



sixthstreetstudy

Outreach Summary



Sixth Street Study

Rapid City Area MPO
300 6TH Street
Rapid City, SD 57701

Prepared by:

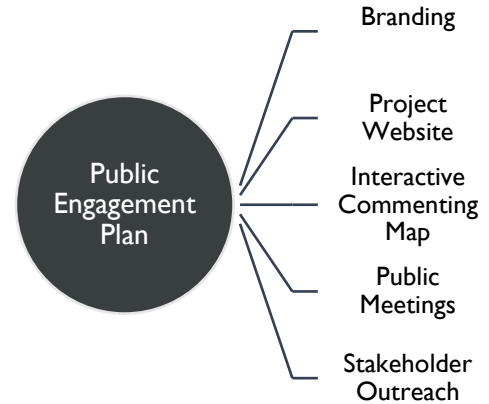




Overview

The Sixth Street corridor is an integral component of Rapid City’s active transportation network and a key destination for residents and visitors alike. As such, the Rapid City MPO, City of Rapid City, South Dakota Department of Transportation, and other key stakeholders are working together to conduct the *Sixth Street Study* to ensure the entire corridor is vibrant, safe, and connected.

Public and stakeholder outreach is a key part of the planning process. Input from the public is being used throughout to understand existing concerns and barriers and to identify needs and opportunities so that project partners can make informed decisions and recommendations. This document provides a summary of the Phase I Outreach activities completed in early 2020.



Phase I Outreach Activities

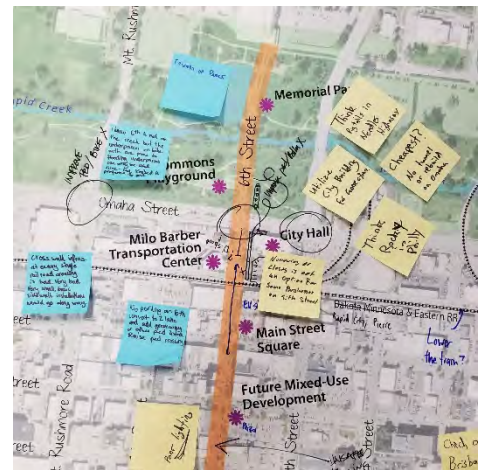
Public Meetings

As part of Phase I of the public outreach process, two public meetings were held in February/March 2020. The meeting locations and times, detailed below, were selected to be in close proximity to the study area and to allow of both the north and south portions of the study area a convenient opportunity to attend.

- 1 Tuesday, February 25, 2020
3:30 – 6:00 pm
Dahl Arts Center
- 2 Tuesday, March 10, 2020
3:30 – 6:00 pm
Rapid City Public Library, Hoyt Room

The primary intent of the public meetings was to introduce the study to the public and capture their input on both opportunities and challenges along the corridor. At each meeting, a series of 4 boards detailing the study area and process, and specific information about the Sixth & Omaha crossing were presented – public meeting boards are attached.

Input from the public was captured primarily through two large roll-plot maps of the study area, one asking ‘What do you like about Sixth Street today?’ and the other asking ‘What challenges do you have with Sixth Street today?’. Meeting attendees were asked to write their thoughts either on sticky notes or directly on the maps; general comment cards were also available. For interested members of the public who were not able to attend one of the public meetings, an online commenting map offers the same opportunity to provide location-specific feedback. Total attendance between the two meetings was approximately 30 members of the public. Journalists for the Rapid City Journal and KOTA TV were in attendance as well.





Meeting Advertisement

The public meetings were promoted in conjunction with local agencies using the following tactics:

- Distribution of flyers throughout the study area
- Press release distributed to local media
- Social media posts on Facebook
- Information posted on the project website & MPO website

Stakeholder Outreach

In addition to the two public meetings, the project team had individual discussions with numerous local businessowners and other stakeholders; this additional outreach was conducted through visiting businesses along the project corridor, email/telephone exchanges, and a stand-alone meeting with representatives from the Hotel Alex Johnson. Through this additional outreach, the project team was able to gather input from dozens of local businesses, the Rapid City Police Department, and the Rapid City Area School District.

Public & Stakeholder Input

Between the two public meetings and additional stakeholder outreach, meaningful input was captured from people and organizations with diverse array of perspectives regarding the Sixth Street corridor. Overall, initial reactions to the study and the prospect of making improvements to both the Omaha crossing and the entire corridor were positive – numerous people acknowledged that they don't feel comfortable with the existing pedestrian crossing and would like to see better connectivity and continuity between downtown Rapid City and the Civic Center. Representative for the Hotel Alex Johnson, Rapid City Area School District, the Rushmore Plaza Civic Center, and many downtown businesses expressed general support for improving Sixth Street and willingness to provide further input as the study progresses. Themes that came up multiple times in the public comments included:

- The importance of retaining on-street parking for the businesses along the corridor
- A desire for better street lighting along Sixth Street, similar to what has been installed in other parts of downtown
- A desire for better bicycle accommodations along Sixth Street
- Concern about the drainage and cost implications of grade separation at Sixth & Omaha
- Concerns about the homeless population in downtown and Memorial Park

Among the several dozen comments received during this initial phase of public input, few identified existing elements/characteristics of Sixth Street that members of the community like. A few business owners indicated they are satisfied with the current layout and the amount of parking available, but most comments reflected a desire for improvements.



We need your input to establish a future vision for the Sixth Street corridor from Rushmore Plaza Civic Center to the Performing Arts Center!

Join Us at a Public Meeting

Tuesday, February 25th

3:30pm - 6:00pm (presentations at 4:00pm and 5:00pm)

Dahl Arts Center

713 7th Street

Rapid City, SD 57701

Public Meeting Opportunities

- Learn about the study
- Share your thoughts on opportunities and challenges along the Sixth Street corridor

The Rapid City Area MPO is working to establish a cohesive vision for the Sixth Street corridor from Rushmore Plaza Civic Center to the Performing Arts Center and exploring opportunities to make it more walkable, bikeable, and livable, including an improved crossing of Omaha Street.



www.SixthStreetStudy.com

Questions? Contact project manager Kip Harrington,
Rapid City MPO: kip.harrington@rcgov.org or 605.394.4120





Public Meeting 02.25.2020
PLEASE SIGN IN.

NAME	EMAIL
MATTHEW DOWNEY	matthew.downey@fhverg.com
Lyle DeVries	lyle-devries@fhverg.com
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Matthew Koster	mattkoster@gmail.com



Public Meeting 02.25.2020
PLEASE SIGN IN.

NAME	EMAIL
Roger + Eva Frye	r.frye@rushmore.com
Kelly Brennan	Kelly.Brennan@regov.org
Sara Hanzel	



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Join Us at a Public Meeting

Tuesday, March 10th

3:30pm - 6:00pm (presentations at 4:00pm and 5:00pm)

Rapid City Public Library, Hoyt Room

610 Quincy Street

Rapid City, SD 57701

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Kyle White	



WELCOME!

The Rapid City Area MPO is evaluating the feasibility of an improved crossing for bicyclists and pedestrians at Sixth and Omaha and exploring opportunities to make the entire Sixth Street Corridor more walkable, bikeable, and livable. We are eager to hear your thoughts on what Sixth Street could be!



How to get the most out of this meeting...

- Watch the brief presentation by the project team
- Spend as little or as much time with us as you'd like
- View the displays and talk with the project team
- Fill out a project comment card



Share with the project team...

- What you like about Sixth Street today
- What challenges you have with Sixth Street today
- What your vision for the future of Sixth Street is

SIXTH STREET STUDY

STUDY AREA MAP

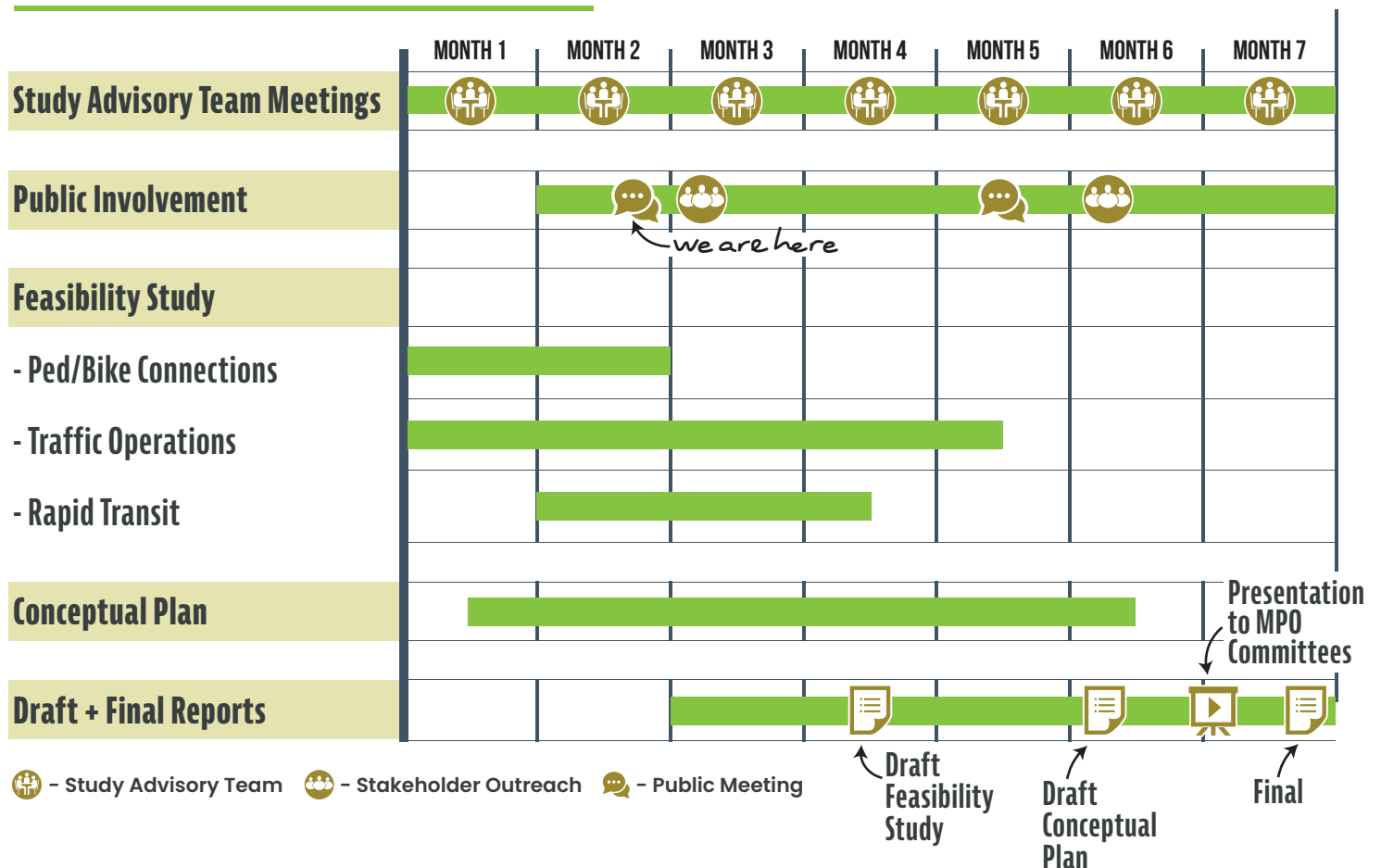


PROJECT OVERVIEW

The Rapid City Area MPO is working to establish a cohesive vision for the Sixth Street corridor from Rushmore Plaza Civic Center to the Performing Arts Center and exploring opportunities to make it more walkable, bikeable, and livable, including an improved crossing of Omaha Street!

- Evaluate the feasibility of a grade-separated crossing at Sixth & Omaha.
- Provide recommendations to make the Sixth Street Corridor comfortable and inviting for everyone.
- Build consensus through a collaborative public and stakeholder engagement process.

PROJECT TIMELINE



Vibrant, Safe, & Connected



SIXTH AND OMAHA CROSSING

WHY CHANGE THE CROSSING?



- The existing signalized crossing is a temporary solution for pedestrian movement that conflicts with traffic operations



- Omaha Street is still a major barrier between downtown and Memorial Park



- Safety concerns with the existing crossing



SIXTH AND OMAHA CROSSING

WHAT IS THE TIMELINE?

Given the temporary nature of the existing crossing, being prepared to move forward with a permanent solution before it is removed is important. Assessing the feasibility of grade separation at Omaha Street with this study is a crucial first step in the process. We are planning ahead for how the Sixth Street corridor can be transformed over the next decade!



HOW COULD THE PROJECT BE FUNDED?

Funding has not yet been identified for design and construction of the potential-grade separation, but there are several potential sources to consider:

- **BUILD Grant** – Federal program that awards funding to significant and innovative multi-modal infrastructure projects
- **Transportation Alternatives Program (TAP)** – Federal program that awards funding to projects that serve non-motorized modes of travel
- **Vision Fund**
- **General Funds**

The crossing project is an excellent candidate for the competitive federal grants and building public and agency support is a crucial first step towards developing a winning application!

The Sixth Street Study project team would like to learn how you use Sixth Street and get your input on some initial ideas for making the corridor vibrant, safe, and connected for all users!

Please Take the Online Survey!

We want to learn about your priorities and needs relating to the Sixth Street corridor. Preliminary recommendations for improving the experience along Sixth Street have been developed, and the project team would like your feedback. An online survey (<https://www.surveymonkey.com/r/sixthstreetstudy>) is available through June 17th for you to provide input. Thank you for taking the time to complete the survey!



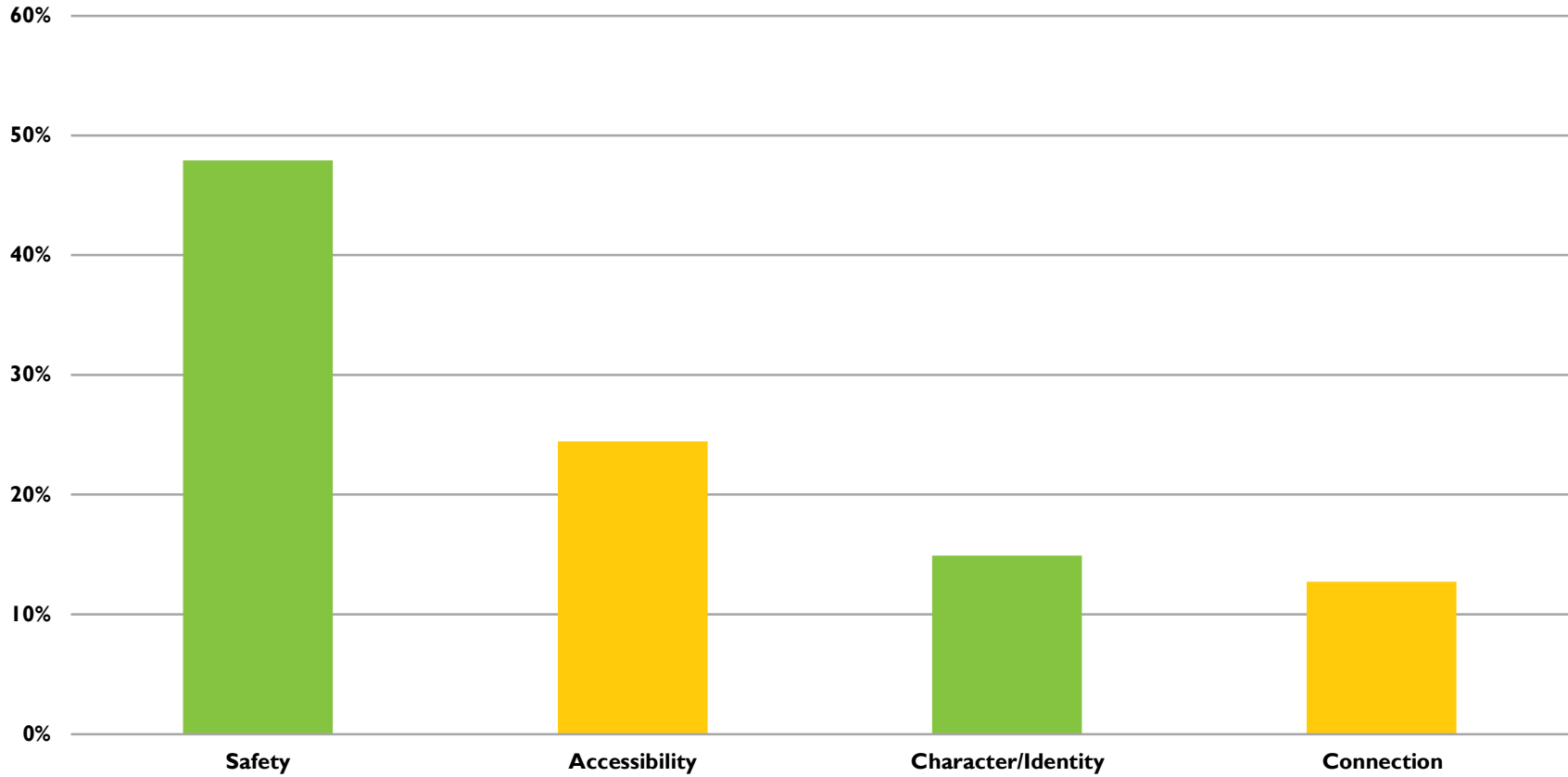
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Sixth Street Survey

Summary of Responses

Q1: Which of the project goals resonates most with you?



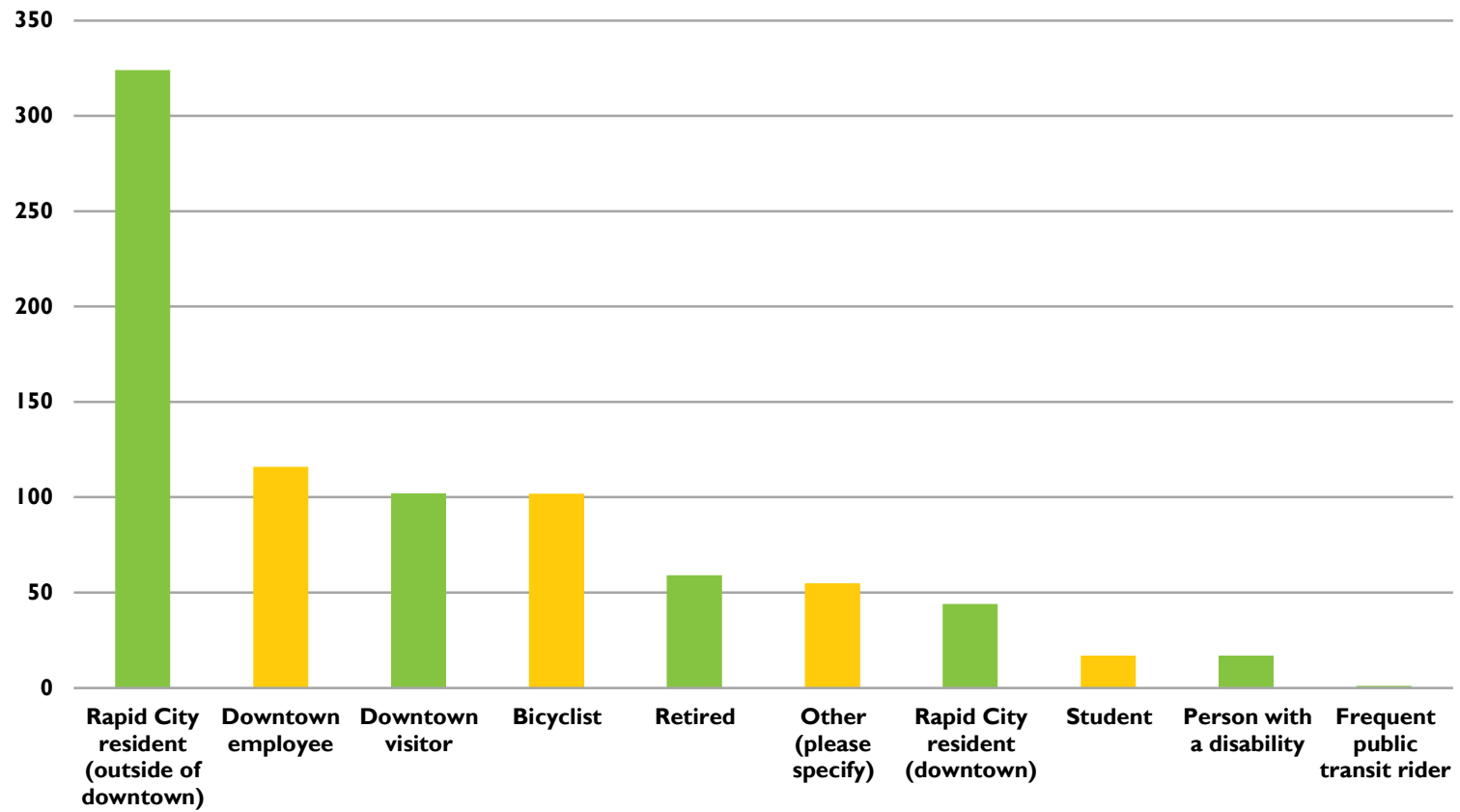
Safety – Want separation between active users and cars; want to address loitering and homelessness concerns along the corridor

Accessibility – Want a better means for crossing Omaha Street

Character/Identity – Want something that will draw people to downtown

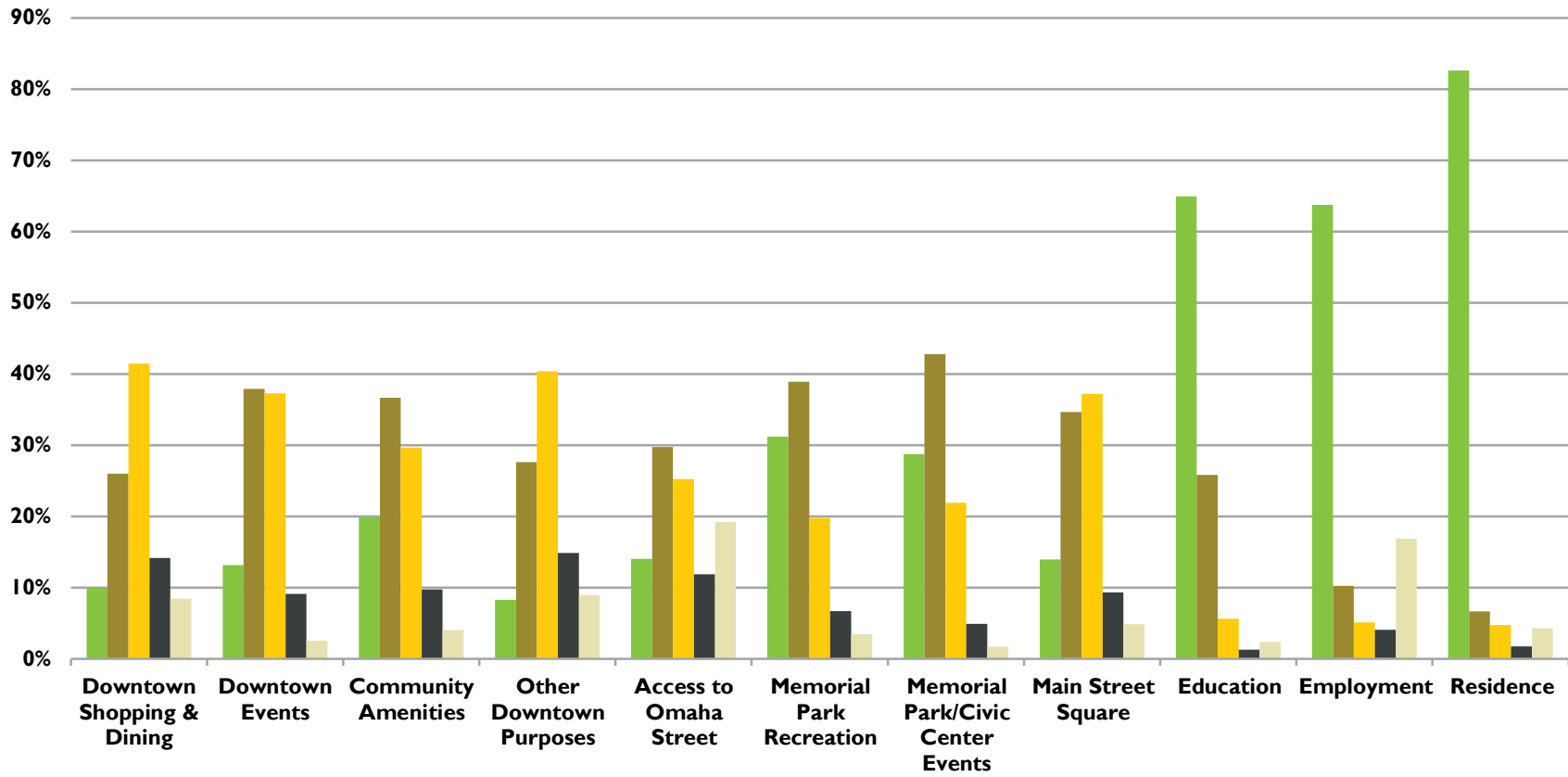
Connection – Want a more consistent experience for traveling along both the downtown and Memorial Park sides of the corridor

Q3: Which of these describe you?

