

2016

# Active Transportation Plan



# Active Transportation Plan – October 2016

Active transportation is a solution that connects people of all ages and abilities to where they need to go using active modes such as walking and biking.

A number of livability / quality of life improvements were identified during Yankton's Planning Advance. Seven of the nine identified priorities included components associated with active transportation. Goals of active transportation include:

- Increasing the number of people choosing active transportation options.
- Improving safety and comfort for users.
- Creating a complete active transportation network that connects within and between destinations and is accessible to everyone.
- Providing guidance and a funding mechanism for accomplishing these goals.

Generally the City has a fairly consistent grid of sidewalks. In some instances timing of development or sidewalk waivers at the time of



development have left missing links along high priority transportation corridors. (US HWY 81 / Broadway)

The active transportation priorities identified during the planning advance include:

- Sidewalk Inventory
- Sidewalk Program

- Water Bottle Filling Station
- Public Bike Repair Station
- Technology Charging Station
- Trail System Enhancements
- Bike Lane Analysis

A sidewalk inventory was completed as a part of creating the accessibility plan and was updated in 2016 to reflect current conditions.

The inventory identifies 403,328 feet of missing sidewalk. Total estimated construction cost in 2016 dollars is \$12,099,840. The estimate is based on a 5' sidewalk at \$6 ft<sup>2</sup> (\$30 linear foot)

To prioritize the need and to begin to fill in missing sidewalk links, City Staff identified the following criteria:

- Include sidewalks in road reconstruction projects.
- Make it a priority to have sidewalk on at least one side of the street.
- Install sidewalk on both sides of the street along collectors and arterials.

Using the above criteria in prioritizing missing sidewalks narrows the list to 176,931 feet (varying widths) having

a total estimated cost is \$5,424,403. Further criteria used in identifying and ranking missing segments includes points of destination (both Citywide and neighborhood), public property, schools, shopping centers, adjacent existing sidewalk, and areas along highways, arterials and collectors.



Staff also identified that the City should continue to include pedestrian calmers and other features as needed to promote active transportation (fill stations, benches and other amenities).

As construction is completed on the new segments, the City should

continue to work on improvements for transportation for all ages and abilities.

Staff also identified the importance of maintenance of existing sidewalks.

The reimbursement for sidewalk repair has not been changed from the current 25¢ / ft<sup>2</sup> in over 20 years. As a portion of the plan, staff is suggesting that the incentive be increased to \$1 / ft<sup>2</sup>.

To encourage residents to choose modes of active alternative transportation, staff is also recommending revising City ordinance to increase the minimum sidewalk width from 4' to 5'.

Funding for the proposed sidewalk improvements may come from a

number of sources. Inclusion of sidewalks in street reconstruction plans as a part of a more complete streets program will enhance the transportation corridor for the public.

The City Commission may consider increasing the Yankton Road Tax (YRT) to generate additional revenues to install and maintain active transportation related improvements.

The City should also continue to pursue grant funding, public / private partnerships, foundations, donations and implementing policy to encourage landowners to install missing infrastructure.

## Plan Recommendations

1. Revise City ordinance to increase the minimum required width of sidewalks from 4' to 5'.
2. Revise City ordinance to increase reimbursement for repair or replacement of substandard sidewalks from 25¢ / ft<sup>2</sup> to \$1 / ft<sup>2</sup>.
3. Consider the inclusion of sidewalk installation as a component of road reconstruction projects.
4. Include pedestrian calmers and other features to promote active transportation and safety.
5. Continue to work on improvements for transportation for all ages and abilities.
6. Examine funding opportunities for sidewalk installation.
  - Establish incentive program for installation of sidewalks in previously built out areas. (50/50)
  - Encourage existing landowners along priority needs areas to either install sidewalks or partner with the City in the installation.
  - Consider cost recovery options for sidewalks installed with City funds.
  - Work with community partners – banks, school, utilities, etc.
  - Pursue grants – DOT, corporate, foundations, etc.
7. Consider increasing Yankton Road Tax (YRT) to fund active transportation related improvements.
  - YRT currently generates \$341,323 at a rate of 40¢ per linear foot.

- The State of South Dakota has removed the previous cap on this revenue source.
- Dedication of an increase in YRT would provide a long term solution to funding sidewalk installation and other active transportation related improvements.

Yankton Road Tax						
YRT Rate / Foot	Typical House (70' Frontage)	Increase	Typical Corner Lot (200' Frontage)	Increase	Total Revenue	Increase
\$0.40	\$28.00	\$0.00	\$80.00	\$0.00	\$341,323.00	\$0.00
\$0.50	\$35.00	\$7.00	\$100.00	\$20.00	\$426,653.50	\$85,330.50
\$0.60	\$42.00	\$14.00	\$120.00	\$40.00	\$511,984.20	\$170,661.20

\*\*\*Current rate for YRT is \$.40 per linear foot.

8. Consider using public engagement methods to identify other high priority needs or considerations.

# Active Transportation Plan – GIS Analysis

<b>All Missing Sidewalk</b>	<b>403,328 feet</b>	<b>\$12,099,840.00</b>
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Sidewalks on Both Sides			Sidewalks on One Side, Both for Arterials & Collectors			Sidewalks on Just One Side		
Score	Length (ft)	Cost	Score	Length (ft)	Cost	Score	Length (ft)	Cost
0	40,440	\$1,213,193.37	0	20,220	\$606,596.68	0	20,220	\$606,596.68
1	48,368	\$1,451,047.21	1	24,184	\$725,523.60	1	24,281	\$728,441.26
2	50,931	\$1,527,925.16	2	32,236	\$967,075.09	2	22,106	\$663,181.25
3	51,606	\$1,552,279.00	3	34,202	\$1,030,157.32	3	25,961	\$778,815.99
4	36,748	\$1,103,440.25	4	23,383	\$701,982.32	4	19,667	\$590,513.26
5	23,405	\$702,164.52	5	15,123	\$453,688.11	5	10,355	\$310,636.47
6	14,290	\$428,689.41	6	10,826	\$324,786.47	6	6,371	\$191,119.96
7	10,760	\$411,932.63	7	9,222	\$347,818.92	7	2,623	\$78,697.55
8	5,602	\$180,470.70	8	5,128	\$166,234.27	8	1,006	\$30,193.62
9	2,012	\$88,660.47	9	2,012	\$88,660.47	9	229	\$6,872.87
10	396	\$11,879.23	10	396	\$11,879.23	10	396	\$11,879.23
<b>TOTAL</b>	<b>284,558</b>	<b>\$8,671,681.95</b>	<b>TOTAL</b>	<b>176,931</b>	<b>\$5,424,402.50</b>	<b>TOTAL</b>	<b>133,215</b>	<b>\$3,996,948.16</b>
Not scored/ Unanalyzed	118,770	\$3,428,158.05						
<b>TOTAL</b>	<b>403,328</b>	<b>\$12,099,840.00</b>						

With 403,328 feet of missing sidewalk in Yankton, the City needed a way to determine which pieces are the 'most important and most needed' within the community. The City's ultimate goal is to have sidewalk on both sides of every street, but after much discussion among staff on the feasibility, the goal was revised to include sidewalk on at least one side of local streets and on both sides of arterial and collector streets. Revising the goal excluded 118,770 feet of missing sidewalk within city limits from the initial 403,328 feet of missing sidewalk.

With the goal in mind, the City decided that areas with zero sidewalk on either side of the street were top priority for initial sidewalk placement and areas that fit this description, totaling 284,558 feet of sidewalk, were picked out and prepared for analysis.

Criterion for analysis was developed among staff by determining areas that generate the most foot and vehicle traffic. Areas include city and community destinations such as parks, schools, shopping centers, and other public properties.

Once the criteria were set, 450' and 900' buffer polygons, approximately equivalent to one and two block distances, were created around each area and a point system was developed to provide a needs rank for each individual piece of sidewalk; the highest scores indicate the highest need in the community.

- Areas of sidewalk missing on both sides of the street that fell within the 450' buffer received a score of 3.
- Sidewalk pieces that fell between the 450' and 900' buffer received a score of 2.
- Sidewalk pieces that fell just beyond the 900' buffer received a score of 1.

