

TRANSPORTATION

Transportation is vital to the economic vitality of a community. Hot Springs has two main methods of transportation that our businesses and residents depend on: highways and air. The highway system is the primary system used to transport both people and commercial goods. The closest major highway is Interstate 79 directly to the east of Hot Springs and is less than 3 miles from the south eastern city boundary via SD18. Hot Springs also is connected by State Highways SD385 (Rapid City/Custer/Chadron, NE), SD18 (Edgemont to Int 79), SD 71 south to Crawford, NE.

Hot Springs is also served by air indirectly through Rapid City Regional Airport and our own Municipal Airport.

Existing Street System

Overall Hot Spring's goal is to provide a safe, efficient and balanced transportation system resulting in improved traffic movement, which is cost effective, minimizes negative impacts on adjacent land uses and encourages safe passage for pedestrians, bicyclists and vehicles uniformly.

Hot Springs has a defined and limited boundary for street layout and development. Nearly 98% of the city's area is accessible by a maintained road of some level of solid surfacing. Most roads, nearly ###% are paved by either concrete or asphalt, the remaining streets are either recycled road millings, or gravel. The remaining areas of town that do not have accessible road systems are often very hilly terrain or have great changes in elevation making road building difficult.

Hot Spring's city crews currently maintain XXX miles of roads and alleys. A maintenance schedule has been created to provide standard regular and revolving maintenance to all streets within the city. They are also responsible for snow plowing, road painting, street sign maintenance and drainage maintenance on all streets outside of the State highway system, and may still assist the State in some maintenance aspects of the highway system including handicap parking area painting and signage and fire lane painting.

There are some limitations to our street system due to topography. Hot Springs is a linear town and was constructed in a narrow valley bordering the Fall River. There are few options to provide a reasonable truck route around the downtown so instead our prime shopping area is also the main truck delivery route in and around the region. Working with the SD DOT to find alternate locations for truck routes that can funnel truck traffic away from our downtown would be a necessary goal for the safety of our downtown and offer better route alternatives for larger hauling trucks who don't want to deal with driving through a pedestrian area.

According to the latest accident records obtained from the SD Department of Public Safety, Hot Springs had 21 traffic accidents in 2016. Of these, zero were fatalities, 6 were accidents with injuries, and 15 of them had alcohol involved in some way. The areas with the greatest number of accidents are listed below:

Goals for the city regarding streets and the transportation road system in Hot Springs:

1. To provide access to the remaining sections of the City that are not currently serviced by roads to encourage development. Road development can be accomplished under different types of development agreements.
2. To provide adequate financial resources to support and implement the annual road maintenance plan for existing roads and to secure whatever grants or other financial funding opportunities there are to improve and expand our road system.
3. In areas of accidents assess if any design flaws exist that helped create an unsafe condition and make changes to mitigate future accidents.

Hierarchy of streets

Our engineering criteria for our roads is developed into a hierarchy: Major Arterial, Minor Arterial, Residential Collector, Major Residential, Minor Residential, Lane and Low Density Residential as shown in the table below taken from the Subdivision Ordinance.

INSERT TABLE FROM SUBDIVISION REGULATIONS HERE

Goals:

1. Review current road hierarchy based on design guidelines and usage and determine if any roads require upgrading (or down-grading).

Review of Alleys/rights of ways

In the late 1800's when the city was laid out in Additions the land developers utilized plans from their previous homes east of the Black Hills. Their rectilinear layouts worked for some portions of Hot Springs however in areas of hills, ravines, canyons and drainage areas the strict right angle designs were less than successful and left us with a number of road sections that cannot be constructed and alleys that were and could never be developed. It is in the best interest of the City to invest in the surveying and replatting of these right of ways and undeveloped platted roads that cannot be developed, to break them apart and adjoin them to the adjacent land owners' properties and get the land back onto the tax rolls. Ideally this could be accomplished as one large project – however, due to surveying and replatting costs it would be best to work

out a 10-year plan to assess the sections to be abandoned, survey them, notify adjacent property owners, replat, hold public hearings and file the final documents.

Traffic Calming

Until the State has determined alternate truck routes around Hot Springs it is imperative that traffic calming devices are implemented to slow down traffic through areas of high pedestrian or children use, such as around schools, parks and the downtown shopping district. In the SD DOT SR385 Reconstruction Project slated for construction in 2020, the DOT engineers are utilizing pedestrian 'bump-outs' at all crosswalk locations to narrow down the perceived road wide and reduce speed throughout the project area. The bump outs are in the same locations as the current pods but extend into the road way so only a two-lane crossing width is retained. This design also makes crossing the highway much easier and safer for pedestrians. Other methods to consider in areas determined to need traffic calming are rumble strips, wide low speed bumps and narrowed street widths.

Public Transportation (See Sustainability Section)

DOT Plans for 385 Reconstruction in 2019/2020

The SR 385 Reconstruction Plan may be the single-most important construction project to happen in Hot Springs over the next 50 years. It will create the identity for Hot Springs, its downtown shopping and historical district. If we work hard at ensuring the design is top-notch, pedestrian friendly, engineered for safety and multiple mode of transportation and designed for the long-term we will not be remembered. However, if we cut corners and focus on the bottom line only and leave the designs to the engineers alone we will be remembered for decades as the people that destroyed Hot Springs. It is that important.

