

WRITTEN PUBLIC COMMENT

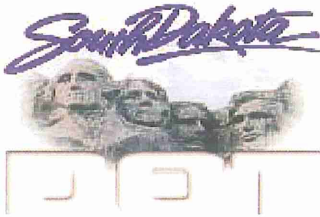
Project #s P 0016(78)67 PCN 01TH & P 0016(79)67 PCN 027C
SSW11-1926 CIP 50840 & SSW12-2051 CIP 50867
Pennington County

US 16 from Tower Road to Saint Patrick Street and
Saint Patrick Street to Kansas City Street

Grading, Storm Sewer, Curb and Gutter, Sidewalk, Roadway Lighting,
Traffic Signals, PCCP Surfacing, Water, Sanitary Sewer and Landscaping



I would like to see a designated
bike path. Even if it's 9th Street -
there should be signage stating that it is
for bicyclists.



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PRESERVE THE LEFT TURNS. IF WE LOSE
LEFT TURNS IT WILL BE DEPRIMENTAL TO
OUR BUSINESS. KEEP THE MEDIAN.

I HAVE BEEN HERE FOR 24 YEARS AND
HAVING TRAFFIC IS IMPORTANT TO MY BUSINESS.

DURING CONSTRUCTION - START AND GET IT DONE
WORK EXTRA HOURS, WORK SUNDAYS, WORK NIGHTS.
PAY EXTRA AS NECESSARY AND GET THE TAXES
BACK BEING GENERATED BY SUCCESSFUL BUSINESS
OWNERS

RECEIVED

AUG 29 2012

August 27, 2012

Ferber Engineering
Mr. John Van Beek
729 East Watertown Steet
Rapid City, SD 57701

RE: Mt. Rushmore Road Construction Plans

To Mr. John Van Beek,

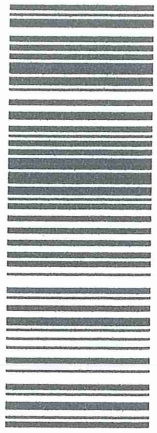
You will find below a list of names and signatures of the business and property owners on Mt. Rushmore Rd between the streets of St. Andrew and Franklin. We as a group want to make our position known to you, the South Dakota Department of Transportation, and the City of Rapid City regarding the construction and beautification projects planned for Mt. Rushmore Rd. We support beautification efforts such as underground utilities and new lamp posts. However we do not support the placement of medians in front of our businesses. We are requesting that the plans be changed in terms of medians in front of our properties to reflect the same type of access our neighbors to the south have (the businesses between St. Francis and St. Andrew Street). We feel strongly that our businesses will suffer greatly under the current plan.

Thank you for your consideration,

**Super
-Lube**

10 Minute Oil Change
P.O. Box 3425
Rapid City, SD 57709

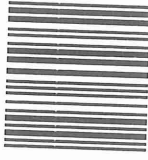
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AMOUNT
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*Ferber Engineering
Attn: Mr. John Van Baek
729 East Water-Town St.
Rapid City, SD 57701*

1st NOTICE
2nd NOTICE
RECEIVED

5770181340



I purchased my business property in August 1988. Prior to purchasing the property Rapid City planning and zoning assured me that on-street parking would always remain in front of my building. They also indicated that without 3 on-street parking spaces I would not meet city parking code and would not be able to practice at that location.

Also in 1988 the city was planning to restrict left-hand turns across traffic at intersections and alleys from Fairview St north to Columbus St to decrease unwanted "cruising" traffic from the West Blvd neighborhood. I was again assured that access across traffic to my alley would always be available for my regular and emergency clients.

Mt Rushmore Rd has had 2 re-surfacing/construction projects since 1988. On each occasion I was unequivocally assured that the on-street parking and alley access would always remain.

I currently have 6 off-street parking spaces accessed by my alley via Mt Rushmore Rd and 3 on-street parking spaces. Eliminating the on-street parking shrinks my customer parking by 33.3%. It will also require all delivery trucks to turn down a private alley (if the opening is wide enough) and obstruct that alley while delivering essential foods, medical supplies, and oxygen etc.

I was required to pave the alley all along the edge of my property/parking to decrease dust. Increased traffic on a partially unpaved, narrow alley will increase dust. It will also decrease safety and accessibility for residents.

Alternate perpendicular parking at the end of Fairview and St James are not a solution because at least 6 spaces are already grandfathered-in to the businesses on the corners. Also, our clients would feel very unsafe to have to walk that distance carrying a cat or dog next to the traffic.

The maximum number of pedestrians we have counted that pass our business during business hours is 5, but most often it is closer to 2. The evenings have even less foot traffic. I do not wish to shovel a 5 foot wide sidewalk for so small a number.

City planning forced The Medicine Shoppe across the street to remove trees from their property because they obscured vision for traffic entering Mt Rushmore Rd from Fairview St. How will trees in the median and along the street not be obstructive this time?

Mt Rushmore Rd is on the early **state** snow plowing schedule because it is a highway and business artery. The side streets are often not plowed until 24--48 hours later because they are under city jurisdiction, the alleys are never plowed. This increased traffic will cause significant problems for the businesses and residents alike.

Planning representatives have indicated that SD highway code requires elimination of parking on all state highways. It is a safe assumption that 95% of cities in SD have some parking on the state highways as they go through their boundaries.

I have also heard a rumor that after construction is finished SD will turn Mt Rushmore Rd over to the city. If so, removal of parking spaces is premature and unnecessary.

I can't state more strongly that removal of my on-street parking will severely impact my daily business and will decrease the value of my property. My property would no longer meet city parking code and I will be unable to sell it for most business uses.

I have protested these changes at every meeting the planning committees have had except Aug, 16, 2012. That was missed because my vacation was planned long before I received notification of that state meeting. I have always been told that the plans were not finished and that they would seriously consider everyone's opinion and concerns. This has gone on for over 2 years and I have seen no reflection in the drawings that addressed any business owner's verbalized concerns. I submitted a written comment at the first meeting but on the verbal reassurance of the planners that all written concerns would be considered I have not written again until now.

I firmly believe this is not the way to beautify Mt Rushmore Rd at my location.

Sincerely,

I am a resident in the neighborhood on the west side of Mt. Rushmore Rd (abbreviation MRR). Local persons do not now nor will they ever desire to walk beside MRR. We walk on the parallel streets.

The majority of business in the phase 2 reconstruction are destination businesses. Increased pedestrian traffic is not a benefit to the neighborhood or the businesses.

Five-foot wide sidewalks will result in unplanned bicycle traffic increasing hazards to turning vehicles.

Vehicles forced to enter and exit businesses via the back alleys will increase dust pollution.

The inability to turn across traffic except at intersections will increase traffic on both the cross streets and parallel streets which already have restricted passage because of cars parked on both sides of the street. It will also increase traffic turning across a school sidewalk route and the planned 9th St bicycle path.

Moving the entrance of the Little Caesar's mall onto Franklin Street will reduce parking space available for school buses. It will also subject school children to crossing a busy business entrance just after/before crossing MRR.

Removing the parking along Wilson Park will have a detrimental impact on the park's use during neighborhood functions and tourist picnicking access.

Emergency vehicles will be restricted in their ability to maneuver around vehicles to access the hospital and southern areas.

The trees in the median will obstruct the view for vehicles turning across traffic at the intersections.

Plowing snow will be more difficult and will require removal.

Who is going to maintain/water/weed these plants on the medians?

August 28, 2012

To Mr. Van Beek

I am writing to express my concern about the implementation of medians in front of my businesses on Mt Rushmore Road (1614 Mt Rushmore Rd and 1620 Mt Rushmore Rd) as was proposed at the Public Meeting on August 16, 2012 by the South Dakota Department of Transportation and the City of Rapid City. I have been in the oil change industry for nineteen years and currently own an oil change station on Mt Rushmore Rd. In my experience, medians have been detrimental for business. We try to avoid business development on divided highways. In my nineteen years working with companies and personally developing commercial real estate, I have never seen a business benefit from medians.

In general it is my belief that, if medians are implemented on Mt Rushmore Rd, it will become more difficult to enter and exit businesses. Over time, businesses will weaken with the more cumbersome entry and exit paths. Notably, as revenues decline, jobs will be lost.

We have always taken the appearance and upkeep of our sites very seriously. We support beautification actions such as new lamp posts, new landscaping and other ideas which do not harm business. We support maintaining and improving the roads and utilities. We do not, however, support medians which will be damaging to businesses along Mt Rushmore Rd.

On a separate but related note, the implementation of medians will mean more traffic will utilize side streets in neighborhoods off of Mt Rushmore Rd which is something residents have communicated concern over. It is our understanding that City money will be utilized for medians and it is our position that this money could be used in a better way for Rapid City.

Sincerely,

Starting in 1962 and for the next 5 summers I was an employee of the South Dakota Highway Department. I was an inspector on two lane and Interstate highway construction. I gained a great deal of knowledge about the construction and safety of highways.

In 1967 I became a Trooper with the South Dakota Highway Patrol. I served in that capacity for 31 years. The last 11 years I was the commander of the western half of South Dakota. During my 31 years I investigated 1445 automobile crashes. During my 11 years as commander I was a yearly member of an accident review team that travelled to and reviewed accident locations that were suspected of being dangerous by view of engineering or improper signing. Many of these locations were within the city of Rapid City. I consider myself to be pretty knowledgeable about automobile crashes and their causes.

Plans to place scenic medians in the roadway when Mt. Rushmore Road is rebuilt are seriously flawed. Traffic studies have proven that drivers tend to drive from 18" to 24" away from medians. This action constricts traffic within the inner lane and it diverts driver attention from other driving activities. Drivers who encounter medians, that restrict crossing the roadway to get into business locations, often make improper, illegal, and unexpected moves in attempts to get to their destinations. As Mt. Rushmore Road is already a route for tourists who are often lost, confused, or unaware of their destination, the addition of a turn restricting median will be only add more danger to difficult driving situations.

The building of medians during the construction process adds unneeded cost to this project and these medians serve no useful traffic movement purpose.

I am not against highway beautification, but I believe any such activity or installation should be done outside of the right-of-way, not within the roadway.

I would be willing to discuss this matter with anyone face to face. I am committed to highway safety and I would like to add this commitment to the final planning of your roadway project to benefit of all motorists in the city and those who live in Rapid City.

I was sorry to hear about the challenge that you and other businesses up there might be facing with the proposed road beautification median. I can tell you from 40 years of business experience and owning over 85 fast lubes, car washes and automotive service facilities that road medians are among the worst things that can happen to a small business. If they are being installed because of safety or to speed up traffic flow that is one thing, and the businesses pretty much have to go with the greater good for the greater number. But, if they are being installed for other reasons, such as beautification—which we are all for—the very negative impact that they have on access, business revenues and, therefore, jobs should be recognized. In my judgment, the latter should come first, particularly in this day and time and this economy.