Yankton's road transportation system is classified into Arterials, Collectors, and Local Streets. Arterials and collectors receive the most amount of vehicle traffic as they often provide the quickest, most direct routes to city destinations resulting in a greater need for sidewalks along these areas to protect pedestrians and also provide the most efficient walking path to city destinations. Because of this increased need, pieces of sidewalk that followed along arterial and collector streets were also included in the analysis. The points were assigned as such:

- Directly along a highway – 3 points
- Directly along an arterial street – 2 points
- Directly along a collector street – 1 point

An additional point was also awarded to sections of sidewalk that directly crossed city property.

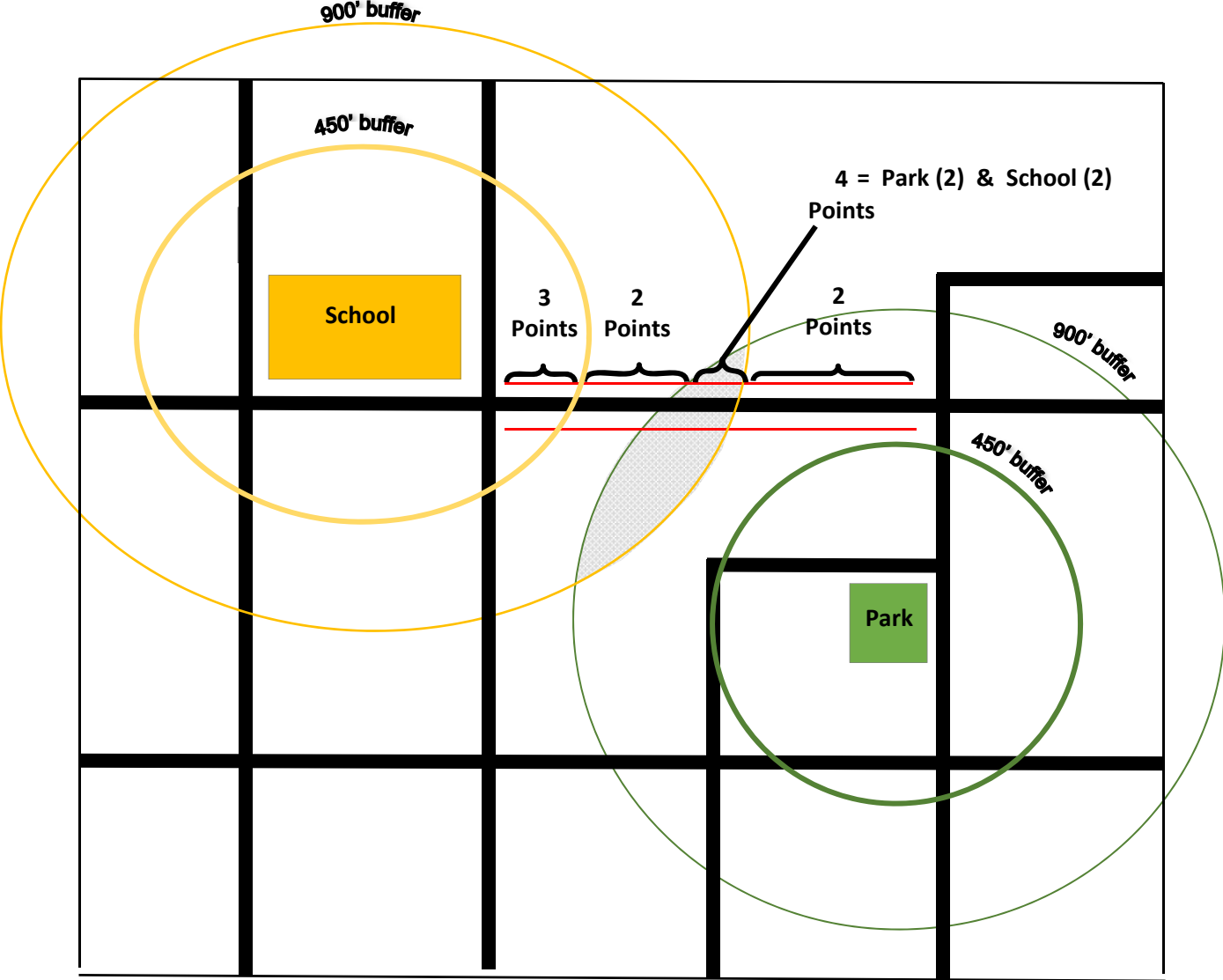
The highest possible score was 19, but the true scores ranged from 0-10 ( $\bar{x} = 3.38$ ,  $n=1050$ ).

While not perfect or absolute, the analysis gives the city a set of tools to objectively evaluate and rank the need associated with each missing segment and draw general conclusions on broad areas in need of new sidewalk. Subjective and unquantifiable criteria unique to a local neighborhood or set of circumstances that were not initially considered may modify the importance of sidewalk sections in this overall plan (Neighborhood route to schools, parks or trails, personal experiences, reception and participation, etc.).



# Ranking Example

The example below outlines how a section of sidewalk would be scored. The proximity to the school & park result with an end score of 4 for the section.



# Active Transportation Plan – October 2016

## The Yankton Plan – City of Yankton Comprehensive Plan November 2003

*Transportation and land use interact in a critical way to determine the quality of life in the Yankton Plan. In any community, the transportation system fills many functions - as a lifeline for business and industry, a tool for economic self-sufficiency and human dignity, a form-giver to the city, and an amenity and vital service for residents.*

One of the goals set for Yankton's transportation system was that it must:

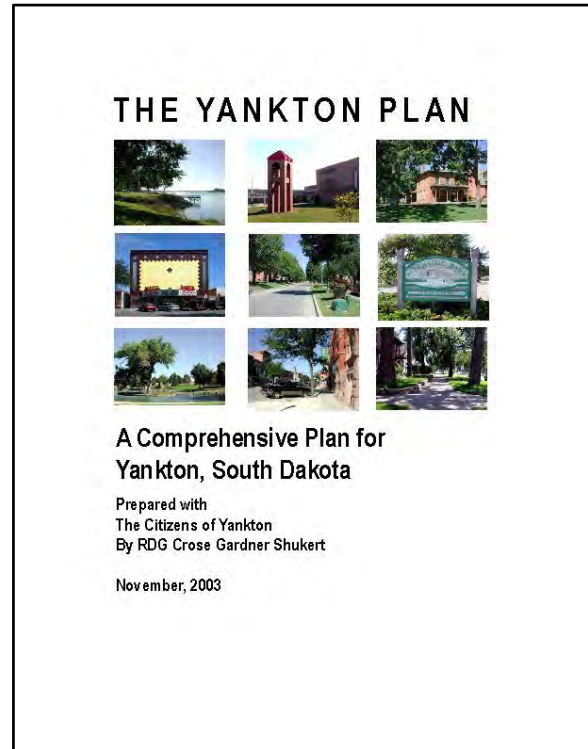
- *Create a balanced system that also includes non-automobile modes, including pedestrian, bicycle, and public transportation.*

In Chapter 3 of The Yankton Plan (Page 64), the plan spells out Yankton's current sidewalk and trail status:

*Yankton maintains a relatively complete sidewalk system within its traditional grid. However, a sidewalk extension and improvement program was terminated during the 1990s. The program would have encouraged the installation of sidewalks within existing neighborhoods. New developments within the city are required to install sidewalks. Gradual adaptation of major pedestrian corridors to full accessibility will be important to Yankton's pedestrian system. Reestablishment of a sidewalk improvement program will be an integral part of this process.*

### **Trails**

*Yankton has begun the process of developing an extensive community trail system. This*



*emerging trail network fills both transportation and recreational needs, and includes the following elements:*

- *The Auld-Brokaw Trail, the city's flagship trail, links Riverside Park along the Missouri River with the Summit Activities Center, following the meandering route of Marne Creek through the city. This incomparable facility will provide a lighted, multi-use facility that provides a natural greenway through the center of the city that is closely linked to other community attractions.*
- *Riverside Park Trail, a link that connects with the Auld-Brokaw Trail at East Cornerstone (2nd and Highway 50) and*

*extends along the riverfront to Broadway.*

- *Arboretum Loop Trail, extending around the perimeter of the Arboretum/Summit Activities Center site between 15th and 21st Street, and Summit Street and Kellen Gross Drive. The Arboretum Loop Trail intersects with the Auld-Brokaw at 19th and Summit.*
- *The Highway 52 Trail, a bicycle path that extends parallel to Highway 52 from Westside Park to Gavins Point Dam and continues through the Lewis and Clark Recreation Area. These trails form the foundation of a comprehensive system.*

*Other routes have been designated as “on-street bicycle routes,” most notably:*

- *Mulberry Street from the Auld-Brokaw Trail to Memorial Park.*
- *21st Street from Memorial Park to Summit Activities Center.*
- *A bluff-top system from Riverside Park to Westside Park.*
- *15th and Summit Streets from Green Street to the Arboretum.*
- *West City Limits Road and 17th Street from Highway 52 to the Arboretum.*

Recent major additions to the City’s active transportation network include.

