

APPENDIX A
ENGAGEMENT
SUMMERY

To: City of Spearfish

From: SRF Consulting Group

Date: 11/5/2025

Subject: City of Spearfish Safety Action Plan – DRAFT Engagement Summary

INTRODUCTION

The City of Spearfish, South Dakota is preparing a Safety Action Plan (SAP) as part of the Safe Streets and Road for All (SS4A) federal grant program. The goal of the SAP is to develop a comprehensive strategy to prevent roadway fatalities and serious injuries for all roads and all roadway users in Spearfish. The goal of public engagement was to document areas of concern across the entire transportation system. The results of engagement helped the City of Spearfish better understand transportation safety priorities and community preferences regarding a range of potential safety strategies.

The results of engagement helped inform a systemic analysis and the identification of prioritized locations within the City of Spearfish. Potential strategies will promote a safe and accessible system for all users, including those who walk, bike, or drive. By prioritizing direct public input, and targeting engagement with a variety of transportation users, local knowledge has helped to inform each phase of the City of Spearfish’s SAP development.

A three-month engagement process (August – October 2025) connected with residents and collected public input both in-person and online. All public input opportunities were designed to collect detailed, location-specific data that would have been impossible to gather through crash records alone. More than 270 people were engaged in-person at two pop-up events using tactile activities. Additionally, a project website featured an online comment map that encouraged residents to pinpoint specific areas of concern. The online comment map was highly effective and resulted in more than 130 site-specific transportation safety concerns and suggestions.

A critical focus of community engagement was the identification of locations where residents perceived a high risk, often indicating locations where near misses occurred that had not yet resulted in a formal crash report. This insightful anecdotal evidence helped the SAP team confirm



Figure 1: SAP pop-up engagement Sept. 13, 2025

prioritized locations and provide context regarding design deficiencies and locations of perceived concern.

In addition to engaging the community broadly via in-person and virtual input opportunities, the City of Spearfish hosted targeted focus group discussions with key stakeholders, including:

- Spearfish Senior Center
- Northern Hills Training Center
- Bicycle Audit with Multimodal Advocates
- Spearfish High School Students
- Emergency Responders
- Black Hills State University Students
- Mothers with Young Children

The engagement approach, including promotional outreach, public input opportunities and stakeholder engagement strategies, were informed based on input and support from City Staff and the Spearfish Safety Action Plan Advisory Committee.

ADVISORY COMMITTEE

An Advisory Committee was established to serve as the leadership group to provide strong oversight of the SAP development and its implementation, monitor the progress of the Plan, and evaluate adjustments as needed. The Advisory Committee helped inform the development of the SAP as well as offering recommendations for community outreach and stakeholder engagement to more directly shape the SAP.

The following city departments and other organizations are represented on the committee:

City of Spearfish Safety Action Plan - Advisory Committee Membership	
Spearfish Police Department	Federal Highway Administration
Spearfish Parks Department	South Dakota Department of Transportation
Spearfish Engineering Department	Northern Hills Training Center
Spearfish Public Works	Spearfish Ambulance
Spearfish Planning Department	Black Hills State University
Spearfish Fire Department	Biking Community
Spearfish Planning Commission	K-12 Public School District
Spearfish City Council	Prairie Hills Transit

POP-UP ENGAGEMENT

Streets throughout the Spearfish community should be safe, welcoming places for all travelers, including people who walk, bike, drive, take transit, or roll. In-person public engagement efforts helped to identify issues and perceived transportation safety concerns from a wide range of residents. The SAP team attended the Spearfish's annual Autumn Festival for an all-day pop-up engagement event. Additionally, a pop-up was hosted at Black Hills State University to hear directly from students and young adults. Pop-up engagement connected with more than 270 residents to understand and document local road safety challenges and transportation priorities.

The early fall provided several ideal opportunities to engage community members at local events. These engagement events were designed to connect with residents of all ages to discuss transportation safety concerns, and pinpoint areas across the City of Spearfish with perceived safety risks.

Youth and families were actively engaged via tactile activities, with prizes and giveaways for all youth who answered a bicycle safety trivia question. In addition to mapping areas of concern, residents were asked to identify their top

transportation safety priorities within the City of Spearfish. The combined results of the activity from Autumn Fest (Saturday, September 13, 2025) and the Black Hills State University (Monday, September 29, 2025) pop-up events are summarized below.

What are your Transportation Safety Priorities? Using 5 marbles, what would you prioritize to improve transportation safety in the City of Spearfish? You can use your marbles however you'd like – spread them out or add them all to your top priority.

The following shows the activity board used to identify transportation safety priorities along with the final tally of results from this pop-up engagement activity:



Figure 2: SAP Pop-up engagement Sept 13, 2025 at Autumn Fest

What are your transportation safety priorities?		
Category	Category Description	Tally
Intersection Safety (for people who walk or bike)	Includes crosswalks, stop lights, lighting enhancements, pedestrian islands, and curb ramps that make crossings safer.	134
Fill sidewalk and Bike System Gaps	Connects missing links to make walking and biking routes continuous. This could also include improvements to trail lighting.	100
Intersection Safety (for people who drive)	Adding turn lanes, recommending improvements at uncontrolled intersections, stop lights, roundabouts etc.	97
Education and Enforcement	Programs that encourage safe behaviors for all road users, strategies for addressing inattentive driving, law enforcement coordination.	81
Accessibility Improvements	Fixing curb ramps, uneven sidewalks, or other barriers for people with disabilities.	74
Slower Vehicle Speeds	Traffic calming, speed limits, pavement markings, and street design to reduce crash risk.	49

WEBSITE AND ONLINE COMMENT MAP

The Safety Action Plan developed a standalone project website to share information about the plan development process and gather feedback from the community. The website provided an overview of the SAP, the schedule to develop the Plan, contact information, an interactive safety data map as well as the online comment map. The online comment map asked residents to share local knowledge and identify locations where they feel unsafe walking, biking, or driving. The website and online comment map were actively promoted by the City of Spearfish, including Facebook and social media posts, local media, and via the city website.

- City of Spearfish Safety Action Plan Website URL: www.spearfishsafetyactionplan.com

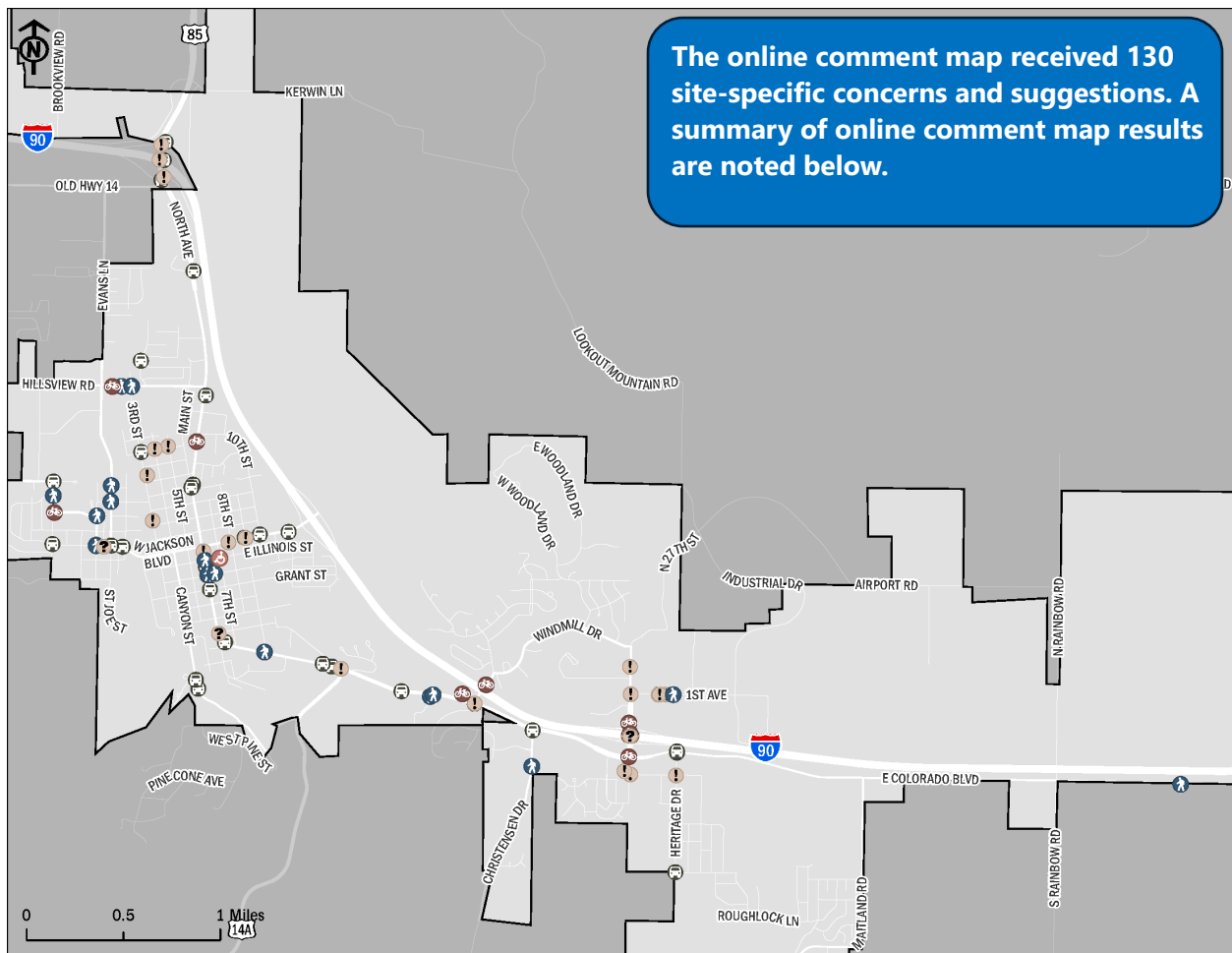


Figure 3: Results of the online comment map

Online Comment Map: An interactive online map provided an easy opportunity for residents to share their transportation issues and ideas by mode. The comment map asked for public feedback using the following categories (the number of comments within each category is in parenthesis):

- Driving Concerns (44 comments)
- Safety Concerns (29 comments)
- Pedestrian Concerns (24 comments)
- Bicycle Concerns (20 comments)
- Other Comments (9 comments)
- Accessibility Concerns (4 comments)

KEY TAKEAWAYS FROM THE ONLINE COMMENT MAP

A summary of key takeaways from online comment map results is provided below. To learn more about these safety concerns and where they are happening, see the public comment tables included with the engagement documentation materials.

VEHICLE SAFETY

- Visibility, obstructions and intersection safety concerns
- Intersection design or sight distance concerns (e.g. Jackson Blvd/10th St)
- Excessive vehicle speeds are dangerous for all road users
- Confusing or faded road markings or signage
- Congestion and peak-time traffic concerns

BICYCLE AND PEDESTRIAN SAFETY

- Lack of sidewalks and safe pedestrian intersection crossings
- Vehicle speeds hinder multi-modal safety
- Drivers fail to yield to pedestrians
- Sidewalk and trail connectivity concerns
- Facilities are inadequate or blocked by vehicles

FOCUS GROUP MEETINGS

In addition to gathering feedback broadly from the community via in-person and virtual input opportunities, the City of Spearfish hosted targeted focus group discussions with key stakeholders to understand preferences and priorities for safety solution strategies. The table below provides a summary of focus group feedback. A more detailed summary of each focus group meeting is included with engagement documentation materials.

