



Master  
Transportation  
Plan

# FAULKTON

## SOUTH DAKOTA

August 2014



South Dakota  
Department of Transportation



City of Faulkton

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## Project Introduction

Under Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) signed into law in July 2012, a percentage of the federal transportation funds received by South Dakota must be designated for transportation planning and research activities through the State Planning and Research Program (SPR). Historically, the South Dakota Department of Transportation (SDDOT) used a portion of the SPR funds for transportation planning studies for counties and Class 1 cities (>5000) not within a Metropolitan Planning Area.

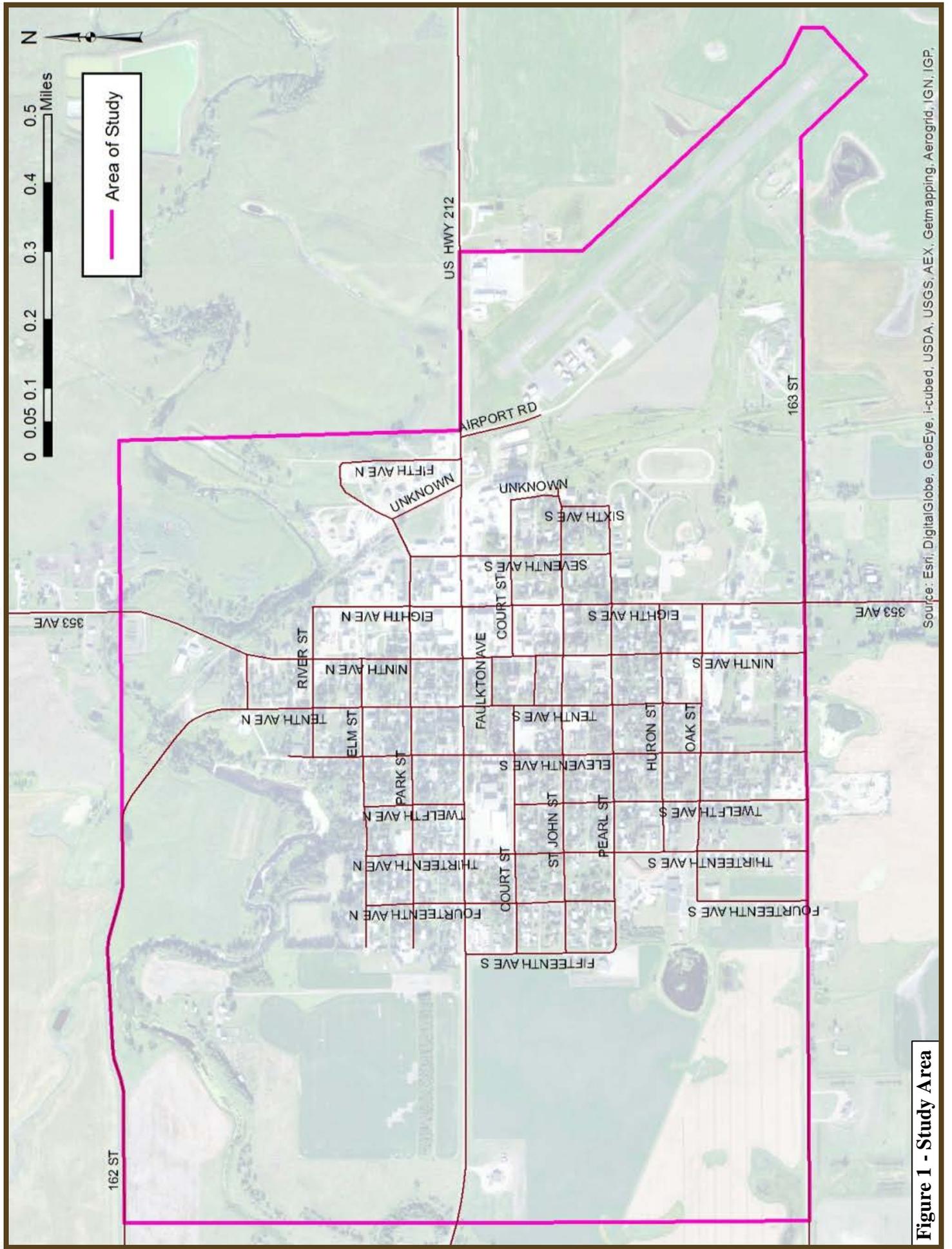
MAP-21 also created the Transportation Alternatives Program (TAP), a grant program that uses federal transportation funds for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. TAP replaces the former Transportation Enhancement Program and consolidates those eligible activities with the Safe Routes to School, Scenic Byways and Recreation Trails Programs. TAP builds upon the legacy of the Transportation Enhancement Program by expanding travel choices, strengthening the local economy, improving the quality of life and protecting the environment.

It became apparent during the first round of TAP applications that many of the small communities applying for the grant funds are lacking an overall community transportation plan. The absence of a community transportation plan may be a detriment in obtaining TAP and other transportation-related funds. It may also be a detriment to the community as a whole as it grows and changes. Not only will a community transportation plan be a benefit in many funding situations, but it will also help aid a community in developing a transportation network that provides better access to schools, business districts, residential districts, agricultural and industrial facilities, and parks and recreation attractions.

With that in mind, the SDDOT dedicated a portion of its 2014 SPR funds to establish the Small Community Transportation Planning Program. The City of Faulkton was selected as the pilot project for this program.

The City of Faulkton Master Transportation Plan intends to lay out a vision and set the direction for how people and goods move throughout the community. The transportation planning process has been a collaborative effort between the City of Faulkton and the SDDOT. The Plan's study team has worked with the Faulkton community to identify the expectations and goals of citizens, system stakeholders, and local officials for their multi-modal transportation system. The Plan addresses the study area in Figure 1.

The Transportation Plan report provides the City of Faulkton a blueprint for achieving its vision for the transportation system through a series of recommended projects, programs, and policies.



**Figure 1 - Study Area**

## Report Outline

The 2014 Faulkton Master Transportation Plan includes discussion of the following topics:

- **Goals and Objectives** that have served as a guide for the study team in the process of preparing the Plan. The Goals were set as overarching ideals to follow and reach, with objectives laid out as specific guides on how to accomplish them.
- **Procedures** that were followed by the study team in a carefully organized order to satisfy the objectives.
- **Background and Context** of the community of Faulkton and its influence on the preparation of the Plan.
- **Existing Transportation System** that serves as the basis upon which the improvements recommended by the Plan were reasoned and will serve in the future.
- **Public Involvement** through the course of stakeholder meetings, public open houses, and survey results.
- **Future Conditions** forecast to aid the plan in proposing recommendations that will meet the ever-changing needs of the community.
- **Action Procedure and Methodology** used by the study team in weighing possible alternatives and making recommendation decisions.
- **Recommended System Plan** of transportation alternatives that form the recommendations of the Plan.
- **Cost Estimates** of each proposed alternative.
- **Funding Availability** to enable local agencies to implement recommendations.

## Goals and Objectives

Development of the goals and objectives is a critical initial step in the Transportation Plan because they define the general course of Plan development. They provide direction for the Study Advisory Team (SAT) as we evaluate how the system currently performs, and establish the framework for how we look at potential enhancements to Faulkton's overall transportation system.

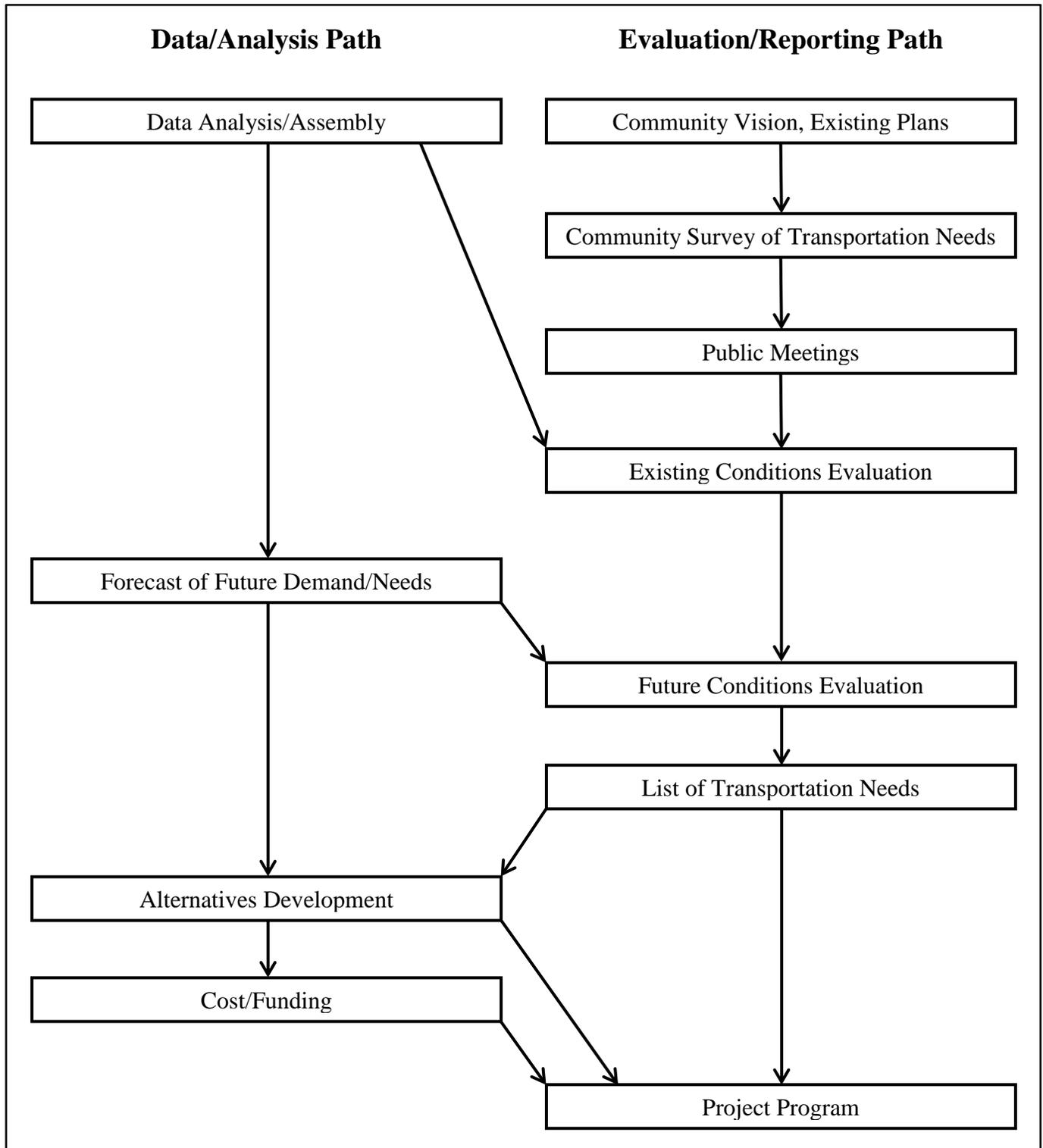
Goals and objectives are connected concepts: *Goals* are far-reaching, generalized statements of intent or vision for the Plan, while *objectives* are more focused statements of specific approaches, measures or procedures related to attaining the established goals. The remainder of this section provides a set of preliminary goals and objectives for the SAT to consider and revise for use in the Faulkton Master Transportation Plan.

- Goal #1: Provide a safe and efficient automotive transportation system.
  - Evaluate to what extent the existing street system meets the needs of city businesses, industry, private citizens, and civic functions.
  - Identify frequent crash locations and evaluate appropriate actions to improve safety.
  - Identify high-risk, high-conflict areas and ways to reduce risk to motorists and pedestrians.
  - Evaluate emergency response routes and their relationship with the street system and suggest alternatives or changes where needed.
  - Evaluate the effectiveness of signage in the overall transportation system and provide solutions to possible problems.
  
- Goal #2: Provide a safe and efficient multimodal transportation system.
  - Review locations of automobile-pedestrian conflicts and evaluate potential safety improvements.
  - Identify sidewalk, trail, and on-street improvements that would enhance bicycle and pedestrian safety and connectivity across Faulkton.
  - Provide the community with potential safe pedestrian routes.
  - Establish bicycle and pedestrian connectivity between prominent city elements (e.g. pool, park, ball park, school, etc.).
  - Identify possible transit needs and propose solutions to meet those needs.
  
- Goal #3: Provide a transportation system that supports and enhances the area's economy.
  - Identify businesses' recurring transportation issues which may hinder their operation or rapport with customers, suggesting ways to rectify these issues.

- Review current truck routes and suggest alternatives or changes which better fit the economic needs of the community without compromising pedestrian, bicycle, and automotive safety or local roadway condition limits and specifications.
- Create a more welcoming traffic environment for travelers with the goal of bringing more business into the City.
  
- Goal #4: Provide a plan for future expansion and maintenance of the transportation system.
  - Suggest a prioritized list of transportation needs based on their feasibility and necessity.
  - Prepare a plan for preserving, maintaining, and improving the existing multimodal transportation system.
  - Provide guidance for future expansion of the street system by coordinating land development and transportation planning and incorporating multimodal alternatives in new development.
  - Suggest ordinances or laws which better regulate the implementation and maintenance of new and existing transportation elements.
  - Identify sources of applicable funding through government grants and funds.
  - Provide a template which outlines the necessary financial input from public and private sectors.

## Procedures

The study was completed using two paths, as shown in Figure 2. The work conducted in the field by the Study Advisory Team was done parallel to the compilation of input from officials and stakeholders, as well as the general public via individual and public meetings.



**Figure 2 - Procedures**

## Background

Faulkton, a friendly town of 736 people, is the county seat of Faulk County, South Dakota, situated between the James and Missouri Rivers, along U.S. Highway 212. The county area is 1,008 square miles and was named for Territorial Governor Andrew J. Faulk, hence the name Faulkton.

The community was founded in 1882, before South Dakota became a state. It became the county seat in 1886 when the railroad by-passed LaFoon, the first county seat – now designated by a historic marker five miles east of Faulkton at the intersection of Highways 45 and 212. Faulkton is near the geographical center of the county.

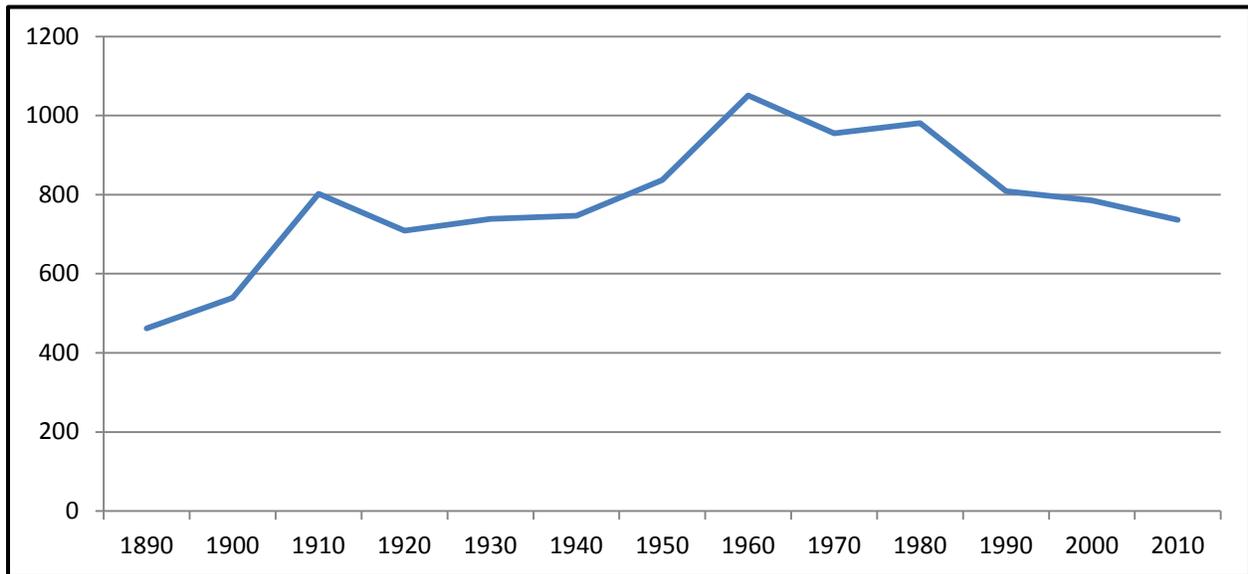
The Nixon Creek or River, as it is called locally (South Fork of the Snake, officially) flows past the community of Faulkton. It is also the source of beautiful Lake Faulkton, two miles to the west.



Faulkton is a farming and ranching community. Its economy depends heavily on agriculture. A wide range of crops from wheat, oats, corn, rye, and sunflowers are grown in the area. Livestock producers abound throughout the Faulkton area with beef, hog, and sheep operations dominating the industry.

