



METROPOLITAN PLANNING ORGANIZATION

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Agenda

Citizens Advisory Committee

SECOG Center – Board Room
500 N Western Ave, Sioux Falls, SD
January 17, 2024, at 3:00 PM

Interested parties may also participate via Microsoft Teams

Join on your computer, mobile app or room device

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Meeting ID: 284 503 312 222

Passcode: RKRvND

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 November 9, 2023 Minutes <i>(Approval Requested)</i> | Chair |
| 3. Brandon Master Transportation Plan <i>(Recommendation for Approval Requested)</i> | Jason Carbee, HDR
Jeremy Williams, HDR |
| 4. Lincoln County Highway 106 Corridor Study <i>(Recommendation for Approval Requested)</i> | Jon Wiegand, HDR |
| 5. 2024 Unified Planning Work Program (UPWP) Amendment #2024-01 <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 6. Resolution 2024-01: Safety Performance Measures <i>(Recommendation for Approval Requested)</i> | Sean Hegyi |
| 7. Letter of Support for the Arrowhead Parkway and Veterans Parkway Intersection Reconstruction and Widening RAISE Grant Application <i>(Recommendation for Approval Requested)</i> | Shannon Ausen |
| 8. First Draft of the Sioux Falls MPO Market Research Study Report <i>(Informational)</i> | Chris Tatham, ETC |
| 9. Sioux Falls Area MPO Transportation Improvement Program (TIP) Amendment #24-002 <i>(Informational)</i> | Sarah Gilkerson, SDDOT |
| 10. First Draft of the Functional Classification Map <i>(Informational)</i> | Larry Dean, SDDOT
Sarah Gilkerson, SDDOT |
| 11. Other Business | |
| a. 2023 Section 5310 Funding Announcement <i>(Informational)</i> | Sean Hegyi |
| b. Upcoming meetings <i>(Informational)</i> | Sean Hegyi |

Next CAC Meeting: March 13, 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

November 8, 2023

Members Present

Cory Diedrich
Collin Enstad
Ryan Groeneweg
Mark Hoffman
David Jackson
Luke Jessen
Rick Laughlin
Mollie Keating, joined at 3:38 p.m.
F. Butch Oseby
Chuck Parsons
Rachel Neiman

Members Absent

Amanda Snoozy

Others Present

Jon Wiegand, HDR
Jason Carbee, HDR
Paul Sanow, HDR

Staff Present

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

The meeting was called to order by Chair Cory Diedrich at 3:00 p.m. The roll was taken, and a quorum was present.

1. **Public Input on Non-Agenda Items:** Mark Hoffman discussed issues with Exit 73 on I-29, noting that it was difficult for trucks to speed up to 80mph and merge with traffic.
2. **Approval of the September 13, 2023 Minutes:** Luke Jessen made a motion to approve the September 13, 2023, minutes and was seconded by Dave Jackson. A voice vote was called, and the motion carried unanimously.
3. **First Draft of the Brandon Master Transportation Plan:** Jason Carbee presented the first draft of the Brandon Master Transportation Plan. This was for informational purposes only.
4. **Election of 2024 Chair:** Sean Hegyi presented the CAC bylaw sections outlining the election, term, and duties of the CAC Chair. Rick Laughlin made a motion to cast a unanimous ballot for Chuck Parsons as Chair and for nominations to cease. The motion was seconded by Mark Hoffman. A voice vote was called and the motion carried unanimously.
5. **Election of 2024 Vice-Chair:** Sean Hegyi presented the CAC bylaw sections outlining the election, term, and duties of the CAC Vice-Chair. F. Butch Oseby made a motion to cast a unanimous ballot for Rick Laughlin as Vice-Chair and for nominations to cease. The motion was seconded by Chuck Parsons. A voice vote was called and the motion carried unanimously.
6. **Citizen Advisory Committee (CAC) Member Appointments for 2024-2026:** Sean Hegyi presented the CAC member appointments for 2024-2026 as recommended by the CAC. Dave Jackson made a motion to recommend reappointment of Ryan Groeneweg, Mark Hoffman, Luke Jessen, and Amanda Snooze and to recommend appointment Jacob Ricke and Warren Lanphier to 3-year CAC terms. The motion was seconded by Luke Jessen. A voice vote was called, and the motion passed unanimously.
7. **Annual List of Obligated Projects:** Sean Hegyi presented the Annual List of Obligated Projects. Chuck Parsons made a motion to recommend approval and was seconded by Rick Laughlin. A voice vote was called, and the motion passed unanimously.
8. **2023 Sioux Falls MPO Area Coordinated Public Transit Human Services Transportation Plan:** Sean Hegyi presented the 2023 Sioux Falls MPO Area Coordinated Public Transit Human Services Transportation Plan

(Coordinated Plan). F. Butch Oseby made a motion to recommend approval of the Coordinated Plan and was seconded by Collin Enstad. A voice vote was called, and the motion passed unanimously.

9. **2024-2027 Transportation Improvement Program (TIP) Revision #24-001:** Sarah Gilkerson presented the 2024-2027 TIP Revision #24-001. Mark Hoffman made a motion to recommend approval of the 2024-2027 TIP Revision #24-001 and was seconded by Dave Jackson. A voice vote was called, and the motion passed unanimously.
10. **2020 Census Urbanized Area Smoothing Map:** Larry Dean and Sarah Gilkerson presented the 2020 Census Urbanized Area Smoothing Map. Chuck Parsons made a motion to recommend approval of the 2020 Census Urbanized Area Smoothing Map and was seconded by Luke Jessen. A voice vote was called, and the motion passed unanimously.
11. **First Draft of the Lincoln County Highway 106 Corridor Study:** Jon Wiegand presented the first draft of the Lincoln County Highway 106 Corridor Study. This was for informational purposes only.
12. **Other Business:**
 - a. Sean Hegyi presented the dates of upcoming meetings. This was for informational purposes only.
13. **Adjourn:** Chair Cory Diedrich adjourned the meeting at 3:54 p.m.



City of Brandon Master Transportation Plan

Master Transportation Plan

January 2024

The South Dakota Department of Transportation provides services without regard to race, color, sex, sexual orientation, gender identity, 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 wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.

Contents

Introduction 1

Plan Goals..... 3

Public and Stakeholder Engagement 4

Brandon Today22

Existing System Performance.....28

Active Transportation.....47

Future System Performance.....69

Standards Development.....75

Funding Analysis 107

MTP Recommendations 112

List of Figures

Figure 1: Study Area..... 2

Figure 2: Plan Goals Activity, Vote Percentages..... 6

Figure 3: Open House Mapping Activity Comments..... 6

Figure 4:Plan Focus Areas Voting Results.....16

Figure 5: Stakeholder Meeting #1 Mapping Activity Comments.....17

Figure 6: Brandon's Existing Land Uses27

Figure 7: Existing Federal Functional Classifications30

Figure 8: Roadway Jurisdictions.....31

Figure 9: Level of Service Definitions32

Figure 10: Traffic Volumes and Estimated Level of Service.....33

Figure 11: Pavement Condition for NHS Routes.....36

Figure 12: Brandon MTP Area Bridge Conditions and Sufficiency Ratings38

Figure 13: Designated Truck Routes and Industrial Use Zones	40
Figure 14: Average Daily Truck Traffic Volumes and Percentages of Daily Traffic from Trucks	41
Figure 15: Annual Kilotons Moved on Trucks in the Brandon MTP Area, 2017	42
Figure 16: Freight Rail Assets in the Brandon MTP Area	44
Figure 17: Annual Ridership, Vehicle Revenue Miles, and Vehicle Revenue Hours for Brandon Transit, 2014-2022.....	45
Figure 18: Active Transportation Principles	47
Figure 19: Safe System Approach Principles (Outer Ring) and Objectives (Inner Ring).....	48
Figure 20: Existing Bicycle and Pedestrian System.....	51
Figure 21: City of Brandon's Bike and Pedestrian Plan Goals	52
Figure 22: Connectivity Gaps and Deficiency Areas Identified in the Brandon Bike and Ped Plan.....	53
Figure 23: Natural Surface Trail at Big Sioux Recreation Area	54
Figure 24: Example Shared Lane Marking.....	55
Figure 25: Example Buffered Bike Lanes	56
Figure 26: Example of Advisory Bike Lanes	57
Figure 27: Advisory Bike Lane Concept on Industrial Collector	59
Figure 28: Advisory Bike Lane Concept on Local Street.....	60
Figure 29: Low Impact Design Concept for Sylvan Circle.....	62
Figure 30: Low Impact Design Concept for 9th Avenue Industrial Area.....	63
Figure 31: Continental Crosswalk with Curb Ramps	64
Figure 32: Example Pedestrian Countdown Timer	64
Figure 33: Example Continental Style Crosswalk	65
Figure 34: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations	66
Figure 35: Midblock Crosswalk with Signage.....	66
Figure 36: Rectangular Rapid Flashing Beacon.....	67
Figure 37: Example Curb Extensions.....	67

Figure 38: Example Pedestrian Hybrid Beacon	67
Figure 39: Students Cross E Holly Boulevard Midblock	68
Figure 40: Forecasted Growth in Households.....	70
Figure 41: Forecasted Growth in Employment.....	71
Figure 42: Forecasted Growth in Traffic Volumes.....	73
Figure 43: Estimated 2045 Traffic Forecasts and Level of Service	74
Figure 44: Brandon's Future Land Use Plan	76
Figure 45: Brandon's Major Street Plan	78
Figure 46: Proposed Functional Classifications.....	81
Figure 47: Typical New Interchange Development Lifecycle.....	105
Figure 48: Historic Street Maintenance Fund Revenues, 2017-2023.....	106
Figure 49: MTP Street Network Recommendations	116
Figure 50: Brandon Proposed Active Transportation Network.....	120

List of Tables

Table 1: MTP Goals and Implementation Objectives.....	3
Table 2: Open House 1 Mapping Activity Comments	7
Table 3: Stakeholder Meeting #2 Mapping Activity Comments.....	18
Table 4: Population Growth for the City of Brandon, Sioux Falls Metropolitan Area, and South Dakota	22
Table 5: Housing Characteristics for the City of Brandon	23
Table 6: Employment Characteristics for the City of Brandon	23
Table 7: Means to Work.....	24
Table 8: Vehicles Available.....	24
Table 9: Time of Departure.....	25
Table 10: Travel Time to Work	25

Table 11: Brandon's Existing Land Uses	26
Table 12: Functional Classification Descriptions.....	29
Table 13: South Dakota Department of Transportation Capacity Thresholds	32
Table 14: Corridors with Poor Levels of Service	34
Table 15: Summary of IRI Ratings for NHS Routes	35
Table 16: Brandon MTP Area Bridge Sufficiency Ratings.....	37
Table 17: Locations with Pedestrian Crossing Features	50
Table 18: Forecasted Household Growth, 2018-2045	69
Table 19: Forecasted Employment Growth, 2018-2045	69
Table 20: Future Estimated Corridors of Congestion	72
Table 21: Brandon's Future Land Uses	75
Table 22: Major Street Plan Roadway Classifications	77
Table 23: Functional Classification Updates to Key Corridors.....	79
Table 24: Recommended Functional Classification Mileage Extents for Rural and Urban Systems	80
Table 25: Mileage Extents for the Existing and Proposed Roadway Functional Classifications.....	80
Table 26: Roadway General Criteria	86
Table 27: Design Criteria	88
Table 28: Access Management Standards	90
Table 29: Driveway Spacing Standards.....	90
Table 30: Recommended Criteria for Jurisdictional Transfers	103
Table 31: Historic Revenue Levels (Thousands of \$)	109
Table 32: Baseline Revenue Levels and Forecast Growth Rates	110
Table 33: Revenue Forecasts (Thousands of \$)	111
Table 35: Potential Transit Enhancements.....	121

Introduction

The purpose of the Brandon Master Transportation Plan is to proactively plan for the future needs of the city's multimodal transportation system. This document focuses on:

- Analyzing data and engaging with residents and stakeholders to identify current and future system needs. This includes leveraging past studies of detailed needs, evaluating recent crash data, identifying locations of emerging congestion through use of the Sioux Falls Metropolitan Planning Organization's (MPO) travel demand model, and outlining locations of bicycle and pedestrian system gaps.
- Identifying recommendations for the future system. This includes corridors that require additional study, standards for how the future street system should be designed, outlining guidelines for transferring street jurisdiction as the city continues to grow, and recommendations for complete streets implementation.

Related Planning Efforts

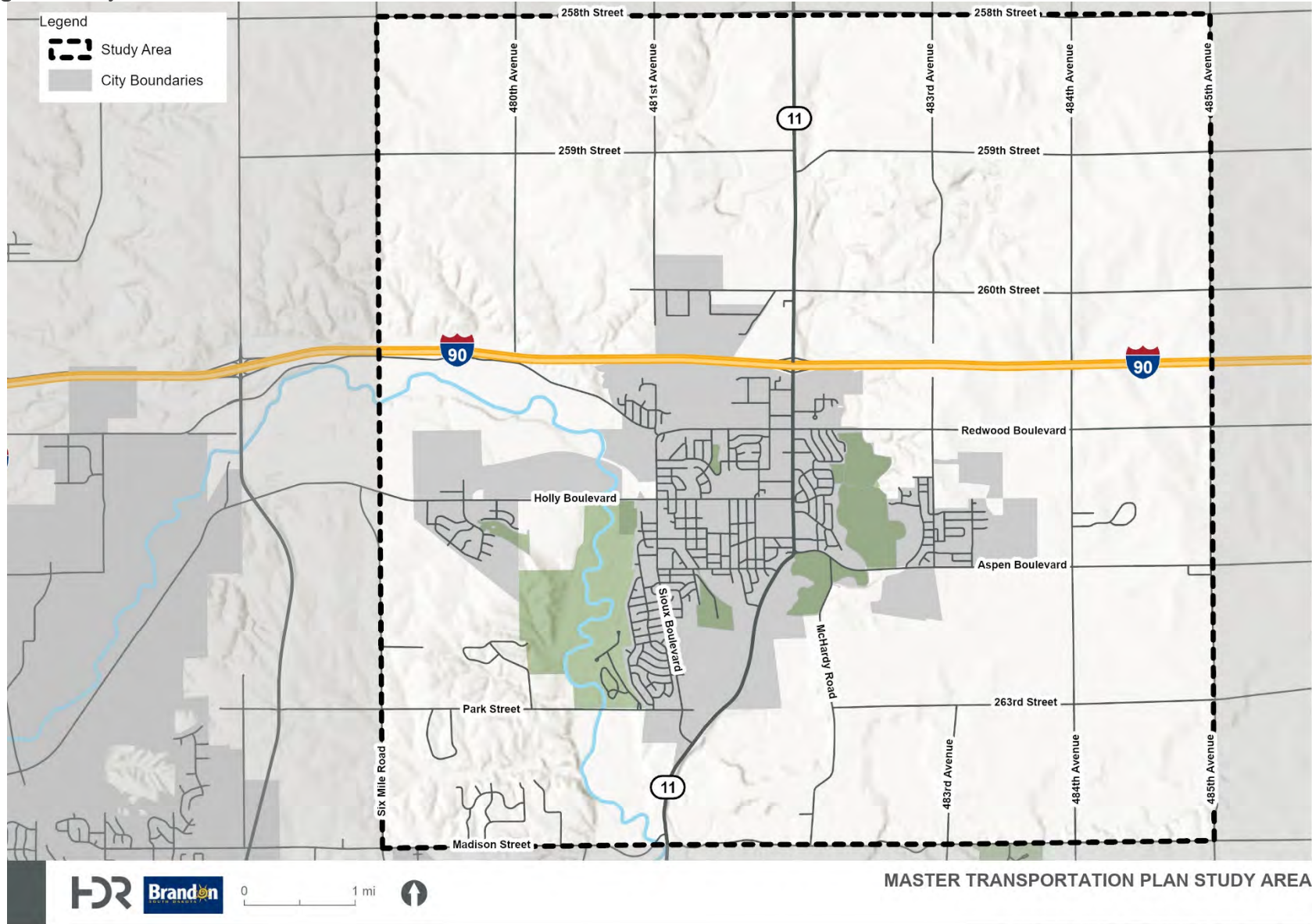
Planning efforts carried out by the City of Brandon, Minnehaha County, Sioux Falls Metropolitan Planning Organization (MPO), the City of Sioux Falls and South Dakota Department of Transportation (SDDOT) that relate to this MTP were reviewed to understand the key findings and recommendations that could impact how the future transportation system is planned for.

Major outcomes of these studies that impact the operations and/or safety of the Brandon MTP area's transportation system were further evaluated in the Standards Development phase of the master transportation planning process. The studies that were reviewed to supplement this Master Transportation Plan include the following:

- City of Brandon Plans Evaluated:
 - 2022 Bicycle and Pedestrian Plan
 - 2020 Housing Study
 - 2019 Coordinated Public Transit-Human Services Transportation Plan
 - 2035 Comprehensive Plan
 - Brandon Engineering Design Standards
- Minnehaha County
 - 2035 Comprehensive Plan
- Sioux Falls MPO
 - Go Sioux Falls MPO 2045 Long Range Transportation Plan
 - MPO Area Coordinated Public Transit-Human Services Transportation Plan
 - MPO Bicycle Plan
 - MPO Multi-Use Trails Plan
- South Dakota DOT
 - State Freight Plan
 - Maple Street/Park Street Corridor Study
 - SD11 Corridor Study
 - I-90 Exit 406 Interchange Modification Justification Report
 - Ellis and Eastern Railroad Crossing Study
 - 2020 Decennial Interstate Corridor Study
- City of Sioux Falls plans evaluated:
 - Sioux Falls Complete Streets Policy

Figure 1 shows the MTP study area.

Figure 1: Study Area



BRANDON MASTER TRANSPORTATION PLAN

Plan Goals

The goals for the Brandon MTP were developed through the early phases of the public engagement process and reviewing the South Dakota Department of Transportation's Long Range Transportation Plan (LRTP) and the Sioux Falls MPO's LRTP. Input received from the community and stakeholders during first round of public and stakeholder engagement framed the goals and objectives for the transportation system.

The goals and associated implementation objectives are shown in **Table 1**. The goals outline the area of importance for the plan and the associated objective for each is intended to describe a measurable way in which each goal can be implemented.

Table 1: MTP Goals and Implementation Objectives

Goal	Implementation Objective
Safety	Reducing the risk of harm to users of Brandon's transportation system (cars, bikes, and pedestrians).
Accessibility	Connecting people to goods and services as well as providing choices for different modes of transportation (car, bike, bus, etc.).
Economic	Focusing on transportation as a means of supporting and promoting the economic vitality of the Brandon area.
Resiliency	Creating a transportation system that is adaptable and providing service when significant impactful events occur.
Efficiency and Reliability	Providing for the efficient and reliable movement of people, services, and goods, and efficient circulation of traffic in developments and near schools.
Placemaking	Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development.
Maintain	Effectively manage and preserve the existing transportation with the goal of keeping it in a state of good repair.
Bicycle and Pedestrian Connections	Providing enhanced infrastructure and connections for pedestrians and bicyclists.

Public and Stakeholder Engagement

There were two main rounds of public engagement that helped frame the development of the MTP, including:

- Issues and Goals Feedback – March 2023
- Preliminary Plan Feedback – October 2023

At both milestones, public open houses and stakeholder meetings were held to get feedback on plan direction. Additional engagement approaches used included:

- Public Transportation Survey
- Virtual Open Houses
- Study Advisory Team Meetings
- City Council Presentations
- MPO Committee Presentations

The feedback received during this engagement guided the development of the plan and recommendations.

Public Open Houses

Two open houses were held at the Brandon Golf Course, 2100 E Aspen Blvd. The purpose of each open house was to allow residents to come at their convenience, learn about plan progress, and share feedback on the plan's development.

A series of public engagement events were hosted as part of the City of Brandon's Master Transportation Plan development. First round public engagement events included a discussion amongst stakeholders as well as a public open house. This report details the first public open house and summarizes feedback received during the event.

Open House 1 – March 7, 2023

The public open house was held at the Brandon Golf Course Clubhouse on Tuesday, March 7 from 4 to 7 PM. The purpose of the meeting was to inform members of the public about the plan development process, provide residents with an opportunity to offer input on transportation needs and issues, and identify plan goals and direction.

The meeting was advertised across several platforms, including a public notice posted in the Brandon Valley Journal, posts on the City's social media channels, and an event was added to the Brandon Valley Area Chamber of Commerce's online calendar. The event information, meeting boards, and a narrated presentation was also published on the project webpage.



The March 7 public open house was an in-person event, where attendees were able to explore several stations to learn about the plan development process and offer input on plan goals as well as existing transportation issues and opportunities. The stations for the public meeting included:

- Welcome station — attendee sign in and informational materials regarding plan development process and timeline.
- Project Background and Technical Data station — these boards included project background information, a project area map, ongoing plans and studies, historic crash data, existing and future traffic congestion conditions, and bike/pedestrian infrastructure.
- Plan Goals station — this was an interactive station that asked attendees to select the three goal areas they find most important for the plan to address, out of eight potential goal areas to choose from.
- Issues and Opportunities mapping station — this was an interactive station asking attendees to provide comments on an area map of the issues and opportunities they believe are facing the multimodal transportation system

Meeting Outcomes

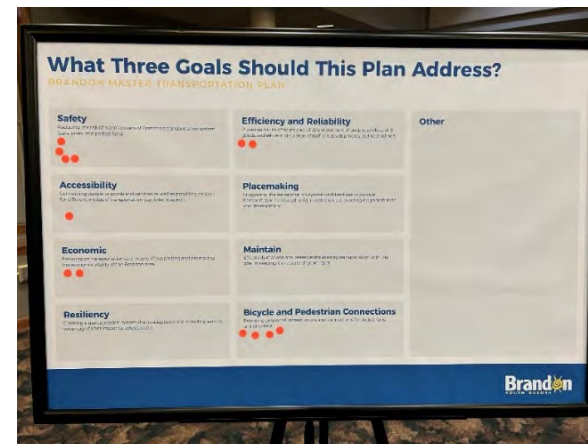
Approximately 14 members of the public attended the March 7 public open house, and most attendees participated in the interactive stations. Summaries for each of the interactive stations are below.

Plan Goals

The Plan Goals activity asked participants to review the eight goal areas identified for the Master Transportation Plan, and then vote for the three goal areas they believe the plan should focus on. The goal areas identified were:

- Safety
- Efficiency and Reliability
- Accessibility
- Placemaking
- Economic
- Maintain
- Resilience
- Bicycle and Pedestrian Connections

The results of the Plan Goals activity are shown in **Figure 2**. As shown, Bicycle and Pedestrian Connections and Safety received the highest number of votes with 4, followed by Efficiency and Reliability and Economic with 2 votes.



Issues Mapping

The second interactive station asked participants to comment on current transportation issues and opportunities by leaving comments on a large map of the MTP study area. Attendees provided 15 comments that covered roadway, bicycle and pedestrian, and transit topics; the results of the activity are in **Figure 3** and **Table 2**. As shown in the figure, most comments were related to roadway improvements.

Figure 2: Plan Goals Activity, Vote Percentages

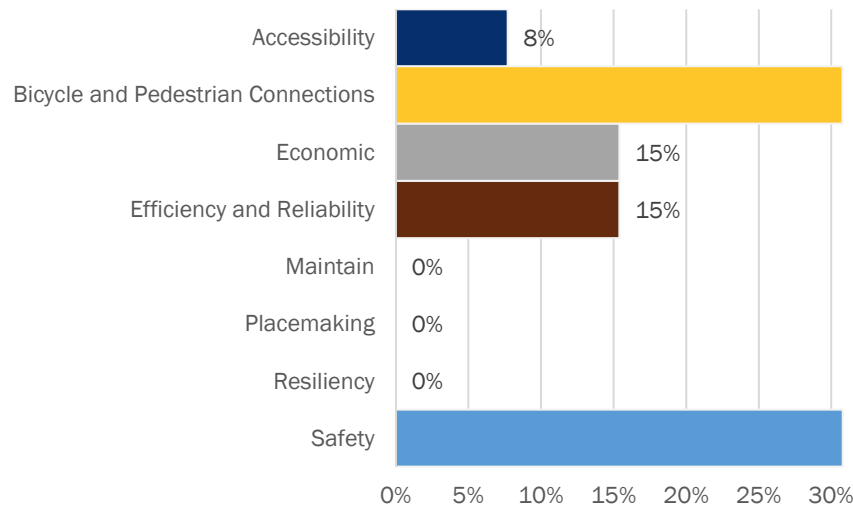


Figure 3: Open House Mapping Activity Comments



Table 2: Open House 1 Mapping Activity Comments

	Comment
1	BNSF trains block traffic
2	Concern with maintenance of traffic during reconstruction of Interchange
3	Pedestrian crossing signal
4	Turn lane
5	Roundabout
6	Sidewalks
7	Bike lane along Splitrock to Sioux Blvd
8	School traffic congestion
9	Maple through to Splitrock Blvd/SD11
10	Ironwood
11	Need for safe walking and biking to school for students
12	East side of Sioux Blvd- no sidewalks or crossin
13	Vacate ROW to eliminate traffic using unofficial backway into neighborhood
14	Safety issues
15	Need to coordinate construction activities for upcoming improvements

Open House 2 – October 24, 2023

The second public open house was held at the Brandon Golf Course on October 24 from 4 to 6 PM. The purpose of the meeting was to share MTP recommendations and solicit feedback from the public on potential treatments for issue areas identified by City staff.

The meeting was advertised across several platforms, including a public notice posted in the Brandon Valley Journal, posts on the City's social media channels, and an event was added to the Brandon Valley Area Chamber of Commerce's online calendar. The event information, meeting boards, and a narrated presentation was also published on the project webpage.

The October 24 public open house was an in-person event, where attendees were able to explore several stations to learn about the MTP recommendations. The stations included:

- Welcome station – attendee sign in and informational materials regarding plan development process and timeline.
- Project Background and Plan Input Received station – these boards included project background information, and summaries of input received in the last open house and during the online Transportation Survey.
- MTP Recommendations station – these boards provided a summary of recommendations for the street and active transportation networks.
- Issue Areas voting station – this was an interactive station asking attendees to share their preferences on active transportation treatment options for Sylvan Circle and the City's industrial areas.
- Typical Cross Sections station – these boards illustrated the typical cross sections developed for the MTP in support of the recommended updates to Brandon's Engineering Design Standards.

Meeting Outcomes

A total of 10 members of the public attended October 24 public open house, and most attendees participated in the interactive Issue Areas voting station. A summary of this interactive station is below.

Issue Areas

The Issue Areas station provided attendees a series of potential design concepts for two locations within the Brandon area—Sylvan Circle and the industrial area north of Redwood Boulevard, including 9th Avenue, Birch Street, Ash Street, and 7th Avenue N. These locations have been identified by City staff as having relatively high pedestrian and bicycle activity, but currently lack facilities such as sidewalks or shared use paths that would provide safe conditions for these users.

To address these deficiencies, a series of design concepts were developed. City staff had indicated that the cost of installing sidewalks in these areas is cost-prohibitive at this time, so the design concepts sought to provide cost-effective solutions that can increase safety for pedestrians and bicyclists. Refer to the **Active Transportation** chapter of this report for more detail on the design concepts.

Attendees at the public meeting were invited to vote on their preferences for active transportation solutions for Sylvan Circle and Brandon's industrial areas. Voting was done by using a Likert scale approach in which attendees could indicate their preference for each design concept as "Preferred," "Neutral," or "Not Preferred." The voting results are shown in Figure through Figure.

Sylvan Circle Shared Lanes Concept

Attendee feedback on the Sylvan Circle Shared Lanes concept indicated a generally positive view of this option, with two attendees sharing "Preferred" votes and one attendee sharing a "Neutral" vote.

Sylvan Circle Existing Conditions with No Pedestrian or Bike Accommodations

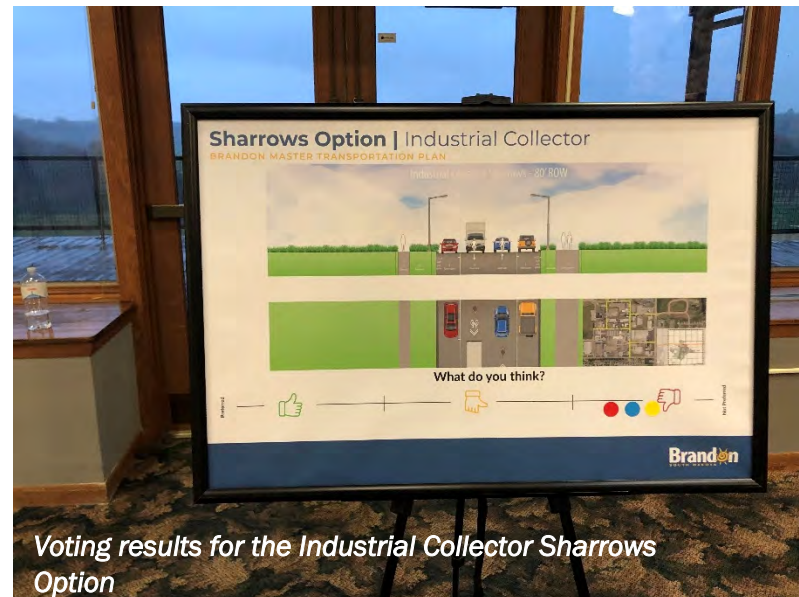
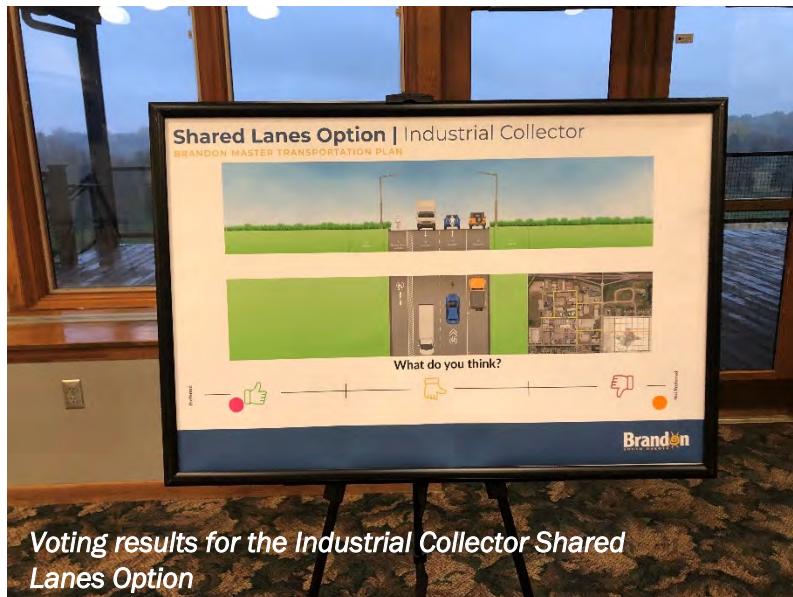
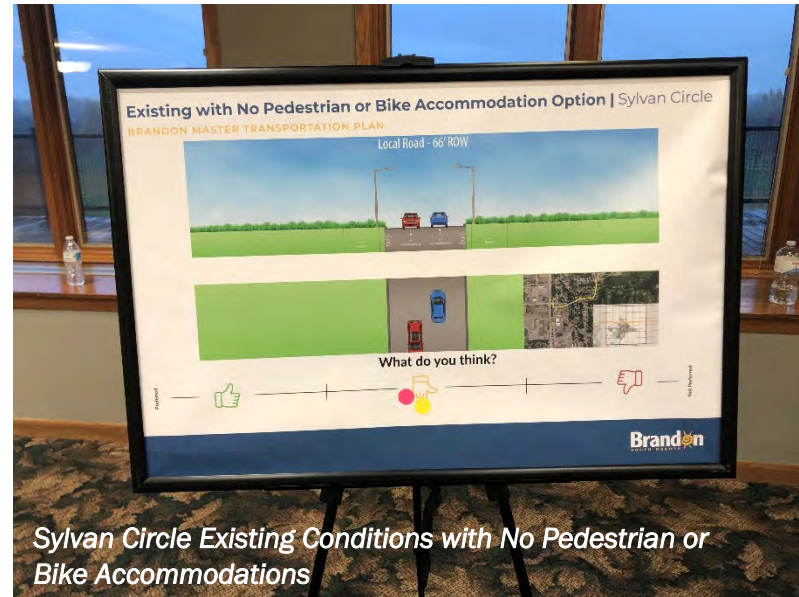
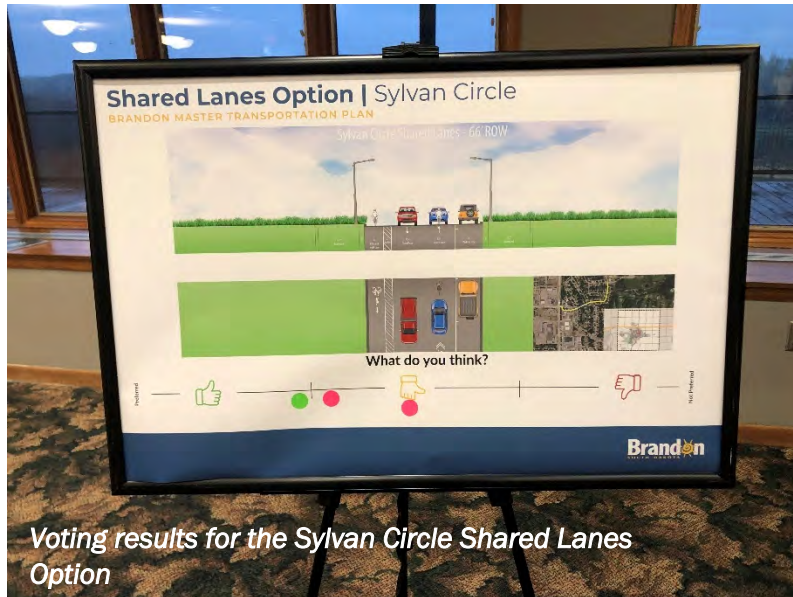
The Sylvan Circle Existing Conditions with No Pedestrian or Bike Accommodations received two "Neutral" votes, with attendees stating that the lack of sidewalks in this area is an issue but the relatively high pedestrian and bicycle usage demonstrates that the current design is sufficient when compared to the high-cost alternative of installing sidewalks.

Industrial Collector Shared Lanes Concept

Votes received for the Industrial Collector Shared Lanes Concept included one "Preferred" vote and one "Not Preferred" vote. An attendee stated that the nature of Brandon's industrial areas, with high percentages of heavy truck traffic, should not be a focus of active transportation investment, while one attendee shared that they regularly bike along 9th Street with their children to access the restaurants along SD 11/Splitrock Boulevard so improving safety for pedestrians and bicyclists along this corridor would be a benefit.

Industrial Collector Sharrows Option

All votes received for the Industrial Collector Sharrows Option were for "Not Preferred." When speaking with attendees, they expressed concern over the efficacy of sharrows in improving safety for pedestrian and bicycle users as having these users in mixed traffic with heavy vehicles poses significant safety concerns. These attendees felt separated bicycle and pedestrian infrastructure would be a better treatment compared to sharrows.



Transportation Survey Summary

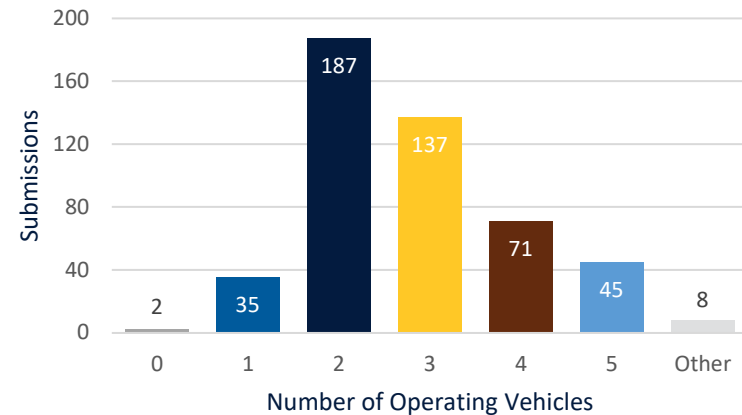
The MTP team launched a public survey to get feedback on the Brandon Transportation System, in coordination with a public open house on the evening of March 7, 2023. The survey ran from March 7 to April 14, 2023 and 485 residents participated.

Some demographic questions were asked up front which included the following items:

- 97% of survey respondents lived in Brandon.
- 40% of survey respondents had lived in Brandon for 10 years or less.
- 31% of survey respondents worked in Brandon and 49% worked in Sioux Falls.

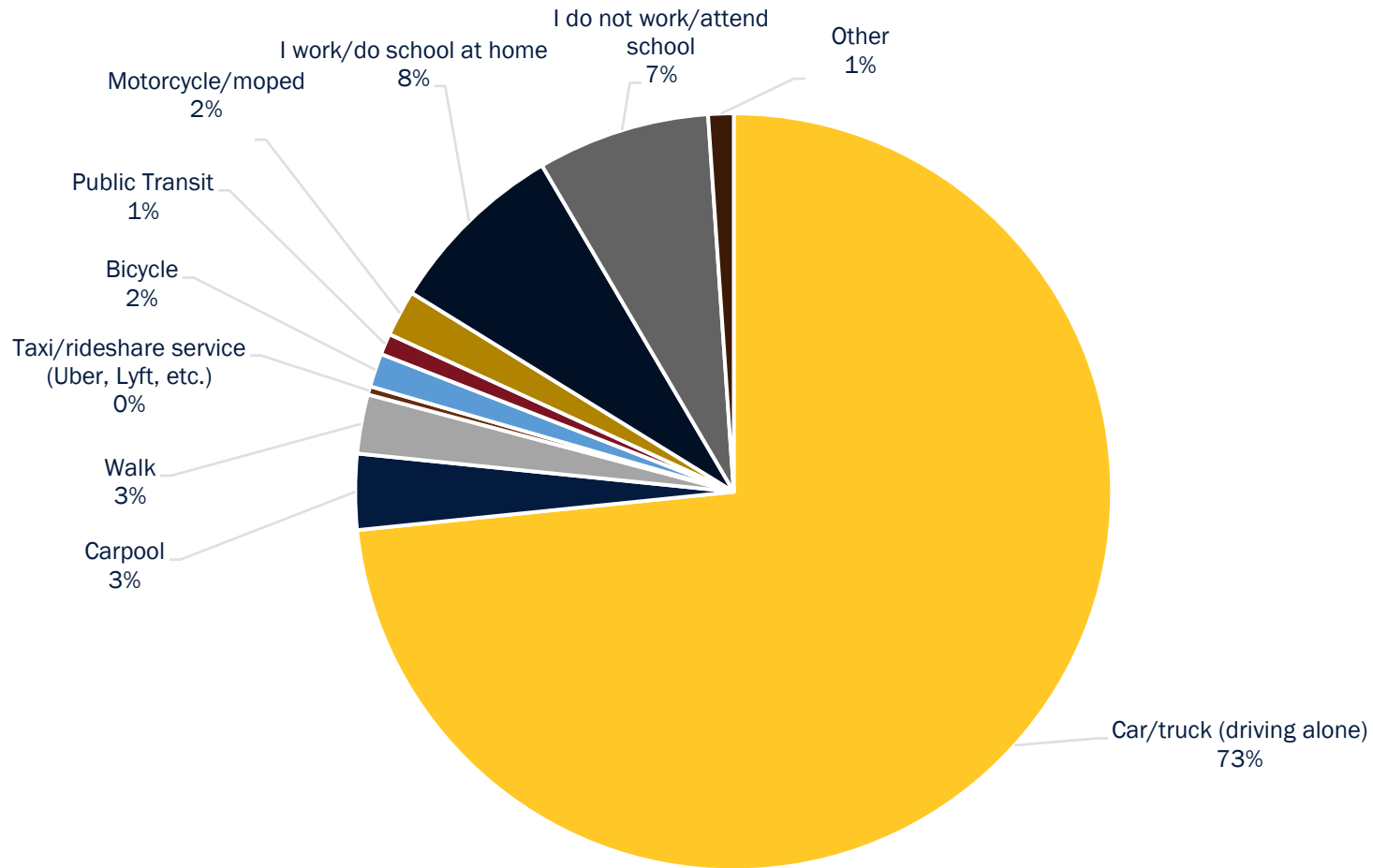
The remainder of this section provides a summary of the key transportation survey results.

HOW MANY OPERATING VEHICLES (CARS, TRUCKS, MOTORCYCLES/MOPEDS, VANS) DO YOU OR OTHERS IN YOUR HOUSEHOLD OWN?



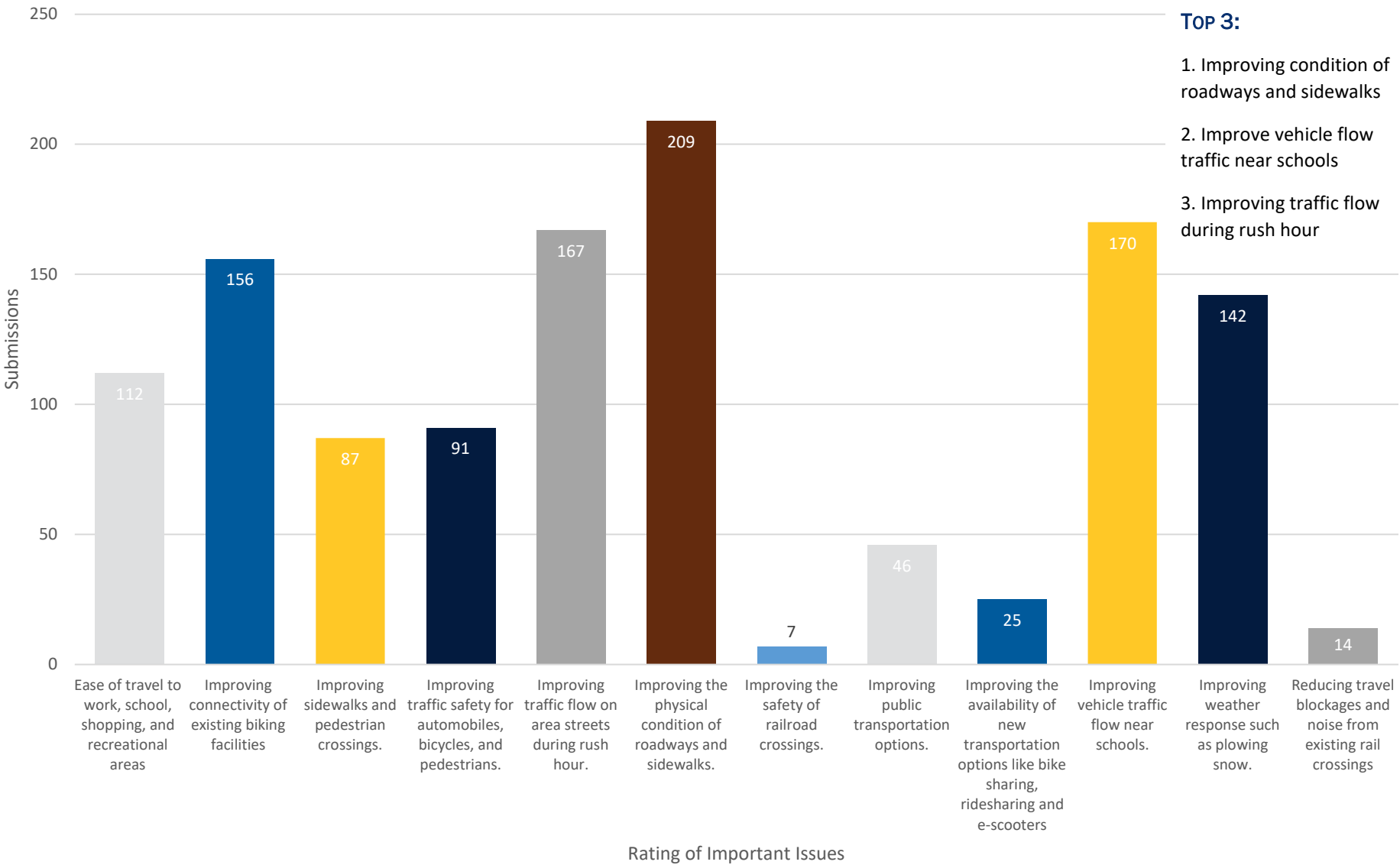
93% of survey respondents have 2 cars or more. Less than 1% do not own a car.

WHAT METHOD OF TRANSPORTATION DO YOU NORMALLY USE TO GO TO WORK/SCHOOL?

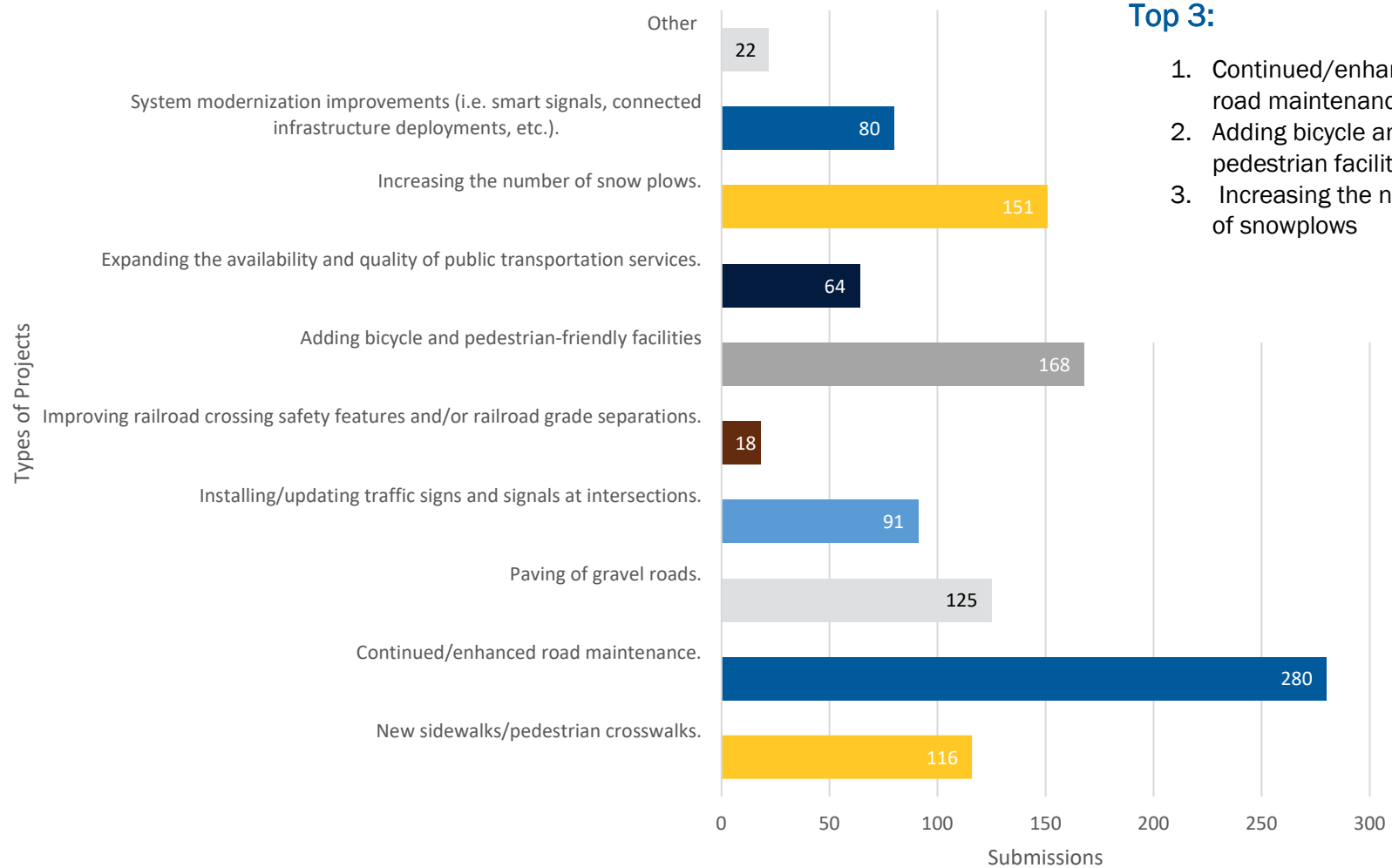


ADDITIONAL COMMENTS RECEIVED FROM THE TRANSPORTATION SURVEY CAN BE FOUND IN THE APPENDIX

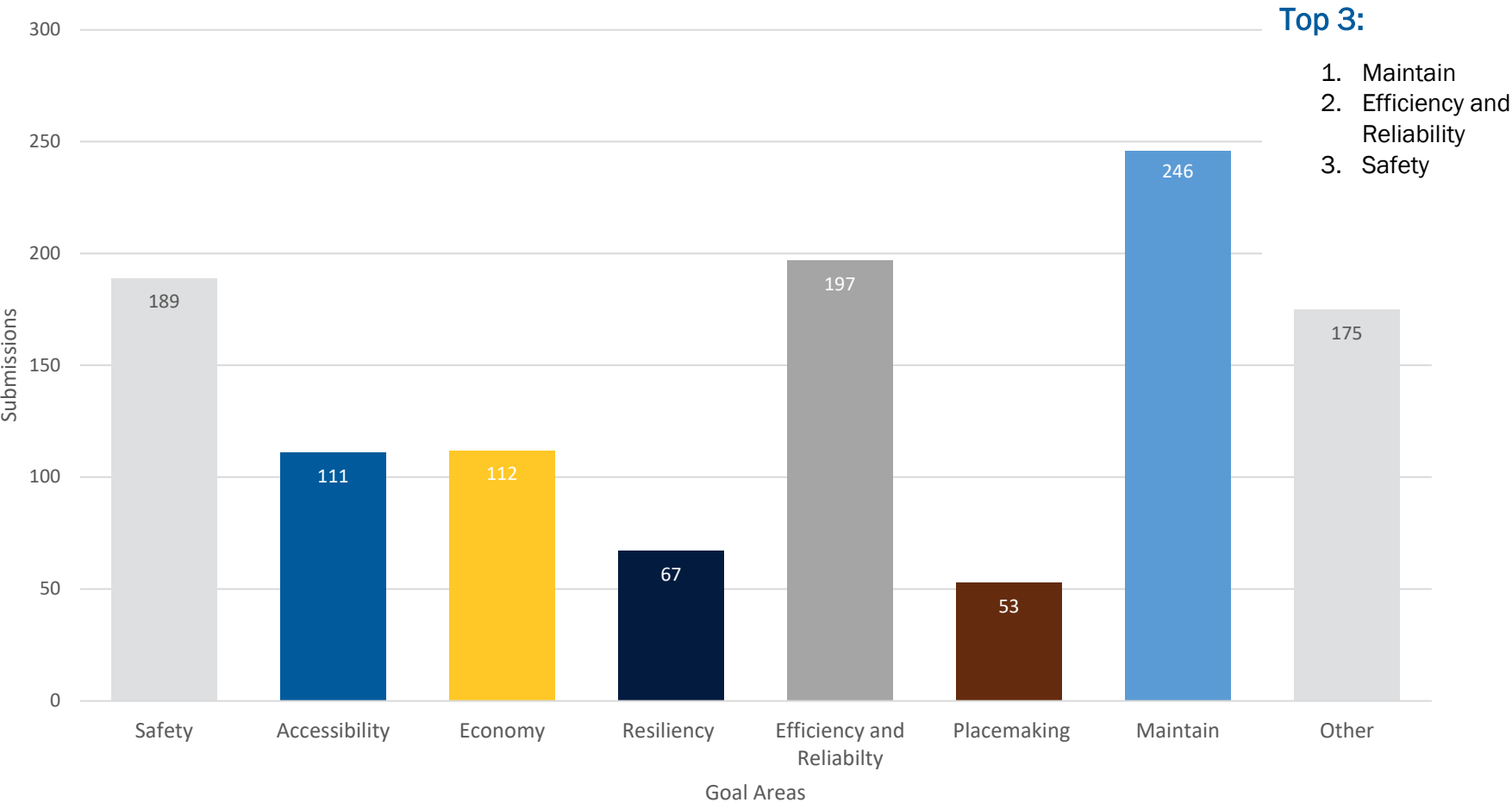
WHICH ISSUES DO YOU BELIEVE ARE MOST IMPORTANT AND SHOULD BE ADDRESSED IN THE BRANDON TRANSPORTATION PLAN? SELECT UP TO 3.



WHAT TYPES OF FUTURE PROJECTS DO YOU BELIEVE SHOULD BE FUNDED TO IMPROVE BRANDON'S TRANSPORTATION NETWORK? SELECT UP TO 3.



WHAT GOALS AND CHARACTERISTICS OF THE BRANDON TRANSPORTATION SYSTEM SHOULD THE MASTER TRANSPORTATION PLAN FOCUS ON? SELECT UP TO 3.



Virtual Open House

The public open house materials were placed on the website and made available to the public for review and their input from March 7 to April 14, 2023. The materials included:

- Public Open House Boards
- Slides and audio presentation of plan development progress
- Comment form to provide input on the plan



Stakeholder Meetings

The intent of creating the stakeholder group was to get the input of people that were leaders across Brandon and interfaced with the transportation system in a range of ways. Stakeholders included representatives of:

- Brandon Valley School District
- Rural Office of Community Services (ROCS)
- Parks Advisory Committee
- City Parks
- Recreation and Forestry

- City Public Works
- City Administration
- Police Department
- Brandon Volunteer Fire Department
- Brandon Valley Area Chamber of Commerce
- South Dakota Game, Fish, and Parks
- Brandon Township and Split Rock Creek Township

Stakeholder meetings were held the same days as the two public open houses and included brief presentations and discussions to get feedback on plan direction.

Stakeholder Meeting 1

The stakeholder meeting was planned as a supplement to the March 7 public open house held at the Brandon Golf Course Clubhouse. As such, the main activities of the stakeholder mirror those of the public open house. These activities include:

- Plan Development presentation – a brief description of the plan development process, including the plan focus areas and existing transportation conditions.
- Plan Goals activity – interactive activity asking attendees to select the three goal areas they find most important for the plan to address.
- Issues and Opportunities mapping activity – interactive activity asking attendees to comment on issues and opportunities of the current transportation system on an area map.

In-person attendees completed these activities on paper displays while virtual attendees completed the activities using a collaborative online tool called Mural.

Meeting Outcomes

Approximately eight stakeholders attended the in-person meeting, and an additional eight stakeholders called in via Webex, for a total of 16 attendees. The outcomes of the Stakeholder Meeting activities are summarized below for each of the activities.

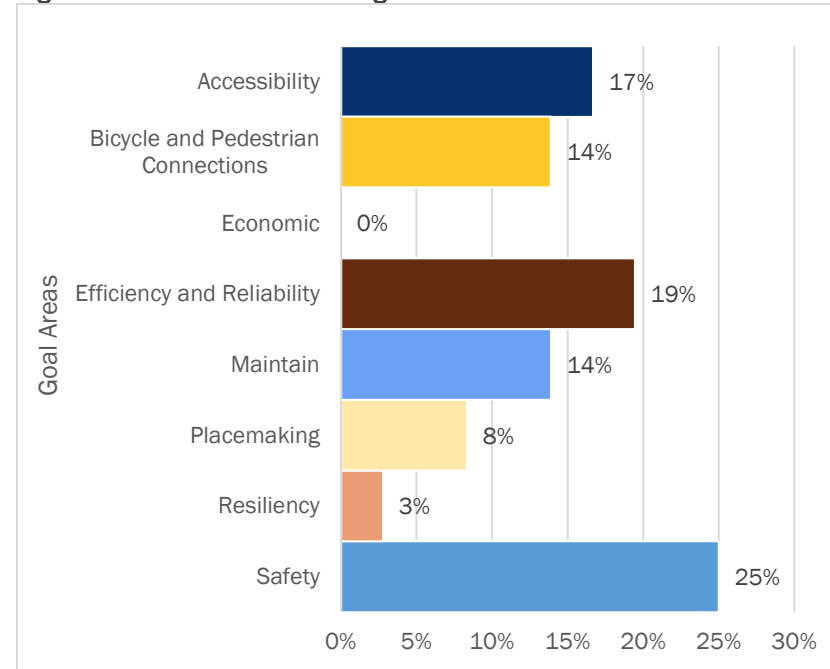
Plan Goals

The Plan Goals activity asked stakeholders to review the eight goal areas identified for the Master Transportation Plan, and then vote for the three goal areas they believe the plan should focus on. The goal areas identified were:

- Safety
- Efficiency and Reliability
- Accessibility
- Placemaking
- Economic
- Maintain
- Resilience
- Bicycle and Pedestrian Connections

The results for the Plan Focus Areas are shown in **Figure 4**. The stakeholders highlighted Safety as the top goal area for the Plan to focus on, followed by Efficiency and Reliability and Accessibility.

Figure 4: Plan Focus Areas Voting Results



Issues Mapping

The Project Area Mapping activity invited stakeholders to use an area map to comment on the most pressing transportation needs and issues that the community faces. Comments received during this activity were mainly focused on traffic operations and safety issues, but input on potential bicycle and pedestrian connections was received during the session. **Figure 5** shows the location of the comments received, and **Table 3** shows the comments received.

Discussion in the stakeholder meeting centered on the need for roadway improvements to handle future traffic volumes associated with planned developments, including the elementary school that will be constructed in eastern Brandon. Additional comments highlighted stakeholder concerns over higher speed travel along SD11/Splitrock Boulevard, especially for north bound travelers entering the southern City limits, due to potential safety issues; stakeholders also voiced concern over the availability of funding for needed improvements to gravel roads throughout the MTP study area.

Figure 5: Stakeholder Meeting #1 Mapping Activity Comments

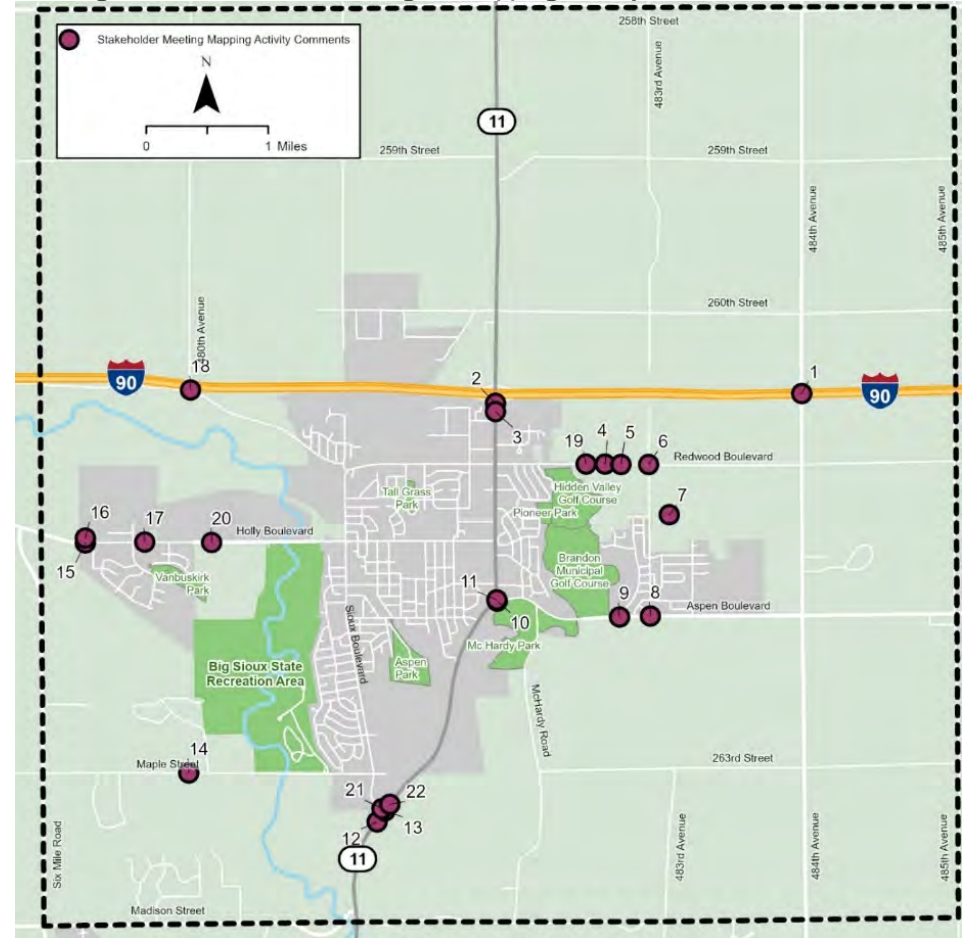


Table 3: Stakeholder Meeting #2 Mapping Activity Comments

ID	Comment
1	Future interchange desired
2	Lower speed with bridge project in 2024
3	Safety concerns
4	Trail desired to new school
5	Load limits on gravel road desired
6	Crash concerns
7	Concern with school traffic
8	Turn lane needed
9	Lots of houses-traffic
10	Turn lane use on shoulder – safety concern
11	Dangerous and congested
12	High speeds are an issue
13	Safety concerns
14	Concern for the need to fund paving Maple Street-developer funding? State funding?
15	Intersection being improved
16	New development
17	Trail along Holly Blvd?
18	Presence of power lines is a safety issue for Interstate
19	Dirt/gravel road: with likely development, use of the road impacts vehicles
20	Add a bike lane on Holly Blvd from Sioux Blvd to Veterans Parkway
21	Tight access; required left or right turn when going east is difficult for buses. Creates congestion when transporting students
22	Sioux/HWY 11: integrating into traffic on HWY 11 without traffic control is unsafe

Stakeholder Meeting 2

Stakeholder Meeting #2 occurred on October 24 and was hosted as a hybrid event with an in-person option at Brandon City Hall and a live, call-in option via Webex. The purpose of the meeting was to provide stakeholders an update on the Master Transportation Plan (MTP) and offer an opportunity to discuss the Plan's recommendations.

Stakeholders were identified by City staff and include representatives of the Brandon Valley School District, Rural Office of Community Services (ROCS), Parks Advisory Committee, City Parks, Recreation and Forestry, City Public Works, City Administration, Police Department, Brandon Volunteer Fire Department, Brandon Valley Area Chamber of Commerce, South Dakota Game, Fish, and Parks, Brandon Township, and Split Rock Creek Township.

Meeting Overview

The stakeholder meeting was planned as a supplement to the October 24th public open house held at the Brandon Golf Course Clubhouse. The session began with a presentation that provided a brief overview of the MTP, and the milestones reached since the first stakeholder meeting in March. Unlike Stakeholder Meeting #1, this meeting did not incorporate any interactive activities but rather focused on group discussion amongst the attendees.

Meeting Outcomes

Approximately eight stakeholders attended the in-person meeting, and one stakeholder called in via Webex, for a total of 9 attendees. The outcomes of the Stakeholder Meeting activities are summarized below for each of the activities.

Group Discussion

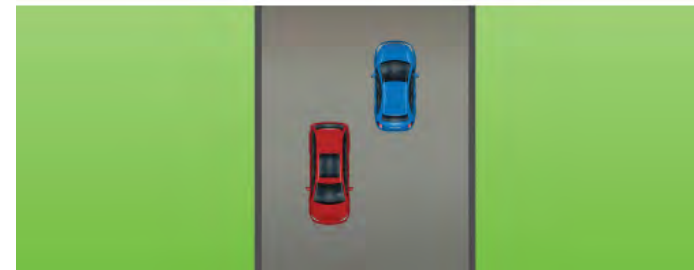
The group discussion held during Stakeholder Meeting #2 focused on MTP recommendations as well as other topics mentioned by attendees. The topics discussed included:

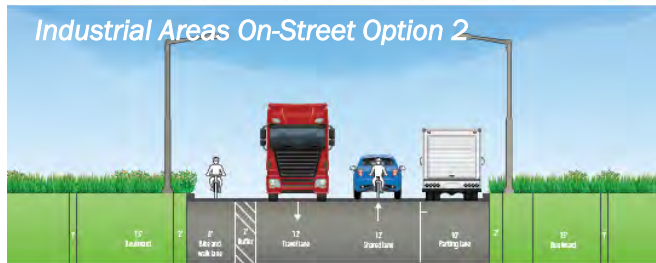
- Active transportation improvements for Sylvan Circle and Brandon's industrial areas
- Shared use path connectivity in east Brandon
- Citywide sidewalk connectivity
- Intersection improvements
- Street network improvements

Active Transportation Improvements for Sylvan Circle and the Industrial Areas

The meeting presentation described the potential active transportation improvements for Sylvan Circle and industrial areas, as discussed in the Standards Development chapter of the MTP. Stakeholders shared feedback on the proposed design concepts shown in the righthand column and below. Input shared by the stakeholders about these design concepts indicated a need to improve safety for bicyclists and pedestrians at these locations, and the difficulty related to retrofitting these areas with sidewalks due to the high costs associated with construction and limited right-of-way. Stakeholders expressed interest in a separated facility to provide a lane for bicyclist and pedestrians but felt sharrows alone would not provide the necessary conditions to provide a safety for active transportation users.

More information on these design concepts is available in the Active Transportation chapter of this report.



Industrial Areas On-Street Option 1*Industrial Areas On-Street Option 2***Shared Use Path Connectivity in East Brandon**

The topic of shared use path connectivity in east Brandon centered around the construction of the new school east of Chestnut Boulevard and the need to provide a facility for student access to the school. City staff noted the City's interest in pursuing funding under SDDOT's Transportation Alternatives program for constructing a shared use path connection from the facility along Rachelle Street that would extend this path east and then north to the school. Related improvements discussed for this area include rectangular rapid flashing beacons (RRFBs) at the crosswalks located at Augusta and Chestnut and Chestnut and Rachelle Street.

Citywide Sidewalk Connectivity

Existing gaps in the City's sidewalk network were brought up by stakeholders, who were interested in how Brandon is addressing these. City staff noted the sidewalk infill program currently underway within the community and the effort to work with property owners to address these gaps. Brandon has contacted property owners of parcels that currently do not have sidewalks so that strategies to address these can be identified.

Intersection Improvements

Intersection improvements discussed by the stakeholders related to the planned roundabout at the intersection of SD11/Splitrock Boulevard and Aspen Boulevard. City staff noted that construction of this facility is planned for the year 2028, once improvements to SD11/Splitrock Boulevard at I-90 are completed. Stakeholders indicated the need to construct a roundabout that facilitates safe movements for large vehicles such as emergency vehicles; it was recommended by City staff that these concerns are directed to SDDOT as they begin the design process for the roundabout at this location.

A second intersection location, at Maple Street and Sioux Boulevard, was mentioned by stakeholders who were interested

in potential improvements that would provide facilitate safer turning movements for buses transporting students to the school found here. It was noted that these improvements would be development-driven and at the discretion of SDDOT.

Street Network Improvements

Concerns over the recommended street network improvements shown in Figure noted the potential increase in traffic at McHardy Road and the proposed collector to the east induced from roadway upgrades need to address safety concerns from this traffic growth.

A second question posed by the stakeholder growth sought to understand the timing of the improvements planned for Ironwood Street. City staff noted that the design of these improvements is planned and construction is pending the need for special assessments to fund this construction; the City is currently working with the City Council and impacted property owners to work through special assessments. Further discussion of this topic indicated a need for design amendable to emergency vehicle traffic as this location currently poses difficulty in accessibility for larger vehicles such as firetrucks, which causes a challenge for reaching residents at this location

Study Advisory Team Meetings

The Study Advisory Team (SAT) was a working group of transportation professionals that met monthly to provide feedback on plan direction. Representation on the plan SAT included:

- City of Brandon
- City of Sioux Falls
- Sioux Falls Metropolitan Planning Organization (MPO)
- Minnehaha County
- SDDOT
- Federal Highway Administration (FHWA)

Meetings were held monthly and typically involved presentations and requests for feedback on technical elements of the plan.

Sioux Falls MPO Presentations

Throughout the course of the MTP's development, several presentations were made to committees of the Sioux Falls MPO to update the MPO and its members on the plan's progress and to solicit feedback on the MTP. The committees presented to included the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and the Urbanized Development Committee (UDC). The first series of presentations were held in July 2023 and provided an overview of the MTP process. Additional presentations occurred in November 2023 and December 2023 where the draft MTP was presented to the committees.

Brandon Today

This chapter summarizes the people and community characteristics that impact how Brandon’s multimodal transportation system functions. Data sources presented in this section are the United States Decennial Census and American Community Survey (ACS) 5-year Estimates for the year 2021. The geography used to query the demographic data for this profile was the Census Place designation for the City of Brandon.

A Growing Community

Brandon’s population has seen significant growth since 1990 and demonstrates the community’s status as one of the fastest growing communities within the state.

Table 4 shows decennial population levels since 1990 for Brandon, and how growth in the community’s population during the past 30 years compares to that of the Sioux Falls Metropolitan Area and the State of South Dakota. Brandon experienced substantial population growth between 1990 and 2010. Brandon’s population growth slowed somewhat on a percentage basis between 2010 and 2020 compared to the decades prior, but the community still added roughly 2,500 residents during this decade.

Table 4: Population Growth for the Brandon, Sioux Falls Metropolitan Area, and South Dakota

Year	City of Brandon	Sioux Falls Metropolitan Region	South Dakota
1990	3,543	139,236	698,004
2000	5,777	164,481	754,844
2010	8,785	228,261	814,180
2020	11,048	276,730	886,667

Source: United States Decennial Census, 1990-2020

Living in Brandon

The characteristics of housing within Brandon are closely intertwined with the community's transportation system, as each household has unique transportation needs given the makeup of that household

Table 5 summarizes housing characteristics for Brandon. Currently, there are roughly 3,900 households in Brandon and nearly 78 percent are owner-occupied. The average household size is 2.76 which exceeds the average household size of 2.40 for the Sioux Falls Metropolitan Area, and the average household size of 2.46 for the State of South Dakota, per ACS 5-year estimates for the year 2021.

Working in Brandon

Employment characteristics are also an important element of travel demand as local employment generates travel demand to those locations. Furthermore, employment supports the local economy by providing individuals with job opportunities while providing the city with tax and other revenues. The types of employment found within a community are also closely linked to how the local transportation system operates as certain industries, such as manufacturing and logistics, rely on freight modes like trucking and rail for their operations.

Table 6 illustrates the top employment industries for Brandon's workers. ACS estimates indicate there are just over 6,200 individuals who are over the age of 16 years and employed within the community. The largest proportion of these workers are employed in the educational, health care, and social assistance field while the second highest proportion are employed in manufacturing. Retail trade is the third most common industry for Brandon's workers.

Table 5: Housing Characteristics for Brandon

Housing Characteristics	
Total Households	3,899
Average Household Size	2.76
Owner-Occupied Housing	77.7%
Renter-Occupied Housing	22.3%

Source: American Community Survey 5-Year Estimates, 2021

Table 6: Employment Characteristics for Brandon

Employment Characteristics	Total	Percent
Employed population 16 years and over	6,219	
Educational services, and health care and social assistance	1,638	26.3%
Manufacturing	694	11.2%
Retail trade	688	11.1%
Finance and insurance, and real estate and rental and leasing	662	10.6%
Professional, scientific, and management, and administrative and waste management services	622	10.0%
Arts, entertainment, and recreation, and accommodation and food services	341	5.5%
Construction	333	5.4%
Other services, except public administration	331	5.3%
Transportation and warehousing, and utilities	288	4.6%
Wholesale trade	263	4.2%
Public administration	255	4.1%
Agriculture, forestry, fishing and hunting, and mining	56	0.9%
Information	48	0.8%

Source: American Community Survey 5-Year Estimates, 2021

Commuting in Brandon

Means to Work

For most workers within Brandon, the morning commute is taken in a car, truck, or van as shown in **Table 7**. Roughly 81 percent of commuters drive alone for their regular commute. ACS 5-Year estimates indicate that just over 12 percent of individuals working in Brandon complete their job duties from home. Other modes like walking, taxicab, and public transit are estimated to account for 1.3 percent of commute trips; few workers within Brandon are estimated to regularly commute via bicycle.