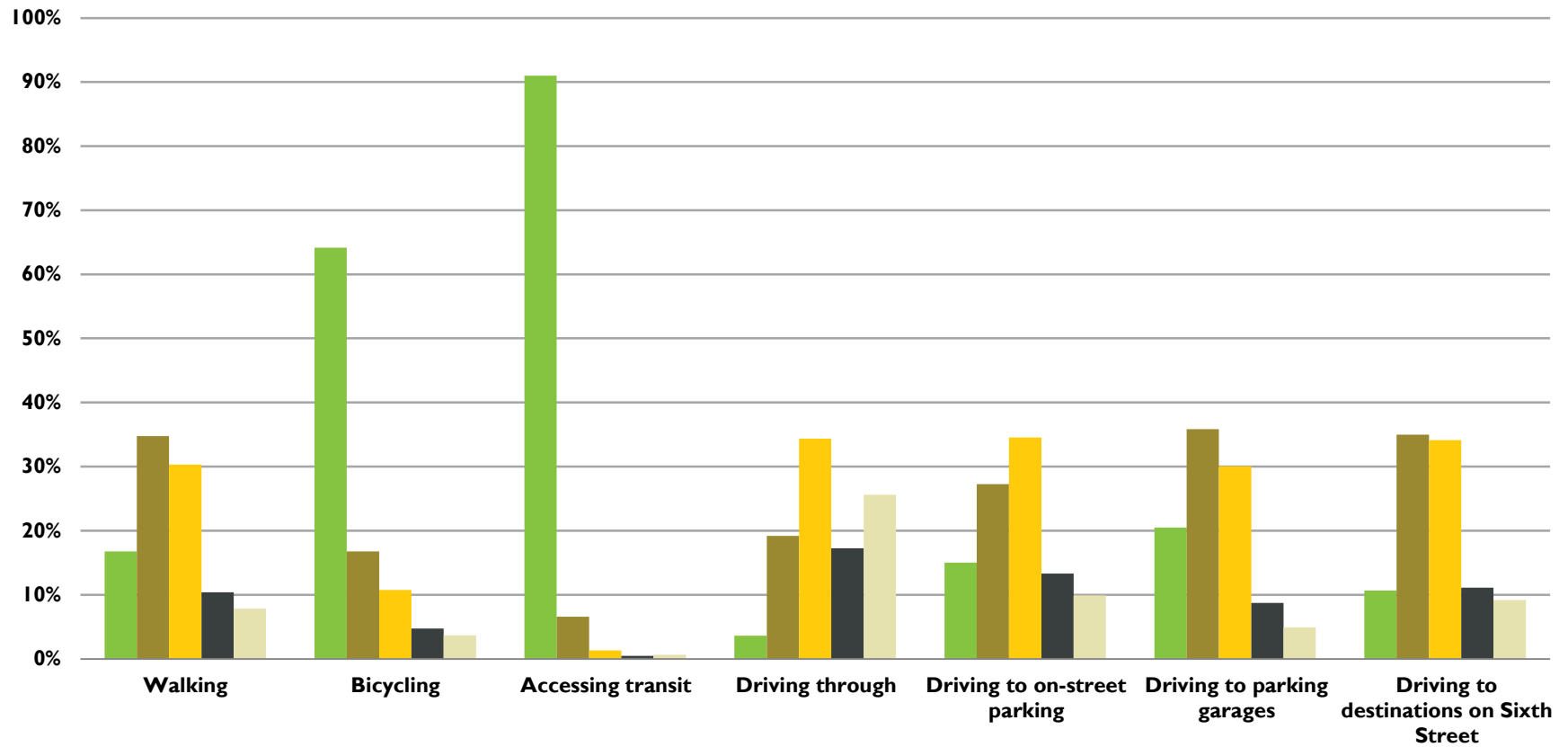


Other includes arts patrons, runners, parents, and business owners.

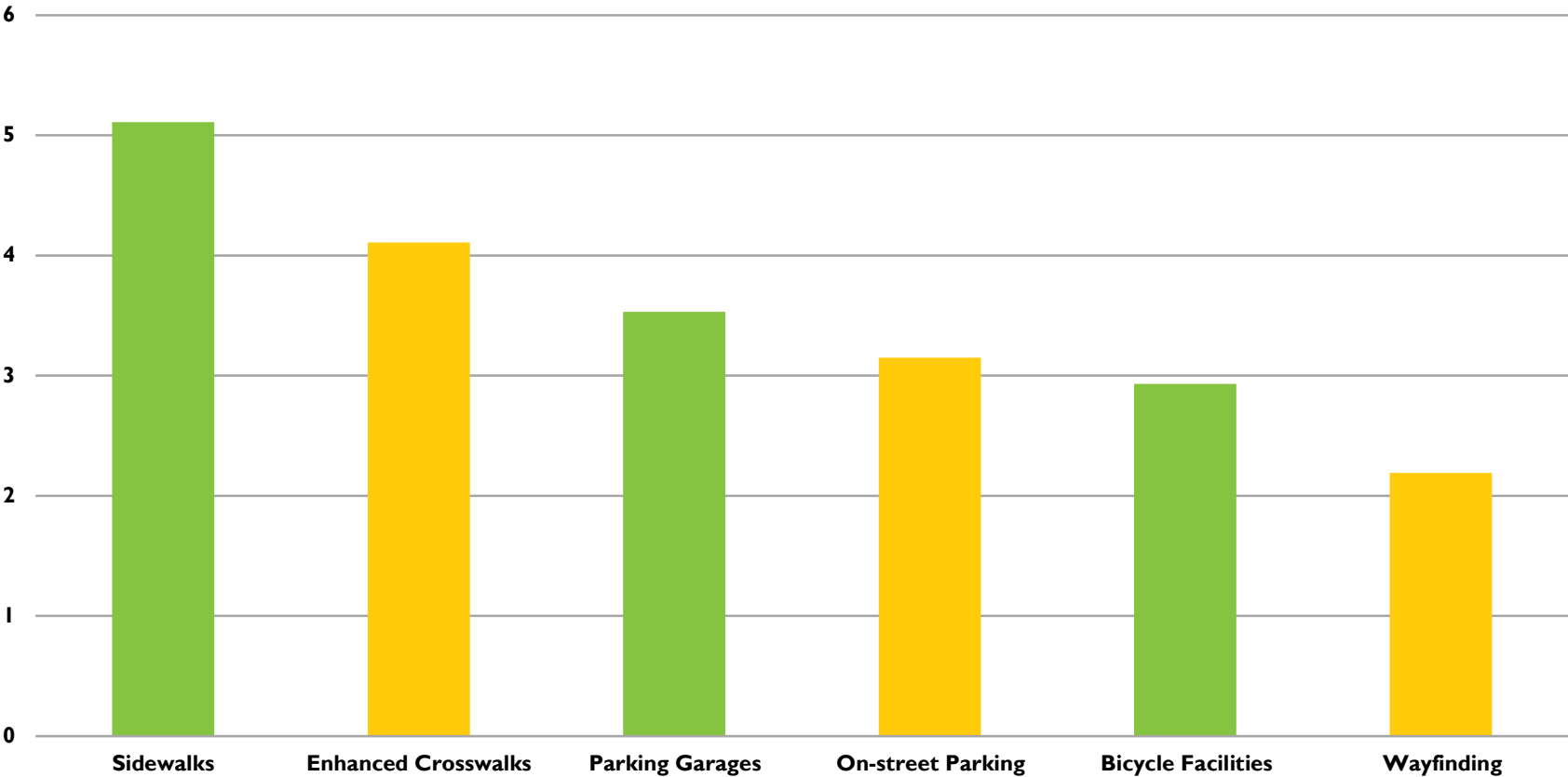
Q4: How often do you use Sixth Street for the following purposes?



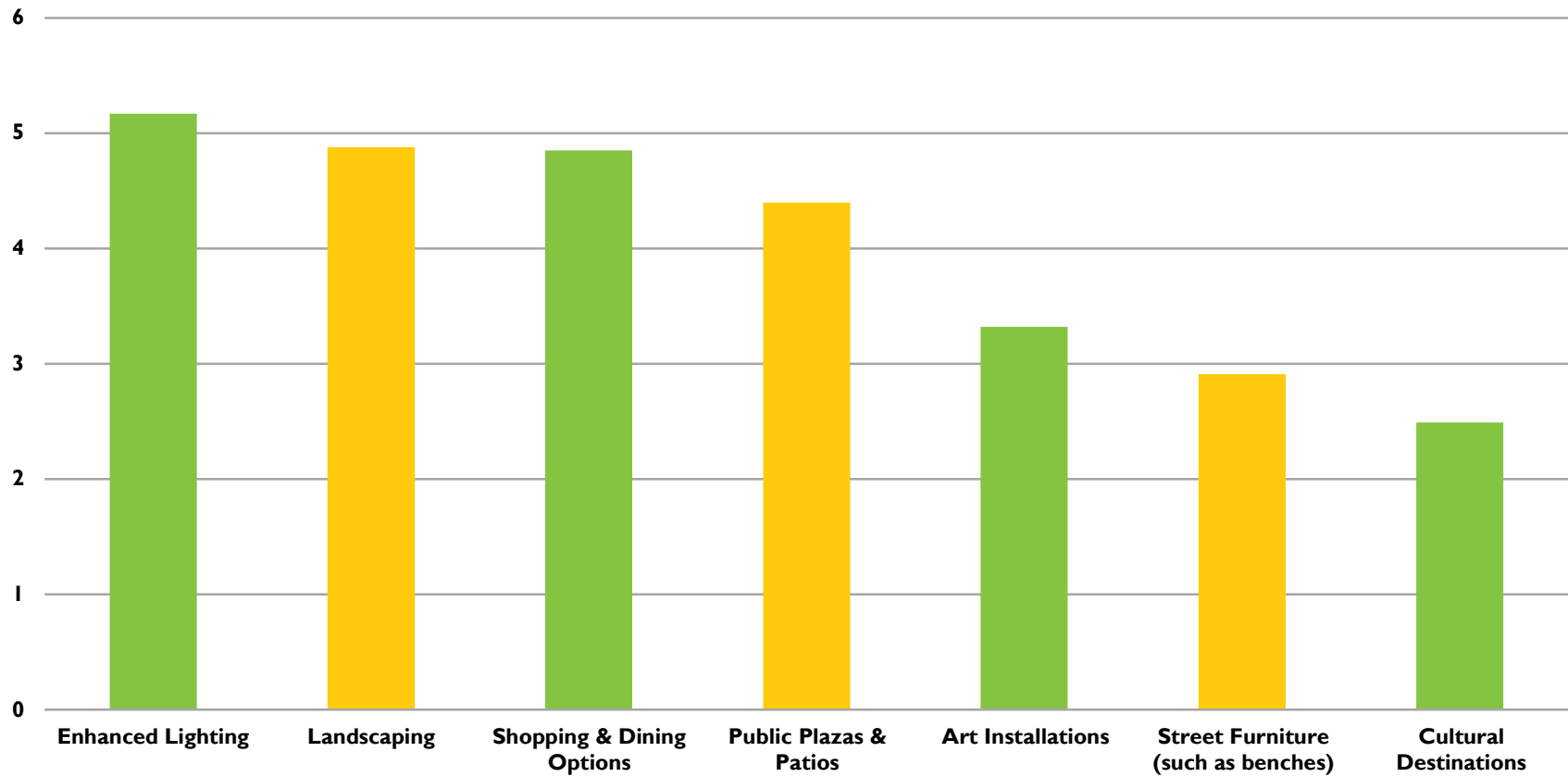
Q5: How often do you travel along Sixth Street in the following ways?



Q6: Please arrange the following transportation elements in order of importance for Sixth Street.



Q7: Please arrange the following community amenities in order of importance for Sixth Street.



Q8: Which features of the draft corridor concept do you like?

Common responses included:

- City Hall plaza
- Enhanced lighting
- Crosswalk improvements
- Grade-separated crossing
- Landscaping.

Q9: Do any features of the draft corridor concept concern you? If so, why?

Only 280 respondents answered this question, and 75 of them just said 'no'.

Common responses included:

- Cost
- Engineering concerns related to the grade-separated crossing
- Lack of bike facilities
- Maintenance for additional art and landscaping
- Increase opportunity for loitering
- A need for affordable housing

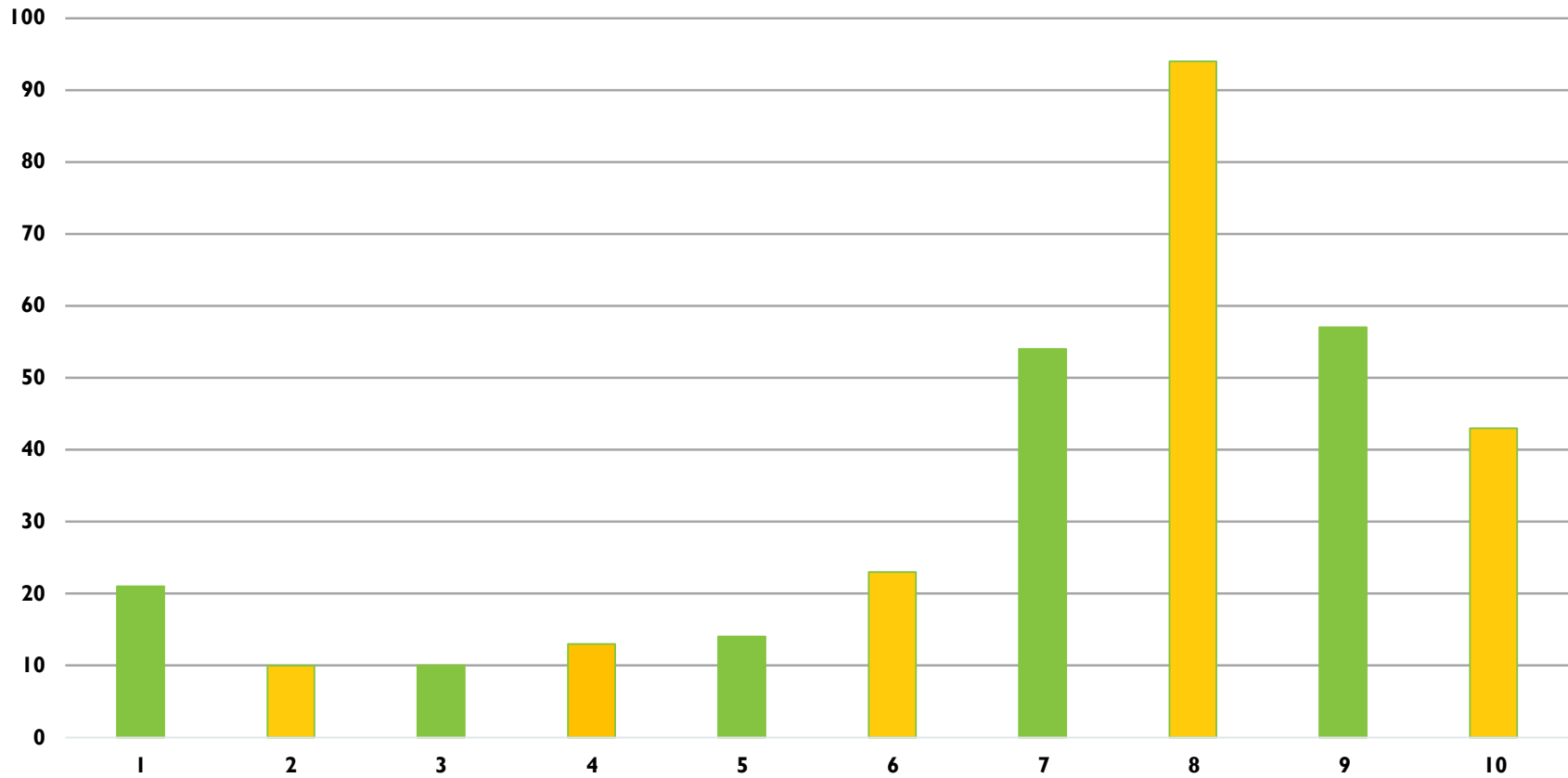
Q10: Are there any additional elements you would like to see introduced to the corridor concept? If so, please describe.

Most respondents did not answer this question.

Common responses included:

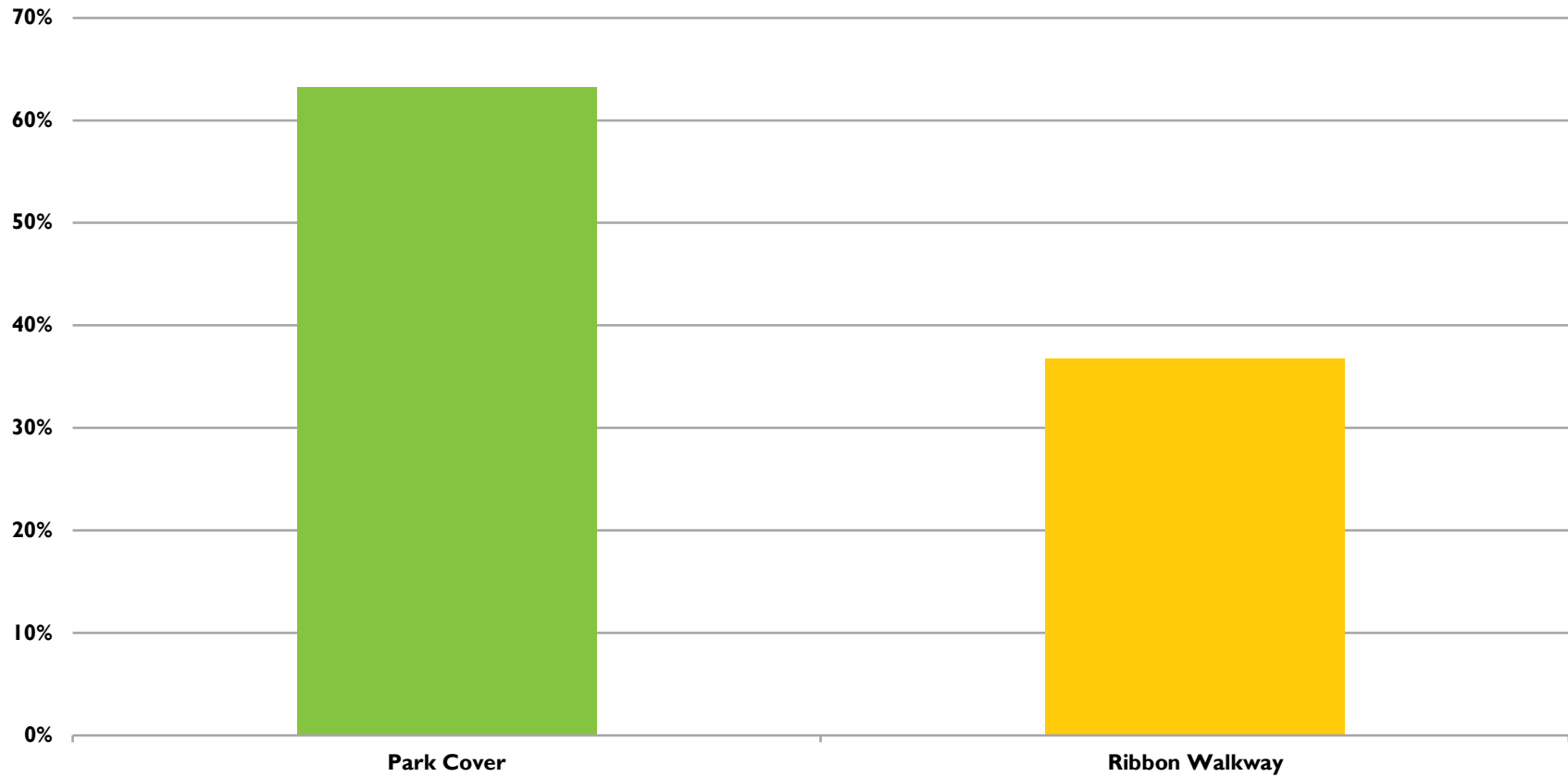
- Bike lanes and bike racks
- Affordable housing
- Railroad crossing improvements
- Improvements to Memorial Park.