Focus Group	Feedback Summary
Spearfish Senior Center	<ul style="list-style-type: none">• Emphasis on educating both young and older drivers to improve safety for pedestrians.• Consider increasing police presence where feasible to reduce vehicle speeds and distracted driving.• Review and improve sight lines at intersections.
Northern Hills Training Center	<ul style="list-style-type: none">• Winter driving hazards; sanding priority on Harvard, Hill St, Jackson Blvd• Pedestrian safety concerns with drivers not slowing at crosswalks; enforcement concerns.• Emphasized the importance of roadway and sidewalk connections, as well as ADA ramp and sidewalk compliance.

Bicycle Audit with Multimodal Advocates	<ul style="list-style-type: none">• Interest in demonstration projects (e.g., striping, temporary crossings).• Main St in Downtown is not bike friendly.• Improve safety and reduce conflict points at 10th St & Jackson Blvd• Consider Safe Routes to School projects, especially for Transportation Alternative program funding. Example: sidewalk gap on north side of Hillview across from schools.
Emergency Responders	<ul style="list-style-type: none">• Line of Sight Improvements: Most cited issue in accident reports.• Peak transportation safety concerns during summer tourism, motorcycle rally week, summer weekends.• Jackson Blvd: Beautification of medians can obstruct visibility; increased severity of accidents.• Social media was noted as the most successful outreach method.
Black Hills State University (BHSU) Students	<ul style="list-style-type: none">• Concerns with the absence of lighting or signage at key pedestrian crossings.• Pedestrian safety concerns at the roundabout on Jackson Blvd: Drivers fail to yield; frequent near misses.• Students noted limited public safety messaging from the university.
Spearfish High School Students	<ul style="list-style-type: none">• Pedestrian crossing on Hillview Rd and Canyon St works well, the beacons are very helpful• Exit 10 (I-90) and intersection of North Ave/Old Hwy 14 is confusing due to poor sightlines; too many intersections too close together.• Getting to Walmart along 1st Ave is difficult. Lots of congestion and getting in and out of the Walmart parking lot is difficult.
Mothers With Young Children	<ul style="list-style-type: none">• West Elementary Area: Unsafe pedestrian crossings partly due to traffic between college and school.• Creekside School: One-way in/out causes congestion; limited options for traffic flow.• Parents are hesitant to allow biking due to traffic and lack of safe routes.• Lack of sidewalks & crosswalks, especially in residential areas and near daycares.• Desire to add crosswalks, signage, and flashing lights at key intersections.

KEY THEMES OF COMMUNITY ENGAGEMENT

The following themes regarding transportation safety in the City of Spearfish have been identified through the community engagement process.

PEDESTRIAN & BICYCLIST SAFETY

- **Address Sidewalk and ADA Gaps/Deficiencies:** Many residents noted a lack of sidewalks (e.g., along 27th St, First Ave., Christensen Dr.) and poor ADA ramp transitions.
- **Expand and Enhance Pedestrian Crossings:** Community support for Rectangular Rapid Flashing Beacons (RRFBs) at key locations (e.g., Main St/Elgin St, University/Jackson Blvd, Downtown), along with implementing Leading Pedestrian Intervals (LPIs) to improve visibility and driver yield rates.
- **Mitigate Hazards on Shared Paths and Bike Routes:** Received suggestions to establish and enforce regulations for high-speed electric devices (e-bikes/scooters) on sidewalks and shared paths. Additionally, concerns were raised about maintenance issues like manhole elevation mismatches that create hazards for cyclists. Suggestions also included updating the design standards for bicycle friendly shared paths, with addressing width and curve radius, particularly.
- **Improve Bike Route Connectivity and Safety Perception:** Community requested more focus on creating safer bicycle facilities on major corridors like Colorado Blvd and Old Hwy 14, and address the perception that Downtown Main St and Jackson Blvd are not bike-friendly.

INTERSECTION SAFETY AND TRAFFIC BEHAVIOR

- **Improve Sight Lines at Intersections:** Address community concerns regarding numerous visibility issues caused by vegetation and the impact of roadway beautification medians. (e.g., 10th St/Jackson Blvd, St Joe St/Jackson Blvd)
- **Control Uncontrolled and Confusing Intersections:** Consider stop signs or four-way stops at uncontrolled high-risk intersections (e.g., Jonas St/Jackson Blvd) and review inconsistent right-of-way signage on secondary streets.
- **Mitigate Safety Issues on High-Volume Corridors:** Evaluate high-crash, high-traffic corridors like Jackson Blvd and Colorado Blvd for major safety improvements (e.g., roundabouts, pedestrian crossings, reduced conflict intersections) to manage high speeds and turning movements.
- **Address Confusing or Dangerous Merging/Turning:** Evaluate complex or high-crash interchanges, particularly near Exit 10, Exit 12, and the Walmart area on 1st Ave, where poor visibility and difficult left turns lead to frequent near-misses and crashes.

SCHOOL SAFETY

- **Prioritize Safe Routes to School (SRTS) Projects:** Focus on paving, filling sidewalk gaps, and improving crossings along key routes, such as N Canyon St to Creekside Elementary (Rad Route to School) and the Hillsview Rd sidewalk gap.
- **Manage School Zone Congestion and Access:** Review and improve traffic flow and safety at congested school drop-off/pick-up points, particularly the one-way in/out system at Creekside School, and ensure safe crossings for students (e.g., West Elementary area).
- **Enhance Crossings Near Schools and Campus:** Consider installation of flashing beacons/safer crossings at high-pedestrian-volume areas near the BHSU campus (e.g., across South Dakota Way by Young Sports & Fitness Center) and ensure crosswalks are not placed in locations that obstruct sight lines or encourage drivers to stop in the crosswalk.

MISCELLANEOUS AREAS OF CONCERN

- **Implement Comprehensive Public Awareness and Education:** Prioritize education, utilizing social media and focused programs for young and older drivers, to improve understanding of new infrastructure (roundabouts) and traffic laws (pedestrian right-of-way) as well as bicycle safety and helmet campaigns.
- **Establish a Policy for Infrastructure Improvements with Paving:** Define a clear policy on the level of bike/pedestrian infrastructure required when existing roadways undergo pavement improvements or rehabilitation.
- **Widespread Speeding and Aggressive Driving:** Speeding is a persistent problem across many areas, including Jackson Blvd, Colorado Blvd, 3rd St, and secondary cut-through streets off Main Street, posing a safety concern for all transportation modes. In the downtown area, the wide streets contribute to this issue by encouraging higher vehicle speeds and creating long pedestrian crossing distances, further exacerbating safety risks.
- **Police Staffing and Enforcement Limitations:** Limited police presence and staffing is an impediment to speed enforcement and ensuring compliance at crosswalks; some suggested considering a dedicated speed team or utilizing automated enforcement.
- **Growth and Tourist Traffic Impacts:** Congestion and safety risks are tied to new development/growth and high-risk periods during summer tourism and motorcycle rally weeks, which bring an influx of out-of-state drivers.
- **Visibility of Markings and Signage:** The durability and visibility of pavement markings are recognized as important issues, with requests for more reflective, longer-lasting materials and the removal of confusing, faded, or incorrect striping.

A more detailed summary of each engagement event and the materials used to gather public feedback are included with engagement documentation materials.

City of Spearfish

Safety Action Plan

Community Engagement Plan

August 2025



Safety Action Plan Overview

The City of Spearfish, South Dakota is preparing Safety Action Plan (SAP) as part of the Safe Streets and Road for All (SS4A) federal grant program. The goal of the SAP is to develop a comprehensive strategy to prevent roadway fatalities and serious injuries for all roads and all roadway users in Spearfish. The process to develop a safety action plan is a powerful way to prioritize safety improvements and justify investment decisions.

The project team will document areas of concern, provide direction on setting priorities for safety needs and identifying a list of safety-related projects and strategies that can be funded with federal, state, or local funding. The key is to make sure this list of projects is actionable. Reducing and eliminating severe crashes—those causing incapacitating injuries or death—demands a comprehensive strategy rooted in the Safe System approach. We will apply this approach to develop a fully compliant Spearfish Safe Streets and Roads for All Safety Action Plan (SAP).



Plan Goals

The Safe Streets for All Safety Action Plan required components are well defined and include the following items:

- **Safety Analysis.** Complete a detailed technical analysis of existing crash data and rates and identify hot spots for injury crashes on city roadways.
- **Planning Structure.** Establish a Community Advisory Committee to oversee the plan, implementation, and overall monitoring of safety issues.
- **Engagement and Collaboration.** Engagement with community members to identify existing issues and safety concerns, priorities and preferred implementation strategies.
- **Equity Considerations.** Evaluate demographics and be present in the community to connect with residents and understand how projects would serve their populations.
- **Policy and Process Changes.** Review current policy and guidance documents and provide opportunities to improve transportation safety.

Figure 1 - Safe System Approach diagram

- **Strategy and Project Selection.** Identify safety improvements which could include roadway lane conversions, slowing vehicular traffic (traffic calming), pedestrian safety enhancements, and filling missing sidewalk/trail gaps, among other strategies. Develop an implementation plan that addresses the issues identified.
- **Progress and Transparency.** Determine methods of measuring progress and next steps for implementation and success of the plan.

Engagement Roles and responsibilities

This section outlines the specific roles and responsibilities for city staff and the consultant team throughout the study’s public engagement efforts.

Outreach Tools	City Role	SRF Consulting Roles
Public Engagement Plan	Review plan and help develop stakeholder list and provide comments on engagement approach	Draft plan and help develop stakeholder list
Advisory Committee PMT Meetings	Identify committee members, approve schedule and materials, attend meetings	Help identify committee members, schedule meetings, create a workback schedule, staff meetings, create meeting materials
Pop up events	Help identify locations/events, review and approve materials, help staff events	Help identify locations/events, development of event materials, staff events
Online survey and/or Interactive map	Review and approve survey and/or interactive map approach, content and summary	Develop approach, create survey and/or interactive map content, summarize results
Social media	Review and approve content, coordinate and schedule posts on city channels	Create post text, images and communications schedule
Website	Review and approve content to the project website	Create and publish website content

Advisory Committee Membership

An Advisory Committee was established to serve as the leadership group to provide strong oversight of the SAP development and its implementation, monitor the progress of the Plan, and evaluate adjustments as needed. The Advisory Committee helped inform the development of the SAP as well as offering recommendations for community outreach and stakeholder engagement to more directly shape the SAP.

The following city departments and other organizations are represented on the committee:

City of Spearfish Safety Action Plan - Advisory Committee Membership	
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City of Spearfish Fire Department	Biking Community
City of Spearfish Planning Commission	K-12 Public School District
Spearfish City Council	Prairie Hills Transit

Engagement Approach

Streets throughout the Spearfish community should be safe, welcoming places for all travelers, including people who walk, bike, drive, take transit or roll. Community outreach and stakeholder engagement will directly shape the plan’s development. Given the tight schedule required to develop the draft plan document (July – September), community engagement early in the process will be instrumental and prioritized.

This engagement approach, including promotional outreach, public input opportunities and stakeholder engagement strategies, will be refined based on input from City Staff and the Advisory Committee.

