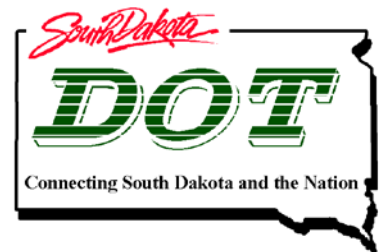


Gregory Master Transportation Plan 2015



South Dakota
Department of Transportation

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Study Advisory Team

Al Cerny, City of Gregory
Mark Fortuna, City of Gregory
Jennifer Keegan, City of Gregory
Maurice Schlaht, City of Gregory
Seymour Studenberg, City of Gregory
Steve Gramm, SDDOT
Nancy Surprenant, SDDOT
Alex Smith, SDDOT

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Project Introduction

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in July 2012, a percentage of the federal transportation funds received by South Dakota must be designated for transportation planning and research activities through the State Planning and Research Program (SPR). Historically, the South Dakota Department of Transportation (SDDOT) used a portion of the SPR funds for transportation planning studies for counties and Class 1 cities (>5000) not within a Metropolitan Planning Area.

MAP-21 also created the Transportation Alternatives Program (TAP), a grant program that uses federal transportation funds for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. TAP replaces the former Transportation Enhancement Program and consolidates those eligible activities with the Safe Routes to School, Scenic Byways and Recreation Trails Programs. TAP builds upon the legacy of the Transportation Enhancement Program by expanding travel choices, strengthening the local economy, improving the quality of life and protecting the environment.

It became apparent during the first round of TAP applications that many of the small communities applying for the grant funds are lacking an overall community transportation plan. The absence of a community transportation plan may be a detriment in obtaining TAP funding and other transportation-related funds. It may also be a detriment to the community as a whole as it grows and changes. Not only will a community transportation plan be a benefit in many funding situations, but it will also help aid a community in developing a transportation network that provides better access to schools, business districts, residential districts, agricultural and industrial facilities, and parks and recreation attractions.

With that in mind, the SDDOT dedicated a portion of its 2015 SPR funds to the Small Community Transportation Planning Program. The City of Gregory was selected as the 2015 project for this program.

The City of Gregory Master Transportation Plan intends to lay out a vision and set the direction for how people and goods move throughout the community. The transportation planning process has been a collaborative effort between the City of Gregory and the SDDOT. The Plan's study team has worked with the Gregory community to identify the expectations and goals of citizens, system stakeholders, and local officials for their multi-modal transportation system. The Plan addresses the study area shown in **Figure 1**.

The Transportation Plan report provides the City of Gregory a blueprint for achieving its vision for the transportation system through a series of recommended projects, program, and policies.

Area of Study

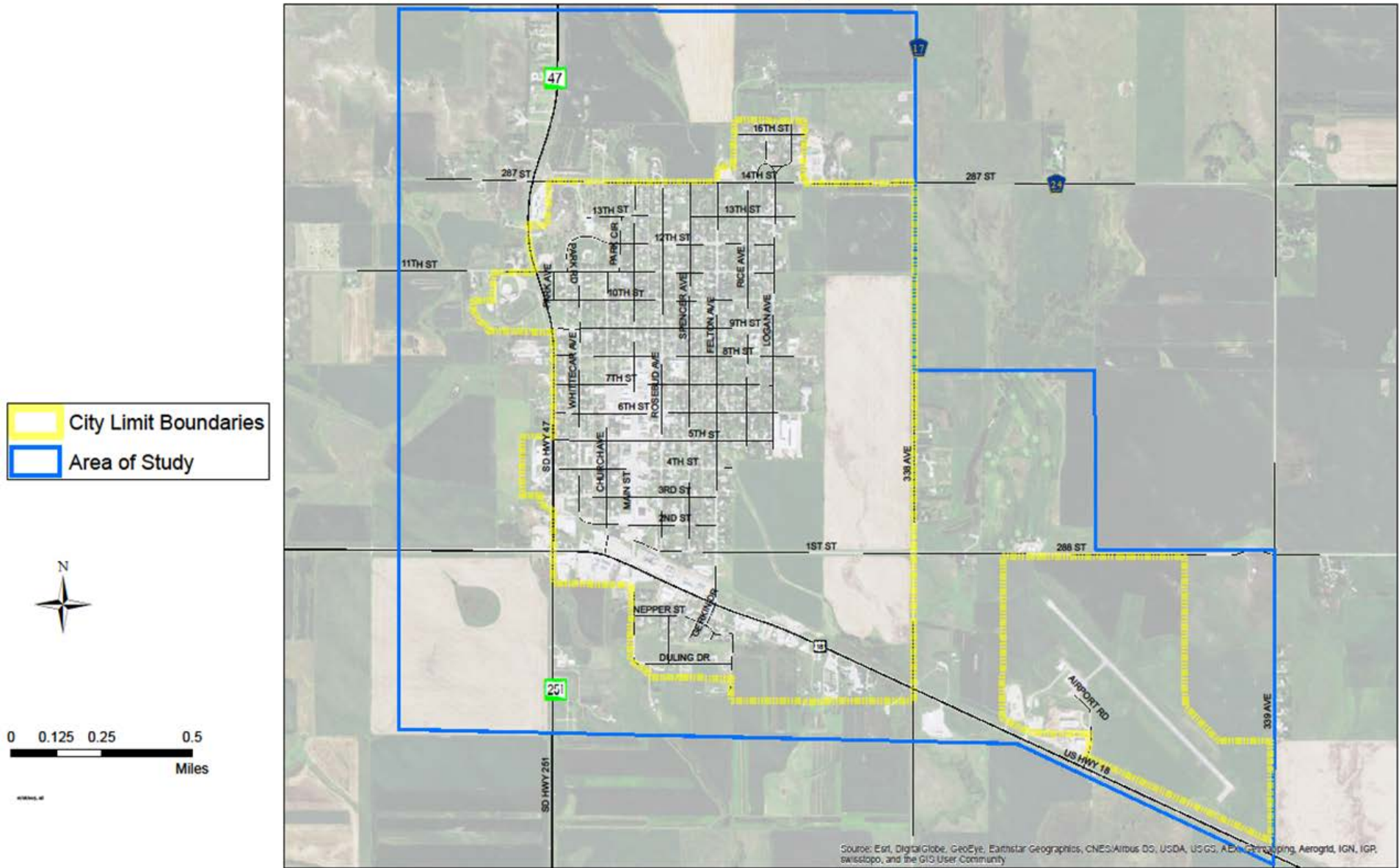


Figure 1. Study Area of Gregory

Report Outline

The 2015 Gregory Master Transportation Plan includes discussion of the following topics:

- **Goals and Objectives** that have served as a guide for the study team in the process of preparing the Plan. The Goals were set as overarching ideals to follow and reach, with objectives laid out as specific guides on how to accomplish them.
- **Procedures** that were followed by the study team in a carefully organized order to satisfy the objectives.
- **Background and Context** of the community of Gregory and its influence on the preparation of the Plan.
- **Existing Transportation System** that serves as the basis upon which the improvements recommended by the Plan were founded and will serve in the future.
- **Public Involvement** through the course of stakeholder meetings, public open houses and survey results.
- **Future Conditions** forecast to aid the Plan in proposing recommendations that will meet the ever-changing needs of the community.
- **Action Procedure and Methodology** used by the study team in weighing possible alternatives and making recommendation decisions.
- **Recommended System Plan** of transportation alternatives that form the recommendations of the Plan.
- **Cost Estimates** of each proposed alternative.
- **Funding Availability** to enable local agencies to implement recommendations.

Goals and Objectives

Development of the goals and objectives is a critical initial step in the Transportation Plan because they define the general course of Plan development. They provide direction for the Study Advisory Team (SAT) as they evaluate how the system currently performs and establish the framework for how they look at potential enhancements to Gregory's overall transportation system.

Goals and objectives are connected concepts: *Goals* are far-reaching, generalized statements of intent or vision for the Plan while *objectives* are more focused statements of specific approaches, measures or procedures related to attaining the established goals. The remainder of this section provides a set of preliminary goals and objectives for the SAT to consider and revise for use in the Gregory Master Transportation Plan.

- Goal #1: Provide a safe and efficient automotive transportation system.
 - Evaluate to what extent the existing street system meets the needs of city businesses, industry, private citizens and civic functions.
 - Identify frequent crash locations and evaluate appropriate actions to improve safety.
 - Identify high-risk, high-conflict areas and ways to reduce risk to motorists and pedestrians.
 - Evaluate the effectiveness of signage in the overall transportation system and provide solutions to possible problems.

- Goal #2: Provide a safe and efficient multimodal transportation system.
 - Review locations of automobile-pedestrian conflicts and evaluate potential safety improvements.
 - Identify sidewalk, trail and on-street improvements that would enhance bicycle and pedestrian safety and connectivity across Gregory.
 - Provide the community with potential safe pedestrian routes.
 - Identify possible transit needs and propose solutions to meet those needs.

- Goal #3: Provide a transportation system that supports and enhances the area's economy.
 - Identify businesses' recurring transportation issues which may hinder their operation or rapport with customers, suggesting ways to rectify these issues.
 - Review current truck routes and suggest alternatives or changes which better fit the economic needs of the community without compromising pedestrian, bicycle and automotive safety or local roadway condition limits and specifications.
 - Create a more welcoming traffic environment for travelers with the goal of bringing more business into the City.

- Goal #4: Provide a plan for future expansion and maintenance of the transportation system.
 - Suggest a prioritized list of transportation needs based on their feasibility and necessity.
 - Prepare a plan for preserving, maintaining and improving the existing multimodal transportation system.
 - Suggest ordinances or laws which better regulate the implementation and maintenance of new and existing transportation elements.
 - Identify sources of applicable funding through government grants and funds.
 - Provide a template which outlines the necessary financial input from public and private sectors.

Procedures

The study was completed by gathering information from the public through public meetings and by consulting with stakeholders and city officials. The Study Advisory Team also conducted their own study in the field to observe first hand some of the transportation problems happening day to day.



Figure 2: Parking for school pick up

Background

Gregory, a happening town of 1,295 people, is in Gregory County, South Dakota, just a mere 30 minute drive from Lake Francis Case, situated at the crossroads of US Highway 18 and SD Highway 47. Gregory was awarded with South Dakota's Community of the Year in 2015.

Gregory County was opened for settlement with a presidential proclamation on May 15th, 1904. With all of the settlers moving into Gregory County a town was formed and on August 8th, 1904 Gregory was opened as a government town-site. By 1908, fifteen trains were arriving in Gregory daily.

Gregory is a farming community with large amounts of wildlife. The wildlife attracts hunters throughout the county. With numerous of lodges in the area, hunters come and spend expendable money in Gregory and boost the economy.

Figure 3 shows Gregory's census population since 1910. The population dropped for the first 20 years after the first census and then increased steadily until 1970. Since 1970, the population has been in a decline with 1,295 people in the 2010 census and a projected 1,284 people in 2012.

Additionally, as **Figure 4** demonstrates, the current age demographic is weighted with a large section of people 45-64 years of age and 85 years and older. The median age in Gregory is 48.5 years old. In order to remain a vibrant and relevant place within South Dakota, Gregory will likely benefit from an influx of younger residents and couples in the 20-44 years old range. This need was accounted for in considering transportation alternatives that better fit people of all generations.



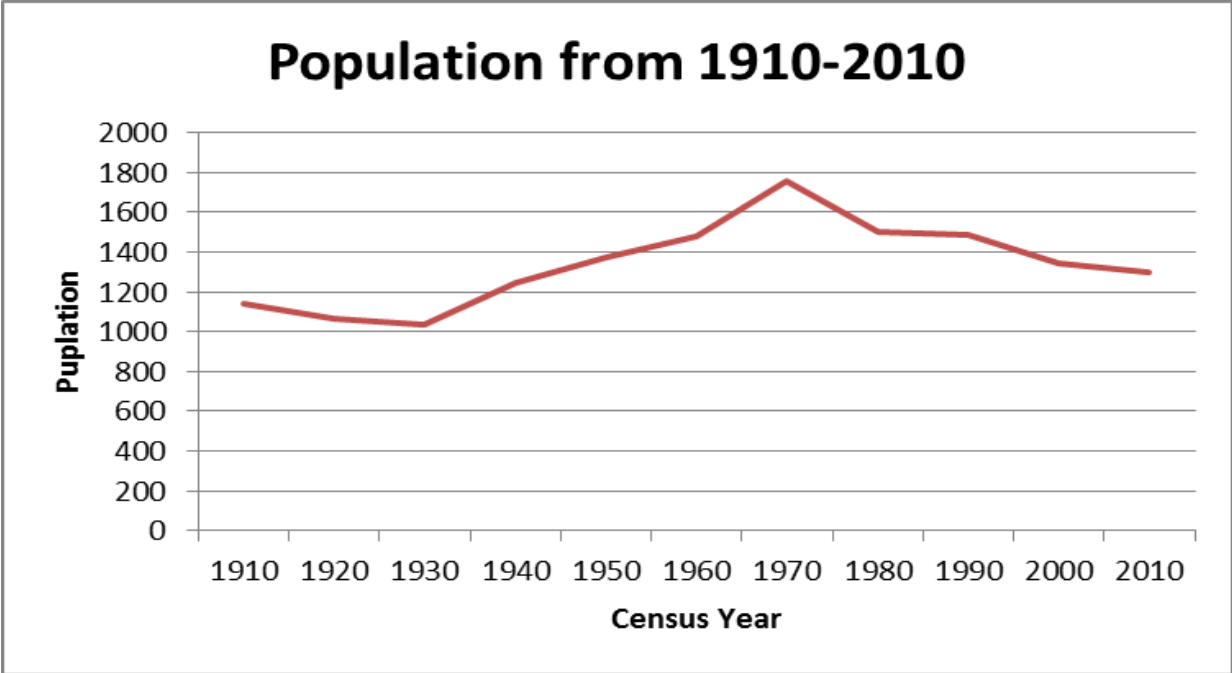


Figure 3: Historic Population
 Data: U.S. Census Bureau

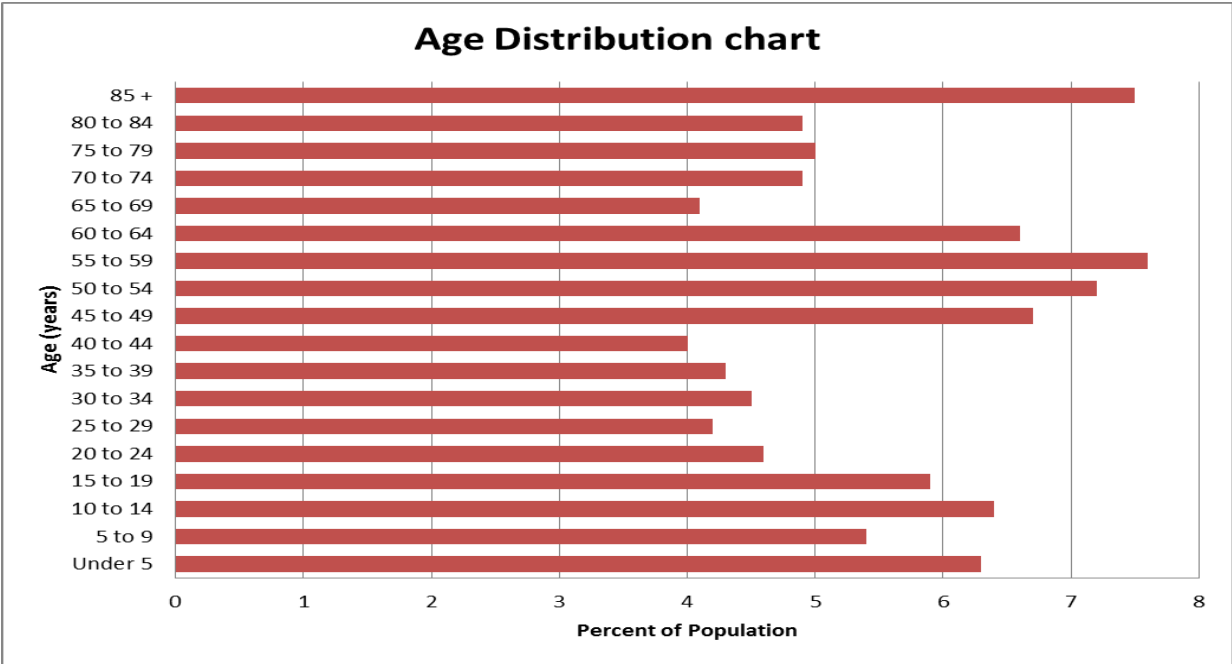


Figure 4: Population by Age
 Data: U.S. Census Bureau 2010

Context

Gregory is 77 miles flying distance from the closest Class 1 (population > 5000) city of Mitchell and 109 miles driving distance. Because a larger city is so far away Gregory must be self-sufficient and provide most of the services for its residents. **Figure 5** shows Gregory's proximity to Mitchell as well as the Capitol and other Class 1 cities.

Gregory is served by regional utility companies. Gregory's water is provided by two well fields with a backup connection from Tripp County Water Rural Water District. The telecommunications service provider is Golden West Telecommunications of Wall. Gregory gets its electricity from Rosebud Electric Cooperative, based out of Gregory.

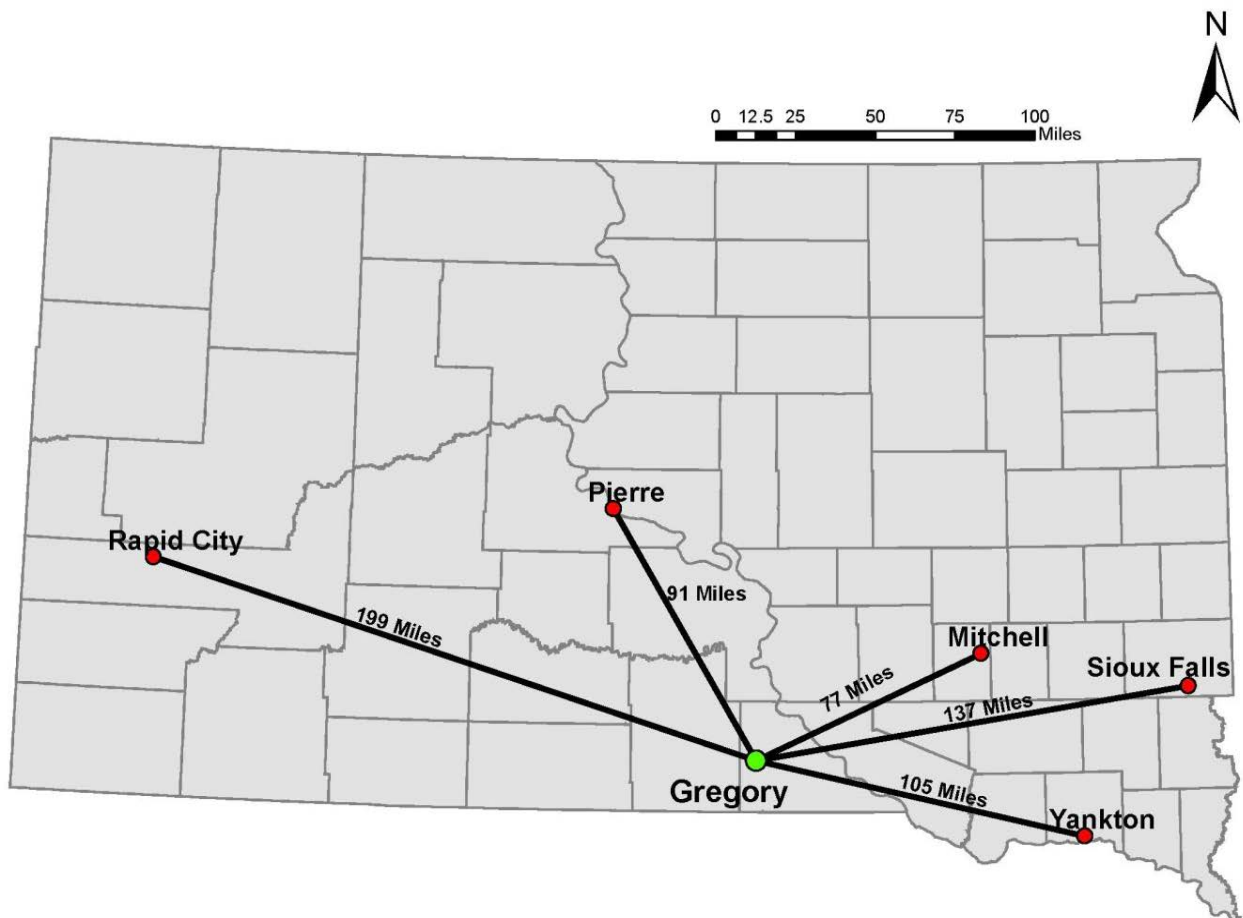


Figure 5: Distance from Gregory to Class 1 Cities

Existing Transportation System

Overview

Current transportation issues and the way they affect performance of the transportation system are the first things analyzed when looking at improvements throughout the City. It is important to know the existing condition of all transportation related facilities. The first step in the Plan was to inventory all of the existing system. On the following pages are several maps of each existing condition.

The primary routes for intrastate and interstate traffic through Gregory are US Highway 18 (East-West route) and South Dakota Highways 47 and 251 (North-South route). Highway 47 takes users up to Interstate 90 and very close to Chamberlain. Highway 18, going east, takes users near Nebraska and then across the Missouri River. Highway 18 can be used to get to larger Class 1 cities like Yankton and Sioux Falls. Highway 18, going west, takes users to Winner for additional shopping close to Gregory. The three Highways intersect in the Southwest corner of Gregory. The other heavily used route is County Road 25 (East-West Route) which turns to 14th Street when the road enters the city limits. This road is commonly taken by locals going to Mitchell or Sioux Falls because it is the most direct route.

Figure 6 is a map of the roads in Gregory and their federal functional classification. **Figure 7** shows the jurisdiction under which each road falls.



Highways 47 and 251 looking south from Gregory Butte.

Functional Classification

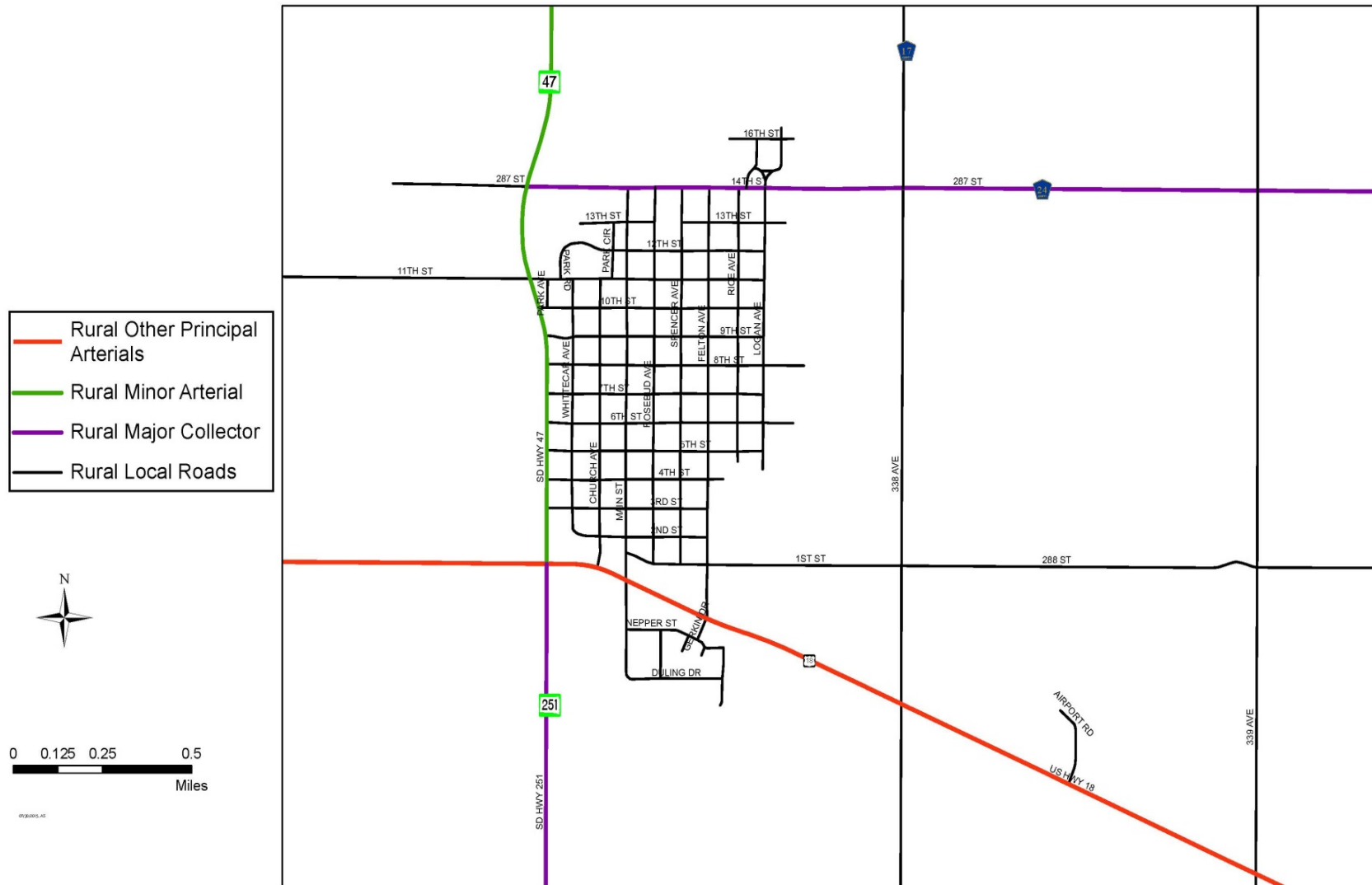


Figure 6: Functional Classification of Gregory's Roads

Jurisdiction

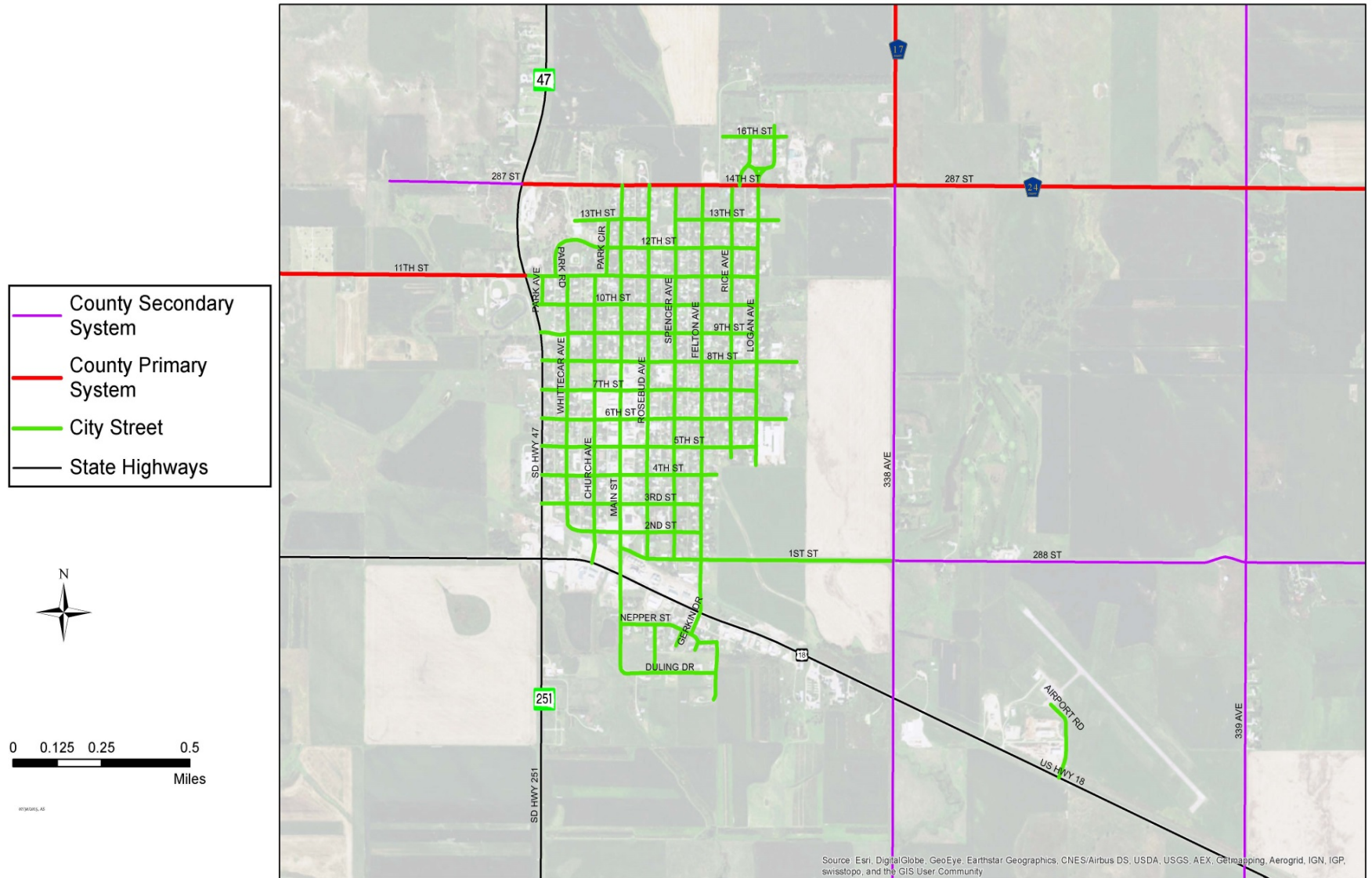


Figure 7: Jurisdiction of all the roads near Gregory

Traffic Safety Assessment

Analysis of Gregory traffic safety was based on an evaluation of the crash records available from the SDDOT for the years 2009-2014. (Note that crash records were only available if the total property damage amounted to over \$1000 and were on public roads.) Crash information was provided through ArcGIS (a geographic information system) from the South Dakota Department of Public Safety.

A detailed analysis of the crash data was conducted, including making a map for the reported crashes based on severity (**Figure 8**). **Figure 9** shows the data in a crash tree. The crash tree was used to evaluate crashes and determine if any certain crash seemed to happen more than others.

Table 1 shows the crash severity by the number of each type of crash and the percentage of the total crashes. It can be seen that the highest percentage of crashes is 71% for property damage only. This, combined with the property damage only animal collisions, totaled 78%. The high number of property damage only is typical because of the speeds driven inside the city are usually slow.

Table 1: Crash Severity Percentages

Crash Severity	Count	Percentage (rounded to nearest %)
Animal – Property Damage Only	3	7%
Property Damage Only	30	71%
Possible Injury	4	10%
Non-Incapacitating Injury	3	7%
Incapacitating Injury	2	5%
Fatal	0	0%

Figure 8 shows the reported crashes from 2009-2014 by crash severity. The segment with the most crashes is on Main Street between 6th and 7th Streets. The main cause of crashes in this section is someone backing out of a parking space, accounting for 5 crashes.

Figure 9 is a crash data tree that was used to graphically interpolate each type of crash and what caused the crash. The crash tree breaks down the crashes into two categories either at an intersection or on a segment of street. The intersection category was then broken into three different categories depending on how the intersection was controlled (no control, alley/driveway/other and stop sign controlled). All three intersection categories and the segment category were broken down to collision type (angle, rear-end and single vehicle). The collisions that stood out the most throughout the crash tree were the angle crashes on street segments. Crash reports were looked at to determine the exact issue. Five of the seven segment angle crashes happened on Main Street caused by cars backing out into the street and hitting a car traveling in the roadway.

Reported Crashes from 2009-2014

**Reported Crashes from:
2009-2014**

Crash Severity Code

- Animal Property Damage Only
- Property Damage Only
- Possible Injury
- Non-Incapitating Injury
- Incapacitating Injury
- Area of Study

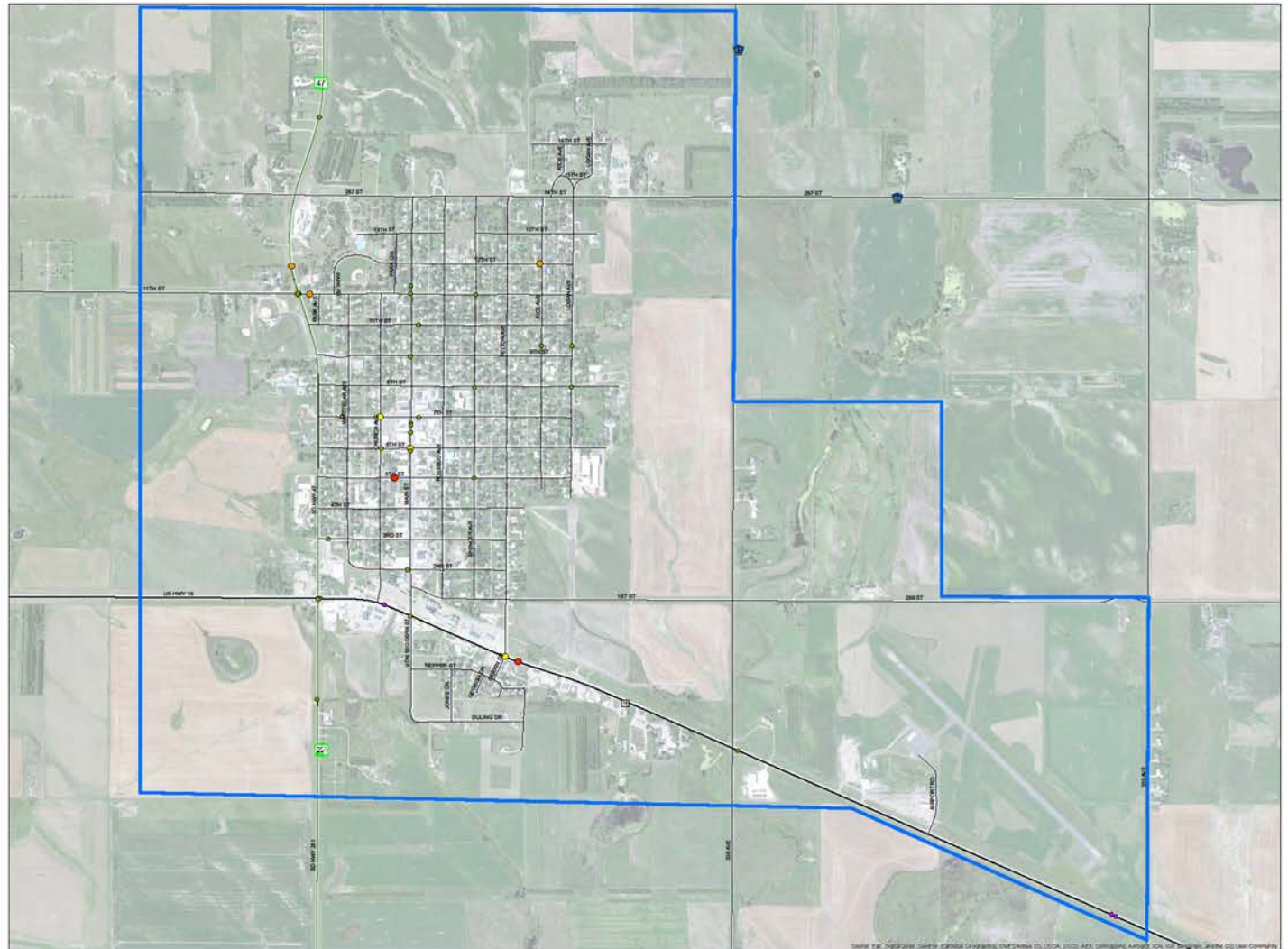
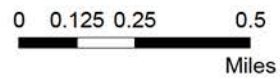


Figure 8: Crash Map

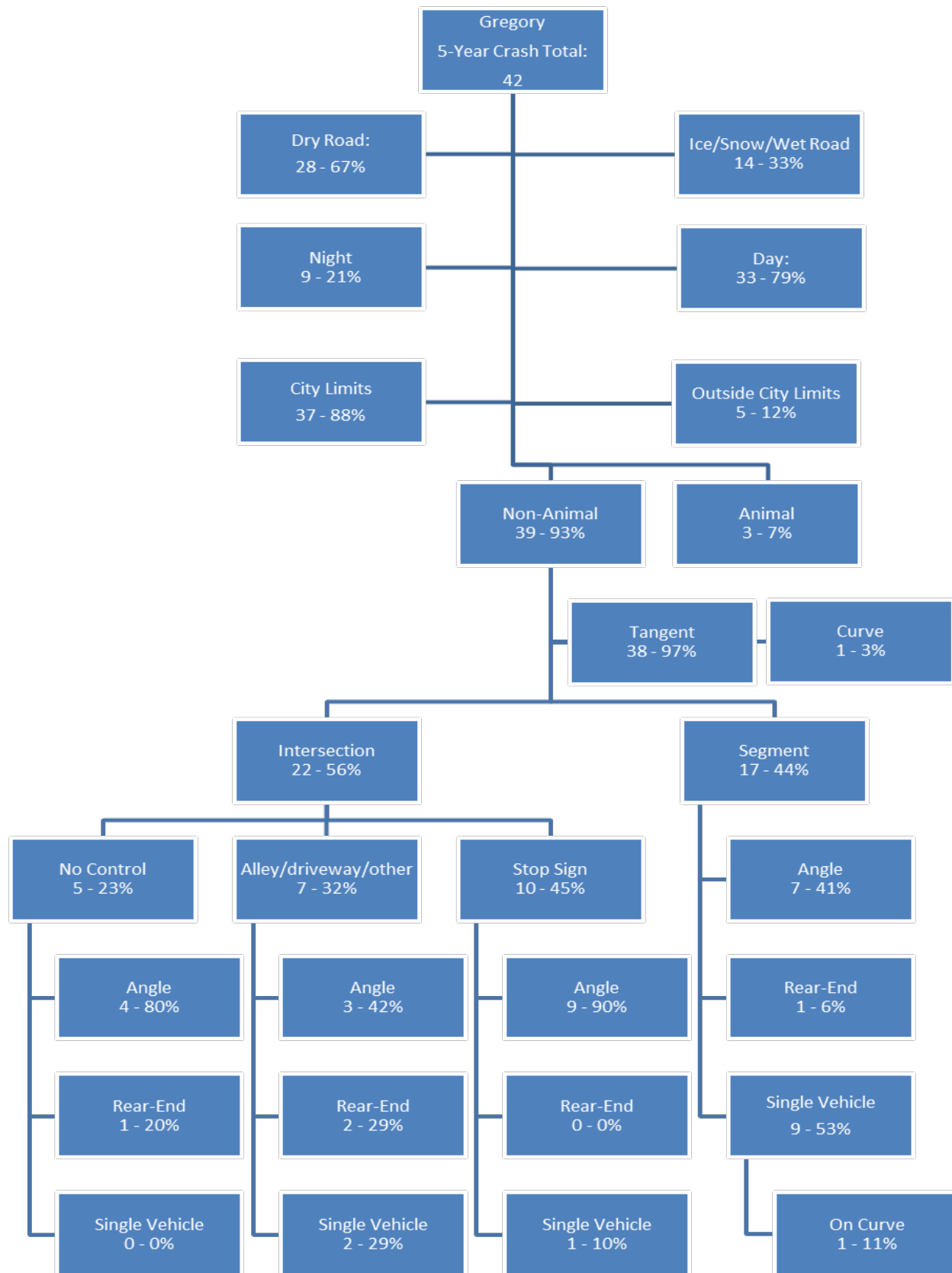


Figure 9: Crash Data Tree

Parking

Parking on the street can be efficient and an easy way to add extra parking spaces for businesses. Currently there are no parking stripes for parking on Main Street. This can cause a problem due to people not parking all the same way, parking too close to each other, or parking too close to the intersection. Another issue with parking on Main Street is the centerline is not striped, so cars are allowed to cut across Main Street and park on the opposite side.

Parking along side streets appears not to be an issue, except near intersections.

The City currently allows parking very close to intersections. Parking too close to the intersection blocks the view for travelers trying to enter the intersection and has the potential to cause crashes. Another issue with parking this close to the intersection is vehicles cannot see pedestrians crossing the street and may result in a pedestrian being hit. The pictures here capture some of the issues.



Vehicle blocking sidewalk near Silver Threads Assisted Living



Hard to see intersection looking South-East at 7th and Main Street



Accessible parking near intersection

Streets

Streets are a major asset to the transportation system. With unusable streets the ability to attract businesses and tourists dwindles. To assist, all the streets in the city were inventoried to determine the existing condition.

On average, the City chip seals 12 blocks yearly to maintain the streets' pavement condition. The City prefers to chip seal new and better condition routes to keep the streets from deteriorating. This is a good pavement management technique; as it is typically more cost effective to prevent a pavement from deteriorating than to allow it to fail and cause it to be replaced. If a street does need to be reclaimed, the city typically applies a blotter surface.

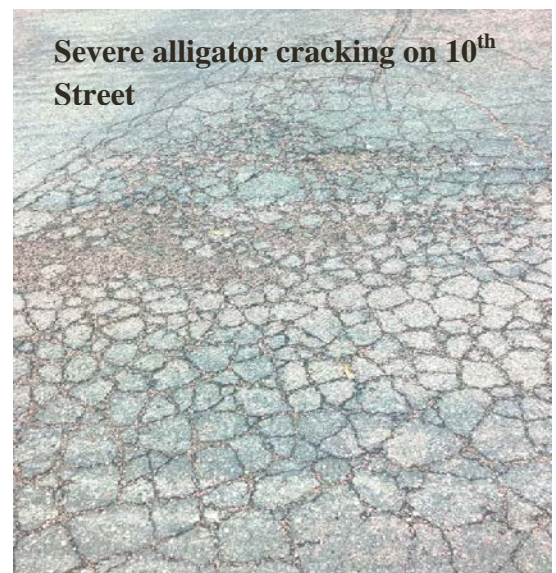


The streets throughout the study area were rated on a scale of 1-10 following the *Paser Asphalt Roads Manual*. The highest rating (10) is reserved for roads recently constructed. The lowest rating (1) is for streets that have completely failed and need total reconstruction. The Paser Manual can be found at:

http://epdfiles.engr.wisc.edu/pdf_web_files/tic/manuals/Asphalt-PASER_02.pdf

Part of the rating system for Paser is to look at certain types of cracking and determine how much of the cracking covers each block. Below is a picture of a road that has severe fatigue or alligator cracking throughout.

Figure 10 shows the condition of each rated street. The highest ratings are dark green and, as the condition worsens, the color fades from green to red. Purple represents gravel roads and black represents the State highways. Gravel roads and State highways are represented differently because gravel roads are not easily rated and State highways get rated every year by the Department of Transportation, using a different rating system.