Don't let any trumped up and managed study sway you. The fact is that medians hurt businesses, hurt jobs and hurt the local economy, except for the road builders and engineers. I can recall four experiences with medians where our business at established fast lubes fell off over 25 percent after the installation of a median. One was in Crawfordville, Florida, one in Montgomery, Alabama, one here in Tallahassee and one in Moultrie, Georgia. The impact on all four was horrible. I don't believe we ever recovered at those facilities to better than a 15 percent fall in car counts before we sold them. And, yes, we had to lay off employees because of them. Anyone who is fair in their analysis and looks at the situation with plain old common sense will tell you that medians do not help the small businesses effected make money; they cost those businesses money, sometimes enough to put them out of business.

I would encourage you not to roll over and play dead. Generally, elected officials can influence the outcome of this sort of thing. They are generally bright, well-meaning representatives of the people—elected no less—that want to do what is best for the community. Talk to them. Get other effected business people to talk to them. This is probably just some project that someone that does not have to make a living in the private sector wants. Common sense should prevail for the good of the community. Good luck!

August 24, 2012

Dear Sirs,

In choosing and developing a commercial real estate property, the location and ease of traffic flow are the most important factors I analyze. Before proceeding with a purchase and subsequent development of a piece of property, we go through a tedious process of demographic review, analyzing traffic studies, and collecting information about future plans for the area. We try to forecast the potential for an investment given the factors we know and can control. That being said, it is unfortunate when the game is changed by a median.

In my 30 years of experience in automotive retail service locations, changing the exit to a right-turn only has a significant negative impact on the business. Customers who want to turn left will likely start looking for another provider of your services or will try to create their own alternative routes utilizing any side streets or other routes they can find.

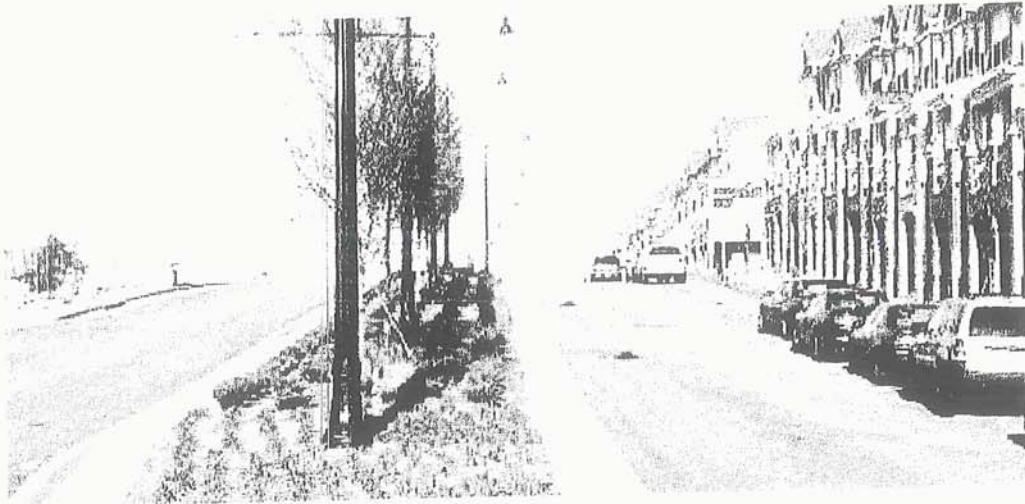
In my opinion adding a median will be negative for your business, the community, and the economy. Having a closed business on a busy corridor of the community is bad for everyone—especially if the catalyst for that business failing is because of a short-sighted approach that didn't address the impact of a game-changing issue like elimination a left turn out of the property. Based on our phone conversation about your situation, it would seem a logical fix to proceed with beautification efforts for your road and utilize concepts that do not deter business and property values.

As an Association, we are constantly gathering information from operators around the country about their challenges. Challenges in our industry today are more complex than in years past, as you are aware. Internal challenges in our industry are just a fact of life (e.g. educating personnel about customer service, training, hiring, firing, etc).

It is unfortunate to face external business challenges such as a beautification median that will inconvenience your customers and impede their ability to exit your station and drive to their residences to the south. We as an Association cannot speak about medians from the perspective of a developer, but we can tell you that inconveniencing your customers will result in lower customer retention.

We are sorry to hear about your situation and want to offer you any support we can. Feel free to contact us at any time. We wish you the best of luck in dealing with this unfortunate situation and we hope that it can be rectified.

The Impact of Medians



BY JOHN T. SCHMICK

Mention the word median to an appraiser and the first thoughts that come to mind are the use of police power, not compensable and settled law. The reality is that an appraiser should be thinking about the unintended consequences of medians and their impact on real estate markets. Ultimately, from an appraisal point of view, the issue of a median revolves around the conflict between how appraisers measure market changes in value and a possible legal requirement to ignore those changes. What is undeniable is that medians are only one factor, within a larger project, that impact market value. The challenge to the appraiser is to recognize and measure the magnitude of that factor.

In most states, a search of past litigation will turn up any number of cases where judicial decisions reflect a thought process that equates the construction of a median to the exercise of police power rather than the exercise of eminent domain power. For example, if a median is constructed in an existing street right of way with no need to take land from the adjacent private property, the argument is whether the city, county or state has that right as part of its existing right of way. However, in cases where the street must be widened and/or rebuilt and a new median is included in the project, one can argue that construction of the median cannot be accomplished without additional land being condemned and taken from the adjacent private property. Consequently, the median and the land taken are so inextricably connected that the median itself, as a component of the total road project, becomes a factor in the overall damage measurement to the adjacent property. By taking a broader viewpoint of road projects with new medians, we find that both sides misidentify the important issues in this type of eminent domain case.

To understand the dilemma for the appraiser, one has to understand what medians are intended to accomplish. In their basic, functional use, medians are designed to change traffic patterns. This often results in higher traffic speeds and the need for more control of street access and vehicle movement. Medians are generally described as safety features that will result in fewer vehicle crashes and better pedestrian movement in high traffic areas. However, appraisers recognize that changing traffic patterns influences market values and marketability of land in the area of the project. It is well recognized that reduced access can have a negative impact on value. As a result, the appraiser is caught between the responsibilities to measure how real estate markets react to a road project that includes a new median, and measuring only those parts of the total project that condemners argue can or cannot be recognized in an eminent domain case. This conflict may bring the appraiser perilously close to violating Uniform Standards of Professional Appraisal Practice (USPAP) as well as state appraiser license rules when appraisal theory and legal theory collide. While appraisers can avail themselves of legal instructions from clients as to local legal practice, the appraiser is also walking into a hypothetical, and unrealistic, condition when instructed to ignore some part of the market reaction to a specific project attribute. At the same time, it provides an opportunity for appraisers to educate all parties involved as to the inherent conflict between legal and appraisal theories presented by such cases. At the very least, full disclosure of legal instructions to ignore certain parts of a road project is required.

Market Realities

As mentioned, road projects with new medians are designed to change traffic patterns. Frequently, this involves the need to accommodate higher levels of traffic and/or to reduce congestion in a given area. An example would be an area where vehicles turning left from a traffic lane back up traffic during periods of heavy volume. Medians may be used to control where traffic can turn left, thereby controlling traffic into and out of a particular property or area. A limited number of medians, combined with controlled intersections, may be a good traffic management tool in a high traffic area, but to the extent that all properties do not have the same level of access, there will be winners and losers for the available consumer dollars when a new median is installed. A classic example of this concept is around a shopping mall that has an interior perimeter road routing traffic through specific controlled intersections for access to primary streets. Small, independent properties with reduced access may be inconsistent with the new road and traffic patterns. If they cannot effectively compete in the market as a result of the road project and new median, they will eventually be combined, either voluntarily or involuntarily, into larger sites with better access.

Closely associated with new medians as a part of road projects is the reduction in curb cuts or driveways providing access to the main road. If the goal of the road project is to increase traffic flows in terms of volume and/or speed, then reducing the number of direct access points is consistent with that goal. In developed areas, there is a trend with this type of road project to combine driveways for smaller properties. However, that technique has its own specific legal and valuation issues which will not be addressed here.

Markets have always reacted to changing traffic patterns. When a new interchange is built on a major highway, development soon follows since a new area with good highway access has been created. Generally, we find commercial uses (and users) locating closest to the highway interchange and residential uses locating farther away. Conversely, when a highway interchange is closed or removed, existing commercial development usually suffers, then declines. We often find the same phenomenon in neighborhoods when a street is upgraded from a local collector street to an arterial street. The increases in visibility to higher levels of traffic attract businesses as long as there is good accessibility. Take away the accessibility, however, and all you have is a second-rate noisy corridor. The question is not whether markets react to changing traffic patterns, but how they react. Since most medians are found

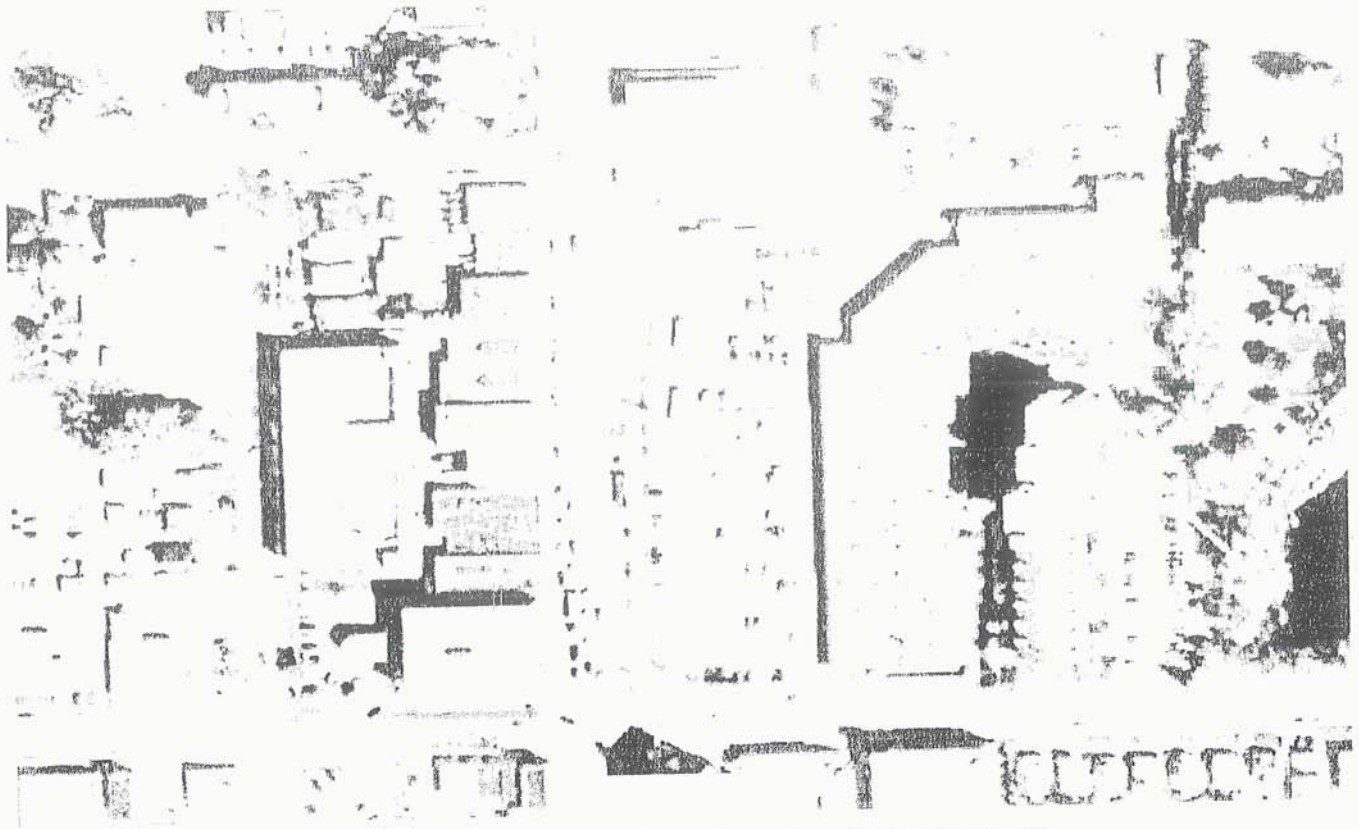
in commercial areas, the focus of this discussion will be on commercial property, particularly retail properties.

