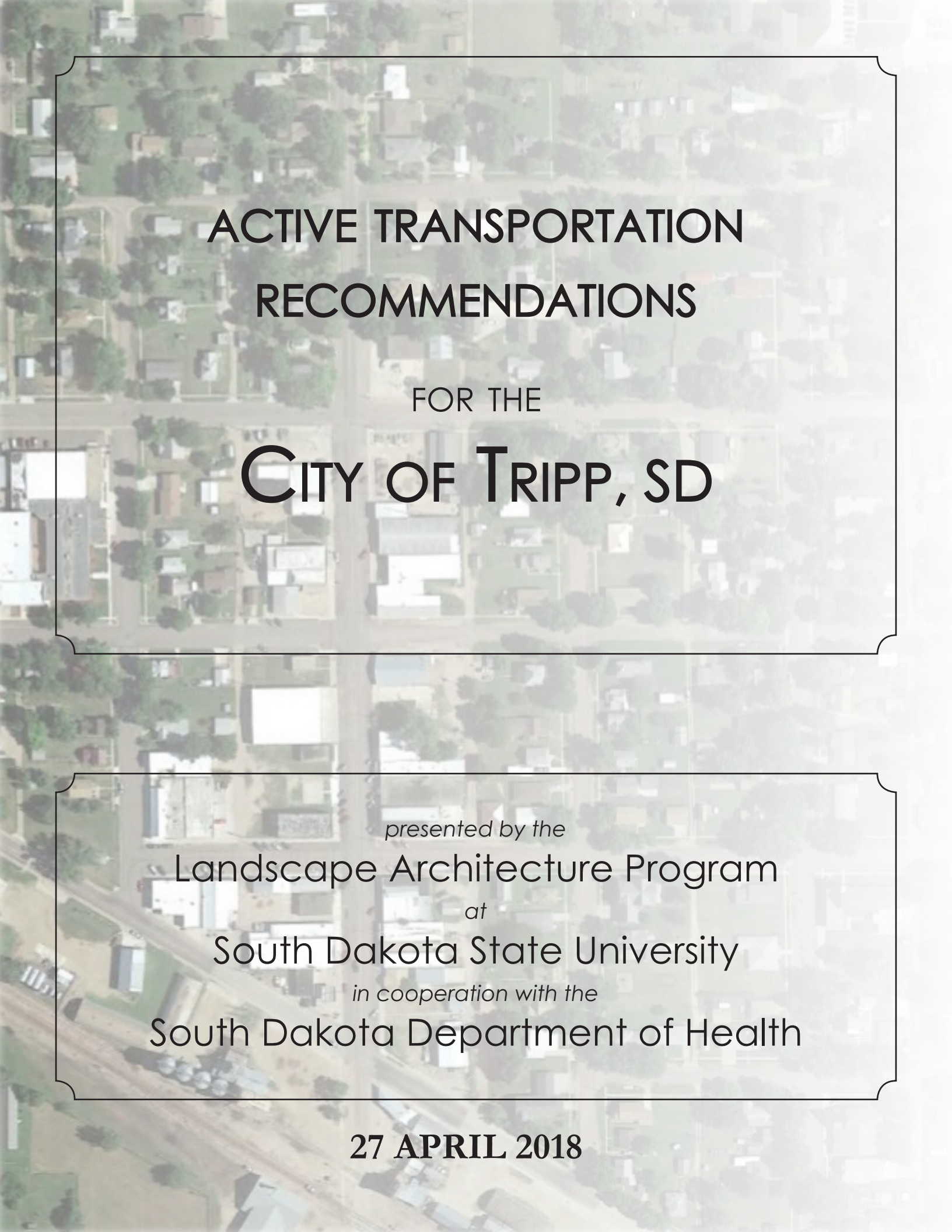

ACTIVE TRANSPORTATION RECOMMENDATIONS

FOR THE

CITY OF TRIPP, SD

presented by the

Landscape Architecture Program

at

South Dakota State University

in cooperation with the

South Dakota Department of Health

27 APRIL 2018

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Acknowledgements

South Dakota Department of Health

Beth Davis

South Dakota Active Transportation Advisory Team

City of Tripp

Bryan Bietz, Community Contact

SDSU Landscape Architecture Program

Eion Donelan

Kyle Engesser

Joshua Goeden

Bailey Hoines

Stephany Jamison

Payton Schafers

Dalton Smeins

McKayla Stark

Jayden Tschimperle

Faculty Advisor

Don Burger

Teaching Assistant

Thomas Schneider

Introduction

The built environment affects public and personal health. This fact has been proven and re-proven through studies, interviews, surveys, and mockups the world over. In addition to physical indicators of health, like measuring obesity, calorie intake, and steps walked in a day, there are less-tangible indicators of a community's health. These include perceived friendliness, sense of community, and livability. The built environment impacts all of these indicators.

In 2012, the South Dakota Department of Health initiated the Active Transportation Advisory Team (ATAT) to facilitate change in the built environment of South Dakota. In particular, an effort has been made to help communities encourage using alternative means of transportation (such as walking or cycling) for completing one's daily routine. An outgrowth of the ATAT work is the Active Transportation Collaboration project. This project provides resources and expertise to one or two South Dakota communities each year in developing strategies to improve active transportation.

Recommendations are developed over the course of a 16-week semester by students from the South Dakota State University Landscape Architecture program. In the case of the present study, students traveled to Tripp, South Dakota, in early February 2018 to conduct interviews with key stakeholders within the community. Students also conducted an analysis of transportation infrastructure, parks and recreation facilities, and neighborhood composition.

After conducting these interviews and analyses, students developed a series of recommendations touching all aspects of active transportation issues, including the further development of active transportation infrastructure such as bike paths, on-street bike lanes, and sidewalks; improvement of community engagement and fundraising; and enhancement of existing parks facilities. By approaching active transportation in this holistic way, a balanced, comprehensive plan for improving public and personal health can be achieved.

These recommendations represent a global shift in how people think of their community. Some recommendations represent a major financial investment. However, by shifting community priorities and identifying existing resources within the community, Tripp can become an example of the best that South Dakota has to offer: a small-town feel with big-city amenities, a place that is "Easy to Find, Hard to Leave".

Wayfinding and Circulation Infrastructure

Recommendation 1: Improve Entry and Arrival Signage

Entrance Signage

The town of Tripp needs adequate signage bringing people into the city. An entrance sign helps to create a sense of place and community spirit. It helps to welcome residents and visitors alike while defining a town's character and values. The intersections of Hwy-37 at North Tower Road and Hwy-37 at West Dakota Street, and the approaches to the community on Hwy-37A on both the north and south sides of Tripp, are excellent locations for updated entry signs. The sign on Dakota Street (Figure 1) should be welcoming but not as grand in size. The sign on the north end of town on Hwy-37A will be a key feature (Figure 2). This entry into town is striking, with the tunnel effect from tree-lined Main Street leading directly into the commercial heart of Tripp. This sign should welcome the community back home and create an invitation for others to join the city.

Figure 1: West Entrance Sign

Figure 2: North/South Entrance Sign (South Entrance Depicted)

Wayfinding Aids

Tripp has an insufficient amount of signage in the town for new visitors. Most of the people in the town of Tripp know their way around, but for new visitors coming to the town it can become stressful trying to find certain areas such as the ball fields or the local pool. Placing wayfinding aids in strategic locations to orient visitors to key local attractions will be very helpful. Simple signs indicating 'Main Street', 'Park/Baseball Fields', and 'Tripp-Delmont School District' along with the location of these signs can create an easy way for locating these essential spaces.

Figure 3: Wayfinding Signage

Figure 4: Proposed Signage Locations

Recommendation 2: Develop a Comprehensive Circulation Plan

Active transportation is the ability for people the actively get around the city. Transportation can take the form of vehicles, bikes, electric mobility aides, scooters, skateboards, rollerblades, or walking. The "active" part of *active transportation* refers to how people get around without a motorized device. Encouraging active transportation over vehicular transportation promotes healthier lifestyles and improves a community's sense of place and friendliness. In Tripp, promoting active transportation can be accomplished by connecting key destinations in town with a variety of circulation infrastructure, including roads, trails and sidewalks, supported by improved storm water drainage and pedestrian crossing facilities.

Figure 5: Map of Current Road Conditions

Roads

Roads are important infrastructure that allow for the circulation of vehicles. The condition of the road influences the ability of motorists to get around and shapes opinions of a town. Well-made roads are smooth and need a slight to medium slope. It is important to have slope to drain water off the road to prevent water build up, icing, erosion and hydroplaning. Well-maintained roads encourage activity. Good roads to local shops will enable people from out of town to visit and shop. When combined with sidewalks and connected to recreational trails, roads become a comprehensive amenity for a thriving town[2].

