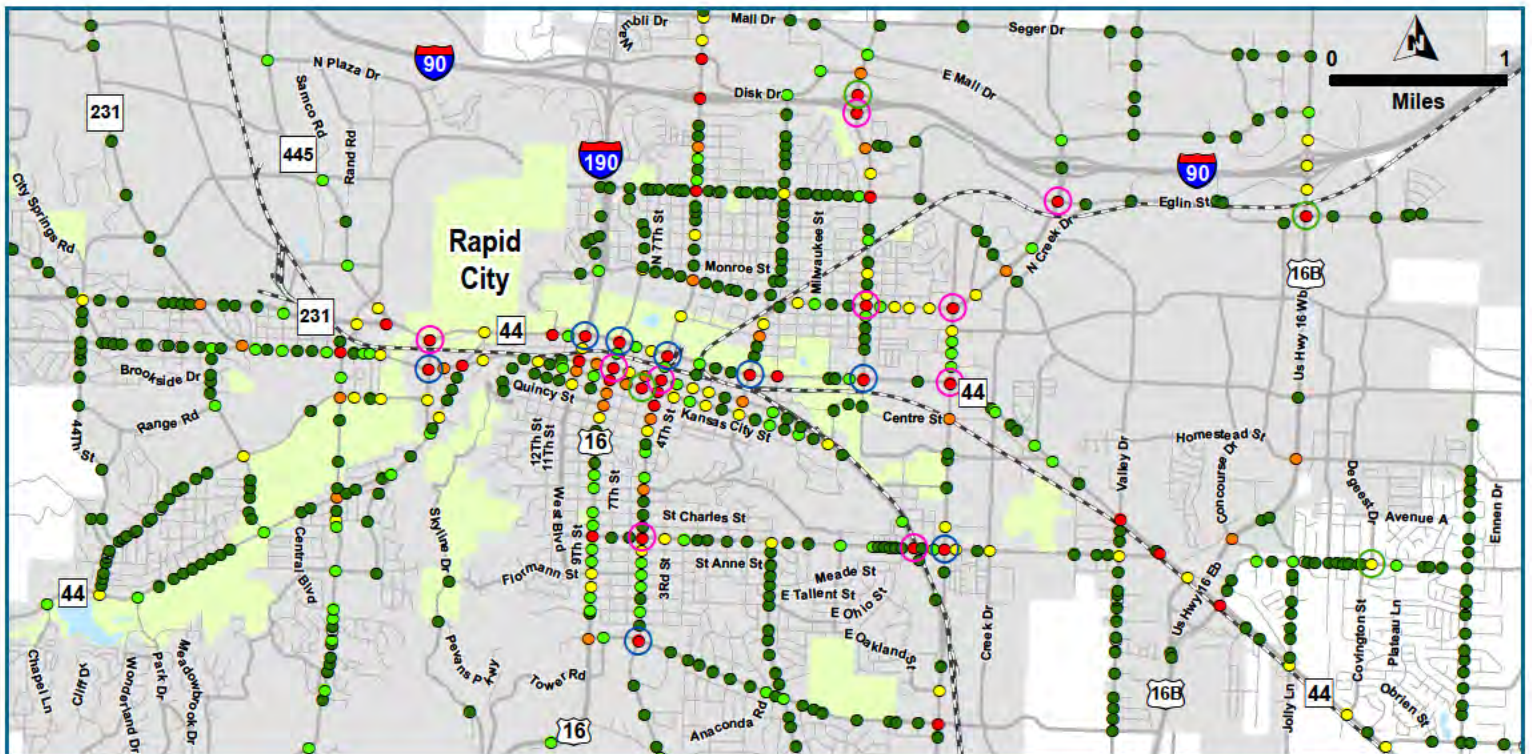
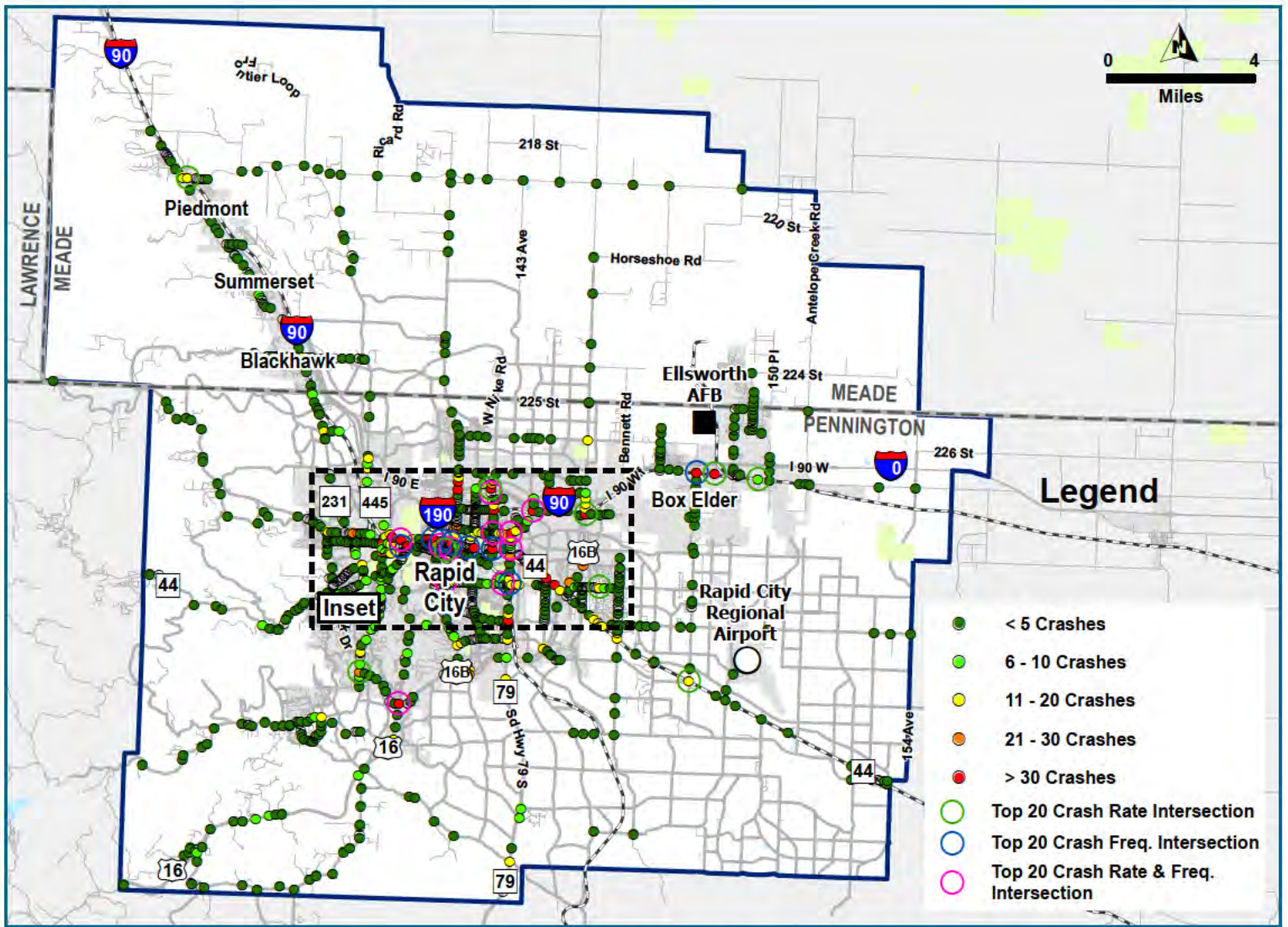