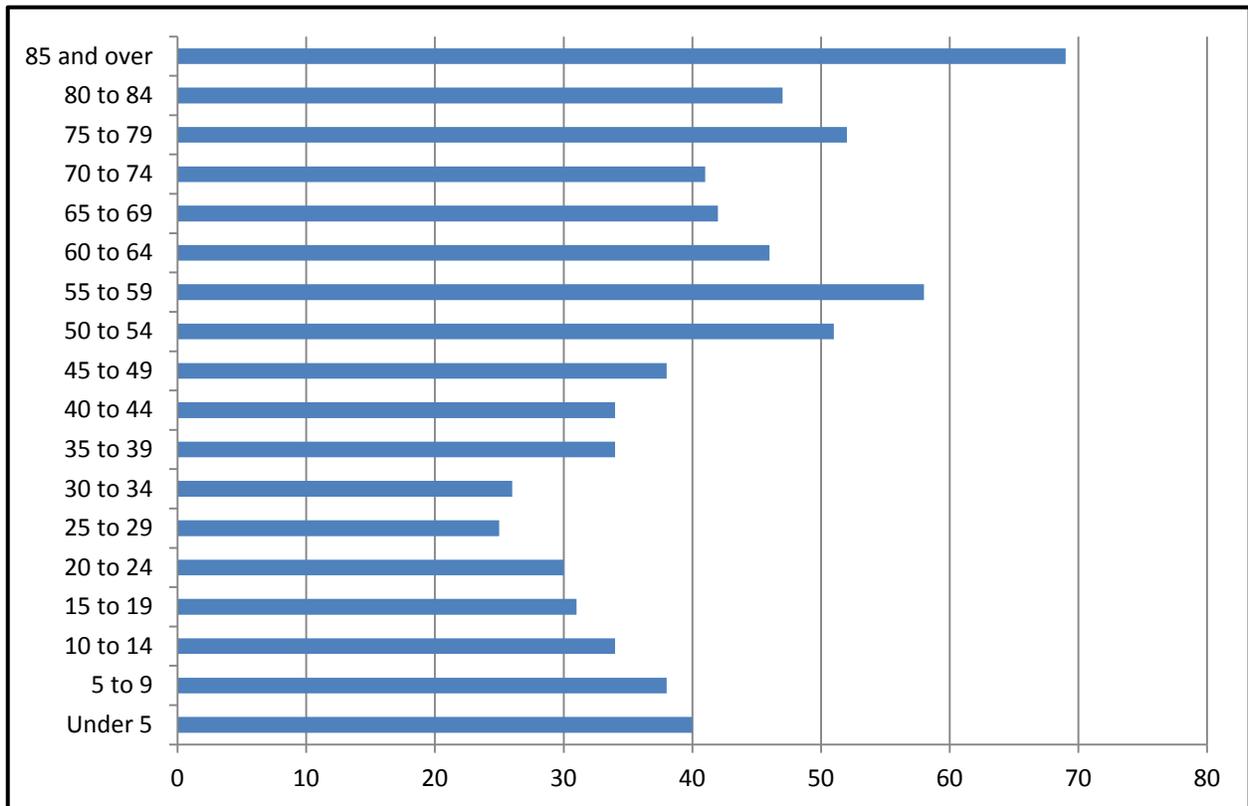
Figure 3 shows Faulkton's census population since 1890. The population grew somewhat steadily through the first half of the twentieth century, but since 1960 the town's numbers have slowly declined. Future projections show the population remaining around 700-750.

Additionally, as Figure 4 demonstrates, the current age demographic is weighted more heavily toward the older generations, with a median age of 53.4 years. This is common among rural towns of Faulkton's size, and the senior population is likely to grow as time passes. In order to remain a vibrant and relevant place within South Dakota, Faulkton will likely benefit from an influx of younger residents and couples. This need was accounted for in considering transportation alternatives that better fit people of all generations.



**Figure 3 – Historic Population**

Data: U.S. Census Bureau



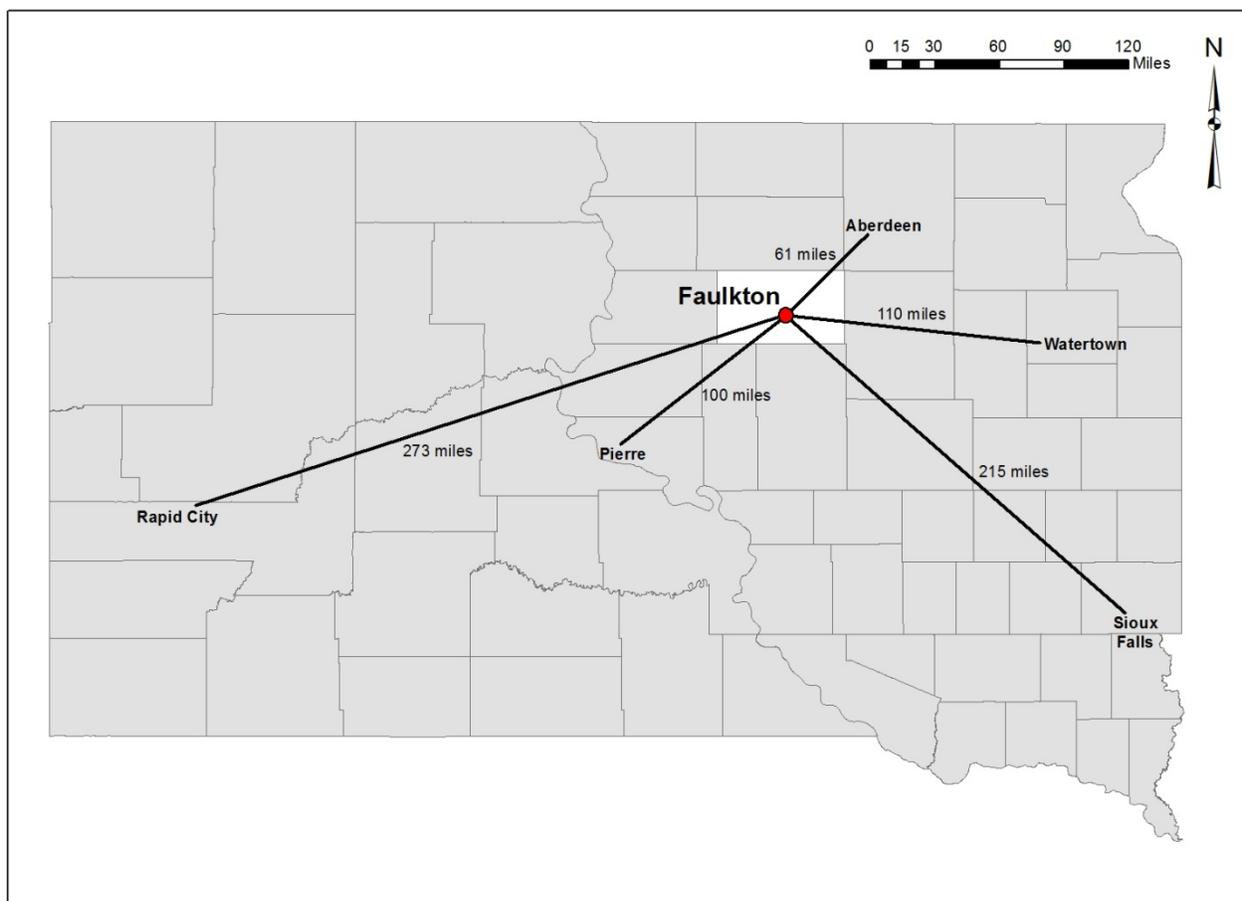
**Figure 4 – Population by Age**

Data: U.S. Census Bureau

## Context

Faulkton is relatively isolated in relation to major cities within South Dakota. The closest Class 1 city (population >5000) is Aberdeen, 61 miles away. That distance means that the community of Faulkton must be responsible for many of the day-to-day needs of its residents. Figure 5 shows Faulkton’s proximity to Aberdeen and some other cities within South Dakota.

The city is served by regional utility companies. Faulkton’s water is purchased from WEB Water Development Association, Inc. of Aberdeen. The telecommunications service provider is Venture Communications Cooperative of Highmore, through Western Telephone Company of Faulkton. FEM Electric Association, Inc. of Ipswich provides electricity.



**Figure 5 – Context**

# Existing Transportation System

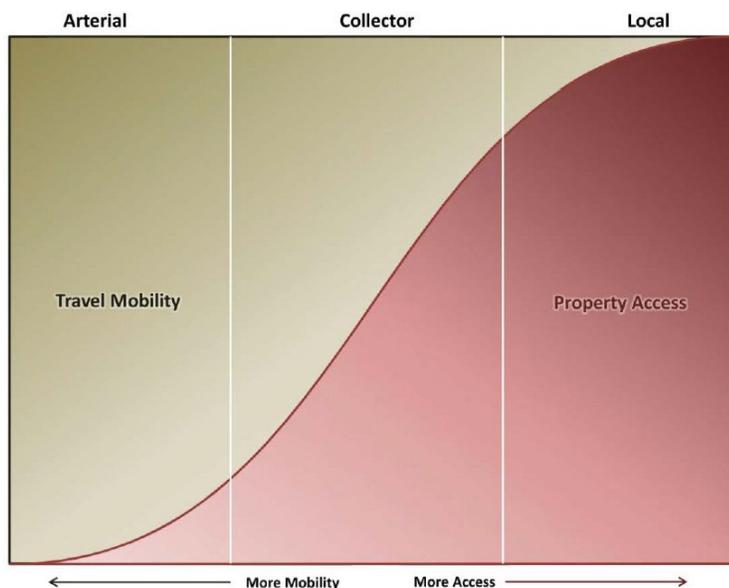
## Overview

To gain a more complete understanding of what actions, policies, and improvements might be desired by the community and warranted for inclusion in the Plan, it is first important to consider the state of the current system. Current transportation system performance and issues are the underpinnings of future transportation system improvements.

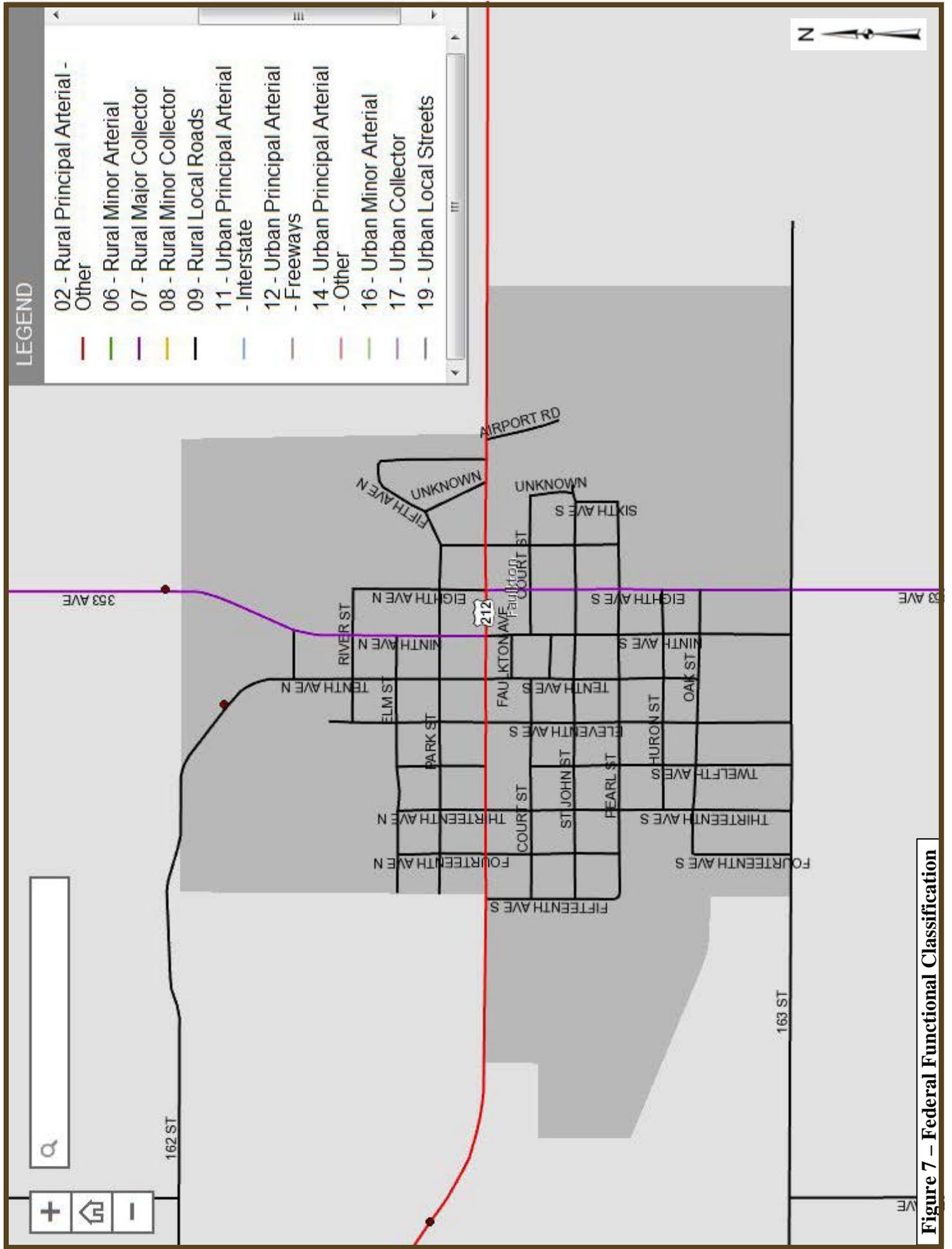
The primary route for intrastate and interstate traffic that enter or exit Faulkton is US 212, an east-west route dividing the city. This is the principal arterial route through the area and is by far the most travelled road in Faulkton. In addition to US 212, the main collector that connects Faulkton to the region is Faulk County 11. North of US 212, this road is a continuation of 9<sup>th</sup> Avenue, and south of US 212 it is a continuation of 8<sup>th</sup> Avenue.

Apart from US 212 and Faulk County 11, there are no other streets of note within the city of Faulkton. The rest of the streets are classified as local roads, and are primarily used for property access. The streets of Faulkton closely follow a grid pattern, and most city streets are similar in style, size, and function.

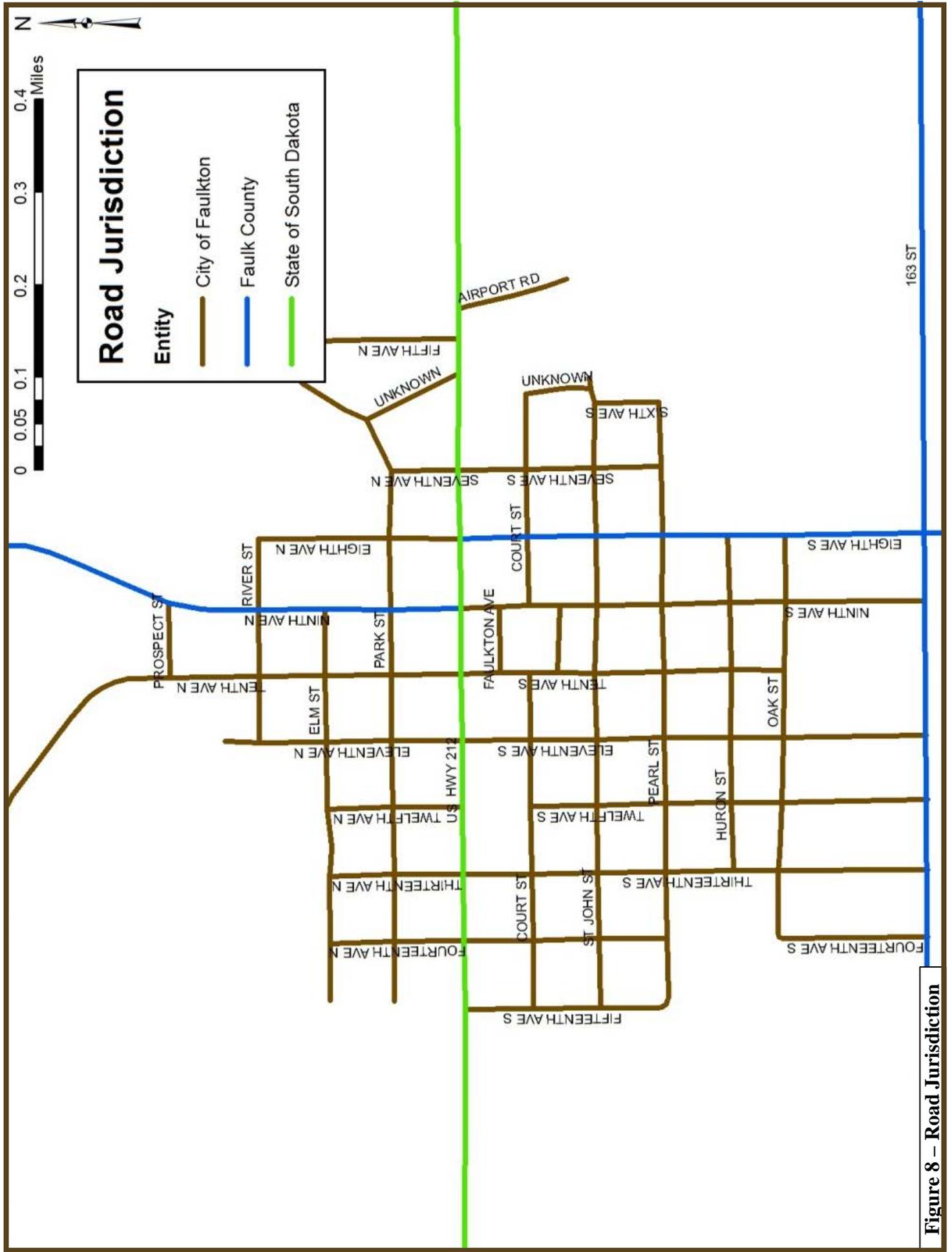
Figure 6 shows the relationship between the functional classification of roads and their use. Figure 7 is a map of the roads in Faulkton and their functional classification, and Figure 8 shows the jurisdiction under which each road falls.