Existing Pavement Condition

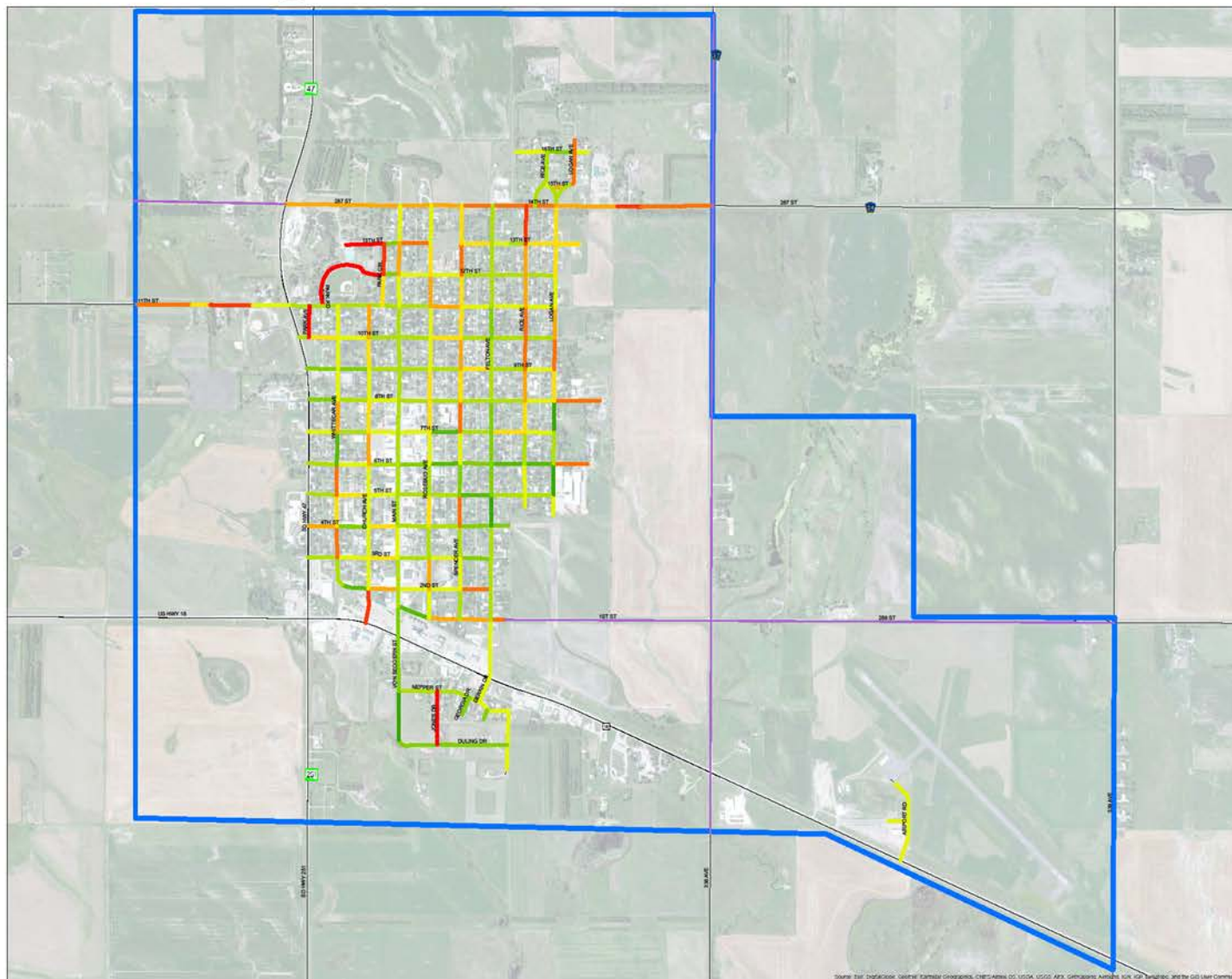
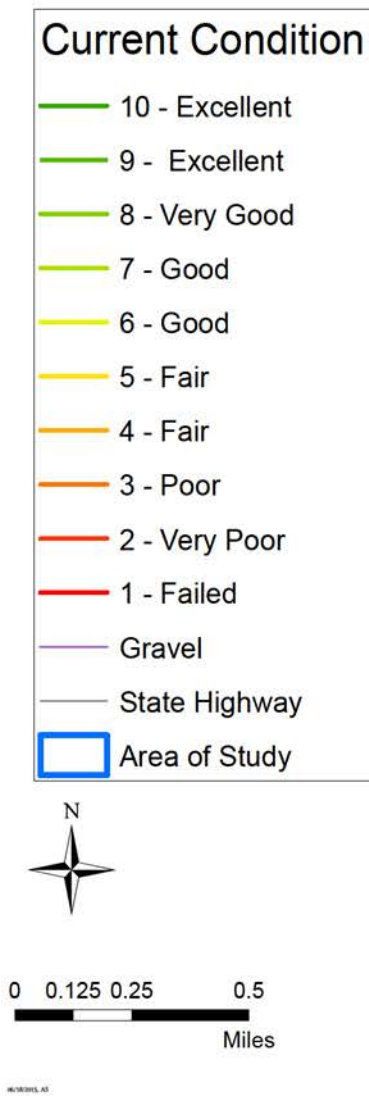


Figure 10: Street Condition

Curb and Gutter

Curb and gutter is used to direct the flow of water as well as keep vehicles on the roadway. Curb and gutter can be used in conjunction with storm sewers to transport water out of the roadway thus making it a key component to the transportation system.



Curb with the rating of good.

The curb and gutter was inventoried throughout the city. As seen in **Figure 11** the majority of the city is missing curb and gutter. However, the existing curb and gutter is in mostly good condition. The curb and gutter was graded on a scale of good, fair or poor, based more on its ability to provide drainage than its actual physical condition. The rating of good was designated to curb and gutter that was 100% visible and appeared to not hold water long after a storm. Curb and gutter that was rated fair were slightly silted in or had some damage that disrupted the flow of water. The rating of poor was given to curb and gutter sections that were mostly buried or were completely full of water.



Curb with the rating of fair.

One issue is that the city has relatively no change in elevation. This has led to a number of places where the water does not drain off the street and causes a drainage issue. Several locations pour drainage was observed on 10th Street and Felton Avenue, and Rosebud Avenue and 8th Street.



Curb with the rating of poor.



Drainage issue on 10th Street and Felton Avenue



Drainage issue across driveway.

Existing Curb Condition

Current Condition

- Good
- Fair
- Poor
- Area of Study

**No existing curb where condition is not indicated.

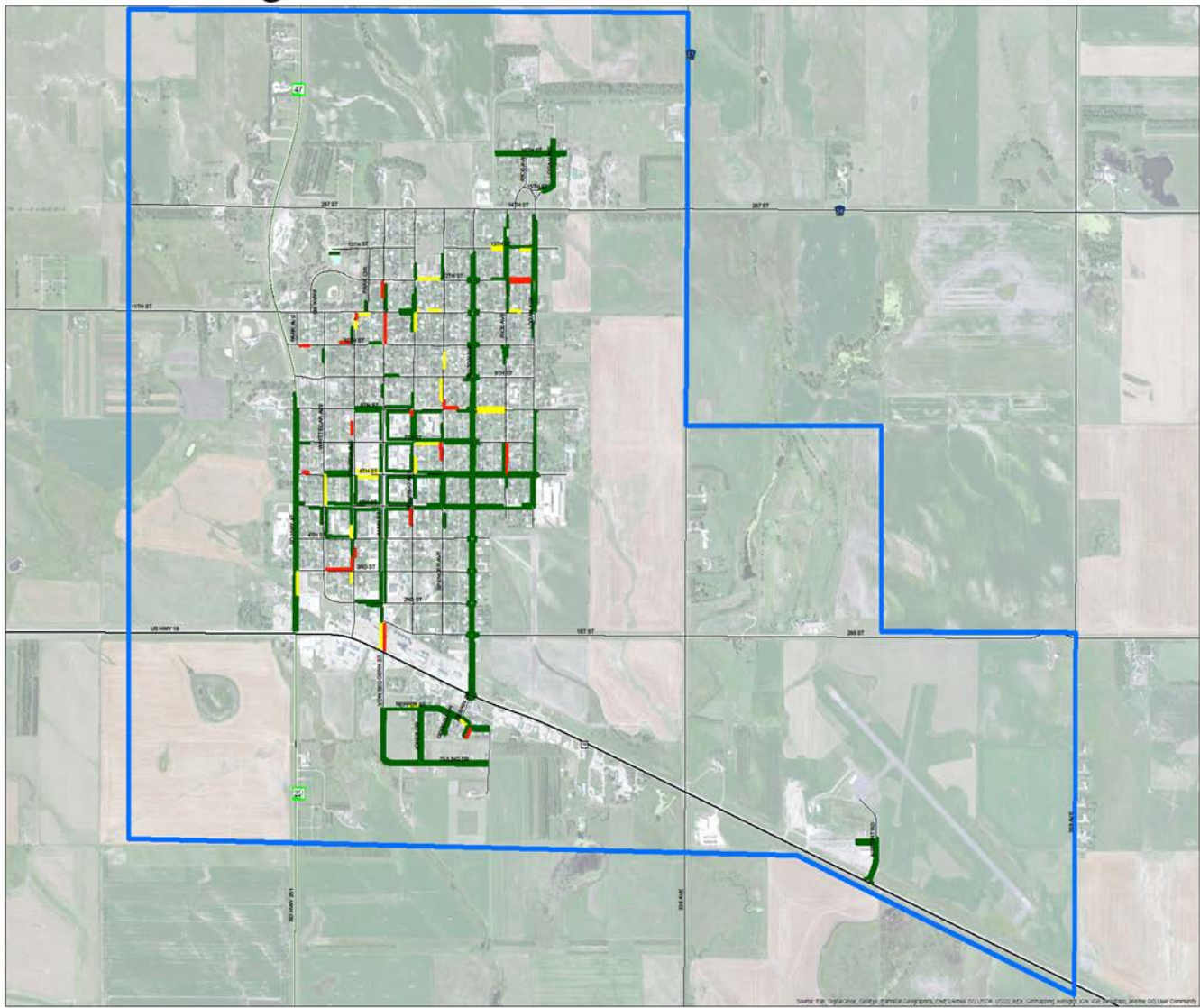


Figure 11: Curb Condition

Sidewalk

Sidewalk is the main way pedestrians travel around the city, from shopping and exercise to going to the community park and pool. Demographic experts have noticed that the millennial generation, unlike previous generations, is more likely to move to where they want to live and then find a job and/or telecommute online. This younger generation of people in their 20s and early 30s are also more into alternative modes of transportation, such as bicycling or walking, and thus sidewalk could be seen as an additional perk to people from that generation looking to possibly move and live in Gregory.



Good sidewalk

The sidewalk throughout Gregory was inventoried and observed. The sidewalk was rated on its condition and assessed one of three different ratings: good, fair or poor.

- The “good” rating was given to sidewalk that is new or slightly worn. Sidewalk rated “good” was in compliance with all or most of the Americans with Disabilities Act (ADA) requirements.
- The sidewalk rated “fair” is worn down, has some cracking, or is heaved slightly. The sidewalk rated “fair” is still passible, but with extra effort than “good” sidewalk. The sidewalk may need to be repaired to meet ADA requirements.
- The “poor” rating was assigned to sidewalk that is completely failed structurally. This sidewalk is cracked severely, heaved, or is completely overgrown. This sidewalk will most likely need to be replaced.



Fair sidewalk



Poor Sidewalk

The South Dakota Department of Transportation sidewalk requirements can be found at:

<http://www.sddot.com/business/design/docs/rd/rdmch16.pdf>

Figure 12 is a map of the inventoried sidewalk and the current rating.

A large amount of the existing sidewalk is rated “fair” to “poor” and is a safety issue for pedestrians and motorists. Unpassable sidewalk forces pedestrians into the streets and increases the chance of a collision between motorists and pedestrians.

Existing Sidewalk Condition

Current Condition

- Good
- Fair
- Poor
- Area of Study

**No existing sidewalk where condition is not indicated.

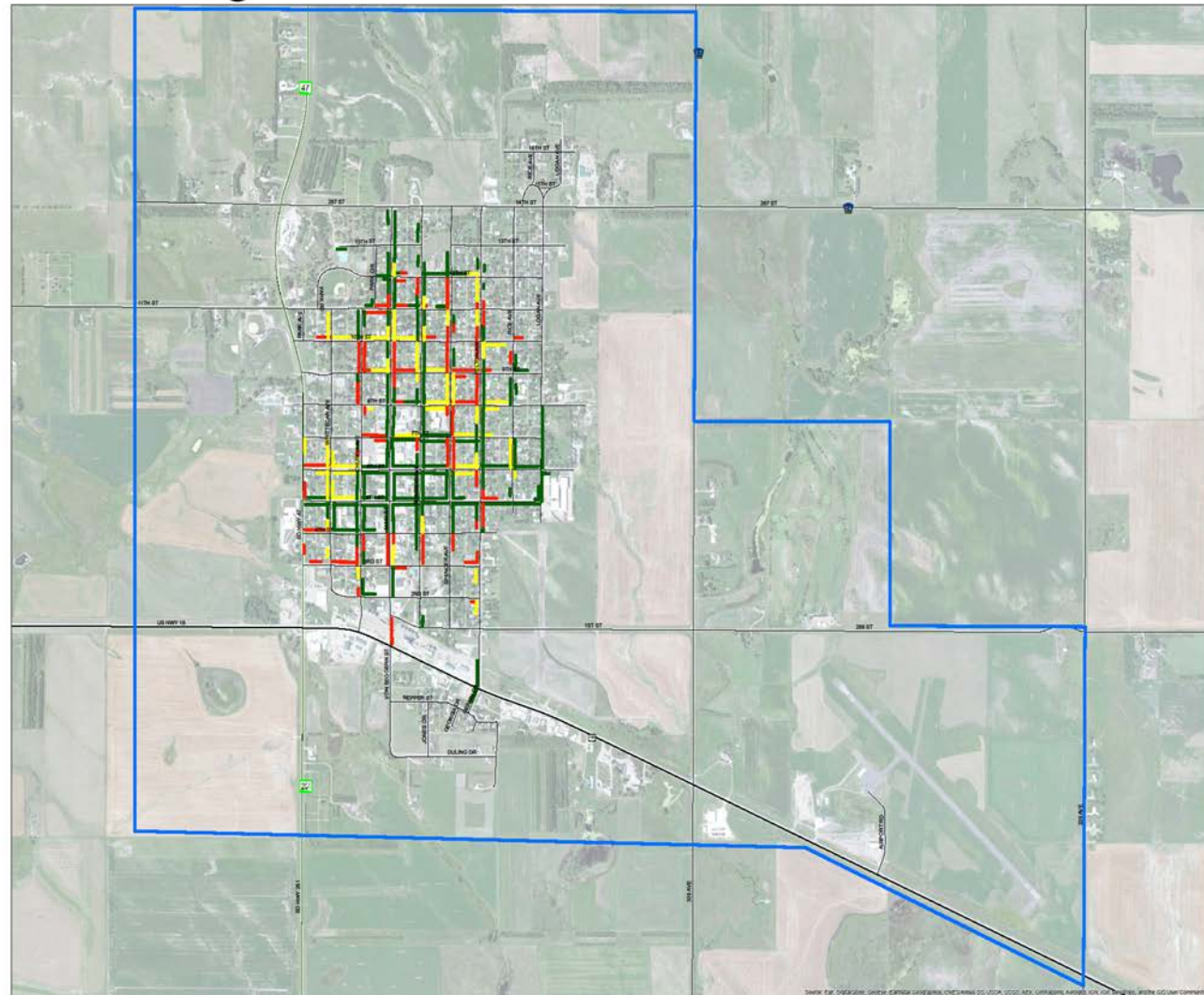


Figure 12: Sidewalk Condition

Curb Ramp

Curb ramps are an extension of the sidewalk. Curb ramps slope the sidewalk down to the roadway to make an easy transition from sidewalk to the roadway. Each curb ramp was inventoried and rated. The ratings were based on the ADA requirements and were assigned one of the following four ratings:

- Good – This rating was reserved for curb ramps that slope gradually to the roadway and meet ADA requirements. The curb ramps in this condition had truncated domes. The majority of these curb ramps re found along the south side of 5th street.
- No ADA Warning Panel – This rating was used for curb ramps that are sloped down to the roadway but have missing truncated domes. A common place these curb ramps are found is on Main Street.
- No Ramp – this condition was used for sidewalk that goes up to the curb but does not slope down at all. This type of crossing can be dangerous to pedestrians and bicyclist because it presents a drop off and a step up.
- Dangerous – This condition was reserved for curb ramps that have steep drop offs on either side, a large drop due to a retaining wall, or steps up to the sidewalk. Most notably in this category are the plank crossings. Several of the plank crossings have rotted out and present a place to fall through.

Figure 13 shows the existing curb ramp locations and ratings.



Good – Logan Avenue & 6th Street



No ADA Warning Panel – Main Street & 6th Street



Dangerous – Church Avenue & 10th Street



No Ramp – Church Avenue & 6th Street

Existing Curb Ramp Condition

- Current Condition**
- Good
 - No ADA Warning Panel
 - No Ramp
 - Dangerous
- Area of Study

**No existing curb ramp where condition is not indicated.



0 0.125 0.25 0.5
Miles

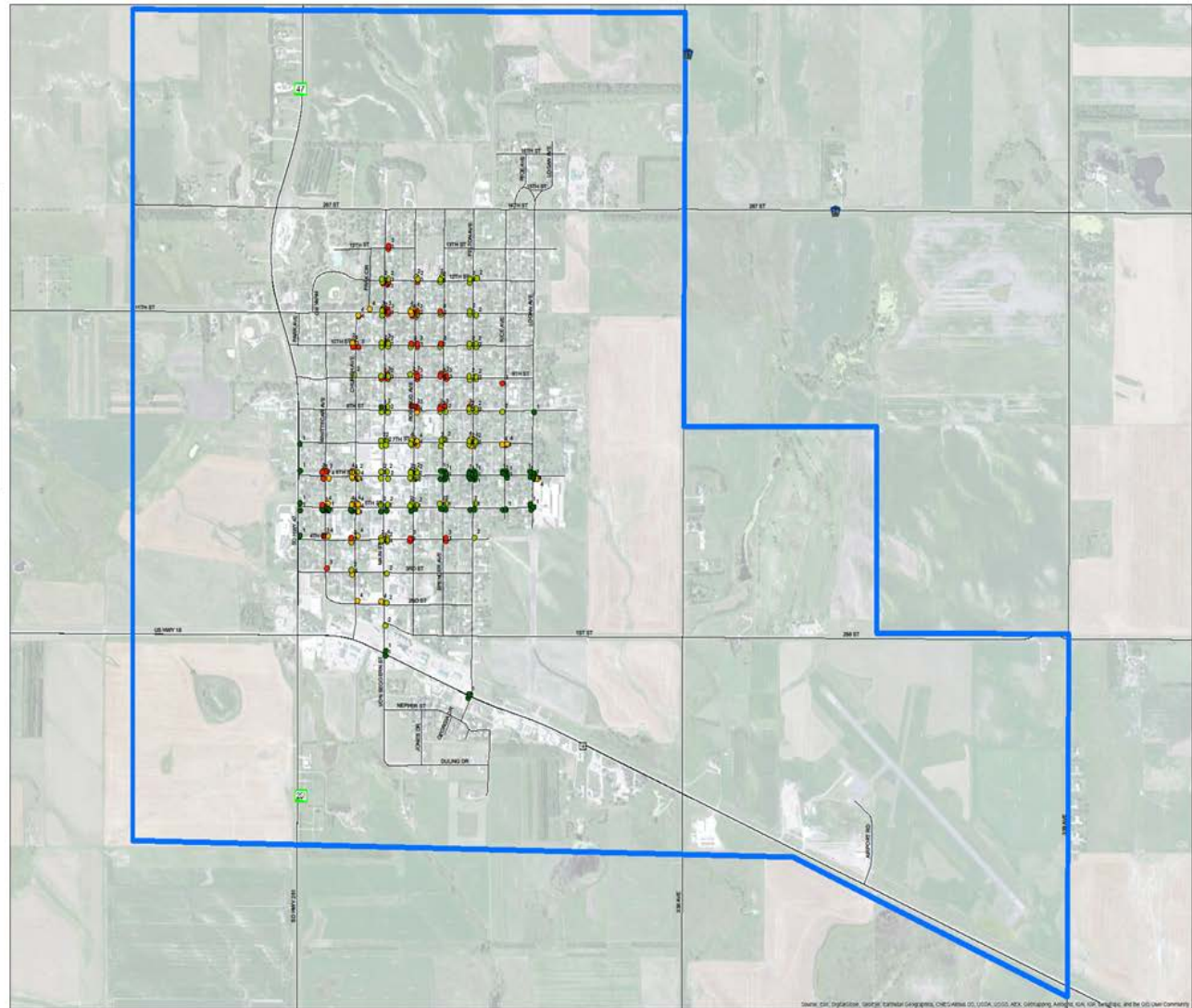


Figure 13: Curb Ramp Condition

Signage

Signage is used to control traffic and provide for safe travel by all modes of transportation. Signage that was inventoried during the study includes stop signs, yield signs, dip signs, truck route signs and watch for children signs.

The Manual on Uniform Traffic Control Devices (MUTCD) sets the standards used for control devices such as signage and stop lights. MUTCD controls the height, color, size, location and reflectivity of each sign. A full version of the MUTCD can be found at:

<http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>

The SAT found several locations that caused confusion or signs that did not meet MUTCD requirements. A stop sign on 6th Street and Church Avenue (pictured below) for example does not meet the height requirements of 7 feet (2A.18.05). A problem for people new to the area is that stop signs at 4-way intersections are not marked as ALL WAY and causes traffic to slow down due to the confusion.

There is one intersection (Park Circle and Park Road) where one of the four legs has a stop sign while the other three legs are uncontrolled. It was also observed that there are “watch for children” signs for cars coming from one direction but not the other.

Figure 14 shows the current signage locations in the study area.



Stop Sign at 6th Street and Church Avenue



Children at Play sign

Existing Regulatory Signage

- Signs**
-  Watch for Children
 -  Dip
 -  No Trucks
 -  Stop Sign
 -  Truck Route
 -  Yield Sign
 -  Area of Study

**No existing curb ramp where condition is not indicated.



0 0.125 0.25 0.5
Miles

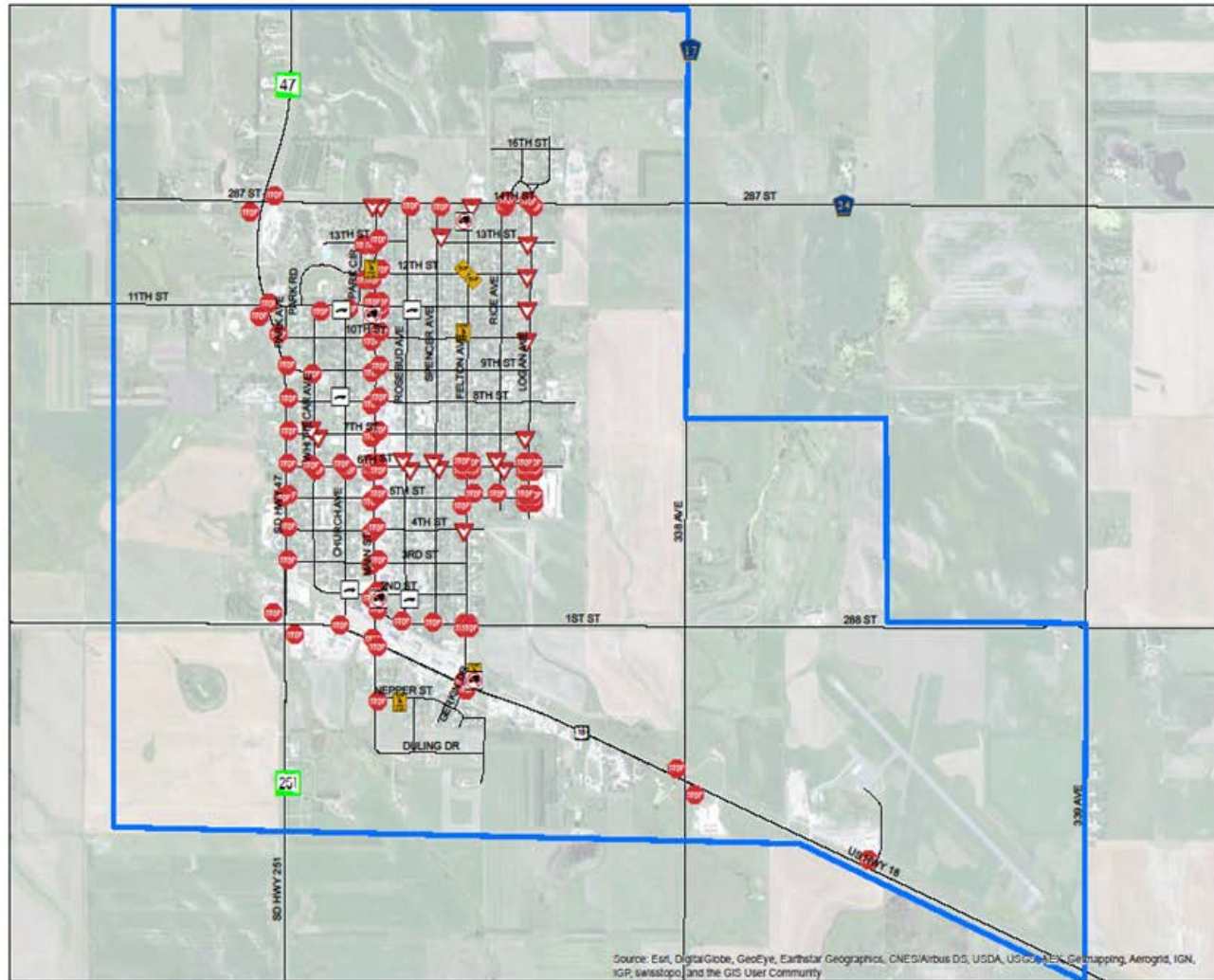


Figure 14: Existing Regulatory Signage

Truck Routes

Truck routes are usually designated in cities to control the heavier and larger vehicles and restrict them to more arterial roads. This is done to make maintaining roads easier, as larger vehicles require stronger built streets, and to reduce noise in residential sections.

Truck routes are essential to cities to keep from restricting growth and still allow trucks to reach existing businesses. Currently the City of Gregory does not have an established truck route in the Gregory Municipal Code of Ordinances. There are however street signs designating two different truck routes. It appears that some of the signs may be missing, as it is very hard to determine which street is the current truck route.

For Gregory, truck routes through the city are not as large of a concern due to the fact that Gregory is positioned on the cross roads of Highways 18, 47, and 251. Any trucks passing through Gregory stay on the highways unless they are headed northeast. Trucks headed northeast take either County Road 24 or skirt the east side of the city on County Road 17.

Figure 15 shows what appears to be the existing truck route.

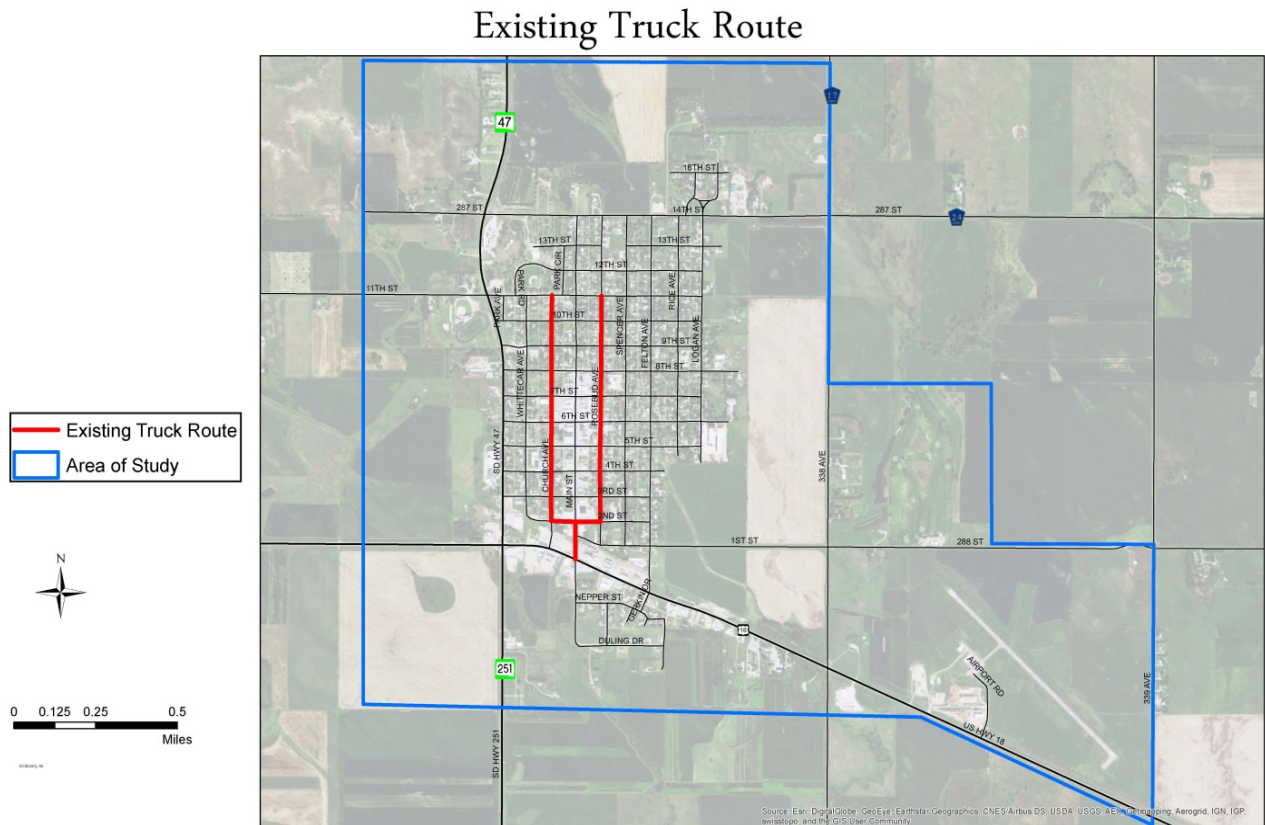


Figure 15: Existing Truck Route

Public Involvement

A major way of collecting transportation related issues for the study was public involvement. The SAT used multiple methods of collecting data, so as to reach as many community members as possible. The following are the three methods that were used to obtain information from the public.

Stakeholder Meetings

The SAT held stakeholder meetings on June 10th and 23rd, 2015. Stakeholders were identified as certain individuals or businesses within the community who may have more of an impact on the transportation system because of the position they hold or their involvement with commercial interests. A summary of the stakeholder comments can be found in **Appendix - Part 3-A**.

Public Open Houses

The SAT held open houses on June 23rd and July 27th, 2015. The open houses were an opportunity for the SAT to display the study process to the public and collect comments about issues regarding transportation throughout the study area.

Public Survey and Comments

A survey was created to reach a larger portion of the community. The survey was 10 questions long and asked questions about existing issues in the transportation system. A comment section was available on several of the questions to provide further detail about a specific issue. The survey was available on-line or on. A detailed review of the survey can be found on page 29.



Public meeting on 6/23/2015. Alex Smith is presenting data that was inventoried in the study area.

Comments Index

Figure 16: shows several of the needs presented to the SAT throughout the study process. They include speeding, parking, pedestrian, surface, drainage, intersection, and airport issues. Another need is the Logan extension from 5th Street to Highway 18.

Identified Existing Needs

- Intersection Issues
- Drainage Issues
- ✈ Airport Issues
- Logan Extension
- ⋯ Parking Issues
- Pedestrian Issues
- Speed Issues
- Surface Issues
- Area of Study



0 0.125 0.25 0.5
Miles

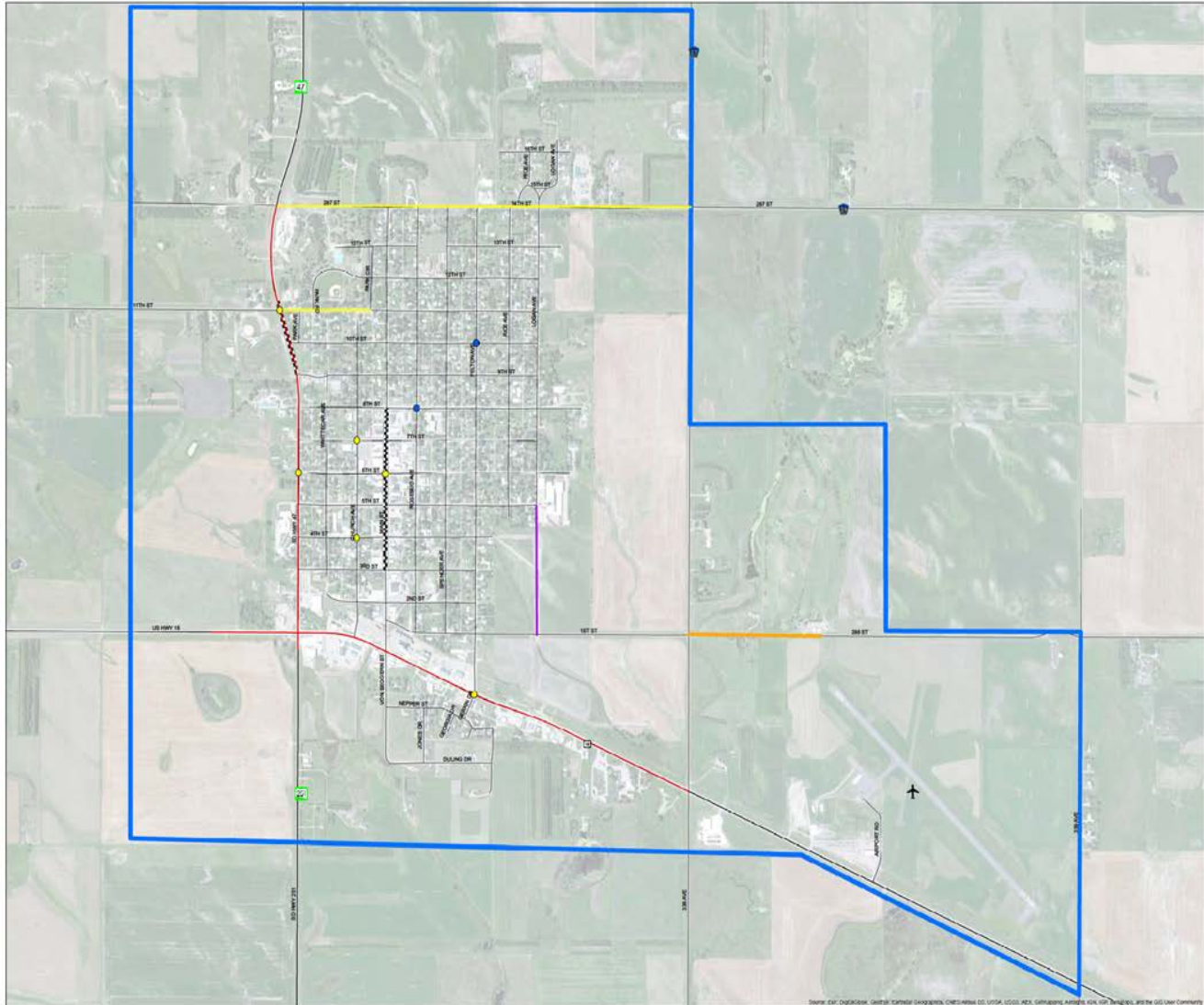


Figure 16: Existing Needs

Community Survey

To further reach individuals inside the area of study and receive answers and comments anonymously a survey was conducted and was available online and in paper form. The online address for the survey was:

<http://www.surveymonkey.com/s/swzswvk>

The survey link was also provided through the SDDOT's website on the Master Transportation Plan Study page:

www.sddot.com/transportation/highways/planning/specialstudies/GregoryCity/default.aspx.

The Master Transportation Plan page was also linked through the City of Gregory's website, <http://www.cityofgregory.com/>, which also had a link to take the survey directly from the City's site. The survey was advertised on the City's message board, in the local paper, through email, and was promoted through email and at the public meeting on June 10th, 2015. The survey was open from June 19th through July 13th, 2015. A total of 86 different responses were collected from individuals impacted by transportation related issues within the study area. The survey provided a lot of addition information regarding transportation issues and allowed the SAT to reach a greater amount of individuals than if only conducting just private and public meetings. The survey asked questions relating to several different facets of transportation and collected written responses to problem areas. Questions that required written answers are not included in this section due to the length but can be found in **Appendix - Part 3-C**. The questions that were exempt from the following section include questions 4,5,8,9, and 10. The follow section is a summarizes the responses to questions 1, 2, 3 ,6 and 7.

Question 1. What methods of transportation do you currently use in Gregory? (Pick all that apply)

Figure 17 shows the current methods that respondents use to get around the study area. All but one respondent drives alone with 65% (56 of 86) respondents walking and 35% (30 of 86) respondents biking. Very few (3) respondents carpool and one respondent uses airplanes as a means of travel. Respondents to the question were allowed to choose as many options as they use, which is why the number of responses is higher than the 86 respondents that completed the survey.

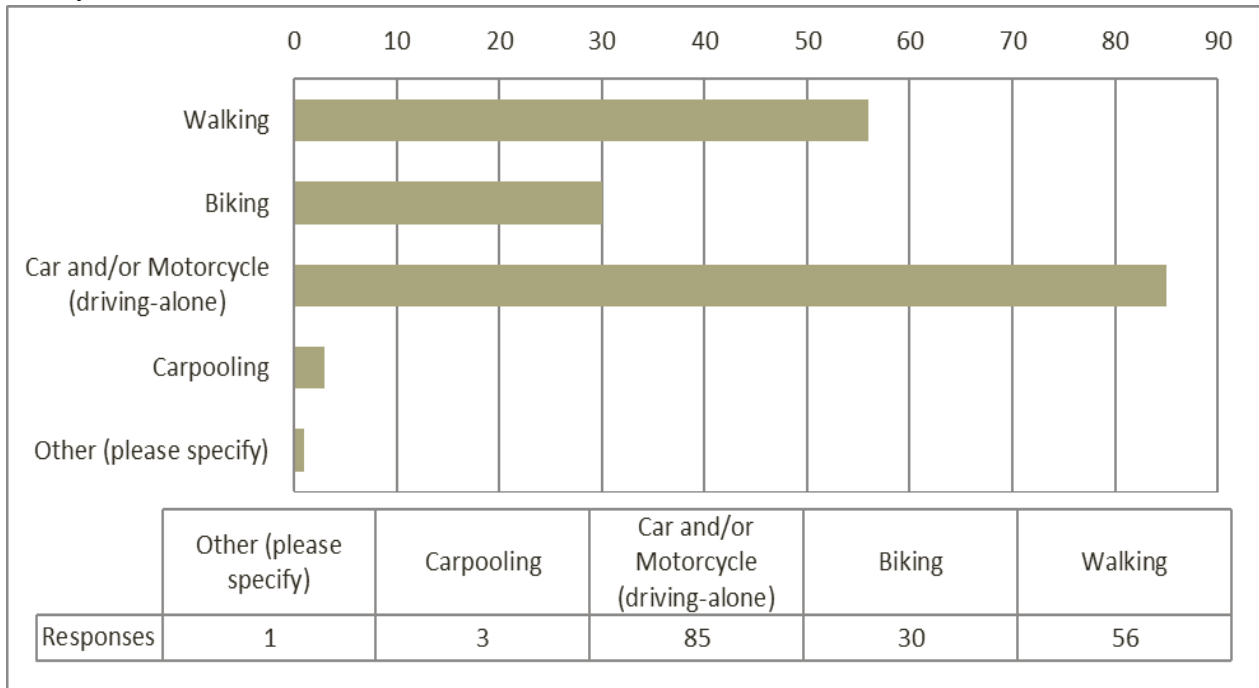


Figure 17: Methods of Transportation

Question 2. How would you rate traffic safety in Gregory? If there are particular issues, please describe them below.

Respondents were asked to rate the safety of traffic in Gregory with five different ratings from Excellent being the best and Inferior being the worst. The majority of responses were Acceptable and above accounting for 69 of the 81 response. The rating of Needs Improvement had 12 responses while no responses were received for Inferior. **Figure 18** below shows the chart with the table. 23 respondents chose to leave comments which can be found in **Appendix - Part 3-C**.

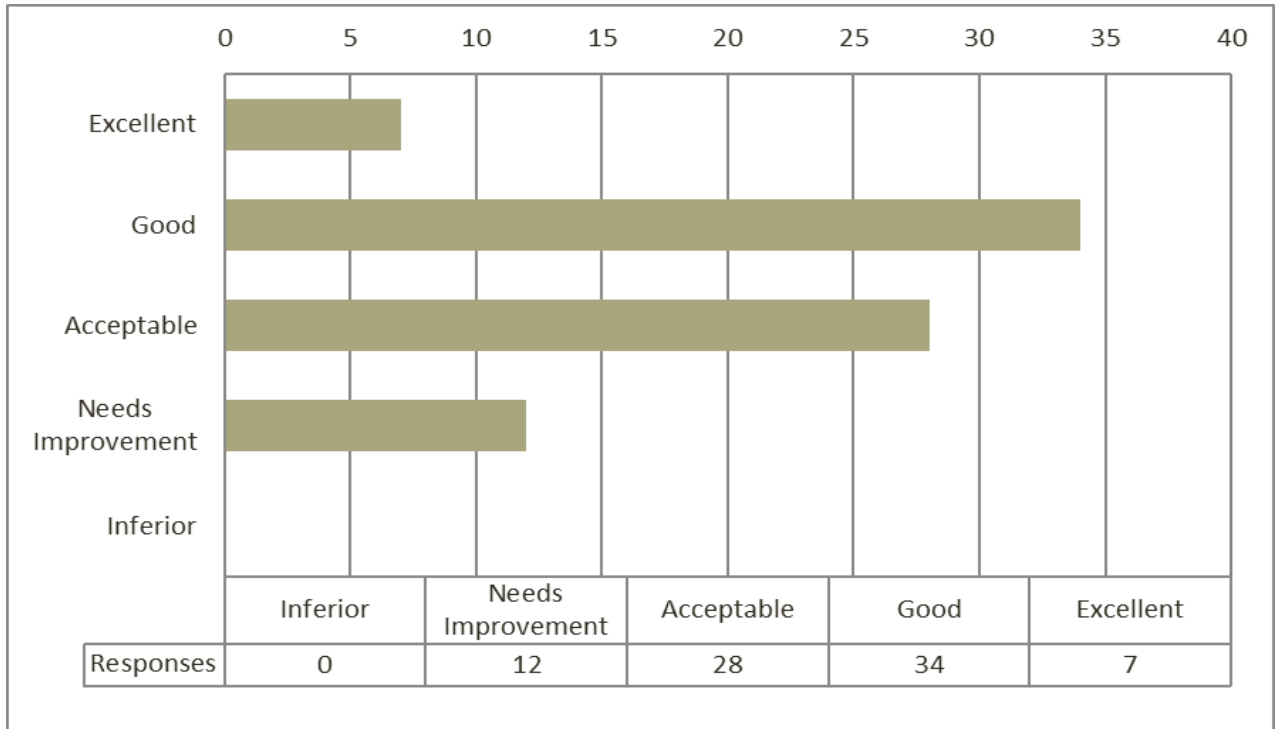


Figure 18: Traffic Safety

Question 3. How would you rate the quality of safe walking and bike facilities in Gregory?

Respondents were asked to rate the quality of safe walking and biking facilities in Gregory with five different ratings from Excellent being the best and Inferior being the worst. The responses appeared to be split with 48% (39 of 82) below Acceptable and 52% (43 of 82) being Acceptable or above. The lowest categories were Excellent with 2% (2 of 82) and Inferior with 1% (1 of 82) of the responses. **Figure 19** below shows the chart and table for this question.

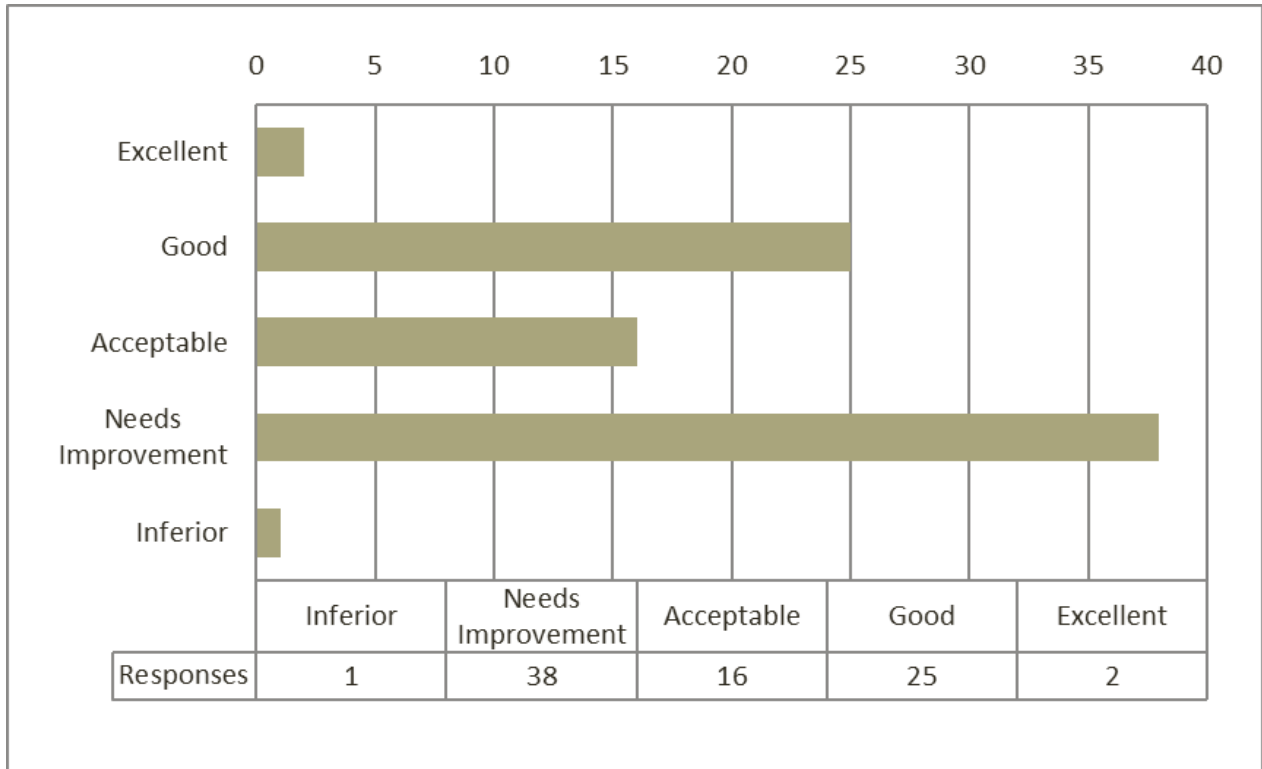


Figure 19: Quality of Safe Walking and Biking Facilities

Question 6. Rate the following from most important (1) to least important (9):

Respondents were asked to rate a list of transportation improvements within the study area from most important to least important. Although one (1) is the most important rating the graph is calculated to show higher numbers as more important. It can be seen in **Figure 20** that four of the nine were rated on the high end with values between 5.82 to 6.26. Of these four, two involved sidewalk issues and two involved street issues. Three of the seven were grouped together ranging from 5.18-5.28. These involved drainage, curb and gutter, and extending Logan Avenue to Highway 18. The remaining two improvements were rated the lowest and that included transit availability and airport runway or facilities being 2.89 and 2.21 respectively. **Table 2** is a detailed breakdown of the responses for question 6.