Engagement Approach Objective

Initial public engagement efforts will center on identifying issues and building the foundation for a collaborative, inclusive planning process. The project team will focus on listening to community members and stakeholders to understand local road safety challenges. Engagement methods will include pop-up events, focus groups with diverse residents and stakeholders, an online input opportunity and targeted promotional strategies to encourage diverse community participation. This approach will gather early input from Prairie Hills Transit riders and operators, public health professionals, local organizations, and everyday road users, ensuring their perspectives are woven directly into the Safety Action Plan's development.

Website and Interactive Comment Map (August – January 2026)

A project specific URL will be created and branded for the SAP. The website will explain the Safety Action Plan, its benefits, and provide a project schedule, contact information and online public input opportunities (e.g. online comment map, project emails).

- City of Spearfish Safety Action Plan Website URL: www.spearfishsafetyactionplan.com
- **Interactive Comment Map:** A virtual input opportunity asking residents to share their transportation issues and ideas by mode. An anticipated format for the comment map is outlined below:
 - We want to hear your transportation safety concerns and ideas. Use the comment map below to identify locations where you have safety concerns driving, walking, or biking.
 - Pedestrian Safety
 - Bicycle Safety
 - Vehicle Safety
 - Safety Improvement Idea
 - Accessibility Concern
 - Other Comments

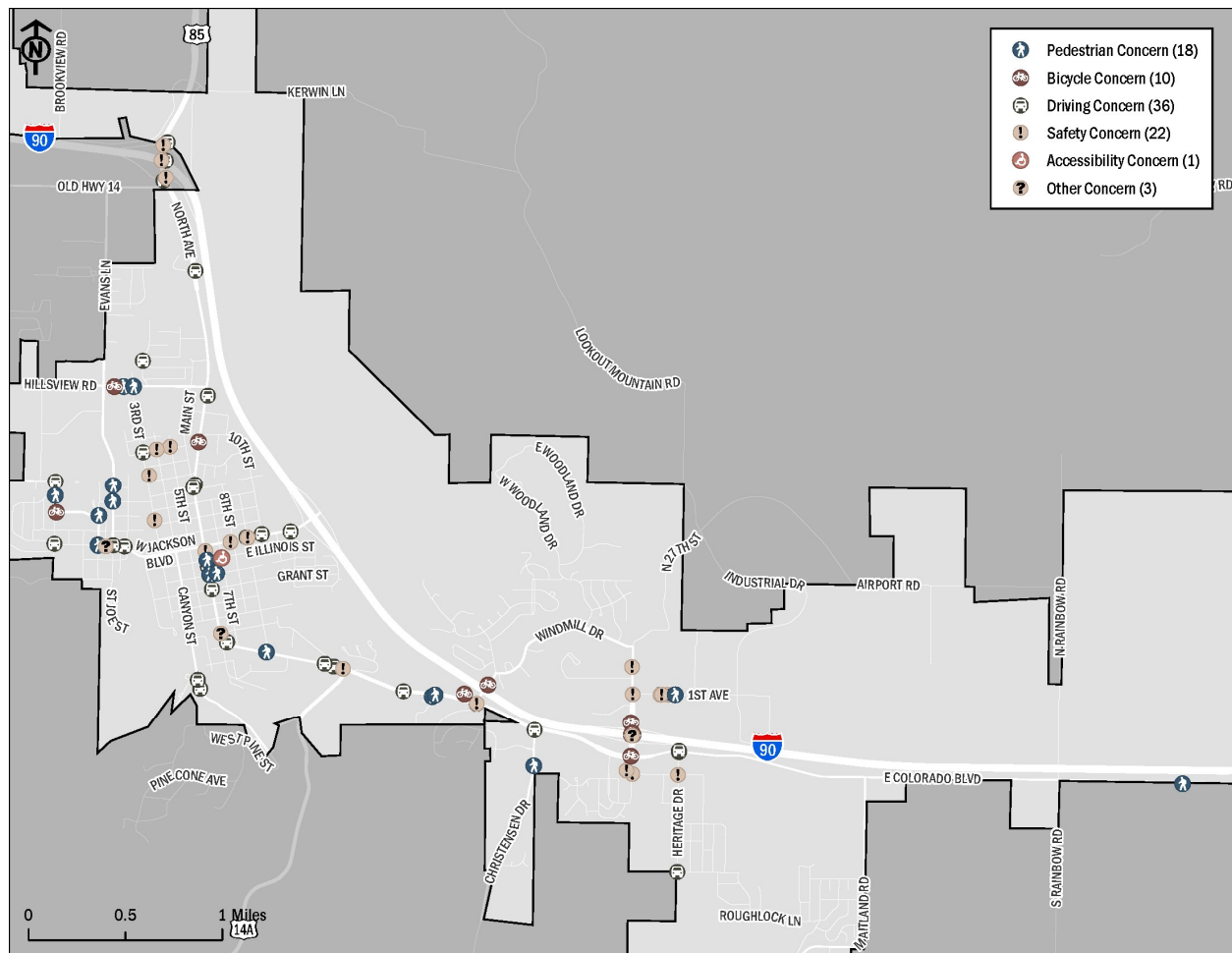


Figure 2: Results of the online comment map

Pop up Engagement (September- October)

Summer and early fall offer prime opportunities to engage community members at local events, discuss transportation safety, and pinpoint areas of concern. Pop-up outreach will be paired with an online interactive comment map, providing residents with multiple, flexible ways to share their top safety concerns and priority locations.

The team conducted pop-up engagement at the locations below.

- Autumn Fest (Saturday, September 13, 2025)
- Black Hills State University (Monday, September 29, 2025)

Pop-up engagement connected with more than 270 residents to understand and document local road safety challenges and transportation priorities.

Additional events are listed on the Visit Spearfish website or may be recommended by Advisory Committee members.

Advisory Committee (August – January 2026)

An Advisory Committee will be established to serve as the leadership group to provide strong oversight of the SAP development and its implementation, monitor the progress over the years, and make plan adjustments as needed. Advisory Committee members and stakeholders will act as ambassadors, helping connect city staff with the community and increase engagement.

A foundational piece of the SS4A Safety Action Plans is to establish an official public commitment to safety (e.g., resolution and policy) by a high-ranking official and/or governing body (e.g., Mayor, City Council, etc.) to an eventual goal of zero roadway fatalities and serious injuries. As stated in the SS4A guidelines, “The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following: (1) the target date for achieving zero roadway fatalities and serious injuries, OR (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.”

The Advisory Committee will meet monthly, and discussions will focus on exploring and refining strategies and solutions informed by the initial engagement and safety analysis. Gathered feedback on which strategies are most supported, feasible, and impactful will ensure that community voices continue to shape the direction of the plan and that proposed solutions align with local needs, values, and priorities.

Focus Group Meetings (September- October)

In addition to engaging the community broadly via in-person and virtual input opportunities, the City of Spearfish hosted targeted focus group discussions with key stakeholders, including:

- Spearfish Senior Center
- Northern Hills Training Center
- Bicycle Audit with Multimodal Advocates
- Spearfish High School Students
- Emergency Responders
- Black Hills State University Students
- Mothers with Young Children

Communications

All materials for public engagement prepared by the consultant team for the SAP will comply with WCAG 2.2 and meet any other reasonable standards for accessibility, including color contrast and plain language requirements.

A logo and brand style for the Spearfish Safety Action Plan have been developed for promotional materials and project information.

Logo & Color scheme

A logo and branding will be developed using the city's logo and complementary colors.



Engagement Schedule

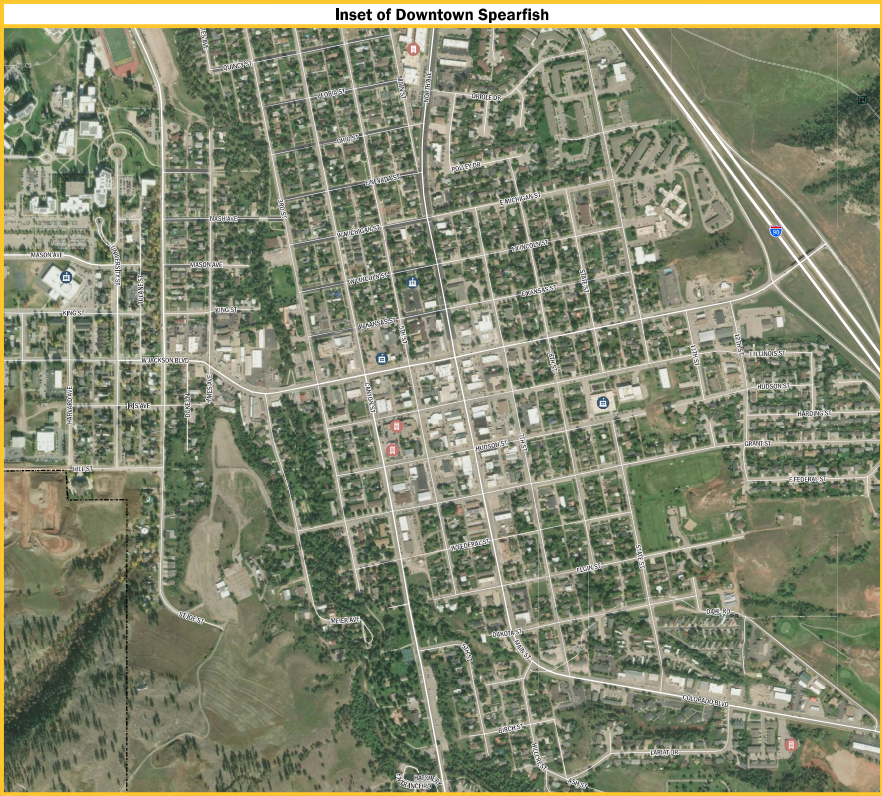
A detailed action item schedule for engagement items

Timeframe/Schedule	Strategy/Tool	Targeted Audience	Purpose & Outcomes	Responsible (Lead*)
August	Engagement plan	Spearfish residents	Prep engagement	SRF
August	Establish website	Spearfish residents	Prep engagement	SRF/City
August	Interactive Comment map	Spearfish residents	Gather input	SRF
September-October	Pop up materials	Spearfish residents	Gather input	SRF

PUBLIC
ENGAGEMENT
MATERIALS

MAP ACTIVITY,
HANDOUT, AND
MARBLE ACTIVITY

Legend
 - - - City of Spearfish Boundary
 [Red Square] Critical Facilities
 [Blue Square] Schools



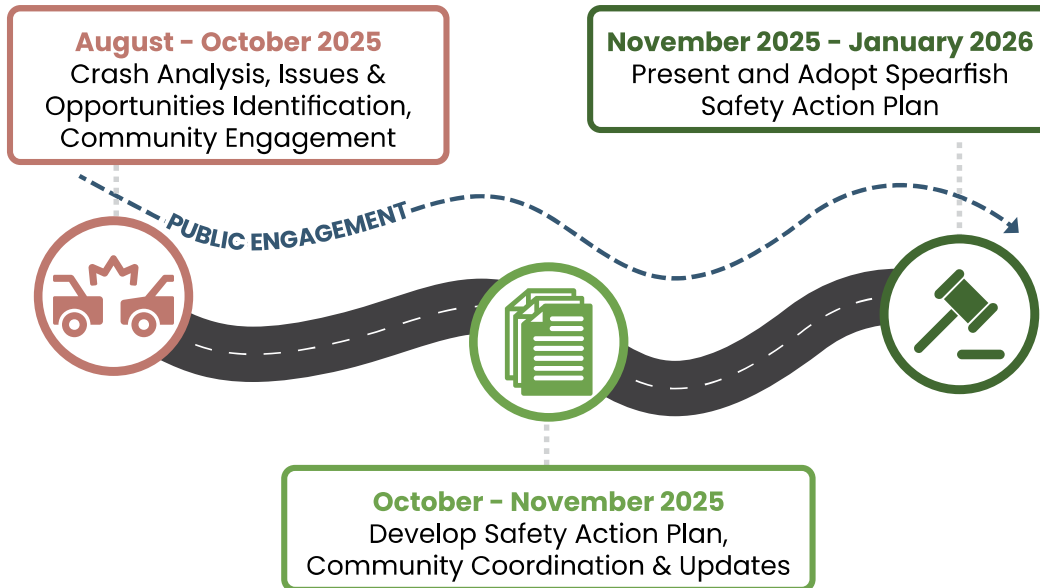
City of Spearfish Transportation Safety Action Plan



Overview

The City of Spearfish is developing a Comprehensive Transportation Safety Action Plan through the Safe Streets and Roads for All (SS4A) federal grant program. The Transportation Safety Action Plan (SAP) aims to reduce and ultimately eliminate serious injuries and fatalities on roadways throughout the city, for all users, including people who drive, walk or bike.

