INSIDE:

1. Why a Study is Needed

2. SD DOT Agreement on Crosswalk

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WHY THE STUDY IS NEEDED
6th STREET PROMENADE AND CROSSING: WHY A STUDY IS NEEDED

What Planning Efforts Have Led to the Study?
City Planning Staff have been working on this project for over two years, including many public participation events, resulting in the preparation of the 6th Street Promenade Conceptual Plan. Wyss and Associates assisted in preparing several graphics which have been utilized in the plan preparation and visioning processes. Overwhelming public support has been garnered through the many public and stakeholder meetings, which have included:

- Civic Center Board / staff
- Destination Rapid City / Main Street Square
- SD Department of Transportation
- Rapid City Arts organizations
- Downtown Businesses
- Business Improvement District
- 2 Coffee with Planners discussion tables
- 2 Thursdays on the Square events with Information tables
- 3 Community Visioning Workshops (City Hall, Library, Hay Camp Brewery)
- Local media has covered some of the above events over the last two years

What Will the Study Achieve?
The Study will allow us to take an additional step forward in identifying more specifically the benefits, costs, funding opportunities, challenges and feasibility of the various project components. These components include:

1) Pedestrian and bicycle network connections,
2) Traffic operations,
3) Rapid Transit system needs,
4) Improving the 6th Street Corridor for gatherings, events, public art, and streetscaping,
5) Potential project funding sources, and
6) Public involvement in the planning process.

How is the Study Funded?
The funding for this study has been anticipated for well over a year and was approved as part of the 2019 Budget for the Rapid City Metropolitan Planning Organization and City Long Range Planning Division. The total study cost will be $125,097, with 81.95% of that amount ($102,517) to be paid through federal funds already earmarked for transportation studies. These monies may not be used for anything but transportation planning studies. The remaining $22,580 will come from the Community Development Department’s approved budget for Long Range Planning activities. If the costs of the study are not encumbered before the end of the year, the federal funds will be lost.

How Can the Promenade Project Costs be Funded?
There are several potential funding opportunities that could be utilized for developing the project, including potentially the Federal Build Grant, the Bush Foundation, Vision funds and others. The Study will also help us identify additional funding sources.
What City Goals Does this Project Meet?

1. **Plan Rapid City**, the City's Comprehensive Master Plan, is replete with objectives and goals in Chapters 4, 5 and 6 that would be met by this project, including:
   - Creates a community vision for an important downtown north-south corridor – similar to Mount Rushmore Road Corridor Study
   - Adds to community goal of downtown livability / walkability
   - Links the Civic Center to Performing Arts Center and The Dahl, and other key downtown points in between.
   - Provides easy accessibility across a major thoroughfare that splits the downtown community north from south
   - Improves traffic flow – it removes one signal from the State highway, which is an objective supported by SD DOT
   - Increases pedestrian and bicycle safety downtown

2. The **Downtown Area Master Plan** identifies several community values and initiatives that would be met by the Promenade project, including:
   - Provides economic benefits to downtown with better connections
   - Enhances the downtown environment and experience
   - Promotes connectivity and walkability from downtown to the Civic Center

What Other Reasons Support This Project?

1. An Agreement with South Dakota Department of Transportation on 10/19/09, and amended on 6/17/2013, addressed the current pedestrian crossing as being a “temporary use” based on the level of service, as shown in the below excerpt:
   "3. City Responsibilities
   a. City acknowledges that the ADT [average daily traffic] will grow over time and that the relocation of the pedestrian crossing is a temporary use allowed by the State. The relocated sidewalk may remain in place until such time that the degradation of the LOS [level of service] prompts moving the pedestrian crossing to either the 6½ Street location or another location that is mutually acceptable to the State and City that addresses improvement in LOS."

   In other words, with increasing traffic on Omaha, it is likely that a new future crossing that improves LOS will eventually be required. Todd Seaman said DOT will do a study and provide projections on the need for eventual removal/replacement of the crosswalk and their recommendations on the bridge proposal.

2. The Rushmore Plaza Civic Center has expressed keen interest in the potential of this project providing better connections with that facility and the rest of downtown. Benefits they have cited include improved facility access, shared parking capabilities, and increased economic opportunities.

3. Performing a feasibility study now for a future project will be less expensive than waiting to study it later. The dollars for the study are in hand. Will they still be down the road?

