



METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE., SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

www.sioxfallsmpo.org • sean@secog.org

Agenda

Citizens Advisory Committee

SECOG Center – Board Room
500 N Western Ave, Sioux Falls, SD
March 13, 2024, at 3:00 PM

Interested parties may also participate via Microsoft Teams

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 238 740 452 829

Passcode: 6F8DxX

CAC Meeting – 3:00 PM – Roll Call

- | | |
|--|------------------------|
| 1. Public Input on Non-Agenda Items <i>(3-minute comment period per individual)</i> | Chair |
| 2. Approval of the January 17, 2024 Minutes <i>(Approval Requested)</i> | Chair |
| 3. Letter of Support for Bridge Investment Program: Minnehaha County Bridges Along County Highway 104 <i>(Recommendation for Approval Requested)</i> | Steve Groen |
| 4. Public Participation Plan (PPP) for the 2025 Sioux Falls MPO Unified Planning Work Program (UPWP) <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 5. Public Participation Plan (PPP) for the Tea Area Transportation Plan <i>(Recommendation for Approval Requested)</i> | Jon Wiegand, HDR |
| 6. Public Participation Plan (PPP) for the City of Harrisburg Bicycle and Pedestrian Master Plan <i>(Recommendation for Approval Requested)</i> | Chad Huwe, Stockwell |
| 7. 2024 Unified Planning Work Program (UPWP) Amendment #2024-02 <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 8. 2023 Annual Progress Report <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 9. FTA Section 5310 Recommendations <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 10. Sioux Falls MPO Market Research Study Report <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 11. Resolution 2024-02: Functional Classification Map <i>(Recommendation for Approval Requested)</i> | Larry Dean, SDDOT |
| 12. 2024-2027 Transportation Improvement Program (TIP) Revision #24-003 <i>(Recommendation for Approval Requested)</i> | Sarah Gilkerson, SDDOT |
| 13. 2024-2027 Transportation Improvement Program (TIP) Revision #24-004 <i>(Informational)</i> | Sarah Gilkerson, SDDOT |

14. 2023 Year End Report *(Informational)*

Sean Hegyi

15. Other Business

a. Upcoming meetings *(Informational)*

Sean Hegyi

Next CAC Meeting: May 8, 2024

Persons with special needs for which the MPO can provide accommodations may call 605.681.8176 at least 48 hours in advance of the meeting.

Minutes

Citizens Advisory Committee of the
Sioux Falls MPO

January 17, 2024

Members Present

Collin Enstad
Ryan Groeneweg
Mark Hoffman
David Jackson
Luke Jessen
Mollie Keating
Rick Laughlin
Warren Lanphier
F. Butch Oseby
Chuck Parsons
Jacob Ricke

Members Absent

Rachel Neiman
Amanda Snoozy

Others Present

Jon Wiegand, HDR
Jason Carbee, HDR
Paul Sanow, HDR
Chris Tatham, ETC Institute

Staff Present

Sean Hegyi, SECOG
Sarah Gilkerson, SDDOT
Greg Heitmann, FHWA
Larry Dean, SDDOT
Shannon Ausen, City of Sioux Falls
Fletcher Lacock, City of Sioux Falls
Danaca Schettler, City of Sioux Falls
Tami Jansma, City of Brandon

The meeting was called to order by Chair Cory Diedrich at 3:01 p.m. The roll was taken, and a quorum was present.

1. **Public Input on Non-Agenda Items:** There was no public input.
2. **Approval of the September 13, 2023 Minutes:** Luke Jessen made a motion to approve the November 9, 2023, minutes and was seconded by Colin Enstad. A voice vote was called, and the motion carried unanimously.
3. **Brandon Master Transportation Plan:** Jason Carbee presented the Brandon Master Transportation Plan. Mark Hoffman made a motion to recommend approval of the Brandon Master Transportation Plan and was seconded by Rick Laughlin. A voice vote was called, and the motion carried unanimously.
4. **Lincoln County Highway 106 Corridor Study:** Jon Wiegand presented the Lincoln County Highway 106 Corridor Study. Luke Jessen made a motion to recommend approval of the Lincoln County Highway 106 Corridor Study and was seconded by Mark Hoffman. A voice vote was called, and the motion carried unanimously.
5. **2024 Unified Planning Work Program (UPWP) Amendment #24-001:** Sean Hegyi presented the 2024 UPWP Amendment #24-001. F. Butch Oseby made a motion to recommend approval of the 2024 UPWP Amendment #24-001 and was seconded by Rick Laughlin. A voice vote was called, and the motion carried unanimously.
6. **Resolution #2024-01 Safety Performance Measures:** Sean Hegyi presented Resolution #2024-01 Safety Performance Measures. Colin Enstad made a motion to recommend approval of Resolution #2024-01 Safety Performance Measures and was seconded by Luke Jessen. A voice vote was called, and the motion carried unanimously.
7. **Letter of Support for the Arrowhead Parkway and Veterans Parkway Intersection Reconstruction and Widening RAISE Grant Application.** Shannon Ausen presented the letter of support for the Arrowhead Parkway and Veterans Parkway intersection reconstruction and widening RAISE grant application. F. Butch Oseby made a motion to recommend approval of the letter of support and was seconded by Rick Laughlin. A voice vote was called, and the motion carried unanimously.
8. **First Draft of the Sioux Falls MPO Market Research Study:** Chris Tatham presented the first draft of the Sioux Falls MPO Market Research Study. This was for informational purposes only.

9. **Sioux Falls Area MPO Transportation Improvement Program (TIP) Amendment #24-002.** Sarah Gilkerson presented the Sioux Falls Area MPO TIP Amendment #24-002. This was for informational purposes only.
10. **First Draft of the Functional Classification Map:** Larry Dean presented the first draft of the Functional Classification Map. This was for informational purposes only.
11. **Other Business:**
 - a. Sean Hegyi presented the 2024 Section 5310 Funding Announcement. This was for informational purposes only.
 - b. Sean Hegyi presented the dates of upcoming meetings. This was for informational purposes only.
12. **Adjourn:** Chair Chuck Parsons adjourned the meeting at 4:18 p.m.



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March 14, 2024

The Honorable Pete Buttigieg
United States Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for FY 2023-2024 Bridge Investment Program: Minnehaha County
Bridges along County Highway 104, Minnehaha County, SD

Dear Secretary Buttigieg,

The Sioux Falls MPO is writing in support of the Minnehaha County Highway Department's application for funding through the United States Department of Transportation's Bridge Investment Program (BIP). The BIP funding would facilitate completion of the long-planned replacement/rehabilitation of three bridges along County Highway 104 east of Dell Rapids, SD. The Project aligns with the goals and priorities of BIP funding opportunity by restoring bridges to a state of good repair while doing so within the existing right-of-way and minimizing the need for relocations. It also improves transportation safety, reduces surface transportation-related greenhouse gas emissions, increases resilience to climate change, and promotes competitiveness of the U.S. economy.

The existing bridges along County Highway 104 are in poor or fair condition and at risk of falling into poor condition within the next three years, which causes several operational and safety issues for the roadway users, freight haulers, and businesses along the corridor. These issues include structurally deficient and/or functionally obsolete bridges with poor deck condition and geometry and moderate scour conditions at underwater piers, among others. The project will address these transportation challenges and will result in a cohesive network that supports diverse community needs. Additionally, the project aligns with USDOT's strategic goals and statutory project requirements of the BIP opportunity.

The improvements to the three bridges along the project corridor will strengthen our transportation system and contribute to growth in our region, including the anticipated growth of Minnehaha County itself.

We support Minnehaha County's application for the funding of bridges along County Highway 104 and look forward to the infrastructure investment in our region through the Bipartisan

Infrastructure Law. Please give this FY 2023-2024 BIP funding application your full consideration and if we can answer any questions, please do not hesitate to contact the Sioux Falls MPO. A representative at the Sioux Falls MPO may be reached by phone (605-681-8176) or email (sean@secog.org).

Sincerely,

Carol Twedt, Chair
Urbanized Development Commission
Sioux Falls Metropolitan Planning Organization

Project: 2025 Unified Planning Work Program

UDC Meeting Date: March 14, 2024

Project-Specific Public Participation Plan The Sioux Falls MPO Four-Step Process

Public involvement should not merely be conducting public meetings to meet federal regulations, but rather, public involvement should consist of providing access to information and addressing stakeholder's concerns. Doing so may have an effect on the outcome of the decisions. Therefore, prior to the development of any transportation product, staff should implement the following four-step process, review each step's corresponding section in the PPP, and design a public participation plan specific to the product.

Step 1 Goals and Actions: What is the public participation goal? Determine the type of plan or product, the goal of participation, and the action required.

Inform and Understand

MPO Approval Required? ☒

Informational? ☐

Other Approval Required? ☐

Step 2 Stakeholders: Who are the stakeholders?

Public, Sioux Falls MPO members, MPO committees, and MPO Interested Parties

Step 3 Participation Method: What public participation methods and notification techniques for engaging the public will be utilized?

Participation Methods:

Presentation of draft and final UPWP content to the MPO Committees at the committees' open public meetings; posting draft and final UPWP on Sioux Falls MPO Website with links on social media account. Public meeting and website provide opportunities for interested parties and the general public to be informed and to provide written or verbal comments on the UPWP.

Notification Techniques:

E-mail notifications of availability of UPWP drafts and scheduled public meetings sent to local media, MPO Committees, and MPO Interested Parties. The public meeting agendas posted on the Sioux Falls MPO, city of Sioux Falls, Lincoln County, and Minnehaha County websites and posted physically at the SECOG, city of Sioux Falls, Lincoln County, and Minnehaha County principal office buildings.

Step 4 Assessment: What type of public participation information will you review to assess the performance of public participation techniques? (Ex. Meeting attendance, count website visits, number of mailers sent)

Number of public meetings held and meeting attendance, number of emails to interested parties and media outlets, count website and social media visits, and number of comments received.

Project: Tea Area Transportation Plan

UDC Meeting Date: March 14, 2024

Project-Specific Public Participation Plan

The Sioux Falls MPO Four-Step Process

Public involvement should not merely be conducting public meetings to meet federal regulations, but rather, public involvement should consist of providing access to information and addressing stakeholder's concerns. Doing so may have an effect on the outcome of the decisions. Therefore, prior to the development of any transportation product, staff should implement the following four-step process, review each step's corresponding section in the PPP, and design a public participation plan specific to the product.

Step 1 Goals and Actions: What is the public participation goal? Determine the type of plan or product, the goal of participation, and the action required.

Project Alternatives and Solutions

MPO Approval Required? ☒

Informational? ☐

Other Approval Required? ☒

City of Tea

Step 2 Stakeholders: Who are the stakeholders?

Tea Residents, Landowners, and Businesses; the General Public; Sioux Falls MPO members; MPO committees; and MPO Interested Parties

Step 3 Participation Method: What public participation methods and notification techniques for engaging the public will be utilized?

Participation Methods:

Two public meeting (1: issues and needs and 2: preliminary recommendations); one round of small-group and/or one-on-one stakeholder meetings; presentation of draft and final report items to MPO Committees; posting study information, schedule, meeting materials, and reports on MPO, City, County, and SDDOT websites and social media accounts. Public meetings and websites provide opportunities for interested parties and the public to provide written or verbal comments on the corridor study.

Notification Techniques:

Public meeting notices to occur twice in Tea Weekly newspaper ahead of each public meeting; Stakeholders to receive mail and/or email notifications for stakeholder meetings; Public meeting notices to be posted to Study Advisory Team agency websites and social media. MPO meeting agendas are posted on MPO, City, and County websites and posted physically at their principal office buildings.

Step 4 Assessment: What type of public participation information will you review to assess the performance of public participation techniques? (Ex. Meeting attendance, count website visits, number of mailers sent)

Number of meetings held and attendance (sign-in sheets) at stakeholder and public meetings, number of notices (mailings, email, etc.) sent for the public and stakeholder meetings; number of website and social media visits; and number of comments received.

Project: Harrisburg Trails Plan

UDC Meeting Date: March 14, 2024

Project-Specific Public Participation Plan

The Sioux Falls MPO Four-Step Process

Public involvement should not merely be conducting public meetings to meet federal regulations, but rather, public involvement should consist of providing access to information and addressing stakeholder's concerns. Doing so may have an effect on the outcome of the decisions. Therefore, prior to the development of any transportation product, staff should implement the following four-step process, review each step's corresponding section in the PPP, and design a public participation plan specific to the product.

Step 1 Goals and Actions: What is the public participation goal? Determine the type of plan or product, the goal of participation, and the action required.

Project Alternatives and Solutions

MPO Approval Required? ☒

Informational? ☐

Other Approval Required? ☒

City of Harrisburg

Step 2 Stakeholders: Who are the stakeholders?

Harrisburg residents, business owners, elected/appointed officials, people with disabilities, school students/parents/staff, City staff including parks/police/public works, people who regularly bicycle/walk, Sioux Falls MPO members, MPO committee members, MPO interested parties, City of Sioux Falls staff, City of Tea staff, and South Dakota Department of Game, Fish & Parks staff.

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Step 3 Participation Method: What public participation methods and notification techniques for engaging the public will be utilized?

Participation Methods:

4 meetings of an advisory committee made up of stakeholders, one in-person traditional or pop-up workshop with paper questionnaire and mapping survey (possibly at Harrisburg Days in June), an online questionnaire and mapping survey.

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Notification Techniques:

Provide public meeting announcements to MPO and SDDOT for upload to agency websites a minimum of 7 days prior to scheduled public meetings, social media posts, postcards, project information (including project materials) posted on the City of Harrisburg website, press releases for local media including the Sioux Valley News.

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Step 4 Assessment: What type of public participation information will you review to assess the performance of public participation techniques? (Ex. Meeting attendance, count website visits, number of mailers sent)

Meeting attendance, number of surveys completed, number of responses to each questionnaire/survey question

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2024 UPWP Amendment

Amendment Number 2024-02

Minnehaha County is requesting a 2024 UPWP amendment to change the name of their corridor study.

The amendment revises the following item from the 2024 UPWP Work Activities:

6. City of Hartford and Minnehaha County staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of ~~the Minnehaha County Road 130 and Western Avenue Corridor Study~~ a corridor study of City of Hartford's Western Avenue and Minnehaha County Highway 151.

The estimated cost is \$125,000.

This amendment makes no monetary changes to the 2024 UPWP budget.

Committee Approval Section:

CAC Approval Date: 3/13/24

TAC Approval Date: 3/14/24

UDC Approval Date: 3/14/24

South Dakota Department of Transportation Approval Section:

Planning and Engineering Approval: _____ Date: _____
Sarah Gilkerson, Metropolitan Planning Specialist, SDDOT

Federal Highway Administration Approval Section:

Federal Highway Administration Approval: _____ Date: _____
Gregory Heitmann, Planning/Environmental Specialist – SD Division

**ADDENDUM
TO THE
SIOUX FALLS MPO AREA COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN**

2023 ANNUAL PROGRESS REPORT

Introduction

The Sioux Falls MPO Area Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) was adopted on November 8, 2018, and a progress report is required to be prepared annually. The purpose of the Coordinated Plan is to: 1) identify the unmet transportation needs for seniors and individuals with disabilities; and 2) develop strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.

Based on input from providers and stakeholders, the following strategies for seniors and individuals with disabilities were identified:

- ✓ Work to implement the strategies of the Sioux Falls Transit Development Plan that includes improvements and expansion of the fixed-route system.
- ✓ Develop travel training sessions as a major marketing effort that engages the community and help train new and potential riders.
- ✓ Help create State Regional Transit Systems to help provide options to outlying MPO communities to access transit services within the region.
- ✓ Reimagine a community-wide volunteer driver program that agencies can access as a volunteer driver resource.
- ✓ Keep paratransit services parallel to all fixed-route service levels and within $\frac{3}{4}$ mile of all fixed-route bus services.
- ✓ Develop an agency rate structure based on the full-cost allocation models to help off-set agency day trip costs on paratransit.
- ✓ Educate state and local policymakers about the specific benefits of human service transportation and public transit and how both play different roles in providing transportation to different rider needs.

2023 FTA Section 5310 Program Funding Recommendations

The Transportation Coordination Committee (TCC) met on February 22nd and developed funding recommendations. The Citizens Advisory Committee and Technical Advisory Committee meeting on March 8th and March 9th, respectively, recommended approval of the TCC funding recommendations. The Urbanized Development Commission met on March 9th and approved the TCC Section 5310 funding recommendations outlined below.

1. The MPO recommends funding the Community Coordinated Transportation Systems (CCTS) request at \$99,679 in Section 5310 funds for the 20+7 light duty Diamond front-load bus and \$9,600 for six in-bus security cameras. A minimum 20% local nonfederal match is required for these capital funds awards. The equipment purchased with these funds must be utilized to provide transportation services for persons with disabilities in the Sioux Falls urbanized area. In addition, the MPO recommends \$172,345 for CCTS's operating expenses providing day program trips for Lifescape and DakotAbilities clients and Sioux Falls School District students. A minimum of 50% local nonfederal match is required for the operating funds.

How this project advances the Coordination of Human Service Transportation's and Coordination of Paratransit Transportation's goals:

Strategies:

- ✓ Continue and expand a coordinated non-profit transportation system to help provide a safe, efficient, professional and specialized transportation option for human service agencies for non-ambulatory and ambulatory trips.
- ✓ Assist human service providers to provide the safest and most cost-effective transportation option possible based on the needs of the agency.
- ✓ Continue to identify opportunities to move agency day trips to CCTS.

Contingency:

- ✓ Vehicles purchased with these funds must be utilized to provide transportation services for seniors and persons with disabilities in the Sioux Falls urbanized area.
- ✓ Efforts to foster a more efficient non-profit community transportation system are a top priority in the Sioux Falls MPO's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As a major non-profit transportation provider in the Sioux Falls community, the agency's active participation in the coordinated efforts complementing the strategies identified and advancing the goals stated in the Coordinated Plan is strongly encouraged. Future funding may be contingent upon the agency's ongoing participation.

2. The MPO recommends funding the LifeScape request at \$76,097 in Section 5310 funds for the 12+2 Rear Load Minibus. A minimum of 20% local nonfederal match is required for this capital funds award. The vehicle purchased with these funds must be utilized to provide transportation services for persons with disabilities in the Sioux Falls urbanized area.

How this project advances the Coordination of Human Service Transportation's goal:

Strategies:

- ✓ Continue and expand a coordinated non-profit transportation system to help provide a safe, efficient, professional and specialized transportation option for human service agencies for non-ambulatory and ambulatory trips.
- ✓ Assist human service providers to provide the safest and most cost-effective transportation option possible based on the needs of the agency.
- ✓ Assist human service providers to secure funding when the agency is required to utilize their own transportation services.
- ✓ Coordinate with human service agencies with options to integrate their clients into the community with the most appropriate transportation option possible.

Contingencies:

- ✓ A vehicle purchased with these funds must be utilized to provide transportation services for seniors and persons with disabilities in the Sioux Falls urbanized area.
- ✓ Efforts to foster a more efficient non-profit community transportation system are a top priority in the Sioux Falls MPO's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As a major non-profit in the Sioux Falls community that provides transportation to its clients, the agency's active participation in the coordinated efforts complementing the strategies identified and advancing the goals stated in the Coordinated Plan is strongly encouraged. Future funding may be contingent upon the agency's ongoing participation.

3. The MPO recommends funding the Helpline Center's request at \$7,500 in Section 5310 funds for staffing costs associated with screening individuals for Ride United assistance. A minimum of 50% local nonfederal match is required for these operating funds. In addition, the MPO recommends \$7,500 to provide rides from Lyft or other service providers. A minimum of 20% local nonfederal match is required for the funds awarded for the contracted ride services. These funds must be utilized to provide transportation services for seniors or persons with disabilities in the Sioux Falls urbanized area.

How this project advances the Coordination of Human Service Transportation's and Coordination of Paratransit Transportation's goals:

Strategies:

- ✓ The City of Sioux Falls and private transportation providers should explore voucher service options when additional services are required beyond the Sioux Area Metro service area.
- ✓ The TCC and private providers should explore grant and community giving options for voucher services in a partnership with private transportation providers.

- ✓ Assist human service providers to provide the safest and most cost-effective transportation option possible based on the needs of the agency.
- ✓ Continue and expand a coordinated non-profit transportation system to help provide a safe, efficient, professional and specialized transportation option for human service agencies for non-ambulator and ambulatory trips.

Contingency:

- ✓ The services and vouchers provided with these funds must be utilized to provide transportation services for seniors and persons with disabilities in the Sioux Falls urbanized area.
- ✓ Efforts to foster a more efficient non-profit community transportation system are a top priority in the Sioux Falls MPO's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). As a non-profit transportation provider in the Sioux Falls community, the agency's active participation in the coordinated efforts complementing the strategies identified and advancing the goals stated in the Coordinated Plan is strongly encouraged. Future funding may be contingent upon the agency's ongoing participation.

2022-2023 Activities to Implement Coordinated Plan Strategies

Updating the Sioux Falls MPO Area Coordinated Public Transit-Human Services Transportation Plan

The Sioux Falls MPO Area Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is a five-year plan that was last updated in 2018. During mid-to-late 2023, the Sioux Falls MPO Staff undertook significant efforts to update the Coordinated Plan. While updating the Coordinated Plan, two stakeholder meetings were held to gather feedback on the needs and gaps for transit-related services for individuals with disabilities and seniors. The update for the Coordinated Plan was approved by the Urbanized Development Commission of the Sioux Falls MPO on November 9, 2023.

Long-Range Transportation Plan Market Research Study – Underserved Populations Survey

As an initial step in the development of the Sioux Falls MPO's 2050 Long-Range Transportation Plan (LRTP) and the update for the Sioux Falls MPO's 2023 Coordinated Plan, ETC Institute was retained to prepare a LRTP Market Research Study. As part of the study, ETC conducted a survey of traditionally underserved populations during the summer of 2023. The survey was designed to ensure the needs of low-income individuals were adequately represented in the survey. The major findings of the underserved population survey results were as follows:

- Most survey respondents are able to utilize transportation services either some of the time or never (53%).
- Most survey respondents have used public transit within the City of Sioux Falls (69.5%).
- Most survey respondents travel at least once per week for grocery stores (85.2%), general shopping (67.0%), employment (61.6%), and recreation (46.3%).
- Most survey respondents list the overall transportation system as poor (39%) or average (33%).
- People are more likely to use public transit if they could get real-time information about the location of buses (73%) and if buses were scheduled more frequently (71%).
- Most respondents use their own personal vehicle to travel around the area (70%).
- Most of the general comments requested additional services and expanded hours of service.

Sioux Falls Transit Development Plan was Approved

The City of Sioux Falls approved their Transit Development Plan to envision the future of the transit system. Ridership was dropping and the transit service was stagnant. The plan was in development throughout 2022 and was approved in February 2023. The plan includes significant changes to the transit system in order to improve ridership. The Transit Development Plan focuses on a “hybrid” approach to public transportation. The plan recommends decreasing the number of fixed routes in favor of expanding the SAM On Demand system that will be able to service more areas throughout Sioux Falls. In addition to changes in fixed-route services, the Transit Development Plan emphasized the need for real-time bus tracking systems and expanding ways for people to purchase tickets. The hybrid model will allow the transit system to provide reliable services to existing customers and to provide the flexibility to reach new customers in an efficient manner.

**2024 APPLICATION FOR
FEDERAL TRANSIT ADMINISTRATION
SECTION 5310 GRANT ASSISTANCE
Mobility of Seniors and Individuals with Disabilities**



**Sioux Falls MPO
500 N. Western Avenue, Suite 100
Sioux Falls, SD 57104**

**Sean Hegyi
sean@secog.org
605.681.8176**

The Sioux Falls Metropolitan Planning Organization (MPO) provides services without regard to race, color, gender, religion, national origin, age, or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

2024 APPLICATION FOR SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

General Information

1. Organization/Agency Name: **Community Coordinated Transportation System**
2. Project Name: **Sioux Falls: People with Disabilities Coordinated Project**
3. Contact person for this project:

Name: **Ron Baumgart**

Title: **Executive Director, Community Coordinated Transportation System**

Address: **1600 East Dakota Avenue**

City: **Pierre** State: **South Dakota** Zip Code: **57501**

Phone : **605.945.2360** E-mail : **rbaumgart@rcptransit.com**

4. Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator?
(Please indicate which)

Community Coordinated Transportation System (CCTS) is a non-profit 501(c)3 transit agency.

5. Describe the organization's primary mission.

Community Coordinated Transportation System (CCTS) is committed to providing safe, reliable and courteous public transportation to the Sioux Falls community by promoting quality of life, livability, self-sufficiency and freedom through mobility. CCTS provides human service transportation services for agencies within Sioux Falls, SD. CCTS has the ability and desire to continue developing a system for meeting service demand needs in Sioux Falls. Agency trips have been provided through CCTS for the past eight years to DakotAbilities and LifeScape, the past six years to Pathways-To-Life and four years for Southeastern Behavioral Health (SEBH) and Community Campus passengers. The success of this project will continue to be a primary mission of CCTS in Sioux Falls into the future. CCTS has always been a Medicaid transportation provider and during COVID, CCTS ramped up services to meet this demand, this will continue to be a part of our services in the Sioux Falls area.

6. Provide an overview of the organization's service area and the type of services it offers.

Community Coordinated Transportation System (CCTS) is a quality, dependable and efficient transportation program for the Sioux Falls area. CCTS focused its transportation services on agency rides for DakotAbilities, LifeScape and the Sioux Falls School District over the past 8 years. Recent demands have led to the expansion of services for other trip purposes within the community which include medical trips.

CCTS performs nine para-transit routes in the Sioux Falls Metro area daily, Monday through Friday. There are currently eight full-time drivers with a site lead supervisor that can drive as back-up from the Sioux Falls office. CCTS currently operates 12 buses that are capable of transporting at least 5 individuals in wheelchairs at one time.

Current routes operate from 6:30 a.m. to 5:00 p.m. with some evening services. CCTS performs these routes based on the agency's needs, passengers, training, and work schedule. Three routes operate for LifeScape; most passengers board from various locations throughout Sioux Falls and are dropped off at one of the two agency's locations. Two additional routes transport individuals from their homes to Pathways-To-Life and Community Campus, schools for youth with disabilities. Four additional routes provide transportation to DakotAbilities clients, which are picked up from group homes and dropped off at DakotAbilities Longfellow Center in Sioux Falls. CCTS also provides rides for some SEBH passengers to their center and also employment careers.

Nearly all designated transit routes are close to passenger capacity. The average ride duration for passengers going to LifeScape or DakotAbilities from pick up to drop off is approximately 30 minutes. CCTS provides medical transportation for Medicaid eligible individuals in the Sioux Falls Metro area based on the availability of a bus and driver.

CCTS's ability to continue the Sioux Falls project has saved the City of Sioux Falls a considerable amount of money. The plan is to continue growing the project and creating more efficiency for the city by taking on more agency rides. More buses, drivers, and bus storage facilities will be needed to continue this projected growth.

7. Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.

Community Coordinated Transportation System (CCTS) provides rides for people with disabilities throughout its entire service area and realm of service delivery. All drivers go through a certified training program for helping people with disabilities, so passengers have the best experience possible while traveling on public transit. This training program is called Passenger Assistance Safety and Sensitivity (PASS)

sponsored by Community Transportation Association of America (CTAA). In addition, staff are trained in First Aid, CPR, AED, defensive driving techniques and are required to have behind the wheel supervision for a period of time before they are allowed to drive alone. All Sioux Falls drivers have Commercial Driver's Licenses with Passenger Endorsements. Passengers are in good hands with Community Coordinated Transportation System!

Most of the staff and over half the drivers have many years of experience in transportation across the state and country. Mr. Ron Baumgart, Executive Director, has been involved with transit services for more than 22 years and has grown different agencies from a budget of a few hundred thousand dollars to annual budgets of over \$8 million dollars. Mr. Baumgart has been recognized locally, in the state, and nationally for outstanding service and management. Some of the awards include Business of the Year by the Pierre Chamber; Service to Veterans by the SD State Veterans Administration; Small Transit Manager of the Year by Community Transit Association of America (CTAA), a national transit association; and Transit Agency of the Year by the Federal Transit Administration (FTA). In 2019, Ron Baumgart was inducted into the South Dakota Department of Transportation's Hall of Honor.

After eight years of services to these passengers, CCTS drivers are very familiar with the passengers and their transportation needs, as well as personal needs and safety while in the transit vehicles. CCTS's management personnel work very closely with the staff at all the agencies served to provide the best possible customer services to their clients.

Shellie Baumgart oversees personnel and accounting and has over 30 years' experience in financial management. In addition, many of the dispatchers have been employed for over 5 years and some have been recognized by the Dakota Transit Association (DTA) for outstanding service and contributions to transit.

CCTS also works with a consultant (Gary Hegland), who gained valuable knowledge in the transit industry teaching, Principles of Transit Management to transit agencies all over the western half of the United States. Mr. Hegland understands all aspects of transit and spends time writing grants, policy manuals and has supervised the training program of CCTS. Gary has presented on many transit related subjects at Dakota Transit Association (DTA), Texas Transit Association (TTA), Utah's Urban Rural Specialized Transit Association (URSTA) state conferences and Community Transportation Association of America (CTAA) the transit industry's national Association's conferences.

8. Does the organization have experience in administering federal grants?

Community Coordinated Transportation System (CCTS) has been receiving FTA 5310 grants over the past eight years. In all cases, the grants have been successfully implemented and all grant requirements were met. In addition, staff has managed funding through the FTA section 5310, 5311, 5339 funds, including an ARRA grant of approximately \$3.5 million for an addition of bus garages, in both Pierre and

Highmore, and remodeling of offices at the River Cities Public Transit Pierre facility. Staff also assist tribal agencies receiving 5311(c) funds, particularly the Cheyenne River Sioux Tribe (CRST). CCTS has always fully complied with all grant requirements and currently does not have any issues with past grants.

TRANSPORTATION SERVICES

9. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

The City of Sioux Falls and Sioux Area Metro (SAM) are struggling under the cost burden of providing paratransit service for agency day trips. DakotAbilities, LifeScape, Southeastern Behavioral Health and the Sioux Falls School District have contracted with CCTS to provide targeted group rides for people with cognitive disabilities that provide a more cost-efficient transportation service. This coordinated project is trying to provide a solution to this financial problem by combining funding streams from three different sources. As an example, for the operating year 2023 the City of Sioux Falls entered a funding agreement with DakotAbilities and LifeScape for \$16.91 per ride, the client pays \$2.50, the agencies pay \$0.00 per ride, and the funding from 5310 pays \$1.94 for the total of \$21.35 per ride. This section 5310 grant will be essential in keeping this project successful and operating into the future.

Since this is a coordinated effort contracting directly with the agencies, CCTS will not have to deal with the same restrictions and guidelines that Sioux Area Metro (SAM) must follow through a paratransit service. These 5310 funds will be used to decrease the cost of the rides for qualifying clients from the developmental disability facilities and school district students that qualify for transportation services. Another benefit from the service is these rides will reduce the demand for SAM's paratransit services. CCTS's contracts through DakotAbilities, LifeScape and the Sioux Falls School District account for a total of 58,025 rides in 2023.

10. Describe the organization's service area and transportation services currently being provided by your organization. This should include:
- Days and hours of service provided: **Monday-Friday 6:30 a.m. to 5:00 p.m.**
 - Service area: **Sioux Falls area and coordination across South Dakota**
 - Ridership eligibility: **Student passengers with disabilities, or those attending an agency day site**
 - Number of people served: **Up to 500 passenger per day**
 - Number of one-way trips provided: **In 2023 CCTS performed 58,025 one-way trips**
 - Current fare structure: **\$21.35 per ride (\$2.50 paid by passenger)**
 - Number of vehicles your organization currently has in service: **12**

11. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

The numbers below are total numbers from the CCTS computer information system and doesn't count passengers per vehicle. If the total rides are divided by the number of vehicles, on average each vehicle performed 5,275 rides for the 2023 calendar year. An average estimate is 30 individual rides per vehicle per day. Again, COVID continues to affect ridership. With every minor outbreak at one of the agencies there is a two-week closure, during this time nobody rides the transit buses. The numbers are bouncing back after being seriously affected by lockdowns and sickness.

Trip Purpose	Number	Passenger Type	Number
Medical	2,994	Seniors	2,273
Employment	37,899	Persons With Disabilities	46,845
Nutrition		Other (List below)	
Social/Recreation	2,626	General Public	8,074
Education	14,490	Youth	833
Shopping/Personal	2		
Business			
Other (List below)	14		
Total	58,025	Total	58,025
Average Number of Non-Ambulatory Persons Served Per day:			82.5

12. Explain your vehicle maintenance program, driver training and driver hiring requirements.

CCTS is the parent company of River Cities Public Transit (RCPT) located in Pierre, SD. RCPT has a fully equipped 4 bay shop with 2 full-time qualified mechanics at its Pierre location. The mechanics work on all aspects of the vehicles including engine overhauls and transmissions replacements. Mechanics conduct all work on the body equipment such as air conditioners, cameras, heaters, and most electrical issues. In addition, they perform most preventive maintenance on all vehicles. Mechanics have been performing the maintenance on some vehicles from CCTS located in Sioux Falls.



Figure 2: 700 East 52 Street North. Sioux Falls

Recently most repairs and maintenance for CCTS have been done in Sioux Falls. Six years ago, CCTS entered into a multi-year lease agreement for a bus barn and office space in Sioux Falls. Now vehicles are stored inside, and more in-house maintenance is performed on buses in the Sioux Falls establishment.

Community Coordinated Transportation System (CCTS) has a very extensive training program that includes CTAA's PASS training (a nationally certified training curriculum), training drivers on how to work with people with disabilities, behind the wheel training regarding defensive driving, tablet training for rider manifest and reporting performances within the computerized scheduling and dispatch program. After a review of the policy and standard operating procedures manuals new employees must sign off that they have read and understand the manuals.

Driver hiring requirements follow federal guidelines including pre-employment drug testing, background checks, and a driver's license background check. All employees are interviewed, reference checked, and background checks are completed prior to being offered a job. The application is 4-pages of questions inquiring about the potential employee's work history. After they are hired, drivers are required to participate in a random drug and alcohol testing program.

COORDINATED PUBLIC TRANSPORTATION PLAN STRATEGIES

13. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

The City of Sioux Falls and Sioux Area Metro (SAM) are struggling under the cost burden of providing paratransit service for agency day trips. The City of Sioux Falls' goal is to find more efficient and cost-effective methods to provide the day program commute trips for the clients of DakotAbilities, LifeScape, Community Campus and Pathways-To-Life. The overall day program potential pool of needed rides amounts to approximately 75,000 one-way rides annually.

Community Coordinated Transportation Systems is a state-wide non-profit that has been operating in Sioux Falls for several years. The mission of CCTS was to explore whether a non-profit can indeed provide less costly service rides than SAM paratransit. The goal of CCTS is to continue to provide these rides at minimal costs through a coordinated effort of several revenue sources. Based on the past expenses, CCTS projects the FY2025 cost per ride at \$24.00, considerably less than the SAM cost per ride.

In Sioux Falls, this project is designed to provide day trips for clients of the three developmental disabilities facilities, DakotAbilities, LifeScape, and the Sioux Falls School District (special needs school age youth). The City Planning Office has indicated that the City of Sioux Falls needs to find more cost-effective methods to continue providing commute trips for day program clients of DakotAbilities,

LifeScape and the Sioux Falls School District. Initially, FY2023 was estimated that CCTS would provide 65,744 rides. Records indicate CCTS performing 58,025 rides, you can see that COVID and weather are still affecting full ridership numbers. Comparing SAM's rate of \$65.00 per ride versus CCTS's cost of \$21.35 per ride times 58,025 rides shows a considerable saving to the City of Sioux Falls budget.

14. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community?

There are over 75,000 paratransit rides needed in the Sioux Falls metro area annually. The CCTS project has not grown to that size yet, however CCTS has the capability to grow to that size. Information has been shown that CCTS can provide trips at lower rates than Sioux Area Metro (SAM). It will take time for CCTS to accumulate the necessary vehicles, hire sufficiently trained staff and secure funding sources for the services, however CCTS looks forward to the future in Sioux Falls and South Dakota. SAM projected the 2023 cost of Paratransit rides to be \$65.00, while CCTS was able to perform rides for \$21.35.

If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

CCTS has now completed eight full years of regular service to determine costs and is prepared to continue improving the coordinated service. This next year approximately 85,000 rides are projected to be performed. This is beyond the level the city hopes to get to, so an effort will need to be made to evaluate the project capacity. The hope is that this will be another successful year and more services will be added next year, and the three agencies will become less dependent on SAM paratransit. People are not going to be denied rides, but the goal is that their transit provider will change and become a more efficient and effective service for their daily needs. It's crucial that these funds from the FTA 5310 grant continue to support this project.

15. Describe how the project will support the strategies identified in the current [Coordinated Public Transit-Human Services Transportation Plan](#).

This project very specifically addresses several of the priority goals and strategies identified in the current Coordinated Public Transit-Human Services Transportation Plan. Overall, the goal is to provide better coordinated human services in Sioux Falls, which includes finding a more cost effective and efficient provision of services for day program trips for the clients of DakotAbilities, LifeScape and the Sioux Falls School District.

Coordination of Human Service Transportation Overall Goal:

- ✓ Find transportation strategies to balance the needs of seniors and people with disabilities that includes safe and improved independence through a sustainable transportation system.
- ✓ Work with the State of South Dakota Human Services Department and local human service agencies to develop other transportation options for seniors and people with disabilities.
- ✓ Assist human service providers to provide the safest and most cost-effective transportation option possible based on the needs of the agency.
- ✓ Assist human service providers to secure funding when the agency is required to utilize their own transportation services.

Coordination of Paratransit Transportation:

- ✓ Continue to assist and identify opportunities to move agency day trips to CCTS.

16. How will the project fill current gaps in transportation services?

Presently, there is no gap, however Sioux Area Metro will not be able to continue to provide effective fixed-route services in the long-term because of the high costs of paratransit services. The City of Sioux Falls, Transportation Coordinator, is trying to find a solution through this coordination effort while still providing agency clients with transportation services at a reasonable rate. There were several meetings between Community Coordinated Transportation Systems, DakotAbilities, LifeScape and representatives from the City of Sioux Falls developing this coordinated plan. Community Coordinated Transportation Systems has the experience, skills and knowledge required to develop a service to fill any gap and help reduce costs for paratransit passengers. For example, CCTS is currently scheduling and providing trips for LifeScape, DakotaAbilities and the School District. Residents also anticipate that as Sioux Falls continues to grow that additional demand for service will increase and will necessitate additional ride services for these agencies.

17. Using sources other than the Coordinated Plan, document the need for this project.

Sioux Area Metro (SAM) has been servicing a large number of these clients, the demand is growing beyond what SAM can afford at their current rates. From recent computer records SAM knows the number of clients and the total annual rides per year that are needed to meet the demand. The city desires to continue to work with the agencies in accomplishing passenger trips, however we must provide different methods - ones that cost much less for passengers. The City of Sioux Falls has determined that a more cost-effective way of transporting individuals with disabilities needed to be found. Coordinating with a rural non-profit has been very successful for all parties involved. Using CCTS with multiple funding streams is working well, CCTS hopes to keep working with the city and the disability organizations into the future.

18. Describe how this project will be coordinated with other organizations in the community.

The City of Sioux Falls needs to become more financially stable with paratransit transportation obligations. The City of Sioux Falls Transportation planner has proposed to continue the process of providing day program commute trips for clients of DakotAbilities, LifeScape, SEBH and the Sioux Falls School District (Pathways and Community Campus) due to financial and efficiency reasons. CCTS will coordinate with these agencies to provide people with disabilities with the opportunities to live life the way they deserve, without the boundaries of disability, through reliable transportation. CCTS will provide these trips at a lower cost through a coordinated effort to pay for these trips by multiple funding sources. The city will remain a primary supporter, but at the same time start moving away from providing these trips directly.

PROJECT BUDGET AND FINANCIAL INFORMATION

Federal funds may be used as a match source with the exception of Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses projects, a 50% local match is required.

Capital Costs *	Amount	Operating Costs *	Amount
Federal Amount (Up to 80%)	\$132,000	Federal Amount (50%)	\$851,040
Local Match	\$ 33,000	Local Match	\$851,040
Total Capital Costs	\$165,000	Total Operating Costs	\$1,702,080

* Capital and Operating costs associated with contracted services are considered eligible Capital Costs

19. List local match amount and source(s). Source cannot be SD Department of Transportation.

Entity	# of Rides	Cost/Ride	Total Cost
City of Sioux Falls	70,920	\$18.75	\$1,329,750
FTA 5310	70,920	\$2.75	\$195,030
Fare	70,920	\$2.50	\$177,300
Agencies	70,920	\$0.00	\$0.00

The chart above shows the break down on who is paying what portion of the cost of rides. The chart exemplifies a genuine coordination effort between the City of Sioux Falls, the clients, and funds from FTA section 5310. The FTA 5310 contribution obviously is not the local match, again this is a just an illustration of the relationship between the federal dollars and local support.

20. How does your organization raise local funds?

The local funds come through the coordination effort with this project. Specifically with this project there are a number of local agencies including DakotAbilities, LifeScape, SEBH, and the Sioux Falls School District, the people served, and the City of Sioux Falls working together for a common goal of providing affordable transportation.

Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

This is a fine example of leveraging local funds through the coordination effort in this project. For this project there are a number of local agencies DakotAbilities, LifeScape, SEBH, and the School District, the clients that are riding the buses and the City of Sioux Falls. This is a great example of agencies, clients, and the City of Sioux Falls working together to leverage all resources to the largest extent.

21. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

CCTS's project has supporting documentation and ridership history since the services began developing 10 years ago. Given continued support from the city, the agencies, clients, and SECOG through the FTA Section 5310 grant program, Community Coordinated Transportation Systems is committed to continued support of this project for many years into the future.

For Capital Project Requests Only:

Item	Quantity	Unit Cost	Subtotal
18 + 7 medium duty cutaway front-load bus with flip seat accommodations	1	\$165,000	\$165,000
Total Capital Cost:			\$165,000
Annual Operating Revenue derived from this project:			\$70,000

22. Is the requested vehicle(s) intended to:

- Replace existing vehicle? **No**
If yes, list existing vehicle model year, vehicle type, and mileage.
- Expanding Existing Service? **Yes**
CCTS needs to increase their spare ratio to better comply with FTA asset management requirements and recommendations.
- Start New Service? **New routes within the current project.**

Recent studies project that DakotAbilities, LifeScape and the Sioux Falls School District will need 70,920 rides for 2024 through this program. It's important that this project secures a new vehicle every year to be able to continue to grow at the rate of 7,000 more rides each year. If CCTS were to be allocated any funds, the amount granted would go towards a bus capable of transporting multiple passengers/wheelchairs, thus expanding the existing transport capability to serve DakotAbilities, LifeScape, SEBH, and the local School District. CCTS is planning to install cameras in the buses already in use, so any funds for the cameras would be greatly appreciated. Cameras cost around \$2000.00 per vehicle. CCTS has 7 vehicles where cameras are needed.

For Contracted Service Project Requests Only:

Service	Quantity	Unit Cost	Subtotal
Total Contracted Service Cost:			
Annual Operating Revenue derived from this service:			

23. Is the service intended to:

- Start New Service? **No**
- Expanding Existing Service? **Yes**
- If to expand the existing service, please detail the services provided to date.

Currently services are provided to people with disabilities through a number of agencies – DakotAbilities, LifeScape SEBH, and the Sioux Falls School District programs. Trips are provided for Employment, Education, Medical, Shopping, and Social/Recreational purposes. Numerous individuals use wheelchairs for mobility, and Medicaid transportation in the Sioux Falls area has increased dramatically.

- Days and hours of service provided: **Monday-Friday 6:30 a.m. to 5:00 p.m.**
- Service area: **Sioux Falls area and coordination across South Dakota**
- Ridership eligibility: **Student passengers with disabilities, or those attending an agency day site**
- Number of people served: **Up to 500 passenger per day**
- Number of one-way trips provided: **70,920 in 2024**
- Current fare structure: **The cost per ride in 2024 will be \$24.00 (\$2.50 paid by passenger).**
- Number of vehicles your organization currently has in service: **12**

For Operating Project Requests Only:

Annual Budget Operating Expenses

(List all line items you are requesting funds for such as salaries, fuel, and oil, etc.)

Line Item	Federal Funds	Match Funds	Total
Fuel	\$45,000	\$45,000	\$90,000
Maintenance/Repairs (Supplies & Vehicle)	\$29,000	\$29,000	\$58,000
Bus Lease/Insurance	\$70,000	\$70,000	\$140,000
Dispatch/Management/Consulting	\$35,000	\$35,000	\$70,000
Wages & Fringe	\$250,500	\$250,500	\$501,000
Annual Operating Expense Total:	\$429,500	\$429,500	\$859,000
Annual Operating Revenues derived from this project:			\$1,702,080.00

Operating Federal Funds Requested: \$195,000.00

Capital Federal Funds Request of \$132,000.00

Any funds that are shown that differ from annual operating revenues and annual operating expenses have been reinvested into CCTS. Funds are used as match on new vehicles to continue expanding the project, a staff vehicle was fully funded, office equipment to include dispatch computer, radios, mapping monitors and furniture, shop equipment to include pressure washer, air compressor, and other tools have all been purchased from funds to make CCTS more efficient.

You may attach additional pages and add any additional material which may be helpful in assessing your application. This could include a more detailed project and organization description, needs assessment, ability to service target populations, project effectiveness, program sustainability, fiscal and managerial capability, etc. However, you must still answer the questions in this application. Do not use "See Attached" as an answer to any question in the application.

2024-01

AUTHORIZING RESOLUTION FOR NON-PROFIT ORGANIZATIONS

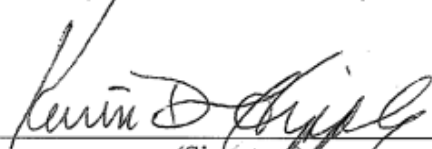
A resolution of Community Coordinated Transportation System recommending approval of an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to Seniors and Individuals with Disabilities in the Sioux Falls Area.

WHEREAS, Community Coordinated Transportation System is submitting an application to the Sioux Falls Metropolitan Planning Organization for Operating and Capital assistance for the Sioux Falls Coordination Project providing transportation for individuals with disabilities.

WHEREAS, the contract for financial assistance for Operating and Capital projects require that Community Coordination Transportation System obligate local funding equal to Twenty Percent 20% for Capital and 50% for Operating of the total project cost, being \$884,025 of \$1,867,050.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Community Coordinated Transportation System that Kevin Hipple acting as the President of the Board of Directors is authorized to commit organization resources, to execute and file an application for and to contract on behalf of Community Coordinated Transportation System with the Sioux Falls Metropolitan Planning Organization to aid in the financing of the Sioux Falls Coordination Project.

Kevin Hipple, President CCTS Board of Directors
(Printed Name and Title)


(Signature)

2/7/2024
(Date)

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant's by-laws or internal rules to sign below.


Applicant Signature

2/7/2024
Date

Executive Director
Title

Community Coordinated Transportation Systems
Organization

**2024 APPLICATION FOR
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT ASSISTANCE
Mobility of Seniors and Individuals with Disabilities**



**Sioux Falls MPO
500 N. Western Avenue, Suite 100
Sioux Falls, SD 57104**

**Sean Hegyi
sean@secog.org
605.681.8176**

The Sioux Falls Metropolitan Planning Organization (MPO) provides services without regard to race, color, gender, religion, national origin, age, or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

**2024 APPLICATION FOR SECTION 5310
MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES**

General Information

1. Organization/Agency Name: Helpline Center
2. Project Name: 211 Transportation
3. Contact person for this project:

Name: Janet Kittams

Title: CEO

Address: 3817 S Elmwood Avenue

City: Sioux Falls State: SD Zip Code: 57105

Phone: 605-274-1408 E-mail: janet@helplinecenter.org

4. Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator? (Please indicate which) - Private Non-Profit
5. Describe the organization's primary mission.

Making lives better by giving supporting, offering hope and creating connections all day, every day.

6. Provide an overview of the organization's service area and type of services it offers.

The Helpline Center plays a crucial role in bridging the gap between individuals and the numerous nonprofit and government services available in the community. Utilizing the three-digit phone number 211, the Helpline Center serves as South Dakota's gateway to nonprofit and government services. With a resource database encompassing over 5,500 programs, individuals can access assistance through phone, text, and email. In 2023, the Helpline Center responded to over 64,000 calls, text, and emails, demonstrating its significant impact, with 5% of identified needs pertaining to transportation assistance.

7. Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.

Since 1974, the Helpline Center has been serving the Sioux Falls community. The agency has grown from a mainly volunteer staff to a staff of over 60 staff. The current budget of the Helpline Center is \$5,671,468. This budget is comprised of state funds, federal funds, foundations, and local corporate and individual support. To accommodate recent and future agency growth, the agency moved to our own 15,000 square foot building in January 2022.

The Helpline Center has three core service areas – 211 Helpline, Suicide Crisis and Support, and Volunteer Connections. Within the 211 Helpline, we have multiple family support programs that provide additional follow up and support to individuals. Two of these programs work specifically with the target population – the Outreach Support Program and the Caregiver Program. The Outreach Support Program connects and supports seniors through support phone calls and educating/connecting them to the services they need. Through this program, we have heard first hand many times where current transit options do not always meet their need to accomplish daily errands. The second program is the Caregiver Program support caregivers who are caring for a loved one.

In 2022, we expanded a small pilot project addressing transportation utilizing the Lyft platform as a way to meet this barrier. Through this pilot, we identified the emergency transportation gap that Lyft rides can fill as individuals work towards longer term solutions. We developed a technology platform to track rider demographic along with ride usage needs. Due to lack of funding, we paused it in 2023; however, we were awarded 2023 Section 5310 funds and started the rides back up in October 2023.

8. Does the organization have experience in administering federal grants?

Yes, the Helpline Center has been the administrator for federal grants from SAMHSA for mental health program. For multiple years, the Helpline Center was the local RSVP site, which is the retired senior volunteer program funded by a federal grant with a local match required.

TRANSPORTATION SERVICES

9. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

The Helpline Center has been utilizing the Lyft Concierge program in a limited capacity to provide rides to individuals for the past four years. In 2020, the Helpline Center partnered with the South Dakota Department of Health to provide over 100 Lyft rides to individuals for COVID vaccine appointments. In addition, through another SDDOH grant, we provide rides for medical appointments for breast and cervical cancer screenings.

In 2021, the Helpline Center was awarded a national grant from United Way Worldwide and Lyft to provide rides for not only medical rides, but also rides meeting an individual's social needs. The program is called Ride United. This grant proposal is to provide more funds to be allocated for senior and disability rides. Ride United is a new approach to address the longstanding transportation issue within the Sioux Falls community. Current transportation options do not always meet individual needs; however, by implementing an innovative approach utilizing the ride sharing service Lyft, the opportunity exists to develop and implement a viable solution. In 2022, we piloted the program and confirmed the need for the services by documenting ride demographics, usage, need for ride, and barriers. In 2023, the rides were suspended until funding was able to be reinstated with being awarded the section 5310 funding in October. We have also secured additional funding for specific populations including WIC participants and adults needing to get to a vaccination appointment.

Barriers encountered with the current available programs is the individual's need for door to door service, the individual doesn't call with enough advance time to coordinate a ride, volunteer driver programs are struggling to find volunteers, or the individual does not meet eligibility guidelines such as income. Through the 211 transportation program, we were able to help address some of those barriers for the senior population. In our pilot, we did not discern if there was a disability; however, with this funding, we would expand confirmation of a disability.

An individual calls 211 to schedule a needed ride. The Helpline Center Specialist determines the individual's eligibility, and if confirmed, the specialist schedules the ride. Rides are scheduled up to 7 days in advance. A Lyft driver is dispatched to provide the ride. The ride fee is automatically billed back to the Helpline Center. When the rider is ready to be picked up, they call 211 to request a return ride, which our staff automatically dispatches. A large percentage of rides are for medical. Riders were missing rides when a return ride was prescheduled with unknown time length of many different appointments, so the on demand return ride process has worked well for riders.

10. Describe the organization's service area and transportation services currently being provided by your organization. This should include:

- Days and hours of service provided
 - We prefer to schedule rides between 8am to 5pm, but have made exceptions outside of those hours to accommodate rider needs.
- Service area
 - Our current program is statewide where Lyft is available, but this funding would be specific to Sioux Falls metro area. We have documentation of where the rider needs to be picked up.
- Ridership eligibility

- Over 65 or with a disability
- May be eligible for 6 rides; however, our staff have discretion if the need is warranted that no other service is available. From the start, our staff works with the rider to determine long term solutions. Sometimes the options are limited based on the rider needs.
- Ride must be for a social service related need (health, employment, food, education, legal, housing, economic stability, medical etc).
- If the rider misses rides or misuses the service, our staff may ban them from the program.
- Number of people served – starting in October 1, 2023 – January 31, 2024 when we received 2023 Section 5310 funding
 - 85 unique individuals in the Sioux Falls have registered with 43, who received at least 1 ride
- Rides -these are only rides eligible for Section 5310
 - Number of total rides scheduled: 120
 - Number of pending rides as of January 31, 2024: 55
 - Number of completed rides: 54
- Top Ride Barriers on why they need Lyft:
 - Does not have access to a vehicle
- Top Ride Request Need:
 - Health Appointment
- Current fare structure
 - Fare structure varies based on current Lyft demand, time of ride, and distance of ride
 - Average ride in 2022 in the metro Sioux Falls area: \$14.35
- Number of vehicles your organization currently has in service
 - 0

Client Documentation: We developed a case management/ride tracking software through an Airtable interface that allows our staff to complete an intake and track the number of rides by individual. We then schedule a ride in our agency's Lyft platform. We expanded this transportation client tool when we launched the Ride United program. Below is screenshot of our internal built transportation client platform to track Lyft rides.

Platform

Airtable Base

Call Taking Page

Rider Profiles

Contact Log Review

Pending Social Need Rides

Pending WIC Rides

INSTRUCTIONS

- Use the "Check Registration" tab below to see if the caller has used this service before. Click on the magnifying glass in the top-right corner to search for their name.
- If the caller has not used this service before, register them on the "Register New Client" tab.
- After registering the caller (or if they've already used this service before), forward their information to the Transportation Specialist by using the "Request Callback" tab.

Manually refresh this page after submitting a form to view the most current table information.

Check Registration

Register New Client

Document Social Need Ride

Document WIC Ride

Hide Fields

Filter

Group

Sort

	Client Key	Status	Pending Callback?	Service Eligibility	Phone
1		Active	No	Documented Disability	
2		Active	No	WIC	
3		Active	No	Senior	
4		Active	No	Documented Disability	
5		Active	No	Documented Disability	
6		Active	No	Documented Disability	
7		Active	No	Unrestricted	
8		Active	No	Documented Disability	
9		Active	No	Dow Rummet Resident	
10		Active	No	Dow Rummet Resident	

11. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

*This would be if we kept eligibility to 6 rides. Depending on funding, we can adjust the number of rides per rider.

Trip Purpose	Number	Passenger Type	Number
Medical	400	Seniors	150
Employment	50	Persons With Disabilities	
Nutrition	50	Other (List below)	--
Social/Recreation			
Education			
Shopping/Personal	50		
Business			
Other (List below)	--		
Housing			
Fall Prevention Needs	50		
Total	600	Total	
Average Number of Non-Ambulatory Persons Served Per day:			2

12. Explain your vehicle maintenance program, driver training and driver hiring requirements.
The Helpline Center does not have any requirement as all drivers are hired through Lyft.

COORDINATED PUBLIC TRANSPORTATION PLAN STRATEGIES

13. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

Transportation is long-standing barrier in Sioux Falls. Each time there is a community conversation on social issues, the transportation issues rises as one of the top barriers in seeking a solution. Each year, the Helpline Center releases our 211 data showing the past years' data. Consistently, transportation has been one of our top three unmet needs. In addition, the Helpline Center realizes through community conversations that many individuals in need of transportation have barriers that inhibit them using current options.

The Helpline Center 211 Transportation Program is an efficient way to complement the current transportation programs in our community. There is a need for a flexible ride scheduling like Lyft to fill in the gap when other programs do not work due to either

individual's scheduling need and/or other program eligibility such as income limits or technology barriers. The current results in the first 4 months of 2023 Section 5310 funding shows that the Helpline Center program helps fill in the gap where long standing transportation programs are not able to fill.

14. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community? If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

A core piece of the 211 transportation program is to meet the urgent need, but continue to educate and work with the rider on more sustainable options for transportation realizing that for some in this demographic Lyft meets the niche need/barrier they are facing. We found this innovative approach to transportation provides an option that can not always be met by the current programs. In 2024, we look forward to exploring how we can work with the new SAM operator – VIA – in scheduling rides for individuals with a technology barrier.

Other than by word of mouth or people calling directly into 211 looking for transportation, we have not promoted the program. Now that we funding is reinstated If we should promote and funding is available, we do believe there would be more demand for this type of program. For all ages in the Sioux Falls metro area, the pilot program served 247 unique individuals completing 821 rides. The total ride cost was \$14,914.52. We know if we did not have a 6 ride limit and/or promoted the program the rides would be much higher.

15. Describe how the project will support the strategies identified in the current Coordinated Public Transit-Human Services Transportation Plan.

What we hear from our conversations with current nonprofits and individuals calling 211 is the need for more flexible transportation options. The 211 transportation program is not to take away from any current programs, but build capacity with a new approach for a growing population that current programs are unable to meet the demands. Our scheduling assistance through 211 helps overcome barriers not only the cost, but also assisting in the technology aspect by scheduling the ride over the phone. If the rider has a cell phone, then can receive updates about the ride, but a phone is not required as the Helpline Center staff does all the scheduling for pick and return.

16. How will the project fill current gaps in transportation services?

Right now, there is limited transportation options that provide the flexibility by providing door to door rides within 24-48 hours especially for this identified population. Currently,

a main referral source to refer individuals to for rides is Active Generations Workers to Wheels program; however, our understanding is the program is at capacity.

In addition, we track barriers encountered when we intake a client program. Top barriers included:

- Does not have access to a vehicle:
- Physical needs that prevents other transportation programs
- Public Transit is not suitable for the need
- Car being repaired

17. Using sources other than the Coordinated Plan, document the need for this project.

In our state's largest city, the 2016 Community Health Status Report published by the Sioux Falls Health Department and our two major health systems (Sanford USD Medical Center and Avera McKennan Hospital), the following transportation issues were noted:

The availability and accessibility of transportation options affects access to employment, healthy foods, health care, and other important determinants of health and wellness. Focus groups identified transportation as a critical need in the Sioux Falls area. The majority of participants indicated that the current public transit system is inadequate in meeting the needs of citizens, citing these challenges in particular:

- Lack of evening and Sunday service.
- Timeliness of service (e.g., taking two hours to travel each way for work, health care, appointments, or other needs makes the use of transit unmanageable for many people).
- Lack/absence of transit services for outlying towns around Sioux Falls.
- Residents challenged to get to medical appointments resulting in poor medical outcomes for patients and increased overhead costs for medical providers.

(http://livewellsiouxfalls.org/images/uploads/main/2016_CHNA_Report_Final.pdf)

211 Transportation programs focuses directly on bullet 2 and 4 providing door to door delivery where a public transit may not be an option to meet health and social needs.

18. Describe how this project will be coordinated with other organizations in the community.

The Helpline Center has developed partnerships with various community entities that currently struggle with client transportation. Our immediate partners are the local nonprofits that need transportation for their clients. The door to door options that the majority of this population needs is maxed out with current options.

The 211 Transportation program provides an innovative way to build capacity in a quick fashion that enhances and reduces pressure on the other transportation programs. We view this program as an extension of transportation options and not a competition with current programs.

PROJECT BUDGET AND FINANCIAL INFORMATION

Federal funds may be used as match source with the exception of Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses projects, a 50% local match is required.

Capital Costs *	Amount	Operating Costs *	Amount
Federal Amount (Up to 80%)		Federal Amount (Up to 50%)	
Local Match		Local Match	
Total Capital Costs		Total Operating Costs	

* Capital and Operating costs associated with contracted services are considered eligible
Capital Costs

19. List local match amount and source(s). Source cannot be SD Department of Transportation.
Sioux Falls Area Community Foundation: 10,000; United Way Funding: \$5,000

20. How does your organization raise local funds? Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

The Helpline Center is a diverse organization with multiple funding streams to support programs. We raise funds from individual and corporate donors along with grants, United Way, and state contracts for specific services. The ability to provide the transportation program directly relates to the availability of 211 in our community. 211 provides an easy access point for riders to call when they are facing a transportation barrier. If 211 was not funded by other partners, the transportation program would not be an option.

21. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

Yes, we believe these funds will continue into the future.

For Capital Project Requests Only:

Item	Quantity	Unit Cost	Subtotal
Total Capital Cost:			

Annual Operating Revenue derived from this project:			

22. Is the requested vehicle(s) intended to:

- Replace existing vehicle? If yes, list existing vehicle model year, vehicle type, and mileage.
- Expand Existing Service?
- Start New Service?

For Contracted Service Project Requests Only:

Service	Quantity	Unit Cost	Subtotal
Total Contracted Service Cost:			
Annual Operating Revenue derived from this service:			

23. Is the service intended to:

- Start New Service?
- Expand Existing Service?
- If to expand existing service, please detail services provided to date.

For Operating Project Requests Only:

Annual Budget Operating Expenses

(List all line items you are requesting funds for such as salaries, fuel, and oil, etc.)

Line Item	Federal Funds	Match Funds	Total
Staffing – screens clients, schedules rides, refers to other transportation programs if there is a more cost effective option	7,500	7,500	15,000
Ride Costs through Lyft	7,500	7,500	15,000
Annual Operating Expense Total:	15,000	15,000	30,000
Annual Operating Revenues derived from this project:			

You may attach additional pages and add any additional material which may be helpful in assessing your application. This could include a more detailed project and organization description, needs assessment, ability to service target populations, project effectiveness, program sustainability, fiscal and managerial capability, etc. However, you must still answer the questions in this application. Do not use “See Attached” as an answer to any question in the application.

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant's by-laws or internal rules to sign below.

<u>Subitlans</u>	<u>2/9/24</u>
Applicant Signature	Date
<u>CEO</u>	<u>Htpline</u>
Title	Organization

AUTHORIZING RESOLUTION FOR NON-PROFIT ORGANIZATIONS

A resolution of **Helpline Center** recommending approval of an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to **older adults and individuals with disabilities** in the **Sioux Falls metro area**.

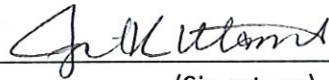
WHEREAS, **Helpline Center** is submitting an application to the Sioux Falls Metropolitan Planning Organization for **operating** assistance for 211 Transportation to provide ride dispatching through Lyft when other transportation programs do not meet the transportation barrier.

WHEREAS, the contract for financial assistance for **operating** projects require that **Helpline Center** obligate local funding equal to **50%** the total project cost, being \$ **15,0000** of **\$30,000**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of **Helpline Center** that **Janet Kittams** is authorized to commit organization resources, to execute and file an application for and to contract on behalf of **Helpline Center** with the Sioux Falls Metropolitan Planning Organization to aid in the financing of **211 Transportation**.

Janet Kittams CEO

(Printed Name and Title)



(Signature)

2/9/24

(Date)

**2024 APPLICATION FOR
FEDERAL TRANSIT ADMINISTRATION
SECTION 5310 GRANT ASSISTANCE
Mobility of Seniors and Individuals with Disabilities**



**Sioux Falls MPO
500 N. Western Avenue, Suite 100
Sioux Falls, SD 57104**

**Sean Hegyi
sean@secog.org
605.681.8176**

The Sioux Falls Metropolitan Planning Organization (MPO) provides services without regard to race, color, gender, religion, national origin, age, or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

**2024 APPLICATION FOR SECTION 5310
MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES**

1. Organization/Agency Name: Glory House

2. Project Name: Agency Vehicle

3. Contact person for this project:

Name: Nicole Dvorak

Title: President

Address: 4000 S. West Ave and PO Box 8145

City: Sioux Falls State: SD Zip Code: 57109

Phone: 605-988-9113 E-mail: ndvorak@glory-house.org

4. Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator? (Please indicate which)

Non-Profit

5. Describe the organization's primary mission.

The mission of Glory House is to help people claim their lives with Christian compassion, resources, and support.

Glory House is a residential treatment facility that serves individuals with a substance abuse diagnosis. Additionally, Glory House helps individuals transition back into the community by providing opportunities for learning and empowerment. Restorative and preventive programs based on compassion and social principles of living are presented in an environment to assist individuals in developing the skills needed to live a successful life free of drugs, alcohol, and crime.

6. Provide an overview of the organization's service area and the type of services it offers.

Glory House helps people struggling with addiction and mental health issues. Services include residential treatment, case management, evidence-based counseling services and specifically methamphetamine treatment program. Out-patient services include evidence-based counseling and addiction groups, assessments, electronic monitoring, drug testing, and recovery living environment.

7. Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.

The agency has a 55-year history in Sioux Falls providing services to those who struggle with substance use/addiction. The agency is accredited with the Department of Social Services for Substance Abuse treatment which ensures a safe environment including compliance with the Department of Health and Sioux Falls Fire Rescue. The agency has eight licensed/trained counselors as well as eight case managers to provide services. The agency has expertise in other areas to have a healthy functioning agency. The Business Manager is responsible for the Office Coordinator and will assist in maintaining and collecting necessary information for compliance with this grant and compliance with best practices for financial audits with completion by an outside contractor annually.

8. Does the organization have experience in administering federal grants?

Yes. The agency has experience in implementation, compliance, and reporting.

TRANSPORTATION SERVICES

9. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

This project will increase transportation options by increasing the capacity of rides and capability of case managers to provide transportation. When clients arrive at Glory House, often the person does not possess the necessary identification to obtain employment with legal government issued cards. The agency provides transportation in these situations as well as transport for the clients to secure clothes, hygiene items, medications, medical needs, and personal necessities. Typically, four clients arrive daily. This requires multiple transport by the agency for outside community appointment needs. An additional vehicle will provide case managers with opportunities to address client needs more quickly and address the growing transportation needs of clients. Glory House also has an Activities Coordinator who transports clients to healthy prosocial activities and events around the Sioux Falls area. An increased number of clients would have the opportunity to take part in events and activities in the community with the addition of another vehicle.

10. Describe the organization's service area and transportation services currently being provided by your organization. This should include:

- Days and hours of service provided
- Service area
- Ridership eligibility
- Number of people served
- Number of one-way trips provided
- Current fare structure
- Number of vehicles your organization current has in service

Glory House offers addiction and mental health services. Residential treatment is provided 24 hours a day, 365 days a year, but counseling and transportation services are typically provided 8:00AM-5:00PM, Monday to Friday. Case managers provide transportation to medical appointments, Social Security appointments, ID/driver's license appointments, pick up medications, and other appointments as necessary. When clients arrive at Glory House, we make sure they have an updated physical and ID/driver's license. If clients do not have these, case managers transport the client to a physical appointment and to the Department of Motor Vehicles. Case managers also take clients with sex offenses to the Public Safety Building to register their new address. The Activities Coordinator case manager also transports clients to activities, events, and locations throughout the Sioux Falls area. All clients are eligible for transportation services to medical appointments for physicals, as well as some other medical and legal appointments in Sioux Falls. Glory House served approximately 550 clients in 2023. In 2023, case managers provided 2110 one-way rides to clients. Of the 2110 rides, 310 rides were given to seniors (clients 55+) and 260 rides were given to clients with disabilities (ages 18-55). Glory House does not charge clients for rides provided by their case managers. Transportation costs are included in Glory House's annual budget. As clients progress up our level system, they become more independent and have more privileges. Clients find alternative transportation options to appointments, shopping places, etc. so they rely less on their case managers for assistance. When case managers transport clients, they teach them how to get to the appointment and show them the building location. After the initial trip, clients are often expected to self-transport to future appointments. Mobility, capacity for independence and scheduling also impact the number of times case managers transport clients. Glory House currently has 5 vehicles, 3 of which are used to transport clients. Seven case managers rely on 3 vehicles to transport approximately 20 to 30 clients on a daily basis.

11. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

Trip Purpose	Number	Passenger Type	Number
Medical	325	Seniors	0
Employment	120	Persons With Disability	260
Nutrition	10	Adults ages 18-55	260
Social/Recreation	520		
Education	60		
Shopping/Personal	325		
Business	0		
Other (Identification, Legal)	750		
Total	2110	Total	520
Average Number of Non-Ambulatory Persons Served Per Day:			0

12. Explain your vehicle maintenance program, driver training and driver hiring requirements.

The Glory House maintenance department performs routine maintenance on the vehicles and completes safety performance checks with outside providers for routine needs. Employees have a completed background check and provide a valid Driver's License and renewed Driver's License every five years. Glory House does not require specific training for drivers, but all drivers must have knowledge of local driving laws and regulations.

COORDINATED PUBLIC TRANSPORTATION PLAN STRATEGIES

13. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

Glory House is proposing to use the Section 5310 funds to purchase a vehicle. An additional vehicle is needed to meet the growing transportation needs of our clients. Every client who arrives for admission has needs. Arrival needs for clients include a government issued identification, and a physical. Other arrival needs include collecting medications, registering a new address for a sex offense, clothes, and legal appointments. New clients depend on case managers to address these needs in a timely manner so they can begin job searching, volunteering, or applying for Social Security benefits, depending on the client's situation. Not all clients are able to achieve self-sufficiency and independence for their transportation needs due to their health, community restrictions from their referral agent, or other reasons. The transportation needs for this group of clients may remain consistent during their placement at Glory House. The number of clients' arrival needs and the diversity of those needs increases the time it takes for case managers to address client needs. An additional vehicle will benefit clients by decreasing the amount of time it takes to attend to their needs. Case managers will be able to further coordinate client transportation to avoid duplicating trips to destinations in the same area. Decreasing the number of duplicated trips improves cost and time efficiency, which saves the agency money. Case managers will reduce their idle time, which allows them to focus on other clients' needs. In 2023, Glory House created an Activities Coordinator position. The number of clients participating in a community activity or event is dependent on the number of seats in whichever vehicle is available. Another vehicle creates more opportunities for clients to take part in social events outside of Glory House. Positive social events are an important part of our clients' recovery process and help clients re-integrate into the community. Public awareness of the project will include engagement with community partners, specifically organizations who host our clients for events. Two examples of these partnerships include the staff at the Game, Fish & Parks Outdoor Campus, and the staff at Rock Ranch Equine Therapy. Both organizations hosted events with our clients in 2023. We will promote the project in coordination with our activities and events through social media, Glory House's quarterly newsletter, and other media outlets.

14. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community? If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

While many of the requests and needs for transportation can be accommodated with the existing transportation services in the community, clients cannot utilize public transportation to reach all their medical appointments. Clients depend on their case managers to transport them to medical appointments where the current Sioux Area Metro does not offer services. In addition destinations include Sanford Family Medicine on 69th & Minnesota, the Avera Heart Hospital, Sioux Falls Family Vision, and other places.

15. Describe how the project will support the strategies identified in the current Coordinated Public Transit-Human Services Transportation Plan.

Glory House case managers coordinate with each other daily to plan their client transport needs. Their coordination increases efficiency, reduces the cost of transportation, and allows for greater capacity to meet the needs of our clients in a timely manner. Unless the client's business necessitates confidentiality, case managers try to transport several clients at a time to reduce duplicate transportation services and increase case manager productivity. As previously mentioned, as clients progress through the level system and re-integrate into the community, they gain more independence. Employment coordinators and case managers teach clients how to use the Sioux Area Metro buses to get to work, go on social and shopping passes, etc. Case managers can give clients single ride bus passes Glory House receives from the Pass it On program. They also help clients purchase 30-day bus passes once they are employed. Glory House also works with other transportation agencies including business Lyft, Center of Hope, SAM Paratransit and River City Transit. Case managers also collaborate with community resources including the Helpline Center, Community Health Workers, Project CAR, and case managers from Avera and Sanford to utilize existing transportation services and increase coordination of services. If clients have family, friends, or other sources of support in the community, they are encouraged to reach out to them for rides for needs beyond arrival needs.

16. How will the project fill current gaps in transportation services?

Often the case managers' response to clients' arrival needs are delayed due to lack of vehicles or one is in service for maintenance. An additional vehicle will decrease delays and pressure for the staff in transporting clients to first appointments for medical, identification and clothing needs.

17. Using sources other than the Coordinated Plan, document the need for this project.

Response is completed in question 16. Often the case managers' response to clients' arrival needs are delayed due to lack of vehicles or one is in service for maintenance. An additional vehicle will decrease delays and pressure for the staff in transporting clients to first appointments for medical, identification and clothing needs.

18. Describe how this project will be coordinated with other organizations in the community.

There is no coordination needed for this project. This is an internal program the staff will collaborate with.

PROJECT BUDGET AND FINANCIAL INFORMATION

Federal funds may be used as match source except for Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses project, a 50% local match is required.

Capital Costs *

Federal Amount (Up To 80%) \$22,400.00

Local Match (Agency Match) 20% \$5,600.00

Total Capital Costs \$28,000.00

For operating expenses projects, a 50% local match is required. N/A

19. List local match amount and source(s). Source cannot be SD Department of Transportation.

The agency will allocate up to 20% of the costs for the new vehicle. This amount shall not exceed \$10,000. The funds for the match will be incorporated from the existing budget of the agency. Funds could include donations received.

20. How does your organization raise local funds? Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

The agency relies on a modest amount of donations annually. Methods to increase giving are facilitated by community sponsors familiar with the program, newsletters, and social media. The agency has a strong efficient budget with virtually no wasted funds or programs.

21. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

The agency will utilize funds from the existing budget and may include donations gifted for non-specific areas. Future needs will be addressed as the need presents.

For Capital Project Requests Only:

Vehicle sedan ability to transport 4 passengers and driver.

Quality 1 unit costs \$28,000.

Subtotal \$28,000.

Total Capital Cost: \$22,400.00

Annual Operating Revenue derived from this service: \$0. There is no charge to the clients served. Operating expenses are covered by the agency.

22. Is this service intended to:

Replace existing vehicle? No.

Expand Existing Service? Yes.

Start New Services? No.

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant's by-laws or internal rules to sign below.

W. Dea
Applicant Signature

2/12/2024
Date

President
Title

Glory House
Organization

AUTHORIZING RESOLUTION FOR NON-PROFIT ORGANIZATIONS

A resolution of Glory House is recommending approval of an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to clients who are diagnosed with Substance Abuse and Addiction in the Sioux Falls area.

WHEREAS, Glory House is submitting an application to the Sioux Falls Metropolitan Planning Organization for Capital assistance for Glory House This project will increase transportation options by increasing the capacity of rides and capability of case managers to provide transportation. When clients arrive at Glory House, often the person does not possess the necessary identification to obtain employment with legal government issued cards. The agency provides transportation in these situations as well as transport for the clients to secure clothes, hygiene items, medications, medical needs, and personal necessities. Typically, four clients arrive daily. This requires multiple transport by the agency for outside community appointment needs. An additional vehicle will provide case managers with opportunities to address client needs more quickly and address the growing transportation needs of clients. Glory House also has an Activities Coordinator who transports clients to healthy prosocial activities and events around the Sioux Falls area. An increased number of clients would have the opportunity to take part in events and activities in the community with the addition of another vehicle.

WHEREAS, the contract for financial assistance for Capital projects requires that Glory House obligate local funding equal to Twenty Percent 20% of the total project cost, being \$5,600.00 of \$28,000.00.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Glory House that Organization Officer, Nicole Dvorak, is authorized to commit organization resources, to execute and file an application for and to contract on behalf of Glory House with the Sioux Falls Metropolitan Planning Organization to aid in the financing of Glory House Vehicle.

Ryan Kolback, Chairman Board

Printed Name and Title

[Signature]

Signature

2/12/24

Date

**2024 APPLICATION FOR
FEDERAL TRANSIT ADMINISTRATION
SECTION 5310 GRANT ASSISTANCE
Mobility of Seniors and Individuals with Disabilities**



**Sioux Falls MPO
500 N. Western Avenue, Suite 100
Sioux Falls, SD 57104**

**Sean Hegyi
sean@secog.org
605.681.8176**

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Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

2024 APPLICATION FOR SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

General Information

1. **Organization/Agency Name:** Avera McKennan Hospital & University Health Center
2. **Project Name:** Wheelchair Transportation to Sioux Falls Avera Locations Outside of the Paratransit Service Area
3. **Contact person for this project:**

Name: Julie Ward

Title: VP of Diversity, Equity & Inclusion, Avera

Address: 1325 S. Cliff Avenue, P.O. Box 5045

City: Sioux Falls State: South Dakota Zip Code: 57117-5045

Phone: 605-322-7982 E-mail: Julie.ward@avera.org
4. **Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator? (Please indicate which)** Private Non-Profit
5. **Describe the organization's primary mission.**

Avera's mission is to make a positive impact in the lives and health of persons and communities by providing quality services guided by Christian values.
6. **Provide an overview of the organization's service area and type of services it offers.**

As a flagship facility of the Avera Health System, Avera McKennan Hospital & University Health Center delivers comprehensive health care and extensive medical specialty services to residents of South Dakota, North Dakota, Minnesota, Nebraska and Iowa. While we do not offer transportation services to patients, we try to work with local options to make it possible for patients to get affordable and timely transport to their appointments.
7. **Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.**

Avera has been subsidizing private wheelchair transportation for patients to and from appointments outside of Paratransit's service area for many years. Prince of Peace, the Human Performance Center, the Fitness Center and other sites currently absorb and keep track of these costs when patients themselves cannot afford them. When philanthropic funds are available to subsidize sites for this, Avera's Social Services department uses these tracked costs as documentation for reimbursing funds. In many cases, the sites themselves must absorb the costs.
8. **Does the organization have experience in administering federal grants?** Yes

TRANSPORTATION SERVICES

1. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

Paratransit, which functions as a “safety net” for people with disabilities who need public transportation, does not cover all of Sioux Falls. In particular, its service area does not reach the southern portion of the city where numerous Avera and other health facilities reside. For this reason, people in wheelchairs who need to visit these Avera sites as patients must rely on expensive private transportation. The cost of this is too high for many to be able to pay for, and it discourages some from making their needed healthcare appointments. This includes Avera Prince of Peace, a long term care facility, and several fitness and therapy locations.

Currently, Avera absorbs these costs for patients when they incur and cannot pay them. This is becoming harder to do as the costs associated with healthcare rise. In FY23, Avera McKennan needed to pay more than \$1.3 million in transportation related costs, including for seniors and individuals with disabilities. Often there is no reimbursement for these rides as patients are Medicaid – but not all providers will bill Medicaid. Both an ADA compliant wheelchair van and funding for existing community resources for transportation will increase access to needed therapies for seniors and individuals with disabilities at Avera Prince of Peace and Avera McKennan. Having an internal resource with the ADA compliant wheelchair van will further increase the reliability and timing of pick up and drop off, reducing anxiety for patients waiting for their driver and reducing missed appointments due to late pick ups.

This project will allow us to continue subsidizing these costs for patients in wheelchairs and encouraging them to make it to their appointments outside the Paratransit service area.

2. Describe the organization’s service area and transportation services currently being provided by your organization. This should include:
 - Days and hours of service provided
 - Service area
 - Ridership eligibility
 - Number of people served
 - Number of one-way trips provided
 - Current fare structure
 - Number of vehicles your organization currently has in service

Avera does not provide rides but coordinates wheelchair transportation through Paratransit and private providers such as Wheelchair Express. These operate throughout Sioux Falls and Minnehaha County. Rides within Paratransit’s service area or through Wheelchair express are available 24 hours daily. Paratransit has standard eligibility criteria and a defined service area.

We estimate 232 rides are given to Avera Prince of Peace patients using wheelchairs per month to the three sites at focus for this grant request. In FY23, Avera McKennan had an addition 178 patient rides to and from medical appointments. This totals 2,962 rides annually for paratransit. Avera McKennan further pays for rides using public platforms such as Lyft. All rides to and from these locations are outside of Paratransit’s service area, and so require private wheelchair transportation.

Paratransit's fare is at least \$2.60 for a one-way trip within their service area. Wheelchair Express operates across all of Minnehaha County and beyond, and charges based on time of day, day of week and distance at a minimum price of \$48 per ride, with additional cost for oxygen. Avera McKennan currently has no vehicle fleet of its own providing wheelchair transportation.

3. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

Trip Purpose	Number	Passenger Type	Number
Medical	10,500	Seniors	
Employment		Persons With Disabilities	
Nutrition		Other (List below)	--
Social/Recreation		LYFT/CAB - McKennan	9,000
Education		Wheelchair Rides - McKennan	1,000
Shopping/Personal		Wheelchair Rides - Prince of Peace	500
Business			
Other (List below)	--		
Total	10,500	Total	10,500
Average Number of Non-Ambulatory Persons Served Per day:			

4. Explain your vehicle maintenance program, driver training and driver hiring requirements.

Avera McKennan does not currently operate a transportation service for seniors or those with disabilities. Any individuals hired and responsible for vehicle maintenance would be able to drive, have a clean driving record, and be able to push or pull over 50 lbs. All hiring would be done in alignment with Avera Health Human Resources Policy to ensure an effective on-boarding and employee management process. General repairs, oil changes, and ongoing maintenance for the vehicle would be completed by Avera Prince of Peace and built into the operating budget for the facility. Avera Prince of Peace would further ensure that the driver receives any necessary training including how to maintain and check tie down straps prior to any patient transportation.

COORDINATED PUBLIC TRANSPORTATION PLAN STRATEGIES

5. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

For Avera patients who use wheelchairs, the only affordable local option for transportation is Paratransit, which has a defined service area that does not include all areas of Sioux Falls. Several Avera facilities with large numbers of patients who use wheelchairs are outside of this service area. These include Prince of Peace, which serves older adults, and the Human Performance Center and Fitness Center, which provide physical therapy for people with disabilities. Patients with wheelchairs who visit these facilities have no choice but to use private wheelchair transportation services. While these private providers offer a valuable service, the cost for a one-way trip can be more than \$45. This means a roundtrip visit to a medical appointment can cost nearly \$100 or more. Because of the sticker shock of

this cost, some patients decide not to go to their appointments. We estimate that as many as 15% of wheelchair-using patients who have appointments at Avera sites outside of Paratransit's service miss their appointments due to issues with the cost of transportation. Those patients that do take private transportation often cannot pay for these costs once they've been incurred. This can cause unnecessary stress and shame, and the financial costs are ultimately absorbed by Avera.

This project is intended to help Avera purchase a ADA compliant Wheelchair van as well as subsidize the high costs of private wheelchair transportation to sites outside of Paratransit's service area so that, 1) patients in wheelchairs can be informed upfront that the cost of their ride will be covered, 2) more patients will attend their needed appointments, and 3) Avera does not have to pass these costs down to the wider cost of healthcare. The project can begin immediately using tracking systems already in place. While the primary focus is the three Avera facilities identified above, we would like to qualify any patient needing private wheelchair transportation for an appointment to a Sioux Falls Avera facility outside the Paratransit service area.

6. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community? If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

While transportation service is possible with existing services, the high cost of private wheelchair transportation outside of paratransit's service area dissuades many patients from using these services. We are aware of half a dozen amputee patients in the last year that did not attend their series of physical therapy appointments due to the cost of private transportation to sites outside of Paratransit's service area. This is ironic, as a common goal of physical therapy for some amputees is to reduce or eliminate the need for a wheelchair.

Additionally, the project team has noted an increased number of Immigrant and Refugee patients who are needing assistance with transportation too and from appointments. This has put additional strain on the resources Avera has allocated for transportation costs. While many of these individuals wouldn't qualify for this program, it impacts and limits the number of rides available in Sioux Falls.

7. Describe how the project will support the strategies identified in the current [Coordinated Public Transit-Human Services Transportation Plan](#).

This project addresses two Coordinated Public Transit-Human Services Transportation Plan issues: Coordination of Private Transportation Providers and the limited ability to provide rides at an affordable rate; and Paratransit Service as being limited in its capacity to deliver human service trips. The primary strategy this project focuses on is a variant of the voucher service option for making trips outside of the current service area of Paratransit, which is included in both the Coordination of Public Transportation and Coordination of Paratransit Transportation strategy sections.

This project also touches upon several items identified in the Summary of Needs and Gaps in the Coordinated Public Transit-Human Services Transportation Plan. These include the inability of people residing outside Paratransit's service area to be able to access transportation, the issue with private transportation providers (Lyft is the example given in the Summary) being unaffordable to people with lower incomes, and the fact that hospital systems are willing to participate in exploring solutions to make transportation more affordable, comfortable and reliable for people who use wheelchairs.

8. How will the project fill current gaps in transportation services?

The goal of this project is to subsidize the high costs of private wheelchair transportation for patients who are older or disabled and have appointments at Avera facilities which are outside of Paratransit's service area. These costs are currently being covered by the individuals themselves or by Avera. Working through leaders and staff at Avera McKennan and Avera Price of Peace, we will create awareness for the grant to help reduce or cover costs for patients needing to take private wheelchair transportation.

9. Using sources other than the Coordinated Plan, document the need for this project.

While we have no hard figures, we estimate that as many as 15% of wheelchair-using patients who have appointments at Avera sites outside of Paratransit's service miss their appointments due to issues with the cost of transportation. We also do not have data on the result of these individuals missing their appointments, whether they're amputees missing out on physical therapy or older adults getting to preventive health checkups. What we do know is, those who miss their appointments do not do as well as those who are able to make them.

10. Describe how this project will be coordinated with other organizations in the community.

Avera has in the past met with the city and Sanford Health, ideally to create a joint program to reach clinics south of Paratransit's service area. We have also collaborated with these partners on a community needs assessment and report. Unfortunately, we have been unable to develop a joint program up to now. We remain open to and actively interested in developing such a program. Avera McKennan worked closely with Helpline Center to coordinate rides through grant funding, but that expired in FY23. The City of Sioux Falls has recently launch on-demand bus service on weekends with the hope it could expand to weekdays.

PROJECT BUDGET AND FINANCIAL INFORMATION

Federal funds may be used as match source with the exception of Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses projects, a 50% local match is required.

Capital Costs *	Amount	Operating Costs *	Amount
Federal Amount (Up to 80%)	\$102,000	Federal Amount (Up to 50%)	\$20,000
Local Match	\$18,000	Local Match	\$20,000
Total Capital Costs	\$120,000	Total Operating Costs	\$40,000

* Capital and Operating costs associated with contracted services are considered eligible Capital Costs

11. List local match amount and source(s). Source cannot be SD Department of Transportation.

We intend to match our request amount of \$38,000 with funds earmarked for transportation costs under Avera's Social Innovation department.

12. How does your organization raise local funds? Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

The Avera Foundation raises most funds used for subsidizing patient transportation at Avera. In the past, these funds have mostly gone to ambulatory patients.

13. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

Yes.

For Capital Project Requests Only:

Item	Quantity	Unit Cost	Subtotal
ADA Compliant Wheelchair Van (Quote to be secured partnership with SD DOT)	1	\$120,000	\$120,000
Total Capital Cost:			\$120,000
Annual Operating Revenue derived from this project:			\$0.00

14. Is the requested vehicle(s) intended to:

- Replace existing vehicle? If yes, list existing vehicle model year, vehicle type, and mileage.
- Expand Existing Service?
- **Start New Service?**

This program will start a New Service for Avera McKennan/Avera Prince of Peace.

For Contracted Service Project Requests Only:

Service	Quantity	Unit Cost	Subtotal
Total Contracted Service Cost:			
Annual Operating Revenue derived from this service:			

15. Is the service intended to:

- Start New Service?
- Expand Existing Service?
- If to expand existing service, please detail services provided to date.

Start a New Service.

For Operating Project Requests Only:**Annual Budget Operating Expenses**

(List all line items you are requesting funds for such as salaries, fuel, and oil, etc.)

Line Item	Federal Funds	Match Funds	Total
Wheelchair Transportation Service	\$20,000.00	\$20,000.00	\$40,000.00
Annual Operating Expense Total:	\$20,000.00	\$20,000.00	\$40,000.00
Annual Operating Revenues derived from this project:			\$0.00

You may attach additional pages and add any additional material which may be helpful in assessing your application. This could include a more detailed project and organization description, needs assessment, ability to service target populations, project effectiveness, program sustainability, fiscal and managerial capability, etc. However, you must still answer the questions in this application. Do not use "See Attached" as an answer to any question in the application.

AUTHORIZING RESOLUTION FOR NON-PROFIT ORGANIZATIONS

A resolution of **Avera McKennan** recommending approval of an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to **Seniors and Individuals with Disabilities** in the **Sioux Falls Area**.

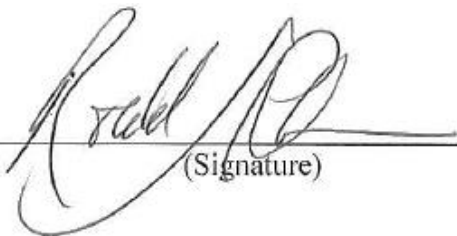
9. **WHEREAS, Avera McKennan** is submitting an application to the Sioux Falls Metropolitan Planning Organization for **Operating** and **Capital** assistance for **Wheelchair Transportation to Sioux Falls Avera Locations Outside of the Paratransit Service Area**.

WHEREAS, the contract for financial assistance for **Operating** and **Capital** projects require that **Avera McKennan** obligate local funding equal to **Twenty Percent 20%** for a wheelchair van and **Fifty Percent 50% for patient transportation** of the total project cost, being \$ **\$38,000** of \$ **140,000**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of **Avera McKennan** that **Dr. Ronald Place** is authorized to commit organization resources, to execute and file an application for and to contract on behalf of **Avera McKennan** with the Sioux Falls Metropolitan Planning Organization to aid in the financing of **Wheelchair Transportation to Sioux Falls Avera Locations Outside of the Paratransit Service Area**.

Dr. Ronald Place, President & CEO

(Printed Name and Title)


(Signature)

02/09/2024

(Date)

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant's by-laws or internal rules to sign below.


Applicant Signature

02/09/2024
Date

President + CEO
Title

Avera McKennan
Organization

**2024 APPLICATION FOR
FEDERAL TRANSIT ADMINISTRATION
SECTION 5310 GRANT ASSISTANCE
Mobility of Seniors and Individuals with Disabilities**



**Sioux Falls MPO
500 N. Western Avenue, Suite 100
Sioux Falls, SD 57104**

**Sean Hegyi
sean@secog.org
605.681.8176**

The Sioux Falls Metropolitan Planning Organization (MPO) provides services without regard to race, color, gender, religion, national origin, age, or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

2024 APPLICATION FOR SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

General Information

1. Organization/Agency Name: LifeScape
2. Project Name: LifeScape – Two Wheelchair-accessible Full-size vans
3. Contact person for this project:

Name: Judy Domalewski

Title: Grant Writer

Address: 2011 W 26th St, Ste 201

City: Sioux Falls State: SD Zip Code: 57105

Phone: 605-431-0088 E-mail: judith.domalewski@lifescapesd.org

4. Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator? (Please indicate which) Private Non-profit
5. Describe the organization's primary mission. LifeScape's mission is to empower children and adults with disabilities to lead fulfilling lives.
6. Provide an overview of the organization's service area and type of services it offers.

LifeScape supports 450 adults through residential, supported living, and Day Services. Over 90% of the adults supported by LifeScape are considered 25% below the poverty level. Our program's geographic service area is primarily geared toward Southeastern South Dakota where the majority of our adult population requiring transportation assistance resides. This encompasses primarily the Sioux Falls area including the following counties: Minnehaha, Lincoln, McCook, Moody, Hutchinson, Turner, and Union.

Services at LifeScape include Residential (providing a loving, structured residential program for children and young adults through age 21, as well as opportunities for adults to live within the community); Educational (including a special education school, a transition program for young adults ages 18-21 called Pathways to Life, and many community learning experiences); Supported Employment (job training opportunities, support for current employment and aid in the search for community employment); Inpatient Rehabilitation and Medically Complex Care (18-bed specialty hospital that offers excellent, cost-effective post-acute care to patients from birth through age 21; and a community-based home that offers medically complex care to adults); Therapy (highly specialized therapy and psychology services for individuals of all ages, either in outpatient clinic settings in Sioux Falls and Rapid City, or through LifeScape's residential, specialty school, and inpatient rehabilitation and medically complex programs in Sioux Falls); Orthotics, Prosthetics and

Mobility Solutions (providing innovative solutions for children and adults to create the highest possible level of function, independence, and comfort); Day Services (opportunities for people to participate in and explore a variety of meaningful activities throughout their day, driven by each person's own goals, dreams and needs); Residential and Day Services for Adults with Autism and Brain Injury; Retail Services (offering employment opportunities for adults living with disabilities—including Inspirations Art and Jewelry); and Trainings, Workshops and Camps (training for professionals and families, as well as for children through social skills groups and summer camps). LifeScape is the first agency in South Dakota to be nationally accredited under the Council on Quality and Leadership.

7. Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.

LifeScape currently owns and maintains a fleet of approximately 138 vehicles in Sioux Falls, SD, and 9 vehicles in Rapid City, SD. We have an automotive staff of one full-time employee who provides general maintenance and most repairs.

8. Does the organization have experience in administering federal grants?

We have received transportation grants in the past for minibuses and minivans and are subject to audits for federal awards when the annual threshold is met. Other received federal grants have included a stimulus grant for electronic health records; and community block grants.

TRANSPORTATION SERVICES

9. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

LifeScape requests assistance for the purchase of two wheelchair-accessible Full-Size Vans. The Full-size Vans we are needing is seating for 4-5 and 2-3 Wheelchairs. These wheelchair accessible full-size vans will be more accommodating for staff driving our tenants/riders in the City of Sioux Falls and any Out-of-town trips.

This is the type of Wheelchair Accessible Vans we are looking to replace the above two vehicles. Full Size Vans with Wheelchair accessibility instead of the wider Minibuses. The wider Minibuses take up so much room when going to doctors' appointments, community events and trying to park at any public parking lots.

The organization continues to challenge itself to use our transportation resources in an efficient and fiscally responsible way.

To optimize transportation options and quality of services, LifeScape staff will work together and coordinate across the agency to provide people rides to and from work and other appointments. For example, LifeScape staff working in various homes throughout the

community collaborate with each other to provide rides for people living in different homes who are going to the same work location at the same time. Working together, the goal is to provide adequate, appropriate and safe transportation services for the people we support at times that match their employment and community needs.

People receiving services who are not eligible for Paratransit services or when rides are needed after the hours Paratransit, River Cities and the Sioux Area Metro run, rely on LifeScape vehicles to provide rides to work locations outside of LifeScape, recreational events, church, medical appointments, grocery shopping and like events.

10. Describe the organization's service area and transportation services currently being provided by your organization. This should include:

- Days and hours of service provided – 24/7
- Service area – Sioux Falls Metro, River City Transit
- Ridership eligibility – Qualify for Paratransit
- Number of people served - 450
- Number of one-way trips provided – 3211 (this is from the Grant Vehicle Reports for 1 Year for MT715)
- Current fare structure – N/A
- Number of vehicles your organization currently has in service

Of the 138 vehicles in our fleet, how many are in Sioux Falls, and what does the fleet consist of (purposes, types of vehicles, etc.)? **Attached is our list of vehicles, year, make, model, where vehicle is assigned to.**

All vehicles are in Sioux Falls except the 9 Vehicles in Rapid City – these are used for Rural Outreach Program

- 1 CEO Vehicle – Out of town trips for Legislation, meetings, trainings, etc.
- 1 Vehicle is used for Medical Services – for On Call Nurses and Medication drop off and pick up at residential homes, doctors, pharmacies, etc.
- 9 Vehicles are used for Maintenance – snow removal for all residential and building grounds, haul grounds equipment for servicing all lawns for residential and all buildings, maintenance vans & trucks to haul furniture, equipment, tools, etc. for repairs
- 1 Mail Deliveries to all locations in Sioux Falls
- 1 Food Services – food, grocery pick-up and delivery, deliver food for breakfast, lunch for contracts and our homes throughout Sioux Falls, pick up groceries
- 2 Custodial Services – take crews and haul equipment for contract cleaning, residential homes and LifeScape buildings to clean
- 1 Foundation Vehicle
- 11 Rover/Out of Town/Day Program – these vehicles are requested for out-of-town trainings, vacations for tenants, replacements for breakdowns and/or repairs that will take more than 1 day, requested by day programs when they are short vehicles, replacement vehicles when vehicles come in for maintenance, etc.
- 3 RMS – Rehab Medical Supply Vehicles/RISE Custom Solution vehicles
- 108 – these vehicles transport people supported to and from work, to and from school, to and from medical appointments, community events, day programs, Church, these vehicles help provide transportation to people with developmental and physical

disabilities lead a more fulfilling life being able to do things they would not be able to do otherwise.

All our grant vehicles can accommodate wheelchairs, so anytime a person who uses a wheelchair needs transportation they would either use one of our grant vehicles or another vehicle with wheelchair capability.

11. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

Trip Purpose	Number	Passenger Type	Number
Medical	15	Seniors	
Employment		Persons With Disabilities	3211
Nutrition	99	Other (List below)	--
Social/Recreation	339		
Education	2604		
Shopping/Personal	13		
Business			
Other (List below)	141		
Total	3211	Total	3211
Average Number of Non-Ambulatory Persons Served Per day:			2.9

12. Explain your vehicle maintenance program, driver training and driver hiring requirements.

Each vehicle owned by LifeScape receives preventative maintenance and repair work from our staff mechanic on a rotating basis. Services provided include, but are not limited to:

- Oil changes/lube job
- Brake work
- Safety inspection
- Engine tune-ups
- Ignition system work
- Transmission/drive train work
- Air conditioning/emissions systems work
- Electrical systems work
- Complete engine overhaul

All preventative maintenance suggested by the manufacturer is done on a timely basis in accordance with the recommendations. Any additional maintenance concerns for which we do not have appropriate equipment on site is contracted out to independent service providers.

Each employee is given a driver's safety test upon hire, and annually. Hands-on driver training is conducted by each supervisor for each employee responsible for driving an agency vehicle. All persons driving agency vehicles must have a clean driving record in order to drive agency vehicles. Additionally, monthly random drug and alcohol testing is conducted per DOT guidelines.

COORDINATED PUBLIC TRANSPORTATION PLAN STRATEGIES

13. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

LifeScape requests the purchase of two wheelchair-accessible Full-Size Vans. The Full-size Vans we are needing is seating for 4-5 and 2-3 Wheelchairs. These wheelchair accessible full-size vans will be more accommodating for staff driving our tenants/riders in the City of Sioux Falls and any Out-of-town trips.

LifeScape continues to challenge itself to use our transportation resources in an efficient and fiscally responsible way. Public transportation is not available to people in the evenings, on weekends and on holidays, so LifeScape is able to fill this gap for people using our vehicles. We can also provide more rides for people at the times they are needed, and we can expand on existing routes. In addition, due to the cognitive impairments that many of the people we serve have, using public transportation services (like Sioux Falls Transit – fixed route system) is simply not an option. We are serving more people whose needs require more supervision and lift-equipped vehicles. Although Sioux Falls Paratransit could be an option, it has been clear that Paratransit services are taxed to the limit.

We continue to provide transport where people supported by LifeScape cannot be accommodated within the existing transportation services within the city, and/or their needs can more efficiently be met through the use of these LifeScape vehicles. It is the goal of LifeScape to provide adequate, appropriate and safe transportation services for the people we support at the times requested and required by their employment and community needs. We also continue frequent and productive discussions with the City of Sioux Falls and Sioux Falls Transit in an effort to coordinate services to the extent possible.

Our total vehicle fleet is near 138 vehicles. This includes adult and children's services, maintenance, production delivery, food service delivery, outreach programs, etc.

We have a need for both large vehicles that can transport larger numbers of people (mainly to and from group homes to day service location and group outings) and smaller vehicles (used for smaller numbers such as transportation from small homes or apartments to day service, medical appointments, small or individual outings, etc.)

Whenever possible we use smaller vehicles unless it is more efficient to use a large vehicle. The Full-size Vans we are needing is seating for 4-5 and 2-3 Wheelchairs. These wheelchair accessible full-size vans will be more accommodating for staff driving our tenants/riders in the City of Sioux Falls and any Out-of-town trips.

All of our grant vehicles can accommodate wheelchairs, so anytime a person who uses a wheelchair needs transportation they would either use one of our grant vehicles or another vehicle with wheelchair capability.

We no longer have a CDL vehicle. We have struggled to keep staff who have an CDL and with high turnover this is a challenge. Currently we only have one staff with a CDL.

We are again working to update our fleet and this past year alone purchased 21 vehicles to replace high mileage and older vehicles that are becoming too expensive to maintain. Many of the older vehicles that were not in good shape have been replaced so staff are more likely to drive these versus choosing a large vehicle. As our smaller vehicle fleet has aged, they often chose a larger vehicle because of condition/working AC/ reliability etc.

Again, we do use our larger vehicles and need them for transportation to and from group homes (we support people in 39 locations) but these vehicles were previously used for individual transportation to doctor appointments, etc., and now most people use minivans for the smaller group transportation with wheelchair accessibility.

14. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community? If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

Public transportation is not available to people in the evenings, on weekends and on holidays, so LifeScape is able to fill this gap for people using our vehicles. We can also provide more rides for people at the times they are needed, and we can expand on existing routes. In addition, due to the cognitive impairments that many of the people we serve have, using public transportation services (like Sioux Falls Transit – fixed route system) is simply not an option. We are serving more people whose needs require more supervision and lift-equipped vehicles. Although Sioux Falls Paratransit could be an option, it has been clear that Paratransit services are taxed to the limit.

We anticipate approximately 3,000 instances where people supported by LifeScape cannot be accommodated within the existing transportation services within the city, and/or their needs can more efficiently be met through the use of these LifeScape vehicles. It is the goal of LifeScape to provide adequate, appropriate and safe transportation services for the people we support at the times requested and required by their employment and community needs. We also continue frequent and productive discussions with the City of Sioux Falls and Sioux Falls Transit in an effort to coordinate services to the extent possible.

15. Describe how the project will support the strategies identified in the current [Coordinated Public Transit-Human Services Transportation Plan](#).

LifeScape continues to use our transportation resources in an efficient and coordinated way that will in turn support the efficiencies within the greater Transportation Plan.

- We will coordinate with multiple locations and clients to consolidate trips and maximize routes whenever possible.
- LifeScape will be able to support more people with transportation, freeing up capacity on the paratransit system.

- In 2016, 2017, 2018, 2019, 2020, 2021 and 2022 LifeScape partnered with Sioux Area Metro's River City Transportation (CTTS) to further reduce ridership on Paratransit.
- We continue frequent and productive discussions with the City of Sioux Falls and Sioux Falls Transit to coordinate services to the extent possible.
- Additionally, LifeScape partnered with Sioux Area Metro to train twelve Travel Trainers in our Supported Living Program. Supported Living provides support to people who are more independent and who will utilize public transportation to get to work, grocery shop and for rides to social and community events. As those who can utilize public transportation choose that option, this will in turn ensure that utilization of LifeScape vehicles is where truly needed—thus creating even greater efficiencies within the system.

16. How will the project fill current gaps in transportation services?

As stated above, public transportation is not available to people in the evenings and on weekends and holidays, so LifeScape is able to fill this gap for people using our vehicles. We can also provide more rides for people at the times they are needed, and we can expand on existing routes. In addition, many of the people we serve have cognitive impairments that limit the option of using public transportation services (like Sioux Falls Transit – fixed route system). And we are serving more people whose needs require more supervision and lift-equipped vehicles.

In 2016, River City Transportation system, a private non –profit company began services in Sioux Falls with limitations- River City hours are limited to Monday – Friday 7am to 6pm. Sioux Falls Paratransit could be an option, it has been clear that Paratransit services are taxed to the limit. We are trying to increase the use of LifeScape vehicles to fill these gaps in transportation services.

17. Using sources other than the Coordinated Plan, document the need for this project.

- LifeScape currently serves more than 4,000 children and adults from birth through end of life. We will continue to grow to meet the needs of people with disabilities and their families.
- Reliable and accessible transportation is needed to meet the needs of more than 450 adults who live throughout the Sioux Falls community. As LifeScape continues to grow this expansion is necessary. We anticipate 5% growth annually based on our history and projected growth data.

18. Describe how this project will be coordinated with other organizations in the community.

LifeScape has long been part of a coordinated effort to address and find solutions for the identified gaps between current services and needs. With representation on the Public Transportation Board of Directors, LifeScape has been an active member of the Sioux Falls City Task Force to look at our resources and fill our gaps together as a group. And LifeScape Director of Residential Operations regularly attends the PTAB and SAM Ridership Committee meetings.

We can anticipate how this project will be coordinated with other organizations in the community by looking to some of the models of collaboration already being put into practice. To start,

LifeScape has worked collaboratively with SAM and River City Transit to bring a new wheelchair accessible transportation option to Sioux Falls.

The purchase of two wheelchair-accessible Full-Size Vans will even further enable LifeScape to coordinate efforts to free up capacity on the paratransit system. It is an ongoing priority of LifeScape to continue coordinating with other organizations in the community to be part of the solution for providing dependable, affordable transportation for people living with disabilities. These wheelchair accessible full-size vans will be more accommodating for staff driving our tenants/riders in the City of Sioux Falls and any Out-of-town trips.

PROJECT BUDGET AND FINANCIAL INFORMATION

Federal funds may be used as match source with the exception of Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses projects, a 50% local match is required.

Capital Costs *	Amount	Operating Costs *	Amount
Federal Amount (Up to 80%)	95,942	Federal Amount (Up to 50%)	
Local Match	23,986	Local Match	
Total Capital Costs	119,928	Total Operating Costs	

* Capital and Operating costs associated with contracted services are considered eligible Capital Costs

19. List local match amount and source(s). Source cannot be SD Department of Transportation.

Cash from LifeScape - \$23,986

20. How does your organization raise local funds? Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

The Organization is mainly funded through the State of SD via Medicaid funds which make up 70% of the budget. The other funding sources are insurance, school districts a private pay and grants/fundraising.

21. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

The Organization is in the 11th year of LifeScape, however over 60 plus years as SD Achieve and Children's Care Hospital and School these funding sources have been fairly consistent.

For Capital Project Requests Only:

Item	Quantity	Unit Cost	Subtotal
Light Duty Van, 148" WB, DRW, High Roof, GVWR 10,360, Aftermarket Bus Door, ○ Aftermarket Interior, Min 14 passenger	1	57,875	57,875
Light Duty Van, 148" WB, DRW, High Roof, GVWR 10,360, Aftermarket Bus Door, ○ Min 4 Passenger w/2 WC Locations or Min 8 Passenger, Rear Lift	1	62,053	62,053
Total Capital Cost:			119,928
Annual Operating Revenue derived from this project:			

22. Is the requested vehicle(s) intended to:

- Replace existing vehicle? If yes, list existing vehicle model year, vehicle type, and mileage.

Yes, we would like to replace two of our 4 2012 Ford Eldorado Aerotech Minibuses Mileage 51,853 MT715. This vehicle is very rusty due to wear and tear and it's leaking coolant which we think is a head gasket and using a quart of oil every 300 miles and the engine is knocking and the A/C condenser unit needs to be replaced. Second 2012 Ford Eldorado Aerotech Minibus Mileage 65,555 MT713 is also very rusted due to wear and tear, we had to temporarily patch the driver's side floorboard due to a 12" rust hole, the A/C condenser is corroded and leaking freon and will need to be replaced.

- Expand Existing Service?
- Start New Service?

For Contracted Service Project Requests Only:

Service	Quantity	Unit Cost	Subtotal
Total Contracted Service Cost:			
Annual Operating Revenue derived from this service:			

23. Is the service intended to:

- Start New Service?
- Expand Existing Service?
- If to expand existing service, please detail services provided to date.

For Operating Project Requests Only:**Annual Budget Operating Expenses**

(List all line items you are requesting funds for such as salaries, fuel, and oil, etc.)

Line Item	Federal Funds	Match Funds	Total
Annual Operating Expense Total:			
Annual Operating Revenues derived from this project:			

You may attach additional pages and add any additional material which may be helpful in assessing your application. This could include a more detailed project and organization description, needs assessment, ability to service target populations, project effectiveness, program sustainability, fiscal and managerial capability, etc. However, you must still answer the questions in this application. Do not use "See Attached" as an answer to any question in the application.

AUTHORIZING RESOLUTION FOR NON-PROFIT ORGANIZATIONS

A resolution of **LifeScape** recommending approval of an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to **Intellectually and Developmentally Disabled Adults** in the **Sioux Falls, SD**.

WHEREAS, **LifeScape** is submitting an application to the Sioux Falls Metropolitan Planning Organization for **Capital** assistance for LifeScape - **Two Wheelchair-accessible Full-size vans**.

WHEREAS, the contract for financial assistance for **Capital** projects require that **LifeScape** obligate local funding equal to **(Twenty Percent 20%)** of the total project cost, being \$ **23,986** of \$ **119,928**.

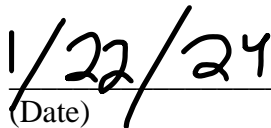
NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of **LifeScape** that **Bob McNaney** is authorized to commit organization resources, to execute and file an application for and to contract on behalf of **LifeScape** with the Sioux Falls Metropolitan Planning Organization to aid in the financing of **Two Wheelchair-accessible Full-size vans**.

Bob McNaney, Board Chair

(Printed Name and Title)



(Signature)



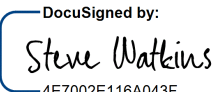
(Date)

(Date)

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant’s by-laws or internal rules to sign below.

DocuSigned by:

4E7002E116A043F...
Applicant Signature

1/22/2024
Date

President / CEO
Title

LifeScape
Organization

General Information

1. Organization/Agency Name: Project CAR
2. Project Name: Project New Vehicle Acquisition
3. Contact person for this project:

Name: Christopher Montgomery

Title: Executive Director

Address: 2425 S Western Ave

City: Sioux Falls State: SD ZIP: 57105
4. Is your organization a Public Entity, Private Non-Profit, or Public Transit Operator? (Please indicate which): Private Non-Profit
5. Describe the organization's primary mission.

Project CAR provides rides for senior citizens, low-income persons, persons with developmental disabilities, and others without transportation to health care appointments, employment, volunteering opportunities, and religious activities. We partner with LifeScape, Dakotabilities, Senior Companions of South Dakota, Volunteers of America, various churches, as well as the two major hospital systems to coordinate rides for persons without other means of transportation. We are powered entirely by volunteer drivers who provide the rides using a fleet of Project CAR owned vehicles for safety and reliability. We provided 10,072 rides in 2023 and are projected to provide over 11,000 in 2024.

6. Provide an overview of the organization's service area and type of services it offers.

We provide rides to seniors, persons with financial or vehicular limitations, and persons with developmental disabilities. These rides are provided at no cost to the rider, subsidized by organizational and individual donors. The rides are given to employment through LifeScape, Dakotabilities, and Volunteers of America; church services to member churches; volunteering through Senior Companions of South Dakota; and, to various kinds of health appointments. Health care rides will comprise 55% of our 11,000 rides in 2024.

7. Describe the experience, knowledge, technical ability, administrative ability, and financial capacity the organization possesses to manage this transportation project and serve the target population successfully and efficiently.

Project CAR has been providing services to the Sioux Falls community since 1980. We have our own fleet of vehicles that are insured and maintained, an established base of 35 volunteer drives who provide the rides, a well-selected board of directors with a broad range of experience in professional and public settings, and a highly experienced executive director with expertise in nonprofit leadership and transportation. Since 1980 we have successfully provided over 850,000 rides to the Sioux Falls community at little to no cost to the rider, relying almost exclusively on donations and grants.

8. Does the organization have experience in administering federal grants?

Yes.

Transportation Services

9. Describe how the project will increase transportation options and enhance the quality of transportation services for seniors and individuals with disabilities.

Project CAR has been working to provide transportation services for seniors and individuals with disabilities since 1980. We recognize that cost is often a factor in securing a ride, preventing many from getting where they need to be to improve their quality of life. Our goal has been to transport seniors and others safely and reliably to their various wellbeing appointments with no cost to the rider. It is important that we upgrade our fleet with safe vehicles to continue to provide this valuable service to the community.

10. Describe the organization's service area and transportation services currently being provided by your organization. This should include:

- Days and hours of service provided: Monday through Friday (7:30am-5pm) and Sundays (7:30am-12:30pm)
- Service area – Sioux Falls, SD
- Ridership eligibility – All rides to health care appointments are open to the public. Rides through our member organizations must receive approval from the sponsoring organization.
- Number of people served – Around 500
- Number of one-way trips provided – In 2022 we provide 9,389 rides. In 2023 we provided 10,072 rides. In 2024 we are estimated to provide 11,000 rides.
- Current fare structure – Rides that are open to the public are free. Rides through our member organizations are \$8.25 per ride.
- Number of vehicles your organization currently has in service – 3 full-size sedans, 1 small SUV, 1 mid-size SUV.

11. Estimate passenger types and trip purposes for the proposed vehicle for one year. Count each passenger in one trip purpose and passenger type only.

Trip Purpose	Number	Passenger Type	Number
Medical	1,375	Seniors	150
Employment	600	Persons With Disabilities	25
Nutrition	0	Other (List below)	--
Social/Recreation	0		
Education	0		
Shopping/Personal	0		
Business	0		
Other (List below)	--		
Church and volunteering activities	525		
Total	2,500	Total	175
Average Number of Non-Ambulatory Persons Served Per day:			0

12. Explain your vehicle maintenance program, driver training and driver hiring requirements.

We perform regular preventative and routine maintenance on all our vehicles with Tires, Tires, Tires. Oil changes occur every 3,000 miles, and the mechanics at T3 recommend maintenance to be performed (brakes, tires, fluids, etc.). We follow the manufacturer's schedule for preventative and routine maintenance on all vehicles. All our drivers are volunteers who are vetted by the executive director. They train with another volunteer and with the executive director. They are approved by the insurance company to ensure a clean driving record before they are authorized to volunteer. All volunteers must be 25 years of age with no prior major moving violations.

Coordinated Public Transportation Master Plan

13. Describe the service or project you propose using the Section 5310 funds for, why the service or project is needed, and how public awareness of the project will be promoted. Include an explanation on how the project will benefit the organization, improve efficiency, and reduce costs presently incurred by the organization.

Project CAR provides no cost rides to individuals with financial or vehicular limitations in the Sioux Falls city limits. Our fastest growing segment of rides is for health appointments. The need for no-cost rides is high. Further, our low requirements for eligibility and requiring no paperwork from riders makes our process for obtaining a ride simple for passengers. Upgrading our fleet will allow us to continue to grow the healthy rides program to get more low-income persons and senior citizens to their appointments, as well as safe, reliable, and personal transit for LifeScape and Dakotabilities clientele. We are projected to need to add or replace 3 vehicles in our fleet over the next 4 years, and add a sixth vehicle by 2027, at a cost to donors and contributors of over \$160,000. A grant from the MPO/FTA would allow us to obtain a vehicle without overburdening our donor base or depleting our operating reserves. Further, upgrading our fleet will reduce any potential operational reductions because of maintenance on older vehicles.

14. Can all requests and needs for transportation services be accommodated with the existing transportation services in the community? If not, how many individuals do not participate (provide number of trip denials) due to lack of transportation needs proposed to be served by this project.

We currently have a waiting period of approximately 6 business days for rides because of the high demand. We estimate that approximately 20 individuals per week (around 40 rides/week) cannot be provided.

15. Describe how the project will support the strategies identified in the current Coordinated Public Transit-Human Services Transportation Plan.

Project CAR's work in providing no-cost rides in Sioux Falls supports the following strategies. (1) The coordination of volunteer transportation – by expanding the work of volunteer-driven services to transport persons to health care appointments and other wellbeing activities in a cost-effective manner. (2) The coordination of human service transportation – we offer a safe and reliable alternative to public or for-profit private transit options for persons looking for easily scheduled and accessible forms of ambulatory transportation. We connect people to medical appointments and other wellbeing activities.

16. How will the project fill current gaps in transportation services?

Project CAR continues to fill gaps created by service area limitations with Sioux Area Metro, as well as time gaps by providing more expedient service with less wait time. Our limited requirements for riding, including no paperwork from the passenger, allow passengers to get quick and reliable access when they need it to their scheduled appointments.

17. Using sources other than the Coordinated Plan, document the need for this project.

For health care rides, the Bureau of Transportation Statistics estimates that nearly 4 million people miss medical appointments annually because of a lack of transportation. Further, a recent AARP study found that 90% of seniors would prefer to age in their homes rather than an assisted living facility, but that transportation is a significant barrier to maintaining that independence.

18. Describe how this project will be coordinated with other organizations in the community.

We partner with various member organizations, including 1 churches, LifeScape, Dakotabilities, Volunteers of America, Senior Companions of SD, Day Break Adult Day Services, in addition to grants provided by (and coordination with case managers/social workers/nursing staff with) the Avera and Sanford hospital systems to organize rides for individuals.

Project Budget and Financial Information

Federal funds may be used as match source with the exception of Department of Transportation funds. For capital projects, a 20% local match is required. For operating expenses projects, a 50% local match is required.

Capital Costs *	Amount	Operating Costs *	Amount
Federal Amount (Up to 80%)	\$32,000	Federal Amount (Up to 50%)	--
Local Match	\$8,000	Local Match	--
Total Capital Costs	\$40,000	Total Operating Costs	--

19. List local match amount and source(s). Source cannot be SD Department of Transportation.

We have board-designated funds using contributions from individual donors in our existing donor base through annual fundraising campaigns and events.

20. How does your organization raise local funds? Does the organization make use of locally available financial resources and leverage these resources to the largest extent possible?

Operating costs for the fleet and program expenses are covered by membership dues/assessments through our member organizations, as well as through contributions from individual donors and organizations. Our capital funds are raised through specific fundraising events, individual contributions, and grant writing such as this 5310 application.

21. Does the organization have a reasonable expectation that these local funds will continue to be available in the future?

There is no doubt from the board of directors and the executive director that we will be able to continue to raise funds and support the work of Project CAR going forward.

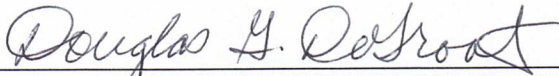
Authorizing Resolution

A resolution of Project CAR recommending approval for an application to the Sioux Falls Metropolitan Planning Organization for assistance in providing transportation services to senior adults and persons with vehicular limitations in Sioux Falls, SD.

WHEREAS, Project CAR is submitting an application to the Sioux Falls Metropolitan Planning Organization for capital assistance for new vehicle acquisition.

WHEREAS, the contract for financial assistance for capital projects requires that Project CAR obligate local funding equal to twenty percent (20%) of the total project cost, being \$8,000 of \$40,000.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Project CAR that Christopher Montgomery is authorized to commit organization resources, to execute and file an application for and to contract on behalf of Project CAR with the Sioux Falls Metropolitan Planning Organization to aid in the financing of new vehicle acquisition.



DOUG DEGROOT, CHAIR OF THE BOARD OF DIRECTORS

1/22/2024
DATE

Certification

The information in this application is public record. To the best of my knowledge and belief, all data in this application is true and correct. If funding is awarded, the applicant will comply with the necessary Certifications and Assurances and will agree to sign an operating agency agreement which will detail those Certifications and Assurances as well as other applicable rights and responsibilities.

The undersigned is an authorized representative of the Applicant and possess adequate authority under applicable state and local laws and the Applicant's by-laws or internal rules to sign below.


Applicant Signature

1/30/2024
Date

Executive Director
Title

PROJECT CAR
Organization

2023 Sioux Falls Metropolitan Area LRTP Market Research Study

Consolidated Report



Conducted for

**Sioux Falls
Metropolitan Planning Organization**

By

ETC Institute
Olathe, Kansas

January 2024

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Section 1:

Consolidated Report Executive Summary

2023 Sioux Falls Metropolitan Area LRTP Market Research Study Consolidated Report Executive Summary

Purpose and Overview

During the summer and fall of 2023, the Sioux Falls Metropolitan Planning Organization (SFMPO) conducted a comprehensive market research study to gather input from the community about transportation planning issues in the Sioux Falls Metropolitan Planning Area. The results of the study will be used to help identify priorities for the region's long-range transportation plan. This was the sixth time the MPO has conducted a comprehensive transportation market research assessment. Previous studies were completed in 1999, 2005, 2010, 2014, and 2019.

The five major components of the study included:

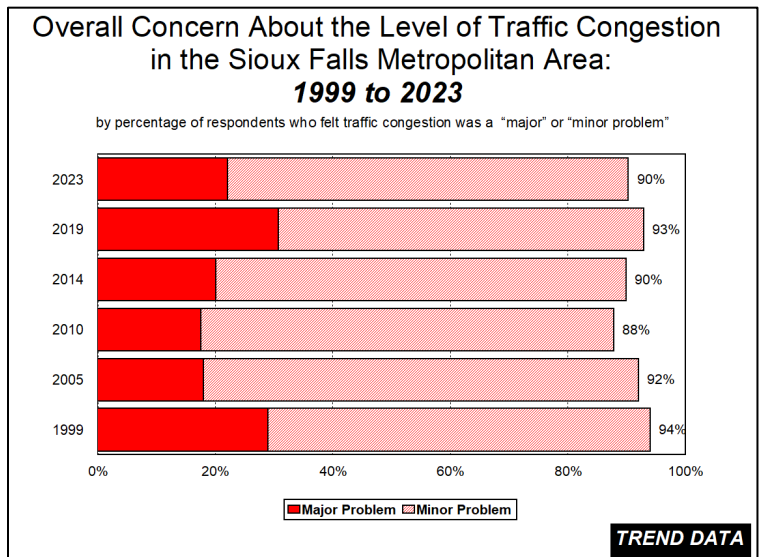
- A resident survey, which was administered to a random sample of 1,045 residents from the Sioux Falls MPO area. The 2023 survey contained many of the same questions that were asked on previous surveys to allow community leaders to see how attitudes of residents have changes over the past twenty-five years. The results of the resident survey have a precision of at least +/-3% at the 95% level of confidence. The results of the resident survey are provided in Section 2 of this report.
- An employer survey, which was administered to a random sample of 312 employers from the Sioux Falls MPO area. The 2023 survey contained many of the same questions that were asked to employers on previous surveys to allow community leaders to see how the perceptions of the business community have changed over the past twenty years. The results of the employer survey have a precision of at least +/-5.5% at the 95% level of confidence. The results of the employer survey are provided in Section 3 of this report.
- A survey of traditionally underserved populations, which was administered to 203 persons who met one or more of the following criteria: had a physical disability, were the caretaker of someone with a cognitive disability, lived in poverty, were not able to speak English, did not have access to a vehicle, or were homeless. The survey was administered by ETC Institute with assistance of agencies who provide support to these population groups in the Sioux Falls area. The survey of traditionally underserved populations was designed to ensure that the needs of these groups were adequately represented in the 2023 LRTP Market Research Study. The results of the traditionally underserved populations survey are provided in Section 4 of this report.

- Focus groups were conducted with residents in the Sioux Falls area during the month of August 2023. The purpose of the focus groups was to gather input about a wide range of issues related to the Sioux Falls Long Range Transportation Plan Survey. A summary of the focus groups is provided in Section 5 of this report.
- Stakeholder Interviews were conducted with transportation stakeholders in the Sioux Falls area during the month of August 2023. The purpose of the internal interviews was to gather input about a wide range of issues related to the Sioux Falls Long Range Transportation Plan Survey. A summary of the stakeholder interviews is provided in Section 6 of this report.

Major Findings

The Region Has Done an Excellent Job Managing Concerns About Congestion

In 1999, the population of the Sioux Falls metropolitan area was 164,881. By 2022, the U.S. Census estimated that the region's population had increased to 289,582. Although the region's population has increased by more than 75% since 1999, the percentage of residents who think congestion is a problem has actually decreased from 94% in 1999 to 90% in 2023. Although most residents are still concerned about congestion, the decrease in the percentage who rated traffic congestion as a problem, particularly a "major" problem, shows that the region has done an excellent job of planning for growth and investing in the region's transportation system to accommodate the growth.



Overall Satisfaction with Maintenance of Streets/Highways Has Increased Significantly

- 87% of residents were satisfied with the *maintenance of interstates/highways around the Sioux Falls region*, which was an 11% increase since 2019. This was the highest rating ever.
- 60% of residents were satisfied with the *maintenance of streets in the City of Sioux Falls*, which was a 14% increase since 2019 and a 24% increase since 2010.
- 52% of residents were satisfied with the *maintenance of streets in the communities and areas outside the City of Sioux Falls*, which was a 12% increase since 2019. This was the highest rating ever.

- 47% of residents were satisfied with the *maintenance of rural roads in the region*, which was a 10% increase since 2019.

Overall Satisfaction with Traffic Flow in the Region Has Improved

- 56% of residents were satisfied with the *ease of travel from one side of the City of Sioux Falls to the other*, which was a 13% increase since 2019. This was the highest rating ever.
- 79% of residents were satisfied with the *ease of travel between Sioux Falls and other communities in the region*, which was a 12% increase since 2019. This was the highest rating since 2005.

Transportation Improvements that People in the Sioux Falls Region Would Be Most Willing to Fund with Their Taxes

The table below shows the four types of transportation investments that residents, employers, and underserved populations would be willing to fund most with their taxes. These items were ranked highest from a list of 20 transportation investments. Although the order of the rankings was slightly different between residents and employers, the top four items were the same:

- improvements to east-west roads
- improvements to north-south roads
- improvements to the timing of traffic lights
- improvements to existing interchanges on Interstates

Traditionally underserved populations placed significantly more importance on improving (1) transportation services for seniors and persons with disabilities and (2) public transportation inside Sioux Falls.

Transportation Improvements Respondents Were Willing to Fund Most			
Rank	Resident	Employer	Underserved
1	Improving east-west roads in Sioux Falls	Improving east-west roads in Sioux Falls	Improving transportation for seniors/persons with disabilities
2	Improving the timing of traffic lights	Improving north-south roads in Sioux Falls	Improving public transportation inside Sioux Falls
3	Improving north-south roads in Sioux Falls	Improving the timing of traffic lights	Improving east-west roads in Sioux Falls
4	Improving existing interchanges on Interstates	Improving existing interchanges on Interstates	Improving/adding public transportation outside Sioux Falls

How Employers Would Allocate Funding for Transportation Improvements in the Region

Seventy-three percent (73%) of the employers surveyed indicated the current level of funding for road and highway improvements in the area should be greater over the next five years. When asked how they would allocate \$100 of transportation funding for the Sioux Falls area, employers collectively provided the following response:

- \$31 for improvements to existing streets and roads in the City of Sioux Falls
- \$19 for the development of new roads in future growth areas
- \$17 for improvements to existing streets and roads in the rural areas
- \$13 for bus/public transportation improvements
- \$12 for airport and rail facilities
- \$ 9 for improvements to bicycle and pedestrian facilities

Public Transportation Is an Emerging Priority

All groups of respondents place significantly more importance on public transportation, particularly services for persons with special transportation needs (e.g., seniors, persons with disabilities, low-income persons without vehicles) in 2023 than they have in previous years. Some examples of this shift include:

- The percentage of residents who selected the availability of public transportation in the City of Sioux Falls as one of their top priorities for improvements was 7% in 2014, 9% in 2019, and 14% in 2023.
- Satisfaction with public transportation continues to decline.
 - 28% of **residents** were satisfied with the availability of public transportation in Sioux Falls. Satisfaction has declined by 5% since 2019, and this year's rating for residents was the lowest since SFMPO began conducting this survey in 1999.
 - Only 12% of **employers** were satisfied with the availability of public transportation in Sioux Falls. Satisfaction has declined by 12% since 2019, and this year's rating for employers was the lowest since SFMPO began conducting this survey in 1999.
- Although the *ease of travel* and *maintenance of streets/highways* are still the top priorities for residents, *increasing the availability of public transportation in the City of Sioux Falls* is now ranked as the 4th highest opportunity for improvement based on the importance-satisfaction analysis that was conducted for the resident survey data. It was ranked 10th in 2014 and 8th in 2019.

- Among residents and employers who had an opinion (after excluding don't know responses), 74% of employers and 63% of residents thought funding for public transportation should be increased over the next 5 years.
- The portion of funding that employers would allocate to public transportation out of \$100 has increased from \$8 in 2014 to \$13 in 2023, which is a 63% increase.

Roadways that Should Be the Top Priorities for Improvement in the Region

Residents were asked to rank the priority that should be placed on improvements to 29 roadways in the Sioux Falls region. Based on the sum of their top four choices, the roadways that residents felt should receive the top priority for improvement were:

1. East 10th Street/SD 42
2. 41st Street
3. Cliff Avenue
4. West 12th Street

The table below shows the ranking for the top eight roadway priorities in 2014, 2019, and 2023. Interestingly, the roadways in the top eight have not changed since 2014, but their relative ranking has. For example, 41st Street is no longer the top priority. The top priority in 2023 is East 10th Street/SD 42, which has been steadily increasing in priority over the past decade. West 12th Street has also been steadily increasing in priority since 2014, while Minnesota Ave/SD 115 has been steadily decreasing in priority.

Top Roadway Priorities for Residents 2014-2023

Rank	2014	2019	2023
1	41st St	41st St	East 10th St/SD 42
2	Minnesota Ave/SD 115	26th St	41st St
3	26th St	East 10th St/SD 42	Cliff Ave
4	Cliff Ave	Minnesota Ave/SD 115	West 12th St
5	East 10th St/SD 42	Louise Ave	Minnesota Ave/SD 115
6	Western Ave	West 12th St	Western Ave
7	Louise Ave	Western Ave	26th St
8	West 12th St	Cliff Ave	Louise Ave

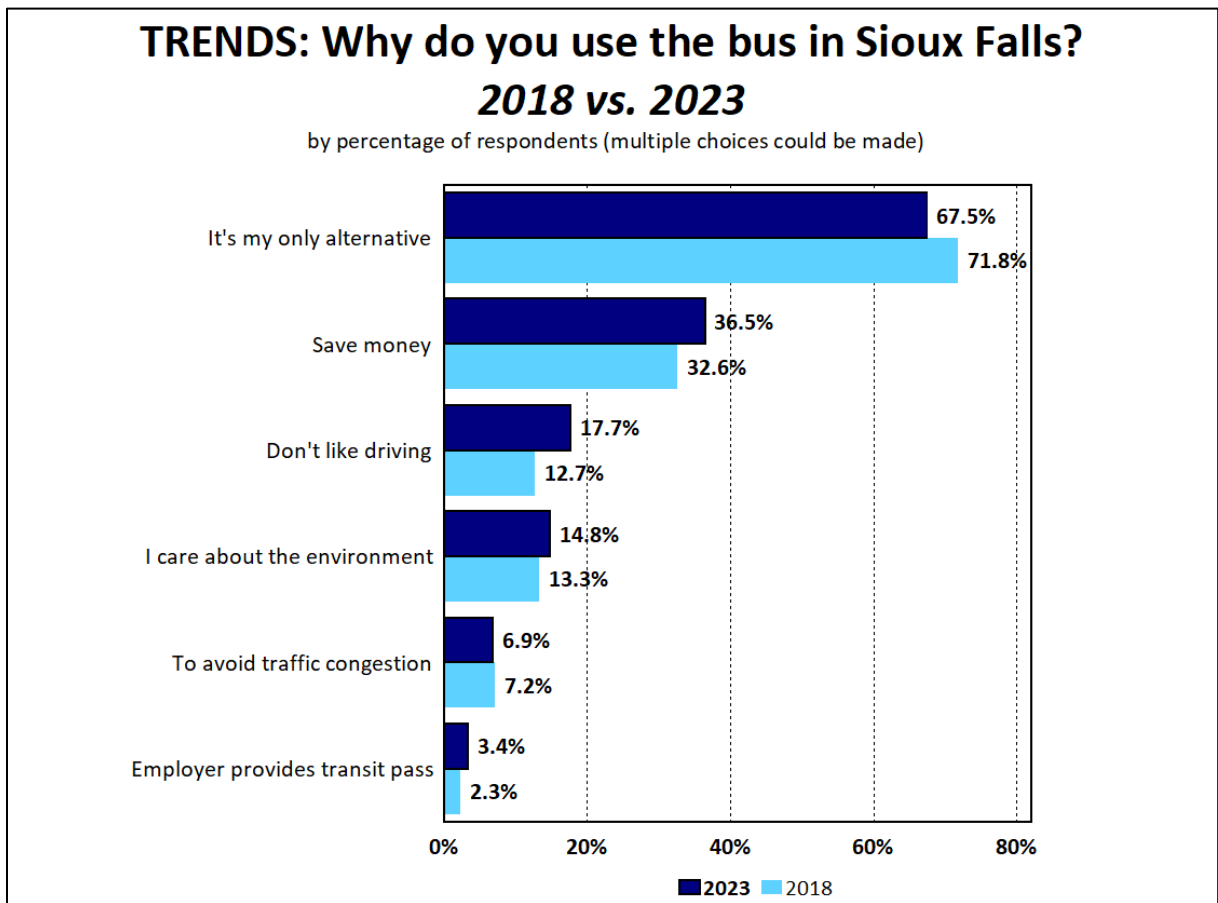
The Rankings Have Changed, but the Top Eight Priorities
Have Not Changed Since 2014

Ways to Serve Current Bus Riders Better

Based on the results of the On-Board Transit Survey, the best two ways to serve people who are currently using public transportation in the region would be to:

- Increase the availability of weekend service
- Increase the availability of evening service

One of the reasons these two items ranked higher than the other 10 items that were assessed is that most of the people currently using public transportation in the region do not have other alternatives as shown in the chart below.

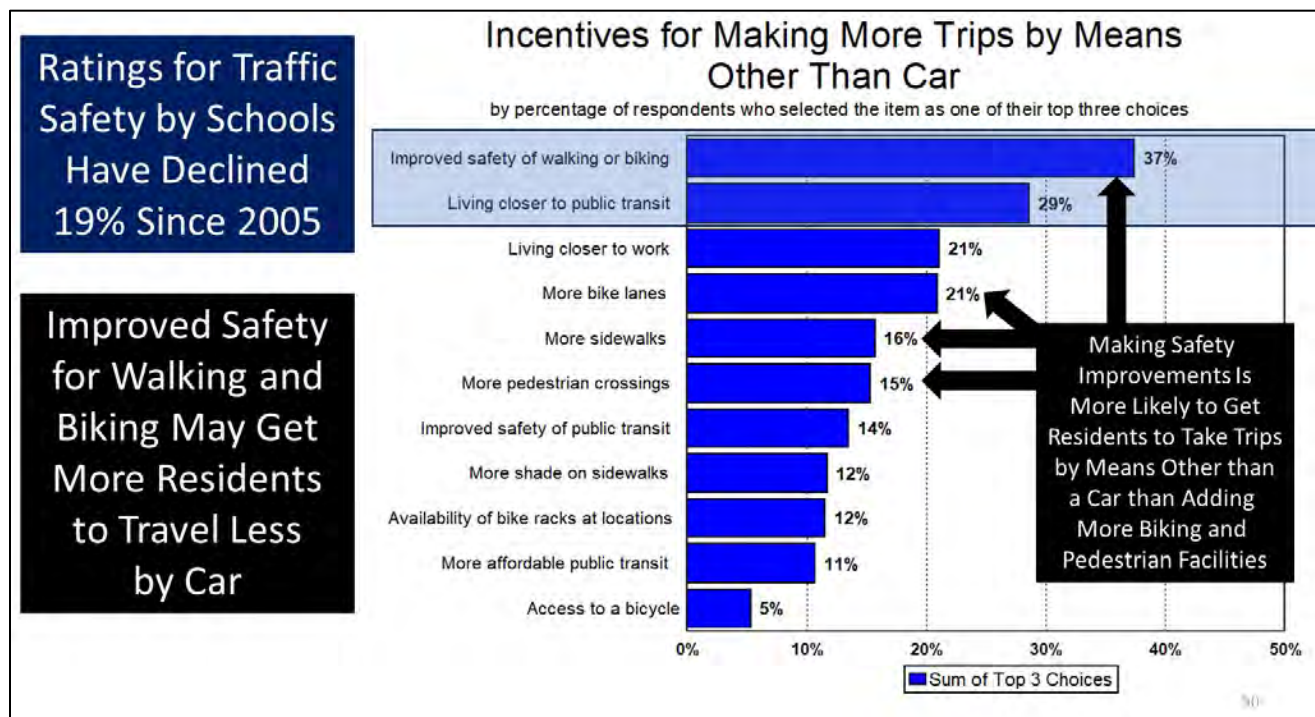


Satisfaction with Traffic Safety Near Schools Continues to Decline

Although the percentage of residents who gave “excellent” or “good” ratings for *traffic safety overall* in the Sioux Falls area have remained steady, ratings for *traffic safety near schools* have decreased steadily since 2005. In 2005, 66% of residents rated traffic safety near schools as “excellent” or “good”. In 2023, the percentage had decreased to 47%, which is a 19% drop.

Safety Improvements to Walking and Biking Facilities May Be the Best Way to Encourage Residents to Make More Trips By Means Other than a Car

Safety improvements to walking and biking facilities were identified by residents as the best way to encourage them to complete fewer trips by car. In fact, residents were significantly more likely to select this option than living closer to public transit, adding more bike lanes, adding more sidewalks, or adding more pedestrian crossings.



Guiding Objectives

The focus groups and surveys were designed to develop guiding objectives for long range transportation planning in Sioux Falls Metropolitan Planning Area. The guiding objectives reflect the priorities for transportation that were identified during this study.

Transportation planners and elected officials should use these guidelines to help set long range transportation priorities for the Sioux Falls Metropolitan Planning Organization. Decisions related to long-range transportation investments should be reviewed with regard to how the investment supports these objectives.

Investments that support the guiding objectives should receive higher priority than those that do not.

The guiding objectives based on the results of the 2023 Market Research Study are provided on the following page.

2023 Sioux Falls MPO LRTP Market Research Study Guiding Objectives

Safety	Ensuring that people can safely travel in the region
Connectivity	Preserving the ease of travel between areas in the Sioux Falls region to keep the community connected
Underserved	Ensuring that the needs of traditionally underserved populations (i.e., seniors, low income residents, persons with disabilities) are met
Growth	Ensuring that the capacity of the region's transportation system can accommodate increases in population
Alternatives	Developing and encouraging the use of alternative modes of transportation, such as public transportation, biking, walking, e-bike/scooters, and ride sharing
Technology	Ensuring the region can support emerging transportation needs caused by advances in technology (e.g., rising usage of e-vehicles, home delivery services, and autonomous vehicles)

Possible Seed Projects

The results of this market research study were also used to identify “seed projects,” which are types of investments and/or areas for further study that should be prioritized to ensure the needs of residents, employers, and traditionally underserved populations are met over the next five years. Transportation investments and areas of further study that should be considered as “seed projects” are listed below.

- **Maintenance of streets/roadways** in the Sioux Falls MPO planning area to preserve the quality of the region's existing transportation infrastructure
- **Improvements to traffic flow** in the Sioux Falls MPO planning area that preserve the ability of residents to travel to/from major destinations in the region

- **Investments in public transportation** to ensure the transportation needs of traditionally underserved populations (i.e., seniors, low-income residents, persons with disabilities) in the region are met
- **Enhancements to the region's walking and biking system** to ensure residents can **safely** walk and bike in the region

Contents of this Report

In addition to the items described in this summary, some of the other issues addressed in this study included: traffic safety, traffic flow, condition of rural roads/highways, and truck traffic. Please refer to the following sections of this report to view the results of individual components of this study:

- Section 2: Resident Survey Report
- Section 3: Employer Survey Report
- Section 4: Survey of Traditionally Underserved Populations Report
- Section 5: Focus Groups Summary
- Section 6: Summary of Stakeholder Interviews
- Appendix A: Summary Report for the On-Board Transit User Survey
- Appendix B: GIS Maps of Results to the Resident Survey
- Appendix C: Sioux Falls Metropolitan Planning Organization Boundary Map

Section 2:

Resident Survey Report

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Sioux Falls Metropolitan Planning Area 2023 Resident Transportation Survey Summary

Overview

ETC Institute conducted a survey of residents during the fall of 2023 to determine long range transportation priorities for the Sioux Falls Metropolitan Planning Organization (SFMPO). A total of 1,045 randomly selected residents from Minnehaha and Lincoln Counties participated in the survey: 88% of the respondents lived inside the City of Sioux Falls and 12% lived outside the City of Sioux Falls. The overall results of the survey have a precision of at least +/- 3% at the 95% level of confidence.

This section of the report contains:

- a brief summary of the methodology and major findings
- charts depicting the overall results of the survey along with comparisons to the results from the 2019, 2014, 2010, 2005 and 1999 survey
- Importance-Satisfaction Matrix Analysis
- tables that show the results for all questions on the survey
- a copy of the survey instrument

Major Findings

- **Ratings for Several Attributes of the Region's Transportation System Improved.** Of the 12 major attributes of transportation assessed in the survey, overall satisfaction has improved in 9 of them since 2019. The biggest increases were in the following areas:
 - Satisfaction with maintenance of streets in Sioux Falls increased 14%
 - Satisfaction with ease of travel by car from one side of Sioux Falls to the other increased 13%
 - Satisfaction with ease of travel by car to/from Sioux Falls and other communities increased 12%
 - Satisfaction with maintenance of streets in the communities and areas outside of Sioux Falls increased 12%

The only areas that decreased by more than 3% since 2019 were: satisfaction with the availability of public transportation/bus service in Sioux Falls (-5%) and satisfaction with the availability of safe walking/pedestrian facilities (-6%).

- **Transportation Services Residents Felt Were Most Important.** The aspects of the region's transportation system that residents felt were most important were: 1) the maintenance of streets in Sioux Falls, 2) the ease of travel from one side of Sioux Falls to the other and 3) how well the region is planning for growth.

- **Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area.** Based upon a combined percentage of residents who rated these items as “very high” or “high” priorities, the items that residents felt should be the top priorities for improvement over the next 20 years were:
 - Improving traffic flow on East-West roads in the City of Sioux Falls (74%)
 - Improving the timing of traffic lights (69%)
 - Improving transportation for seniors/persons with disabilities (69%)
- **Transportation Improvements Residents Were Most Willing to Fund With Their Tax Dollars.** The four transportation improvements that residents were most willing to fund with their tax dollars were:
 - Improving East-West roads in the City of Sioux Falls
 - Improving the timing of traffic lights
 - Improving North-South roads in the City of Sioux Falls
 - Improving existing interchanges on Interstates
- **Traffic Safety.** Overall ratings of traffic safety in the area increased 2% from 2019. In 1999, 52% of residents felt traffic safety in the Sioux Falls area was “excellent” or “good” compared to 51% in 2005, 54% in 2010, 48% in 2014, 42% in 2019, and 44% in 2023. Ratings of the traffic safety near schools decreased 1% from 2019. In 1999, 63% of residents rated the traffic safety near schools as “excellent” or “good” compared to 66% in 2005, 61% in 2010, 55% in 2014, 48% in 2019, and 47% in 2023.
- **Traffic Congestion.** The percentage of residents who felt traffic congestion was a major problem in the area decreased 9% from 2019. In 1999, 94% of residents felt traffic congestion in the metropolitan area was a problem compared to 92% in 2005, 88% in 2010, 90% in 2014, 93% in 2019, and 90% in 2023.
- **Public Transportation.** Twenty-six percent (26%) of the residents surveyed indicated that they had used public transportation inside the City of Sioux Falls; 32% reported using public transportation in cities outside the Sioux Falls area.
- **Streets and Corridors that Residents Felt Should Receive the Highest Priority for Improvements.** The top four streets or roads in the metropolitan area that residents felt should receive the top priority for improvement were: 1) East 10th Street/SD 42, 2) 41st Street, 3) Cliff Avenue, and 4) West 12th Street.
- **Overall Satisfaction with the Region’s Transportation System Has Decreased Since 2019.** In 1999, 66% of the residents surveyed rated the region’s transportation system as “excellent” or “good”; this number declined in 2005 to 49%, then to 41% in 2010, then increased to 44% in 2014, then decreased to 37% in 2019, and decreased to 35% in 2023.

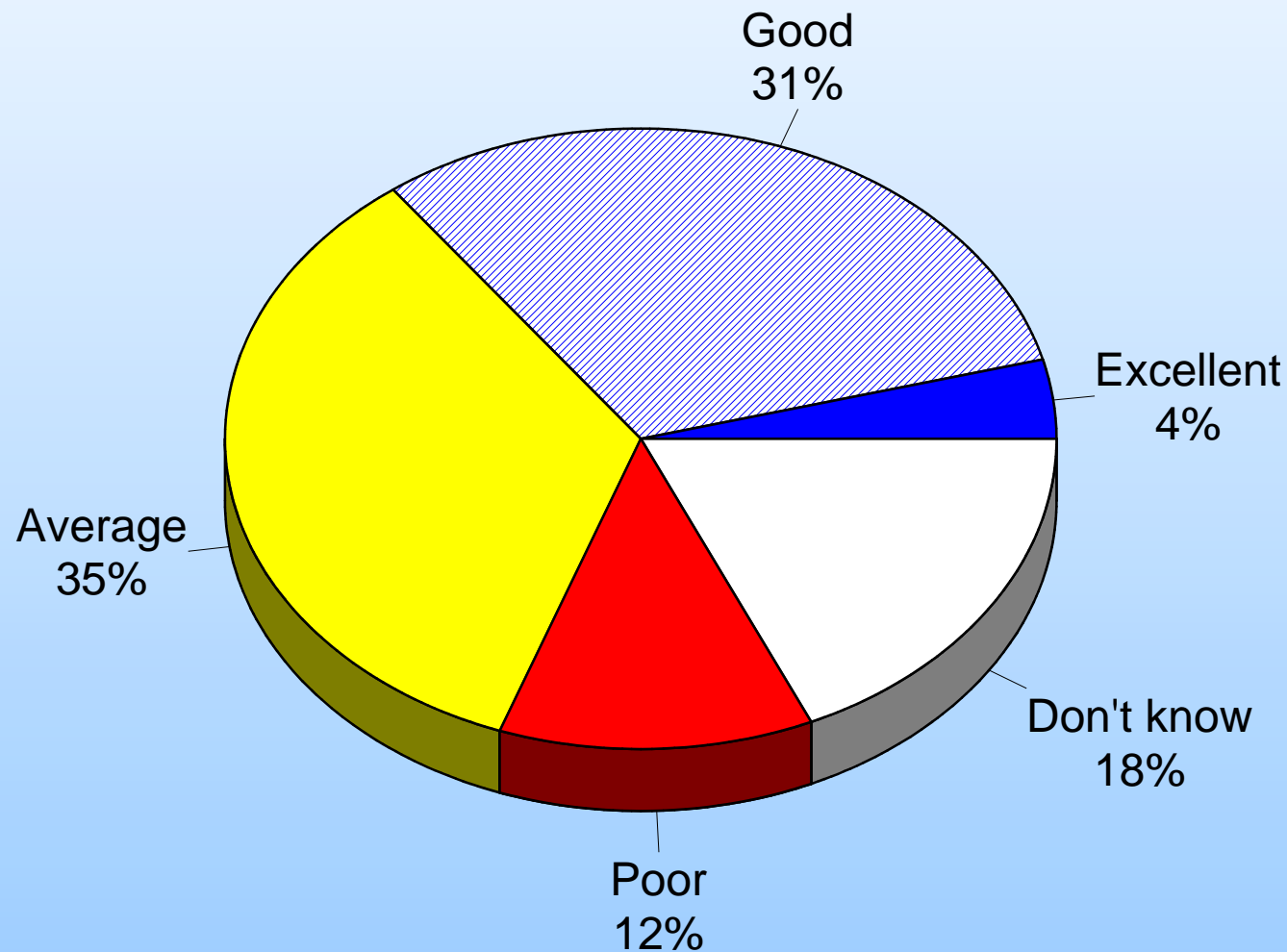
Other Findings:

- The top two ways that residents felt it would be best to keep them informed about transportation improvements were: 1) television news and 2) social networks.
- Nineteen percent (19%) of residents surveyed generally think autonomous (self-driving) vehicles are a good idea; 58% think they are a bad idea, and 23% do not have an opinion.

Section 1: Charts and Graphs

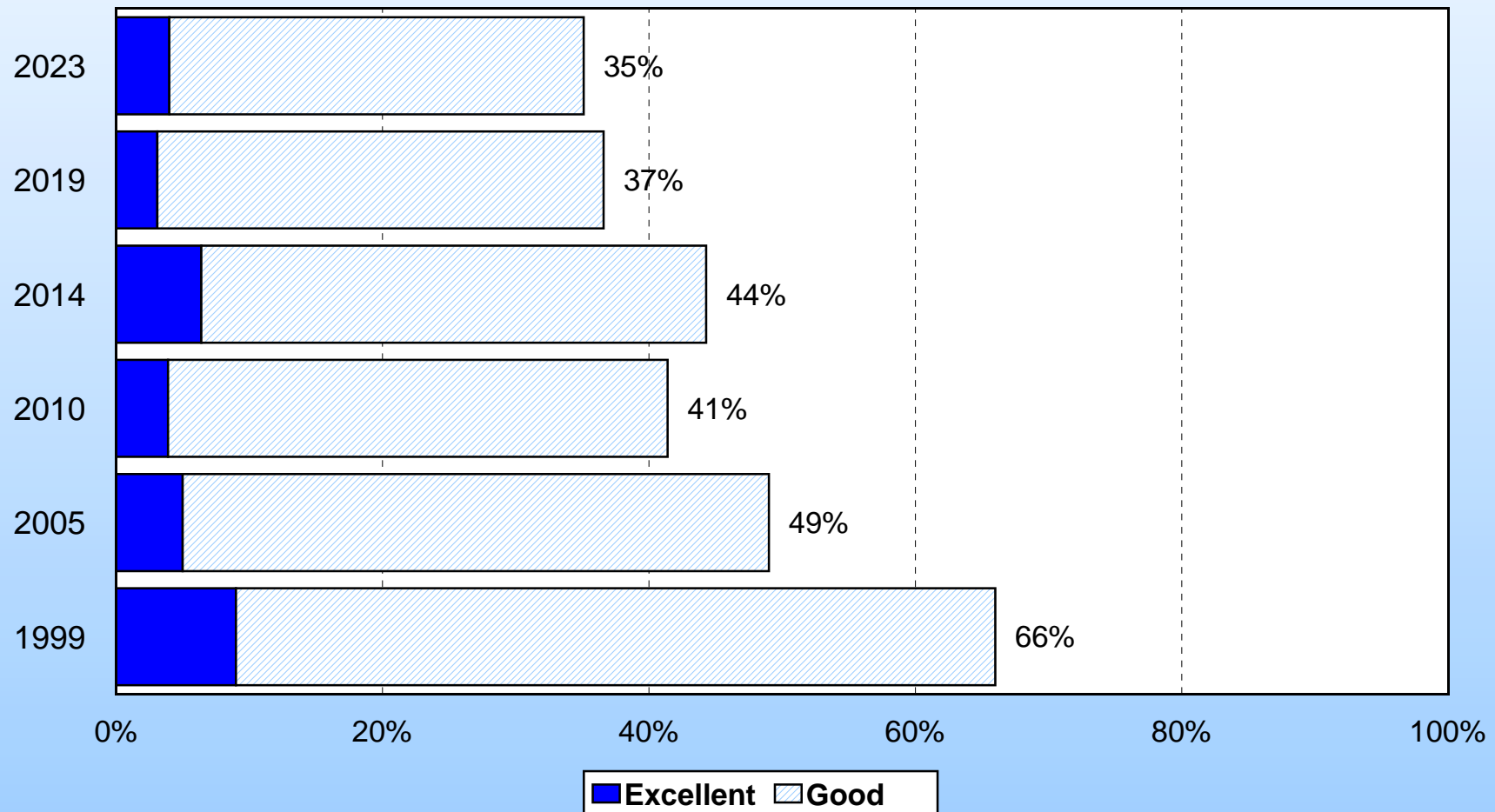
Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area

by percentage of respondents



Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area:

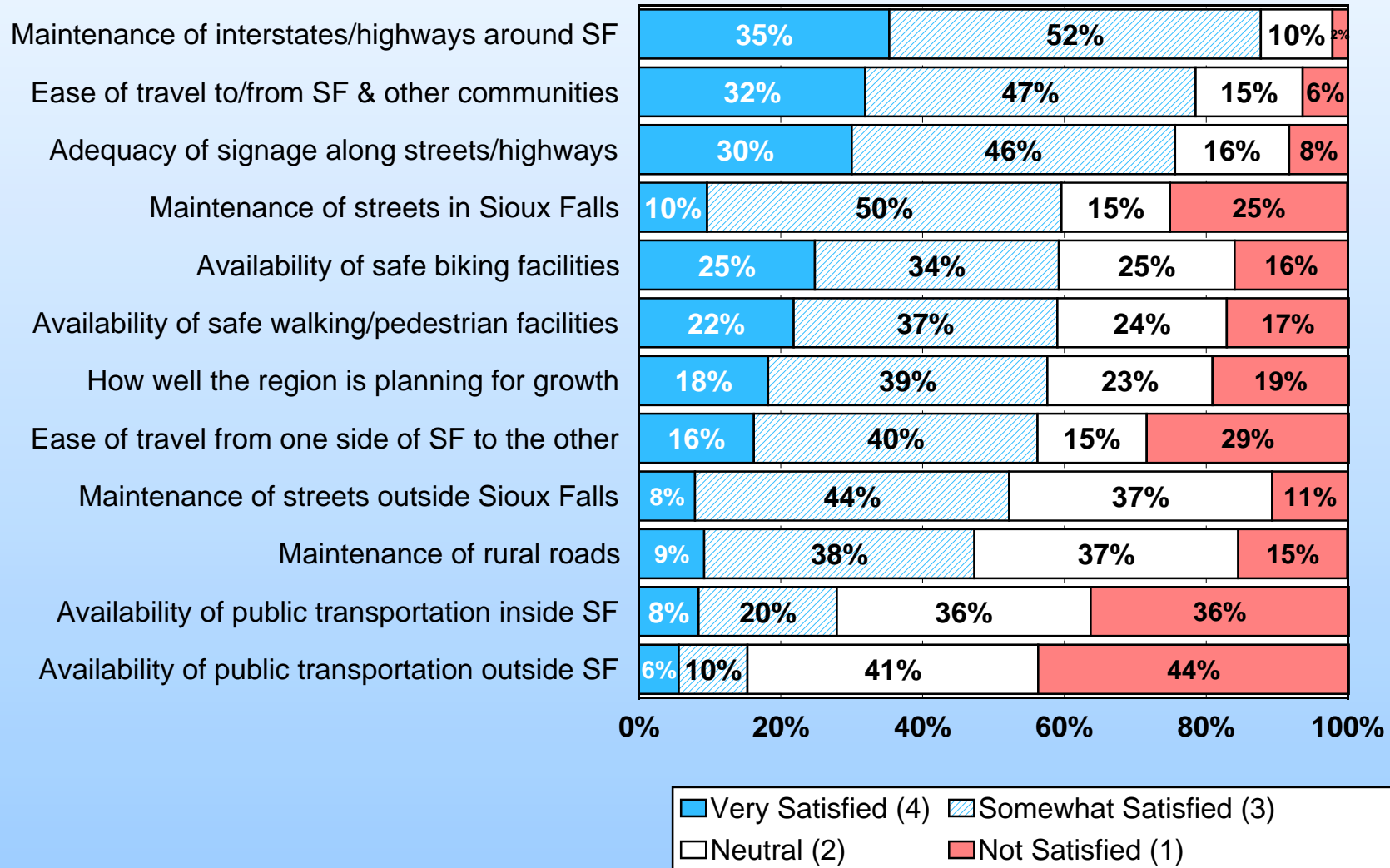
by percentage of respondents who rated the transportation system as “excellent” or “good”



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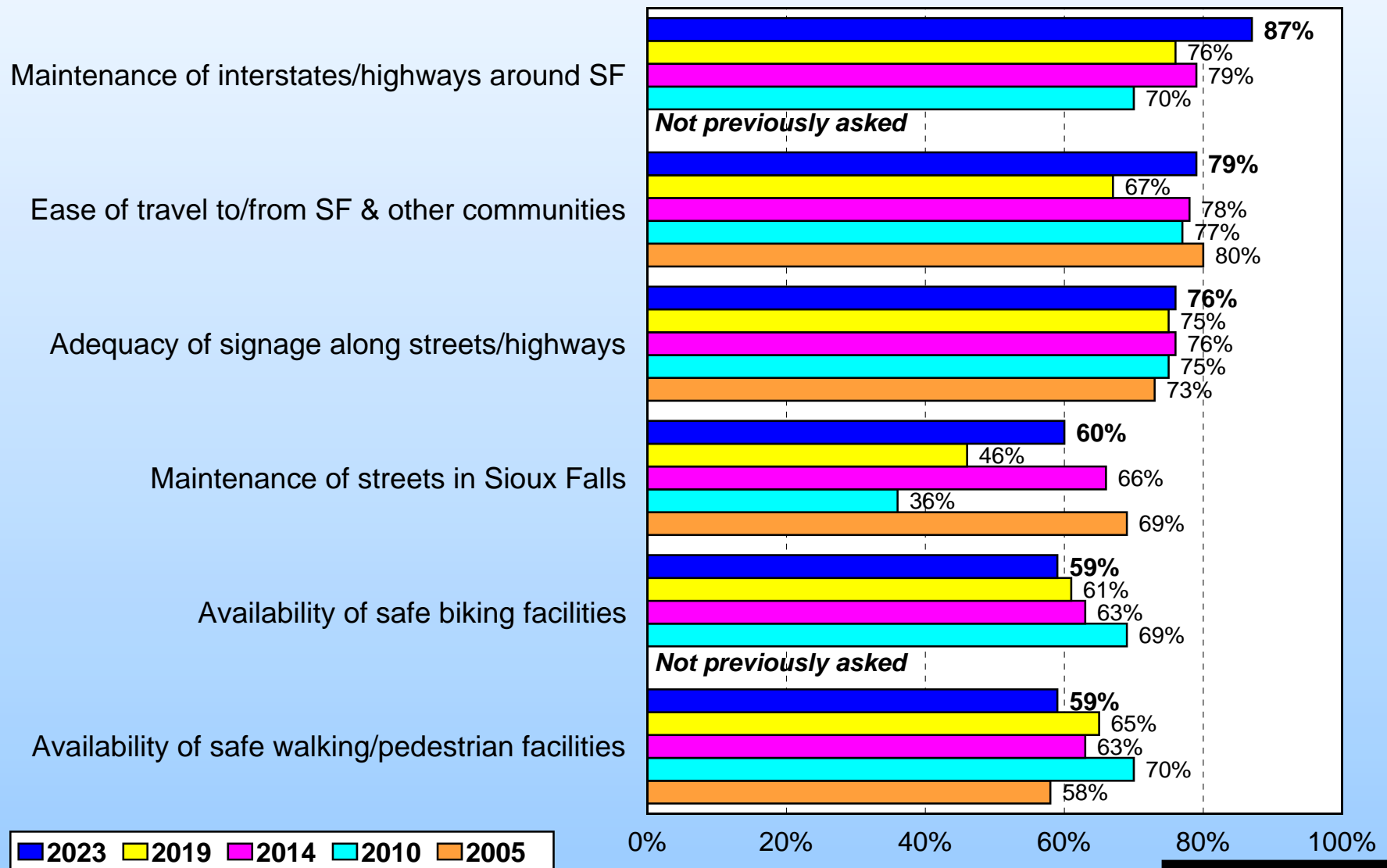
Satisfaction with Various Components of the Sioux Falls Metropolitan Area's Transportation System

by percentage of respondents (excluding don't knows)



Satisfaction with Various Components of the Sioux Falls Metropolitan Area's Transportation System:

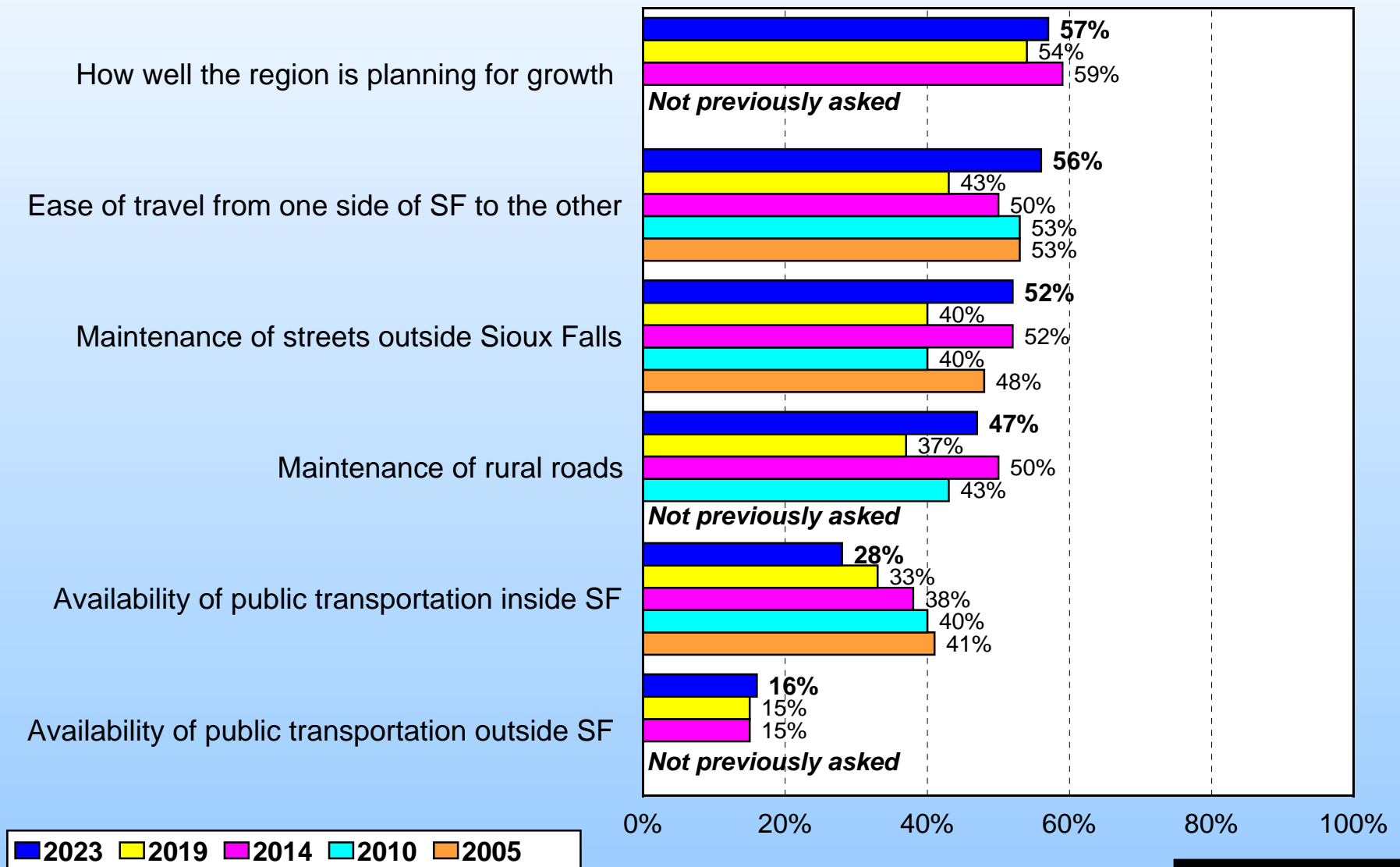
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



TREND DATA

(Cont.) Satisfaction with Various Components of the Sioux Falls Metropolitan Area's Transportation System:

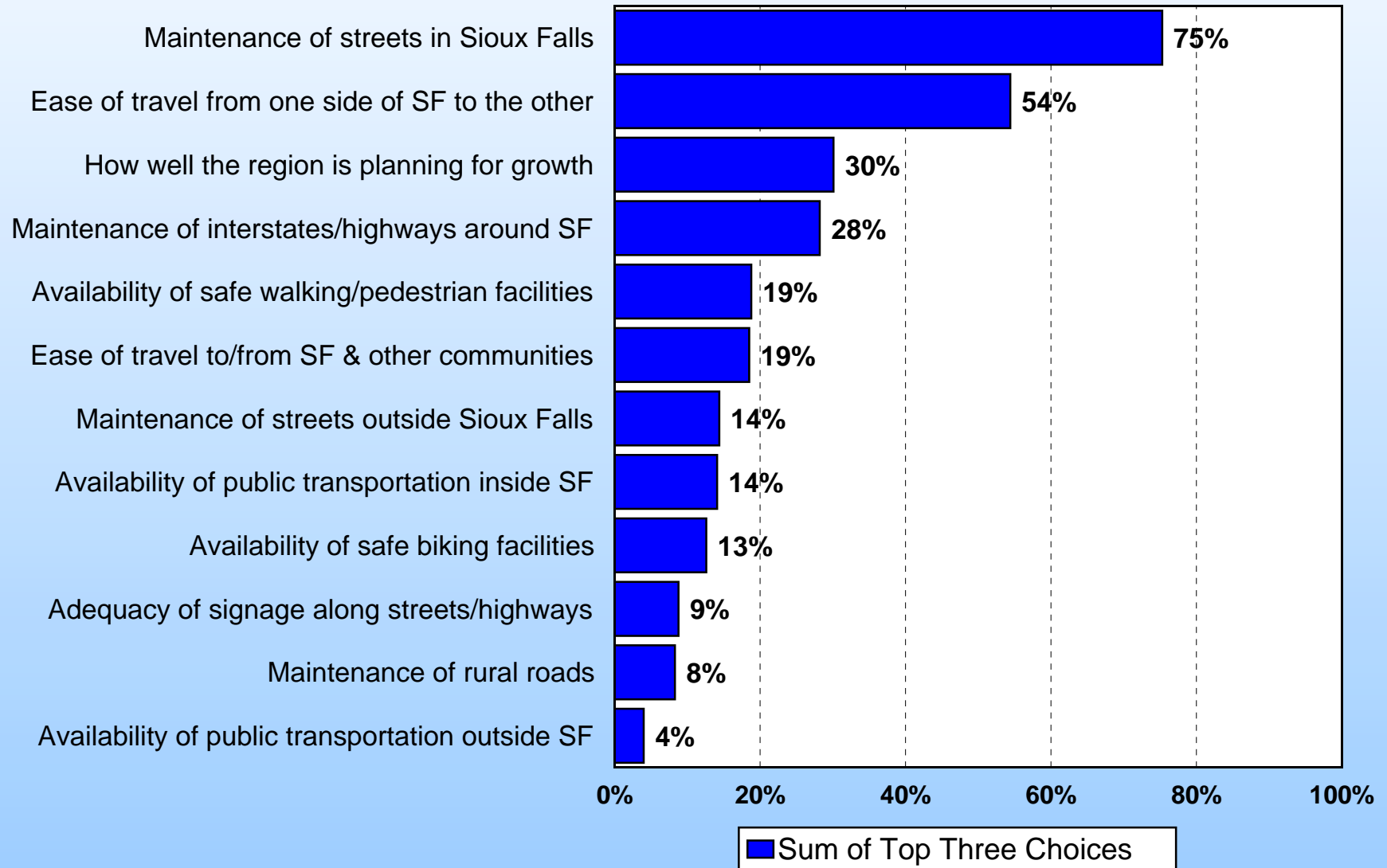
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



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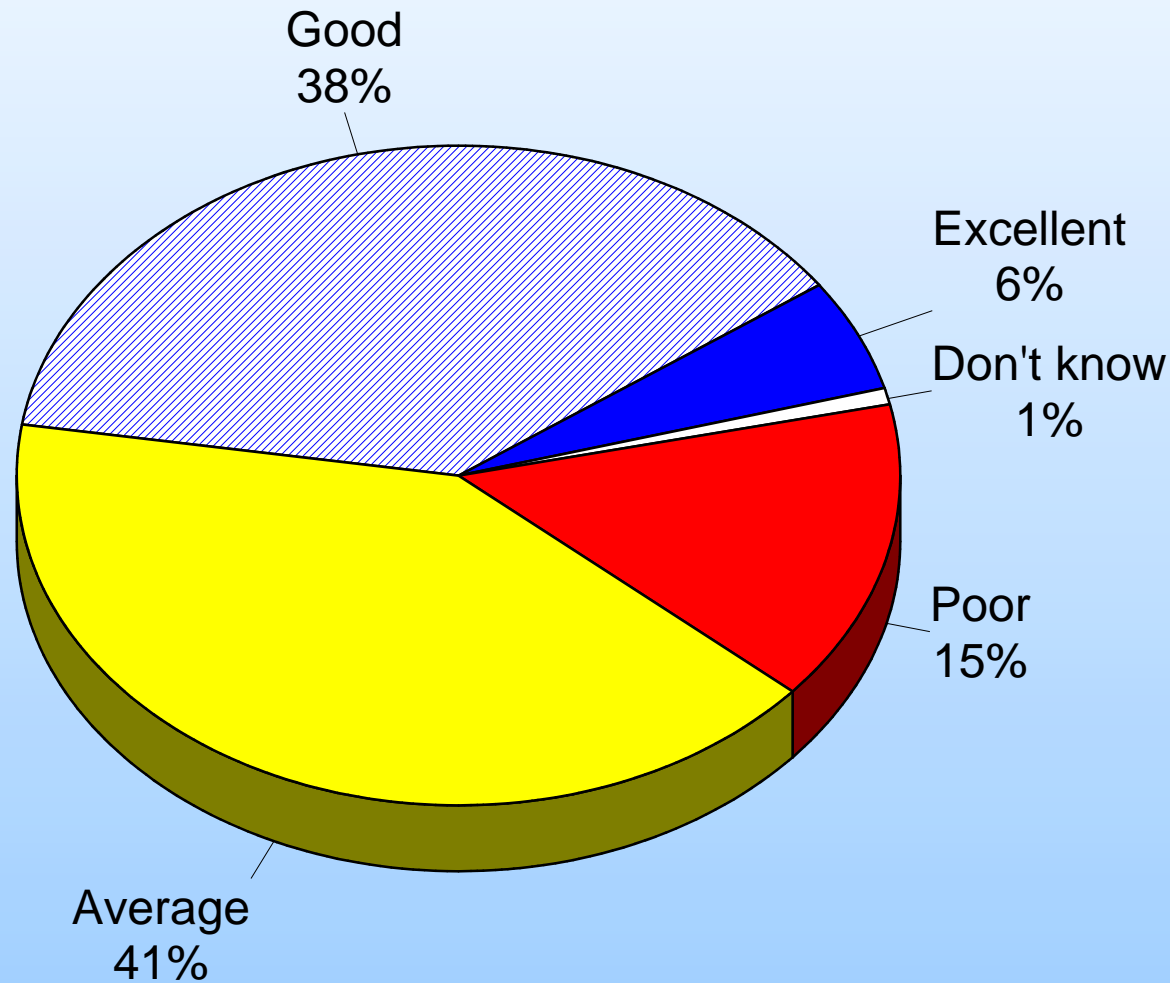
Most Important Aspects of the Sioux Falls Metropolitan Area's Transportation System

by percentage of respondents who selected the item as one of their top three choices



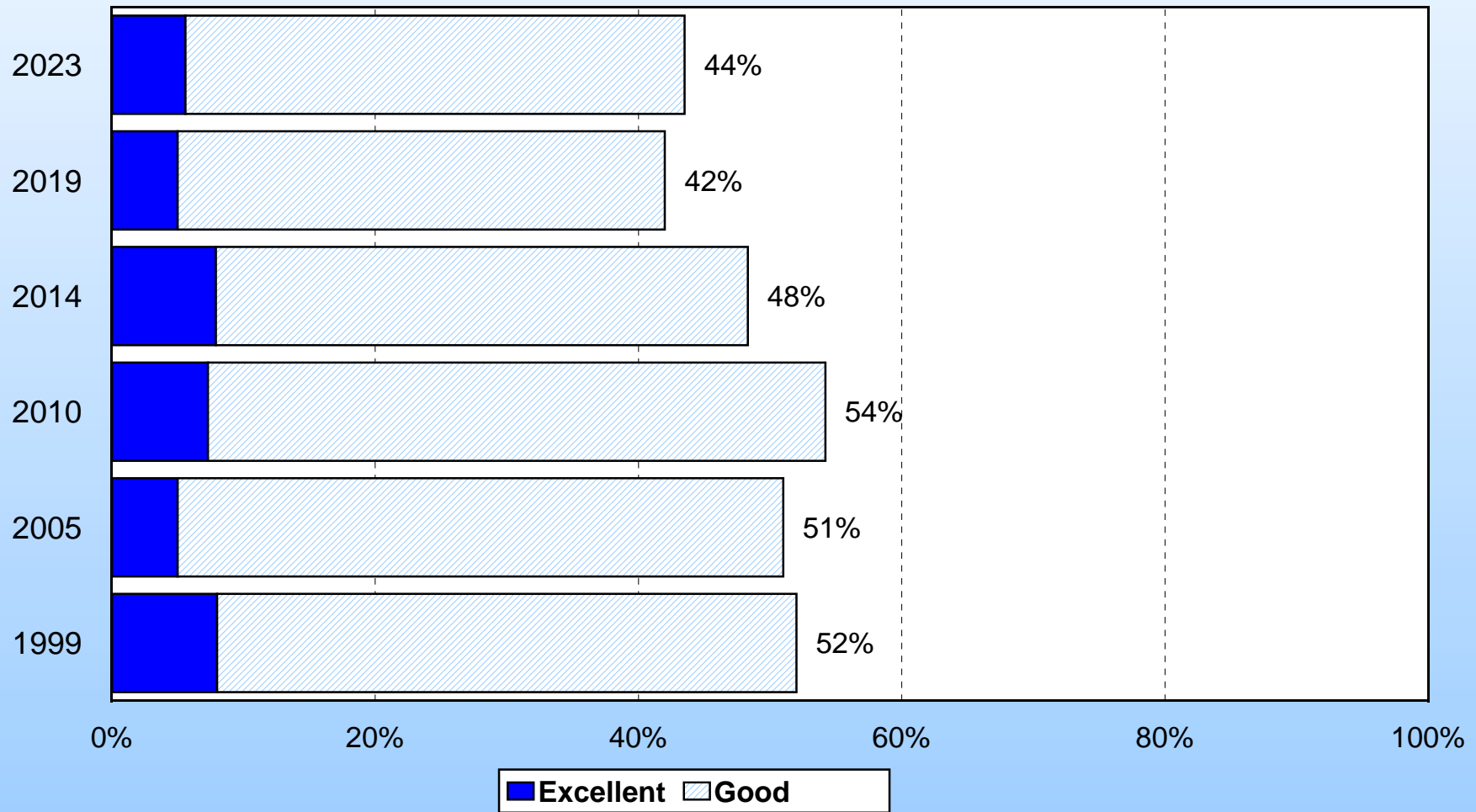
Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area

by percentage of respondents



Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area:

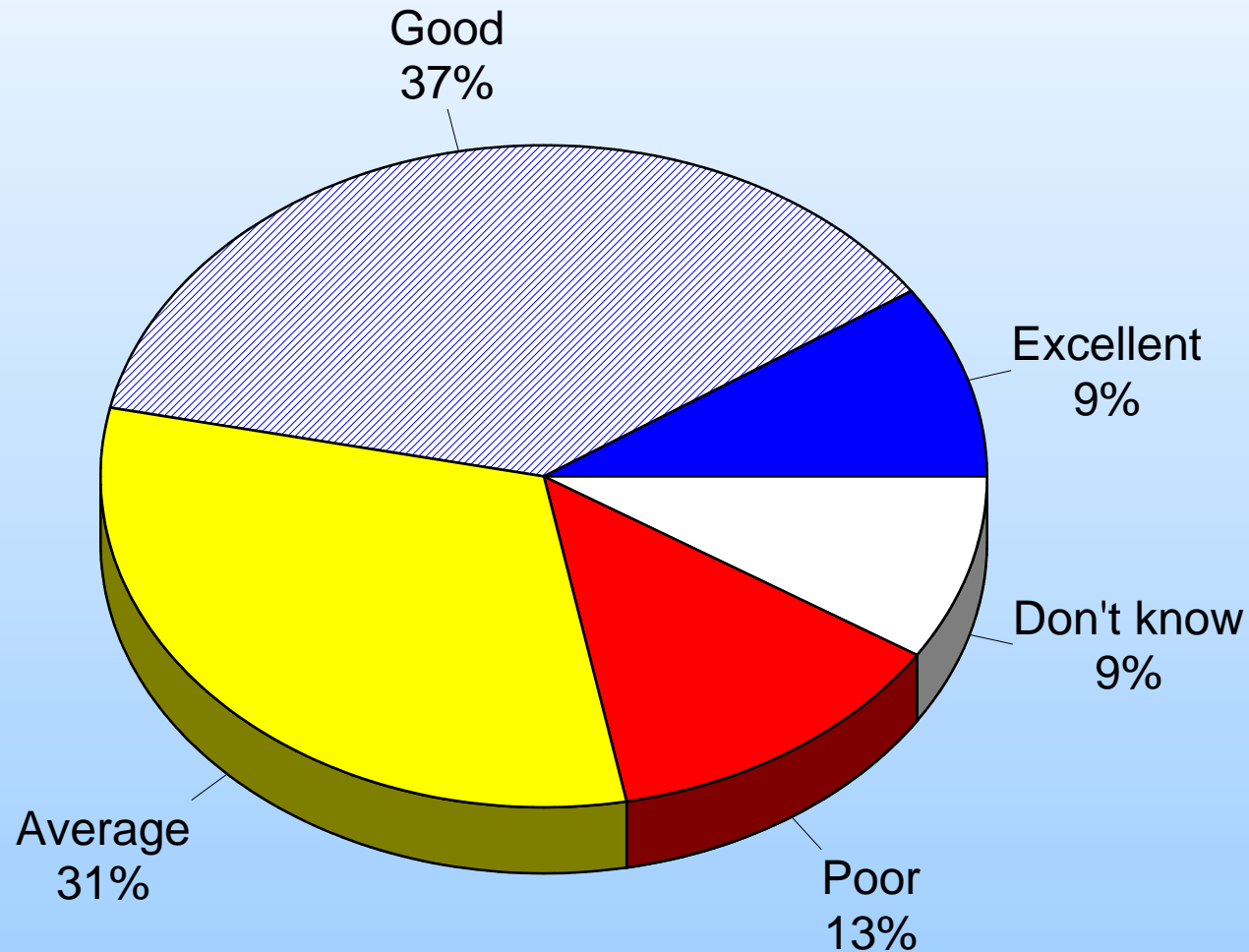
by percentage of respondents who felt traffic safety was “excellent” or “good”



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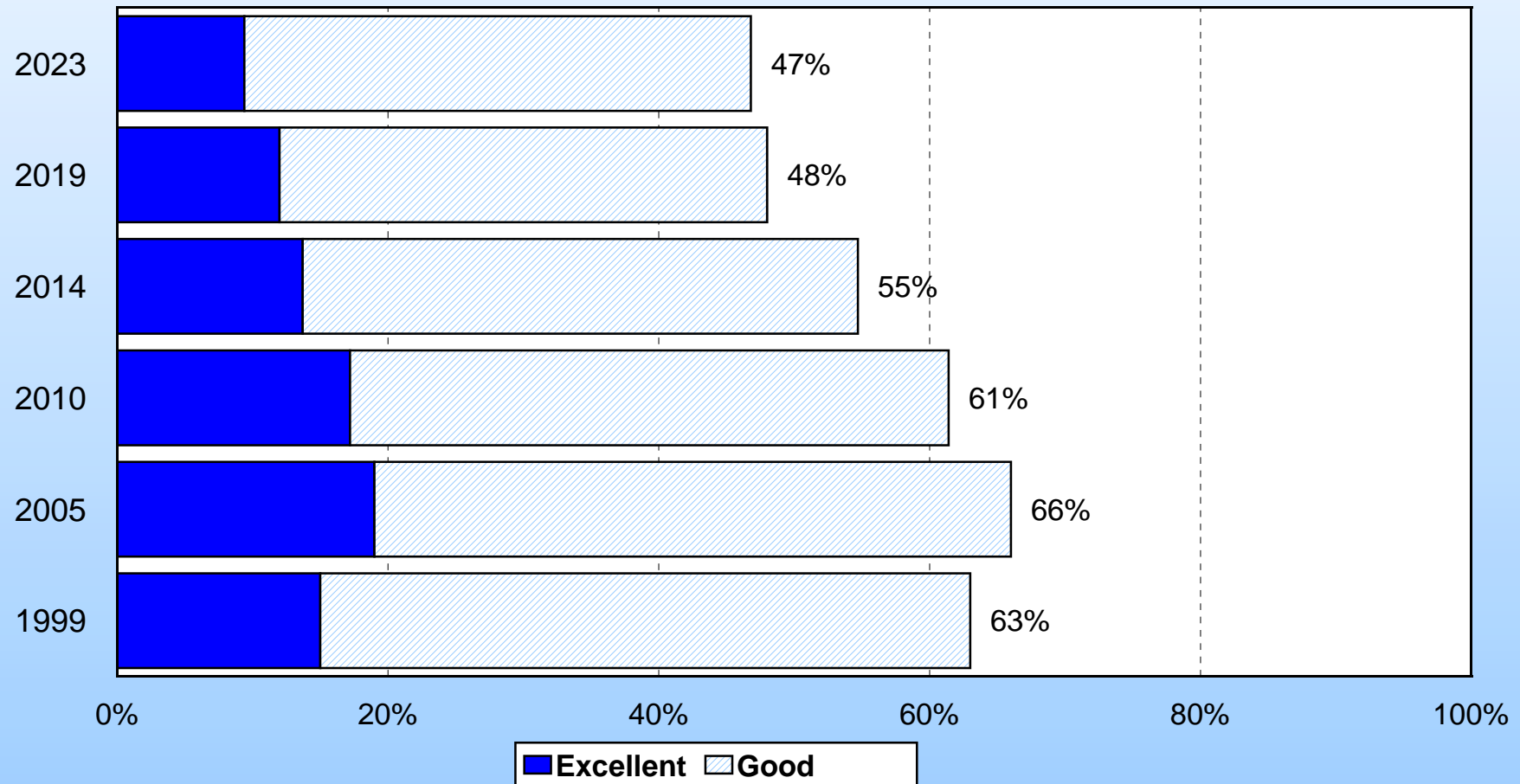
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area

by percentage of respondents



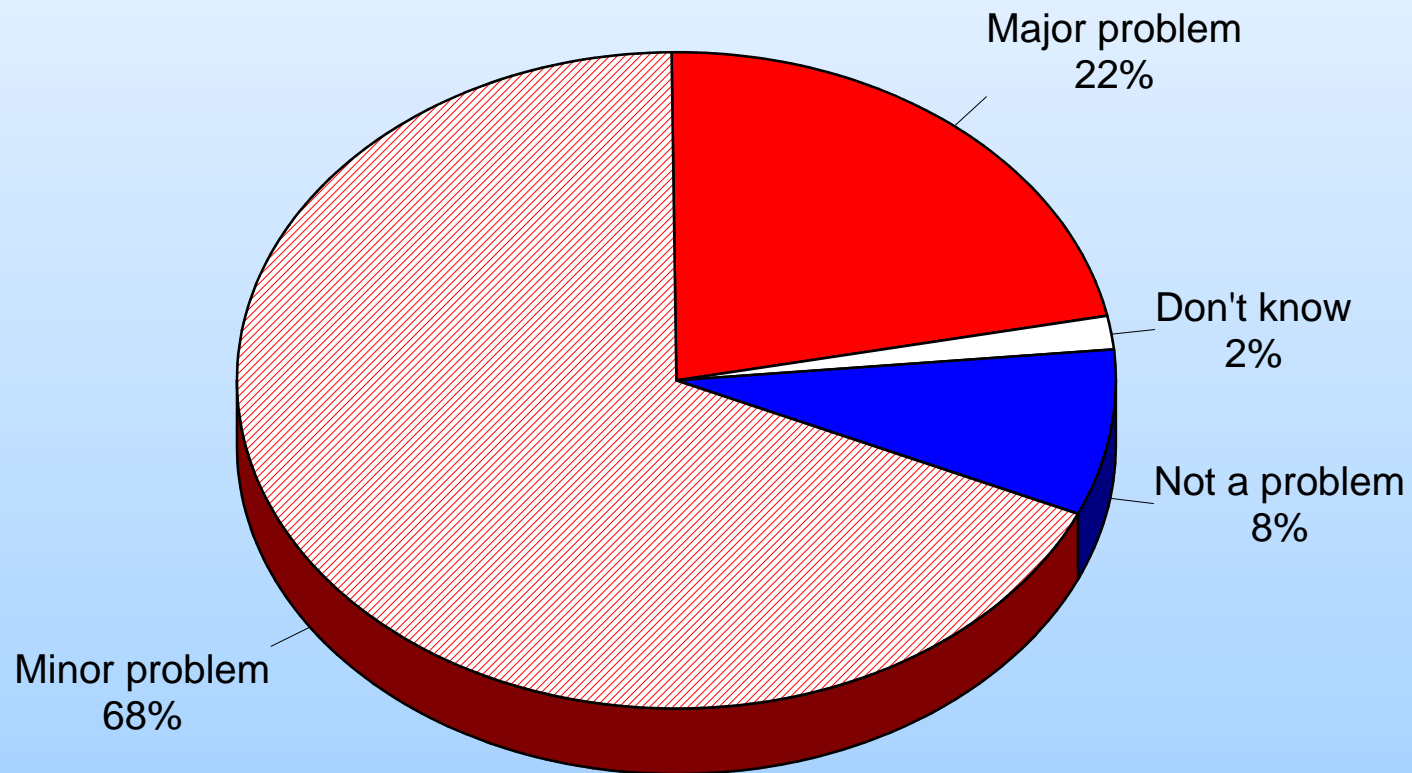
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area:

by percentage of respondents who felt the traffic safety near schools was “excellent” or “good”

