

# Public Meeting No. 2 On-line Meeting Summary

## April 20-May 1, 2020

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

*Rapid City Area MPO*  
May 15, 2020





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# Public Meeting # 2 Overview

## Meeting Details

Date: April 20<sup>th</sup> – May 1<sup>st</sup>, 2020

Location: Online Meeting Hosted at [www.rapidtrip2045.com](http://www.rapidtrip2045.com)

**Overview:** Because of the rapid on-set of COVID-19 during March of 2020, and the subsequent restrictions placed upon public gatherings, it was required that an on-line meeting format be used for Public Meeting No. 2 instead of in-person format. The on-line meeting and project information was open for review and public comment from Monday April 20 through Friday May 1<sup>st</sup>, 2020.

**Advertisements:** Rapid City Journal (4/15/20 and 4/18/20), project website, MPO website, and Facebook Event post. Due to circumstances related to the COVID-19 pandemic, the Native Sun News was unable to publish, despite providing an advertisement to them.

**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 an overview of the project and gather feedback from the public and stakeholders. In general, discussions focused on roadway, transit and bicycle and pedestrian issues/needs.

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

- Page views total: 410
- Unique Page views: 265
- Average time on page: 1:13
- Total users: 246
- Total sessions: 282
  - Mobile: 139
  - Desktop: 150
  - Tablet: 10
- Sessions by acquisition:
  - Direct: 202
  - Social: 73 (66 from Facebook, 7 from Twitter)
  - Referral: 18 (16 referrals from [rapidcityareampo.org](http://rapidcityareampo.org))
  - Organic Search: 18



## Project Website

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

The online public meeting took the attendees through a 14 step process, including:

1. Welcome
2. Rapid Trip 2045 Overview
3. How We Got Here
4. Let's Get Started!
5. System Analysis Results
6. Roadway Major Street Plan
7. Roadway Comment Mapping Activity
8. Roadway Prioritization Activity
9. Bicycle and Pedestrian Prioritization Activity
10. Bicycle and Pedestrian Future System
11. Bicycle and Pedestrian Comment
12. Transit Existing System Analysis
13. Transit Prioritization Activity
14. Next Steps

The mapping activities allowed participants to place suggested improvements or strategies at a desired location where the participant believed there were deficiencies or limitations on the current transportation system. The prioritization activities allowed participants to rank the importance of a specific type of improvement or strategy in addressing system shortfalls. Participants also were able to make general comments with regard to the presented materials or with regard to the project as a whole.

# Results

## Roadway Comment Mapping Activity

During this activity the respondents were asked to review the treatments/strategies below and using a pin to place where these improvements may be needed within the Rapid City MPO area:

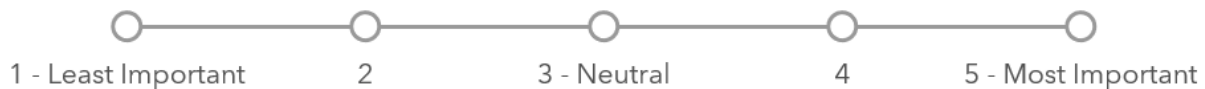
- Medians
- New Traffic Signals
- Traffic Signal Timing Optimization / Coordination
- Turn Lanes
- Grade Separations
- Expressway
- More Travel Lanes (Street Widening)

A total of 30 comments were received. The listing of comments that were received and the corresponding map identifying the location related to the comment can be found in Appendix A.

## Roadway Prioritization Activity

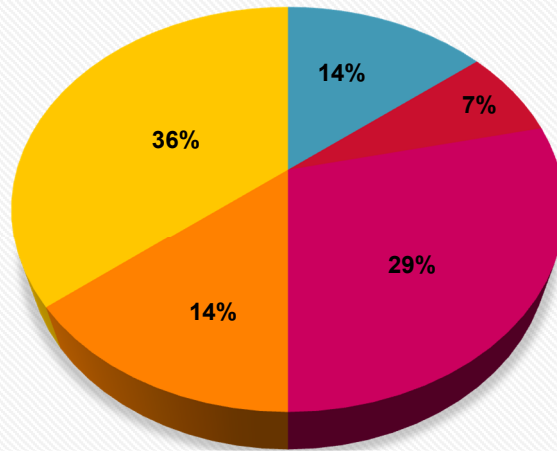
While we wish we could implement every single project idea right away, unfortunately it isn't possible for RCAMPO to do so with fiscal constraints. The meeting attendees were asked to prioritize types of projects by using the ranking tool to tell us how important each alternative option is to them to be incorporated in Rapid City. The ranking included from least important to most important and the following items were prioritized:

- More Travel Lanes (Street Widening)
- New Traffic Signals
- Traffic Signal Timing Optimization/Coordination
- Turn Lanes
- Medians
- Expressway
- Grade Separations



The results of these surveys are provided in this section.

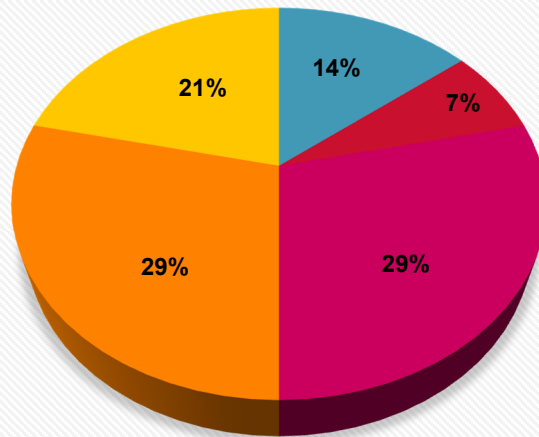
### Importance of Additional Travel Lanes



■ Not Important ■ Less Important ■ Neutral ■ Somewhat Important ■ Most Important

14 respondents

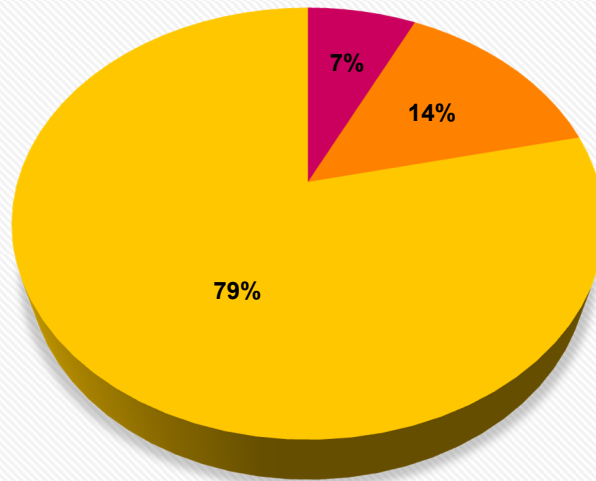
### Importance of New Traffic Signals



■ Not Important ■ Less Important ■ Neutral ■ Somewhat Important ■ Most Important

14 respondents

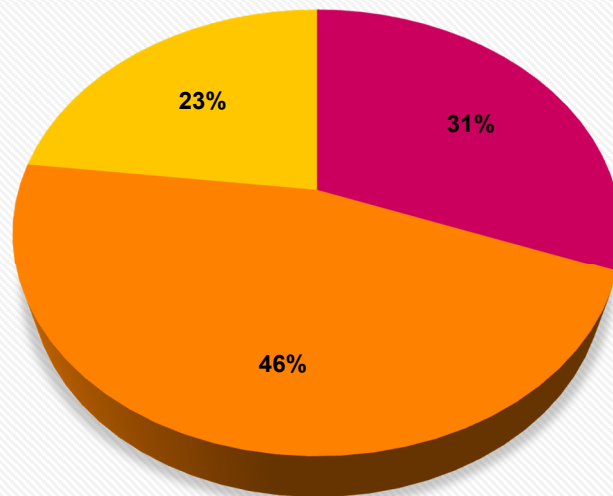
### Importance of Signal Timing/Optimization