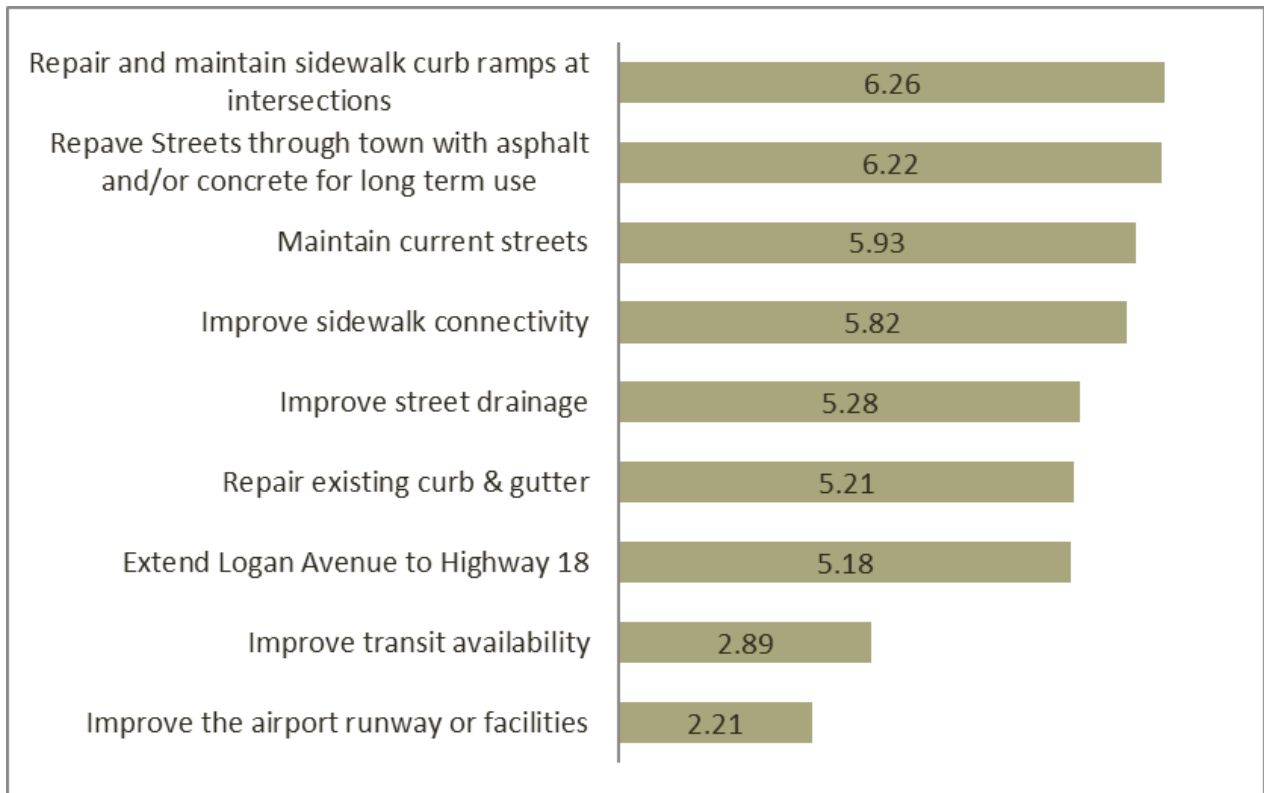


Figure 20: Transportation Improvement Importance

Table 2: Transportation Improvement Importance

	1	2	3	4	5	6	7	8	9	Total:	Score
Repair and maintain sidewalk curb ramps at intersections	11 15.28%	14 19.44%	14 19.44%	9 12.50%	6 8.33%	6 8.33%	10 13.89%	2 2.78%	0 0.00%	72	6.26
Repave Streets through town with asphalt and/or concrete for long term use	15 20.83%	13 18.06%	6 8.33%	12 16.67%	10 13.89%	7 9.72%	2 2.78%	4 5.56%	3 4.17%	72	6.22
Maintain current streets	14 19.44%	13 18.06%	7 9.72%	7 9.72%	5 6.94%	10 13.89%	10 13.89%	5 6.94%	1 1.39%	72	5.93
Improve sidewalk connectivity	7 9.72%	12 16.67%	12 16.67%	21 29.17%	7 9.72%	11 15.28%	6 8.33%	2 2.78%	3 4.17%	72	5.82
Improve street drainage	5 6.94%	8 11.11%	8 11.11%	9 12.50%	14 19.44%	13 18.06%	11 15.28%	2 2.78%	2 2.78%	72	5.28
Repair existing curb & gutter	3 4.17%	3 4.17%	15 20.83%	11 15.28%	16 22.22%	12 16.67%	3 4.17%	7 9.72%	2 2.78%	72	5.21
Extend Logan Avenue to Highway 18	15 20.83%	5 6.94%	8 11.11%	6 8.33%	5 6.94%	4 5.56%	16 22.22%	4 5.56%	9 12.50%	72	5.18
Improve transit availability	0 0.00%	2 2.78%	2 2.78%	5 6.94%	4 5.56%	5 6.94%	9 12.50%	36 50.00%	9 12.50%	72	2.89
Improve the airport runway or facilities	2 2.78%	2 2.78%	0 0.00%	1 1.39%	5 6.94%	4 5.56%	5 6.94%	10 13.89%	43 59.72%	72	2.21

Question 7. To what extent would you support a slight increase in local taxes for transportation?

Respondents were asked to determine if they would support a slight increase in local taxes for transportation. A very large amount of respondents would support, to some extent, an increase in taxes. A total of 93% (68 of 73) would support an increase while 7% (5 of 73) do not support a tax increase. **Figure 21** below shows the chart and table for this question.

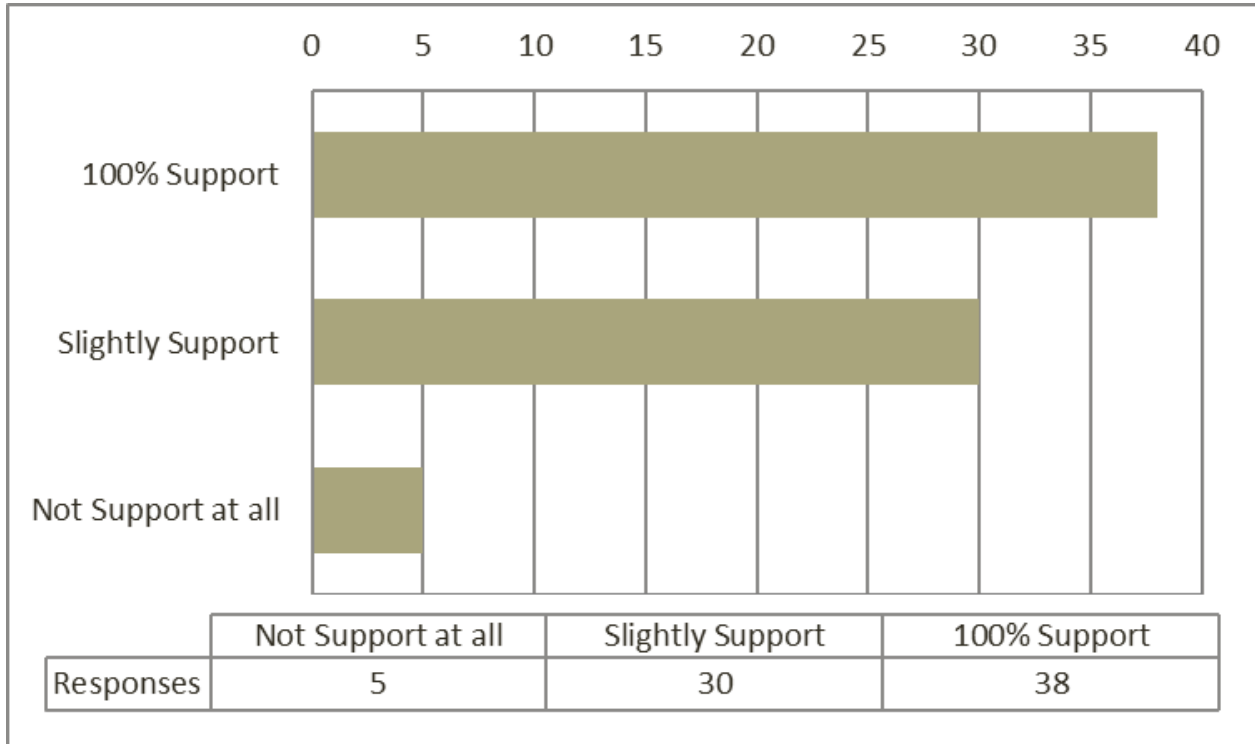


Figure 21: Increase Tax Support

Future Needs

Anticipating the future needs on Gregory's transportation system can be difficult. Gregory has been in a population decline since 1970 and projections currently do not show Gregory coming out of the decline. However, the City is doing what it can to revive the economic and social activity. Gregory is currently in the process of expanding Logan Avenue to 1st Street and plans to add additional housing and business along the orange routes seen in **Figure 22**.

There are currently two businesses looking at or building near the new expansion. Bringing in new businesses to the community not only brings in more money to the community, but also brings in young people looking to start careers. The younger generations are extremely into walking or biking as opposed to driving everywhere. To continue to attract the younger populations to Gregory, it is viewed as essential to provide the connectivity of sidewalks and shared use paths. The City of Gregory currently has a walking path, but is extremely lacking in sidewalks connecting many locations within Gregory.

Another issue that a lot of younger people prefer is curb and gutter. Several streets within Gregory have curb and gutter but a standard on where the curb will be and how the curb will look needs to be established and a plan implemented to place new curb and gutter where it is missing.

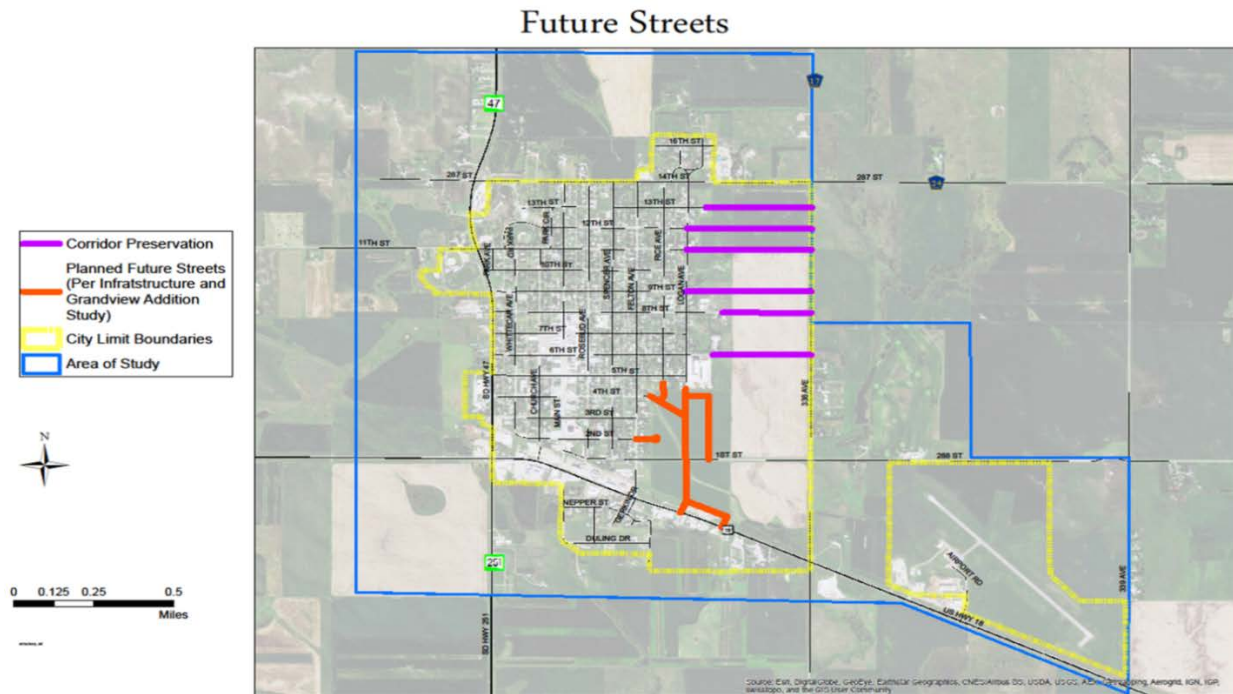


Figure 22 Future Streets

Procedures and Methodology

The alternatives analysis conducted as part of the Transportation Plan incorporated both quantitative and qualitative approaches to assessing the range of potential transportation improvement concepts. While it may be desirable to develop the Plan recommendations through purely quantitative methods, there are a broad range of factors to evaluate when reviewing transportation improvements and not all of them can be measured on a consistent basis. Furthermore, there are an equally broad range of perspectives and preferences across the community of Gregory. The priorities of the community are quite diverse in terms of what individuals and groups want to have done (rebuild roadway corridors, add sidewalks, add curb and gutter, etc.), and there is no truly mathematical way of balancing conflicting priorities. For these reasons, qualitative assessment, based on community input, was brought into the process.

The alternatives were evaluated based on the goals and objectives stated earlier in the study. Each alternative was evaluated using the following questions:

- What are the impacts to residents and businesses? What are the economic impacts?
- Does the alternative provide the desired capacity and / or safety benefits?

The questions relate to the future of Gregory's transportation system. The future transportation system for Gregory should meet the following criteria:

- Supports mobility and economic development.
- Provides for an efficient transportation service, measured in terms of modal capacity, speed, convenience and safety.
- Provides for interconnectivity and use of all travel modes.
- Balances transportation service with the neighborhood and environmental impacts associated with construction.
- Fits with local land use.
- Reflects the values of the community.
- Has the support of the community.
- Is financially feasible.

Recommended System Plan

The proposed alternatives in this section are placed into categories and then broken into time ranges for completion. The cost per alternative can be found at the end of this section on page 49. Examples of ordinances can be found in **Appendix - Part 1**.

Street Improvements

The following alternatives are to provide a safer street network. Alternative 1A, “No Action”, is not recommended due to the present and future safety needs.

- Short-Term (2015-2020)
 - **Alternative 1B:** Adopt ordinances for parking. The ordinances should include parking distance to the curb, as well as the color and placement of parking lines. As a part of the ordinance the parking lines and curbs should be painted soon to provide safety at intersections. Along with striping the parking, Main Street’s centerline should be painted to prevent cars from cutting across traffic to park on the opposite side of the street. Refer to the MUTCD for standard parking requirements.
 - **Alternative 1C:** Adopt an ordinance to require a utility inspection prior to street paving to determine if any utilities need to be replaced.
 - **Alternative 1D:** Adopt a formal street preservation plan. Keep newer pavement in better condition instead of letting it slip into a poor condition.
 - **Alternative 1E:** Adopt and enforce ordinances regarding sight triangles for intersections. This along with **Alternative 1B** will help make intersections safer and easier to transition through. An example of two different site triangles can be seen in **Figure 23**. One way to make this affordable is to make the property owner responsible for removing the obstruction or assess the cost of removing items in the triangle to the property owner, if they are unable to remove it on their own.
 - **Alternative 1F:** Paint curb extensions (also known as “bump-outs”) along Main Street as a test of public reaction at the intersections displayed in **Figure 26** and add vertical delineators to keep traffic out of the bump-outs. Bump-outs have received a lot of positive feedback and help pedestrians cross wider streets. The bump-outs also give traffic a better sight distance by letting traffic move farther into the intersection. A draft of a couple of bump-outs can be seen in **Figures 24 and 25**. These curb extensions can provide a place for seating or addition tables for a sidewalk café or restaurant.

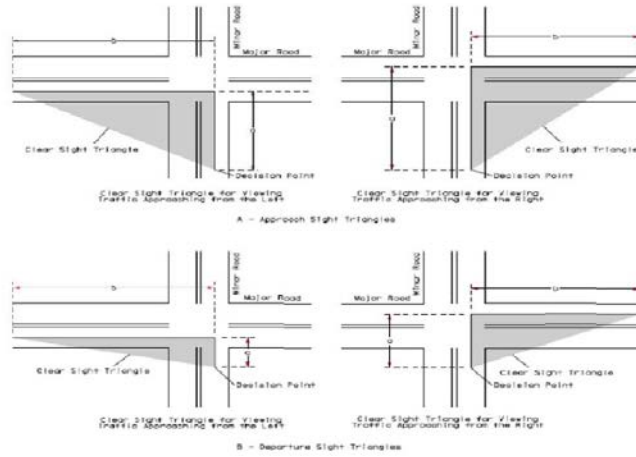


Figure 23: Site Triangles

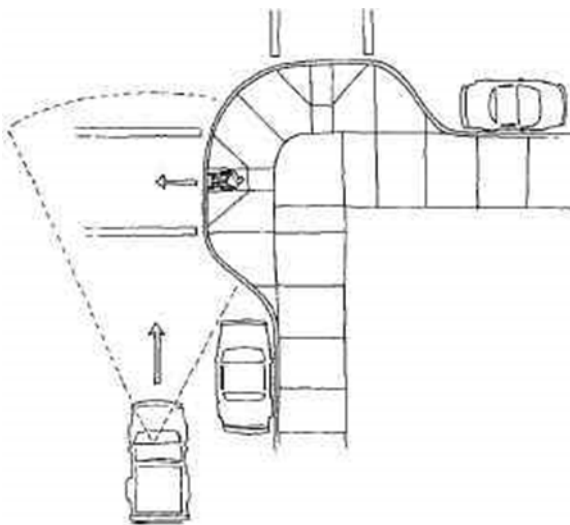


Figure 24: Intersection Curb Extension

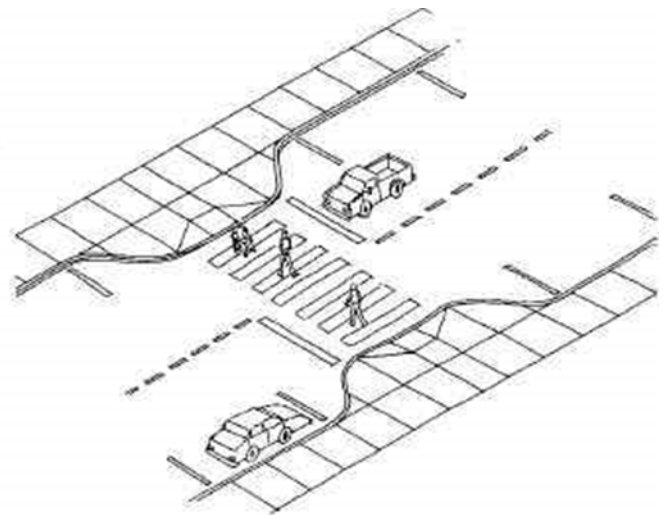


Figure 25: Mid-Block Curb Extension



Painted curb extension in Sioux Falls, SD.



Recommended Curb Extension Locations

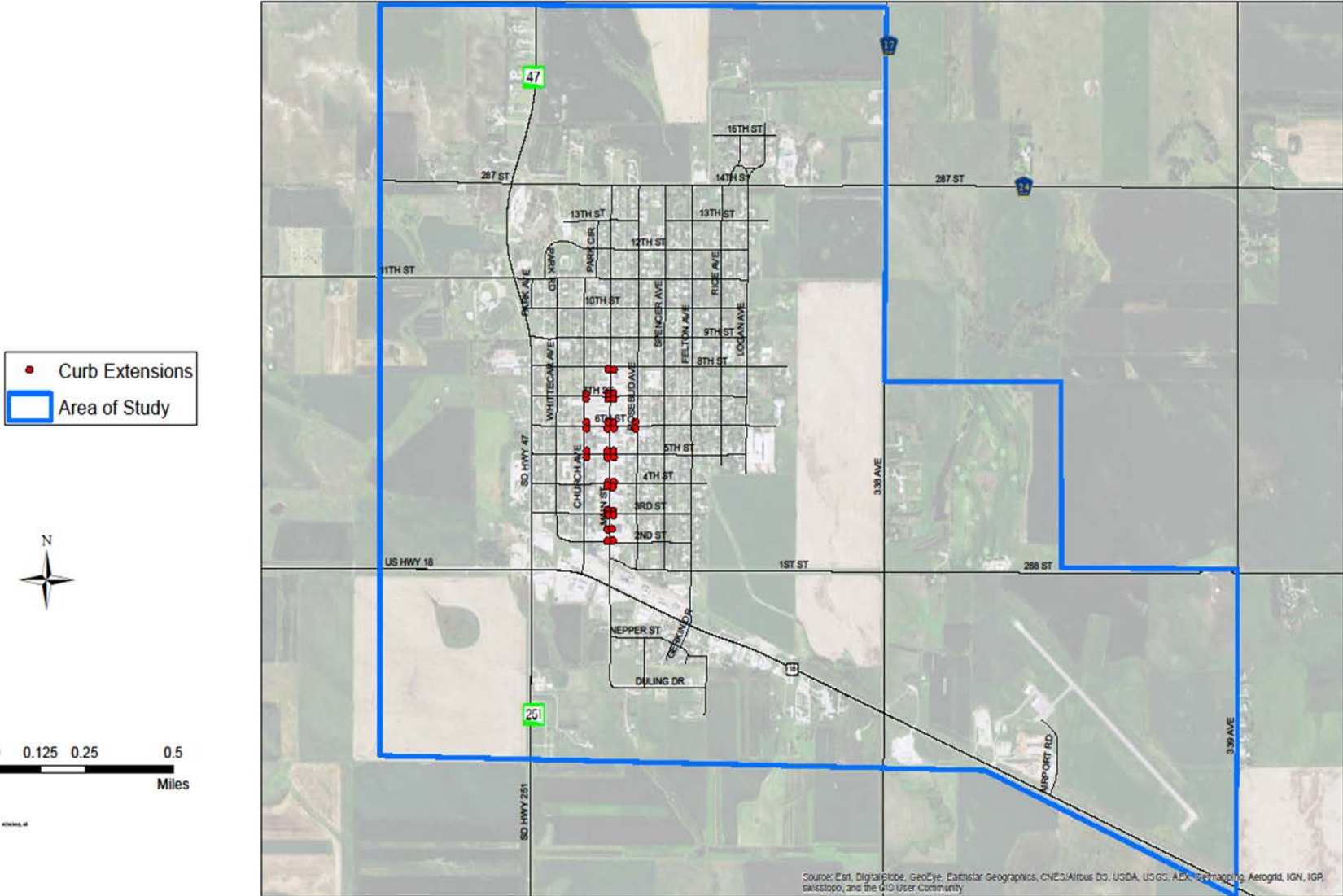


Figure 26: Recommended Curb Extensions

Street Improvements (continued)

- Mid-Term (2020-2025)
 - **Alternative 1G:** Re-stripe Highway 18 through Gregory from a four lane to a three lane section, with two through lanes and one two way left-turn lane. Reducing the lanes to three helps control speeding issues along the highway and provides for a safer left-turn. The added two way left-turn lane helps with safety by eliminating stopped cars in a through lane. The one through lane in each direction prevents passing, which causes the cars to slow down. This alternative is very cost effective.
 - **Alternative 1H:** Depending on public reaction to painted curb extensions; start to implement permanent curb extensions at each location. A recommended starting point for building would be at 6th Street and Main Street and working out from there.
- Long-Term (2025-2035)
 - **Alternative 1I:** The overall goal is to have every road paved by the end of the long-term period.
 - **Alternative 1J:** Future growth must be kept in mind when allowing new buildings to be built. Corridor preservation is strongly recommended along the routes shown in **Figure 22**.

Truck Routes

The following alternatives for improvements to the city truck route system are to provide for a more efficient truck route. The **Alternative 2A**, “No Action”, is not recommended due to the cheap cost of the short-term alternatives.

- Short-Term (2015-2020)
 - **Alternative 2B:** Designate and clearly sign the truck route according to the route in **Figure 25**. The existing truck route system is currently very unclear and therefore cannot be followed by trucks. Trucks driving on roads not built to the standards of a truck route can cause damage to side streets a lot faster. The SAT recommended that a designated truck route be established as an ordinance and have a timeframe for how long all vehicles can be parked on the street.
 - **Alternative 2C:** Adopt an ordinance that requires streets on the truck route to be constructed of asphalt concrete or Portland cement concrete and have a minimum 20-year design life.

- Long-Term (2025-2035)
 - **Alternative 2D:** Rebuild all the streets of the truck route to meet the design standards set in **Alternative 2C**. This will be costly and will likely need to be done in small segments at a time.



Truck traffic on Main Street.

Recommended City Truck Route

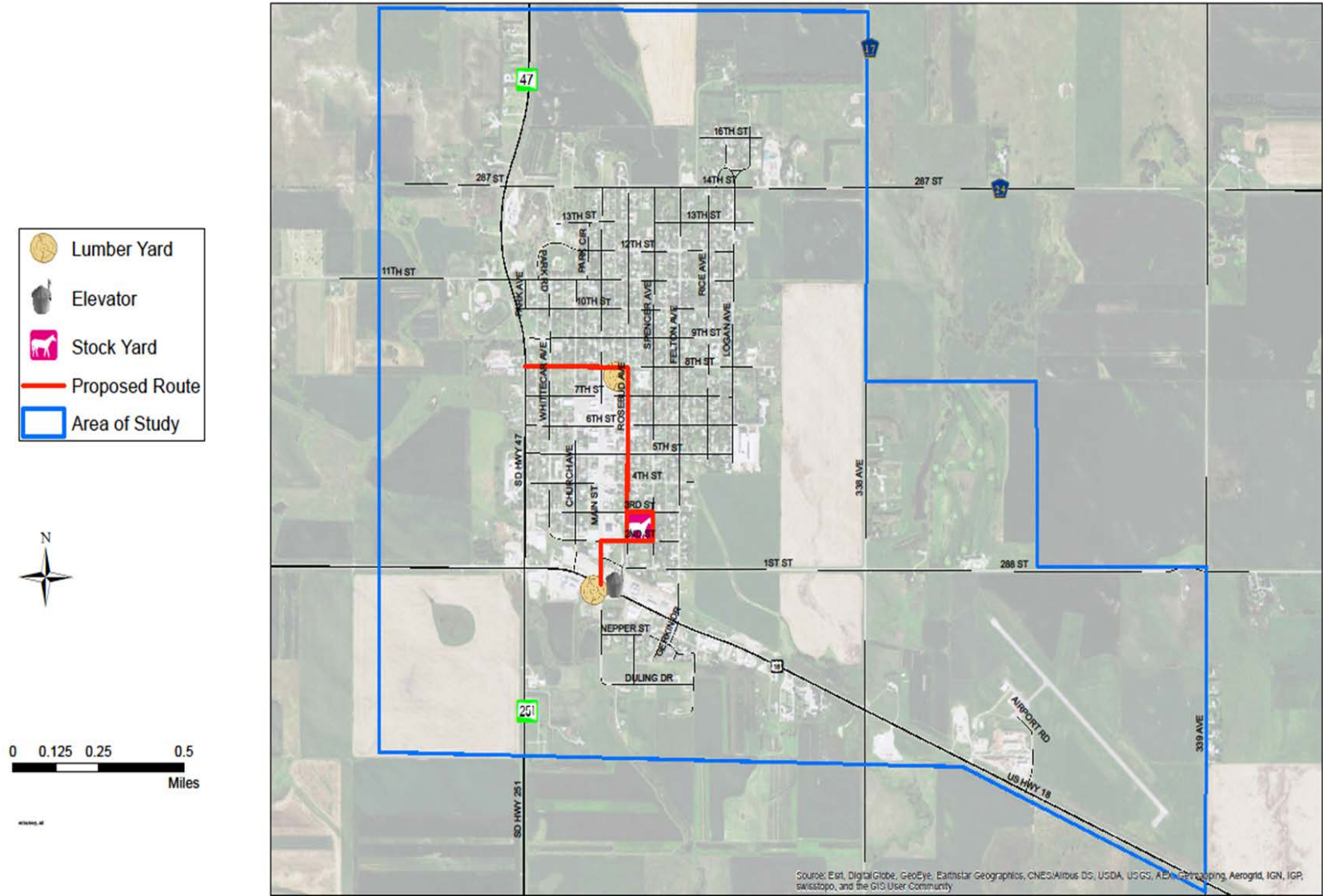


Figure 27: Recommended Truck Route

Sidewalk

The following alternatives are proposed to address safety within the pedestrian network in the study area. The **Alternative 3A**, “No Action”, is not recommended due to the need for a safe network for non-drivers.

- Short-Term (2015-2020)
 - **Alternative 3B:** Determine how the sidewalk will be paid for when it is put in. There are three options to consider: the first would be to have the City completely pay for the sidewalk, second is to assess the landowner the cost of the sidewalk, and third is to split the cost between the City and the landowner at a determined percentage.
 - **Alternative 3C:** Adopt an ordinance requiring anyone applying for a building permit to have to build sidewalk along their property. This is a required ordinance for several of the grant applications and helps the City get sidewalk put in everywhere.
 - **Alternative 3D:** Update existing ordinance to set common design standards for sidewalk in accordance with ADA. The sidewalk should be five feet wide with a two-percent maximum cross slope.
 - **Alternative 3E:** Adopt an ordinance stating who is reliable for maintenance of sidewalk if it becomes damaged. One example is the City can assess all homeowners a certain amount each year that is reserved for only sidewalk repairs.
 - **Alternative 3F:** Ordinance 90.077 should be modified to remove the plank crossing requirements over ditches. This should be done immediately as the deteriorating plank crossings create a danger to all using the sidewalk network.
 - **Alternative 3G:** Adopt a plan implementing a network of safe routes for pedestrians. The safe routes connect areas of high use together, such as the school and the park. The safe route plan should be built first to facilitate safety and connectivity within the community. The recommended safe routes can be seen in **Figure 28**. Additionally, **Appendix - Part 6** covers prioritization of the implementation of sidewalk along the safe routes. While implementing the safe route it would be a good time to evaluate potential locations for crosswalks. These potential locations include areas downtown, near the school, across Highway 47 & Highway 18, and near the park.
- Mid-Term (2020-2025)
 - **Alternative 3H:** Continue putting in sidewalk following the determined safe routes. After all the safe routes have been built, start to work out from the safe routes tying in more areas of the city to the safe route network.
- Long-Term (2025-2035)
 - **Alternative 3I:** Implement sidewalk on all city streets. This can be expensive, but by using one of the methods in **Alternative 3B** this can be achievable

Sidewalk (continued)

- **Alternative 3J:** A network of shared use paths was suggested several times during the study. A shared use path would be a great way to provide a safe walking facility next to 14th Street, which currently handles truck traffic and is used by many walkers. A network of shared use paths draws both young and old people who live an active lifestyle. Recommendations for a network of shared use paths can be seen in **Figure 29**. Note that there is some overlap with the proposed Safe Route network, and those sidewalks should be built wide enough to accommodate a shared use path.

Curb and Gutter

The following alternatives are proposed to address curb and gutter within the study area. The **Alternative 4A**, “No Action”, is not recommended due to the need for better drainage throughout the study area.

- Short-Term (2015-2020)
 - **Alternative 4B:** Adopt an ordinance requiring any work on streets or sidewalks to build curb and gutter. At first, this will have some disjointed sections, but will help the City build a better curb and gutter system throughout the study area.
 - **Alternative 4C:** Adopt an ordinance stating the standard construction requirements for the curb and gutter.
 - **Alternative 4D:** Continue to maintain the existing curb and gutter and replace as needed. This alternative should be continued through the mid and long terms.
 - **Alternative 4E:** Start implementing recommendations of the 2015 drainage study authored by SPN.
- Mid-Term (2020-2025)
 - **Alternative 4F:** Start putting in curb and gutter at a predetermined amount of blocks each year. The cost of this can become expensive and it is advised to assess landowners a percentage of the cost to help make this feasible and get the curb and gutter implemented faster. Storm sewer should also be built with the curb and gutter following the recommendations of the 2015 drainage study authored by SPN.
- Long-Term (2025-2035)
 - **Alternative 4G:** Continue to put in curb and gutter throughout the city until all streets are complete. As new streets are added, require curb and gutter to be built with storm sewer, where needed.

Recommended Shared Use Path

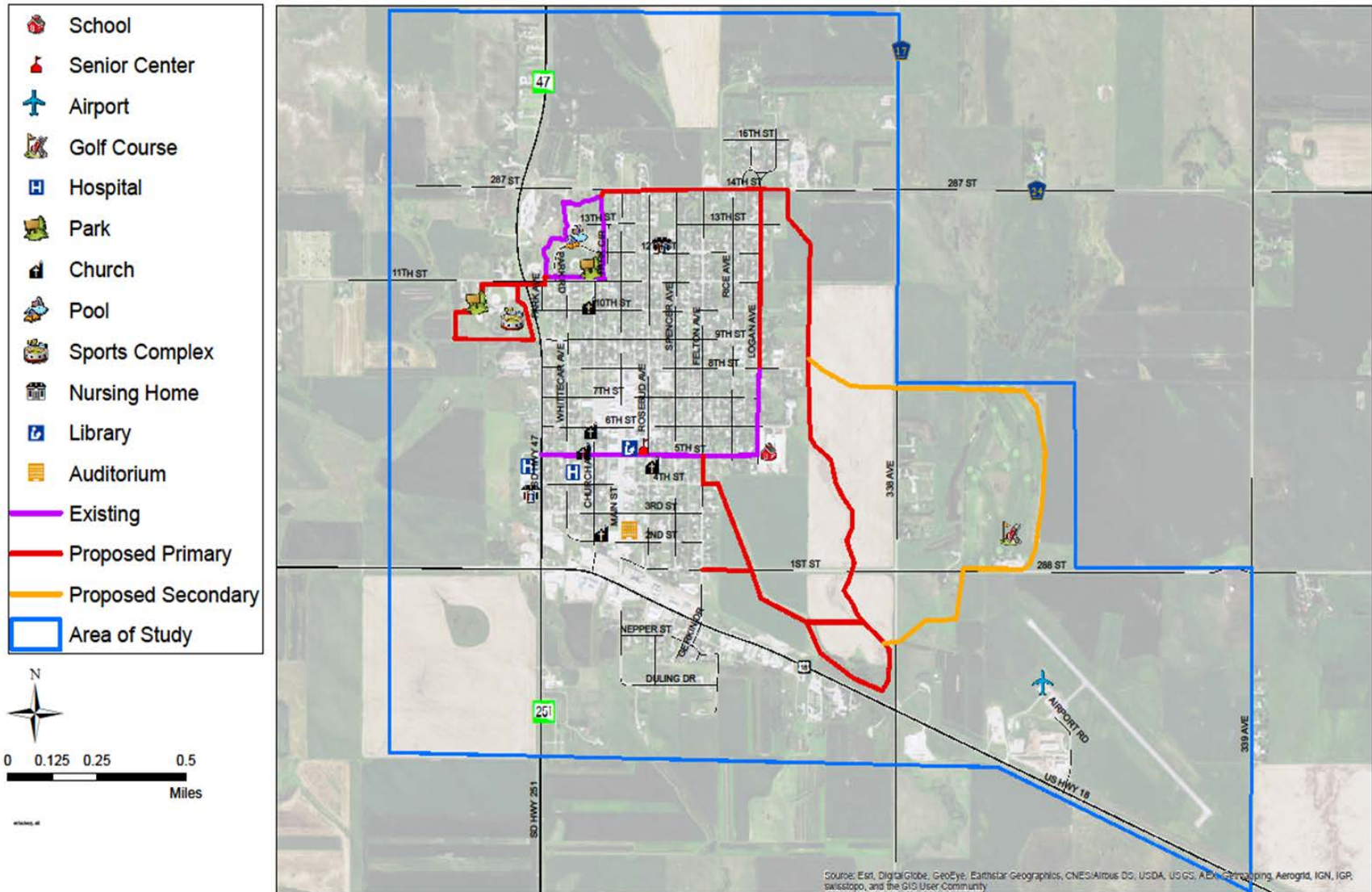


Figure 29: Recommended Shared Use Path

Signage

The following alternatives are proposed to address signage issues within the study area. The **Alternative 5A**, “No Action”, is not recommended because it does not solve any of the current issues.

- Short-Term (2015-2020)

- **Alternative 5B:** Develop and adopt a comprehensive signage plan. It is recommended that while the signage plan is drafted, the sign age and reflectivity be documented and a sign inventory be created. It is recommended that Park Circle and 12th Street be changed as soon as possible, as one leg has a stop sign and the other three legs are uncontrolled.



Low stop sign on 6th Street and Church Ave.

- Mid-Term (2020-2025)

- **Alternative 5C:** Implement recommendations of the comprehensive signage plan. This includes adding signs and replacing signs that no longer meet MUTCD because of height, size, color, reflectivity, location to the street and any other requirements.

Transit

The following alternatives are proposed to address transit issues within the study area. The **Alternative 6A**, “No Action”, is not recommended because the advised alternatives are inexpensive and beneficial to the community.

- Short-Term (2015-2020)

- **Alternative 6B:** The SAT is recommending that the City meet with SDDOT Transit Staff and ROCS (Rural Office of Community Services, Inc.) staff to discuss additional services and promotion of public transit. After the meeting it is recommended that the City promote the transit and what all it can be used for and who is able to use the transit services.
- **Alternative 6C:** The other recommendation is that the transit explores the possibility of extending the transit’s service options, vehicles, and hours of operation, possibly with funding help from the City. The potential schedule will depend on the response from the community.

Airport

The following alternative is proposed to address the airport within the study area. The **Alternative 7A**, “No Action”, is not recommended but may be done for now to save money.

- Long-Term (2025-2035)
 - **Alternative 7B**: Consider the recommendations in the improvement plan by Helms Engineering and the needs of the community to prioritize projects and update the plan, as needed



Gregory Municipal Airport

School

The following alternative is proposed to address any issues at the schools within the study area. The **Alternative 8A**, “No Action”, would likely be followed until Logan Avenue was extended.

- Short-Term (2015-2020)
 - **Alternative 8B**: The SAT recommends having the traffic patterns and the school access reevaluated after the Logan Avenue extension to 1st Street is completed and to make any required changes to the access on Logan Avenue from the parking facilities.



Parking exit on 6th Street near Gregory Elementary School.

Cost Estimates

Table 3 details the cost estimates for each project. The costs are capital improvement costs only and may not necessarily represent a total cost estimate. Other expenses such as engineering consultation or design fees, utilities and right-of-way may increase the total cost to the City.

Costs are shown in 2015 dollars.

Table 3: Cost Estimates

Project ID	Description	Treatment	Estimated Cost
Alternative 1B	Adopt parking ordinance	Documentation	0
Alternative 1C	Require utility inspection prior to street paving	Documentation	0
Alternative 1D	Adopt street preservation plan	Documentation	0
Alternative 1E	Adopt ordinances for sight triangles at intersections	Documentation	0
Alternative 1F	Paint curb extensions along Main Street with vertical delineators	26 corners, width and length variable	\$30,000
Alternative 1G	Re-stripe Highway 18 to 3 lanes	Chip seal and re-stripe 4 lanes to 3 lanes for 1.343 miles	\$85,000 (incurred by the SDDOT)
Alternative 1H	Implement curb extensions at all locations with concrete instead of paint	34 corners, width and length variable, 2 ADA ramps each	\$272,000
Alternative 1I	Have all roads paved	Pave streets with Asphalt Concrete	Variable
Alternative 1j	Corridor preservation	Planning	0
Alternative 2B	Designate truck route and add signage	Documentation and add 8 signs	\$2,400
Alternative 2C	Adopt ordinance setting standards for truck route construction	Documentation	Engineering costs to develop standards
Alternative 2D	Rebuild all the roads within the truck route	6,187' of street built to truck route standards	\$6,100,000
Alternative 3B	Determine how the sidewalk is to be paid for	Documentation	0
Alternative 3C	Adopt ordinance requiring building permits to require sidewalk built along property	Documentation	0

Alternative 3D	Update existing ordinance to comply with ADA standards for sidewalk	Documentation	0
Alternative 3E	Adopt ordinance stating who will pay for repairs to sidewalk	Documentation	0
Alternative 3F	Modify ordinance 90.077 to remove portion about planks	Documentation	0
Alternative 3G	Adopt and start putting in safe routes plan at predetermined amount each year	14,400' of sidewalk, 73 ADA curb ramps	\$500,000
Alternative 3H	Implement sidewalk on all city streets	100,810' of sidewalk, 251 ADA curb ramps	\$4,200,000
Alternative 3I	Implement a shared use path	22,385' of path	\$800,000
Alternative 4B	Adopt ordinance requiring street work to build curb and gutter	Documentation	0
Alternative 4C	Adopt ordinance defining standards for curb and gutter	Documentation	Engineering cost to develop standards
Alternative 4D	Continue to maintain existing curb and gutter	Repair and replace as needed	Variable
Alternative 4E	Implementing recommendations of the drainage study	Install sewer systems	Undisclosed
Alternative 4F	Start putting in curb and gutter at predetermined amount each year	Install curb and gutter	\$24,000 per one 400' block
Alternative 4G	Implement curb and gutter on all streets in the city	94,590' of curb and gutter	\$2,840,000
Alternative 5B	Develop and adopt a Comprehensive Signage Plan	Documentation	Engineering costs to develop plan and record items
Alternative 5C	Implement Comprehensive Signage Plan	Replace signs that no longer meet requirements	Variable
Alternative 6B	Meeting with Transit and SDDOT	Promote transit through multiple media sources	0
Alternative 6C	Extend hours of operation for transit	Hire another driver or give additional hours to current drivers	Variable
Alternative 7B	Consider Helms Engineering improvement plan for future airport expansion	Capital Improvement Plan	Undisclosed
Alternative 8B	Evaluate traffic patterns and school access	Study	Engineering costs to conduct study

Funding Availability

Financial planning is a vital component of the Transportation Plan. The availability of funding, designation of funds and future financial planning will often be the elements that make or break the implementation of the projects identified in this Plan. Therefore, it is just as important to identify the financial needs for the future as it is to identify the transportation needs of the community.

South Dakota transportation projects are generally funded with Federal, State or Local funds. Funding for transportation may come from federal and state fuel tax, local general funds, wheel tax, vehicle registration fees or property tax. In addition, SDDOT has special programs for community access, industrial park roads and transportation alternatives or non-motorized transportation networks.

Because of the three jurisdictions responsible for the transportation network within Gregory, there are three types of funding that may be used on the network. On Highways 18, 47, and 251 the State may designate funds from state and federal fuel taxes and state vehicle excise tax for such items as state road maintenance and highway reconstruction. Gregory County may also designate their federal Surface Transportation Program (STP) funds or funding from the county's general fund for maintenance and improvements to County Road 24 (11th Street) and County Road 17 (338th Avenue) as they pass through the study area. Unfortunately, most local transportation improvements are often limited to funding designated from the City's general fund or received through state, federal or private grant programs.