Q11: Please rate the draft corridor concept on how well it achieves the plan goals (0 being the worst and 10 being the best).



Average score is **7**.

Q12: Of these two crossing concepts, which do you feel would be most appropriate at Sixth & Omaha?



Park Cover: Aesthetics, Directness, Safety, Greenspace

Ribbon Walkway: Omaha Impacts, Cost

Q14: What other ideas do you have for a permanent pedestrian crossing at Sixth & Omaha?

Most respondents did not answer this question.

Responses included:

- More basic pedestrian bridge
- Leave as is (not an option)
- Direct all bike/ped traffic to 5th Street

Q15: Please share any other feedback you would like to provide the project team with.

Most respondents did not answer this question.

Common feedback included:

- Lots of support and positivity!
- Concerns about the cost, particularly given current COVID-related budget impacts

Q2: Please explain why you chose this goal (perhaps it's a personal connection or story)

Goal	Response
Accessibility	Safe passage is included in the description.
Accessibility	I'm handicap you only two options on making a ramp or lift over Omaha. You will have to start the incline all the way back near the city square or your going to have to install a elevator and we all know the city won't install an elevator because of the upfront costs and maintenance and upkeep costs.
Accessibility	It was the most reasonable of the four choices.
Accessibility	I would like for people to be able to get to the park.
Accessibility	During summer nights and other events, the 6th st and Omaha crossing is even more dangerous than it usually is. The light doesn't help out too much.
Accessibility	Traffic gets backed up during.
Accessibility	If accessibility is a problem, people will not be able to fully participate or enjoy the opportunities.
Accessibility	Myself, my family and friends are all frequent pedestrians (walking and bike riding). My husband and friends have been hit by cars while riding bikes in town.
Accessibility	I don't want people to be accosted by panhandlers. People can easily cross busy intersections by using the crossing lights (busy intersections in large cities are handled this way; so, NO, I don't feel an overhead crossing is necessary on Omaha
Accessibility	Access to park
Accessibility	All modes of transportation need to flow in a safe manner through this area. A safe flow allows for better accessibility.
Accessibility	It would provide more access to the park and the rest of the downtown.
Accessibility	Why do you use the word "resonates"? This is not a general public oriented
Accessibility	It seems to be the most encompassing of the options.
Accessibility	So you don't have to set and wait to get out or into a business. Also for the business owner itself. Cutting access to an existing business can hurt that
Accessibility	Parking down town sucks
Accessibility	Longer time frame to cross for those with limited mobility
Accessibility	Ease of access for all our citizens and visitors
Accessibility	I believe that people will visit places they feel comfortable at and can get to
Accessibility	Because safety should be a given. With accessibility comes connection and character/identity.
Accessibility	The current light at Omaha becomes a hazard. People cross before the signal changes. Resulting in a red light when there's no one standing there to cross. And cars aren't paying attention to it. Usually one or two will blow through the red because they're watching the light up ahead not the one at the crossing.
Accessibility	I like to park downtown and have safe access to both the civic center and the performing arts center.

Accessibility	Hi my name is Shad kouba part owner of ponderosa screen Printing. On saint joe. Been following this and this is just a thought but sure it's not what could be done !? Has anyone thought of something like Denver has? On i belve it's called 13 th street mall. I understand rapid is not Denver but I thought it was cool. The whole street is not open to traffic any more just people east west roads are still running yes I know Alex would be a problem but maybe that section could stay open than build the under ground over pass. And have a free flowing pedestrian all the way threw and no traffic on 6 th with the exception of the Alex Just a thought. And if nobody knows what I'm talking about in Denver. Just look it up. Again not quit sure if it that's what it was. But I do
Accessibility	If it accessible the rest of the goals should fall in place as well.
Accessibility	Rapid City should be a community where everyone that visits and lives feels safe and has access for everyone.
Accessibility	The idea that Sixth Street is a "corridor" is laughable and the Performing Arts Center is meaningless so the Connection and Character/Identity goals are both inherently invalid. Accessibility is related to the whole reason streets exist (though 6th Street dead-ending at Columbus and Omaha means it will never provide much access to anything and is too short and insignificant to be a corridor). Safety is ok, but we already have an environment where users should feel secure throughout the day and anyone who doesn't needs to grow a pair so
Accessibility	Would be great for the bike path to be connected to downtown in a way that is more secure
Accessibility	I primarily use a bicycle for transportation and would like to see a more rider safe downtown. I don't like to ride on the sidewalk because it alarm pedestrians but the parking situation doesn't leave room for cyclists on the streets.
Accessibility	Safe and convenient.
Accessibility	I bike and run.
Accessibility	I feel it's important to ensure a availability to all peoples and all modes of transportation, except cars and trucks.
Accessibility	Seen too many people nearly struck by vehicles because of how the light changes and the inability to see pedestrians in the median
Accessibility	As a runner and biker, I am concerned with safe access to areas to recreate.
Accessibility	We need more safe means of travel in this community. Many people walk or bike to work, people who need assistants in a wheelchair should all have the ability to move about our downtown streets and bike path with easy access.
Accessibility	Biking from anywhere in south/east rapid is incredibly frustrating to get to west rapid. This is a pretty good solution, as long as the bike path isn't flooded.
Accessibility	Although safety is a big concern accessibility is more important. In my opinion if parks and businesses are not accessible people will not visit them
Accessibility	My son is an avid cyclist and we live south of downtown. Having a connective corridor that is safe for him to access the bike path would be exceptional.
Accessibility	i like the ability to walk bike or e board with ease threw there
Accessibility	These goals are poorly defined and lack specifics. I chose accessibility as it balances bike and commuter safety, access, and mobility.
Accessibility	If not all people have access, none of the rest of it matters.
Accessibility	Convenience is key
Accessibility	Build a walking overpass

Accessibility	Accessibility is a time saver.
Accessibility	I feel that our downtown area and bike path system necessitate an ease of use for different forms of transportation with safety being a key component.
Accessibility	I think the 6th St crossing at Omaha is vitally important to maintaining connectivity in the community for alternate modes of transportation.
Accessibility	I hate waiting in traffic
Accessibility	A better bike lane downtown would be incredibly beneficial. I don't understand how the bike share program hasn't taken off yet.
Accessibility	I want to get across Omaha easily on a bike.
Accessibility	My thoughts on accessibility is that I feel that the crossing of Omaha street will be challenging and I want to ensure that it is safe for all methods of transportation, be it scooter, wheelchair, bike or on foot.
Accessibility	Want to ride my bike here
Accessibility	Business Owner/need access to by building for loading and unloading and access for semis in and out
Accessibility	I already feel safe downtown so the next most important goal was accessibility. If it isn't easy to use no one will use it.
Accessibility	I think accessibility, connection and safety are all tied together but I think some people will feel safer downtown if all modes of transportation are respected and given the proper space.
Accessibility	Connection was a close second, however, there is an entire "arts district" that will be disconnected and left behind - Dahl Arts Center, Public Library, Suzie Cappa, and other galleries and public art in between Mt. Rushmore Road, 5th Street, Main Street, Columbus Street - if you choose to only highlight 6th Street.
Accessibility	My Mother in law was wheel chair bound.
Accessibility	Accessibility encompasses safety and connection to allow all people to easily utilize the spaces Rapid City has to offer.
Accessibility	The space should be something people across the community can access and use comfortably
Accessibility	Both sides of the intersection are very pedestrian friendly and encourage people and groups to gather and enjoy our community. The busy road prevents easy access and travel back and forth. I feel that safety and accessibility are in service to increasing the connection between these two parts of our community.
Accessibility	Having accessibility for all along the corridor is important, especially for people with disabilities.
Accessibility	If you want people to come, make it easy.
Accessibility	This corridor needs to be accessible to anyone who wants to go from the civic center to the performing arts center. This should include any one walking or riding a bicycle. Also people in wheel chairs or using other means to get around. People should be able to do this in a safe manner.
Accessibility	I want this space to be accessible and have character. Safe is good, yet, what does that mean to a city planner in Rapid City? I do Not want this to be a big project which looks pretty for Best Town Magazine or something, and doesn't allow someone into it because they're wearing old shoes or a backpack. Rapid City is for everyone living here. Everyone existing in the space needs equal access to the community, the arts, and the building-up of both those things.

Accessibility	It's good to facilitate travel in all ways. Safe foot and bike paths allow more to reach than just being good for cars.
Accessibility	I believe it is the duty of the city to provide for and promote public space for all ages and abilities to access for enrichment of community, culture, knowledge, neighborliness, fresh air, and green space.
Accessibility	Connects the playground area and Civic Center with the downtown.
Accessibility	I don't particularly 'connect' with any of these options, but in general, some of downtown can be difficult to navigate due to traffic and poorly designed layout. Maybe this could help? Really parking is the biggest disaster...
Accessibility	Parking is awful downtown. It is unsafe to pull in and out of Main St/St. Joe. I mostly avoid the area.
Accessibility	My niece is in a wheelchair, she needs things accessible
Accessibility	My main concern is the pedestrian traffic that flows across Omaha Street, more specifically, going Northbound while using the East side crosswalk.
Accessibility	Crossing Omaha is dangerous at times for pedestrians and then if you're a car driver you have to watch for people that don't want to wait for the light
Accessibility	Dangerous for pedestrians now.
Accessibility	I don't desire all modes of transportation to be included. However, I would appreciate a safe corridor for walking, running, bicycling, wheelchairs, etc.
Accessibility	Having moved here from major large city I was so happy to encounter the ease of getting from point A to point B via car or foot. Also ease of parking is good. I want this concept to be brought to fruition on 6th Street.
Accessibility	I chose this because of the number lanes that people have to cross ie: Omaha St, Main St, St Joseph St , plus the others as well.
Accessibility	I ride my bike to work and use this area now because it is easy access. Do not want to see that change
Accessibility	I see people go to one locale or the other, but not both in the same outing. Therefore, the need for a corridor is overblown, and definitely does not need a 'theme.' If something needs to change, a people bridge over Omaha would address safety concerns and would allow the flow of vehicles.
Accessibility	This is not a bicycle friendly town at this point. Excellent downtown areas consist of easy biking and walking, with a de-emphasis on vehicle traffic. This allows for increased sales and visibility at shops and restaurants as well.
Accessibility	I would love to see Rapid City focus on becoming a less auto-centric community. If the corridor was more accessible, people would be able to park at the Civic Center and walk to Main Street Square, or vice versa. Kids who are dual enrolled could walk from Central to RC High. People could use the bike path to traverse the City and still have access to downtown.
Accessibility	because NONE was not an option. YOU closed our parks and pools due to severe budget shortfalls. how does 7 mill deficit happen with 6 weeks closure (IF that) ????? we have roads in TOTAL disrepair, potholes that would take a small cars axel off. and you want to revamp 6th st and worsen the problem??? North/East were done last year and less than 6 months later you have them ripped up again. Is the planning commission or the contractors you use on drugs??? The Main street Jackson interchange will be torn up within a year again Im betting.
Accessibility	My wife requires a wheelchair outside of the house and there are so few mainstays that take that in to account.

Accessibility	I think all four goals are important to the downtown core and the Civic Center ... but I guess accessibility is the key to people using it ... while maintaining the traffic flow of busy Omaha Street.
Accessibility	walk, bike, skateboard, scooter, safely
Accessibility	Streets and destinations should be accessible to disabled people and people who don't have cars.
Character/Identity	If it is identified as unique or special in some way, what makes it unique or special? Why do I want to walk this way?
Character/Identity	Linking the Performing Arts Center to the Civic Center via Main Street Square will enhance the artistic and business options of our downtown area.
Character/Identity	Dull design leads to dull citizenry. Dull citizenry leads to dull conversations, a lack of innovative jobs, a reputation for stagnation. This leads to a weak economy, reduced tourism, greater brain drain of our youth.
Character/Identity	A unifying theme is most likely to gain visibility for the project. Although the other 3 elements are necessary, a unifying theme is likely to draw in locals and
Character/Identity	Safety and accessibility shouldn't be optional. In this day and age they should be a given! If it is safe and accessible then connection between downtown the park will easily follow. This leaves character/ identity as the one factor to work on.
Character/Identity	I don't want traffic disruption or any more expenditures like were approved for civic center
Character/Identity	Attracting people to the area depends primarily on character/identity.
Character/Identity	The floodway of Rapid Creek is a very innovative design that could be more highlighted to visitors
Character/Identity	We need to continue to innovate to attract young professions to stay in our city.
Character/Identity	Place people want to go
Character/Identity	The assets along 6th street will thrive when they are connected to one another in a corridor that has an arts & entertainment theme
Character/Identity	they all resonate, however, I would appreciate a safe, accessible, connecting corridor that is beautiful and offers character.
Character/Identity	Things need to be clean and consistent
Character/Identity	I feel like the other goals have already been met.
Character/Identity	Security should be a given. After that it is important to leave residents and visitors with a visual to remember.
Character/Identity	Make it look like it belongs in the Black Hills not some big city.
Character/Identity	It's the only one that even comes close to making sense.
Character/Identity	Too many homeless vagrants downtown. That's what I identify our downtown as anymore. Go actually visit Seattle, that's where we are heading.
Character/Identity	There is great opportunity for establishing a continuous, cohesive area for community interaction
Character/Identity	Protection of human life.
Character/Identity	I don't like doing the same thing as other city's. I like things that make people go that great wish we would have thought of that.
Character/Identity	Rapid City has a rich history with a lot of character and it would be imperative in my mind to protect this. Not that safety, accessibility, and connection are not also important to consider.
Character/Identity	Make it special.

Character/Identity	Character/identity is marketing and what will draw people in. The other things will come if there is a draw to this location.
Character/Identity	Larger cities offer a day each month, usually the first Friday, for art exhibitions and food trucks. It would be great to see the identity of the street to be focused around a variety of local art and for that to be celebrated once a month.
Character/Identity	I think it's time Rapid City starts to build a identity as true city. I believe a scenic, charismatic and artistic downtown is the best way to achieve an identity. We need a downtown that attracts new young people and brings tourists coming back time and time again. It would be a awesome to have a downtown that is still colorful and well illuminated at night. An environment that is provides an elegant and romantic sort of nightlife that feels safe and secure. I've always loved the term "Gateway to the Black Hills" and felt the city should have an archway to represent it, so i really love that touch. I truly think a ferris wheel could be a staple piece to downtown and could really make a statement towards the city Rapid is striving to become. The pedestrian bridge on omaha would be absolutely awesome and would give downtown much more of a city feel. I've always loved the stringed lights like the 17th street lighting project in Cheyenne. Everything I've seen so far has my support 100%. This project is exactly what
Character/Identity	Ordinary does not sell these days.....the place must be memorable to be a success. There are countless places that 'work just fine'. Nobody travels to see
Character/Identity	We need to update the city to stay unique but grow with the ppl that live here and the ppl from across the world that come visit. We should want ppl to be connected and want to be here.
Character/Identity	Rapid City needs to embrace an identity
Character/Identity	I think there's a lot of value added to a town when you give something an identity or character through a design. By doing that it creates a place that people want to visit and hang out at.
Character/Identity	By giving this corridor a special identity, which I see as some kind of cultural touchstone considering the venues it is connecting including Main Street Square, you can achieve your goals of safety, accessibility, and connection at the same
Character/Identity	I feel that downtown is already very safe, and accessibility on the street seems acceptable, though many buildings can be hard to access if you are pushing a stroller or use a wheelchair. Giving the corridor a stronger identity that makes it stand out within the city and even at a larger level could help to attract and retain businesses, which should help with the connection issue.
Character/Identity	That corridor has so much potential, for aesthetics and engagement!
Character/Identity	The downtown area, around sixth street has a lot of historical architecture and it would be nice to have that carry through with any new design that's decided on.
Character/Identity	More culture and education pieces would be awesome along the path
Character/Identity	It needs to fit in with the look and feel of downtown Rapid but also have its own unique identity
Character/Identity	It's the best choice because I don't think we we should spend the money. At night if I were inside the corridor I would feel trapped and unsafe.
Character/Identity	My nephew drowned in 1971 and was found under the 6th street bridge. Maintaining the current bridge for pedestrians is important to me.

Character/Identity	I personally believe the entire 6th St needs attention to help grasp peoples interest in walking the strip. Better sidewalks, small digital signs for pedestrians like the large ones on intersections. These slideshows could be used for a wide
Character/Identity	I assume the other three answers are required no matter what. Something impactful can be a keystone piece of a great downtown
Character/Identity	Love when cities design spaces that have a cohesive look and feel.
Character/Identity	I think it should be pedestrian only from the train track alley to the library (roughly Omaha to Kansas City). It could be repaved to form some continuity and restaurants could set up seating in the new pedestrian area.
Character/Identity	It was difficult to choose just one!! Personally, I don't see the need to do this. Our general population will NOT walk the length of themselves.
Character/Identity	Rapid City is absolutely full of run down and trashy buildings and homes. It would be nice to have an area that actually looks nice and maintained.
Character/Identity	Creating an aesthetically pleasing corridor will invite the public to use the connection. In addition, inter-active components should be included to entice
Character/Identity	Safety and accessibility, to me, would seem to be a given. Character and identity for the local should be a priority in everything done downtown.
Character/Identity	I pick identity because safety and accessibility should be a given. If the path was well designed (and cohesive), connection will happen anyway. I recently moved here and I am consistently thinking about how Rapid City is poorly designed and how spaces can and should be used differently.
Character/Identity	Character and identity will result in safety, accessibility, and connection
Connection	I am a supporter of all things Rapid City, so this seems like a way to further develop and feature our core and some of the cultural positives in our
Connection	Walking Connection to civic center and downtown
Connection	The connection would highlight a vibrant, active, safe culture and lifestyle that recognizes the importance and benefits of our small city. The corridor would greatly enhance and add to the current use of sixth street!!
Connection	To educate all about the arts and how they can attend theatre in several places within our city.
Connection	This will allow events be held at both locations in conjunction with each other
Connection	The idea of a unified "neighborhood" that encompasses all the cultural opportunities offered by the many organizations in the corridor is attractive.
Connection	It would help pull the Civic Center into the pedestrian traffic flow of downtown
Connection	I want to see the civic center closely connected with the Main Street square and arts building.
Connection	Routing foot travel across Omaha st at 6 st makes no safety sense
Connection	Tying downtown to the Civic Center with a pedestrian bridge over Omaha St. would make it more convenient for people to park, eat, and see a show.
Connection	there are already access to all these places and with current budget cuts i do not feel this is tie to pursue
Connection	An important element of our downtown development is walkability from downtown to the Civic Center
Connection	Connection would bring the other options together to meet that goal
Connection	Driving thru area

Connection	Connecting downtown with Memorial Park and the Performing Arts Center allows for more complete feel for downtown and can facilitate more diverse activities that include spaces on both sides of the main thoroughfare. This can encourage people to stay downtown longer and make fewer car trips.
Connection	I love our vibrant community and I would love a unified and large group of private businesses and public amenities that exemplified our unique town.
Connection	The better the connection the more it will be utilized
Connection	Distance is an issue, especially in winter
Connection	The connection between the park and downtown destinations are key for a vibrant and healthy community. If half a family decides to shop while the other plays in the park, a connection is the most important part
Connection	Parking at the Civic Center is a nightmare. I think having a clear, safe connection point will allow for better access to and from downtown to the entertainment area of the Civic Center.
Connection	I believe that our City is safe...and accessible...for the most part. The idea that you could stroll/ride this corridor and experience food, outdoors, culture, and experience our city's character is key.
Connection	Connecting opportunities for community and visitors is important.
Connection	Getting tired of the pedestrian light not being timed with the rest of Omaha
Connection	A unified downtown & park creates an inviting environment which draws people together.
Connection	I see this as a walking path, the question of how to get across Omaha remains an unanswered challenge
Connection	Getting from downtown to civic center
Connection	I feel it should go over Omaha street. But not by digging out Omaha and abridging it. A walkway over the existing grade level makes more opportunities
Connection	If you can not easily get there from here, people won't use it or come.
Connection	To my way of thinking linkage would bring the other aspects.
Connection	As the downtown area continues to renovate and modernize, these areas along the 6th St. corridor should be connected and provide ease of access for patrons
Connection	Making a downtown entertainment corridor would be a game-changer for the
Connection	We need to connect the downtown that we are trying to build (restaurants, bars, shopping) with the Civic Center and the new arena. I would love to see people spend the afternoon shopping, enjoy dinner and a few drinks and then walk over to the concert or show at the new arena and feel that it is all connected.
Connection	Shortly after moving here, I was amazed to discover the very nice Memorial Park and associated Rapid Creek greenways. My wife and I also fell in love with downtown. But we were disappointed that these two great places did not have a better connection. Omaha Street is a barrier. Memorial Park and the Civic Center are great assets to Downtown and vice versa, but they could be so much more
Connection	It would be nice to have a common path through downtown area
Connection	Walking across Omaha Street at 6th is an alarming experience. With small children it is insane. I did that once. Never again. It is also a bit scary driving down Omaha Street and trying to be aware of pedestrians crossing there. The present situation at that crossing just seems ridiculous. I would strongly support a walkway above Omaha Street. It just makes sense.
Connection	Because that's the main idea here.