**Figure 6 – Mobility and Access by Classification**



**Figure 7 – Federal Functional Classification**



**Figure 8 – Road Jurisdiction**

## Traffic Safety Assessment

Analysis of Faulkton traffic safety was based on evaluation of the crash/accident records available from the SDDOT for the years 2008-2013. (Note that accident records were only available if total property damage amounted to over \$2500.) Crash information is available through a geographic information system (GIS), and classifiable through a variety of factors, including date and time, location, accident severity, accident type, road conditions, driver contribution to the accident, and more.

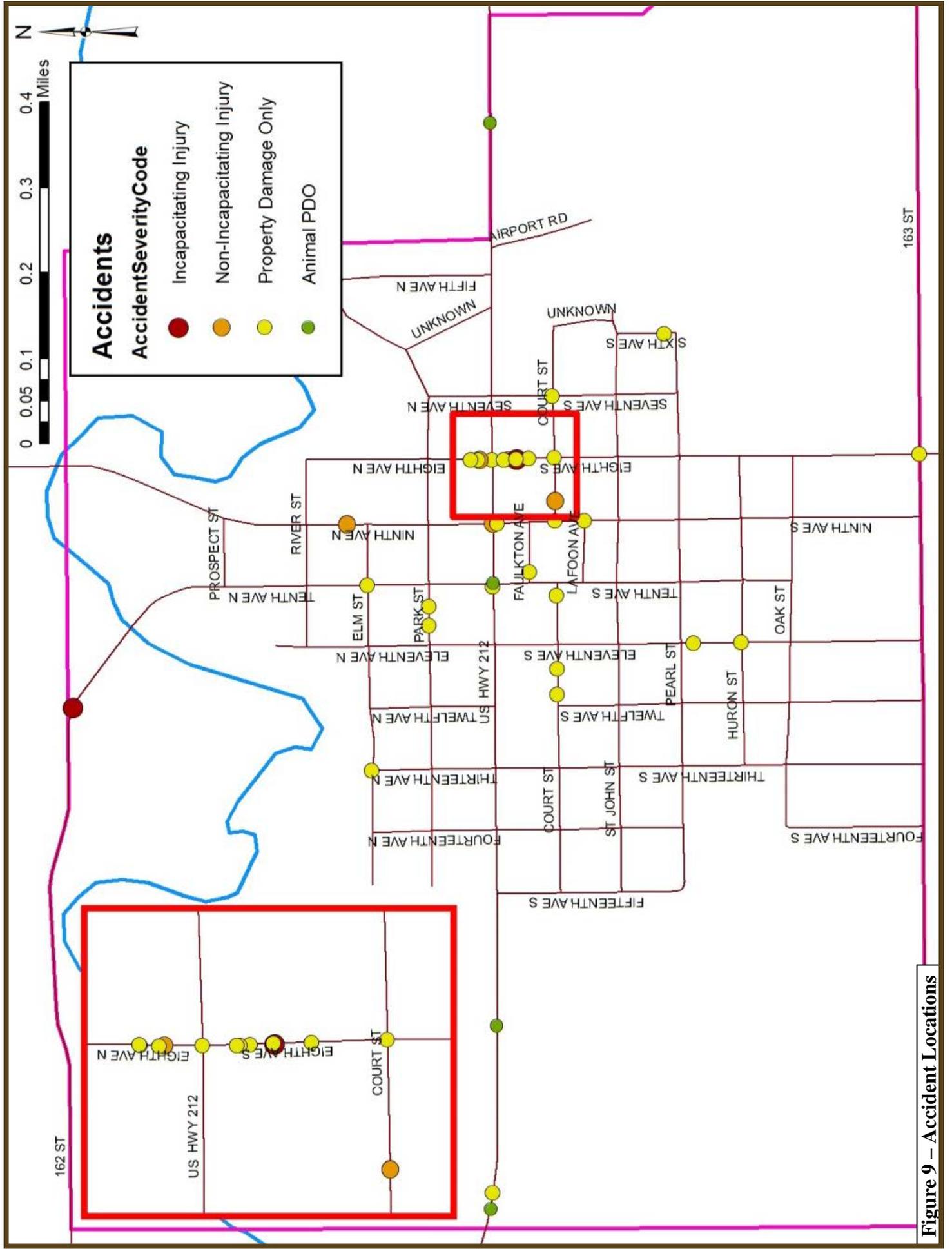
A detailed analysis was conducted of the crash data in order to locate troublesome areas and common types of accidents. This information was used to make recommendations that suit the transportation system and make it safer for its users.

Table 1 shows the severity of accidents sorted by frequency. Note that the large majority of accident reports resulted in property damage only. The amount of injuries sustained in relation to the total number of incidents is an indication of the nature of the accidents – usually slow speeds and no reckless behavior on the part of the driver.

Severity	Frequency (2008-2013)
Incapacitating Injury	2
Non-Incapacitating Injury	4
Property Damage Only	35
Wild Animal Hit – Property Damage Only	12

**Table 1 – Accident Severity Frequency**

Figure 9 details the locations of these accidents within Faulkton, again sorted by severity. A cursory glance at this map will indicate that a high percentage of accidents occurred on 8<sup>th</sup> Avenue within one block north and south of US 212. Most of the reports are categorized as “angle”, “improper backing”, or “improper parking”. These are all descriptions of similar events, with nearly all events involving at least one car in the process of entering or exiting a parking space.



**Figure 9 – Accident Locations**

## Parking and Access Control

A point of interest in Faulkton’s transportation system is the treatment of the edges of the street. The treatment of on-street parking and private access points has been identified as having unique characteristics, and ones which likely detract from the safety and efficiency of the system.

Parking along Faulkton’s streets is anything but uniform throughout the city. In the downtown area, most on-street parking is angled or

perpendicular head-in style. Some other streets, including most notably a three-block section of US 212, utilize parallel parking. Along the majority of residential streets are informal areas of gravel which support a host of parking options. Field documentation noted both parallel and head-in, as well as many other makeshift parking arrangements (double-wide, etc.).



Varied Residential Parking



Head-in Parking Lines

Very little regulation exists regarding the minimum distance acceptable to park near corners. Some intersections’ visibility is greatly diminished due to vehicles parked in the line of sight. In the

downtown area, parking distance to the corner of the intersection can be as little as 4 feet, far less than the 20 foot minimum recommended by the SDDOT. Additionally, head-in parking spaces are only marked by guides on the curb, with no lines in the parking lane. Parallel parking lanes contain no dividing lines between spaces.



Diminished Sight Distance - Downtown

Many areas of Faulkton, especially places of business, support parking areas which are either completely open to the street or contain an excess of driveways which may cause confusion to motorists entering or exiting the roadway. In some places it is very difficult or impossible to visually determine where public right of way (ROW) begins or ends.



Access Control Issue - 6<sup>th</sup> Ave. South



Access Control Issue - Hospital



Access Control Issue - Retail Center



Access Control Issue - City Park

## Signage

As with most municipalities, the City of Faulkton has implemented signage to direct, guide, and inform motorists in order to make the roadway as functionally efficient as possible. This is achieved using a variety of different means to varying degrees of success.

The Manual of Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration (FHWA), is the American standard for the specifications regarding signage, signals, and other traffic control means. These specifications include height, distance from roadway and intersection, size, color, light reflectivity and more. It is important that all roadways follow the same specifications so that motorists are more readily aware of their surroundings and can make safer traffic decisions.



Uncompliant Signage

Many of the signs within Faulkton have been observed via inventory to be uncompliant to MUTCD standards. Common reasons for this include height, location in relation to the roadway, and light reflectivity. There seems to be very little organization or consistency between traffic signs within the city.

Additionally, traffic control at certain intersections is sometimes unclear with the current layout of traffic control signs. Irregular patterns of signage documented at intersections often include a lack of consistency between directions. For example, an intersection may have a stop sign in one direction and a yield sign opposite it, while the other has no control signs. Figure 10 shows a map of traffic control signs at intersections within Faulkton.



School Zone Signage

Another area of interest related to signage is the school zone on US 212. The school zone is marked with a flashing yellow light to indicate the hours the reduced speed is in effect. However, the school zone is indicated “when light flashing or when children are present” on the signage, creating confusion for drivers. This, coupled with observed instances of lights flashing at inappropriate times (9 p.m. in one documented instance), can lead motorists to ignore signs and become complacent, resulting in less regard for the school zone and a greater safety risk. Also, the school zone currently begins very near the edge of school property. Because of this, motorists may not be able to slow down before reaching the school grounds.

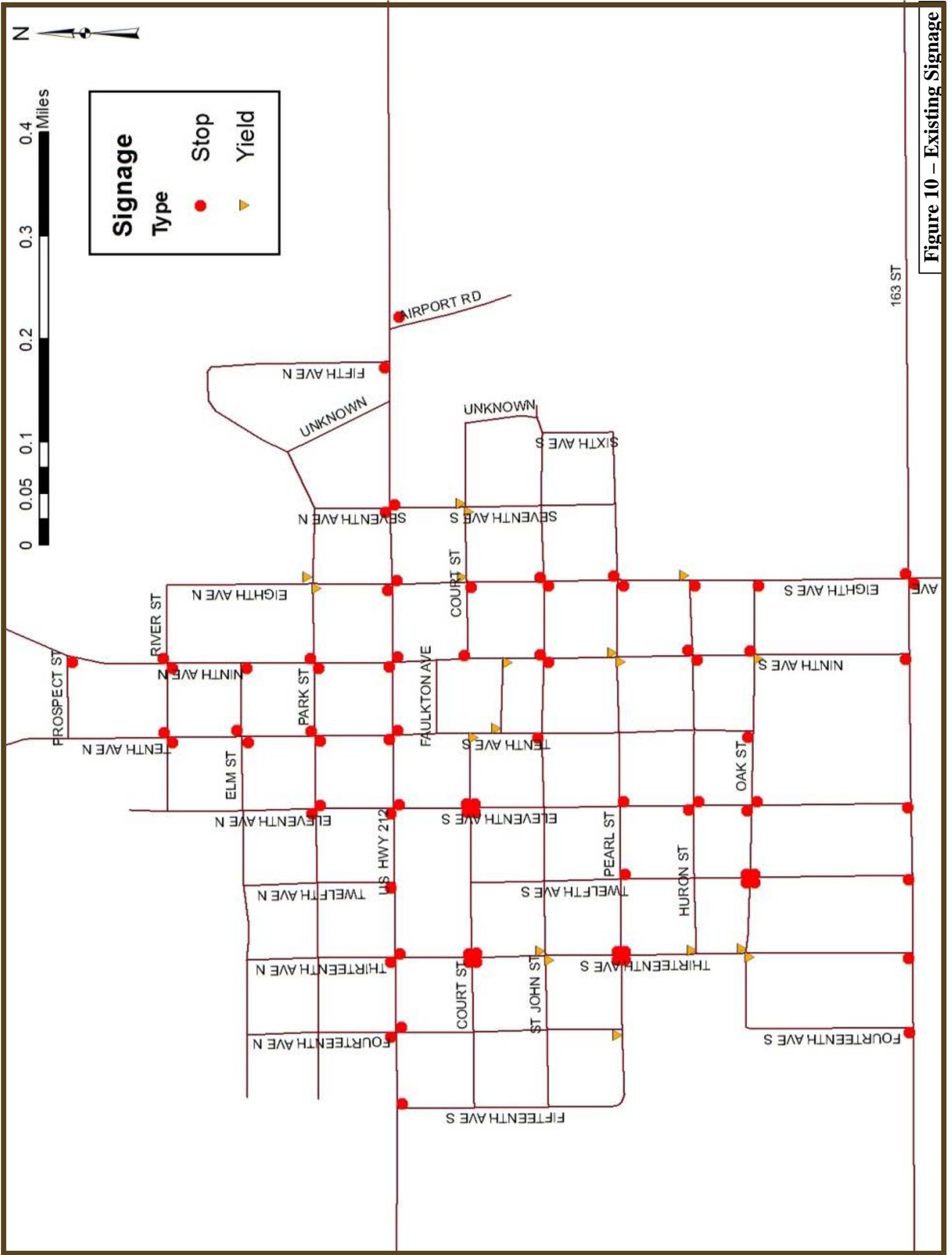
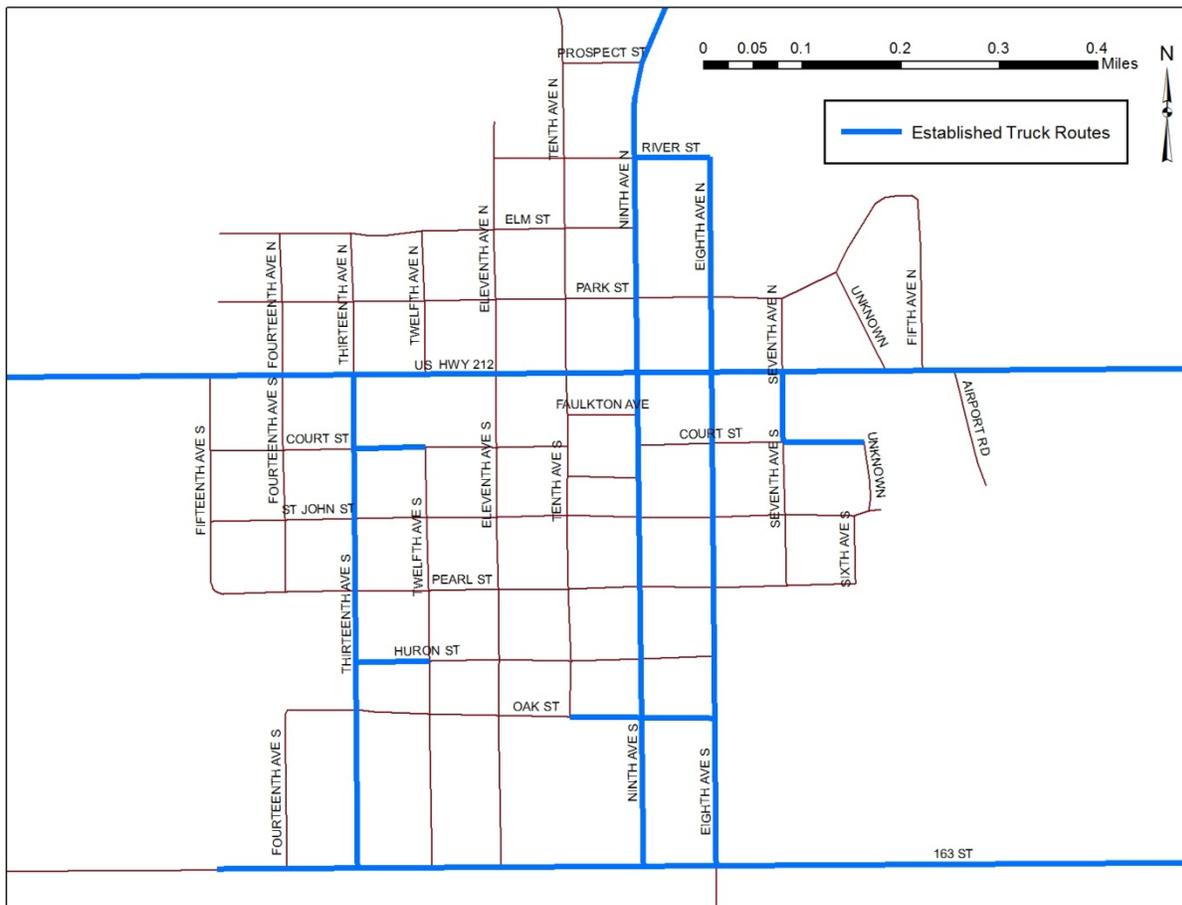


Figure 10 – Existing Signage

## Truck Routes

Truck routes are typically implemented by municipalities for the purposes of reducing loads and traffic on smaller streets and gathering these heavier, larger, noisier vehicles into arterial routes which may be used to plan for future commercial or industrial development. Truck routes usually have more substantially constructed base layers and fewer stops than typical roadways.

