

Rapid City Enhancement Program

Rapid City, South Dakota

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City Beautification Committee

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Introduction

The Rapid City Beautification Committee was organized in October 1989 under the administration of Mayor Keith Carlyle. The Bylaws and Mission Statement were forthcoming in the early years of the Committee. Although the Bylaws have been amended a couple of times, the Mission Statement has remained unchanged. "It is the mission of the City of Rapid City Beautification Committee to develop and implement beautification projects and policies, to discuss pertinent issues, and to encourage public and private beautification activities in Rapid City".

It is with the Mission Statement in mind that the Committee has taken on the task of developing written document listing potential enhancement projects, activities, and policies the Committee supports. We have divided the listing into eleven (11) categories. This systematic approach will provide present and future Beautification Committee members with an outline toward a continuing, coordinated, and comprehensive roadmap to encourage a more aesthetically pleasing Rapid City.

Enhancement Categories

- A. Street Lighting Upgrades
- B. Traffic Signal Upgrades
- C. Burial of Overhead Wires – Down and Under Program
- D. Billboard removals – Down and Out Program
- E. Sidewalk System Upgrades
- F. Streetscape Enhancement Projects
- G. Interchange/Intersection Enhancement Projects
- H. Spot Enhancement Projects
- I. Park & Recreation Projects
- J. Governmental/Planning Activities Projects
- K. Private Property Enhancement Issues

A. Street Lighting Upgrades

The goal of this category is to construct modern efficient street light systems along certain segments of existing roadways where either an antiquated system exists or where there is no system in existence. We suggest the following segments of roadway be considered for street light upgrades.

1. Fairmont Boulevard 5th Street east for approximately two (2) blocks. The Regional Hospital Complex borders on the south while St. Thomas More High School borders on the north. No system exists currently.
 2. E. Main St. East Boulevard east for approximately two (2) to three (3) blocks. The Rapid City Central Post Office Complex borders this area on the south side while the vacant Plainsco/DSG property borders on the north side. An antiquated system exists now.
 3. Jackson Boulevard West Main St. to Mt. View Road. Roadway is bordered by many businesses. Jackson Blvd. from Mt. View southwest will be upgraded by SDDOT with a new lighting system. From West Main to Mt. View is a City street and therefore City responsibility. An antiquated system exists now.
 4. Highway 79 Catron Boulevard interchange south to the Landfill Entrance.
 5. Sturgis Road West Chicago northwest toward the Blackhawk area. Numerous businesses border this section of roadway. System should extend to the Buck & Gator Lounge at a minimum. An antiquated system exists now for a portion of this stretch.
 6. Eglin St. East of SDDOT complex east to railroad track crossing. No system exists currently.
- Footnote: We exclude roadways currently in the 5 year SDDOT/City Plan for Reconstruction, including Mt. Rushmore Road, Jackson Blvd., Anamosa St. and East North St.

B. Traffic Signal Upgrades

The goal of this category is to either upgrade existing traffic signal installations or remove existing traffic signal installations. The sites listed consist of wood/metal poles with overhead wires/cables supporting traffic signal heads. We suggest the following sites be considered for upgrade or removal.

1. I-90 and Deadwood Avenue East Bound on/off Ramp Intersection is currently wood poles with overhead wires (Rally Traffic Control).
2. St. Patrick St. and South Valley Drive Currently is wood poles with overhead wires.
3. Mall Drive and Maple Avenue Flashing lights with overhead wire installation.

C. Bury Overhead Cables/Wires in Right of Way

The goal of this category is to remove/relocate overhead wires/cables from certain roadways to improve and enhance the aesthetic beauty of the roadway area. The area of Rapid City that falls into this category is immense. Almost all of the Central Business District is a candidate for action in this category. In addition to the Central Business District, we suggest the following stretches of roadway be considered for the action suggested in this category.