Connection	there needs to be overhead walk way over omaha so that it doesn't disrupt traffic flow. Omaha street is too busy for additional light that most do not use
Connection	Downtown business owner who would love for an easy, safe connection to the Civic Center and the Performing Arts building. Crossing Omaha street can be
Connection	I chose connection because it can incorporate the other goals within the goal of connecting downtown to the center
Connection	Pulling all the vital parts of RC together.
Connection	Connecting the downtown to the Civic Center with a corridor is very important.
Connection	Think if 14th street in denver
Connection	The park is such an asset, but it doesn't feel like it is part of the city. There's really poor pedestrian and bike connection across Omaha to link to downtown. So it often feels like an entirely different destination. The car has such dominance that the city frontage to park is also car oriented. Parking lots and parking lots. The two have zero relationship to each other along that entire road.
Connection	While all of these are good goals, I feel developing connection between all of the areas along 6th Street with the Civic Center would be excellent.
Safety	Because at the present time there are no safety measures in place. Remove the darkness, make it less inviting for people lingering in the darkness for long periods of time.
Safety	People getting hit crossing omaha
Safety	crossing Omaha street is dangerous. a over pass like they have in california on main roads is what needed
Safety	I see way to many people try to cross the roads without waiting for signals. It's a busy road and alot of people are not used to stopping and waiting for people to
Safety	The corridor crosses railroad tracks and one of the busiest streets in Rapid. The parks have also had more than their fair share of crime.
Safety	6 lanes of moderate to high speed vehicles and pedestrians don't mix well. Omaha has tooooooo many traffic lights as it is! Make it so you can drive east to west without stopping all the time!
Safety	Because I did not have a good option to check
Safety	Safety would be the only reason in my mind to do it
Safety	Lessening the occurrence of pedestrian/vehicle collision
Safety	Omaha Street needs to stay a through fare in Rapid. A pedestrian bridge or simply a pedestrian cross walk should be in place to allow fojr safepedestrian
Safety	All persons should be able to move about without restrictions, even those with mobility issues can to go to these places safely.
Safety	I want to be safe crossing Omaha and safe from panhandlers
Safety	Would like to see more separation of pedestrian / vehicle traffic at Omaha. That intersection is a nuisance and a safety issue. Should have dealt with years ago when Omaha was redone.
Safety	Getting across Omaha is not always easy
Safety	CROSSING OMAHA CAN BE DANGEROUS FOR PEDS
Safety	At times there will be folks walking while intoxicated.
Safety	I want my children to be safe when crossing a major highway

Safety	I've simply quit visiting that entire area as I ALWAYS am panhandled or in some way harassed; the area around the wonderful Elks Theatre is a prime location for panhandlers-some very aggressive. The parkway along Omaha feels incredibly unsafe after dark. A strong secondary consideration is accessibility; one of the reasons for the CC remodel is accessibility for the handicapped, the
Safety	Traffic
Safety	I feel unsafe at 10 pm just like I feel unsafe at 2 pm. And no I don't have any
Safety	Safety should be foremost any time you are combining pedestrians and vehicles.
Safety	I think area is very difficult to walk or bike on. Omaha is hard to get through and you have to go out of your way to find a safe place to pass as 5th street and Mount Rushmore Rd cross lights hardly ever change. It's hard to be a walker or biker in Rapid City at times. I want to feel safe crossing the road.
Safety	I don't feel safe walking in this area because of Aggressive panhandling.
Safety	The corridor will likely become a late night drug trafficking area, just like similar projects in other cities and not unlike Art Alley.
Safety	This corridor would allow the freedom of enjoying our downtown area with escalated safety features built in for each individual's protection.
Safety	Crossing Omaha is not terribly safe now nor is it convenient.
Safety	I don't appreciate being hassled by people looking for money!
Safety	The 6th street corridor is where we see a large homeless population. Until we have a safe place for our homeless to go, they will continue to frequent
Safety	There is a continued influx of crime of people feeling unsafe in certain areas. While improving the corridor is noble and warranted I'd rather see funds used towards increased policing or making things safer. There is a palpable level of vitriol online regarding Rapid City and there continues to be a flippant attitude towards what makes Rapid a great place to be.
Safety	At the corner of 5th and Omaha which is connected to that route. I have seen too many accidents. So safety would be a concern.
Safety	This corridor is unsafe now. I've personally seen two people beat on the corner of 6th street and main and called 911 (at 7 pm, not middle of the night). That is in the most well lit area, this area needs more lighting to improve the safety for
Safety	People will only use the corridor if they feel safe using it. If people don't feel safe, the other goals won't matter.
Safety	Im aware there are camps on the creek and don't feel its safe.
Safety	Experiencing walking through this area and having panhandlers on every corner as well as people defecating in the alleyways.
Safety	It's a busy area and safe travel needs to be priority
Safety	Rapid City needs streets that are safe to walk and ride a bicycle on.
Safety	People must feel safe enough to use the corridor.
Safety	I have dodged pedestrians in that area
Safety	Given that it is mostly vehicles and pedestrians safety seems a logical concern.
Safety	Safe way to cross Omaha and accessible to those with disabilities
Safety	Omaha is a very busy street and drivers don't always pay attention

Safety	That used to be Teepee alley or lane. People have been living there for decades. Just because they are homeless and don't have teepees anymore doesn't mean they aren't there. In Seattle they have a program where they give homeless people jobs in the park, security, clean up ect. The ones who participate are given shirts. It's volunteer work but allows the homeless people to engage and be apart of the betterment of the community. I think implementing something like that would help. Instead of there being a huge disconnect between the
Safety	when you have safety, the other 3 will follow.
Safety	Safety is paramount for a city... my second choice is character and identity
Safety	Considering the location, safety should remain top priority.
Safety	I've had trouble crossing Omaha street to get on the bike path. It is hard to find a safe place to cross
Safety	well the area does not feel safe now b/c of vagrancy. Two or 3 years ago, I took my little granddaughters to that nice new play area only to find it populated by sleeping/passed out adults.
Safety	I feel this project would a great addition to the city. I am relatively new to Rapid City and having a safe area for foot traffic, bicycle traffic, etc to access areas sounds mighty fine to me!
Safety	People must be protected
Safety	This is a busy thruway access should be elevated.
Safety	I'm a runner and I use memorial and founders park trails regularly.
Safety	Getting across Omaha St is a challenge. I would like to see a pedestrian/bicycle walkway over the street.
Safety	I've had a near-violent encounters with vagrants in that area. On one occasion I had a man take a swing at me. He was drunk, and I was running, so I was able to avoid the punch and him.
Safety	walking across Omaha even at the crosswalks is not fun. cars blow thru the lights all the time.
Safety	There seems to be a lot of questionable activity that happens around the 6th and Omaha area which is why my family and I do not go there often.
Safety	Being able to walk through the area with kids.
Safety	The Omaha St crosswalk is a nightmare.
Safety	I will not visit any city/place without safety
Safety	That street has so many walkers and vehicles. I try to avoid it and when I have to drive in that area, I am super-aware of pedestrians/vehicles.
Safety	If people feel safe they are more likely to participate.
Safety	Safety for pedestrians getting across Omaha street
Safety	Primary concern
Safety	amount of homeless people / panhandlers in the area at all times
Safety	Pedestrian crossing of Omaha, panhandling problems scaring people, and problems near the railroad crossing (pedestrian safety).
Safety	I work downtown and walk this corridor often. Addressing safety is most important to me, especially if more and more people will continue to use this corridor for pedestrian or bicycle means.
Safety	to avoid traffic jam ups and keep pedestrians safe
Safety	I have been harassed by Native Americans in that area!!
Safety	Isn't it obvious

Safety	I often park at the parking garage or along 6th Street and then have to cross Omaha at the light with my young children.
Safety	I walk my dogs downtown in the morning. I want to remain visible and do not want to walk into a tunnel, not knowing what is ahead or behind.
Safety	We walk the corridor quite often and recently we used the pedestrian signal to safely cross Omaha Street but three cars in a row drove right through the red light and never even slowed down a little. We would have been hit for sure had
Safety	Have been stopped near Memorial Park walkway and asked for \$\$....Scares me when several in a group step in front of me..
Safety	Omaha is a busy street. People walking are impatient. That is why the present system does not work. I don't want to wait for crosswalk lights, and vehicles can't stop every two minutes for walkers. Only thing that would work is ADA compliant pedestrian bridge over Omaha.
Safety	I grew up near there and some parts along there were not ones I wanted to be near after dark
Safety	Seems like lots of homeless Native Americans hang out around here, especially at Memorial Park.
Safety	Actually NONE of these fit my goal but there is no N/A choice
Safety	I have young children and Omaha does not provide a safe way to cross
Safety	Safety has to be the driving force as without safety people will choose a different route, area even city
Safety	Tired of going in that area and it scares my kids with all the drunks and homeless people wondering around.
Safety	Regardless of how well something of this nature is executed, if people do not feel safe it will not be utilized. My daughter was assaulted in a beautiful Rapid City park on a sunny Saturday afternoon.
Safety	More concerned about safety of motorists because the signals slow down traffic
Safety	Omaha is a very busy street and needs a pedestrian bridge over it. Plus lots of dangerous looking people in this area. We were harassed last time we were
Safety	The panhandlers and homeless through this area should cause major concern
Safety	safety is always a big concern
Safety	Don't think this "connection" is necessary at all, but it could possibly provide
Safety	lots of traffic
Safety	There is already a lot of nuisance level crime in DT.
Safety	Memorial Park is always filled with vagrants. RCPD needs to better police this
Safety	That area of town has a lot of traffic from the homeless. Ive been accosted multiple times before while walking on the bike path around memorial park.
Safety	Panhandling, homelessness, and drunkenness is a problem downtown and by the creek. I don't currently feel comfortable walking by myself and am ashamed to see tourists approached by above demographics. I hope this corridor does not have the same problems.
Safety	There are many pedestrians that try to cross in that area (not necessarily at the cross walk and not always with the light) Traffic is not always ready to stop there. Its a recipe for disaster.
Safety	Because Omaha St is a major thoroughfare I believe a pedestrian bridge over the street is the safest way to accommodate foot traffic in that area.

Safety	There is nothing needed to spend money on to improve safety in this area. Making more police presence at both ends and at the Omaha crossing is all that
Safety	Many people have expressed that they feel unsafe in that area
Safety	The current Omaha crossing is very dangerous for pedestrians
Safety	Omaha is a busy street all year round. People still cross that area even if they don't have the walk signal.
Safety	It's extremely dangerous crossing Omaha st.
Safety	reality
Safety	Pedestrians should always feel safe when walking around town.
Safety	We just have not solved the safety issue walking through Memorial Park and the Civic Center area due to vagrants and panhandlers in that area...especially during the evening and nighttime hours.
Safety	I feel the crosswalk is safe and the intersection needs left alone. Waste of money
Safety	Because Omaha is a very busy street and there is a lot of foot traffic at the intersection of 6th and Omaha.
Safety	Often approached or feel uncomfortable when walking downtown by groups of people that may appear intoxicated or ask for money and also nearer to
Safety	Health and safety should always be the main goal with the other items supporting and addressing safety.
Safety	Spooky area to be in at night.
Safety	When walking/driving in the downtown area safety is a top priority for me
Safety	Teen safety during events like Summer Nights
Safety	personal safety should be at the front of everyone's awareness. I would not be willing to cross Omaha St and walk through downtown at night alone.
Safety	I walk up and down this street on most days, going to downtown from the library. I enjoy being able to go to Memorial Park on foot, and stop at the square often. Being able to do that safely as I do now, I would be very grateful.
Safety	I don't think it should be built, none of these goals are good
Safety	I used to bike and walk downtown Rapid City years ago but stopped due the harassment from people wanting money, cigs, or just to yell at the white girl.
Safety	We have a lot of tourist who want to use the corridor but do not feel safe while walking from civic center/hotel to downtown area. More lighting and security patrols of some sort are needed.
Safety	I'm an advt bike rider, currently I avoid the memorial park area past noon - we've had things thrown at us, chased, yelling and inappropriate comments made.
Safety	Traffic in this area is too thick for people who are walking and motorists do not pay attention and are impatient. People turning right on red rarely check for people in the crosswalk.
Safety	With young children, safety is most important.
Safety	speed limit is too fast for the amount of foot traffic in the area
Safety	I love to walk in Memorial Park but I am anxious about getting across Omaha. Even with the lights, it's stressful. Also, many students from Central and kids in general walk against the lights.
Safety	With the transient population in Rapid City, safety in parks, along bike paths and trails, has always been a high priority for me
Safety	I feel unsafe walking this route at present
Safety	Dangerous traffic

Safety	The current foot traffic in area is at time threatening to tourists and the public
Safety	Tired of people running into traffic
Safety	With the current homeless and panhandling taking place in this area, families are
Safety	This area does not feel safe to me.
Safety	We have a large number of transients in the area, and intoxication and panhandling are common problems.
Safety	It just needs to be a safe way to get from point a to b.
Safety	If I don't feel safe I'm not going.
Safety	I don't go downtown right now because I do not feel safe. I am approached every single time I happen to go to Main Street square. It's absolutely ridiculous
Safety	With the amount of people walking around with little children is a concern
Safety	You can't have anything until you have safety. If people don't feel safe, it doesn't matter how pretty it is, they won't use it.
Safety	I worry about children playing in the park running into traffic on Omaha st and the numerous j-walkers
Safety	It really is a toss up between all of them as they complement each other. They are needed to provide the needed access to all points in a safe manor for all means of transportation to include foot. It can open up parking for events and
Safety	Because there are many places in downtown Rapid that I do not feel safe.
Safety	I ride a mountain bike and a lot of folks run the light and almost hit people walking and riding across the Omaha and sixth intersection.
Safety	Traffic concerns, safety concerns at the park
Safety	Safety is very important
Safety	I am most concerned about disruption to the flow of traffic on Omaha Street.
Safety	Omaha st is like a moat between downtown and the civic center
Safety	I run/walk on the bike path. I'm usually concerned about intoxicated individuals and transients that tend to harass people.
Safety	Omaha is a very busy corridor and I ride my bike from the bike path to downtown frequently
Safety	If people don't feel safe, the rest of the goals won't matter
Safety	If people don't feel safe, they will not use it and the other things matter not.
Safety	Safety should be of the highest priority, without it the corridor will not be used to it's full potential which will ultimately lead to criticism of city and it's planning
Safety	Down near Omaha is so very busy
Safety	I feel they need some kind of sky-walk over Omaha it would help a lot that is just to busy of a street not to have something like that.
Safety	Constant confrontation with intoxicated individuals or just those panhandling.
Safety	Safety should always be first consideration
Safety	I work downtown at a small business and we've been hoping for a safe way to cross Omaha and main street for some time. A simple Skywalk would enable Omaha to sustain its heavy traffic while allowing pedestrians to go from downtown businesses to access the Civic Center and Memorial Park. Also, linger crosswalk times would allow pedestrian traffic to fully cross the street before
Safety	Currently it is not safe in the Memorial Park area, it seems to be a stage for the drunks and small groups of annoying loiterers. How can you possibly think that all ages would want to walk through there?

Safety	I've worked downtown for many years and you can walk a block without being accosted for money.
Safety	Ask RCPD for rundown on area. Nuff said
Safety	If it is not safe, law enforcement has to respond to more issues
Safety	The complaints during the downtown study were alarmingly pointed to safety. Downtown is still unsafe.
Safety	With crossing of 3 major intersections, safety of the pedestrian has to be top
Safety	I've nearly been run over by folks not seeing the traffic lights change.
Safety	People hanging around and harassing people for money is not safe.
Safety	Being alone and confronted by a group of drunk individuals at 8:00 am and 8:00 pm is very uncomfortable
Safety	I feel that safety is important because if you are trying to attract families then safety is important to me because I would consider this for my children.
Safety	I travel this route frequently both by car and foot. Foot traffic across Omaha is my concern, the walk light doesn't always last long enough and its sometimes hard to see people crossing after dark
Safety	My office is on 6th St. There tend to be a lot of panhandling and drunk people hanging around and it doesn't always feel the most inviting
Safety	It is important to me that the route between the Civic Center and areas south of Omaha St. is safe for our citizens who cross that route often, not just during high traffic tourism/event times.
Safety	I think food traffic between the civic center/memorial park and downtown would increase if there were safer options
Safety	Unless users feel safe, they will not care about the other goals.
Safety	I don't think more money needs to be spent on something that only homeless people use. The normal joe public doesn't use it because of safety concerns. That's why the play ground equipment goes unused.

Q8: Which features of the draft corridor concept do you like?

Response

1. Pedestrian Crossing, 2. Parklet, 3. Flex Space

2 and 3

3 but do it all the way to the school with the exception of in front of the alex

3, overpass is near

A blending of all three

actually not any of it.

All

All

All

all of it

All of it, the green and benches

All of it.

all of them but pedestrian overpass crossing is vital

All of them, they all work well together.

All of them, this looks amazing and be a great addition to Downtown Rapid City

All of those shown together make a great space and corridor

Art Installations

Art Installations, improved crosswalks

Art installations, wide sidewalks, parklets.

Art, Signage, Overlook/Overpass, Seating/Tables, Trash Receptacles, Parklet

Art, vegetation, walkways

Artwork

Bridge over Omaha

Bridge over Omaha St.

Bridge over Omaha, wide sidewalks, outdoor seating, decor

Bridge over Omaha.

City Hall Plaza

City Hall Plaza

City Hall Plaza, improved sidewalks/crosswalks

City Hall Plaza, overpass, improved crosswalks, landscaping

comprehensiveness

Courtyards, patios, planter boxes, benches

Crossing and landscaping

Crosswalk

Crosswalks

Cultural opportunities for art

Design

Enhanced crosswalks, wider sidewalks, pedestrian crosswalk

Enhanced sidewalks and crosswalks

Everything except lowering Omaha street

Everything!

Facades, overpass, mixed use, city hall plaza

First

First

First and Third

First one
Fix the roads in Rapid City
Flex space, lighting, and crosswalk similar to overpass
flex space, parking lot screening, planters with guards, art installations, parklets
flex space, parklet, pedestrian crossing
Flexspace, over the road pedestrian crossing, landscaping, building facades
Flow from Civic Center south to School
Greenery. Seating
I dont like any of it. I tjink the city's resources should be used for more places for homeless people or people that are in need of more help. Also to put towards road and bridge repair.
I like all of the features.
I like all of the sidewalks and landscaping plans
I like all of them!
I like all of them. These are huge improvements! The corridor would bring Rapid City to an entire new level of city. Wow!! Don't stop, don't give up!
I like how the brick ties in with Main Street square and really like the crossing over Omaha street.
I like the bridge concept for Omaha St. Current light/crosswalk really hinders traffic flow.
I like the city hall plaza concept
I like the concept of an overpass rather than a crosswalk on Omaha St.
I like the enhanced crosswalks. Smaller crosswalks with people closer to the street will make people easier to see and it will take less time to cross the actual street, so cars are more likely to be patient.
I like the flex spaces
I like the idea of a pedestrian pathway over Omaha Street, but am unsure as to why Omaha itself must be lowered. It seems like a simple Skywalk would alleviate the need to alter the roadway on one of Rapid City's busiest roads.
I like the idea of tying the park and downtown together.
I like the land bridge concept over the road. It ties the two spaces together and creates a safe passage for families, tourists, runners, and bicycling,
I like the Omaha st overpass
I like the omproved crosswalks and landscaping along the corridor.
I like the park feel. I very much enjoy outdoor dining and seating
I like the pedestrian walkway. I like closing a chunk to traffic. I like all the landscaping, art, better crosswalks, seating ... great plan!
I like the second one.
I like the third one, seems pedestrian focused
I like the unified styling of sidewalks and the current Main Street square
I like the walkway between city hall and the transit station. And the restaurant patio.
I love the art installations, the lighting and safety of the overpass for pedestrians and cyclists. I love the winding walkways and flora installations. The patios are cool, and I hope it doesn't block Ixtapa from retaining their much loved restaurant and location.
I love the crossing idea past Omaha, connecting downtown to Memorial park while hiding exposure to Omaha is a great idea
I love the idea of it going over Omaha. I think that will look great and eliminate the fear of crossing there.
I love the idea of the overlook over Omaha St.
I love the pedestrian crossing that is similar to a wildlife overpass. It's visually appealing!
I really like the bridge concept. Reminds of the Sales Force Park in San Francisco. Meets accessibility needs, traffic needs and adds green space.

I think the pedestrian cross bridge over Omaha would be a good idea. Very heavy traffic. Love all the plantings and the broader sidewalks with the matching bricks.
I think they all look nice. The access to the civic center over Omaha is great. It will bring more traffic to the down town. It is not aafe to cross as it is and espeically at night .
I'm pleased to see it isn't a fenced off small bridge going over Omaha. I like the wildlife bridge idea. I also like it isn't just for crossing Omaha but rather continues to the library.
Improved crosswalks
Improved crosswalks
Improved crosswalks and sidewalks, pedestrian overpass
Improved crosswalks, landscaping
Improved crosswalks, library patio, ped crossing over omaha
Improved crosswalks.
improved wide sidewalks and ADA compliant crosswalks
Increased park presence is nice - but can become a haven towards criminality is not policed.
It all looks good
Landscape
Landscaping
landscaping
Landscaping
Landscaping and seating
Landscaping, closed street by City Hall, enhanced patio areas/improved sidewalks, maintaining on street parking
Landscaping, good sidewalks, make sure it's lit. Good overpass over Omaha
Landscaping, lighting, signage
landscaping, seating areas, trash recepticals, performance plaza.
Landscaping, sidewalks, lighting
last one
library performance plaza, lighting, art installations
Lighting
Lighting
Lighting
Lighting Parklet. Pedestrian crossing signage
LIGHTING & TRASH RECEPTACLES
lighting and enhanced sidewalks/crosswalks
Lighting and park spots along the way
lighting and trash receptacles, pedestrian crossing
Lighting, flex space
Lighting, mixed use buildings, plants
Lighting, pedestrian crossing, art, landscaping.
lighting, signage, planters
Lighting, wide sidewalks
lighting, wider sidewalks and signage
Looks good, especially like the Omaha street crossover.
Love the flow of walking promenade from RC high to the civic center, love the walking bridge
Love the Omaha street overpass
Love the pedestrian bridge / park over Omaha
Love the raised pedestrian crossing over Omaha. Really like the pavers and parking lot screens..