4. Determining feasibility will help us to make future planning decisions that may or may not involve the project. The benefits of City Planning are achieved by envisioning future needs and preparing for them.
SD DOT AGREEMENT
AMENDMENT NUMBER 1 TO AGREEMENT NUMBER 613517

BACKGROUND:

A. On October 19, 2009, the State of South Dakota, acting by and through its Department of Transportation, referred to in this Amendment as "STATE," and the City of Rapid City, South Dakota, referred to in this Amendment as "CITY," entered into a letting and financial agreement, which agreement, referred to in this Amendment as the "AGREEMENT," was signed by representatives of each party and assigned agreement number 613517 by STATE; and,

B. STATE and CITY wish to amend the AGREEMENT.

STATE AND CITY MUTUALLY AGREE AS FOLLOWS:

1. Section 1. PROJECT is replaced with the following:

   1. PROJECT

   STATE and CITY concur in the proposal to relocate the 6 ½ Street pedestrian crossing on Omaha Street (SD Hwy 44) to the intersection of 6th Street. The pedestrian crossing relocation project, referred to in this Agreement as the "CITY PROJECT," consists of relocation of the existing pedestrian crossing and signal system to the intersection of Omaha Street and 6th Street. The new pedestrian crossing will be configured such that Omaha Street will have two pedestrian crossings, one on each of the east and west sides of 6th Street. Exhibit A, attached to and incorporated into this Agreement, depicts the approximate locations of the new pedestrian crossings. The CITY PROJECT will include relocation of traffic signals from 6 ½ Street to 6th Street, installation of new pedestrian curb ramps, signing, pavement markings, and traffic signals at 6th Street, and removal of curb ramps and pavement markings at 6 ½ Street.

   It is anticipated that the relocation of the pedestrian crossing will have only a minor effect on the current level of service (LOS) for Omaha Street (SD Hwy 44) considering present average daily traffic (ADT).

2. Except as specifically modified by the Amendment, all terms and conditions of the original AGREEMENT will remain in full force and effect.

3. CITY has designated its Mayor as CITY'S authorized representative and has empowered the Mayor with the authority to sign the AGREEMENT on behalf of CITY. A copy of CITY'S Commission minutes or resolution authorizing the execution of this Amendment by the Mayor as the authorized representative for CITY is attached to this Amendment as Exhibit B

The Amendment is binding upon the signatories not as individuals, but solely in their capacities as officials of their respective organizations and acknowledges proper action of STATE and CITY to enter into the same.

City of Rapid City, South Dakota
By: ____________________________

Its: Mayor
Date: _______6-17-13_____

Attest:

City Auditor/Clerk

(CITY SEAL)

State of South Dakota
Department of Transportation
By: ____________________________

Its: Region Engineer
Date: _______6-5-June-2013_____

Approved as to Form:

Special Assistant Attorney General

Page 1 of 1
STATE OF SOUTH DAKOTA
LETTING AND FINANCIAL AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
AND
CITY OF RAPID CITY

This Agreement is made by and between the State of South Dakota, acting by and through its Department of Transportation, hereinafter referred to as the "STATE," and the City of Rapid City, South Dakota, hereinafter referred to as "CITY."

1. PROJECT

STATE and CITY concur in the proposal to relocate the 6 ½ Street pedestrian crossing on Omaha Street (SD Hwy 44) to the west side of 6th Street in the City of Rapid City, South Dakota. The pedestrian crossing relocation project, hereinafter referred to as the "CITY PROJECT," consists of relocation of the existing sidewalk/pedestrian crossing to the west side of 6th Street. The CITY PROJECT will include relocation of pedestrian curb ramps, signing, pavement markings, and traffic signals.

It is anticipated that the relocation of the pedestrian crossing will have only a minor effect on the current level of service (LOS) for Omaha Street (SD Hwy 44) considering present average daily traffic (ADT).

2. CONTRACT PROCUREMENT

a. CITY shall design, advertise, let to contract, award, and be the contracting party for the CITY PROJECT. Material certification and testing shall comply with STATE standards.

b. CITY shall provide plans for review and secure approval from STATE prior to letting.

c. CITY shall design the project in accordance with MUTCD, National Electric Code, and ADA standards.

3. CITY RESPONSIBILITIES

a. CITY acknowledges that the ADT will grow over time and that the relocation of the pedestrian crossing is a temporary use allowed by the STATE. The relocated crosswalk may remain in place until such time that the degradation of the LOS prompts moving the pedestrian crossing back to either the 6 ½ Street location or another location that is mutually acceptable to the STATE and CITY that addresses improvement in LOS.

b. CITY shall pay one hundred percent (100%) of the costs for future relocation of the pedestrian crossing back to the current location at 6 ½ Street or other mutually acceptable location, upon written notice received from the STATE.

4. STATE RESPONSIBILITIES

a. STATE will periodically review ADT and make a determination of LOS.

b. STATE will determine when LOS has degraded to a point that relocation of the pedestrian crossing can no longer be tolerated at 6th Street.

