

# **Tripp County MTP – Public Meeting #1**

## **Recording Transcript**

### **Slide 1: Welcome | 0:00-0:28**

Now the Tripp County Master Transportation Plan public meeting #1.

Welcome to the first public input meeting for the Tripp County Master Transportation Plan.

The purpose of this presentation is to introduce the transportation planning project and promote the collection of your input in the process.

Your insight and understanding of Tripp counties Nieve will assist in the identification of transportation issues with this plan can help to address.

### **Slide 2: Agenda | 0:29-1:12**

The screen in front of you shows the agenda for this presentation.

First, we will introduce the planning project and provide some background into how it came to be alongside key issues and needs that the study team has already begun to identify.

Next, we will cover the analysis that has been completed to date, which includes existing or baseline conditions of Tripp County's roads, bridges and traffic operations.

We will also cover some crash history data from Tripp County, as well as a brief review of townships and the role the property taxes.

Lastly, we will look at how you can contribute feedback to help identify transportation related issues and needs, and Tripp County as part of the next steps in this process.

### **Slide 3: Study Participants | 1:13-2:00**

For background information summary, we will introduce the agencies involved in the study process and the study area.

Tripp County Master Transportation plan is being facilitated through the South Dakota Department of Transportation.

This is the first master transportation plan for the county, which was initiated with an application to SDDOT for planning and research funding supported by the Federal Highway Administration.

The consultant team was hired to facilitate this planning project, which is led by Felsburg, Holt and Ullevig with great support from Brosz Engineering.

Finally, a study advisory team is also guiding the development of the study with representatives participating from Tripp County, the South Dakota DOT and the City of Winner.

## **Slide 4: What is a Master Transportation Plan? | 2:01-2:44**

But what is a master transportation plan?

Or MTP is the 20 year planning document that will serve as a guide for building and maintaining the county's future transportation network.

The MTP reviews, the transportation issues and needs facing Tripp County today and projects those needs out 20 years into the future for all loads of travel.

The MTP examines data available to summarize infrastructure safety and the traffic operations to identify improve standards, priorities, strategies and particular improvements.

It is an adopted document that supports future transportation policies and guides decision makers.

## **Slide 5: Project Schedule | 2:45-3:48**

The study process involves the following steps.

We first gather input from the study advisory team and a kickoff meeting for the project with all representatives at the table.

Next we collect available data and existing documents to better understand the communicate and communicate the baseline conditions.

Then with public and stakeholder input, we summarize transportation issues and needs facing Tripp County.

The reason public input is so important is because your feedback adds context to the reviewed data and helps us identify issues and needs that are not readily apparent.

The next stage is the process in the process is to develop strategies, solutions, priorities and guidance to address identified issues in once all that information is assembled, a draft version of the MTP will be shared for public input.

It will also be presented to the Tripp County Commissioners feedback from the Public Accounting Commission will be incorporated into the final plan and serve as the guiding document in the years to come.

## **Slide 6: Study Area | 3:49-4:04**

The study area for the planning project shown on this slide is limited to Tripp County. It considers the context of the complete transportation network for all jurisdictions in the county, but it focuses on the county's transportation system.

## **Slide 7: Key Issues & Needs | 4:05-4:36**

The F18 members or the study advisory team have discussed the necessity for transportation planning to address public concerns in the county.

The eight issues presented on this slide reflect the insights regarding funding priorities, standards, safety, support for market needs and public services.

The public survey, available on the project website, will gather input from you about these issues.

### **Slide 8: Functional Classification | 4:37-5:36**

For the next part of this presentation, we will focus on the existing conditions of Tripp County's transportation network as they exist today.

The first component of the existing conditions review is the roadway classification or the functional Rd classification.

In other words, the function that a road serves can be classified as you can see in the table on the screen, approximately 70% of Tripp counties roads fall under the local classification, totaling 1,323 miles.

Local roads have provided an important service to property owners in Tripp County since it was established in more recent decades, though regional and statewide transportation demands have changed, placing greater need on well-maintained county and state roads, which make up the remaining 30% of the transportation network shown in this figure.

These are referred to as principle arterials and collectors.

### **Slide 9: Roadway Jurisdiction | 5:37-6:16**

The next component of the review of the Tripp County Road network is the jurisdiction of the Romans jurisdiction assigned to the roadway refers to the entity responsible for planning, construction and maintenance.

Trick County jurisdiction covers approximately 38% of all roads within the study area, including the bridges on those alignments, maintaining 52% of the growth at the local level creates some challenges for individual townships to manage consistently.

Property owners that access these Township roads often maintain local roads without funding provided from the county.

### **Slide 10: Surface Type | 6:17-6:57**

The next component of this review is a surface type inventory of the trip County Road network.

As the table on this slide indicates, gravel or crushed rock roadways represent the largest proportion of County Road mileage in the study area.