Vehicles Available

Vehicles available looks at the levels of access Brandon's workers have to a vehicle, which then gives an idea of the propensity for commuting via driving alone, and to a lesser extent, carpooling. The substantial share of commuters getting to work in a private vehicle provides some insight into the relationship between the high mode share shown in **Table 6** with the high share of workers that have 2 or more vehicles available to them as shown in **Table 8**. Overall, 98 percent of Brandon's workers have access to at least one vehicle which further reinforces the higher mode share associated with private vehicle usage for commuting purposes.

Table 7: Means to Work

Means of Transportation to Work	Mode Share
Car, Truck, or Van	86.3%
Drove Alone	80.5%
Carpooled	5.9%
Worked from Home	12.4%
Walked	0.6%
Taxicab, Motorcycle, or Other Means	0.4%
Public Transportation (excluding taxicab)	0.3%
Bicycle	0.0%

Source: American Community Survey 5-Year Estimates, 2021

Table 8: Vehicles Available

Vehicles Available	
Workers 16 Years and Over in Households	6,137
No vehicle available	1.2%
1 vehicle available	10.9%
2 vehicles available	44.5%
3 or more vehicles available	43.3%

Source: American Community Survey 5-Year Estimates, 2021

Time of Departure

Brandon's workers are on the road early as demonstrated in **Table 9**, which illustrates when Brandon's workers leave home for their typical commute. The most popular hour for departure is from 7-8 AM which is when over 40 percent of commute trips start. The hour of 6-7 AM is also a popular hour and sees approximately 22 percent of commuters leaving home.

Travel Time to Work

Travel time to work indicates how long Brandon's commuters spend to get to their places of employment. ACS 5-Year Estimates indicate that over 30 percent of Brandon's commuters spend between 20- and 24-minutes traveling to work each day. Overall, half of Brandon's workers commute 30 minutes or fewer each day while just over 5 percent are spending 45 minutes or more traveling to work. **Table 10** summarizes the complete breakdown of travel times to work for Brandon's commuters.

Table 9: Time of Departure

Time of Departure	Percent
12:00 AM to 4:59 AM	2.5%
5:00 AM to 5:29 AM	3.1%
5:30 AM to 5:59 AM	7.2%
6:00 AM to 6:29 AM	8.8%
6:30 AM to 6:59 AM	12.7%
7:00 AM to 7:29 AM	22.1%
7:30 AM to 7:59 AM	18.6%
8:00 AM to 8:29 AM	9.4%
8:30 AM to 8:59 AM	1.4%
9:00 AM to 11:59 PM	14.3%

Source: American Community Survey 5-Year Estimates, 2021

Table 10: Travel Time to Work

Travel Time to Work	Percent
Less than 10 minutes	17.0%
10 to 14 minutes	10.5%
15 to 19 minutes	15.4%
20 to 24 minutes	30.6%
25 to 29 minutes	10.4%
30 to 34 minutes	8.2%
35 to 44 minutes	2.4%
45 to 59 minutes	1.5%
60 or more minutes	3.9%
Mean travel time to work (minutes)	21.4

Source: American Community Survey 5-Year Estimates, 2021

Existing Land Use

Today, the Brandon community is home to a variety of land uses ranging from low-density residential to heavy industrial. Land use has a close relationship with transportation as land use regulations set the framework for how communities spatially distribute homes, employment, commerce, recreation, and public facilities; residents, workers, and visitors then generate demand for transportation to and from these destinations. Thus, a community's land use decisions have major implications on the transportation system and how it functions.

Brandon's existing land use is summarized in **Table 11** while **Figure 6** illustrates the distribution of the community's land uses. Of Brandon's 3,737 acres included in the current land use plan, 30 percent is dedicated to low-density residential use which can be found throughout the city as shown in **Figure 6**. Natural Resources Conservation (NRC) Floodplain/Conservation is the next largest land use designation in the community and includes Brandon's parks and locally-managed nature areas. Much of the NRC Floodplain/Conservation land uses are located to the south and east parts of the city and provides an adequate level of access to adjacent residential uses. Heavy industrial takes up the third largest share of land use area and is focused in northern Brandon. Industrial uses are often closely linked to the local freight system as these areas generate relatively higher levels of truck and/or rail traffic as part of their operations.

General business and central business land uses are also critical to the functioning of the transportation system, as these land uses often generate high levels of employment opportunities. While these uses comprise less than 5 percent of land use in Brandon today, they generate substantial economic activity while generating high levels of travel demand from Brandon's residents and visitors.

Table 11: Brandon's Existing Land Uses

Zoning Designation	Acres	Percent of Total Land Use
R-1 Residential - Low Density	1,119.51	30.0%
NRC Floodplain/Conservation	634.64	17.0%
HI- Heavy Industrial	631.22	16.9%
Big Sioux Recreation Area	537.26	14.4%
IN- Institutional District	258.91	6.9%
R-2 Residential - Medium Density	176.29	4.7%
GB- General Business	168.86	4.5%
LI- Light Industrial	109.38	2.9%
R-3 Residential - High Density	88.78	2.4%
PD- Planned Development	4.74	0.1%
NB- Neighborhood Business	3.68	0.1%
CB- Central Business	3.45	0.1%
Total	3,736.74	

Source: City of Brandon

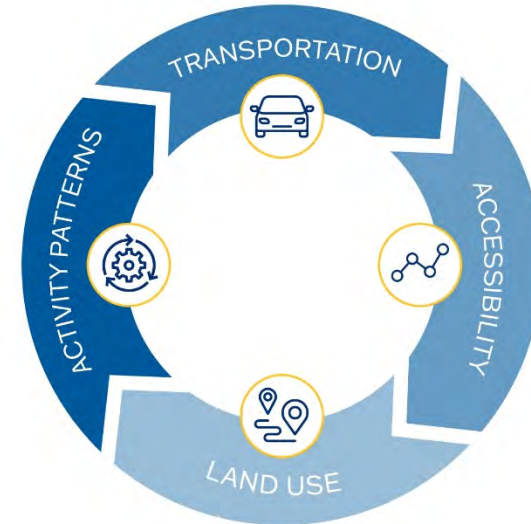
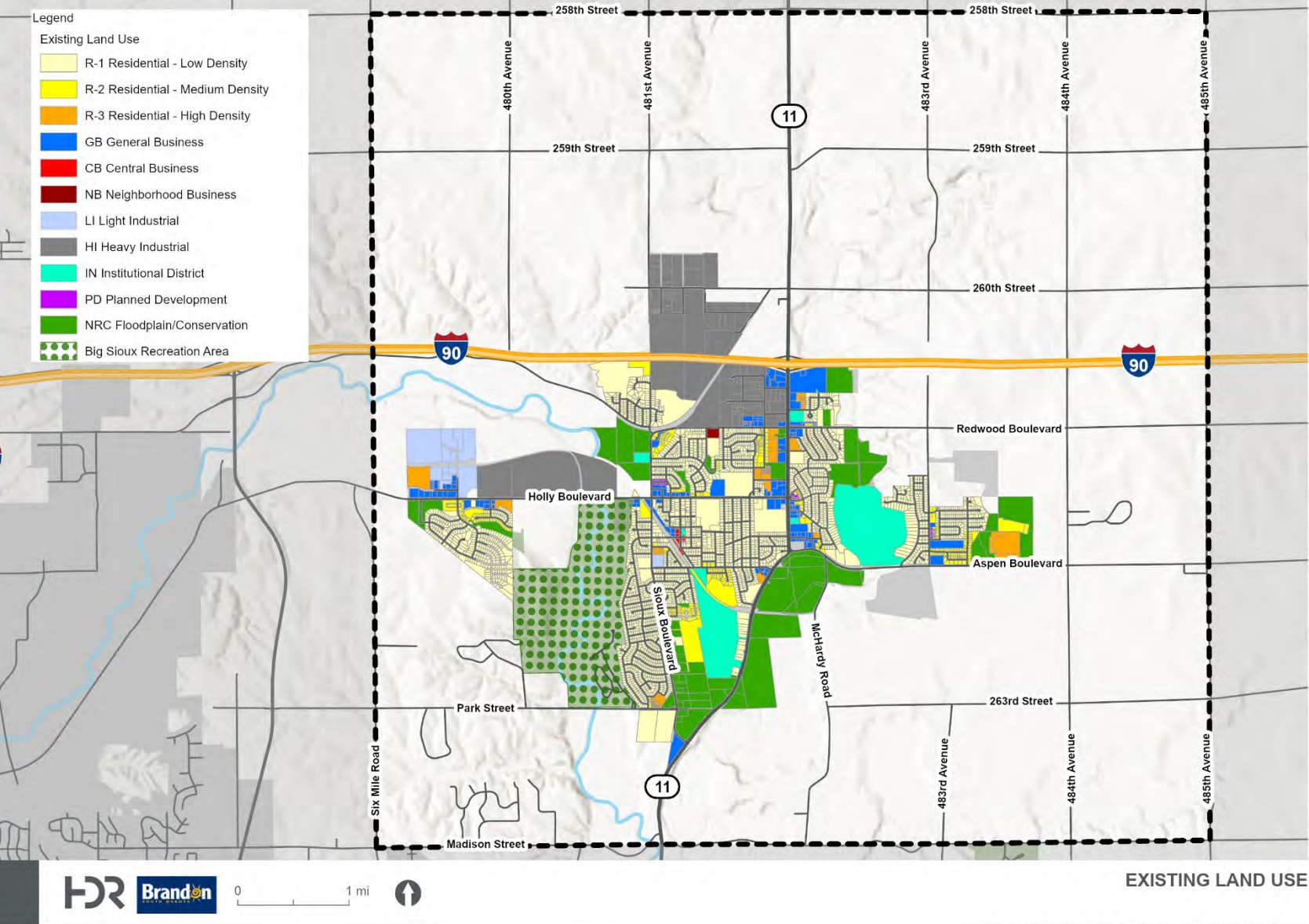


Figure 6: Brandon's Existing Land Uses



Existing System Performance

Brandon's existing multimodal transportation system was reviewed to gain a baseline understanding of the system's condition and operation. These existing conditions form the baseline scenario that guides the development of Plan alternatives and strategies and is the basis for evaluating how the system performs under future scenarios.

The baseline conditions review looks at the system through a multimodal lens to evaluate:

Traffic Operations



Traffic Safety



Freight System



Bicycle and Pedestrian System



Transit System



Streets and Roads

Brandon's street network is the backbone of the community's transportation system and facilitates a high percentage of the trips made in the city. As such, it is critical for the community to understand the condition of today's streets and roads so that strategies that guide the city towards achieving the goals and objectives of this MTP can be identified.

This section summarizes the condition of street and road network with regard to:

- Functional Classification
- Roadway Jurisdiction
- Traffic Operations
- Traffic Safety
- Asset Condition-Pavement and Bridges

Functional Classifications and National Highway System

The streets and road network within Brandon is designed to provide mobility and accessibility for users. However, corridors and segments within this network are designed to serve different purposes with regard to mobility and accessibility; certain corridors, like Interstate 90 (I-90) and South Dakota Highway 11 (SD11), are intended to facilitate high degrees of mobility but limit access while corridors like E Holly are able to provide much more robust access, but at the expense of reduced mobility.



Planners and engineers describe this trade-off using the concept of functional classifications, which organizes streets and roadways based on the travel objectives (i.e., mobility vs. accessibility) they aim to meet. The functional classification system is a hierarchical network of streets and roadways that is based on a number of design factors like speed, lane capacity, daily traffic, and relationship to adjacent land uses. The functional classification system is also used to determine which streets and roads are eligible for Federal funding.

Table 12 summarizes the functional classification system and the role each classification plays in the network. Functional classifications for the Brandon area are shown in **Figure 7**.

Another important road designation is the National Highway System (NHS), defined by the FHWA as those roadways most important to the nation's economy, defense, and mobility. Highways are designated as part of the NHS due to their ability to connect major population centers and critical transportation facilities such as airports, public transportation centers, and intermodal facilities.

Roadway Jurisdiction

Roadway jurisdiction refers to the agency responsible for maintaining and improving the streets and roads within the MTP study area. Currently, street and roadway responsibilities are undertaken by the State, SDDOT, Minnehaha County, Brandon and Split Rock townships, and the City.

As Brandon continues to grow, there will likely be the need for the community to take over responsibility of future streets and roadways that currently do not fall under its jurisdiction. By understanding today's roadway responsibilities, the city can better anticipate what their future responsibilities will be. **Figure 8** shows roadway jurisdictions within the MTP study area.

Table 12: Functional Classification Descriptions

Functional Classification	Description
Interstate	Provide highest degree of mobility but most limited accessibility. Designed for long-distance travel at higher speeds between major urban areas.
Principal Arterial	Provide a high degree of mobility within major metropolitan centers while providing a low level of direct access to adjacent land uses.
Minor Arterial	Provide connections to Principal Arterial routes and facilitate trips of moderate length. Provide greater access to land uses than Principal Arterials.
Collector	Provide a connection between local roads and the arterial road network. Typically have the lowest degree of mobility and highest degree of access.
Local	Provide direct access to adjacent land uses while not supporting through traffic movements.

Source: Federal Highway Administration

Figure 7: Existing Federal Functional Classifications

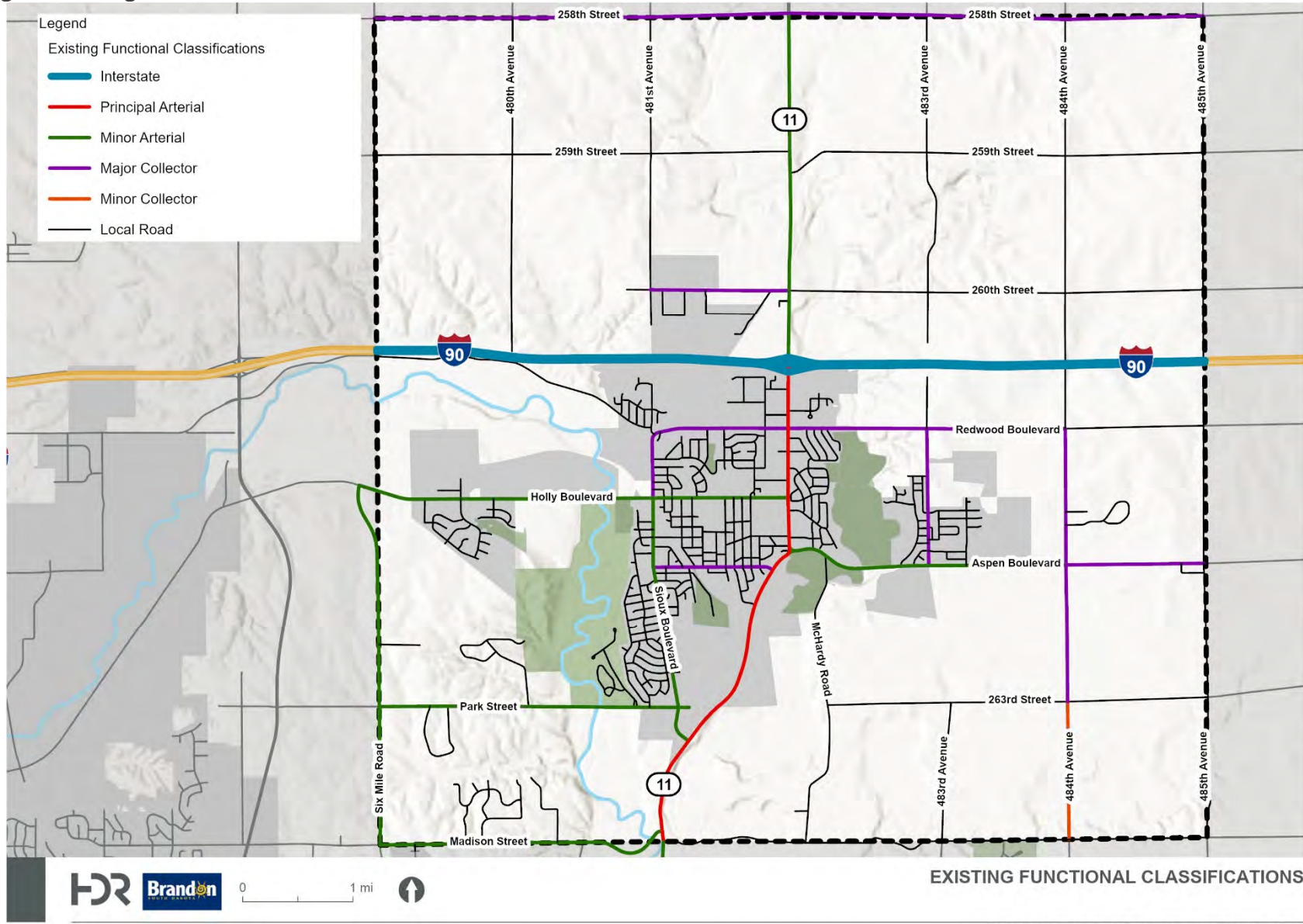
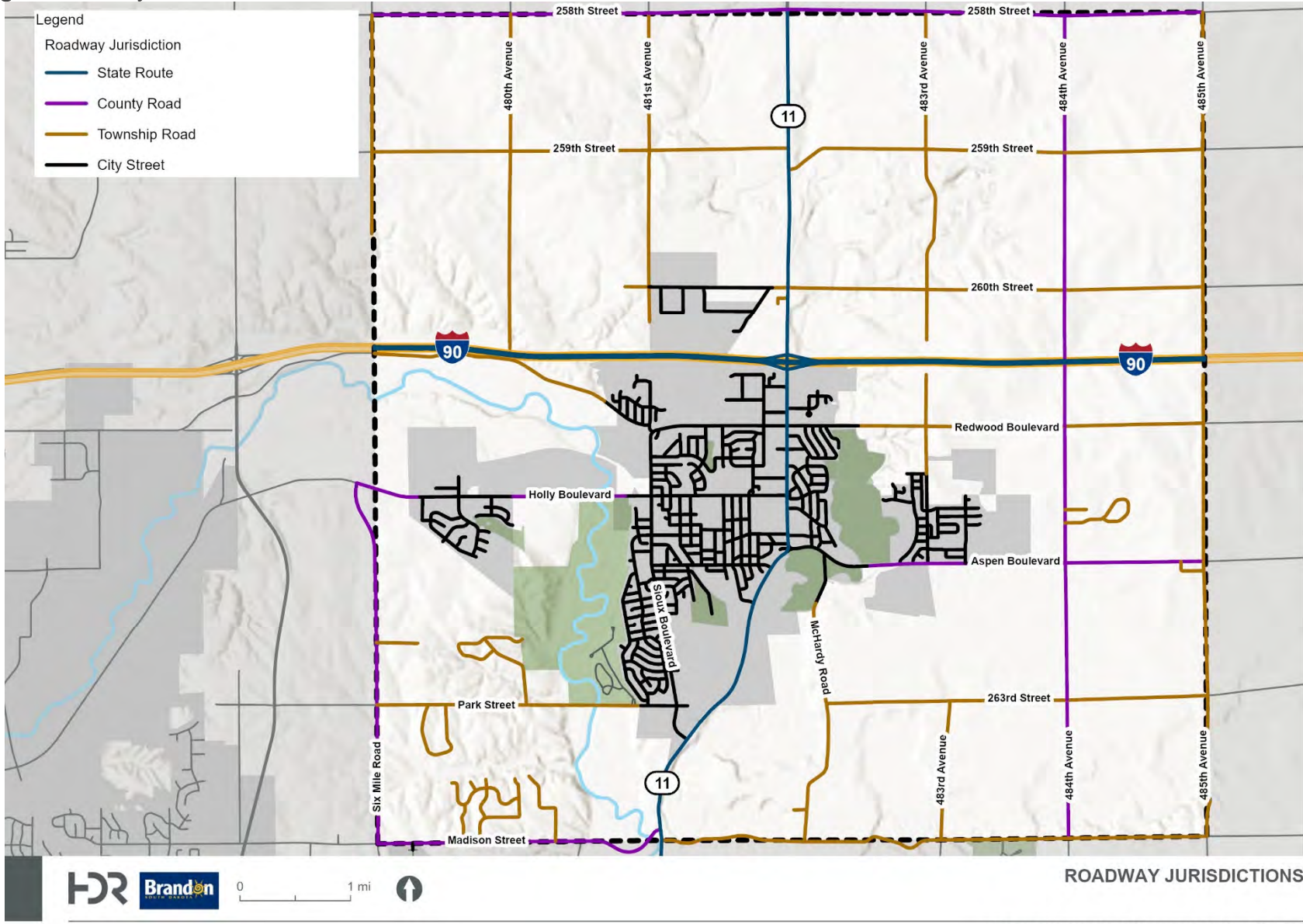


Figure 8: Roadway Jurisdictions



BRANDON MASTER TRANSPORTATION PLAN

Traffic Operations

Existing Traffic Operations

Traffic operations looks at how vehicles are moving across Brandon's streets and roadways and focuses on identifying locations of recurring congestion among other operational issues. This congestion, typically associated with peak travel hours, can cause delays that impact drivers in a number of ways. This section will discuss current conditions through a planning-level traffic operations analysis conducted as part of the MTP process.

The traffic operations analysis looked at the current average daily traffic (ADT) volumes for Brandon's roads that are functionally classified as a collector or higher and compared these to their design capacities. Daily traffic volumes were sourced from SDDOT while design capacities are based on the SDDOT ADT Threshold standards published in Chapter 15 of the agency's [Road Design Manual](#) and shown in **Table 13**.

The comparison of ADTs to design capacities results in a ratio, termed volume-to-capacity (V/C) ratio, that lends a high-level estimation of traffic operations during peak travel hours. Based on the V/C ratio, corridors are assigned a "level of service" (LOS) grade, with a LOS A denoting congestion-free conditions while a LOS F represents gridlock. **Figure 9** provides a definition of each LOS grade. The City of Brandon's goal is to have streets operate at LOS D or better.

Segment LOS for Brandon's functionally classified roadways are shown in **Figure 10** along with existing ADTs from SDDOT. Most corridors within Brandon are operating at an acceptable LOS of C or greater, and most roadways with ADTs at or below 6,000 vehicles per day are operating at an adequate LOS.

Table 13: South Dakota Department of Transportation Capacity Thresholds

Total Number of Lanes	Total Design Year ADT	
	Rural Level	Urban
2	< 8,000	< 6,000*
3	6,000 to 16,000	
4	8,000 to 20,000	
5	16,000 to 30,000	
6	> 20,000	> 30,000

Source: South Dakota Department of Transportation

*Modified from the SDDOT Road Design Manual level of 2,500

Figure 9: Level of Service Definitions

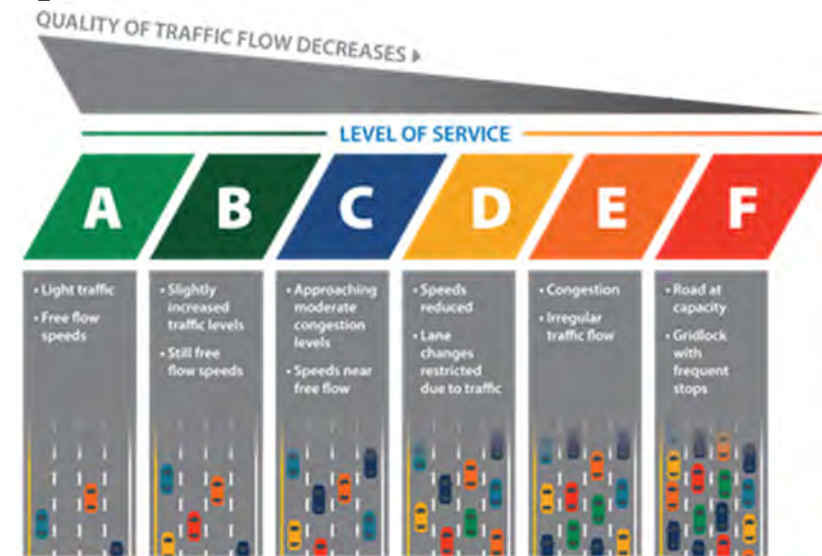
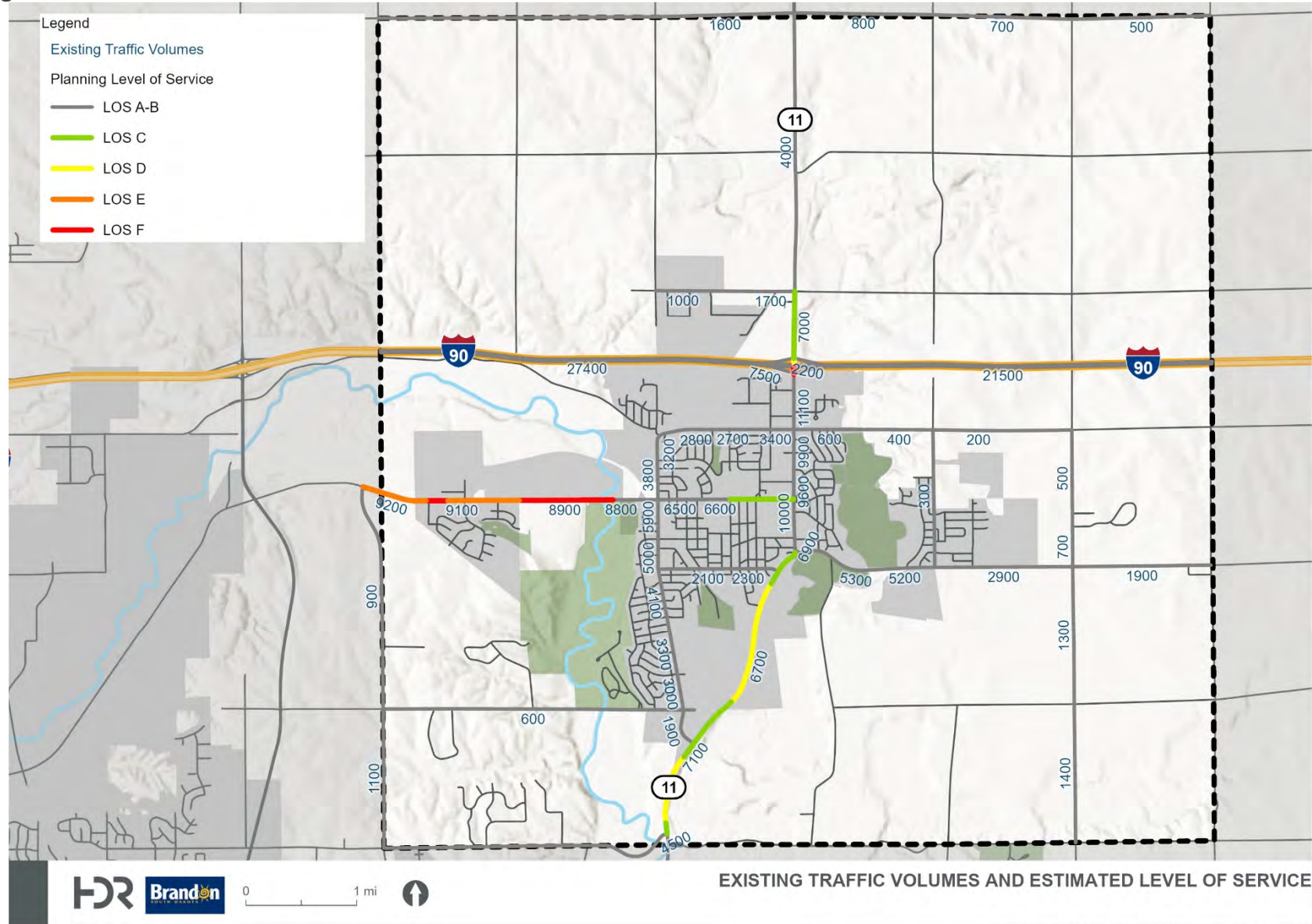


Figure 10: Traffic Volumes and Estimated Level of Service



Several corridors are estimated to operate at LOS D or worse, which highlights potential locations of recurring peak hour congestion that could be impacting traffic operations along these routes. The corridors estimated to have poor levels of service are detailed in **Table 14**.

W Holly Boulevard was identified as the route with worst peak hour level of service, with some segments registering an LOS F. One issue that could be influencing poor peak hour travel conditions is the nature of the routes current design; much of the route that is estimated to perform at LOS F is two lanes which can limit traffic flow given the current daily volumes. Some segments of W Holly Boulevard have turn lanes at controlled intersections which provides additional capacity resulting in slightly improved LOS.

The corridors estimated to operate at or below LOS D are considered candidates for improvement, as these locations would likely experience further decline in LOS as future growth in the community increases demand for streets and roads, thereby exacerbating current congestion issues.

Table 14: Corridors with Poor Levels of Service

Corridor	LOS	Average Daily Volume
<i>Splitrock Boulevard / SD11 from Aspen Boulevard to E Madison Street</i>	C / D	6,700 - 7,100
<i>Splitrock Boulevard / SD11 over I-90</i>	C / F	7,000 - 11,100
<i>W Holly Boulevard from Big Sioux River Bridge to Veterans Parkway</i>	E / F	8,900 - 9,200



Asset Condition

Pavement

Pavement condition data for NHS routes located within the Brandon MTP area was sourced from the Highway Performance Monitoring System (HPMS) dataset submitted by SDDOT to FHWA for the year 2020. HPMS data reports pavement conditions using the metric International Roughness Index (IRI), which is a common method for evaluating the quality of road pavement. Pavement condition for the local system is not available at this time.

IRI assess the smoothness of road segment's pavement, which in turn describes the ride quality for an individual driving along that segment. A road segment is assigned a value based on the existing pavement profile, with higher values indicating a rougher pavement surface and a lower quality ride experience for drivers. The IRI values are grouped into the following categories:

- **Good:** IRI is 95 or less
- **Fair:** IRI is between 96 and 170
- **Poor:** IRI is 171 or greater

Figure 11 illustrates current pavement conditions for the Brandon MTP area's NHS routes, which include I-90 and SD11. As seen in **Figure 11**, the majority of I-90 is rated as being in Good condition, with IRI values below 95; segments of I-90 near Exit 406 demonstrate some stretches of pavement in Fair condition.

Pavement conditions along SD11 are estimated to be in poorer condition relative to I-90. Several segments of SD11 are estimated to be in Poor condition based on the HPMS data while the remainder of the corridor is estimated to be in Fair condition.

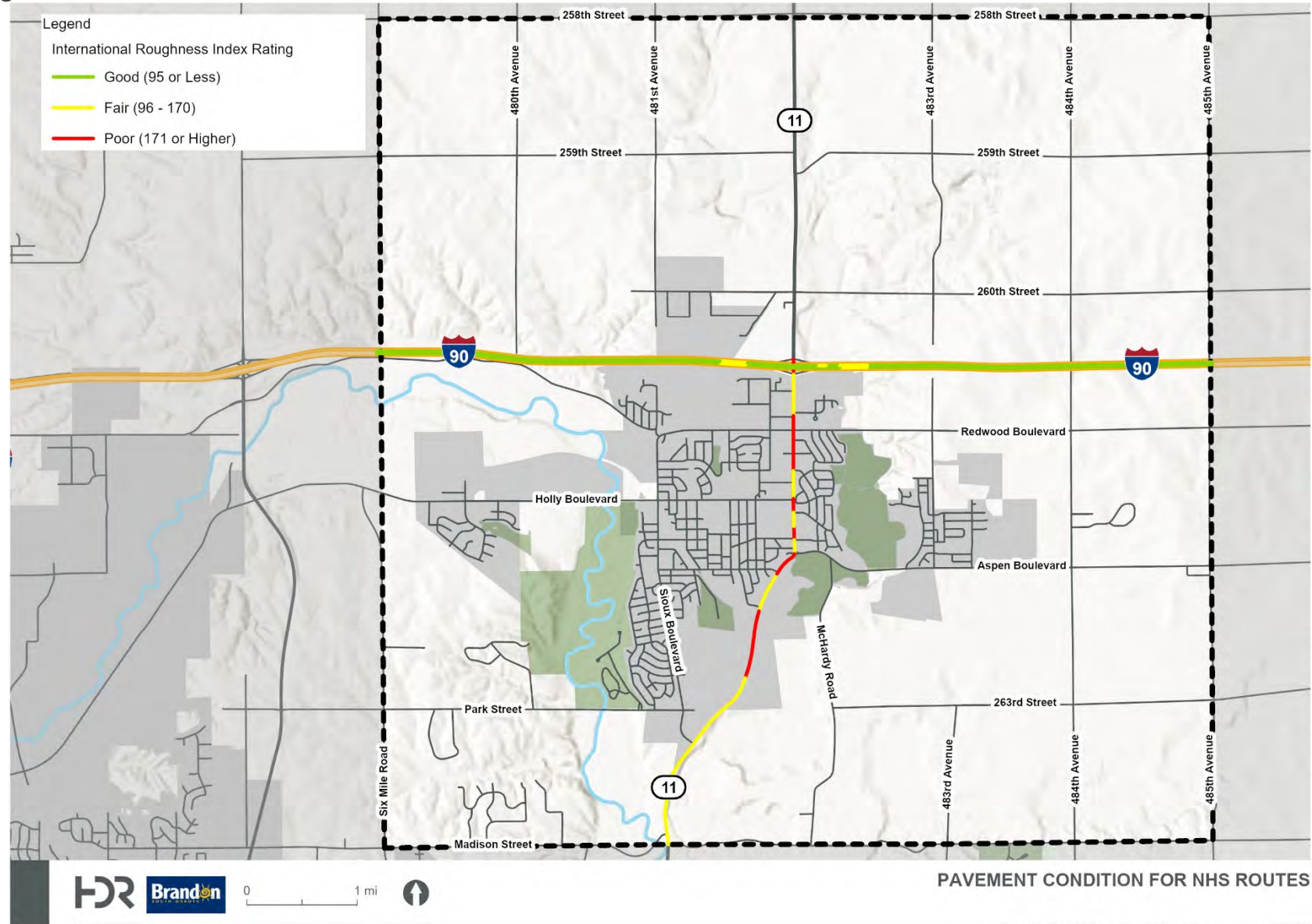
Table 15 summarizes overall IRI for the MTP area NHS routes.

Table 15: Summary of IRI Ratings for NHS Routes

IRI Rating	Percent of NHS Pavement Centerline Mileage
Good	70.7%
Fair	20.5%
Poor	8.8%

Source: Federal Highway Administration, Highway Performance Monitoring System

Figure 11: Pavement Condition for NHS Routes



BRANDON MASTER TRANSPORTATION PLAN

Bridges

Bridges are vital transportation assets that support system connectivity in areas with topographical features that pose barriers, such as waterways and low-lying areas. Maintaining bridges that are in good condition can alleviate operational and financial burdens for the agencies responsible for them.

Bridge data sourced from SDDOT indicates the conditions of structures across the state as of the year 2022. A review of this data was conducted to assess the current conditions of bridges found within the MTP study area. Currently, there are 24 bridges found within the MTP study area and 5 are located on I-90, which is considered part of the NHS.

SDDOT assigns each bridge a condition rating of Good, Fair, or Poor as well as a sufficiency rating that evaluates each bridge's health based on criteria developed by FHWA and published in the [Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges](#). The criteria look at the following when determining sufficiency rating:

- **Structural adequacy and safety:** the bridges structural components
- **Serviceability and functional obsolescence:** the bridge's functionality
- **Essentiality for public use:** the bridge's importance to the community
- **Special reductions:** any factor impacting detour length, bridge railings, and structure type

Sufficiency ratings range from a low of 0, indicating a bridge that is insufficient for use, to a high of 100 which indicates a bridge is in perfect condition. Bridges that are located on NHS routes and are therefore eligible for Federal funding are eligible for funding for replacement should they record a sufficiency rating below 50, while bridges with a sufficiency rating above 50 but below 80 are

eligible for funding to rehabilitate the structure. A summary of sufficiency ratings for bridges within the MTP area is provided in **Table 16**.

Table 16: Brandon MTP Area Bridge Sufficiency Ratings

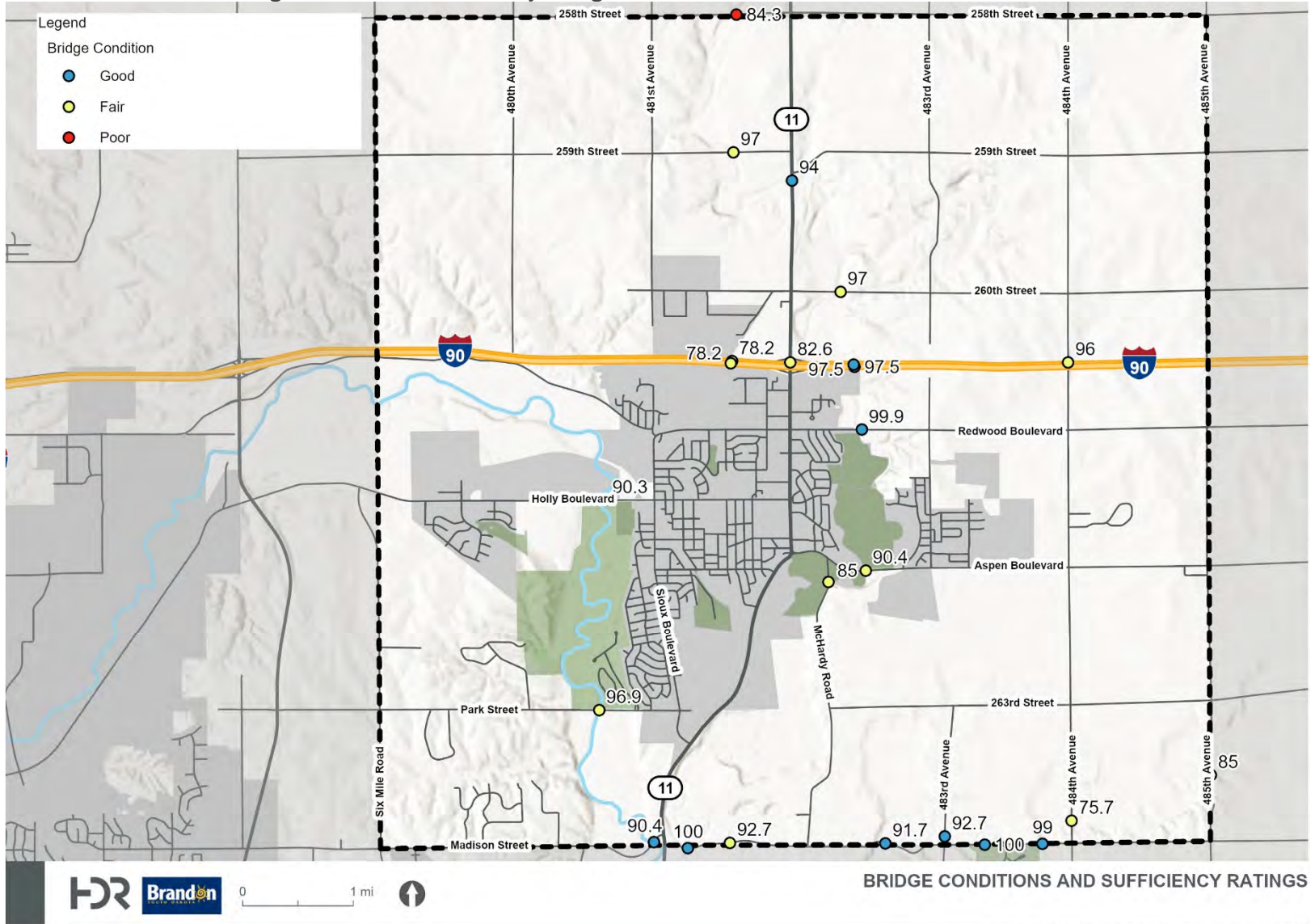
Sufficiency Rating	Number of MTP Area Bridges
90 - 100	17
80 - 89	4
70 - 79	3

Source: South Dakota Department of Transportation

Figure 12 shows the condition of MTP area bridges as well as each structure's sufficiency rating. As **Figure 12** demonstrates, all but one of the MTP area bridges are in Fair condition or better, and all have sufficiency ratings exceeding 75.

The bridge determined to be in Poor condition is located along the northern extent of the MTP area. The bridge is located on 258th Street and crosses Split Rock Creek; while the bridge is listed in Poor condition, its sufficiency rating is recorded as 84.3. The bridge with the lowest sufficiency rating is in the southeast corner of the MTP area on 484th Avenue. This structure crosses Beaver Creek and is in Fair condition.

Figure 12: Brandon MTP Area Bridge Conditions and Sufficiency Ratings



Source: South Dakota Department of Transportation

Multimodal System

Brandon's multimodal transportation system is a comprehensive network of modes that cater to various transportation needs of the community's residents and workers. The current multimodal system includes freight, bicycle and pedestrian, and transit modes, which are detailed in this section.

Freight System

The freight system plays a critical role in supporting the local economy by facilitating the movement of goods into, out of, and through the Brandon MTP area. Brandon's freight network not only provides residents with the goods they need but also provides them with employment opportunities; approximately 15 percent of the community's workforce is employed in manufacturing, transportation, warehousing, or utilities (**Table 6**), which are all directly related to the freight system. An even larger proportion of Brandon's workers are employed in industries that rely on freight services, such as retail.

Highway Freight

Highway freight plays a major role in the MTP area's freight system as trucks provide some of the highest levels of accessibility across all freight modes.

Two designated truck routes are found within the Brandon MTP area. These routes include:

- Splitrock Boulevard/SD11, from 258th Street to Madison Street
- Redwood Boulevard, from Splitrock Boulevard to Sioux Boulevard; Holly Boulevard from Sioux Boulevard west to City limits

Figure 13 shows these truck routes along with the areas within Brandon that are currently zoned for industrial use. As **Figure 13** illustrates, the designated truck routes provide access between

the industrial zones, which are concentrated in the northwest part of the Brandon, and the road network.

Average annual daily truck traffic (AADTT) volumes for I-90 and Splitrock Boulevard/SD11 were obtained from SDDOT and are shown in **Figure 14**; the blue labels shown in the figure represent the percentages of daily volumes associated with heavy vehicles, including freight trucks.

I-90 carries the highest AADTT volumes within the MTP area, with volumes exceeding 1,000 trucks per day. For the portion of I-90 east of Exit 406, heavy vehicles account for over 20 percent of daily volumes while these vehicle types account for nearly 18 percent of daily volumes west of Exit 406. Average daily truck volumes on Splitrock Boulevard/SD11 range from a high of 700 trucks per day just north of I-90 to a low of 300 trucks per day north of 260th Street and south of Sioux Boulevard. In terms of percentage of daily volumes, heavy vehicles account for 5 percent to 10 percent of total daily volumes in this corridor.

Additional data related to highway freight was sourced from FHWA's Freight Analysis Framework (FAF) program. This data estimates annual tonnage of goods shipped into, out of, and through the MTP area during 2017. **Figure 15** displays the annual tonnage flows, in kilotons, for I-90 and Splitrock Boulevard/SD11. I-90 was determined to carry the highest levels of annual tonnage in the MTP area, with an estimated 13,000 kilotons moved along this route in 2017. Splitrock Boulevard/SD11 was estimated to carry roughly 200 kilotons south of I-90 while just over 500 kilotons were estimated along SD11 north of I-90 during this same period.

Figure 13: Designated Truck Routes and Industrial Use Zones

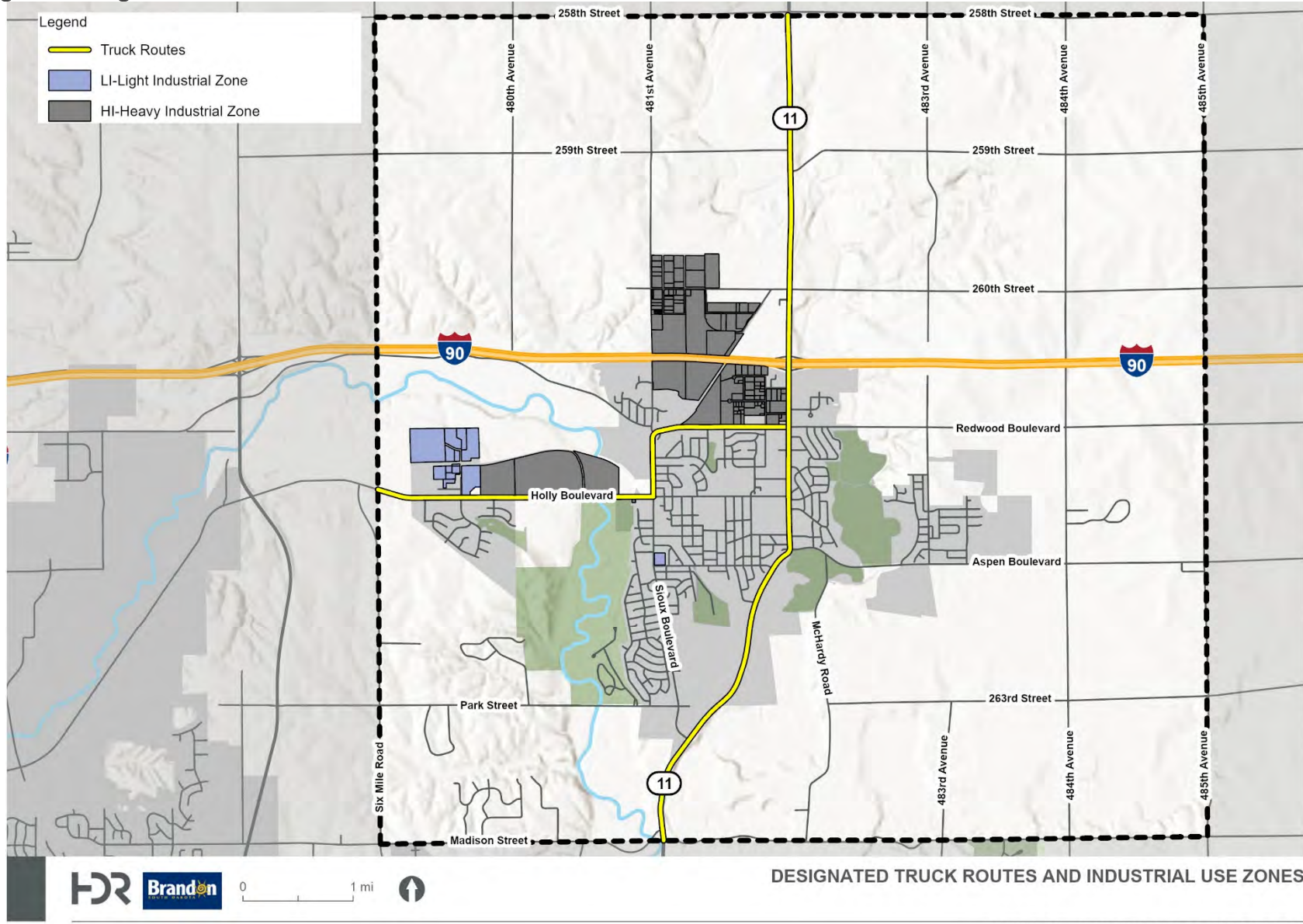
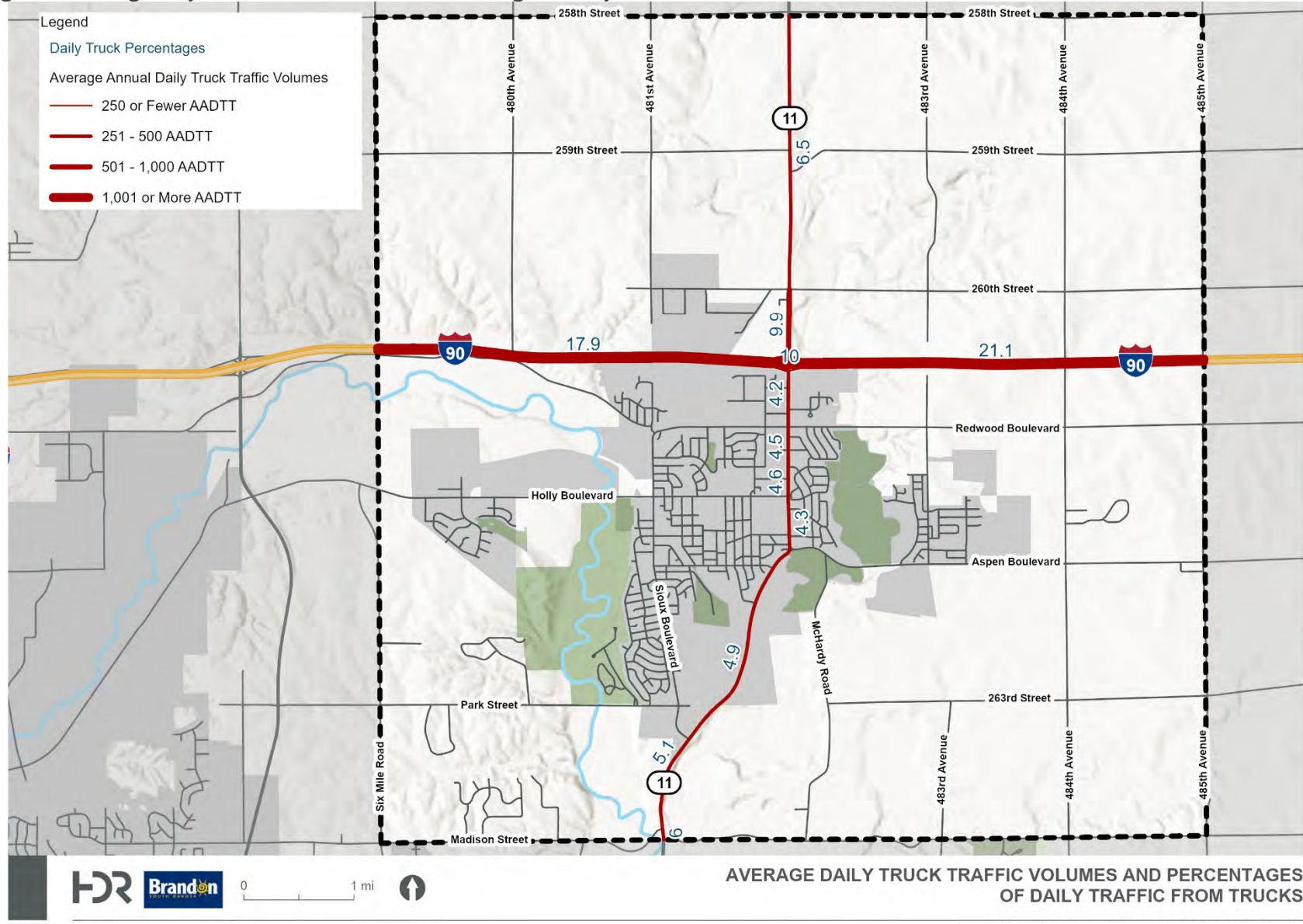
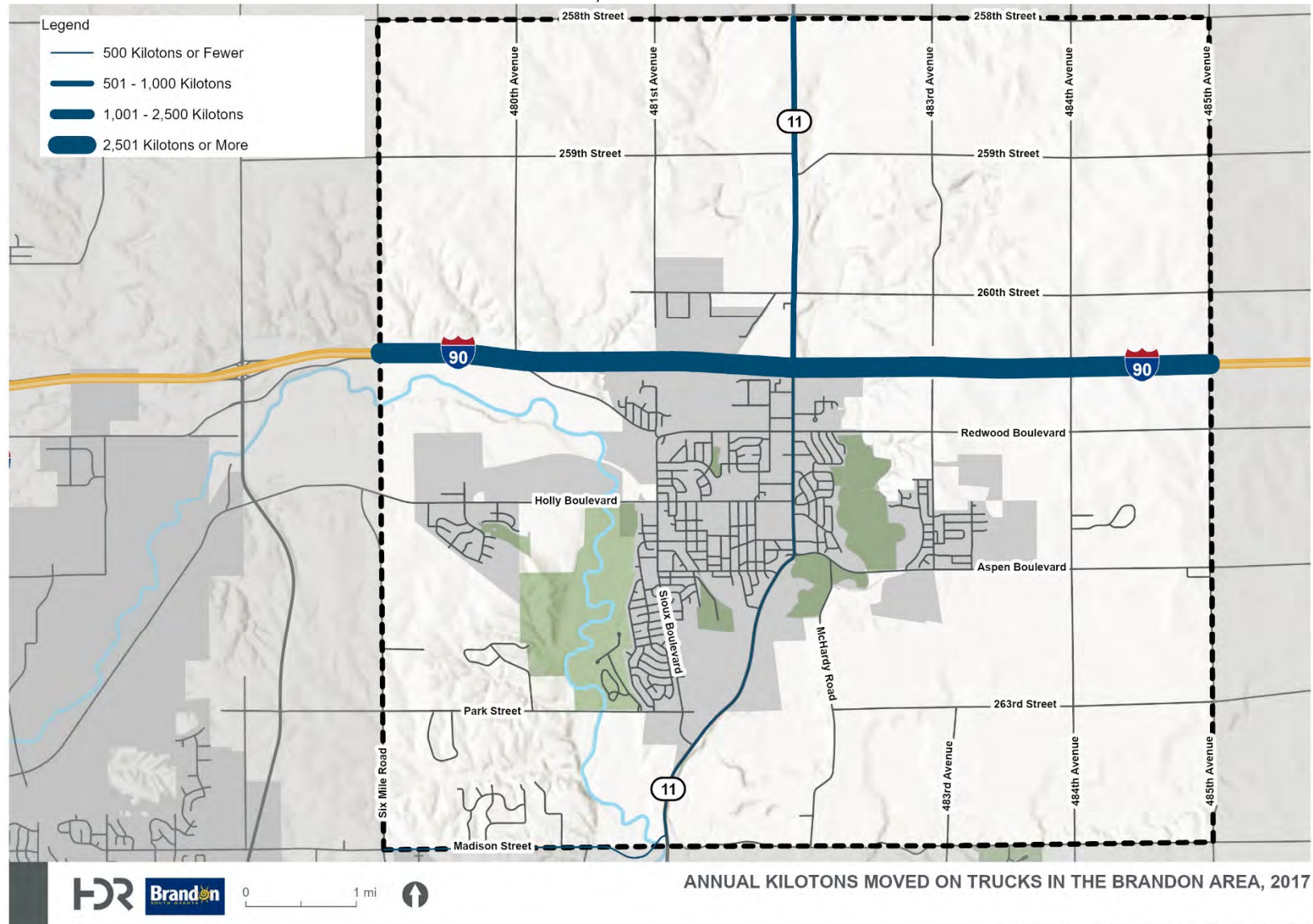


Figure 14: Average Daily Truck Traffic Volumes and Percentages of Daily Traffic from Trucks



BRANDON MASTER TRANSPORTATION PLAN

Figure 15: Annual Kilotons Moved on Trucks in the Brandon MTP Area, 2017



Source: Federal Highway Administration, Freight Analysis Framework 5.4.1

BRANDON MASTER TRANSPORTATION PLAN

Rail Freight

Rail freight provides an economical solution to carry large quantities of goods long distances, which is a key benefit for freight within South Dakota owing to the importance of agriculture to the State's economy. While the Brandon MTP area is mostly urban in nature, the presence of two rail lines poses impacts to the functioning of the local transportation system.

Two main lines and a series of rail spurs are found in the MTP area. These lines are operated by BNSF, who operates a mainline running from the northern part of the MTP area westward towards Sioux Falls, and the rail spurs located north of I-90 near Corson. Ellis & Eastern's mainline runs east to west through the MTP boundary. These lines are shown in **Figure 16**.

Rail crossings are locations in which rail lines intersect with roadways. These locations can pose barriers to vehicular traffic when they occur at grade. Safety issues are also present at at-grade crossings due to potential train-vehicle conflicts. Separating train and vehicle traffic with overpasses and underpasses can alleviate these issues but are costly options that are not always feasible given topographical and right-of-way limitations.

Today, there are 17 public rail crossings in the Brandon MTP area and most of these crossings are at grade, as shown in **Figure 16**. Several railroad underpasses are found in the MTP area, with notable examples being the I-90 and Splitrock Boulevard/SD11 crossings. There is one rail overpass crossing in the MTP area, found along N Sioux Boulevard.

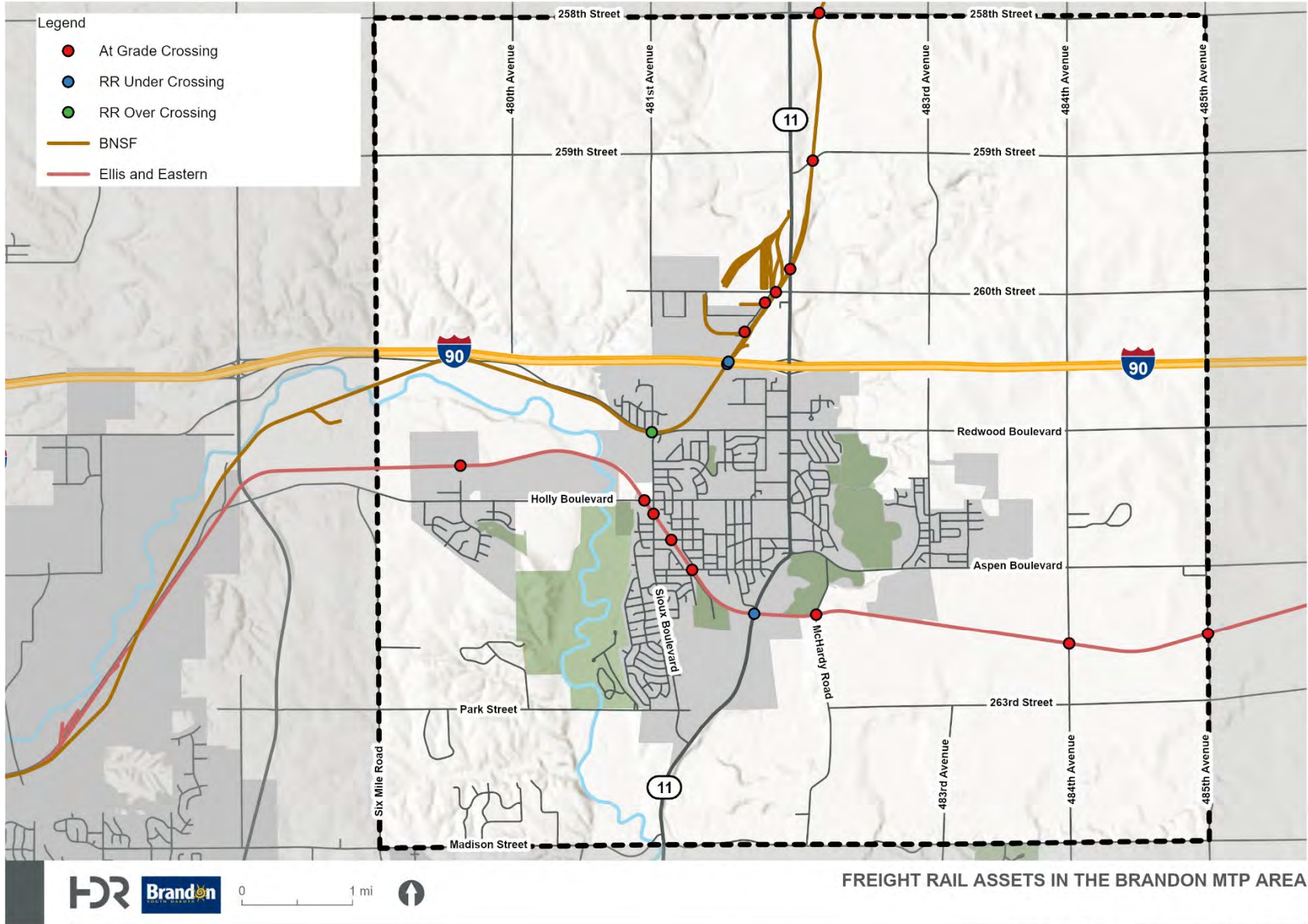
Air Freight

Air freight refers to freight goods moved via airplane. While no air freight facilities are currently found in the Brandon MTP area, Joe Foss Field in neighboring Sioux Falls is the leading facility for air freight activity as stated in SDDOT's [2017 State Freight Plan](#). The State Freight Plan indicates that over 42 million pounds of inbound and outbound goods were shipped from this facility in 2016. Joe Foss Field is approximately 10 miles west of Brandon's incorporated limits.

Pipelines

A review of USDOT's [National Pipeline Mapping System](#) (NPMS) was conducted to identify if any active pipelines are found within the Brandon MTP area. Based on the NPMS, there are no pipelines identified within the MTP area.

Figure 16: Freight Rail Assets in the Brandon MTP Area



FREIGHT RAIL ASSETS IN THE BRANDON MTP AREA

BRANDON MASTER TRANSPORTATION PLAN

Bicycle and Pedestrian System

A detailed discussion of Brandon's existing bicycle and pedestrian system is available in the **Active Transportation** chapter of this report.

Transit System

Brandon Transit, the public transit service operating within the Brandon MTP area, is managed by Rural Office of Community Services (ROCS). ROCS is a private non-profit community services organization serving southeastern South Dakota.¹

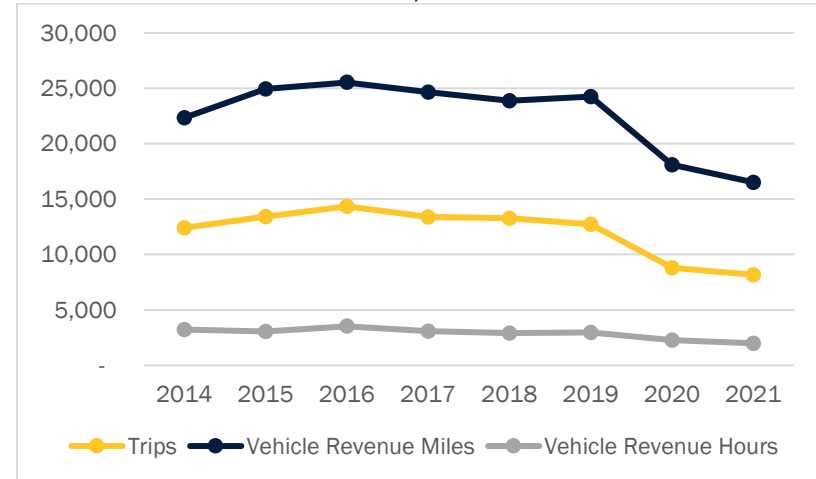
Brandon Transit is a demand-response service wherein users schedule rides by calling the Brandon Transit Dispatch at least 24 hours in advance of their trip. Brandon Transit hours are from 8 AM through 3:30 PM Monday through Friday, and no service is operated on weekends. Each one-way trip is \$2 per ride for users below 60 years of age; users aged 60 years are not charged fare but are suggested to donate. The service area of Brandon Transit is the city's limits, and users can schedule a ride to any location within the city.

Ridership and operations data for Brandon Transit are published annually by the Federal Transit Administration's [National Transit Database](#) (NTD). NTD data for the years 2014 through 2022 were reviewed to understand transit usage in the MTP area.

Data on annual trips, vehicle revenue miles, and vehicle revenue hours is shown in **Figure 17**. Annual ridership for Brandon Transit saw a slight increase from 2014 through 2017 before experiencing decline the following two years. Ridership in the year 2020 saw the largest drop due to the COVID-19 public health pandemic. The year 2021 saw an annual ridership level similar to the year 2020.

¹ Rural Office of Community Services, [About](#).

Figure 17: Annual Ridership, Vehicle Revenue Miles, and Vehicle Revenue Hours for Brandon Transit, 2014-2022



Source: Federal Transit Administration

Vehicle revenue miles refers to the total mileage that the transit vehicles travel while in carrying passengers and vehicle revenue hours refers to the total number of hours transit vehicles spend traveling while carrying passengers. Both of these metrics are functions of the number of annual passengers which is reflected in how these measures track with annual ridership, as shown in **Figure 17**.

The transit system currently runs two buses, and demand has been relatively high for the two buses. When interviewed in July 2023, ROCS indicated that a third vehicle may be needed in the near future due to demand.

Issues Summary

The modal needs highlighted in this chapter provide insight into the current issues facing the transportation system within the Brandon MTP area. These issues include:

Traffic Operations	Peak hour congestion is present along W Holly Boulevard and Splitrock Boulevard/SD11. Future traffic forecasts anticipate worsening peak hour congestion as the Brandon community continues to grow and develop.
Safety	Current crash hot spots are found along the MTP area's higher volume roadways, including Splitrock Boulevard/SD11, W Holly Boulevard, and S Sioux Boulevard.
Freight	The presence of industrial land uses within Brandon highlights opportunities to strengthen connections to these areas in the future, thereby improving freight mobility in the MTP area.

Active Transportation

Active transportation benefits communities by allowing individuals to improve their physical and mental health; connect to each other, to outdoors, and to popular destinations; and move about the community safely and efficiently regardless of mode choice. Active transportation refers to people walking, biking, using a mobility aid device, scootering, skating, rollerblading, and lightweight electric-assist devices such as e-bikes and e-scooters. Many of these activities are also popular for recreation and can be used by people of all ages and abilities. As such, facilities that support active transportation should be safe and comfortable while connecting users with important destinations such as schools, downtown, parks and recreation, and other places people live and visit regularly. To create an active transportation network, Brandon should integrate the Active Transportation Principles, the U.S. DOT's Safe System Approach, and a local Complete Street Policy into the City's growth, development, and design decisions.

Active Transportation Principles

Incorporating active transportation principles into the network planning and design process is fundamental to making the built environment more accommodating for biking, walking, and rolling. The principles include comfort, coherence, directness, attractiveness, and most importantly, safety. Each principle may vary in significance depending upon the person or type of trip. For instance, directness may be prioritized for grocery store commutes, and attractiveness and comfort may be better suited for recreational bike rides. Regardless of the scenario, safety remains paramount, especially when designing routes for vulnerable users, such as children traveling to parks and schools. **Figure 18** describes the Active Transportation Principles.

Figure 18: Active Transportation Principles



Safe System Approach

The Safe System Approach, the guiding paradigm of traffic safety from the U.S. Department of Transportation, reinforces safety as the most important principle. The Safe System Approach focuses on eliminating crashes that lead to death or serious injury and addresses all transportation system users, including people walking, biking, and rolling. Principles and objectives of the Safe System Approach, shown in **Figure 19**, lead to street design that:

1. Acknowledges human physical limits for tolerating crashes by improving protection and reducing crash severity
2. Manages vehicle speeds through context-sensitive design
3. Separates different modes of travel in time and space

While the Safe System Approach provides the principles and objectives to achieve zero deaths and serious injuries, design guides are needed to implement those concepts. Several FHWA guidance documents provide tested countermeasures and strategies to reduce traffic crashes and address Vulnerable Road Users (VRUs). A VRU is any individual who is at higher risk while using the road, primarily due to their exposure to traffic. VRUs include people walking, biking, and using other forms of active transportation. Design guides incorporate best practices for bicycle and pedestrian facility design, which is critical to the safer people and safer roads objectives. An additional consideration for the design of pedestrian accommodations is that these facilities must comply with the Americans with Disabilities Act (ADA), which affects design details such as running slope, cross slope, facility width, and crossing improvements. The following national state-of-the-practice guidance documents were used to inform recommendations and should be consulted during design processes:

- [FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)
- [FHWA Manual on Uniform Traffic Control Devices \(MUTCD\)](#)
- [NACTO Designing for All Ages and Abilities](#)
- [FHWA Small Town and Rural Multimodal Networks](#)
- [AASHTO Guide for the Development of Bicycle Facilities](#)

Figure 19: Safe System Approach Principles (Outer Ring) and Objectives (Inner Ring)



Source: U.S. DOT

Complete Streets

Taking a Complete Streets approach to the planning, design, and operation of streets creates transportation networks which all motorists, pedestrians, and bicyclists can safely use, regardless of age or ability. A complete street may include sidewalks, bike facilities, crosswalks, bus stops, and more. The context of road users, the adjacent land uses, and street function will result in varying facilities. Well-designed complete streets will follow the active transportation principles and Safe System Approach described above. The National Complete Street Coalition, a program of Smart Growth America, recommends adopting a local [Complete Streets Policy](#) to prioritize the needs of vulnerable users and implement complete streets in an equitable manner. MTP recommendations related to Complete Streets are available in the **MTP Recommendations** chapter of this report.

Existing Active Transportation Network

The bicycle and pedestrian system found within the MTP area consists of shared use paths, natural surface trails, and sidewalks, which form a strong backbone for building out a connected network in the future. **Figure 20** shows the existing active transportation network.

Shared Use Paths

Shared use paths within the MTP area are separated bicycle and pedestrian facilities found predominately in the City's parks and recreation areas. These facilities are 10 feet wide and provide users safe routes that minimize potential conflict with vehicle traffic. Existing shared use paths are shown in **Figure 20**. With close proximity to major park and recreation destinations, Brandon's shared use paths provide ample bicycle and pedestrian access to recreational opportunities.

Natural Surface Trails

Two natural surface trails exist within the Big Sioux State Recreation Area. These trails use surfaces such as grass, dirt, or gravel to provide an inexpensive alternative to paved trails and are often used for hiking trails in natural areas as they are inexpensive to construct and have moderate maintenance requirements.

Sidewalks

Sidewalks within the MTP area are critical facilities that support pedestrian mobility. Sidewalks can be found throughout the MTP area and provide substantial coverage, however a network gap exists in central Brandon which could restrict pedestrian mobility and impact safe travel in this location. While gaps do exist in the sidewalk network, Brandon is actively working to fill these gaps by working with property owners to install sidewalks. The City's current sidewalk infill program has identified 91,000 linear feet of sidewalk infill to be constructed in the near term; as 2023, half of the 91,000 linear feet of sidewalk infill has been constructed. Existing sidewalks range from 3.5 feet to 8 feet in width. **Figure 12** shows the existing sidewalk network.

Pedestrian Crossings

Pedestrian crossing features enable safe mobility for users, especially at intersections with high traffic volumes. Within Brandon, pedestrian crossing features can be found at 10 signalized intersections per data obtained from SDDOT and Brandon City staff. The intersections and associated pedestrian crossing features are summarized in **Table 17**. **Figure 20** shows these crossing locations within the MTP area.