5. FINANCIAL RESPONSIBILITY

The CITY will pay one hundred percent (100%) of the costs for CITY PROJECT and any future relocation of the pedestrian crossing.

6. MAINTENANCE

CITY shall be responsible for all maintenance of CITY PROJECT, including, but not limited to: debris and litter removal, snow and ice removal, repair, and replacement of sidewalks and curb ramps, including detectable
7. CERTIFICATION REGARDING LOBBYING

CITY certifies, to the best of CITY's knowledge and belief, that: No Federal appropriated funds have been paid or will be paid, by or on behalf of the CITY, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of a Federal contract, grant, loan, or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any of the above mentioned parties, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

The CITY shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

8. INDEMNIFICATION AND HOLD HARMLESS

CITY agrees to indemnify and hold the STATE, its officers, agents, and employees harmless from and against any and all actions, suits, damages, liability, or other proceedings that arise as a result of CITY's performance under this Agreement. This section does not require CITY to be responsible for or defend against claims or damages arising from errors or omissions of STATE, its officers, agents, or employees.

9. AMENDMENT PROVISION

This Agreement may not be amended except in writing, which writing shall be expressly identified as a part hereof, and be signed by an authorized representative of each of the parties hereto.

10. TERMINATION PROVISION

This Agreement can be terminated upon thirty (30) days' written notice by the STATE. In the event the CITY breaches any of the terms or conditions hereof, this Agreement may be terminated by the STATE at any time with or without notice.

11. CONTROLLING LAW PROVISION

The Agreement shall be governed by and construed in accordance with the laws of the State of South Dakota. Any lawsuit pertaining to or affecting this Agreement shall be venued in Circuit Court, Sixth Judicial Circuit, Hughes County, South Dakota.

12. SEVERABILITY PROVISION

In the event that any court of competent jurisdiction shall hold any provision of the Agreement unenforceable or invalid, such holding shall not invalidate or render unenforceable any other provision hereof.

13. SUPERCESSION PROVISION

All other prior discussions, communications, and representations concerning the subject matter of this Agreement are superseded by the terms of this Agreement, and except as specifically provided herein, this Agreement constitutes the entire agreement with respect to the subject matter hereof.

14. COMPLIANCE PROVISION

The CITY shall comply with all federal, state, and local laws, together with all ordinances and regulations applicable to the work and will be solely responsible for obtaining current information on such requirements.

Page 2 of 3

Legal: [Signature]
15. REPORTING

CITY shall report to the STATE any event encountered in the course of performance of this Agreement which results in injury to any person or property, or which may otherwise subject CITY, or the STATE, its officers, agents, or employees to liability. CITY shall report any such event to the STATE immediately upon discovery.

16. SUBCONTRACT PROVISION

CITY will include provisions in CITY'S subcontracts requiring subcontractors to comply with the applicable provisions of this Agreement, to indemnify the STATE, and to provide insurance coverage for the benefit of the STATE in a manner consistent with this Agreement. CITY will cause subcontractors, agents, and employees to comply with applicable federal, state, and local laws, regulations, ordinances, guidelines, permits, and requirements and will adopt such review and inspection procedures as are necessary to assure such compliance. Failure to comply with federal requirements related to right-of-way, environmental clearances, utilities, and the bid letting process could jeopardize future federal funding.

The CITY, by signing this Agreement, evidences authority to enter into this Agreement through formal action of its governing body.

City of Rapid City, South Dakota

By: ____________________________

Its: Mayor

Date: 10/5/09

Attest: __________________________

City Finance Officer

(SEAL)

State of South Dakota
Department of Transportation

By: ____________________________

Its: Region Engineer

Date: 10/19/2009

Approved as to Form:

Assistant Attorney General

Copy For Date
Tech.

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ENGINEERING DIVISION

Page 3 of 3
LETTERS OF SUPPORT
October 31, 2019

City Council
Rapid City, SD

Dear Distinguished Members of the Council,

Please accept this letter as my well intention appeal to consider the study of the Promenade crossing of Omaha Street presented by the city planning department.

As I understood from Ken Young and the information he presented, the majority of this study was paid through a grant set aside for these types of items. Ken also told me that he was budgeted for the remaining amount.

The reason why this is important to the Civic Center is simply that it is currently, and will be more in the future, our main pedestrian access to downtown.

Our future plans include taking advantage of down town parking availability through the Promenade access. We even are planning electric vehicles to transport folks back and forth from our campus to the downtown corridor using the promenade which does not work as well with the current traffic stop crossing. This is to help expand our parking abilities as we grow into our own future with the building of the new arena.