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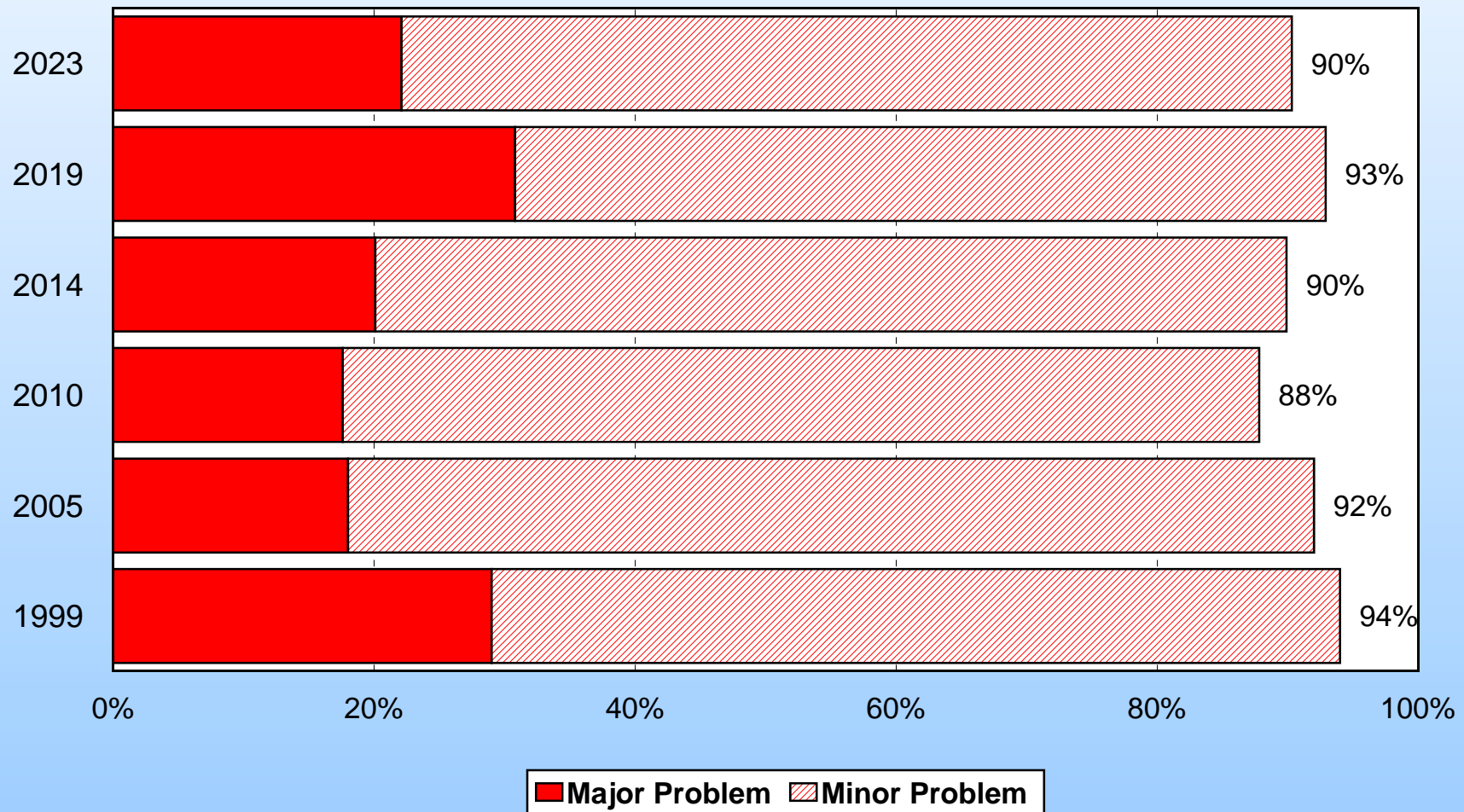
Overall Concern About the Level of Traffic Congestion in the Sioux Falls Metropolitan Area

by percentage of respondents



Overall Concern About the Level of Traffic Congestion in the Sioux Falls Metropolitan Area: **1999 to 2023**

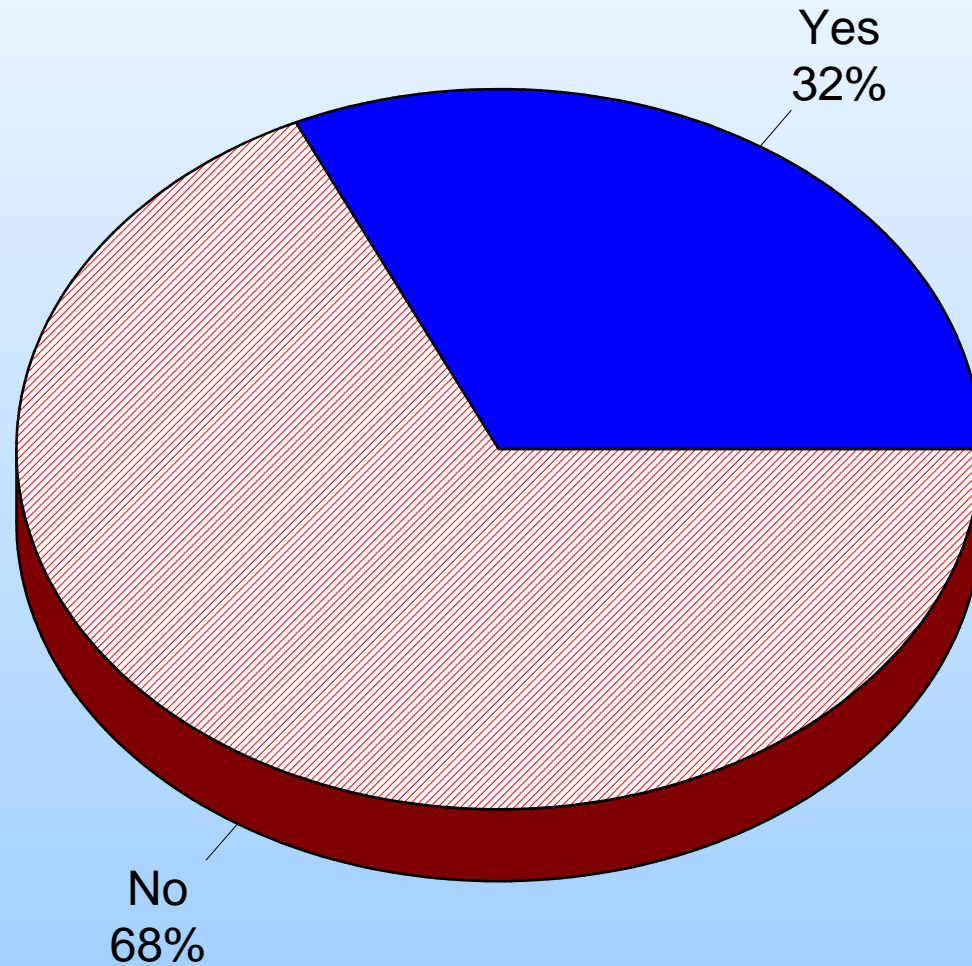
by percentage of respondents who felt traffic congestion was a “major” or “minor problem”



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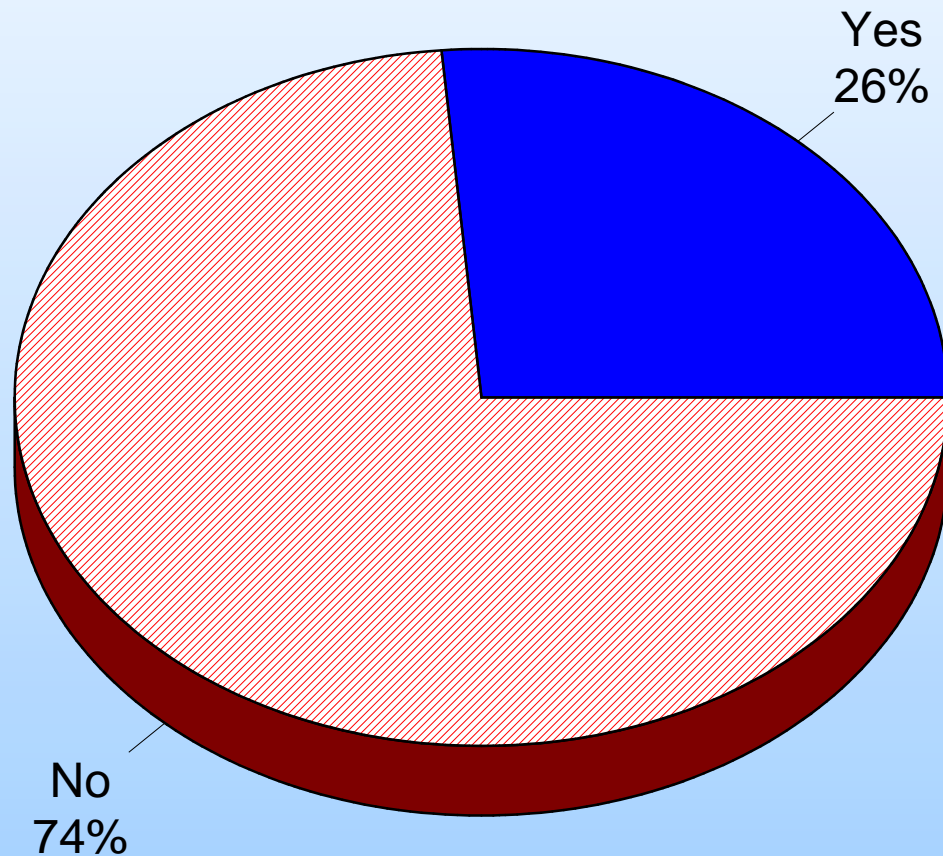
Have you ever used public transportation outside the City of Sioux Falls?

by percentage of respondents



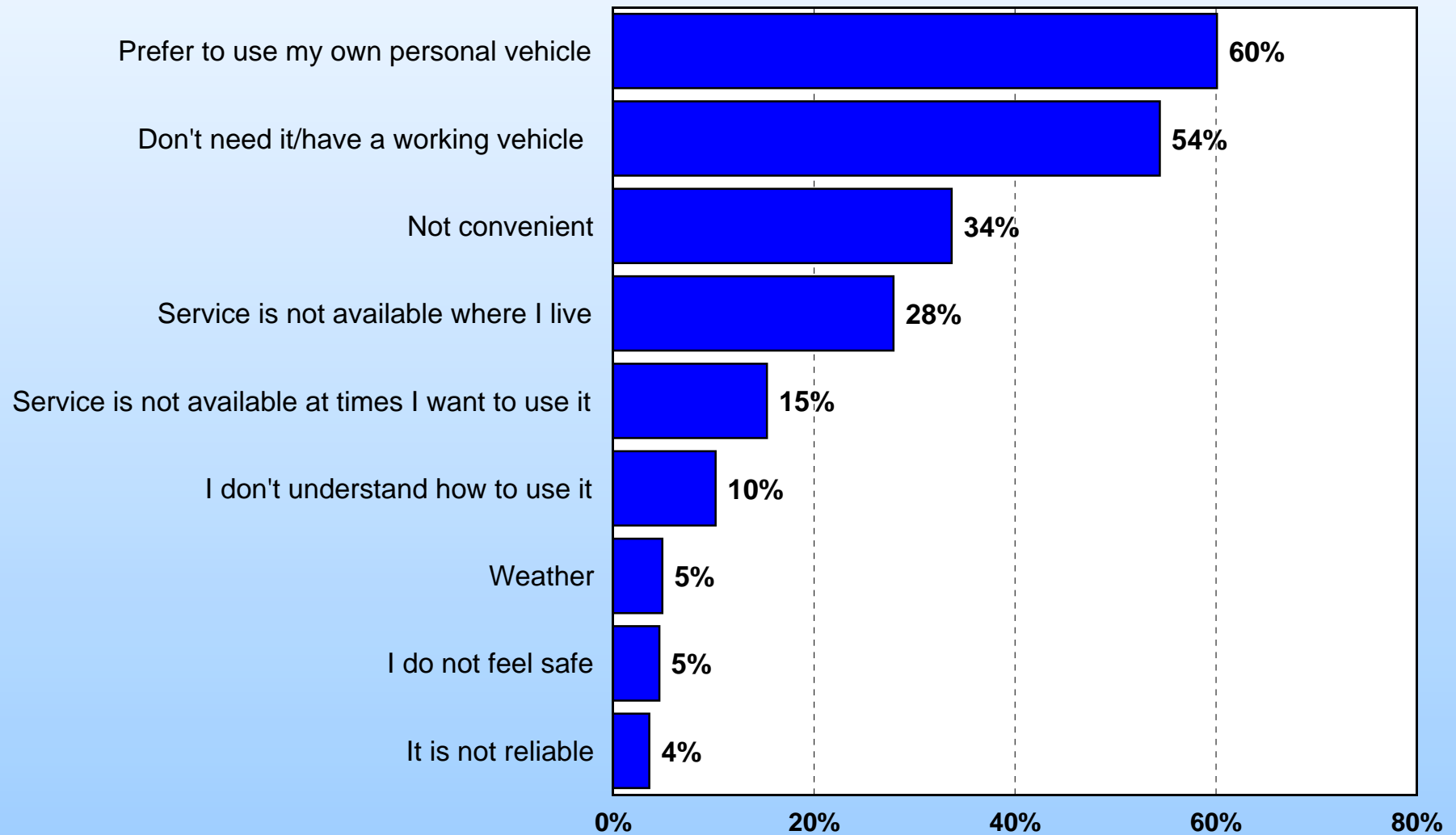
Have you ever used public transportation inside the City of Sioux Falls?

by percentage of respondents



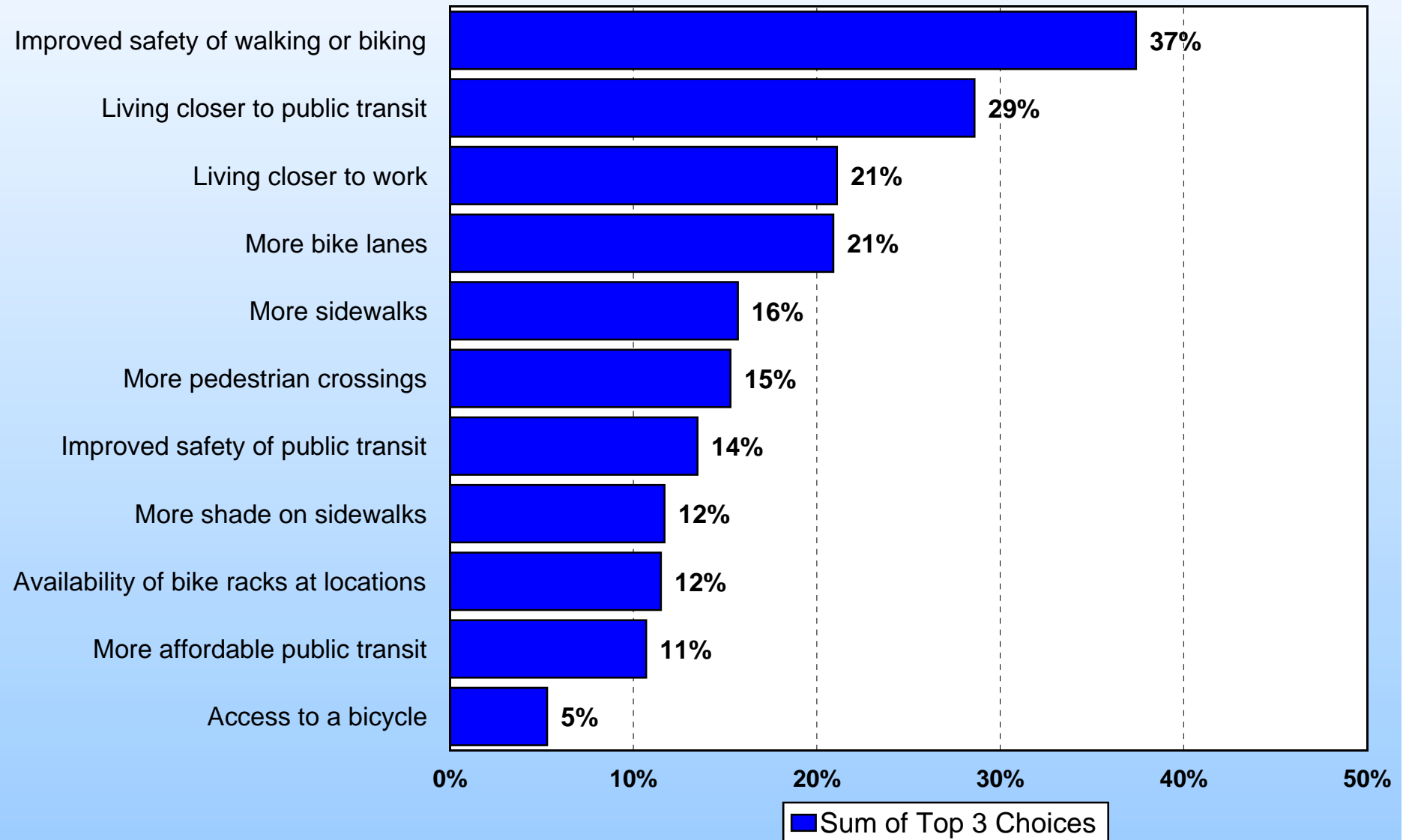
Reasons Residents Do Not Use Public Transit More Often Than They Currently Do in Sioux Falls

by percentage of respondents



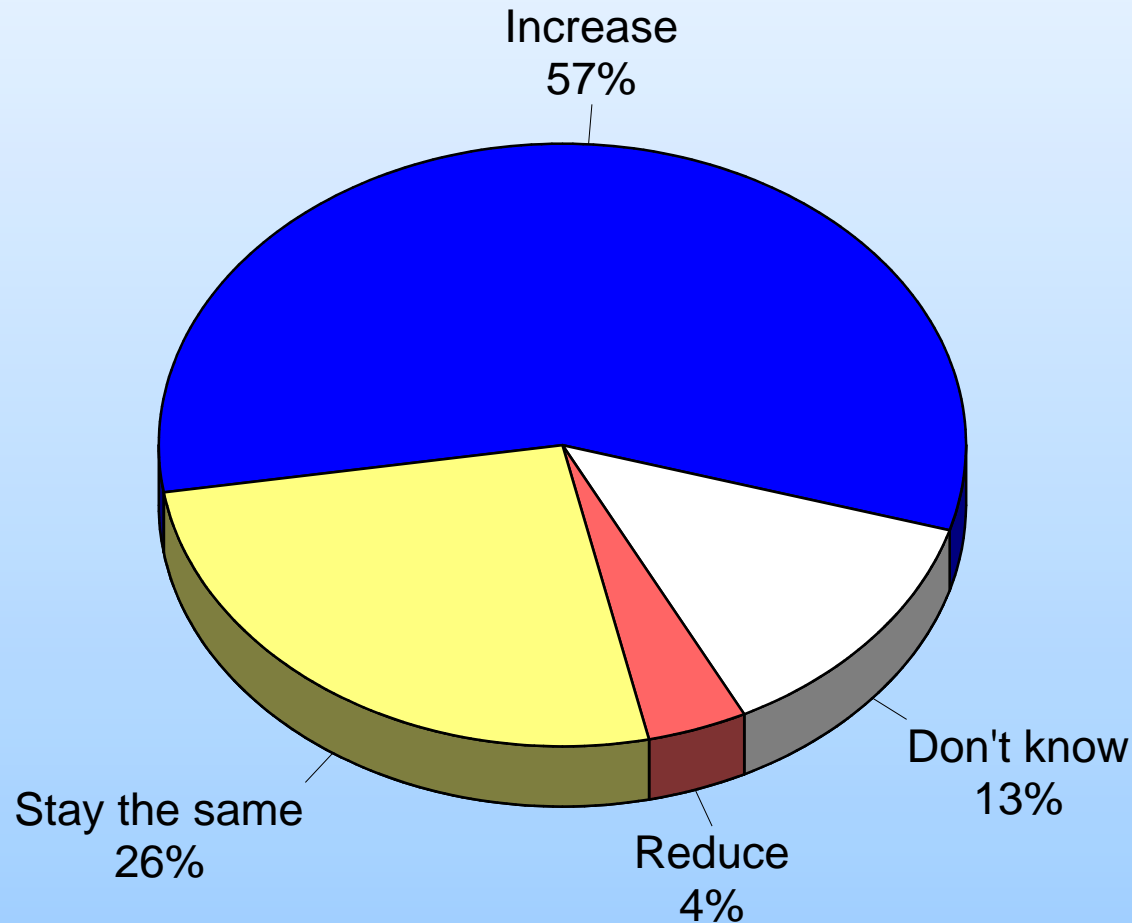
Incentives for Making More Trips by Means Other Than Car

by percentage of respondents who selected the item as one of their top three choices



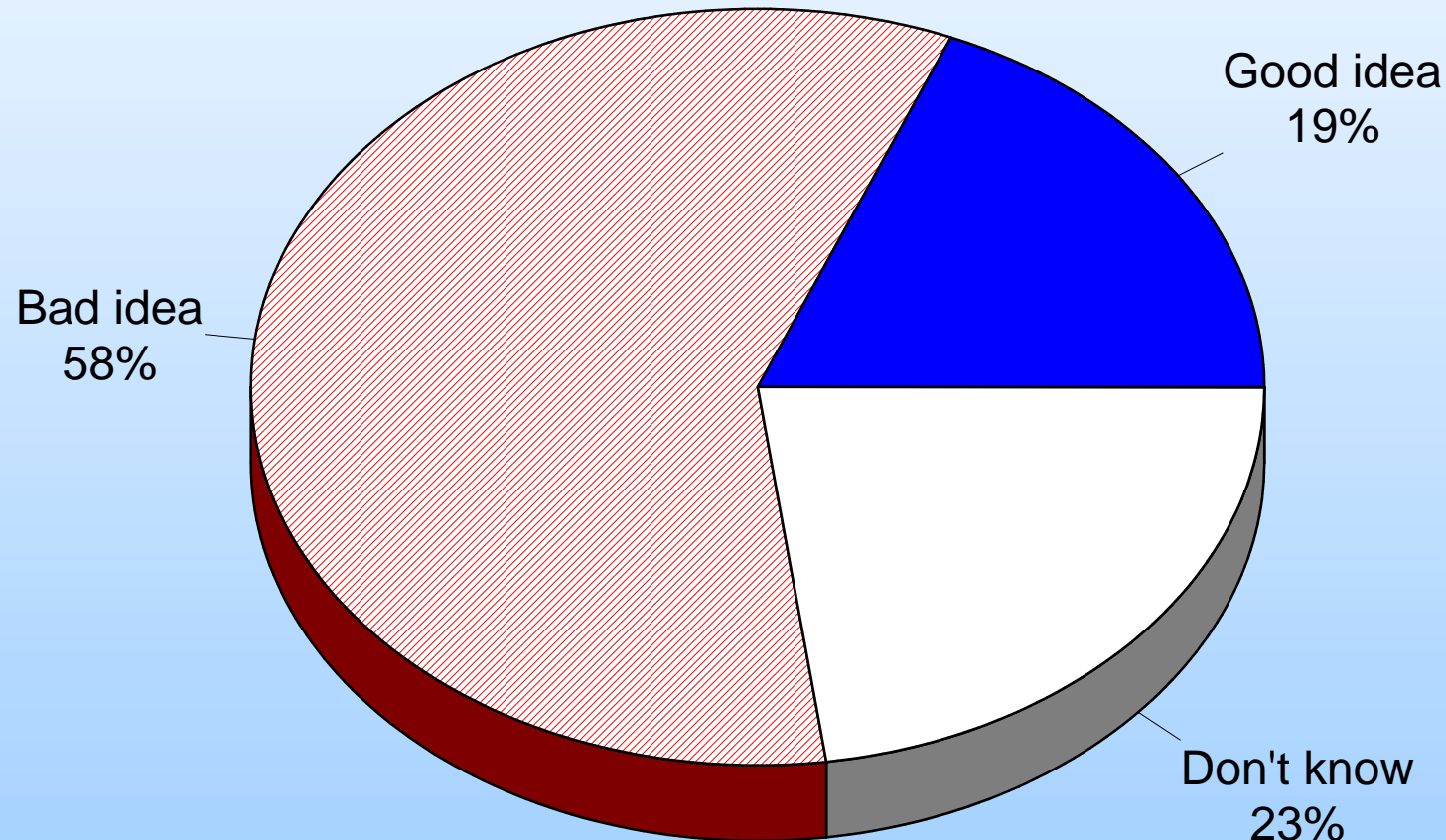
Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?

by percentage of respondents



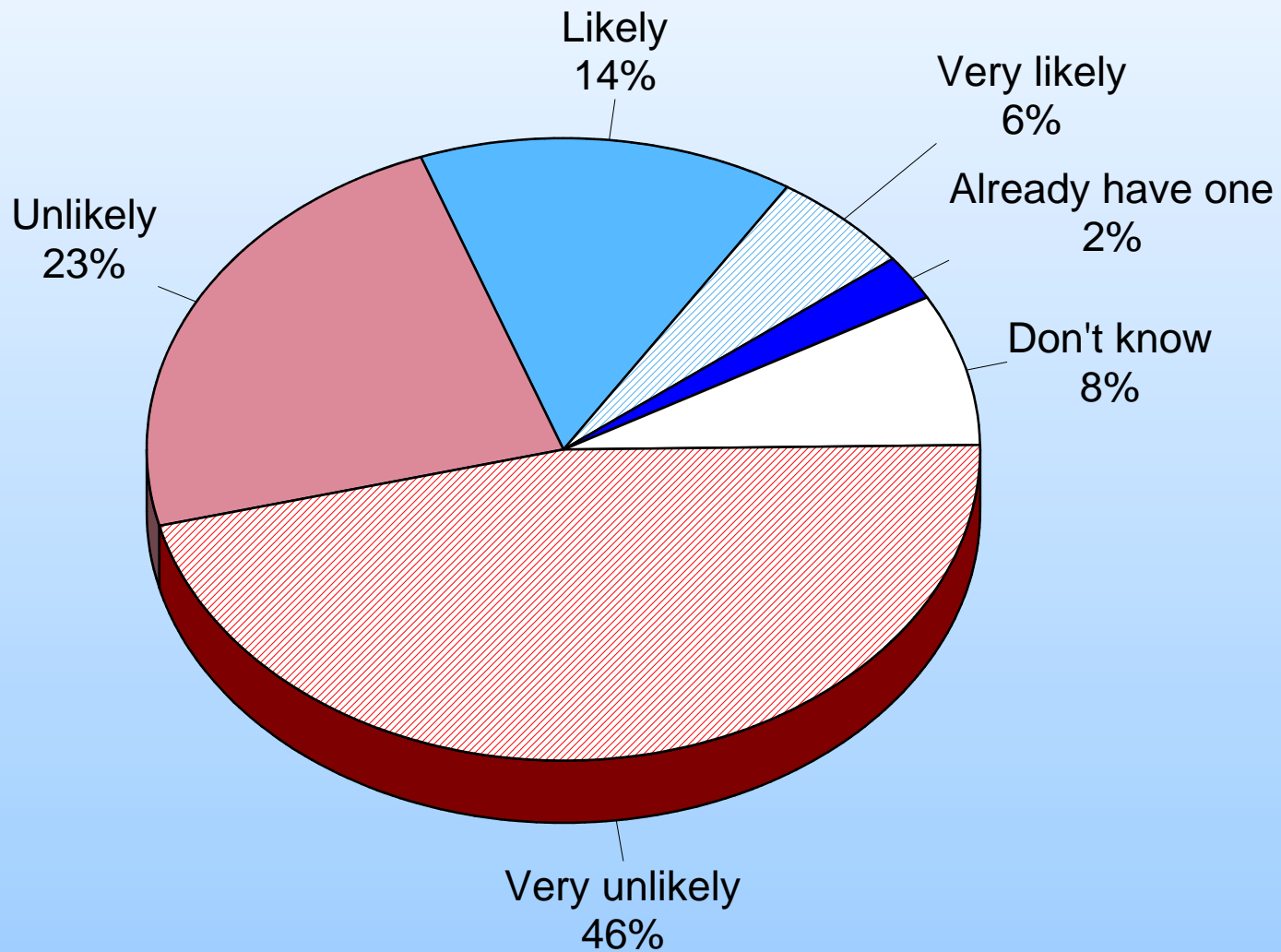
Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

by percentage of respondents



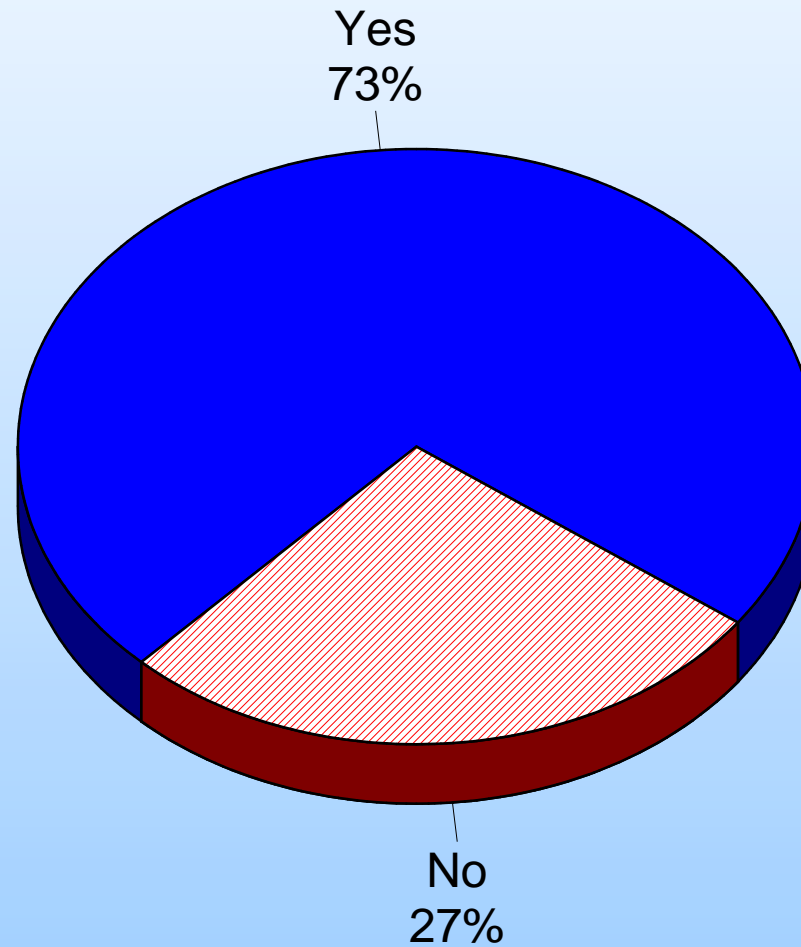
Likelihood of Purchasing or Leasing an Electric Vehicle in the Next 5 Years

by percentage of respondents



Are you employed?

by percentage of respondents (excluding not provided)



What best describes the amount of time it takes you to get to work or school?

by percentage of respondents who are employed or attend school outside the home (excluding not provided)

It usually takes about the same amount of time to get to work/school

47%

It always takes about the same amount of time to get to work/school

29%

I usually work or attend school from home

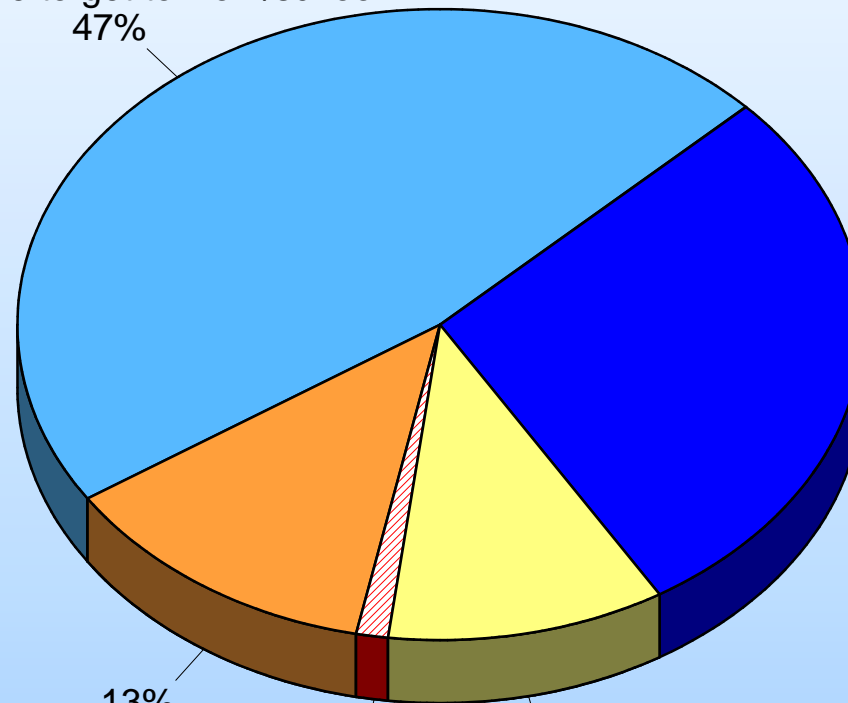
11%

The time it takes to get to work/school is somewhat unpredictable

13%

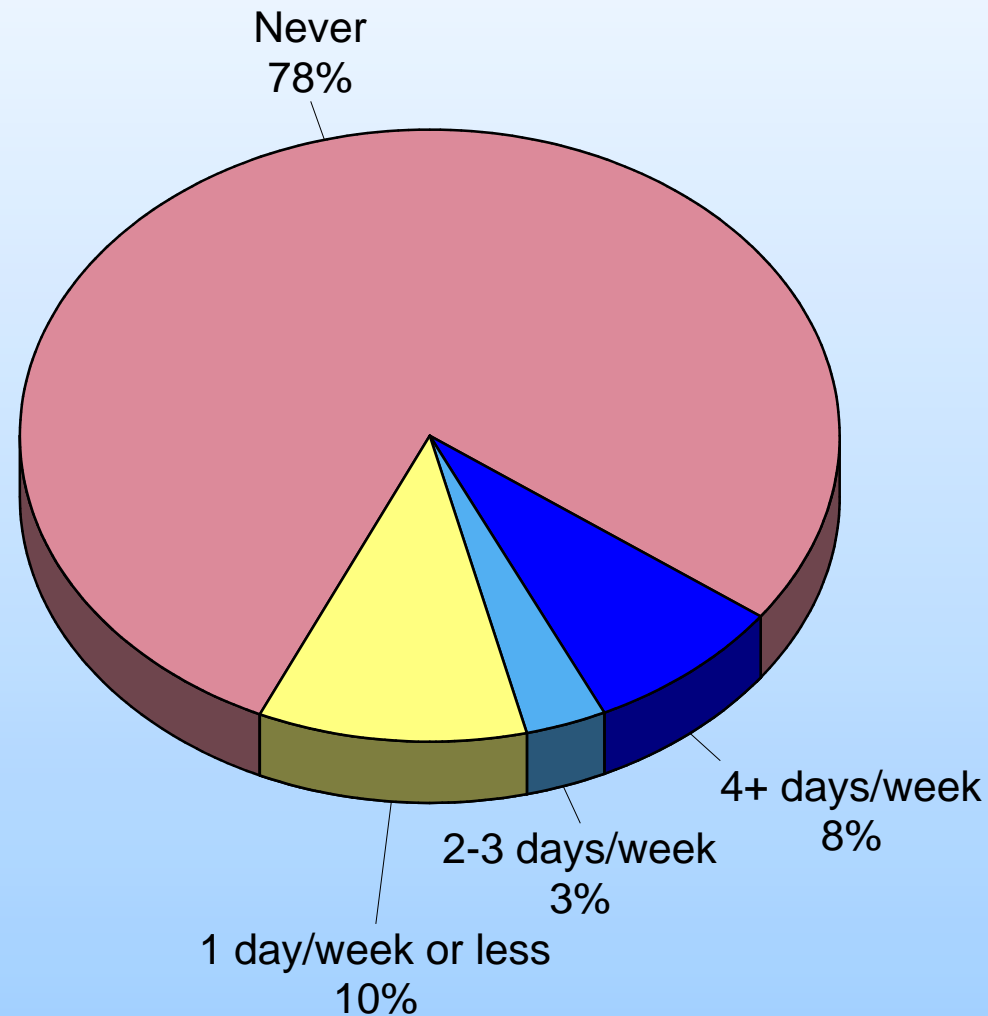
The time it takes to get to work/school is very unpredictable

1%



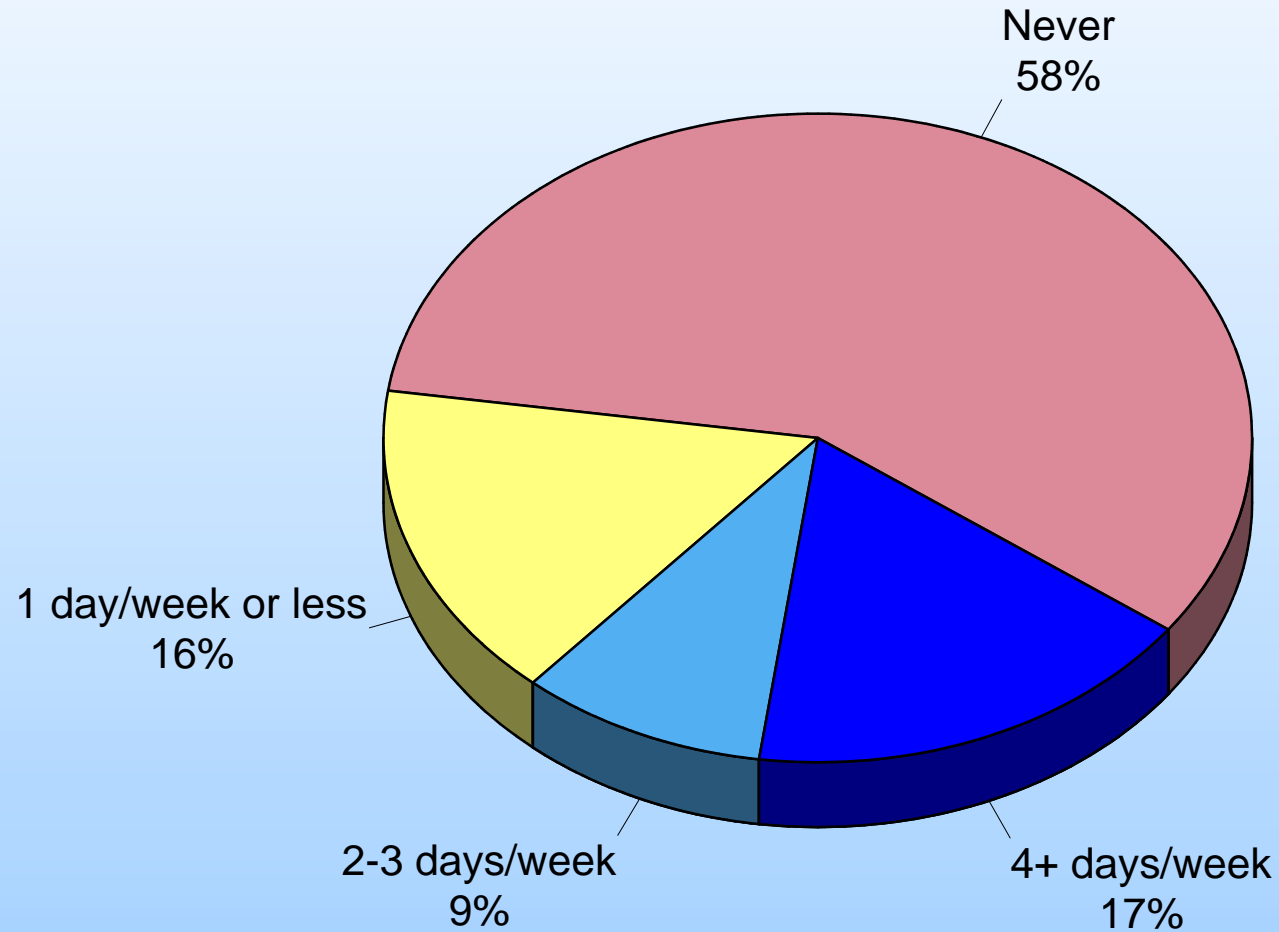
Prior to COVID-19, how often did you work from home?

by percentage of respondents who are employed (excluding not provided)



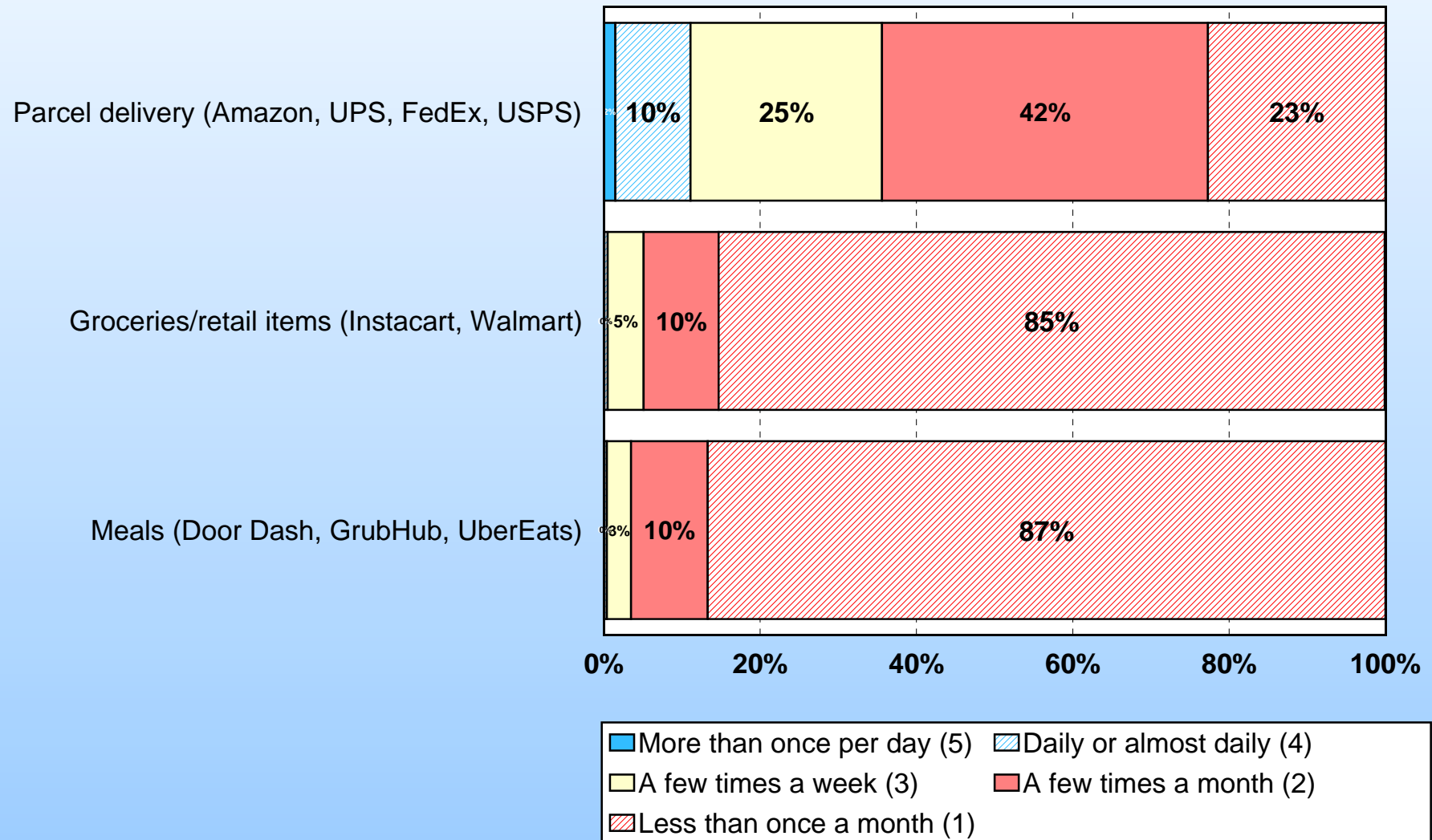
How often do you currently work from home?

by percentage of respondents who are employed



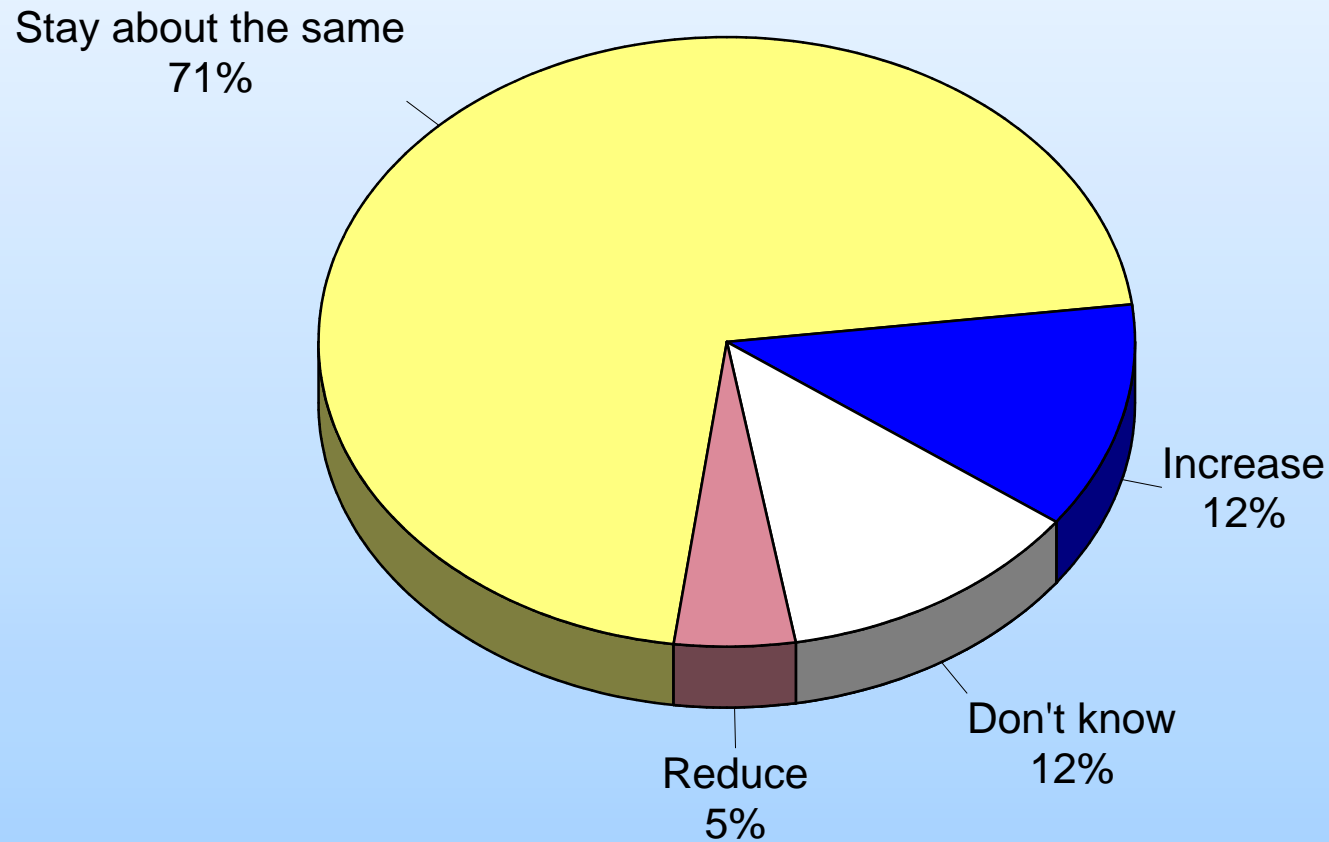
How often do you have the following types of deliveries to your home?

by percentage of respondents (excluding not provided)



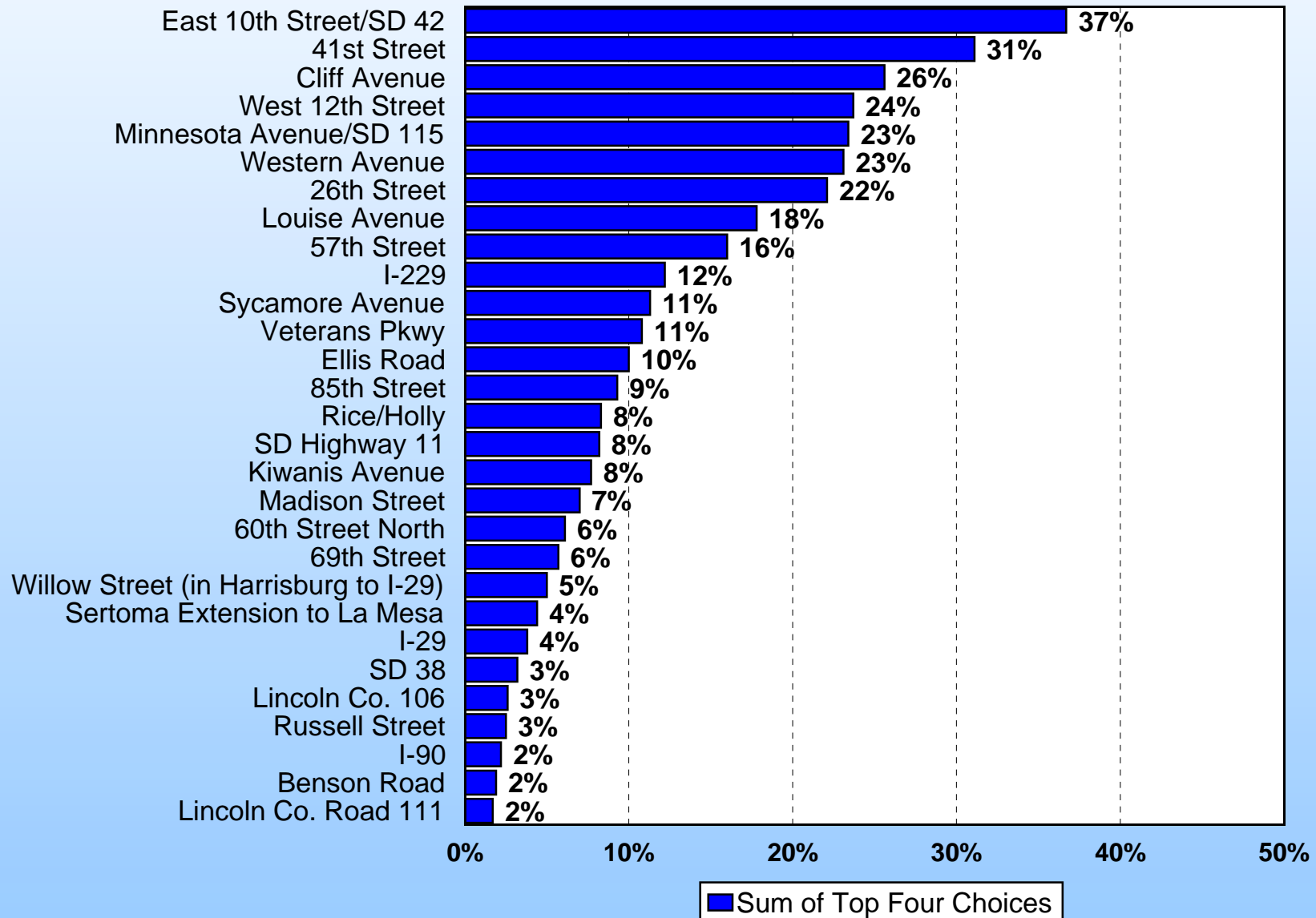
Over the next year, how do you think your usage of delivery services will change?

by percentage of respondents



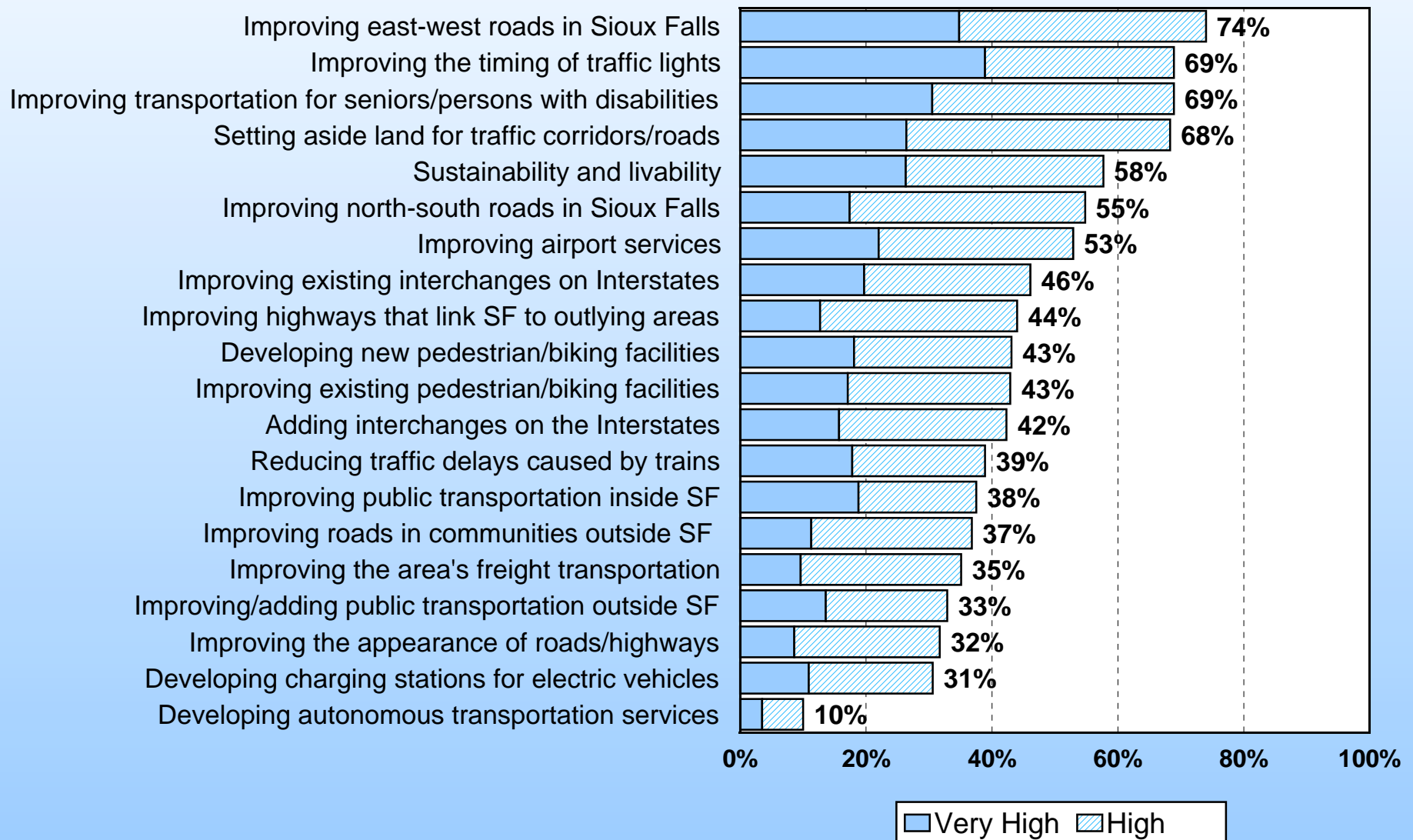
Which streets or roads in the metropolitan area do you think should receive the top priority for improvements?

by percentage of respondents who selected the item as one of their top four choices



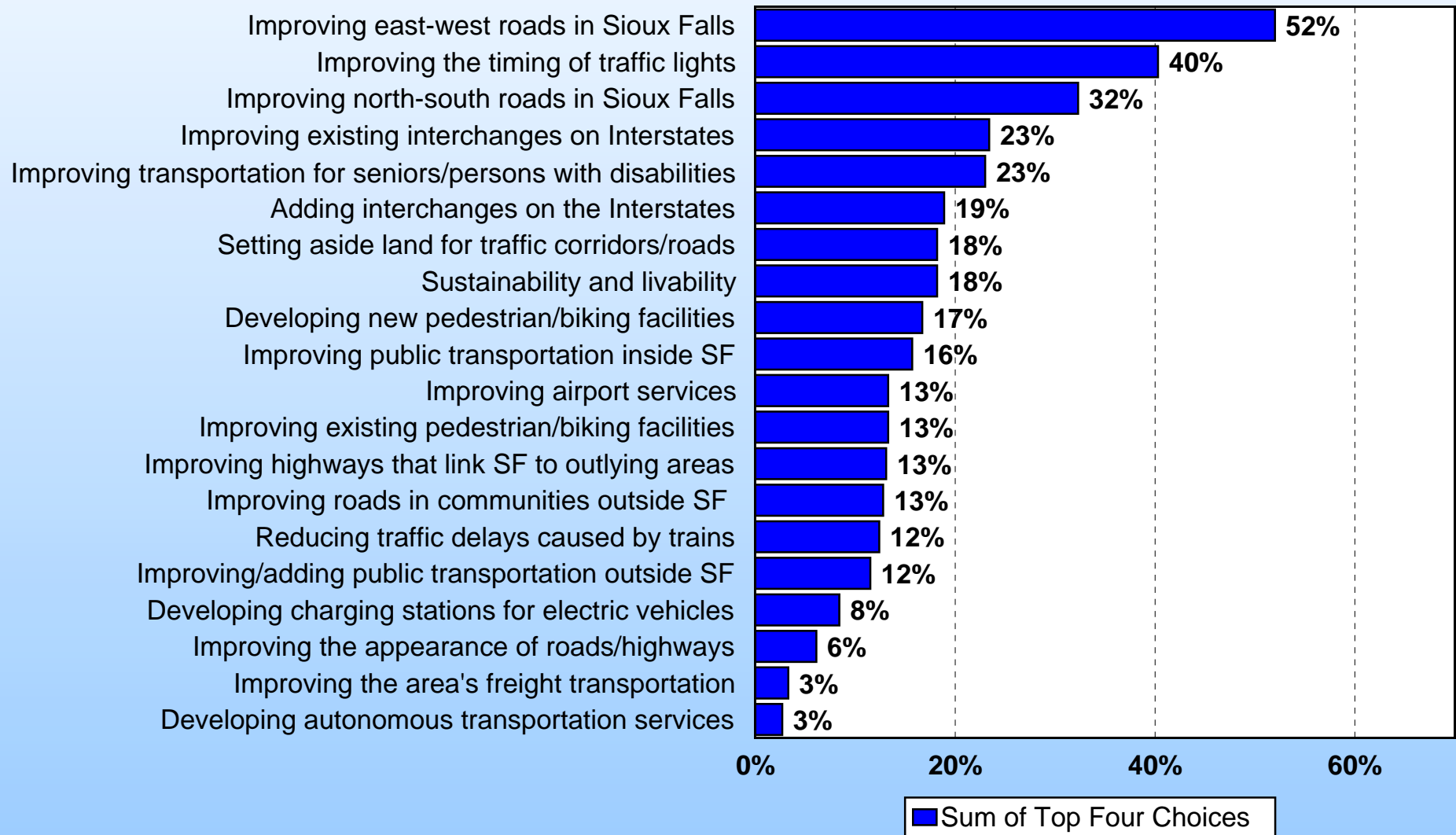
Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area Over the Next 20 Years

by percentage of respondents who rated the item as being a “very high” or “high” priority (excluding not provided)



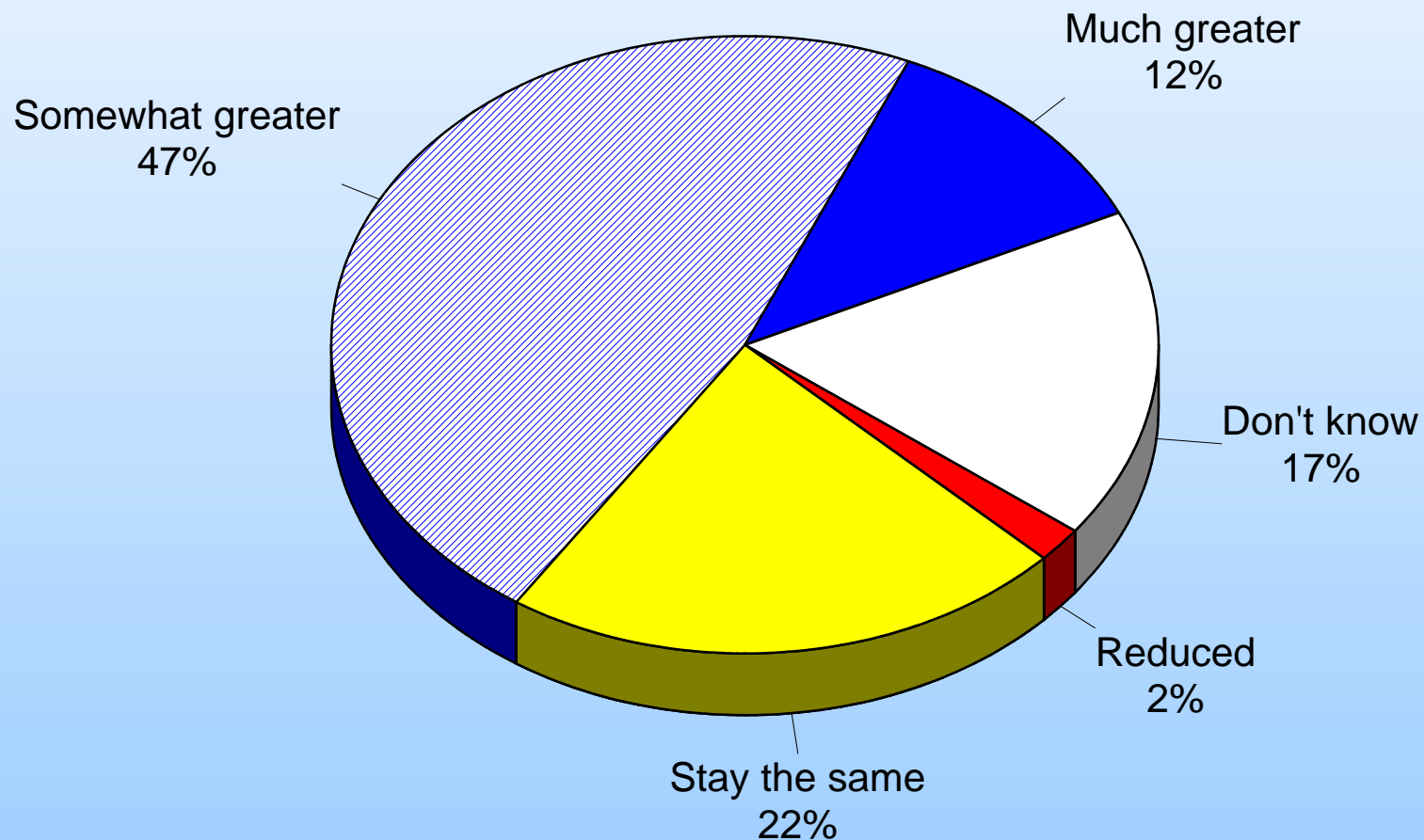
Transportation Improvements Residents Are Most Willing to Fund With Their Tax Dollars

by percentage of respondents who selected the item as one of their top four choices



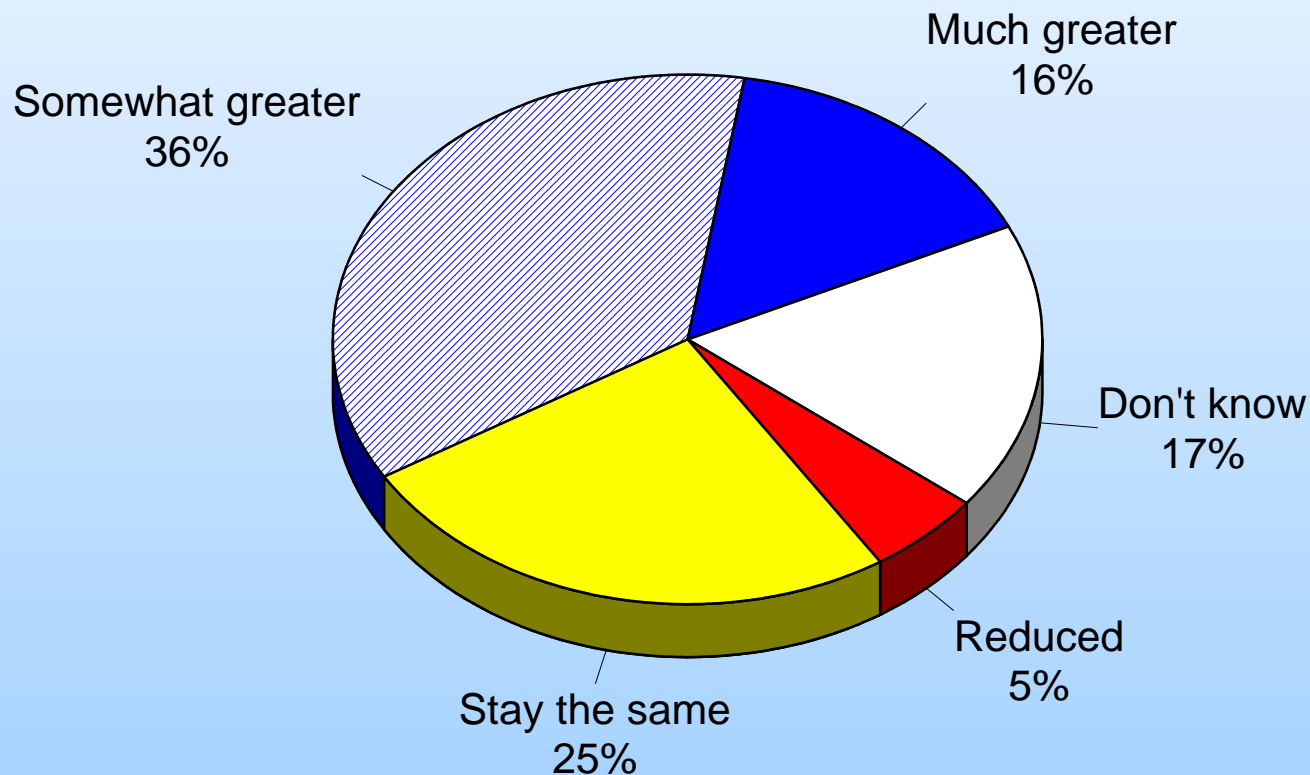
How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years

by percentage of respondents



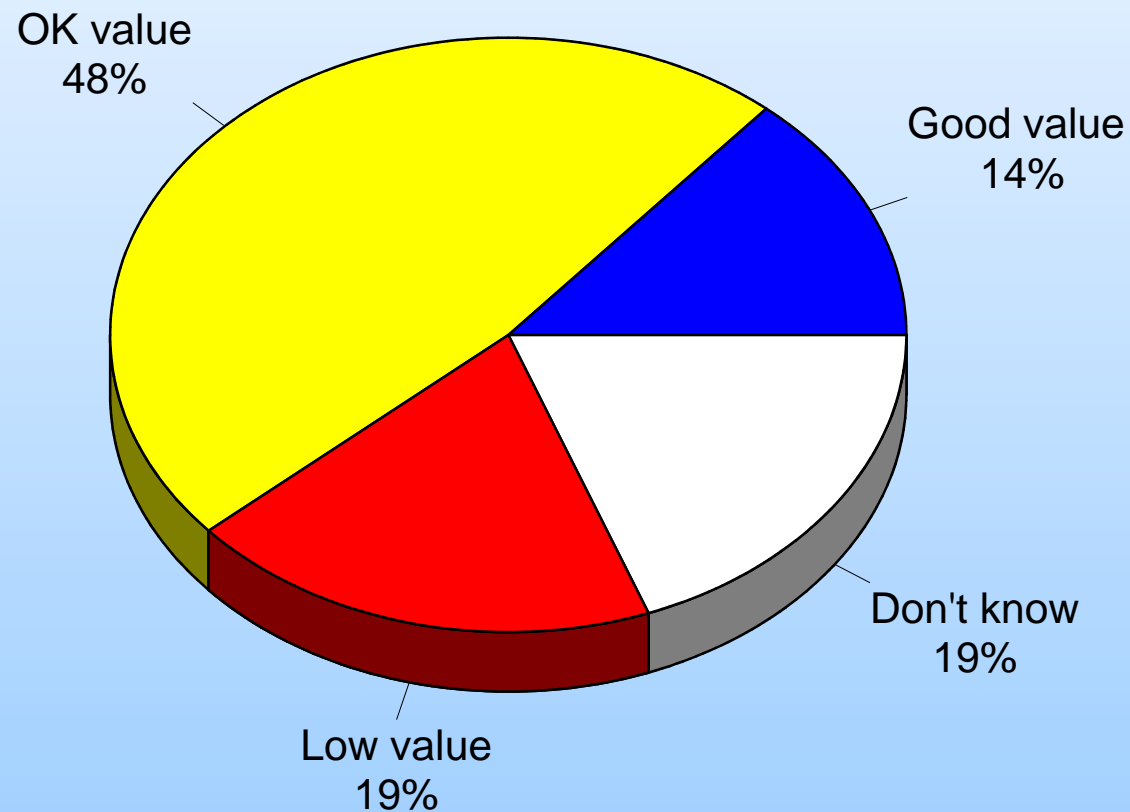
How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years

by percentage of respondents



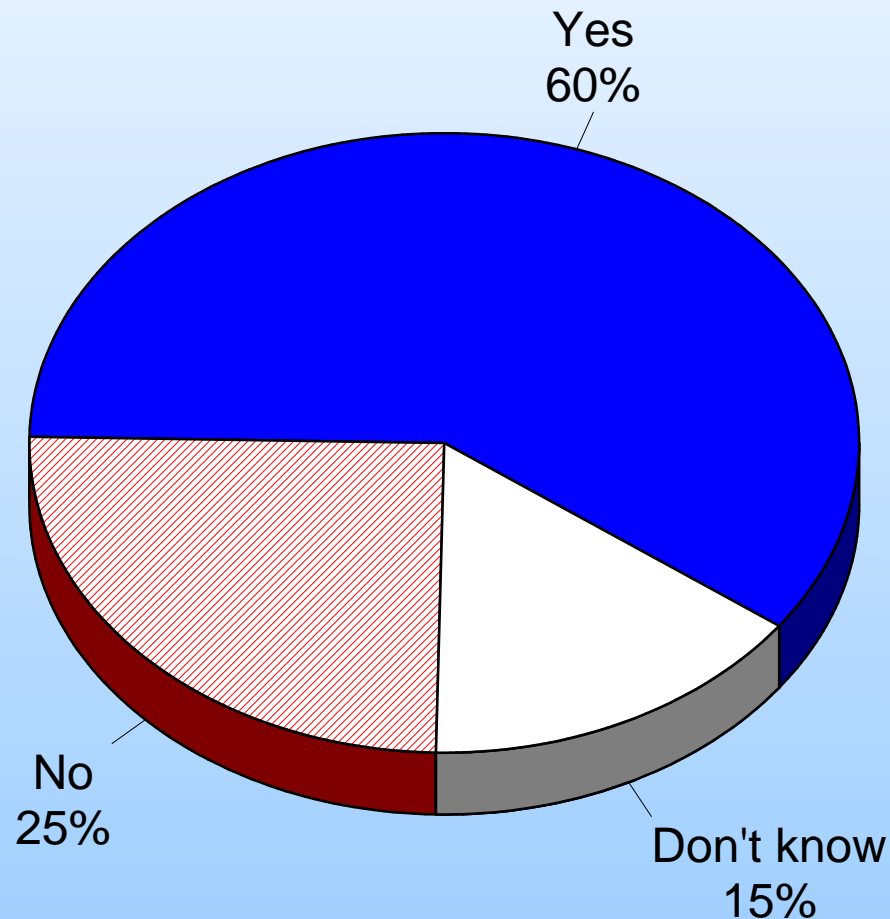
Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

by percentage of respondents



Do you generally support expanded use of alternative fuel vehicles, such as ethanol and compressed natural gas, and electric vehicles?

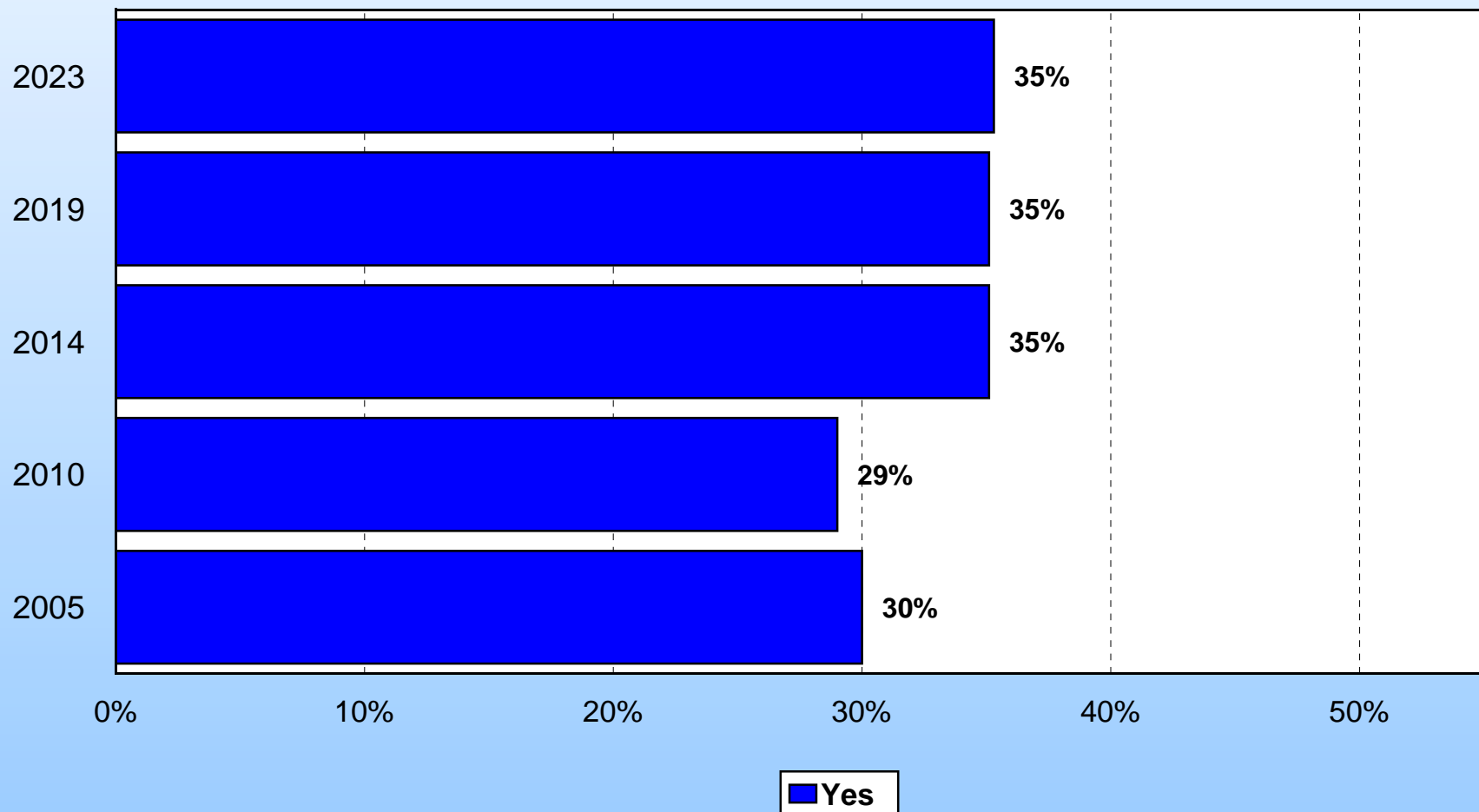
by percentage of respondents



Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation?

2005 to 2023

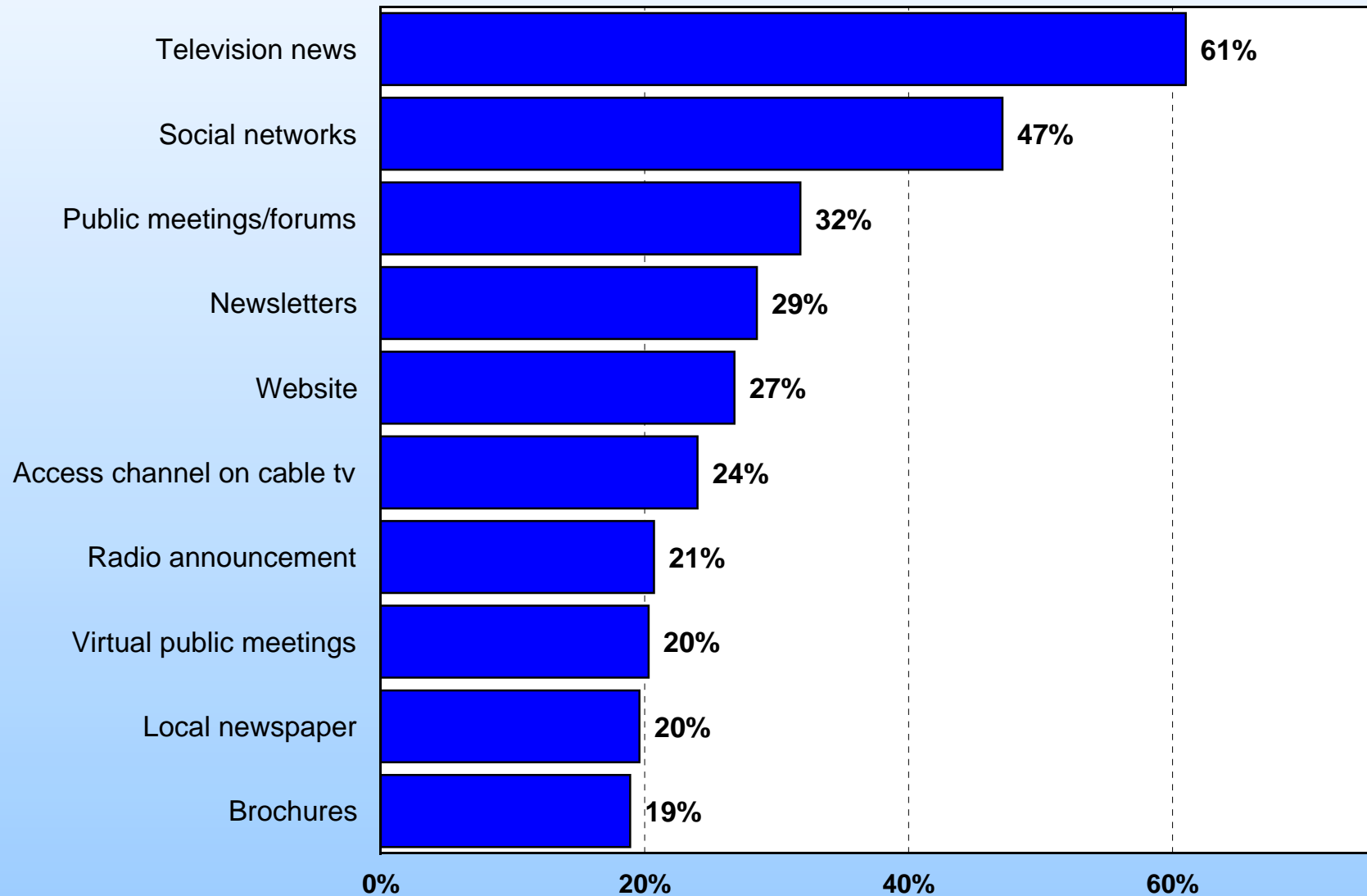
by percentage of respondents who answered “yes”



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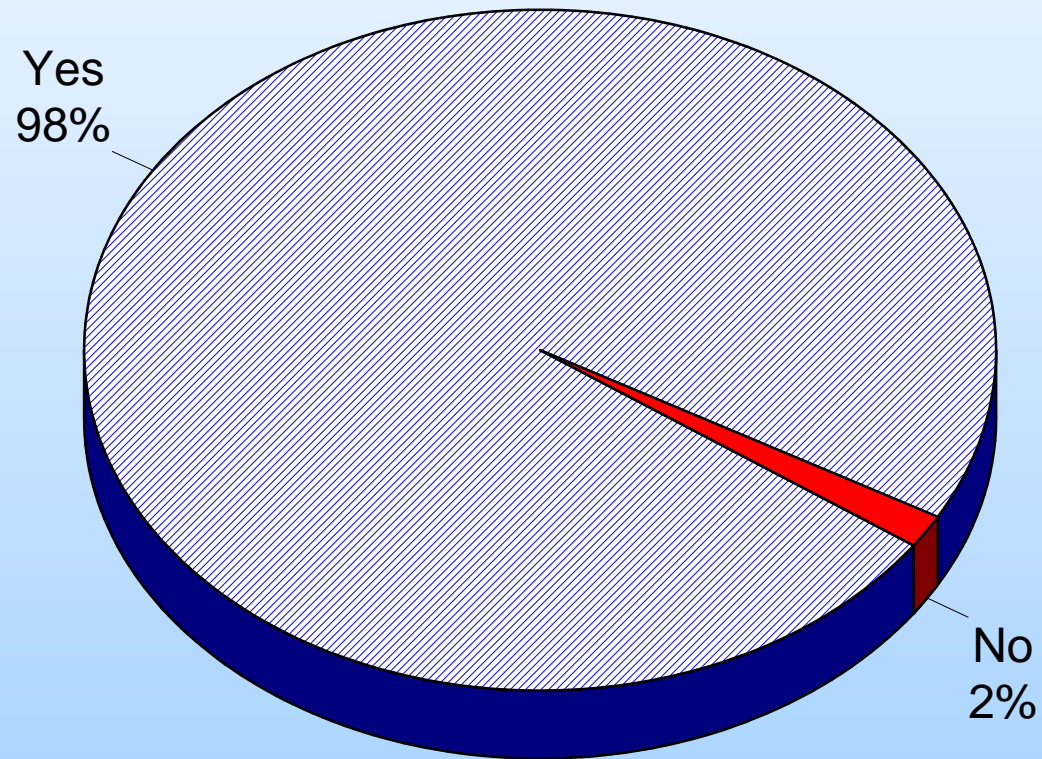
Best Ways to Keep Residents Informed About Transportation Improvements

by percentage of respondents (multiple selections could be made)



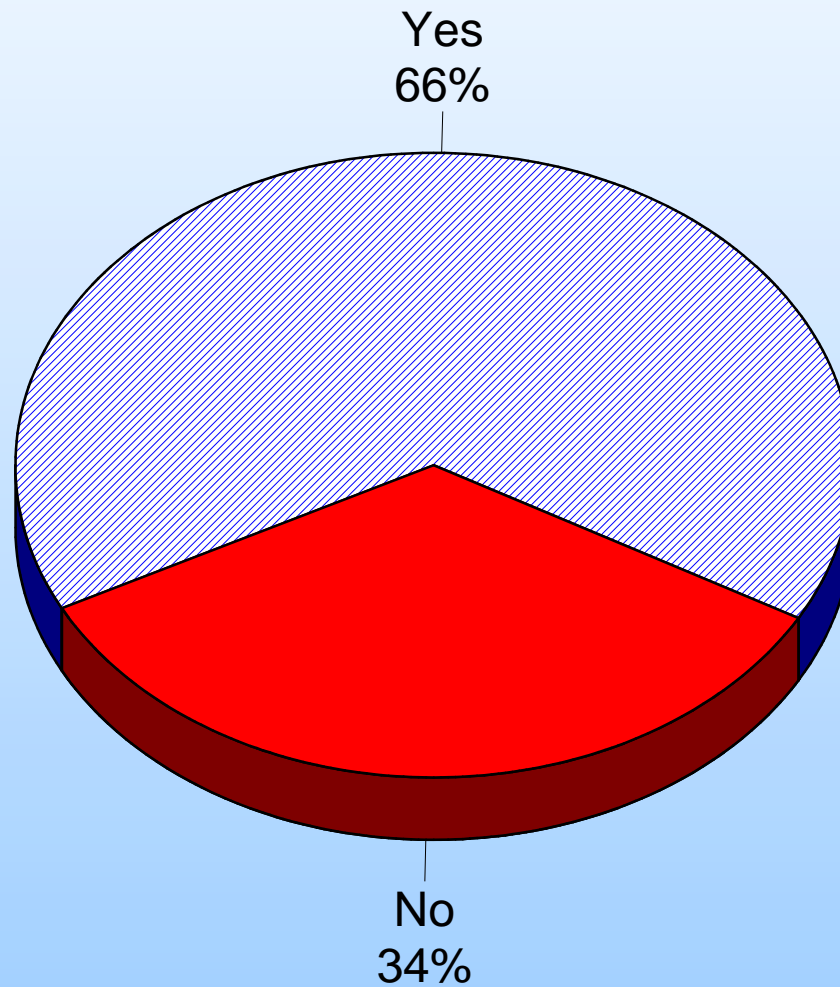
Demographics: Do you own an automobile?

by percentage of respondents (excluding not provided)



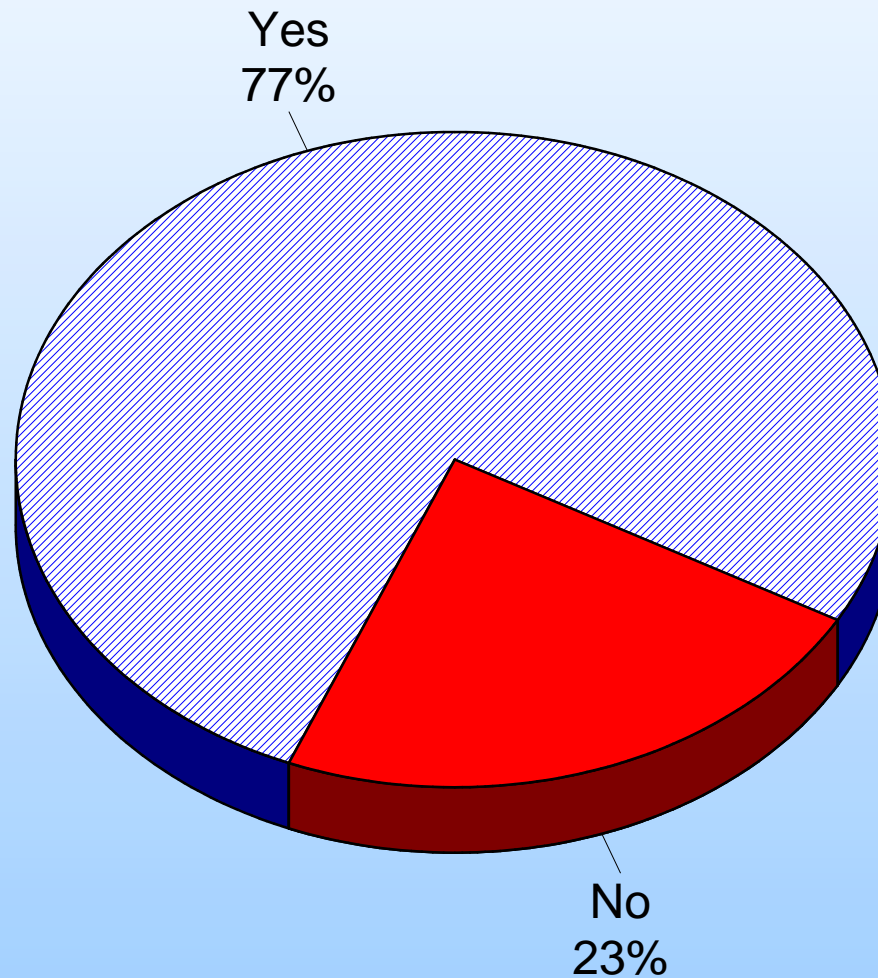
Demographics: Do you own a bicycle?

by percentage of respondents (excluding not provided)



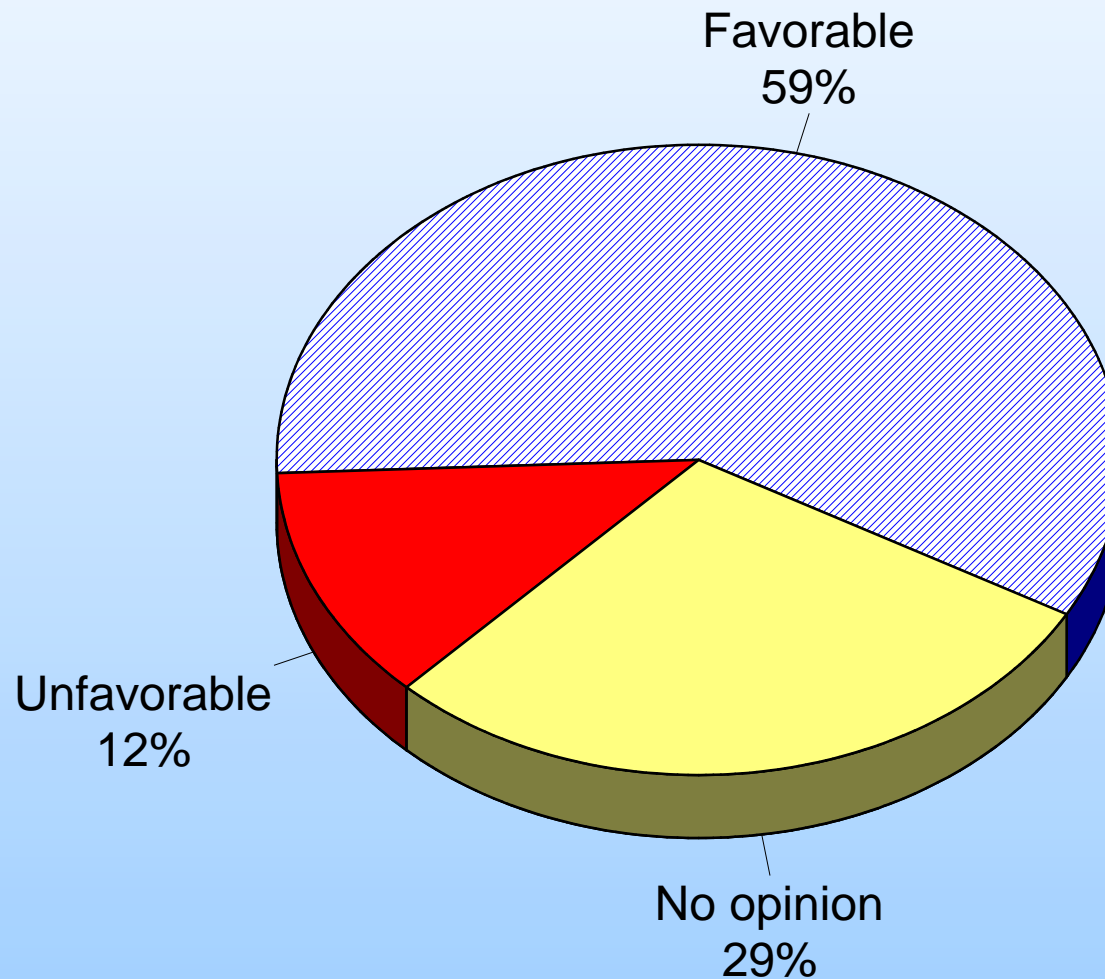
Demographics: Are you familiar with e-bikes and/or e-scooters?

by percentage of respondents (excluding not provided)



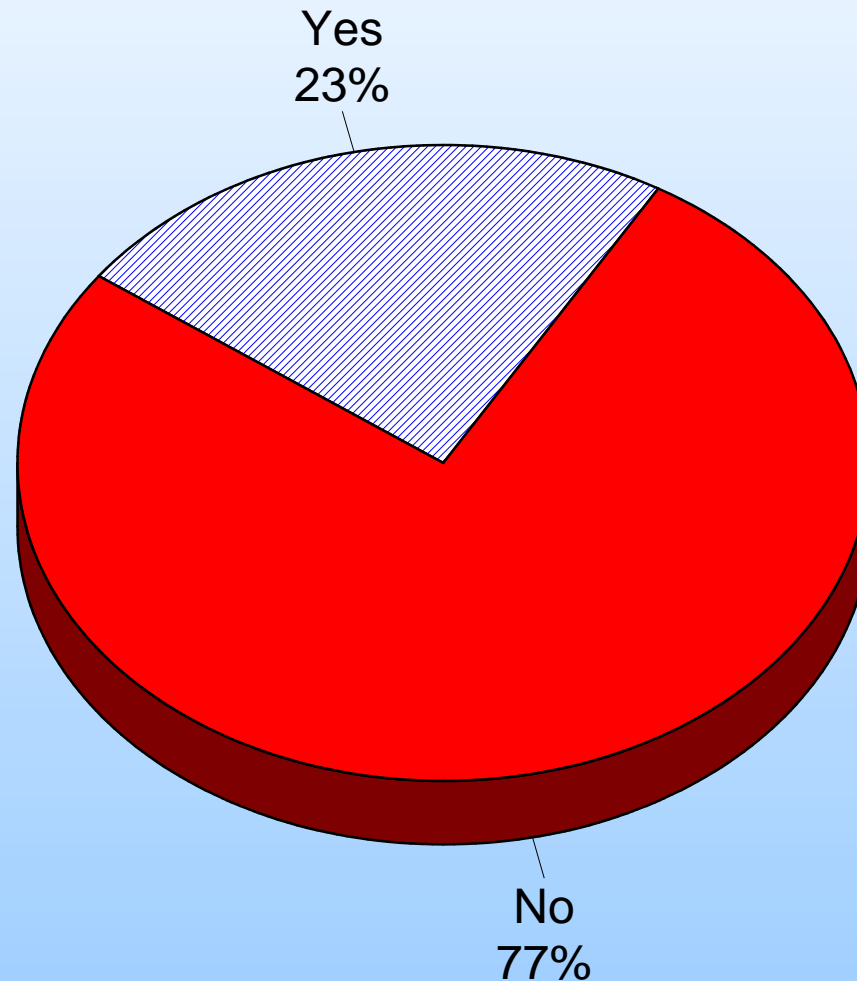
Demographics: Do you generally have a FAVORABLE or UNFAVORABLE opinion of e-bikes and e-scooters?

by percentage of respondents (excluding not provided)



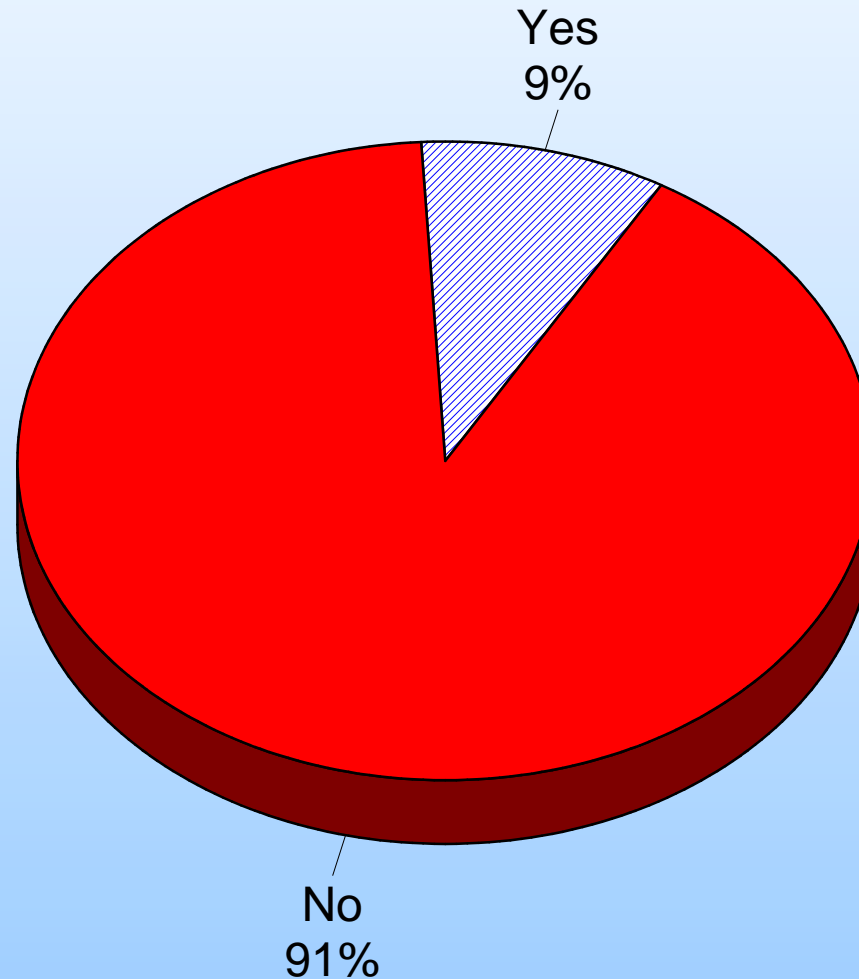
Demographics: Have you used an e-bike or e-scooter in the past year?

by percentage of respondents (excluding not provided)



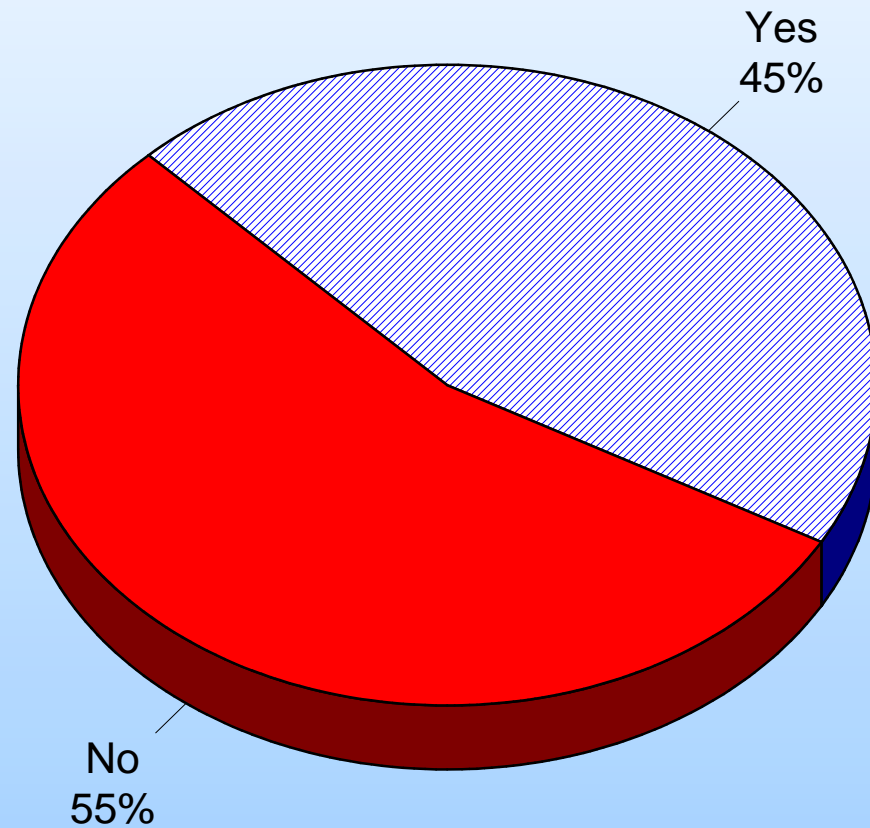
Demographics: Do you own an e-bike or e-scooter?

by percentage of respondents (excluding not provided)



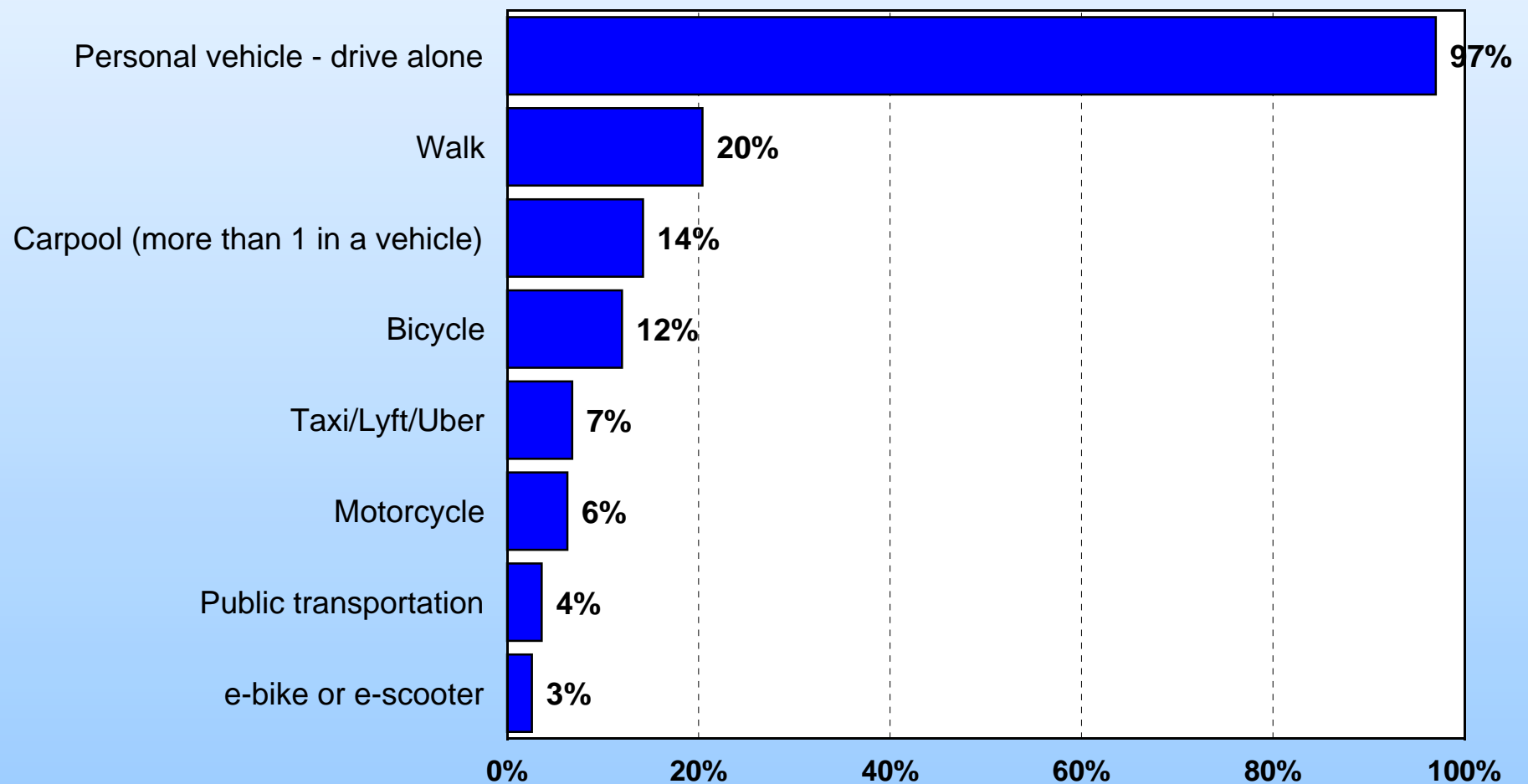
Demographics: Have you used Lyft or Uber in the past year?

by percentage of respondents (excluding not provided)



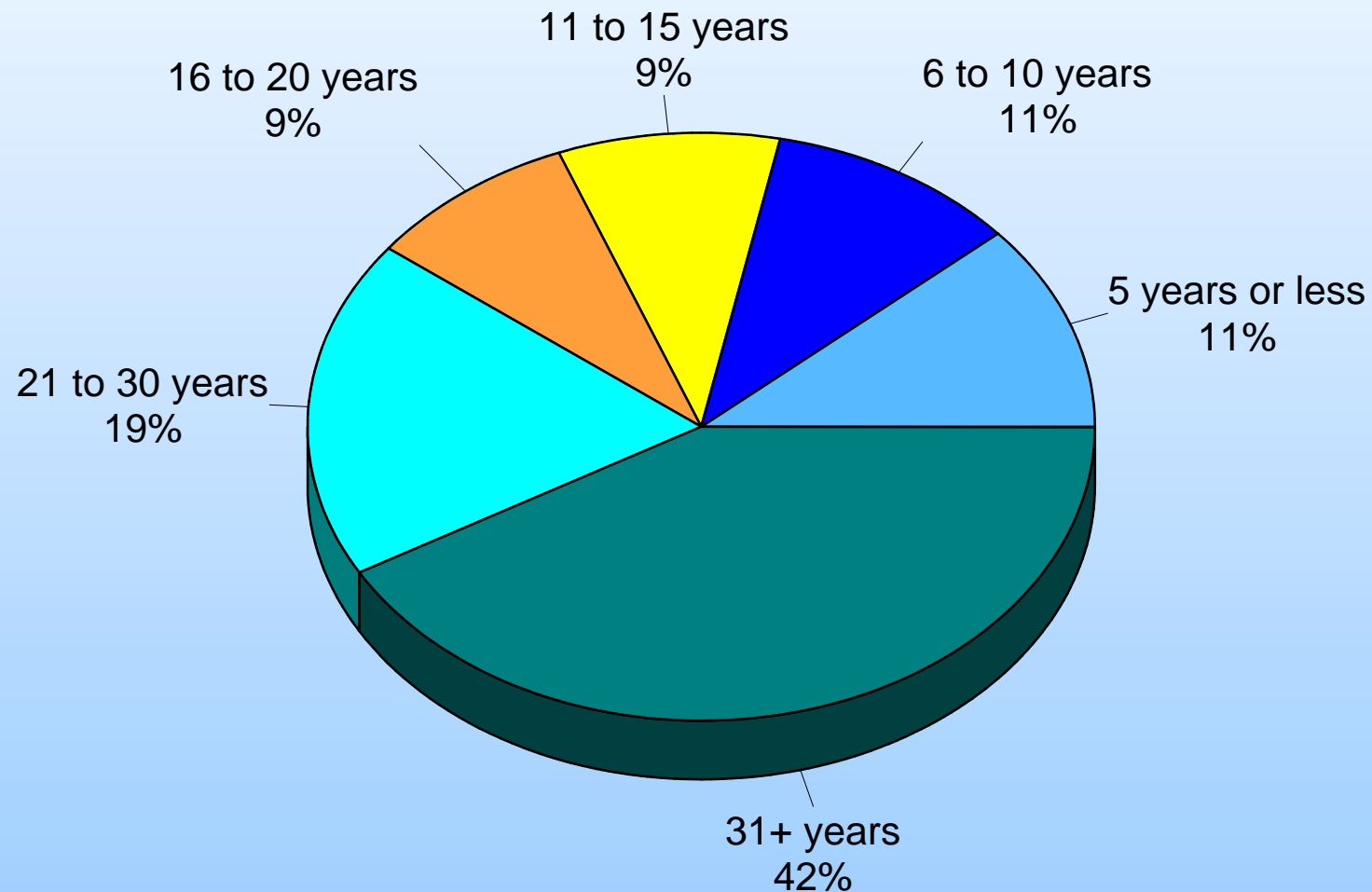
Demographics: Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

by percentage of respondents (multiple selections could be made)



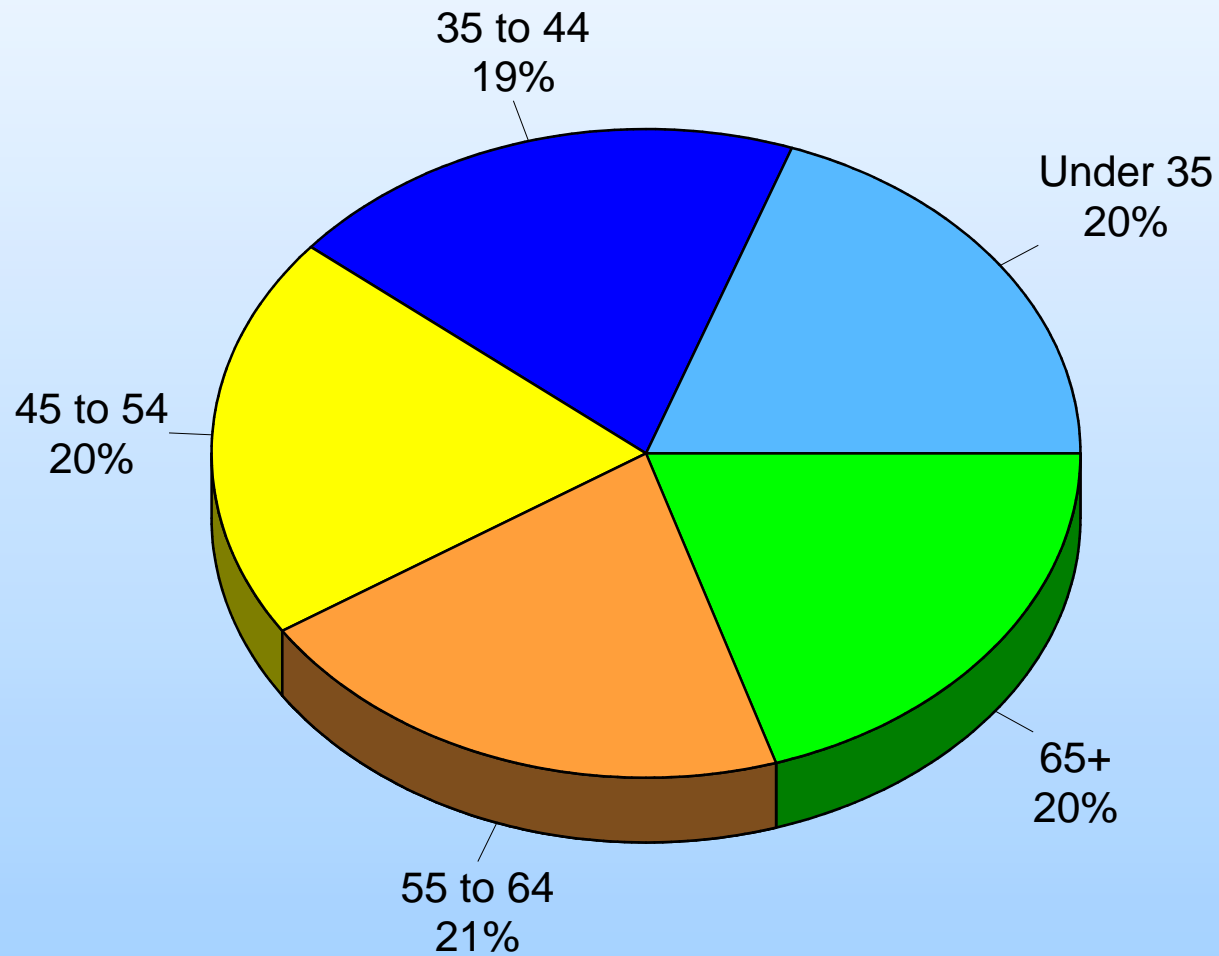
Demographics: How many years have you lived in the Sioux Falls metropolitan area?

by percentage of respondents (excluding not provided)



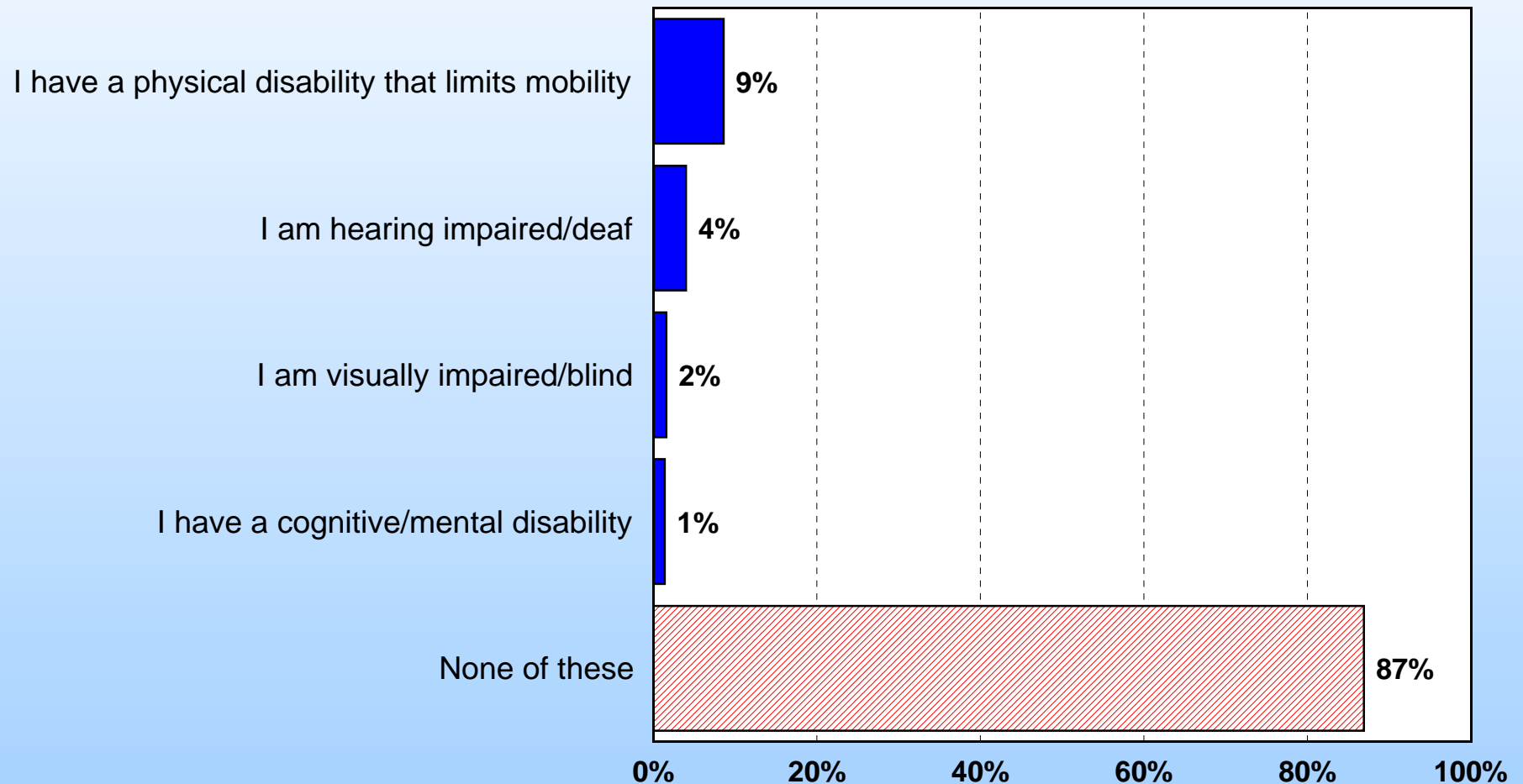
Demographics: Age of Respondent

by percentage of respondents (excluding not provided)



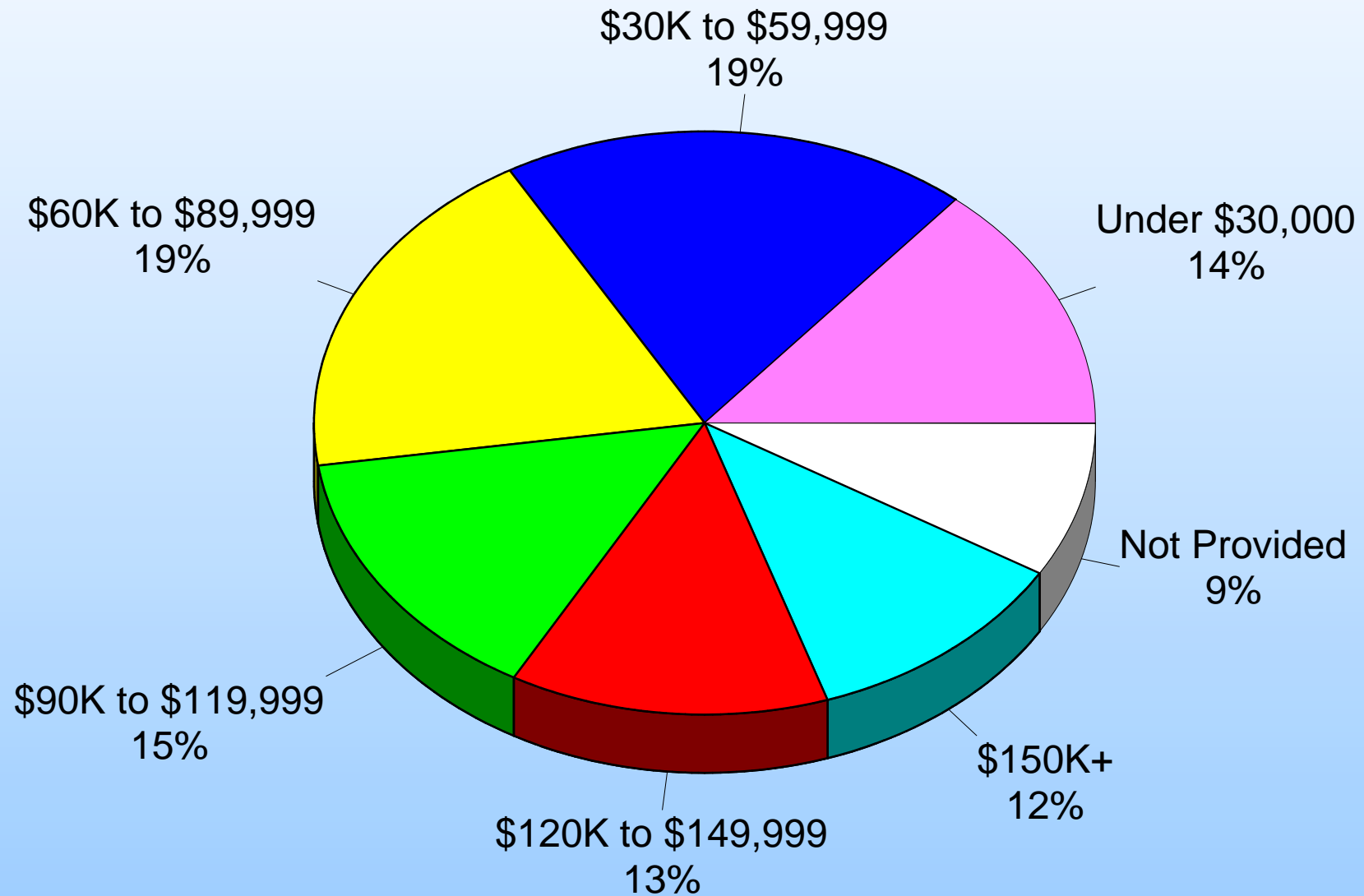
Demographics: Which of the following describes you?

by percentage of respondents (multiple selections could be made)



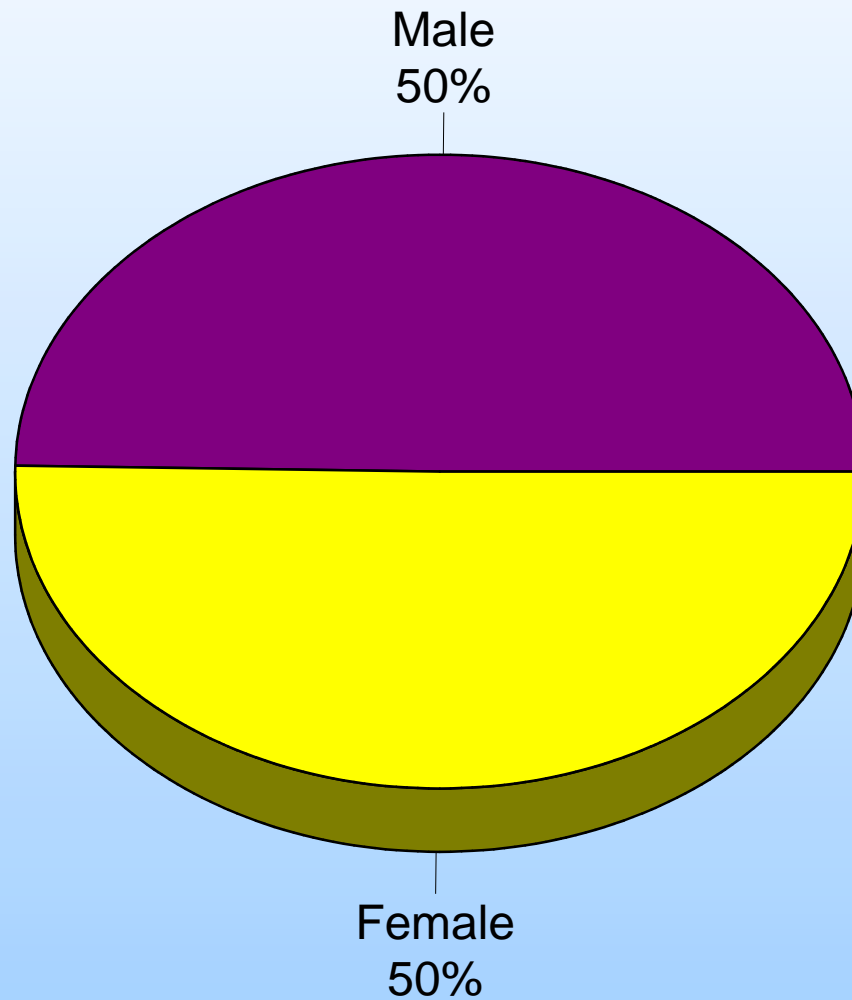
Demographics: Total Annual Household Income

by percentage of respondents



Demographics: Gender of Respondents

by percentage of respondents



0.3% self-described their gender

Section 2: *Importance-Satisfaction* *Analysis*

Importance-Satisfaction Analysis

Overview

Today, community leaders have limited resources which need to be targeted to activities that are of the most benefit to their citizens. Two of the most important criteria for decision making are (1) to target resources toward services of the highest importance to citizens; and (2) to target resources toward those services where citizens are the least satisfied.

The Importance-Satisfaction (I-S) rating is a unique tool that allows public officials to better understand both of these highly important decision-making criteria for each of the services they are providing. The Importance-Satisfaction (I-S) rating is based on the concept that public agencies will maximize overall customer satisfaction by emphasizing improvements in those areas where the level of satisfaction is relatively low, and the perceived importance of the service is relatively high.

The rating is calculated by summing the percentage of responses for items selected as the first, second, and third most important services to provide. The sum is then multiplied by 1 minus the percentage of respondents who indicated they were positively satisfied with the performance in the related area (the sum of the ratings of 3 and 4 on a 4-point scale excluding “Don’t Know” responses). “Don’t Know” responses are excluded from the calculation to ensure the satisfaction ratings among service categories are comparable.

$$\text{I-S Rating} = \text{Importance} \times (1 - \text{Satisfaction})$$

Example of the Calculation

Respondents were asked to identify components of the transportation system in Sioux Falls that were most important to their household. More than three-fourths (75.3%) of households selected “*Maintenance of streets in Sioux Falls*” as one of the most important aspects of the Sioux Falls transportation system.

With regard to satisfaction, 60% of respondents surveyed rated “*Maintenance of streets in Sioux Falls*” as a “3” or “4” on a 4-point scale (where “4” means “Very Satisfied”) excluding “don’t know” responses. The I-S rating was calculated by multiplying the sum of the most important percentages by one minus the sum of the satisfaction percentages. In this example, 75.3% was multiplied by 40% (1-0.60). This calculation yielded an I-S rating of 0.3012, which ranked first out of twelve transportation system components analyzed.

The maximum rating is 1.00 and would be achieved when 100% of the respondents select an item as one of their top three choices of importance and 0% indicate they are positively satisfied with the delivery of the service.

The lowest rating is 0.00 and could be achieved under either of the following two situations:

- If 100% of the respondents were positively satisfied with the delivery of the service
- If none (0%) of the respondents selected the service as one of the three most important areas.

Interpreting the Ratings

Ratings that are greater than or equal to 0.20 identify areas that should receive significantly more emphasis over the next two years. Ratings from 0.10 to 0.20 identify service areas that should receive increased emphasis. Ratings less than 0.10 should continue to receive the current level of emphasis.

- Definitely Increase Emphasis (I-S > 0.20)
- Increase Current Emphasis (I-S = 0.10 - 0.20)
- Maintain Current Emphasis (I-S < 0.10)

A table showing the results for the 2023 Resident Transportation Survey is provided on the following page.

Sioux Falls Metropolitan Planning Area 2023 Resident Transportation Survey Components of the Transportation System

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance- Satisfaction Rating	I-S Rating Rank
<u>Very High Priority (IS >.20)</u>						
Maintenance of streets in Sioux Falls	75%	1	60%	4	0.3012	1
Ease of travel from one side of Sioux Falls to the other	54%	2	56%	8	0.2394	2
<u>High Priority (IS .10-.20)</u>						
How well the region is planning for growth	30%	3	57%	7	0.1294	3
Availability of public transportation inside Sioux Falls	14%	8	28%	11	0.1015	4
<u>Medium Priority (IS <.10)</u>						
Availability of safe walking/pedestrian facilities	19%	5	59%	6	0.0771	5
Maintenance of streets outside Sioux Falls	14%	7	52%	9	0.0691	6
Availability of safe biking facilities	13%	9	59%	5	0.0517	7
Maintenance of rural roads	8%	11	47%	10	0.0440	8
Ease of travel to/from Sioux Falls & other communities	19%	6	79%	2	0.0389	9
Maintenance of interstates/highways around Sioux Falls	28%	4	87%	1	0.0367	10
Availability of public transportation outside Sioux Falls	4%	12	16%	12	0.0336	11
Adequacy of signage along streets/highways	9%	10	76%	3	0.0211	12

Note: The I-S Rating is calculated by multiplying the "Most Important" % by (1-'Satisfaction' %)

Most Important %:

The "Most Important" percentage represents the sum of the first, second, and third most important responses for each item. Respondents were asked to identify the most important aspects of the Sioux Falls metropolitan area's transportation system.

Satisfaction %:

The "Satisfaction" percentage represents the sum of the ratings "4" and "3" excluding 'don't knows.' Respondents ranked their level of satisfaction with each of the items on a scale of 4 to 1 with "4" being Very Satisfied and "1" being Not Satisfied.

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Importance-Satisfaction Matrix Analysis

The Importance-Satisfaction rating is based on the concept that public agencies will maximize overall customer satisfaction with the region's transportation system by emphasizing improvements in those areas where the level of satisfaction is relatively low and the perceived importance of the transportation service is relatively high. ETC Institute developed an Importance-Satisfaction Matrix to display the perceived importance of the transportation services that were assessed on the survey against the perceived quality of service delivery in the region. The two axes on the matrix represent Satisfaction (vertical) and relative Importance (horizontal).

The I-S (Importance-Satisfaction) matrix should be interpreted as follows.

- *Continued Emphasis (above average importance and above average satisfaction).* This area shows where the region is meeting customer expectations with the transportation system. Items in this area have a significant impact on the customer's overall level of satisfaction with transportation. The region should maintain (or slightly increase) emphasis on items in this area.
- *Exceeding Expectations (below average importance and above average satisfaction).* This area shows where the region is performing significantly better than customers expect it to perform. Items in this area do not significantly affect the overall level of satisfaction with the transportation system. The region should maintain (or slightly decrease) emphasis on items in this area.
- *Opportunities for Improvement (above average importance and below average satisfaction).* This area shows where the region is not performing as well as residents expect the region to perform. This area has a significant impact on customer satisfaction with the transportation system, and the region should DEFINITELY increase emphasis on transportation items in this area.
- *Less Important (below average importance and below average satisfaction).* This area shows where the region is not performing well relative to the community's performance in other areas; however, this area is generally considered to be less important to residents. This area does not significantly affect overall satisfaction with the region's transportation system because the items are less important to residents. The region should maintain current levels of emphasis on transportation items in this area.

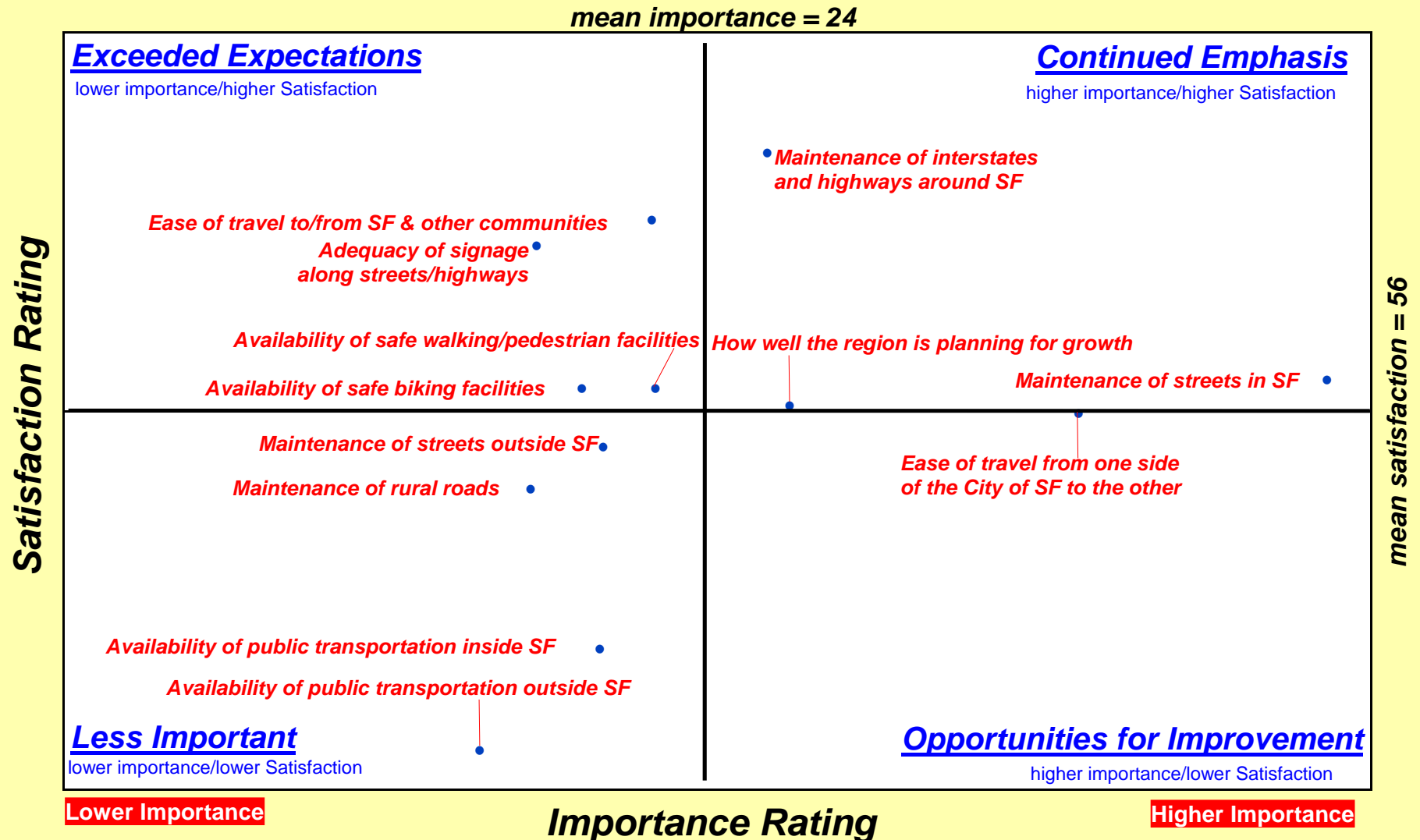
The matrix showing the results for the survey is provided on the following page.

Sioux Falls Regional Transportation Needs Assessment

Importance-Satisfaction Assessment Matrix

2023

(points on the graph show deviations from the mean importance and satisfaction ratings given by respondents to the survey)



Section 3: *Tabular Data*

City:

City	Number	Percent
Brandon	50	4.8 %
Crooks	5	0.5 %
Harrisburg	27	2.6 %
Hartford	17	1.6 %
Sioux Falls	923	88.3 %
Tea	23	2.2 %
Total	1045	100.0 %

County:

County	Number	Percent
Lincoln	252	24.1 %
Minnehaha	793	75.9 %
Total	1045	100.0 %

Q1. Overall, how would you rate the transportation system in the Sioux Falls Metropolitan area?

Q1. How would you rate overall transportation system in Sioux Falls Metropolitan area	Number	Percent
Excellent	42	4.0 %
Good	325	31.1 %
Average	361	34.5 %
Poor	125	12.0 %
Don't know	192	18.4 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q1. Overall, how would you rate the transportation system in the Sioux Falls Metropolitan area? (without "don't know")**

Q1. How would you rate overall transportation system in Sioux Falls Metropolitan area	Number	Percent
Excellent	42	4.9 %
Good	325	38.1 %
Average	361	42.3 %
Poor	125	14.7 %
Total	853	100.0 %

Q2. Several components of the transportation system in the Sioux Falls Metropolitan area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied."

(N=1045)

	Very satisfied	Somewhat satisfied	Neutral	Not satisfied	Don't know
Q2-1. Maintenance of streets in Sioux Falls	9.6%	49.7%	15.2%	24.8%	0.8%
Q2-2. Maintenance of streets in the communities & areas outside of Sioux Falls	5.7%	32.2%	26.9%	7.8%	27.5%
Q2-3. Maintenance of interstates & highways around Sioux Falls	34.7%	51.6%	10.0%	2.2%	1.5%
Q2-4. Maintenance of rural roads in Sioux Falls Metropolitan area	7.0%	28.8%	28.1%	11.7%	24.4%
Q2-5. Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	30.9%	45.2%	14.6%	6.2%	3.1%
Q2-6. Ease of travel by car from one side of City of Sioux Falls to the other	16.0%	39.5%	15.2%	28.1%	1.1%
Q2-7. Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	19.7%	33.7%	21.6%	15.6%	9.4%
Q2-8. Availability of safe biking facilities in Sioux Falls Metropolitan area	20.1%	27.9%	20.1%	13.0%	18.9%
Q2-9. Availability of public transportation/ bus service in City of Sioux Falls	5.1%	11.8%	21.6%	22.0%	39.5%
Q2-10. Availability of public transportation/ bus service in the areas outside of Sioux Falls	2.5%	4.3%	18.3%	19.5%	55.4%
Q2-11. Adequacy of traffic signage along City streets & highways	29.4%	44.7%	15.8%	8.1%	2.0%
Q2-12. How well the region is planning for growth	16.2%	35.0%	20.7%	17.0%	11.1%

WITHOUT "DON'T KNOW"

Q2. Several components of the transportation system in the Sioux Falls Metropolitan area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied." (without "don't know")

(N=1045)

	Very satisfied	Somewhat satisfied	Neutral	Not satisfied
Q2-1. Maintenance of streets in Sioux Falls	9.6%	50.0%	15.3%	25.0%
Q2-2. Maintenance of streets in the communities & areas outside of Sioux Falls	7.9%	44.3%	37.1%	10.7%
Q2-3. Maintenance of interstates & highways around Sioux Falls	35.3%	52.4%	10.1%	2.2%
Q2-4. Maintenance of rural roads in Sioux Falls Metropolitan area	9.2%	38.1%	37.2%	15.4%
Q2-5. Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	31.9%	46.6%	15.1%	6.4%
Q2-6. Ease of travel by car from one side of City of Sioux Falls to the other	16.2%	40.0%	15.4%	28.5%
Q2-7. Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	21.8%	37.2%	23.9%	17.2%
Q2-8. Availability of safe biking facilities in Sioux Falls Metropolitan area	24.8%	34.4%	24.8%	16.0%
Q2-9. Availability of public transportation/ bus service in City of Sioux Falls	8.4%	19.5%	35.8%	36.4%
Q2-10. Availability of public transportation/ bus service in the areas outside of Sioux Falls	5.6%	9.7%	41.0%	43.8%
Q2-11. Adequacy of traffic signage along City streets & highways	30.0%	45.6%	16.1%	8.3%
Q2-12. How well the region is planning for growth	18.2%	39.4%	23.3%	19.2%

Q3. Which THREE of the items listed in Question 2 are most important to the members of your household?

Q3. Top choice	Number	Percent
Maintenance of streets in Sioux Falls	545	52.2 %
Maintenance of streets in the communities & areas outside of Sioux Falls	42	4.0 %
Maintenance of interstates & highways around Sioux Falls	28	2.7 %
Maintenance of rural roads in Sioux Falls Metropolitan area	17	1.6 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	47	4.5 %
Ease of travel by car from one side of City of Sioux Falls to the other	150	14.4 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	35	3.3 %
Availability of safe biking facilities in Sioux Falls Metropolitan area	23	2.2 %
Availability of public transportation/bus service in City of Sioux Falls	45	4.3 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	10	1.0 %
Adequacy of traffic signage along City streets & highways	12	1.1 %
How well the region is planning for growth	64	6.1 %
None chosen	27	2.6 %
Total	1045	100.0 %

Q3. Which THREE of the items listed in Question 2 are most important to the members of your household?

Q3. 2nd choice	Number	Percent
Maintenance of streets in Sioux Falls	150	14.4 %
Maintenance of streets in the communities & areas outside of Sioux Falls	65	6.2 %
Maintenance of interstates & highways around Sioux Falls	152	14.5 %
Maintenance of rural roads in Sioux Falls Metropolitan area	36	3.4 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	72	6.9 %
Ease of travel by car from one side of City of Sioux Falls to the other	262	25.1 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	64	6.1 %
Availability of safe biking facilities in Sioux Falls Metropolitan area	44	4.2 %
Availability of public transportation/bus service in City of Sioux Falls	40	3.8 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	16	1.5 %
Adequacy of traffic signage along City streets & highways	22	2.1 %
How well the region is planning for growth	78	7.5 %
None chosen	44	4.2 %
Total	1045	100.0 %

Q3. Which THREE of the items listed in Question 2 are most important to the members of your household?

Q3. 3rd choice	Number	Percent
Maintenance of streets in Sioux Falls	92	8.8 %
Maintenance of streets in the communities & areas outside of Sioux Falls	44	4.2 %
Maintenance of interstates & highways around Sioux Falls	115	11.0 %
Maintenance of rural roads in Sioux Falls Metropolitan area	34	3.3 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	74	7.1 %
Ease of travel by car from one side of City of Sioux Falls to the other	156	14.9 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	97	9.3 %
Availability of safe biking facilities in Sioux Falls Metropolitan area	65	6.2 %
Availability of public transportation/bus service in City of Sioux Falls	62	5.9 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	16	1.5 %
Adequacy of traffic signage along City streets & highways	58	5.6 %
How well the region is planning for growth	173	16.6 %
None chosen	59	5.6 %
Total	1045	100.0 %

SUM OF TOP 3 CHOICES**Q3. Which THREE of the items listed in Question 2 are most important to the members of your household? (top 3)**

Q3. Sum of top 3 choices	Number	Percent
Maintenance of streets in Sioux Falls	787	75.3 %
Maintenance of streets in the communities & areas outside of Sioux Falls	151	14.4 %
Maintenance of interstates & highways around Sioux Falls	295	28.2 %
Maintenance of rural roads in Sioux Falls Metropolitan area	87	8.3 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln counties	193	18.5 %
Ease of travel by car from one side of City of Sioux Falls to the other	568	54.4 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metropolitan area	196	18.8 %
Availability of safe biking facilities in Sioux Falls Metropolitan area	132	12.6 %
Availability of public transportation/bus service in City of Sioux Falls	147	14.1 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	42	4.0 %
Adequacy of traffic signage along City streets & highways	92	8.8 %
How well the region is planning for growth	315	30.1 %
None chosen	27	2.6 %
Total	3032	

Q4. Overall, how would you rate traffic safety in the Sioux Falls Metropolitan area?

Q4. How would you rate overall traffic safety in Sioux Falls Metropolitan area	Number	Percent
Excellent	58	5.6 %
Good	396	37.9 %
Average	429	41.1 %
Poor	154	14.7 %
Don't know	8	0.8 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q4. Overall, how would you rate traffic safety in the Sioux Falls Metropolitan area? (without "don't know")**

Q4. How would you rate overall traffic safety in Sioux Falls Metropolitan area	Number	Percent
Excellent	58	5.6 %
Good	396	38.2 %
Average	429	41.4 %
Poor	154	14.9 %
Total	1037	100.0 %

Q5. Overall, how would you rate traffic safety NEAR SCHOOLS in the Sioux Falls Metropolitan area?

Q5. How would you rate overall traffic safety near schools in Sioux Falls Metropolitan area	Number	Percent
Excellent	98	9.4 %
Good	391	37.4 %
Average	325	31.1 %
Poor	137	13.1 %
Don't know	94	9.0 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q5. Overall, how would you rate traffic safety NEAR SCHOOLS in the Sioux Falls Metropolitan area? (without "don't know")**

Q5. How would you rate overall traffic safety near schools in Sioux Falls Metropolitan area	Number	Percent
Excellent	98	10.3 %
Good	391	41.1 %
Average	325	34.2 %
Poor	137	14.4 %
Total	951	100.0 %

Q6. Overall, do you think the current level of congestion in the Sioux Falls Metropolitan area is...

Q6. What do you think of current level of congestion in Sioux Falls Metropolitan area	Number	Percent
A major problem that needs to be fixed now	231	22.1 %
A minor problem that needs to be addressed so that it does not get worse	713	68.2 %
Not a problem	84	8.0 %
Don't know	17	1.6 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q6. Overall, do you think the current level of congestion in the Sioux Falls Metropolitan area is... (without "don't know")**

Q6. What do you think of current level of congestion in Sioux Falls Metropolitan area	Number	Percent
A major problem that needs to be fixed now	231	22.5 %
A minor problem that needs to be addressed so that it does not get worse	713	69.4 %
Not a problem	84	8.2 %
Total	1028	100.0 %

Q7. Have you EVER used public transit outside the City of Sioux Falls?

Q7. Have you ever used public transit outside City of Sioux Falls	Number	Percent
Yes	332	31.8 %
No	713	68.2 %
Total	1045	100.0 %

Q8. Have you EVER used public transit inside the City of Sioux Falls?

Q8. Have you ever used public transit inside City of Sioux Falls	Number	Percent
Yes	275	26.3 %
No	770	73.7 %
Total	1045	100.0 %

Q9. Why don't you use public transit in the Sioux Falls area more often than you currently do or if you do not use public transit at all, why not?

<u>Q9. Why don't you use public transit in Sioux Falls area</u>	<u>Number</u>	<u>Percent</u>
Not convenient	352	33.7 %
Weather	51	4.9 %
Service is not available where I live or to places I would want to go	292	27.9 %
Service is not available at the times I would want to use it	160	15.3 %
I do not feel safe	48	4.6 %
It is not reliable	38	3.6 %
I don't understand how to use it	107	10.2 %
I don't need it because I have a working vehicle	568	54.4 %
I prefer to use my own personal vehicle	628	60.1 %
<u>Other</u>	<u>28</u>	<u>2.7 %</u>
Total	2272	

Q9-10. Other

- Busses used to give transfer passes to you when you had to switch busses to get to your destination, that no longer is true. Needs to be reinstated
- Commute long distance.
- criminals
- disabled
- Handicap Considerations
- Have to drive personal vehicle anyway to get into Sioux falls
- I don't understand the routes and times. It appears that it takes a long time to get from one point to another.
- I get anxiety real bad on public transportation
- I MOSTLY WALK TO WORK BUT LIKE TO TRAVEL SO I HAVE A CAR
- I use it but not on a regular basis.
- I work from home now.
- INDIFFERENT-SWITCH TO A GRID SYSTEM
- It takes way too long to get anywhere making impractical for a professional job with appointments throughout town
- Its not free
- Live outside city
- Most places I need to go are in a walking distance
- no need
- takes a long time to get anywhere
- There is a huge wait time to using the public transit, where I can go out and start up my car and leave within 5 minutes.
- There is no public bus stops by me
- time consuming
- too infrequent
- Too limited.
- TOO MANY BUS CHANGES
- use my bike
- weather
- Work from home.
- Work from I used to take it to work downtown

Q10. Which THREE of the following might get you to make more trips by means other than your car?

Q10. Which following might get you to make more trips
by means other than your car

	Number	Percent
Improved safety of walking or biking	391	37.4 %
Living closer to public transit	299	28.6 %
Living closer to work	221	21.1 %
More bike lanes	218	20.9 %
More sidewalks	164	15.7 %
More pedestrian crossings	160	15.3 %
Improved safety of public transit	141	13.5 %
More shade on sidewalks	122	11.7 %
Availability of bike racks at locations	120	11.5 %
More affordable public transit	112	10.7 %
Other	102	9.8 %
Access to a bicycle	55	5.3 %
Total	2105	

Q10-12. Other

- (1) Improved public transportation routes (2) Improved public transportation times.
- 50% use of car is for out-of-town with most of the other percentage is trips to multiple stop points (especially for grocers).
- A subway/metro
- Accessibility of bus routes to all parts of cities
- After hours public transit
- Airport
- An effective system of public transportation (LOL - "Live closer to public transit" is actually listed; how about "Bringing public transit to places people need it at the times during the day/week they need it"?)
- Anything that forces me.
- Availability and time of public transit
- Better area coverage of public transit...areas covered AND hours/days available.
- Better health.
- Better motivation
- Better public transit routing
- Better safety at bus stops.
- Better way to catch bus and transfers.
- Cleanliness of public transit
- closer daycare
- closer to where I live
- Currently live in Hartford so use of public transit to Sioux Falls is difficult
- Different types of transportation. Train to the Denny, Downtown, Mall and Dawley Farm...
- Don't see myself using it at this time as I have access to own vehicle
- Driver awareness
- expand to west side
- Expansion of bus routes as many parts of Sioux Falls remain unserved. This should have been an obvious option.
- Frequency with how often a bus runs.
- Good public transit
- Greater frequency of buses.
- GRID SYSTEM FOR PUBLIC TRANSIT
- having a safe bike path connecting Brandon to Sioux Falls
- Having the buildings closer together.
- I can't imagine using anything other than my own car
- I don't want to be dependent on public transportation.
- I just wouldn't use public transit
- I like the freedom of a car
- I like to use my own vehicle when I want to
- I live in the country.
- I prefer to drive.
- I WANT TO DRIVE
- I work in Iowa
- I would use public transportation if I was unable to use my own vehicle to get around
- I'D RATHER DRIVE

Q10-12. Other

- if I didn't have a car I would
- Improve public transit stops, hours and locations outside/south/east
- improve public transportation coverage and routes
- Improved bus routes that reach the edges of the city
- Improved traffic safety; it is hardly safe to be a driver in Sioux Falls, and much less so to be a pedestrian.
- LESS INTRICATE BUS ROUTES
- Less people
- light rail system
- Live in country
- Location is events and safety
- Longer transit hours.
- More bike paths. Not bike lanes but dedicated bike paths. People love walking and riding on bike paths but are not wanting to ride on the street. Even some of the paths (Veterans Pkwy) don't even connect. It awful that they have made this nice path but you can't get by Arrowhead.
- More convenient public transit
- More frequent public transit
- more frequent routes
- more fun places on route
- More locations.
- More public booths to wait for the bus. There are none near me.
- more public transit information
- More public transport options and pricing
- More resting places.
- More time coverage of public transit
- My work requires me to use my personal vehicle so not likely to use public transit
- Need more stop signs or yield signs in neighborhoods.
- No desire to use
- No public transport from where I live to downtown
- No public transport outside SF.
- No strong opinion
- not financially feasible, but a public transportation system like a tram directly connecting points of interest. Such as Sanford Sports complex, downtown and Falls Park.
- Not having my bikes stolen even when they are locked up..
- NOT SURE ANYTHING WOULD DUE TO INCONVENIENCE
- prefer to use my own vehicle. I recently sold my bicycle, as I struggle to ride it, with bad knees and back
- Previous use of public transit in another city was free, paid by taxes from the city, and on a very rigorous schedule from 5am to 10pm with regular stops and multiple directions. The schedule was easy to understand and access as well. Chapel Hill, NC
- Public transit available in more locations
- public transit extending to more destinations
- reinstate transfer passes to passengers who need to transfer busses to get to their destination if there is not a bus directly to their final destination
- reliable schedules routes
- removal of the prohibition of riding on sidewalks, riding in the streets with 2 ton vehicles is insane
- RIDING A BUS IS VERY INCONVENIENT AND WASTES A LOT OF TIME

Q10-12. Other

- Scooter rental availability
- Scooters are good. They use them much more in Europe.
- Shelters at more bus stops, better clearing of snow at stops and sidewalks
- stay with private vehicle
- Still rather drive
- Takes to long
- Teach us how to ride the bus
- There needs to be more bus routes and less nonsensical routes
- There should be pedestrian only areas, where cars are never allowed to drive.
- There's a stigma with using public transportation or other method.
- travel assistance by local hospitals
- understanding public transportation options.
- We live outside the city.
- We use our own transportation
- Weather
- Weather
- Weather
- Weather better more year round
- When I can not drive any more
- Will never need or want public transportation
- WORKING CLOSER TO PUBLIC TRANSIT
- Would rather use my own car

Q11. Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?

Q11. What should investments in non-automobile transportation be over next 25 years	Number	Percent
Increase	594	56.8 %
Stay the same	271	25.9 %
Reduce	42	4.0 %
Don't know	138	13.2 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"

Q11. Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years? (without "don't know")

Q11. What should investments in non-automobile transportation be over next 25 years	Number	Percent
Increase	594	65.5 %
Stay the same	271	29.9 %
Reduce	42	4.6 %
Total	907	100.0 %

Q12. Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

Q12. What do you think of autonomous (self-driving) vehicles are	Number	Percent
Good idea	198	18.9 %
Bad idea	608	58.2 %
Don't know	239	22.9 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"

Q12. Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea? (without "don't know")

Q12. What do you think of autonomous (self-driving) vehicles are	Number	Percent
Good idea	198	24.6 %
Bad idea	608	75.4 %
Total	806	100.0 %

Q13. How likely would you be to use an autonomous (self-driving) vehicle?

Q13. How likely would you be to use an autonomous
(self-driving) vehicle

	Number	Percent
Very likely	83	7.9 %
Likely	100	9.6 %
Not sure	165	15.8 %
Unlikely	272	26.0 %
Very unlikely	425	40.7 %
Total	1045	100.0 %

Q14. How likely are you to purchase or lease an electric vehicle in the next 5 years?

Q14. How likely are you to purchase or lease an electric
vehicle in next 5 years

	Number	Percent
Already have one	25	2.4 %
Very likely	58	5.6 %
Likely	150	14.4 %
Unlikely	245	23.4 %
Very unlikely	485	46.4 %
Don't know	82	7.8 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q14. How likely are you to purchase or lease an electric vehicle in the next 5 years? (without "don't know")**

Q14. How likely are you to purchase or lease an electric
vehicle in next 5 years

	Number	Percent
Already have one	25	2.6 %
Very likely	58	6.0 %
Likely	150	15.6 %
Unlikely	245	25.4 %
Very unlikely	485	50.4 %
Total	963	100.0 %

Q15. Are you employed?

<u>Q15. Are you employed</u>	<u>Number</u>	<u>Percent</u>
Yes	756	72.3 %
No	281	26.9 %
Not provided	8	0.8 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q15. Are you employed? (without "not provided")**

<u>Q15. Are you employed</u>	<u>Number</u>	<u>Percent</u>
Yes	756	72.9 %
No	281	27.1 %
Total	1037	100.0 %

Q15a. Which of the following statements best describes the amount of time it takes you to get to work or school?

Q15a. Which following best describes the amount of time it takes you to get to work or school	Number	Percent
It always takes about the same amount of time to get to work/school	214	28.3 %
It usually takes about the same amount of time to get to work/school	353	46.7 %
The time it takes to get to work/school is somewhat unpredictable	95	12.6 %
The time it takes to get to work/school is very unpredictable	9	1.2 %
I usually work or attend school from home	79	10.4 %
Not provided	6	0.8 %
Total	756	100.0 %

WITHOUT "NOT PROVIDED"**Q15a. Which of the following statements best describes the amount of time it takes you to get to work or school? (without "not provided")**

Q15a. Which following best describes the amount of time it takes you to get to work or school	Number	Percent
It always takes about the same amount of time to get to work/school	214	28.5 %
It usually takes about the same amount of time to get to work/school	353	47.1 %
The time it takes to get to work/school is somewhat unpredictable	95	12.7 %
The time it takes to get to work/school is very unpredictable	9	1.2 %
I usually work or attend school from home	79	10.5 %
Total	750	100.0 %

Q15b. PRIOR to COVID-19, how often did you work from home?

Q15b. How often did you work from home prior to Covid-19

	Number	Percent
Never	589	77.9 %
1 day/week or less	78	10.3 %
2-3 days/week	24	3.2 %
4+ days week	61	8.1 %
Not provided	4	0.5 %
Total	756	100.0 %

WITHOUT "NOT PROVIDED"**Q15b. PRIOR to COVID-19, how often did you work from home? (without "not provided")**

Q15b. How often did you work from home prior to Covid-19

	Number	Percent
Never	589	78.3 %
1 day/week or less	78	10.4 %
2-3 days/week	24	3.2 %
4+ days week	61	8.1 %
Total	752	100.0 %

Q15c. How often do you currently work from home?

Q15c. How often do you currently work from home

	Number	Percent
Never	437	57.8 %
1 day/week or less	120	15.9 %
2-3 days/week	70	9.3 %
4+ days week	129	17.1 %
Total	756	100.0 %

Q16. Please indicate how often you have the following types of deliveries to your home.

(N=1045)

	More than once per day	Daily or almost daily	A few times a week	A few times a month	Less than once a month	Not provided
Q16-1. Parcel delivery (Amazon, UPS, FedEx, USPS)	1.4%	9.5%	24.2%	41.2%	22.5%	1.1%
Q16-2. Groceries/retail items (Instacart, Walmart)	0.1%	0.4%	3.9%	8.2%	72.7%	14.6%
Q16-3. Meals (Door Dash, GrubHub, UberEats)	0.1%	0.3%	2.6%	8.2%	72.8%	16.0%

WITHOUT "NOT PROVIDED"**Q16. Please indicate how often you have the following types of deliveries to your home. (without "not provided")**

(N=1045)

	More than once per day	Daily or almost daily	A few times a week	A few times a month	Less than once a month
Q16-1. Parcel delivery (Amazon, UPS, FedEx, USPS)	1.5%	9.6%	24.5%	41.7%	22.7%
Q16-2. Groceries/retail items (Instacart, Walmart)	0.1%	0.4%	4.6%	9.6%	85.2%
Q16-3. Meals (Door Dash, GrubHub, UberEats)	0.1%	0.3%	3.1%	9.8%	86.7%

Q17. Over the next year, how do you think your usage of delivery services will change?

Q17. How will your usage of delivery services change
over next year

	Number	Percent
Increase	124	11.9 %
Stay about the same	743	71.1 %
Reduce	48	4.6 %
Don't know	130	12.4 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q17. Over the next year, how do you think your usage of delivery services will change? (without "don't know")**

Q17. How will your usage of delivery services change
over next year

	Number	Percent
Increase	124	13.6 %
Stay about the same	743	81.2 %
Reduce	48	5.2 %
Total	915	100.0 %

Q18. Which FOUR streets or roads in the Sioux Falls Metropolitan area do you think should receive top priority for improvements?

Q18. Which streets or roads in Sioux Falls Metropolitan area should receive top priority for improvements

	Number	Percent
East 10th Street/SD 42	383	36.7 %
41st Street	325	31.1 %
Cliff Avenue	267	25.6 %
West 12th Street	248	23.7 %
Minnesota Avenue/SD 115	245	23.4 %
Western Avenue	241	23.1 %
26th Street	231	22.1 %
Louise Avenue	186	17.8 %
57th Street	167	16.0 %
I-229	128	12.2 %
Sycamore Avenue	118	11.3 %
Veterans Pkwy	113	10.8 %
Ellis Road	105	10.0 %
85th Street	97	9.3 %
Rice/Holly	87	8.3 %
SD Highway 11	86	8.2 %
Kiwanis Avenue	80	7.7 %
Other	76	7.3 %
Madison Street	73	7.0 %
60th Street North	64	6.1 %
69th Street	60	5.7 %
Willow Street (in Harrisburg to I-29)	52	5.0 %
Sertoma Extension to La Mesa	46	4.4 %
I-29	40	3.8 %
SD 38	33	3.2 %
Lincoln Co. 106	27	2.6 %
Russell Street	26	2.5 %
I-90	23	2.2 %
Benson Road	20	1.9 %
Lincoln Co. Road 111	18	1.7 %
Total	3665	

Q18-30. Other

- 123 Lincoln co
- 14th Street
- 18th street
- 18th street
- 1st ave
- 1st ave
- 271st St
- 33rd
- 33rd
- 33rd
- 49th St
- 49th St
- 49th St
- 49th St
- 49th St
- 5th Ave in front of Patrick Henry
- 6 mile road
- 6th & Granger Ave
- 6th Street
- 6th Street
- 6th Street
- 85th
- 8th Street and Prairie Ave
- All residential streets in the older neighborhoods. Pothole repair just isn't cutting it anymore.
- Arrow Rd
- BAHNSON & 26TH 3 LANES
- Cleveland (From 26th to Rice)
- corner of Veterans Parkway and E 10th st
- E 17th
- E 18th
- E 18th
- E 18th
- E 6th St
- east maple
- East-West conn.
- exit 6th St to Veterans Pkwy- at least to Menards
- expansion is not an "improvement." build adequate public transportation to reduce car traffic on these roads.
- Grange
- Highway 100
- I29 and I229 connection needs the ability/option to go west.
- interchange on I-90 to I-29
- Maple Street going west.
- Marion Road

Q18-30. Other

- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- Marion Road
- N. Career Ave
- Pave Sundowner South of 69th
- Phillips Avenue downtown should be closed to cars on weekends, and traffic should be calmed on 10th and 11th through downtown.
- Ponderosa
- Remove all roundabouts and traffic circles
- Road 26 kinwanis to Louise ave
- Russell to Rice E-W connector street
- S Spring between 14th and 18th
- S. Klein St.
- Sertoma
- Six Mile Road
- Sotoma Ave 26 to 41st street
- Southeastern
- Southeastern
- Southeastern
- Southeastern
- Southeastern
- summit starting at 18th going south
- Sundown to Tea Rd
- Sundowner to 271st

Q19. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years.

(N=1045)

	Very high	High	Medium	Low	Not provided
Q19-1. Improving existing interchanges on interstates	18.9%	25.4%	35.7%	16.0%	4.1%
Q19-2. Adding interchanges on interstates	15.0%	25.5%	32.2%	23.1%	4.3%
Q19-3. Improving major north-south roads/streets through City of Sioux Falls	16.7%	35.7%	35.7%	7.5%	4.5%
Q19-4. Improving major east-west roads/streets through City of Sioux Falls	33.7%	38.0%	21.5%	3.6%	3.2%
Q19-5. Improving public transportation/bus service inside City of Sioux Falls	17.5%	17.4%	34.2%	24.0%	6.9%
Q19-6. Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	12.6%	17.9%	30.3%	32.1%	7.1%
Q19-7. Improving the timing of traffic lights	37.8%	29.2%	22.4%	7.8%	2.8%
Q19-8. Reducing traffic delays caused by trains	16.9%	20.1%	29.8%	28.3%	4.9%
Q19-9. Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	10.6%	23.9%	42.0%	17.2%	6.2%
Q19-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	12.0%	29.6%	39.7%	13.1%	5.6%
Q19-11. Developing new pedestrian (walking) & biking facilities	17.1%	23.7%	34.8%	19.1%	5.2%
Q19-12. Improving existing pedestrian (walking) & biking facilities	16.2%	24.4%	36.9%	17.2%	5.3%
Q19-13. Setting aside land for traffic corridors & roads in future growth areas	25.3%	40.1%	23.9%	6.4%	4.3%
Q19-14. Improving transportation services for seniors & persons with disabilities	28.9%	36.4%	24.1%	5.3%	5.4%
Q19-15. Improving airport services in the region	20.9%	29.4%	33.8%	11.0%	5.0%

Q19. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years.

	Very high	High	Medium	Low	Not provided
Q19-16. Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	8.9%	23.6%	45.5%	14.6%	7.4%
Q19-17. Improving the appearance of roads/highways	8.1%	21.9%	44.2%	20.7%	5.1%
Q19-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	25.1%	30.0%	28.6%	11.7%	4.7%
Q19-19. Developing autonomous (self-driving) transportation services	3.3%	6.2%	19.1%	66.6%	4.7%
Q19-20. Developing charging stations for electric vehicles (EVs)	10.4%	18.9%	24.6%	42.0%	4.0%

WITHOUT "NOT PROVIDED"

Q19. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years. (without "not provided")

(N=1045)

	Very high	High	Medium	Low
Q19-1. Improving existing interchanges on interstates	19.7%	26.4%	37.2%	16.7%
Q19-2. Adding interchanges on interstates	15.7%	26.6%	33.6%	24.1%
Q19-3. Improving major north-south roads/streets through City of Sioux Falls	17.4%	37.4%	37.4%	7.8%
Q19-4. Improving major east-west roads/streets through City of Sioux Falls	34.8%	39.2%	22.2%	3.8%
Q19-5. Improving public transportation/bus service inside City of Sioux Falls	18.8%	18.7%	36.7%	25.8%
Q19-6. Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	13.6%	19.3%	32.6%	34.5%
Q19-7. Improving the timing of traffic lights	38.9%	30.0%	23.0%	8.1%
Q19-8. Reducing traffic delays caused by trains	17.8%	21.1%	31.3%	29.8%
Q19-9. Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	11.3%	25.5%	44.8%	18.4%
Q19-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	12.7%	31.3%	42.1%	13.9%
Q19-11. Developing new pedestrian (walking) & biking facilities	18.1%	25.0%	36.7%	20.2%
Q19-12. Improving existing pedestrian (walking) & biking facilities	17.1%	25.8%	39.0%	18.2%
Q19-13. Setting aside land for traffic corridors & roads in future growth areas	26.4%	41.9%	25.0%	6.7%
Q19-14. Improving transportation services for seniors & persons with disabilities	30.5%	38.4%	25.5%	5.6%
Q19-15. Improving airport services in the region	22.0%	30.9%	35.5%	11.6%

WITHOUT "NOT PROVIDED"

Q19. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years. (without "not provided")

	Very high	High	Medium	Low
Q19-16. Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	9.6%	25.5%	49.1%	15.8%
Q19-17. Improving the appearance of roads/highways	8.6%	23.1%	46.6%	21.8%
Q19-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	26.3%	31.4%	30.0%	12.2%
Q19-19. Developing autonomous (self-driving) transportation services	3.5%	6.5%	20.1%	69.9%
Q19-20. Developing charging stations for electric vehicles (EVs)	10.9%	19.7%	25.6%	43.8%

Q20. Which FOUR of the improvements listed in Question 19 would you be most willing to fund with your taxes?

<u>Q20. Top choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	118	11.3 %
Adding interchanges on interstates	59	5.6 %
Improving major north-south roads/streets through City of Sioux Falls	131	12.5 %
Improving major east-west roads/streets through City of Sioux Falls	185	17.7 %
Improving public transportation/bus service inside City of Sioux Falls	52	5.0 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	27	2.6 %
Improving the timing of traffic lights	113	10.8 %
Reducing traffic delays caused by trains	29	2.8 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	27	2.6 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	25	2.4 %
Developing new pedestrian (walking) & biking facilities	36	3.4 %
Improving existing pedestrian (walking) & biking facilities	10	1.0 %
Setting aside land for traffic corridors & roads in future growth areas	23	2.2 %
Improving transportation services for seniors & persons with disabilities	49	4.7 %
Improving airport services in the region	12	1.1 %
Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	3	0.3 %
Improving the appearance of roads/highways	8	0.8 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	36	3.4 %
Developing autonomous (self-driving) transportation services	7	0.7 %
Developing charging stations for electric vehicles (EVs)	19	1.8 %
None chosen	76	7.3 %
Total	1045	100.0 %

Q20. Which FOUR of the improvements listed in Question 19 would you be most willing to fund with your taxes?

<u>Q20. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	50	4.8 %
Adding interchanges on interstates	72	6.9 %
Improving major north-south roads/streets through City of Sioux Falls	97	9.3 %
Improving major east-west roads/streets through City of Sioux Falls	173	16.6 %
Improving public transportation/bus service inside City of Sioux Falls	44	4.2 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	38	3.6 %
Improving the timing of traffic lights	105	10.0 %
Reducing traffic delays caused by trains	35	3.3 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	32	3.1 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	30	2.9 %
Developing new pedestrian (walking) & biking facilities	50	4.8 %
Improving existing pedestrian (walking) & biking facilities	41	3.9 %
Setting aside land for traffic corridors & roads in future growth areas	44	4.2 %
Improving transportation services for seniors & persons with disabilities	45	4.3 %
Improving airport services in the region	26	2.5 %
Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	10	1.0 %
Improving the appearance of roads/highways	10	1.0 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	30	2.9 %
Developing autonomous (self-driving) transportation services	4	0.4 %
Developing charging stations for electric vehicles (EVs)	15	1.4 %
None chosen	94	9.0 %
Total	1045	100.0 %

Q20. Which FOUR of the improvements listed in Question 19 would you be most willing to fund with your taxes?

<u>Q20. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	38	3.6 %
Adding interchanges on interstates	38	3.6 %
Improving major north-south roads/streets through City of Sioux Falls	67	6.4 %
Improving major east-west roads/streets through City of Sioux Falls	111	10.6 %
Improving public transportation/bus service inside City of Sioux Falls	38	3.6 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	28	2.7 %
Improving the timing of traffic lights	120	11.5 %
Reducing traffic delays caused by trains	30	2.9 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	42	4.0 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	33	3.2 %
Developing new pedestrian (walking) & biking facilities	45	4.3 %
Improving existing pedestrian (walking) & biking facilities	54	5.2 %
Setting aside land for traffic corridors & roads in future growth areas	55	5.3 %
Improving transportation services for seniors & persons with disabilities	73	7.0 %
Improving airport services in the region	46	4.4 %
Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	9	0.9 %
Improving the appearance of roads/highways	17	1.6 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	51	4.9 %
Developing autonomous (self-driving) transportation services	7	0.7 %
Developing charging stations for electric vehicles (EVs)	19	1.8 %
None chosen	124	11.9 %
Total	1045	100.0 %

Q20. Which FOUR of the improvements listed in Question 19 would you be most willing to fund with your taxes?

<u>Q20. 4th choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	39	3.7 %
Adding interchanges on interstates	28	2.7 %
Improving major north-south roads/streets through City of Sioux Falls	43	4.1 %
Improving major east-west roads/streets through City of Sioux Falls	74	7.1 %
Improving public transportation/bus service inside City of Sioux Falls	30	2.9 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	27	2.6 %
Improving the timing of traffic lights	83	7.9 %
Reducing traffic delays caused by trains	36	3.4 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	33	3.2 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	49	4.7 %
Developing new pedestrian (walking) & biking facilities	44	4.2 %
Improving existing pedestrian (walking) & biking facilities	34	3.3 %
Setting aside land for traffic corridors & roads in future growth areas	68	6.5 %
Improving transportation services for seniors & persons with disabilities	73	7.0 %
Improving airport services in the region	55	5.3 %
Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	13	1.2 %
Improving the appearance of roads/highways	29	2.8 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	73	7.0 %
Developing autonomous (self-driving) transportation services	10	1.0 %
Developing charging stations for electric vehicles (EVs)	35	3.3 %
None chosen	169	16.2 %
Total	1045	100.0 %

SUM OF TOP 4 CHOICES**Q20. Which FOUR of the improvements listed in Question 19 would you be most willing to fund with your taxes? (top 4)**

<u>Q20. Sum of top 4 choices</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	245	23.4 %
Adding interchanges on interstates	197	18.9 %
Improving major north-south roads/streets through City of Sioux Falls	338	32.3 %
Improving major east-west roads/streets through City of Sioux Falls	543	52.0 %
Improving public transportation/bus service inside City of Sioux Falls	164	15.7 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	120	11.5 %
Improving the timing of traffic lights	421	40.3 %
Reducing traffic delays caused by trains	130	12.4 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha counties	134	12.8 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha counties with Sioux Falls	137	13.1 %
Developing new pedestrian (walking) & biking facilities	175	16.7 %
Improving existing pedestrian (walking) & biking facilities	139	13.3 %
Setting aside land for traffic corridors & roads in future growth areas	190	18.2 %
Improving transportation services for seniors & persons with disabilities	240	23.0 %
Improving airport services in the region	139	13.3 %
Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	35	3.3 %
Improving the appearance of roads/highways	64	6.1 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	190	18.2 %
Developing autonomous (self-driving) transportation services	28	2.7 %
Developing charging stations for electric vehicles (EVs)	88	8.4 %
None chosen	76	7.3 %
Total	3793	

Q21. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan area should change over the next five years?

Q21. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	122	11.7 %
Should be somewhat greater	492	47.1 %
Should stay the same	231	22.1 %
Should be reduced	20	1.9 %
Don't know	180	17.2 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"

Q21. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan area should change over the next five years? (without "don't know")

Q21. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	122	14.1 %
Should be somewhat greater	492	56.9 %
Should stay the same	231	26.7 %
Should be reduced	20	2.3 %
Total	865	100.0 %

Q22. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan area should change over the next five years?

Q22. How should current level of funding for public transportation in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	163	15.6 %
Should be somewhat greater	377	36.1 %
Should stay the same	266	25.5 %
Should be reduced	56	5.4 %
Don't know	183	17.5 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"

Q22. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan area should change over the next five years? (without "don't know")

Q22. How should current level of funding for public transportation in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	163	18.9 %
Should be somewhat greater	377	43.7 %
Should stay the same	266	30.9 %
Should be reduced	56	6.5 %
Total	862	100.0 %

Q23. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

Q23. How would you rate overall value you currently receive for transportation taxes you pay

	Number	Percent
Good value for your money	144	13.8 %
OK value for your money	497	47.6 %
Low value for your money	201	19.2 %
Don't know	203	19.4 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q23. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay? (without "don't know")**

Q23. How would you rate overall value you currently receive for transportation taxes you pay

	Number	Percent
Good value for your money	144	17.1 %
OK value for your money	497	59.0 %
Low value for your money	201	23.9 %
Total	842	100.0 %

Q24. Do you generally support expanded use of alternative fuel vehicles, such as ethanol and compressed natural gas, and electric vehicles?

Q24. Do you generally support expanded use of alternative fuel vehicles

	Number	Percent
Yes	624	59.7 %
No	261	25.0 %
Don't know	160	15.3 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"**Q24. Do you generally support expanded use of alternative fuel vehicles, such as ethanol and compressed natural gas, and electric vehicles? (without "don't know")**

Q24. Do you generally support expanded use of alternative fuel vehicles

	Number	Percent
Yes	624	70.5 %
No	261	29.5 %
Total	885	100.0 %

Q25. Do you generally think that local governments in the Sioux Falls Metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region?

Q25. Do local governments in Sioux Falls Metropolitan area do a good job of involving residents in the process of planning transportation

	Number	Percent
Yes	369	35.3 %
No	284	27.2 %
Don't know	392	37.5 %
Total	1045	100.0 %

WITHOUT "DON'T KNOW"

Q25. Do you generally think that local governments in the Sioux Falls Metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region? (without "don't know")

Q25. Do local governments in Sioux Falls Metropolitan area do a good job of involving residents in the process of planning transportation

	Number	Percent
Yes	369	56.5 %
No	284	43.5 %
Total	653	100.0 %

Q26. Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls Metropolitan area?

Q26. Which following sources would be the best way to keep you informed about planned transportation improvements

	Number	Percent
Access channel on cable TV	251	24.0 %
Local newspaper	205	19.6 %
Radio announcement	216	20.7 %
Website	280	26.8 %
Social networks (Twitter, Facebook, etc.)	492	47.1 %
Brochures	198	18.9 %
Newsletters	298	28.5 %
Television news	637	61.0 %
Public meetings/forums	332	31.8 %
Virtual public meetings	212	20.3 %
Other	30	2.9 %
Total	3151	

Q26-4. Which website(s)?

- Chamber of commerce
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City
- City & County
- City & County
- City & County
- City & County
- City & County
- City & County, SD DOT
- City and local news

Q26-4. Which website(s)?

- City before its finalized
- city link
- City of Sioux Falls
- City of Sioux Falls
- City of Sioux Falls
- City of Sioux Falls
- City of Sioux Falls
- City of Sioux Falls
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- City of Sioux Falls
- City of Sioux falls and county sites
- City of Sioux Falls and Minnehaha/Lincoln county websites
- City of Sioux Falls website
- City of Sioux Falls website
- City of Sioux Falls, Department of Transportation
- City of Sioux Falls, m'haha county
- City of Sioux Falls, SDDOT
- City or county affiliated websites
- City or DOT
- City or traffic
- City website
- City website
- City website
- City website
- City website
- City website
- City website
- City website for more info after first seeing on social media
- City website, Instagram
- City website, local news organizations and social media
- City websites, local news sites

Q26-4. Which website(s)?

- City websites, news websites
- City, County, & State as advertised in news shows/articles.
- city, county, state
- city/county websites
- CITY-KELO
- county
- Create more specific sites for streets improvement and repairs, traffic routes, park improvements, utility improvements, and improved and adding bus routes.
- dakota news
- Develop a website specific to this purpose. Make sure the entire population knows about it. City of SF should stop making hidden decisions, then hold public meetings only to ignore citizen input, and then go ahead with the original secret, hidden decisions.
- DOT
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- Facebook
- GOOGLE
- government websites, city, county.
- <https://southveteransparkway.com/segments/>
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- Keloland.com
- KELOLAND.com, pigeon605
- Local & State Transportation websites
- local and city government websites
- Local news websites
- Local news websites
- Local news websites
- Local news websites

Q26-4. Which website(s)?

- [illegible]

Q26-4. Which website(s)?

- siouxfalls.org
- siouxfalls.org
- SiouxFallsLive.com; SiouxFalls.Business; Pigeon605.com; TheDakotaScout.com;
- South Dakota Department of Transportation
- TV News station sites
- Twitter, Facebook, Gmail, Google

Q26-11. Other

- ADVERTISED PODCASTS
- Develop a new Android/Apple app through which announcements can be disseminated. Super simple to do.
- ELECTRONIC NEWSLETTER
- Email
- Email
- Email
- Email
- Email lists
- Email with specifically stated Subject matter
- email/mail
- info on brochures in our utility bills (internet, etc.)
- Jodi Schwan's newsletter at SF Business
- Keloland News updates
- Mail
- Mail
- Mail
- Mail - yearly water quality
- mail or email
- Mailer to me when something in the area
- Mailers to each house or emails
- Our local councilmen need to do a much better job at actually visiting with their regions and share information with us. I remember 1 time, 20 years ago, when my councilman actually came and visited my neighborhood. Never seen another one since.
- postcards
- Press releases
- Provide information to designated volunteers in subdivision for sharing to neighbors.
- Send a text to phones
- signage in the city
- SPREADCHART SHOWIN PUBLICALLY TO SHOW WHERE THE MONEY WENT-IN A MONTHLY MAILING
- text messages to subscribers
- Water bill

Q27. Do you own an automobile?

<u>Q27. Do you own an automobile</u>	<u>Number</u>	<u>Percent</u>
Yes	1026	98.2 %
No	17	1.6 %
Not provided	2	0.2 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q27. Do you own an automobile? (without "not provided")**

<u>Q27. Do you own an automobile</u>	<u>Number</u>	<u>Percent</u>
Yes	1026	98.4 %
No	17	1.6 %
Total	1043	100.0 %

Q28. Do you own a bicycle?

Q28. Do you own a bicycle	Number	Percent
Yes	684	65.5 %
No	360	34.4 %
Not provided	1	0.1 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q28. Do you own a bicycle? (without "not provided")**

Q28. Do you own a bicycle	Number	Percent
Yes	684	65.5 %
No	360	34.5 %
Total	1044	100.0 %

Q29. Are you familiar with e-bikes and/or e-scooters?

Q29. Are you familiar with eBikes and/or eScooters	Number	Percent
Yes	801	76.7 %
No	239	22.9 %
Not provided	5	0.5 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q29. Are you familiar with e-bikes and/or e-scooters? (without "not provided")**

Q29. Are you familiar with eBikes and/or eScooters	Number	Percent
Yes	801	77.0 %
No	239	23.0 %
Total	1040	100.0 %

Q29a. Do you generally have a FAVORABLE or UNFAVORABLE opinion of eBikes and eScooters?

Q29a. Do you have a favorable or unfavorable opinion of eBikes & eScooters

	Number	Percent
Favorable	468	58.4 %
Unfavorable	97	12.1 %
No opinion	232	29.0 %
Not provided	4	0.5 %
Total	801	100.0 %

WITHOUT "NOT PROVIDED"**Q29a. Do you generally have a FAVORABLE or UNFAVORABLE opinion of eBikes and eScooters? (without "not provided")**

Q29a. Do you have a favorable or unfavorable opinion of eBikes & eScooters

	Number	Percent
Favorable	468	58.7 %
Unfavorable	97	12.2 %
No opinion	232	29.1 %
Total	797	100.0 %

Q29b. Have you used an eBike or eScooter in the past year?

Q29b. Have you used an eBike or eScooter in past year

	Number	Percent
Yes	187	23.3 %
No	613	76.5 %
Not provided	1	0.1 %
Total	801	100.0 %

WITHOUT "NOT PROVIDED"**Q29b. Have you used an eBike or eScooter in the past year? (without "not provided")**

Q29b. Have you used an eBike or eScooter in past year

	Number	Percent
Yes	187	23.4 %
No	613	76.6 %
Total	800	100.0 %

Q29c. Do you own an eBike or eScooter?

Q29c. Do you own an eBike or eScooter	Number	Percent
Yes	73	9.1 %
No	724	90.4 %
Not provided	4	0.5 %
Total	801	100.0 %

WITHOUT "NOT PROVIDED"**Q29c. Do you own an eBike or eScooter? (without "not provided")**

Q29c. Do you own an eBike or eScooter	Number	Percent
Yes	73	9.2 %
No	724	90.8 %
Total	797	100.0 %

Q30. Have you used Lyft or Uber in the past year?

Q30. Have you used Lyft or Uber in past year	Number	Percent
Yes	472	45.2 %
No	569	54.4 %
Not provided	4	0.4 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q30. Have you used Lyft or Uber in the past year? (without "not provided")**

Q30. Have you used Lyft or Uber in past year	Number	Percent
Yes	472	45.3 %
No	569	54.7 %
Total	1041	100.0 %

Q31. Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

Q31. Which following modes of transportation do you normally use to get to/from work, school or other frequently traveled destinations

	Number	Percent
Personal vehicle, drive alone	1014	97.0 %
Carpool (more than one in a vehicle)	148	14.2 %
Taxi/Lyft/Uber	71	6.8 %
Bicycle	125	12.0 %
Walk	213	20.4 %
Motorcycle	66	6.3 %
Public transportation (bus)	38	3.6 %
eBike or eScooter	27	2.6 %
Other	12	1.1 %
Total	1714	

Q31-9. Other:

Q31-9. Other	Number	Percent
School bus	3	25.0 %
50cc scooter	1	8.3 %
Workers on wheels	1	8.3 %
Carpool	1	8.3 %
Gas scooter	1	8.3 %
MOBILITY SCOOTER	1	8.3 %
Family	1	8.3 %
Friend	1	8.3 %
Side-by-side	1	8.3 %
UTV Ranger	1	8.3 %
Total	12	100.0 %

Q32. How many years have you lived in the Sioux Falls metropolitan area?

Q32. How many years have you lived in Sioux Falls

Metropolitan area	Number	Percent
0-5	117	11.2 %
6-10	108	10.3 %
11-15	92	8.8 %
16-20	91	8.7 %
21-30	190	18.2 %
31+	430	41.1 %
Not provided	17	1.6 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q32. How many years have you lived in the Sioux Falls metropolitan area? (without "not provided")**

Q32. How many years have you lived in Sioux Falls

Metropolitan area	Number	Percent
0-5	117	11.4 %
6-10	108	10.5 %
11-15	92	8.9 %
16-20	91	8.9 %
21-30	190	18.5 %
31+	430	41.8 %
Total	1028	100.0 %

Q33. What is your age?

Q33. Your age	Number	Percent
18-34	202	19.3 %
35-44	199	19.0 %
45-54	206	19.7 %
55-64	211	20.2 %
65+	208	19.9 %
Not provided	19	1.8 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q33. What is your age? (without "not provided")**

Q33. Your age	Number	Percent
18-34	202	19.7 %
35-44	199	19.4 %
45-54	206	20.1 %
55-64	211	20.6 %
65+	208	20.3 %
Total	1026	100.0 %

Q34. Which of the following describe you?

Q34. Which following describe you	Number	Percent
I am visually impaired/blind	17	1.6 %
I am hearing impaired/deaf	42	4.0 %
I have a physical disability that limits mobility	90	8.6 %
I have a cognitive/mental disability	15	1.4 %
None of these	908	86.9 %
Total	1072	

WITHOUT "NONE OF THESE"**Q34. Which of the following describe you? (without "none of these")**

Q34. Which following describe you	Number	Percent
I am visually impaired/blind	17	12.4 %
I am hearing impaired/deaf	42	30.7 %
I have a physical disability that limits mobility	90	65.7 %
I have a cognitive/mental disability	15	10.9 %
Total	164	

Q35. Would you say your total household income is...