- 31<sup>st</sup> Street & WCLR Road Pedestrian Enhancements (Planned 2017)
- Douglas Avenue North
- East 15<sup>th</sup> Street
- Meridian Bridge Plaza and associated trails.

A number of other local sidewalks, crossings, ramps and ADA related improvements.

The Yankton Plan goes on to spell out a strategy for moving forward. One which closely mirrors the recommendations included in this document.

*Page 71*

*Sidewalk Rehabilitation and Development Sidewalks are a critical, although frequently under-recognized, part of any city’s transportation system. However, sidewalks are often neglected because their construction and repair is usually deemed a “special benefit” whose cost is assessed to the adjacent property owner. This creates resistance to the development or repair of walks, as property owners do not want to pay for something that they themselves may infrequently use. In truth, people who walk or run for transportation, recreation, or fitness use everyone’s sidewalks and are by no means limited to the sidewalk segment directly in front of their home. As a result, pedestrian facilities are increasingly a public utility, used in common by all residents of the city.*

*Yankton’s subdivision regulations require sidewalk construction in new subdivisions – a requirement that should continue. However, the city has suspended a systematic sidewalk repair program in established parts of the city.*

*The city should define a “major sidewalk” system, construed as a public utility analogous to the major street system, assess conditions on this system, and implement a phased, annual program of sidewalk repairs funded by bonds or general revenues. Components of the major sidewalk system should include:*

- *Sidewalks along streets designated as “bicycle routes,” establishing these as mixed mode corridors.*
- *Sidewalks along streets in the major street system, including arterials and collectors.*
- *Any other sidewalks that connect other components of the major sidewalk system to schools, parks, or other recreational facilities.*

*The major sidewalk system should provide a continuous sidewalk on at least one side of the street that is in a state of uniform good repair and is completely barrier-free.*

# 3 Year Active Transportation Plan for Yankton, SD

<b>Year 1 (2018) —Broadway</b>		
<b>Section</b>	<b>Length (ft)</b>	<b>Approximate Cost</b>
Bowling Alley	744.32	\$22,329.49
Knights of Columbus	751.14	\$22,534.29
Cemetary	1,234.25	\$37,027.49
Ace Hardware	236.63	\$7,098.91
Bomgaars	278.68	\$8,360.35
McDonalds	279.35	\$8,380.49
Slumberland	174.37	\$5,231.04
Bonanza	143.33	\$4,299.91
Mead Lumber	204.28	\$6,128.34
Undeveloped Lot 1	241.93	\$7,258.03
Undeveloped Lot 2	370.91	\$11,127.43
WAPAS Lot	216.04	\$6,481.27
<b>TOTAL</b>	<b>4,875.23</b>	<b>\$146,257.03</b>

<b>Year 2 (2019) —Yankton Middle School</b>		
<b>Section</b>	<b>Length (ft)</b>	<b>Approximate Cost</b>
E 21st St	665.64	\$19,969.10
West Burleigh St	929.88	\$27,896.33
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
<b>Additional Options</b>		
East Burleigh St	1,119.08	33,572.53
Kingsway Christian Church	285.83	8,574.86
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>

<b>Year 3 (2020) —E 19th Street (Memorial to Sertoma)</b>		
<b>Section</b>	<b>Length (ft)</b>	<b>Approximate Cost</b>
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
1804 Peninah St	175.66	\$5,269.80
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>

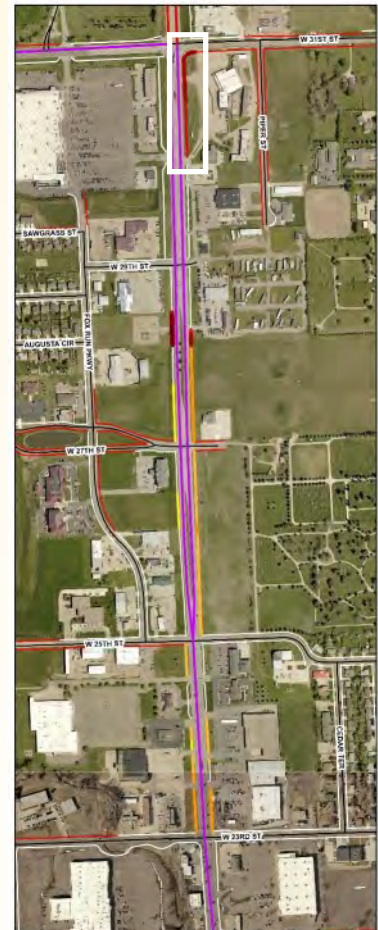
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Bowling Alley



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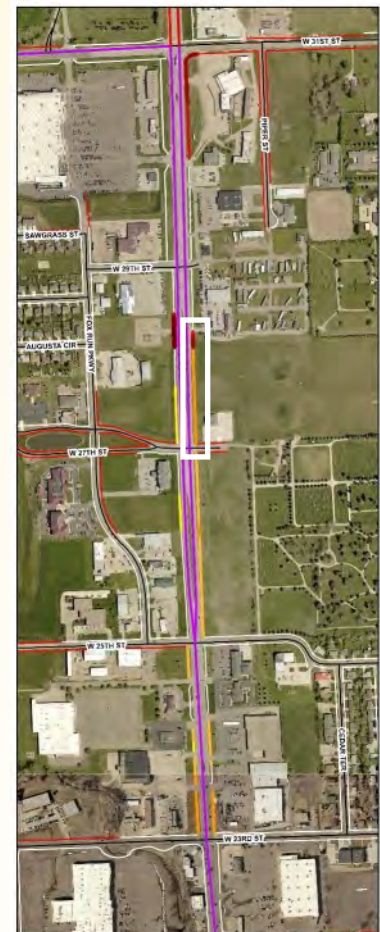
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Knights of Columbus



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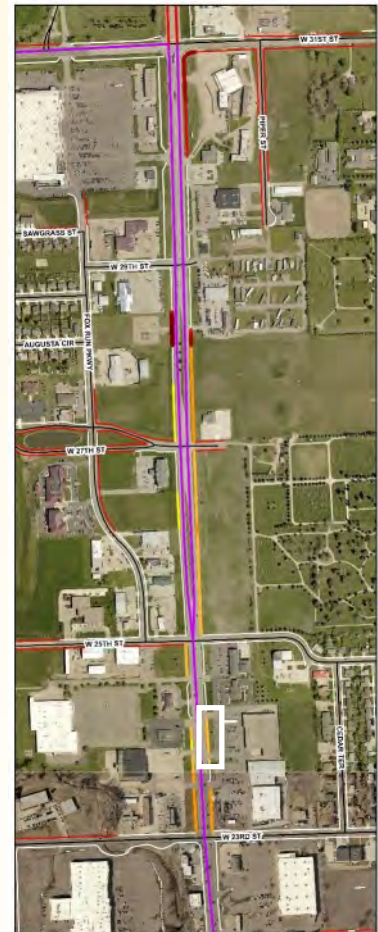
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Ace Hardware



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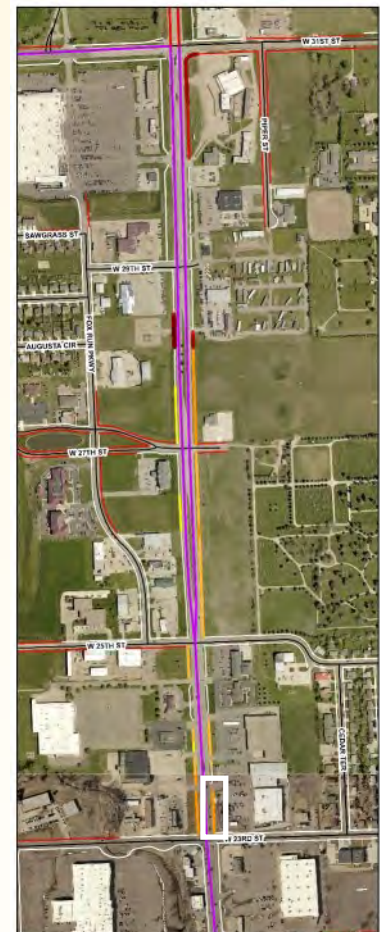
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Bomgaars