We also depend on the Promenade access to downtown to help secure conventions at the Civic Center. Since we have limited hotel rooms adjacent to the Civic Center, the larger conventions must rely on surrounding properties and the easy access to downtown hotel facilities (and other amenities). This makes our venue more appealing to those events.

Connecting the Civic Center with the downtown corridor creates even more opportunities for Rapid City to capture economic impact from the events that the Civic Center hosts. We want to create convenient access for our event attendees to downtown to visit our local retail stores, restaurants and night life.

The traffic goes both ways. We anticipate that with easier access to the Civic Center parking lots, events downtown such as summer nights and town square festivals would utilize Civic Center parking for their own future growth.

There is also some concern about the future of our existing crossing on Omaha Street. As we understand in the agreement between the city and the SD department of Transportation that with future traffic growth on Omaha Street the current crossing could be changed or even eliminated. This would certainly cut off the pedestrian access that more and more of our event attendees have found valuable.
We believe that this potential future project is a way to make connections to parking, and economic impact in Rapid City more convenient – and would enhance the prosperity of Rapid City.

Thanks for taking the time to consider this appeal.

Sincerely,

Craig Baltzer
Executive Director
Rushmore Plaza Civic Center
FROM: Dan Senftner

DATE: Friday, Oct. 25, 2019

RE: Proposed Sixth Street Promenade and Pedestrian Crossing

I support the proposal for the Sixth Street promenade and pedestrian crossing. It is essential for the safety and connectivity of our community and visitors that we put into place infrastructures that support the growth of our expanding city. With the proposed opening of the $130,000,000 arena in 2022 the time to implement these changes is now.

A pedestrian crossing at Sixth Street will allow for the uninterrupted flow of vehicle and pedestrian movement, while providing complete separation of the two. This delivers a level of safety our current at-grade crossing cannot provide. This will also further foster the connective, safe, and welcoming image that Downtown Rapid City has been building.

I believe this will be a great addition to the City of Rapid City and our downtown area.

Sincerely,

Dan Senftner
Ken,

Sorry about the late response but as you know its been a little crazy around here. That is no excuse though. I am forwarding your email and including Tom Johnson our new CEO in this conversation. Perhaps he can weigh in on the project as I now work directly for him.

From Jeff unofficially as to the project, I love the concept. Obviously the conservative side of me bleeds through with the cost of a project like this but in terms of the benefits of a pedestrian crossing over Omaha to our largest venue the civic center and our downtown I would be in full support of. I guess I don’t understand the fear of doing the study by the city council to be able to grasp the projects costs and benefits.

I will let Tom weigh in with you and the project. Feel free to give me a call if you have any questions.

Jeff

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ELEVATE Economic Development

Jeff Haverly, Executive Director
https://rapiddevelopment.com
525 University Loop #101
Rapid City, SD 57701
jeff@rapiddevelopment.com
605.716.0004
October 28, 2019

To the Honorable Mayor and City Council,

I wanted to take this opportunity to express my support for the Sixth Street and Omaha Street Pedestrian and Bicycle Crossing Study and Sixth Street Promenade Corridor Master Plan proposal submitted by Felsburg, Hoit & Ullevig (FHU) to the Rapid City Area Metropolitan Planning Organization on August 23, 2019.

This study and master plan will complement two other documents — Plan Rapid City, in 2014 and the Downtown Corridor Study, in 2016. Both documents reference the need for an improved North/ South corridor in the downtown area to provide for better and safer pedestrian accessibility from the Performing Arts Center to the Rushmore Plaza Civic Center, and the goal of development of more vibrant activity centers and corridors.

Rapid City has an opportunity to continue the momentum initiated by the development of Main Street Square and major improvements to the Memorial Park Promenade and Legacy Commons, which have been vital to bringing more people to the downtown area. Providing a safe and inviting crossing of Omaha Street at this strategic location would further enhance the connectivity of downtown with the park, playground and Civic Center.

Most would agree that the addition of Main Street Square and downtown revitalization efforts have improved the appearance, safety and enjoyment of this core district. Likewise, visitors to Memorial Park and Legacy Commons Playground have welcomed the improvements to that site. The new arena at the Rushmore Plaza Civic Center will generate new interest and use of these areas, resulting in increased pedestrian traffic across Omaha Street.

The study and master plan detailed in the FHU proposal will be invaluable in determining the level of improvement to the Sixth Street corridor the residents and other stakeholders would like to see, and public meetings outlined in the FHU proposal will bring valuable input to the process from the community regarding revitalization of this corridor.