Q35. Your total household income	Number	Percent
Under \$30K	145	13.9 %
\$30K to \$59,999	202	19.3 %
\$60K to \$89,999	199	19.0 %
\$90K to \$119,999	154	14.7 %
\$120K to \$149,999	136	13.0 %
\$150K+	120	11.5 %
Not provided	89	8.5 %
Total	1045	100.0 %

WITHOUT "NOT PROVIDED"**Q35. Would you say your total household income is... (without "not provided")**

Q35. Your total household income	Number	Percent
Under \$30K	145	15.2 %
\$30K to \$59,999	202	21.1 %
\$60K to \$89,999	199	20.8 %
\$90K to \$119,999	154	16.1 %
\$120K to \$149,999	136	14.2 %
\$150K+	120	12.6 %
Total	956	100.0 %

Q36. Your gender:

<u>Q36. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	516	49.4 %
Female	522	50.0 %
Self-describe	3	0.3 %
Not provided	4	0.4 %
Total	1045	100.0 %

WITHOUT “NOT PROVIDED”**Q36. Your gender: (without "not provided")**

<u>Q36. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	516	49.6 %
Female	522	50.1 %
Self-describe	3	0.3 %
Total	1041	100.0 %

Q36-3. Self-describe your gender:

<u>Q36-3. Self-describe your gender</u>	<u>Number</u>	<u>Percent</u>
Non-binary	2	66.7 %
Fluid	1	33.3 %
Total	3	100.0 %

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- 1. City planning needs to move shopping/traffic to other roads from 41st too congested, esp. holidays 2. Re-raise way to cross city on 26th st corridor/possibly overhead. 3. Develop interstate 329 alternative around city
- 1. Our traffic lights timing should be prioritized to minimize traffic congestion; the timing of lights right now sometimes makes no sense. 26th street should extend through or over Minnehaha Country Club / golf course in order to create an alternative to 41st street. We should use more roundabouts, where appropriate.
- street lights need to be coordinated to avoid stopping at every light 2. driving in and around the downtown area is a nightmare, too many stop lights/signs
- 229 needs an additional driving lane. SF needs a higher speed roadway from east to west
- 26th St. should go all the way through on west side; no more roundabouts-hate them.
- 57TH & LOUISE INTERSECTION IS TERRIBLE AND NEEDS TO BE REPAIRED ALL OF 57TH FROM CLIFF TO SERTOMA IS ATROCIOUS. RICE ST FROM CLIFF TO BRANDON IS A PROBLEM. RR CROSSING ON MADISON NORTHSIDE BY C. MATERIALS NEEDS HELP, PLEASE. MARION RD FROM 41ST TO MADISON NEEDS HELP ON JOINTS
- 69th & I-29 needs an intersection so does 85th & I-29.
- 8th and Minnesota traffic light is not passive at 5am- it needs to be. Safety on the bike trail by Drake Springs needs to be addressed. You are doing a good job for how fast we are growing.
- A lot of drivers do not use their blinkers, run red lights or stop signs and drive 10 plus over the speed limit.
- Access through Sioux Falls east to west should be priority. Public scooter/e-bike should be priority. Development connecting Minnesota and Lincoln County should be priority.
- Add a 3rd lane on I90 between I29 interchange and Brandon for future growth.
- All I ever see is empty buses polluting the air.
- ALL WOOD FENCES ALONG 57TH ST SHOULD BE PAINTED THE SAME-LOOKS BAD
- As the city continues to grow/expand, it's critical that attention to street maintenance in Sioux Falls also increase. Many streets have been used for years. I believe the city has done an excellent job of keeping up with growth, but certain areas of town will need closer observation. We live in SE Sioux Falls and with the addition of apartments along 57th and 69th street the traffic has greatly increased. So this will need to be an area of attention in relation to traffic flow. The new Harrisburg middle school along, with SF Christian HS really adds traffic at certain times of the day. In addition to transportation issues, speeding along this areas has proven unsafe at times. It's greatly increased along Bahnson Ave., Sycamore Ave and 57th Street, in particular. The other day I got passed by 3-4 vehicle's. The cars were going approximately 50 mph. I called the police, but then they were gone and I didn't get license numbers or descriptions of the vehicle. This happens on a regular basis in these areas.
- As the city grows, planning ahead will be crucial; this is particularly true from the south of town to city center.
- ASKING FOR HEALTH PROBLEMS FOR THE DRIVING LICENSE FOR EVERYONE
- Bad timing/management of traffic lights. I have called numerous time to express my opinion. Left turn lights should only be used during times of high traffic.
- BASICALLY, THE CARE OF OUR ROADS AND SUCH HAS IMPROVED SINCE WE FIRST MOVED HERE. THANK YOU FOR THAT. SOMETIMES THE MOST DIFFICULT PART OF DRIVING INSF AND AREA ARE THE DRIVERS. WE'VE LEARNED TO ALWAYS BE ALERT
- Better biking system on all major roads. I have been hit by vehicles before because they didn't see me bike lanes would have helped .
- Better coverage public transit is needed, i.e. extension of hours and coverage areas should be considered.
- Better for bikes - my son was killed on his e-bike last year.
- Better planning for growth instead of reactionary construction will benefit the community and be a less expensive option.
- Better planning when roads are shut down. Cutting off a school route in the middle of winter was poor planning. No consideration was given to the families.
- Better pot hole management
- Better traffic control is needed. Long red lights when no other cars in sight. Better construction planning.
- Better ways to go across town
- Biggest concern is that during construction the signage is so poor you are not sure what lane to be in. The traffic light system is outdated and hinders traffic flow. Need police to control traffic after concerts and events.
- Biggest thing is traffic lights. Too often they change on a timer and stop moving traffic when no one is even waiting from the other street. It's almost at this point like their intention is to stop traffic from moving vs clearing it.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Bus need to run to more of city , and also more often.
- bus service should be expanded to the newer parts of town. (south of 41st st) as I get older I expect to use buses more often. I have had good experiences with them
- Bus system is insufficient, covers too little of the city, too long between busses. Just basically a complete shamble
- Businesses should have signs on corners that don't make blind-spots for drivers. Example 41st and Minnesota gas station sign blocks view northbound traffic from 41st Street corner by McDonald's.
- Cars speeding and running stop lights.
- Check out the organization strong towns I believe they have a local chapter maybe work with them on some ideas to make Sioux falls better place to get around.
- Check Salt Lake City, Utah's grid is easy to follow have trains available streets are very clean & maintained very pretty!!
- City had the opportunity to move bus system from spoke to better system but did not. Now we are putting new company in charge but not changing the system. How does re-arranging the deck chairs help?
- City of SF does a great job on streets and parks. The need to fund police/fire need to increase. City growing too fast with social and mental problems.
- Clean and repaired exits off of I90, I29, I229. Clean and repaired streets leading into the city. Better presentation on major N-S and E-W streets.
- Clearing off roads in my residential area in winter.
- Compared to the many other towns and cities I've visited, SF ranks high in my opinion.
- Complete Projects-arrowhead pkwy & veterans hwy
- Completing 49th St from Western to Minnesota would relieve a significant amount of the traffic on 41st St.
- Consider more pedestrian walkways and easier access for disabled
- Crack down on motorist running red lights. It's so dangerous.
- Current bus routes only hit the core of Sioux falls. Routes do not take to peripheral areas of town, but those areas are usually wealthier areas of town and probably wouldn't use the bus. I feel like the Greyhound bus line is not advertised enough and most citizens aren't even aware it is an option for transport to other towns
- Cycling is growing so keeping wide shoulders on new roads and make sure the 3 foot passing rule is enforced, Make sure cars are not parked in bike lanes.
- Dangerous accidents are biggest concern. People drive too fast, reckless. Alarming , the number of fatal accidents.
- Deal with the reality of personal autos. Public transportation is an idiotic waste of money. Bicycles are for children.
- Development in Sioux Falls and surrounding areas is very car-oriented which essentially forces everyone to buy a depreciating asset and more garage spaces and more parking spaces which should not be ignored when considering the true cost of our transportation system. In order to have a robust and fiscally sustainable transportation system, MUCH more focus needs to be on making public transportation accessible, convenient, and a preferred use by a good portion of the citizens (yes - even the high-income households). This will be an impossible issue to solve if current development patterns continue that are not transportation oriented. I'd encourage decision-making for transportation systems be integrated seamlessly with planning and zoning / ordinance review in order to encourage dense development that is people-oriented so that public transportation can be possible. Transportation oriented development is what I would advocate for. Thank you for considering this feedback.
- Downtown is often cut off by trains. I usually get stuck in traffic by them on my way home. The only way to avoid them is by taking the 10th street bridges that become very busy without people rerouting due to train traffic. The only alternative is going far out of my way to avoid them. Three out of four routs to and from my hole could be blocked by train traffic.
- Downtown streets should be more pedestrian friendly. Cars race through downtown on 10th and 11th. And the loopers create a hostile environment for pedestrians and diners on Phillips Avenue.
- Drainage. We need more underground sump and storm drainage. Water sits everywhere.
- Drivers need to be educated in safe driving practices.
- Drivers running red lights is terrible in Sioux Falls.
- Ease anxiety and accidents by available simulators for round about converging double diamond and yearly driver's edge and bring back vehicle safety checks and more attention to drunk and impaired drivers
- Easier to understand bus routes (how to get from one place to the next while navigating the different routes). Affordable transportation services for those unable to drive themselves due to physical disabilities or age

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- East 10th Street & I229. Going west between Sycamore and Cliff gets pretty backed up after work. Roads between Minnesota and Western Cronning, north and south from 10th St to 41st could only be developed to provide relief for Minnesota.
- East West access across town needs to improve. Super slow driving east west. North south is fairly reasonable time it takes but east west takes way to long to commute.
- East west corridors across SF. Cliff to Harrisburg. North South roads to Harrisburg.
- EAST-WEST ALLEYS HIGHLY IMPORTANT
- Endured the construction on E 26th, could have been completed much sooner if it was panned better. Need to be more efficient.
- Enforce speed limit laws more strictly.
- Enforce traffic laws. Too many red light runners and people don't stop for stop signs anymore. You rarely see people pulled over by police enforcing traffic laws. 40mph is the new 30 mph and most speeders are looking at their phones.
- Enforcement needs to improve. Jaywalkers , speeders etc. road projects are allowed to take way too long. E26 recent project the first half most days nobody working so the project could have been much shorter
- Even though I don't have much negative thoughts to change. I would like to say I absolutely hate the new interchange done on 41st Bridge. It's confusing and I'm just waiting for car accidents to occur
- E-W CORRIDOR NEEDED SOMEWHERE BETWEEN 10TH AND 12TH ST AND 41ST ST/ THERE'S NO EASY WAY TO GET ACROSS TOWN WITHOUT GOING SEVERAL BLOCKS OUT OF THE WAY AND THE LIMITED CHOICES ARE TOO BUSY
- Expanded service to Paratransit is a need in this community. Longer hours and weekend service.
- Expansion to plan for increased safe travel around the city I-229 needs to be a top priority with continued growth in the area. I appreciate the work done on timing of traffic lights to improve flow.
- Fewer unnecessary traffic lights in SF! More roundabouts! Improve flow of traffic east to west. Continue to improve and add bike/pedestrian options. Would love to see the bike paths connect to outlying communities. I really like the traffics circles installed on W 6th street. Effective way to control speed and safety in those intersections. Overall, good job. I feel like our city does a good job looking forward and anticipating future needs. My biggest gripe is the amount of traffic lights. I love roads like Southeastern and wish we had more of them.
- Fix needed for I-229 and Cliff Ave congestion! Fix needed for south Minnesota Ave congestion. Possible traffic light at Cliff Ave and 63rd or 61st.
- Fix our roads in a timely manner and reduce traffic congestion
- Fix pot holes sooner. Don't like buying new tires because of pot holes. Sometimes very difficult going from one side of town to other side with all the street work and detours. Manage which street are being done.
- Fix the interchange by Lincoln high school asap
- fix the light system. A car pulls up and the light changes only for the car to turn and then stopping traffic for no reason. Give a few moments before changing. Also, trains at 5-6 am blaring horns is stupid, fix that.
- FLEXIBLE WORK DAYS AND LOCATIONS TO IMPROVE PEAK TRAFFIC TIMES, DRONE DELIVERY SERVICE ARE OUR FUTURE TO REDUCE ROAD CONGESTION. FLIGHTS AND AIRPORT IMPROVEMENTS ARE ALWAYS BENEFICIAL AND BALANCE COST IS IMPORTANT-CONVENIENT TO FLY IN/OUT BUT NOT MAKE TOO EXPENSIVE
- Following through with commitments like SD 100 more timely could have improved congestion around town. Also working together with the surrounding county commissions. Sioux Falls/Harrisburg/Tea are trying to improve roads around while Lincoln County Commission is doing the opposite on 471 with slowing it down and adding bottle necks.
- For questions 21, 22, 23, and 24, I would need more information on the current levels of finding before I could weigh in on whether increases, decreases, etc. are appropriate. I am not sure how 'transportation taxes' are defined in Q23 - and for #24, I need additional information and the types of vehicles identified as alternative fuel vehicles before selecting a response.
- generally positive. Funding needs an increase.
- Get traffic moving instead of stopping it.
- Getting across town from east to west is a nightmare mornings and late afternoons. 12th and 41st are both busy - 26th St.? The golf course is more important for less the 1% of population compared to 50,000 and travelers who don't think so. Please build new Frank Olson swim pool. Indoor one would be great.
- Getting from the east side to the west side of town is definitely a concern.
- Going east-west is miserable. Way too many stoplights. Would be great if there was an exit to get off 57th from I 2

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- GREAT CITY-KEEP UP THE WORK
- Have MUCH better traffic control -- more traffic officers to control speeders!!!!!!!!!!!!!!!!!!!!!!
- Having a bike path connecting Sioux Falls to all the surrounding communities would be very helpful.
- Having buses run constantly and on Sunday's would help employees get to work. Also, please make it safe to cross the road near Empire Mall.
- Heavy traffic times are hard to control. There needs to be a way to lesson it on Minnesota Ave in mornings & evenings.
- Heavy traffic, not enough speeding tickets, everyone in too big hurry, too many people begging on our streets. Bad snow clearance when lots of snow.
- high priority, repairs on Rice St and Holly Blvd
- Household member works for SF School District - students have difficulty getting to school due to lack of public transport in western SF, especially around Tea/Ellis Rd.
- How about trains?
- How often do you need to see red light runners in front of police cars and they do nothing?
- I am a Lyft driver. The city police give tickets for 4 or 5 miles over the speed limit. We should be considered public servants and this should be overlooked. The tickets are not fair.
- I am a truck driver. More safe parking would be a good idea.
- I am getting older and my disabled daughter and I would like to move to more accessible housing. Almost all of the town homes and accessible housing options are in areas where there is no public transportation. There are no public transportation to the heart hospital or behavioral health hospital. Without a car it impossible to get around.
- I am happy to see the city and county taking action towards solutions to better the community. Thanks for involving the community members.
- I am satisfied with it now
- I am very thankful that paratransit is available for my adult son who has a disability. This way he can be picked up right at our door instead at a city bus stop. And they are very reliable, friendly, professional and pretty consistent with departure and arrival times.
- I appreciate the development of the new highways, wish I could say travel within the city were faster, but we are like a small town in that respect.
- I believe the "right turn on red" lights contribute to many traffic mishaps. To many drivers think that's just another shade of green light.
- I don't use 229 as there are so many accidents. Getting on and off I29 by Sioux Falls exit on I90 is very dangerous. too short
- I feel crosswalks need more time. My neighbor has been stuck trying to cross 41st/Manon in his wheelchair and no one stops for him. Crosswalks closer to elderly homes should take that into consideration.
- I feel the city wastes a lot of taxpayers money
- I feel we need to be very aware of the needs of citizens on low income and the need to use the bus. Also, we need to have stronger laws concerning pedestrian crossings.
- I generally think alternatives to personal vehicles are the most important for thinking about a Sioux Falls of the future. For the time being, however, issues like the 10th St Exit off of Northbound I-229 during the afternoon/evening commute are critical safety fixes needing to be addressed.
- I hardly leave my house anymore because the traffic is so bad here. The roads are often undrivable. Brand new road some years ago on 41st/Ellis - has buckled all diff places over and over again. Potholes EVERYWHERE. We still have gravel roads in our RESIDENTIAL neighborhood for crying out loud. THERE'S TOO MANY PEOPLE HERE.
- I hate roundabouts ,the dumbest thing I ever heard of if people won't round about go to Europe this is the Midwest, we use stop signs and the fact that you are allowing An entire generation to be dumb they need to learn how to use stop science because they don't know how to use a stop light you cannot have people just going around in circles they need to be taught
- I HAVE A DAUGHTER WITH A DISABILITY-HAVING A BUS ROUTE IN THE SE PART OF TOWN-THERE ARE NONE THAT EXIST NOW THAT I AM AWARE OF- WOULD BE HELPFUL. TRAFFIC DURING RUSH HOUR-I TRY TO AVOID- IS A BIT OF A NIGHTMARE. IT FLOWS BUT I AM NOT SURE OUR INFRASTRUCTURE CAN HANDLE MUCH MORE. ALSO, I HEAR CLIFF AVE/I-229 ACCESS WILL BE ADDRESSED NEXT YEAR-WONDERFUL AS IT NEEDS IT BADLY ESPECIALLY AROUND 4:15 WHEN LINCOLN HS GETS OUT

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- I heard the city planner in an interview say the goal was to slow down traffic. I think he meant for safety but slowing down traffic leads to congestion that does not facilitate safety. There is no expedited way to get from east side to west and I think that needs to be a priority
- I love my Town. Just hate the way people pay no attention to pedestrians using crosswalks.
- I REALLY THINK A MONTHLY MAILER SENT TO WHERE WE CAN SEE WHAT OUR MONEY IS SPENT ON. I'D LIKE TO SEE HOW THE CITY BUDGETS
- I stopped taking the bus when I needed an app.
- I think any new residential areas should be required to include wide paths for biking/walking that connect to other communities and/or main roads. People have no other option but cars to get to/from their residences, even if the school or store is within a mile. There are no safe ways to travel but by car.
- I think public transportation should be more like what Omaha or Minneapolis do.
- I think SF does a good job with traffic flow.
- I think the city does a pretty good job maintaining the streets. It's a never-ending job. The bigger problem is the knuckleheads looking at their phones while driving.
- I think the city of Sioux Falls could majorly benefit from a light rail transit system. Or high speed trains to get around. There are a lot of immigrants (and non-immigrants) that car pool in vans to get to their place of work. Sometimes they are dropped off since there are many people who do not have a license or vehicle that may be too expensive. Think of how beneficial it would be for the city if their was a way to get from point A to B in a quarter of the time it takes to drive and sit in traffic. People could get to their destination faster, no worries about weather. Also a great way for SF to bring in money if there was a daily/ weekly/ monthly/ yearly pass. I usually always drive but I would certainly consider taking a train to get somewhere quicker if it was available.
- I think the main thoroughfare road improvements have been outstanding. It is very frustrating how road materials are unable to be created to uphold through our winter months.
- I think the over all condition of the streets in Sioux Falls are the worst I have seen in 50 years. Also the timing of the street lights is ridiculous, especially during high traffic periods.
- I think the whole state is guilty of underfunding transportation out of some bizarre anti-spending self-image. we really shouldn't be proud of the fact that while inflation is increasing we're reducing tax income and spending, and I think that we could align our actions with the supposed Christian values we have by spending tax income on the things everybody, and especially the less fortunate, use. As for specifics, several i229 exits and a couple i29 exits are total nightmares, we're making improvements but have room for growth on amenities being available within walking/biking distance, and a few major roads need to be expanded to deal with slow traffic. Please, no more 4-lane (no shared left turn lane) roads, these are awful to navigate with sudden turns. Lastly, safety could be greatly increased by making drivers licenses much more difficult to achieve (display a real proficiency and awareness and not just basic competency), much easier to lose (just a couple infractions and you have to retest), and by increasing public transportation capabilities so those that cannot pass have opportunities to get around town within reasonable time frames. Our drivers are awful.
- I think there should be more public transportation, and pedestrian only areas.
- I think we need better options for elderly who cannot drive any longer. I think people would be able to stay in their homes longer if they had good transportation that is readily available. Many elderly are afraid to use Lyft or Uber or unable to navigate that.
- I used to use public transportation a lot when I first moved here. I still utilize as needed.
- I want proactive leadership that is prepared for the growth this city is experiencing. More roundabouts and efficient intersections.
- I wish I could use more public transportation or Uber/Lyft, but it is very difficult living in Hartford. My husband has lots of medical appointments and luckily I am still able to drive him. I worry about our options if my ability to drive declines.
- I wish there was more options for people with disabilities and elderly to get help with car maintenance or buying a vehicle like low monthly payments and down payments knowing I don't get much of anything for and others can't afford it either ..maybe this isn't the kind of comment you meant to receive but I need to let that be known .. thanks
- I work at Avera Behavioral Health. There is no transportation that comes out there. There are a lot of low income people that can't afford a vehicle.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- I work for Southeastern Behavioral Health and I have worked for assisted living establishments in the past. I think the biggest things lacking in transportation in Sioux Falls area is access for Seniors and those with disabilities who want to remain as independent as possible but who are not able to drive a vehicle or don't feel safe driving a vehicle. I think more of the small busses with wheelchair access and or ramp or lift access for those who have walking difficulties should be put into use so these individuals have the ability to get around when and where they want.
- I would like more people-friendly places to walk in Sioux Falls that also are safe.
- I would like to have shelters to wait in when it is hot or cold and windy
- I would like to know more about it.
- I would like to see bigger and wider roads like Twin Cities have.
- I would like to see more bike/walking trails on the NE side off Hwy 42 & b mile. There are no parks or trails that are accessible to us. A dog park would be nice too. We are growing out here and need some of these additions.
- I would like to see the better use of blinking (amber/red) traffic signals during off hours especially from say 7 PM to 7 AM. This applies to a wide area of the city. We're wasting too much gas with vehicles at red lights with no cross traffic during that time. Lately the city seems to want to put up signals that don't seem to be needed (ex: traffic signal on Shirley Ave near the Menards store,) again you are stopping traffic at red lights for too long when there is no cross traffic. Some signals seem to be set wrong, ex: a signal on a five lane street vs a two lane street. The five lane gets longer red lights than the two lane traffic. Also I've been at a red light when the oncoming traffic has a green light as they are going thru the intersection, and the curious thing is this has happened if I'm going either direction at different days. The other thing I would like to see is bigger street name signs, this may not be able per budget to do across the city, but couldn't it be done and major city intersections and also be done with new streets as our city expands. Thank you.
- I would love to see a rail added that links to downtown and the airport... The two areas where driving and parking are difficult. A rail/train to Minneapolis or Omaha would also be fantastic.
- I would love to see repairs done on bridge aprons throughout the city and state. The asphalt patch on I-229 east of the Minnesota Ave interchange really needs to be fixed because it is getting to be dangerous. The islands/meridians are a real problem for traffic flow in many of the city streets on account that if there is now left turns from side street, they you have to turn right, cross multiple lanes to get to a left turn/u-turn intersection which is sometimes too dangerous to maneuver safely.
- I'm generally satisfied with the transportation system in Sioux Falls. I wish there were some way to make it easier to park on Phillips Ave. I think long vehicles should not be allowed to park on Phillips. It's so narrow that I'm surprised that there aren't accidents every day there, especially in the winter. Also I seldom go downtown because there aren't nearly enough handicapped parking spaces.
- I-229 BETWEEN THE 26TH STREET ON/OFF RAMP TO THE 10TH STREET ON/OFF RAMP IS VERY DARK IN THE EVENING. IT WOULD BE NICE TO GET LIGHTING IN THE MEDIAN TO LIGHT UP THAT STRETCH OF I-229
- I'D LIKE IT IF THERE WAS A ROAD THAT CROSSES EAST-WEST AFTER THE RIVER BETWEEN 41ST AND W 12TH ST
- If there was a bus from where I live in the south end that connected with the existing bus line that already goes to where I work and schedule worked I would use it to commute.
- If we're going to spend money on street repairs, don't just cut and patch them; just tear it up and start over.
- I'm glad I don't live near train tracks anymore. I understand that the conductor needs to signal the train's approach as a safety measure. But so many times I've heard the horn just drone on and on and on. I have actually called it and complained. For a while, there were just short warning bursts, which is fine. But even as I sit here across from Lowell Elementary, I can still be woken if the guy lays on his horn.
- I'm very impressed at how the city of SF dealt with snow removal last winter. It seemed they couldn't catch a break and the weather was horrible. They did a phenomenal job.
- Impossible job I understand, but sitting at 4 to 6 stop lights in a row is aggravating. It usually takes me 14 minutes to go 2.3 miles. It took 29 minutes to go from Cracker Barrel to 41st street at 2:30 sat afternoon.
- Improve the bus system so that more direct options exist, not having to travel in a big loop to downtown and then another loop to reach the destination. More options outside of working hours as well. I've lived in and traveled to bigger cities with extensive public transportation systems and when they're affordable and dependable, I'll use them extensively. Time the stoplights on Minnesota better!! I can't drive a half mile without stopping more than once.
- Improve to match city growth.
- Improved lane markings/lines so we can see them in the dark/rain.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Inconsistent speed limits, lots of varying along the same road
- Increase bus routes to south end of SF. Better east/west travel through town-Golf course at Kianas. Connect Cliff Ave to Minnesota near Smithfield plant.
- Increase speed limits on some major streets to get across town.
- INCREASE THE BUS SYSTEM THROUGHOUT SIOUX FALLS INTO COUNTIES THAT HAVE SIOUX FALLS ADDRESS. LOOK AT INTO CLOSE TOWNS (HARRISBURG, TEA, BRANDON-ALL CONNECT IN SOME STREETS WITH MAJOR BUSINESSES
- Instead of coning off large sections of streets to be repaired, cone off smaller sections. Ex. - east 6th Street & east 26th Street.
- Intersections with stoplights need to do a better job of sensing traffic flow, especially on Highway 100. This road is supposed to facilitate better traffic flow, not allow a single car to pull up on a cross street and immediately stop the flow of traffic on the thoroughfare so it can gain access to the thoroughfare. The single car needs to integrate into the flow, not disrupt it! The fact that this has to even be mentioned leads me to believe the philosophy is more about obstructing traffic than facilitating it.
- Interstate 229 between 26th street and 12th street is sooooo loud with semi's where dynamic engine braking is horrendous. When we spoke to someone about it, they said "there is no way we can monitor that." We live on 18th and 229 right on the curve. We so appreciate being blown off.
- it is upsetting to see the transport buses riding around Sioux Falls either empty or one person on board. Could we do something smaller and more fuel efficient?
- It seems as if the lights are designed to make everyone to stop rather than move vehicles. Like they want to increase congestion and make the town looker larger than it is.
- It seems that the use of salt and calcium chloride on the streets cause a continued freeze/thaw cycle that destroys the streets and our vehicles. We should find alternatives including putting the blade down on the plows.
- It use to be safe to use public transportation. I used it for work, to get to entertainment venues, shopping, appointments. Now cause I'm older I get bothered for money, food, cigarettes by foreign people brought here, SD values and hospitality went down, its hard to trust people will be decent, people not brought up in communities where values, morals, spiritual belief and growth are cause for safety and decency are not going to be apart of it. They victimize people they see as weak.
- It would be great to have rental bikes & scooters in the downtown area. Other cities offer scooter rentals. We have a great city and a beautiful downtown.
- IT WOULD BE NICE TO HAVE MORE DIRECT ROUTES TO PLACES ON PUBLIC TRANSPORTATION SO YOU DONT HAVE TO RIDE FOR HOUR OR MORE AND CHANGE BUSES NUMEROUS TIMES TO GET AROUND SIOUX FALLS
- It's alarming the growing number of accidents caused by distracted driving or driving under the influence. This is also paired with flagrant speeding and people feeling like it's all about them without a care for anyone else on the road. I choose to rarely come into Sioux Falls for these reasons.
- It's difficult to get across town.
- I've never been able to use the bus services when I worked. I live in Norton Acres and the nearest bus stop is about 1.5 miles. I worked nights so the bus was never running when I got off work.
- Keep criminals, gangs and illegals off our streets. It is becoming very dangerous to drive here.
- Keep fixing the potholes as soon as they occur.
- Keep improving bike trails and lanes.
- Keeping roads in good repair and not backed up is my priority for thru central area of Sioux falls. I have had tires and hubcaps lost to road maintenance issues (pot holes and train tracks damaged by snow plows)
- Lincoln County needs to stop focusing on enlarging their courthouse and building a new jail and focus on terrible county roads that connect Sioux Falls to communities in their county. Lincoln County is no longer just a rural county like they were in the 1950s and 1960! Why do people have to drive to Canton to do most county business. Get with the program (new technology!)
- Love to see the growth of Sioux Falls over the short time I've lived here. I worry though as we see continued sprawl that car infrastructure will grow prohibitively expensive. One way to solve moving many people to job and business centers is by bus or transportation. The other is to develop density in areas where people want to be so they don't have to move at all. I would like to see Sioux Falls move to a 15 minute walkable city type model where possible.
- Lyft and Uber are blessings. Encourage both.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Major roads & cul-de-sacs should be cleaned of debris frequently and potholes addressed promptly. More traffic signals should be installed on 85th & Louise. Timing of traffic signals should be reduced.
- Make speed limit signs more visible. People might pay attention. They go whatever speed they want.
- make the left turn lights at Grange/12th St and 59th and Louise blinking yellow or yellow after green rather than red
- Minnehaha and Lincoln counties should be adding a light rail system to make it easier to commute from Harrisburg, Brandon, Tea, Hartford, Baltic, etc. to downtown Sioux Falls. Stop focusing on driving only solutions. Light rail, bike paths, etc. will have the most impact on future development.
<https://theconversation.com/the-worlds-280-million-electric-bikes-and-mopeds-are-cutting-demand-for-oil-far-more-than-electric-cars-213870>.
<https://momentummag.com/paris-puts-people-and-bicycles-at-the-heart-of-ambitious-new-climate-plan/>
<https://www.theverge.com/23992114/bike-lane-us-infrastructure-milwaukee-dallas-woodlands>
- Minnesota Ave/Willow stoplight needs to allow cars to turn with blinking yellow arrow. Cars are often stopped with no oncoming traffic but can't turn left.
- more access out of subdivisions onto major roads. Intersection out of subdivisions with 100 or more homes is not acceptable.
- More and better bike lanes. Improve bus route consistency in regards to time.
- More bike lanes! More pedestrian friendly infrastructure!
- More booths near major retailers and the malls and in the industrial area so some people that don't drive and don't have to much money to spend to go to where they need to go.
- More enforcement of distracted driving
- More overpasses over trains and avoid congested roads. More exits off south 299 / 29 - 57th Street area.
- More police at major light intersections, too many people running red lights.
- More police would be nice. They are way over-worked and under-staffed.
- More policing of light running and aggressive driving, including lane hopping.
- More public transportation equals more crime. a homeless problem
- More rational timing of traffic lights would be the single greatest improvement that could be made for the least cost, in my opinion.
- More trains and light rail
- most bus stops don't have shelters. some cities have overhead heaters for winter. Walking feels dangerous, narrow sidewalks on high traffic streets. More safe cross-walks i.e.: west 10th/11streets
- Move the country clubs outside city limits. Having no way to go East/West from 41st St to 12th St is ridiculous.
- Moved here from Omaha. Omaha was big on turn lanes. Missed that when moved here. If a driver wants to turn off a street here, entire lane has to slow or stop so you can turn. In Omaha, they are big on keeping traffic moving so turning cars get in turn lanes so traffic isn't affected. Also, roads need to be painted with left and right turn arrows. Always a car wanting to turn who takes both lanes and nobody else can turn. Example. Avalon and 69. A left and right turn lane should be painted on road so both can be turning. Always cars who take center and slow up traffic. This could be done on 100's of streets like Avalon. Another example 69 and Grand Prairie. Paint arrows/lanes for turning.
- Much better bus service, new routes and timing availability is needed!
- My biggest complaint is snow removal. Last winter I was stuck in my driveway for a week. Everything around me was plowed twice before my road was even hit once. My job doesn't give me paid days off, so it is important for me to work.
- My commute time to work has continually increased over the 9 years that I have lived in town. It would be nice to see that commute time decrease, especially on Minnesota and Western Ave.
- My daughter has physical and emotional disabilities and while she doesn't live in our home since she is an adult, she struggles to use public transportation due to limited route times and service south and east, shopping and work require walking or rides.
- My son does have a disability, and will need to rely on public transportation
- Need better access to public transportation. Putting services on edge of town but no public transportation. Need 24 hour service.
- Need for an east west corridor. Example 22 26 or 33rd relieve congestion on 12 and 41st street badly needed for many years. Very poor long range planning sorry golf courses
- Need lights better timed, especially after 11pm on weekdays.

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- Need more hours of night service.
- Need more info on how many ride the bus. There are few stops in Western Sioux Falls. Enforce the sidewalk ordinances so people do not park on them.
- Need more paratransit busses and more drivers and times.
- Need more roads going east and west, like 26th street
- Need more Tesla superchargers. East side
- Need streets plowed after snow more timely . Streets near Sanford hospital are not bike friendly.
- Need to add right only turn lanes on off ramps from interstate to city streets
- Need to fix all pot holes.
- Need to focus on future growth. Not just at the city limits. Too often do we see the improvements on the roads end at city limits nothing farther than. It could go from a 4 lane with a turning lane to 2 way with no turning lane very quickly and with out reason. The west side of Sioux falls is growing fast ND needs a corridor similar to veterans parkway on the east.
- Need to install walls around I 229 to reduce noise. Need to plant and maintain more trees , shade for pedestrian routes goes a long way.
- Need to redo E 6th Street and repave the side streets in the old neighborhoods not just the newer ones.
- need to spend more don't get much done for the amounts of cash we spend
- Need to spend time keeping the public informed via news/tv/Kelo land living
- New businesses have grown in my area. There is a lack of crosswalks or flashing warning lights to slow traffic down or have the vehicles stop when pedestrians are in the area. I would live to be able to walk across the street to utilize these businesses instead of driving.
- No more roundabouts or traffic circles, remove ones that are already here. I avoid roads that have roundabouts.
- No more tax increases. Live within your budget. Our taxes are up \$1600 in 3 years.
- No more taxes for roads, etc. City need to reduce excess spending, such as fancy planters or designs.
- None about transportation per say. But the street light by Walmart and Menards on tenth street needs longer green arrows for vehicles in all directions. That is a horrible intersection!
- Officials have generally done a good job with the money available
- On Louise Ave at the intersection of 57th street there should be large signs saying ' 57th Street West ---> 57th Street East <--- (so many out of towners drive Louise and when coming up to 57th when on Louise its so easy to miss 57th street. I-29 going south from 12th street to exit on 26th street should have a bridge to prevent all the weaving from people trying to get to the right and the other people from 12th street trying to get to the left onto I-29. I-229 and I-29 - How about being able to go straight to 69th street west off of I-229? and from 69th street heading east get onto I-229 heading east (north). (You would need and underpass or overpass for 69th to merge with I-229 heading east).
- Orchard Road needs attention on the east/west off of Southeastern.
- Our city and county officials are excellent. Communication is a key to ensuring our communities are well informed regarding population growth, meeting transportation or added streets or widening of streets to accommodate more traffic, and future goals to achieve positive results for citizens. I visit the website periodically and watch the public hearings on occasion but more advertisement is necessary so people know how to stay informed.
- OUR FAMILY WOULD BE VERY INTERESTED IN CHANGES BEING MADE TO HWY 11, SPECIFICALLY BETWEEN 57TH ST AND HARRISBURG. SLOWER SPEED LIMIT, TRAFFIC LIGHTS, MORE SIGNS. THE CURRENT CONDITIONS HAVE MADE THIS AREA VERY UNSAFE TO TRAVEL ON
- Our family would like service on AMTRAK to travel around South Dakota and surrounding states.
- Our people do a very good job on streets, etc. with snow and everything.
- Over the last three to four years it's taken much longer before the snow is plowed on the residential streets in the northwest part of town. It used to be that I could count on W. Pat St. to be plowed curb to curb by 6am. Now it's usually 24 hours or longer after that (depending on the amount of snowfall, of course). This is very frustrating since N. Career Ave (an emergency snow route) is less than two blocks away from me. Also, the wind causes drifting that is much worse on the northwest part of town than in the central part of the city. I understand that there is A LOT to plow, and I don't expect curb to curb plowing to be completed by morning, but even a single pass down the center of W. Pat St. after N. Career Ave is clear would be extremely helpful; the drifts are often halfway up the front of my vehicle and some 4x4s have been getting stuck. Thank you for your consideration.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Over the past years the city has concentrated on the downtown and let the rest of the streets go. I am tired of my taxes skyrocketing and seeing no benefits. The city is taxing many of us out of our homes.
- Overall good. Crosstown traffic is a major problem.
- Overall the roads are pretty good considering how fast the city is growing.
- Painted-on unprotected bike lanes on a 40+ mph street (see 41st st west of Sertoma) are worthless! We don't want to risk dying to ride the bike! Public awareness of rules re: sharing road with cyclists would help.
- Part of the problem with unsafe driving conditions is the number of speeders, which seems to be encouraged by the timing of traffic signals. When I travel the speed limit in town I generally get punished by getting stopped at nearly every traffic light. However, when I speed I am rewarded by green lights, and am thus encouraged to continually drive at a speed well above the posted limits.
- Past winter was rough. I would pay more to improve snow removal.
- Pave 69th To Veterans Parkway. Improve S. Louise timing on traffic lights. Should never have to be stopped thru more than one stop.
- Pay more attention to long red lights when traffic is slow. Ticket more distracted (cell phones) drivers.
- Pedestrian crossing at busy intersections needs to be made safer, adjusting length of traffic lights would help. I also think overpasses on a few of the busiest would be a great idea.
- People need to put their cell phones down! It's so sickening the amount of people on their phones. One of 10 cars that came by my house, 6 are on their phones. People need to be wrote up and ticketed .
- Plant more trees around the sidewalks and roads, and use better contractors for your roadwork. We live off of Ellis Road, and that work is not pretty and is already crumbling.
- Please adjust traffic lights to blinking during low to no traffic times. I sit at red lights a lot with no other cars in sight, especially mornings.
- Please expand public transportation into more of city
- Please fix Sylvan Circle in Brandon-the "slurry seal" or whatever they did to it made the road way too rough for riding bike and other activities. Could also plow the side streets in Brandon better.
- Please fix the train issue a heavy traffic on Rite Street.
- Please invest in street tree planting, green spaces and local/native plants instead of mowed grass.
- Please redo road on Sertoma Between 41st and 26th. Very very rough road.
- PLEASE REVIEW THE TIME FOR THE LEFT TURN ARROW WESTBOUND ON THE 10TH ENTERING SOUTHBOUND I-229. THERE IS ALWAYS A LONG BACK-UP OF TRAFFIC
- Please share plans for future growth. Sioux Falls is becoming more metro than just a "big small town." We need to share ideas and start to think like Minneapolis/Twin cities areas to not create self imposed limitations that prevent growth.
- Please stop the sprawl. We are subsidizing the suburbs with an unsustainable growth ponzi scheme. we need to invest in and encourage high density mixed use development and make the suburbs pay their fair share of taxes, this is the only way we end this death spiral into bankruptcy. Create a REAL public transit system. Traffic will improve if the transit is faster and more convenient than driving. And lastly, make more people centered places that encourage biking, walking, and community (WITHOUT CARS). Everyone is so antisocial and untrusting of their neighbor because our only interaction with strangers is from behind the wheel of a 2 ton piece of metal. Strive to be different and stand out from the rest of American cities, or... Repeat the same mistakes of all the other ugly and bankrupt cities. Stand out, plan smart not easy.
- Please time the lights properly. Thank you
- Police need to enforce the traffic laws.
- Population is outgrowing the present day streets, Too expensive to fix. Must endure it.
- Pot hole fixes on streets is often sloppy. Many residential streets are ignored
- Potholes are a real problem on so many main roads and also residential roads.
- Potholes are going to be a major problem if the winter gets challenging.
- Promptness on snow removal could use improving. It takes too long to get the residential streets cleared.
- Protected bike lanes, and adding bike lanes would be nice. Also please have police work on the noise levels downtown and racing on Veterans highway & 69th street it's frustrating to try to sleep with loud vehicles late at night, and when we are downtown at a patio it's almost impossible to hear with certain vehicles.
- Provide park and ride lots to use the bus.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Public buses don't seem to go any further south than 49th street but there are a lot of people living and working south of 49th street that would use the buses for transportation.
- Public transportation must be improved with the plan to move social services to the East side, away from the majority of population that uses it. The population does not have access typically to reliable and consistent personal transportation.
- Putting in new diagonal roads south of 271 is ridiculous. Should be straight north/south/east/west. Money should go to repair/replace what exists before building 4 lanes to nowhere and upsetting farmers.
- Really like the new blacktop between Western and Minnesota on 85th St.
- Reduce/punish especially loud traffic noise and enforce noise ordinances in regards to the louder than norm vehicles, especially after 9pm and in residential areas. Reduce noise caused by street racing, exhibition driving, after-market alterations, motorcycles, and ATVs. Create incentives for those building or owning housing rentals to use sound proofing materials/methods or decrease outdoor noise contamination in existing units.
- Relative to public transportation, when I travel to other regions and cities, I am always struck by the ease in which I can use a public transportation system as part of my travel itinerary (business and personal travel). Then I contrast the lack of availability of the same were I to be travelling to Sioux Falls.
- Responded on behalf of our son who has used public transportation extensively in the past.
- Road and rail improvement on Rice from Veterans Hwy to Cliff Ave PLEASE!! :-)
- Roundabouts appear to be used at intersections where they really are not needed. They have to be costly and it seems that if safety is an issue that traffic controls could be used instead. Roundabouts in the middle of two country roads with very little traffic does not seem to be a good use of taxpayer dollars.
- Roundabouts are frustrating, mediums are not worth the money, due to turning restrictions and maintenance cost.
- roundabouts please
- S. Southeastern Ave should be upgraded from 49th St to 57th St. I would like to see more traffic circles installed, to reduce idling and to eliminate the problem of red light running.
- Safety for children getting to school. My son was chased home from school by an adult, when reported to a police officer, I was lectured for letting him cross the intersection at 26th and cliff to and from school, my son was in 7th grade
- Sanford International put an end to any possible extension of 26th St west over the river.
- SD residents see themselves as rebels who don't let govt tell them what to do (party committee person actually told me that when discussing illegal use of fireworks in our development). I think the biggest problem in Sioux Falls area is people doing exactly that, not following basic driving laws - weaving across the lines or straddling (did they really not learn to use side mirrors to know where wheels are in a lane?), driving distracted and impaired, not following basic rules like stay in your lane in a turn, don't cut corners in a turn. It's the drivers ON the road who are more of a problem then the road conditions so need to work with LEO to educate and ticket more. I've driven my whole life throughout the US, lived in big metro areas, drove many states for work and for recreation and this is the area you have to drive the most defensively. They ignore rules about 2 way stops. Turning into own lane is just not a thing here at all from what I can see. Even allowing golf carts on Sioux Falls city streets being driven by young kids under age of 14.. who don't follow basic rules & laws, no tail lights and it's after dark. And they don't seem to even know basic pedestrian etiquette and laws - each have to do their part.
- Sertoma Ave Really Needs To be repaired soon.
- Sertoma to La Mesa project #1 to get done in 5 years. Smart lights = reduced emissions.
- SF overall does a good job especially with winter driving & clean pavements. But the area is continuing to grow and we need to stay ahead. If we fall behind its hard to catch up. Example: the current construction on 41st & 29 has shifted traffic to 26th/29 and especially to 49th which is not large enough over the interstate to handle it. Temporary lights would have helped, or better merge lane than on top of the hill/bridge.
- SHARROWS FOR BIKES LOOK GOOD ON PAPER BUT TO ACTUALLY USE A BIKE ROUTE, I NEED A PROTECTED LANE. I'D TAKE 10 TIMES LESS EXPANSION IN NOMINAL BIKE ROUTE MILEAGE IF WE JUST FOCUSED ON PROTECTED BIKE LANES
- Should be expanded to the south end of town. I live on #. 49th and Cliff and there is no public transportation in this area.
- Should offer service on Sunday's and later in the evenings everyday.
- Sioux Falls and the surrounding metro area poses unique challenges because of just how spread out it is becoming. Focusing on improving current infrastructure within the city will help the drivability of the city and then we can maybe think about future expansion.
- Sioux Falls does a great job of soliciting and considering community input. Thank you.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Sioux Falls is one of the worst communities I've driven in where drivers regularly run red lights. Would love to see additional attention focused on ticketing drivers that run red lights. Put additional funding towards that specific project of monitoring intersections and ticketing red light runners. I would support more tax dollars to hire additional traffic patrols to monitor red light runners.
- Sioux Falls isn't going to slow down on growth any time soon, so getting a handle of smoother traffic flow should happen sooner than later. No one is trying to see SF become some sort of "15 minute" city. We like our freedom to move around our city as we please.
- Sioux Falls needs more green arrow signals-many blind spot turning lanes throughout the city. Cliff and I 229 intersection is a huge mess and needs to be changed now. Also big fan of roundabouts-need more!
- Sioux Falls Transportation status map and ArcGIS website on road improvements and suggestions for drivers, bicyclists and pedestrians
- Slow to fill potholes. Winter has begun & E10th is still bumpy
- Snow removal 8-9am and 3-5pm. Work after dark on major streets.
- So easy to report pot holes now. Keep the flashing signs When something is going to be fixed repaired. News/ social media. Thank you for doing this.
- Some major traffic arteries are not speed or noise controlled.
- Someone will get killed on LaMesa if not improved soon-city will be sued and should loose. Since Jeffers High School-increase in traffic-no sidewalks, narrow, with curve (sharp). Kids being made to get on/off bus in several places. Snow makes everything worse.
- Southeastern needs to be paved from 69th to the Harrisburg road (Willow). Currently only 2 roads cliff and Minnesota used to get into town. Traffic on these roads would be cut by 1/3 with southeastern paved. Today it is gravel/dirt which is hard on vehicles with damage to windshields and suspension. New middle schoolers must travel this poor road.
- Specific #18: the 41st, Cliff & I29 interchange needs to be addressed 2. Marion on 57th gets very backed up 3.going onto 57th from Louise or Minnesota is congested
- Speed limit signs need to be further from corners, especially on multi lane streets. 26th street needs to run all the way across the city to relieve traffic on 10th and 41st.
- Speed limits need to be changed on streets like Kiwanis, 57th, Cliff and 26th. If you go the limit, you are run over by speeders going at least 20mph over the 30mph! Stop people running red lights!
- Speed limits on city streets need to increase. Fewer left turn signals needed on side streets. TV channel dedicated to traffic flow and related issues.
- Speed limits, cross walks, red lights - enforced.
- Speed traps with plate cameras could generate funding from ticket/driving infraction fees and perhaps eventually encourage better driving habits.
- Spending money fixing potholes and curb - replace the entire road - W 12th St. And beautify that street from i-29 to Kiwanis. We have thousands visiting our softball fields. This end of town is rundown.
- Stop focusing on bikes. The roads need work. So few people bike for transportation so dollars are best spent on majority use.
- Stop wasting monies on divided roads with flowers, etc. Spend more money on police instead of lawn mowers, sprinklers and plants Too many speeders and red light runners. You may have to remind people rules of driving.
- Street condition need to be a high priority.
- Streets are way behind in repair.
- Sustainability in a changing climate. Forward thinking, planning for future issues such as water shortages
- TAXES ARE TOO HIGH. IF WHATEVER YOU ARE THINKING OF DOING RAISES TAXES, DO NOT DO IT
- Thank you for doing a wonderful job. Please let me win the 500 dollars..
- Thank you for involving the opinions of the residents. We LOVE Sioux Falls!
- The 10th street/229/Cleveland intersection and exchange is the worst designed traffic area in Sioux falls. I would rather add 10 minutes to my trip than ever drive through this area.
- The bike trail is one of the best things this city has to offer, but I don't feel comfortable biking on city streets. I would like to bike to work more, but it's not always convenient.
- THE BIKE TRAIL SYSTEM IS WELL LAID OUT. IT MIGHT FEEL SAFER ON A BIKE OR IF I WAS A GUY BUT AS A WOMAN I DONT FEEL SAFE TRAVELING ALONE ON IT. NOR DO I WANT MY DAUGHTERS TO DO SO EITHER

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- The Bike trails are awesome, but its getting worse and worse to be a pedestrian in Sioux falls (this is not the fault of city planners or anything, but multiple close calls from almost being hit in a crosswalk many times in a year is not fun)
- the bus system in Sioux falls stinks. I was in mason city this past summer and their population is less than 34000 and their public transit is so much better. there is no comparison to mason city and Sioux falls. Sioux falls never kept up with growth.
- the bus system is very limited considering how much the city has grown. I do not use it but I have heard it does not cover much of SF
- The buses are used so minimally and are a waste of fuel and road use. They should use a van or suburban. Weather is not predictable enough to ride bikes or scooters anywhere of distance.
- The city needs to take the initiative to expand public transit, both frequency and number of routes, because the current limited system has little incentive for people with access to a vehicle to use. Finish the small section of Veterans Pkwy at Arrowhead Pkwy. Expand the road between Tea and 57th st to four lanes. Find some way to run 26th st through the county club, there needs to be another full east west route between 12th and 41st.
- The Cliff intersection near Lincoln High School is very congested and it's difficult to take a left to get on the interstate toward Minnesota.
- THE CURRENT BIKE PATH SYSTEM IS GREAT. I USE IT 2-4 TIMES PER WEEK WITH BOTH BICYCLE AND E BIKE FOR COMMUTING IN THE SUMMER MONTHS. IT SURPRISES ME THAT MORE PEOPLE DONT. I DONT LIKE RIDING ON THE STREET ANYMORE DUE TO DISTRACTED DRIVING. SOUTH LOUISE IS GETTING NOTORIOUSLY CONGESTED IN THE LAST 3-4 YEARS
- The expanded use of boulevards in the area is very annoying. They: 1)Prevent convenient access to businesses 2)Encroach upon intersections 3)Waste money. Trees along streets are prettier and shade the parked cars.
- The inconsistent timing of traffic lights is very frustrating. Some lights trigger green when a vehicle trips the loop or proximity sensor and then reverts. Then some lights take forever to trigger and then sit green when there's no traffic while the red light sits and waits.
- The interchange at cliff and 229, including traffic from 41st and Lincoln High School is, and has been for some time, horrendous to navigate and unsafe, especially considering how many inexperienced drivers use it.
- The intersection of E 18th & Sycamore needs work! The road into Walmart needs work! The signal light at 14th and Phillips needs less time off of Phillips. Put in a left turn signal at E 18th & Cleveland both ways!
- The mayor and his team are doing a great job!! Keep it up!
- The resurfacing of streets over the past few years. Is greatly appreciated. A great improvement in residential areas
- The Sioux Falls traffic engineer need to get out of office and drive around town during morning and evening commute times
- The speeding and driving thru red lights
- The timing of the stop & go lights are absolutely atrocious. Need to get west 26th St & 33rd St extended across Minnehaha County Club regardless of what the "big money" people say!!
- The traffic congestion on Minnesota Avenue during the afternoon "rush" hour has gotten really bad in the past year or so. I personally notice this especially between 18th and 57th Streets. Sioux Falls is growing so fast and there are many more vehicles on the road. Minnesota Avenue could use some more lanes but I'm not sure it's possible to widen it. Perhaps it would be good to develop more of the north/south roads parallel to Minnesota Avenue to move traffic there? However, this would then cause more traffic in residential areas which is not kind to those families. My perspective is this: I leave for work frequently prior to 6 am. Up until the past few years I would be the only car on Minnesota Ave (sometimes 1 or 2 others). If there was another car it was likely a police officer. Now it's like a mini rush hour! Thank you for asking!
- The traffic light at 33rd and Minnesota is my least favorite thing! During peak travel times traffic on Minnesota gets backed up almost to 41st street while there are ZERO cars going east/west on 33rd.
- The worst road for traffic is Cleveland north of 42 the Chapel Hill Rd area needs to be fixed. We also need I-29 and 90 north of Sioux Falls safer. I-90 going north difficult to merge onto I-29 north.
- There is an unusual disturbing sound from some private vehicles, It would have been good for the Sioux Falls residents if you took some measures on those vehicles.
- There needs to be another way to get from west Sioux falls to east Sioux Falls between 12th and 41st street, which doesn't even go all the way through
- There needs to be more EW and NS thru streets
- There needs to be traffic control at every intersection. Intersections in residential areas that don't have yield or stop signs in one direction are foreign to people just moving here and it is the cause for a lot of near misses and accidents. I moved here not knowing that uncontrolled intersections were a thing, all intersections had stop signs or yield signs in at least one of the directions of traffic in the previous city I lived in.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- This city was never designed to have a population of 200,000. That being considered, the transportation system is pretty good overall. I'm anxious to see how the Cliff & 229 disaster will be overhauled when the time comes.
- This survey is a good idea.
- This was an interesting survey liked doing it.
- Tired of all the boulevards in town and the way city does timing on lights.
- To improve use, buses need to enter into areas in neighborhoods further away from downtown where there are multi-families.
- Too many drivers going through yellow and red lights; too much horn blowing and not enough turn signal usage.
- Too many drivers speeding and going through red lights.
- Tracks on Lowell are bad.
- TRAFFIC GETS VERY BAD AT 59TH AND LOUISE WHEN NORTHBOUND @ 7:45 AM-85TH LANE FROM ALDI/CLEAN RIDE SHOULD STAY 4 LANE TO WESTERN OFFICE SPACES EXPENSIVE; NOT MANY CONVENIENT BUS STOPS BY BUSINESSES
- Traffic is awful on the weekends on major streets. More public, affordable, convenient and safe transportation is needed!
- Traffic is getting too big for our roads. Traffic lights should not change to flashing and 10pm. Way too early. Especially on major roads like Minnesota. Need more through roads to get from east side to west side.
- TRAFFIC IS TOO HEAVY
- Traffic laws should be enforced. I never go anywhere that I don't see at least one vehicle run a red light. I don't remember the last time I saw somebody pulled over for a traffic violation in SF.
- Traffic lights are a big problem. Better way to sync them would be ideal.
- TRAFFIC LIGHTS NEED SERIOUS EVALUATING FOR TIMING AND HAVING THEM SET TO FLASHING. THERE IS MAJOR CONGESTION FOR SOUTHBOUND TRAFFIC BETWEEN 4-6 PM AT WESTERN, MINNESOTA AND CLIFF AVE
- Traffic lights should be driver-friendly. Shouldn't have to wait for so long at a red light when there is no traffic on green.
- Vast improvements need to be made to connections between Brandon and Sioux Falls.
- Very nice job on Ellis Tea Road from 12th to 41st, also 41st to Minnesota. East side of town seems congested.
- Very slow to expand busing into new housing areas where there are teens that could use a bus.
- Vital to increase east-west roads that go all the way through. (18th, 22nd, 26th or 33rd)
- We are "west siders" and we should have better options to get to the east side of Sioux Falls. 57th and 12th street are not enough. 22nd or 26th should go through.
- We are lucky to have access to so many services nearby and a good choice of roads/streets to get there. Snow removal is good but more emphasis needs to be given to existing street maintenance. Many concrete streets go years without having the joints resealed. This is a major reason why they are in the shape they are in. More regular ongoing maintenance should be happening to them. Not when they are beyond the point of cost effective repairs.
- We are way behind our infrastructure investments and planning; especially for the size of Sioux Falls.
- We come from a major US city. The number one reason we left was unbearable traffic, everywhere. Transportation improvements (roads and public transit) barely kept up with the growth. Driving in Sioux Falls is nowhere near as insane as the area we moved from, but I do see impatient and dangerous drivers. This is only going to get worse as the population grows. SF was built for a much smaller population than it currently has and will have in the future. Better traffic enforcement is needed. Ideally SF would have an efficient, rapid public transportation system, but I think it will be hard to pull people from what they are accustomed to, which is individual cars. The car dealerships, which bring in tax revenue and probably a fair number of jobs, would also lobby against public transportation. Regarding autonomous vehicles, if only autonomous cars were on the road I would support them 100%, but they share the roads with human drivers and the mixture of the two has lead to accidents. Electric vehicles and charging stations should be affordable. Ethanol and natural gas are not "clean energy ". Please don't push that lie. Climate change is well supported by data. Weather in South Dakota will also make public transportation less desirable for most people because they won't want to wait around in it. If transportation were more frequent, then ridership might increase. Transit stops should have some kind of shelter. Women also don't want to be gawked at or harassed by drivers, while they wait for public transportation. I would walk more, but SF and surrounding suburbs are built for driving. I don't feel safe walking, except in the most dense part of the downtown or my own immediate neighborhood. Too many weird men in cars.

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- We have a disabled family member who regularly uses paratransit. If applying today, she would not be eligible because our home lies outside the paratransit service area, which was reduced several years after her approval. She has been "grandfathered" in, so thankfully is able to avail herself of this important service. I advocate for a widened service area for paratransit services -- this is a group of people who truly need transportation services and often have little to no other choice.
- We have a son with special needs that makes his driving a challenge. It is eye-opening how much the lack of public transportation limits employment options for him. Having a bus service isn't enough - the timing of the service and its connection to outlying areas is critically important.
- We live in Brandon, but if drive within the city of SF the number of cars is increasing exponentially. Worried about future planning as it continues to grow.
- We love Sioux Falls, but the potholes in the streets were awful, before paving 26th Ave and Arrow Head. Thanks for fixing it. However, it has taken lots of time, but appreciate the smooth roads. Also, the snow removal needs improvement. I would encourage training workers for snow removal in the Twin Cities, MN. They have awesome service. Also, even though not covered here, I wish there was train service to Rapid City, and to connect the state with other states. Bullet train would be great.
- We need a city gasoline tax to fund mass transit
- We need access on 57th str to Interstate I 29
- We need dedicated bike lanes that are protected from vehicles. Bike lanes need to be ebike/scooter friendly.
- We need holistic planning and not continued sprawl connected by financially unsustainable road systems, overuse of land for residential expansion, higher density with increased options for transportation, particularly for schools.
- We need more pedestrian cross walks and/or sidewalks.
- We need more roundabouts and less four way stops on the perimeter of town.
- We need to build 'protected' bike lanes (where there is a small median between the bike lane and car lane). Our current bike lanes are unsafe because drivers ignore them and usually buzz you. This city needs a massive bicycle awareness campaign for car drivers. I ride bike in the street, but it is very unsafe once you go South of 41st street. Drivers are combative with bike riders for no reason and usually creates very unsafe driving conditions for bicyclists and riding on the sidewalk is NOT an option because they are so uneven and cracked up it is less safe to ride on the sidewalk vs the full car lane.
- We need to improve public transportation options. Many of the people who utilize or need public transportation the most won't be taking this survey and won't have a voice in this.
- We need to maintain our existing transportation infrastructure while trying to keep up with rapid growth.
- We seem to have outgrown our infrastructure.
- We would love SF to become more convenient for walking and biking and less desirable for cars. Even closing areas off to cars completely would be great.
- west 26th street should cross Sioux river & go thru, under, or over the golf courses so the probable 100k residents have more than just west 12th and west 49th to west 57th to get east. esp. west 26th should go completely east & west. Bike lanes should exist on all major streets
- Westward Ho and Minnehaha country club are impeding growth and good traffic flow in Sioux Falls. 26th st should go through from Kiwanis west to Louise instead of having to go around on 41st or 12th st. Build a golf course somewhere else.
- What is the plan to extend Arrowhead parkway from where construction ended and it's connection to Veterans parkway. Also are the lanes going to extend as double lanes from both directions in this intersection when it's under construction in 2024? Please put this on the news and in the Argus leader. Remember, not everyone has access to the internet.
- what kind of asphalt are they using now? it is very rough and does not seem like it is finished well. South Solberg ave is new but was done terrible, whoever did that should not get another contract to build roads. Having 5 different garbage companies serve one cul-d-sac is dumb. Consolidate routes
- When updating major through streets, it would seem appropriate to include frontage streets or less entry/exit ways for businesses where possible. The constant entering/exiting of business parking lots slows the flow of traffic and causes many accidents.
- will need more public transportation to new state building at Dawley Farms
- WIND BREAKS, SEATING, LESS DIRT AND DUST AT FAMILY PARK. PAVE THE ROADS TO THE PARK

Q37. If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- WITH THE AMAZON FULFILLMENT CENTER ON 6700 N MARION RD BEING ONE OF THE BIGGEST EMPLOYERS, WHY DO WE NOT HAVE A BUS STOP THERE. IT IS SAD TO SEE WORKERS WALKING FROM WALMART TO AMAZON-SUMMER-RAIN-WINTER
- With the new schools on East 41st street traffic has become very congested.
- Wonder about the location of SD 100 going through residential areas and creating more stop lights on major north south arterials. Hope it is worth the effort.
- Would like to see an exchange at 85th and I 29.
- Would love to have fast, public transport (fast rail trains) to other big cities (Omaha, Rapid, Minneapolis).
- Would love to see greater enforcement of traffic laws via cameras and tickets. Many dangerous red light runners.
- Would love to see Light Rail / Bus Rapid Transit in SF. Need to incentivize the people to utilize public transit.
- Would love to see more control over stop sign and red light runners.
- Y'all are doing a great job. Ellis road needs to be at least a 4 lane from 12th St to N 60th. :)
- You are doing a great job.

Section 4:

Survey Instrument



METROPOLITAN PLANNING ORGANIZATION

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www.sioxfallsmpo.org • sean@secog.org

October 2023

Dear Resident:

On behalf of the Sioux Falls Metropolitan Planning Organization (MPO), **I would like to encourage you to take a few minutes to complete and return the enclosed survey.**

Local governments from the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea, as well as Lincoln and Minnehaha counties, are working together with the South Dakota Department of Transportation to plan improvements to the region's transportation system. **Your feedback on this survey is very important, as the results will help identify transportation priorities for the region's Long-Range Transportation Plan.**

A postage-paid return envelope addressed to ETC Institute has been provided for your convenience. **You may also complete the survey online at SFTransportationSurvey.org.** ETC Institute is the independent consultant that is responsible for completing the market research study and survey for this project. ETC will compile the results of the study and survey and present a report to the MPO later this summer. This report will also be made available to the public for their review.

As our way of thanking you for your participation, everyone who completes the survey will have the option of entering a into a **drawing for a \$500 Visa gift card.**

If you have any questions, please contact me at sean@secog.org or 605.681.8176. You may also visit the MPO website at siouxfallsmpo.org for more information on the transportation planning process and the Long-Range Transportation Plan. Thank you for your assistance with this important effort.

Sincerely,

Sean Hegyi
Sioux Falls MPO

Enclosures



Sioux Falls Metropolitan Planning Area

2023 Resident Transportation Survey



Thank you for agreeing to participate in this important survey. The Metropolitan Planning Organization, which includes the Cities of Sioux Falls, Brandon, Harrisburg, Tea, Hartford and Crooks and Lincoln and Minnehaha Counties, will use your input to help set transportation priorities for the region. When you are finished, please return your survey in the enclosed postage-paid envelope. You may also complete the survey online at [SFTransportationSurvey.org](https://www.sfttransportationsurvey.org).

SATISFACTION WITH THE AREA'S TRANSPORTATION SYSTEM

1. Overall, how would you rate the transportation system in the Sioux Falls metropolitan area?
____(4) Excellent ____ (3) Good ____ (2) Average ____ (1) Poor ____ (9) Don't know
2. Several components of the transportation system in the Sioux Falls metropolitan area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied" by circling the corresponding number. A rating of "Don't Know" indicates you are not familiar with the item being rated, and a rating of "Neutral" indicates that you do not have a strong opinion either way.

How satisfied are you with the...	Very Satisfied	Somewhat Satisfied	Neutral	Not Satisfied	Don't Know
01. Maintenance of streets in Sioux Falls	4	3	2	1	9
02. Maintenance of streets in the communities and areas outside of Sioux Falls	4	3	2	1	9
03. Maintenance of Interstates and highways around Sioux Falls	4	3	2	1	9
04. Maintenance of rural roads in the Sioux Falls metropolitan area	4	3	2	1	9
05. Ease of travel by car to/from the City of Sioux Falls and other communities in Minnehaha and Lincoln Counties	4	3	2	1	9
06. Ease of travel by car from one side of the City of Sioux Falls to the other	4	3	2	1	9
07. Availability of safe walking/pedestrian facilities in the Sioux Falls metropolitan area	4	3	2	1	9
08. Availability of safe biking facilities in the Sioux Falls metropolitan area	4	3	2	1	9
09. Availability of public transportation/bus service in the City of Sioux Falls	4	3	2	1	9
10. Availability of public transportation/bus service in the areas outside of Sioux Falls	4	3	2	1	9
11. Adequacy of traffic signage along city streets and highways	4	3	2	1	9
12. How well the region is planning for growth	4	3	2	1	9

3. Which **THREE** of the items listed above are most important to the members of your household?
[Write in your answers below using the numbers from the list in Question 2.]
- 1st: ____ 2nd: ____ 3rd: ____

SAFETY AND CONGESTION

4. Overall, how would you rate traffic safety in the Sioux Falls metropolitan area?
____(4) Excellent ____ (3) Good ____ (2) Average ____ (1) Poor ____ (9) Don't know
5. Overall, how would you rate traffic safety **NEAR SCHOOLS** in the Sioux Falls metropolitan area?
____(4) Excellent ____ (3) Good ____ (2) Average ____ (1) Poor ____ (9) Don't know
6. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is...
____(1) A major problem that needs to be fixed now ____ (3) Not a problem
____(2) A minor problem that needs to be addressed so that it does not get worse ____ (9) Don't know

ALTERNATIVE TRANSPORTATION ISSUES

7. Have you EVER used public transit outside the City of Sioux Falls? ____ (1) Yes ____ (2) No
8. Have you EVER used public transit inside the City of Sioux Falls? ____ (1) Yes ____ (2) No
9. Why don't you use public transit in the Sioux Falls area more often than you currently do or if you do not use public transit at all, why not? [Check all that apply.]
- | | |
|---|--|
| ____ (01) Not convenient | ____ (05) I do not feel safe |
| ____ (02) Weather | ____ (06) It is not reliable |
| ____ (03) Service is not available where I live or to places I would want to go | ____ (07) I don't understand how to use it |
| ____ (04) Service is not available at the times I would want to use it | ____ (08) I don't need it because I have a working vehicle |
| | ____ (09) I prefer to use my own personal vehicle |
| | ____ (10) Other: _____ |
10. Which THREE of the following might get you to make more trips by means other than your car?
- | | |
|---|---|
| ____ (01) Improved safety of walking or biking | ____ (07) More shade on sidewalks |
| ____ (02) Improved safety of public transit | ____ (08) More pedestrian crossings |
| ____ (03) Availability of bike racks at locations | ____ (09) More affordable public transit |
| ____ (04) Access to a bicycle | ____ (10) Living closer to work |
| ____ (05) More bike lanes | ____ (11) Living closer to public transit |
| ____ (06) More sidewalks | ____ (12) Other: _____ |
11. Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?
- ____ (1) Increase ____ (2) Stay the same ____ (3) Reduce ____ (9) Don't know
12. Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?
- ____ (1) Good idea ____ (2) Bad idea ____ (3) Don't know
13. How likely would you be to use an autonomous (self-driving) vehicle?
- ____ (5) Very likely ____ (4) Likely ____ (3) Not sure ____ (2) Unlikely ____ (1) Very unlikely
14. How likely are you to purchase or lease an electric vehicle in the next 5 years?
- | | | |
|---------------------------|-------------------|------------------------|
| ____ (5) Already have one | ____ (3) Likely | ____ (1) Very unlikely |
| ____ (4) Very likely | ____ (2) Unlikely | ____ (9) Don't know |

TELECOMMUTING

15. Are you employed? ____ (1) Yes ____ (2) No [Skip to Q16.]
- 15a. Which of the following statements best describes the amount of time it takes you to get to work or school?
- ____ (1) It always takes about the same amount of time to get to work/school
____ (2) It usually takes about the same amount of time to get to work/school
____ (3) The time it takes to get to work/school is somewhat unpredictable
____ (4) The time it takes to get to work/school is very unpredictable
____ (5) I usually work or attend school from home
- 15b. PRIOR to COVID-19, how often did you work from home?
- ____ (1) Never ____ (2) 1 day/week or less ____ (3) 2-3 days/week ____ (4) 4+ days week
- 15c. How often do you currently work from home?
- ____ (1) Never ____ (2) 1 day/week or less ____ (3) 2-3 days/week ____ (4) 4+ days week

DELIVERY SERVICES

16. Please indicate how often you have the following types of deliveries to your home.

Type of Delivery	More than Once Per Day	Daily or Almost Daily	A few times a week	A few times a month	Less than once a month
1. Parcel delivery (Amazon, UPS, FedEx, USPS)	5	4	3	2	1
2. Groceries/Retail items (Instacart, Walmart)	5	4	3	2	1
3. Meals (Door Dash, GrubHub, UberEats)	5	4	3	2	1

17. Over the next year, how do you think your usage of delivery services will change?

____(1) Increase ____ (2) Stay about the same ____ (3) Reduce ____ (9) Don't know

PRIORITIES FOR IMPROVEMENT

18. Which FOUR streets or roads in the Sioux Falls metropolitan area do you think should receive top priority for improvements?

____(01) East 10th Street/SD 42	____(11) Louise Avenue	____(21) I-90
____(02) West 12th Street	____(12) Madison Street	____(22) I-29
____(03) 26th Street	____(13) Minnesota Avenue/SD 115	____(23) Benson Road
____(04) 41st Street	____(14) Russell Street	____(24) Lincoln Co. Road 111
____(05) 57th Street	____(15) Sycamore Avenue	____(25) Lincoln Co. 106
____(06) 60th Street North	____(16) Western Avenue	____(26) Ellis Road
____(07) 69th Street	____(17) Willow Street (in Harrisburg to I-29)	____(27) SD Highway 11
____(08) 85th Street	____(18) Rice/Holly	____(28) SD 38
____(09) Cliff Avenue	____(19) Sertoma Extension to La Mesa	____(29) Veterans Pkwy
____(10) Kiwanis Avenue	____(20) I-229	____(30) Other: _____

19. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls metropolitan area over the next 20 years.

Rating of transportation issues:		Very High	High	Medium	Low
01.	Improving existing interchanges on Interstates	4	3	2	1
02.	Adding interchanges on the Interstates	4	3	2	1
03.	Improving major north-south roads/streets through the City of Sioux Falls	4	3	2	1
04.	Improving major east-west roads/streets through the City of Sioux Falls	4	3	2	1
05.	Improving public transportation/bus service inside the City of Sioux Falls	4	3	2	1
06.	Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities and areas	4	3	2	1
07.	Improving the timing of traffic lights	4	3	2	1
08.	Reducing traffic delays caused by trains	4	3	2	1
09.	Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties	4	3	2	1
10.	Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls	4	3	2	1
11.	Developing new pedestrian (walking) and biking facilities	4	3	2	1
12.	Improving existing pedestrian (walking) and biking facilities	4	3	2	1
13.	Setting aside land for traffic corridors and roads in future growth areas	4	3	2	1
14.	Improving transportation services for seniors and persons with disabilities	4	3	2	1
15.	Improving airport services in the region	4	3	2	1
16.	Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	4	3	2	1
17.	Improving the appearance of roads/highways	4	3	2	1
18.	Sustainability and livability (balancing social, economic and environmental issues through complete streets, smart growth, mixed-uses)	4	3	2	1
19.	Developing autonomous (self-driving) transportation services	4	3	2	1
20.	Developing charging stations for electric vehicles (EVs)	4	3	2	1

20. Which **FOUR** of the improvements listed on the previous page would you be most willing to fund with your taxes? *[Write in your answers below using the numbers from the list in Question 19.]*
- 1st: ____ 2nd: ____ 3rd: ____ 4th: ____
21. How do you think the current level of funding for road and highway improvements in the Sioux Falls metropolitan area should change over the next five years?
- ____(4) Should be much greater ____ (2) Should stay the same ____ (9) Don't know
 ____ (3) Should be somewhat greater ____ (1) Should be reduced
22. How do you think the current level of funding for public transportation in the Sioux Falls metropolitan area should change over the next five years?
- ____(4) Should be much greater ____ (2) Should stay the same ____ (9) Don't know
 ____ (3) Should be somewhat greater ____ (1) Should be reduced
23. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?
- ____ (1) Good value for your money ____ (3) Low value for your money
 ____ (2) OK value for your money ____ (9) Don't know
24. Do you generally support expanded use of alternative fuel vehicles, such as ethanol and compressed natural gas, and electric vehicles?
- ____ (1) Yes ____ (2) No ____ (9) Don't know
25. Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region?
- ____ (1) Yes ____ (2) No ____ (9) Don't know
26. Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls metropolitan area? *[Check all that apply.]*
- ____ (01) Access channel on cable TV ____ (07) Newsletters
 ____ (02) Local newspaper ____ (08) Television news
 ____ (03) Radio announcement ____ (09) Public meetings/forums
 ____ (04) Website (which one(s)? _____) ____ (10) Virtual public meetings
 ____ (05) Social networks (Twitter, Facebook, etc.) ____ (11) Other: _____
 ____ (06) Brochures

DEMOGRAPHICS

27. Do you own an automobile? ____ (1) Yes ____ (2) No
28. Do you own a bicycle? ____ (1) Yes ____ (2) No
29. Are you familiar with e-bikes and/or e-scooters? ____ (1) Yes *[Answer Q29a-c.]* ____ (2) No
- 29a. Do you generally have a FAVORABLE or UNFAVORABLE opinion of e-bikes and e-scooters?
- ____ (1) Favorable ____ (2) Unfavorable ____ (3) No opinion
- 29b. Have you used an e-bike or e-scooter in the past year? ____ (1) Yes ____ (2) No
- 29c. Do you own an e-bike or e-scooter? ____ (1) Yes ____ (2) No
30. Have you used Lyft or Uber in the past year? ____ (1) Yes ____ (2) No

31. Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations? [Check all that apply.]

- | | |
|---|--|
| <input type="checkbox"/> (1) Personal vehicle, drive alone | <input type="checkbox"/> (6) Motorcycle |
| <input type="checkbox"/> (2) Carpool (more than one in a vehicle) | <input type="checkbox"/> (7) Public transportation (bus) |
| <input type="checkbox"/> (3) Taxi/Lyft/Uber | <input type="checkbox"/> (8) E-bike or e-scooter |
| <input type="checkbox"/> (4) Bicycle | <input type="checkbox"/> (9) Other: _____ |
| <input type="checkbox"/> (5) Walk | |

32. How many years have you lived in the Sioux Falls metropolitan area? _____ years

33. What is your age? _____ years

34. Which of the following describe you? [Check all that apply.]

- | | | |
|---|--|--|
| <input type="checkbox"/> (1) I am visually impaired/blind | <input type="checkbox"/> (3) I have a physical disability that limits mobility | <input type="checkbox"/> (5) None of these |
| <input type="checkbox"/> (2) I am hearing impaired/deaf | <input type="checkbox"/> (4) I have a cognitive/mental disability | |

35. Would you say your total household income is...

- | | | |
|---|--|---|
| <input type="checkbox"/> (1) Under \$30,000 | <input type="checkbox"/> (3) \$60,000 to \$89,999 | <input type="checkbox"/> (5) \$120,000 to \$149,999 |
| <input type="checkbox"/> (2) \$30,000 to \$59,999 | <input type="checkbox"/> (4) \$90,000 to \$119,999 | <input type="checkbox"/> (6) \$150,000 or more |

36. Your gender: ☐ (1) Male ☐ (2) Female ☐ (3) Self describe: _____

OPTIONAL: If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

DRAWING FOR A VISA GIFT CARD: If you would like to be entered in our random drawing for a \$500 Visa gift card, please provide your contact information below.

Name: _____
Email: _____ Phone: _____

This concludes the survey. Thank you for your time!

Please return your completed survey in the enclosed postage paid envelope addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain completely confidential. The information to the right will ONLY be used to help identify which areas of the region have various transportation needs. If your address is not correct, please provide the correct information. Thank you.

Section 3:

Employer Survey Report

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Executive Summary i

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Sioux Falls Regional Transportation 2023 Employer Survey Summary

Overview

In the fall of 2023, ETC Institute conducted a survey of employers in Minnehaha and Lincoln Counties for the Sioux Falls Metropolitan Planning Organization (SFMPO) to determine long range transportation priorities for the Sioux Falls metropolitan area. A total of 312 randomly selected employers participated in the survey. The overall results have a precision of at least +/- 5.5% at the 95% level of confidence.

This section of the report contains:

- a brief summary of the methodology and major findings
- charts depicting the overall results of the employer survey along with comparisons to the results from a similar survey that was administered in 2005, 2010, 2014, and 2019
- tables that show the results for all questions on the employer survey
- a copy of the survey instrument

Major Findings of the Employer Survey

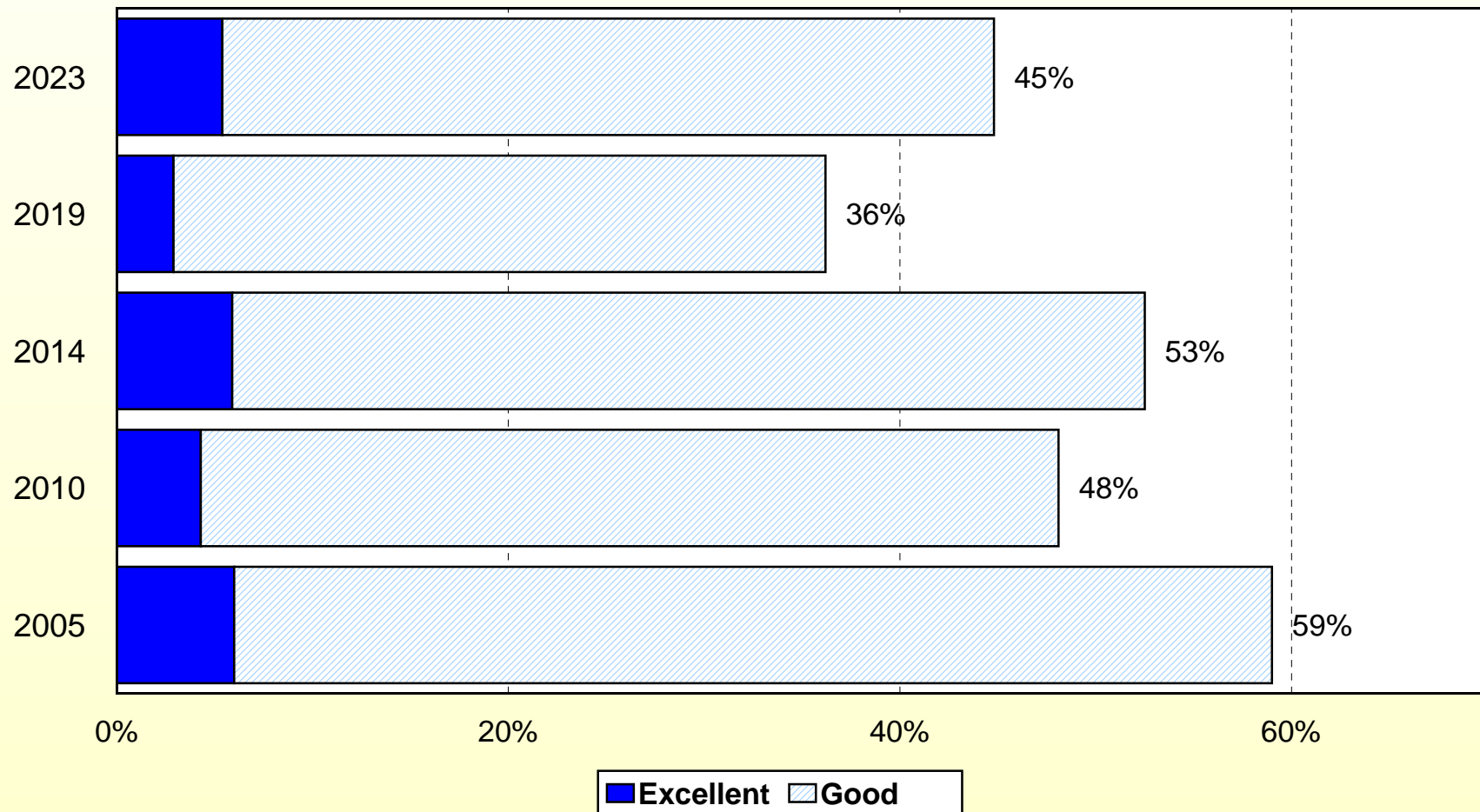
- **Employers generally think the region's transportation system is meeting their needs.** Forty-five percent (45%) of those surveyed rated the region's transportation system as "excellent" or "good." Nearly one-third (32%) rated the system as "average," 12% rated the system as "poor," and 11% did not have an opinion. The small percentage of "excellent" ratings indicates that employers generally thought the region's transportation system could be improved.
- **When asked about specific transportation improvements for the region over the next 20 years, employers selected the following items as their top three choices:**
 1. Improving major east-west roads/streets through the City of Sioux Falls (72%)
 2. Setting aside land for traffic corridors/roads (65%)
 3. Improving transportation for seniors/person with disabilities (62%)
- **Fourteen percent (14%) of the employers surveyed thought the current level of traffic congestion in the Sioux Falls area was a "major" problem.** Seventy-three percent (73%) rated traffic congestion as a "minor" problem, 12% thought it was "not a problem", and 1% had no opinion.

- **Only 12% of the employers surveyed were satisfied with the current availability of bus/public transportation in the Sioux Falls area.**
- **36% of the employers surveyed indicated the current level of funding for public transportation in the area should be greater over the next five years.** Twenty-three percent (23%) thought the level of funding should stay the same, 6% thought it should be reduced, and 36% did not have an opinion.
- **Nearly three-fourths (72%) of the employers surveyed indicated the current level of funding for road and highway improvements in the area should be greater over the next five years.** Fourteen percent (14%) thought the level of funding should stay the same, 2% thought it should be reduced, and 12% did not have an opinion.
- **When asked how they would allocate \$100 of transportation funding for the Sioux Falls area, employers collectively allocated:**
 - \$31 for improvements to existing streets
 - \$19 for the development of new roads in future growth areas
 - \$17 for improvements to existing roads and highways in rural areas
 - \$13 for public transportation improvements
 - \$12 for airport and rail facilities
 - \$ 9 for improvements to bicycle and pedestrian facilities
- **41% of the employers surveyed indicated that they thought local governments in Sioux Falls metropolitan area do a good job of involving them in the process of planning transportation;** 24% thought they did not do a good job and 35% were not sure.
- **13% of the employers surveyed were willing to fund a portion of the cost of providing public transportation services to their location or increasing frequency of existing service.** Forty-one percent (41%) were not sure, and 46% were not willing.
- **21% of the employers surveyed indicated their organization had freight transportation requirements.** Of those with freight transportation requirements, 42% did not think the region's road system would be able to support their needs over the next 20 years.

Section 1: Charts and Graphs

Employer Ratings of the Overall Transportation System in the Sioux Falls Metropolitan Area: **2005 to 2023**

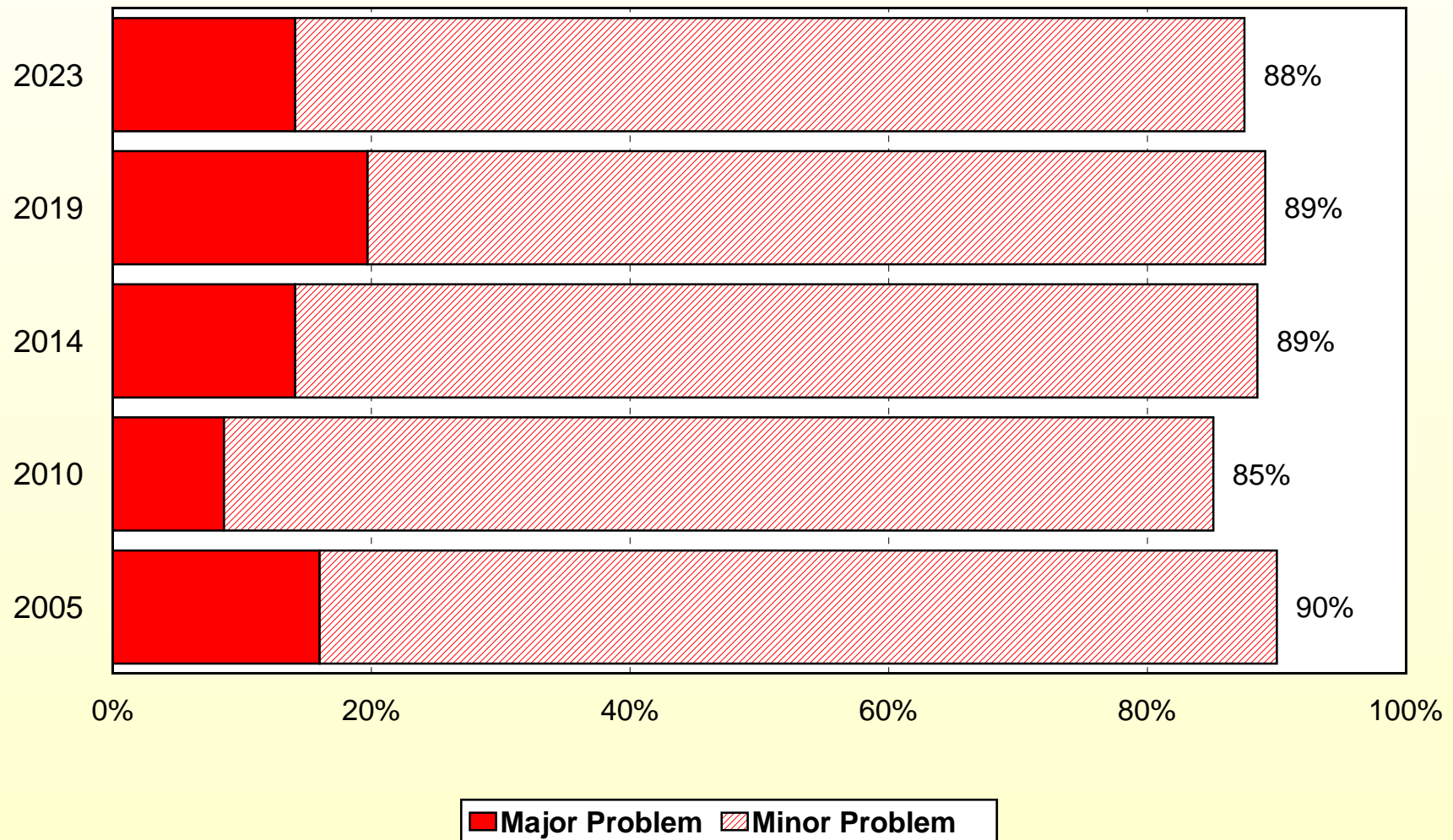
by percentage of employers who rated the transportation system as “excellent” or “good”



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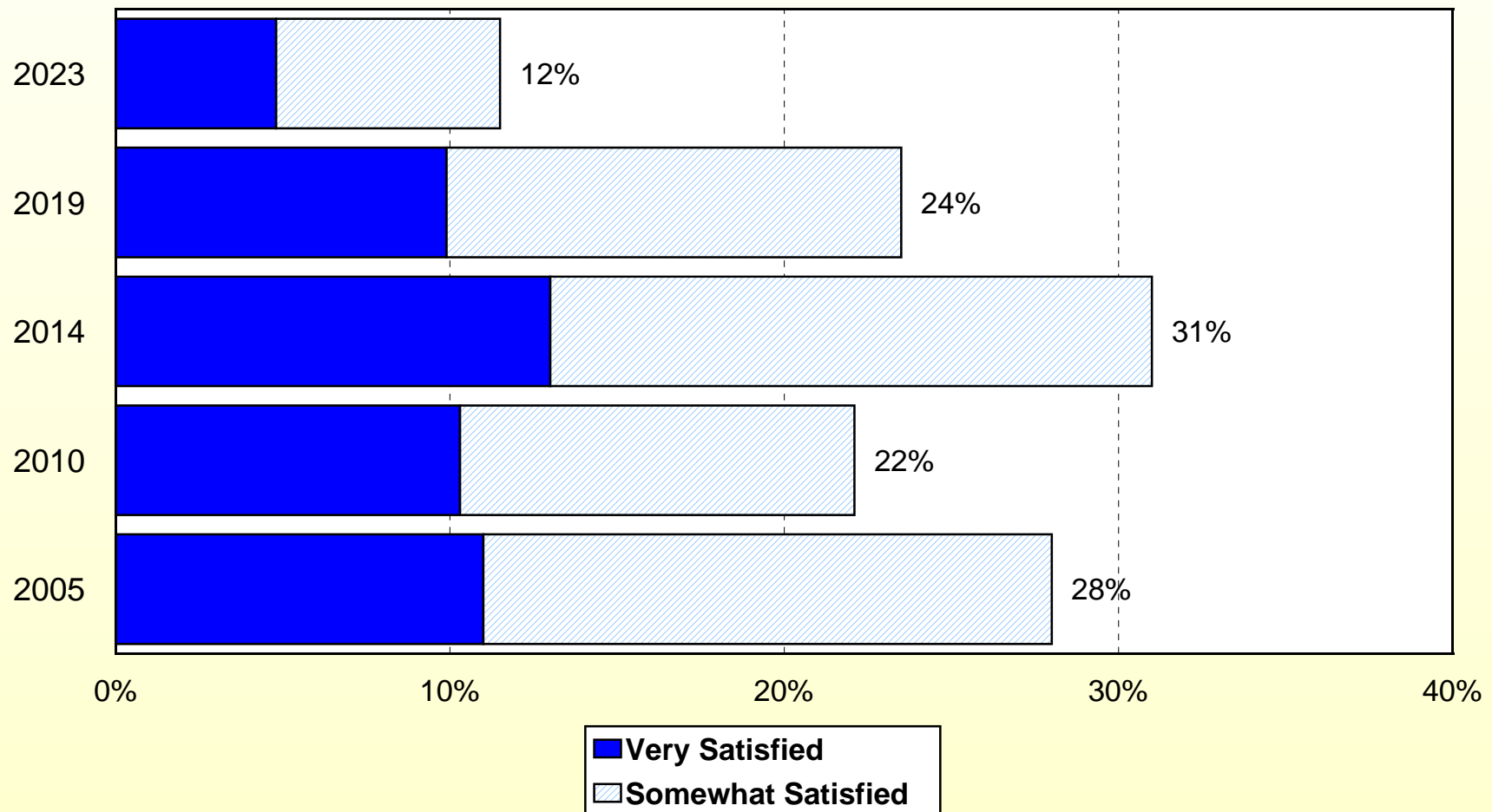
Employer Perceptions of Traffic Congestion in the Sioux Falls Metropolitan Area: ***2005 to 2023***

by percentage of employers who rated traffic congestion as a “major problem” or a “minor problem”

**TREND DATA**

Satisfaction Among Employers with the Availability of Public Transportation in the Metropolitan Area: ***2005 to 2023***

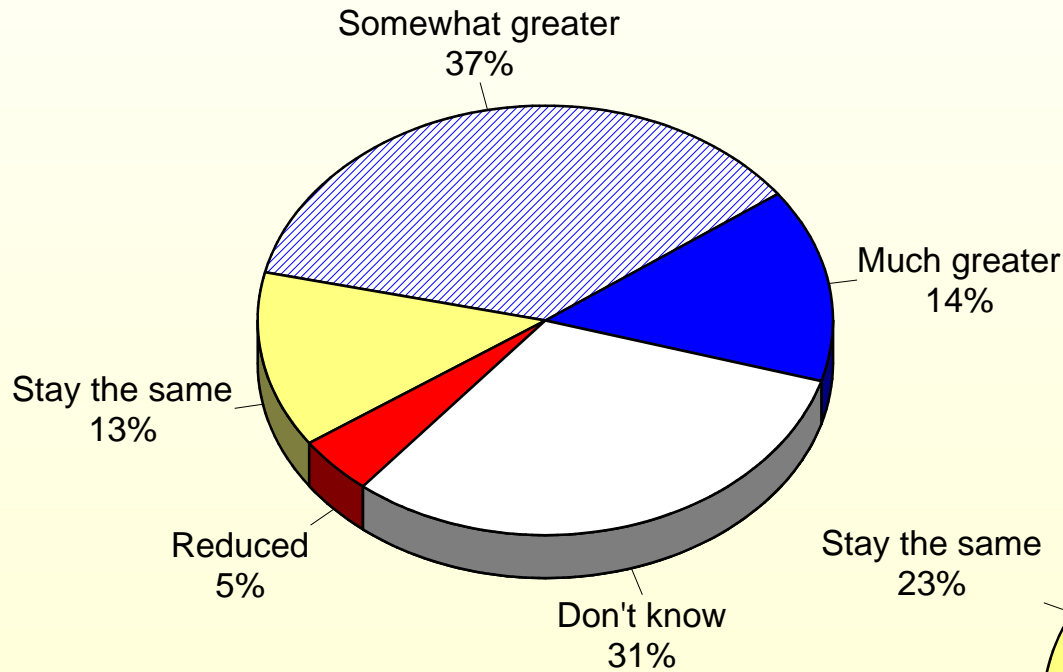
by percentage of employers who were “very satisfied” or “somewhat satisfied” with the availability of public transportation

**TREND DATA**

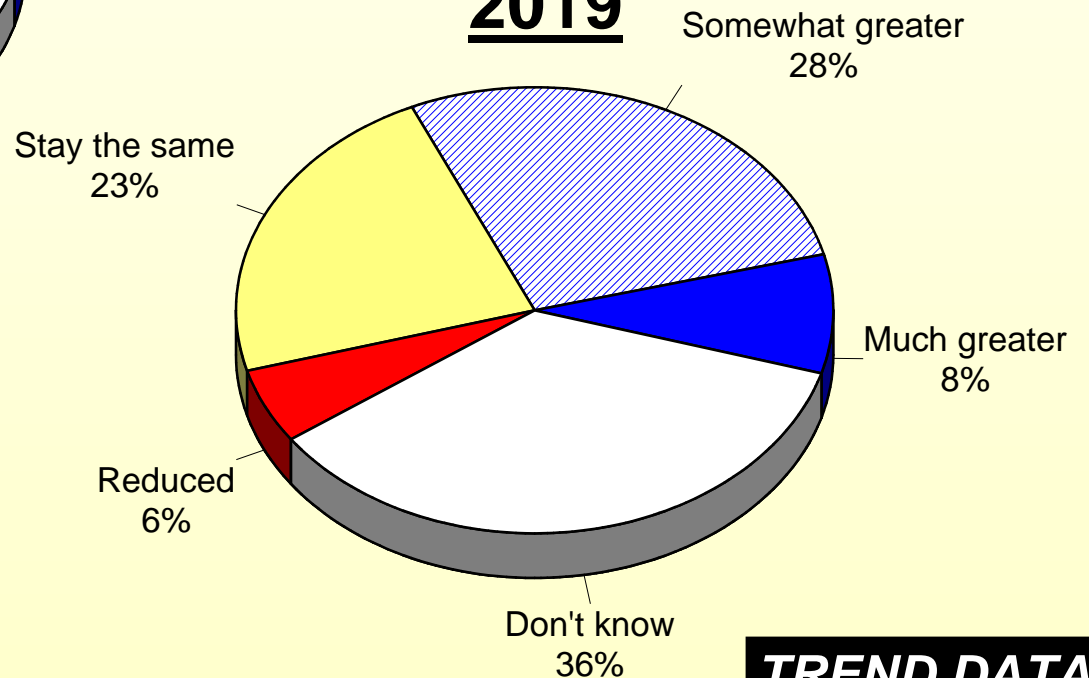
How Current Level of Funding for Public Transportation in the Sioux Falls Metropolitan Area Should Change Over the Next Five Years

by percentage of employers

2023



2019

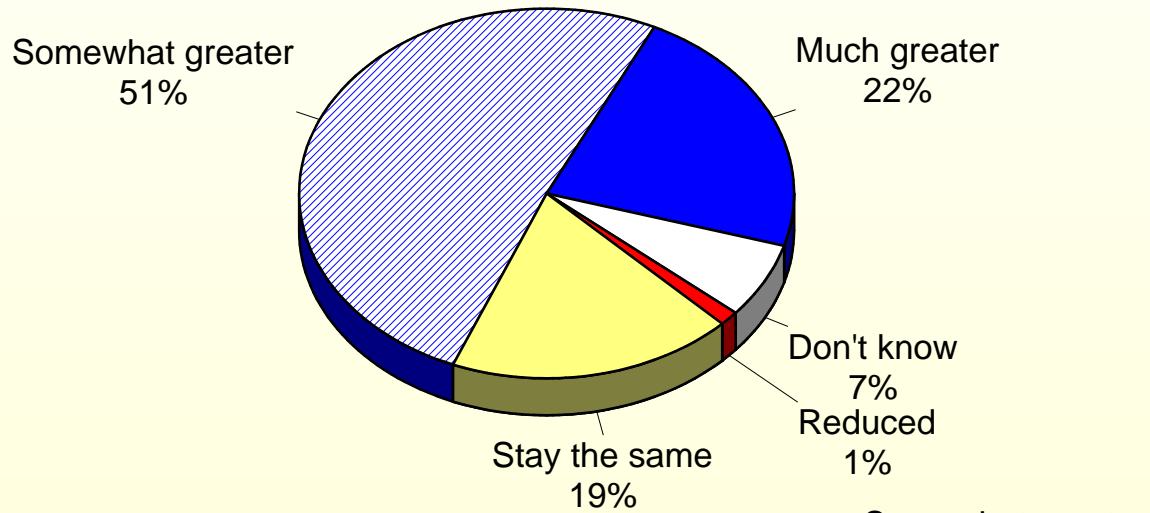


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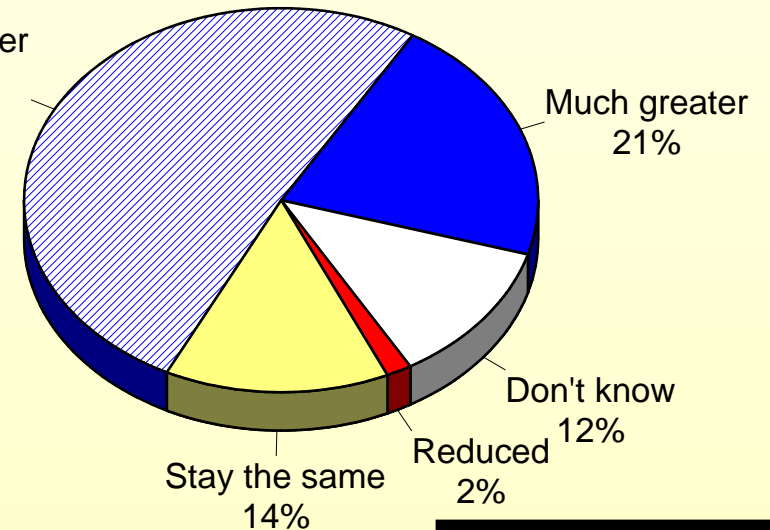
How Current Level of Funding for Road and Highway Improvements in the Sioux Falls Metropolitan Area Should Change Over the Next Five Years

by percentage of employers

2023



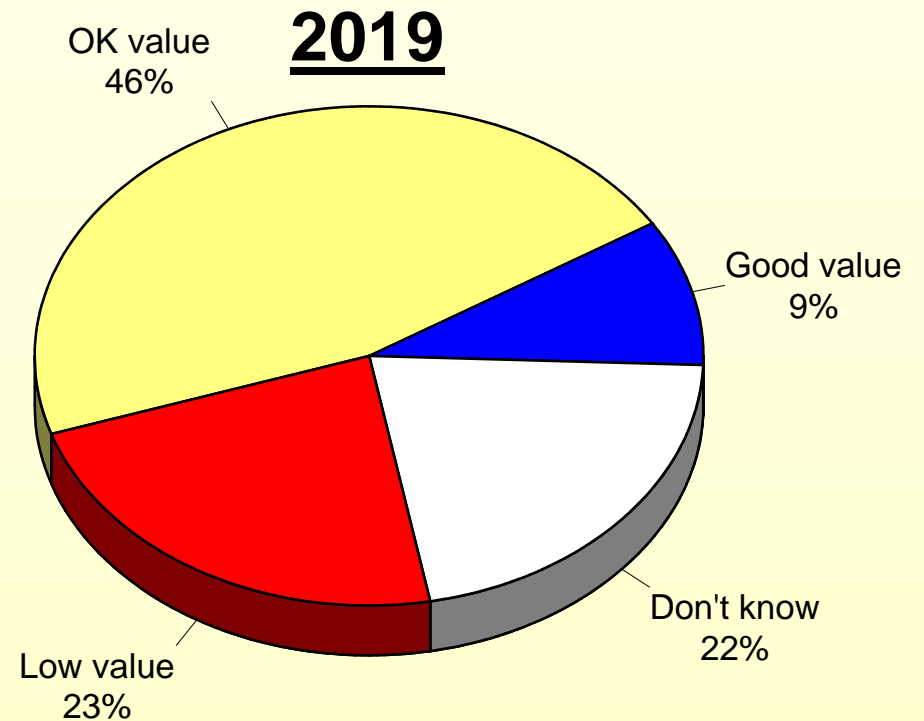
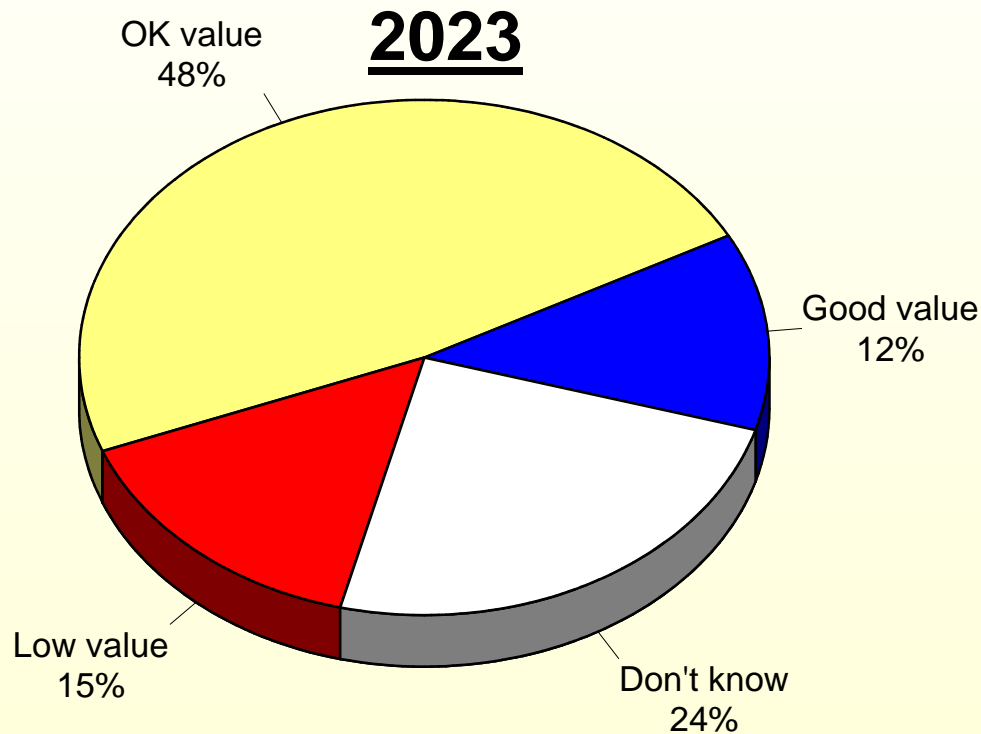
2019



TREND DATA

How Employers Rate the Value Their Organization Currently Receives for the Transportation Taxes Paid

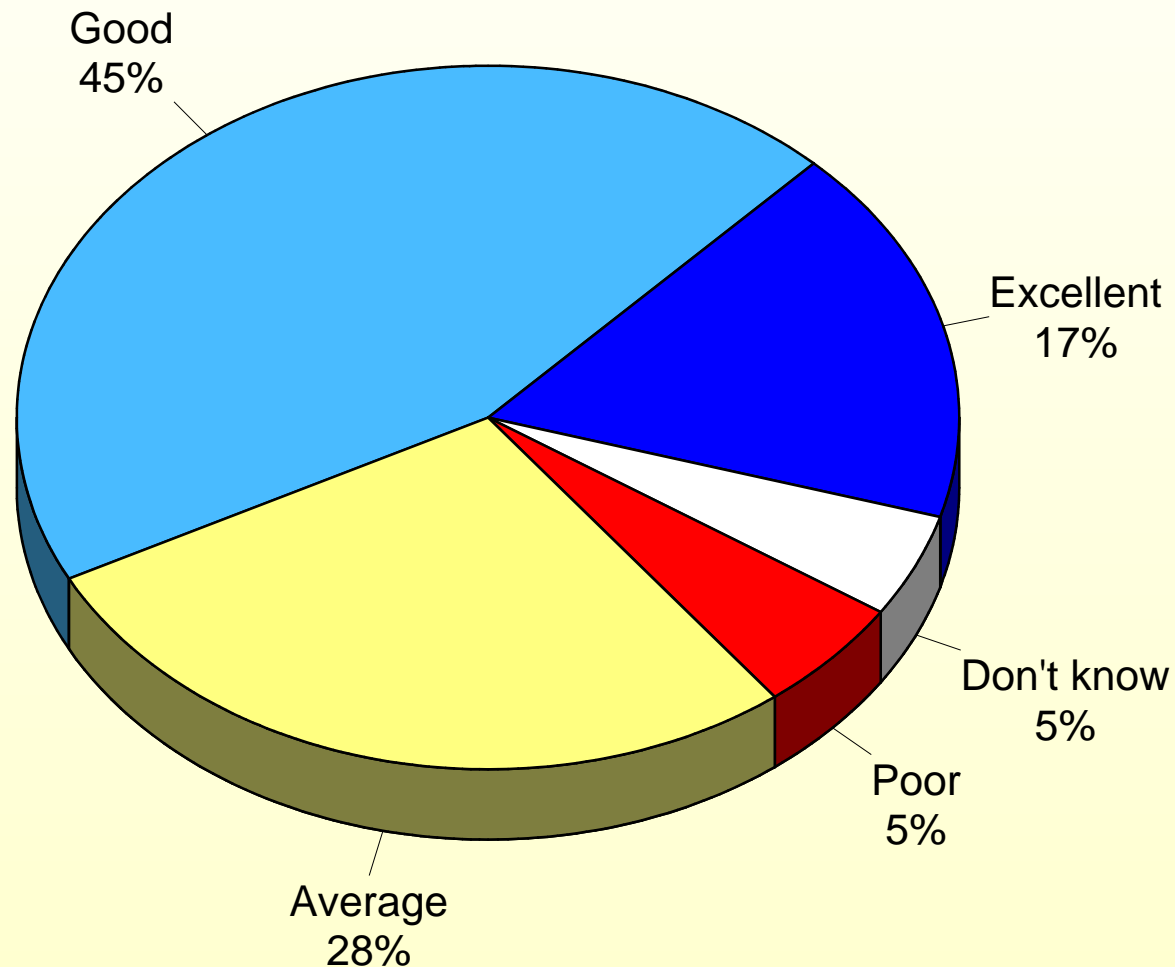
by percentage of employers



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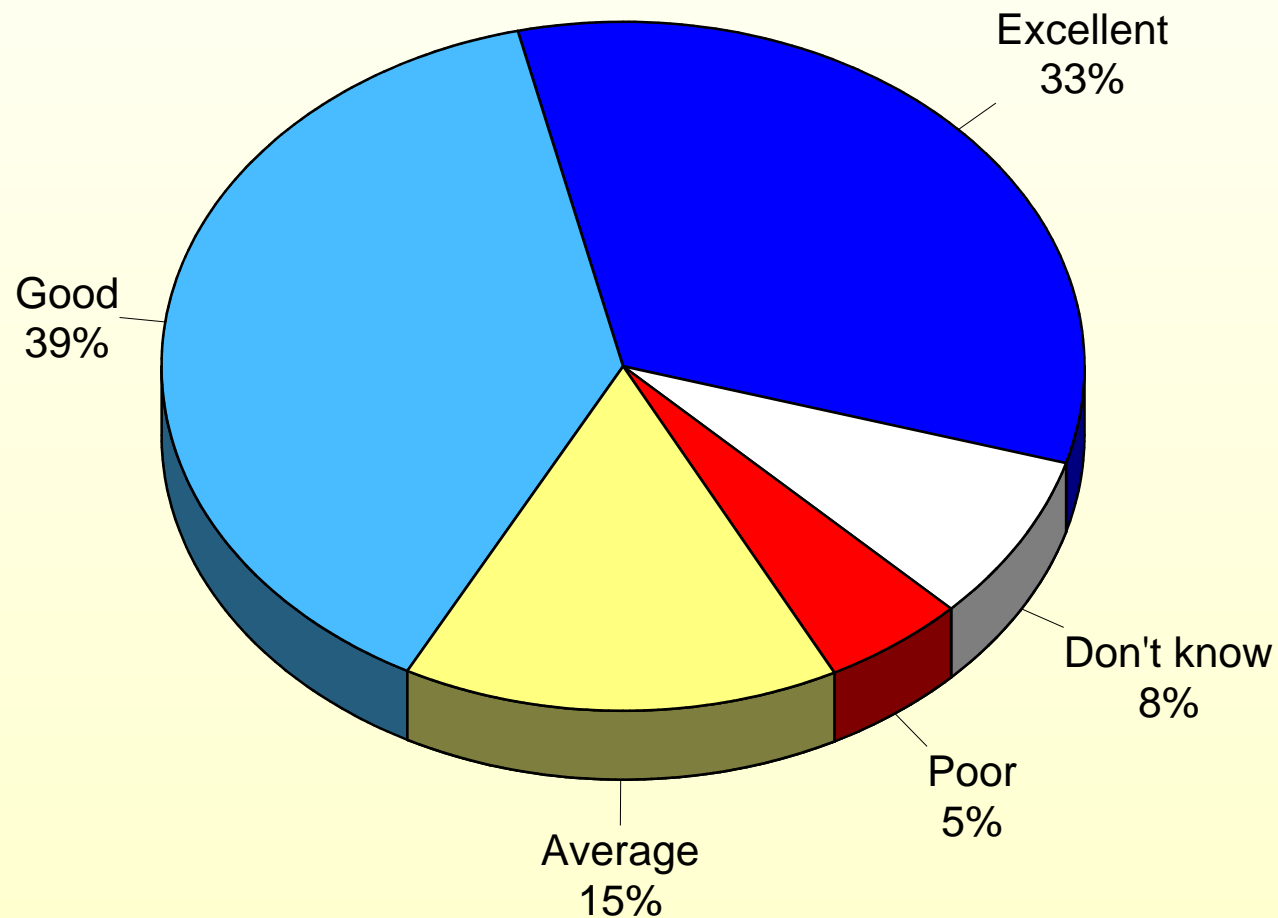
How Employers Rate the Pedestrian/Walking Facilities in the Sioux Falls Area

by percentage of employers



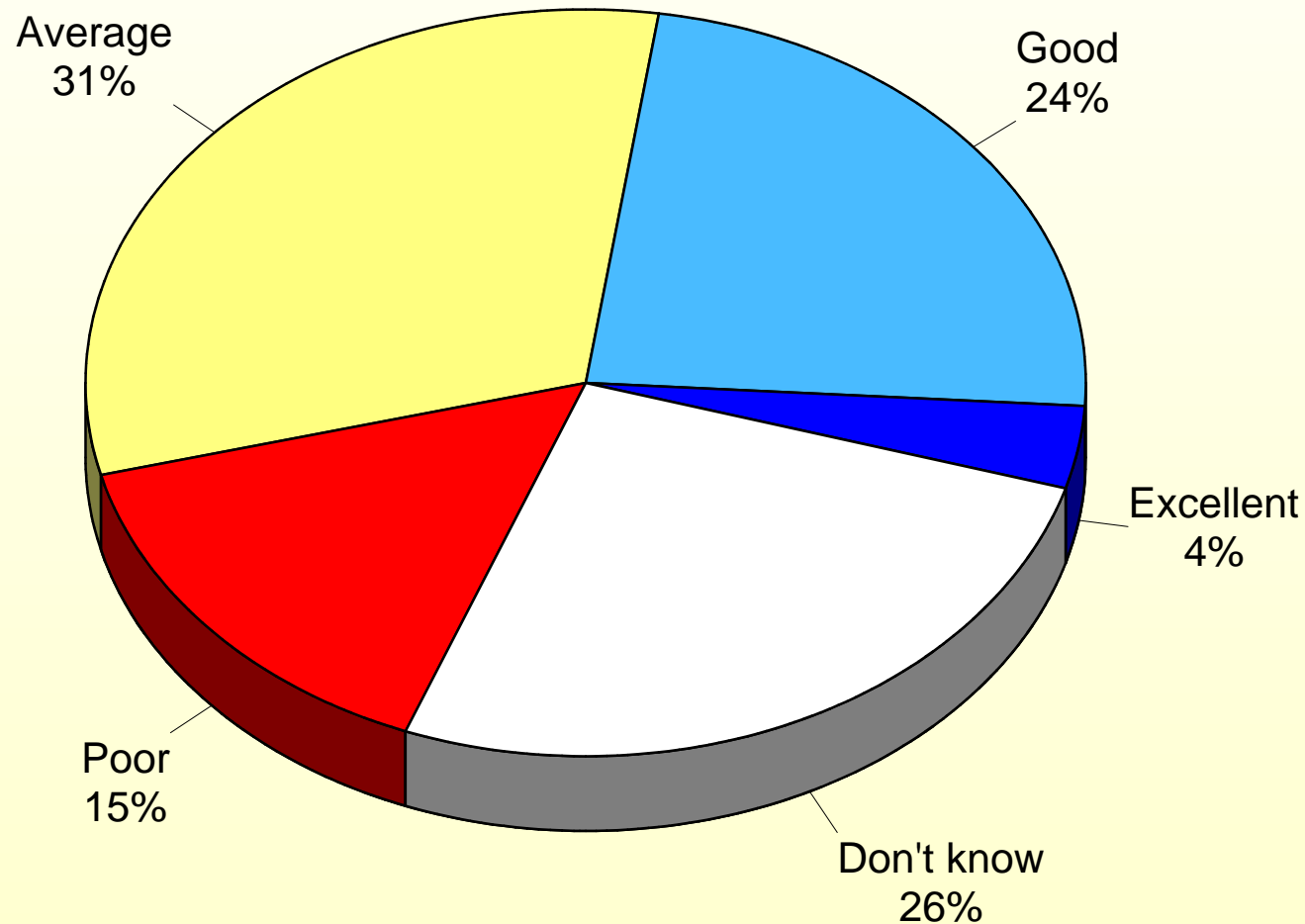
How Employers Rate the Biking Facilities in the Sioux Falls Area

by percentage of employers



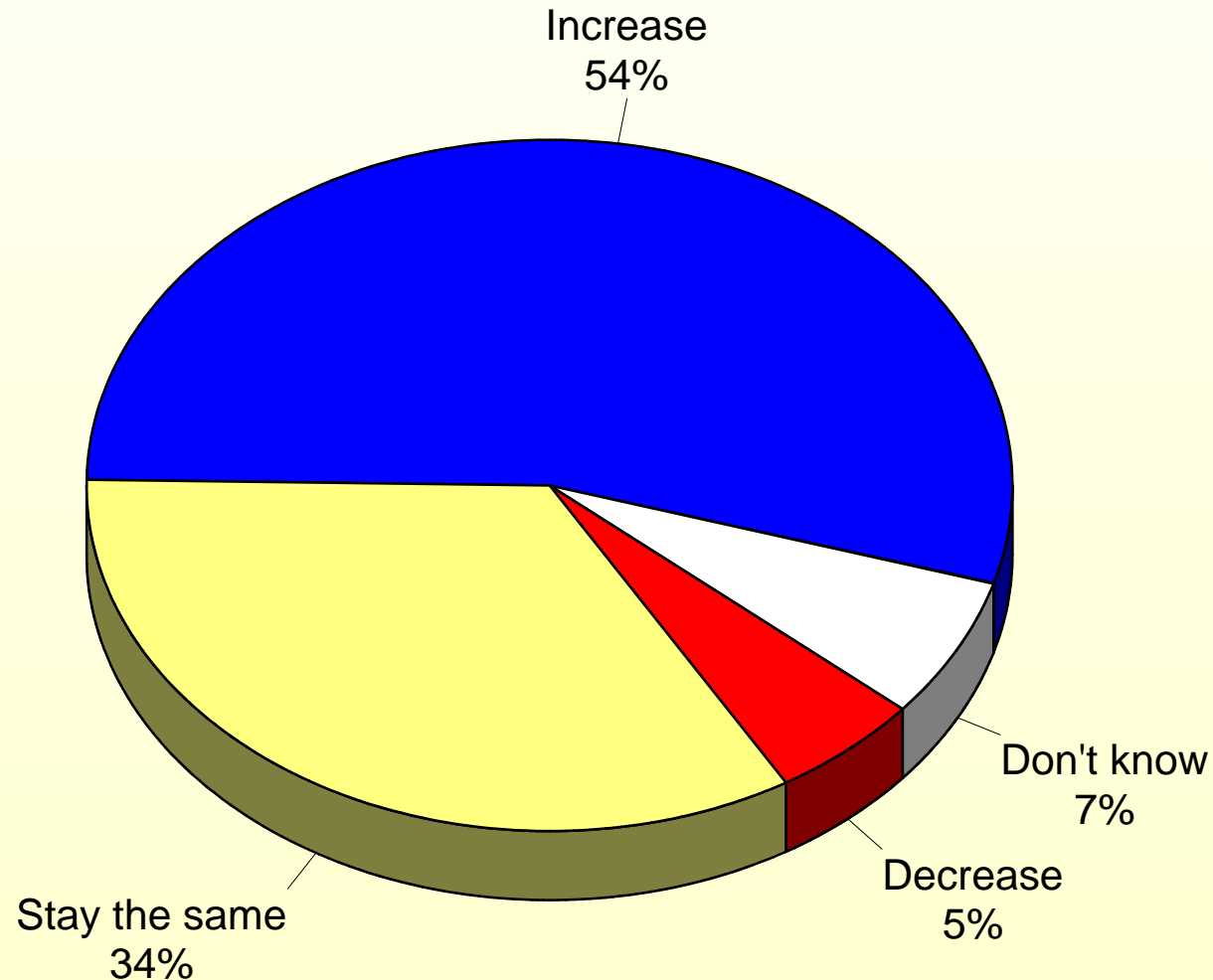
How Employers Rate the Public Transportation Services in the Sioux Falls Area

by percentage of employers



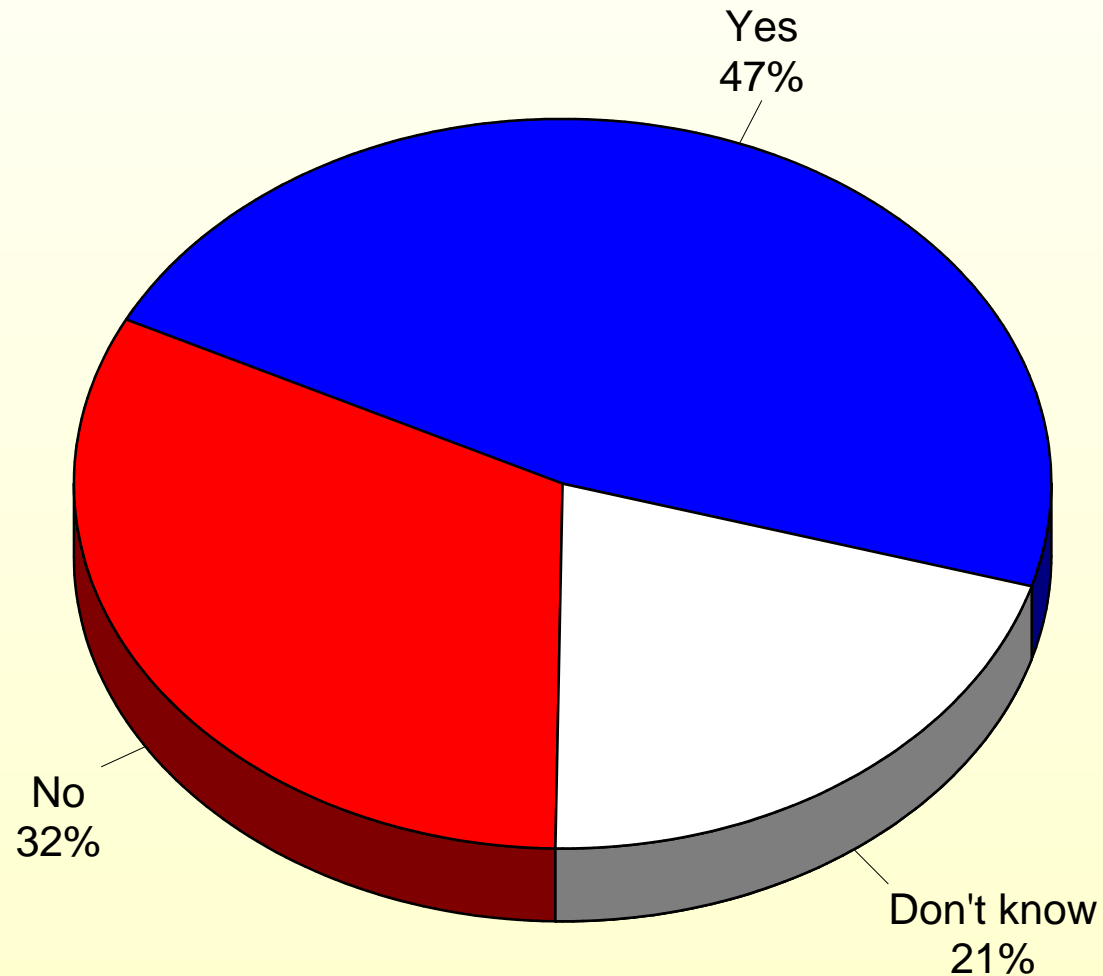
Do you think the investments in non-automobile transportation should increase, stay the same, or decrease over the next 25 years?

by percentage of employers



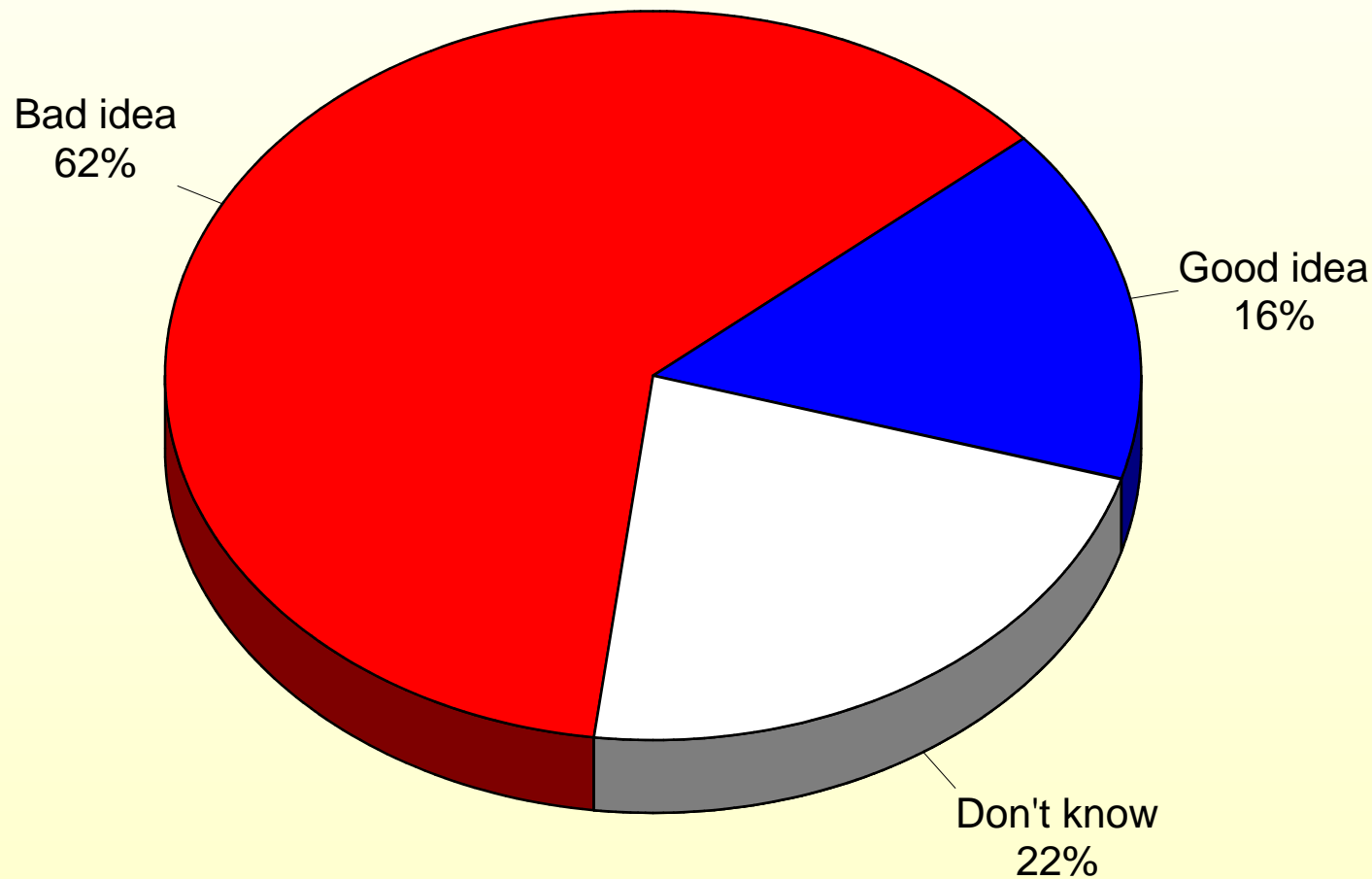
Do you generally support expanded use of alternative fuel vehicles?

by percentage of employers



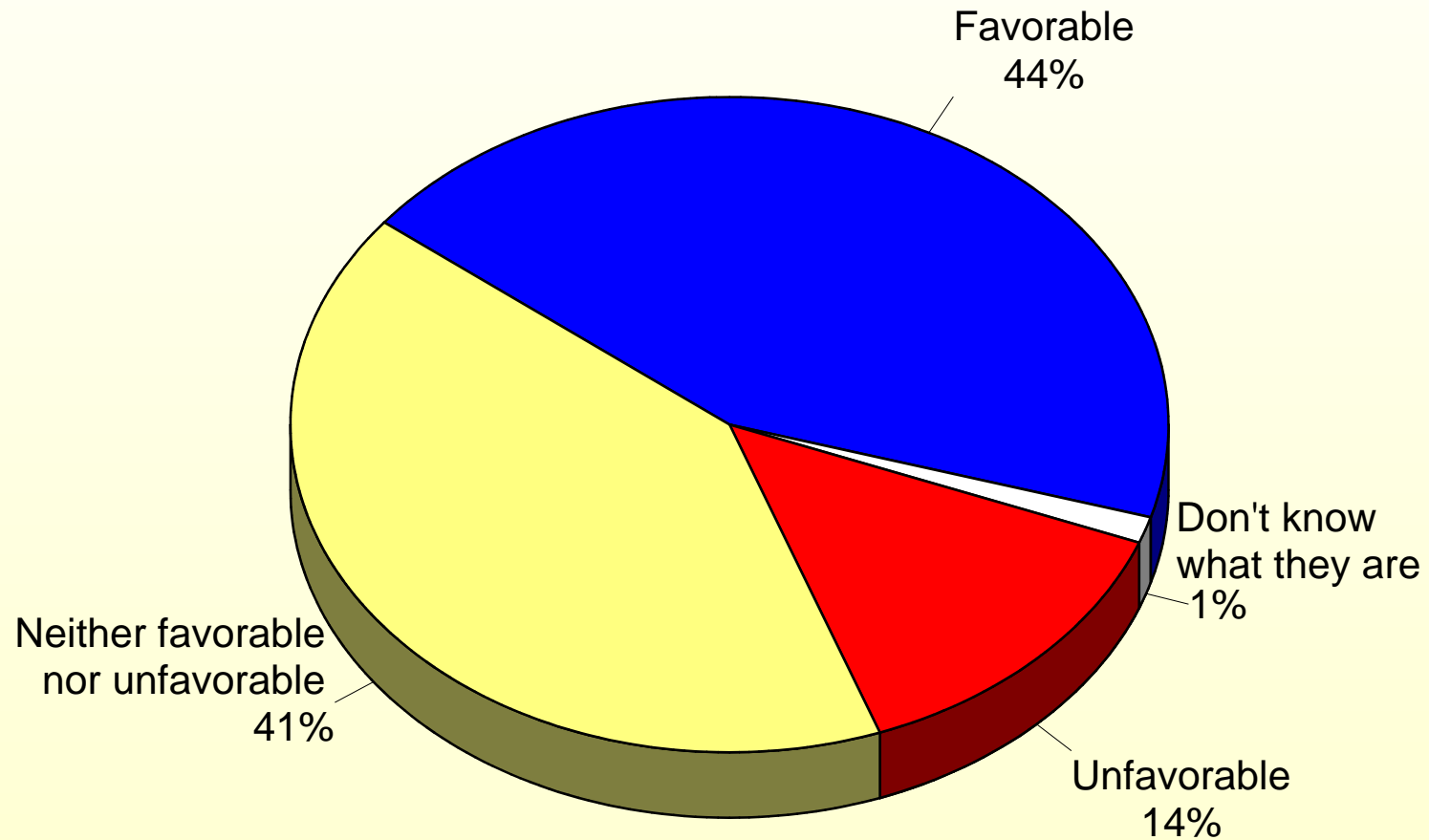
Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

by percentage of employers



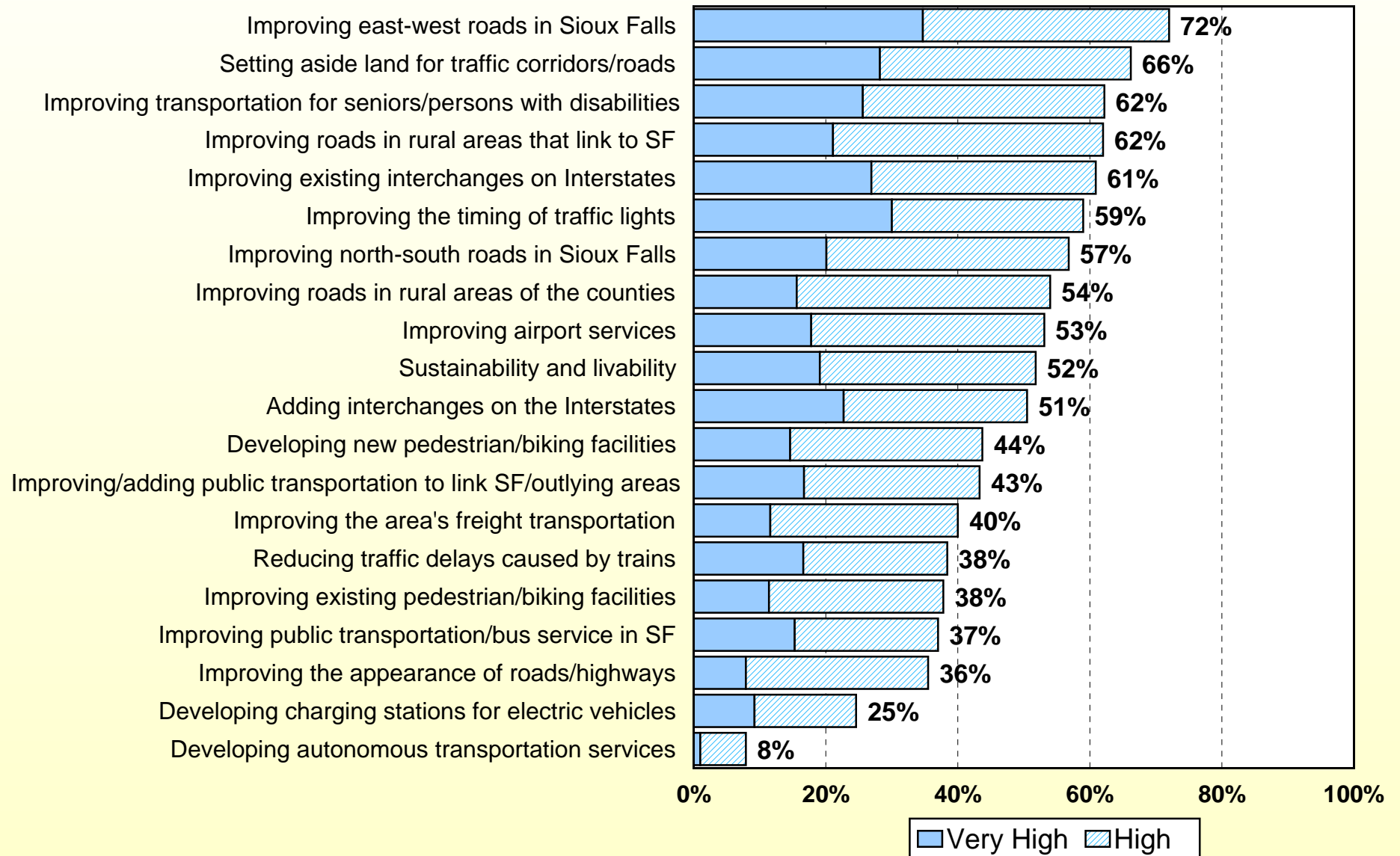
Do you have a favorable or unfavorable impression of e-bikes and e-scooters?

by percentage of employers



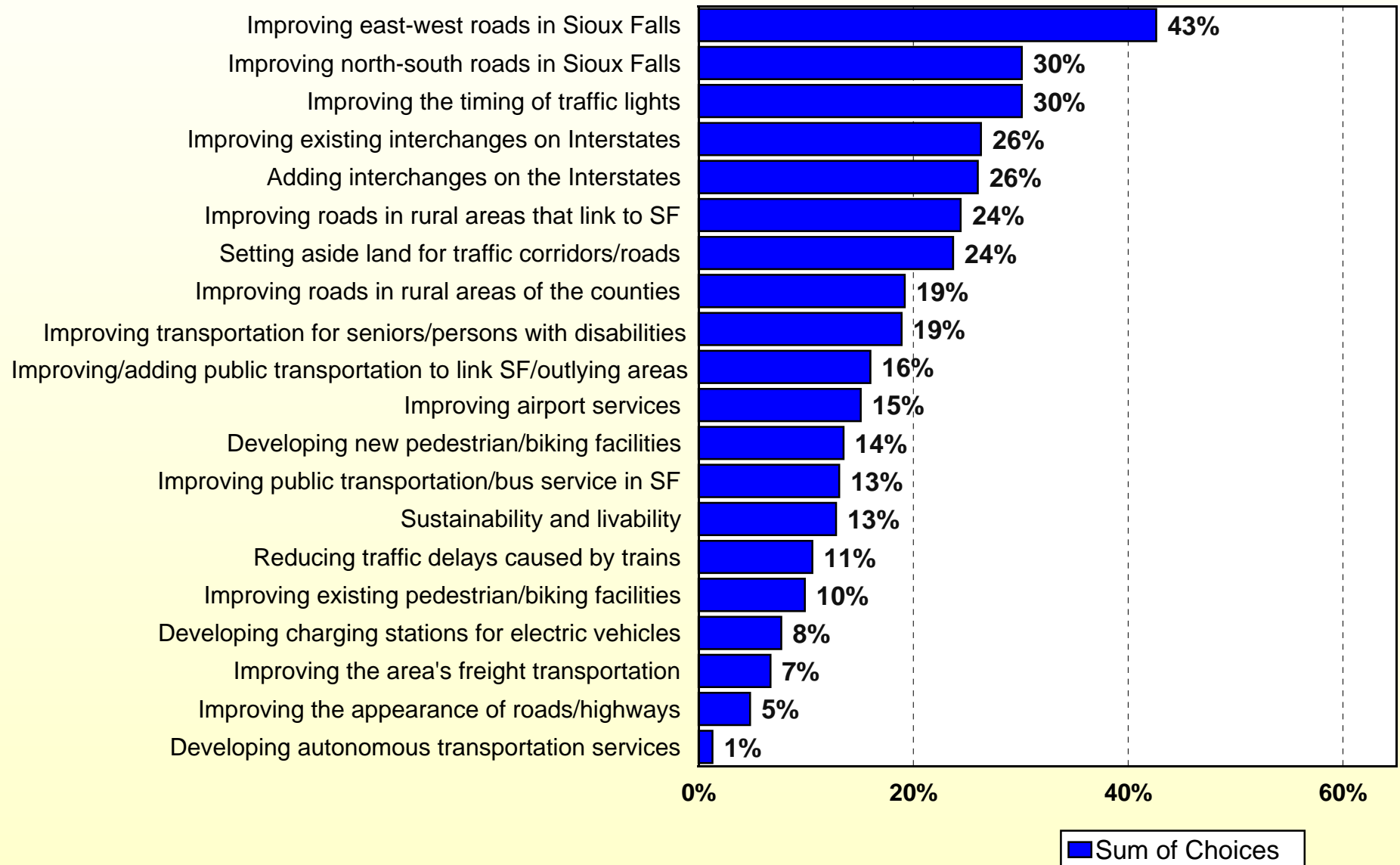
Top Priorities for Transportation Improvements Among Employers in the Metro Area Over the Next 20 Years

by percentage of employers who rated the item as being a “very high” or “high” priority



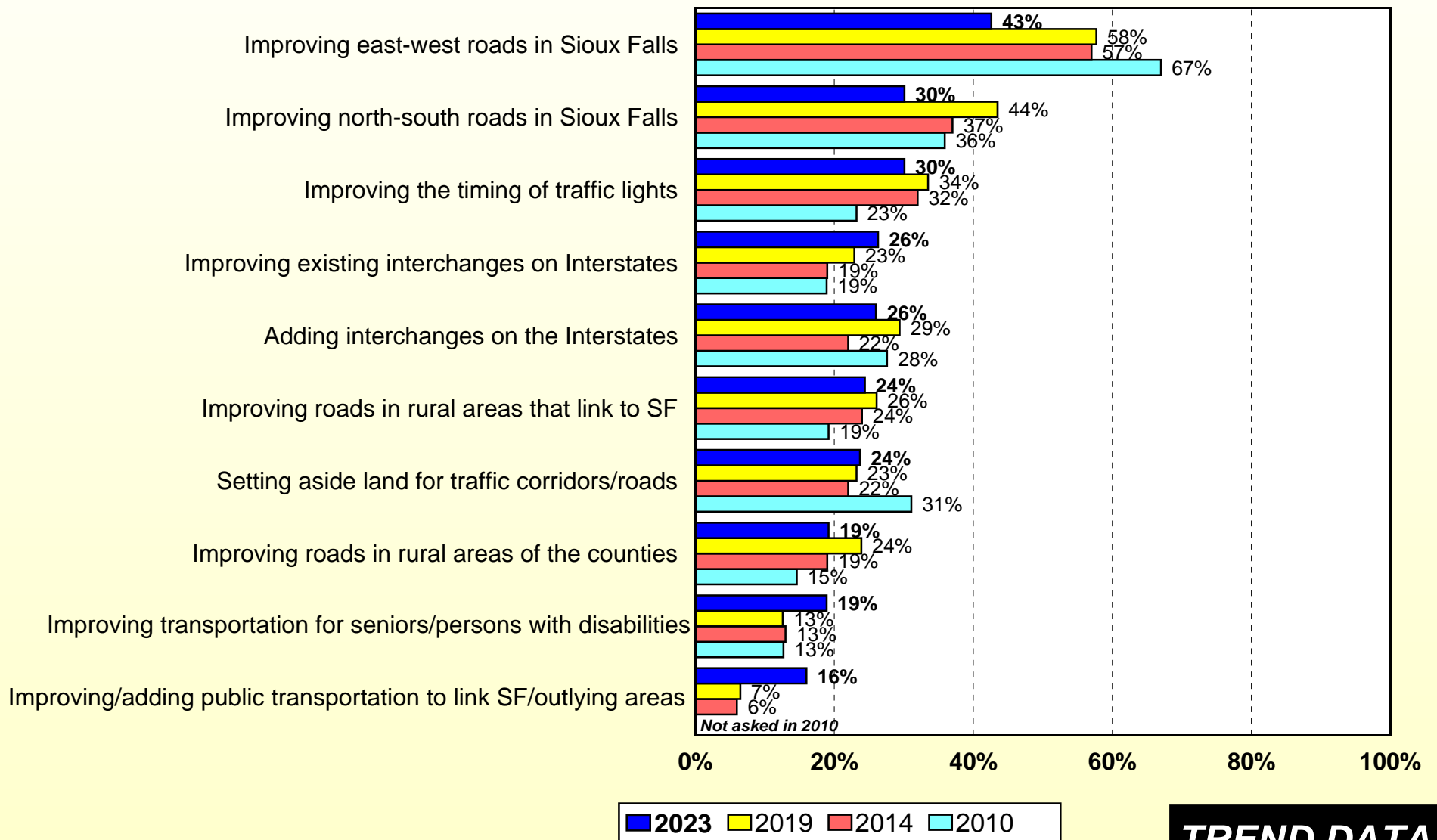
Willingness of Employers to Have Their Taxes Used to Support Various Types of Transportation Improvements

by percentage of employers who selected the item as one of their top four choices



Willingness of Employers to Have Their Taxes Used to Support Various Types of Transportation Improvements: 2010 to 2023

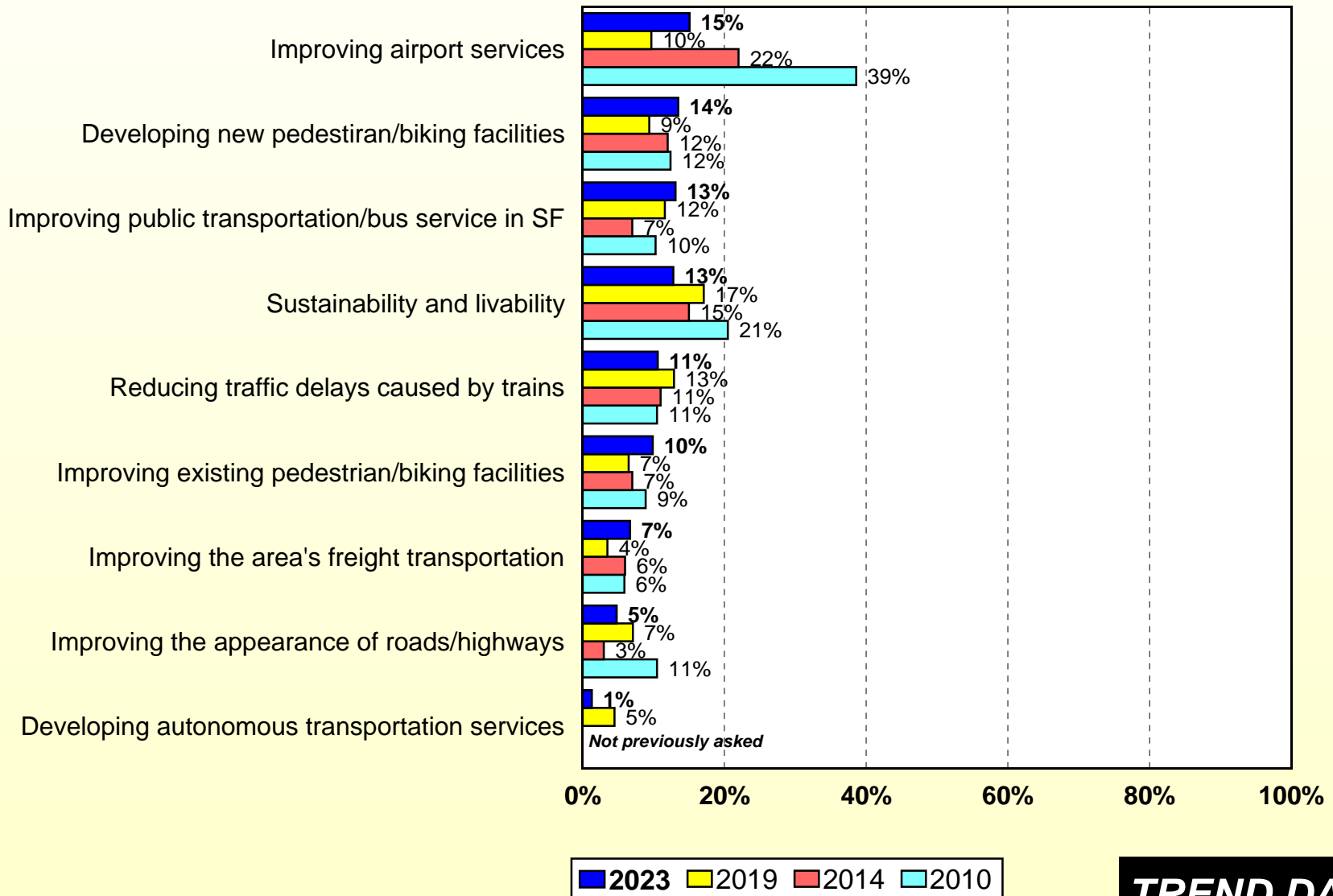
by percentage of employers who selected the item as one of their top four choices



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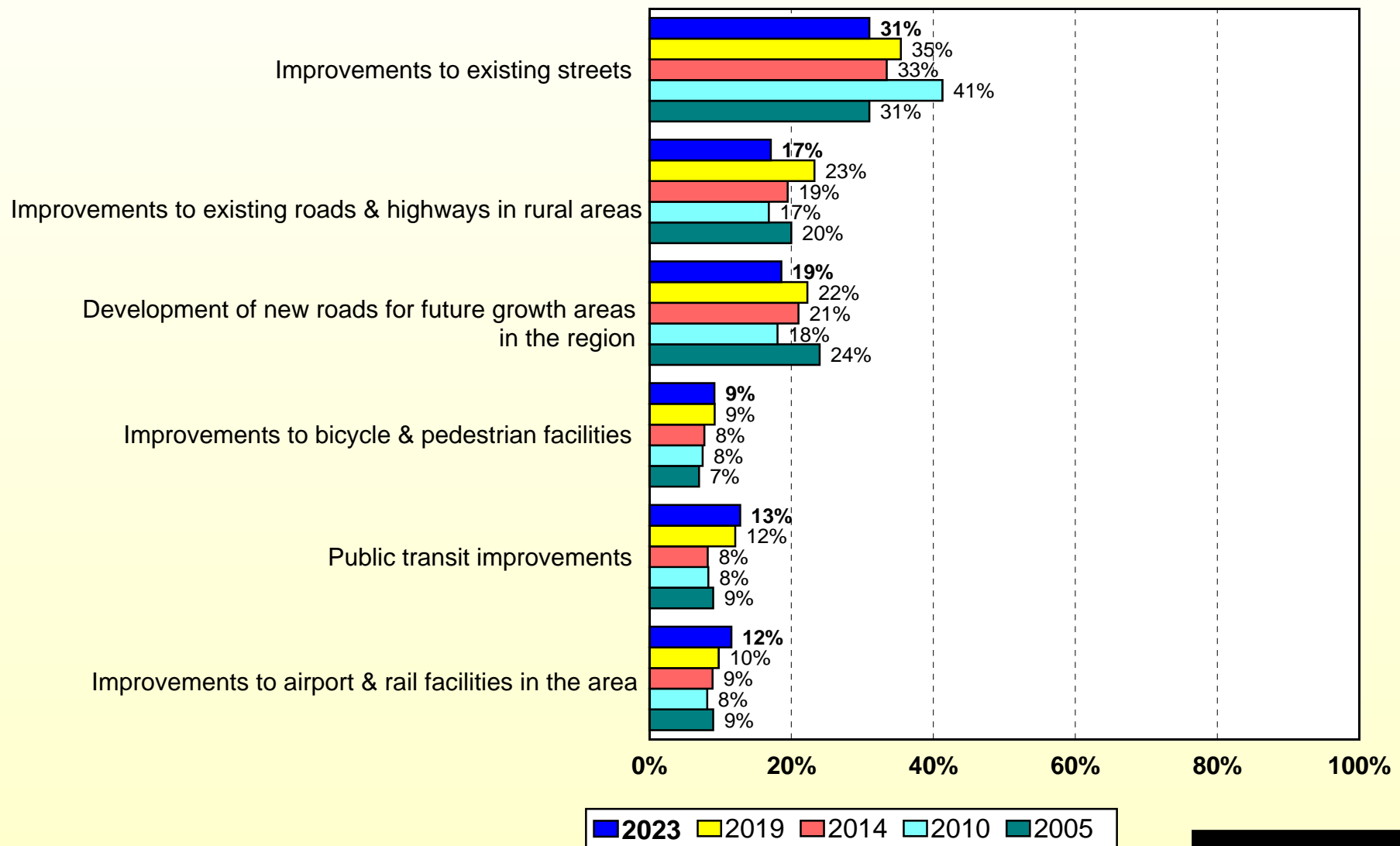
Willingness of Employers to Have Their Taxes Used to Support Various Types of Transportation Improvements: *2010 to 2023 (cont.)*

by percentage of employers who selected the item as one of their top four choices



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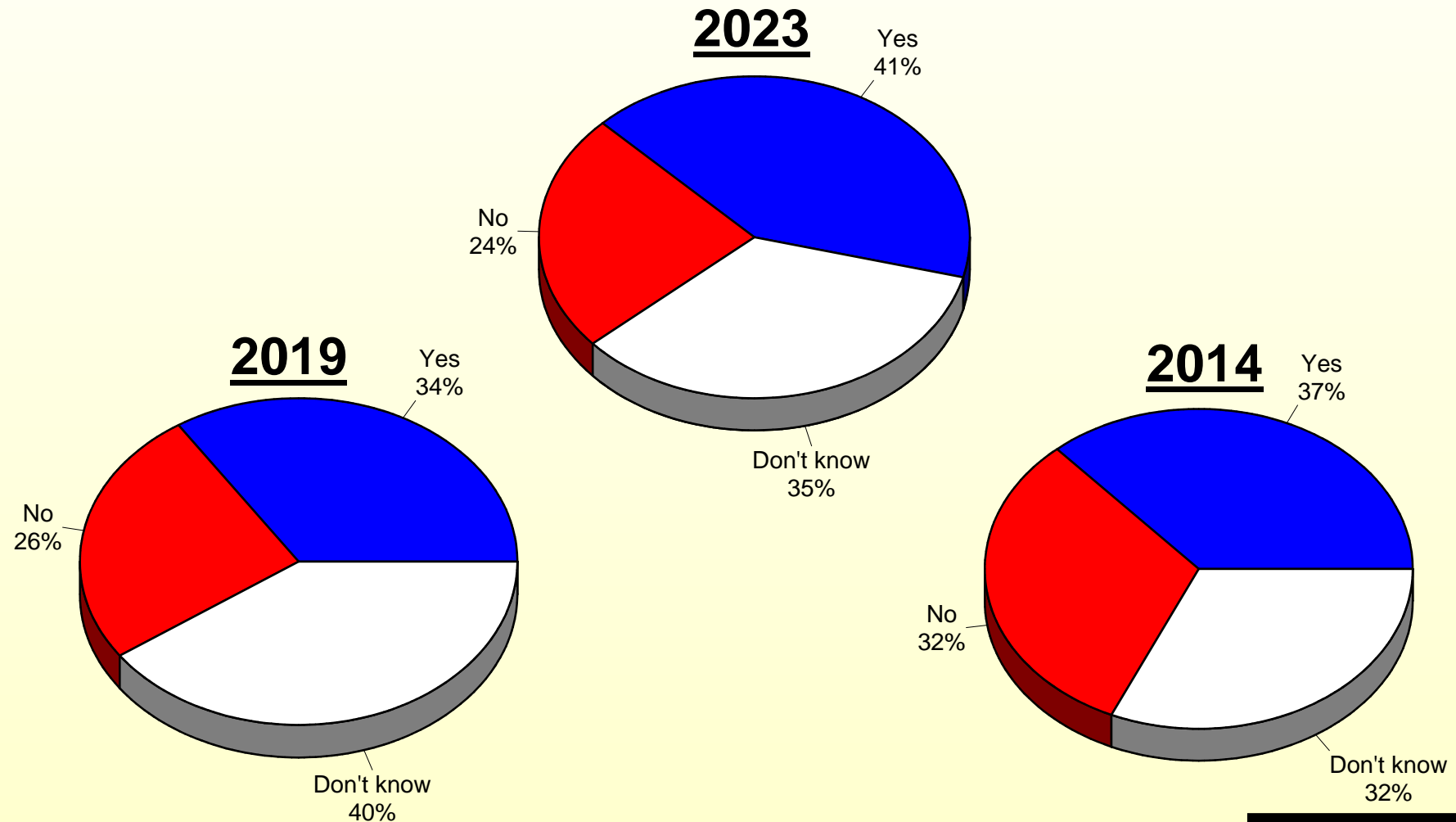
How Employers Would Allocate \$100 Worth of Transportation Funding for the Sioux Falls Metro Area: *2005 to 2023* by percentage of employers


TREND DATA

Do you generally think local governments in the Sioux Falls metropolitan area do a good job of involving employers in the process of planning transportation improvements for the region?

2014 to 2023

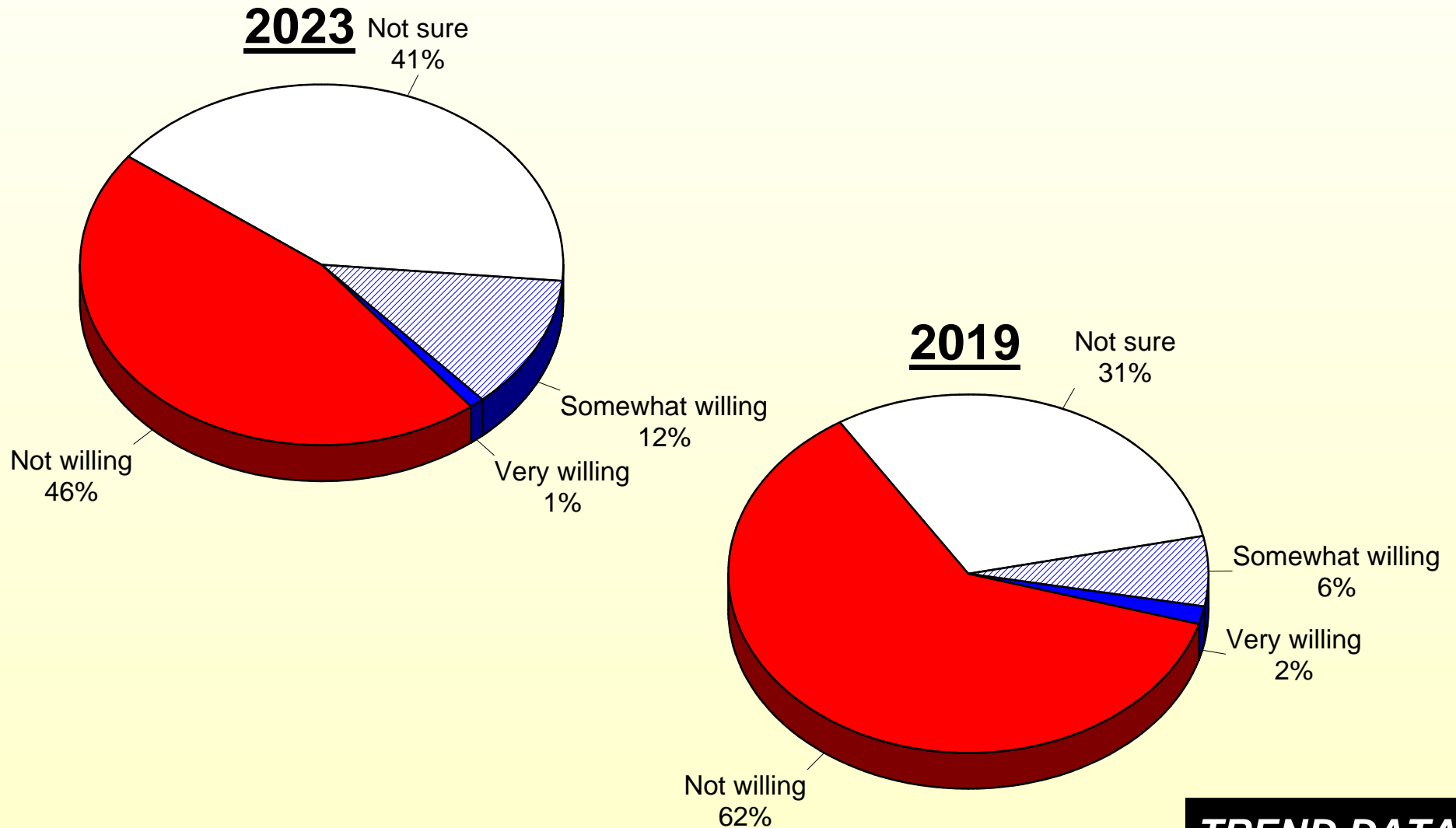
by percentage of employers



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Willingness of Employers to Fund a Portion of the Cost of Providing Public Transportation Services to Their Location or Increasing Frequency of Existing Service

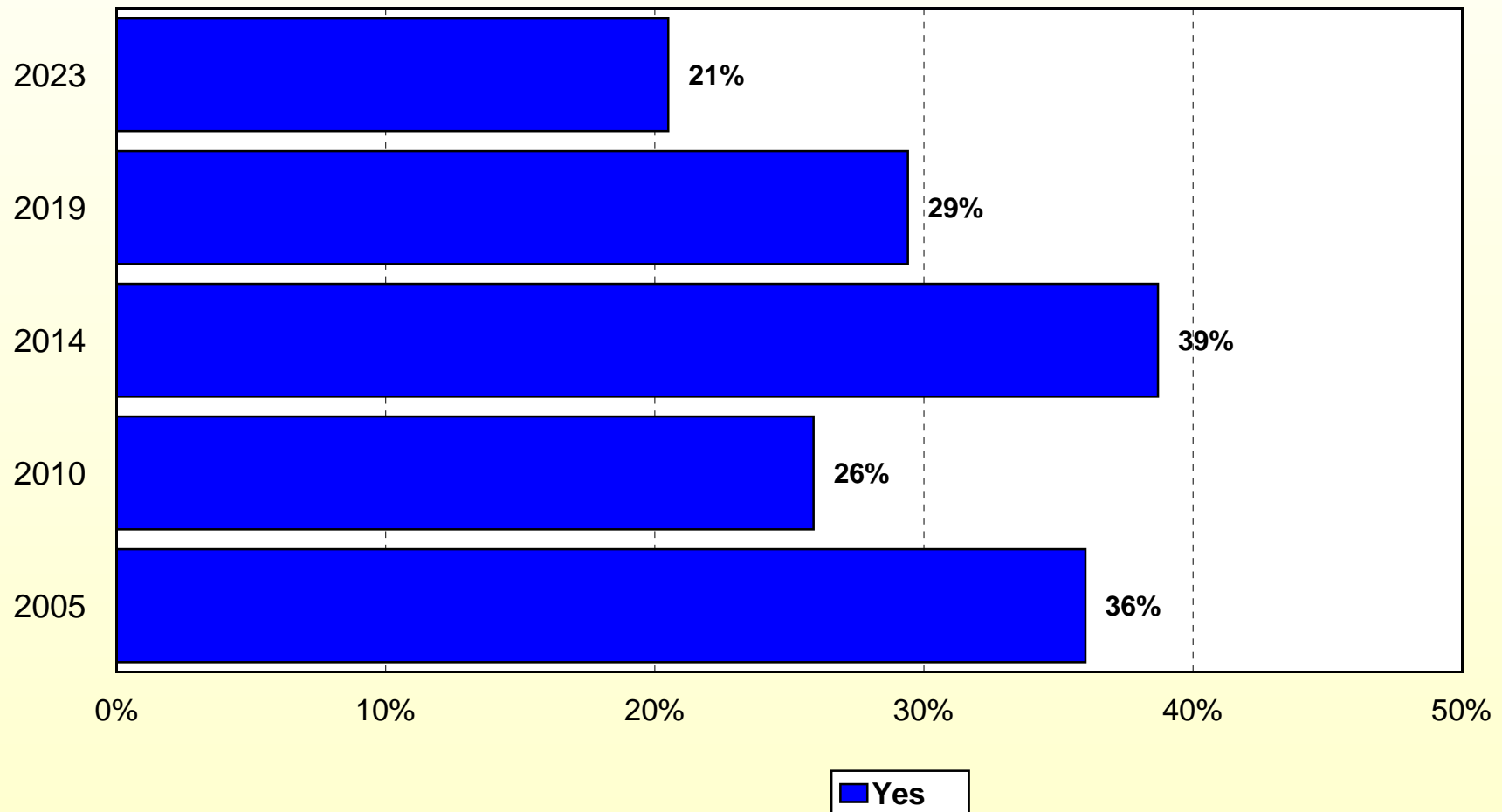
by percentage of employers



TREND DATA

Does your organization have freight transportation requirements? *2005 to 2023*

by percentage of employers who answered "yes"

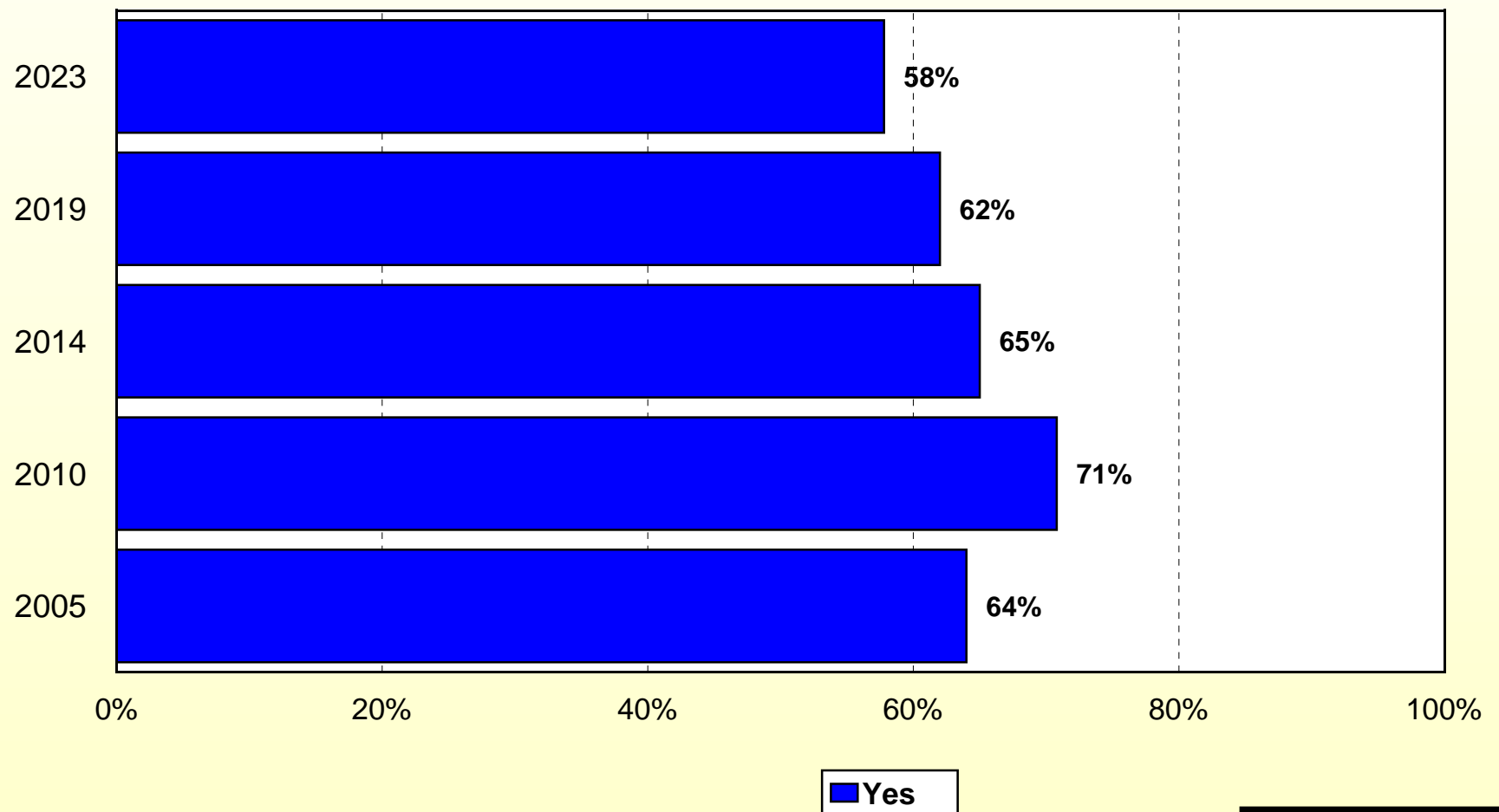


TREND DATA

Do you think the airport facilities in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

2005 to 2023

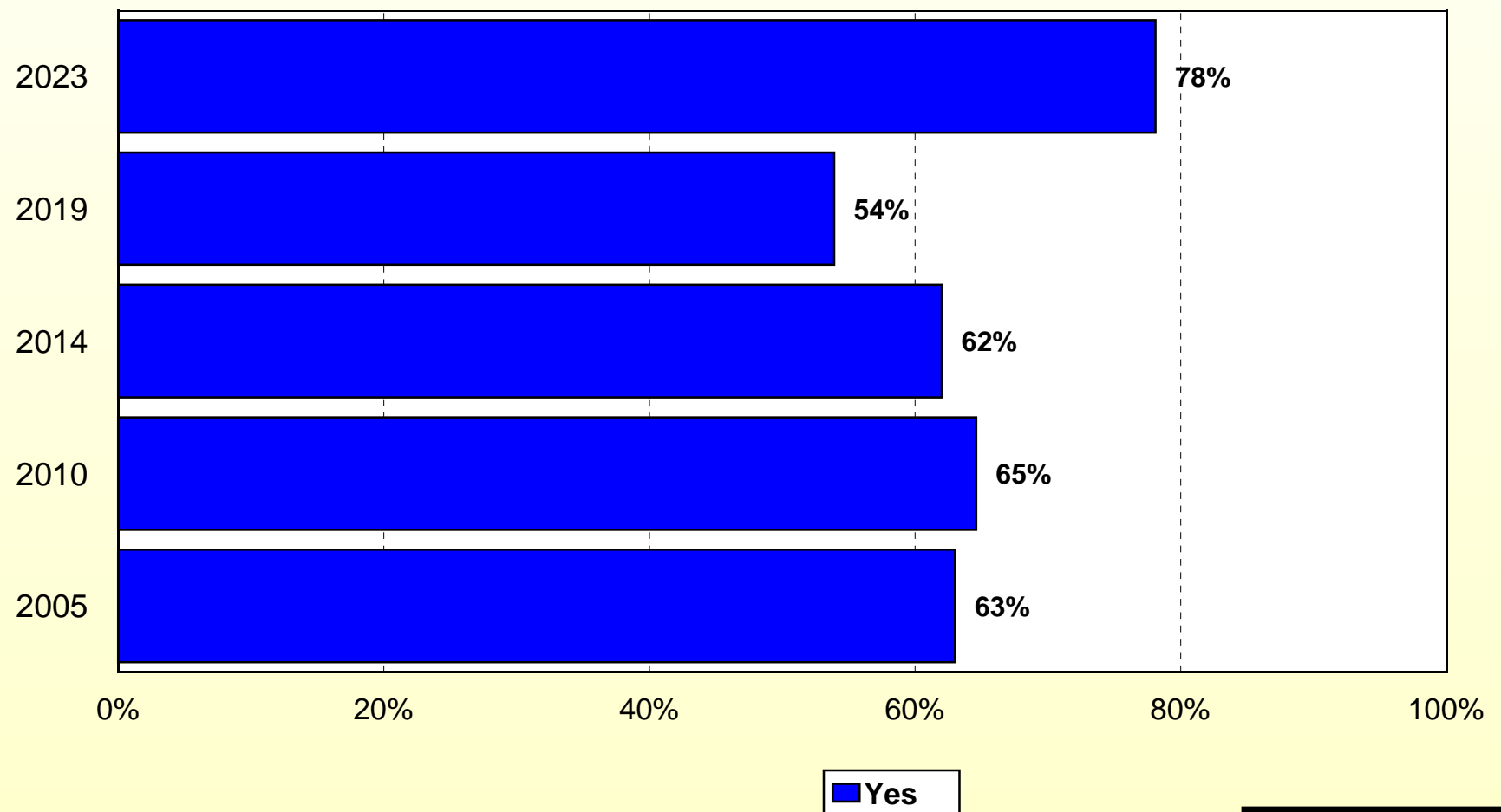
by percentage of employers who have freight transportation requirements and answered "yes"

**TREND DATA**

Do you think the road system in the Sioux Falls metropolitan area will be able to support your needs over the next 20 years?

2005 to 2023

by percentage of employers who have freight transportation requirements and answered “yes”

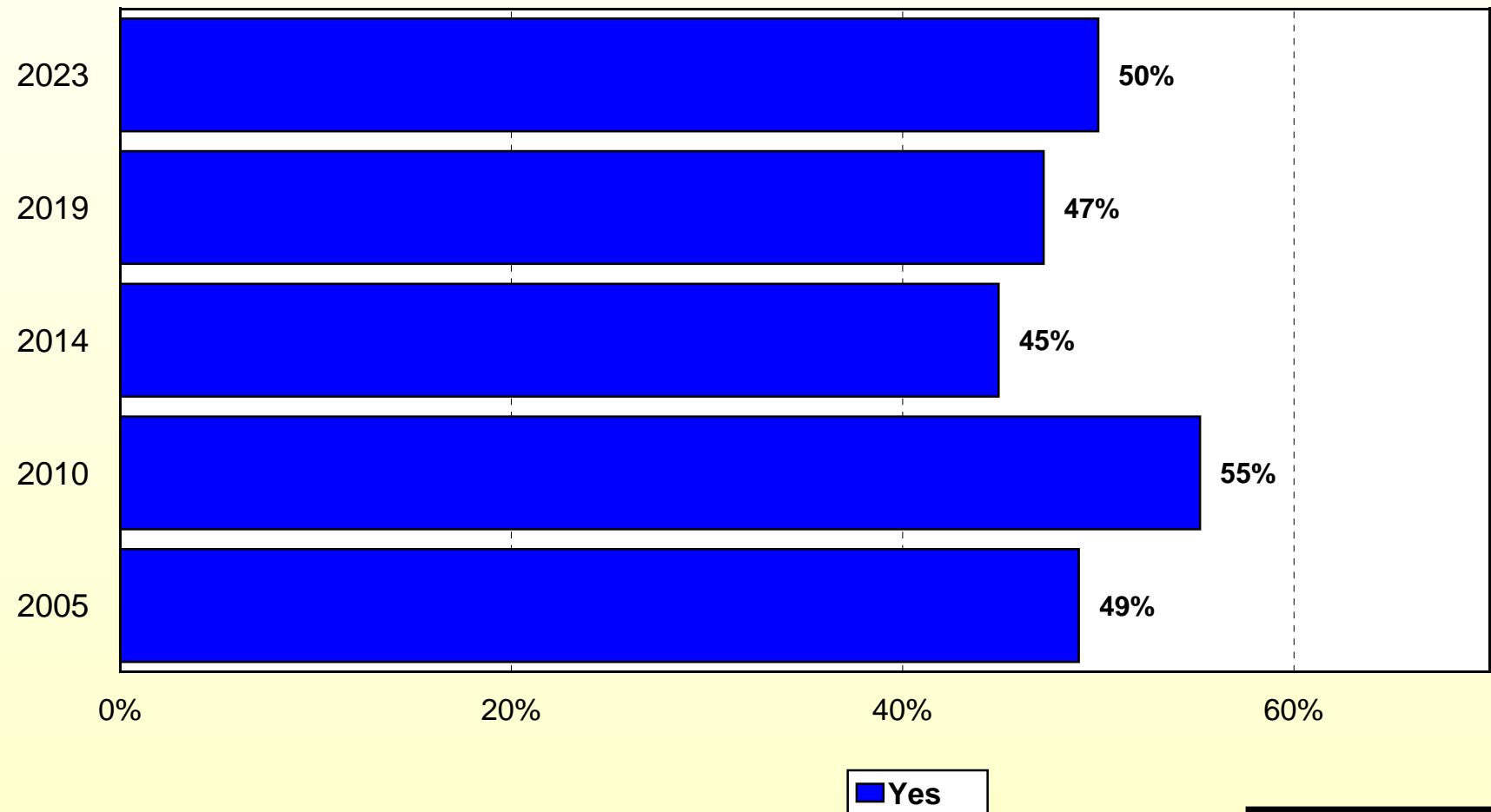


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Do you think the railroad facilities in the Sioux Falls metropolitan area will be able to support your needs over the next 20 years?

2005 to 2023

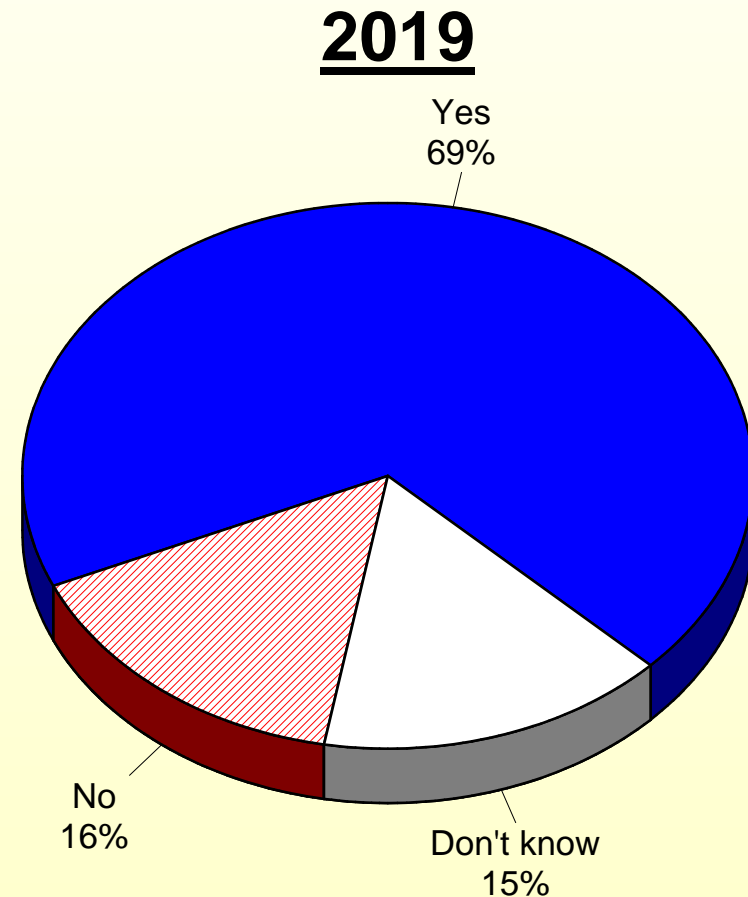
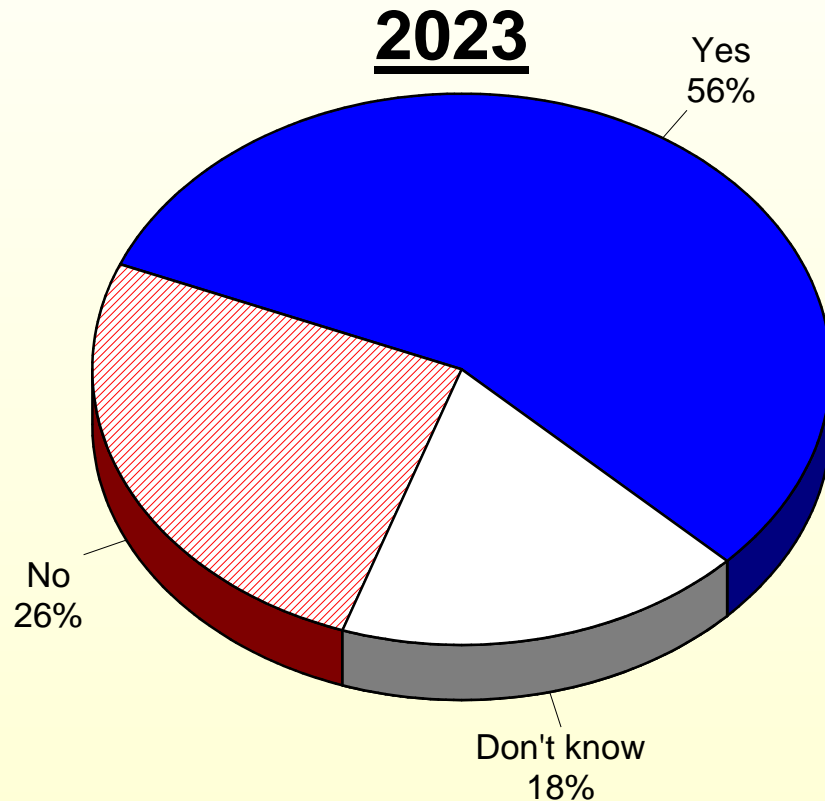
by percentage of employers who have freight transportation requirements and answered “yes”



TREND DATA

Does the availability of housing in the Sioux Falls metropolitan area meet the needs of your employees?

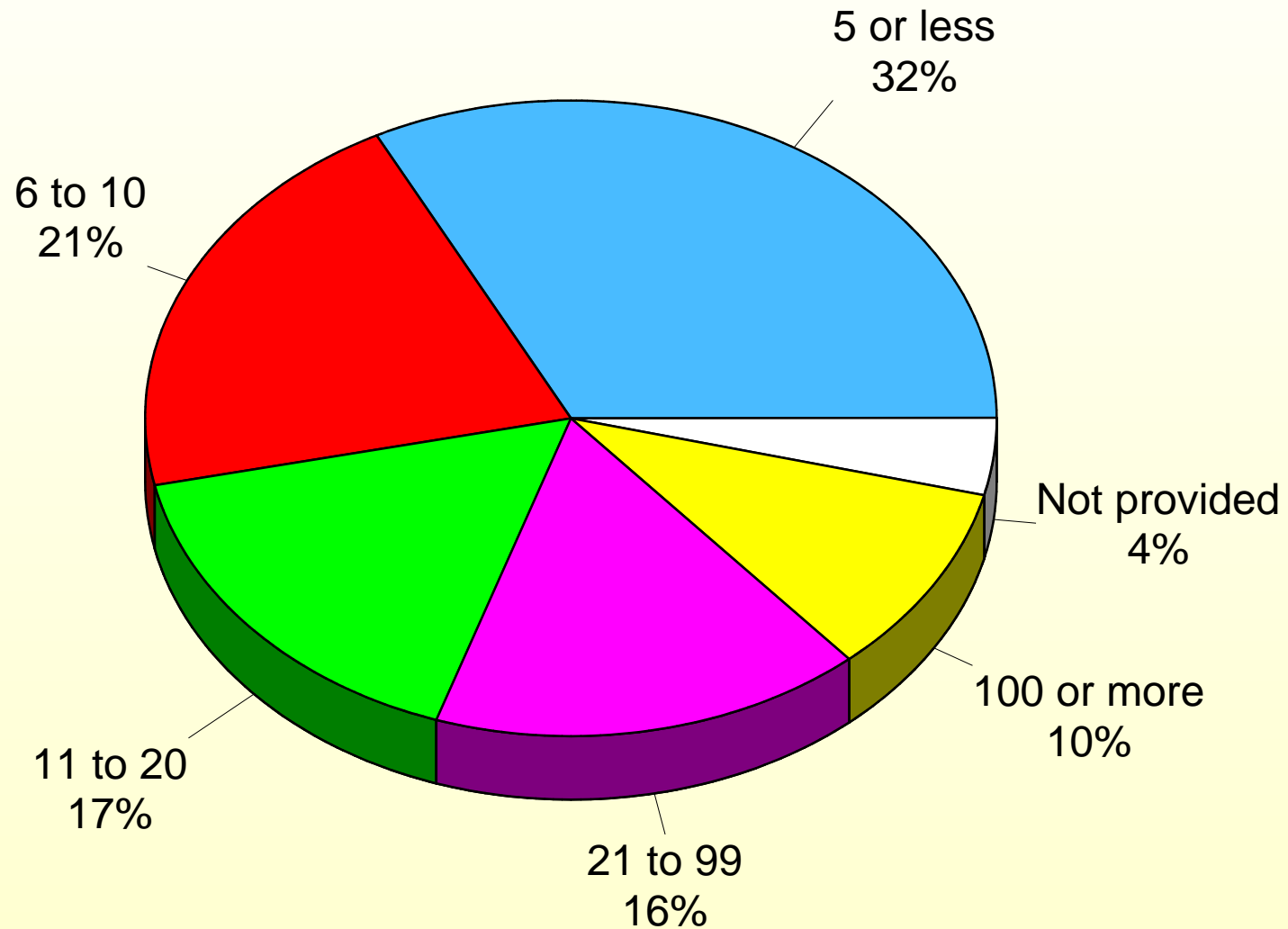
by percentage of employers



TREND DATA

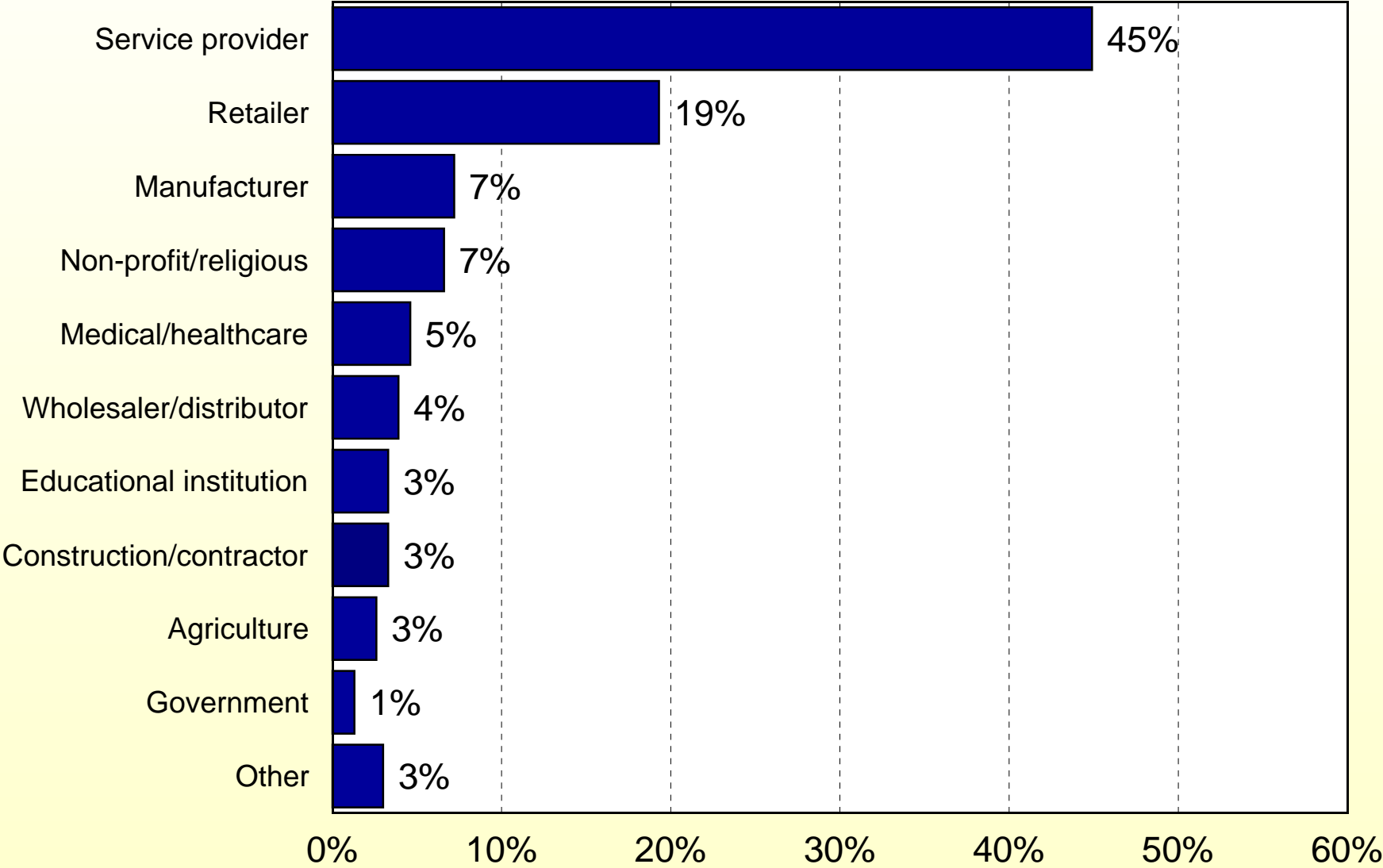
Number of Employees

by percentage of employers



Type of Business

by percentage of employers



Section 2: Tabular Data

County:

County	Number	Percent
Lincoln	59	18.9 %
Minnehaha	253	81.1 %
Total	312	100.0 %

Q1. Overall, how would you rate the transportation system in the Sioux Falls Metropolitan area?

Q1. How would you rate overall transportation system
in Sioux Falls Metropolitan Area

	Number	Percent
Excellent	17	5.4 %
Good	123	39.4 %
Average	101	32.4 %
Poor	37	11.9 %
Don't know	34	10.9 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q1. Overall, how would you rate the transportation system in the Sioux Falls Metropolitan area? (without "don't know")**

Q1. How would you rate overall transportation system
in Sioux Falls Metropolitan Area

	Number	Percent
Excellent	17	6.1 %
Good	123	44.2 %
Average	101	36.3 %
Poor	37	13.3 %
Total	278	100.0 %

Q2. Overall, do you think the current level of congestion in the Sioux Falls Metropolitan area is...

Q2. What is current level of congestion in Sioux Falls

Metropolitan area	Number	Percent
A major problem that needs to be fixed now	44	14.1 %
A minor problem that needs to be addressed so that it does not get worse	229	73.4 %
Not a problem	37	11.9 %
Don't know	2	0.6 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q2. Overall, do you think the current level of congestion in the Sioux Falls Metropolitan area is... (without "don't know")**

Q2. What is current level of congestion in Sioux Falls

Metropolitan area	Number	Percent
A major problem that needs to be fixed now	44	14.2 %
A minor problem that needs to be addressed so that it does not get worse	229	73.9 %
Not a problem	37	11.9 %
Total	310	100.0 %

Q3. How satisfied are you with the current availability of bus or other public transportation services for your employees?

Q3. How satisfied are you with current availability of bus or other public transportation services for your employees

	Number	Percent
Very satisfied	15	4.8 %
Somewhat satisfied	21	6.7 %
Neutral (neither satisfied nor dissatisfied)	119	38.1 %
Dissatisfied	43	13.8 %
Don't know	114	36.5 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q3. How satisfied are you with the current availability of bus or other public transportation services for your employees? (without "don't know")**

Q3. How satisfied are you with current availability of bus or other public transportation services for your employees

	Number	Percent
Very satisfied	15	7.6 %
Somewhat satisfied	21	10.6 %
Neutral (neither satisfied nor dissatisfied)	119	60.1 %
Dissatisfied	43	21.7 %
Total	198	100.0 %

Q4. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan area should change over the next five years?