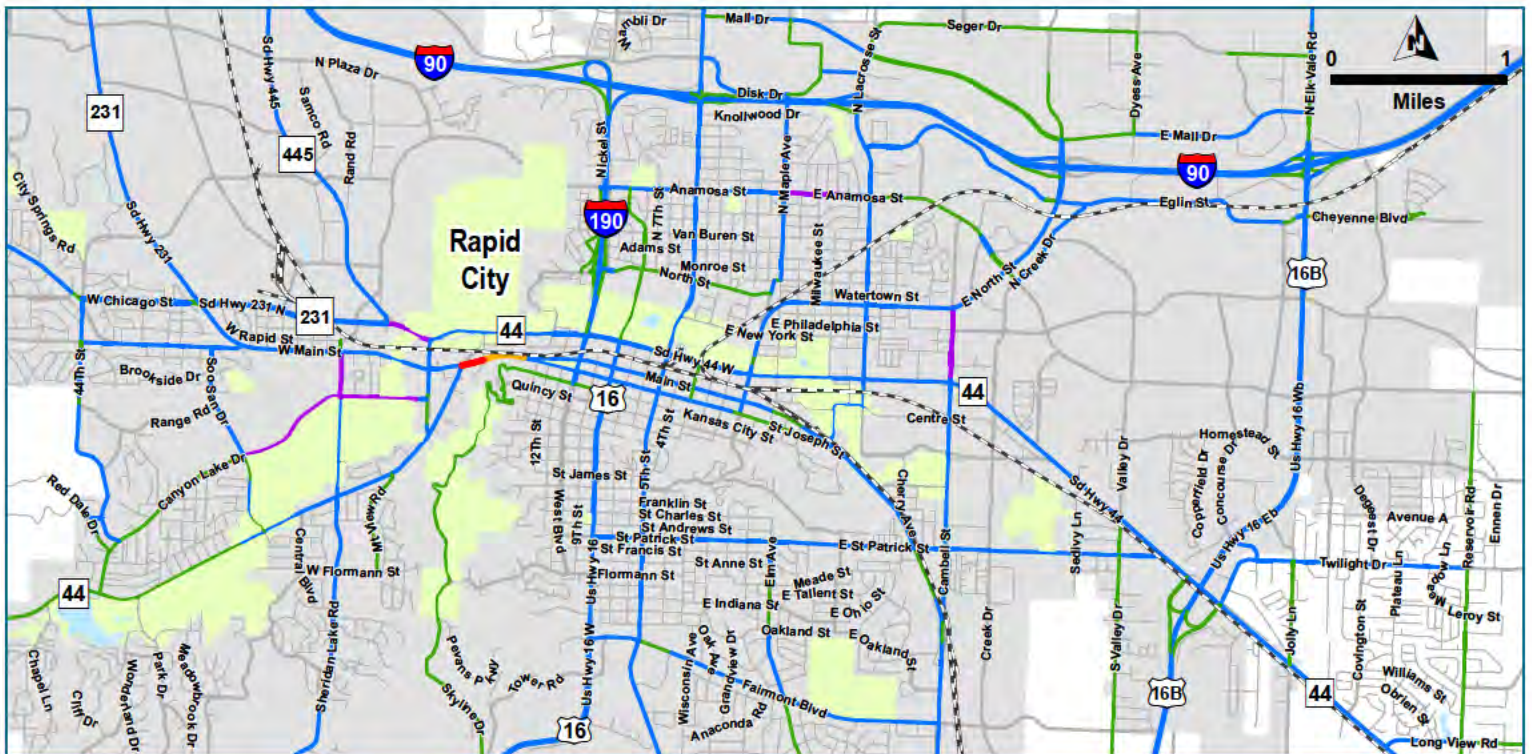
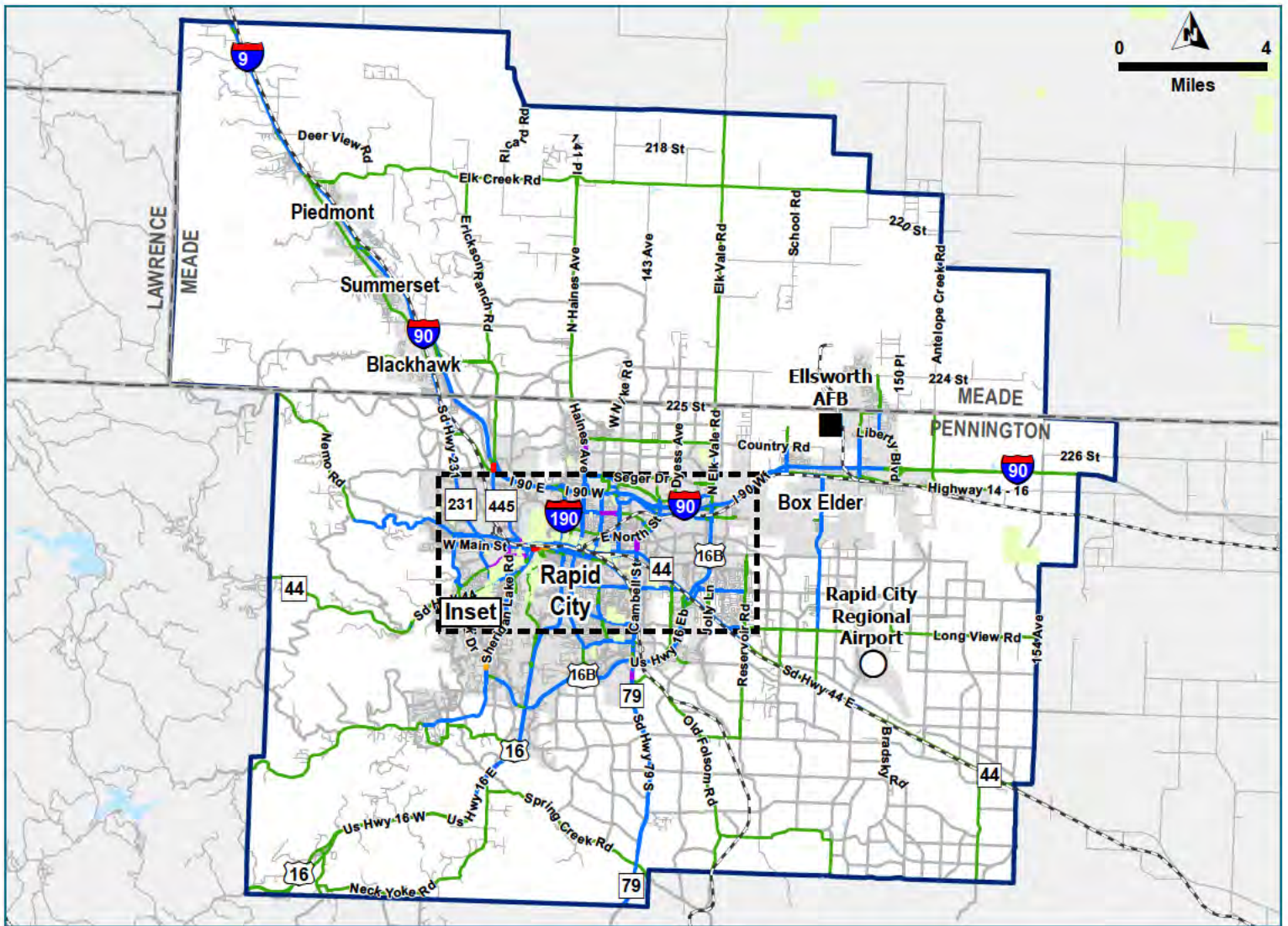
## Appendix D – Meeting Displays



- Fatal Crash (11)
- Incapacitating Crash (47)
- Non-incapacitating Crash (163)