■ Not Important ■ Less Important ■ Neutral ■ Somewhat Important ■ Most Important

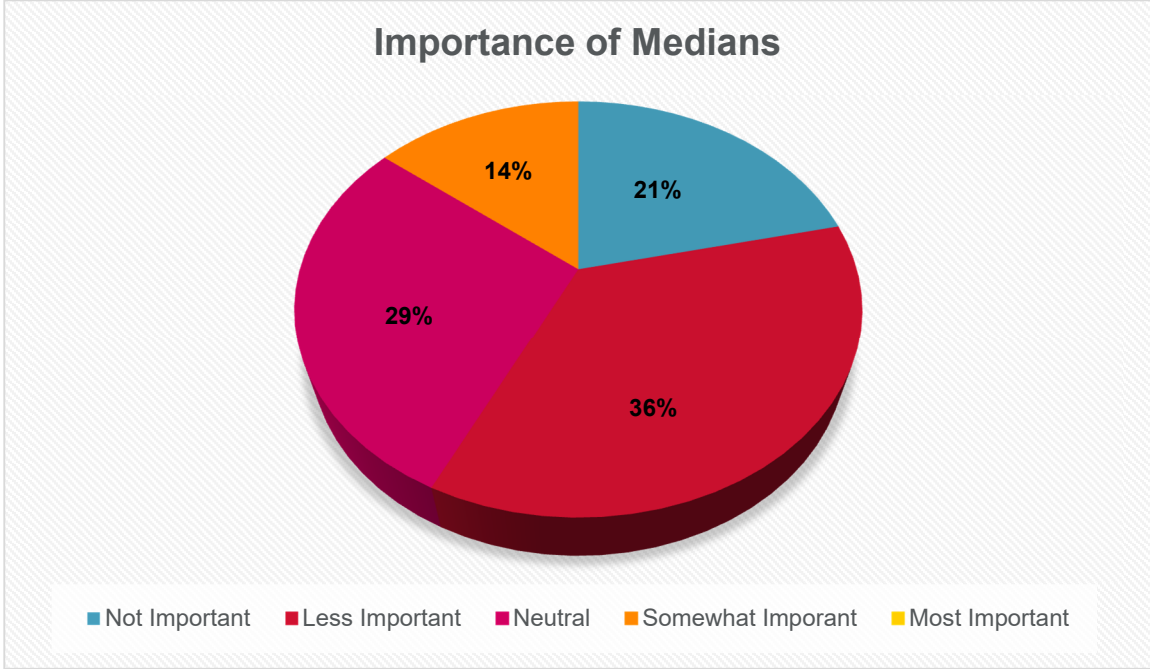
14 respondents

### Importance of Turn Lanes

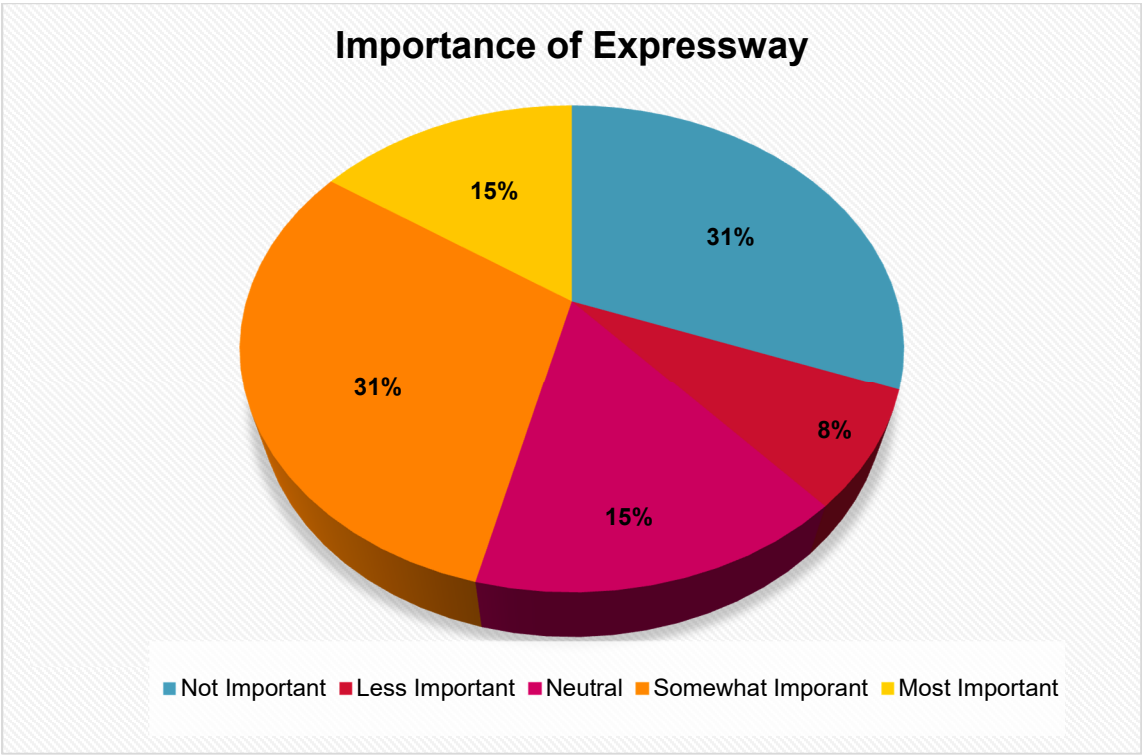


■ Not Important ■ Less Important ■ Neutral ■ Somewhat Important ■ Most Important

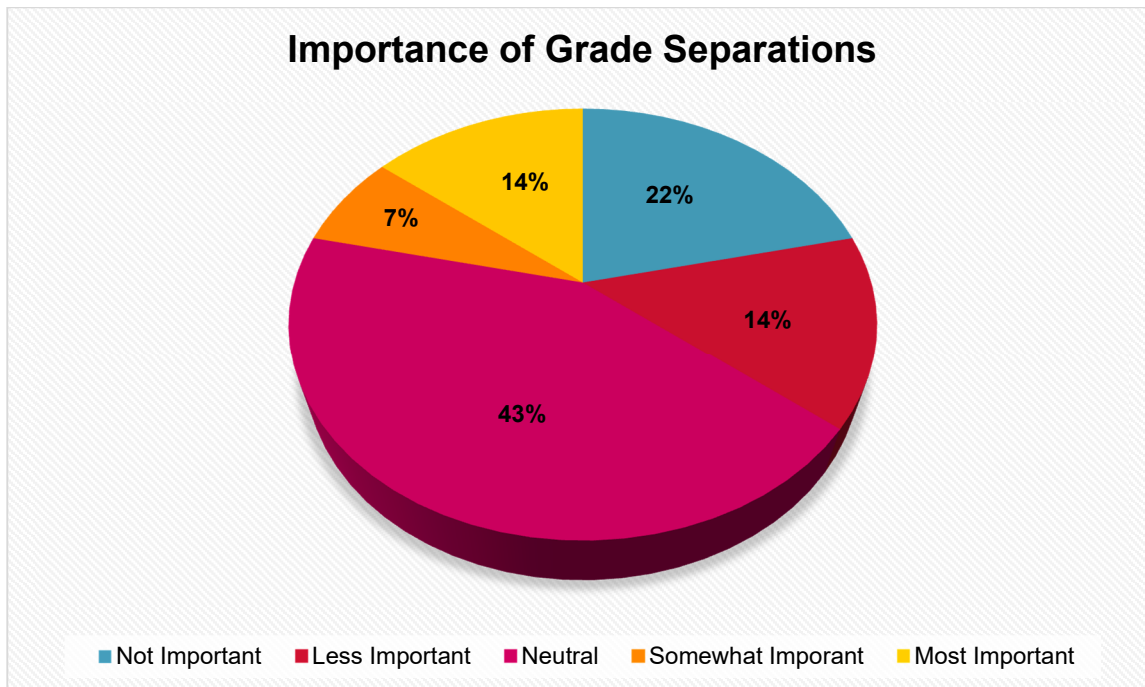
14 respondents



14 respondents



13 respondents



14 respondents

#### Other /General Comments

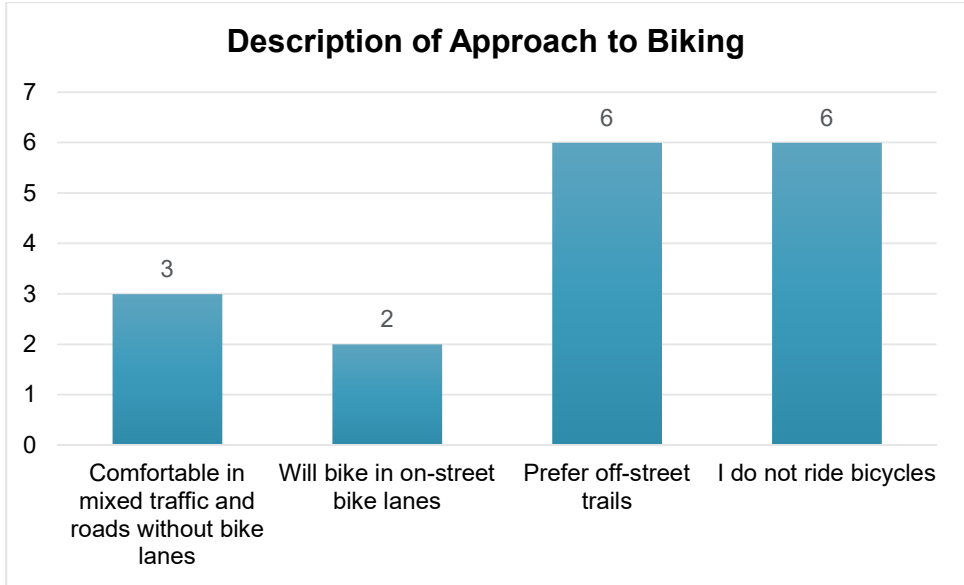
- o PLEASE put in a handicap accessible walking (wheelchair) bridge here. (Omaha and 6<sup>th</sup> Street)
- o This intersection is a mess, especially for traffic going in and out of Rushmore Crossing, and needs improved (Eglin and East North Street).

### Bike and Pedestrian Prioritization Activity

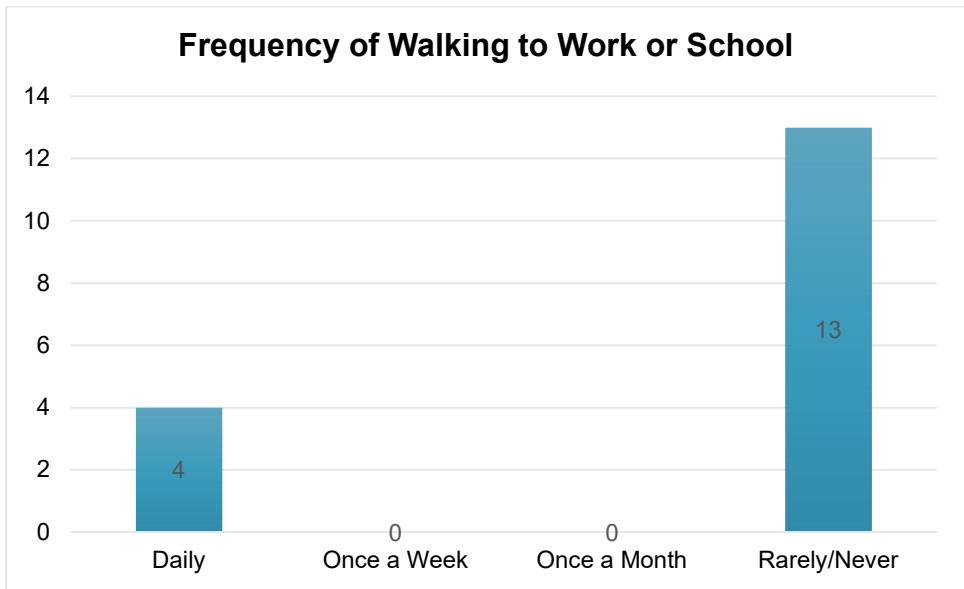