As the City budgets for transportation projects, it is important to know the priorities of the community. Although these priorities should be evaluated from time to time, the long term goals of the community will develop the long range Plan needed to budget for large projects in the distant future as well as small, annual transportation projects that either maintain the existing system or accomplish a large scale project built in a series of phases.

Potential local funding sources for City transportation network projects may include:

- Sales tax funds
- Property tax funds
- Assessment of adjacent property owners
- Funds raised through local fundraising efforts, including private or corporate donations
- Funds generated through Business Improvement Districts or other tax districts

The SAT recommends looking at increasing lineal footage tax on property strictly for transportation enhancements. The recommendation is due to a huge support (93%) of residents that took the online survey stating support for increasing taxes for transportation purposes.

In addition, the City may apply for a variety of grant or special program funding administered by the State of South Dakota. These sources may include:

- Transportation Alternatives Program funds for non-motorized transportation projects including safe routes to school, safe routes for non-drivers, shared use paths and others. (SDDOT)
- Community Access Road Grant funds, for cities less than 5,000 in population, for the construction or reconstruction of major streets, such as Gregory's Main Street or the roads to the school or elevator. (SDDOT)
- Agri-Business Grants for the development of access to new or expanding agri-business industries. (SDDOT)
- Industrial Park Grants for the development of new or expanding access for new industry located with industrial parks. (SDDOT)
- Recreational Trails Grants for the development and maintenance of non-motorized and motorized trails for recreational purposes. (SDGF&P)
- Walking Audit Grants, Active Transportation and other healthy lifestyle related grants for the development of transportation networks supporting walking, biking and other active transportation facilities. (SDDOH)
- Federal Transit Administration Section 5310, 5311, 5339 Grants Program for capital, administrative, operating assistance and training for local governments and nonprofit organizations providing rural public transportation services. (SDDOT)
- Federal Aviation Administration Airport Improvement Program for airport improvement projects. (SDDOT)
- Safety Funds for safety improvement projects. (SDDOT)

Accomplishing Goals

Table 4: Accomplishing Goals

Goals & Objectives	Accomplished By:
Goal #1: Provide a safe and efficient automotive transportation system.	
Evaluate to what extent the existing street system meets the needs of city businesses, industry, private citizens, and civic functions.	Inventoried street condition, talk with stakeholders, and citizens during public meetings.
Identify frequent crash locations and evaluate appropriate actions to improve safety.	Developed crash map and crash tree to determine common areas of conflict.
Identify high-risk, high-conflict areas and ways to reduce risk to motorists and pedestrians.	Developed crash map and crash tree as well as talk with citizens to determine problem areas. Then observed those areas during high-traffic times.
Evaluate the effectiveness of signage in the overall transportation system and provide solutions to possible problems.	Inventoried all street signage and constructed a map of current locations. Addressed the problems in the recommendations.
Goal #2: Provide a safe and efficient multimodal transportation system.	
Review locations of automobile-pedestrian conflicts and evaluate potential safety improvements.	Determined conflict areas through meetings with citizens and went and observed areas to determine possible recommendations.
Identify sidewalk, trail, and on-street improvements that would enhance bicycle and pedestrian safety and connectivity across Gregory.	Inventoried sidewalk condition and determined common areas used by citizens. Recommendations included fixing curb ramps that are currently a safety concern.
Provide the community with potential safe pedestrian routes.	Developed a map showing the suggested safe routes through town connecting key locations within the study area. Including the school, pool, and ballpark.
Identify possible transit needs and propose solutions to meet those needs.	Talked with current transit drivers and stakeholders about current transit uses. It was determined citizens do not currently know what transit can be used for, recommended promoting the transit system for all who are allowed to use it.

Goal #3: Provide a transportation system that supports and enhances the area’s economy.	
Identify businesses’ recurring transportation issues which may hinder their operation or rapport with customers, suggesting ways to rectify these issues.	Meet with stakeholders throughout the study area to determine any way they are influenced by transportation. The only issue was on Main Street, which it was recommended be stripped so cars cannot do U-turns which have resulted in near-misses.
Review current truck routes and suggest alternatives or changes which better fit the economic needs of the community without compromising pedestrian, bicycle, and automotive safety or local roadway condition limits and specifications.	The current truck route is not clearly marked and many did not know the current location of the truck route. A proposed truck route was drafted on map to access all the properties that currently have heavy truck traffic.
Create a more welcoming traffic environment for travelers with the goal of bringing more business into the City.	Recommended adding sidewalk and curb and gutter to the entire city. As well as adding a shared use path for a safer area to exercise.
Goal #4: Provide a plan for future expansion and maintenance of the transportation system.	
Suggest a prioritized list of transportation needs based on their feasibility and necessity.	All the proposed alternatives in the Plan have a time frame on them from short-,mid, or long-term.
Prepare a plan for preserving, maintaining, and improving the existing multimodal transportation system.	The Plan has alternatives that touch on all of the requirements to keep a multimodal system working properly.
Suggest ordinances or laws which better regulate the implementation and maintenance of new and existing transportation elements.	Sample ordinances for sidewalk, curb and gutter, and streets can be found in Appendix – Part 1.
Identify sources of applicable funding through government grants and funds.	A list of funding sources can be found under the section Funding Availability and Appendix – Part 5.
Provide a template which outlines the necessary financial input from public and private sectors.	Appendix – Part 1 highlights financial input for curb and gutter as well as sidewalk and who is responsible for maintenance.

Table 5: Goals by Recommended Projects

Project ID	Goal #1: Provide a safe and efficient automotive transportation system.	Goal #2: Provide a safe and efficient multimodal transportation system.	Goal #3: Provide a transportation system that supports and enhances the area's economy.	Goal #4: Provide a plan for future expansion and maintenance of the transportation system.
Alternative 1B:	✓			
Alternative 1C:				✓
Alternative 1D:	✓		✓	✓
Alternative 1E:	✓	✓		✓
Alternative 1F:	✓	✓		
Alternative 1G:	✓	✓	✓	
Alternative 1H:	✓	✓		
Alternative 1I:	✓		✓	
Alternative 1J:				✓
Alternative 2B:			✓	
Alternative 2C:				✓
Alternative 2D:			✓	✓
Alternative 3B:				✓
Alternative 3C:		✓	✓	✓
Alternative 3D:		✓		✓
Alternative 3E:				✓
Alternative 3F:		✓		✓
Alternative 3G:		✓	✓	✓
Alternative 3H:		✓		✓
Alternative 3I:		✓		✓
Alternative 3J:		✓	✓	✓
Alternative 4B:				✓
Alternative 4C:				✓
Alternative 4D:				✓
Alternative 4E:	✓			✓
Alternative 4F:	✓	✓		✓
Alternative 4G:	✓	✓		✓
Alternative 5B:	✓			✓
Alternative 5C:	✓			✓
Alternative 6B:		✓	✓	✓
Alternative 6C:		✓	✓	✓
Alternative 7B:	✓		✓	✓
Alternative 8B:		✓		✓

Appendix

- Part 1 – Sample Ordinances
- Part 2 – Sample Street Sections
- Part 3 – Public Involvement
 - A. First Public Meeting
 - B. Second Public Meeting
 - C. Survey Results
- Part 4 – Methods & Assumptions Document
- Part 5 – Transportation-Related Grants
- Part 6 – Sidewalk Implementation Prioritization

Part 1 – Sample Ordinances

Sample Ordinances

The following are suggested ordinances to be added to the City of Gregory Ordinance Book, as outlined in the Gregory Master Transportation Plan. The verbiage or terminology may need to be altered at the will of the City Council and/or City legal staff to better match current ordinances or follow existing precedents. In no way should this section be considered legally binding, and thorough review and editing is encouraged before passage of any ordinances. The SDDOT assumes no responsibility for the actions of the City of Gregory taken after the publication of the Master Transportation Plan.

Parking

- Locations – The City shall maintain designated parking spaces in the following locations:
 - The following streets, as well as additional streets or sections of streets deemed appropriate by the City Superintendent, shall have on-street angle parking spaces as detailed herein:
 - Main Street between 2nd Street and 8th Street
 - 5th Street between Church Avenue and Rosebud Avenue
 - 6th Street between Church Avenue and Rosebud Avenue
 - 7th Street between Church Avenue and Rosebud Avenue
- Dimensions – The dimensions of parking spaces within the city shall conform to the following guidelines set by the South Dakota DOT Road Design Manual, Chapter 16:
 - Angle parking access shall be 8 feet minimum.
 - Angle parking should not exceed 45 degrees.
 - Angle parking spaces shall be a minimum of 9 feet by 20 feet.
 - Maximum slope in accessible space is 50:1 (2%) in any direction.
 - Signage is required.
 - Adjacent areas must be free of obstructions.
 - Detectable warnings shall not be placed on curb ramps for accessible parking spaces.
- Distances – Marked on-street parking stalls shall be located:
 - No nearer than 20 feet to any street intersection, as measured from the stop bar or pedestrian crosswalk, whichever is nearest.
 - No nearer than 15 feet to any fire hydrant.
 - No nearer than 10 feet to any alleyway or driveway.

- Details – On street parking details include:
 - Stalls shall be painted in white, with a line width of 4-6 inches. Exception – handicap-only stalls may be painted in blue; however, line color shall not be the only demarcation of such stalls. Appropriate signage or other pavement markings are required.
 - Stalls shall be clearly identifiable. That is, separations must be indicated for individual stalls. Angled stalls' lines shall be painted the entire length of the stall.
 - In areas where parking is not permitted, the curb shall be painted yellow.
 - In Fire Zones, the curb shall be painted red.

Sight Triangles Standards

- Visibility
 - Site triangles shall be evaluated and maintained at every intersection to improve on safety standards.
 - Each intersection is to be evaluated by the control type (Stop sign, yield sign, etc.) and the speed limit of all streets leading into the intersection.

Truck Route Construction Standards

- Established Truck Routes
 - Main Street from Highway 18 to 2nd Street
 - 2nd Street from Main Street to Spencer Avenue
 - Spencer Avenue from 2nd Street to 3rd Street
 - 3rd Street from Spencer Avenue to Rosebud Avenue
 - Rosebud Avenue from 2nd Street to 8th Street
 - 8th Street from Rosebud Avenue to Highway 47
- Standards
 - Asphalt concrete mat is to be required on all streets of the truck route.
 - Streets designated as truck route are to be designed to accommodate the projected traffic for a 20-year design life.

Sidewalk

- Installation in New Development – Installation of sidewalks shall be required for all new construction after the effective date of this ordinance. Expenses shall be incurred by the developer.
- Installation on Redeveloped Property – Installation of sidewalks shall be required on all parcels undergoing redevelopment after the effective date of this ordinance. Reconstruction of sidewalks on said properties may be necessary if the City deems the existing sidewalk to be in disrepair. Expenses shall be incurred by the property owner.
- Building and Repairs – It shall be the duty of the owner of any lot or lots within the City, when requested to do so in writing by the City Council, to build and maintain in good repair, a sidewalk in front of his/her premises. Expenses shall be incurred:

(The City should implement only one the following three options below.)

- Entirely at the expense of the property owner
OR
 - Entirely at the expense of the City
OR
 - Split between the property owner, the City, and potential external funding sources, such as grants. The percent share for which each party shall be responsible shall be determined by the City Council and kept on file with the City Finance Officer.
- [Rewording of 90.096 B] Distance From Lot Lines – All sidewalks built along streets except those of the business district shall be built one (1) foot from the lot line and shall be five (5) feet in width.
 - [Rewording of 90.077] Facilitation of Public Travel and Drainage. – Trenches in public streets or alleys shall be excavated so as to impede the public travel as little as possible. The crossing of gutters and highways shall be left in a shape as to admit the easy escape of water during storms.

Curb and Gutter

- Installation in New Development – Installation of curb and gutter shall be required for all new construction after the effective date of this ordinance. Expenses shall be incurred by the developer.
- Installation on Redeveloped Property – Installation of curb and gutter shall be required on all parcels undergoing redevelopment after the effective date of this ordinance. Reconstruction of curb and gutter on said properties may be necessary if the City deems the existing curb and gutter to be in disrepair.

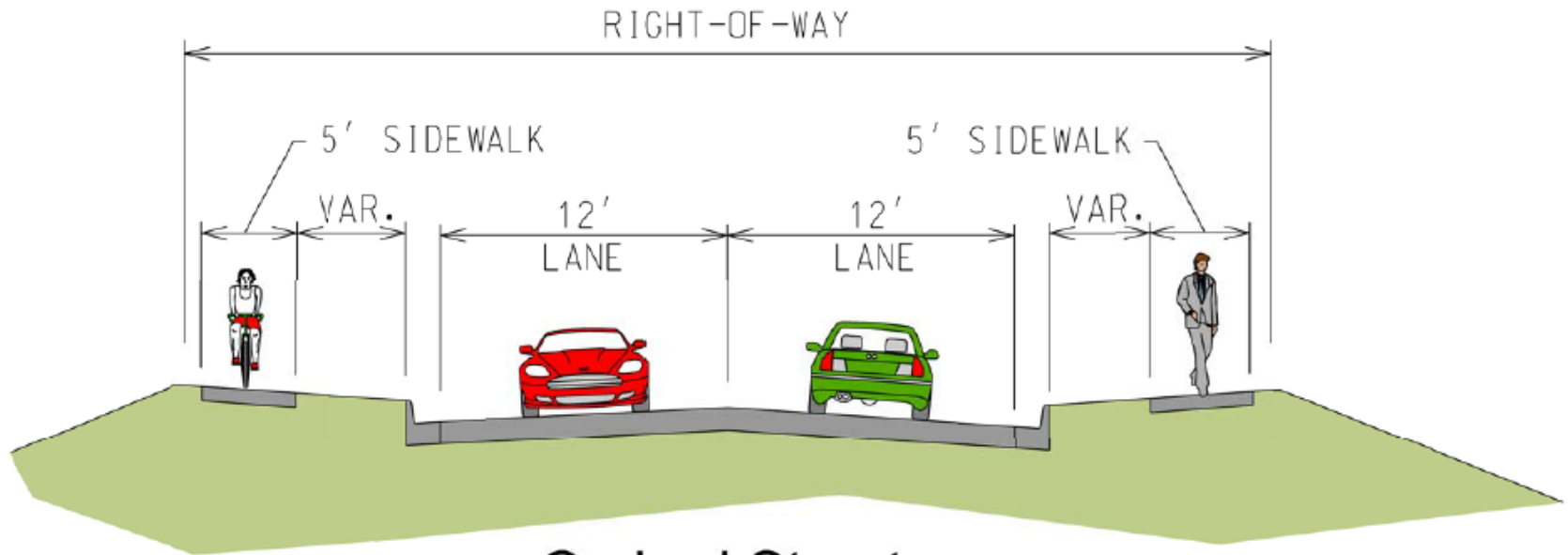
Part 2 – Sample Street Sections

Sample Street Sections

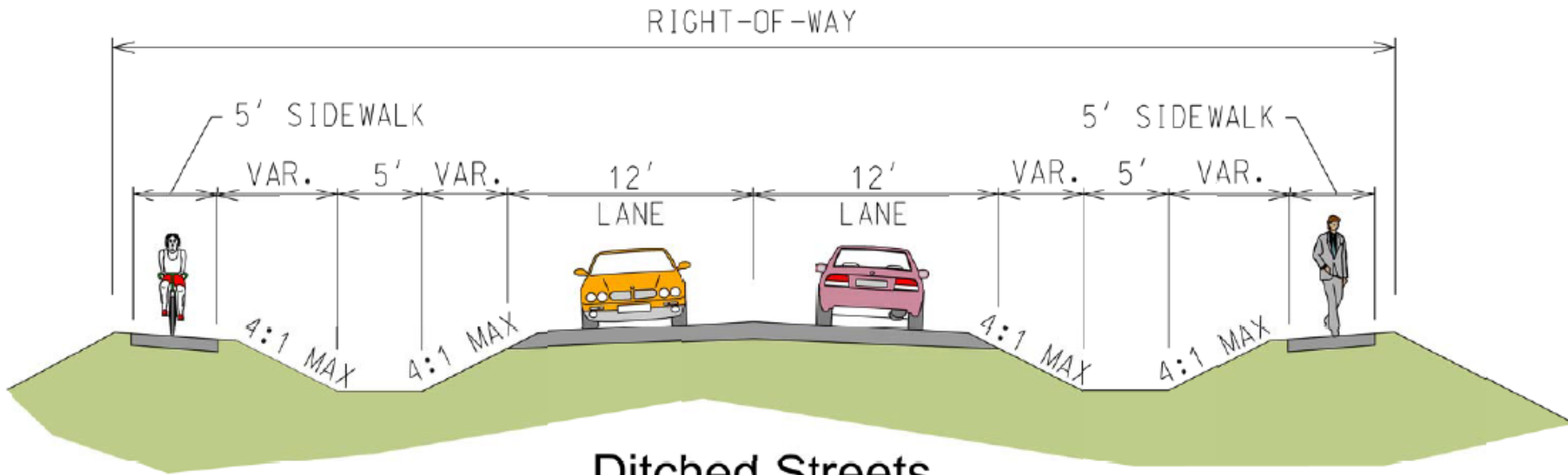
The SAT recommended adopting a set of street design standards to maintain uniformity, help support a safe transportation system, and help develop the community. As streets are built and upgraded within the City of Gregory's authority, it is recommended to follow the minimum standards identified in the 2011 South Dakota Department of Transportation Local Roads Plan. Specific characteristics of each street will be used to determine design features required.

The Local Roads Plan is a document prepared by the South Dakota Department of Transportation, through its Office of Local Transportation Programs, and is for use by the counties and cities throughout South Dakota. The Local Roads Plan is a guideline for use in planning, designing and constructing streets and bridges on local government highway systems. This is not a stand-alone document, and should be used along with the AASHTO publication, "A Policy on Geometric Design of Highways and Streets," the SDDOT Road Design Manual, and other applicable policies and publications. Where special facilities for bicycles are desired, they should be in accordance with the AASHTO Guide for the Development of Bicycle Facilities. AASHTO's Chapter 5: Geometric Design of Very Low-Volume Local Roads (ADT \leq 400) may also be a beneficial reference.

The following are illustrative street sections that are not drawn to scale. These are only to provide an example of what the above documents cover.



Curbed Streets



Ditched Streets

Part 3 – Public Involvement

A. First Public Meeting

Stakeholder Comment Summary

The SAT held several stakeholder meetings in the month of June 2015. Stakeholders were identified as certain individuals within the community who may have more of an impact on the transportation system because of the position they hold, or their involvement with commercial interests.

The following is a summary of the comments made during the meetings held with stakeholders. The comments and opinions expressed herein are phrased in the perspective of the stakeholder; that is the SAT does not necessarily support or endorse the opinions outlined in this section. For the purpose of anonymity, stakeholders are identified only by their demographic representation.

Public Official #1

- Parking on main should be striped
- Main street has parking issues
- Extending Logan to Highway 18 is a good idea
 - The expansion will help school and bus traffic
- Curb and gutter is planned for the new addition
 - Would prefer curb and gutter everywhere
- Currently chip seal 12 blocks yearly
 - New pavement and better routes
- Blotter coats for reclaiming
 - Can't get people to do hot mix
- Signs get put up at request, doesn't require council
- High traffic to and from the school, as well as the hospital
- Sidewalks must follow ADA as they are built
- Crews work with the City of Burke to do chip sealing

Public Official #2

- Speeding on Highways 47 and 18 very common
 - Complaints of speeding on 14th Street
- Kids cross to ball park at 11th Street and Highway 47
- Highway 18 crossing during school time, would like flashing light at Felton during school
- During football season people park along Highway 47
- Would like a yield sign at 8th Street and Logan Avenue to slow traffic by daycare
 - As well as 5th and Rosebud
- Signs near the football field when a football game is going on
- 4 way stop at Main and 6th can be confusing
- People backing out at the post office can be a danger
- Side swipes happen most
 - 3rd Street and Church Avenue, 7th Street and Church Avenue
- Yielding issues throughout town
- Bikes on 11th Street at the park

- City needs better streets
- Drainage issues at 10th and Felton, 8th and Rosebud
- Need sidewalk along 11th Street

Public Official #3

- Need better sidewalks throughout town
 - Would like a bike path through town
- Runway lights on all the time
 - Possible to change to have them turned on
- Kids on bikes everywhere on the roads
- Not a lot of signs controlling traffic, people fail to yield to the right
- Town needs a pedestrian/bike trail

Public Official #4

- Buses currently do not have a route through town
 - No students get picked up in town
 - 2-5 students get bused to the south side of Highway 18
- Parents who eat breakfast with students park in driving lanes occasionally
- Possibly need a crosswalk across Highway 47
- Possible speeding by football field

Public Official #5

- 6th Street and Highway 47: hard to see traffic when trying to turn onto the Highway
- Sidewalk limited
 - No ordinance to build new sidewalk
- Would like to see new streets built

Public Official #6

- Drainage issues throughout town
- Town needs more stop signs
- Speeding on Highways (worse on 18)
- 6th and Highway hard to see
- Improve sidewalk throughout town

Public Officials #7 and #8

- Interior roads are rough
- Sidewalk and curb and gutter need repair and building of new
- Schools parking is bad, cars get bottlenecked at the school
- Rosebud Concrete is going in east of the elevator, ag business looking at going in along Highway 18
- Maybe do paving districts?
- Sidewalk issues, especially Main Street

- Sidewalk and curb and gutter throughout the city
- Nobody wants to live where curb and gutter are missing
- 6th and Highway hard to see, Whitecar and 7th, 14th and Main
- Speed issues on Highway
- Issues with Main and Highway 18 turning
- Speeding issues on Highway 47

Public Officials #9, #10, and #11

- Golf Course Road rough after rain
- 338th Ave. cost shared with county
- 2 blocks of 14th within City – County maintains it
- Sewers are an issue throughout town
- Semi-trucks and trailers park wherever on City streets
- Trucks from elevator currently lineup where new silos are planned to be built
- Kids walk Logan
- Possible sidewalk from churches to park
- Need ways to finance things
 - \$1.7 million debt limit
 - Assess money to land owners, currently \$0.40 per square foot
- Curb and gutter all the way through Main Street

Public Official #12

- People speed on 338th Ave.
- Oppermans building has drainage issues around it
- Drainage issue at 338th Ave. and 288th St.
- Drainage issue around the church on 14th St.
- Cost share 251 with City

Business Owner # 1

- 14th Street and 338 Avenue are dangerous during harvest with trucks and pedestrians on the road
 - Would like to see a wider shoulder or a shared use path
- People do not stop at crosswalk on Main Street and Highway 18

Business Owner # 2

- Road to the golf course gets bad when it rains

Public Meeting Comments

- Speed issues on Highway 18 and Highway 47
- Sidewalk on Main Street needs to be repaired

Citizen #1

- Fix existing streets before adding more
- Keep heavy trucks (semis, concrete, etc.) off residential streets.

AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA,
County of Gregory--ss.

CHERYL SPEEL

of said county being first duly sworn, on oath says that she is the publisher of the

GREGORY TIMES-ADVOCATE

a weekly newspaper printed and published in Gregory, said county of Gregory, and has full and personal knowledge of all the facts herein stated that said newspaper is a legal newspaper defined in SDCL 17-2-2.1 through 17-2-2.4 inclusive and has a bona fide circulation of at least two hundred copies weekly and has been published within said County for fifty-two successive weeks prior to the publication of the notice herein mentioned, and was printed wholly or in part in an office maintained at said place of publication; that the

city
 Notice of Public Information
 Meeting/Open house for City
 of gregory Master Transportation Plan

a printed copy of which, taken from the paper in which the same was published, is attached to this sheet, and is made a part of this affidavit, was published in said newspaper at least one in each week for

2 successive weeks,

on the day of each week on which said newspaper was regularly published, to-wit:

6/3	20	15	20
6/10	20	15	20
	20		20
	20		20
	20		20
	20		20

That the full amount of the fees for the publication of the annexed _____ \$55.29

Subscribed and sworn to before me this 10th day of June, 2015
 Notary Public.



County of Gregory, South Dakota

**My Commission Expires
April 6, 2017**

**SOUTH DAKOTA
 DEPARTMENT OF
 TRANSPORTATION
 CITY OF GREGORY
 NOTICE OF PUBLIC
 INFORMATION MEETING/
 OPEN HOUSE FOR
 CITY OF GREGORY MASTER
 TRANSPORTATION PLAN**
 Date: Tuesday, June 23, 2015
 Time: 6:00 p.m. to 7:30 p.m.
 (Open house with short presentation at 6:15 p.m.)
 Place: Community Room
 Gregory Memorial Auditorium
 222 Main Street
 Gregory, SD 57533

The South Dakota Department of Transportation (SDDOT), in conjunction with the City of Gregory, will hold an open house style public meeting to discuss and receive public input on the development of a Master Transportation Plan for the City of Gregory. The open house will be informal, with one on one discussion available with SDDOT, City staff and a short presentation at 6:15.

SDDOT is conducting this open house on behalf of the City of Gregory. The purpose of this public open house is to solicit community input on transportation needs and issues within the City of Gregory. SDDOT will be working with citizens, stakeholders, and state and local officials to complete a Master Transportation Plan for the City of Gregory over the course of the summer. At this meeting, the public will be introduced to the project team, be informed about the study process, and be asked to provide insight and comments on the transportation network within the City of Gregory.

The public open house will occur between 6:00 p.m. and 7:30 p.m. in the Community Room of the Gregory Memorial Auditorium. SDDOT and City staff will be available to discuss the needs and issues of the transportation network and to answer your questions. During this time, you will also have the opportunity to present written comments. Written comments will be accepted until July 7th. A short presentation will be given at approximately 6:15 p.m. For those that cannot attend, the information presented will be available on the study's webpage, www.sddot.com/transportation/highways/planning/specialstudies/GregoryCo/default.aspx a day or two after the meeting. In the case an accidental quorum of the Gregory City Council occurs, no final action by the City of Gregory will be taken at this meeting.

Notice is further given to individuals with disabilities that this open house/public meeting is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation in order to participate in the open house/public meeting should submit a request to the department's ADA Coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunication Relay Services for the Deaf). Please request the accommodations no later than 2 business days prior to the meeting in order to ensure accommodations are available.

For further information regarding the study, contact Nancy Surprenant at 605-773-4912 or by email at nancy.surprenant@state.sd.us

(22-23)

(Published twice at the total approximate cost of \$55.29).

Gregory Master Transportation Plan Study

The City of Gregory and the South Dakota Department of Transportation (SDDOT) have teamed up to create a Transportation Plan Study. The plan will give the City guidance and recommendations for future expansion, maintenance, and updates to the transportation system.

The Study Advisory Team (SAT) includes:

Maurice Schlaht, Mayor
Al Cerny, City of Gregory Finance Officer
Jennifer Keegan, City of Gregory Assistant Finance Officer
Mark Fortuna, City of Gregory Public Works Superintendent
Steve Gramm, SDDOT Project Development
Nancy Surprenant, SDDOT Project Development
Alex Smith, SDDOT Project Development

The plan includes all modes of transportation including automobiles, trucks, pedestrians, bicycles, air, and transit. The plan will look at issues discovered throughout the planning process, such as safe routes to destinations within the city, truck routes, street drainage, and more.

The SAT encourages everyone to participate in the study as public input is critical to the success of the Study. Public open houses will occur on June 23rd and again in late July. A website has been setup for additional information and can be found at: <http://sddot.com/transportation/highways/planning/specialstudies/GregoryCity/default.aspx> a survey is available at: <https://www.surveymonkey.com/s/SWZSWVK> and also available through the City of Gregory's website: <http://www.cityofgregory.com>

Please address questions, comments, or concerns on the back of this page relative to the Gregory Master Transportation Plan Study that you didn't have a chance to voice during the public meeting on June 23rd. A map is also provided on the back for indication of any problem area you see fit. You may return this form any time before July 10th to:

Alex Smith | SDDOT Office of Project Development | 700 E. Broadway Ave. | Pierre, SD 57501

Comments may also be e-mailed to AlexR.Smith@state.sd.us. If you wish to speak directly to a representative of the SAT please call either Nancy Surprenant at 605-773-4912 or Steve Gramm at 605-773-6641.

If you would like to be contacted about the study please add your contact information below:

Name: _____ E-mail: _____

Address: _____ Phone: _____

Gregory Master Transportation Plan Study
 Public Meeting Attendance
 June 23, 2015

Name:	Address and Representing : (e.g. City Council, Running Business owner, etc.)	Phone or e-mail:
Nancy Surprenant	400 E. Broadway, Pierre SDDOT	Nancy.Surprenant@state.sd.us
Alex Smith	700 E. Broadway, Pierre SDDOT	Alex.A.Smith@State.SD.US
Steve Gramm	700 E. Broadway, Pierre SDDOT	Steve.Gramm@State.SD.US
Alex Gony	City of Gregory	greg.city@govt.net
Jeff McCombe	SPN	jmc@midwestspn-assoc.com
Jennifer Keegan	City of Gregory	info@cityofgregory.com
Scott Anshutz	P+Z Board	sarshutz@quote.net
Rhut With	502 Susan Ave	TnW@D@vte.net
Cynthia Hyam	PO Box 286 Gregory	c.hyam@gregorynews.com
Lee Shelton	3750 John Lynch Rd Pierre, SD 57501	Dwz21
Delores Munsel	Gregory	835 9329
Mam Olive	Gregory	835 8929
Butt Oliver	Gregory	830-0057
EMER KARL	r	830-2965

Gregory South Dakota

Overview of the Plan-Making Process

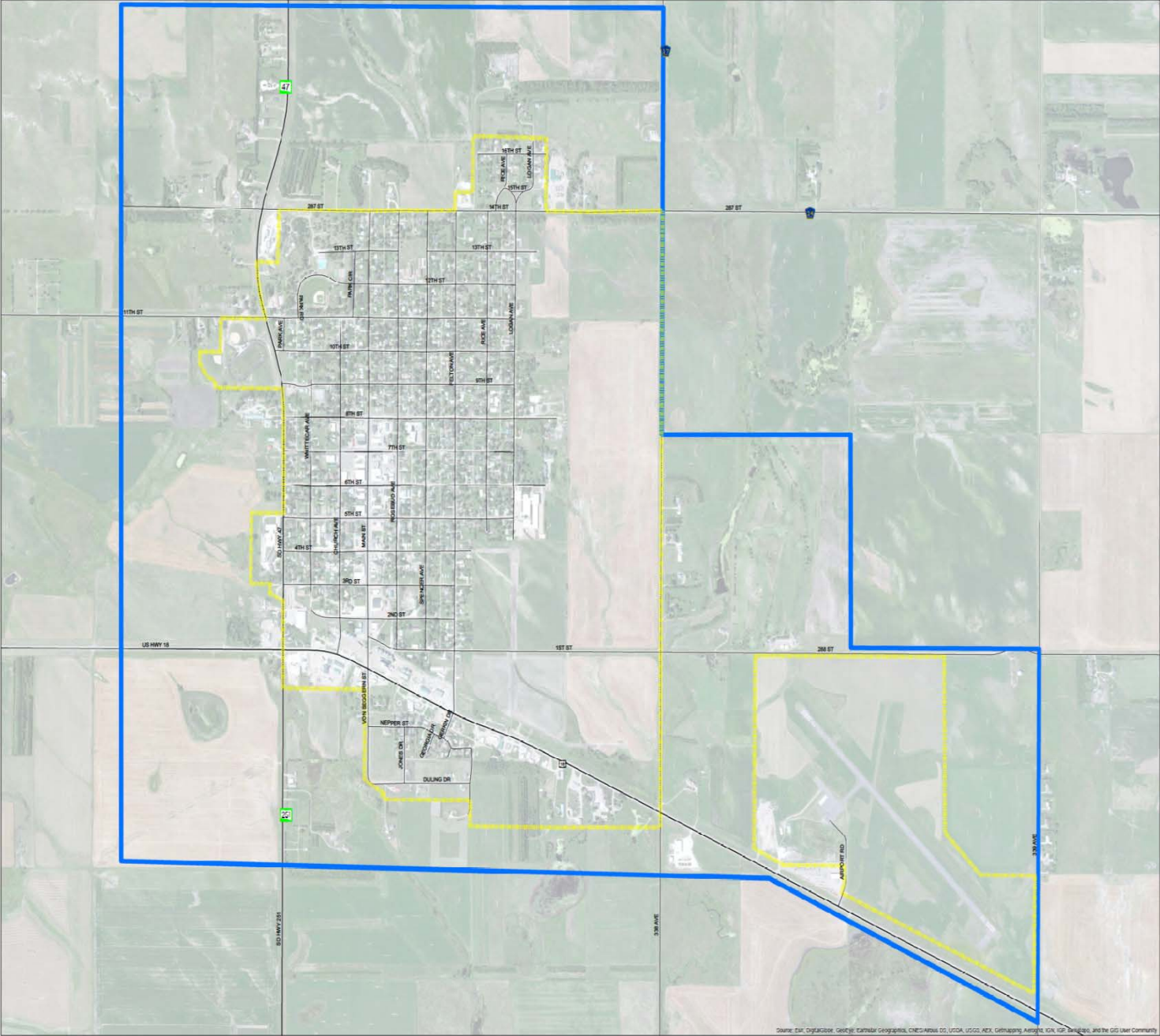
June 23, 2015





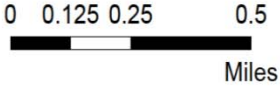
Agenda

- Introduction to the Transportation Study
- Overview of the Planning Process
- Information on Public Engagement
- Discuss Current Transportation System

Area of Study



-  City limit Boundaries
-  Area of Study



6/18/2015, 10:58 AM

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airbase, USDA, USGS, AeroGRID, IGN, SDA, GeoEye, and the GIS User Community

- Provides a blueprint guided by local input
- Considers multimodal facilities
 - Roadways
 - Sidewalks and Trails
 - Transit
 - Air Travel
- Identifies present and future issues and needs
- Prepares a list of transportation improvement priorities
 - Maintenance and operation
 - Expansion
- Identifies funding needs and capabilities

The Transportation Study

Covered in the Plan

- Inventory of current conditions
- List of transportation needs
- Prioritized plans of improvements to the transportation system
- Draft ordinances
- Cost estimates
- Possible funding options

Not Covered in the Plan

- Design / layout of future expansion
- Detailed design of improvements
- Construction documents or specifics
- Enforcement issues
- Environmental review

Scope of Services

- May - June: Inventory and stakeholder meetings
- June 23: Public information open house
- June 23 - July 10: Survey open
- Mid July: Collaboration with Study Advisory Team (SAT) and refinement of alternatives
- Late July - Early August: Public meeting to present recommendations
- Mid August: Final Plan is published

Schedule

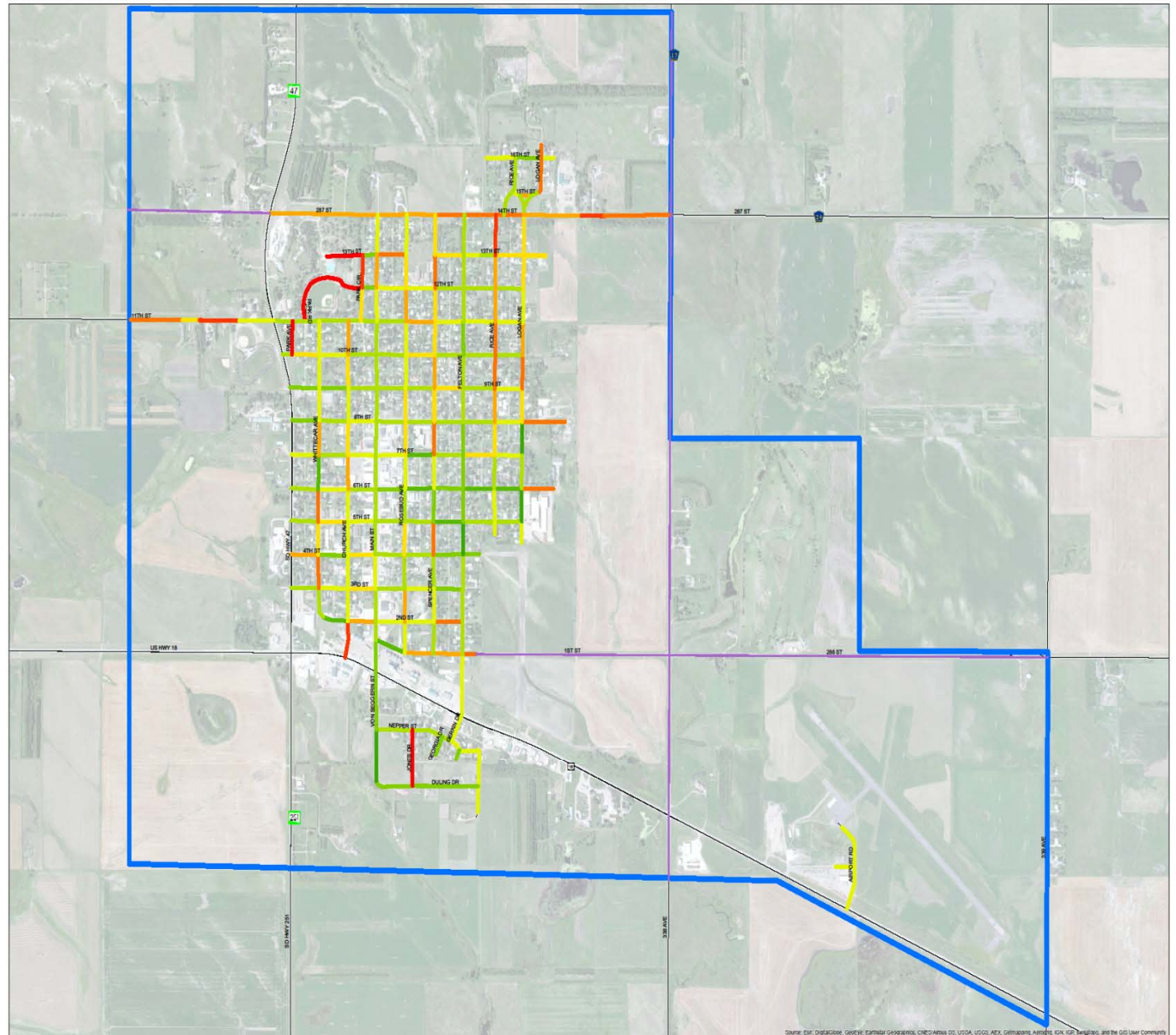
- Study Advisory Team (SAT) Meetings
 - City of Gregory
 - South Dakota Department of Transportation
- Stakeholder Meetings
- Public Meetings
- Internet
 - Project Website
 - Linked through www.cityofgregory.com
 - ✓ <http://www.sddot.com/transportation/highways/planning/specialstudies/GregoryCity/default.aspx>
 - Survey
 - Linked through project website
 - ✓ <https://www.surveymonkey.com/s/SWZSWVK>

Public Involvement

Existing Pavement Condition

Current Condition


- 10 - Excellent
- 9 - Excellent
- 8 - Very Good
- 7 - Good
- 6 - Good
- 5 - Fair
- 4 - Fair
- 3 - Poor
- 2 - Very Poor
- 1 - Failed
- Gravel
- State Highway
- Area of Study



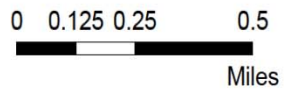
Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aermap, IGN, IGN, Swire, and the GIS User Community

Existing Regulatory Signage

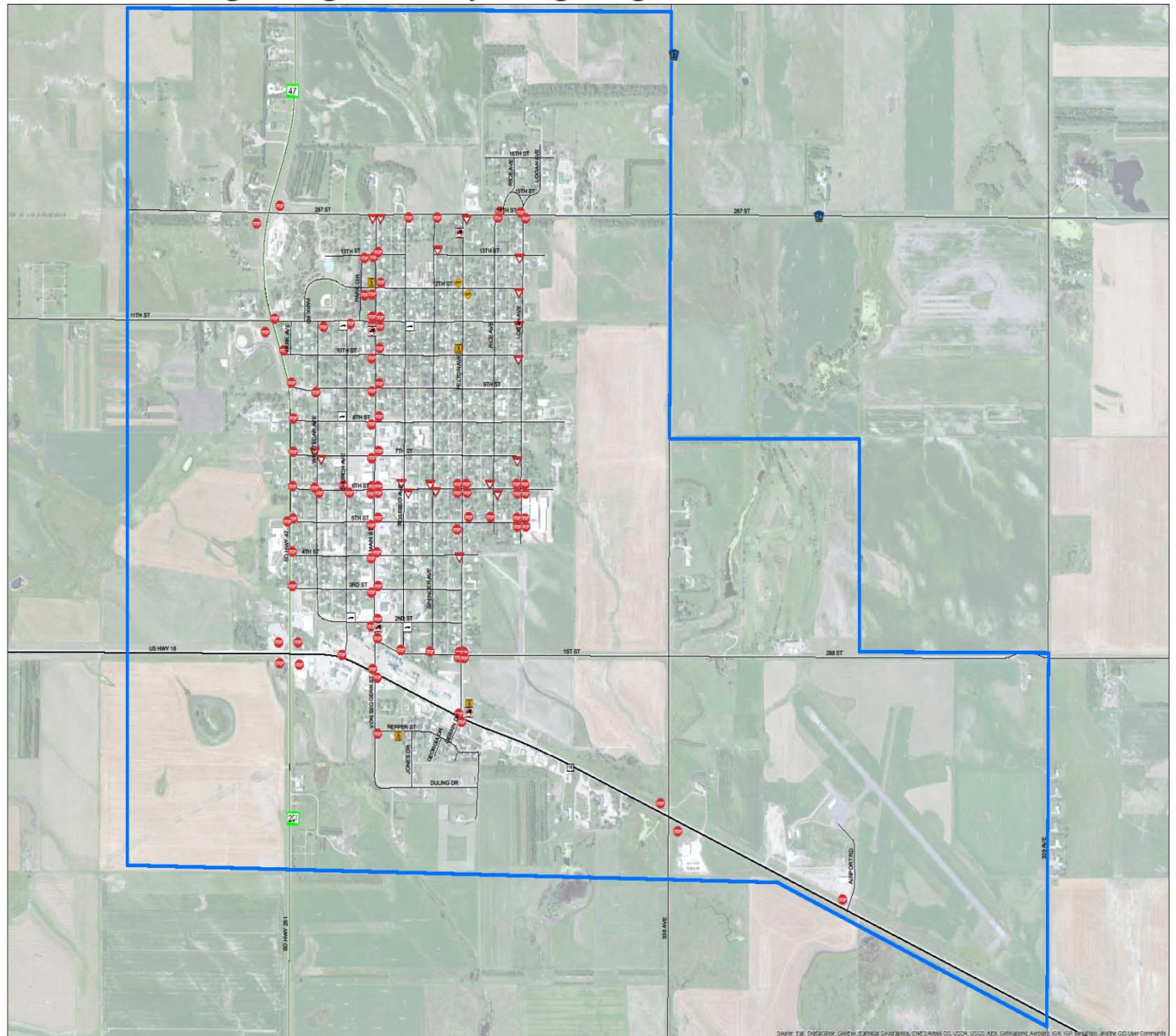
Signs

-  Watch for Children
-  Dip
-  No Trucks
-  Stop Sign
-  Truck Route
-  Yield Sign
-  Area of Study

**No existing regulatory sign where signage is not indicated.



6/18/2015, 4:15



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, SITA, Imagio, and the CGIAR Consortium

Identified Existing Needs

- Intersection Issues
- Drainage Issues
- ✈ Airport Issues
- Logan Extension
- ⋯ Parking Issues
- Pedestrian Issues
- Speed Issues
- Surface Issues
- Area of Study



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES-Airbus DS, USDA, USGS, AeroX, GeoMapping, AeroGRID, IGN, SDA, Switzerland, and the GIS User Community

Phone or E-mail

- **Nancy Surprenant**
 - 605-773-4912
 - Nancy.Surprenant@state.sd.us
- **Steve Gramm**
 - 605-773-6641
 - Steve.Gramm@state.sd.us
- **Alex Smith**
 - 606-773-2284
 - AlexR.smith@state.sd.us

Mail

SDDOT Office of Project Development
700 E. Broadway Ave.
Pierre, SD 57501

Contact Information



Survey @

www.surveymonkey.com/s/SWZSWVK

THANK YOU!