It is important to have an adequate amount of truck routes through a municipality as to not restrict future growth, as well as provide reasonable access to existing businesses via substantial roads. On the other hand, it is equally important to have a limited amount of truck routes because of their considerably higher construction and maintenance costs as well as disruption to surrounding neighborhoods. Truck routes are meant for through truck traffic, and access to areas not directly adjacent to a truck route is still allowed so long as the shortest possible deviation is taken. This is stated in detail in City Ordinance 11-1-61. Multiple parallel routes in close proximity to each other, as in Faulkton's current system, may encourage through trucks where not desired. Figure 11 shows Faulkton's truck routes as outlined by City Ordinance 11-1-58.



**Figure 11 – Existing Truck Routes**

## Pedestrian Information

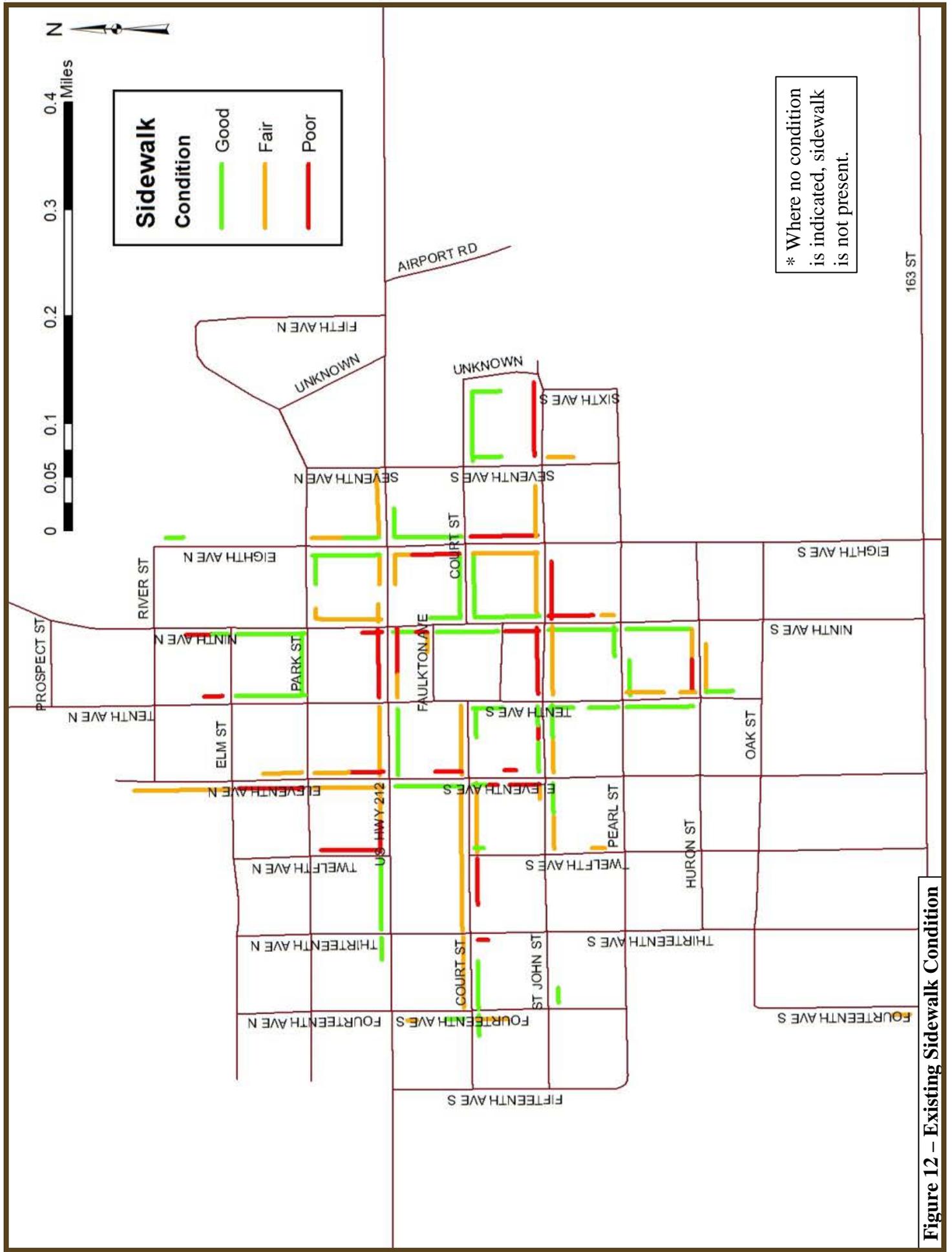
Pedestrian accessibility is an essential part of any transportation network. Every citizen is a pedestrian to some extent, and the facilities available for them are important to ensure a safe and healthy lifestyle for the community at large.

The heart of a healthy pedestrian network is a thorough and well-maintained sidewalk system. Unfortunately, Faulkton's is neither of these. Field inventory shows only approximately one fourth of possible sidewalk locations actually have sidewalk installed. This inventory is shown in Figure 12, and is further divided by condition. The conditions are detailed as follows:

- Good – Appears to be in compliance with or is close to standards set by the Americans with Disabilities Act (ADA). All panels are in new or slightly worn condition. Easily walkable.
- Fair – Some maintenance required in order to meet ADA standards. Some panels are starting to distress, crack, or heave. Maintenance issues are not enough to prevent most people from using sidewalk, albeit with some extra effort.
- Poor – Does not comply with ADA standards in almost any category. Many panels are severely distressed, cracked, or heaved. The best maintenance option will likely be replacement of much of or the entire sidewalk. Many people may not be able to traverse past the disruptions in the pavement.



As evidenced by Figure 12, many segments of Faulkton's sidewalk system are in the "Fair" or "Poor" categories, meaning that many places, even many of those that are adjacent to a sidewalk, are inaccessible or inconvenient for pedestrians. As a result, many pedestrians have been observed walking in streets in areas where sidewalks are unavailable or in poor condition. This poses safety concerns for pedestrians and motorists alike.



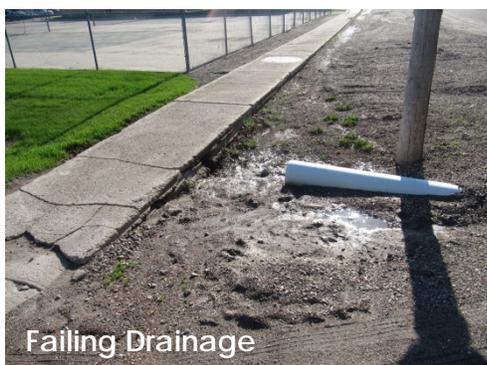
**Figure 12 – Existing Sidewalk Condition**

## Drainage

A facet of the transportation program that is uniquely influential to Faulkton's is the impact of drainage. Faulkton on the whole has little in the way of elevation change between most areas of the city; therefore, effective engineering is necessary so that stormwater can quickly and safely move away from property.

Stormwater management in Faulkton is handled in a variety of ways. First of all, in downtown areas and along US 212, a system of storm sewer with curb and gutter runs along and under the streets, discharging in the South Fork of the Snake. The majority of stormwater management, however, is handled via surface drainage. In some areas, surface runoff is channeled into sizeable ditches, travelling under culverts to exit the city. Yet other places have no visible stormwater management practices built in or along the roadway, and rely upon sheet drainage to carry runoff.

Several areas of the drainage system are noticeably deficient and could lead to possible flooding or street maintenance problems in the future. Some culverts have been filled in or are missing; some street corners have potentially dangerous situations with slopes and exposed piping, and some properties have homeowner-placed solutions that do not function.



## **Public Involvement**

Throughout the study process, public input was continually sought as a means of getting a thorough and comprehensive perspective from people of all walks of life. A variety of methods of opinion gathering were employed by the SAT. They were:

### **Stakeholder Meetings**

Performed in the months of May and June 2014, the stakeholder meetings were facilitated by members of the SAT. Stakeholders were identified as certain individuals within the community who may have more influence on the transportation system because of their involvement with civic, commercial, or industrial interests or because of the demographic they represent. Summaries of these meetings appear in Appendix 3.

### **Public Open Houses**

Open houses were held on June 26 and July 29 2014. These meetings were an opportunity for the SAT to present to the community regarding the progress of the study, as well as for the public to voice their comments or concerns.

### **Public Survey and Comments**

A ten-question public survey was open from June 26 to July 10 2014. Questions were aimed at gauging public opinion regarding the existing transportation system as well as possible alternatives. Additionally, places for comments were added in the survey, as well as in a physical document which could be returned. A detailed breakdown of the survey and the results appears later in this section.

## Comments Index

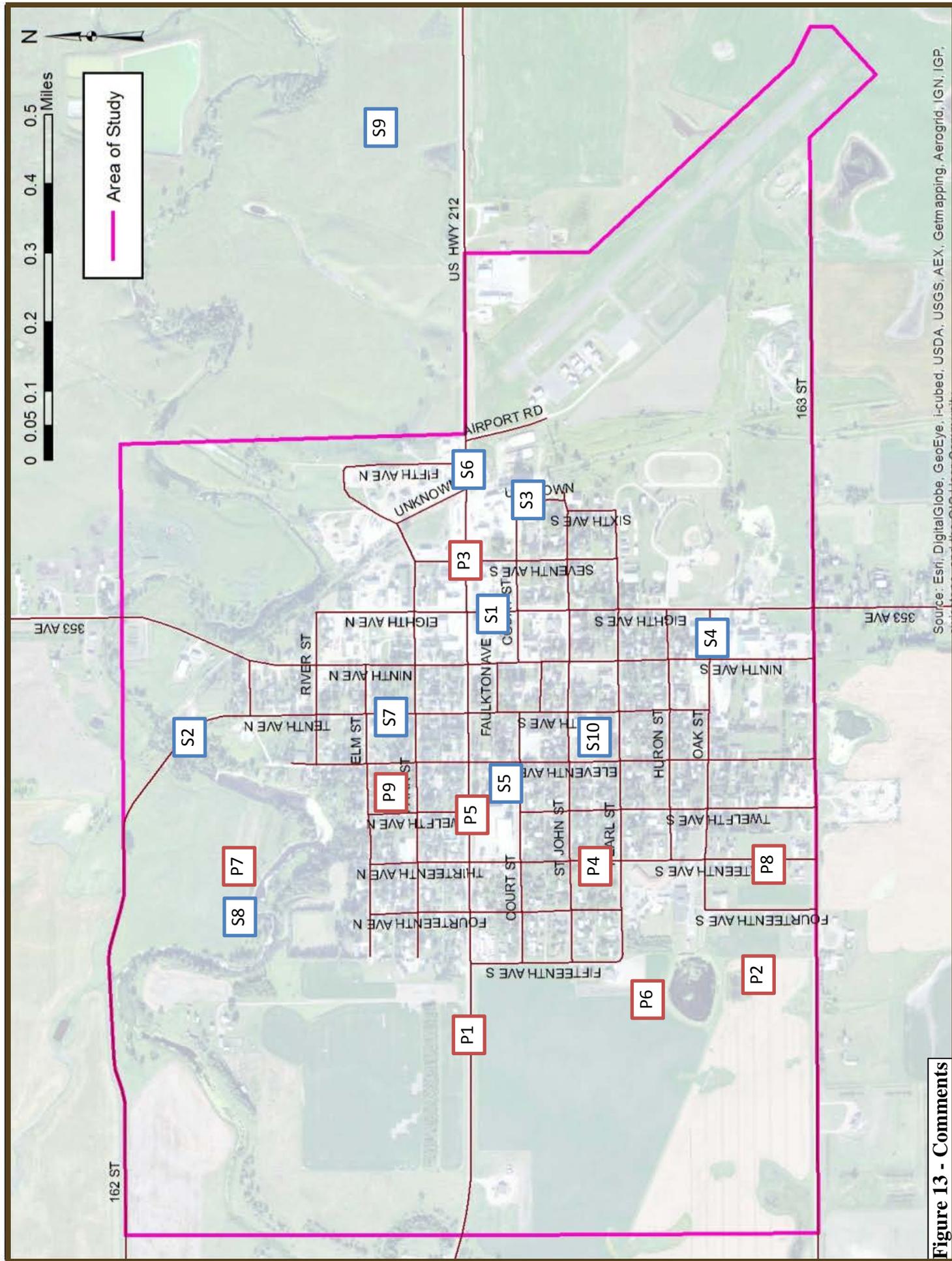
Below are listed some of the comments compiled from the SAT and the public, which are located on the map in Figure 13.

### SAT Comments

- S1 – Parking, especially in the downtown area, is close to intersections and limits visibility
- S2 – 10<sup>th</sup> Avenue North becomes unnavigable in wet conditions
- S3 – Access control is not clearly defined in some places
- S4 – Oak Street truck route section is not paved, other truck routes may not meet load-bearing construction standards
- S5 – School loading and unloading causes conflicts with cars and school busses
- S6 – No connection exists between the airport and city for incoming travelers
- S7 – Little connectivity exists between major elements (pool, park, school, etc.)
- S8 – Much of the city’s signage does not meet MUTCD standards
- S9 – No transit service connects Faulkton to other communities
- S10 – Residential parking is not regulated

### Public Comments

- P1 – High speeds through Faulkton on US 212 are common
- P2 – Drainage in the southwest corner of the city is an issue, and sometimes floods residences and fields to the south
- P3 – Parking along US 212 in certain areas limits visibility to retail access points and for turning onto the highway
- P4 – The ambulance’s most direct route from the hospital to US 212 is 13<sup>th</sup> Avenue, which has two stop signs and other safety concerns
- P5 – School zone speed control is often not obeyed, or is in effect at unusual times
- P6 – Residential expansion should occur to the west and/or southwest
- P7 – Disjointed sidewalk system leads many to walk/bike in the street
- P8 – Ordinances are unclear as to who must pay for infrastructure in new development
- P9 – Vegetation in some residential areas limits visibility at corners



**Figure 13 - Comments**

## Community Survey

An online survey was conducted to get additional feedback from those not participating in the stakeholder meetings or public meetings. The survey was located at:

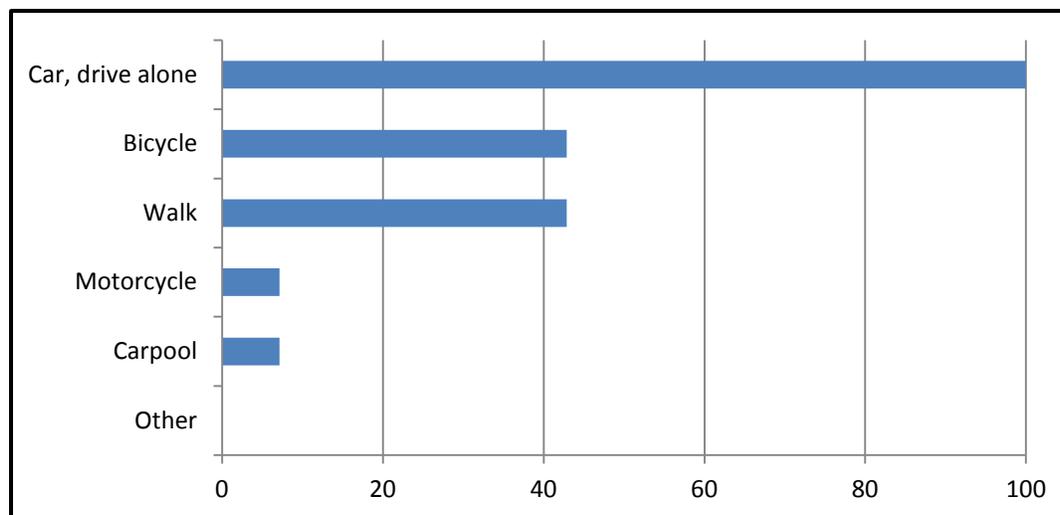
[www.surveymonkey.com/s/RD2N3KJ](http://www.surveymonkey.com/s/RD2N3KJ)

The survey was also available through a link on the SDDOT Project Website ([www.sddot.com/transportation/highways/planning/specialstudies/Faulkton/default.aspx](http://www.sddot.com/transportation/highways/planning/specialstudies/Faulkton/default.aspx)), which could also be found via a link on the City of Faulkton website ([www.faulktoncity.org](http://www.faulktoncity.org)). The survey was advertised online and on Faulkton’s local-access television network, and was promoted at the public meetings and stakeholder meetings. The survey asked a series of questions asking how citizens travelled in Faulkton and looking for feedback and impressions of the transportation system. The survey was open from June 26 to July 10 2014. A total of 14 unique responses were received from Faulkton area residents during the period. The study team recognizes that this is not a statistically significant sampling of the entire Faulkton population, but rather it provides an additional means of gathering input from Faulkton citizens. The rest of this section summarizes survey responses by topic.

### Means of Transportation

Figure 14 shows percentages of respondents’ means of transportation. Multiple answers were allowed; thus, the percentages total over 100%.