Furthermore, the impact of a new median is relative to the overall development of the neighborhood when it is constructed. If the land on either side of the road is vacant before the new median is constructed, developers can adapt their project plans to accommodate the road and other infrastructure. The shapes and sizes of lots to be platted, and interior streets within the project, can be designed to minimize the impact of a median. However, in older or fully developed areas, existing platted lot shapes, lot sizes and access points cannot easily be changed. Existing buildings were designed for two-way traffic and oriented based on existing setback requirements. When a road is widened and a new median incorporated in these areas, many small buildings become a nonconforming use. Consequently, economic viability is challenged and obsolescence increases. In short, the highest and best use of the site is negatively impacted.

The installation of a new median in front of a property creates an immediate change in accessibility. Left-turning traffic must now turn right and proceed to the next available left turn or continue to the next opening in the median to turn around. This may or may not be an intersection with another street and may or may not be a controlled intersection. In either case, a driver must either perform a U-turn or turn left/right and follow an alternative route back to the planned destination. If the goal of the road

project with a new median installation is to increase traffic flow, it is counterproductive to encourage a high volume of U-turning vehicles. More difficult access affects traffic patterns that may begin to shift to alternative routes. Small retail properties are generally the hardest hit by this change in traffic patterns as competing commercial areas, with better access on the alternate route, will draw business away. What was once a top tier commercial site can slip to a second or third tier commercial site.

The diminished accessibility created by medians can be corrected by building a service road that provides full turning access to the individual properties but channels traffic to controlled access points to the main street or road. However, this means taking more land area to build the new street. If a service road is placed adjacent to the main road, it will often require either removing some of the existing buildings, or it may end up being right at the front door of an existing building. If the service road is placed behind the front row of adjacent properties, the access to those properties may be inconsistent with the existing building's orientation on the lot. In either case, the market views the property as being less than optimal given market standards for top tier commercial retail properties.



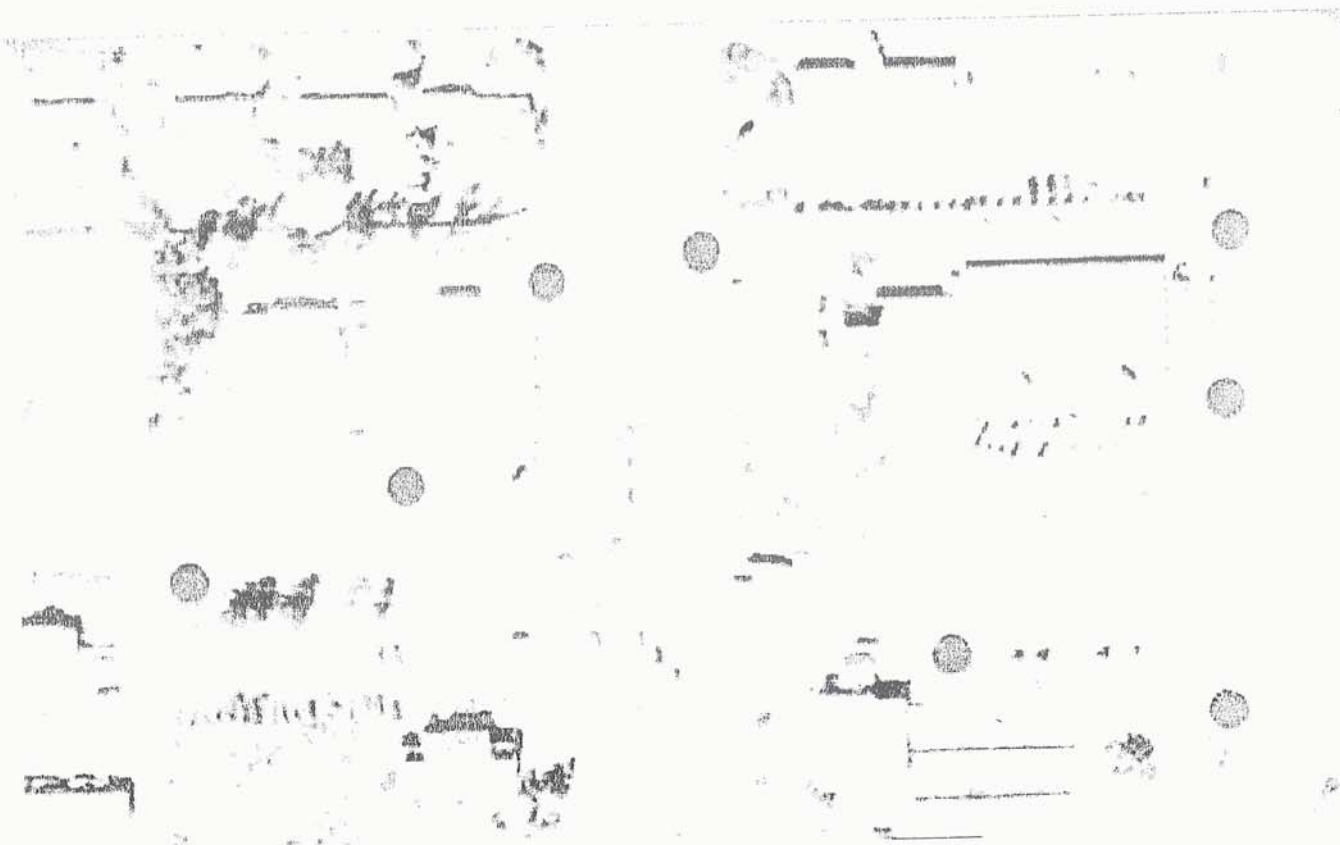
Example #1: West side of street shows existing development while east side of street shows market reacting to median through assemblage and redevelopment of larger retail property with significant access point on side street. Large building on west side, south end has reoriented front access to rear of property away from median.

As the full extent of the overall road project, including the new median component, becomes widely known, the market will recognize that normal development patterns have been affected. Smaller sites with commercial or retail buildings will generally exhibit the earliest warning signs of changing neighborhood dynamics, as the decline in business due to reduced accessibility leads to more vacant buildings and/or deferred maintenance of those properties. While appraisers often talk about a reduced functional utility in those properties, what really occurs is a change in highest and best use. As sales volumes decline in the smaller retail properties, fewer tenants and types of tenants are willing to locate in the property which, in turn, affects the amount of rent that can be charged. This directly impacts the market value of the property. As the number and type of tenants decline from national top credit tenants (tier one) to regional tenants (tier two), and/or to local tenants with less credit worthiness (tier three), the economic obsolescence of the property increases. As a result, the overall neighborhood retail 'pulling power' can suffer.

More importantly, the downward pressure on rents and possible increased market vacancy can create a negative environment for smaller properties, which has a broader market impact, because neighborhood land use patterns are also affected. While occurring

over time, the negative impact of a median may begin or accelerate the economic decline of existing smaller commercial properties in that neighborhood or commercial corridor. As neighborhood commercial activity declines, the area becomes a target for eventual redevelopment into larger properties that better fit with the new traffic patterns. Neighborhood life cycle patterns are disrupted and/or accelerated from stable to declining, and finally to redevelopment. The length of time for completion of this cycle is different for each neighborhood. In some cases, long term comprehensive growth plans of cities must be updated, and zoning changes may be needed in order to address the changing highest and best use of the individual properties, as well as the overall neighborhood.

To the extent that local government units do not act to address the declining neighborhood commercial activity, market participants themselves can initiate redevelopment. Developers can either assemble property, or request the local city use its power of eminent domain to assemble property, for a larger development that is more consistent with the city's investment in infrastructure. Consequently, road projects with new medians are sometimes viewed by the market as the beginning of a long term drive, or opportunity, to facilitate redevelopment in a neighborhood.



Example #2: Properties on streets with medians develop alternative access points to address one direction front access.

Appraiser's Dilemma

The appraiser who is asked to offer an opinion of value on the impact of a road project that includes a new median faces a real dilemma. Quite often, the appraiser is directed NOT to measure a certain component of the public project that the client believes is not compensable under the current law in that jurisdiction. The appraiser, however, has the responsibility to remain unbiased when measuring the impact of any public project on the subject property. To artificially eliminate one component of the overall larger project and attempt to measure just the remaining components is unrealistic in terms of market data. When was the last time the market reacted to the impact of only half a project? If the appraiser does not know what the full impact of the project is on a given property, how can that appraiser accurately measure some arbitrary or defined percentage of the project? For that matter, who determines what percentage of a given road project a new median represents?

To accept an assignment under this condition requires the disclosure, under appraisal professional standards, of either an extraordinary assumption or a hypothetical condition. In either case, the measurement of damages becomes less than credible, as

only part of the full impact is being measured. Consequently, the triers of fact will have a much more difficult time evaluating the testimony because they are left to wonder what the full impact is and what relationship the appraiser's opinion on damages has to the full impact. If you don't have the full picture, it is hard to evaluate the significance of a small part of the picture.

Realistically, there is an increased risk of error in measuring damages when part of the project is ignored. Real property markets, with their lack of full and equal knowledge for all participants, are not efficient. While searching for market data to measure the change, or impact, a project has on a property, the appraiser needs to be cognizant of interrelationships and/or overlapping impacts within the available data. By measuring the full impact of a project, the appraiser is in a position to identify all the major components of the project and analyze the importance the market places on each component. To that extent, the appraiser can establish a hierarchy of impacts and the relationship each has on the other. For example, in one case a median may have the greatest impact on access while in another case, the speed and volume of traffic may make access more difficult, rendering the median of secondary importance. Each is a factor in the overall project. By focusing only on what is termed 'compensable' under state or case law, the appraiser often fails to fully understand the total impact of a

project on the property. In the end, the appraiser's analysis for allocation of total damages between what is classified as 'compensable' and 'non-compensable' increases both the information available to the trier of fact and the appraiser's ability to articulate the impact of the project

It is a rare appraisal report that discusses the intended goals of a new road project. Appraisers generally describe the physical attributes of the eminent domain taking and focus on the incremental change in value that the project may have caused. However, changes in traffic patterns that include reduced access, higher traffic volumes, increased traffic speed and alter traffic flow cannot be ignored. Appraisers often value a property based on the concept of 'the day before and the day after.' This simple concept assumes the project did not exist the day before the date of taking but does exist the day after the date of taking. Consequently, it is easy to miss the long term unintended consequences of a road

Road with New Median Project Goals	Result
<ul style="list-style-type: none"> ▪ Increase traffic flow ▪ Increase traffic speeds ▪ Increase traffic volume ▪ Reduce access 	Change in Neighborhood Traffic Patterns

Impact on Neighborhood	Result
<ul style="list-style-type: none"> ▪ Reduced access to/from properties ▪ Lost business to alternative traffic routes ▪ Decline in retail 'pulling power' ▪ Increased vacancy, lower rents ▪ Change in building orientation ▪ Decline in neighborhood ▪ Change in development patterns ▪ Possible change in zoning 	Change in Highest and Best Use of Properties and Neighborhood

project with a new median. However, value is a forward looking concept based on the past and the current environments. Perceptions of changing traffic patterns by market participants do impact anticipated future uses, development patterns and values. As a result, appraisers should take a broader viewpoint of this type of assignment to identify the full impact of the project on the adjacent properties.