Part 3 – Public Involvement

B. Second Public Meeting

Still seeking transportation feedback from residents

The City of Gregory has started a long range transportation project sponsored by the South Dakota Department of Transportation. The SDDOT project manager Nancy Surprenant explained the study at a community meeting held June 23, 2015. She gave an overview of the study. Throughout the brief, she stressed the importance of public involvement.

District 21 Representative Lee Qualm also attended the meeting. About 20 other community members attended the meeting.

Project developer Alex Smith is contacting about 40 people identified by the mayor, council and city administrator. They are a cross-section of people from all ages and areas of the community. Input from other community members is also being requested.

The City of Gregory is the second community in the state and the first one in District 21 that is working with the SDDOT to identify a long range transportation plan.

Ms. Surprenant gave an overview of the study and presented maps of the city that showed the present condition of different modes of transportation in and around Gregory.

Their goal is to provide a guide or blueprint as the city moves forward for about 20 years into the future. It will include maintenance and operations, expansion, funding needs and local capabilities. It will include all modes of transportation. Surprenant pointed out that these modes include ROCS transit, city streets, state highways and county roads, the airport, sidewalks and bike paths. Each of these was visualized on one of the overhead map boards.

They went a half mile outside the city limits for the study. The analysis of current and future needs identified by community members will be followed by proposed solutions to meet the community's needs.

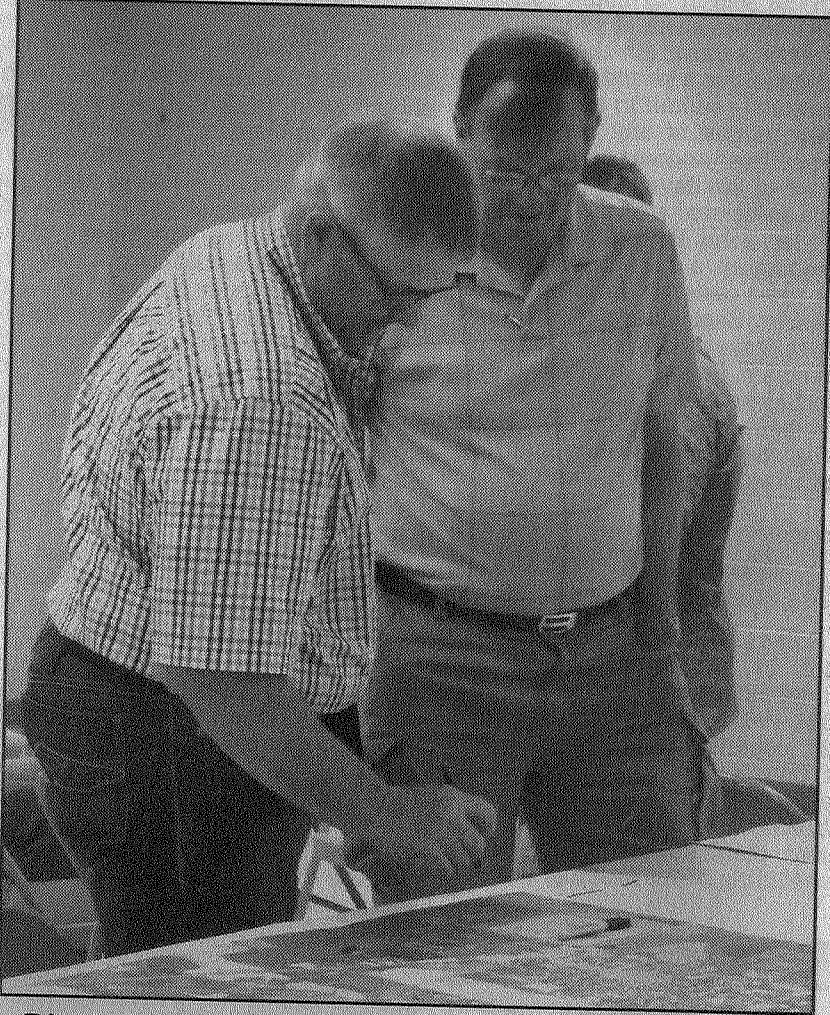
Construction plans aren't part of the study, but the city will be able to use the project requirements that are identified to guide the engineers or consultants hired by the city.

The plan will also be an important part of applying for transportation related funding grants.

Get involved now, identify concerns now

The team encouraged everyone to participate in the study. Along with them, Mayor Maurie Schlaht noted that this public input is critical to the success of the study project.

The long range plan and priorities that are developed will be presented to the community at a community meeting in mid-August 2015.



District 21 Representative Lee Qualm, left, and Gregory school board member Bob Wik, right, discussed the community transportation plan that is currently being studied by the state Department of Transportation and community members. The City of Gregory is the second community in the state and the first one in District 21 being provided with the planning resources to develop a 20 year transportation plan.

During the presentation, Ms. Surprenant noted that last year, Gregory would have been selected to be the first community studied, but the highway maintenance projects that were taking place would have complicated conducting the study.

Contact city administrator Al Cerny at 835-8270 with any questions regarding the survey or Small Community Transportation Planning Study.

Take a survey, contact SDDOT team

Questions, comments or concerns about the city's master transportation plan can be addressed by answering a survey or contacting Alex Smith.

The 10-question survey is available at : <https://www.surveymonkey.com/s/SWZSWVK>. The survey is also available through the City of Gregory's website: <http://www.cityofgregory.com>. The survey is open until July 10, 2015.

Comments may also be e-mailed

to AlexR.Smith@state.sd.us. To speak directly to a representative of the Study Advisory Team (SAT) call either Nancy Surprenant at 605-773-4912 or Steve Gramm at 605-773-6641.

The study will consist of three main phases to be completed over the summer of 2015:

The first phase will inventory and analyze existing and future conditions and identify the problems and needs.

The second phase will develop strategies, alternatives and potential solutions that address the problems and fulfill the needs. Because of limited budgets for transportation infrastructure maintenance and construction, costs will be considered when developing alternatives.

The third and final phase will select alternatives for further study and prioritize them based on planned investments for the City of Gregory.

Kenzy is the SDHS rodeo all-around cowboy

Myles Kenzy qualified for the state high school rodeo finals, that was held in Belle Fourche last week, in the boys cattle cutting, reined cow horse, tie down roping and team roping.

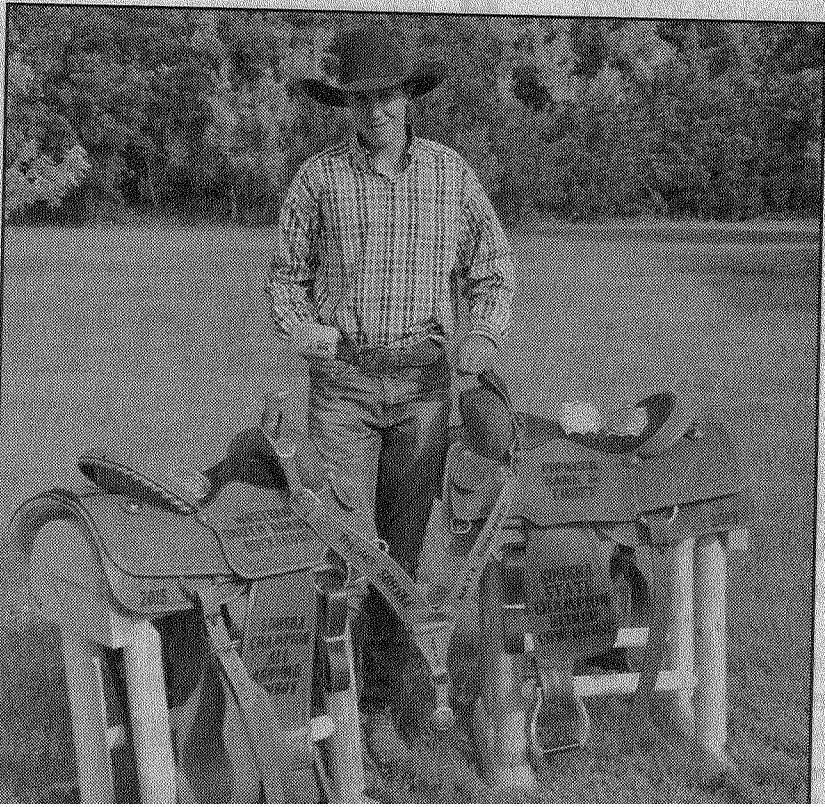
Rodeo participants advance to the state finals by earning the required points in the two regional rodeos held in early June.

At the state rodeo, each qualifier competes in two performances and the top 15 point earners in those performances advance to a final short go. Myles qualified for the short go in the cutting, reined cow horse and tie down roping.

Once in the short go, the top four point earners earn a spot on South Dakota's National Rodeo Team and will compete in Rock Springs, WY July 12th through July 18th.

The top point earners are determined by adding together the points earned at the two regional rodeos and all the performances at the state finals.

Myles finished in third place in the boys cattle cutting and was champion in the reined cow horse.



AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA,
County of Gregory--ss.

CHARLES PEEBLES

of said county being first duly sworn, on oath says that she is the publisher of the

GREGORY TIMES-ADVOCATE

a weekly newspaper printed and published in Gregory, said county of Gregory, and has full and personal knowledge of all the facts herein stated that said newspaper is a legal newspaper defined in SDCL 17-2-2.1 through 17-2-2.4 inclusive and has a bona fide circulation of at least two hundred copies weekly and has been published within said County for fifty-two successive weeks prior to the publication of the notice herein mentioned, and was printed wholly or in part in an office maintained at said place of publication; that the

SD Dept. of Transportation
Notice of Public Information
Meeting/Open House for
Master Transportation Plan
City of Gregory

a printed copy of which taken from the paper in which the same was published is attached to this sheet, and is made a part of this affidavit, was furnished in said newspaper at least one in each week for

2

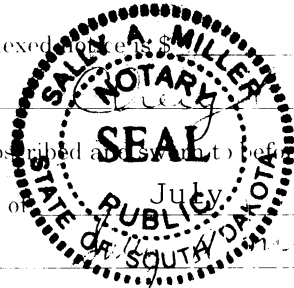
successive weeks,

on the day of each week on which said newspaper was regularly published, to-wit:

7/15	20	15	20
7/22	20	15	20
	20		20
	20		20
	20		20
	20		20

That the full amount of the fees for the publication of the annexed notice is \$38.59

Subscribed and sworn to before me this 22nd day of July, 2015



Notary Public.

County of Gregory, South Dakota

My Commission Expires
April 6, 2017

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION CITY OF GREGORY NOTICE OF PUBLIC INFORMATION MEETING/ OPEN HOUSE FOR GREGORY MASTER TRANSPORTATION PLAN

Date: July 27, 2015
Time: 12:00 p.m. to 1:00 p.m.
Place: Community Room -
Gregory Memorial Auditorium
222 Main Street, Gregory, SD 57533

The South Dakota Department of Transportation (SDDOT) in conjunction with the City of Gregory will hold a public meeting to discuss and receive public input on the preliminary recommendations of a Master Transportation Plan being developed for the City of Gregory. The public meeting will be as part of a Gregory City Council Meeting. Opportunity for one on one discussion with SDDOT and City staff will be available.

Between 12:00 p.m. and 1:00 p.m., SDDOT and City staff will be available with displays to discuss the proposed options and answer your questions. During this time, you will also have the opportunity to present written comments. A short presentation will be given at approximately 12:15 p.m.

For those that cannot attend, the information will be available on the study's webpage, www.sddot.com/transportation/highways/planning/specialstudies/GregoryCity/default.aspx.

Notice is further given to individuals with disabilities that this open house/public meeting is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation in order to participate in the open house/public meeting should submit a request to the department's ADA Coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunication Relay Services for the Deaf). Please request the accommodations no later than 2 business days prior to the meeting in order to ensure accommodations are available.

For further information regarding the study, contact Nancy Surprenant (605) 773-4912 or by email at nancy.surprenant@state.sd.us.

(28-29)

(Published twice at the total approximate cost of \$38.59).

Charles Claussen



Charles Claussen

Funeral services for Charles Claussen were held on Thursday, July 9, 2015 at 10:30 a.m. at Clausen Funeral Home in Burke with Pastor Clay Lundberg officiating.

Casket bearers were Shawn Minkos, Daniel Claussen, Charles Claussen, Jr., Loren Bosch, Harleyne Claussen and William Minkos. Honorary casket bearers were Cory Claussen, James Claussen, Christopher Minkos, Ryan Bosch, Trent Bosch, Casey Claussen, Tom Claussen, Joshua Claussen, Tyreek Claussen, Shawna Diedrich, Nadia Claussen, Ashley Claussen, Jessica Claussen, Kathryn Minkos, Micheal Claussen, Tamj Claussen and Veronica Claussen.

By Joel Owen, soloist, accompanied by Twylaah Ward organist. William and Corrine Swinson were in charge of registration.

Interment was in the Herrick Cemetery. Clausen Funeral Home was in charge of arrangements.

Charles "Bob" "Chuck" Claussen, Sr., 81, passed away on July 4, 2015 after a battle with cancer.

Charles Claussen was born in Omaha, NE, on July 20, 1933. He was the second child, and the first son, of the late Charles Daniel Claussen and Kathryn (Jennings) Claussen.

Charles served in the United States Navy from July 1950 - May 19, 1953. He was stationed on both the USS Juno and the USS Philippines during the Korean War. Charles later entered the United States Army on January 6, 1955. He married Alice Strom in Luverne, MN in 1955. He was stationed in the 10th ID Fort Riley, KS, and then shipped to Wurzburg, Germany, where Alice joined him in 1956. To this union a daughter, Tracy, was born 1957. He returned stateside in 1958. He served in many different duty stations including Fort Belvoir, Fort Gordon, GA; two tours in Vietnam where he earned two Bronze Star Medals in 1968. Returning in 1967 he was stationed in Oklahoma City as the advisor to the Oklahoma National Guard.

Charles married Sharon Spivey Mayes in December 1969 in Norman, OK. To this union Charles brought his daughter, Tracy, and Sharon brought her two children, Shawn age four and Angela age two. In 1970 Charles Jr. was born and in 1972 Daniel was born. Later they adopted Harleyne and Tami.

After retiring from the military in 1971, he joined the Rapid City Police Department where he was a sergeant, marksmanship instructor, and in charge of the SWAT team. The family moved to Burke in 1972, where he became the Gregory County Deputy Sheriff and the director of civil defense, he retired from the sheriff's office in 1975 and from the director of civil defense in 1995.

Charles started his next adventure in farming in 1995. During this time Charles was also a senior member of the Air Force Civil Air Patrol Search and Rescue for 15 years.

Charles is survived by his wife, Sharon; his sons Shawn and wife Cheryl, Charles Jr. and wife Jodi, Daniel and wife Swana, and Harleyne and wife Misty; his daughters Tracy and husband Loren Bosch and Angela and husband William Minkos; his 17 grandchildren, and four great-grandchildren.

He was preceded in death by his sister, Flo and husband John Simmons, his father Charles, his mother Kathryn and his step-father Henry Crume.

PUBLIC NOTICES

PROCEEDINGS OF GREGORY CITY COUNCIL

Regular Council Meeting July 6, 2015

The Gregory City Council met in regular session at the Gregory City Hall on Monday, July 6, 2015 at the time of 7:00 p.m. The following members were present: Mayor Maurice Schlaht; Council Members: Stacey Boes, Shana Flakus, Tim Mills, Seymour Stuedenberg and Blane Bartling. (Jerry Kafka was sworn in later as a Council Member). Also present were News Reporter Colleen Flynn, Head Librarian Diane Althoff and City Administrator/Finance Officer Al Cerny.

Agenda
Motion was made by Stacey Boes to approve the agenda as posted, seconded by Blane Bartling. All members voted aye.

Minutes
Motion was made by Seymour Stuedenberg to approve, as written, the regular meeting minutes of June 15, 2015 and the special meetings of June 18, 2015 and June 29, 2015, seconded by council member Blane Bartling. All members voted aye.

Public Forum/Visitors
Bob Wick, representing Wear N' Wares Thrift Store, met with the council to ask about the current lease of the store with the city and about possible repairs to the walls when they move out. The lease is on a month to month basis. The council felt that once they move out, within the next few months, that an inspection would be made of the building to see if anything needs repaired.

Dept. Head Reports
Police Chief Steve McDowell reported that the 4th of July Celebration went well for the most part. They did open up the hall and the auditorium for people to go to when the storm came up. McDowell also handed out the June police report.

Librarian Diane Althoff reported that the library staff was very busy in June with the numerous programs that they had offered and were well attended. She also mentioned the July 14th tent sale fundraiser for the library.

Committee Reports
Shana Flakus will reschedule the public nuisance committee meeting in the near future. The council members thanked the city employees for the prompt cleanup of the city park and streets after the recent wind storm went thru the town.

Old Business
The city council discussed the request from the Wear N' Wares committee for a donation to help

purchase a new, larger building for their store. Motion was made by Seymour Stuedenberg to donate \$5,000 to the building fund for Wear N' Wares Thrift Store and Food Bank. The motion was seconded by Tim Mills. All council members voted aye.

New Business
There is a vacancy created on the council when Chad Peck moved out of Ward I. Mayor Maurice Schlaht appointed Jerry Kafka to finish out the Ward I term of Chad Peck's. Motion was made by Tim Mills and seconded by Seymour Stuedenberg to approve of the appointment of Jerry Kafka to the Ward I council position. All members voted aye. Jerry Kafka was sworn in as the new council member from Ward I.

Building Permits
The following building permits were approved by the planning commission and sent to the council for their approval: Tim Mills, deck; Alice Miner, fence. No variances were needed in either building permit. Motion was made by Stacey Boes and seconded by Shana Flakus to approve the building permits as presented. All members voted aye.

One-Day Special Liquor License
Motion was made by Stacey Boes to grant the Gregory Golf Club a one day liquor license at the Gregory Library for July 21, 2015, seconded by Seymour Stuedenberg. All members voted aye.

East Well Field Hay Bids
The following sealed bids were opened for the haying of the East well field land: Nick Reber, \$2,430; Kahler Farms, \$4,020; Gary York, \$2,850; and J. Bechtel, \$4,000. Motion was made by Tim Mills to accept the high bid of Gary York for \$4,850, seconded by Shana Flakus. All members voted aye.

Pool Closing/Renting
The council discussed a request to close or rent the pool for a certain time on July 25, 2015 because of a wedding taking place in the park. After some discussion, a motion was made by Seymour Stuedenberg to open the pool at 3:00 p.m. on Saturday, July 25, 2015 at noon and to close the pool at 3:00 p.m. and then charge a \$100 fee to rent the pool from 3:00 p.m. until the nor-

mal closing hours of the pool. Motion was seconded by Tim Mills. All members voted aye, with Blane Bartling not voting.

Lease of Airport Lots
The council agreed to hold a hearing on August 11, 2015 to discuss possible leasing of some airport industrial lots.

School Contract/Auditorium
Tim Mills will be meeting with members of the school board to discuss revising the present contract for the joint operations of the auditorium, which was dated 1975. The council looked at the 1975 contract and noted some pieces that were being handled differently than what the contract had stated.

Logan Street
The council discussed the issue of a tree adjacent to Fat Mattson's house along Logan Street that is currently in the construction zone and is scheduled to be removed once Logan Street is extended onto First Street as part of the phase I project of Grandview, an \$8.8 million project. The owner does not want the tree removed and asked if the street could be moved over to the East to avoid the tree. The council looked at three possible changes to the plans. The city engineer's recommendation was to proceed as originally drawn up for a couple of reasons. After some discussion, the council members agreed to proceed with the original plan.

Amendment to SPN Engineering Contract
SPN has made an amendment to their original contract for engineering on the Grandview sewer project. The total cost will remain the same but some of the areas of cost will change. Motion was made by Blane Bartling and seconded by Stacey Boes to approve the amendment to the engineering contract. All members voted aye.

Information
Mayor Schlaht has talked to a few contractors who will be working on the Grandview project and they have agreed to look at the downtown sidewalks and give their recommendations and an estimated cost for the work.

Claims
Motion was made by Blane Bartling to pay the following claims, seconded by Stacey Boes. All members voted aye.

Appears, towels, hand cleaner/coveralls/mats, dust mop, 38.83; L & L Communications, repair light bar 2011 Charger, 65.00; Burke Oil Company, 2643 gal. airport fuel, 11,074.17; Department of Revenue, water testing, 127.00; Golden West, July phone services, 1,121.25; Gregory Building Center, pool door lock/dug out lumber/screws/sandbags/lumber, 187.61; Gregory Community Sunshine Club, phone, 40.00; P&P, 20.00; Gregory Times-Advocate, council publishing, 834.62; Hawkins Inc., reagents/azone/sign/chlorine/hydrofluosilicic acid, 2,116.96; HD Sprinklers/Waterworks Ltd., sewer pipe/couplings, 213.78; Health Pool of SD, health insurance, 5,449.93; Hillyard/Sioux Falls, floor scrubber/half cost with school, 6,000.00; Jim's Garbage Service, garbage pickup, 289.00; Kevin Ryan, tree stump grinding, 145.80; Klein's True Value, toilet paper/wax/keys/phone/UPS/broom/deodorizer/bait, 206.50; KWYR-TV, website advertising, 55.00; MC & R Pools Inc., pool fitting 37.43; Michael Todd & Company, 2 gutter brooms/deflector/runner, 458.12; Mulehead Gravel, 91.4 tons of gravel, 1,241.40; Northwest Pipe Fittings Inc., water parts, 205.54; Office Products Center, copy machine service contract/stapler/dispenser, 76.09; Petty Cash, postage reimbursement/salt wash/dog food, 38.28; Best Western Ramkota Hotel, lodging/HR & finance officer school/Al Cerny, 287.97; Rosebud Auto Parts, D-Earth powder/filters/bearings/cord/flasher/tape/gloves, 473.09; Rosebud Electric Coop Inc., electric payment, 5,235.81; Sensus USA, repair hand held meter reader, 455.86; Spencer Quarries, 16.61 ton hot mix, 1,245.75; Tri-State Turf & Irrigation, 5 tons sprinkler beads, manifold cross/tees, 155.54; Tritty Country Water User Dist., monthly water service, 3,000.00; Uritox Medical, drug testing supplies, 148.00; Wear N' Wares, donation/banking fund, 5,000.00; Wilson Heating & Cooling, change auditorium filters/6 cases of filters, 643.68.

Total.....\$47,560.81
6-16-2015 Payroll:
Finance Officer, \$1,960.80; Police Dept., \$4,141.00; Street Dept., \$3,413.06; Water Dept., \$2,540.00; Sewer, \$340.00; Airport, \$262.50; Pool, \$3,246.21; Park, \$1,292.00; Library, \$1,747.78; Total Gross Amt., \$18,963.33; Child Support, \$219.23; EFTPS, \$4,485.74.

6-30-2015 Payroll:
Mayor/Council, \$7,400.00; Finance Officer, \$1,960.80; Police Dept., \$5,000.25; Street Dept., \$4,563.70; Water Dept., \$3,005.96; Sewer, \$394.61; Airport, \$300.00; Pool, \$4,545.08; Park, \$1,355.75; Library, \$1,540.69; Economic Dev., \$290.00; Tot. Gross Amt., \$90,286.86; Alloc., \$445.59; SDRS, \$5,565.10; Child Support, \$219.23; City of Gregory, \$56.19; EFTPS, \$6,747.18

ORDER IN TRIBAL COURT
Docket #CIV 15-225

ROSEBUD SIOUX TRIBAL COURT
ROSEBUD INDIAN RESERVATION

ROSEBUD, SOUTH DAKOTA

Paul Joseph, PLAINTIFF
vs.
ROSEBUD SIOUX TRIBAL ELECTION BOARD, Defendant

The above entitled matter is before the court on Plaintiff's Complaint for Declaratory Judgment for a declaration that Plaintiff is an eligible candidate for the office of Vice-President of the Rosebud Sioux Tribe.

The record in this case reveals that Plaintiff filed his Nominating Affidavit as a candidate for the office of Vice-President of the Election Board filed a challenge against Plaintiff on June 8, 2015 and a hearing on the challenge was held on June 18, 2015. On June 18, 2015, the hearing was held and the Election Board determined Plaintiff was ineligible to be placed on the ballot for the Primary Election scheduled for July 23, 2015. On July 23, 2015, Plaintiff filed a Complaint for Declaratory Judgment and Expedited Hearing. Plaintiff also filed a motion for a temporary restraining order seeking to enjoin Defendants from proceeding with the Primary Election. The court denied the motion for TRO and set the matter for an expedited hearing. The matter came before the court on June 24, 2015. Both Parties appeared with counsel and presented argument.

The record in the present (and past cases involving Plaintiff's eligibility for office) reveals that in 1991 Plaintiff was convicted in Federal court for providing a false statement on a loan application. In 2011, Plaintiff was convicted with the crime of felon in possession of a firearm. It appears that this conviction was not in connection with a crime of violence. It also appears that Plaintiff's eligibility was challenged by the Election Board under Article III, Section 4 of the Constitution of the Rosebud Sioux Tribe which provides, in pertinent part, "[a]ny member of the Sicangu Lakota Oyate at least 30 years of age, who has not been found guilty by the Tribal Council of misconduct in tribal affairs, or who has not been found guilty in a court of law of felony offense involving violence."

Plaintiff argues that a felon in possession of a firearm is not a violent crime. Plaintiff further argues that there is no evidence he was convicted of a felony involving violence and Defendants failed to define what constitutes a violent crime for the purposes of this section.

In Norman Running Jr., v. Rosebud Sioux Tribe Election Board, CA 14-252, the Supreme Court of the State of South Dakota addressed the constitutionality of Tribal Ordinance #86-10 which is the Rosebud Sioux Tribe Elec-

tion Code. Running had timely filed an application to run as a candidate for the office of Tribal Council Representative. Running's candidacy was challenged on the ground that he was a convicted felon who had been found guilty in federal court the crime of "larceny." The Election Board determined this conviction violated Ordinance #86-10 which sets out the requirements to run for office and which states in pertinent part, "who has not been found guilty of any major crimes (felony) by any jurisdiction."

Ordinance #86-10 is the implementation of Article II ("Governing Body") of the Tribal Constitution. Article III contains constitutional Amendment H and Amendment I. These two amendments are part of the twenty-seven constitutional amendments voted on in the 2007 Secretarial election. The record in this case reveals that Plaintiff filed his Nominating Affidavit as a candidate for the office of Vice-President of the Election Board filed a challenge against Plaintiff on June 8, 2015 and a hearing on the challenge was held on June 18, 2015. On June 18, 2015, the hearing was held and the Election Board determined Plaintiff was ineligible to be placed on the ballot for the Primary Election scheduled for July 23, 2015. On July 23, 2015, Plaintiff filed a Complaint for Declaratory Judgment and Expedited Hearing. Plaintiff also filed a motion for a temporary restraining order seeking to enjoin Defendants from proceeding with the Primary Election. The court denied the motion for TRO and set the matter for an expedited hearing. The matter came before the court on June 24, 2015. Both Parties appeared with counsel and presented argument.

Based upon its analysis, the court reversed the decision of the trial court in Running. The court found that Plaintiff's eligibility for office was not challenged by the Election Board under Article III, Section 4 of the Constitution of the Rosebud Sioux Tribe which provides, in pertinent part, "[a]ny member of the Sicangu Lakota Oyate at least 30 years of age, who has not been found guilty by the Tribal Council of misconduct in tribal affairs, or who has not been found guilty in a court of law of felony offense involving violence."

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In Norman Running Jr., v. Rosebud Sioux Tribe Election Board, CA 14-252, the Supreme Court of the State of South Dakota addressed the constitutionality of Tribal Ordinance #86-10 which is the Rosebud Sioux Tribe Elec-

tion Code. Running had timely filed an application to run as a candidate for the office of Tribal Council Representative. Running's candidacy was challenged on the ground that he was a convicted felon who had been found guilty in federal court the crime of "larceny." The Election Board determined this conviction violated Ordinance #86-10 which sets out the requirements to run for office and which states in pertinent part, "who has not been found guilty of any major crimes (felony) by any jurisdiction."

Ordinance #86-10 is the implementation of Article II ("Governing Body") of the Tribal Constitution. Article III contains constitutional Amendment H and Amendment I. These two amendments are part of the twenty-seven constitutional amendments voted on in the 2007 Secretarial election. The record in this case reveals that Plaintiff filed his Nominating Affidavit as a candidate for the office of Vice-President of the Election Board filed a challenge against Plaintiff on June 8, 2015 and a hearing on the challenge was held on June 18, 2015. On June 18, 2015, the hearing was held and the Election Board determined Plaintiff was ineligible to be placed on the ballot for the Primary Election scheduled for July 23, 2015. On July 23, 2015, Plaintiff filed a Complaint for Declaratory Judgment and Expedited Hearing. Plaintiff also filed a motion for a temporary restraining order seeking to enjoin Defendants from proceeding with the Primary Election. The court denied the motion for TRO and set the matter for an expedited hearing. The matter came before the court on June 24, 2015. Both Parties appeared with counsel and presented argument.

Based upon its analysis, the court reversed the decision of the trial court in Running. The court found that Plaintiff's eligibility for office was not challenged by the Election Board under Article III, Section 4 of the Constitution of the Rosebud Sioux Tribe which provides, in pertinent part, "[a]ny member of the Sicangu Lakota Oyate at least 30 years of age, who has not been found guilty by the Tribal Council of misconduct in tribal affairs, or who has not been found guilty in a court of law of felony offense involving violence."

Plaintiff argues that a felon in possession of a firearm is not a violent crime. Plaintiff further argues that there is no evidence he was convicted of a felony involving violence and Defendants failed to define what constitutes a violent crime for the purposes of this section.

EXTRA, EXTRA, EXTRA
READ ALL ABOUT IT!
The traveling toilets
have come to Gregory!
To guard your yard from pesky potties, you can purchase "Potty Insurance" from the vendors at First Fidelity Bank, Monday, Wednesday for \$15.00. If you choose to visit unimpaired, it comes to your lawn you will need to pay \$50 to the city and \$8 to tell her whose lawn you will be bringing it to next. Have fun & keep the potty moving! If there is any inconvenience with moving the toilet, please contact Lisa Kerrel at 605-830-8788. All proceeds will go to the 2016 After Prom Party

Are you interested in becoming a Teacher?
OR
Do you know of anyone that is interested in becoming a Teacher?
The Prairie Futures program is collaborating with the University of South Dakota, College of Education to make education more accessible for non-traditional students living in the Central and South Central rural areas of South Dakota who are interested completing teaching certifications and working in rural school districts.

There are a number of ways to become a teacher. If you are interested in learning more about a path that's best for you then please contact:
Prairie Futures to schedule an interview and advisory session between the times of 2:00 pm - 7:00 pm on Thursday, July 30th at the Chamberlain Community Center in the Prairie Futures Classroom located at 112 N. Main Street in Chamberlain, SD.

Spaces are limited so if you are interested, please contact Prairie Futures as soon as possible!

Contact: Prairie Futures
Phone: 605-778-6537 • Mobile: 281-253-5199
E-mail: gkgilgore2@comcast.net Page 41 of 137

Gregory Master Transportation Plan Study

The City of Gregory and the South Dakota Department of Transportation (SDDOT) have teamed up to create a Transportation Plan Study. The plan will give the City guidance and recommendations for future expansion, maintenance, and updates to the transportation system.

The Study Advisory Team (SAT) includes:

Maurice Schlaht, Mayor
Al Cerny, City of Gregory Finance Officer
Jennifer Keegan, City of Gregory Assistant Finance Officer
Mark Fortuna, City of Gregory Public Works Superintendent
Steve Gramm, SDDOT Project Development
Nancy Surprenant, SDDOT Project Development
Alex Smith, SDDOT Project Development

The plan includes all modes of transportation including automobiles, trucks, pedestrians, bicycles, air, and transit. The plan considers issues discovered throughout the planning process such as safe routes to events within the city, truck routes, street drainage, and more.

The Master Transportation Plan process has taken place during the summer of 2015. The SAT has prepared recommendations considering comments obtained through stakeholder meetings, public meetings, and an online survey. The SAT is now asking for public input on the recommendations before the Master Transportation Plan is finalized and published.

The study website has additional information and can be found at:
<http://www.sddot.com/transportation/highways/planning/specialstudies/GregoryCity/default.aspx>

On the back of this page, please address questions, comments or concerns, relative to the Gregory Master Transportation Plan Study, that you didn't have a chance to voice during the public meeting on July 27th. You may return this form any time before August 4th to:

Alex Smith | SDDOT Office of Project Development | 700 E. Broadway Ave. | Pierre, SD 57501

Comments may also be e-mailed to AlexR.Smith@state.sd.us. If you wish to speak directly to a representative of the SAT please call either Nancy Surprenant at 605-773-4912 or Steve Gramm at 605-773-6641.

If you would like to be contacted about the study please add your contact information below:

Name: _____ E-mail: _____

Address: _____ Phone: _____

Gregory Master Transportation Plan Study

Comments:

Project:	Description of Recommended Action:
Alternative 1B	Adopt parking ordinance
Alternative 1C	Require utility inspection prior to street paving
Alternative 1D	Adopt street preservation plan
Alternative 1E	Adopt ordinances for sight triangles at intersections
Alternative 1F	Paint curb extensions along Main Street with vertical delineators
Alternative 1G	Re-stripe Highway 18 to 3 lanes
Alternative 1H	Implement curb extensions at all locations with concrete instead of paint
Alternative 1I	Have all roads paved
Alternative 2B	Designate truck route and add signage
Alternative 2C	Adopt ordinance setting standards for truck route construction
Alternative 2D	Rebuild all the roads within the truck route
Alternative 3B	Determine how the sidewalk is to be paid for
Alternative 3C	Adopt ordinance requiring building permits to require sidewalk built along property
Alternative 3D	Update existing ordinance to comply with ADA standards for sidewalk
Alternative 3E	Adopt ordinance stating who will pay for repairs to sidewalk
Alternative 3F	Modify ordinance to remove portion about plank crossings at drainage areas
Alternative 3G	Adopt and implement a safe routes plan at predetermined amount each year
Alternative 3H	Implement sidewalk on all city streets
Alternative 3I	Implement a multi-use trail
Alternative 4B	Adopt ordinance requiring street work to build curb and gutter
Alternative 4C	Adopt ordinance defining standards for curb and gutter
Alternative 4D	Continue to maintain existing curb and gutter
Alternative 4E	Implementing recommendations of the drainage study
Alternative 4F	Start putting in curb and gutter at predetermined amount each year
Alternative 4G	Implement curb and gutter on all streets in the city
Alternative 5B	Adopt a Comprehensive Signage Plan
Alternative 5C	Implement Comprehensive Signage Plan
Alternative 6B	Meet with Transit and SDDOT on potential transit services expansion
Alternative 6C	Extend hours of operation for transit
Alternative 7B	Consider Helms Engineering improvement plan for Airport improvements
Alternative 8B	Evaluate traffic patterns and school access

Gregory Master Transportation Plan Study
 Public Meeting Attendance
 July 27, 2015

Name:	Address and/or Agency : (e.g. SDDOT, self, etc.)	Phone or e-mail:
Steve Gramm	700 E. Broadway Ave, Pierre	Steve.gramm@state.sd.us
Bailey Hoines	700 E. Broadway Ave Pierre.	(605)-280-3570
Craig Smith	1300 S. Oklahoma Mitchell SD	Craig.Smith@state.sd.us
Diane Aukhoff	1318 Logan Gregory	835-8531 (w)
Alex Smith	700 E Broadway, Pierre	Alex.R.Smith@SDDOT.gov
Benke Johnson	1320 Logan	Benke @ Goldwest.net
Col Elmy	PO Box 436 Spear SD	gregcity@gate.net
Maurice Schmitt	Mayor	
Summer Kegan	620 Felton Ave Gregory City of	gregory info@cityofgregory.com
Jeff McConid	SPN Mitchell SD 57501	jmcconick@spr-assoc.com
Holly Glover	Chamber PO Box 283 Gregory	gregoryarea.chamber@gmail.com
Pette Fogel	422 Whittaker	
Kevin Fogel	' ' Gregory	JDFBJP@aquote.net
Frank F. Wark	116 Upper Gregory SD	Frank@fwb.com
Janice & Jarvis Berens	1115 Spencer Ave	835-88263
Jack Albenque	213 Felton AVE	830-1160 (605)
Mark Fortmann	189 Upper St Gregory	830-1230

Gregory Master Transportation Plan

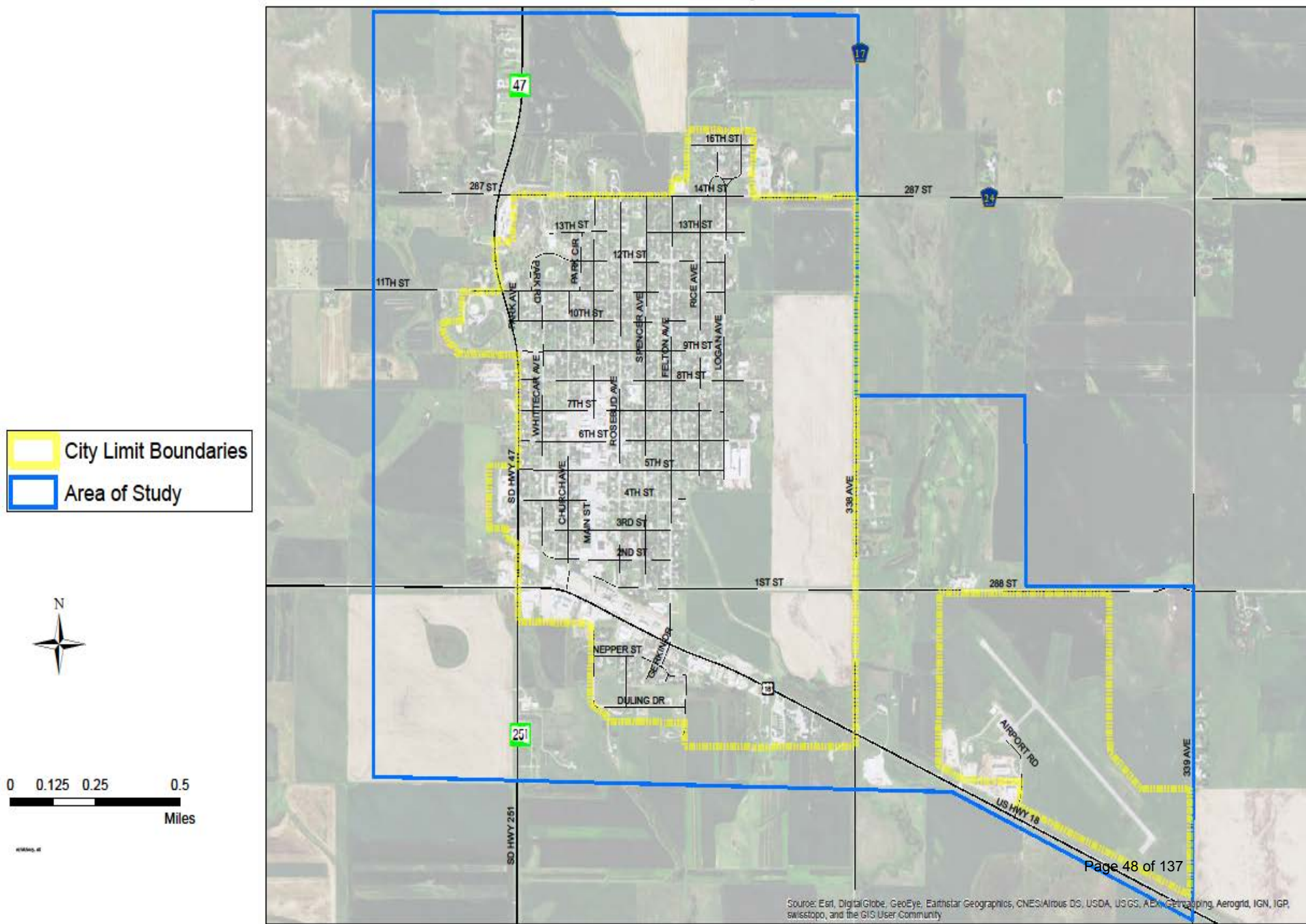
Findings and Recommendations

July 27, 2015

Agenda

- Introduction to the Transportation Study
- Overview of the Planning Process
- Survey Results
- Master Transportation Plan Recommendations

Area of Study



- Provides a blueprint guided by local input
- Considers multimodal facilities
 - Roadways
 - Sidewalks and Trails
 - Transit
 - Airport
- Identifies present and future issues and needs
- Prepares a list of transportation improvement priorities
 - Maintenance and operation
 - Expansion
- Identifies funding needs and capabilities

The Transportation Study

Covered in the Plan

- Inventory of current conditions
- List of transportation needs
- Prioritized plans of improvements to the transportation system
- Draft ordinances
- Cost estimates
- Possible funding options

Not Covered in the Plan

- Design / layout of future expansion
- Detailed design of improvements
- Construction documents or specifics
- Enforcement issues
- Environmental review

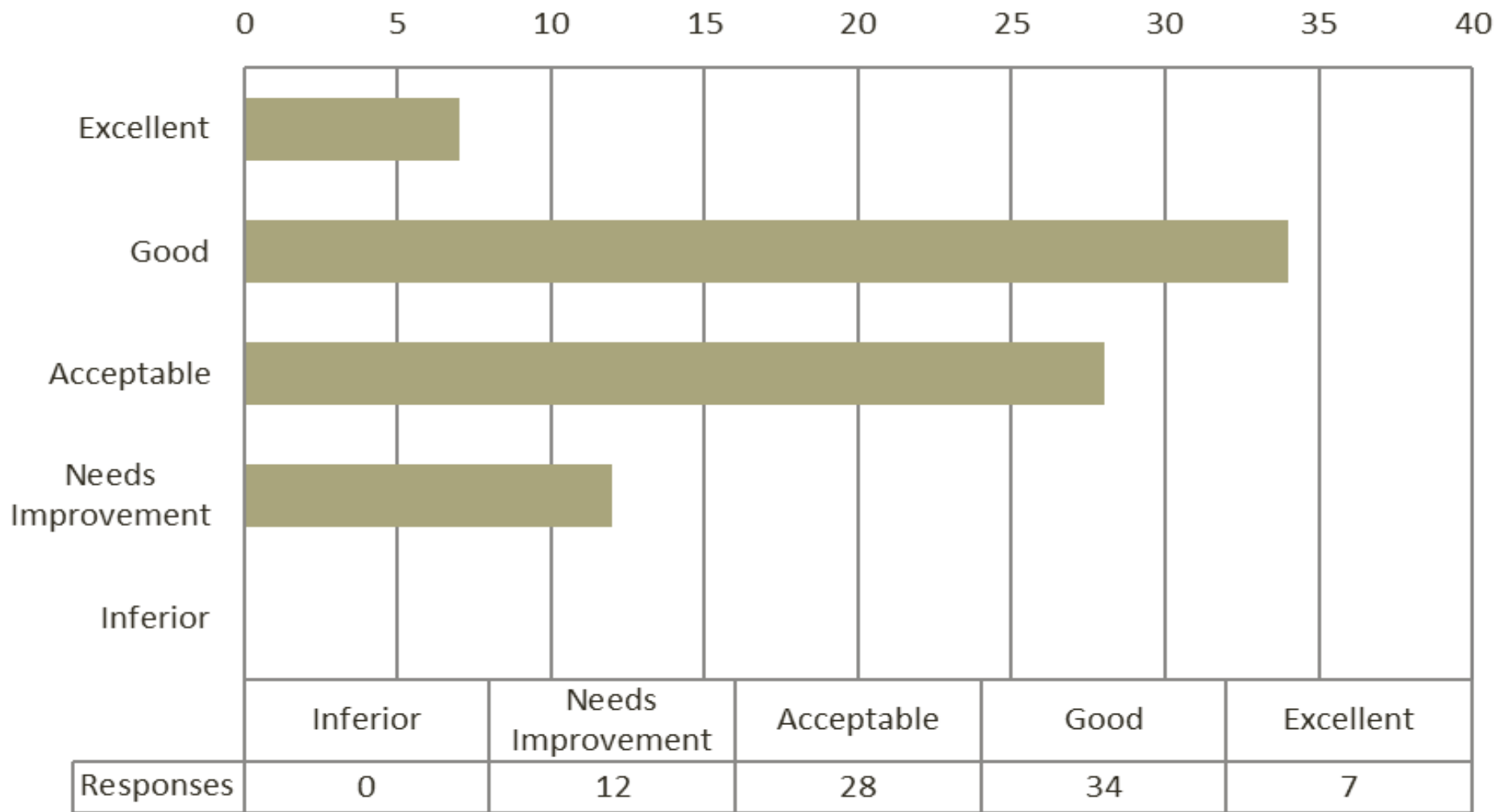
Scope of Services

- May - June: Inventory and stakeholder meetings
- June 23: Public information open house
- June 23 - July 10: Survey open
- Mid July: Collaboration with Study Advisory Team (SAT) and refinement of alternatives
- July 27: Public meeting to present recommendations
- July 27 – August 10th: Public comment period open
- Mid August: Final Plan is published