Schedule



How to Stay Involved

Your local knowledge and experiences are essential in shaping a safer transportation network.



Where do you feel unsafe walking, biking, or driving?



Comments or questions? www.SpearfishSafetyActionPlan.com

Contact: Jaymia Ecker, City of Spearfish Assistant Planning Director j.ecker@spearfish.gov | 605-722-2559

Scott Harmstead, SRF Consulting Project Manager sharmstead@srfconsulting.com | 701-354-2405

What are your Transportation Safety Priorities?



Using 5 marbles, what would you prioritize to improve transportation safety in the City of Spearfish?

You can use your marbles however you'd like – spread them out, or add them all to your top priority

Intersection Safety (for people who walk or bike)

Includes crosswalks, stop lights, lighting enhancements, pedestrian islands, and curb ramps that make crossings safer.



Intersection Safety (for people who drive)

Adding turn lanes, recommending improvements at uncontrolled intersections, stop lights, roundabouts etc.



Fill sidewalk and Bike System Gaps

Connects missing links to make walking and biking routes continuous. This could also include improvements to trail lighting.



Slower Vehicle Speeds

Traffic calming, speed limits, pavement markings, and street design to reduce crash risk.



Accessibility Improvements

Fixing curb ramps, uneven sidewalks, or other barriers for people with disabilities.



Education and Enforcement

Programs that encourage safe behaviors for all road users, strategies for addressing inattentive driving, law enforcement coordination.



FOCUS GROUP PRESENTATION

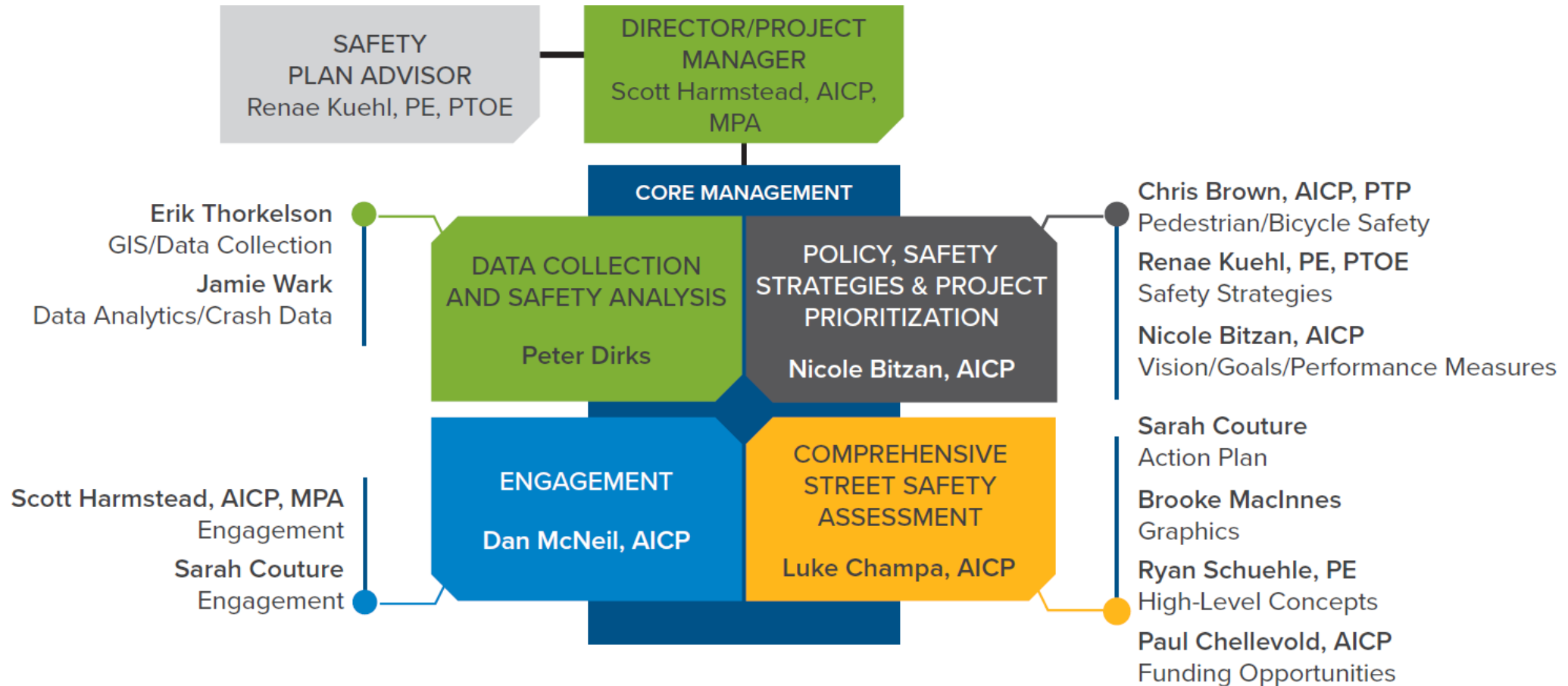


CITY OF SPEARFISH
**SAFETY
ACTION PLAN**



Project Team

City Planning, Public Works, and Engineering



Why are we here?



Why are we here?

The City of Spearfish is developing a Comprehensive Transportation Safety Action Plan through the Safe Streets and Roads for All (SS4A) federal grant program.

The Safety Action Plan aims to reduce and ultimately eliminate serious injuries and fatalities on roadways throughout the city, for all users, including people who drive, walk or bike.

With your help, we'll analyze crash data, identify high-risk areas, and propose practical solutions – infrastructure, education, or enforcement – that improve safety for everyone.



Schedule

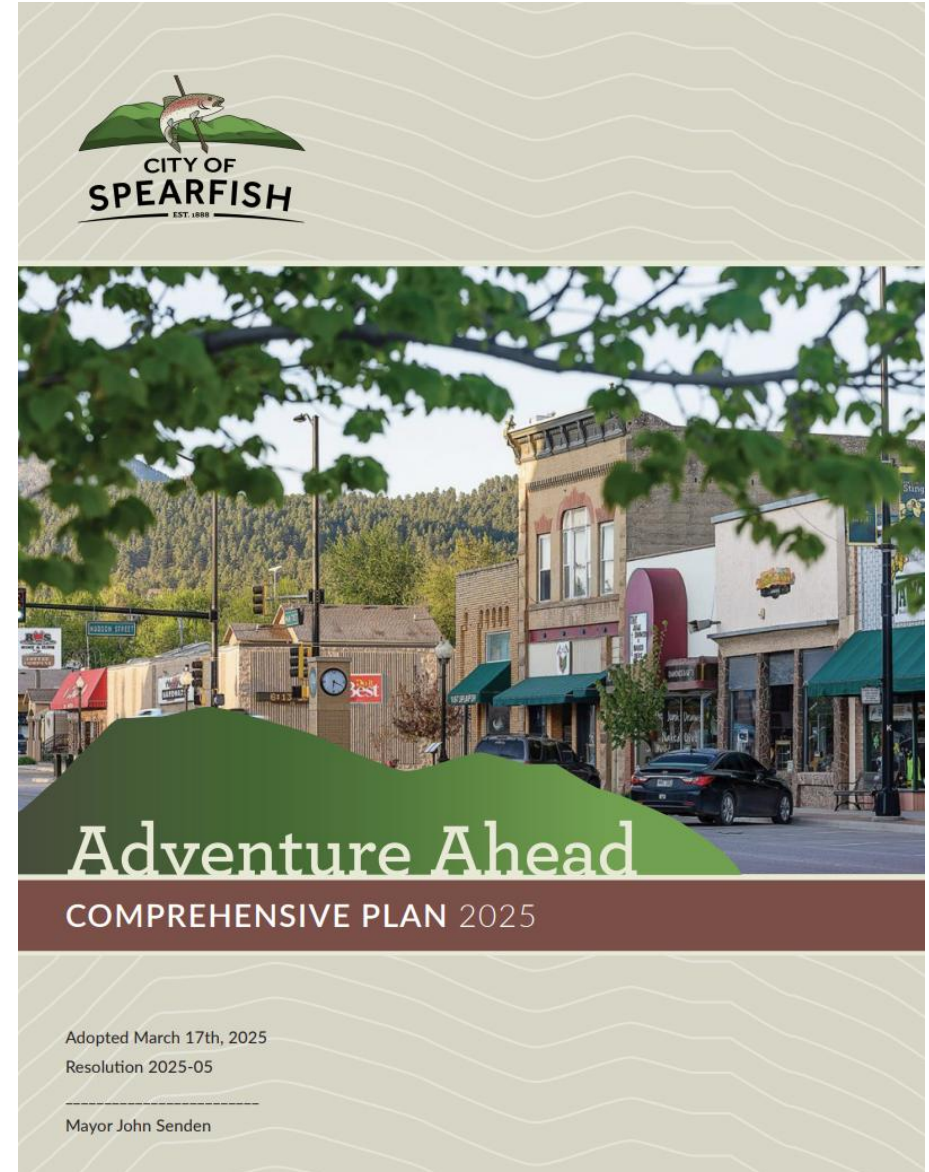
Work on the Plan will be conducted in 2025 with an estimated adoption in January 2026.