The existing bicycle and pedestrian network features a variety of facility types, from sharrows and sidewalks, to cycle tracks and shared use paths.

To further enhance the safety and comfort of the future network, the RCAMPO is considering supplementing its network with additional types of bicycle and pedestrian improvement options, such as enhanced crossing treatments and bikeways designed with greater separation from traffic.

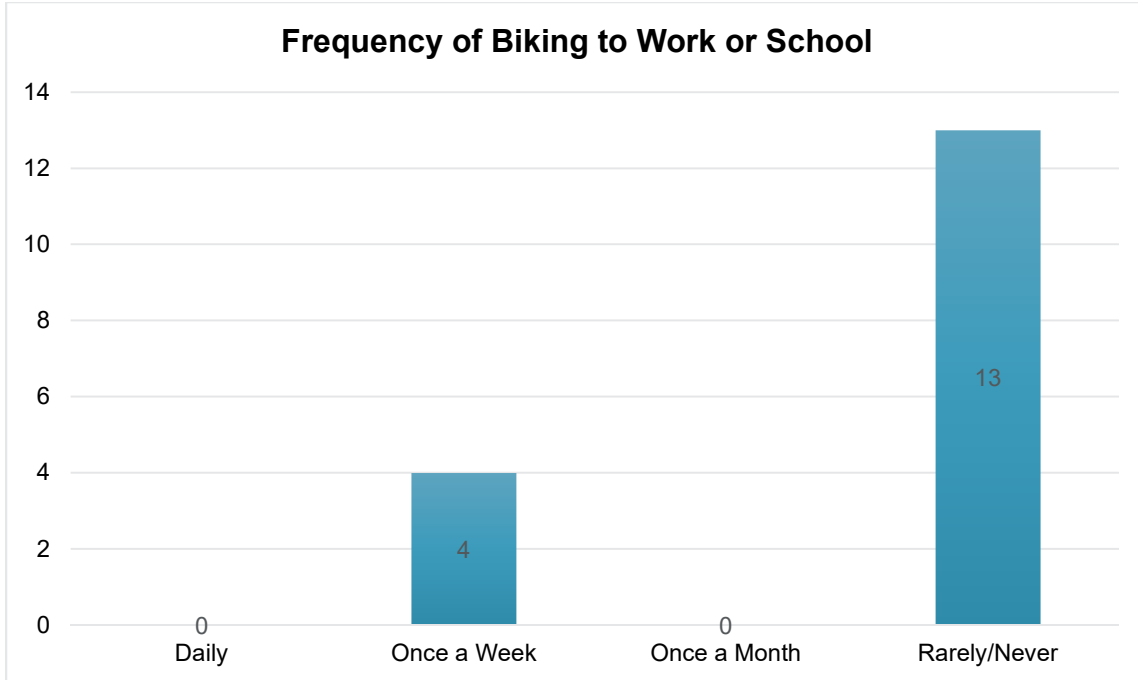
To help identify and prioritize bicycle and pedestrian improvements, the meeting attendees were asked to answer a series of questions get a better understanding of how they currently use the bicycle and pedestrian network and the kinds of improvements that are most important. Between 15 and 17 respondents answered the surveys. The results of this activity is detailed in the charts below.