Schedule

- Public Survey open June 19 – July 13
 - <http://www.surveymonkey.com/s/swzswvk>
- 86 total responses (6.64% population of Gregory)
- Ten questions regarding transportation

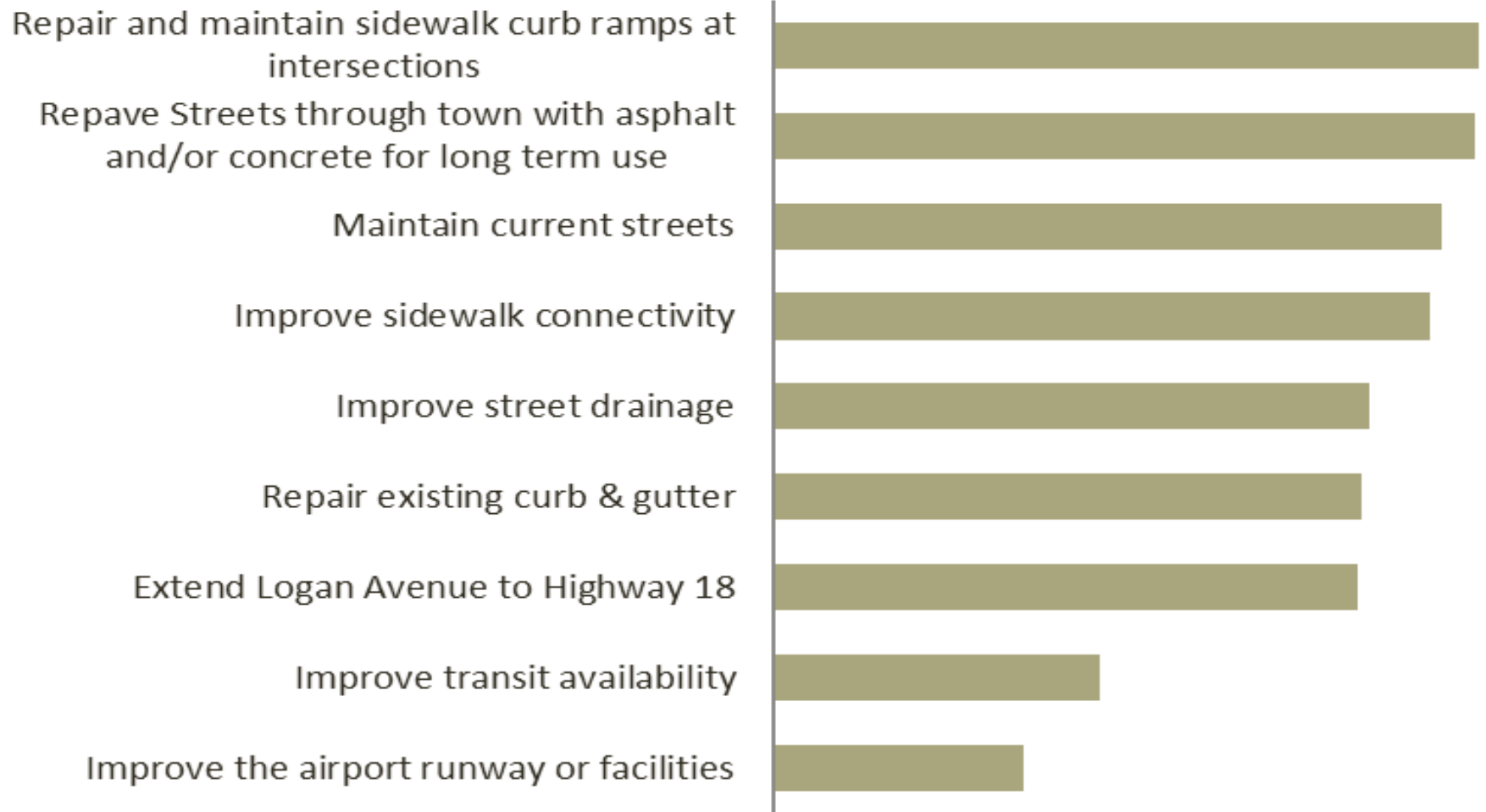
Survey Results



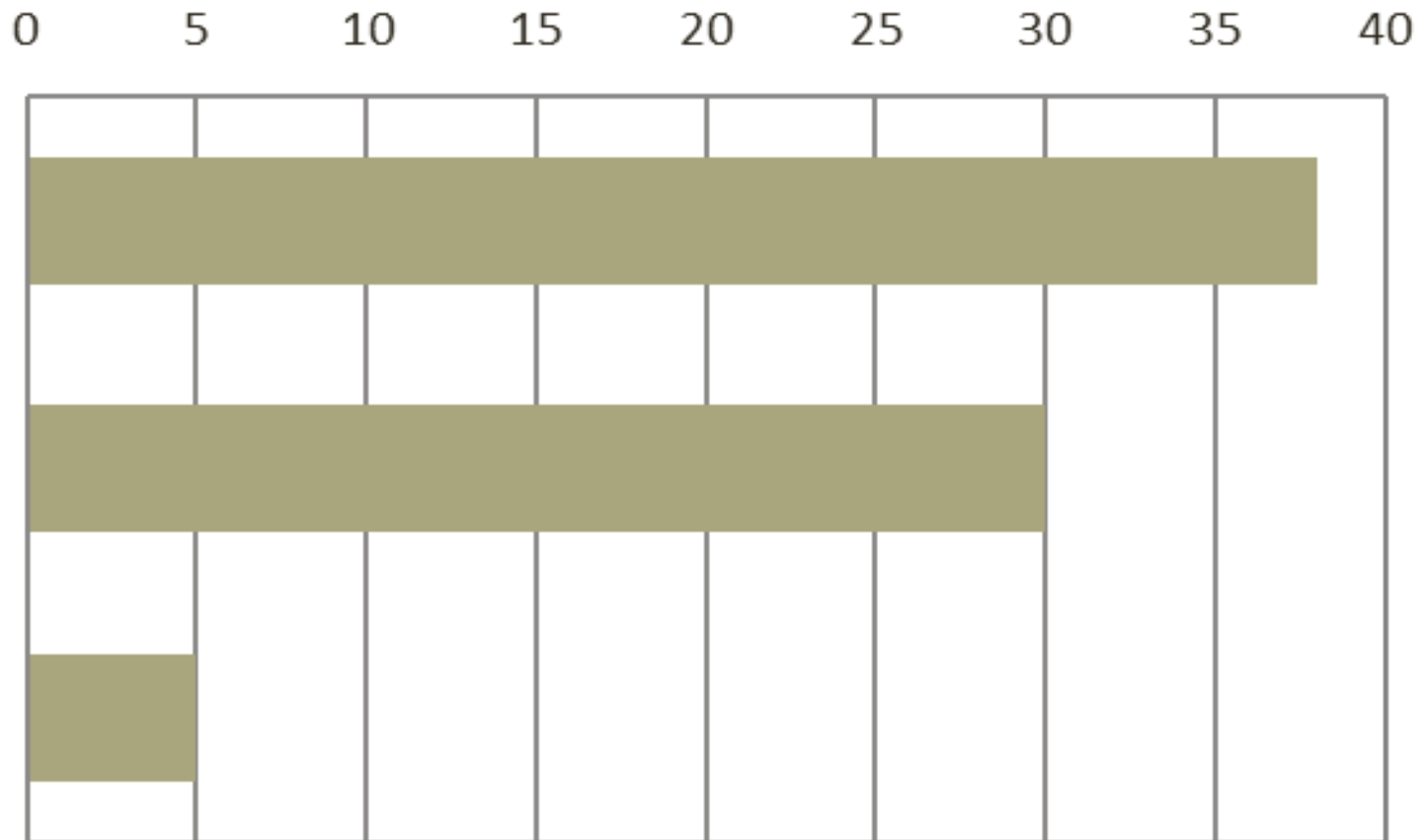
How would you rate traffic safety in Gregory?



How would you rate the quality of safe walking and bike facilities in Gregory?



Rate the following from most important to least important:



	Not Support at all	Slightly Support	100% Support
Responses	5	30	38

To what extent would you support a slight increase in local taxes for transportation?

- Provide a safe and efficient automotive transportation system.
- Provide a safe and efficient multimodal transportation system.
- Provide a transportation system that supports and enhances the area's economy.
- Provide a plan for future expansion and maintenance of the transportation system.

Goals

- Street Improvements
- Truck Routes
- Sidewalk
- Curb and Gutter
- Signage
- Transit
- Airport
- School

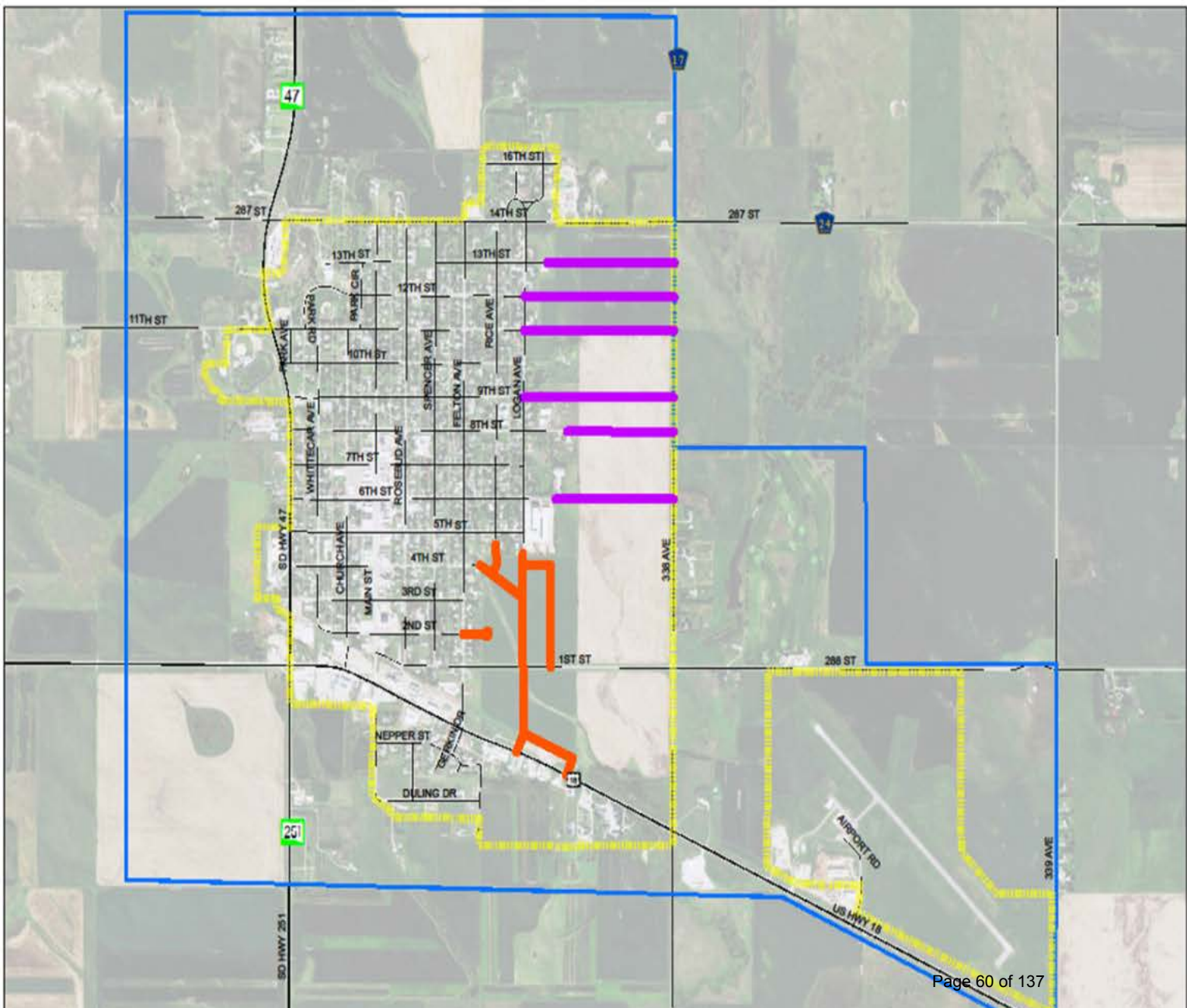
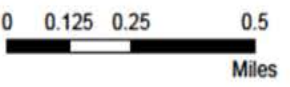
Recommended Alternatives

- Adopt ordinances
 - Parking
 - Utility inspection prior to street paving
 - Sight triangles at intersections
- Adopt street preservation plan
- Re-stripe Highway 18 to 3 lanes
- Install curb extensions
 - Paint curb extensions along Main St. with vertical delineators
- Corridor Preservation

Street Improvements

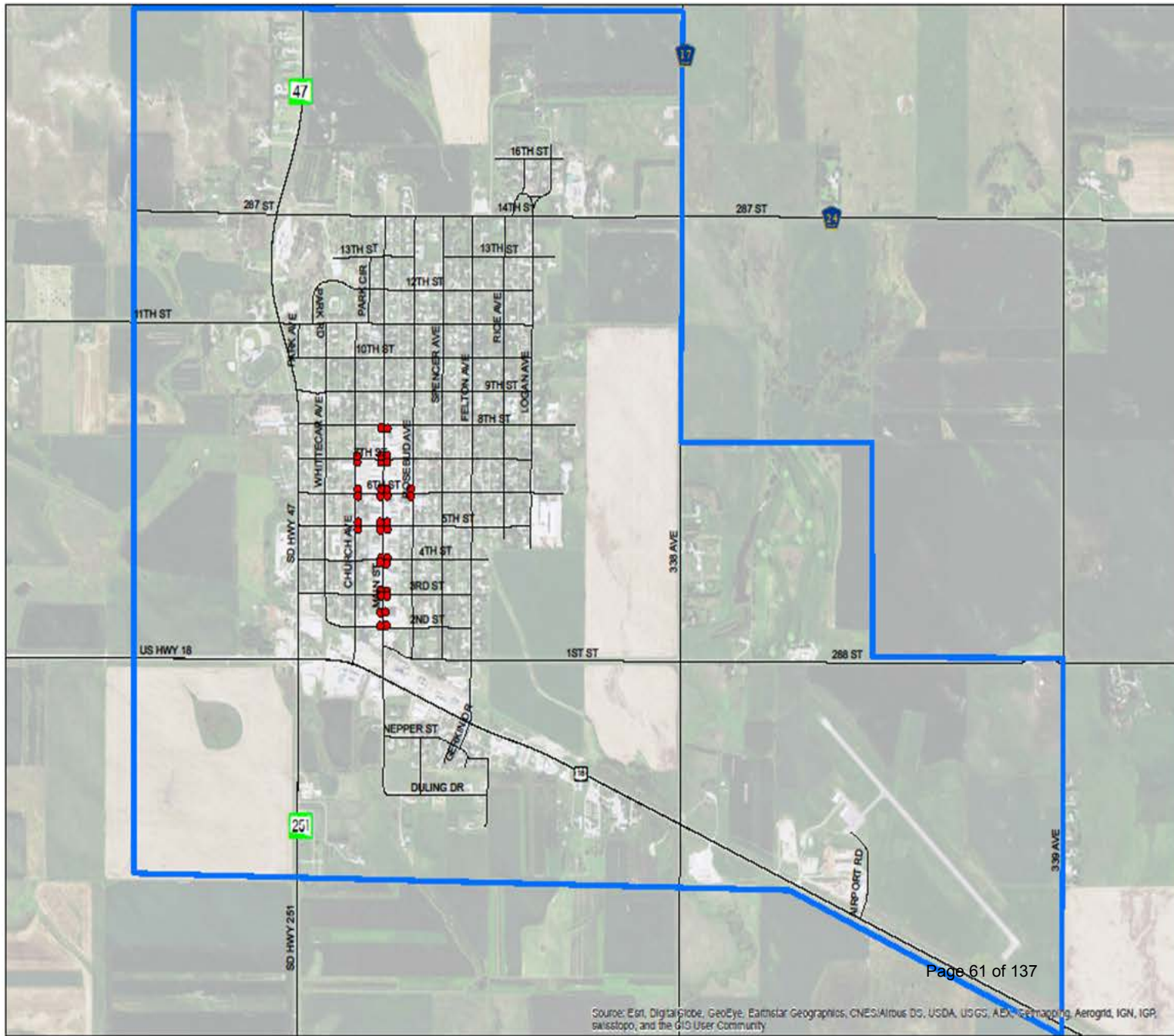
Future Streets

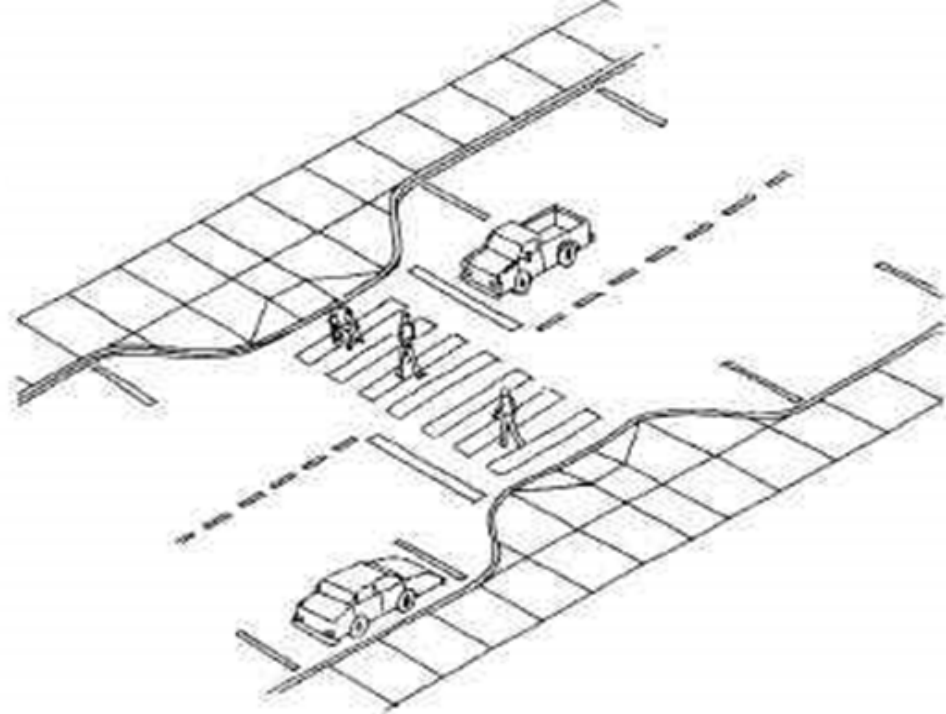
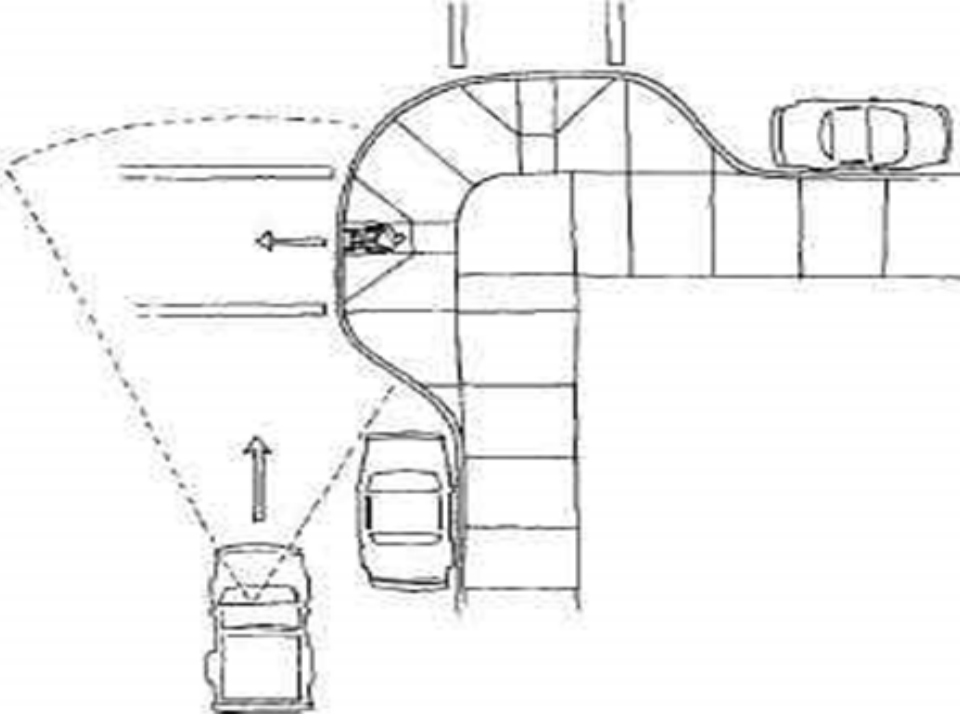
- Corridor Preservation
- Planned Future Streets
(Per Infrastructure and
Grandview Addition
Study)
- City Limit Boundaries
- Area of Study

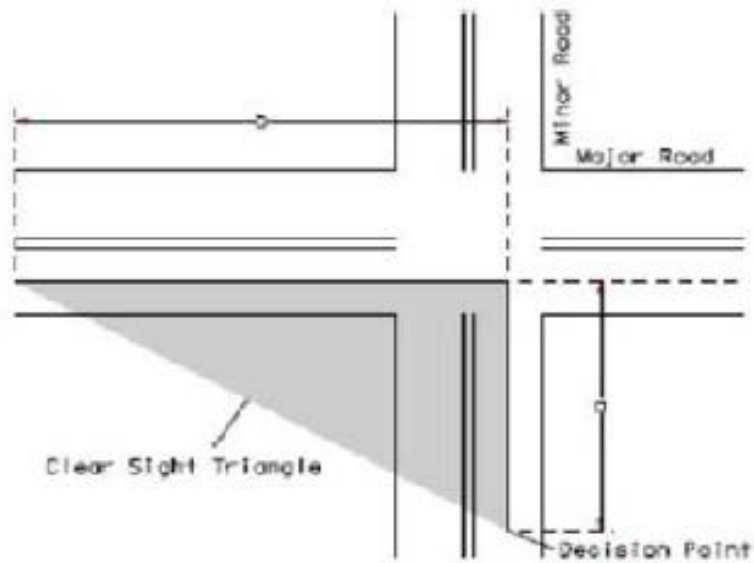


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

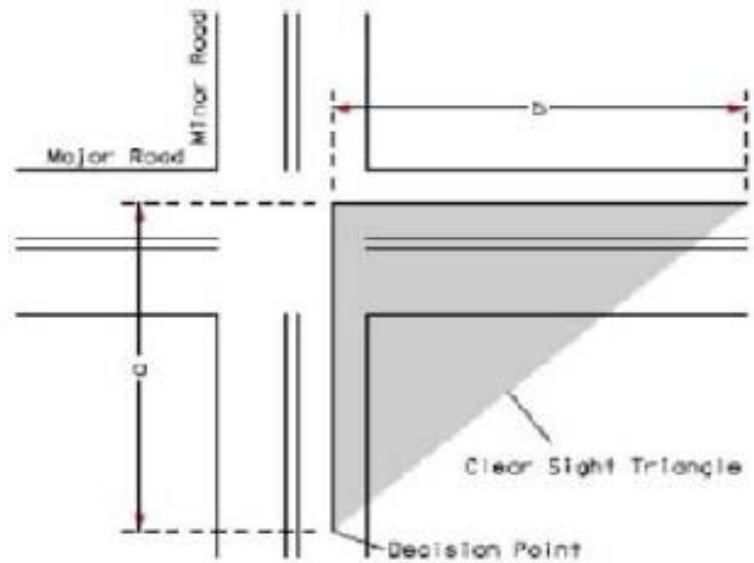
Recommended Curb Extension Locations





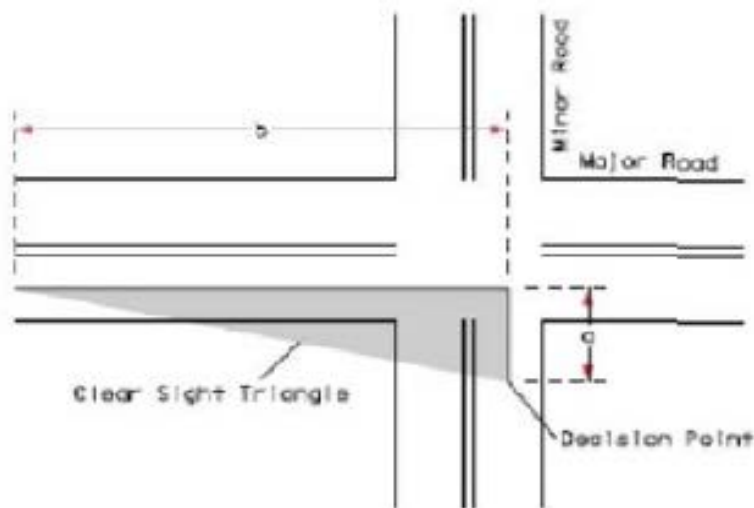


Clear Sight Triangle for Viewing Traffic Approaching from the Left

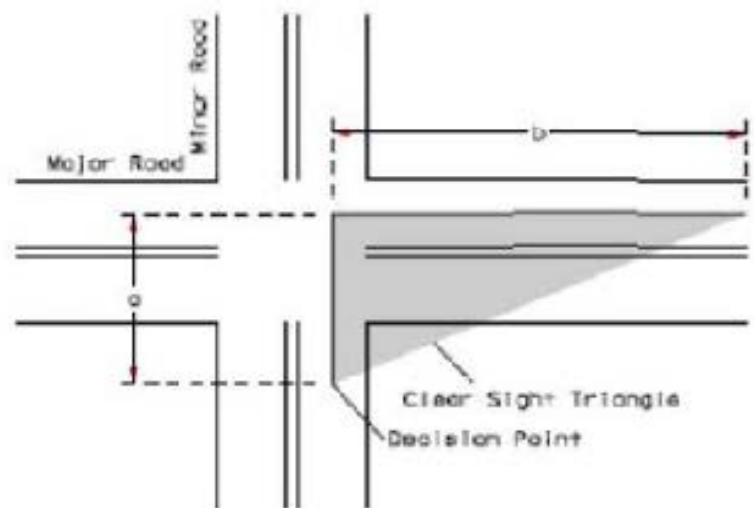


Clear Sight Triangle for Viewing Traffic Approaching from the Right

A - Approach Sight Triangles



Clear Sight Triangle for Viewing Traffic Approaching from the Left



Clear Sight Triangle for Viewing Traffic Approaching from the Right






B - Departure Sight Triangles

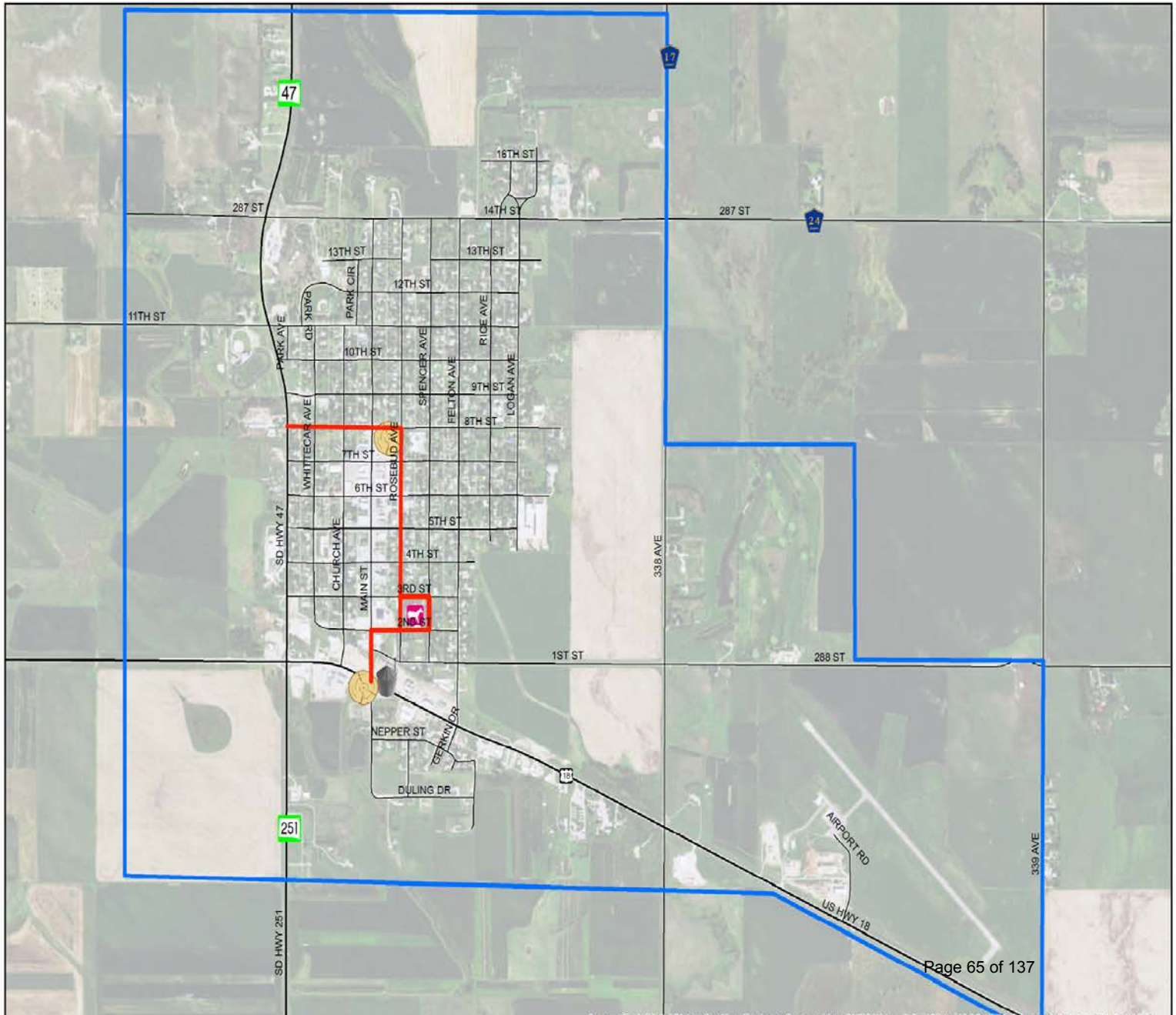
- Designate by ordinance and clearly sign the truck route
- Adopt an ordinance that sets the design standard for truck routes
- Rebuild streets to meet standards

Truck Routes



Recommended City Truck Route

-  Lumber Yard
-  Elevator
-  Stock Yard
-  Proposed Route
-  Area of Study



















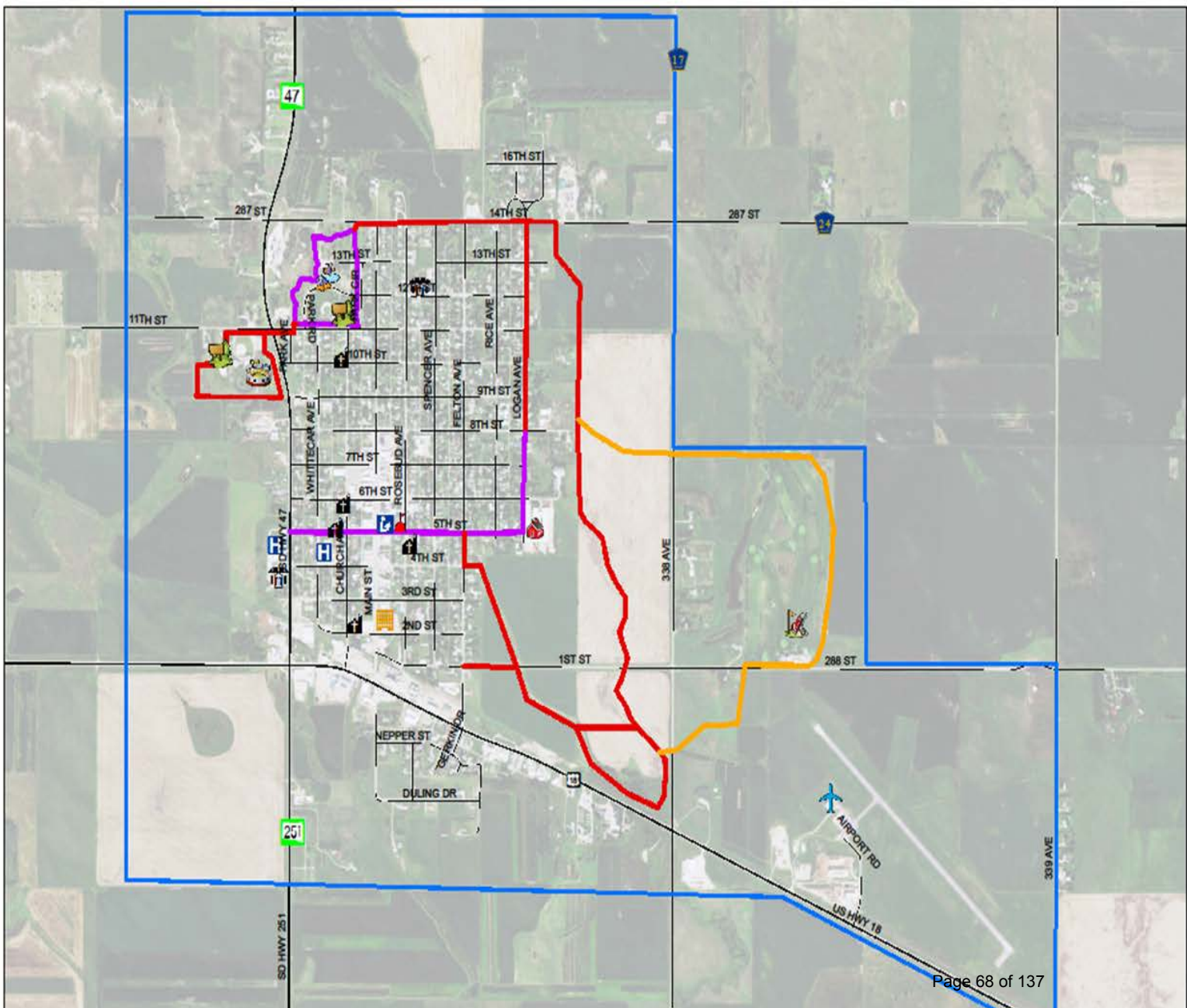
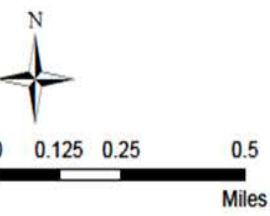
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, Swisstopo, and the GIS User Community

- Adopt ordinances
 - Building permit requires sidewalk
 - Update ordinance to comply with ADA
 - Determine who is responsible for repairs
 - Update ordinance to remove plank crossings
- Adopt safe routes plan and start implementing
- Continue putting in sidewalk until all areas have sidewalk
- Adopt and implement a shared use path

Sidewalk

Recommended Shared Use Path

-  School
-  Senior Center
-  Airport
-  Golf Course
-  Hospital
-  Park
-  Church
-  Pool
-  Sports Complex
-  Nursing Home
-  Library
-  Auditorium
-  Existing
-  Proposed Primary
-  Proposed Secondary
-  Area of Study



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

- Adopt ordinances
 - Require any work on streets or sidewalk to build curb and gutter
 - Define standard construction requirements
- Start implementing recommendations of drainage study by SPN
- Implement curb and gutter throughout the city
 - Continue until all the streets have curb and gutter

Curb and Gutter

- Adopt a comprehensive signage plan
 - Implement recommendations

Signage



- Meet with SDDOT Transit Staff and ROCS (Rural Office of Community Services, Inc.) staff to discuss additional services and promotion of public transit
- Explore the possibility of extending the transit's service options, vehicles, and hours of operation

Transit



- Consider the recommendations in the improvement plan by Helms Engineering and the needs of the community to prioritize projects

Airport



- Evaluate traffic patterns and school access after Logan Avenue extension

School





Project	Description	Cost Estimate
1F	Paint curb extensions along Main Street with vertical delineators	\$30,000
1G	Re-stripe Highway 18 to 3 lanes	\$85,000 (incurred by the SDDOT)
1H	Implement curb extensions at all locations with concrete instead of paint	\$272,000
2C	Designate truck route and add signage	\$2,400
2D	Rebuild all the roads within the truck route	\$450,000
3G	Adopt and start putting in safe routes plan at predetermined amount each year	\$500,000 for the entire safe route
3H	Implement sidewalk on all city streets	\$4,200,000
3I	Implement a shared use path	\$800,000 for the entire path

Cost Estimate

Project	Description	Cost Estimate
4E	Implement recommendations of the drainage study	Variable
4F	Start putting in curb and gutter at predetermined amount each year	\$24,000 per 400' block
4G	Implement curb and gutter on all streets in the city	\$2,840,000
5C	Implement Comprehensive Signage Plan	Variable
6C	Extend hours of operation for transit	Variable
7B	Consider Helms Engineering improvement plan for future airport expansion	Variable
8B	Evaluate traffic patterns and school access after Logan Avenue extension	Variable

Cost Estimate

- Local
 - Sales Tax
 - Property Tax
 - Assessment
 - Fundraising/Donations
 - Business Improvement or Other Tax District
- SD Game, Fish & parks
 - Recreational Trails
- SD Dept. of Health
 - Walking Audit

- SD Dept. of Transportation
 - Transportation Alternatives Program
 - Community Access Road Grant
 - Agri-Business Road Grant
 - Industrial Park Road Grant
 - Safety Funds
 - Federal Transit Admin. 5311 (Administration) 5310 & 5339 (Capital) funds
 - Federal Aviation Admin. Airport Improvement Funds (AIP)

Funding



Phone or E-mail

- **Nancy Surprenant**
 - 605-773-4912
 - Nancy.Surprenant@state.sd.us
- **Steve Gramm**
 - 605-773-6641
 - Steve.Gramm@state.sd.us
- **Alex Smith**
 - 606-773-2284
 - AlexR.smith@state.sd.us

Mail

SDDOT Office of Project Development
700 E. Broadway Ave.
Pierre, SD 57501

Contact Information

THANK YOU!



- What methods of transportation do you currently use in Gregory? (Pick all that apply)
- Do you see any transportation issues along the State highways? (SD Highway 47, US 18) If there are no issues continue to the next question.
- Are there any intersections that have drainage issues? If there are no issues continue to the next question.
- Are there currently any intersections that are an issue for you? (ex. cannot see well, car scrapes, etc.) If you have no issues continue to the next question.
- Do you feel sidewalks and/or trails are needed to connect specific community amenities? (Ex. the pool, parks, etc.) If you have no issues continue to the next question.
- If you would like to add a comment about any of the above questions or have a different comment on transportation specific issues in Gregory please add it below.

Survey Questions

Part 3 – Public Involvement

C. Survey Results

Gregory Master Transportation Plan Questionnaire

1. What methods of transportation do you currently use in Gregory? (Pick all that apply)
 - a. Walking
 - b. Biking
 - c. Car and/or motorcycle (driving-alone)
 - d. Carpooling
 - e. Transit Bus Service
 - f. Other (Please Specify)
-

2. How would you rate traffic safety in Gregory? If there are particular issues, please describe below.
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Needs Improvement
 - e. Inferior
-
-

3. How would you rate the quality of safe walking and bike facilities?
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Needs Improvement
 - e. Inferior

4. Do you see any transportation issues along the State Highways? (SD Highway 47, US 18) If there are no issues continue to the next question.
-
-

5. Are there any intersections that have drainage issues? If there are no issues continue to the next question.
-
-

6. Rate the following from most important (1) to least important(9):
- a. Improve sidewalk connectivity. _____
 - b. Repair and maintain sidewalk curb ramps at intersections _____
 - c. Repave streets through town with asphalt and/or concrete for long term use. _____
 - d. Repair existing curb & gutter _____
 - e. Improve street drainage _____
 - f. Maintain current streets _____
 - g. Extend Logan Ave. to Highway 18 _____
 - h. Improve transit availability _____
 - i. Improve the airport runway or facilities _____

7. To what extent would you support a slight increase in local taxes for transportation?
- a. 100% support
 - b. Slightly support
 - c. Not support at all

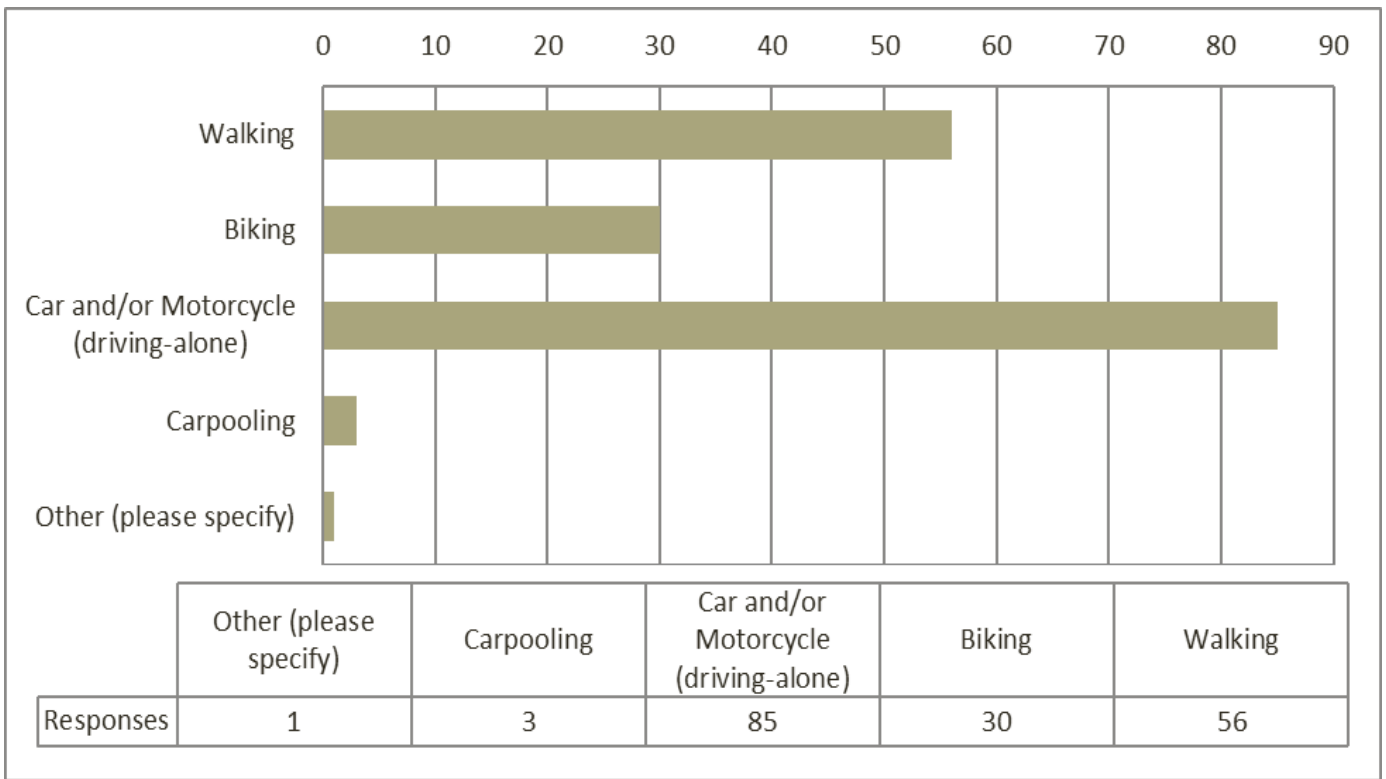
8. Are there currently any intersections that are an issue for you? (Ex. cannot see well, car scrapes, etc.) If you have no issues continue to the next question.

9. Do you feel sidewalks are needed to specific community amenities? (Ex. the pool, parks, etc.) If you have no issues continue to the next question.