Q4. How should current level of funding for public transportation in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	45	14.4 %
Should be somewhat greater	114	36.5 %
Should stay the same	41	13.1 %
Should be reduced	14	4.5 %
Don't know	98	31.4 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q4. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan area should change over the next five years? (without "don't know")**

Q4. How should current level of funding for public transportation in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	45	21.0 %
Should be somewhat greater	114	53.3 %
Should stay the same	41	19.2 %
Should be reduced	14	6.5 %
Total	214	100.0 %

Q5. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan area should change over the next five years?

Q5. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	70	22.4 %
Should be somewhat greater	159	51.0 %
Should stay the same	58	18.6 %
Should be reduced	4	1.3 %
Don't know	21	6.7 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"

Q5. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan area should change over the next five years? (without "don't know")

Q5. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan area change over next five years

	Number	Percent
Should be much greater	70	24.1 %
Should be somewhat greater	159	54.6 %
Should stay the same	58	19.9 %
Should be reduced	4	1.4 %
Total	291	100.0 %

Q6. Overall, how would you rate the value that your organization currently receives for the transportation taxes that you pay?

Q6. How would you rate overall value your organization currently receives for transportation taxes that you pay	Number	Percent
Good value for your money	38	12.2 %
OK value for your money	150	48.1 %
Low value for your money	48	15.4 %
Don't know	76	24.4 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q6. Overall, how would you rate the value that your organization currently receives for the transportation taxes that you pay? (without "don't know")**

Q6. How would you rate overall value your organization currently receives for transportation taxes that you pay	Number	Percent
Good value for your money	38	16.1 %
OK value for your money	150	63.6 %
Low value for your money	48	20.3 %
Total	236	100.0 %

Q7. How would you rate the pedestrian/walking facilities in the Sioux Falls area? Would you say they are:

Q7. How would you rate pedestrian/walking facilities in

Sioux Falls area	Number	Percent
Excellent	54	17.3 %
Good	139	44.6 %
Average	87	27.9 %
Poor	17	5.4 %
Don't know	15	4.8 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q7. How would you rate the pedestrian/walking facilities in the Sioux Falls area? Would you say they are:
(without "don't know")**

Q7. How would you rate pedestrian/walking facilities in

Sioux Falls area	Number	Percent
Excellent	54	18.2 %
Good	139	46.8 %
Average	87	29.3 %
Poor	17	5.7 %
Total	297	100.0 %

Q8. How would you rate biking facilities in the Sioux Falls area? Would you say they are:

Q8. How would you rate biking facilities in Sioux Falls

area	Number	Percent
Excellent	103	33.0 %
Good	121	38.8 %
Average	47	15.1 %
Poor	16	5.1 %
Don't know	25	8.0 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q8. How would you rate biking facilities in the Sioux Falls area? Would you say they are: (without "don't know")**

Q8. How would you rate biking facilities in Sioux Falls

area	Number	Percent
Excellent	103	35.9 %
Good	121	42.2 %
Average	47	16.4 %
Poor	16	5.6 %
Total	287	100.0 %

Q9. How would you rate public transportation services in the Sioux Falls area? Would you say they are:

Q9. How would you rate public transportation services

in Sioux Falls area	Number	Percent
Excellent	11	3.5 %
Good	74	23.7 %
Average	97	31.1 %
Poor	48	15.4 %
Don't know	82	26.3 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q9. How would you rate public transportation services in the Sioux Falls area? Would you say they are:
(without "don't know")**

Q9. How would you rate public transportation services

in Sioux Falls area	Number	Percent
Excellent	11	4.8 %
Good	74	32.2 %
Average	97	42.2 %
Poor	48	20.9 %
Total	230	100.0 %

Q10. Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?

Q10. What should investments in non-automobile transportation be over next 25 years

	Number	Percent
Increase	169	54.2 %
Stay the same	105	33.7 %
Decrease	17	5.4 %
Don't know	21	6.7 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"

Q10. Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years? (without "don't know")

Q10. What should investments in non-automobile transportation be over next 25 years

	Number	Percent
Increase	169	58.1 %
Stay the same	105	36.1 %
Decrease	17	5.8 %
Total	291	100.0 %

Q11. Do you generally support expanded use of alternative fuel vehicles?Q11. Do you support expanded use of alternative fuel
vehicles

	Number	Percent
Yes	147	47.1 %
No	100	32.1 %
Don't know	65	20.8 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q11. Do you generally support expanded use of alternative fuel vehicles? (without "don't know")**Q11. Do you support expanded use of alternative fuel
vehicles

	Number	Percent
Yes	147	59.5 %
No	100	40.5 %
Total	247	100.0 %

Q12. Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

Q12. What do you think of autonomous (self-driving)

vehicles	Number	Percent
Good idea	49	15.7 %
Bad idea	193	61.9 %
Don't know	70	22.4 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q12. Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea? (without "don't know")**

Q12. What do you think of autonomous (self-driving)

vehicles	Number	Percent
Good idea	49	20.2 %
Bad idea	193	79.8 %
Total	242	100.0 %

Q13. Do you have a favorable or unfavorable impression of eBikes and eScooters?

<u>Q13. What is your impression of eBikes & eScooters</u>	<u>Number</u>	<u>Percent</u>
Favorable	137	43.9 %
Neither favorable nor unfavorable	128	41.0 %
Unfavorable	43	13.8 %
Don't know what they are	4	1.3 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q13. Do you have a favorable or unfavorable impression of eBikes and eScooters? (without "don't know")**

<u>Q13. What is your impression of eBikes & eScooters</u>	<u>Number</u>	<u>Percent</u>
Favorable	137	44.5 %
Neither favorable nor unfavorable	128	41.6 %
Unfavorable	43	14.0 %
Total	308	100.0 %

Q14. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years.

(N=312)

	Very high	High	Medium	Low	Not provided
Q14-1. Improving existing interchanges on interstates	26.6%	33.7%	31.7%	7.1%	1.0%
Q14-2. Adding interchanges on interstates	22.4%	27.6%	34.0%	15.1%	1.0%
Q14-3. Improving major north-south roads/streets through City of Sioux Falls	19.9%	36.2%	36.9%	5.8%	1.3%
Q14-4. Improving major east-west roads/streets through City of Sioux Falls	34.3%	36.9%	25.0%	2.6%	1.3%
Q14-5. Improving public transportation/bus service inside City of Sioux Falls	14.7%	20.8%	42.6%	17.9%	3.8%
Q14-6. Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	16.3%	26.0%	31.7%	23.7%	2.2%
Q14-7. Improving timing of traffic lights	29.5%	28.5%	29.8%	10.6%	1.6%
Q14-8. Reducing traffic delays caused by trains	16.3%	21.5%	36.2%	24.7%	1.3%
Q14-9. Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	15.4%	37.8%	38.1%	7.1%	1.6%
Q14-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	20.8%	40.4%	31.7%	5.8%	1.3%
Q14-11. Developing new pedestrian (walking) & biking facilities	14.4%	28.8%	37.5%	18.3%	1.0%
Q14-12. Improving existing pedestrian (walking) & biking facilities	11.2%	26.0%	41.7%	19.6%	1.6%
Q14-13. Setting aside land for traffic corridors & roads in future growth areas	27.9%	37.5%	25.6%	7.7%	1.3%
Q14-14. Improving transportation services for seniors & persons with disabilities	25.3%	36.2%	33.7%	3.8%	1.0%
Q14-15. Improving airport services in the region	17.6%	34.9%	37.2%	9.3%	1.0%

Q14. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years.

	Very high	High	Medium	Low	Not provided
Q14-16. Improving area's freight transportation facilities (e.g., airport, rail, trucking)	11.2%	27.6%	44.2%	14.1%	2.9%
Q14-17. Improving appearance of roads/highways	7.7%	26.9%	46.2%	16.7%	2.6%
Q14-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	18.6%	31.7%	37.2%	9.6%	2.9%
Q14-19. Developing autonomous (self-driving) transportation services	1.0%	6.7%	24.4%	65.7%	2.2%
Q14-20. Developing charging stations for electric vehicles (EVs)	9.0%	15.1%	29.2%	44.9%	1.9%

WITHOUT "NOT PROVIDED"

Q14. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years. (without "not provided")

(N=312)

	Very high	High	Medium	Low
Q14-1. Improving existing interchanges on interstates	26.9%	34.0%	32.0%	7.1%
Q14-2. Adding interchanges on interstates	22.7%	27.8%	34.3%	15.2%
Q14-3. Improving major north-south roads/streets through City of Sioux Falls	20.1%	36.7%	37.3%	5.8%
Q14-4. Improving major east-west roads/streets through City of Sioux Falls	34.7%	37.3%	25.3%	2.6%
Q14-5. Improving public transportation/bus service inside City of Sioux Falls	15.3%	21.7%	44.3%	18.7%
Q14-6. Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	16.7%	26.6%	32.5%	24.3%
Q14-7. Improving timing of traffic lights	30.0%	29.0%	30.3%	10.7%
Q14-8. Reducing traffic delays caused by trains	16.6%	21.8%	36.7%	25.0%
Q14-9. Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	15.6%	38.4%	38.8%	7.2%
Q14-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	21.1%	40.9%	32.1%	5.8%
Q14-11. Developing new pedestrian (walking) & biking facilities	14.6%	29.1%	37.9%	18.4%
Q14-12. Improving existing pedestrian (walking) & biking facilities	11.4%	26.4%	42.3%	19.9%
Q14-13. Setting aside land for traffic corridors & roads in future growth areas	28.2%	38.0%	26.0%	7.8%
Q14-14. Improving transportation services for seniors & persons with disabilities	25.6%	36.6%	34.0%	3.9%
Q14-15. Improving airport services in the region	17.8%	35.3%	37.5%	9.4%

WITHOUT "NOT PROVIDED"

Q14. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan area over the next 20 years. (without "not provided")

	Very high	High	Medium	Low
Q14-16. Improving area's freight transportation facilities (e.g., airport, rail, trucking)	11.6%	28.4%	45.5%	14.5%
Q14-17. Improving appearance of roads/highways	7.9%	27.6%	47.4%	17.1%
Q14-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	19.1%	32.7%	38.3%	9.9%
Q14-19. Developing autonomous (self-driving) transportation services	1.0%	6.9%	24.9%	67.2%
Q14-20. Developing charging stations for electric vehicles (EVs)	9.2%	15.4%	29.7%	45.8%

Q15. Which FOUR of the improvements listed in Question 14 would you be most willing to fund with your taxes?

<u>Q15. Top choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	37	11.9 %
Adding interchanges on interstates	23	7.4 %
Improving major north-south roads/streets through City of Sioux Falls	28	9.0 %
Improving major east-west roads/streets through City of Sioux Falls	45	14.4 %
Improving public transportation/bus service inside City of Sioux Falls	14	4.5 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	15	4.8 %
Improving timing of traffic lights	31	9.9 %
Reducing traffic delays caused by trains	8	2.6 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	11	3.5 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	10	3.2 %
Developing new pedestrian (walking) & biking facilities	15	4.8 %
Improving existing pedestrian (walking) & biking facilities	2	0.6 %
Setting aside land for traffic corridors & roads in future growth areas	11	3.5 %
Improving transportation services for seniors & persons with disabilities	12	3.8 %
Improving airport services in the region	8	2.6 %
Improving area's freight transportation facilities (e.g., airport, rail, trucking)	2	0.6 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	10	3.2 %
Developing charging stations for electric vehicles (EVs)	7	2.2 %
<u>None chosen</u>	<u>23</u>	<u>7.4 %</u>
Total	312	100.0 %

Q15. Which FOUR of the improvements listed in Question 14 would you be most willing to fund with your taxes?

<u>Q15. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	13	4.2 %
Adding interchanges on interstates	21	6.7 %
Improving major north-south roads/streets through City of Sioux Falls	31	9.9 %
Improving major east-west roads/streets through City of Sioux Falls	41	13.1 %
Improving public transportation/bus service inside City of Sioux Falls	7	2.2 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	16	5.1 %
Improving timing of traffic lights	16	5.1 %
Reducing traffic delays caused by trains	8	2.6 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	16	5.1 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	24	7.7 %
Developing new pedestrian (walking) & biking facilities	5	1.6 %
Improving existing pedestrian (walking) & biking facilities	14	4.5 %
Setting aside land for traffic corridors & roads in future growth areas	15	4.8 %
Improving transportation services for seniors & persons with disabilities	16	5.1 %
Improving airport services in the region	8	2.6 %
Improving area's freight transportation facilities (e.g., airport, rail, trucking)	9	2.9 %
Improving appearance of roads/highways	4	1.3 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	10	3.2 %
Developing autonomous (self-driving) transportation services	1	0.3 %
Developing charging stations for electric vehicles (EVs)	4	1.3 %
None chosen	33	10.6 %
Total	312	100.0 %

Q15. Which FOUR of the improvements listed in Question 14 would you be most willing to fund with your taxes?

<u>Q15. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	17	5.4 %
Adding interchanges on interstates	18	5.8 %
Improving major north-south roads/streets through City of Sioux Falls	22	7.1 %
Improving major east-west roads/streets through City of Sioux Falls	20	6.4 %
Improving public transportation/bus service inside City of Sioux Falls	8	2.6 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	8	2.6 %
Improving timing of traffic lights	27	8.7 %
Reducing traffic delays caused by trains	8	2.6 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	18	5.8 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	16	5.1 %
Developing new pedestrian (walking) & biking facilities	9	2.9 %
Improving existing pedestrian (walking) & biking facilities	8	2.6 %
Setting aside land for traffic corridors & roads in future growth areas	28	9.0 %
Improving transportation services for seniors & persons with disabilities	19	6.1 %
Improving airport services in the region	17	5.4 %
Improving area's freight transportation facilities (e.g., airport, rail, trucking)	5	1.6 %
Improving appearance of roads/highways	5	1.6 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	12	3.8 %
Developing autonomous (self-driving) transportation services	1	0.3 %
Developing charging stations for electric vehicles (EVs)	4	1.3 %
None chosen	42	13.5 %
Total	312	100.0 %

Q15. Which FOUR of the improvements listed in Question 14 would you be most willing to fund with your taxes?

<u>Q15. 4th choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	15	4.8 %
Adding interchanges on interstates	19	6.1 %
Improving major north-south roads/streets through City of Sioux Falls	13	4.2 %
Improving major east-west roads/streets through City of Sioux Falls	27	8.7 %
Improving public transportation/bus service inside City of Sioux Falls	12	3.8 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	11	3.5 %
Improving timing of traffic lights	20	6.4 %
Reducing traffic delays caused by trains	9	2.9 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	15	4.8 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	26	8.3 %
Developing new pedestrian (walking) & biking facilities	13	4.2 %
Improving existing pedestrian (walking) & biking facilities	7	2.2 %
Setting aside land for traffic corridors & roads in future growth areas	20	6.4 %
Improving transportation services for seniors & persons with disabilities	12	3.8 %
Improving airport services in the region	14	4.5 %
Improving area's freight transportation facilities (e.g., airport, rail, trucking)	5	1.6 %
Improving appearance of roads/highways	6	1.9 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	8	2.6 %
Developing autonomous (self-driving) transportation services	2	0.6 %
Developing charging stations for electric vehicles (EVs)	9	2.9 %
None chosen	49	15.7 %
Total	312	100.0 %

SUM OF TOP 4 CHOICES**Q15. Which FOUR of the improvements listed in Question 14 would you be most willing to fund with your taxes? (top 4)**

<u>Q15. Sum of top 4 choices</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	82	26.3 %
Adding interchanges on interstates	81	26.0 %
Improving major north-south roads/streets through City of Sioux Falls	94	30.1 %
Improving major east-west roads/streets through City of Sioux Falls	133	42.6 %
Improving public transportation/bus service inside City of Sioux Falls	41	13.1 %
Improving/adding public transportation/bus service to link Sioux Falls with outlying communities & areas	50	16.0 %
Improving timing of traffic lights	94	30.1 %
Reducing traffic delays caused by trains	33	10.6 %
Improving roads & streets in communities & rural areas of Lincoln & Minnehaha Counties	60	19.2 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties with Sioux Falls	76	24.4 %
Developing new pedestrian (walking) & biking facilities	42	13.5 %
Improving existing pedestrian (walking) & biking facilities	31	9.9 %
Setting aside land for traffic corridors & roads in future growth areas	74	23.7 %
Improving transportation services for seniors & persons with disabilities	59	18.9 %
Improving airport services in the region	47	15.1 %
Improving area's freight transportation facilities (e.g., airport, rail, trucking)	21	6.7 %
Improving appearance of roads/highways	15	4.8 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	40	12.8 %
Developing autonomous (self-driving) transportation services	4	1.3 %
Developing charging stations for electric vehicles (EVs)	24	7.7 %
None chosen	23	7.4 %
Total	1124	

Q16. Six major categories of transportation funding for the Sioux Falls region are listed below. For each \$100 spent on transportation, please indicate how many dollars you would spend in EACH of the six categories.

	Mean
Improvements to existing streets	31.01
Improvements to existing roads & highways in rural areas	17.12
Development of new roads for future growth areas in the region	18.60
Improvements to bicycle & pedestrian facilities	9.18
Public transit improvements	12.81
Improvements to the airport & rail facilities in the area	11.57

Q17. Do you generally think that local governments in the Sioux Falls Metropolitan area do a good job of involving businesses and employers in the process of planning transportation improvements for the region?

Q17. Do local governments in Sioux Falls Metropolitan area do a good job of involving businesses & employers in the process of planning transportation improvements for the region

	Number	Percent
Yes	129	41.3 %
No	75	24.0 %
Don't know	108	34.6 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"

Q17. Do you generally think that local governments in the Sioux Falls Metropolitan area do a good job of involving businesses and employers in the process of planning transportation improvements for the region? (without "don't know")

Q17. Do local governments in Sioux Falls Metropolitan area do a good job of involving businesses & employers in the process of planning transportation improvements for the region

	Number	Percent
Yes	129	63.2 %
No	75	36.8 %
Total	204	100.0 %

Q18. How willing would your organization be to help fund a portion of the cost of providing public transportation services to your location or increasing the frequency that existing service is provided to give your employees more options for using public transportation to get to work?

Q18. How willing would your organization be to help fund a portion of the cost of providing public transportation services to your location or increasing frequency that existing service is provided to give your employees more options for using public transportation to get to work

	Number	Percent
Very willing	3	1.0 %
Somewhat willing	37	11.9 %
Not sure	126	40.4 %
Not willing	140	44.9 %
Not provided	6	1.9 %
Total	312	100.0 %

WITHOUT "NOT PROVIDED"

Q18. How willing would your organization be to help fund a portion of the cost of providing public transportation services to your location or increasing the frequency that existing service is provided to give your employees more options for using public transportation to get to work? (without "not provided")

Q18. How willing would your organization be to help fund a portion of the cost of providing public transportation services to your location or increasing frequency that existing service is provided to give your employees more options for using public transportation to get to work

	Number	Percent
Very willing	3	1.0 %
Somewhat willing	37	12.1 %
Not sure	126	41.2 %
Not willing	140	45.8 %
Total	306	100.0 %

Q19. Does your organization have freight transportation requirements?

Q19. Does your organization have freight transportation requirements

	Number	Percent
Yes	64	20.5 %
No	248	79.5 %
Total	312	100.0 %

Q19a. Do you think the airport facilities in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

Q19a. Will the airport facilities in Sioux Falls Metropolitan area be able to support your organization's freight transportation needs over next 20 years

	Number	Percent
Yes	37	57.8 %
No	4	6.3 %
Don't know	23	35.9 %
Total	64	100.0 %

WITHOUT "DON'T KNOW"**Q19a. Do you think the airport facilities in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years? (without "don't know")**

Q19a. Will the airport facilities in Sioux Falls Metropolitan area be able to support your organization's freight transportation needs over next 20 years

	Number	Percent
Yes	37	90.2 %
No	4	9.8 %
Total	41	100.0 %

Q19b. Do you think the road system in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

Q19b. Will road system in Sioux Falls Metropolitan area
be able to support your organization's freight
transportation needs over next 20 years

	Number	Percent
Yes	50	78.1 %
No	7	10.9 %
Don't know	7	10.9 %
Total	64	100.0 %

WITHOUT "DON'T KNOW"**Q19b. Do you think the road system in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years? (without "don't know")**

Q19b. Will road system in Sioux Falls Metropolitan area
be able to support your organization's freight
transportation needs over next 20 years

	Number	Percent
Yes	50	87.7 %
No	7	12.3 %
Total	57	100.0 %

Q19c. Do you think the railroad facilities in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

Q19c. Will railroad facilities in Sioux Falls Metropolitan
area be able to support your organization's freight
transportation needs over next 20 years

	Number	Percent
Yes	32	50.0 %
No	9	14.1 %
Don't know	23	35.9 %
Total	64	100.0 %

WITHOUT "DON'T KNOW"**Q19c. Do you think the railroad facilities in the Sioux Falls Metropolitan area will be able to support your organization's freight transportation needs over the next 20 years? (without "don't know")**

Q19c. Will railroad facilities in Sioux Falls Metropolitan
area be able to support your organization's freight
transportation needs over next 20 years

	Number	Percent
Yes	32	78.0 %
No	9	22.0 %
Total	41	100.0 %

Q20. Does the availability of housing in the Sioux Falls Metropolitan area meet the needs of your employees?

Q20. Does the availability of housing in Sioux Falls Metropolitan area meet needs of your employees	Number	Percent
Yes	175	56.1 %
No	81	26.0 %
Don't know	56	17.9 %
Total	312	100.0 %

WITHOUT "DON'T KNOW"**Q20. Does the availability of housing in the Sioux Falls Metropolitan area meet the needs of your employees? (without "don't know")**

Q20. Does the availability of housing in Sioux Falls Metropolitan area meet needs of your employees	Number	Percent
Yes	175	68.4 %
No	81	31.6 %
Total	256	100.0 %

Q21. Approximately how many employees do you employ in the Sioux Falls area?

Q21. How many employees do you employ in Sioux Falls area	Number	Percent
1-5	101	32.4 %
6-10	65	20.8 %
11-20	52	16.7 %
21-99	51	16.3 %
100+	31	9.9 %
Not provided	12	3.8 %
Total	312	100.0 %

WITHOUT "NOT PROVIDED"**Q21. Approximately how many employees do you employ in the Sioux Falls area? (without "not provided")**

Q21. How many employees do you employ in Sioux Falls area	Number	Percent
1-5	101	33.7 %
6-10	65	21.7 %
11-20	52	17.3 %
21-99	51	17.0 %
100+	31	10.3 %
Total	300	100.0 %

Q22. What is the zip code where your office in the Sioux Falls area is located?

Q22. Zip code where your office in Sioux Falls area

located	Number	Percent
57104	83	26.6 %
57105	58	18.6 %
57108	40	12.8 %
57106	29	9.3 %
57103	28	9.0 %
57107	25	8.0 %
57110	13	4.2 %
57064	10	3.2 %
57033	6	1.9 %
57030	5	1.6 %
57022	4	1.3 %
57032	4	1.3 %
57035	3	1.0 %
57068	2	0.6 %
57055	1	0.3 %
57013	1	0.3 %
Total	312	100.0 %

Q23. Which of the following best describes your business?

Q23. Which following best describes your business	Number	Percent
Service provider	137	43.9 %
Manufacturer	22	7.1 %
Government	4	1.3 %
Agriculture	8	2.6 %
Educational institution	10	3.2 %
Wholesaler/distributor	12	3.8 %
Retailer	59	18.9 %
Other	9	2.9 %
Construction/contractor	10	3.2 %
Medical/healthcare	14	4.5 %
Non-profit/religious	20	6.4 %
Not provided	7	2.2 %
Total	312	100.0 %

WITHOUT "NOT PROVIDED"**Q23. Which of the following best describes your business? (without "not provided")**

Q23. Which following best describes your business	Number	Percent
Service provider	137	44.9 %
Manufacturer	22	7.2 %
Government	4	1.3 %
Agriculture	8	2.6 %
Educational institution	10	3.3 %
Wholesaler/distributor	12	3.9 %
Retailer	59	19.3 %
Other	9	3.0 %
Construction/contractor	10	3.3 %
Medical/healthcare	14	4.6 %
Non-profit/religious	20	6.6 %
Total	305	100.0 %

Q23-8. Other:

Q23-8. Other	Number	Percent
Air Cargo Transportation	1	11.1 %
Mobile Storage	1	11.1 %
Social Services	1	11.1 %
Apartment Complex	1	11.1 %
Transportation	1	11.1 %
Housing/Landlord	1	11.1 %
Radio Station	1	11.1 %
Amusement Park	1	11.1 %
Golf Courses	1	11.1 %
Total	9	100.0 %

Section 3:

Survey Instrument



METROPOLITAN PLANNING ORGANIZATION

500 N.WESTERN AVE., SUITE 100 • SIOUX FALLS, SD 57104 • P:605.367.5390 • F:605.367.5394

October 2023

Dear Sioux Falls Area Employer:

On behalf of the Sioux Falls Metropolitan Planning Organization (MPO), **I would like to encourage you to take a few minutes to complete and return the enclosed survey.**

Local governments from the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea, as well as Lincoln and Minnehaha counties, are working together with the South Dakota Department of Transportation to plan improvements to the region's transportation system. **Your feedback on this survey is very important, as the results will be used to help identify transportation priorities for the region's 2020-2045 Long-Range Transportation Plan.**

A postage-paid return envelope addressed to ETC Institute has been provided for your convenience. **You may also complete the survey online at [SF2023 EmployerSurvey.org](https://sf2023.employersurvey.org).** ETC Institute is the independent consultant that is responsible for completing the market research study and survey for this project. ETC will compile the results of the study and survey and present a report to the MPO. This report will also be made available to the public for their review.

As our way of thanking you for your participation, everyone who completes the survey will have the option of entering a **drawing for a \$500 Visa gift card.**

If you have any questions, please me at sean@secog.org or 605.681.8176. You may also visit the MPO website at www.siouxfallsmpo.org for more information on the transportation planning process and the Long-Range Transportation Plan. Thank you for your assistance with this important effort.

Sincerely,

Sean Hegyi
Sioux Falls MPO

Enclosures



Sioux Falls Regional Transportation 2023 Employer Survey



Thank you for agreeing to participate in this important survey. The Metropolitan Planning Organization, which includes the Cities of Sioux Falls, Brandon, Harrisburg, Tea, Hartford and Crooks, Lincoln and Minnehaha Counties, will use your input to help set transportation priorities for the region. When you are finished, please return your survey in the enclosed postage-paid envelope. You may also complete the survey online at SFEmployerSurvey.org.

1. **Overall, how would you rate the transportation system in the Sioux Falls metropolitan area?**
☐ (4) Excellent ☐ (3) Good ☐ (2) Average ☐ (1) Poor ☐ (9) Don't know
2. **Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is...**
☐ (1) A major problem that needs to be fixed now ☐ (3) Not a problem
☐ (2) A minor problem that needs to be addressed so that it does not get worse ☐ (9) Don't know
3. **How satisfied are you with the current availability of bus or other public transportation services for your employees?**
☐ (4) Very satisfied ☐ (2) Neutral (Neither satisfied nor dissatisfied) ☐ (9) Don't know
☐ (3) Somewhat satisfied ☐ (1) Dissatisfied
4. **How do you think the current level of funding for public transportation in the Sioux Falls metropolitan area should change over the next five years?**
☐ (1) Should be much greater ☐ (3) Should stay the same ☐ (9) Don't know
☐ (2) Should be somewhat greater ☐ (4) Should be reduced
5. **How do you think the current level of funding for road and highway improvements in the Sioux Falls metropolitan area should change over the next five years?**
☐ (1) Should be much greater ☐ (3) Should stay the same ☐ (9) Don't know
☐ (2) Should be somewhat greater ☐ (4) Should be reduced
6. **Overall, how would you rate the value that your organization currently receives for the transportation taxes that you pay?**
☐ (1) Good value for your money ☐ (3) Low value for your money
☐ (2) OK value for your money ☐ (9) Don't know
7. **How would you rate the pedestrian/walking facilities in the Sioux Falls area? Would you say they are:**
☐ (4) Excellent ☐ (3) Good ☐ (2) Average ☐ (1) Poor ☐ (9) Don't know
8. **How would you rate biking facilities in the Sioux Falls area? Would you say they are:**
☐ (4) Excellent ☐ (3) Good ☐ (2) Average ☐ (1) Poor ☐ (9) Don't know
9. **How would you rate public transportation services in the Sioux Falls area? Would you say they are:**
☐ (4) Excellent ☐ (3) Good ☐ (2) Average ☐ (1) Poor ☐ (9) Don't know
10. **Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?**
☐ (1) Increase ☐ (2) Stay the same ☐ (3) Decrease ☐ (9) Don't know
11. **Do you generally support expanded use of alternative fuel vehicles?**
☐ (1) Yes ☐ (2) No ☐ (9) Don't know
12. **Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?**
☐ (1) Good idea ☐ (2) Bad idea ☐ (9) Don't know

13. Do you have a favorable or unfavorable impression of e-bikes and e-scooters?

- (1) Favorable
 (3) Unfavorable
 (2) Neither favorable nor unfavorable
 (9) Don't know what they are

14. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls metropolitan area over the next 20 years.

Rating of transportation issues:		Very High	High	Medium	Low
01.	Improving existing interchanges on Interstates	4	3	2	1
02.	Adding interchanges on the Interstates	4	3	2	1
03.	Improving major north-south roads/streets through the City of Sioux Falls	4	3	2	1
04.	Improving major east-west roads/streets through the City of Sioux Falls	4	3	2	1
05.	Improving public transportation/bus service inside the City of Sioux Falls	4	3	2	1
06.	Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities and areas	4	3	2	1
07.	Improving the timing of traffic lights	4	3	2	1
08.	Reducing traffic delays caused by trains	4	3	2	1
09.	Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties	4	3	2	1
10.	Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls	4	3	2	1
11.	Developing new pedestrian (walking) and biking facilities	4	3	2	1
12.	Improving existing pedestrian (walking) and biking facilities	4	3	2	1
13.	Setting aside land for traffic corridors and roads in future growth areas	4	3	2	1
14.	Improving transportation services for seniors and persons with disabilities	4	3	2	1
15.	Improving airport services in the region	4	3	2	1
16.	Improving the area's freight transportation facilities (e.g., airport, rail, trucking)	4	3	2	1
17.	Improving the appearance of roads/highways	4	3	2	1
18.	Sustainability and livability (balancing social, economic and environmental issues through complete streets, smart growth, mixed-uses)	4	3	2	1
19.	Developing autonomous (self-driving) transportation services	4	3	2	1
20.	Developing charging stations for electric vehicles (EVs)	4	3	2	1

15. Which FOUR of the improvements listed above would you be most willing to fund with your taxes?
[Write in your answers below using the numbers from the list in Question 14.]

1st: 2nd: 3rd: 4th:

16. Six major categories of transportation funding for the Sioux Falls region are listed below. For each \$100 spent on transportation, please indicate how many dollars you would spend in EACH of the six categories. [Your Allocation MUST ADD UP TO \$100.]

How much of that \$100 would you spend on...

- \$ Improvements to existing streets
 \$ Improvements to existing roads and highways in rural areas
 \$ Development of new roads for future growth areas in the region
 \$ Improvements to bicycle and pedestrian facilities
 \$ Public transit improvements
 \$ Improvements to the airport and rail facilities in the area

\$100 total

17. Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving businesses and employers in the process of planning transportation improvements for the region?

- (1) Yes
 (2) No
 (9) Don't know

18. How willing would your organization be to help fund a portion of the cost of providing public transportation services to your location or increasing the frequency that existing service is provided to give your employees more options for using public transportation to get to work?
____(1) Very willing ____ (2) Somewhat willing ____ (3) Not sure ____ (4) Not willing
19. Does your organization have freight transportation requirements?
____ (1) Yes [Answer Q19a-c] ____ (2) No [Skip to Q20]
- 19a. Do you think the airport facilities in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?
____ (1) Yes ____ (2) No ____ (9) Don't know
- 19b. Do you think the road system in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?
____ (1) Yes ____ (2) No ____ (9) Don't know
- 19c. Do you think the railroad facilities in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?
____ (1) Yes ____ (2) No ____ (9) Don't know
20. Does the availability of housing in the Sioux Falls metropolitan area meet the needs of your employees?
____ (1) Yes ____ (2) No ____ (9) Don't know
21. Approximately how many employees do you employ in the Sioux Falls area? _____ employees
22. What is the zip code where your office in the Sioux Falls area is located? _____
23. Which of the following best describes your business?
____ (1) Service provider ____ (4) Agriculture ____ (7) Retailer
____ (2) Manufacturer ____ (5) Educational institution ____ (8) Other: _____
____ (3) Government ____ (6) Wholesaler/distributor
24. **DRAWING FOR A VISA GIFT CARD: Would you like to be entered in our random drawing for a \$500 Visa gift card?**
____ (1) Yes [Answer Q24a.] ____ (2) No
- 24a. If so, please provide your contact information.
Mobile Phone Number: _____
Email Address: _____
25. Please provide your name and address so we can keep you informed of future transportation planning issues in the region.
Name: _____ Organization: _____
Street Address: _____
Email: _____ Phone: _____

This concludes the survey. Thank you for your time!

Please return your completed survey in the enclosed postage-paid envelope addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain completely confidential. The information to the right will ONLY be used to help identify which areas of the region have various transportation needs. If your address is not correct, please provide the correct information. Thank you.

Section 4:
Survey of
Traditionally Underserved
Populations Report

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Sioux Falls Metropolitan Area LRTP Market Research Study

Survey of Traditionally Underserved Populations

Executive Summary

Overview

ETC Institute conducted a survey of traditionally underserved populations during the summer of 2023. The survey was administered to 203 persons who met one or more of the following criteria: had a physical disability, were the caretaker of someone with a cognitive disability, lived in poverty, were not able to speak English, did not have access to a vehicle, or were homeless. The survey was administered by ETC Institute with assistance of agencies who provide support to these population groups in the Sioux Falls area. The survey of traditionally underserved populations was designed to ensure that the needs of these groups were adequately represented in the region's 2023 Long Range Transportation Plan Market Research Study.

This section of the report contains:

- a brief summary of the survey methodology and major findings
- charts depicting the overall results of the survey
- tables that show the results for all questions on the survey
- a copy of the survey instrument

Major Findings of the Traditionally Underserved Populations Survey

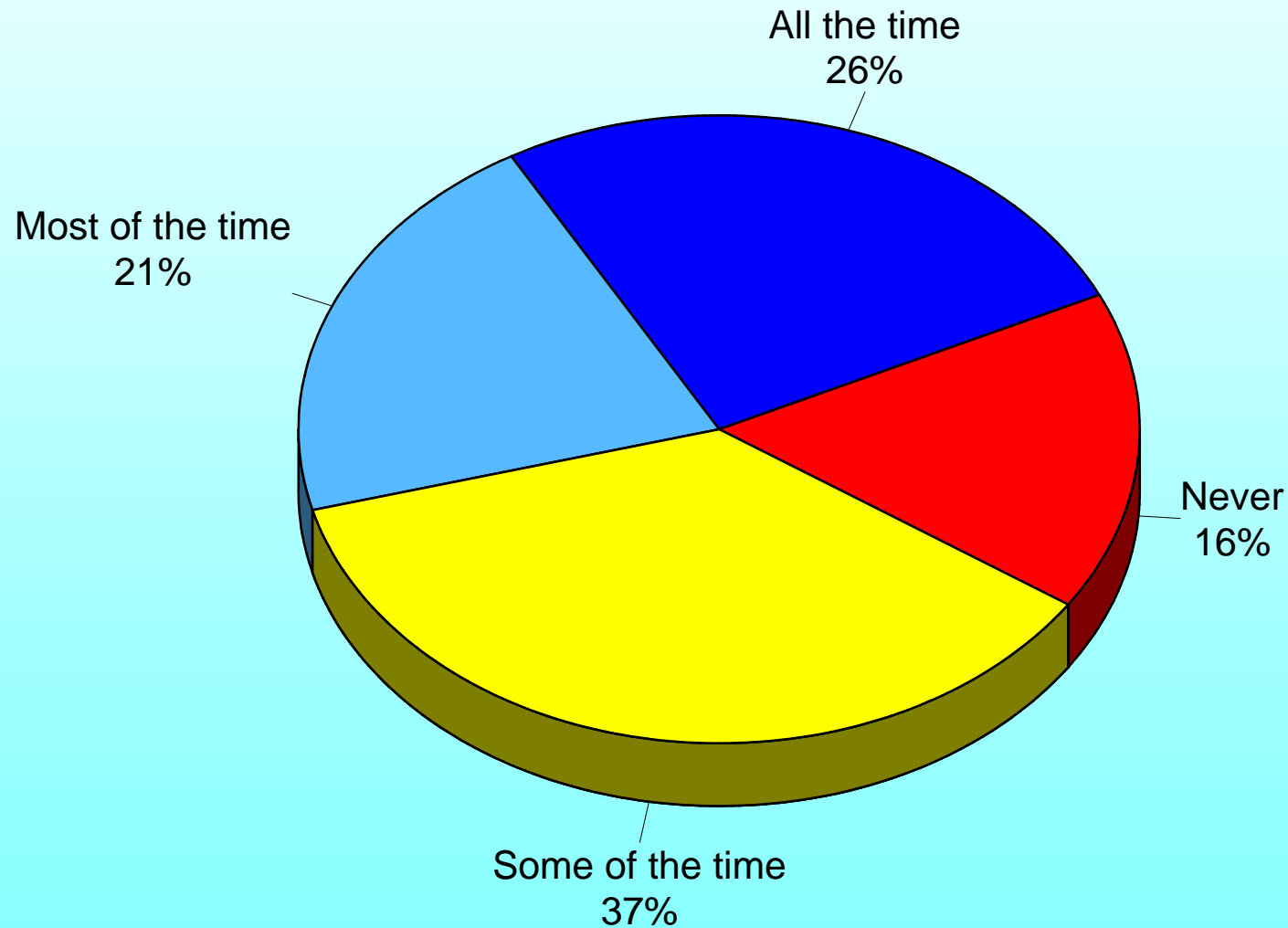
- **Overall Satisfaction with the Region's Transportation System Has Decreased Since 2019.** In 2019, 27% of the respondents surveyed rated the region's transportation system as "excellent" or "good"; this number declined in 2023 to 20%.
- **Transportation Services Respondents Were Most Satisfied With.** The aspects of the region's transportation system that respondents were most satisfied with, based upon a combined percentage of respondents who were "very" or "somewhat satisfied," were:
 - Maintenance of interstates and highways around Sioux Falls (73%)
 - Ease of travel by car to/from Sioux Falls and other communities in the area (67%)
 - Adequacy of traffic signage along city streets and highways (57%)
 - Ease of travel by car from one side of Sioux Falls to the other (50%)

- **Transportation Services That Were Most Important.** The aspects of the region’s transportation system that respondents felt were most important were: 1) the maintenance of streets in Sioux Falls, 2) the availability of public transportation in Sioux Falls, and 3) the ease of travel from one side of Sioux Falls to the other.
- **Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area.** Based upon a combined percentage of respondents who rated these items as “very high” or “high” priorities, the items that respondents felt should be the top priorities for improvement over the next 20 years were:
 - Improving transportation for seniors/person with disabilities (93%)
 - Improving public transportation inside the City Sioux Falls (81%)
 - Improving/adding public transportation outside Sioux Falls (73%)
- **Transportation Improvements Respondents Were Most Willing to Fund With Their Tax Dollars.** The four transportation improvements that respondents were most willing to fund with their tax dollars were:
 - Improving transportation for seniors/person with disabilities
 - Improving public transportation inside the City of Sioux falls
 - Improving east-west roads in the City of Sioux Falls
 - Improving/adding public transportation outside Sioux Falls
- **Public Transportation.** More than two-thirds (69%) of respondents indicated that they had used public transportation inside the City of Sioux Falls. The situations under which respondents were most likely to use public transportation, based upon a combined percentage of “very likely” and “likely” responses, were: if they could get real time information about the location of buses (73%) and if buses are scheduled to arrive more frequently (71%).
- **Sources of Information.** The top two ways that respondents felt it would be best to keep them informed about transportation improvements were: 1) television news and 2) social networks.

Section 1: Charts and Graphs

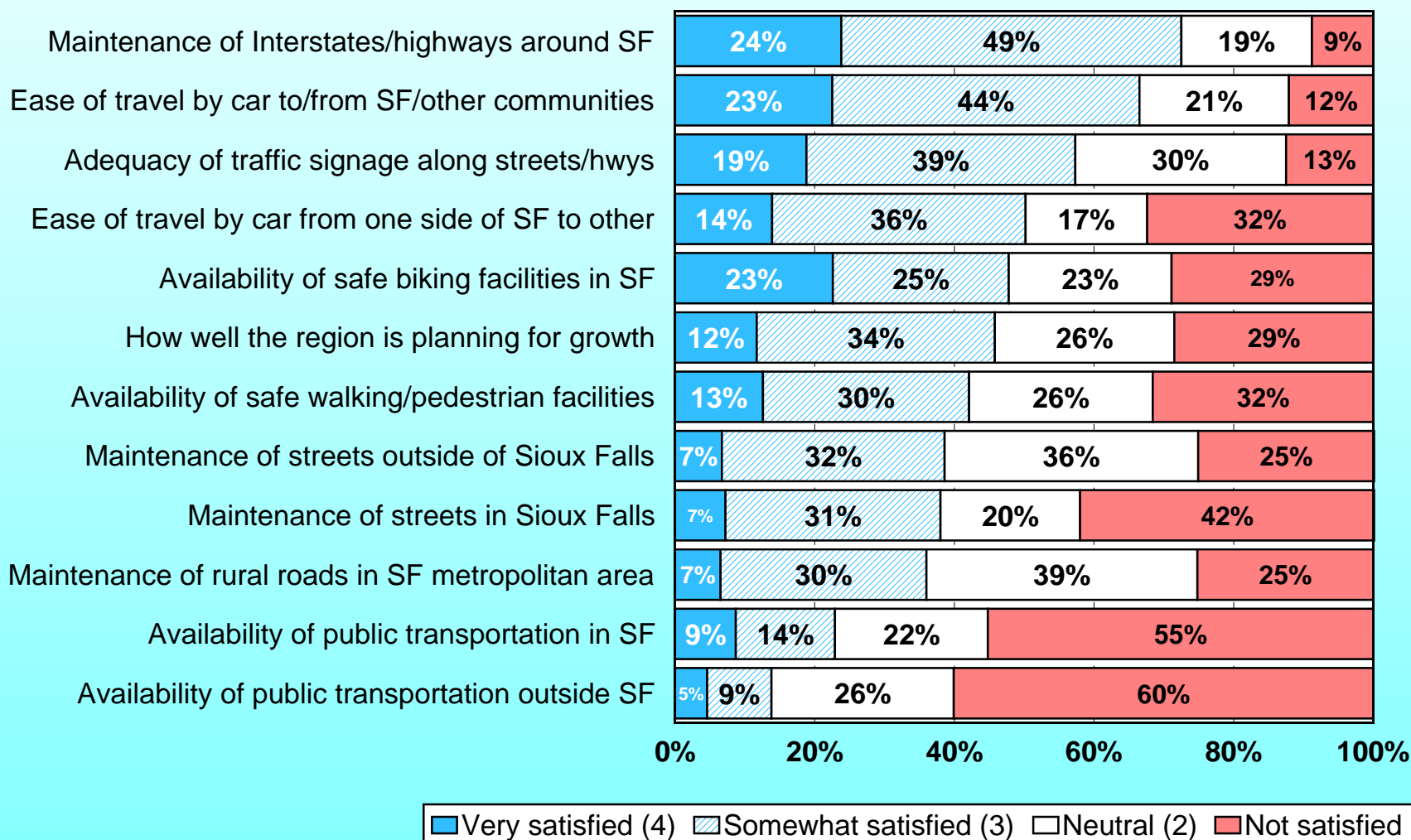
Q1. How often are you able to utilize transportation services that fit your travel needs?

by percentage of respondents (excluding “not provided”)



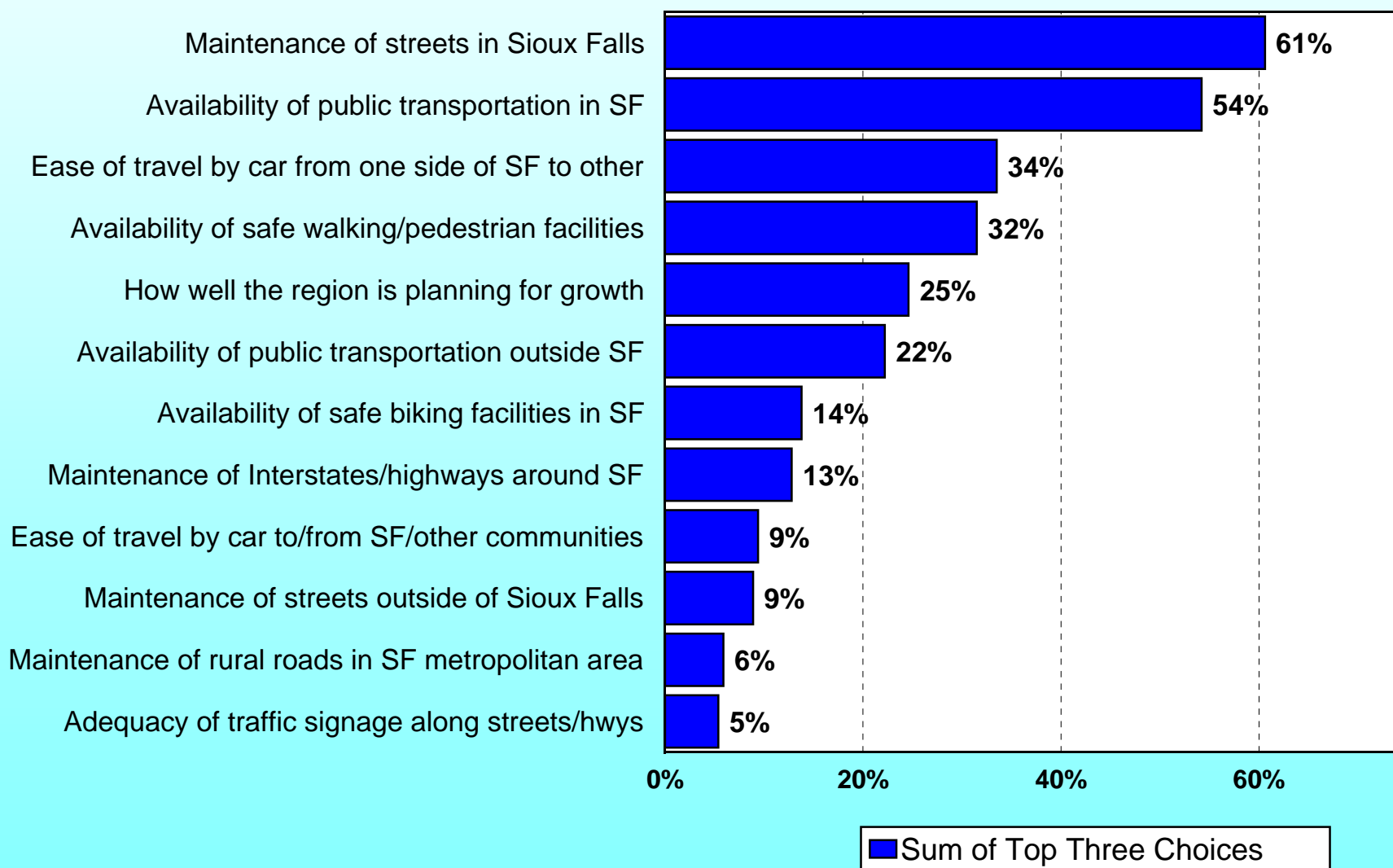
Q2. Satisfaction With Various Aspects of the Transportation System in Sioux Falls

by percentage of respondents (excluding “don’t know”)



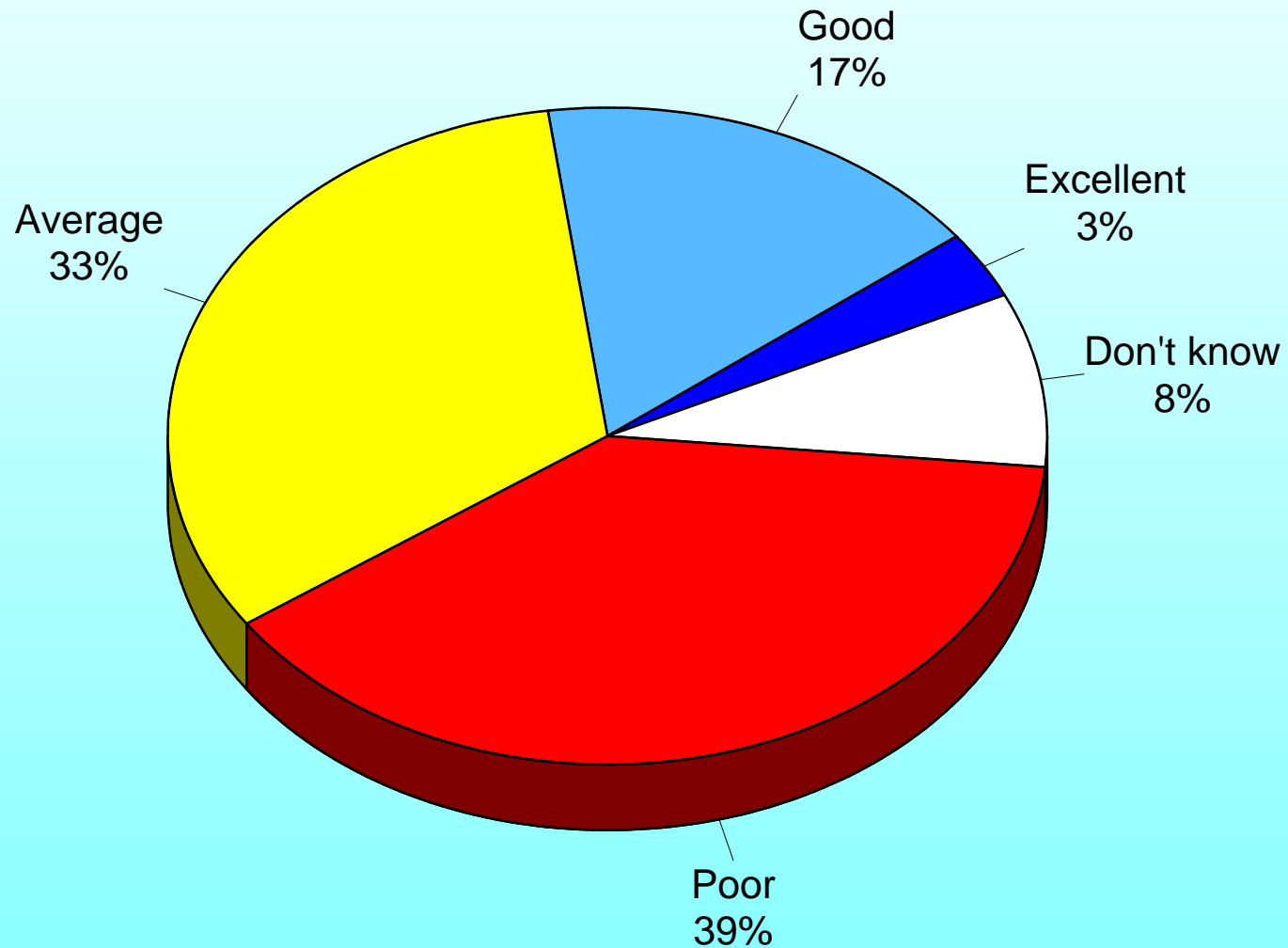
Q3. Transportation Services That Are Most Important to Households

by percentage of respondents who selected the item as one of their top three choices



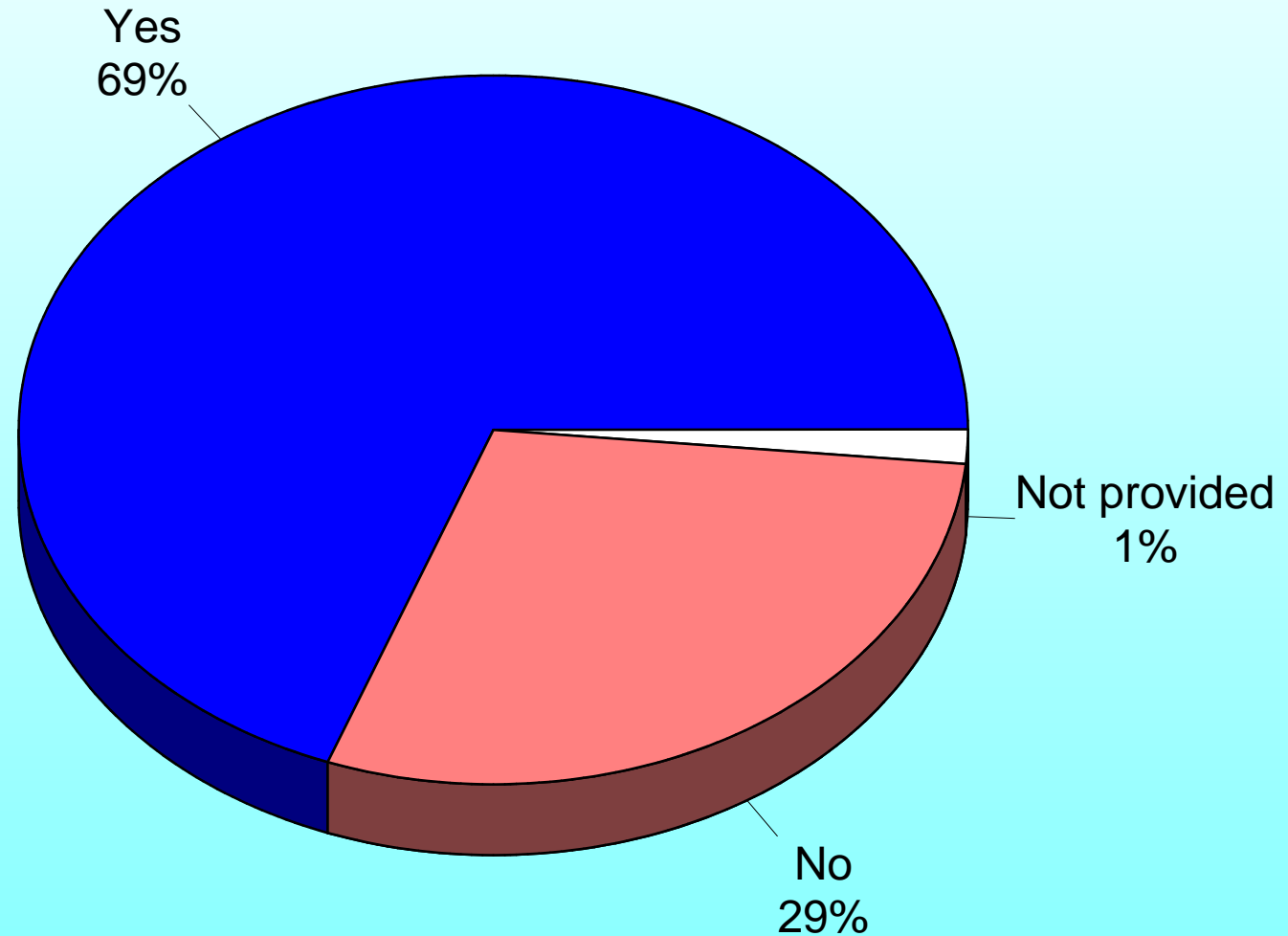
Q4. Overall Ratings of the Overall Transportation System in the Sioux Falls Metropolitan Area

by percentage of respondents



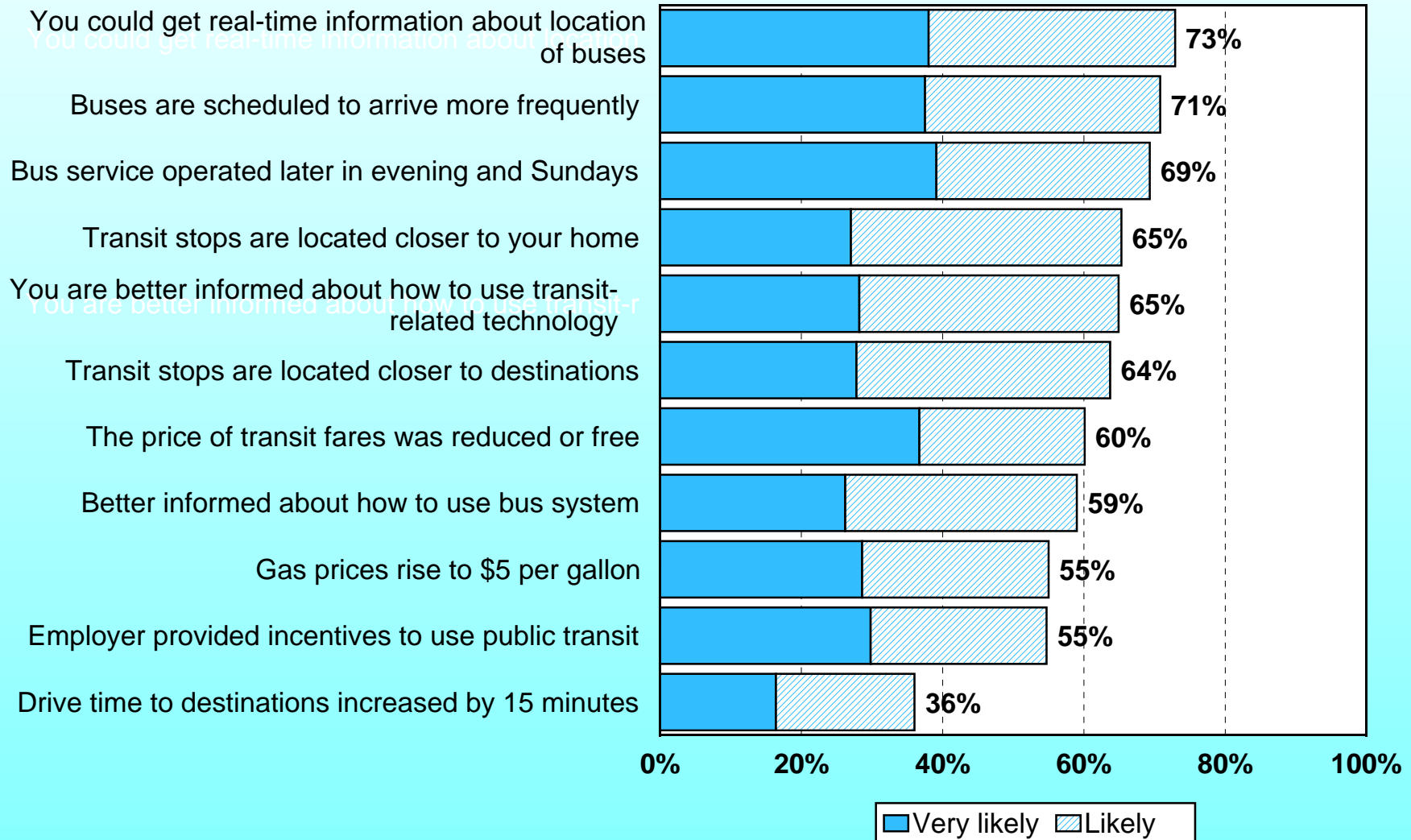
Q5. Have you EVER used public transit inside the City of Sioux Falls?

by percentage of respondents



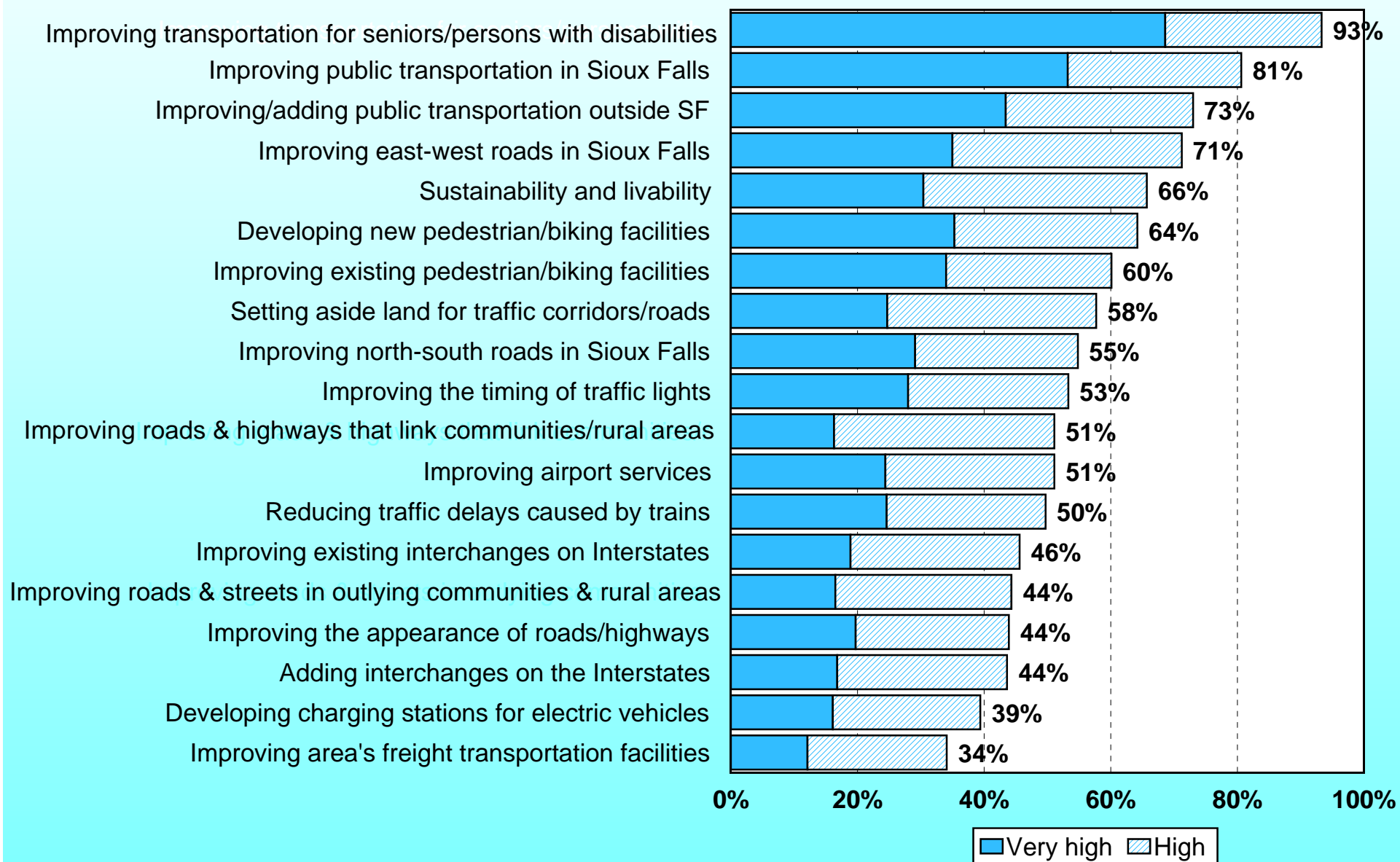
Q6. Likelihood of Using Public Transit in the Sioux Falls Metropolitan Area Based on the Following Factors

by percentage of respondents (excluding “not provided”)



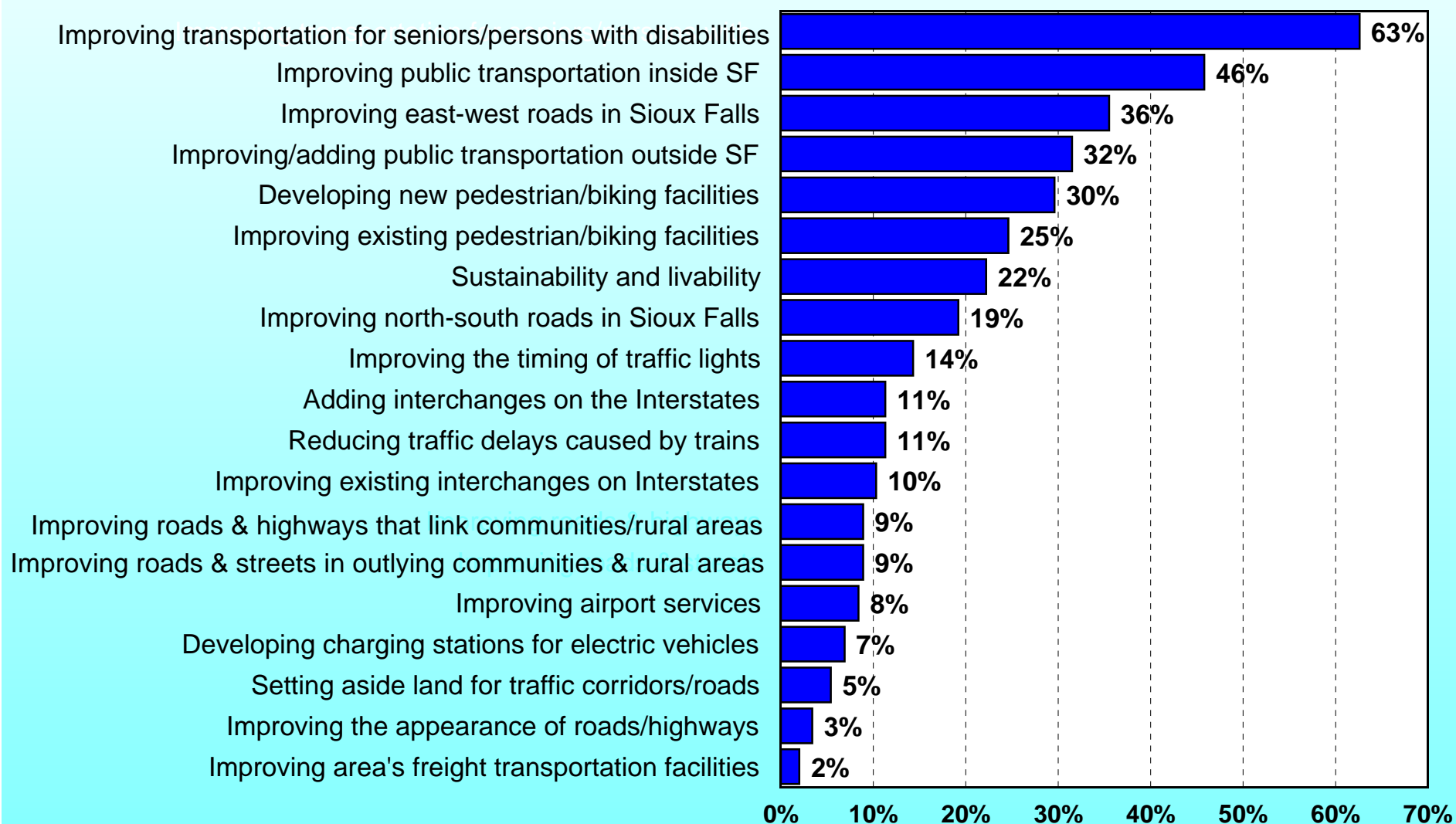
Q7. Priorities for Improvement in the Sioux Falls Metropolitan Area Over the Next 20 Years

by percentage of respondents (excluding "not provided")



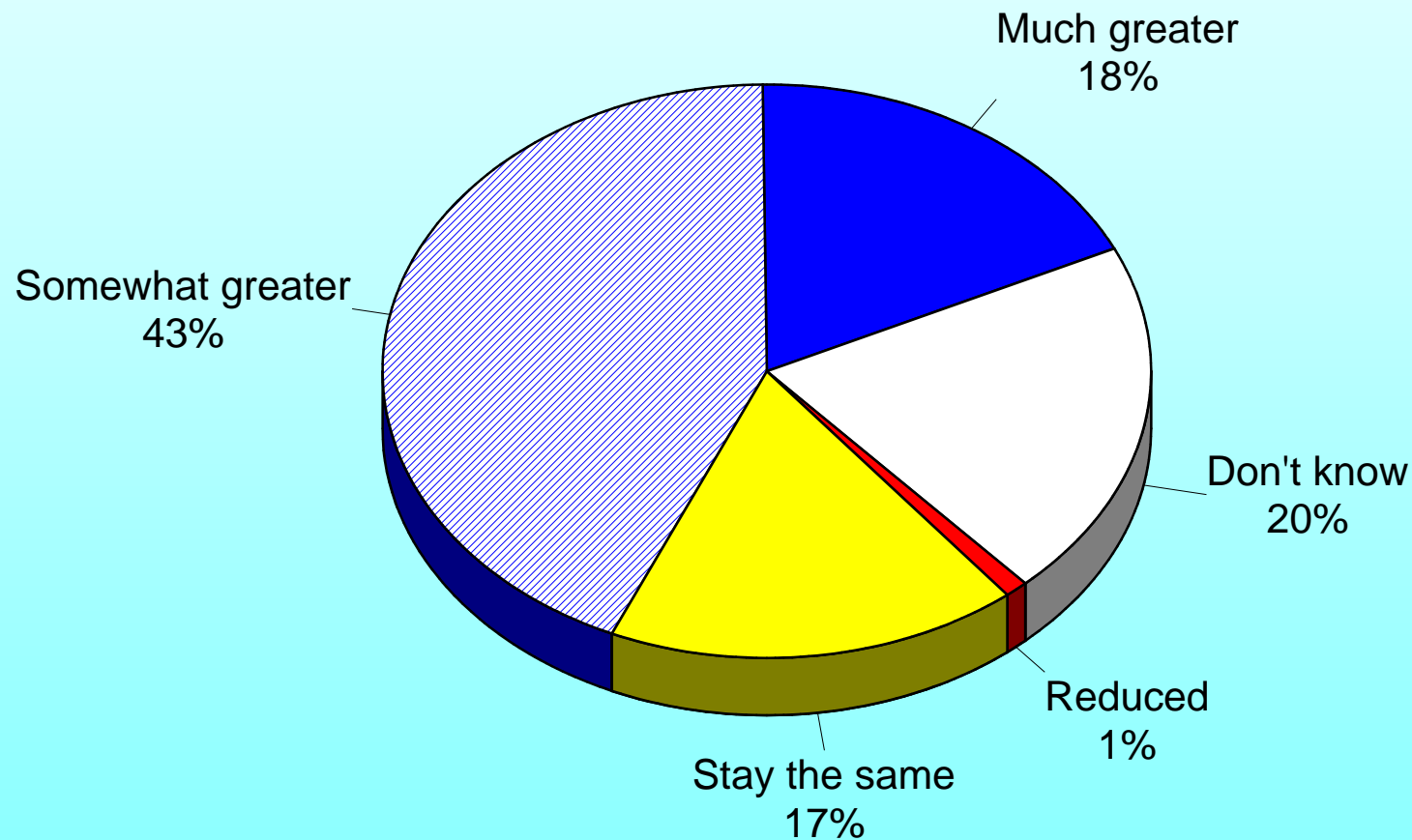
Q8. Transportation Improvements Residents Would be Most Willing to Fund With Their Tax Dollars

by percentage of respondents who selected the item as one of their top four choices



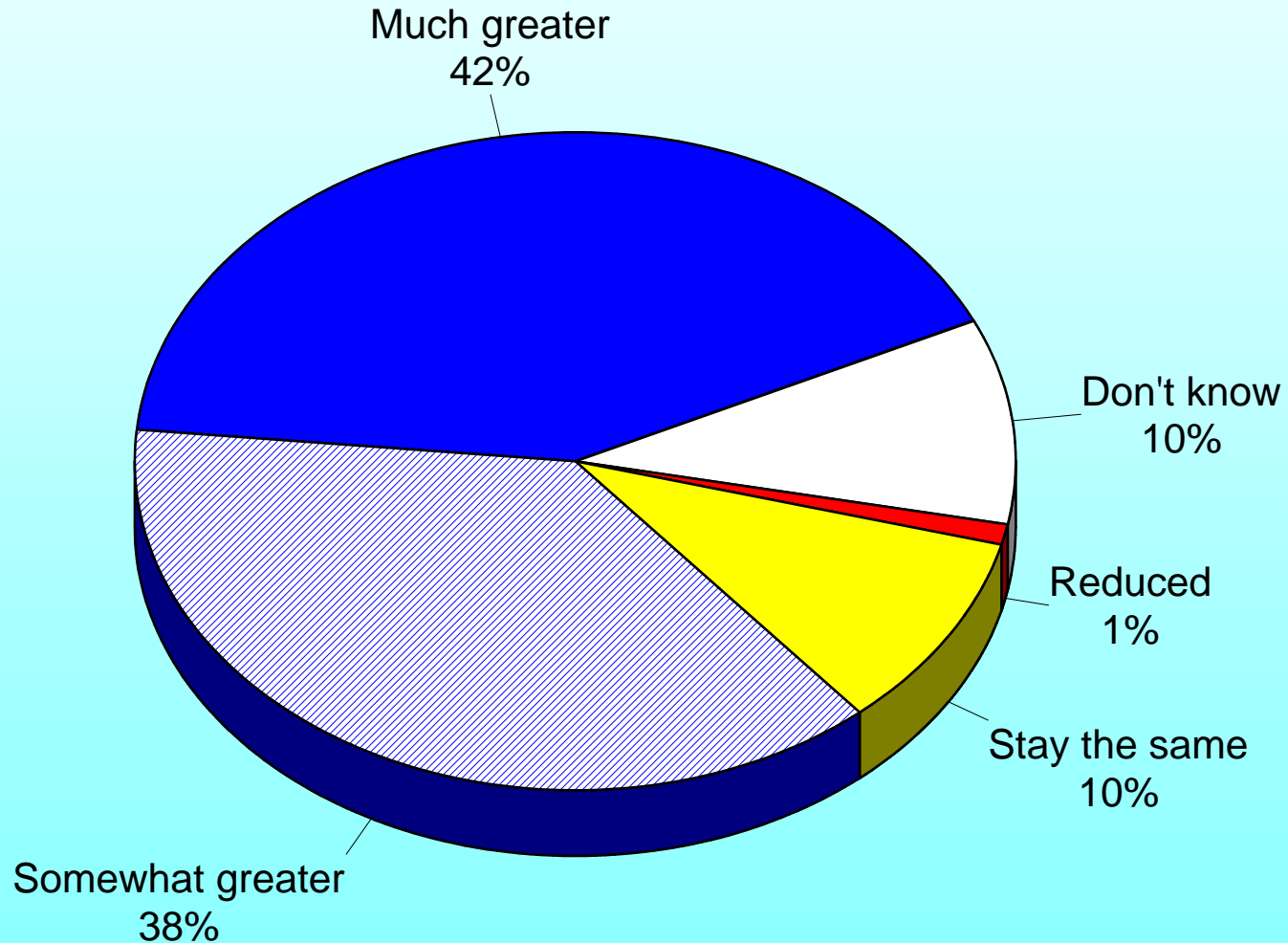
Q9. How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years

by percentage of respondents



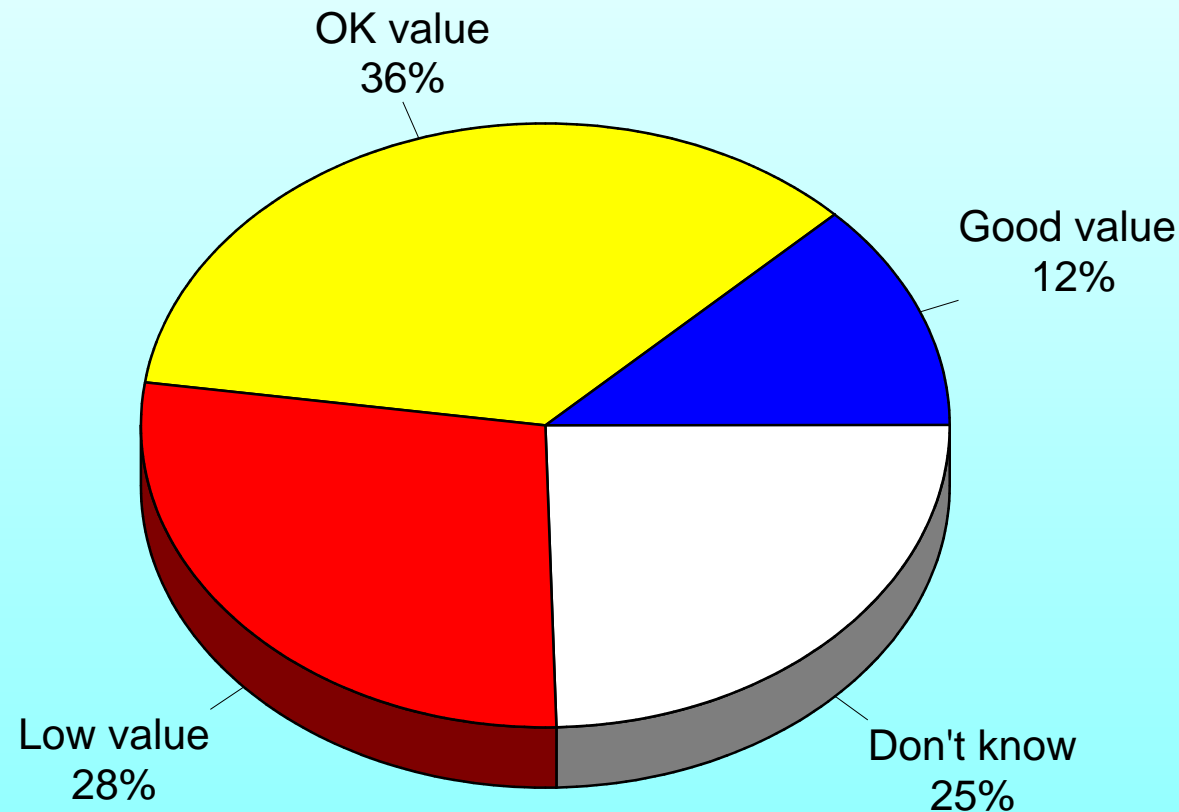
Q10. How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years

by percentage of respondents



Q11. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

by percentage of respondents



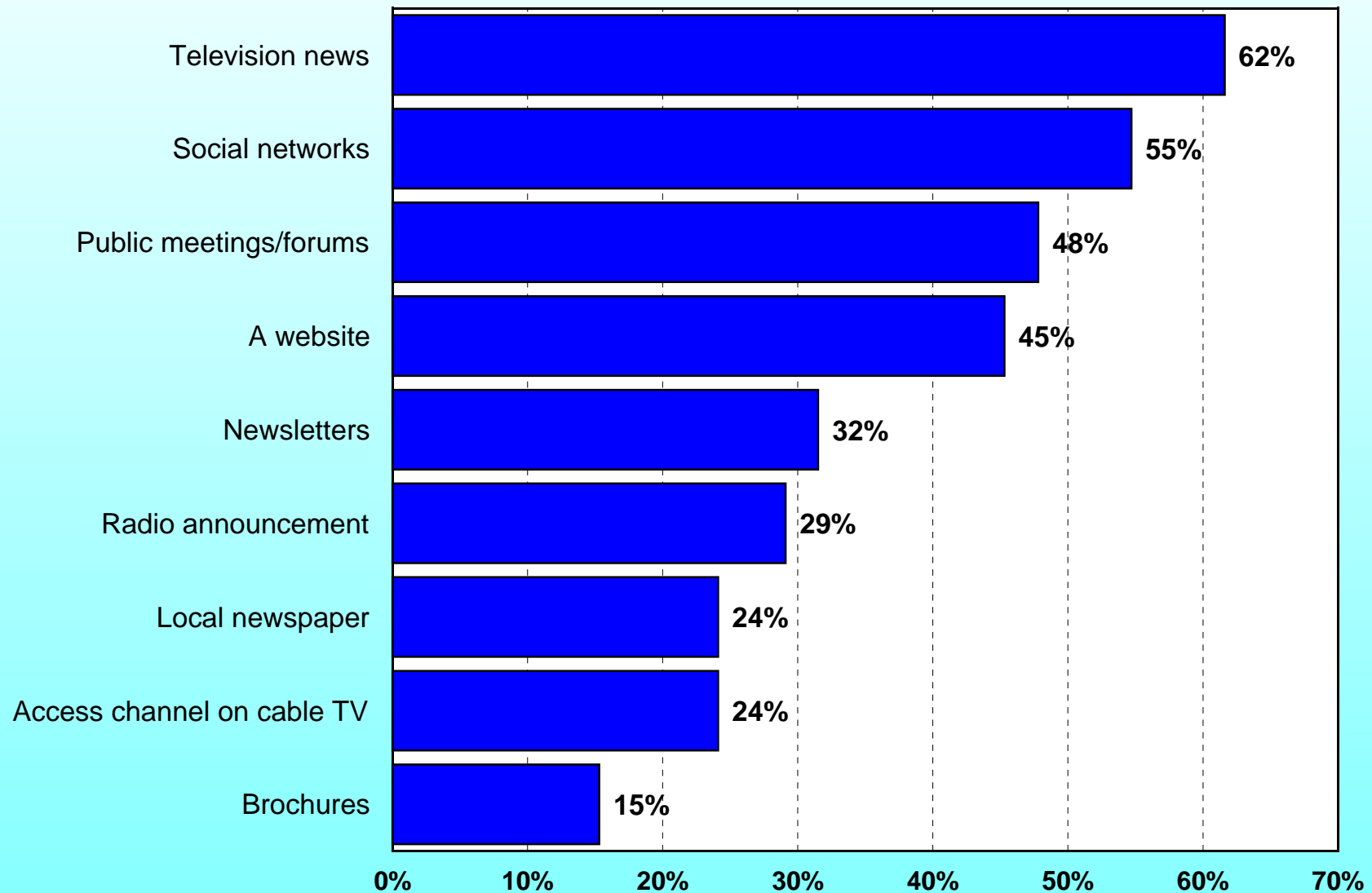
Q12. Do you generally think that local governments in the Sioux Falls area do a good job of involving people in the process of planning transportation improvements for the region?

by percentage of respondents



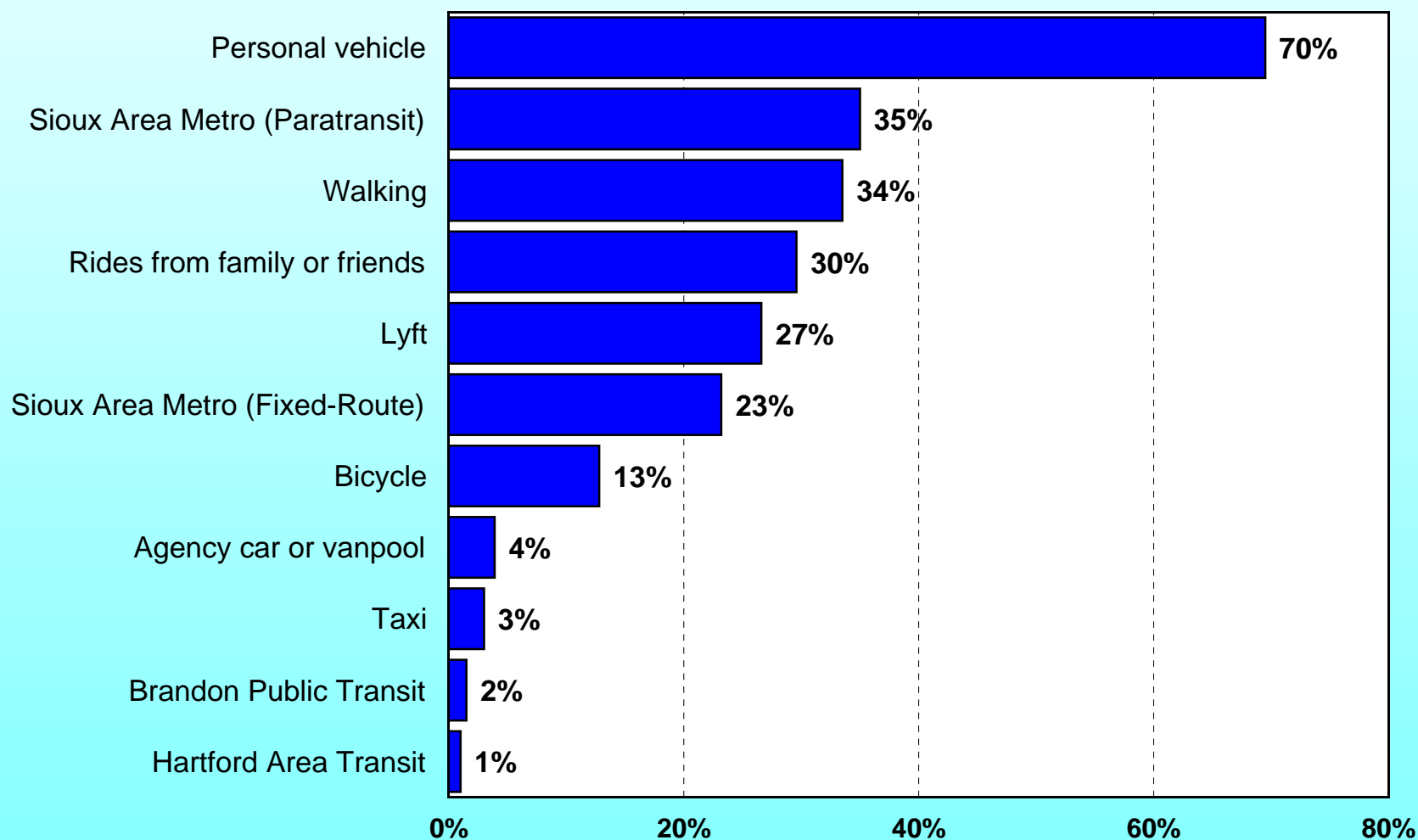
Q13. Best Ways to Keep Residents Informed About Transportation Improvements

by percentage of respondents (multiple selections could be made)



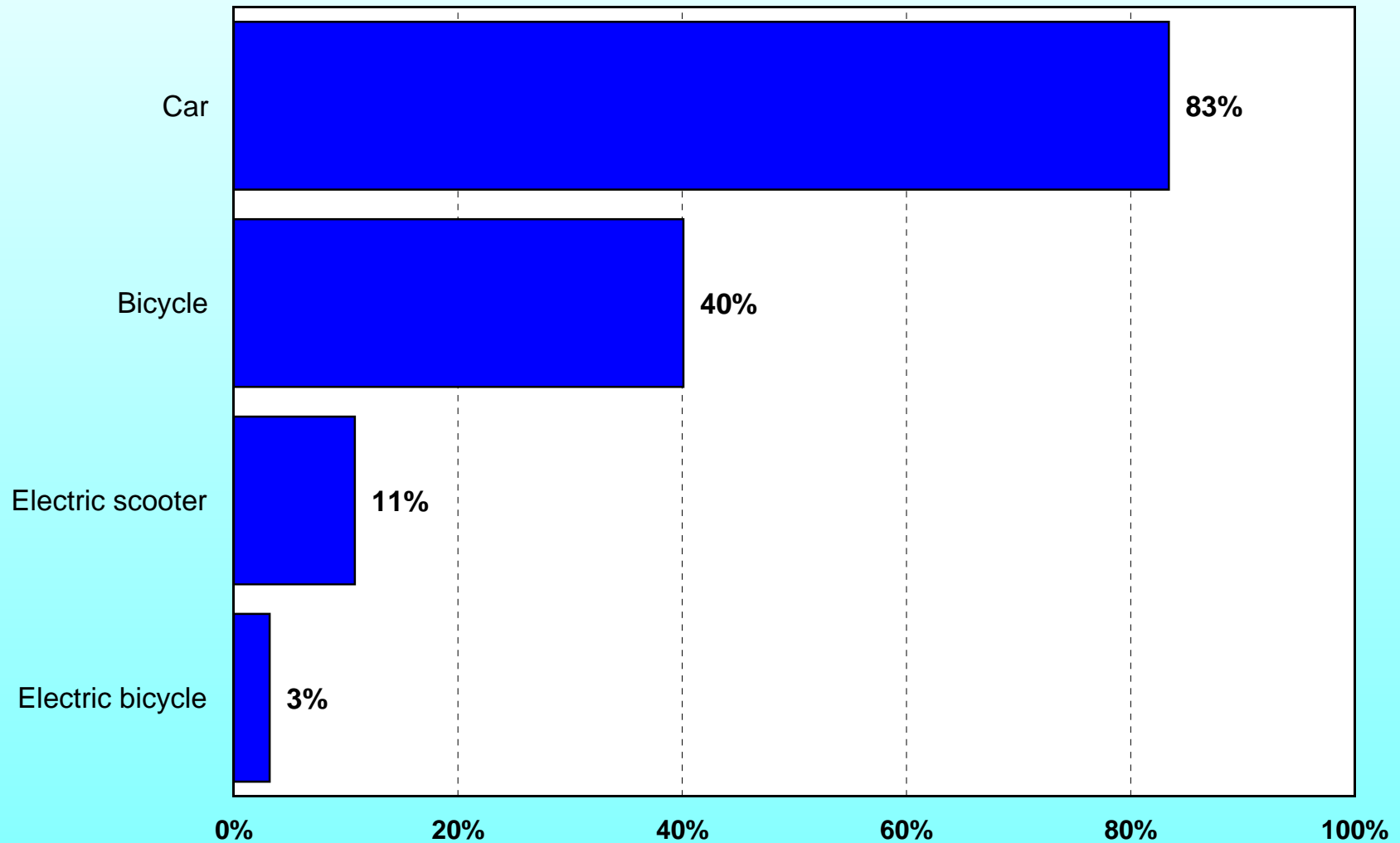
Demographics: Modes of Transportation That Households Normally Use to Get To/From Work, School or Other Frequently Traveled Destinations

by percentage of respondents (multiple selections could be made)



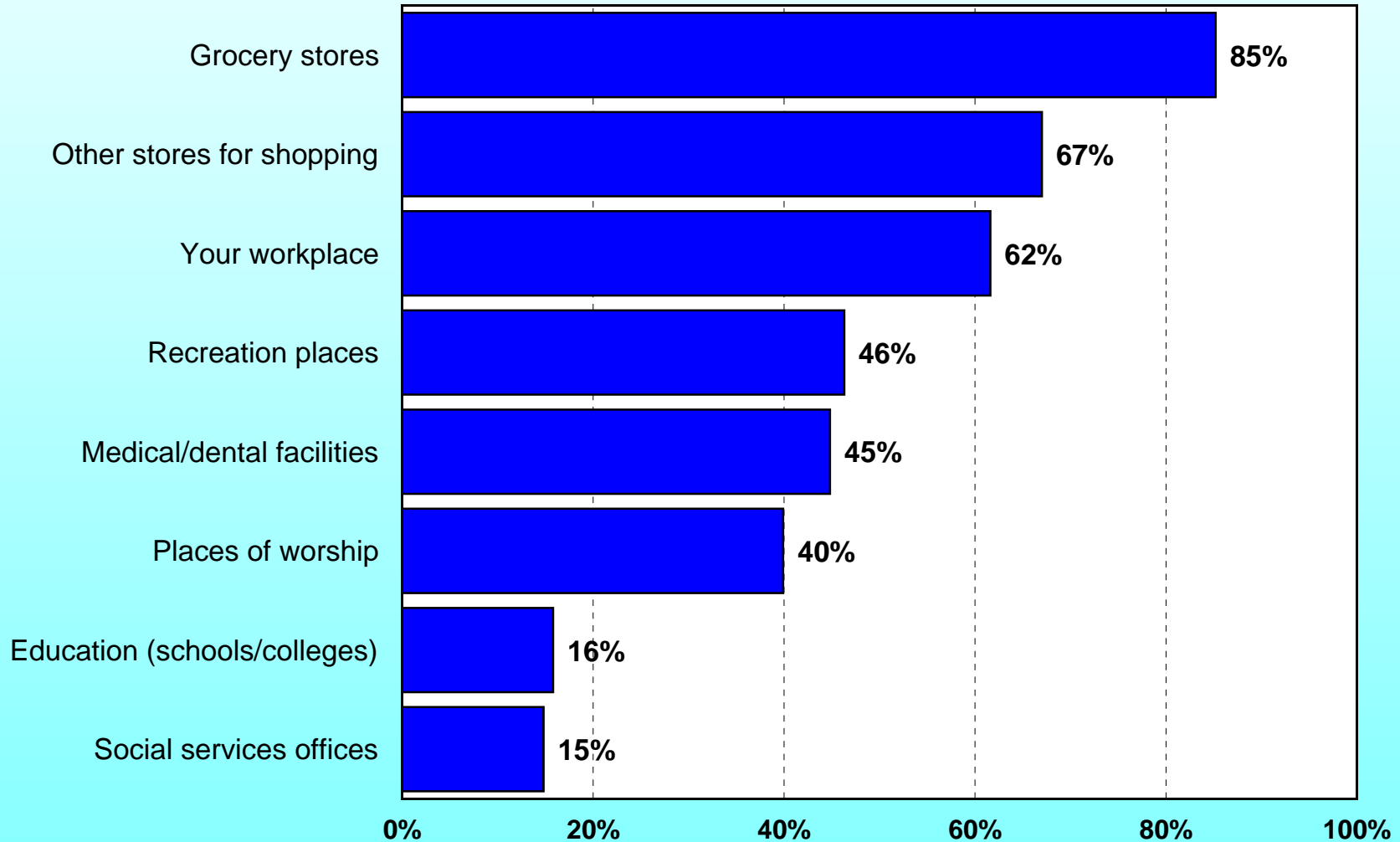
Demographics: Types of Vehicles Owned by Households

by percentage of respondents (excluding "none" - multiple selections could be made)



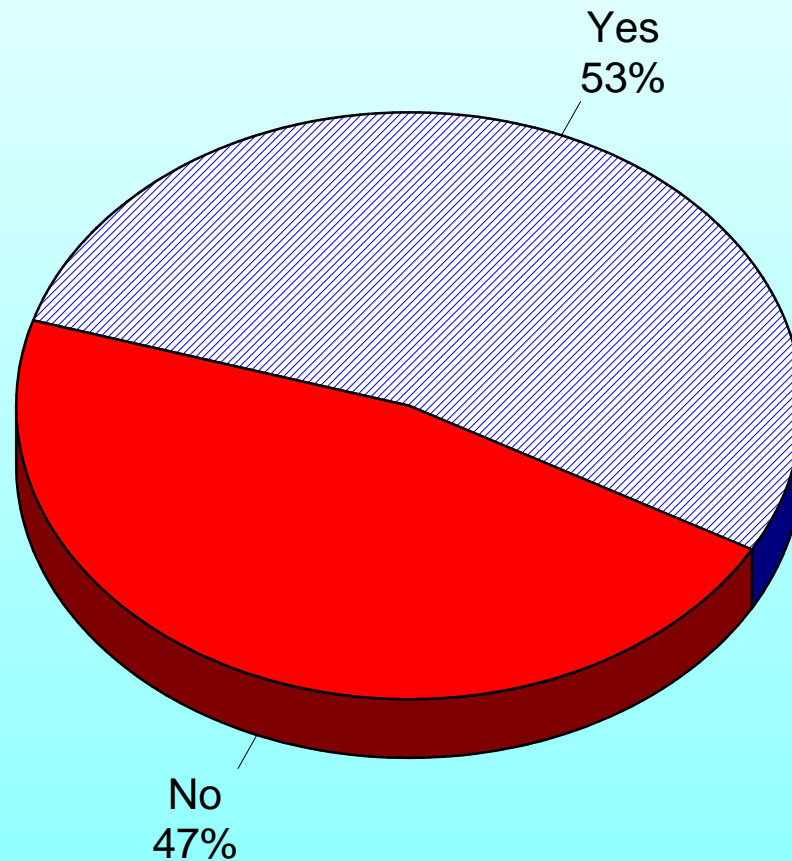
Demographics: Types of Destinations That Households Typically Visit at Least Once Per Week

by percentage of respondents (multiple selections could be made)



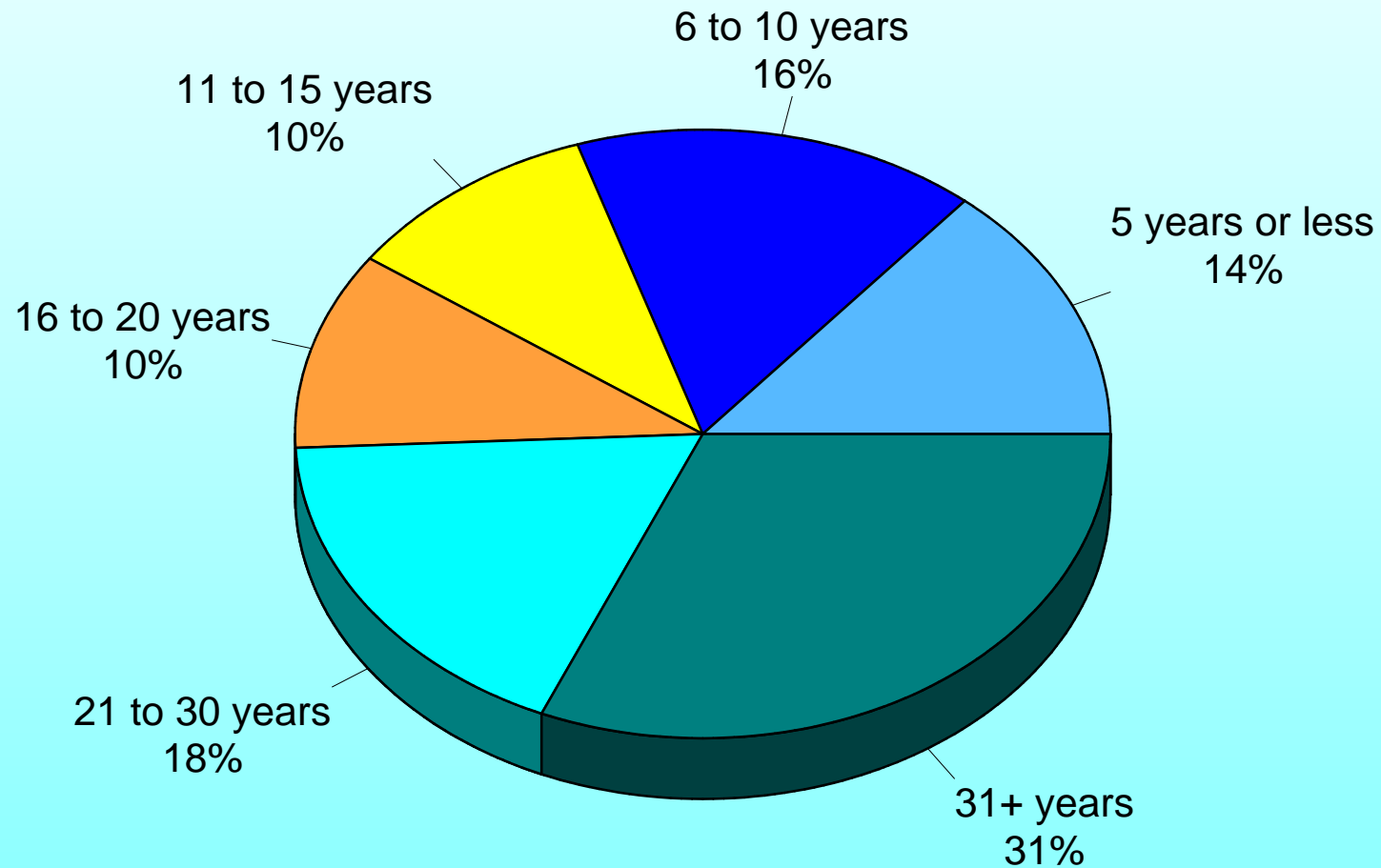
Demographics: Have you used Lyft or Uber in the past year?

by percentage of respondents (excluding "not provided")



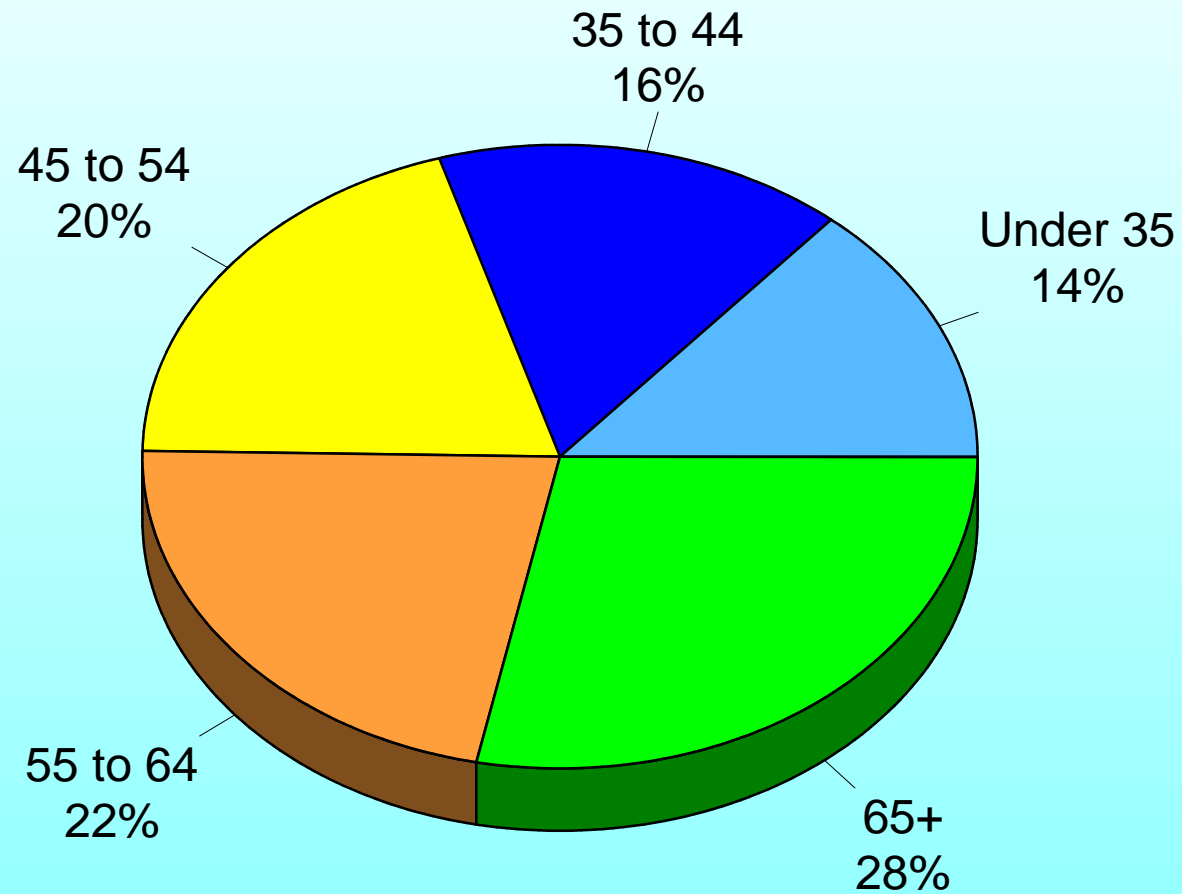
Demographics: How many years have you lived in the Sioux Falls Metropolitan Area?

by percentage of respondents (excluding "not provided")



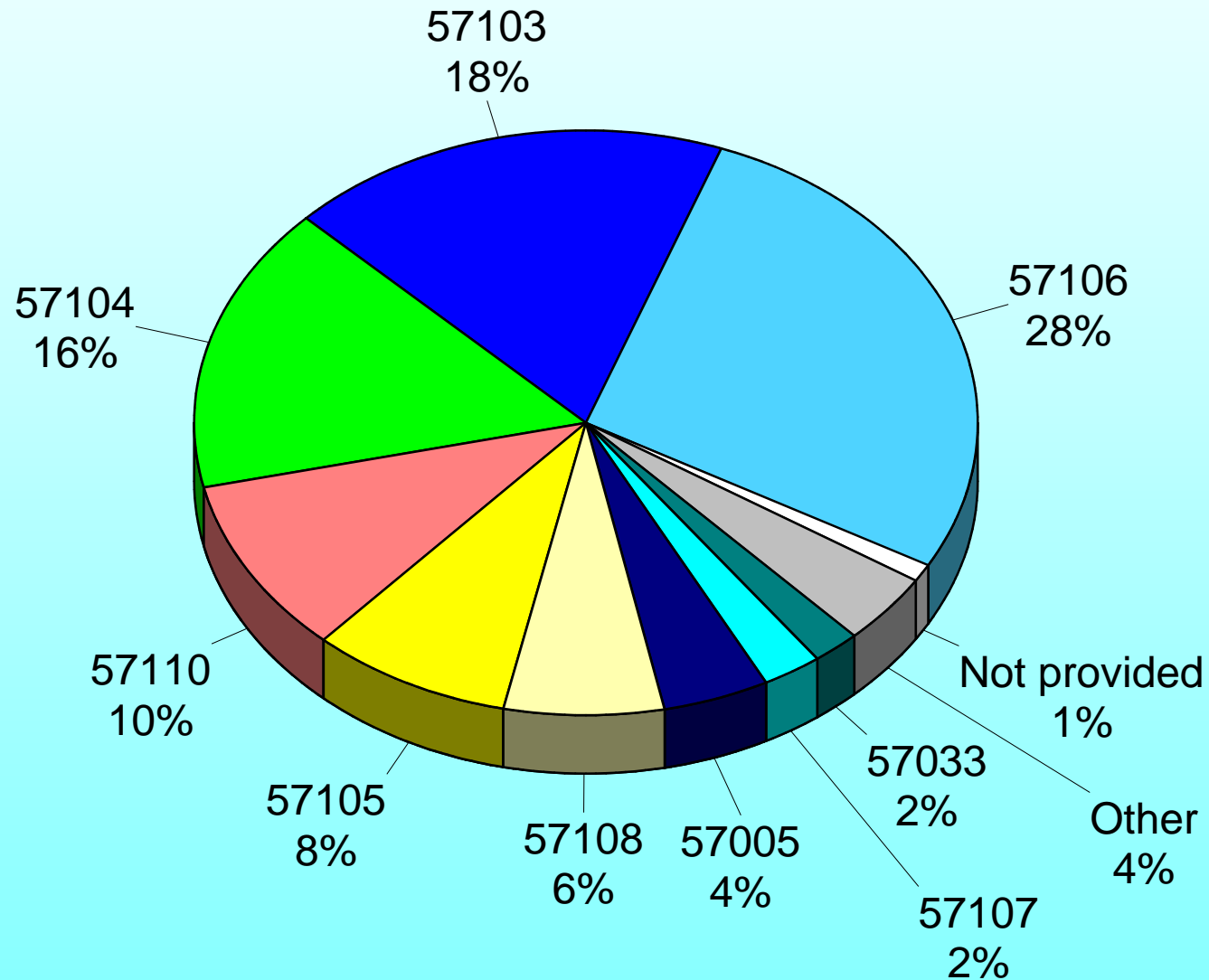
Demographics: Age of Respondent

by percentage of respondents



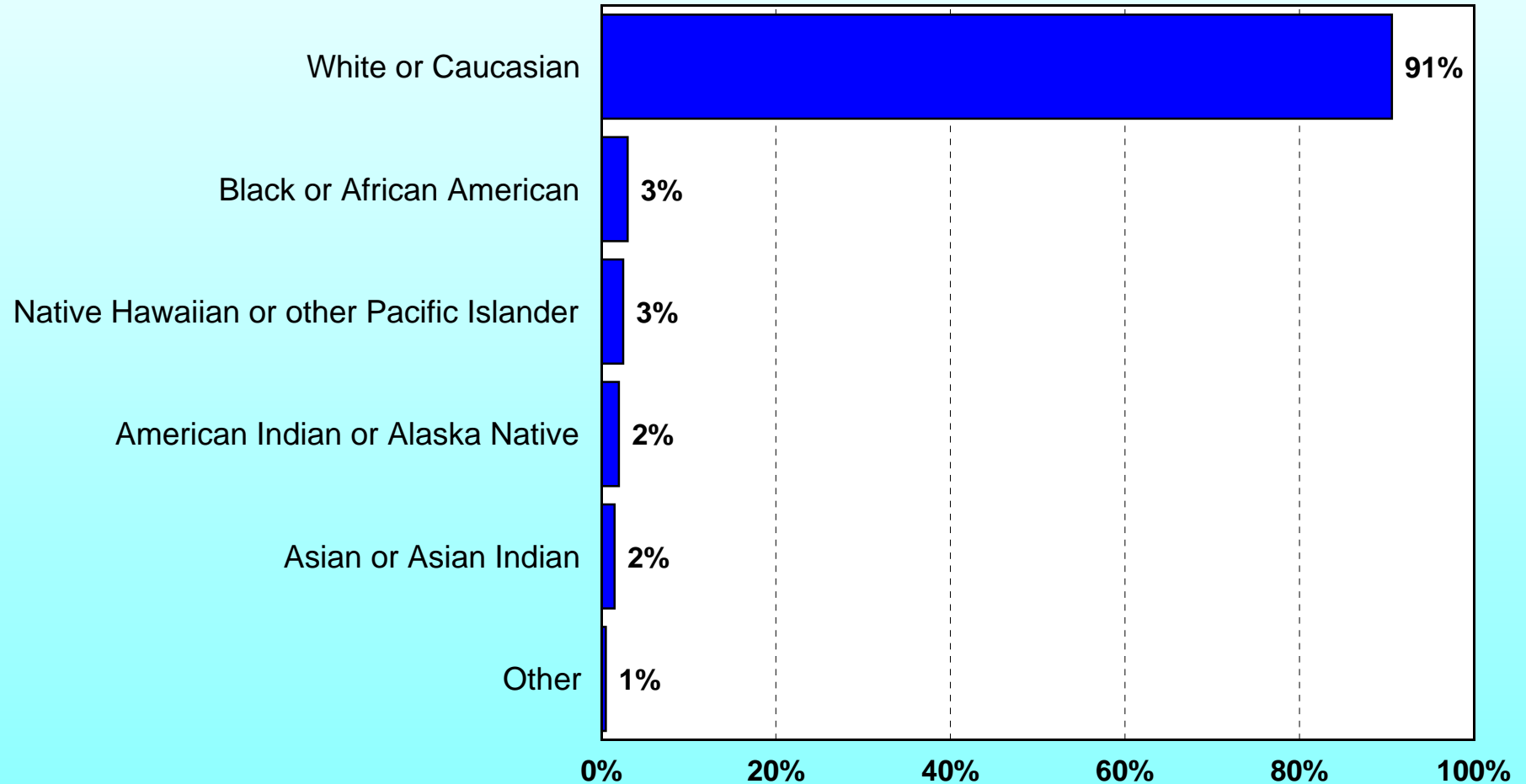
Demographics: What is your HOME zip code?

by percentage of respondents



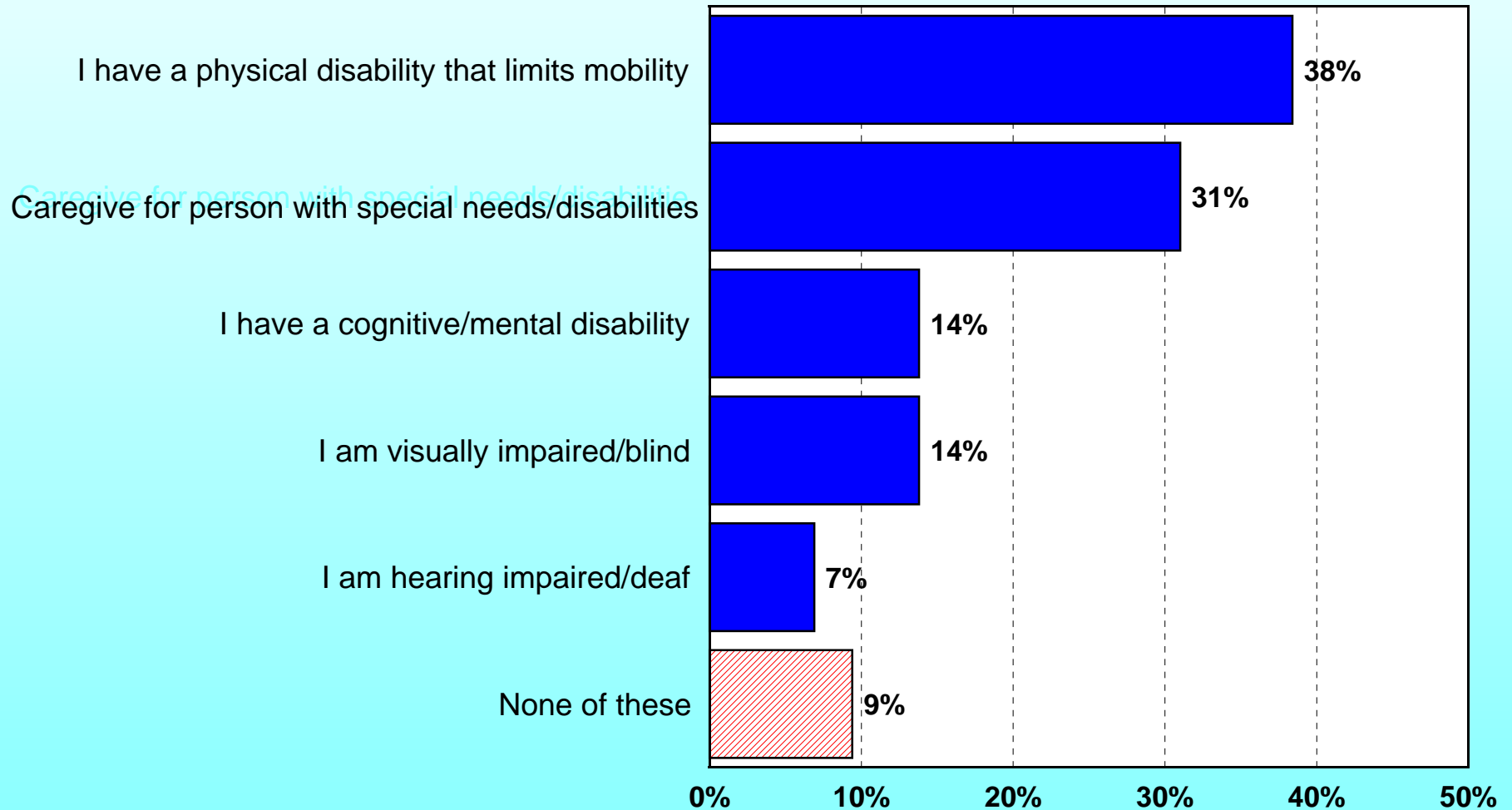
Demographics: Which of the following best describes your race?

by percentage of respondents (multiple selections could be made)



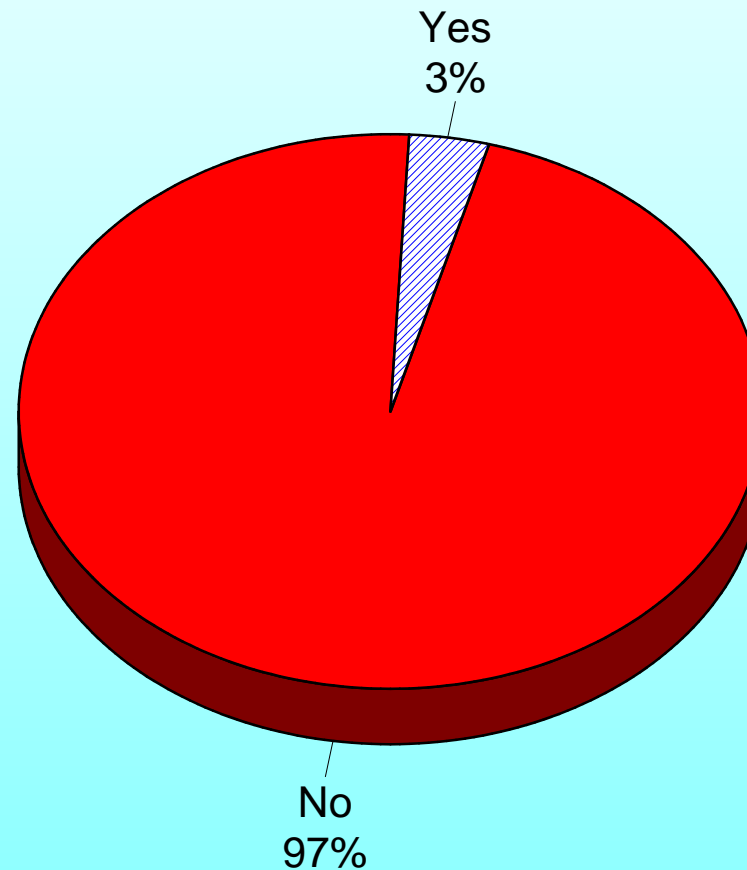
Demographics: Which of the following describes you?

by percentage of respondents who indicated they have a physical or mental disability
(multiple selections could be made)



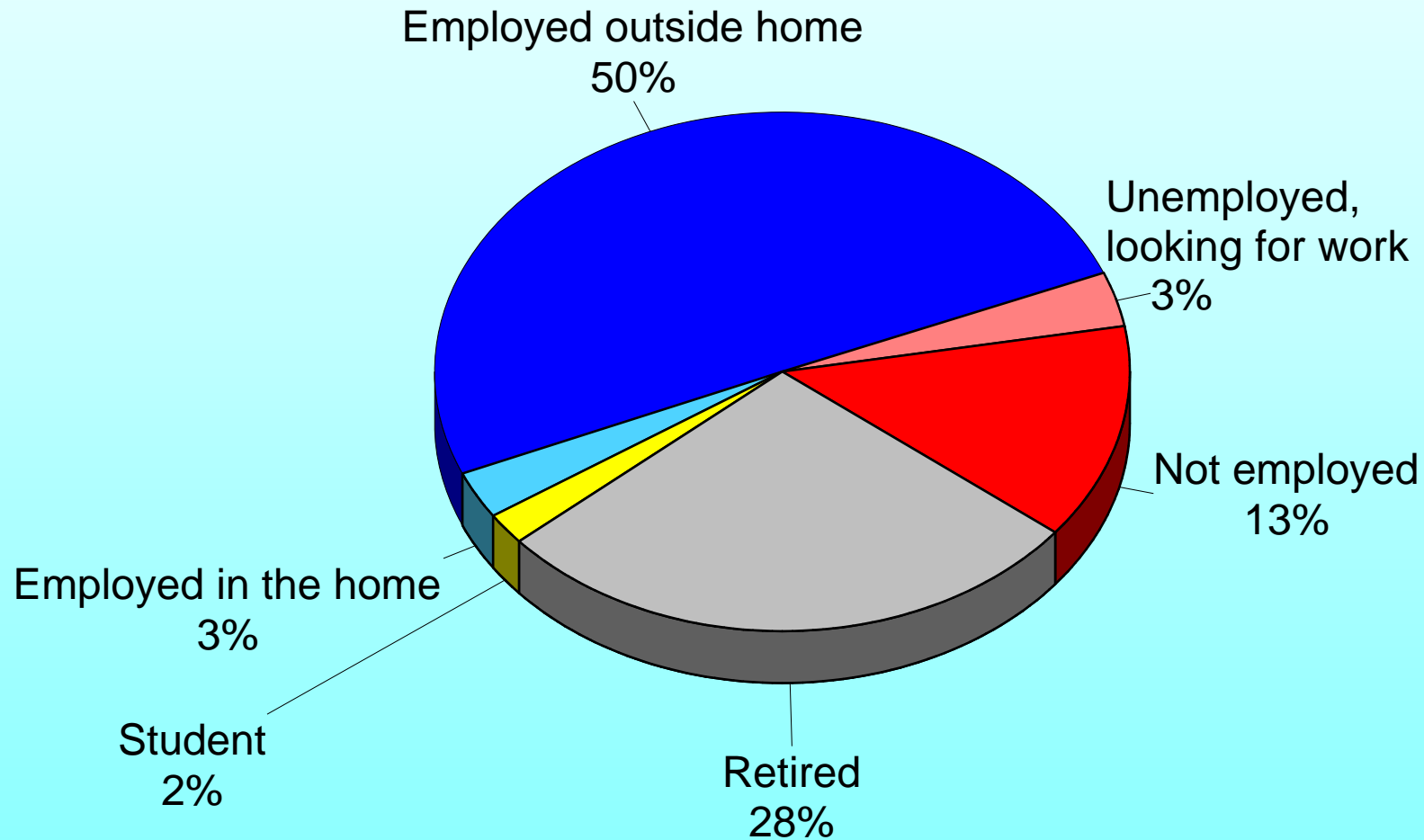
Demographics: Do you speak a language other than English in your home?

by percentage of respondents



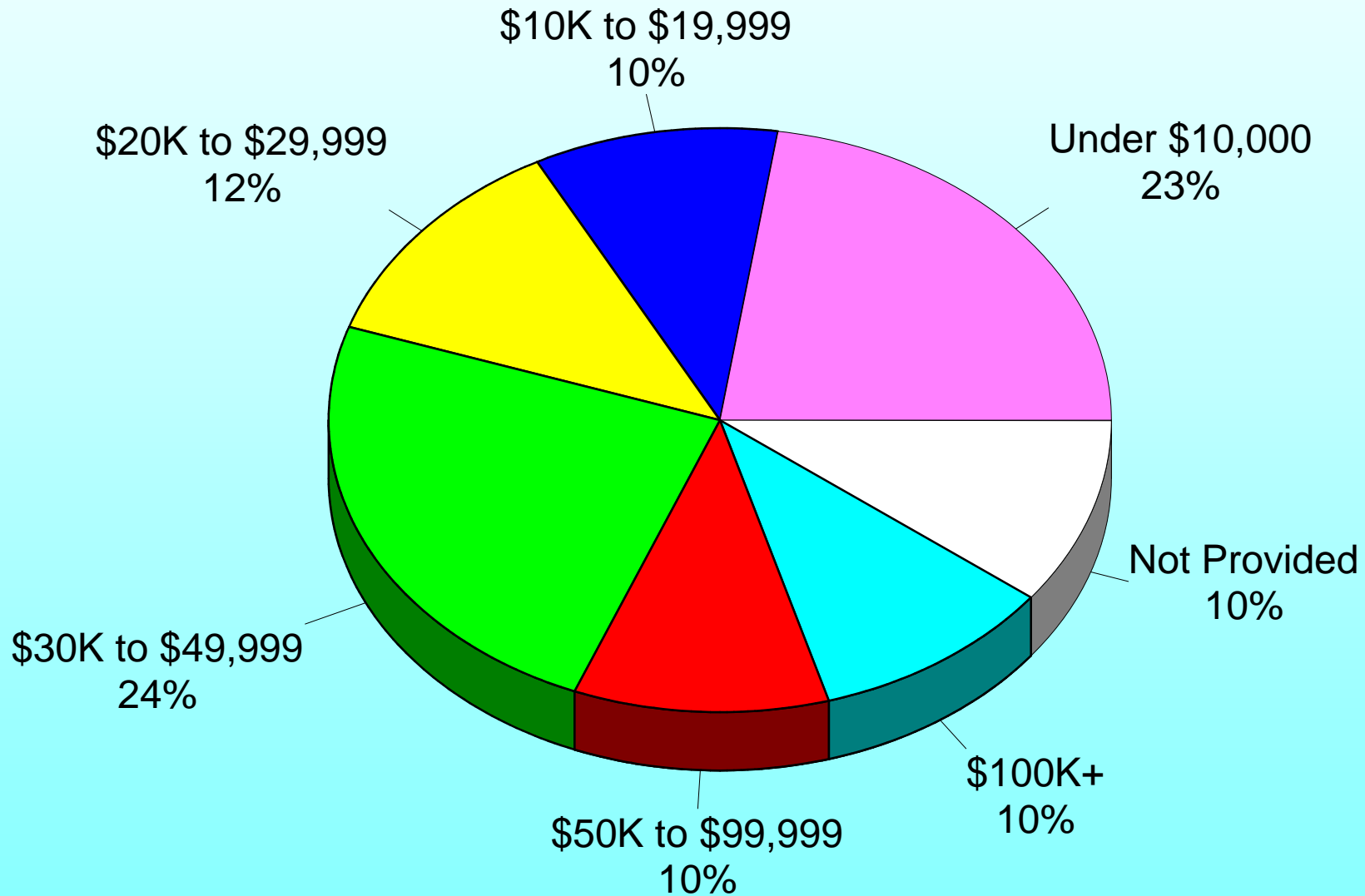
Demographics: Employment Status

by percentage of respondents



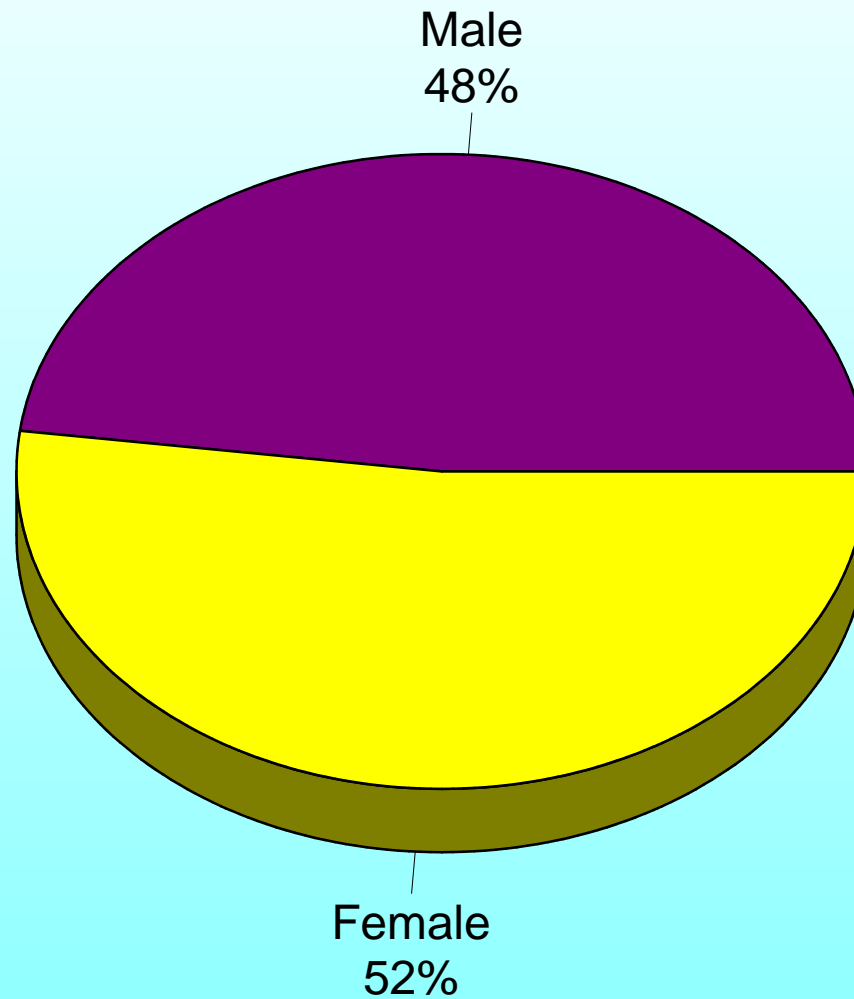
Demographics: Total Annual Household Income

by percentage of respondents



Demographics: Gender of Respondents

by percentage of respondents



0.5% of respondents preferred to self-describe

Section 2: Tabular Data

Q1. How often are you able to utilize transportation services that fit your travel needs?

Q1. How often are you able to utilize transportation services that fit your travel needs	Number	Percent
All the time	45	22.2 %
Most of the time	36	17.7 %
Some of the time	63	31.0 %
Never	28	13.8 %
Not provided	31	15.3 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q1. How often are you able to utilize transportation services that fit your travel needs? (without "not provided")**

Q1. How often are you able to utilize transportation services that fit your travel needs	Number	Percent
All the time	45	26.2 %
Most of the time	36	20.9 %
Some of the time	63	36.6 %
Never	28	16.3 %
Total	172	100.0 %

Q2. Several components of the transportation system in the Sioux Falls Metropolitan Area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied."

(N=203)

	Very satisfied	Somewhat satisfied	Neutral	Not satisfied	Don't know
Q2-1. Maintenance of streets in Sioux Falls	6.9%	29.6%	19.2%	40.4%	3.9%
Q2-2. Maintenance of streets in the communities outside of Sioux Falls	4.4%	21.2%	24.1%	16.7%	33.5%
Q2-3. Maintenance of interstates & highways around Sioux Falls	22.7%	46.3%	17.7%	8.4%	4.9%
Q2-4. Maintenance of rural roads in Sioux Falls Metropolitan Area	4.4%	20.2%	26.6%	17.2%	31.5%
Q2-5. Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	20.2%	39.4%	19.2%	10.8%	10.3%
Q2-6. Ease of travel by car from one side of City of Sioux Falls to the other	13.8%	36.0%	17.2%	32.0%	1.0%
Q2-7. Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	11.8%	27.6%	24.6%	29.6%	6.4%
Q2-8. Availability of safe biking facilities in Sioux Falls Metropolitan Area	17.7%	19.7%	18.2%	22.7%	21.7%
Q2-9. Availability of public transportation/ bus service in City of Sioux Falls	7.9%	12.8%	19.7%	49.8%	9.9%
Q2-10. Availability of public transportation/ bus service in the areas outside of Sioux Falls	3.4%	6.9%	19.7%	45.3%	24.6%
Q2-11. Adequacy of traffic signage along City streets & highways	17.7%	36.5%	28.6%	11.8%	5.4%
Q2-12. How well the region is planning for growth	10.3%	30.0%	22.7%	25.1%	11.8%

WITHOUT "DON'T KNOW"

Q2. Several components of the transportation system in the Sioux Falls Metropolitan Area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied." (without "don't know")

(N=203)

	Very satisfied	Somewhat satisfied	Neutral	Not satisfied
Q2-1. Maintenance of streets in Sioux Falls	7.2%	30.8%	20.0%	42.1%
Q2-2. Maintenance of streets in the communities outside of Sioux Falls	6.7%	31.9%	36.3%	25.2%
Q2-3. Maintenance of interstates & highways around Sioux Falls	23.8%	48.7%	18.7%	8.8%
Q2-4. Maintenance of rural roads in Sioux Falls Metropolitan Area	6.5%	29.5%	38.8%	25.2%
Q2-5. Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	22.5%	44.0%	21.4%	12.1%
Q2-6. Ease of travel by car from one side of City of Sioux Falls to the other	13.9%	36.3%	17.4%	32.3%
Q2-7. Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	12.6%	29.5%	26.3%	31.6%
Q2-8. Availability of safe biking facilities in Sioux Falls Metropolitan Area	22.6%	25.2%	23.3%	28.9%
Q2-9. Availability of public transportation/ bus service in City of Sioux Falls	8.7%	14.2%	21.9%	55.2%
Q2-10. Availability of public transportation/ bus service in the areas outside of Sioux Falls	4.6%	9.2%	26.1%	60.1%
Q2-11. Adequacy of traffic signage along City streets & highways	18.8%	38.5%	30.2%	12.5%
Q2-12. How well the region is planning for growth	11.7%	34.1%	25.7%	28.5%

Q3. Which THREE of the items in Question 2 are most important to the members of your household?

<u>Q3. Top choice</u>	<u>Number</u>	<u>Percent</u>
Maintenance of streets in Sioux Falls	60	29.6 %
Maintenance of streets in the communities outside of Sioux Falls	9	4.4 %
Maintenance of interstates & highways around Sioux Falls	9	4.4 %
Maintenance of rural roads in Sioux Falls Metropolitan Area	2	1.0 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	3	1.5 %
Ease of travel by car from one side of City of Sioux Falls to the other	8	3.9 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	17	8.4 %
Availability of safe biking facilities in Sioux Falls Metropolitan Area	5	2.5 %
Availability of public transportation/bus service in City of Sioux Falls	59	29.1 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	17	8.4 %
Adequacy of traffic signage along City streets & highways	2	1.0 %
How well the region is planning for growth	5	2.5 %
None chosen	7	3.4 %
Total	203	100.0 %

Q3. Which THREE of the items in Question 2 are most important to the members of your household?

<u>Q3. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Maintenance of streets in Sioux Falls	28	13.8 %
Maintenance of streets in the communities outside of Sioux Falls	4	2.0 %
Maintenance of interstates & highways around Sioux Falls	14	6.9 %
Maintenance of rural roads in Sioux Falls Metropolitan Area	9	4.4 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	10	4.9 %
Ease of travel by car from one side of City of Sioux Falls to the other	27	13.3 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	24	11.8 %
Availability of safe biking facilities in Sioux Falls Metropolitan Area	13	6.4 %
Availability of public transportation/bus service in City of Sioux Falls	31	15.3 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	20	9.9 %
Adequacy of traffic signage along City streets & highways	2	1.0 %
How well the region is planning for growth	12	5.9 %
None chosen	9	4.4 %
Total	203	100.0 %

Q3. Which THREE of the items in Question 2 are most important to the members of your household?

Q3. 3rd choice	Number	Percent
Maintenance of streets in Sioux Falls	35	17.2 %
Maintenance of streets in the communities outside of Sioux Falls	5	2.5 %
Maintenance of interstates & highways around Sioux Falls	3	1.5 %
Maintenance of rural roads in Sioux Falls Metropolitan Area	1	0.5 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	6	3.0 %
Ease of travel by car from one side of City of Sioux Falls to the other	33	16.3 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	23	11.3 %
Availability of safe biking facilities in Sioux Falls Metropolitan Area	10	4.9 %
Availability of public transportation/bus service in City of Sioux Falls	20	9.9 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	8	3.9 %
Adequacy of traffic signage along City streets & highways	7	3.4 %
How well the region is planning for growth	33	16.3 %
None chosen	19	9.4 %
Total	203	100.0 %

SUM OF TOP 3 CHOICES**Q3. Which THREE of the items in Question 2 are most important to the members of your household? (top 3)**

Q3. Sum of top 3 choices	Number	Percent
Maintenance of streets in Sioux Falls	123	60.6 %
Maintenance of streets in the communities outside of Sioux Falls	18	8.9 %
Maintenance of interstates & highways around Sioux Falls	26	12.8 %
Maintenance of rural roads in Sioux Falls Metropolitan Area	12	5.9 %
Ease of travel by car to/from City of Sioux Falls & other communities in Minnehaha & Lincoln Counties	19	9.4 %
Ease of travel by car from one side of City of Sioux Falls to the other	68	33.5 %
Availability of safe walking/pedestrian facilities in Sioux Falls Metro Area	64	31.5 %
Availability of safe biking facilities in Sioux Falls Metropolitan Area	28	13.8 %
Availability of public transportation/bus service in City of Sioux Falls	110	54.2 %
Availability of public transportation/bus service in the areas outside of Sioux Falls	45	22.2 %
Adequacy of traffic signage along City streets & highways	11	5.4 %
How well the region is planning for growth	50	24.6 %
None chosen	7	3.4 %
Total	581	

Q4. Overall, would you rate the transportation system in the Sioux Falls Metropolitan Area as "excellent," "good," "average," or "poor?"

Q4. How would you rate transportation system in Sioux Falls Metropolitan Area

	Number	Percent
Excellent	7	3.4 %
Good	34	16.7 %
Average	66	32.5 %
Poor	79	38.9 %
Don't know	17	8.4 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"**Q4. Overall, would you rate the transportation system in the Sioux Falls Metropolitan Area as "excellent," "good," "average," or "poor?" (without "don't know")**

Q4. How would you rate transportation system in Sioux Falls Metropolitan Area

	Number	Percent
Excellent	7	3.8 %
Good	34	18.3 %
Average	66	35.5 %
Poor	79	42.5 %
Total	186	100.0 %

Q5. Have you EVER used public transit inside the City of Sioux Falls?

Q5. Have you ever used public transit inside City of Sioux Falls

	Number	Percent
Yes	141	69.5 %
No	59	29.1 %
Not provided	3	1.5 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q5. Have you EVER used public transit inside the City of Sioux Falls? (without "not provided")**

Q5. Have you ever used public transit inside City of Sioux Falls

	Number	Percent
Yes	141	70.5 %
No	59	29.5 %
Total	200	100.0 %

Q6. Several factors that could encourage you to use public transit in the Sioux Falls Metropolitan Area are listed below. Using a scale of 1 to 5, where 5 is "Very Likely" and 1 is "Very Unlikely," please rate how likely each factor would be to encourage you to use public transit.

(N=203)

	Very likely	Likely	Not sure	Unlikely	Very unlikely	Not provided
Q6-1. Your drive time to your destinations increased by 15 minutes due to traffic congestion	15.3%	18.2%	18.2%	21.2%	20.2%	6.9%
Q6-2. Transit stops are located closer to your home	26.1%	36.9%	15.3%	6.9%	11.3%	3.4%
Q6-3. Transit stops are located closer to your destinations	27.1%	35.0%	19.7%	6.4%	9.4%	2.5%
Q6-4. Buses are scheduled to arrive at stops more frequently	35.5%	31.5%	13.8%	4.9%	8.9%	5.4%
Q6-5. You are better informed about how to use the bus system in Sioux Falls Area	25.1%	31.5%	20.7%	9.9%	8.9%	3.9%
Q6-6. Your employer provided incentives to use public transit services	26.6%	22.2%	18.2%	7.4%	14.8%	10.8%
Q6-7. Bus service operated later in the evening & on Sundays	36.9%	28.6%	11.8%	6.4%	10.8%	5.4%
Q6-8. You could get real-time information about location of buses so you would know when the buses would arrive at stops	36.0%	33.0%	11.8%	4.9%	8.9%	5.4%
Q6-9. Gas prices rise to \$5 per gallon	25.6%	23.6%	16.3%	12.8%	11.3%	10.3%
Q6-10. You are better informed about how to use transit-related technology to schedule & use public transit	26.1%	34.0%	17.7%	5.4%	9.4%	7.4%
Q6-11. The price of transit fares was reduced or free	34.0%	21.7%	19.7%	8.9%	8.4%	7.4%

WITHOUT "NOT PROVIDED"

Q6. Several factors that could encourage you to use public transit in the Sioux Falls Metropolitan Area are listed below. Using a scale of 1 to 5, where 5 is "Very Likely" and 1 is "Very Unlikely," please rate how likely each factor would be to encourage you to use public transit. (without "not provided")

(N=203)

	Very likely	Likely	Not sure	Unlikely	Very unlikely
Q6-1. Your drive time to your destinations increased by 15 minutes due to traffic congestion	16.4%	19.6%	19.6%	22.8%	21.7%
Q6-2. Transit stops are located closer to your home	27.0%	38.3%	15.8%	7.1%	11.7%
Q6-3. Transit stops are located closer to your destinations	27.8%	35.9%	20.2%	6.6%	9.6%
Q6-4. Buses are scheduled to arrive at stops more frequently	37.5%	33.3%	14.6%	5.2%	9.4%
Q6-5. You are better informed about how to use the bus system in Sioux Falls Area	26.2%	32.8%	21.5%	10.3%	9.2%
Q6-6. Your employer provided incentives to use public transit services	29.8%	24.9%	20.4%	8.3%	16.6%
Q6-7. Bus service operated later in the evening & on Sundays	39.1%	30.2%	12.5%	6.8%	11.5%
Q6-8. You could get real-time information about location of buses so you would know when the buses would arrive at stops	38.0%	34.9%	12.5%	5.2%	9.4%
Q6-9. Gas prices rise to \$5 per gallon	28.6%	26.4%	18.1%	14.3%	12.6%
Q6-10. You are better informed about how to use transit-related technology to schedule & use public transit	28.2%	36.7%	19.1%	5.9%	10.1%
Q6-11. The price of transit fares was reduced or free	36.7%	23.4%	21.3%	9.6%	9.0%

Q7. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan Area over the next 20 years.

(N=203)

	Very high	High	Medium	Low	Not provided
Q7-1. Improving existing interchanges on interstates	16.7%	23.6%	31.5%	16.7%	11.3%
Q7-2. Adding interchanges on the interstates	14.8%	23.6%	33.0%	16.7%	11.8%
Q7-3. Improving major north-south roads/streets in City of Sioux Falls	25.1%	22.2%	27.1%	11.8%	13.8%
Q7-4. Improving major east-west roads/streets in City of Sioux Falls	30.5%	31.5%	19.2%	5.9%	12.8%
Q7-5. Improving public transportation/bus service in Sioux Falls	49.8%	25.6%	11.8%	6.4%	6.4%
Q7-6. Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	40.4%	27.6%	12.3%	12.8%	6.9%
Q7-7. Improving the timing of traffic lights	25.1%	22.7%	30.5%	11.3%	10.3%
Q7-8. Reducing traffic delays caused by trains	22.2%	22.7%	22.2%	23.2%	9.9%
Q7-9. Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	14.3%	24.1%	28.6%	19.7%	13.3%
Q7-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	14.3%	30.5%	31.5%	11.3%	12.3%
Q7-11. Developing new pedestrian (walking) & biking facilities	32.5%	26.6%	20.2%	12.8%	7.9%
Q7-12. Improving existing pedestrian (walking) & biking facilities	31.5%	24.1%	23.6%	13.3%	7.4%
Q7-13. Setting aside land for traffic corridors & roads in future growth areas	22.2%	29.6%	26.1%	11.8%	10.3%
Q7-14. Improving transportation services for seniors & persons with disabilities	65.5%	23.6%	5.4%	1.0%	4.4%
Q7-15. Improving airport services in the region	21.7%	23.6%	26.1%	17.2%	11.3%

Q7. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan Area over the next 20 years.

	Very high	High	Medium	Low	Not provided
Q7-16. Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	10.3%	18.7%	33.0%	23.2%	14.8%
Q7-17. Improving the appearance of roads/highways	17.2%	21.2%	29.1%	20.2%	12.3%
Q7-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	27.6%	32.0%	23.2%	7.9%	9.4%
Q7-19. Developing charging stations for electric vehicles (EVs)	14.3%	20.7%	24.6%	29.1%	11.3%

WITHOUT "NOT PROVIDED"

Q7. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan Area over the next 20 years. (without "not provided")

(N=203)

	Very high	High	Medium	Low
Q7-1. Improving existing interchanges on interstates	18.9%	26.7%	35.6%	18.9%
Q7-2. Adding interchanges on the interstates	16.8%	26.8%	37.4%	19.0%
Q7-3. Improving major north-south roads/streets in City of Sioux Falls	29.1%	25.7%	31.4%	13.7%
Q7-4. Improving major east-west roads/streets in City of Sioux Falls	35.0%	36.2%	22.0%	6.8%
Q7-5. Improving public transportation/bus service in Sioux Falls	53.2%	27.4%	12.6%	6.8%
Q7-6. Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	43.4%	29.6%	13.2%	13.8%
Q7-7. Improving the timing of traffic lights	28.0%	25.3%	34.1%	12.6%
Q7-8. Reducing traffic delays caused by trains	24.6%	25.1%	24.6%	25.7%
Q7-9. Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	16.5%	27.8%	33.0%	22.7%
Q7-10. Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	16.3%	34.8%	36.0%	12.9%
Q7-11. Developing new pedestrian (walking) & biking facilities	35.3%	28.9%	21.9%	13.9%
Q7-12. Improving existing pedestrian (walking) & biking facilities	34.0%	26.1%	25.5%	14.4%
Q7-13. Setting aside land for traffic corridors & roads in future growth areas	24.7%	33.0%	29.1%	13.2%
Q7-14. Improving transportation services for seniors & persons with disabilities	68.6%	24.7%	5.7%	1.0%
Q7-15. Improving airport services in the region	24.4%	26.7%	29.4%	19.4%

WITHOUT "NOT PROVIDED"

Q7. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls Metropolitan Area over the next 20 years. (without "not provided")

	Very high	High	Medium	Low
Q7-16. Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	12.1%	22.0%	38.7%	27.2%
Q7-17. Improving the appearance of roads/highways	19.7%	24.2%	33.1%	23.0%
Q7-18. Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	30.4%	35.3%	25.5%	8.7%
Q7-19. Developing charging stations for electric vehicles (EVs)	16.1%	23.3%	27.8%	32.8%

Q8. Which FOUR of the improvements listed in Question 7 would you be most willing to fund with your taxes?

<u>Q8. Top choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	14	6.9 %
Adding interchanges on the interstates	3	1.5 %
Improving major north-south roads/streets in City of Sioux Falls	17	8.4 %
Improving major east-west roads/streets in City of Sioux Falls	19	9.4 %
Improving public transportation/bus service in Sioux Falls	34	16.7 %
Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	12	5.9 %
Improving the timing of traffic lights	4	2.0 %
Reducing traffic delays caused by trains	6	3.0 %
Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	4	2.0 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	2	1.0 %
Developing new pedestrian (walking) & biking facilities	8	3.9 %
Improving existing pedestrian (walking) & biking facilities	6	3.0 %
Setting aside land for traffic corridors & roads in future growth areas	1	0.5 %
Improving transportation services for seniors & persons with disabilities	58	28.6 %
Improving airport services in the region	2	1.0 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	5	2.5 %
<u>None chosen</u>	<u>8</u>	<u>3.9 %</u>
Total	203	100.0 %

Q8. Which FOUR of the improvements listed in Question 7 would you be most willing to fund with your taxes?

<u>Q8. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	4	2.0 %
Adding interchanges on the interstates	6	3.0 %
Improving major north-south roads/streets in City of Sioux Falls	12	5.9 %
Improving major east-west roads/streets in City of Sioux Falls	27	13.3 %
Improving public transportation/bus service in Sioux Falls	27	13.3 %
Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	24	11.8 %
Improving the timing of traffic lights	6	3.0 %
Reducing traffic delays caused by trains	3	1.5 %
Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	2	1.0 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	4	2.0 %
Developing new pedestrian (walking) & biking facilities	17	8.4 %
Improving existing pedestrian (walking) & biking facilities	6	3.0 %
Setting aside land for traffic corridors & roads in future growth areas	3	1.5 %
Improving transportation services for seniors & persons with disabilities	28	13.8 %
Improving airport services in the region	4	2.0 %
Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	2	1.0 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	9	4.4 %
Developing charging stations for electric vehicles (EVs)	5	2.5 %
<u>None chosen</u>	<u>14</u>	<u>6.9 %</u>
Total	203	100.0 %

Q8. Which FOUR of the improvements listed in Question 7 would you be most willing to fund with your taxes?

<u>Q8. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
Adding interchanges on the interstates	11	5.4 %
Improving major north-south roads/streets in City of Sioux Falls	5	2.5 %
Improving major east-west roads/streets in City of Sioux Falls	18	8.9 %
Improving public transportation/bus service in Sioux Falls	16	7.9 %
Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	13	6.4 %
Improving the timing of traffic lights	12	5.9 %
Reducing traffic delays caused by trains	7	3.4 %
Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	6	3.0 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	2	1.0 %
Developing new pedestrian (walking) & biking facilities	17	8.4 %
Improving existing pedestrian (walking) & biking facilities	22	10.8 %
Setting aside land for traffic corridors & roads in future growth areas	3	1.5 %
Improving transportation services for seniors & persons with disabilities	22	10.8 %
Improving airport services in the region	5	2.5 %
Improving the appearance of roads/highways	4	2.0 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	18	8.9 %
Developing charging stations for electric vehicles (EVs)	4	2.0 %
<u>None chosen</u>	<u>18</u>	<u>8.9 %</u>
Total	203	100.0 %

Q8. Which FOUR of the improvements listed in Question 7 would you be most willing to fund with your taxes?

<u>Q8. 4th choice</u>	<u>Number</u>	<u>Percent</u>
Improving existing interchanges on interstates	3	1.5 %
Adding interchanges on the interstates	3	1.5 %
Improving major north-south roads/streets in City of Sioux Falls	5	2.5 %
Improving major east-west roads/streets in City of Sioux Falls	8	3.9 %
Improving public transportation/bus service in Sioux Falls	16	7.9 %
Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	15	7.4 %
Improving the timing of traffic lights	7	3.4 %
Reducing traffic delays caused by trains	7	3.4 %
Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	6	3.0 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	10	4.9 %
Developing new pedestrian (walking) & biking facilities	18	8.9 %
Improving existing pedestrian (walking) & biking facilities	16	7.9 %
Setting aside land for traffic corridors & roads in future growth areas	4	2.0 %
Improving transportation services for seniors & persons with disabilities	19	9.4 %
Improving airport services in the region	6	3.0 %
Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	2	1.0 %
Improving the appearance of roads/highways	3	1.5 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	13	6.4 %
Developing charging stations for electric vehicles (EVs)	5	2.5 %
<u>None chosen</u>	<u>37</u>	<u>18.2 %</u>
Total	203	100.0 %

SUM OF TOP 4 CHOICES**Q8. Which FOUR of the improvements listed in Question 7 would you be most willing to fund with your taxes? (top 4)**

Q8. Sum of top 4 choices	Number	Percent
Improving existing interchanges on interstates	21	10.3 %
Adding interchanges on the interstates	23	11.3 %
Improving major north-south roads/streets in City of Sioux Falls	39	19.2 %
Improving major east-west roads/streets in City of Sioux Falls	72	35.5 %
Improving public transportation/bus service in Sioux Falls	93	45.8 %
Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities & areas	64	31.5 %
Improving the timing of traffic lights	29	14.3 %
Reducing traffic delays caused by trains	23	11.3 %
Improving roads & streets in outlying communities & rural areas of Lincoln & Minnehaha Counties	18	8.9 %
Improving roads & highways that link communities/rural areas in Lincoln & Minnehaha Counties within Sioux Falls	18	8.9 %
Developing new pedestrian (walking) & biking facilities	60	29.6 %
Improving existing pedestrian (walking) & biking facilities	50	24.6 %
Setting aside land for traffic corridors & roads in future growth areas	11	5.4 %
Improving transportation services for seniors & persons with disabilities	127	62.6 %
Improving airport services in the region	17	8.4 %
Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	4	2.0 %
Improving the appearance of roads/highways	7	3.4 %
Sustainability & livability (balancing social, economic & environmental issues through complete streets, smart growth, mixed-uses)	45	22.2 %
Developing charging stations for electric vehicles (EVs)	14	6.9 %
None chosen	8	3.9 %
Total	743	

Q9. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan Area should change over the next five years?

Q9. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan

Area change over next five years	Number	Percent
Should be much greater	37	18.2 %
Should be somewhat greater	88	43.3 %
Should stay the same	35	17.2 %
Should be reduced	2	1.0 %
Don't know	41	20.2 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"

Q9. How do you think the current level of funding for road and highway improvements in the Sioux Falls Metropolitan Area should change over the next five years? (without "don't know")

Q9. How should current level of funding for road & highway improvements in Sioux Falls Metropolitan

Area change over next five years	Number	Percent
Should be much greater	37	22.8 %
Should be somewhat greater	88	54.3 %
Should stay the same	35	21.6 %
Should be reduced	2	1.2 %
Total	162	100.0 %

Q10. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan Area should change over the next five years?

Q10. How should current level of funding for public transportation in Sioux Falls Metropolitan Area change over next five years

	Number	Percent
Should be much greater	85	41.9 %
Should be somewhat greater	77	37.9 %
Should stay the same	20	9.9 %
Should be reduced	1	0.5 %
Don't know	20	9.9 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"

Q10. How do you think the current level of funding for public transportation in the Sioux Falls Metropolitan Area should change over the next five years? (without "don't know")

Q10. How should current level of funding for public transportation in Sioux Falls Metropolitan Area change over next five years

	Number	Percent
Should be much greater	85	46.4 %
Should be somewhat greater	77	42.1 %
Should stay the same	20	10.9 %
Should be reduced	1	0.5 %
Total	183	100.0 %

Q11. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

Q11. How would you rate overall value you currently
receive for transportation taxes that you pay

	Number	Percent
Good value for your money	25	12.3 %
OK value for your money	72	35.5 %
Low value for your money	56	27.6 %
Don't know	50	24.6 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"**Q11. Overall, how would you rate the value that you currently receive for the transportation taxes that you pay? (without "don't know")**

Q11. How would you rate overall value you currently
receive for transportation taxes that you pay

	Number	Percent
Good value for your money	25	16.3 %
OK value for your money	72	47.1 %
Low value for your money	56	36.6 %
Total	153	100.0 %

Q12. Do you generally think that local governments in the Sioux Falls Metropolitan Area do a good job of involving residents in the process of planning transportation improvements for the region?

Q12. Do local governments in Sioux Falls Metropolitan Area do a good job of involving residents in the process of planning transportation improvements for the region

	Number	Percent
Yes	54	26.6 %
No	88	43.3 %
Don't know	61	30.0 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"

Q12. Do you generally think that local governments in the Sioux Falls Metropolitan Area do a good job of involving residents in the process of planning transportation improvements for the region? (without "don't know")

Q12. Do local governments in Sioux Falls Metropolitan Area do a good job of involving residents in the process of planning transportation improvements for the region

	Number	Percent
Yes	54	38.0 %
No	88	62.0 %
Total	142	100.0 %

Q13. Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls Metropolitan Area?

Q13. Which following sources would be the best way to keep you informed about planned transportation improvements

	Number	Percent
Access channel on cable TV	49	24.1 %
Local newspaper	49	24.1 %
Radio announcement	59	29.1 %
A website	92	45.3 %
Social networks (Twitter, Instagram, FB, etc.)	111	54.7 %
Brochures	31	15.3 %
Newsletters	64	31.5 %
Television news	125	61.6 %
Public meetings/forums	97	47.8 %
Other	4	2.0 %
Total	681	

Q13-10. Other

Q13-10. Other	Number	Percent
Text	1	25.0 %
Opt in for text or call for information	1	25.0 %
Mail postcard with date and time	1	25.0 %
Billboards and local postings	1	25.0 %
Total	4	100.0 %

Q14. Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

Q14. Which following modes of transportation does your household normally use to get to/from work, school or other frequently traveled destinations

	Number	Percent
Sioux Area Metro (Fixed-Route)	47	23.2 %
Sioux Area Metro (Paratransit)	71	35.0 %
Hartford Area Transit	2	1.0 %
Brandon Public Transit	3	1.5 %
Personal vehicle	141	69.5 %
Agency car or vanpool	8	3.9 %
Bicycle	26	12.8 %
Walking	68	33.5 %
Taxi	6	3.0 %
Lyft	54	26.6 %
Rides from family or friends	60	29.6 %
Other	4	2.0 %
Total	490	

Q14-12. Other

Q14-12. Other	Number	Percent
My handicap scooter	1	25.0 %
VA for medication	1	25.0 %
Standing electric scooter	1	25.0 %
Caregiver	1	25.0 %
Total	4	100.0 %

Q15. Which of the following types vehicles do you own?

<u>Q15. Which following types of vehicles do you own</u>	<u>Number</u>	<u>Percent</u>
Car	142	70.0 %
Bicycle	70	34.5 %
Electric scooter	17	8.4 %
Electric bicycle	5	2.5 %
None	46	22.7 %
Total	280	

WITHOUT "NONE"**Q15. Which of the following types vehicles do you own? (without "none")**

<u>Q15. Which following types of vehicles do you own</u>	<u>Number</u>	<u>Percent</u>
Car	131	83.4 %
Bicycle	63	40.1 %
Electric scooter	17	10.8 %
Electric bicycle	5	3.2 %
Total	216	

Q16. Which of the following types of destinations do you typically visit at least once per week?

Q16. Which following types of destinations do you typically visit at least once per week

	Number	Percent
Your workplace	125	61.6 %
Medical/dental facilities	91	44.8 %
Grocery stores	173	85.2 %
Other stores for shopping	136	67.0 %
Social services offices	30	14.8 %
Education (schools/colleges)	32	15.8 %
Places of worship	81	39.9 %
Recreation places	94	46.3 %
Other	12	5.9 %
Total	774	

Q16-9. Other

Q16-9. Other	Number	Percent
Social interaction with family, friends	1	8.3 %
Group meetings for weight loss	1	8.3 %
Restaurants, entertainment	1	8.3 %
Restaurants	1	8.3 %
Library	1	8.3 %
Restaurants, volunteer programs	1	8.3 %
Doctor when needed	1	8.3 %
Meetings with city, visiting friends/family, eating out	1	8.3 %
Sheltered workshop, Lifescope	1	8.3 %
Active generations	1	8.3 %
Restaurants, downtown area	1	8.3 %
Friends and family homes	1	8.3 %
Total	12	100.0 %

Q17. Have you used Lyft or Uber in the past year?

<u>Q17. Have you used Lyft or Uber in past year</u>	<u>Number</u>	<u>Percent</u>
Yes	108	53.2 %
No	94	46.3 %
Not provided	1	0.5 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q17. Have you used Lyft or Uber in the past year? (without "not provided")**

<u>Q17. Have you used Lyft or Uber in past year</u>	<u>Number</u>	<u>Percent</u>
Yes	108	53.5 %
No	94	46.5 %
Total	202	100.0 %

Q18. How many years have you lived in the Sioux Falls Metropolitan Area?

Q18. How many years have you lived in Sioux Falls

Metropolitan Area	Number	Percent
0-5	28	13.8 %
6-10	32	15.8 %
11-15	21	10.3 %
16-20	21	10.3 %
21-30	36	17.7 %
31+	63	31.0 %
Not provided	2	1.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q18. How many years have you lived in the Sioux Falls Metropolitan Area? (without "not provided")**

Q18. How many years have you lived in Sioux Falls

Metropolitan Area	Number	Percent
0-5	28	13.9 %
6-10	32	15.9 %
11-15	21	10.4 %
16-20	21	10.4 %
21-30	36	17.9 %
31+	63	31.3 %
Total	201	100.0 %

Q19. What is your age?

Q19. Your age	Number	Percent
18-34	28	13.8 %
35-44	32	15.8 %
45-54	41	20.2 %
55-64	45	22.2 %
65+	57	28.1 %
Total	203	100.0 %

Q20. What is your HOME zip code?

<u>Q20. Your home zip code</u>	<u>Number</u>	<u>Percent</u>
57106	56	27.6 %
57103	37	18.2 %
57104	32	15.8 %
57110	20	9.9 %
57105	17	8.4 %
57108	13	6.4 %
57005	9	4.4 %
57107	5	2.5 %
57033	4	2.0 %
57032	3	1.5 %
99999	2	1.0 %
57710	1	0.5 %
57501	1	0.5 %
57013	1	0.5 %
57030	1	0.5 %
57022	1	0.5 %
Total	203	100.0 %

Q21. Which of the following BEST describes your race?

<u>Q21. Which following best describes your race</u>	<u>Number</u>	<u>Percent</u>
Asian or Asian Indian	3	1.5 %
Black or African American	6	3.0 %
American Indian or Alaska Native	4	2.0 %
White or Caucasian	184	90.6 %
Native Hawaiian or other Pacific Islander	5	2.5 %
Other	1	0.5 %
Total	203	

Q21-6. Self-describe your race:

<u>Q21-6. Self-describe your race</u>	<u>Number</u>	<u>Percent</u>
Mixed	1	100.0 %
Total	1	100.0 %

Q22. Which of the following describe you?

Q22. Which following describe you	Number	Percent
I am visually impaired/blind	28	13.8 %
I am hearing impaired/deaf	14	6.9 %
I have a physical disability that limits mobility	78	38.4 %
I have a cognitive/mental disability	28	13.8 %
Caregive for person with special needs/diabilities	63	31.0 %
None of these	19	9.4 %
Total	230	

WITHOUT "NONE OF THESE"**Q22. Which of the following describe you? (without "none of these")**

Q22. Which following describe you	Number	Percent
I am visually impaired/blind	28	15.2 %
I am hearing impaired/deaf	14	7.6 %
I have a physical disability that limits mobility	78	42.4 %
I have a cognitive/mental disability	28	15.2 %
Caregive for person with special needs/diabilities	63	34.2 %
Total	211	

Q23. Do you speak a language other than English in your home?

Q23. Do you speak a language other than English in your home	Number	Percent
Yes	7	3.4 %
No	196	96.6 %
Total	203	100.0 %

Q24. What is your current employment status?

Q24. What is your current employment status	Number	Percent
Employed outside the home	102	50.2 %
Employed in the home	6	3.0 %
Student	4	2.0 %
Retired	57	28.1 %
Not employed	27	13.3 %
Unemployed, looking for work	7	3.4 %
Total	203	100.0 %

Q25. Would you say your total household income is:

Q25. Your total household income	Number	Percent
Under \$10K	46	22.7 %
\$10K to \$19,999	20	9.9 %
\$20K to \$29,999	25	12.3 %
\$30K to \$49,999	49	24.1 %
\$50K to \$99,999	21	10.3 %
\$100K+	21	10.3 %
Not provided	21	10.3 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q25. Would you say your total household income is: (without "not provided")**

Q25. Your total household income	Number	Percent
Under \$10K	46	25.3 %
\$10K to \$19,999	20	11.0 %
\$20K to \$29,999	25	13.7 %
\$30K to \$49,999	49	26.9 %
\$50K to \$99,999	21	11.5 %
\$100K+	21	11.5 %
Total	182	100.0 %

Q26. Your gender:

Q26. Your gender	Number	Percent
Male	97	47.8 %
Female	105	51.7 %
Prefer to self-describe	1	0.5 %
Total	203	100.0 %

Q26-3. Self-describe your gender:

Q26-3. Self-describe your gender	Number	Percent
Non-binary	1	100.0 %
Total	1	100.0 %

Section 3:

Survey Instrument



METROPOLITAN PLANNING ORGANIZATION

500 N. WESTERN AVE., SUITE 100 • SIOUX FALLS, SD 57104 • P: 605.367.5390 • F: 605.367.5394

www.sioxfallsmpo.org • sean@secog.org

July 2023

Dear Resident:

On behalf of the Sioux Falls Metropolitan Planning Organization (MPO), **I would like to encourage you to take a few minutes to complete and return the enclosed survey.**

Local governments from the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea, as well as Lincoln and Minnehaha counties, are working together with the South Dakota Department of Transportation to plan improvements to the region's transportation system. **Your feedback on this survey is very important, as the results will be used to help identify transportation priorities for the region's Long-Range Transportation Plan.**

A postage-paid return envelope addressed to ETC Institute has been provided for your convenience. ETC Institute is the independent consultant that is responsible for completing the market research study and survey for this project. ETC will compile the results of the study and survey and present a report to the MPO later this summer. This report will also be made available to the public for their review.

If you have any questions, please contact me at sean@secog.org or (605) 681-8176. You may also visit the MPO website at www.sioxfallsmpo.org for more information on the transportation planning process and the Long-Range Transportation Plan. Thank you for your assistance with this important effort.

Sincerely,

Sean Hegyi

Planner, MPO Coordinator



Sioux Falls Metropolitan Planning Area

2023 Long Range Transportation Planning Survey

Thank you for agreeing to participate in this important survey. The Metropolitan Planning Organization, which includes the Cities of Sioux Falls, Brandon, Harrisburg, Tea, Hartford, and Crooks; as well as Lincoln and Minnehaha Counties, will use your input to help set transportation priorities for the region. When you are finished, please return your survey in the enclosed postage-paid envelope. You may also complete the survey online at SF2023Survey.org.

- How often are you able to utilize transportation services that fit your travel needs?
 ____ (1) All the time ____ (2) Most of the time ____ (3) Some of the time ____ (4) Never
- Several components of the transportation system in the Sioux Falls metropolitan area are listed below. For each item, please indicate whether you are "Very Satisfied," "Somewhat Satisfied," or "Not Satisfied" by circling the corresponding number. A rating of "Don't Know" indicates you are not familiar with the item being rated, and a rating of "neutral" indicates that you do not have a strong opinion either way.

How satisfied are you with the:		Very Satisfied	Somewhat Satisfied	Neutral	Not Satisfied	Don't Know
01.	Maintenance of streets in Sioux Falls	4	3	2	1	9
02.	Maintenance of streets in the communities outside of Sioux Falls	4	3	2	1	9
03.	Maintenance of interstates and highways around Sioux Falls	4	3	2	1	9
04.	Maintenance of rural roads in the Sioux Falls metropolitan area	4	3	2	1	9
05.	Ease of travel by car to/from the City of Sioux Falls and other communities in Minnehaha and Lincoln Counties	4	3	2	1	9
06.	Ease of travel by car from one side of the City of Sioux Falls to the other	4	3	2	1	9
07.	Availability of safe walking/pedestrian facilities in the Sioux Falls metro area	4	3	2	1	9
08.	Availability of safe biking facilities in the Sioux Falls metropolitan area	4	3	2	1	9
09.	Availability of public transportation/bus service in the City of Sioux Falls	4	3	2	1	9
10.	Availability of public transportation/bus service in the areas outside of Sioux Falls	4	3	2	1	9
11.	Adequacy of traffic signage along city streets and highways	4	3	2	1	9
12.	How well the region is planning for growth	4	3	2	1	9

3. Which **THREE** of the items in Question 2 on the previous page are most important to the members of your household? *[Using the list in Q2 on the previous page, write the numbers for your top 3 choices in the spaces below.]*

1st: _____ 2nd: _____ 3rd: _____

4. Overall, would you rate the transportation system in the Sioux Falls metropolitan area as "excellent," "good," "average," or "poor"?

____(4) Excellent ____ (2) Average ____ (9) Don't know
____(3) Good ____ (1) Poor

5. Have you **EVER** used public transit inside the City of Sioux Falls?

____(1) Yes ____ (2) No

6. Several factors that could encourage you to use public transit in the Sioux Falls metropolitan area are listed below. Using a scale of 1 to 5, where 5 is "Very Likely" and 1 is "Very Unlikely," please rate how likely each factor would be to encourage you to use public transit.

How likely would you be to use public transit if:		Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
01.	Your drive time to your destinations increased by <u>15 minutes</u> due to traffic congestion	5	4	3	2	1
02.	Transit stops are located closer to your home	5	4	3	2	1
03.	Transit stops are located closer to your destinations	5	4	3	2	1
04.	Buses are scheduled to arrive at stops more frequently	5	4	3	2	1
05.	You are better informed about how to use the bus system in the Sioux Falls area	5	4	3	2	1
06.	Your employer provided incentives to use public transit services	5	4	3	2	1
07.	Bus service operated later in the evening and on Sundays	5	4	3	2	1
08.	You could get real-time information about the location of buses so you would know when the buses would arrive at stops	5	4	3	2	1
09.	Gas prices rise to \$5 per gallon	5	4	3	2	1
10.	You are better informed about how to use transit-related technology to schedule and use public transit	5	4	3	2	1
11.	The price of transit fares was reduced or free	5	4	3	2	1

7. For each of the following, please indicate whether you think the item should be a "Very High," "High," "Medium," or "Low" priority for improvement in the Sioux Falls metropolitan area over the next 20 years:

Rating of transportation issues:		Very High	High	Medium	Low
01.	Improving existing interchanges on interstates	4	3	2	1
02.	Adding interchanges on the interstates	4	3	2	1
03.	Improving major north-south roads/streets in the City of Sioux Falls	4	3	2	1
04.	Improving major east-west roads/streets in the City of Sioux Falls	4	3	2	1
05.	Improving public transportation/bus service in Sioux Falls	4	3	2	1
06.	Improving/adding public transportation/bus service to link Sioux Falls with the outlying communities and areas	4	3	2	1
07.	Improving the timing of traffic lights	4	3	2	1
08.	Reducing traffic delays caused by trains	4	3	2	1
09.	Improving roads and streets in outlying communities and rural areas of Lincoln and Minnehaha Counties	4	3	2	1
10.	Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls	4	3	2	1
11.	Developing new pedestrian (walking) and biking facilities	4	3	2	1
12.	Improving existing pedestrian (walking) and biking facilities	4	3	2	1
13.	Setting aside land for traffic corridors and roads in future growth areas	4	3	2	1
14.	Improving transportation services for seniors and persons with disabilities	4	3	2	1
15.	Improving airport services in the region	4	3	2	1
16.	Improving the area's freight transportation facilities (i.e., airport, rail, truck routes)	4	3	2	1
17.	Improving the appearance of roads/highways	4	3	2	1
18.	Sustainability and livability (balancing social, economic and environmental issues through complete streets, smart growth, mixed-uses)	4	3	2	1
19.	Developing charging stations for electric vehicles (EVs)	4	3	2	1

8. Which FOUR of the improvements listed above would you be most willing to fund with your taxes? [Using the list in Q7, write the numbers of your top 4 choices in the spaces below.]

1st: _____ 2nd: _____ 3rd: _____ 4th: _____

9. **How do you think the current level of funding for road and highway improvements in the Sioux Falls metropolitan area should change over the next five years?**
 ____ (4) Should be much greater ____ (1) Should be reduced
 ____ (3) Should be somewhat greater ____ (9) Don't know
 ____ (2) Should stay the same
10. **How do you think the current level of funding for public transportation in the Sioux Falls metropolitan area should change over the next five years?**
 ____ (4) Should be much greater ____ (1) Should be reduced
 ____ (3) Should be somewhat greater ____ (9) Don't know
 ____ (2) Should stay the same
11. **Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?**
 ____ (3) Good value for your money ____ (1) Low value for your money
 ____ (2) OK value for your money ____ (9) Don't know
12. **Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region?**
 ____ (1) Yes ____ (2) No ____ (9) Don't know
13. **Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls metropolitan area? [Check all that apply.]**
 ____ (01) Access channel on cable TV ____ (06) Brochures
 ____ (02) Local newspaper ____ (07) Newsletters
 ____ (03) Radio announcement ____ (08) Television news
 ____ (04) A website ____ (09) Public meetings/forums
 ____ (05) Social networks ____ (10) Other: _____
 (Twitter, Instagram, FB, etc.)

DEMOGRAPHICS

14. **Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations? [Check all that apply.]**
 ____ (01) Sioux Area Metro (Fixed-Route) ____ (08) Walking
 ____ (02) Sioux Area Metro (Paratransit) ____ (09) Taxi
 ____ (03) Hartford Area Transit ____ (10) Lyft
 ____ (04) Brandon Public Transit ____ (11) Rides from family or friends
 ____ (05) Personal vehicle ____ (12) Other (describe): _____
 ____ (06) Agency car or vanpool
 ____ (07) Bicycle
15. **Which of the following types vehicles do you own? [Check all that apply.]**
 ____ (1) Car ____ (3) Electric scooter ____ (5) None
 ____ (2) Bicycle ____ (4) Electric bicycle

16. Which of the following types of destinations do you typically visit at least once per week?

- | | |
|--|---|
| <input type="checkbox"/> (1) Your workplace | <input type="checkbox"/> (6) Education (schools/colleges) |
| <input type="checkbox"/> (2) Medical/dental facilities | <input type="checkbox"/> (7) Places of worship |
| <input type="checkbox"/> (3) Grocery stores | <input type="checkbox"/> (8) Recreation places |
| <input type="checkbox"/> (4) Other stores for shopping | <input type="checkbox"/> (9) Other: _____ |
| <input type="checkbox"/> (5) Social services offices | |

17. Have you used Lyft or Uber in the past year? ☐ (1) Yes ☐ (2) No

18. How many years have you lived in the Sioux Falls metropolitan area? _____ years

19. What is your age? _____ years

20. What is your HOME zip code? _____

21. Which of the following BEST describes your race? *[Check all that apply.]*

- | |
|---|
| <input type="checkbox"/> (01) Asian or Asian Indian |
| <input type="checkbox"/> (02) Black or African American |
| <input type="checkbox"/> (03) American Indian or Alaska Native |
| <input type="checkbox"/> (04) White or Caucasian |
| <input type="checkbox"/> (05) Native Hawaiian or other Pacific Islander |
| <input type="checkbox"/> (06) Hispanic, Spanish, or Latino/a/x |
| <input type="checkbox"/> (99) Other: _____ |

22. Which of the following describe you? *[Check all that apply.]*

- | |
|--|
| <input type="checkbox"/> (1) I am visually impaired/blind |
| <input type="checkbox"/> (2) I am hearing impaired/deaf |
| <input type="checkbox"/> (3) I have a physical disability that limits mobility |
| <input type="checkbox"/> (4) I have a cognitive/mental disability |
| <input type="checkbox"/> (5) None of these |

23. Do you speak a language other than English in your home? ☐ (1) Yes ☐ (2) No

24. What is your current employment status?

- | | |
|--|---|
| <input type="checkbox"/> (1) Employed outside the home | <input type="checkbox"/> (4) Retired |
| <input type="checkbox"/> (2) Employed in the home | <input type="checkbox"/> (5) Not employed |
| <input type="checkbox"/> (3) Student | <input type="checkbox"/> (6) Unemployed, looking for work |

25. Would you say your total household income is:

- | | |
|---|---|
| <input type="checkbox"/> (1) Under \$10,000 | <input type="checkbox"/> (4) \$30,000 to \$49,999 |
| <input type="checkbox"/> (2) \$10,000 to \$19,999 | <input type="checkbox"/> (5) \$50,000 to \$99,999 |
| <input type="checkbox"/> (3) \$20,000 to \$29,999 | <input type="checkbox"/> (6) \$100,000 or more |

26. Your gender:

- | | | |
|-----------------------------------|-------------------------------------|---|
| <input type="checkbox"/> (1) Male | <input type="checkbox"/> (2) Female | <input type="checkbox"/> (3) Prefer to self-describe: _____ |
|-----------------------------------|-------------------------------------|---|

27. **[OPTIONAL]** If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

28. Would you be willing to participate in future surveys sponsored by the Sioux Falls Metropolitan Planning Organization?

____(1) Yes *[Please answer Q28a.]* ____ (2) No

28a. Please provide your contact information.

Mobile Phone Number: _____

Email Address: _____

This concludes the survey. Thank you for your time!