After reading through the proposal, it is clear to me that FHU has assembled a professional team with the knowledge and expertise in multimodal transportation planning to effectively capture the ideas and desires of the stakeholders, and convert those ideas into design concepts and a master plan to assist with future project development.
The staff of the Community Planning department has expended a great deal of time and effort over the past two years holding public meetings with various stakeholder groups, reviewing plans and gaining support for moving forward. With 82% of the funding for the FHU study and master plan coming from a federal transportation grant, this represents a significant opportunity to receive comprehensive planning documents at minimal cost to the City.

The Community Planning department has also identified several potential funding sources that could be utilized for development of improvements arising from the study and master plan, subsequent to approval by the City Council.

Thank you for allowing me to express my support for this proposal by Felsburg, Holt & Ullevig for the Sixth Street and Omaha Street Pedestrian and Bicycle Crossing Study and Sixth Street Promenade Corridor Master Plan.

Respectfully,

[Signature]

Jeff Biegler, Parks and Recreation Director
October 28, 2019

City of Rapid City Common Council  
300 6th St.  
Rapid City, SD 57701

Dear City Council Members,

Rapid City is a growing and dynamic municipality, with current, long-range, and transportation planning professionals who are committed to ensuring our City’s public works grow with the needs of the citizens. The 6th Street Promenade and Omaha Street Pedestrian Crossing project is vital to further development of our Downtown Master Plan.

This project is fully supported by the Rapid City Police Department. This new development would accomplish many goals of both the Downtown Master Plan as well as Plan Rapid City. From a public safety perspective, this proposal would improve traffic flow on a major state highway, used by thousands of our citizens daily, by removing one traffic signal. It greatly increases pedestrian and bicycle safety downtown by separating pedestrian and vehicular traffic. It would also provide easy accessibility across a major thoroughfare, promoting a north-south corridor in our downtown core.

The Community Development Department has done their due diligence in requesting public input by hosting several meetings and events to share information about this project, and the public input has been overwhelmingly supportive. The next logical step in a project of this size is a feasibility study for a reasonable cost, which will be funded with 82% coming from federal transportation grants that are earmarked specifically for long-range planning.

The RCPD and the citizens of Rapid City have voiced support for this study to move forward. I ask you to consider supporting the Community Development Department in their long-term and visionary planning efforts to continue making Rapid City a great place for residents and visitors.

Sincerely,  

Karl Jegeris  
Chief of Police
October 10, 2019

City of Rapid City
300 Sixth Street
Rapid City, SD 57701

Dear Mayor Allender and City Council:

I am writing this letter in support of the study and potential project for the 6th Street Promenade and Omaha Street Pedestrian Crossing. The study will help evaluate life safety issues at the Omaha Street Crossing. This pedestrian crossing further links the economic interchange between the Civic Center and our Central Business District.

As a community we need visionary projects such as this to lead us into an ever increasing dynamic future.

Sincerely,

Patrick Wyss
President
Wyss Associates, Inc.

Cc: Ken Young
October 28, 2019

Ken Young, AICP
Director, Department of Community Development
City of Rapid City
300 6th Street, Suite 100

RE: 6th Street Promenade Letter of Support

Good day, Ken.

After reviewing conceptual designs and intention of creation of a corridor along 6th Street to link Memorial Park to Main Street Square and Downtown Rapid City, I believe this to be a positive for our community, economy, and downtown. With the new Civic Center Arena forthcoming, it justifies the rationale for the link even further.

Crossing the barrier that is Omaha for pedestrians is a technical challenge that needs thought and a well-engineered solution. I believe it is time for a study to be completed, one that truly vets the needs of this idea further.

We spent so much time and resources moving cars around in this community, and frankly, the importance of the pedestrian ranks higher in an urban setting of this magnitude outweighs the automobile. I am thrilled to hear we are using federal dollars to fund the majority of this cost.

You have my support to move this effort forward.

Thank you kindly,

[Signature]

Eirik Heikes, PLA, 1115 West Boulevard
MEDIA COVERAGE
Committee approves $125K pedestrian corridor study
Nathan Thompson, Rapid City Journal    October 2, 2019

Pedestrians and bicyclists looking to travel from downtown Rapid City to either Memorial Park or the Rushmore Plaza Civic Center have a major obstacle to face — an extremely busy Omaha Street.

Kip Harrington, long range planner for the city, said Wednesday that Rapid City is looking for solutions to that problem.

The Legal and Finance Committee sent to the City Council a preliminary approval for the mayor and finance officer to enter into an agreement for a $125,000 feasibility study on a safer crossing for Sixth and Omaha streets.