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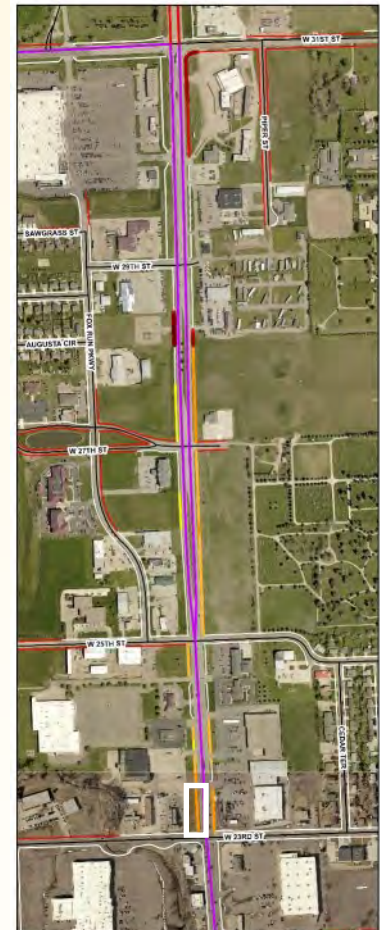
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### McDonalds



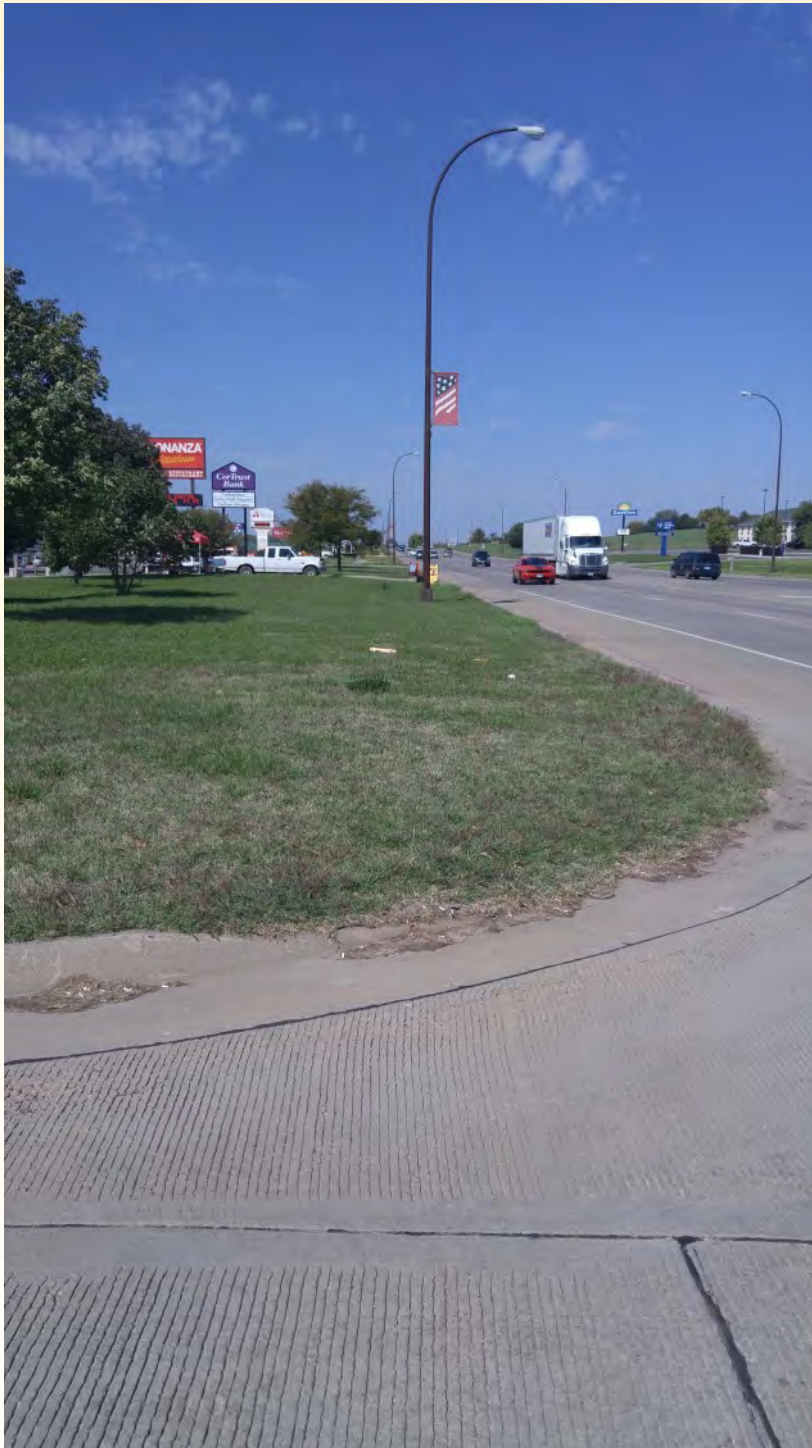
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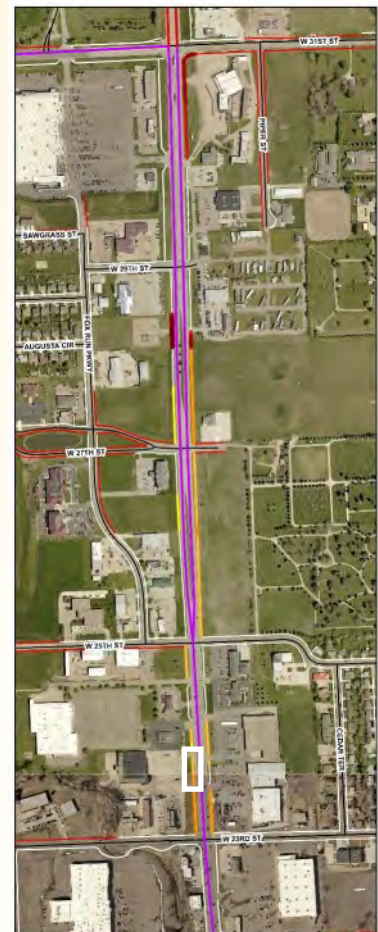
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Slumberland



Year 1 (2018) — Broadway		
Section	Length (ft)	Approximate Cost
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Cemetery	1,234.25	\$37,027.49
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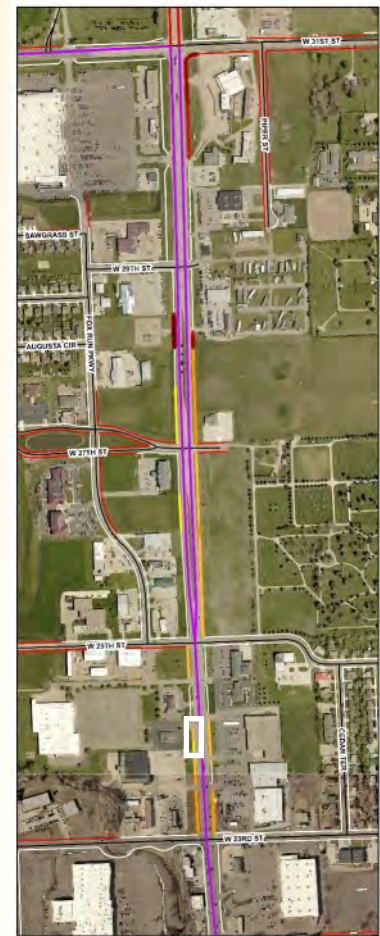
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Bonanza