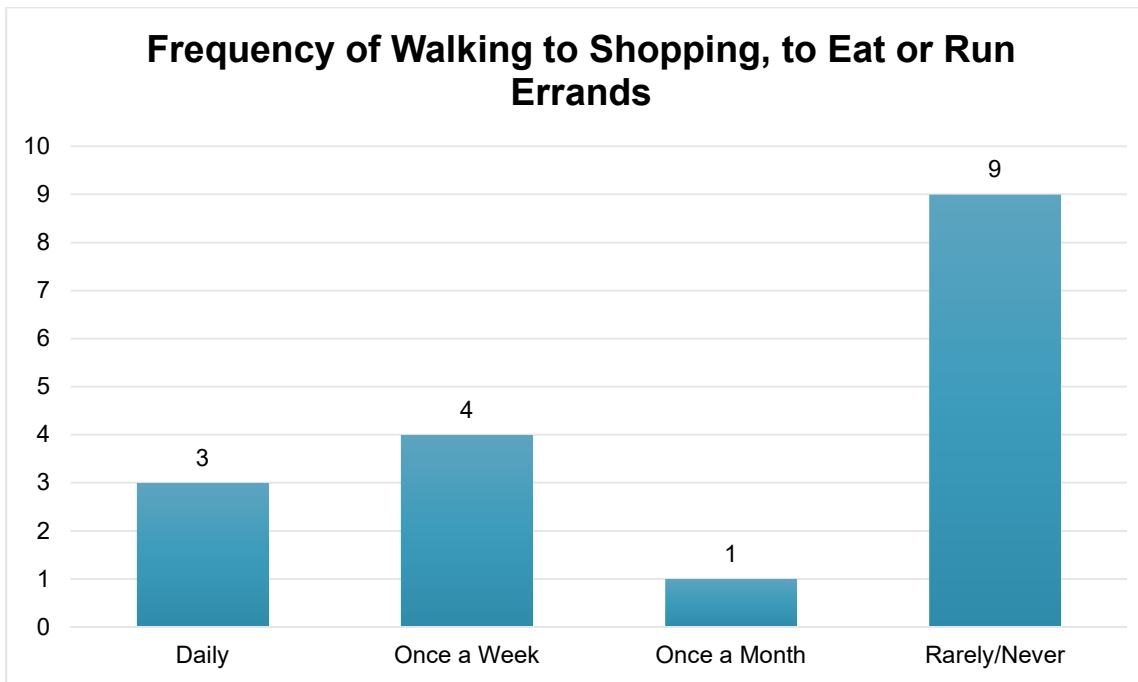
17 respondents



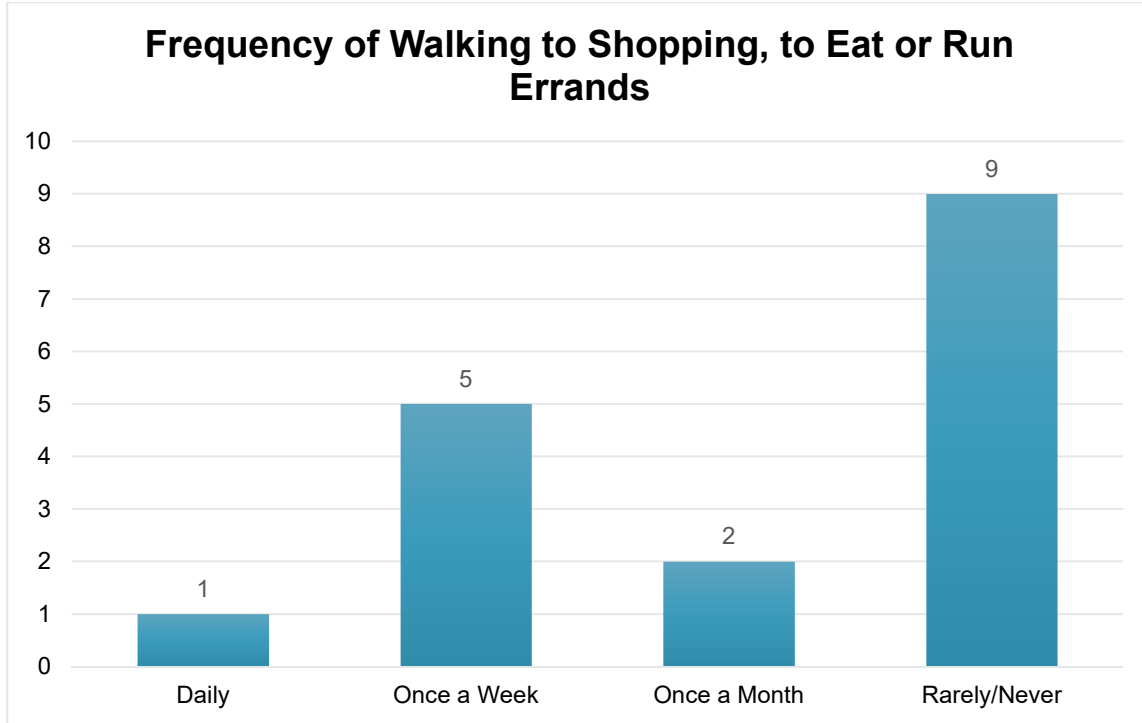
17 respondents



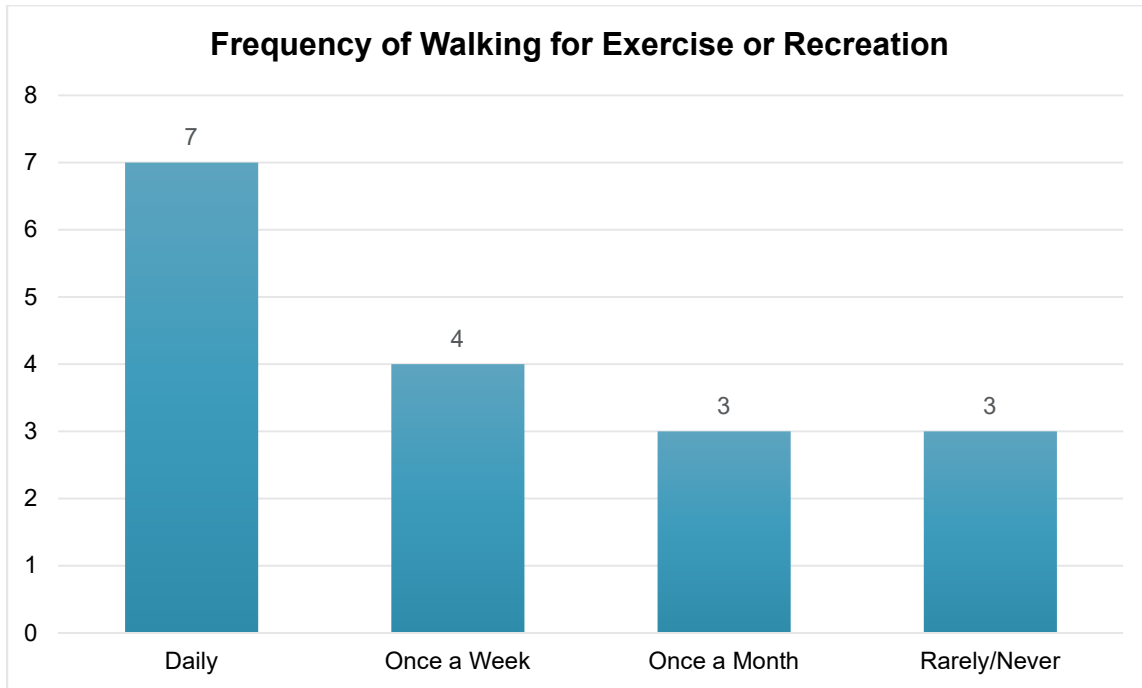
17 respondents



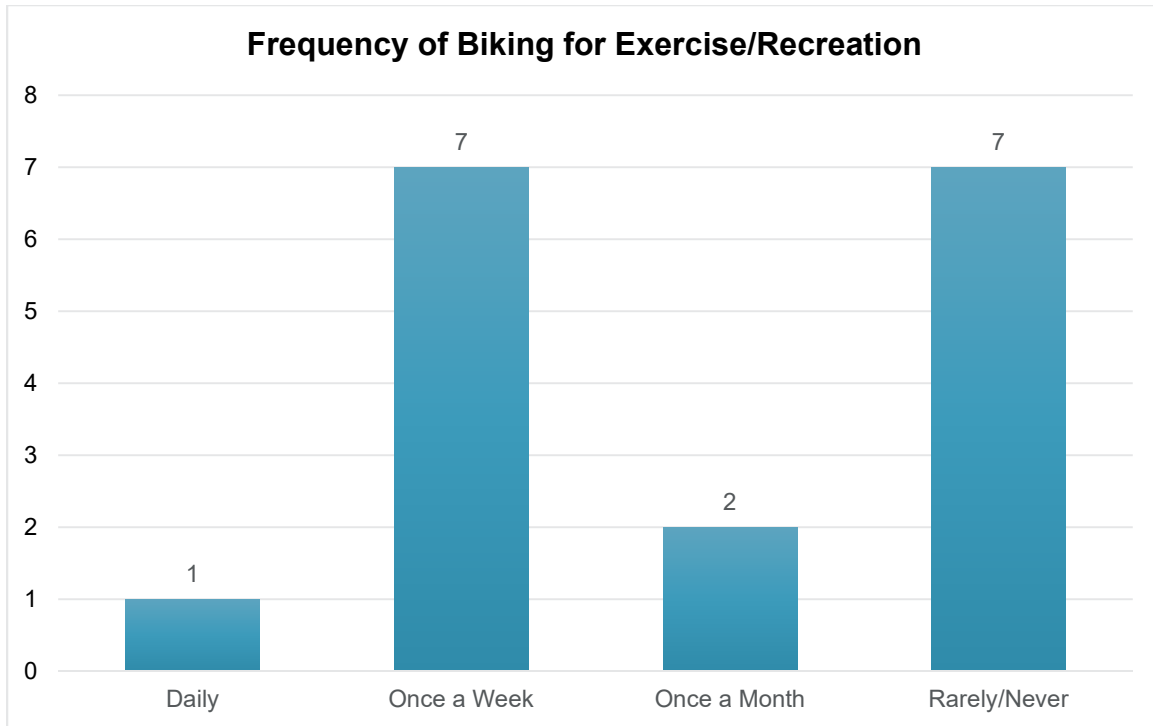
17 respondents