Harrington said the study will look into possibly closing Sixth Street to vehicle traffic at the intersection with Omaha, lowering Omaha to below current street level and building a walkway over Omaha.

“We’ve identified this through our downtown master plan. It has long been the desire of the community to make a better connection between downtown and the Civic Center for people who might like to park and have dinner downtown and then walk to the Civic Center for an event,” Harrington said.

The proposal would create a more pedestrian-friendly promenade and a possible grade-separated intersection at Sixth and Omaha streets, Harrington said. “This feasibility study is the first step in making that a reality,” he said.

The Rapid City Council will consider the authorization of the feasibility study Monday night. If approved, it would be completed by Felsburg Holt & Ullevig, a Centennial, Colo.-based company that specializes in transportation planning.

Harrington said if the City Council approves the study, it would begin in late October, with results available in six to eight months.

“We are going to look at all the transportation aspects of this,” Harrington said. “In order to facilitate this, it would require closing the Sixth and Omaha intersection to car traffic (on Sixth Street). We’d still be able to get bikes and pedestrians over there, but this will also have an impact on our transit system. We will look at all of that, see what types of effect it would have on that, and determine whether it is feasible.”

After the study’s completion, the city would look at engineering and costs to realign the intersection — a process that could take several years, Harrington said.
First step toward potential bridge across Omaha Street

By Connor Matteson | KOTA TV  October 3, 2019

Moving from downtown Rapid City to Rushmore Plaza Civic Center means dodging traffic, but a study approved this week may change that.

Kip Harrington is a Long Range Planner at City Hall.

"Well the crossing will provide a grade-separated intersection to remove the pedestrian traffic from the vehicular traffic," says Harrington. "South Dakota Highway 44, also known as Omaha Street, is a state highway it's one of the busiest streets in Rapid City. So crossing that on either a bicycle or as a pedestrian is very difficult at times."

When pedestrians want to cross the street at Sixth and Omaha, they press the button which stops the thirty thousand cars and trucks that drive past the intersection throughout each day.

The intersection is booming with traffic, both foot and four-wheeled, now city officials are considering adding a park at the corner of Sixth and Omaha. Forcing sixth street to be a few yards shorter, that's where a potential footbridge will begin.

"So it will be an uninterrupted pedestrian walkway from downtown to the Civic Center Memorial Park," says Harrington. "It will also help with traffic flow as well because it takes one traffic signal off of the highway system and traffic signals tend to slow down traffic."

To get moving on the bridge, the Rapid City Legal and Finance committee approved a one hundred and twenty-five thousand dollar study. Approximately eighty percent of the study will be paid with federal planning funds with the remaining twenty percent from the city.

The street wide bridge lined with plants should allow people to move easily from downtown to the civic center, potentially bringing more people to the arena.

Priscilla Domínguez is the Director of Marketing and Sales at the Rushmore Plaza Civic Center.

"We're really excited to see that they are pursuing what those options might look like," says Domínguez. "We know we're still in the early days of that, but you know anything to help people get around this great town is a great thing for us."

If approved by the city council, the study will start October and take six to eight months to complete.

Rapid City eyes 6th and Omaha for potential reconstruction

Megan Murat  KNBN TV  October 3, 2019

Could big changes be coming to the intersection of 6th and Omaha in Rapid City? That’s what officials hope to study.
The Legal and Finance Committee is sending to City Council for approval, a go-ahead to conduct a study for a pedestrian and bicycle crossing, connecting downtown and Memorial Park.

"We’ve identified this through our master plan and it’s long been desired to our community," said Kip Harrington, a long-range planner with Rapid City.

The study is slated to begin by the end of October and is expected to take six to eight months to complete, with results coming back in the springtime.

The city has tweaked the intersection over time, varying the location of crosswalks, but what is under consideration now is like nothing that’s been done before.

“The Omaha Street grade would be lowered, lower than where it is currently, maybe down about 10 feet or so,” said Harrington. “6th street would form an archway up over the roadway so that people could walk up over the roadway uninterrupted from downtown over a slight archway into Memorial Park and be more of an extension of the park itself.”

Harrington explains the extension of the park could potentially include landscaping, wide sidewalks and bike facilities.

As inspiration, Harrington says the city has been looking at Klyde Warren Park in Dallas, Texas which maintains a similar concept of a park area continuing over a freeway but on a much smaller scale.

The planning stage is early and much has yet to be considered. The study will point to what will be actually feasible. That includes looking at the impact on traffic and the city’s transit system in that area.

The cost of the study is $125,000 and will be paid in large part by federal funds.