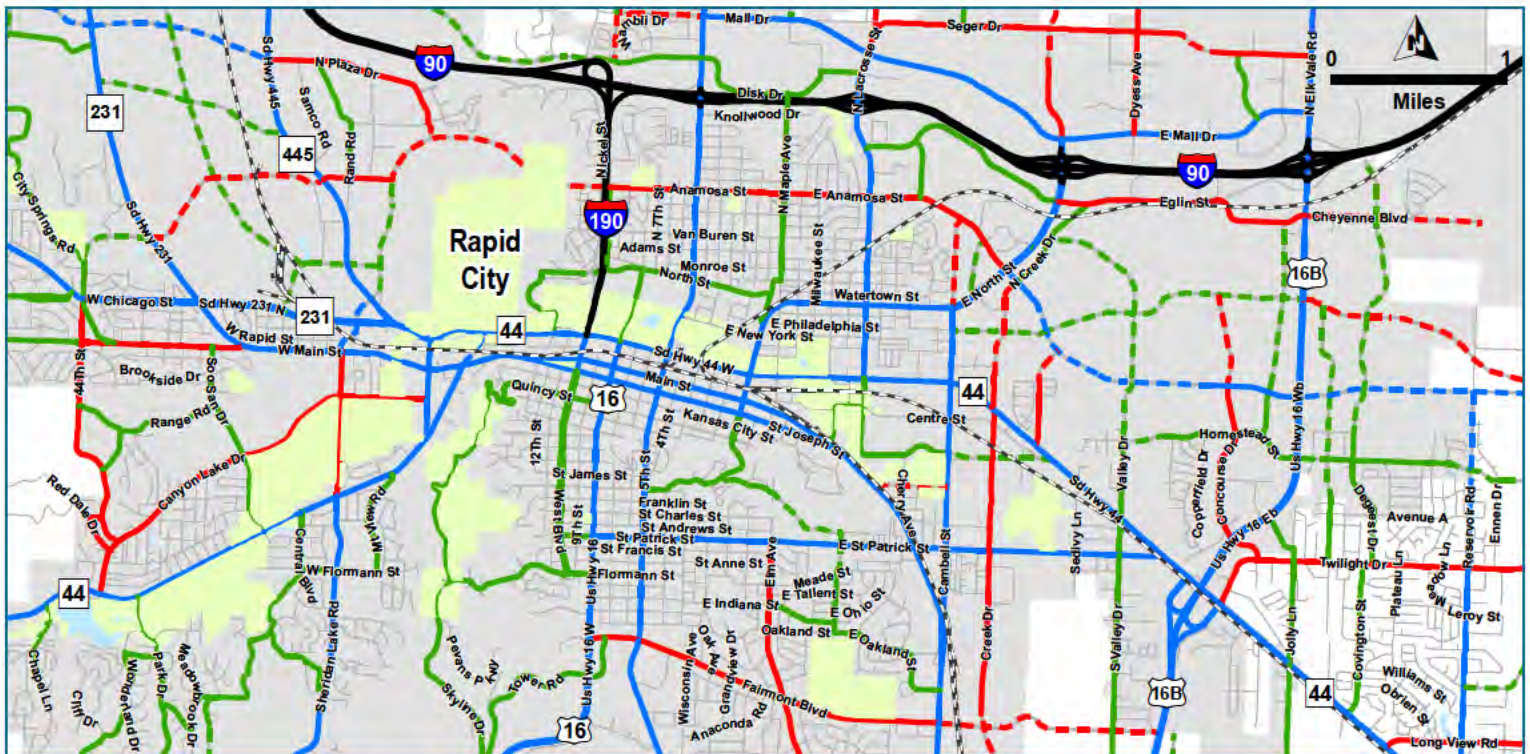
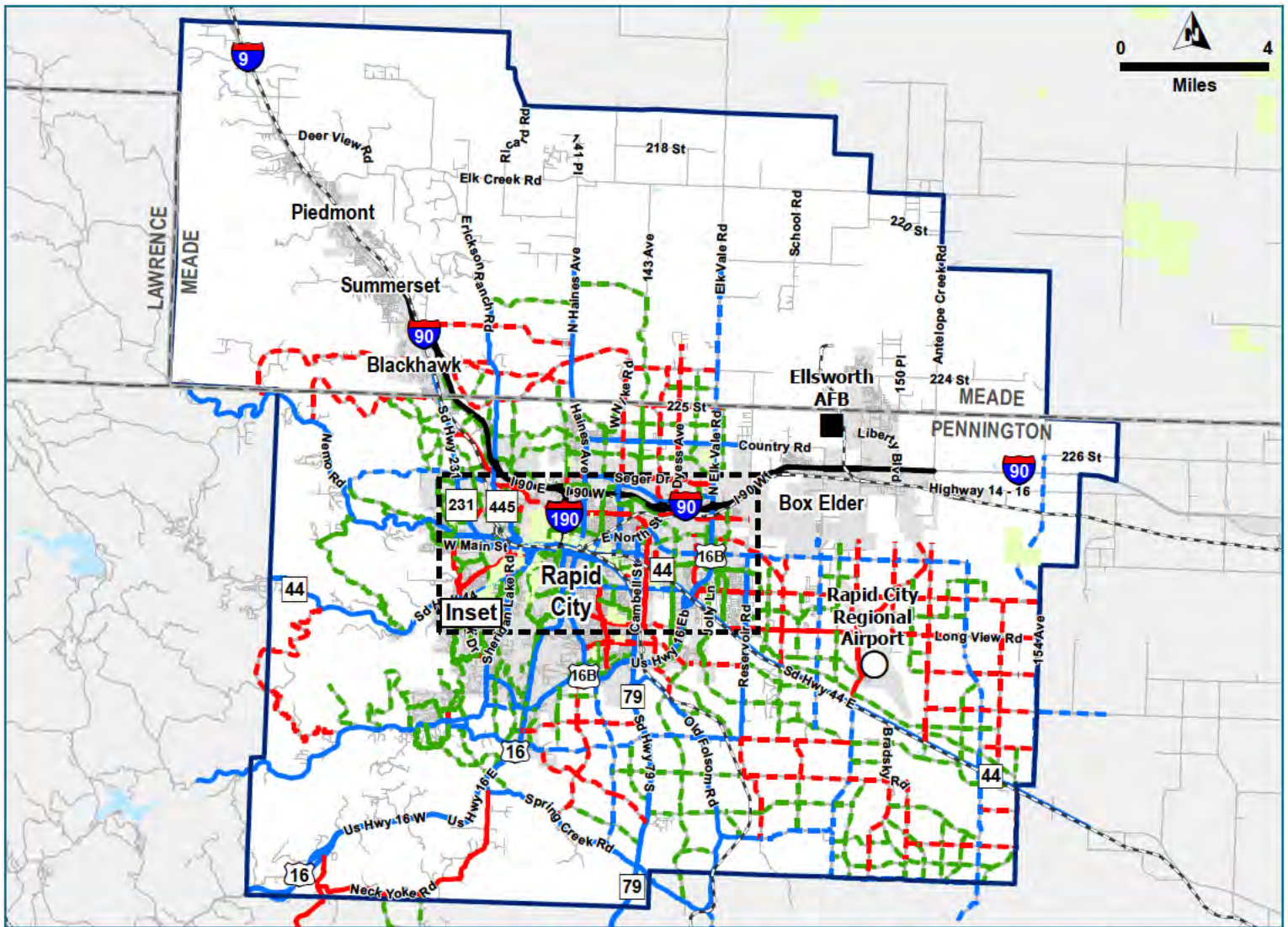