1. West Main Street Southside from Mt. View west to Westside of McDonald's Restaurant.
2. Alley between East St. Joe and East Main St. from SD Tech Access Road west to Elm Ave.
3. West Boulevard From Omaha St. south to St. Joe St.

4. Jackson Boulevard West Main to Mt. View.
5. Nemo Road Berry Pine Road east to 44th St.
6. Tower Road Skyline Drive south to Catron Boulevard west side.
7. 5th St. Minnesota North toward Hospital (west side).
8. Haines Avenue Anamosa north to I-90.
9. LaCrosse St. East North St. north to Railroad Track (west side).
10. Campbell St. Westside of Campbell Street in Fairgrounds area bury cable TV line.
11. Campbell St. St. Patrick St. south to Minnesota St.
12. Deadwood Ave. Service to Fischer Furniture Building.

D. Billboard Removals

The goal of this category is to remove all existing billboards inside the City Limits over a certain period of time. We would hope to eventually have a billboard free City. We suggest the following billboard locations or sites be considered for removal.

1. All sites.

E. Sidewalk enhancement projects

The goal of this category is to encourage the installation of public sidewalks to allow residential/private property owners to finish enhancing their frontages plus providing a safer pedestrian environment. We suggest the following locations be considered.

1. North side of Canyon Lake Drive Sheridan Lake Road east to Mt. View Rd.
2. Highway 44 Lacrosse St. east to Loaf & Jug at North Valley Drive.
3. East side of Sheridan Lake Rd. Canyon Lake Dr. north to West Main St.

F. Streetscape Enhancement Projects

The goal of this category would be to construct aesthetically pleasing streetscapes along a section of street or highway in Rapid City. Streetscape elements could include the following elements.

- a) Rehabilitate street and sidewalk surfaces for the automobile and pedestrian traffic.
- b) Rehabilitate pavement markings and traffic signage.
- c) Bury overhead utility line to eliminate visual clutter.
- d) Enhanced/modern street light and traffic signal systems with underground wiring.
- e) Landscape elements such as trees, shrubs, planting beds, retaining structures, and underground irrigation systems.
- f) Informational signage as required to inform the public.

We suggest the following sections of roadways be considered for streetscape enhancement projects.

1. West Memorial Park Frontages along I-190 and Omaha Streets.
2. Complete Sixth St. Streetscape from Kansas City to Columbus St. to complete the Sixth St. corridor.

3. Seventh St. Omaha St. south to Kansas City St.
4. Fifth Street Streetscape Enhancements from Omaha to Quincy St. for a more pedestrian friendly corridor.
5. Main St. West from East Boulevard to 2nd St. Complete Street Trees and Corner Enhancements.
6. West Blvd. Omaha St. to St. Joe.
7. Omaha St. East Blvd. east to Rapid Creek Bridge.
8. I-190 I-90 to Omaha St.
9. West Omaha Street From 12th Street West to Mountain View Road
10. Jackson Blvd. W. Main to Mt. View.
11. E. Main St./E. St. Joe St. E. Blvd. southeast to Campbell St.
12. E. North St. Campbell east to I-90.
13. Enhancement of Sturgis Road From W. Main St. Northwest to the new Game, Fish and Parks Complex.
14. W. Chicago St. Deadwood Ave. to Sturgis Rd.
15. St. Patrick St. Elm Ave. east to East Main St.
16. Sheridan Lake Road Jackson Boulevard north to Rapid Creek Bridge.
17. Fifth St. Minnesota St. to Catron Blvd.

Major footnote:

The City in recent years has shown the desire to implement some aspects of street scaping on some of the major street reconstruction projects.

Streets currently in the five (5) year CIP such as Mt. Rushmore Road, Jackson Blvd., Anamosa Street, E. North/E. Blvd. streets and Kansas City Street from 5th Street to East Boulevard are not listed above. We assume these projects will continue to move forward in the very near future.

G. Interchange/Intersection Enhancements

The goal of this category would be to construct aesthetically pleasing landscaped environments at major interchanges or intersections where larger areas of land are available. We suggest the following interchanges/intersections be considered for possible landscaping.