Please return your completed survey in the enclosed postage-paid envelope addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain completely confidential. The Information printed to the right will ONLY be used to help identify which areas of the City are having problems. If your address is not correct, please provide the correct

**Sioux Falls Metropolitan Area
LRTP Market Research Study**
Survey of Traditionally Underserved Populations
Appendix A: Trends from 2019 to 2023

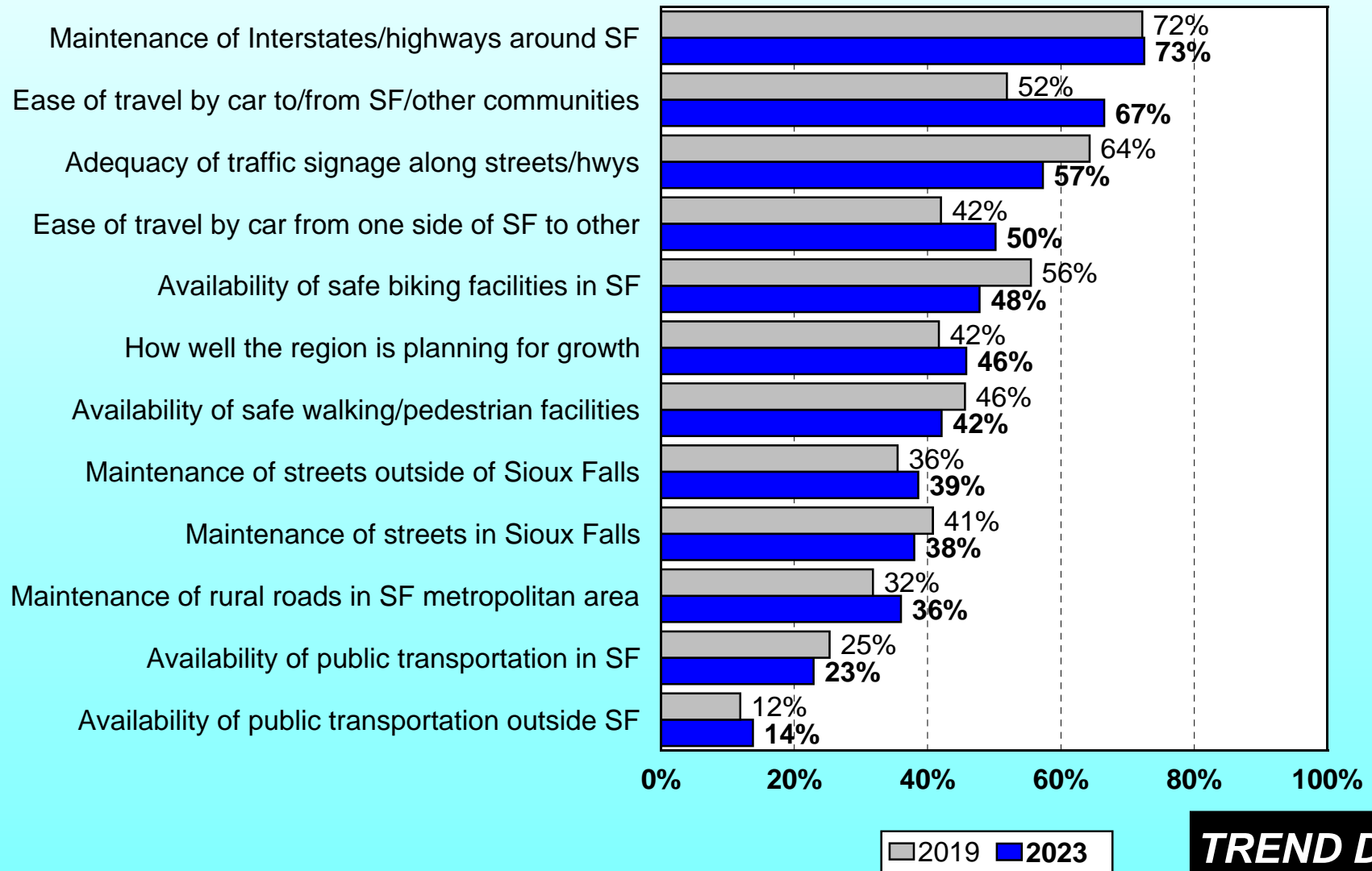
Conducted for
**the South Eastern Council
of Governments**

by
ETC Institute

September 2023

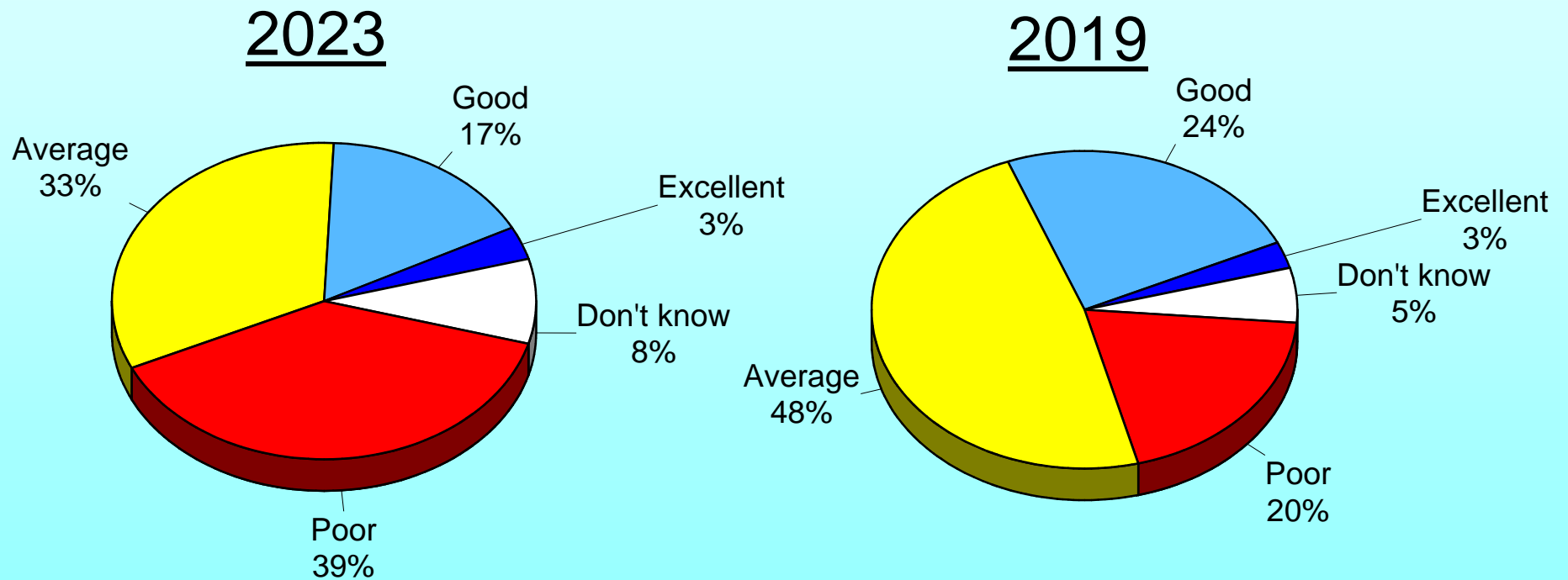
Satisfaction With Various Aspects of the Transportation System in Sioux Falls - **2019 vs. 2023**

by percentage of respondents (excluding “don’t know”)



Overall Ratings of the Overall Transportation System in the Sioux Falls Metropolitan Area: **2019 vs. 2023**

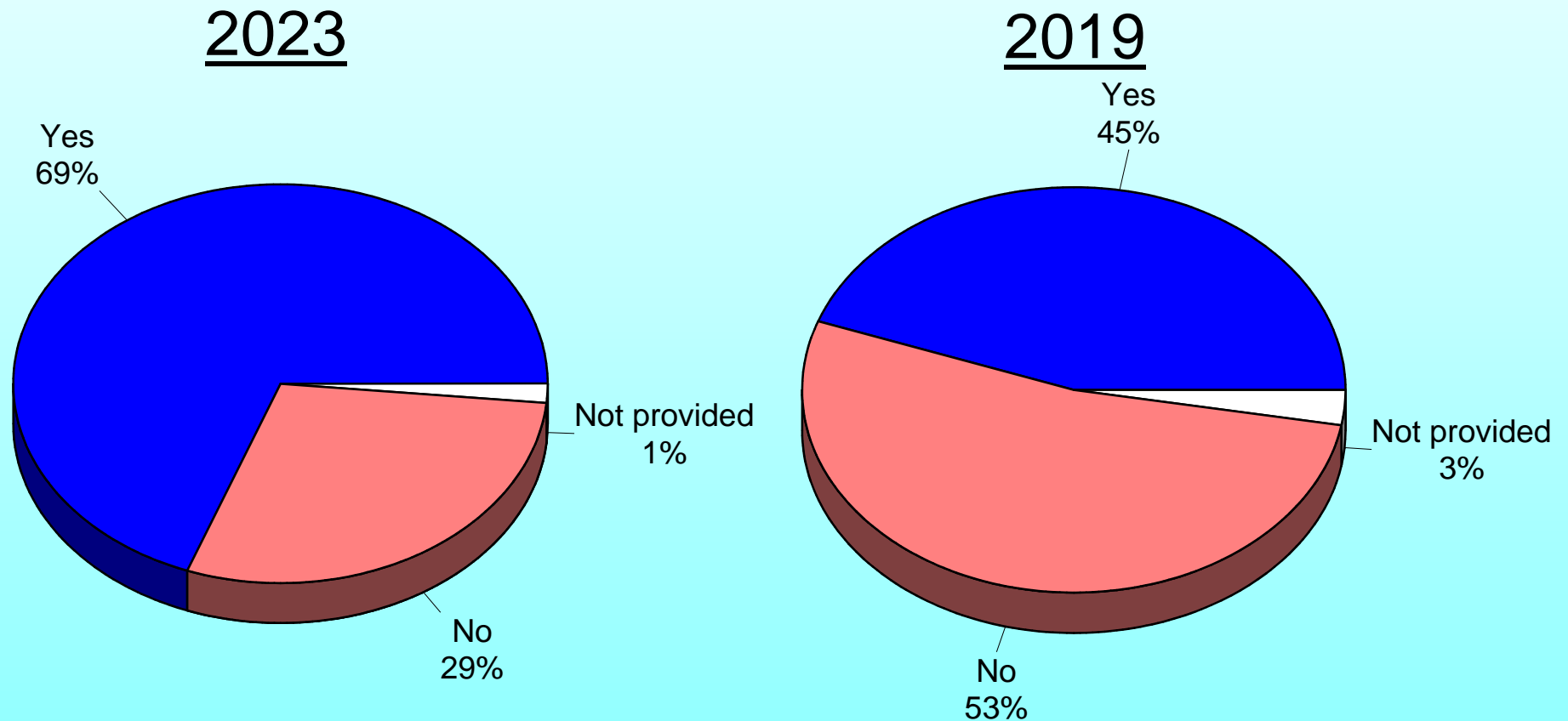
by percentage of respondents



TREND DATA

Have you EVER used public transit inside the City of Sioux Falls? **2019 vs. 2023**

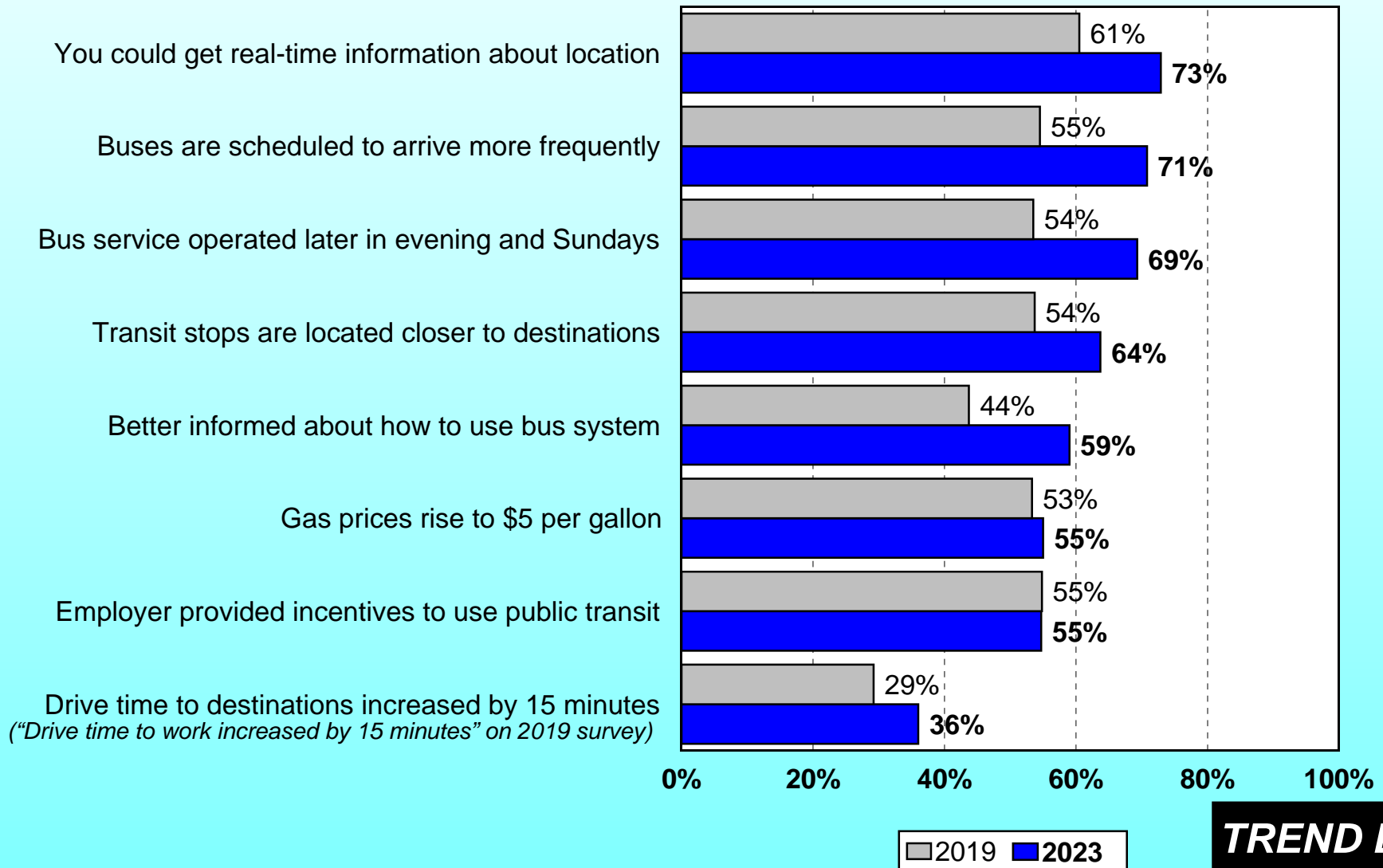
by percentage of respondents



TREND DATA

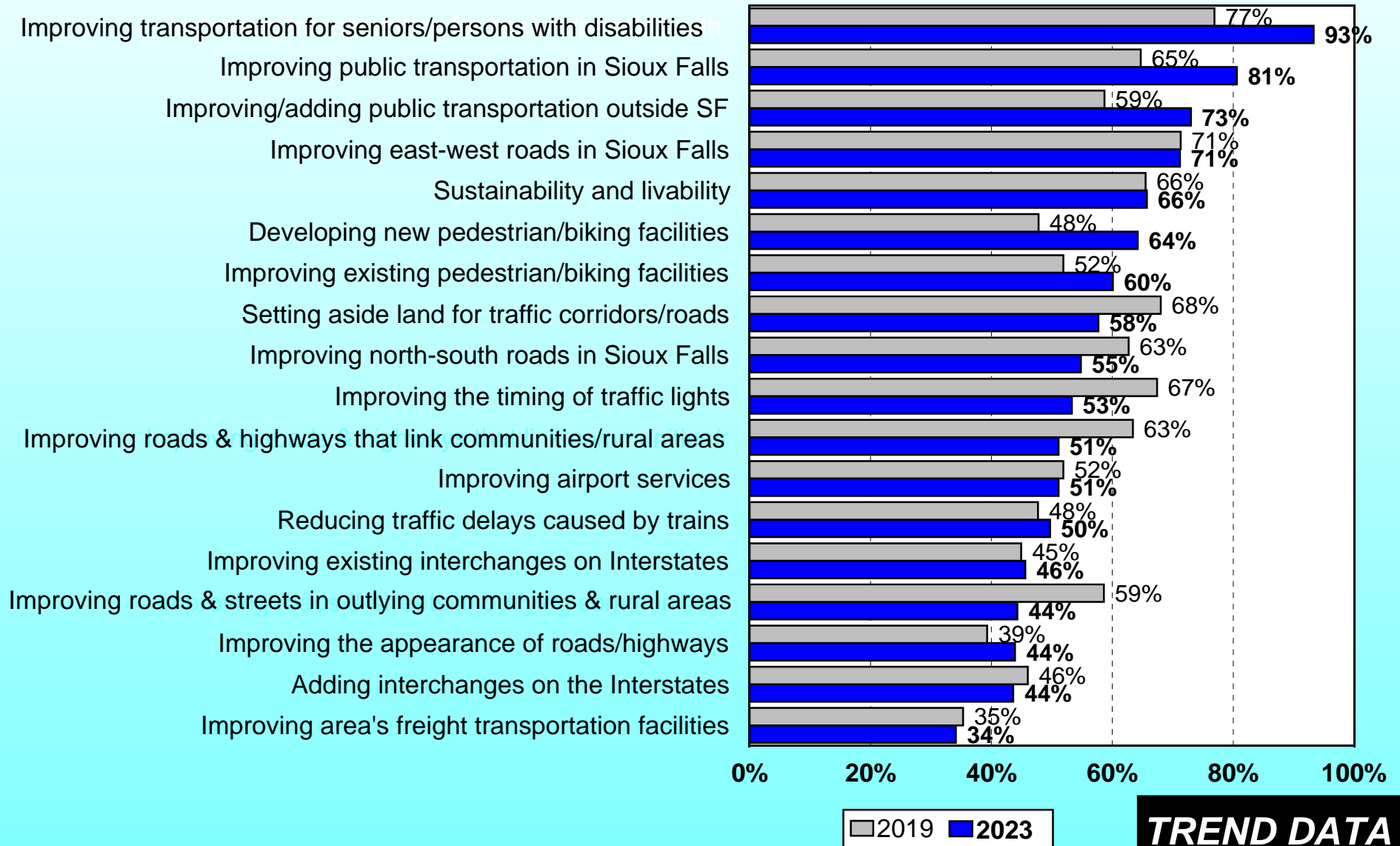
Likelihood of Using Public Transit in the Sioux Falls Metropolitan Area Based on the Following Factors **2019 vs. 2023**

by percentage of respondents who were "very likely" or "likely" to use public transit (excluding "not provided")



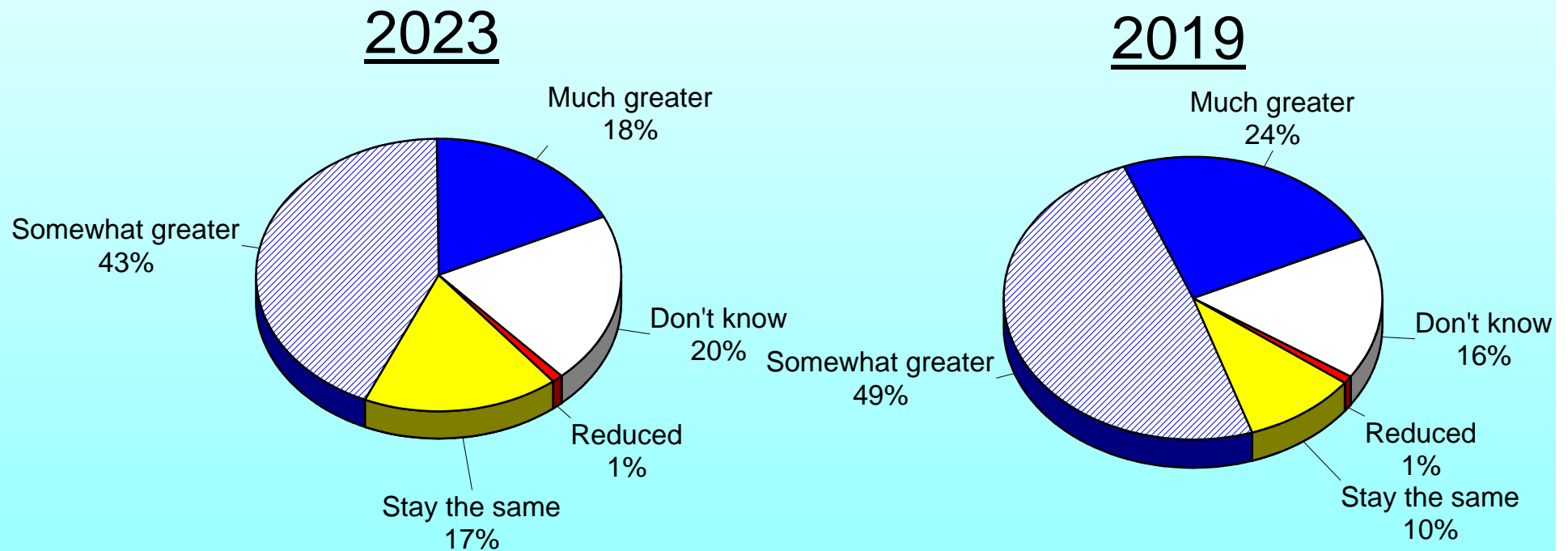
Priorities for Improvement in the Sioux Falls Metropolitan Area Over the Next 20 Years - **2019 vs. 2023**

by percentage of respondents who think the item should be a "very high" or "high" priority
(excluding "not provided")



How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years - **2019 vs. 2023**

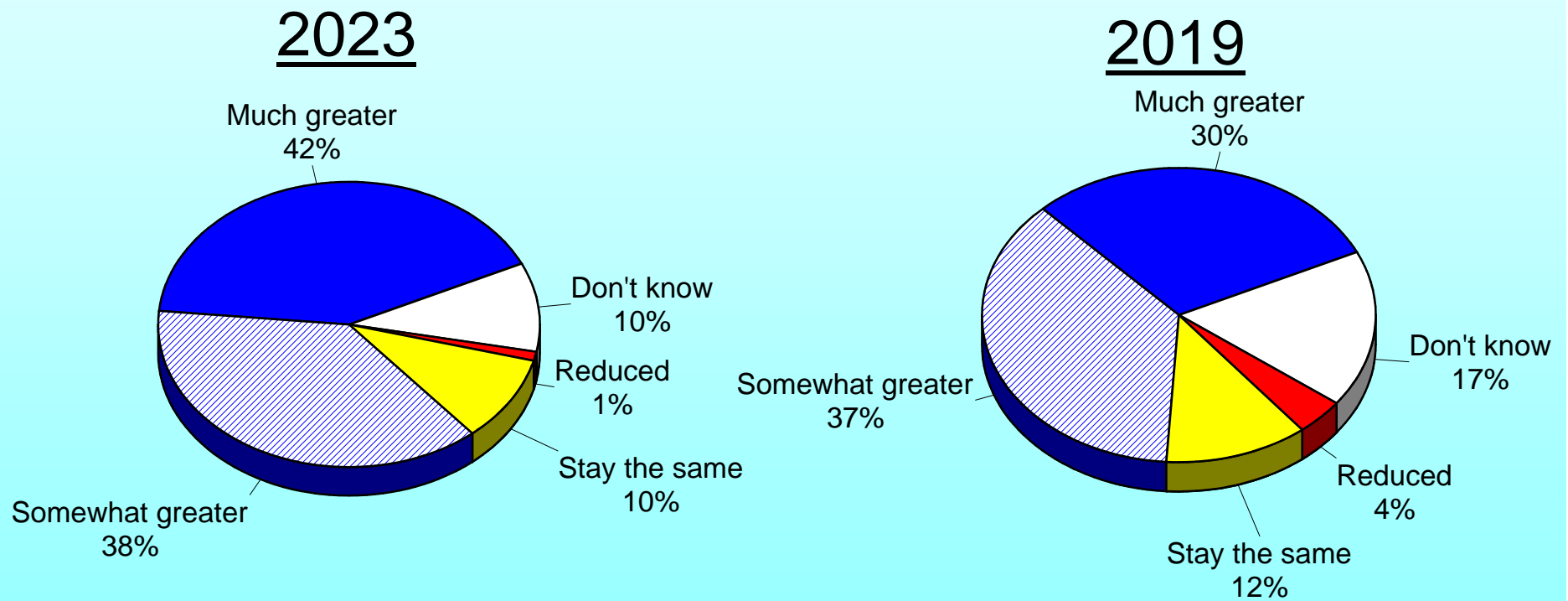
by percentage of respondents



TREND DATA

How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years - **2019 vs. 2023**

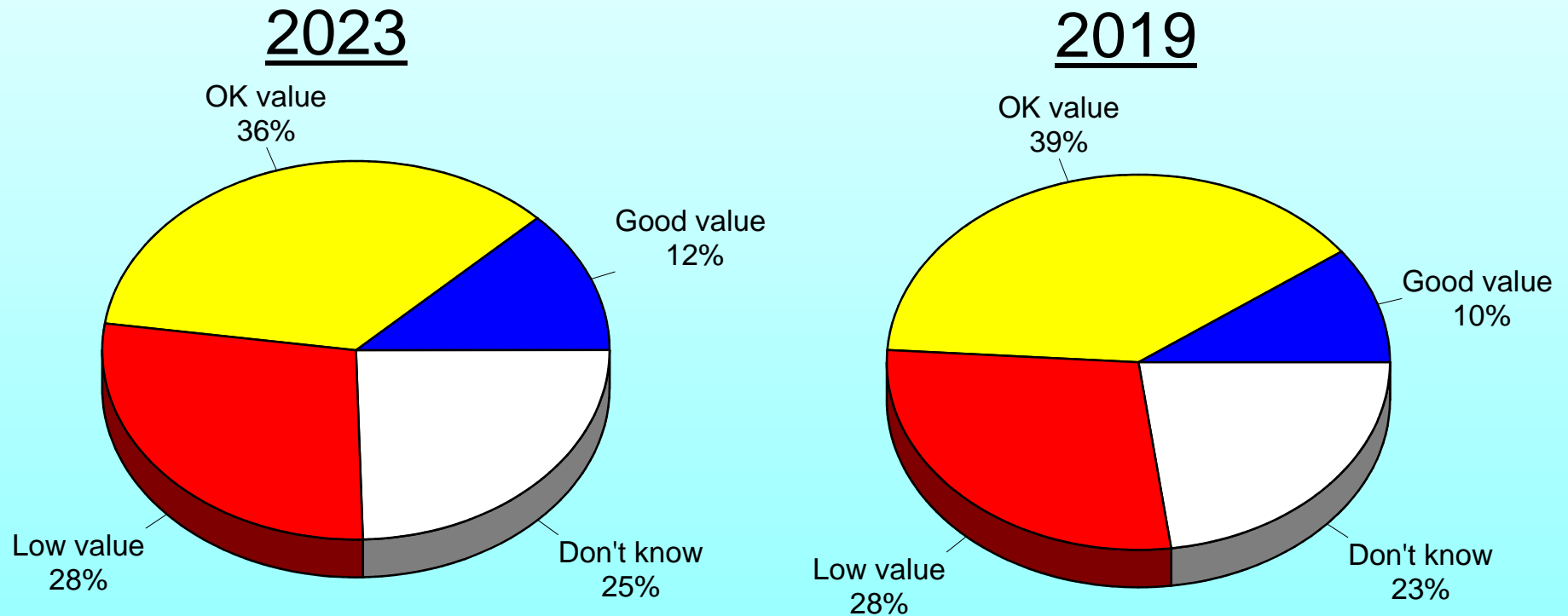
by percentage of respondents



TREND DATA

Overall, how would you rate the value that you currently receive for the transportation taxes that you pay? - **2019 vs. 2023**

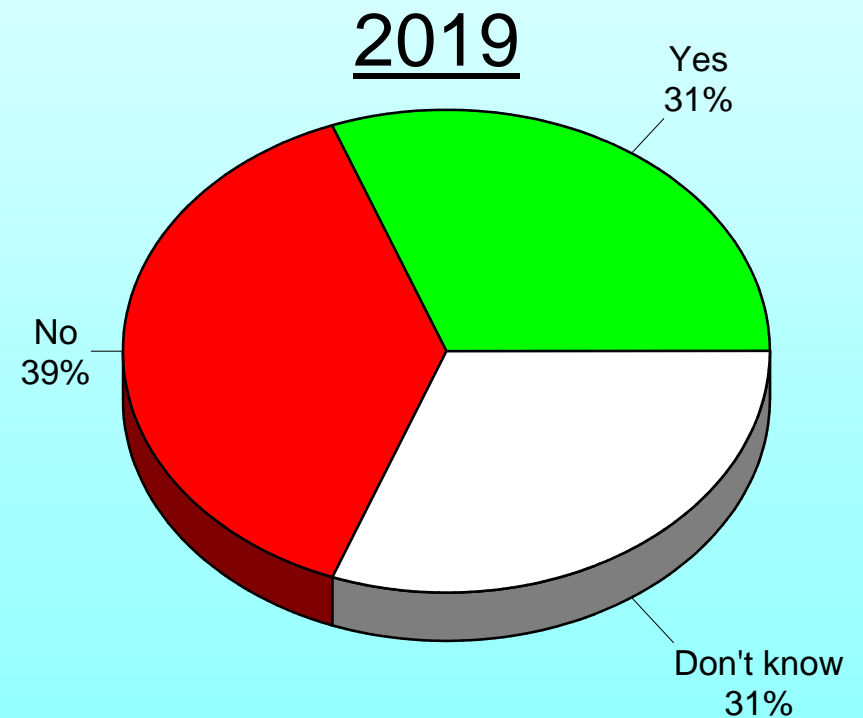
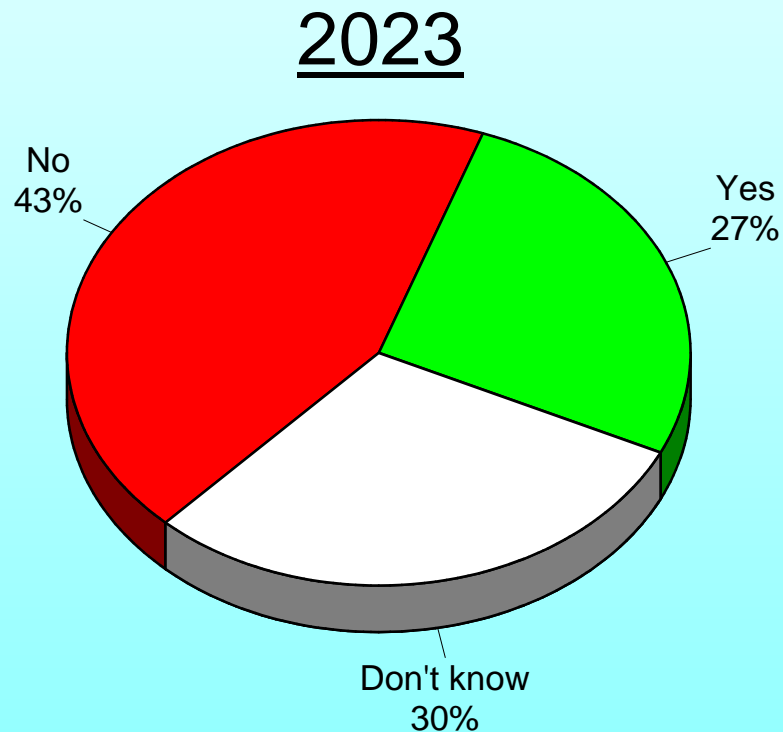
by percentage of respondents



TREND DATA

Do you generally think that local governments in the Sioux Falls area do a good job of involving people in the process of planning transportation improvements for the region?

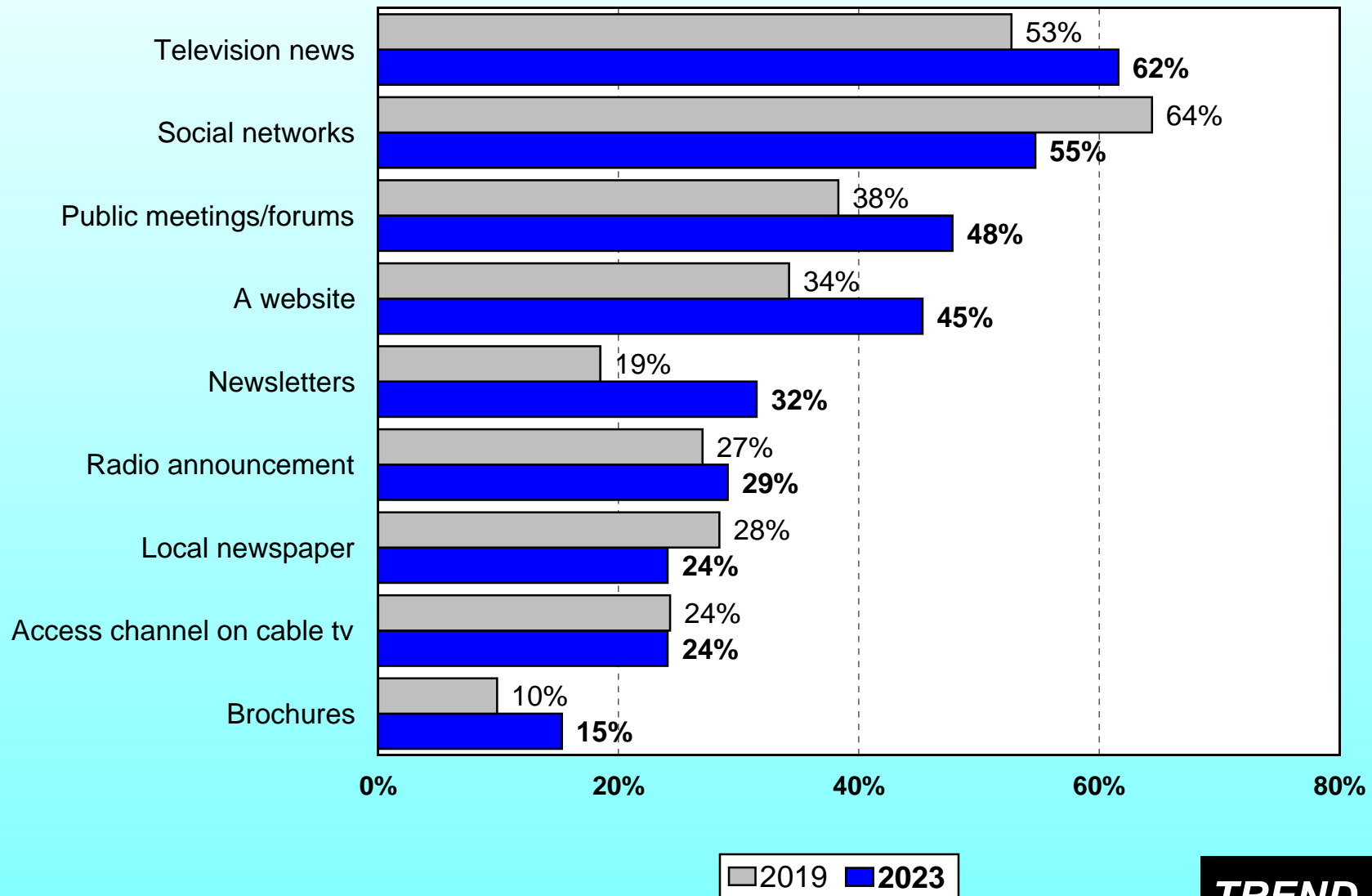
2019 vs. 2023
by percentage of respondents



TREND DATA

Best Ways to Keep Residents Informed About Transportation Improvements - **2019 vs. 2023**

by percentage of respondents (multiple selections could be made)



TREND DATA

**Sioux Falls Metropolitan Area
LRTP Market Research Study**
Survey of Traditionally Underserved Populations
Appendix B: Question 27 Comments

Conducted for
**the South Eastern Council
of Governments**

by
ETC Institute

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Q27. (OPTIONAL) If you have any other comments about the transportation system in the Sioux Falls area, please write your comments in the space provided below.

- Because I work downtown, I'm unable to use the bus. It takes too long for me to get to work and would be late. Needs to go back to every half hour like it was, and not change to the schedule rides like Saturday.
- Being a senior who rides the bus, it would be nice to have buses extend to growing areas of Sioux Falls that have medical facilities and apartments.
- Coverage area for paratransit needs to be expanded to the full city limits on all sides. transit times need to go till 10 at night. transit needs to be provided on Sundays. more funding must be found to promote hiring and increase of boundaries. Access to paratransit should be made entirely unconditional for those who can not drive and do not have a vehicle and are disabled.
- Currently SAM is doing a great job having public meetings, etc. We do need additional transportation options for those who do not have a car, can't drive (due to DUI, no car, disability, etc.) and the area of bus routes needs to be extended further out/around Sioux Falls due to our growing city.
- Expand SAM and allow it free of charge!
- Great deal of concern for public transportation including para transit. Many low income clients do not find the app/call a ride options very helpful. Locations and hours are being cut make it hard to plan for work/school etc. Frequent changes in schedules also makes it hard for those the struggle with learning this info to develop a routine. Please I know are limited so can't work evenings and much of weekends due to no transportation.
- Having more sidewalks in the community I live in.
- I am disabled and live in pain. Riding the para transit bus is like riding a bucking bronco.
- I am in the process to appeal the decision for the Paratransit.
- I do not drive and we have no bus service in my area. It is too far to walk to connect with bus service. Lyft and Uber are very expensive for people on fixed income.
- I have a son with cerebral palsy who would like more independence but we live south of 85th and Louise so no public transportation available.
- I have filled this survey out for my daughter with cognitive disabilities. Having the Paratransit notification of when the driver will arrive CONSISTENT would be a HUGE improvement. Having a cognitive disability makes being ready for the ride for a 40-45 minute window can be difficult. Waiting outside during extreme heat in the summer and extreme cold in the winter can be fatal. Missing Paratransit because you are distracted for the 5 minute time the driver will wait has been a real issue and has resulted in suspension of service. Having increased area of coverage(not just within 3/4 mile of a fixed route) and extended hours of operation beyond 6:45pm would be beneficial. While using the Paratransit service we use is extremely helpful, for an individual who will never drive, the service are extremely limited. While we use Lyft regularly to get to and from music therapy the \$40 round trip is expensive while living on \$900/ month. Imagine yourself having access to transportation only during the hours of Paratransit availability and coverage area, and having to know all of your trips for certainty the day prior. Lyft is not a cost effective alternative. I currently drive my daughter to activities 3-4 nights a week and she is an adult. I sacrifice my own activities so my adult daughter can be involved which is important for her mental and physical health, but it is overwhelming. The general public has no idea of the amount of care parents of adults with disabilities have to provide. Transportation is the largest issue except lack of appropriate housing.

- I have lived in 6 different states in this country and have never seen roads as bad as what Sioux Falls has to offer. Constant repairs should be a wake up call that whatever material they are using on the roads is not working. It never survives the winter, so our Spring and Summer months are fraught with constant repairs and detours. Even Pittsburgh does a better job of maintaining their streets, and they get a lot more snow and ice than Sioux Falls. Just hoping that whoever is in charge of hiring the firms can see what is wrong and work on getting a company that can do a better job. The lowest bid is not always the best or the most cost efficient.
- I have not been able to go to the specialist at Avera due to boundary issues with Para transit, also not being picked up due to weather.
- I have the privilege of being in a position that public and private transportation is not of large concern or impact to my personal life, however I work closely with individuals with disabilities who are greatly impacted by lack of transportation resources throughout Sioux Falls as well as between Sioux Falls and connecting communities. The complete lack of transportation resources that can work with individuals with disabilities plays a direct role in many of my client's ability to access services and supports that they greatly need to be successful.
- I live on the Eastside of town. If I wanted to use the bus system to get to work this is not an option for me because nothing is available. I work with elderly and disable individuals and there is no way for them to get to Dr. Appointments in the city. Lyft and Uber are not an option for my clients for many reasons.
- I live here for 12 years, moved away to a major metro area and when returned 3 years ago, can not believe how horrible the roads are for a small city.
- I love the idea of public transportation and wish very much that it was better utilized, even by myself! But the issue is that the routes are not encompassing, there's not many buses, they don't run late, and this information is also not hugely readily available. I lived in Sioux Falls for almost a year or two before I realized that the buses I randomly saw around were public transportation, because there was not enough widespread information about it- especially for people who are new to town and have no prior information to go off of.
- I never use public transportation because it does not come out to my neighborhood. When I lived in a different neighborhood, it never went anywhere I was going, only to the hub downtown and I would need to change busses. It would take over an hour to get to my destination and wasn't worth the wait, time and hassle.
- I support people with Developmental and Intellectual disabilities. Some of these people live in Sioux Falls but outside of the public transit system. This impacts their ability to work, attend events, and to see family and friends. A public transit system that could provide transportation from close surrounding areas like Brandon, Harrisburg, Tea to Sioux Falls would also be beneficial to help people get locations for work and to attend events.
- I think SAM should be funded as infrastructure in the budget, just like parks, etc. They need to start looking more at all the grants that are available. How can someone that works get their errands done at night or especially on Saturdays when there is such a limited service? you aren't even go out in the afternoon evening with friends or family
- I think the city does a great job of using tax dollars wisely, planning for the future, taking care of the streets during the winter and construction.
- I think we need to prioritize transportation options for people who want to work. There needs to be other wheelchair accessible options besides Paratransit.
- I use to use the public transportation but feel unsafe standing out early in the morning by a pole in all the elements. Dislike when streets are not announced and the drivers are not courteous plus it takes so long to get to your destination that is why I walk, take Lyft, or get a ride from a family

member. Would love to just feel safe when out and about in Sioux Falls when using my white cane and not have less fortunate asking for money etc.

- Increase times Para transit operates.
- Making the flow of traffic better within the west side of town. Also, making roads smoother as there are lots of pothole / unsmooth roads due to longevity.
- Medical facilities are moving outside the bus boundary so we can't make it to our appointments on the para transit.
- More should be done to improve public transit.
- My husband travels for work so it would be nice if there was public transportation in my neighborhood so I could be independent and go to work without having to ask for a ride from family. Plus, with the new One Stop being built my husband will work further away from where I work. I work over on 12th and Kiwanis area. When I get off at 4:30 I could go home and not be sitting at work until almost 5:45 waiting for him to get off work and drive across town to get me then it still is another 15–20-minute drive to get home. Lyft is expensive so more busses and routes would allow myself and others to be able to go more places independently and be affordable.
- Need more programs for disabled and seniors in the area due to most programs only providing transportation for work related programs or for those not getting government assistance.
- Need more routes to cover the whole city. Needs to run nights and weekends.
- need public transportation closer to Misty Glen and ask that people maintain their sidewalks better to help us get around
- Need to expand the hours and number of buses.
- Not only as an individual with a disability do I wish that public transportation was more accessible for me but I also support students with disabilities and see the restricted routes and times that impact their ability to use public transportation for school, work, and community access/social engagement.
- Not sure if this is relevant, but I think snow removal has been excellent for all of the obstacles, amount of snow received, and moron drivers you have to put up with! I just want to yell "move your car" at everyone who doesn't!
- Paratransit needs to expand to Urology Specialist and Infectious Disease on Minnesota Avenue. It would be preferable for service to 85th St for medical needs.
- People take transportation for granted until they cannot independently drive. We are spread out as a community and getting from one area to another is extremely limited when you depend on public transportation. Hours of operation have steadily declined which limits the ability of some to participate in the life of their community-work, shopping, recreating, worship are all difficult to access.
- Please keep the para transit running. My son rides it 5 times a week.
- Please work on Para-Transit for those with disabilities!
- Public transportation has only gotten worse over the years. It use to be a 30 minute route, now it is over an hour. To long to wait for a bus.
- Sam (Paratransit) on demand would be a huge blessing.
- Sioux Falls could be a very bikeable city. Right now it's unsafe to do so unless you can utilize the bike trail for most of your commute. The roads are unsafe for bikers. I have personally been hit by truck mirrors twice and by a car once. I am a safe bike rider that follows traffic laws, but drivers here do not respect a bikers right to use our public roadways. We need protected bike lanes. The bike loop is a great start for this. Expand those trails throughout the whole city! I work with people with developmental disabilities. The public transit system is almost unusable. Some spend 1-1.5

hours each way to get to work. Then they can't use the bus to get home if their shift is later in the evening or on a Sunday.

- Sioux Falls public transportation is not accessible to those who need it due to the hours and routes.
- Something needs to be done about the east/west travel on 26th Street. I travel that route often and have to either go to 12th or 41st to get to where I am going.
- The bus routes take forever to travel, at times you could be spending over an hour riding a bus that should take you 15-20 minutes to get to your destination. The people I work with also have commented that they feel unsafe at times at the bus stops or on the bus. Other people have been hit when riding their bicycles to and from places and it damages their bikes or really hurts them. There are no bike lanes, the roads are unable to accommodate bikers and cars safely.
- The holes at intersections have tripped and stopped us crossing the street (with stroller) several times. Also can be an issue with sidewalk (not as dangerous but still frustrating) . It would be nice if the bus route came this direction (by South West side of Sioux falls)
- The transit system is used daily by individuals who are low-income and don't have another means of transportation. They depend on your services to get to work, appointments, etc. I believe they should be more heavily involved in the planning process for any potential changes.
- There is a lot of time spent getting to where I have to go and I am late often
- There is a significant amount of car/motorcycle racing on Veterans parkway north of Madison which is very stressful as a driver. Usually happens on the weekend evenings. There needs to be more patrol in this area. I do not like driving for this reason.
- Transportation services should absolutely be expanded. This is a huge barrier in our community for folks that rely on public transportation.
- We need a transit system that pays drivers a wage that promotes employee retention and supports a healthy lifestyle. Shows up frequently, regularly, and reliably for our growing community. Reaches ALL areas of Sioux Falls so that folks can access everything they need and so that our community is not segregated by race, socioeconomic status, or ability. Runs at least until 3am (ideally 24/7) so that people can get safely from to and from activities, appointments, and work (the most vulnerable members of our community do not have the luxury of 8 to 5 schedules. Runs regularly, frequently, and reliably on Weekends - people also work weekends and this is the time that many folks need to grocery shop and address other social needs. Does NOT use Non-profits as band-aids for the transit needs of vulnerable people
- We need dedicated bike lanes that are separated from the cars.
- We need more public transit and better transit on weekends without appointment. thank you for your work
- What I hear from people with developmental and other disabilities is that the times are very limited for recreational activities or if you work outside a regular 8-5 schedule. Evenings and weekends can be difficult or impossible to plan for rides on public transportation.
- When traveling to other cities and towns we utilize public transportation. If you made public transit easier to use, such as a trolley system that made several stops between points A-B, you would have many users. A hop on, hop off system with a cost of \$20-\$30 per month for an unlimited pass would be convenient for many working people who want to run errands over lunch, visiting numerous sites downtown or a quick trip out to Dawley Farms or the Empire Mall. Check out New Orleans for its trolley system. They use actual trolley cars but a "trolley" bus would work for quick trips and frequent stops.
- Working with a population that has blindness, low vision, and other disabilities, I can say the public transportation situation in Sioux Falls is abysmal. They need more stops and more frequent

busses at those stops. A person should not have to be on a bus for 3 hours just to get to work an hour early across town.

- Would like public transportation between Sioux Falls and Brandon
- Would love to see Sundowner road paved to tea exit. There is a ton of traffic that does and would use this more if it was paved. Also to add stop light at corner of sundowner and 57th. Many accidents occur here
- You have an officer and a few para drivers that need to go down the river and never come back. Not people friendly.
- you need to provide more routes in the outer streets of Sioux Falls that go to/from the high schools.

Section 5:

Focus Groups Summary

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Overview

ETC Institute conducted interviews on behalf of the Sioux Falls Metropolitan Planning Organization throughout the month of August 2023. The primary objective of these interviews was to gather valuable feedback that will serve as the foundation for the development of surveys. These surveys, once created, will be distributed among various segments of the population, including residents, business leaders, government officials, seniors, and individuals with special needs. The overarching goal is to obtain objective insights and opinions concerning transportation needs and priorities within the Sioux Falls area. To accomplish this, a total of six focus groups were organized, each tailored to cater to the unique perspectives and requirements of the aforementioned population segments, which encompass government leaders/planners, seniors and individuals with special needs, residents, advocates for individuals with special needs, and business leaders.

Some of the specific topics that were covered during the interviews included:

- Perceptions of the Transportation System
- Priorities for Transportation Improvements
- Telecommuting
- Usage and Perceptions of Electric Vehicles
- Public Transportation
- Bicycle Transportation
- Pedestrian Transportation
- Autonomous Vehicles
- Air Transportation
- Uber & Lyft
- E-Bikes and E-Scooters
- Alternative Fuels
- Delivery Services
- Funding
- Survey Development

Perceptions of the Transportation System

What do you like best about the public transportation system in Sioux Falls metropolitan area?

Residents of Sioux Falls commend their public transportation system for its accessibility and ease of use, with a particular emphasis on efficient road systems like the Interstate and the Beltway. They appreciate the city's proactive approach to infrastructure development and construction, ensuring that transportation issues are promptly addressed. Paratransit services are highly valued for their support to individuals with disabilities, enhancing community accessibility. The system's cleanliness and safety also receive positive mentions, making it a comfortable choice for commuters. Furthermore, Sioux Falls' extensive bike trail network is praised for its recreational opportunities and alternative transportation options. Overall, the public transportation system in Sioux Falls is well-regarded for its convenience and the community's commitment to improvement.

Interviewee Responses:

- Sioux Falls has grown quite a bit. One of the things I guess that I like that it is still relatively easy to get from one side to the other, from east to west. We live on the east side, so you know it takes a while but for the most part you can get yourself around. That's one of the things I like.
- For me, I think I've enjoyed seeing that there is always construction. It seems like Sioux Falls is really good about if there is an issue, they kind of look for a solution and you see movement on that pretty quickly once they find that solution.
- I'd like to echo what someone mentioned earlier about the accessibility and the ease of getting around. I live on the West side, but I worked at Avera Heart Hospital for 17 years, and it took me less than 12 minutes to get to work. That's wonderful.
- Well, I think it's the ease of getting around the city, with the Interstate and now the addition of the Beltway around the outside. It seems like there's been some good planning in making it efficient to get around the city.
- The loops around Sioux Falls, the 229 and 2929.
- Yeah, for myself, I do like the ease of the Beltway and such. But paratransit is a huge asset to my daughter with disabilities.
- We use the paratransit system and I like that. Paratransit allows my husband to use it with me and not have to take off work.
- I come from small town Iowa, so I feel that it's actually very easy to get around.
- Well, I'm retired, so my favorite thing is I avoid anywhere in Sioux Falls during the morning and afternoon rush hour.
- It seems clean and safe.
- I get around pretty good. I travel for both my jobs and it works out pretty good for me.
- I like that there's bus shelters in some areas.
- I like the drivers (their personalities), and the token transit web app
- I like the ease and that everything is labeled really well. All the interstates especially.
- I don't personally take it, but I know residents that do and they said it's just easy to get around.
- I am glad we have wheelchair accessible buses and there is the lift option available to us now.

- I think Sioux Falls is good about trying to get input on issues. I also like the buses that now you can put your bike on.
- What I'd like to see in Sioux Falls is improved accessibility for people who don't have vehicles. Many individuals rely on biking to get to work, visit friends and family, and make daily tasks more accessible. This is a positive aspect of our community, and I would appreciate seeing more support and infrastructure to make it even better.
- Currently, due to the ongoing construction, particularly on the 41st St. on-ramps, it's causing significant delays. Regardless of the time of day, it can take up to 45 minutes just to navigate through it. This can be quite frustrating, especially when you're trying to cross from the west side to the east side of town for an appointment, as it almost guarantees being late. It's a challenging situation.
- The strong community effort to try and support transportation and fill in any gaps that need to be addressed.
- I am pleased there is public transportation available. I have a daughter who has a disability and uses paratransit.
- The community and city partners that work in the city are really flexible and work hard to try to create options. For us beyond the fixed route and paratransit system, bringing in other organizations and other transportation organizations to assist with transportation has been a creative process over the years and we all work really well together.
- I like the new signage around town, especially for first time users. I think its very easy to spot where a bus stop is located.
- I like the shelters above where people are waiting for the bus have been beneficial.
- The staff are generally helpful and friendly.
- I appreciate the transportation options in Sioux Falls. I like using 229 as it provides a convenient east-west route, and I'm looking forward to the completion of the Veterans Parkway Hwy 100 expansion project. The new exit onto 90 has improved accessibility. Having an Amazon warehouse nearby has resulted in quicker deliveries, which is a plus. While our airport isn't huge, it's efficient and provides easy connections to various destinations across the United States.
- I agree with Jeff's summary of the transportation situation in Sioux Falls. The Veterans Parkway and improvements to the 41st and 29th Street merger are crucial developments. Additionally, the connection between Harrisburg and Veterans Parkway will be valuable for southeast residents. The expansion of the airport parking ramp is a positive development for those who prefer to fly from Sioux Falls. I also appreciate the signage and road construction improvements on N Minnesota between 6th and Russell.
- I appreciate the transit system in Sioux Falls, especially the detailed routes it offers. I recently learned about a helpful app introduced by the city that has been beneficial. Having come from a more rural area, I find the transit system in Sioux Falls to be a positive feature for our residents and the city as a whole.
- It's appreciated that road maintenance efforts in Sioux Falls go beyond just filling potholes and include curb and gutter work. However, there have been some inconveniences with street closures and signs not being promptly removed after work is completed. The development of Veterans Parkway is also noted, although it's not in my regular route.
- I'd like to mention a couple of things I appreciate. Firstly, I have an acquaintance with medically complex children who benefit greatly from the on-demand transportation service that picks them up for appointments and such. It's incredibly helpful for her. Secondly, I also want to acknowledge the wheelchair-accessible service, although I can't recall its exact name. I genuinely appreciate that they offer wheelchair capabilities.

- What I appreciate most is the drivability of this area, especially when comparing it to larger cities like Chicago and inner-city areas. I'm an independent person who enjoys driving, and here, I can easily drive from all the communities mentioned on the map to downtown Sioux Falls. Finding parking is usually not a hassle, and that's probably my favorite aspect of it.
- It's easy. You can get anywhere you need to go within 20 to 25 minutes, and that's including those MPO areas. So I love that
- Yes, I love the bike trails and the walking trails and it is pretty easy, especially now that Harrisburg and T and Lennox are practically connected.
- I think the bike trail is awesome. I also like the little trolley. I feel like it's just fun and it's cheap and it's just a fun thing to do with the kids. And yeah, just the fact that its easy to get around with personal vehicle. Parking is pretty easy almost anywhere, even downtown. I really appreciate that.
- I too have done biking. I appreciate the bike trail, but as a biker, potentially on the roads, that's a lot scarier. It's not exactly friendly for bikes and cars. But I agree. Traveling around the city is pretty straightforward.
- I also like the bike trails. We're very lucky to have them and I like being able to get from point A to point B without a lot of lot of effort.
- Our bike trails, I think Sioux Falls has a very robust bike trail and I enjoy using it and I think it's a cool thing we have.
- I actually like the fact that I have options to get to work, different routes, being an experienced driver in Sioux falls if my normal route is impacted by road construction I have ample opportunities to take a different route.
- The ease of getting around Sioux Falls, which has changed recently with increasing populations, but I look forward to things opening up to get around quicker.
- I put down the street systems, Ive been to other major cities with crazy looping around and stuff and I like that its simple here
- Bike trail, I'm an avid biker so I use the trails a lot
- Ease of accessibility, improvements are easy and well timed
- Getting from point A to point B, you can easy re-route to get where youre trying to go.
- Just about everything in Sioux falls is 15 minutes away so travel time stays the same.
- Interstate system, I like I-29 and I-90.

What do you like least about the public transportation system in Sioux Falls metropolitan area?

People in the Sioux Falls metropolitan area voice several grievances about their transportation system. They express a love-hate relationship with paratransit services, recognizing their importance for individuals with disabilities but noting difficulties in scheduling and limited service areas. Geographic challenges, such as poor connections in the northwest corner and inefficient street layouts, pose additional hurdles. Concerns about traffic congestion during construction, long wait times at red lights, and the impact of road construction on travel times exacerbate frustrations. Residents also highlight the need for expanded public transportation options, more efficient routes, and improved infrastructure, including better road maintenance and pedestrian safety measures. These issues collectively contribute to a range of transportation-related challenges faced by Sioux Falls residents.

Interviewee Responses:

- My reaction to paratransit is a love-hate relationship. Without it, my daughter would not be able to have a job or go to day services. But there are still quite a few limitations with paratransit as well. So it's very much a love-hate situation. It's very difficult to change a schedule. The biggest issue is the limited areas covered by paratransit. I was going to purchase a home on the West side of town when we moved here, but paratransit only goes where the public bus system goes within 3/4 of a mile. So we're living in an apartment because I couldn't find something on the paratransit route instead of purchasing a home.
- I agree with Patricia big time. I own a home within the boundaries, but anytime I visit relatives in town, they're not within the limits, and it's gotten worse ever since the beginning of the pandemic. They're narrowing where they go.
- In the northwest corner, the connections are poor. I work over on W. Russell by the Convention Center, and I live on the east side near Rosa Park. Getting by the prison, there are not very good connections there. Falls Park also cuts off some routes. Just general street connection. It's just not very efficient, you know. North Drive is kind of limited. The geography there messes things up.
- One concern is traffic congestion, especially around 41st Street during construction. Also, going from the west side to the east side involves detours, which can be inconvenient. I'm also nervous about the upcoming diverging diamond intersection, but I'm watching YouTube videos to figure it out.
- On one hand, you can get from one side of the community to the other, but certain areas' geography makes it challenging. We must plan ahead when traveling due to these geographic limitations.
- Personally, I'm still driving, but I volunteer for an organization called Project Car, which helps people without transportation. Many folks face limitations with the transit system in terms of coverage and schedules, making it not a viable option for them.
- I'm a non-driver, and getting outside my immediate area is challenging, especially in winter. Expanding public transportation would be incredibly helpful as it's currently quite limited.
- People don't look both ways and there are a lot of blind spots.
- I have issues with crosswalks when im crossing by wheelchair and have the walk symbols. People to not yield to the right-of-way sometimes.
- The issue that bothers me most about the transportation system is that I cannot get to my urologist, the only one in town, Dr. Urologist. It's down 69th and Minnesota and I can't get to them. I can't get to their orthopedic hospital.
- On paratransit that you have to schedule your appointment a day in advance and you have to allow at least an hour time frame for him to pick him up and get him to his appointment on time.
- There's not enough options for public transit taxi.
- I mean, even Lyft's and Uber's are very selective and expensive and just getting around is very difficult if you don't have a car, or even if you do have a car, it gets a little a little difficult.
- The length of the red lights. Like I wait what seems like forever, especially coming off I-229 on the Louise Ave, trying to turn left. It's the longest red light ever. And then when it turns green, it doesn't stay green, but maybe two cars can get through. That would be my biggest frustration or the likeliest.
- I just think of like two seasons, winter and road construction. So it's just kind of everything. I work from home part-time now, and I do love being at home now because I work. I would work an 8 to 5 job. I work in an 8 to 5 job so that's rush hour all the way so, but it's a bigger city, so you kind of give and take, I guess.
- I guess my thing is there's just too much construction, too much going on all at once in the same areas, and it's always like the major intersections and it just blocks everything up.

- I retired about 4 1/2 years ago, and before that, I was a city transit driver for 40 years and honestly, my opinion is the transit system, the fixed route, and especially the paratransit is an embarrassment. There are so many gaps and so many holes in the city that they don't cover that people that rely on it, they're pretty much out of luck.
- The whole West side of the town isn't covered. I think a lot of the east side, and my biggest concern is families that need to get kids to daycare in school before they even go to work because walking is pretty impossible even to get to a far-away bus stop.
- It would be that it doesn't go out far enough, like Mel said, and also the times that they stop because they stop earlier in the day. Some people work later in the evening, and they're not able to catch a bus home.
- Yeah, I'd like to address a few challenges we encounter. One of the services we offer is bus training for people with disabilities, helping them learn how to use the bus system. However, there's a time constraint as there aren't enough hours in the day to provide comprehensive training. Additionally, the application and approval process for paratransit can be complex for some individuals.
- I would like to see more bus shelters available, especially considering our winters here. Also to expand outside the city limits, we have a lot of housing going up on the outskirts of town.
- The routes don't go out far enough.
- The schedules and times don't always seem to match up with employment opportunities and we've had to limit employment opportunities for folks because of transportation opportunities.
- I truly appreciate the opportunity to provide feedback, and I'll keep it concise. I'd like to highlight three areas for potential improvement: Communication: There's a need for better communication, especially regarding important details like transfer cards. This is crucial for individuals who use sign language and may not rely on verbal communication. Job Accessibility: Currently, there's limited bus service in the southeast area, which results in missed job opportunities for residents in that region. It's essential to align job opportunities with available transportation options. Visual Announcements: It would greatly benefit the community, particularly those who are deaf or hard of hearing, if all buses were equipped with visual displays indicating upcoming stops. This would provide accessibility and ease for passengers who may not rely on auditory announcements. Thank you for your time and for considering improvements to benefit the deaf and hard of hearing community.
- I'd like to suggest a few improvements to the transportation system: Extended Service Hours: Considering the needs of those with employment during evening and night hours is essential. Many rely on taxis or rideshares, which may not always be reliable. Expanding Routes: It would be beneficial to extend routes to locations like Avera Behavioral Health, located at 69th and Louise, to improve accessibility for those who need these services. User-Friendly Kiosks: Implementing user-friendly kiosks where passengers can input their starting and destination points to receive information on available bus routes would greatly enhance the overall experience and convenience for riders.
- One concern I'd like to address is the duration of bus rides. A friend of mine who is visually impaired relies on the bus to commute to work and back. She mentioned that her journey to work is fine, but the return trip takes an astonishing two hours. If her husband were to pick her up, it would only take seven minutes. This prolonged commute can be quite challenging and inconvenient.
- Navigating east to west in Sioux Falls can be quite challenging. Promises to extend 26th Street to the interstate were made by Mayor Huether but were never fulfilled. As a result, residents like me must detour to 41st Street or 12th Street to cross the interstate, which can be inconvenient and frustrating. There is a need for improved east-west transportation routes in the city.

- I agree with many of the points raised earlier. One thing I'd like to emphasize is the importance of establishing a channel for people to communicate when they encounter problems with the transportation system. Additionally, the need for extended service hours, as previously mentioned, is crucial. I can provide an example of a person who wants to attend our brain injury support group but has to endure a 3-hour travel time. If there was a way for her to communicate her concerns with the bus system and receive suggestions, it could greatly improve her experience.
- I'd like to share a personal experience involving my daughter's use of paratransit services. Often, she had to endure extended waiting times, sometimes 30 to 40 minutes beyond the scheduled pickup time, especially in the harsh winter months. To avoid inconveniencing the drivers, she would sit in a cold garage, which wasn't an ideal situation. Expanding the service hours could greatly benefit those who rely on it. As the city continues to grow, consideration should also be given to reaching the outer areas. These delays affected her punctuality at work, and her employer didn't always understand the situation, not realizing she depended on the bus service. It's an issue worth addressing.
- One significant issue we frequently encounter is the lack of a good East-West corridor, with 41st St. and 12th St. getting congested due to multiple stoplights. This disrupts traffic flow. We've noticed that main streets, including North-South routes, are becoming increasingly congested over the past five years. Sioux Falls is spreading out more, and this expansion is a concern.
- Five years ago, our average trip was roughly between 3 and 4 miles. Currently, it's creeping up to a little over 4 miles on average. Some trips within the city can even be as long as 13 miles.
- I echo what the previous speaker mentioned. Road construction can be quite problematic in Sioux Falls. Better signage during road construction would help. Additionally, we need to improve transportation options to the airport as some people still drive to Omaha or Sioux City for more convenient flights due to the lack of direct flights in Sioux Falls.
- My least favorite aspects of Sioux Falls transportation include congestion on Minnesota Ave during peak times, the need for larger roads, frequent stoplights, pedestrian safety issues downtown, and issues with the new bus system. Walkability can be challenging in areas outside of downtown, and excessive noise from cars on Phillips is also a concern.
- Some of the main concerns related to Sioux Falls transportation include the high cost of flights to and from Sioux Falls, often around \$400 or more unless using discount carriers, and challenges with access to interstates, particularly with regards to Interstate 229.
- Buckled sidewalks.
- The coexistence of bikes and cars and pedestrians where I am in town. There's a couple of intersections people do not look around while they are turning and I've almost gotten hit a few times.
- I have a concern about the traffic situation during rush hours, particularly on the Interstate exits. It's not ideal, and even though I don't usually need to be out during those times, I've observed the congestion, which I find inconvenient. While there's a way to bypass it by making a big circle on the Interstate, trying to travel straight through the center of town can be challenging. For instance, 26th St. doesn't provide a continuous route; it stops at Kiwanis, making it difficult to navigate through the heart of the city, and the traffic tends to move slowly.
- I've got two points to share. Firstly, the public transportation system leaves a lot to be desired. If you can avoid using it, I would recommend doing so. Secondly, I want to highlight the issues with the 229 exits, particularly the backups during rush hour. Having to use them daily, it can be quite a frustrating experience.

- I'm concerned about several aspects of our local traffic situation. Firstly, there seems to be a significant lack of traffic control, with heavy-duty trucks, semis, and construction vehicles often using regular, almost residential roads. Secondly, many drivers don't seem to adhere to speed limits, particularly in areas with a 40 mph limit, which I find unreasonable. This disregard for speed limits is making our streets more dangerous, and there isn't enough police presence to monitor and enforce them. This, in turn, leads to traffic congestion and heightened frustration among drivers.
- One issue I've noticed is that the public transportation system doesn't conveniently serve many of the main areas I need to travel to, especially for work. The nearest bus stop is about half a mile away, and with the current heat, that's quite uncomfortable. Additionally, the timing is challenging. To catch the bus and arrive at work on time, I'd have to wake up about 3 1/2 hours earlier, which isn't practical.
- I guess I'm going to reiterate what she said a little bit. One of my thing weakness areas that I've noticed for a long time is the bus system and the fact that it hasn't really grown with the city. And the bus. Stops are more in the inner city areas and they don't get to the outside of town as the city has grown quite big and it's hard for a lot of people to reach. Bus stops to ride the bus system.
- Well, as a school bus driver, a couple of things really bother me. Firstly, when driving larger vehicles, some of the older intersections like Western and 12th St. are just too tight to make a right turn, whether you're heading South or North. The turning lanes and lanes in general are too narrow for the bus to navigate comfortably, forcing us to take wider turns. Another issue that's quite frustrating is when road construction occurs. Often, there's enough room for cars, but not sufficient turning space for buses. As a result, you'll see buses on frequent routes having to maneuver around cones or obstacles, which isn't ideal but becomes necessary due to the limited space.
- On some of the major corridors like Minnesota avenue there's too many lanes, I wish there were more medians.
- I would say I like the least is the tight corridors where we should widen out the street and right of way.
- It takes 15 minutes to get from one end to the other and I get immediately angry when it doesn't and I know its unreasonable but it still happens.
- Public transportation, the lack of it and lack of reliability.
- I don't like the way 1-229 ends on the north end. There's a VA cemetery up there and there's increased public access to it but really not developed and the roadways don't have good movement. I'm concerned about safety and in general it falls under the umbrella of development before infrastructure in place. It bugs me.
- Difficulty getting around with all the road construction, you end up going one way with all the road construction. Increasing medians would be wonderful. I'm wondering, at some point with construction, if there is a way to have workers in the night to get things done quicker?
- I think we are doing a lot better job at all this but bicycle and pedestrian safe facilities we don't have enough for our growth. That needs to be improved. We are doing better though.
- Pavement conditions. It's bad when it's good and it's terrible when it's bad. In the winter there's potholes everywhere, I understand freeze-thaw but even in the summer. East 12th street has constant banging. It's a safety issue too though. I'm a biker and sometimes there's potholes and corners that break off, it'll throw you right off your bike.
- Road conditions, I understand it's difficult to maintain especially with the growth the city has had. Some of the side streets seem very narrow. You get parking on both sides and if you're trying to drive a truck or school bus down these side streets it's difficult. All this is due to growth, which I find is supposed to be good for us but it's painful.

Do you have any concerns about transportation safety in the Sioux Falls metropolitan area? If so, what are your concerns?

Residents in the area have expressed concerns about road safety and design. Issues include drivers running red lights, high speed limits at certain intersections, and the need for better snow removal during winter to ensure accessibility to bus stops and sidewalks. Distracted driving and aggressive maneuvers by some drivers, such as squeezing into tight spaces and rapid merging onto major roads, are also significant worries. The middle turn lanes in street design present challenges and safety concerns. Lastly, the presence of country clubs in central areas causing road congestion and the introduction of an unconventional diverging diamond on 41st St. are raising questions about traffic flow and safety.

Interviewee Responses:

- My concern is people running red lights, especially when the light is about to turn red. It can be dangerous.
- Some intersections have speed limits that are too high, leading to potentially hazardous situations. Flashing lights indicating when to prepare to stop could help.
- We need to make sure things are accessible in the winter, making sure things are shoveled and there's not a pile of snow in the curb that someone might need to use to get to the bus stop and things.
- Well, there are a few things in terms of street design that could be better. Actually, I like the way most streets are designed – two lanes of directional traffic and a center turn-off lane. However, one thing I've noticed, and my fellow drivers have reported, is that drivers have gotten worse. Distracted driving is a big issue. Some of it relates to dealing with congestion, where people might try to fit into spaces in traffic that aren't large enough. One specific problem is the entry into traffic flow from side streets onto major thoroughfares like 12th Street. People often speed up rapidly to beat oncoming traffic and squeeze into a small space. It seems like every time I'm out driving in the city, I witness something that makes me shake my head. People slam on their brakes, and it's a safety concern. Another issue relates to those middle turn lanes.
- I've noticed a couple of issues in our area. Firstly, the country clubs situated in the middle of town often congest the roads, particularly on 41st St. and 12th St., creating bottlenecks. Additionally, while I personally don't mind them, I've observed that some people struggle with double left turn lanes and traffic circles, potentially leading to accidents due to their relative rarity in our area. Looking ahead, there's also concern about the upcoming diverging diamond on 41st St., which appears confusing and unconventional, raising questions about its impact on traffic flow and safety.

Do you have any concerns about traffic congestion in the region? If so, what are your concerns?

Sioux Falls residents face traffic congestion, especially from 4 to 6 PM, creating challenges for all travelers, including those with visual impairments. Issues include congestion near 41st Street, worries about the upcoming diverging diamond intersection, growth-related congestion, roadwork, signage, lack of an efficient east-west corridor, heavy-duty trucks on residential roads, speeding drivers, limited traffic control, and rush-hour congestion, particularly at Interstate exits. These concerns highlight the significant impact of congestion on the city's transportation.

Interviewee Responses:

- Traffic congestion becomes a problem in the afternoons, around 4 to 5 PM. It's particularly challenging for those with vision issues who may find it difficult to travel during these congested times.
- It is crowded. It depends upon when you go between 4:00 and 6:00. You're not going to get anywhere for a long time.
- Concerns about traffic congestion, especially around 41st Street during construction.
- Challenges in traveling from the west side to the east side due to detours.
- Nervousness about the upcoming diverging diamond intersection and its impact on traffic flow and safety.
- Observations of increasing congestion on main streets and routes in Sioux Falls, as the city expands.
- Frustration with road construction and the need for better signage during construction.
- Lack of a good east-west corridor, causing difficulties in navigating the city.
- Concerns about heavy-duty trucks and construction vehicles using regular residential roads.
- Observations of drivers not adhering to speed limits, leading to dangerous streets and congestion.
- Lack of traffic control and limited police presence to enforce traffic rules.
- Traffic congestion during rush hours, particularly at Interstate exits.

Priorities For Transportation Improvements

What should be the top transportation priorities for the Sioux Falls metropolitan area over the next 20 years?

Sioux Falls residents have varied ideas for the city's top transportation priorities over the next 20 years. Suggestions include adding roundabouts and completing South Dakota 100, expanding paratransit and outer area coverage, improving public transportation and bike trails, expanding routes and increasing bus accessibility, addressing traffic congestion, and enhancing road infrastructure. Residents also emphasize electric vehicle support, better road engineering, and maintaining existing systems. These proposals reflect the city's evolving transportation challenges and opportunities.

Interviewee Responses:

- I believe we should add more roundabouts to improve traffic flow. Completing South Dakota 100 and enhancing multi-use trail connections are also crucial.
- Extending paratransit to cover the entire city and focusing on the needs of the growing outer areas, not just the central part.
- Addressing global warming concerns by making public transportation more usable through increased routes and frequencies, especially in extreme weather conditions.
- Prioritizing public transportation, studying growth patterns to determine needs, and encouraging more usage of public transportation and bike trails.
- Prioritizing public transportation and creating more multi-use pathways for cars, bikes, and pedestrians on main roads.
- Expanding public transportation geographically and time-wise, even though it may require initial investment to boost ridership.

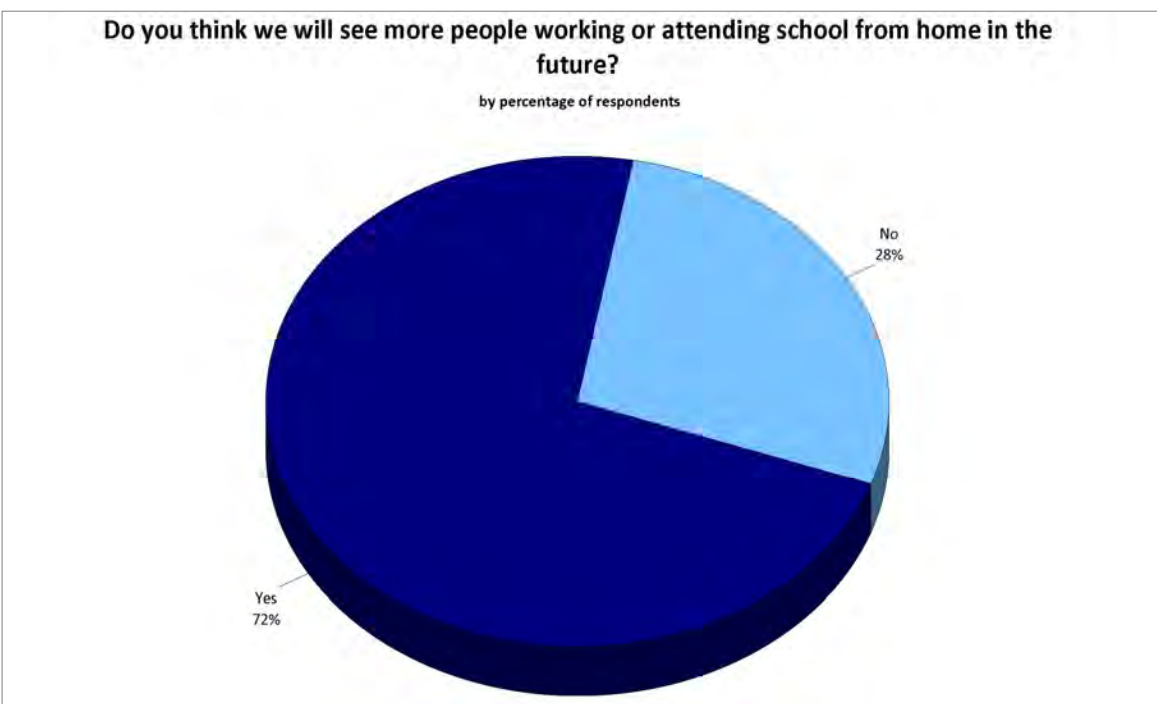
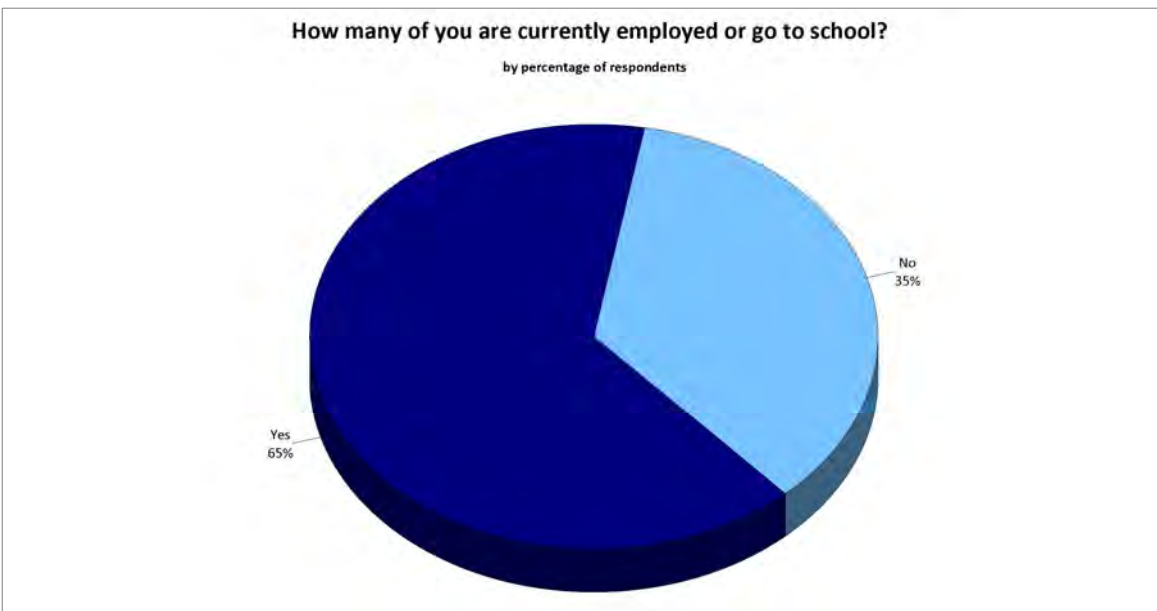
- Making public transportation accessible to areas currently lacking service, efficiently managing traffic during peak hours, and maintaining road conditions in the growing city.
- I feel like making sure that the routes are expanded, especially for those that are utilizing those systems, whether it's to go to appointments, jobs, schools, daycare, whatever. And I most definitely would hope that by now, in 20 years, they have something figured out that's not going to clog up the whole town with construction.
- The only thing I could really think of is that we do need roads and big enough roads to keep up with all the growth because as the area that you put on the map just keeps expanding, but also keeping the roads in good shape. I know that's a tall order, but I heard more this year about with our bad snow and all the potholes and people's cars were getting wrecked because of it. So that's a big thing, I think, is having enough roads but also keeping them up.
- Its hard to get from the West side to the east side, especially extra lanes in the congested areas and extra longer left-hand turn lanes in the more congested areas also. And Paul St. they want that.
- Sure, I had more train crossing alerts. I crossed like 3 different tracks to get to work, and one of them has an alert so that would be nice to have more of those. Potentially getting Amtrak through here just to make traveling a little bit easier across the city. And then of course, you know, improving our bus lines, getting more buses, getting earlier buses, late buses and potentially more drug education.
- I am, I wrote down a lot of the same things that everyone else said, but I did also write down that they need to add turning lights at some of the busier intersections. There are intersections in town that are hospital route one way, past the turning the other way does not have the turning light. The other thing they need to do is they need to be more competitive with their pay to retain the drivers.
- My big thing would be to have the buses not just paratransit, you know, like I use but have it access the neighboring city brand and Key Harrisburg, Dell Rapids, you know, like that. And the other thing that I want to throw in there is the sidewalk ordinance that it be kept up to where repairs are made, 88 ramps put at the corners, and also the push buttons? There are friends of mine that are visually impaired, and those push buttons are very important to them, the location of them. And a lot of the sidewalks, I've seen new sidewalks even in the southern area of Sioux Falls and close to Lincoln County, that they've only been there less than five years in some are in very poor condition. And the other thing, I think to have people accountable with the red light and not stopping, I think we really need to go back to enforcement with cameras at busy intersections. I know it used to be a third party before to collect the citation, but I think we kept it within Sioux Falls to collect those, you know, to actually hold those people accountable would help a lot.
- I get frustrated when the expanding the new main arteries in the construction of those is going on after development starts. I'd like to see them get ahead of that and get those multi-lane divided roads up and open before the development really kicks off. And being familiar with transit, when it comes down to is their budget. They just don't have enough money to. I mean, they'd like to do more. I know they would because I worked there for 40 years, but they just. I mean, it's such a low priority in the budgeting process. They just need to. Dramatically increase their budget, yeah. Traffic lights. One thing that kind of frustrates me. People talk about waiting at red lights and sometimes you wait through two or three or five cycles when you finally do get a green. Be nice if they were green long enough to clear the intersections. And one other thing I came up with is they need to find a way to get from Kiwanis to Louise Ave. and either goes through the golf course at either 22nd or 26th St. and to have another way across the river and the Interstate because that is just a bottleneck. On 41st and 26th trying to get. Through that area, and another way to go would. You'd have to make that better.

- I think that family living areas like apartment buildings and all the different sides of our community that aren't connected should be connected, especially to daycares and schools. I think that. There should be good winter and summer covers or protection at these stops. I would love it if they were electric or biofuel. I bet we're not big enough to have light rail for a really long time, but if there were electric or biofuel, I would like if there was an emergency program for when someone can't afford it. It's like if you did with two kids every day for a month, it'd be like \$300. And then I want them to leave the Falls Park alone and keep the roads small and not keep destroying it.
- Expanding the limits of where public transportation is available
- Expanding routes and expanding hours to weekends and later in the evening.
- Improving accessibility
- Expanding hours and expanding to the outskirts of Sioux Falls
- Investigating the possibility of using more Lyft or Uber.
- Improving accessibility and ease of use and expanding routes for individuals to have more options.
- Improving communication, visual announcements would be wonderful. Expanding routes, especially to the southeast area.
- Expanding the routes and making things more time efficient
- Ease of use and expansion of hours and routes
- Of course, one issue that comes to mind is E 26th St. It's currently closed off in a confusing way. When you exit I-29 onto 26th Street, you can only go left, which makes it challenging for many of my clients. This situation needs to be addressed to provide better access. However, there are obstacles like golf courses and North Sioux Falls' development that complicate the process. Speaking of North Sioux Falls, it seems like we need another corridor to circumvent the new developments in that area. There's a road that goes to the tee area and then up to the University Center, which has been renamed recently. Expanding this road to create a more complete circle around Sioux Falls could help alleviate traffic issues.
- I would say there are a few critical transportation issues to address in Sioux Falls. First, congestion at the Minnesota Ave. I-29 entrance and exit needs attention, possibly through widening major thoroughfares to better handle the traffic flow. Second, improving the East-West Corridor is essential for smoother transportation across the city. Finally, the Sioux Falls Airport should grow in tandem with the city's expansion, offering better flight connections for residents.
- First, enhancing the use of the city's core and improving the East-West corridor is essential for smoother traffic flow. This can help alleviate congestion and reduce travel times across the city. Secondly, efforts should be made to expand and enhance the Sioux Falls Airport. This includes attracting new carriers and offering more direct destinations and options, which could ultimately lead to lower flight costs for residents. Additionally, ensuring appropriate capacities for surface roads, such as Minnesota Ave and 41st St, is crucial to accommodate the growing population and increased traffic demands. Upgrading these main thoroughfares will help alleviate congestion and improve overall traffic flow. Lastly, providing good access to Sioux Falls for residents in the suburbs like Harrisburg, Brandon, Crooks, and Hartford is vital. Many people living in these areas work in Sioux Falls, so it's essential to ensure they have convenient transportation options for commuting.
- I would like city planners to be aware that road engineering can influence driving speeds significantly. If a road is designed to feel like a 50 mph zone, people will naturally drive at that speed, regardless of speed limit signs. Additionally, expanding transportation options to Sioux Falls Airport is crucial. Looking ahead to a 20-year plan, I believe introducing passenger train service would be a valuable addition to our city's transportation infrastructure.

- I appreciate your input, and your suggestions align with several key transportation improvements that could benefit Sioux Falls. Expanding Airport Services by attracting more carriers and increasing flight options at the Sioux Falls Airport can improve flight reliability and offer residents a wider range of choices for air travel. Exploring Train Services and investigating the feasibility of introducing train services to Sioux Falls could provide an alternative mode of transportation and potentially reduce road congestion. Addressing Congestion issues around the 41st St. and highway exit area is crucial for improving traffic flow and ensuring smoother commutes. These initiatives align with enhancing transportation options, accessibility, and efficiency in Sioux Falls, and your input contributes to the ongoing discussion of making these improvements a reality.
- I've noticed several important transportation issues in Sioux Falls. Firstly, addressing the need for another east-west thoroughfare is crucial. Ironically, increasing capacity and adding lanes often worsen congestion, as traffic engineers have observed. To alleviate this, we could consider developing narrower arterial streets instead of funneling everything into broad thoroughfares. Another concern is the readiness of electric vehicles; while they may not be fully ready for prime time yet, improving EV technology necessitates accessible places for quick battery charges or swaps. Another related issue is managing the city's growth. Instead of spreading out, building up with higher population density could benefit the municipal transit system, which struggles with low customer density. Additionally, expanding infrastructure to accommodate new housing developments increases maintenance and snow removal costs, potentially straining city resources. Lastly, addressing roads that encourage speeding, often referred to as 'steroid streets,' is essential for safety, like Southeastern Ave. between 26th and 49th Streets, where the speed limit is low, but design encourages faster driving.
- I want city planners to be aware that road engineering significantly influences driving speeds. When roads are designed to feel like 50 mph zones, people tend to drive at that speed, regardless of posted limits. Additionally, expanding transportation options to Sioux Falls Airport is crucial. Looking ahead to a 20-year plan, I would love to see the introduction of passenger train service, especially high-speed rail, similar to what exists in other parts of the world. This would provide fast and energy-efficient travel options from Sioux Falls to cities like Minneapolis, Chicago, or Denver, reducing our reliance on air travel.
- My top priorities would include being mindful of where road construction is scheduled. While we understand the necessity of road work for the city's development, it's essential not to concentrate it in a way that disrupts everyone's daily commute across town. Additionally, concerning public transportation, I'd advocate for expanding the bus service to make it more accessible to a broader range of people within the city
- Certainly, I can clean up the comment while retaining the writer's voice. Here's the improved version:
- I've noted a few priorities that I think are essential. First, we need to accelerate efforts to improve access around the city. While the plan is in place, I believe speeding up the expansion of routes, especially around the outer skirts of the city via 229, is crucial given our rapid growth. Secondly, I agree with Casey's point about limited access between different parts of the city, particularly due to the 12th and 41st St. areas blocked by what we call 'country clubs.' These restrictions need attention. Lastly, I echo the concerns regarding road construction. Sometimes it feels like certain areas get all the focus, making it challenging to move around the city.
- North/south corridors into Sioux falls
- Public transportation and road capacity
- Road reconditioning and bike trail expansion/connectivity
- Complete and safe streets for all and freight especially deliveries

- Expanding bike trails and east/west navigation
- I believe it's crucial to expand our bike trails, especially with the recent growth and new developments in our area. While my residence isn't part of a new development, I've noticed that the bike trail doesn't extend anywhere nearby. I'd love to see more connections and expansion in that regard. Additionally, if I understood correctly, I'd like to mention that improvements in our local airline services are also a consideration.
- I have a few concerns and suggestions regarding traffic in our city. Firstly, I believe reducing speed limits could both enhance safety and regulate traffic flow. Additionally, we need better Interstate access, especially for places like Sioux Falls Lutheran near the Heart Hospital. It's currently challenging to reach from the Interstate, and progress often feels slow on these projects. Implementing traffic cameras to curb speeding, particularly on roads like South Minnesota, could help address the issue. Lastly, I'm a supporter of roundabouts after experiencing their effectiveness in Bend, OR, where they've replaced traffic lights throughout the city, creating a smoother flow of traffic and encouraging better driving habits.
- I'm concerned about our city's growth and its impact on traffic, particularly from areas like Harrisburg and Brandon into Sioux Falls. Many residents in these smaller communities commute to Sioux Falls, and there's limited Interstate access, especially for Harrisburg. Living on the southern end of town, I frequently encounter Harrisburg traffic during my daily commute. I'm wondering how we can better manage and control this traffic influx. Additionally, given our rapid growth, I believe it's crucial to expand our bus routes, as they have remained largely unchanged despite our city's expansion.
- I'm glad to hear that others share the concern for improved public transportation. It's essential to have more bus stops and more frequent service, especially during winter when snow removal becomes crucial. Sometimes, it seems they hesitate to call a snow alert due to budget concerns, which can be problematic. Additionally, addressing access issues through the country clubs in the stretch between Kiwanis and Louise is important. Lastly, better road repair is needed, as some potholes can become quite problematic and hazardous.
- I'd really appreciate having more flight options out of Sioux Falls. Currently, it seems that many flights take me on indirect routes and in opposite directions for connecting flights. While I don't fly frequently, it can be a bit frustrating when I do. I've noticed Allegiant offers some good direct flights, but they're limited to certain times of the year, which can make travel planning challenging. Additionally, addressing snow removal is another concern of mine.
- My main focus is on improving our transit system. Having briefly lived in Portland, OR, I couldn't help but admire their public transit model. They have one main train route that runs through the entire city, with all the bus routes branching out from it. I'd love to see something similar here, where you can easily travel from one side of town to another and then connect to other buses if needed. Additionally, having a dedicated app to track transit in real-time would be fantastic.
- I believe the criteria for paratransit should be more flexible to better accommodate individuals with different needs. Additionally, addressing snow removal is crucial not only on the streets but also in parking lots, as we experienced challenges at my workplace last year when the parking lots were filled with snow, making way for snow plows difficult. Another concerning issue is heat-related buckling of the interstates, which can be very dangerous. Although I'm not sure about the solution, it's essential to research what other states do when they face extreme heat conditions to prevent potential catastrophic incidents.
- Pedestrian friendly, east/west travel
- Maintenance of existing systems

Telecommuting



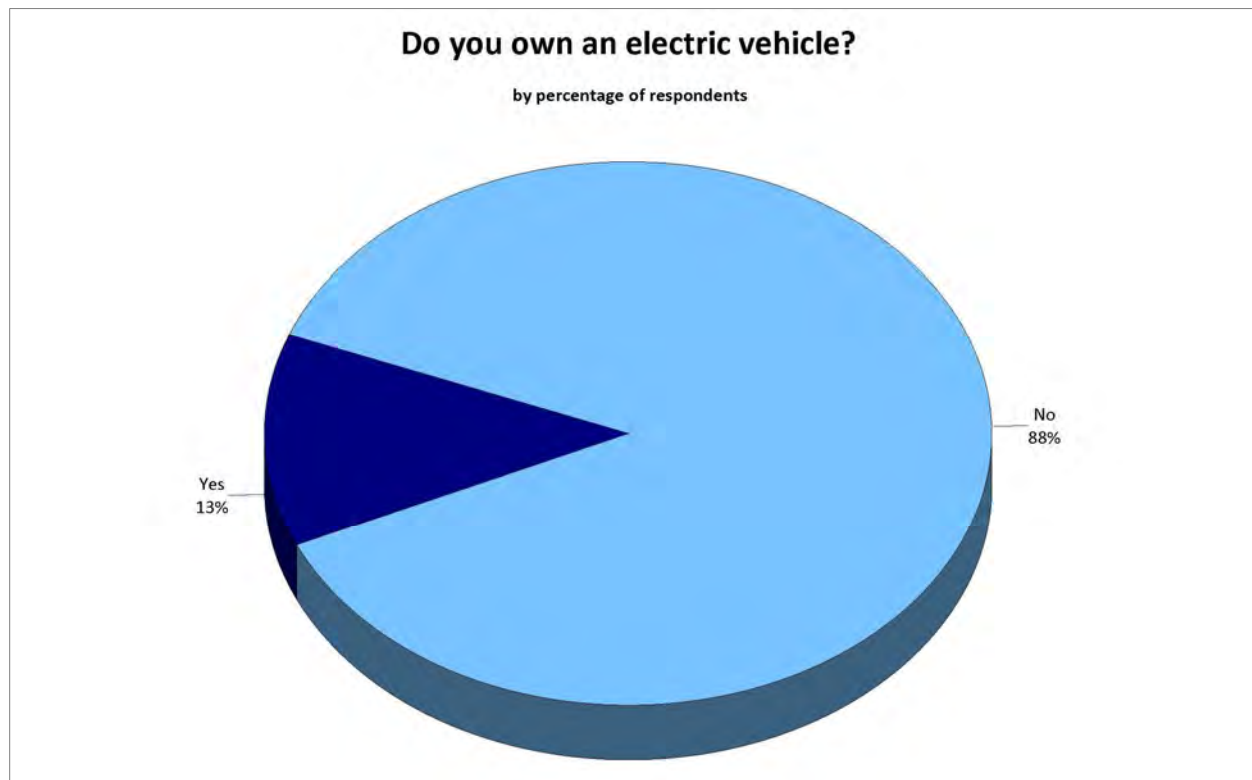
Do you think we will see more people working or attending school from home in the future? Why or why not?

Opinions on the future of remote work in Sioux Falls vary by profession and industry. While some see benefits like increased efficiency but note drawbacks in collaboration, others, like healthcare workers, find remote work infeasible. The return to office work is mixed, with some emphasizing its importance for teamwork. Concerns arise for individuals with disabilities as businesses mandate a return to the office. Potential for increased remote work in the future exists, driven by technology and cost-saving opportunities, but the balance between remote and in-office work remains a key consideration.

Interviewee Responses:

- Well, I believe the future of remote work or remote learning depends on the type of work or education. From what I've heard, in the banking industry, they have found efficiencies in certain tasks by allowing people to work from home. My daughter has worked for Citibank for 20 years, and she currently works from a home office. However, I understand that this doesn't apply to all types of work.
- I'm a nurse working in a COVID clinic, so remote work isn't feasible for my profession. It seems like some businesses are trying to bring people back to the office.
- I work for an engineering company, and whether we work from home depends on the nature of our tasks. Sometimes, remote work is fine, but there are times when we need to collaborate with colleagues. It varies by industry.
- I think companies want their employees back in the office to build camaraderie and foster teamwork.
- I had the opportunity to work from home in human resources. I found it efficient because of fewer interruptions, but it also meant less collaboration with colleagues. In my area, a mix could be a good approach.
- I retired during the COVID pandemic; my last year of teaching was from March to May. I retired because it was part of my contract. What I observed with students during that time is that some students, like all humans, need that essential human connection. They missed being in class. I think this can be extended to the adult working world. Some of us require that human interaction. While it's convenient to work in your pajamas from your computer, we still need that connection. It's essential for us as humans. Finding the right balance between working at home and working in the office is crucial. Of course, the nature of your job matters too. If you're, for instance, collecting garbage, working from home is probably not an option.
- The COVID-19 pandemic provided an opportunity for people with disabilities to work from home more easily. However, some businesses are now requiring everyone to return to the office, which can pose challenges for individuals with disabilities who may find it more difficult to work in a traditional office environment.
- I think it's going to increase more people have the flexibility to work from home now with more technology, so yes.
- I don't anticipate a significant increase in people working from home. Even if Sioux Falls attracts newcomers who can work remotely, I've noticed a trend of people returning to the office. So, while there may be some remote work options, I don't expect a dramatic shift in that direction.
- I think there needs to be a balance. It was a big deal for us to look at telecommuting as a reduction in travel, there's a benefit from that perspective to clear up the roads.
- When we are doing interviews it's always asked and I think it hurts us when we don't have it.
- I think you're going to see a major increase throughout the entire country, I think there is enough data after COVID to now to see work productivity and private businesses to see how much they can save on real estate and all. After we see cost benefit analysis we will see changes.
- I think mainly for our organization we have direct patient care so we have to be there. During COVID, we were all there but administration was working from home. Most of that has come back.
- The state does have a robust intern program and my cubicle office space was available when I wasn't there, we did office sharing with remote.

Usage and Perceptions of Electric Vehicles



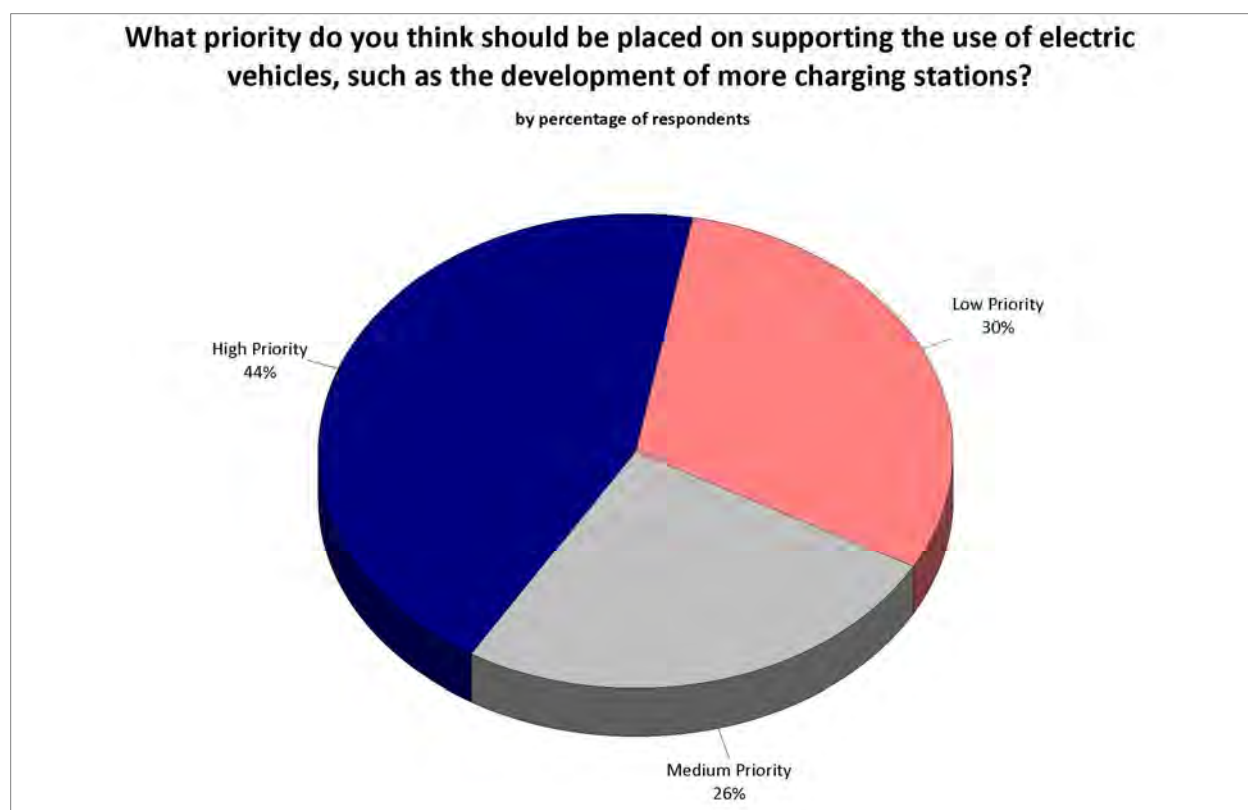
For those who do not own an electric vehicle, do you think you will buy one in the next five years? Why or why not?

Opinions on electric vehicles (EVs) in Sioux Falls vary, with some interested in them for local commutes due to cost savings and environmental concerns. However, reliability for long-distance travel, limited charging infrastructure in South Dakota, and concerns about battery production and disposal hinder widespread adoption. Many prefer hybrids for their versatility, but factors like charging infrastructure and cost remain significant barriers to EV adoption in the region, with potential changes expected in the next 5-10 years.

Interviewee Responses:

- I would definitely consider it. My son has a Flex 1 for city use, and it's much cheaper to operate. He charges it for about \$0.25, but he can also use gas for longer trips. I'd like to reduce my carbon footprint.
- I won't be purchasing one mainly because I'm legally blind and can't drive. However, if it could serve as a family vehicle with flexibility for both short and long distances, we'd be open to it if it fits our budget.
- Well, I think the efficiency of electric vehicles, especially in winter, isn't quite there yet. I'm more in favor of hybrids. I don't believe fully electric vehicles will be viable in the next five years.
- I've delved into the science behind mining the materials needed for various technologies, and I even discussed this with my kids, as I used to teach science. I was quite shocked to learn about the conditions under which rare earth materials are extracted. The people working in these conditions deserve better. Personally, I believe that these conditions must improve significantly before I could consider using a vehicle that relies on such materials. It's essential for the well-being of those involved in the process. I hope that in the future, we see improvements in these mining conditions.

- I drive a Toyota Camry, and if they can demonstrate that an electric vehicle is as reliable as a Toyota Camry, I'm open to the idea. Like Doug, I want to see a bit more history and read reviews before making a decision. I'm not opposed to it, but I want to ensure I won't end up stranded somewhere.\
- I think in the next few years we will probably get one as a second car for my wife to drive, you know, for commuting locally for short trips and such.
- I live in South Dakota and I've seen where some of these electric cars have no charging ports when they're travelling and they can't get in and out of the snow banks. I mean, like in the next 2-3 years, our winters are going to be just as bad as they were this winter. I'm all about 4-wheel drive, so I'd rather have my 4-wheel drive and pay a little extra in gas than be stuck in some -70 degree weather or a blizzard and not be able to be safe.
- I also agree that I need four-wheel drive.
- My wife and I would consider a hybrid but not 100% electric.
- In South Dakota, the availability of charging infrastructure for electric vehicles (EVs) can be a concern when considering whether to opt for a fully electric vehicle or a hybrid. Hybrid vehicles offer more flexibility in areas with limited EV charging stations, making them a practical choice for longer journeys across the state.
- Environmental concerns are my top priority when it comes to choosing a vehicle. Secondly, the unpredictability of gas prices is a significant factor. Gas costs fluctuate greatly, making it challenging to budget. That's why I'm leaning toward considering electric cars. However, I also appreciate the hybrid concept, and it may be a good compromise.
- Yes, primarily for the environment and the factor of gas prices going up and down and it may be a more reliable source of energy.
- In the next 5 years, I think technology will improve. I have a brother-in-law that owns a dealership and they are investing in electric. But the carbon thumbprint of batteries, disposal, longevity, there's still some work to be done.
- It's not made for rural areas, and it's not up to snuff for any kind of long distance driving. It's also too cost prohibitive for your average person right now.
- I just can't afford it.
- I can't afford it.
- The cost is ridiculous and I don't think they're actually as good for the environment as they claim to be.
- I have a concern for their reliability on long trips, especially in the open space of South Dakota.
- Just need to upgrade a vehicle and it's an alternative. The tax rebate.
- I have a new driver and she's going to be going to school and back and what better use than short trips internally in Sioux Falls, very efficient. I'm not sold on long trips.
- In the next 5-10 years, the availability will increase. You can save money, it's more environmentally friendly.
- I'm probably looking for a hybrid because of the long distance travel. We don't have enough charging stations.
- I'd be more interested in a hybrid.
- I have the fear of being stranded because I do more long distance trips. It takes me 22 hours to get to Florida and how you have to charge constantly it would take like three days to get down there. Until they can address getting a longer distance on a single charge, I don't see it in my future.
- I was looking at a Tesla and I'm concerned about serviceability and lack of charging stations.
- Gas savings is the only way I'd be looking at them. I'd be more interested in a hybrid.



What priority do you think should be placed on supporting the use of electric vehicles such as the development of more charging stations?

Opinions on the priority of supporting electric vehicles (EVs) such as developing more charging stations in Sioux Falls vary. Some view it as a high priority due to concerns about climate change and reducing carbon emissions. Others prioritize public transportation and consider the EV infrastructure less urgent. Some believe it's essential to accommodate EVs for tourism and convenience, while a few emphasize the need for balancing EV adoption with concerns about battery production, reliability, and environmental impact. Overall, opinions range from high to low priority, with factors like convenience, environmental concerns, and funding availability influencing these perspectives.

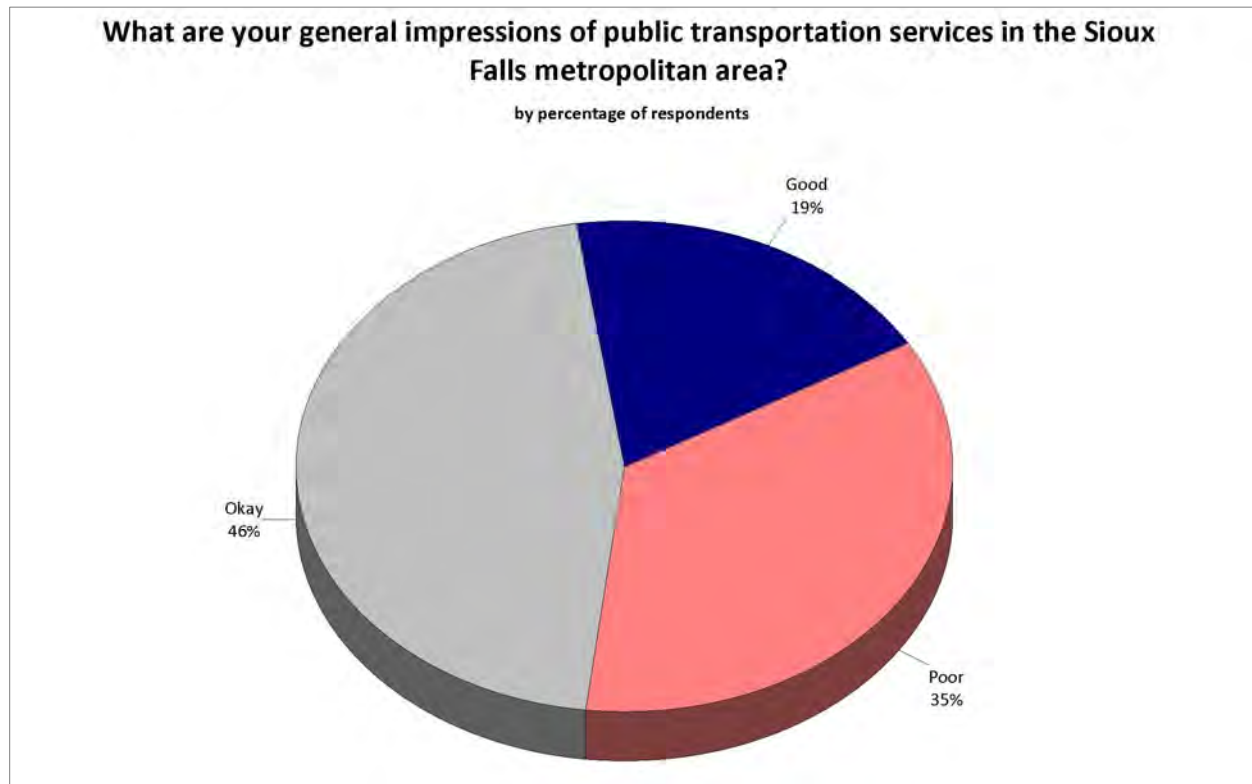
Interviewee Responses:

- I picked high because today, it's 104 degrees due to global warming. Climate change does impact our weather, and reducing carbon emissions is vital to slow it down.
- I chose medium because there are electric vehicles out here and you know we can use them, but they can only really be used in town.
- I would say it's important to be able to have the option if people wanted to use it, but I would place a higher priority on public transportation to lower those emissions.
- The priority should be driven by the market.
- I believe it's a bit of a chicken-and-egg situation. People might hesitate to buy an electric vehicle if they are uncertain about the charging infrastructure. This lack of charging stations could also deter tourism and travelers from driving through South Dakota, especially if they can't find convenient charging options between Minnesota and their destination.

- I believe that total electric vehicles may not become the dominant mode of transportation in the future. Instead, in suburban and urban areas, people might increasingly shift toward public transportation due to issues with congestion. There could be a move toward dedicated bus lanes or other efficient transit systems to address these challenges.
- I think it would be less important than things like expanding bus routes.
- Well, I wasn't trying to prioritize, but I feel like that's where we're heading right now. We have a brother who travels from Ohio out to South Dakota in his electric car, and so far, everything has worked out with the charging system. But to get more people feeling comfortable coming to South Dakota, I think it's important that we have those charging stations that are easily available.
- Sure, I agree. I think it's the direction Sioux Falls should be moving in, along with autonomous vehicles as well. We should be focusing on this instead of investing heavily in new roads and traditional infrastructure. Electric vehicles (EVs) and autonomous vehicles (ATVs) offer a more sustainable and forward-looking solution for our city.
- Yeah, I have a couple of thoughts on this. Firstly, predicting the future adoption of electric vehicles can be challenging, especially distinguishing between pure electric and hybrid vehicles. However, it's crucial to consider factors like political decisions and environmental concerns, which can significantly impact this shift. Ideally, we should prioritize electric vehicle infrastructure within the next 5 to 10 years, with a medium level of urgency. While it might not be the highest priority, it should remain on our radar and be part of future planning due to its potential environmental benefits in reducing pollution and emissions.
- High priority because the only one I know of is way across town on 26th street.
- It's a high priority for me because it facilitates ease of access. Currently, the absence of charging stations serves as a significant barrier for people considering electric vehicles as their primary mode of transportation.
- Since I don't need them, I would say they're a low priority for me.
- I live near a tesla charging station and I rarely see anyone there, so low priority for me.
- It's a high priority for me because we need to decrease our fossil fuel dependence and the only way people are going to do that is by starting to trust electric cars. If they have the access to charge their cars for long trips and stuff I think we need to have the resources there in order to have people really buy into it.
- Coming from a region with significant temperature extremes, similar to what we experience here, my concerns about electric vehicles revolve around battery integrity in extreme heat and cold conditions. Reliability and the lifespan of the battery are important factors. I'd like to know how many recharge cycles it can endure before it completely deteriorates. Additionally, the disposal of these batteries is another aspect that needs consideration. I agree with Amber that electric vehicles have the potential to pose ecological hazards.
- I think it's a high priority. My department is actually currently doing a study and looking into this. There's a big demand, people are asking for it. There's going to be a significant increase in charging in the next few years. If we don't get on top of it, our citizens are going to be upset. It's going to be part of the infrastructure.
- I think it's a high priority, it's inevitable. When everyone is running around on an 80k tesla that's when they're really going to start complaining about the potholes.
- Medium priority, I think my main concern was ultimately that you're using electricity powered by what? That's still fossil fuels in some capacity, maybe you're mitigating some of the issues but it's still an issue.
- Medium priority because we need the infrastructure first to get cars around to charge.

- Low priority because it's a funding issue. Granted, with the bill from a few years ago there's a lot of federal dollars to do this out there, but we have more infrastructure needs.

Public Transportation



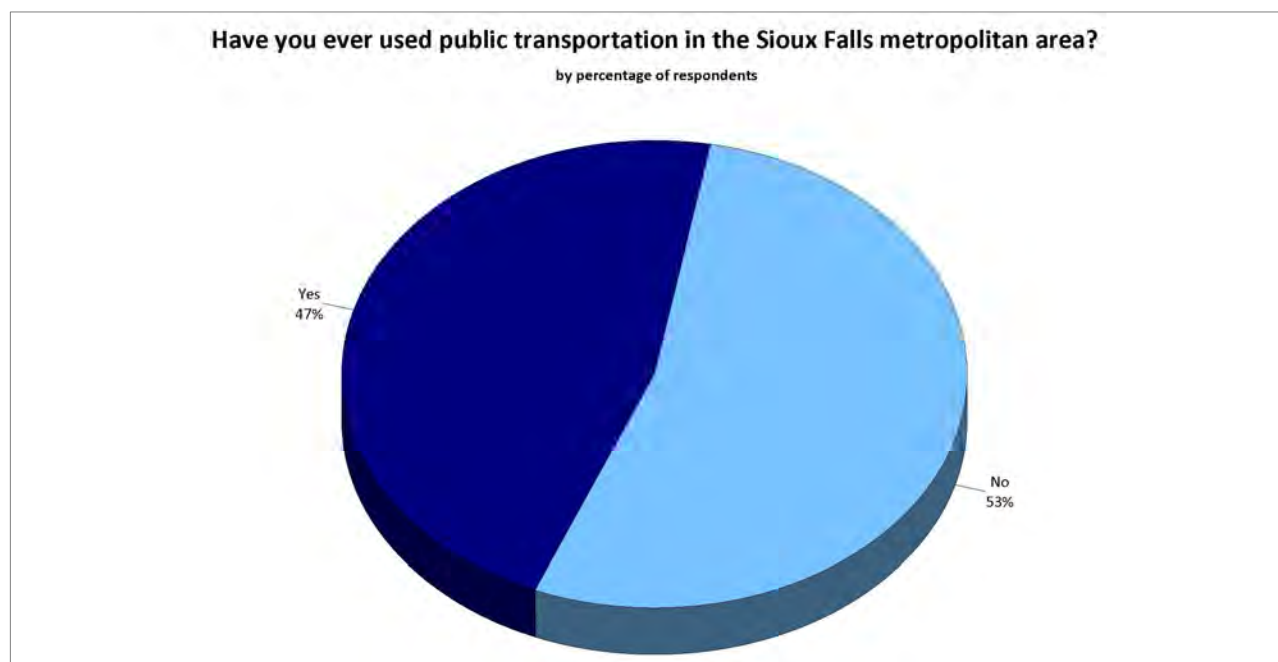
What are your general impressions of public transportation services in the Sioux Falls metropolitan area?

Public transportation services in Sioux Falls receive mixed reviews, with some residents finding them marginally acceptable but noting limitations in meeting the city's needs, such as long commute times and difficulties accessing bus stops. Others express the desire for a light rail transit system, emphasizing its potential benefits. Residents on the south side of the city feel options are limited. Concerns include the inadequacy of the current system for a city of this size, along with calls for more funding and improvements, particularly in service expansion and accessibility.

Interviewee Responses:

- Well, I'm torn because the less public transit does, the more business I get. So I actually haven't thought much about how it operates. I haven't looked into regular bus services or their routes and schedules. I guess, at best, I would say it's middling because they have geographical limits, like not running south of 57th St., which I understand is to control costs and focus on the central metro area.
- I'd say it's okay but it barely fits our needs. It's a bit clunky and not up to par for a city of this size.
- I have a poor opinion because some of my clients talk about how it takes an hour and a half almost two hours to get from one side of the city to another when it only takes 20 minutes to drive.

- I'd say the public transportation system in our area is marginally okay. As a nurse at a local hospital, I've also observed patients who rely on public transportation, especially paratransit. However, for those with mobility issues, even getting to a bus stop can be nearly impossible on some days. So, there's room for improvement in the system.
- We lack a light rail transit system, which is a significant shortcoming in our planning efforts. Major cities have successfully implemented light rail, like Salt Lake City, which developed a substantial system for the Olympics and saw substantial development as a result. While our city is growing, our overreliance on buses is limiting our potential and doing us a disservice.
- I haven't personally used the transit system, but as someone living on the south side of Sioux Falls, I believe there are limited options for transportation. I think having a light rail system would be fantastic.
- Living on the south side of town, I find there are limited options to travel to downtown.
- I'm closely connected to this issue, dealing with it daily. We serve different types of riders, and for the ones we currently cater to, we do an okay job. However, we fall short in providing enough choices, mainly because expanding services to attract more ridership is costly, and it seems no one is willing to pay for it.
- The fact remains that over 96% of people prefer to commute alone in their cars. Until there's a significant shift in user preferences, I believe we are doing a commendable job serving those who rely on our services.
- I don't see significant improvements happening, and our current state of public transit is not representative of a city our size. Ultimately, the key issue comes down to funding.



Do you ever use public transportation in the Sioux Falls metropolitan area? If so, why and how?

Interviewee Responses:

- I have used it for 30 years for regular transit but now I use it for paratransit.
- I've used it sparingly, primarily when my children needed it, and I had to accompany them to ensure they understood how it worked. It served their needs at the time, as they were young and could manage the walk to their destinations.

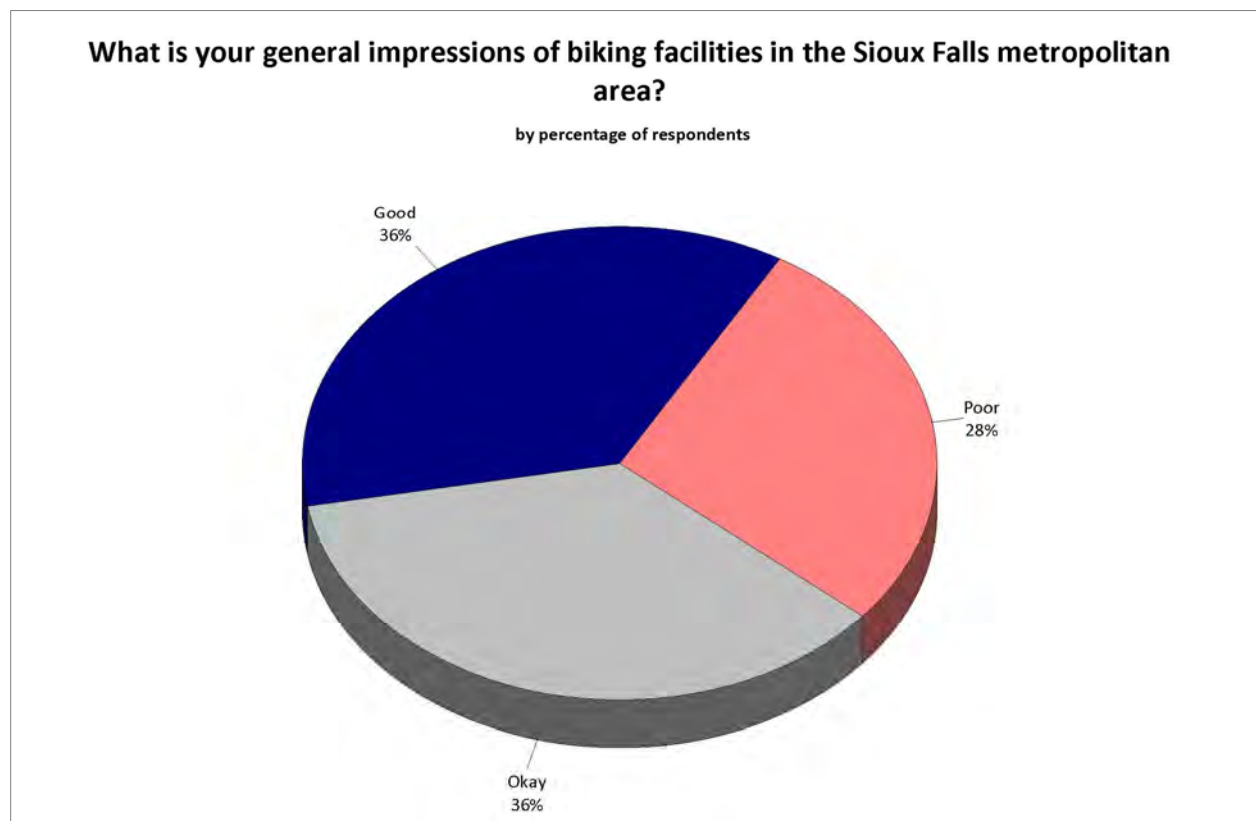
What would get you to consider using public transportation or use it more often than you currently do?

Residents express various considerations that would encourage them to use public transportation more frequently. These factors include improving their familiarity with the system, expanding bus routes to cover areas like the east side and southwest, increasing the frequency and efficiency of service, and ensuring accessibility for all, especially individuals with disabilities. Early morning service and consistent, reliable routes are also highlighted as essential aspects that would make public transportation a more viable option for many.

Interviewee Responses:

- I would need to familiarize myself with the system. I certainly wouldn't be against it. Once you're used to driving and you just hop in your car and go it's so convenient.
- I don't even know where there's a bus stop that's close to me, I live over on the east side. Public transportation would have to come over in this direction and then I would maybe try it out.
- My current barrier is the time frame between stops. You would need to have more frequent stops just to make it feasible. You don't want to go to work an hour ahead of time because that's the only time the bus can get you there.
- There needs to be contingency plans. In my department there is a person with disabilities who often works overnight and if there is significant snow he would find himself without a ride home.
- For me it's about access, I live in sort of the southwest and I'm not aware of a bus stop I could walk to.
- Paratransit has conditional use and that limits people. I think dropping that would be a great idea.
- I'd be more likely to use it if it were more accessible. It takes longer to get places, where it would take an hour for public transportation it would take 15 minutes by car.
- It would have to be more efficient time wise.
- The frequency of service is a big deal. It's a great deal if you live a block from a bus stop and you can get off the bus in less than half an hour within a block or two of where you work. That would be great, but that's such a small minority of people and the way the cities spread out. I don't see it getting any better in my lifetime.
- If it started earlier in the morning, I have to be at work by 5:30 AM.
- It doesn't run early enough.
- If it ran more regularly with more consistent routes. It also doesn't come to my part of town so that's a big issue.

Bicycle Transportation



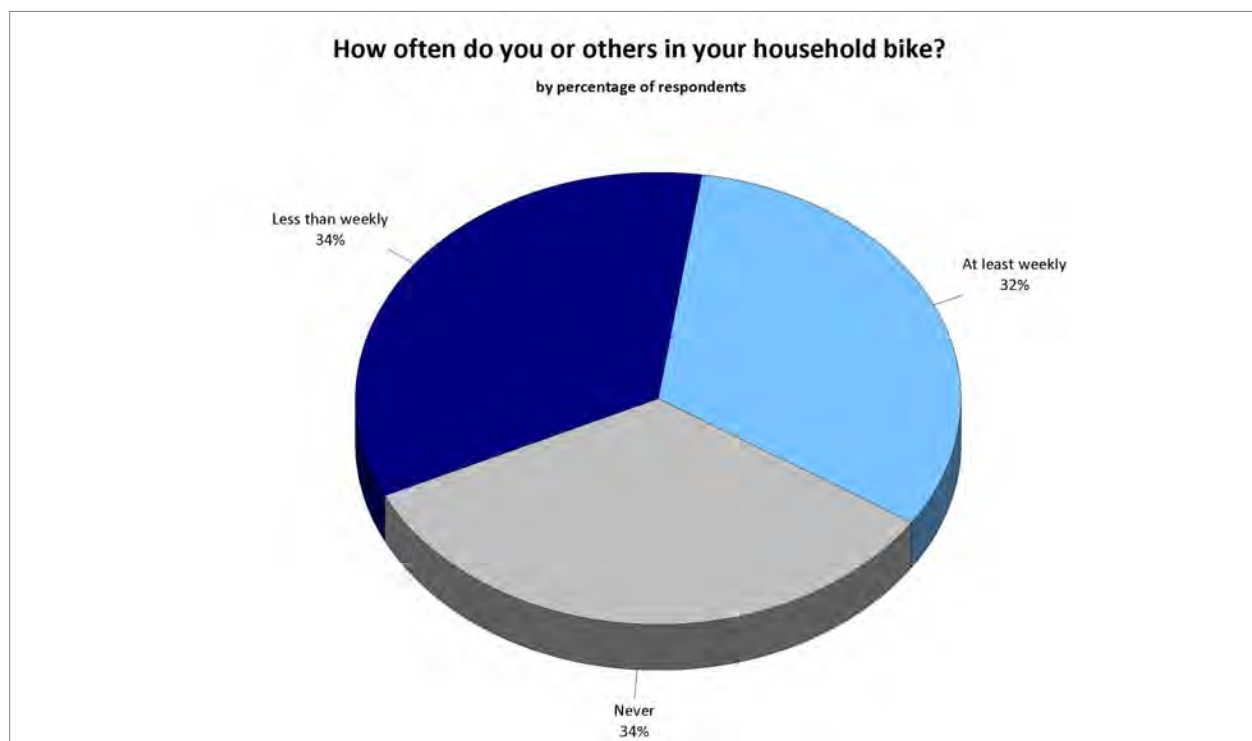
What are your general impressions of biking facilities in the Sioux Falls metropolitan area?

Residents hold a mixed view of biking facilities in the Sioux Falls metropolitan area. While the city's bike trails are generally appreciated for their quality and accessibility, there are concerns about the safety and convenience of biking on the streets. Many believe that Sioux Falls could improve its biking infrastructure, particularly in terms of designated bike lanes on roads, creating better connections for bikers, and addressing safety concerns related to on-road cycling. There's a desire to cater to a range of cyclists, from experts to families, and a need for more direct east-west bike trail options.

Interviewee Responses:

- I've lived in other cities that are more intentional about creating bike lanes and spaces for cycling, and Sioux Falls could do better in that regard. While the city's bike trails are good, commuting to work on a bicycle can be difficult and, in some cases, dangerous. Compared to other cities, Sioux Falls has some work to do to improve its cycling infrastructure.
- I like the bike trails, I think we have a pretty good system here and I myself have used it with a wheelchair and have enjoyed that.
- I haven't biked for a long time, I know the biking trail is popular but biking on the street seems pretty dangerous.
- The trails are good, the accommodations on the street for biking are poor.

- The trail is really nice, the roads are dangerous. If I were to ride on the sidewalk, there's no guarantee that there is a consistent path through everything that I can ride over.
- Good: it's been 25 years ago, I haven't been on the system around Sioux Falls for about 25 years but I thought it was excellent. I could get on the bike trails and ride forever.
- I think there's a good amount of mileage combined with the city's done a very good job of interlacing the bike trail with parks and different amenities. It connects a lot of different recreational activities and it's along the river.
- I think it's good when you get to the bike trail but sometimes it's hard to get on the bike trail.
- I'd love to ride my bike to work but there's no good hookup for me.
- I love the bike trail but I wish there was more designated bike trails on the road.
- There are many different needs for bicyclists, we should provide for both expert bikers and family bikers.
- There's no direct bike trail to go from east-west, you have to be on streets.



How often do you or others in your household bike?

Interviewee Responses:

- I fell this winter and had to have rotator cuff surgery so I'm very cautious now when I get on my bike so I don't have to go through that again, but I used to ride every day.
- This year and last, not so much because we need to fix our bikes, but I have enjoyed the bike trails. However, on the streets with the extra bike markings, there's no dedicated bike lane. People get furious when they're behind a bike going less than 20 miles an hour and honk at you. I don't care personally, but usually, it's pretty annoying to both of us.
- At this point in summer I've been biking to work at least once a week.
- I ride bikes on the bike trails leisurely, I would never rely on that for my main source of transportation because I don't want to get killed.

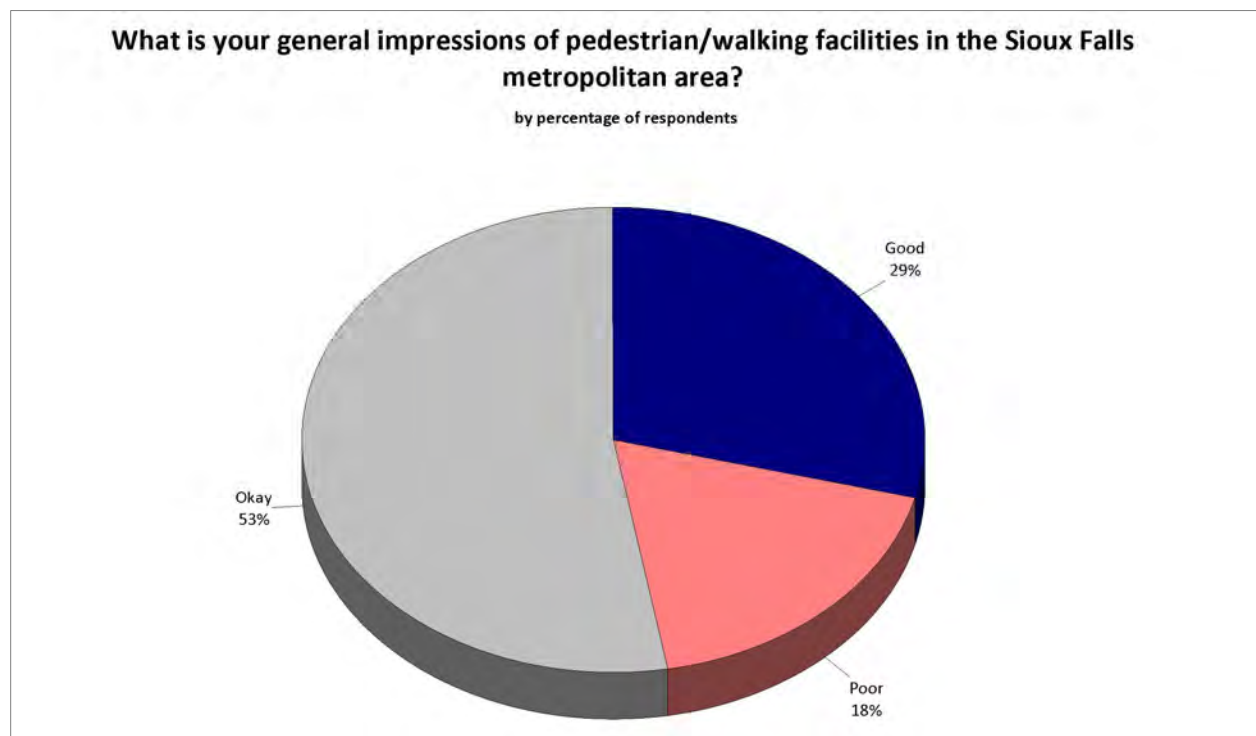
What would get you to consider riding bikes or riding more often than you currently do?

Residents in Sioux Falls are eager for improved biking conditions. While they appreciate the existing bike trails, safety is a top concern, particularly on city streets lacking dedicated bike lanes. They emphasize the need for more bike lanes on wider roads, educational biking classes, and increased awareness among cyclists and drivers to enhance safety. Many are open to biking more frequently if safety concerns are addressed, stressing the importance of making biking a safer and more practical transportation choice in the city.

Interviewee Responses:

- There's a lot of areas I don't have access to on the bike trail unless I go on the road and there's several streets I can't ride on unless I go onto the shoulder of the road.
- I think we need more bike lanes and biking classes where people can actually learn what the rules of the road are when they are biking.
- I would if it were safer, I don't think it's safe right now.
- I find biking in Sioux Falls easy, but there's a need for increased safety awareness among cyclists. Cyclists should take responsibility for their own safety and be more aware of vehicles around them when choosing biking as their mode of transportation.
- Bike trails in Sioux Falls are fantastic, but the lack of bike lanes on city streets can make cycling on them a bit unnerving. More bike lanes on wider streets could greatly improve the biking experience in the city.
- Respecting the safety and space of bikers, especially those who are deaf or hard of hearing, is crucial. Drivers should be more aware and considerate of bikers on the road to ensure everyone's safety.
- Well, I agree with everyone that the trails are generally terrific, but I really wish I could bike to work more often, but I don't feel safe and when I do bike to work, I use the sidewalks, which is not ideal.
- I'm someone who has considered biking to work, so I would say at best it's okay. The particular issue I see is the lack of dedicated bike lanes separate from vehicle traffic.
- I think the bike system and the bike trail are awesome and a huge draw for people. I bike weekly, but just downtown. I try to limit it to quieter roads because there are not well-placed bike lanes, and the parking situation downtown makes it challenging. If there isn't a bike lane, even though I know I shouldn't, I end up riding on the sidewalks for safety, which is not good for walkability and pedestrian traffic.

Pedestrian Transportation

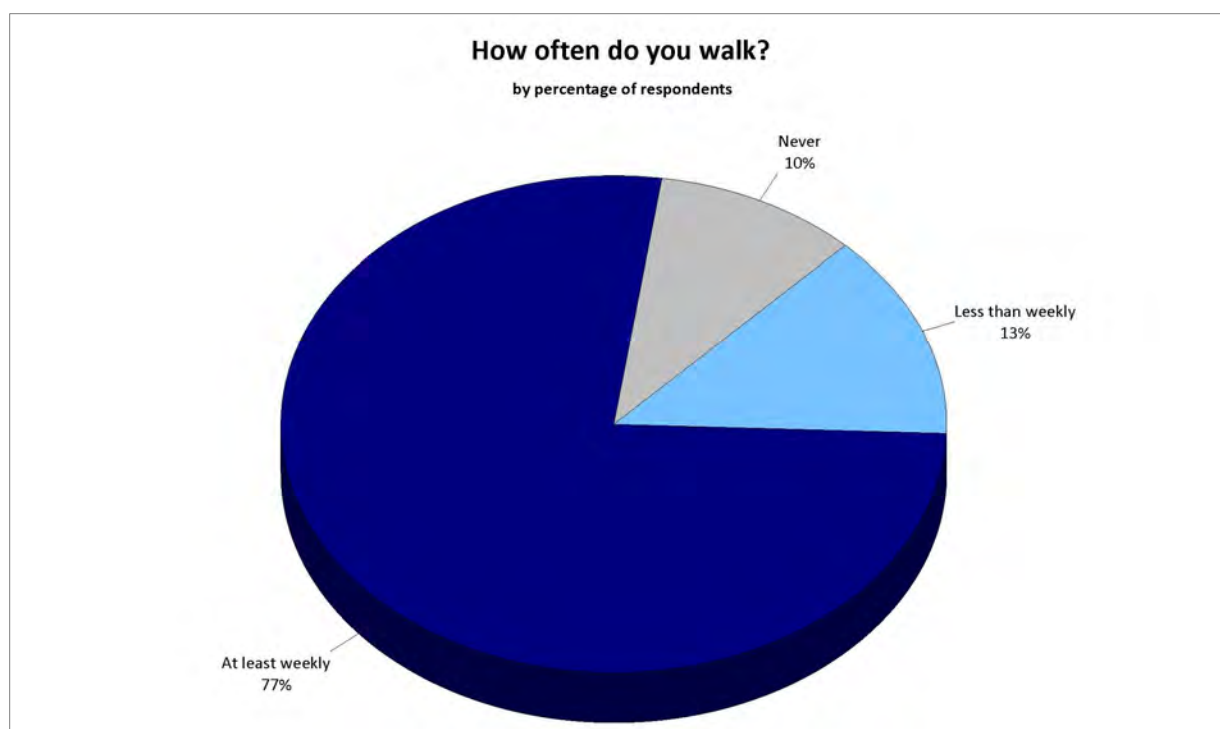


What are your general impressions of pedestrian/walking facilities in the Sioux Falls metropolitan area?

Residents generally have mixed opinions about the walking services in Sioux Falls. While some acknowledge recent improvements in downtown walkability, concerns exist, especially in the outskirts of the city. Challenges include longer walks to public transportation, obstacles like buckled sidewalks and overgrown trees, and safety issues, with several recent motor vehicle and pedestrian accidents. Overall, there's a consensus that there is room for improvement in enhancing the walkability and safety of the city for pedestrians, particularly those in outlying areas.

Interviewee Responses:

- While I wouldn't say our walking services are poor, I do think there is room for improvement. Over the past five years, there have been significant enhancements, especially in downtown walkability. However, in the outskirts of town, there remain several challenges that need to be addressed.
- If you're an able-bodied person mobility is pretty good I think. There are some mobility limitations.
- I often encounter residents living in new housing developments on the outskirts of town, and they face longer walks to reach public transportation. During our freezing winters, I can't help but think about the challenges they face due to these extended distances. It's mainly about the difference in distance, you know.
- I would say my general impression is okay, because of the buckled sidewalks and people allowing their trees to cross into the sidewalk traveling area making it harder to walk.
- I would say its poor because we have had quite a few fatalities in the last five years of motor vehicle and pedestrian accidents.



How often do you walk and for what purposes?

Interviewee Responses:

- I walk for pleasure at least weekly, but I don't walk to try to get to the grocery store or work or anything.
- I use them everyday when I'm at work downtown.
- I walk the dog every day, so yeah. Minnesota between 26th and 33rd is outrageous. There's no way to cross safely.
- I just walk around my neighborhood 3-5 days a week recreationally.
- I walk every day for exercise and to exercise my pets.
- I walk every day for exercise, and I have complained to the city many times to put more crosswalks in. I think if you have to walk regularly it's a little dangerous.
- I walk weekly for exercise and relaxation.
- I just walk for leisure, not for transportation purposes or getting to the store or anything.
- I walk my dog daily and for the most part I think its good.
- We have a very active sidewalk program and we have lots of sidewalks.
- I live along east 10th street which is a busy area so I wouldn't walk there but I maybe would in my immediate neighborhood.
- The neighborhoods and downtown are fantastic but other areas aren't as good.

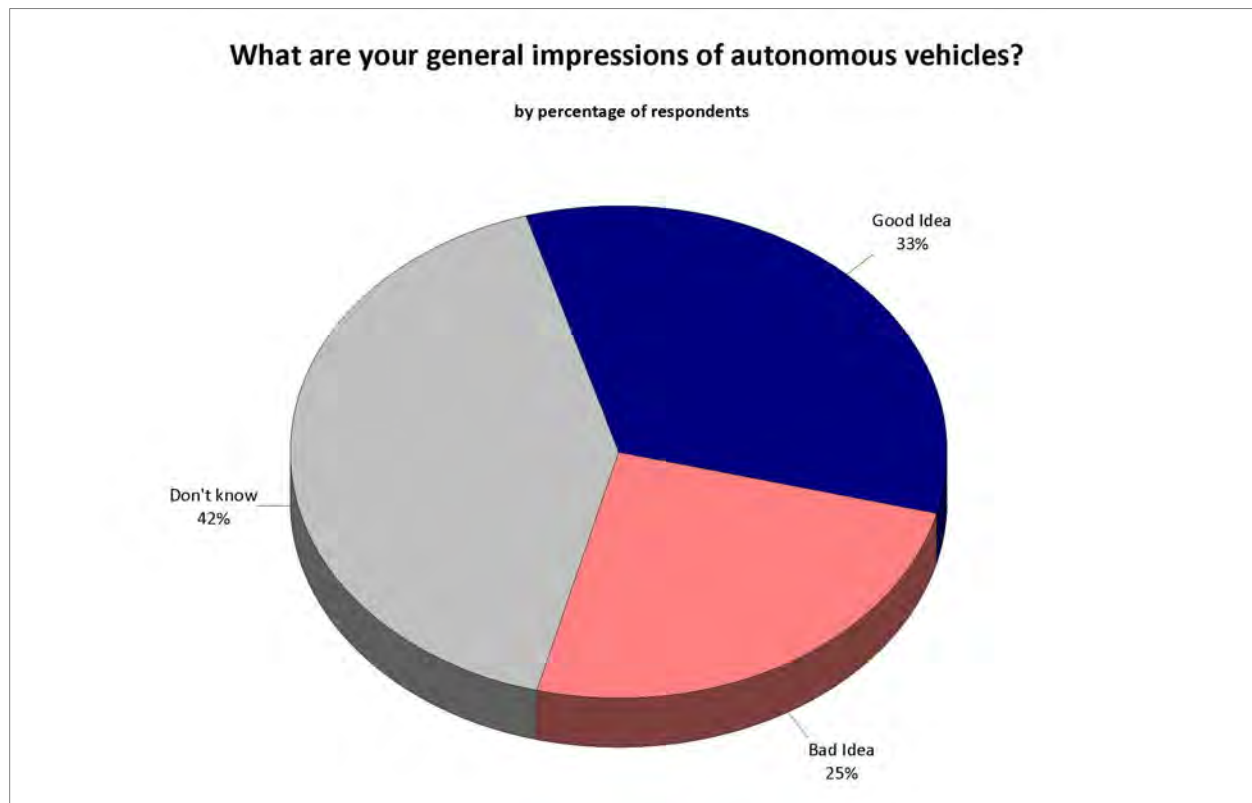
What would get you to consider walking more than you currently do?

Improving walking infrastructure quality, addressing safety issues, and increasing convenience would encourage more walking in Sioux Falls. Concerns include non-ADA compliant ramps, unclear crosswalks, sidewalk obstructions, proximity to high-speed roads, and construction disruptions. Residents want better snow removal, prompt repairs, and clear construction signage. More crosswalks, especially where sidewalks are lacking, and pedestrian bridges are suggested. Enhancing accessibility, safety, and convenience is key to promoting walking.

Interviewee Responses:

- It's a quality issue. I've had my wheelchair tipped over and non-ADA ramps and my equipment gets totally torn up all because of city ordinances not being enforced or repairs not being done.
- My big thing is crosswalks, maybe identifying those a little bit better because people just roll through them.
- There's a lot of obstructions in the middle of sidewalks like light poles and they seem dangerous. Certain busier streets like west 12th or other areas the sidewalks are so close to the road at high speeds it doesn't seem safe.
- If you're walking within a development or subdivision it's safe but by the roads less so.
- We do have really good sidewalk coverage in the city but we are on the lower end for connections and safety to getting across streets and have other issues like safety aspects.
- I use them weekly, I would more if the city keeps up with accessibility.
- Construction has been a concern for me, especially when I consider some of my clients who take sign language classes. As far as I know, most of the bus stops are approximately 2 blocks apart. However, when there's construction, it often forces people to walk much farther, sometimes 3, 4, 5, or even 6 blocks, just to reach the next stop that isn't blocked by construction.
- I completely agree with the snow removal concern. Even if the sidewalks are cleared, it's not very helpful if the curb cuts aren't cleared because I can't even access the sidewalk. This has been an issue in Sioux Falls. Additionally, I believe that repairs should be done more promptly. There are a couple of badly damaged curb cuts in downtown Sioux Falls right now that force me to go into the street to get around them. Lastly, when it comes to construction, clear signage indicating detours would be extremely helpful. I've had to backtrack and go much further than needed because I wasn't aware of the construction detours.
- I think mainly pedestrian safety issues with crosswalks, countdown signals safety, especially around the homeless shelters for pedestrians.
- Pedestrian bridges across some of the larger roads.
- We need more crosswalks. A lot of places don't even have sidewalks where they should.
- Where I would walk to work I'd have to cross an interstate and so it's just not feasible for me to get there by walking.

Autonomous Vehicles



What are your general impressions of autonomous vehicles?

Responses to autonomous vehicles vary, with some expressing enthusiasm for their potential safety and convenience, while others have reservations due to concerns about reliability, liability, and the technology's readiness. Some individuals view them as a distant, almost cartoonish concept and question their feasibility in complex traffic situations. Safety remains a central concern, and opinions are divided regarding the use of autonomous vehicles for specific scenarios such as interstate travel, commercial deliveries, or navigating local streets. Mixed feelings are common, and many feel it's important to strike a balance between technology and human control, considering the evolving nature of autonomous driving technology and the need for further testing and safety measures.

Interviewee Responses:

- It's a great idea if they can get them to be totally safe so they don't have fatalities. I'd love to own a self-driving car and be able to go places on my own, that would be wonderful.
- I would love it once they get to where they're reliable, they would be safer than a lot of drivers.
- I'm not sure if I would use it. It feels like when you watch the Jetsons and sci-fi stuff. It would be kind of nice to go out to see the grandkids but I'm not sure about it.
- I'm just not sure. I think once you see it in action or once you've been in one and see that it works fine I think that would take away any hesitation.
- I don't like the idea because there's nobody to hold responsible if one crashes.

- I'm still middle of the road with this one, I have a college student and a high school student and I wouldn't want them driving that kind of stuff. My husband and I have been driving awhile so maybe we could. I'd have to do more research on it.
- I think it's a bad idea because I could see a lot of people using them when they've been drinking to get home.
- I currently think it's a bad idea, I suppose as the technology improves and time passes it may become a bit better.
- For interstate, yes. For commercial deliveries, we like it. Off the interstate in town? No.
- We would need better snow plowing, the snow is just too ridiculous.
- I understand that given my age, I might have a different perspective. I do acknowledge that we may eventually reach that point, perhaps someday. However, I personally value being in control, and I believe others should be too. Staying informed and aware of what's happening is crucial. I admit I have reservations about technology completely taking over such a vital aspect of our lives.
- I just don't know that there's been enough testing and safety measures put in place to really make it safe, yet maybe in the future, but I'm just not comfortable with that right now.
- On behalf of our organization, AARP, I'd like to express our support for autonomous vehicles. Safety concerns, of course, must remain a top priority. However, we see autonomous vehicles as a valuable component of the transportation landscape, especially in serving a specific demographic. As individuals age, their driving abilities and reflexes can decline, and autonomous vehicles offer a potential solution to help them continue living independently in their homes for a longer period. These vehicles can be a crucial piece of the puzzle in supporting aging populations.
- When I think of autonomous vehicles, I can't help but envision something out of the Jetsons. It feels like it's going to be quite some time before we reach a point where autonomous vehicles become the norm. There's still a lot of technological advancements and challenges to address. Honestly, it almost seems a bit cartoonish to imagine myself riding in an autonomous vehicle at this point.
- Not sure if it's a good or bad idea.
- I'm probably in the not sure category because my car has a lot of features that take over. If I'm not the driver I really appreciate them, but at the same time I'm not sure I trust it 100%. There's been some accidents and stuff.
- I'm still not sure about it, it's a strange concept and lots of room for error. But humans make lots of errors too, so not sure which is safer.
- I don't really like the idea for autonomous vehicles, too much room for error.
- I have mixed feelings about autonomous vehicles. On one hand, I've had the chance to discuss the development of these vehicles with someone closely involved, and I find the possibilities very intriguing. However, I also share concerns. Given the frequency of accidents and the sometimes chaotic nature of traffic with human drivers, I wonder about the safety and consequences when there's no human driver involved.
- When it comes to autonomous vehicles on the Interstate with no other cars, I'd say it's a great idea. They can drive themselves predictably. However, when it comes to navigating town or dealing with other people on the road, I don't trust other drivers to be safe. I've learned to drive defensively, and I'm not convinced that autonomous vehicles can effectively handle the multitude of potential hazards that come with navigating busy streets.
- Overall good idea, but bad idea here. I don't think they can account for slippery roads.
- Our road conditions aren't good enough.

- I don't know yet, because the safety of it is a bit out there yet. I don't know that there's autonomous versus all driving. I think we will probably meet somewhere in the middle in the future.
- I love them, I trust a robot more than I trust Sioux Falls drivers.
- Terrible idea.
- It's an okay idea, I'm intrigued by it. I think it would help with elderly transportation. The technology needs to advance still.
- I love it, I would love to work while my car drives me.
- The jury is still out for me, the problem is that there's still so many of them and it's going the wrong way. It has the potential to be more of a reason to get away from public transportation and I don't like that idea.
- Roundabouts and J-turns and lane markings that are too difficult I think, I assume the technology isn't there.

What are your expectations for technology developments such as autonomous vehicles when it comes to providing transportation facilities and services in the region?

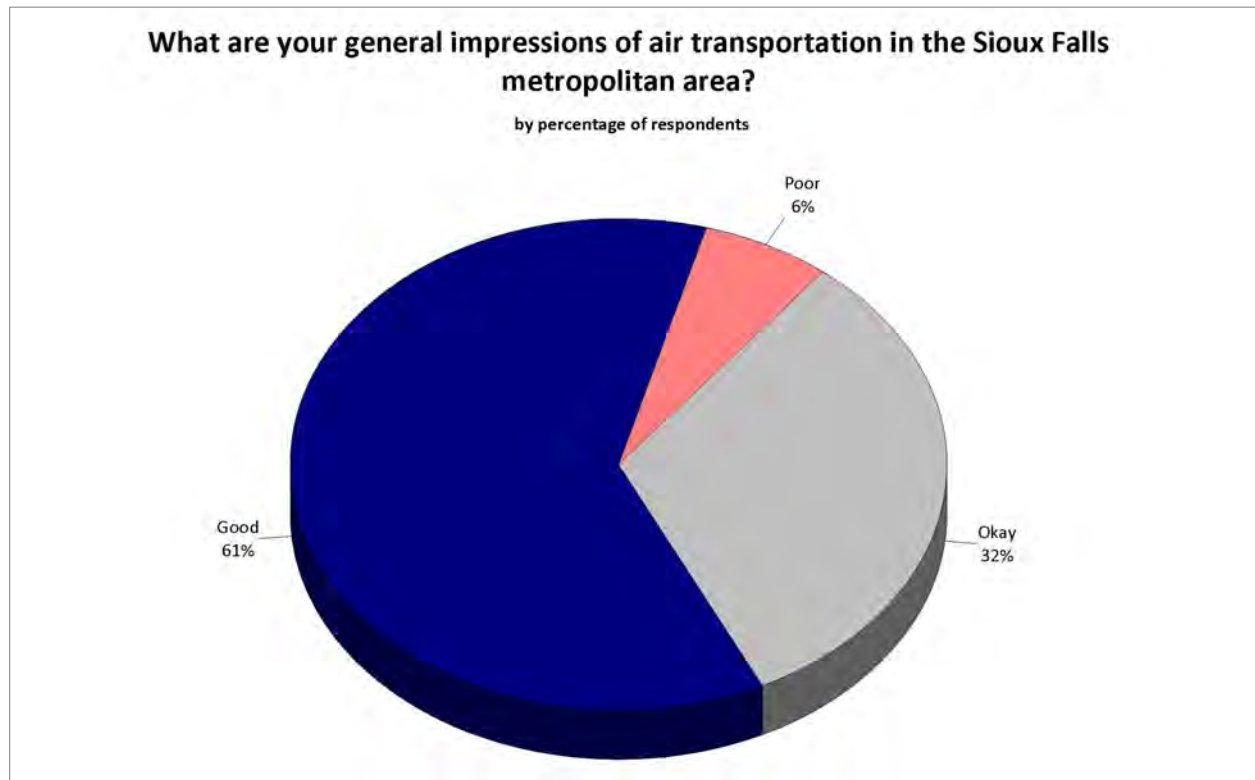
Expectations for autonomous vehicle technology in the region vary. Some view it as inevitable but stress the need for safety regulations. Others have limited expectations, especially in smaller cities like Sioux Falls, citing concerns about extreme weather conditions. While some suggest planning for autonomous mass transit, others question the need for active city involvement. Overall, there is cautious optimism about the technology's future, coupled with recognition that challenges, especially related to inclement weather, need to be addressed.

Interviewee Responses:

- I think it's coming; I don't think we're going to slow technology down. I think it's going to be a matter of controlling it and making sure that it's kept safe. I don't think our government should be worrying about it because it's a private industry thing and government just needs to establish the rules and guidelines to make sure it's safe. I test drove a semi-autonomous vehicle and it was kind of cool and I was impressed by the technology. There is still a lot of work to be done before it can be used widespread.
- I don't have many expectations for this part of the country because I think it'll happen in the larger cities first if it does happen.
- We need to plan for it and be ready for it, but the city doesn't need to be actively involved in making it happen.
- I would say if there are options for like mass transportation autonomously, that would be beneficial to the city, especially if like hiring people to drive buses is part of the issue, then figuring out ways to be inclusive of that would be interesting to me.
- I think it's going to be a struggle, especially in a place like South Dakota, just because of the winter and the technology that the stuff relies on, you know, needs to see the roads like, see the lines in the roads and things like that and six months out of the year, our roads are covered in snow. And there's just like tire tracks. So I think it's going to be pretty difficult to get it to the level of the human driver. Anytime soon. I mean, I know they're getting there for, you know, perfect conditions and things like that, but it's going to take some time. So either. The technology needs to like we need to integrate some sort of technology in our transportation system that helps those cars in inclement weather or just wait until the technology catches up. But something is going to have to happen because I don't think it's feasible now.

- South Dakota has such extreme weather conditions sometimes that we don't have the capabilities for it right now and its not advanced enough yet.

Air Transportation



What are your general impressions of air transportation in the Sioux Falls metropolitan area and why do you feel that way?

Overall, opinions on air transportation in the Sioux Falls metropolitan area are generally positive, with acknowledgment of recent improvements. The airport's accessibility, cleanliness, and user-friendliness are appreciated. However, there's a desire for more direct flight options and competitive pricing, which can be a challenge in smaller cities like Sioux Falls. While some passengers are content with the convenience and overall experience, others mention the need to travel to larger airports for cost-effective options. Despite these concerns, the airport's role as a regional hub is recognized, and its growth and improvements are seen as positive steps.

Interviewee Responses:

- I know they've been doing a lot of improvements out at the airport, I haven't been on a plane in 15 years but I would have to say air transportation seems to be doing okay.
- I would rate it as good in its current state and where we're at and I think there's plans. They're improving the parking situation, its been creating congestion. Theres also plans for expanding so theyre doing good planning for growth.
- I would say its doing good despite things like cost of flights. The number of flights has significantly improved since I've moved here.

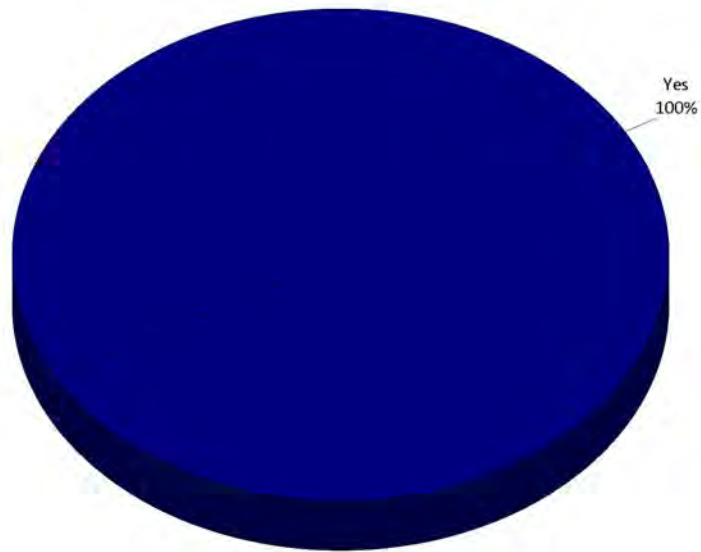
- I'd say things are doing good especially with parking renovations. It used to be everyone drove to Omaha to get on a plane and I don't see that nearly as much.
- The increased flights have decreased the need to drive to Minneapolis or Omaha. Every time I've flown I've really enjoyed the airport here as opposed to many other airports.
- You can increase your chances of reaching your destination on time by leaving early in the morning. However, when returning home, there can be flight cancellations, especially if you're flying from a hub like Minneapolis. You might expect to arrive at 7:00 PM but end up getting in at 11:00 PM because the airlines often wait until they have enough passengers to fill a plane. This can result in delayed arrivals due to our location in relation to their scheduling.
- The airline app can be incredibly useful if you know how to use it. For instance, it's great for receiving notifications about flight cancellations or delays. I had a funny experience in Las Vegas where I received a notification on my phone about a canceled flight before any of the hearing people around me knew. I went up to the customer service counter ahead of them, thanks to the app. It's a reliable tool, but more people need to be trained on how to use it effectively.
- I think it's super easy to get in and out of Sioux Falls even when there's major delays all over the country.
- Currently, there's construction at the airport, which can be a bit challenging. However, in terms of flight availability, I'm pretty satisfied. I don't think we necessarily need more flights. Additionally, we have the option of using Watertown, which offers direct flights to nearby cities.
- It's clean, friendly, and user-friendly.
- I'd like to see more direct flights out of Sioux Falls to a wider range of locations. Currently, many flights out of Sioux Falls require connections, which can be challenging for people with disabilities, including myself, as it adds complexity to travel and requires navigating connecting flights. The airport itself is great, and the service is excellent, but more direct flight options would be beneficial.
- There have been notable improvements in direct flight options, which is a positive step. However, the desire for even more direct flights remains, especially for older individuals who may prefer to avoid navigating connections. On another note, the physical improvements and increased accessibility at the airport are appreciated, and it's good to know that further enhancements are being considered to make the facility even more user-friendly and accessible in the future.
- Traveling with a wheelchair-bound family member can indeed be challenging due to concerns about the wheelchair's safety and accessibility at the destination. The potential for damage or loss of the wheelchair during air travel is a significant worry, which can severely impact the individual's independence and overall travel experience. Additionally, finding accessible transportation options like Uber at the destination can be another hurdle. While you don't have specific preferences regarding flights, the accessibility and safety of travel are paramount concerns for those with mobility needs. It's an important aspect to consider for improving the overall travel experience for individuals with disabilities.
- Travelers with disabilities face various challenges when flying, including the need for more direct flights to simplify connections. Adequate education about boarding procedures for wheelchair users is essential to ensure smooth transitions between flights. Bathroom accessibility on airplanes remains an issue, despite ongoing improvements, and awareness about the importance of wheelchairs and adaptive devices must be raised. Training airline staff in disability etiquette and respecting the preferences of travelers with disabilities can significantly enhance the overall travel experience.
- I fly a lot. I have a good opinion of it, I think we are actually pretty fortunate for what we do have.
- I would say it's okay, I've lived in smaller cities that have way less options, but there is still a lot of room for improvement.

- As mentioned earlier, the current flight options often require flying way out of the way, like flying to cities such as Denver or Minneapolis to get to destinations like California or Florida, which isn't very convenient. Additionally, the cost of flights from our city tends to be higher compared to larger cities, which can be a financial burden.
- I fly frequently, and overall, I find Sioux Falls Airport to be quite convenient. However, I do wish that flight prices were more competitive. It's frustrating that you often have to fly out of your way to get a more affordable ticket, like heading to Omaha or Minneapolis. As Sioux Falls continues to grow, I hope they can keep up with these changes and offer more competitive flight options. Despite these concerns, I generally appreciate the airport and its services.
- I feel that Sioux Falls Airport is generally good. While I don't fly frequently, my experiences have been positive. It's a small airport, so things tend to move quickly. Although prices can sometimes be a bit higher, it often makes sense when you factor in the cost of traveling to a distant airport or staying at a hotel to get a cheaper rate. I've even seen competitive prices here at times. As Sioux Falls continues to grow, I hope they'll address the need for more direct flight options. It seems like they're on the right track for improvement.
- I was initially leaning towards 'not great,' but after listening to your opinions, I'd agree that Sioux Falls Airport is more on the 'okay' side. Having lived in smaller towns, including one in Alaska with a better airport, I can say that Sioux Falls is decent. However, it's probably because the nearest alternative airports are hours away by car to find cheaper flights. Lower prices could certainly make a difference and attract more tourism, turning Sioux Falls into a central hub for tourists to take a break before moving on, similar to what they do with Chicago or the Twin Cities.
- It's really fast and easy, I never have a problem with the security line and my only complaint is about the prices and schedules sometimes.
- I do travel by air typically, we don't really have any issue in the area of getting out. In the fall and winter there's less availability on where we can travel out. It's easy to use.
- The price sometimes makes me go to somewhere else.
- Sometimes you have to go to other locations just to save money.
- Too much loud traffic is created and generally I don't have any problem with the facility, it's just a bit hard to get there.
- Wish there was more direct flights.
- Good ease of getting in and out.

Uber and Lyft

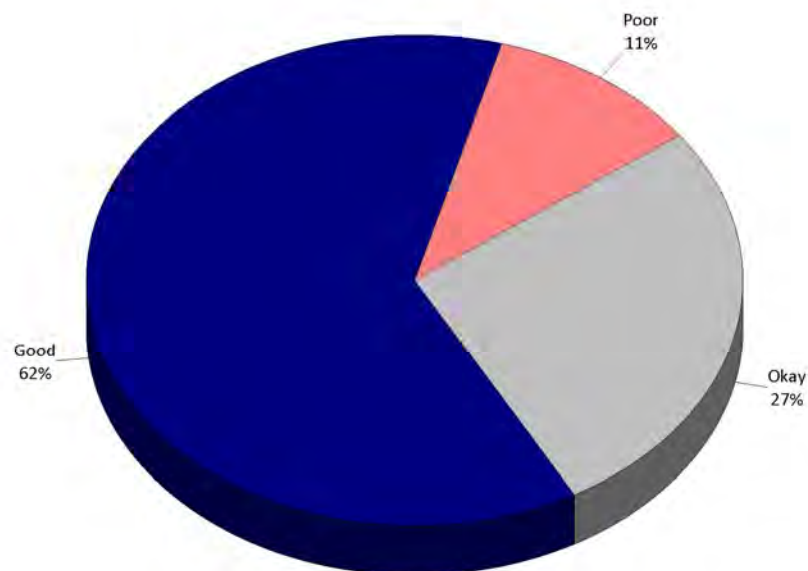
Are you familiar with Uber and Lyft?

by percentage of respondents



What are your general impressions of Uber and Lyft services?

by percentage of respondents

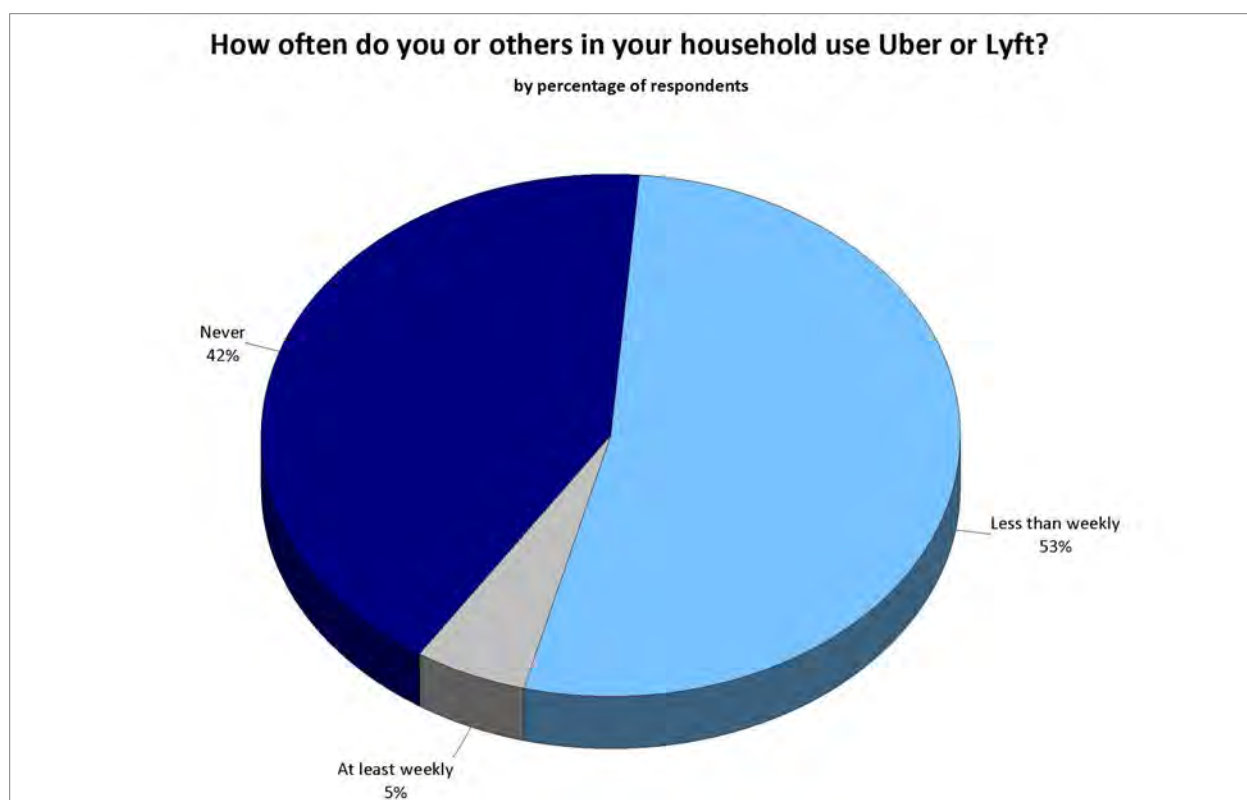


What are your general impressions of these services?

Overall, opinions on Uber and Lyft in Sioux Falls are mixed. Users appreciate the convenience and availability for various trips, but concerns include rising prices, limited designated pickup areas, and accessibility issues. Some also raise regulatory disparities between these services and traditional taxis, and there are concerns about supporting the gig economy. Nevertheless, many find the services reliable and safe, with ride tracking as a valuable feature.

Interviewee Responses:

- It is cost prohibitive. My daughter has to use it once a week to get to therapy that is not serviced by paratransit, and it can cost between \$40-50. She does get reimbursed but still. If it was just for her to go somewhere for entertainment it would be very cost prohibitive for an individual with a disability. But it covers the areas that paratransit doesn't. I do find it to be very safe because I could track exactly where she was.
- Its good when you've been downtown and need to get home.
- It's a bummer that the prices have gone up so much
- I think its great in Sioux Falls but there's less designated areas, bigger cities have specific spots
- I don't have any experience using it but my family members seem to be pleased based on their comments about it.
- Ive used it myself and I have many blind friends who use it often and love it and have had good experiences with it.
- I haven't used it but I have family members that have and they've been very satisfied with it.
- It needs better accessibility, they have smaller cars most the time.
- I'm okay with it, it depends on the driver.
- Sometimes there are no available drivers.
- I'm kind of halfway, I know about the struggles everyone is talking about and my husband drive p art time for awhile and learned some interesting things.
- It's easy, I've never had an issue.
- Convenience and availability are important aspects of transportation services like Lyft and Uber, which are utilized by individuals on a frequent basis, including daily and weekly trips. These services are particularly convenient for parents transporting their children to different parts of town and are also popular among seniors who use them for various appointments and errands.
- I've used Lyft and Uber a couple of times, and my wheelchair has held up pretty well during those trips, which makes it accessible for me. However, I'm aware that it can be a significant barrier for others who use wheelchairs due to potential accessibility issues. I've also heard from employees who rely on these services for their daily commutes, and given the lower wages in South Dakota, the cost of using Lyft or Uber daily can be prohibitive. It would be beneficial to have a program in place that offers lower rates, making these services more accessible to employed individuals.
- Every year, I have to pay \$25 to \$50 per vehicle to register it as a for-hire vehicle with the city. Uber and Lyft made a different deal; they don't have to do that. Instead, they pay a relatively small flat rate check to the city, covering everything operating under Uber or Lyft at the time. This has raised concerns about fairness and regulation. My drivers also have to undergo city criminal background checks and obtain hack licenses, which I'm not sure Uber and Lyft drivers need to do. So there are regulatory disparities that need addressing in terms of providing transportation services.
- I don't want to support the whole gig economy market.

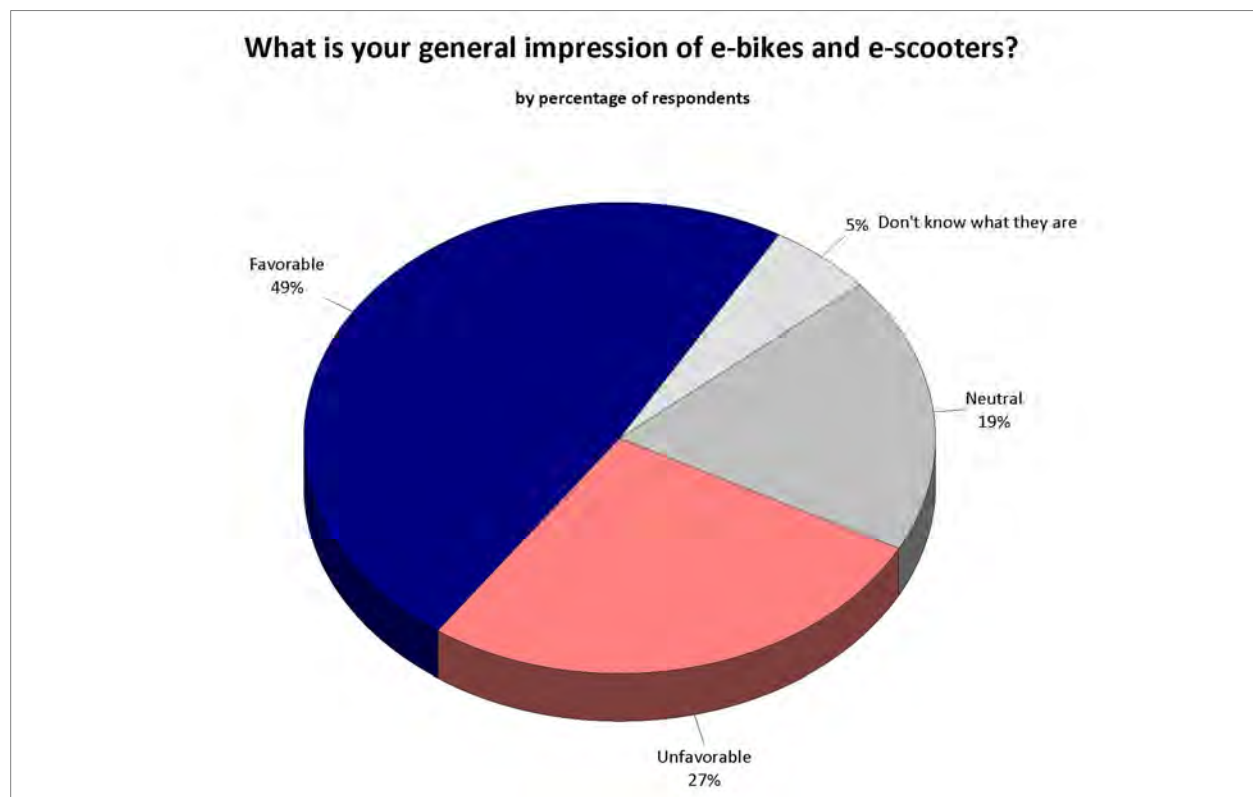


How often do you or others in your household use Uber and Lyft and for what type of trips do you use them?

Interviewee Responses:

- I use it less than weekly, I used to use it a little bit more.
- My experience with it has been good. I only use it occasionally locally, but use it quite frequently when we travel.
- For personal use, occasional Lyft and Uber users have had positive experiences. However, some individuals who rely on these services for regular transportation, particularly for employment, have reported reliability issues. Hospitals often use these services to help patients get home from appointments, which has been beneficial.
- I use it when I'm travelling out of state and its super convenient and nice.

E-Bikes and E-Scooters



Do you have a favorable or unfavorable impression of e-bikes and e-scooters? Why do you feel that way?

Opinions on e-bikes and e-scooters in Sioux Falls are mixed. Some view them favorably, appreciating their ability to promote biking, provide convenience, and extend travel range. Others express concerns about safety, particularly when it comes to traffic and potential rule violations by users. There's also an interest in seeing regulations and speed limits for these devices. Overall, while many find them a positive addition to transportation options, others emphasize the need for proper education and safety measures.

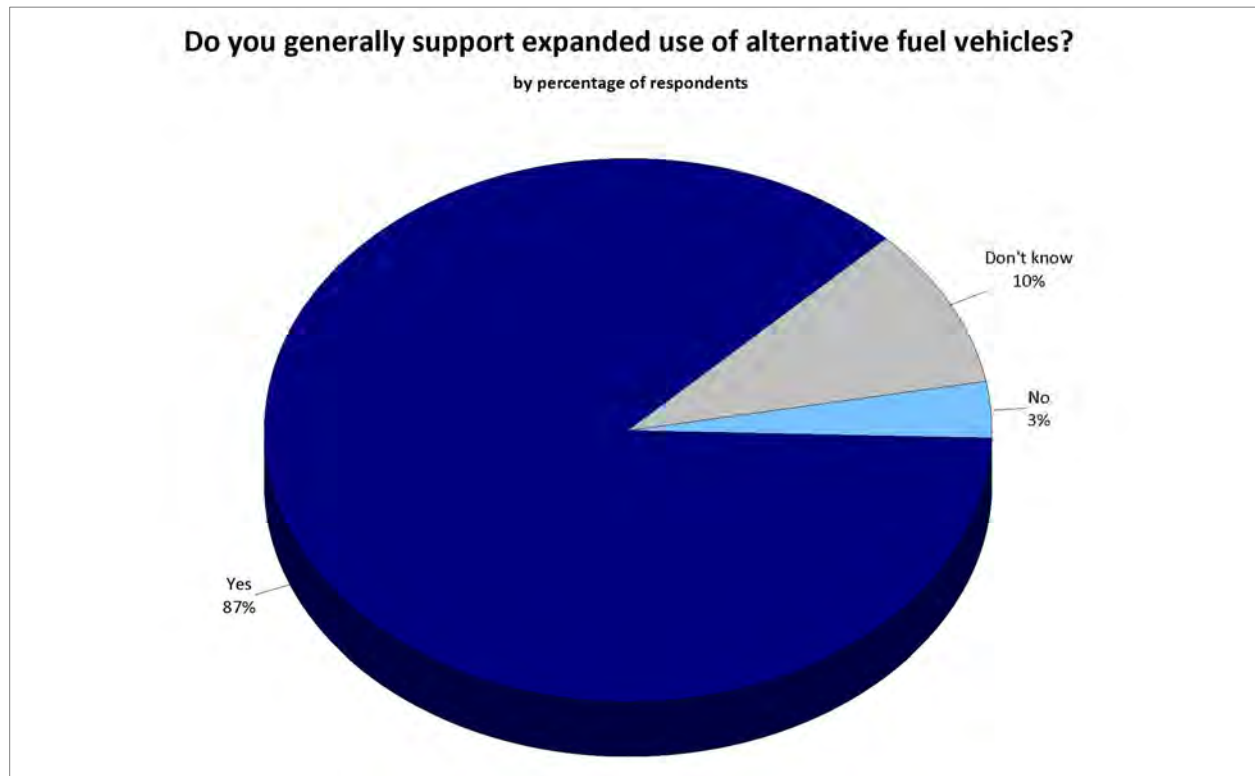
Interviewee Responses:

- I have relatives that have bikes but ive never been on one.
- It allows someone to stay on a bike a lot longer than they would have otherwise.
- You can go somewhere you wouldn't have been able to go before.
- They promote biking and to get out and get active.
- One almost ran into me on the bike path last week.
- It discourages younger users.
- My son has a scooter in the neighborhood and it works but theres a limit to how fast they can go. There should be limits to how fast they can go.
- I think theyre good and I enjoy riding them.
- I just find that it gives people who don't know of know the rules with biking and scooters the ability to clog up roads that might not be ready for bikes. They get hazardous to drive.

- Well, I like them. Initially, I was skeptical. I mean, I ride a bike for exercise, so why would I want an E-bike? But then, we did an E-bike tour on a trip to Virginia. It was eye-opening. The ability to accelerate quickly from a stop sign or traffic light and deal with traffic was fantastic. Plus, when you encountered a hill, it was a relief to hit the assistance button. So, I changed my mind about E-bikes. I think some cities have regulations on E-bikes, categorized by their speed. Certain types are permitted, particularly those with limited speed.
- I'm okay with e-bikes, especially for individuals who may have physical limitations preventing them from pedaling a regular bike at full capacity. However, I agree with Melissa when she mentioned that many people are unfamiliar with the rules of biking. For instance, they may not stop at the end of the sidewalk or major intersections to walk their bikes across; instead, they continue riding them.
- One concern I have, particularly within the brain injury community, is the confusion and potential safety issues related to E bikes and E scooters. These devices don't always seem to follow traffic rules, and for someone with a brain injury, this can be quite alarming. The fast-moving nature of these vehicles, combined with the unpredictability of their behavior, could be unsettling and potentially unsafe for individuals dealing with brain injuries who may already have heightened sensitivities and difficulties with spatial awareness.
- I personally don't use E bikes or E scooters, but I have friends who use them regularly. When it comes to bike trails, I prefer using them for my daily commute to work. While I understand that E bikes and E scooters offer convenience and speed, I do have concerns about their safety, especially their speed, which can pose risks for riders and pedestrians alike. However, I do know many people in my network who find them useful.
- I see E bikes and E scooters as a positive addition to transportation options, especially in cities like Minneapolis where they offer a convenient and flexible way to get around. The idea of being able to pick up a bike or scooter from one location and drop it off at another without the need to find specific parking spots is appealing. It can make transportation more cost-effective and efficient, which I believe would be a valuable option for Sioux Falls as well.
- I share the sentiment with Mark about wanting to see E bikes and E scooters available in Sioux Falls for convenient point-to-point transportation. They are enjoyable to ride and can be a fast mode of transportation. It's worth noting that kids tend to pick up on using them quickly. Lowering the cost could make them more accessible to families and potentially benefit the families I work with.
- I took a trip to celebrate my son's graduation, and in every city we visited, I couldn't help but notice litter scattered all over the corners and downtown areas. It's truly outrageous.
- I'd like to express that my current sentiment is generally favorable. It's mainly because we currently lack any downtown rental options, which is where I primarily walk. However, I believe these options are beneficial for the bike trail and commuting. When it comes to rentals and addressing issues of discrimination, there are certainly concerns that need attention.
- transportation options. We also have a great downtown. I did them in Nashville and I loved being able to get on a scooter and go downtown. I think they're dangerous mixed with traffic.
- I have an unfavorable opinion because I don't think they're safe with traffic.
- I don't know if people can handle them especially around construction and traffic.
- I actually have an E bike and I love the thing. There are different kinds, some are allowed on bike trails and some aren't. Some are designed to be on-par with vehicles going up to 30 mph. I would be concerned about safety being around cars.

- I think it's a good option. We already have a good trail system, if its something we continue to develop and considering the biking community we have here its just another way we can expand our

Alternative Fuels



Do you generally support expanded use of alternative fuel vehicles?

Why do you feel that way?

Responses to the question regarding support for the expanded use of alternative fuel vehicles in Sioux Falls vary. Some respondents express strong support for exploring alternative fuels as a means of reducing reliance on fossil fuels and protecting the environment. Others have more neutral or mixed opinions, recognizing the importance of diversity in energy sources but expressing concerns about the practicality and effects of certain alternatives, such as ethanol. Overall, there is a consensus that exploring and experimenting with alternative fuels is a positive step, but there are varying degrees of enthusiasm and knowledge about the topic.

Interviewee Responses:

- Truthfully, I believe that while fossil fuels will remain a staple, it's essential to explore different alternatives. We owe it to ourselves to find more efficient solutions. Perhaps the technology isn't quite there yet for some alternative fuels, but with time, they might fit into a niche. I don't think they'll completely replace fossil fuels in my lifetime, but who knows? We need to explore these options.
- I don't have a strong opinion one way or the other on this. I believe it's good to consider alternative energy sources for various reasons. Patty made a point about reducing our carbon footprint, and having alternatives ensures we're not solely dependent on our current fuel sources. So, yes, I see it as a positive step.

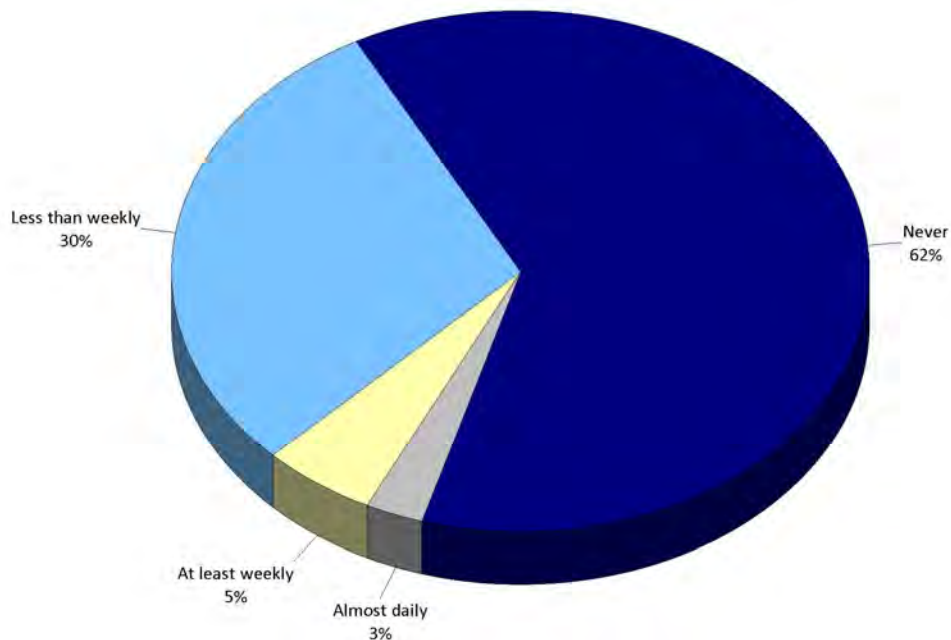
- The city bus system did use an alternatively fueled bus for a couple of years as an experiment and it went great.
- Well, I believe anything that enhances efficiency and reduces our reliance on fossil fuels is a step in the right direction. While complete elimination of fossil fuels may not be feasible, ethanol production, which also supports the corn market, is a positive development, especially in agricultural areas. However, I do have concerns about the reliance on government subsidies to drive this development. There should be a mechanism to phase out these subsidies over time, so they don't become a perpetual burden on taxpayers. Technology evolves gradually, and we should continue exploring these alternatives while remaining pragmatic and shifting focus if they prove unviable.
- I strongly support the development of alternatives to fossil fuels for environmental reasons. It's crucial that we explore and experiment with different options to reduce our reliance on fossil fuels, considering the impact on our environment and the need for sustainable alternatives.
- I think they are good, we need to get away from fossil fuels and protect the environment.
- I have a problem with ethanol because its using what could have been food for humans or livestock and turning it into fuel.
- I guess its good for the farmers but I don't think it's a bad thing. I look at it from the aspect of some of them we don't know exactly what it does to some of the parts. Generally I am supportive of it.
- Diversity and updates are good.
- I don't think I use it personally but I don't care if other people do.
- I think its good but I don't know enough about them.

Delivery Services



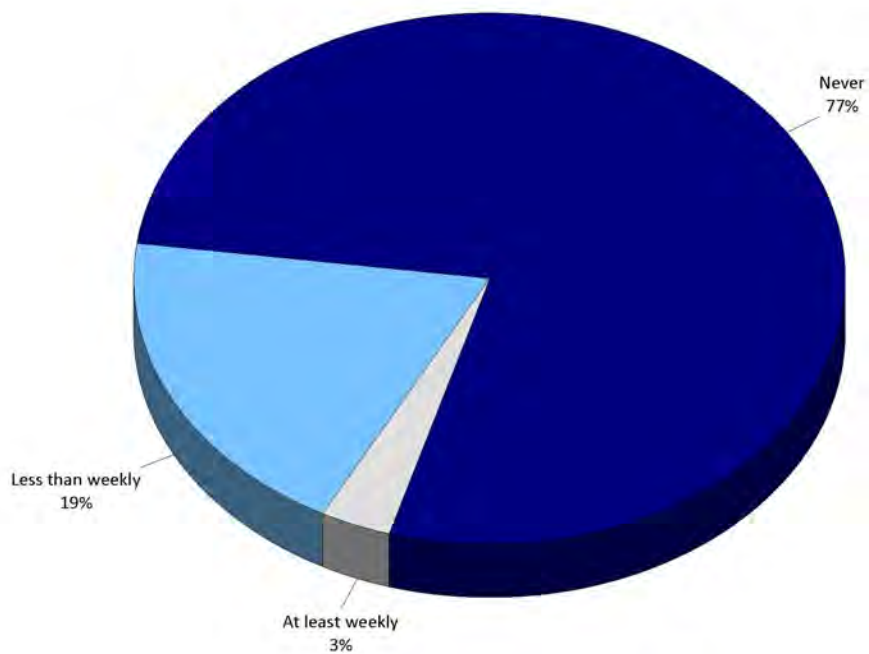
How often do you use meal delivery services like Grubhub, Uber Eats, and DoorDash?

by percentage of respondents



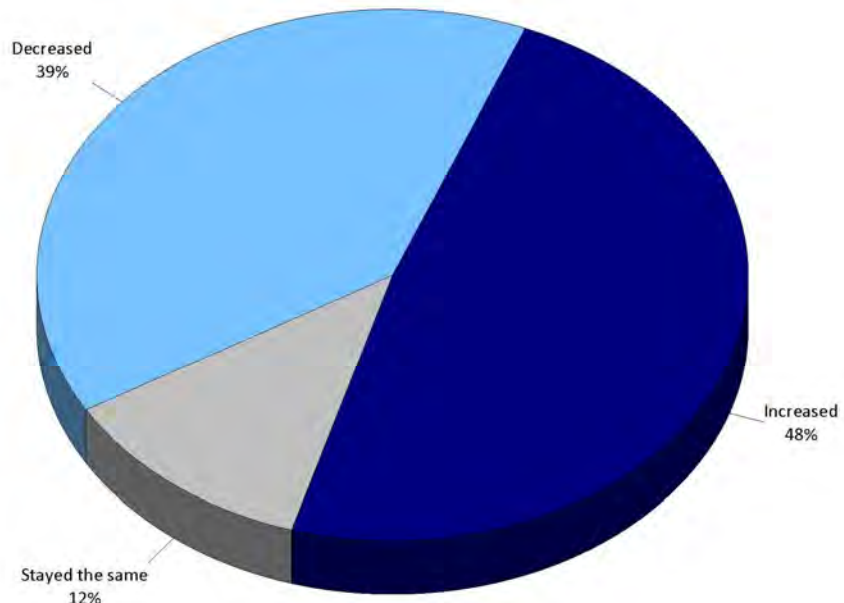
How often do you use same-day retail delivery services like Instacart or Walmart?

by percentage of respondents



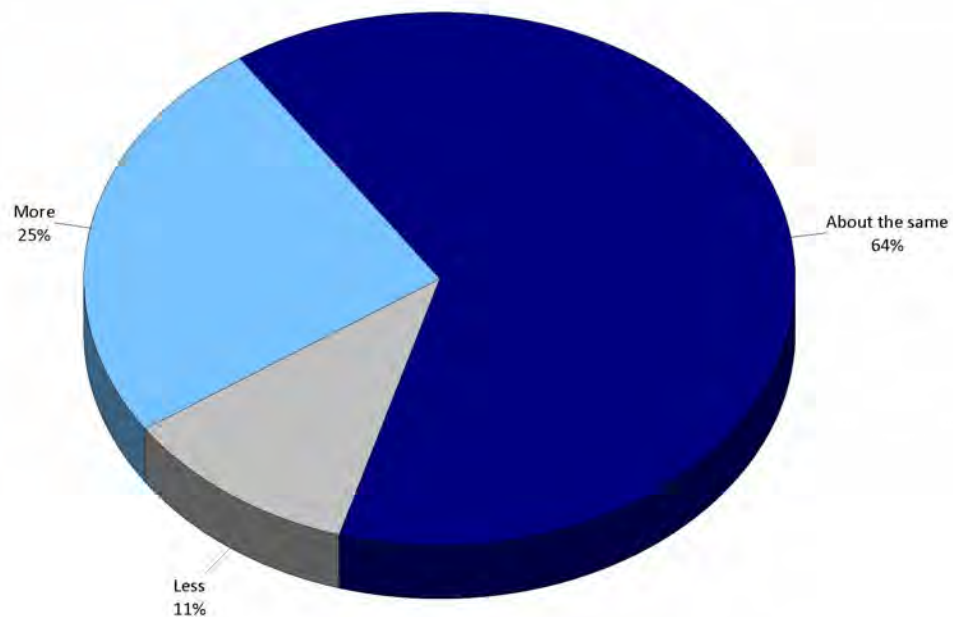
How has your use of these services changed over the past 3 years?

by percentage of respondents



Do you think you will use these services more, about the same, or less in the next 5-10 years?

by percentage of respondents

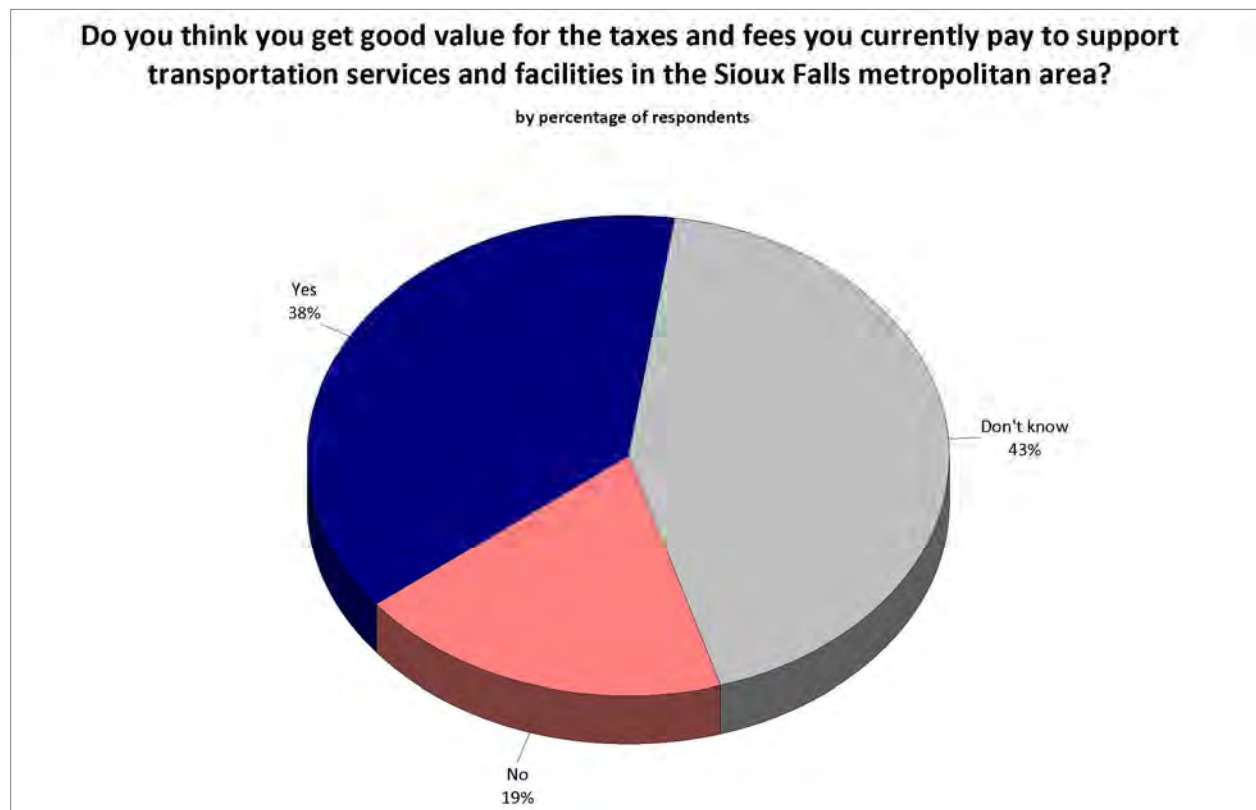


How has your use of these services changed over the past 3 years?

Interviewee Responses:

- My use has decreased since then because the price has become a bit high mostly because the price of eating out has become so significantly high.
- My use has probably increased over the last several years just because of the convenience of it and to be able to get exactly what I want without having to go to three or four different stores to see if they have it.
- I have purposefully decreased my usage of services like Amazon and returned to in person shopping when I can.
- My use has decreased because I don't trust people in my building to not steal things. So I only get things delivered to my work maybe monthly.
- I am very guilty about using these services, there are sometimes where I order things daily. With school starting and stuff, I would rather order than go out and get it.
- Decreased because of identity theft problems.
- My use has stayed the same.
- My use has increased.
- You know, for a while it increased and right now it's probably plateaued a bit. I make more of an effort if I can to buy locally. If I make an effort and I can't find it, then I'll order it.

Funding



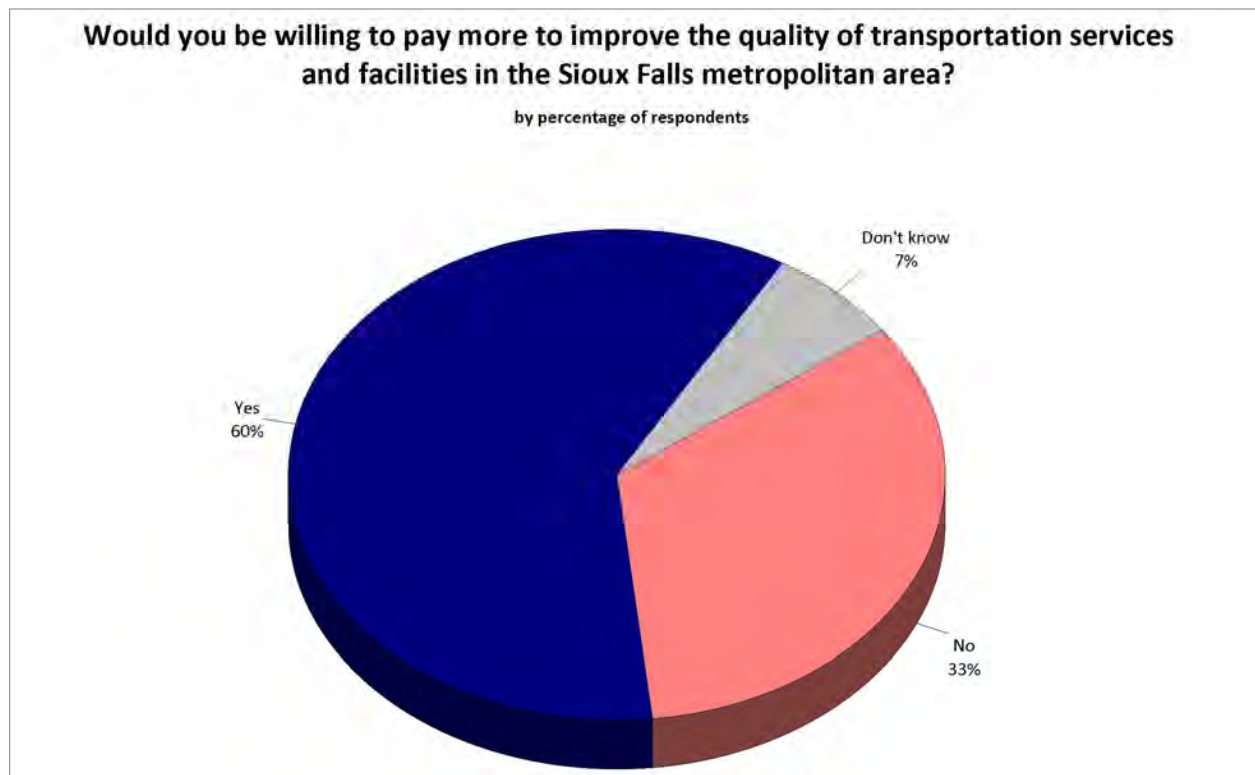
Do you think you get good value for the taxes and fees you currently pay to support transportation services and facilities in the Sioux Falls metropolitan area? Why or why not?

Responses to the question about the perceived value of taxes and fees for supporting transportation services and facilities in the Sioux Falls metropolitan area vary. Some participants express uncertainty about how their taxes are allocated and where they go. Others mention concerns about high property taxes or advocate for increasing tax revenues to support transportation improvements. There is also a sense of appreciation for the city's efforts in maintaining roads and infrastructure. Overall, opinions are mixed, and many respondents are unsure about the exact value they receive for the taxes and fees they pay.

Interviewee Responses:

- I'm not thrilled with my taxes going up. I haven't dug deep enough to figure out what departments are causing bigger increases. I don't know where my money is going though.
- I think we need to increase taxes.
- Our property taxes are too high.
- We need more tax revenues.
- I don't know enough about what my taxes go towards to know if it's a good value.
- I don't know because I don't know what percentage is going where.
- I'm a bit uncertain about this. When it comes to transportation, it seems that taxes are mainly directed towards road infrastructure, parking facilities, and other things related to cars. I haven't seen significant investments in alternatives like public transit or bike lanes, except for the bike trail. However, even with the bike trail, you still often need a car to reach it. So, I'm not entirely sure if there's good value.
- There's so much they could do to improve things and my money in taxes should go for things that really need it. Not sure if there's an absolute need for better transit services.
- I'm aware of the work my firm does on some of the town's bridges, so I understand the challenges and costs associated with maintaining them. However, I appreciate the city's neighborhood improvement plans, where they select two or three neighborhoods each year to upgrade the streets. For instance, they're currently working on a major project on 26th St. I get to see these projects as they progress, and they can be quite extensive. While we do have some streets that are in poor condition, overall, our streets are in better shape compared to many other places in the country.
- We are getting good value with taxes yes but with transportation we need better service.
- When you compare Sioux Falls to cities of similar size, you can see the resources that some of those communities receive either from within their community or at the state level just isn't there in Sioux Falls.
- To be honest, I don't know how much of what I pay in taxes goes towards transportation, but I don't feel like I'm overly taxed and I feel like the transportation system in general does a good enough job.
- I'm not sure about the value of it and I don't know what part of my taxes goes to transportation.
- I'm not entirely sure, but I generally believe that the city does a commendable job in maintaining and repairing our roads. Nevertheless, I do wonder whether we're receiving the expected longevity for the dollars we invest. I'm unsure if anyone within the city has conducted a comprehensive study examining road durability over the past 40-50 years. This study could assess how long a roadway is intended to last once a contractor installs or repairs it, compared to how long it actually endures before requiring additional maintenance.