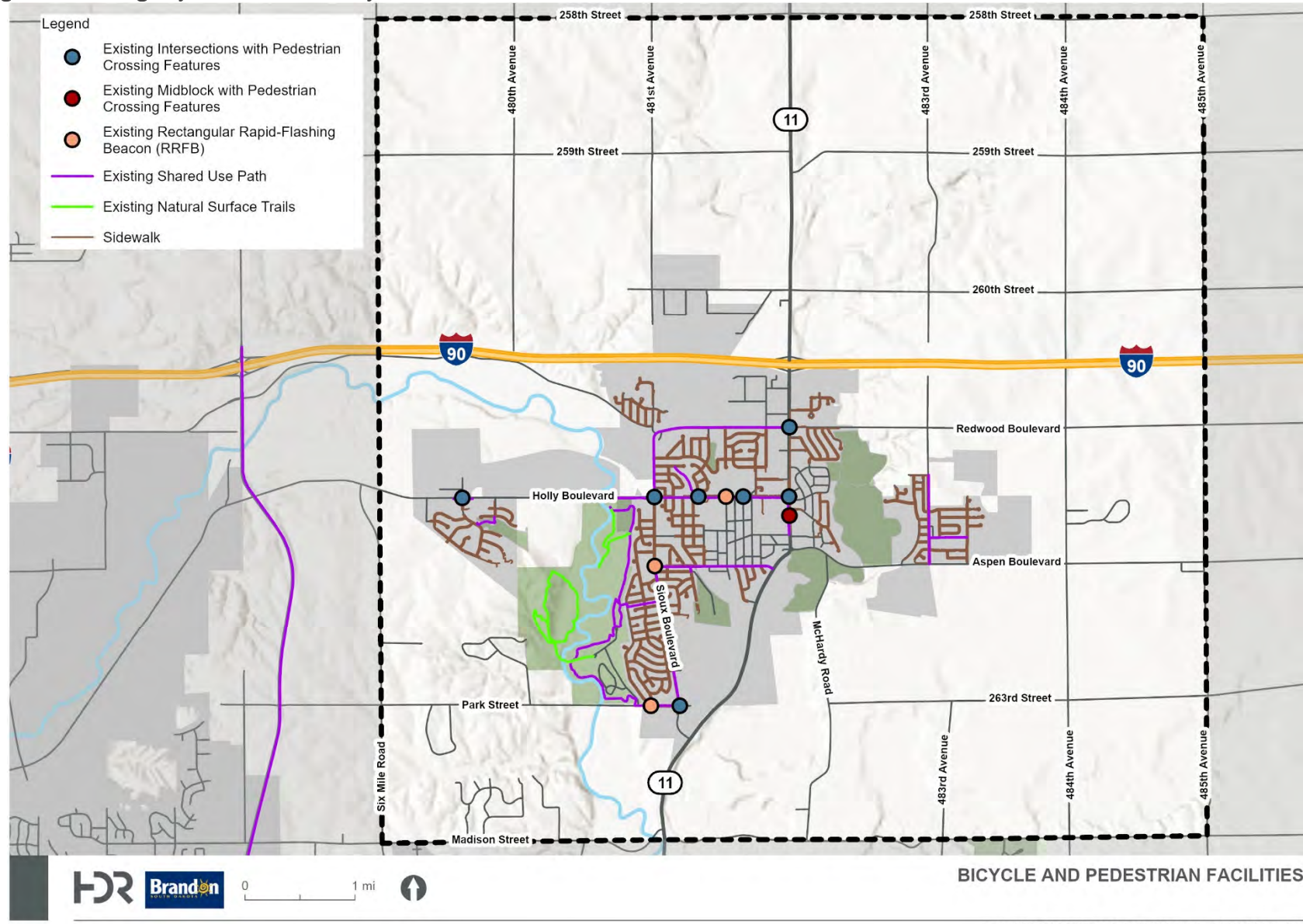
Table 17: Locations with Pedestrian Crossing Features

Location	Pedestrian Crossing Feature
Holly Boulevard & 6th Avenue	Marked crosswalk, pedestrian signal head
Sioux Boulevard & Park Street	Marked crosswalk, pedestrian signal head
Holly Boulevard & Heritage Road	Marked crosswalk, pedestrian signal head
Holly Boulevard & Sioux Boulevard	Marked crosswalk, pedestrian signal head
Holly Boulevard & Pasque Flower Trail	Marked crosswalk, pedestrian actuated signal
Splitrock Boulevard/SD11 & Redwood Boulevard	Marked crosswalk, pedestrian actuated signal
Holly Boulevard & Splitrock Boulevard/SD11	Marked crosswalk, pedestrian actuated signal
Splitrock Boulevard/SD11 south of Rushmore Drive (mid-block)	Marked crosswalk, pedestrian actuated signal
Holly Boulevard & 4th Street	Rectangular Rapid-Flashing Beacon (RRFB)
Locust Avenue & Park Street	Rectangular Rapid-Flashing Beacon (RRFB)
Sioux Boulevard & Aspen Boulevard	Rectangular Rapid-Flashing Beacon (RRFB)

Source: South Dakota Department of Transportation



Figure 20: Existing Bicycle and Pedestrian System



BRANDON MASTER TRANSPORTATION PLAN

City of Brandon Bicycle and Pedestrian Plan

The City of Brandon completed a Bicycle and Pedestrian plan in 2022 with the intent of developing a visionary plan to guide the future of the community's walking and biking network. The Plan details the existing bicycle and pedestrian assets found within the community and develops a series of goals and objectives aimed at improving the active transportation network.

The goal areas of the Bicycle and Pedestrian Plan seek to guide Brandon towards a future active transportation network that is safe, efficient, and connected while ensuring equitable access across the community. The goals developed as part of the Bicycle and Pedestrian Plan process are shown in **Figure 21**.

A key element of the Bicycle and Pedestrian Plan was the identification of existing connectivity gap and deficiency areas, which then inform the Plan's recommended strategies. These areas are considered priority locations for enhancing the existing bicycle and pedestrian network and are shown in **Figure 22**.

Major outcomes of the Plan include a concept for a future regional trail network and a schedule of implementation for the improvements necessary to realize the future network. A series of policy strategies and recommendations were also published as part of the Plan.

This MTP aims to align with related planning efforts for the Brandon community. As such, the development of alternatives and strategies for the MTP area's future transportation system will incorporate the findings of the Bicycle and Pedestrian Plan.

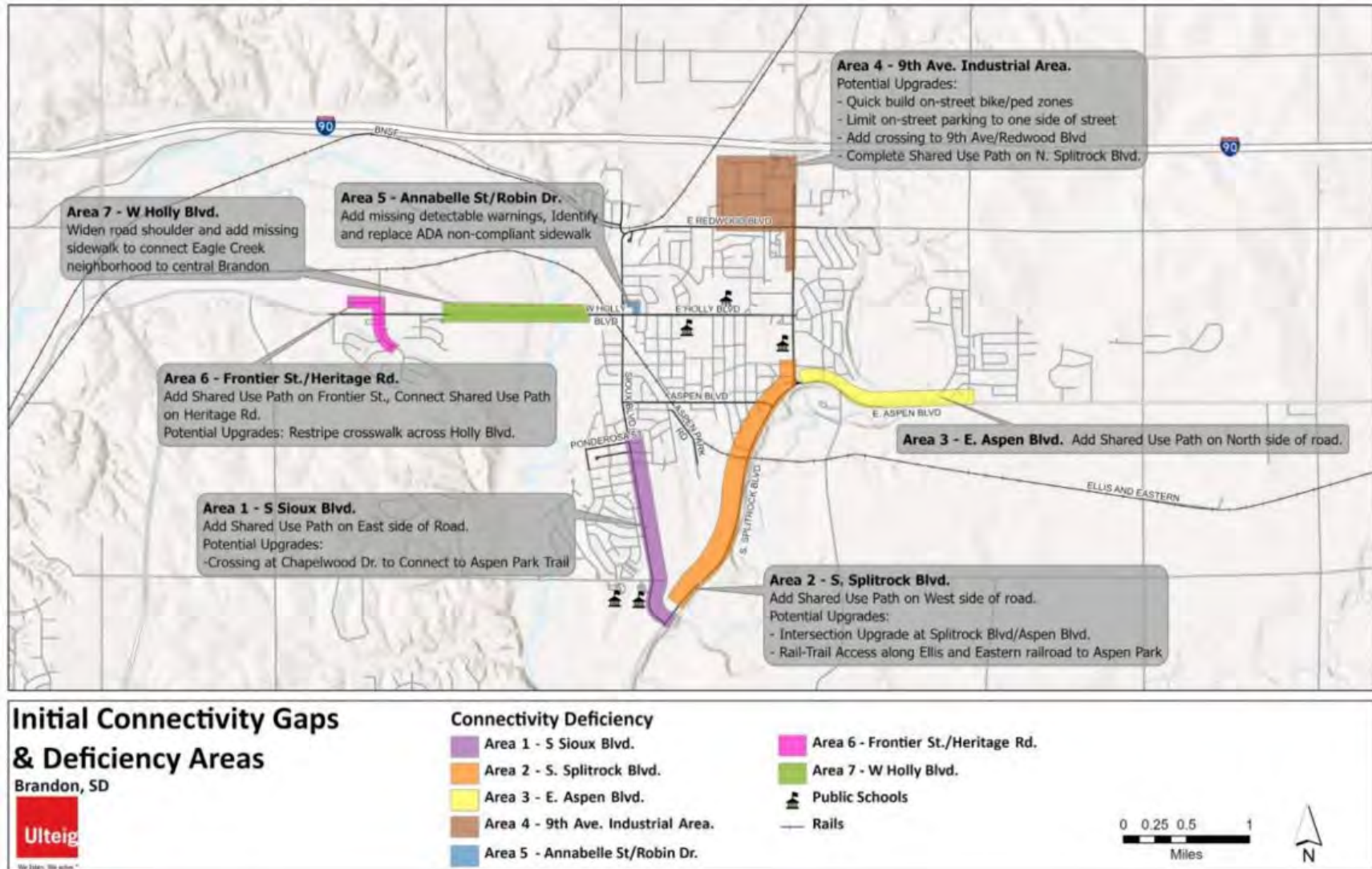
Figure 21: City of Brandon's Bike and Pedestrian Plan Goals

BICYCLE AND PEDESTRIAN GOALS

The City of Brandon's Bike and Pedestrian Master Plan will guide the city to achieve the following goals:

-  **CONNECTIVITY** - Brandon's bicycle and pedestrian network should be easy to access and should convey people to destinations quickly and safely regardless of age and experience.
-  **TRAILS** - Create a network of hard and loose surface trails throughout the city to increase public health, active transportation, and economic development.
-  **SAFETY** - Identify the safest designs possible to enhance Brandon's walkability and bike-ability by taking ADA compliance, lighting, signage, striping, and physical separation from traffic into consideration.
-  **SAFE ROUTES TO SCHOOL** - Build safe, well signed, accessible walking and biking routes to and from schools to enhance the quality of life and reduce school-based traffic congestion.
-  **ACCESSIBILITY** - Incorporate ADA compliance and universal design principles into planned projects to meet the needs of all users with and without disabilities.
-  **EQUITY** - Spread bike/pedestrian infrastructure investment and access throughout the City of Brandon – everyone should have access to facilities, businesses, housing, and the larger transportation network!

Figure 22: Connectivity Gaps and Deficiency Areas Identified in the Brandon Bike and Ped Plan



Source: City of Brandon

Active Transportation Strategies

A series of potential active transportation strategies available to Brandon were identified as part of this MTP. Based on the review of active transportation strategies, bicycle and pedestrian network recommendations were identified and presented in the **MTP Recommendations** chapter of this report.

Natural Surface Trails

Brandon aims to create a network of paved and natural surface trails to “increase public health, active transportation, and economic development.”² Natural surface trails can be utilized in areas with a stable trail bed and excellent drainage conditions (such as a rail-trail).³ Natural surfaces may be hard-packed dirt, mowed paths, mulch, or hard-packed crushed limestone. The concern for erosion and ongoing maintenance and the amount and type of traffic the trail will attract should be considered, and if erosion is problematic or heavy trail use is expected, asphalt or concrete may be a better option. Natural surface trails are recommended along river greenways and former railroad rights-of-way. **Figure 23** provides an example natural surface trail, found in the Big Sioux State Recreation Area.

Figure 23: Natural Surface Trail at Big Sioux Recreation Area



Benefits of Natural Surface Trails

Provides an active recreational opportunity to connect with nature

May serve as an active transportation link

Creates a safe corridor completely separated from motorized traffic

² Brandon Bike and Pedestrian Plan

³ Federal Highway Administration (n.d.). SWLess10 - Effective Countermeasures: Design and Operations. Retrieved July 13, 2023, from https://safety.fhwa.dot.gov/ped_bike/univcourse/swless10.cfm

Shared Use Paths

Shared use paths are paved, off-road routes that are designed for bi-directional travel for all non-motorized users. The minimum recommended width is 10 feet,⁴ although 8 feet may be acceptable in constrained circumstances. Most riders are comfortable using shared use paths and they are considered suitable for people of all ages and abilities. Paved shared use paths can serve as both destinations and connectors, enabling people to walk or bike to their desired locations safely and conveniently. Shared use paths are recommended on all future collector and arterial streets.

Benefits of Shared Use Paths

Improves sense of comfort and safety for all ages and abilities due to separation from vehicular traffic

Allows non-motorized users to share space, potentially reducing right-of-way needs

Shared Lane Markings

Shared lane markings are a painted bike symbol and chevron located in the vehicular path on a street to indicate a shared environment between people driving and biking. They should be accompanied by Manual on Uniform Traffic Control Devices (MUTCD) signage indicating that “Bikes May Use Full Lane.” Shared lane markings are appropriate on low-volume and low-speed streets where a bike lane is not feasible. Shared lane markings are recommended along local streets that are identified as planned or existing walking routes as shown on the Safe School Routes maps in the Bike and Pedestrian Plan. **Figure 24** demonstrates an example shared lane marking.

⁴ The standard for future shared use paths is 10 feet, although existing shared use paths are 8 feet.

Figure 24: Example Shared Lane Marking



Source: National Association of City Transportation Officials

Bike Lanes

Standard bike lanes consist of a minimum 5-foot-wide lane for one-way travel with a painted bike symbol adjacent to the motorized travel lane and are accompanied by MUTCD Bike Lane signage.

Proposed bike lanes may be considered for upgrading to “buffered” bike lanes or “separated” bike lanes. Buffered bike lanes add a 2- to 3-foot wide painted buffer between the travel lane and the bike lane. This increases separation from motorized traffic and improves level of comfort for people biking. For Brandon, a buffered bike lane would include a 5- to 6-foot-wide bike lane, along with a 2- to 3-foot wide painted buffer.

Separated bike lanes (also known as protected bike lanes) add a vertical element such as a curb, bollards, or planters to the buffer area. Parked cars can also serve as the vertical element. This is

most important for higher speed and higher volume roadways.
Figure 25 shows an example of buffered bike lanes.

Figure 25: Example Buffered Bike Lanes



Source: City of Corvallis

South Dakota Law 32-26-26.1 – Overtaking Bicycles

State law states that motorists overtaking a bicycle traveling in the same direction shall allow a minimum of **three-foot separation** between right side of driver's vehicle and left side of bicycle, and **six-foot separation** if posted speed limit is greater than thirty-five miles per hour.

Providing a **dedicated space for bicyclists using bike lanes** can make compliance with this law easier.

Benefits of Bike Lanes

Provides dedicated space for bicyclists

Improve sense of comfort and safety for all ages and abilities through buffers or vertical separation

Reduces conflict between bicyclists and pedestrians

Advisory Bike Lanes

Advisory bike lanes (also known as dashed bike lanes, advisory shoulders, or edge lane roads) are an emerging bicycle facility type in the United States and FHWA is evaluating their potential for inclusion in the MUTCD.⁵ Advisory bike lanes use a dashed bike lane line and bike lane symbols to identify a preferred space for biking on a roadway that would be too narrow to accommodate a standard bike lane. Along corridors where no sidewalks are provided, the advisory bike lane may also be used by people walking if it is also designed for compliance with the ADA. The preferred width of an advisory bike lane is 6 feet, with a 10 to 18 feet two-way travel lane for motorists. **Figure 26** provides an example of advisory bike lanes.

Some communities that have deployed advisory bike lanes find them to be appropriate on streets with low volumes (3,000 ADT or less preferred with potential up to 6,000 ADT) and speeds (25 mph or less preferred with potential up to 35 mph) with two-way traffic and good sight distances with no need for a solid center line.⁶ Motorists typically travel in the center of the road but may encroach into the advisory bike lane to allow room to pass an oncoming vehicle after yielding to any bicyclists or pedestrians that may be using the advisory lane. Additional information regarding advisory bike lanes can be found at [Edge Lane Roads](#).

Advisory bike lanes may be considered on future local and industrial streets *but are not currently recommended until they are approved in the MUTCD*.

Figure 26: Example of Advisory Bike Lanes



Source: Small Town and Rural Multimodal Networks

Benefits of Advisory Bike Lanes

Identifies priority space for bicyclists

Allows motorists to easily pass bicyclists

Allows on-street parking to remain in place

May accommodate pedestrians with ADA upgrades

⁵ Federal Highway Administration, Retrieved September 13, 2023 from [Frequently Asked Questions - Part 9 Traffic Control for Bicycle Facilities - FHWA MUTCD \(dot.gov\)](#)

⁶ Federal Highway Administration, (2016) Small Town and Rural Multimodal Networks

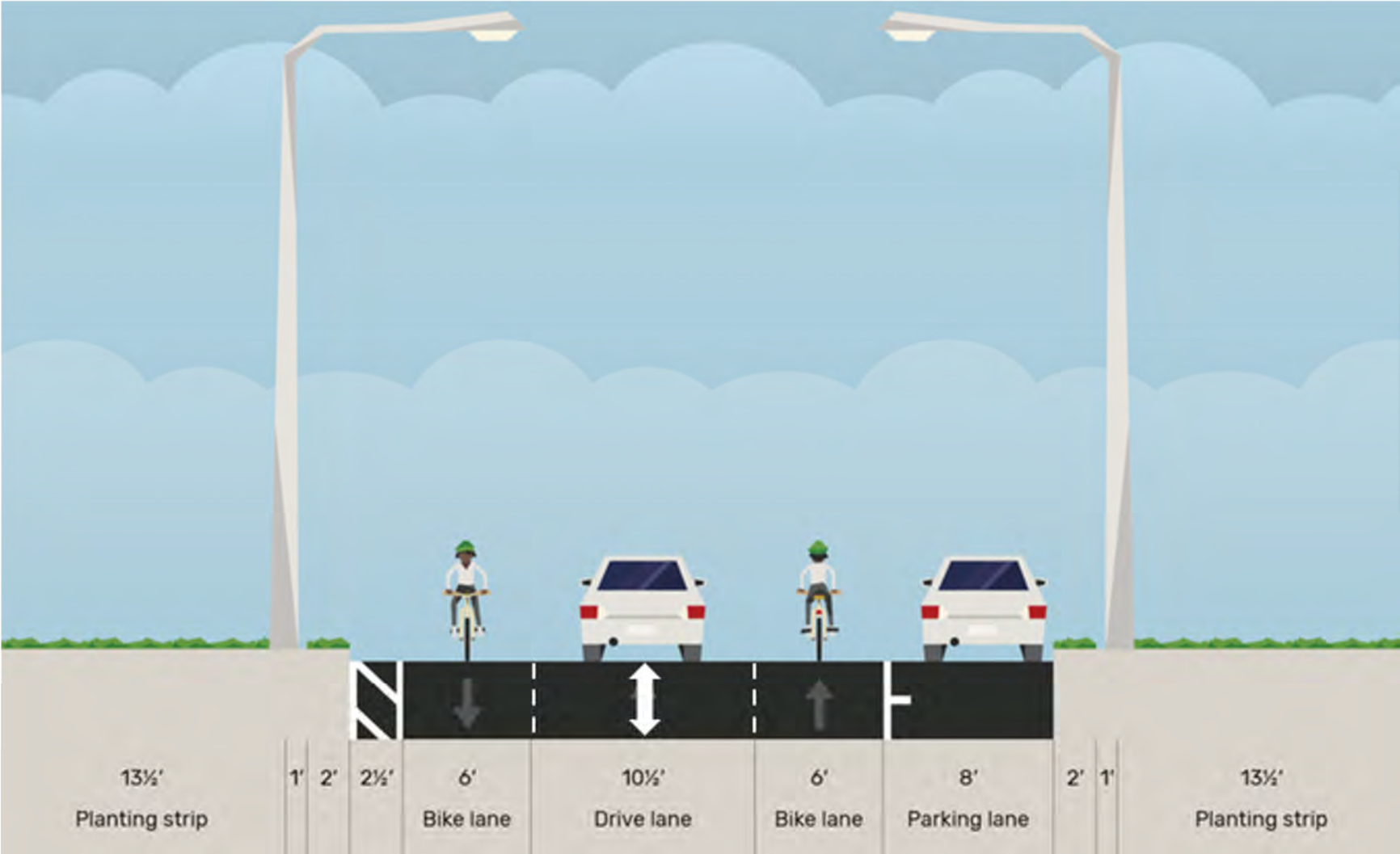
Figure 27 provides a conceptual cross section of how advisory bike lanes might be applied to one of the industrial collectors. Since large trucks sometimes park along these streets, a wider parking lane (as indicated by the 2.5-foot curb and gutter plus the 8-foot parking lane) would better accommodate the width of large trucks.

Figure 28 provides a conceptual cross section of how advisory bike lanes might be applied to a low-volume local street in Brandon. In this example, on-street parking is removed or restricted on one side to make room for advisory bike lanes.

Figure 27: Advisory Bike Lane Concept on Industrial Collector



Figure 28: Advisory Bike Lane Concept on Local Street



Low Impact Design Concept

Two areas were identified in the Bicycle and Pedestrian Plan as in need of a quick treatment to accommodate both walking and biking:

- The industrial area south of I-90 (E Ash Street, E Birch Street, 7th Avenue N, and 9th Avenue N)
- The south loop of Sylvan Circle (Holly Blvd/N Splitrock Blvd to Custer Pkwy/Pioneer Park).

Neither of these areas have sidewalks, but there is observed demand for walking or biking the industrial area and for walking and biking to Pioneer Park and schools along Sylvan Circle. Both corridors have low traffic volumes, low traffic speeds, and both have on-street parking on both sides of the street that is not heavily used.

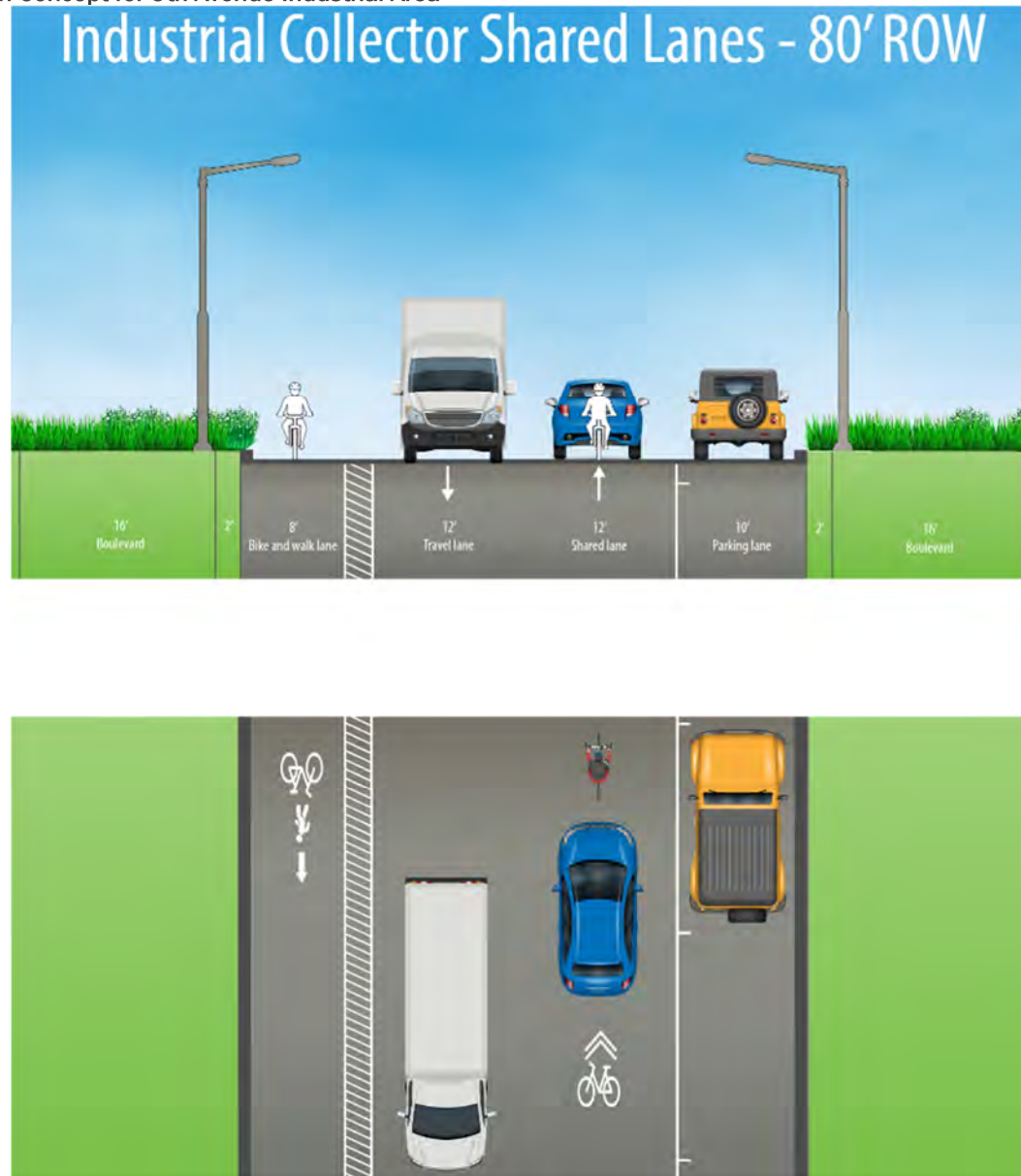
A combination of two treatments may be applied to these corridors to accommodate biking and walking. First, shared lane markings can be added in one (or both) direction(s) to indicate a preferred location for people biking on the street. Second, parking can be removed from one side of the street to create additional space for a buffered or separated bike lane. The concepts in **Figures 29** and **30** show a buffered bike lane and sharrow. The buffered bike lane could be upgraded to a separated bike lane by adding a vertical element to the buffer area. If this space is intended for use by pedestrians as well, it should be designed to be compliant with the ADA.



Figure 29: Low Impact Design Concept for Sylvan Circle



Figure 30: Low Impact Design Concept for 9th Avenue Industrial Area



Active Transportation Crossings

One of the Safe System Approach principles is that “Humans are Vulnerable,” which recognizes the physical limitations that humans have for tolerating a crash. People biking, walking, and rolling are vulnerable users of the transportation system, meaning that they are more likely to be injured or killed in a collision with a vehicle than the occupants of that vehicle. Intersections and other street crossings present conflict points between different types of roadway users which can lead to crashes. To improve safety conditions, there are several intersection treatments that can be used which improve the visibility of people biking and walking to motorists through dedication of roadway space, signage, signals, or facility design.

Controlled Crossings

Controlled crossings are most often found at the intersections of two streets. Controls may include traffic signals or STOP signs for one or more approaches of the intersection. In areas where these intersections include shared use paths or sidewalks, the crossing should also include:

- Painted stop bar: indicates to the motorist where to stop
- Continental style marked crosswalk at school and shared use path crossings: indicates to motorist that pedestrians may be crossing and indicates to pedestrian where to cross.
- Detectable warnings (truncated domes) and ramps provides ADA compliance
- Pedestrian countdown timers at traffic signals: indicates time remaining to cross, which reassures pedestrians on ability to cross before the signal changes
- Turning Vehicles Yield to Pedestrians (or Bicycle/Pedestrians) sign (MUTCD R10-15): indicates to motorist to yield to people using the trail at a signalized

crossing where vehicles are allowed to make a right turn on red.

- Pedestrian refuge islands: provides protected area in the middle of the street for people crossing, which is particularly useful when crossing multi-lane streets.

Figure 31: Continental Crosswalk with Curb Ramps



Figure 32: Example Pedestrian Countdown Timer



Figure 33: Example Continental Style Crosswalk



Source: Federal Highway Administration

Uncontrolled or Midblock Crossings

Uncontrolled crossings are locations where designated sidewalks or shared use paths intersect roadways without any traffic control. Uncontrolled crossings are commonly found at midblock locations, sidewalk or shared use path crossings, or intersections with only two-way traffic control. These crossings require enhancements to improve visibility and establish right-of-way for people walking or biking across the street and to enhance safety for all users.

Improvements for these crossings depend on factors like road type, width, traffic volume, speed, and the specific context of the location. To determine suitable interventions, the [FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#), as shown in **Figure 34**, provides valuable guidance.

In Brandon, locations with uncontrolled crossing locations would benefit from continental style marked crosswalks, detectable warnings, appropriate crossing signage, and median islands if crossing three or more lanes. Additional treatments may include:

- Yield pavement markings: indicates to motorists where to yield to pedestrians
- Bicycle/pedestrian crossing warning signs and advance warning signs (MUTCD signs W11-15 and W11-15P or W16-7P): indicates to motorists that people may be crossing at marked location. Crossings near schools should use the School Crossing Assembly (MUTCD signs S1-1 and plaques as appropriate)
- In-street pedestrian crossing signs (MUTCD signs R1-6)
- Rectangular Rapid Flashing Beacons (RRFB): brings attention to the bicycle/pedestrian crossing warning signs by flashing only when someone is crossing

- Pedestrian Hybrid Beacons (aka High-Intensity Activated Crosswalks (HAWK)): directs vehicular traffic to stop when people are using the crosswalk, appropriate for higher-speed, higher-volume streets, and those with multiple lanes
- Curb extensions (aka bulb outs): narrows the roadway to slow motorists and shortens the crossing distance for pedestrians

Figure 34: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6 7 9	① 2 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9	① 2 3 4 5 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9	① 2 3 4 5 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9	① 2 3 4 5 6 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9	① 2 3 4 5 6 7 9	① 2 3 5 6 7 9	① 2 3 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 4 5 6 7 8 9	① 2 3 5 6 7 8 9	① 2 3 5 6 7 8 9

Given the set of conditions in a cell,
 # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
 ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
 ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*
 The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 2 Raised crosswalk
 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
 4 In-Street Pedestrian Crossing sign
 5 Curb extension
 6 Pedestrian refuge island
 7 Rectangular Rapid-Flashing Beacon (RRFB)**
 8 Road Diet
 9 Pedestrian Hybrid Beacon (PHB)**

Source: Federal Highway Administration

Figure 35: Midblock Crosswalk with Signage



Source: FHWA

<https://highways.dot.gov/sites/fhwa.dot.gov/files/images/crosswalk-viz.jpg>

Figure 36: Rectangular Rapid Flashing Beacon



Source: City of Brandon

Figure 37: Example Curb Extensions



Source: https://upload.wikimedia.org/wikipedia/commons/thumb/2/2e/Curb_extensions_at_midblock_crosswalk.jpg/600px-Curb_extensions_at_midblock_crosswalk.jpg

Figure 38: Example Pedestrian Hybrid Beacon



Source: City of Austin, [Signal Requests | AustinTexas.gov](https://www.austintexas.gov/transportation/signal-requests)

Figures 35 - 38 show examples of these improvements. City policy should adhere to these recommendations, with priority given to midblock crossings near key pedestrian generators like schools, parks, and other amenities. All midblock crossings must be marked with appropriate signage and pavement markings and shall incorporate the recommended improvements based on the specific roadway context.

For example, there is an existing mid-block crossing between Brandon Valley High School and the commercial area across South Splitrock Boulevard. The crossing consists of an ADA-compliant continental crosswalk, pedestrian signal heads, and standard vehicular signal heads. This could be improved for all

users by adding a center median pedestrian refuge island. Pedestrian hybrid beacons are a suitable alternative to the existing vehicular signals at this location.

Additional locations for crosswalk improvements may be considered across North Splitrock Boulevard at:

- Teakwood Street
- Keystone Drive
- North Teton Drive

Locations for crosswalk improvements may also be considered across East Holly Boulevard at:

- North Robin Drive
- North Cardinal Avenue
- Main Avenue
- South 1st Avenue
- South 4th Avenue
- South 5th Avenue
- South 7th Avenue/N Maple Avenue
- Near the entrance to the grocery store strip mall to meet demand as exemplified in **Figure 39**

Figure 39: Students Cross E Holly Boulevard Midblock



Source: Google Street View

Future System Performance

The future performance of Brandon's transportation system was analyzed to understand how anticipated future growth in households and employment could impact travel demand within the community. Future system needs can be understood by analyzing projected travel demand over the next 20 years and understanding how future traffic levels could impact system operations.

Forecasted Growth in Households and Jobs

Growth in Brandon's households and employment through the year 2045 was estimated as part of the Sioux Falls MPO's travel demand model (TDM) process, which uses these growth levels as a key input in forecasting future traffic conditions.

Household Growth, 2018 – 2045

Forecasted growth in Brandon's households are summarized in **Table 18**. As **Table 18** indicates, the number of households within the Brandon area are expected to grow at annual rate of 2.7 percent through 2045. This growth rate marks an increase of over 7,500 households added to the community by 2045. This doubling of the number of households within the community could see significant growth pressure leading to a substantial increase in the number of vehicles using the transportation system each day. **Figure 40** illustrates where growth in the number of households is expected to occur within the community.

Table 18: Forecasted Household Growth, 2018-2045

Households	Total Households	Compound Annual Growth
2018	7,143	2.7%
2045	14,796	
Households Added	7,653	

Source: Sioux Falls MPO Travel Demand Model

Job Growth, 2018 2045

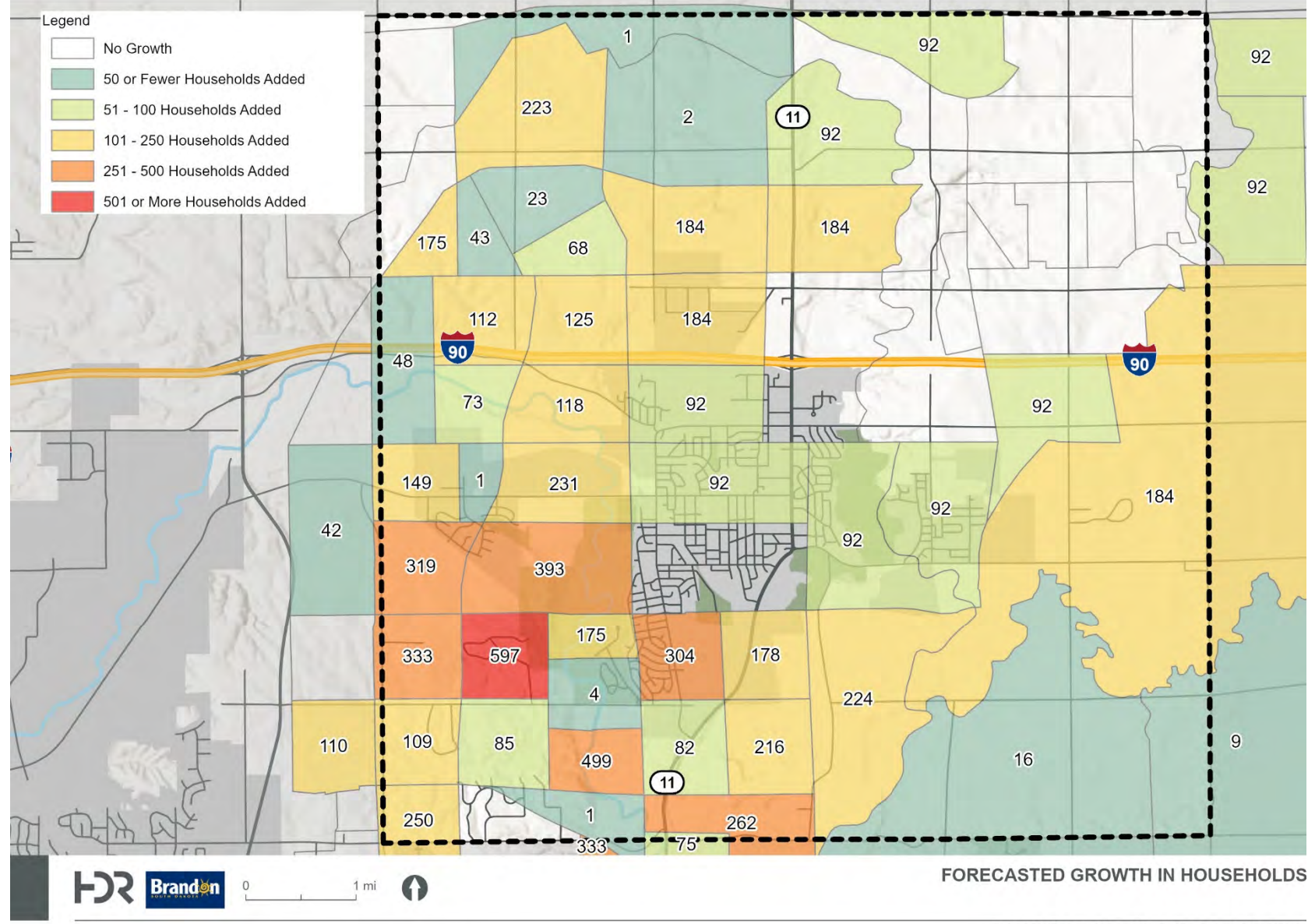
Forecasted growth in Brandon's employment levels are summarized in **Table 19**. As **Table 19** indicates, the number of jobs within Brandon is expected to grow at an annual rate of 3.3 percent, which would result in the addition of 10,000 new jobs within the community. The addition of 10,000 new jobs within Brandon would result in approximately 17,250 workers being employed in the area by 2045. Similar to household growth, this increase in employment would likely see a substantial increase in travel demand owing to the daily commuting needs of these workers. **Figure 41** illustrates where this expected growth in employment is anticipated to occur within the Brandon area.

Table 19: Forecasted Employment Growth, 2018-2045

Jobs	Total Jobs	Compound Annual Growth
2018	7,239	3.3%
2045	17,240	
Jobs Added	10,001	

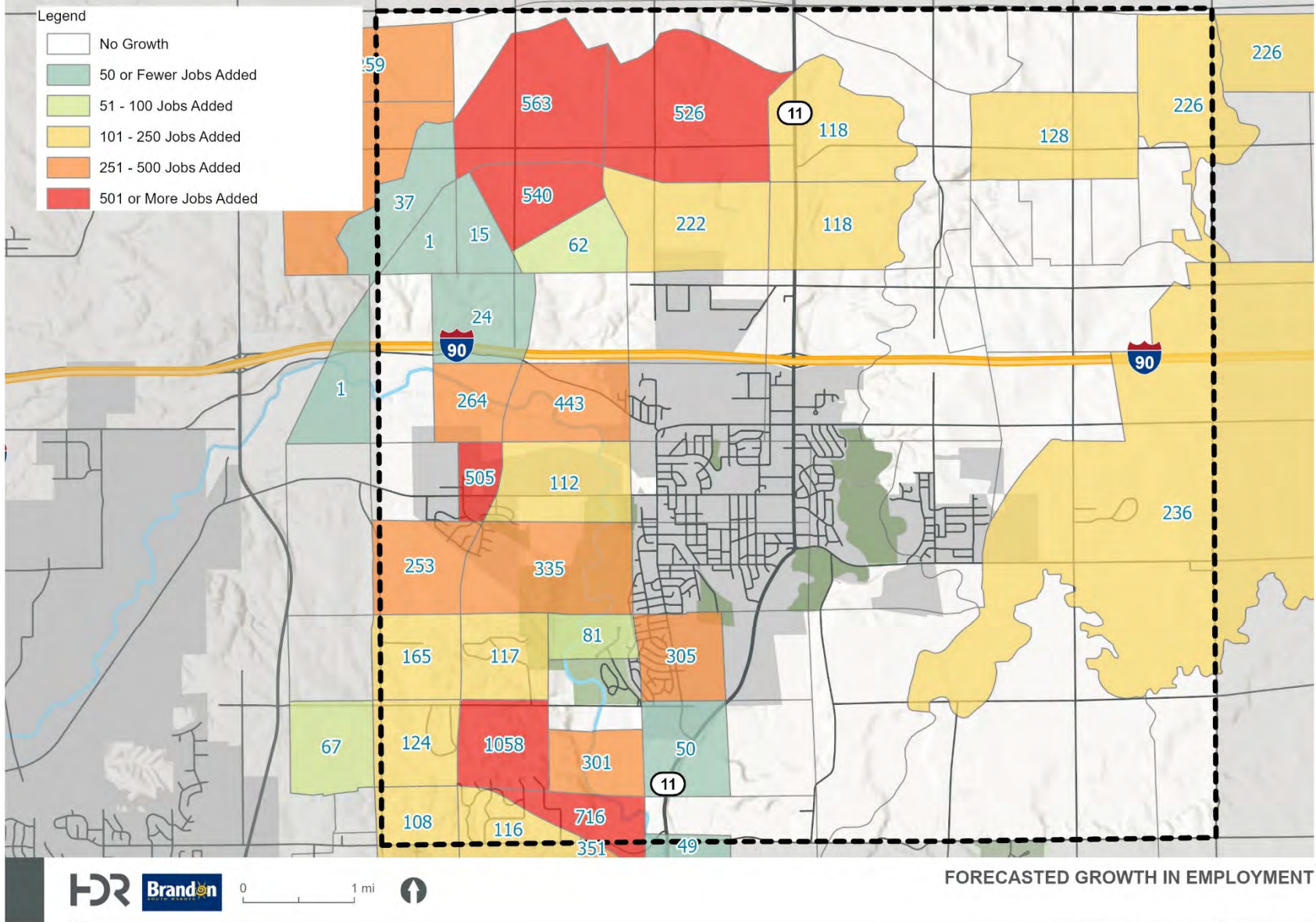
Source: Sioux Falls MPO Travel Demand Model

Figure 40: Forecasted Growth in Households



BRANDON MASTER TRANSPORTATION PLAN

Figure 41: Forecasted Growth in Employment



Future Traffic Operations

Future traffic operations for the MTP area were developed based on traffic assignment from the Sioux Falls MPO's TDM, which uses 2018 as a base year and provides models traffic conditions through the future year 2045. The TDM is a mathematical model that forecasts future traffic based on forecasted household and employment growth for the community; the TDM also incorporates transportation network improvements that are programmed or committed projects for implementation that would influence traffic operations (e.g., capacity expansions, new roads, lane widenings, etc.).

Based on the traffic forecasts sourced from the Sioux Falls MPO's TDM, shown in **Figure 42**, future planning level traffic operations were developed. Future traffic operations are viewed through the same LOS approach that was discussed for existing traffic operations and are shown in **Figure 43**.

This future estimated LOS assumes that no roadway improvements beyond what are currently programmed would be implemented within the Brandon MTP area and uses existing capacities with the intent of evaluating how traffic operations would be perform under a “no build” condition. The “no build” assumption allows for the identification of potential operational issues that could arise given the anticipated increase in the number of households and jobs, which then informs the Standards Development and Alternatives phase of the MTP process.

Given the estimated traffic volumes provided by the Sioux Falls MPO, the corridors identified as operating at LOS D or worse today are expected to further degrade under a no build scenario. Holly Boulevard and Splitrock Boulevard/SD11 south of Aspen Boulevard are two corridors that expected to operate at LOS F by

2045 should no improvements be made along these routes. SD11 north of I-90 is also estimated to operate at LOS F by 2045.

Several corridors that demonstrate acceptable levels of service today are expected to operate at LOS D by 2045, and these include portions of Sioux Boulevard south of W Holly Boulevard, E Aspen Boulevard from Splitrock Boulevard/SD11 to 483rd Avenue, and Madison Street from Olde Wagon Road to Oak Ridge Place. **Table 20** summarizes the corridors that are expected to operate at LOS D or worse by 2045.

Table 20: Future Estimated Corridors of Congestion

Corridor	LOS	Average Daily Volume
E Madison Street, from Six Mile Road to Oak Ridge Place	C / D	6,800
S Sioux Boulevard, from W Holly Boulevard to W Park Street	C / D	6,900 - 7,800
E Aspen Boulevard, from Splitrock Boulevard/SD11 to 483rd Avenue	D	7,600 - 7,900
Splitrock Boulevard/SD11, from I-90 to Corson Street	F	11,100 - 13,800
Splitrock Boulevard/SD11, from Aspen Boulevard to Madison Street	F	10,700 - 14,200
W Holly Boulevard, from Big Sioux River Bridge to Veterans Parkway	F	8,000 - 12,200

Figure 42: Forecasted Growth in Traffic Volumes

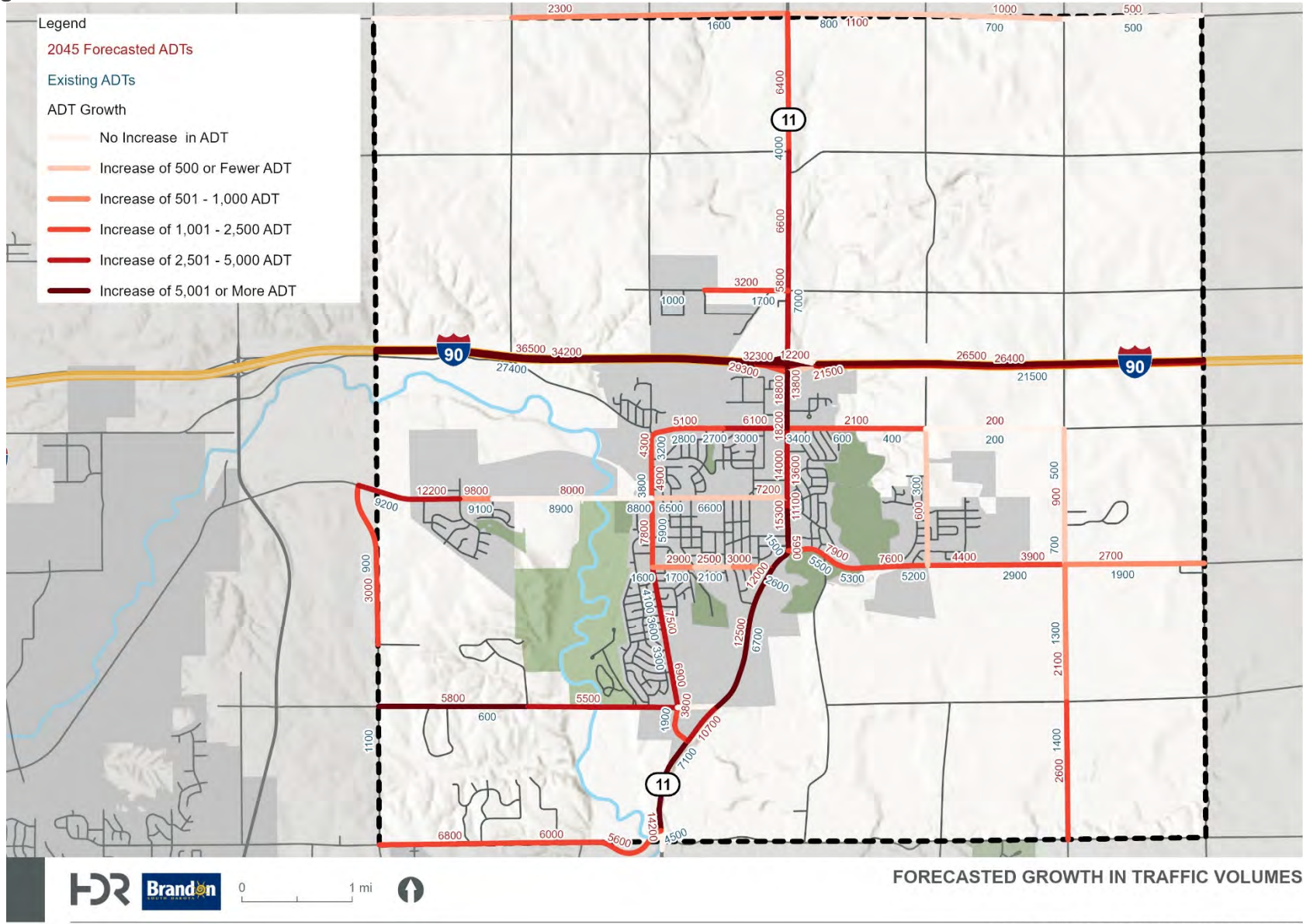
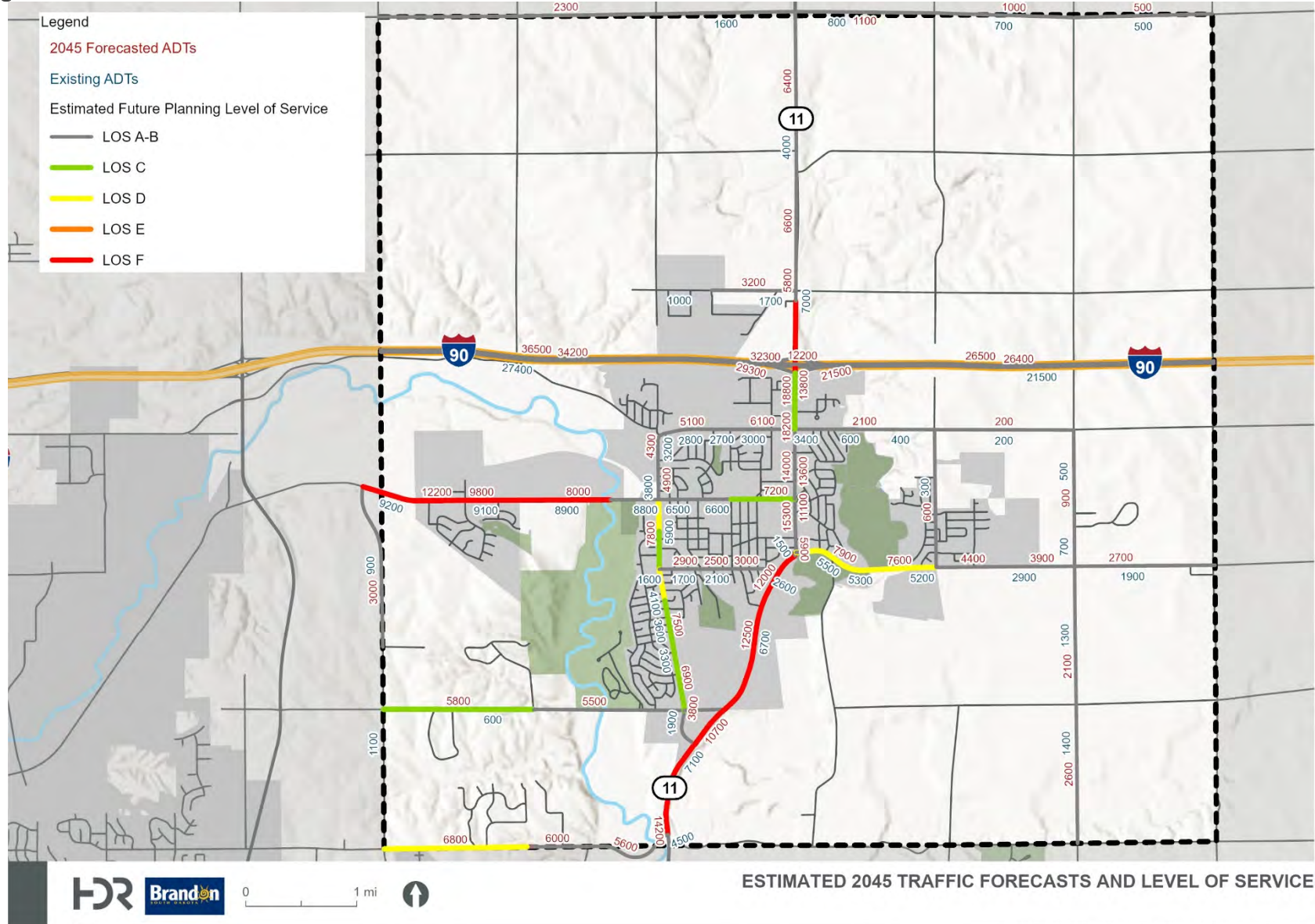


Figure 43: Estimated 2045 Traffic Forecasts and Level of Service



BRANDON MASTER TRANSPORTATION PLAN

Standards Development

This section presents updated roadway design and access management standards for Brandon to consider in planning for the future transportation system. There are two primary elements of this chapter:

- Future Master Street Plan
- Street Standards

Design and access management standards are presented in Chapters 5 and 8 of the City of Brandon's [Engineering Design Standards](#). These standards apply to all public improvements within the city except where superseded by Federal or state requirements.

Design Guidelines

The standards development process described in this section were based on guidance from several sources, which include:

- [SDDOT Road Design Manual](#)
- [City of Sioux Falls, South Dakota Engineering Design Standards](#)
- [American Association of State Highway and Transportation Officials \(AASHTO\) A Policy on Geometric Design of Highways and Streets](#)
- [National Association of City Transportation Officials \(NACTO\)](#)

Future Land Use

Land use and transportation are closely linked as different land uses influence the amount and type of travel demand for a given area. The purpose of updating the City's current design and access management standards is to provide the appropriate

framework to guide future transportation improvements that complement adjacent land uses while anticipating future travel demand based on forecasted household and employment growth within the community.

The City of Brandon's Future Land Use Plan provides the framework governing how the community will evolve over the next several decades. The City's Comprehensive Plan includes the Future Land Use Plan, which aims to balance the anticipated future population growth with the community's vision for future development patterns to ensure orderly development.

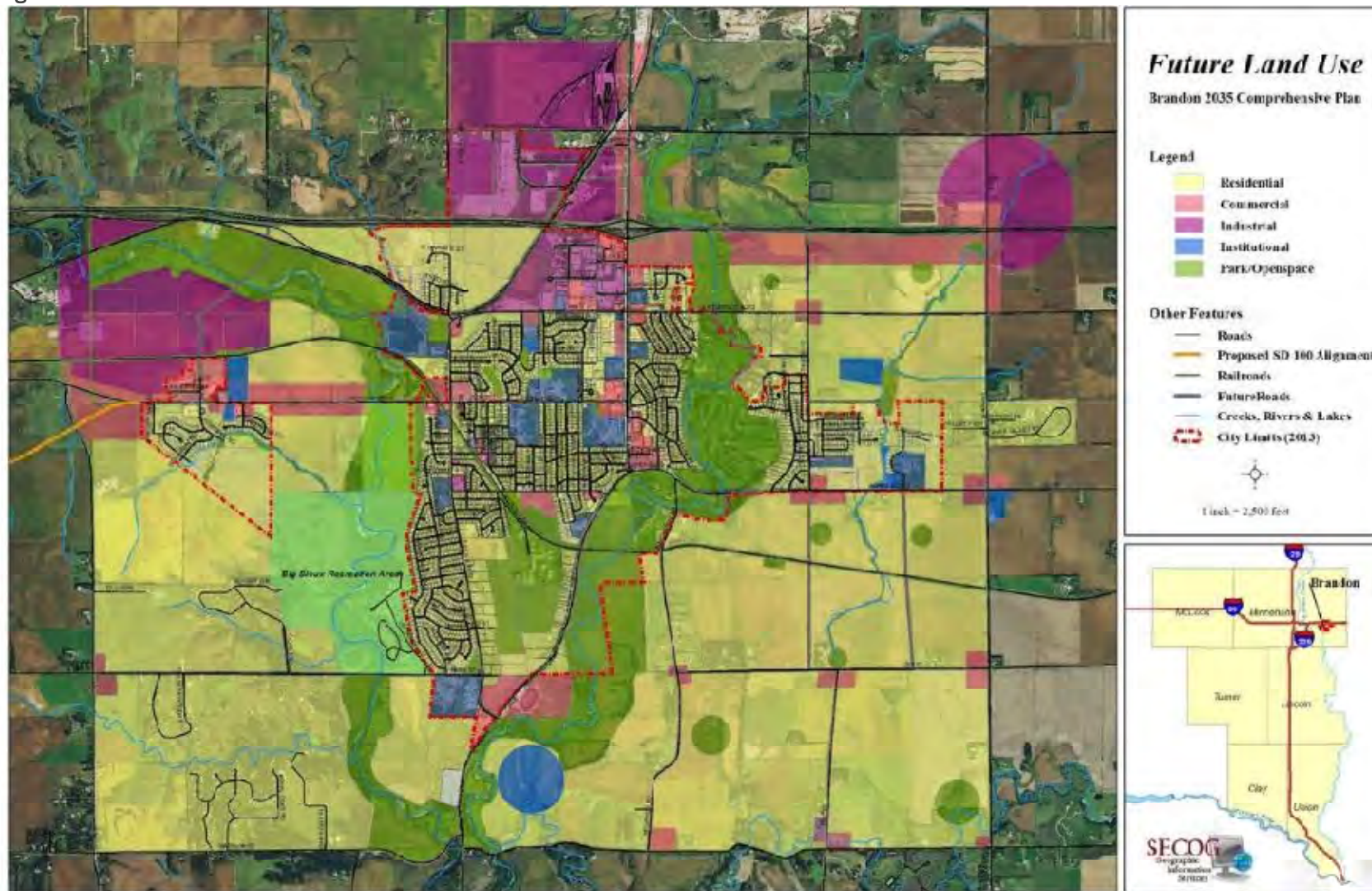
Figure 44 shows Brandon's current Future Land Use Plan as published in the [2035 Comprehensive Plan](#). **Table 21** summarizes the anticipated proportions of future land uses by type. As seen in the Table, over 62 percent of future land use within Brandon is expected to be for residential land uses while nearly 20 percent is designated for parks and open space. Industrial use is the third largest category at 11.6 percent while commercial land use is expected to comprise 7.5 percent.

Table 21: Brandon's Future Land Uses

Land Use Type	Acres	% Total
Residential	5,704	62.2%
Commercial	685	7.5%
Industrial	1,066	11.6%
Institutional	146	1.6%
Park/Open Space	1,573	17.1%
Total Acres	9,174	100%

Source: City of Brandon 2035 Comprehensive Plan

Figure 44: Brandon's Future Land Use Plan



Source: City of Brandon 2035 Comprehensive Plan

Major Street Plan

Brandon's Major Street Plan (MSP) serves as the roadmap that reflects how the City and partner jurisdictions should plan for and invest in Brandon's future transportation system. The MSP illustrates how future roadways will function within the community while planning where new roadways will be located once adjacent development occurs. The intent is to identify a functional set of standards that meet the needs of adjacent land uses (residential, commercial, and industrial uses) and supports safe and efficient travel for all system users (vehicles, pedestrians, bicyclists, and freight). The MTP provides MSP classes in the following categories:

- Major Arterial
- Community Arterial
- Community Collector
- Industrial Collector
- Local Street

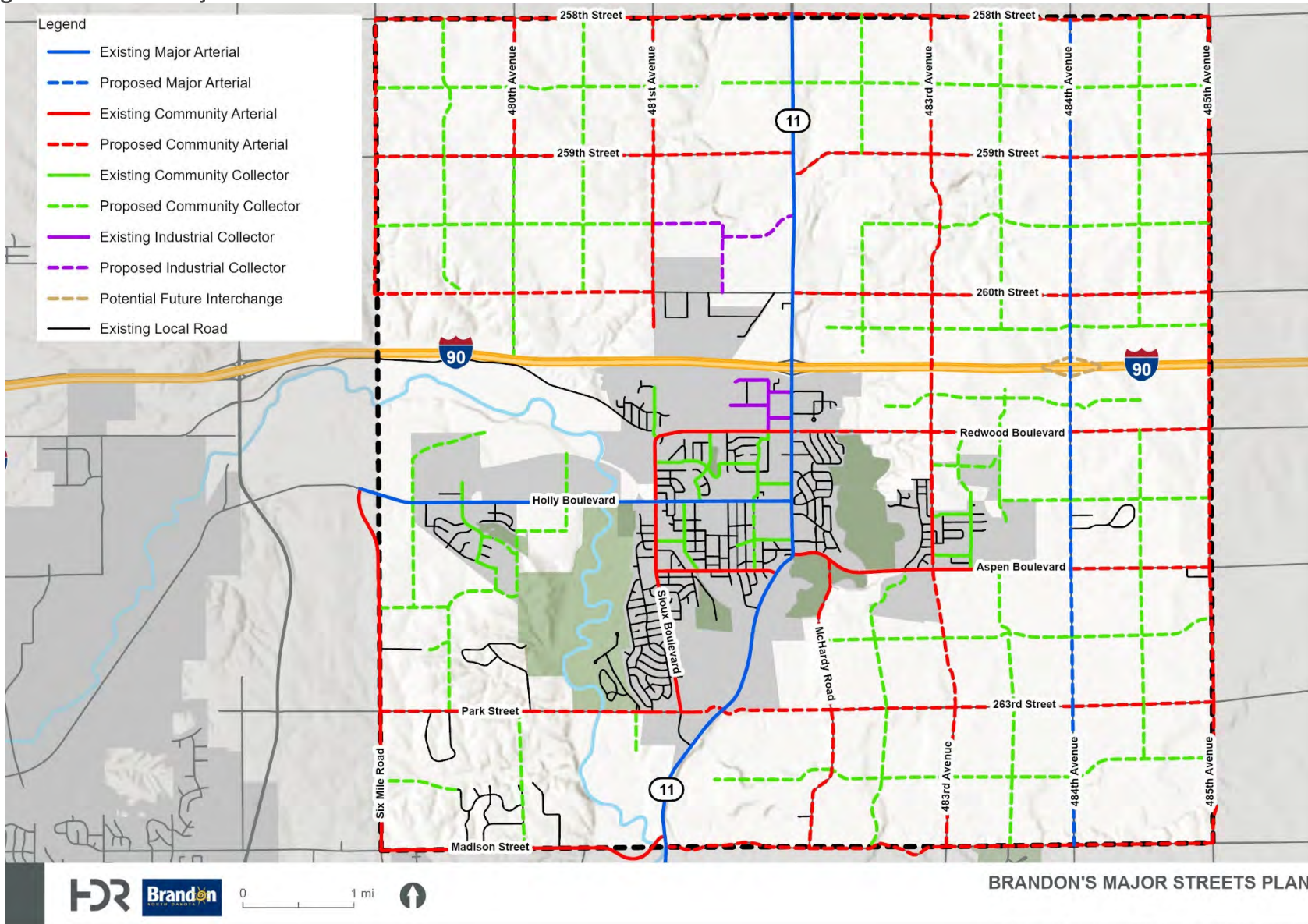
The MSP is a locally-defined and maintained classification system to provide the desired street characteristics to meet the corridor's context and overall system needs. The MSP builds off the Federal functional classifications discussed in the Baseline Conditions section of this MTP. To better address the needs and functionality of the local street and road network, a set of roadway classifications were developed for this MTP, and these classifications are summarized in **Table 22**. The MSP also strives to align with the Major Street Plans of nearby communities, such as Sioux Falls, to support consistency between these jurisdictions as they continue to grow and develop together.

Brandon's proposed MSP is presented in **Figure 45**. As the study area continues to grow and change, it is anticipated that there will be amendments to the major street plan as the community and street system evolve.

Table 22: Major Street Plan Roadway Classifications

Major Street Plan Roadway Classifications	Description
Major Arterial	These are the highest mobility corridors in the study area, placing an emphasis on moving traffic across Brandon or from Brandon to other communities.
Community Arterial	These are high mobility corridors intended to connect future development areas to the Collector and Major Arterial networks.
Community Collector	These are corridors intended to balance mobility and accessibility to future land uses through facilitating connections between the Local and Community Arterial networks.
Industrial Collector	These are corridors designed to connect freight trips between industrial areas and the arterial system.
Local	These are designed to provide direct access to adjacent land uses and support long distance travel.

Figure 45: Brandon's Major Street Plan



Proposed Functional Classifications

Future functional classifications are proposed as part of this MTP and build off the recommended MSP shown in **Figure 45**. The development of the proposed functional classifications was based on guidance in FHWA's [Highway Functional Classification Concepts, Criteria and Procedures](#), which details the procedures and processes for transportation agencies in assigning functional classifications to roadways and adjustments to urban area boundaries.

Proposed functional classifications for Brandon's future road network sought to identify existing corridors whose role in the future network may shift over the life of the MTP due to high growth in daily traffic volumes and/or providing increased system connectivity. Future traffic operations were reviewed to determine if these existing corridors would warrant an upgrade in terms of future functional classification. Key existing corridors recommended for a shift in future functional classification are detailed in **Table 23**.

As part of the typical road design criteria for each functional classification, FHWA provides a recommended mileage extent for each class for both urban and rural roadway systems. These mileage extent recommendations formed the basis for developing the proposed functional classifications presented in this MTP.

Table 24 summarizes the mileage extents recommended by FHWA; it is noted that South Dakota falls under the FHWA definition for a Rural State given that 57 percent of the total population resides in the state's urban areas, per 2020 Census data. **Table 25** provides the changes in mileage extents by functional classification from Brandon's existing roadway system to the proposed future functional classification system shown in **Figure 46**.

Table 23: Functional Classification Updates to Key Corridors

Corridor	Existing Functional Classification	Proposed Future Functional Classification
Sioux Boulevard, from Holly Boulevard to Redwood Boulevard	Minor Collector	Minor Arterial
Redwood Boulevard, from Sioux Boulevard to 485th Avenue	Minor Collector	Minor Arterial
Aspen Boulevard, from 484th Avenue to 485th Avenue	Minor Collector	Minor Arterial
263rd Street, from McHardy Road to 484th Avenue	Local	Minor Arterial

Table 24: Recommended Functional Classification Mileage Extents for Rural and Urban Systems

Recommended Mileage Extents	Principal Arterial		Minor Arterial		Major Collector		Minor Collector		Local	
	Rural System	Urban System	Rural System	Urban System	Rural System	Urban System	Rural System	Urban System	Rural System	Urban System
Mileage Extent for Rural States*	2%-6%	4%-9%	2%-6%	7%-14%	8%-19%	3%-16%	3%-15%	3%-16%	62%-74%	62%-74%
Mileage Extent for Urban States	2%-5%	4%-5%	2%-5%	7%-12%	10%-17%	7%-13%	5%-13%	7%-13%	66%-74%	67%-76%
Mileage Extent for All States	1%-2%	4%-5%	2%-6%	7%-12%	9%-19%	7%-15%	4%-15%	7%-15%	64%-75%	63%-75%

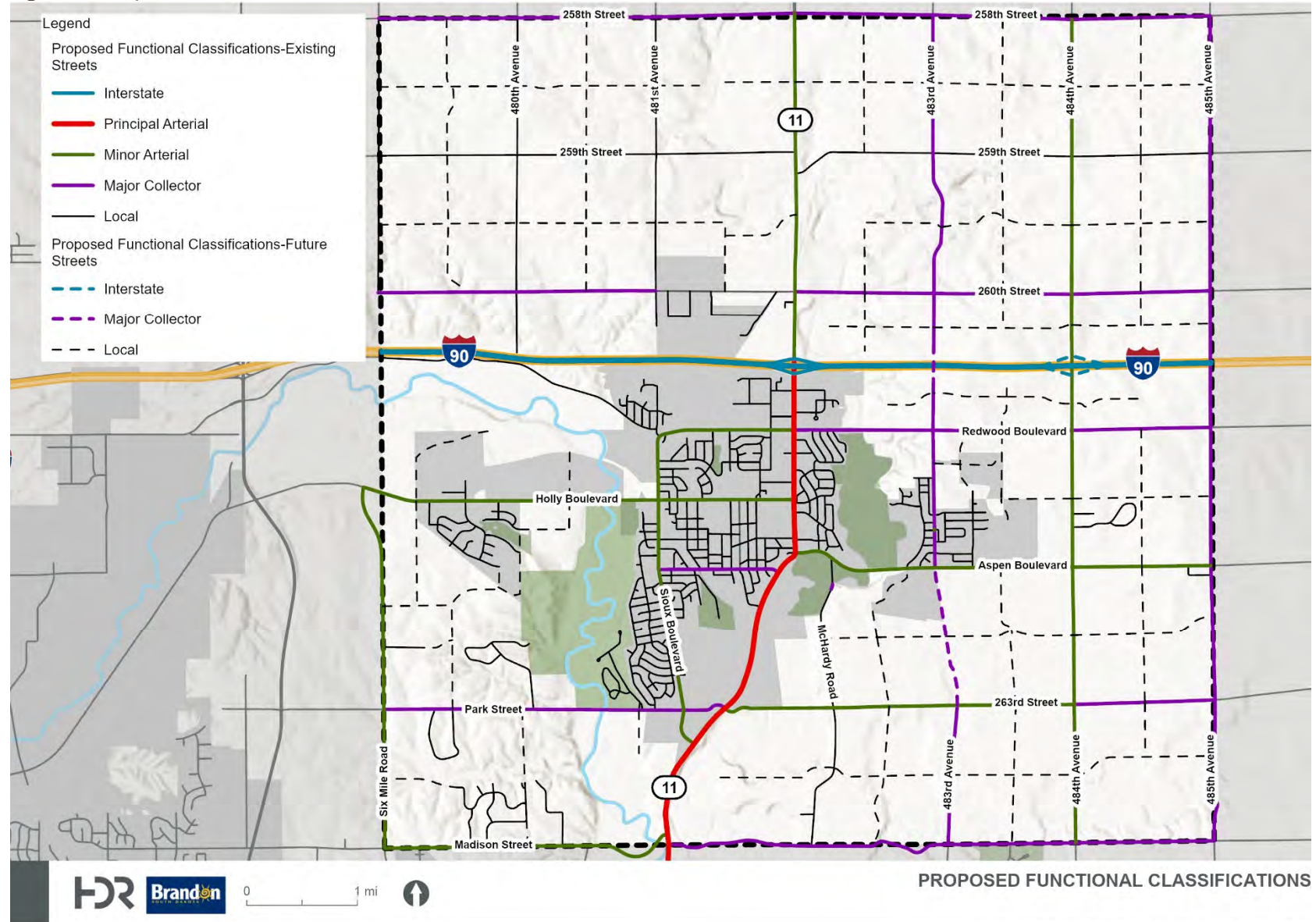
*Rural States are those defined as having a maximum of 75 percent of their population in urban centers.

Source: Federal Highway Administration, [Highway Functional Classification Concepts, Criteria and Procedures](#)

Table 25: Mileage Extents for the Existing and Proposed Roadway Functional Classifications

Functional Classification	Existing Mileage		Future Mileage	
	Total	Percent	Total	Percent
Principal Arterial	6.2	4.8%	6.3	3.4%
Minor Arterial	16.6	12.8%	25.3	13.5%
Major Collector	15.3	11.8%	35.5	19.0%
Minor Collector	1.0	0.8%	0.0	0.0%
Local	91.2	69.9%	119.6	64.1%
Total	130.5		186.7	

Figure 46: Proposed Functional Classifications



BRANDON MASTER TRANSPORTATION PLAN

Traffic Control Guidelines

Traffic control guidance is provided by the *Manual on Uniform Traffic Control Devices* (MUTCD), which is the major source of information used by transportation engineers for the use of traffic control devices including signs, pavement markings, and traffic signals. The typical process for designing traffic control at a given location involves an MUTCD-based engineering study to assess current traffic conditions. Guidelines for traffic control, including stop control, signals, and roundabouts, are discussed in this section.

Stop-Control

Multi-way stop control is an effective traffic control approach for intersections with certain traffic conditions, such as intersections with significant vehicle conflicts with pedestrians and bicyclists, sight distance issues, and history of angle crashes. It is also an appropriate traffic control approach for intersecting roadways where traffic volumes for both roads are nearly equal. Installation of multi-way stop-control should be considered based upon an engineering study that considers the following criteria:

- Interim measure: for quick, interim installation at intersections where a traffic signal is warranted.
- Crash history: five or more crash events in a 12-month period that could be prevented through the implementation of stop-control.
- Vehicular, pedestrian, and bicycle volumes: traffic volume thresholds that considers vehicular, pedestrian, and bicycle traffic entering the intersection for a typical 8-hour period and minor street vehicular delay.

Additional considerations for multi-way stop control include left turn conflicts, vehicle/pedestrian conflicts, sight distance issues, and intersections of two similar streets.

Traffic Signals

MUTCD guidelines identify nine traffic signals warrants for locations where the installation or removal of a traffic signal is under consideration. The warrants identified by MUTCD include:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Installation of traffic signals shall be based on engineering judgement that evaluates the characteristics of the specific intersection, site conditions, and overall context within the transportation system. MUTCD guidelines state that “the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal” (MUTCD 2009 4.C.01.03).