*Which of the following modes of transportation do you currently use in Faulkton? (Select all that apply)*



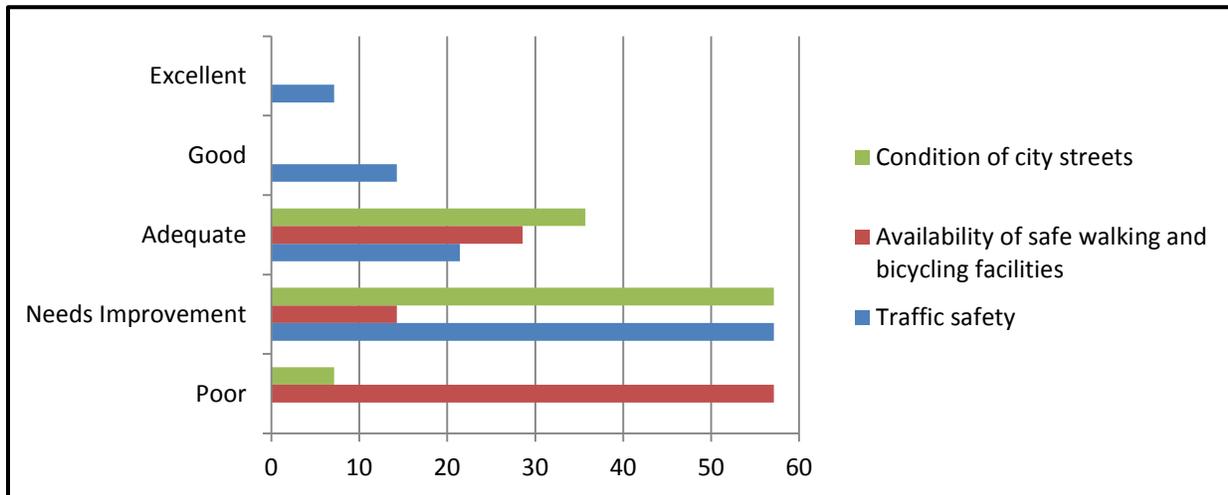
**Figure 14 – Means of Transportation**

Figure 14 shows that most citizens drive alone, although a sizeable number walk or bike.

## Views of Existing Issues

Respondents were asked to rate the transportation system regarding different issues. Figure 15 shows percentages of respondents' answers to three different issues, and Figure 16 shows responses related to parking.

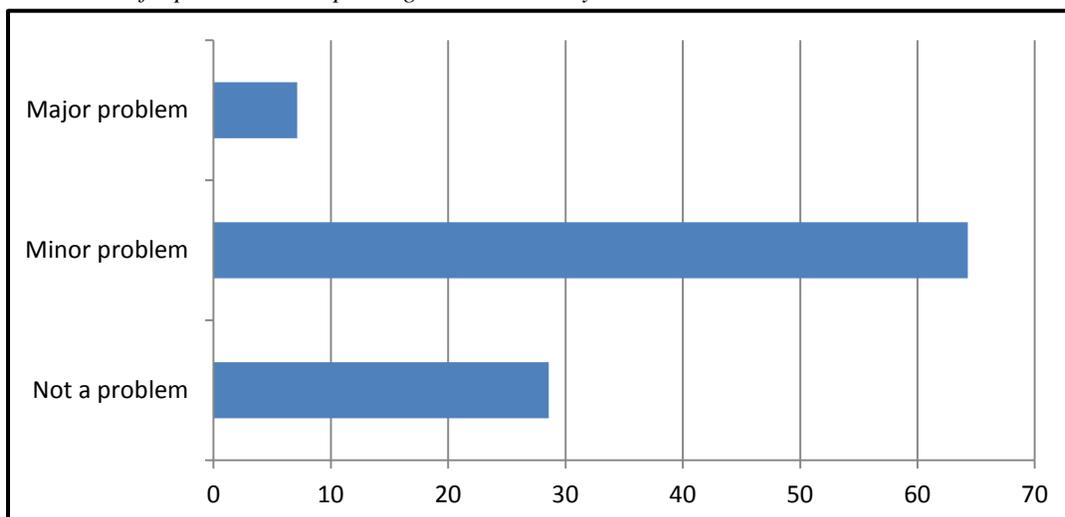
*How would you rate \_\_\_\_\_ within Faulkton?*



**Figure 15 – Ratings**

Figure 15 shows that all three issues were viewed with overall negative perceptions.

*How much of a problem is the parking situation on city streets?*



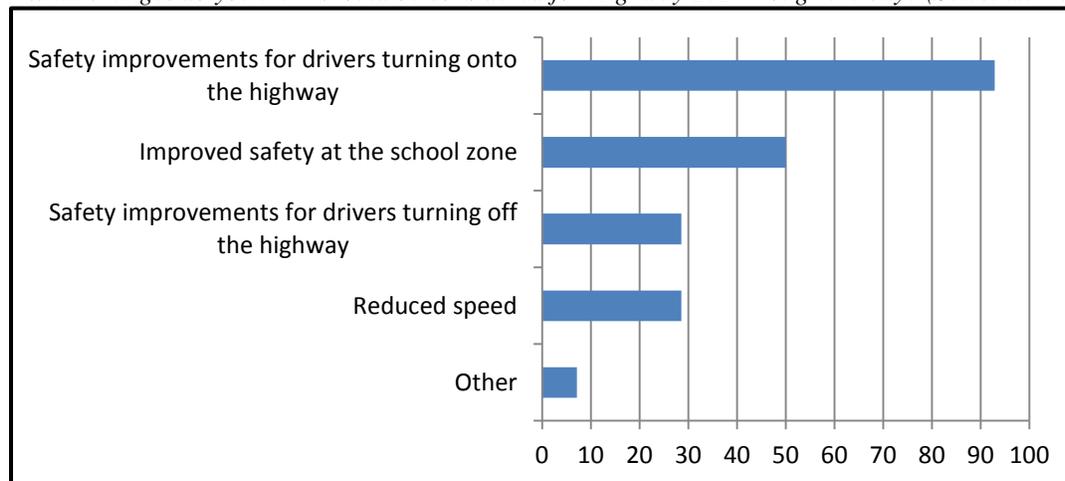
**Figure 16 – Parking on City Streets**

Figure 16 shows that overall, citizens view parking on city streets as a minor problem.

## Opinions for Possible Solutions

Figures 17 and 18 show respondents' opinions regarding improvement possibilities for US 212 and 15<sup>th</sup> Avenue, respectively. Multiple answers were allowed for the question in Figure 17. Figure 19 shows the average importance assigned to each issue when ranked against each other. Finally, Figure 20 shows respondents' opinions about their support toward a small increase in local taxes to fund transportation-related issues.

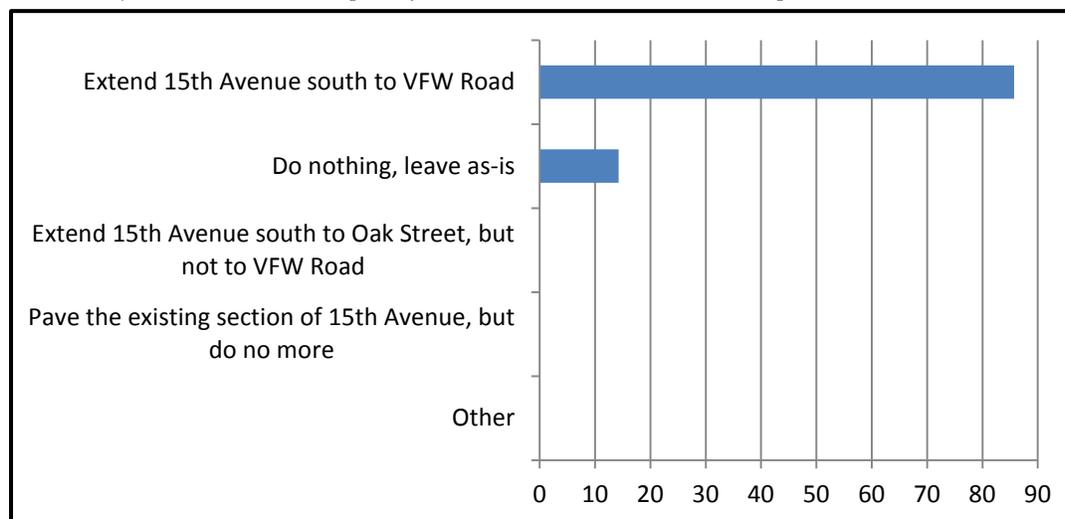
*“What changes do you think should be considered for Highway 212 through the city? (Select all that apply)”*



**Figure 17 – US 212 Improvements**

Figure 17 shows that citizens are in favor of several safety improvement options.

*“What do you think is the best option for the street network near the hospital?”*

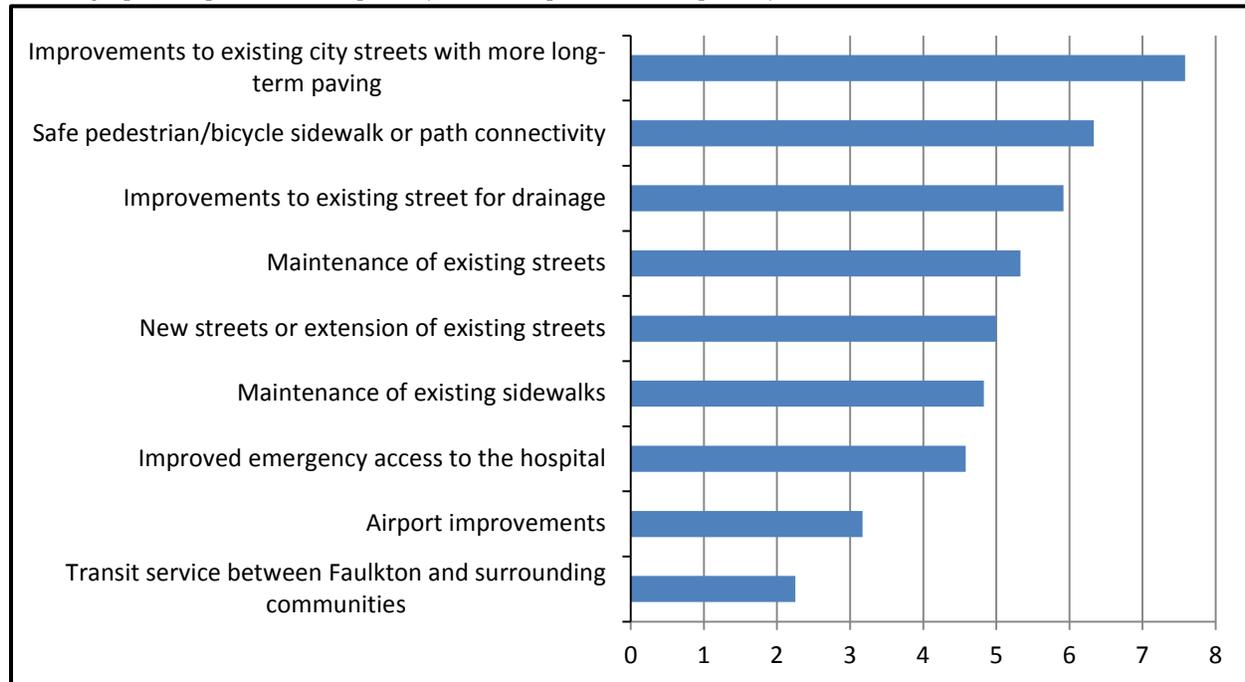


**Figure 18 – 15<sup>th</sup> Avenue Improvements**

Figure 18 shows that most citizens believe that 15<sup>th</sup> Avenue should be extended to VFW Road.

“Please rate the following from 1 to 9, with 1 being the issue you believe should take the most priority and 9 the least.”

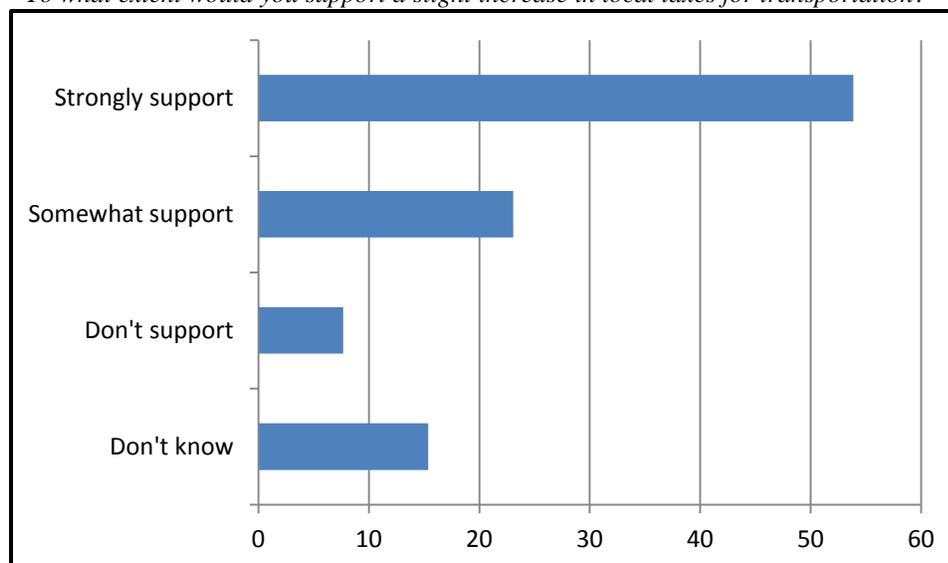
\*Note: The scale of the graph is a relative 1-10 scale and does not directly correlate to the scale of the question. On the graph, 1 represents least priority and 10 represents most priority.



**Figure 19 – Relative Importance**

Figure 19 shows that citizens are divided about their transportation-related priorities.

“To what extent would you support a slight increase in local taxes for transportation?”



**Figure 20 - Taxes**

Figure 20 shows that citizens would support an increase in local taxes for transportation.

## Future Conditions

In an effort to anticipate the future transportation system needs of the Faulkton area, future levels of development (e.g. new housing, new employers) and future locations of development were projected to 2034. However, because of the City of Faulkton’s lack of a comprehensive zoning plan, many projections are no more than approximations due to the variability of locating elements within the city and in relation to the transportation system.

Current projections show Faulkton’s population remaining steady near 700. This is likely due to the difficulty of growth given the city’s age demographics. However, a positive sign from these projections is that more young people should make their way to Faulkton, along with new businesses that will open within the next twenty years.

Faulkton is anticipating a revival in social and economic activity, and will be looking to expand residential and commercial areas. Residential expansion will likely occur in the western and/or southwestern areas of the city, but many opinions exist as to which is the best area to explore first. Commercial activity will likely remain in the corridors of US 212 and 8<sup>th</sup> Avenue, but could potentially go anywhere without zoning regulations.

The most travelled road in Faulkton is US 212, with an average daily traffic (ADT) volume of 1323 vehicles. The 20-year projection according to the SDDOT Highway Needs and Project Analysis Report sets the ADT on US 212 at 1528. Neither of these figures is large enough to warrant major changes (e.g. implementing new traffic signals or widening/adding lanes) to any of the roadways in Faulkton.



Traffic on US 212

Most civic elements are either maintaining current pace or planning for expansion. Most notably of these is the hospital, which plans to add additional care services on the west side of the building. Planning for major needs of the community such as these is one of the most important elements of the Transportation Plan.

## Action Procedures and Methodology

The alternatives analysis conducted as part of the Transportation Plan incorporated both quantitative and qualitative approaches to assessing the range of potential transportation improvement concepts. While it may be desirable to develop the Plan recommendations through purely quantitative methods, there are a broad range of factors to evaluate when reviewing transportation improvements and not all of them can be measured on a consistent basis. Furthermore, there are an equally broad range of perspectives and preferences across the Faulkton community. The priorities of the community are quite diverse in terms of what individuals and groups want to be done (build new roadway corridors, add sidewalks, create safer parking options, etc.), and there is no truly mathematical way of balancing conflicting priorities. For these reasons, qualitative assessment based on community input was brought into the process.

The alternatives were evaluated based on the goals, objectives and evaluation criteria established earlier in the study. Within that framework, each alternative is evaluated from the “SEE” approach. Through the SEE methodology, all potential transportation alternatives are assessed from the three following “perspectives”:

- **Social:** What are the impacts to adjacent land uses (residents and businesses) and cultural impacts? Can the community support the alternatives? What are the economic impacts?
- **Engineering:** Does the alternative provide the desired capacity and / or safety benefits? Does it fit with local or state design guidelines?
- **Environmental:** What are the impacts to the natural environment? How does the alternative affect fuel consumption, air quality or traffic noise?

The SEE methodology ties into Faulkton’s vision for its transportation system, which is to provide a system that:

- Supports mobility and economic development.
- Provides for an efficient transportation service, measured in terms of modal capacity, speed, convenience and safety.
- Provides for interconnectivity and use of all travel modes.
- Balances transportation service with the neighborhood and environmental impacts associated with construction.
- Fits with local land use.
- Reflects the values of the community.
- Has the support of the community.
- Is financially feasible.