Plan Framework

Comprehensive Plan Transportation Challenges:

- Dependency on Personal Vehicles and Impacts of Sprawl
- **Limited Multimodal Transportation Options**
- **Outdated Roadway and Connectivity Standards**
- **Pedestrian and Cyclist Infrastructure Needs**
- Flood Resilience
- **Financial Stability of Infrastructure**
- **Traffic Calming in Downtown Area**



Crash Analysis/Focus Areas

A data-driven crash analysis is the basis for understanding safety issues



**Review crash
data and
contributing
factors**



**Analyze crash
data to identify
trends**

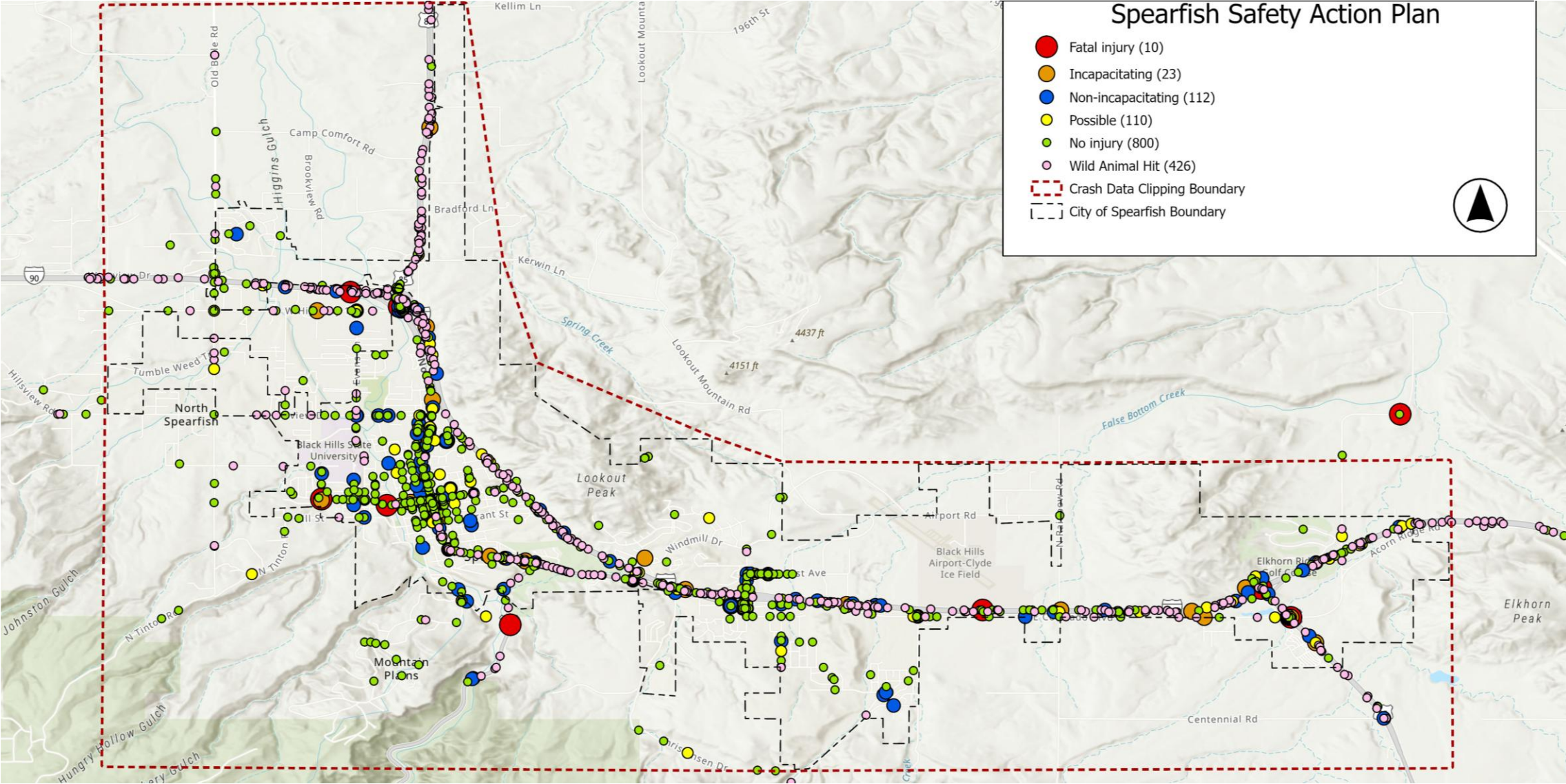


**Map data to
develop a High
Injury Network**



**Identify
High Priority
Intersections and
Corridors**

Crash Map



Engagement

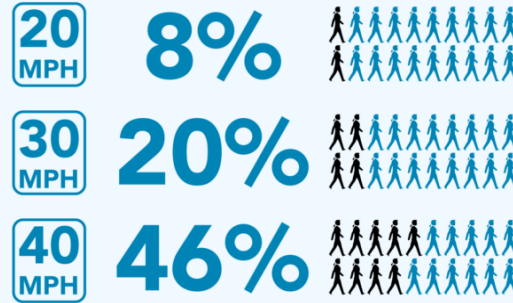
- Website - www.SpearfishSafetyActionPlan.com
- Public Input Map & basic survey questions
 - [Link to Public Input Map](#)
- Advisory Committee Meetings
- “Pop up” at Events
 - Autumn Fest (9/13)
 - Late Sept/Early Oct Event



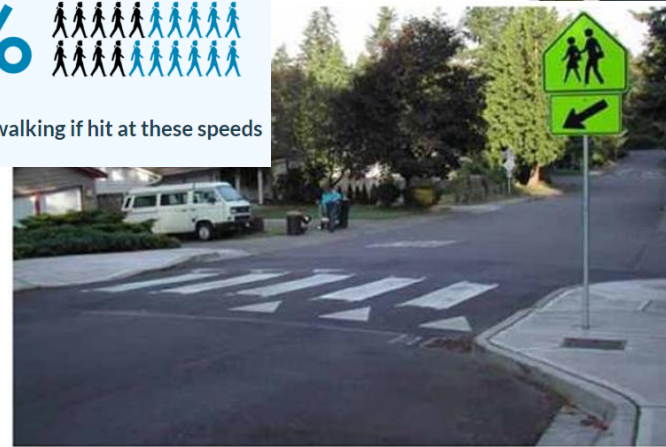
Safety Countermeasures

- Proven strategies
- Actionable, measurable strategies
- Emphasizing design and policy solutions
- Designing Complete Streets and lowering speeds for safety

Speed Kills

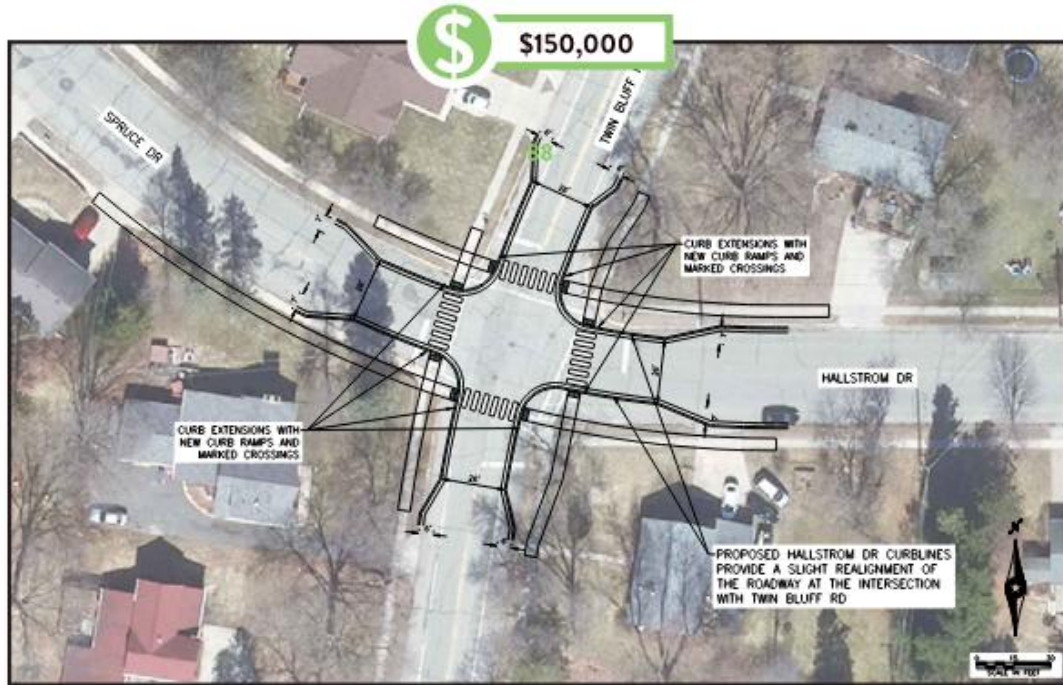


Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)



Implementation

C4. TWIN BLUFF ROAD, SPRUCE DRIVE, & HALLSTROM DRIVE



KEY PROJECT ITEMS

- All-way stop controlled intersection which can be difficult for children to cross. Reducing the crossing distance can increase predictability of stopped vehicles and limit crossing exposure/conflict points.
- Key connection mid-way between both Twin Bluff Middle School and Sunnyside Elementary. Sidewalk connections exist along both sides of all interconnecting roadways.
- Proposed improvements could shorten the crossing distance from up to 55 feet to as little as 26 feet, reducing exposure by 5-6 seconds while crossing.
- Curb extensions are designed to realign the intersections as well to reduce skewed angles, improve motorist sight, and slow turning vehicles.

C4. TWIN BLUFF ROAD, SPRUCE DRIVE, & HALLSTROM DRIVE

BACKGROUND



PEDESTRIAN & BIKE CRASHES
0 and 0



TRAFFIC VOLUMES (AADT)
2,700 (south), 3,800 (north), 850 (west), 650 (east)



PEDESTRIAN & BIKE VOLUMES
54



TRAFFIC SPEED
Posted 30 mph all approaches

Infrastructure	Implementation	Benefit	Estimated Cost	CMFs
Crosswalk and Stop Bar Markings	All legs	Delineates pedestrian crossing and alerts drivers. Stop bar limits vehicle encroachment (4-foot min. distance from crosswalk, preferred up to 8-feet).	\$5,000	0.6
Curb Extensions & Curb Ramps	All legs	Shorten crossing distance and increase motorist vision of people crossing. Includes new ADA-compliant curb ramps and sidewalk approaches.	\$145,000	0.55
Pedestrian-scale Lighting	Optional	Enhances safety by better illuminating people crossing, especially children. Adheres to illumination guidance.	\$10,000 - \$40,000 ¹	0.55

¹Cost is not included in the overall project estimate. This item is optional and will likely increase the total cost of the project.

Discussion Questions

1. When you think about transportation safety in your community, what comes to mind first?
2. Do you feel safe when:
 - Driving?
 - Biking?
 - Walking?
 - Local transit?
3. Are there times of day, seasons, or weather conditions when you feel transportation safety is a bigger concern?
4. Do you think education and public awareness campaigns could help improve transportation safety?
5. What safety-related improvements have worked well in Spearfish?

Map Exercise

1. What areas or routes in the community feel the least safe for you? Why?
2. If you could prioritize one safety improvement in your community, what would it be?



CITY OF SPEARFISH

SAFETY ACTION PLAN

Email Sign-up Sheet

Spearfish Transportation Safety Action Plan

September 2025

	Name	Address Organization (optional)	Email
1			
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Project/Meeting Name: Spearfish SAP, Senior Center Focus Group Meeting

Date: September 10, 2025

Time: 1:00 PM MT

Location: Spearfish Senior Center - 1306 N 10th St Spearfish, SD

Attendees: Jim Brown, Penny Brown, Carol Hess, Taffy Tucker, Jerri Keifer, Jaymia Ecker, Scott Harmstead, Sarah Couture

Overview

A small number of the senior center membership attended the focus group meeting. The Spearfish Senior Center boasts a large membership of 544.