<u>Phases One and Two (2018-2019)</u>

Main Street is already undergoing a complete overhaul from High Street to Depot Street. When the road reconstruction is completed, the centerline of Main Street should be adjusted five feet to the east between High Street and Dakota Street to accommodate an on-street bike lane. Between Dakota and 1st Street, the centerline should be moved an additional two feet east to accommodate a traffic-separated bike lane (see Bike Trail Section). Phasing the implementation of the bike lane at this point will take advantage of the already-needed road repairs, thus improving cost-effectiveness. To understand how this section will be designed refer to the bike trails section. The first phase needs to be re-graded and re-paved, with the installation of a subsurface drainage system on Main Street from Dakota to Depot Street.

Figure 6: Phase 1 and 2 Road Repairs and Bike Trail

The second phase continues the repaving and re-painting on Main Street from Dakota to High Street. The street centerline will be moved toward the east side by five feet. The road will be paved, and the two-lane width with the two-foot centerline adjustment will be added on the east side of the road. This road is important because it provides the main route for vehicular transportation for people to the ballpark, park, and businesses of the town.

Phases Three & Four (Summer 2020-2024)

Major vehicular roads should be replaced next to ensure safe and smooth travel. In Phase Three, Dakota Street from Dobson to Main Street should be replaced. This is a high traffic area, and requires a high level of service.

Figure 7: Phase 3-4 Road Repairs

Phase Four includes the repair of Depot Street from Dobson to Main Street. This street is heavily used by both commercial trucks and regular vehicles and should be maintained in good condition.

Phases Five & Six (2024-2028)

Roads that connect the residential areas to the school are important for safe transportation of children to school. In phase five, 1st Street from Dobson to Main Street should be repaired or replaced. Additionally, Wilder Street and Sloan Street between Iowa and Dakota

Figure 8: Phase 5-6 Road Repairs

Streets should be replaced. These roads are important in connecting the residential area to the school area.

Phase Six finishes these connections by updating Iowa Street from Main to Shannon.

Phase Seven (2028-2030)

It is important for a community to enable residential access by roads to recreation, nursing homes, and churches. To enable this, Dobson Street from the Good Samaritan building to Depot Street should be repaired from the dead end to 3rd Street and replaced from 3rd Street to Depot Street.

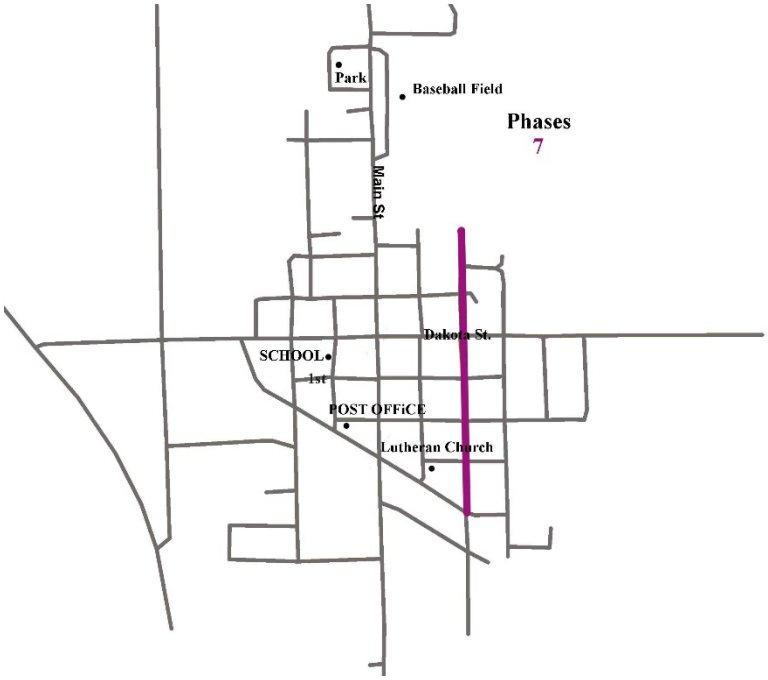


Figure 9: Phase 7 Road Repairs

Bike Trails

On-street bike lanes will be six feet wide everywhere except for downtown where it will be eight feet wide. This will allows for bikers to go both directions on the bike path. To enforce this, a dotted centerline on bike path should be incorporated[3]. This will allow for a bike lane on only

one side of road. On-street painting should commence in accordance with the road repair phases indicated in the previous section.

Figure 10: Bike Lane Locations

On the section of Main Street from Dakota to 1st Street, the eight-foot-wide bike path should be located immediately adjacent to the sidewalks, and will include a 1' wide planter separating the bike lane from on-street parking. The planters should be a minimum of two feet long and reach a total height of two feet (including plant foliage), and are to be placed only where on-street parking is available. The planters provide not only a separation from the bike path and the vehicles but allow for beatification of the area in a manner that can be changed with the season.

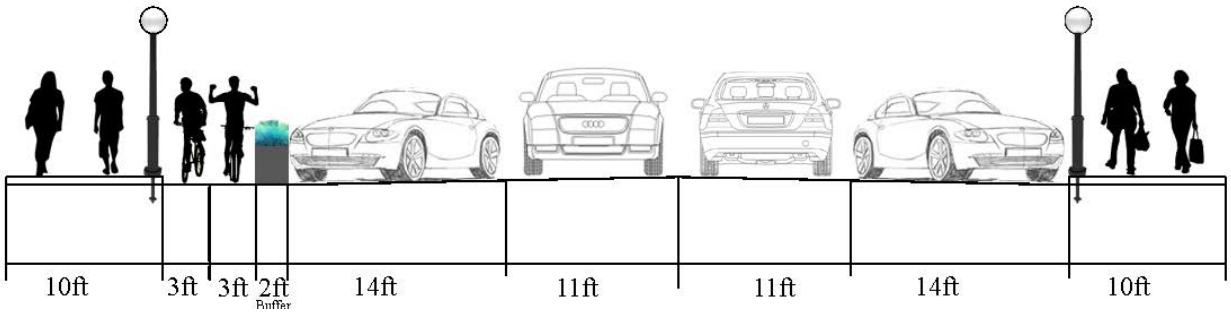


Figure 11: On-Street Bike Lane (Main Street)

Next, the bike trail should be painted on the north side on 1st Street from Wilder to Dobson. Then, the east side on Dobson Street from 1st Street to the dead end past Wisconsin Street needs a bike path painted. After that, the south side on Iowa Street from Main to Shannon Road needs to be painted. Finally, the east side on Wilder from 1st to Iowa Street needs to be painted. The total for bike trails is $6,762.99 and will have to be replaced every five to ten years depending on wear and tear[3]. Intermittent maintaining of the path would reduce the need for replacement. Figure 7 shows a diagram of the bike trails on the roads.

Figure 12: Proposed Bike Infrastructure

Sidewalks & Drainage

The sidewalk, curb, and gutter are key components for enabling active transportation within the town. Sidewalks that connect the town together encourage walking and other active forms of getting around rather than a reliance on automobiles. Walking is important not only to promote health and wellbeing of the town's population, but also to promote the interaction between residents. This is crucial for a community to grow together. Active transportation also increases social interaction between the residents while providing a safe means of transportation. Sidewalks are meant for people, whether they are walking, pushing strollers, rollerblading, or skateboarding. However, sidewalks are not meant for bikes; cycling should be done using the on-

street amenities already addressed. To keep transportation for pedestrians available, sidewalks need to be repaired or added in several locations.

Figure 13: Current Sidewalk Conditions

Phase One

The most important sidewalks are those near and around the school, as they allow protect children arriving and departing the building each day:

Figure 14: Sidewalk Plan Phase 1

- Add sidewalks on the east side of Wilder Street from Dakota to 1St Street.
- Connect and complete the existing sidewalk on the north side of 1st Street.
- Add sidewalks on both sides of Wilder from 1St to Depot.
- Build sidewalks to complete the sidewalks on the south side of Dakota Street from Main to Sloan.
- Replace the sidewalk on Dakota Street from Dobson to Carpenter Street.

Phase Two

Following the school sidewalk plan, the downtown is the next area to improve the sidewalks. Downtown is where everyone in town shops, gathers and interacts. This area is important due to the high volume of pedestrians and its ability to attract out-of-town guests. A well designed downtown encourages people to socialize, shop, participate in community activities and promote local spending. The sidewalks on both sides on Main Street from Depot to Dakota are currently planned to be replaced with new ADA-compliant sidewalks. Replacing these sidewalks through the current grant will enable easy pedestrian transportation. In addition, install a new curb and gutter on Main Street from Depot to Dakota.

Figure 15: Sidewalk Plan Phase 2 (Includes Curb and Gutter)

Phase Three & Phase Four

After Downtown, the next most important section of active transportation connects parks and recreation areas. Construct new sidewalks on Main Street from Dakota to High Street. Because this is a long stretch of road, the installation of the sidewalk should be split into two phases. Phase Three entails replacing sidewalks on the west side of Main Street between Dakota and 305 North Main, where there is poor sidewalk.

Figure 16: Sidewalk Plan Phase 3-4

Phase Four adds new sidewalk to rest of the street, which has none. The west side of Main should be implemented first to allow easy travel directly to the park.