Year 1 (2018) — Broadway		
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Bomgaars	236.63	\$7,098.91
McDonalds	278.68	\$8,360.35
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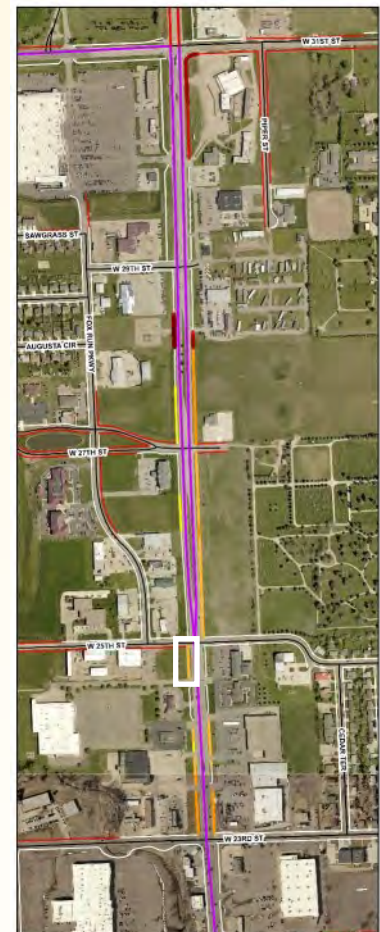
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## Year 1 (2018) — Broadway

### Mead Lumber



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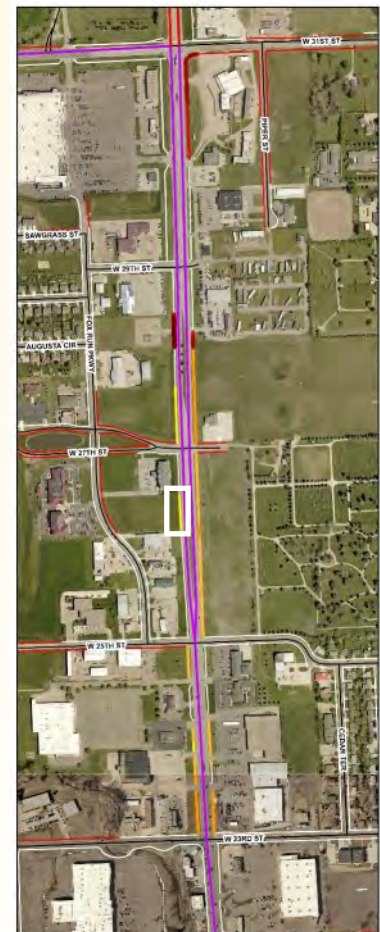
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Undeveloped Lot #1



Year 1 (2018) — Broadway		
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McDonalds	278.68	\$8,360.35
Slumberland	279.35	\$8,380.49
Bonanza	174.37	\$5,231.04
Mead Lumber	143.33	\$4,299.91
Undeveloped Lot 1	241.93	\$7,258.03
Undeveloped Lot 2	370.91	\$11,127.43
WAPAS Lot	216.04	\$6,481.27
<b>TOTAL</b>	<b>4,875.23</b>	<b>\$146,257.03</b>



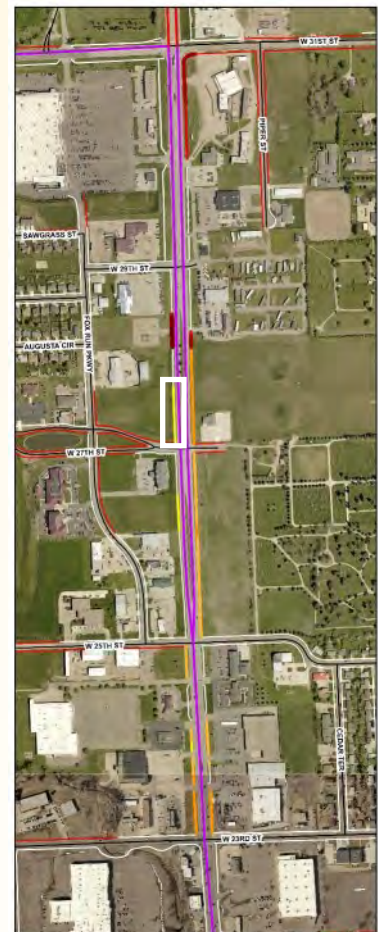
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### Undeveloped Lot #2



Year 1 (2018) — Broadway		
Section	Length (ft)	Approximate Cost
Bowling Alley	744.32	\$22,329.49
Knights of Columbus	751.14	\$22,534.29
Cemetery	1,234.25	\$37,027.49
Ace Hardware	236.63	\$7,098.91
Bomgaars	278.68	\$8,360.35
McDonalds	279.35	\$8,380.49
Slumberland	174.37	\$5,231.04
Bonanza	143.33	\$4,299.91
Mead Lumber	204.28	\$6,128.34
Undeveloped Lot 1	241.93	\$7,258.03
<b>Undeveloped Lot 2</b>	<b>370.91</b>	<b>\$11,127.43</b>
WAPAS Lot	216.04	\$6,481.27
<b>TOTAL</b>	<b>4,875.23</b>	<b>\$146,257.03</b>





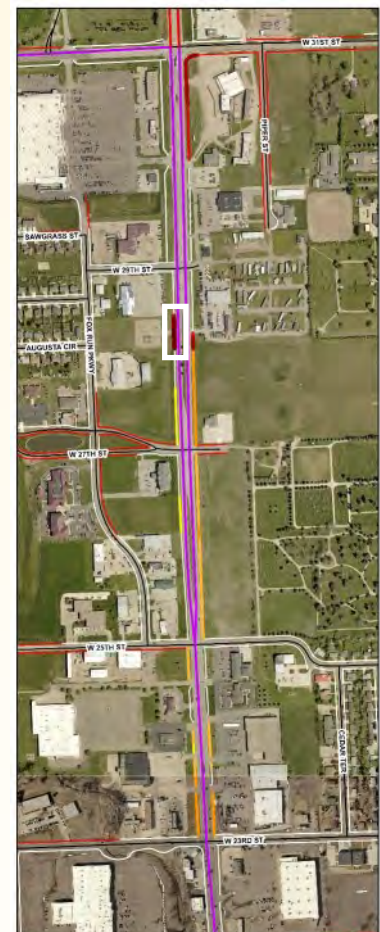
# 3 Year Active Transportation Plan for Yankton, SD