Matched paving, bridge, increased foot traffic / bike traffic, landscaping,
More commercial space
More restaurants and walking path over Omaha Street
Most of the features are okay. Some a little over board.
Na
Natural landscapes overpass
None
None
none
None
None
None
None
None
None
None
None
None
None
None
None of it. Why can't we focus on what matters, our streets instead of wasting money on one more pet project.
none of these are nessisary 6th street is perfect the way it is
None.
None..
Nothing
Nothing in particular
nothing jumps out at me
Omaha crossing
Omaha overpass
omaha overpass, plazas, mixed use building, Native art, seating and planters
Omaha ramp and extra trash cans
Omaha to Railroad tracks. This should be all the way to St Joe - traffic still on main but pedestrian only on 6th
Outdoor seating, more green space
Outdoor seating, Paving to match main street square, Wide sidewalks
overall I think it has great potential
Overall, I like the concepts presented.
Overhead crossing
Overlook
Overlook
Overlook crossing Omaha
overlook, patios, art installations
Overlook/pedestrian crossing
overlook; city plaza; improved crosswalks; trash receptacles at every corner
Overpass
Overpass
Overpass
overpass
Overpass

overpass
Overpass ... closing part of 6th street
Overpass on Omaha and the improvements near Alex Johnson
Overpass over Omaha
overpass over Omaha St.
Overpass walking corridor.
Overpass, improved crosswalks, more curb appeal more outdoor appeal.
Overpass. Design of wide sidewalk. Modernization.
Parking Garage, wildlife overpass, public seating, trash cans
parking?
Parklet
Parklet
Parklets
Parklets, performance space, seating, & art
Patio restaurant
pedertian crossing
pedestrain crossing
pedestrian bridge is needed. wider sidewalks, more trash cans, parking garage as long as its not expensive (which prevents low income people like me, with kids, from enjoying downtown)
Pedestrian bridge over Omaha, crosswalk bump outs
Pedestrian Bridge, Lighting, and Enhanced Sidewalks
pedestrian bridge, street scape
Pedestrian Crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing
Pedestrian crossing of Omaha
Pedestrian crossing on Omaha
pedestrian crossing over omaha
Pedestrian crossing over omaha is sorely needed.
Pedestrian crossing over Omaha St
Pedestrian crossing over Omaha st
Pedestrian crossing over Omaha street
Pedestrian Crossing over Omaha Street
Pedestrian crossing over Omaha street and City Hall Plaza, love the look of all the sketches.
pedestrian crossing over omaha street, art installations
Pedestrian crossing over Omaha Street.
Pedestrian crossing over Omaha, We need more/ better restaurants, parking garage "underground" with business buildings on top for restaurants and such would be smart!
Pedestrian crossing over Omaha, wide sidewalks, lighting
Pedestrian crossing overpass

pedestrian crossing similar to a wildlife overpass, outdoor use of space like the Library outdoor area.
Pedestrian crossing similar to a wildlife overpass, trash receptacles at every corner, lighting to match down town.
Pedestrian Crossing similar to a wildlife overpass; City Hall Plaza is a fantastic idea
Pedestrian crossing similar to wildlife crossing
Pedestrian crossing that goes over Omaha Street.
Pedestrian crossing, general aesthetic improvements like landscaping, parklets and art installations
Pedestrian crossing, lighting, gardens
pedestrian crosswalk
Pedestrian Crosswalk & Parklets
Pedestrian over crosses, wider sidewalks, and the trash cans on every corner
pedestrian overpass
pedestrian overpass
Pedestrian overpass for train
Pedestrian Overpass over Omaha street
Pedestrian Overpass, art installations
Pedestrian overpass, lighting, trash receptacles, art installations
pedestrian walkway from memorial park to main street square
Pedestrian Wildlife Overpass, Lighting Paveway, Seating
Pedestrians crossing Omaha
Public mingling spaces and landscaping
Restaurants, wide sidewalks, ped crossing over Omaha , trash bins
Safer areas.
seating & tables, art, lighting, all!!!
Seating in the middle
Second
Shutting off parts 6th street to cars and the overpass for bikes to safely ride downtown
Sidewalks
Sidewalks and lighting
signage and art/seating installations
Signage and more parking
Signage, parklet, seating, trash cans, lighting
Signs to help direct people.
The 2nd drawing, less cluttered
The addition of trees is awesome.
The area around city hall looks AMAZING. I also really like the enhanced crosswalks and paving to match Main Street square.
The bottom one with the meandering sidewalks/park..
The bridge and landscaping.
the bridge over Omaha and no driving or parking areas
The concept as shown is done well.
The concept of the Omaha overpass is lovely, but can we truly justify the cost? and if the street is lowered to accomodate it how will that impact the floodway?
The consistency of streetscape elements (meets the character and identity goal). Having a palette for furniture, lights, signage, paving, etc. will have a unifying effect on 6th street and make it read like a corridor. I like the pedestrian overpass concept as well.
The elevated crosswalk and City Hall Plaza!!!

The flex space and parklet spaces.
The green overpass
the greenery / landscaping
The greenery. The distinction from the other areas.
The land bridge!
The landscaping , use of matching paving, and bridge concept itself
The last one
The last one
The matching paving and landscaping is nice from rapid high to the library.
The over pass with the green areas.
the overhead crosswalk across Omaha
The overlook idea and the redesign of the entirety of 6th st
The overpass
The overpass and street closing. Never use slxth st to drive because of crowds
The park like setting
The parklet, flex space restaurant seating, and the planters
The parklets are nice. Seeing the rest of the 6th street intersections given the same pedestrian upgrades as the rest of downtown is nice.
The path going over Omaha Street
The pedestrian bridge
The pedestrian bridge
The pedestrian crossing and the seating/tables.
The pedestrian overpass
The plaza feel. Downtown Fort Collins, CO has an awesome feel of mixed use that I like, this reminds me of that feel.
The sidewalks and intersections are done nicely. Revamp of pedestrian access from library south is much improved. Getting rid of all those hideous surface lots is a huge bonus.
The signs and landscaping
The small niche parks
the third , like the over pass garden area .
The third one with the trees
The top one. Keep it simple and function well.
The whole concept looks very nice. It would bring more traffic and life to downtown.
There are plenty of great ideas laid out. During my 20 plus years in the Navy I have visited many countries that had something similar where many families spent hours just walking around. There were large numbers of street vendors, sidewalk cafes and seating areas. The center of the street was laid out as a walking park were the street vendors were located and there was a fantastic sidewalk with park like landscaping.
They all look great - you might want to double check your spelling of Paddy O'Neills tho!!
Third option
Third option, Rapid City is looking worn, dated and in many areas junky this option makes a statement
This survey is too long.
Trash cans are truly handy especially if out for stroll and you are eating snacks
Trash cans at every corner.
Trash cans, more walking space
Trash receptacles and land bridge

trash receptacles at every corner and pedestrian crossing
Trees pavement
Walk over Omaha w landscaping.
Walkabilty to dinning and activities
Walking bridge
walking bridge over Omaha
Walkway over omaha
Wide sidewalks, improved crosswalks & pedestrian overpass
wider sidewalks, bridge
Wildlife coordinator for pedestrians and art on every corner!
Wildlife overpass
Wildlife overpass <3
wildlife overpass concept
Wildlife overpass!!!
Zip...too expensive and unnecessary

Q9: Do any features of the draft corridor concept concern you? If so, why?

Response

\$\$\$\$\$\$\$\$\$\$

1) Parking lot screens (like them) - safely concern there though. 2) Costs - who is paying for this and at what expense to the local taxpayers?

3rd is too cluttered and people and there isn't much room

Absolutely no

Access to city hall via 6th Street. It appears to be eliminated and it's a frequent street I use to get to city hall.

Access to the parking ramp from Omaha is a big concern. The entrance on 5th is untenable. 5th is often backed up and it takes a while to make it to that entrance. Perhaps access to the ramp from Omaha via 7th to Apolda needs to be included in plans, including a light at 7th and Omaha to get in/out.

All of the art and landscaping seem like a total waste of money and resources.

all the seating, trees and other features to promote panhandling, loitering and hideouts

Allowing car traffic on 6th Street north of St. Joseph Street

Are you going to lower Omaha? If not how are people that are differently baked going to access this space?

An art installation is different than a sculpture plopped wherever. An installation should be interacting with the environment.

art at every corner and seating-Sioux Falls' sculptures are interesting but they have had a lot of vandalism troubles with high price tags for repair. and the seating will be occupied all day and probably night by vagrants. As long as the mission is located where it is, and "guests" have to get out of it for the day the downtown is going to be the center of the daytime presence. Look at Main and St. Joe now.

Art on corner can be difficult to see what is coming at night when traffic lights are switched to yellow/red

ASA Accessibility

Blocking 6th Street traffic off Omaha

Blocking 6th to vehicle traffic

bridge is expensive so if it is not done I would like to see some type of safer crossing system for Omaha street.

Closing 6th street at the city hall. Try getting in and out of the parking lot on the east side as your only option. It's a dangerous access point due to people turning right off of Omaha and there is no space for a dedicated left turning lane into the lot. Safety of city workers and residents has not been considered when closing that corridor. There are days where you can't turn left in the mornings. Imagine that being the only closing of the streets where there is already a shortage of rights-of-way.

closing off 6th near Omaha St but I understand the need to do that for this project to make sense

Closing off 6th street to vehicles is a bad idea.

Concern about space and parking if the park let us installed in front of the Alex Johnson

Cost

Cost - I like the elevated walkway/lowered Omaha, but the cost estimates must be extremely high.

cost of the walk-over crossing?

Cost to me as a taxpayer

Crossing over Omaha is a good idea. Will it be difficult to implement?

depressing Omaha Street; this was reconstructed in the 1960's and there were huge soft spots filled with gigantic rocks/boulders to build-up the grade. Maybe should check with SDDOT about previous construction. Believe they found this was an old channel of Rapid Creek many decades ago.

Didn't really see any bicycle improvements and City Hall Plaza seems it would make it more difficult to ride a bike through this area. Needs to be a more direct route without so many obstacles or there will be accidents with pedestrians and bicyclists.

Do not put in an above ground parking garage, we need better parking options but look to what bigger cities have done and jump ahead of the curve, put an underground parking garage in, then shops and restaurants can be above or even office buildings. No one likes walking next to a parking garage, they are ugly!

Do the drawings take away parking spots?

Do we need parking if there are garages at both ends of the street? Have we considered only making it open to bikes and pedestrians, maybe a trolley (think 16th street in Denver)

Does theme continue on to civic center?

Does walkover address safety of jumpers, not involve road work to Omaha

Don't take away a parking lot!

Dropping Omaha street has me a little worried with flooding as well as being safe coming to the stop light.

Eh

Eliminating parking

enhanced lighting. Haven't seen the stars for quite some time in Rapid city

Enough parking?

Ensuring overpass is safe regardless of the time of day or night.

Excessive cost to the taxpayer.

Find local artists for the artwork, and don't overspend.

Fix the roads in Rapid City

Flash flooding on Omaha st

Flooding and saturated soils of the park bridge due to high groundwater table. Remember the flood in 72.

This bridge should be suspended, not an underpass for vehicles

funding

Hard to read and see it all

Hard to see anything in the photos

Having flex spaces all fit in to the plan. Cost of the plan makes it so we will pry only accomplish some parts.

I am concerned with the cost of the concept overpass. Maintaining tress, turf, and plantings within Memorial park would be most cost effective than creating an overpass park.

I could see the planters becoming a problem for trash unfortunately

I do not believe we should turn 6th street into a pedestrian corridor.

I do not like the art installations. Or the pedestrian crosswalk.

I do worry about the plazas and landscaping putting too much demand on parks department.

I don't like bicycles in the driving lane. There is a bike lane on the sidewalk and the bikes should use that

I don't like that you cannot drive to Omaha street from 6th.

I don't believe we need an overpass over Omaha. Expanded at crossing with stop lights will facilitate crossing Omaha for much reduce capital costs and future maintenance costs associated with overpasses.

I don't know how the pedestrian crossing will work over omaha, but I like the idea

I don't know that there is a good crossing for Omaha St. the pedestrian bridge would have to be very tall in order to allow truck traffic though. and then you would have a very steep incline which might make it more difficult for accessibility. I don't think you can lower Omaha with it being so close to the creek. I would be concerned for flooding from the creek or heavy rainfall. Also, I am concerned that snow drifting will occur under an overpass of that size.

I don't like number (3) because the railroad tracks landscapes should be changed from gravel to wood chippings. If you could change that issue number (3) would be a great alternative.

I don't like restricting traffic flow on 6th, mainly due to congestion and safety issues around the Hotel Alex Johnson

I don't like that you are proposing turning Omaha Street into a swimming pool every time it rains.

I feel at this point there is too much attention being placed on art objects. Although it is a great concept thought and citizen input is required especially those along the corridor, with a cap on cost. Final approval needs to be narrowed down to two or three for a general vote.
I might be dumb - but I'm not seeing the bike path?
I think it will be important to maximize the number of destination locations on 6th St, including restaurants and higher traffic retail.
I think we need a pedestrian/biking bridge over Omaha for safety.
I worry about losing parking. As a downtown business owner parking is already limited.
I'm on my phone and can't quite see the details-I assume bike traffic is allowed in this proposed corridor?
If the pedestrian bridge goes in and removed access from 6th street to Omaha I would wonder where all the traffic will be diverted and how that will impact the 5th street side of the parking garage especially. It already is hard to get in and out with the current traffic.
I'm not sure that creating a bridge over Omaha Street would be safe given the use of the park in the evening and night-time.
Is there direct access to the overpass from the sidewalks or do you have to go around the trees
isolated seating areas
It looks like, across from the library, what is currently affordable apartments would be converted into a mixed-use building. I like the idea of the corridor looking good, but perhaps work with the apartment owner(s) to landscape around them, and not gentrify the area out of the price-range of a dozen+ individuals and families who currently benefit from easy access to a community resource such as the library and easy, safe walking distance to the school.
Just the cost.
Just the costs.
Just to do the whole street
Keeping street people from taking it over with all the places for them to occupy. Don't let it become a 16th St/ Mall as Denver has become
Leave the crosswalk on Omaha alone and quit wasting money
Less seating
library performance space seems odd, loss of parking for corner features?
lighting may be bit dim for area
Lookout areas on the bridge
Looks pretty nice.
Losing quite a bit of parking, can the parking ramp handle that?
Lots of art on the corners. More presidents? I though we got all of them
Lowering Omaha for a street level crossing. The pedestrian crossing should be raised up above the existing road. Omaha st is in a flood zone and could be easily flooded if the road is lowered.
lowering omaha. people are STILL going to cross at 4th or 5th making the entire project a failure. I would like to see a cop there to enforce jaywalking . a police presence is usually a deterrent.
Maintenance and keeping area clean
Making sure that the pieces (lighting, furniture, etc) don't look like every other city in the country and have some uniqueness.
Mixed use building on St Joseph / 6th corner should include parking structure with businesses fronting to the street on ground level
mixed use buildings, I think we can utilize that space instead of having a building that will have shops open and close frequently
Money is being wasted, next year there will be another plan & year after another plan
multiple seating areas - invites transient population to "hang out"

Need to be Dark Sky friendly! No bright lights.

No

no

No

No

No

no

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

no

no

no

no

no

No

No

No

No

No

No

no

no

No

No

No

No

no

No
No
No
no
No
No
No
No
No
No
No
No
No
No
No Concerns
No concerns
No driving access to Omaha from Sixth Street... not a big deal considering whgat's beingnadded in the area.
No mention of bike parking, bike lane, or connection across Omaha for bikes./ not clear how pedestrians get to 6th street if they are walking on Omaha.
No Omaha access from or to Sixth Street. Cost of the overpass and tunnel on that intersection for little benefit. Majority of city residents drive, rather than walking across Omaha. Seems to be putting the needs of relatively few at odds with the majority. Why limit access to the Sixth St. parking garage? It's already a traffic jam there during peak hours.
no overpass--people could jump from it.
No real concerns
no, any improvements are awesome
No, I love this idea. I do wish it were just a walking corridor. Sixth St becomes a destination. I would go downtown more.
No.
None
None
None
none
none
None
Nope looks great!
Nope, love seeing investment into downtown.
Nope, not at all! This will be a great addition to Rapid City.
Not based on the available information provided
Not closing 6th all the way to Kansas city st
not particularly. I think the sinage is probably better than over investing in seating. Well done signage can drastically improve the feel of a place and take very little maintenance to keep its "value" lots of public tables, chairs, benches etc can become costly to maintain. The problem will be finding the right balance. Chairs etc are more useful, for sure, but this looks like a major project with many expenses. If you have to make cuts, signs might be a thing to keep, counterintuitively.
Not really
Not sure
Not sure we need to drop the elevation of Omaha st. Are we too close to the creek allowing for the need of additional drains and pumps, and snow removal .

Nothing concerns me with this draft.
Omaha crossing - needs elavators.
Omaha crossing overdone
Omaha street being lowered, main thoroughfare through town
Ongoing motor vehicle traffic flow from Main St. through to Columbus St.
on-street parking that has been retained...would prefer widened sidewalks/patios/seating, etc.
Outdoor seating will attract the homeless; I'm concerned about the cost of the pedestrian bridge
Outdoor seating would likely not be available to shoppers/diners i.e see how seating on Kansas City St is used
Overlook- I am unsure of how lowering omaha street can be a good idea due to drainage and the intersetion at 5th street
overpass is a must
Overpass, unnecessary
Overpass. Seems like a very unnecessary expense. People can cross with a crosswalk and lights. We shouldn't be spending money just because people refuse to obey crossing laws at lights.
Overpass. Seems like this will have a very large \$ amount tied to it. Do you really think the cooridor will be used enough to make this big of an investment worth it?
Parklet areas not being safe and attracting homeless population
paving and crosswalk expense, shutting down vehicle traffic would be reversed
paying for the crossing
PED WILDLIFE OVERPASS - NOT NECESSARY
Pedestrian crossing over Omaha Street. Will it be safe?
Pedestrian Rail Crossing, narrow pedestrian pinch points
potential for loitering
Public seating because of homeless population
Reduction in parking room/ street size
Removal of existing downtown housing opportunities near library and high school.Lack of mention of bicycle access (protected bike lane or other clearly designated bike corridor that motorists understand)) / bike parking/. Angled parking has been proven to be more dangerous than parallel parking. Is it really necessary to sink Omaha to solve the problem? The examples given for precedent studies were major metropolises that used the technique to bridge over freeways with very high speeds. Seems like the problem is being solved with a solution out of line with the size and scale of the city.
Road traffic
Safety concerns
safety of persons using overpass
Seating
seating and tables - too much 'gathering" downtown as it is by citizens not supporting downtown businesses
Seating and tables, panhandling
Seating areas are nice if all people can access and use them without intimatation.
Seating areas with tables seem like they would draw people to stay that shouldn't be hanging around ie drunk, homeless, panhandling etc
Seating was just removed at great expense due to the 'indigents' that prowl our streets - please discuss this with the Police authorities.
see above
Seems like a lot of extras for why?
Seems to be a lack of vehicle access to bus station, city hall and restaurant. Will there be additional parking anywhere in the plan? There's already insufficient handicap parking.
should continue the no parking and driving to main street

Sidewalks should be widened to allow for outdoor use, even if that mean reducing available parking., or eliminating middle turn lanes.

Some of the proposed buildings, especially the one over the existing parking. No access to Omaha by car (which is okay, but might be frustrating)

Spending tax money on things that don't need fixing,

Still need good traffic flow along Omaha.

Tables & chairs & overpass, don't feel they are necessary for a nice flowing of people.

Taking away downtown parking to put up a building is stupid. Also the pedestrian bridge is very expensive. Just put in better crowd walks and signals.

The ability of the RCPD to keep vagrants from the harassing law abiding and tax paying citizens. The problem is already severe in this area. This will likely make it worse, the city needs a plan to address this.

The access to the overpass for bicycles is a mystery. There appears to be curbs, seating and still vehicle traffic.

The amount of landscaping. I know this is a draft concept but if planting areas are going to be along this whole corridor, adjacent property owners will need to buy in to maintaining their piece. Parks or Public Works will not have enough manpower to dedicate much time to maintaining those areas.

The bridge could be smaller / less cost

The concept of the pedestrian nature bridge is neat, but it seems unnecessary. I feel that a more simple bridge would be efficient and not encourage people to socialize on a bridge.

The concern would be sinking Omaha to create the land bridge. This is only 6 lanes of traffic going 30 mphs. Slow down the traffic on Omaha.

The cost and impact of the time to complete

The cost. Aren't we broke right now? At least trim some of the cosmetic features. Art displays can be added later etc... A financial breakdown of this would help my opinion..

The expense

The homeless will love it, plenty of places to sleep and hang out.

The Omaha overpass for walking. This is a floodplain and this seems like more an opportunity for water to pool on roadways.

The Omaha Street crossing is confusing. There is nothing wrong with the way it stands now.

the overlook on Omaha Street. My concern is semi-tractor trailers or other tall vehicles on Omaha Street

The overpass - I would worry about people on it throwing things over or jumping. It seems like a waste of money because I don't see that many people that use the cross walk area.

The overpass is a waste of money, dump that, don't need wasteful spending

The overpass is going to be far to expensive and under used

The overpass/dip of 6th street over Omaha Street

The parking, building a whole new building over an existing lot may cause traffic problems in the current garage

The probable high cost of the pedestrian crossway

The railroad track needs to go

The seating areas are wonderful, but I worry it will encourage the homeless population to hang out there all day. That can be frightening to visitors and residents, especially if the people hanging out there are drunk, high or asking for money. We have that problem now with the corner benches, and it can be quite off-putting for people walking by.

The seating, if there are plans to let street vendors park and sell food then it makes sense. I dont see people sitting there otherwise.

The squeezeof the road to the north of by building and across the street limiting access into my docks and no exit out. Also closing off my employee parking on side of building. Not acceptable at this time.

The table idea. the performing plaza by the library. put it by the brewery if at all. and this new lighting. part of the charm of downtown in the current lighting.
The walking bridge due to weather
The walking overpass. How to keep that safe from people who may be more apt to fall off. The time and construction it would take to complete and the amount of resources to pay for a glorified crosswalk when the light/crosswalk works just fine
The walkway over Omaha. It just doesn't make sense. I've never had a problem crossing at the crosswalk and it seems excessive and costly.
The walkway overpass/overlook. You just put in a crosswalk a very nice crosswalk there so now you want to spend hundreds of thousands of dollars possibly millions of dollars to put in this walkway. You would definitely have to heighten security in this area
the wall treatments
The waste of funds that could be of better use repairing streets and snow removal.
The wildlife overpass over Omaha would be cool but....\$\$
There are no good spots for parking
There seem to be a lot of larger mixed use buildings (specifically a large one being built where a parking lot is) while I do think this will help aesthetically- what will these buildings be used for? I feel like there are things that need to be discussed about the buildings and their size and use.
To much low vegetation provides cover for muggers.
Too many cars and roadways...the point is to keep people sowntown
Too many seating and table options have the chance of being hijacked by homeless individuals. It is an unfortuante part of our downtown
Too many trees and shrubs provide places for feeling unsafe due to places for homeless people to sleep or surprise walkers.
Too much expense
Too much wasteful spending on aesthetics. Pavement is pavement, there's no good reason to pay a premium "to match Main Street Square". Light is light, there's no reason to pay extra for pretty poles and fixtures like on Main Street if you can get just as much illumination for a lower price feom plain poles.
Utility concerns with lowering Omaha street.
Vagrants.
Vehicle traffic. Restrict vehicle traffic in the corridor to no vehicles or just a one way
Vehicles should not be allowed in 6th st at all. I think 6th st. Should go 100%pedestrian with a free trolley in the middle, like 16th st. In Denver.
Vehicular access to and exit from parking garage and city hall. This plan will force more traffic onto the narrow side street of Apolda and Main Street where there will be more pedestrians. Closing the 6th Street access to Omaha St will increase driver frustration and the risk of vehicle/pedestrian accidents.
Walking bridge. Crime
Waste of money
We just took out all the seating / why put it back?
What are the intended purpose of "mixed use building" along the 500 blk of St. Joe? Rapid City shoppers and employees will not walk to parking. Perhaps we could spend \$ and time filling and renovating existing spaces to increase our tax base before we build new.
What art is selected. Everything doesn't have to be presidents and indians
What would happen with the library for the other images.
Where is the bike lane? Preferably separated from traffic like safer downtowns have. Are there bike lock up zones?
Will the crossing be lit with lighting?