City of Rapid City hosting Promenade Visioning Workshop
KNBN TV   September 12, 2018

The Rapid City Community Development Department is hosting a Public Visioning Workshop on the Promenade Corridor. The workshop will be held Wednesday night in the city council chambers at 300 Sixth St. from 6-7:30 p.m.

The public is invited to see what has been proposed, ask questions and give input regarding the concepts for creating an improved pedestrian corridor with amenities, connecting the Rushmore Plaza Civic Center to the Performing Arts Center, through Memorial Park and along Sixth Street.
However, more than a few Rapid City residents were skeptical about Promenade plans after the depiction of an amusement ride in an area where people died.

For more information on Wednesday’s meeting, call City Long Range Planner Sarah Hanzel at 605-394-4120.

Planners Envision Improvements To Rapid City Downtown Park
KELO TV     August 20, 2018

City planners are looking to attract more visitors to a park in Rapid City’s downtown.

Rapid City staff recently unveiled conceptual drawings of improvements to be made to Memorial Park. City planners have envisioned a Ferris wheel, a carousel and an elevated pedestrian crossing above Omaha Street with green space. Other ideas include public art installations, outdoor fitness centers and a fishing pier.

Community Development Director Ken Young says city planners are still in “the envisioning stage.” But he says the goal is to better connect the park to downtown and the Performing Arts Center.

City officials are gathering public input on the concept while searching for potential grant funding. Public input sessions for local artists and “creative thinkers” will continue to be held in the coming months.

OURS: Memorial Park plans have much potential
Rapid City Journal Editorial    August 19, 2018

It seems the city’s public discussion to take the Memorial Park promenade vision to the next level is raising some hackles in the community.

A Ferris wheel, a gazebo, a carousel and public art? Nonsense some are saying while no doubt wondering if planners have lost their senses. This is, after all, Rapid City, S.D., where we have more serious needs and better uses for taxpayer money.

It’s like an echo from the past when the idea of creating a town plaza was first floated. But the transformation from parking lot to Main Street Square that was celebrated in 2011 is a success story that seems to get better every year.

Main Street Square is now the centerpiece of downtown Rapid City. It attracts thousands of people to the city’s core while hosting events, concerts, ice skaters and young families taking advantage of water fountains that shower giggling children in the summer heat. It’s a place where one can enjoy the Passage of Wind and Water Sculpture while drinking a cup of coffee, reading a book or breezing through social media accounts.
Now, Deadwood and Casper, Wyoming, are working on their own town squares, likely inspired by what happened in Rapid City. By all standards, the once scoffed at notion has pumped new life into the downtown.

And it all started as just an idea in 2008 when a consultant said Rapid City needed a central gathering place, or a plaza. It would take another nearly four years before Main Street Square was open to the public.

Memorial Park is just a few blocks from Main Street Square and the Rushmore Plaza Civic Center, the city's primary entertainment venue and future home of a $130 million arena that voters overwhelmingly approved.

The city now hopes to create a dynamic and entertaining pedestrian pathway from the downtown to the civic center through one of Rapid City's premier parks.

Yes, the vision is grand. In addition to looking at a Ferris wheel, which has some residents' minds spinning, a carousel, a gazebo, outdoor fitness stations and public art displays, the city hopes to create a pedestrian overpass on Omaha Street, a busy and daunting street to cross even where traffic lights are located.

It is important to note, however, that this project is "still in the envisioning stage," according to Community Development Director Ken Young. No consultants have been hired and the city council hasn't been asked to approve a costly study that usually paves the way to future projects.

Instead, the city is taking more of a grassroots approach by inviting the public to participate and dream a little. A recent "Coffee with Planners" event in City Hall was attended by around 40 citizens who provided feedback on the first draft of the proposal.

The city will continue its outreach. It will have information on the project available on Aug. 23 and 30 during Summer Nights at Main Street Square. A public workshop then will be held from 6 to 7:30 p.m. on Sept. 12 at City Hall.

Memorial Park presents a tremendous opportunity to the city, which deserves credit for looking at ways to boost the economy and quality of life in ways that many can enjoy.

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**Rapid City discusses new art corridor with local artists**

KOTA TV August 16, 2018

Revitalizing the crossing between 6th Street and Omaha Street is only one part of a bigger plan in Rapid City.

The second part? Adding more art.

On Wednesday night, the city hosted a forum with local artists to discuss creating a
corridor, similar to Art Ally, extending from the Performing Arts Center to the Civic Center by lining 6th Street with art installations.

The idea is to connect the corridor to the potential new overpass for pedestrians, with hopes of bringing more people downtown and making Rapid City a bigger destination.

"We could have a walking tour that will take people form north to south, we could have little pockets of performing art," said Ken Young, director of Community Development with the city. "Maybe it's a part of a larger event. Maybe it is just a pop-up and do your art."