Roundabouts

Roundabouts are a traffic control strategy that can make sense at many intersections. Major benefits associated with roundabouts include the provision of high-level intersection control that reduces crash severities relative to conventional intersection design and the maintenance of efficient traffic operations through improved management of high volumes of intersecting traffic.⁷

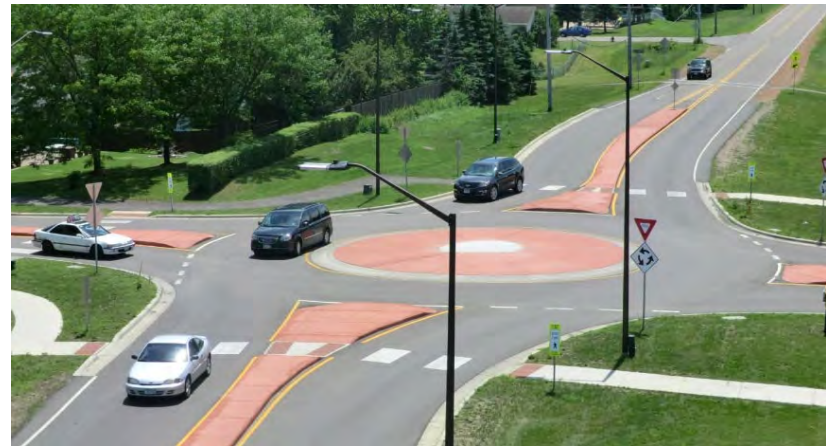
Current facility design guidance authored by the Minnesota Department of Transportation (MnDOT) states that roundabouts are comparable to other forms of traffic control and can be considered as an alternative whenever traffic control is needed at an intersection. Like other forms of traffic control, consideration of a roundabout should be contingent upon an Intersection Control Evaluation (ICE) study so that current safety, traffic, and site conditions are understood.

MnDOT's Facility Design Guide identifies site characteristics that are favorable for roundabouts. The guide encourages consideration of roundabouts for sites that:⁸

- Exhibit high left-turn volumes
- Have a history of right-angle or left-turning crash problems
- Are located at interchange ramp terminals
- Have frequent U-turn movements
- Have more than four legs of approach
- Are in areas where traffic calming is desired
- Are in corridors being considered for access management

While roundabouts are an effective traffic control solution that maintain efficient traffic operations and enhance safety, they are not a favorable alternative for all sites. Specific intersection characteristics, as identified by MnDOT, that are not conducive to roundabouts include:⁹

- Locations, such as at-grade railroad crossings, where vehicle queueing occurs that could back traffic into the roundabout
- Highly signalized corridors, especially those with closely spaced intersections
- Highly unbalanced traffic volumes on approach legs when the intersection is near capacity which prohibits entrance from vehicles on the lower-volume approaches
- Adjacent to steep grades, vertical curves, or horizontal curves that limit sight distances



Source: Federal Highway Administration

⁷ Minnesota Department of Transportation, [Facility Design Guide](#).

⁸ Ibid.

⁹ Ibid.

Traffic Analysis Guidelines

Quality of service for highways is evaluated using the measure 'Level of Service' (LOS), which assesses the operational performance of a roadway. A roadway's LOS is described using letter grades ranging from A to F, with an LOS A indicating free flow traffic and F indicating complete gridlock.

Traffic analyses conducted for roadways within Brandon shall be in accordance with the guidelines published in the most recent editions of SDDOT's *Road Design Manual* and the Transportation Research Board's *Highway Capacity Manual*.

The minimum operating condition for Brandon's intersections and roadways, for both existing and future-year planning horizon traffic volumes, is LOS D.

Traffic Impact Study Guidelines

Traffic Impact Studies (TIS) evaluate the operational and safety impacts on an area's roadway network due to the presence of a new traffic generator, such as a large retail development, or a shift in travel patterns. A critical outcome of a TIS is the generation of information that guides transportation agencies in decisions related to access management, needed roadway improvements, and traffic control enhancements.

Brandon's current TIS guidelines are maintained in [Chapter 5: Street Access and Parking Lot Criteria](#) of the City's Design Standards. These guidelines dictate the requirements for any TIS conducted within Brandon, including:

- Responsibilities for Traffic Report
- Traffic Report Format
- Traffic Report Submittals

City of Brandon Roadway Design Standards

General Criteria

The general criteria for the overall cross section design developed for each of the Roadway Classifications presented as part of Brandon's Major Street Plan are detailed below and summarized in **Table 26**.

Major Arterial

Major Arterials are intended to facilitate high levels of mobility while minimizing access to adjacent land uses. Major Arterial roads incorporate right-of-way (ROW) width of 100 feet or greater so that adequate space can be preserved for these corridors as traffic volumes grow and the need for expansion arises. Given the higher-speed and higher-volume nature of these corridors, 12-foot wide through travel lanes are recommended to support safety for all road users while 12-foot wide center turn lanes will be sufficient to facilitate turning movements.

Shared use paths of a minimum of 10 feet wide are recommended for both sides of the road to facilitate pedestrian mobility adjacent to Major Arterial corridors. Street parking is not permitted for Major Arterial corridors.

Community Arterial

Community Arterial roads are designed to provide higher levels of mobility and limited access to adjacent land uses but are intended to have lower speeds and volumes than Major Arterials. As such, a ROW width of 100 feet is recommended for this roadway classification, but 80' ROW width may be maintained in some existing corridors. Through travel lanes 12 feet wide (in some cases 11 feet wide lanes may be implemented) and 12-foot wide center turn lanes are recommended for Community Arterial

roads. Like Major Arterial roads, on-street parking is not permitted for Community Arterials.

Shared use paths of a minimum of 10 feet wide and on one side of the road are recommended to facilitate pedestrian mobility adjacent to Community Arterial corridors. It is recommended that the side of the road opposite the shared use path contain a 5-foot wide sidewalk.

Community Collector

Community Collector roads are designed to carry moderate daily traffic volumes at lower speeds, thereby necessitating a ROW width between 66 and 80 feet. Roadways falling under this classification are intended to have 2 through lanes that are 12 feet wide (in some cases 11 feet wide lanes may be implemented). An 8-foot wide on-street parking lane is permitted on both sides of Community Collectors.

Shared use paths of 10 feet wide or greater are recommended for one side of the road for Community Collector roads where the facility would provide a connection to Brandon's shared use path network. In this instance, a ROW of 80 feet would be required. Typical Community Collectors shall provide 5-foot wide sidewalks on both sides of the road, except for when a side use path is constructed in which case a 5-foot sidewalk would be constructed on the opposite side of the roadway from the shared use path.

Industrial Collector

Industrial Collectors are anticipated to have a limited role in the Brandon's future roadway network and be located only in areas of high industrial activity adjacent to the Major Arterial or Community Arterial network. While the design ROW ranges between 66 and 80 feet wide, the higher percentage of heavy vehicles using these roads necessitates a wider roadway width compared to the other Collector classifications. On-street parking

lanes of 8 feet wide are permitted on one or both sides of Industrial Collectors.

Given the intensive industrial land uses adjacent to Industrial Collectors, 10-foot wide shared use paths are recommended for one side of the roadway while 5-foot wide sidewalks are permitted on the side of the road opposing a shared use path.

Local

Local roads are intended to directly serve adjacent land uses while discouraging long and moderate distance trips. As these roads carry the lowest volumes at the lowest speeds, they require a ROW of 66 feet wide with a roadway width of 33 feet wide. These roads are to have unmarked travel lanes of equal width for both directions of travel and allow for on-street parking on both sides of the roadway.

Due to the limited ROW associated with local roads, shared use paths are not recommended in most corridors. Sidewalk facilities are recommended for local roads and should be 5 feet wide.

Table 26: Roadway General Criteria

Roadway General Criteria	Local	Industrial Collector	Community Collector	Community Arterial	Major Arterial
Average Daily Traffic Volume	< 2,000	< 2,000	< 5,000	>5,000	> 8,000
Posted Speed	25	25-30	25	30	30
Number of Lanes	2	2	2	2-4	2-4
Lane Width	-	12+'	11'-12'	11-12'	12'
Right-of-Way	66'	66-80'	66'-80'	80'-100'	100'
Roadway Width	33'	44'	39'	41'+	41'+
Shoulder / Curb & Gutter	2.5'	2.5'	2.5'	2.5'	2.5'
Sidewalk with boulevard	5' detached	5' detached	5' detached	5' detached	-
Sidewalk behind curb	6'	6'	6'	6'	-
On-Street Parking Allowed	2 sides	2 sides	2 sides	No	No
On-Street Parking width	8'	8'	8'	-	-
Shared Use Path Required	No	1 side	1 side, if ROW is sufficient	1 side	2 sides
Shared Use Path	-	10'	10'	10'	10'

Design Criteria

Design Criteria refers to the geometric design for each of the Major Street Plan Roadway Classifications. These criteria relate to grade, curb return radii, horizontal curve radius, vertical alignment, and grade at intersections. The recommended Design Criteria for each Roadway Classification is detailed below and summarized in **Table 27**.

Major and Community Arterials

Recommended Design Criteria for Major and Community Arterial roadways see a minimum road grade of 0.7 percent and a maximum grade of 6.0 percent. To facilitate safe and efficient turning movements at intersections, recommended curb return radii are 30 feet where Major or Community Arterials intersect collector roads, and 35 feet where two Major and/or Community Arterial roads intersect, or where these roads intersect with an Industrial Collector.

Horizontal and vertical alignment design criteria for Major and Community Arterial roadways should follow standards set forth in AASHTO's *A Policy on Geometric Design of Highways and Streets*. The recommended grade for intersections of two Major and/or Community Arterial roadways is 2 percent.

Community Collector

Recommended Design Criteria for Community Collector roadways see a minimum road grade of 0.7 percent and a maximum grade of 7.0 percent. Curb return radii recommended for Community Collector roadways are 20 feet when intersecting Local or Collector roads and 35 feet when intersecting Industrial Collector, and 25 feet when intersecting with Arterial roads.

Horizontal and vertical alignment design criteria for Community Collector roadways should follow the standards set forth in AASHTO's *A Policy on Geometric Design of Highways and Streets*.

The recommended grade at intersections with Local roads is 3 percent, and 2 percent for Collector and Arterial roads.

Industrial Collector

Recommended Design Criteria for Industrial Collector roadways see a minimum grade of 0.7 percent and a maximum grade of 5.0 percent. To facilitate turning movements for heavy vehicles, a wider curb return radius of 35 feet is recommended where Industrial Collectors intersect with other roadways.

While the AASHTO standards for vertical alignment are recommended for Industrial Collectors, a horizontal curve radius of 150 feet is advised for these roads. The recommended grade at intersections with Local roads is 3 percent, and 2 percent for Collector and Arterial roads.

Local

Recommended Design Criteria for Local roadways see a minimum road grade of 0.7 percent and a maximum grade of 8.0 percent. Given the lower volume and lower speed nature of Local roadways, smaller curb return radii may be permitted; a radius of 13.5 feet is recommended for intersections with other Local roads. The recommended curb return radii for locations where Local roads intersect with Industrial Collectors is 35 feet while a radius of 20 feet is recommended for intersections with Collector roads.

A horizontal curve radius of 150 feet is advised for the design of Local roadways while adherence to the AASHTO standards for vertical alignment is recommended. A 3 percent grade at intersections with other local roads is recommended while a 2 percent grade at intersections with Collector roads shall be sufficient.

Table 27: Design Criteria

Design Criteria	Local	Industrial Collector	Community Collector	Community Arterial	Major Arterial
Grade (Min-Max)	0.7% - 8.0%	0.7% - 5.0%	0.7% - 7.0%	0.7% - 6.0%	0.7% - 6.0%
Curb Return Radius (feet)					
- intersect local	13.5'	35'	20'	-	-
- intersect collector	20'	35'	20'	30'	30'
-intersect industrial collector	35'	35'	35'	35'	35'
- intersect arterial	-	35'	25'	35'	35'
Horizontal Curve Radius (feet)	150'	150'	AASHTO Standards		
Vertical Alignment	AASHTO Standards				
Grade at Intersection					
- intersect local	3%	3%	3%	-	-
- intersect collector	2%	2%	2%	-	-
- intersect arterial	-	2%	2%	2%	2%

Access Management Standards

Access management refers to the permitted access points between roadways and adjacent land uses. These standards include traffic signal and roundabout spacing, unsignalized intersection spacing, median design, and driveway spacing. The access management standards for each Roadway Classification are detailed below and summarized in **Table 28** and **Table 29**.

Note that the ultimate recommendation for implementation of a traffic signal (or roundabout) should be based on engineering studies and resources like the MUTCD.

Additionally, these standards relate to future corridors, land use, and street improvements along corridors and acknowledge that some existing developments and corridors do not meet these standards. This section provides a summary of the standards, with the official City standards being reflected in the City of Brandon's *Design Standards: Chapter 8 - Street Design and Pavement Thickness*.

Major Arterial

Major Arterials are intended to provide the greatest distance between intersections to facilitate the highest levels of mobility while minimizing access to adjacent land uses. As such, the recommended spacing of controlled intersections, i.e. signalized intersections or roundabouts, and uncontrolled intersections is 1/4 mile to 1/2 mile.

Driveway spacing for Major Arterial roads is not permitted without a traffic analysis and City approval.

Community Arterial

Community Arterials are designed to carry lower traffic volumes at lower speeds relative to Major Arterials, meaning reduced access spacing standards are acceptable for these roadways. Signalized intersections and roundabouts can be spaced at 1/4 mile

intervals while partial access at 1/8 mile intervals is sufficient. Unsignalized intersection spacings along Community Arterials is expected to vary and should be analyzed and substantiated through a traffic analysis when permitting unsignalized intersections along Community Arterial roads.

Minimum driveway spacings for Community Arterials in commercial or industrial areas is recommended to be at a minimum of 200 feet, but driveway access along new community arterials is not recommended.

Community Collector

Community Collectors access standards are concerned mainly with intersection location and spacing as medians are not recommended for this roadway classification. Signalized intersections or roundabouts are often found at intersections with Arterial roadways and other collector streets, while the spacing of unsignalized intersections is expected to vary and should be analyzed and substantiated through a traffic analysis when permitting unsignalized intersections along Community Collector roads.

Recommended driveway spacings along Community Collector roads varies based on adjacent land uses—for residential areas, a minimum driveway spacing of 40 feet is recommended while a minimum spacing of 100 feet for driveway access to commercial or industrial areas is recommended.

Industrial Collector

Industrial Collector access standards are concerned mainly with unsignalized intersection spacings, which vary based on roadway topologies. Unsignalized intersection spacings should be analyzed and substantiated through a traffic analysis to permit unsignalized intersection spacings along Industrial Collector roadways.

Driveway spacings for Industrial Collectors shall maintain a minimum spacing of 40 feet for residential areas and 100 feet for driveway access points for commercial or industrial areas. Additionally, spacing of driveways along Industrial Collectors should not create negative offset.

Local

Local roadway access standards should be analyzed and substantiated through a traffic analysis to permit and space unsignalized intersections.

The role of Local Roads in serving direct access to adjacent land uses relaxes driveway spacing standards to 20 feet within residential areas and 75 feet for commercial or industrial areas.

Table 28: Access Management Standards

Access Standards	Local	Industrial Collector	Community Collector	Community Arterial	Major Arterial
Signal / Roundabout Spacing	-	-	at Arterial intersection	1/4 mile	1/4 to a 1/2 mile
Unsignalized Intersection Spacing	Varies	Varies	Varies	Varies	1/4 mile

Table 29: Driveway Spacing Standards

Minimum Driveway Spacing	Residential Area	Commercial / Industrial Area
Major Arterial	N/A	Not Recommended
Community Arterial	N/A	200'
Community Collector	40'	100'
Industrial Collector	40'	100'
Local	20'	75'

Additional Design Opportunities

The design standards updates discussed in this chapter of the MTP aim to provide Brandon with an approach for planning and designing transportation improvements that will meet the needs of the community as growth and development occurs over the next 20-plus years. While these design standards updates relate mainly to the planning and design of new roadway facilities, there are opportunities for the community to consider the planning and design of infill development-supportive transportation improvements, such as “main street” design in central Brandon.

While none of these traditional “street oriented” design concepts exist in Brandon today, there is a trend nationally to creating these new downtown / main street development areas. To address these potential opportunities, two illustrative roadway design concepts were developed. These concepts, referred to as “Active Street Design,” are not recommended for inclusion as part of the City’s Design Standards updates but are described here to establish the potential inclusion of these in future design standards updates.

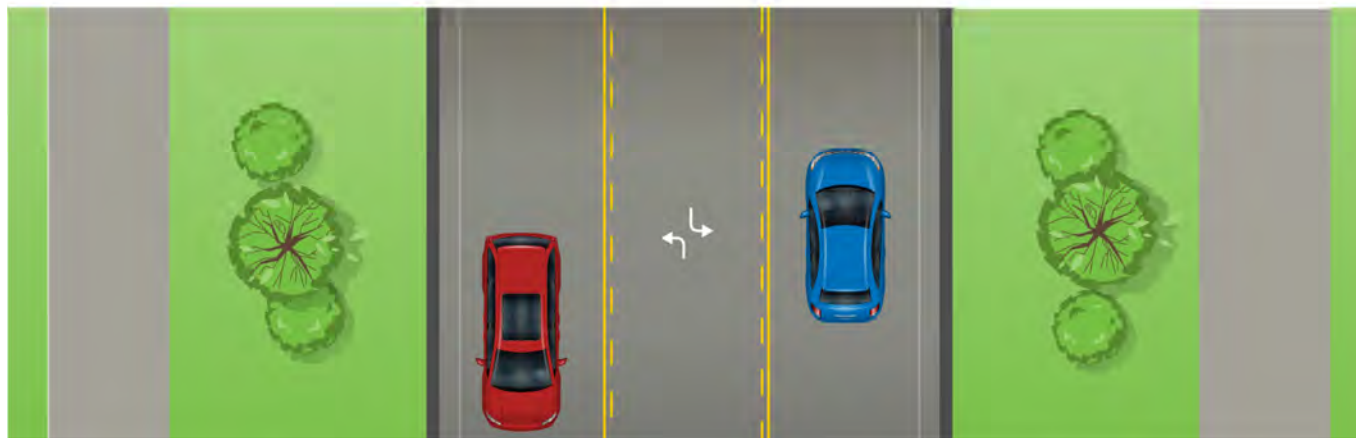
Both Active Street Design concepts utilize an 80-foot ROW, with most of this ROW dedicated to the roadway. The first Active Street Design Concept utilizes on-street parking, with 8-foot parking lanes on both sides of the road. As these design concepts envision a main street environment with high active transportation usage, lower speeds would be encouraged. To accomplish this, both Active Street Design concepts incorporate 10-foot-wide travel lanes accompanied by an 11-foot center two-way left turn lane. Whereas the first Active Street Design Concept includes on-street parking lanes, the second concept replaces these lanes with buffered bike lanes that occupy 8 feet in total—6 feet for the bike lane and a 2-foot buffer to provide separation from vehicles using the travel lanes.

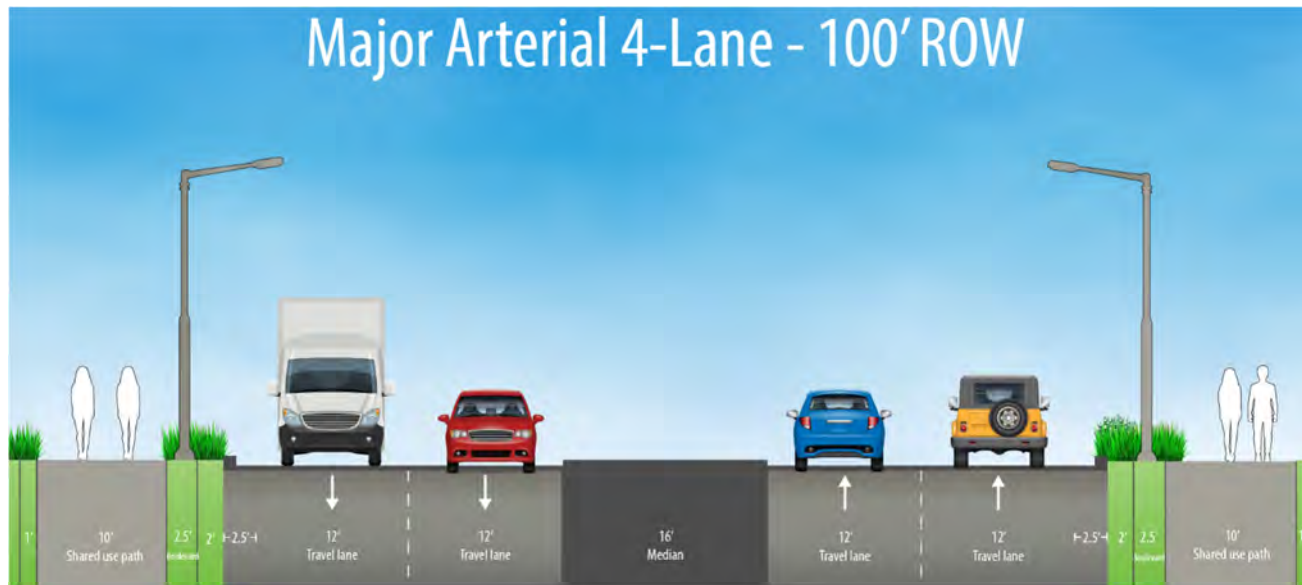
The remaining ROW is envisioned as pedestrian space that provides access to businesses and/or homes fronting the roadway. A total of 16.5 feet of pedestrian space is designed for both sides of the road under the two Active Street Design Concepts; most of this 16.5 feet would be dedicated to sidewalk and public space, while a portion of the space would be dedicated to street trees or other landscaping. It would be possible for this space to also incorporate street furniture, bicycle facilities such as bike racks, or other amenities.

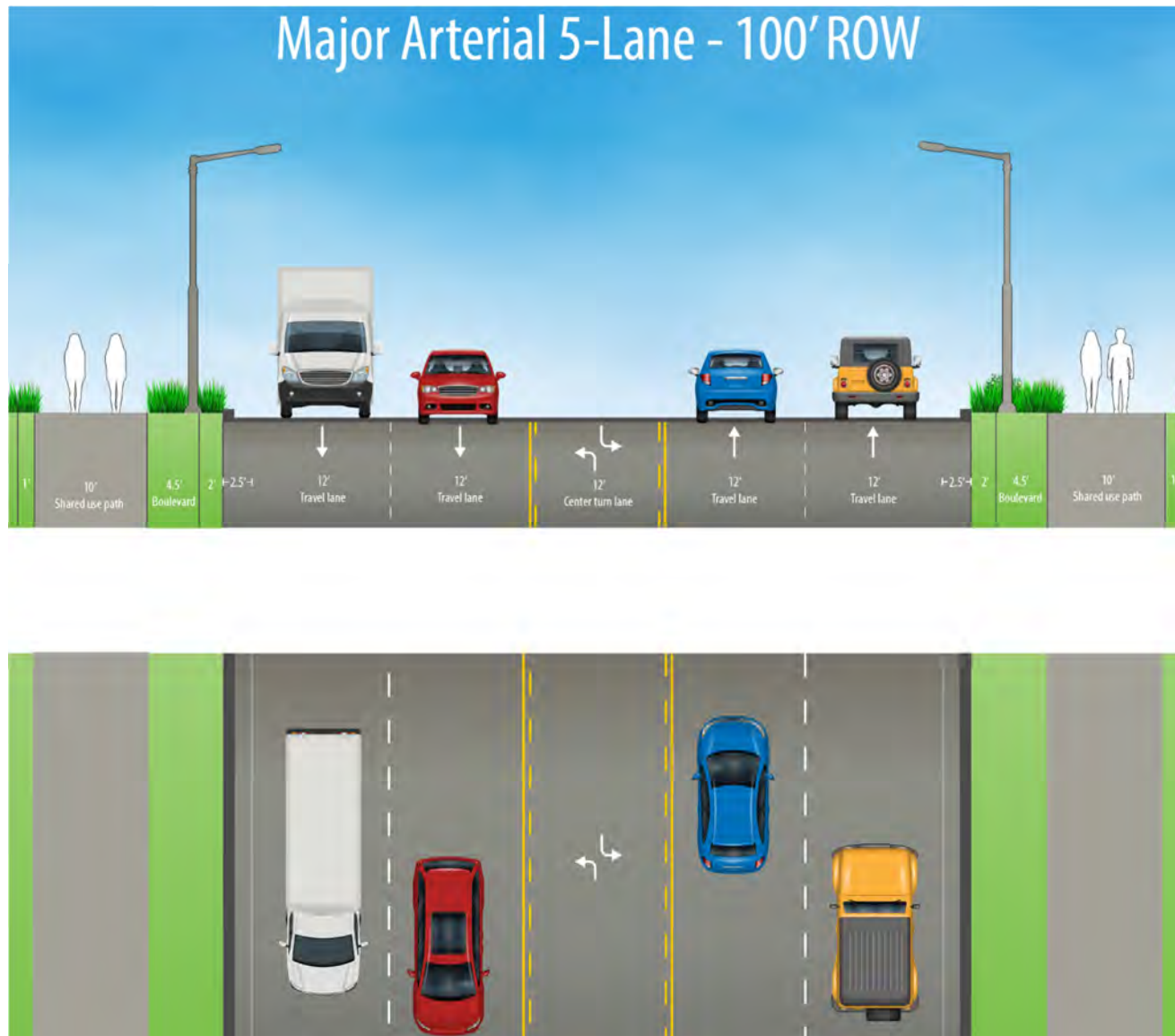
The Active Street Design concepts are included in the Typical Cross Sections below.

Typical Cross Sections

Major Arterial







Community Arterial





Community Collector

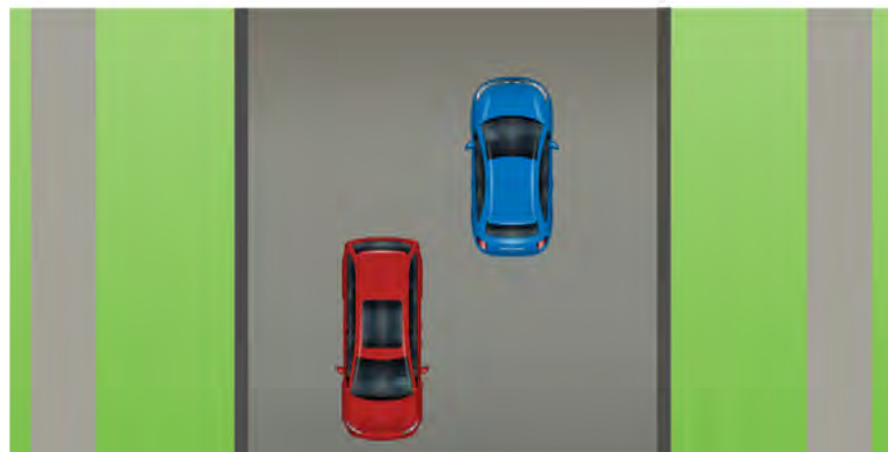




Industrial Collector

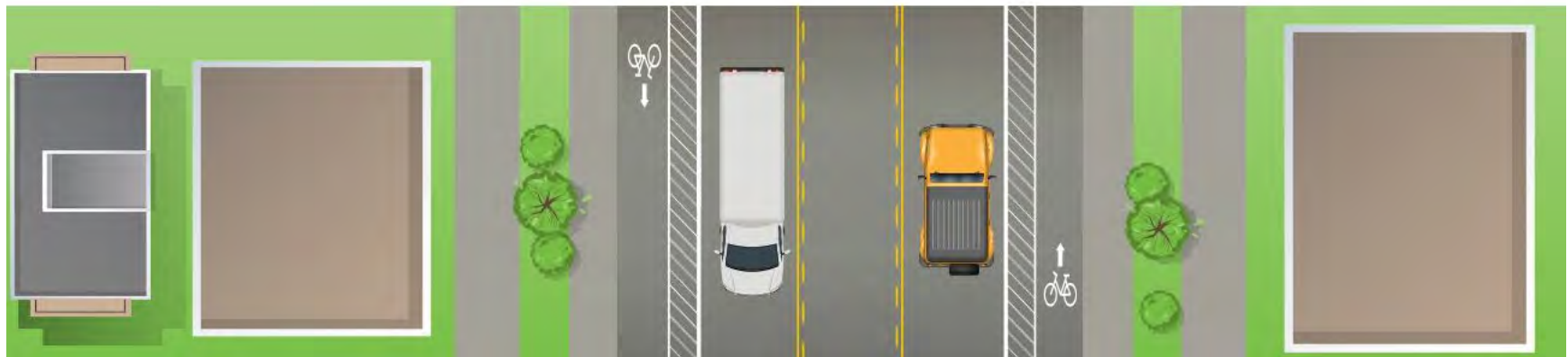


Local Road



Active Street Design





Jurisdictional Transfer

The high growth levels anticipated for Brandon necessitate a process of jurisdictional transfer as the community develops outside of its current incorporated limits. Having a process for jurisdictional transfers allows for a better understanding of how roadway management responsibilities will shift, as well as the best plan of action for maintaining system continuity. Currently, roadways within the MTP study area fall under the purview of the City of Brandon, Brandon and Split Rock Townships, Minnehaha County, and SDDOT.

Jurisdiction over roadways has several critical implications, including the responsibility for planning, designing, constructing, maintaining, and operating a given roadway. Funding eligibility is another critical implication, as the functional classification of roadway determines the types of funding it is eligible to receive. System continuity and roadway design characteristics are a third implication of roadway jurisdiction; with a stated goal of maintaining system continuity within the MTP area, the agency responsible for the design and safety of a corridor are ultimately determining how the role of this corridor within the system's continuity.

Recommended Criteria for Jurisdictional Transfers

The transfer of jurisdiction of a roadway presents a potentially significant cost to the agency taking ownership of that road. The need to improve this roadway up to the current design standards could result in substantial costs to that agency, so having a plan in place to guide the transfer of jurisdiction can help ensure proper alignment, operations, and maintenance concerns are addressed.

A set of potential criteria for the City of Brandon to consider in determining the need for transfer of jurisdiction are presented in Table 30.

Table 30: Recommended Criteria for Jurisdictional Transfers

System Continuity



Roadway Characteristics



Roadway Classification



Maintenance and Funding Opportunities



Future Planning Documents



Political Desire



- Location of the road, whether within the municipal limits or in an identified growth area

- Infrastructure needs, including utilities, shared use paths, sidewalks, etc.
- Daily traffic volumes and speeds limits

- Road's functional classification
- Types of trips supported by the road

- Would transfer improve efficiency of operations and maintenance?
- Timeline for road's rehabilitation/reconstruction investments

- Is the roadway in a future growth area?
- Timeline for when development in the future growth area is anticipated to occur

- Are there special political considerations for a jurisdictional transfer?

Transfer of Jurisdiction Process

The process for transferring jurisdictional authority for a roadway begins with the delineation of agency responsibilities regarding the maintenance and operation of that roadway. These responsibilities include, but are not limited to, final engineering design, property acquisition, utility relocation, and roadway maintenance and operation.

Terms agreed upon by the agencies involved in the transfer of jurisdiction can be formalized through several approaches; these terms should be delineated on a case-by-case basis as each roadway will have unique characteristics that should be considered by the agency. The three typical approaches to formalizing a transfer of jurisdiction are:

- Memorandum of Understanding
 - Define scope and purpose of Transfer of Jurisdiction (TOJ), non-legally binding
- Assignment of Easement
 - Legal contract permitting use, access to a property
- Assignment of Right-of-Way
 - Legal contract permitting travel across a property

Determining the Life Cycle Cost of a Roadway

A critical element related to the TOJ process is the determination of the roadway's current and anticipated future value in terms of cost related to its operation and maintenance. It is recommended that the agency assuming responsibility for a roadway segment use SDDOT's Life-Cycle Cost Analysis tool, which provides for the calculation of the roadways future reconstruction and maintenance costs over a defined time period. This tool was developed as part of the SDDOT report [*SD96-08 Guidelines for Using Economic Factors and Maintenance Costs in Life-Cycle Cost Analysis*](#).

Administrative Requirements of the TOJ Process for South Dakota's Arterial Roadway System

Upon agreement of the responsibilities for each agency involved in the TOJ and the determination of the life-cycle costs for a roadway located on the State of South Dakota's arterial roadway system, a series of administrative actions is required under state code and SDDOT policy. These steps are outlined below.

1.
City Council passes resolution describing desired road additions or deletions

30-day wait period for action on a proposed deletion; no wait period for additions

2.
City forwards copy of resolution to Secretary of the SDDOT, including a map of proposed additions or deletions

State reasons for requested change, i.e., development patterns, traffic growth, etc.

3.
Secretary of SDDOT reviews resolution, acts upon request

Proposed deletions require public notice ahead of Council meeting; additions do not

Interchange Development Process

South Dakota Department of Transportation (SDDOT) conducts an Interstate Corridor Study every 10 years to guide the State's investment in the Interstate System. As part of this decennial study, potential future interchanges are identified and prioritized for potential implementation.

Phase 2 of SDDOT's [2020 Decennial Interstate Corridor Study](#) identified two locations within the MTP study area that could be sites of new interchanges:

- I-90 Exit 408, at 484th Avenue

Both locations do not have an interchange at this time but were evaluated in the SDDOT study to assess feasibility of construction of a new interchange facility.

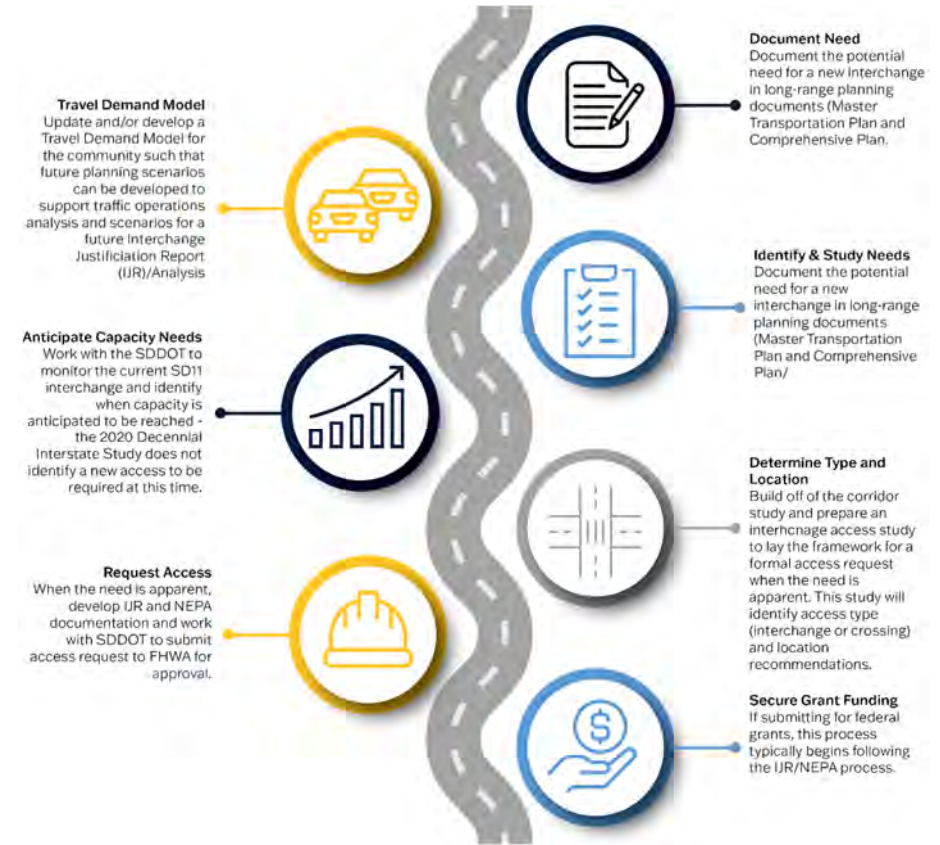
The 2020 Decennial Interstate Corridor Study determined that construction of an interchange at either location is not recommended due to the minimal impact an interchange would likely have in attracting trips, as well as the significant - environmental constraints that would need to be addressed during design and construction of an interchange facility.

While the SDDOT Decennial Interstate Corridor Study does not recommend the construction of an interchange at either location, the potential need for an interchange facility could arise as Brandon continues to grow and develop. As such, the Major Street Plan identifies potential interchanges at I-90 Exit 408 to establish Brandon's proactivity in considering the potential need for a new interchange.

Given the requirements of constructing a new interchange, the City of Brandon can anticipate the project development process should the need for a new interchange arise and be able to efficiently support SDDOT in the design and construction of the

facility. **Figure 47** provides a general project development timeline for the City of Brandon to consider in future planning activities as the need for a new interchange is continually monitored.

Figure 47: Typical New Interchange Development Lifecycle



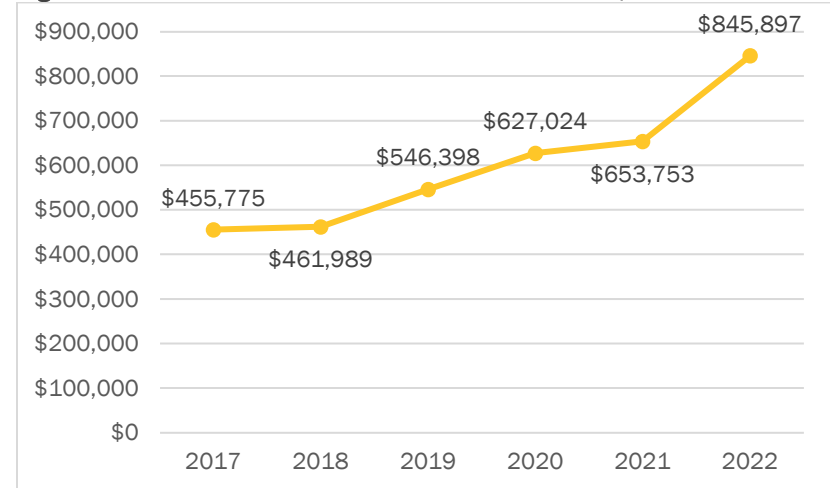
Pavement Management Standards

The current approach for pavement management used by the City of Brandon is to divide the roadway network into seven sub-areas and rotate maintenance and rehabilitation investments in these sub-areas each year through the annual Capital Improvement Plan (CIP). Brandon's Street Maintenance Fund is the key source of funding for the City's pavement management program. Revenues for the years 2017 through 2022 illustrate a growth in funds available to the City for pavement management as shown in **Figure 48**. The amounts shown in this figure represent actual revenue levels for the Street Maintenance Fund.

Historic investment in pavement management through this approach has resulted in effective maintenance of the City's pavement assets, and residents of the community feel that the continuation of effective pavement management should be a key goal of this MTP.

The recommendation of this MTP regarding pavement management standards is for the City of Brandon to continue its current approach to investing in pavement maintenance and rehabilitation for the seven sub-areas. Monitoring trends related to funding eligible for pavement management can present an opportunity for the City of Brandon to source additional funds to aid in managing the system's pavement condition.

Figure 48: Actual Street Maintenance Fund Revenues, 2017-2022



Source: City of Brandon Audit Reports, 2017-2022



Funding Analysis

This chapter of the Master Transportation Plan (MTP) summarizes an analysis conducted of Brandon's financial documents, including recent Capital Improvement Plans (CIPs) and annual budgets. The purpose of this analysis was to understand key revenue and expenditure trends related to historic spending on transportation-related improvements. Through understanding the key trends influencing the City's transportation-related spending, a baseline for estimating future revenue conditions can be gained.

The analysis reviewed CIPs and actual funding levels for the period 2017 through 2022. Federal and state dollars allocated to the Brandon area during this time period were also reviewed. Given the historic revenues and expenditures, funding projections for Brandon area were developed through the year 2050. The discussion of future transportation funds uses a series of time bands that seek to group dollars in a based on reasonably expected growth rates. The time bands include:

- **Current Capital Improvement Plan:** 2024 – 2027
- **Short-Term:** 2028 – 2033
- **Mid-Term:** 2034 – 2039
- **Long-Term:** 2040 – 2045

Phasing of the recommended MTP improvements is based on these time bands and the nature of each project's cost and priority in meeting the current needs of Brandon's transportation system. The Current Capital Improvement Plan period represents improvements committed under the City's current CIP; as such, the earliest implementation of MTP recommendations would be during the Short-Term period.

Funding Sources

Transportation funding for the City of Brandon comes from an array of Federal, state, and local sources. This section details the typical sources of funds.

Local Funding Sources

Local sources provide the majority of transportation funds for the City of Brandon. The bulk of dollars spent on transportation come from the City's General Fund; these funds are supplemented by several other local programs. The typical local sources of transportation funds include:

- **General Fund:** Main source of funds for services provided by the City. Revenues come from property taxes, sales taxes, fees, permits, transfer payments, grants, fines, special assessments, and interest income. Transportation-related funding sources that fall under the City's General Fund include:
 - **Motor Vehicle Licensing:** Revenue from Minnehaha County's motor vehicle license fund allocated to the City of Brandon.
 - **County Wheel Tax:** Revenues from Minnehaha County's wheel tax fund allocated to the City of Brandon. Revenues from the County Wheel Tax fund may only be used for highway and bridge maintenance and construction.
 - **Local Government Highway & Bridge Fund:** Revenue from the State's Local Government Highway & Bridge Fund.
- **Street Maintenance Fee:** Revenues from fees levied on private properties abutting public right-of-way (ROW). The purpose of this program is to provide additional revenues to fund infrastructure improvements.

State Funding Sources

- **State Grants:** Revenue from State grants and reimbursements.
- **Surface Transportation Program (STP) Funds:** Revenue from SDDOT's formula-based program that allocates funds to South Dakota's Class I cities, defined as those with populations between 5,000 and 50,000, based on population, state and Federal route lane mileage, land mass, and fringe development.

Federal Funding Sources

- **Surface Transportation Block Grant Program (STBG):** Federal funding made available to the State or local agency for projects on any Federal-aid highway or bridge project. Eligible projects include any improvement to a Federal-aid road, pedestrian and bicycle improvement, or transit capital project.
- **Transportation Alternatives Program (TAP):** Federal funding made available to the State or local agencies for alternative transportation projects, including pedestrian and bicycle facilities, recreational trails, safe routes to school, historic preservation, vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **National Highway Performance Program (NHPP):** Federal funding made available to the State or local agency for projects that support the condition of the NHS, constructs new facilities on the NHS, or ensures investment of Federal funds in highway construction supports progress towards achievement of SDODT performance targets for asset management.
- **Highway Safety Improvement Program (HSIP):** Federal funding made available to the State or local agencies for projects that aim to achieve a significant reduction in

traffic fatalities and serious injuries on public roadways, including non-State-owned public roads.

Historic Funding Trends

A review of past City budgets and CIPs was conducted to identify key trends related to historic revenues that have been available to Brandon for improving the local transportation system. The analysis of historic funding trends was based on financial documents published between 2017 and 2022; based on the trends identified in this analysis, growth rates were developed that were then applied to baseline revenue levels for the purpose of forecasting future revenues and assessing the amounts of transportation dollars likely to be available to the City of Brandon through the life of this MTP.

Historic Revenues

Actual revenues for the City of Brandon for the years 2017 through 2022 are summarized in **Table 31**. As **Table 31** shows, Street Maintenance Fee revenues saw averaged \$600,000 per year while Motor Vehicle License and Highway and Bridge Fund revenues both averaged \$60,000 per year. County Wheel Tax revenues averaged \$10,000 per year between 2017 and 2022. STP Fund revenues disseminated by SDDOT provided an average of \$330,000 per year for transportation improvements within the community.

Table 31: Actual Revenue Levels (Thousands of \$)

Funding Source	2017	2018	2019	2020	2021	2022	2017 - 2022 Average
<i>Street Maintenance Fee</i>	\$455	\$461	\$543	\$627	\$653	\$845	\$600
<i>Motor Vehicle License</i>	\$53	\$55	\$57	\$59	\$63	\$62	\$60
<i>Highway & Bridge Fund</i>	\$51	\$53	\$55	\$56	\$58	\$58	\$60
<i>Wheel Tax</i>	\$10	\$11	\$11	\$11	\$12	\$11	\$10
<i>STP Funds</i>	\$284	\$297	\$299	\$338	\$365	\$395	\$330

Future Revenue Forecasts

Future revenues were forecasted to provide a baseline understanding of the amount of transportation dollars likely to be available to the City of Brandon given past growth trends. These forecasts were developed by analyzing historic growth trends based on the revenue levels shown in **Table 31** and applying these to forecast baseline revenue levels; the revenue forecast period spans the years 2028, or the beginning of the Short-Term time band, through the conclusion of the Long-Term time band in 2045.

Revenue Forecast Baselines and Growth Rates

A baseline revenue level for the typical sources of transportation funds within Brandon was developed based on historic average revenue levels for the years 2017 through 2022. These baseline revenue levels are shown in **Table 32**, along with their respective forecast growth rates. Forecast growth rates were based on the annual growth trends observed for each revenue source during the analysis of historic revenue levels.

Table 32: Baseline Revenue Levels and Forecast Growth Rates

Funding Source	Forecast Baseline	Growth Rate
Street Maintenance Fee	\$600,000	5.0%
Motor Vehicle License	\$60,000	2.0%
Highway & Bridge Fund	\$60,000	2.0%
Wheel Tax	\$10,000	1.7%
STP Funds	\$330,000	3.4%
TAP Funds	\$62,000	1.5%

Revenue Forecasts

Revenue forecasts for Brandon's funding sources are shown in **Table 33** and presented by time band. Overall revenue forecasts for the City of Brandon through 2045 see:

- **\$9.4 million** in Short-Term Funding
- **\$11.9 million** in Mid-Term Funding
- **\$15.4 million** in Long-Term Funding
- **\$36.7 million** in total funding through the life of the MTP

Short-Term Revenues

Revenue forecasts for the Short-Term are anticipated to equal just over \$9 million, with most of these revenues coming from the Street Maintenance Fee revenues which were forecasted to be \$5.2 million during this period. Motor Vehicle License and Highway and Bridge Fund revenues are both anticipated to equal roughly \$400,000 while Wheel Tax revenues are expected total just over \$75,000. STP Funds sourced from SDDOT were forecasted to be \$2.8 million and TAP Funds were forecasted to be \$500,000.

Mid-Term Revenues

Revenue forecasts for the Mid-Term are anticipated to equal just nearly \$12 million, Street Maintenance Fee revenues forecasted to be \$7 million during this period. Motor Vehicle License revenues were forecasted to equal \$500,000 while Highway and Bridge Fund revenues are anticipated to equal roughly \$400,000. Wheel Tax revenues are expected \$83,000. STP Funds sourced from SDDOT were forecasted to be \$3.3 million and TAP Funds were forecasted to be \$600,000.

Long-Term Revenues

Revenue forecasts for the Long-Term are anticipated to equal just over \$15 million, with most of these revenues coming from Street Maintenance Fee revenues which were forecasted to be \$9.4 million during this period. Motor Vehicle License and Highway and Bridge Fund revenues were both forecasted to be \$500,000. Wheel Tax revenues are expected to total just over \$92,000. STP Funds sourced from SDDOT were forecasted to be \$4.3 million and TAP Funds were forecasted to be \$700,000.

Table 33: Revenue Forecasts (Thousands of \$)

Revenue Forecasts	Street Maintenance Fee	Motor Vehicle License	Highway & Bridge Fund	Wheel Tax	STP Funds	TAP Funds	Total
Short-Term (2028-2033)	\$5,200	\$400	\$400	\$75	\$2,780	\$500	\$9,355
Mid-Term (2034-2039)	\$7,000	\$500	\$400	\$83	\$3,330	\$600	\$11,913
Long-Term (2040-2045)	\$9,400	\$500	\$500	\$92	\$4,250	\$700	\$15,442
Total	\$21,600	\$1,400	\$1,300	\$250	\$10,360	\$1,800	\$36,710

MTP Recommendations

As the Brandon community continues to attract new residents and workers, the need for strategies to maintain safe and efficient travel in light of increased demand related to this growth will likely arise. This chapter of the MTP describes strategies to address future traffic growth and provide safe and efficient multimodal travel.

Future Roadway System

The future roadway system, as illustrated in the Major Street Plan (**Figure 45**), provides the roadmap for future expansion of Brandon's existing system. Given the growth in traffic volumes and operations, the MTP seeks to lay the foundation for the analysis of Brandon's future high-volume corridors through the completion of traffic studies. It is through this lens that MTP recommendations for the future roadway system are provided.

Engineering Design Standards

A key element of this MTP is the review of Brandon's Engineering Design Standards so that the necessary revisions needed to update these standards are identified. The Standards Development chapter of this MTP provided a series of updates that can be made to the City's Engineering Design Standards so that future transportation improvements align with the community's vision and goals as growth and development occurs. As such, this MTP recommends that the City of Brandon updates its Engineering Design Standards to reflect the revisions presented in the Standards Development chapter.

Recent and Ongoing Corridor Studies

Several corridors within the Brandon MTP area have recently undergone, or are currently undergoing, a study of current and future anticipated traffic with the purpose of identifying the improvements necessary to support safe and efficient traffic

operates in the future. The corridors that have recently been, or are currently being, studied include:

- SD11 / Splitrock Boulevard, from SD42 to Redwood Boulevard (2022)
- Maple Street / Park Street, from Veterans Parkway to SD11 / Splitrock Boulevard (2019)
- Rice Street and Holly Boulevard, from N Cliff Avenue to SD11 / Splitrock Boulevard (Ongoing)
- Interstate 90 Exit 406 Interchange

The MTP supports the implementation of the improvements identified within these studies that are located within the Brandon MTP Area. **Figure 49** provides a summary of the recommendations.

SD11 / Splitrock Boulevard Corridor Study

The [SD11/Splitrock Boulevard Corridor Study](#) sought to evaluate existing conditions and future operations of the corridor to identify potential improvements along the roadway between SD42 and Redwood Boulevard. SDDOT had identified this segment of SD11 as the location of a rehabilitation or reconstruction project planned for the 2028-2030 timeframe, and this study aims to identify improvements that could be implemented in support of the major rehabilitation or reconstruction. It is assumed the majority of these SD 11 projects will be state funded.

The findings of the study conducted by SDDOT for the portion of SD11 within the MTP Area recommend the following improvements, which are also shown in **Figure 49**:

- Widening of SD11 from Madison Street to Sioux Boulevard from its current two-lane rural section to a three-lane rural section with a center two-way left turn lane (TWLTL) and paved eight-foot shoulders.

- Widening of SD11 from Sioux Boulevard to Aspen Boulevard from its current two-lane rural section to a five-lane urban section with two through lanes in each direction with a center TWLTL.
- Implementation of the reconstruction of SD11 from the I-90 interchange south to the intersection with Ash Street.

Maple Street / Park Street Corridor Study

The [Maple Street / Park Street Corridor Study](#) identified transportation issues and needs throughout the corridor and developed a plan for addressing these needs over a 20 year planning horizon, given the anticipated development expected along the corridor.

The findings of the study for the portion of Maple Street / Park Street within the MTP Area recommend the following improvements, which are also shown in **Figure 49**:

- Reconstruction and widening of Maple Street / Park Street from Six Mile Road to Sioux Boulevard from its current two-lane cross section to a three-lane urban section with a center TWLTL.
- Extension of Park Street from Sioux Boulevard to SD11 / Splitrock Boulevard that maintains the three-lane cross section recommended for the Six Mile Road to Sioux Boulevard segment.

It should be noted that much of the western portions of this corridor are outside of the City of Brandon's current jurisdiction.

Rice Street and Holly Boulevard Corridor Study

The Rice Street and Holly Boulevard Study is an ongoing effort to develop a long-range plan for the corridor, extending from N Cliff Avenue in Sioux Falls to SD11 / Splitrock Boulevard in Brandon. The objectives of the study aim to determine the future design of the corridor, plan future traffic control at intersections, develop a

corridor access management plan, and identify a corridor land use plan.

The study is planned for publication in 2024; once available, the MTP recommends that the City of Brandon support the findings of the Rice Street and Holly Boulevard Corridor Study when planning future improvements for this corridor.

Recommended Future Corridor Studies

In addition to the completed and ongoing corridor studies, the future conditions analysis identified locations in the broader study area where the current street system will see deficiencies related to safety and mobility without improvements. As this is a long-term plan, it is recommended that corridor studies be conducted to identify the details on required future improvements for each corridor. These studies and potential future roadway improvements in these corridors are not currently in the City of Brandon's jurisdiction. These future corridor studies include several roadways that are currently outside Brandon's jurisdiction with operational and maintenance responsibilities under township or state jurisdiction.

Aspen Boulevard, from SD11 / Splitrock Boulevard to 484th Avenue

Aspen Boulevard is currently a two-lane urban section from SD11 to McHardy Road, where it transitions to a two-lane rural section to 484th Avenue. A portion of the McHardy Road to 484th Avenue segment, between the Brandon Golf Course and 483rd Avenue, features a center TWLTL. Aspen Boulevard is a key corridor within the community, connecting development in the eastern part of Brandon to SD11 and Brandon's central business district.

With its connection to the anticipated high-growth areas in the eastern part of Brandon, Aspen Boulevard is expected to see relatively high growth in daily traffic volumes. For the segment of Aspen Boulevard between SD11 and 483rd Avenue, daily traffic

volumes are forecasted to increase from a current day level of 5,700 daily vehicles to approximately 8,000 daily vehicles by 2045. Daily traffic levels east of 483rd Avenue are expected to increase from a current level of 2,900 daily vehicles to almost 4,500 daily vehicles by 2045.

An Aspen Boulevard corridor study would focus on a safe and efficient design of the corridor as it transitions from the rural cross section to an urban cross section east of the Brandon Golf Course. A second major component recommended for a future Aspen Boulevard corridor study is access management and determining the appropriate locations of future access points. Traffic control needs and bicycle and pedestrian features should also be considered as part of a future corridor study for Aspen Boulevard.

Potential Corridor Studies Outside Current City Jurisdiction

There are several corridors outside of City of Brandon jurisdiction that would benefit from corridor study and potential future improvements. These corridors outside of City jurisdiction are described in this subsection.

Redwood Boulevard, from SD11 / Splitrock Boulevard to 484th Avenue

Redwood Boulevard is currently a gravel township east of Split Rock Creek. There is a new school being built for the year 2025 south of Redwood and east of Chestnut and significant levels of residential development are anticipated in this eastern portion of Brandon by 2045. This growth is anticipated to lead to growth in traffic volumes between 400 daily vehicles today just west of Chestnut to over 2,000 daily vehicles by 2045. Future traffic studies are likely to indicate additional growth.

A corridor study should focus on converting this segment into an urban segment that identifies:

- Locations of access points
- Future access points and Intersection control
- Number of future travel lanes
- Turning lane locations
- Bicycle and pedestrian facilities.

Chestnut Boulevard, Redwood Boulevard to Aspen Boulevard

Chestnut Boulevard is currently unpaved from Redwood Boulevard south to Oakhill Circle, where it transitions to a two-lane urban section from Oakhill Circle to Aspen Boulevard. Similar to the Redwood Boulevard corridor, Chestnut Boulevard serves anticipated high-growth areas within the MTP Area, such as the future school planned to open in 2025 as well as adjacent residential development. This growing areas is expected to lead to increases of daily traffic volumes within the area, which presents the potential need to improve this corridor so that future traffic to the school and residential developments is supported.

The recommendation for a Chestnut Boulevard corridor study include:

- Refined forecasts that take into account recent growth trends and future turning movements. The Sioux Falls MPO model is showing limited growth in this corridor, but it is anticipated that with refined traffic forecasting approaches the forecasts will show additional future traffic levels.
- Recommended access points and overall street design based on the City's design standards
- Recommendations for traffic control based on corridor evaluation.
- Inclusion of the appropriate active transportation elements.

Madison Street, from Six Mile Road to SD11 / Splitrock Boulevard

Madison Street is currently a two-lane rural cross section from Six Mile Road to SD11 and has been identified as being in a high growth area of future employment and household development. However, a relatively high amount of growth in households is anticipated for this part of Brandon.

Today, approximately 4,500 vehicles are traveling along Madison Street west of SD11. This number is forecasted to increase to nearly 7,000 vehicles per day by 2045. Given this estimated increase in daily traffic volumes, a study of the Madison Street corridor between Six Mile Road and SD11 could benefit the City by developing the necessary infrastructure plans that accommodate rising traffic volumes. This study can identify the necessary number of through and turn lanes, traffic control, access points, and bicycle and pedestrian infrastructure needed to support future travel along Madison Street.

Additional Roadway Recommendations

Supplementing the recommended corridor studies of this MTP are additional recommendations to study the need for an I-90 interchange at Exit 408, to build out of the future collector network identified in the MSP, and roadway paving.

Future Interchange Study

SDDOT conducts a decennial study that analyzes the state's Interstate System, including the mainline and interchange facilities, to help guide investment in the system during the following decade. The [2020 Decennial Interstate Corridor Study](#) serves as the current decennial study for the SDDOT; this study identified a potential interchange sited at I-90 Exit 408 east of Brandon's city limits. The interchange concept identified in the study is a standard diamond interchange at the 484th Avenue overpass of I-90, and the maintenance of 484th Avenue in its

existing design as a two-lane road without turn lanes at the future stop-controlled ramp terminal intersections.

The decennial study found that forecasted growth is not likely to be significant enough to warrant construction of an interchange at this location. Despite these findings, the MTP recommends that traffic conditions and development be monitored in this area for consideration of a future interchange at the site shown in **Figure 49**.

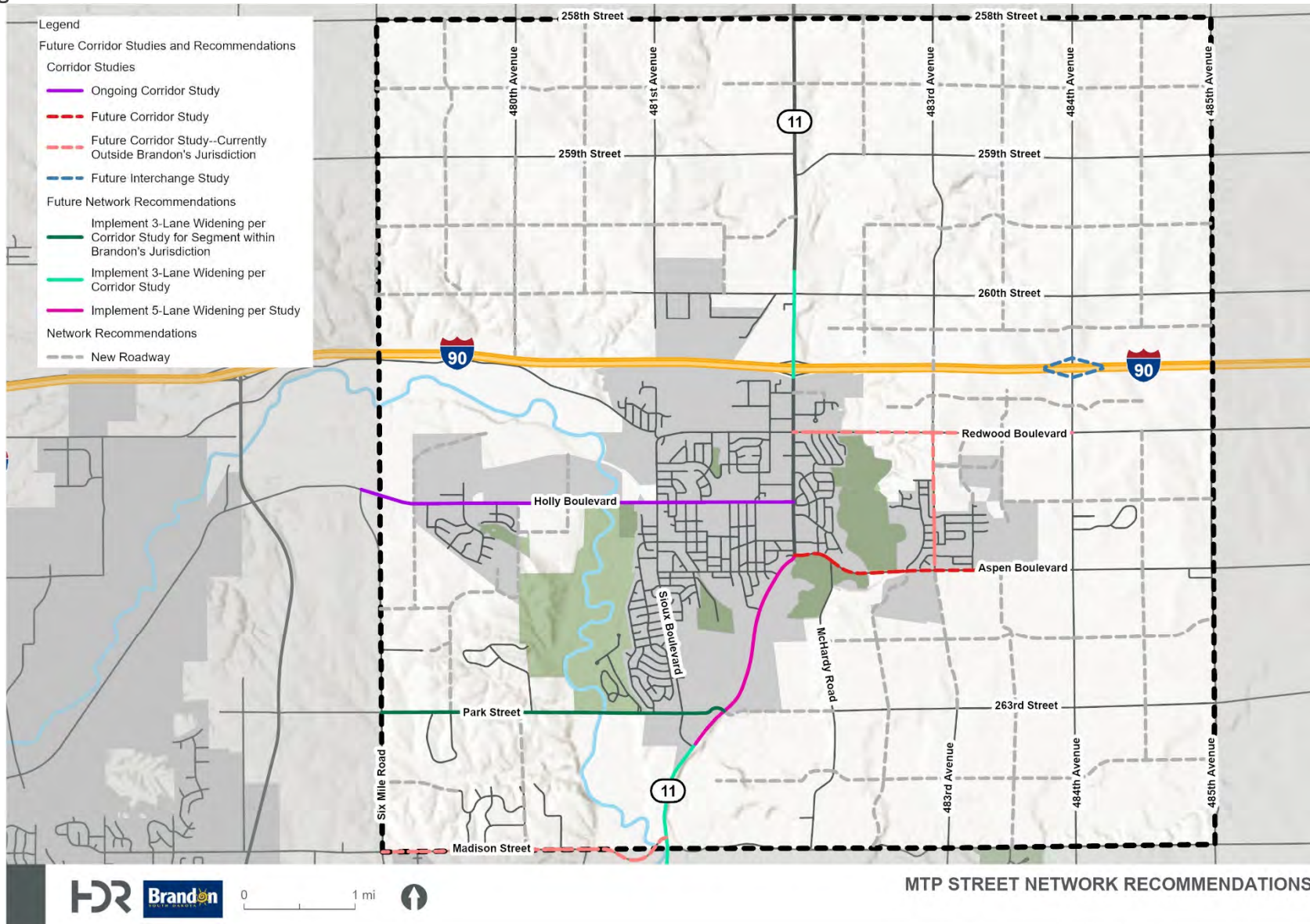
Collector Network

A build out of the future collector network, illustrated in **Figure 49** as the light gray dashed lines, is recommended on a location-specific basis as development occurs and growth pressure requires additions to the collector network to support future travel demand within the MTP Area. Given the household and employment growth shown in **Figure 40** and **Figure 41**, it can be expected that future build out of the collector network would occur in the southern and northwest parts of the MTP Area.

Pavement Management

Brandon has demonstrated success in preserving its pavement assets within the community through the management program described in the Pavement Management Standards section. As stated in the section, this MTP recommends the continuation of this program while monitoring funding programs and trends related to asset management. Public feedback received during MTP engagement activities stated the need for Brandon to continue preserving the physical condition of roadways and sidewalks; through the continuation of the current pavement management program, Brandon can maintain its transportation assets in a financially sustainable manner while providing residents and visitors with quality transportation infrastructure.

Figure 49: MTP Street Network Recommendations



BRANDON MASTER TRANSPORTATION PLAN

Future Bicycle and Pedestrian System

Bicycle and Pedestrian Recommendations

The proposed active transportation network concept was built from the 2022 *Brandon Bike and Pedestrian Plan*. That Plan set a vision to “provide a Healthy Community Design that provides opportunities for increased activity, greater public health, cleaner air, access to trails, increased ADA accessibility, increased economic development, and better multimodal transportation.” The Plan has six goals which include: connectivity, trails, safety, safe routes to school, accessibility, and equity. The Plan aims to address Brandon residents’ demand for better trails and sidewalks and respond to residents’ interest for improved active transportation options using Complete Streets.

Proposed Bicycle and Pedestrian Network

Bicycle and pedestrian improvements recommended as part of this MTP create an active transportation network that will be cohesive with the existing and proposed street network to improve multimodal connectivity. The recommendations for the bicycle and pedestrian network were grouped into the following facility types:

- Existing and Proposed Natural Surface Trails
- Existing and Proposed Shared Use Paths
- Proposed Shared Lane Markings
- Proposed Bike Lanes

The 2022 Brandon Bike and Pedestrian Plan contained recommendations to build a regional trail system, expand shared use paths, and add shared bike/walk lanes in the “Quick Build” area located in the 9th Avenue Industrial Park. The proposed active transportation network in this MTP, shown in **Figure 50**, started by using the proposed shared use path and trail data from

the 2022 Bicycle and Pedestrian Plan. Some of the recommendations in the 2022 Bicycle and Pedestrian Plan were adjusted for the updated active transportation network concept, and include the following:

- The Safe School Routes Map¹⁰ in the Bike and Pedestrian Plan included local roads which were identified as preferred walking routes to school. Since these would be lower volume and lower speed routes suitable for children walking to school, the updated active transportation network also identifies these routes as proposed on-street shared bicycle routes, which are indicated as proposed Shared Lane Markings in **Figure 50**.
- The proposed regional trails in the Bike and Pedestrian Plan¹¹ are identified as proposed Natural Surface Trails in the MTP.
- All future collector and arterials as shown in **Figure 50** from the MTP are also routes for future Shared Use Paths. These are expected to be built as the streets are constructed.
- Where proposed Natural Surface Trails and proposed Shared Use Paths overlapped or were in proximity, they were consolidated to only indicate proposed Shared Use Paths.

¹⁰ Brandon Bike and Pedestrian Plan

¹¹ Brandon Bike and Pedestrian Plan

Low Impact Design Concept Application

The Low Impact Design Concepts discussed in the **Active Transportation** chapter detailed solutions to two issue areas identified by City staff—Sylvan Circle and the industrial park area north Redwood Boulevard and west of SD 11/Splitrock Boulevard. This MTP recommends the consideration of these low impact design concepts to address the limited bicycle and pedestrian infrastructure in these locations through further study and consultation with residents and employers so that an understanding of the appropriate treatments that can provide safe facilities for bicycle and pedestrians is obtained. Prior to implementation of any of these concepts, neighborhood and stakeholder engagement and additional concept design are recommended. Figure 50 provides the locations of the two low impact design concept areas.

Complete Streets

To support the implementation of the proposed bicycle and pedestrian network shown in **Figure 50**, the adoption of a Complete Streets policy is recommended as part of this MTP. A Complete Streets Policy can help the community progress towards the vision and goals articulated in the Bicycle and Pedestrian Plan by specifying how Brandon will plan, design, and maintain streets in a manner that provides safety for users of all ages and abilities.

The adoption of a Complete Streets policy can formalize an approach for the City of Brandon to use in planning, designing, and building streets that are safe and efficient for all roadway users. Through the adoption of a policy, the community can institutionalize a process that sees the provision of adequate active transportation infrastructure is incorporated into the planning and design of transportation improvements. The outcomes of this formalized policy can result in streets that safer while striving to balance the needs of all users.

A draft Complete Streets policy compliant with the guidance provide by the National Complete Street Coalition is included in the Appendix.

ADA Transition Plan

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination against people who have disabilities. ADA applies to all agencies including the City of Brandon and includes providing appropriate accessibility within the public rights-of-way. This MTP recommends Brandon implement an ADA transition plan. In addition to providing notice about ADA requirements and providing a grievance procedure, the ADA transition plan itself would include the following elements for Brandon:

1. A List of Physical Barriers in the Department's Facilities that Limit Accessibility of Individuals with Disabilities (the Self-Evaluation),
2. A Detailed Description of the Methods to Remove these Barriers and Make the Facilities Accessible,
3. A Schedule for Taking the Necessary Steps,
4. The Name of the Official Responsible for Implementation,
5. A Schedule for Providing Curb Ramps
6. A Record of the Opportunity Given to the Disability Community and Other Interested Parties to Participate in the Development of the Plan.

Safety Action Plan

Safety has emerged as a key topic in transportation planning, as evidenced by Federal and state transportation agencies emphasizing safety through increased funding and performance requirements that focus on reducing crashes. One approach to planning safe multimodal transportation systems is through comprehensive Safety Action Plans, which provide transportation agencies with a unifying framework that leverages data analysis to identify critical safety needs and guides safety investments.

To support safety action planning, USDOT makes funding available to state and local transportation agencies for developing Safety Action Plans. A major funding opportunity is USDOT's Safe Streets and Roads for All (SS4A) discretionary grant program that provides funding for planning and demonstration. SS4A funding can be used to develop an action plan, conduct safety planning in support of an Action Plan, and to carry out demonstration activities that inform the development or updating of an Action Plan.¹²

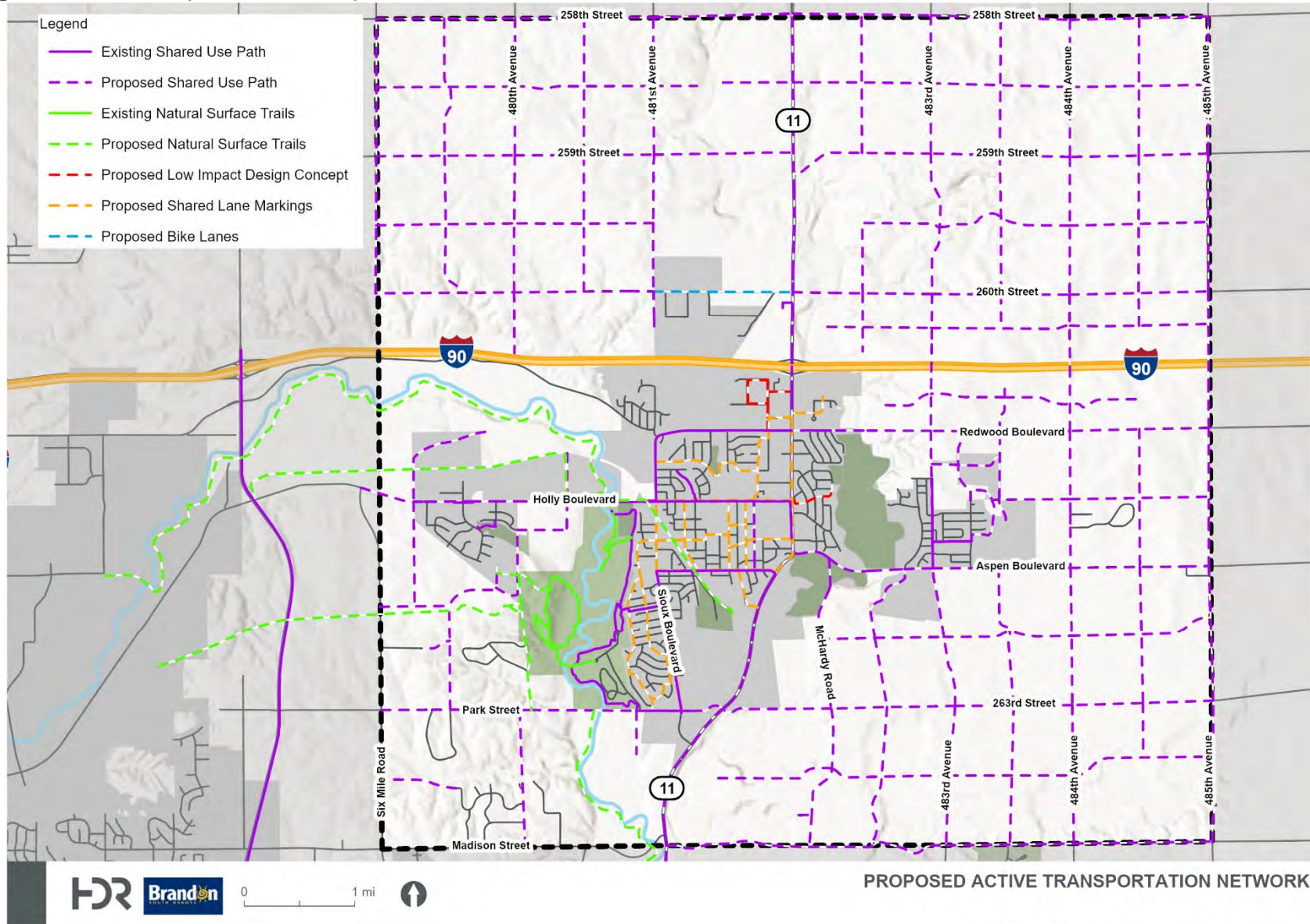
A recommendation of this MTP is for the City of Brandon to consider pursuing SS4A funding that can be used to develop a Safety Action Plan. While the City is able to pursue SS4A funds on its own, it is advised that Brandon collaborate with other communities in the Sioux Falls MPO region when applying for the grant funding to strengthen the application.