Earlier, I stated that an assignment to estimate the impact on a property caused by a road project with a new median is an opportunity to educate the parties involved with the case. Only by measuring the full impact that a partial taking has on a property will the parties recognize all of the other issues raised by the taking. Certainly, allocation of the full impact among the various issues provides all parties with a better understanding of the facts of the case. More importantly, it forces appraisers to consider whether or not the issue they were instructed to ignore is, in fact, an important one. For example, if a partial taking changes on-site traffic patterns such that customers can enter the property, but cannot turn around to exit, or have no place to park, can a case be made that the median is causing all the damage? Can the appraiser reasonably separate the impact of the median alone from the on-site traffic/parking problem? Isn't it possible that some issues will overlap?

Ultimately, if appraisers take a broader valuation viewpoint, including the issue of new medians as one of many components of the larger road project, they will recognize the impact and change to the highest and best use of individual properties and the neighborhood overall. Given the goal of road projects with new medians to change traffic patterns and traffic behavior, it is clear that appraisers have a responsibility to recognize the market reaction to those changing traffic patterns and the impacts on individual properties. New medians, as a part of a larger road project, may be good traffic management tools, but their market impacts are much broader and usually result in unintended, and sometimes intended, consequences for the neighborhood.

Conclusion

Medians and their impacts on neighborhood development patterns have generally not received much attention in appraisal literature. In areas where development is starting, land use patterns and development plans can be designed to mitigate the impact of road designs. In older areas where the adjacent land is fully developed, the impact of a road project that includes a new median is much more severe, as improved properties cannot easily adapt to the changing traffic patterns. However, changing neighborhoods patterns are often not recognized or are diagnosed as increased functional and/or economic obsolescence. Certainly the issues presented here could benefit from more investigation, debate and commentary from readers of this publication.

The author would like to acknowledge Robert J. Strachota, MAI, CRE, for his contributions to this article.

My Husband [REDACTED] and I enthusiastically support the design proposed and presented at a recent public hearing for Mt. Rushmore Road. The design follows as closely as possible the fully vetted 2010 Corridor Study and proposal which is to enhance the safety, aesthetics and viability of Mt. Rushmore Road for businesses, visitors and neighborhoods.

Placing the power lines underground with other utilities is a key element and has universal approval.

As a business owner on Mt. Rushmore Road I frequently witness accidents, near misses and unreported fender taps and benders especially in the peak driving hours as folks are in a hurry to get to work or school, trying to get out of a business as another vehicle is trying to get in...both wanting to turn left. Certainly safety would be improved with a better traffic flow using medians. Currently 41 percent of reported accidents on Mt. Rushmore Road involve left hand turns. Accidents tie up traffic.

The medians you have designed are tapered and set back a little from the intersection which prevents drivers from moving or shying away from the median. Safety is also enhanced because the curb and gutter proposed is 24 inches as opposed to the traditional 8 to 10 inches which means drivers will feel comfortable driving in the "gutter" or the lane. Your 24 inch curb and gutter proposal also seems to be an efficient way to quickly move drainage water which has been a decades old problem for Mt. Rushmore Road.

For years West Blvd has suffered from the belief from drivers that traffic moves faster and easier on the Blvd. After all if congestion increases, so does delay which can be frustrating for motorists and customers! As we look at projections which show our traffic increasing over the next several years, a safer more controlled access to our properties should have a positive effect. UPS discovered they save many thousands of gallons of fuel every year by instituting a nationwide policy of minimizing left turns because of the increased idle time.

We believe alternative access through side streets and alleys will be a vital element that has been overlooked. Because of the width of the road, U-turns and service roads are not possible. However there are great opportunities for access to many businesses through "beefed up" alleyways. Every week, hundreds of Service trucks, Semis with food and beverage need access to our businesses . Many of our alleys are too narrow and are dirt or gravel . Improving them through paving and widening will also help improve our federal air quality standards. At the same time businesses could attach this project to make their business improvements more affordable. Enhancing our backs and sides will also accelerate the pace and perhaps shorten

the completion date because contractors will have better positioning access for their equipment.

After driving the recently finished East North project we are not supportive of the red stamped concrete for the narrow blvds or even the narrow medians. After opening just a few months ago, there are tire marks and dirt and debris that show . There are several artistic alternatives. Perhaps a long, narrow pondless water feature with water spouts of varying heights where foliage isn't practical..... Irrigation will also be very important for the vitality of the medians.

Thank you for the work your company will be doing in regard to the above referenced project. Fischer Furniture, Inc. operates the Carpetmart Carpet One retail store located at 2222 Mt. Rushmore Road. I wanted to provide you with documentation of Fischer Furniture's interest and concern in regard to the project.

As you will find in the enclosed previous correspondence regarding this issue, I have two primary objectives: (1) to maintain a direct curb cut access onto Mr. Rushmore Rd. from the Carpetmart parking lot, and (2) to maintain direct access to said curb cut for southbound traffic. For your reference, I have enclosed my previous correspondence submitted to the Rapid City Transportation Planning Division, the South Dakota Department of Transportation, and CETEC Engineering Services, Inc.

If you would be so kind as to incorporate the two requests above into your design for the project, it will be greatly appreciated. If you have any questions, please feel free to call me at [REDACTED] or to email me at [REDACTED]

February 18, 2009

Transportation Planning Division
300 Sixth Street
Rapid City, South Dakota 57701

Dear Sir or Madam:

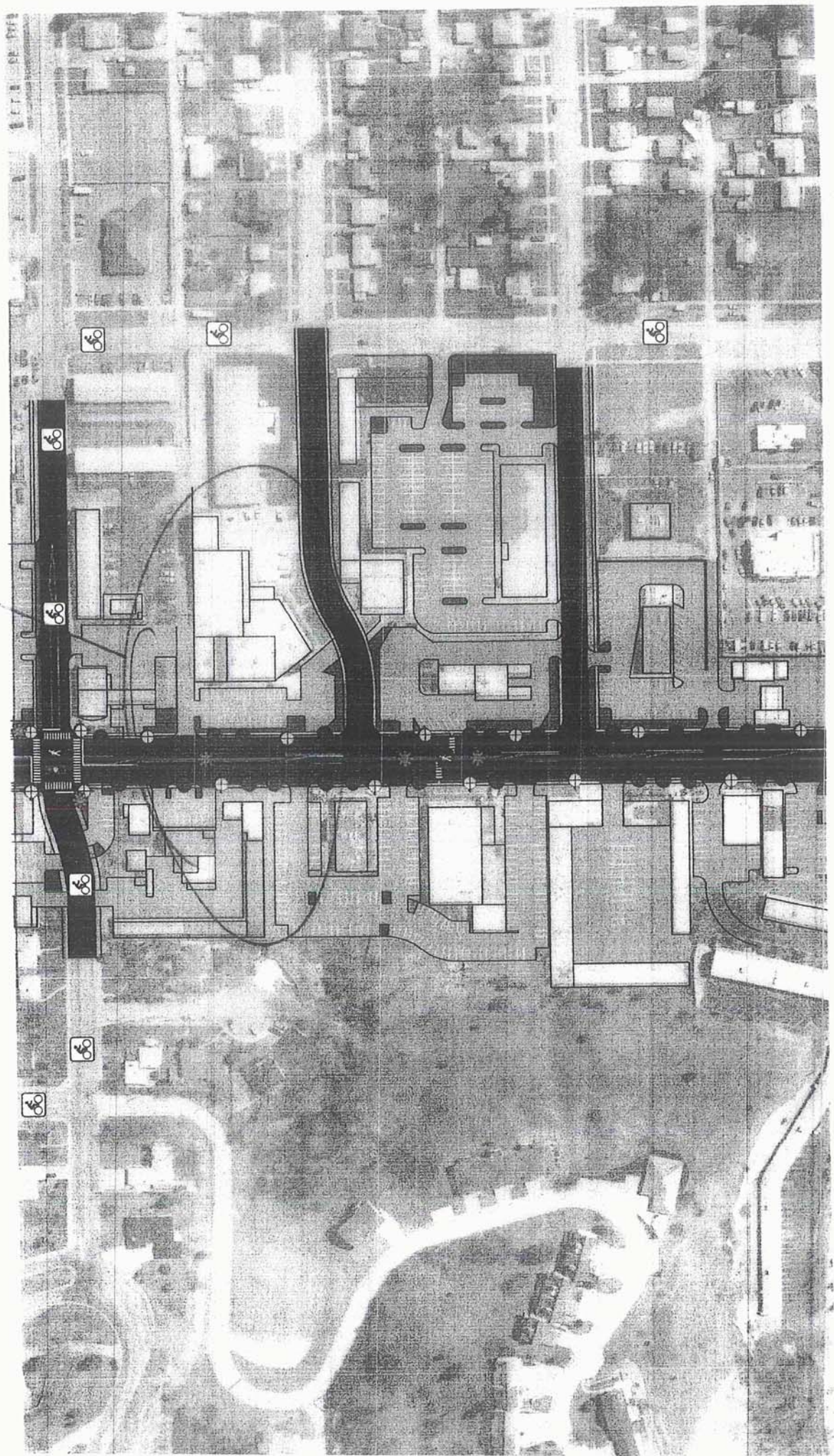
I am writing concerning the Mt. Rushmore Road Corridor Study as it relates to my property located at 2222 Mt. Rushmore Road where I operate 2 retail stores - Carpetmart Carpet One and Simply Sleep Better (see Attachment A to this letter). Specifically, the Mt. Rushmore Road Central Corridor Analysis depiction prepared by Kadrmias, Lee & Jackson omits a legal access to my property.

On March 20, 2006, the Rapid City Council approved a direct legal access to my property off of Mt. Rushmore Rd. This legal access is in addition to the two legal accesses to the property from Meade Street on the south side of the property and the legal access from the service alley along the north of the property. The Mt. Rushmore Rd. access was granted via a specific vote by the City Council. Furthermore, a full legal access was approved, not a mere right-in, right-out access. This full legal access requires that south-bound Mt. Rushmore Road traffic be able to utilize the access.

Therefore, please consider this letter a formal request to revise the Mt. Rushmore Road Central Corridor Analysis depiction to reflect the legal access granted by the City Council and a south-bound left turn lane to the access as shown on Attachment B to this letter.