- I think we're very fortunate that our taxes are so low for how big of a city that we live in, because I know people that live in cities about the same size and their taxes are three times as much.
- We don't have state income tax. We do have taxes on some things that other places don't, but I just think Sioux Falls is amazing. Like all that it offers here.



Would you be willing to pay more to improve the quality of transportation services and facilities in the Sioux Falls metropolitan area? If yes, what you would be willing to pay more for?

Responses to the question about willingness to pay more for improved transportation services and facilities in the Sioux Falls metropolitan area vary. Some participants express a willingness to pay more for expanded and improved bus services, extended bus routes, better sidewalks, improved multi-use trails, enhanced public transportation communication platforms, and addressing transportation challenges. Others mention concerns about high property taxes and express reluctance to pay more taxes for these improvements. Overall, there is a recognition of the need for investment in transportation infrastructure, but opinions on paying more in taxes vary.

Interviewee Responses:

- I recall Doug mentioning the 'chicken or the egg' scenario. Currently, we lack the ridership to justify expanding public bus transportation because the services aren't reliable or frequent enough. However, if the bus system extended its coverage to more residential areas and increased the frequency of stops, it might require an initial investment but could attract a larger ridership, eventually covering the costs. Without that initial investment, it's unlikely that people like me would use the bus for commuting. But if it became a convenient option, I'd definitely consider using it for my daily commute.

- I would be willing to pay more for expanded bus routes and increased bus services. This includes extending service areas and having buses run on Sundays, as they currently don't. Additionally, having buses operate until midnight instead of ending early in the evening, typically around 8 or 9 PM, or even as early as 7:00 PM in some areas, would be a welcome improvement.
- Sidewalks improvement
- There is more that needs to be done, we in government jobs see it on the front lines.
- I'm the one spending the money and I see we have the need, I hear the complaints and I want to help but I'm limited by the funds we have.
- A communication platform for public transportation like to know exactly when the bus is coming.
- I'm waiting for more lighting to be installed so that walking at night becomes safer. Additionally, I've heard discussions about expanding the bike trail from downtown to the zoo. However, I work at a university in town, and I would be willing to contribute to extending the bike trail closer to K-12 schools and universities. This would encourage students to use it and help reduce pedestrian traffic on our busy roads. We currently have a heavily used crosswalk on campus, which can be quite hazardous.
- I would be willing to pay more to fund the repair and improvement of multi-use trails and connections. Currently, there are many issues, such as broken infrastructure, that need attention. While the city is already working on these problems, there are still numerous areas in need of repair.
- I understand that paratransit services can be costly, but I believe it's a civic responsibility within our community. For individuals who cannot drive, paratransit is their only option if they can't use the regular bus service. While it may be expensive, it's our civic duty to provide this service. Often, unless you or someone in your family relies on it, you may not even think about its importance.
- I would be willing to pay more for better bus transit, primarily for people that lose their jobs and everything else when their car breaks down.
- I'd be willing to pay more for larger service routes, better drivers, better wages to have less attrition, and to keep up repairs. They have a lot of trouble sometimes with repairs, four or five buses down at times.
- Addressing transportation challenges, whether it's improving walkability, bikeability, the transit program, or the bike trail, may require more resources and funding as our community grows. It's a matter of prioritizing current funding and possibly considering whether residents are willing to pay more for these improvements. While no one may want to pay more, it's essential to invest in transportation infrastructure to meet the needs of a growing community and ensure its sustainability.
- Public transportation like buses and public works use.
- Public transportation, better accessibility to main thoroughfares and less congestion.
- I'd be willing to pay more in order to get things moving faster like with public transportation.
- I don't know enough about how things are distributed to answer. Sales tax seems reasonable but the property tax for my home is extremely high and I wouldn't be able to afford paying more without moving.
- I wouldn't want increased taxes even for more services.

Survey Development

Can you think of any questions we should include on the surveys we will be conducting later this year?

Respondents have provided valuable insights into potential questions for upcoming transportation surveys. They emphasize a range of topics, such as exploring whether businesses would consider subsidizing employee transportation, assessing interest in innovative transit options beyond traditional buses, and addressing the expansion of paratransit services for those in need. Other considerations include distinguishing between renters and homeowners when gauging community resource utilization, delving into specific road conditions, crosswalks, and bike lanes, as well as inquiring about experiences in transportation meetings with the city. These suggestions aim to comprehensively capture public sentiment, enabling future transportation planning and enhancements to address the diverse needs and concerns of the community.

Interviewee Responses:

- Mine would be for businesses, would they be willing to subsidize or pay for their employees to ride the bus?
- I'd like to explore what types of transportation options people would be interested in using. While we've discussed buses extensively, I'm thinking more along the lines of innovative ideas, like a tram or autonomous vehicles. These alternatives might be more appealing to the general public than traditional buses.
- I believe it's crucial to ensure that stakeholders are addressing the needs of various disability groups. One area that needs attention is the expansion of paratransit services. Currently, it's quite challenging to get approved for paratransit, even for individuals who can never drive or have that option. Many people are limited because they are denied paratransit services.
- I believe it would be beneficial to include a question in the survey about whether respondents rent or own their homes. This is because renters often don't have the same tax responsibilities as homeowners, and it's worth exploring if individuals in rental units utilize community resources more frequently than those who own homes, potentially impacting the community in various ways.
- This is a challenging issue, and I think we might want to consider asking different questions, especially for residents. Instead of lumping everything together, we could focus on specific aspects like road conditions, crosswalks, school zones, or bike lanes. For instance, we might find that overall road conditions are okay, but certain school zones might not extend far enough, especially when there are busy intersections that kids have to cross. So, it could be valuable to inquire about those specific aspects. Now, I'm not sure if this question should be directed at businesses or the government, but we could ask what incentives might encourage people to think about adopting electric cars or other eco-friendly options. Perhaps something like a rebate or providing free home chargers could be enticing. I'm curious to know what would make individuals more inclined to explore these alternatives.
- I'd like to revisit the initial point. Is the 26th St. exit on I-29 confusing for both locals and tourists, as it only allows westbound access while there are businesses located on 26th St.? Additionally, I'd like to inquire about your perspective on the importance of having a dedicated bike lane – is that a priority for you?
- What population is most using the public transportation system and where are they needing to go?
- Would you be willing to pay more through taxes or user fees? How much more?

- I've noted down a few suggestions for the survey questions. Firstly, it might be valuable to ask participants about the most significant impacts the transportation system has had on them or their clients if they've experienced any issues with it. Additionally, it could be relevant to inquire if these transportation issues have negatively affected their job. Another question idea I have is whether respondents have ever participated in transportation meetings with the city, as these experiences can be quite enlightening when hearing from other speakers. Furthermore, concerning survey results, it might be useful to ask if participants expect the city to take any actions based on the feedback collected through these surveys. Lastly, with regards to medical facilities, there could be a question about the enforcement of rules like no smoking on campuses. Sometimes, smokers tend to congregate in crosswalks, which can obstruct traffic flow, and it would be beneficial to know if respondents have observed such issues.
- Would you be willing to pay more for additional services? How much would you pay for additional services? Do we need dedicated bike lanes for transportation?
- What do you think of the overall transit system and what do you think would be the benefits of having more airport carriers in Sioux Falls?
- What primary times are you travelling and where to?
- What areas of town are you seeing safety concerns?
- Would people be willing to sit at stoplights longer if we give up a lane for bikes? Do we reduce lanes to add more bikes? Where do people sit on those things?

Other Comments

Do you have any other additional comments you would like to share?

Interviewee Responses:

- I'm concerned about the workforce and the need for transportation options, especially for those working late-night shifts. It would be great if the city could collaborate with businesses to ensure that people without vehicles can access services, even late at night. Perhaps extending the window of availability, as Deb mentioned, up to midnight. Both the city and businesses might need to invest in this to support workers. It's crucial because without a car, getting home after a late shift can be a significant challenge. Relying on expensive options like Lyft or Uber may not always be feasible.
- I want to add to Anne's point. I recently learned that Wells Blue Bunny in Sioux City is providing transportation for its workers. Sioux City is a larger metro area, and they bus people from Sioux Falls to the Wells Blue Bunny plant in Le Mars. This demonstrates the willingness of companies to address transportation challenges and enable people from outlying communities to work in Sioux Falls. Now, looking ahead to the next five years, what do you see as the most significant transportation need, and what could be the main obstacle to achieving that goal? How can we overcome that obstacle?
- I'd like to emphasize the importance of connectivity. This relates to various aspects such as bus stop locations. For instance, at my office on Russell, it seems like a better idea to relocate the bus stops closer to the hotels rather than away from them. In terms of bike trails and pedestrian pathways, we should consider how they are connected to different destinations. Are schools connected to these trails, and how do we ensure connectivity between USF and downtown? So, by connectivity, I mean ensuring smooth connections between various transportation elements.

- I also have one more point to add. Sioux Falls has evolved into a medical hub, and it's worth considering whether businesses like hospitals would be willing to invest in expanding transit options for their patients who reside in the outlying areas of the town.
- As a private citizen, I participate in PTAB (Public Transportation Advisory Board) meetings. They are currently working on updating their bus routes, but it's worth noting that these routes are quite outdated, dating back to the 1950s and 1960s. They do not adequately serve most residential areas, and the bus routes remain severely limited in coverage.
- In addition, I've consistently mentioned this issue in various surveys, and it's a matter that the city might have grown weary of hearing. Many residential areas accessible by public transit have undergone gentrification, making them unaffordable for those who would genuinely rely on the bus service. This situation can lead to unexpected challenges like homelessness or a substantial transient population. Aligning our bus routes with the needs of the affected individuals and the resources they seek to access would be highly beneficial.
- I believe that our city should strive for improvements in our bus and paratransit services.
- It would be nice if everything was within 30 minutes in Sioux falls.
- Another aspect to consider is the potential implementation of a small state income tax. While this might not be a popular suggestion, it's worth exploring. Some states with better road infrastructure have higher state income taxes. Currently, our state has lower sales and income taxes compared to others. Increasing the gas tax, as suggested by the former Transportation department employee, could also generate additional revenue for essential services like education and law enforcement, which often face budget constraints due to lower tax rates. Finding a balance between revenue generation and maintaining affordability for residents is essential for the overall well-being of the state and its residents.
- It would be interesting to understand how regional events impact our city's finances. For instance, in the Black Hills area, they shut down all construction during events like Sturgis. They pull construction crews and remove cones, essentially stopping work temporarily. This has a cost associated with it, as they have to halt and then restart projects, which can put crews behind schedule. On the other hand, in Sioux Falls, we typically continue construction during such events. I'm curious about the financial implications of these decisions, as it might be akin to double-paying for some services due to these interruptions.
- I'd like to suggest having visual aids on buses, as Mark previously mentioned to me. This would greatly benefit the brain injury community, as individuals with memory issues can sometimes get confused. Providing visuals for them to reference would be highly beneficial. I also appreciate the consideration of various disability communities, including the brain injury community.
- When I volunteered on the west side at Banquet, which serves food to low economic populations, it didn't sound like they had a bus route.
- How do they plan to address the growing traffic situation in outlying towns like Harrisburg and areas where people like Amber and I reside? These are no longer tiny enclaves but legitimate, expanding communities that are increasingly contributing to traffic. Without additional Interstate access and infrastructure improvements, how will they manage the traffic flow effectively?
- You need to start hiring more traffic cops because the speeding is out of control.
- I've come back to the idea of increasing taxes. Tax rates will always fluctuate, and I believe it's partly on the citizens to be aware of what they think taxes should primarily fund or improve, and what services or areas should be prioritized. There's always a balance between being a bigger city with more resources and higher taxes or having lower taxes with potentially reduced services.

- I believe they should consider reinstating the transfer system, where you pay for your first ride and receive a transfer ticket for the second ride at no additional cost. This would be particularly beneficial for the many people I know who rely on the bus service and are on fixed incomes.
- Could the issue of the number of open jobs be fixed with expanded public transportation? Regarding taxes, does the government continue to reevaluate how tax revenues are distributed as technology changes and the needs of people change?
- I would ask the city to consider other ways of reaching people. I've noticed everyone in this focus group is not a person of color, but yet our city is growing in this demographic and their opinions matter too especially when it comes to transportation.
- The thing about taxes and electric vehicles and gas fuel taxes, the legislature needs to address the revenue shortage. The need for more taxes for infrastructure. I think there needs to be serious discussion and legislation for usage taxation. It can be calculated based on usage and vehicle weight.
- I do like the idea of light rail within Sioux Falls. I think funding could really make a difference.

Key Findings and Next Steps

Summary of Key Findings

Focus group participants generally commended the region's transportation system for its efficient road infrastructure and proactive approach to addressing transportation issues. Paratransit services are highly valued for enhancing community accessibility, and safety and cleanliness contribute to a comfortable commuting experience. However, residents also voice several grievances, including difficulties with paratransit services, inefficient road layouts, traffic congestion, and concerns about road safety. Suggestions for the region's transportation priorities over the next 20 years encompass diverse areas, from expanding public transportation and addressing traffic congestion to supporting electric vehicles and enhancing road infrastructure. Opinions on remote work, electric vehicles, and public transportation services vary among residents. Biking and walking facilities receive mixed reviews, with safety and convenience concerns. The adoption of autonomous vehicles and the priorities regarding air transportation, ridesharing services, and e-mobility are multifaceted and influenced by various factors. Lastly, residents express a range of opinions on alternative fuel vehicles, the perceived value of taxes and fees for transportation, and willingness to pay more for transportation improvements.

Next Steps

Input from the focus groups will be used to help design two statistically valid surveys that will be administered during the Fall of 2023. One survey will be administered to residents. The other will be administered to business leaders. The results from these surveys will be used to develop guiding principles for the Sioux Falls Long Range Transportation Plan.

Section 6:

Summary of Stakeholder Interviews

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Overview

ETC Institute conducted interviews with transportation stakeholders in the Sioux Falls area during the month of August 2023. The purpose of the internal interviews was to gather input about a wide range of issues related to the Sioux Falls MPO Long-Range Transportation Plan Survey which will be conducted later this year.

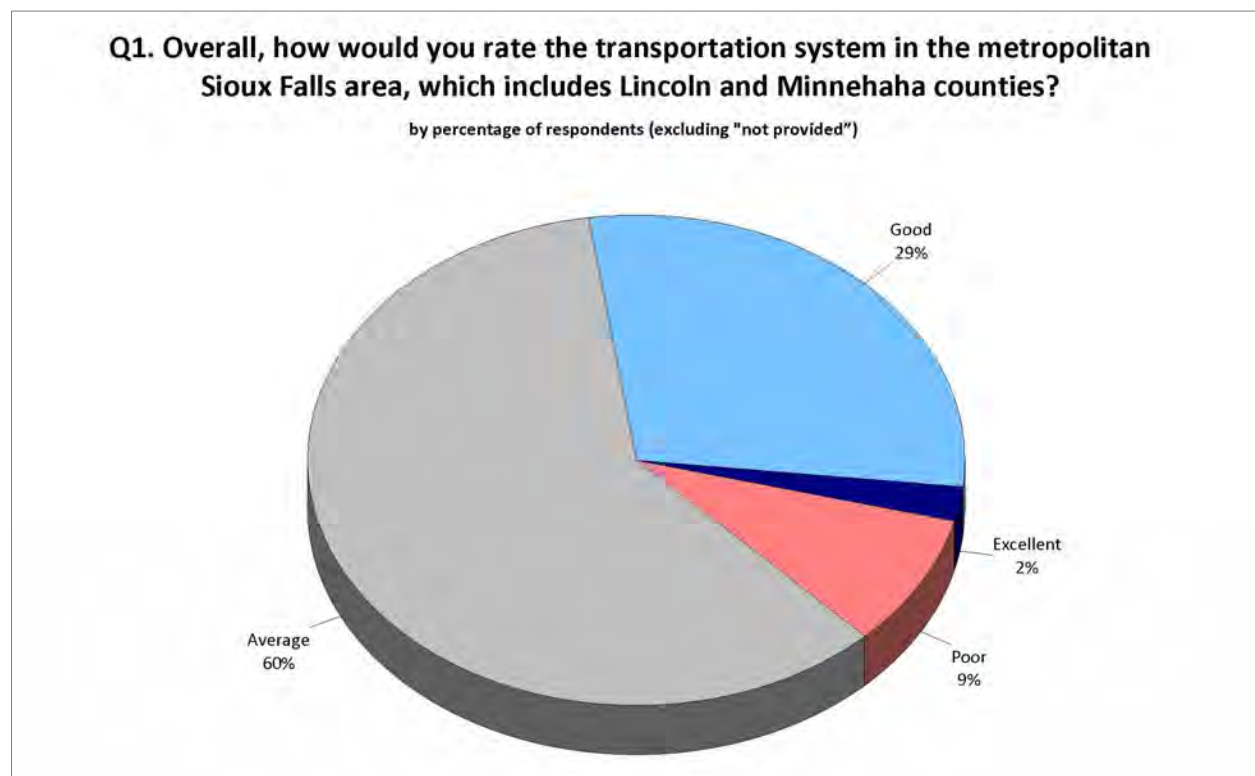
Some of the specific topics that were covered during the interviews included:

- Perceptions of the transportation system
- Priorities for transportation improvements and investments
- Pedestrian transportation
- Bicycle infrastructure
- Public transportation
- Alternative fuels
- Autonomous vehicles
- E-bikes and E-scooters

A total of 45 external stakeholders were interviewed.

This report contains a summary of the online interviews. The information from these interviews will be used to develop questions for the surveys that will be administered to employers and residents in the region during the fall of 2023.

Perceptions of the Transportation System



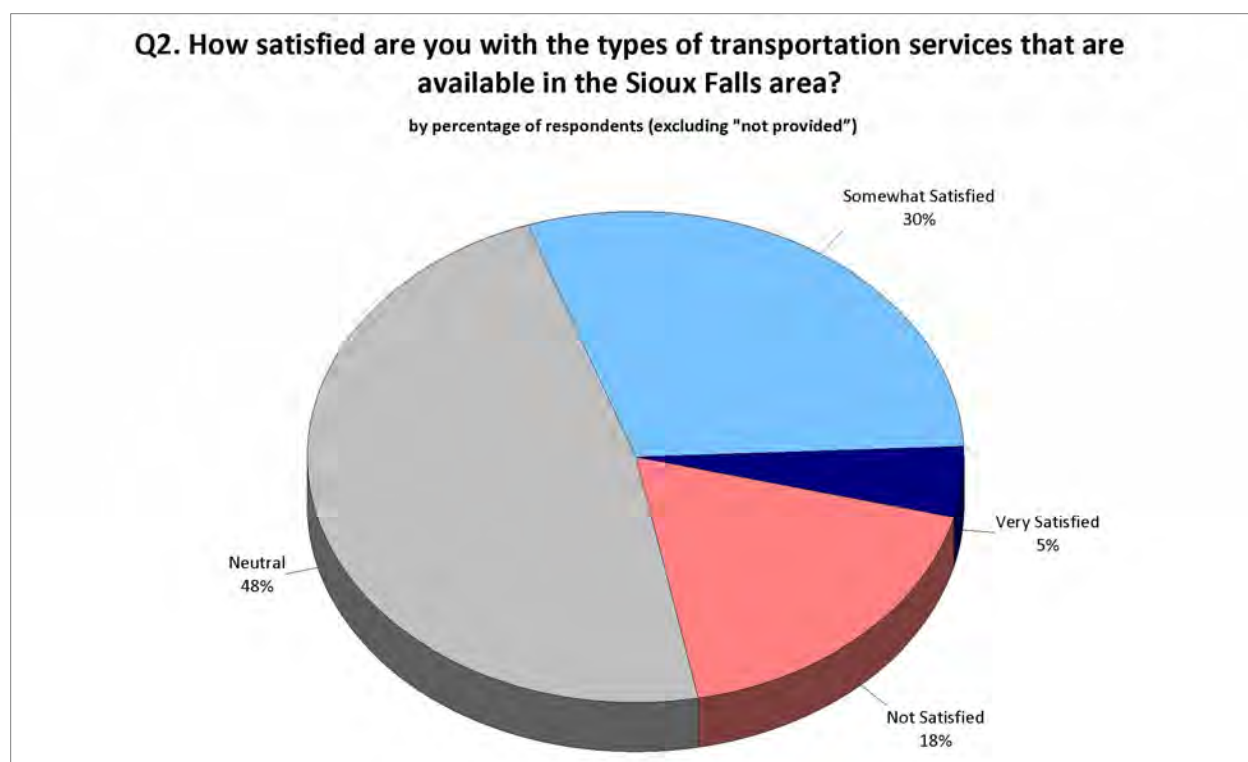
Overall, how would you rate the transportation system in the metropolitan Sioux Falls area and why do you feel that way?

Residents generally rate the transportation system in the Sioux Falls metropolitan area positively. They appreciate its safety, efficiency, and minimal congestion compared to other cities. The system's upkeep, road quality, and extensive bike trails receive praise. Residents also highlight good connectivity within Sioux Falls and its surrounding areas. However, some suggest room for improvement, particularly in public transportation, planning for construction projects, and pavement conditions. There are calls for better traffic signal optimization, expanded road coverage, and prioritized funding. Overall, the system meets community needs but could benefit from enhancements, especially considering the city's growth.

Interviewee Responses:

- Commuting through Sioux Falls is reasonably safe and does not pose much difficulty in navigating to various destinations. Relative to most cities, Sioux Falls transportation system is much easier and less congested, even during peak travel times.
- Expanding to keep up with growth - hard to do, but generally successful.
- For a metro area we can still get around easily and quickly at all times of day with just a few short window exceptions.
- General upkeep is good
- Generally good roads, robust bike trail
- Good connectivity to all parts of Sioux Falls and surrounding communities.
- I feel we could have a little better transportation

- I just moved from NM back to SD, and the Sioux Falls Metro Area seems to flow fine for my limited needs...since I don't live there.
- I think it is good and meets the needs of community, but there is always room for improvement.
- Ineffective/inefficient/nonexistent public transportation system. Poor planning on construction projects also creates traffic challenges. The common response is "it will be nice when it is done." But seems like it will be easier if planning/engineering did a more thorough job of planning.
- Lack of prioritization/funding.
- Many roads are at or above capacity. the main corridors need better traffic signal optimization.
- needs to cover more of Sioux Falls
- Overall pavement condition in Sioux Falls is poor.
- roads and streets are being upgraded in a timely manner with the funds that are available
- roads are in fairly good shape and traffic delays are minimal
- Roads are well taken care of, and I can get anywhere in a short amount of time. It would be excellent except that the bicycle infrastructure could be better.
- Roads, road conditions; multi modal system - ped, and bike.
- The condition of the streets within Sioux Falls. They are loaded with potholes; the pavement is rough and cracked up. There is no easy way to cross the city from east to west.
- The entire transportation system is geared toward private vehicle ownership, which precludes a sizeable portion of the population from affordable transportation.
- The transit system has been in place for many years. Due to the rapid city growth, certain changes are needed.
- Traffic flows pretty good. Minimal serious accidents.
- Very good road network and maintenance. We need to work on improved bike, ped, and transit services.
- We provide a street network to all developing areas. The street network does include side paths, ADA improvements, and sidewalks to accommodate all modes.
- We do a pretty good job with road maintenance and traffic flow is pretty good, but we can do much better regarding pedestrian and multi-modal safety, comfort, and accommodation.
- You can get to most places within Sioux Falls in less than 20 minutes by car.



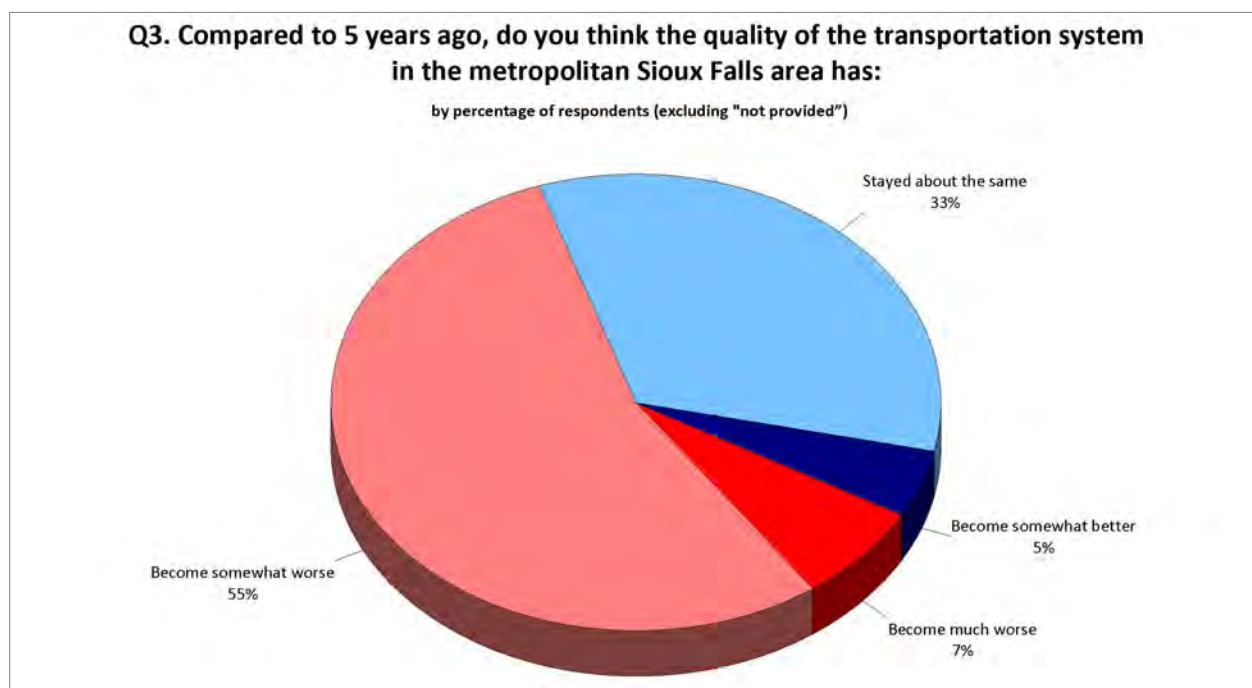
How satisfied are you with the types of transportation services that are available in the Sioux Falls area? Why do you feel that way?

Satisfaction with transportation in Sioux Falls varies. While some express discontent with the ineffectiveness of public transportation, others report satisfaction with their current options. Several respondents suggest a need for improved bike and pedestrian facilities, and some voice frustration over the absence of light rail planning. There's a consensus that more transportation services are needed in the southern sections of Sioux Falls, south of 57th Street. Overall, there's a desire for expanded transportation options and improved accessibility.

Interviewee Responses:

- Again, ineffective public transportation.
- Buses are a waste of resources. Our demographics do not make this mode of transportation sustainable.
- Good for my needs
- I am not aware of any deficiencies.
- I do not use public transportation so I cannot give an educated opinion on that.
- I don't use public transportation
- I don't use the transportation services in Sioux Falls
- I feel Sioux Falls planners and SAM are doing everything they can to improve and add service area.
- I have little experience with these services.
- I have no issues with the services available in the Sioux Falls area, but improvements can always be made.
- I have not used any other mode but my vehicle.
- I moved to Sioux Falls 5 years ago. As a legally blind Sioux Falls resident, Sioux Falls public transportation has some limitations (it's not easy to get to a bus stop from where I live). Alternative transportation options such as Lyft/Uber provide me with the most flexible options but can be expensive.

- If you own a car, you are well accommodated. Our mass transit (bus) system, however, is a mess, and we have a long way to go to be bike and pedestrian friendly.
- Lack of planning for a light rail system. Sioux Falls wants to be a large city but doesn't want to address the need to start planning for light rail system.
- More bicycle and pedestrian facilities are needed in the Sioux Falls area.
- Public transit is virtually non-existent in the city. With minimum parking requirements and a glut of single-family houses, I can't imagine a good transit system is in reach anytime soon.
- The bus routes do not come to my neighborhood. However, I am not dependent on riding the bus.
- The car with a single driver is predominantly the preferred choice by citizens and our street network accommodates that mode. We continue to add bike lanes/side paths to accommodate bikers and sidewalks for ped. We have a great complete street network, yes, we could do way more if money was no object, but it is.
- There are several options available.
- Transit is an ongoing challenge.
- Transit to include future routes connecting surrounding communities.
- Transportation costs are prohibitive, and expectations are unrealistic. Need to change perceptions.
- Wish there was more availability of transportation services in the southern sections of Sioux Falls (south of 57th Street)



What has the quality of the transportation system become compared to five years ago? Why do you feel that way?

Transportation quality in Sioux Falls over the past five years has seen mixed reviews. Some respondents note improvements like overpasses and road widening, while others express concerns about road deterioration and limited funding. Traffic congestion due to the city's growth remains a challenge. Investments have been made in bike and pedestrian facilities, but the transit system has seen limited changes. Overall, opinions on transportation quality vary, with a consensus that there is still much work to address Sioux Falls' evolving needs.

Interviewee Responses:

- Additional bicycle and pedestrian facilities are needed as the metro area continues to grow.
- Continued improvements.
- From SE Sioux Falls, there have been some improvements, such as the 26th St and Southeastern overpass, widening of South Cliff near 57th st, etc.
- I don't see any substantial improvement. I do see a great number of people that "live in a bubble" and have never really come up with any substantial improvements. More of a maintenance thing, which is a completely different set of parameters.
- I have had very limited visits to the Sioux Falls Area since 2023 and once in 2021, so I am not the best person to rate this issue.
- I haven't seen any meaningful change.
- Increase traffic due to growth in the SF area continues to put pressure on all streets. Funding makes it difficult to get ahead of development.
- Newer roads are being designed to include side paths.
- roads continue to deteriorate.
- the increase in funding is less than the cost of construction increase. We are getting less done even considering inflation.
- The SDDOT and City are investing funds for South Veterans Parkway construction. The City has invested millions in bike/ped improvements.
- The Transit system has not changed from past population.
- Traffic flows pretty good. Minimal serious accidents.
- We continue to expand the pedestrian and bicycle corridors and make them safer.
- We have made improvements but have much more to do to keep pace with growth.
- We have made some minor strides in trying to do more to be more bicycle and pedestrian friendly, with no change in mass transit, status quo for car centric travel.

Priorities For Transportation Improvements

In general, what do you think are the most important transportation problems or needs in the Sioux Falls area today and why?

Respondents identify key transportation needs in Sioux Falls, including improved bike and pedestrian facilities, greater transportation equity, and better public transit accessibility. Concerns also extend to car dependency, a lack of east-west routes, budget constraints for bike and pedestrian infrastructure, road conditions, and maintenance. They emphasize the need to expand transit services, enhance pedestrian safety at intersections, and improve downtown traffic flow. Additionally, respondents call for smarter traffic controls and upgrades to essential streets and west-side corridors.

Interviewee Responses:

- Bicycle and Pedestrian Facilities. Although facilities have been built in the last 5 years, they have not kept up with growth and road construction.
- Transportation equity for disadvantaged. Tailoring transit to serving all users is a challenge.

- Improved Public Transportation Services/Flexibility. I realize this is a difficult problem and cost/benefits to city are hard to justify, but safe access to pickup/drop off spots (particularly for people with disabilities), I fully admit, I have not used the services as I opt for Lyft/or family to transport me. The nearest bus stop option for me is at 41st and Cliff, I think, which would be difficult for me to get to on my own.
- Effective public transportation. We don't have one, and definitely not a priority for anyone involved in planning. Or when suggestions are made, they are ignored. Speaking from personal experience. If some of the City Employees had to work in the public sector, they would fail.
- Lack of sufficient east/west routes across the metro area. No major connectors east/west. It seems there is an Interstate and everything else is just local traffic.
- Car dependency. The city has been built and continues to be built in a car-centric way.
- N/S connectivity between Tea and Sioux Falls - Tea/Ellis Road. Growth in Western SF and Tea.
- Lack of bicycle and pedestrian infrastructure investment. There is very little budget dedicated to it.
- poor road conditions, pavement is bad. Sprawl and lack of city investment in keep up with needed repairs and improvements.
- A continuation of Veterans Parkway on the west side of Sioux Falls. Say Exit 390 down to wild water west.. It will be needed and planning for that direction is nonexistent.
- Completing South Veterans Parkway (SVP). Because SVP will allow for another route for drivers and take them off of the busy streets that go through the city and will allow drivers to go around instead
- Expand transit service area. adjust to population (200,000)
- More east to west arterial roads. Can't get across town very easily.
- Intersection Accidents with Pedestrians. Unfortunate accidents related to poor visibility between driver/pedestrian crossings
- East/West Connectivity. This has always been a struggle and does not have an easy solution
- Bicycle and pedestrian design. We build and accommodate around the car. Bikes/peds are an afterthought, and too often get token accommodation.
- In Sioux Falls, there is no good, direct route from the east side of the city to the west side of the city or vice versa. No direct route, interstates do not bisect the city, they run to the north and south
- I think our bus system needs to have more readily available exchange points, such as adding an exchange facility at the Empire Mall. I think it would increase economic activity in the community.
- Investment in Infrastructure Maintenance like the main 4 lane routes in the city, there are a lot of older concrete roads that are in need of major repairs.
- Serving conflicting needs of vehicles, pedestrian, other users. Are there enough resources to serve all needs?
- the need for improved infrastructure in the on the outskirts of the city. hard to keep up with the fast-growing developments
- Need additional funding to expand fixed routes. The town is growing faster than SAM can adapt to.
- Expand bike trails to surrounding communities. This would be a very in-demand service
- Pedestrians. Not enough resources / education to advance this mode.
- Limiting roadway access of businesses to Minnesota Avenue. There are many accidents on Minnesota leading into downtown because of the number of cars turning in/out of businesses. It is not very walkable due to the amount of cars and access points. Raised median down Minnesota from downtown to I229 would be very beneficial.
- Update older interstate exits and bridges. They are getting old
- lack of sidewalks along major roads, such as Russell and West 12th. no funding

- Mass transit. Our bus system is heavily subsidized, inefficient, and only appeals to captive riders, and doesn't serve them well.
- I think there should be safer routes of travel for bicycles in the metro area. Sioux Falls does not really accommodate bike traffic within the city, other than recreational bike trails.
- Bridge maintenance and road capacity
- Disjointed road ownership. Areas annexed by a city are not always adjacent to other areas already annexed. Road ownership can vary from city to county, back to city and so on.
- Public Transit connectivity. Help reduce commuter traffic.
- Additional Transit Services. Transit services are needed to serve new growth areas of Sioux Falls and metro area.
- Better truck routes. "If you've got it, a truck brought it." Not enough effort put toward planning and executing on better truck access. We sit at an intersection of 2 interstates and have several new, large warehouses. There has been some improvement, but having a traffic circle at every intersection isn't a good answer for anyone.
- DT Traffic Flow balanced with pedestrian safety. Need vehicle connectivity but DT has need for pedestrian connectivity and safety too.
- Reconstruction and widening of 60th Street North from I29 to North Veterans Parkway. Volumes continue to grow, the costs continue to rise, Sioux Falls needs another east/west route on the north side.
- West side corridor
- Improving transit options from southern Sioux Falls to downtown. There are a lot of people in the southern part of Sioux Falls that avoid traveling downtown because of parking and traffic. Increasing the walkability of Minnesota to downtown and adding transit locations from southern Sioux Falls to downtown would increase business and reduce the amount of cars on the road.
- Smarter traffic controls. A light will turn red on a major road with NO one at the intersection.
- Greatly expand access to active transportation and public transit. Optionality with transportation leads to a more vibrant, sustainable community.
- I-29/I-90 Interchange is outdated and borderline unsafe. Safety
- Public transportation frequency of service. Need more time efficient options.
- Access for those without personal vehicles.
- Road racing by motorcycles and cars. Roads are being designed as long straight-fast corridors with nothing to slow traffic.
- Funding for pavement preservation. revenue sources have not increased at the same pace as construction inflation and the federal grants are not helpful for overlaying a road or putting down slurry seal.

What locations in the Sioux Falls area do you think should receive priority for transportation improvements over the next 10 years?

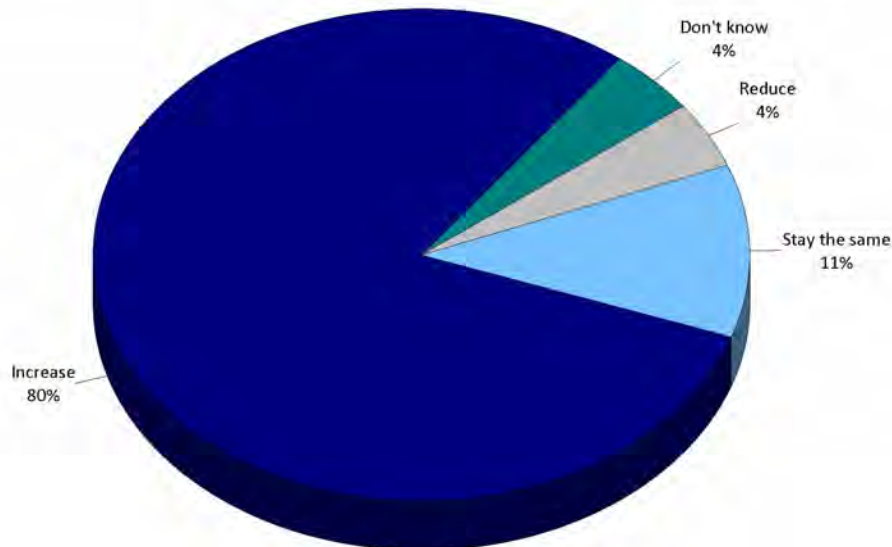
Interviewee Responses:

- 10th and 11th St downtown, particularly between Minnesota and Grange, remove lanes, calm, redesign, maybe two way
- 10th Street and I-229
- 10th/11th Viaducts
- 41st and Louise

- 41st St east of the interstate is a terrible place to drive, walk, and bike.
- 41st Street and Louise Avenue reconstruction
- 43.612173, -96.770802 and 43.497146, -96.767843
- 85th Street Corridor
- 85th Street in in bad need of repair from Louise Avenue to Minnesota Avenue.
- A better way to get across the golf courses from one side of Sioux Falls to the other.
- Airport
- All arterial roads need to safely and efficiently accommodate active transportation users. It should be quicker and easier to use active transportation and public transit than to use a private vehicle to get somewhere.
- Cliff Avenue and I-229 Interchange
- Complete the Veterans Parkway project
- Connect bike/ped trails
- Continue planned construction on Veterans Parkway, Interstate system.
- Downtown service and internal flow.
- Downtown SF - continued development and expansion downtown is creating increased congestion - the development of alternative ways to get to the downtown area to minimize personal transportation
- DT Viaducts
- Growth area between Hartford/Crooks/SF
- La Mesa realignment so it lines up to Sertoma
- Louise Avenue (near Walmart, Sam's Club, etc.)
- Make more through streets limited access roads
- Maple/Park between SF and Brandon
- Minnesota Ave and I 229
- Minnesota Avenue and I-229 Interchange
- New 85th Street Interchange (Township Roads)
- North Sioux Falls.
- North/south corridors going into the city, Southeastern Ave/Western Ave/Tallgrass Ave
- Northeast Sioux Falls/Brandon area has fallen behind the growth
- Northwest - Ellis / Sertoma & LeMesa / Valley View. floodplain, drainage crossings
- Rice Street
- Sanford Pentagon
- Sanford/Avera medical campuses
- South Sioux Falls and South Veterans Parkway
- Southern Sioux Falls (57th Street to Hwy 106 & Louise Ave to Minnesota)
- Tea/Ellis Road - West Corridor to I-90.
- The reconstruction and improvement of 466th Ave between SD 42 and SD 39
- The reconstruction and improvement of Maple/Park Street between SD 11 and Veterans Parkway
- Veterans Parkway Areas (Township Roads)
- Viaducts and downtown along with the 12th/10th street corridor
- West 12th Street and East 10th
- With increased traffic flow directed around and through SF via highway 11/Veterans Parkway and 10th St the east side of SF is becoming busy

Q10. How do you think the overall level of funding for transportation in the metropolitan Sioux Falls area should change over the next 10 years?

by percentage of respondents (excluding "not provided")



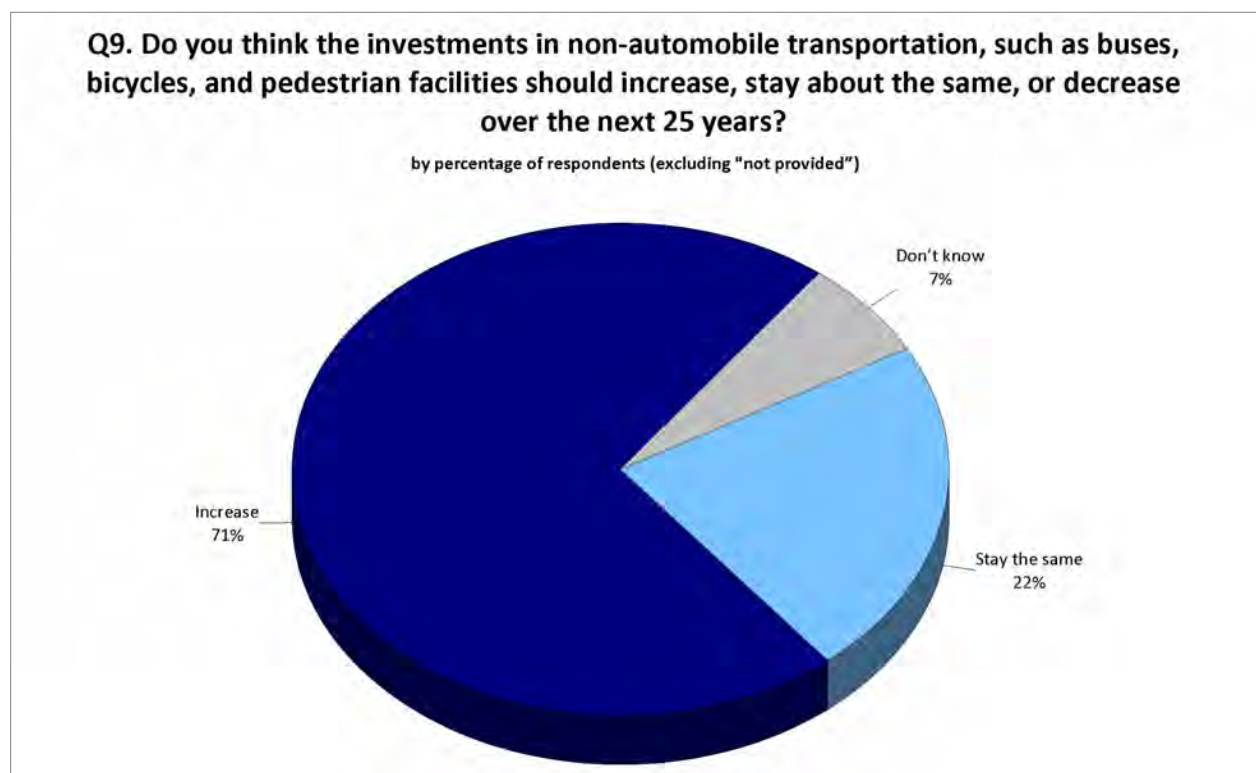
How do you think the overall level of funding for transportation in the metropolitan Sioux Falls area should change over the next 10 years? Why do you feel that way?

Respondents generally agree that transportation funding in the metropolitan Sioux Falls area should increase over the next 10 years. They attribute this need to the city's rapid growth, rising construction costs, and the increasing demands for transportation improvements. Some suggest a shift in funding priorities towards alternative modes of transportation like public transit and active transportation routes, emphasizing the importance of accommodating changing transportation needs.

Interviewee Responses:

- as Sioux Falls grows the investment has to grow!
- As we grow, the needs and magnitude of improvements will grow as well.
- Funding sources are staying steady while the cost of construction has increased drastically.
- I assume you mean buses. They are underused as they operate now.
- Increase funding for the right types of transportation (i.e. public transit, active transportation routes). Decrease funding on massive road projects to add lanes and induce demand for more private cars on public rights-of-way.
- Increase in population increases the needs. The costs of construction have increased over 30% over the last 2-3 years and haven't come down. It just costs more to build.
- It isn't necessarily even a matter of changing funding, as it is changing the share of what it goes for (for example same dollars and width, less car lanes, narrower lanes, more bike lanes, better ped facilities)
- It will increase, but where the money is spent should change. Invest more in alternative modes of transportation. Road diets are needed.

- It will need to increase to accommodate growth in the area.
- It's needed.
- Movement of people is very important to local businesses and residents.
- Population continues to grow, requiring continued growth in investment.
- Project costs continue to rise and there is always work/repairs/improvements that are needed
- see previous answers. The cost of construction has greatly outpaced any increase in revenue or grant opportunities. Also, the grant opportunities are not for everyday groceries like maintenance. The grants only appear to be mostly for wants instead of needs. Less grants/earmarks and more general funding for road maintenance so the locals can spend the money where it is needed.
- Seems about right. Planning needs to be better on construction projects. You're creating huge bottlenecks at an unnecessary rate due to poor planning and scheduling.
- Sioux Falls is growing exponentially
- The city is expanding quickly - in the last 5 years it has grown significantly and seems that this will continue.
- The rate of growth necessitates continued spending to provide the necessary transportation system.
- Things seem to be going well in relation to our growth.
- To keep up with growth, more money is needed.
- Try to stay ahead of growth and new technology such as AI.



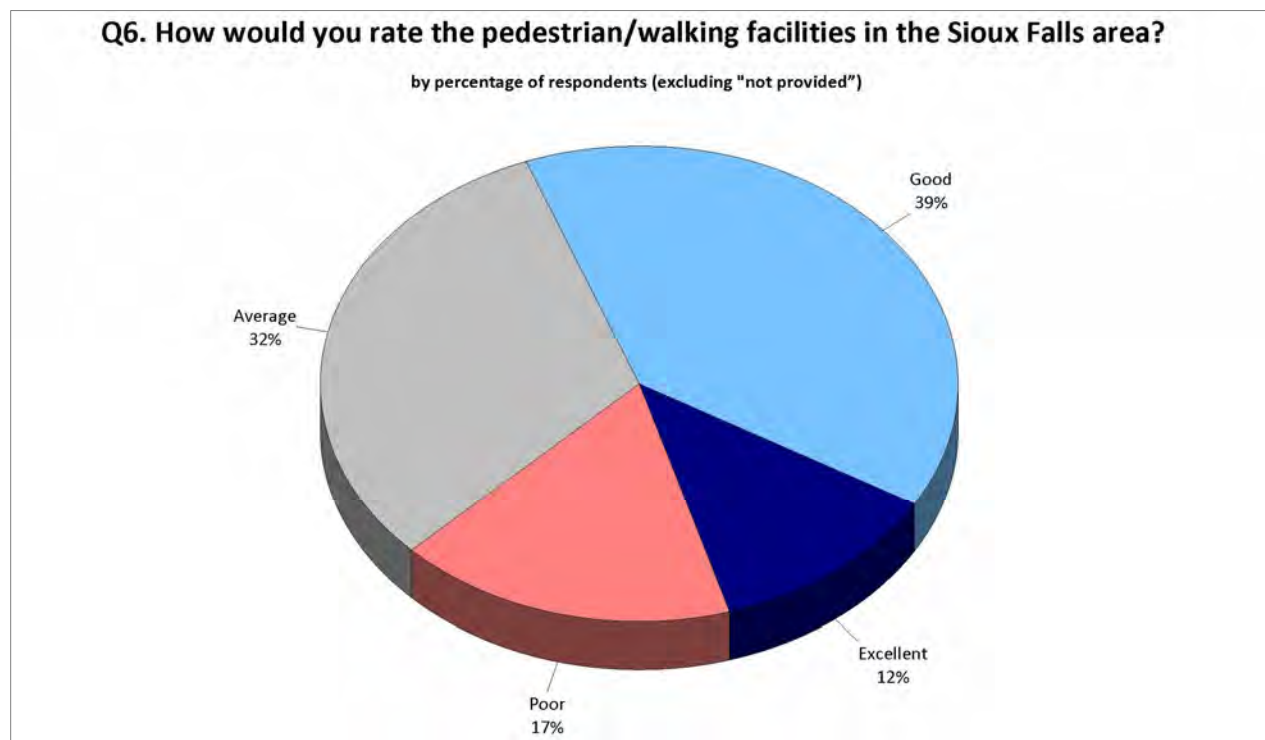
Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years and why do you feel that way?

Respondents have varying opinions on future investments in non-automobile transportation in Sioux Falls. Many advocate for increased investment, citing the city's growth, traffic congestion, and the need for safe and convenient alternatives. They argue that such investments enhance quality of life and sustainability. Some, however, prefer to maintain current levels or express skepticism about the effectiveness of these alternatives.

Interviewee Responses:

- Add more routes which may include more buses.
- As the city grows, more alternative methods of transportation will be needed.
- As Sioux Falls grows the investment has to grow with the town.
- As this area becomes more congested, a need to offset the increase in traffic will be needed in the highest traffic density areas.
- As traffic and growth increase, it is essential to find additional investments in non-auto transportation for safe and convenient transit, bike and ped facilities.
- Bicycles and pedestrian facilities are also quality of life investments
- Bike/peds are considered on every project constructed.
- Feels like about appropriate levels now.
- First of all, a bus is an automobile. Second of all "Reduce" is spelled with a C, not 2 D's. You lack attention to detail and focus when you put out a survey like this that is essentially incomplete. But you need to do a much better job with public transportation. Having a 40' bus that requires special licensure and lots of maintenance for 2 riders is totally foolish. You'd never make it if you didn't have Government Subsidies to help you along. Your business model (if there is one) is totally flawed.
- I don't think you will change people that want to drive cars. There are few inconveniences in driving my own vehicle.
- I don't use them
- I'm a road guy.
- It's needed!
- More options for people would be better, whether it's bus, car, bike.
- Public health - cities designed for the car encourage sedentary lifestyles, sustainability - funding and right of way widths - more and wider roads are financially ruinous, and you can only widen so much before you have no more right of way, we need more mode share in non-cars
- SF is a growing city in a moderate climate where year-round pedestrian, biking, and other non-automobile options are an option (most of the time). SF should emphasize becoming a pedestrian friendly city
- Sioux Falls population is over 200,000
- A slight increase would help.
- These options make a city more sustainable financially and environmentally. I can guarantee you will have many respondents who do not wish for an increased investment for these types of transportation because they see them as barriers to the way they are used to doing things. This is not a legitimate reason to not invest in these things. It just shows that people like the status quo.
- We need to invest in the future and move away from autocentric design.
- We need to provide those alternatives as our community continues to grow.

Pedestrian Transportation



How would you rate the pedestrian/walking facilities in the Sioux Falls area? Why do you feel that way?

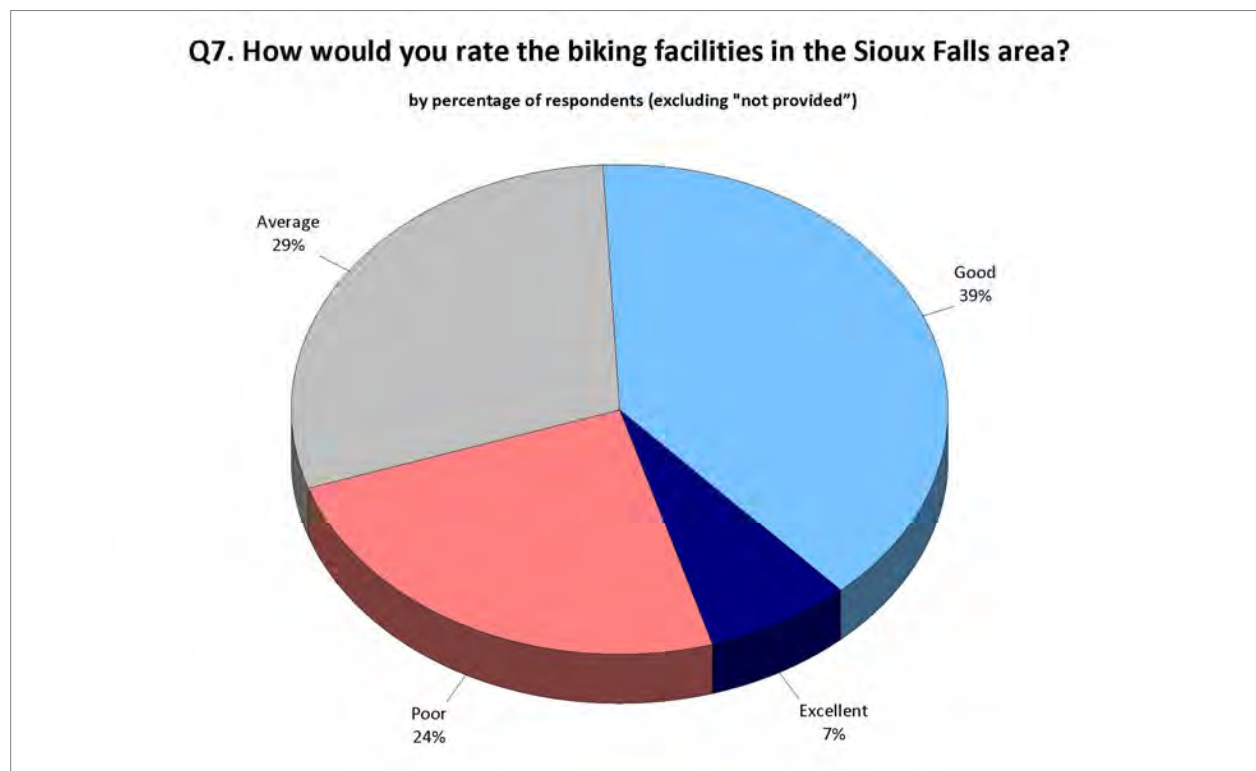
Pedestrian facilities in Sioux Falls receive mixed ratings, with some appreciating bike trails and sidewalks but others feeling pedestrian needs are overlooked in street designs. Downtown is considered walkable, but concerns include missing segments, obscured crosswalks, and utility poles in sidewalks. Efforts to expand and repair sidewalks are acknowledged, but some believe the city prioritizes ADA compliance over pedestrian comfort and safety. Overall, there is room for improvement in pedestrian connectivity and safety.

Interviewee Responses:

- As compared to smaller cities where you don't have the traffic; or the larger cities where they put resources towards other modes of commuting.
- Bike trails are first in class. Sidewalks almost everywhere.
- Downtown is very walkable. Other parts of Sioux Falls are not (Minnesota, Louise, etc.)
- Getting better each year.
- Has not kept up with growth
- Improving every year.
- It feels that pedestrians are an afterthought on most street designs that I've seen. The most recent example of this is the diverging diamond concept on 41st St.
- It's only average because there seems to be lack of continuity in some cases. Need to finish the connections.
- Look at alternate off-road paths to connect residential and business districts.

- Most areas just have standard width concrete sidewalks with substandard ADA compliance.
- My wife and I have walked many of the trails and areas downtown.
- Sidewalk and trail system provides good service
- Sidewalks/side paths are constructed on every new street, and we have a strong reconstruction/maintenance program.
- Sioux Falls goes above and beyond creating excellent facilities for pedestrians and bicyclists.
- Sioux Falls is full of inexperienced drivers - there are many crosswalks (i.e. 49th and Arden) where Arden stops and the Park trail is directly across from Arden, so pedestrians cross here all the time without a crosswalk or flashing lights to alert drivers. There are too many of these in SF. There are numerous light switch buttons that do not seem to work (crossing 18th and Grange, or near Minnesota and 33rd). Perhaps there is a reporting system to notify the city, but I am not aware of it - maybe a Public Awareness activity to alert SF residents on how to report issues?
- Some areas I wouldn't walk personally because I feel that it's generally not safe (along 10th street)
- Speaking to my areas of access...the sidewalks are readily available and in good order. The bike paths area outstanding. Crosswalks are clearly marked, but people can occasionally be obscured by a tree or power pole.
- There are gaps in sidewalks infrastructure and maintenance is not consistent.
- There are so many light and utility poles in the sidewalks, missing segments. Lack of shade trees and no separation from busy traffic.
- We are expanding and adding arterial sidewalks and repairing existing. That's good. Too often however we do back of curb sidewalks on corridors that meet ADA, but are uncomfortable and feel unsafe, which is why no one uses them (unless they have to). We build sidewalks, but we don't really go to the next level. We do the bare minimum too often. Once again, cars are accommodated, and peds are tolerated, at best.

Biking Facilities



How would you rate biking facilities in the Sioux Falls area? Why do you feel that way?

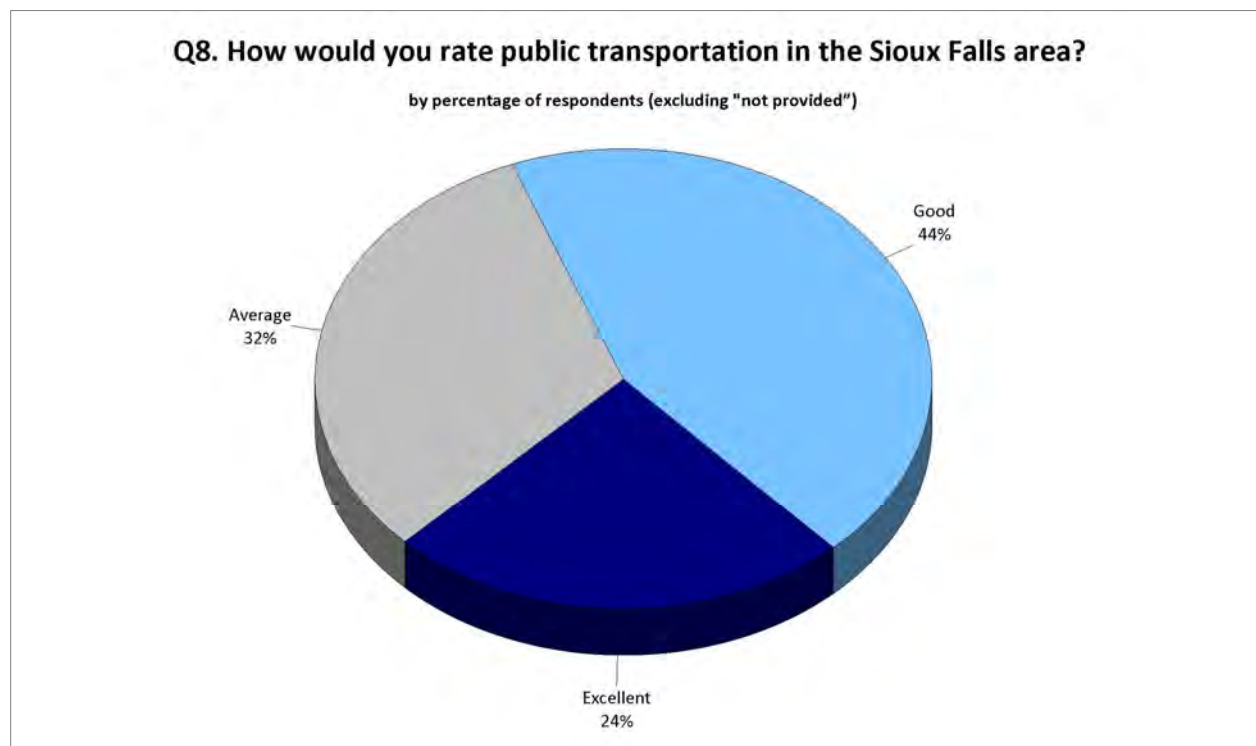
Biking facilities in Sioux Falls receive a mixed rating. Bike trails are highly praised, but there's a call for more emphasis on bike lanes and improved connectivity, particularly to surrounding communities and parks. Some feel that the city's efforts are inconsistent and don't fully cater to the needs of experienced bikers. While there are improvements each year, there's a perception that bicycle system investment has lagged in recent years, resulting in an average rating. Concerns include the lack of protected bike lanes and the need for better funding mechanisms for biking amenities, separate from gas/wheel taxes or general funds. Overall, there is room for expansion and enhancement of biking facilities.

Interviewee Responses:

- I walk for pleasure at least weekly, but I don't walk to try to get to the grocery store or work or anything.
- Aside from the trails around SF, there should be an emphasis on bike lanes.
- Bike lanes and other improvements are improvements but connectivity to surrounding communities and parks will take time.
- Bike trails are first in class.
- Getting better each year.
- Has not kept up with growth
- I would love to see it expand
- Improving connectivity every year.
- It seems bicycle system investment has lagged during recent years.

- It's only average because there seems to be lack of continuity in some cases. Need to finish the connections.
- I think it is excellent, but I am sure others don't agree because there continues to be inconsistencies with what the biking community needs. Sioux Falls tried to accommodate their concerns on one project and then they changed their mind for the next. Parents/children want to stay on the sidewalk/side path, which is fine. The problem is for those more experienced bikers and want they want on the street.
- Same as walking trails.
- See earlier answer.
- Seems to be a decent trail system.
- Simply outstanding along the bike paths. I personally see potential issues along 22nd st between Minnesota and Kiwanis Ave. I would also say that cyclists put themselves in situations that cause these issues.
- Sioux Falls goes above and beyond creating excellent facilities for pedestrians and bicyclists.
- The bike loop is a jewel of the city, but there is room to do so much more. Walking and biking are transportation, and until they are treated as seriously in design concepts as private cars, only the most daring or vulnerable in the community will use these options.
- The city has been trying to make new trails.
- The trail is good. Need to construct protected bike lanes.
- There isn't a single protected bike lane in the entire city. We do very little to accommodate bikes on roads. We say we should do parallel corridors like bike boulevards but we're struggling to do even one. Whenever a road is planned, if there is limited right of way there is no bike facility provided at all. When we do get facilities like side paths, it's only because we had enough right of way. We don't prioritize bikes, and thus almost no one uses them on streets, because we make it so hostile.
- Trails, on the street, some planning.
- What bothers me is that the bike trail and bike lanes on roads are funded NOT AT ALL by bicyclists. Need to find a better funding mechanism for these amenities other than gas/wheel taxes or general fund.

Public Transportation



How would you rate public transportation services in the Sioux Falls area? Why do you feel that way?

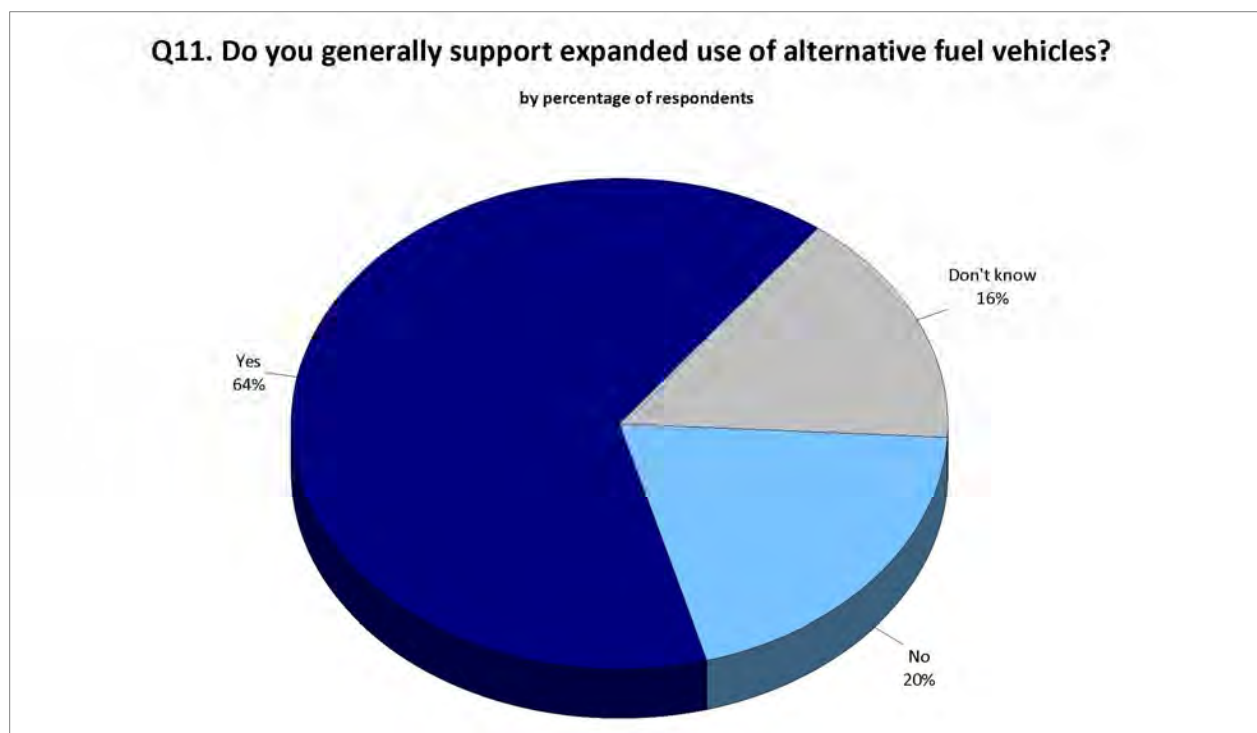
Public transportation services in the Sioux Falls area receive mixed feedback. Some respondents find buses running fixed routes to be inefficient and believe that the system needs fundamental changes to improve ridership and sustainability. There are concerns about low ridership, infrequent pickups, and difficulties with the method of payment. Many feel that there's a lack of emphasis on public transportation in the area, and some mention the absence of a light rail system. Funding constraints and unmet demand for free or low-cost service are also highlighted as issues. Overall, there are calls for increased coverage, flexibility, and improvements in the public transportation system.

Interviewee Responses:

- Buses running fixed routes are horribly inefficient.
- I don't have a lot of experience but also do not hear a lot of problems with it.
- I don't have enough experience to gauge this question.
- I personally wouldn't use it as I have other means.
- Improved coverage, flexibility for riders, increased patronage, and sustainability need to be prioritized.
- Look into routes to include area communities.
- low ridership, frequency of pickups is far too long, tons of money into the system, nothing has changed for 20+ years, only captive riders use it, we need to change it fundamentally
- Midwest, not a college town. No emphasis on this. Our most needy don't receive the assistance they deserve to get to services and work.

- Need additional transit services within new growth areas
- no light rail system. You can even take a bus to the airport.
- Not enough funding.
- on time performance is efficient. Passenger accommodation on a daily basis.
- Planners at SAM have looked at more efficient ways to provide para transit rides for agencies, saving funds that can be used in the rest of their service.
- See previous comments. Poor is actually not the right description. More apt would be less than Poor.
- Services are offered but not often used.
- The frequency is poor; the routes take a long time; the method of payment is difficult for many. Until someone can make a rational decision to choose transit over taking a car, even if they can afford a car, there is much work to be done with transit.
- There is no bus service in my neighborhood. There aren't enough funds to add more buses. The overall usage seems low.
- They are offered by ridership is low.
- Unmet demand for free, low-cost service.
- zero public transportation where I live, nearest bus stop is 49th and Cliff, but I would have to navigate multiple busy intersections to get to this location. Paratransit service is not available to my area at this time

Alternative Fuels



Do you generally support expanded use of alternative fuel vehicles?
Why do you feel that way?

Respondents generally support the expanded use of alternative fuel vehicles, citing various reasons such as environmental concerns, the need to adapt to advancing technology, and reducing dependence on finite resources like petroleum. Some express reservations about the readiness of alternative fuels, particularly electric vehicles, due to charging infrastructure limitations, high costs, and concerns about their suitability for certain conditions like cold weather and long-distance travel. There is also mention of the importance of economics and the free market in driving the transition to alternative fuels.

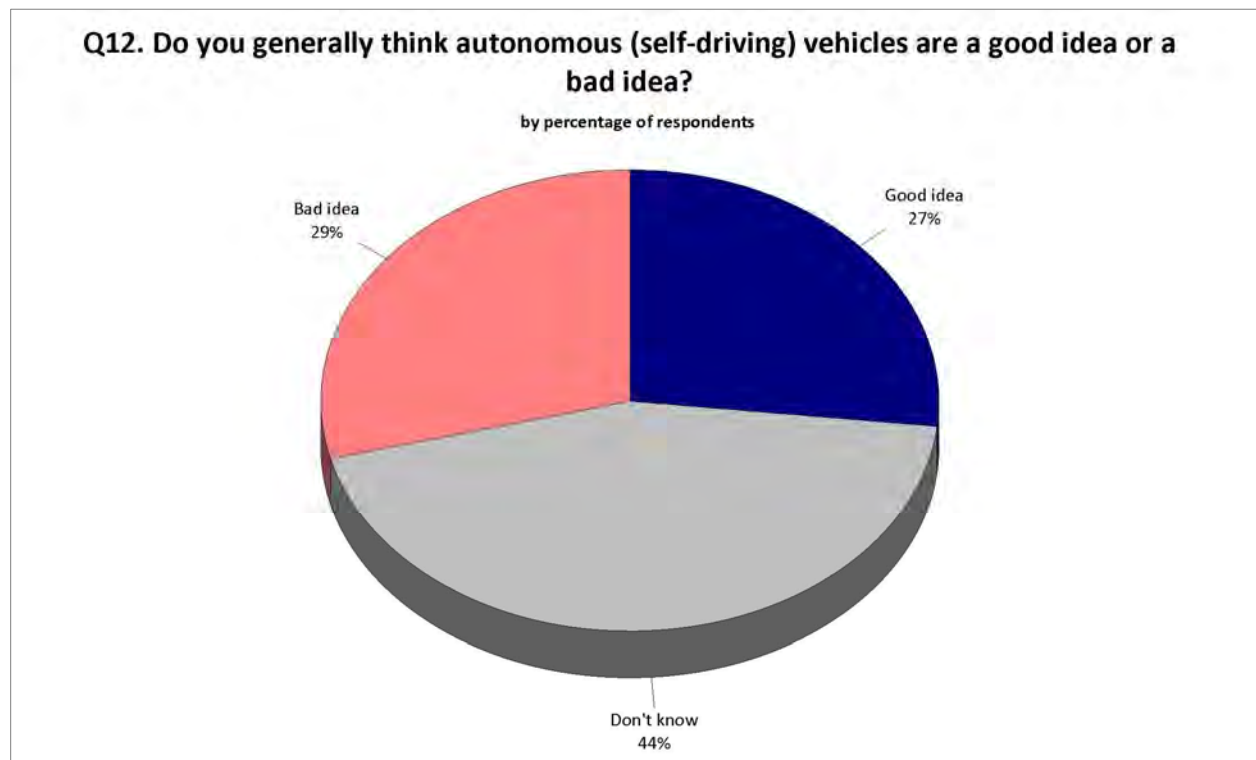
Interviewee Responses:

- Adapt with the times. There was a time that folks hated cars and thought horses were the only way. And yet we survived.
- Alternative fuel vehicles are not functional yet - charging times are too long, charging stations need upkeep and maintenance, and the cost of EVs is far too high and underdeveloped for personal use. This technology and use of it is not ready for mass use yet.
- As technology advances and provides new options, we need to accommodate those vehicles with the necessary infrastructure.
- As technology advances, we need to be adaptable to these new fuels and what they require from our systems.
- Critical environmental problems.
- Generally, yes. However, we do not have the infrastructure to accommodate these things.
- Helps clean the environment. EV's are quieter.
- Hydrogen would be the most logical next step.
- I support biofuels like ethanol but see the electric vehicle push to be politically motivated and more harmful than beneficial.
- I'm not against per se, but I'm not for doing it just to feel good or to check the box - if it makes financial sense, great, do it, but until it makes financial sense, no, and largely they aren't there yet
- Let economics drive the change.
- Not sure the infrastructure or grid system can handle the transition and the cold weather for half the year could cause battery issues.
- Petroleum is a finite resource
- There has to be alternatives. They may not be the ultimate solution for particular trips (pulling, up/down mountains, high wind areas, cold) but they can be an alternative for trips (in town, commuting short trips).
- There is an environmentally need and also a need to accommodate alternative fuel vehicles with the projected increase in demand.
- These are compromise fuels. Our transportation system needs to be powered by renewables such as wind, solar, and hydroelectric to be more resilient.
- WE have the cart before the horse.
- We need to get away from coal and oil use.
- Yes, an alternative fuel is needed, but none listed are great options at the moment. Electric will not work in greater South Dakota (until battery technology makes great improvements) and most people that live in the populated area make long trips to rural South Dakota. Also, electric vehicles are eating away at our tax base (fuel tax). In addition, my neighborhood had 7 power outages last year, additional power outages in South Dakota during the summer are a health risk for the very young and the elderly at home.

Ethanol/biodiesel do not compete without government subsidies. Natural Gas and propane are the equivalent of our fuel and are needed for heating homes or drying corn. Hydrogen has great potential but is years away from proving itself on a mass scale. Having multiple fuel options and a taxation system that works on all fuel is the best solution for everyone.

- Yes, but only through the free market

Autonomous Vehicles



What are your general impressions of autonomous vehicles?

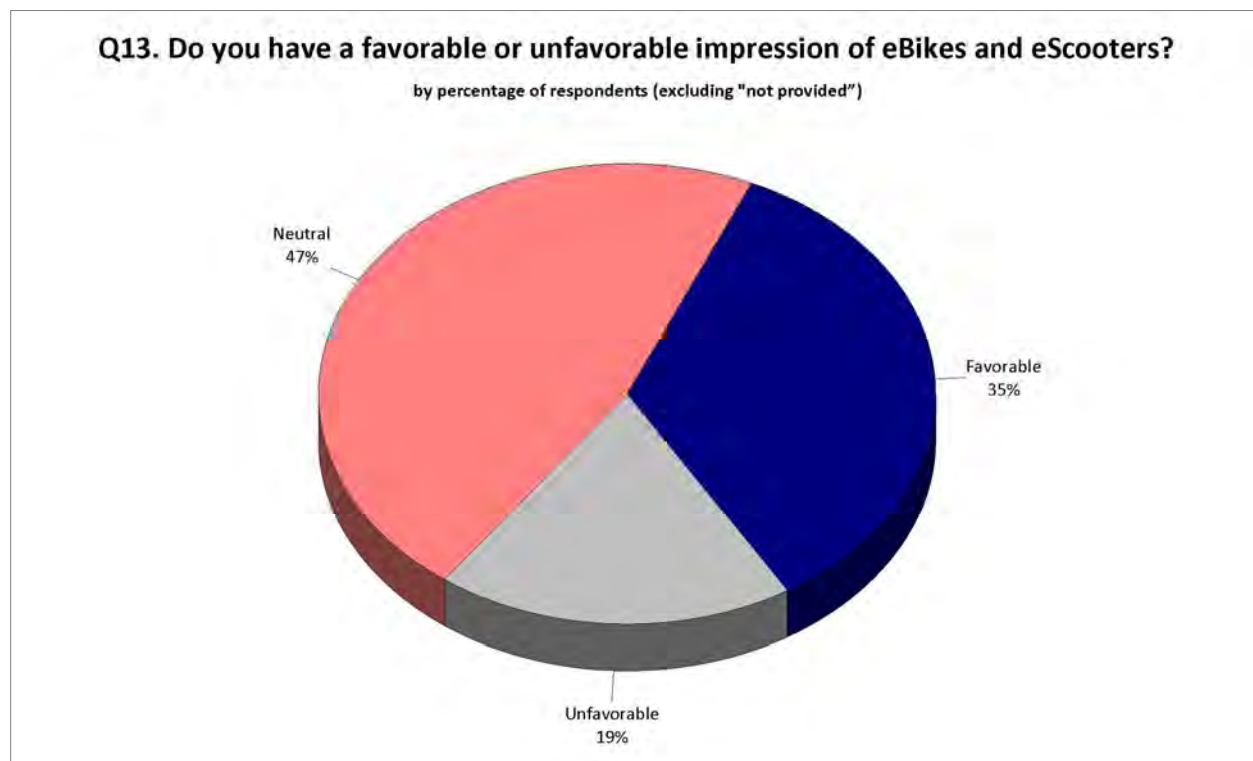
General impressions of autonomous vehicles among respondents vary. Some express skepticism due to concerns about technology reliability, safety, and the challenges posed by inclement weather and complex road conditions. Others see the potential benefits of autonomous vehicles, such as reducing human error-related accidents and providing safer transportation options, particularly for those impaired by alcohol. Some respondents believe that further technological advancements and infrastructure improvements are needed before embracing autonomous vehicles, while others feel it is too early to invest in this technology. Overall, opinions range from cautious optimism to uncertainty about the feasibility and safety of autonomous vehicles.

Interviewee Responses:

- a lot of unknowns with them yet, especially during winter driving
- don't trust technology.
- Either everything needs to be autonomous, or they need separate infrastructure. Like a train...

- Generally, I believe there are enough safety features on the new vehicles to assist us in driving better. However, there are so many challenges on our routes (construction, roundabouts, poor striping) and an in-person driver should always be the main driver.
- Hopefully a safer option in the future as we deal with more distracted drivers.
- I think completely autonomous vehicles have safety issues that are hard to overcome.
- I want to be able to multi-task
- If the human factors were removed, crash numbers would be reduced.
- Most people can't drive very well in the first place. Distracted driving is rampant. Now is not a great time because that technology is in the infancy stage. But long term, eliminating the human factor/human error is probably a good move.
- Not enough real word knowledge on how various weather conditions, especially in our region, will impact their ability to stay on the roadway during inclement weather.
- Not sure at this time but do believe that will change to a more supportive stance in the future.
- Not sure if it is safe?
- Once the technology is stable and effective, this could be a great option for public transport, on-demand service, etc.
- Possible on highways. Snow covered roads could be an issue. Technology needs to improve.
- Technology will not be complete without smart infrastructure.
- There are too many variables at play for autonomous vehicles to work well.
- Too early to invest money into a system that has not proven itself.
- Too many unknowns with autonomous vehicles at this time.
- Would likely decrease the amount of drunk drivers and help reduce roadway injuries/fatalities.
- Would need to know more, we should learn from other larger jurisdictions and see how its working.

E-Bikes and E-Scooters



Do you have a favorable or unfavorable impression of e-bikes and e-scooters? Why do you feel that way?

Opinions on e-bikes and e-scooters vary, with some viewing them as convenient transportation alternatives and others expressing reservations about safety and potential disruptions to pedestrian spaces. Some suggest the need for designated lanes and educational efforts to ensure safe sharing of pathways. Generally, these mobility options are acknowledged for their potential to reduce automobile dependency and encourage outdoor activity. However, there is a consensus that they should be regulated to prevent misuse and address safety concerns.

Interviewee Responses:

- Another mode of transportation
- Because they drive fast in places that young children are (on sidewalks). Safe places for younger people to learn how to ride bike/trikes etc., are being taken over by devices that just want to go fast. The SF River Greenway has fast road bikes, e bikes etc., that make it dangerous for young riders (less than 10 years old).
- bikes and e-scooters are in use in many cities I have traveled too, they seem generally fine
- Could be a useful part of transportation mix, but not if it disrupts pedestrian service.
- e-bikes and e-scooters are here to stay, and we must find ways to accommodate them while still ensuring the safety of other users.
- Fine line between e-bikes and mopeds
- Great mode of transportation if they are accessible. Sioux Falls has done a good job of making them accessible.

- High level public safety issue potentials.
- I have used them. Very effective way to get around and specific areas.
- I see them abused, people that may need them don't have them. We don't have vouchers like other communities.
- Micro transit should be encouraged, ebikes are great, scooters can be a good thing, but the devil is in the details, encouraging other modes good, but safety and education are important (e.g. scooter injuries - kids)
- More bike lanes should be designed. Shared use paths may need separate lanes to allow for faster vehicles.
- No opinion
- Options for handling trips that could reduce traffic congestion.
- sidewalks are for walking, bike trails are for human powered bicycles, roadways are for motorized scooters. Keeping similar expectations for the traveling public reduces errors in judgement. I see it very similar to driveway spacing. We space driveways far enough apart, so drivers have the opportunity to recognize a threat and avoid it. If scooters are on sidewalks and people are on roadways the chances for confusion and impaired judgement is increased. KISS keep it simple stupid.
- These are great "last mile" options for transportation infrastructure. They also expand the number of people who can get to places without a car, and in the case of e-bikes, with the use of human power.
- These are things that do move the target to increased participation in these types of activities.
- They are less dangerous because they don't go as fast as vehicles.
- They help people get outside and reduce auto dependency

Other Comments

Do you have any other additional comments you would like to share?

Interviewee Responses:

- I have seen the ways that Sioux Falls' car-centric approach to transportation limits mobility and freedom for people. There are many people who would love to come to a place of worship on Sunday, but don't have access to a car or to transit on Sunday, so they cannot attend. Many others cannot drive due to cost, health, age, or other reasons. These people deserve to enjoy all the amenities of the city every bit as much as those with private cars. Let's make that easier for them. Also, please know that these thoughts are my own and don't represent the views of my organization.
- Let Sioux Falls lead in transforming the built environment by investing in alternative modes of transportation. Let's move away from auto dependency and focus on creating safe roadways for everyone, not just cars.
- Planning ahead for the growth of the city is important. Saving future ROW before it is developed shows foresight and saves money.
- Sioux Falls is going to require some nimble decision-making and additional funding to address the unprecedented growth, or it will risk falling behind citizens' satisfaction.
- Sioux Falls needs more funds for maintaining their current system. We need to find alternate fund sources for this.
- Thanks for being a valuable part of our transportation planning process.

- We do a good job of prioritizing what roads to repair and rebuild based on condition scores and objective factors.
- We do a good job of maintaining roads in a very challenging climate.
- I have major concerns long term (decades down the road) that as we add more roads and lanes that we will not be able to maintain all of this infrastructure. Cities generally end up with gridlock because of induced demand and growth, and there is a limit to right of way, and all of that infrastructure is enormously expensive. We have to increase mode share of other vehicle types and make mass transit workable. One person one car is not sustainable on multiple levels long term. We need to learn the lesson of bigger metros. We need to double down on pedestrian and bicycle facilities. We have to do it even when we have limited right of way. We have to do more traffic calming. We need narrower lanes. We need to look at adopting vision zero. We have to ratchet up complete streets. We design roads to protect drivers - forgiving geometry, wide lanes, etc. We have to do things to protect pedestrians and bikes. We cannot accept that pedestrian fatalities are a cost of doing business. We have to stop blaming pedestrians. We have to get speeds down. We design roads that signal drivers it's safe to go fast, and then are surprised when everyone speeds. We can put up speed limit signs all day long, but when you build a wide road with no obstructions, wide lanes, and forgiving design you promote speeding. We have red light running at a point of being epidemic. We do nothing to give mass transit priority (dedicated lanes, etc.) so there is no incentive to use it over being in a car. We have to do better at medians. The median we put in on North Minnesota Ave is awful - cosmetically and functionally. We need more landscaped medians. A few of our recent projects are instructive as to who gets priority. The 41st St DDI. Back of curb sidewalk, minimum ADA width, no green anywhere, no bike facility whatsoever. Completely inhospitable to anyone not in a car. If we're going to say we are going to do parallel routes for bikes like a bicycle boulevard, where are they? We need protected bike lanes. Need to stop saying it's too hard to maintain, snowplows will struggle and finding reasons why not. We need to remember all of this "forgiving" design for cars makes it more dangerous for bikes and peds. We have a level of service for cars and make decisions based on crash data. Do we have a level of service for bikes and peds? Why not? Ultimately, we are making investments, some major into other modes like bikes and peds, but again, it's virtually always when we have the luxury of extra/enough right of way like new areas. That's easy. The hard part is doing it where we have limited right of way. When there is competition for right of way, the cars don't ever seem to have to give something up. That has to change. When you design the car, don't be surprised when that's all you have. And then we use the justification that no one uses bikes, walks, or uses mass transit so we can't justify spending money on them. Build it and they will come. When you make it uncomfortable and hostile, don't be surprised when people don't do it. We will run out of right of way and money someday. We have to start doing things differently. We might get by for now, but 20, 30, 50 years from now we will feel the consequences of one-dimensional road design.

Summary Key Findings and Next Steps

Key Findings

Key findings from the survey of residents in the Sioux Falls metropolitan area indicate a generally positive view of the transportation system, emphasizing its safety, efficiency, and extensive bike trail network. However, there's room for improvement in areas such as public transportation, construction project planning, and pavement conditions. Respondents express a desire for better traffic signal optimization, expanded road coverage, and prioritized funding to address growing transportation needs. While opinions on transportation quality vary, there's consensus that the region's rapid growth requires ongoing attention. Respondents highlight key transportation needs, including improved bike and pedestrian facilities, greater transportation equity, better public transit accessibility, and reduced car dependency. There's also a call for smarter traffic controls and upgrades to essential streets and corridors to accommodate the region's evolving transportation needs.

Next Steps

Input from the stakeholder interviews will be used to help design two statistically valid surveys that will be administered during the Fall of 2023. One survey will be administered to residents. The other will be administered to business leaders. The results from these surveys will be used to develop guiding principles for the Sioux Falls Long Range Transportation Plan.

Appendix A:
Sioux Falls Metro Passenger
Report

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Executive Summary

2023 Sioux Area Metro Passenger Survey

Executive Summary



Overview and Methodology

The City of Sioux Falls initiated a metro passenger survey during the summer of 2023. The primary objective for conducting the Sioux Area Metro Passenger Survey was to gather accurate travel data from transit riders to assist in planning transportation improvements in the Sioux Falls metropolitan area. The on-board survey was administered to a random sample of 203 riders on the public transit system in Sioux Falls.

This report contains the following:

- Executive Summary with major findings
- Charts and graphs (Section 1)
- GIS maps by Zip Code (Section 2)
- Importance-Satisfaction analysis of key service aspects (Section 3)
- Frequency distribution tables of the survey results (Section 4)
- Cross-tabular data by routes taken by survey respondents (Section 5)
- Survey instrument (Section 6)

Characteristics of Transit Riders and Select Findings

Household Size

More than one-third (36%) of respondents indicated they lived in a one-person household, 32% indicated they lived in a two-person household, 23% indicated their household size is between three and four, and 8% of respondents indicated they lived in a household with five or more people.

Income

Forty-six percent (46%) of respondents indicated they had an annual household income of less than \$15,000. Twenty-three percent (23%) indicated they had an annual household income between \$15-\$29,999. Thirty-one percent (31%) of respondents reported an annual income of \$30,000 or more.

Age and Gender

Twenty-four percent (24%) of respondents specified they were between 18 and 34 years old. Thirty-three percent (33%) of respondents indicated they were between 35 and 44 years old, 19% were between 45 and 54 years old, 16% were between 55 and 64 years old, and 8% of respondents indicated they were 65 years or older. Fifty-eight percent (58%) of the respondents were male and 42% of the respondents were female.

2023 Sioux Area Metro Passenger Survey

Executive Summary



Primary Reasons Respondents Use Transit

Eighty-three percent (83%) of transit users indicated they have no working vehicle in the household. Sixty-eight percent (68%) of respondents specified that the bus in Sioux Falls is the only alternative for transportation. Thirty-seven percent (37%) of respondents indicated that the bus is a means to save money. If the bus service was not available, 35% of transit users indicated that they would walk and 26% would get a ride from someone.

Purpose of Trip

Forty-nine percent (49%) of respondents indicated they were employed. Thirty-six percent (36%) of respondents specified the purpose of their trip was for work. Twenty-six percent (26%) of respondents indicated their trip was for personal business. Twenty percent (20%) indicated their trip was for shopping and 9% for hospital/doctor's office visit. Other purposes included: social/recreation (5%), college/school (1%), and other (1%). The majority of respondents (81%) indicated they were planning to use the bus to visit between 1 and 4 places. Nine percent (9%) of respondents indicated they were planning to use the bus to visit five or more places.

Frequency of Use

Forty-four percent (44%) of respondents indicated they ride 5+ days per week. More than a third of respondents (37%) indicated they ride 2-4 days per week. The remaining respondents specified they ride once a week (10%), a few times a month (9%), a few times a year (1%), and rarely or never (1%).

How Long Respondent has been Riding Transit in the Sioux Falls Area

More than half of riders (56%) indicated they have been riding the bus in Sioux Falls five years or less. Twenty percent (20%) of respondents have been riding between 6 and 10 years, 7% have been riding 11 to 15 years, 6% have been riding 16 to 20 years, and 10% have been riding 21 years or more. Thirty-four percent (34%) of respondents rated the quality of the public transit system in Sioux Falls as "excellent." Forty-one percent (41%) of respondents rated the quality of the public transit system in Sioux Falls as "good." Sixteen percent (16%) of respondents rated the quality of the public transit system in Sioux Falls as "fair" and 5% gave a rating of "poor".

Bus Stops

Eighty-five percent (85%) of respondents live 5 blocks or less from the nearest bus stop, 9% live 6 to 10 blocks from the nearest bus stop, and 11% live between 11 blocks or more from the nearest bus stop. Seventy-two percent (72%) of respondents indicated they would like the bus to arrive at the stop nearest their home in 21 minutes or longer.

Transfers

Thirty-four percent (34%) of respondents indicated they would make a transfer once to reach their destination. Thirty-one percent (31%) of respondents indicated they would make a transfer twice to reach their destination. Ten percent (10%) of respondents indicated they would have to make a transfer

2023 Sioux Area Metro Passenger Survey

Executive Summary



three or more times to reach their destination. Lastly, one-fourth (25%) of respondents indicated they would not have to make any transfers to reach their destination.

Service Ratings and Importance

Respondents were asked to provide an overall rating of the services provided by the public transit system in Sioux Falls. Based on the sum of “excellent” and “good” responses, the top-rated services were: how safe they feel on the bus (86%), customer service provided by drivers and SAM staff (84%), and on-time reliability of buses (80%). The services that were of most importance to respondents, based on the sum of their top three choices, were: availability of weekend service (40%), on-time reliability of buses (28%) and customer service provided by drivers and SAM staff (25%).

Potential Services/Amenities Provided to Use

The top potential services that respondents indicated would make them ride the bus more frequently, based on the sum of “very likely” and “likely” responses, were: shelter amenities such as heat, fans, lights, and digital schedules, etc. (72%) and real-time information about the location of buses that can be accessed on a mobile device (67%). Seventy-six percent (76%) indicated they have a smart phone.

Investment Priorities

Recommended Priorities. In order to help the agency identify investment priorities, ETC Institute conducted an Importance-Satisfaction (I-S) analysis. This analysis examined the importance respondents placed on each aspect of public transit and the level of satisfaction with each aspect. By identifying services of high importance and low satisfaction, the analysis identified which aspects will have the most impact on the overall satisfaction with agency services. If the public transit system wants to improve its overall satisfaction rating, they should prioritize investments in services with the highest Importance Satisfaction (I-S) ratings. Details regarding the methodology for the analysis are provided in Section 2 of this report.

Overall Priorities by Major Category. This analysis reviewed the importance of and satisfaction with major categories of public transit services. This analysis was conducted to help set overall priorities. Based on the results of this analysis, the major services that are recommended as the top priorities for investment in order to raise the overall satisfaction rating are listed below:

- Availability of weekend service (I-S Rating = 0.2315)
- Availability of evening service (I-S Rating = 0.1106)

The table on the following page shows the Importance-Satisfaction rating for all 12 categories of public transit services that were rated.

2023 Sioux Area Metro Passenger Survey

Executive Summary



2023 Importance-Satisfaction Rating Sioux Falls, SD Public Transit In The Metropolitan Area

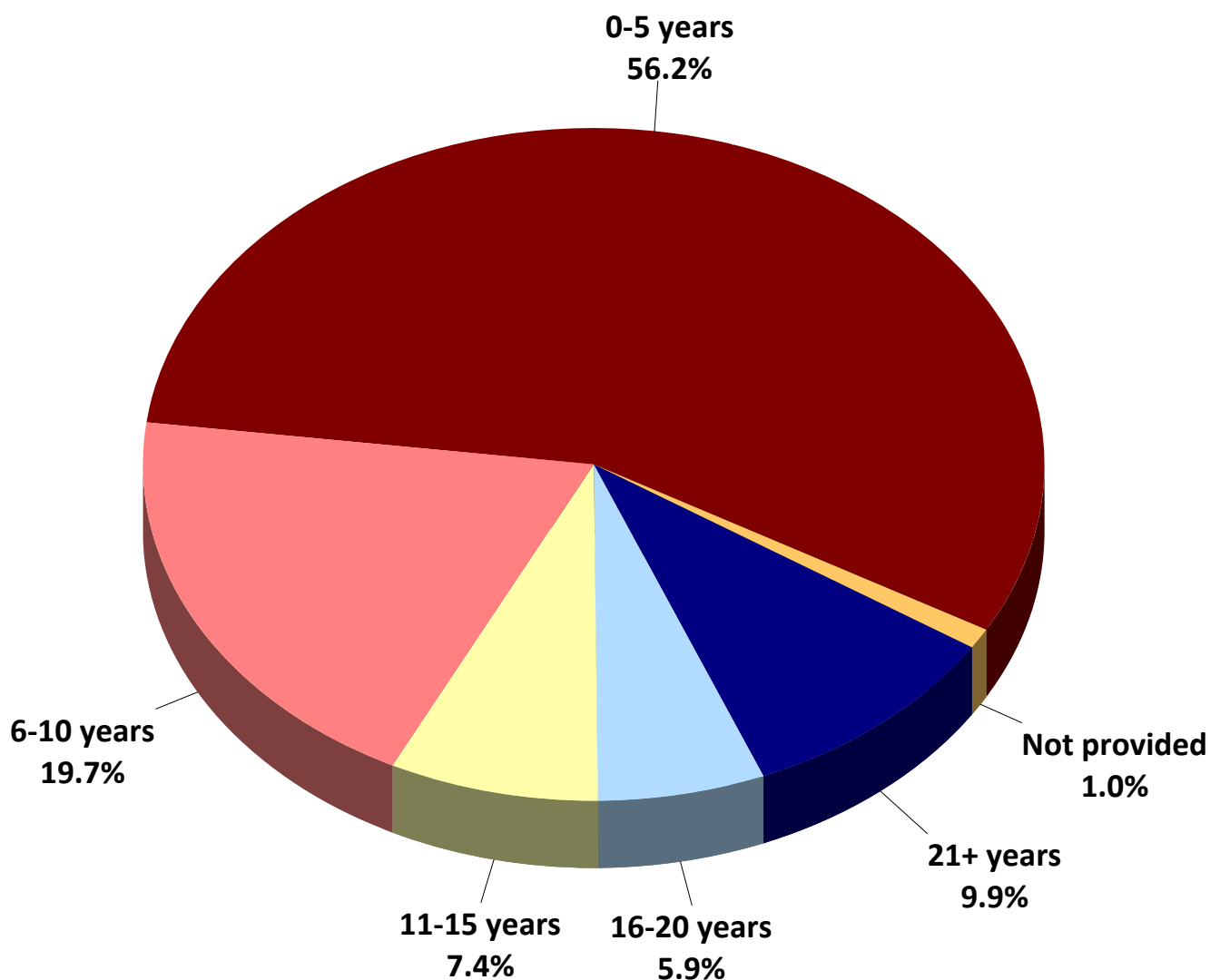
Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Very High Priority (IS >.20)						
Availability of weekend service	40%	1	43%	12	0.2315	1
High Priority (IS .10-.20)						
Availability of evening service	22%	4	50%	11	0.1106	2
Medium Priority (IS <.10)						
How frequently buses come by stops	18%	7	68%	8	0.0590	3
On-time reliability of buses	28%	2	80%	3	0.0549	4
How close stops are located to the destinations I need to visit	16%	8	67%	9	0.0543	5
How safe you feel when waiting at bus shelters & SAM Depot	21%	5	79%	5	0.0433	6
Customer service provided by drivers & SAM staff	25%	3	84%	2	0.0406	7
Availability of covered shelters at stops	9%	10	55%	10	0.0400	8
Minimizing the number of transfers	12%	9	69%	7	0.0372	9
How safe you feel on the bus	19%	6	86%	1	0.0275	10
Availability of safe walking/pedestrian facilities to get to the bus	7%	11	79%	4	0.0154	11
Availability of information about bus service	5%	12	73%	6	0.0149	12



Charts and Graphs

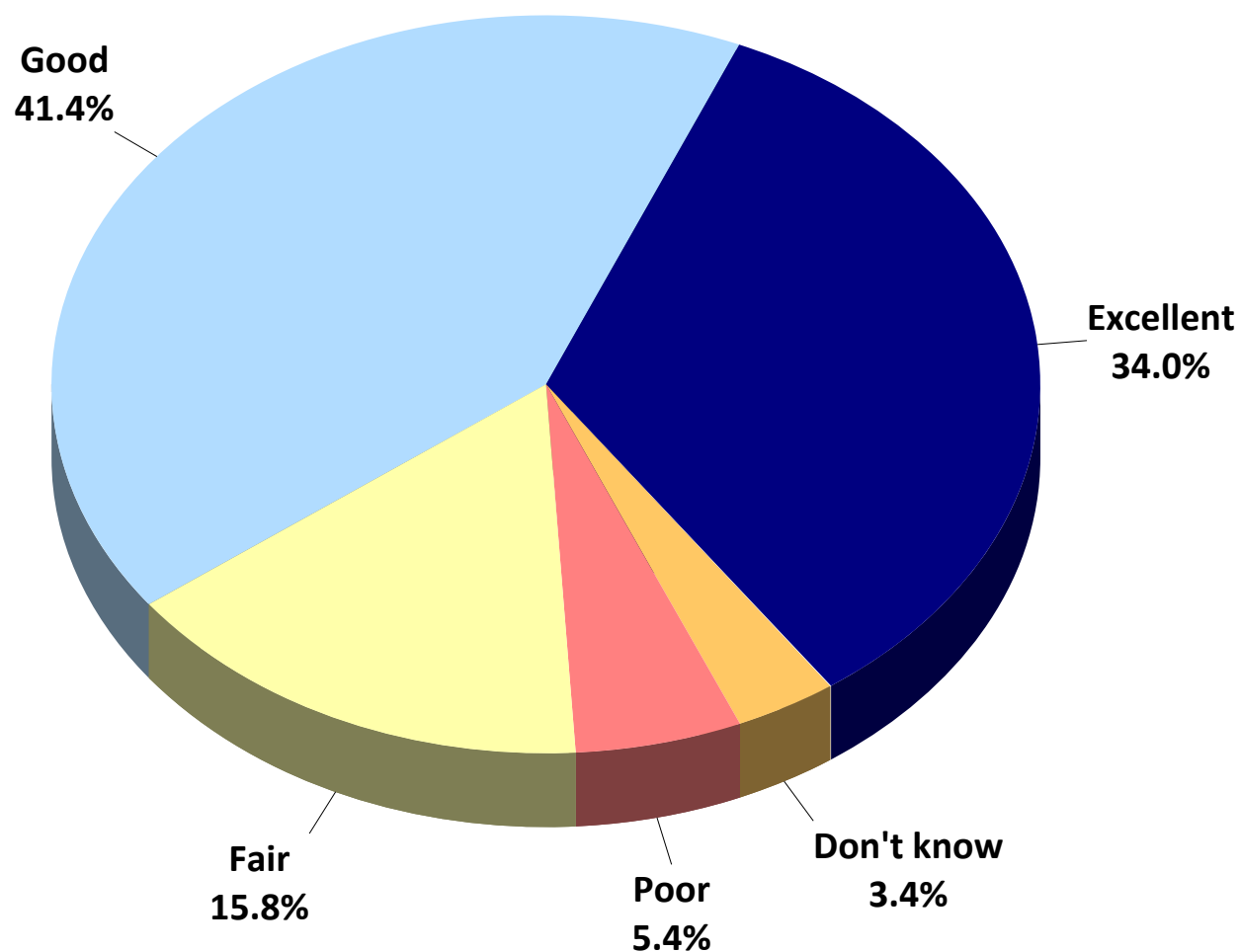
Q1. How many years have you been riding the bus in Sioux Falls?

by percentage of respondents



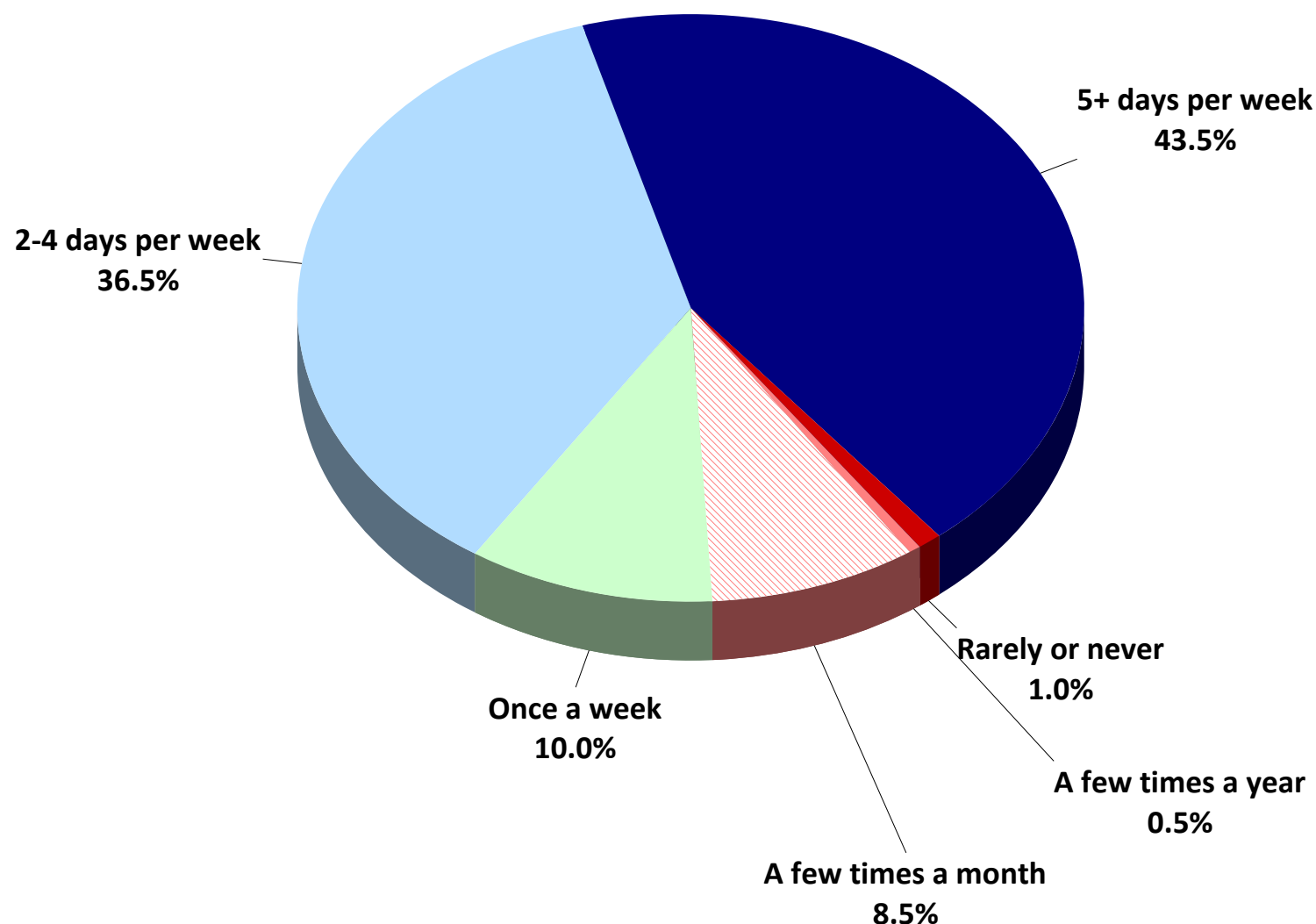
Q2. Overall, what is your perception of the quality of the public transit system in Sioux Falls?

by percentage of respondents



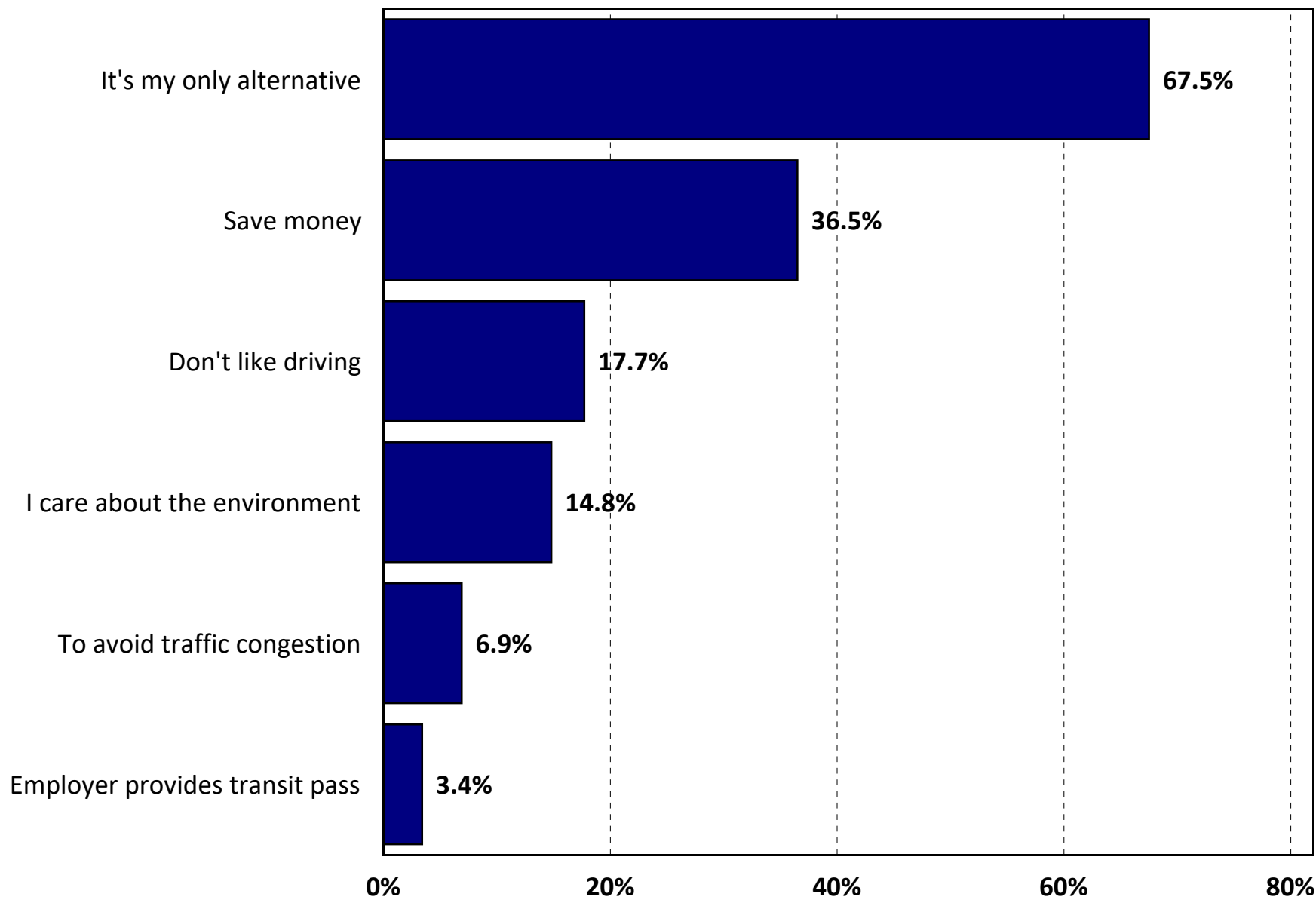
Q3. How often do you currently use Sioux Falls Area Metro?

by percentage of respondents (excluding "not provided")



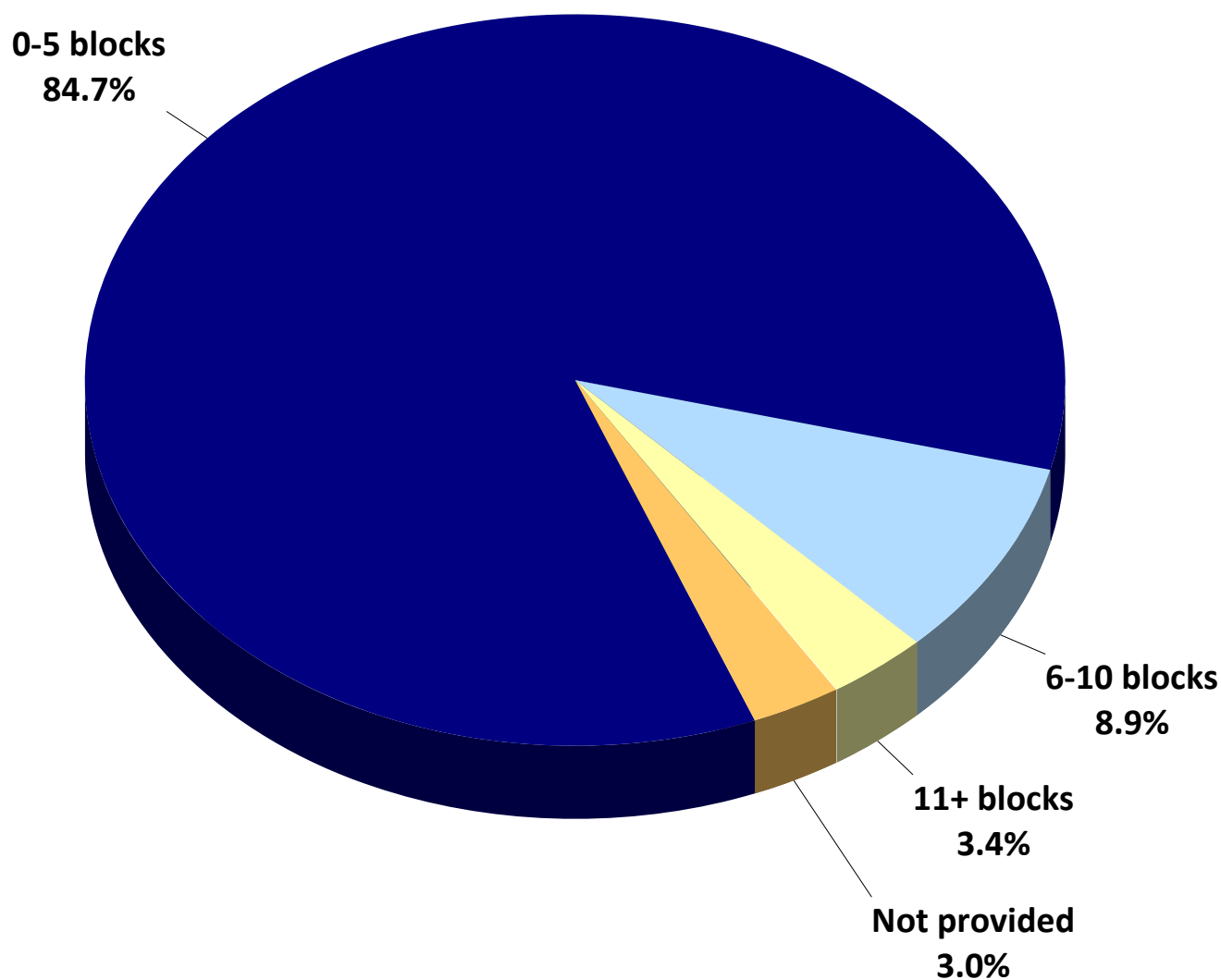
Q4. Why do you use the bus in Sioux Falls?

by percentage of respondents (multiple choices could be made)



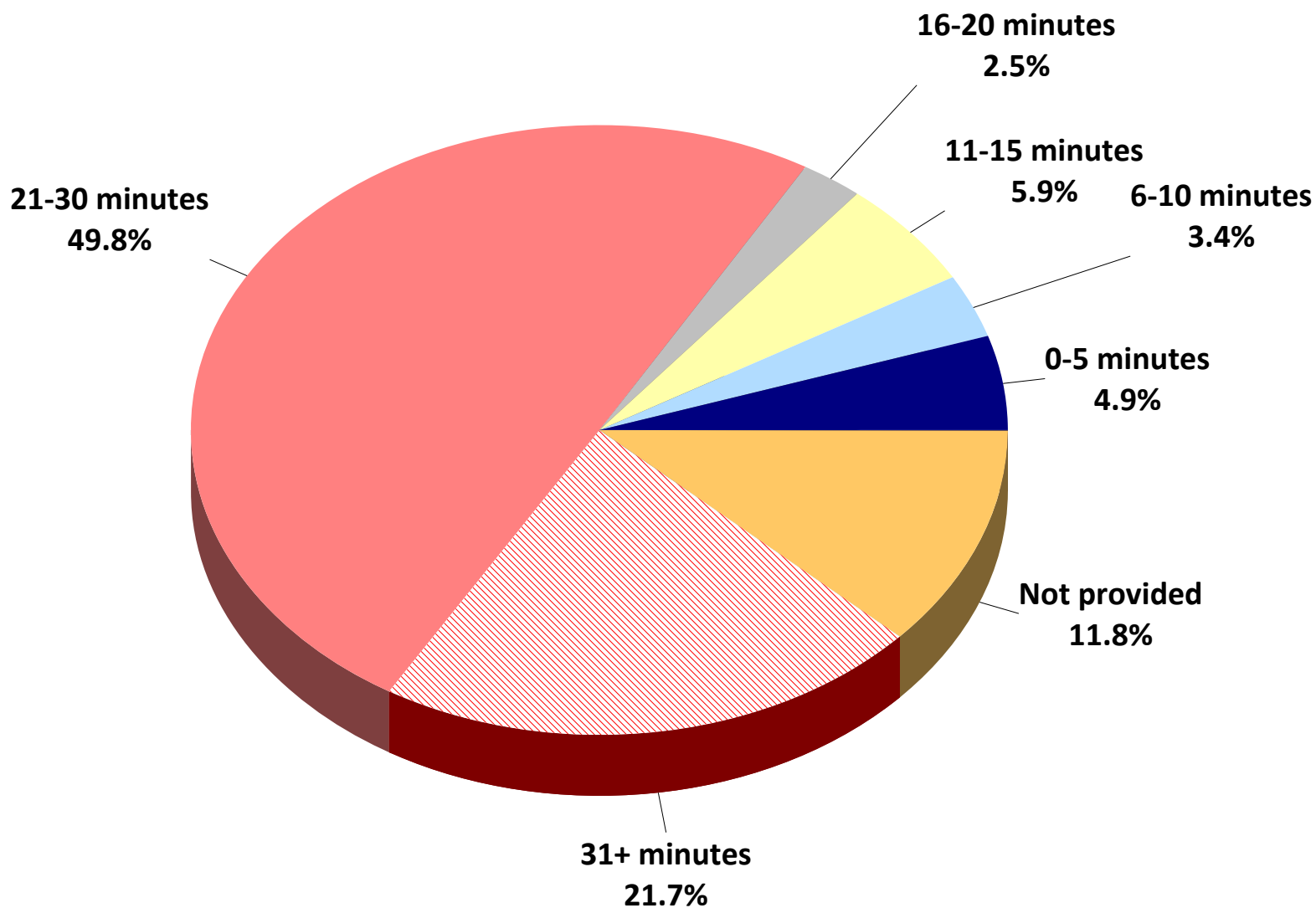
Q5. How many blocks from your HOME is the nearest bus stop located?

by percentage of respondents



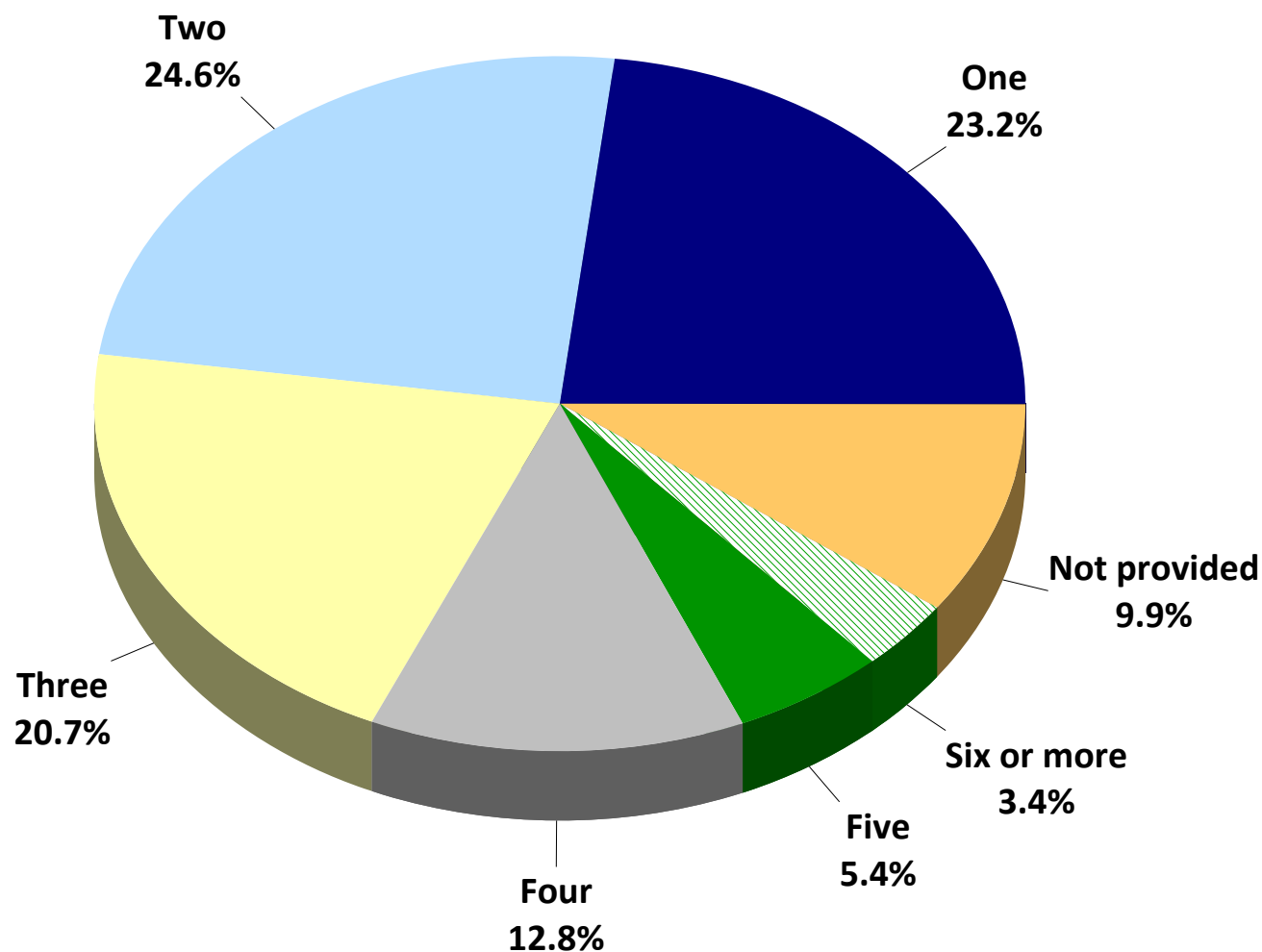
Q6. How often would you like the bus to arrive at the bus stop nearest your HOME?

by percentage of respondents



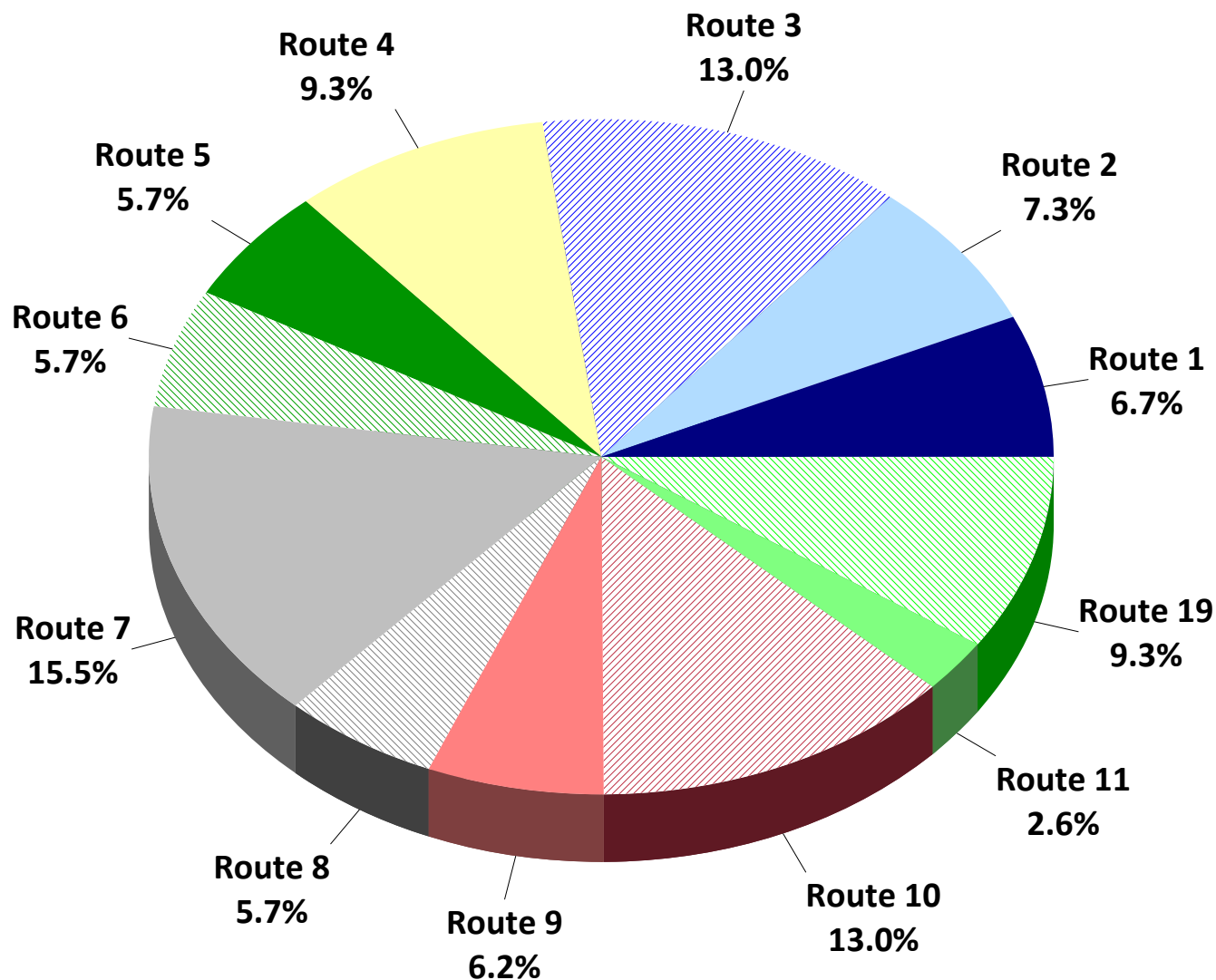
Q7. Excluding your home, how many different places did you (or will you) use the bus to visit today?

by percentage of respondents



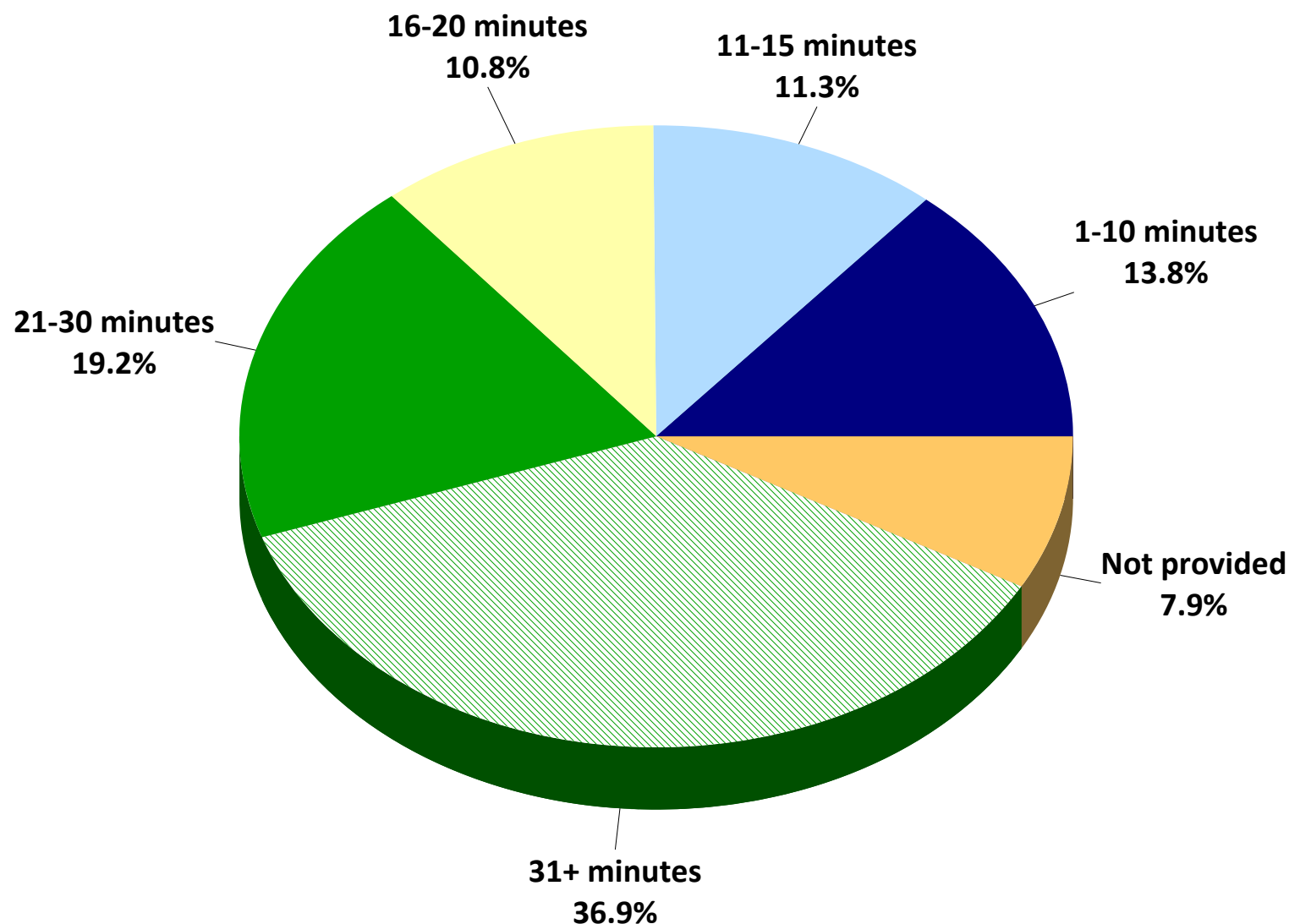
Q8. Which route are you riding now (or about to board next)?

by percentage of respondents



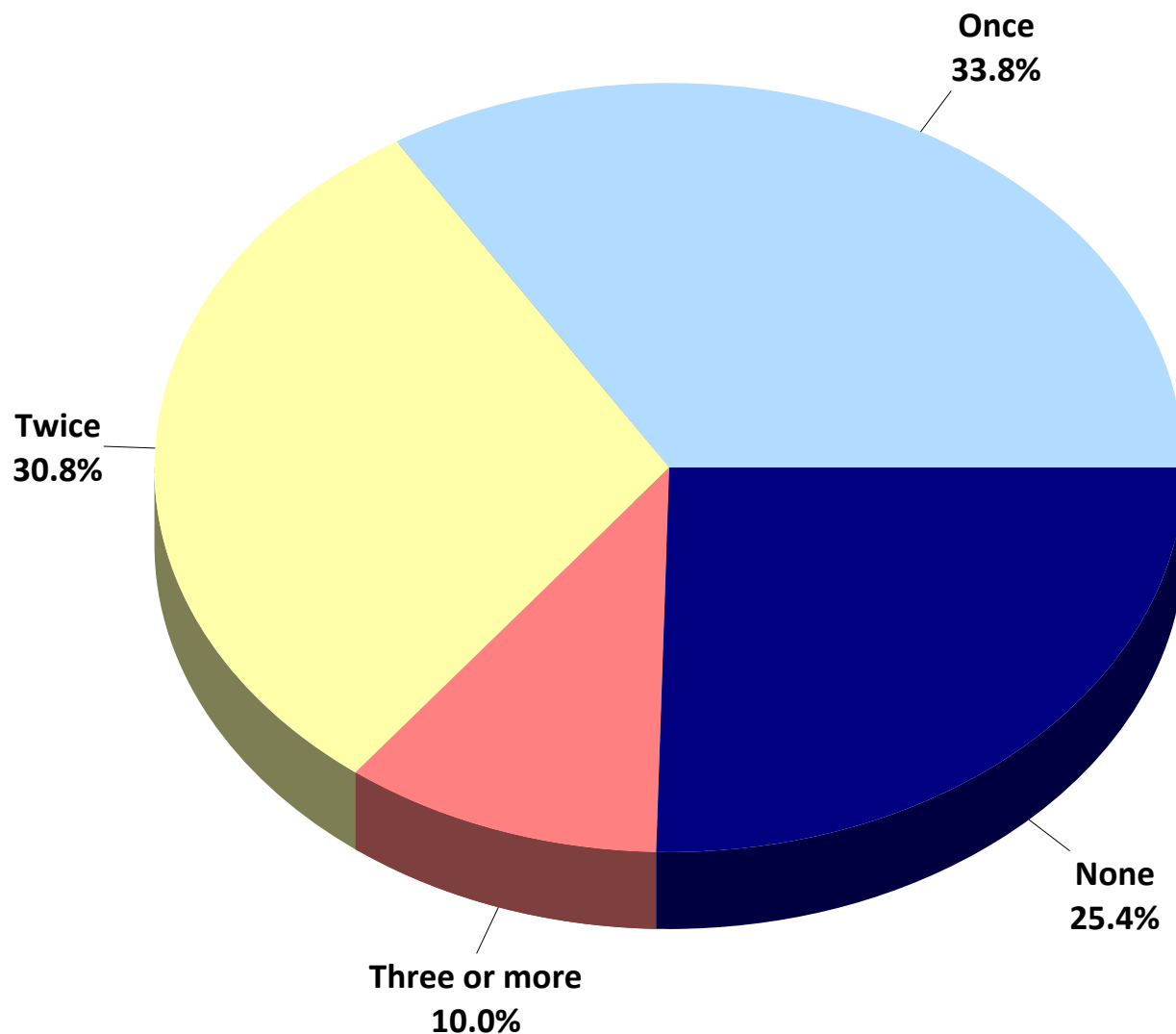
Q10. How long did/will it take you to get from your home to the destination using the bus?

by percentage of respondents



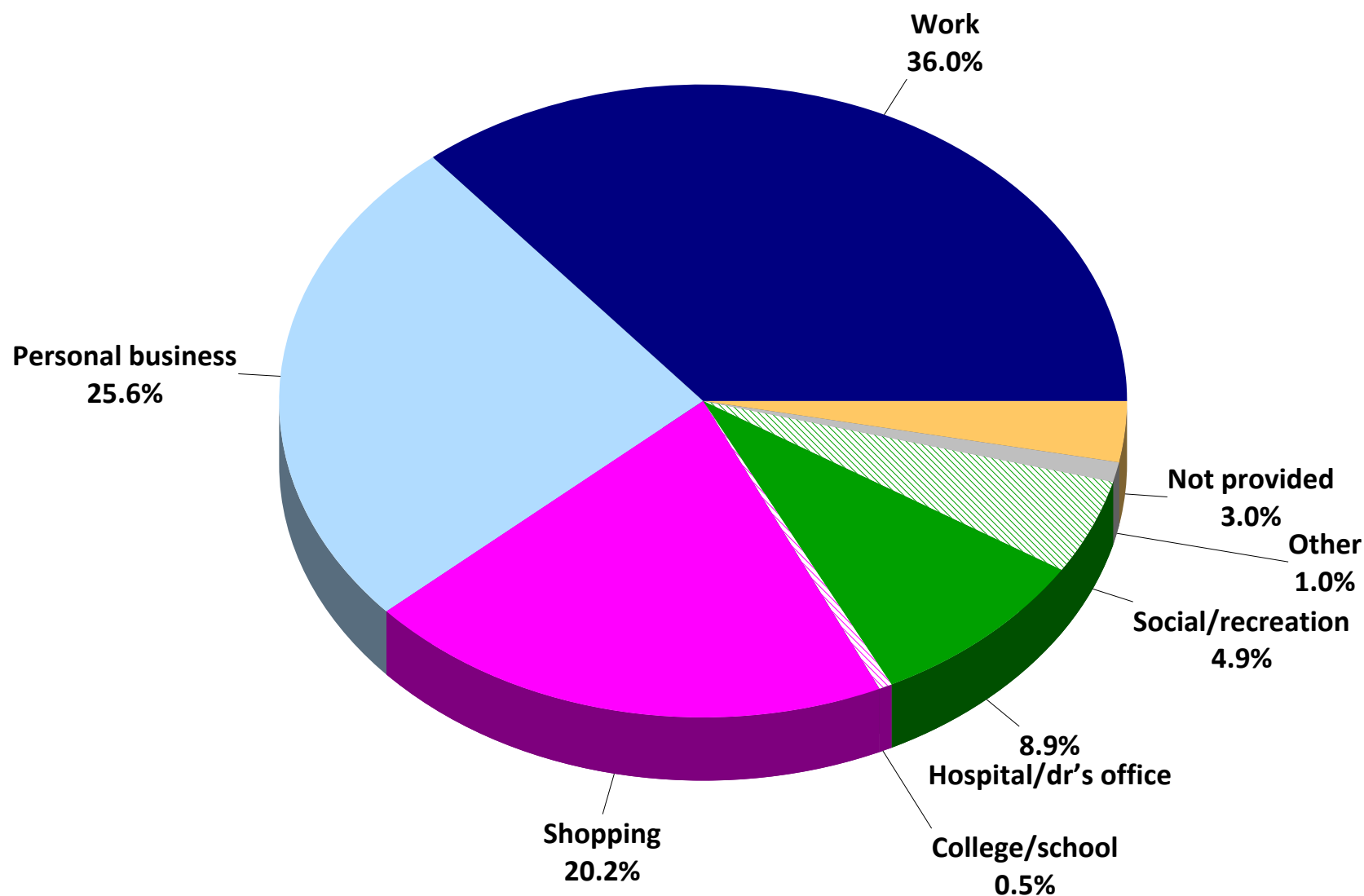
Q11. How many times did you (or would you have had to) transfer to get from your home to your destination?

by percentage of respondents (excluding "not provided")



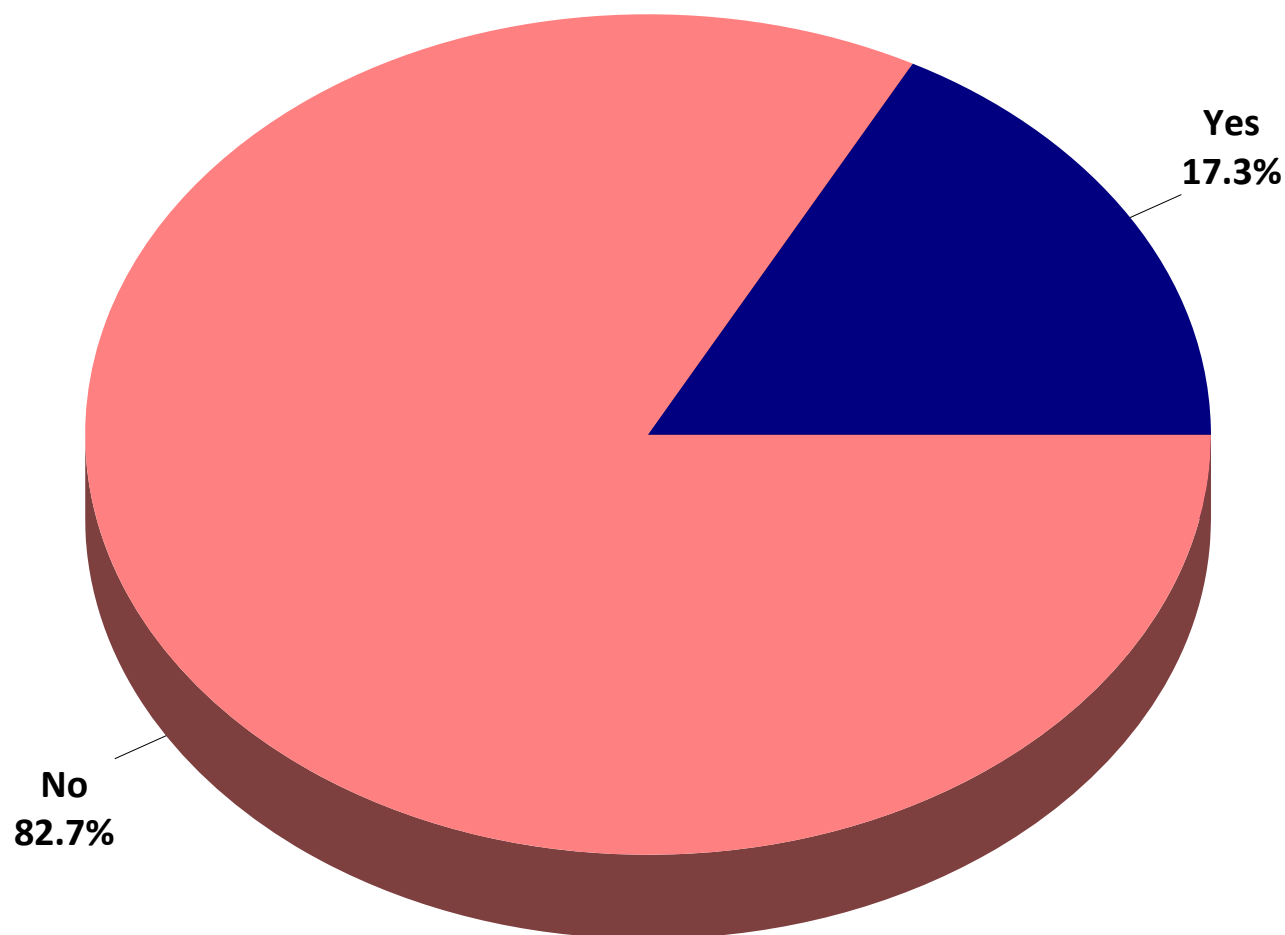
Q12. What is/was the primary purpose of your current trip?

by percentage of respondents



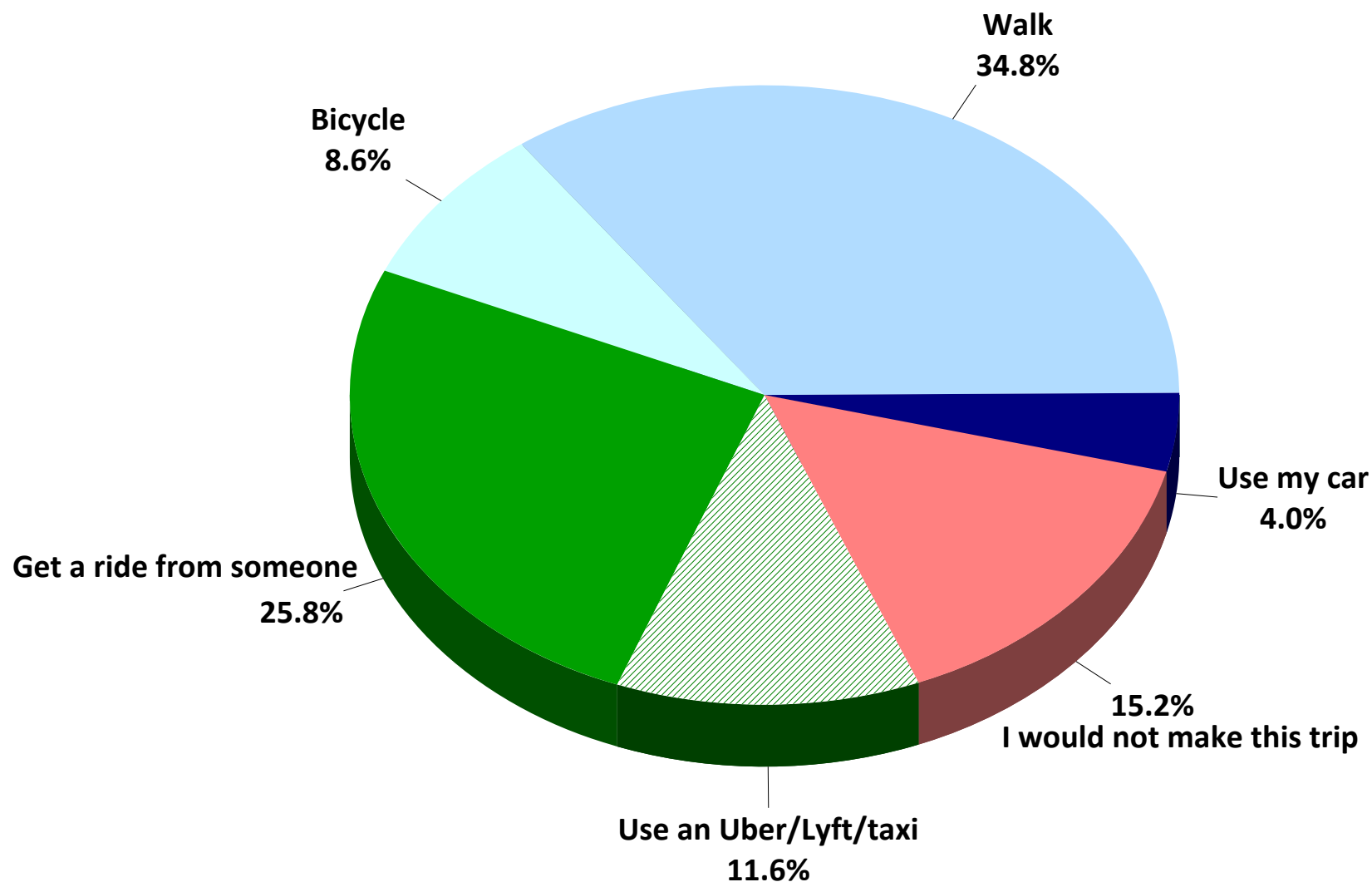
Q13. Do you have a car or other vehicle that you could have used to make this trip?

by percentage of respondents (excluding "not provided")



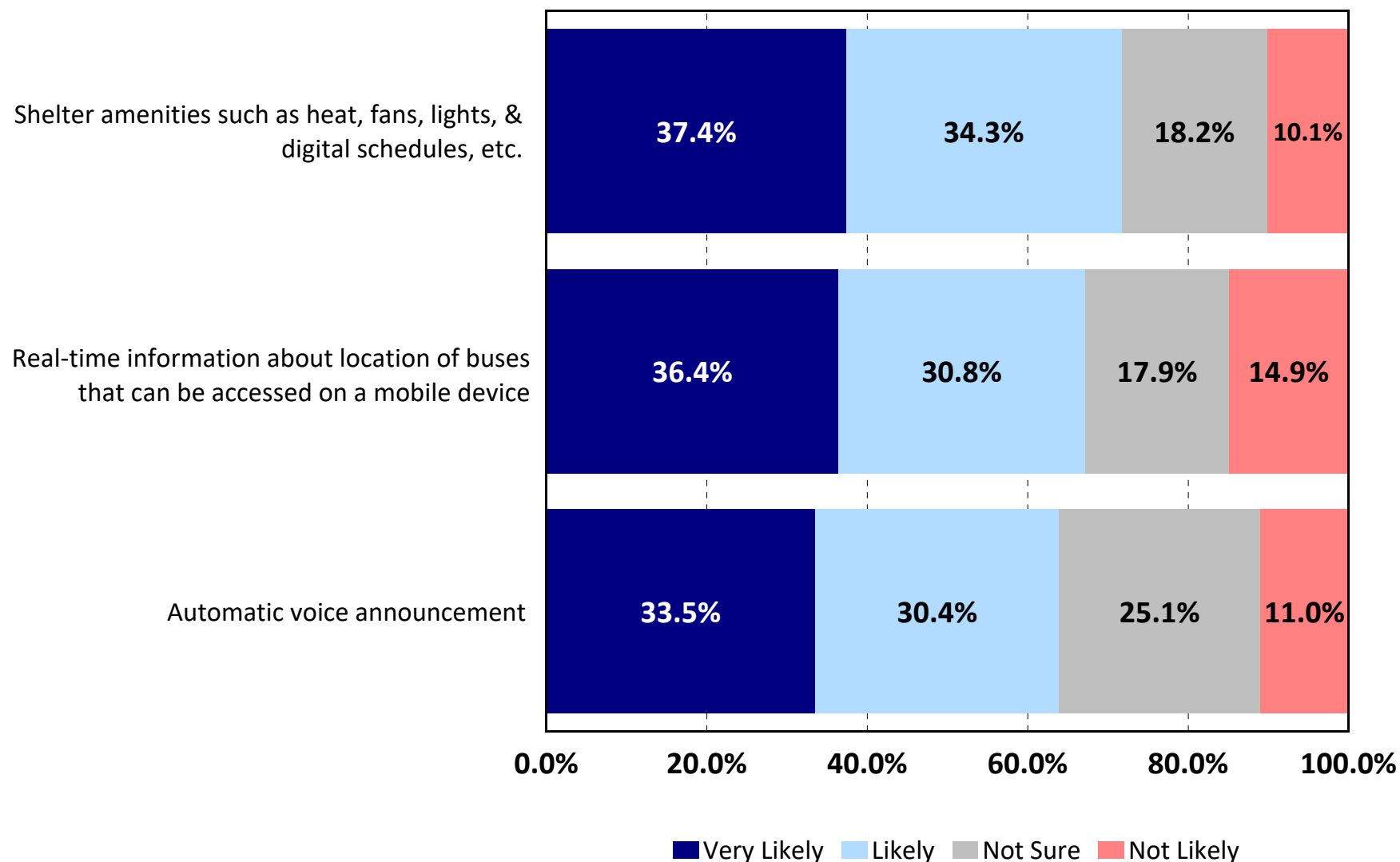
Q14. If the bus service was not available, how would you make this trip?

by percentage of respondents (excluding "not provided")



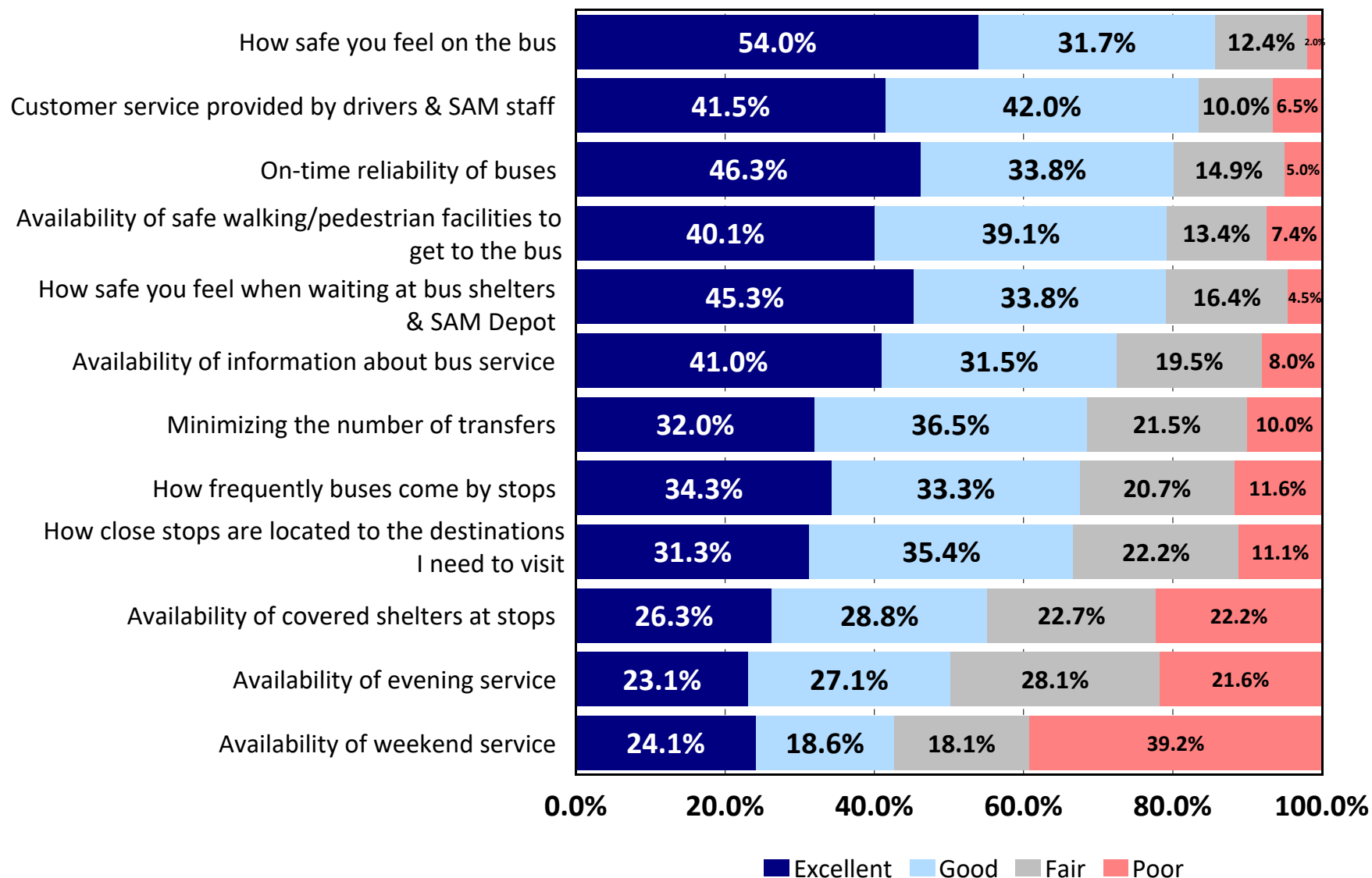
Q16. How Likely Passengers Would Ride the Bus More Frequently With the Following Services Provided

by percentage of respondents (excluding “not provided”)



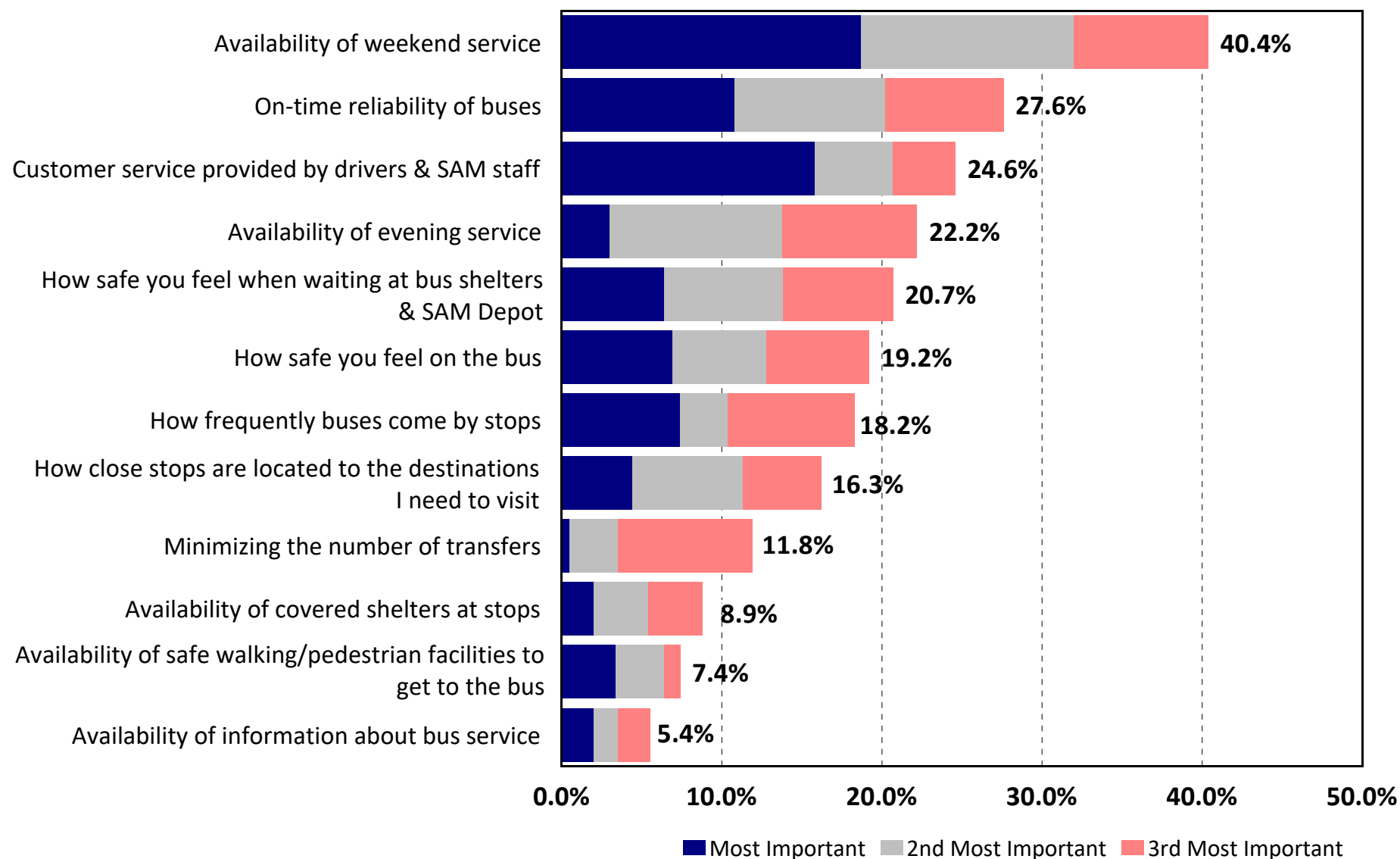
Q17. Ratings of the Following Aspects of Public Transit in the Sioux Falls Metropolitan Area

by percentage of respondents (excluding “not provided”)



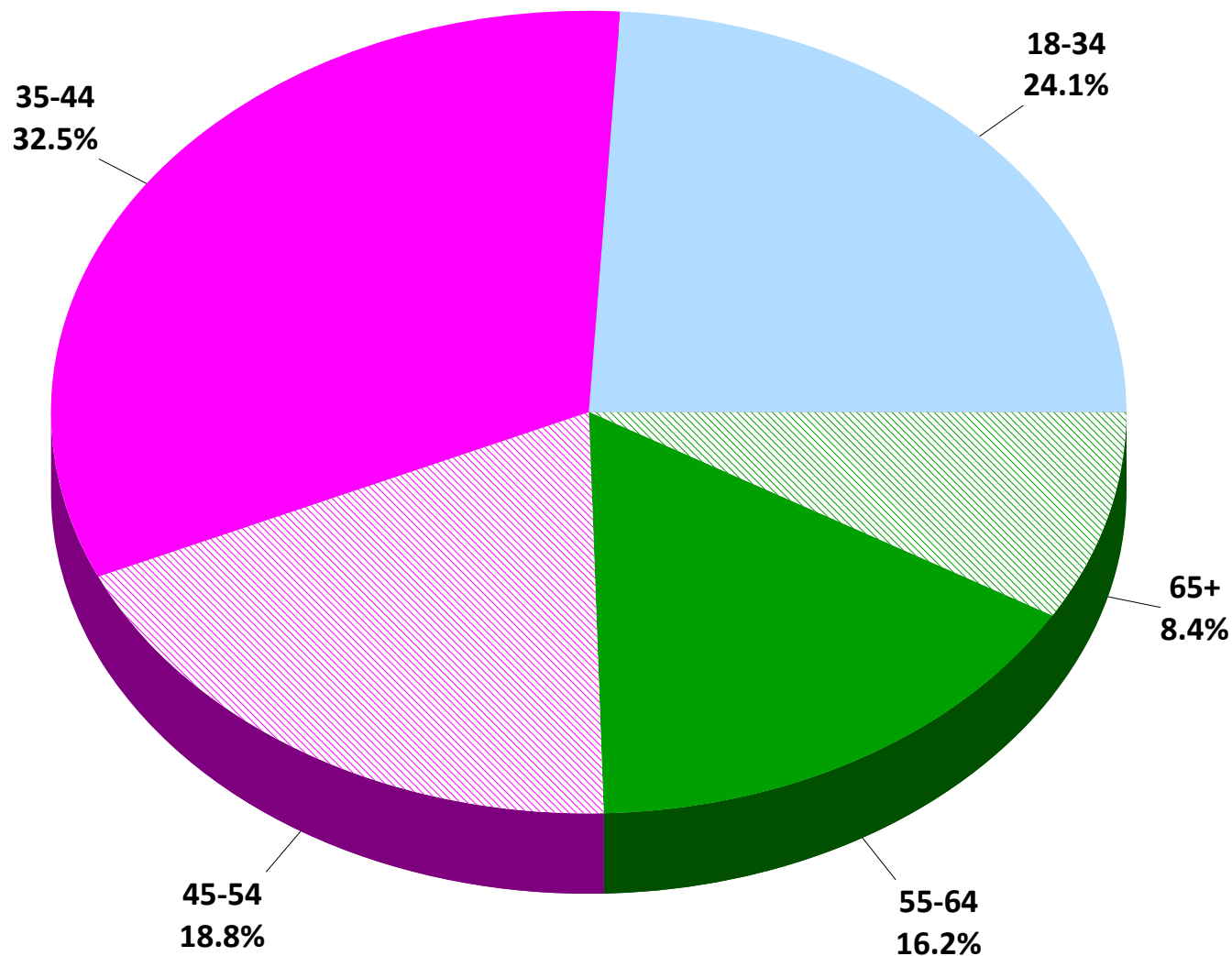
Q18. Aspects of Public Transit That Are Most Important to Passengers

by percentage of respondents who selected the item as one of their top three choices



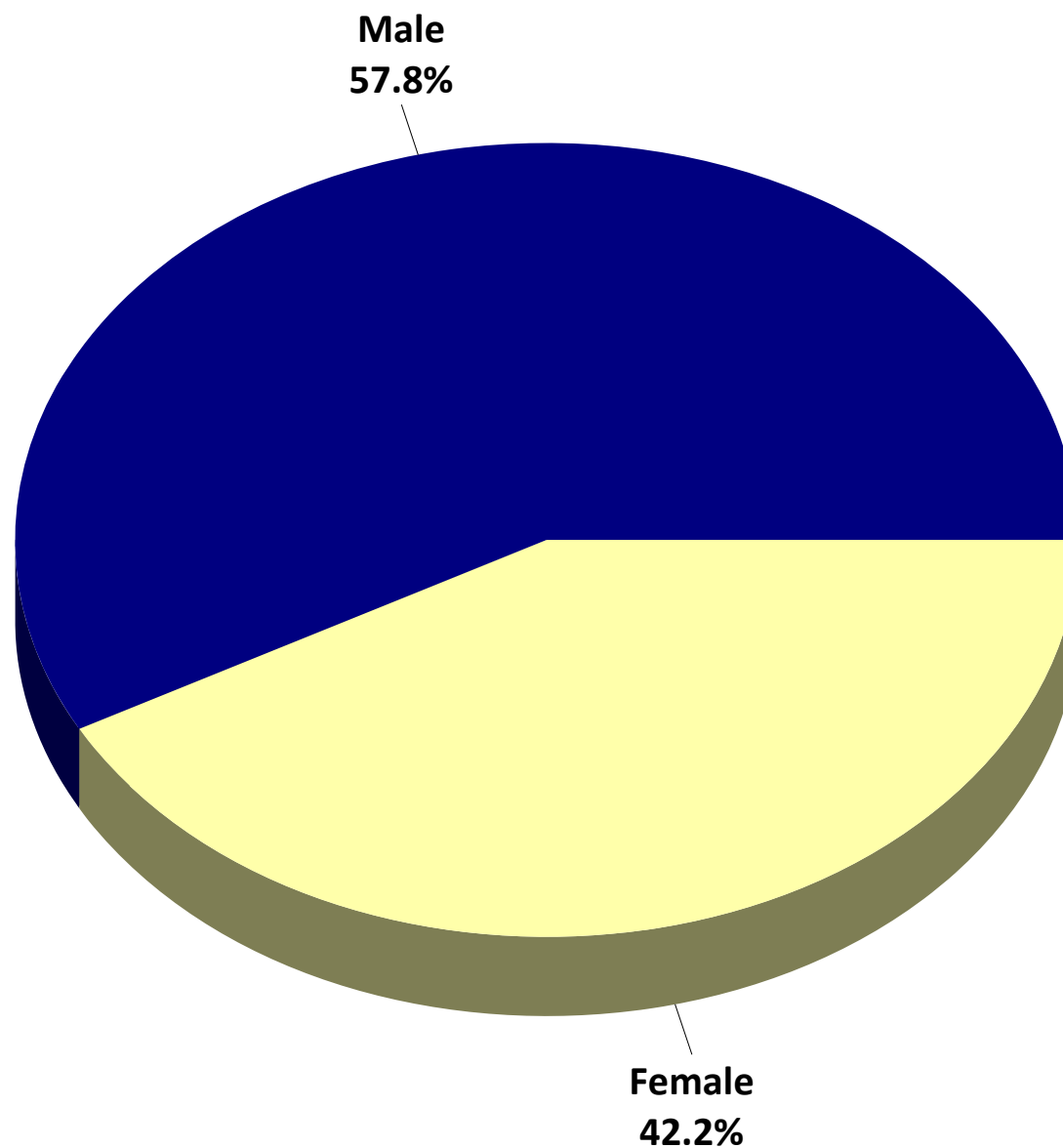
Q19. What is your age?

by percentage of respondents



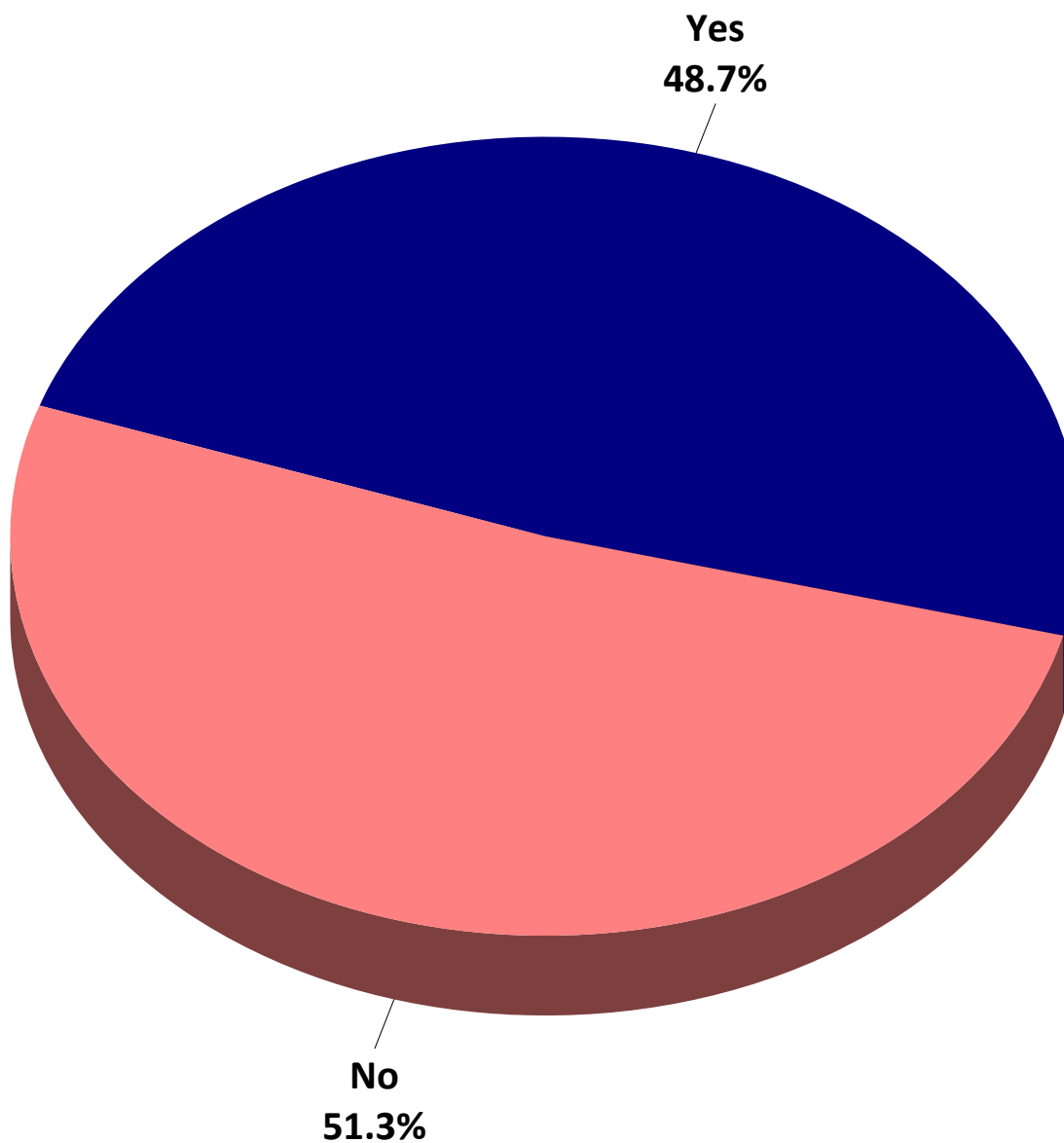
Q20. Gender

by percentage of respondents



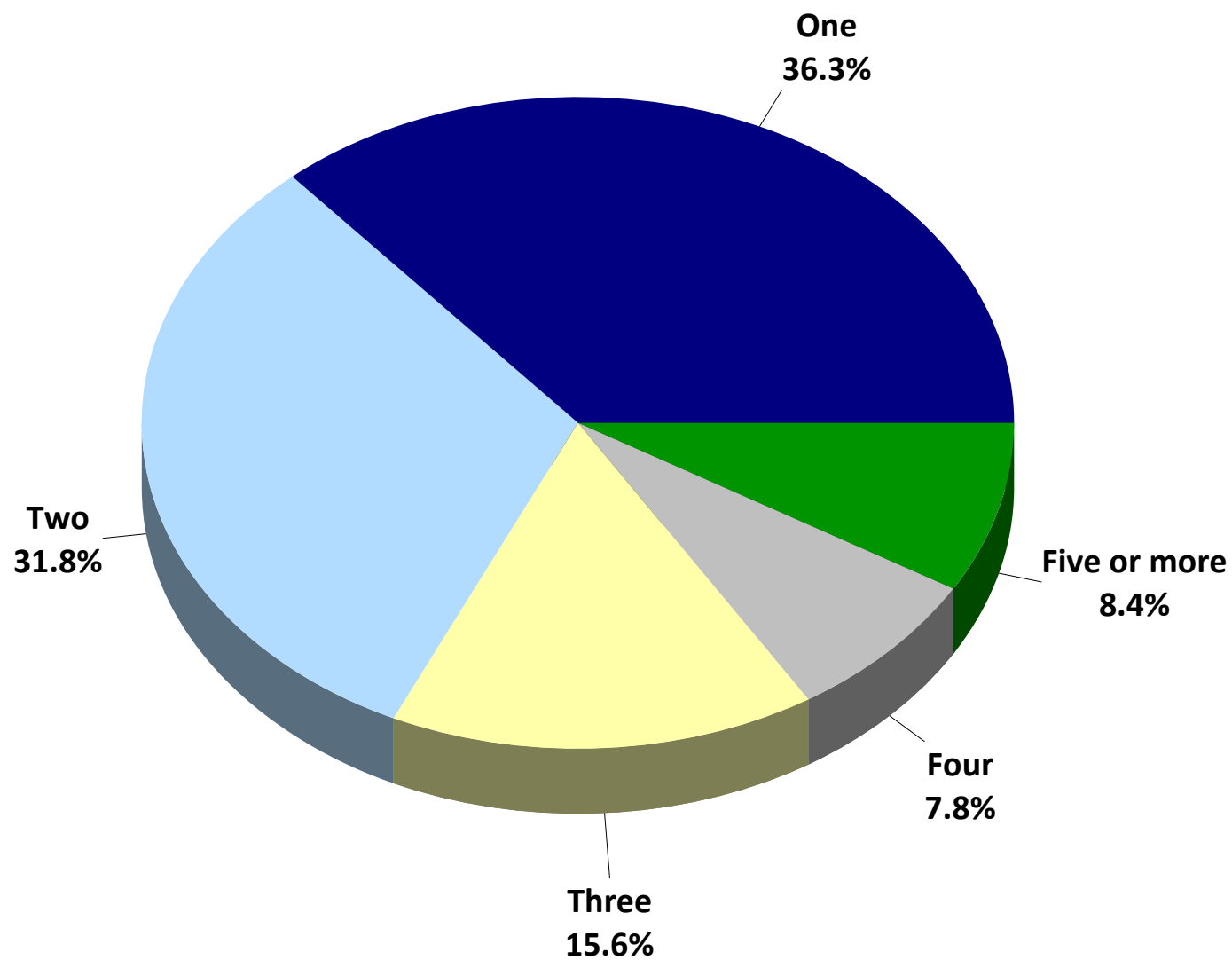
Q21. Are you employed?

by percentage of respondents



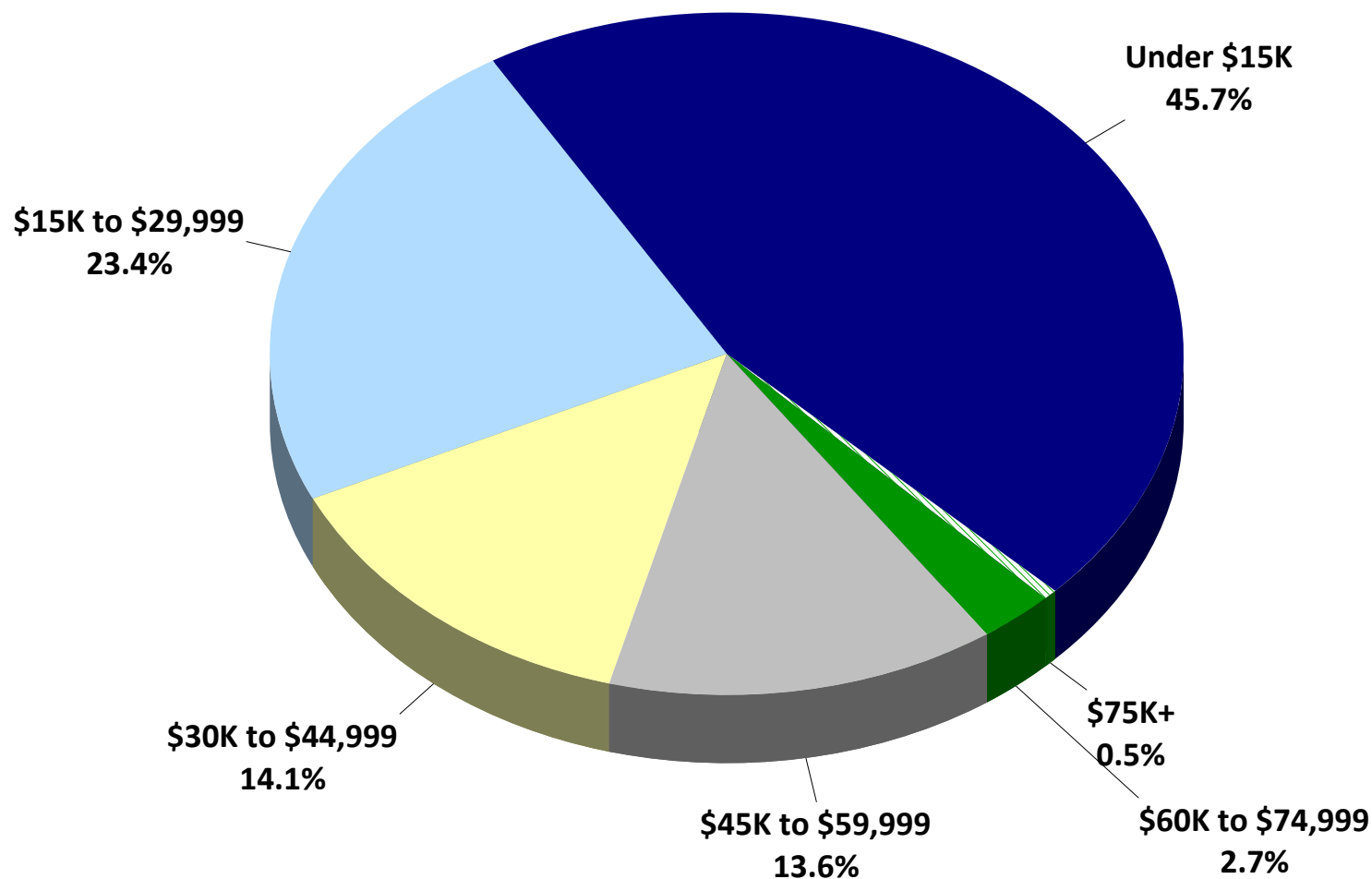
Q22. How many persons currently live in your household?

by percentage of respondents



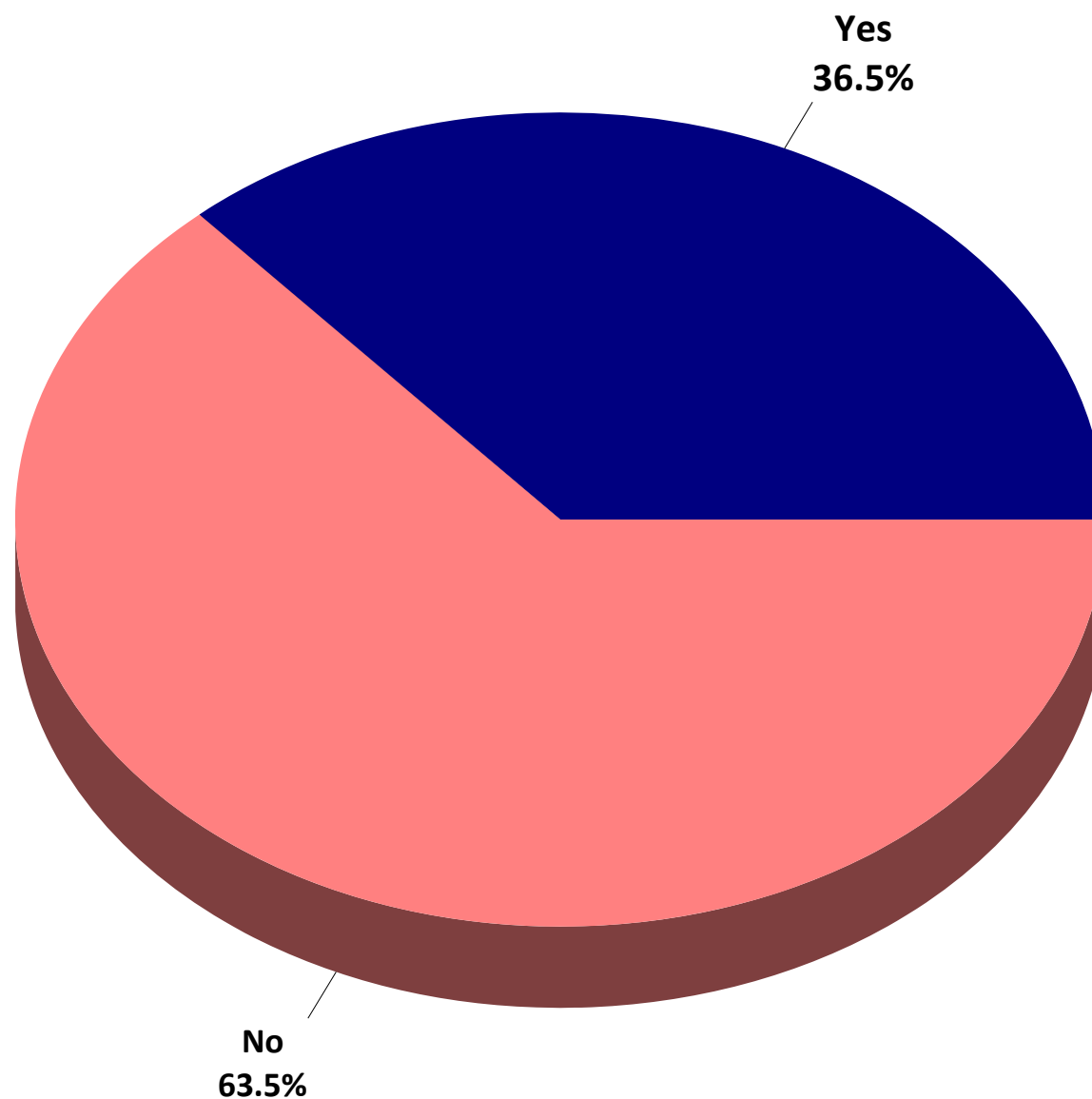
Q23. Total Annual Household Income

by percentage of respondents



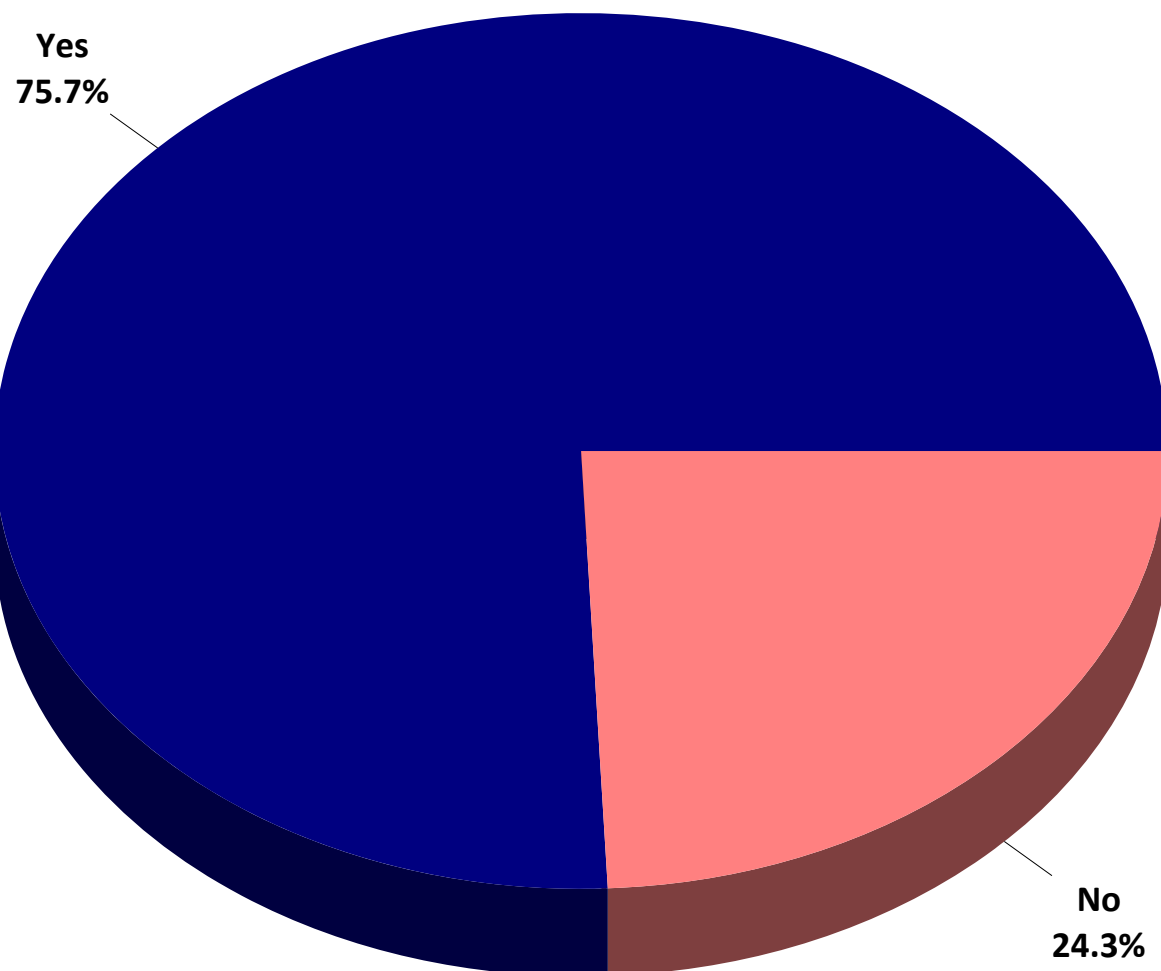
Q24. Do you have a physical disability?

by percentage of respondents



Q25. Do you have a smart phone?