Would the Parklet/Outdoor Seating by Alex Johnson block the loading zone exit? Replacing the parking lot at the corner of St. Joe with a Mixed Use Building concerns me. because our population is growing & we need to have more parking not less to accommodate residents & tourists.

Yes all, waste of money

Yes dollars. It not needed

Yes to much cost not needed

Yes, cost. Other, more important infrastructure updates need done first

Yes, parks have become a destination for homeless activity, until the city chooses to address that issue, this concept is pointless. Just like the memorial park situation, people avoid that area at all cost.

yes, the overpass -safety and 6th street deadend after main, does there need to be a turn around?

You're asking for input but it seems like a done deal. The cost concerns me, for something that's not needed. Where are the additional parking garages; this should be the main concern downtown?

Q10: Are there any additional elements you would like to see introduced to the corridor concept? If so, please describe.

Response

A designated bike lane.

A direct route across the overpass

A fountain or two might be nice.

A parking garage near Rapid City High School and eliminate all on street parking along the 6th street corridor.

A place for food trucks!

A small water feature within the seating area would be a nice addition.

Access for ground people movers to events at the Civic center and conversely the performing art center and main street square

Add additional street trees along the corridor

Added patrols for the added features that will draw people to the area to keep it safe & friendly.

Again none based on the available information

All of 6th. Just not in front of the alex

All of this is too expensive and takes away a lot of free parking for residents and just encourages homeless people to congregate and drink in the "parklets". It's like putting lipstick on a pig. Spend month to fix rapid city's real problems and then start making it look nice. How about more low cost residential treatment options for our homeless? Shelter options other than Cornerstone?

art installations from local artists and native American artists

barrier perhaps to keep wondering children and the like from wondering into Rapid Crk.

Better parking, bike lanes. Bikers have a hard time downtown because of the narrow roads and street

Bicycles

bike lane with a curb to protect it from cars

Bike lane. Bike parking. Shade.

Bike lanes

Bike lanes

Bike lanes and access.

Bike lanes if the answer to above is no. Also, ADA compliant, of course.

Bike path (not just a bike painted on the road) and bike racks

bike racks

Bike racks.

Bike racks. Some business owners put them out but otherwise bicyclists have to lock them to a light post, bench or sign.

Block off parking and brick the roadway. Make it pedestrian only.

Bring back the benches that used to be on the street corners. Landscaping should only consist of perennial edible or native plants.

Cafes along the street to pull people into the area

Cameras

Cameras and extra night time lights for safety. Maybe those blue emergency light centers you see on campuses.

Civic Center is going to begin using shuttles on the corridor to get people to events, would like to see a safe route for these shuttles and pedestrians.

Close sections of 6th St and open to restaurants and bars public space

Commitment to include affordable housing in lots indicated "mixed use building". Consideration and encouragement of cyclists.

Complete pedestrian mall

Consider free parking at nights or weekend in some of the parking garages. This is done in two parking garages in Bismarck, ND to allow foster downtown night life.
Consider making it a fully pedestrian/cycle street only. Consider adding specific locations for food trucks/vendors.
Continuation through memorial park with river walk experience near rapid creek... highlight that as key natural element of path. It could be beautiful addition and bring a safety feature to the creek in that area by building a controlled water way that can be admired. (Not just a bridge). Like other cities have.
Cost estimates, funding information.
Could the street be reduced to a one way? Would make for more room. I'd be good with eliminating cars all together. Think Pearl Street Mall.
covered patio areas
Create a secured parking garage at the corner of St. Joe instead of changing it to a mixed-use building. The majority of the spaces could be reserved for guests at the Alex Johnson to make Rapid City more convenient for tourists. This would also free up parking spaces at the parking garage beside Main St. Square for people attending at Main St. Square, Memorial Park or the Civic Center. The rest of the parking garage I'm proposing could be open to the general public and downtown employees willing to pay daily or hourly fees.
Cross walks on Main and St Joe should only allow people to cross where 6th street traffic won't need to turn. It can become a problem when you finally get a green light and have to wait for people to trickle across the street, for example, on the East corners of St. Joe. If pedestrians could only cross on the West crosswalk on St Joe when 6th has the green light traffic would flow better. The reverse would be true for Main Street. Only allow pedestrians to cross on the East corners when 6th has the green light, then traffic can flow and cars can turn onto Main without the trickle of pedestrians stopping things.
Doesn't need all the statues/art. Trees and flowers would be nicest.
Drinking fountains or water bottle fill stations.
emergency/alert poles - similar to what how the hospital has.
Encourage more retail - particularly recreation oriented or other specialty shops.
Fencing around memorial park to prevent people from going into the road and contain pedestrians to crosswalks and appropriate crossings
Fix the roads in Rapid City
Flowering plants that would be cared for & watered.
Food Truck Parking Lot
Free parking or extended free parking to promote dining, shopping, browsing
Great drafts
I don't think Rapid Citians will be inclined to walk between the Performing Arts Center, Downtown and the Civic Center. The people who are crossing Omaha St are generally not the people who are frequenting downtown businesses/venues
I just think now is the time for fiscal responsibility, but I'm just not seeing it with the new arena plus this massive undertaking with Omaha Street.
I like the greener spaces shop it doesn't look like just a sidewalk, but a place ro hang out and relax.
I like the idea of a brick walkway as in the bottom picture with traffic eliminated and parked cars. This will add aesthetics to the downtown area.

I see the addition of benches and planters with guards. I urge the city to not use divided benches. Just simple benches which are comfortable to sit on, to sit with your baby carrier if you have one, without worrying about metal bars interfering with your position. If it makes it easier for someone without a home to rest for a night, rather than on concrete, I don't see the harm. The city is not eliminating the problem of homelessness by making it harder to be homeless in a gentrified zone. Remember your humanity as you plan this space. And, for the kids on skateboards, try to make smooth sidewalks? And save some money by not buying those metal brackets to bolt every 1 foot along the planter guard rails.

I think it could be not quite as extensive and more of that money spent on fixing pedestrian streets and actual infrastructure

I think it would be great if it was a pedestrian only corridor at least during the summer months.

I think the pedestrian access over Omaha needs more work. In my opinion ONLY a footbridge will be safe. You see a lot of them over busy streets in both Des Moines and Denver. they can be constructed to prevent people from throwing things off them.

I think you should have a corridor between civic center and museum with art as in possible Indian or local historical statues benches lighting etc. same concept to draw visitors to museum. Fountains always help.

I would like to make sure the furniture and rules are such that it's similar to Main Street square and that it's not for spending the day sleeping.

I would like you to incorporate a plan to make the native people feel welcome rather than push them out of a space they use daily.

If a parking garage was added, then on-street parking could be reduced, which feels safer. Nothing addresses the problem of the railroad tracks, which can be dangerous to cross by foot, and blocked by trains multiple times a day.

Improved lighting and security

Interactive spots

Is there anything planned for the train tracks to make them more aesthetically pleasing? Maybe historical railroad crossing signs or other treatments?

It's too bad we can't just shut it off to cars altogether and just make it a walking / biking corridor.

Keep 6th Street open for traffic flow!

Keep Omaha Street level and run the pedestrian walkway through the swimming pool every time it rains.

Kiosks for refreshments/snacks

Lack of parking may negatively effect businesses as residents are extremely lazy and unwilling to walk more than half a block.

Leave street level crossings

Let's do it!

Lighting and security cameras.

Lighting. Please consider lighting. Consider safety. Benches in this corridor become places for homeless people to sleep, how do you address this entirely? I worked off 6th street for 5 years and every bench was slept on overnight in that area. People slept on our business steps and in the bushes. They harassed me at a minimum once a week for money. It's an area that needs serious consideration of addressing safety. It's very unsafe as is.

looks fabulous

Looks like a good concept.

Lots of large planters with flowers and ADA tables for people in wheelchairs. Historical plaques of the downtown area.

Lots of trees for shade, no parking...

Low maintenance low cost features to improve traffic flow of vehicles and pedestrians

Make every other block pedestrian-only?

Maybe instead of one do the mixed use buildings we could have affordable housing to help low income families by placing them in the economic center of our town.
Maybe some kids activities along the way. Or informational signs with history facts.
Maybe some more trees
Maybe someone on you design team could google “art installation” and incorporate an actual installation. There could be more green spaces. This design is not great for bicyclist. I bike down Kansas City street a lot and if I’m on the bike lane people walk into the lane that don’t understand it’s not a sidewalk and I have to duck under the trees. If I’m on the street biking people backing up will throw their care in reverse without looking. Like- fast into reverse. Signage asking people to share the road will be vital.
mixed use buildings should also have public plaza type space for community gathering; more attention to trees, bushes, not just planters
More focus on moving thru traffic to Omaha street and increasing walkability of downtown area. Parking structure at existing st Joseph / 6th St lot with ground level business concept similar to main street square
More green space
More green space and green infrastructure for storm water management
More kid friendly things would be nice. Outdoor areas for kids to play while parents can sit and relax 😊
More landscaping and a single lane switchback road. More niche plazas. More cover areas. Tensile covered structures
More outdoor seating for restaurants. Maybe an area for food trucks. Permanent bandstand stage for concerts.
More outside seating for restaurants/bars.
More outside summer patios to grab a beer and food!
More parking
More Parking- another parking garage perhaps.
More that would draw people downtown other then just the Summer Nights, Maybe a girls and boys basketball league that last through the summer.
More things to do! More things outdoor.
More trees down the west side of Sixth Street - we have 1!!
More Trolley access/tours. A better bike lane.
My concern is bringing in more people, but we are not seeing any additional parking. Many parking areas around this project are leased parking only during the day time.
N/a
Need a protected bike lane. Rapid City has none
No
No
no
No
No
No
No
No
No
No
no
no
no

No
No
No
No
No
No
No
No
no
no
No
No
No
No comment
No More art, people do not need it at the expense of street repairs all over the city
No real concerns - sufficient sidewalks for pedestrian traffic, trash receptacles. Drafts have adequate provisions.
No this project proposal looks great and I would love to see it happen very close to this proposal
No, i think this is a well-thought out and viable plan
No, It will be wonderful if everything in the plan gets implemented
No.
No. This project should not be funded.
none
none
None
none
None
None come to mind
None of the above!
None thank you
Not 6th street, but someway to get to the gap on bike or a pedestrian. It's a game of frogger out there...
Not shown here, but increased police presence year-round.
Not sure
outdoor speakers so music can be played during special events. Covered areas to get out of the sun and rain.
Parking Garage
Parklets and public hangouts especially near cafes and coffee shops.
pedestrian overpass of omaha
Pedestrian rail crossing safety
Pedestrian/biking bridge over Omaha for safety.
Perhaps add another parking garage look into getting rid of the on street parking, widen the sidewalks and encourage more restaurants on 6th overtime.
Please see my answer to number 8 as I indicated a few items that I have seen that have made other cities fantastic.
Police
Police walking to patrol to move out vagrants.
Protected Bike Lanes. Could additional traffic calming elements be introduced to reduce/slow down vehicle traffic to make the entire area more accessible to people on foot/bike?

Put caps on the lights to focus the light down where it is needed not bleeding up into the sky and into the windows of residents and businesses who want to be able to look out their windows and see the streets below.

recycling receptacles, community message boards

Restaurant patio space. This always gives a feel of welcoming to those walking by and we don't have much space offered here in Rapid.

round about the st joe intersection . wouldn't fit but would be stylish and slow the downtown traffic .

Safety, Safety. And more Safety.

Security cameras for additional safety and crime deterrence.

Seems like access to The Square's parking garage would be severely diminished. Without the Omaha/6th street option, one third of the entry/exit possibilities are lost! The Transportation Center would be greatly affected, too.

Some sort of pedestrian crossing over Omaha that allows event goers safe and easy access to downtown businesses. Pedestrian only or pedestrian focused design.

Statues of Presidents are great except at night especially in winter.

string lighting over the road

The digital signs I speak of are identical to the large Dakotatrons we have at intersection. Regardless of them getting vandilised I think they would be a major attraction to our downtown.

The idea of a pedestrian bridge over Omaha is a great idea, if it could be Incorporated in design #2

To be honest and I have lived in Rapid almost 50 years and have supported so much improvement over the years but I think this is waste of time and money. Improve or expand if possible around main street square as that is where people want to be. The street during the school year is occupied by students and also the homeless. I don't worry about the ofthe homeless at all in this area and yes, they have someplace to go but this is basically a quiet street. Also for heaven's sake do something about the parking situation outside of the Alex Johnson and that would free up the street. It can be a driving nightmare with trucks in the middle and buses etc. that needs to be addressed before all of this window dressing. I can't see anyone sitting at those extended corners at a table unless it was an event. Or then again the students and the homeless. That needs to be rethought. On a positive note. Love the art...

Trash AND Recycling bins needed at every corner. What is going to draw people south on 6th Street when there isn't an event at the Performing Arts Center? Something like an active art installation on a set schedule might be a draw or extending the president statues this direction.

Trees

Unique. I love rapid city and I want to showcase our awesome downtown in the best way possible. So something unique and friendly to visitors.

Water features. Moving water is soothing

We have a large homeless population downtown, and they are sometimes aggressive panhandlers. Until we have a safe place for these people to go to get off the streets, I don't think we can successful make a corridor like this a safe place to be.

We want more of these. By the fish!

What will the city do if homeless people take over the area?

Where is the bike lane? Preferably separated from traffic like safer downtowns have. Are there bike lock up zones? Also, while I love the idea of benches and seating areas, we have a homeless problem. These areas do no good for the city if they are used for loitering.

Where's the safety aspects? None?

Yes, why are we doing this when the City will be/is short on tax revenues?

**Q13: Of these two crossing concepts, which do you feel would be most appropriate at Sixth & Omaha?
Why?**

Concept	Response
Park Cover	Green space beautifies the city - a very inviting warm concept
Park Cover	I like that it is green and open. Closed metal walkways can sometimes feel sketchy when you're in them.
Park Cover	I think more people will use it. Straight across.
Park Cover	I like greenery
Park Cover	It feels more seamless and beautiful. The ribbon looks like it's trying to be artful but not succeeding.
Park Cover	More direct and looks like it accommodates more pedestrians
Park Cover	ground level is more safe (no opportunity to throw items from above), wide passage allows family groups (w/strollers, wheelchairs) to walk together without encountering oncoming pedestrian traffic in a narrow walkway. Park cover allows opportunity for people to rest/take breaks in walking across, rather than being confined to a "chute" that encourages constant motion
Park Cover	Ribbon walkway will be too circuitous for all to use; some pedestrians will still walk across Omaha and possibly be struck by a vehicle.
Park Cover	It will match the beautiful landscape around our city.
Park Cover	Because I have to pick one... The ribbon walkway does not seem at all practical. Seems like you would cross it once to check it out but the added distance doesn't make it attractive.
Park Cover	Direct route for users
Park Cover	Seems more efficient for the city.
Park Cover	I think it'll be nice to have some green downtown. It helps keep trees around, provide shade during the summer, and keep the outdoors downtown as much as possible. we are known for being the black hills so it makes sense to have a more woodsy feeling area downtown
Park Cover	We have many pedestrians-it would give them a direct route and also be a tourist point of attraction
Park Cover	It's direct and I feel it may be a little less expensive although I like the simplicity of it.
Park Cover	To much possibility for crime on elevated walkway
Park Cover	the ribbon walkway seems like numerous options and i don't think pedestrians/bikes would utilize it.
Park Cover	More greenspace
Park Cover	seems like the ribbon would require much more walking - a problem for elderly, handicapped, etc; also could become overcrowded during some events
Park Cover	More visually appealing.
Park Cover	More attractive
Park Cover	Aesthetically pleasing
Park Cover	It's more stunning, simpler and unique.
Park Cover	Looks better
Park Cover	I feel it has the best space utilization.
Park Cover	efficient, straight shot
Park Cover	More pleasing to the eye.

Park Cover	Looks nicer
Park Cover	More space to distance one self if feel security is an issue
Park Cover	Cost
Park Cover	Seams safer
Park Cover	It seems more inviting to me
Park Cover	More likely to be used and accessibility seems less problematic. Concern would be flooding issues for roadway. The ribbon would be more distinctive addition to downtown.
Park Cover	I don't wanna walk 600 ft just to make it 200 ft across the road.
Park Cover	Because it looks more like the surrounding Black Hills
Park Cover	Common sense! Safety !
Park Cover	extends park to downtown
Park Cover	Clean looking, better use of space
Park Cover	More greenspace, direct path, more accessible
Park Cover	Seems to provide easier access
Park Cover	The ribbon removes all of the connectedness and just seems like a long hill for people to walk up. I fear it would not be used and become an eyesore. Also, I don't know what is on the second floor of City Hall and why I would need to go there.
Park Cover	The ribbon walkway is a meandering waste of time. Shortest path is a straight line, fastest path is a straight line, best path is a straight line.
Park Cover	Seems more open, safer, and a shorter walk. Less likely to go out of style.
Park Cover	The ribbon walkway is kind of ugly... But, the park cover looks really nice but potentially very expensive?
Park Cover	Park cover seems both more beautiful and more efficiently accessible
Park Cover	I don't think people will use the ramps. They will just cross like they do now.
Park Cover	Ribbon walkway is too weird
Park Cover	I prefer the Park Cover. It's more visually appealing in my opinion with the green space and the overlook. It gives walkers and cyclists the option to stop and take a break.
Park Cover	I like both, but I really but prefer the park cover. More direct.
Park Cover	To me the ribbon walkway is too long and too restrictive
Park Cover	More friendly to pedestrians, bicycles, and more accessible for wheelchairs and strollers.
Park Cover	I think I'd be less inclined to use it, but it may look better.
Park Cover	I think it will offer better personal safety and creates a better connection between downtown and the park.
Park Cover	More green
Park Cover	Fits in with the natural setting of the black hills
Park Cover	safer option
Park Cover	if the walk way isn't direct people wont use it for transportation. If your goal is to creat a safe crossing of Omaha the Park Cover makes more sense.
Park Cover	If I had to pick this would be it.
Park Cover	It extends the park into downtown
Park Cover	It seems like it would hide the road better
Park Cover	Ribbon walkway seems like overkill, stick with something simple.

Park Cover	personal visual choice. The ribbon will feel very large in what is actually a small space. Ease of access
Park Cover	Ribbon too tight
Park Cover	Enhanced flow of pedestrians across Omaha (less winding)
Park Cover	A straight alignment is always preferred by pedestrians.
Park Cover	good utilizing of space
Park Cover	I prefer as much green space as possible.
Park Cover	easier
Park Cover	The ribbon walkway looks a mess
Park Cover	I don't care for either option. The ribbon walkway is visually appealing but seems to be unnecessarily long. Being a parent of small children who enjoy the park, I would appreciate a more direct route. I'm not sure, however, if encouraging people to linger on a bridge, which the park cover seems to, is very responsible.
Park Cover	Both are stupid
Park Cover	Even though the south end is better with less obstacles, the layout of the Ribbon walkway is annoying. The curves, while interesting, make for a less direct connection and people would have to walk or bike out of their way just to cross Omaha. I think this does more to hurt connectivity than help it. The connection to 2nd floor City Hall also doesn't seem needed. Perhaps this option would be more attractive if designed differently.
Park Cover	I prefer the park cover due to its seamless integration with downtown. However, I would support the more cost effective alternative.
Park Cover	Crime
Park Cover	Looks neater than the ribbon walkway and more direct.
Park Cover	Ribbon walk is nice, but pedestrians want to get from point A to point B as efficiently as possible
Park Cover	Effective against melanoma.
Park Cover	the other is not the most functional/direct.
Park Cover	It seems more functional while still maintaining a good esthetic.
Park Cover	Narrow walkway would not be as safe if you were attacked.
Park Cover	more continuity between north and south. ribbon would be wierd and disconnected.
Park Cover	Park cover is more open. Narrow ribbon walkway would discourage pedestrians because it doesn't allow enough space to avoid the vagrant population that hangs out in the area. Many people already avoid this area even in daytime because of aggressive panhandling, drinking, etc and narrow paths would make this an unsafe area especially at night
Park Cover	Don't like the ribbon one
Park Cover	looks better
Park Cover	Looks much nicer.
Park Cover	Just a more appealing concept.
Park Cover	The ribbon walkway is nice but you would need tall, ugly fencing to prevent suicide attempts and littering onto the roadway
Park Cover	I like both but the park cover seems cleaner looking.
Park Cover	I think more direct access is important especially for pedestrians. Too much winding discourages transit

Park Cover	It has more of a black hills vibe
Park Cover	I think it creates more of a usable space. It kind of ties memorial park together with the corridor.
Park Cover	Better blends with nature
Park Cover	Fits into the surrounding area better
Park Cover	Aesthetics
Park Cover	People will not use elevated walkways they always choose the shortest path
Park Cover	Park cover seems more open to me.
Park Cover	Cost. The ribbon Walkway has to be more expensive and goes to areas that aren't in a straight line for convenient walking.
Park Cover	the narrow ribbon walkway will be less accessible and may be a possible draw for homeless
Park Cover	Less is more! Always has been, always will be!
Park Cover	I prefer the Park Cover but am concerned that flooding on Omaha would become an issue.
Park Cover	I like the artistry of the ribbon pathway but some people will want a more direct pathway. I like the park cover crossing because it should feel welcoming (trees, shade) and it will be novel for Rapid City. A wide visual and physical corridor over Omaha would be an interesting feature for downtown and would help tie Memorial Park, the Civic Center, the PAC, and downtown together.
Park Cover	More beautiful space to enjoy, not just a walkway
Park Cover	the ribbon walkway will use more tax payer dollars
Park Cover	I have a feeling that if people had to go up and over, they would Jay walk instead.
Park Cover	The ribbon walkway seems like a very long walkway and not a direct path or connection between downtown and Civic Center which is the main purpose right? If the ribbon walkway was less curvy and more direct it may be better used.
Park Cover	People who use the route to travel for a purpose will not use an inconvenient route that requires more walking
Park Cover	Ease of use. Civic center, events, etc can lead to large amounts of foot traffic. The wider and shorter path would be better. The ribbon looks like an obnoxious plan of an architect with too thick glasses. The Park cover would be cooler during the summer given the vegetation.
Park Cover	I really like the idea of having a greenspace above the road.
Park Cover	Will make it easier for bicycles and more park area
Park Cover	I believe our local citizens prefer driving to walking. They might use the Civic Center for parking if they can't park downtown but otherwise people seem to think they should be able to park at the door of the business they will enter
Park Cover	It's the closest thing to walking straight across
Park Cover	Cleaner, easier access, additional green space, modern, additional uses for events, etc.
Park Cover	The other adds too much length for walking, it would take too much time to get to memorial from downtown.