Concerns & Discussion Points

Enforcement and Public Awareness

- Police presence is limited; potential need for increased enforcement.
- City should improve public awareness before implementing major changes (e.g., roundabouts, lane reconfigurations).
- Emphasis on educating both young and older drivers to improve safety.

Pedestrian/Bicycle Safety

- Additional pedestrian beacons recommended near the bike shop and 'Bean' at Main St/Elgin St.
- Manhole elevation mismatches after paving projects create potholes and unsafe conditions for cyclists.

Roadway and Intersection Safety

- Intersection of 10th and Jackson has visibility issues due to overgrown trees.
- General concerns about 10th St requiring comprehensive improvements.
- Inconsistencies on secondary streets regarding right-of-way and yield signage.
- Uncontrolled intersections (e.g., 3rd St & Michigan) pose safety risks.
- Removal of center turn lane on Jackson has complicated turning movements.
- Jonas & Jackson Blvd: visibility issues, proximity to BHSU entrance.
- Colorado Blvd & Miller/Windmill: congestion concerns due to area growth.

Planning and Policies

- Striping durability is a concern; consider more reflective and longer-lasting materials.
- Questions raised about whether traffic studies are required for new developments and how safety is reviewed.

Group Priorities

- Prioritize programs for both young and older drivers.
- Consider increasing police presence where feasible.
- Review and improve sight lines at intersections.
- Evaluate sharper angles for downtown parking stalls to improve visibility.

Project/Meeting Name: Spearfish SAP, Northern Hills Training Center Focus Group Meeting

Date: September 11, 2025

Time: 12:00 PM MT

Location: Northern Hills Training Center-625 Harvard St. Spearfish, SD

Attendees: Michelle Powers, Ryan Aalbu, Mark Weber, Jaymia Ecker, Sarah Caron, Scott Harmstead, Sarah Couture

Overview

This meeting focused on the transportation, accessibility, and infrastructure needs surrounding the NHTC (Northern Hills Training Center). The organization has been in operation for 50 years, currently serving approximately 130 individuals, 70 of whom reside in NHTCC housing, with others in nearby apartments and group homes.

Key Services Provided

- Work exploration and employment support
- Medical care coordination
- Housing support (group homes and apartments)
- Transportation for clients (most do not own vehicles)
- Support for individuals who bike and walk
- Moderate support needs population
- Partnership with Evergreen Assisted Living
- Staff: 155 employees

Concerns & Discussion Points

Connectivity & Infrastructure

- Need for better roadway connections to new apartments next door
- Gaps in sidewalk system; request for sidewalk gap analysis
- ADA ramp and sidewalk compliance program inquiry
- Heaved sidewalks and poor transitions for ADA ramps
- Striping visibility issues; worn crosswalk markings

Pedestrian Safety

- Drivers not slowing at crosswalks; enforcement concerns
- RRFBs (Rectangular Rapid Flashing Beacons) effective but need expansion
- Education on pedestrian right-of-way
- Safer crossings at roundabouts and on 27th Street
- Leading pedestrian intervals suggested
- Crosswalk placement behind traffic at intersections questioned

Roadway & Winter Maintenance

- Proactive planning needed for new roadway improvements
- Winter driving hazards; sanding priority on Harvard, Hill St., Jackson Blvd.
- High-friction pavement as a potential solution

Technology & Accessibility

- Electric device connections are functioning well
- Push-button lights (RRFBs) at University & Jackson, Harvard & Jackson are helpful

Law Enforcement & Education

- Lack of police enforcement due to staffing. Transportation safety should be a law enforcement priority

Project/Meeting Name: Spearfish SAP, Bike Focus Group Ride-Around

Date: September 11, 2025

Time: 4:30 PM MT

Location:

Attendees: Amy Davison, John Williams, Nick Caton, Jeremy Smith, Jaymia Ecker, Scott Harmstead

Overview

A group of bicyclists gathered to ride around Spearfish. The route went over a large part of the city starting at City Hall travelling to the university, and following the bike path north past the rec center and back south to Jackson Blvd before returning to City Hall.

Concerns & Discussion Points

Bicycle Safety

- Alternatives to current green striped bike lanes; consider longevity and safety perception.
- Interest in demonstration projects (e.g., striping, temporary crossings).
- Feasibility of diagonal intersection crossings for bikes with green striping. Example: US 14 and McGuigan.
- Need for biking-related city codes/rules.
- Bike route map for town needs updating.
- Bikes avoid Jackson between Main St. and I-90.
- Main St./downtown is not bike friendly.
- Need 'bike lane ends' signs.
- Identification of 'bike crossing' at intersections.
- Example of safe bike route: path under bridge at Jackson Blvd and 3rd St.

Pedestrian Safety

- Colorado Blvd and Spearfish Canyon/US 14 intersection - east crossing pedestrian signal doesn't work. Important for future development on the north side.
- Crosswalks behind stop bars are unsafe; poor sight lines and cars stop in crosswalks.
- Need for designated intersections for bikes and pedestrians.
- Consider speed limits on shared use paths.

Roadway and Traffic Safety

- Feasibility of stop signs at all Main St. downtown intersections to slow traffic.
- City is working to remove on-street parking adjacent to intersections.
- Improve safety and reduce conflict points at 10th St & Jackson Blvd. Consider roundabout or reduced conflict intersection.

School Access

- Connection from the Reserve development to US 14 has dangerous intersections; key route to school.
- Consider paving the 'rad route to school' - N Canyon St to Creekside Elementary.
- Consider Safe Routes to School projects, especially for Transportation Alternative program funding. Example: sidewalk gap on north side of Hillview across from schools.

Policy Updates

- Policy issue: What level of pavement improvement should bike/ped improvements be required?



RECORD OF MEETING

SRF Project No. 19341

Project/Meeting Name: Spearfish SAP, Emergency Responders Focus Group Meeting

Date: September 29, 2025

Time: 1:00 PM MT

Location: Spearfish Ambulance Service - 715 E Colorado Blvd Spearfish, SD

Attendees: Scott Harmstead, Collin Smith, Boyd Dean, Scott Deaver, Brian Hambek, Paramedic team members: Anthony, Will, Henry, Julie

Overview

The police department, fire department and local ambulance leadership and staff gathered to give input on the Spearfish Safety Action Plan.

Concerns & Discussion Points

High-Risk Times and Locations

- Time of Day: School drop-off/pick-up, sporting events, lunch hours.
- Time of Year: Summer tourism, Motorcycle rally week, summer weekends.
- Weather: More severe accidents in summer due to higher speeds, out of state drivers; winter accidents less frequent but still present.

Emergency Response and Infrastructure

- Access issues: Limited routes in/out of key areas.
- Roundabouts: Mixed effectiveness; visibility concerns due to landscaping.
- Growth & Development: Increasing traffic and call volume; need for expanded infrastructure.
- Speed enforcement: Limited by staffing; potential need for dedicated speed team.

Pedestrian Safety

- Flashing beacons (RRFBs): Effective but limited by user compliance and visibility in multi-lane roads.
- Downtown & High School Areas: High pedestrian traffic; visibility and compliance issues.
- Lack of sidewalks: Especially near hotels, businesses, and residential areas.

Roadway and Intersection Safety

- Exit 10 & 14: Poor line of sight, high accident rate, fatal crashes.
- Jackson Blvd: Beautification medians obstruct visibility; increased severity of accidents.

- 1st Ave near Walmart: Pork chop installation reduced accidents, but traffic volume has increased due to state offices relocation.
- Christensen Drive & Colorado Blvd: Increased traffic due to development; merging issues.
- Main Street (Jackson to Grant): Parking issues with large vehicles; visibility concerns.
- Pioneer Bank Intersection: Frequent accidents due to obstructed views.
- Colorado Blvd & 27th St: Hatch-marked areas misused; candlestick barriers ineffective.

Public Education and Awareness

- School programs: Effective but limited to younger demographics.
- Social media: Most successful outreach method.
- Challenges: Desensitization among youth, low engagement from elderly and families.

Group Priorities

- Line of Sight Improvements: Most cited issue in accident reports.
- Infrastructure Expansion: Especially around Exit 17, Colorado Blvd, and First Ave.
- Pedestrian Infrastructure: Sidewalks, RRFBs, and visibility enhancements.
- Traffic Flow Management: Pork chops, stop signs, and roundabouts where appropriate.
- Public Safety Access: Ensure multiple routes for emergency vehicles.
- Speed Enforcement: Consider dedicated speed team or automated enforcement.

Project/Meeting Name: Spearfish SAP, High School Students Focus Group Meeting

Date: September 29, 2025

Time: 2:00 PM MT

Location: Spearfish High School - 1725 N Main St Spearfish, SD

Attendees: Scott Harmstead, 12 students

Overview

A class of 12 juniors and seniors took time to learn about the Safety Action Plan and give feedback on transportation safety issues that they encounter. All of these students live outside of Spearfish and drive to school.

Concerns & Discussion Points

Roadway and Intersection Safety

- Exit 10 (I-90) and intersection of North Ave/Old Hwy 14 is confusing due to poor sightlines and too many intersections too close together.
- Some sight line concerns adjacent to Exit 12 (Jackson Blvd) when turning onto Jackson Blvd from 12th St
- Getting to Walmart along 1st Ave is difficult. Lots of congestion and getting in and out of the Walmart lot is difficult.
- Even though there is a new pedestrian crossing with beacons on Ryan Rd and North Ave, crossing four lanes of traffic still feels unsafe. It is still hard for drivers to see pedestrians, especially drivers in the inside lane.

Safety Improvements that are working

- Pedestrian crossing on Hillsvie Rd at Canyon St works well, the beacons are very helpful
- Path system in the city is good
- Regarding the effectiveness of the Jackson Blvd roundabout, some felt it is helpful while some didn't agree.

Project/Meeting Name: Spearfish SAP, Mothers With Young Children Focus Group Meeting

Date: October 6, 2025

Time: 10:00 AM MT

Location: Virtual, TEAMS

Attendees: Karley, Alyssa, Lauren, Carly, Scott Harmstead, Sarah Couture

Overview

A group of mothers with young children came together virtually to discuss transportation safety concerns where they live and commute. The director of the Prairie Hills Daycare attended as well.

Concerns & Discussion Points

Pedestrian/Bicycle Safety

- McGuigan & Tumbleweed Intersection: No crosswalks, poor visibility due to hill, high vehicle speeds (45 mph), unsafe for children and pets.
- Jackson Blvd & Jonas Intersection: Skewed layout, lack of four-way stop, poor visibility, risky for pedestrians.
- West Elementary Area: Unsafe pedestrian crossing due to traffic between college and school.
- Main Street near Qdoba/Queen City Motors: High traffic, inconsistent speed zones, inadequate crosswalk visibility.

School Zone/Drop Off

- Creekside School: One-way in/out causes congestion; limited options for traffic flow.
- General School Drop-Offs: Varying safety levels; some schools have good crosswalks and staff presence, others lack infrastructure.
- Bike-to-School Hesitation: Parents hesitant to allow biking due to traffic and lack of safe routes.

Roadway and Intersection Safety

- Exit 10 & Colorado Blvd: High crash area, dangerous angles, fast traffic, poor winter conditions.