Artists floated around many ideas such as letting anybody get in on adding to this art to bringing in international muralists.

This is all a continuation of Rapid City's Comprehensive Plan to create a better quality of life in the city, while also bringing more people downtown and keeping them downtown so they spend more money at local shops and restaurants.

The city is still considering funding options, but Young suggested applying for grants or looking for sponsorships.

This plan is still in preliminary discussions and anyone can get in on the discussion by contacting Ken Young.

Read the original version of this article at www.kotatv.com.

Promenade Revitalization
http://www.kotatv.com/video/?vid=490995821 August 16, 2018

What's in store for the promenade revitalization between and Memorial Park?

Big changes could be coming to Memorial Park
By Meredith James | KOTA TV August 13, 2018

Although in the fundamental stages, city officials know they want to revitalize the corner of Sixth and Omaha streets; bridging a gap between downtown and Memorial Park.

"Both the city and the private sector have been investing in downtown in a lot of ways. Sixth Street being a north-south connection is the next piece of what we're looking at. It also ties into the activity east of Fifth as well as the historic downtown area," says Sarah Hanzel with Rapid City Community Development.

Dan Senfter with Main Street Square says he hopes to bring a Ferris wheel, carousel and walk over bridge connecting memorial park and downtown together. The goal - to make the trip between the two distances safer and easier.
"What we've discussed is a walk over and the cars will drive under. It would be an underpass for the vehicles which means we can walk from here to the new arena back downtown. Everything we want to do without having to deal with any traffic," says Senftner.

The city will meet with local artists to figure out their next step on Wednesday.

**Rapid City has grand plan for promenade**

*By Meredith James | KEVN TV | August 13, 2018*

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**Walking path over Omaha St. envisioned for promenade**

*Samuel Blackstone, Rapid City Journal | August 10, 2018*

A Ferris wheel, a carousel, a gazebo and barbecue dining plaza and an elevated pedestrian crossing with green space above Omaha Street.

Take a look at the city's conceptual drawings of improvements to Memorial Park and one thing becomes clear: city planners have big ideas on how to attract visitors to the downtown park.

At a recent quarterly "Coffee with Planners" event in City Hall, city staff unveiled the conceptual sketches while soliciting feedback from the approximately 40 people in attendance. Along with the aforementioned ideas, the conceptual drawing was dotted
with public art installations, outdoor fitness centers and a fishing pier/kayak launch into Memorial Pond.

The goal, Community Development Director Ken Young said, is to better link Memorial Park and the Rushmore Plaza Civic Center to downtown Rapid City and the Performing Arts Center. But Young wants to make one thing clear.

"We are still in the envisioning stage," he said.

When Young arrived last fall in Rapid City, increasing the accessibility and availability of pedestrian walkways in and around the downtown area was one of the first things he discussed with planners. Getting people into Memorial Park where pedestrian walkways meander alongside Rapid Creek and into Founder’s Park and increasing the ease of pedestrian traffic between the parks and downtown was perhaps the biggest issue. Now, he said, it’s the biggest challenge these plans hope to address.

Calling the pedestrian crossing at Sixth Street over Omaha Street the “key component” of the plan, Young said the goal was to create an elevated walkway dotted with green space to draw people to and from the park and provide a free and safe flow of pedestrian traffic. Creating a corridor along Sixth Street between the Performing Arts Center and Rushmore Plaza Civic Center is also an integral ambition.

It could also help ameliorate the perceived parking problem of downtown Rapid City, an issue that was repeatedly brought up during debate about the city’s plans to build a new arena just northwest of the Barnett Arena on the civic center campus.

“Parking is always an issue and if we have better pedestrian access between downtown and the civic center, perhaps someone is willing to park downtown, go to dinner and then just walk to the civic center," Young said.

Dotting the corridor with smaller public gathering areas, historical/interpretive signage and public art installations, Young says, could also increase interest in the area.

For now, city staff are merely looking to gather public input on the concept while searching for potential transportation and planning grants to help turn it from idea to reality. Young said Todd Seamen, Rapid City region engineer for the South Dakota Department of Transportation, expressed support for the Omaha Street crossing.

But while Young admits the crossing would be the most complicated and expensive portion of the project, he believes it’s feasible if proper drainage on the road is built. In the meantime, Young said other aspects of the plan could be implemented.

To keep the conversation going, city planners have scheduled a public input session for local artists and “creative thinkers” on Wednesday, Aug. 15, from 3:30 p.m. to 5:30 p.m. in the Hoyt Room within the Rapid City Public Library. Other sessions will be scheduled in the coming weeks and months.