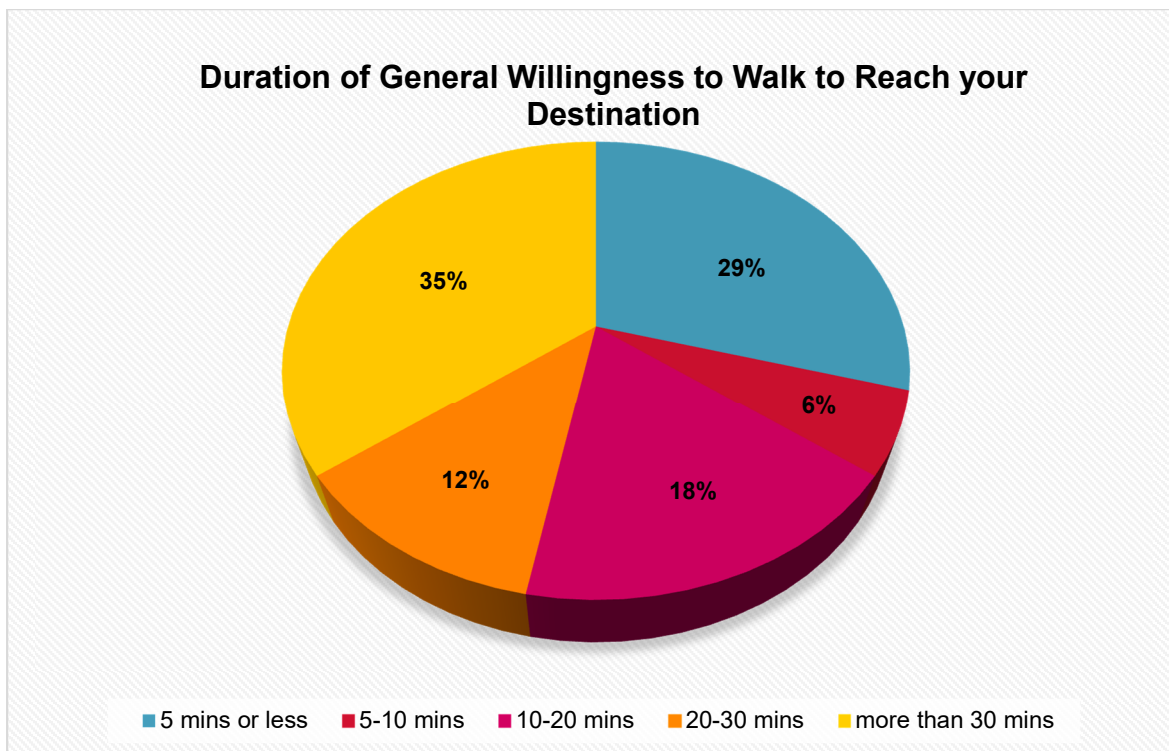
17 respondents



17 respondents

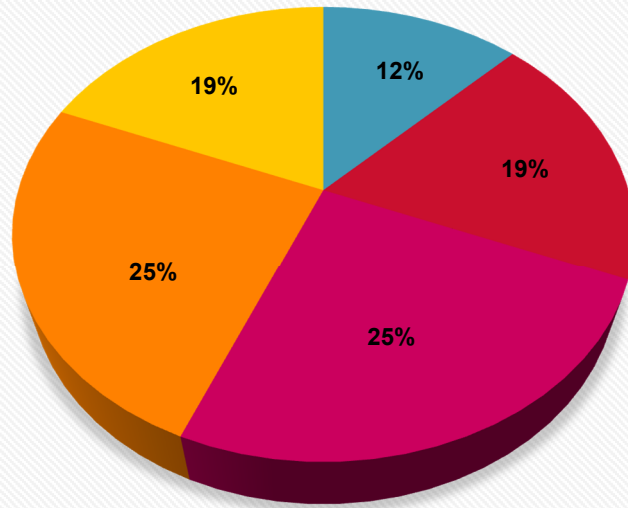


17 respondents



16 respondents

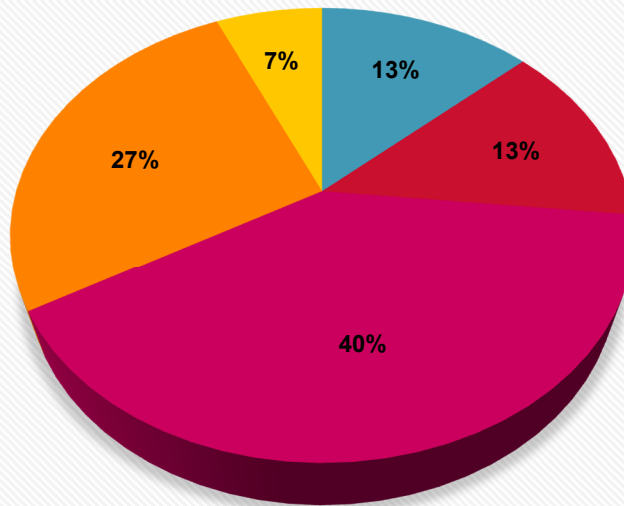
### Duration of General Willingness to Bike to Reach your Destination