Active Street Design

The Active Street Design concepts discussed in the Standards Development chapter are intended to provide a template for future design opportunities should Brandon focus on infill development within the community. While it is not recommended for these concepts to be included in the Engineering Design Standards updates at this time, it is recommended that the City monitor development trends within the community and consider these design concepts for inclusion in future updates to the Engineering Design Standards should interest in infill development arise.

¹² USDOT, [Action Plan Requirements](#)

Figure 50: Brandon Proposed Active Transportation Network



BRANDON MASTER TRANSPORTATION PLAN

Future Transit System

Presently, Brandon Transit predominantly serves young school-age children, providing transportation between their homes or daycare centers and schools. According to the Brandon Public Transportation Plan, children make up the largest customer base, consistent with 32% of the local population being under the age of 18¹³. As Brandon's population continues to grow, this poses a significant challenge for Brandon Transit, as the demand for its services will inevitably increase beyond its current capacity. The existing prior-day service system operates solely within the city limits of Brandon and is disconnected from surrounding communities.

Current obstacles facing Brandon Transit include challenges meeting demand during peak times. Moreover, there is some demand to expand hours of operation to close gaps in service availability. To meet ridership demand and improve overall service, Brandon can consider expanding service models. One potential solution would be upgrading from service requests the prior-day to same-day service. This enhancement would guarantee transit service on the day of a requested trip, which allows for greater flexibility and convenience for passengers.

Expanding the hours of operation as well as days of operation would also meet the needs of a growing community. Additionally, establishing better connections between Brandon and neighboring areas such as Sioux Falls or Valley Springs would unlock new opportunities for residents such as improved access to regional transit and potential employment. Additional funding sources will be essential to supporting the necessary changes to sustain Brandon Transit in the long-term.

By addressing these challenges, Brandon can pave the way for a more efficient and accessible transit system and will foster growth and enhance the quality of life for all residents.

Table 34: Potential Transit Enhancements

Enhancement	Description
<i>Extended Days of Service</i>	Expand service to operate on Sundays and / or Saturdays
<i>Extended Hours</i>	Expand hours of service from 8:00 am – 3:45 pm to 7:30 am to 5:30 pm to accommodate work and school schedules
<i>Same-Day Service</i>	Guaranteed service when requests are made the same day as the trip
<i>Regional Connection</i>	Expand service to Sioux Falls SAM and Valley Springs

¹³ [Brandon Transit Plan](#)

LINCOLN COUNTY HIGHWAY 106

CORRIDOR STUDY



January 2024

TABLE OF CONTENTS

INTRODUCTION	6
Study Objectives	7
Study Process.....	7
Methods and Assumptions	7
Prior Studies.....	7
BASELINE CONDITIONS	8
Existing Road Conditions	8
Corridor Growth Areas	8
South Veterans Parkway.....	12
Traffic Volumes	13
Traffic Operations Analysis.....	16
Crash History Review	20
Railroad Grade Separation Warrant Review	25
Bicycle and Pedestrian Travel.....	27
PUBLIC OUTREACH SUMMARY	29
SUMMARY OF NEEDS.....	31
LAND USE PLAN	32
ACCESS PLAN	34
ALTERNATIVES INTRODUCTION.....	37
TYPICAL SECTION ALTERNATIVES	38
INTERSECTION ALTERNATIVES.....	41
CORRIDOR SEGMENT ALTERNATIVES	43
BUILD CONDITION ANALYSIS	45
Intersection Traffic Operations.....	45
Corridor Traffic Operations.....	49
Bicycle and Pedestrian Operations.....	52
2050 Sensitivity Scenario Traffic Operations.....	52
Intersection and Corridor Segment Safety Benefits.....	55
CONCEPTUAL COSTS.....	56
TALLGRASS AVENUE TO LOUISE AVENUE CONNECTION	57
Cliff Avenue to Southeastern Avenue Segment Concepts	59
UTILITY COORDINATION.....	60
ENVIRONMENTAL REVIEW	60
DRAINAGE CONSIDERATIONS	62
INTERSECTION ALTERNATIVES EVALUATION	64
RECOMMENDATION METHODOLOGY	68
Recommendation Framework.....	68
Recommendation Timelines.....	69
RECOMMENDATIONS.....	70
Typical Sections.....	70
Corridor Number of Lanes.....	70
Intersection Considerations.....	71
Louise Avenue Intersection	73
Western Avenue Intersection.....	73
Minnesota Avenue Intersection	74
Cliff Avenue Intersection	75
Southeastern Avenue Intersection.....	76

Sycamore Avenue Intersection	76
SD 11 Intersection.....	77
479 th and 480 th Avenue Intersections	77
¼-Mile Mid-Segment Intersections	77
Cliff Avenue to Southeastern Avenue Segment (Access Management and Railroad Grade Separation) ...	78
Bicycle and Pedestrian	78
Jurisdictional Transfer.....	78
Tallgrass Avenue to Louise Avenue Connection	79
Short-Term and Mid-Term Recommendations Summary	79
Long-Term Recommendations Summary	79
Near-Term Recommendations Summary.....	120
APPENDIX	121

APPENDIX

A. METHODS AND ASSUMPTIONS DOCUMENT	A
B. TRAFFIC FORECASTS MEMO	B
C. EXISTING AND FUTURE NO BUILD CONDITION INTERSECTION TRAFFIC OPERATIONS ANALYSIS MEMO	C
D. CRASH HISTORY REVIEW MEMO	D
E. GRADE SEPARATION WARRANT REVIEW MEMO	E
F. PUBLIC OPEN HOUSE #1 AND PUBLIC OPEN HOUSE #2 SUMMARY MEMOS	F
G. LINCOLN COUNTY HIGHWAY 106 LAND USE AND ACCESS PLAN MEMO	G
H. RURAL AND URBAN TYPICAL SECTIONS.....	H
I. INTERSECTION ALTERNATIVES.....	I
J. CORRIDOR SEGMENT ALTERNATIVES	J
K. BUILD CONDITION TRAFFIC OPERATIONS ANALYSIS MEMO	K
L. CONCEPTUAL COSTS.....	L
M. UTILITY COORDINATION MEMO	M
N. ENVIRONMENTAL TECHNICAL MEMO	N

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FIGURES

Figure 1: Study Area	6
Figure 2: LC Hwy 106 Existing Roadway Conditions	9
Figure 3: City of Sioux Falls Growth Management Plan Development Areas.....	10
Figure 4: Harrisburg Comprehensive Plan Future Land Use	11
Figure 5: South Veterans Parkway Alignment and Construction Schedule	12
Figure 6: Daily Traffic Volumes (Existing, 2028, and 2050)	15
Figure 7: LOS Descriptions.....	16
Figure 8: No Build Condition Intersection Needs Timeline	19
Figure 9: LC Hwy 106 Crash Density (2017-2021).....	21
Figure 10: Railroad Crossing Sight Distance Constraints (Between Cliff Ave and Southeastern Ave).....	26
Figure 11: City of Sioux Falls Bicycle Plan Recommendations (2032)	27
Figure 12: City of Harrisburg Master Transportation Plan Proposed Bicycle and Pedestrian Network.....	28
Figure 13: Issues and Needs Survey Results	30
Figure 14: LC Hwy 106 Land Use Plan.....	33
Figure 15: LC Hwy 106 Intersection Access Plan.....	35
Figure 16: Rural 3-Lane Typical Section.....	39
Figure 17: Urban 3-Lane Typical Section	39
Figure 18: Urban 5-Lane Typical Section	40
Figure 19: Urban 4-Lane Divided Typical Section.....	40
Figure 20: 2050 Sensitivity Scenario Daily Traffic Volumes.....	54
Figure 21: Range of Potential Tallgrass Avenue to Louise Avenue Alignments and 2050 Planning Horizon Daily Volumes	58
Figure 22: Railroad Grade Separation Conceptual Footprint.....	59
Figure 23: Aquatic Resources.....	61
Figure 24: Spatial Relationship between Recommendation Timeframe and City of Sioux Falls Growth Tiers	69
Figure 25: LC Hwy 106 Corridor Number of Lanes Recommendations.....	72
Figure 26: Short-Term Recommendations Overview	80
Figure 27: Mid-Term Recommendations Overview.....	81
Figure 28: Short-Term and Mid-Term Recommendation Layouts	82
Figure 29: Long-Term Recommendations Overview	101
Figure 30: Long-Term Recommendation Layouts.....	102

TABLES

Table 1: Level of Service Measures	17
Table 2: Minimum Allowable Level of Service by Facility	17
Table 3: Intersection Level of Service – No Build Condition AM Peak Hour	18
Table 4: LC Hwy 106 Intersection Operations – No Build Condition PM Peak Hour	18
Table 5: Intersection Crash Rates (2017 – 2021)	22
Table 6: Segment Crash Rates (2017 – 2021)	22
Table 7: Intersection Crash Rates (2017 – 2021)	23
Table 8: Segment Crash Rates (2017 – 2021)	24
Table 9: Intersection Alternative Matrix.....	42
Table 10: Corridor Segment Alternative Matrix	44
Table 11: Cliff Avenue to Southeastern Avenue Access Options	44
Table 12: Intersection Level of Service – 2028 AM Peak Hour	46
Table 13: Intersection Level of Service – 2028 PM Peak Hour	46
Table 14: Intersection Level of Service – 2040 AM Peak Hour	47
Table 15: Intersection Level of Service – 2040 PM Peak Hour	47
Table 16: Intersection Level of Service – 2050 AM Peak Hour	48
Table 17: Intersection Level of Service – 2050 PM Peak Hour	48
Table 18: LC Hwy 106 Travel Time and LOS – AM Eastbound (2050 Build).....	50
Table 19: LC Hwy 106 Travel Time and LOS – AM Westbound (2050 Build).....	50
Table 20: LC Hwy 106 Travel Time and LOS – PM Eastbound (2050 Build)	51
Table 21: LC Hwy 106 Travel Time and LOS – PM Westbound (2050 Build).....	51
Table 22: Intersection Level of Service – 2050 Sensitivity Scenario	53
Table 23: Potential Crash Reduction Comparison – Intersection Improvements	55
Table 24: LC Hwy 106 Intersection Conceptual Costs	56
Table 25: LC Hwy 106 Corridor Segment Conceptual Costs	56
Table 26: Responding Utilities Located in the LC Hwy 106 Corridor	60
Table 27: Intersection Alternatives Evaluation Description.....	64
Table 28: Alternatives Evaluation – Louise Avenue Intersection.....	65
Table 29: Alternatives Evaluation – Western Avenue Intersection	65
Table 30: Alternatives Evaluation – Minnesota Avenue Intersection.....	65
Table 31: Alternatives Evaluation – Cliff Avenue Intersection	66
Table 32: Alternatives Evaluation – Southeastern Avenue Intersection	66
Table 33: Alternatives Evaluation – Sycamore Avenue Intersection.....	66
Table 34: Alternatives Evaluation – SD 11 Intersection.....	67
Table 35: Alternatives Evaluation – 479 th Avenue Intersection	67
Table 36: Alternatives Evaluation – 480 th Avenue Intersection	67
Table 37: Recommendation Timeline and City of Sioux Falls Growth Tiers.....	69

INTRODUCTION

Lincoln County Highway 106/271st Street (LC Hwy 106) is the growth boundary between the City of Sioux Falls and City of Harrisburg east of Interstate 29 (I-29), and currently under the jurisdiction of Lincoln County. With rapid growth of both communities and the start of construction of the southern segment of Veterans Parkway, the South Eastern Council of Governments (SECOG) initiated a study in 2023 to develop a long-range plan for the corridor.

The LC Hwy 106 study limits are shown in **Figure I**, which extends approximately nine miles from the Tallgrass Avenue intersection to the 480th Avenue intersection.

A Study Advisory Team (SAT) was organized to provide guidance and feedback at key milestones and included representatives from:

- SECOG/Sioux Falls Metropolitan Planning Organization (MPO)
- Lincoln County
- City of Harrisburg
- City of Sioux Falls
- South Dakota Department of Transportation (SDDOT)

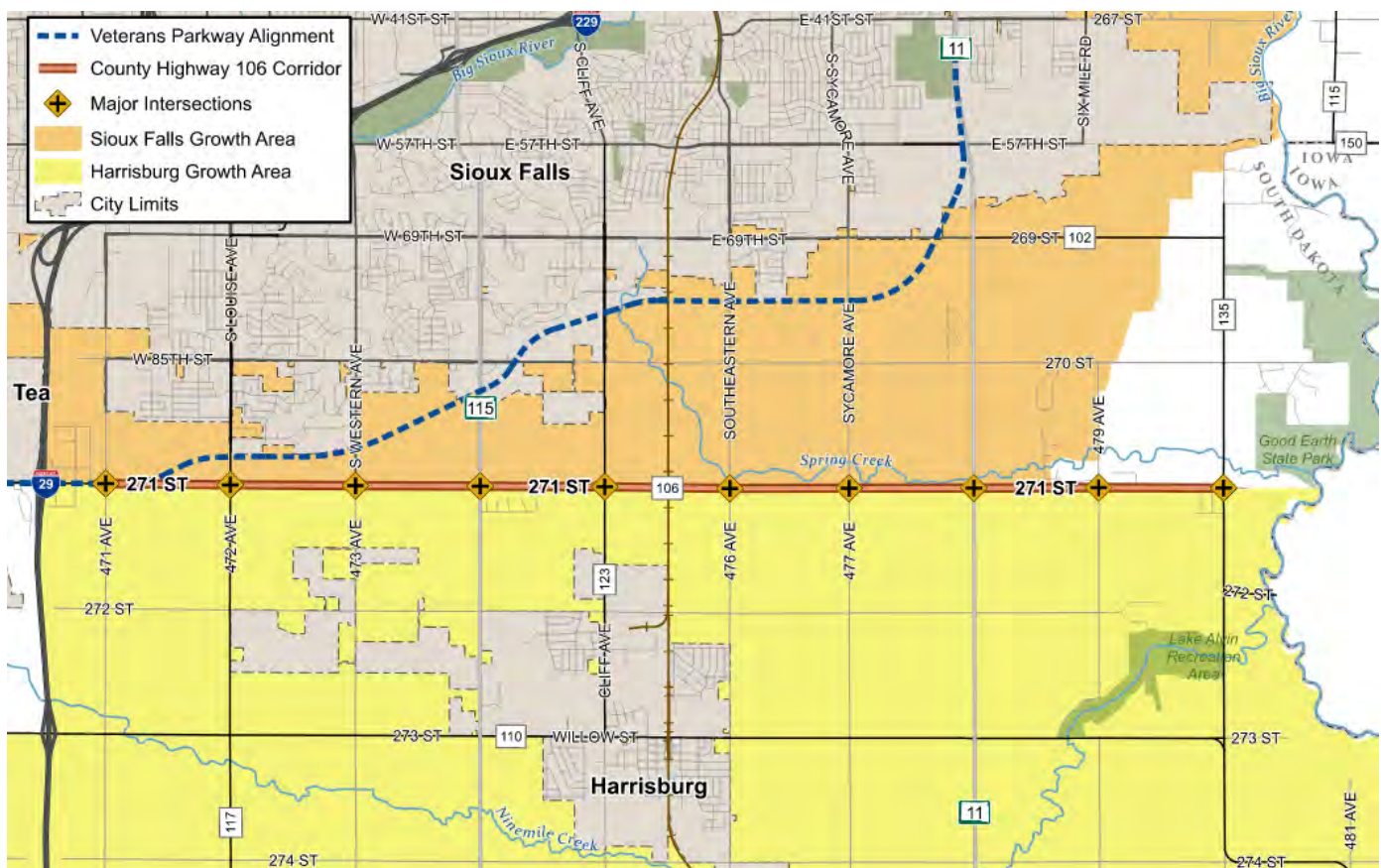


Figure I: Study Area

Study Objectives

Lincoln County Highway 106 Corridor Study objectives include:

1. Determine potential intersection configurations for all arterial section line intersections.
2. Determine the need for additional through, turning, and/or passing lanes.
3. Develop a corridor land use and access management plan.
4. Create a high-level environmental review technical memorandum of known environmental issues.
5. Develop a long-range plan to help guide partnering agencies in implementation of recommended improvements.

Study Process

The study used a four-step process to develop long-range planning recommendations for the corridor:

1. Identify transportation issues and needs
2. Develop alternatives
3. Evaluate and refine alternatives
4. Develop recommendations

Study Advisory Team, public, and stakeholder involvement were instrumental throughout the process, which included six Study Advisory Team meetings, a land use planning meeting, and two sets of public open houses and virtual stakeholder meetings.

Methods and Assumptions

A *Methods and Assumptions* document was prepared at the onset of the study to serve as a historical record of analysis methodology. The final version is provided in **Appendix A**.

Prior Studies

The following planning documents were referenced to support this study:

- *Northern Lincoln County Corridors (SD 11 and SD 115) Study*
- *2045 Go Sioux Falls Long Range Transportation Plan (LRTP)*
- *Veterans Parkway Traffic Design Memo*
- *Lincoln County and Harrisburg Master Transportation Plans*
- *City of Harrisburg Master Transportation Plan*
- *2019 City of Harrisburg Comprehensive Plan*
- *Shape Sioux Falls 2040 – Comprehensive Plan*
- *Area bicycle and pedestrian plans*
- *Area traffic impact studies*

BASELINE CONDITIONS

Existing Road Conditions

A summary of existing roadway segment and intersection information is shown in **Figure 2**. While LC Hwy 106 maintains a 2-lane cross-section throughout the study corridor, several features vary such as posted speed, intersection configuration, and intersection traffic control. There is an at-grade railroad crossing at the ½-mile point between Cliff Avenue and Southeastern Avenue. The corridor crosses two state highways, SD115 (Minnesota Avenue) and SD11.

Corridor Growth Areas

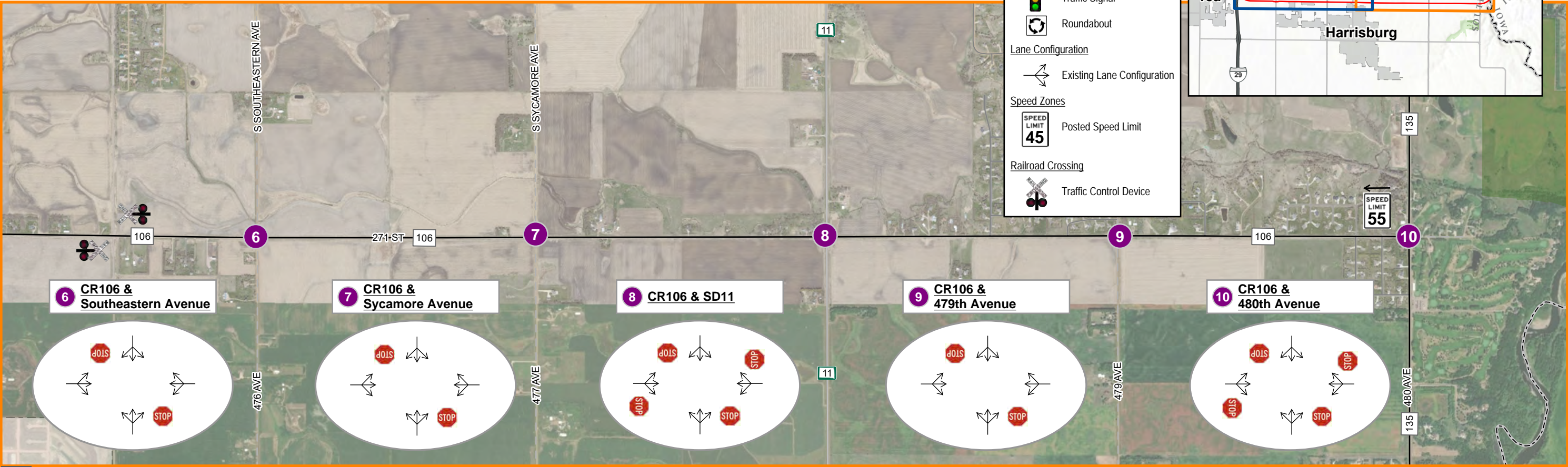
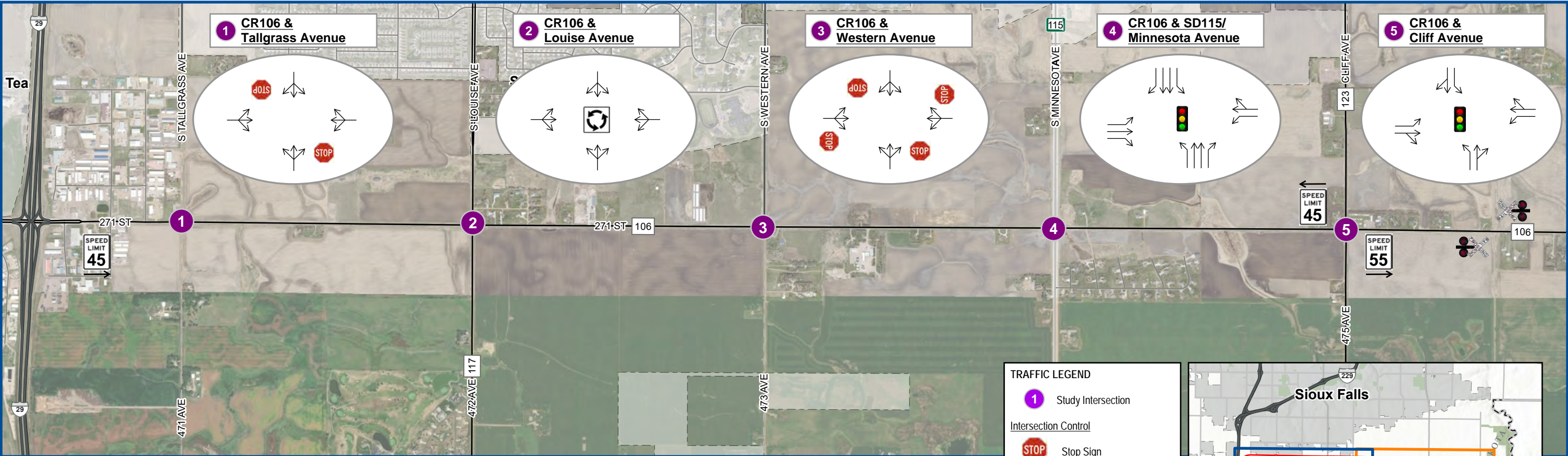
The LC Hwy 106 corridor is the growth boundary for City of Harrisburg (south of LC Hwy 106) and City of Sioux Falls (north of LC Hwy 106). Growth planning by both communities provides valuable context on when and where development is expected to occur, which translates to planning-level timelines of when transportation network improvements may be required.

On the north side of LC Hwy 106, the City of Sioux Falls Growth Management Plan identifies areas of development and approximate timelines based on serviceability of utilities. The March 8, 2023, version, shown in **Figure 3**, categorizes developable areas into three tiers:

- Tier 1: City services available within the five-year CIP period
- Tier 2: City services are projected to be available for the development within 6 to 15 years
- Tier 3: City services are projected to be available for development within 16 to 25 years

In general, the Harrisburg growth area south of LC Hwy 106 follows a similar projection. Areas west of Cliff Avenue are anticipated to develop first (aligning with City of Sioux Falls Tier 1 and Tier 2 growth areas). An overview of the City of Harrisburg future land use is shown in **Figure 4**. City of Harrisburg growth planning also includes industrial and commercial development along the SD11 corridor.

The Sioux Falls MPO travel demand model (TDM) accounts for anticipated growth throughout the MPO area and was updated with local agency growth planning as part of the *2045 Go Sioux Falls LRTP*. Within this study's 25-year planning horizon, most development is expected to occur west of Southeastern Avenue with development beginning to intensify east of Southeastern Avenue in the latter years of the planning horizon.



TRAFFIC LEGEND

Study Intersection

Intersection Control

- Stop Sign
- Traffic Signal
- Roundabout

Lane Configuration

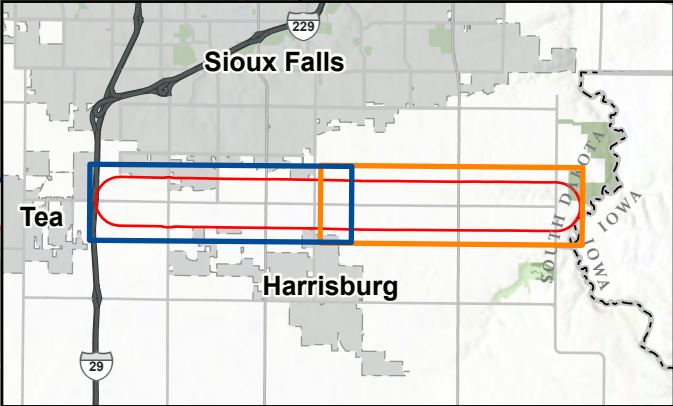
- Existing Lane Configuration

Speed Zones

- Posted Speed Limit

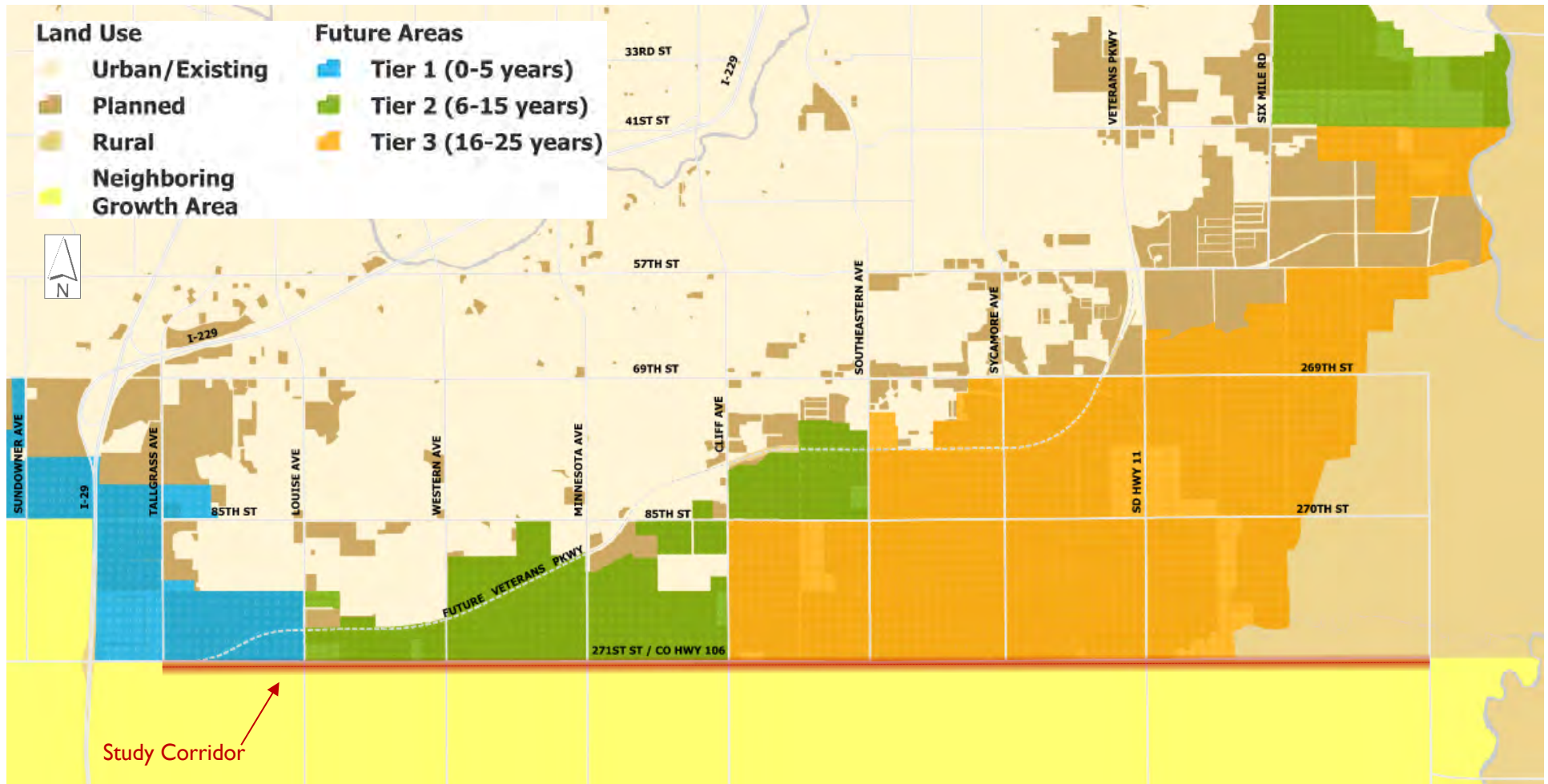
Railroad Crossing

- Traffic Control Device



LC HWY 106 EXISTING ROADWAY CONDITIONS

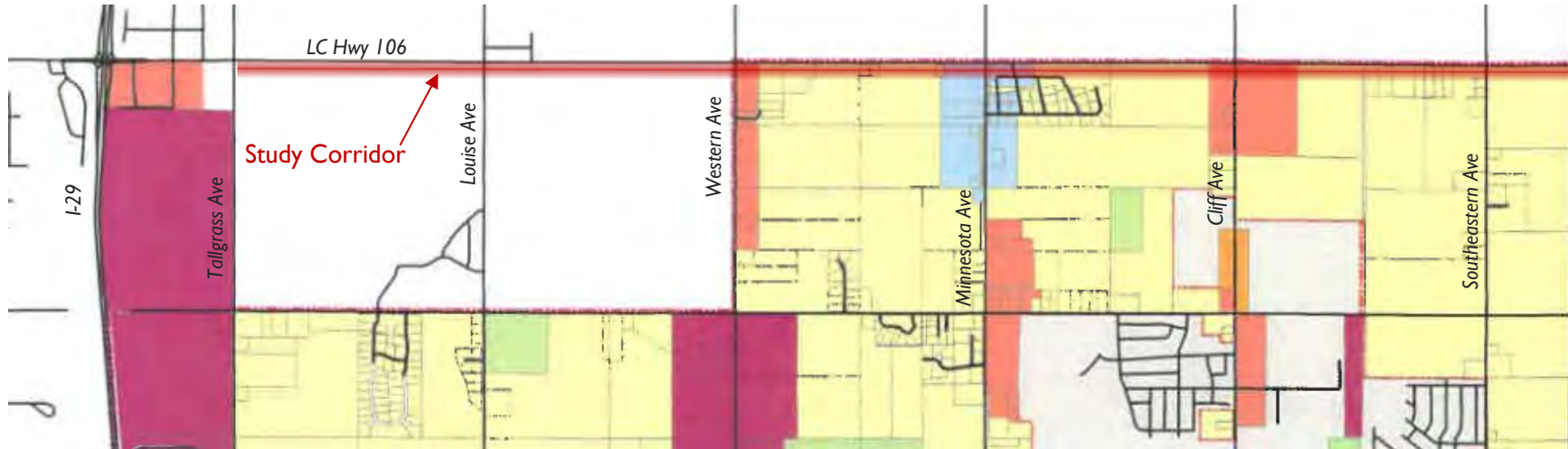
FIGURE 2



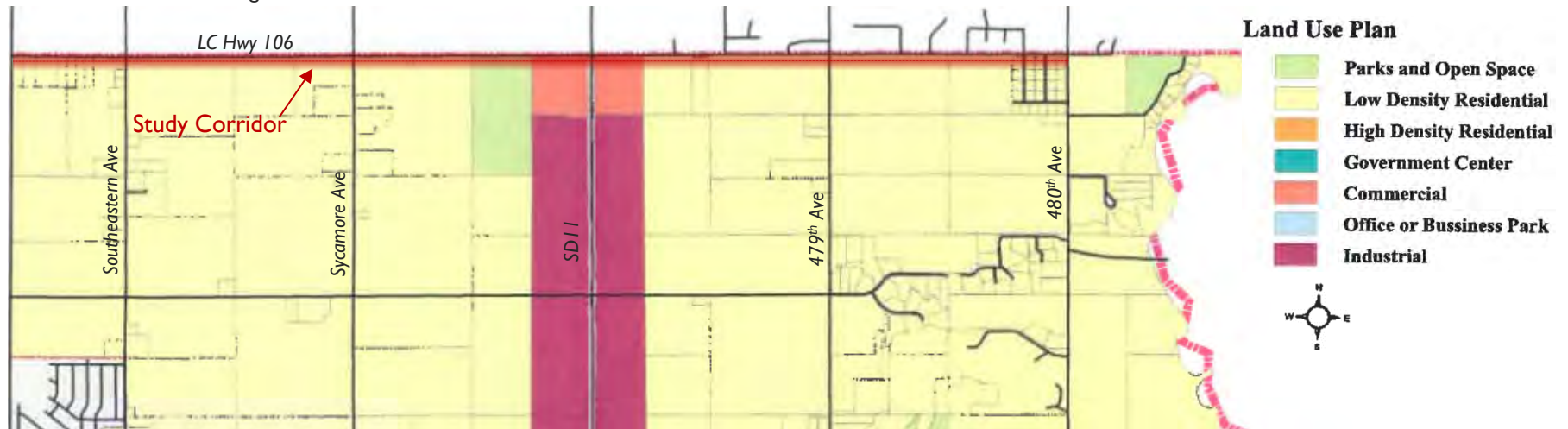
Source: Adapted from City of Sioux Falls (March 8, 2023)

Figure 3: City of Sioux Falls Growth Management Plan Development Areas

I-29 to Southeastern Avenue:



Southeastern Avenue to Big Sioux River:



Source: Adapted from 2019 City of Harrisburg Comprehensive Plan

Figure 4: Harrisburg Comprehensive Plan Future Land Use

South Veterans Parkway

When complete, Veterans Parkway will be a 17-mile access-controlled regional arterial corridor within the eastern and southern edges of the Sioux Falls growth area. Veterans Parkway corridor termini include interchanges at I-29 (west) and I-90 (north), though local roadways continue beyond those interchanges. The North Veterans Parkway segment from 57th Street northward to I-90 is mostly complete. Construction of South Veterans Parkway started in 2023 with Segment I, shown in **Figure 5**, with anticipated completion of all four phases in 2027.

Veterans Parkway will tie into the I-29 Exit 73 interchange and Gateway Boulevard corridor on the west end. Heading east from the I-29 Exit 73 interchange, Veterans Parkway will be constructed on the existing LC Hwy 106 alignment until approximately ½-mile east of Tallgrass Avenue where the corridor begins more of a northeastern trajectory on new alignment to 57th Street. Following completion of Veterans Parkway, LC Hwy 106 will no longer have a direct connection with the I-29 Exit 73 interchange and a cul-de-sac will be constructed west of the Louise Avenue intersection. The new limits of LC Hwy 106 east of I-29 will be between Louise Avenue and 480th Avenue.

It is anticipated that Veterans Parkway will become the primary high-capacity, high speed regional route through this area. With LC Hwy 106 no longer having a direct connection with the I-29 Exit 73 interchange, a considerable amount of traffic is anticipated to shift from LC Hwy 106 to the new Veterans Parkway corridor.



Figure 5: South Veterans Parkway Alignment and Construction Schedule

Traffic Volumes

See *Traffic Forecasts Memo* in **Appendix B** for additional information.

2022 Existing Volumes

Existing condition traffic volumes are based on daily and peak hour traffic counts collected in July 2022. Other counts collected through City of Sioux Falls, Lincoln County, and SDDOT count programs were also reviewed.

Traffic Forecasts

Future-year traffic forecasts were developed to help assess future-year capacity and operational needs throughout the study area due to anticipated development, growth in traffic demand, and/or changes in traffic patterns. For this study, forecast years include:

- 2028: First Possible Year of LC Hwy 106 Project Completion
 - Reflects completion of Veterans Parkway
- 2040: Interim Year
- 2050: Planning Horizon

Traffic forecasts were developed using the Sioux Falls MPO travel demand model (TDM) and *NCHRP 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* methodology. All forecasts assume the completion of Veterans Parkway between I-29 and 57th Street and the I-29 & 85th Street interchange projects. Mid-segment intersections, between each north/south arterial intersection, were introduced in the 2028, 2040, and 2050 conditions to incorporate future development-generated traffic volumes on the corridor.

Upon opening of Veterans Parkway between I-29 and 57th Street, it is expected that a considerable amount of LC Hwy 106 east/west traffic will shift to Veterans Parkway and result in an immediate drop in corridor traffic volumes. A special 2018 base year TDM scenario was developed to help estimate this immediate shift in traffic and served as the base condition for LC Hwy 106 segment volumes in all future-year conditions.

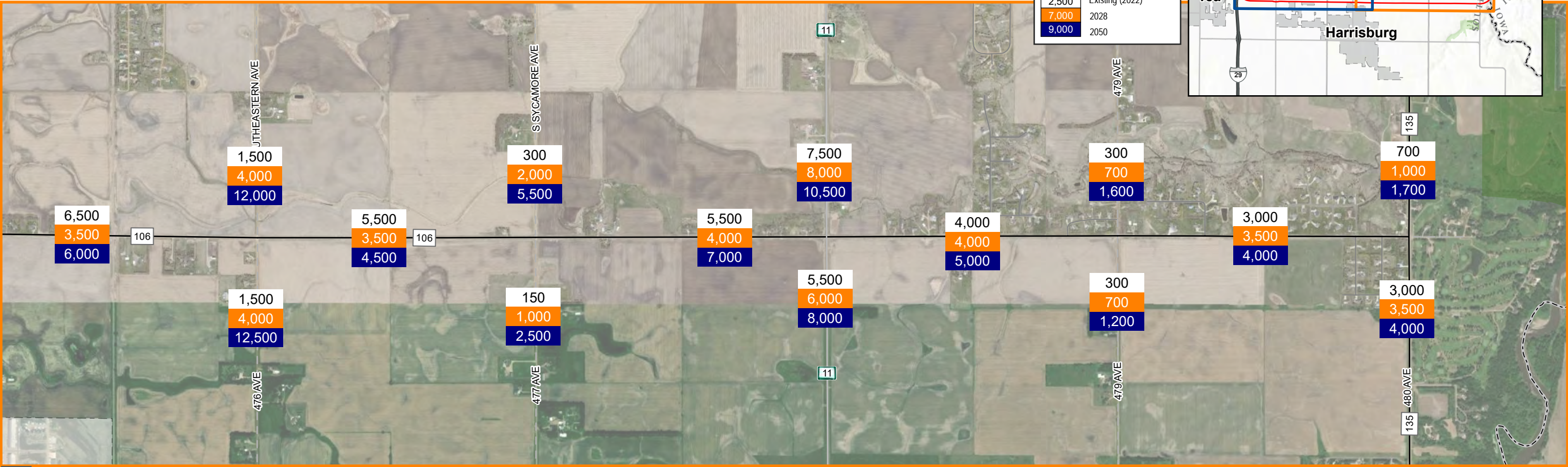
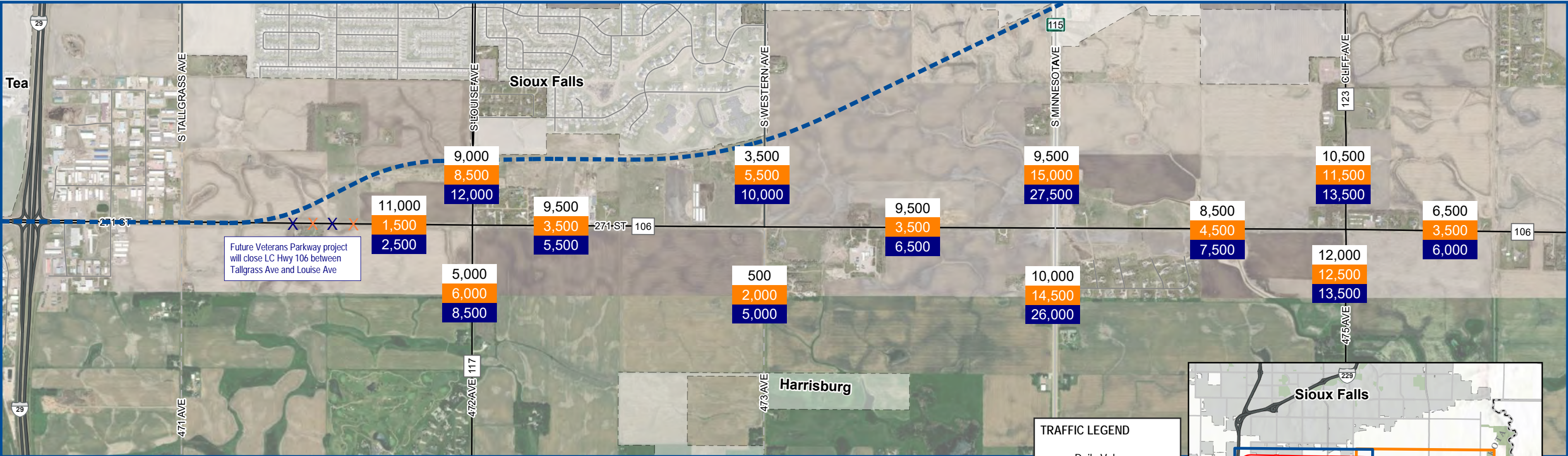
A comparison of 2022 existing condition, 2028, and 2050 Planning Horizon daily traffic volumes is shown in **Figure 6**. Daily and peak hour volumes for all traffic scenarios are provided in the *Traffic Forecasts Memo* in **Appendix B**.

Findings

Key findings in the forecast development process include:

- LC Hwy 106 corridor east/west traffic is expected to decrease considerably with the opening of Veterans Parkway due to:
 - Reduced demand of regional traffic
 - Veterans Parkway will provide the high-speed, high-capacity east/west route in northern Lincoln County, with direct connectivity between I-29, existing Veterans Parkway, and all intersecting north/south arterial roadways

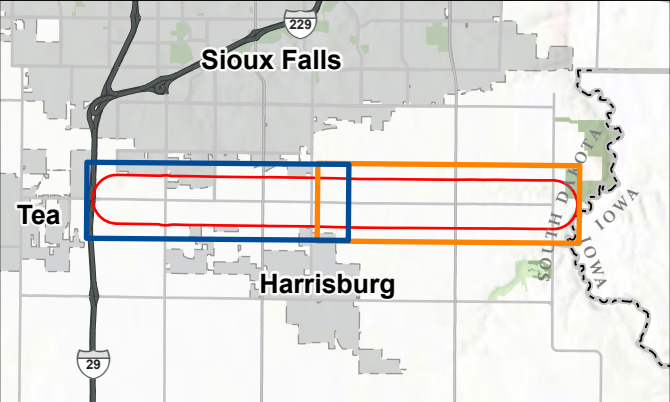
- Limited existing development along the LC Hwy 106 corridor results in few locally generated trips
- Veterans Parkway has considerably less impact on future north/south arterial corridor volumes through LC Hwy 106 intersections, though turning-movement volumes are expected to change
 - North/south arterial routes will continue to facilitate connectivity between Sioux Falls and Harrisburg areas
 - Following completion of Veterans Parkway, turning traffic to/from LC Hwy 106 will drop significantly and intersection flows will predominantly feature north/south traffic
 - Turning traffic volumes will increase with future development along the LC Hwy 106 corridor
- Once Veterans Parkway is complete, the Sioux Falls MPO TDM shows limited desirability for east/west regional travel on LC Hwy 106 unless traffic is generated along the corridor
 - Exceptions include cut-through type routes:
 - I-29 traffic originating from/destined to areas south of LC Hwy 106 may use the corridor to travel to Louise Avenue to access Veterans Parkway
 - SD11 traffic accessing Veterans Parkway (to the west) may use LC Hwy 106 (via Southeastern or Sycamore Avenue) instead of traveling north to 69th Street
 - Development traffic traveling between SD11 and Sycamore Avenue area
- Development is limited east of Cliff Avenue in the Sioux Falls MPO TDM, which contributes to low east/west volumes, due to:
 - Sioux Falls Tier 3 growth area and serviceability with utilities
 - Spring Creek constrains development along north side of the corridor from Southeastern Avenue to SD11



TRAFFIC LEGEND

Daily Volumes

2,500	Existing (2022)
7,000	2028
9,000	2050



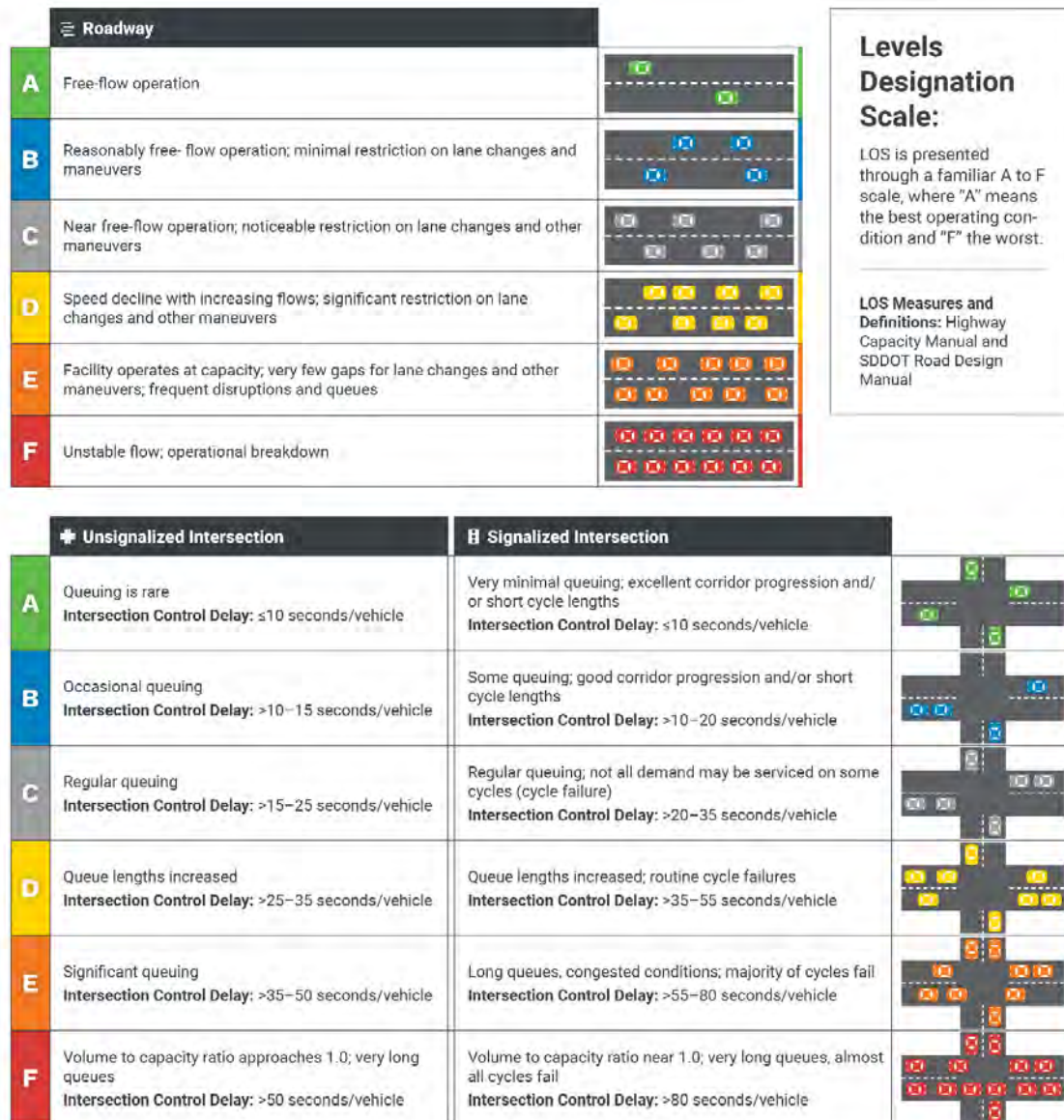
DAILY TRAFFIC VOLUMES (EXISTING, 2028, AND 2050)

FIGURE 6

Traffic Operations Analysis

See Existing and Future No Build Condition Intersection Traffic Operations Analysis Memo in **Appendix C** for additional information.

Intersection and roadway operational performance is evaluated through a focus on of quality of service, which describes how well a transportation facility operates from a traveler's perspective considering travel speeds and intersection delay. Quality of service is typically reported as a Level of Service (LOS), which is presented by a letter grade ranging from LOS A (free-flowing conditions) to LOS F (stopped / heavily delayed traffic). A description of LOS measures for intersections and roadway segments pertinent to this study are provided in **Figure 7**.



Note: Unsignalized intersection control delay shown in figure for overall (or weighted) intersection delay. Two-way stop-control delay (TWSC) is measured from the worst-case stop-controlled approach with the same average delay (seconds/vehicle) thresholds.

Figure 7: LOS Descriptions

Intersection and roadway segment peak hour LOS was calculated using Highway Capacity Software 2023 Release (HCS2023) and methodology described in the *Highway Capacity Manual (HCM) 7th Edition*. Guidelines for use of HCS2023 in this study are documented in the *Methods & Assumptions* document. Applicable LOS measures and minimum allowable LOS by facility type are summarized in **Table 1** and **Table 2**, respectively.

Table 1: Level of Service Measures

Roadway Feature	LOS Measure	Supporting Measures
Intersections	Total (overall) intersection delay	95th percentile queues Individual movement delay TWSC intersections: worst-case stop-control delay
Urban Street Segment / Facility	Travel speed	Travel time

TWSC: two-way stop-control

Table 2: Minimum Allowable Level of Service by Facility

Roadway Feature	Minimum Allowable LOS	Notes
Signalized Intersections	LOS C	Individual movements allowed to operate at LOS D Individual movements not allowed with a v/c ratio > 1.0 Queue storage ratios not allowed to exceed 1.0
Unsignalized Intersections	LOS C	TWSC, AWSC, and roundabouts LOS based on weighted average intersection delay Worst-case stop-controlled (WCSC) approach delay and LOS may be lower than the minimum allowable LOS
Urban Street Segment / Facility	-	Measure for comparison of alternatives LOS C desired

TWSC: two-way stop-control; AWSC: all-way stop-control

Existing and Future No Build Condition Analysis

Existing and future No Build condition traffic analyses were conducted to aid in the identification of short-term and long-range operational needs at study intersections. Level of Service results are summarized in the following tables:

- **Table 3:** No Build Condition AM Peak Hour
- **Table 4:** No Build Condition AM Peak Hour

Locations that do not meet minimum allowable LOS thresholds for this study are noted in **Bold Orange** text. Additional analysis information, including output reports, is included in the *Existing and Future No Build Condition Intersection Traffic Operations Analysis Technical Memo* in **Appendix C**.

Table 3: Intersection Level of Service – No Build Condition AM Peak Hour

Analysis Year	Tallgrass Ave	Louise Ave	Western Ave	Minnesota Ave (SD115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD11	479 th Ave	480 th Ave
<i>Intersection Control</i>	TWSC	R	AWSC	S	S	TWSC	TWSC	AWSC	TWSC	AWSC
Existing (2022)	A	A	C	C	C	A	A	B	A	A
2028 No Build	-	A	A	C	C	B	A	B	A	A
2040 No Build	-	A	B	C	C	F	A	D	A	A
2050 No Build	-	A	C	D	D	F	C	F	A	A

TWSC: two-way stop-control; AWSC: all-way stop-control; S: traffic signa; R: roundabout

Locations not meeting minimum allowable LOS noted in **Bold Orange**

Table 4: LC Hwy 106 Intersection Operations – No Build Condition PM Peak Hour

Analysis Year	Tallgrass Ave	Louise Ave	Western Ave	Minnesota Ave (SD115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD11	479 th Ave	480 th Ave
<i>Intersection Control</i>	TWSC	R	AWSC	S	S	TWSC	TWSC	AWSC	TWSC	AWSC
Existing (2022)	A	C	E	C	D	A	A	D	A	A
2028 No Build	-	A	B	C	C	B	A	C	A	A
2040 No Build	-	A	C	C	C	F	A	F	A	A
2050 No Build	-	A	F	D	D	F	C	F	A	A

TWSC: two-way stop-control; AWSC: all-way stop-control; S: traffic signa; R: roundabout

Locations not meeting minimum allowable LOS noted in **Bold Orange**

Findings

Based on Existing and No Build condition findings in **Table 3** and **Table 4**, a planning-level timeline of intersection improvement needs is shown in **Figure 8**. This timeline reflects the approximate time for when intersection operations exceed the study's minimum allowable LOS. In several instances, the decrease in east/west volumes associated with the opening of Veterans Parkway addressed existing condition operational needs.

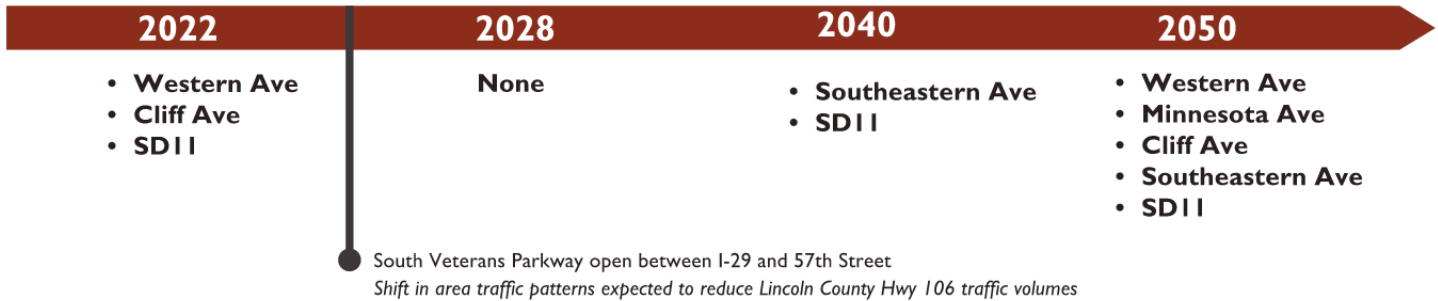


Figure 8: No Build Condition Intersection Needs Timeline

While the LC Hwy 106 & Minnesota Avenue intersection did not show an operational need from an overall intersection LOS perspective, the analysis did replicate the long westbound queues motorists currently experience during peak hours. This leads to undesirable delay for westbound LC Hwy 106 traffic and a consideration with future spot-improvements.

Other key corridor-wide Existing and No Build condition findings include:

- Sharp decrease in east/west volumes are expected with the opening of Veterans Parkway
 - Veterans Parkway will provide the direct connection to I-29 Exit 73 and facilitate the high-capacity, high-speed east/west travel in northern Lincoln County
 - Expected shift in east/west traffic from LC Hwy 106 to Veterans Parkway anticipated to mitigate existing intersection operational needs along the corridor
- Continued growth on north/south arterials for vehicles traveling between Harrisburg and Sioux Falls is an important consideration with future condition intersection operations
- East/west corridor volumes will increase with development surrounding the corridor
 - Pace and density of this development will be an important consideration when identifying the timeline and extent of future LC Hwy 106 improvements

Crash History Review

See *Crash History Review Memo* in **Appendix D** for additional information.

Crash history along the LC Hwy 106 corridor was reviewed for years 2017 through 2021. Data for reported crashes in the statewide crash database were provided by SDDOT. The density of reported crashes throughout the study corridor is shown in **Figure 9**.

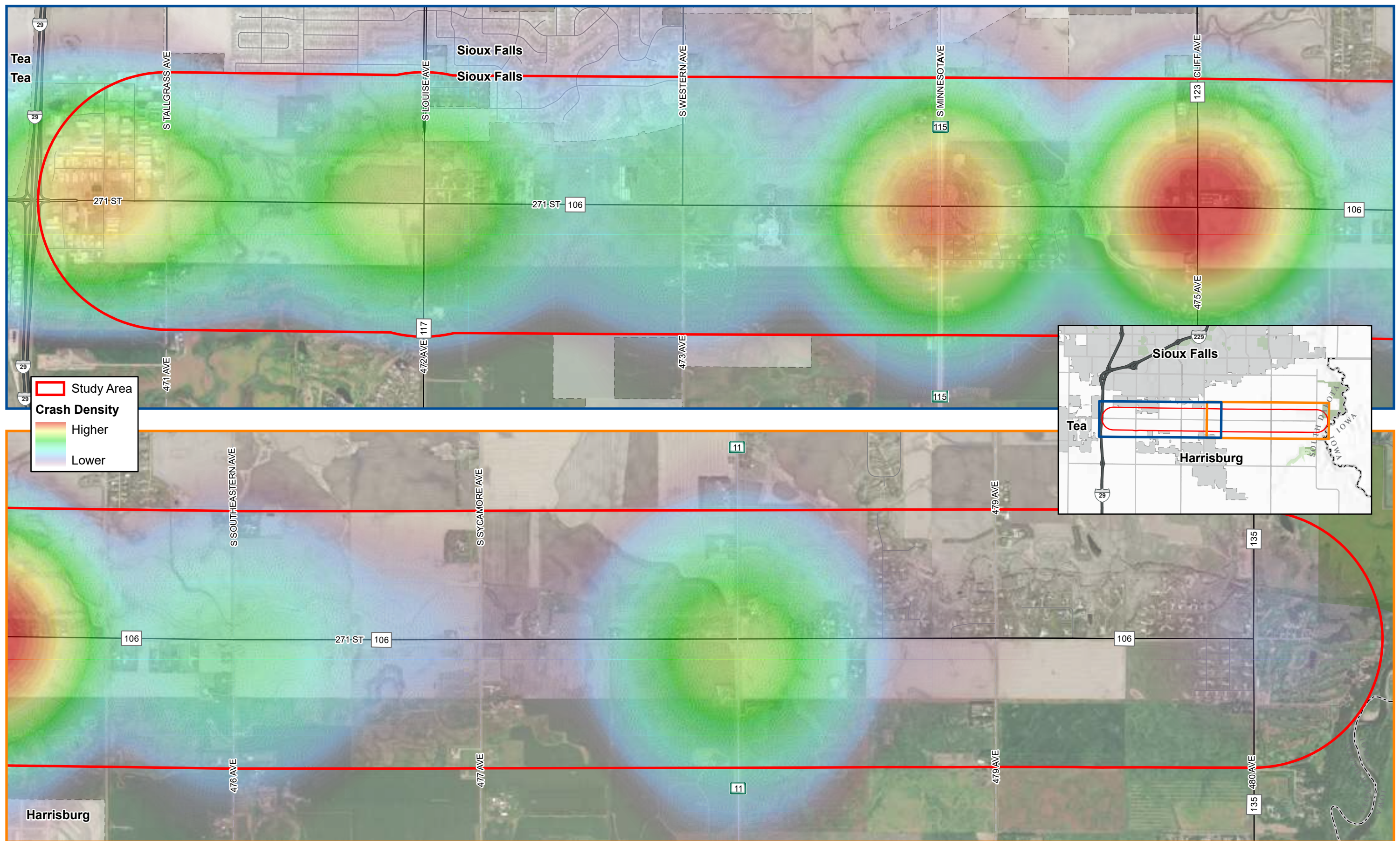
Crashes were categorized as intersection and corridor crashes based on location and reviewed for elevated crash rates and trends. Crash rates were calculated in terms of crashes per million entering vehicles (crashes/MEV) for intersections and crashes per million vehicle miles traveled (crashes/MVMT) for segments. Critical crash rates were calculated based on the statistical populations for each crash location (intersection or segment) using methods presented in the *Highway Safety Manual* (American Association of State Highway and Transportation Officials (AASHTO), 2010). A critical crash rate accounts for a desired level of confidence (95 percent used in this study), vehicle exposure, and similar facility types.

Summaries of intersection and segment crash rates are shown in **Table 5** and **Table 6**. Locations with an elevated crash rate when compared to the critical rate are noted. Crash characteristics for intersection and segment crashes are shown in **Table 7** and **Table 8**.

One fatal crash occurred along the corridor in the analyzed timeframe. In a 2017 angle crash, a northbound driver failed to comply with the stop sign at the Southeastern Avenue & LC Hwy 106 intersection. The driver was under the influence of alcohol and one of the involved motorists was not using a seatbelt.

Overarching trends from the crash review included:

- Locations with elevated crash rates when compared to the critical rate include:
 - Intersections: Tallgrass Avenue, Cliff Avenue, Southeastern Avenue, and SD 11
 - Segments: Tallgrass Avenue to Louise Avenue and Cliff Avenue to Southeastern Avenue
- Intersections
 - 40 percent of intersection crashes occurred at the Minnesota Avenue and Cliff Avenue intersections
 - Cliff Avenue intersection accounted for a third of the study corridor intersection crashes
 - 52 percent rear-end crashes and 42 percent angle crashes
 - Minnesota Avenue intersection exhibited the highest crash rate
 - 50/50 split of rear-end and angle crashes
- Segments
 - Over 90 percent of the segment rear-end crashes occurred west of Southeastern Avenue
 - 34 percent of the segment crashes were rear-end crashes
 - Both segments with elevated crash rates exhibited more than 40% of the crashes occurring on snow/ice/slush/wet roadway surfaces



0 0.5 Miles ↑

LC HWY 106 CRASH DENSITY (2017-2021)

FIGURE 9

Table 5: Intersection Crash Rates (2017 – 2021)

LC Hwy 106 Intersection	Traffic Control Device	Total Crashes	Daily Entering Vehicles	Crash Rate (crashes/MEV)	Elevated Crash Rate*
Tallgrass Ave	TWSC	14	11,500	0.67	Yes
Louise Ave*	Roundabout	12	16,300	0.67	-
Western Ave	AWSC	8	10,700	0.41	-
Minnesota Ave (SD115)**	Signalized	10	13,400	1.03	-
Cliff Ave	Signalized	31	17,800	0.96	Yes
Southeastern Ave	TWSC	8	7000	0.63	Yes
Sycamore Ave	TWSC	2	5,400	0.20	-
SD11	AWSC	16	10,200	0.86	Yes
479 th Ave	TWSC	0	2,100	0.00	-
480 th Ave	AWSC	1	2,000	0.27	-

Table 6: Segment Crash Rates (2017 – 2021)

LC Hwy 106 Segment	Segment Length (miles)	Total Crashes	Daily Vehicles	Crash Rate (crashes/MVMT)	Elevated Crash Rate*
Tallgrass Ave to Louise Ave	1	14	10,500	0.73	Yes
Louise Ave to Western Ave	1	8	9,100	0.48	-
Western Ave to Minnesota Ave (SD115)	1	8	9,100	0.48	-
Minnesota Ave (SD115) to Cliff Ave	1	5	8,200	0.34	-
Cliff Ave to Southeastern Ave	1	10	6,100	0.89	Yes
Southeastern Ave to Sycamore Ave	1	5	5,200	0.55	-
Sycamore Ave to SD11	1	5	5,200	0.53	-
SD11 to 479 th Ave	1	4	3,500	0.61	-
479 th Ave to 480 th Ave	1	0	280	0.00	-

Table notes for this page:

*Intersection crashes 2019–2021; **Intersection crashes from 2020–2021

Elevated crash rate based on a comparison to the critical crash rate (crash rate/critical crash rate ratio > 0.7); see *Crash History Review Memo* for additional information

Table 7: Intersection Crash Rates (2017 – 2021)

LC Hwy 106 Intersection	Total Crashes	Injury Severity					Manner of Collision				
		Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Single Vehicle	Rear-End	Head-On	Angle	Sideswipe
Tallgrass Ave	14	0	0	3	1	9	4	3	0	4	2
Louise Ave*	12	0	0	1	0	10	7	3	0	2	0
Western Ave	8	0	0	1	1	6	2	2	0	4	0
Minnesota Ave (SD 115)**	10	0	0	2	1	7	0	5	0	5	0
Cliff Ave	31	0	1	4	2	24	1	16	0	13	1
Southeastern Ave	8	1	0	0	1	6	3	1	0	4	0
Sycamore Ave	2	0	0	0	2	0	1	1	0	0	0
SD 11	16	0	0	2	2	12	2	5	0	8	1
479 th Ave	0	0	0	0	0	0	0	0	0	0	0
480 th Ave	1	0	0	0	0	1	1	0	0	0	0
Totals:	102	1 (1%)	1 (1%)	13 (13%)	10 (10%)	75 (75%)	21 (21%)	36 (35%)	0	40 (40%)	4 (4%)

*Intersection crashes from 2019–2021

**Intersection crashes from 2020–2021

Table 8: Segment Crash Rates (2017 – 2021)

LC Hwy 106 Segment	Total Crashes	Injury Severity					Manner of Collision				
		Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Single Vehicle	Rear-End	Head-On	Angle	Sideswipe
Tallgrass Ave to Louise Ave	14	0	0	2	2	10	7	4	2	0	1
Louise Ave to Western Ave	8	0	0	1	1	6	4	3	1	0	0
Western Ave to Minnesota Ave (SD 115)	8	0	0	1	3	4	4	4	0	0	0
Minnesota Ave (SD 115) to Cliff Ave	5	0	0	0	1	4	1	4	0	0	0
Cliff Ave to Southeastern Ave	10	0	0	0	0	10	6	3	1	0	0
Southeastern Ave to Sycamore Ave	5	0	0	0	0	5	4	0	1	0	0
Sycamore Ave to SD 11	5	0	1	0	0	4	2	2	0	1	0
SD 11 to 479 th Ave	4	0	0	0	1	3	4	0	0	0	0
479 th Ave to 480 th Ave	0	0	0	0	0	0	0	0	0	0	0
Totals:	59	0	1 (2%)	4 (7%)	8 (14%)	46 (78%)	32 (54%)	20 (34%)	5 (8%)	1 (2%)	1 (2%)

Railroad Grade Separation Warrant Review

See *Grade Separation Warrant Review Memo* in **Appendix E** for additional information.

An at-grade BNSF Railway railroad crossing is located on LC Hwy 106 between Cliff Avenue and Southeastern Avenue (crossing number 381643V). This study reviewed grade separation warrants for the crossing using City of Sioux Falls Railroad Overpass Policy guidelines documented in the *City of Sioux Falls Engineering Design Standards*. These guidelines consider Design Criteria of the roadway and five Analysis Factors, such as safety, vehicle and pedestrian accessibility, street connectivity, driver delay, and train noise, which are summarized in the following.

Design Criteria

- Roadway is designated as an arterial street on the City of Sioux Falls Major Street Plan: Yes
 - Type 3 Arterial
- The roadway design speed is at least 45 mph: Yes
 - Posted speed 55 mph through crossing
- The roadway has a projected average annual daily traffic (AADT) that exceeds 10,000 vehicles per day: No
 - Future volumes are highly influenced by development-generated trips along the corridor. Future development density, timing, and access locations will impact future traffic volumes. While forecasts developed for this study's planning horizon do not reach 10,000 vehicles per day, it is expected this volume could be exceeded in the future as the City of Sioux Falls Tier 3 growth area, and the corresponding City of Harrisburg growth area, develops.
- The rail line has a design speed of at least 49 mph: No
 - Current maximum timetable speed is 40 mph with typical speed range is 1-40 mph
- The rail line carries an average of three or more trains per day at the location under consideration: No
 - Two movements per day, but subject to change

Analysis Factors

- Safety
 - No reported vehicle train crashes between 2017 and 2021
 - Approach sight distance constraints with tree shelterbelts in northwest and southeast crossing quadrants (see **Figure 10**)
 - Grade separation would eliminate vehicle-train and pedestrian/bicyclist-train conflicts, reduce secondary rear-end crashes due to queue spillback, and eliminate potential blocking of nearby access points
- Vehicle and Pedestrian Accessibility
 - Grade separation would benefit multimodal accessibility and connectivity along the LC Hwy 106 corridor and with surrounding development and transportation facilities
- Street Connectivity
 - Grade separation would benefit street connectivity and travel reliability by removing a point of recurring conflict and extended delay

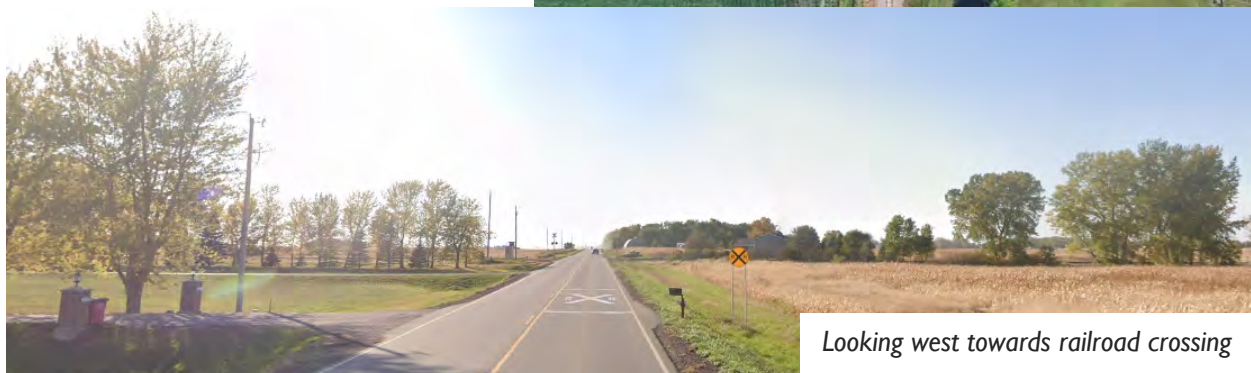
- Driver Delay
 - Grade separation would benefit roadway users by eliminating delay, and risk for delay, at the crossing location. A grade separation would also benefit Harrisburg-area emergency response and support City of Harrisburg and City of Sioux Falls officials when planning future locations for emergency response facilities.
- Train Noise
 - Residential development is anticipated to occur along the corridor in the future, thus reducing train noise would benefit quality of life in the area

Conclusions

Through this review, it was found that the City of Sioux Falls Railroad Overpass Policy guideline's Design Criteria and Analysis Factors support consideration of a future LC Hwy 106 grade separation of the BNSF rail line between Cliff Avenue and Southeastern Avenue. Development of conceptual layouts is recommended to illustrate potential configurations and impacts to adjacent property.

If grade separation is not implemented in the future, it is recommended that gate warning devices (active traffic control system) be installed due to their safety benefits and notable reduction in predicted crash frequency. If train frequency increases, the evaluation should be revisited to account for the additional impacts to crossing operations and safety.