Rapid City Area  
MPO

- LOA A/B
- LOS C
- LOS D
- LOS E
- LOS F

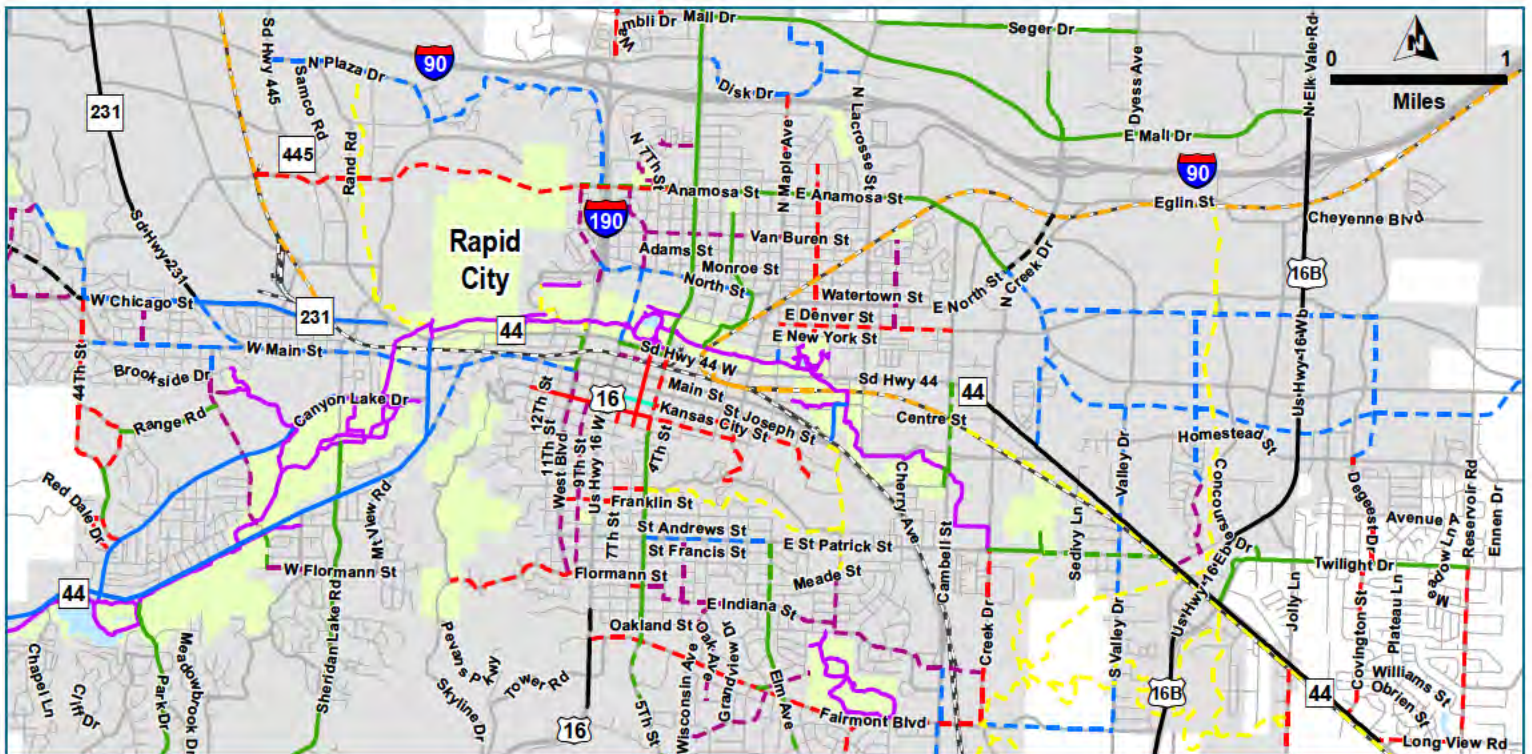
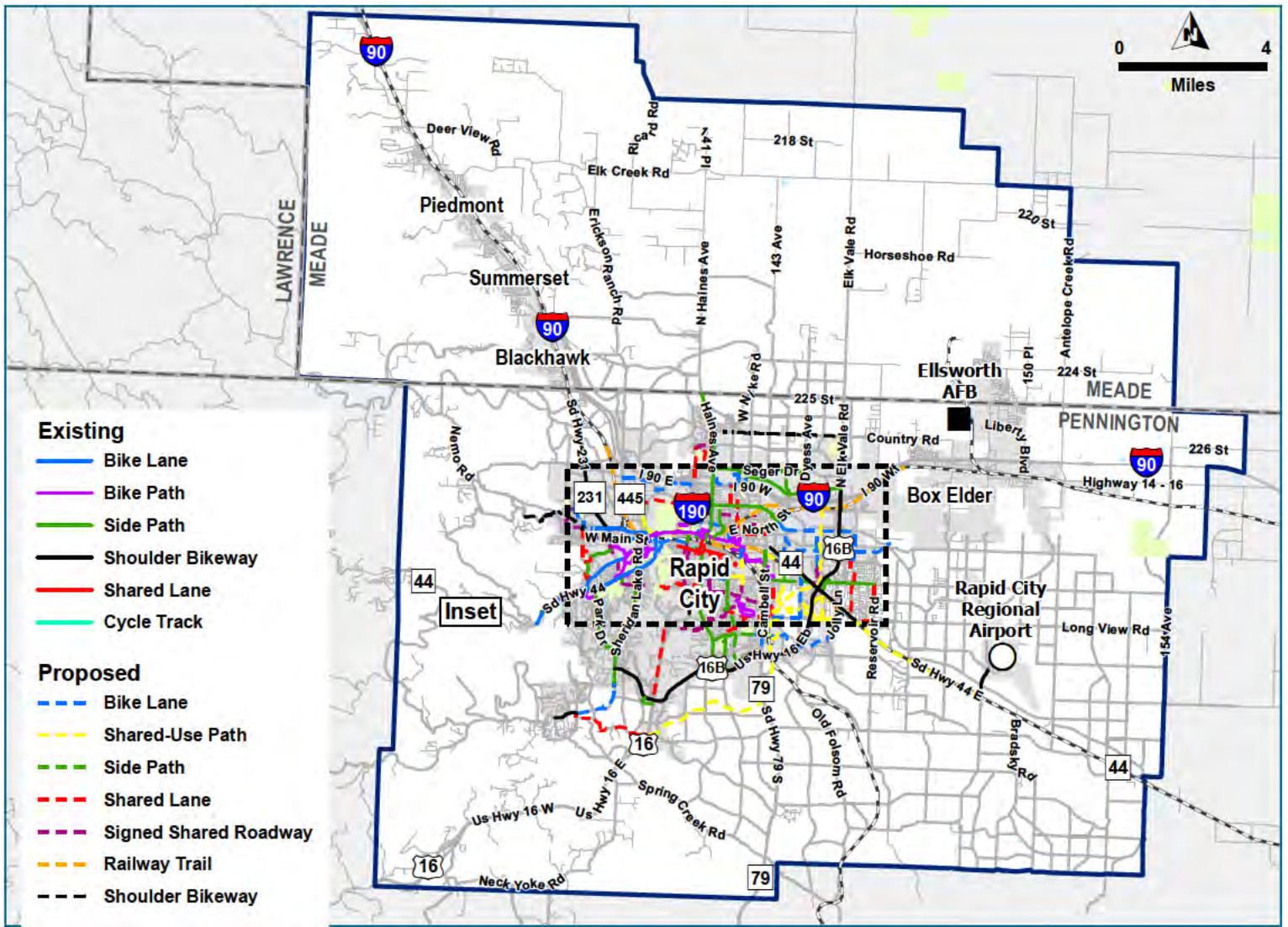
**Metropolitan Transportation  
Plan Update  
Level of Service**

