

STAFF REPORT

January 25, 2001

#00DU001 – North Haines Avenue Reconstruction

ITEM 37

GENERAL INFORMATION:

PETITIONER	Pennington County Highway Department
REQUEST	#00DU001 - North Haines Avenue Reconstruction
LEGAL DESCRIPTION	Request for a determination that the proposed North Haines Avenue reconstruction meets the adopted Comprehensive Plan
REPORT BY	Bill Lass

RECOMMENDATION: **Staff recommends that the Planning Commission makes a finding that the proposed reconstruction of Haines Avenue is not in compliance with the City's Comprehensive Plan.**

GENERAL COMMENTS: **This Staff Report has been revised as of January 19, 2001. New or revised text is shown in bold print.** The applicant is proposing to reconstruct the portion of Haines Avenue lying north of the Rapid City corporate limits to the Pennington County line. The roadway is to be reconstructed as a rural-section roadway with two lanes and eight-foot wide shoulders. In accordance with Chapter 11-6-19 of South Dakota Codified Law, the Rapid City Planning Commission must review the road construction project for compliance with the adopted Comprehensive Plan. **This request was originally heard by the Planning Commission on January 4, 2001 but was continued at that time to allow further Staff review of the project.**

STAFF REVIEW: **The City's Major Street Plan identifies this segment of Haines Avenue as a future Principal Arterial roadway. According to the City's Street Design Criteria Manual, a Principal Arterial roadway must include four twelve foot wide traffic lanes, curb and gutter, an eight-foot wide bike path on one side of the roadway, and a four-foot wide sidewalk on the opposite side of the roadway. (See attached cross section.) As noted, the plans proposed by Pennington County include two twelve-foot wide driving lanes with no curb and gutter, bike paths or sidewalks.**

As noted, the proposed pavement section for Haines Avenue does not comply with the typical arterial street section as specified in the City of Rapid City Street Design Criteria. The Planning Commission is obligated by State Law to make a determination as to whether the proposed roadway construction is in accordance with the City's Comprehensive Plan. As noted, the Major Street Plan, which is a part of the City's Comprehensive Plan, identifies the roadway as an arterial roadway. The proposed cross-section does not comply with the City's adopted criteria. Furthermore, the City has reconstructed a portion of Haines Avenue north of Interstate 90 to an arterial standard and has plans to improve the remainder of the roadway within the City limits

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to an arterial standard in 2003. Current traffic volumes on the road way are 1,776 average daily trips. The recently adopted Long Range Transportation Plan identifies 2025 projections of 5,000 average daily trips; however, this plan does not take into account development activity occurring north of the Pennington County line, in Meade County. During a meeting in October 1999 with Bill Anderson of the Pennington County Highway Department and South Dakota Department of Transportation officials, a Meade County Commissioner indicated that over 600 additional home sites had been created in an area that would impact Haines Avenue. Based on that information, a minimum of 6000 additional average daily trips could be anticipated when homes are constructed on those sites. Additional platting of home sites over the past 15 months could actually increase the anticipated average daily trips even further. Concerns were also expressed at that meeting and in several subsequent discussions regarding safety issues associated with large trucks accessing the Dacotah Cement Plant quarry on the west side of Haines Avenue. There may be a need for turn lanes at this location to safely accommodate the turning movements particularly as it relates to the slower large vehicles entering and exiting the quarry site.

It should be also be noted that if the road is not constructed to City standard by Pennington County at this time, the private landowners with property adjacent to the road will be required to upgrade the road at their own expense when the property is developed. This could include the construction of additional travel lanes, left turn bays, deceleration lanes, curb and gutter, street conduit, storm drainage and sidewalks. Further, the City will have to pay over sizing costs when the road has to be expanded beyond a collector status road.

In accordance with State Law, the Pennington County Commission may vote to construct the project without making the necessary changes to comply with the City's Comprehensive Plan and Street Criteria Manual. There may be mitigating circumstances that support construction of a road to a standard less than the City's Street Criteria Manual including lack of adequate right-of-way, limited funding sources, lack of anticipated future traffic levels to necessitate the improvements within the life of the roadway surface, etc. The Pennington County Commission may find such mitigating circumstances and elect to proceed with the substandard street cross-section as proposed. However, the state statute does not authorize the Planning Commission to cite such mitigating circumstances during their review.