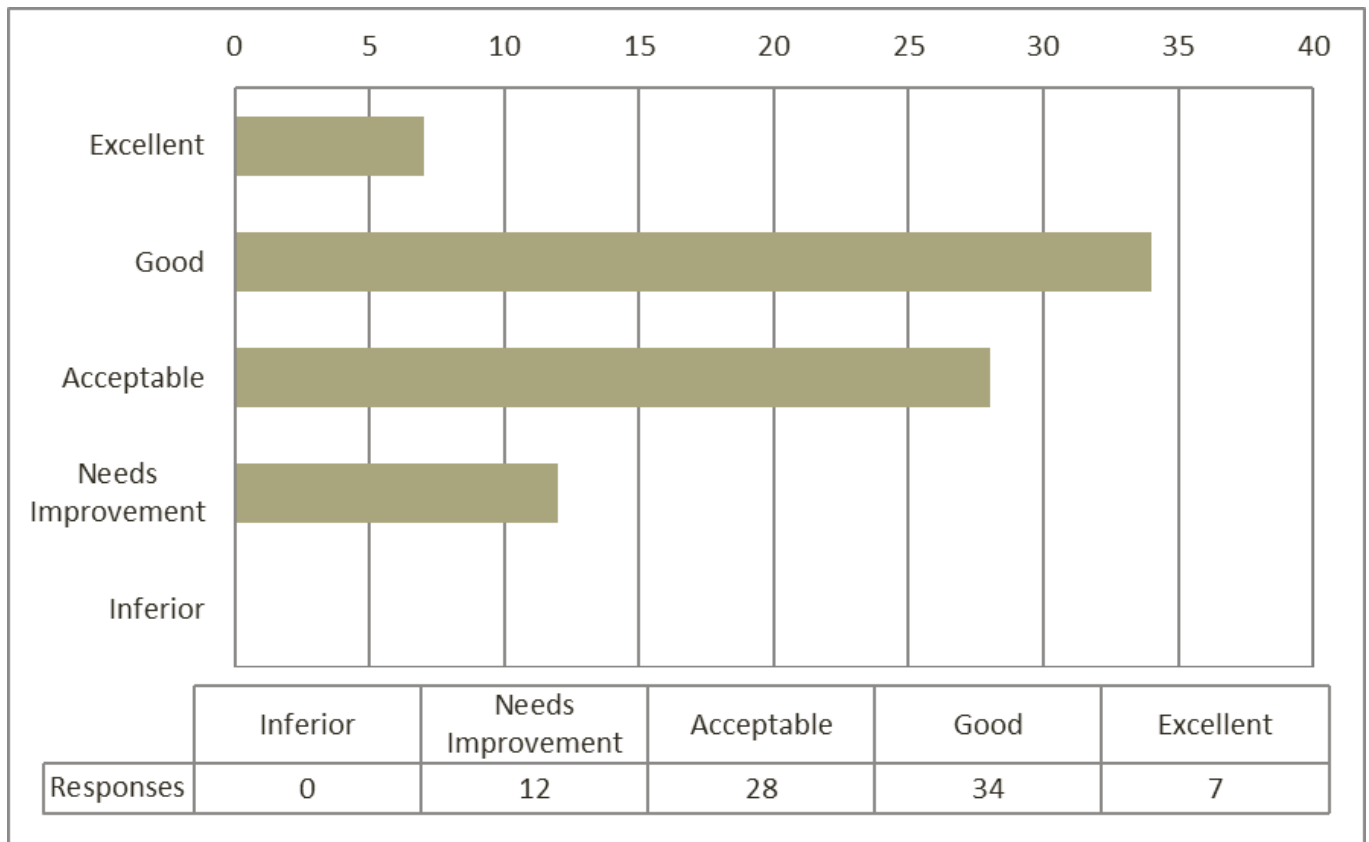
10. If you would like to add a comment about any of the above questions or have a different comment on transportation specific issues in Gregory please add it below.

1. What methods of transportation do you currently use in Gregory? (Pick all that apply)
 - a. Walking
 - b. Biking
 - c. Car and/or motorcycle (driving-alone)
 - d. Carpooling
 - e. Transit Bus Service
 - f. Other (Please Specify)

One respondent replied "Other":
Airplane



2. How would you rate traffic safety in Gregory? If there are particular issues, please describe below.
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Needs Improvement
 - e. Inferior

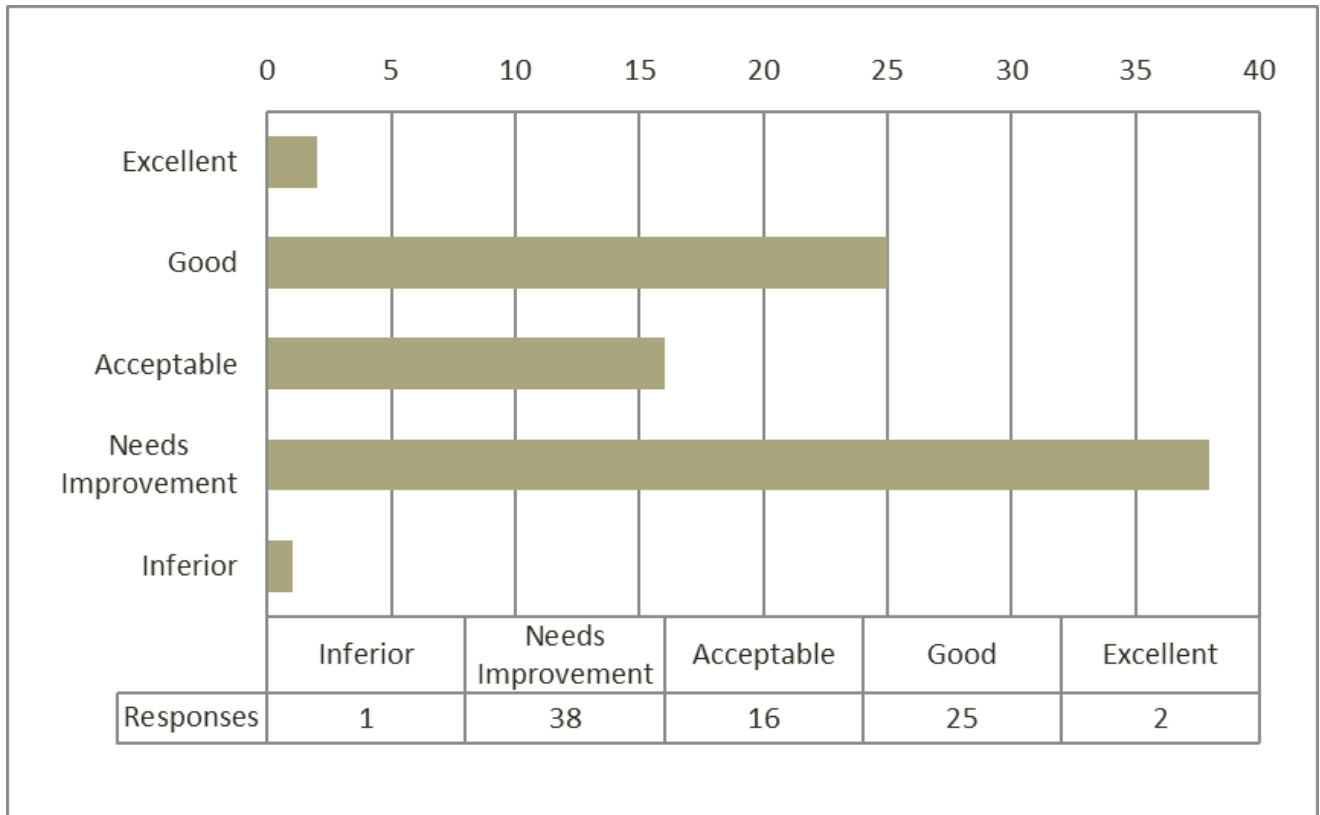


The following list is the comments for this question:
 Comments: (23)

1. Pedestrians/bicyclers crossing Hwy 18 at both Main St and Felton Ave are at risk from drivers that aren't obeying the 30 mph speed limit and/or aren't aware of pedestrians crossing there. Pedestrians/bicyclers crossing Hwy 47 to the athletic complex are at risk from drivers coming from the north that don't obey the speed limit (which is too high) and the limited visibility. Elderly drivers (and others for that matter) and pedestrians on Hwy 47 who cross Hwy 18 to get to Buche Food store are in danger from speeding trucks from the west
2. Lacking in sidewalks
3. Traffic speed could and should be restricted or enforced on residential streets.
4. Have very high rate of speed by semi-trucks on the highways that go through out town. And little enforcement of speed limits and stop signs.
5. Needs speed bumps or regulations around park and ball field

6. There are areas in town that trees need to be trimmed or taken out for vision purposes.
7. A lot of uncontrolled intersections
8. Need more lighting on Hwy 18 coming into town as GGrandview will need more lighting
9. In town traffic is fine but hiway 18 speeding in general and no stop light at hiway 18 and main is dangerous do to the elevator traffic and no one will stop or slow down for anyone in the cross walk also something needs to be done for a crosswalk at hiway 18 and felton and also when it is completed at hiway 18 and the new logan intersection traffic will will not stop for anyone trying to cross it is cross at your own risk and so far have been lucky no one has gotten killed.
10. Traffic on highways is sometimes a little fast on the edges of town
11. Not enough stop signs
12. There are many intersections that have no yield or stop signs that are in need of them,
13. The streets near the school particularly create a bottle neck affect during busy drop off pick up times. Parking is also an issue.
14. Ia there is a lack of police code enforcement in Gregory
15. Speeding on state hwy 18 and not respecting the snow plow out there.
16. Trees need to cut at some intersections
17. The speed limit on Hwy 47 between 11th and 14th or the county road on the north end of Gregory. The 35 mph zone needs to be extended to the County road or 14th street. A new playground park installed by the football field and softball/little league fields has increased children going across Hwy 47 at the corner of 47 and 11th streets at any given day during the week. Trucks do not get slowed down to 35 at the beginning of 11th street because of the hill they go down starting at the county road/ 14th street. Children cross at the corner of 47 and 11th starting at track season April 1st Thru football season end of October or beginning of November. Besides the new park there, there are practices being held nearly every day during track, baseball, softball, and Football seasons in which school age children are crossing there. Please put this into consideration.
18. Need More stop signs. Also there are many intersections that have obstructed views.
19. Stop signs are just a suggestion. Failure to stop is not enforced.
20. We feel there needs to be a stop light at the crossing walk by the dentist office. During the morning and afternoon when kids are going to and coming from school it can operate like a stop light and the rest of the time it can flash yellow.
21. There are some streets that have issues with major blind spots when pulling out onto roadways. Such as trees.
22. Many streets are in poor condition making for rough riding.
23. Main street and highway 18; Main Street and the intersecting streets along main

3. How would you rate the quality of safe walking and bike facilities?
- a. Excellent
 - b. Good
 - c. Acceptable
 - d. Needs Improvement
 - e. Inferior



4. Do you see any transportation issues along the State Highways? (SD Highway 47, US 18) If there are no issues continue to the next question.

The following list is the comments for this question:

Comments: (54)

1. Intersection of US18 & Main could be flashing red
2. refer to previous answers
3. traffic going to fast. Traffic light or better police patrol
4. No sidewalks in town or or bike paths
5. the 30 mph zone is not always honored
6. Yes! Way to high rates of speed.
7. Lack of cross walks, trees at intersections limit visibilty
8. STOP LIGHT IS NEEDED AT MAIN AND HWY 18 INTERSECTION
9. #18 speed continues to be a factor, truck traffic on and off is dangerous at times with grain,and delivery truck traffic #47 walkway across to and from the athletic facilities on the west side from tyhe east side needs addressed
- 10.Speeding into town off both hiways
- 11.trucks and cars are traveling too fast through the city limits
- 12.Traffic needs to be slow down the long both highways
- 13.need sidewalks or walking paths of some sort. Intersection to the football field is very dangerous. Crosswalk needed by Buches
- 14.Yes
- 15.slow down traffic on hwy 47 north
- 16.see comments in question two there are alot of issues and also the use of jake brakes all the way through town is very annoying and if they have to use it they must be speeding
- 17.Children Crossing Through Gregory
- 18.intersection of Hwy 47 and 11th st. is @ 110 and 70 degree angle which sets up a bad blind spot.
- 19.not a safe crossing for children
- 20.traffic coming into town doesn't always slow down like they should
- 21.load truck brakes and some speeding
- 22.crosswalks, no sidewalks, hard for those walking to grocery store
- 23.Trucks driving to fast
- 24.There are not places for people to walk or ride bicycles safely.
- 25.Yes blind spots and often a long wait at the stop sign on Main Street to get onto highway 18 particularly around 8 am and 5 pm when traffic is heavier due to work commutes.

26. speeding on both entrances into town. Speed limits need to be lowered on 47 north coming into town. Lack of police enforcing speed limits
27. Tough to cross at times while on foot
28. Needs improvement
29. No
30. Yes
31. clean up the straw bales by Dollar General in street right of way. have the city work to tear down old car wash and telephone shed. tidy up
32. traffic going through town does not always slow down
33. 6TH STREET AND HWY 47
34. truck speeding
35. yes
36. Visibility at some intersections coming onto Hwy. 47 are obstructed by trees.
37. excess speed
38. Nide sidewalks on the sides in the town to safely walk or ride bike
39. yes bottle necks at rush hours.
40. Slow down truckers coming into town on both highways. There has been death, injuries and several near misses with the elderly that have to go out on highway 18.
41. trees blocking the view at the intersection of 6th and 47
42. Speed limit issue on 47 Between county road/ 14th street and 11th street
43. intersection of hwy 47 and hwy 18 is dangerous
44. Speeding coming into Gregory on SD Hwy 47 by Parkside Motel.
45. Need a safe way for pedestrians and bicyclists to cross both highways safely and in designated crosswalks
46. Need safer foot or bike traffic access to ball fields west of Hwy 47.
47. Don't let cops sit on the side...not enough room and I don't like speeding tickets
48. An issue getting students across SD Hwy 47 to the football field and baseball fields for practices and games.
49. Just the stop light issue by the Dentist office.
50. need more driveways into new addition on highway 18
51. Speed especially along 47 coming into town near our sports complex and close to our city park
52. Speeding is a constant issue (particularly by trucks) with little or no enforcement attempted.
53. crossing to football field
54. main and highway 18/hwy 47 and 18/hwy 47 and walking to ball fields

5. Are there any intersections that have drainage issues? If there are no issues continue to the next question.

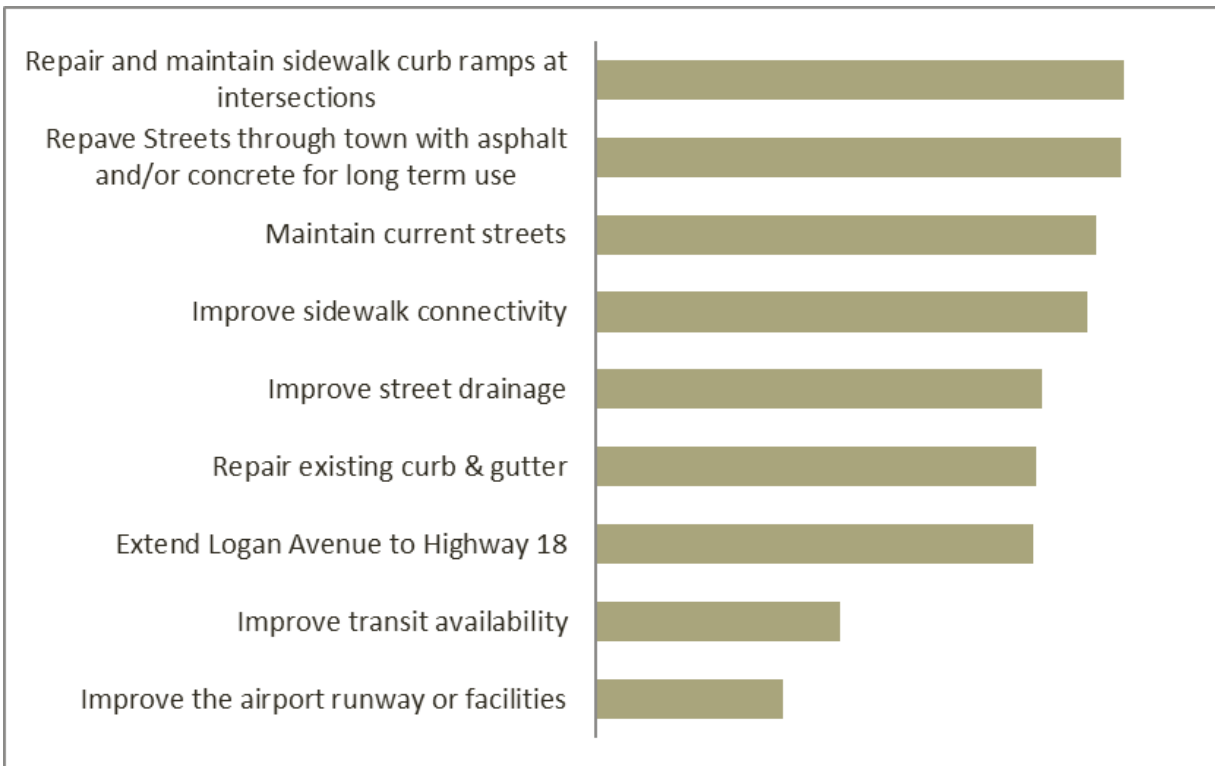
The following list is the comments for this question:

Comments: (47)

1. Felton & 7th bad design - Felton & 10th bad design
2. Yes. I'm aware of 2: 7th St and Felton Ave, and 10th St and Felton Ave
3. Many intersections on felton street have water pool in them
4. Yes, Felton ave. has a few
5. several intersections collect large pools of rainwater
6. yes -- not to impede traffic, but unsightly
7. Yes - 10th and whittecar; 10th and Felton; 6th and felton
8. 10th and Felton
9. Lots of them
10. HWY 18 AND MAIN INTERSECTION. JUST WEST OF THE INTERSECTION WATER STANDS. ESPECIALLY BAD IN LARGER RAINS
11. on felton there are issues
12. 6th & Felton, 11th & Felton
13. There are many areas in Gregory that do not drain. I think the only solution would be storm sewers.
14. yes on Felton St.
15. all of felton st.
16. 12th and Logan
17. 10th and Felton; 7th and Felton
18. A lot of the intersections have speed "ditches" that fill with water when it rains.
19. Several
20. i think there aren't many intersections that don't have drainage issues
21. main street & hwy 18 felton & seventh st most of the intersections around the old school
22. 7th and Felton
23. all the streets that have dips
24. yes, several
25. Yes several
26. numerous several bhy poor contractorionstallation
27. 7th & Felton
28. Yes
29. hwy 18 and mainstreet jct
30. many have 'dips' which become quite full after rain
31. 7TH/10TH AND FELTON
32. yes
33. I notice intersections when going down Felton St. One by Short Thomas' corner and another by Lonnie Klundts' corner.
34. main hwy 18
35. too numerous to mention.
36. Yes

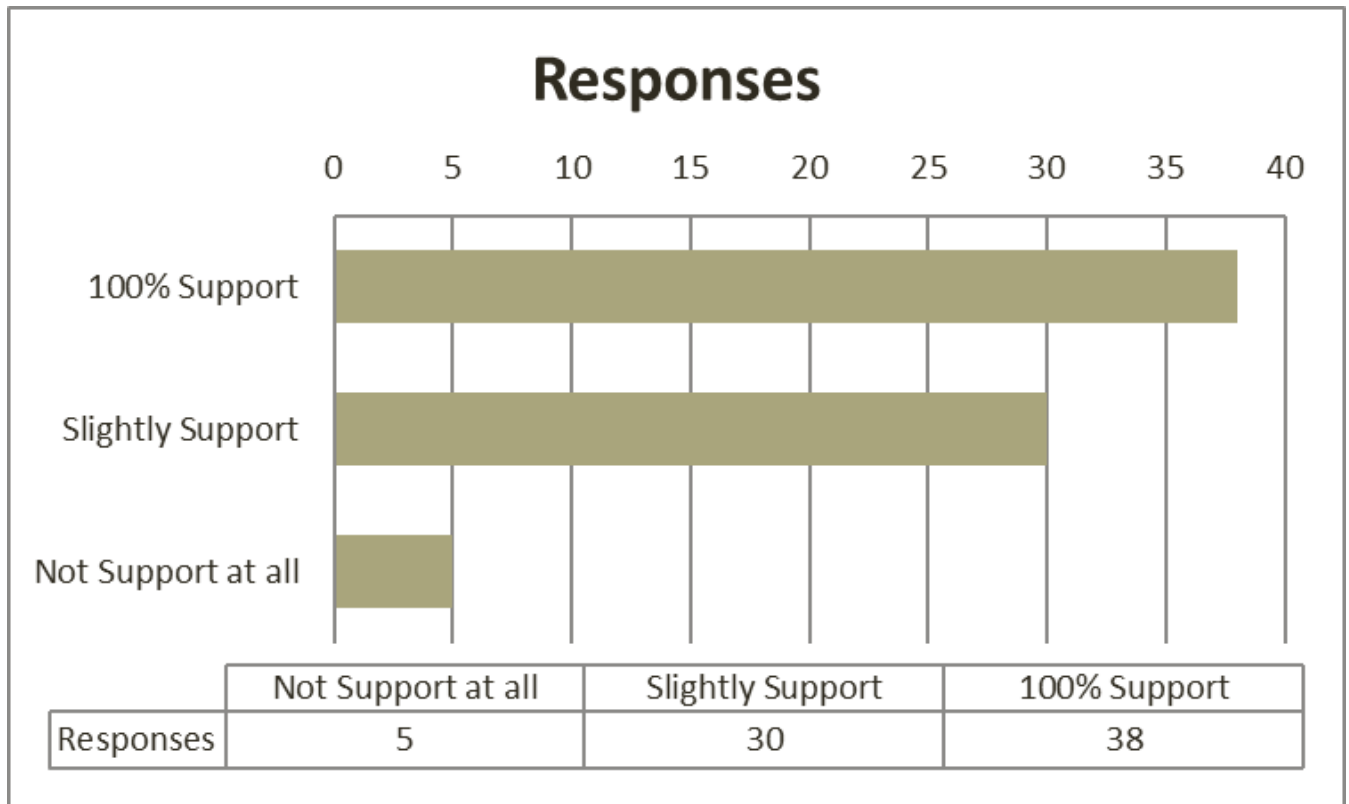
37. several on Felton ave.
38. Intersections at 7th & Felton on both sides & Intersection at 10th & Felton.
39. Several
40. 10 and Felton, 7th and Felton
41. Fogel clinic and really rough,
42. 10th and Felton needs drainage. At this time I don't think there is any and the intersection fills up every time it rains. When it snows and then freezes and then thaws and freezes again the slush piles up there and is very hard to get through. This also happens on 11th and Felton.
43. between 7th a 11th streets on Whittecar Ave. have flooding during downpours
44. drainage is poor
45. Many have drainage issues one in particular located on Felton & 10th Street
46. Several intersections have drainage issues but no efforts seem to be made to correct the problems.
47. just West of the hwy 18 and main intersection; water will stand on the road

6. Rate the following from most important (1) to least important(9):
- a. Improve sidewalk connectivity. _____
 - b. Repair and maintain sidewalk curb ramps at intersections _____
 - c. Repave streets through town with asphalt and/or concrete for long term use. _____
 - d. Repair existing curb & gutter _____
 - e. Improve street drainage _____
 - f. Maintain current streets _____
 - g. Extend Logan Ave. to Highway 18 _____
 - h. Improve transit availability _____
 - i. Improve the airport runway or facilities _____



	1	2	3	4	5	6	7	8	9	Total:	Score
Repair and maintain sidewalk curb ramps at intersections	11 15.28%	14 19.44%	14 19.44%	9 12.50%	6 8.33%	6 8.33%	10 13.89%	2 2.78%	0 0.00%	72	6.26
Repave Streets through town with asphalt and/or concrete for long term use	15 20.83%	13 18.06%	6 8.33%	12 16.67%	10 13.89%	7 9.72%	2 2.78%	4 5.56%	3 4.17%	72	6.22
Maintain current streets	14 19.44%	13 18.06%	7 9.72%	7 9.72%	5 6.94%	10 13.89%	10 13.89%	5 6.94%	1 1.39%	72	5.93
Improve sidewalk connectivity	7 9.72%	12 16.67%	12 16.67%	21 29.17%	7 9.72%	11 15.28%	6 8.33%	2 2.78%	3 4.17%	72	5.82
Improve street drainage	5 6.94%	8 11.11%	8 11.11%	9 12.50%	14 19.44%	13 18.06%	11 15.28%	2 2.78%	2 2.78%	72	5.28
Repair existing curb & gutter	3 4.17%	3 4.17%	15 20.83%	11 15.28%	16 22.22%	12 16.67%	3 4.17%	7 9.72%	2 2.78%	72	5.21
Extend Logan Avenue to Highway 18	15 20.83%	5 6.94%	8 11.11%	6 8.33%	5 6.94%	4 5.56%	16 22.22%	4 5.56%	9 12.50%	72	5.18
Improve transit availability	0 0.00%	2 2.78%	2 2.78%	5 6.94%	4 5.56%	5 6.94%	9 12.50%	36 50.00%	9 12.50%	72	2.89
Improve the airport runway or facilities	2 2.78%	2 2.78%	0 0.00%	1 1.39%	5 6.94%	4 5.56%	5 6.94%	10 13.89%	43 59.72%	72	2.21

7. To what extent would you support a slight increase in local taxes for transportation?
- a. 100% support
 - b. Slightly support
 - c. Not support at all



8. Are there currently any intersections that are an issue for you? (Ex. cannot see well, car scrapes, etc.) If you have no issues continue to the next question.

The following is the list of comments for this question:

Comments: (32)

1. US 18 and Main Street needs flashing red
2. refer to previous comments (Pedestrians/bicyclers crossing Hwy 18 at both Main St and Felton Ave are at risk from drivers that aren't obeying the 30 mph speed limit and/or aren't aware of pedestrians crossing there. Pedestrians/bicyclers crossing Hwy 47 to the athletic complex are at risk from drivers coming from the north that don't obey the speed limit (which is too high) and the limited visibility. Elderly drivers (and others for that matter) and pedestrians on Hwy 47 who cross Hwy 18 to get to Buche Food store are in danger from speeding trucks from the west.)
3. a few have poor visibility because of trees or shrubbs
4. Yes, the intersection by the library and apartments. Scares me every time
5. 5th/whittecar water standing
6. along #47 a couple east west streets have tree problems
7. 6th&Hwy47 14th&Main
8. yes, currently there are several
9. all of felton st.
10. Most of the intersections pulling out onto Highway 47 have poor visibility. Rice/11th =car scrapes
11. noth main and the county road,
12. Hiway 18 and main elevator traffic and needs a stop light to slow people down and be able to cross there safely
13. 6th & Hwy 47 visibility, 13th & Felton scrape,
14. 6th & hwy 47
15. Many intersections have no stop signs at all, and I feel they are very dangerous.
16. Logan and 7th , pulling out into hwy 47 from side streets (visibility)
17. yes, several
18. 6th & 47 Main and 14th Street
19. north mnain and the county road. west of th city hall where the stop sign in impaired by trees.
20. 5 the and main
21. hwy 18 and hwy 47 jct lack of stop sign use.
22. Whittecar street by the clinic---car scrapes
23. Some on Hwy 47
24. Bowling alley/ auditorium
25. 6th st. and 47 cannot see well; trees
26. 11th and Hwy 47. Speed zone issue with a lot of Children crossing there.
27. 6th and main you cannot see well
28. 6th & Hwy 47- trees limit view
29. Mentioned earlier (stop light issue by Dentist office)
30. 6th and Hwy 47 is hard to see oncoming traffic

31. Intersection of 47 & 6th Street

32. main&4th; main&3rd; Main &7th (stock trailer partially blocks view)

9. Do you feel sidewalks are needed to specific community amenities? (Ex. the pool, parks, etc.) If you have no issues continue to the next question.

The following list is the comments for this question:

Comments: (32)

1. Yes. And plans need to be revised to include sidewalks and roads and parking as soon as the decision on a new pool site is made and private fundraising gets organized. The pool is almost 100 years old so this will happen within the next 10 years.
2. Yes
3. 11th St to the park
4. Yes. Very little connection to our public facilities.
5. Yes
6. sidewalk along church avenue to the city park along west side of street
7. I feel we have a good start we just need to connect and add a few more trails.
8. yes
9. Pool needs a sidewalk. Many ride bikes on the road with cars.
10. 14th Street (County Road) has alot of walkers/joggers/bikers and needs a path for them for safer travel.
11. Pool road needs paved or fixed
12. yes we have a walking community
13. sidewalks are always a plus and makes the town safer for our kids and anyone out walking
14. Yes
15. Extend trail from school south along drainage ditch in new addition for bikes and walkers.
16. better sidewalks on Church St to pool & park
17. yes
18. To all children play areas, pool, baseball fields.
19. Yes!
20. yes we have a walking community
21. would be nice to have a bike/walking trail around town for exercise purposes
22. yes
23. yes
24. Yes many small children bike to the pool or park
25. Gregory is lacking in sidewalks and most of the ones that exist need replaces.
26. Should be a trail and Crosswalk Connecting the football Field complex and the city park.
27. Yes I feel that the very nice existing sidewalk from Hwy 47 to the school should be connected to go around the entire city....
28. yes i like to walk and bike and would like the safety to use these opitions
29. Ball fields west of Hwy 47
30. Along highway 47 they could use some safe sidewalk/trails to the football/softball fields.
31. It would be great to have sidewalks connect to our school and park

32. yes/many children walking or biking pool and parks/ people walking in streets

10. If you would like to add a comment about any of the above questions or have a different comment on transportation specific issues in Gregory please add it below.

The following list is the comments for this question:

Comments: (19)

1. Get trucks off the city streets. Don't bother repaving streets (Survey question 6. I ranked repaving # 3) until the trucks are gone. Truckers are not complying with city ordinances and ordinances are not being enforced. May need additional ordinances. Find a place for them (city agreement with Jono's? rental fee for truckers?) and get rid of them in town.
2. It would be nice to see curb and gutter extended to cover all of Main Street
3. Sidewalks are a bug issue for me. When I was younger I would ride my bike all the time or walk home from school. There were hardly no if any sidewalks to go on and would be worried about the older school kids that drive fast past me.
4. more highway driveways on highway 18 new addition
5. when doing projects in Gregory do not waste money on engeners every project in Gregory that involved a paid engener in the last 40 years was screwed up one way or another and I can point out every one!
6. I like to walk in Gregory, but prefer to NOT use the sidewalks due their poor condition. The only sidewalk I use is the new one running along 5th street and some of Logan Avenue
7. As a former resident, I am not now qualified to respond to most specific questions. However, I have long believed that the City should consider two transportation matters. First, Highway 18 frontage should be improved to provide (a) safer ingress/egress to businesses, (b) more efficient handling of inclement weather conditions and (c) aesthetic landscape treatment. The last point I believe would be a justified transportation improvement if coupled with the first two suggestions. My second suggestion is that many sidewalks in Gregory are substandard or non-existent. I believe this is a public safety matter. Thank you for the opportunity to comment in this survey.
8. There is a lot of congestion at the school intersections during the school year
9. I believe more biking and walking trails would be helpful in the community.
10. I believe that we should replace all streets with curb and gutters and replace all sewers that are bad when replacing streets
11. Lack of enforcement many cars sit on streets for extended periods of time. Problem trees are not forced to be trimmed even when they create safety issues for cars and pedestrians
12. street improvements with added infrastructure. code enforcement and ordinance enforcement by or local authorities needs to ramp up

13. more handicap parking would be nice at Sr Meals site and maintenance of the current available parking area
14. Curb and gutter needs long term plan and tougher city cleanup will improve the town appearance and values more than any other issues. City council has avoided these issues for 30 years!
15. Ours streets are beyond repairing and maintaining. More curb and gutter and storm sewer should solve most street drainage and help keep the streets in better condition once they are redone. The sewer lines also need to be moved from under the streets and into the alleys, so the streets are not torn up once replace from residential water and sewer problems. All it takes it time and money, right!
16. I would like to thank SDDOT for choosing Gregory as their small community! ;)
17. Money seems to be the limiting factor for most transportation issues.
18. We also have a problem near the school the current set up is just not safe and creates a bottle neck especially during pickup & drop off times of the day parking is also an issue
19. need to complete the development of the bike/walking trail from 5th and hwy 47 to the school. encourage sidewalk construction

Part 4 – Methods & Assumptions Document

METHODS & ASSUMPTIONS


SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

Office of Project Development

May 19, 2015

Stakeholder Acceptance Page:

The undersigned parties concur with the Methods and Assumptions for the Gregory Master Transportation Plan as presented in this document.

SDDOT:

Signature

Planning Engineer
Title

May 19, 2015
Date

FHWA:

The South Dakota Division of FHWA has relinquished oversight of this study to the South Dakota Department of Transportation.

- (1) Participation on the Study Advisory Team and/or signing of this document does not constitute approval of the Gregory Master Transportation Plan's Final Report or conclusions.
- (2) All members of the Study Advisory Team will accept this document as a guide and reference as the study progresses through the various stages of development. If there are any agreed upon changes to the assumptions in this document a revision will be created, endorsed and signed by all the signatories.

1. Introduction and Project Description

I. Background Information:

Gregory County was opened for settlement with the presidential proclamation on May 15th, 1904. With all of the settlers moving into Gregory County, a town was formed and on August 8th, 1904, Gregory was opened as a government town-site. By 1908, fifteen trains were arriving in Gregory daily. Gregory currently has a population of 1295 people.

Gregory is a farming community with large amounts of wildlife in the surrounding area. The wildlife brings in large tax revenue due to hunting fees throughout the county. With a lot of lodges in the area, hunters come and spend expendable money in Gregory and boost the economy.

II. Location:

The area of study is the City Limits of Gregory, South Dakota, as well as surrounding area of possible growth around Gregory.

III. Need for Study:

The town of Gregory is in need of a transportation plan to help develop the community as it grows over the next 20 plus years. The study is not only to give the City a finished product to work with but also teach the City how to update the final plan and keep the plan up to date as the community grows.

It was observed by several of the SAT members that people are out walking around throughout the day. Students walk to and from school and people are around town doing errands. The sidewalks are disjointed in places, as well as narrow, and have steep drop offs. Although there are some City ordinances about sidewalks, they are missing several crucial parts to comply with ADA sidewalk requirements and there is no ordinance stating who should take care of the sidewalks. Adapting and enforcing new sidewalk ordinances is crucial to the community.

Although Gregory does have highways on two sides of the town, there is no truck route through town. The existing truck route only prevents trucks traveling through downtown, but does not restrict them on any other road. To be able to keep roads in good repair, a truck route needs to be established to restrict heavier vehicles to driving only on the roads that were designed for that vehicle.

Currently, the curb is disjointed and located at two different distances from the roadway. The right of way needs to be identified and to determine which curb distance should be used for building new curbs.

IV. Study Schedule:

The study is to take place from May 11th through the middle of August.

March- April	Communities submit application and a community is selected
May:	Meet and Greet with city – identify problem areas Inventory all transportation aspects Establish Study Advisory Team (SAT) members
June:	Gather inventory of town Conduct Stakeholder meetings Start web survey Hold the 1 st public meeting
July:	End web survey Develop transportation plans to respond to found problems Finish draft for planning study Hold 2 nd and final public meeting presenting results
August:	Produce and publish final plan document

V. Facilities that will be affected by the study:

No facilities will be affected directly by the study being completed. The study is to document any deficiencies in the transportation system and suggest improvements.

VI. Previous Studies:

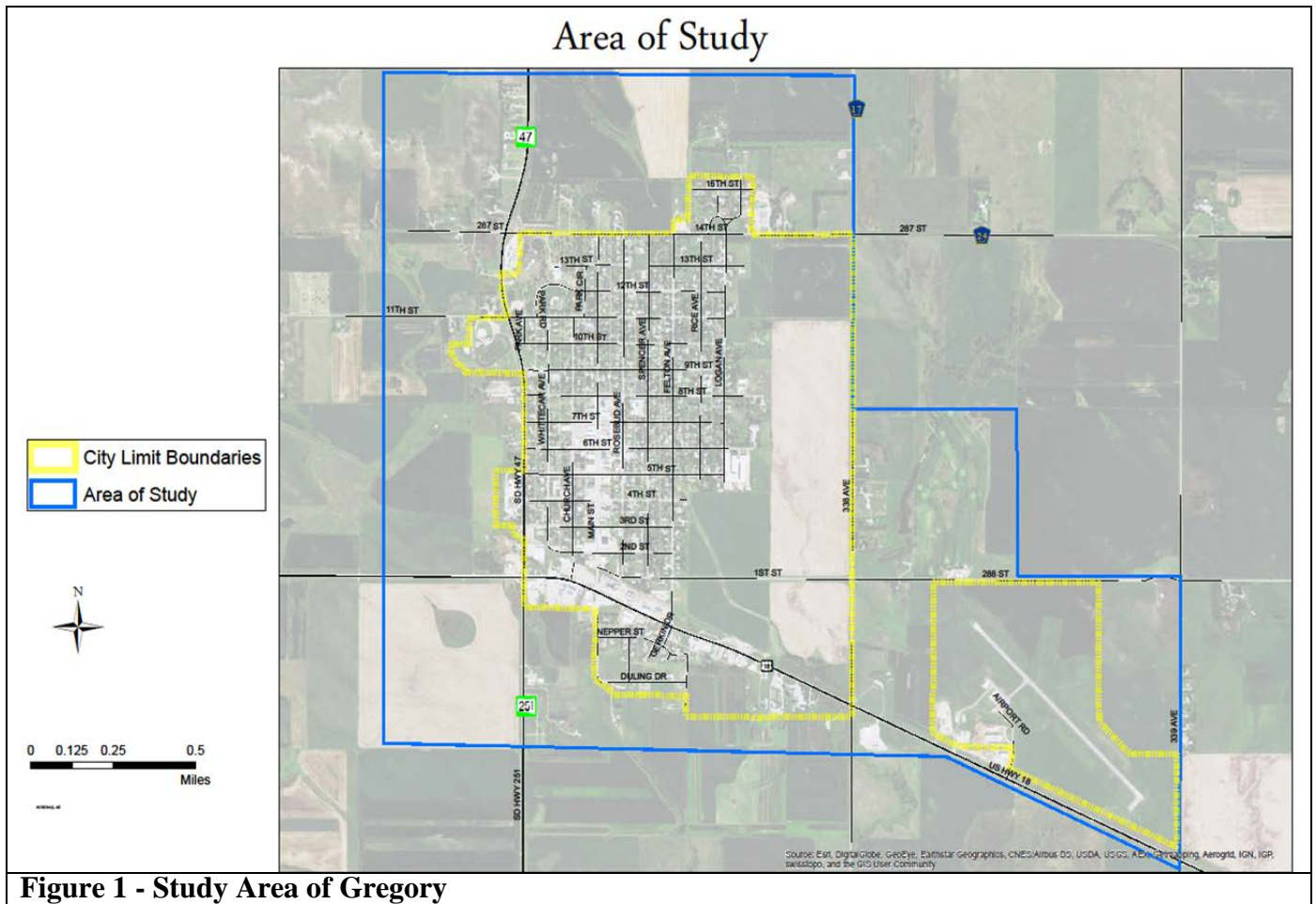
Comprehensive Plan
Infrastructure and Grandview Addition

VII. Study Advisory Team members:

Members	Organizations
Al Cerny	City of Gregory - Finance Officer
Mark Fortuna	City of Gregory - Public Works Superintendent
Jennifer Keegan	City of Gregory - Assistant Finance Officer
Maurice Schlaht	City of Gregory - Mayor
Seymour Studenberg	City of Gregory - Council Member/ Street Committee Chair
Steve Gramm	SDDOT – Project Development
Nancy Surprenant	SDDOT – Project Development
Alex Smith	SDDOT – Project Development

2. Study Area

The study area for the Gregory Master Transportation Plan is the City Limits and a small section adjacent to the City Limits to account for possible future growth of the City as seen in Figure 1 below.



3. Analysis Years/Periods

Upon completion, the Gregory Master Transportation Plan will have a planning horizon of a minimum of 20 years. If, at any point after the Master Transportation Plan is completed, and data becomes invalid, an interim study may be placed by members of the Study Advisory Team. The Master Transportation Plan incorporates peak usage periods as well as special events, like the town's celebration in July.

4. Data Collection

The data needed for this study is the condition of the sidewalks throughout the town as well as locations that are lacking sidewalk. The team will also analyze the curbs and determine if residents are intruding on the right of way. The team will need a plat map to determine road right of way. The condition of all the roads will be recorded and, if possible, any information on how thick the pavement is as to best determine a truck route through town.

5. Traffic Operations Analysis

Throughout the study, no traffic software will be used to analyze traffic patterns or monitor current traffic operations.

6. Travel Forecast

Throughout the study, no models or trend lines will be used to analysis traffic growth.

7. Safety Issues

Crash data will be analyzed from 2011-2015 using data that was compiled by the SDDOT. The data will be used to help determine problematic sites with high concentrations of accidents, as well as what has caused the accidents.

8. Selection of Measures of Effectiveness (MOE)

Since no traffic operation analysis will be conducted and no travel forecast will be made for this study there cannot be a MOE.

12. Deviations/Justifications

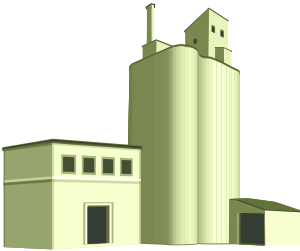
There are currently no known deviations. If any deviations arise, the SAT members will be advised. All deviations will need approval before being added.

13. Conclusion

Upon completion of the study period, the City of Gregory will receive a Master Transportation Plan that will be able to be used in the decision-making process of future transportation plans. The final document will accomplish the following:

- Document baseline conditions
- Document the public involvement process
- Document the process used for the identification of future needs (Methods and Assumptions).
- Identify short and long range projects needed to address existing and future deficiencies, including a brief description of the necessary construction, estimated timeframe of need, and planning-level cost estimates.
- Describe the enhancements to existing transportation facilities and future roadway segments using maps and photographs of similar improvements where applicable.
- Describe proposed solutions for known problem areas and additional problem areas that arise throughout the development of the plan.
- Identify and describe desirable projects that go beyond meeting future needs of the transportation system, including a planning-level cost estimate.
- Demonstrate (by the use of a matrix that evaluates project cost, need, potential impacts, and anticipated benefits) a methodology for prioritization of improvement projects.
- Prioritize projects and present a course of action.

Part 5 – Transportation-Related Grants



DEPARTMENT OF TRANSPORTATION

AGRI BUSINESS ACCESS GRANT FACT SHEET

WHAT

The Department of Transportation Agri-Business Access Grants Program is a means for local governments to address road needs associated with new agri-business, such as ethanol plants, large scale elevators, etc. In many cases, these new agri-businesses create additional truck traffic that an existing road may not be built to take.

- Grant amount is a maximum of \$400,000
- Grants apply to construction of roads meeting minimum program criteria and serving as primary access to an agriculture related businesses.
- The state provides sixty percent of the project costs on a reimbursement basis.
- State participation is limited to roads totaling one mile or less in length.
- The local government is responsible for all right-of-way acquisitions, utility costs and design and construction engineering costs.
- The local government responsible to let the project to bid.

WHO

Applications are to be submitted by a local unit of government (city, town, township, county, or tribe). Applications are reviewed based on the following criteria:

- Commitment for the start of actual construction of the industrial or economic development facility within six months of the date of commission approval; or
- Evidence that new construction or expansion of an industrial or economic development facility that meets other program criteria has been documented within the past year and that previous grants have not been obtained based on the same justification;
- Planning and consideration was given to location based on its impact to the current infrastructure (i.e., roads, bridges, water, sanitary sewer, etc.);
- A minimum of five (5) new jobs will be created by the industrial or economical development; and
- There is a minimum committed capital investment of at least five (5) times the required state participation costs.

WHEN

Applications shall be submitted and reviewed by the Office of Local Government Assistance and the Governor's Office of Economic Development three times per year. Applications are due by April 15, July 15, and October 15, for consideration at the May, August, and November Transportation Commission meetings for final approval.

APPLICATIONS

Applications are available through the Office of Local Government Assistance in the Department of Transportation. For a copy of the policy and application forms, call (605) 773-6253, or check out our website at sddot.com under "Forms".