Today's consumer demands more than just commodities to buy, they want a shopping experience. It is up to us to make sure the highway project takes this into account since the project area is our shopping area as well. Pedestrian amenities like good signage, bike racks, seating, shade, water, pocket parks, public art, sidewalk dining and attractive materials are all parts of a successful streetscape and creating a suitable, attractive setting to support our businesses.

Goals for the R 385 Reconstruction Project include:

1. Creating a support system for all businesses affected by the construction activities including:
 - a. Make sure the business owners have representation at construction meetings so they can share what is happening with the construction and voice their concerns if businesses are being significantly affected;

- b. Create a newsletter to keep everyone up to date on what's happening;
 - c. Work with artists to do creative place making to bring people to businesses during the construction;
 - d. Provide training for business owners on how to talk about the construction so they don't scare people away from their businesses.
2. Providing shade for south facing businesses
3. Incorporating art, design or places for art and design within the corridor.
4. Incorporate **Low Impact Design** solutions where ever possible to filter stormwater and allow it to percolate into the soils as much as possible. (See Sustainability Chapter)
5. Upgrade/replace outdated water and sewer systems within the project parameters.
6. Reconnect lost drainage systems from around and behind the old historic buildings and take extra precautions with pavements installed near the historic buildings to provide vibration buffers.
7. Include street trees in sections of the project where space allows to bring vegetation closer to the shopping areas {Studies have shown that shopping areas with mature trees can charge up to 10% more for their goods and services just because of people's perceptions.}
8. Include in the contract that local products will be purchased where possible and that any contractor needing to stay in motels/hotels shall do so in the inns most affected by the construction first.
9. New lighting has been selected that is more in keeping with our historic district, lessens the number of fixtures needed and are down lit – reducing and glare light pollution.
10. New way finding signage has been designed to help visitors find their way to significant sites and services throughout Hot Springs.

Airport

FAA Identifier: HSR

Lat/Long: 43-22-05.9000N / 103-23-17.8000W

43-22.098333N / 103-23.296667W

43.3683056 / -103.3882778

Elevation: 3150.2 ft. / 960.2 m (surveyed)

Variation: 10E (2000)

From city: 5 miles SE of HOT SPRINGS, SD

The Hot Springs Municipal Airport (HSR) in Hot Springs, SD, serves the general aviation air transportation needs of southwest South Dakota. HSR is home to 27 single engine aircraft, one helicopter, and three gliders. The airport is served by two runways: Runway 1/19, the primary runway, is 4,506 feet long and 100 feet wide, and is paved and lighted; and Runway 6/24, the crosswind runway is 3,926 feet long and 235 feet wide, and is constructed of turf. There are four privately owned box hangars, three City owned hangars, and one privately owned t-hangar building with six units on the airfield. (From the Master Plan)

At one time, the healing waters of the mineral springs and the quality medical facilities brought people from all over the United States and the Hot Springs Airport was served by two major airlines providing passenger and freight service to the community. Rapid City has taken over that market but the Hot Springs Municipal Airport still provides many needed services and opportunities for flight enthusiasts to enjoy.

- Hot Springs Municipal Airport is located at the southern gateway to Black Hills, Wind Cave National Park and all other southern hills destinations.
- It is a short drive to Southern Hills Golf Course, which has been featured in Golf Digest Magazine, and to the Mammoth Site which has an ongoing active dig.
- The airport puts you close to hunting areas where you will find pheasant and big game hunting offered by several hunting preserves in the area.
- The annual Badlands RV Fly-in has been widely attended for the last several years. It has attracted owners of over sixty aircraft from all parts of North America to experience the Black Hills.
- Flight Training is available from the private pilot to a commercial pilot rating.
- If you are up for a thrill and want to jump out of an airplane, the Hot Springs Sky Dive club is available to you.
- If you should choose another way to fly, try the Black Hills Soaring Club.
- Hot Springs Municipal Airport serves our community and VA hospitals with Life Flight transportation.
- Due to its geographical location, Hot Springs Municipal Airport is now a permanent air tanker fire base during the summer fire season.
- Hot Springs Airport can accommodate a variety of aircraft from J3s to Gulfstream corporate jets

Airport Master Plan

In March of 2016 the Hot Springs Municipal Airport Master Plan was completed by SHE Engineers. The plan sets goals and identifies needs in the care, maintenance, improvement and future growth of the airport. Specific goals are set for each runway, the taxiway and makes

recommendation regarding fueling, and hangar space. It is recommended that the 2016 Airport Master Plan be adopted as part of the overall Comprehensive Plan.

Helicopter Service

Consumer helicopters are welcomed at the airport but Hot Springs also is home to a Life Flight service that is housed and serviced at the new Ambulance Service Facility on Cascade Road (SR 71). The hanger and pad can house one XXXXX helicopter for use by emergency personnel.

Parking

In general parking for specific developments are planned during construction. The only area of Hot Springs that lacks adequate parking is the Historic District that never thought to have seen so many people or the likes of so many vehicles. As stated in our Sustainability Chapter, there are goals to reduce dependency on cars once in the downtown areas by shared bikes, increased pedestrian amenities and even shuttles or buses that can move people from one place to another. But for the day to day people who use our downtown for their living needs additional parking is needed from North River Street at the Red Rock River Resort at the Minnekahta Bridge south to Baltimore Avenue. Any opportunities to increase parking in these areas should be grasped immediately.

Bicycles – See the Sustainability Chapter

Trails – See the Recreation Chapter