Figure 10: Railroad Crossing Sight Distance Constraints (Between Cliff Ave and Southeastern Ave)



Looking west towards railroad crossing

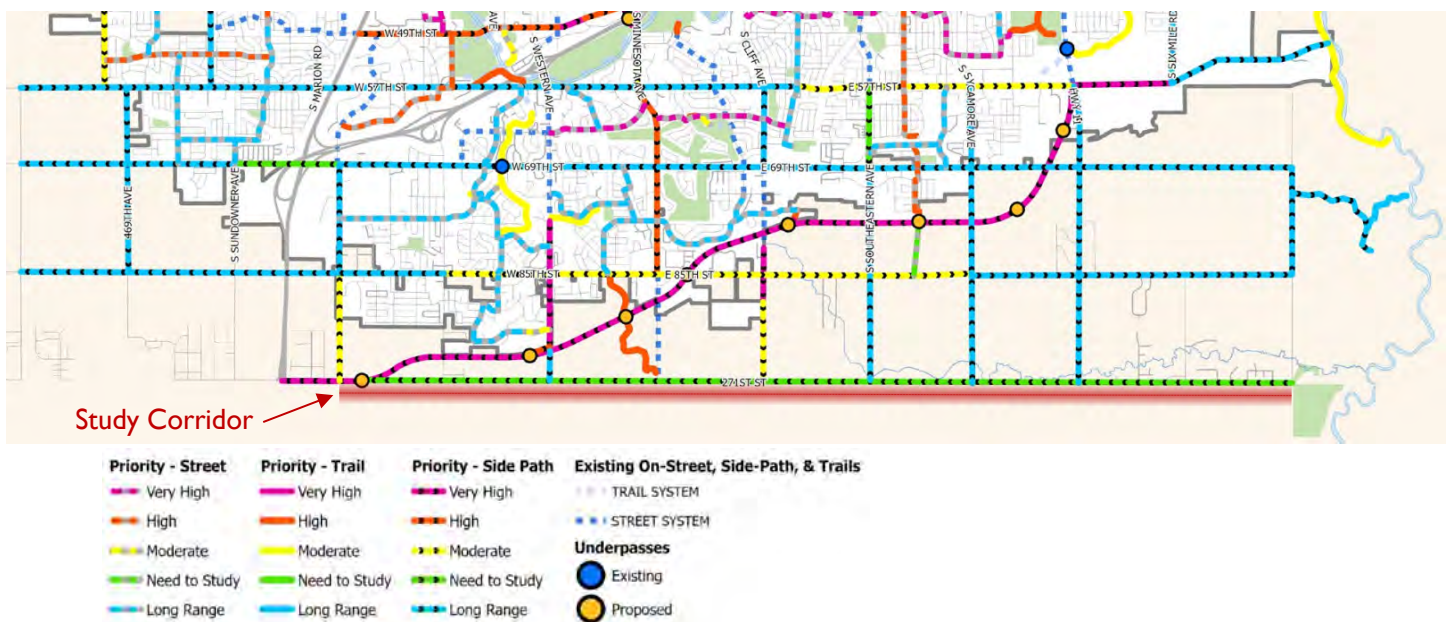
Bicycle and Pedestrian Travel

There are currently no dedicated pedestrian and bicycle facilities along the corridor, which reflects a typical 2-lane rural cross-section, and thus future improvements identified as part of this study will guide multimodal elements and area connectivity.

Bicycle and pedestrian planning recommendations from the 2022 *City of Harrisburg Master Transportation Plan* (shown in **Figure 11**) and 2023 *Sioux Falls Bicycle Plan* (shown in **Figure 12**) were reviewed as part of this study. The Harrisburg Master Transportation Plan incorporated recommendations from the 2007 *Harrisburg Parks & Trails Master Plan*.

The 2023 *Sioux Falls Bicycle Plan* notes the LC Hwy 106 as a side path corridor for further study. Existing or future side path connections with LC Hwy 106 are noted along Western Avenue, Minnesota Avenue, Cliff Avenue, Southeastern Avenue, Sycamore Avenue, and SD 11. A future high priority trail extension with Veterans Parkway underpass is identified west of Minnesota Avenue between 85th Street and LC Hwy 106.

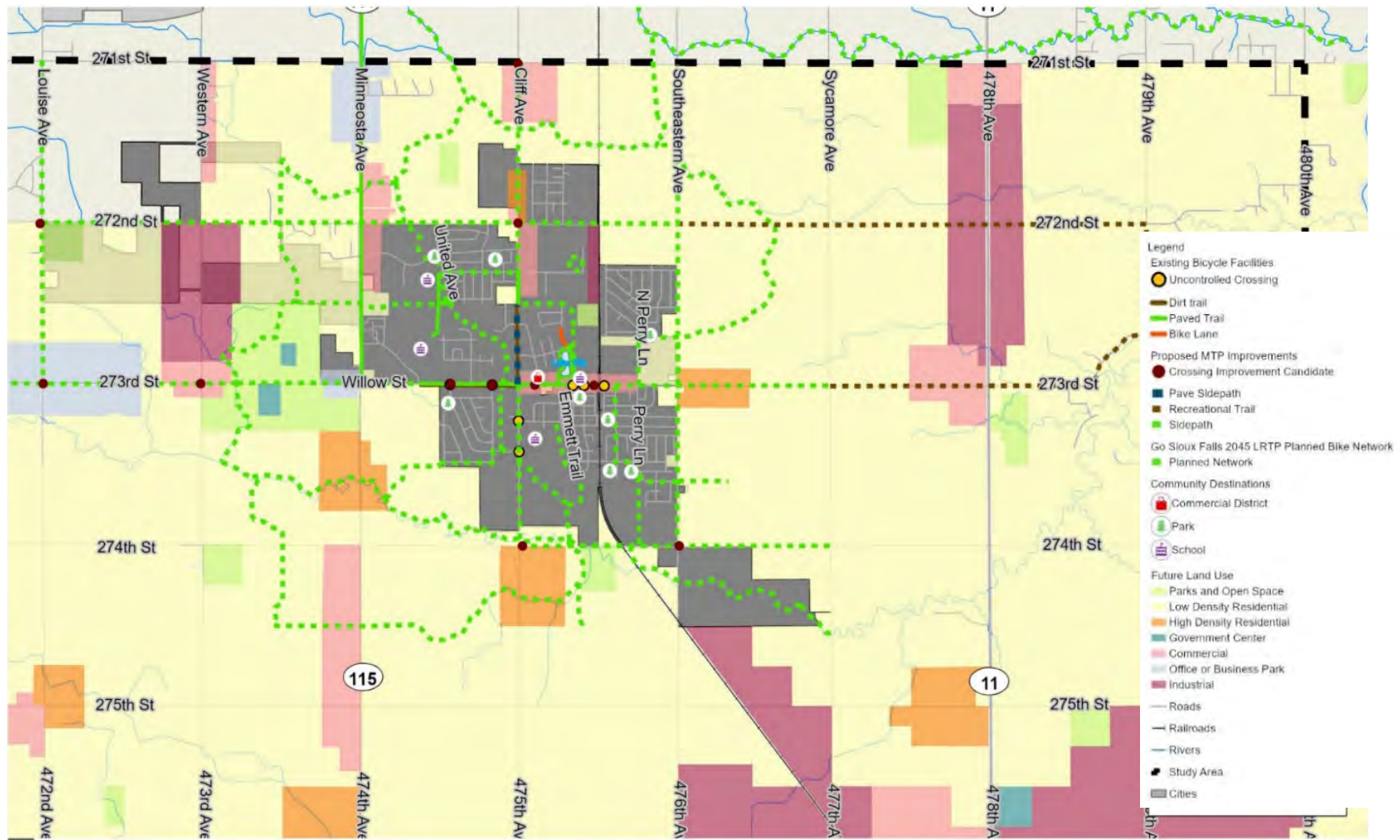
City of Harrisburg future paved trails generally follow existing drainageways with pedestrian and bicycle enhancements to arterial corridors. Coordination of the future regional trail network north and south of LC Hwy 106 will be beneficial as this area develops. The LC Hwy 106 corridor is an opportune location to provide regional connectivity for trails and shared use paths extending to the north and south.



Source: Adapted from 2023 *Sioux Falls Bicycle Plan*, Appendix 2 (Map #8 – Bicycle Plan Map)

<https://cms2.revize.com/revize/secogmpo/Document%20Center/Resources/Master%20Plans/Bicycle-Plan-2023-f.pdf>

Figure 11: City of Sioux Falls Bicycle Plan Recommendations (2023)



Source: Adapted from 2022 City of Harrisburg Master Transportation Plan, Figure 29

[cms2.revize.com/revize/secogmpo/Document Center/Resources/Master Plans/06_Harrisburg_MTP_FINAL.pdf](https://cms2.revize.com/revize/secogmpo/Document%20Center/Resources/Master%20Plans/06_Harrisburg_MTP_FINAL.pdf)

Figure 12: City of Harrisburg Master Transportation Plan Proposed Bicycle and Pedestrian Network

PUBLIC OUTREACH SUMMARY

See *Public Open House #1* and *Public Open House #2* summary memos in **Appendix F** for additional information.

The study included several opportunities for the public and stakeholders to provide comments and feedback throughout the process, including:

- Two public open houses
- Two sets of virtual stakeholder meetings
- Digital survey
- Study website

The first public open house and virtual stakeholder meetings introduced the study and provided an opportunity to gather feedback on transportation-related issues and needs to be addressed by the study. The in-person public open house was held at Harrisburg Liberty Elementary on Thursday, October 13, 2022, with approximately 100 attendees. A recorded presentation was played throughout the open house and attendees had the opportunity to review study information, discuss the study with the Study Advisory Team, and provide comments via mark-up maps and comment cards. Virtual small-group stakeholder meetings were also held the day before and day of the public open house. Stakeholders included adjacent landowners, developers, and representatives from other government agencies that may be impacted by future corridor improvements.



A digital survey was available in conjunction with the first public meeting open house and included questions on transportation safety, corridor vision, and study priorities. A snapshot of survey results is provided in **Figure 13**.

Overarching themes from the first public open house and stakeholder meetings centered on:

- **Identifying corridor needs**, such as congested intersections, gravel crossroad improvements (e.g., Southeastern Avenue and Western Avenue), turn lanes, speed, and future access locations
- **Strong support for roundabouts** throughout the corridor
- **Recommendations of future corridor elements**, such as a shared use path, turn lanes, roundabouts, number of lanes (single through lane in each direction vs. two through lanes in each direction), balance of speed and access, and prioritizing north/south arterial corridors
- **Opposition to a future arterial extension of LC Hwy 106** westward from Louise Avenue to Tallgrass Avenue following completion of Veterans Avenue

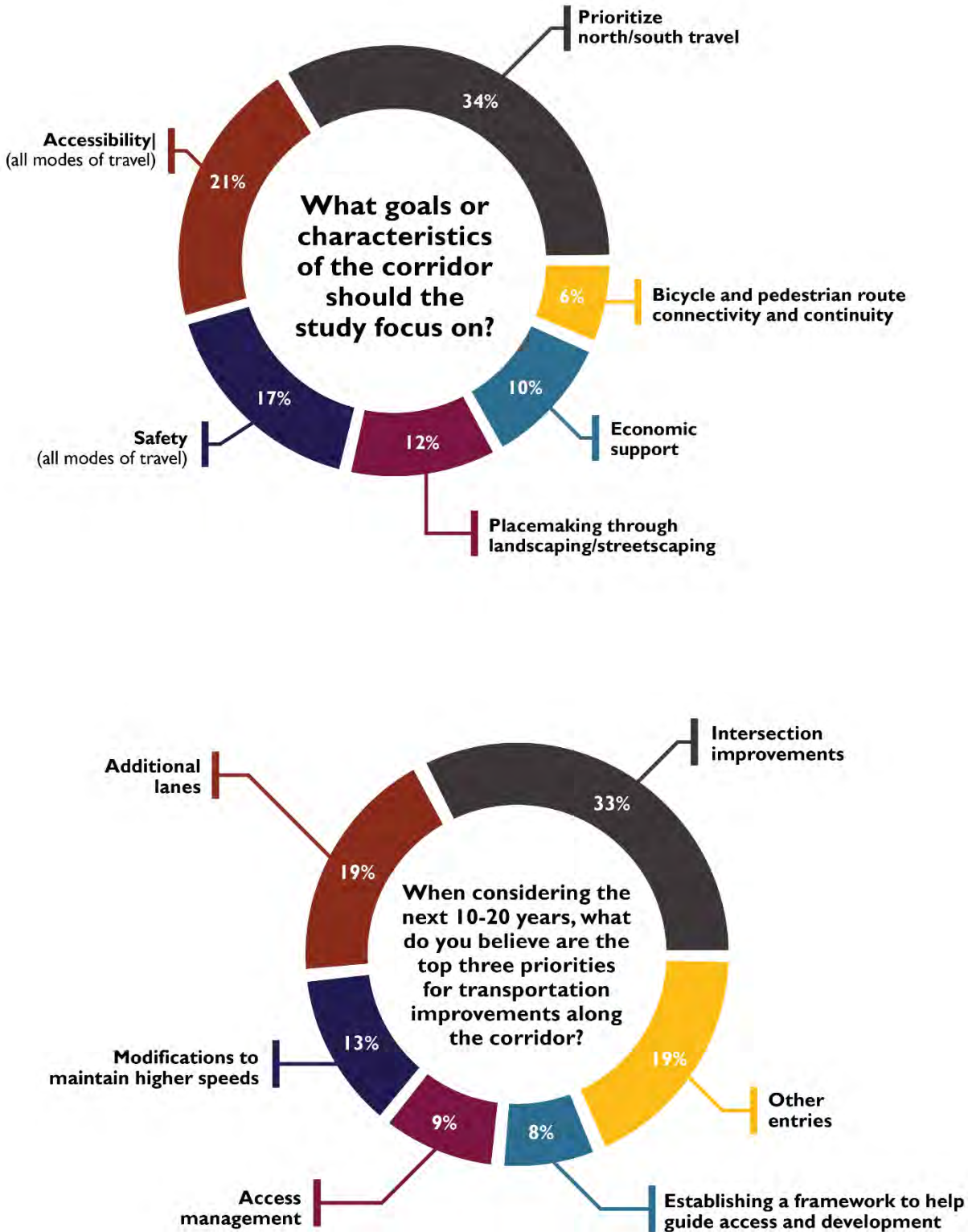


Figure 13: Issues and Needs Survey Results

The second public open house and virtual stakeholder meetings presented preliminary recommendations for feedback. The in-person open house was held at Harrisburg Liberty Elementary on Thursday, May 18, 2023, with approximately 60 attendees. A recorded presentation was available throughout the open house. Preliminary recommendations were shown on table-top roll plots and display boards. Attendees provided comments and feedback through discussion with Study Advisory Team members and comment cards. Virtual small-group stakeholder meetings were also held the day before and day of the public open house to present preliminary recommendations.



Overall, attendees were supportive of the preliminary recommendations and provided several recommendations for enhancements, timing of future projects, and other considerations.

All public open house information was provided on the study website, including a recording of the presentation, display boards, informational handouts, and study contact information for comments and questions.

SUMMARY OF NEEDS

Based on findings from the baseline conditions analysis and feedback from the Study Advisory Team, stakeholder, and public, overarching needs to be address by the corridor study focus on the following:

- Intersection and corridor segment safety
- Corridor number of lanes and future cross-section (urban vs. rural)
- Future intersection configurations and traffic control
- Planning-level timing for projects
- Future access locations for development
- Corridor land use and access plans
- Grade-separated crossing (between Cliff Avenue and Southeastern Avenue) concepts and review of impacts
- Bicycle and pedestrian facilities along the corridor, with a focus on connectivity and continuity

LAND USE PLAN

See LC Hwy 106 Corridor Land Use and Access Plan Memo in **Appendix G** for additional information.

The recommended LC Hwy 106 Corridor Land Use Plan, shown in **Figure 14**, was developed in collaboration with the Study Advisory Team and area comprehensive plans. The following land uses were incorporated, with descriptions adapted from the *Shape Sioux Falls 2040 Future Land Use Map*:

Residential

- Overarching land use along the corridor
- Higher density multifamily residential along arterial corridors
- Lower density single-family away from the arterial corridors

Neighborhood Employment Center

- Serves immediate neighborhoods adjacent to intersections with convenience items and services
- Supports multimodal connectivity
- Node-based development primarily located at arterial/arterial intersections

Business Park

- Office/institutional parks and specialized employment areas with commercial support
- Provides noise buffer between regional highways and residential
- Node-based development typically located at major intersections along regional corridors

Light Industrial/Commercial

- Reflects large area of existing Lincoln County zoned light industrial or commercial between I-29 and Tallgrass Avenue
- Compatible with Neighborhood Employment Center or Business Park through redevelopment

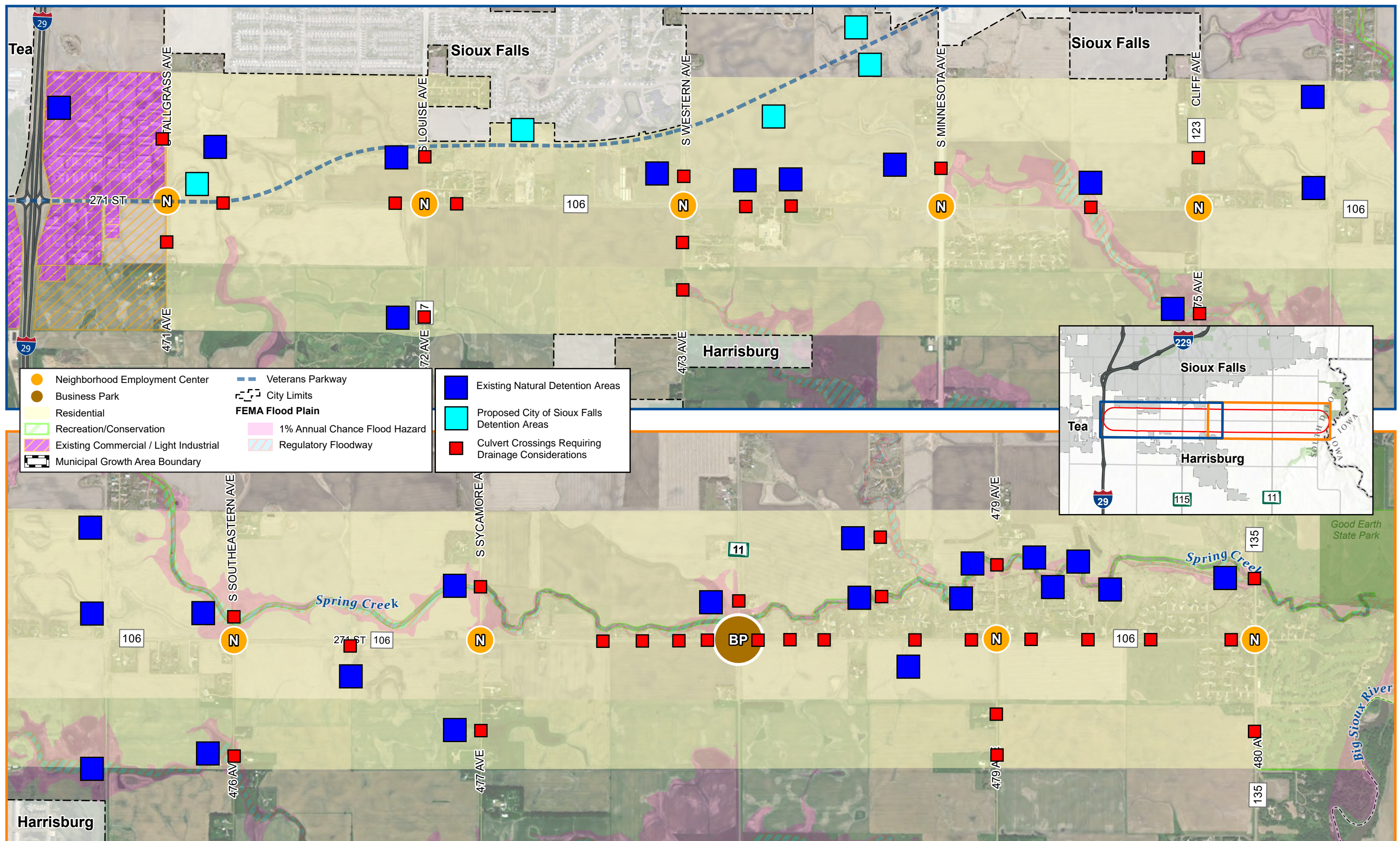
Recreational/Conservation

- Recreation (parks, bike trails, etc.) and nature conservation (drainageways, nature areas, etc.) areas

Drainage

- Drainage elements affecting future land use and development; requires future coordination and consultation with agencies having jurisdiction of the corridor and surrounding developable areas (see **DRAINAGE CONSIDERATIONS** section for additional information)
 - Existing natural detention areas
 - Proposed City of Sioux Falls detention areas
 - Culvert crossings requiring drainage considerations

With concurrence of this study by the Sioux Falls MPO, this study establishes regional consistency of future land use within the study area. Comprehensive Plans for each participating entity shall reflect the land uses depicted in this study.



ACCESS PLAN

See *LC Hwy 106 Corridor Land Use and Access Plan Memo* in **Appendix G** for additional information.

The recommended LC Hwy 106 Access Plan establishes the appropriate balance of access and mobility for the LC Hwy 106 corridor and area land use. Access and mobility goals for this plan include:

1. Support network functional circulation system
2. Support area connectivity, east/west route continuity, and future development
3. Support prioritization of high-volume north/south arterial routes
4. Provide guidance for future development and transportation projects

In conjunction with the corridor Land Use Plan, the following recommended access guidelines were adapted from the *Sioux Falls Engineering Design Standards* for a Type III Arterial.

Corridor Description

Arterial street that typically does not continue across a city and primarily serves residential and neighborhood commercial uses.

Access Spacing

- Signalized intersections: ¼ mile
- Full movement access: ¼ mile
- Median opening: 660 feet
- Unsignalized intersection spacing: varies

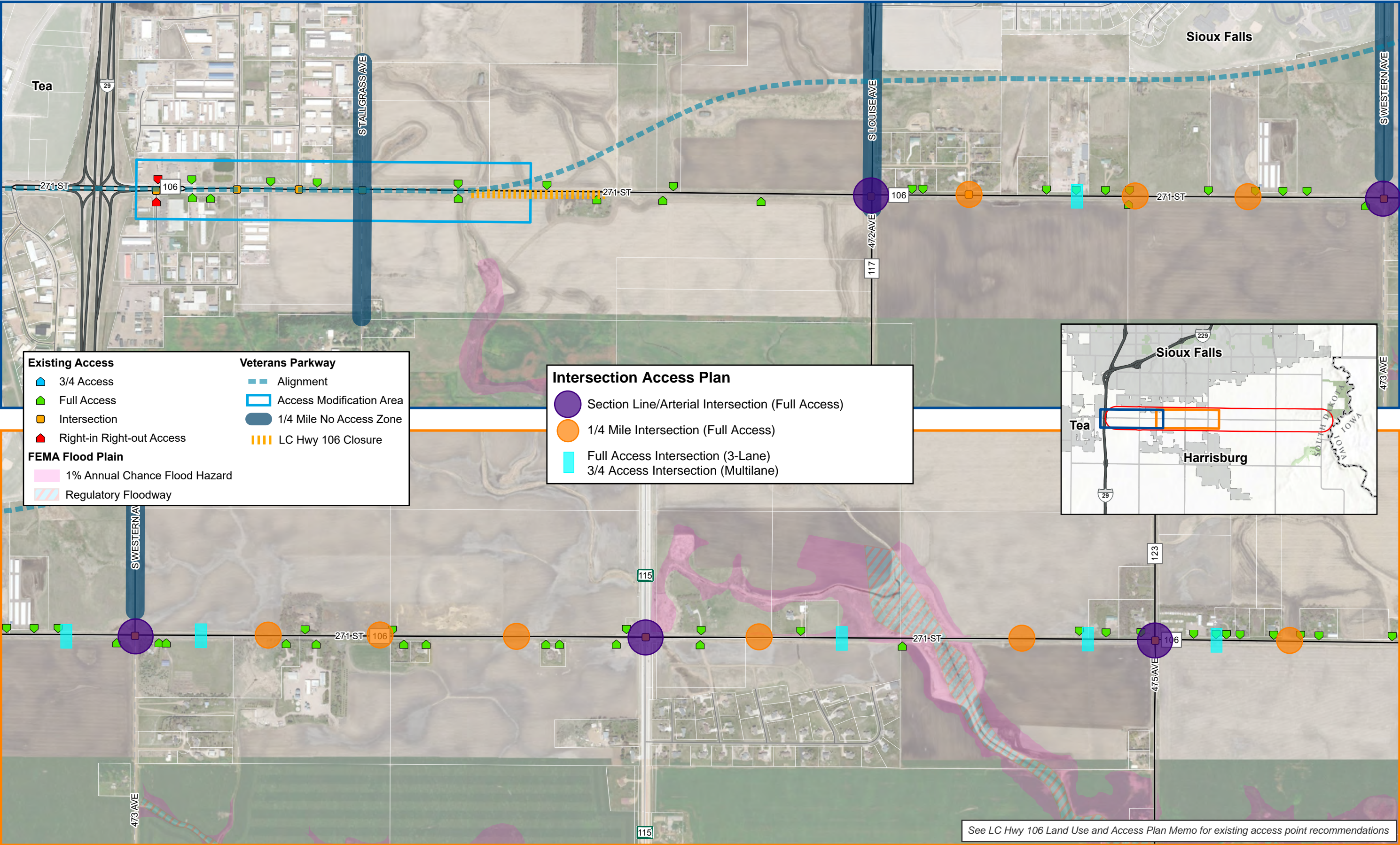
Unsignalized intersection spacing or an additional full movement access at approximately 660 feet from a major intersection may be evaluated through a traffic analysis for consideration by agencies with jurisdiction of the applicable roadway segment.

Turn lanes and intersection traffic control should be evaluated with an access request for each access point being added, or modified, through development or redevelopment. Traffic operations should be prioritized for east/west arterial travel at development access points.

Intersection Access Plan

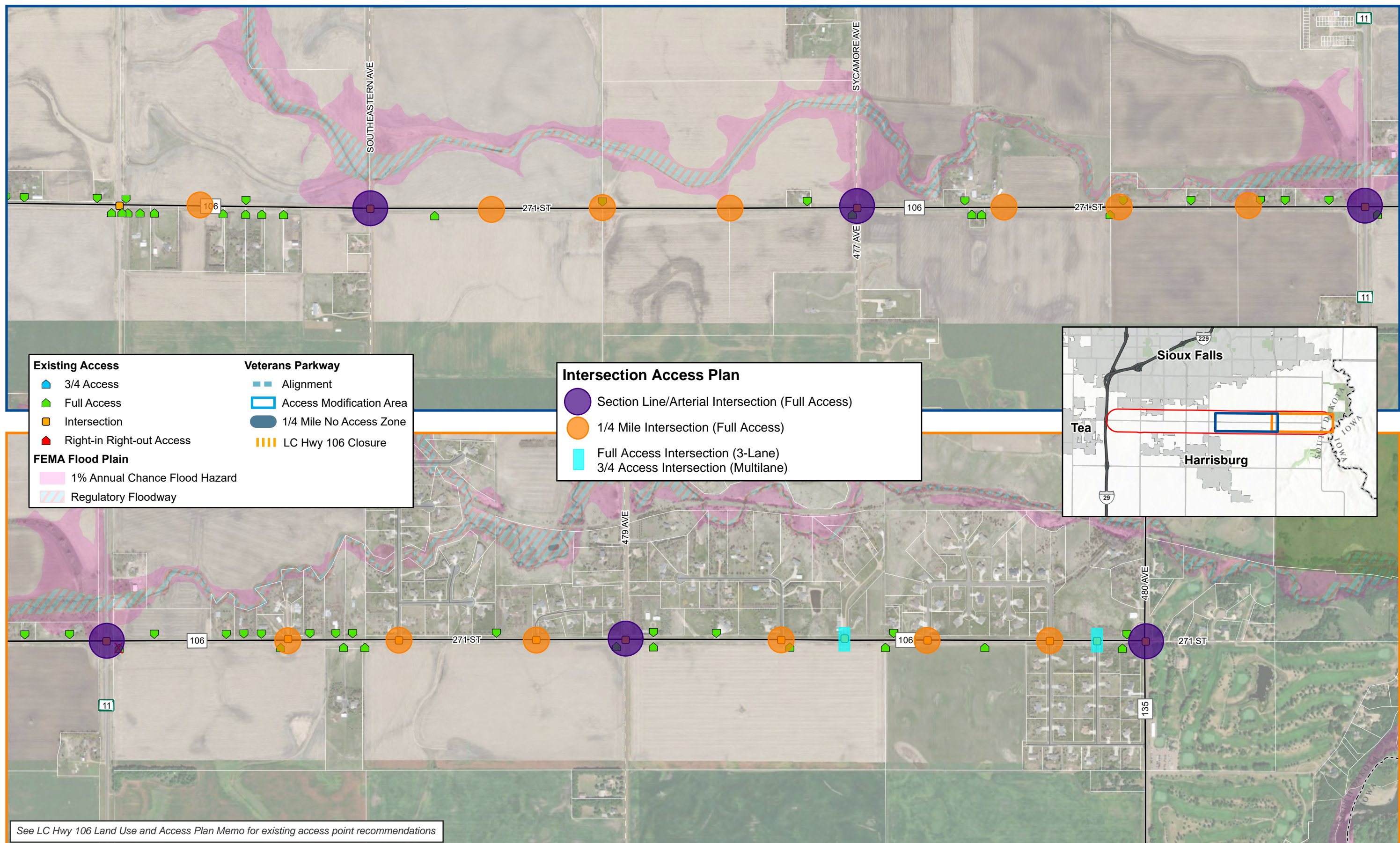
Recommended framework for corridor intersection and access locations is provided in the Intersection Access Plan shown in **Figure 15**. This figure identifies locations for existing and future arterial, ¼-mile full access, and 660-foot partial-access intersections. Future development requesting full access to LC Hwy 106 shall tie into the identified ¼-mile full access intersection locations. Supporting notes and recommendations for individual access points are provided in the *Land Use and Access Plan Memo* in **Appendix G**. These recommendations served as a guide for alternatives developed in the **INTERSECTION ALTERNATIVES** and **CORRIDOR SEGMENT ALTERNATIVES** sections.

With concurrence of this study by the Sioux Falls MPO, this study will be the guiding regulation for access. If alternate access is proposed to deviate from this study by Lincoln County, City of Harrisburg, or City of Sioux Falls, all parties will discuss any changes and agree upon what is ultimately changed and designated.



LC HWY 106 INTERSECTION ACCESS PLAN

FIGURE 15



LC HWY 106 INTERSECTION ACCESS PLAN

FIGURE 15

Recommendations to Manage Existing Access

Unless noted in the conceptual layouts, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection (as applicable) is reconstructed, or as access management opportunities arise. Recommendations to manage existing access are as follows:

Access located within major (arterial) intersection functional area

1. Close access and connect parcel to new 1/4-mile intersection via frontage, rearage, or development road
2. Construct median and restrict access to right-in right-out
3. Consolidate access points

Segments with high access density (closely spaced access points)

1. Close access and connect parcel to new 1/4-mile intersection via frontage, rearage, or development road
2. Construct median and restrict access to right-in right-out
3. Consolidate access points

Field access

1. Close and relocate to future 1/4-mile intersection as part of development, redevelopment, or future transportation project

ALTERNATIVES INTRODUCTION

Based on issues and needs identified for the LC Hwy 106 corridor, a series of alternatives were developed for typical sections, arterial/arterial (section-line) intersections, and corridor segments between the arterial intersections. Development, evaluation, and refinement feedback was gathered through a collaborative process with the Study Advisory Team over the course of several meetings. Corridor stakeholders and the public also had an opportunity to review alternatives as part of the second set of stakeholder meetings and public open house.

Alternatives development assumptions include:

- 45 mph design speed (40 mph posted speed), typical of suburban arterial corridors in the Sioux Falls MPO area
- LC Hwy 106 alignment centered within a 100-foot right-of-way
- Arterial intersection alternatives and corridor segment alternatives are interchangeable to support agency flexibility in programming and order of future projects
- Intersection turn lanes reflect a 'typical' turn lane layout. A future design analysis as part of project design should be conducted to determine final turn lane geometrics.

TYPICAL SECTION ALTERNATIVES

LC Hwy 106 typical sections were developed to guide future corridor improvements. These typical sections support multimodal route connectivity and continuity and provide a framework to incrementally implement future projects. The four typical sections that illustrate the long-range vision for the corridor, shown in **Figure 16** through **Figure 19**, include:

- **Rural 3-Lane Typical Section:** widening of the existing typical section to include a center left turn lane plus multimodal elements; reflects a modification to the existing cross-section
- **Urban 3-Lane Typical Section:** single through lane in each direction, center left turn lane, curb and gutter, and multimodal elements
- **Urban 5-Lane Typical Section:** two through lanes in each direction, center left turn lane, curb and gutter, and multimodal elements
- **Urban 4-Lane Divided Typical Section:** two through lanes in each direction, raised median that accommodates a left turn lane at intersections, curb and gutter, and multimodal elements

Key urban typical section elements incorporate:

Right-of-Way

- 100-foot width

Roadway

- Option to provide a single lane or multiple lanes in each direction
- Raised median and two-way left-turn lane (TWLTL) options
- 11-foot lanes

Bicycle/Pedestrian

- 10-foot shared use path on both sides
- Shared use path located along edge of right-of-way to maximize separation from LC Hwy 106 vehicle lanes, increase bicycle and pedestrian comfort, and accommodate future expansion

Streetscape/Appurtenances

- Streetscape opportunities provided in the boulevard sections of all urban typical sections and within raised center median in Urban 4-Lane Divided typical section
- Roadway lighting

The Rural 3-Lane Typical Section reflects a modification to the existing cross-section to help illustrate how various urban elements may be incorporated into the existing section. Rural 5-lane and 4-lane typical sections also developed as part of the study and are shown in **Appendix H**. These rural typical sections require in excess of 120 feet of right-of-way to develop ditches large enough to adequately convey drainage and would result in impacts to adjacent property.

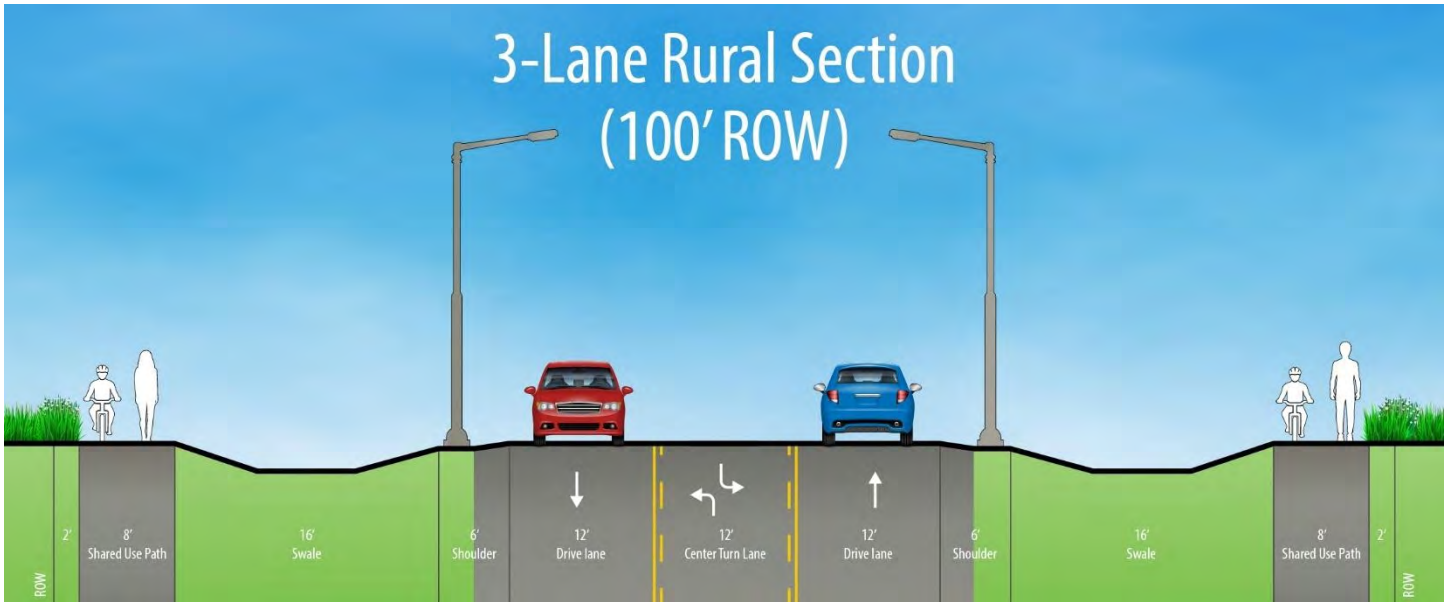


Figure 16: Rural 3-Lane Typical Section

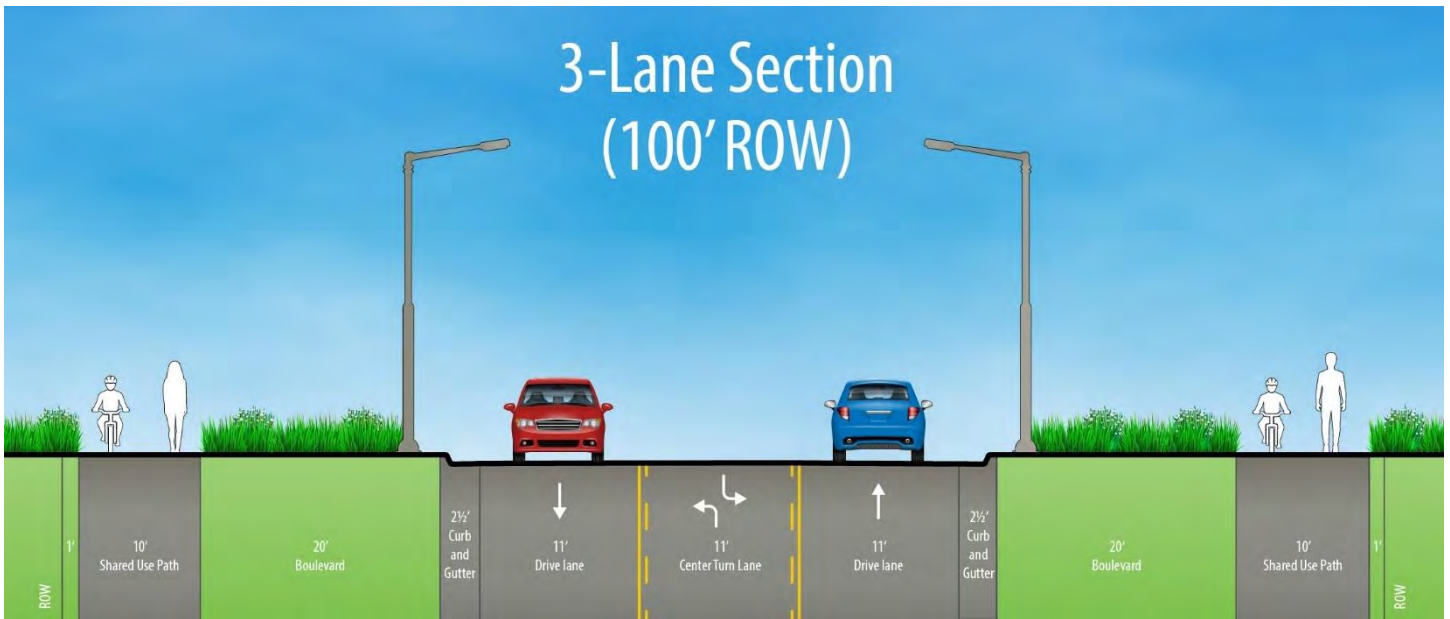


Figure 17: Urban 3-Lane Typical Section

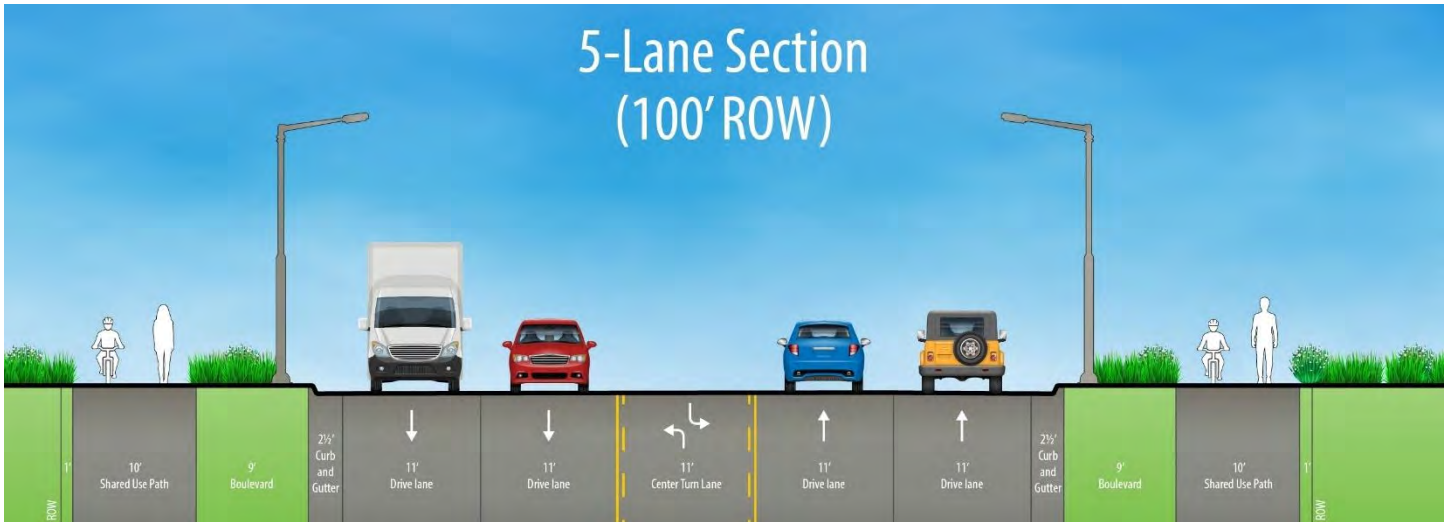


Figure 18: Urban 5-Lane Typical Section



Figure 19: Urban 4-Lane Divided Typical Section

INTERSECTION ALTERNATIVES

*Conceptual layouts of intersection alternatives developed for this study are provided in **Appendix I**.*

Intersection alternatives illustrate potential modifications to existing intersection configurations and address identified issues and needs. Intersection alternatives consist of two main intersection types:

1. Traditional intersection that can either be stop-controlled (stop signs) or signal-controlled (traffic signal)
2. Roundabout (single-lane or multilane)

Intersection traffic control needs (stop sign vs. traffic signal) are based on operational analysis. Existing unsignalized intersections would need to meet *Manual on Uniform Traffic Control (MUTCD)* traffic signal warrants before being signalized. Left and right turn lanes were included in all traditional intersection alternatives. While turn lanes were not required to meet operational goals in several instances, they were still included to reflect the long-range build-out of an arterial corridor where turn lanes provide operational and safety benefits to the transportation network.

LC Hwy 106 typical sections tying into the intersection alternatives include a 3-lane section (e.g., Urban 3-Lane Typical Section) or multilane section (e.g., Urban 5-Lane Typical Section or Urban 4-Lane Divided Typical Section). Assumptions for north/south arterial number of lanes were based on other area studies, Sioux Falls MPO TDM constrained projects, and planned Veterans Parkway-related improvements.

Assumptions incorporated into the alternatives development include:

- Planned Veterans Parkway crossroad arterial improvements, with options reflecting potential tie-in updates and full integration with intersection build-out configurations
- Minnesota Avenue intersection would remain signalized with improvements focused on the west and east intersection approaches
- Southeastern Avenue is a township gravel road and thus the relationship between intersection improvements and Southeastern Avenue corridor improvements is an important consideration when identifying timelines. Southeastern Avenue intersection alternatives assume an improved Southeastern Avenue corridor that can accommodate increased north/south travel.
- SD11 recommendations from the *Northern Lincoln County Corridors (SD11 and SD115) Study* were incorporated for the SD11 corridor, but this study refines recommendations for the east and west approaches
- Multilane roundabouts are a hybrid configuration where only up to two legs have multiple through lanes

A summary matrix of intersection alternatives is provided in **Table 9**.

Table 9: Intersection Alternative Matrix

LC Hwy 106 Intersection	Alternative	Intersection Type	LC Hwy 106 Corridor Typical Section	
			3-Lane	Multilane
Louise Avenue	Louise – 1	Single-Lane Roundabout	X	
	Louise – 2	Multilane Roundabout	X	
	Louise – 3	Traffic Signal	X	
	Louise – 4	Traffic Signal		X
Western Avenue	Western – 1	Single-Lane Roundabout	X	
	Western – 2	Multilane Roundabout	X	
	Western – 3	Traffic Signal	X	
	Western – 4	Traffic Signal		X
Minnesota Avenue (SD 115)	Minnesota – 1	Traffic Signal	X	
	Minnesota – 2	Traffic Signal		X
Cliff Avenue	Cliff – 1	Single-Lane Roundabout	X	
	Cliff – 2	Multilane Roundabout	X	
	Cliff – 3	Traffic Signal	X	
	Cliff – 4	Traffic Signal		X
Southeastern Avenue	Southeastern – 1	Single-Lane Roundabout	X	
	Southeastern – 2	Traffic Signal	X	
	Southeastern – 3	Traffic Signal		X
Sycamore Avenue	Sycamore – 1	Single-Lane Roundabout	X	
	Sycamore – 2	Stop-Control (Traffic Signal)	X	
SD 11	SD 11 – 1	Stop-Control (Traffic Signal)	X	
479 th Avenue	479 th – 1	Single-Lane Roundabout	X	
	479 th – 2	Stop-Control	X	
480 th Avenue	480 th – 1	Single-Lane Roundabout	X	
	480 th – 2	Stop-Control	X	

LC Hwy 106 corridor tying into the intersection alternative:

- 3-Lane: Urban 3-Lane Typical Section
- Multilane: Urban 5-Lane Typical Section or Urban 4-Lane Divided Typical Section

Intersections anticipated to open as stop-control and transition to signalized when warranted indicated by 'Stop-Control (Traffic Signal)'

CORRIDOR SEGMENT ALTERNATIVES

*Conceptual layouts of corridor segment alternatives developed for this study are provided in **Appendix J**.*

Corridor segment alternatives illustrate potential modifications to the LC Hwy 106 corridor between the arterial/arterial (section line) intersections, including:

- Typical section elements
- Future 1/4-mile access locations and minimum lane configurations
- Transition locations for number of lanes (lane add/drop) and raised medians

In the multilane corridor alternatives, a raised median is proposed to extend to the adjacent 1/4-mile intersection to preserve intersection capacity and maintain expected levels of safety by minimizing conflict points within the major intersection functional area. Deviations from this must be evaluated in accordance with the corridor's Access Plan.

Where multilane corridor alternatives were developed in conjunction with signalized bookend intersections, the multilane section was carried through the bookend signalized intersections and lanes were added or dropped at the adjacent 1/4-mile intersection. This helps with lane utilization at major intersections by encouraging motorists to use both lanes through the signalized intersection and then providing a 1/4-mile distance for lane changes. Lane add and drop locations should be further evaluated as part of future projects and development.

Where multilane corridor alternatives were developed in conjunction with multilane roundabout bookend intersections, lanes could be added/dropped at the roundabout through channelized turn lanes. This channelization aligns with forecasted traffic patterns and associated lane utilization and driver expectancy. Extending a multilane section to the 1/4-mile intersection, beyond the bookend roundabout, was not needed with the roundabout alternatives.

The mid-segment 1/4-mile intersections are meant to provide guidance for future development. Developers should use these locations as the foundation to develop their internal road network and corresponding land use. The corridor alternative layouts reflect the recommended minimum lane configuration at these mid-segment intersections. It is anticipated they will open as stop-controlled (from the side-street approaches) unless an engineering study shows a traffic signal will be warranted.

A summary matrix of corridor segment alternatives is provided in **Table 10**. Access options developed for the corridor segment between Cliff Avenue and Southeastern Avenue are listed in **Table 11**.

Table 10: Corridor Segment Alternative Matrix

LC Hwy 106 Segment	Alternative	LC Hwy 106 Corridor Typical Section	
		3-Lane	Multilane
Louise Avenue to Western Avenue	Louise – Western A	X	
	Louise – Western B		X
Western Avenue to Minnesota Avenue	Western – Minnesota A	X	
	Western – Minnesota B		X
Minnesota Avenue (SD 115) to Cliff Avenue	Minnesota – Cliff A	X	
	Minnesota – Cliff B		X
Cliff Avenue to Southeastern Avenue	Cliff – Southeastern A	X	
	Cliff – Southeastern B		X
	Railroad Grade Separation		X
Southeastern Avenue to Sycamore Avenue	Southeastern – Sycamore A	X	
Sycamore Avenue to SD 11	Sycamore – SD 11 A	X	
SD 11 to 479 th Avenue	SD 11 – 479 th A	X	
479 th Avenue to 48 th Avenue	479 th – 480 th A	X	

Table 11: Cliff Avenue to Southeastern Avenue Access Options

LC Hwy 106 Segment	Alternative	LC Hwy 106 Corridor Typical Section		Options
		3-Lane	Multilane	
Cliff Avenue to Southeastern Avenue	Cliff – Southeastern A	X		A: Maintain existing access B: Frontage road C: Access consolidation
	Cliff – Southeastern B		X	A: Maintain existing driveway access points B: Frontage road C: Access consolidation
	Railroad Grade Separation		X	A: Fill option B: Wall option

BUILD CONDITION ANALYSIS

See *Build Condition Traffic Operations Analysis Memo* in **Appendix K** for additional information.

Intersection Traffic Operations

Build condition traffic operations were analyzed for all arterial intersections to assess feasibility, quantify traffic operational benefits, and aid in the evaluation and comparison of alternatives. Intersection LOS results are summarized in **Table 12** through **Table 17** for Years 2028, 2040, and 2050.

Key intersection traffic operations analysis findings include:

- On LC Hwy 106 approaches to all analysis intersections, providing a single through lane in each direction plus intersection improvements (e.g., adding left and/or right turn lanes, changing intersection traffic control) was found to address operational needs through the study's 2050 Planning Horizon
- Roundabouts consistently provide less delay (better LOS) compared to signalized intersections
 - Single-lane roundabouts exhibit consistent operational benefits through the 2050 Planning Horizon at several analysis intersections, highlighting their adaptability to accommodate daily traffic volume variability and traffic growth
- A multilane LC Hwy 106 corridor (two through lanes in each direction) provides notable benefit at the Minnesota Avenue intersection, where the two eastbound/westbound through lanes allows for enhanced traffic signal prioritization of north/south Minnesota Avenue traffic

Table 12: Intersection Level of Service – 2028 AM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	A	C	C	B	A	B	A	A
Stop-Control						A		A	A
Roundabout (Single Lane)	A	A		A	A	A		A	A
Roundabout (Multilane)	A	A		A					
Traffic Signal	B	B	C	B	B		C		

Table 13: Intersection Level of Service – 2028 PM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	B	C	C	B	A	C	A	A
Stop-Control						A		A	A
Roundabout (Single Lane)	A	A		B	A	A		A	A
Roundabout (Multilane)	A	A		A					
Traffic Signal	B	B	C	B	B		C		

Table 14: Intersection Level of Service – 2040 AM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	B	C	C	F	A	D	A	A
Stop-Control						A		A	A
Roundabout (Single Lane)	A	A		B	A	A		A	A
Roundabout (Multilane)	A	A		A					
Traffic Signal	B	B	C	B	B		C		

Table 15: Intersection Level of Service – 2040 PM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	C	C	C	F	A	F	A	A
Stop-Control						A		A	A
Roundabout (Single Lane)	A	A		C	A	A		A	A
Roundabout (Multilane)	A	A		A					
Traffic Signal	B	B	C	B	B		C		

Table 16: Intersection Level of Service – 2050 AM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	C	D	D	F	C	F	A	A
Stop-Control						B		A	A
Roundabout (Single Lane)	A	A		C	B	A		A	A
Roundabout (Multilane)	A	A		B					
Traffic Signal	C	C	C	C	C		C		

Table 17: Intersection Level of Service – 2050 PM Peak Hour

Intersection Type	Louise Ave	Western Ave	Minnesota Ave (SD 115)	Cliff Ave	Southeastern Ave	Sycamore Ave	SD 11	479 th Ave	480 th Ave
No Build	A	F	D	D	F	C	F	A	A
Stop-Control						B		A	A
Roundabout (Single Lane)	A	A		C	B	A		A	A
Roundabout (Multilane)	A	A		A					
Signal	C	C	C	B	C		C		

Corridor Traffic Operations

LC Hwy 106 corridor segments were analyzed in terms of travel time and LOS. Travel time reflects the running time to traverse the respective segments plus arterial intersection delay. Level of Service is based on travel speeds.

Analysis results for the following 2050 Planning Horizon corridor scenarios are summarized in **Table 18** through **Table 21**:

- **‘Roundabout and Signalized Corridor’**
 - Single-lane roundabouts at Louise Avenue, Western Avenue, Cliff Avenue, and Southeastern Avenue intersections
 - Signalized intersections at Minnesota Avenue (SD115) and SD11
- **‘Signalized Corridor’**
 - Signalized intersections at Louise Avenue, Western Avenue, Minnesota Avenue, Cliff Avenue, Southeastern Avenue, and SD11 intersections

Both scenarios analyzed a 3-lane LC Hwy 106 corridor between Louise Avenue and SD11. The travel time measure for a given segment reflects running time plus arterial delay of the downstream intersection. The differences between the two scenarios for segment and overall corridor travel times are directly related to differences in intersection delay of the roundabout and signalized intersections.

Key corridor segment traffic operations analysis findings include:

- The ‘Roundabout and Signalized Corridor’ scenario provides a travel time savings of up to 10 percent for east/west travel through the corridor
- All corridor segments measure LOS A
 - Elements that would degrade corridor LOS include:
 - Increased number of access points
 - Changes in traffic control at mid-segment intersections that would stop east/west travel (e.g., traffic signal)
 - Omitting turn lanes at major intersections and higher-volume mid-segment intersections

Table 18: LC Hwy 106 Travel Time and LOS – AM Eastbound (2050 Build)

Segment Measures	Louise Ave	Segment A	Western Ave	Segment B	Minnesota Ave	Segment C	Cliff Ave	Segment D	Southeastern Ave	Segment E	SD11	Facility: Louise Ave to SD11
Signalized Corridor												
Intersection Type	S		S		S		S		S		S	
Travel Time (sec)		108		126		109		111		190		10 min, 44 sec
LOS		A		A		A		A		A		
Roundabout & Signal Corridor												
Intersection Type	R		R		S		R		R		S	
Travel Time (sec)		98		126		99		99		190		10 min, 12 sec
LOS		A		A		A		A		A		

S: signalized intersection; R: roundabout

Table 19: LC Hwy 106 Travel Time and LOS – AM Westbound (2050 Build)

Segment Measures	Louise Ave	Segment A	Western Ave	Segment B	Minnesota Ave	Segment C	Cliff Ave	Segment D	Southeastern Ave	Segment E	SD11	Facility: Louise Ave to SD11
Signalized Corridor												
Intersection Type	S		S		S		S		S		S	
Travel Time (sec)		111		113		127		120		191		11 min, 2 sec
LOS		A		A		A		A		A		
Roundabout & Signal Corridor												
Intersection Type	R		R		S		R		R		S	
Travel Time (sec)		100		101		127		114		183		10 min, 25 sec
LOS		A		A		A		A		A		

S: signalized intersection; R: roundabout

Table 20: LC Hwy 106 Travel Time and LOS – PM Eastbound (2050 Build)

Segment Measures	Louise Ave	Segment A	Western Ave	Segment B	Minnesota Ave	Segment C	Cliff Ave	Segment D	Southeastern Ave	Segment E	SD11	Facility: Louise Ave to SD11
Signalized Corridor												
Intersection Type	S		S		S		S		S		S	
Travel Time (sec)		109		127		116		116		201		11 min, 9 sec
LOS		A		A		A		A		A		
Roundabout & Signal Corridor												
Intersection Type	R		R		S		R		R		S	
Travel Time (sec)		101		126		116		106		195		10 min, 44 sec
LOS		A		A		A		A		A		

S: signalized intersection; R: roundabout

Table 21: LC Hwy 106 Travel Time and LOS – PM Westbound (2050 Build)

Segment Measures	Louise Ave	Segment A	Western Ave	Segment B	Minnesota Ave	Segment C	Cliff Ave	Segment D	Southeastern Ave	Segment E	SD11	Facility: Louise Ave to SD11
Signalized Corridor												
Intersection Type	S		S		S		S		S		S	
Travel Time (sec)		114		114		125		117		199		11 min, 9 sec
LOS		A		A		A		A		A		
Roundabout & Signal Corridor												
Intersection Type	R		R		S		R		R		S	
Travel Time (sec)		98		100		125		102		184		10 min, 9 sec
LOS		A		A		A		A		A		

S: signalized intersection; R: roundabout

Bicycle and Pedestrian Operations

Multimodal elements were incorporated into HCS Streets files when supported by methodology and software. Key elements contributing to beneficial LOS measures include:

- Continuous 10-foot shared use paths on both sides of LC Hwy 106
 - Provides ample space for pedestrians and bicyclists
- Wide boulevard that maximizes separation between vehicular lanes and shared use paths
- Buffer areas clear of fixed objects to not reduce the shared use path effective width
- Connectivity with other area sidewalks and shared use paths beyond the study corridor
- Crosswalks across all major intersection legs (provide for all movements)
- Managed delay at major intersections, which benefits vehicular operations, pedestrian delay, and integration of required signal phasing for all modes

Bicycle and pedestrian LOS throughout the study corridor was measured at LOS C or better for pedestrians (shared use path travel) and LOS D or better for on-street bicyclists. No dedicated on-street bicycle facilities (bike lanes) were included so the analysis assumed on-street bicyclists are using the vehicle travel lane (within or at the edge of the travel lane) and thus the LOS D.

2050 Sensitivity Scenario Traffic Operations

There was considerable interest in future-year traffic volumes at the first public open house and stakeholder meetings, particularly with the notable drop in forecasted traffic volumes upon full opening of Veterans Parkway by Year 2028. In several instances, long-range forecasts were not shown to reach current traffic levels by the 2050 Planning Horizon as the primary source of corridor traffic growth is anticipated to be adjacent development.

It is important to understand City of Sioux Falls and City of Harrisburg growth and land use assumptions built into the Sioux Falls MPO TDM. It is equally important to recognize that development may occur quicker and at greater density than what is accounted for in the TDM, and vice-versa. To account for a scenario where development occurs quicker and at a greater density (generating higher levels of traffic) than what is shown in the TDM, a sensitivity analysis was conducted to reflect LC Hwy 106 volumes that are 50 to 75 percent greater than the forecasted 2050 Planning Horizon volumes.

The 2050 Sensitivity Scenario applied a factor of 1.75 to LC Hwy 106 daily and peak hour traffic volumes from Louise Avenue through Southeastern Avenue to correspond with the City of Sioux Falls Tier I and Tier II growth areas and the core City of Harrisburg growth area. Daily and peak hour volumes were not increased on the north/south arterial corridors as those volumes show continued growth in the TDM. This scenario assumes additional traffic generated along the LC Hwy 106 corridor either stays on the corridor or is integrated into the north/south arterial through movement volumes (similar to pass-by trips in a traffic impact study). 2050 Sensitivity Scenario daily volumes are shown in **Figure 20**.

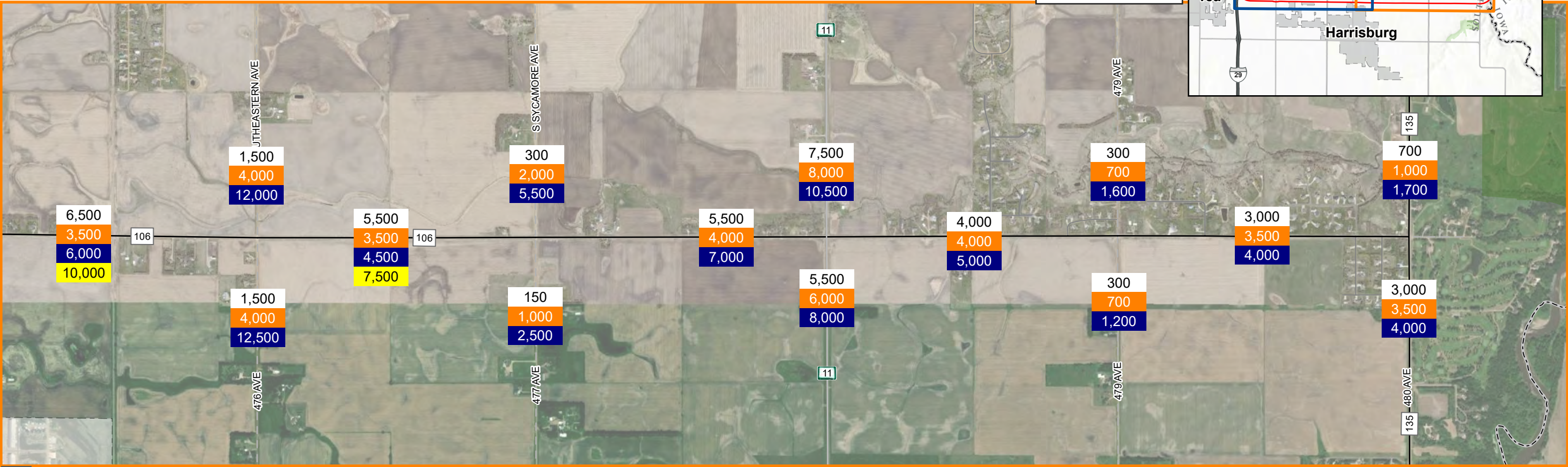
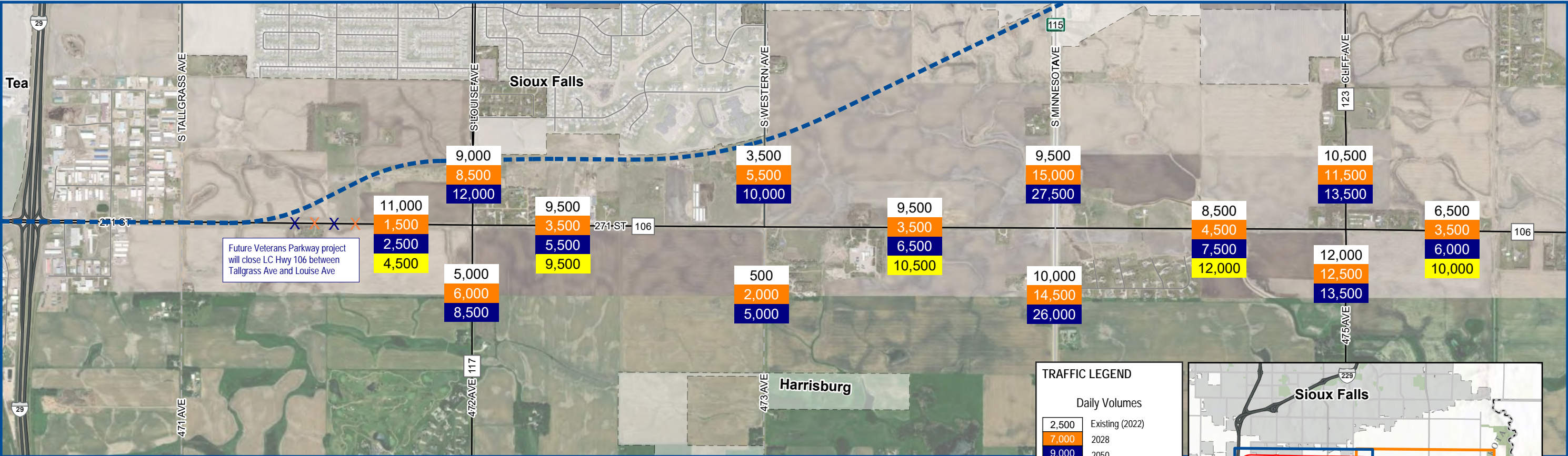
Table 22 summarizes intersection operations for the Louise Avenue, Western Avenue, Minnesota Avenue, Cliff Avenue, and Southeastern Avenue intersections. A multilane LC Hwy 106 corridor was analyzed through the Western Avenue, Minnesota Avenue, and Cliff Avenue intersections and resulted in the same LOS measure as the 3-lane LC Hwy 106 signalized intersection alternatives.

Table 22: Intersection Level of Service – 2050 Sensitivity Scenario

Intersection Type	AM Peak Hour					PM Peak Hour				
	Louise Ave	Western Ave	Minnesota Ave (SD115)	Cliff Ave	Southeastern Ave	Louise Ave	Western Ave	Minnesota Ave (SD115)	Cliff Ave	Southeastern Ave
No Build	A	C	D	D	F	A	F	D	D	F
Roundabout (Single Lane)	B	C		F	C	B	C		F	D
Roundabout (Multilane)	A	A		E		A	A		D	
Signal	C	C	D	C	C	C	C	D	C	C

Key findings from 2050 Sensitivity Scenario traffic operations analysis include:

- Louise Avenue and Western Avenue intersections
 - Single-lane roundabouts exhibit 25-50 percent less delay than signalized intersections
 - Multilane roundabouts with lane add and/or drops within the roundabout exhibit the least delay of all intersection alternatives at LOS A
- Minnesota Avenue intersection
 - Signalized intersection LOS D for both the 3-lane and multilane LC Hwy 106 corridor
 - 3-lane LC Hwy 106 measures higher delay than the multilane corridor, which points towards the 2050 Planning Horizon traffic volumes analyzed in the previous sections are near the upper limits of where the signalized intersection could absorb fluctuations. As 2050 Planning Horizon volumes grow towards the 2050 Sensitivity Scenario volumes, they will begin impacting overall intersection operations during the peak hours.
 - Multilane LC Hwy 106 corridor provides the greatest flexibility and capacity to accommodate peak volume fluctuations
- Cliff Avenue intersection
 - Single-lane roundabout fails at LOS F in both AM and PM peak hours, which illustrates the capacity ceiling of a single-lane roundabout
 - Multilane roundabout measures LOS E in the AM peak hour and LOS D in the PM peak hour, showing the analyzed 2050 Sensitivity Scenario volumes are towards the upper capacity limits for acceptable operations
 - Negligible difference between 3-lane and multilane signalized intersection operations
- Southeastern Avenue intersection
 - Similar operations between single-lane roundabout and signalized intersection alternatives



Intersection and Corridor Segment Safety Benefits

Planning-level crash modification factors (CMF)s were identified for a variety of intersection improvements using countermeasures from the *Highway Safety Manual* and *Crash Modification Factors Clearinghouse*. **Table 23** provides examples of expected crash reduction in terms of injury crashes and total crashes when converting one intersection type to a different intersection type. Presented CMFs are for illustrative purposes to provide an understanding of potential safety benefits associated with each overarching intersection type analyzed in this study. It should be noted that CMF values vary based on crash type, injury severity, roadway/area type, and research study.

Table 23: Potential Crash Reduction Comparison – Intersection Improvements

Treatment	CMF	Crash Reduction	Source
Conversion of a stop-control intersection to a...			
All-Way Stop-Control Intersection	0.30 (Injury) 0.32 (Total)	70% reduction (Injury) 68% decrease (Total)	HSM/CMF 314 CMF 3127
Signalized Intersection	0.64 (Injury) 0.95 (Total)	36% reduction (Injury) 5% decrease (Total)	CMF 319 HSM/CMF 322
Single-Lane Roundabout	0.22 (Injury) 0.22 (Total)	78% reduction (Injury) 78% decrease (Total)	HSM HSM
Multilane Roundabout	0.32 (Injury) 0.81 (Total)	68% reduction (Injury) 19% decrease (Total)	HSM HSM
Conversion of a signalized intersection to a...			
Single-Lane Roundabout	0.45 (Injury) 0.74 (Total)	55% reduction (Injury) 26% decrease (Total)	HSM HSM
Multilane Roundabout	0.29 (Injury) 0.81 (Total)	71% reduction (Injury) 19% decrease (Total)	HSM HSM

Crash Modification Clearinghouse ID obtained from website <https://www.cmfclearinghouse.org/>

Roundabout safety benefits are demonstrated by extensive research across the United States. For example, the HSM shows an expected 55 percent reduction in injury crashes when a signalized intersection is converted to a single-lane roundabout. The expected reduction is 78 percent when a stop-control intersection is converted to a single-lane roundabout.

It should be noted that there is an expected crash reduction when unwarranted traffic signals are removed (0.76 CMF or 24 percent reduction of total crashes). This illustrates the importance of not installing traffic signals when MUTCD traffic signal warrants are not met.

Other elements incorporated into the alternatives with safety benefits (supported by CMFs) include:

- Roadway lighting
- Left and right turn lanes
- Access closures, consolidation, relocation, and/or restriction of turn/crossing movements
- Raised medians within major intersection functional areas
- Shared use paths (to separate pedestrians/bicyclists from vehicular traffic)

CONCEPTUAL COSTS

Planning-level intersection and corridor segment alternative Construction + Right-of-Way cost estimates are summarized in the following tables. For consistency across intersection types, each planning-level intersection cost accounts for reconstructing the intersection physical area plus 800 feet east and west of the intersection on LC Hwy 106 and 550 feet north and south of the intersection on the crossroad arterial. LC Hwy 106 corridor segment costs are based on the segment length, approximately 3,680 feet, between the major intersection areas. Conceptual costs do not include preliminary and construction engineering costs and would be in addition to what is presented. A cost breakdown by generalized work item is provided in **Appendix L**.

Table 24: LC Hwy 106 Intersection Conceptual Costs

Intersection Type	LC Hwy 106 Corridor Section	Crossroad Number of Lanes (North/South Arterial)	Construction + ROW Costs (\$M, 2023)
Single-Lane Roundabout	3-Lane	3-Lane	\$4.0
Multilane Roundabout	3-Lane	North leg: multilane South leg: 3-lane	\$4.8
Multilane Roundabout	3-Lane	North leg: multilane South leg: multilane	\$5.6
Stop Control	3-Lane	3-Lane	\$4.0
Traffic Signal	3-Lane	North leg: multilane South leg: 3-lane	\$5.2
Traffic Signal	3-Lane	North leg: multilane South leg: multilane	\$6.2
Traffic Signal	Multilane	North leg: multilane South leg: multilane	\$6.7

Intersection limits reflect construction of intersection physical area (~100 feet) plus 800 feet east and west on LC Hwy 106 and 550 feet north and south on crossroad arterial

Table 25: LC Hwy 106 Corridor Segment Conceptual Costs

LC Hwy 106 Corridor Section	Corridor Segment Length (feet)	Construction + ROW Costs (\$M, 2023)
3-Lane	3,580	\$6.8
Multilane	3,580	\$7.9

Corridor segment limits reflect reconstruction of the LC Hwy 106 segment between arterial intersection footprints (5,280 ft – 100 ft - 800 ft – 800 ft = 3,580 ft)

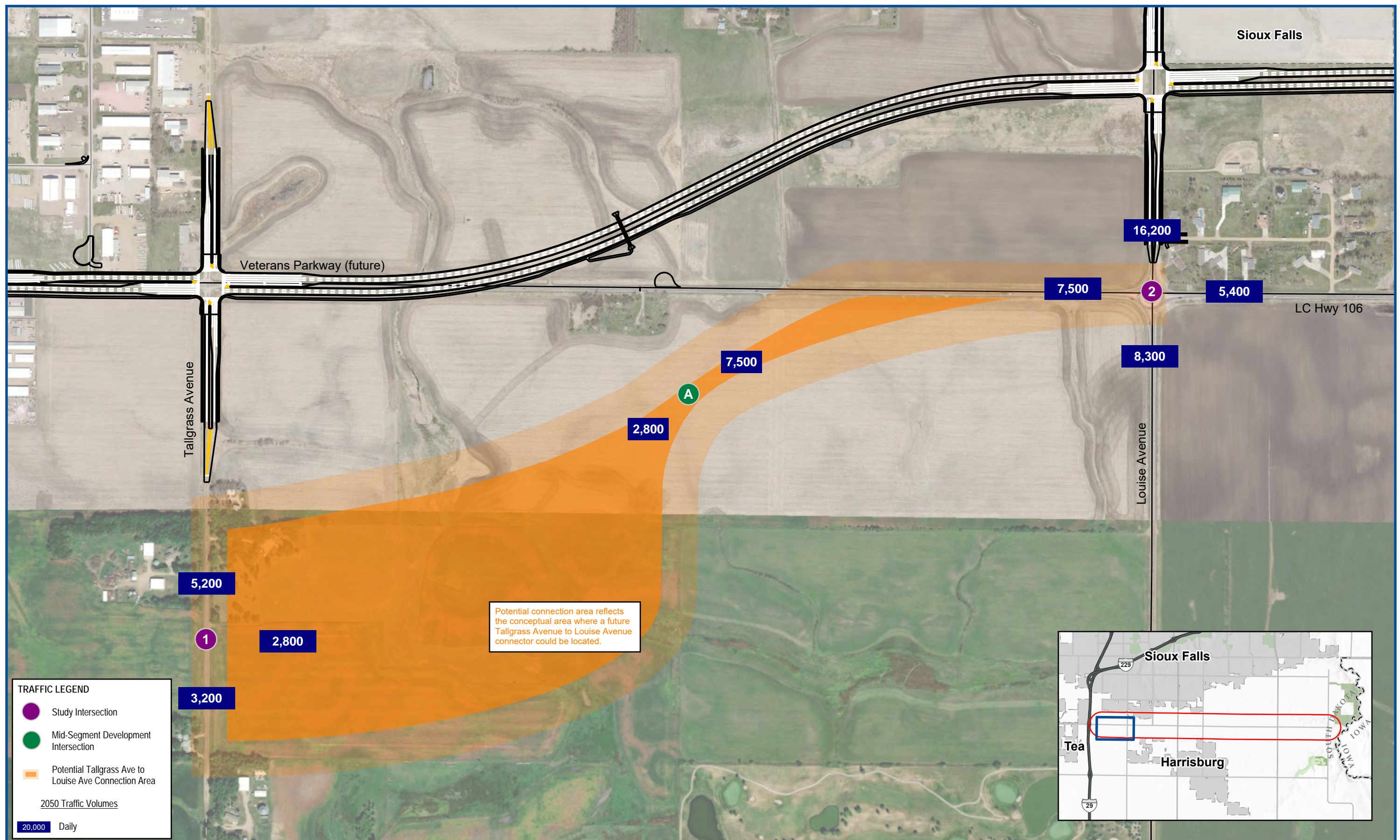
TALLGRASS AVENUE TO LOUISE AVENUE CONNECTION

Following completion of Veterans Parkway, LC Hwy 106 will no longer include a direct connection to Tallgrass Avenue. A supplemental scenario was developed to better understand potential operational benefits or drawbacks of providing a future connection between Tallgrass Avenue and Louise Avenue. This connection would require new right-of-way and be at least 1/4-mile south of Veterans Parkway per the Veterans Parkway access plan and environmental commitments.