1. I-90 and La Crosse St.
2. Elk Vale Road and Highway 44 E.
3. Highway 79 and Catron Blvd.
4. Fifth St. and Catron Blvd.
5. Highway 16 and Catron Blvd.

H. Small Location Enhancement

The goal of this category would be to construct an aesthetically pleasing small location enhancement. These sites could include certain elements similar to a streetscape enhancement

but probably would not involve any street/roadway construction/or construction elements. We suggest the following small locations be considered for enhancement.

1. Haines Ave. Median North St. south to New York St. Develop similar to Omaha St. Medians.
2. Hubbard Mill truck staging area on the north side of Omaha St. between Fifth St. and Third St. as per the 2005 Omaha Street Corridor Enhancement Project Master Plan.
3. Median Rock Covered Area Between East Main and East St. Joe west of SDSM&T Main entrance Road and east of the Hard Rock Inn Gas Depot.
4. SW Corner of Sheridan Lake Road And Canyon Lake Drive at the Water Building Corner.
5. Intersection of W. Main St. and Sturgis Rd. The west side angled tip of right-of-way at the old two story gas station.
6. Storm Water Detention Pond at the S.E. corner of Mt. View and Omaha Streets.
7. Sign Bridge across Omaha Street between West Blvd. and Mt. Rushmore Road.

I. Park & Recreation Projects

The goal of this category is to suggest possible projects that would fall under the jurisdiction of the Department of Parks & Recreation. This is hardly meant to be a comprehensive list, but just projects that should be developed in an aesthetically pleasing manner.

1. West Memorial Park Redevelopment in accordance with the Omaha Street Corridor Enhancement Project Master Plan.
2. Executive Golf Course-Area B of the Omaha St. Corridor Enhancement Project from the 2005 Master Plan.
3. Pressler Junction West (Area E) Redevelopment in accordance with the Omaha St. Corridor Enhancement Project Master Plan.
4. Bike Trail Project from the Civic Center Area To Vickie Powers Park.
5. Master plan the greenway from Founders Park Area to Canyon Lake.
6. Vicki Powers Park Phase II
7. Extend east bike trail from Campbell St. to Rapid Valley.
8. Rapid City Sports Complex
9. Botanical Gardens in SE Memorial Park
10. Enhancement of the Parking lot/ Entrance to the paddle boats parking lot off Chapel Lane.
11. Skyline Wilderness Trails

J. Governmental/Planning Activities

The goal of this category is to suggest possible governmental/planning activities that would complement the Committee's mission to create a more aesthetically pleasing community.

1. Complete the overhaul of the Current Landscape Ordinance that has been in the works for the past decade.
2. Research methods to require the hard surface paving of all current gravel parking lots.

3. Research the possibility of establishing a program that would assist the electrical power, telephone, and cable television companies with the expense of the burial of certain sections of their systems in public right of ways.
4. Develop an overall Beautification Master Plan
5. Review/Implement the Welcome Signs enhancement program developed by the Mayor's Vision 2020 Strategic Goals Beautification Committee.
6. Update the City of Rapid City Bike trail Master Plan.
7. Review current ordinances relating to code enforcement of beautification issues to see if upgrades are required to make the system more efficient and effective.

K. Private Property Enhancement Issues

The goal of this category is to list potential private property enhancements that would positively enhance the appearance of current business or residential locations.

1. Private Parking Lot lighting systems

- a) Meadowood Bowling Alley Parking Lot on Sturgis Rd.
- b) Midland Shopping Center on E. St. Patrick St.
- c) Dakota Battery & Electric on Deadwood Ave.

2. Electrical Distribution System Burial

- a) East side of 5th Street between the south Hospital entrance and Elk St. at the public housing complex.
- b) Northeast side of Sturgis Rd. from intersection with W. Main St. northwest to approximately the FTC Express building.