■ 5 mins or less ■ 5-10 mins ■ 10-20 mins ■ 20-30 mins ■ more than 30 mins

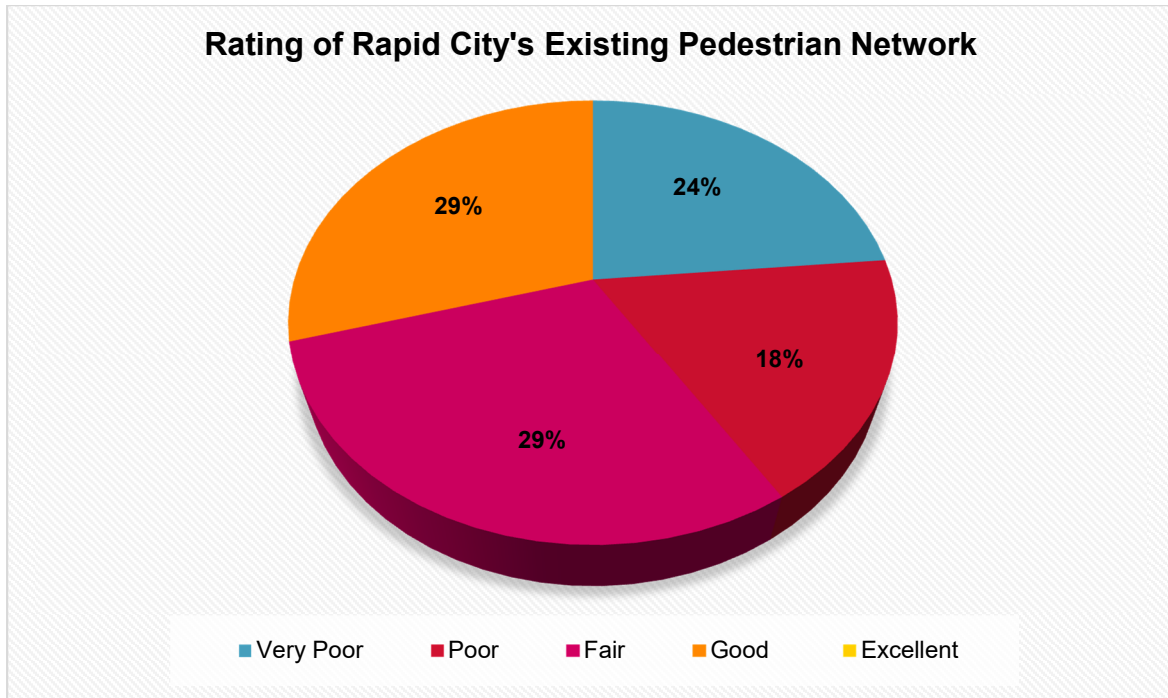
16 respondents

### Rating of Rapid City's Bicycle Network

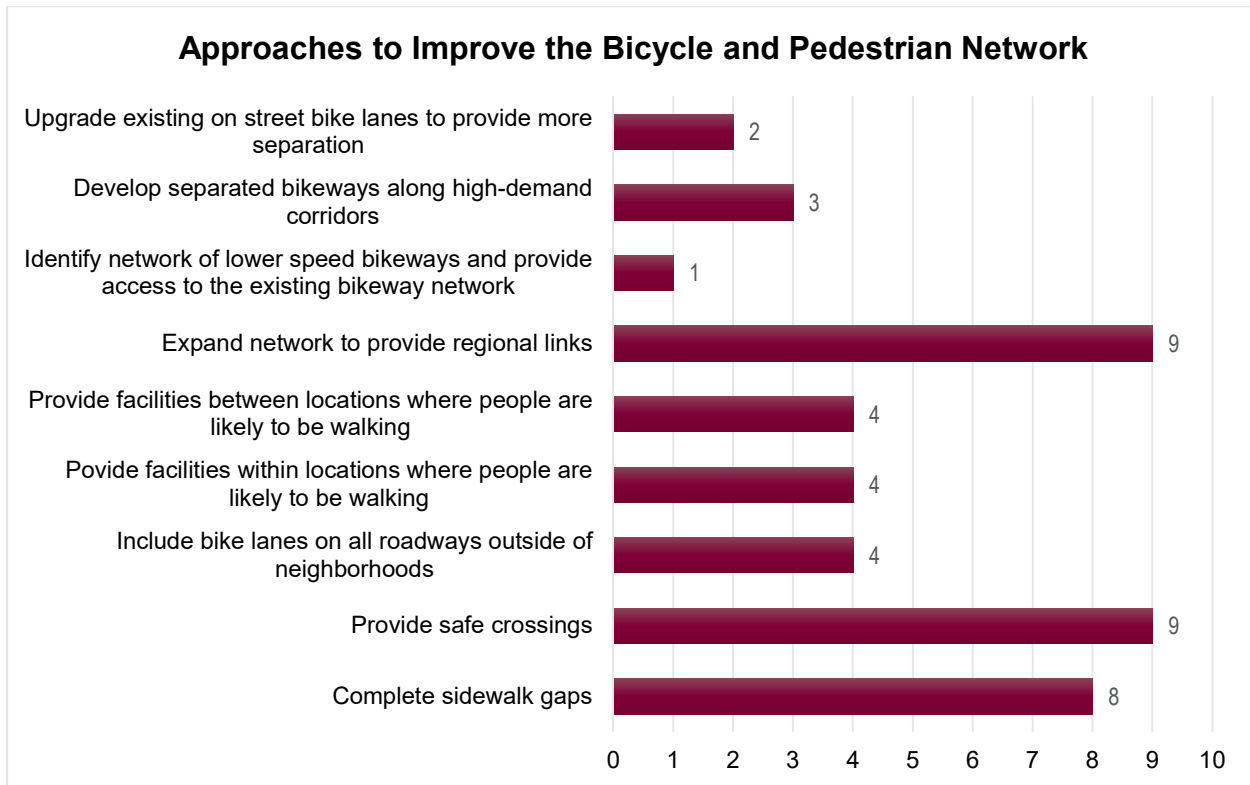


■ Very Poor ■ Poor ■ Fair ■ Good ■ Excellent

15 respondents



17 respondents



16 respondents

## Bicycle & Pedestrian – Comments

We asked the attendees whether we missed anything, or whether they had comments on any proposed improvements. The results of their comments are contained in the Table in Appendix A, along with the map locations.

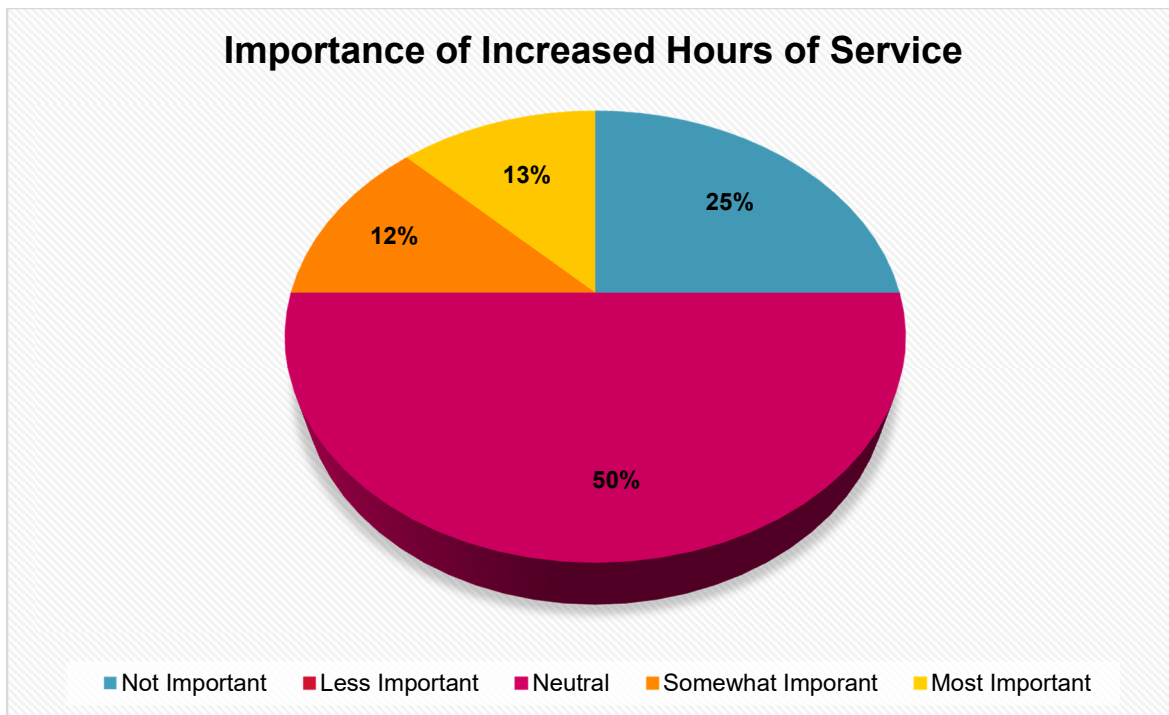
Bike/Pedestrian Priority Comments are generally summarized as follows.