- Exit 14 to Maitland Road: Speed transitions (65 to 45 mph), no shoulder, hydroplaning risk, poor winter safety.
- Colorado Blvd: Narrow lanes, no curbs, high traffic, new sports complex increases pedestrian risk.
- Winter Driving: Increased risk due to icy roads, poor visibility, and lack of shoulders.
- Time of Day: Morning and afternoon school traffic creates congestion and risk.

Infrastructure, Planning and Policies

- Lack of Sidewalks & Crosswalks: Especially in residential areas and near daycares.
- Inconsistent Safety Features: Some areas lack signage, flashing lights, or painted lines.
- Limited Access Paths: Need for paved trails and alternate routes to schools.

Positive Feedback and Improvements

- Walking Paths in Reserve Area: Safe, well-marked, and away from traffic.
- Roundabouts: Effective in reducing severe crashes and maintaining traffic flow.
- Bike Path near McGuigan: Keeps cyclists off dangerous hill roads.
- School Personnel Presence: Improves safety during drop-off/pick-up.

Group Priorities

- Add crosswalks, signage, and flashing lights at key intersections.
- Consider four-way stops at skewed or high-traffic intersections.
- Expand paved paths and alternate access routes to schools.
- Focus education efforts through schools (e.g., pamphlets for kids) rather than broad public campaigns.



RECORD OF MEETING

SRF Project No. 19341

Project/Meeting Name: Spearfish SAP, BHSU Student Senate Focus Group Meeting

Date: October 6, 2025

Time: 4:00 PM MT

Location: Virtual, TEAMS

Attendees: BHSU Student Senate attendees, Scott Harmstead

Overview

Staff joined the Black Hills State University Student Senate meeting virtually to gather input regarding transportation safety concerns in Spearfish.

Concerns & Discussion Points

Pedestrian/Bicycle Safety

- Crosswalk near Young Center and football field, poor visibility due to curve, suggested flashing beacon.
- Crosswalk between dorms and student union on University St, drivers often ignore pedestrians.
- Absence of lighting or signage at key pedestrian crossings.

Roadway and Intersection Safety

- Roundabout on Jackson Blvd: Drivers fail to yield; frequent near misses.
- Inconsistent lane painting near McDonald's/Burger King and Baumgard's: Causes confusion and near head-on collisions.
- Colorado Blvd near Christensen Drive: Unmarked turning lane leads to misinterpretation and accidents.

Public Awareness and Campus Safety

Students noted limited public safety messaging from the university. Safety concerns are addressed during freshman orientation and through a campus safety committee that conducts seasonal safety walks to identify and resolve issues.

AUTUMN FEST,
ONLINE, AND EMAIL
COMMENTS

#	Comment	Category	Format Received
1	Sight line issues with left turns on Jackson Blvd	Accessibility Concern	In-person comment
2	Accessibility improvements for the blind	Accessibility Concern	In-person comment
3	Russell St connection getting outside of the reserve, not ADA, rocky, bad for kids on bikes and walking	Accessibility Concern	In-person comment
4	The sidewalk in the SE corner of the E Illinois and N 7th St intersection only has a ramp to cross Illinois; there is not a ramp to cross N 7th street, so anyone crossing here has a huge disadvantage because drivers do not see a sidewalk connection.	Accessibility Concern	Online Input Map Comment
5	Hudson/Main - queueing and traffick make ped crossing difficult - more bike lanes	Bicycle Concern	In-person comment
6	I like to bike to Creekside elementary	Bicycle Concern	In-person comment
7	No safe bike facility on Old Hwy 14, need wider shoulder or bike lane	Bicycle Concern	In-person comment
8	Need to consider bike/ped connections to recreation destination points of interest, schools: tinton trail system/creekside elementary/skyridge; downtown traffic calming/road diet/beautification; old town area streets are extremely wide=speeding	Bicycle Concern	In-person comment
9	Jackson Blvd intersection visibility; ways to separate bikes from traffic	Bicycle Concern	In-person comment
10	Bike lanes on Main are not safe - need more enforcement and education for bike safety	Bicycle Concern	In-person comment
11	Bike Path stops at Russell St; Is Meier Lane a city street?	Bicycle Concern	In-person comment
12	Bikeing Safety all along Colorado; 1st Ave - no sidewalks, also not safe for bikes; Hillview intersections are probematic	Bicycle Concern	In-person comment
13	Hillsview/Old Belle - drivers don't pay attention to bikes;	Bicycle Concern	In-person comment
14	Connection for bikes and peds from Christianson Dr to shared use paths	Bicycle Concern	In-person comment
15	Constant closures of the bike path along Colorado are a huge problem because there are literally no other options through that area besides riding on the road with cars going 50+ MPH.	Bicycle Concern	Online Input Map Comment
16	Poor visibility for vehicles concerning cyclists and pedestrians. Confusing signage.	Bicycle Concern	Online Input Map Comment
17	No sidewalk or crossing option along 27th street on the East side for any cyclists or pedestrians. There is a walking path worn into the grass so there is obvious need for safe crossing here.	Bicycle Concern	Online Input Map Comment
18	Poor visibility for cyclists and pedestrians at this crossing from all directions. Vehicles do not yield to crosswalk light	Bicycle Concern	Online Input Map Comment
19	Bike trail crossing is hidden because of the Northern Hill and trees when people are driving west and turning right coming from 45mph. They are not moving slow.	Bicycle Concern	Online Input Map Comment
20	All of Utah is too narrow for bike traffic	Bicycle Concern	Online Input Map Comment
21	People are using the Bicycle lane as parking spots along Mason St. and Jonas BLVD	Bicycle Concern	Online Input Map Comment
22	I've been hit while riding my bike by a car coming out of this drive	Bicycle Concern	Online Input Map Comment
23	It is ironic that Spearfish Canyon highway has a 35mph speed limit for 20 miles but Colorado Blvd has a 45 mph limit from exit 14 to the canyon entrance(about three miles) has a 45mph limit. Reducing it to 35mph would help in walking across it and less deer would be hit. Received via email from a Canyon Gate Village resident.	Driving Concern	Email
24	I live on N. 3rd St. The intersection of Third Street and Quincy is uncontrolled and dangerous. High school students go to Salem Park during lunch and often blast through that intersection on Quincy without paying attention. Also, people tend to assume that Third Street traffic has the right-of-way, but as it stands right now, it doesn't, and the confusion is dangerous. Yield signs or better yet, stop signs, on one of the two streets--Quincy would be best--would improve safety.	Driving Concern	Email
25	I'm opposed to roundabouts	Driving Concern	In-person comment
26	More dedicated turn lanes in downtown	Driving Concern	In-person comment
27	Visibility at 10th/Jackson, traffic turning movements	Driving Concern	In-person comment
28	Queueing and 3rd St - speeding heading west - could use yield signs, also speeding on 3rd St	Driving Concern	In-person comment
29	No yield signs along 5th/Canyon - speeding!	Driving Concern	In-person comment
30	Light/Signal @ Colorado & 14/Spearfish Canyon	Driving Concern	In-person comment
31	Exit 10 Interchange - not intuitive for visitors	Driving Concern	In-person comment
32	West 85/I-90 Interchange - confusing for drivers - too many decisions for drivers (needs to be simplified); Miller/Sandstone intersection - left hand turns are difficult; No markings for bicyclists at bottom of Spearfish Canyon (US 14)	Driving Concern	In-person comment
33	Speeding on curve - Colorado to Main St (school bus driver persepective)	Driving Concern	In-person comment
34	A stop light or turn lanes is needed at this intersection. People turning west onto Colorado from Heritage Drive often get impatient and "jump" in front of traffic heading east on Colorado. Turn lanes would greatly reduce the number of close calls.	Driving Concern	Online Input Map Comment
35	Often time you are forced to turn right because of the heavy traffic flow in both directions prevent you from making a left turn.	Driving Concern	Online Input Map Comment
36	Some people dont know how to drive a roundabout and dont obey the laws. Also, the hive statue obstructs views	Driving Concern	Online Input Map Comment
37	These trees along the road make it difficult to see the stop sign and any traffic coming on Washington street	Driving Concern	Online Input Map Comment
38	You can still see the faded white street markings on the street which always make it slightly confusing on which lane you need to be in	Driving Concern	Online Input Map Comment
39	Every time I drive down mainstreet I'm always nervous about hitting the back of a long bed pickup truck whose ends stick out into traffic. I think big trucks shouldnt park on mainstreet	Driving Concern	Online Input Map Comment
40	A roundabout might be a good solution here.	Driving Concern	Online Input Map Comment
41	Turning Left off 12th St to Westbound Jackson. Visibility of Eastbound traffic is limited due to parking under the sign at the Liquor store. Large vehicles parked block visibility, requiring the left turning vehicle to nearly pull into Eastbound lane.	Driving Concern	Online Input Map Comment

42	Impossible to see oncoming traffic from the left	Driving Concern	Online Input Map Comment
43	The best and only solution for making this intersection safe again is to totally remove the barricades on Jackson, east & west of 10th Street.	Driving Concern	Online Input Map Comment
44	Quincy and Third Streets need some intersection control. I have witnessed an accident at this site.	Driving Concern	Online Input Map Comment
45	Very unsafe intersection with merging into traffic and traffic turning onto Nevada. Visibility is limited.	Driving Concern	Online Input Map Comment
46	Road through campground should not be open during off season. Is not a city street.	Driving Concern	Online Input Map Comment
47	Visibility and Speed Issues	Driving Concern	Online Input Map Comment
48	Speed and Visibility	Driving Concern	Online Input Map Comment
49	Most cars drive over speed limit making it difficult to turn onto Colorado from Hillcrest.	Driving Concern	Online Input Map Comment
50	There are almost always parked long-bedded trucks that I feel like I am going to hit when I am in the right lane.	Driving Concern	Online Input Map Comment
51	Visibility issue for people turning right out of Walmart and for people travelling Eastbound on 1st when there are cars in the left turning lane.	Driving Concern	Online Input Map Comment
52	People nit respecting that this turn is a 4-way. Regular near t-bone accidents	Driving Concern	Online Input Map Comment
53	Cars often drive well over the speed limit both east and west making it difficult to enter or leave the strip mall on occasion	Driving Concern	Online Input Map Comment
54	Confusing lane painting and previous lane painting still visible with nearly the same prominence as the new lane paint	Driving Concern	Online Input Map Comment
55	Cars drive very quickly down the gravel road here and don't stop before getting on Heritage.	Driving Concern	Online Input Map Comment
56	People don't always stop turning left onto Jackson Blvd from Jonas.	Driving Concern	Online Input Map Comment
57	Need a better turning lane here.	Driving Concern	Online Input Map Comment
58	It's difficult to turn left onto Jackson from St. Joe.	Driving Concern	Online Input Map Comment
59	Would like to see a 4 way stop here because it is often extremely difficult to turn onto Jackson	Driving Concern	Online Input Map Comment
60	Would like a turn arrow at this intersection.	Driving Concern	Online Input Map Comment
61	Overall dangerous intersection for drivers	Driving Concern	Online Input Map Comment
62	Speed limit should be lowered from 45 to 35, too many deer collisions hard to walk across	Driving Concern	Online Input Map Comment
63	Visibility turning onto Jackson is a concern at times with higher traffic. Maybe a 4 way stop should be implemented where the blvd has an obstructed view?	Driving Concern	Online Input Map Comment
64	Adding bike lanes is a bad idea! The traffic lanes will be too narrow and the bikers already have a sidewalk on each side of Colorado to ride on. Why blend them into traffic?	Driving Concern	Online Input Map Comment
65	Nash/St. Joe - deer herd in the area frequently	Other Concern	In-person comment
66	Bus route would be awesome for downtown	Other Concern	Online Input Map Comment
67	Confusing Signage	Other Concern	Online Input Map Comment
68	People who live in the apartment on the corner of the alley and W. Jackson sometimes block this alley by parking in it.	Other Concern	Online Input Map Comment
69	Colorado Blvd - prioritize improvement; bike/ped safety	Pedetrian Concern	In-person comment
70	Crossing Main St from hospital to Safeway/stores need ped crossing locations - especially with current construction	Pedetrian Concern	In-person comment
71	Sidewalk gaps along heritage down to trail along Colorado	Pedetrian Concern	In-person comment
72	Bike/Ped safety issues crossing Heritage coming from housing/sub=division via multi-use trail on Colorado	Pedetrian Concern	In-person comment
73	Public awareness of crosswalks	Pedetrian Concern	In-person comment
74	Safe biking or walking on colorado Blvd-kids to school	Pedetrian Concern	In-person comment
75	A sidewalk on Christensen Drive would be very helpful. There are many people who walk on this road to get to the rec path, but this road has little to no shoulders, and no sidewalk.	Pedetrian Concern	Online Input Map Comment
76	First Avenue is missing sidewalks along much of its length, and there are no other roads to use, so it's dangerous to walk along. Traffic is very fast and there's no speed enforcement. This needs sidewalks along both sides all the way. Very busy road.	Pedetrian Concern	Online Input Map Comment
77	We need a crosswalk button light installed here so people coming and going via the college can cross safer	Pedetrian Concern	Online Input Map Comment
78	The stairs coming down this hill lead to the street, but there is no cross walk and vehicles often dont stop for people trying to cross onto Nash street	Pedetrian Concern	Online Input Map Comment
79	I work downtown and walk on mainstreet daily. In general, traffic is moving too fast. Drivers do not stop consistently enough at any pedestrian crossing, with or without the flashing lights. I would love to see slower speeds downtown, and more ped friendly	Pedetrian Concern	Online Input Map Comment
80	Sidewalk is too close to the road and too narrow	Pedetrian Concern	Online Input Map Comment