Park Cover	I think people would be hesitant to use the ribbon walkway - concept of being 'too far'
Park Cover	more cohesive, natural; emphasizes pedestrian access over auto access
Park Cover	Looks nicer
Park Cover	Greener
Park Cover	blends in well with the rest of sixth street design - again, costs for something like this? That's my biggest concern.
Park Cover	Ribbon is ugly
Park Cover	no need to tie into city hall
Park Cover	Easier access, will be used more, easier to build, could be congested
Park Cover	Less confusing
Park Cover	Rapid city is not a flashy city. Its charm lays in its small town feel and wide open views. A ribbon walkway does not mesh with the look rapid city is known for. It also adds steps to the commute, which many people will not appreciate.
Park Cover	It seems like it would be a more complete looking design and would provide a more direct access between downtown and Memorial Park.
Park Cover	Looks better
Park Cover	Function
Park Cover	There is more room and it will match the feel of downtown better.
Park Cover	looks more natural in the existing enviroment
Park Cover	Looks nicer. The walkway seems like too much construction. Seating areas will probably turn into homeless hubs, like the corners of 6rh st before those seating areas were removed.
Park Cover	I have seen these in Canada and they're very pretty.
Park Cover	Though I dont like the idea of lowering Omaha as I think it may be added expense. The Park cover offers a beautiful option and is more pleasing and modern.
Park Cover	A straight line is the fastest way. I would hate wasting time going on the crooked path
Park Cover	More visually pleasing.
Park Cover	The Ribbon Walkway seems aimless.
Park Cover	Looking for ease of use as a pedestrian/bicyclist.
Park Cover	At least this won't attract skateboarders.
Park Cover	Prettiest
Park Cover	This follows more in line with my ideas presented in response to question number 8
Park Cover	Looks better, seems to be shorter/ shorter distance to walk across; less industrial
Park Cover	Park cover offers better safety for pedestrians because we would be walking in (&) along awesome landscaping work. I believe the ribbon walkway should not have sharp turns because it's harmful on the bike tire/rim.
Park Cover	Looks nicer. More room for police to cover protest groups. Safer.
Park Cover	Unless a border was built people would just cut straight across
Park Cover	Visual
Park Cover	Very cool way to accommodate everyone

Park Cover	If we have to do something. The park cover is more unique and offers more ways to use the space.
Park Cover	easier maintenance such as snow removal for year around use
Park Cover	Phoenix has park over freeway. Cost was very high. Tunnel created for traffic has been site of many accidents. Heaven help you if car breaks down in tunnel. Also park is not used much
Park Cover	More direct
Park Cover	We live in a beautiful natural environment. Stick with that theme.
Park Cover	More impressive to visitors
Park Cover	It would look nicer and be more useful
Park Cover	Ribbon walkway seems excessive, somewhat unsafe for easy sightlines, people will skip it and go a more direct route. I like the straight pretty overpass.
Park Cover	Continuity. I think it will age better too.
Park Cover	keeping ped out of traffic seems like a good plan to me.
Park Cover	Seems safer
Park Cover	Love the green space
Park Cover	Not likely to be taken over by our indigents.
Park Cover	More expensive
Park Cover	The ribbon walkway would not address the issue of people darting across Omaha in non-crosswalk locations. By lowering Omaha and installing a wall, people would have restricted access to dangerous street crossings.
Park Cover	
Park Cover	It would be more useful and more aesthetically pleasing
Park Cover	Neither since the walkways is going to obstruct a main high-clearance route on Omaha St.
Park Cover	The goal is to connect the two spaces so a direct route is most appropriate.
Park Cover	I like the idea of more green space
Park Cover	I still want to see Dinosaur Park and the hills from the Civic Center. If you build an elevated sidewalk, the view would be blocked.
Park Cover	do you KNOW there are no grottoes under there????????
Park Cover	
Park Cover	Visually it looks better and I think it would blend better with the feel of downtown
Park Cover	Less busy looking
Park Cover	Easier accessibility. Though I like the artistic feel of the walkways
Park Cover	I feel like these solutions are unnecessary for 6 lanes of traffic.
Park Cover	More unique and beautiful
Park Cover	They're both ridiculous but the park cover at least doesn't force pedestrians on an inane journey to cross 6 lanes of traffic.
Park Cover	More direct to civic center
Park Cover	Ribbon Walkway is silly.
Park Cover	
Park Cover	People are lazy (sorry) and they would not choose to walk the extra distance the ribbon would take. They will just cross the street directly. Which is where we are now.
Park Cover	I think this would look better and tie into downtown better.
Park Cover	I like them both, but I guess I believe more people would use the park cover. The ribbon walkway looks fantastic as well.

Park Cover	It looks more natural.
Park Cover	I like the larger green space.
Park Cover	I think people would be more likely to use a more direct path
Park Cover	It is a more open and wider design which would lend itself to making users feel more comfortable crossing Omaha.
Ribbon Walkway	It looks less complicated/costly?
Ribbon Walkway	Potential expense seems to be less
Ribbon Walkway	I could see flooding and Ice issues during the winter.
Ribbon Walkway	Cost
Ribbon Walkway	Expense
Ribbon Walkway	The massive amount of construction and cost seems un necessary to accomplish the same goal.
Ribbon Walkway	Cost and utility concerns with lowering Omaha street
Ribbon Walkway	More visual
Ribbon Walkway	Weather. Anything lower than Rapid Creek level is not a good concept in my opinion.
Ribbon Walkway	Traffic isn't affected. Enough with changing Omaha every few months.
Ribbon Walkway	More aesthetically pleasing
Ribbon Walkway	Why would you even consider LOWERING Omaha?
Ribbon Walkway	Then we wouldn't need extra construction on Omaha Street
Ribbon Walkway	Lowering Omaha gives me concerns about the roadway flooding. Rapid Creek is right there.
Ribbon Walkway	Just better
Ribbon Walkway	I still question how this is safe. How does a person get off either option if they're being harassed or chased?
Ribbon Walkway	There is no need to change Omaha St. However, the ribbon walkway takes people on an absurdly indirect route.
Ribbon Walkway	Tunnel is a bad long-term idea given the water table in that area. Keeping it dry and passable would be a constant waste of tax dollars.
Ribbon Walkway	Lowering omaha will cause traffic concerns with flooding and snow drifts.
Ribbon Walkway	The Rapid creek floodway
Ribbon Walkway	More attractive and more of a destination itself.
Ribbon Walkway	Concerns about flooding
Ribbon Walkway	Omaha being lowered will cause problems in every rain storm
Ribbon Walkway	Whichever of the two is least expensive is best one
Ribbon Walkway	Doesn't interfere with traffic flow
Ribbon Walkway	More unique
Ribbon Walkway	I don't like the idea of lowering Omaha st. I think it could create issues with snow and rain. It would also limit height of trucks on Omaha.
Ribbon Walkway	Better visibility and more of a landmark
Ribbon Walkway	The road work involve in spark cover seem extensive and way too costly.
Ribbon Walkway	Safety
Ribbon Walkway	Lowering Omaha so that it runs under a crossing is asking for trouble when it rains or snows. Brookings has a street that was lowered to go under a railroad trestle and it floods when it rains and when snow melts etc.
Ribbon Walkway	Used one in Louisville Kentucky I liked

Ribbon Walkway	I wish the paths were more direct but doing an elevated walkway seems easier and less expensive than lowering Omaha
Ribbon Walkway	Safety
Ribbon Walkway	This seems to enhance safety
Ribbon Walkway	I don't like the idea of lowering the elevation of Omaha street for concerns over drainage
Ribbon Walkway	Go over Omaha without lowering the road is preferable due to the risk of drifting and flooding during storms making Omaha Street impassable.
Ribbon Walkway	I like both ideas. However, without no cost, it makes it hard to decide.
Ribbon Walkway	Whatevers cheaper. Flooding issues?
Ribbon Walkway	The ribbon walkway is more in tune with Rapid City's history of flooding. An underpass for vehicles is not a smart thing based on history of the city
Ribbon Walkway	aesthetics
Ribbon Walkway	Would not lower omaha
Ribbon Walkway	Cost effective
Ribbon Walkway	More appealing!
Ribbon Walkway	It would look very modern
Ribbon Walkway	Because...awesome!
Ribbon Walkway	Expense
Ribbon Walkway	Omaha street wouldnt have to ne blocked off as much because its been torn up.
Ribbon Walkway	Love the shape and curves. Inviting for a leisurely stroll. Reduces anxiety about the busy street.
Ribbon Walkway	looks less expensive
Ribbon Walkway	Safety. Crazy inconsiderate drivers and speeding are endemic in Rapid City. Need safe option or you'll get people run over.
Ribbon Walkway	The park cover/walkway would be to much of a snow and flooding hazard. I would think if you went that direction you could put the bridge for the vehicles to go over a pedestrian walk through/tunnel. It could act like a shelter if the weather turned bad for walkers and bikes.
Ribbon Walkway	It would be fun to walk over Omaha to access Memorial park with the family. Either design is suitable.
Ribbon Walkway	Not as wasteful
Ribbon Walkway	easier travel
Ribbon Walkway	going under Omaha is not a good idea.
Ribbon Walkway	It is ridiculous to lower the entire street just to provide a crosswalk
Ribbon Walkway	Safer way to cross omaha
Ribbon Walkway	It would keep Omaha street well light throughout and help prevent tunnel vision from sudden dark to brightness in the evening. I could also see flooding being a constant issue when going below grade.
Ribbon Walkway	Lowering Omaha and making a tunnel effect would increase areas for crime.
Ribbon Walkway	Seems safer
Ribbon Walkway	Efficiency of getting across
Ribbon Walkway	More pleasing, more friendly, more artistic. And way less expensive, I would guess. Any city can have a walk over, do something fun!!
Ribbon Walkway	The Ribbon Walkway feels more elegant to me.
Ribbon Walkway	I think park cover would be too \$

Ribbon Walkway	Less worry for flooding omaha
Ribbon Walkway	Possible congestion of unsavory folks be closer to city hall to be observed
Ribbon Walkway	Seems like it would be less of a major overhaul of that location.
Ribbon Walkway	As indicated in my previous response.
Ribbon Walkway	lowering the street is going to be a huge initial and ongoing expense due to high water table, poor soils condtions, stormwater drainage and snow
Ribbon Walkway	omaha could flood
Ribbon Walkway	This seems like the less expensive choice. Lowering Omaha sounds like a nightmare.
Ribbon Walkway	I feel like the ribbon walkway is both cheaper and safer than the park cover, even though I prefer the park cover. If they are close enough in cost, the lark cover is nicer because it is more accessible. I'm just wondering about the safety of someone wandering down under the overpass, and needing to go the length of the lowered Omaha section before coming back up and level with ground to get out of the road. Hopefully that under-area is Well lit, if you go that route.
Ribbon Walkway	practicality
Ribbon Walkway	Lowong a state highway is too costly. Creates to much living space under the park cover.
Ribbon Walkway	In terms of money, this would be better than completely dropping Omaha St. to have the walkway. It also offers something very unique to the area while providing access to the 6th corridor and what it leads to.
Ribbon Walkway	other option impractical
Ribbon Walkway	The likliness of happening. I would prefer the lowered Omaha St., however it is a state highway and the amount of collabrative effort seems unlikely to happen.
Ribbon Walkway	Less impact on existing utilities; safer for pedestrians after hours
Ribbon Walkway	Lowering Omaha st...are you kidding me.
Ribbon Walkway	Safety
Ribbon Walkway	It would be a striking visual landmark
Ribbon Walkway	More logical
Ribbon Walkway	Just not a fan of the other one
Ribbon Walkway	I think the ribbon walkway will be the most unique and give an opportunity to provide another visually interesting area near downtown & the monument civic center
Ribbon Walkway	It requires little changes to Omaha st. I feel the park cover would provide another place for homeless people to gather
Ribbon Walkway	We had one where I grew up, worked great.
Ribbon Walkway	Less maintenance difficulties and fewer chances of vandalism.
Ribbon Walkway	wouldn't be as disruptive to traffic
Ribbon Walkway	It causes the least disruption to Omaha Street.
Ribbon Walkway	safety
Ribbon Walkway	Hopefully less disruption during construction.
Ribbon Walkway	I just like the concept better
Ribbon Walkway	doesnt stop traffic flow on omaha and doesnt have omaha being flooded every rain storm
Ribbon Walkway	simpler and more cost effective

Ribbon Walkway	Looks better. Serves the purpose of getting pedestrians safely across Omaha.
Ribbon Walkway	Seems frivolous to lower Omaha Street, plus heavy rains could cause problems. The Ribbon is fun, but I would also add an additional path the is more direct, so people in a hurry don't have to meander so much.
Ribbon Walkway	I like both options but am concerned with the cost of lowering the driving surface of Omaha Street.
Ribbon Walkway	The engineering and constructions costs would be lower thus more likely to be approved. With the addition of the park space to the south, there will be park space on either side of the ribbon walkway which would reduce the time people spend on the bridge. If it is elevated it might give a nice view to the surrounding area. Additionally, if the walkway is too extravagant and lengthy, people will not use it.
Ribbon Walkway	This would probably be a lower cost than lowering Omaha Street. It also would create less engineering issues with snow removal and rain fall events. Finally, I'm not convinced that there is enough bicycle and foot traffic to justify lowering Omaha Street.
Ribbon Walkway	Not have to dig up Omaha
Ribbon Walkway	I am afraid Omaha st would flood with the park cover option
Ribbon Walkway	Financial considerations

Q14: What other ideas do you have for a permanent pedestrian crossing at Sixth & Omaha?

Response

A crosswalk is all that is necessary. A waste of taxpayers \$\$ for anything elevated

a glass covered walkway but not sure how to address handicapped people or bikes

A nice over the road bridge like cities have with room for peds and bikes. Does it need to be so expensive?

A ribbon bridge but something a bit different. I would look into building a ribbon bridge but shape or skin the outside to look like a cancer ribbon floating in the wind. I would also suggest looking into ribbons that would make up the inside walking part. People could buy these to help fund the bridge, like people have donated to StoryBook Island and bought blocks for the walkways, in memory of lost loved ones and survivors. The ribbons could read something like John Smith Diabetes, Jane Smith Cancer. They could also be weaved together to give a look and feeling of togetherness and solidarity as well as community. It's very rare to find someone who has not been touched by a disease! In a strange way it brings people together. I think this would help tie the community together. I also think this would help convince people just passing through to stop Downtown and maybe spend a couple bucks.

A simple, yet attractively designed, handicapped overpass would suffice. Leave money to be better spent elsewhere, not everything needs to be a work of art. Also a lot less maintenance costs for landscaping etc.

a Skywalk like those used in Minneapolis would be nice in the colder months as well as a great place to view downtown Rapid City

A stop light with pedestrian crossing is sufficient. The integrity of Omaha being a through street needs to be maintained. If a crosswalk is not considered safe then the rest of the city needs pedestrian bridges at each intersection.

a tunnel would not necessitate vehicle height restrictions, but it might not feel as safe.

A way to integrate the brick style Main Street sidewalk so that they transition instead of starkly ending

A wide, straight, elevated pedestrian bridge (ramps at both ends). Wide enough for 3-4 people. Could decorate the sides of the bridge seasonally and make the median on Omaha more of a green space.

A wide, well-lit and well-maintained park space corridor underneath Omaha could also work. But I like the Park Cover better.

After the pedestrians cross the road they should have access to sidewalks that offer smooth winding sidewalks circuits. The should not be limited on a straight shot to the pond/bandshelter/Civic center.

Any crossing over Omaha is my preference.

Anything that will take the safety of people into consideration regarding both traffic and crime

As I have stated before there has not been enough information presented to make an informed decision.

This statement also applies to the main website.

As it is

As of today without a lot of thought and understanding of budget and other constraints to the project I can see a blending of both concepts.

Bridge walkway

Build a simple, straight forward elevated pedestrian crossing with ramps, stairs, and if necessary, elevators.

Can a straight walkway be constructed to the existing conditions and meet ADA requirements? The ribbon walkway as shown seems out of character with the area. The winding bridge structure seems like people would be tempted to just j-walk across the street instead of winding around on the ribbon walkway.

Can consideration be given that the art to be installed not be the formless, modern art style? Can we please have something that is clearly defined, that inspires awe or wonder in people? I really loathe sculptures or pieces that are just an amalgam of shapes where the viewer is left to interpret it as something and it truly has no meaning. Someone related to Rapid's history would be nice.

close it and direct walking traffic to 5th street

continue with impactful art like the President statues downtown. East River has their Arch, Chamberlain has Dignity. Time for a West River piece?

Could Omaha St be elevated over a pedestrian corridor? This would serve a similar purpose as the pedestrian overpass.

Create a smaller walking bridge. It doesn't need to be a wide swooping bridge.. it needs to be safe & functional (visible, direct, well lit). The large overpass creates another place to hang out below. Look at examples of a more delicate/intentional pedestrian bridge that go over busy roadways. Many cities have them in place.

Create an elevated walkway that goes directly across instead of winding around & making people walk out of their way. The elevated walkway could be designed like the Park Cover example except arch up & down over Omaha. The walkway could start further up in Memorial Park & City Hall Plaza, like the Ribbon walkway, to create as gradual a slope as possible. If people are going to bother walking, they won't be stopped by a slight hill.

Crossing walks and lights. Ones that work for bikes, pedestrians, blind individuals and handicapped. Simple and straight forward.

Crosswalk that's already there

Cultural education pieces along the path

Decorative fencing where possible

Don't do it.

For years I have been thinking a land bridge there makes sense. Of course I know nothing about constructing one...but it looks like I wasn't too far off the mark!

Generally speaking the upgrades to 6th street are satisfactory and in keeping with the visual language that has already been established downtown. However, the options for the crossing at Omaha leave a great deal to be desired. This is in large part because the crossing appears to have been considered in a vacuum while the solutions continue to prioritize the needs of those in cars. Omaha is an incredibly ugly corridor with zero personality that lacks viable locations for pedestrians and cyclists to access the park along its length. Reducing travel speeds and turning radii from 5th street, Rushmore, and 190 while providing additional desirable sidewalks (meaning not directly abutting traffic) on the North side of the street as well as a pedestrian islands farther West would create a safer transition for pedestrians and cyclists. In creating solutions that encourage drivers to share the city (and the road) the need to implement costly projects that do not adequately address the challenges is eliminated. The ribbon proposal is not at all practical for regular use by city residents. Its narrow meandering path and removal of a more direct crossing at-grade will be a cause for much frustration. For the Park Cover option the design team have not presented evidence that they have considered what the will be for those walking or cycling on Omaha. Will it be a dark, dank passage with sidewalks directly abutting traffic that makes for an unsafe and unpleasant experience especially at night?

Glass bridge

Go underground. Build a lite underground tunnel like they do in large cities.

Hanging flowering baskets.

Hard to make a decision regarding the crossing concepts without associated costs. If one, probably Park Cover, is exponentially more expensive then it might make sense to select or consider a different option.

How would large load vehicles pass under? Is there plenty of room?

<https://www.dezeen.com/2017/10/18/video-mvrdv-seoul-overpass-plant-covered-walkway-mini-living-movie/>

Hybrid of two concepts

I am concerned about the amount of money and time this project will require - Rapid City residents are construction-weary!

I don't think we need a pedestrian way. The crosswalk works just fine
I like the look of the Park Cover, but can you do that by raising the walkway, instead of lowering the street?
I like the ribbon but more compact. Is there a reason it has to snake all around. People want the quickest way from point A to point B. It's the reason people jaywalk...they don't want to walk to the end of a block to cross the street. why would they want to meander all around if they are trying to get from the civic center to downtown. Make it a short walk. It will make it easier when the weather is less than ideal as well.
I like the wildlife one better. Add a cement path for walking and biking. We are still rapid city. Let's stay true to our city.
I mean nothing, simple sky bridge. But it's not as preferred as the other two options
I think an overpass is the only real way to go here.
-I think the city should do whichever is cheaper -The city needs to add crosswalks to the corner of Main and Jackson.
I think the elevated walkway over Omaha Street would work, but I would do something less "ribbon" like and simpler. Other cities have simple ramps with a bridge / covered walkway that would probably be more cost effective but still be designed to be aesthetically pleasing.
I think the most important thing is for the crossing to be an overhead crossing as to not be near or interfere with traffic in any way.
I think the overpass idea also affords opportunity for murals/ visual art for access along Omaha auto corridor
I think we could have a simple but visually appealing overpass that offers a direct route over Omaha.
I think what we presently have works, otherwise, a simple pedestrian bridge.
i think you nailed it with the park cover
I would like to see a simple elevated walkway that will keep 6th street open to vehicles.
If it is so busy, hire a full time crossing guard, would be much cheaper.
If not over how about under?
If we cannot afford to build a pedestrian bridge, gates that lower across the roadway to stop the traffic for pedestrians, and gates at the train crossing to stop cars and pedestrians from crossing in front of the trains would be helpful.
Is there an issue with it now?
It would be nice to eventually have "skywalk" type passages in the downtown area but I don't think over Omaha is the place to do it.
Just be sure it's safe for pedestrians and the cars.
Just looks good
Just make a tunnel under Omaha approximately 10' wide and 10' high with lighting
Just make everybody cross at 5th or Mt Rushmore. Treat Omaha the same as I-90 or Rapid Creek: you can only cross at a few bridges.
Just put in better timed crosswalk lights and no right turn on red in Omaha and 5th and stop wasting money. Nobody goes to the Civic center anyway. They never get the big name acts and there isn't anywhere worth shopping downtown. Tourists don't want to pay for parking. Stop forcing the issue. Tourists also don't want to get hassled by panhandlers and homeless people.
Keep at grade crossing. No enough use now and in the future to need ties.
Keep in mind it's the most dangerous area due to traffic. Weigh the gains. Is it really worth it? Why wouldn't a parking garage at the civic center be an option? Trying to corral people to walk across Omaha seems too long and like a waste of money. I understand wanting to put everything together but the set up is not reasonable at all. It will not be the best option of limited mobility people, older people, young families with small children. People do not want to walk 1/4 mile or more to go to an event, fight crowds then go for a long walk back to their car. It's ridiculous really. The best option would be to put a giant parking garage by the civic center.