ATTACHMENT A

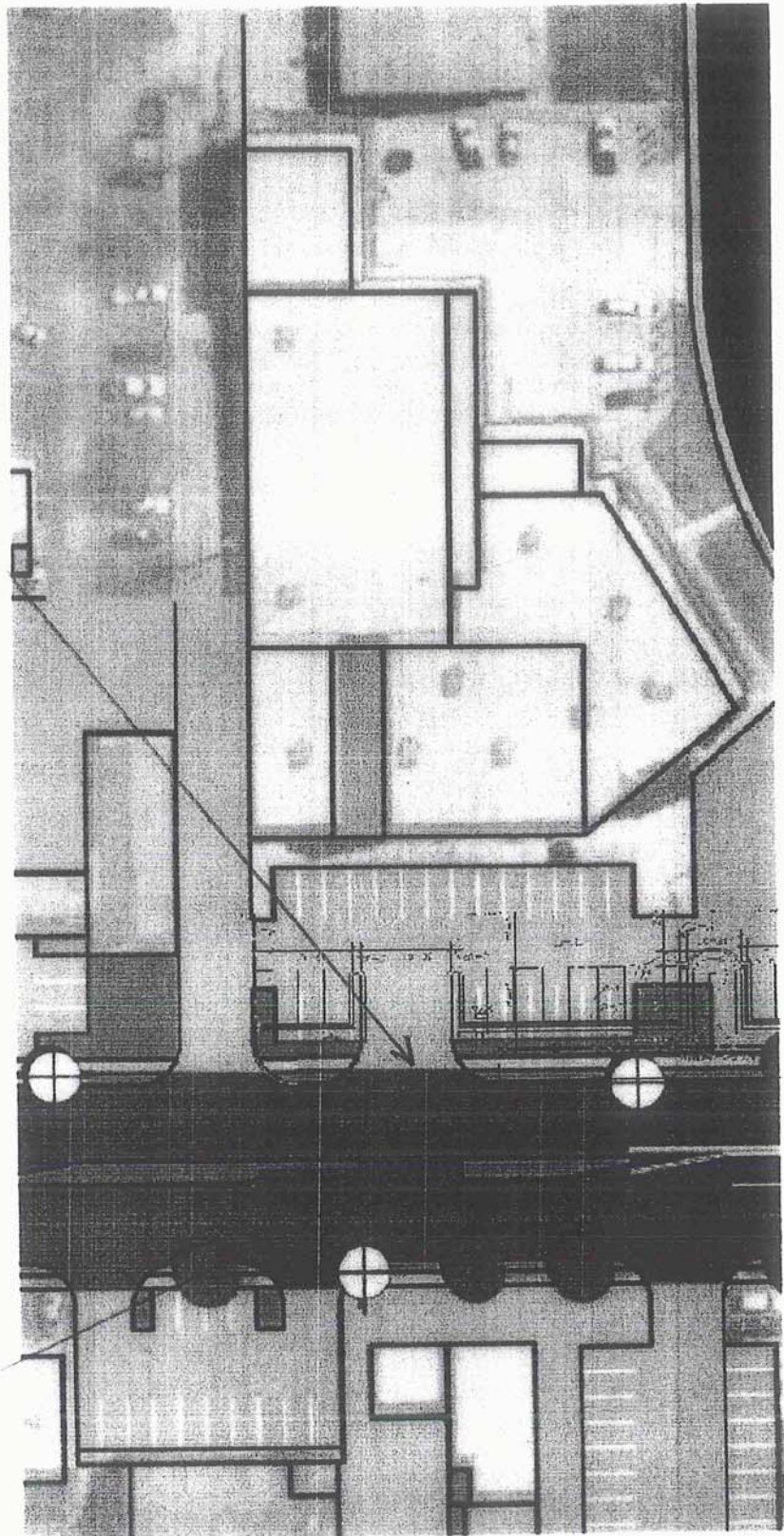
AREA OF CONCERN

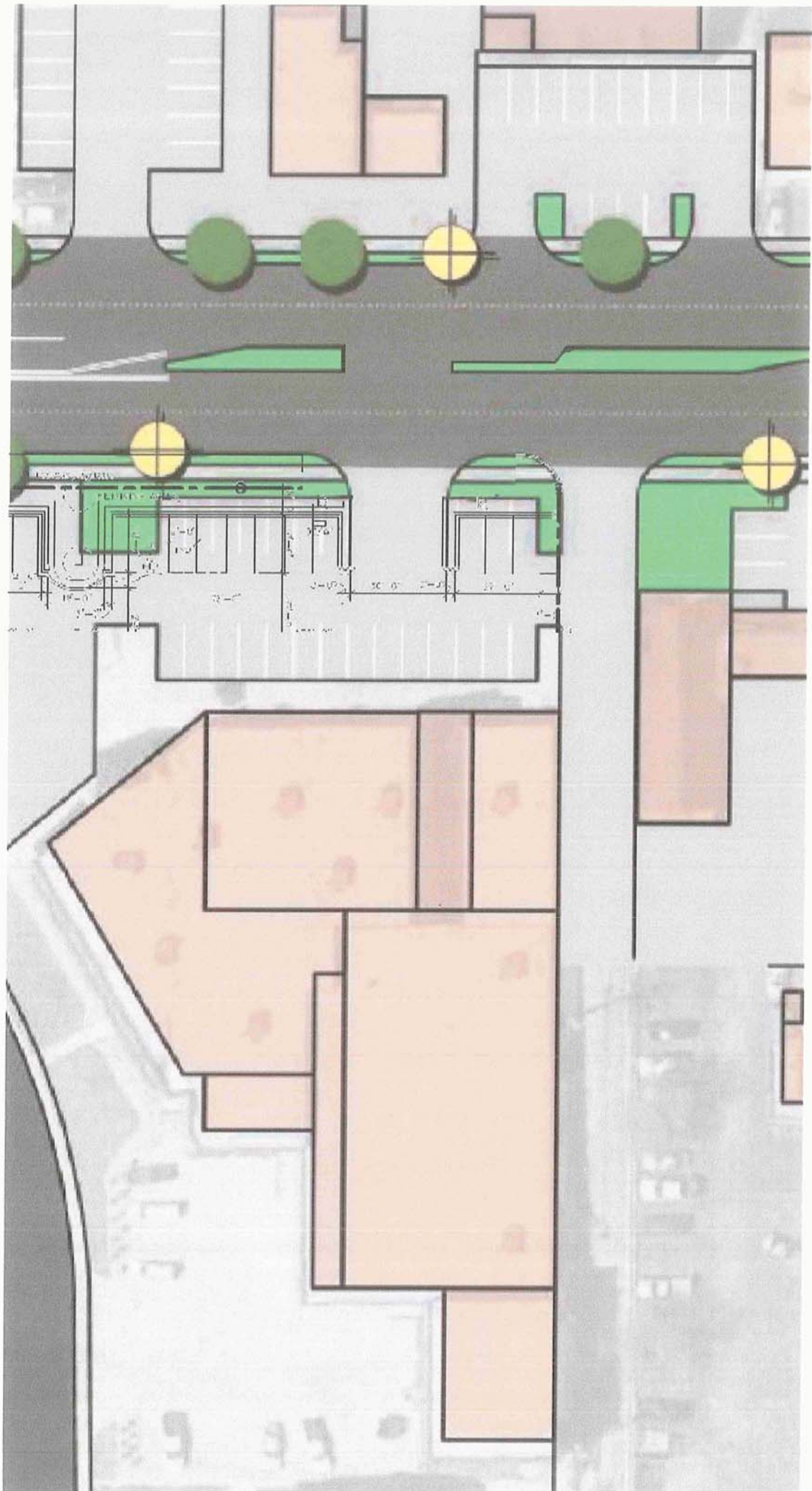


ATTACHMENT IS

NECESSARY SOUTH BOUND
LEFT TURN LANE TO
ACCESS LEGAL ENTRANCE
TO ZZZZ MT. RUSHMORE RD.

LEGAL ACCESS OFF
MT. RUSHMORE ROAD
APPROVED BY RAPID CITY
COUNCIL 3/20/04





January 20, 2010

Transportation Planning Division
300 Sixth Street
Rapid City, South Dakota 57701

Dear Sir or Madam:

As previously expressed in my letter dated February 18, 2009 (copy attached), I am writing concerning the Mt. Rushmore Road Corridor Development Plan as it relates to Fischer Furniture's property located at 2222 Mt. Rushmore Road where we operate 2 retail stores - Carpetmart Carpet One and Simply Sleep Better. Specifically, the Mt. Rushmore Road Corridor Development Plan prepared by Kadrmas, Lee & Jackson omits a legal access to my property.

On March 20, 2006, the Rapid City Council approved a direct legal access to our property off of Mt. Rushmore Rd. This legal access is in addition to the two legal accesses to the property from Meade Street on the south side of the property and the legal access from the service alley along the north side of the property. The Mt. Rushmore Rd. access was granted via a specific vote by the City Council. Furthermore, a full legal access was approved, not a mere right-in, right-out access. This full legal access requires that south-bound Mt. Rushmore Road traffic be able to utilize the access.

As previously requested, please revise the Mt. Rushmore Road Corridor Development Plan to reflect the legal access granted by the City Council including a south-bound left turn lane for this access.

Thanks for your time today on the phone. I appreciate your efforts to improve Mt. Rushmore Rd. If you could simply “reply” to this email to confirm receipt, then I will know it got through to you.

As we discussed, my primary concerns are to maintain Carpetmart’s Mt. Rushmore Rd. direct curb cut and also maintain southbound traffic direct access to Carpetmart’s parking lot. For your reference, I have attached my previous letters submitted 2/18/09 and 1/20/10 to the Transportation Planning Division. If you would please keep my concerns in mind during the planning/drawing process and keep me informed in this regard, I would appreciate it.

Thanks again,

My name is [REDACTED]. It is my understanding that you are the project leader for Cetec's work on the Mt. Rushmore Rd. reconstruction plan. Fischer's owns the Carpetmart property located at 2222 Mt. Rushmore Rd. I wanted to touch base with you to make sure you had received copies of my written correspondence with both the City of Rapid City and Dan Staton at SD DOT. For your reference, I have attached my previous letters submitted 2/18/09 and 1/20/10 to the Transportation Planning Division and also my emails with Dan Staton in August of this year.

As you will note in the documents, my primary concerns in regard to the road improvements are to maintain Carpetmart's existing Mt. Rushmore Rd. direct curb cut and also to maintain southbound traffic direct access to Carpetmart's parking lot. If you would please keep my concerns in mind during the design process and keep me informed in this regard, I would appreciate it. I am hoping that by maintaining open and proactive communication between all the parties involved in this aspect of the project, we can achieve a solution that satisfies everyone and works toward everyone's common goal of beautifying and improving the safety of Mt. Rushmore Rd.

If you wouldn't mind "replying" to this email to confirm receipt, I would appreciate it.

Thanks,

Thank you for your efforts toward the improvement of Mt. Rushmore Road/US16. Pursuant to my previous communications regarding the above referenced project (see attached), I again wanted to touch base with you and express my request that the project include direct access to the Carpetmart property parking lot located at 2222 Mt. Rushmore Rd. for both northbound and southbound traffic on US16. I was able to attend the public meeting held 8/16/12, and I was disappointed that the displayed drawings still reflect a center median at this location and removal of the direct parking lot access.