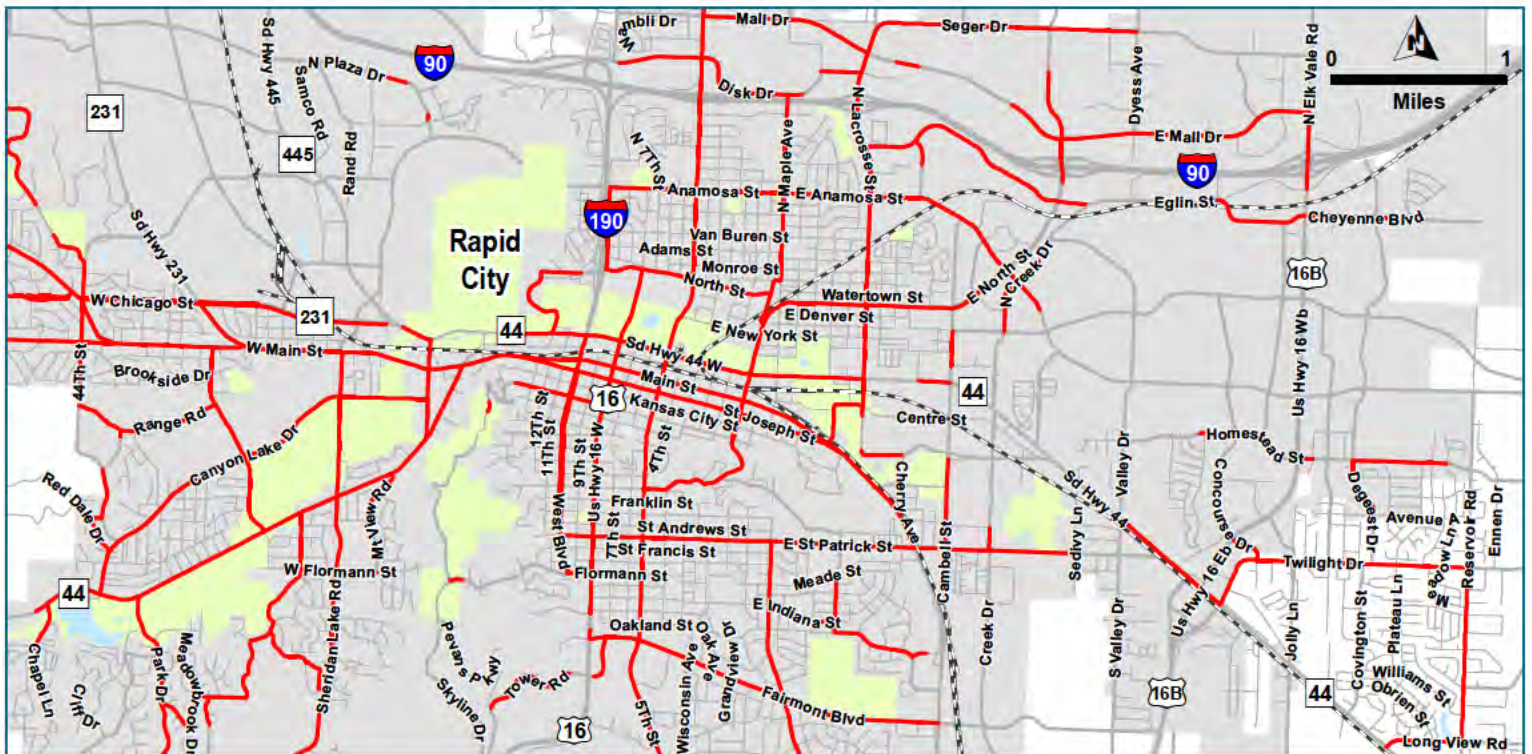
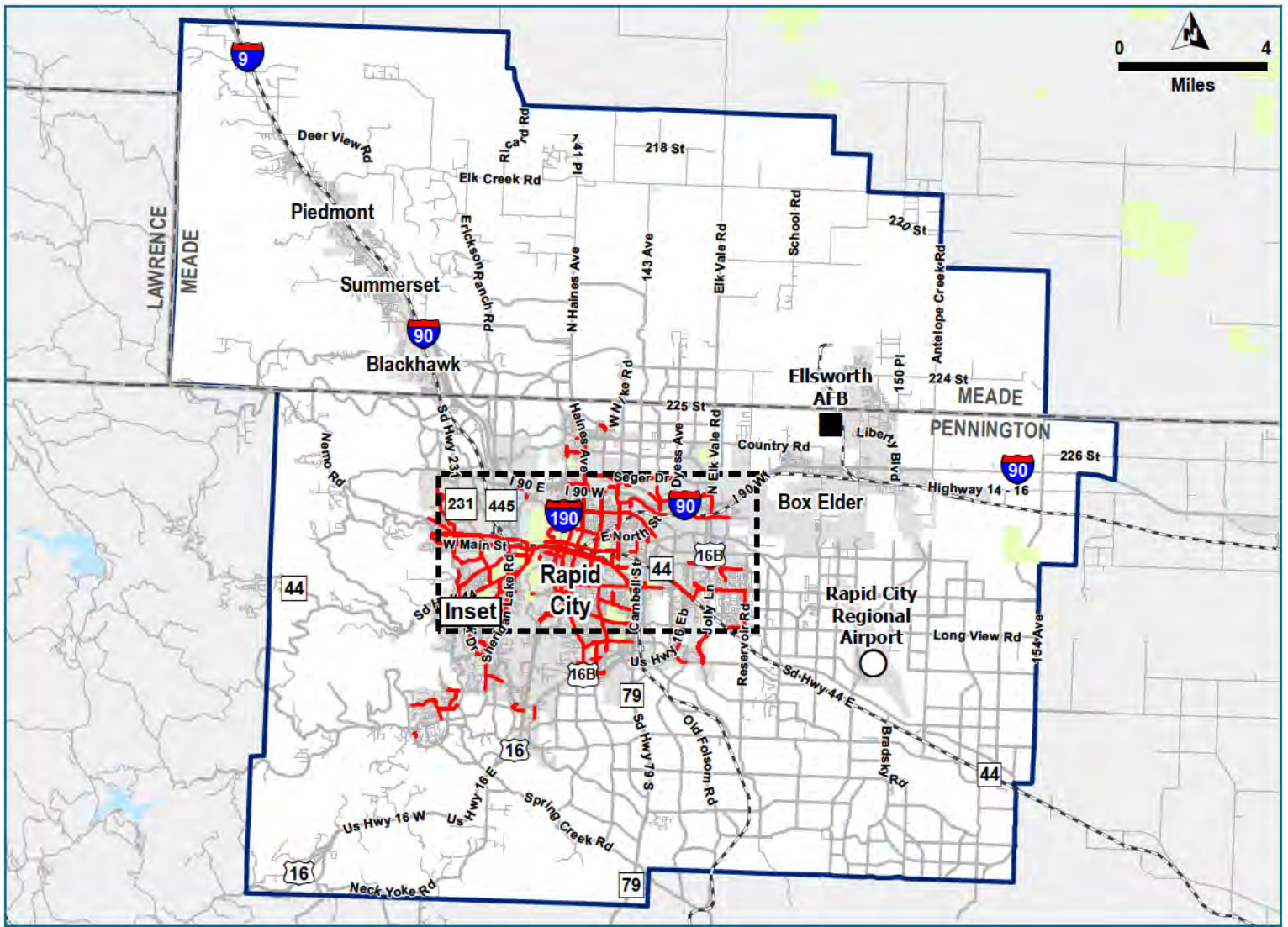


Rapid City Area  
MPO

- Interstate Highway
- Principal Arterial
- Minor Arterial
- - - Proposed Principal Arterial
- - - Proposed Minor Arterial
- Collector
- - - Proposed Collector