Phase Five & Phase Six

These phases connect additional community amenities with the growing active transportation network, including church facilities. Having the ability to walk to church increases the attendance to church and promotes local gathering. Phase Five provides a north-south connector on the east side of town via Dobson Street between 2nd Street and Iowa Street on both sides. Also in Phase Five, the sidewalk is replaced on Dobson from 3rd Street to Depot Street.

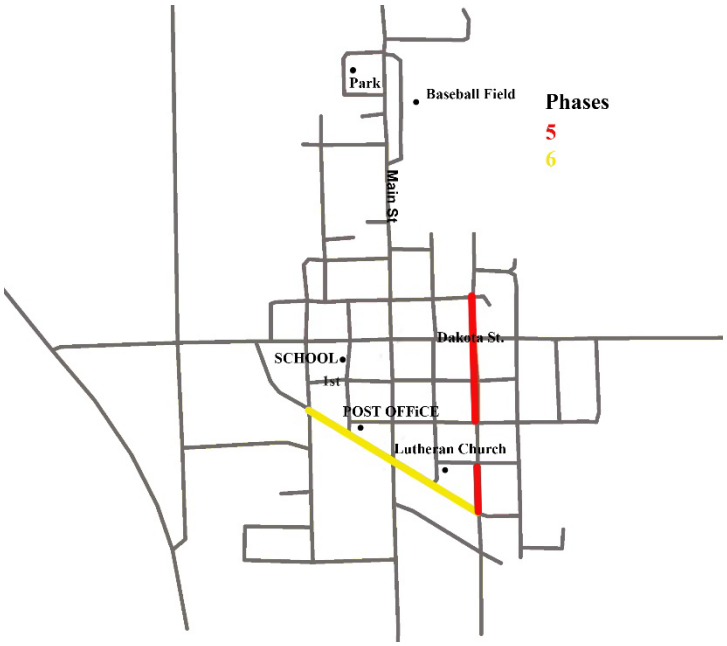


Figure 17: Sidewalk Plan Phase 5-6

Phase Six creates a connection of all the major roads with sidewalks. A sidewalk added on the north side of Depot Street from Wilder to Dobson finishes the connection of the town via sidewalks.

Figure 18: Comprehensive Sidewalks Plan

Crosswalks

Crosswalks provide safety and awareness where people will cross the street regularly. The first priority for crosswalks is around the school. Two intersections near the school require crosswalks

to provide a safe place for children to cross: Dakota at Sloan and Dakota at Wilder. Each of these crosswalks should include pedestrian warning signs to notify drivers of the possibility of crossing pedestrians.

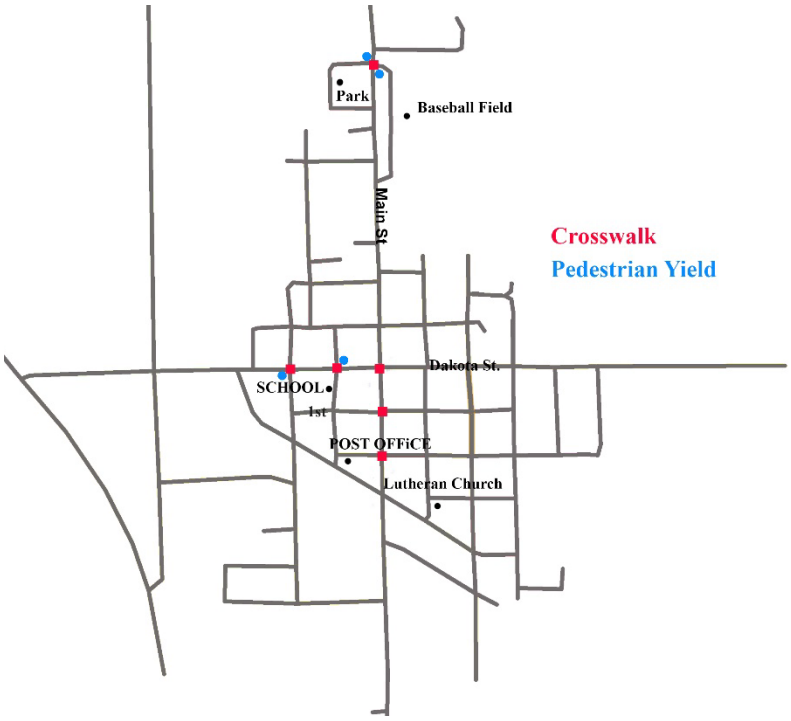


Figure 19: Proposed Crosswalk Locations

A third intersection is Main Street at High Street, between the park and ballpark. This crosswalk should also have a pedestrian warning sign. This is a high traffic area for vehicles as well as children who will run across the street to access both the park and ballpark.

The downtown requires three crosswalks, all located on Main Street (at Dakota, 1st, and 2nd Streets). Crosswalks in this region of town will encourage pedestrian traffic, which in turn will increase commercial activity.

Each crosswalk will cost approximately $200, and should be repainted every three to five years. In the area of the schools and parks, pedestrian crossing signs cost approximately $100 per cross walk. In total it will cost $1,500 for all the crosswalks and signage. The first stage to be to painted and signed would be the two intersections by school, which will be about $600. Then a year


Figure 20: Crosswalk and Associated Signage

later, the crosswalk between park and ballpark should be completed which will be $300. Another year later the three crosswalks should be painted on Main Street downtown when the roadwork is completed, costing around $600.

Recommendation 3: Enhance Infrastructure on Active Transportation Routes

Lighting

The lighting in the town of Tripp needs to be updated to accommodate pedestrian walking from the downtown to the north park. Along with the passageway from the north to the south of town, there also needs to be efficient lighting throughout the downtown.

Figure 21: Existing Lighting Conditions

The large amount of red on the map indicates a general lack of lighting in some neighborhoods in town. The first step to increase lighting would be to start with road-oriented lighting along with pedestrian scale lighting throughout the Main Street. Connecting the Main Street to the north park is something that needs to happen first. Creating lighting for roads along with pedestrian lighting can create a much safer walking area for all ages when using this road. The community using the pool and the ballparks will be safer when going to and from these

destinations. Using the sidewalks with lighting that will illuminate the area will create a comfortable walking space for all ages. Lighting increases safety, aids in geographic orientation, highlights the identity and history of the area, and creates a sense drama[6]. The average lighting fixture can be installed for an estimated $800 dollars per light pole.

Broken down into stages, the first stage is to light up Main Street, 37A, so that the road can be properly illuminated along the pedestrian walkway. The sidewalk to the west of Main Street shall be illuminated from the pool to the downtown. Pedestrian lighting should be placed on the sidewalks on Main Street. On this same road, the opposite side of the road should be equipped with road orientated lighting. Doing both of these techniques will create a safe passage way for pedestrians to walk and drivers to be able to see anything in or on the road.

Phase two would be to create lighting from the school to the downtown. Lights should be placed