I feel that I have been actively and constructively involved in expressing my perspective from the beginning of the design process as evidenced by the attached documentation. However, it appears that said concerns are being disregarded.

It is apparent within the proposed design that the medians shown between St. Patrick and Cleveland are smaller in scale than the medians further north, and that the number of proposed medians along this portion has been reduced to 4 from the 6 originally shown on the June 2010 Corridor Development Plan. From the outside, there seems to be an agenda of imposing the medians along this portion, even if they have to be scaled down versus other medians and reduced in number.

I did take note of the "Access Management" document distributed at the meeting on 8/16/12. While I understand the desire to "sell" the medians, the 3 benefits presented pale in comparison to the resultant loss in patrons that will occur when traffic has to make significant extra effort to enter the parking lots of affected businesses. It was openly admitted by the presenters on 8/16/12 that traffic prevented from or missing their respective desired left hand turns in median areas will have no alternative but to circle the adjacent residential blocks as U-turns will not be permitted given the available lanes. The goal of medians is to increase traffic flow and minimize left turns, while the goal of the adjacent businesses is to increase the number of left turns into their respective parking lots. These 2 goals run contrary to each other, and to act as if they do not could be perceived as disingenuous.

The current Accident Rate along Phase I of 2.91 is only slightly above the statewide average of 2.23, with no fatal accidents according to the figures presented 8/16/12. The proposed increase in lane widths, better intersections, new traffic signals, new crosswalks, more lighting, and better signage will, in all likelihood, reduce this figure to at, near, or below average. To force the medians into this portion of the road, apparently in an effort to drive this figure *below* average, on the backs of the adjacent businesses is, in my opinion, not correct.

Please take these thoughts into consideration as you move forward with your work on this project. I would reiterate my request that the design process include direct parking lot access for Carpetmart for both northbound and southbound traffic.

February 18, 2009

Transportation Planning Division
300 Sixth Street
Rapid City, South Dakota 57701

Dear Sir or Madam:

I am writing concerning the Mt. Rushmore Road Corridor Study as it relates to my property located at 2222 Mt. Rushmore Road where I operate 2 retail stores - Carpetmart Carpet One and Simply Sleep Better (see Attachment A to this letter). Specifically, the Mt. Rushmore Road Central Corridor Analysis depiction prepared by Kadrmas, Lee & Jackson omits a legal access to my property.

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Therefore, please consider this letter a formal request to revise the Mt. Rushmore Road Central Corridor Analysis depiction to reflect the legal access granted by the City Council and a south-bound left turn lane to the access as shown on Attachment B to this letter.

January 20, 2010

Transportation Planning Division
300 Sixth Street
Rapid City, South Dakota 57701

Dear Sir or Madam:

As previously expressed in my letter dated February 18, 2009 (copy attached), I am writing concerning the Mt. Rushmore Road Corridor Development Plan as it relates to Fischer Furniture's property located at 2222 Mt. Rushmore Road where we operate 2 retail stores - Carpetmart Carpet One and Simply Sleep Better. Specifically, the Mt. Rushmore Road Corridor Development Plan prepared by Kadrmass, Lee & Jackson omits a legal access to my property.

On March 20, 2006, the Rapid City Council approved a direct legal access to our property off of Mt. Rushmore Rd. This legal access is in addition to the two legal accesses to the property from Meade Street on the south side of the property and the legal access from the service alley along the north side of the property. The Mt. Rushmore Rd. access was granted via a specific vote by the City Council. Furthermore, a full legal access was approved, not a mere right-in, right-out access. This full legal access requires that south-bound Mt. Rushmore Road traffic be able to utilize the access.

As previously requested, please revise the Mt. Rushmore Road Corridor Development Plan to reflect the legal access granted by the City Council including a south-bound left turn lane for this access.

Sincerely,

Hi [REDACTED] I thought it might just be easier to forward this information directly on to you [REDACTED]

[REDACTED] I don't think that at this point, SDDOT staff is ready to talk about specific approaches - again, that is typically part of the design process rather than part of the conceptual planning process.

As I indicated in our phone conversation this morning, the preliminary draft will be on the Thursday, February 18, 2010 Planning Commission meeting agenda. The purpose is to take the plan through the Planning Commission and City Council and get comments before taking the final document through the formal review process. You are welcome to attend the Planning Commission meeting and share your concerns at that meeting as well.

Give me a call at [REDACTED] if you have additional questions. Thanks. [REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Friday, February 12, 2010 12:03 PM

To: [REDACTED]
[REDACTED]

Subject: Mt. Rushmore Road

[REDACTED]
I know we have been playing phone tag today but the following is what

and I discussed regarding the Carpet Mart property and the access questions raised:

1. The access points were provided in regards to the city's access management plan criteria used for the study with the two reasonable access points being the alley access and the point on Meade Street. I believe this criteria indicates that if access can be made off of a side street, no access point will be allowed on the arterial street.
2. The center median openings within the study area are only located in the downtown core area due to the general nature of the buildings basically encompassing the entire lots with limited access to each site. The other criteria used was the goal of the study to improve driver and pedestrian safety and reducing the potential for conflict areas for both the motoring public and the pedestrians.

Please feel free to contact either [redacted] or myself if you should have any questions.

From: [REDACTED]
Sent: Monday, August 22, 2011 7:29 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mt. Rushmore Road Plans

Thank you, yes I will stay in contact with you as things move forward. We should have partial plan set over next 2-3 months. As soon as we there are plan sheets to review, I will get together with you regarding your access concerns.

[REDACTED]

From: [REDACTED]
Sent: Friday, August 19, 2011 4:19 PM
To: [REDACTED]
Subject: Mt. Rushmore Road Plans

Hi [REDACTED]

Thanks for your time today on the phone. I appreciate your efforts to improve Mt. Rushmore Rd. If you could simply "reply" to this email to confirm receipt, then I will know it got through to you.

As we discussed, my primary concerns are to maintain Carpetmart's Mt. Rushmore Rd. direct curb cut and also maintain southbound traffic direct access to Carpetmart's parking lot. For your reference, I have attached my previous letters submitted 2/18/09 and 1/20/10 to the Transportation Planning Division. If you would please keep my concerns in mind during the planning/drawing process and keep me informed in this regard, I would appreciate it.

Thanks again,

I am in receipt of your email as well as the attachments. I have also CC'd the project manager for the City of Rapid City on this email to communicate your concerns.

Please note that CETEC Engineering will primarily be working on the utility (water & sewer) and landscaping aspects of the project. Similar to the SDDOT, once we have preliminary plans put together, we will request a meeting with you to discuss any concerns you may have in regards to the project.

Rich Marsh, P.E.
CETEC Engineering Services, Inc.
1560 Concourse Drive
Rapid City, SD 57703
P-605-341-7800
F-605-341-7864
CETEC on the web: www.cetecengineering.com

From: [REDACTED]
Sent: Monday, November 07, 2011 2:32 PM
To: Rich Marsh
Subject: FW: Mt. Rushmore Road Plans

Hi Rich,
My name is [REDACTED]. It is my understanding that you are the project leader for Cetec's work on the Mt. Rushmore Rd. reconstruction plan. Fischer's owns the Carpetmart property located at 2222 Mt. Rushmore Rd. I wanted to touch base with you to make sure you had received copies of my written correspondence with both the City of Rapid City and Dan Staton at SD DOT. For your reference, I have attached my previous letters submitted 2/18/09 and 1/20/10 to the Transportation Planning Division and also my emails with Dan Staton in August of this year.

As you will note in the documents, my primary concerns in regard to the road improvements are to maintain Carpetmart's existing Mt. Rushmore Rd. direct curb cut and also to maintain southbound traffic direct access to Carpetmart's parking lot. If you would please keep my concerns in mind during the design process and keep me informed in this regard, I would appreciate it. I am hoping that by maintaining open and proactive communication between all the parties involved in this aspect of the project, we can achieve a solution that satisfies everyone and works toward everyone's common goal of beautifying and improving the safety of Mt. Rushmore Rd.

If you wouldn't mind "replying" to this email to confirm receipt, I would appreciate it.
Thanks,

August 16, 2012

Mr. John Van Beek, PE
Ferber Engineering Company, Inc.
729 East Watertown Street, Rapid City, SD 57701

Re: Mt. Rushmore Road Reconstruction Project, Phase 1

Dear John:

Thank you for the work your company will be doing in regard to the above referenced project. Fischer Furniture, Inc. operates the Carpetmart Carpet One retail store located at 2222 Mt. Rushmore Road. I wanted to provide you with documentation of Fischer Furniture's interest and concern in regard to the project.

As you will find in the enclosed previous correspondence regarding this issue, I have two primary objectives: (1) to maintain a direct curb cut access onto Mr. Rushmore Rd. from the Carpetmart parking lot, and (2) to maintain direct access to said curb cut for southbound traffic. For your reference, I have enclosed my previous correspondence submitted to the Rapid City Transportation Planning Division, the South Dakota Department of Transportation, and CETEC Engineering Services, Inc.

If you would be so kind as to incorporate the two requests above into your design for the project, it will be greatly appreciated. If you have any questions, please feel free to call me at [REDACTED] or to email me [REDACTED]

Sincerely,

My family has lived at 830 Saint James since 1987. We are located on the SE corner of Saint James and 9th Street, one block off Mt. Rushmore Rd. Because of our location, we see plenty of traffic. And now we fear there will be even more.

If medians are installed throughout Mt. Rushmore Road (MRR), customers who frequent businesses along that arterial street will now have to go around the block, through the West Boulevard Neighborhood (WBN), in order to park behind the business of choice.

Also, because all parking along MRR will be eliminated, the proposal calls for creating parking along some side streets. And this in a Historic Neighborhood that constantly fights to keep its area just that – a neighborhood, not a thoroughfare, not a parking lot. We don't want MORE parking in our area, we want less.

An increase in customers circling our blocks or going down neighborhood alleys (our dusty, unpaved alleys) poses a threat to our pedestrian traffic, which is almost totally comprised of students walking to Wilson School or YMCA pre-school children going to the playground. On top of this, 9th Street is also a city-designated bicycle path. Again, we should be striving to *decrease* traffic not create more.

As a member of the Mt. Rushmore Road Group, I understand and totally agree with the need to improve the appearance of 8th Street, but I also work in a business that fronts MRR, and the only foot traffic we ever get is that of students walking to Central and/or the homeless. We are a single-destination area, not an impulse-shopping one. Let's make it *easier* for customers to get to that destination, not more difficult.

Again, we would support beautification of MRR, but let's consider making those improvements *along the sides* of the street. Landscaping would be easier to maintain and less subject to salt and chemicals used on roads during winter.

Perhaps this issue of medians will be resolved during the discussion with property owners' phase. Perhaps medians *can* work along some sections of MRR, especially those south of St. Patrick. There seems to be more foot traffic on those blocks.

But please do not encroach on our neighborhood either with more traffic or more parking. It will detract from the efforts made to preserve the historical nature of our area, it will undoubtedly increase traffic and probably decrease property values in those blocks affected.