DEPARTMENT OF TRANSPORTATION

INDUSTRIAL PARK ROAD GRANTS FACT SHEET

WHAT

The Department of Transportation Industrial Park Program is a means to assist cities and towns who have a new industry coming to their community and need new or expanded access to the industry.

- SDDOT works closely with the staff of the Governor's Office of Economic Development (GOED) regarding these grants.
- The SDDOT provides sixty percent (60%) of the project construction costs on a reimbursement basis for roads within or providing access to an industrial park.
- State participation is limited to roads totaling one mile or less in length.
- The community is responsible for all right-of-way acquisitions, utility costs, and design and construction engineering costs.
- The community is responsible to let the project to bid.
- The office of Local Transportation Programs will provide technical assistance throughout all phases of the project, approves plans, concurs in the bid award, and reimburses the community for project costs.
- The grant amounts are limited to \$400,000 project. This may be waived at the request of GOED if funding is available.

WHO

Applications are to be submitted by a local unit of government, an Industrial Development Corporation, or an equivalent organization. Applications are reviewed based on the following criteria:

- The commitment for start of construction of the industrial or economic development facility is within six months of the date of commission approval or
- Evidence that new construction or expansion of an industrial or economic development facility that meets all other program criteria has been documented within the past year and that previous grants have not been obtained based on the same justification.
- There is a minimum committed capital investment of at least five (5) times the required state participation costs.
 - The total employment for all facilities in the industrial park or development projects should be at least 50.
- A minimum of five (5) new jobs will be created by the development.

WHEN

Applications shall be submitted and reviewed by the SDDOT and GOED three times a year. Applications are due April 15, July 15, and October 15, for consideration at the May, August, and November Commission meeting for final approval.

APPLICATIONS

Applications are available through the Office of Local Government Assistance in the Department of Transportation. For a copy of the policy and application forms, call (605) 773-6253, or check out our website at sddot.com under "Forms".



DEPARTMENT OF TRANSPORTATION

COMMUNITY ACCESS ROAD GRANTS FACT SHEET

WHAT

The Department of Transportation Community Access Program is a means for small towns to pave or reconstruct important local roads such as their Main Street, the road to the elevator or schools, etc.

- Grant amount is a maximum of \$400,000.
- State reimburses local sponsor for 60% of construction costs.
- State participation is limited to roads totaling one mile or less in length.
- The community is responsible for all right-of-way acquisitions, utility costs, and design and construction engineering costs.
- The community is responsible to let the project to bid.

WHO

Town must be less than 5,000 in population in order to be eligible for these grant funds. The application must be submitted by a local government. Applications are ranked by the Office of Local Government Assistance. The rankings are based on a variety of factors including existing road condition, average daily traffic and truck traffic, location, if the project is to be combined with an infrastructure project such as water/sewer/storm and has other infrastructure funding available such as Community Development Block Grant, State Revolving Loan Fund or Consolidated Water Facilities Construction Fund, the impact on businesses, etc.

WHEN

Grant application notices are sent out in the spring of each year. Applications are due to the Department by July 15. In the fall of each year the Transportation Commission receives a list of ranked application for approval.

APPLICATIONS

Applications are available through the Office of Local Government Assistance in the Department of Transportation. For a copy of the policy and application forms call (605) 773-6253, or check out our website at sddot.com under "Forms".



SOUTH DAKOTA GAME, FISH AND PARKS

GOVERNOR DENNIS DAUGAARD | GFP SECRETARY KELLY HEPLER

- LICENSES & PERMITS
- AGENCY INFORMATION
- THINGS TO DO
- EVENTS CALENDAR
- NEWS
- SHOP
- CONTACT



- HUNTING
- FISHING & BOATING
- STATE PARKS
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- OUTDOOR LEARNING

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RECREATIONAL TRAILS PROGRAM (RTP) GRANT

Recreational Trails Program (RTP) is a federal aid assistance program to help states provide and maintain recreational trails for both motorized and non-motorized trail use.

The program provides up to 80% reimbursement funds for all kinds of recreational trail uses including, but not limited to:

- Pedestrian use
- Bicycling
- In-line skating
- Equestrian use
- Cross-country skiing
- Off road motorcycles
- OHV & UTV riding
- Four wheeling
- Snowmobiling

ADVISORY COUNCIL

June 13, 2014

- [Meeting minutes](#)

APPLICATIONS

Application deadline is April 10, 2015.

[Download application](#)

CONTACT

Randy Kittle
 523 E. Capitol Avenue
 Pierre, SD 57501
 Phone: 605.773.3391
[Email](#)

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Sanitary and Storm Sewer Project Funding

The Department of Environment and Natural Resources is committed to improving and maintaining wastewater treatment and storm water management infrastructure throughout the state. Grants and low-interest loans, offered through the Board of Water and Natural Resources, are available for these purposes.

Funding Sources

Funding for sanitary and storm sewer projects is provided through the [Clean Water State Revolving Fund](#) program and the [Consolidated Water Facilities Construction](#) program. Applicants should expect to receive some portion of funding as a loan from the Clean Water SRF program. As a result, applicants must satisfy all requirements associated with the Clean Water SRF program.

State Water Plan

Sanitary and storm sewer projects requesting funding must be on the [State Water Facilities Plan](#) portion of the [State Water Plan](#). [State Water Plan applications](#) must be postmarked or received at the Department of Environment and Natural Resources on or before the first day of October. Applications for amendment onto the State Water Facilities Plan are considered on a quarterly basis and must be postmarked or received by the department on or before the first day of February, May and August. A preliminary engineering report or facilities plan must accompany the application.



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Small Community Planning Grants

Communities of 2,500 or less can receive a [Small Community Planning Grant](#) to assist in the preparation of a preliminary engineering report or facilities plans. [Small Community Planning Grant](#)

applications can be submitted at any time.

Eligibility Requirements

In order to be eligible for sanitary and storm sewer funding, a project must:

- 1) Be included on the State Water Facilities Plan prior to the application deadline; and
- 2) Be sponsored by one of the following entities: a special purpose district that has the authority to construct a water resources project; a state agency or general purpose government such as a municipality, county, or township; a federally recognized Indian tribe; or a nonprofit corporation.

Application Deadlines and Award Dates

Sanitary and storm sewer project applications are considered on a quarterly basis and must be postmarked or received by the department on or before the first day of January, April, July and October. The department will notify applicants of the date for the board meeting at which applications will be considered by the board. Board meeting dates are public noticed and available on the DENR website.

Additional Subsidy – Grants and Principal Forgiveness

Applicants that meet the minimum established residential wastewater rates may receive a grant or loan principal forgiveness. **Adoption of minimum monthly utility rates provides no guarantee of an applicant receiving additional subsidy.**



The minimum monthly residential wastewater rates necessary for an applicant to be eligible for additional subsidy are \$30 based on 5,000 gallons usage or a flat fee for municipalities and sanitary districts and \$40 based on 5,000 gallons usage or a flat fee for all other applicants.

Grant assistance may be awarded to applicants not meeting the minimum established rates for economic development opportunities, expansion into new areas, regionalization or consolidation of facilities, or other

unique situations that may require special consideration.

The minimum rates are established in sections Administrative Rules of South Dakota [74:05:07:01\(12\)](#) and [74:05:08:01\(13\)](#).

Interest Rates and Terms

The current interest rates and terms are 2.25 percent for up to 10 years, 3.0 percent for 11-20 years or 3.25 percent for 21-30 years.

Clean Water SRF Program Requirements

Financial Statements/Annual Reports - the applicant must submit the most recent audited financial statements or unaudited annual reports. This financial information must include a detailed break-down of the revenue fund pledged toward repayment of the loan.

Bond/Legal Counsel - political subdivisions must retain bond counsel when the application is submitted to the department. Bond counsel and legal counsel will prepare the loan documents for the applicant and all necessary resolutions and ordinances. An opinion will be issued by bond counsel on the applicant's ability to incur Clean Water SRF debt. The Clean Water Act prohibits the department from loaning funds to private, non-profit entities.

Facilities Planning Process - A [Clean Water Facilities Plan](#) must be prepared and submitted as part of the Clean Water SRF application. This is an engineering evaluation that describes the need for the proposed supply, treatment, storage or distribution project based on present conditions and future needs; evaluates the costs and adequacies of appropriate alternatives; identifies potential environmental impacts of the proposed project; and provides the selection and justification of a final alternative.

Several state and federal agencies must be given the opportunity to review and comment on the proposed project. These agencies are SD Game, Fish and Parks, US Fish and Wildlife Service, USDA Natural Resources Conservation Service, US Army Corps of Engineers and SD State Historic Preservation Office.

The facilities planning process requires a public hearing. A "Notice of Public Hearing" should be published at least 10 days prior to the hearing. The publication shall include a description of the project, the amount of SRF loan to be borrowed and the interest rate and term of the loan. Minutes must be kept at the public hearing and should include a summary of any comments received on the proposed project. A copy of the affidavit of publication and meeting minutes must be submitted as part of the final Facilities Plan.

Funding for Sanitary and Storm Sewer Projects of \$250,000 or Less

Sanitary and storm sewer projects with a total cost of \$250,000 or less may apply using the [Small Water Facilities Funding application](#). These applicants are not subject to the Clean Water SRF program requirements.

Funding for Sanitary and Storm Sewer Projects That are Not Eligible for Clean Water SRF Loan

Sanitary and storm sewer projects that are not eligible for a Clean Water SRF loan may also apply using the [Small Water Facilities Funding application](#). Common examples of projects not eligible for a Clean Water SRF loan are projects for private entities or projects to provide pre-treatment of industrial wastewater.

Rules and Regulations

Rules concerning the [Consolidated Water Facilities Construction](#) program may be found in the Administrative Rules of South Dakota [74:05:07](#). Rules and regulations concerning the Clean Water SRF Program may be found in the Administrative Rules of South Dakota [74:05:08](#) and the federal Clean Water Act. For copies of these rules or the Act, you may contact:

Department of Environment and Natural Resources
Division of Financial and Technical Assistance
Joe Foss Building
523 East Capitol
Pierre, South Dakota 57501

Phone: (605) 773-4216
Fax: (605) 773-4068
Email: [Mike Perkovich](#)

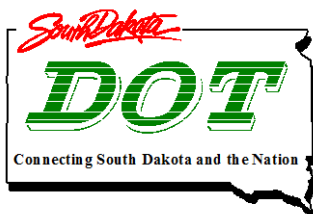
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South Dakota Transportation Alternatives Program



Program Summary and Application Guide

Updated March 2015



Transportation Alternatives Program (TAP) Summary

1. Overview

The Transportation Alternatives Program (TAP) is a grant program that uses federal transportation funds, designated by Congress, for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. TAP was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and signed into law in July 2012.

TAP replaces the former Transportation Enhancement Program and consolidates those eligible activities with the Safe Routes to School, Scenic Byways and Recreation Trails Programs. TAP builds upon the legacy of the Transportation Enhancement Program by expanding travel choices, strengthening the local economy, improving the quality of life and protecting the environment.

Approximately \$5.3 million is available annually for TAP in South Dakota:

- Roughly \$2.1 million is available through a competitive grant process administered by the South Department of Transportation (SDDOT) Office of Project Development.
- Each individual grant may be approved for a maximum of \$400,000 in Federal funds, although SDDOT may approve a larger amount for phased projects. The minimum grant for infrastructure projects will be \$50,000. There is no minimum for non-infrastructure projects.

2. Eligible Activities

A variety of activities are eligible for TAP funding. Eligible projects must meet one or more of these activities and must relate to surface transportation. There is no requirement for TAP projects to be located along Federal-aid highways. Eligible activities under TAP consist of:

A. ***Facilities for pedestrians, bicyclists and other non-motorized forms of transportation.***

This eligible activity includes the planning, design and construction of on-road or off-road facilities. Projects may include, but are not limited to, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, as well as transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Off road sidewalks, bike paths and other pathways in this category are meant to serve as a safe transportation route, connecting two logical destinations and are usually a minimum of 10 feet wide.

B. ***Safe routes for non-drivers.***

This eligible activity includes the planning, design and construction of infrastructure-related projects and systems that will provide safe routes to access daily needs for non-drivers. Non-drivers may include, but would not be limited to, children, older adults and individuals with disabilities. Off road sidewalks and other pathways in this category are meant to serve as an alternate transportation route, connecting two logical destinations and are usually a minimum of 5 feet wide.

C. ***Conversion and use of abandoned railroad corridors for trails.*** Under this activity, the trails may be for pedestrians, bicyclists or other non-motorized transportation users.

D. ***Construction of turnouts, overlooks, and viewing areas.***

E. ***Planning and implementation of community improvement activities.*** Community improvement activities may include, but are not limited, to the following:

- inventory, control or removal of outdoor advertising;
- historic preservation and rehabilitation of historic transportation facilities;
- vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species and provide erosion control; and
- archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23, otherwise known as a Federal Highway Administration eligible transportation project.

F. *Environmental mitigation.* Mitigation activities may include, but are not limited, to pollution prevention and pollution abatement activities and mitigation to:

- Address stormwater management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including participation in natural habitat and wetlands mitigation efforts related to projects funded under Title 23. These mitigation efforts may include participation in natural and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, environmental restoration and pollution abatement, and the control of noxious weeds; and
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.

G. *Implementation of the Safe Routes to School Program* (under section 1404 of the SAFETEA-LU) including, but not limited to:

- *Infrastructure-related projects.* Defined as the planning, design and construction of projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school. Safe Routes to School projects must be within approximately two miles of a school for kindergarten through eighth grade, including: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities and traffic diversion improvements in the vicinity of schools. Off road sidewalks and other pathways in this category are meant to serve as an alternate transportation route, connecting two logical destinations and are usually a minimum of 5 feet wide.
- *Non-infrastructure-related projects.* Defined as activities to encourage walking and bicycling to school, including: public awareness campaigns and outreach to press and community leaders; traffic education and enforcement in the vicinity of schools; student sessions on bicycle and pedestrian safety, health, and environment; and funding for training, volunteers, and managers of safe routes to school programs.

H. *Boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.* Projects may include, but are not limited to, planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Note: The Recreational Trails Program under section 206 of title 23 is also funded under TAP. In South Dakota, the program is administered by the South Dakota Department of Game, Fish and Parks. Information on and applications for the Recreational Trails Program may be accessed at <http://gfp.sd.gov/agency/partnerships/rtp.aspx>).

3. Eligible Applicants

The entities listed below are eligible to apply for TAP funding. Nonprofit organizations are ineligible as direct grant recipients, but may partner with any eligible entity on an eligible TAP project.

- local governments;
- regional transportation authorities;
- transit agencies;
- natural resource or public lands agencies;
- school districts, local education agencies or schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection c of Section 213 of title 23.

4. Eligible Costs

A notice to proceed issued by SDDOT will be required prior to any expenditure by a local governmental agency. Only costs incurred after the notice to proceed are eligible for TAP funding. Any expenditure made prior to the notice to proceed will be non-reimbursable. Eligible expenses include preliminary design and construction engineering, construction costs and ROW acquisition. The acquisition of real property is subject to the Uniform Act. Any administrative, maintenance, or general planning studies are not eligible. Eligible non-infrastructure activities are explained under the Safe Routes to School portion of the Eligible Activities Section 2.

The local governmental agency will be responsible for the cost to prepare the Letter of Intent and the Application. These are non-reimbursable expenditures.

5. Reimbursement and Local Match Requirements

TAP is a reimbursement program. Project sponsors submit invoices for completed work completed after FHWA authorizes the project. Eligible costs will be reimbursed by SDDOT at 81.95%. The remaining 18.05% will be the responsibility of the applicant.

- Unlike in previous years, local match is also required on Safe Routes to School projects.
- Federal Highway funds may not be used for local match.
- Soft match, such as in-kind or donated services, materials or real property, donated by a third part may also be counted as match under certain circumstances and with prior SDDOT approval.

6. Maintenance Responsibility

The local governmental agency will be responsible for the maintenance of the completed project, even if the project is located within the SDDOT right-of-way.

7. Design and Construction Standards

Projects funded through TAP must be designed to meet SDDOT Design Standards, Federal Highway Administration requirements and AASHTO guidelines, as well as current ADA requirements. Design and construction requirements to meet these standards shall be factored into the project cost estimate. The design, plans and specifications submitted for bid letting purposes shall comply with the following, as applicable:

- South Dakota Standard Specifications for Roads and Bridges
- AASHTO Guide for Planning, Design and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities

Transportation Alternatives Program (TAP) Application Process

1. Application Schedule

- **July 15, 2015** – Letter of Intent Form to be submitted to the SDDOT. Letters must be emailed no later than 5 p.m., July 15, 2015.
- **July 15 -August 15, 2015** – Mandatory site meetings with those that submitted Letters of Intent.
- **September 15, 2015** – Deadline to submit applications due to the SDDOT. Applications must be emailed no later than 5 p.m., September 15, 2015.
- **November 1, 2015** – Deadline for Selection Committee to meet and make recommendations of project selection and funding.
- **November 2015 and beyond** – Projects must be approved for funding by the Transportation Commission and appropriate Statewide Transportation Improvement Plan action completed. Following which, agreements will be prepared with project sponsors.
- **Projects must be completed within three years.**

2. Letter of Intent

Every eligible entity must submit a Letter of Intent using the SDDOT TAP Letter of Intent form. The Letter of Intent form shall contain the contact information of the potential applicant, a brief description of the project, an estimated total cost of the project and an estimate of the funding to be requested, along with the agencies responsible for the matching funds. Letter of Intent forms must be submitted to be eligible for application for funding.

3. Mandatory Development Meeting

Following the submission of the Letter of Intent, each potential applicant will be scheduled for a mandatory development meeting with SDDOT staff, to include a site inspection, review and discussion on the eligibility of the project and an explanation of the application process and content. This meeting must be completed prior to the application deadline in order for the applicant to be approved to submit a formal application.

4. Application

Eligible entities that have submitted a Letter of Intent and have completed the Mandatory Development Meeting may submit an application using the form provided by the SDDOT prior to the application deadline. Responses shall be limited in length to the space provided on the form.

Information to be provided by the applicant shall include:

1. **Project and Contact Information** – Provide the project name and information for the person responsible for the application and the organization and person responsible for the project, if different from the applicant.
- **Project Type** – Indicate which of the eligible activities the project meets. Refer to the Eligible Activities section of this document for activity definitions.
- **Project Location** – Provide information where the proposed project is located and indicate property ownership. If the project is linear in nature, such as a sidewalk or bike path, please provide the approximate length.

- **Project Description** – Describe the project as concisely as possible. The application reviewer should be able to determine precisely what is being proposed in the first three sentences.
- **Project Relevancy to TAP Criteria** – Refer to the Application Scoring Criteria later in this document and provide the information requested. If a specific question is asked in the application, the applicant does not need to repeat the answer in the narrative sections.
- **Project Costs Form** – Complete the Project Costs Form attached.
- **Signature Page** – Signature Page to be signed by project sponsor.
- **Detailed Budget and Match to Be Provided** - Provide a budget prepared by an engineering firm or other relevant professional, including estimated cost of preliminary design, environmental review, construction cost, construction engineering, contingencies and/or non-infrastructure costs. Budget should indicate the amount of match that the applicant will be providing for the project. Minimum match required is 18.05 % of the total cost.
- **Detailed Map** – Provide a detailed map showing project location and termini.
- **Meeting Minutes** – Provide meeting minutes from public meetings if any have been held to discuss the project.
- **Letters of Support** – Attach letters of support from local citizens and organizations, as well as affected government agencies, including DOT Regional Engineer or County Highway Superintendent, if applicable.
- **Relevant Project Information** – If this project was identified in a planning study, master plan or multi-phased project, include the relevant part of those documents, as well as labeled project site photographs.
- **Resolution** – Attach the resolution recognizing the official action to sponsor this project.
- **Scope of Services** – Completed by the design consultant and submitted electronically as a word document
- **Scope of Work** – Completed by the design consultant and submitted electronically as a pdf form.
- **Submittal** –All letters of support, maps, photographs and other attachments should be scanned, in color if applicable, and submitted digitally along with the application.

5. Application Scoring Criteria

South Dakota TAP grant applications will be judged on how well they address the selection criteria. The criteria are listed below, with pointers on how to address those criteria, keeping in mind that each proposal is unique and the responses should be based primarily on the applicant’s research and knowledge of the specific project.

Scoring Criteria		Points Possible
Project Type: See page 1 of the application. Award the full points possible based on the eligible activity selected on the application.		Varies
• Bike/Pedestrian/Non-Motorized Facility		10
• Safe Routes for Non-Drivers		10
• Conversion and Use of Railroad Corridors for Trails		8
• Turnouts, overlooks, and view areas		10
• Community Improvement Activities		
▪ Inventory, control, or removal of outdoor advertising		2
▪ Preservation of Historic Bridges		10

<ul style="list-style-type: none"> ▪ Historic preservation and rehabilitation of historic transportation facilities other than bridges 	2
<ul style="list-style-type: none"> ▪ Archaeological activities relating to impacts from implementation of an eligible transportation project. 	2
<ul style="list-style-type: none"> • Environmental Mitigation Activity 	
<ul style="list-style-type: none"> ▪ Stormwater management, pollution prevention, wetland mitigation, habitat development, etc. 	1
<ul style="list-style-type: none"> ▪ Living snow fences 	10
<ul style="list-style-type: none"> • Safe Routes to School Infrastructure Project 	10
<ul style="list-style-type: none"> • Safe Routes to School Non-infrastructure Project 	8
<ul style="list-style-type: none"> • Planning, design or construction of boulevards and other roadways largely in the right-of- way of former Interstate System routes or other divided highways 	1
Transportation Relevance: See Questions A.1 through A.3 of the application. Award 0 – 15 total points based on how the project addresses the following criteria:	0-15
<ul style="list-style-type: none"> • Does the project provide a safe alternative to vehicular travel for the community or region? • Does the project provide a safe transportation route connecting pedestrians, bicyclists, non-drivers or mobility challenged travelers to daily needs, goods and services? This could be connections to school, senior centers, shopping, government services, employment or other daily needs. • Is the project close to other transportation routes? Is it located in or near a roadway corridor or transit bus stop or route? Does it provide a link to other pedestrian or bicycle facilities? 	
Compatibility with Relevant State, Regional and Local Planning See Questions B.1 through B.4. Award 0 – 10 total points based on how the project addresses the following criteria:	0-10
<ul style="list-style-type: none"> • Is the project compatible with relevant state, regional and local planning? Is the project identified in community or transportation master plans? Does the application cite specific references to regional or local plans? • If the project requires coordination with other entities, is there information or letters of support showing that coordination has occurred? This might include programmatic agreements or coordination with other agencies, such as the State Historic Preservation Office, the Department of Transportation or the Department of Game, Fish and Parks. • Is the project a stand-alone projects or part of larger “joint development” project? Projects being constructed as part of a larger project (roadway, park, etc.) may be given higher priority. • If the project is within one of the state’s metropolitan planning areas (MPO), does the project have MPO support or comply with MPO planning efforts? 	
Project Feasibility See questions C.1 through C.6 and D.1. Award 0 – 10 total points based on how the project addresses the following criteria:	0-10
<ul style="list-style-type: none"> • Does the project appear ready to go without any obvious pit falls? For example, the project has been planned and coordinated with land owners, railroad and other agencies. • Is the project free of any environmental concerns? Are there apparent wetland, archeological, endangered species or other adverse impacts? • Is the project free of any contingencies that could delay the project? • Is the applicant knowledgeable of the future maintenance needs and committed to maintaining the project? 	

Community Support See questions E.1 through E.4. Award 0 – 10 total points based on how the project addresses the following criteria:	0-10
<ul style="list-style-type: none"> • Is it apparent the community has been very involved in the planning of the project? • Is there demonstrated strong community support through letters of support, attendance at public meetings, etc.? Note: Applicants are encouraged to get personalized letters from community members, as opposed to the standard letters from the City, School, Chamber, etc. • Does the community show a track record of support for similar projects? • Is the committed or anticipated local match greater than 18.05%? 	
Projected Use and Public and Social Value See question F.1. Award 0 – 10 total points based on how the project addresses the following criteria:	0-10
<ul style="list-style-type: none"> • What level of public usage will this project receive? Are there an estimated number of students or community residents projected to use the project? • Is there a reasonable perceived value to the public or social value? • Will this project significantly impact the transportation opportunities for the projected user groups? 	
Economic Conditions and Impact See questions H.1 and I.1. Award 0 – 5 total points for existing designated disadvantaged status and 0-5 points for projected economic impact, based on the following criteria:	0-10 Total
<ul style="list-style-type: none"> • Is this project within a disadvantaged area or will it improve transportation options for an underserved population 	0-5
<ul style="list-style-type: none"> • Is there a reasonable expectation for this project to improve the economic vitality within the project’s community, region or state? 	0-5
Safety and Connectivity See question J.1 through J.3. Award 0 – 15 total points based on how the project addresses the following criteria:	0-15
<ul style="list-style-type: none"> • Was this project designed to address safety concerns for pedestrian and bicycle travelers? Will the project improve transportation corridor safety for multiple transportation modes? • Do the starting and stopping points for the project link logical beginning and ending points? Does the project provide a safe route and connectivity to multiple destinations? • Does the project start and stop at a safe location? • If the project is requesting funding for Safe Routes to School non-infrastructure elements, will they promote safe use of the project corridor? 	
Ordinances and Design See question K.1 through K.2. Award 0 – 10 total points based on how the project addresses the following criteria:	0-10
<ul style="list-style-type: none"> • Does the project sponsor have a snow removal ordinance? • Do they require sidewalks in new developments? • Do they require property owners to maintain existing sidewalk and, if so, has it been enforced? If not, do they have a plan to enforce maintenance in the future? • If design exceptions are requested, are they reasonable and justified requests? 	

6. Transportation Alternatives Advisory Committee

The TAP Advisory Committee will be appointed by the SDDOT. The committee will review and score all applications and make project selection and funding recommendations. A committee member, who is connected in any way to a pending application, will not be allowed to vote on that application. SDDOT will have ultimate decision making power for project submission to the South Dakota Transportation Commission for their review and approval. Federal Highway Administration staff will serve as an advisory member on this committee.

7. Additional Information

If you have additional questions on the Transportation Alternatives Program or would like to visit about a particular project or community, please contact Nancy Surprenant by phone at 605.773.4912 or by email at nancy.surprenant@state.sd.us or visit the SDDOT TAP webpage at <http://www.sddot.com/services/transalt/default.aspx>

Frequently Asked Questions

1. *If we have questions during the application process, who should we contact:*

All questions should be emailed to the SDDOT TAP Coordinator, Nancy Surprenant, at nancy.surprenant@state.sd.us or call 605.773.4912.

2. *What is the difference between the ‘person responsible for the application’ and the ‘person responsible for the project’?*

The ‘person responsible for the application’ is the person completing the application document. This may be the staff member, Council of Governments or Enhancement District staff member or other person responsible for the completion and submission of the actual digital application. This is the person we would contact in case the application was not electronically received or there were problems with the submission process. The ‘person responsible for the project’ refers to the sponsor’s designated staff person who is responsible for answering questions on the proposed project, distributing information to the sponsor group, setting up meetings and serving as the sponsor’s main contact for the sponsor organization. This may be the City Administrator, Public Works Director, Engineer, Parks Director or other sponsor staff member.

3. *Under the Project Type section, can more than one activity be selected?*

No. Select the one activity that is best describes the majority of your proposed project. For example, if you are requesting \$100,000 for Safe Routes to School Infrastructure and \$10,000 for Safe Routes to School Non-Infrastructure, you should select the Infrastructure item as your project type.

4. *Is a bicycle or pedestrian route turnout, overlook or viewing area eligible to receive points under the Turnouts, Overlooks and Viewing Area activity?*

No. This activity is meant for vehicular turnouts, overlooks and viewing areas off of roadway corridors, especially those located on Scenic Byway designated routes. Costs for bike and pedestrian overlooks located along a Bicycle / Pedestrian / Non-Motorized Facility or Safe Routes for Non-Drivers are eligible for funding, but would be included under those applicable activities.

5. *Is a project proposed in an area vacated by a road re-alignment eligible for points under the Boulevards and Roadways in Former Right-of-Way activity?*

If the proposed project is to plan, design or construct a boulevard or other roadway largely in the right-of-way of a former Interstate System route or other divided highway, it would be eligible under this activity. Projects constructed in the vacated right-of-way on an undivided state or county route would not be eligible under this activity.

6. *Are all the surveys, walking tours and other advance data gathering still required for the Safe Routes to School activity under TAP?*

Although these items are not required, it is recommended that these processes still be part of your project planning. The information gathered in the surveys should be highly supportive of your project and, therefore, will make the narrative in your application stronger.

7. *Is a Safe Routes to School Non-Infrastructure component required in order to receive funding for a Safe Routes to School Infrastructure activity?*

Although non-infrastructure components are encouraged, there is no longer a non-infrastructure percentage requirement.

8. *Are the environmental, archaeological and other required reviews and permits required to be completed prior to the application process?*

No, the environmental, archaeological and other such reviews are not required to be completed prior to the submittal of a TAP application. However, if a project sponsor has already completed these reviews, the findings of such may be included in support of the application.

9. *Are the costs associated with environmental, archaeological and other required reviews and permits eligible for TAP reimbursement?*

If the expenses are incurred after the grant agreement is signed, the costs will be eligible for reimbursement. If the sponsor has already completed these activities or chooses to do so before the grant agreement is signed, the costs will not be eligible for reimbursement.

10. *If our project is awarded a TAP grant, can we use any engineer or landscape architect we want to design our project?*

No. The engineer or landscape architect you chose to design your TAP funded project must be selected off the South Dakota Department of Transportation's Prequalified Retainer Contract List. Selections should be made from either the Local or State Roadway Design list. If wetland delineation or other environmental needs are required on a project, a consultant or sub-consultant must be selected for that portion of the project from the State – Environmental Studies list. These lists can be found on the SDDOT website at <http://www.sddot.com/business/design/consultant/Default.aspx>

11. *How will the project be put out for bid?*

All TAP funded projects will be put out for bid and let through the Region or Central Office DOT bid letting process.

12. *Who will be responsible for construction engineering? How should we determine costs?*

The SDDOT Region, in which your project is located, will have the first option to perform the construction engineering services. If they choose not to perform the duties in house, they may select the consulting firm of their choice, which may or may not be the engineer or landscape architect who designed the project. Costs for construction engineering should be tabulated at what you see as the highest price scenario. Regardless of who performs the construction engineering services, the sponsor will be responsible for the match on the costs incurred.

13. *Is the sponsor allowed to use donated funds, services or materials as part of their share of the project?*

This is commonly referred to as 'soft match' and is allowed under the program. A fair market value will need to be established for all donations of services and materials, and detailed records will need to be maintained including information relative to hours worked, number of workers, quantity of material, etc. All materials and labor supplied must meet or exceed the required specifications for the project. The total of the donations will be calculated into the total cost of the project and then may be used to meet the sponsor's required match amount.

14. *If the sponsor has the qualified manpower and equipment to construct the project themselves, would they be allowed to do so instead of putting the project out for bid?*

This is commonly referred to as 'force account' and is allowed under the program. In order for a sponsor to be approved to use force account methods to complete the project, they must first prove they have a demonstrated ability to perform the work. This includes: availability of equipment; ability to comply with design, construction and material quality standards; ability to document compliance with quality assurance requirements and the ability to meet the project schedule. In addition, the sponsor must prove that is more cost effective for the sponsor to perform the work versus the total cost using competitively bid prices. The sponsor will need to work through the TAP Coordinator for approval of this method through the Federal Highway Administration. All approved force account work must meet or exceed the materials and construction testing requirements set forth in the plans and specifications. All materials purchased for construction must be bid or quoted, as directed by the TAP Coordinator and Federal Highway Administration.

15. *Is an Encroachment Survey required for the project? If so, is the cost reimbursable?*

For projects located within the city, county or state right-of-way, an Encroachment Survey must be completed for the side of the road on which the trail, sidewalk or other improvement is proposed. The cost of the preparation of the Encroachment Survey is reimbursable under the grant if it is completed after the grant agreement has been signed.

16. *Will we be more successful if we ask for one large project or several small phases?*

You may request up to \$400,000 in federal funds or as little as \$50,000 in federal funds for your project. Based on similar grant projects, we strongly encourage you to break larger projects down into smaller, standalone phases. For example, you may ask for a total of \$400,000 in funding, but the project may be comprised of four \$100,000 phases with logical, destination related stopping and starting points. The first phase may go from a residential area to the swimming pool. The second phase may continue on from the swimming pool to the community park. The third phase may continue from the park to the commercial district. And, the fourth phase may connect from the commercial district to a residential district on the other side of town. In essence, it is one long linear project with a cost of \$400,000, which could be constructed in pieces – but still have connectivity from one point to the next. On the cost summary sheet included within the application document, record the full cost and breakdown for the \$400,000. In the required, detailed cost estimate in your attachments, include four standalone cost estimates – one for each phase.

17. *Some of the narrative sections in the application provide a limited area for response. Are we allowed to add additional pages for narrative?*

No. Please be direct and to the point in your narrative responses, explaining the most important aspects of your project. If you have answered a question on an item elsewhere in the application, please do not repeat your answer in the narrative.

18. *What types of attachments are required? Which others are acceptable?*

Required:

- Detailed project budget, broken down by phases
- Detailed map of the entire proposed project, with phases identified, so the selection team can see the connectivity of all the phases

- Labeled city or area map showing where the proposed project is located within the city or area, including other existing trail and sidewalk locations, as well as proposed trail and sidewalk improvements.
- The sponsor's documented commitment to the 18.05% minimum match. This may be included as part of the resolution.
- Meeting minutes from any applicable public meetings on the project
- Letters of Support, including a letter from the DOT Regional Engineer or County Highway Superintendent if project is in the State or County right-of-way
- Labeled Project Photographs
- A signed resolution from an eligible sponsor and the meeting minutes from the meeting at which the resolution was approved

Acceptable:

- Relevant pages from planning studies and master plans
- Safe Routes to School survey information
- Environmental, archaeological or other such review or permit documents
- Other applicable documents with advance approval from the TAP Coordinator

Note: There is no need to attach a copy of your letter of intent form.

19. *Do you want handwritten signatures? Who should sign these pages?*

No, we do not want handwritten signatures. The signature should be typed. Do not submit handwritten signatures. This electronic signature is stating that the signer has reviewed and approved the application or the estimate. The application should be 'signed' by the person designated by the city, county or other sponsoring organization. Typically, this will be the Mayor, City Administrator, County Commission Chair or the like. The cost estimate should be 'signed' by the engineer, landscape architect or other design professional who prepared the estimate.

Again, no handwritten signatures should be submitted. The application should be submitted completed, saved and submitted in the pdf format in which it was sent to you – making handwritten signatures impossible.

20. *Other than the EA, are the Planning Districts including any other funding in the TAP budgets for administration after an award is made? Or are there not any other administration tasks other than the EA that the Districts would typically help out with?*

Other than assistance with the agency/environmental clearance items, there should not be any additional administration tasks for the planning districts.

21. *If the proposed project is part of an overall network, should the question on maintenance on page 5 include costs for the whole network or just the portion being proposed?*

The maintenance needs, frequency and costs should be for just this portion of network. For example, if you are asking for funding for Phase 2 of a safe route for non-drivers, the maintenance costs included in the application should only address the cost to maintain Phase 2. In many cases this may be an average, such as: we receive an average of 8 snow events a year and it takes roughly 2 hours at \$100 an hour to clear the snow from the route – resulting in \$1600 a year for snow removal.

22. *Page 6 asks for Source, Type and Estimated amount of matching funds. What are you looking for?*

The City may be providing all the match, in which case your answer may be 'City, General Fund, \$15,000'. Or, you may have other funding sources, such as Gillette Historical Society, Cash donation, \$5000...or Citizens of Gillette, Volunteer labor for clearing trees and shrubs, \$500.

23. *Can we add attachments? Are you concerned your email may not be able to handle all the applications?*

Specific attachments are required. Please review page 9 and the last page of the application titled Instructions for Submitting the Transportation Alternatives Program Application for instructions on how to submit the application and attachments. The State's email system is built to handle the submittals, however waiting until the last minute to submit is not encouraged.

24. *Who should the letters of support be addressed to and how do we include them in the application?*

Please have your project supporters address the letters as follows:

TAP Selection Committee
c/o Nancy Surprenant
South Dakota Department of Transportation
700 E. Broadway
Pierre, SD 57501

Do not have the letters mailed to the DOT. Have your letter writers return the letters to you, then scan the letters and attach the scans to your application, as directed for the other attachments. The SDDOT will not be responsible for any letters mailed separately to us.

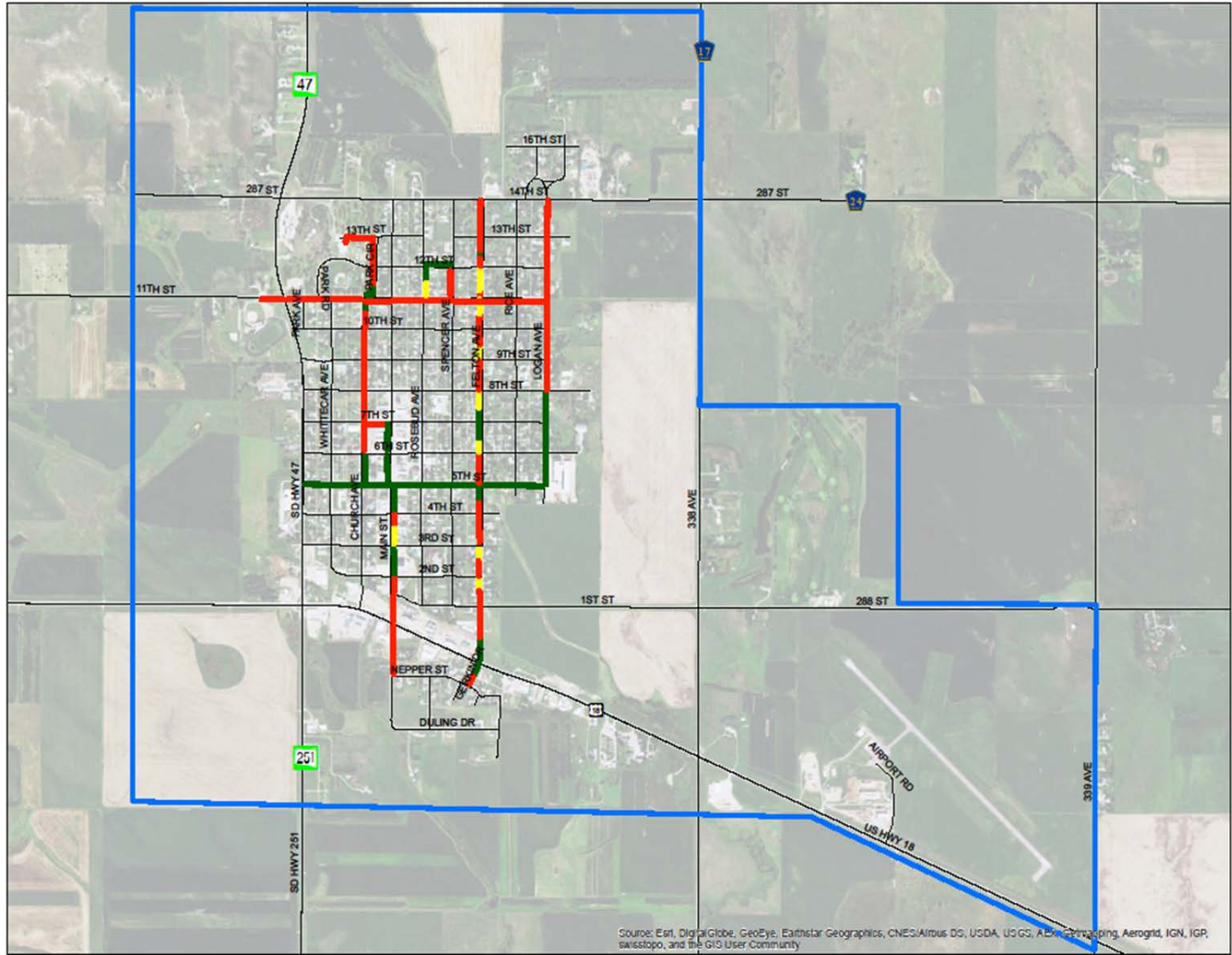
Part 6 – Sidewalk Implementation Prioritization

Safe Routes Condition

- Existing Sidewalk
- "Good"
- Existing Sidewalk
- "Fair"
- No Existing
Sidewalk or "Poor"
- Area of Study



0 0.125 0.25 0.5
Miles



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, GeoMapping, AeroGRID, IGN, IGR, swisstopo, and the GIS User Community

Sidewalk Implementation Plan

The SAT recommends the following implementation plan for installation of the proposed safe routes on page 44 of the Study. An implementation plan helps to connect community amenities more efficiently, while saving money.

The implementation plan emphasizes connecting community amenities that may have more walking traffic and rebuilding sidewalk with the condition of “Poor” or building where it is non-existent. Some sections of sidewalk may be in the condition “Good” and may not need to be replaced. Thorough inventory is suggested before the replacement of any existing sidewalk. The following segments are listed in decreasing priority.

Street:	Block:
Church Avenue	6 th Street – 7 th Street
7 th Street	Main Street – Church Avenue
Church Avenue	7 th Street – 8 th Street
Church Avenue	8 th Street – 9 th Street
Church Avenue	9 th Street – 10 th Street
Church Avenue	10 th Street – 11 th Street
Park Circle	11 th Street – 12 th Street
Park Circle	12 th Street – 13 th Street
13 th Street	Park Circle – City Pool
Main Street	Nepper Street – Highway 18
Main Street	Highway 18 – 1 st Street
Main Street	1 st Street – 2 nd Street
Main Street	3 rd Street – 4 th Street
Logan Avenue	8 th Street – 9 th Street
Logan Avenue	9 th Street – 10 th Street
Logan Avenue	10 th Street – 11 th Street
11 th Street	Logan Avenue – Rice Avenue
11 th Street	Rice Avenue – Felton Avenue
11 th Street	Felton Avenue – Spencer Avenue
11 th Street	Spencer Avenue – Rosebud Avenue
11 th Street	Rosebud Avenue – Main Street
11 th Street	Main Street – Church Avenue
11 th Street	Church Avenue – Whittecar Avenue
11 th Street	Whittecar Avenue – Park Avenue
11 th Street	Park Avenue – Highway 47
11 th Street	Highway 47 – Sports Complex
Spencer Avenue	11 th Street – 12 th Street
Felton Avenue	Nepper Street – Highway 18
Felton Avenue	Highway 18 – 1 st Street
Felton Avenue	1 st Street – 2 nd Street
Felton Avenue	2 nd Street – 3 rd Street
Felton Avenue	3 rd street – 4 th Street
Felton Avenue	4 th Street – 5 th Street

Felton Avenue	5 th Street – 6 th Street
Felton Avenue	8 th Street – 9 th Street
Felton Avenue	9 th Street – 10 th Street
Felton Avenue	10 th Street – 11 th Street
Logan Avenue	11 th Street – 12 th Street
Logan Avenue	12 th Street – 13 th Street
Logan Avenue	13 th Street – 14 th Street
Felton Avenue	11 th Street – 12 th Street
Felton Avenue	12 th Street – 13 th Street
Felton Avenue	13 th Street – 14 th Street
Felton Avenue	6 th Street – 7 th Street
Felton Avenue	7 th Street – 8 th Street
Rosebud Avenue	11 th Street – 12 th Street
Main Street	2 nd Street – 3 rd Street
Main Street	4 th Street – 5 th Street
Main Street	5 th Street – 6 th Street
Main Street	6 th Street – 7 th Street
12 th Street	Rosebud Avenue – Spencer Avenue
Logan Avenue	5 th Street – 6 th Street
Logan Avenue	6 th Street – 7 th Street
Logan Avenue	7 th Street – 8 th Street
5 th Street	Logan Avenue – Rice Avenue
5 th Street	Rice Avenue – Felton Avenue
5 th Street	Felton Avenue – Spencer Avenue
5 th Street	Spencer Avenue – Rosebud Avenue
5 th Street	Rosebud Avenue – Main Street
5 th Street	Main Street – Church Avenue
5 th Street	Church Avenue – Whittecar Avenue
5 th Street	Whittecar Avenue – Highway 47