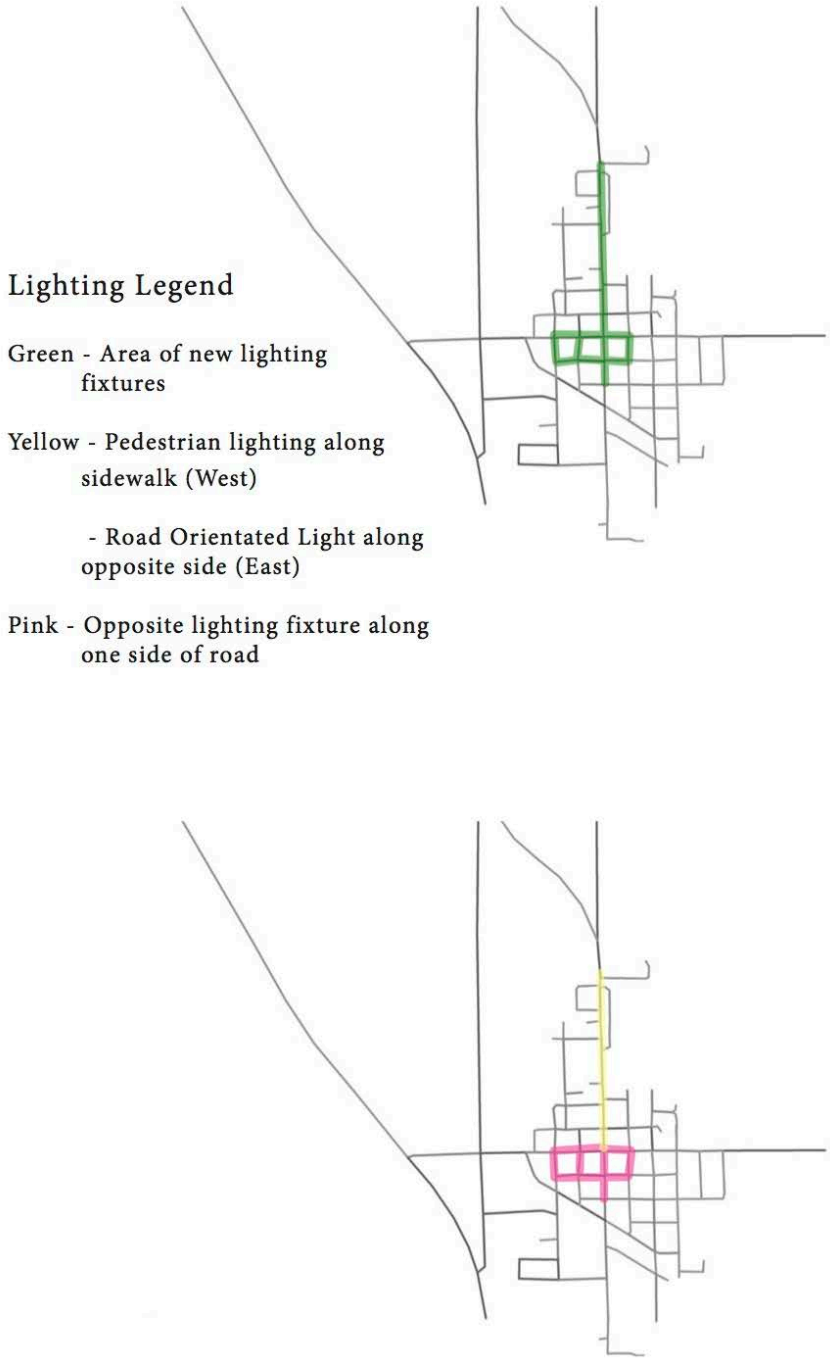


Figure 22: Lighting Plan Phases

around the school on each side, so when school is out of session, it creates a park that is welcoming to all age. Running lights along W. Dakota St to S. Main Street will also be beneficial for walkers/runners in the evening. Other streets that shall receive lighting are presented in the figures provided below.

Figure 23: North Main Street Illumination Impact

Figure 24: School Neighborhood Illumination Plan

Downtown Enhancements

Tripp's downtown is used by the whole community. Updating the aesthetics of this important part of the city will improve use and create a sense of community pride. On-street planter boxes along Main Street, as mentioned in the bike trail section, soften the street, provide color and liveliness, and improve civic pride. Placing benches in key locations coincident with some planters can create more opportunities for the community to get out and enjoy some nice weather on the Main Street. Research from the University of Delaware[7] suggests that attractive downtowns help to spur commercial and economic development. The article goes on by giving information about keeping people in the downtown for longer periods of time can result in more exchange of goods in its own community.

Enhancing the downtown with site furnishings can create more foot traffic in the downtown which can create a stronger community as a whole. To attract more people, the downtown plaza should be redesigned to funnel visitors into this critical neighborhood. By using more planting boxes and hanging planting baskets closer to the plaza, it will become an eye-catching attraction.

The last phase that can help the downtown would be to create a screening effect of the elevator to the south of the town. Planting trees on the NE corner of S. Main St and E. Depot St can help with summer wind control along with the amount of dust in the enters the downtown. Another area that trees should be planted would be the SW corner of S. Main St and E. Depot St. Even though this is a gravel parking lot, trees should be used to visually screen the elevators from view.

Recreational Opportunities

Recommendation 4: Improve Existing Downtown Recreation

Downtowns are the heart of a community- the center of business, services, and engagement. With the renovations planned for Main Street in Tripp, there also comes the potential for improvement of the recreational opportunities of the downtown as well. Currently, the city is lacking a cohesive recreational attraction in the downtown. Rather, people drive to a business, get what they came for, and drive back home. In order to strengthen both the economy and social interaction in the downtown, spaces need to be provided that give people a reason to get out of their vehicles and spend more time in the downtown. This will ultimately increase community engagement, boost business sales, and help foster the use of active transportation methods. This section will highlight the emphasis areas to be addressed in reaching this goal.

Downtown Plaza

The current outdoor gathering space in the downtown was finished only a few years ago. It is a prime location as it is centered between other downtown gathering and recreational spaces such as the movie theatre, fire hall, and bowling alley. It was a good vision, but our interview with the town showed that it is not getting the amount of usage it was intended for. This is mainly due to the centrality of the canopy structure in the space. It creates the feeling that this is the only usable space in the plaza. However, there is opportunity for much more development in this lot that could help turn it into an anchor for downtown activity. A good example to follow would be Main Street Square in Rapid City, SD. It has a great division of active and passive space as well as a unique aesthetic that helps define the downtown[8].

Some important elements that need to be added to the plaza space to support activity include seating infrastructure, open activity space, and plant material. Seating should include plenty of moveable seating that allows users to situate themselves more comfortably for socializing. The activity space should be well-defined with a change of material or partial enclosure. Plant material should be mainly in the form of container plantings and ground-plane beds that further define the space and provide a sense of comfort and enclosure.

Figure 25: Rapid City Main Street Square

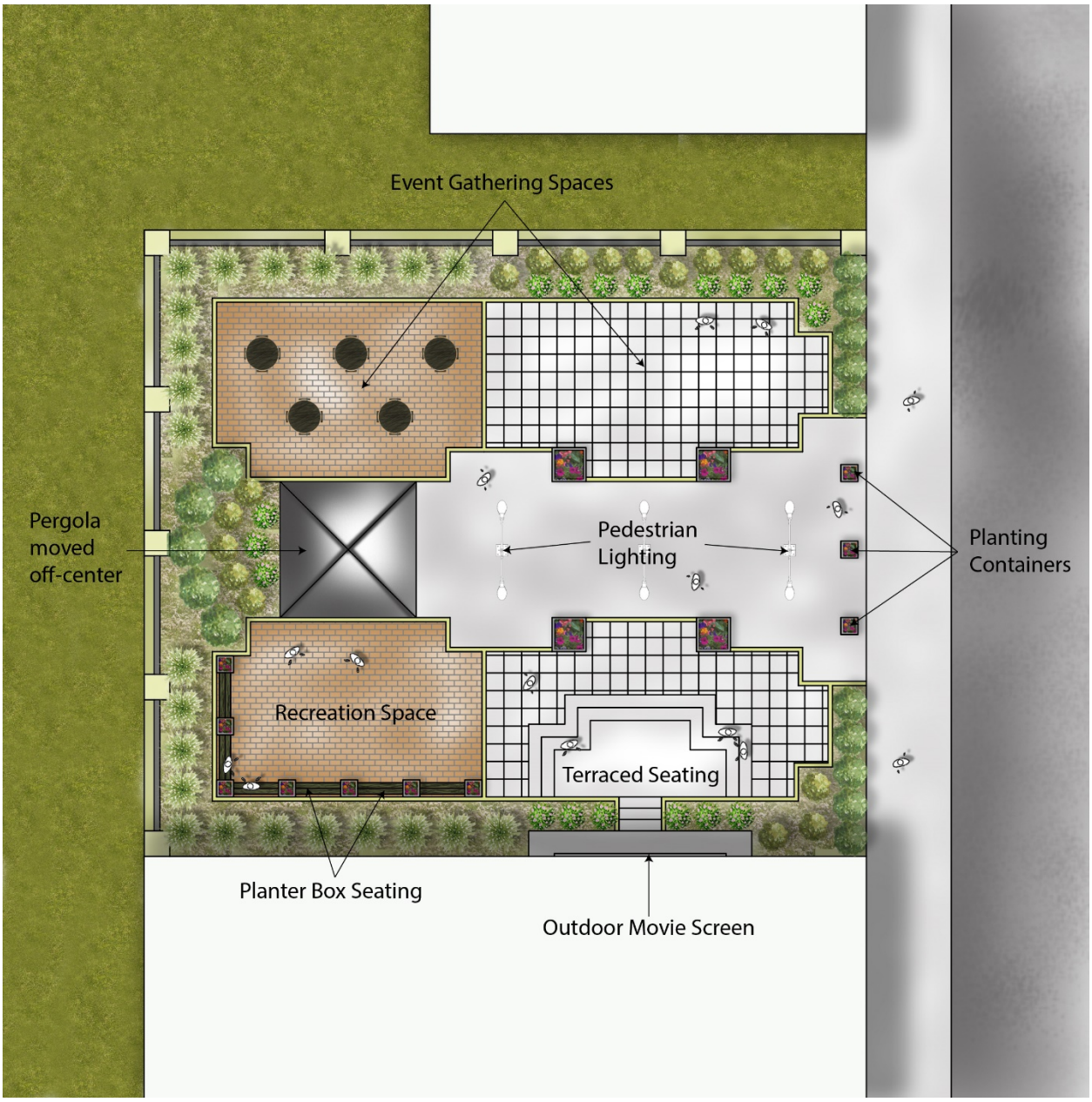


Figure 26: Downtown Plaza Redesign

A final step in fostering engagement within the downtown plaza will be the development of an events schedule that will attract people to the square. This schedule should provide a diversity of activity types and should be adaptable for seasonal change. The plaza could also be utilized as a part of larger community events. See the section on community engagement for more information on potential events.