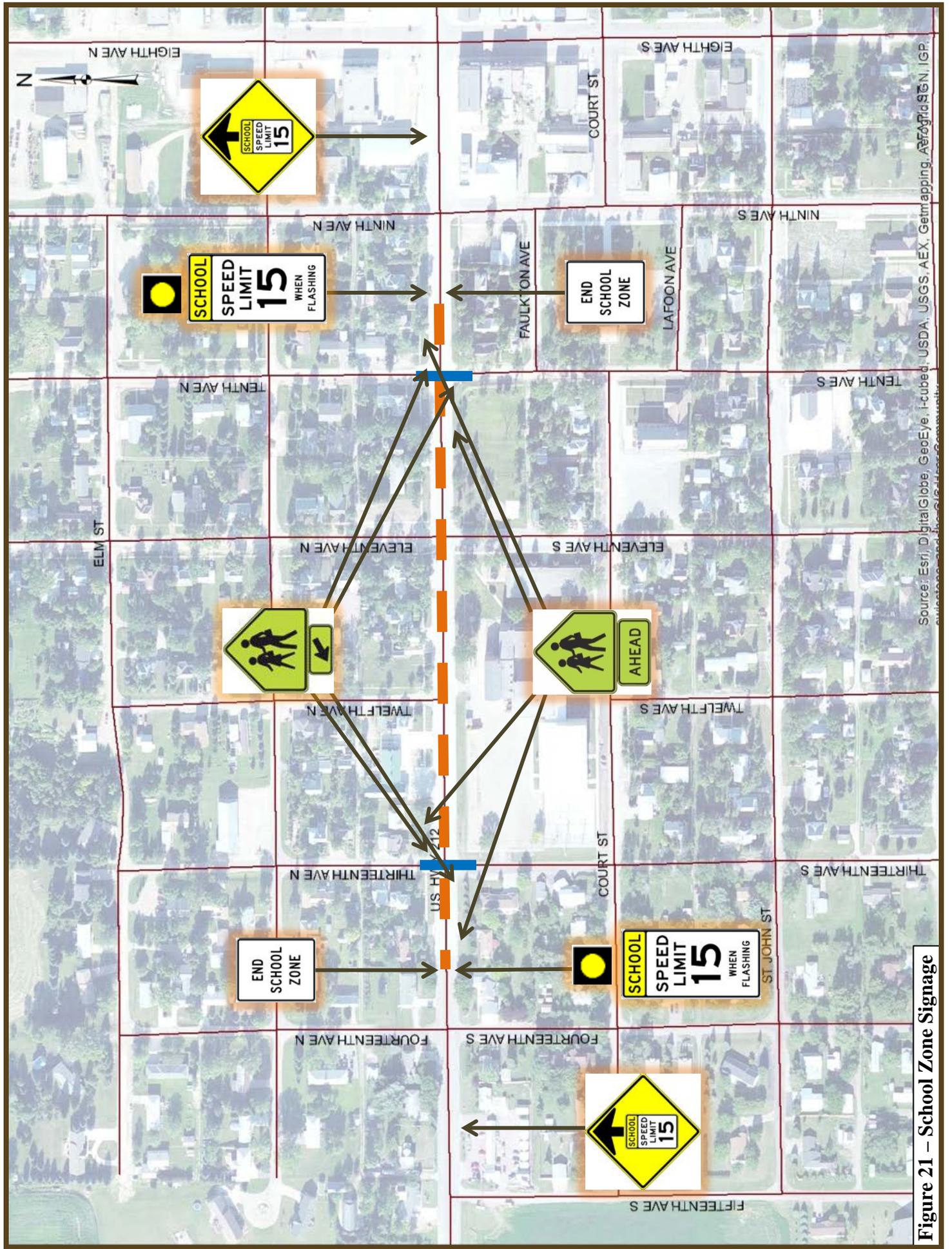
## Recommended System Plan

Proposed alternatives in this section have been organized by area of effect and suggested time of completion. Cost estimates and funding of these alternatives is covered later in the Plan.

### Street Safety Improvements

To address the safety of city streets, the following projects are proposed. The “No Action” option, **Alternative 1A**, is not recommended due to the wide variety of issues which would not be addressed.

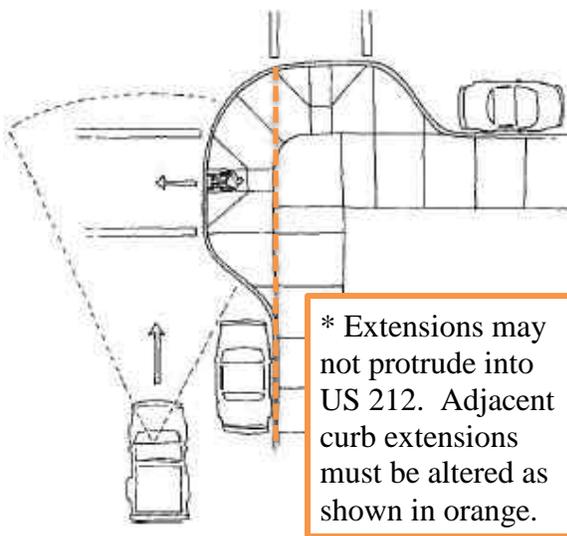
- Short-Term (2014-2019)
  - **Alternative 1B:** Re-stripe US 212 through Faulkton, converting what is a 4-lane roadway into a 3-lane (one lane of travel in each direction and a left-turn lane). This low-cost alternative has been implemented in other cities in South Dakota with great success. Reducing travel to one lane in each direction calms traffic flow and reduces speeds by preventing passing. Additionally, adding a left-turn lane provides an additional element of safety by reducing rear-end collisions caused by vehicles waiting to turn in a travel lane. This proposal also creates more space in parking lanes (where they already exist), making parallel parking along certain areas safer.
  - **Alternative 1C:** Improve signage at the school zone. Along US 212, signage must be able to provide sufficient warning to motorists to enable proper speed reduction. Figure 21 shows the relevant section of US 212 and the approximate locations where signage should be implemented. Signage in both directions should be consistent, and the flashing indicator should be carefully timed to be in use only when necessary. Refer to MUTCD for exact placements and other specifications. \*Note: any and all changes to US 212 must be done with approval of the Aberdeen Region office of the SDDOT.
  - **Alternative 1D:** Adopt ordinances related to parking specifications. These range from distance to the intersection to the color and style of paint markings. Examples of these ordinances can be found in Appendix 1. As a part of these regulations, parking areas should be re-stripped in the near future to match MUTCD and local standards set herein. This includes striping individual spaces for parallel parking, as well as striping the entire length of angled parking slots with white paint. Also related to public safety is the visibility at intersections which can sometimes be limited by trees and other vegetation. The SAT recommends a 2-year inspection schedule of the regulations outlined in Faulkton Ordinance Chapter 7-11 as well as more strict enforcement of violations to ensure future compliance and promote safety.



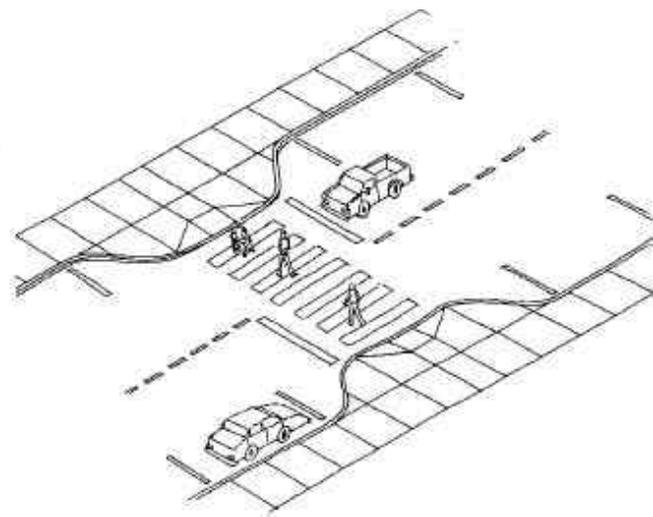
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerofix, CNR, IGP, Swire, GEBCO, US Navy, Esri, Google (2014), Imagery provided by Google Earth, Google Maps, and Google Street View.

**Figure 21 – School Zone Signage**

- Mid-Term (2019-2024)
  - **Alternative 1E:** Implement curb extensions (also known as “bump-outs”) on certain intersections and mid-block locations. This alternative has several benefits to safety, mainly due to the calming effect it has on traffic. Curb extensions reduce the pedestrian crossing distance and give vehicles more sight distance at the intersection. An additional benefit of curb extensions is the improved drainage that inherently comes with their implementation. Figures 22 and 23 show views of typical curb extensions and mid-block crossings. The recommended locations for curb extensions are detailed on Figure 24.



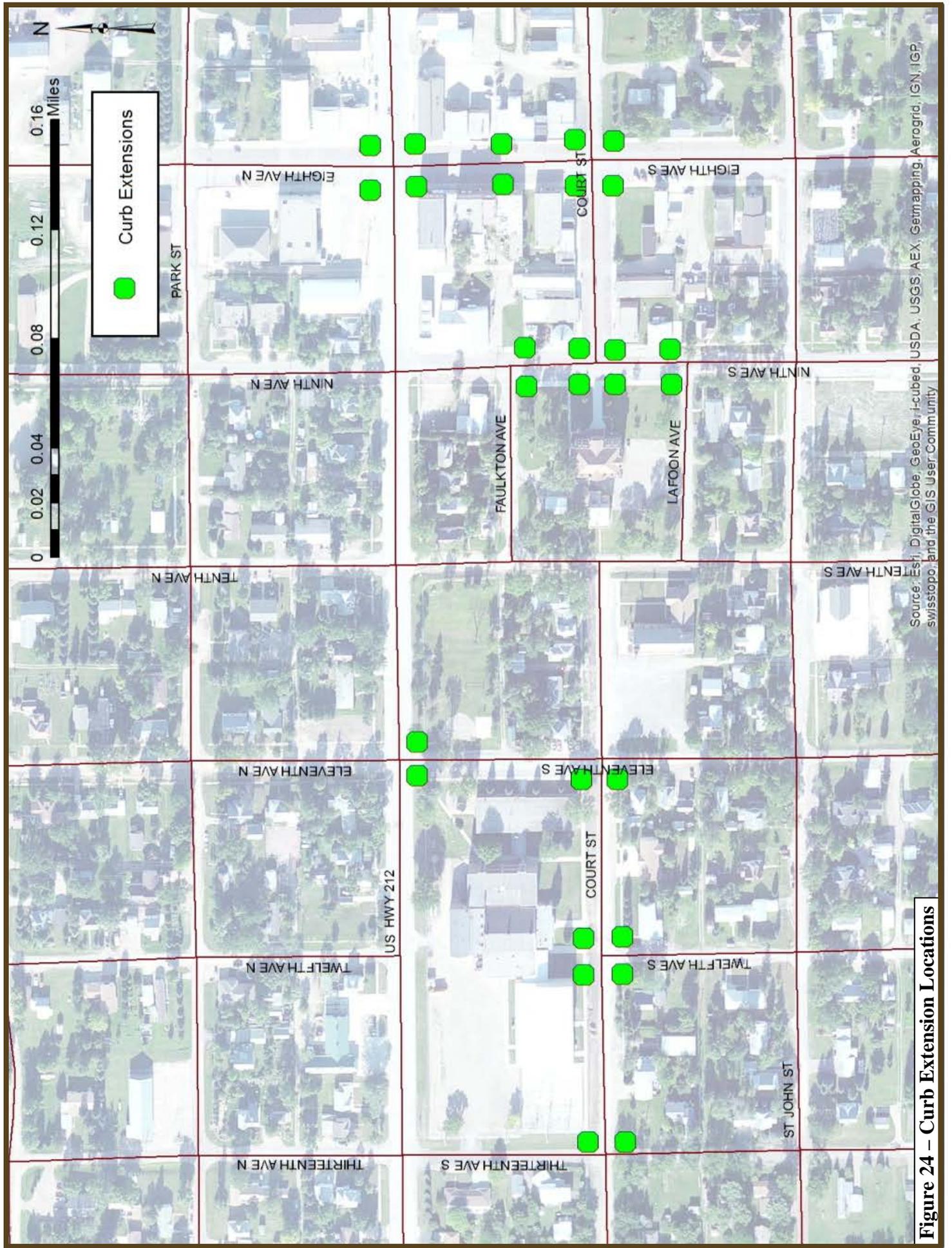
**Figure 22 – Intersection Curb Extension**



**Figure 23 – Mid-Block Curb Extension**



Curb Extensions – Brookings, SD



Source: Esri, DigitalGlobe, GeoEye, i-cubed, swisstopo, and the GIS User Community  
USDA, USGS, AEX, Geomapping, Aerogrid, IGN, IGP,

**Figure 24 – Curb Extension Locations**

## Truck Routes

The following alternatives for improvements to the truck route system are proposed. The “No Action” option, **Alternative 2A**, is not recommended, but may be necessary for some time depending on the funding available to the City to complete other alternatives.

- Short-Term (2014-2019)
  - **Alternative 2B:** Designate and clearly sign truck routes according to the plan in Figure 25. The existing truck route system has been found to be over-extensive, and may be a drain on the City’s finances in keeping such a large amount of roadway to a higher degree of maintenance. The map shows the future truck route system trimmed of unnecessary or redundant routes. The existing ordinance on truck routes should be updated with the adoption of this plan. \*Note – In the long-term, the City may consider adding and/or moving routes due to new roadway construction. More about this can be found in Alternative 3F.
  - **Alternative 2C:** Adopt an ordinance regarding the construction standard to which truck routes must be built. The SAT recommends the specifications be kept as a policy with the City Superintendent. The policy should draw from existing construction standards such as the SDDOT Standard Specifications Book. Using a policy ensures the ability to be flexible, yet still maintain a binding standard. The ordinance can be found in Appendix 1.
- Long-Term (2024-2034)
  - **Alternative 2D:** Rebuild the truck route network according to new construction standards. The process would likely happen gradually due to financial constraints, but the final goal is to implement a complete, structurally sound network that will be able to completely serve the City’s trucking needs by 2034.





## Street Expansion

The following alternatives related to street expansion are proposed. The “No Action” option, **Alternative 3A**, is recommended in the short-term, but with reservations. This alternative is only viable so long as no further development occurs. However, it has been made known to the SAT that development will be occurring in Faulkton’s near future. Therefore, the other alternatives are more viable for the long-term prosperity of Faulkton.

- Short-Term (2014-2019)
  - **Alternative 3B:** Adopt city-wide zoning ordinances. The City of Faulkton is an atypical community in that there are currently no zoning laws in effect. While this may not have been an issue in the past, development in this day and age is complicated and needs oversight to ensure that the needs of the City and its citizens are met. Zoning laws allow future ordinances to be tied to specifics of the zoning plan, which enables City officials to easily add ordinances using precedents from other communities. Additionally, right-of-way for unclear areas should be clearly defined where not specified in the City Plat Map. While the details of future zoning are the responsibility of the City and are outside of the scope of this Plan, assistance with this process may be available through the area planning district or a professional consulting firm.
  - **Alternative 3C:** Adopt ordinance(s) regarding the financial obligations in new developments. This is an issue conspicuously absent from the City’s Ordinance Book, leaving officials unable to place legal responsibility for infrastructure items like paving and utilities on developers. Examples of these ordinances can be found in Appendix 1.
- Mid-Term (2019-2024)
  - **Alternative 3D:** Complete a drainage study via an outside engineering firm. Several issues the SAT encountered were centered on Faulkton’s drainage. Some citizens and stakeholders expressed their desire for a city-wide curb-and-gutter system; however, this may or may not be feasible due to certain elements of topography or geography. Additionally, members of the public have voiced concern about drainage to the south



Slough - West of Hospital

and west of the hospital, in and around an area currently home to standing water. This area is also being seriously considered for development, and developers should have a tool available to make them aware of the potential impacts of developing in this area.