- Crossing Enhancement – 10 Locations
- Sidepath or trails – 10 Locations
- Sidewalk – 10 locations
- Bikeway – 10 Locations

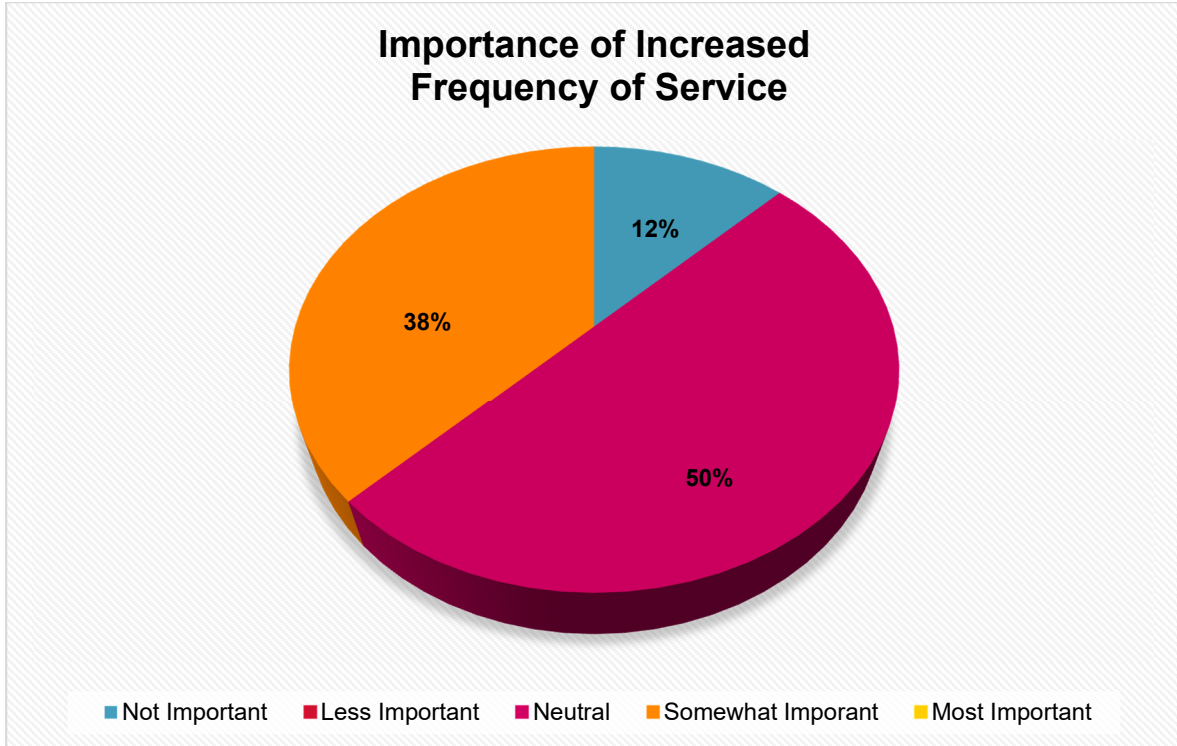
## Transit Prioritization Activity

For the transit priority activity, respondents were asked to rank a series of items

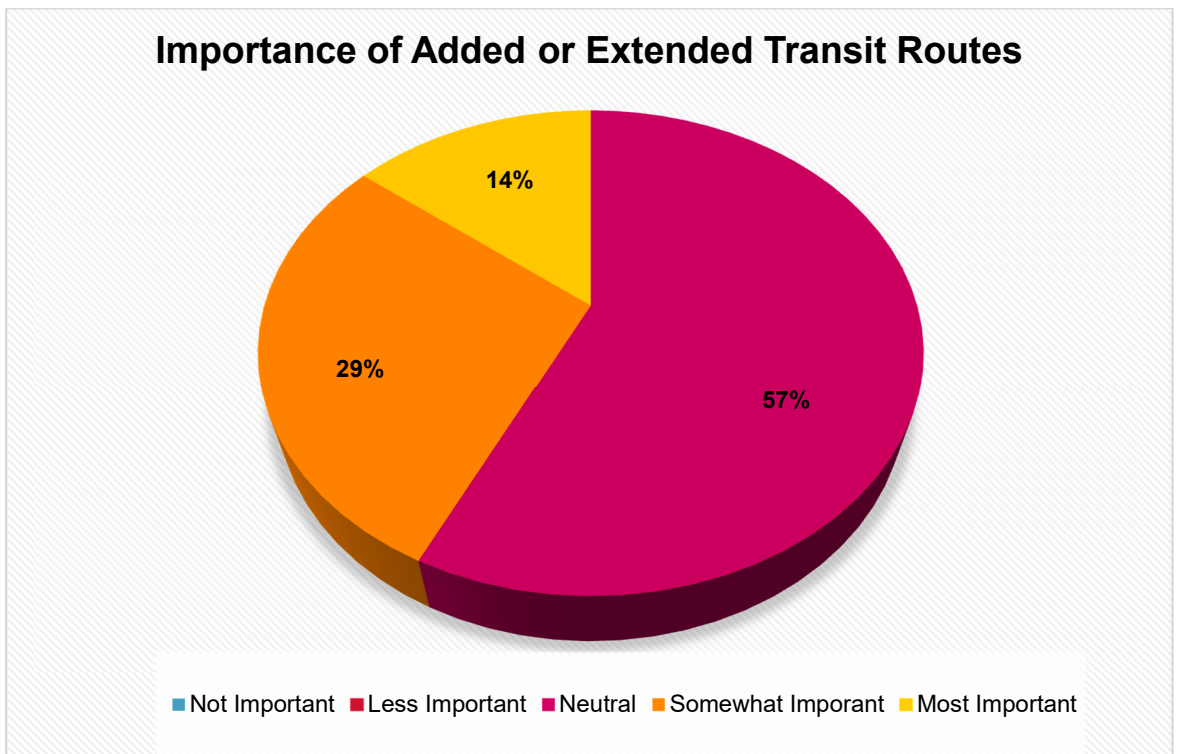
- Increased Hours of Service
- Increased Frequency of Service
- Added or Extended Transit Routes
- Transit to Surrounding Communities



