

OFFICIAL MINUTES
SUMMERSET PLANNING AND ZONING COMMISSION
REGULAR MEETING
MONDAY, JULY 27th, 2026 @ 6:00 P.M.

The meeting was called to order by Chairman Brody Oldfield at 6:00 p.m.

Roll Call: Dustin Hirsch, David Brenneman, Mike Martin, Casey Kenrick (via telephone) and Brody Oldfield were present. Also present was City Administrator Lisa Schieffer

Call for Changes: Motion by Hirsch, second by Martin to approve the agenda of the regular meeting for July 27th, 2026. Motion carried.

Consent Calendar:

Motion by Hirsch, second by Brenneman to approve the minutes of the regular meeting held on July 14th, 2026. Motion carried.

Phase 1A Final Plat – Norman Ranch

Motion by Martin, second by Hirsch, to open discussion. Motion carried.

Present were Tony Thompson and Forrest Thompson of Norman Ranch to answer any questions of the Board. City Administrator Lisa Schieffer presented the final plat of Phase 1A of Norman Ranch to the Board. Schieffer explained to the Board that the final plat had been run through Planning & Zoning on June 8th and was approved by the Commission on June 18th, 2026. After checking with the Meade County Register of Deeds, it was found that clerical changes needed to be made on the mylar before recording could take place. Per ordinance 31.055 Subdivision and Plats Regulations -“No amendments or changes thereto shall be made without such proposed changes first being referred to the Planning & Zoning Board for its recommendation. Therefore, that is why it is back before the Planning and Zoning Board.

Motion by Hirsch, second by Martin, to close discussion. Motion carried.

Motion by Hirsch, second by Martin, to recommend approval to the Board of Commissioners on Phase 1A Final Plat. Motion carried.

Section Line Vacation – Norman Ranch

Motion by Martin, second by Hirsch, to open discussion. Motion carried.

Schieffer presented the Application and Petition to Vacate Public Right-of-Way or Section Line Highway and the Resolution to the Board. Schieffer explained that Norman Ranch has submitted the Petition along with the required documentation from the utility companies and a map marked as Exhibit “A”. Said legal has been checked by the Meade County Register of Deeds and is correct in its form for recording. Since this is a petition to vacate, a public hearing must be noticed and has been set for August 20th, 2026 @ 6:00 p.m.

Motion by Hirsch, second by Brenneman, to close discussion. Motion carried.

Motion by Martin, second by Hirsch, to approve moving the Petition to Vacate Public Right-of-Way or Section Line forward to the Board of Commissioners for a public hearing. Motion carried.

Easement – Black Hills Energy

Motion by Martin, second by Hirsch, to open discussion. Motion carried.

Schieffer presented to the Board the Electric Easement OH/Underground and Exhibit “A” from Black Hills Power, Inc., regarding crossing property owned by the City of Summerset: Tract B in the SW1/4SE1/4 of Section 31, T3N, R7E, BHM. The easement would run up along the section line by Three Flags Lane and over to the Norman Ranch Development.

Motion by Hirsch, second by Martin, to close discussion. Motion carried.

Motion by Martin, second by Kenrick, to recommend approval to the Board of Commissioners regarding the Electric Easement of Black Hills Power, Inc. Motion carried.

Adjournment

Motion by Hirsch, second by Martin to adjourn the meeting at 6:13 p.m. Motion carried.

Lisa Schieffer, City Administrator

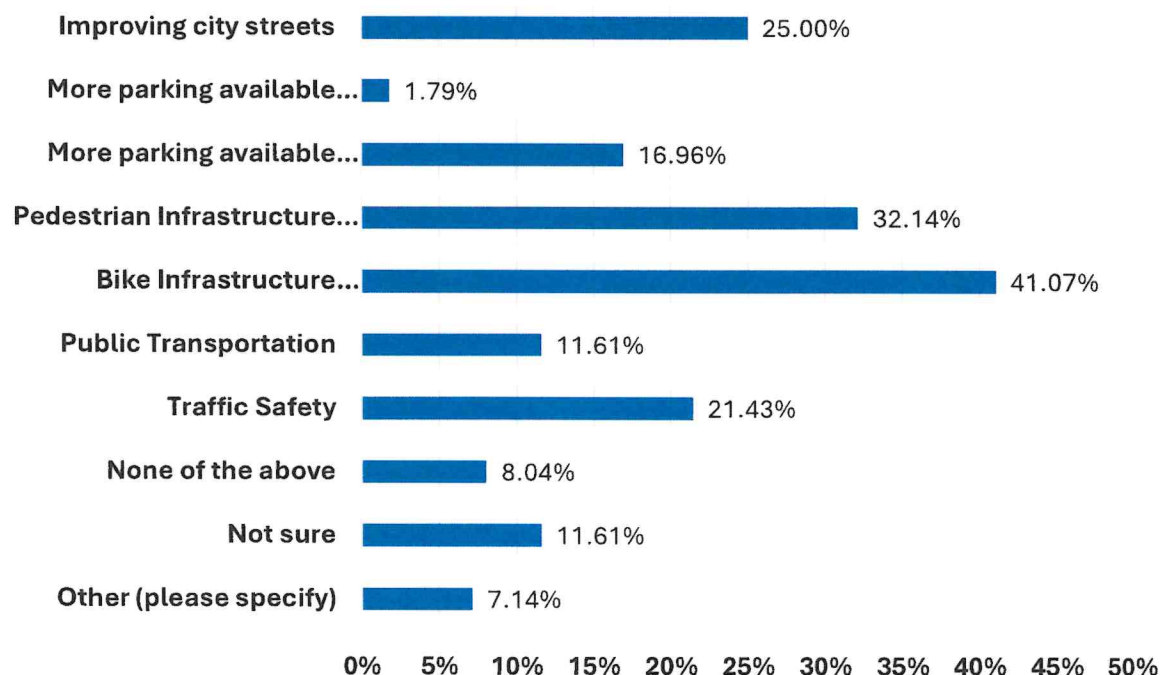
Brody Oldfield, Chairman

Transportation

Transportation plays an important role in the mobility, safety, and quality of life for those that reside or visit Summerset. The City's transportation system is primarily roadway-based and serves residents, businesses, and regional travel needs. As the community continues to see growth and development, maintaining and creating safe and efficient travel routes remains a high priority.