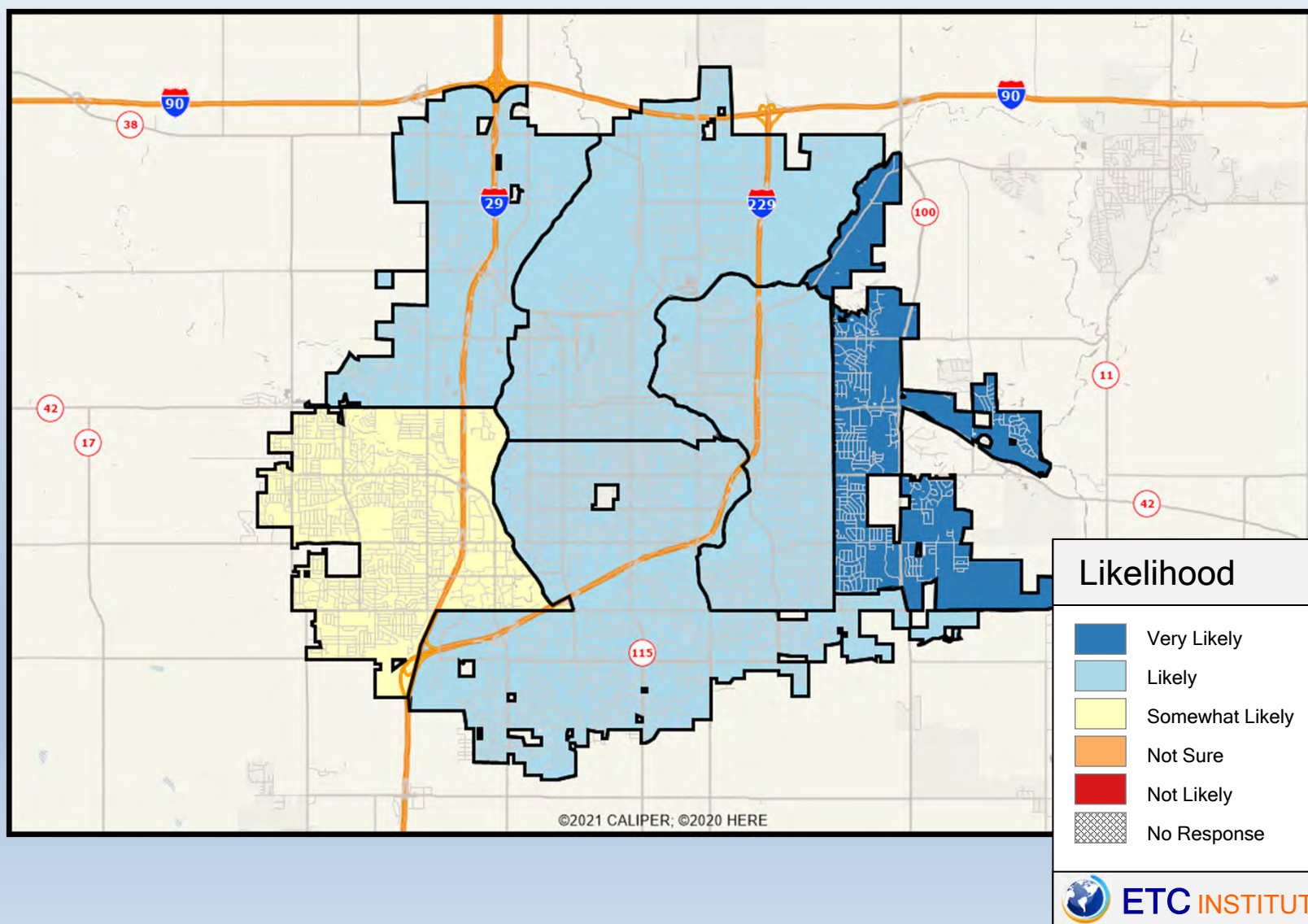
by percentage of respondents



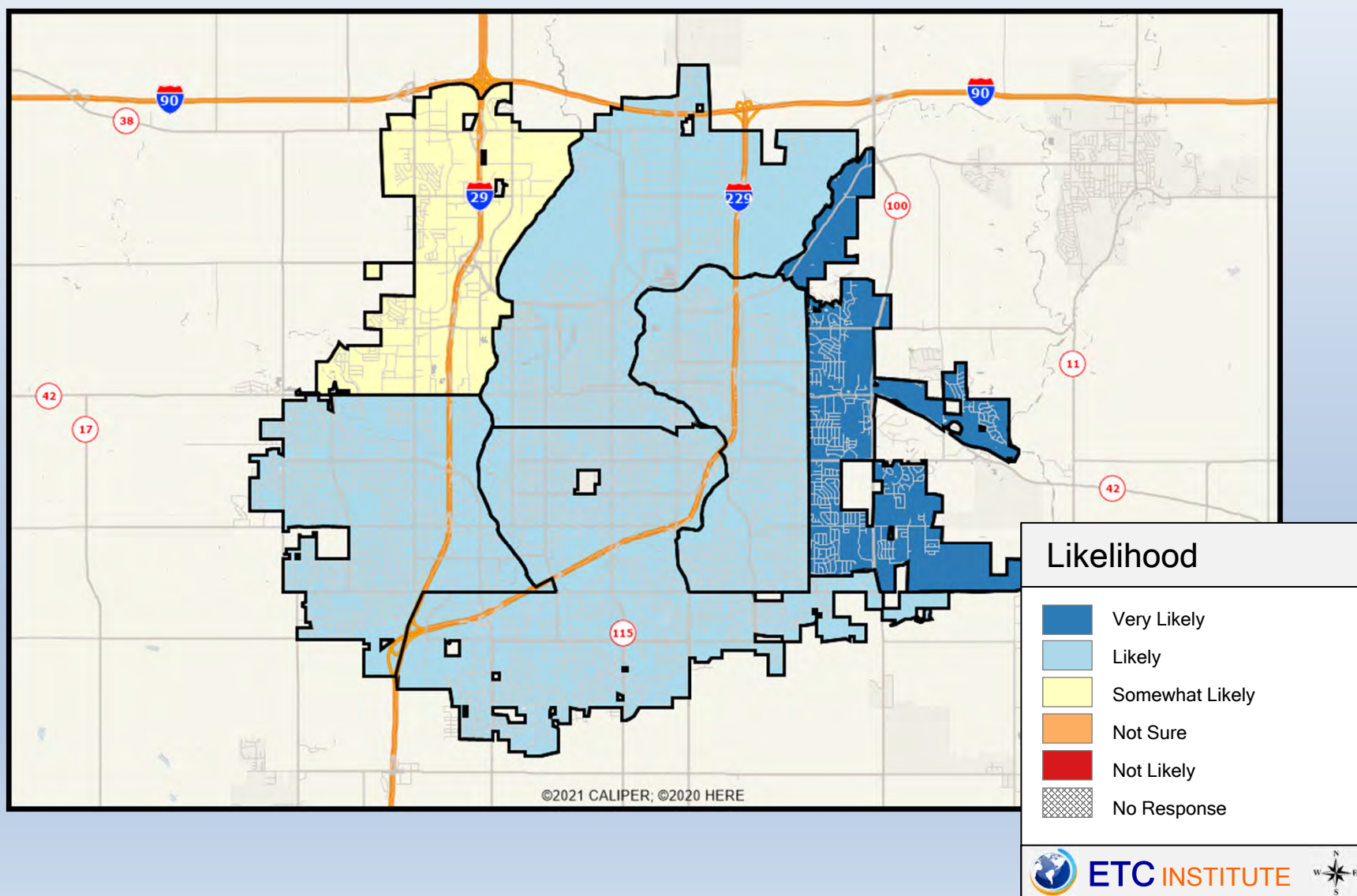


GIS Maps by Zip Code

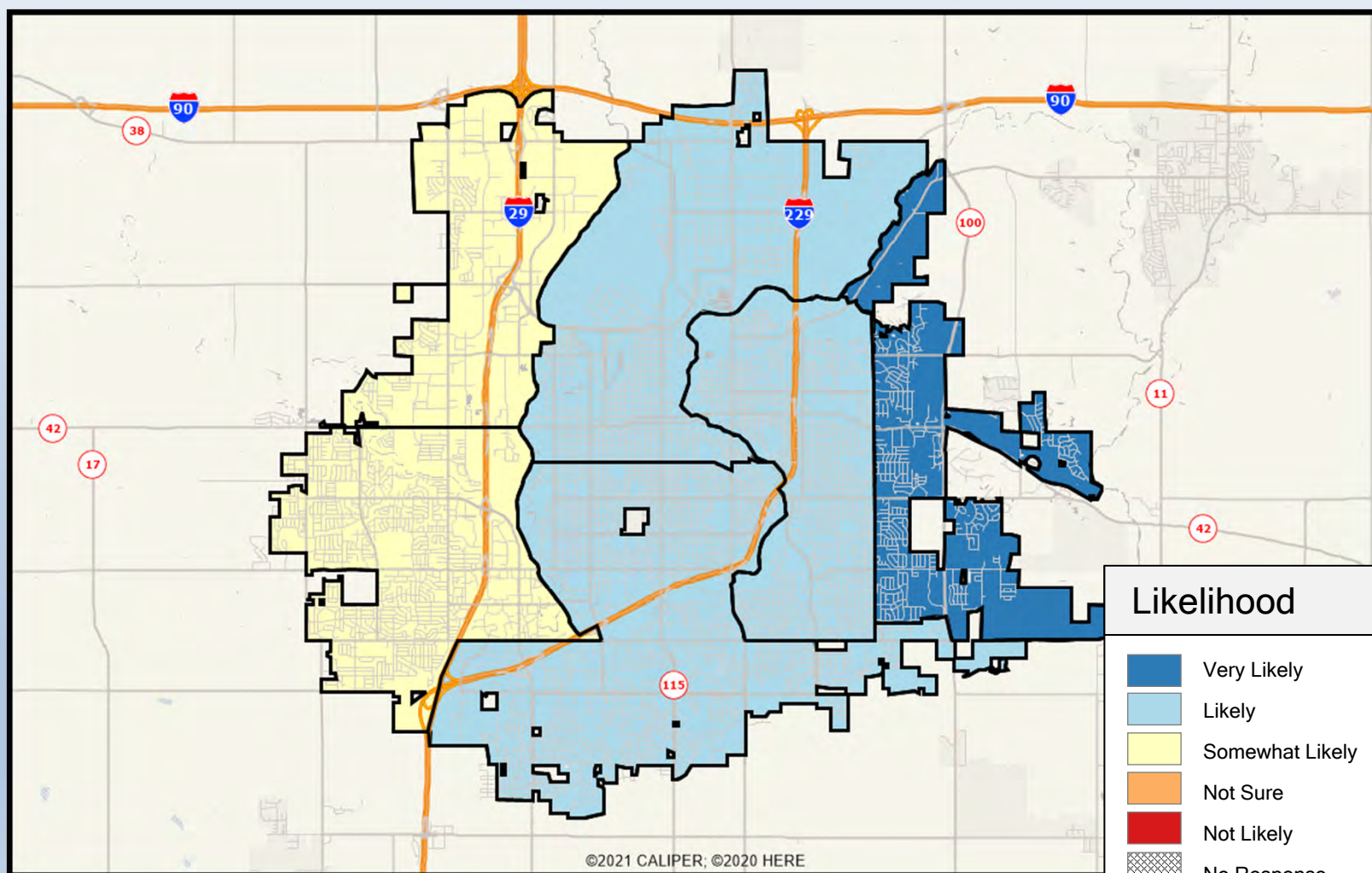
Q16-1. Shelter amenities such as heat, fans, lights, and digital schedules, etc.



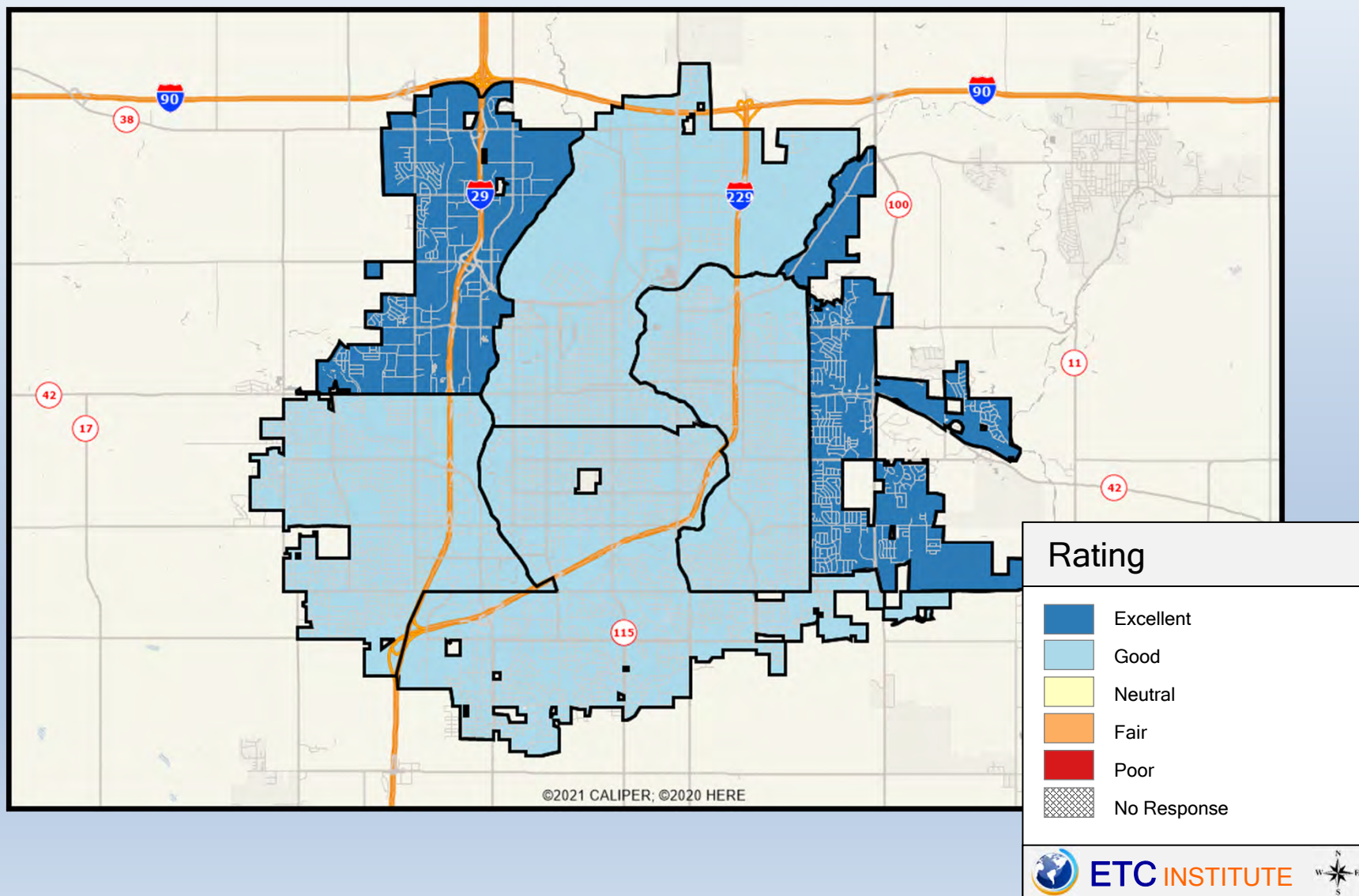
Q16-2. Automatic voice announcement



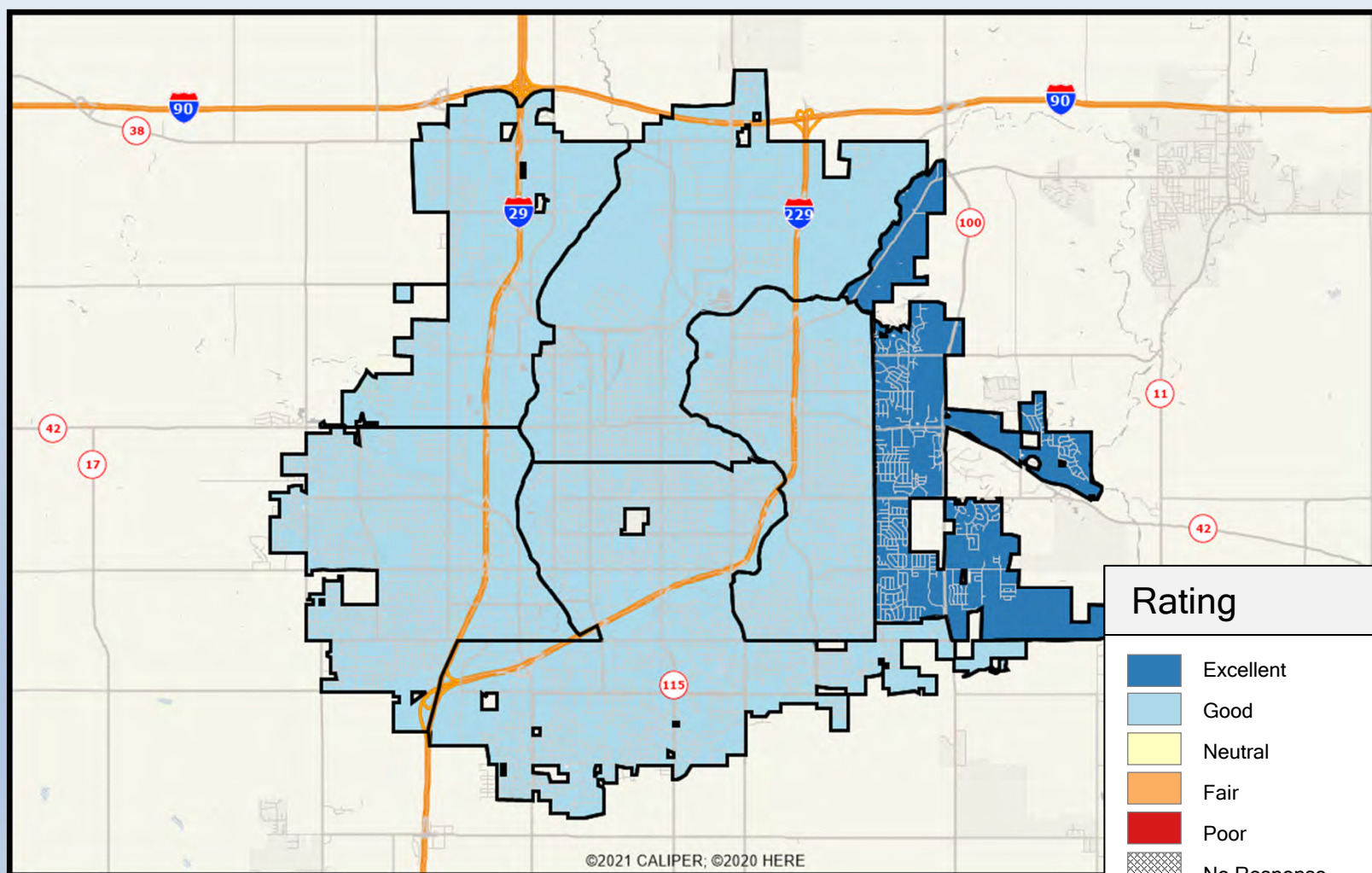
Q16-3. Real-time information about the location of buses that can be accessed on a mobile device



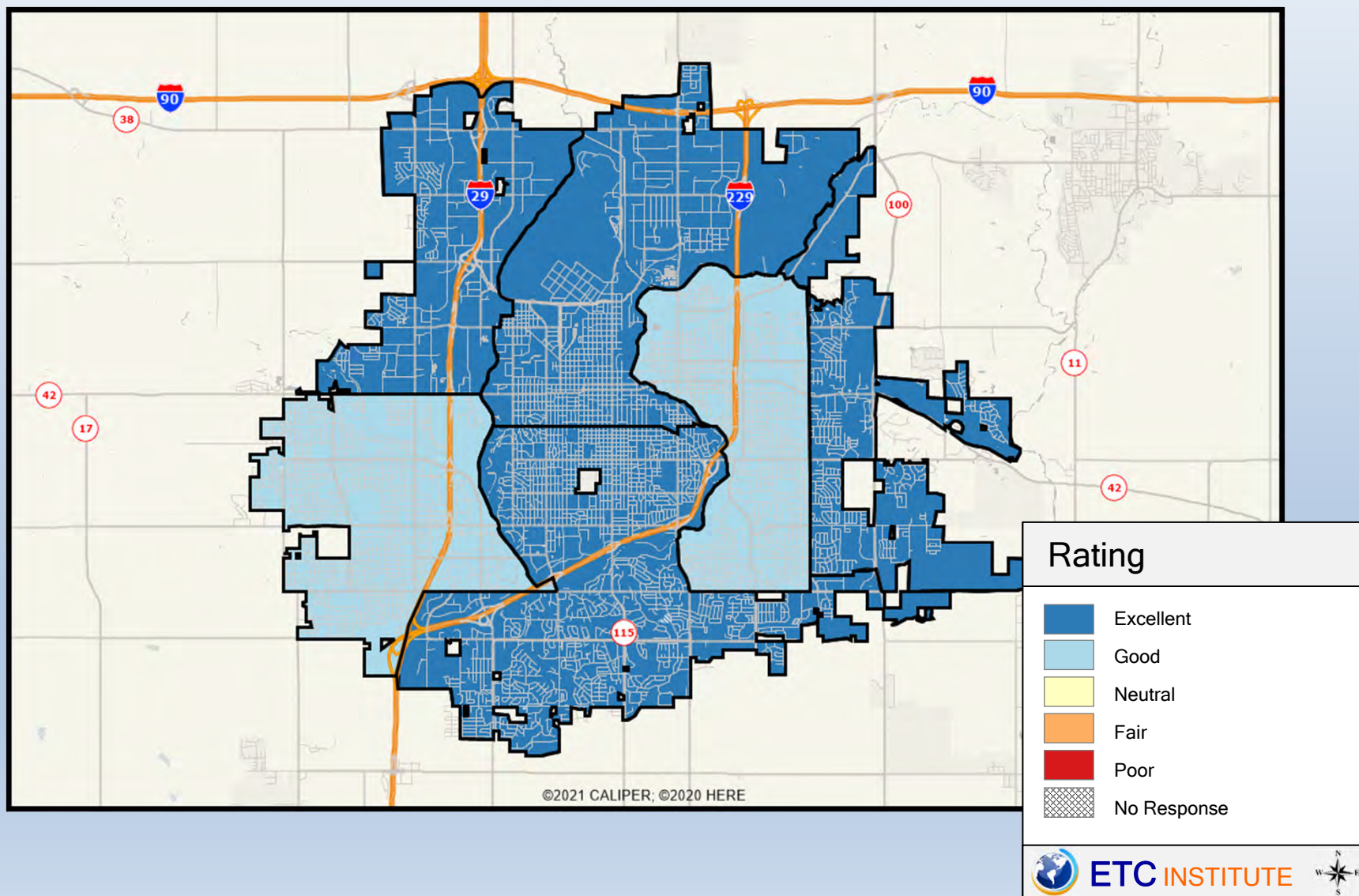
Q17-01. Customer service provided by drivers and SAM staff



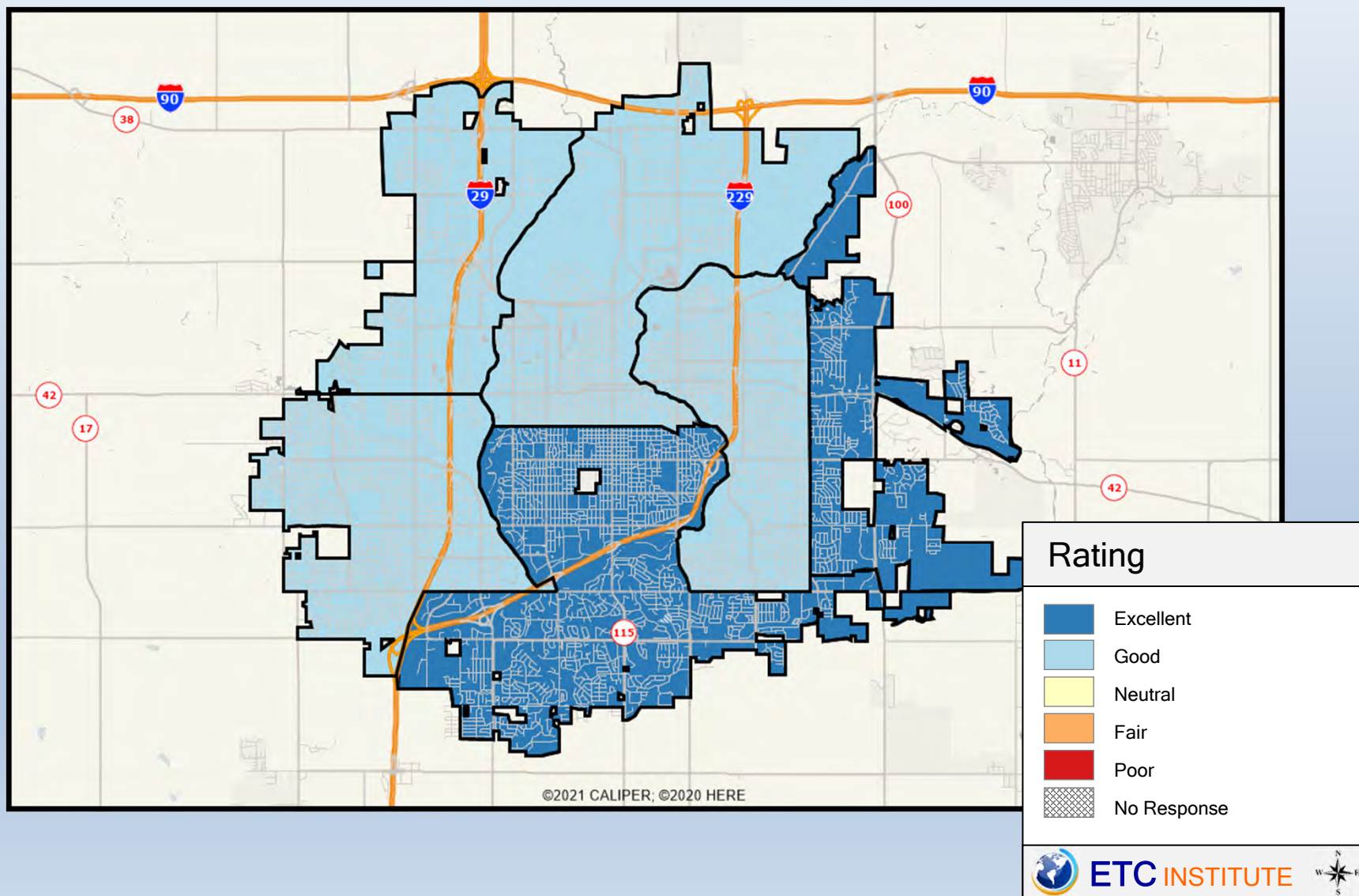
Q17-02. How safe you feel when waiting at bus shelters and SAM Depot



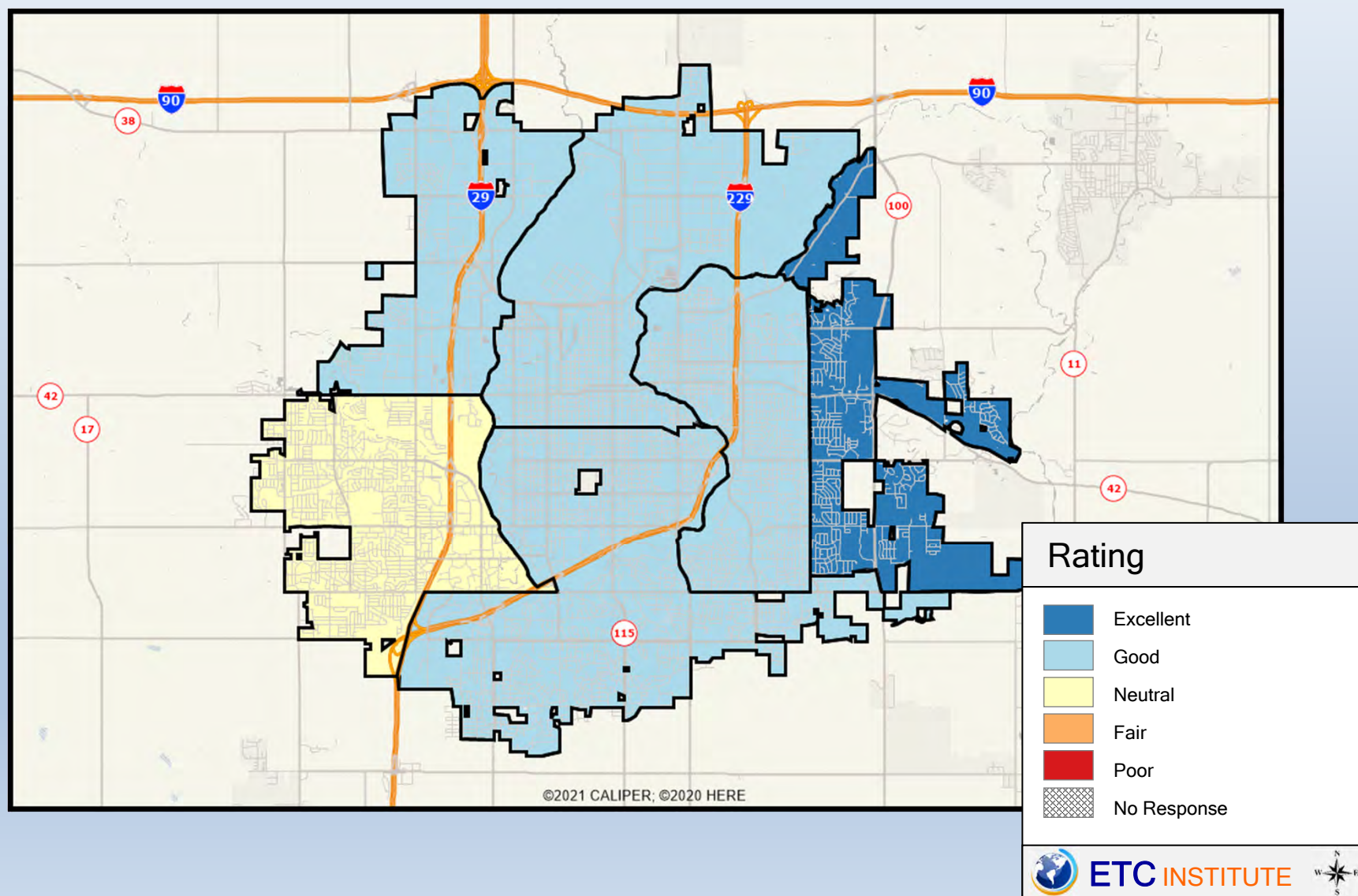
Q17-03. How safe you feel on the bus



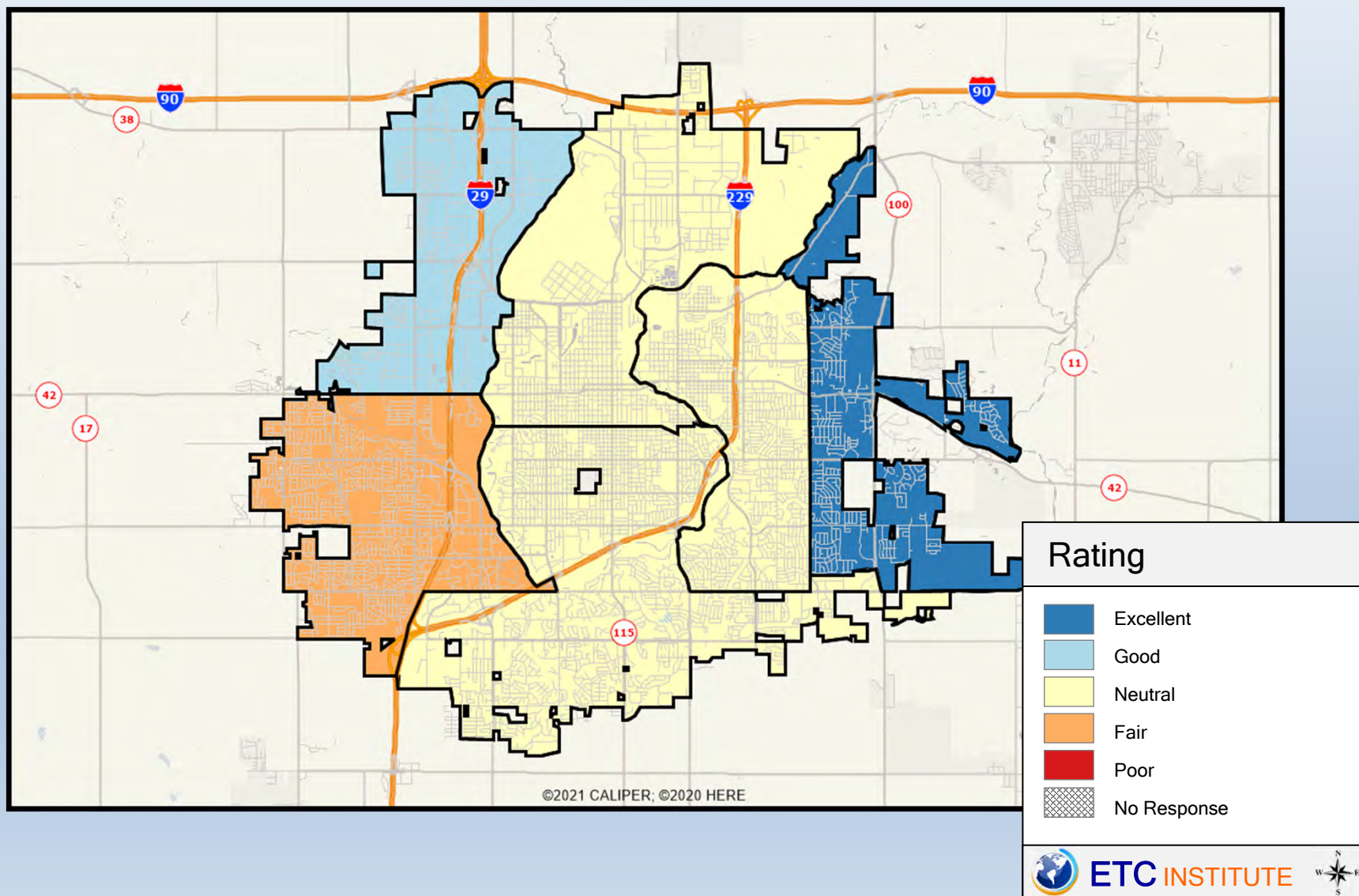
Q17-04. On-time reliability of buses



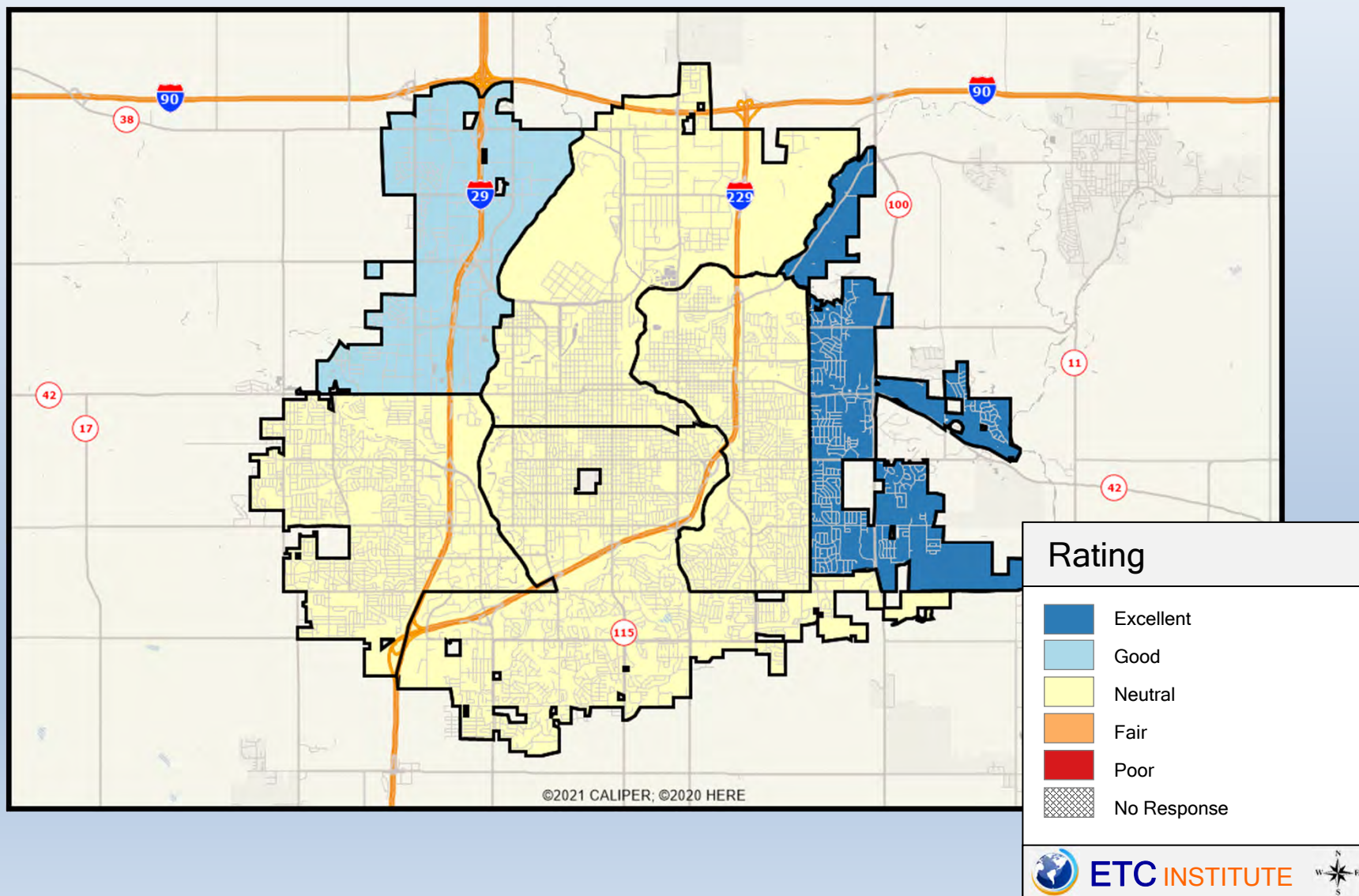
Q17-05. How frequently buses come by stops



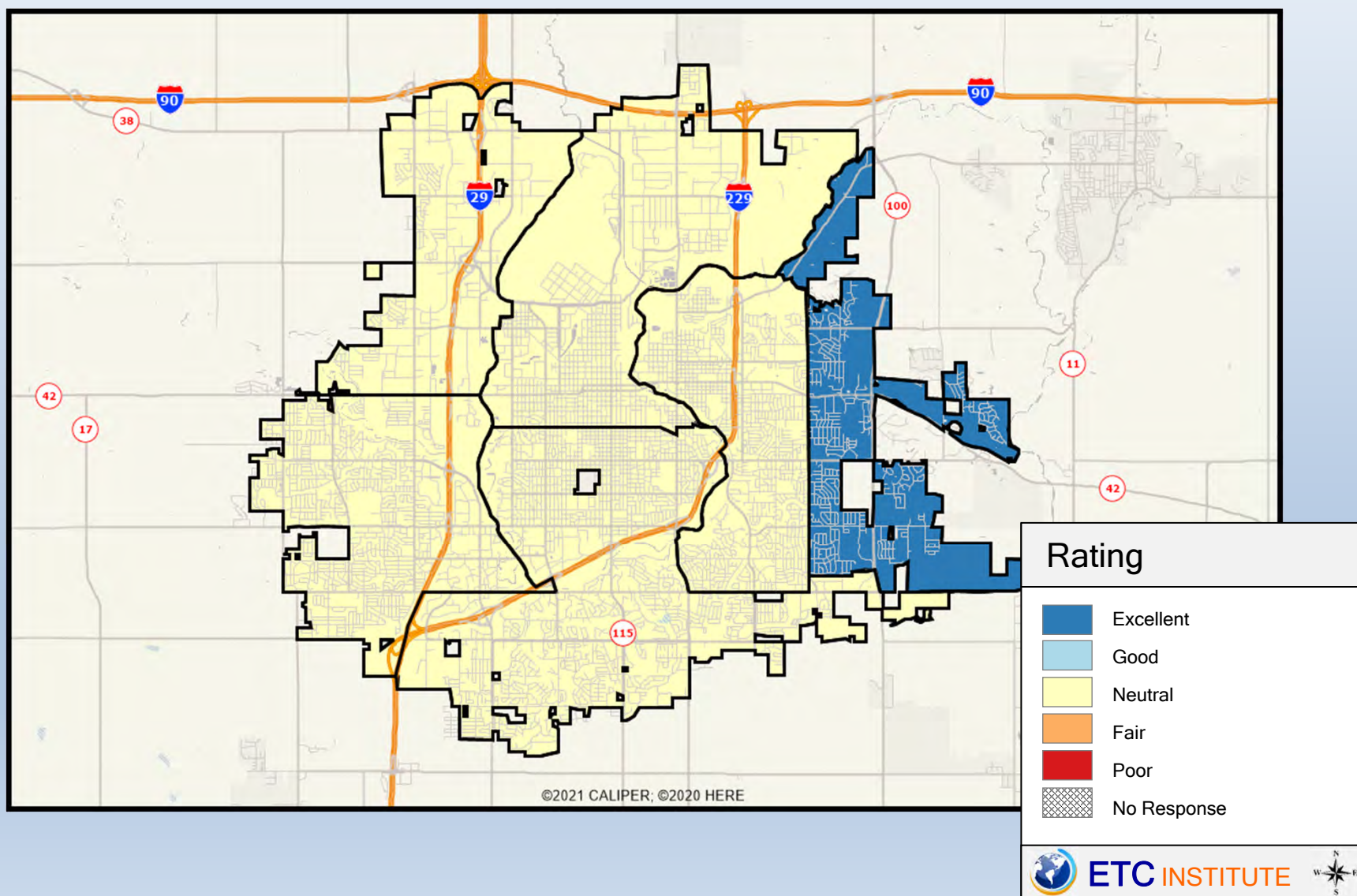
Q17-06. Availability of weekend service



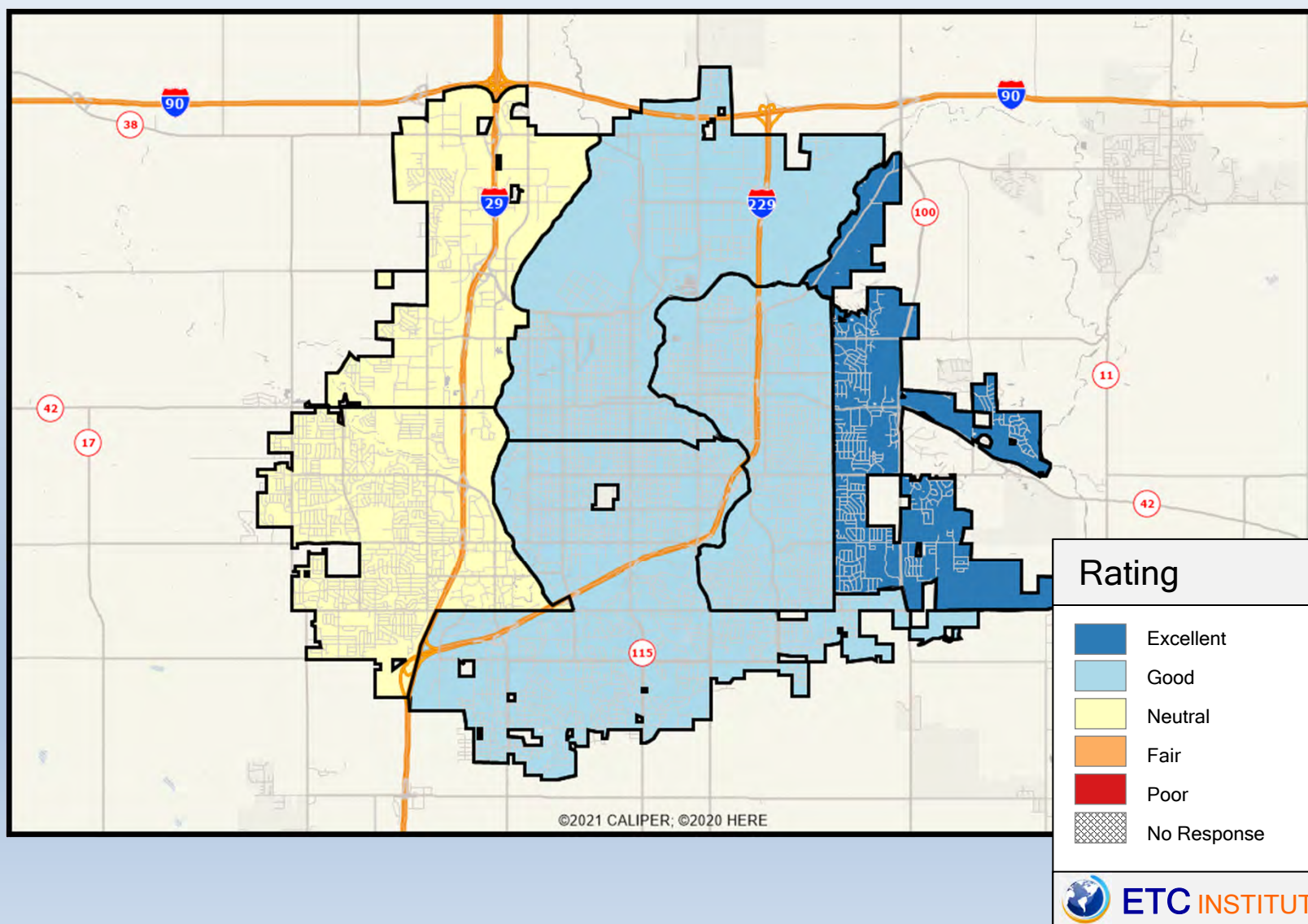
Q17-07. Availability of evening service



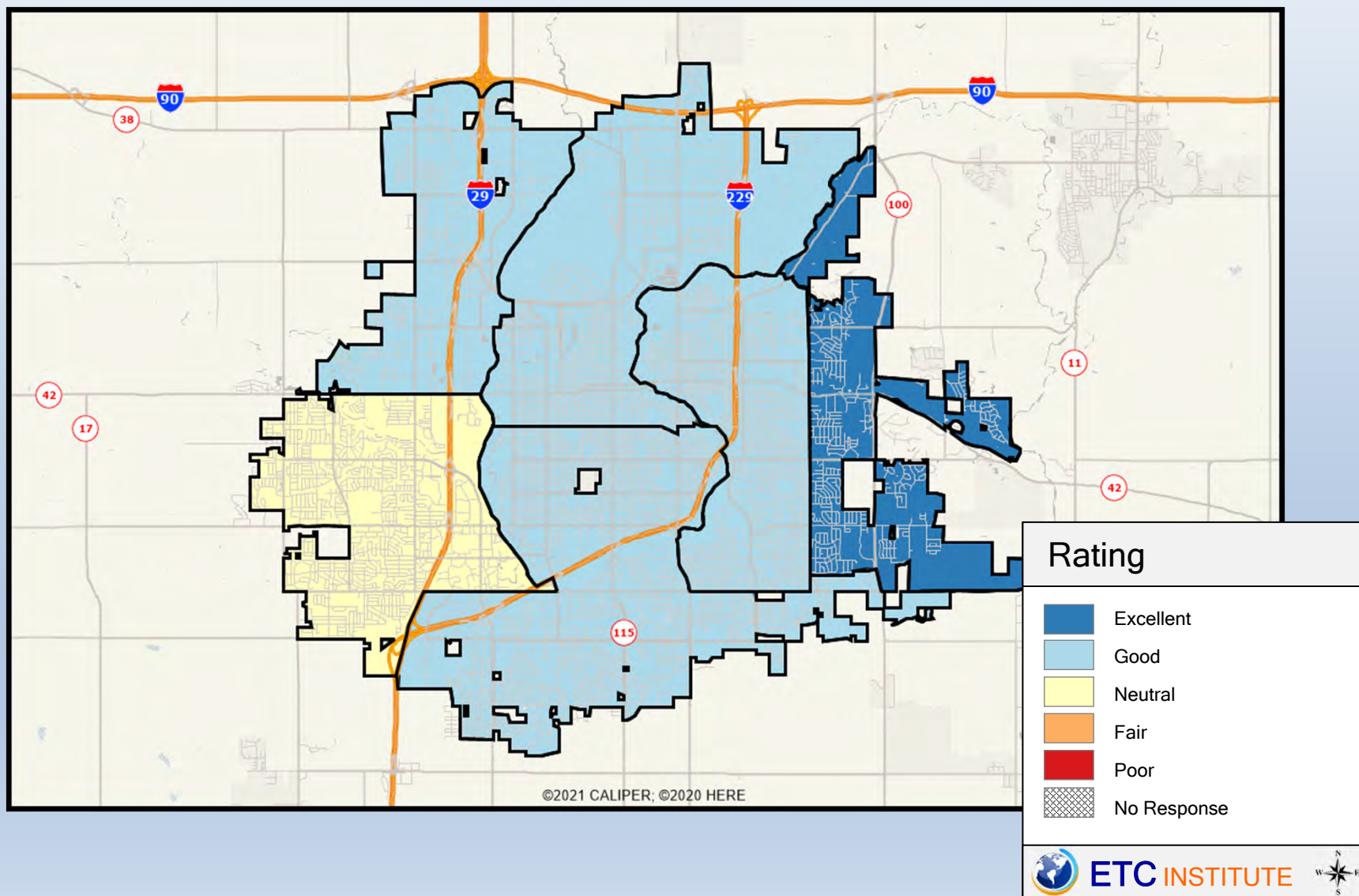
Q17-08. The availability of covered shelters at stops



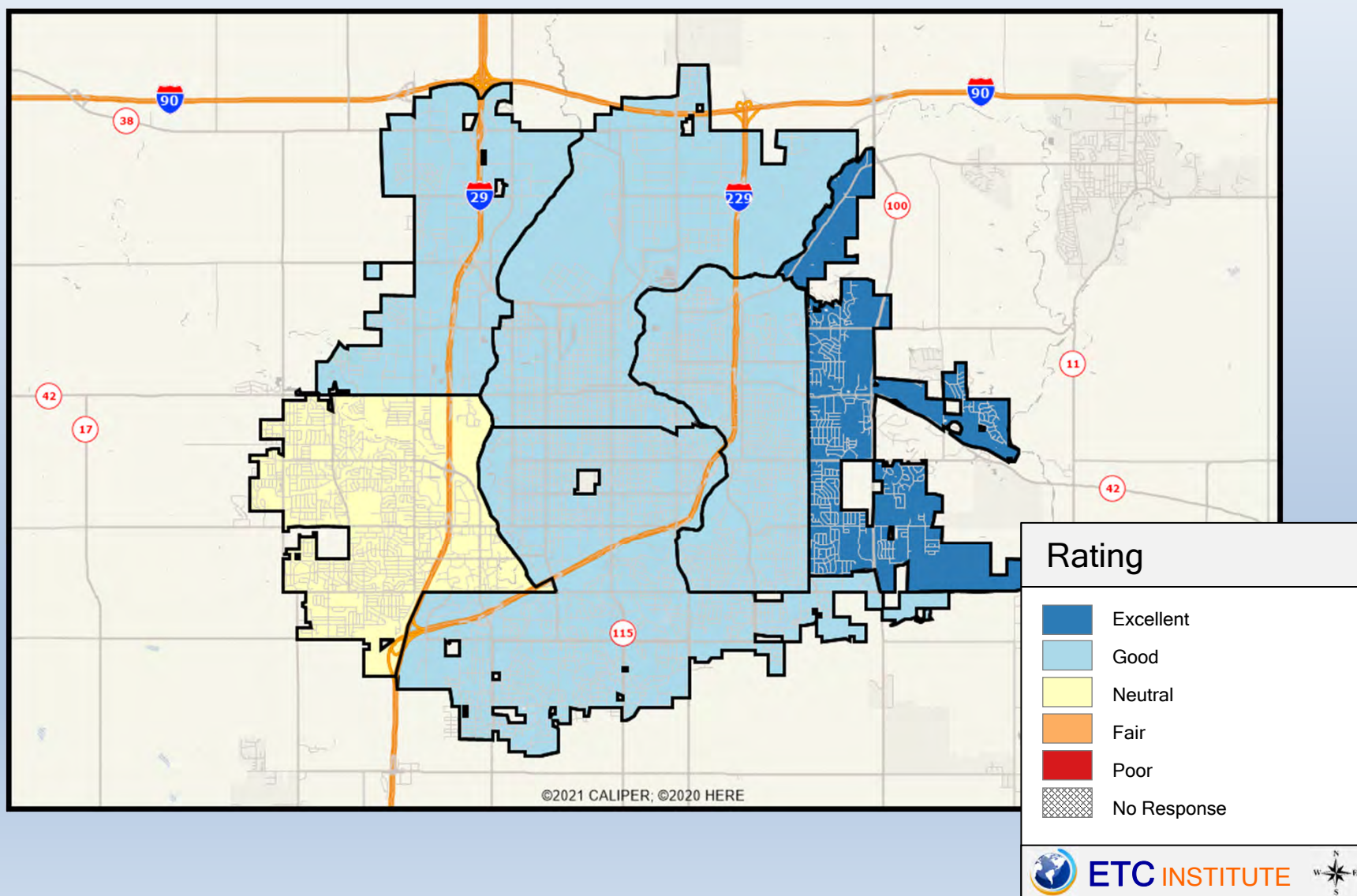
Q17-09. How close stops are located to the destinations I need to visit



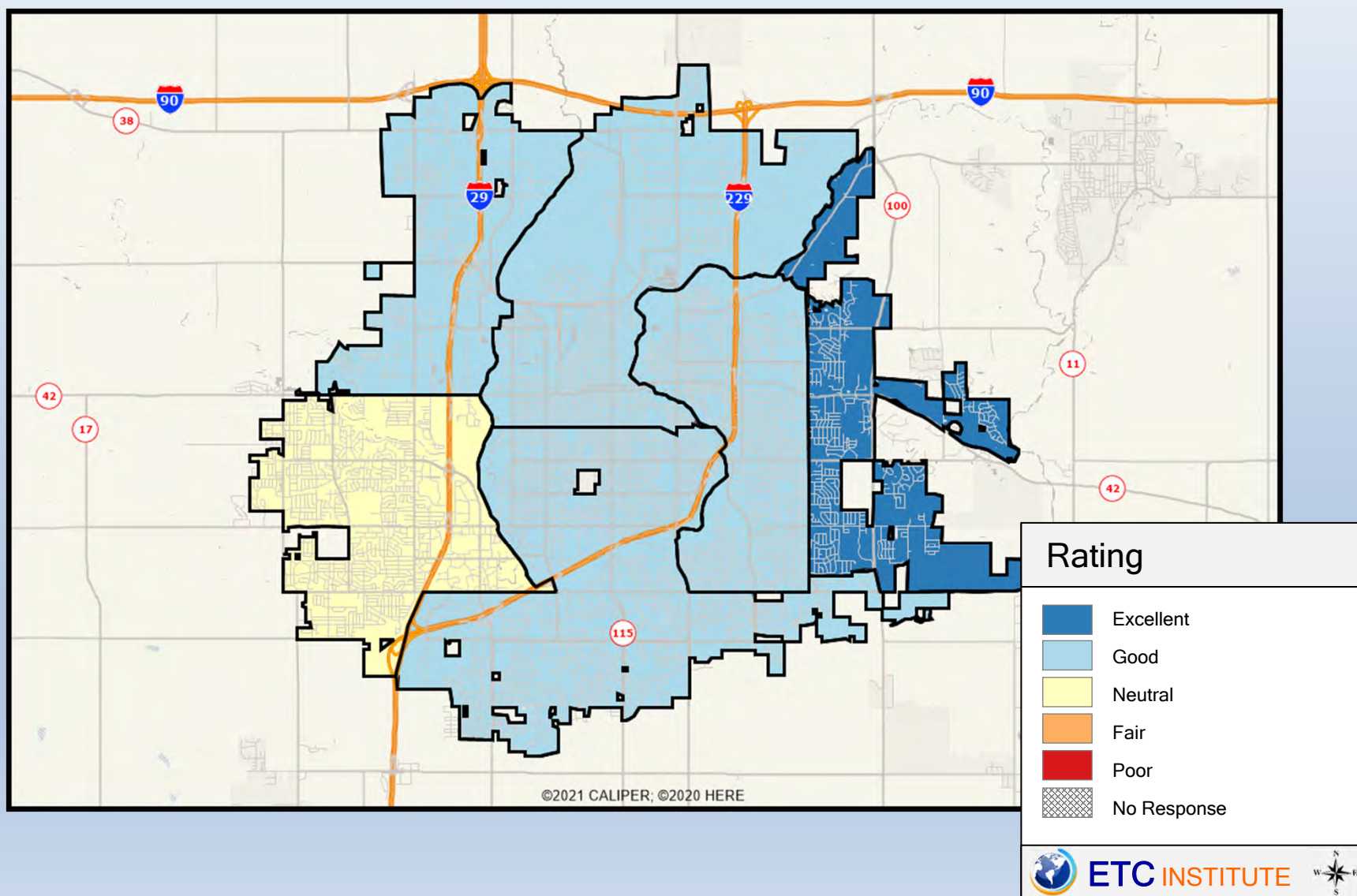
Q17-10. Minimizing the number of transfers



Q17-11. The availability of information about bus service



Q17-12. The availability of safe walking and pedestrian facilities to get to the bus





Importance-Satisfaction Analysis

Importance-Satisfaction Analysis



Overview

Today, officials have limited resources which need to be targeted to activities that are of the most benefit to their citizens. Two of the most important criteria for decision making are (1) to target resources toward services of the highest importance to citizens; and (2) to target resources toward those services where citizens are the least satisfied.

The Importance-Satisfaction (I-S) rating is a unique tool that allows public officials to better understand both of these highly important decision-making criteria for each of the services they are providing. The Importance-Satisfaction rating is based on the concept that public agencies will maximize overall customer satisfaction by emphasizing improvements in those areas where the level of satisfaction is relatively low, and the perceived importance of the service is relatively high.

$$\text{I-S Rating} = \text{Importance} \times (1 - \text{Satisfaction})$$

Example of the Calculation

Respondents were asked to identify the categories of agency services that were most important to them. Nearly one-fourth (22.2%) of respondents selected *availability of evening service* as one of the most important aspects of the public transit system.

With regard to satisfaction, 50.2% of respondents surveyed rated the agency's overall performance in the *availability of evening service* as a "4" or "5" on a 5-point scale (where "4" means "Excellent" and "3" means "Good") excluding "Don't Know" responses. The I-S rating was calculated by multiplying the sum of the most important percentages by 1 minus the sum of the satisfaction percentages. In this example 22.2% was multiplied by 49.8% (1-0.502). This calculation yielded an I-S rating of 0.1106, which ranked second out of 12 service categories.

The maximum rating is 1.00 and would be achieved when 100% of the respondents select an item as one of their most important service features and 0% indicate they are satisfied with the feature.

The lowest rating is 0.00 and could be achieved under either of the following two situations:

- If 100% of the respondents were positively satisfied with the delivery of the service
- If none (0%) of the respondents selected the service as one of the three most important areas.

Importance-Satisfaction Analysis



Interpreting the Ratings

Ratings that are greater than or equal to 0.20 identify areas that should receive significantly more emphasis. Ratings from 0.10 to 0.20 identify service areas that should receive increased emphasis. Ratings less than 0.10 should continue to receive the current level of emphasis.

- *Definitely Increase* Emphasis (I-S > 0.20)
- *Increase* Current Emphasis (I-S = 0.10 - 0.20)
- *Maintain* Current Emphasis (I-S < 0.10)

The results for the 2023 Sioux Area Metro Passenger Survey are provided on the following page.

2023 Importance-Satisfaction Rating

Sioux Falls, SD

Public Transit In The Metropolitan Area

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Very High Priority (IS >.20)						
Availability of weekend service	40%	1	43%	12	0.2315	1
High Priority (IS .10-.20)						
Availability of evening service	22%	4	50%	11	0.1106	2
Medium Priority (IS <.10)						
How frequently buses come by stops	18%	7	68%	8	0.0590	3
On-time reliability of buses	28%	2	80%	3	0.0549	4
How close stops are located to the destinations I need to visit	16%	8	67%	9	0.0543	5
How safe you feel when waiting at bus shelters & SAM Depot	21%	5	79%	5	0.0433	6
Customer service provided by drivers & SAM staff	25%	3	84%	2	0.0406	7
Availability of covered shelters at stops	9%	10	55%	10	0.0400	8
Minimizing the number of transfers	12%	9	69%	7	0.0372	9
How safe you feel on the bus	19%	6	86%	1	0.0275	10
Availability of safe walking/pedestrian facilities to get to the bus	7%	11	79%	4	0.0154	11
Availability of information about bus service	5%	12	73%	6	0.0149	12

Note: The I-S Rating is calculated by multiplying the "Most Important" % by (1-'Satisfaction' %)

Most Important %:

The "Most Important" percentage represents the sum of the first, second, and third most important responses for each item. Respondents were asked to identify the three items that were most important to them.

Satisfaction %:

The "Satisfaction" percentage represents the sum of the ratings "4" and "3" excluding 'don't knows.' Respondents rated each item on a scale of 4 to 1 with "4" being Excellent and "1" being Poor.

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Tabular Data

Q1. How many years have you been riding the bus in Sioux Falls?

Q1. How many years have you been riding the bus in
Sioux Falls

	Number	Percent
0-2	68	33.5 %
3-5	46	22.7 %
6-10	40	19.7 %
11-15	15	7.4 %
16-20	12	5.9 %
21+	20	9.9 %
Not provided	2	1.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q1. How many years have you been riding the bus in Sioux Falls? (without "not provided")**

Q1. How many years have you been riding the bus in
Sioux Falls

	Number	Percent
0-2	68	33.8 %
3-5	46	22.9 %
6-10	40	19.9 %
11-15	15	7.5 %
16-20	12	6.0 %
21+	20	10.0 %
Total	201	100.0 %

Q2. Overall, what is your perception of the quality of the public transit system in Sioux Falls?

Q2. Your overall perception of the quality of public transit system in Sioux Falls

	Number	Percent
Excellent	69	34.0 %
Good	84	41.4 %
Neutral	32	15.8 %
Poor	11	5.4 %
Don't know	7	3.4 %
Total	203	100.0 %

WITHOUT "DON'T KNOW"**Q2. Overall, what is your perception of the quality of the public transit system in Sioux Falls? (without "don't know")**

Q2. Your overall perception of the quality of public transit system in Sioux Falls

	Number	Percent
Excellent	69	35.2 %
Good	84	42.9 %
Neutral	32	16.3 %
Poor	11	5.6 %
Total	196	100.0 %

Q3. How often do you currently use Sioux Area Metro?

<u>Q3. How often do you currently use Sioux Area Metro</u>	<u>Number</u>	<u>Percent</u>
5+ days per week	87	42.9 %
2-4 days per week	73	36.0 %
Once a week	20	9.9 %
A few times a month	17	8.4 %
A few times a year	1	0.5 %
Rarely or never	2	1.0 %
Not provided	3	1.5 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q3. How often do you currently use Sioux Area Metro? (without "not provided")**

<u>Q3. How often do you currently use Sioux Area Metro</u>	<u>Number</u>	<u>Percent</u>
5+ days per week	87	43.5 %
2-4 days per week	73	36.5 %
Once a week	20	10.0 %
A few times a month	17	8.5 %
A few times a year	1	0.5 %
Rarely or never	2	1.0 %
Total	200	100.0 %

Q4. Why do you use the bus in Sioux Falls?

Q4. Why do you use the bus in Sioux Falls	Number	Percent
It's my only alternative	137	67.5 %
To avoid traffic congestion	14	6.9 %
Don't like driving	36	17.7 %
Save money	74	36.5 %
Employer provides transit pass	7	3.4 %
I care about the environment	30	14.8 %
Other	12	5.9 %
Total	310	

Q4-7. Other:

Q4-7. Other	Number	Percent
Don't drive	1	8.3 %
GET FROM POINT A TO POINT B	1	8.3 %
WORK	1	8.3 %
I STRESS EASILY	1	8.3 %
I ride it to work	1	8.3 %
DISABILITY	1	8.3 %
HOMELESS	1	8.3 %
INSURANCE IS TOO HIGH	1	8.3 %
Taxi costs too much	1	8.3 %
DR APPOINTMENTS AND SHOPPING	1	8.3 %
SAVING FOR A GOOD CAR	1	8.3 %
VEHICLE BEING SERVICED	1	8.3 %
Total	12	100.0 %

Q5. How many blocks from your HOME is the nearest bus stop located?

Q5. How many blocks from your home is the nearest
bus stop located

	Number	Percent
0-2	116	57.1 %
3-5	56	27.6 %
6-10	18	8.9 %
11+	7	3.4 %
Not provided	6	3.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q5. How many blocks from your HOME is the nearest bus stop located? (without "not provided")**

Q5. How many blocks from your home is the nearest
bus stop located

	Number	Percent
0-2	116	58.9 %
3-5	56	28.4 %
6-10	18	9.1 %
11+	7	3.6 %
Total	197	100.0 %

Q6. How often would you like the bus to arrive at the bus stop nearest your HOME?

Q6. How often would you like the bus to arrive at the
bus stop nearest your home

	Number	Percent
0-5	10	4.9 %
6-10	7	3.4 %
11-15	12	5.9 %
16-20	5	2.5 %
21-30	101	49.8 %
31+	44	21.7 %
Not provided	24	11.8 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q6. How often would you like the bus to arrive at the bus stop nearest your HOME? (without "not provided")**

Q6. How often would you like the bus to arrive at the
bus stop nearest your home

	Number	Percent
0-5	10	5.6 %
6-10	7	3.9 %
11-15	12	6.7 %
16-20	5	2.8 %
21-30	101	56.4 %
31+	44	24.6 %
Total	179	100.0 %

Q7. Excluding your home, how many different places did you (or will you) use the bus to visit today?

Q7. How many different places did you or will you use
the bus to visit today

	Number	Percent
1	47	23.2 %
2	50	24.6 %
3	42	20.7 %
4	26	12.8 %
5	11	5.4 %
6+	7	3.4 %
Not provided	20	9.9 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q7. Excluding your home, how many different places did you (or will you) use the bus to visit today?
(without "not provided")**

Q7. How many different places did you or will you use
the bus to visit today

	Number	Percent
1	47	25.7 %
2	50	27.3 %
3	42	23.0 %
4	26	14.2 %
5	11	6.0 %
6+	7	3.8 %
Total	183	100.0 %

Q8. Which route are you riding now (or about to board next)?

Q8. Which route are you riding now or about to board next

	Number	Percent
1	13	6.7 %
2	14	7.3 %
3	25	13.0 %
4	18	9.3 %
5	11	5.7 %
6	11	5.7 %
7	30	15.5 %
8	11	5.7 %
9	12	6.2 %
10	25	13.0 %
11	5	2.6 %
19	18	9.3 %
Total	193	100.0 %

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (1st)

- 1ST PREMIER BANK
- 5 GUYS
- A friends house
- ACTIVE GENERATIONS
- AGP
- ALCOM
- ARBYS
- ASPIRES
- AVERA HOSPITAL
- AVERA MCGREEVY CLINIC
- BANQUET
- BILLS
- BISHOP DUDLEY HOUSE
- Brooke
- Bus Depot
- CARROLL INS
- CASEYS
- CENTRAL CHURCH DOWNTOWN
- CITY HALL
- CLEVELAND APARTMENTS
- COURTHOUSE
- Dakotaland auto glass
- DAN RUMMELL VILLAGE
- DAUGHTERS HOUSE
- Dept. Of Human Services
- DOLLAR STORE
- DOLLAR TREE
- Downtown Library
- DQ
- Dragons Den
- DUDLEY
- EASTVIEW APARTMENTS
- EMBE SWIMMING POOL
- EMPIRE MALL
- EMPIRE MALL
- EMPIRE MALL
- EMPIRE MALL
- EYEMART
- FACE IT TOGETHER
- FALLS COMMUNITY
- FAMILY DOLLAR
- FAST FOOD BUSINESS
- FIRST FEDERAL BANK

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (1st)

- FLYING J
- FLYING J
- FRYING PAN
- GET N GO
- GIMME-A-BREAK-DAYCARE
- GLORY HOUSE
- GOODWILL
- Goodwill
- GRAND PRAIRIE FOODS
- HAMPTON INN
- HERITAGE
- Hospitality Apartments
- Hy-Vee
- Hy-Vee
- IMPERIAL MALL
- JC PENNEY
- KFC
- LA TAPATIA MEXICAN STORE & RESTAURANT
- LEWIS STORES
- LIBRARY
- LIBRARY DOWNTOWN
- LYON PARK
- MacDonald's
- MACKINZIE RIVER AND BLARNEY STONE PUB
- MALL WALMART
- MCDONALDS
- MEDICAL
- MEDVANTX
- MENARDS
- Midtown Dental Health
- NORDICA WAREHOUSE
- NORMAN B MEARS LIBRARY
- OSHIMA
- PAPA JOHNS
- PAROLE OFFICE
- PAROLE OFFICE
- PAROLE OFFICE
- PERKINS
- PIZZA RANCH
- PIZZA RANCH
- PLASMA RESOURCES
- PODS MOVING & STORAGE
- POMEGRANATE

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (1st)

- RAMADA
- RAMKOTA SUITES
- ROSS
- RUBY TUESDAY
- Sanford
- SANFORD HOSPITAL
- SANFORD HOSPITAL
- SAUERS
- SHEELS BEST BUY
- SHEELS/BEST BUY
- Shop N Cart
- SHOP N CART
- SILENCER CENTRAL
- SIOUX FALLS COOP
- SIOUX FALLS FOOD COOP
- SMARCO SMITH
- SMITHFIELD
- SMITHFIELD
- SMITHFIELD
- SMITHFIELD FOODS
- SOUTHEASTERN BEHAVIORAL HEALTH
- ST VINCENT DE PAUL SOCIETY
- STATE DEPARTMENT OF LABOR
- SUNSHINE FOODS
- TALECRIS
- THE ARENA
- TOMMY JACKS PUB
- TOWER CAMPGROUND
- TURLE PARK
- U I H
- UNITED STATES COURT HOUSE
- URBAN INDIAN HEALTH
- VA HOSPITAL
- VA HOSPITAL
- VALLEY INN
- Valley Inn
- WALGREENS
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (1st)

- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART
- WALMART EAST
- WESTERN MALL
- WHITTERS
- WILEYS BAR
- WILLIAM MCLAUGHLIN
- WOOF AND WAVES

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (2nd)

- 1000 S. Grange Ave
- 101 E INDIANA
- 10TH
- 10TH & CLIFF
- 10TH & SPRING
- 10TH ST
- 1101 W 22ND ST
- 1117 W 11TH ST
- 11ST
- 11TH ST
- 120 N. Kiwanis Ave.
- 1200 1/2 west 10th Street
- 12th western
- 1400 N CLEVELAND
- 1400 N WEBER AVE
- 1400 N WEBER AVE
- 14TH & MINNESOTA
- 1801 N TERIN CIR
- 1818 N LEWIS
- 18TH & GRANGE
- 18TH & MINNESOTA
- 18th and grange
- 18TH AND MINNESOTA
- 1900 S MARION RD
- 2001 e 39th street north
- 2101 E 39TH ST
- 2101 W 41ST
- 214 E 12TH ST
- 224 W 9TH ST
- 22ND & GRANGE
- 2300 W 46TH ST
- 2417 S CARLOY AVE
- 2600 S Western Ave
- 2605 W 12TH ST
- 2608 E 8TH ST
- 2608 E 8TH ST
- 26TH & MARION
- 2701 E 6th St
- 2701 E 6TH ST
- 3009 W RUSSELL ST
- 302 N JUNIPER PL
- 3101 E 26th St.
- 3300 E 11TH ST

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (2nd)

- 3601 EAST 3RD ST
- 3800 N Career Ave
- 3809 E 10TH ST
- 39TH & TERRY
- 410 W 18TH
- 41ST & LOUISE
- 41ST AND LOUISE
- 41ST AND MINNESOTA
- 41ST AND MINNESOTA
- 41ST AND NORTON
- 41ST ST
- 41ST ST
- 41ST ST SW
- 41ST ST SW
- 41T AND LOUISE
- 430 E 10TH ST
- 4901 N 4TH AVE
- 4915 N CLIFF AVE
- 49TH & WESTPORT
- 49TH ST
- 49TH ST
- 501 EAST 52ND ST
- 5200 W 60TH ST N
- 530 S 2ND AVE
- 5426 E ARROWHEAD PKWY
- 5521 E ARROWHEAD
- 5521 E ARROWHEAD PKWY
- 57TH & TENNIS LN
- 6TH & MINNESOTA
- 6th & Weber
- 6TH ST
- 7TH AVE
- 800 E 14TH ST
- 809 NW Ave
- 811 E 10th St
- 900 E 8TH ST
- 900 EAST 8TH ST
- 970 N CLIFF AVE
- 9TH ST
- ARROWHEAD
- ARROWHEAD
- ARROWHEAD PARKWAY
- BROOKING AND MINNESOTA
- CLEVELAND

Q9. Excluding your home, what is/was the name of the primary destination you are using/used the bus to visit today? (2nd)

- DAKOTA AVE
- DOLLY FARMS
- Downtown
- E 10TH
- E 10TH ST
- E 54TH ST NORTH
- E ARROWHEAD
- EAST
- EAST PARKWAY
- EAST SIDE
- EAST SIDE
- KIWANIS
- LOUISE AND 57TH
- NOT PROVIDED
- ON CLEVELAND
- RUSSELL ST
- S SHIRLEY ST
- Sycamore avenue
- TRUCK STOP 60TH N
- W BURNSIDE ST
- WEST SIDE
- WESTPORT AVE & 12TH ST
- WILLIAMS AVE

Q10. How long (in minutes) did/will it take you to get from your home to the destination listed above using the bus?

Q10. How long in minutes did/will it take you to get
from your home to the destination using bus

	Number	Percent
0-5	15	7.4 %
6-10	13	6.4 %
11-15	23	11.3 %
16-20	22	10.8 %
21-30	39	19.2 %
31+	75	36.9 %
Not provided	16	7.9 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"

Q10. How long (in minutes) did/will it take you to get from your home to the destination listed above using the bus? (without "not provided")

Q10. How long in minutes did/will it take you to get
from your home to the destination using bus

	Number	Percent
0-5	15	8.0 %
6-10	13	7.0 %
11-15	23	12.3 %
16-20	22	11.8 %
21-30	39	20.9 %
31+	75	40.1 %
Total	187	100.0 %

Q11. How many times did you (or would you have had to) transfer to get from your home to the destination listed above?

Q11. How many times did you or would you have had to transfer to get from your home to the destination

	Number	Percent
None	51	25.1 %
Once	68	33.5 %
Twice	62	30.5 %
Three or more	20	9.9 %
Not provided	2	1.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"

Q11. How many times did you (or would you have had to) transfer to get from your home to the destination listed above? (without "not provided")

Q11. How many times did you or would you have had to transfer to get from your home to the destination

	Number	Percent
None	51	25.4 %
Once	68	33.8 %
Twice	62	30.8 %
Three or more	20	10.0 %
Total	201	100.0 %

Q12. What is/was the primary purpose of your current trip?

Q12. What is/was the primary purpose of your current trip	Number	Percent
Work	73	36.0 %
Personal business	52	25.6 %
Shopping	41	20.2 %
College/school	1	0.5 %
Hospital/doctor's office	18	8.9 %
Social/recreation	10	4.9 %
Other	2	1.0 %
Not provided	6	3.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q12. What is/was the primary purpose of your current trip? (without "not provided")**

Q12. What is/was the primary purpose of your current trip	Number	Percent
Work	73	37.1 %
Personal business	52	26.4 %
Shopping	41	20.8 %
College/school	1	0.5 %
Hospital/doctor's office	18	9.1 %
Social/recreation	10	5.1 %
Other	2	1.0 %
Total	197	100.0 %

Q12-7. Other:

Q12-7. Other	Number	Percent
TREATMENT	1	50.0 %
ERRANDS	1	50.0 %
Total	2	100.0 %

Q13. Do you have a car or other vehicle that you could have used to make this trip?

Q13. Do you have a car or other vehicle that you could have used to make this trip	Number	Percent
Yes	34	16.7 %
No	163	80.3 %
Not provided	6	3.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q13. Do you have a car or other vehicle that you could have used to make this trip? (without "not provided")**

Q13. Do you have a car or other vehicle that you could have used to make this trip	Number	Percent
Yes	34	17.3 %
No	163	82.7 %
Total	197	100.0 %

Q14. If the bus service was not available, how would you make this trip?

Q14. How would you make this trip if bus service was not available	Number	Percent
Use my car	8	3.9 %
Walk	69	34.0 %
Bicycle	17	8.4 %
Get a ride from someone	51	25.1 %
Use an Uber/Lyft/taxi	23	11.3 %
I would not make this trip	30	14.8 %
Not provided	5	2.5 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q14. If the bus service was not available, how would you make this trip? (without "not provided")**

Q14. How would you make this trip if bus service was not available	Number	Percent
Use my car	8	4.0 %
Walk	69	34.8 %
Bicycle	17	8.6 %
Get a ride from someone	51	25.8 %
Use an Uber/Lyft/taxi	23	11.6 %
I would not make this trip	30	15.2 %
Total	198	100.0 %

Q15. First destination you would like to visit in the Sioux Falls metropolitan area that are not currently served by the public transit system.

- 2001 e 39th street north
- 60TH ST FOR AMAZON
- 69 & LOUISE
- 69TH
- 69TH & LOUISE
- 85TH
- A & B BUSINESS SOLUTIONS N A BLVD
- Airport
- Airport
- Airport
- Aldi
- AMAZON
- AVERA HEART HOSPITAL
- AVERA HEART HOSPITAL
- AVERA HEART HOSPITAL
- AVERA ORTHOPEDICS
- BIKE PATHS
- BUTTERFLY HOUSE
- CARROT INSTITUTE
- CHURCH
- DENTAL CLINICS PAST 49TH ST
- Falls
- FALLS PARK AREA
- FALLS PARK AREA
- FIRST BAPTIST CHURCH
- FIRST BAPTIST CHURCH
- FLEET FARM
- FLYING J
- FLYING J
- Good Will of the Great Plains
- HARTFORD
- JIMMY JOHNS ON BENTON
- JUST WEEKEND ROUTES AND MORE ROUTES
- LAND O LAKES
- MCDONALDS ON 10TH ST
- More pools
- New work location by Dawley Village
- OPHTHAMOLOGY LTD
- ORTHOPEDIC AVERA
- PARHAM CHIROPRACTIC 2500 W 46TH ST
- PIZZA RANCH
- RONNING LIBRARY

Q15. First destination you would like to visit in the Sioux Falls metropolitan area that are not currently served by the public transit system.

- SATURDAY AND SUNDAY SERVICE
- SOUTH OF 60TH
- SUBARU 82 ST SOUTH
- SUBWAY ON 69TH & MINNESOTA
- SUNSHINE FOODS
- THEATER
- VETERANS CENTER
- Walmart
- Walmart
- Walmart
- WALMART 60TH N
- Walmart 85th & Minnesota Ave
- WALMART ON 85TH & MINNESOTA
- WALMART ON 85TH ST
- Walmart on 85th& Minnesota
- WALMART SOUTH MINNESOTA
- Work

Q15. Second destination you would like to visit in the Sioux Falls metropolitan area that are not currently served by the public transit system.

- 41ST & TEA LIS RD
- 54TH & SYCAMORE
- 7412 w stoneycreek st
- 85TH
- Amazon
- AMAZON NORTH
- Appointment
- AVERA BEHAVIOR HEALTH 69TH & LOUIS
- Average Behavioral Health
- BACK IN BALANCE FAMILY CHIROPRACTIC 4301 W 57TH ST
- BATHROOMS OPEN AT NIGHT
- BUTTERFLY HOUSE AQUARIUM
- FAIRGROUNDS
- Freddy's
- Friends house
- HYVEE (26TH & SYCAMORE)
- Hy-Vee on Cliff and 57th
- LAST STOP CD SHOP
- LEWIS DRUG 41ST AND MARION
- LIBRARY
- Places past 69th Street on Minnesota and/or Western Ave
- POTTER HALL
- S ELLIS RD (SEVERAL PLACES)
- Special Olympics unified center
- STORAGE UNITS ON LYONS
- SUNNY CREST RETIREMENT
- TEA
- UNION GOSPEL MISSION
- WALGREENS ON 41ST AND LOUISE AVE
- WALL LAKE
- WALMART
- WALMART EAST
- WALMART SOUTHSIDE
- WALMART SS

Q15. Third destination you would like to visit in the Sioux Falls metropolitan area that are not currently served by the public transit system.

- 69th & Louise Ave
- COMPUTER PROS, 1200 W 57TH ST
- Elm wood golf course
- FLEET FARM
- GLORY HOUSE
- GRAND FALL CASINO & GOLF RESORT
- HARRISBURG
- NEW JOB FORCE OFFICE WHEREVER THEY ARE MOVING TO
- Orielys
- Outlying communities Tea, Harrisburg, Brandon
- PENNYS
- Perkins
- See my daughter
- SKY ZONE
- SOUTH CLIFF-MINNESOTA
- SUNSHINE
- Walmart Minnesota & South 85th
- ZOO

Q16. Please indicate how likely you would be to ride the bus more than you currently do if the following services/amenities were provided.

(N=203)

	Very likely	Likely	Not sure	Not likely	Not provided
Q16-1. Shelter amenities such as heat, fans, lights, & digital schedules, etc	36.5%	33.5%	17.7%	9.9%	2.5%
Q16-2. Automatic voice announcement	31.5%	28.6%	23.6%	10.3%	5.9%
Q16-3. Real-time information about the location of buses that can be accessed on a mobile device	35.0%	29.6%	17.2%	14.3%	3.9%

WITHOUT “NOT PROVIDED”

Q16. Please indicate how likely you would be to ride the bus more than you currently do if the following services/amenities were provided. (without "not provided")

(N=203)

	Very likely	Likely	Not sure	Not likely
Q16-1. Shelter amenities such as heat, fans, lights, & digital schedules, etc	37.4%	34.3%	18.2%	10.1%
Q16-2. Automatic voice announcement	33.5%	30.4%	25.1%	11.0%
Q16-3. Real-time information about the location of buses that can be accessed on a mobile device	36.4%	30.8%	17.9%	14.9%

Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below.

(N=203)

	Excellent	Good	Fair	Poor	Not provided
Q17-1. Customer service provided by drivers & SAM staff	40.9%	41.4%	9.9%	6.4%	1.5%
Q17-2. How safe you feel when waiting at bus shelters & SAM Depot	44.8%	33.5%	16.3%	4.4%	1.0%
Q17-3. How safe you feel on the bus	53.7%	31.5%	12.3%	2.0%	0.5%
Q17-4. On-time reliability of buses	45.8%	33.5%	14.8%	4.9%	1.0%
Q17-5. How frequently buses come by stops	33.5%	32.5%	20.2%	11.3%	2.5%
Q17-6. Availability of weekend service	23.6%	18.2%	17.7%	38.4%	2.0%
Q17-7. Availability of evening service	22.7%	26.6%	27.6%	21.2%	2.0%
Q17-8. Availability of covered shelters at stops	25.6%	28.1%	22.2%	21.7%	2.5%
Q17-9. How close stops are located to the destinations I need to visit	30.5%	34.5%	21.7%	10.8%	2.5%
Q17-10. Minimizing the number of transfers	31.5%	36.0%	21.2%	9.9%	1.5%
Q17-11. Availability of information about bus service	40.4%	31.0%	19.2%	7.9%	1.5%
Q17-12. Availability of safe walking/ pedestrian facilities to get to the bus	39.9%	38.9%	13.3%	7.4%	0.5%

WITHOUT "NOT PROVIDED"**Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below.
(without "not provided")**

(N=203)

	Excellent	Good	Fair	Poor
Q17-1. Customer service provided by drivers & SAM staff	41.5%	42.0%	10.0%	6.5%
Q17-2. How safe you feel when waiting at bus shelters & SAM Depot	45.3%	33.8%	16.4%	4.5%
Q17-3. How safe you feel on the bus	54.0%	31.7%	12.4%	2.0%
Q17-4. On-time reliability of buses	46.3%	33.8%	14.9%	5.0%
Q17-5. How frequently buses come by stops	34.3%	33.3%	20.7%	11.6%
Q17-6. Availability of weekend service	24.1%	18.6%	18.1%	39.2%
Q17-7. Availability of evening service	23.1%	27.1%	28.1%	21.6%
Q17-8. Availability of covered shelters at stops	26.3%	28.8%	22.7%	22.2%
Q17-9. How close stops are located to the destinations I need to visit	31.3%	35.4%	22.2%	11.1%
Q17-10. Minimizing the number of transfers	32.0%	36.5%	21.5%	10.0%
Q17-11. Availability of information about bus service	41.0%	31.5%	19.5%	8.0%
Q17-12. Availability of safe walking/ pedestrian facilities to get to the bus	40.1%	39.1%	13.4%	7.4%

Q18. Which THREE of the items listed in Question 17 are most important to you?

<u>Q18. Top choice</u>	<u>Number</u>	<u>Percent</u>
Customer service provided by drivers & SAM staff	32	15.8 %
How safe you feel when waiting at bus shelters & SAM Depot	13	6.4 %
How safe you feel on the bus	14	6.9 %
On-time reliability of buses	22	10.8 %
How frequently buses come by stops	15	7.4 %
Availability of weekend service	38	18.7 %
Availability of evening service	6	3.0 %
Availability of covered shelters at stops	4	2.0 %
How close stops are located to the destinations I need to visit	9	4.4 %
Minimizing the number of transfers	1	0.5 %
Availability of information about bus service	4	2.0 %
Availability of safe walking/pedestrian facilities to get to the bus	7	3.4 %
None chosen	38	18.7 %
Total	203	100.0 %

Q18. Which THREE of the items listed in Question 17 are most important to you?

<u>Q18. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Customer service provided by drivers & SAM staff	10	4.9 %
How safe you feel when waiting at bus shelters & SAM Depot	15	7.4 %
How safe you feel on the bus	12	5.9 %
On-time reliability of buses	19	9.4 %
How frequently buses come by stops	6	3.0 %
Availability of weekend service	27	13.3 %
Availability of evening service	22	10.8 %
Availability of covered shelters at stops	7	3.4 %
How close stops are located to the destinations I need to visit	14	6.9 %
Minimizing the number of transfers	6	3.0 %
Availability of information about bus service	3	1.5 %
Availability of safe walking/pedestrian facilities to get to the bus	6	3.0 %
None chosen	56	27.6 %
Total	203	100.0 %

Q18. Which THREE of the items listed in Question 17 are most important to you?

Q18. 3rd choice	Number	Percent
Customer service provided by drivers & SAM staff	8	3.9 %
How safe you feel when waiting at bus shelters & SAM Depot	14	6.9 %
How safe you feel on the bus	13	6.4 %
On-time reliability of buses	15	7.4 %
How frequently buses come by stops	16	7.9 %
Availability of weekend service	17	8.4 %
Availability of evening service	17	8.4 %
Availability of covered shelters at stops	7	3.4 %
How close stops are located to the destinations I need to visit	10	4.9 %
Minimizing the number of transfers	17	8.4 %
Availability of information about bus service	4	2.0 %
Availability of safe walking/pedestrian facilities to get to the bus	2	1.0 %
None chosen	63	31.0 %
Total	203	100.0 %

SUM OF TOP 3 CHOICES**Q18. Which THREE of the items listed in Question 17 are most important to you? (top 3)**

Q18. Sum of top 3 choices	Number	Percent
Customer service provided by drivers & SAM staff	50	24.6 %
How safe you feel when waiting at bus shelters & SAM Depot	42	20.7 %
How safe you feel on the bus	39	19.2 %
On-time reliability of buses	56	27.6 %
How frequently buses come by stops	37	18.2 %
Availability of weekend service	82	40.4 %
Availability of evening service	45	22.2 %
Availability of covered shelters at stops	18	8.9 %
How close stops are located to the destinations I need to visit	33	16.3 %
Minimizing the number of transfers	24	11.8 %
Availability of information about bus service	11	5.4 %
Availability of safe walking/pedestrian facilities to get to the bus	15	7.4 %
None chosen	38	18.7 %
Total	490	

Q19. What is your age?

Q19. Your age	Number	Percent
18-34	46	22.7 %
35-44	62	30.5 %
45-54	36	17.7 %
55-64	31	15.3 %
65+	16	7.9 %
Not provided	12	5.9 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q19. What is your age? (without "not provided")**

Q19. Your age	Number	Percent
18-34	46	24.1 %
35-44	62	32.5 %
45-54	36	18.8 %
55-64	31	16.2 %
65+	16	8.4 %
Total	191	100.0 %

Q20. Your gender:

Q20. Your gender	Number	Percent
Male	115	56.7 %
Female	84	41.4 %
Not provided	4	2.0 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q20. Your gender: (without "not provided")**

Q20. Your gender	Number	Percent
Male	115	57.8 %
Female	84	42.2 %
Total	199	100.0 %

Q21. Are you employed?

<u>Q21. Are you employed</u>	<u>Number</u>	<u>Percent</u>
Yes	94	46.3 %
No	99	48.8 %
Not provided	10	4.9 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q21. Are you employed? (without "not provided")**

<u>Q21. Are you employed</u>	<u>Number</u>	<u>Percent</u>
Yes	94	48.7 %
No	99	51.3 %
Total	193	100.0 %

Q21a. If "YES" to Question 21, what is the name of your employer?

- ADP
- ALCOM
- AMAZON
- AMERICAN INN HOTEL NORTH
- ARBYS
- BELL INC
- BK
- BOTSKIS
- BURGER KING
- BURLINGTON COAT FACTORY
- CHISTENA THOMAS
- CROOKED PINT
- Dakotaland auto glass
- DOLLAR TREE
- DQ
- Empire hyvee
- EMPIRE MALL
- FAMILY DOLLAR
- FAZOLIS
- FBM
- FLEET FARM
- FLYING J
- FRYIN PAN
- Goodwill
- GRAND PRAIRIE FOODS
- HAMPTON INN
- Hardees
- HIRE QUEST
- HIRE QUEST
- HOLIDAY INN
- HOSTEL
- HyVee
- HyVee
- HyVee
- INTEK
- KFC
- KFC
- LOWES
- MACYS
- MCDONALDS
- MCKINZIE RIVERS
- MEDVANTX
- MENARDS
- OSHIMA

Q21a. If "YES" to Question 21, what is the name of your employer?

- PAPA JOHNS
- PILOT FLYING J
- PIZZA RANCH
- QUICK START
- ROM
- ROSS
- SD Dept of Human Services
- SELF EMPLOYED
- SELF EMPLOYED
- SELF EMPLOYED
- SHOP N CART
- SHORT STAFF
- SILENCER CENTRAL
- SMITHFIELD FOODS
- SMITHFIELD FOODS
- SMITHFIELD FOODS
- SMITHFIELD FOOD/VENDING DEPARTMENT
- SMITHFIELD FOODS
- SMITHFIELD FOODS
- ST VINCENT DEPAUL THRIFT STORE
- University of Sioux Falls
- Valley Inn
- VALLEY MANAGEMENT
- VERVANT CARD
- WALMART
- WENDYS
- WOOF AND WAVES

Q21a. If "YES" to Question 21, what is the address of your employer?

- 1000 S Grange Ave
- 1010 E 10th Street
- 10TH
- 10TH ST
- 10TH ST
- 1101 W 22nd St. 57105
- 120 N Kiwanis Ave
- 1400 N CLEVELAND
- 1400 N WEBER AVE
- 1400 N WEBER AVE
- 1900 S MARION RD
- 2001 e 39th street north
- 22ND & GRANGE
- 26TH & MARION
- 2701 E 6TH ST
- 300 S KIWANIS
- 300 S MINNESOTA
- 3035 W FLEET ST
- 3201 E 10TH ST
- 3300 W RUSSELL ST
- 3809 E 10TH ST
- 4009 W 49TH
- 4101 South Louise
- 41ST AND MINNESOTA
- 421 W 8TH ST
- 4901 N 4TH AVE
- 49TH
- 49th louise
- 501 EAST 52ND ST
- 5201 N GRANITE LN
- 5201 N GRANITE LN SIOUX FALLS
- 5521 E ARROWHEAD
- 600 E DAWLEY FARMS
- 608 N WEST AVE
- 811 E 10th St
- 8TH ST
- 917 E 10TH ST
- ARROWHEAD PKWY
- BEHIND WALMART & SAMS CLUB
- E 54TH ST NORTH
- KIWANIS
- LAKE LORRAINE
- LAS VEGAS
- NOT PROVIDED
- W 12TH
- W 12TH ST

Q22. How many persons currently live in your household?

Q22. How many persons currently live in your household

	Number	Percent
1	65	32.0 %
2	57	28.1 %
3	28	13.8 %
4	14	6.9 %
5+	15	7.4 %
Not provided	24	11.8 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q22. How many persons currently live in your household? (without "not provided")**

Q22. How many persons currently live in your household

	Number	Percent
1	65	36.3 %
2	57	31.8 %
3	28	15.6 %
4	14	7.8 %
5+	15	8.4 %
Total	179	100.0 %

Q23. Would you say your total annual household income is:

Q23. Your total annual household income	Number	Percent
Under \$15K	84	41.4 %
\$15K to \$29,999	43	21.2 %
\$30K to \$44,999	26	12.8 %
\$45K to \$59,999	25	12.3 %
\$60K to \$74,999	5	2.5 %
\$75K+	1	0.5 %
Not provided	19	9.4 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q23. Would you say your total annual household income is: (without "not provided")**

Q23. Your total annual household income	Number	Percent
Under \$15K	84	45.7 %
\$15K to \$29,999	43	23.4 %
\$30K to \$44,999	26	14.1 %
\$45K to \$59,999	25	13.6 %
\$60K to \$74,999	5	2.7 %
\$75K+	1	0.5 %
Total	184	100.0 %

Q24. Do you have a physical disability?

Q24. Do you have a physical disability	Number	Percent
Yes	73	36.0 %
No	127	62.6 %
Not provided	3	1.5 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q24. Do you have a physical disability? (without "not provided")**

Q24. Do you have a physical disability	Number	Percent
Yes	73	36.5 %
No	127	63.5 %
Total	200	100.0 %

Q25. Do you have a smart phone?

Q25. Do you have a smart phone	Number	Percent
Yes	143	70.4 %
No	46	22.7 %
Not provided	14	6.9 %
Total	203	100.0 %

WITHOUT "NOT PROVIDED"**Q25. Do you have a smart phone? (without "not provided")**

Q25. Do you have a smart phone	Number	Percent
Yes	143	75.7 %
No	46	24.3 %
Total	189	100.0 %

Q26. What is your home zip code?

Q26. What is your home zip code	Number	Percent
57104	61	35.9 %
57103	55	32.4 %
57105	22	12.9 %
57106	19	11.2 %
57107	7	4.1 %
57101	3	1.8 %
57110	2	1.2 %
57033	1	0.6 %
Total	170	100.0 %

Q27. Do you have any other suggestions to improve bus service in Sioux Falls?

- ANOTHER DEPOT-WEEKEND
- BEING ON TIME
- BRING BACK REGULAR BUS SERVICES ON SATURDAYS
- BUS SERVICE WAS BETTER IN THE PAST
- BUSES SHOULD RUN 24 HOURS BECAUSE SOME PEOPLE CANT AFFORD A ROUND TRIP LYFT; FANS OR SHADED SHELTERS FOR HOT DAYS
- COME MORE OFTEN
- EXPAND THE NIGHT SERVICE AND HAVE REGULAR ROUTES
- FULL TIME SATURDAY SERVICE AND MORE ROUTES; MAKE DRIVING MORE ATTRACTIVE AND PAY THEM
- Get rid of on demand. It's a waste of money and time. And doesn't work. I just loved standing in the rain waiting for a bus on Saturday getting soaking wet.
- GOOD AT GIVING RIDES BUT SHOULD NOT HAVE TO SCHEDULE RIDES ON SATURDAYS
- HALF HOUR WAITING FOR BUSES--NOT HOURLY
- HAVE A BUS ROUTE THAT GOES OUT THERE AND MAYBE A LATER TIME
- HAVE BUS OUT LATER. HAVE BETTER BUS STOP; HAVE BUS ON SUNDAY
- HAVE DRIVERS LET DOWN LIFT FOR PEOPLE WHO ARE UNABLE TO GET OFF THE BUS--THAT ARE USING WALKERS
- Having buses on Sunday
- I BELIEVE THAT THE BUS SERVICE IS GREAT
- I NEVER GET AN ANSWER BACK AFTER I FILE A COMPLAINT
- I THINK IT SHOULD BE AVAILABLE 24/7 AND WEEKENDS BECAUSE SOME PEOPLE WORK NIGHTS OR ON THE WEEKENDS. ALSO DONT AGREE WITH THE STROLLER POLICY
- I THINK IT WOULD BE NICE TO HAVE THE BUS ON SATURDAYS FOR EVERYONE INSTEAD OF SCHEDULING A RIDE
- I WOULD BE ABLE TO WORK IF PROVIDED WITH WEEKEND SERVICE--NO BUSES ON SATURDAY AND SUNDAY
- I WOULD LIKE TO SEE THE BUS LINES EXTEND FURTHER ON MINNESOTA AVE TO 70TH ST
- I've lived in several cities with good bus service and understand the chicken and the egg problem. I think it would help a lot if there was an app with real-time tracking of the busses. The token transit app is a great step in the right direction and really appreciate being able to buy tickets on my phone.
- IF THE BUS COULD RUN LATER IN THE EVENING, LIKE UP TO 9PM
- JUST GO TO FLYING J AND OFFER LATER HOURS
- KEEP UP THE GOOD WORK
- LATER HOURS AND EXPANDED SERVICE
- LOWER WAIT TIME
- MAKE SURE THEY KNOW THEIR ROUTE AND TIMES
- MIRROR IN THE BACK OF THE BUS OR FOR DRIVER
- MORE AIR
- MORE BUSES AVAILABLE ON SATURDAY AND TIMES WOULD BE UNTIL 6PM
- MORE EVENING AND ESPECIALLY WEEKEND SERVICE
- MORE EVENING BUSES, WEEKEND BUSES
- More marketing (social media, etc.) to increase ridership.
More frequent route/schedule updates on [sioux falls.org/sam](https://siouxfalls.org/sam)
- MORE SHELTERS AND SHORT TIME TO WAIT FOR BUSES TO TRANSFER TO
- MUSIC
- ANOTHER DEPOT--WEEKEND NORMAL ROUTES
- NEED SATURDAY AND SUNDAY SERVICE SO I CAN GO TO CHURCH

Q27. Do you have any other suggestions to improve bus service in Sioux Falls?

- NO SHORT BUS ON ROUTE
- None I can think of. I haven't been riding the bus for very long but its an awesome experience every time
- ONLY A FEW RUDE DRIVERS OCCASSIONALLY
- PEOPLE GET DRUNK AND FIGHT UNDER THE PARKING RAMP NEXT TO THE TC
- PLAY MUSIC
- REGULAR SATURDAY SERVICE WOULD BE GREAT
- RUN LATER IN THE EVENING AND WEEKENDS
- SAM ON DEMAND ON SATURDAYS IS GARBAGE. I HAVE ONLY TAKEN IT ONCE ON SATURDAY TO GO TO 41ST ST GREAT CLIPS. CANNOT GO TO MOVIES AT WEST MALL, BUS SHUTS DOWN TOO EARLY
- Service should be improved to 30 minute service. Weekday service should be extended till 9:45 on busy routes & 7:45 on non busy routes. Saturday service should be extended till 7:45.
- SHELTERS, INFORMATION DESK BEING MORE FRIENDLY-WHENEVER I CALL FOR HELP, THEY SEEM UNHAPPY TO HELP
- SOMETIMES THE BUSES DISPLAY THE WRONG ROUTE NUMBERS (LED SCREEN) UNTIL THEY ARE ABOUT TO LEAVE, I'VE BOARDED THE WRONG ONES FOR THIS REASON
- SUNDAY AVAILABILITY EVENING HOURS
- THE BUS SERVICE ON SATURDAY AND SUNDAY
- THE CITY DESPERATELY NEEDS MORE ROUTES IN SOUTH SIOUX FALLS
- THE LAYOVER FOR MY TRANSFER IS A VERY LONG WAIT
- THE PHONE LINES NEED MORE PEOPLE;MORE BIKE RACKS ON THE BUS PLEASE
- THEY SHOULD RUN EVERY 30 MINUTES
- TO HAVE YOUR DRIVERS ANNOUNCE THE STREET NUMBER; TO REINFORCE PASSENGER NOT TO SWEAR ON BUSES
- TRANSPORTATION ON SUNDAYS WOULD BE AWESOME; ALSO BUS DRIVERS DRIVE CRAZY SOMETIMES
- VERY GOOD
- WEEKEND SERVICE
- Wish they run on Sundays
- WISH WE WENT BACK TO CARD
- YES, MORE EMPLOYEES
- YES, PLEASE KEEP BUS SERVICE IN SIOUX FALLS
- YOUR SERVICES CAN ONLY GET BETTER AND THEY'RE ALREADY GREAT



Cross-Tabular Data by Route

Q1. How many years have you been riding the bus in Sioux Falls? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q1. How many years have you been riding the bus in Sioux Falls</u>													
0-2	30.8%	21.4%	32.0%	38.9%	30.0%	36.4%	46.7%	9.1%	25.0%	24.0%	25.0%	44.4%	33.8%
3-5	23.1%	35.7%	24.0%	0.0%	30.0%	27.3%	36.7%	36.4%	16.7%	8.0%	25.0%	16.7%	22.9%
6-10	23.1%	21.4%	20.0%	33.3%	30.0%	9.1%	3.3%	36.4%	25.0%	24.0%	50.0%	11.1%	19.9%
11-15	15.4%	7.1%	8.0%	5.6%	10.0%	9.1%	0.0%	9.1%	25.0%	12.0%	0.0%	0.0%	7.5%
16-20	0.0%	14.3%	0.0%	11.1%	0.0%	0.0%	10.0%	0.0%	8.3%	4.0%	0.0%	16.7%	6.0%
21+	7.7%	0.0%	16.0%	11.1%	0.0%	18.2%	3.3%	9.1%	0.0%	28.0%	0.0%	11.1%	10.0%

Q2. Overall, what is your perception of the quality of the public transit system in Sioux Falls? (without "don't know")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q2. Your overall perception of the quality of public transit system in Sioux Falls</u>													
Excellent	38.5%	42.9%	36.0%	23.5%	0.0%	36.4%	34.5%	27.3%	20.0%	45.8%	60.0%	41.2%	35.2%
Good	30.8%	42.9%	44.0%	47.1%	72.7%	54.5%	41.4%	54.5%	50.0%	33.3%	20.0%	41.2%	42.9%
Fair	15.4%	14.3%	20.0%	17.6%	18.2%	9.1%	17.2%	18.2%	30.0%	8.3%	0.0%	17.6%	16.3%
Poor	15.4%	0.0%	0.0%	11.8%	9.1%	0.0%	6.9%	0.0%	0.0%	12.5%	20.0%	0.0%	5.6%

Q3. How often do you currently use Sioux Area Metro? (without "not provided")

N=203

Route												Total
1	2	3	4	5	6	7	8	9	10	11	19	

Q3. How often do you currently use Sioux Area Metro

5+ days per week	15.4%	35.7%	56.0%	55.6%	54.5%	72.7%	51.7%	45.5%	33.3%	28.0%	80.0%	18.8%	43.5%
2-4 days per week	61.5%	42.9%	32.0%	33.3%	27.3%	27.3%	31.0%	45.5%	16.7%	44.0%	0.0%	56.3%	36.5%
Once a week	23.1%	7.1%	8.0%	0.0%	9.1%	0.0%	6.9%	9.1%	25.0%	16.0%	0.0%	6.3%	10.0%
A few times a month	0.0%	14.3%	4.0%	11.1%	9.1%	0.0%	10.3%	0.0%	8.3%	12.0%	0.0%	18.8%	8.5%
A few times a year	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.5%
Rarely or never	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	1.0%

Q4. Why do you use the bus in Sioux Falls?

N=203

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
Q4. Why do you use the bus in Sioux Falls													
It's my only alternative	76.9%	85.7%	72.0%	66.7%	45.5%	90.9%	56.7%	72.7%	66.7%	64.0%	80.0%	55.6%	67.5%
To avoid traffic congestion	7.7%	7.1%	8.0%	0.0%	0.0%	9.1%	6.7%	18.2%	16.7%	8.0%	20.0%	0.0%	6.9%
Don't like driving	7.7%	7.1%	20.0%	11.1%	36.4%	27.3%	26.7%	9.1%	33.3%	20.0%	0.0%	11.1%	17.7%
Save money	23.1%	28.6%	36.0%	38.9%	54.5%	36.4%	36.7%	45.5%	41.7%	28.0%	40.0%	38.9%	36.5%
Employer provides transit pass	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	8.3%	4.0%	0.0%	11.1%	3.4%
I care about the environment	15.4%	14.3%	4.0%	33.3%	36.4%	0.0%	20.0%	18.2%	16.7%	8.0%	0.0%	5.6%	14.8%
Other	0.0%	14.3%	4.0%	5.6%	0.0%	9.1%	10.0%	0.0%	8.3%	8.0%	0.0%	0.0%	5.9%

Q5. How many blocks from your HOME is the nearest bus stop located? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q5. How many blocks from your home is the nearest bus stop located</u>													
0-2	69.2%	57.1%	60.0%	72.2%	50.0%	81.8%	72.4%	27.3%	54.5%	58.3%	20.0%	50.0%	58.9%
3-5	15.4%	28.6%	28.0%	27.8%	30.0%	0.0%	20.7%	63.6%	36.4%	25.0%	40.0%	43.8%	28.4%
6-10	7.7%	7.1%	4.0%	0.0%	10.0%	18.2%	6.9%	9.1%	9.1%	8.3%	40.0%	6.3%	9.1%
11+	7.7%	7.1%	8.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	3.6%

Q6. How often would you like the bus to arrive at the bus stop nearest your HOME? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q6. How often would you like the bus to arrive at the bus stop nearest your home</u>													
0-5	9.1%	14.3%	0.0%	0.0%	27.3%	0.0%	3.6%	0.0%	0.0%	5.3%	0.0%	6.7%	5.6%
6-10	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	3.6%	0.0%	10.0%	5.3%	40.0%	6.7%	3.9%
11-15	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	15.8%	20.0%	33.3%	6.7%
16-20	0.0%	7.1%	0.0%	0.0%	0.0%	10.0%	0.0%	9.1%	0.0%	5.3%	0.0%	6.7%	2.8%
21-30	54.5%	57.1%	63.6%	87.5%	54.5%	50.0%	57.1%	63.6%	60.0%	47.4%	0.0%	33.3%	56.4%
31+	27.3%	21.4%	31.8%	12.5%	18.2%	40.0%	32.1%	27.3%	30.0%	21.1%	40.0%	13.3%	24.6%

Q7. Excluding your home, how many different places did you (or will you) use the bus to visit today? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q7. How many different places did you or will you use the bus to visit today</u>													
1	7.7%	38.5%	31.8%	27.8%	33.3%	54.5%	14.8%	40.0%	30.0%	9.1%	40.0%	25.0%	25.7%
2	38.5%	15.4%	27.3%	22.2%	44.4%	0.0%	22.2%	40.0%	50.0%	40.9%	20.0%	12.5%	27.3%
3	23.1%	23.1%	31.8%	16.7%	0.0%	18.2%	44.4%	0.0%	20.0%	18.2%	20.0%	31.3%	23.0%
4	7.7%	15.4%	9.1%	11.1%	22.2%	27.3%	11.1%	20.0%	0.0%	22.7%	0.0%	6.3%	14.2%
5	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	7.4%	0.0%	0.0%	9.1%	0.0%	18.8%	6.0%
6+	7.7%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	6.3%	3.8%

Q10. How long (in minutes) did/will it take you to get from your home to the destination listed above using the bus? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q10. How long in minutes did/will it take you to get from your home to the destination using bus</u>													
0-5	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	3.6%	20.0%	20.0%	13.6%	0.0%	6.3%	8.0%
6-10	8.3%	7.1%	4.0%	23.5%	0.0%	0.0%	0.0%	10.0%	0.0%	9.1%	0.0%	6.3%	7.0%
11-15	0.0%	7.1%	20.0%	0.0%	18.2%	18.2%	14.3%	0.0%	20.0%	9.1%	40.0%	12.5%	12.3%
16-20	16.7%	7.1%	4.0%	17.6%	18.2%	18.2%	7.1%	10.0%	0.0%	18.2%	0.0%	25.0%	11.8%
21-30	25.0%	42.9%	24.0%	23.5%	18.2%	36.4%	28.6%	10.0%	10.0%	4.5%	20.0%	6.3%	20.9%
31+	50.0%	35.7%	28.0%	35.3%	45.5%	27.3%	46.4%	50.0%	50.0%	45.5%	40.0%	43.8%	40.1%

Q11. How many times did you (or would you have had to) transfer to get from your home to the destination listed above? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
Q11. How many times did you or would you have had to transfer to get from your home to the destination													
None	38.5%	50.0%	32.0%	16.7%	27.3%	36.4%	26.7%	9.1%	8.3%	32.0%	20.0%	11.1%	25.4%
Once	30.8%	7.1%	32.0%	38.9%	54.5%	27.3%	30.0%	45.5%	41.7%	40.0%	60.0%	27.8%	33.8%
Twice	23.1%	35.7%	20.0%	38.9%	9.1%	27.3%	40.0%	45.5%	41.7%	16.0%	0.0%	33.3%	30.8%
Three or more	7.7%	7.1%	16.0%	5.6%	9.1%	9.1%	3.3%	0.0%	8.3%	12.0%	20.0%	27.8%	10.0%

Q12. What is/was the primary purpose of your current trip? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
Q12. What is/was the primary purpose of your current trip													
Work	25.0%	21.4%	36.0%	55.6%	9.1%	54.5%	33.3%	45.5%	50.0%	34.8%	60.0%	33.3%	37.1%
Personal business	25.0%	35.7%	24.0%	22.2%	9.1%	27.3%	13.3%	45.5%	25.0%	30.4%	20.0%	50.0%	26.4%
Shopping	33.3%	21.4%	32.0%	5.6%	36.4%	9.1%	43.3%	9.1%	16.7%	4.3%	20.0%	5.6%	20.8%
College/school	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Hospital/doctor's office	16.7%	14.3%	4.0%	11.1%	27.3%	9.1%	0.0%	0.0%	0.0%	17.4%	0.0%	5.6%	9.1%
Social/recreation	0.0%	7.1%	4.0%	5.6%	18.2%	0.0%	3.3%	0.0%	8.3%	13.0%	0.0%	0.0%	5.1%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	5.6%	1.0%

Q13. Do you have a car or other vehicle that you could have used to make this trip? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
Q13. Do you have a car or other vehicle that you could have used to make this trip													
Yes	15.4%	23.1%	12.0%	22.2%	0.0%	27.3%	16.7%	27.3%	25.0%	16.7%	0.0%	13.3%	17.3%
No	84.6%	76.9%	88.0%	77.8%	100.0%	72.7%	83.3%	72.7%	75.0%	83.3%	100.0%	86.7%	82.7%

Q14. If the bus service was not available, how would you make this trip? (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
Q14. How would you make this trip if bus service was not available													
Use my car	15.4%	7.1%	4.2%	5.6%	0.0%	0.0%	3.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.0%
Walk	7.7%	21.4%	33.3%	44.4%	36.4%	36.4%	36.7%	54.5%	25.0%	34.8%	40.0%	44.4%	34.8%
Bicycle	7.7%	7.1%	16.7%	5.6%	0.0%	9.1%	6.7%	0.0%	8.3%	17.4%	0.0%	0.0%	8.6%
Get a ride from someone	30.8%	28.6%	12.5%	11.1%	27.3%	36.4%	23.3%	27.3%	50.0%	21.7%	40.0%	33.3%	25.8%
Use an Uber/Lyft/taxi	15.4%	14.3%	16.7%	16.7%	9.1%	9.1%	16.7%	0.0%	8.3%	8.7%	0.0%	11.1%	11.6%
I would not make this trip	23.1%	21.4%	16.7%	16.7%	27.3%	9.1%	13.3%	18.2%	8.3%	13.0%	20.0%	11.1%	15.2%

Q16. Please indicate how likely you would be to ride the bus more than you currently do if the following services/amenities were provided. (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q16-1. Shelter amenities such as heat, fans, lights, & digital schedules, etc</u>													
Very likely	23.1%	50.0%	40.0%	47.1%	18.2%	30.0%	27.6%	36.4%	66.7%	60.9%	0.0%	33.3%	37.4%
Likely	38.5%	42.9%	32.0%	35.3%	54.5%	50.0%	34.5%	36.4%	16.7%	13.0%	60.0%	33.3%	34.3%
Not sure	7.7%	7.1%	20.0%	11.8%	18.2%	20.0%	27.6%	18.2%	16.7%	17.4%	20.0%	11.1%	18.2%
Not likely	30.8%	0.0%	8.0%	5.9%	9.1%	0.0%	10.3%	9.1%	0.0%	8.7%	20.0%	22.2%	10.1%
<u>Q16-2. Automatic voice announcement</u>													
Very likely	0.0%	36.4%	40.0%	33.3%	27.3%	20.0%	30.0%	36.4%	58.3%	58.3%	0.0%	25.0%	33.5%
Likely	36.4%	27.3%	32.0%	33.3%	27.3%	50.0%	33.3%	27.3%	8.3%	20.8%	60.0%	25.0%	30.4%
Not sure	27.3%	27.3%	24.0%	13.3%	36.4%	30.0%	23.3%	36.4%	33.3%	8.3%	40.0%	31.3%	25.1%
Not likely	36.4%	9.1%	4.0%	20.0%	9.1%	0.0%	13.3%	0.0%	0.0%	12.5%	0.0%	18.8%	11.0%
<u>Q16-3. Real-time information about the location of buses that can be accessed on a mobile device</u>													
Very likely	23.1%	36.4%	44.0%	37.5%	18.2%	27.3%	37.9%	45.5%	66.7%	54.2%	0.0%	23.5%	36.4%
Likely	30.8%	36.4%	44.0%	37.5%	27.3%	45.5%	31.0%	27.3%	16.7%	16.7%	60.0%	17.6%	30.8%
Not sure	23.1%	9.1%	8.0%	6.3%	45.5%	18.2%	24.1%	9.1%	16.7%	12.5%	20.0%	29.4%	17.9%
Not likely	23.1%	18.2%	4.0%	18.8%	9.1%	9.1%	6.9%	18.2%	0.0%	16.7%	20.0%	29.4%	14.9%

Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below. (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q17-1. Customer service provided by drivers & SAM staff</u>													
Excellent	38.5%	38.5%	56.0%	33.3%	36.4%	36.4%	37.9%	45.5%	50.0%	40.0%	60.0%	44.4%	41.5%
Good	30.8%	38.5%	36.0%	55.6%	45.5%	63.6%	51.7%	45.5%	41.7%	36.0%	20.0%	33.3%	42.0%
Fair	7.7%	23.1%	4.0%	5.6%	18.2%	0.0%	6.9%	0.0%	8.3%	12.0%	20.0%	11.1%	10.0%
Poor	23.1%	0.0%	4.0%	5.6%	0.0%	0.0%	3.4%	9.1%	0.0%	12.0%	0.0%	11.1%	6.5%
<u>Q17-2. How safe you feel when waiting at bus shelters & SAM Depot</u>													
Excellent	53.8%	50.0%	52.0%	44.4%	27.3%	36.4%	44.8%	36.4%	41.7%	60.0%	60.0%	38.9%	45.3%
Good	38.5%	35.7%	28.0%	33.3%	45.5%	63.6%	37.9%	45.5%	41.7%	12.0%	20.0%	27.8%	33.8%
Fair	7.7%	14.3%	20.0%	16.7%	27.3%	0.0%	17.2%	9.1%	8.3%	20.0%	0.0%	27.8%	16.4%
Poor	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	9.1%	8.3%	8.0%	20.0%	5.6%	4.5%
<u>Q17-3. How safe you feel on the bus</u>													
Excellent	46.2%	64.3%	50.0%	50.0%	54.5%	45.5%	56.7%	63.6%	58.3%	68.0%	60.0%	44.4%	54.0%
Good	46.2%	28.6%	33.3%	38.9%	27.3%	45.5%	30.0%	18.2%	25.0%	8.0%	40.0%	44.4%	31.7%
Fair	7.7%	7.1%	16.7%	5.6%	18.2%	9.1%	6.7%	9.1%	16.7%	24.0%	0.0%	11.1%	12.4%
Poor	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	6.7%	9.1%	0.0%	0.0%	0.0%	0.0%	2.0%

Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below. (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q17-4. On-time reliability of buses</u>													
Excellent	53.8%	35.7%	32.0%	55.6%	45.5%	36.4%	40.0%	54.5%	54.5%	52.0%	80.0%	44.4%	46.3%
Good	30.8%	57.1%	40.0%	16.7%	36.4%	45.5%	43.3%	18.2%	27.3%	28.0%	20.0%	27.8%	33.8%
Fair	15.4%	7.1%	28.0%	22.2%	18.2%	9.1%	6.7%	18.2%	18.2%	16.0%	0.0%	16.7%	14.9%
Poor	0.0%	0.0%	0.0%	5.6%	0.0%	9.1%	10.0%	9.1%	0.0%	4.0%	0.0%	11.1%	5.0%
<u>Q17-5. How frequently buses come by stops</u>													
Excellent	23.1%	30.8%	28.0%	27.8%	18.2%	36.4%	44.4%	36.4%	36.4%	48.0%	60.0%	33.3%	34.3%
Good	23.1%	30.8%	40.0%	27.8%	54.5%	63.6%	40.7%	27.3%	27.3%	16.0%	20.0%	27.8%	33.3%
Fair	30.8%	30.8%	24.0%	33.3%	18.2%	0.0%	14.8%	27.3%	18.2%	16.0%	0.0%	16.7%	20.7%
Poor	23.1%	7.7%	8.0%	11.1%	9.1%	0.0%	0.0%	9.1%	18.2%	20.0%	20.0%	22.2%	11.6%
<u>Q17-6. Availability of weekend service</u>													
Excellent	15.4%	28.6%	25.0%	16.7%	9.1%	27.3%	28.6%	27.3%	18.2%	20.0%	60.0%	33.3%	24.1%
Good	23.1%	7.1%	8.3%	5.6%	18.2%	36.4%	32.1%	18.2%	18.2%	20.0%	40.0%	11.1%	18.6%
Fair	7.7%	21.4%	20.8%	27.8%	27.3%	9.1%	17.9%	27.3%	18.2%	8.0%	0.0%	27.8%	18.1%
Poor	53.8%	42.9%	45.8%	50.0%	45.5%	27.3%	21.4%	27.3%	45.5%	52.0%	0.0%	27.8%	39.2%

Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below. (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q17-7. Availability of evening service</u>													
Excellent	23.1%	23.1%	20.8%	22.2%	10.0%	27.3%	31.0%	27.3%	16.7%	32.0%	40.0%	16.7%	23.1%
Good	7.7%	23.1%	33.3%	11.1%	20.0%	36.4%	31.0%	27.3%	33.3%	24.0%	40.0%	27.8%	27.1%
Fair	53.8%	30.8%	29.2%	33.3%	60.0%	27.3%	24.1%	9.1%	41.7%	24.0%	20.0%	16.7%	28.1%
Poor	15.4%	23.1%	16.7%	33.3%	10.0%	9.1%	13.8%	36.4%	8.3%	20.0%	0.0%	38.9%	21.6%
<u>Q17-8. Availability of covered shelters at stops</u>													
Excellent	23.1%	35.7%	20.0%	16.7%	20.0%	27.3%	23.3%	36.4%	30.0%	37.5%	40.0%	23.5%	26.3%
Good	15.4%	21.4%	24.0%	27.8%	50.0%	36.4%	26.7%	36.4%	50.0%	16.7%	60.0%	29.4%	28.8%
Fair	15.4%	28.6%	28.0%	22.2%	10.0%	9.1%	36.7%	9.1%	20.0%	20.8%	0.0%	17.6%	22.7%
Poor	46.2%	14.3%	28.0%	33.3%	20.0%	27.3%	13.3%	18.2%	0.0%	25.0%	0.0%	29.4%	22.2%
<u>Q17-9. How close stops are located to the destinations I need to visit</u>													
Excellent	23.1%	21.4%	37.5%	16.7%	18.2%	36.4%	39.3%	45.5%	45.5%	37.5%	40.0%	27.8%	31.3%
Good	30.8%	57.1%	29.2%	22.2%	45.5%	45.5%	32.1%	36.4%	27.3%	29.2%	60.0%	38.9%	35.4%
Fair	23.1%	21.4%	16.7%	44.4%	18.2%	18.2%	21.4%	0.0%	27.3%	20.8%	0.0%	22.2%	22.2%
Poor	23.1%	0.0%	16.7%	16.7%	18.2%	0.0%	7.1%	18.2%	0.0%	12.5%	0.0%	11.1%	11.1%

Q17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below. (without "not provided")

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q17-10. Minimizing the number of transfers</u>													
Excellent	23.1%	42.9%	40.0%	22.2%	20.0%	36.4%	20.0%	54.5%	45.5%	41.7%	40.0%	27.8%	32.0%
Good	53.8%	21.4%	32.0%	33.3%	50.0%	54.5%	46.7%	36.4%	45.5%	12.5%	20.0%	33.3%	36.5%
Fair	23.1%	14.3%	24.0%	33.3%	20.0%	0.0%	23.3%	0.0%	9.1%	25.0%	20.0%	27.8%	21.5%
Poor	0.0%	21.4%	4.0%	11.1%	10.0%	9.1%	10.0%	9.1%	0.0%	20.8%	20.0%	11.1%	10.0%
<u>Q17-11. Availability of information about bus service</u>													
Excellent	15.4%	50.0%	52.0%	27.8%	27.3%	36.4%	50.0%	54.5%	54.5%	41.7%	40.0%	29.4%	41.0%
Good	30.8%	35.7%	24.0%	38.9%	18.2%	45.5%	26.7%	27.3%	27.3%	29.2%	40.0%	52.9%	31.5%
Fair	38.5%	14.3%	16.0%	16.7%	54.5%	18.2%	16.7%	9.1%	9.1%	16.7%	20.0%	11.8%	19.5%
Poor	15.4%	0.0%	8.0%	16.7%	0.0%	0.0%	6.7%	9.1%	9.1%	12.5%	0.0%	5.9%	8.0%
<u>Q17-12. Availability of safe walking/pedestrian facilities to get to the bus</u>													
Excellent	23.1%	28.6%	52.0%	33.3%	36.4%	36.4%	43.3%	63.6%	33.3%	48.0%	40.0%	29.4%	40.1%
Good	53.8%	42.9%	32.0%	38.9%	36.4%	54.5%	40.0%	36.4%	33.3%	20.0%	60.0%	58.8%	39.1%
Fair	23.1%	21.4%	12.0%	16.7%	27.3%	9.1%	6.7%	0.0%	25.0%	12.0%	0.0%	5.9%	13.4%
Poor	0.0%	7.1%	4.0%	11.1%	0.0%	0.0%	10.0%	0.0%	8.3%	20.0%	0.0%	5.9%	7.4%

Q18. Which THREE of the items listed in Question 17 are most important to you? (top 3)

N=203

	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q18. Sum of top 3 choices</u>													
Customer service provided by drivers & SAM staff	23.1%	21.4%	32.0%	27.8%	18.2%	36.4%	16.7%	18.2%	8.3%	32.0%	0.0%	38.9%	24.6%
How safe you feel when waiting at bus shelters & SAM Depot	38.5%	0.0%	20.0%	11.1%	9.1%	45.5%	16.7%	18.2%	50.0%	16.0%	0.0%	16.7%	20.7%
How safe you feel on the bus	15.4%	14.3%	28.0%	27.8%	9.1%	9.1%	23.3%	18.2%	16.7%	16.0%	20.0%	16.7%	19.2%
On-time reliability of buses	30.8%	21.4%	32.0%	33.3%	27.3%	27.3%	23.3%	18.2%	16.7%	28.0%	20.0%	38.9%	27.6%
How frequently buses come by stops	30.8%	14.3%	20.0%	22.2%	27.3%	18.2%	16.7%	9.1%	16.7%	20.0%	0.0%	22.2%	18.2%
Availability of weekend service	53.8%	64.3%	36.0%	50.0%	36.4%	27.3%	33.3%	27.3%	41.7%	56.0%	40.0%	33.3%	40.4%
Availability of evening service	23.1%	28.6%	16.0%	22.2%	45.5%	18.2%	16.7%	27.3%	25.0%	12.0%	20.0%	33.3%	22.2%
Availability of covered shelters at stops	7.7%	21.4%	8.0%	16.7%	9.1%	0.0%	10.0%	0.0%	8.3%	16.0%	0.0%	0.0%	8.9%
How close stops are located to the destinations I need to visit	7.7%	21.4%	32.0%	11.1%	27.3%	9.1%	6.7%	18.2%	16.7%	16.0%	40.0%	5.6%	16.3%

Q18. Which THREE of the items listed in Question 17 are most important to you? (top 3) (cont.)

N=203	Route												Total
	1	2	3	4	5	6	7	8	9	10	11	19	
<u>Q18. Sum of top 3 choices (cont.)</u>													
Minimizing the number of transfers	15.4%	7.1%	12.0%	0.0%	9.1%	0.0%	20.0%	9.1%	16.7%	12.0%	20.0%	16.7%	11.8%
Availability of information about bus service	7.7%	7.1%	0.0%	5.6%	0.0%	0.0%	3.3%	0.0%	8.3%	12.0%	0.0%	5.6%	5.4%
Availability of safe walking/ pedestrian facilities to get to the bus	7.7%	0.0%	12.0%	5.6%	18.2%	0.0%	10.0%	0.0%	16.7%	8.0%	20.0%	0.0%	7.4%
None chosen	7.7%	21.4%	8.0%	11.1%	18.2%	27.3%	26.7%	36.4%	8.3%	12.0%	40.0%	22.2%	18.7%



Survey Instrument



2023 Sioux Area Metro Passenger Survey

Thank you for agreeing to help us with this important survey. Your input will be used to plan transportation improvements in the Sioux Falls metropolitan area.

SUPERVISOR ONLY

Route: _____

Date: _____

1. How many years have you been riding the bus in Sioux Falls?
[Write "0" if less than one year.] _____ years
2. Overall, what is your perception of the quality of the public transit system in Sioux Falls?
____(4) Excellent ____ (3) Good ____ (2) Fair ____ (1) Poor ____ (9) Don't know
3. How often do you currently use Sioux Area Metro?
____(1) 5+ days per week ____ (3) Once a week ____ (5) A few times a year
____(2) 2-4 days per week ____ (4) A few times a month ____ (6) Rarely or never
4. Why do you use the bus in Sioux Falls? *[Check all that apply.]*
____(1) It's my only alternative ____ (5) Employer provides transit pass
____(2) To avoid traffic congestion ____ (6) I care about the environment
____(3) Don't like driving ____ (7) Other: _____
____(4) Save money
5. How many blocks from your HOME is the nearest bus stop located?
_____ blocks
6. How often would you like the bus to arrive at the bus stop nearest your HOME?
Every _____ minutes
- TODAY'S TRIP
7. Excluding your home, how many different places did you (or will you) use the bus to visit today?
_____ places
8. Which route are you riding now (or about to board next)? _____
9. Excluding your home, what is/was the name and address of the primary destination you are using/used the bus to visit today? If you are visiting/visited more than one place, just list one. *[If you don't know the exact address, please provide a description of the location.]*
Place Name: _____
Location/Address: _____
10. How long (in minutes) did/will it take you to get from your home to the destination listed above using the bus?
_____ minutes
11. How many times did you (or would you have had to) transfer to get from your home to the destination listed above? *[Please only list the number of transfers for your ONE-WAY TRIP from your home to the destination.]*
____(0) None ____ (1) Once ____ (2) Twice ____ (3) Three or more
12. What is/was the primary purpose of your current trip?
____(1) Work ____ (4) College/school ____ (7) Other: _____
____(2) Personal business ____ (5) Hospital/doctor's office
____(3) Shopping ____ (6) Social/recreation
13. Do you have a car or other vehicle that you could have used to make this trip?
____(1) Yes ____ (2) No
14. If the bus service was not available, how would you make this trip?
____(1) Use my car ____ (4) Get a ride from someone
____(2) Walk ____ (5) Use an Uber/Lyft/Taxi
____(3) Bicycle ____ (6) I would not make this trip

15. Please list destinations (up to 3) that you would like to visit in the Sioux Falls metropolitan area that are not currently served by the public transit system. If the destination name is not unique, please provide a brief description of the location (e.g., "McDonalds on East 10th Street" rather than just "McDonalds.") [If you don't know, leave the item blank.]
- 1st:
- 2nd:
- 3rd:

16. Please indicate how likely you would be to ride the bus more than you currently do if the following services/amenities were provided.

Amenities		Very Likely	Likely	Not Sure	Not Likely
1.	Shelter amenities such as heat, fans, lights, and digital schedules, etc.	4	3	2	1
2.	Automatic voice announcement	4	3	2	1
3.	Real-time information about the location of buses that can be accessed on a mobile device	4	3	2	1

17. Please rate the current aspects of public transit in the Sioux Falls metropolitan area listed below.

Attributes of Public Transit		Excellent	Good	Fair	Poor
01.	Customer service provided by drivers and SAM staff	4	3	2	1
02.	How safe you feel when waiting at bus shelters and SAM Depot	4	3	2	1
03.	How safe you feel on the bus	4	3	2	1
04.	On-time reliability of buses	4	3	2	1
05.	How frequently buses come by stops	4	3	2	1
06.	Availability of weekend service	4	3	2	1
07.	Availability of evening service	4	3	2	1
08.	The availability of covered shelters at stops	4	3	2	1
09.	How close stops are located to the destinations I need to visit	4	3	2	1
10.	Minimizing the number of transfers	4	3	2	1
11.	The availability of information about bus service	4	3	2	1
12.	The availability of safe walking/pedestrian facilities to get to the bus	4	3	2	1

18. Which THREE of the items listed above are most important to you? [Write the numbers that correspond to your top three choices below.]
- 1st: 2nd: 3rd:

19. What is your age? years

20. Your gender: (1) Male (2) Female

21. Are you employed? (1) Yes [Answer 21a.] (2) No

- 21a. If "YES," what is the name and address of your employer?

Employer Name:

Address:

22. How many persons currently live in your household? persons

23. Would you say your total annual household income is:

(1) Under \$15,000 (4) \$45,000 to \$59,999 (7) \$100,000 plus
(2) \$15,000 to \$29,999 (5) \$60,000 to \$74,999
(3) \$30,000 to \$44,999 (6) \$75,000 to \$99,999

24. Do you have a physical disability? (1) Yes (2) No

25. Do you have a smart phone? (1) Yes (2) No

26. What is your home address and zip code?

Address:

Zip code:

27. Do you have any other suggestions to improve bus service in Sioux Falls.

Please return your completed survey to the Survey Administrator.

TO ENTER A DRAWING FOR A FREE MONTHLY PASS, PLEASE PROVIDE YOU NAME AND PHONE NUMBER BELOW.

Name: Phone:



2023 Sioux Area Metro Passenger Survey Trend Charts

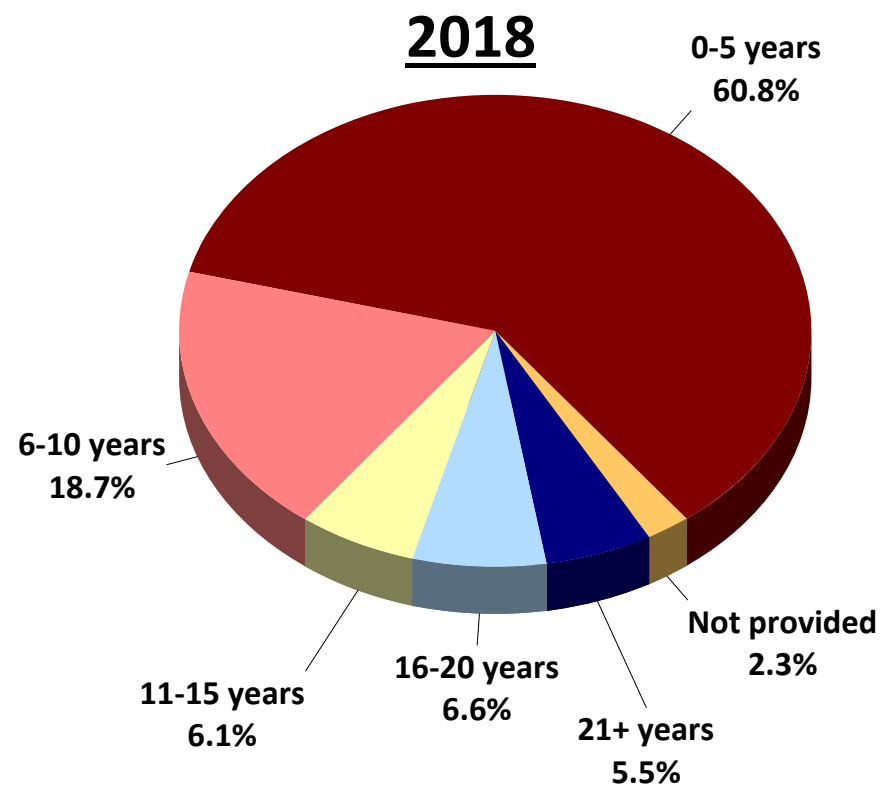
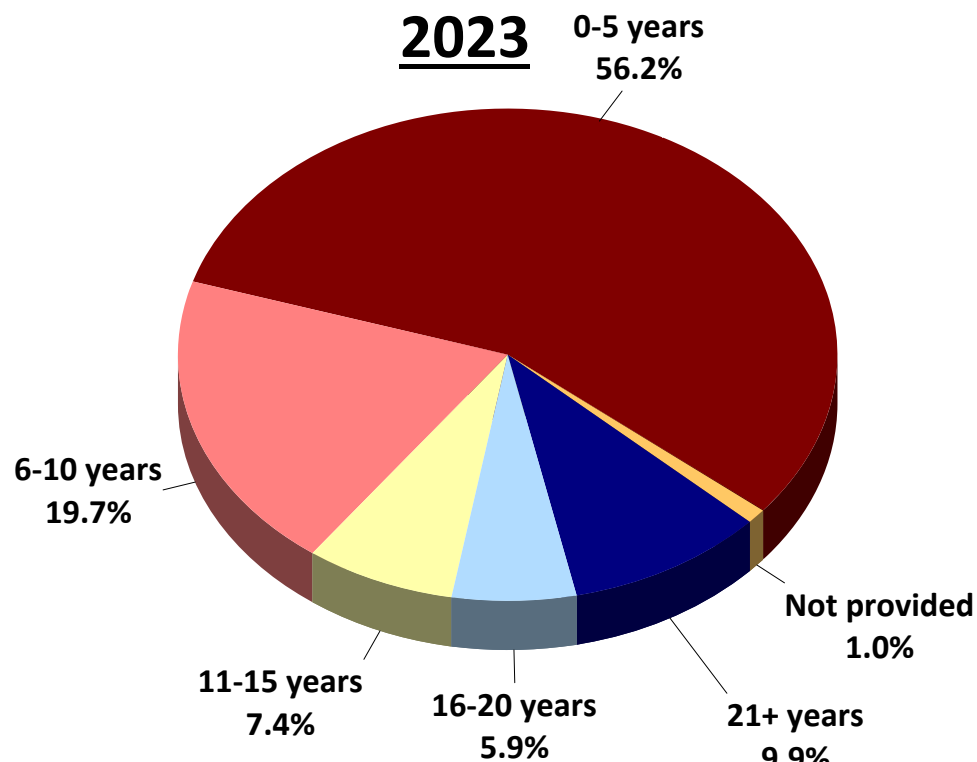
Presented to Sioux Area Metro
Sioux Falls, South Dakota

August 2023



TRENDS: How many years have you been riding the bus in Sioux Falls? *2018 vs. 2023*

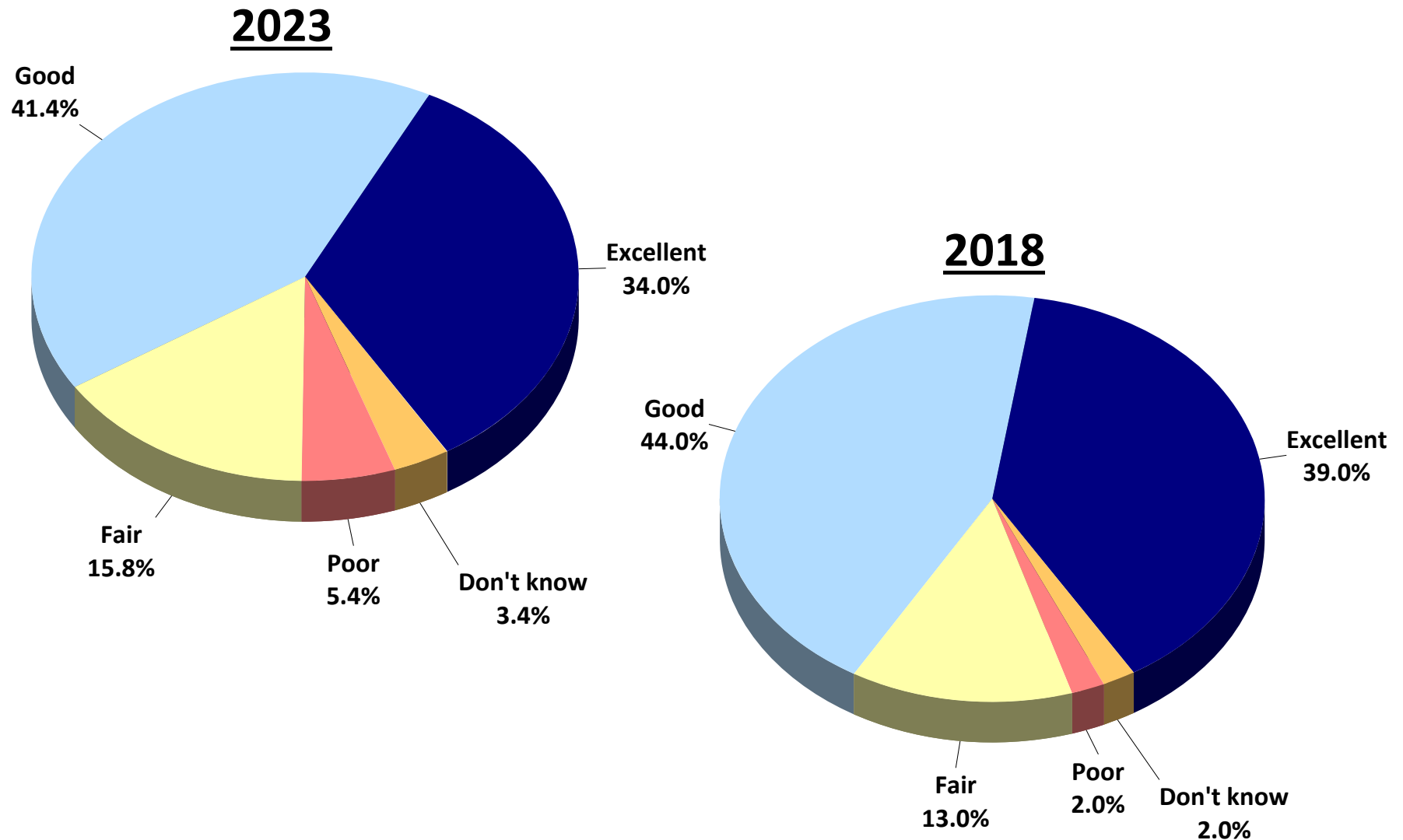
by percentage of respondents



TRENDS: Overall, what is your perception of the quality of the public transit system in Sioux Falls?

2018 vs. 2023

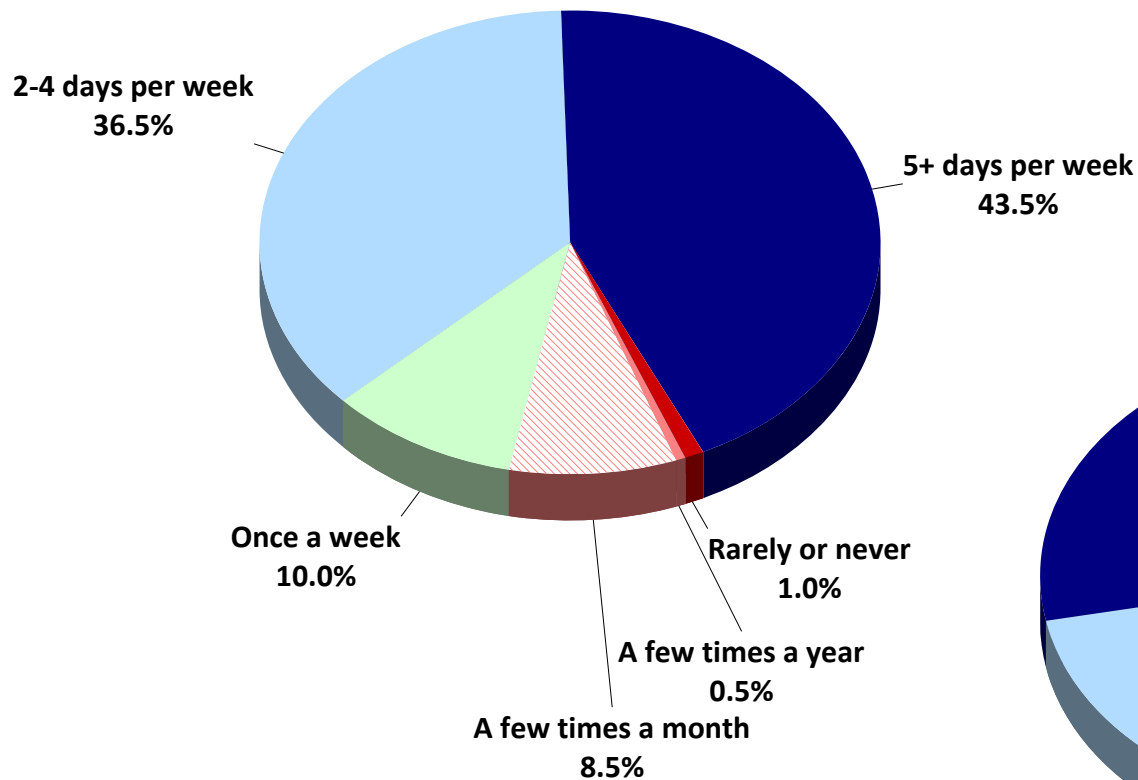
by percentage of respondents



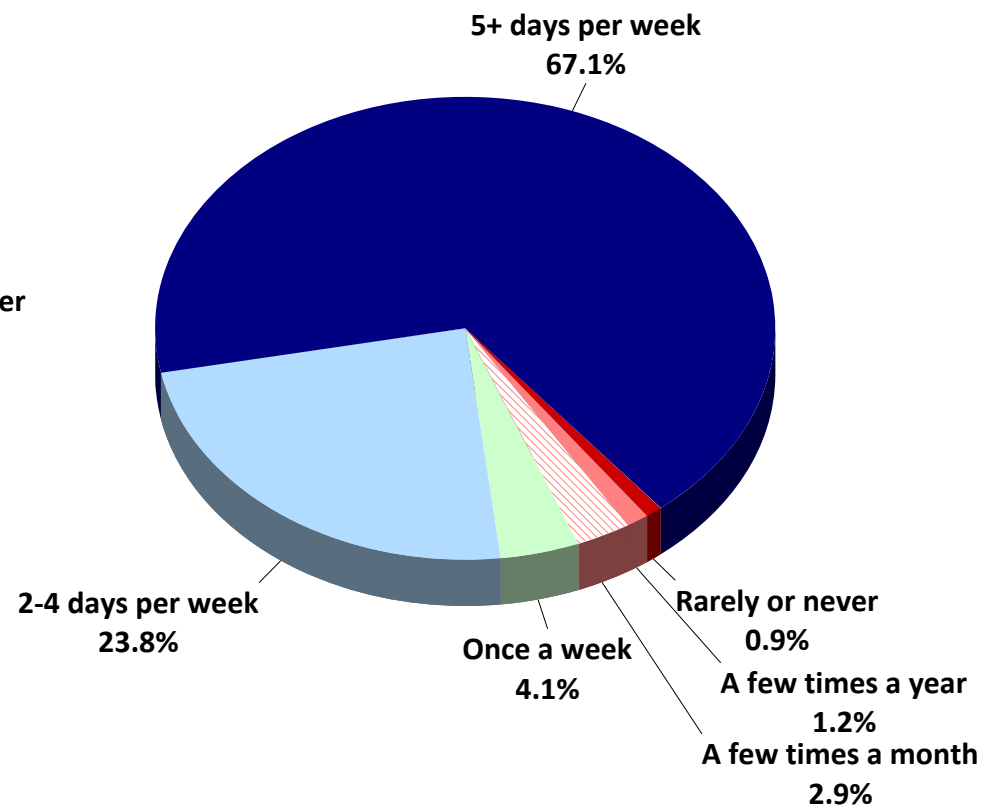
TRENDS: How often do you currently use Sioux Falls Area Metro? 2018 vs. 2023

by percentage of respondents (excluding "not provided")

2023



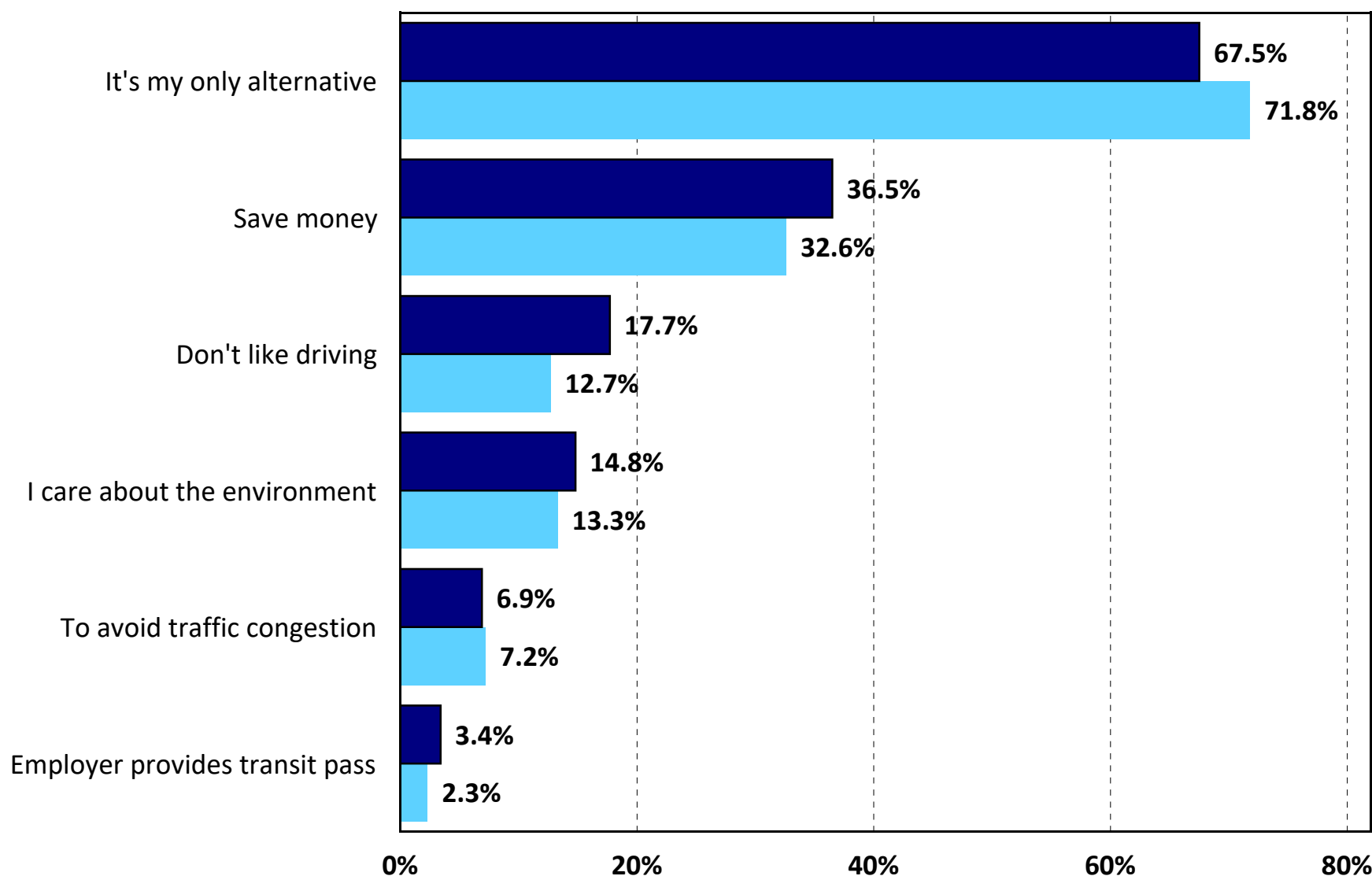
2018



TRENDS: Why do you use the bus in Sioux Falls?

2018 vs. 2023

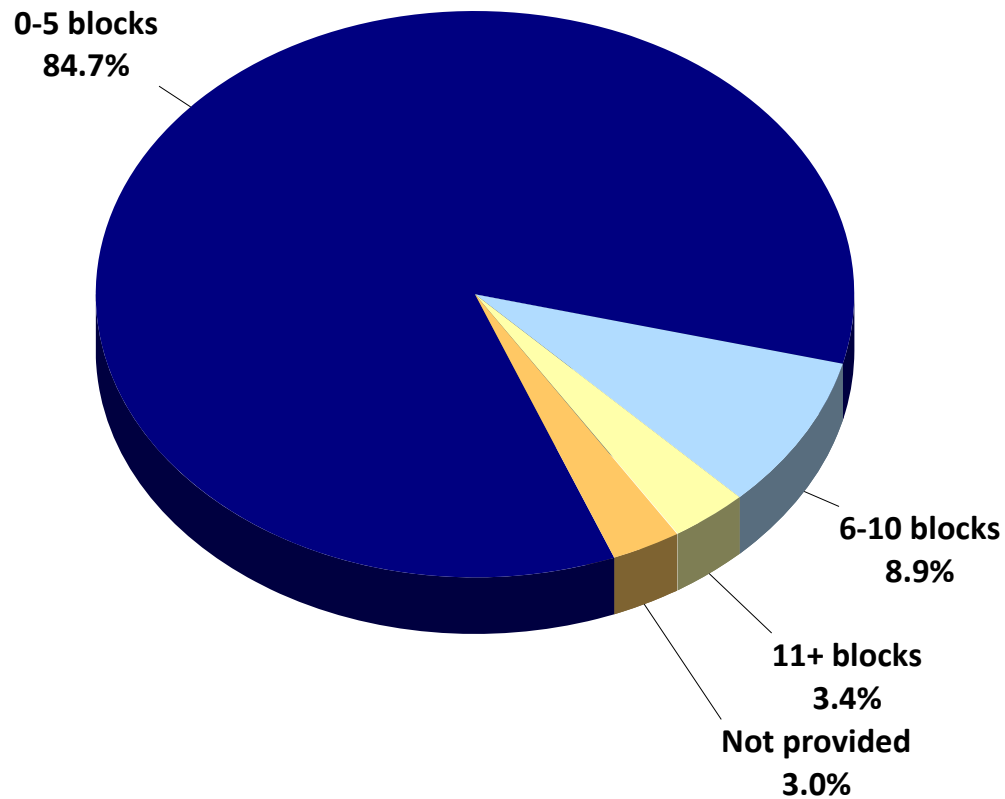
by percentage of respondents (multiple choices could be made)



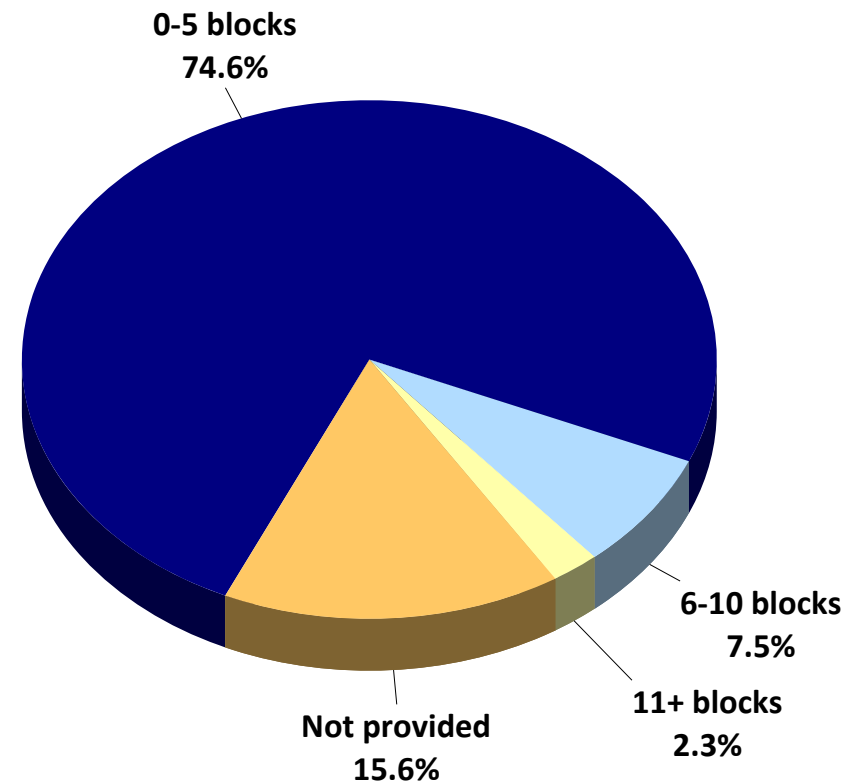
TRENDS: How many blocks from your HOME is the nearest bus stop located? *2018 vs. 2023*

by percentage of respondents

2023



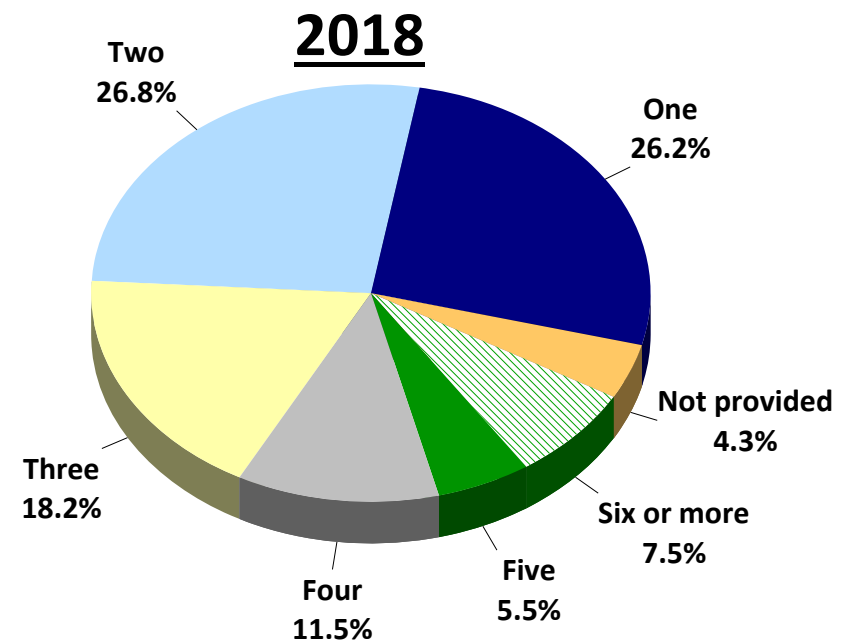
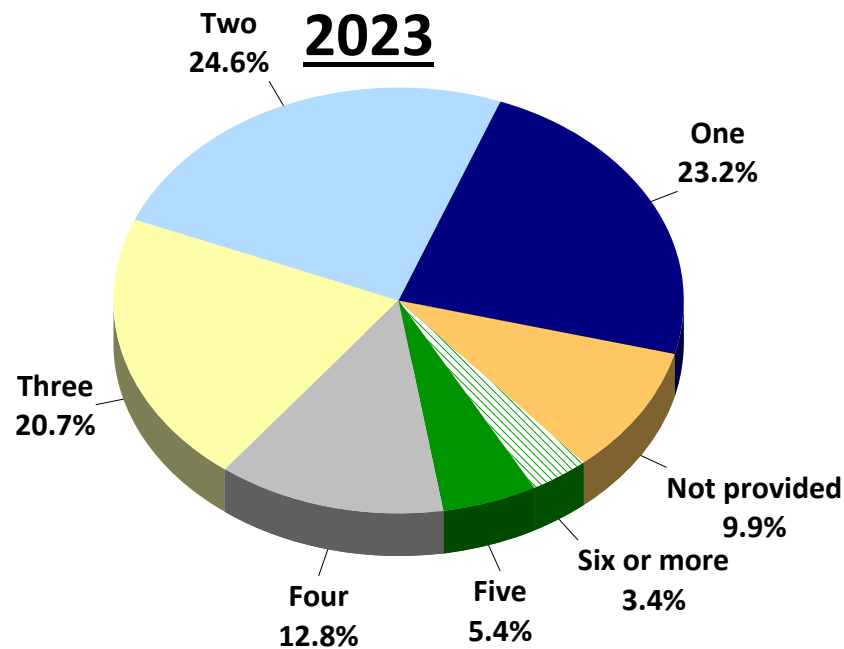
2018



TRENDS: Excluding your home, how many different places did you (or will you) use the bus to visit today?

2018 vs. 2023

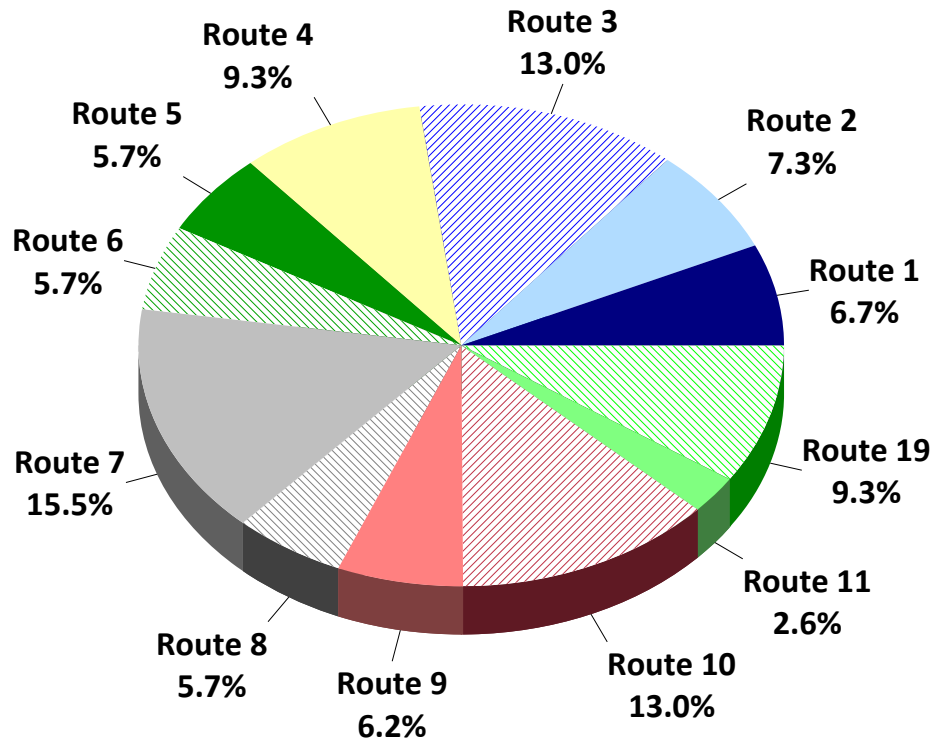
by percentage of respondents



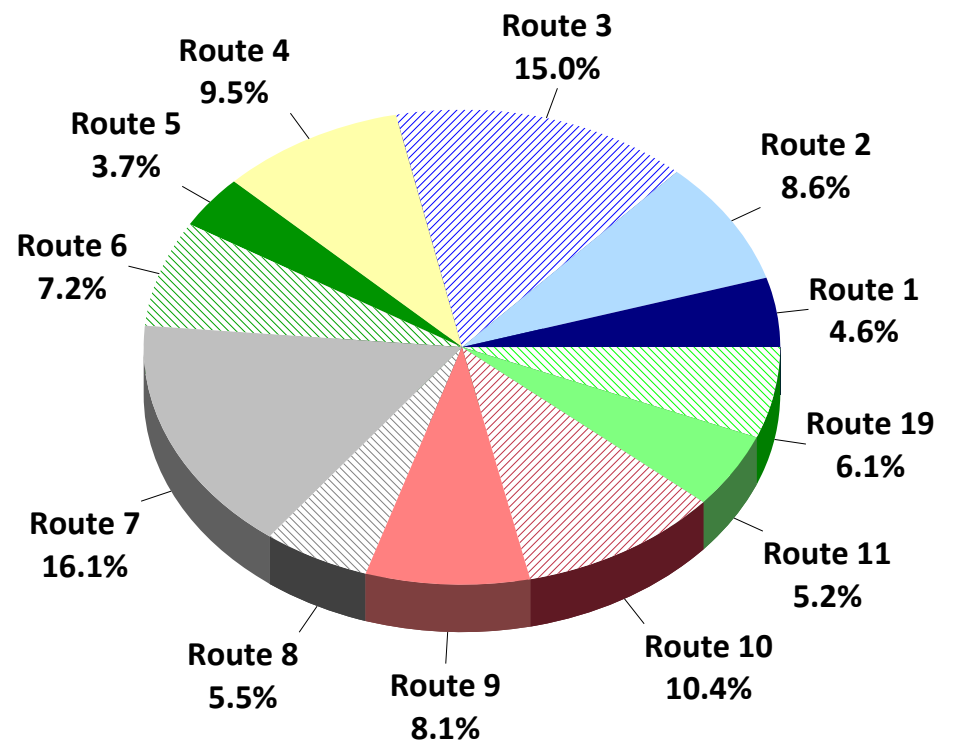
TRENDS: Which route are you riding now (or about to board next)? *2018 vs. 2023*

by percentage of respondents

2023

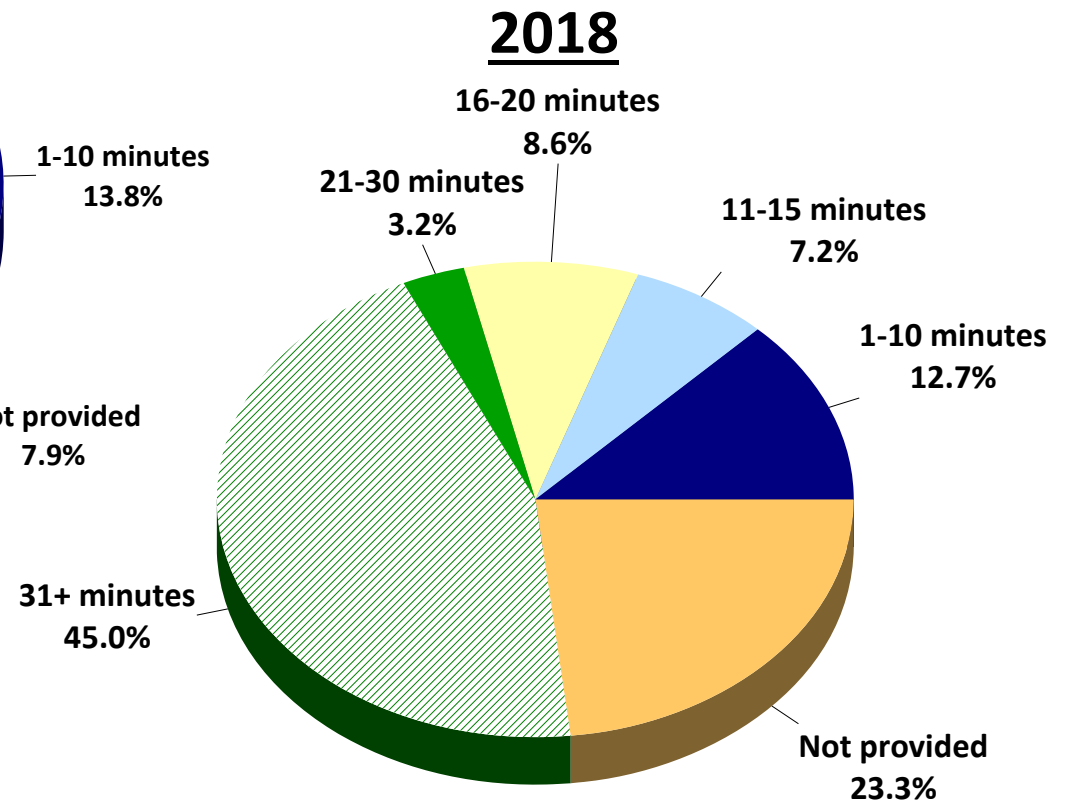
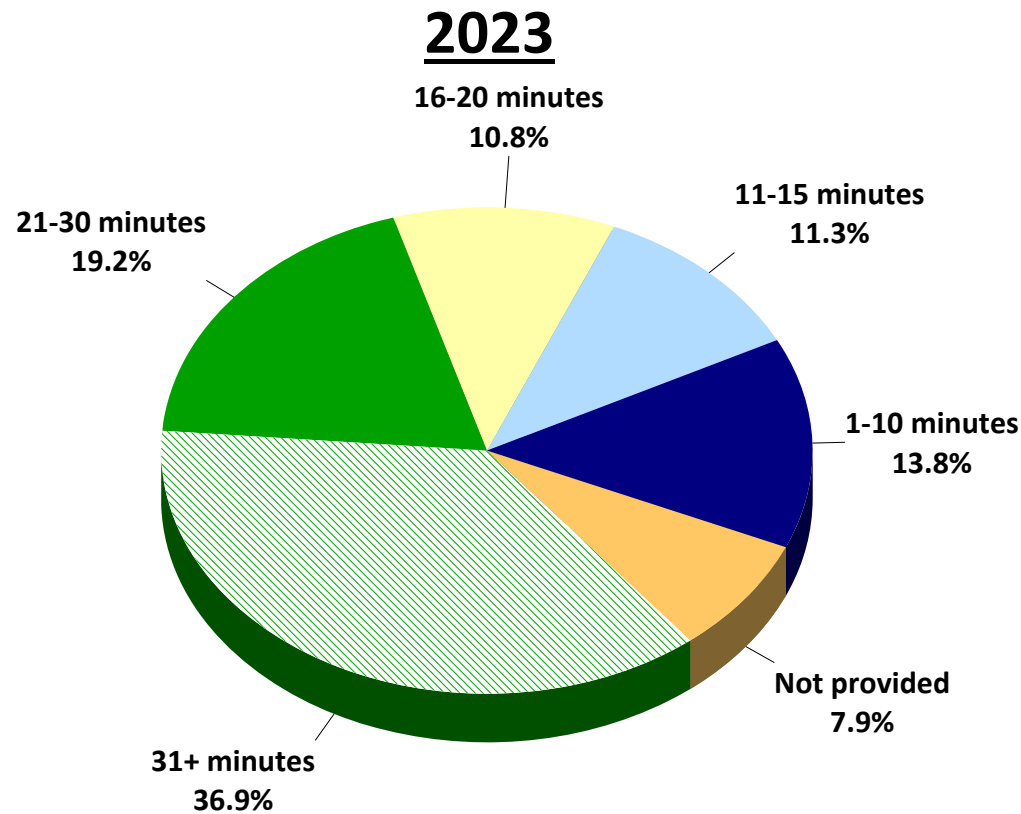


2018



TRENDS: How long did/will it take you to get from your home to the destination using the bus?

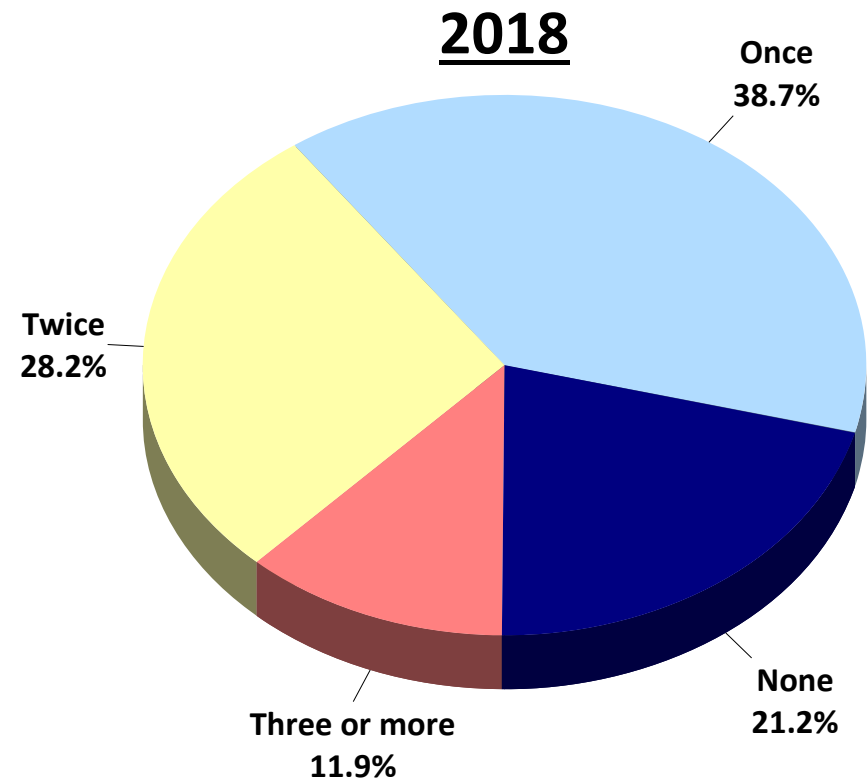
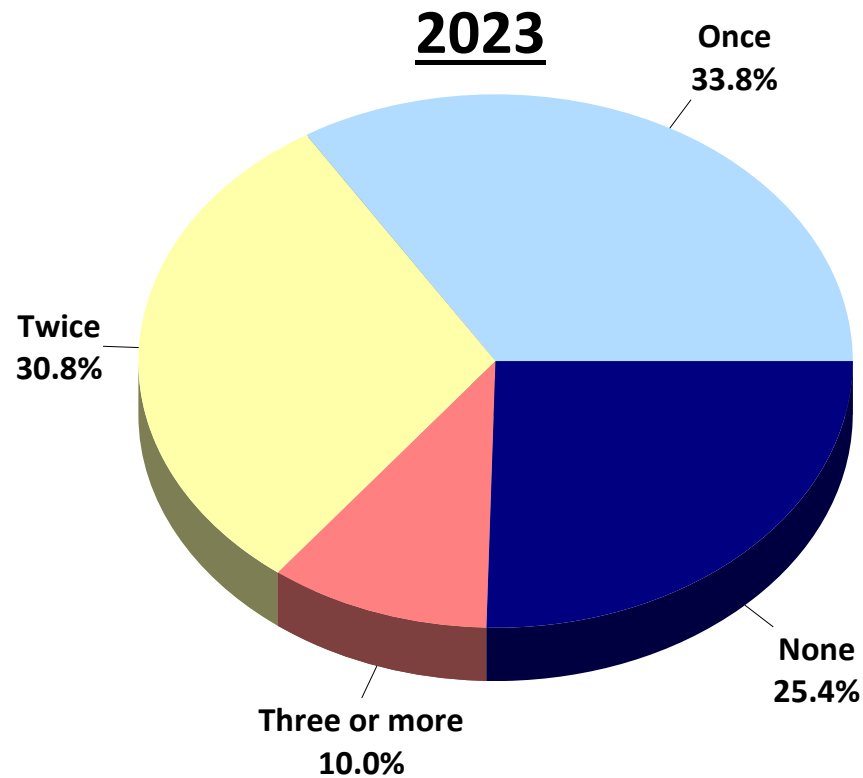
2018 vs. 2023
by percentage of respondents



TRENDS: How many times did you (or would you have had to) transfer to get from your home to your destination?

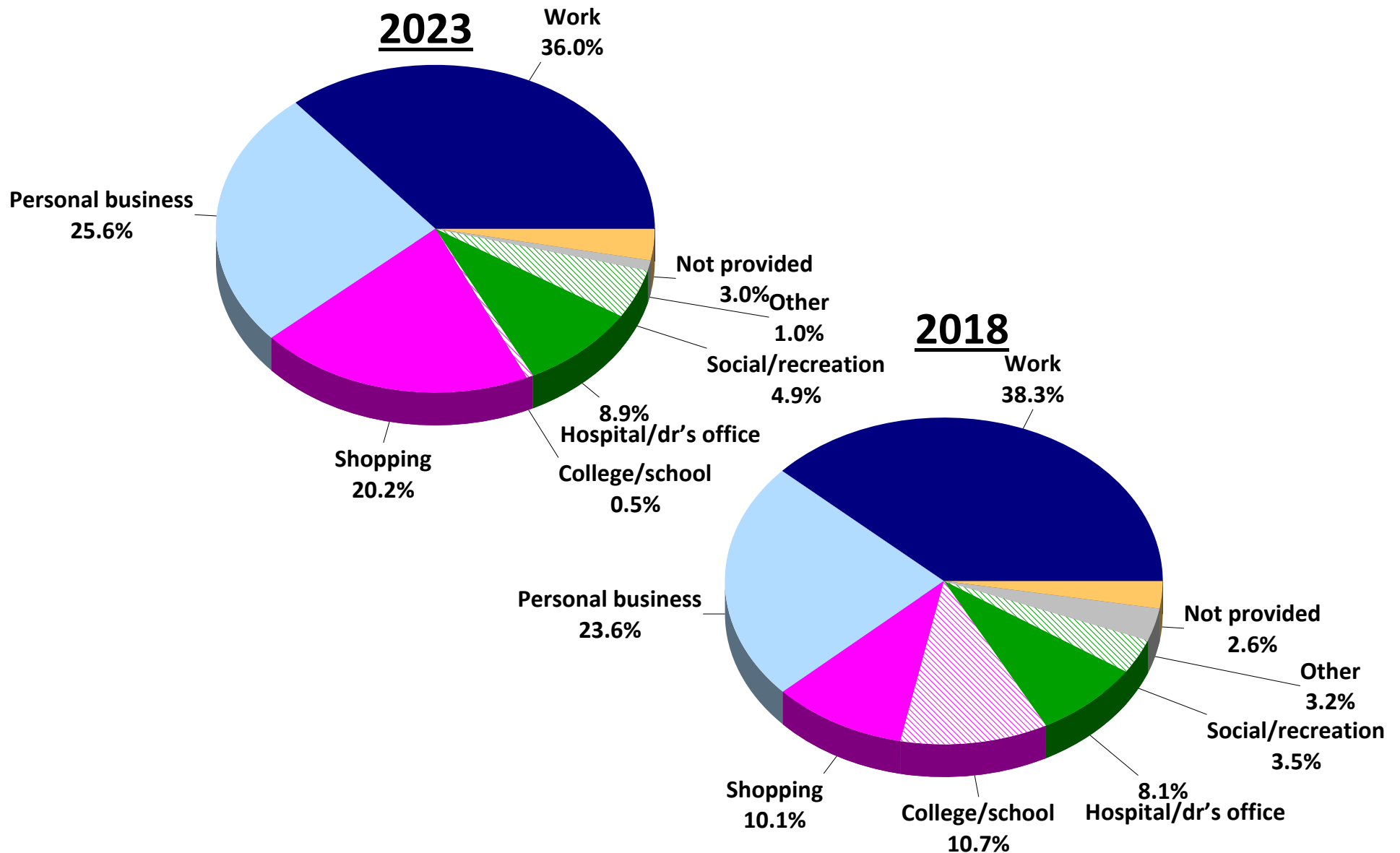
2018 vs. 2023

by percentage of respondents (excluding "not provided")



TRENDS: What is/was the primary purpose of your current trip? 2018 vs. 2023

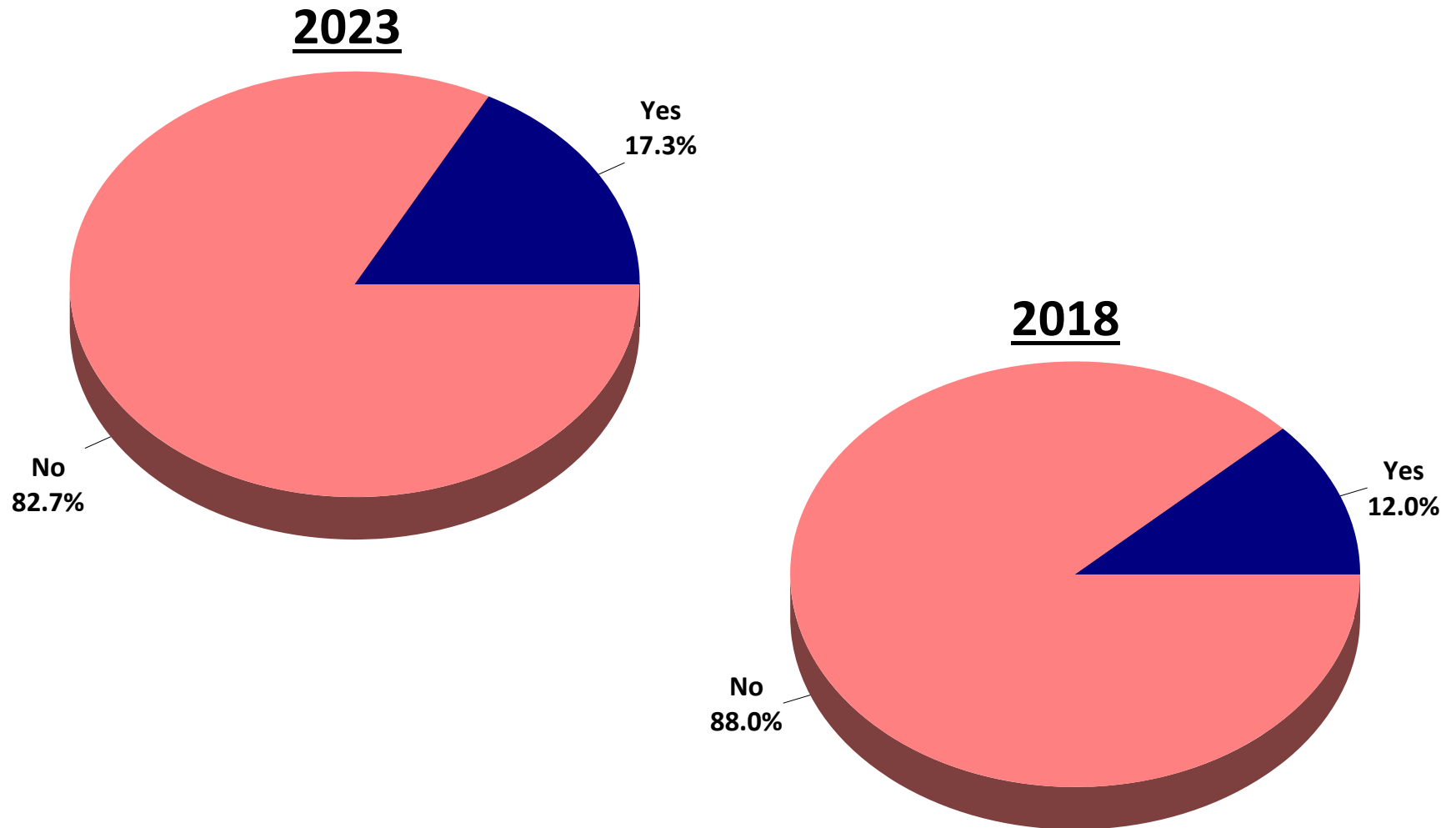
by percentage of respondents



TRENDS: Do you have a car or other vehicle that you could have used to make this trip?

2018 vs. 2023

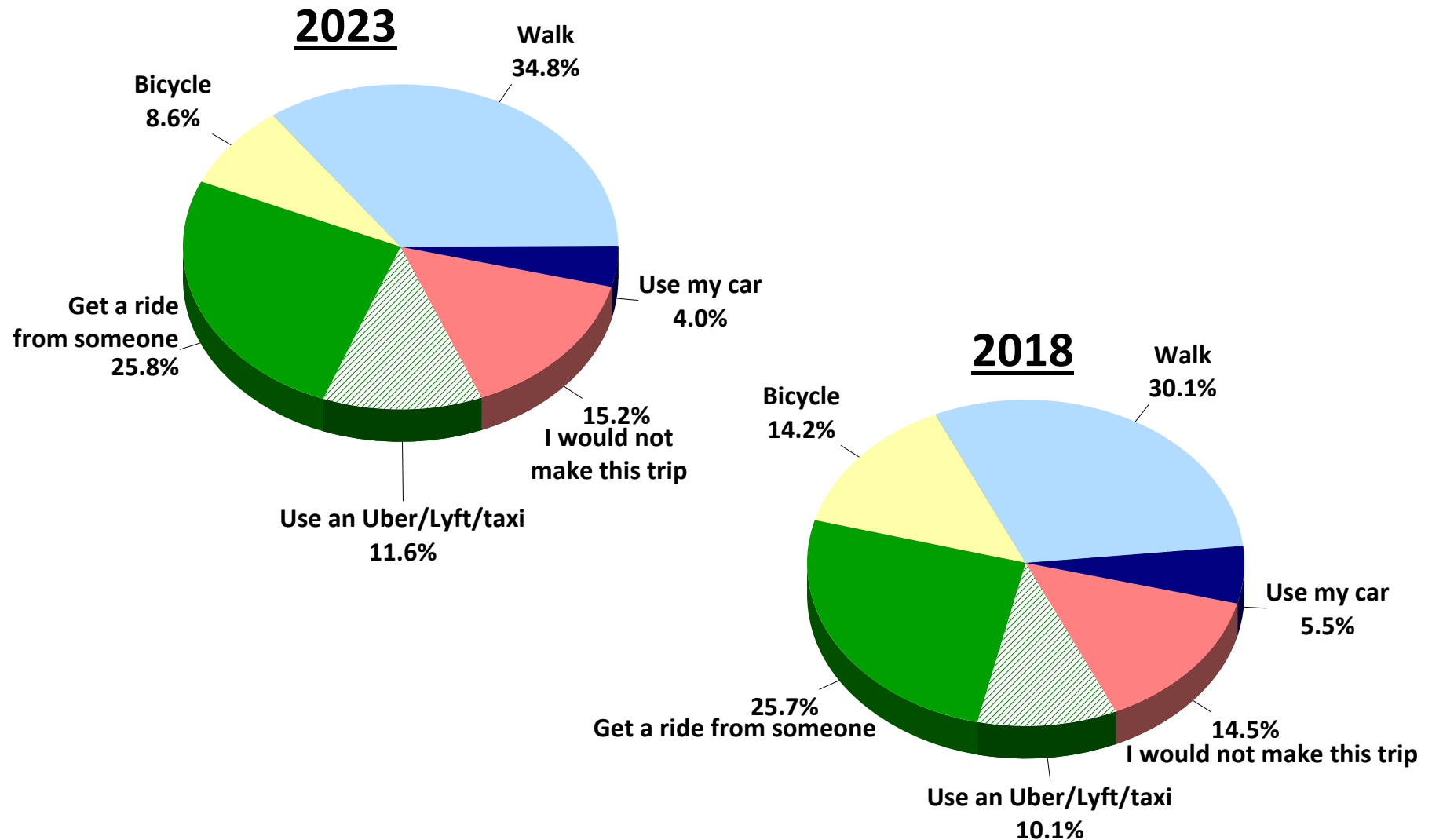
by percentage of respondents (excluding "not provided")



TRENDS: How long did/will it take you to get from your home to the destination using the bus?

2018 vs. 2023

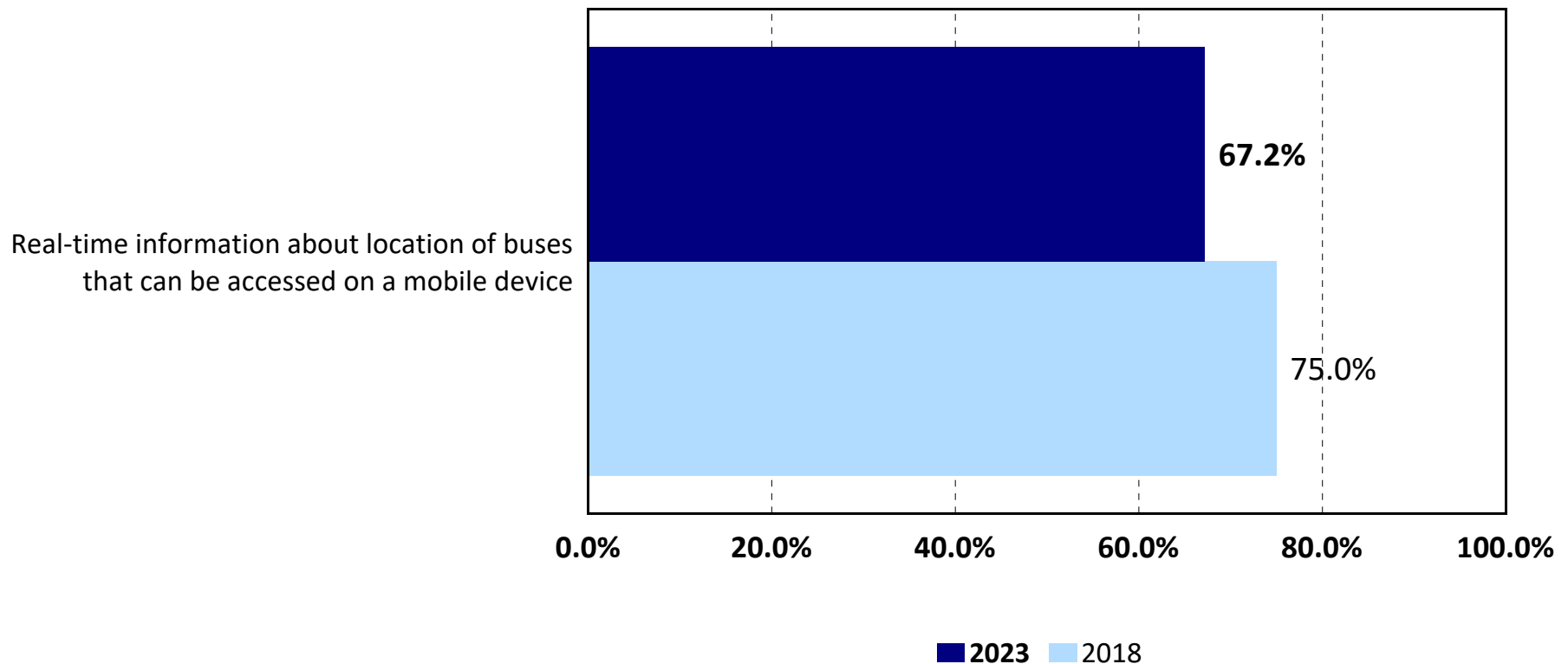
by percentage of respondents (excluding "not provided")



TRENDS: How Likely Passengers Would Ride the Bus More Frequently With the Following Services Provided

2018 vs. 2023

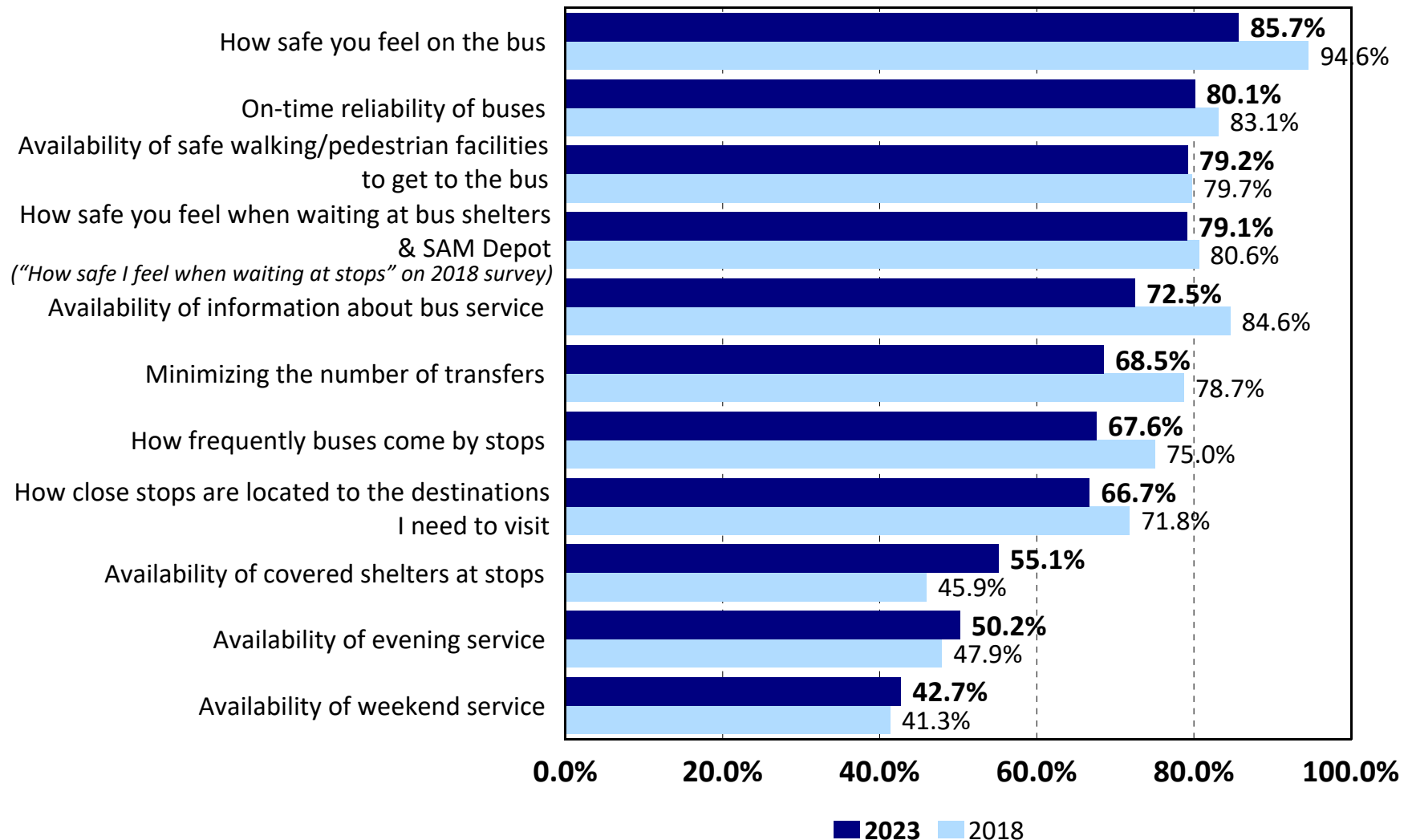
by percentage of respondents who are "very likely" or "likely" to ride the bus more frequently
(excluding "not provided")



TRENDS: Ratings of the Following Aspects of Public Transit in the Sioux Falls Metropolitan Area

2018 vs. 2023

by percentage of respondents who rated the item as “excellent” or “good” (excluding “not provided”)



Appendix B:
Resident Survey GIS Maps

Interpreting the Maps

The maps on the following pages show the mean ratings for several questions on the survey by Zip Code. If all areas on a map are the same color, then residents generally feel the same about that issue regardless of the location of their home.