An illustrative range of alignments is shown in **Figure 21** to show potential, planning-level options that tie Tallgrass Avenue with the LC Hwy 106 & Louise Avenue intersection. It is estimated that upwards of 7,500 vehicles per day would use this connection by the 2050 Planning Horizon, though most of the traffic is expected to be development-generated with direct access to the segment. Forecasted 2050 Planning Horizon traffic volumes through the connection and adjacent crossroad corridors are also shown in **Figure 21**.

Key findings from the analysis include:

- Limited traffic demand for through travel on the connection (e.g., I-29 to Louise Avenue)
 - Changes to LC Hwy 106 traffic patterns were generally negligible with or without the connection from the Western Avenue intersection eastward
 - Traffic tends to stay on Veterans Parkway when traveling between I-29 and Louise Avenue or Western Avenue
 - The southwest to northeast diagonal connection reflects out of the way travel for these movements
- Mid-segment development-generated traffic (development traffic with direct access to the connection) typically heads to/from Louise Avenue by nearly a 3:1 margin when compared to traffic traveling to/from Tallgrass Avenue
- Connection provides a good opportunity for access to surrounding development and can help manage access on Tallgrass Avenue and Louise Avenue
- Connection provides a good opportunity to improve local roadway connectivity in the area and establishes an east/west option for local, lower-speed traffic
- Single-lane roundabout best manages delay at the LC Hwy 106 & Louise Avenue intersection



**RANGE OF POTENTIAL TALLGRASS AVENUE TO LOUISE AVENUE ALIGNMENTS
(2050 PLANNING HORIZON DAILY TRAFFIC VOLUMES)**

FIGURE 21

Cliff Avenue to Southeastern Avenue Segment Concepts

*Conceptual corridor segment layouts illustrating a potential railroad grade separation and options to manage access between Cliff Avenue and Southeastern Avenue are provided in **Appendix J**.*

The railroad grade separation alternative was developed for a multilane corridor, applicable with an Urban 5-Lane or Urban 4-Lane Divided typical section. The bridge would span upwards of 390 feet and touch down points to the east and west are approximately 1,500 feet from the rail centerline. The alternative includes a fill slope option and wall option to help visualize impacts, shown in **Figure 22**. The fill slope option exhibits a considerably larger footprint that would require full acquisition of at least one parcel while the wall option constructs retaining walls just outside the shared use paths. Rearrange road options are shown in the alternative layout in the Appendix.

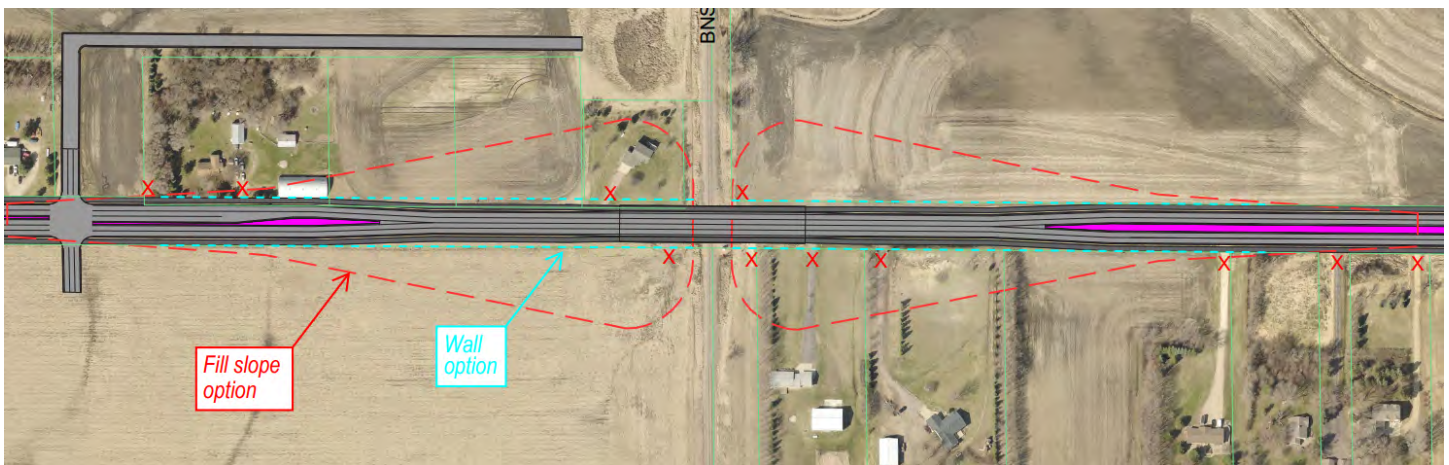


Figure 22: Railroad Grade Separation Conceptual Footprint

Four access concepts were developed for the existing access points on the south side of LC Hwy 106, between the railroad tracks and Southeastern Avenue:

- A. Maintain existing access
- B. Frontage road
- C. Access consolidation
- D. Frontage Road (with 4-Lane Divided section)

The concepts provide varying levels of access management, align with access management recommendations in the Access Plan, and provide flexibility for agency implementation as part of future projects.

UTILITY COORDINATION

See *Utility Coordination Memo* in **Appendix M** for additional information.

Planning-level utility coordination was conducted as part of the corridor study to help identify utilities that are:

- Currently in the corridor
- Planning to be in the corridor and/or planning improvements to existing utilities in the corridor
- Not in the corridor and no plans to locate in the corridor

A survey was sent to local utility contacts in Spring 2023. For utilities in the corridor, a follow-up question was also asked about the type and location of the utility within the corridor.

Responding utilities are noted in **Table 26**. The utility type, location, and supporting notes are provided in **Appendix M**.

Table 26: Responding Utilities Located in the LC Hwy 106 Corridor

AT&T	MidAmerican Energy	Xcel Energy
Bluepeak	Northern Natural Gas	Lincoln County Rural Water System
East River Electric Coop.	NuStar Pipeline	Magellan Pipeline Company L.P.
Lewis & Clark Regional Water	Southeastern Electric Cooperative	
LUMEN	Verizon	

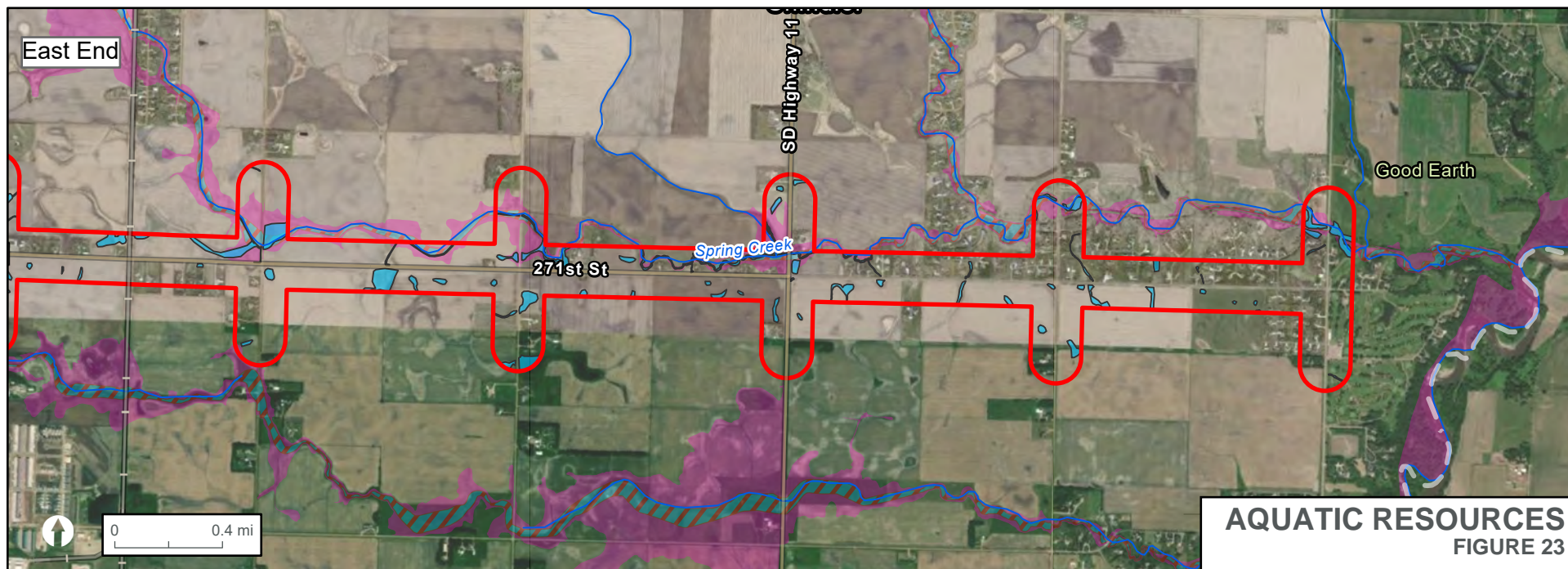
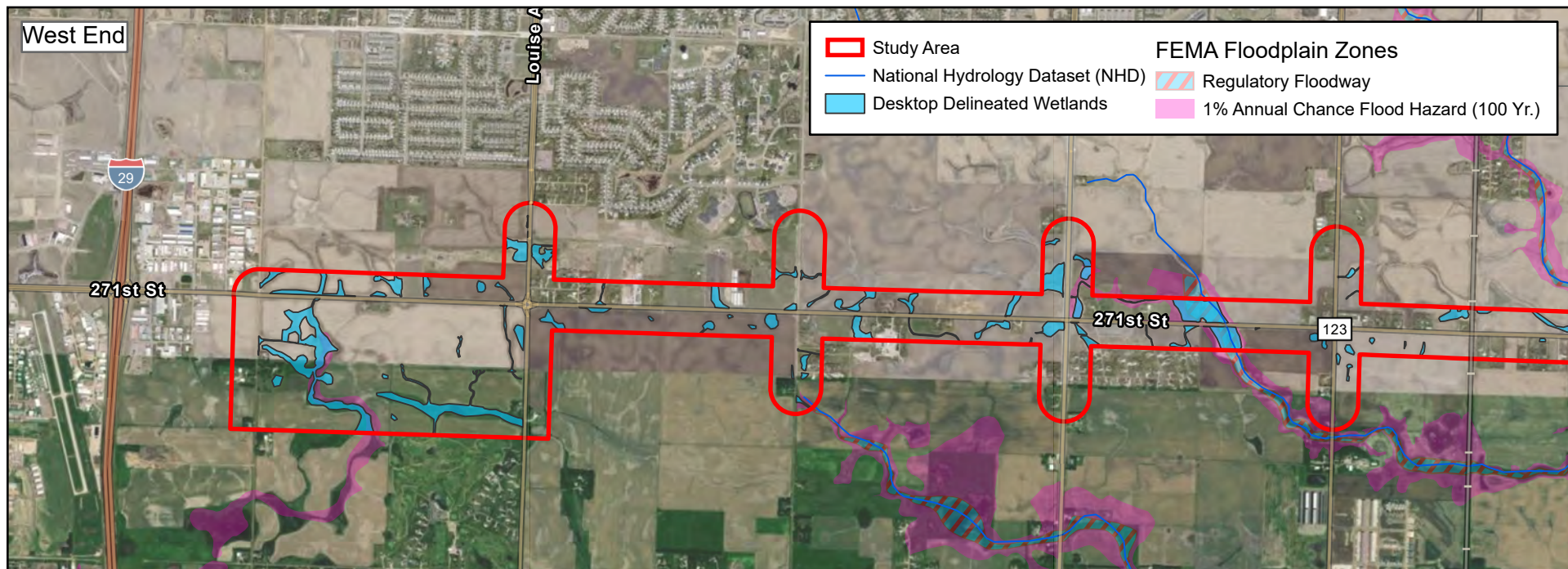
ENVIRONMENTAL REVIEW

See *Environmental Technical Memo* in **Appendix N** for additional information.

An environmental overview of the study area was conducted to identify environmental resources, potential for impacts, and future actions needed as part of the project. The *Environmental Technical Memo*, included in **Appendix N**, documents findings from the review. Figures illustrating environmental resources can also be found with the memo. The following resources likely to be impacted by the project and require further review are summarized below.

Wetlands and Other Waters of the U.S.

A desktop delineation found 134 wetlands within the study area, shown in **Figure 23**, totaling 155 acres. Three stream crossings also exist within the project. Impacts to wetlands or other waters are likely and field delineations should be completed to determine full extent of all wetlands and their boundaries once further project details are known. If impacts occur to wetlands or streams, a U.S. Army Corps of Engineers (USACE) Section 404 Permit may be required.



Threatened and Endangered Species

Trees that serve as habitat for the endangered northern long-eared bat and proposed endangered tricolored bat is present within the study area. A field habitat review will need to be completed and consultation with the U.S. Fish and Wildlife Service should be conducted.

Coordination with SD Game Fish and Parks (SD GFP) also revealed this area to be within the range of the state-listed lined snake. A desktop analysis of suitable lined snake area should be completed for projects pulled forward and visual surveys of habitat may be required.

Archaeological/Historical Properties

Several archaeological and historic properties listed or eligible for listing on the National Register of Historic Places (NRHP) exist within the study area. Many sites have not been evaluated for eligibility for the NRHP. A field survey was not conducted for archaeological/historical properties within the study area. A survey should be conducted to determine if there are any unidentified archaeological/historic properties within the area. Consultation with SD State Historic Preservation Office should occur once impacts to these properties are known.

Floodplain

FEMA floodplain exists within the study area, previously shown in **Figure 23**. Once details for planned projects are developed, a qualified hydraulic staff should review the plan sets to determine if impacts to the floodplain would occur. Additional coordination with the floodplain administrator or FEMA may be required.

LC Hwy 106 Alternatives and Environmental Impacts

Only small differences in anticipated impacts would occur between build options along LC Hwy 106. At intersections, the roundabout options have a larger footprint and may impact slightly more wetland than intersections with a traffic signal or stop control. However, these differences are not anticipated to be significant. Cultural surveys must be completed within project limits once recommendations are known to determine full impacts to archaeological and historic properties. Threatened and endangered species habitat in the area is limited, and build options are not anticipated to remove significant habitat for those species.

DRAINAGE CONSIDERATIONS

The LC Hwy 106 corridor is the headwaters for multiple drainage basins in Lincoln County. Many of these drainage basins have a history of flat terrain and poor drainage causing concern for downstream landowners. Multiple jurisdictions including Lincoln County, City of Sioux Falls, and City of Harrisburg given development in this area and each jurisdiction has design standards and/or ordinances in place to protect downstream drainage through rate and quality control when development occurs. Further, each jurisdiction has ordinances in place regulating development in the FEMA floodplain and regulating impacts to the base flood elevations in the defined floodplain.

The Land Use Plan, introduced in **Figure 14**, identifies major roadway culvert crossing locations on LC Hwy 106 and arterial crossroads. The figure also shows existing natural detention areas that provide some

natural peak flow reduction prior to passing through the existing culvert crossing and proposed detention sites to be constructed during the Veterans Parkway project.

As the LC Hwy 106 corridor develops, the major drainage culvert crossings on LC Hwy 106 and intersecting arterial roadways need to be evaluated to determine the most appropriate method to regulate peak flow rates to meet design standards and minimize future downstream impacts. Based on previous FEMA floodplain analysis or existing drainage studies, several major drainage culvert crossings along the corridor are not sized to convey the 1% annual chance flood event. During this event, flows begin to naturally pond and detain on the upstream side of each existing roadway culvert until the water elevation on the upstream side is high enough to overtop the roadway section. Roadway overtopping flow is often significant at these locations and may damage the existing roadway.

When designing roadway improvements, culvert crossing design considerations and mitigation methods should be evaluated to include, but not limited to:

- City of Sioux Falls, City of Harrisburg, and Lincoln County design standards (as applicable)
- Culvert size and cost for conveying the 1% annual chance flood event without overtopping the roadway
- FEMA Flood Hazard Zone AE (FEMA Zone AE) no-rise condition for the proposed improvement, or a Conditional Letter of Map Revision (CLOMR) would be required
- Preventing an increase in peak flows downstream from the culvert improvement
- Replacement of floodplain attenuation volumes if fill is placed in a FEMA floodplain

Mitigation methods for these design considerations include, but not limited to:

- Adding detention upstream of the roadway culvert crossing to reduce peak flows, reduce culvert crossing size, mitigate a potential rise in a FEMA Zone AE, and/or mitigate floodplain attenuation volume lost
- Adding detention downstream of the roadway culvert crossing to reduce peak flows and/or mitigate floodplain attenuation volume lost
- Coordinating or partnering with neighboring developers to provide additional detention in the development's detention system for the roadway improvements to reduce peak flows, reduce culvert crossing size, mitigate a potential rise in a FEMA Zone AE, and/or mitigate floodplain attenuation volume lost
- Implementing a regional detention solution in the basin to reduce peak flows, reduce culvert crossing size, mitigate a potential rise in a FEMA Zone AE, and/or mitigate floodplain attenuation volume lost
- Obtain a CLOMR if a no-rise cannot be achieved for a FEMA Zone AE

Each design consideration should be reviewed during the final design of these culvert crossings and a potential mitigation option should be implemented to avoid adverse impacts to the drainage system downstream of each culvert.

INTERSECTION ALTERNATIVES EVALUATION

This section provides a summary of Build condition evaluation measures for the various intersection alternatives, focusing on:

- 2050 Planning Horizon traffic operations
- 2050 Sensitivity Scenario traffic operations
- Safety (intersection type crash reduction)
- Long-range compatibility with intersection expansion and/or corridor build-out
- Cost

A description of intersection evaluation measures and considerations is provided in **Table 27**. Evaluation summaries are provided in **Table 28** through **Table 36**.

Each alternative addresses a need established as part of this study. These tables are meant to compare alternatives with consideration to long-range needs. However, there are instances where an alternative may score poorly with respect to these long-range needs, but the alternative addresses a short-term need and may be the best option for an interim measure.

Table 27: Intersection Alternatives Evaluation Description

Category	Considerations	Measure		
		+	Blank	—
2050 Planning Horizon traffic operations	How well does the alternative address Year 2050 traffic operation needs?	LOS A-B	LOS C	LOS D-F
2050 Sensitivity Scenario traffic operations	How well does the alternative address Year 2050 Sensitivity Scenario traffic operation needs?	LOS A-B	LOS C-D	LOS E-F
Safety	Comparison of safety based on intersection type CMFs and expected crash reduction	Best safety performance	Maintain or slight improvement	No safety improvement
Long-Range Compatibility	Long-range compatibility with: <ul style="list-style-type: none"> • Intersection expansion and/or corridor build-out needs (if applicable) • Other area planned improvements (e.g., Veterans Parkway project, SD 11 study recommendations, crossroad arterial reconstruction) If an interim improvement, can it be expanded or does it need reconstructed?	Best addresses long-range needs	Requires modification, but expandable	Reconstruction required
Cost	Construction + ROW costs (2023\$)	n/a	n/a	n/a
		Differentiating benefit	Measure supports study objectives and is a benefit to the corridor	Differentiating drawback

Table 28: Alternatives Evaluation – Louise Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Louise – 1	Single-Lane Roundabout	+	+	+	–	\$4.0
Louise – 2	Multilane Roundabout	+	+	+	+	\$4.8
Louise – 3	Traffic Signal				+	\$5.2 - \$6.2

Table 29: Alternatives Evaluation – Western Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Western – 1	Single-Lane Roundabout	+		+	–	\$4.0
Western – 2	Multilane Roundabout	+	+	+	+	\$4.8 - \$5.6
Western – 3	Traffic Signal					\$5.2 - \$6.2
Western – 4	Traffic Signal (Multilane)				+	\$6.7

Table 30: Alternatives Evaluation – Minnesota Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Minnesota – 1	Traffic Signal					\$2.0
Minnesota – 2	Traffic Signal (Multilane)				+	\$3.5

Costs reflect reconstruction of east and west legs of intersection; minimal modification to existing Minnesota Avenue pavement

Table 31: Alternatives Evaluation – Cliff Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Cliff – 1	Single-Lane Roundabout		—		—	\$4.0
Cliff – 2	Multilane Roundabout	+	—	+	+	\$5.6
Cliff – 3	Traffic Signal					\$6.2
Cliff – 4	Traffic Signal (Multilane)				+	\$6.7

Cliff – 1 safety left blank due to anticipated long-range congestion, which degrades safety benefits during peak periods

Table 32: Alternatives Evaluation – Southeastern Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Southeastern – 1	Single-Lane Roundabout	+		+		\$4.0
Southeastern – 2	Traffic Signal					\$5.2 - \$6.2
Southeastern – 3	Traffic Signal (Multilane)				+	\$6.7

Table 33: Alternatives Evaluation – Sycamore Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
Sycamore – 1	Single-Lane Roundabout	+	n/a	+	+	\$4.0
Sycamore – 2	Stop-Control (Traffic Signal)		n/a		+	\$4.0

Table 34: Alternatives Evaluation – SD11 Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
SD11 – 1	Stop-Control (Traffic Signal)		n/a		+	\$6.2

Table 35: Alternatives Evaluation – 479th Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
479 th – 1	Single-Lane Roundabout	+	n/a	+	+	\$4.0
479 th – 2	Stop-Control	+	n/a			\$4.0

Table 36: Alternatives Evaluation – 480th Avenue Intersection

Alternative	Intersection Type	2050 Traffic Operations	2050 Sensitivity Traffic Operations	Safety	Long-Range Compatibility	Costs (\$M, 2023)
480 th – 1	Single-Lane Roundabout	+	n/a	+	+	\$4.0
480 th – 2	Stop-Control	+	n/a			\$4.0

RECOMMENDATION METHODOLOGY

Recommendations were developed through a collaborative process with the Study Advisory Team, analysis, and public and stakeholder input. The recommendation framework follows a Long-Range Vision process that supports agency flexibility with programming projects as needs and opportunities arise. It also fosters coordination amongst agencies to maximize investment and avoid constructing something twice in a short timeframe. This vision framework is supported through recommendations that provide options for:

- Incremental and/or ultimate build-out
- Intersection type (roundabout or traffic signal)
- Corridor number of lanes on LC Hwy 106 and crossroads (3-lane or multilane)
- Incorporating planned improvements for Veterans Parkway, SD 11, and other arterial crossroads

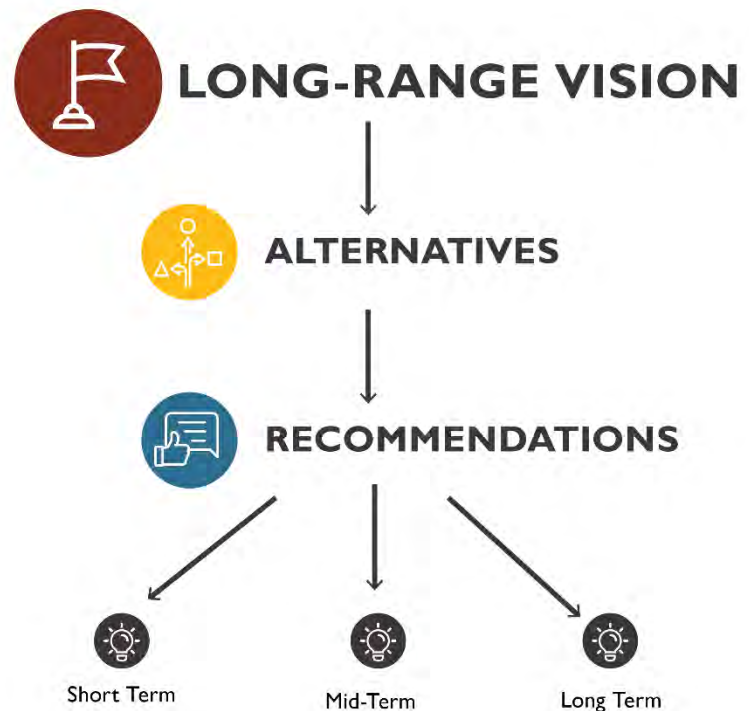
Ultimately, the timeframe for long-range improvement needs is highly dependent on type, pace, and density of future development along the LC Hwy 106 corridor. When a project is identified, this vision process lays the foundation for future design-level evaluation and detailed analysis.

Recommendation Framework

Long-Range Vision: illustrates the overarching, long-range recommendations for the corridor and provides guidance on elements to incorporate in future planning and projects.

Supporting Alternatives: specific modifications that may be implemented individually or collectively when working towards the long-range vision.

Alternatives Recommendations: short-term, mid-term, and long-term recommendations align with anticipated development along the LC Hwy 106 corridor based on the three City of Sioux Falls Growth Management Plan development tiers and City of Harrisburg growth area.

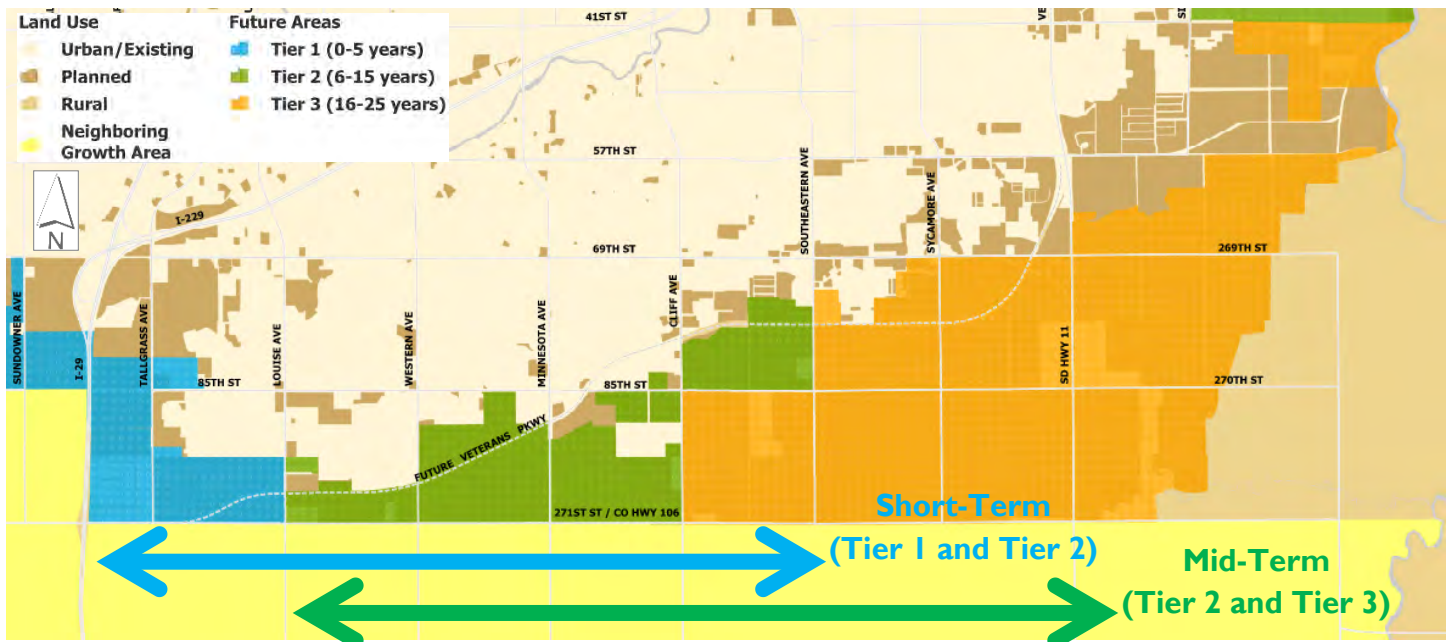


Recommendation Timelines

Recommendation timelines, shown in **Table 37**, correlate with City of Sioux Falls Growth Management Plan development tiers as shown spatially in **Figure 24**. The City of Harrisburg core growth area is similar to the City of Sioux Falls Growth Tiers 1 and 2. Recommendation color-coding corresponds with the initial City of Sioux Falls Growth Tier within the respective timeframe. It is anticipated that Tier 2 development will overlap Short-Term and Mid-Term recommendation timeframes.

Table 37: Recommendation Timeline and City of Sioux Falls Growth Tiers

Recommendation Timeframe		City of Sioux Falls Growth Tiers and Years
Short-Term	Present – 2035	Tier 1 & Tier 2: up to 15 years
Mid-Term	2036 – 2045	Tier 2 & Tier 3: up to 25 years
Long-Term	2046+	26+ years



Source: Adapted from City of Sioux Falls (March 8, 2023)

Figure 24: Spatial Relationship between Recommendation Timeframe and City of Sioux Falls Growth Tiers

Near-term recommendations were also identified for further consideration to reflect spot improvements that address existing needs. These recommendations do not include full reconstruction of an intersection or short segment, rather smaller modifications such as adding a turn lane, modifying an access point, or changing intersection control. They would serve as a bridge between existing and short/mid/long-term recommendations, but not replace those recommendations. If reconstruction is required, short-term and mid-term improvements are recommended.

RECOMMENDATIONS

Typical Sections

Long-Range Vision: Urban typical section

Urban typical sections are recommended for future reconstruction of the corridor:

- **Urban 3-Lane Typical Section:** single through lane in each direction, center left turn lane, curb and gutter, storm sewer, roadway lighting, and 10-foot shared use path on both sides
- **Urban 5-Lane Typical Section:** two through lanes in each direction, center left turn lane, curb and gutter, storm sewer, roadway lighting, and 10-foot shared use path on both sides
- **Urban 4-Lane Divided Typical Section:** two through lanes in each direction, raised median that accommodates a left turn lane at intersections, curb and gutter, storm sewer, roadway lighting, and 10-foot shared use path on both sides

Urban typical sections are recommended in lieu of rural typical sections for this corridor to minimize right-of-way impacts, convey storm water in underground storm sewer instead of ditches due to lack of grade through many areas, and incorporate the desired multimodal transportation elements. It is estimated that a rural multilane typical section would require, at minimum, 120-foot right-of-way that may widen depending on ditch needs.

For near-term spot improvements to intersections or short segments not requiring full reconstruction, maintaining the existing rural section is recommended.

- **Rural 3-Lane Typical Section:** near-term spot improvements

Corridor Number of Lanes

Long-Range Vision:

- **Multilane corridor: Louise Avenue to SD 11**
- **3-Lane corridor: SD 11 to 480th Avenue**

The 2050 Planning Horizon volumes developed for this study are adequately managed through a 3-lane LC Hwy 106 corridor. However, future development along the corridor will highly influence future corridor needs. The 2050 Sensitivity Analysis showed operational benefits for a multilane corridor from Western Avenue eastward to Southeastern Avenue to address intersection operations at Minnesota Avenue and Cliff Avenue.

Route continuity between key north/south arterials is also important and thus it is recommended a multilane corridor be considered west to Louise Avenue and east to SD 11. These intersections reflect the bookend arterial intersections within the primary City of Sioux Falls and City of Harrisburg growth areas.

Short-Term Recommendation: Urban 3-lane corridor

- New 3-Lane: Louise Avenue to Southeastern Avenue
- City of Sioux Falls Tier 1 and Tier 2 growth area
- Core City of Harrisburg growth area

Mid-Term Recommendation: Urban 3-Lane corridor

- Maintain 3-Lane: Louise Avenue to Southeastern Avenue
- New 3-Lane: Southeastern Avenue to SD 11
- Consider 3-Lane: SD 11 to 480th Avenue
- City of Sioux Falls Tier 3 growth area
- SD 11 cut-through route (to/from Sycamore Avenue, Southeastern Avenue, etc.)

Long-Term Recommendation: Urban Multilane and 3-Lane corridor

- New Multilane: Western Avenue to Southeastern Avenue
- Consider Multilane: west to Louise Avenue and east to SD 11
- Maintain or construct 3-Lane on all other segments not reconstructed to multilane sections

Intersection Considerations

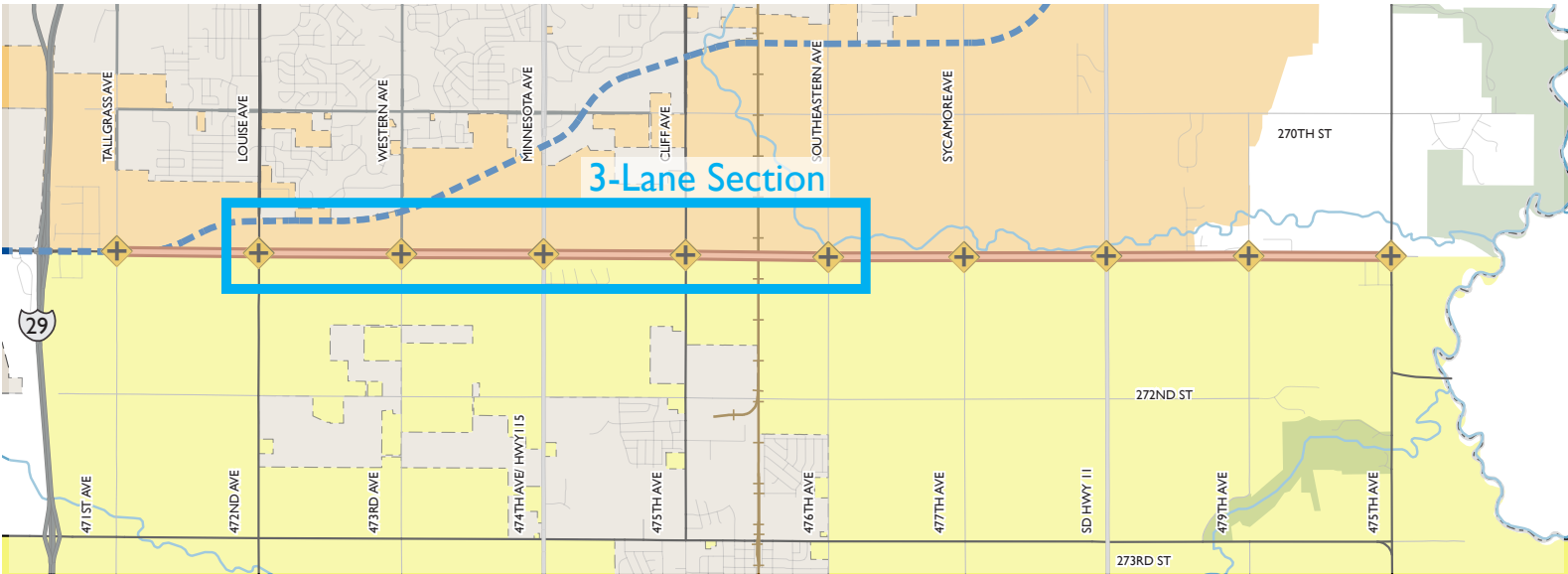
Key considerations with the intersection recommendations include:

- LC Hwy 106 corridor operational needs, future traffic patterns, and route continuity
- Roundabout benefits with traffic operations, safety, and public and stakeholder support
- Prioritize north/south arterial travel
- Anticipated traffic growth on Minnesota Avenue and Cliff Avenue corridors and associated long-range operational needs
- Planned projects in the area and recommendations from other studies
- Potential for incremental build-out of intersections and corridor segments
- Minimize the risk of duplicate work or rework between short/mid/long-term needs

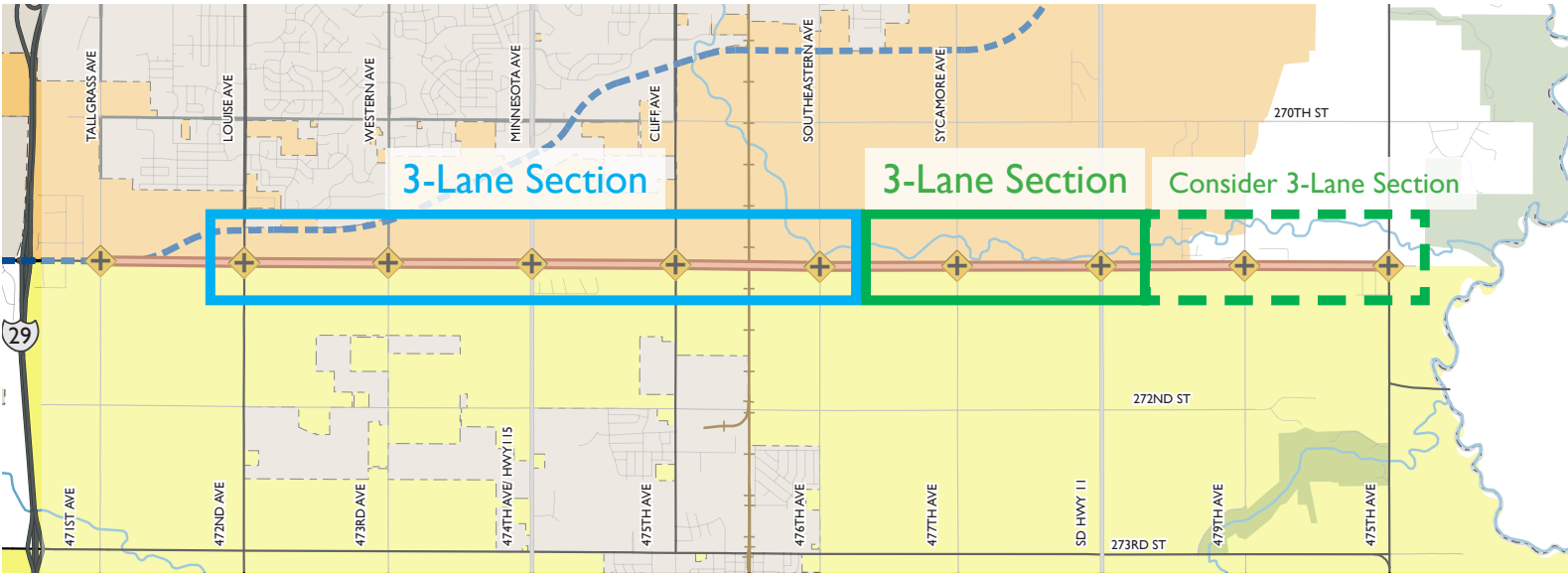
All multilane roundabout alternatives are a 'hybrid' multilane roundabout where only up to two legs of the roundabout are complete multilane sections. All short-term, mid-term, and long-term intersection reconstruction recommendations are for urban intersections.

LC HWY 106 CORRIDOR NUMBER OF LANES RECOMMENDATIONS

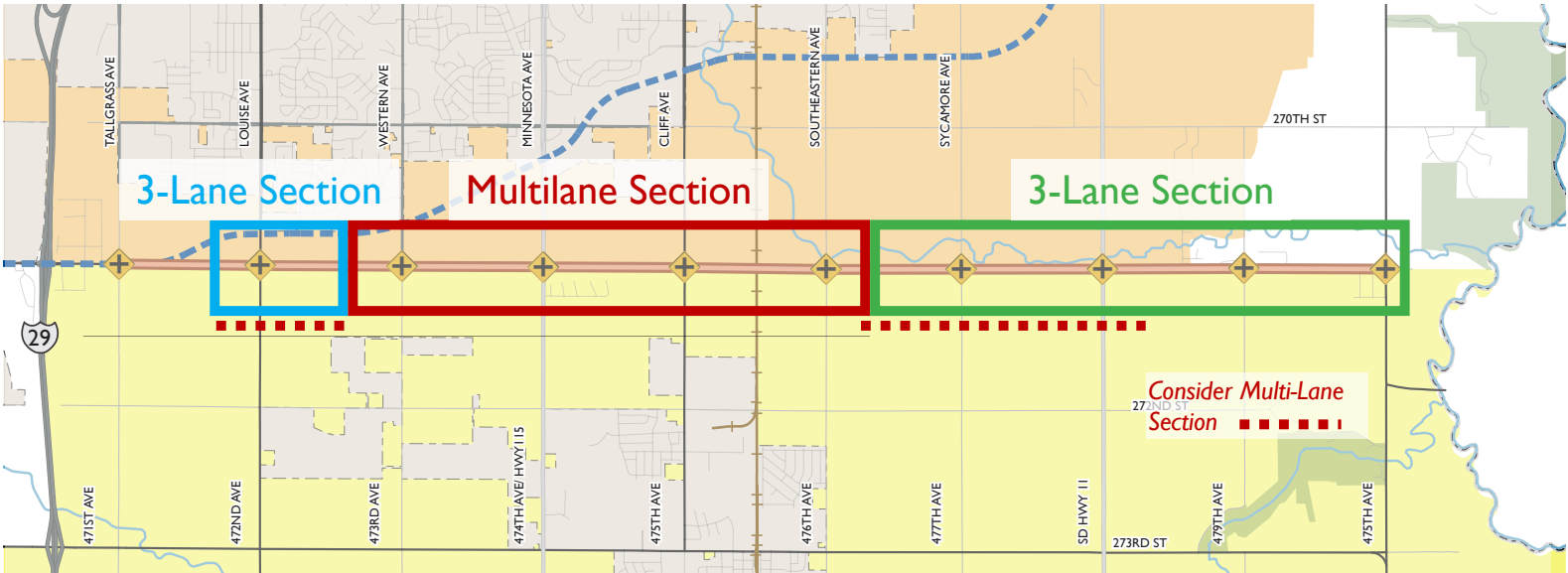
Short-Term Recommendation:



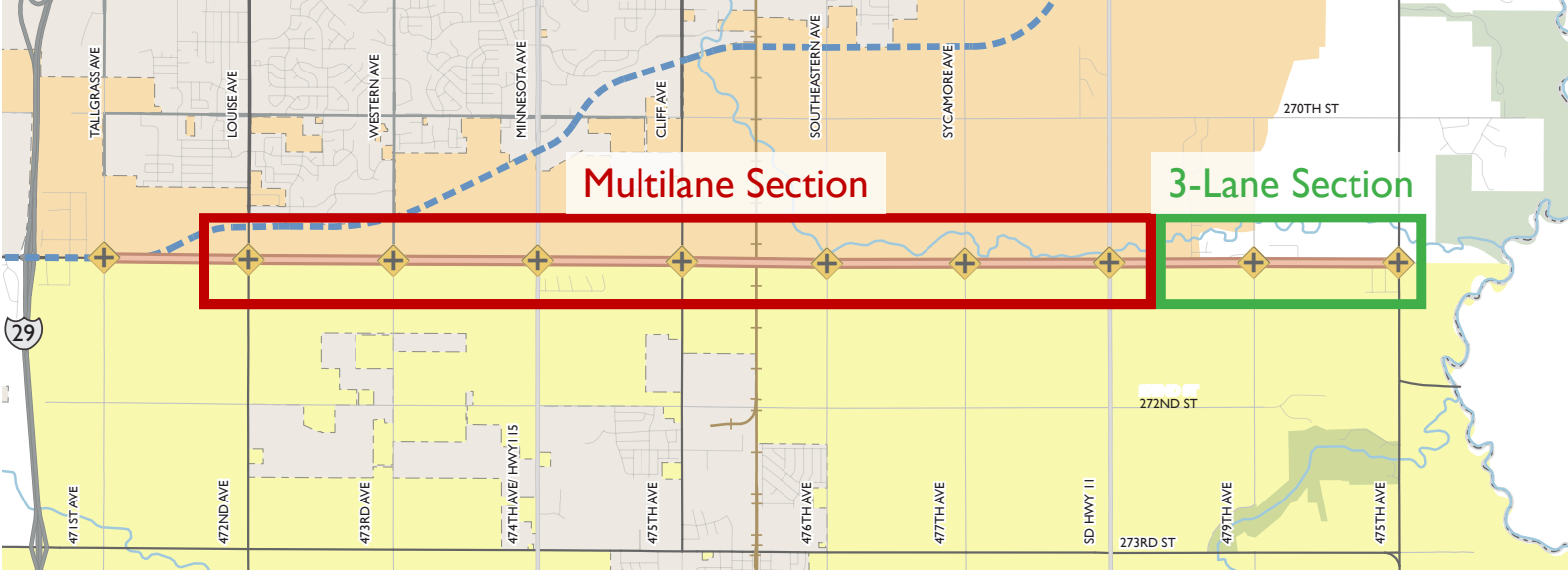
Mid-Term Recommendation:



Long-Term Recommendation:



Long-Range Vision:



ROAD SEGMENTS:

- Urban 3-Lane Section:**
1 lane each direction plus center left turn lane
- Urban Multilane Section:**
2 lanes each direction plus center left turn lane or raised median



FIGURE 25

Lincoln County Highway 106 Corridor Study



Louise Avenue Intersection

The Louise Avenue operational and safety analysis findings highlight benefits of the single-lane and multilane roundabout alternatives at this intersection. The existing single-lane roundabout is anticipated to meet operational demand for the foreseeable future; however, it lacks multimodal features which would need to be added in conjunction with future projects. Further, it requires the multilane Louise Avenue corridor to the north to add/drop lanes north of the intersection. Therefore, the existing single-lane roundabout was noted to not exhibit long-range compatibility with the area. The multilane roundabout alternative addresses the long-range needs for this intersection.

A future signalized intersection may also be considered when the intersection needs to be reconstructed (Louise – 3). However, future traffic patterns may not be conducive to meeting traffic signal warrants and thus there is the potential it would not be signalized upon opening without considerable development along the LC Hwy 106 corridor and Louise Avenue traffic growth.

If a future multilane LC Hwy 106 corridor is extended west to Louise Avenue, the long-term Western Avenue multilane roundabout layout (Western – 2 Modified) would be applicable at this intersection.

Short-Term and Mid-Term Recommendation: Roundabout (Louise – 2)

- Maintain existing single-lane roundabout until reconstruction is needed
- Reconstruct as urban multilane roundabout to tie into the Louise Avenue multilane corridor constructed as part of Veterans Parkway project
 - Add/drop lanes within the roundabout

Long-Term Recommendation: Multilane Roundabout (Louise – 2)

- Maintain or construct the urban multilane roundabout recommended in the Short-Term and Mid-Term recommendations that adds/drops lanes within the roundabout (as needed)

Western Avenue Intersection

Western Avenue intersection considerations are very similar to those at the Louise Avenue intersection. The existing AWSC intersection generally addresses existing traffic operations; however, it lacks multimodal features and the north leg is being reconstructed to a multilane section as part of the Veterans Parkway project.

The multilane roundabout alternative addresses the long-range needs for this intersection by providing operational and safety benefits, facilitating lane adds/drops within the roundabout, and incorporating multimodal features. Further, the roundabout can be expanded to accommodate a multilane section to the east without requiring full reconstruction of the recommended short/mid-term multilane roundabout configuration. Channelized turn lanes provide seamless lane additions within the roundabout that support lane utilization and driver expectancy.

A future signalized intersection may also be considered when the intersection is reconstructed (Western – 3). However, long-range operational and safety benefits are less than what is shown with a roundabout.

Short-Term and Mid-Term Recommendation: Multilane Roundabout (Western – 2)

- Reconstruct as urban multilane roundabout to tie into Western Avenue multilane corridor constructed as part of Veterans Parkway intersection
 - Add/drop lanes within the roundabout

Long-Term Recommendation: Multilane Roundabout (Western – 2 Modified)

- Modify multilane roundabout if needed to tie into a multilane LC Hwy 106 corridor extending east of the intersection
 - Construct channelized northbound and westbound right turn lanes outside of the existing roundabout

Minnesota Avenue Intersection

The SDDOT recently reconstructed Minnesota Avenue (SD 115) from Willow Street (Harrisburg) northward to 85th Street (Sioux Falls) as an urban multilane divided corridor. No changes to the Minnesota Avenue pavement are anticipated and the intersection will remain signalized. Minnesota Avenue is the primary north/south arterial corridor in the area with traffic volumes expected to approach 30,000 vehicles per day by Year 2050. Maintaining a signalized intersection helps prioritize north/south travel.

Recommendations focus on building-out the east and west legs to urban sections based on anticipated traffic needs. Managing operations on the eastbound and westbound approaches with left and right turn lanes, and eventually multiple through lanes, helps prioritize north/south travel by minimizing green time for the east/west movements.

Short-Term and Mid-Term Recommendation: Traffic Signal (Minnesota – 2)

- Maintain as signalized intersection
- Reconstruct east and west intersection legs with Urban 4-Lane Divided section. Constructing Minnesota – 2 as the short/mid-term recommendation:
 - Minimizes need for rework when LC Hwy 106 corridor is expanded
 - Establishes the long-term configuration with traffic signal pole locations/lengths, street lighting locations, curb and gutter, raised median, and drainage
 - Can reflect the Minnesota – 1 lane configuration by striping the outside lanes as right turn lanes until additional through lanes are needed

Long-Term Recommendation: Traffic Signal (Minnesota – 2)

- If Minnesota – 2 previously constructed, maintain intersection configuration and review need for right turn lanes
- If Minnesota – 2 not previously constructed, construct Minnesota – 2 configuration and review need for right turn lanes

Cliff Avenue Intersection

While forecasted volumes are not as high as the Minnesota Avenue corridor, the Cliff Avenue corridor is also anticipated to see considerable traffic growth as a centralized north/south arterial corridor within Harrisburg and Sioux Falls. It is anticipated that Cliff Avenue will be a continuous multilane corridor in the future. Currently, Cliff Avenue has been reconstructed by the City of Sioux Falls southward to approximately ½-mile north of the intersection with plans to reconstruct to the LC Hwy 106 intersection.

The traffic operations analysis shows that the single-lane roundabout accommodates Year 2050 traffic volumes but fails with the 2050 Sensitivity Scenario traffic volumes. The multilane roundabout provides considerably better Year 2050 operations, but the 2050 Sensitivity Scenario volumes are nearing capacity thresholds. The signalized intersection alternatives were found to provide the best traffic operations with the 2050 Sensitivity Scenario analysis.

The single-lane roundabout scored poorly in the long-range compatibility based the future Cliff Avenue multilane section and long-range operational needs. The multilane roundabout alternative is a good option through the mid-term, but a signalized intersection would likely be needed with continued Cliff Avenue traffic growth. Therefore, the short-term and mid-term recommendation includes both the multilane roundabout and traffic signal options for consideration.

Short-Term and Mid-Term Recommendation: Multilane Roundabout (Cliff – 2) or Traffic Signal (Cliff – 4)

- Urban reconstruction, with option to construct multilane roundabout or signalized intersection
- If signalized intersection is selected, reconstruct as urban intersection with LC Hwy 106 Urban 4-Lane Divided section. Constructing Cliff – 4 as the short/mid-term recommendation:
 - Minimizes need for rework when LC Hwy 106 corridor is expanded
 - Establishes the long-term configuration with traffic signal pole locations/lengths, street lighting locations, curb and gutter, raised median (and management of existing access), and drainage
 - Can reflect the Cliff – 3 lane configuration by striping the outside lanes as right turn lanes until additional through lanes are needed

Long-Term Recommendation: Traffic Signal (Cliff – 4)

- If Cliff – 4 previously constructed, maintain intersection configuration and review need for right turn lanes
- If Cliff – 4 not previously constructed, construct Cliff – 4 configuration and review need for right turn lanes

Southeastern Avenue Intersection

Southeastern Avenue is at the eastern edge of the Sioux Falls Tier 2 growth area and Harrisburg core growth area. It is currently a township gravel road for over two miles and would need significant improvement to safely accommodate higher volumes. Both development and Southeastern Avenue corridor improvement timelines are important considerations in the future of this intersection as several things need to come together to fully-realize (and accommodate) high levels of traffic growth.

The single-lane roundabout provides the best long-range traffic operations and safety. It can be modified to tie into multilane arterial segments if needed in the future. A signalized intersection is also an option for consideration but exhibits higher levels of delay and less safety benefit.

This intersection is anticipated to be the eastern bookend intersection of the developing area through the mid-term recommendations. Roundabouts are beneficial at major intersections in urban/rural transition areas as they provide traffic calming and serve as a gateway node between two roadway and/or area types. There are safety drawbacks to signalized intersections in these transition areas due to high speeds, speed differential, and driver expectancy issues. With a signalized Cliff Avenue intersection, a roundabout at Southeastern Avenue would not only exhibit safety benefits at the Southeastern Avenue intersection but would likely extend secondary safety benefits eastward through the railroad crossing to the Cliff Avenue intersection.

Short-Term and Mid-Term Recommendation: Single-Lane Roundabout (Southeastern – I)

- Reconstruct as urban single-lane roundabout

Long-Term Recommendation: Multilane Roundabout (Southeastern – I Modified)

- Maintain single-lane roundabout and modify if needed to tie into a multilane LC Hwy 106 corridor extending west of the intersection
 - Construct channelized eastbound and southbound right turn lanes outside of the existing roundabout
- Consider signalized intersection if LC Hwy 106 and Southeastern Avenue corridors are both multilane sections

Sycamore Avenue Intersection

Sycamore Avenue is located in the City of Sioux Falls Tier 3 growth area and thus forecasted traffic volumes are relatively low. The existing TWSC intersection is anticipated to function adequately for the foreseeable future. When reconstruction is needed, a single-lane roundabout is anticipated to provide long-range operational and safety benefits to this intersection.

Short-Term, Mid-Term, and Long-Term Recommendation: Single-Lane Roundabout (Sycamore – I)

- Maintain existing intersection until reconstruction is needed
- Reconstruct as urban single-lane roundabout

SD11 Intersection

SD11 intersection recommendations were carried forward from the *Northern Lincoln County Corridors (SD11 and SD115) Study* completed in 2023. This study recommends constructing left and right turn lanes on the LC Hwy 106 approaches when the SDDOT reconstructs the intersection to minimize blocking of right turn traffic by through vehicles. East/west through traffic is expected to increase with continued development east of SD11 and into Iowa.

Short-Term, Mid-Term, and Long-Term Recommendation: Stop Control (Traffic Signal) (SD11 – I)

- Reconstruct intersection based on Northern Lincoln County Corridor Study recommendations
 - Left turn, through, and right turn lane configuration on eastbound and westbound approaches
- Signalize when warranted

479th and 480th Avenue Intersections

479th Avenue and 480th Avenue intersections are on the periphery of City of Sioux Falls and City of Harrisburg growth areas. However, there is considerable rural residential development in the area and the corridor accommodates traffic traveling to/from Iowa via the 272nd Street Big Sioux River bridge.

The existing intersections are anticipated to function adequately for the foreseeable future. When reconstruction is needed, a single-lane roundabout is anticipated to provide long-range operational and safety benefits to both locations.

Short-Term, Mid-Term, and Long-Term Recommendation: Single-Lane Roundabout (479th – I and 480th – I)

- Maintain existing intersection until reconstruction is needed
- Reconstruct as urban single-lane roundabout

1/4-Mile Mid-Segment Intersections

Mid-segment intersections are recommended as presented in the Access Plan and recommendation conceptual layouts. Future development shall plan for these locations as the full access intersections on LC Hwy 106.

It is recommended that development plan for a 3-lane section and stop-control (TWSC) on the side-street approaches. A development traffic impact study will determine whether a traffic signal and right turn lanes (applicable for all approaches) will be required based on traffic warrants.

Cliff Avenue to Southeastern Avenue Segment (Access Management and Railroad Grade Separation)

Railroad grade separation and an opportunistic approach to access management is recommended for the Cliff Avenue to Southeastern Avenue segment, supporting the desired long-range vision in the area:

Long-Range Vision:

- **Railroad grade separation**
- **Access Options B or C**

Railroad grade separation should be considered as part of future major corridor investments, such as when the corridor needs to be reconstructed. Grant opportunities should be pursued based on the long-range safety, operations, and community connectivity benefits of grade separation along this east/west arterial corridor.

The two recommended access options align with the Access Plan and strategies to manage existing access along the corridor. A collaborative effort with adjacent properties will be paramount in the long-range success of managing corridor access through this segment, through closing, consolidating, moving away from the railroad crossing, and/or restricting turn movement to mitigate angle conflicts.

Bicycle and Pedestrian

The recommended urban typical sections include a 10-foot shared use path on both sides of the LC Hwy 106 corridor. This provides route continuity along the corridor and a framework for multimodal connectivity between City of Sioux Falls, City of Harrisburg, and adjacent development. City of Sioux Falls long-range bicycle planning focuses shared use paths along arterial roadways (plus a trail west of Minnesota Avenue), while City of Harrisburg long-range planning focuses on pathways adjacent to drainageways. Continuous shared use paths along LC Hwy 106 corridor will provide connectivity between these two approaches.

At minimum, adjacent development shall extend sidewalk to the LC Hwy 106 shared use path at mid-segment intersections. Additional connectivity to shared-use paths is encouraged to minimize out of the way travel by bicyclists and pedestrians and support multimodal connectivity between and within Neighborhood Employment Center and Residential land uses.

Jurisdictional Transfer

Jurisdictional transfer of LC Hwy 106 segments is recommended in conjunction with each corridor segment major investment (reconstruction) and/or annexation. Urban development adjacent to the corridor will drive the need for long-range LC Hwy 106 capacity improvements following the opening of Veterans Parkway.

Tallgrass Avenue to Louise Avenue Connection

No specific Tallgrass Avenue to Louise Avenue connection alignment recommendation is being made as part of this corridor study. However, the Land Use Plan, Access Plan, and traffic operations analysis shows a benefit to the area with a future connection by providing arterial (or major collector):

- Access for future development, particularly with access restrictions south of Veterans Parkway
- East/west route connectivity and continuity between I-29 and Big Sioux River

It should be noted that the Sioux Falls TDM only shows limited pass-through traffic on this segment and that most traffic is generated by adjacent development. The recommended Louise Avenue multilane roundabout has ample capacity to accommodate this traffic. Therefore, the designation and future configuration can be scaled accordingly to fit these conditions.

It is recommended that agencies with planning jurisdiction in this area partner with developers to establish an alignment as part of future development. The segment should:

- Connect with the Louise Avenue intersection at the east end
- Connect with Tallgrass Avenue between 1/4-mile and 1/2-mile south of Veterans Parkway
- Provide 3-Lane Urban section

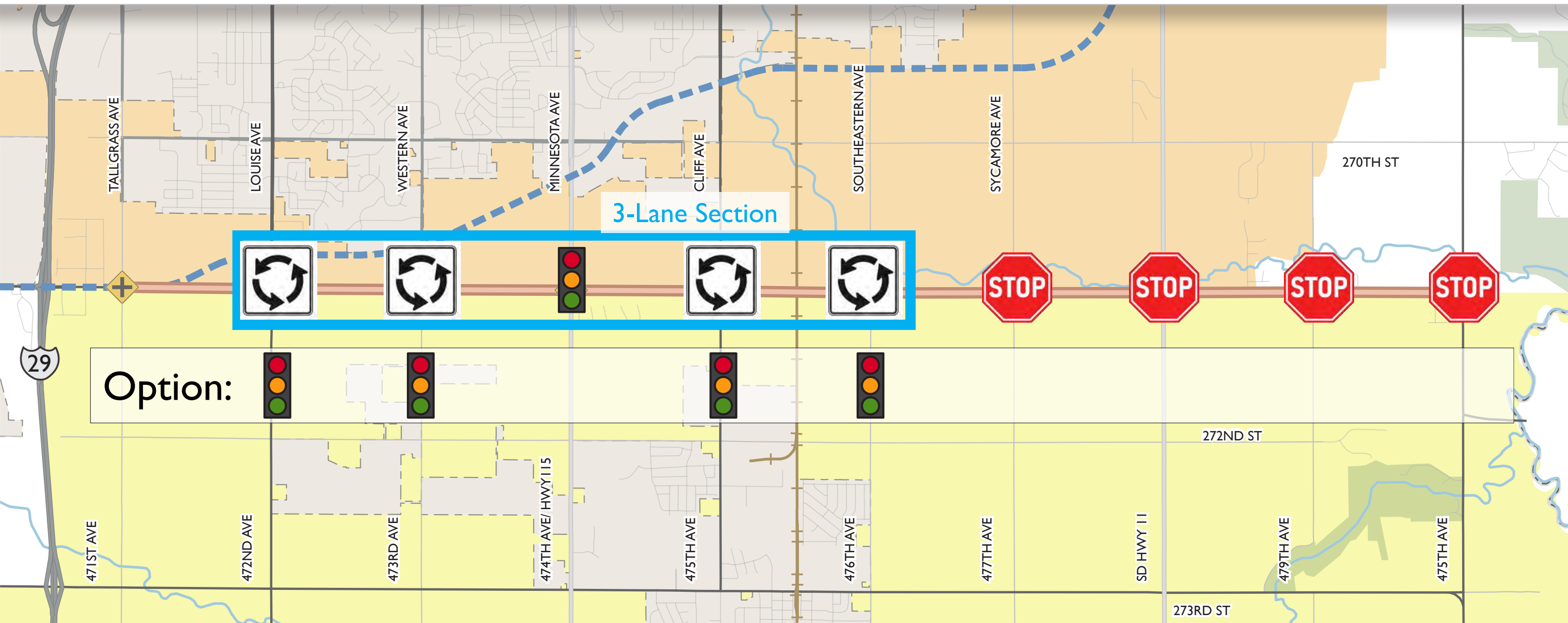
Short-Term and Mid-Term Recommendations Summary

An overview of short-term and mid-term corridor and intersection recommendations is shown in **Figure 26** and **Figure 27**, respectively. Conceptual layouts of the mid-term recommendations (which also covers the short-term layouts) are shown in **Figure 28**.

Long-Term Recommendations Summary

An overview of long-term corridor and intersection recommendations is shown in **Figure 29**. Conceptual layouts of the recommended long-term corridor are shown in **Figure 30**.