## Year 1 (2018) — Broadway

### WAPA Lot

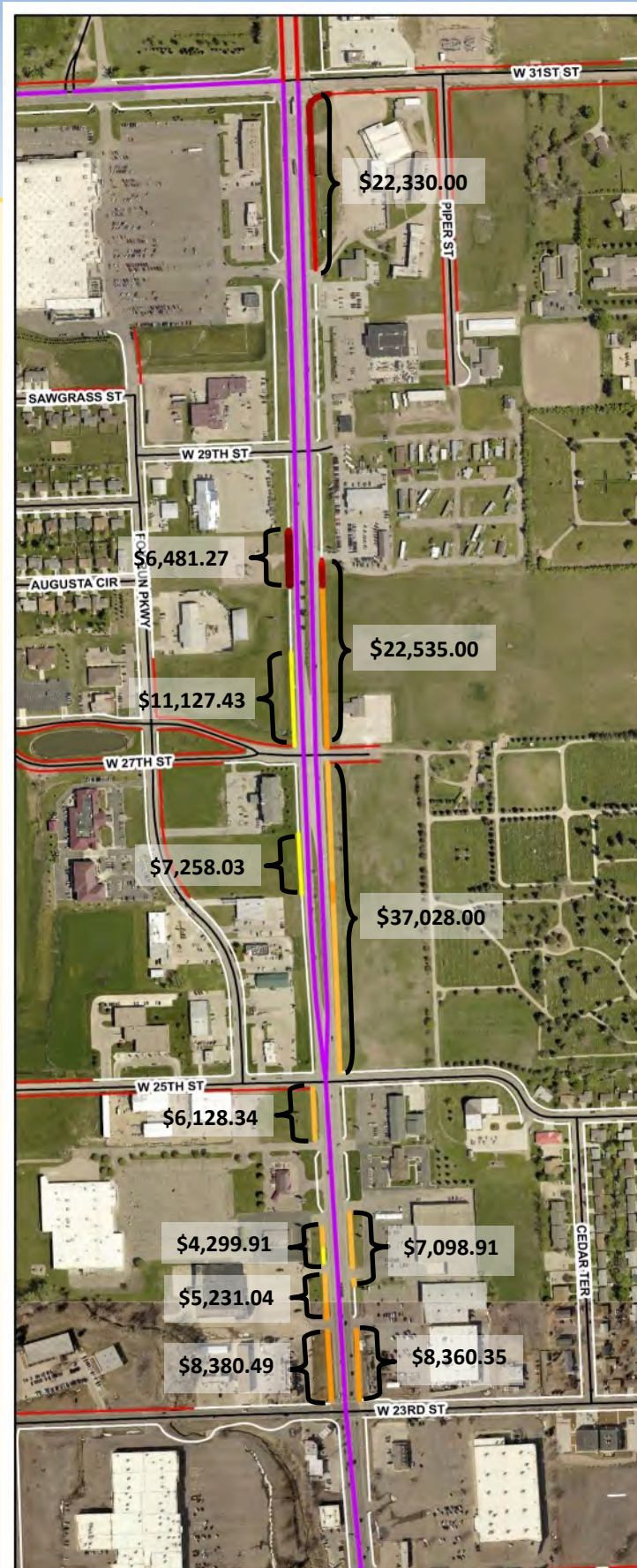


Year 1 (2018) — Broadway		
Section	Length (ft)	Approximate Cost
Bowling Alley	744.32	\$22,329.49
Knights of Columbus	751.14	\$22,534.29
Cemetery	1,234.25	\$37,027.49
Ace Hardware	236.63	\$7,098.91
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Slumberland	174.37	\$5,231.04
Bonanza	143.33	\$4,299.91
Mead Lumber	204.28	\$6,128.34
Undeveloped Lot 1	241.93	\$7,258.03
Undeveloped Lot 2	370.91	\$11,127.43
<b>WAPAS Lot</b>	<b>216.04</b>	<b>\$6,481.27</b>
<b>TOTAL</b>	<b>4,875.23</b>	<b>\$146,257.03</b>



# 3 Year Active Transportation Plan: Year 1 (2018) — Broadway

## Overview



**Project Total**  
**Approx. (6ft):**  
**\$146,257.03**

# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### E 21st St.



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
<b>E 21st St</b>	<b>665.64</b>	<b>\$19,969.10</b>
West Burleigh St	929.88	\$27,896.33
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
East Burleigh St	1,119.08	33,572.53
Kingsway Christian Church	285.83	8,574.86
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### Burleigh St.



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
E 21st St	665.64	\$19,969.10
<b>West Burleigh St</b>	<b>929.88</b>	<b>\$27,896.33</b>
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
East Burleigh St	1,119.08	33,572.53
Kingsway Christian Church	285.83	8,574.86
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### North E 20th St



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
E 21st St	665.64	\$19,969.10
West Burleigh St	929.88	\$27,896.33
<b>North E 20th St</b>	<b>970.01</b>	<b>\$29,100.35</b>
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
East Burleigh St	1,119.08	33,572.53
Kingsway Christian Church	285.83	8,574.86
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### East Burleigh St



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
E 21st St	665.64	\$19,969.10
West Burleigh St	929.88	\$27,896.33
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
<b>East Burleigh St</b>	<b>1,119.08</b>	<b>33,572.53</b>
Kingsway Christian Church	285.83	8,574.86
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### Kingsway Christian Church



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
E 21st St	665.64	\$19,969.10
West Burleigh St	929.88	\$27,896.33
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
East Burleigh St	1,119.08	33,572.53
<b>Kingsway Christian Church</b>	<b>285.83</b>	<b>8,574.86</b>
South E 20th St	682.08	20,462.44
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 2 (2019) — Yankton Middle School

### South E 20th St



Year 2 (2019) —Yankton Middle School		
Section	Length (ft)	Approximate Cost
E 21st St	665.64	\$19,969.10
West Burleigh St	929.88	\$27,896.33
North E 20th St	970.01	\$29,100.35
<b>TOTAL</b>	<b>2,565.53</b>	<b>\$76,965.78</b>
Additional Options		
East Burleigh St	1,119.08	33,572.53
Kingsway Christian Church	285.83	8,574.86
<b>South E 20th St</b>	<b>682.08</b>	<b>20,462.44</b>
<b>TOTAL</b>	<b>4,652.52</b>	<b>\$139,575.61</b>





# 3 Year Active Transportation Plan: Year 2 (2019)

## Yankton Middle School

### Overview



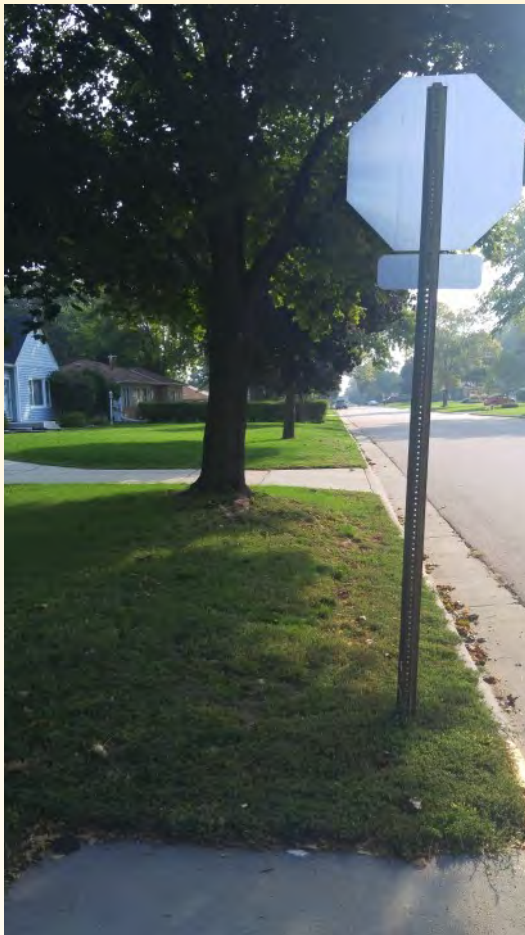
School Total Approx. (6ft): \$76,965.78

Project Total Approx. (4 - 6ft): \$139,575.61

# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### 1810 Mulberry St



Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
1804 Peninah St	175.66	\$5,269.80
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### 400-700 Block E 19th St



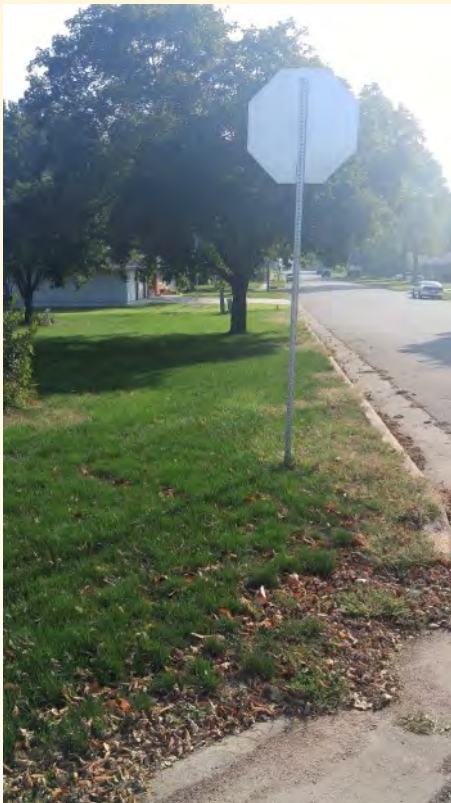
Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
<b>400-700 Block E 19th St.</b>	<b>2,187.85</b>	<b>\$65,635.50</b>
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
1804 Peninah St	175.66	\$5,269.80
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### 1902 Burleigh St & 806 E 19th St



Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
1804 Peninah St	175.66	\$5,269.80
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### 906 E 19th St



Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
<b>906 East 19 St</b>	<b>141.56</b>	<b>\$4,246.80</b>
1804 Peninah St	175.66	\$5,269.80
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### 1804 Peninah St



Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
<b>1804 Peninah St</b>	<b>175.66</b>	<b>\$5,269.80</b>
Sertoma Park	992.47	\$29,774.18
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan for Yankton, SD