81	Even with a stoplight and crosswalk here, vehicles often run red lights. I have nearly been hit by a car in the crosswalks on Main Street in the downtown area multiple times when I have a Walk signal.	Pedetrian Concern	Online Input Map Comment
82	The small amber lamp on the crossing light is installed backwards. It is supposed to be facing toward the north so that when crossing to the south, the pedestrian can tell that the lamps on the south side are active. Currently it is facing the wrong way	Pedetrian Concern	Online Input Map Comment
83	No Comment	Pedetrian Concern	Online Input Map Comment
84	People consistently drive at high speeds down the alley way crossing E Hudson Street. I got hit as a pedestrian by a sedan who just sped through the alleyway and continued on after hitting me.	Pedetrian Concern	Online Input Map Comment
85	Drivers often ignore this flashing light and don't stop for kids crossing the street.	Pedetrian Concern	Online Input Map Comment
86	Crosswalk with lights needed.	Pedetrian Concern	Online Input Map Comment
87	With the sports complex and sky ridge development there is no safe way for pedestrian or cyclist traffic to access between town and the sky ridge area.	Pedetrian Concern	Online Input Map Comment
88	Confusing signage and dangerous with cars not obeying signage properly.	Pedetrian Concern	Online Input Map Comment
89	It is hard to cross Colorado from the south side	Pedetrian Concern	Online Input Map Comment
90	Dangerous intersection: 1) Vehicles travelling east & west on Jackson travel at high speed, 2) Difficult for pedestrians to see westbound traffic down the hill & motorists to see peds up hill, 3) children and West Elementary = more safety needed (4-waystp	Pedetrian Concern	Online Input Map Comment
91	Pedestrians (especially short folks - kids or folks in mobility devices) crossing W Jackson are endangered by east-traveling cars when speeds are high, especially around sunset.	Pedetrian Concern	Online Input Map Comment
92	A cross walk is needed from the Canyon Gate Village Development to cross Colorado Blvd, to access to walking path on the north side.	Pedetrian Concern	Online Input Map Comment
93	I live along the walking path on N. 3rd St, is the emergence of young people on e-bikes/scooters. These things are essentially motorcycles, yet they are being used by unlicensed children and often driven on sidewalks and walking paths. As a bicyclist myself, I know that 12-15 mph is a limit for the ordinary bicyclist, but I've seen 10-year-olds on these scooters shoot down sidewalks at what had to be 20-25 mph. I was nearly struck by one when I went out to get the mail. If I had stepped onto the sidewalk a half-second sooner I would have been flattened by a kid coming down the sidewalk, completely silent, at 20 mph. Unless the city establishes regulations concerning these vehicles, someone is going to be seriously hurt here, or even killed, as has already happened in other municipalities. Number 1, they shouldn't be allowed on sidewalks or walking/bike paths. Number 2, there should be an age limit--at least 12 years old--for someone to operate one if it can achieve speeds of 20 mph on its own power. Number 3, parents should be made liable for accidents their children cause. Number 4, certain streets should be designated for their use, and other streets made off-limits. Number 5, the city should establish and publicize proper use--i.e. that they should be driven in the middle of lanes so that they are visible; that riders should wear bright clothing; that they should obey all traffic rules--and so forth. Finally, there should be some form of enforcement by police to make sure rules are maintained.	Safety Concern	Email
94	Weekly I nearly t-bone drivers making a left turn on to 1st Ave from Walmart. I've seen many accidents here. 1st Ave is too busy and too fast and development is increasing.	Safety Concern	Online Input Map Comment
95	The lack of visibility on this segment of Jackson makes it dangerous to cross. Traffic in fact is not calmed by these obstructions, and people crossing or turning left from side streets struggle to see oncoming traffic.	Safety Concern	Online Input Map Comment
96	Vehicles often speed through the Yield signs and this is a risk to the children in the afternoons coming from the middle schools. We need an actual stop sign or cross walk at this intersection	Safety Concern	Online Input Map Comment
97	Vehicles often speed through the Yield signs and this is a risk to the children in the afternoons coming from the middle schools. We need an actual stop sign or cross walk at this intersection	Safety Concern	Online Input Map Comment
98	This has become a very unsafe place for pedestrians or bikes to cross. Lots of traffic on heritage and it moves fast. It's surprising the city has this as the cycle path without any sort of beacons.	Safety Concern	Online Input Map Comment
99	No sidewalk along 27th creates extreme safety concerns.	Safety Concern	Online Input Map Comment
100	No sidewalk on either side of road does not allow for safe access to shopping or visibility for road crossing.	Safety Concern	Online Input Map Comment
101	Confusing merge lane	Safety Concern	Online Input Map Comment
102	Blind high speed intersection	Safety Concern	Online Input Map Comment
103	Very often cars turn left across the crosswalk without noticing pedestrians or bikes. It would be much safer to have all lights be red for a period when pedestrians are present.	Safety Concern	Online Input Map Comment
104	Using this crosswalk is dangerous. Left turning traffic from 1st almost NEVER stop for pedestrians/bikes. Right turning cars don't frequently don't stop. I've been almost hit a dozen times walking and riding a bike to walmart.	Safety Concern	Online Input Map Comment
105	The turn west onto 1st Avenue from the Walmart parking lot is poorly designed and very dangerous. From the drivers perspective leaving the parking lot west bound, the drivers in the turn lane obstruct vision for the thru lane.	Safety Concern	Online Input Map Comment
106	Drivers leaving Sandstone Hills Dr often do not stop for the stop sign, a traffic light would be a safer option.	Safety Concern	Online Input Map Comment
107	Lanes are obstructed by large vehicles, specifically large trucks. Often only one lane is drivable.	Safety Concern	Online Input Map Comment
108	Traffic on jackson needs to slow down! This is a residential area and school route for many. The added boulevards are not enough.	Safety Concern	Online Input Map Comment
109	I live on Third St. but observe all across town that many children and some adults ride bicycles on sidewalks. Cars coming out of driveways cannot see them and they can create hazards for pedestrians.	Safety Concern	Online Input Map Comment

110	This is a city wide problem but prominent on the walking paths. Young people are riding electric bikes, scooters and motorcycles at high rates of speed and are a danger to walkers and themselves.	Safety Concern	Online Input Map Comment
111	When stopped here to turn north on 27 you can't see cars coming from the south if you stay behind the stop line.	Safety Concern	Online Input Map Comment
112	TURNING LEFT AT EXIT 10 ONTO 85 CAN BE DANGEROUS	Safety Concern	Online Input Map Comment
113	Dangerous intersection: 1) Vehicles travelling east & west on Jackson travel at high speed, 2) Difficult for pedestrians to see westbound traffic down the hill & motorists to see peds up hill, 3) children and West Elementary = more safety needed (4-waystp	Safety Concern	Online Input Map Comment
114	New apartments on Hill St. / Tinton Rd. are likely to increase traffic and safety concerns at this intersection.	Safety Concern	Online Input Map Comment
115	This place is a health hazard and needs to be torn down.	Safety Concern	Online Input Map Comment
116	Turn lane on 1st Ave to Walmart is an issue - lots of people don't know flow of traffic	Safety Concern	In-person comment
117	10th/Jackson - sightline and visibility issues need more landscape maintenance	Safety Concern	In-person comment
118	3rd St - speeding enforcement	Safety Concern	In-person comment
119	Canyon/MS parking lot very unsafe location for students - high speed vehicles	Safety Concern	In-person comment
120	SPD officer noted queueing and crashing at this location	Safety Concern	In-person comment
121	I work past Walmart - always unsafe driving and people turning into traffic	Safety Concern	In-person comment
122	Speeding on Jackson (I work along Jackson); need more education; speeding near schools	Safety Concern	In-person comment
123	Sight line & visibility issues turning at dental office on Main	Safety Concern	In-person comment
124	Noise issues; speeds; EV scooters and bikes - too fast, not obeying traffic rules	Safety Concern	In-person comment
125	Hillsview West of Old Belle - no shoulder in country; Sanstone - Rattlesnakes; People don't stop at crosswalks - New one at McDonalds; Entrance to High school parking lot - need stop for buses	Safety Concern	In-person comment
126	Ohio St is a cut-through for East/West traffic, lots of speeding, bike/ped conflicts too; speeding on Canyon Dr	Safety Concern	In-person comment
127	St Joe/Jackson (visibility is poor - like at 10th/Jackson)	Safety Concern	In-person comment
128	Auto left turns along Jackson, poor visibility; interchange at Walmart very difficult for bikes and peds, hard to notice them	Safety Concern	In-person comment
129	Sight lines and visibility turning on to Jackson; Prairie Hills Transit could have longer service hours; Main St median can make us do u-turns	Transit Concern	In-person comment
130	Traffic signals are not the solution; speeding on side streets(3rd st); filling in trail gaps in already developed areas	Trasportation Gap	In-person comment
131	Day care - walking from 27th (Learning Tree Day Care) gaps in sidewalks to splash pad by Christian school	Trasportation Gap	In-person comment