- Long-Term (2024-2034)

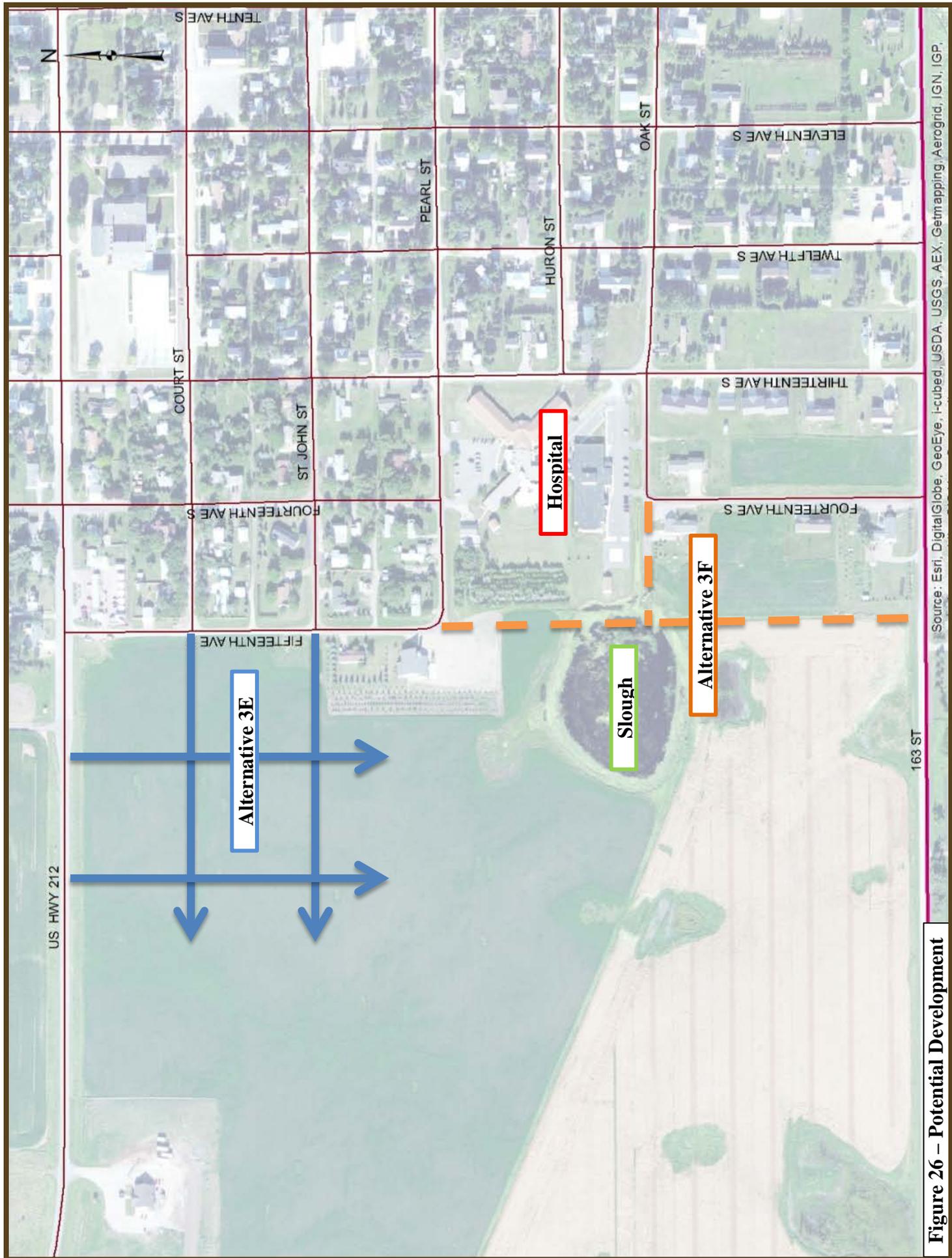
- **Alternative 3E:** Expand the street network to the west of 15<sup>th</sup> Avenue, continuing Court Street and St. John Street in the grid pattern. This alternative also includes paving existing sections of 15<sup>th</sup> Avenue per the revised street standards and ordinances proposed in Alternatives 3B & 3C. Figure 26 shows possible street expansions within the next 20 years. Appendix 2 shows sample street sections to serve as a guide for new development.

- **Alternative 3F:** Pending results of the drainage study in Alternative 3D, extend 15<sup>th</sup> Avenue south to VFW Road (163<sup>rd</sup> Street). It should be noted that this Alternative comes at a lower priority than Alternative 3E because of its feasibility issues. Some have voiced concern about emergency access to the hospital as a reason for continuation of 15<sup>th</sup> Avenue; however, upon implementation of the 13<sup>th</sup> Avenue truck route (see Figure 25), all stops will be removed between VFW Road and US 212 (see Figure 28).



View West on Court Street

After discussions with hospital officials and learning that no plans exist for changing the parking lot layout, the SAT has determined that 13<sup>th</sup> Avenue is still the most efficient access route for emergency vehicles. A graphic of hospital parking lot access traffic can be found in Figure 27. In the long-term future, if 15<sup>th</sup> Avenue were extended to VFW Road, it could then be designated as a truck route (thus eliminating 13<sup>th</sup> Avenue's route). However, the benefits of this are minimal provided the hospital parking remains the same. The costs of this would also be substantially higher than improving the existing truck route on 13<sup>th</sup> Avenue. Additionally, if development does occur on 15<sup>th</sup> Avenue, the SAT strongly encourages considering the option of transforming the slough and surrounding lowlands into a recreational area as an amenity to the assisted living residents and other residents in the southwest part of the city.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP,

**Figure 26 – Potential Development**



## Signage

The following projects related to intersection signage are proposed. The “No Action” option, **Alternative 4A**, is not recommended because of its lack of solutions to problems that can only be solved by action and change.

- Short-Term (2014-2019)
  - **Alternative 4B:** Adopt a comprehensive signage plan. The SAT-recommended plan, shown in Figure 28, will act as a guide for the future of intersection signage. The goal of this plan is to eliminate intersections with unusual or dangerous layouts (for example, two through-lanes, a stop and a yield). Note that truck routes are given priority with few stops, including 13<sup>th</sup> Avenue as mentioned in Alternative 3F.
    - Federal Highway Safety Funding for signing projects is a 100% federally-funded program in which the City could potentially replace or implement signage at little or no cost by 2018. More information on this is available in Appendix 5.
  - **Alternative 4C:** Change signage in areas where sign type does not match the signage plan. This should be done as soon as possible, because of its relatively low-cost, high-effect results on the transportation system. For safety, the SAT also recommends placing a sign on 10<sup>th</sup> Avenue north of Prospect Street warning about the condition of the road, as well as a curve warning sign (MUTCD W1-1 or W1-6L/R) on the intersection of 8<sup>th</sup> Avenue and River Street. This alternative also recommends re-evaluating “Children at Play” signs throughout the city and removing those deemed out-of-date and/or not necessary. Too many of this type of warning sign leads to driver complacency and reduces signs’ effectiveness.
- Mid-Term (2019-2024)
  - **Alternative 4D:** Replace or fix signs not compliant with MUTCD standards. These standards include size, color, height, distance to roadways, reflectivity, and more. This replacement project would also include updating street name signage for both location and MUTCD standards. The replacement process can be done gradually as budget allows. This proposal is important because the standards to be met are proven to be beneficial to the safety and efficiency of traffic.



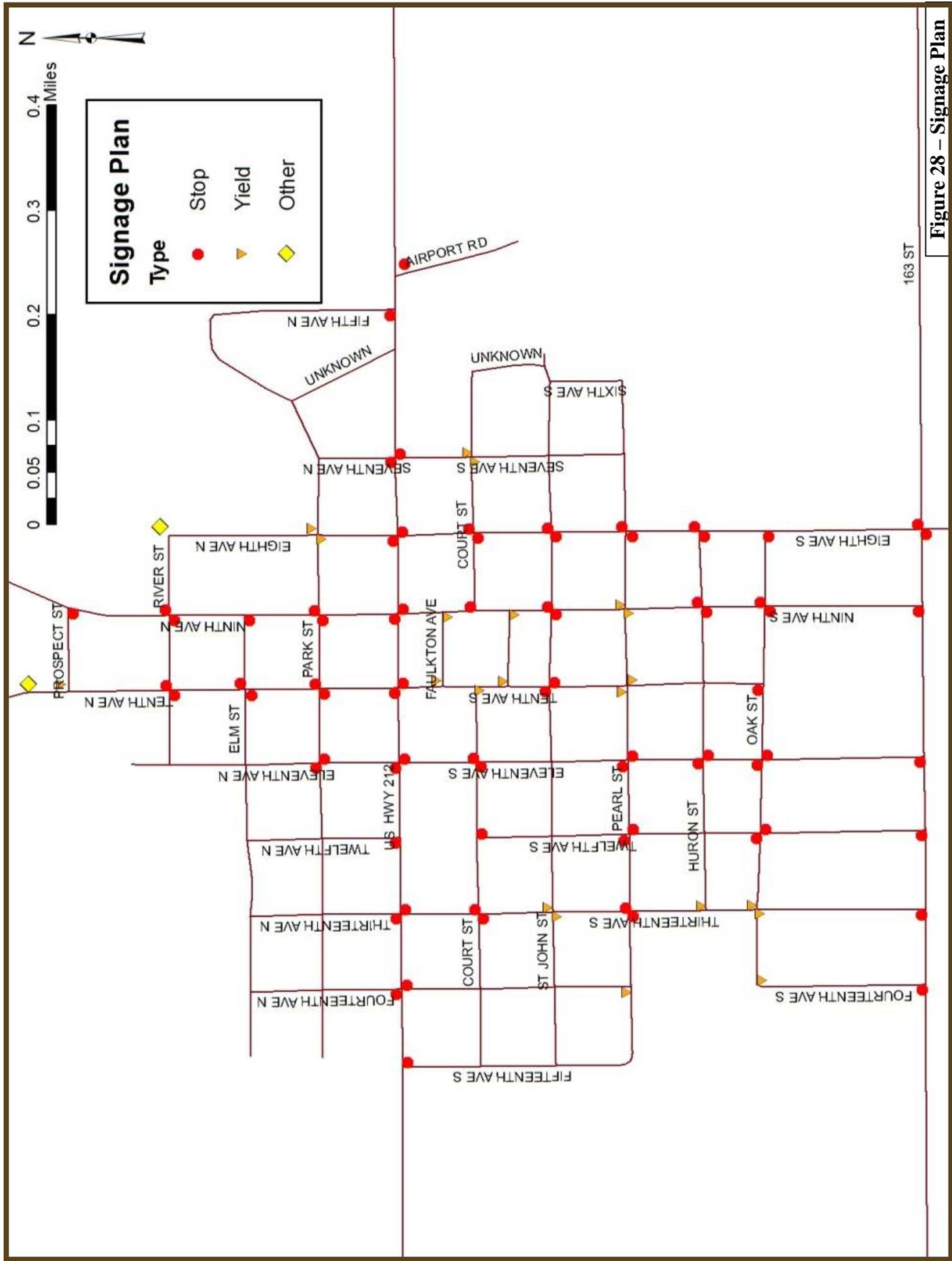


Figure 28 – Signage Plan

## Pedestrian Facilities

The following projects are proposed to address the pedestrian network in Faulkton. The “No Action” option, **Alternative 5A**, is not recommended because of the severity of the issues with the current system and the necessity of having a completed network.

- Short-Term (2014-2019)
  - **Alternative 5B:** Adopt a plan implementing a network of safe pedestrian routes. This plan will be the basis for connecting areas of Faulkton receiving high volumes of pedestrian traffic. These safe routes should receive high priority in matters pertaining to pedestrian safety and connectivity, and future improvements will be centered on them. The SAT’s recommendations for this plan can be found in Figure 29. Additionally, Appendix 6 covers prioritization of implementation of sidewalk along safe routes.
  - **Alternative 5C:** Implement a “parental education” program for parents of children attending Faulkton School District regarding the proper procedures for pick-up and drop-off of children at school. Many pedestrian conflicts were observed around the school during pick-up and drop-off times, most of which due to improper driving habits by parents. Habits like parking in the bus loading zone or stopping in traffic lanes can be easily avoided and make a large difference in safety. This, the most simple and cost-effective solution to the problem, will likely be the most effective.
  - **Alternative 5D:** Update and modify ordinances pertaining to sidewalks. Although some ordinances exist regarding sidewalk maintenance, very little is done to enforce them. Also absent is a mandate on the responsibility of payment for new sidewalks. These issues of liability are addressed in Appendix 1. The SAT also recommends reviewing/revising the ordinance sections relevant to sidewalks for clarity.
- Mid-Term (2019-2024)
  - **Alternative 5E:** Improve the existing sidewalk system with priority on safe routes established by Alternative 5B. Using ordinances from Alternative 5D to provide the legal basis for funding, a sidewalk network serving all of the City’s major elements is achievable within ten years.
- Long-Term (2024-2034)
  - **Alternative 5F:** Implement sidewalk on all city streets. This goal will take effort and resources from both citizens and the City, but if all parties reach a consensus about the importance of pedestrian safety, a complete network can be accomplished within 20 years.



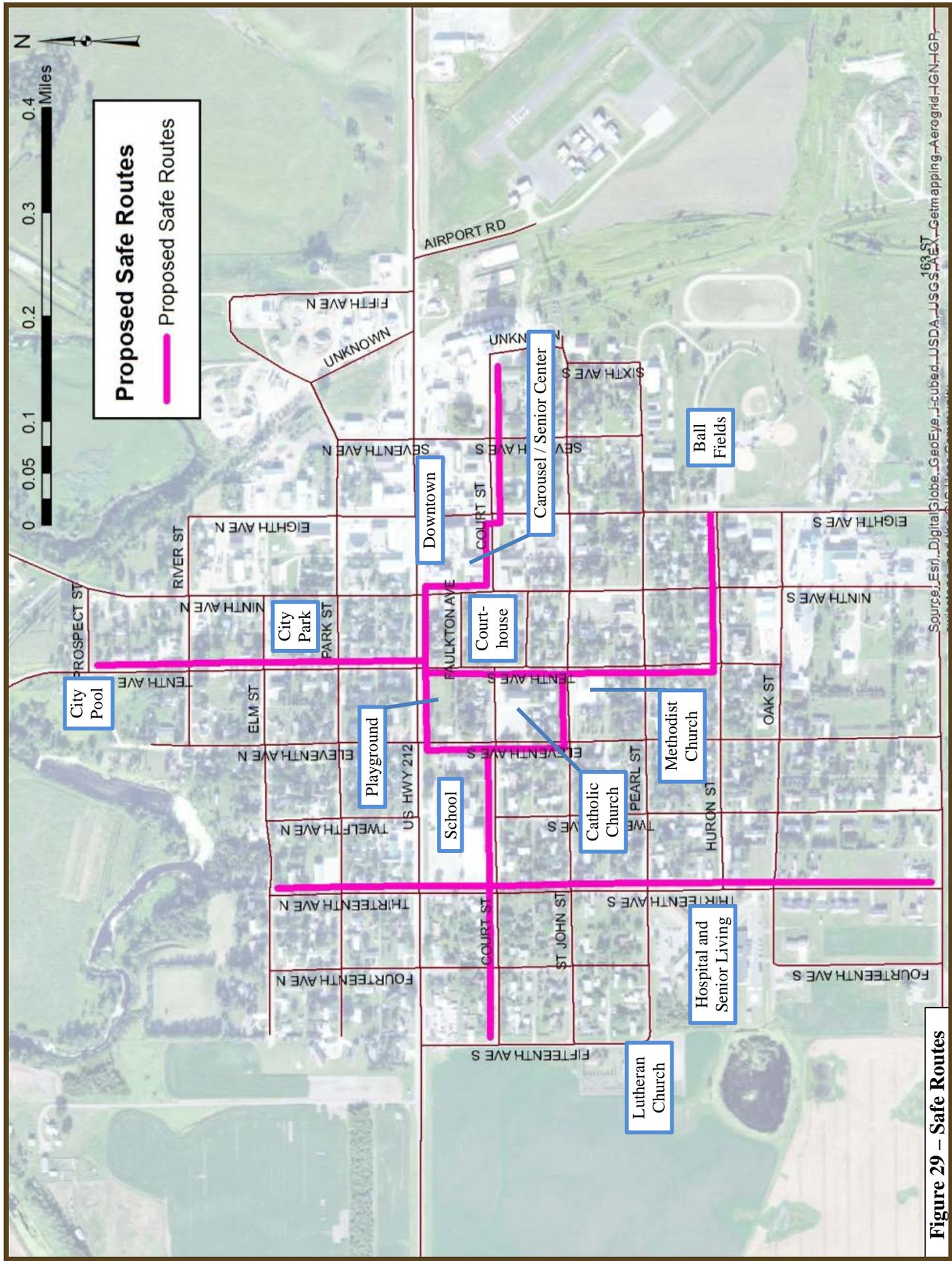


Figure 29 – Safe Routes

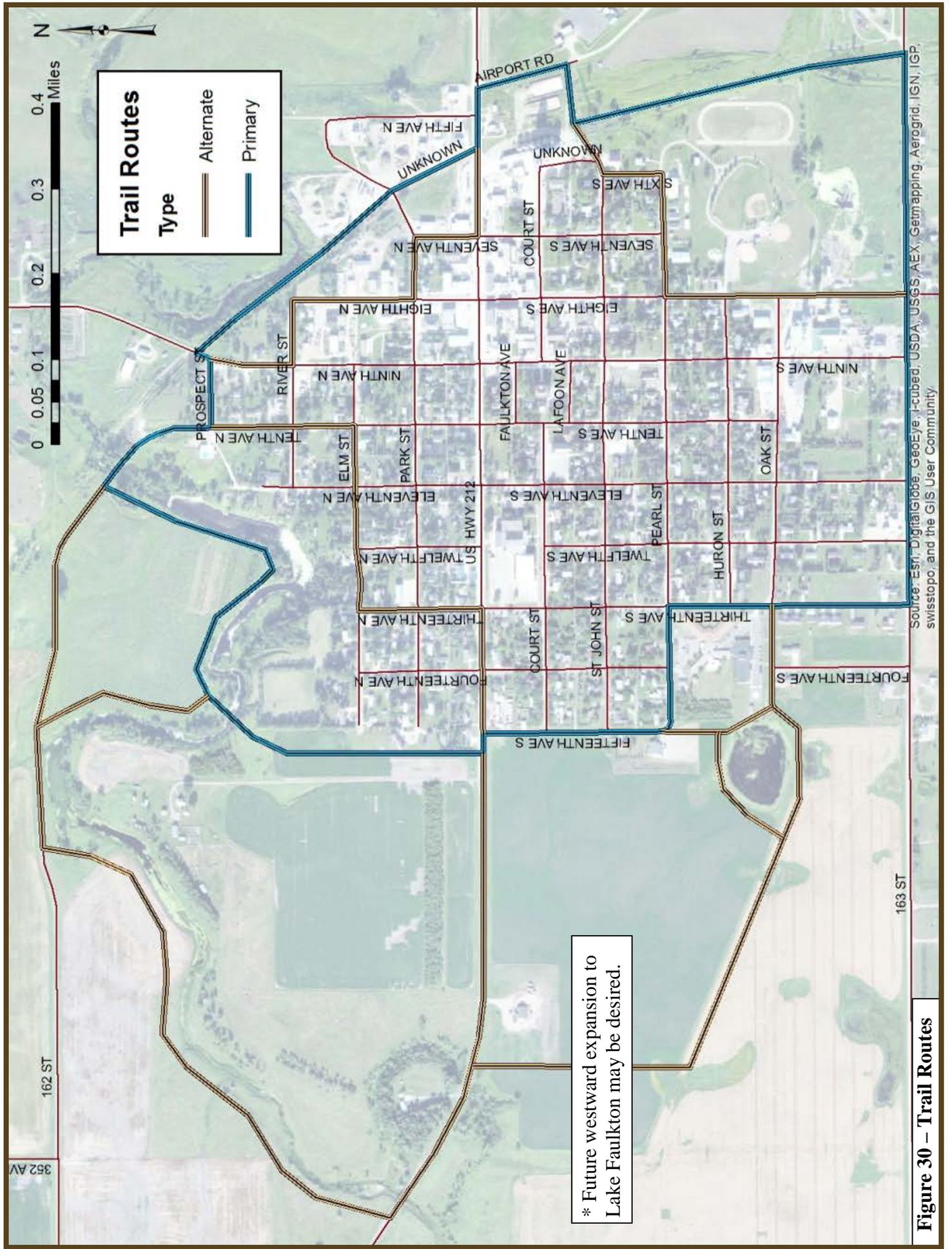
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AeroGRID, IGN, IGP, 163 ST, Getmapping, Aerogrid, IGN, IGP, Swire