## Year 3 (2020) — E 19th St (Memorial Park to Sertoma Park)

### Sertoma Park



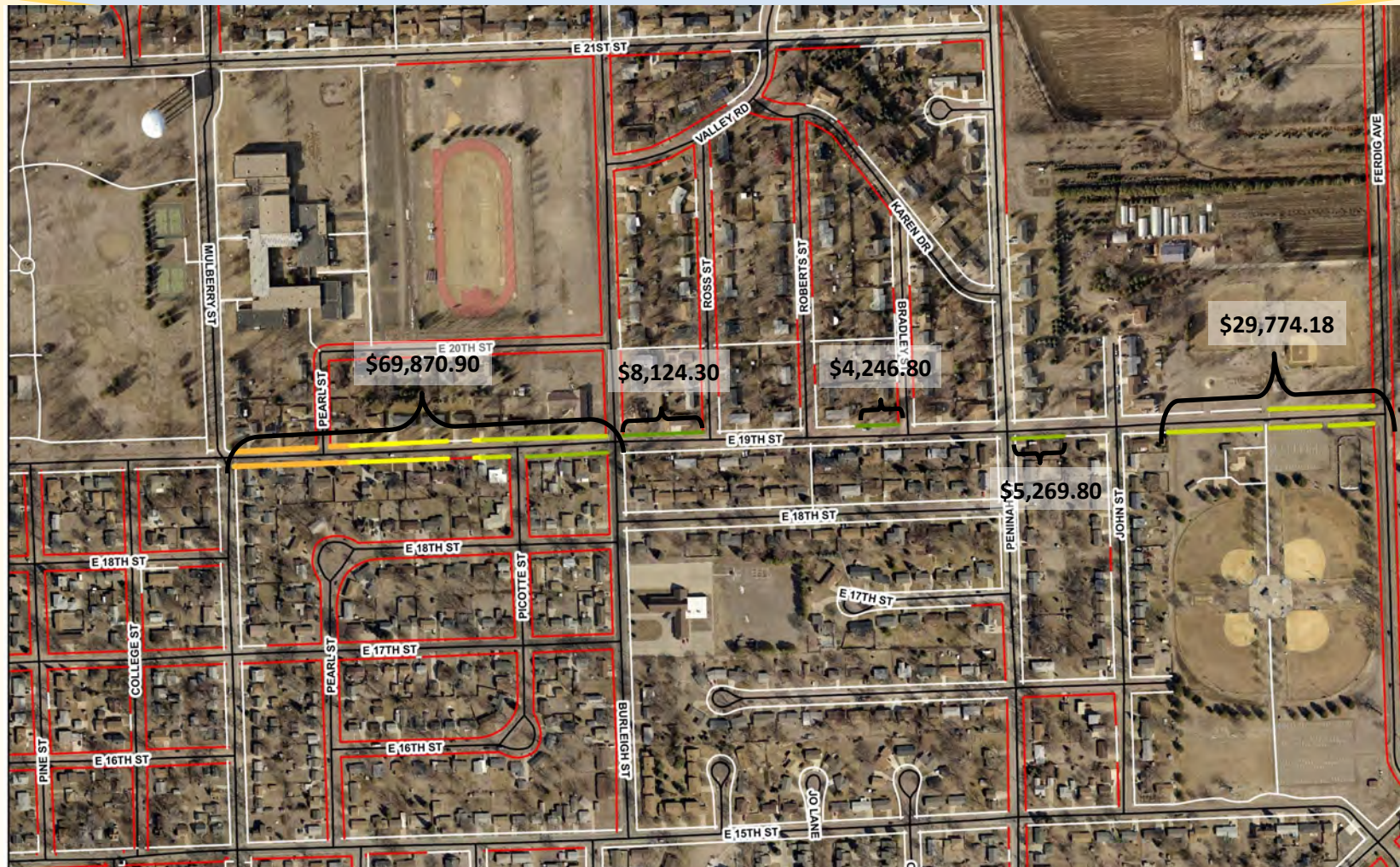
Year 3 (2020) — E 19th Street (Memorial Park to Sertoma Park)		
Section	Length (ft)	Approximate Cost
1810 Mulberry St	141.18	\$4,235.40
400-700 Block E 19th St.	2,187.85	\$65,635.50
1902 Burleigh St	135.68	\$4,070.40
806 East 19 St	135.13	\$4,053.90
906 East 19 St	141.56	\$4,246.80
1804 Peninah St	175.66	\$5,269.80
<b>Sertoma Park</b>	<b>992.47</b>	<b>\$29,774.18</b>
<b>TOTAL</b>	<b>3909.53</b>	<b>\$117,285.98</b>



# 3 Year Active Transportation Plan: Year 3 (2020)

## E 19th Street (Memorial Park to Sertoma Park)

### Overview



**Project Total (4 - 6ft): \$117285.98**



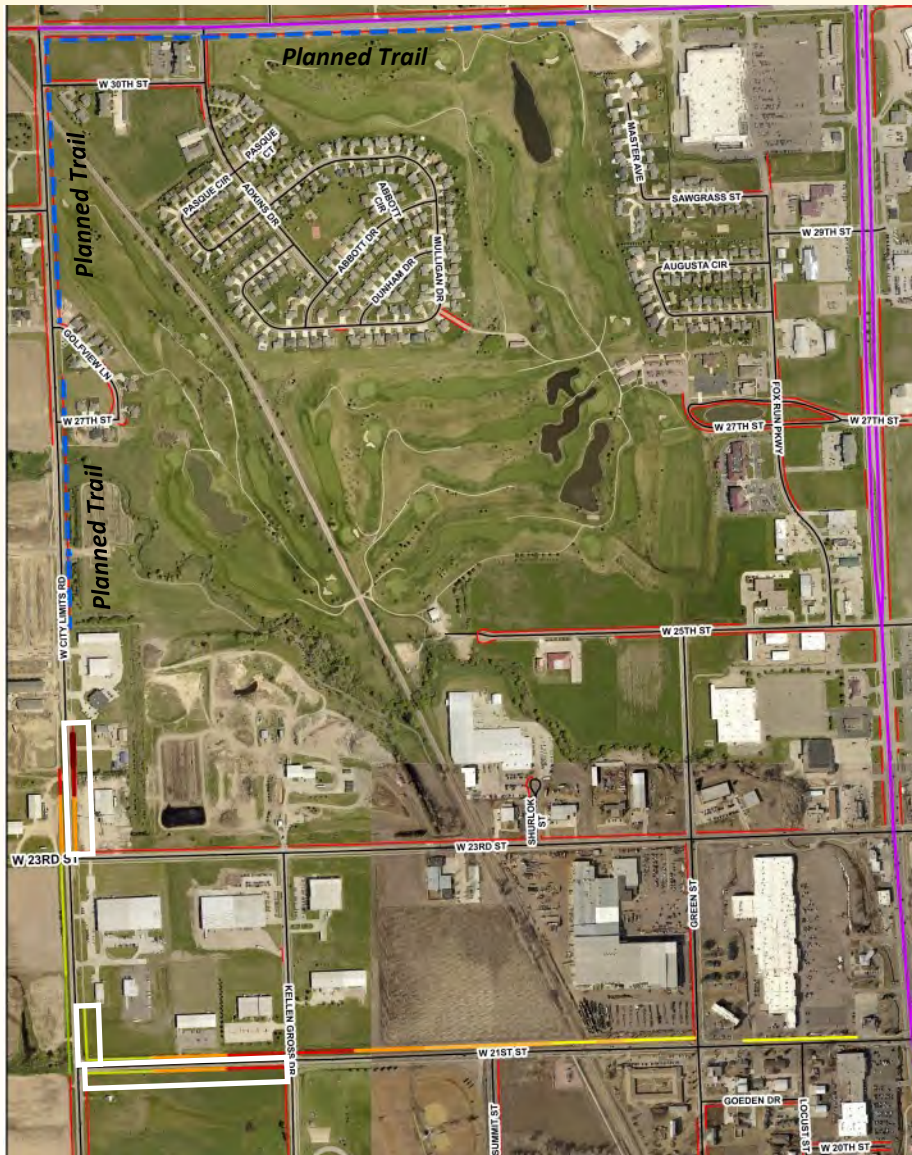
# 3 Year Active Transportation Plan for Yankton, SD

## Other Options — West City Limits/21st Street

### Option 1 -

East portions of West City Limits Rd, and south portion of 21st Street

Other Options - West City Limits/21st St		
Section	Length (ft)	Approximate Cost
Option 1	2,349.41	\$70,482.24
Option 2	2,945.35	\$88,360.48
Option 3	5,805.33	\$174,159.92
TOTAL—Option 4	8,750.68	\$262,520.40