To: Mr. Van Beek,

I am writing to express my concerns about implementing medians in front of my business Lecy Chiropractic, 1406 Mount Rushmore Road. If you implement medians, it will have a huge affect on businesses in the middle of the block, which is where my business is located. This will restrict access in and out of my business. It will cause patients to drive through alleys and other parking lots to access my business. I believe this will have an impact on my business as well as other businesses on Mount Rushmore Road. Sadly, over time, businesses will suffer from the lack of easy access to many businesses.

My other concern is the closing of the main entrance to my business. This is certainly not a positive change for my business. This would force my clinic to completely change the parking lot, which would cause us to lose half of our current parking spaces in the main parking lot which all of my patients use. Please do not take away the main entrance to my business.

I grew up in the neighborhood and practiced on eight street for over 30 years. I can count the number of people who walked to my clinic on both hands. I do not understand the widening of sidewalks and the cross walks to increase pedestrian traffic. I would also like to note that these changes would create more danger to the public; walkers, bikers and children in the neighborhood since there will be much more traffic on side roads, through parking lots, and in alleys. I support maintaining and improving the road and utilities. I do not; however support medians and the closing of the entrance to my business.

Sincerely,

To: Mr. Van Beek,

I am writing to express my concerns about having medians in front of my business Lecy Chiropractic, 1406 Mount Rushmore Road. It is my understanding that by having medians, access into businesses will be lessened and it will become extremely difficult for the public to enter and exit my clinic as well as several other businesses along Mt. Rushmore Road. My business would have the potential to be harmed. My father has been in business at this location for over 25 years and my dream is for this business to continue its great success in helping the residents of Rapid City. My fear is that patients will have to drive through alleys and other parking lots to access my business and over time may choose to take their business elsewhere due to pure frustration. Sadly, over time, business will suffer from the lack of easy access.

My other concern is according to the plans at the Civic Center the main entrance to my office will be closed off with grass. This leaves the only access for north bound traffic, that actually won't be affected by the awful medians, through an alley driveway. This will obviously not help with business and would greatly affect my patients parking capabilities. Please do not take away the main entrance to my business. We have taken great pleasure in helping with the beautification of Mt. Rushmore by greatly improving the appearance of our building. We support many of the ideas regarding improving Mt. Rushmore (roads/utilities) however some of the changes are too drastic and have the potential to harm the wonderful businesses along Mt. Rushmore Road.

After review of the proposed Mt. Rushmore Road Central Corridor Design we find the overall plan to be an aesthetic improvement over current conditions. However, we do have some concerns on some basic designs that will have an impact on our business and the safety of our patients. These concerns were voiced after the initial study and we find that they have not been addressed in the final design.

1. First, let it be said that many of our patients/customers are elderly. We have a several visits a day from people with walkers, and many other patients with mobility problems. Designating parking in our lot adjacent to the sidewalk would require our patients to walk across the driveway, on a slight incline, many times in adverse weather conditions. This is putting our patients and our liability company in peril.
2. The 'curb extensions' into the side street, Fairview, would limit the space for elderly clients to maneuver around the curb extension and make it difficult for our patients to safely exit the parking lot left onto Fairview to enter Mt. Rushmore Road.
3. By removing the curb access to Mt. Rushmore Road and constructing the curb extensions, we feel that traffic would back up in our parking lot and limit access to our store.

If you have any questions regarding our comments or would like to discuss them further, you may contact us at 348-6305.

Sincerely,

Hi John,

We are the owners of the Pak N Mail, which is located in the 8th Street Plaza at Mt. Rushmore Rd and Franklin street. The idea of a median on our block concerns me because no traffic heading north will be able to access our store due to the median preventing a left turn. Currently there is NO access from Franklin street. Even the back alley will not work because the median will prevent any turning.

Furthermore, we don't want our customers accessing our business by way of the alley or back door. THE ONLY SOLUTION, IF YOU GO AHEAD WITH THE MEDIAN, IS TO MAKE ACCESS OFF OF FRANKLIN STREET. There is no other solution. This solution may require working with the city. Customers will not drive around the block or even cut through existing businesses or loop around somewhere close just to come to our store. All those businesses with side street access will do fine but others that don't have that, like our mall, will suffer dearly and the losses will be very significant. Business is down already due to the economy. Let's not make things worse. We know traffic will drop during construction, which is scary to say the least, but

please work with us to keep our doors open after Mt
Rushmore Road is completed.

I received the below email from [REDACTED] and I too agree with Billy that the median on Rushmore Road is not a wise idea. While it may improve the aesthetics of Mt. Rushmore Road, I do not believe it will not enhance the safety issues and may even create more problems. If one really wants to improve the aesthetics of the entry way into Rapid City, take all of the signage along Mt Rushmore Road and restrict it to no more than six feet high as they do in Ft. Collins, Colorado and other communities.

From: [REDACTED]
Sent: Thursday, August 23, 2012 12:50 PM
To: [REDACTED]
Subject: Super-Lube

To Customers of Super-Lube and other businesses on Mt. Rushmore Road, It has come to our attention that construction plans for Mt. Rushmore Road currently include road improvement and beautification efforts such as improved utilities, new lamp posts, and landscaping. Of specific concern to us, these plans also include medians for aesthetic purposes. Medians will create difficult entry and exit paths for many businesses on Mt. Rushmore Road including Super-Lube. Medians may in fact also create safety issues for Mt. Rushmore Road and the neighborhoods off of Mt. Rushmore Rd.

Below you will find a list of our main points of concern:

- Medians will create permanent access and safety problems which will be detrimental for businesses and adjoining neighborhoods.
- Jobs will be lost.
- Medians are a bad idea economically.
- Difficult entry and exit paths will mean that drivers will use “creative driving” resulting in more traffic in residential areas. Neighborhood side streets and alleys will see more traffic as drivers try to get going in the direction they want to go as quickly as possible.

It is important to note that we are not opposed to road improvement and beautification efforts such as improving utilities, lamp posts and landscaping. However, we are opposed to medians which will harm businesses.

Below you will find a list of people you can contact to express your views on this issue. We understand that comments have been requested by August 31, 2012.

Mr. John Van Beek

Ferber Engineering, Rapid City

Email: johnvanbeek@ferberengineering.com

Ph: (605) 343-3311

Rapid City Planning Office

Patsy Horton, Transportation Planning Coordinator

Email: patsy.horton@rcgov.org

Ph: (605) 394-4120

Rapid City Mayor Sam Kooiker

E-mail: mayor@rcgov.org

Phone: (605) 394-4110

Please feel free to contact us if you wish. We'd like to thank you for your time, your business, and your support. We appreciate our customers and want your experience at Super-Lube to be positive.

Best Wishes,

I am writing this as a concerned citizen of Rapid City. I am excited by the prospects of updating the above referenced street as it vastly over due. However, I have recently become privy to the plans that include a solid median. What would this provide to this thorough fare? To me it seems illogical and a tremendous waste of money. To be sure, if I would have been aware of the waste of resources used on Catron East of 16 and hwy 44 to the airport I would have voiced similar concerns. A center median is a monumental waste of time and resources. In addition, I am of the opinion that these medians actually reduce functionality. Please don't waste any more time and money. Thank you.

Sincerely,

Dear Mr Van Beek, Mrs Horton and Mayor Kooiker,

I am looking forward to the beautification of Mt Rushmore Road, but I have some concerns regarding this project. My concerns are, that the medians will create permanent access and safety problems which will be detrimental for businesses and adjoining neighborhoods, which will cause economical problems to the business in the area of the medians. Difficult entry and exit paths will mean that drivers will use "creative driving" resulting in more traffic in residential areas. Neighborhood side streets and alleys will see more traffic as drivers try to get going to the direction they want to go as quickly as possible. I feel that the medians have nothing to do with beautification and it takes away from the project. I am looking forward to the beautification, but I believe the medians would not add to the beautification, but only cost tax money and take away from the locale business economy.

Thank you for reading my concerns.

To all concerned:

I am vehemently opposed to the addition of a median on Mt. Rushmore Road as part of your efforts to make it more appealing to tourists. I work in downtown Rapid City and resent having so called improvements done that will only make accessing our local businesses along Mt Rushmore Road extremely inconvenient for the local patrons who are the bread and butter of these businesses.

Improve the look of Mt Rushmore Road? Certainly. Plant trees, shrubs etc? Absolutely. Mandate a "sprucing up" of some of the older businesses who's store fronts have become somewhat shabby? By all means. Put in a median, and forbid U-turns in order to access a business?? Bad idea, and bad for the local business owners. Their sales will suffer, that's a fact whether you choose to acknowledge it or not.

I think you need to ask yourself this question: *Is a more eye appealing street worth the loss of even more small businesses in Rapid City?*

I think not....

Sincerely,

I live and work near downtown Rapid City, and I am appalled by the so called "Mt Rushmore Road Beautification" project.

I will be the first to admit that 8th Street is not the most attractive street in town, and fully support sprucing it up but NOT by adding a median that will hurt the traffic into local businesses on 8th Street not to mention fill the surrounding residential neighborhoods with unwanted traffic when people take alternate routes to avoid the hassell of a median with prohibited U turns. How do you expect people to access the businesses???

It will have a huge negative impact on the area and that is a fact. What's more important anyway, impressing the tourists or preserving small business??

As the writer of a fairly popular local blog, I am advising my readers to also share their concerns with you....

Sincerely,

Starting in 1962 and for the next 5 summers I was an employee of the South Dakota Highway Department. I was an inspector on two lane and Interstate highway construction. I gained a great deal of knowledge about the construction and safety of highways.

In 1967 I became a Trooper with the South Dakota Highway Patrol. I served in that capacity for 31 years. The last 11 years I was the commander of the western half of South Dakota. During my 31 years I investigated 1445 automobile crashes. During my 11 years as commander I was a yearly member of an accident review team that travelled to and reviewed accident locations that were suspected of being dangerous by view of engineering or improper signing. Many of these locations were within the city of Rapid City. I consider myself to be pretty knowledgeable about automobile crashes and their causes.

Plans to place scenic medians in the roadway when Mt. Rushmore Road is rebuilt are seriously flawed. Traffic studies have proven that drivers tend to drive from 18" to 24" away from medians. This action constricts traffic within the inner lane and it diverts driver attention from other driving activities. Drivers who encounter medians, that restrict crossing the roadway to get into business locations, often make improper, illegal, and unexpected moves in attempts to get to their destinations. As Mt. Rushmore Road is already a route for tourists who are often lost, confused, or unaware of their destination, the addition of a turn restricting median will be only add more danger to difficult driving situations.

The building of medians during the construction process adds unneeded cost to this project and these medians serve no useful traffic movement purpose.

I am not against highway beautification, but I believe any such activity or installation should be done outside of the right-of-way, not within the roadway.

I would be willing to discuss this matter with anyone face to face. I am committed to highway safety and I would like to add this commitment to the final planning of your roadway project to benefit of all motorists in the city and those who live in Rapid City.

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Sincerely,

Sent: Monday, August 27, 2012 4:43 PM

To: Kooiker Sam

Cc: Horton Patsy; John Van Beek; Wolterstorff Terry; Less John

Subject: Re: Please don't kill any more local business!