In addition to state highways, funding for construction and maintenance of paved roads has been identified as an issue.

To make sure it is addressed, existing paved roads are a high priority to the study advisory team to maintain the public survey will provide you with an opportunity to share input about the surface condition of these roadways.

### **Slide 11: Roadway Width | 6:58-7:42**

The next component of the review is the roadway with a significant portion of existing roadway widths are less than 22 feet, reflecting the rural nature of local roads.

Minimum width standards for each roadway classification will be developed with this plan.

The cost to bring an existing roadway up to state design standards for defined functional classification must be carefully considered by the study advisory team.

Widening and existing roadway to provide for adequate drainage.

Create horizontal vertical curves and many other aspects of design can require additional significant planning and cost.

### **Slide 12: Existing V/C | 7:43-8:48**

The next component of the review is for traffic volumes and roadway capacity to carry that traffic.

This is completed as a high level review.

The existing traffic volumes in Tripp County roadways data provided by the SDDOT can be supplemented with additional traffic counts if more detailed data is needed, as shown in the table on this slide, state highway average daily traffic for ADT does not exceed more than 9600 vehicles a day for county roads, ADT is less than 425. In those cases, all Township roads serve traffic on a local nature and typically see less than 50 vehicles per day.

These volumes are not high enough to create a congesting condition within the existing transportation network.

The significant change in ADT for numbers on the county and local roads is not anticipated by the study advisory team, but survey input from you can help identify locations where conditions should anticipate major changes in land use that could occur.

### **Slide 13: Crashes | 8:49-9:30**

Between 2018 and 2022, records indicate that 640 crashes were reported within the study area.

Nine of these crashes included a fatality.

Location of these crashes are identified on the map by a red dot.

Notably, 59% of all crashes during the period involved collisions with wildlife that can also be a hazard for driving conditions.

## **Slide 14: NBIS Bridge Condition | 9:31-10:23**

In addition to crash locations, the study advisory team is also interested in learning about other roadway or intersection locations that the public feels could be addressed to improve safety considerations.

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The next component of the existing conditions review is an inventory of the Tripp County Bridge network, which includes 91 bridges and small structures within the study area.

These structures are inspected periodically and a considerable number are aging and listed in four conditions.

Addressing these infrastructure challenges is paramount for ensuring a safe and efficient transportation network.

Bridge inspections are conducted every two years and bridges that fall under one of three categories either good, fair or poor.

Most of Tripp County bridges are in fair or good condition, but 25 are currently in poor condition, which means they are structurally deficient.

These bridges have been have a short or unknown remaining service life and likely require a higher cost to repair or replace.

## **Slide 15: Township Property Tax | 10:24-11:41**

The next component of our existing conditions analysis is a review of Township revenue, generated property tax revenue is received by the county and then distributed out to schools, cities and townships.

A portion is retained by the county for their needs as well.

The figure on this slide was created specific to Tripp County, to illustrate how different property tax value and levy amounts can generate revenue that is then used for public purposes such as roads and bridges.

The Top 14 townships that generate total value in property taxes are referred to on this table as we first quartile.

Conversely, the lowest 14 generating tax townships are referred to as the 4th quartile.

Townships can also opt out of the mill levy lid by a vote and or adopt A road and bridge levy to further increase the tax revenue generated for public purposes.

Local funding is only one consideration in the master planning process, but it is a significant factor.

Public input will be helpful to understand how limited local funding should best be allocated across all transportation needs in the county.

## **Slide 16: Study Website | 11:42-13:08**

You'll now take a look at how you can contribute your thoughts to the feedback and feedback to help identify transportation related issues and needs, and Tripp County. Then we will cover the next steps in the project by covering this project study schedule and summarizing the project website.

As mentioned earlier, the public input is an important part of the study because your feedback as context to the data and the analysis that helps us identify issues and needs not readily apparent, your opportunity to contribute can be made by taking an Internet based survey and questionnaire on the project website.

Your feedback will be summarized to identify issues.

We need an opportunities in Tripp County.

There's also like a project email address on the website.

If you have additional comments about the project, please fill out the comment form on website, the results and recommendations of the draft master transportation will be shared on that website and presented at another public meeting in the fall of 2024.

If you go to the study website [tripcountymtp.com](http://tripcountymtp.com), you'll find me existing conditions review slides presented today and details of everything covered to date on the project.

You will also find a recording of this presentation.

Project updates will also be posted on that website as the study progresses.

Your deadline for completing the survey will be May 7th, 2024.

## **Slide 17: Thank You! | 13:08-13:39**

As a review of the schedule, thank you for taking time out of your day to view this master transportation presentation.

This is for public meeting number one, which we'll be hosting live and in person April 23rd, 2024 at the Tripp County Courthouse.

If you have direct questions or concerns, please contact any of the project managers through the email contact information shown where utilize the website created for this project.