Existing Transportation Conditions and Needs:

Summerset's transportation system is primarily comprised of a network of local streets, collector roads that connect to residential neighborhoods, surrounding communities, and regional corridors. The city has two major roadway systems maintained by the State of South Dakota: Interstate 90 and Sturgis Road. Interstate 90 creates challenges as well as benefits the community. One of the noted challenges brought by the interstate is connectivity between east and western parts of Summerset. Sturgis Road is another important arterial route which runs parallel to Interstate 90 on the western side of Summerset.



Speed Limits

The regular evaluation of speed limits can help ensure that roadway conditions, traffic volumes, adjacent land uses, and transportation patterns are aligned with community safety goals. Throughout the planning process a noted concern was speed limit adjustments and speeding concerns. Periodic review of speed limits, particularly near schools, parks, residential

neighborhoods, and other high-activity areas, can help identify locations where adjustments may be appropriate to improve safety for motorists and pedestrians.

Connection

Connectivity was a major theme throughout the planning process. Due to its unique location and historical development patterns, Summerset faces some challenges with connection between neighborhoods, the middle school, community facilities, parks, and commercial areas. Development patterns were influenced by I-90 and Sturgis Rd, resulting in more isolated neighborhoods limited to a few key transportation corridors. Additionally, Summerset was originally developed as a collection of individual neighborhoods with limited pedestrian connections between them. As a result, many residential areas remain disconnected.

Strengthening connections between existing and future developments through interconnected local streets, pedestrian facilities, and coordinated transportation planning. Improving connectivity can reduce travel distances, enhance access to community destinations, improve emergency response capabilities, and create a more resilient transportation network that provides multiple routes for residents and visitors.

Safe Routes to Schools

Stagebarn Middle School is located on Sturgis Rd and located near the I-90 Exit 48-Sturgis Rd interchange, due to its location the school experiences traffic impacts associated with both school traffic and regional traffic. Throughout the planning process concerns were noted for the area of the interchange for both vehicular traffic and pedestrian traffic. Traffic congestion and movement near the interchange may make it more difficult and potentially dangerous for students to safely walk or bicycle to school. The interchange itself is under the jurisdiction of the South Dakota Department of Transportation; however, the City of Summerset can work to coordinate with SDDOT to promote pedestrian safety improvements.

MPO

Summerset is a member of the Rapid City Area Metropolitan Planning Organization (MPO). This organization includes various communities in the area and is designed to coordinate long-range transportation planning for the larger Rapid City area and surrounding communities. Current membership includes, Summerset, Rapid City, Box Elder, Piedmont, Meade County, Pennington County, and the Ellsworth Air Force Base. Through participating in the MPO helps to ensure that future transportation planning is coordinated with regional growth patterns.

Major Street Plan

To better integrate transportation and land use planning, Summerset's Major Street Plan is incorporated into the Future Land Use Plan. The Major Street Plan serves as a long-range framework for the development of a safe, efficient, and connected transportation network that supports existing residents, future growth, and economic development.

As development occurs, the Major Street Plan helps ensure planning for street connections and right-of-way corridors to ensure that future transportation needs can be accommodated. The routes shown on the plan are conceptual and may be refined through the development review process, engineering studies, and detailed design.

The street classifications used in the plan are defined as follows:

- **Arterial Streets:** Carry longer-distance trips for regional, inter-community, and commuting purposes. There are a limited number of intersections and direct property access is limited. These streets have higher speeds and higher traffic volume.
- **Connector Streets:** Distribute traffic between Arterials and Local Streets. Trip lengths are moderate and there are moderate to high travel speeds. Intersections are typically stop controlled with rare instances of signalization.
- **Local Streets:** Provide access to adjacent uses and serve access functions for neighborhoods or developments. The streets are shorter, limited lengths with lower travel speeds.

Goal: Provide a safe, efficient, and connected transportation network that serves residents, businesses, and visitors

Action Item 1: Maintain safe and efficient transportation networks for current and future growth.

Action item 2: Evaluate and adjust speed limits throughout the community to improve safety and reflect changing traffic patterns, development activity, and roadway conditions.

Action Item 3: Improve connections between existing neighborhoods through an interconnected street, sidewalk, and trail network.

Action Item 4: Explore options for sidewalk or trail links that close gaps between disconnected neighborhoods.

Action Item 5: Identify and prioritize infrastructure projects that improve connectivity between existing and future growth areas.

Action Item 6: Promote safe routes to schools by working closely with SDDOT.

Action Item 7: Expand pedestrian infrastructure to improve walkability and safety throughout the community.

Action Item 8: Continue active participation in the Rapid City Area MPO planning process.

Action Item 9: Coordinate with MPO, SDDOT, Meade County, and Piedmont Valley communities on transportation studies and various planning efforts.

Action Item 10: Align future land use decisions with regional transportation plans.

Action Item 11: Continue monitoring traffic needs and development patterns for identifying changing transportation needs.

Action Item 12: Maintain safe and efficient transportation networks for current and future growth.

Action Item 13: Evaluate traffic impacts of new development and needed infrastructure improvements.