Movie Theatre

The movie theatre is another major recreational opportunity in the downtown. It provides alternatives to outdoor recreation and can be utilized during at night or during the winter months when other recreational options are unusable. Our interview with the town revealed that the theatre currently has problems with water leaks and is in need of renovation. It would be an expensive project, potentially up to $1 million depending on the current conditions[9]. Thus, it would be lower on the priority list. However, even minor renovations could help revitalize the theatre and invite more people to utilize it. Also, its location directly adjacent to the downtown plaza would help to further solidify this area as the center of social recreation for the town. It would serve as the key hub for passive recreation and would help to diversify the types of activities the town has to offer.

Figure 27: Existing Movie Theater

Recreation Center

The final recreational opportunity needed in the downtown is a community recreation center. This facility would provide space for numerous activities- event hosting, town meetings, plays and concerts, and casual social gatherings. Currently, the only areas for these activities are the fire hall, the American Legion building, and the Dugout[10]. This facility would provide much more room for these activities and would make event hosting more efficient. It would also include a space for children to play during the winter months when the park is closed. The facility would need to include spaces for small gatherings, a large auditorium/gymnasium to host large events or sports, and kitchen space. Work would also need to be done on the exterior to allow for active transportation. This would include the addition of plant material, bike racks, and pedestrian lighting. This project would be fairly expensive, potentially reaching around $1 million[11]. However, costs could be kept lower if an existing building could be renovated to accommodate these goals. Overall, this project would serve as a strong center of community engagement and would help to further the appeal of the downtown.

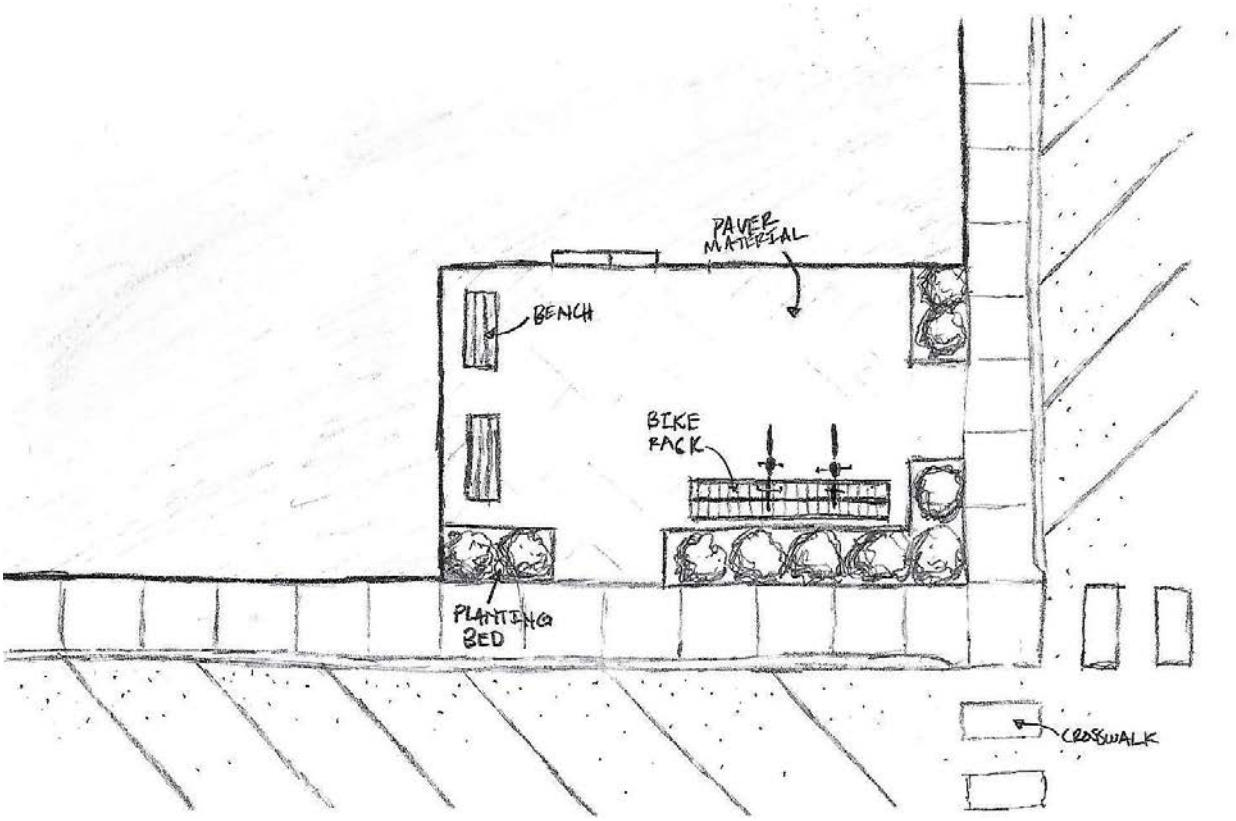


Figure 28: Recreation Center Plaza

Recommendation 5: Update Current Park and Recreational Facilities

The current outdoor recreational facilities of Tripp serve as major proponents of active recreation, especially during the summer months. These areas include to swimming pool, park, fairground and ballfields, and shooting range. Our interview with the community showed that these areas were highly used and great for social engagement in the city. However, many of these facilities are in need of repairs. The following section will go over, in order of priority, the improvements that need to happen to achieve the best usage out of these facilities.

Swimming Pool

During our town interviews, it became clear that the pool is one of the most used recreation spaces in Tripp. It helps to draw both kids and their parents to the park. However, the current facilities are in need of repair. The paint was peeling, the concrete was cracked in several places, and the current diving board and slide were worn.

Overall, repairing these issues would make the pool more attractive and improve the user experience. The renovation process would include sandblasting and repainting the pool interior, performing structural testing on the concrete and support structures, possible repairs of the drain system, and costs of a new slide and diving board. For reference, a project of similar size and scope was recently analyzed by the town of Otto, Pennsylvania and the cost estimate came out to around $450,000[12]. It is a large investment, but will ultimately play a key role in attracting more users to the park. The project could be completed in phases in order to balance the timeliness of improvements with the available budget.

Figure 29: Existing Pool Facilities

Park Facilities

Our tour of the park facilities revealed a need for additions and updates. The condition of the current play equipment was deteriorating, posing threats to the safety and enjoyment of the park.

Figure 30: Deteriorating Playground Equipment

A good model to follow in the renovation of these facilities would be the school playground. Another area of improvement would be the sports courts. Currently, there are only tennis courts and sand volleyball pits. Both of these facilities are in need of repair. Also, the addition of basketball courts and soccer nets would help to diversify park activities and keep people coming back. All of these added facilities would come with a high price, so further prioritization would be needed to spread out the budget and meet key needs first.

In addition to the recreational facilities, the parking conditions for the park also need improvements. Currently, the only parking spaces are those by the RV camping spots. However, as Figure 30 shows, there is a much higher need for parking closer to the pool and playground facilities.

Figure 31: Current Pool Parking Facilities

The most effective parking strategy would entail the creation of three small parking lots throughout the park. The first would be on the north end of the park near the pool and playground, the second on the west end near the sports courts, and the final on the south to further facilitate the camping and memorial areas. The cost of installing these lots would be around $3 per square foot with additional costs for line painting and sealing[13]. Adding these parking areas would make the park more accessible and would help to delineate the park's circulation and recreational spaces.

Figure 32: Proposed Parking Locations at City Park

Fairgrounds and Ballfields

The fairgrounds and ballfields serve as a major gathering space during the summer, hosting large crowds of people at a time. The fields and grounds themselves are in fairly good condition, but there are some renovations to be done with the buildings surrounding the site. One of the major focus areas would be the dance hall. It would serve as the only large indoor gathering space outside of the downtown. Its location near both the ballfields and the park make it an attractive option for hosting wedding receptions or large reunions. However, in order to make it suitable for these events, it will need renovations both inside and outside. The same goes for many of the other buildings located on the site.

The second major emphasis area will be the addition of plant material and lighting. Currently, there is very little greenspace besides turf on the grounds. The space would benefit from areas of

overhead canopy for shade, as well as perennial or shrub plantings in locations around the buildings and facilities. Lighting is also very limited, making it hard to host events later at night. Much like the planting, lighting should be incorporated around the buildings and facilities. Overall, these additions will help increase the comfort and navigability of the site.

Figure 33: Fairgrounds and Ballpark Renovations

Overall, the renovation of this area will be the most costly. It would likely need to be done in steps, and would take years to complete. The dance hall should be the first priority, and then the planting and lighting design should be implemented as funds become available.

Shooting Range

The shooting range provides a unique recreational opportunity for the town. Currently, the facility is fairly small. However, our town interviews revealed an interest in expanding these facilities to include trap shooting facilities and more room in general. Space is the major issue in this expansion, as it is located very close to the softball field already. However, expansion could take place to the north and east if the land was acquired. As it provides diversity to the recreational scene in Tripp, this would be a valuable investment.