**Metropolitan Transportation  
Plan Update  
Major Street Plan**

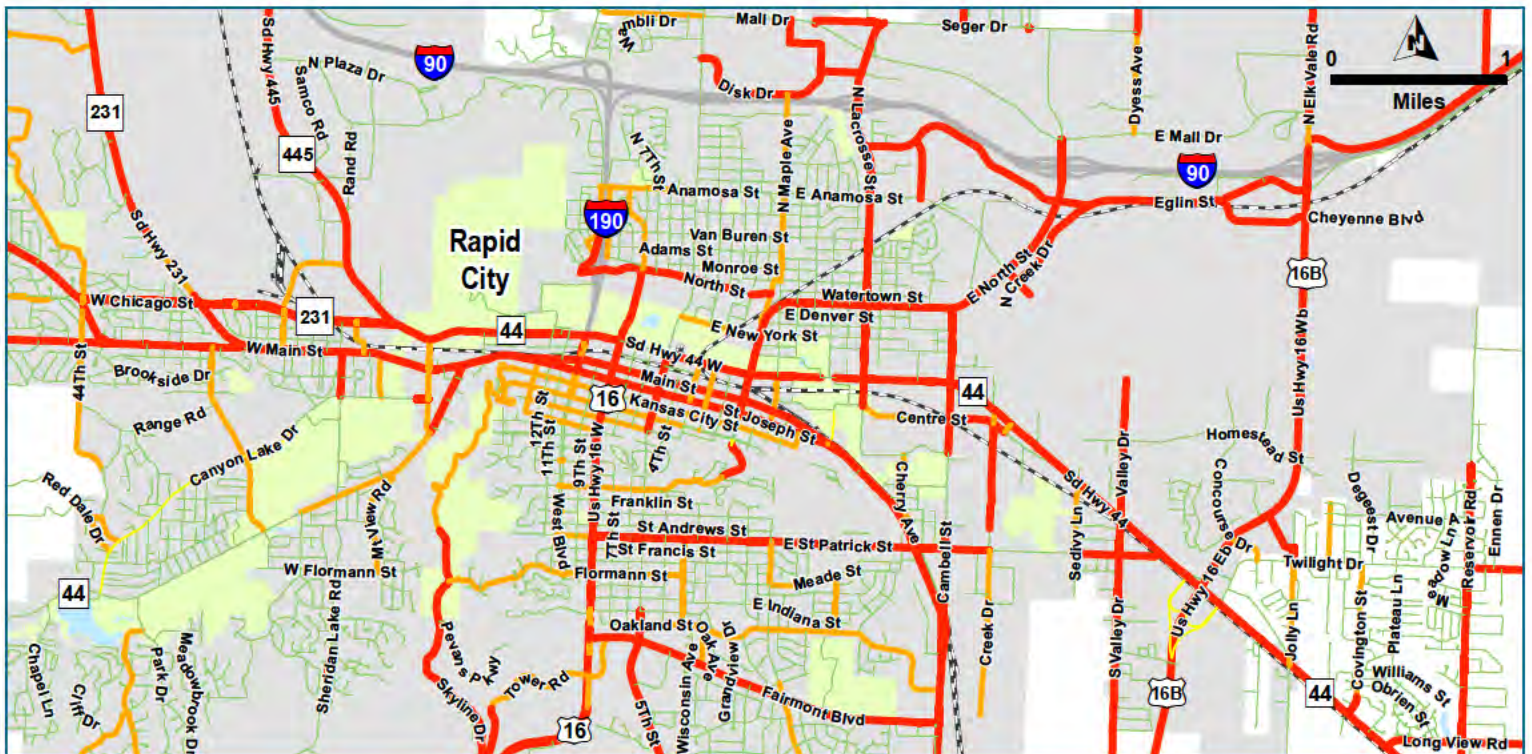
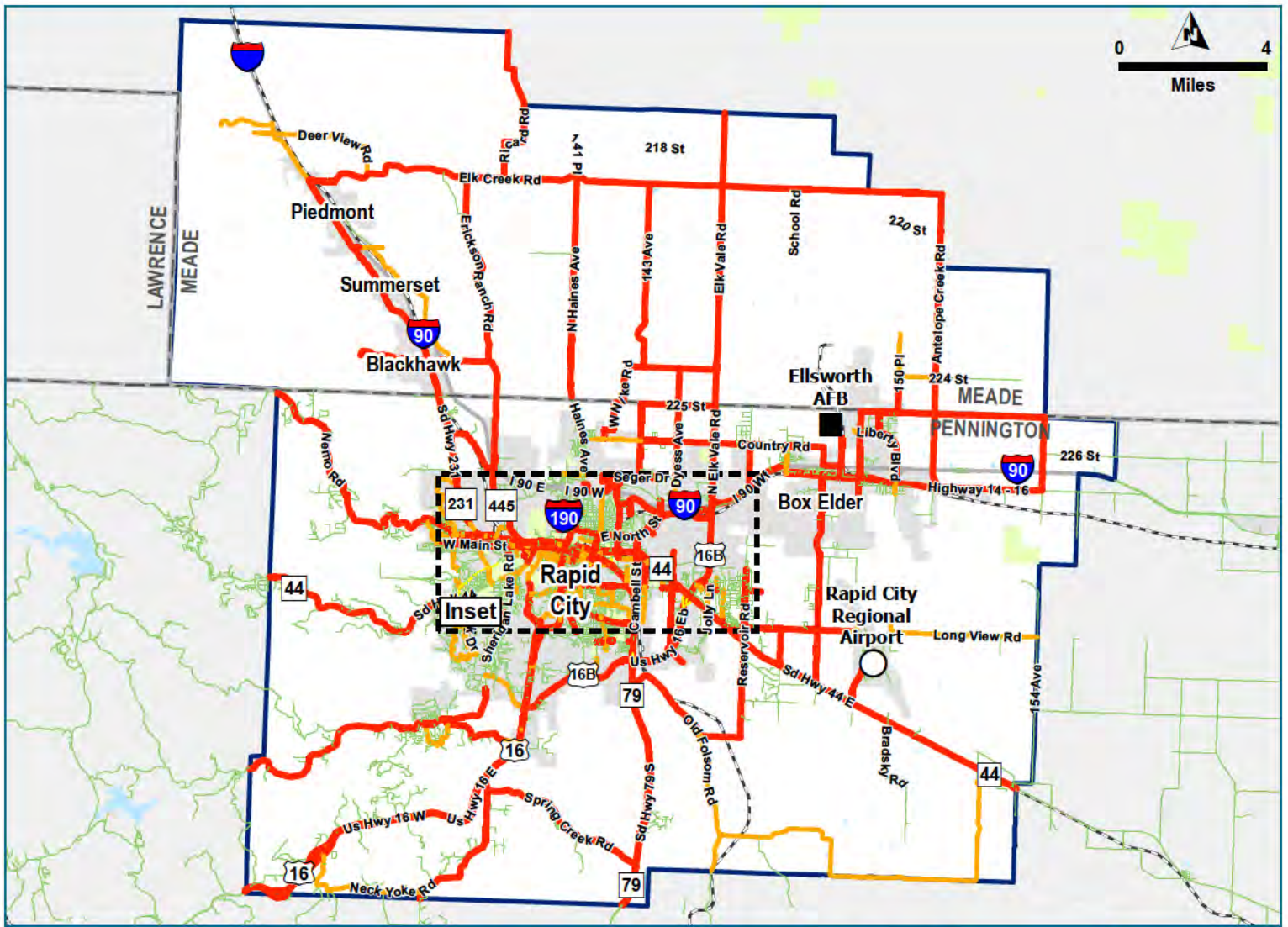