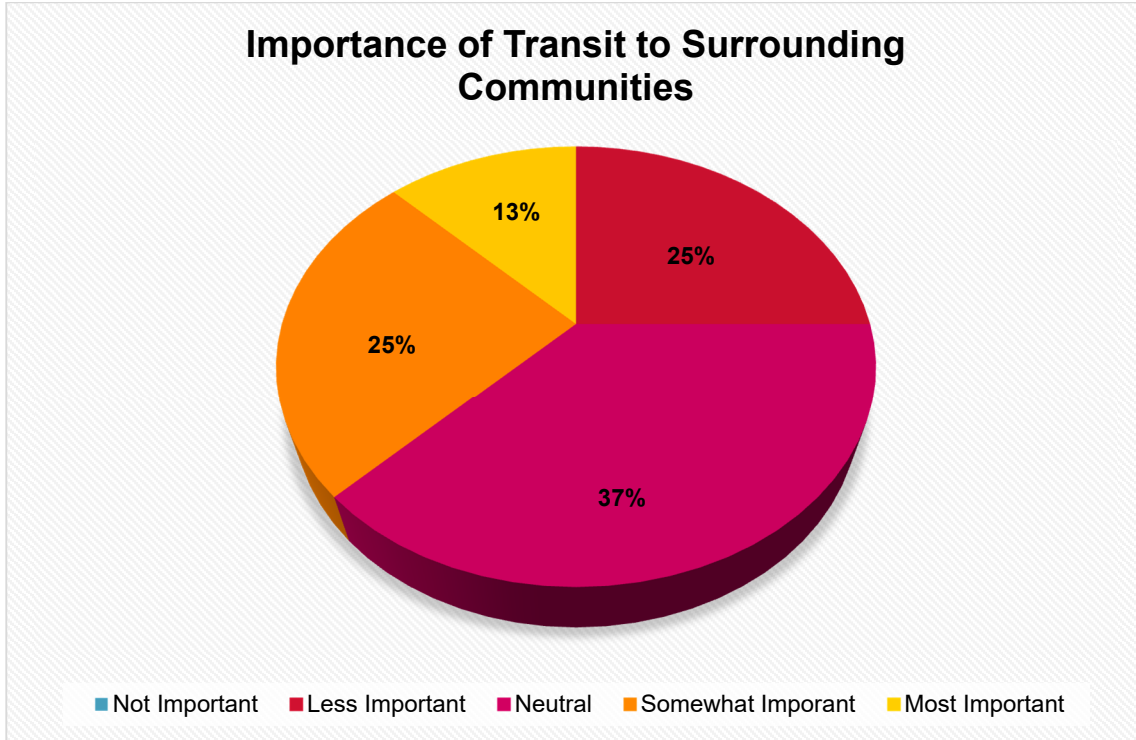
8 respondents



8 respondents



8 respondents



8 respondents

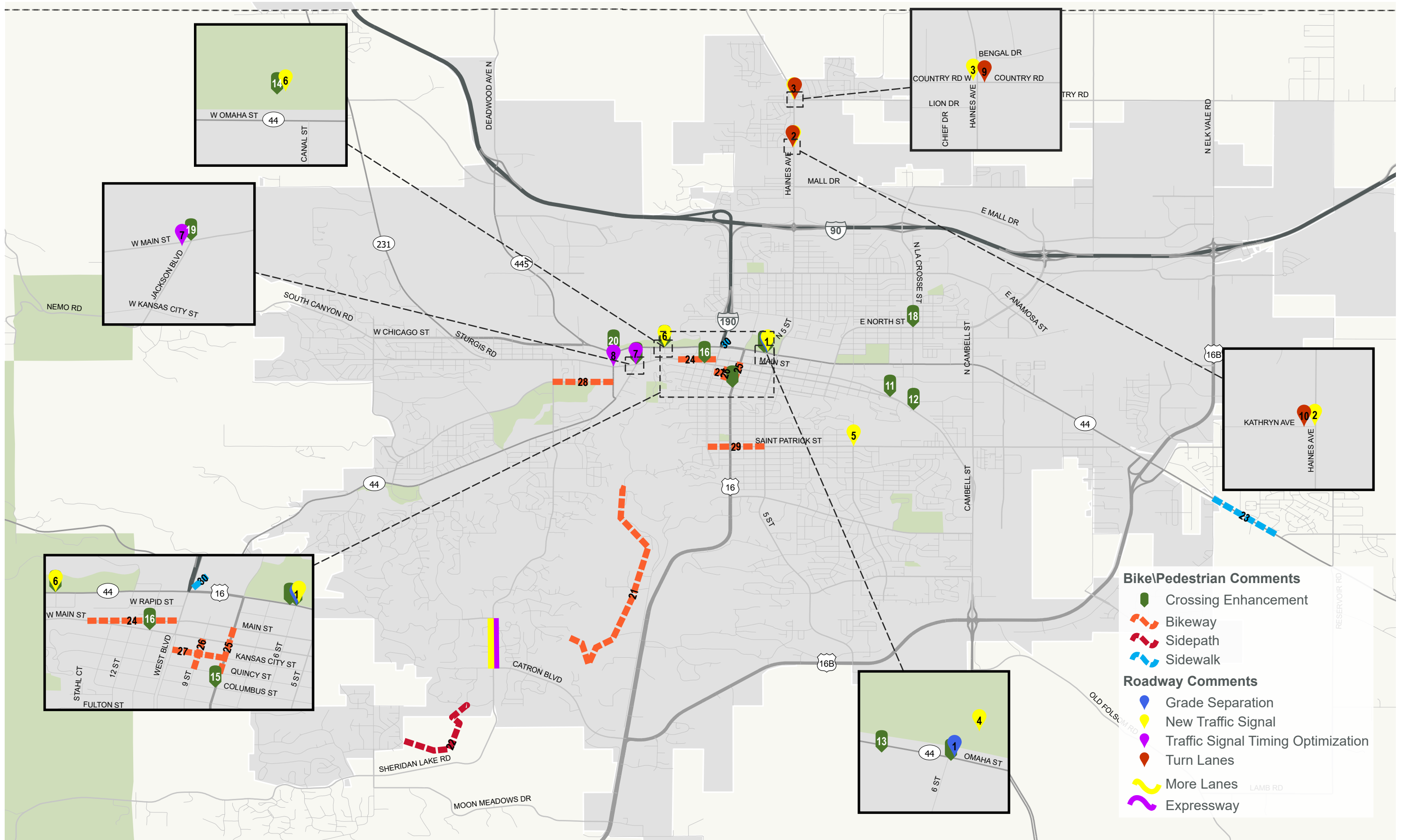
## Stay Involved

There were four responses to the question “Would you like to receive future emails about the Rapid City 2045 MTP”? Three persons said yes, and one said no.



## Appendix A – Comments and Comment Map

Map ID	Type	Comment
1	Grade Separation	A pedestrian bridge here would be a safer alternative to current crossing.
2	New Traffic Signals	Morning rush timing.
3	New Traffic Signal	Eventual traffic signal for rush times will be needed by 2030.
4	New Traffic Signal	All new signals that are installed need to be accessible Pedestrian Signal for the visually impaired.
5	New Traffic Signal	Traffic lights and pavement improvements would benefit this heavily trafficed intersection.
6	New Traffic Signal	N/A
7	Traffic Signal Timing	When driving westbound on W Main St and turning southbound onto Jackson Blvd, the amber signal duration is far too low. I regularly enter the intersection at a safe speed when the indicator is green, and it is red by the time I leave the intersection.
8	Traffic Signal Timing	When driving northbound on Mountain View Rd and turning westbound onto W Main St, the green indicator is far too short. Often only 1 or 2 cars in a line of 5+ will make it through.
9	Turn Lanes	Left turn lane needed on West bound during morning rush.
10	Turn Lanes	Right turn lane needed East bound morning rush.
11	Crossing Enhancement	Difficult crossing viewing distance/multiple lanes.
12	Crossing Enhancement	Difficult pedestrian/bike crossing - viewing distance/multiple lanes - during events.
13	Crossing Enhancement	Accessable Pedestrian Signals or a handicap accessable bridge anre needed here.
14	Crossing Enhancement	Need a safe way for pedestrians and bicyclists to cross Omaha here.
15	Crossing Enhancement	It would be nice (and presumably safer and less confusing for all involved) if the pedestrian walk signals automatically changed with the green light, rather than having to push the button.
16	Crossing Enhancement	It can be difficult to cross 3 lanes of traffic here and Main Street. Crosswalk markings or pedestrian signage might be helpful.
17	Crossing Enhancement	This crossing is really important for keeping the community connected and providing a safe way for pedestrians and bicyclists to cross Omaha... please keep it!
18	Crossing Enhancement	The pedestrian signals should automatically coordinate with the traffic lights so pedestrians have the right-of-way when the light turns green. There are a lot of pedestrians that cross here and they have to wait if they don't push the button in time.
19	Crossing Enhancement	Need a pedestrian signal and safe way to cross here. Hopefully this is planned as part of the reconstruction project.
20	Crossing Enhancement	A safer pedestrian/bicycle crossing is needed here. I've almost been hit by vehicles multiple times even though I had the walk signal.
21	Bikeway	Would be nice to have a bikeway from Autumn Hills to the Skyline trail system. This would provide a beautiful connection through the woods and views of the blackhills.
22	Sidewalk	Alternate path for bicycles instead of Sheridan Lake Road.
23	Sidewalk	Sidewalk along Hwy 44 should continue to at least Covington or Long View.
24	Bikeway	Cycle track needed on Main St as well for westbound bicycle traffic.
25	Bikeway	It would be ideal to connect all of the existing/proposed bike lanes, etc. to create a more complete bicycle network.
26	Bikeway	It would be ideal to connect all of the existing/proposed bike lanes, etc. to create a more complete bicycle network.
27	Bikeway	It would be ideal to connect all of the existing/proposed bike lanes, etc. to create a more complete bicycle network. Bicycle infrastructure connecting to the YMCA is especially needed.
28	Bikeway	It would be ideal to connect all of the existing/proposed bike lanes, etc. to create a more complete bicycle network.
29	Bikeway	This bike lane should connect to Mt. Rushmore Road at a minimum, but West Blvd would be ideal. It makes no sense to stop it at 5th Street.
30	Sidewalk	Would be good to have a sidewalk connecting the intersection to the bike path here in case the bike path is flooded under the bridge.



**Bike/Pedestrian Comments**

- Crossing Enhancement
- ▬ Bikeway
- ▬ Sidepath
- ▬ Sidewalk

**Roadway Comments**

- Grade Separation
- New Traffic Signal
- Traffic Signal Timing Optimization
- Turn Lanes
- ▬ More Lanes
- ▬ Expressway



Metropolitan Planning Organization

0 1 mi



**ONLINE PUBLIC MEETING COMMENT LOCATIONS**