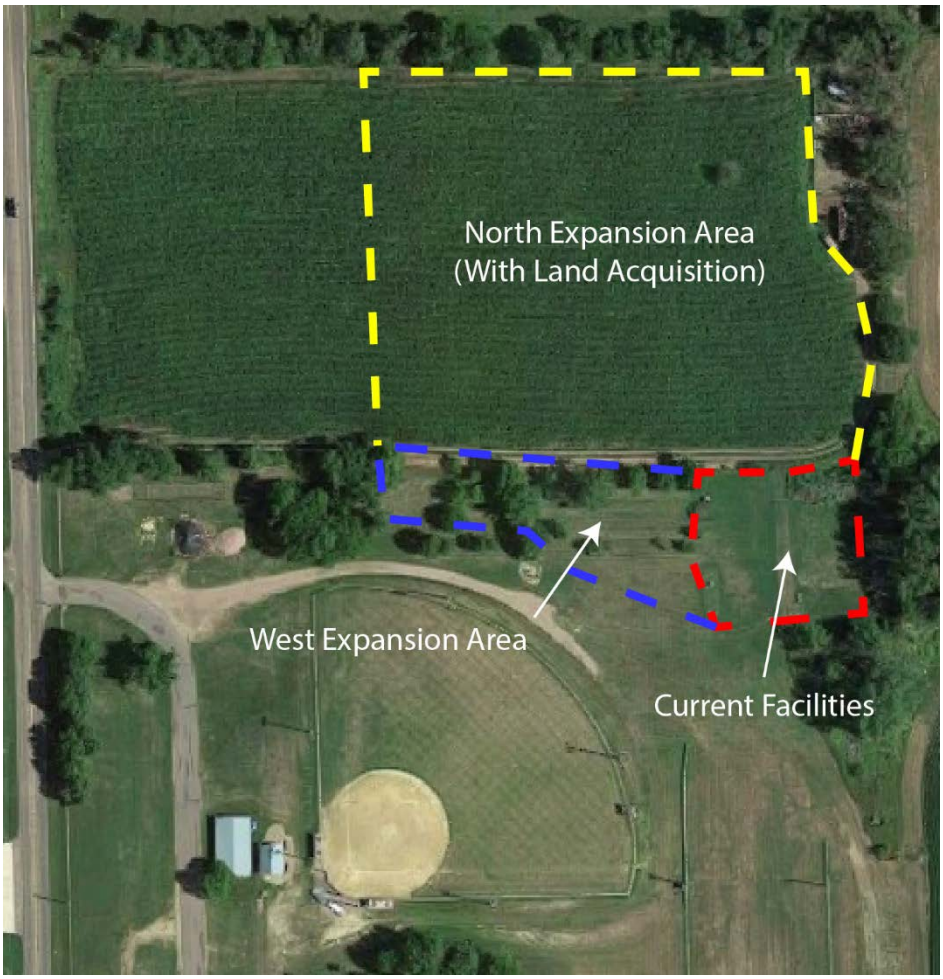


Figure 34: Shooting Range Expansion

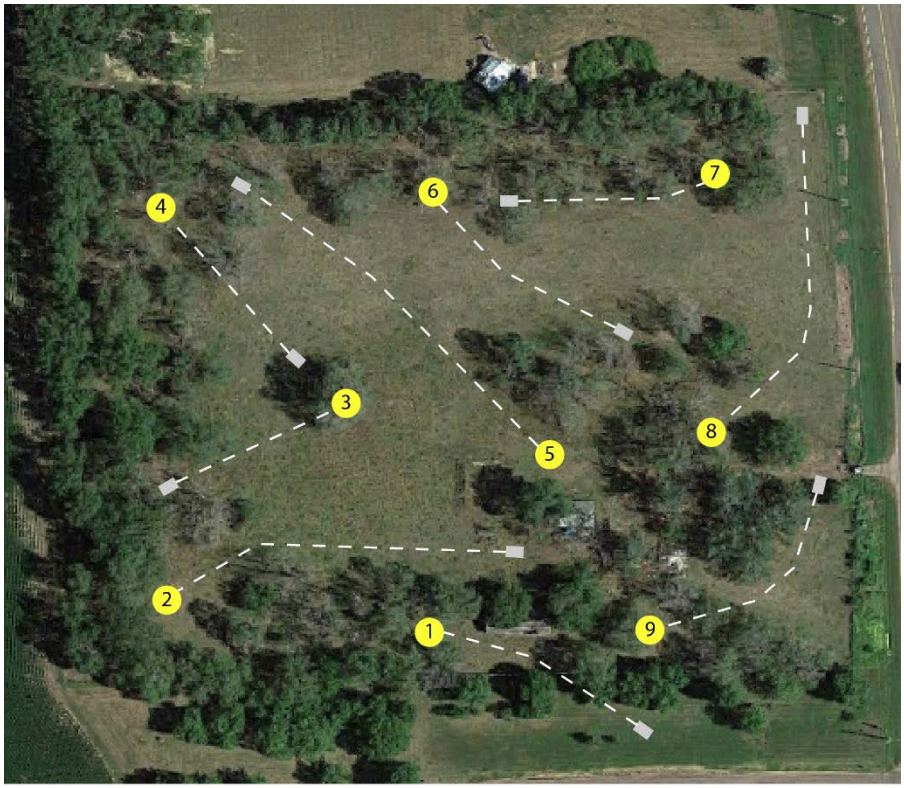
Recommendation 6: Develop Recreation Infrastructure in Vacant Lots

Throughout the town, there are a number of vacant lots. Many have the potential to be developed as new recreational spaces for the town. These spaces will help diversify the recreational opportunities for the town as well as create a more equal spatial distribution of park space in the town.

Figure 35: Proposed Recreation Additions

Disc Golf Course

Disc golf is becoming an increasingly popular sport. It is able to be enjoyed by people of all ages and abilities, and doesn't require the expensive equipment needed by other sports. It is also fairly affordable for cities to implement and does not require much maintenance or input after installation. Thus, it would be a very affordable and beneficial addition to the current park facilities. Talking to town members during our interviews, it was largely agreed that the area north of the park would be an ideal spot for a disc golf course, as it has a number of mature trees and plenty of clear space.



Hole	1	2	3	4	5	6	7	8	9	Total
Par	3	4	3	3	4	3	3	4	3	30
Distance (ft)	173	290	150	181	308	168	200	264	185	1919

Figure 36: Proposed Disc Golf Course

The cost of building the disc golf course would be very affordable. A 9-hole course would cost in total around $8,000 for tee box slabs, baskets, and signage[14]. Thus, after a design was developed, it could be installed very quickly. The largest obstacle to this facility would be acquiring the land, as it is currently privately owned. The alternative would be to develop the course on the west side of the park, but the area to the north would be the preferred option.

Pump Park

Figure 37: Pump Park

A pump park is a bike track consisting of various dirt hills and turns that can be navigated with little pedaling effort. They are becoming increasingly popular, as they provide a mountain biking type environment without the need for hilly terrain. At our community meeting, we found out that many people in town enjoy biking, and a pump park would be an extension of this activity. The ideal location for a pump park would be the lot northwest of the school, as it has a close proximity to both the school and the park. The park could also be incorporated as a part of a larger trail system (discussed later in this section).

The major concerns with a pump park would be cost and safety. The cost ranges based on the type and size of the park, but a typical track with jumps costs around $10,000 to $30,000[15]. It would also require access to heavy machinery to bring in dirt and shape the site. The maintenance needed to keep the paths smooth would also add to cost. As for safety, it would be encouraged that children only use the park supervised, and the surroundings of the park should be designed to minimize elements (trees, rocks, etc.) that could cause injury if a fall should occur. Overall, this facility will help diversify the activity scene and encourage increased bike usage in the town.

Sports Park

Figure 38: New Sports Park

The lot located on north Carpenter Street provides a great opportunity for the development of a multi-use recreational field. It is a large rectangular lot in the middle of a residential neighborhood. Thus, it would be a closer option than the park for children to play. The field could be used for pick-up soccer, football, or baseball games. It would require very little input expense. Mainly it would require the purchasing of soccer nets or other sports supplies and the addition of lighting around the perimeter. Maintenance would be a future cost, but would require only minimal mowing and irrigation. Overall, this space would provide a much closer play location than the park and would help support neighborhood engagement.

South Park

The lot to the south of the east of the elevators would be a prime location for a new city park. Currently, residents on this side of town are not within comfortable walking distance of the park.