Rapid City Area  
MPO

— Sidewalks

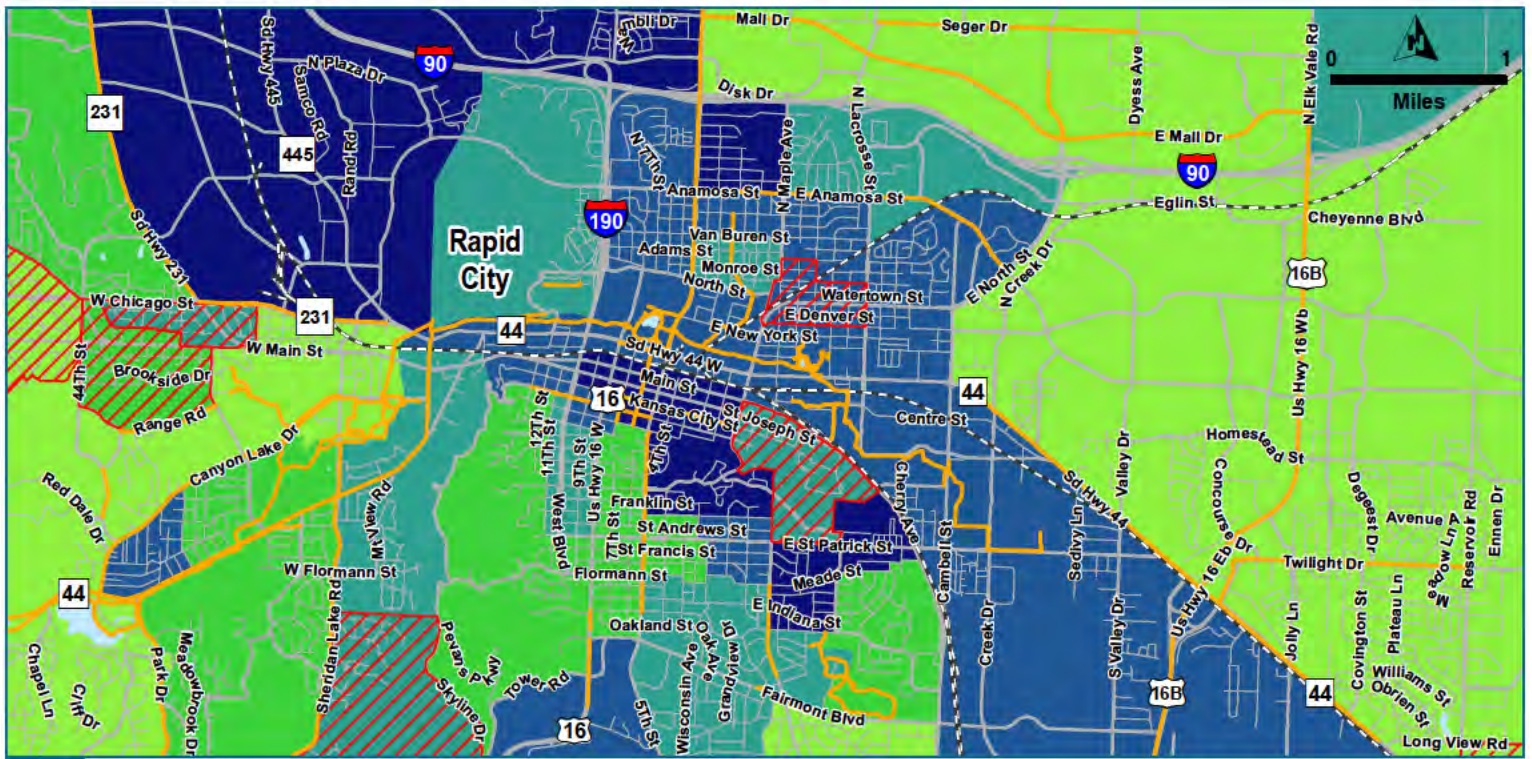
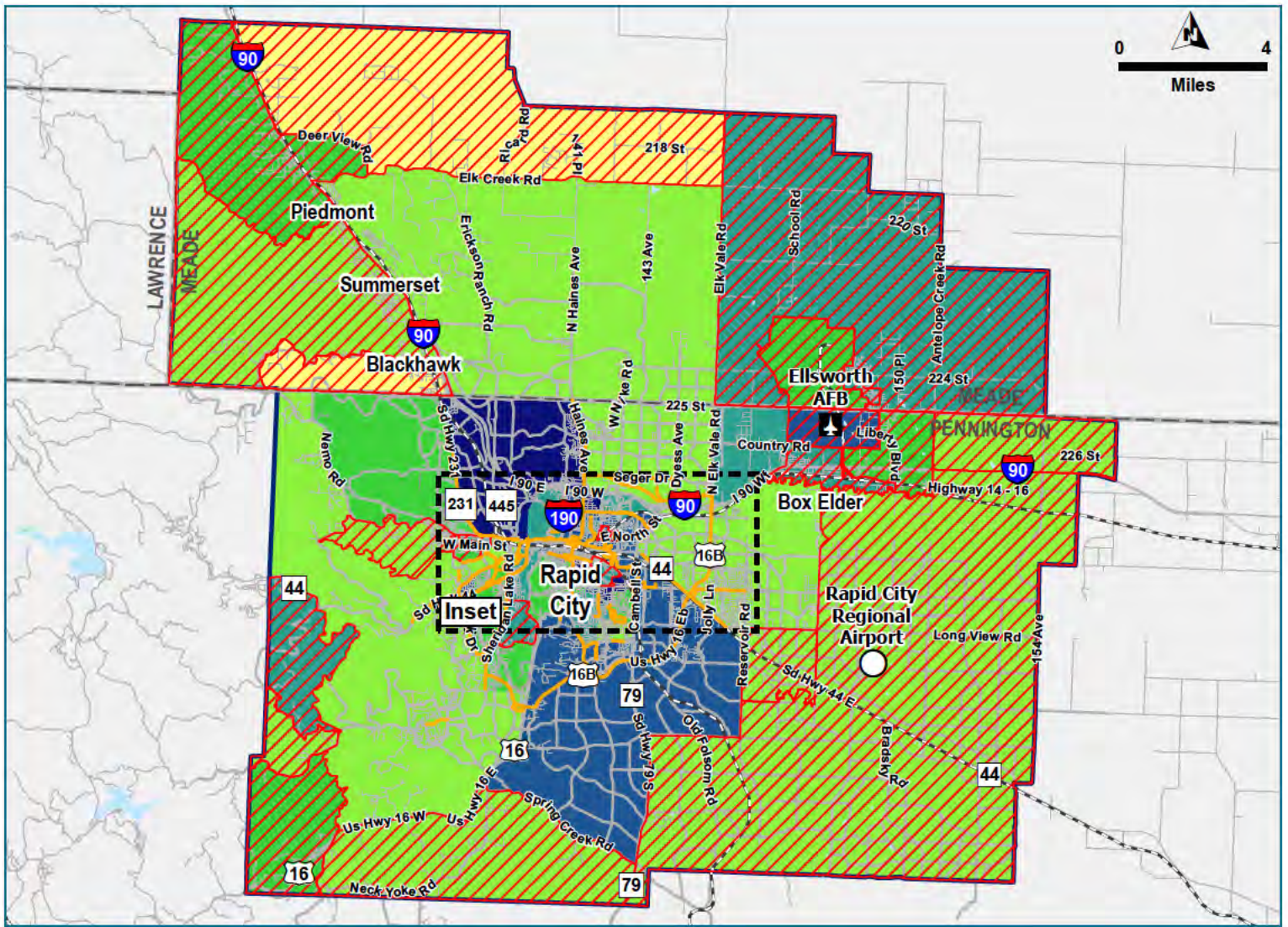
**Bicycle and Pedestrian  
Master Plan**  
Existing Pedestrian Facilities