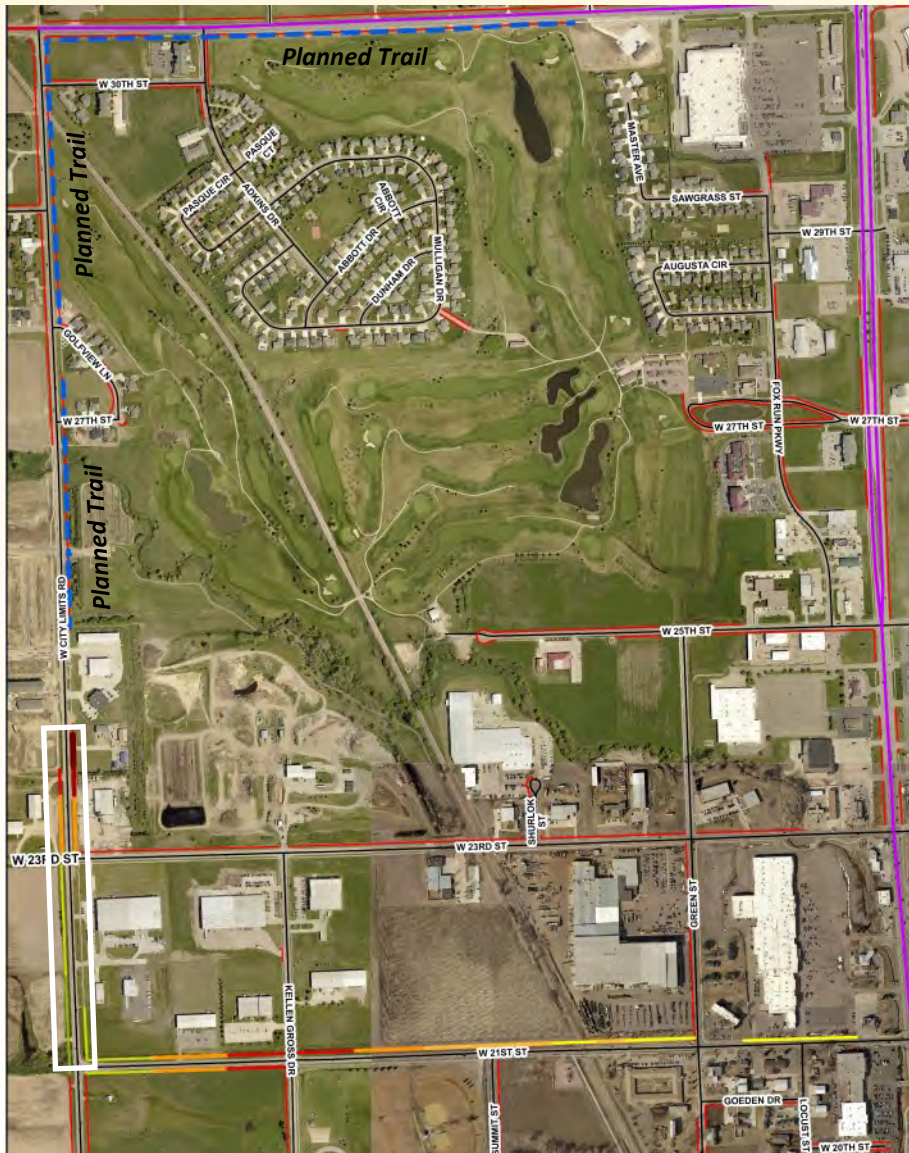
# 3 Year Active Transportation Plan for Yankton, SD

## Other Options — West City Limits/21st Street

### Option 2 -

Both sides of West City  
Limits Rd to W 21st St

Other Options - West City Limits/21st St		
Section	Length (ft)	Approximate Cost
Option 1	2,349.41	\$70,482.24
<b>Option 2</b>	<b>2,945.35</b>	<b>\$88,360.48</b>
Option 3	5,805.33	\$174,159.92
TOTAL—Option 4	8,750.68	\$262,520.40



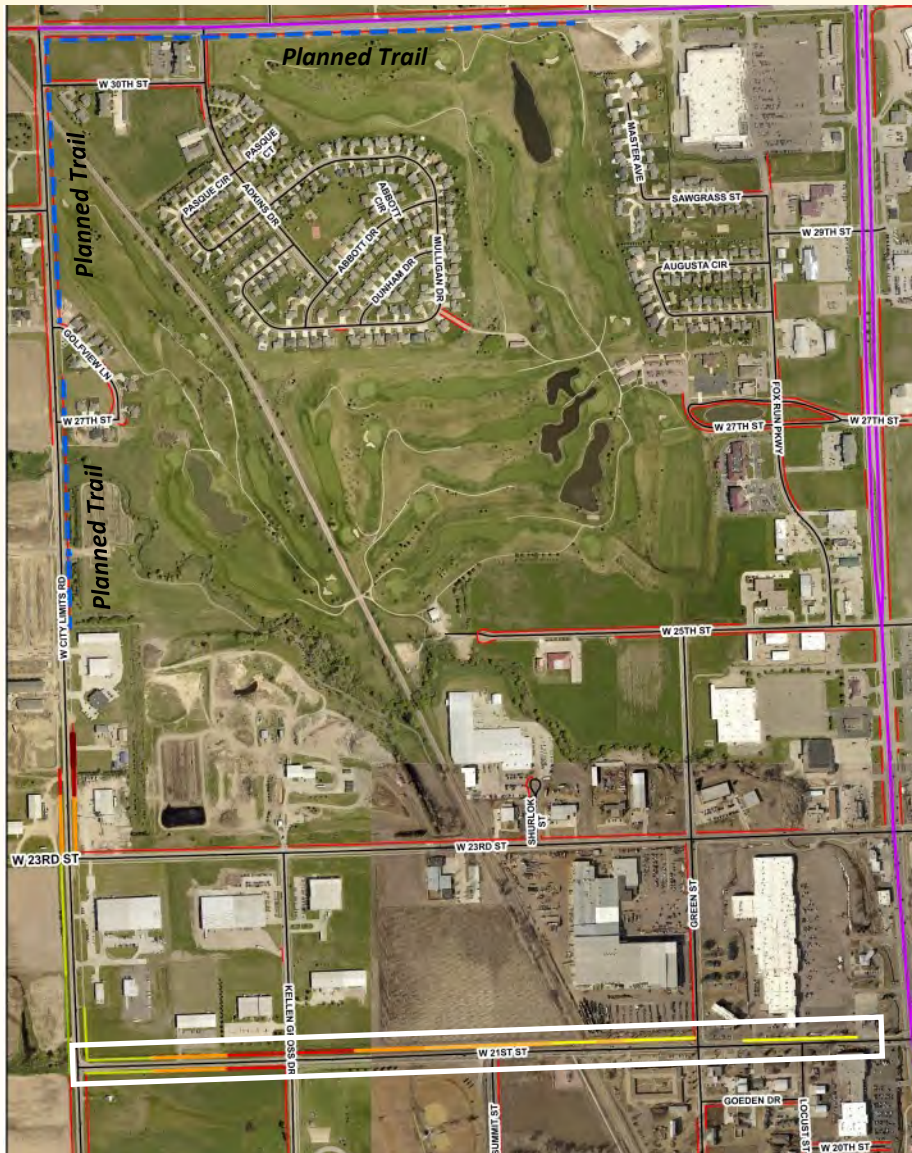
# 3 Year Active Transportation Plan for Yankton, SD

## Other Options — West City Limits/21st Street

### Option 3 -

Both sides of W 21st St to  
Broadway Ave

Other Options - West City Limits/21st St		
Section	Length (ft)	Approximate Cost
Option 1	2,349.41	\$70,482.24
Option 2	2,945.35	\$88,360.48
<b>Option 3</b>	<b>5,805.33</b>	<b>\$174,159.92</b>
TOTAL—Option 4	8,750.68	\$262,520.40



# 3 Year Active Transportation Plan for Yankton, SD

## Other Options — West City Limits/21st Street

### Option 4 -

Both sides of West City  
Limits Rd and W 21st St

Other Options - West City Limits/21st St		
Section	Length (ft)	Approximate Cost
Option 1	2,349.41	\$70,482.24
Option 2	2,945.35	\$88,360.48
Option 3	5,805.33	\$174,159.92
<b>TOTAL—Option 4</b>	<b>8,750.68</b>	<b>\$262,520.40</b>