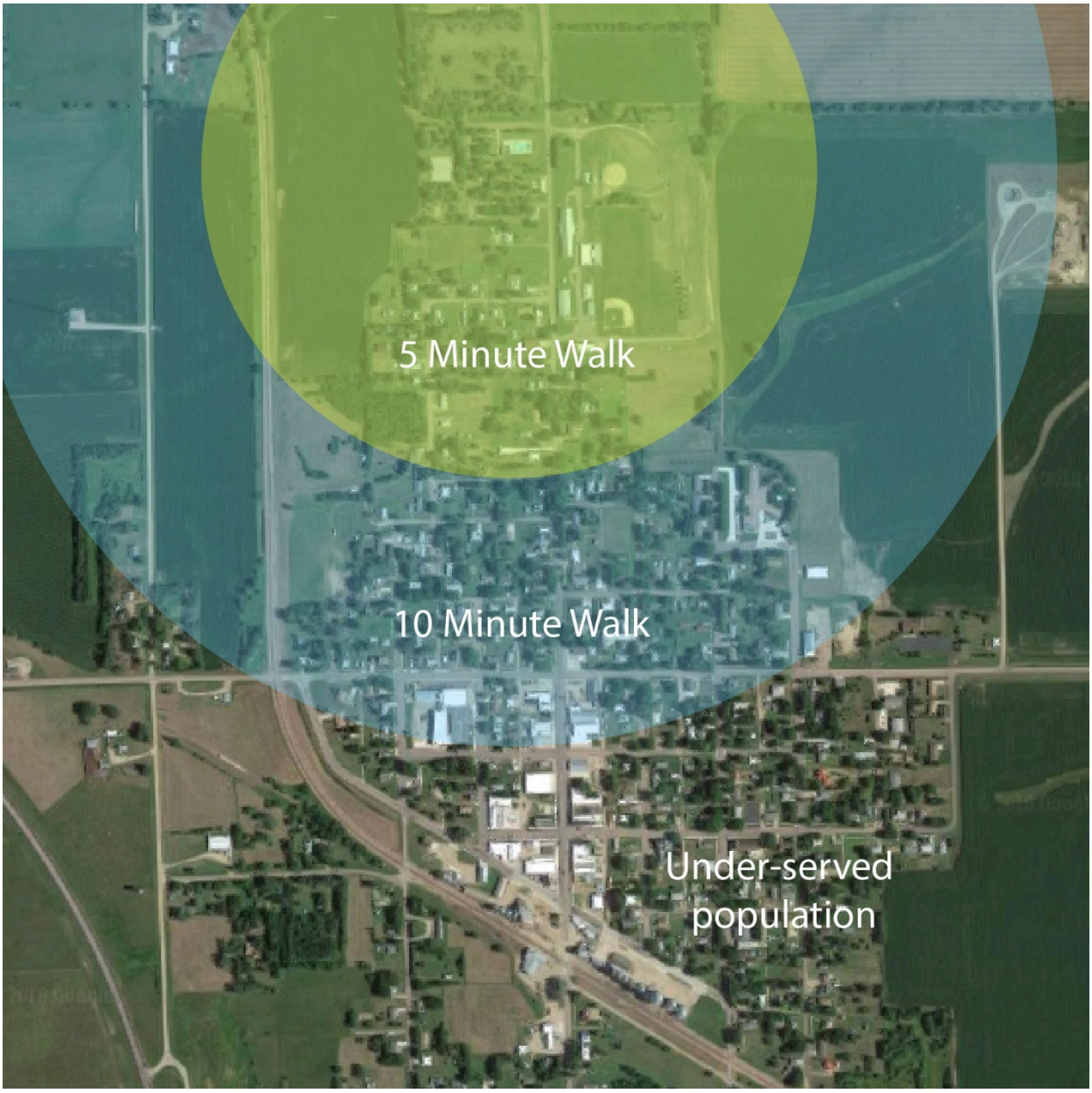


Figure 39: Current Parkland Accessibility

Thus, this new park would fill this need and help support active transportation. This walkability would be further enhanced by the addition of the sidewalk on Dobson Street. The park would not need to be as large as the north park, but would consist of a playground and a few sports courts. Parking spaces would also need to be added. The cost of this park would be fairly high, but grants could be acquired to help offset the cost.

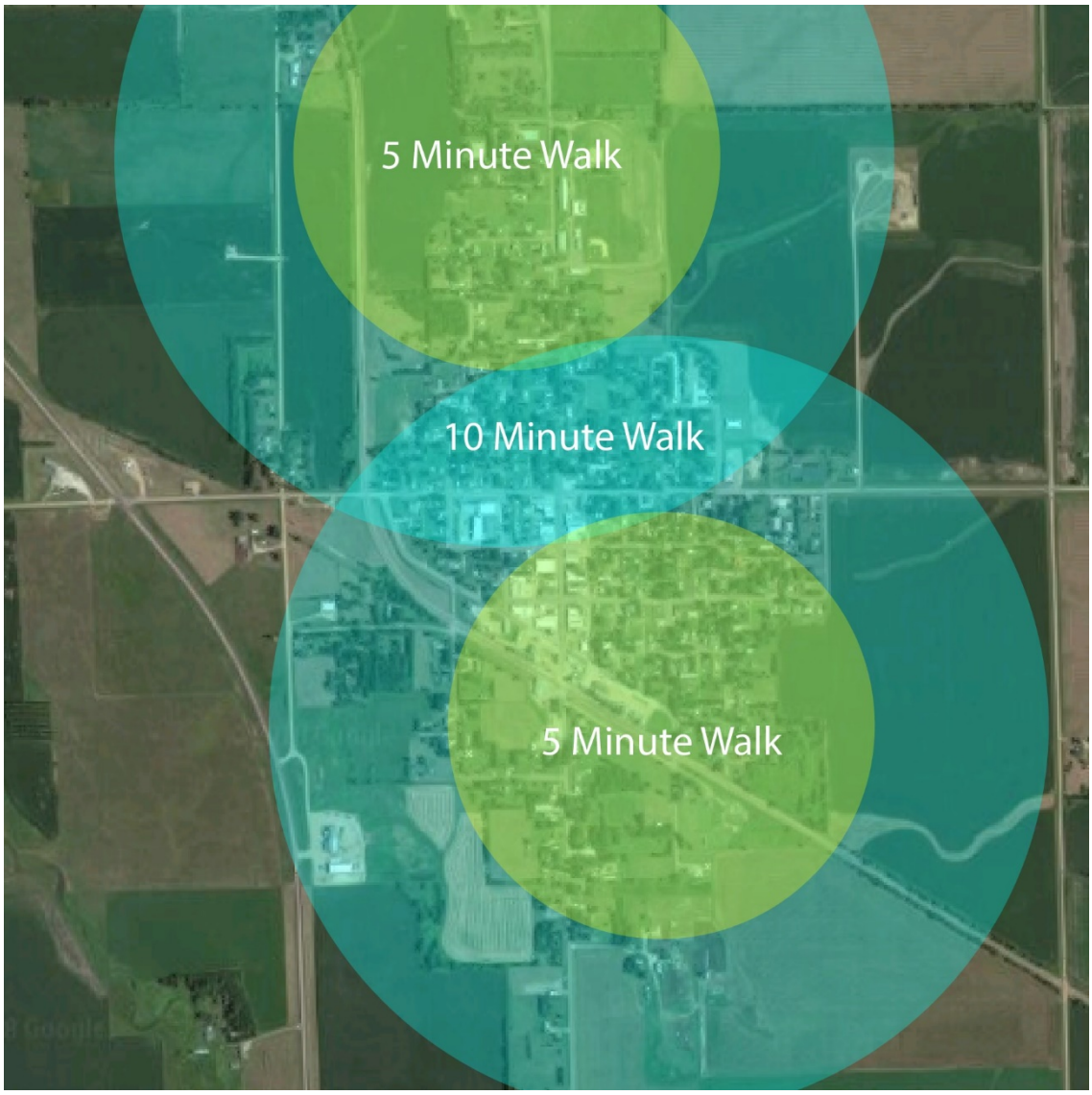


Figure 40: Proposed Parkland Accessibility

Recreational Trail

In order to promote active transportation, connective infrastructure is needed to allow for easy access between each site. The sidewalks and bike lanes mentioned earlier help some, but the incorporation of a trail for the town would allow for easy access between sites and would encourage people to walk and bike rather than drive. On top of this, a trail provides another recreational opportunity for the town.