Thank you for your concern. Actually yes, I am opposed to the addition of medians in general. Research shows that the addition of medians in other metro areas (Buffalo NY, Atlanta GA for instance) have become safety hazards by restricting visibility. I believe there are better, more attractive and most likely less expensive ways to improve the look of Mt. Rushmore Road such as landscaping, attractive lamp posts and a clean up in general that could satisfy the City's needs as well as the local business owners.

Again, thank you for your interest in my opinion.

RE: Rushmore Road Construction

August 30, 2012

The current plan to change Rushmore Road seems to be anti-business with the elimination of the few on-street parking spaces left to those businesses that have developed along much of the highly traveled road. Loss of those spaces will have significant impact on the ability of these businesses to continue at their present location.

Further, removing on-street parking will push traffic and parking into residential areas (particularly the West Boulevard historic district), impacting real estate values and safety concerns.

The closure of the curb cut off Rushmore Road into the strip mall at Franklin Street will compromise safety of Wilson School children by forcing traffic into Franklin. Wilson already has a complicated traffic situation at arrival and dismissal. When that strip was allowed, Wilson School parents were promised that there would not be a curb cut on Franklin.

Rushmore Road would be improved greatly if the utility lines were buried, the billboards were reduced in both number and size, and businesses were nurtured. The addition of medians complicates the traffic patterns, adds to city maintenance costs, and does little to encourage pedestrian traffic. It is better to maintain the on-street parking, bury the utilities, and allow the local residents/businesses to manage their amenities. Doing so will offer greater protection for the historic district immediately to the west of Rushmore Road.

Rushmore Road has been a major traffic artery for the city for decades. Developing the medians will complicate emergency response from police, fire, and ambulance. These are just not a good idea for this high-volume street.

Mayor Sam Kookier

I live in the area along Mt Rushmore rd and have discovered the plan to add medians to this road. I am all for upgrades and beautification of 8th street but to add dividers without safety reasons is too much. You will drive traffic onto side streets where schools are located and children play causing safety concerns. Also any business located on Mt Rushmore rd would become a one-way business. Would you want half your traffic denied to you? Many of the people driving Mt Rushmore rd are unfamiliar to the area and could cause traffic flow issues as they change lane or try to turn around to access a business they missed.

As you ask the property and business owner to withstand the reduced access to their business for 2 to 3 years to upgrade the street then ask them to give up 50% or more of their traffic afterward would cause reduction in sales tax revenue and business revenue. The access to the street needs to allow the local business and residents flow freely from and into businesses. That just makes common sense.

I am business owner myself and would not even consider this road, with medians, in it as good location for a new business. You must remember these are the small businesses that expend their money within our community. They sponsor youth events, donate to local causes and employ your citizens in good jobs. You must not create a situation that forces them to move somewhere else. This would reduce the value of all property in the area.

Sent: Friday, August 31, 2012 11:59 AM

To: John Van Beek; patsy.horton@rcgov.org; mayor@rcgov.org

Subject: Mt. Rushmore Road Beautification

Mr. Mayor, Mr. VanBeek, Ms. Horton--

I would like to commend the city for going forward with the beautification project for Mt. Rushmore Road. However, I have one part of the project which I would have to object to.

The proposed island median, strictly for esthetics, for the project does not make any sense to me. Not only is it a cost that the city does not need to incur, but it also has other aspects that I would have to object to. It would hinder businesses in mid-block by not allowing left turns into those businesses and would mean a loss of income for them, which would cost jobs and possibly close some of the businesses. People wanting to get to those businesses would have to make a left turn at the corner and progress through residential areas and cause traffic problems in those areas.

To me, this is too big a price to pay for these business owners.
I hope you would consider taking the median out of the plans for the project.

Thank you,

Sent: Tuesday, August 21, 2012 10:33 AM

To: John Van Beek

Subject: 8th Street

Mr. Van Beek,

I am writing to express both approval and concern over the 8th Street renovation. I very much support efforts to repave and renovate 8th street. I also support the beautification effort. However, I'm not sure the extended traffic blocking medians are the way to go. Perhaps we could look at other beautification devices including ornamental lamp posts, modest greenery medians that don't block traffic, and nicer sidewalks with greenery on the sidewalks. Thank you for taking my input.

Sent: Friday, September 07, 2012 11:11 AM

To: John Van Beek; mayor@rcgov.org; daniel.staton@state.sd.us

Subject: 8th street median

Hi Guys,

I sent in a comment earlier about medians but thought it deserved a follow up after driving the roads while school is in session. Under the current plan, I would lose the ability to turn into the alley in back of my building when I am going North. I use the alley to access the parking lot in the back of my building. To get into my parking lot, I would have to turn early and go through the parking lot of the Big D behind my office, or turn late and go around the block and through the alley from the 9th street side. My first thought was this is going to be inconvenient. After looking at the situation again during the first week of school, I realized this is more than inconvenient. It's going to be dangerous. With school in session, there are kids and parents using the streets and alleys to get to Wilson school in the morning. I'm a proponent of redoing 8th street. I like the idea of using greenery, nice light poles, etc to make it more inviting but I think we can spiff it up without using traffic blocking medians. Thanks for taking my input.

Sent: Thursday, August 23, 2012 1:06 PM

To: John Van Beek

Subject: US 16 reconstruction in Rapid City

Hi John - Just to make this "official", here are my comments about the project for Mt. Rushmore Road.

We absolutely MUST get all the power lines buried along Mt Rushmore Road.

Mt. Rushmore Road is much like the entryway of a house. It provides the first impression many people have of Rapid City, and you only get one chance at a first impression.

Right now, Mt. Rushmore Road looks industrial, with power lines everywhere, not to mention very old power poles, so old you would think Thomas Edison himself put them up.

We get just this one chance to design Mt. Rushmore Road for the next 50 years of use. The power lines MUST be buried!



WRITTEN PUBLIC COMMENT

Project #s P 0016(78)67 PCN 01TH & P 0016(79)67 PCN 027C
SSW11-1926 CIP 50840 & SSW12-2051 CIP 50867
Pennington County
US 16 from Tower Road to Saint Patrick Street and
Saint Patrick Street to Kansas City Street

Grading, Storm Sewer, Curb and Gutter, Sidewalk, Roadway Lighting,
Traffic Signals, PCCP Surfacing, Water, Sanitary Sewer and Landscaping



MUST DO:

- 1) Bury All Utilities to include Power lines
- 2) Beautify Road with low scape greenery & Architecture.
- 3) Create A SAFER Driver & Pedestrian Roadway
- 4) Protect Current Businesses & Residence with
Coordination of Needs of the Business Community to
"Survive" the Construction Project with Marketing
and Wayfinding
- 5) BERF UP All Alleys behind the businesses
to include Paving for Customer & Delivery Access
with Completion BEFORE Project Starts
- 6) Decorative street lighting to enhance Visitor & Citizen
view of this Major Corridor that Serves Rapid City.

Sent: Sat, Sep 8, 2012 00:02:07 GMT+00:00

Subject: Fwd: Mount Rushmore median

Hi Sam,

Thank you for sharing [REDACTED] experience. It is such a tough call.... I had the opposite experience this week. I was at Perkins, and I could not turn left to get OUT of their Parking Lot because of traffic. It was apparently dangerous, as there were other cars also trying to turn left, INTO the Parking Lot.

I ended up turning right and then finding a safe intersection to use to make the left hand turn to go around and back onto Mount Rushmore Road. In this case, had their been a median, it would have been directive in helping all the cars involved know what they needed to do.

This same instance happened just 2 weeks ago when I was getting a Car Wash at Super Lube. I could not turn LEFT from their driveway. Too much traffic. I was forced by the traffic to make a RIGHT turn, then find a safe left before I could turn back towards my office.

And, one more story.... I was driving from Tower Road down towards St. Patrick on Mount Rushmore Road, and at the section where the LARGE Parking Lot is for Safeway, a car was trying to make a LEFT turn into their Parking

Lot... it had NOT gone all the way into the CENTER lane and out of traffic, thus leaving the back bumper of the car still in the lane of busy, very fast traffic, that came to a halt, causing a traffic flow problem with the two lanes having to merge to get around the car with the back end still in the lane. Had there been a directional QUE with median to assist the driver, this traffic issue would not have happened.

And on the counter side of the above, there are times when traffic is light (not very often on Mount Rushmore Road, but every now and then) and it is easier to make the LEFT turn out of business driveways and from the CENTER lane.

So, it can go both ways.

Mount Rushmore Road deserves to look good, to keep business. And city roads across the country are beginning to compete with each other with beautification projects to get the public to travel along the roadways, providing an experience as they drive from point A to B.

With the BY PASS of Heartland Express, Catron Blvd, and Walmart, more traffic will be going around this main highway artery into and out of Rapid City. Downtown Rapid City and its Destination Marketing, the RC CVB and its Visitor Center, and every business on Mount Rushmore Road needs to see changes to its landscape to make it desirable, different, and a pleasure to do business.

Why do you think there is SO MUCH TRAFFIC on WEST BLVD.? It is because it is a beautiful drive!

Words and thoughts to be considered as the 2010 Mount Rushmore Road Corridor Study becomes the book of design. It was at the expense of the taxpayer to develop this plan, and when you read through it, the problems and solutions make sense.

The City needs to get behind a plan, which ever is chosen, and make sure to get it right on this one. The road has been waiting for decades for redo and change, and it may be decades again before it gets a face lift.

One of the MOST IMPORTANT issues that needs to get confirmed into the project, and to not lose sight of, while public input comes before you, is that 100% of all business and residence along this corridor agree, that these Power Poles must be removed, and the POWER LINES must be moved or buried. Just this move alone will change the look and feel of Mount Rushmore Road.



WRITTEN PUBLIC COMMENT

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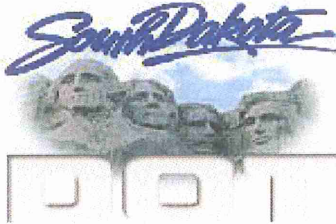
US 16 from Tower Road to Saint Patrick Street and
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Grading, Storm Sewer, Curb and Gutter, Sidewalk, Roadway Lighting,
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As I understand there is not a final decision on how to handle the corner of Cleveland and Mt Rushmore Road. I would like to visit with someone on what the options are for a turning lane. There have been many accidents.

As for the median is there an option to put some of the crosswalks similar to Sts Pat. @ the shopping mall (Dallas Fore-trailer park) crossing



WRITTEN PUBLIC COMMENT

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~~GENERAL FACTS~~

WHY WERE THE MEDIUMS PLANNED
AND WHY WERE THEY DESIGNED IN THE
POSITIONS THEY ARE NOW.



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I realize you can't please everyone
↓ The sole purpose for the construction
is for the improvement ~~of~~ Mt. Rushmore Rd
↓ ultimately Rapid City, however
taking away valuable parking spaces +
access to businesses are crucial to
their success.

Having construction in front of our
business for 2 years puts an added
strain on our staff and an extra
annoyance to our already nervous patients
~~Can we reconsider~~ Could we reconsider
having the stop/start point for phase I + II
further north? (ie, Wilson Park?)