Keep it the same
Keep Omaha at the level it currently sits and raise the park cover. Engineers can probably figure out how to keep Omaha from flooding that close to the creek but based on the flooding issues on other streets in Rapid City it would be wise to just raise the pedestrian park cover.
Kids games or activities would be AWESOME.
Leave as is
leave as is until revenue increases
Leave as is with longer timer for crossing
Leave it as is
Leave it as is - I really don't have an issue with it now. I drive Omaha daily and rarely do I get stopped for somebody crossing, so of course does the costs exceed usage? Of course I would love to see this incredible walkway flow through our downtown but what good is it really if not utilized.
Leave it as is. We have other critical needs in the city and this is not needed
Leave it as it is. In all the years the light has been there, I have had it activated less than 10 times and that includes a the years I worked and passed it twice a day.
Leave it as it is. Spend tax dollars on our schools, rather than to cater to a few downtown businesses that relatively few residents use regularly. Access to the Civic Center from downtown is easily done via the current crosswalks.
Leave it like it is!
Leave it the way it is
Leave it the way it is.
Leave it the way you have it. Works just fine
Leave it. Its fine the way it is.
Leave the crossing at grade with some aesthetic improvements.
Less art, more nature. I'm not against art, but its expensive and not necessary Our nature here is beautiful. I would love to see some of that highlighted. maybe even with educational plaques about our local wildlife and history. An area where local artists can be highlighted and their work displayed on rotation might be nice as long as its handled by someone who keeps it appropriate for all audiences and maintains open communication so new artists can get in touch.
Less idolization and prioritization of vehicles over people and cyclists.
Looks pretty good.
Lots of lights at night. And possibly patrols. Put some money in the homeless shelter and community.
Love the idea of an overpass for pedestrians
Love the pedestrian overpass ideas. We were just saying that we wished there was a better way to get across Omaha! Let's add more!
Lowering Omaha sounds like a great plan - good luck on getting the state to pay!!
Make sure someone could not throw objects over to passing vehicles is a safety concern for anything make sure that it is constructed so that people cannot a. throw things off of it, and/or b. jump off of it. Overall, I do think "up and over" is by far the safest, if it is done right. and if you have to put an elevator at each end for accessibility, so be it.
Make the park cover an overpass. Why in heavens name would you want to lower the road elevation. Just think of the cost! And the time. This city cannot get road construction done in a timely manner. Make the pedestrian bridge an overpass and leave the road alone. Plus the flooding! I know this town has been working on replacing the sewer mains on Omaha for several years now (see previous comment about not being able to complete projects in a timely manner) but there will still be issues, especially during melt periods when drains get iced over or backed up with slush and ice. Don't do something that will just create more headaches.

Maybe some sort of transportation rental. Like the electric scooters in other cities.
More about sharing the road with bikes and pedestrians.
More Park Covers and Elevated pedestrian crossings
N/A
N/A
Na
No
no ideas
No. Iv said enough lol
None
None
none
None
none
None
None
None
none
None
None
None
None
None
none
None
None at the moment. Think this is a great idea for our community and will be well used and much appreciated. Thanks for the survey!
None at this time
None just now
None, i am a big fan of the 'wildlife crossing' concept!
None.
None. I feel the current crosswalk situation there really hinders the traffic flow on Omaha. Anything to make the current situation improve is a good concept for me.
None. I love the bridge concept. Always thought about a bridge there, but this concept goes beyond what I was thinking.
None. It already has a dedicated traffic light and crossing. Stop wasting taxpayers hard earned money on moronic ideas.
None. Rarely is this crossing used. I have had to stop rarely. I see little foot traffic in this area so do you feel that it would increase if you did either of those? I am sure very few people would use this to access the CC when it is cold. Has there been a people counter at various times of the year>Would love to know how many people daily use that crossing or attempt it.
Not an Urban Planner, so none.
Not doing anything
Not enough pedestian use now, totally not nessisary at this time !!!
Not needed.
Open-air vendors & access for food trucks
over head walk way over Omaha street
Over walkway Bridge

Overpass is great. The city hall plaza seems a little weird. We need parking options if you want locals to come downtown. There are barely any hotels downtown either compared to big cities. How are people supposed to get there and where do they park ?

Park cover design but at a raised elevation similar to the ribbon design rather than lowering Omaha street. Summer storms frequently exceed storm sewer capacity and would temporarily flood the current design, especially when hail creates debris from trees etc that blocks drainage. Ice and snow removal also is an issue with the current lowered design

Pig-tail pedestrian bridge

police presence on the current design. NO NEED to spend billions of dollars when people are still going to cross at the most convenient spot

Provide four way stop. Use crossing arms if necessary. Do not lower Omaha street!

Raised Pedestrian bridge like many you see in areas of Denver that are environmentally appropriately designed.

rely on people to use common sense and activate lights

remove it and make 5th street the primary crossing.

Ribbon would be #2

safety at night is priority. Could be a rotating art exhibit to draw people.

Seems like the most expensive option, but what about a big park cover bridge with a ribbon walkway on either side? City Hall employees would probably greatly enjoy it, as would the general public. You don't need to lower Omaha, just make a bridge over it and make it accessible to all with gentle grade ribbon paths to it, as well as stairs to quicker crossing. You end up with more public space and more opportunities for enjoyable public design.

Simple walk way/bridge. Nothing fancy.

Simply make what we have more pedestrian freindly and safe. A crossing hump, flashing lights, and quicker crossing when button pushed.

Sorry, no good ideas... But I really like the park cover!

Start the pedestrian bridge at the patio entrance of City Hall to provide distance for climbing to needed height over Omaha St. Curve bridge around corner of City Hall to continue the height gain for Omaha St before crossing Omaha St and then curving back to join the main walkway. This will leave 6th St open to vehicular traffic, a vital connection to the parking ramp, City Hall and downtown businesses.

The city has spent a lot of resources trying to make several ideas work at this spot... ideas are never very well planned out... I hope whatever happens here will be final so we can stop spending money on it.

The cost of either concept is concerning. I would like to see an abbreviated version of the park cover.

the current crossing works for the most part but a lot of people in vehicles run the light. Perhaps a gate similar to rail crossings gates to force traffic to stop on a red.

The paths or sidewalks need to be plenty wide to accommodate both pedestrians and cyclists or there somehow needs to be separate paths for each.

The ribbon walkway is excellent.

This problem was created by allowing Omaha to become an artery through Rapid. If you make traffic slow down people will adjust and find ways to get through the city without Omaha.

Tunnel

Tunnel?

Use the park cover approach. This may cost more, but I think it will create the best outcome.

We don't need it

We have a permanent pedestrian crossing in place

We need to be mindful of traffic - Omaha is a major thoroughfare and should not be impeded.

Well landscaped, fun lighting as you go under the walkway on Omaha

Whatever solution is chosen, I feel it is important to design the overpass in a way to prevent (drunk) people from falling or jumping off the overpass. Also, one must consider the possibility of people throwing items (beer bottles cans, i.e. concert goers after an event) that could hit cars below. Therefore, I am not in favor of an overpass or bridge. I prefer an improved/ beautifully designed crossing on street level.

whatever you want to do to get the pedestrians off of Omaha so I don't have to sit there for 3 minutes for 1 person to cross the street

Why do you persist in thinking anyone wants to walk from the Civic Center to downtown?! Foot traffic is not that heavy to warrant these expensive and unwarranted options!

Wide paths for both pedestrians and bicyclists to cross freely in order to comply with the CDC guidelines for social distancing.

Q15: Please share any other feedback you would like to provide the project team with.

Response

A permanent pedestrian/cycling crossing is definitely needed so keep up the good work!

Absolutely don't think we need a walking connection between the Civic Center and the Performing Arts Center.

After the debacle with the parking meters - you have a hard road to hoe - there is no trust value in what the council and the mayor do. Not telling the whole truth is a big fat lie and that is what they all did. I have a trust value.

Already did

As previously stated, just needs to be justified w/costs. Safe environment, clearly illuminated and easy (cost friendly) to maintain.

As we are modernizing our downtown, we need to look the part. With the coming of the new arena and elimination of the parking lot where it is being built, there needs to be other options for people to use to get to and from the Civic Center to downtown. The current crossing area from Memorial Park to 6th St. is a nuisance for drivers and many people prefer to cross into oncoming traffic there rather than wait for the light to change. It's a safety issue. A walkway, whether a bridge or the other one would eliminate this issue.

At every move, please consider how each decision will increase the comfort and access for people who live on the streets. We don't want outdoor accommodations.

At this time I feel that without a basic understanding of project constraints further useful feedback is not possible. If more of these basic issues can be released to the public our response might prove useful with less push back.

Cost controls. This is not a revenue producing project.

Does the project flow into and across memorial park to the civic center? My concern would be that the monies are spent down by the Dahl where I do not see a problem... I think lighting to the civic center through Memorial Park would be more appropriate use to connect... What is being done in the park

Doesn't need done

Don't let the people who designed Rushmore Crossing touch this project

Don't try and make something so pretentious. If people don't walk across Omaha correctly now, it's not up to RC to fix it. The nicer sidewalks would be handy. But how many people actually walk from downtown to the civic center? If I'm going to main street square I want to park near downtown not across at the park. If I want to go to RC High School or the library I want to park near to these buildings not way across Omaha. This is not an area I have any need to go strolling across even though I am an avid walker.

Downtown business owners really need more parking options. I hope the other possible parking garage goes in we need it!

Downtown Rapid City needs a less dated appearance, and this project will make our town more modern, efficient, & welcoming.

Excellent start!

Focus on better bike bath lighting elements and safety

For future paths, consider a bike lane please otherwise love the work so far around the Civic center and walking trails, I would visit more often but I'm afraid to get jumped or stabbed.

Get real! Don't just look for ways to spend money. Be realistic and functional!

Good job on the concept and design. I hope there is public support for this!

good job!

Good plan. Don't lower the road.

Great idea to dress up the area and tie into Main Street Square

Great job!

great job. You have my support

great project which will provide more community spaces

Has anyone established a traffic count of people that will want to walk from downtown to the Civic Center? People don't even want to park a block from the store they are going to. I am not against the beautification of the 6th Street corridor but I think the crossing of Omaha has been blown out of proportion with the actual need.

Have some idea of how you're going to control the drunk people constantly found in that area under control. Otherwise it's going to be a huge waste of money for people to basically go dt to be harassed and panhandled constantly

I am excited for the project teams goals in building an awesome entrance into downtown. I have seen a number of vehicles run that red light on Omaha. So as a pedestrian, I am thankful this project will save a number of life's.

I am mostly concerned that we are telling people we have no money after covid and protests... and yet we are starting this very expensive construction project? not only that, but the construction itself will hurt downtown businesses temporarily. I know I avoid downtown when there is construction. traffic down there is bad enough without construction...

I believe a simple bridge over Omaha street with handicapped and bicyclists in mind would help alleviate the crossing risks. HAVe seen these types of bridges in other states and they work as long as you have railings and maybe fences to prevent anyone from falling or throwing anything off bridge onto roadway below. Lowering Omaha street is not a good idea as it could cause drainage problems during rain storms and snow melt.

I disagree with adding pedestrian amenities that encourage hanging out in the corridor. Without getting other people on the street, security measures, it will just become an eyesore and create places to congregate when the City has just removed seating

I don't think that enough people will use this to warrant the high cost.

I feel more information needs to be shared with the public so informed decisions can be made.

I get that this city isn't going to be a bastion of multimodal and pedestrian friendly urban design so the design is "fine".

I have elementary children and we never go downtown b/c parking is too stressful. There is no way I would park my suburban on the one way roads and the parking garage parking area signs are confusing. Like where van I park w/o getting a ticket?! This leaves the side streets like 6th and 7th....which are limited. The park is sketchy. I have seen young people with open containers in the middle of the day. I don't think of FAMILY FRIENDLY when going downtown. It is get in and get out for this local. Parks and Pools STILL closed--- it is pretty hard to see money spent on this!

I know we are growing but I don't see the need to always compare ourselves to larger cities. Let's find a way to make us stand out our own way

I like the concept a lot.

I liked the idea of last year of having visitor guides. I think RCPD should have a few walking and/or Sedge-way/bicycle using officers in area. Public restrooms in the playground area or the current bus depot area that would be well kept, managed, & safe.

I love seeing the downtown revitalization expand like this

I love the project goals and most of the design elements. I just want to urge you to please keep this space not only accessible to people enjoying it temporarily, but also for those who are living near it. I am sure property values will go up, thus will rent for the apartment buildings for folks near it. Maybe those buildings have already agreed to sell and the tenants are out of luck. But I have seen that building bear the library, and it made me glad it was available for my fellow Rapid City residents. Not everyone who lives in, near, or around Downtown eats at Tally's. Some are visiting Curry Masala or Pita Pit. Keep Rapid City inclusive while you beautify it. Otherwise, I love the ideas being presented, and I appreciate your seeking out public

I really appreciate the efforts on this project and think it is a great idea. If done correctly, it is projects like this that will make Rapid City even more enjoyable for residents and visitors.

I really don't see this project as a huge priority in light of current budget shortfalls and the huge 'Unknown' Of the trajectory of the future pathway of this pandemic. I could easily put this project back on the shelf and utilize planning staff for some productivity directed at current needs. Taxes have hit their limits; have to get away from 'tax and spend' mentality!

I think costs need to be a primary concern. Every effort needs to be made to minimize construction and maintenance costs.

I think it would be awesome if we could make this a pedestrian only zone. Like in downtown Denver. Outdoor eating , vendors, a designated permanent zone for summer events. Makes sense!

I think people are forgetting the basics of town services. If we can't fix streets why are we building more things. Why are we even looking at this when we should be dealing with the important stuff. If the businesses want it, let them pay for it.

I think the plan looks great! It would be a great addition to Downtown and work well bringing the Civic Center, Performing Arts Center, and Main Street Square together.

I think you are on the right track. Rapid City is in desperate need of more/ better restaurants. Restaurants are what bring year round revenue downtown, then it floods into shops. Oh and by restaurants I dont mean Culvers and Blaze Pizza. We need new stuff from other big cities or destinations. We are a small town we dont need 7 culvers. Things like a seafood restaurant, PF Chengs, Chic Fil A. Those are things that would add value to the city!

I think you're trying to force 6th Street to be a corridor but it isn't and doesn't need to be.

I used to walk around the pond and use the bike path several times a week year round until I couldn't stand the clusters of people sleeping, drinking , urinating, etc. and it was not enjoyable to walk through that beautiful area. It needs to be cleaned up first to demonstrate that it can be developed.

I'd encourage you to make a District rather than a Corridor to include rather than exclude so many of Rapid City's cultural assets.

If people want to walk or bike from 6th to, say, Founders park, but also want to enjoy the amenities across the street from founders... it's near impossible to cross the road. The issue is Omaha and 5th, not necessarily 6th.

If you asked the residents which they want first, streets repaired or this project, you know the answer too.

In both plans I appreciate the City Hall green space and outdoor seating. I have concerns about the budget for the entire plan. Also, I have concerns that the crossway could be used by protestors to cause a disturbance since it's so close to City Hall. It's would be important to factor in the necessity of traffic to flow along Omaha St. Would this plan work if Omaha needs to be widened in the future?

It is important to make this as accessible to everone

Keep expenses down. Doesn't have to be super elaborate.

keep it cheap as possible. Most locals don't use it much anyway for obvious reasons.

Keep it simple and safe. We don't need to spend millions.

Keep it up!

Keep providing areas for art and small music groups/buskers

Keep up the good work! Visions seems weird until they are realized. In 20 years it will be hard to imaging downtown as it is now. We won't regret the investment.

Let's address homelessness and lack of downtown parking before money is spent on projects like this.

Love it. Make it happen!

Love the drawings and design. This would be a real game changer for the city of Rapid City and downtown. It's already a destination ... but this would move it to a whole new level. Super exciting!

More bike lanes

More connections like this would be great along the entire length of the downtown area.
N/a
Na
none
none
none
not the time to be spending money on such things - grant or no grant
Nothing to add other than thanks for including us and for the work that is being done.
Park cover or ribbon are both good ideas, we need to do something.
People should be able to show up at events energized and excited to spend money. Not tired and worn out from a long walk. Especially here, where the weather is hardly ever reasonable.
Please consider this between Dakota Point Brewing / Lost Cabin and the "fish". This area is seeing major increased foot traffic
Please do something about the railroad crossing. Also, it would be great to have local artists do the installations, otherwise, are they really needed?
Please include graduate students and undergraduate students from SDSMT and BHSU to help build a sustainable, efficient and useful corridor. Students have many great ideas that would never be heard after a plan is heavily drafted already.
Please include the cost of maintaining the design (landscaping, art, etc.) in your project cost estimates.
Please keep it realistic and keep costs in check!
Please start with the section between main street square and the civic center.
Rapid is beautiful. It's been good to me for the last 20 yrs. I hope what ever happens it will be just great. With the new arena! Witch needs to be be bigger. But that's just my opinion thank you
reduce the traffic on Main and St. Joe. Run the thru traffic out to Omaha, especially if you build a pedestrian overpass. If Downtown is to be a destination, people need to stop thinking of it as a way to drive thru. There are other mid-sized and small cities that have done this very successfully and it has increased the value and usefulness of their down-towns. The number of cars that drive past your window doesn't equate to traffic thru the door.
Safety first please. Our downtown is wonderful but it needs better policing and/or enforcement of public policies on loitering, harassing, and panhandling.
Simple, interactive games or activities for young families. Think hands ON and low maintenance. Places to sit are great, but give them a reason to sit there.
Stop this project, plenty of entertainment and art has drained city capitol funds. Give this a rest , Back burner, not needed
Stop this ridiculous spending
Thank you for asking for input.
Thanks for the survey.
Thanks!
The faster this wasteful study ends the better. Hopefully not a dime of taxpayer money was spent on the study, and hopefully this boondoggle is never constructed.
The good news is that there seems to be ample space. and the concept of connecting downtown to the entertainment centers is pure gold. don't lose sight of it.
The owners of North Western Warehouse at 413 6th Street would like to request a meeting in regards to our concerns of the possable impact to our 88 year family owned business Thank you; Jason & Jerred Koppmann
Think and take into consideration the population growth of Rapid City. It will be much easier to plan for the future, instead of trying to retro-build to accommodate the growth.

Think pretty and practical! Winding ribbons and weaving sidewalks are not very practical, but you can make direct access pretty with green space and well-chosen materials.

This all looks like a nice idea, but the last time I was in the area of 6th and Omaha, it was night, there were large numbers of intimidating people, and we were harassed.

This concept could help create gravity toward downtown which helps improve economic value for all residents. But it can't just be hardscapes. It has to be combined with high quality eating and shopping as well as events (summer nights, outdoor concerts, street fairs, farmer's market, etc.). This would also be a great place to start/finish running and bicycling events. People need reasons to come down and stay for a while.

This is a complete waste of money. Our city needs improvements like street repairs, not downtown entertaining.

This is a waste of money. Spend our taxes where it counts: education and public works (PD/Fire/water/road maintenance). Look at tunnels in cities like Casper, WY. Those things are not maintained and are structurally unsound, and graffiti-covered. This is a pipe dream by those who have nothing to give but always want handouts: the downtown businesses that can't be content with current traffic/business.

This is a wonderful project and I support it 100 percent

This is no doubt going to cost a lot of money. With this financial situation in the City we don't need to be spending money right now. Use the money to mow the parks and greenway this year. Much of it is hip tall. I thought the City had money problems with the Covid situation. Don't spend the money.

This place needs clothing boxes for the homeless. It would be great for the winter to see a box with coats, mittens and hats. During the summer, use these boxes for information booths

This project needs to be shelved. Period.

This proposal looks great. I definitely like the addition of more parking garages near downtown and reducing on-street parking

Until the panhandling and homeless situation are truly address in downtown rapid city, this plan will not succeed, you cannot walk 2 blocks in rapid city without being panhandled by drunken homeless people.

We all know there is homelessness, and the native population that like to hand in the 6th street parkway, please be considerate, work with them some how, don't just move them.

We built a townhouse in Founders Park and three out of four of us work part time at the Civic Center. We walk everywhere and are so excited about this corridor project, the new arena and everything that gives us quality of life in Rapid City.

We have a lot of work to do downtown before a project like this makes sense. We need to make it safer for everyone, and address all the parking that would be lost with this project. I honestly do not see the need for a corridor like this.

We have an opportunity to improve downtown in a very meaningful way. Security needs to be a priority for this to work. Encourage people to move through the area, this is about transporting people from one spot to another, not a gathering place.

We have two hotels in the core area and many restaurants. The idea the crowds will park downtown just to use this walkway to get to civic center events or the park seems a bit if a stretch. There is lots of parking at the civic center. So the concept is very appealing and well thought out, but I feel going the route with the walking paths is much more attractive and better use of available space.

What is the budget for the project?

What's with all the ART??? Seems excessive and really unnecessary. We have beautiful natural views - trees, sky, flowers, let's feature them. South Dakota should emphasis its open space and natural beauty.

Where is the funding for this coming from?!

With the current state of the budget and the fact that the City is already wasting hundreds of millions of dollars on a new Civic Center Arena that we don't need, don't waste more hundreds of millions on another project we don't need and whose primary purpose is just to boost somebody's legacy.

Would be great if Rapid City had a project team to fix city streets an infrastructure If I were a business owner and visited any city I would drive the city streets-Rapid City is in poor shape and I would not bring my business here