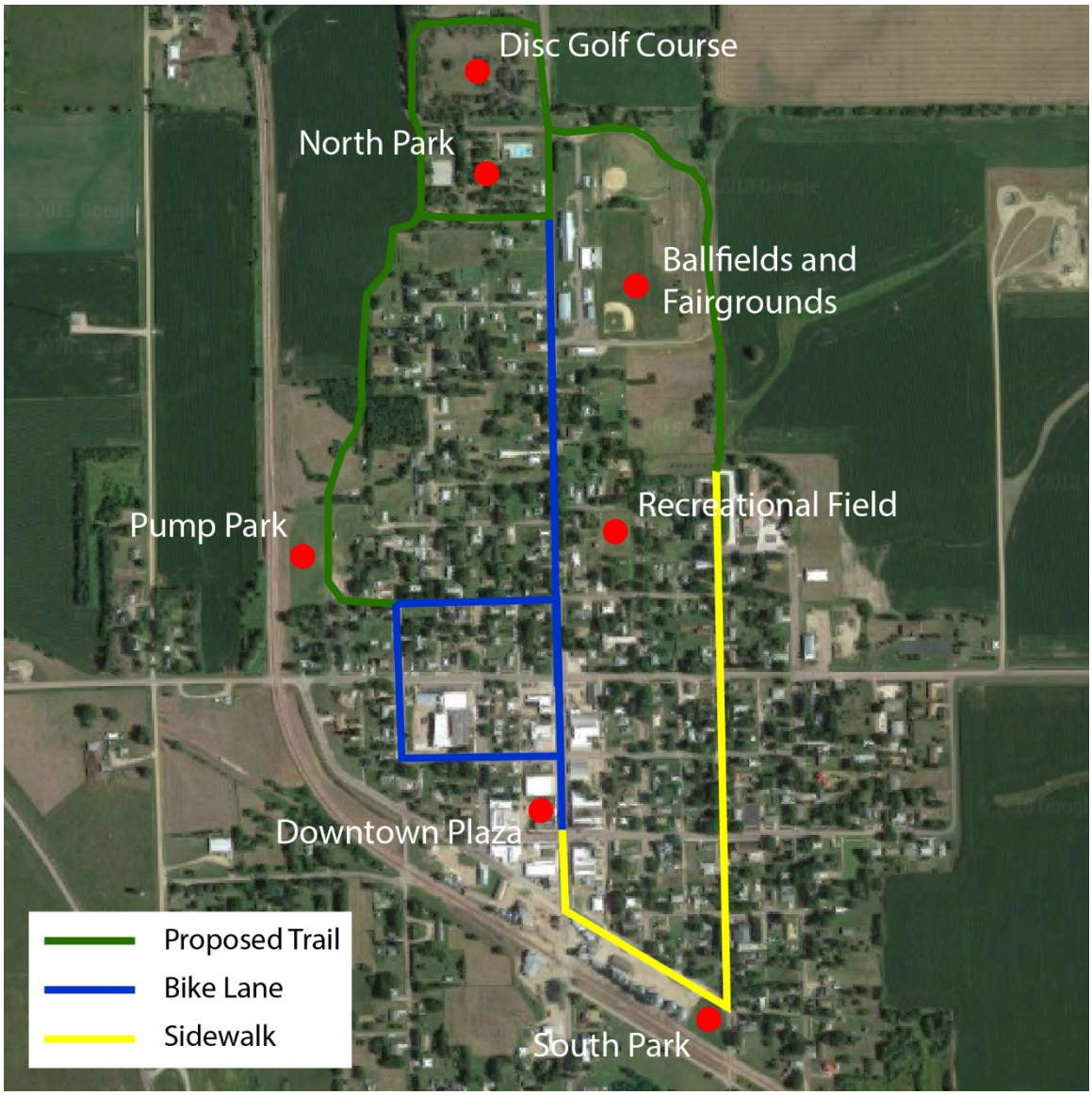


Figure 41: Proposed Recreational Trail System

The trail would begin near the aforementioned downtown recreation center, taking the form of the bike lane. This would continue on 1st street past the school, follow Sloan Street north to Iowa

Street, and then turn west until the road stopped. The asphalt trail would begin there, working its way to the proposed pump park and eventually up to the north park. Then, it would loop around the fairgrounds and down until it connects to Dobson Street. The trail would turn to sidewalk on this street, but would continue down to the proposed location of the south park. The sidewalk would provide the route back to Main Street, and then bike lane would take it back to the recreation center. Overall, the entire system would comprise around 1-1/2 miles of trail and a 3 mile loop with the sidewalk and bike lane connections. There would also be opportunities for short loops connected to the Main Street bike trail and on Iowa Street. These would allow for shorter running or biking routes. The bike trail would also need to be supported with plenty of signage and plant material along the length of the trail to help with wayfinding and aesthetics.

The cost of the trail system would be fairly expensive. Depending on the number of supporting features (culverts, bridges, etc.) needed, the price can range from around $100,000 to $300,000 per mile for an asphalt trail[16]. This cost could be split into phases as needed, or could be supported by grants. Other infrastructure, such as lighting, signage, mileage markers, and crosswalks, would add additional cost as would any plant material added along the trail. Maintenance would also factor in, though this would be mainly a future cost. Overall, this trail would be a substantial investment, but would be a great value in the long run, as it would lead to better town circulation, increased use of recreational facilities, and an improvement of the overall health of the town.

Figure 42: Recreation Trail

Community Building

Recommendation 7: Promote Community Engagement and Fundraising

Community Engagement

Figure 43: Community Movie Night

Community engagement can come in many different forms and can be a community fundraising event or a recreational event. The current events that are held in the summer are the Hutchison County Fair, SDMRI Mud Run, Tripp Sports Day, and the Foundation Picnic and movie nights. The events in the winter is Hometown Christmas and American Legion Lucky Dollar Night. These events are great and promote community building through fun activities. The problem that comes with these types of activities is participation. The events should be tailored to the town and planned accordingly. In addition they should appeal to all demographics. If all ages have something to do they are more prone to show up. Another way to boost community engagement and attendance is to ask a variety of ages what they would like to see at some of these events. Not only does community involvement help at events, but also assists the community to come together and tackle obstacles within the community.

Fundraising

The problem that presents itself when talking about all these recommendations is money. A small town like Tripp is capable of raising money and completing these proposals. Fundraising in a small town can be outlined in 4 steps and are as followed:

1. Appoint a fundraising chairman.
2. Identify what needs fundraising.
3. Select the proper fundraising strategy.
4. Set short term goals and long term goals until the goal is achieved.

Although all steps are important in funding a project, the most critical step is identifying the fundraising strategy. It makes more sense to apply for a grants to receive a safe sidewalk plan to the school than to raise the money through a bake sale. Grants are an effective way for small towns to receive money. Similar to general fundraising, someone who needs to be in charge of writing grants. An effective grant writer will allow for sums of money to be received. Other ways to generate some revenue to put back into the town is through donations, events, sales, and crowd funding. Money is not the only thing that can better a town. Once money or materials for a project are accumulated citizens can volunteer their time to get a project done. A great and cost free option is conducting a town clean up. Finding creative ways so save money and better your town can improve a town's image making it more desirable to live and invite more businesses to set up shop in town.

Grant Websites

http://www.sdmunicipalleague.org/index.asp?SEC=23477AE3-A0F3-40A8-A463-9EAE5934BC7B&Type=B_BASIC

https://www.transportation.gov/grants

https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps

Recommendation 8: Establish a Foundation for Future Economic Growth

Business opportunities

Tripp may be a small town, but this does not mean economic growth is out of the picture. The previous mentioned recommendations will shape the way for an increase in businesses and the overall economy. It would not be practical to open up ton of businesses right away. Figure out what type of business could be beneficial to the town. An easy way to find out what the town needs is to ask the community where they run their errands. Identifying what people are buying will shed light on a business need in the community. The next challenge is to find a location or building that will host the business. There are a handful of places in town that could host business without having to build a whole new building itself. New business opportunities are not the only thing that could benefit the town economy. Reopening closed businesses can help the local economy and be a convenience to the community. A local business that would help, if reopened, is the community grocery store. The grocery store could become an amenity of the community and provide jobs to locals. Tripp could also benefit in reopening the gas station. The gas station would offer a small convenient store, fuel, and a reason for people to stop and visit the Tripp. Another business opportunity is to utilize the Good Samaritan building. If some of the recommendations are completed it may attract the Good Samaritan Society to reopen. The second option is to find a business that could utilize the building without messing with the no compete laws on the building. A potential business that would help Tripp is retrofitting the building into a County seat office.

County seat

The county seat would be a great addition to Tripp. The current County seat for Hutchison County is Olivet and have a population of 74. (2015). The population of Tripp is 638 people. (2016). Tripp needs 2/3 majority of the entire 7,301 (2015) county population. This works out to be 4,868 votes. With a few of these recommendations to show, Tripp has the potential to get the county seat moved. This would in turn help out the economy and bring more people to the town. With the increase of visitors to Tripp, the need for other business amenities would be appropriate. More people would equal more money moving through current and future business.

Farmers Market

A farmer's market could be a perfect fit an agriculture community like Tripp. The vision behind a farmer's market could yield beneficial results economically and socially. In addition the start- up is very cheap and easy for a small town to start up and encompass the promote community building and fundraising recommendation.

Figure 44: Farmers Market

The initial set up does not have to be very large. A couple of farmers and hobby farmers could citizens to set up a tent, some produce, and a sign. Informing citizens in the paper, with flyers, and word of mouth will help support the event. The citizens who run the event could benefit financially and bring the community together by feeding Tripp citizens. The consumers can come together and support their neighbor and buy some food.

A big picture concept of the market could be a permanent overhead structure to set up large farmer's markets that people are down to from neighboring communities. The structure could double as a gathering space whether that is in the downtown square or in the empty elevator lot. The bottom line is creating a destination that will bring people together and feed the comedy and people.

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