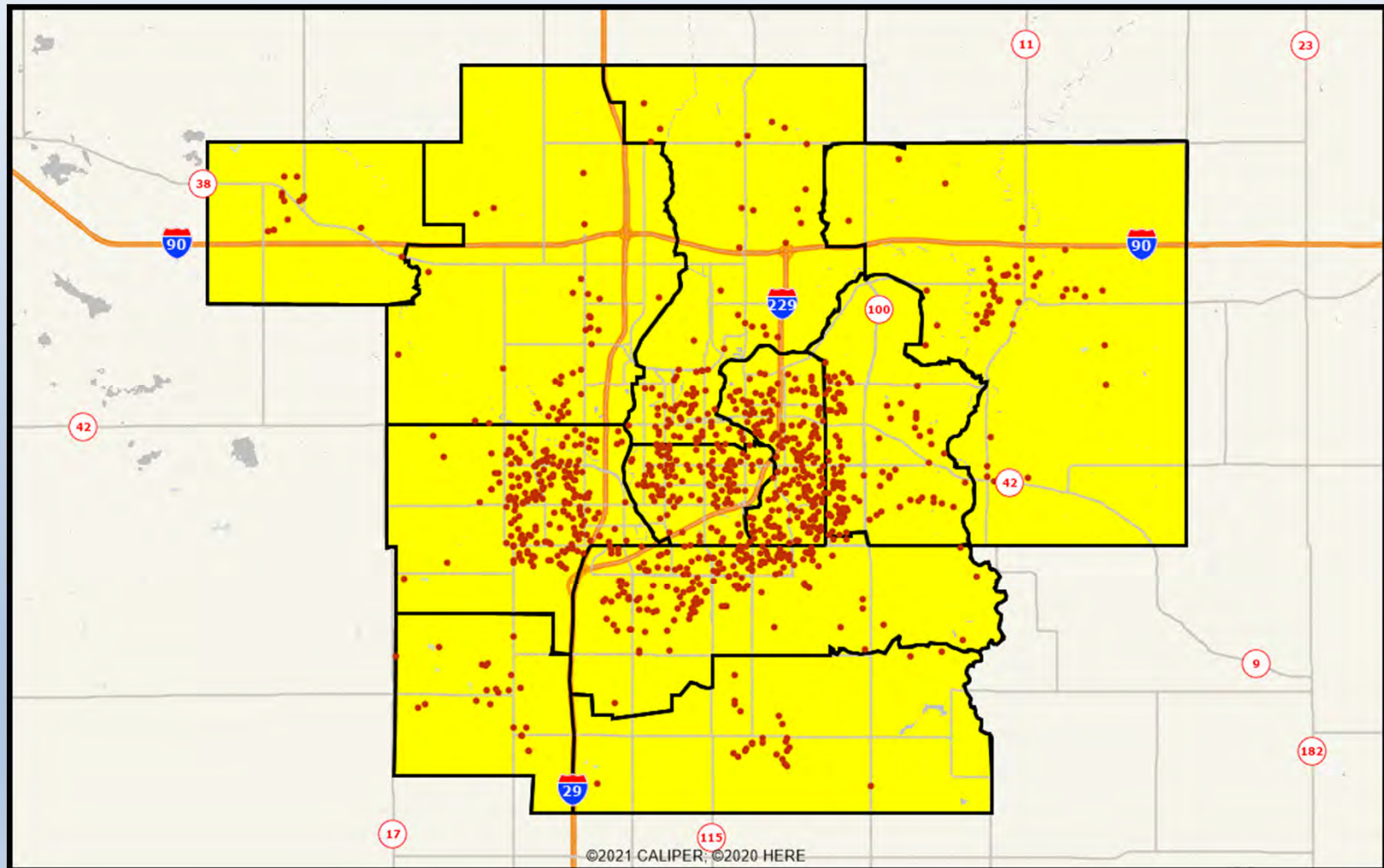
When reading the maps, please use the following color scheme as a guide:

- **DARK/LIGHT BLUE** shades indicate POSITIVE ratings. Shades of blue generally indicate satisfaction with a service, ratings of “excellent” or “good” and ratings of “very satisfied” or “satisfied.”
- **OFF-WHITE** shades indicate NEUTRAL ratings. Shades of neutral generally indicate that residents thought the quality of service delivery is adequate.
- **ORANGE/RED** shades indicate NEGATIVE ratings. Shades of orange/red generally indicate dissatisfaction with a service, ratings of “below average” or “poor” and ratings of “dissatisfied” or “very dissatisfied.”

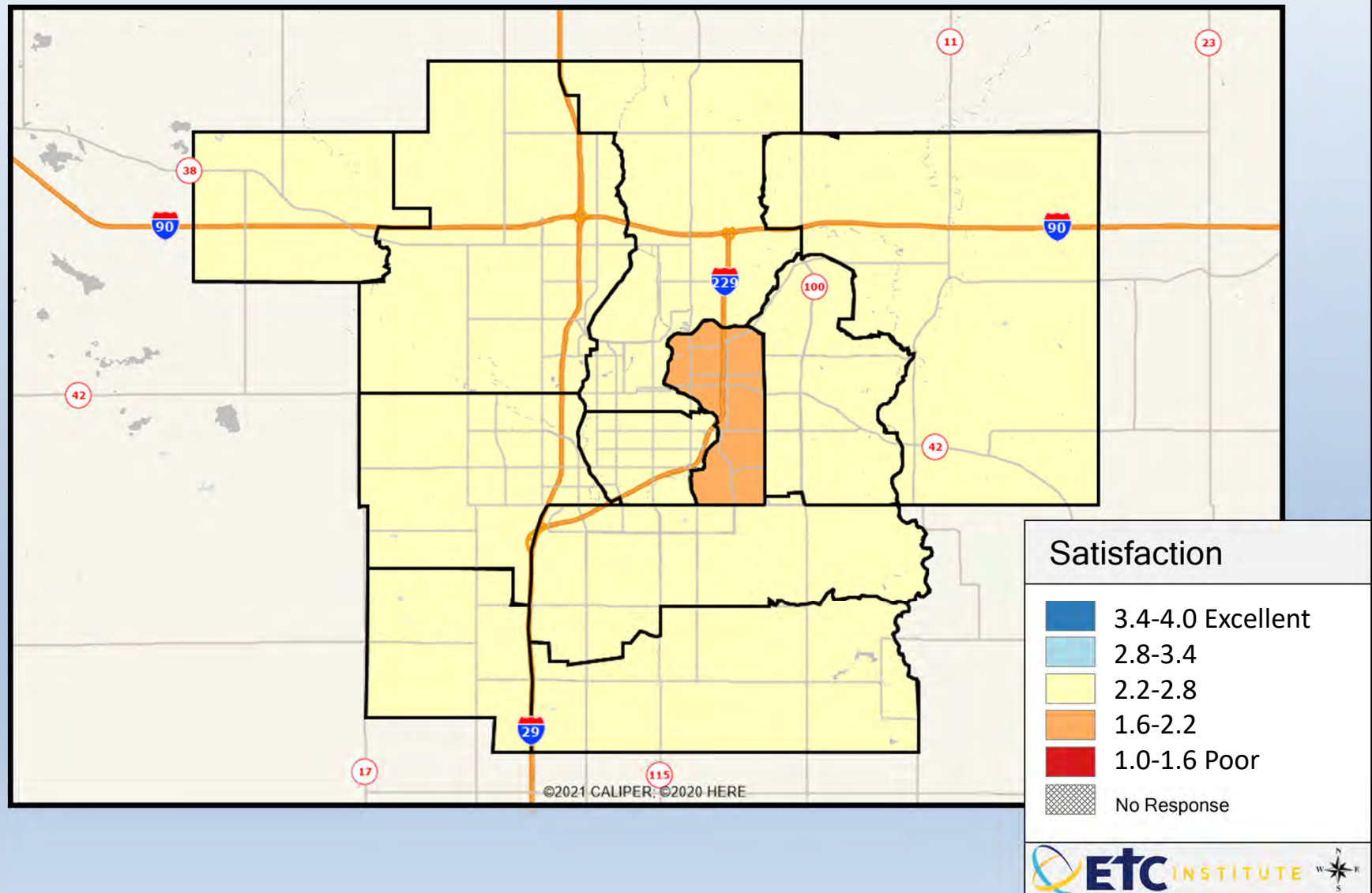
Location of Resident Survey Respondents

2023 Sioux Falls LRTP Market Research Study

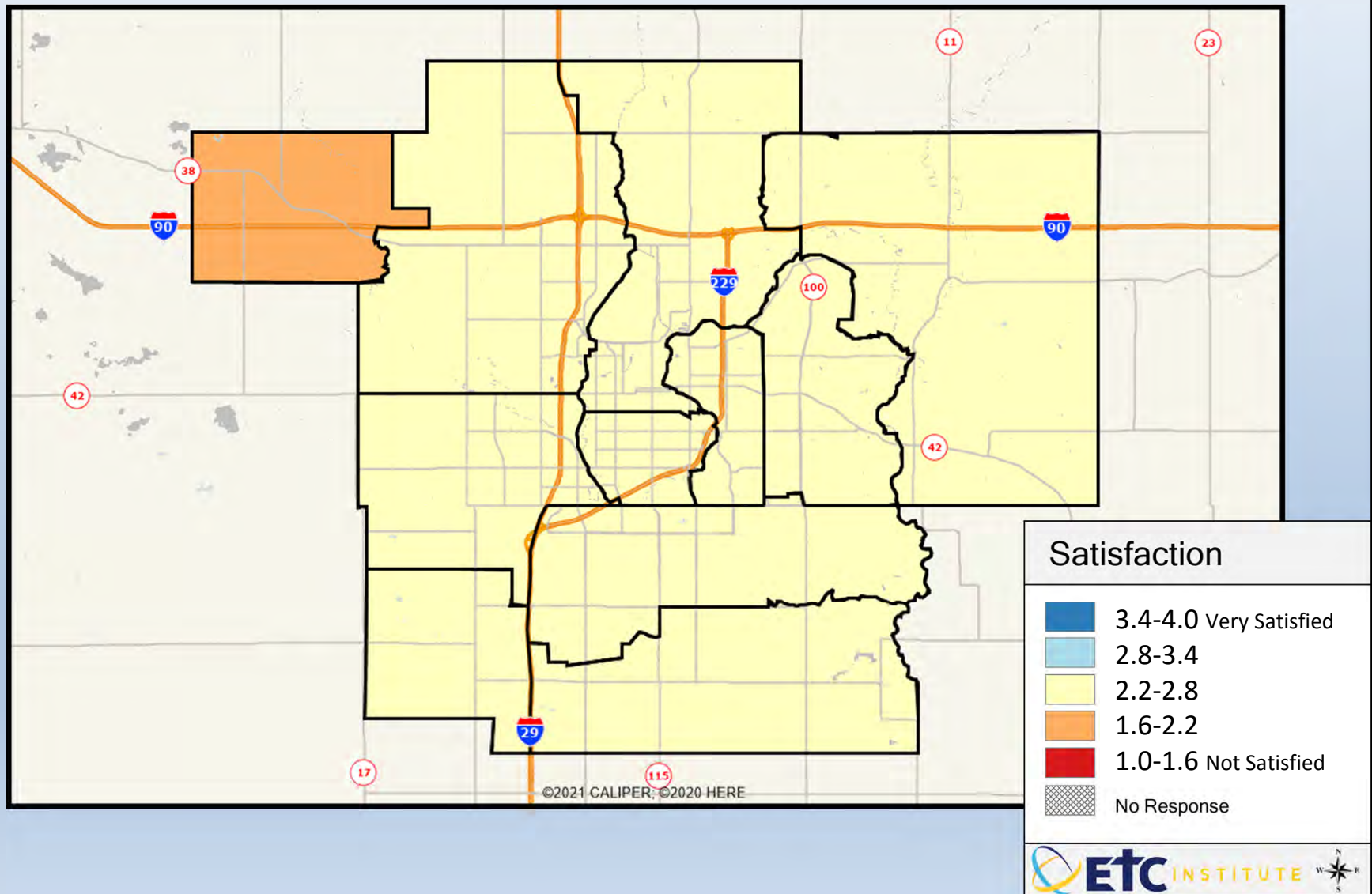
(Boundaries Show Zip Codes)



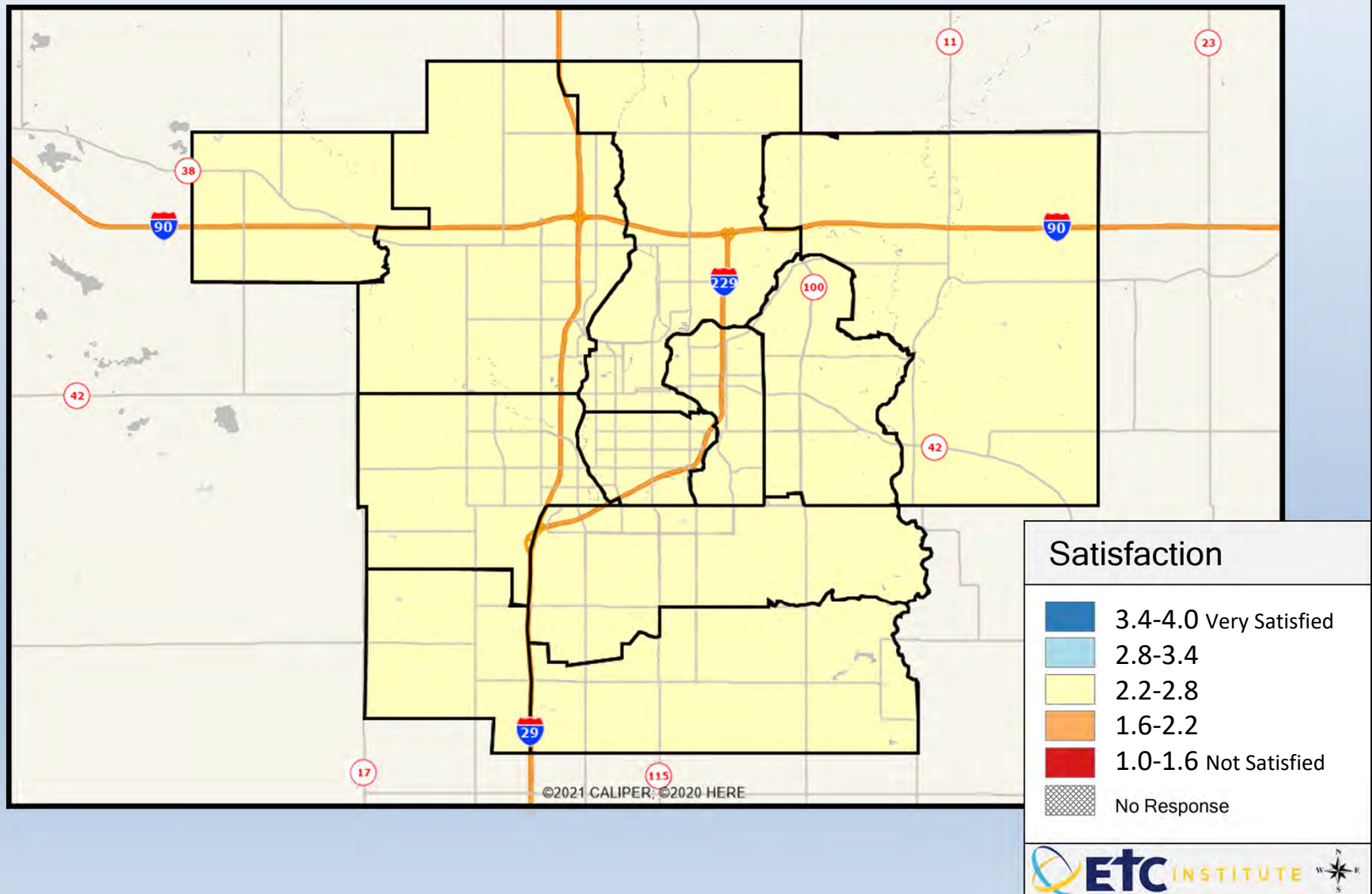
Q1. Overall, how would you rate the transportation system in the Sioux Falls metropolitan area?



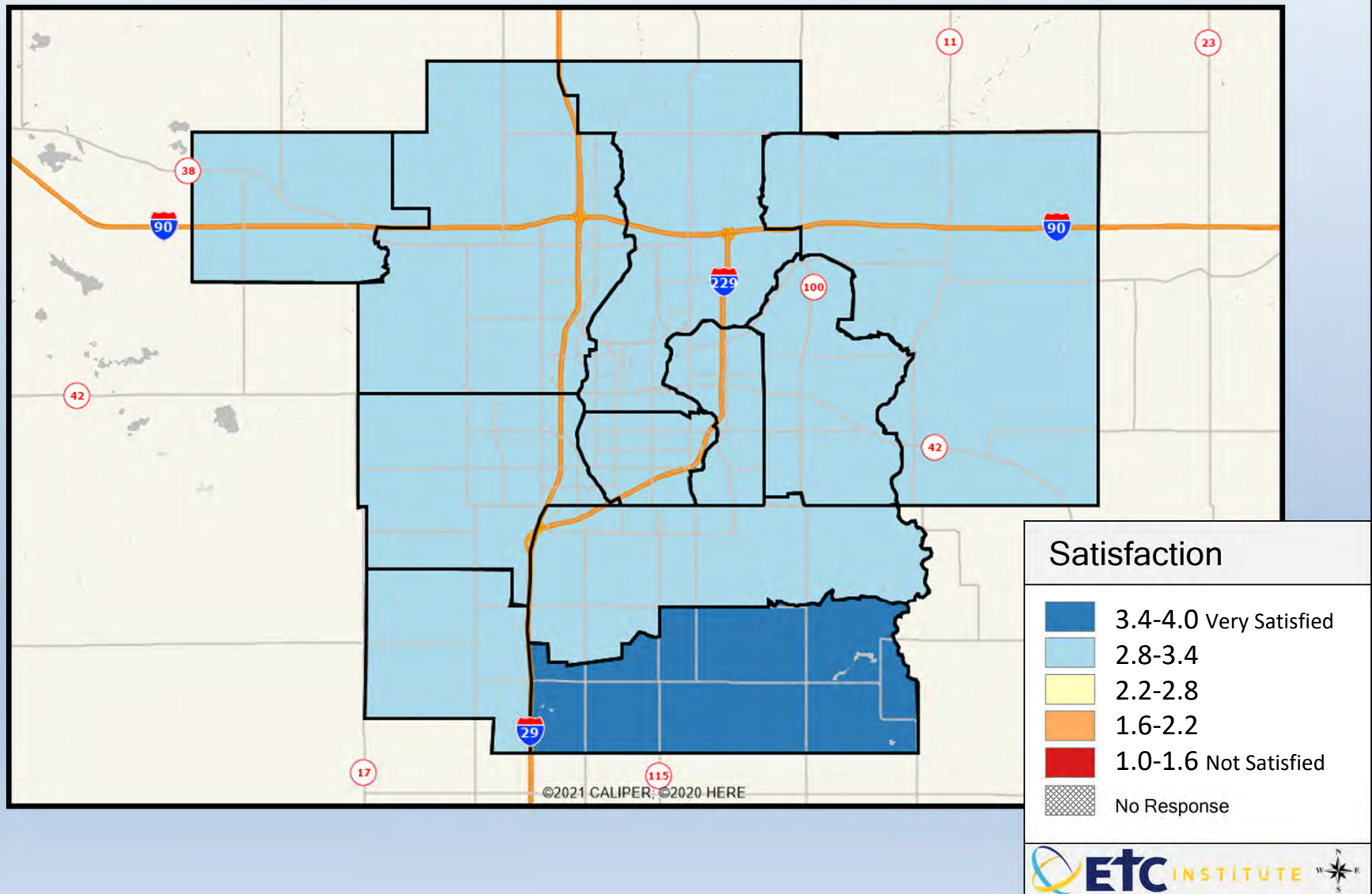
Q2-01. Satisfaction with the maintenance of streets in Sioux Falls



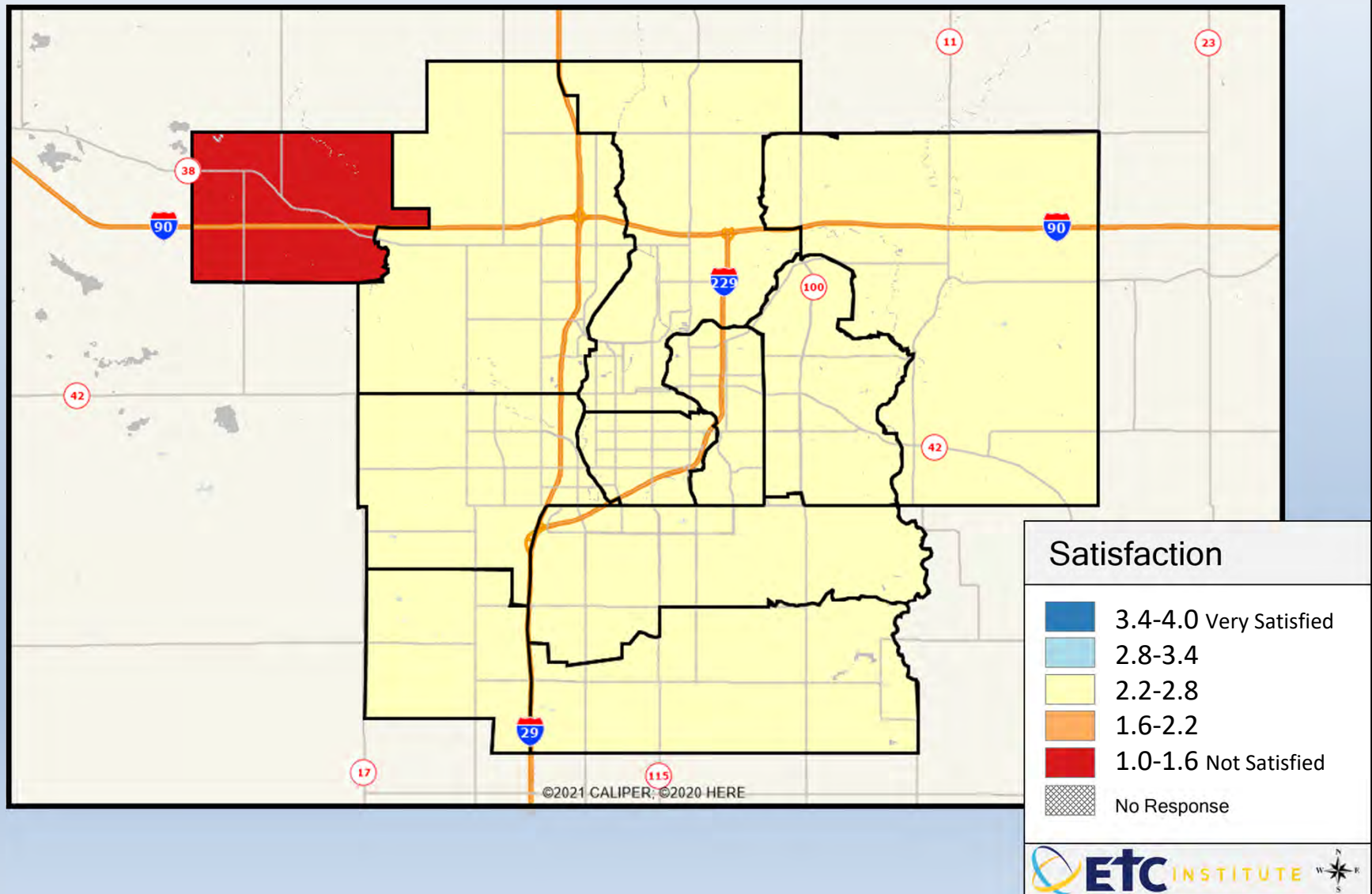
Q2-02. Satisfaction with maintenance of streets in the communities and areas outside of Sioux Falls



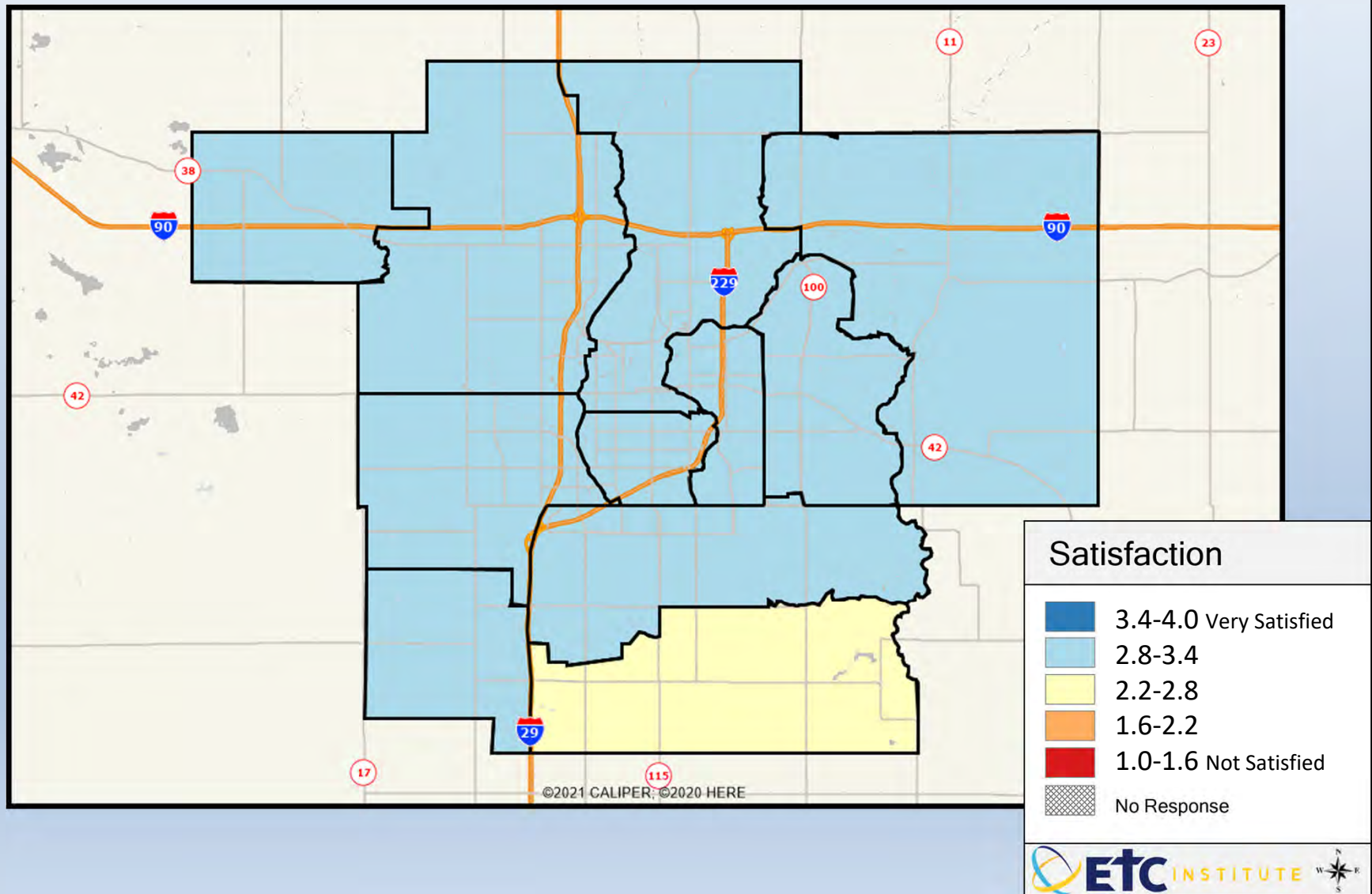
Q2-03. Satisfaction with the aintenance of Interstates and highways around Sioux Falls



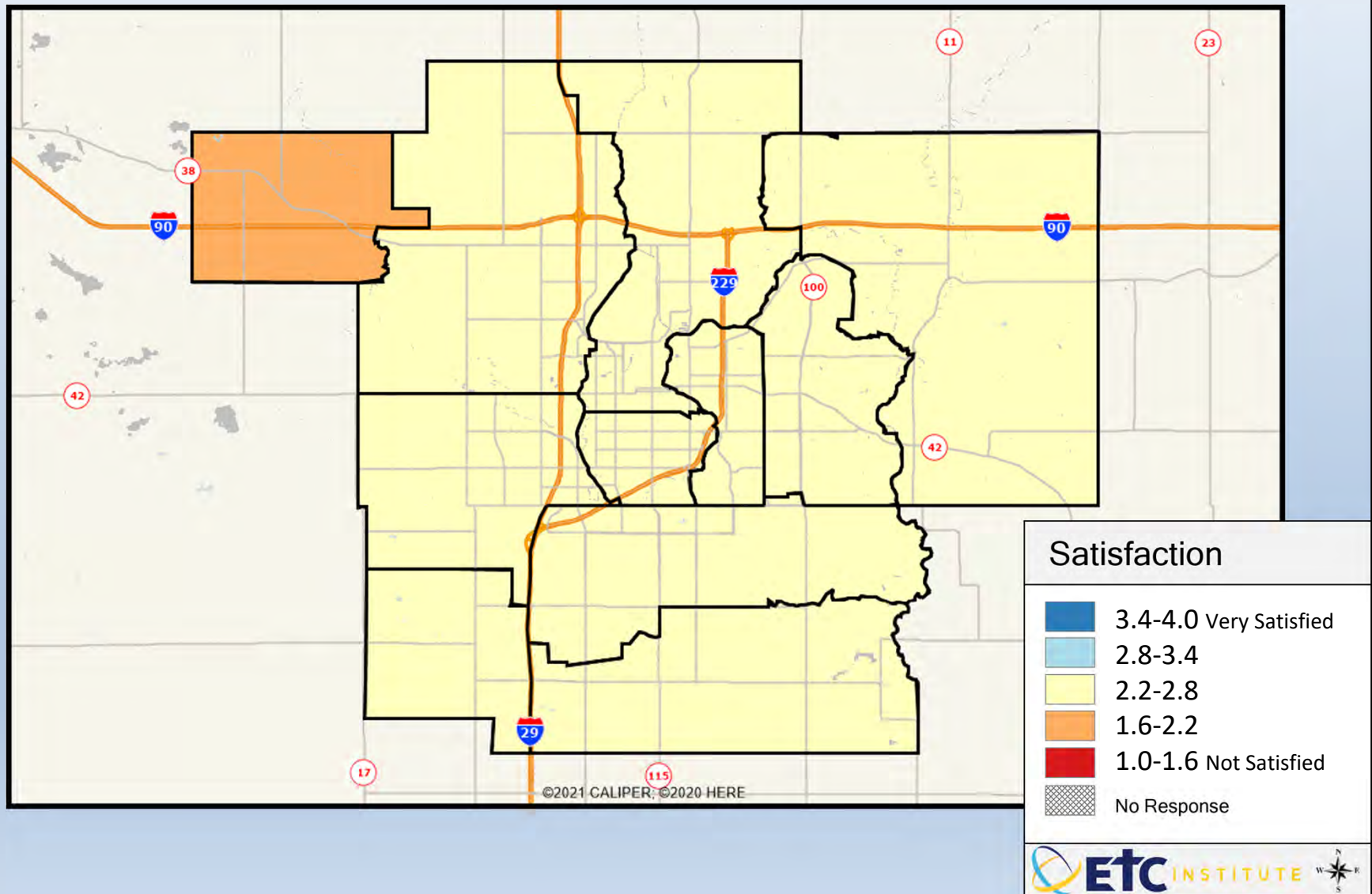
Q2-04. Satisfaction with the maintenance of rural roads in the Sioux Falls metropolitan area



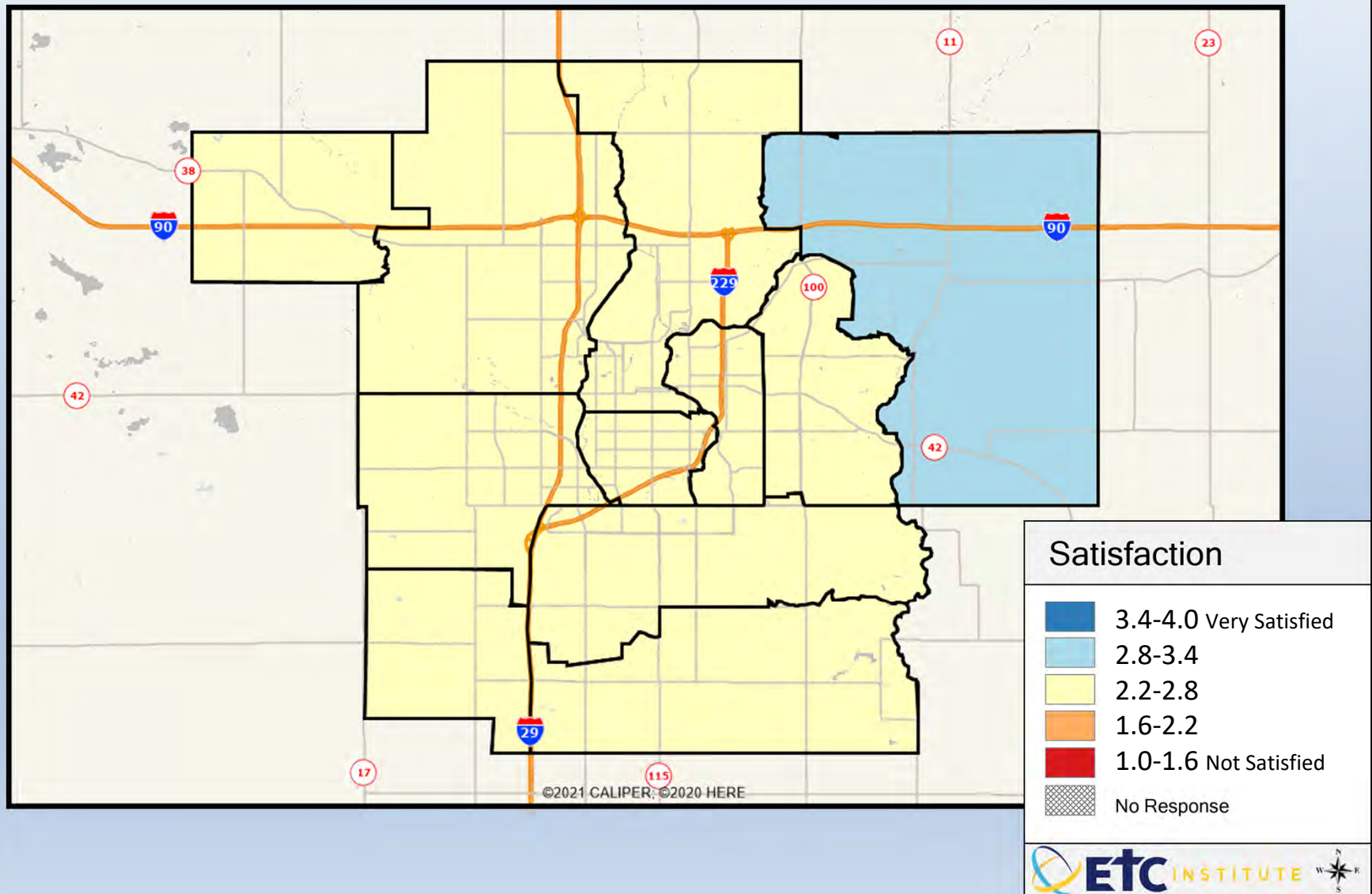
Q2-05. Satisfaction with the ease of travel by car to/from the City of Sioux Falls and other communities in Minnehaha and Lincoln Counties



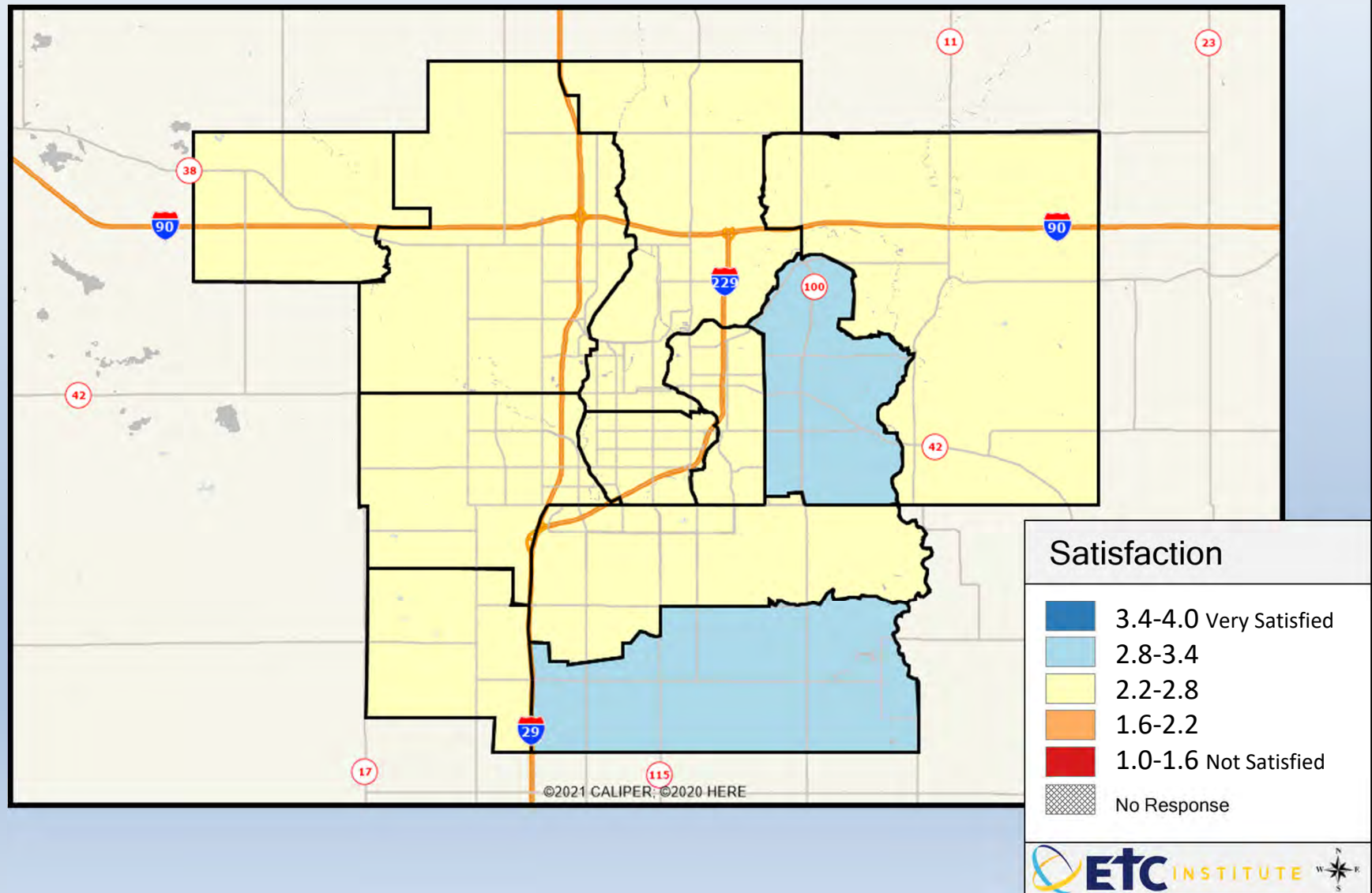
Q2-06. Satisfaction with the ease of travel by car from one side of the City of Sioux Falls to the other



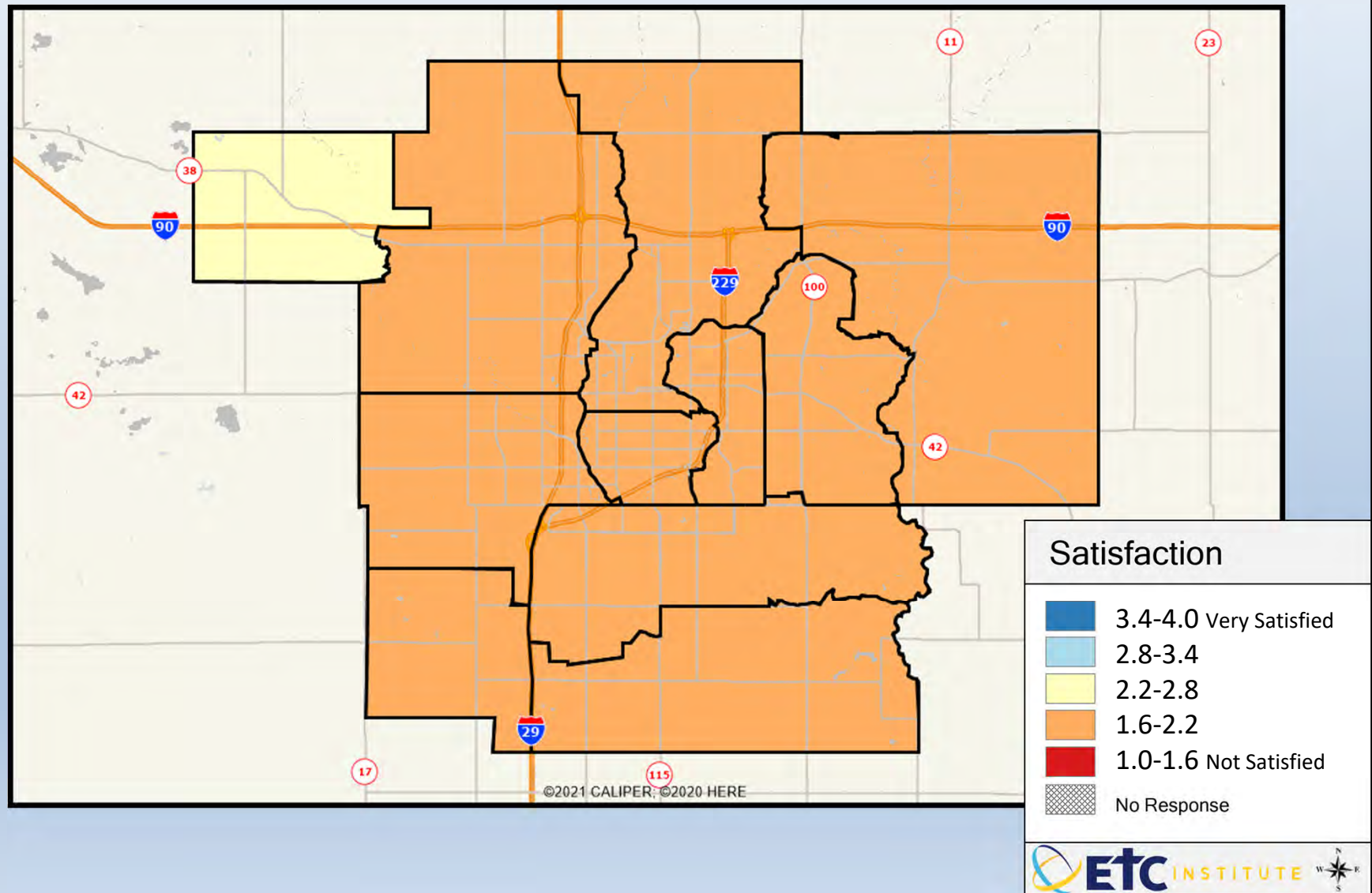
Q2-07. Satisfaction with the availability of safe walking/pedestrian facilities in the Sioux Falls metropolitan area



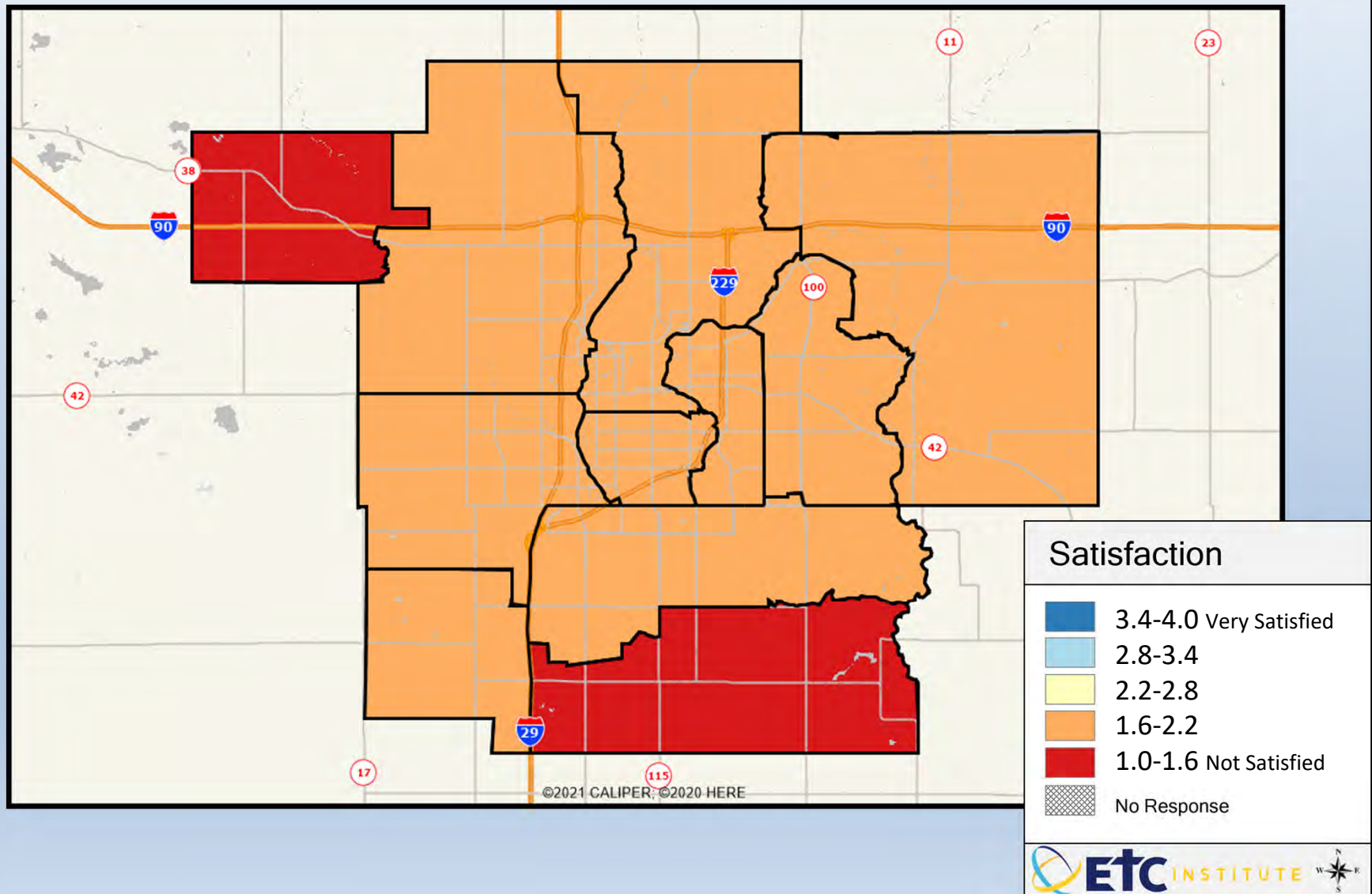
Q2-08. Satisfaction with the availability of safe biking facilities in the Sioux Falls metropolitan area



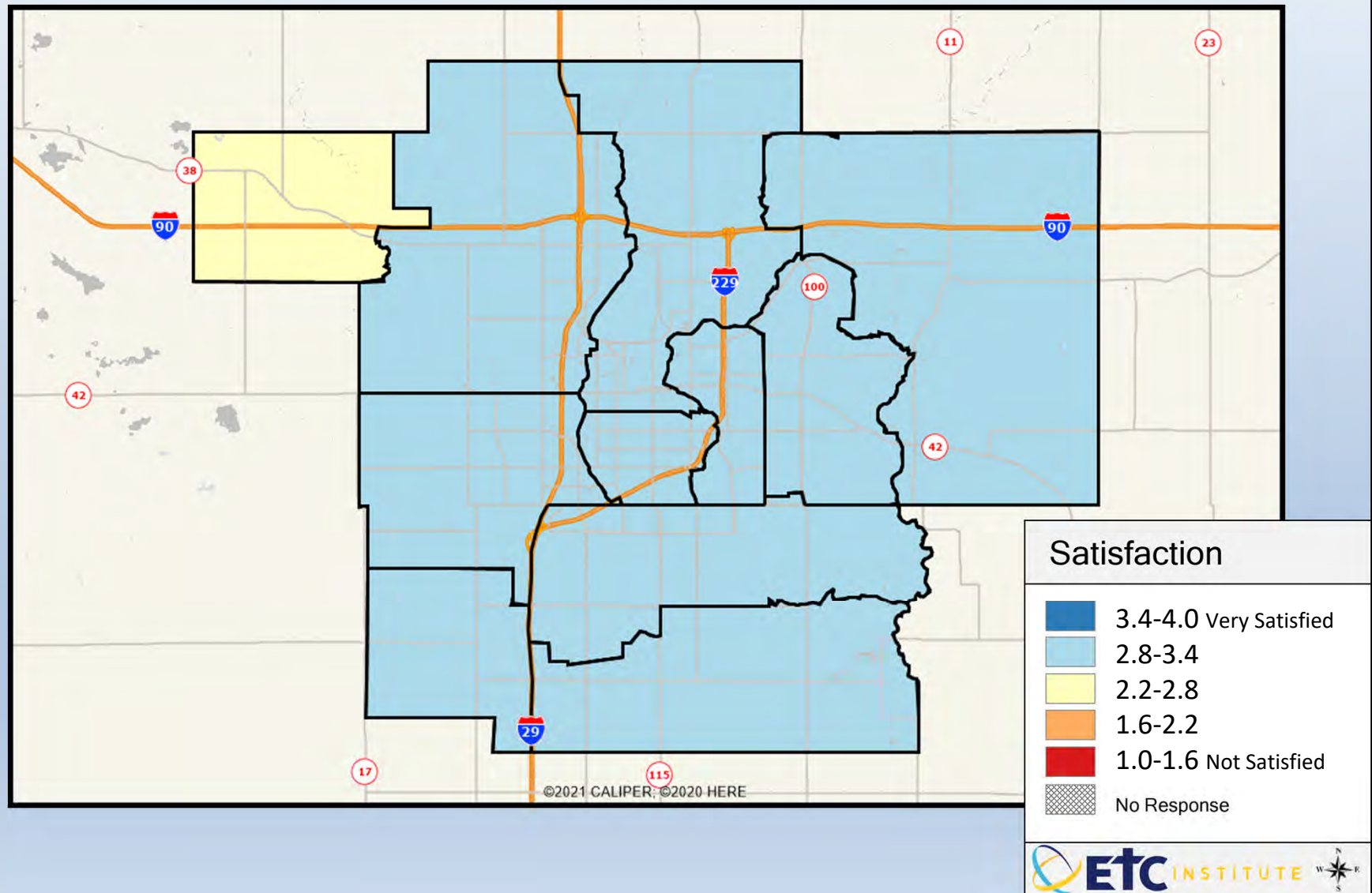
Q2-09. Satisfaction with the availability of public transportation/bus service in the City of Sioux Falls



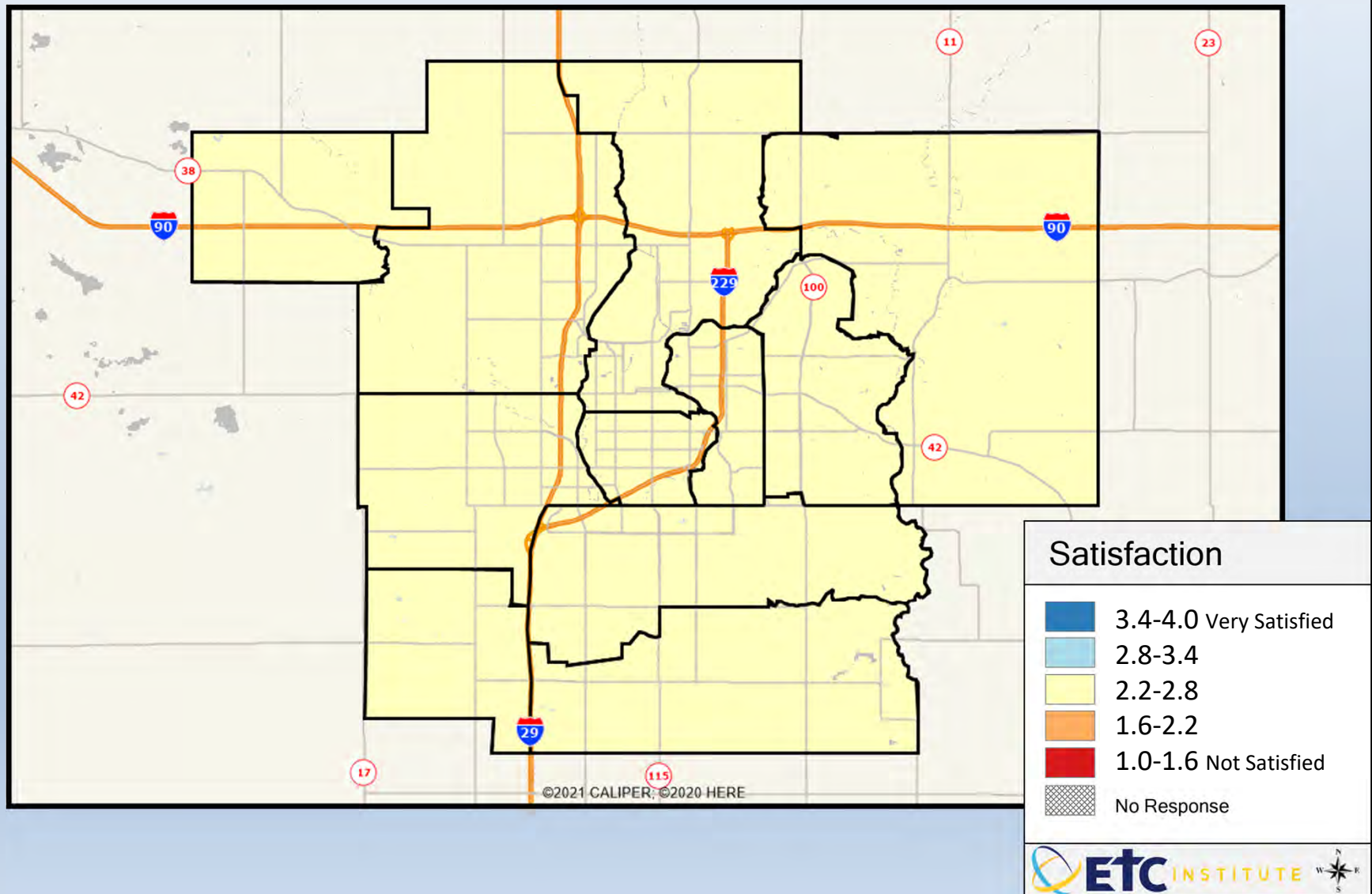
Q2-10. Satisfaction with the availability of public transportation/bus service in the areas outside of Sioux Falls



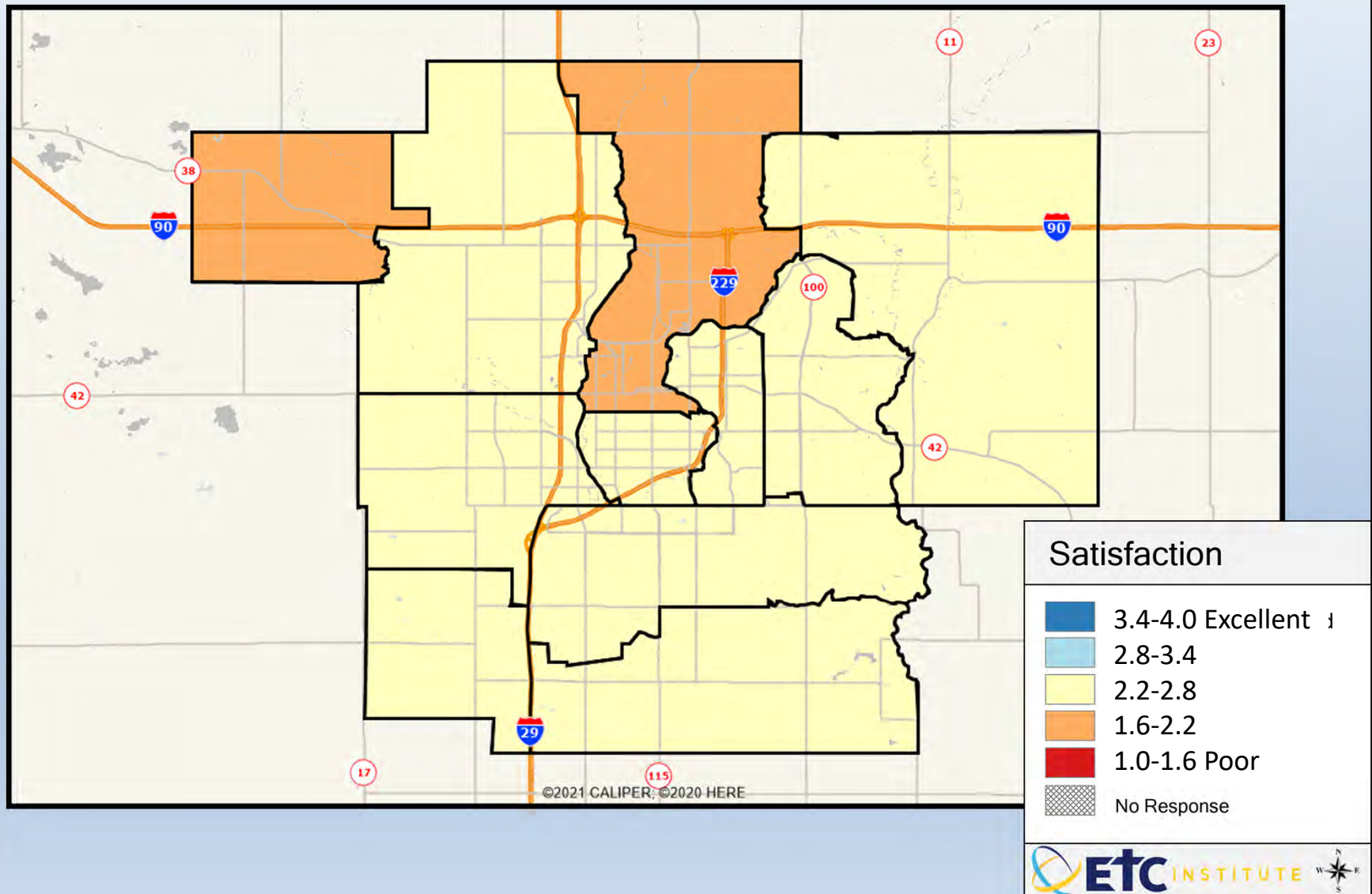
Q2-11. Satisfaction with the adequacy of traffic signage along city streets and highways



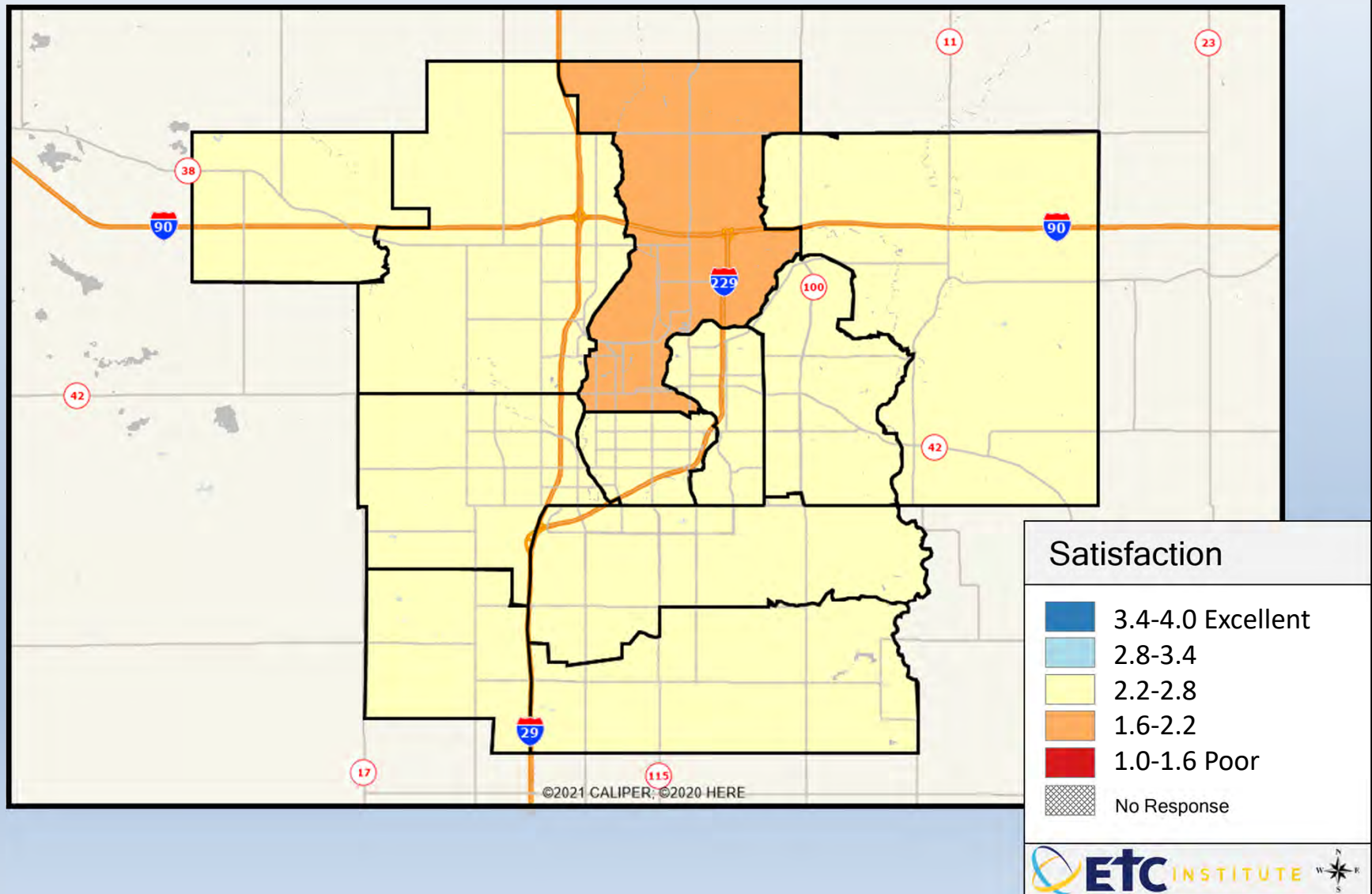
Q2-12. Satisfaction with how well the region is planning for growth



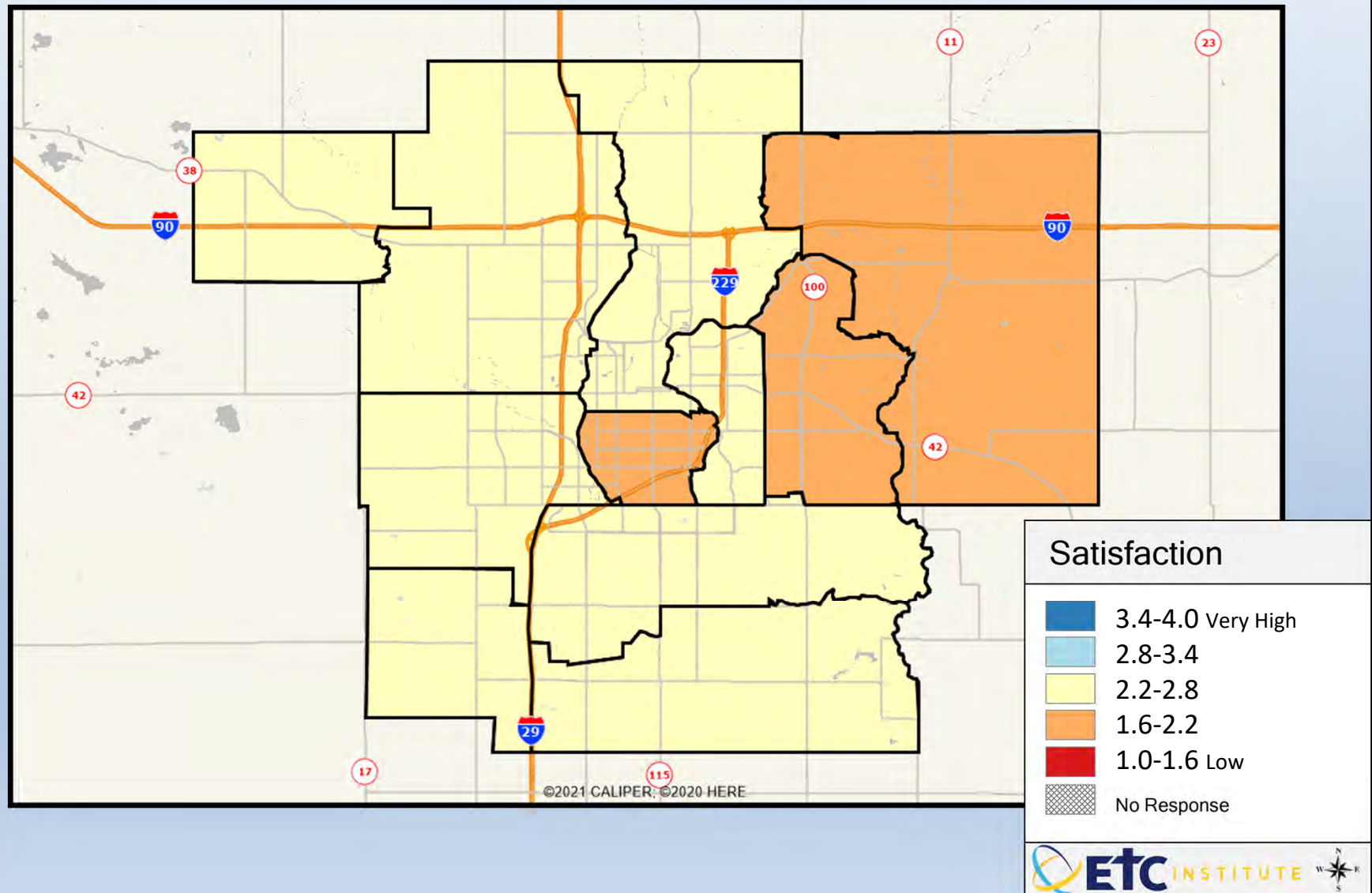
Q4. Overall, how would you rate traffic safety in the Sioux Falls metropolitan area?



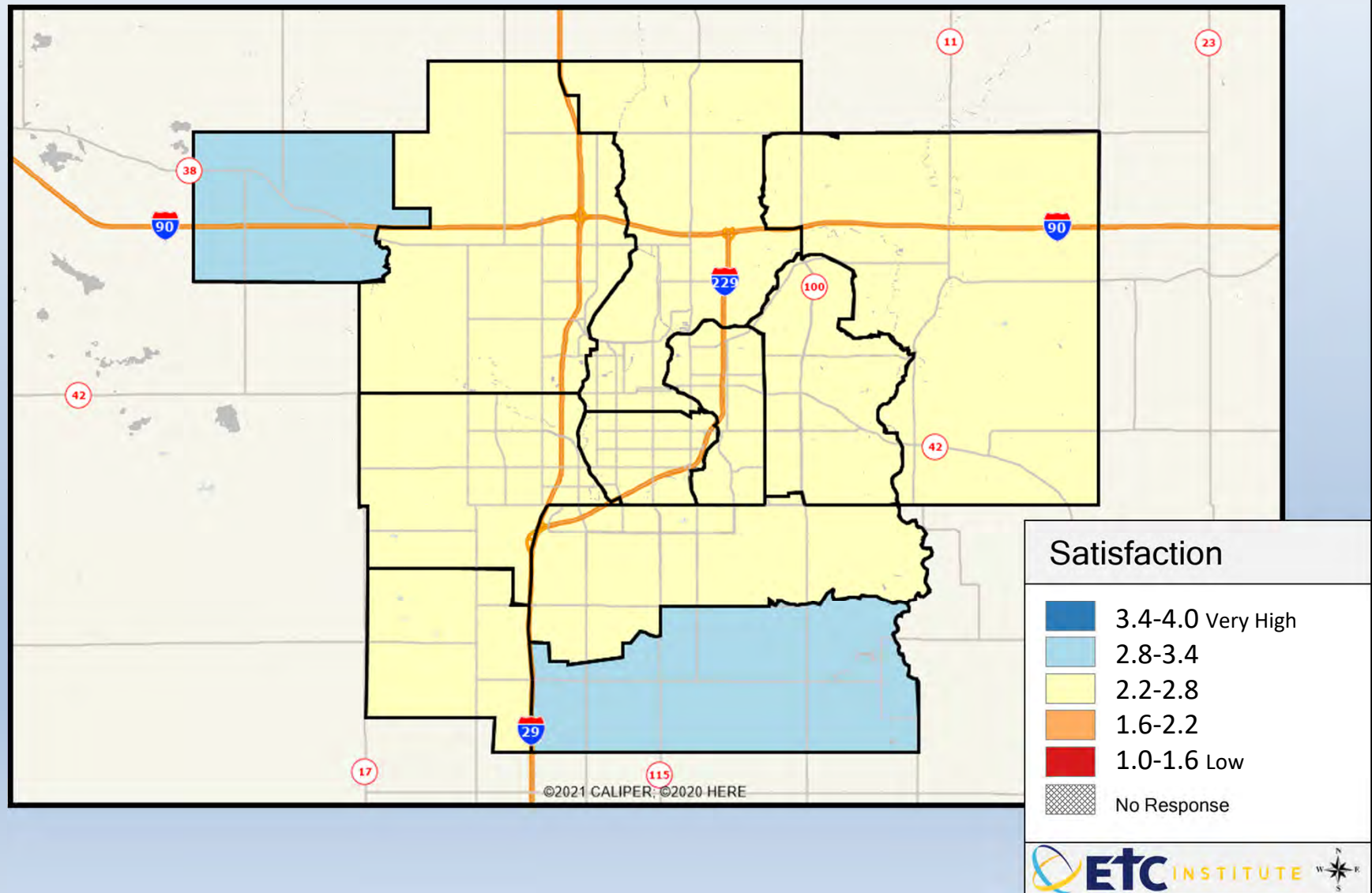
Q5. Overall, how would you rate traffic safety NEAR SCHOOLS in the Sioux Falls metropolitan area?



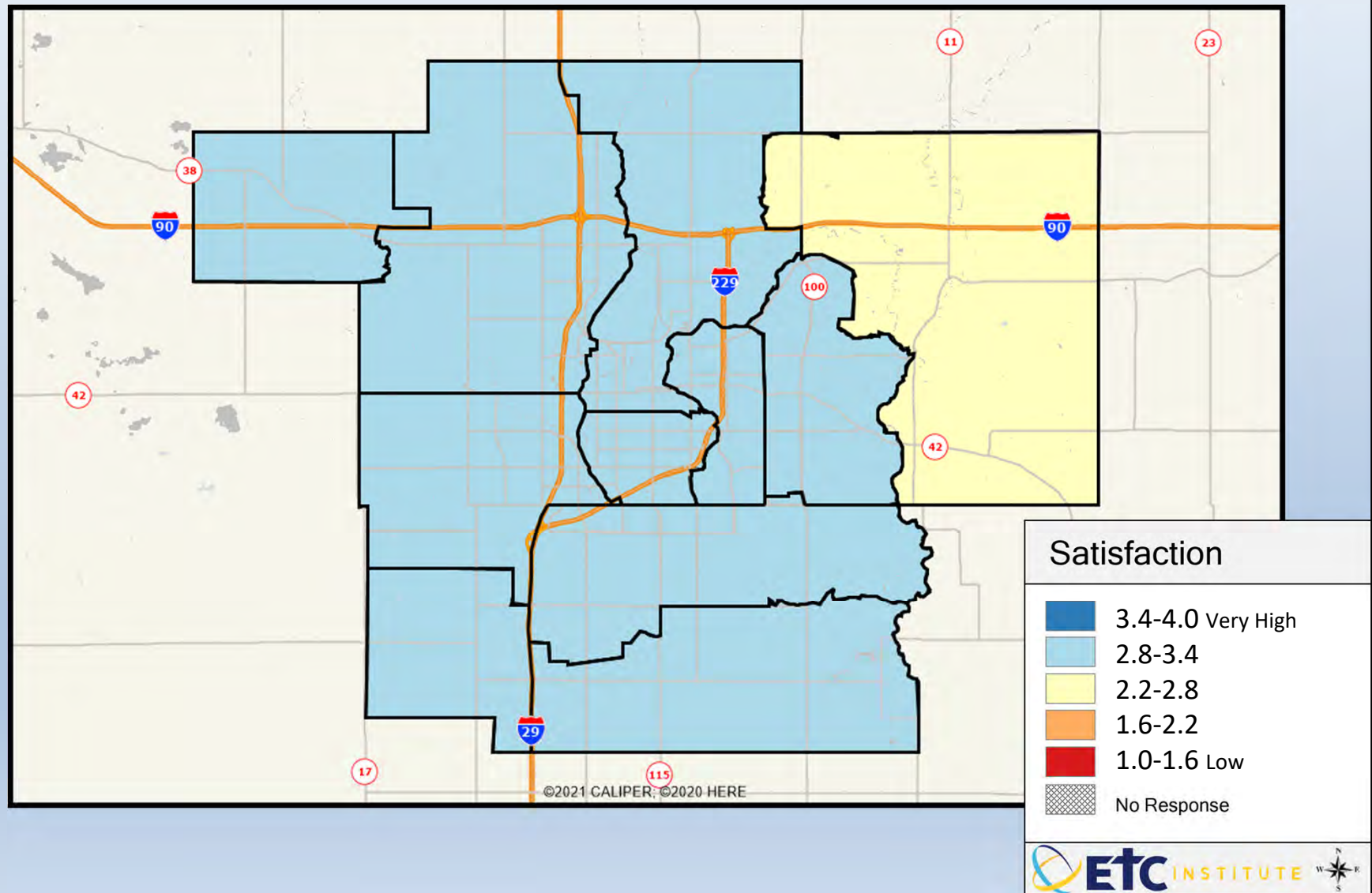
Q19-02. Priority that should be placed on adding interchanges on the Interstates



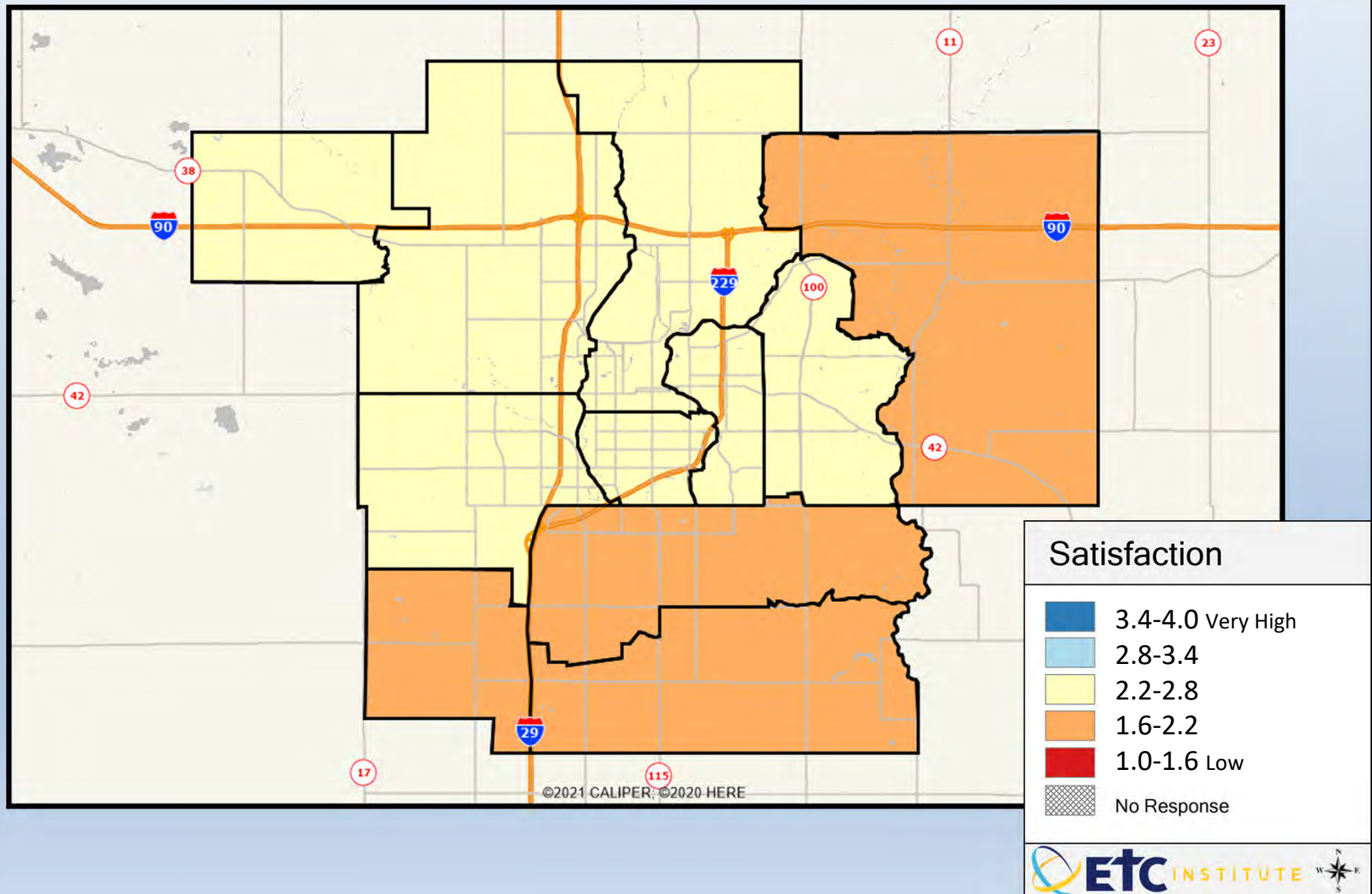
Q19-03. Priority that should be placed on improving major north-south roads/streets through the City of Sioux Falls



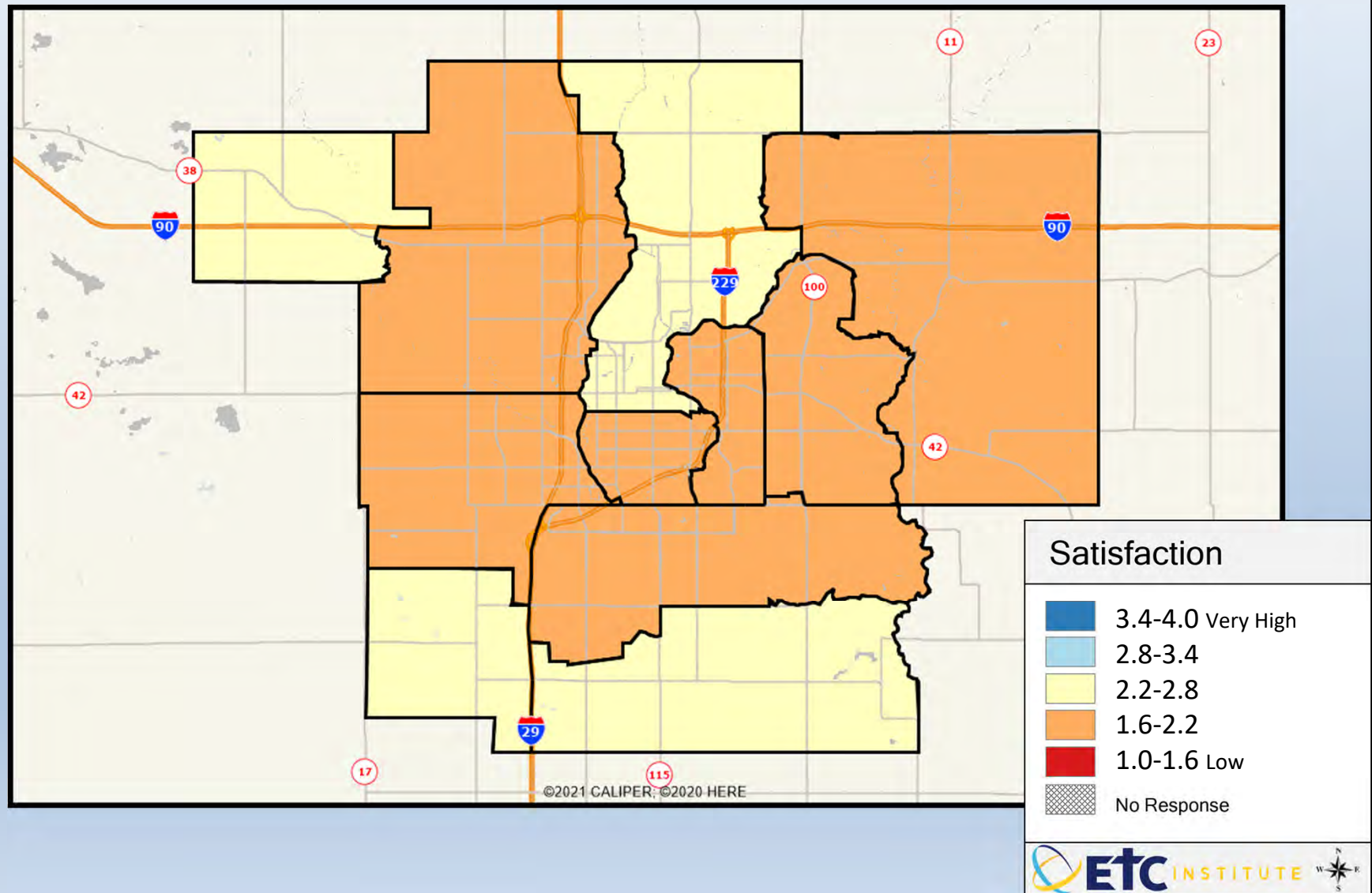
Q19-04. Priority that should be placed on improving major east-west roads/streets through the City of Sioux Falls



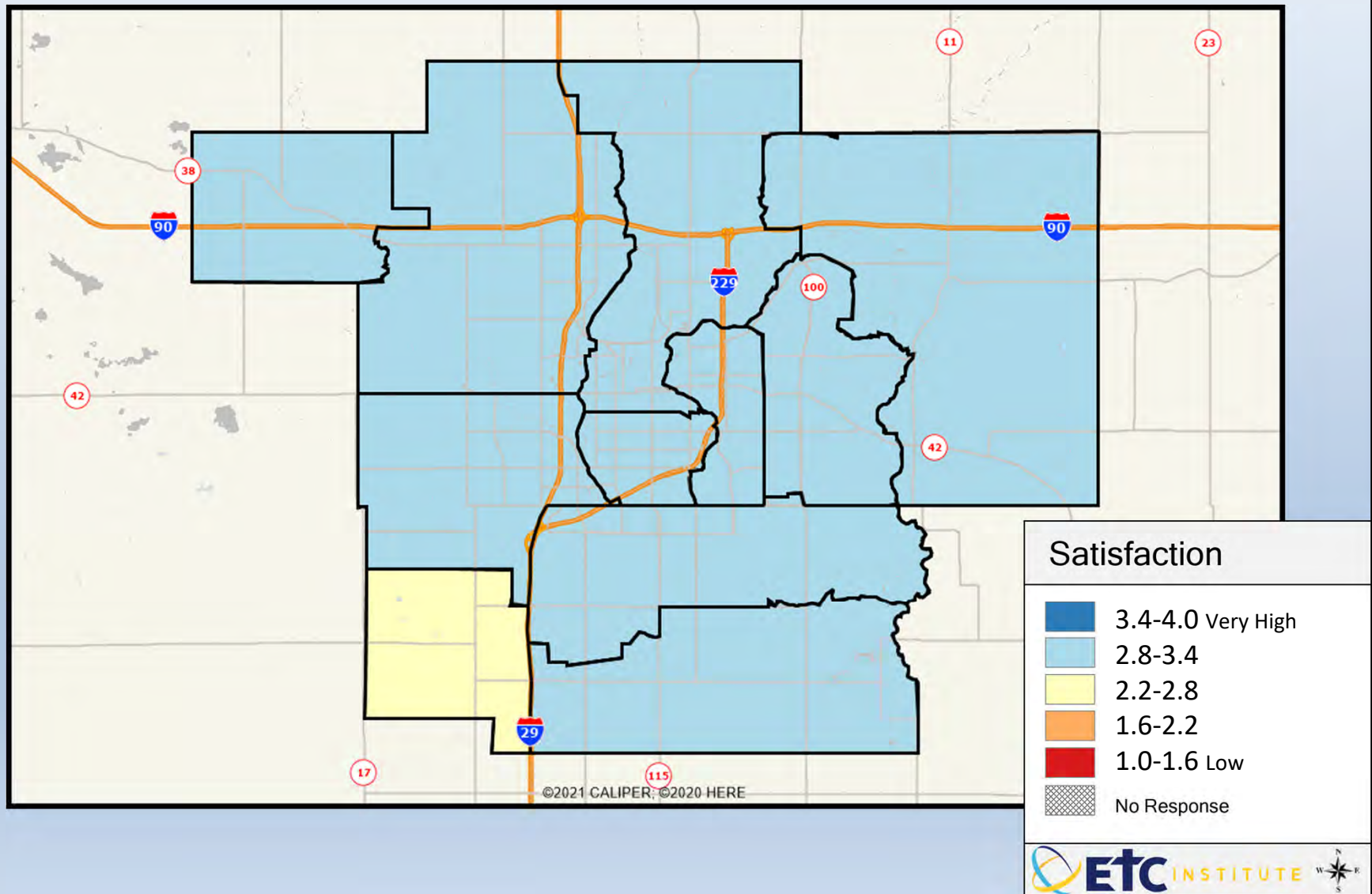
Q19-05. Priority that should be placed on improving public transportation/bus service inside the City of Sioux Falls



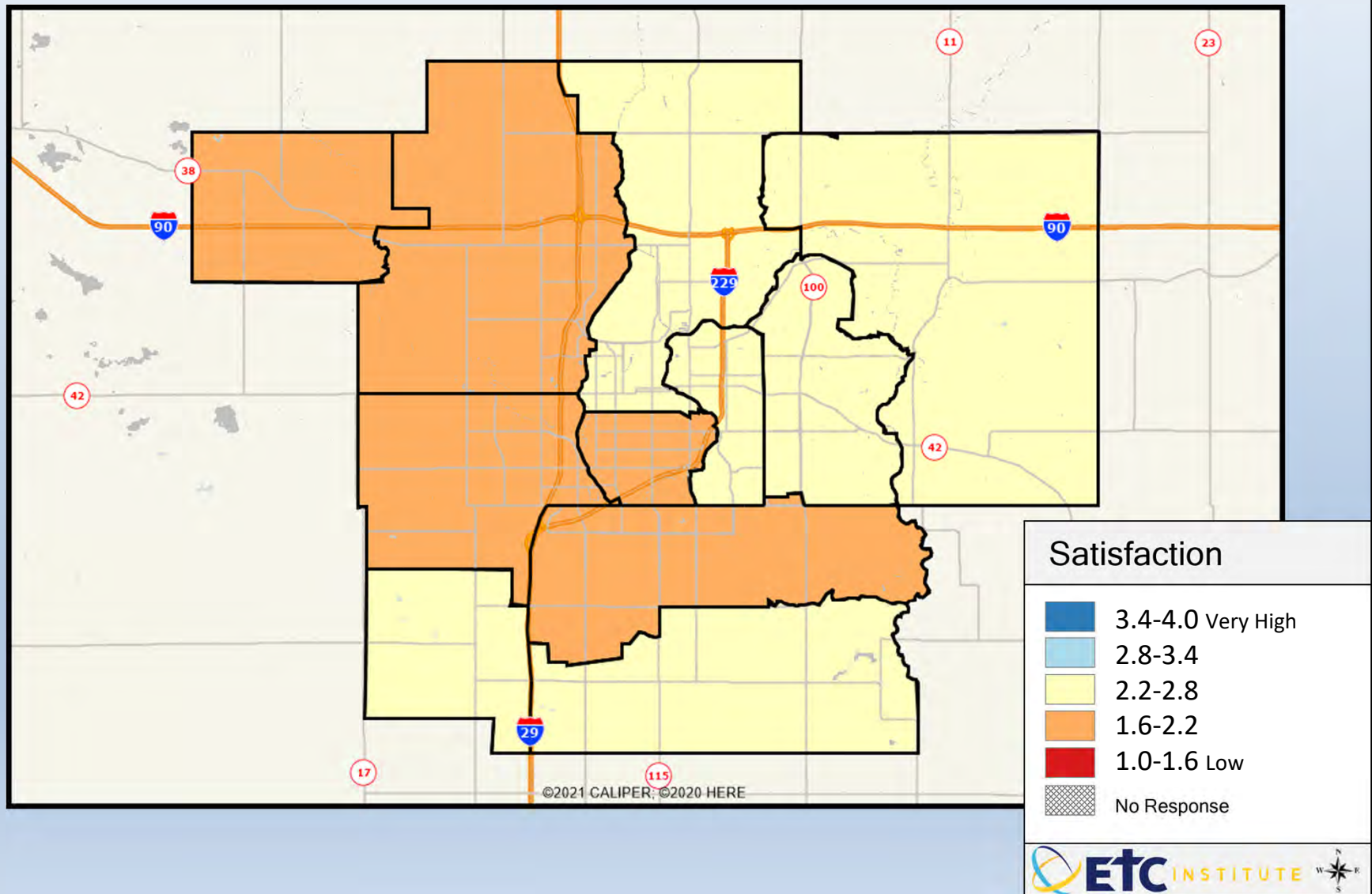
Q19-06. Priority that should be placed on improving/adding public transportation/bus service to link Sioux Falls with the outlying communities and areas



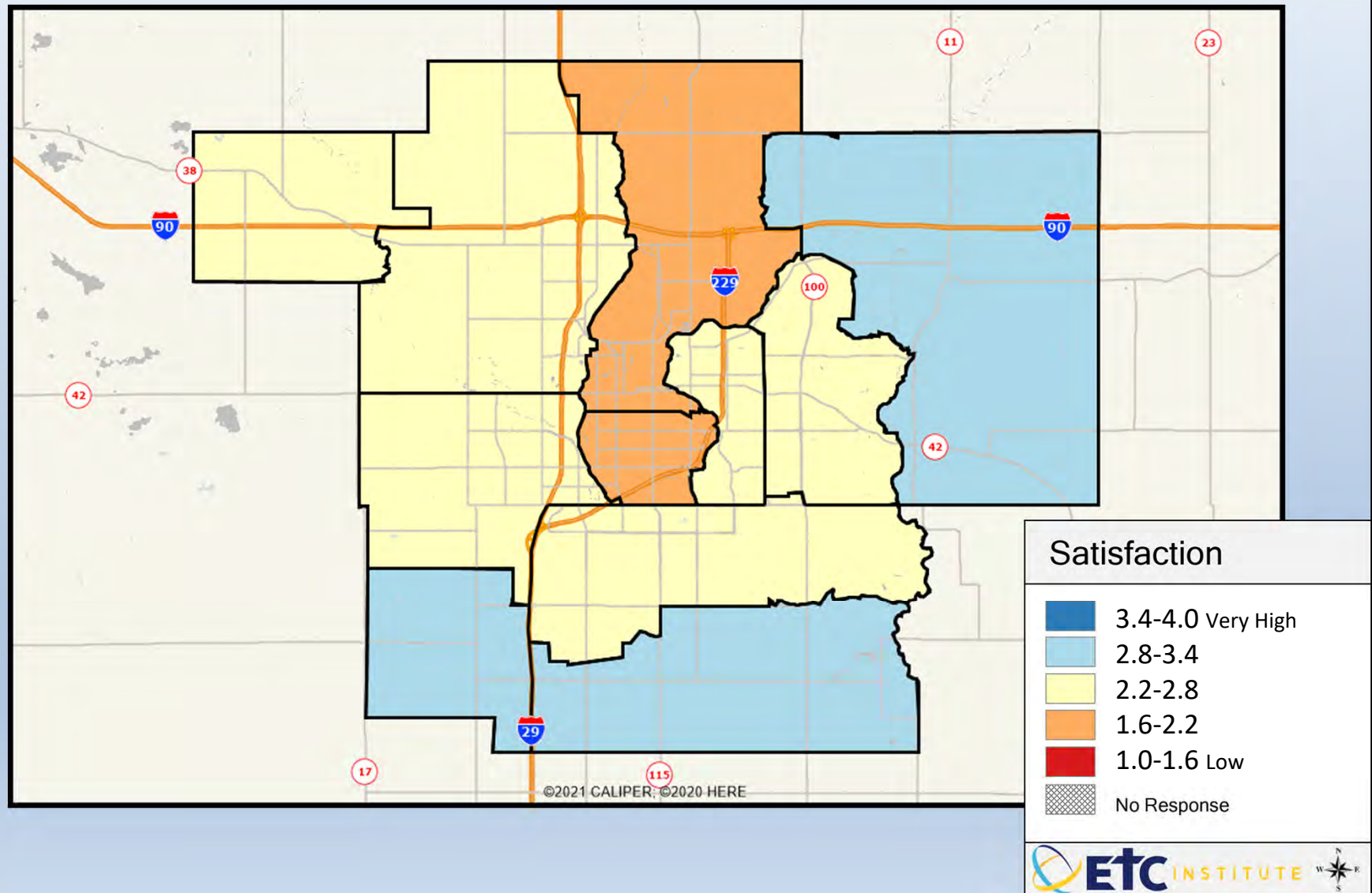
Q19-07. Priority that should be placed on improving the timing of traffic lights



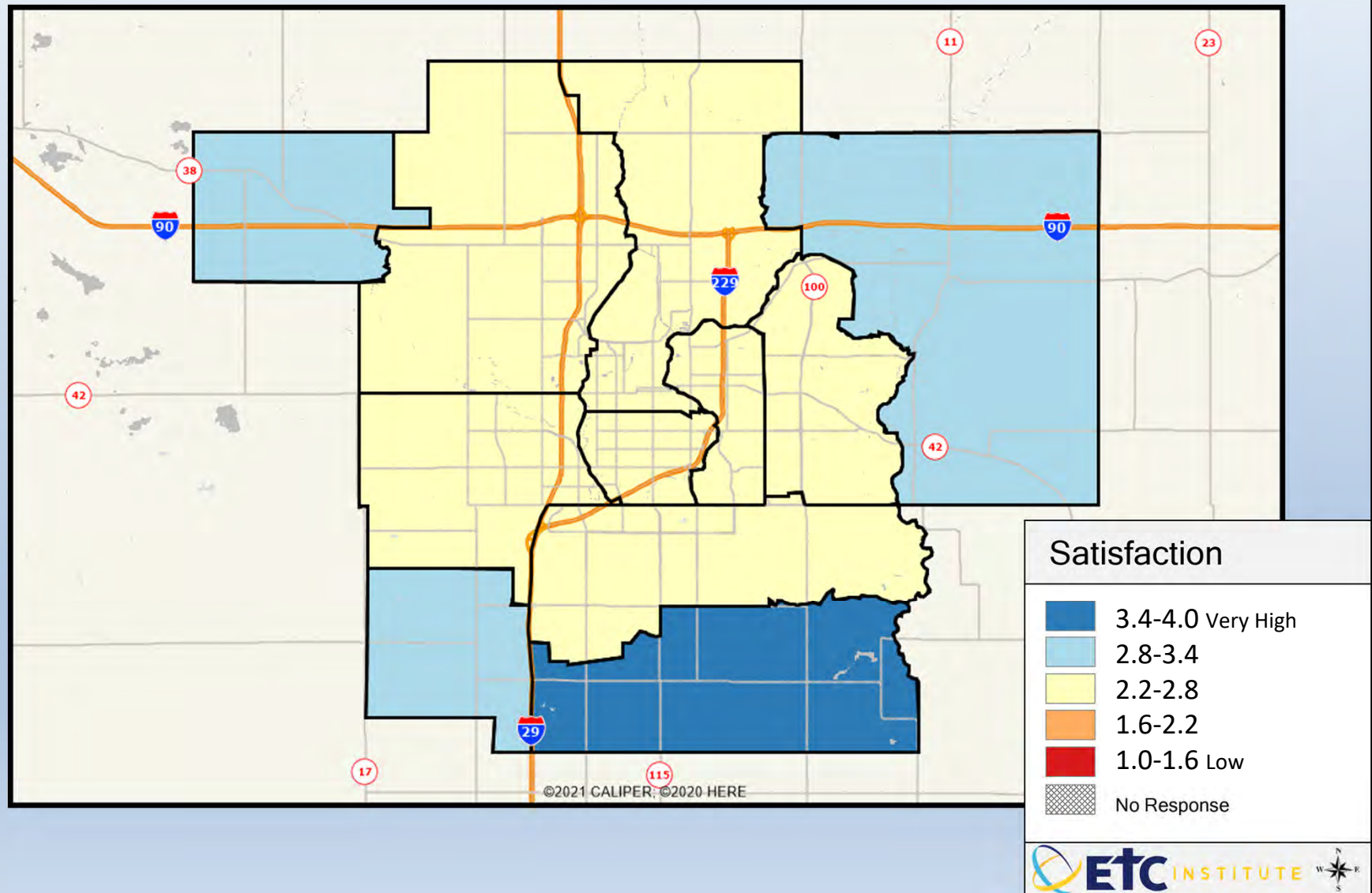
Q19-08. Priority that should be placed on reducing traffic delays caused by trains



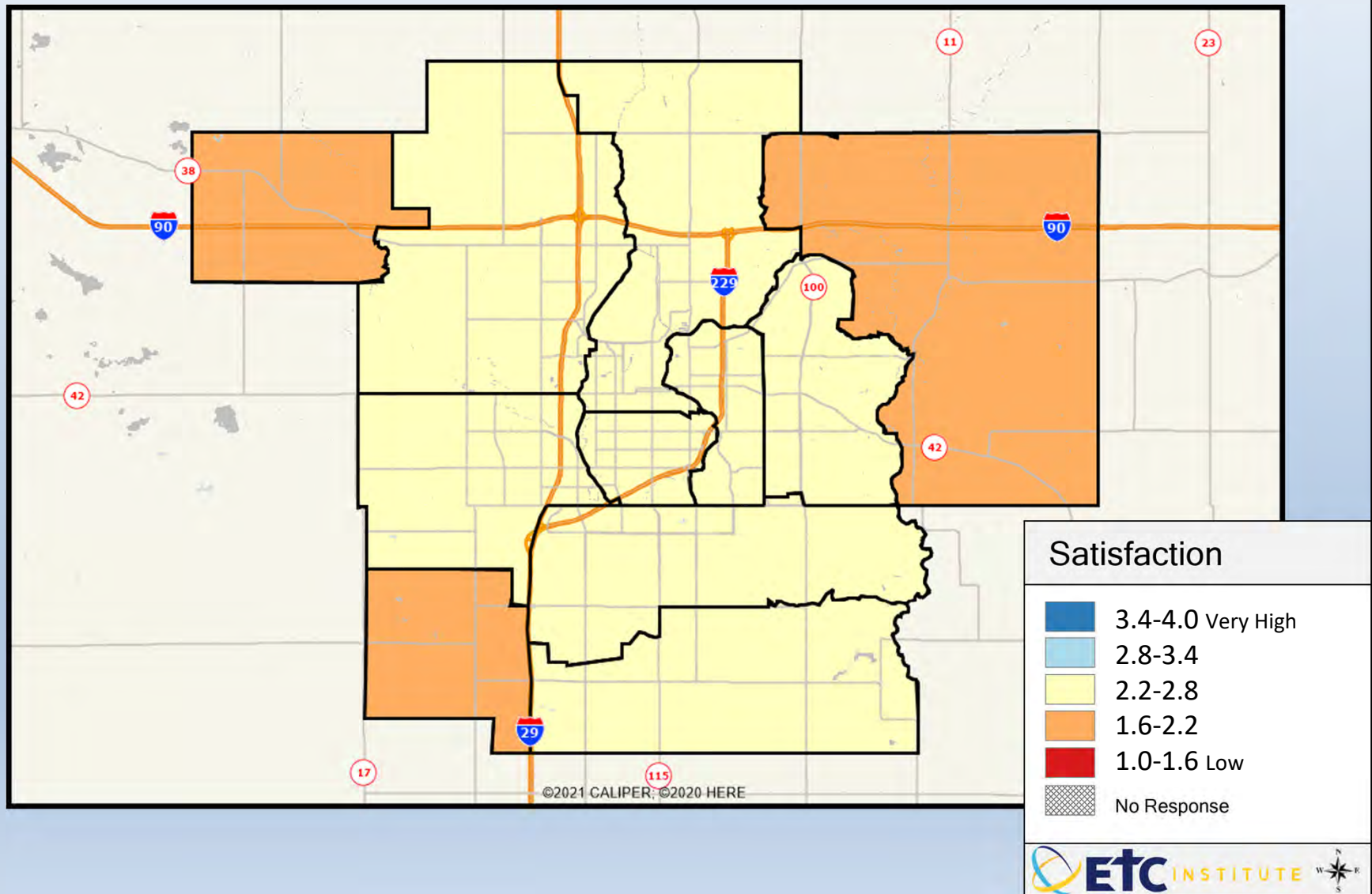
Q19-09. Priority that should be placed on improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties



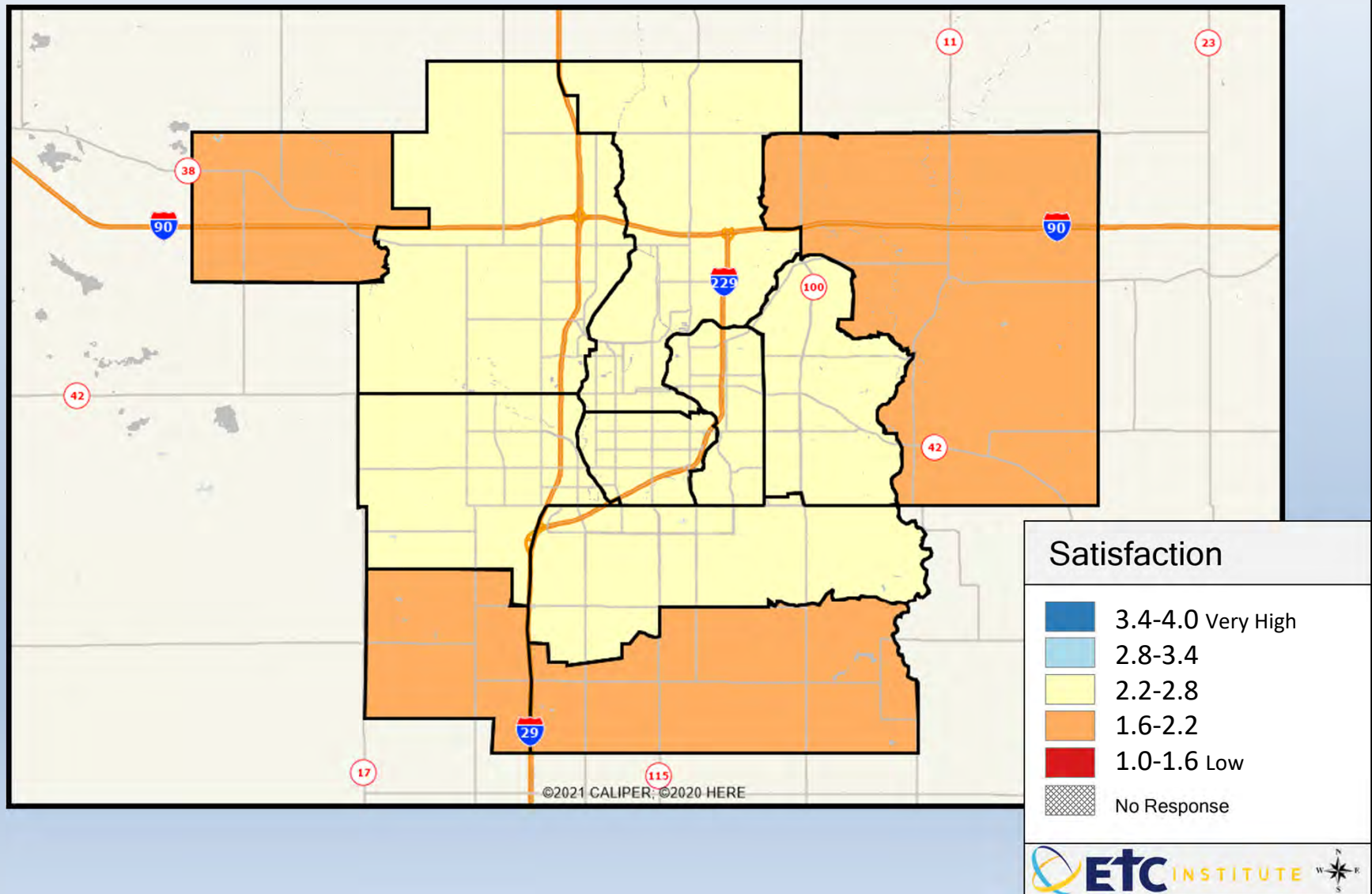
Q19-10. Priority that should be placed on improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls



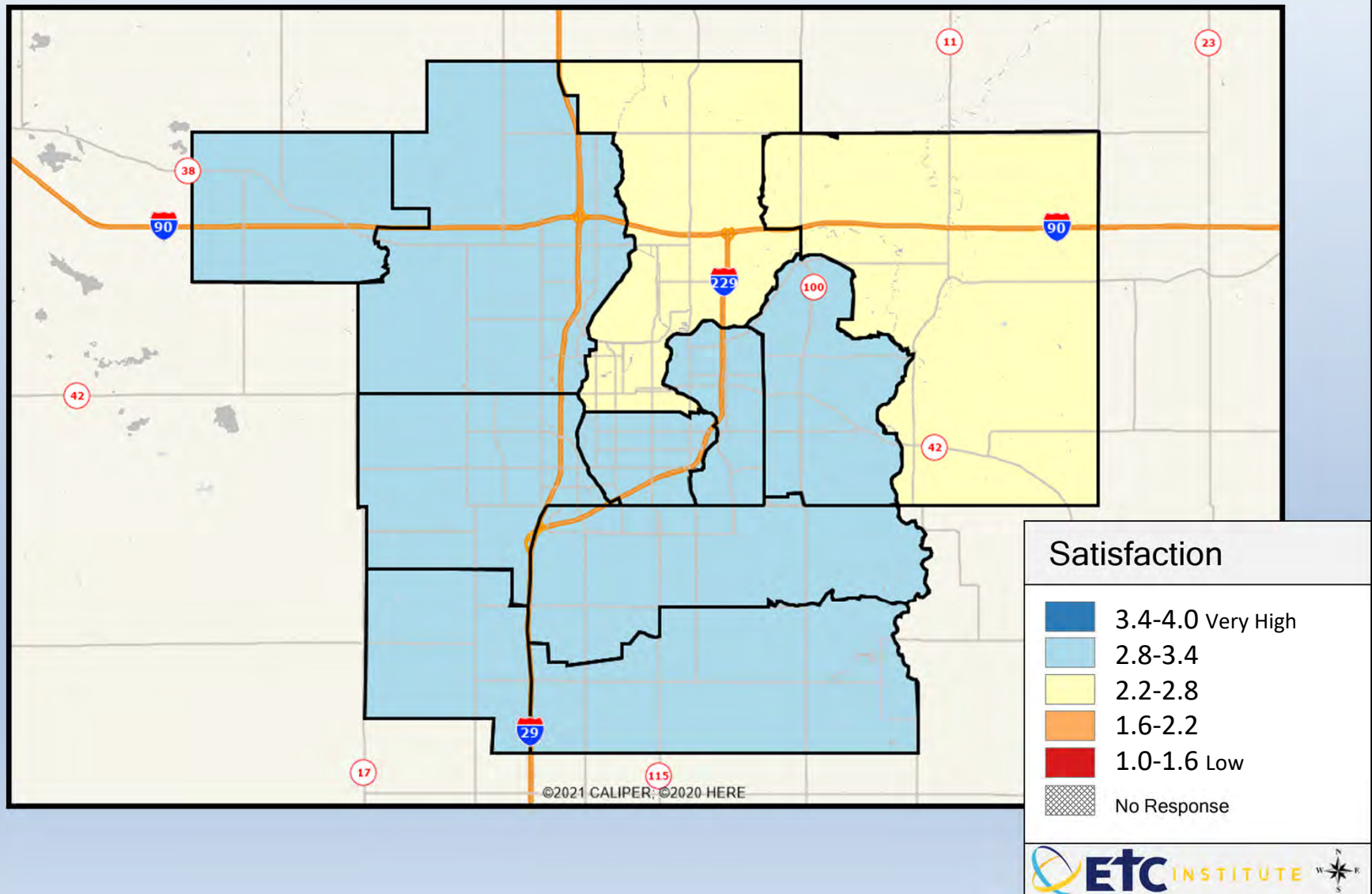
Q19-11. Priority that should be placed on developing new pedestrian (walking) and biking facilities



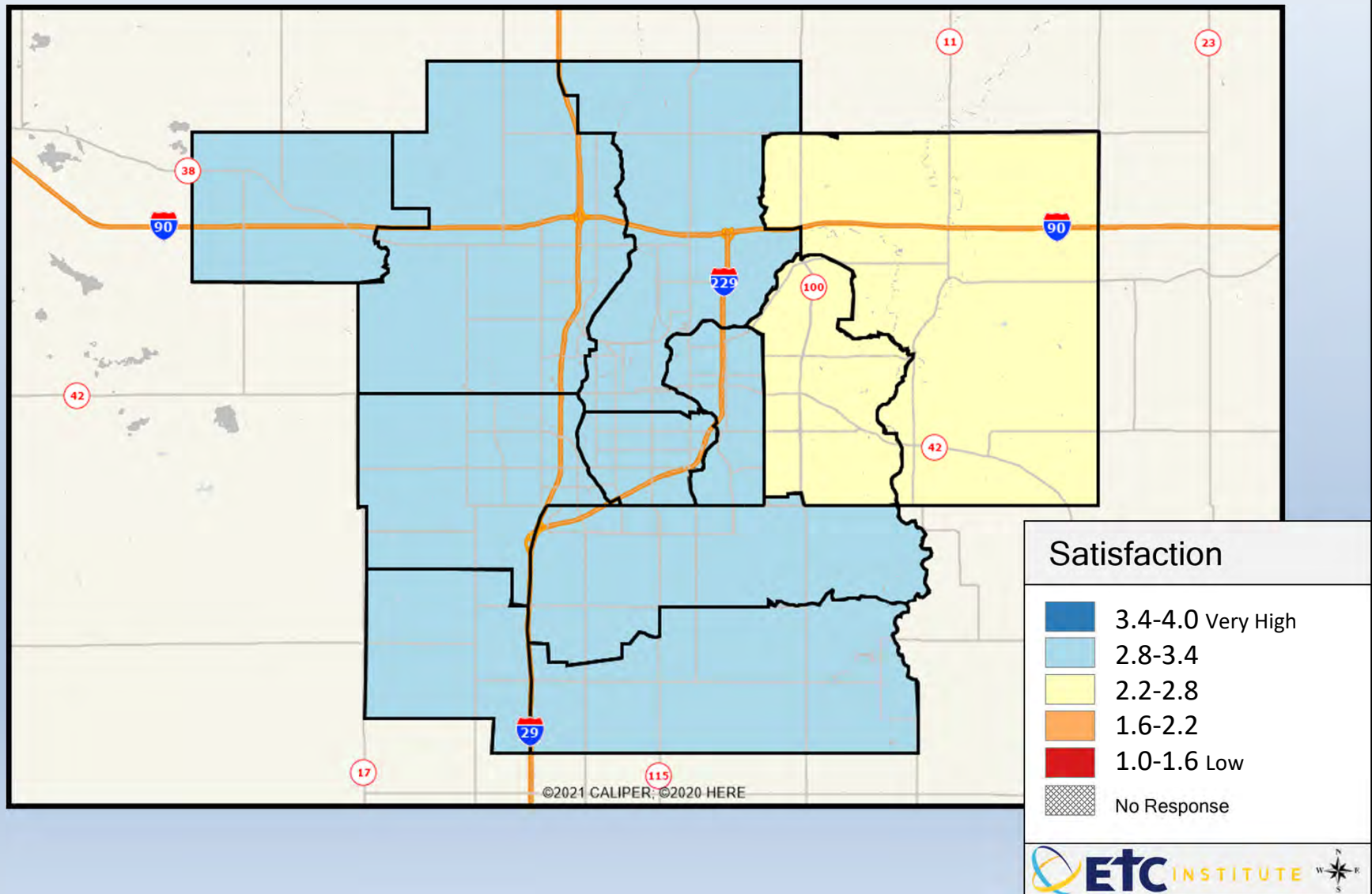
Q19-12. Priority that should be placed on improving existing pedestrian (walking) and biking facilities



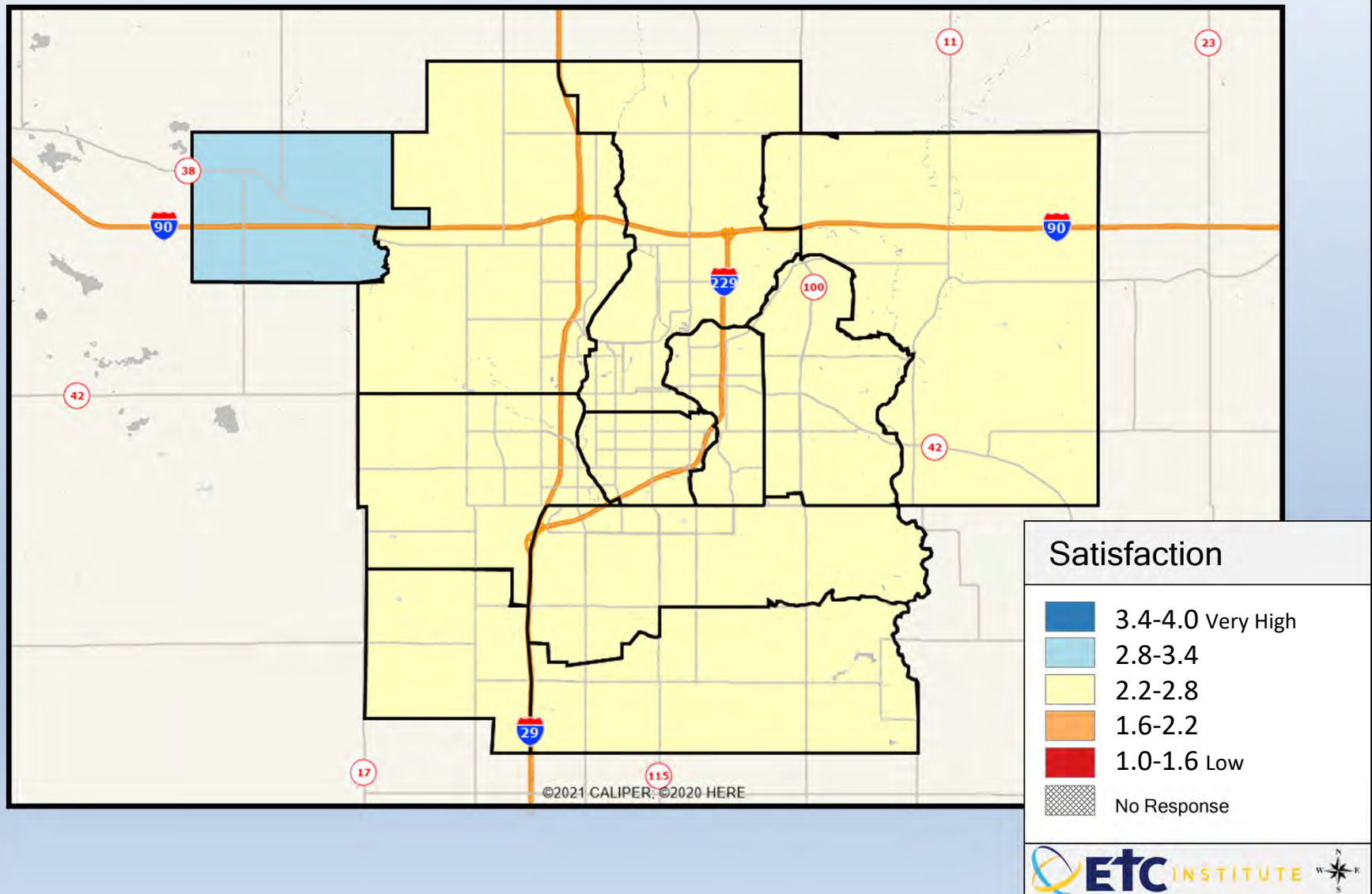
Q19-13. Priority that should be placed on setting aside land for traffic corridors and roads in future growth areas



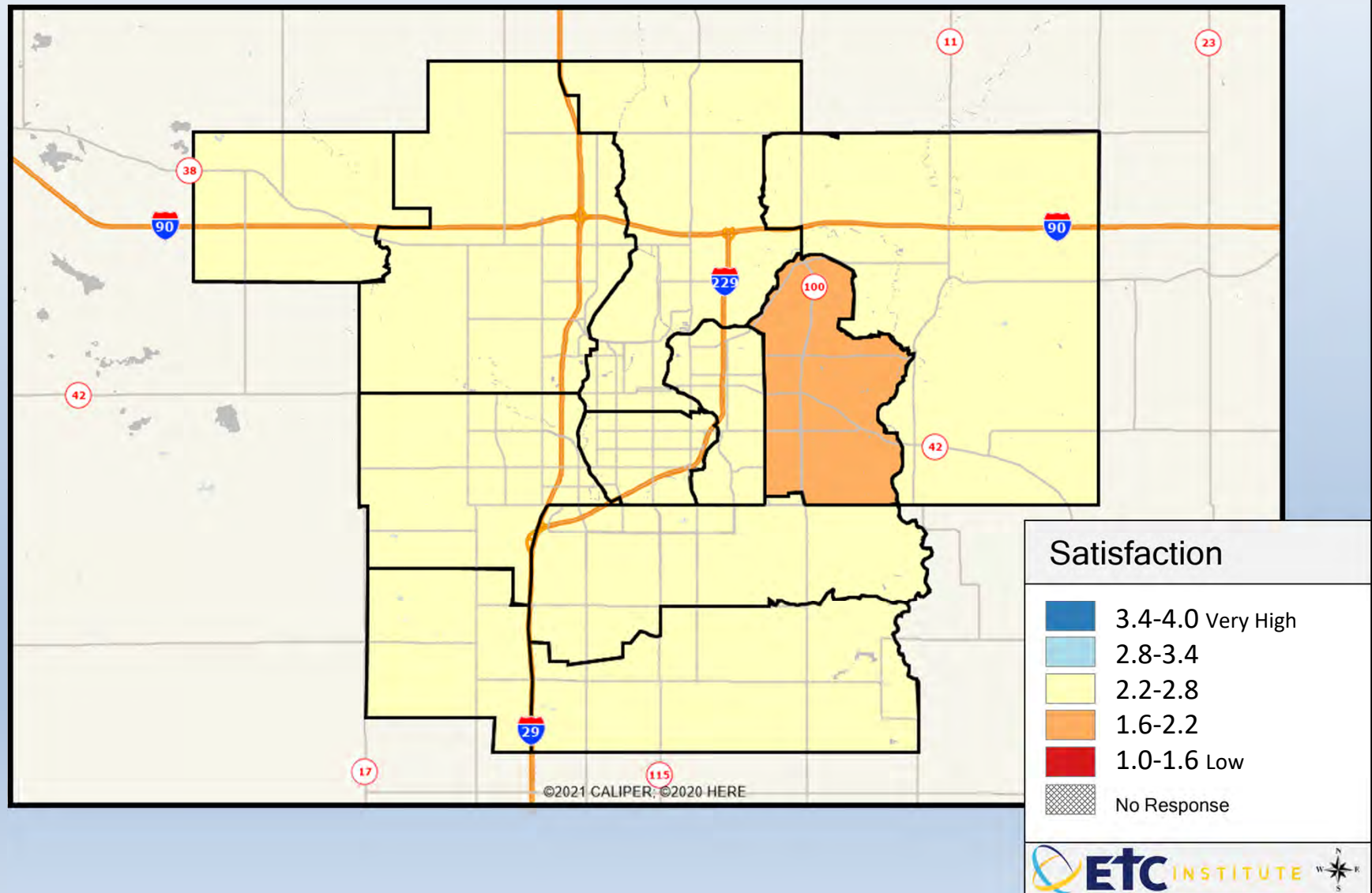
Q19-14. Priority that should be placed on improving transportation services for seniors and persons with disabilities



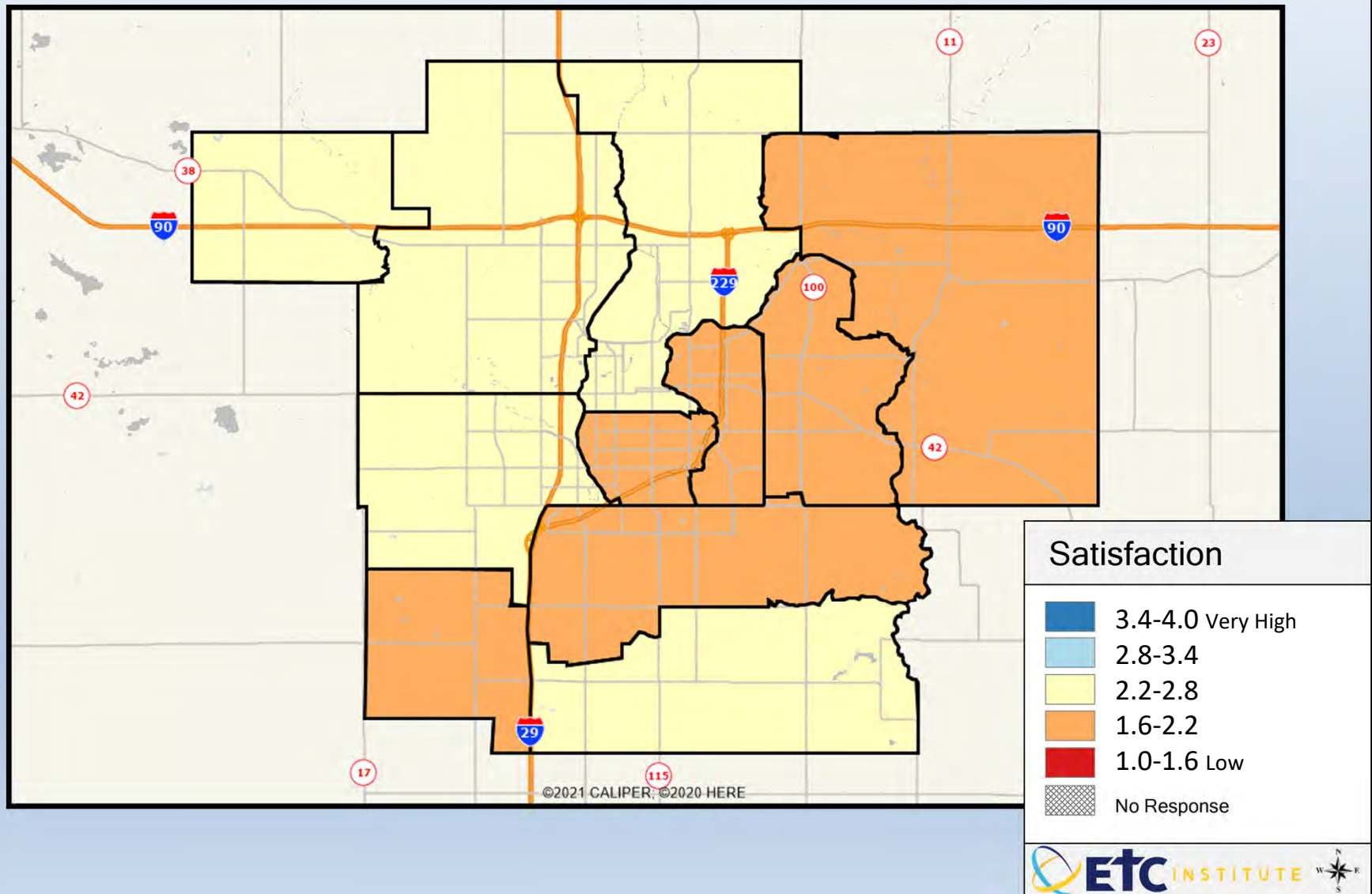
Q19-15. Priority that should be placed on improving airport services in the region



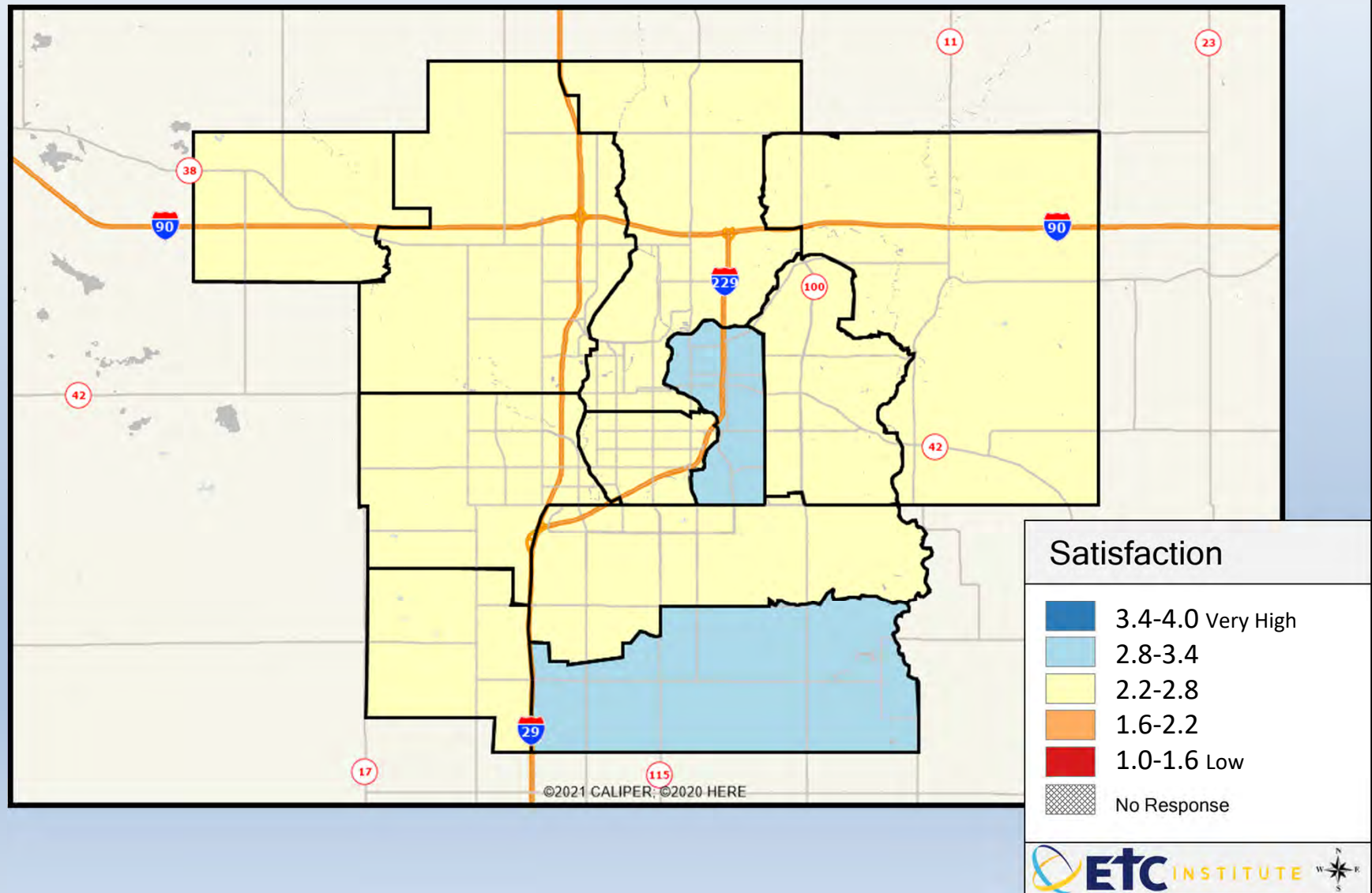
Q19-16. Priority that should be placed on improving the area's freight transportation facilities (e.g., airport, rail, trucking)



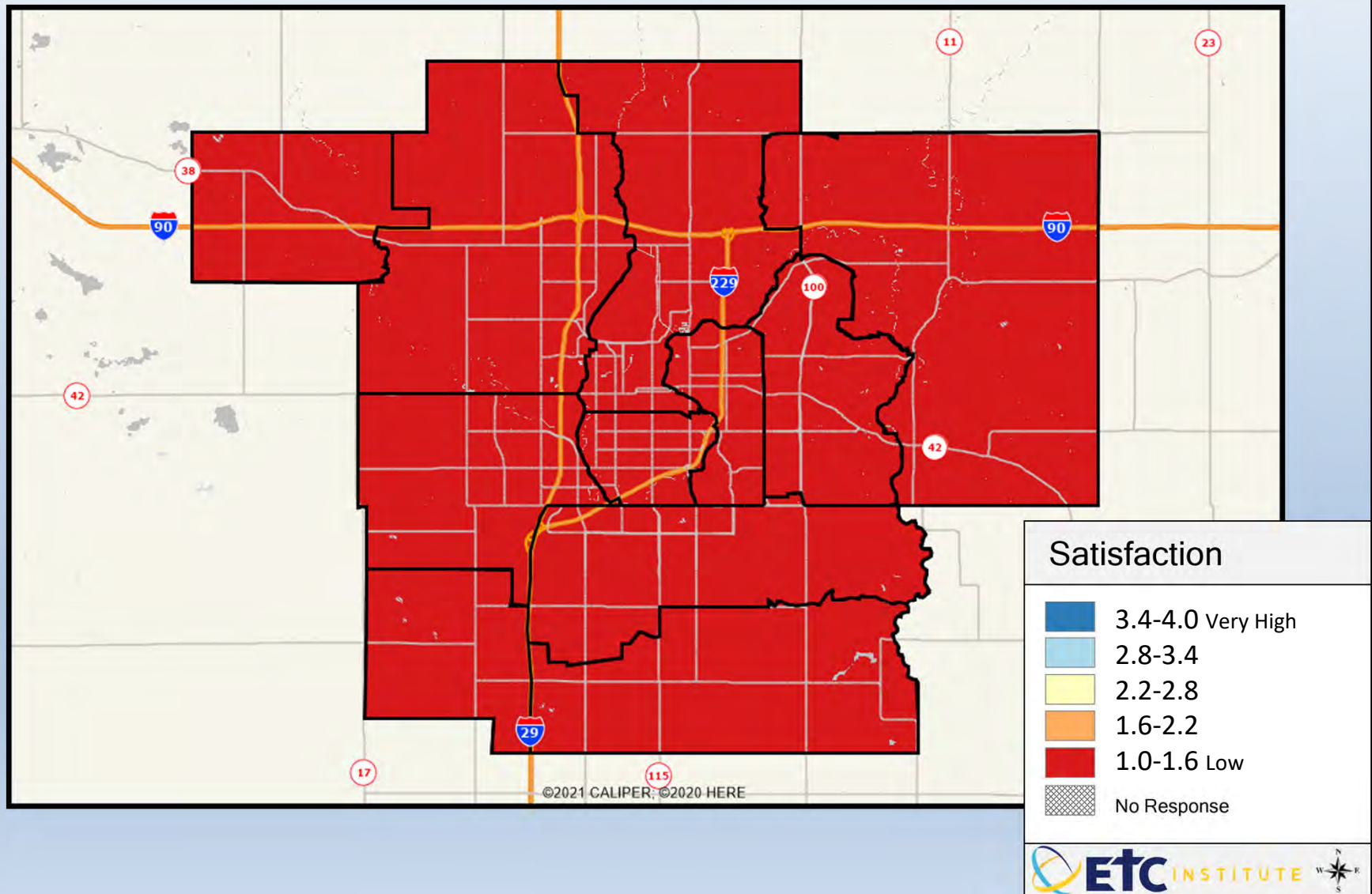
Q19-17. Priority that should be placed on improving the appearance of roads/highways



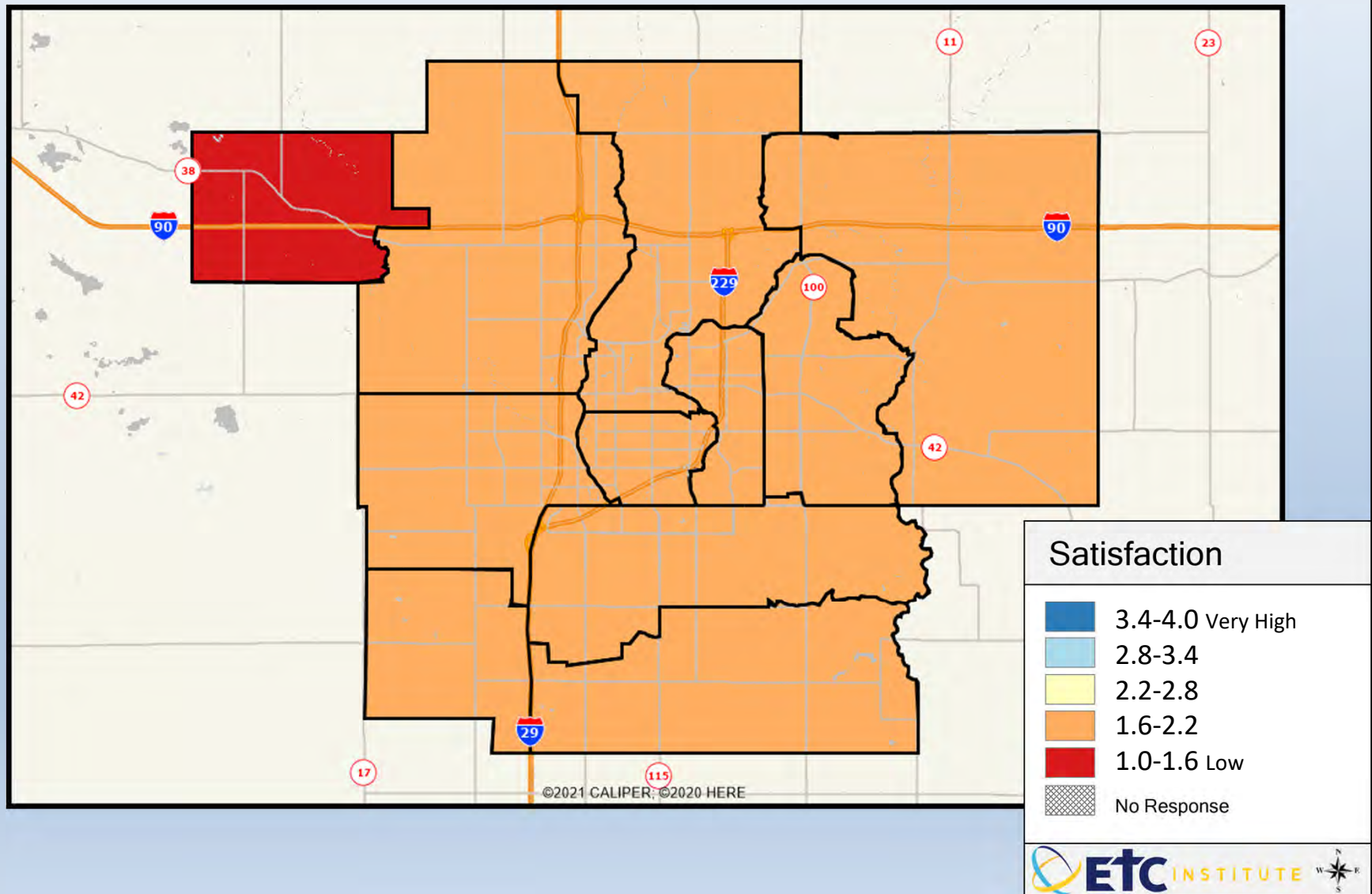
Q19-18. Priority that should be placed on sustainability and livability (balancing social, economic and environmental issues through complete streets, smart growth, mixed-uses)



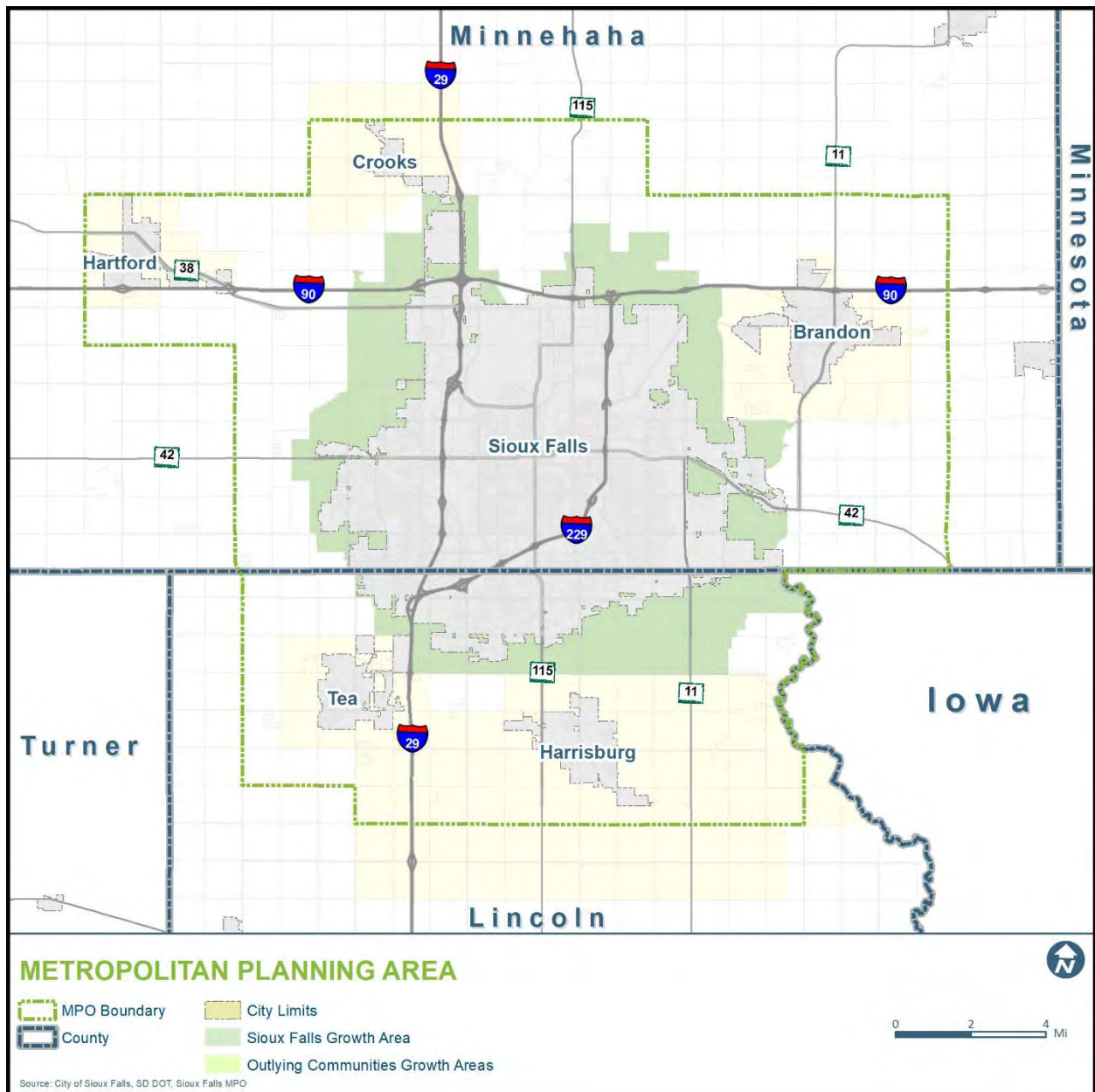
Q19-19. Priority that should be placed on developing autonomous (self-driving) transportation services



Q19-20. Priority that should be placed on developing charging stations for electric vehicles (EVs)



Appendix C:
Sioux Falls MPO
Boundary Map



**SIOUX FALLS METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. 2024-02**

WHEREAS, there are identified, within the Sioux Falls Metropolitan Planning Organization (MPO) Metropolitan Planning Area (MPA), specific types of roads and corresponding functions of those roads; and

WHEREAS, the Federal Highway Administration (FHWA), as a participant in the metropolitan planning process, has prescribed rules governing the functional classification of roadways within the MPA; and

WHEREAS, the South Dakota Department of Transportation (SDDOT) has verified all roadway mileage for the FHWA defined Sioux Falls Urbanized Area boundary within the MPA, including mileage eligible for use of federal funds based upon functional classification standards; and

WHEREAS, SDDOT has recommended that changes be made to specific roadways based upon functional classification standards as prescribed by FHWA.

NOW, THEREFORE, BE IT RESOLVED that the Urbanized Development Commission hereby approve those changes made to the functional classification of roadways within the FHWA defined Sioux Falls Urbanized Area boundary within the MPA, as recommended by SDDOT.

Dated this 14th day of March, 2024.

Chair, Urbanized Development Commission

ATTEST

Lynne Keller Forbes, President and CEO
South Eastern Council of Governments

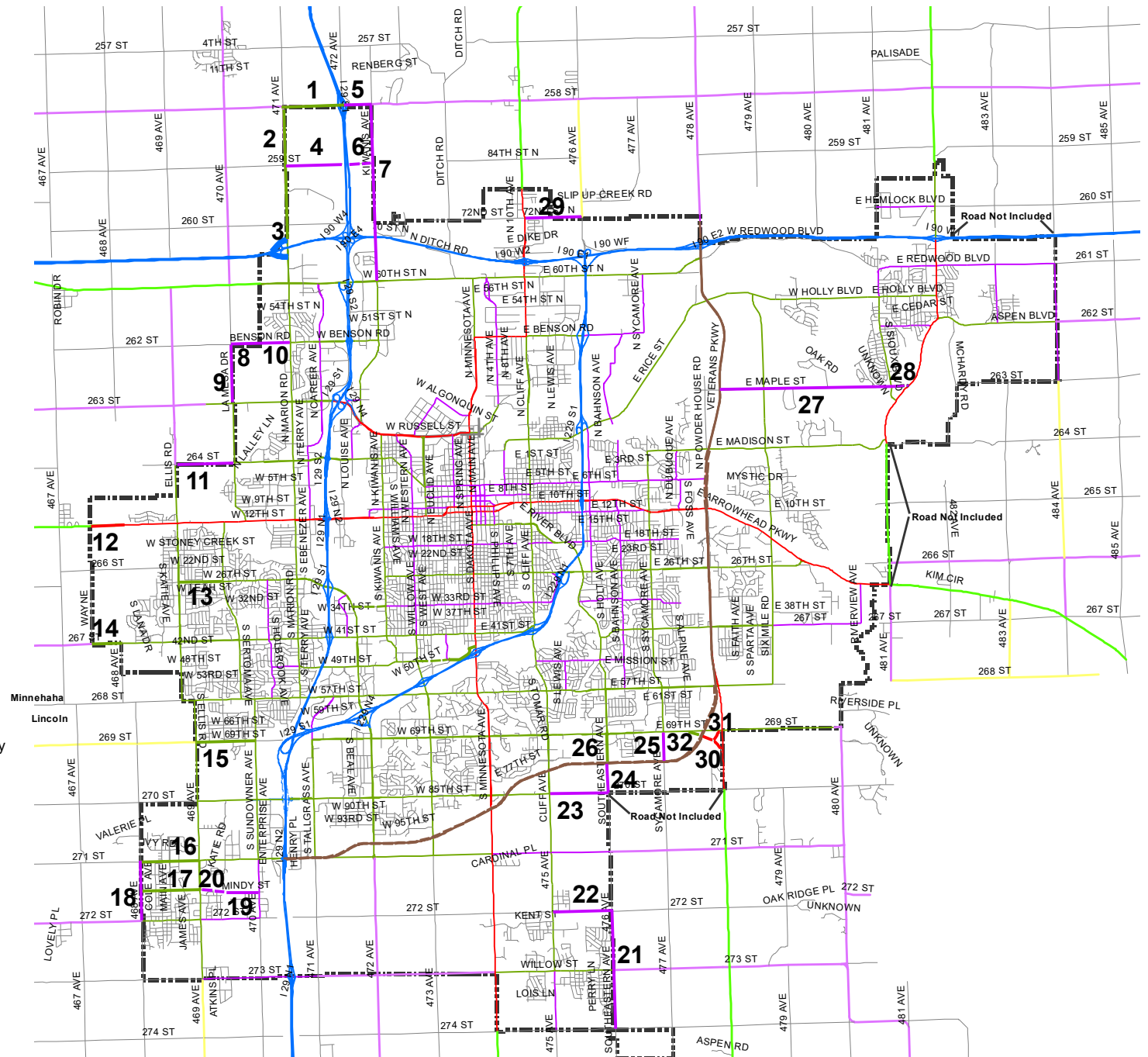
2024 Urban Proposed Functional Classification Revisions Within the Sioux Falls Urbanized Area

Legend

- Urban Boundary
- Not Attributed
- Rural Principal Arterial - Interstate
- Rural Principal Arterial - Other
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local Roads
- Urban Principal Arterial - Interstate
- Urban Principal Arterial - Expressway
- Urban Other Principal Arterials
- Urban Minor Arterial
- Urban Collector
- Urban Local Streets
- Proposed Urban Principal Arterial - Interstate
- Proposed Urban Principal Arterial - Expressway
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Collector

Prepared by:
Project Development
South Dakota Department of Transportation
January 5, 2024

In Cooperation With The
U.S. Department of Transportation
Federal Highway Administration



**SDDOT PROPOSED URBAN FUNCTIONAL
CLASSIFICATION ROUTES FOR THE
SIOUX FALLS URBANIZED AREA**

Rural Major Collector to a Urban Minor Arterial

- Route #1 **258th St:** From 471st Ave east I 29.
 A distance of approximately 1.098 miles.
- Route #2 **471st/N. Marion Rd:** From 258th St south to 260th St.
 A distance of approximately 1.997 miles.

Urban Major Collector to a Urban Minor Arterial

- Route #3 **N. Marion Rd:** From 260th St south to I 90.
 A distance of approximately 0.267 miles.

Rural Local Road to a Urban Major Collector

- Route #4 **259th St:** From 471st St east to I 29.
 A distance of approximately 0.981 miles.

Rural Major Collector to a Urban Major Collector

- Route #5 **258th St:** From I 29 east to Kiwanis Ave.
 A distance of approximately 0.371 miles.

Rural Local Road to a Proposed Urban Major Collector

- Route #6 **259th St:** From I 29 east to Kiwanis Ave.
 A distance of approximately 0.378 miles

Rural Local Road to a Urban Major Collector

- Route #7 **Kiwanis Ave:** From 258th Ave south to W 60th St.
 A distance of approximately 2.998 miles.

Rural Local Road to a Urban Major Collector

- Route #8 **Benson Rd:** From La Mesa Dr east approximately 0.508 miles.
 A distance of approximately 0.508 miles.
- Route #9 **La Mesa Dr:** From Maple St north to Benson Rd.
 A distance of approximately 1.003 miles.

Urban Local Road to a Urban Collector

Route #10 **Benson Rd:** From N Marion Rd west approximately 0.493 miles.
A distance of approximately 0.493 miles

Route #11 **264th St:** From Ellis Rd east to La Mesa Dr.
A distance of approximately 1.000 miles.

Rural Minor Arterial to a Urban Principal Arterial

Route #12 **SD 42:** From 467th Ave east approximately
A distance of approximately 0.629 miles.

Urban Local Road to a Urban Minor Arterial

Route #13 **W 26th St:** From Ellis Rd east to Sertoma Ave.
A distance of approximately 0.745 miles

Rural Major Collector to a Urban Minor Arterial

Route #14 **W 26th St:** From Wayne east to 468 Ave.
A distance of approximately 0.499 miles

Urban Local Road to a Urban Major Collector

Route #15 **W 69th St:** From Ellis Rd east to S Sundowner Ave.
A distance of approximately 1.006 miles

Urban Local Road to a Urban Minor Arterial

Route #16 **W Gateway Blvd/ 271st St:** From 486th Ave east to 469th Ave.
A distance of approximately 0.995 miles

Route #17 **Brian St:** From 486th Ave east to Heritage Pkwy.
A distance of approximately 0.950 miles

Urban Local Road to a Urban Collector

Route #18 **486th St:** From 271st St south to 272nd St.
A distance of approximately 1.004 miles

Route #19 **Mindy St:** From S Sundowner Ave east approximately 0.491 miles.
A distance of approximately 0.491 miles

Proposed Urban Collector

Route #20 **Mindy St Extension:** From Heritage Pkwy east approximately 0.526 miles.
A distance of approximately 0.526 miles

Urban Local Road to a Urban Collector

Route #21 **Southeastern Ave/ 476th Ave:** From 274th St north to 272nd St.
A distance of approximately 2.002 miles

Route #22 **Prospect St/272nd St:** From 475th Ave east to 476th Ave.
A distance of approximately 1.004 miles

Route #23 **270th St:** From Cliff Ave east to Southeastern Ave.
A distance of approximately 1.000 miles

Route #24 **Southeastern Ave:** From 270th north to Veterans Pkwy.
A distance of approximately 0.479 miles

Route #25 **Sycamore Ave:** From E 69th St south to Veterans Pkwy.
A distance of approximately 0.494 miles

Urban Local Road to a Urban Minor Arterial

Route #26 **Southeastern Ave:** From E 69th St south to Veterans Pkwy.
A distance of approximately 0.483 miles

Urban Minor Arterial to a Urban Collector

Route #27 **E Maple St/W Park St:** From Veterans Pkwy east approximately 2.963 miles.
A distance of approximately 2.963 miles

Proposed Urban Minor Arterial to a Proposed Urban Collector

Route #28 **E Maple St/W Park St:** From Veterans Pkwy west approximately 0.203 miles.
A distance of approximately 0.203 miles

Urban Local Road to a Urban Major Collector

Route #29 **72nd St N:** From SD 115 east to 476th Ave.
A distance of approximately 0.970 miles

Proposed Urban Principal Arterial

Route #30 **SD 11:** From Veterans Parkway south to the current alignment of SD 11.
A distance of approximately 0.428 miles

Route #31 **SD 11:** From the new alignment of SD 11 north to E 69th St.
A distance of approximately 0.215 miles

Proposed Urban Minor Arterial

Route #32 **SD 11:** From Veterans Parkway north to E 69th St..
A distance of approximately 0.201 miles



**SDDOT PROPOSED FUNCTIONAL
CLASSIFICATION ROUTES WITHIN THE
SIOUX FALLS MPO RURAL AREA**

Rural Local Road to a Rural Major Collector

Route #1 **Slip Up Creek Rd:** From 476th Ave east to the Veterans Cemetery.
A distance of approximately 0.969 miles

Proposed Rural Major Collector

Route #2 **Veterans Cemetery New Alignment:** From 476th Ave east approximately
0.615 miles.
A distance of approximately 0.615 miles

Rural Minor Collector to a Rural Major Collector

Route #3 **269th St:** From S Ellis Rd west to 466th Ave.
A distance of approximately 3.000 miles

Route #4 **476th Ave:** From 258th St south to 72nd St.
A distance of approximately 1.994 miles

Route #5 **256th St:** From 468th Ave east to 470th Ave.
A distance of approximately 0.998 miles

Route #6 **484th Ave:** From 263rd St south to 266th St.
A distance of approximately 3.002 miles

Route #7 **483rd Ave:** From SD 42 south to 268th St.
A distance of approximately 1.316 miles

Route #8 **268th St:** From 481st Ave east approximately 3.512 miles.
A distance of approximately 3.512 miles

Route #9 **469th St:** From 273rd St south to 275th St.
A distance of approximately 1.003 miles

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
SIOUX FALLS AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM
REVISIONS/ADDITIONS

Program Fiscal Year is October 1 Through September 30

MPO TIP AMENDMENT: 24-003

Committee Action Requested: Approval

SDDOT STIP REVISION: 24-033 and 040

FUNDING CATEGORY: Miscellaneous								
JUSTIFICATION: SDDOT was awarded a State Transportation Innovation grant from FHWA, therefore a new project needs to be added to the STIP to expend federal funding on this effort.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
0.10	P 00SW(126)	09Q4	Statewide	Implement Innovative Traveler Communications Strategy	2024	0.000	0.119	+ 0.119
PROPOSED CHANGE: Add Item #0.10 in Misc Category at a cost of \$0.119; Grant cost share is Fed at 80%/State at 20%. Fed = \$0.095; State = \$0.024								
FUNDING CATEGORY: Transportation Alternative Projects								
JUSTIFICATION: The next round of Transportation Alternative Program projects have been selected by the Transportation Commission and these projects have been added to the STIP. The selected project site situated in the Sioux Falls area will be added to the portion of Veterans Pkwy from I29 to Western Ave under PCN 01V9.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
14.00	LR 2024(00)0	06L4	Various Locations Throughout South Dakota	2024 Statewide Transportation Alternative Program Projects	2024	9.000	0.000	- 9.000
PROPOSED CHANGE: Delete Item #14.00 in TransAlt Category. Fed = \$7.376; State = \$1.624								

	YEAR		REVISED COST	NET CHANGE
Miscellaneous	2024		0.119	+ 0.119
Transportation Alternative Projects	2024	9.000	0.000	- 9.000
TOTAL FOR REVISION		- 8.881		

☐ Approve

☐ Disapprove

NAME:

Urbanized Development Commission Chair / Date

COMMENTS:

☐ Approve

☐ Disapprove

NAME:

SDDOT / Date

COMMENTS:

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
SIOUX FALLS AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM
REVISIONS/ADDITIONS

Program Fiscal Year is October 1 Through September 30

MPO TIP AMENDMENT: 24-004

Committee Action Requested: Informational

SDDOT STIP REVISION: 24-034 and 041

FUNDING CATEGORY: Miscellaneous								
JUSTIFICATION: This emergency structure repair project is necessary due to overheight load hit. If responsible driver/company is identified, SDDOT will be reimbursed once the structure is repaired and final actual costs are documented.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
0.16	IM 0293(00)79	09Q7	I29 S - Exit 79 (12th St)	Structure Repair Bridge	2024	0.000	0.458	+ 0.458
PROPOSED CHANGE: Add to 2024 as Item #0.16 in IntMaint Category at a cost of \$0.458; 100% State Funded. This project is to replace the maintenance project PCN i7DM.								

FUNDING CATEGORY: Local Bridge Replacement Projects								
JUSTIFICATION: The next round of Bridge Improvement Grant (BIG) projects have been selected by the Transportation Commission and those projects need to be added to the current STIP.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
77.28	BRO 8050(00)24-2	09RT	Structure 2 E & 0.4 S of Crooks on 472 Ave/Hwy 133 Over Tributary to the Big Sioux River, SN 50-180-134	Structure Replacement	2024	0.000	1.150	+ 1.150
PROPOSED CHANGE: Add to 2024 as Item #77.28 in LocBridgeRepl Category at a cost of \$1.150; Fed = \$0.000, State = \$0.920, Local = \$0.230								

	YEAR		REVISED COST	NET CHANGE
Interstate Maintenance	2024		0.458	+ 0.458
Local Bridge Replacement	2024		1.150	+ 1.150
TOTAL FOR REVISION				+1.608

NAME:

N/A

Urbanized Development Commission Chair / Date

COMMENTS:

NAME:

N/A

SDDOT / Date

COMMENTS:

2023 Year End Report



Acknowledgments:

This document was prepared by:
The South Eastern Council of Governments,
the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea,
Lincoln and Minnehaha Counties,
and the
South Dakota Department of Transportation

In cooperation with:
The Federal Highway Administration
and the Federal Transit Administration of the
United States Department of Transportation

The Sioux Falls Metropolitan Planning Organization (MPO) provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Sioux Falls MPO at 605-367-5390.

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Acronyms and Abbreviations

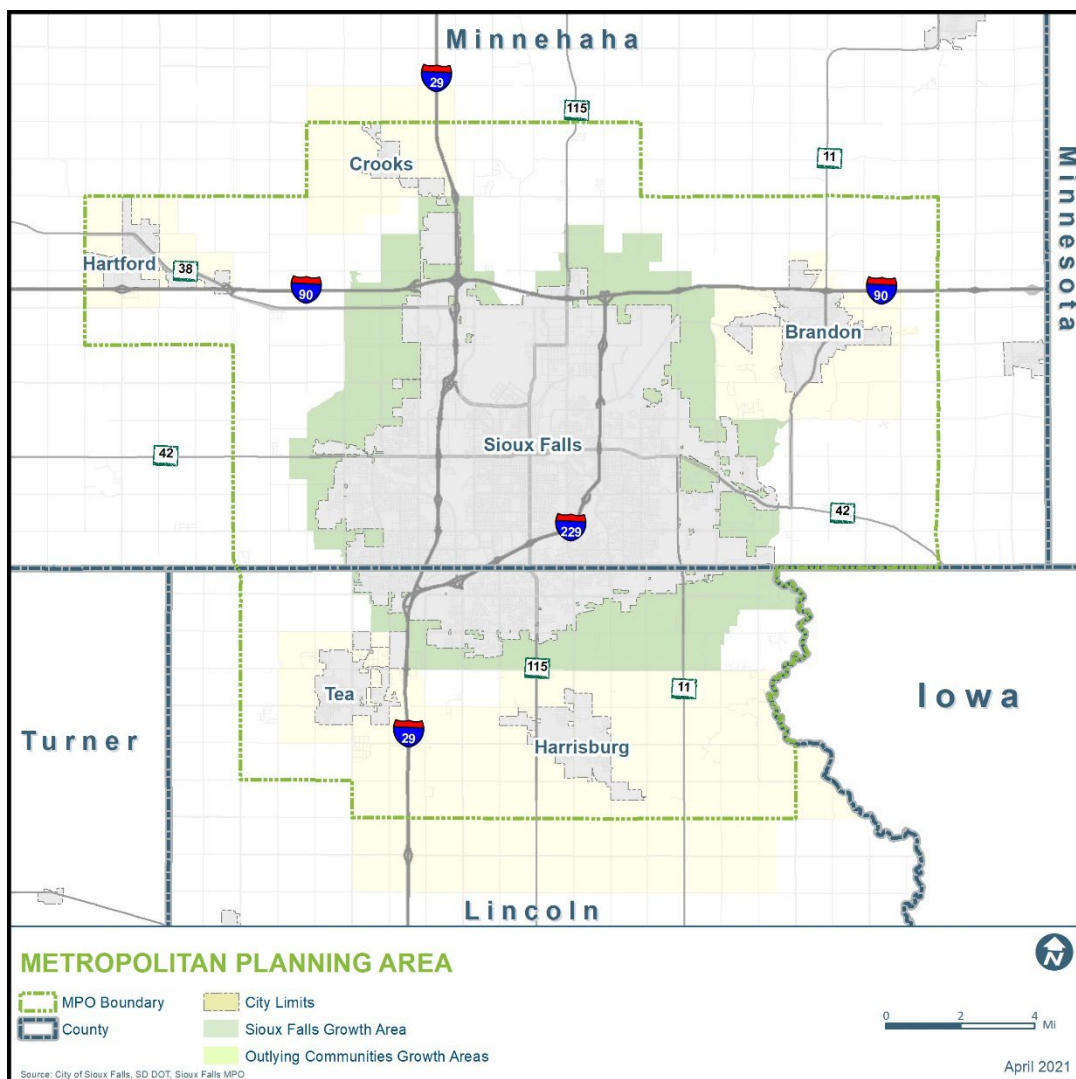
ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CIP	Capital Improvements Program
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GPS	Global Positioning System
LAN	Local Area Network
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
OCEP	Other Capital Expenditure Programs
PL	Federal Highway Planning Funds
PTAB	Public Transit Advisory Board
RFPs	Request for Proposals
SAM	Sioux Area Metro
SDDOT	South Dakota Department of Transportation
SECOG	South Eastern Council of Governments
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
TSME	Transportation System Management Efficiency Report
UDC	Urbanized Development Commission
U.S.C.	United States Code
UPWP	Unified Planning Work Program
WAN	Wide Area Network

Introduction

Within the Sioux Falls, South Dakota Metropolitan Planning Area (MPA), there exists a federally required and formalized process by which area transportation planning is conducted and transportation policy decisions are made.

The 2023 Unified Planning Work Program (UPWP) is the document that describes the annual objectives, work activities/products, and planning research studies to be accomplished by the participants of the Sioux Falls metropolitan transportation planning process.

The governmental entities involved in the metropolitan transportation planning process include: the South Eastern Council of Governments (SECOG); the cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln County and Minnehaha County; the South Dakota Department of Transportation (SDDOT); the Federal Highway Administration (FHWA); and the Federal Transit Administration (FTA). These entities are responsible for the transportation planning that occurs within the MPA.



Committee Participation

The planning work that is conducted and the products that are produced by the entities listed above are used in a formalized local decision-making process to formulate and approve area transportation plans that address the unique challenges of the Sioux Falls MPA. The local process relies on three committees to review and approve products. These committees include: the Citizens Advisory Committee, the Technical Advisory Committee, and the Urbanized Development Commission (UDC) of the South Eastern Council of Governments. The UDC is the designated Metropolitan Planning Organization (MPO) or policy board for the Sioux Falls MPA transportation and transit planning process. Due to the importance of committee participation in the local transportation planning process, the annual attendance for members of the three committees is reported below.

The Citizens Advisory Committee (CAC) is the committee that has been established to solicit public input into the local transportation planning process. The CAC's membership is comprised of interested citizens representing either themselves or various businesses/organizations within the MPA. Each CAC member serves a term of three years. The membership and attendance of the CAC in 2023 was as follows:

2023 CAC	Representation	Present
Diedrich, Cory	Private Transportation	100.00%
Enstad, Collin	Safety	57.14%
Fonkert, Jesse	Business	25.00%
Groeneweg, Ryan	Persons With Disabilities	85.71%
Hoffman, Mark	Construction and Development	71.43%
Jackson, David	Business	85.71%
Jessen, Luke	Concerned Citizens	100.00%
Keating, Mollie	Persons With Disabilities	57.14%
Laughlin, Rick	Private Transportation	100.00%
Neiman, Rachael	Community Service Boards	57.14%
Oseby, F. Butch	Construction and Development	80.00%
Parsons, Chuck	Retirement Community	85.71%
Snoozy, Amanda	Retirement Community	71.43%

The Technical Advisory Committee (TAC) is the committee comprised of staff from each of the participating units of government as well as representatives of various modes of transportation. The TAC's role in the local process is to advise the policy board (UDC) on the technical aspects of transportation plans under consideration. The voting membership and attendance of the TAC in 2023 was as follows:

Member	Representation	Absent	Sub	Present
Anderson, Scott	Minnehaha County Planning	0.00%	0.00%	100.0%
Ausen, Shannon	City of Sioux Falls Engineering	0.00%	14.29%	85.7%
Baumgart, Ron	Private or Public Transportation	0.00%	0.00%	100.0%
Berg, Andy	City of Sioux Falls Engineering	14.29%	0.00%	85.7%
Brown, Toby	Lincoln County Planning	0.00%	0.00%	100.0%
Dokken, Jack	SDDOT Division of Finance and Management (Air, Rail and Transit)	42.86%	42.86%	14.3%
Dressen, Travis	SDDOT Division of Operations	42.86%	0.00%	57.1%
Fluit, Terry	Lincoln County Highway	0.00%	0.00%	100.0%
Gilkerson, Sarah	SDDOT Division of Planning and Engineering	0.00%	0.00%	100.0%
Heitmann, Greg	Federal Highway Administration (non-voting)	14.29%	0.00%	85.7%
Johnson, Sophie	South Eastern Council of Governments	0.00%	0.00%	100.0%
Letellier, Dan	Air Transportation	42.86%	0.00%	100.0%
Maras, Jacob	Minnehaha County Highway	28.57%	0.00%	71.4%
Meyer, Clark	Railroad	0.00%	0.00%	100.0%
Murphy, Tom	Trucking	100.00%	0.00%	0.0%
Speeks, Robert	Sioux Falls Public Transportation	42.86%	0.00%	57.1%
Trebilcock, Sam	City of Sioux Falls Planning	0.00%	0.00%	100.0%
Vik, Todd	Sioux Falls School District	0.00%	0.00%	100.0%

The Urbanized Development Commission (UDC) of the South Eastern Council of Governments is the designated Metropolitan Planning Organization or policy board for the Sioux Falls metropolitan transportation planning process. The UDC is primarily comprised of elected officials from each of the local governmental participants in the process. The UDC, with input from the other committees, makes area transportation planning decisions. The voting membership and attendance of the UDC in 2022 was as follows:

2023 UDC	Representation	Present	Alt	Absent
Carol Twedt	Chair	85.7%	0.0%	14.3%
Greg Heitmann	Federal Highway Administration	85.7%	0.0%	14.3%
Joel Arends	Lincoln County Commission	0.0%	14.3%	85.7%
Jim C. Jibben	Lincoln County Commission	0.0%	71.4%	28.6%
Tiffani Landeen	Lincoln County Commission	28.6%	71.4%	0.0%

Harry Buck	Mayor of Brandon	0.0%	71.4%	28.6%
Derick Wenck	Mayor of Harrisburg	14.3%	71.4%	14.3%
Paul TenHaken	Mayor of Sioux Falls	0.0%	85.7%	14.3%
Casey Voelker	Mayor of Tea	0.0%	71.4%	28.6%
Jean Bender	Minnehaha County Commission	57.1%	42.9%	0.0%
Jen Bleyenbergh	Minnehaha County Commission	57.1%	42.9%	0.0%
Joe Kippley	Minnehaha County Commission	42.9%	28.6%	28.6%
Mike Vehle	SD Transportation Commission	57.1%	42.9%	0.0%
David Barranco	Sioux Falls City Council	57.1%	14.3%	28.6%
Rich Merkouris	Sioux Falls City Council	28.6%	0.0%	71.4%
Greg Neitzert	Sioux Falls City Council	57.1%	0.0%	42.9%
Pat Starr	Sioux Falls City Council	71.4%	0.0%	28.6%

2022 UPWP Work Activities

The following work activities listed in the 2022 UPWP were completed by the Sioux Falls MPO participants in Calendar Year 2022:

1. Professional Services/Consultants

Explanation: Addresses both identified and unanticipated problems and needs that occur during the course of the work program year. Contractual services of consultants or other professionals to conduct studies and other work activities to support traffic needs and project development shall be identified by a corresponding program year.

2022 Work Activities:

1. Staff completed preliminary work on RFPs and other necessary documents. RFPs were disseminated, consultant selection procedures followed, and contracts prepared and executed. Staff was responsible for contract preparation, contract execution, and project management.
2. SDDOT and Sioux Falls city staff, with the assistance of a consultant and a study advisory team including MPO staff, completed the I-229 Exit 6 (10th Street) Interchange Modification Justification Report.
3. Development of the Rice Street/Holly Boulevard Corridor Study was removed from the 2023 UPWP as member agencies agreed to use local funding for this expenditure.
4. Brandon city staff, with the assistance of a consultant and a study advisory team including MPO staff, developed and implemented a Citywide Transportation Plan.
5. Development of the City of Harrisburg Bicycle and Pedestrian Master Plan was deferred to 2024.

6. SECOG, City of Sioux Falls, City of Harrisburg, and Lincoln County, with the assistance of a consultant and a study advisory team including MPO staff, completed the Lincoln County Highway 106 Corridor Study.
7. Development of the 10th Street Viaduct and 11th Street Viaduct Bridge Replacement and Corridor Study was deferred to 2024.
8. Development of the Bicycle Trail Master Plan was removed from the future UPWP projects as member agencies agreed to use local funding for this expenditure.
9. Minnehaha County staff, with the assistance of a consultant, are updating and maintaining the Minnehaha County Pavement Management System.
10. MPO staff, with the assistance of a consultant, are conducting a Market Research Study to support the development of the 2023 Coordinated Public Transit – Human Services Transportation Plan and the 2050 Long-Range Transportation Plan.

2. Personnel Services

Explanation: Pertains to those activities directly related to public awareness and public involvement as well as the effective operation and management of the planning process. The emphasis of management is on the coordination of activities so as to promote and produce an efficient intermodal transportation system.

2022 Work Activities:

1. UDC self-certified the local transportation planning process.
2. Staff participated in MPO review activities conducted by FHWA or SDDOT.
3. Staff coordinated the execution of the annual planning agreements between SDDOT, SECOG, and the participating governmental entities in the MPA.
4. Staff monitored work activities outlined in the 2023 UPWP and submitted vouchers for reimbursement of eligible transportation planning work activities.
5. Staff monitored the implementation of grant activities and presented UPWP budget amendments, as necessary, to the transportation planning committees.
6. Staff maintained the MPO's accounting and vouchering system whereby participants in the local transportation planning process are reimbursed for eligible transportation planning work activities through SECOG and SDDOT with planning funds identified within the UPWP.

7. Staff attended transportation planning committee meetings, other process-related meetings, and public meetings throughout the planning year. Staff discussed and disseminated information regarding the transportation planning process and transportation improvements.
8. Staff coordinated and jointly developed the 2023 Sioux Falls MPO UPWP. The cost of staff time and public notices are included in this activity.
9. The 2022 year-end report including a summary of work and financial activities was provided to SDDOT.
10. Staff continued to work with social service providers to assure representation of their needs in transportation planning.
11. Staff undertook activities that supported the transportation planning committees and the planning process, including but not limited to the following: coordinating staffing meetings, public hearings, and open houses; drafting agendas and meeting minutes; assembling meeting packets and mailings; drafting and publishing public notices; developing reports and documents; maintaining committee membership; and providing information.
12. In 2023, staff participated in training courses, conferences, seminars, and workshops via video conference. No approval of out-of-state travel was requested.
13. Staff coordinated FHWA, FTA, and/or SDDOT informational opportunities and events throughout the year.
14. SECOG, as requested, assisted cities and counties within the MPA with their Comprehensive Plans. Assistance provided under the UPWP was limited to land use assessments, street plan updates, and the preparation of GIS generated maps.
15. SECOG assisted communities within the MPA in the preparation of GIS maps for land use data on an as needed basis.
16. Staff participated in agency memberships and subscriptions related to transportation planning.
17. Staff reviewed USDOT, FHWA, and FTA regulations, guidance, and circulars and reviewed best practices information from other sources to ensure compliance with regulations and consideration of cutting-edge ideas. Staff implemented programs authorized by the current transportation bill.
18. Staff maintained inventories of transportation information required for transportation planning. Specific inventories include traffic counts and turning movement counts. New data was gathered and existing inventories were updated.
19. Traffic information, maintaining inventories, and data gathering efforts were coordinated through the City of Brandon, City of Crooks, City of Harrisburg, City of Hartford, City of Sioux Falls, City of Tea, Lincoln County, and Minnehaha County staff and transportation specialists in SDDOT.

20. Staff cooperated with SDDOT efforts to expand the Global Positioning System (GPS) control for South Dakota. As GPS data became available, it was used to establish accurate GIS position data.
21. Staff maintained and updated GIS-created base inventory maps of the natural and man-made resources, features, and environmentally sensitive areas that could be adversely affected by changes in the region's transportation system. GIS staff continued to expand the use of coordinate geometry to input plat information.
22. Staff continued to add land use and socio-economic data to the GIS database, including updating websites to show the web-based GIS applications for public viewing.
23. Staff participated in activities associated with the transportation planning process, that are not described in this UPWP, as mutually agreed upon with SDDOT. These activities fall under the overall comprehensive, cooperative, and continuing transportation planning process.
24. Staff selected and conducted studies and associated public involvement activities identified in the LRTP.
25. The City of Brandon, City of Crooks, City of Harrisburg, City of Hartford, City of Sioux Falls, City of Tea, Lincoln County, and Minnehaha County staff reviewed proposed land use changes and development proposals to determine their anticipated effects on the existing and future transportation system.
26. Staff participated in the land use development process, special studies, transportation planning, transit route planning, project design, and the review of their implications on the public transit system.
27. Sioux Falls city staff, with the help of a consultant, maintained and provided data from the transportation demand forecasting model calibrated to the Year 2018 and the forecast Year of 2045.
28. Staff analyzed impacts related to land use and transportation system coordination on a corridor/study area basis.
29. Staff prepared the 2024–2027 Transportation Improvement Program (TIP). The TIP was developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP included all transportation improvements planned by the participating agencies within the MPA for the four-year period, including federally funded and regionally significant projects.
30. All transportation improvement projects that were evaluated by staff were reviewed for their impacts on intermodal facilities and routes within the urbanized area and the region.

31. Staff accounted for life-cycle costs when comparing specific project cost estimates to estimates of available financial resources.
32. Staff maintained pavement management system(s).
33. Transportation planning staff participated in regular safety reviews and the City of Sioux Falls' Emergency Operations Center training activities including developing a Plan of Action and participating in training exercises.
34. Staff participated in various Homeland Security and COVID-19 response activities related to transportation planning.
35. Sioux Falls city staff updated the TAZ boundaries, which are special areas delineated by state and/or local transportation officials for tabulating traffic related data.
36. Staff updated MPO planning documents as needed.
37. Staff provided general administrative support for the FTA funding programs included in Chapter 53 of Title 49 U.S.C. including the procurement of capital purchases and the submittal of the required Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) to FTA.
38. Sioux Falls city staff monitored the transit system's safety and training program and participated in regular safety reviews of its facility.
39. Sioux Falls city staff verified that Americans with Disabilities Act (ADA) requirements relating to the public transit system are being met.
40. Sioux Falls city staff, in consultation with Public Transit Advisory Board (PTAB) and the management of Sioux Area Metro (SAM), identified and evaluated the feasibility of various transit and paratransit service options to include SAM On Demand Saturday bus service.
41. Staff completed preliminary work on RFPs and other necessary documentation. RFPs were disseminated, consultant selection procedures followed, and contracts prepared and executed. Staff was responsible for contract preparation, contract execution, and project management.
42. Staff updated the Coordinated Public Transit-Human Services Transportation Plan as needed.
43. Staff participated in transportation coordination activities related to developing improved transportation opportunities and programs for low-income individuals, persons with disabilities, and the elderly population.
44. Staff participated in transportation coordination activities and transportation program development related to improved access to work related activities.
45. Sioux Falls city staff analyzed long-term public transit needs and funding requirements.

46. Socio-economic data was integrated with the public transit system and the City's GIS by Sioux Falls city staff. This included information gathered from census data, building permit data, residential and multi-housing statistics, and the National Highway Travel Survey.
47. Sioux Falls city staff reviewed and analyzed transit fare structures as required to meet the various needs of the public and human service agencies and to maintain an adequate revenue stream.
48. Sioux Falls city staff prepared the public transportation portion of the Capital Improvements Program (CIP) and Other Capital Expenditure Programs (OCEP).
49. Sioux Falls city staff evaluated and monitored the transit system's operational characteristics in order to identify necessary changes.
50. Sioux Falls city staff identified and implemented short-range improvements to the public transit system.
51. Staff completed other transit-related planning activities and special studies.
52. Staff reviewed the federal FAST Act and worked to ensure compliance with laws and regulations.
53. Staff coordinated with SDDOT to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. This included coordination with SDDOT on the adoption of annual targets for safety performance measures.
54. Staff promoted cooperation and coordination across MPO and State boundaries where appropriate to ensure a regional approach to transportation planning.
55. Staff worked to identify transportation connectivity gaps in access to essential services and identify solutions to address those gaps.
56. Staff worked to improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
57. Staff participated in various pandemic response activities related to transportation planning.
58. Staff updated the Public Participation Plan for the Sioux Falls MPO as needed.
59. Staff continued to utilize the Complete Streets approach in its transportation planning efforts. The Complete Streets approach prioritizes early consideration of pedestrian, bicycle, and transit accommodations in planning for roadway projects.
60. As federal guidance was developed to implement the Bipartisan Infrastructure Law requirement for a 2.5% planning fund expenditure on Safe and Accessible Transportation Options, staff identified and documented specific activities that meet this requirement.

61. Staff updated the Sioux Falls MPO Bicycle Plan as needed.

3. Capital Resources

Explanation: Includes the capital investments necessary to carry out the transportation planning process.

2023 Activities:

1. The following will be acquired, as needed, to support the transportation planning process: computer hardware and software (including software upgrades), peripheral devices, printing and plotting devices, recording equipment, traffic counters, automatic transit rider counters, sign inventory, pavement marking inventory, digital aerial photos, digital contour maps, public notices, reference materials, and commercial printing and printing supplies.

SECOG retained consultant services and initiated an finalized an update of the Sioux Falls MPO website.

2. All Sioux Falls City purchases will be in compliance with the City's *Information Technology Strategic Plan* and will receive prior approval by the City's IT staff to ensure compliance with established hardware and software standards and compatibility with other City LAN and WAN-based systems.

No activities.

Note: All capital purchases will be reviewed by SDDOT prior to acquisition. A letter (or e-mail) of justification for the requested purchase and the cost of the requested purchase must be submitted to SDDOT. A minimum of three quotes must be provided if the requested item is not going to be purchased in accordance with the State Purchasing Contract. Federal Highway Administration approval is required for any item over \$5,000.

2023 UPWP Budget
11-May-2023

	SECOG	City of Brandon	City of Harrisburg	City of Sioux Falls	Lincoln County	Minnehaha County	City of Tea	SDDOT	Total
Prof. Services/Consultants	\$ 250,000	\$ 150,000		\$ 300,000	\$ -	\$ 27,500			\$ 727,500
Safe & Accessible Transportation Options Prof. Services / Consultants			\$ 50,000	\$ 150,000					\$ 200,000
Personnel Services	\$ 85,000	\$ 25,000	\$ 25,000	\$ 1,042,000	\$ 50,000	\$ 60,000	\$ 5,000	\$ -	\$1,292,000
Safe & Accessible Transportation Options Personnel Services				\$ 40,000					\$ 40,000
Capital Resources	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 1,500
Total Cost	\$ 336,500	\$ 175,000	\$ 75,000	\$ 1,532,000	\$ 50,000	\$ 87,500	\$ 5,000	\$ -	\$2,261,000
Federal Amount (81.95%)	\$ 275,762	\$ 143,413	\$ 61,463	\$ 1,255,474	\$ 40,975	\$ 71,706	\$ 4,098	\$ -	\$1,852,890
Local Match (18.05%)*	\$ 60,738	\$ 31,588	\$ 13,538	\$ 276,526	\$ 9,025	\$ 15,794	\$ 903	\$ -	\$ 408,111

*Note: The participating entities have committed to providing the local match for federal funds.

2023 Year End UPWP Budget

South Eastern Council of Governments				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	250,000.00	204,875.00	45,125.00	170,287.94	34,587.06	37,506.98	7,618.02	207,794.92	42,205.08
Personnel Services	85,000.00	69,657.50	15,342.50	59,134.31	10,523.19	13,024.70	2,317.80	72,159.01	12,840.99
Capital Resources	1,500.00	1,229.25	270.75	-	1,229.25	-	270.75	-	1,500.00
TOTAL	336,500.00	275,761.75	60,738.25	229,422.25	46,339.50	50,531.68	10,206.57	279,953.93	56,546.07

City of Brandon				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	150,000.00	122,925.00	27,075.00	116,458.49	6,466.51	25,650.71	1,424.29	142,109.20	7,890.80
Personnel Services	25,000.00	20,487.50	4,512.50	20,487.50	-	4,512.50	-	25,000.00	-
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	175,000.00	143,412.50	31,587.50	136,945.99	6,466.51	30,163.21	1,424.29	167,109.20	7,890.80

City of Harrisburg				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	50,000.00	40,975.00	9,025.00	-	40,975.00	-	9,025.00	-	50,000.00
Personnel Services	25,000.00	20,487.50	4,512.50	-	20,487.50	-	4,512.50	-	25,000.00
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	75,000.00	61,462.50	13,537.50	-	61,462.50	-	13,537.50	-	75,000.00

City of Sioux Falls				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	450,000.00	368,775.00	81,225.00	-	368,775.00	-	81,225.00	-	450,000.00
Personnel Services	1,082,000.00	886,699.00	195,301.00	886,699.00	-	195,301.00	-	1,082,000.00	-
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	1,532,000.00	1,255,474.00	276,526.00	886,699.00	368,775.00	195,301.00	81,225.00	1,082,000.00	450,000.00

Lincoln County				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	-	-	-	-	-	-	-	-	-
Personnel Services	50,000.00	40,975.00	9,025.00	30,469.46	10,505.54	6,711.09	2,313.91	37,180.55	12,819.45
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	50,000.00	40,975.00	9,025.00	30,469.46	10,505.54	6,711.09	2,313.91	37,180.55	12,819.45

Minnehaha County				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	27,500.00	22,536.25	4,963.75	-	22,536.25	-	4,963.75	-	27,500.00
Personnel Services	60,000.00	49,170.00	10,830.00	49,170.00	-	10,830.00	-	60,000.00	-
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	87,500.00	71,706.25	15,793.75	49,170.00	22,536.25	10,830.00	4,963.75	60,000.00	27,500.00

City of Tea				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	-	-	-	-	-	-	-	-	-
Personnel Services	5,000.00	4,097.50	902.50	516.71	3,580.79	113.81	788.69	630.52	4,369.48
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	5,000.00	4,097.50	902.50	516.71	3,580.79	113.81	788.69	630.52	4,369.48

SDDOT - Local Transportation Programs				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	-	-	-	-	-	-	-	-	-
Personnel Services	-	-	-	-	-	-	-	-	-
Capital Resources	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-

TOTAL				FEDERAL - 81.95%		LOCAL		TOTAL	
DESCRIPTION	TOTAL BUDGET	FEDERAL 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	EXPENDED	BUDGET REMAINING
Professional Services / Consultants	927,500.00	760,086.25	167,413.75	286,746.43	473,339.82	63,157.69	104,256.06	349,904.12	577,595.88
Personnel Services	1,327,000.00	1,087,476.50	239,523.50	1,045,960.27	41,516.23	230,379.29	9,144.21	1,276,339.56	50,660.44
Capital Resources	1,500.00	1,229.25	270.75	-	1,229.25	-	270.75	-	1,500.00
TOTAL	2,256,000.00	1,848,792.00	407,208.00	1,332,706.70	516,085.30	293,536.98	113,671.02	1,626,243.68	629,756.32