- **Alternative 5G:** Implement a multi-use trail within and around the perimeter of the city. Some citizens have inquired about the possibility of this option and, as a long-term goal, it can be achievable. A trail would connect residents to community amenities, provide a safe facility for residents with active lifestyles, and help draw people young and old to the community. The trail would most likely require the purchase of right-of-way and/or easements, but details may be worked out later in the planning process. This system would likely include a combination of dedicated trails, existing sidewalks, and on-street lanes. Figure 30 shows possible routes of a trail around Faulkton.

## Transit

The following programs are proposed relative to transit. The “No Action” option, **Alternative 6A**, is not recommended because the SAT has found that a transit service in some form would be beneficial to the citizens of Faulkton. Faulk County is one of only three counties in South Dakota with no public transit service.

- Short-Term (2014-2019)
  - **Alternative 6B:** Pair with an existing transit service to receive coverage. Several communities near Faulkton have transit services, including Spink County Public Transit of Redfield, Aberdeen Rideline, River Cities Public Transit of Pierre, and Community Transit serving Edmunds County. Faulkton can partner with a service to provide routes within the Faulkton area as well as connections to surrounding communities.
- Mid-Term (2019-2024)
  - **Alternative 6C:** Equip the community with a vehicle (or more, as needs dictate) specifically dedicated to service for Faulkton and Faulk County residents. After partnering with another service, it may be possible to negotiate satellite coverage specifically for the Faulkton area.
- Long-Term (2024-2034)
  - **Alternative 6D:** Look into the possibility of a transit service based within Faulkton. Depending on need and feasibility, the best long-term solution may be to implement a dedicated transit service specifically for Faulkton or Faulk County. This should be considered further after results emerge from the success of initial short-term steps.



**Figure 30 – Trail Routes**

## Airport

In addressing needs of the airport and its impact on the transportation network, the following projects are proposed. The “No Action” option, **Alternative 7A**, is not recommended, but could be a short-term option while funds are gathered.

- Short-Term (2014-2019)

- **Alternative 7B:** Purchase or lease/rent a courtesy vehicle to have available at the terminal. Travelers who visit Faulkton by air can often be seen walking along US 212 to get to a restaurant or hotel. A courtesy vehicle in place for air travelers will make their access to Faulkton more convenient, especially in the winter months. Additionally, this measure may increase travelers’ likelihood of returning – a good investment for the local economy.



Faulkton Municipal Airport

- **Alternative 7C:** Construct a sidewalk or walking path connecting the airport with the existing sidewalk network, providing a safe pedestrian connection to restaurants, hotels, and shops. This proposal goes hand-in-hand with Alternative 7B, as both address the same issue of making the community more accessible to air travelers.

- Mid-Term (2019-2024)

- **Alternative 7D:** Remodel the airport (including runways and terminals), as specified in the Capital Improvement Plan authored by Helms and Associates. Doing so will bring the airport up to necessary guidelines and also make it more user-friendly.

## Cost Estimates

Table 2, shown below, details cost estimates for each project recommended in the plan. The figures show total costs and, depending on the project, are not necessarily intended to be entirely completed immediately or at one time. Additionally, the costs are capital improvement costs only and may not necessarily represent a total cost estimate. Other expenses such as engineering consultation or design fees, utilities and right-of-way may increase the total cost to the City. However, the City may be able to lessen expenses by using an area contractor with the ability to implement the projects at lower rates than SDDOT estimates.

**Table 2 – Cost Estimates**

Project ID	Description	Treatment	Estimated Cost
Alternative 1B	Re-stripe US 212 to 3 lanes	Chip seal and re-stripe 4 lanes to 3 lanes for 0.812 miles	\$40,000 - \$60,000 (incurred by SDDOT)
Alternative 1C	Improve signage at school zone	2 flashing signs, 6 additional signs	\$7000 - \$12,000 (incurred by SDDOT)
Alternative 1D	Adopt parking ordinances	Documentation	0
Alternative 1E	Implement curb extensions	28 corners, width and length variable, 2 ADA ramps each	\$210,000 - \$280,000
Alternative 2B	Designate and sign truck routes	Documentation, 6 signs	\$1200 - \$2400
Alternative 2C	Adopt truck route construction standards ordinance	Documentation	0
Alternative 2D	Rebuild truck routes to construction standards	21 400' blocks (8400') of streets built to standards	\$1.6 - \$2.1 million
Alternative 3B	Adopt city-wide zoning ordinances	Documentation	0
Alternative 3C	Adopt ordinances relating to new development	Documentation	0
Alternative 3D	Complete a drainage study	Study	\$100,000 - \$500,000
Alternative 3E	Expand street network west	400' (per block) of new street to construction standards	\$100,000 - \$150,000 (per block)
Alternative 3F	Extend 15 <sup>th</sup> Avenue	1500' of new street to truck route construction standards	\$400,000 - \$525,000

**Table 2 – Cost Estimates (continued)**

Project ID	Description	Treatment	Estimated Cost
Alternative 4B	Adopt comprehensive signage plan	Documentation	0
Alternative 4C	Place signage according to new plan	6 signs	\$1200 - \$2400
Alternative 4D	Replace sigs not in MUTCD compliance	100 signs	\$20,000 - \$25,000
Alternative 5B	Adopt a system of safe pedestrian routes	Documentation	0
Alternative 5C	Implement a parental education program	Documentation	0
Alternative 5D	Update sidewalk ordinances	Documentation	0
Alternative 5E	Improve sidewalks in accordance with safe routes plan and ordinances	10,500' of sidewalk, 45 ADA curb ramps	\$640,000 - \$750,000
Alternative 5F	Implement sidewalks on all city streets	100,000' of sidewalk, 200 ADA curb ramps	\$4.0 – 5.0 million
Alternative 5G	Implement a multi-use trail system	8900' of trail (primary) 16,000' of trail (alternates)	\$1.0 - \$1.7 million
Alternative 6B	Partner with an existing transit service	Transit	\$10,000 - \$50,000
Alternative 6C	Provide a dedicated Faulkton-area vehicle	Transit	\$35,000 - \$90,000
Alternative 6D	Develop a Faulkton-based transit service	Transit	Variable
Alternative 7B	Purchase an airport courtesy vehicle	Car	\$25,000
Alternative 7C	Construct a sidewalk/trail from the airport to the existing pedestrian network	1600' of sidewalk	\$60,000 - \$80,000
Alternative 7D	Remodel according to Helms and Associates plans	Capital Improvement Plan	Undisclosed

## Funding Availability

Financial planning is a vital component of the transportation plan. The availability of funding, designation of funds and future financial planning will often be the elements that make or break the implementation of the projects identified in this plan. Therefore, it is just as important to identify the financial needs for the future as it is to identify the transportation needs of the community.

South Dakota transportation projects are generally funded with Federal, State or Local funds. Funding for transportation may come from federal and state fuel tax, local general funds, wheel tax, vehicle registration fees or property tax. In addition, SDDOT has special programs for community access, industrial park roads and transportation alternatives or non-motorized transportation networks.

Because of the three jurisdictions responsible for the transportation network within Faulkton, there are three types of funding that may be used on the network. On Highway 212, the State may designate funds from state and federal fuel taxes and state vehicle excise tax for such items as state road maintenance and highway reconstruction. Faulk County may also designate their federal Surface Transportation Program (STP) funds or funding from the county's general fund for maintenance and improvements to County Roads 11 (8<sup>th</sup> and 9<sup>th</sup> Avenues) and 18 (VFW Road) as they pass through Faulkton. Unfortunately, other local transportation improvements are often limited to funding designated from the City's general fund or received through state, federal or private grant programs.

As the City budgets for transportation projects, it is important to know the priorities of the community. Although these priorities should be evaluated from time to time, the long term goals of the community will develop the long range plan needed to budget for large projects in the distant future as well as small, annual transportation projects that either maintain the existing system or accomplish a large scale project built in a series of phases.

Potential local funding sources for City transportation network projects may include:

- Sales tax funds
- Property tax funds
- Assessment of adjacent property owners
- Funds raised through local fundraising efforts, including private or corporate donations
- Funds generated through Business Improvement Districts or other tax districts

In addition, the City may apply for a variety of grant or special program funding administered by the State of South Dakota. These sources may include:

- Transportation Alternatives Program funds for non-motorized transportation projects including safe routes to school, safe routes for non-drivers, shared use paths and others (SDDOT)
- Community Access Road Grant funds, for towns less than 5,000 in population, for the construction or reconstruction of major streets, such as Faulkton's 8<sup>th</sup> Street or the roads to the elevators, school or hospital. (SDDOT)
- Agri-Business Grants for the development of access to new or expanding agri-business industries. (SDDOT)
- Industrial Park Grants for the development of new or expanding access for new industry located with industrial parks. (SDDOT)
- Recreational Trails Grants for the development and maintenance of non-motorized and motorized trails for recreational purposes. (SDGF&P)
- Walking Audit Grants, Active Transportation and other healthy lifestyle related grants for the development of transportation networks supporting walking, biking and other active transportation facilities. (SDDOH)
- Federal Transit Administration Section 5311 Grants Program for capital, administrative, operating assistance and training for local governments and nonprofit organizations providing rural public transportation services. (SDDOT)
- Federal Aviation Administration Airport Improvement Program for airport improvement projects. (SDDOT)
- Safety Funds (SDDOT)

## Addressing Goals

**Table 3 – Addressing Transportation Plan Goals and Objectives**

Goals / Objectives to be Addressed	Transportation Plan Activities that Address Each Objective
<b>Goal #1: Provide a safe and efficient automotive transportation system.</b>	
Evaluate to what extent the existing street system meets the needs of city businesses, industry, private citizens, and civic functions.	Public input was gathered via survey, public meetings, and stakeholder meetings. With this information, an accurate perspective of the street system was constructed.
Identify frequent crash locations and evaluate appropriate actions to improve safety.	Using an accident location database, areas of high crash frequency were located and managed via several alternatives in the Plan.
Identify high-risk, high-conflict areas and ways to reduce risk to motorists and pedestrians.	Several alternatives have been proposed to increase safety for motorists and pedestrians.
Evaluate emergency response routes and their relationship with the street system and suggest alternatives or changes where needed.	Information was gathered from hospital officials regarding emergency response routes and how the street system factored into response times. Alternatives for street expansion near the hospital were proposed, but deemed a low priority.
Evaluate the effectiveness of signage in the overall transportation system and provide solutions to possible problems.	Signage was inventoried and its effectiveness analyzed. Using this information, an updated signage plan was included in the Plan.
<b>Goal #2: Provide a safe and efficient multimodal transportation system.</b>	
Review locations of automobile-pedestrian conflicts and evaluate potential safety improvements.	Using crash data and field observations, relevant safety improvements were recommended as alternatives.
Identify sidewalk, trail, and on-street improvements that would enhance bicycle and pedestrian safety and connectivity across Faulkton.	The Plan identifies and prioritizes alternatives related to the expansion and maintenance of sidewalk and trail systems.
Provide the community with potential safe pedestrian routes.	A safe routes plan can be found in the Plan.
Establish bicycle and pedestrian connectivity between prominent city elements (e.g. pool, park, ball park, school, etc.).	Connectivity between prominent city elements is established on the safe routes plan, which includes all of the listed locations.
Identify possible transit needs and propose solutions to meet those needs.	Transit alternatives were proposed based on perceived and articulated needs of the community.

**Table 3 – Addressing Transportation Plan Goals and Objectives (continued)**

Goals / Objectives to be Addressed	Transportation Plan Activities that Address Each Objective
<b>Goal #3: Provide a transportation system that supports and enhances the area’s economy.</b>	
Identify businesses’ recurring transportation issues which may hinder their operation or rapport with customers, suggesting ways to rectify these issues.	Stakeholder meetings were held with several business owners and employees. Their input has shaped the final recommendations of the Plan.
Review current truck routes and suggest alternatives or changes which better fit the economic needs of the community without compromising pedestrian, bicycle, and automotive safety or local roadway condition limits and specifications.	A new truck route plan designed to better fit the needs of the community is proposed in the Plan.
Create a more welcoming traffic environment for travelers with the goal of bringing more business into the City.	Proposals aimed at creating a more welcoming traffic environment include implementation of curb extensions, more effectively regulated parking, and US 212’s left-turn lane.
<b>Goal #4: Provide a plan for future expansion and maintenance of the transportation system.</b>	
Suggest a prioritized list of transportation needs based on their feasibility and necessity.	Each alternative in the Plan is classified as either Short-, Mid-, or Long-Term.
Prepare a plan for preserving, maintaining, and improving the existing multimodal transportation system.	The City of Faulkton will be able to use this Plan for transportation improvements for up to 20 years into the future.
Provide guidance for future expansion of the street system by coordinating land development and transportation planning and incorporating multimodal alternatives in new development.	Alternatives guide future expansion of transportation systems, as well as the land development that accompanies it.
Suggest ordinances or laws which better regulate the implementation and maintenance of new and existing transportation elements.	Sample ordinances as detailed in Appendix 1 approach the implementation and maintenance of roads and sidewalks.
Identify sources of applicable funding through government grants and funds.	A section of the Plan is dedicated to applicable funding sources.
Provide a template which outlines the necessary financial input from public and private sectors.	Sample ordinances as detailed in Appendix 1 outline the financial responsibilities for parties involved in transportation improvements.

**Table 4 – Goals Directly Addressed by Each Recommended Project**

<b>Project ID</b>	<b>Goal #1: Provide a safe and efficient automotive transportation system.</b>	<b>Goal #2: Provide a safe and efficient multimodal transportation system.</b>	<b>Goal #3: Provide a transportation system that supports and enhances the area’s economy.</b>	<b>Goal #4: Provide a plan for future expansion and maintenance of the transportation system.</b>
Alternative 1B	✓		✓	
Alternative 1C	✓	✓		
Alternative 1D	✓		✓	✓
Alternative 1E	✓	✓	✓	
Alternative 2B	✓	✓	✓	✓
Alternative 2C				✓
Alternative 2D	✓		✓	
Alternative 3B	✓		✓	✓
Alternative 3C				✓
Alternative 3D				✓
Alternative 3E	✓			✓
Alternative 3F	✓			✓
Alternative 4B				✓
Alternative 4C	✓	✓	✓	
Alternative 4D	✓	✓	✓	
Alternative 5B				✓
Alternative 5C	✓	✓		
Alternative 5D				✓
Alternative 5E		✓	✓	
Alternative 5F		✓	✓	
Alternative 5G		✓	✓	✓
Alternative 6B		✓	✓	✓
Alternative 6C		✓	✓	✓
Alternative 6D		✓	✓	✓
Alternative 7B			✓	
Alternative 7C		✓	✓	✓
Alternative 7D		✓	✓	✓