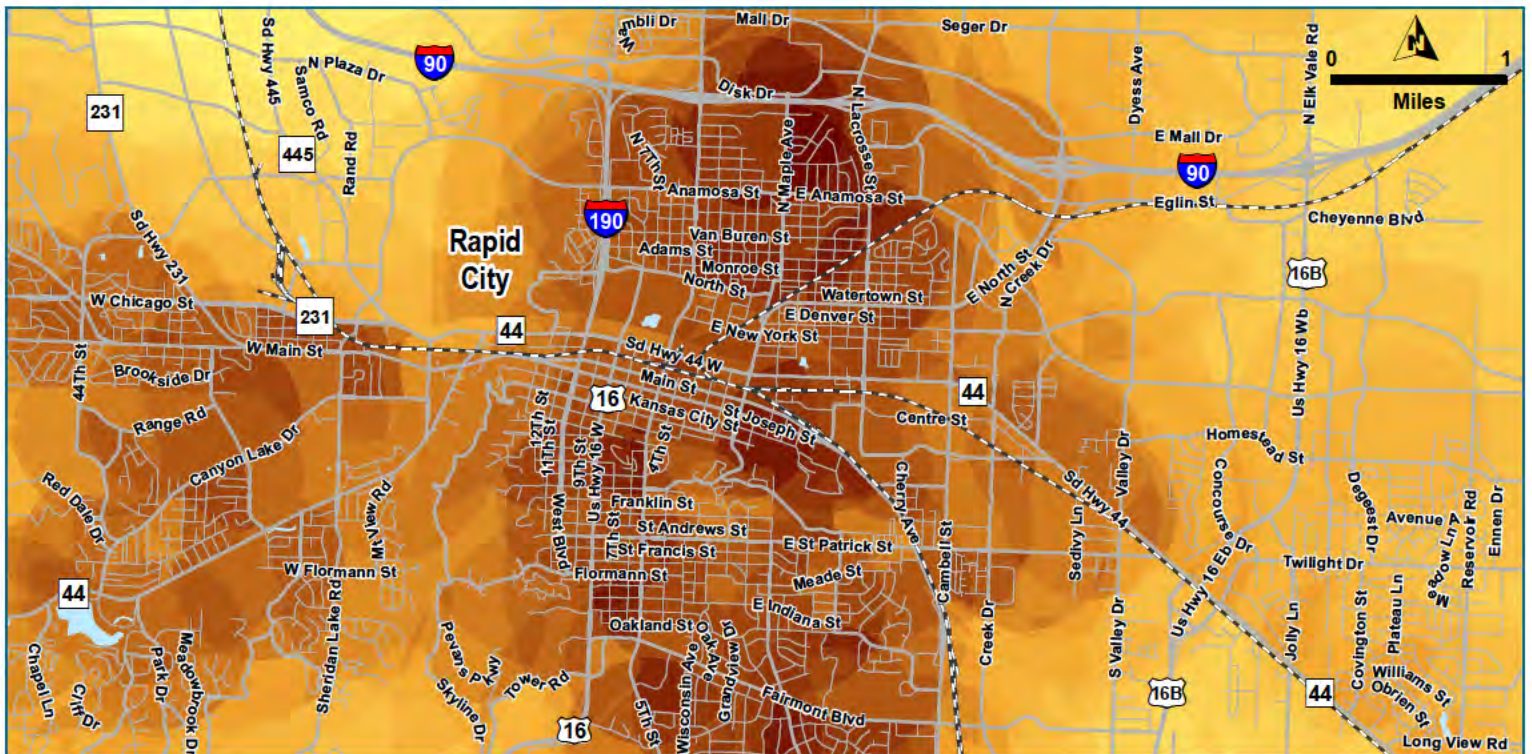
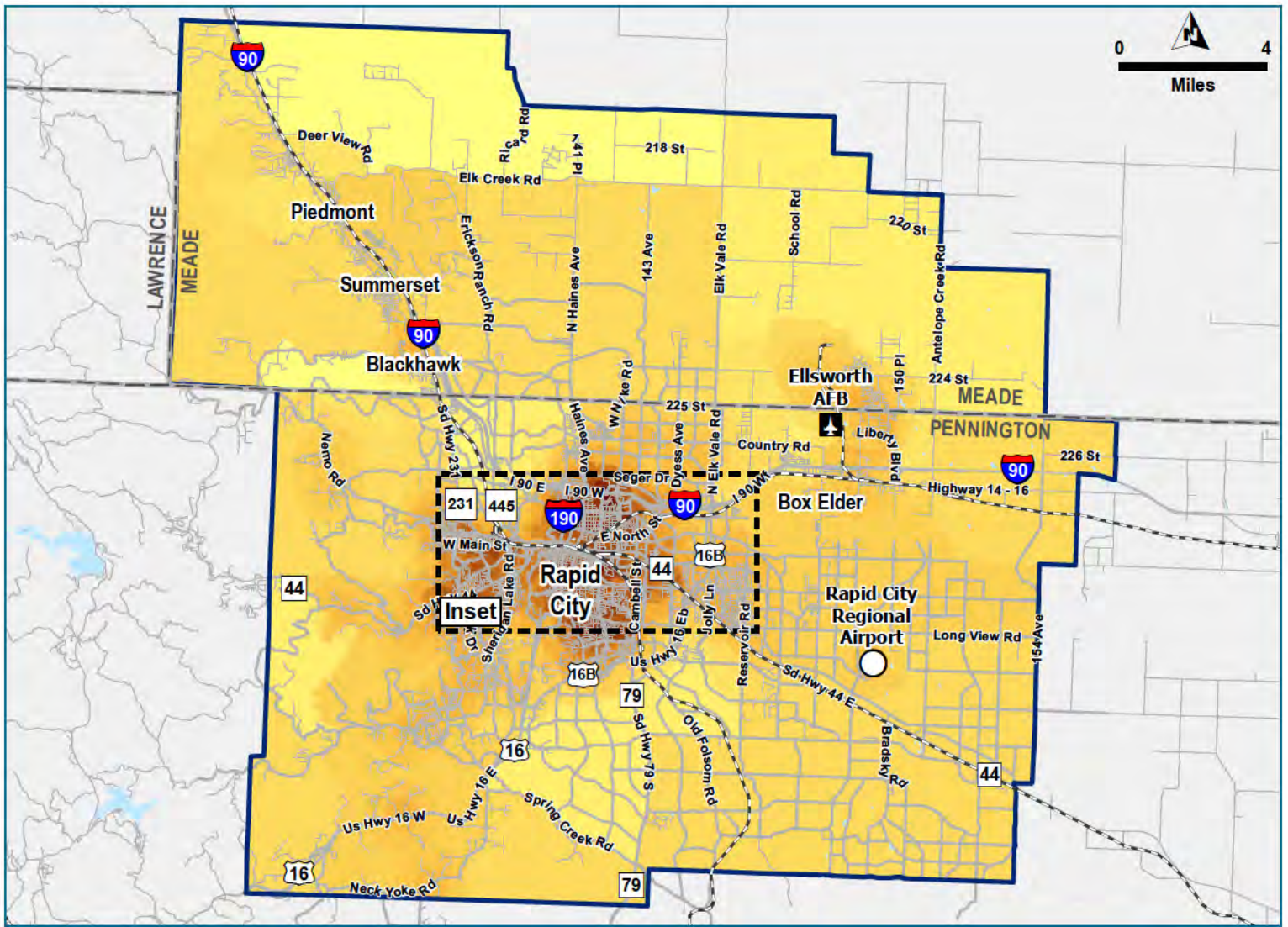


Rapid City Area  
MPO

- LTS 1
- LTS 2
- LTS 3
- LTS 4

**Bicycle and Pedestrian  
Master Plan  
Level of Traffic Stress**





Rapid City Area  
MPO



**Bicycle and Pedestrian  
Master Plan**  
Latent Bicycle Demand