SHORT-TERM RECOMMENDATIONS



INTERSECTIONS:

Roundabout 

Traffic Signal 

Stop Signs 

ROAD SEGMENTS:

Urban 3-Lane Section: 1 lane each direction plus center left turn lane

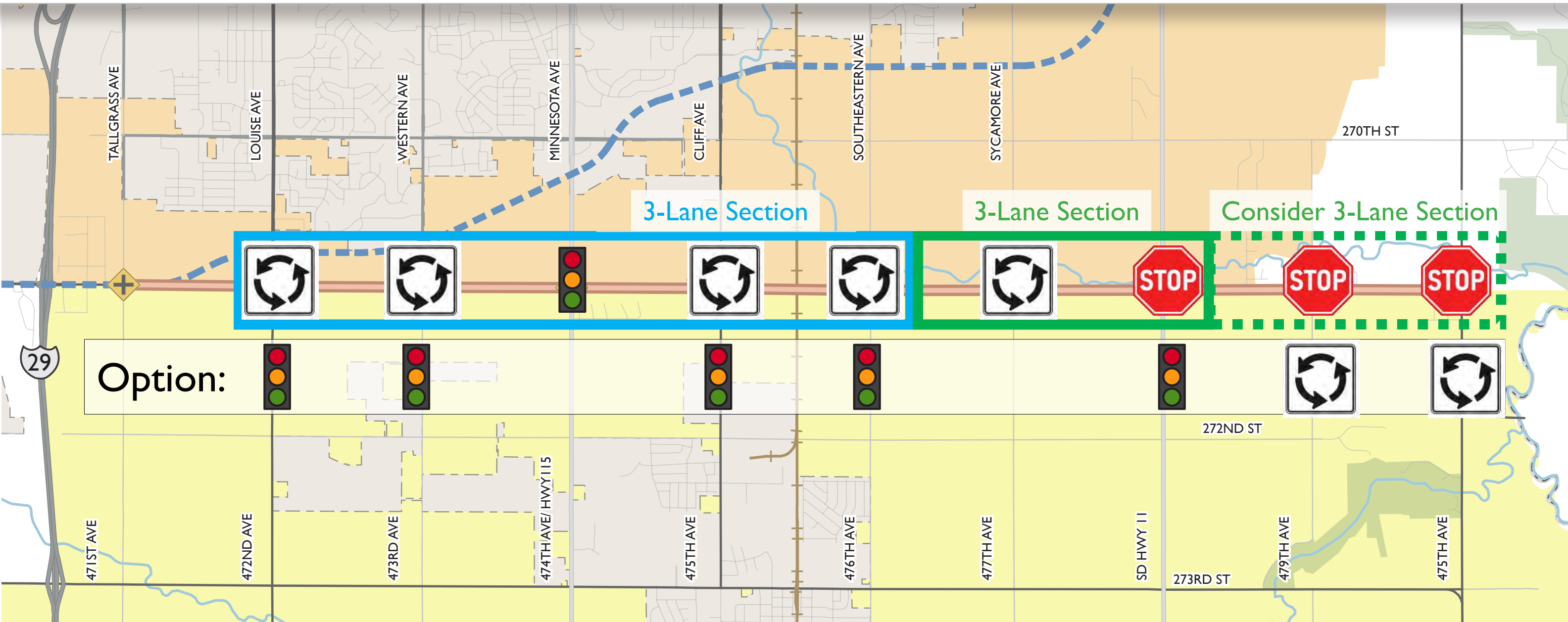
Urban Multilane Section: 2 lanes each direction plus center left turn lane

FIGURE 26

Lincoln County Highway 106 Corridor Study



MID-TERM RECOMMENDATIONS



INTERSECTIONS:

Roundabout 

Traffic Signal 

Stop Signs 

ROAD SEGMENTS:

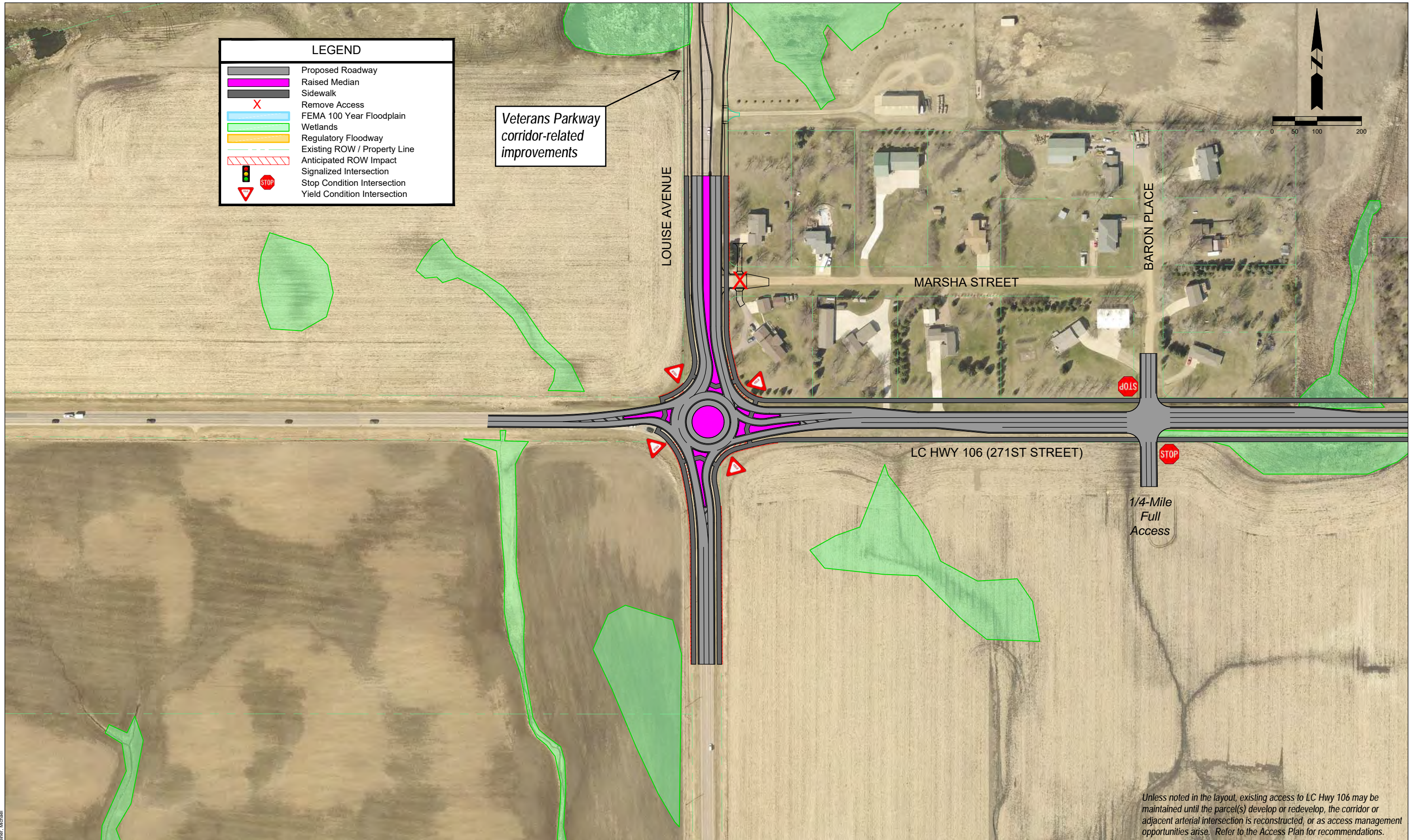
Urban 3-Lane Section: 1 lane each direction plus center left turn lane

Urban Multilane Section: 2 lanes each direction plus center left turn lane

FIGURE 27

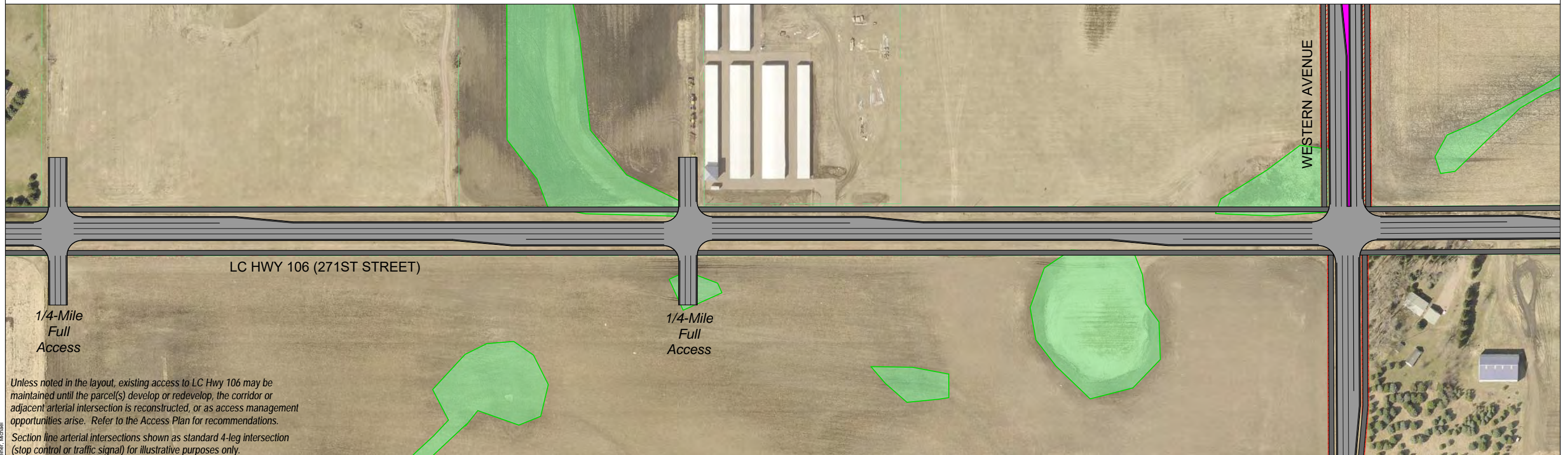
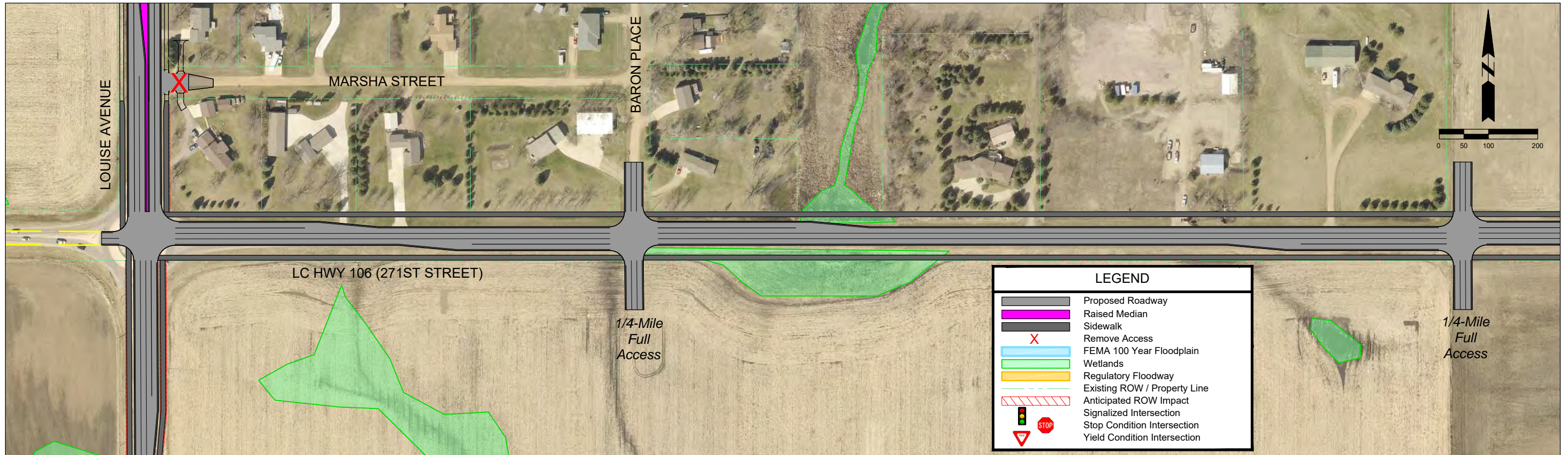
Lincoln County Highway 106 Corridor Study





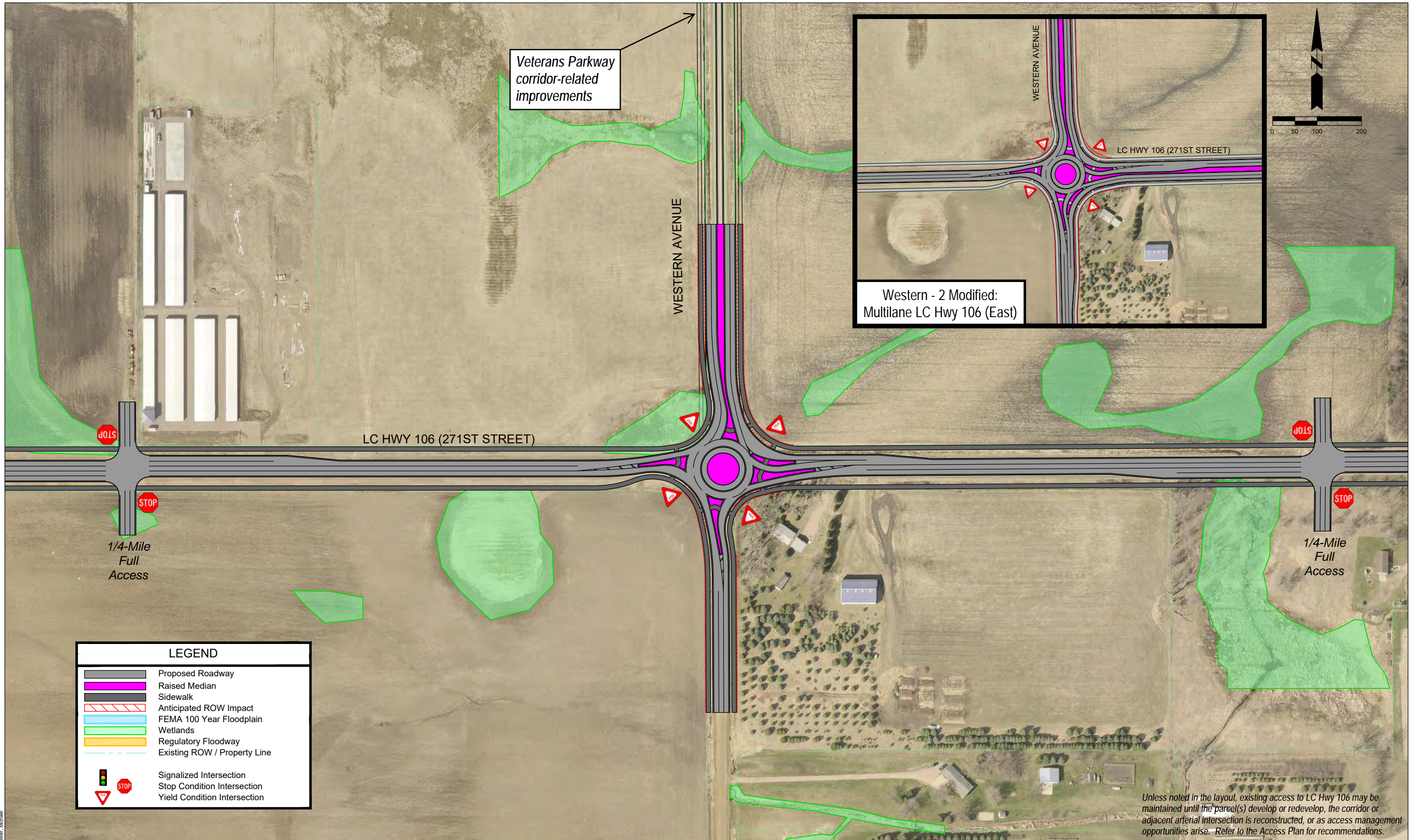
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

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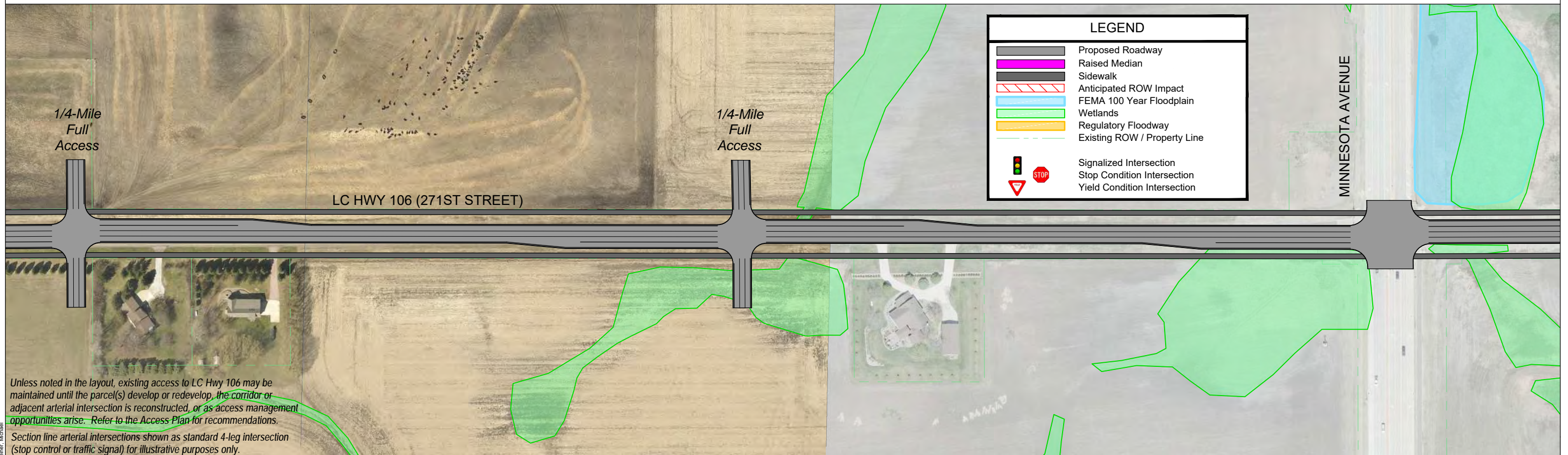
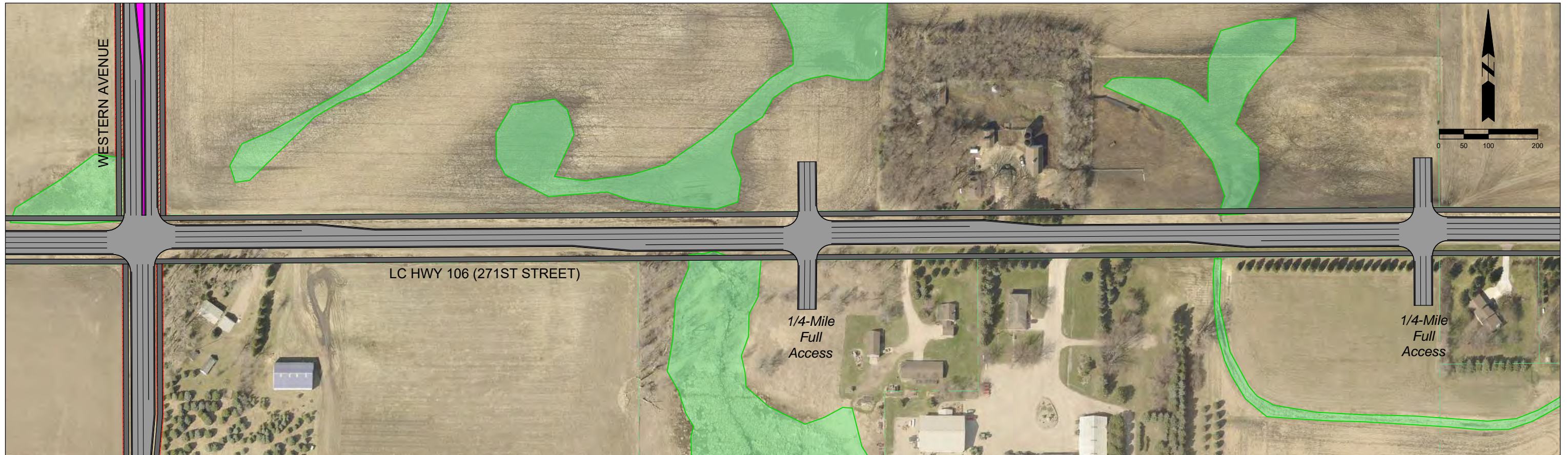
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.



Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

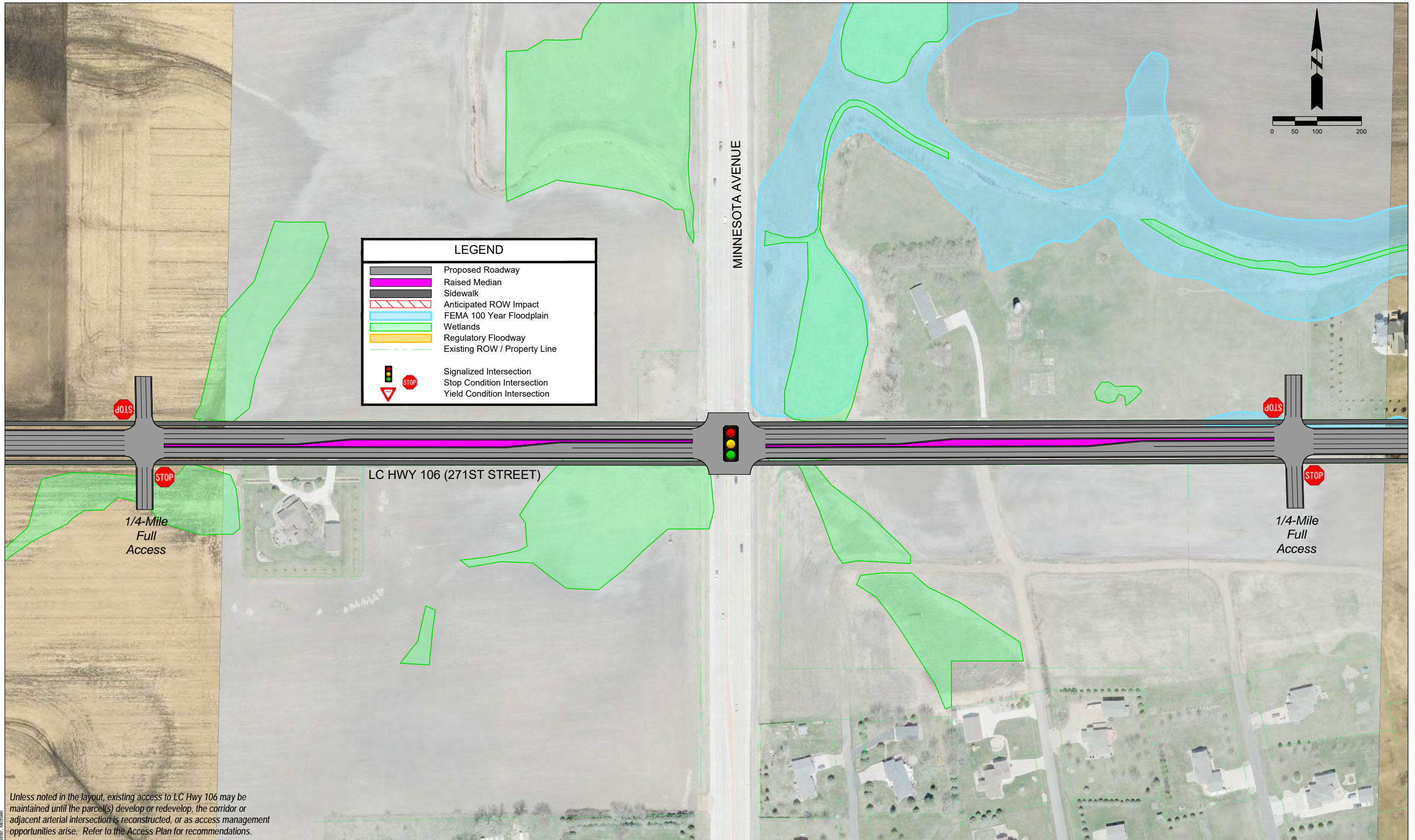
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Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

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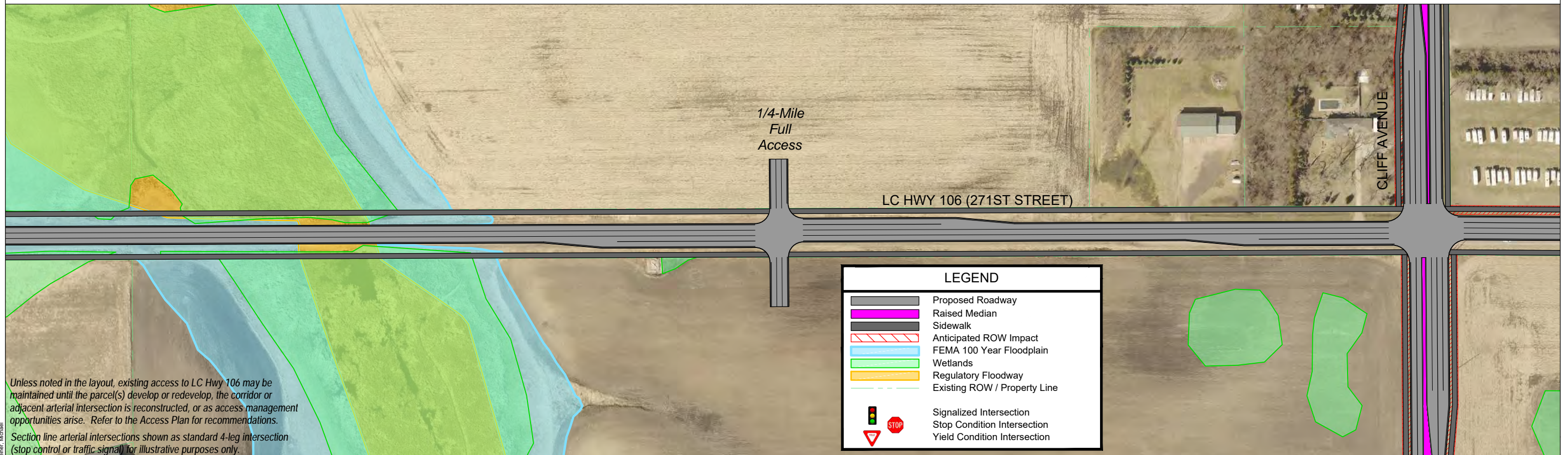
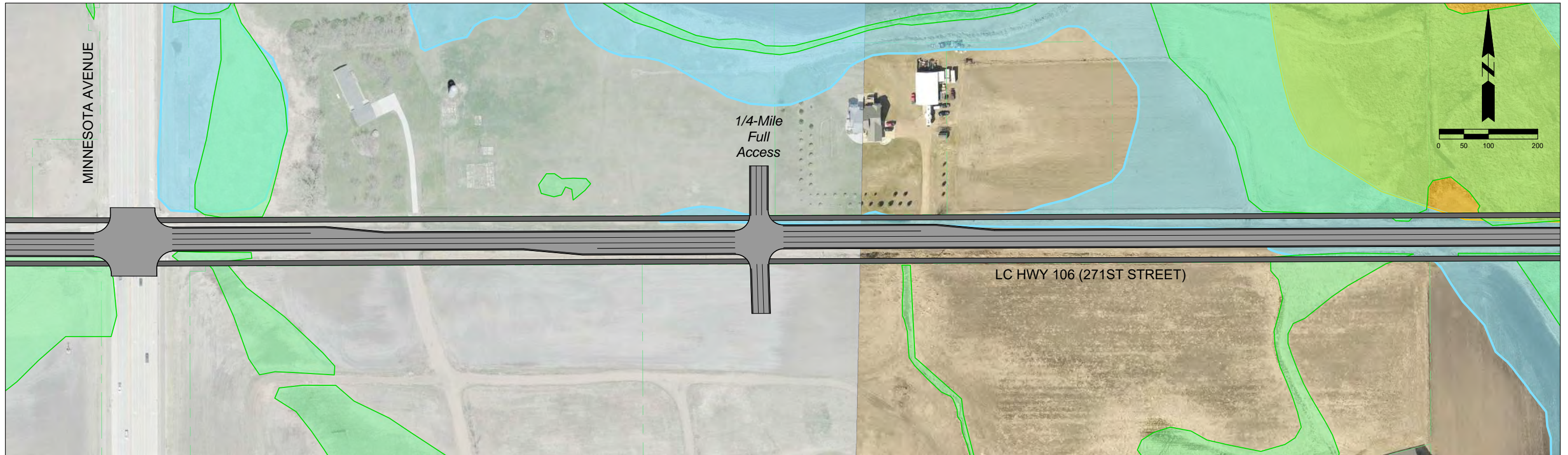
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Recommended Short-Term and Mid-Term Corridor

Minnesota Avenue (SD115) & Lincoln County Highway 106 Intersection

Intersection Type: Traffic Signal LC Hwy 106 Corridor Section: Multilane

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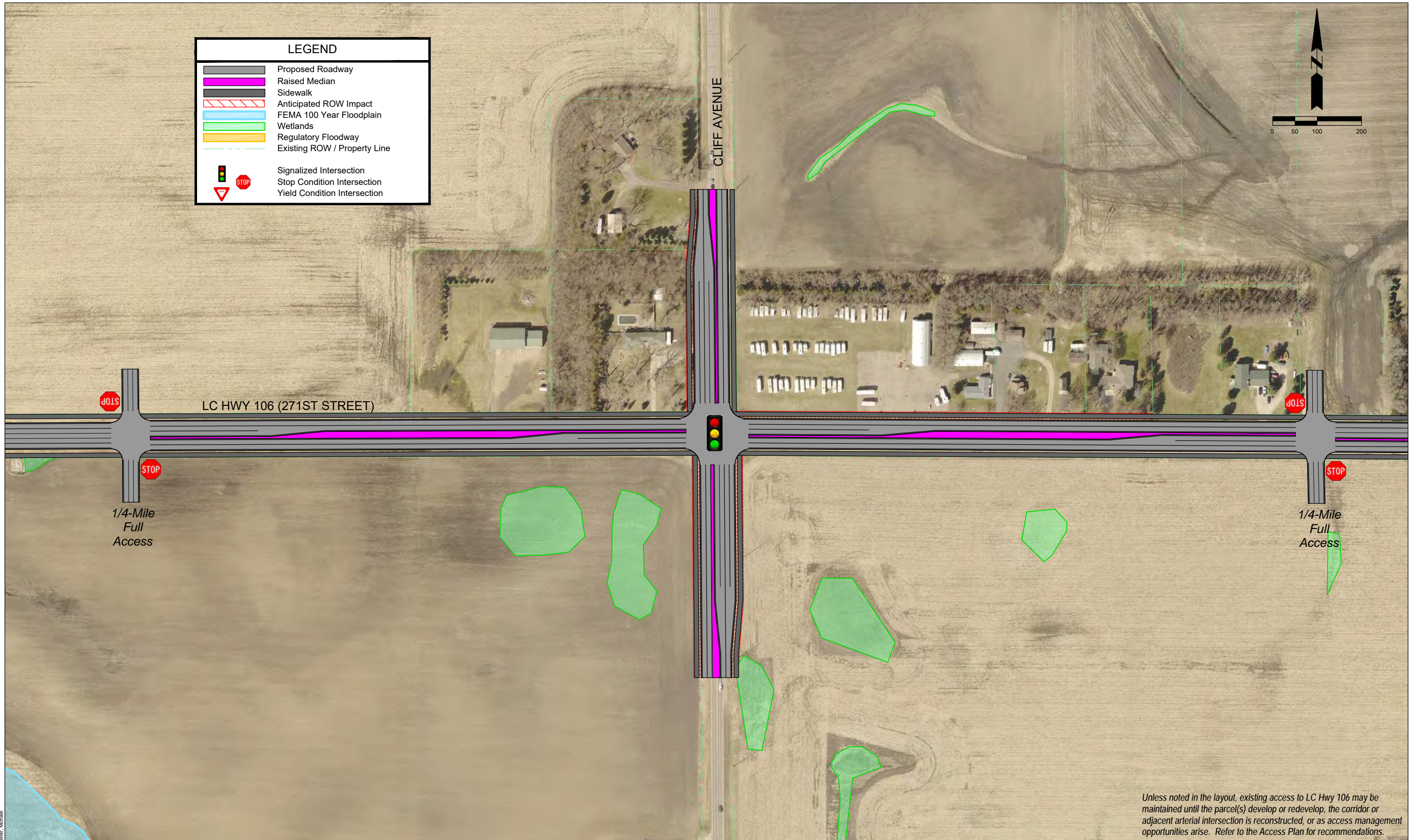


Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

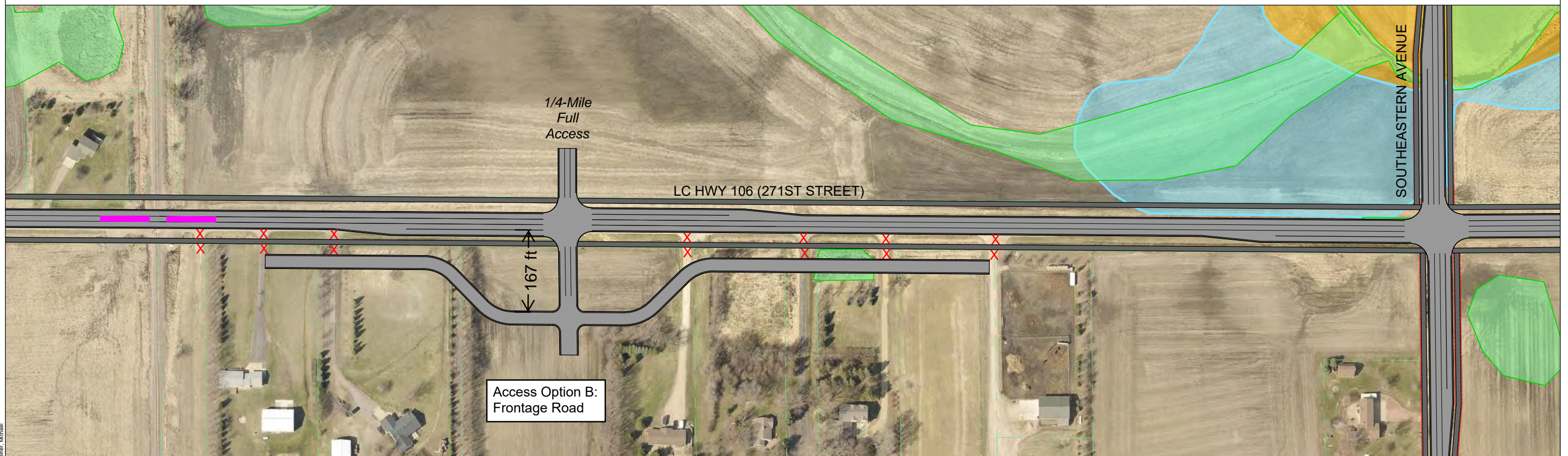
Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

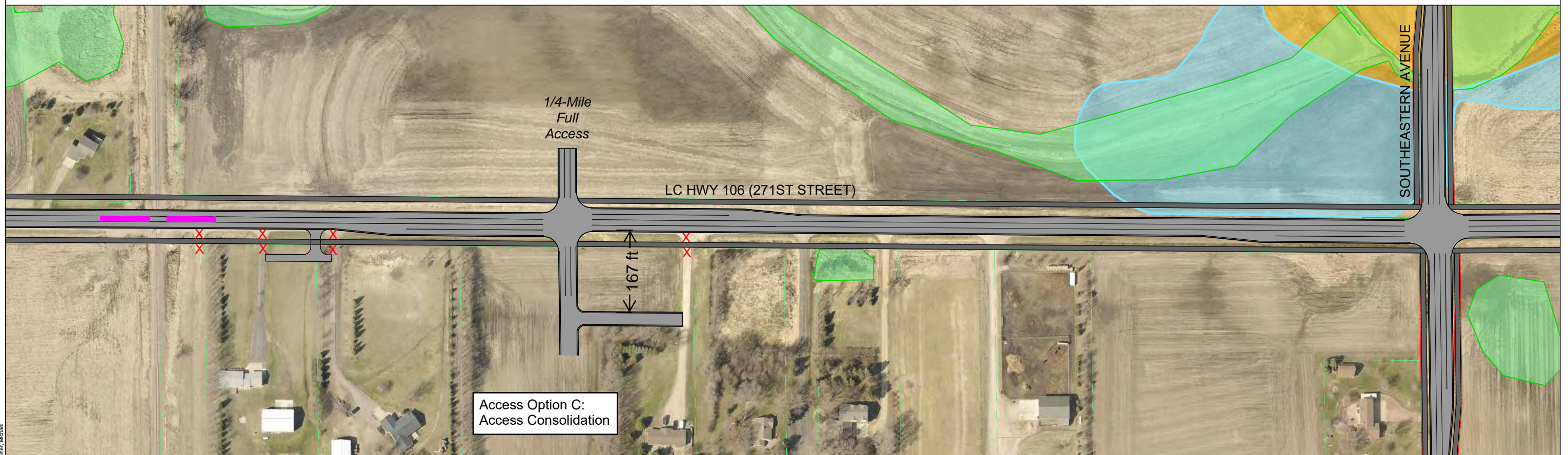
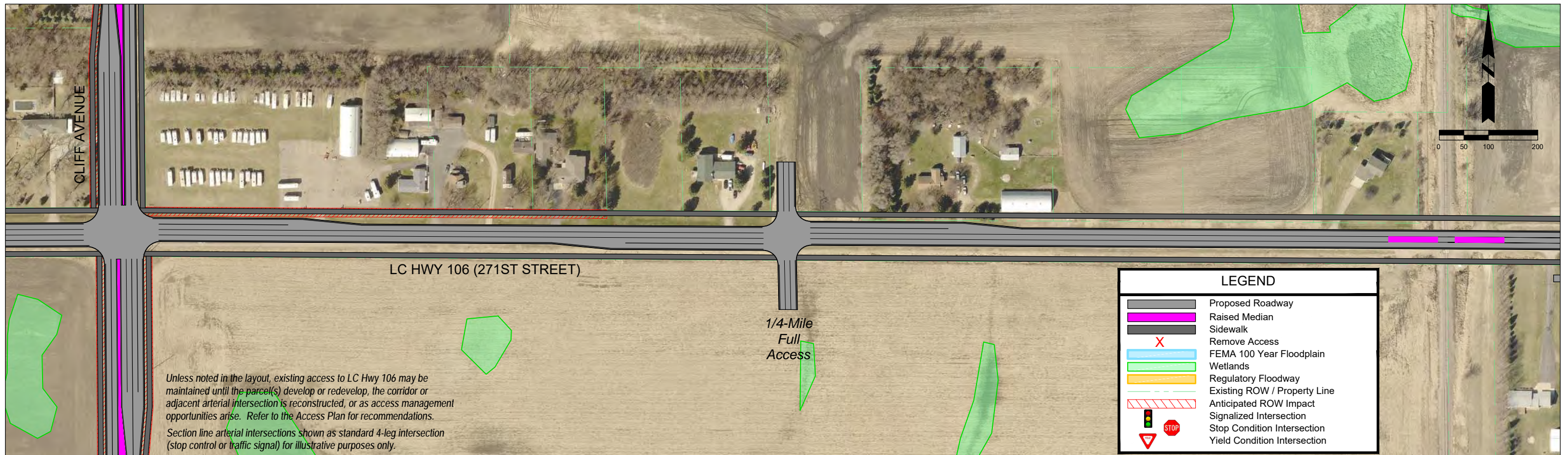


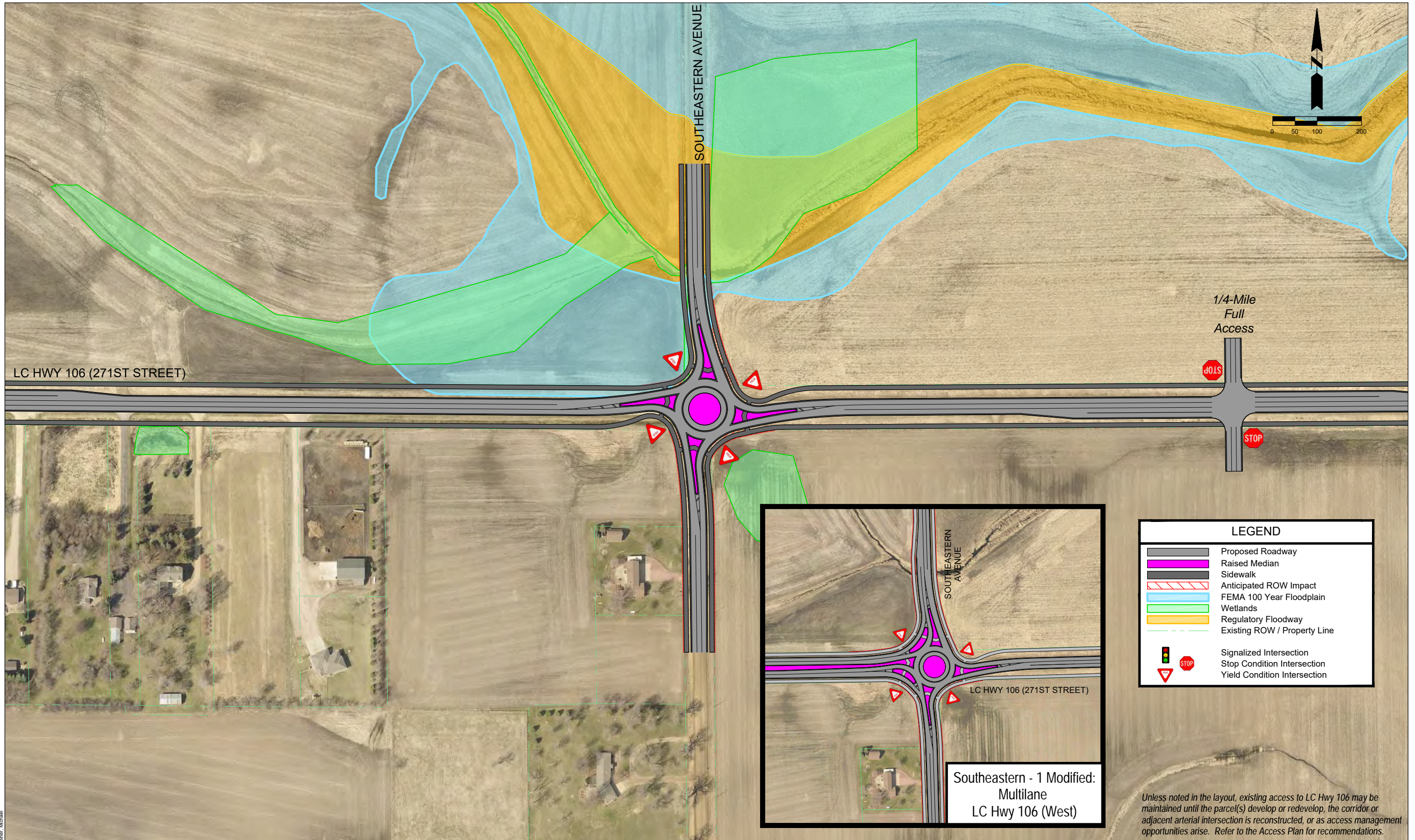
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

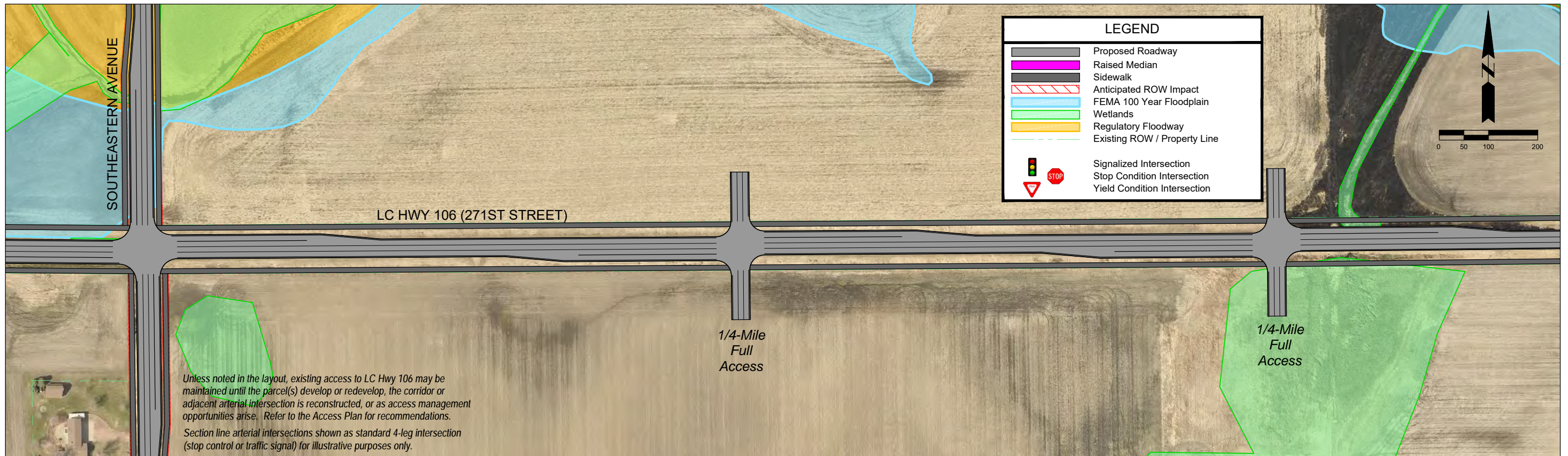


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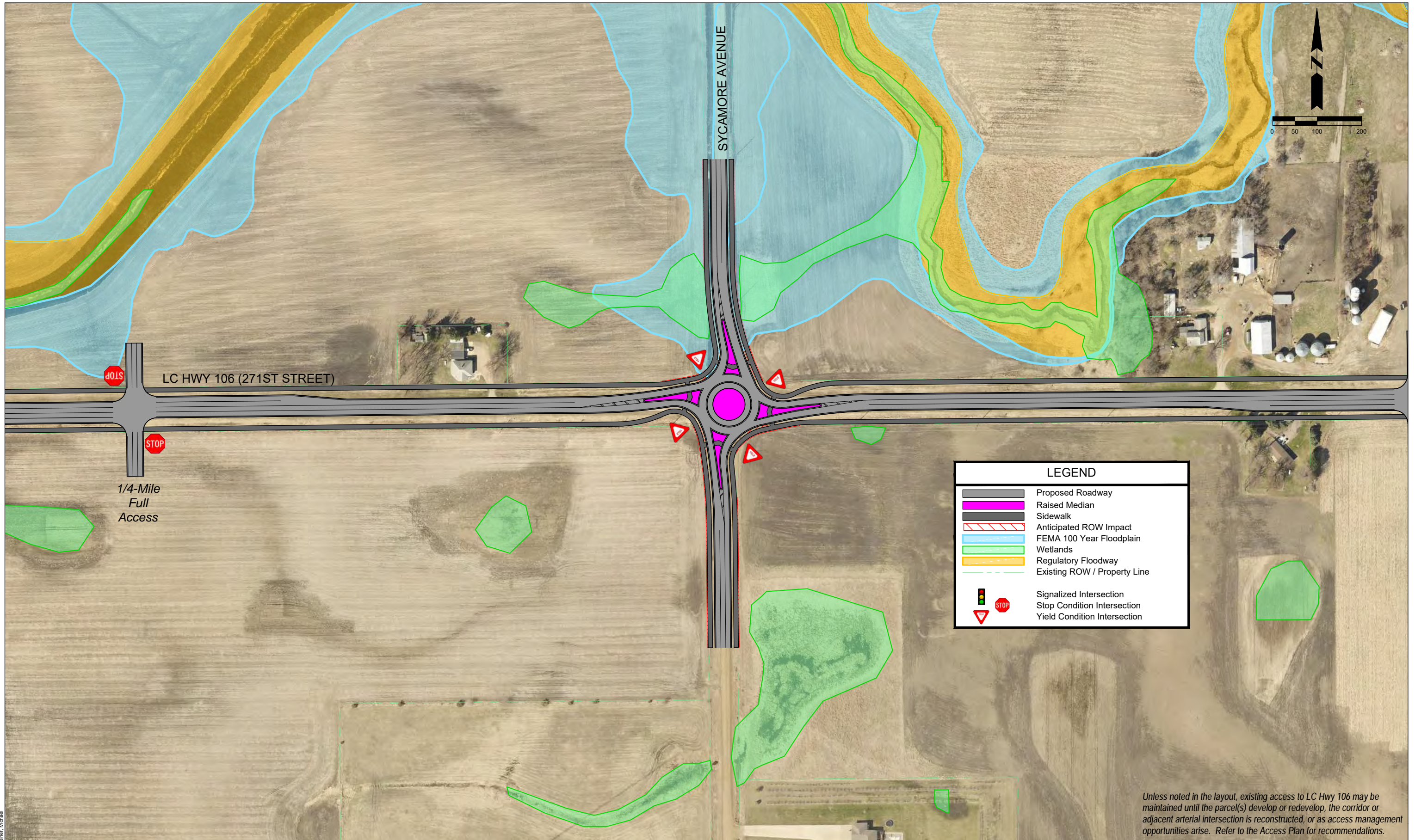




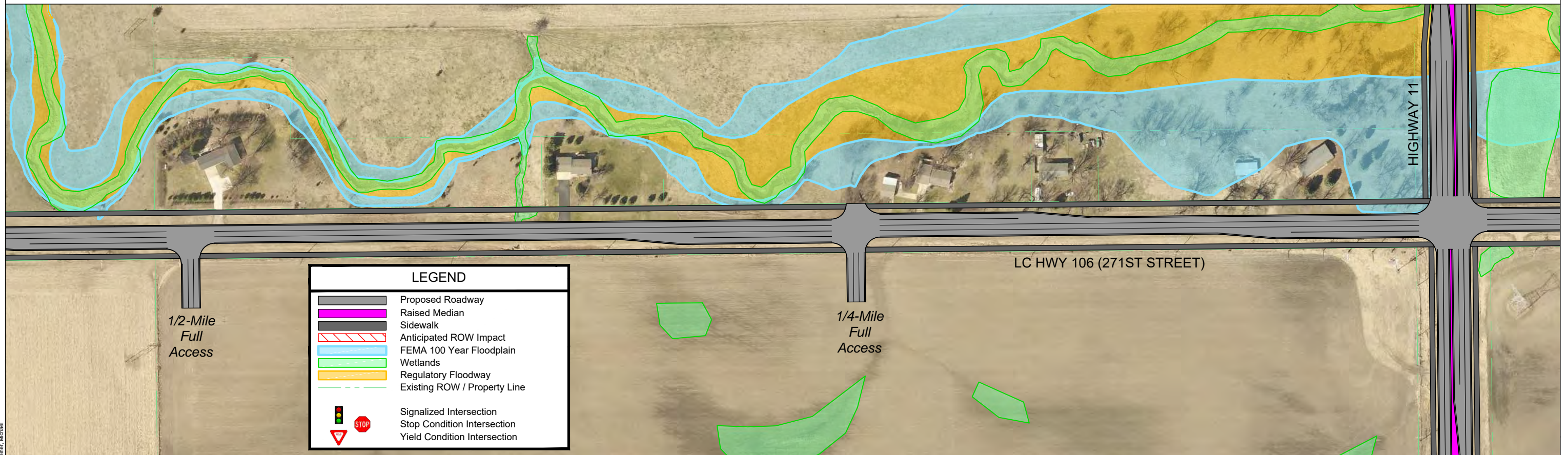
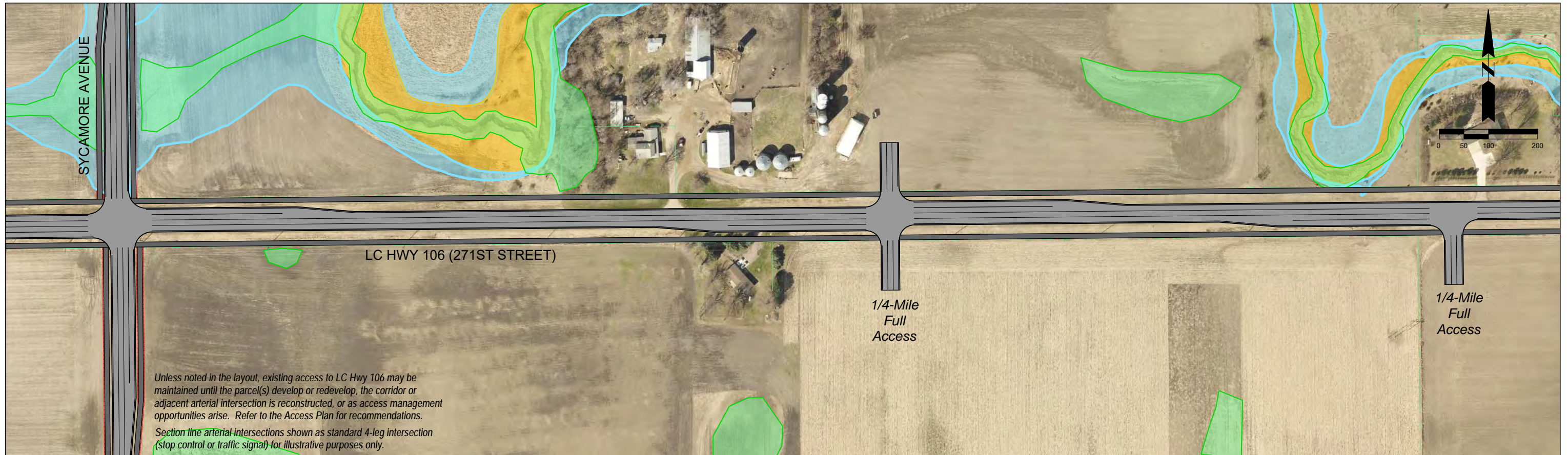


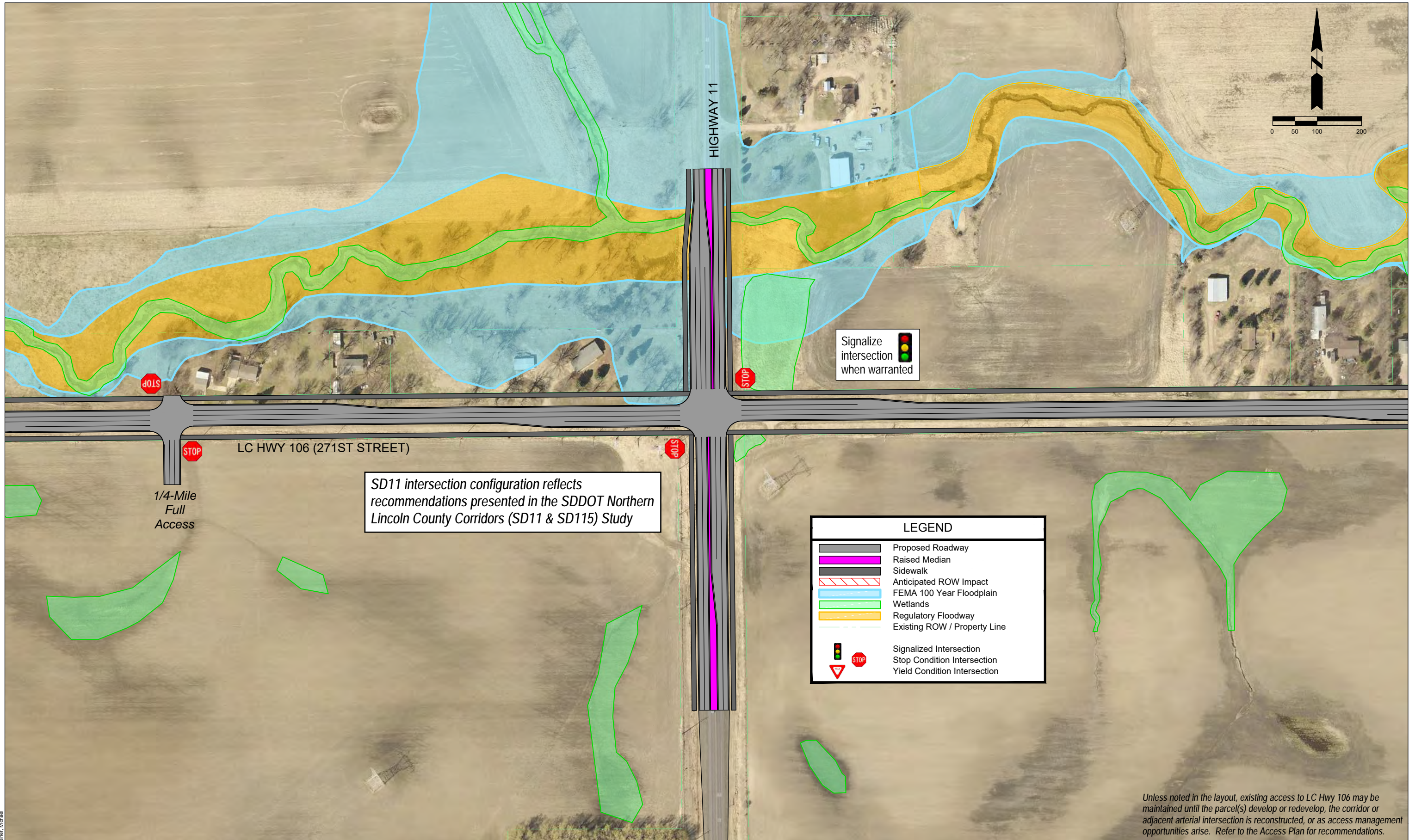


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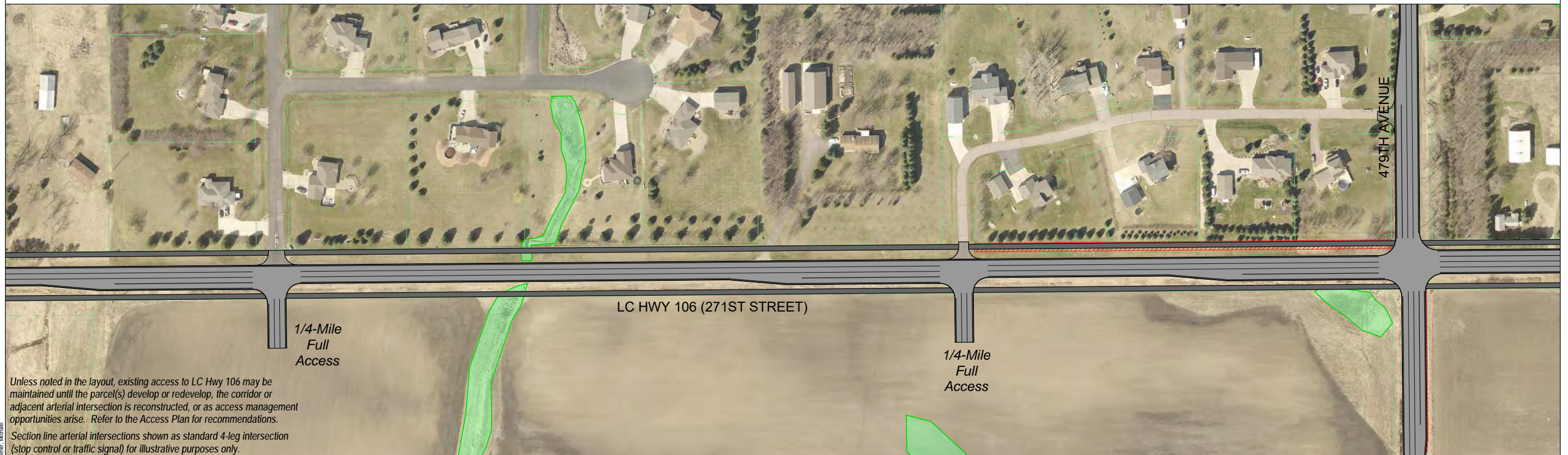
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.





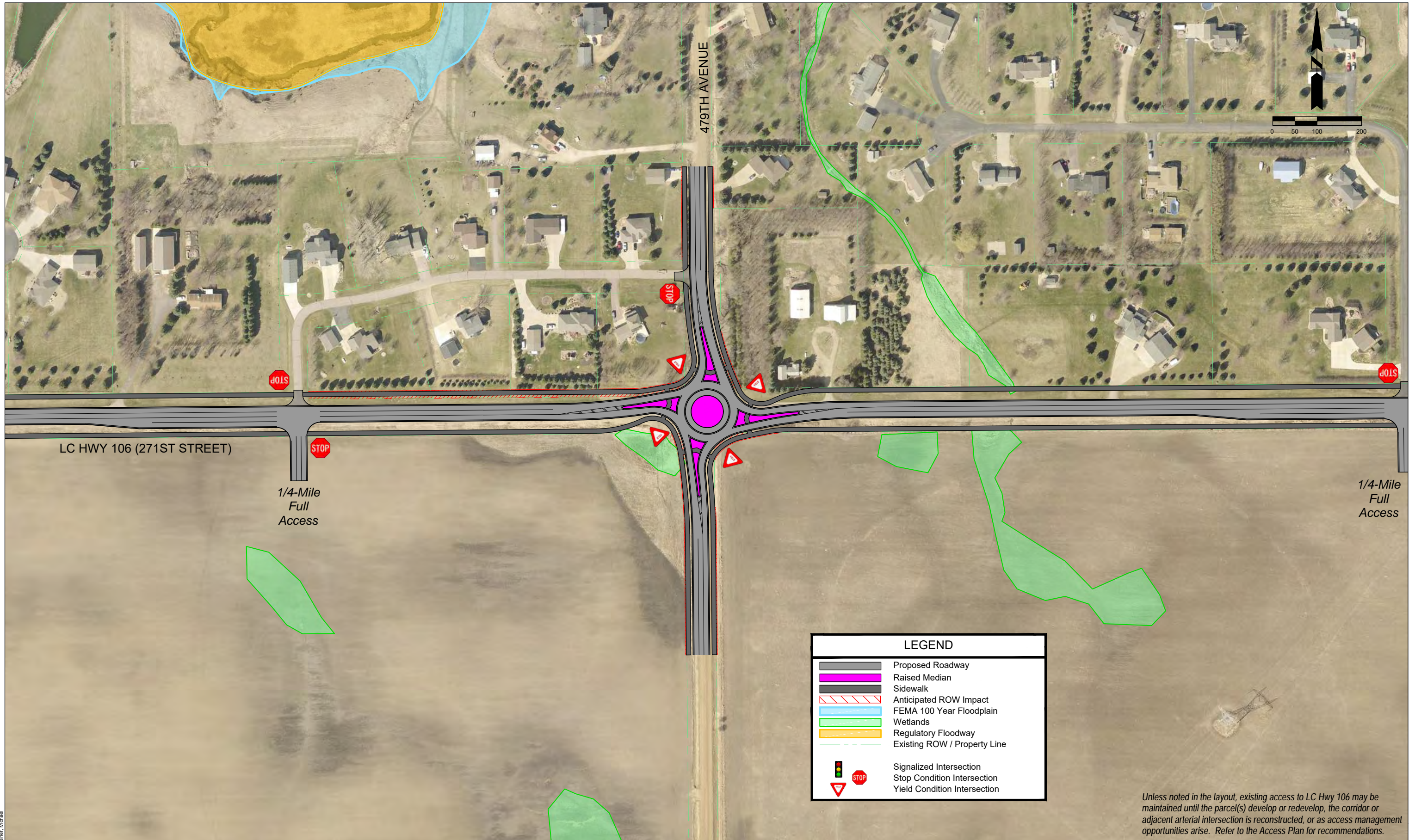
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

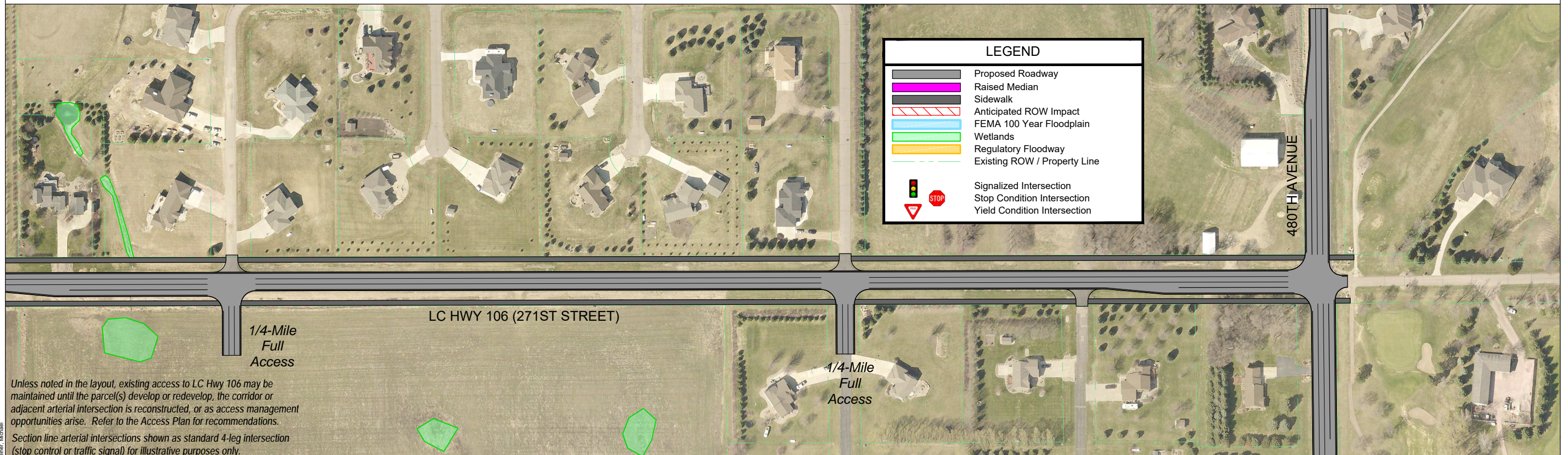
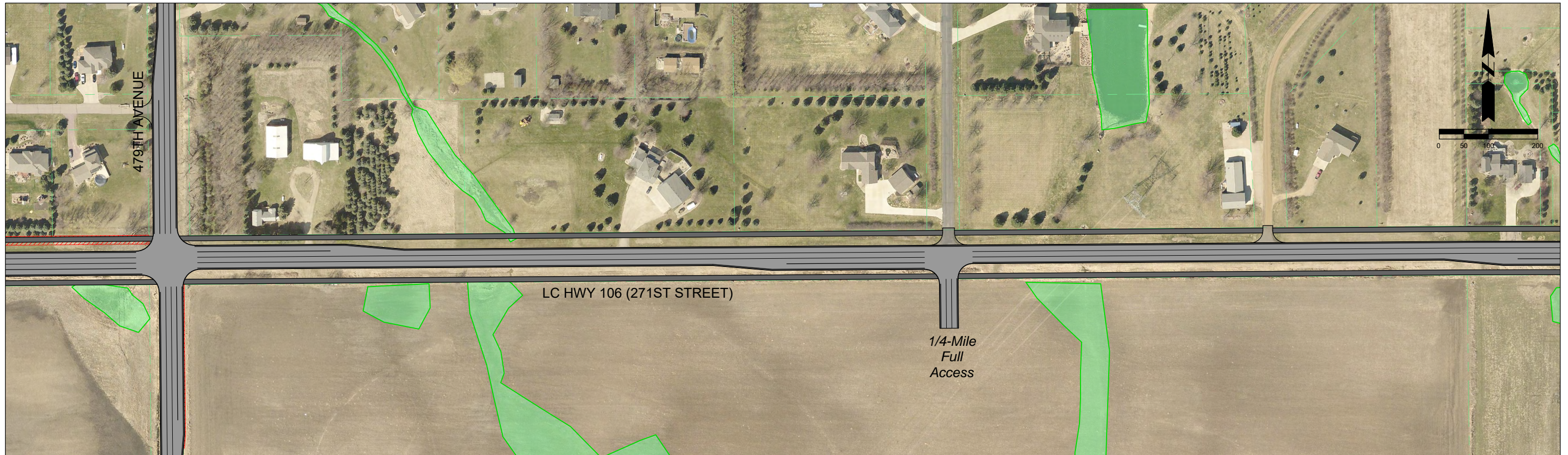
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Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

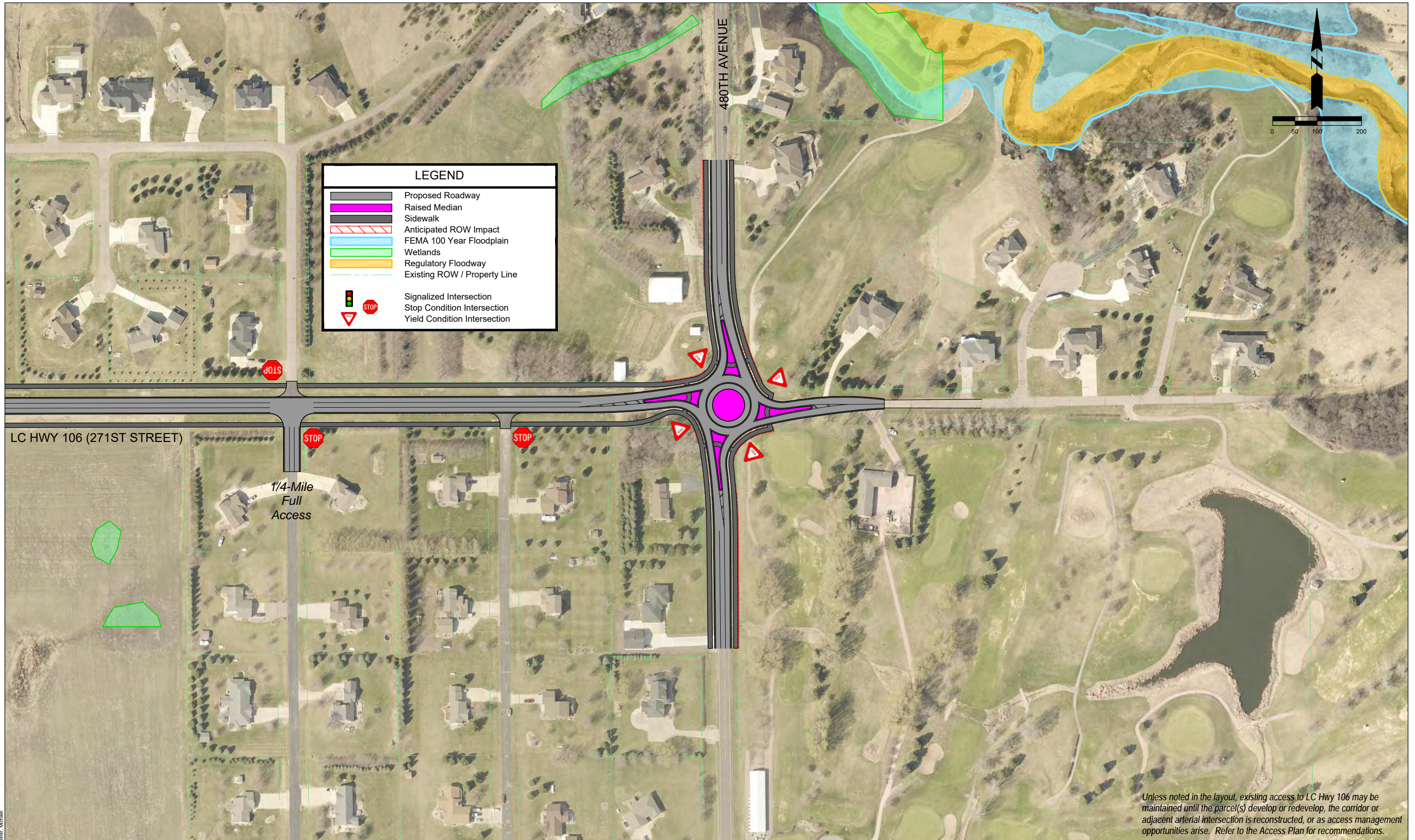




Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

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Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

**Recommended Short-Term
and Mid-Term Corridor**

480th Avenue & Lincoln County Highway 106 Intersection

Intersection Type: Single-Lane Roundabout

LC Hwy 106 Corridor Section: 3-Lane

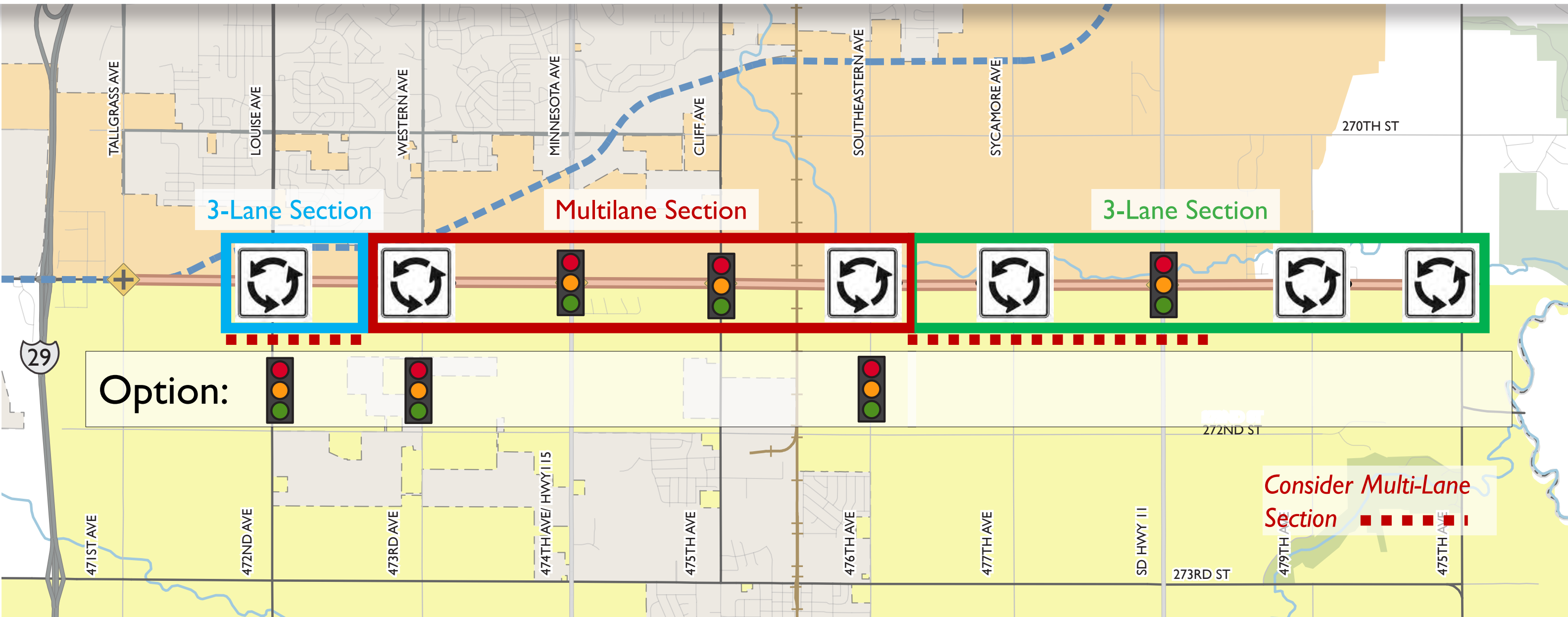
Alternative
480th - 1

Figure
28.s

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LONG-TERM RECOMMENDATIONS



INTERSECTIONS:

Roundabout 

Traffic Signal 

Stop Signs 

ROAD SEGMENTS:

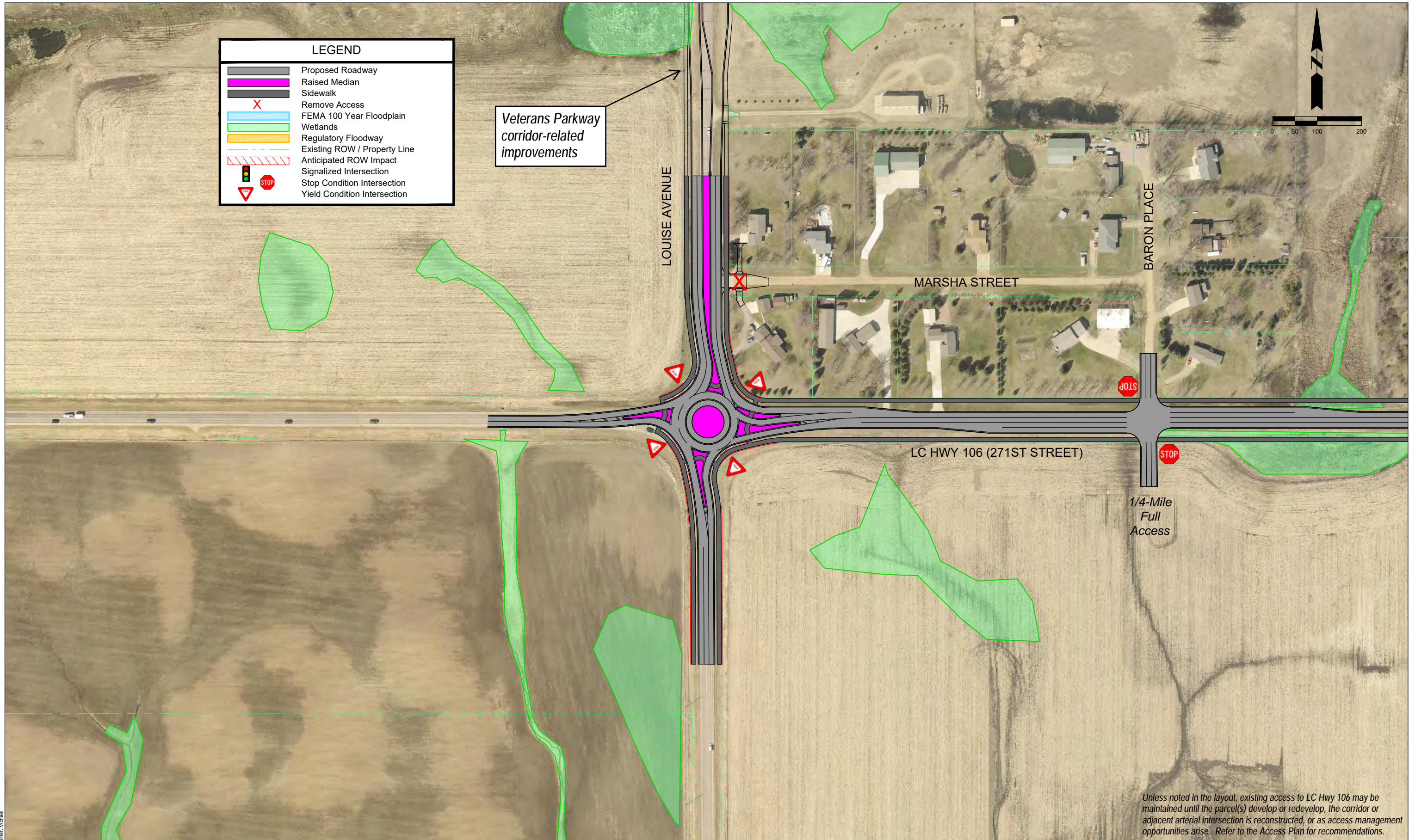
Urban 3-Lane Section: 1 lane each direction plus center left turn lane

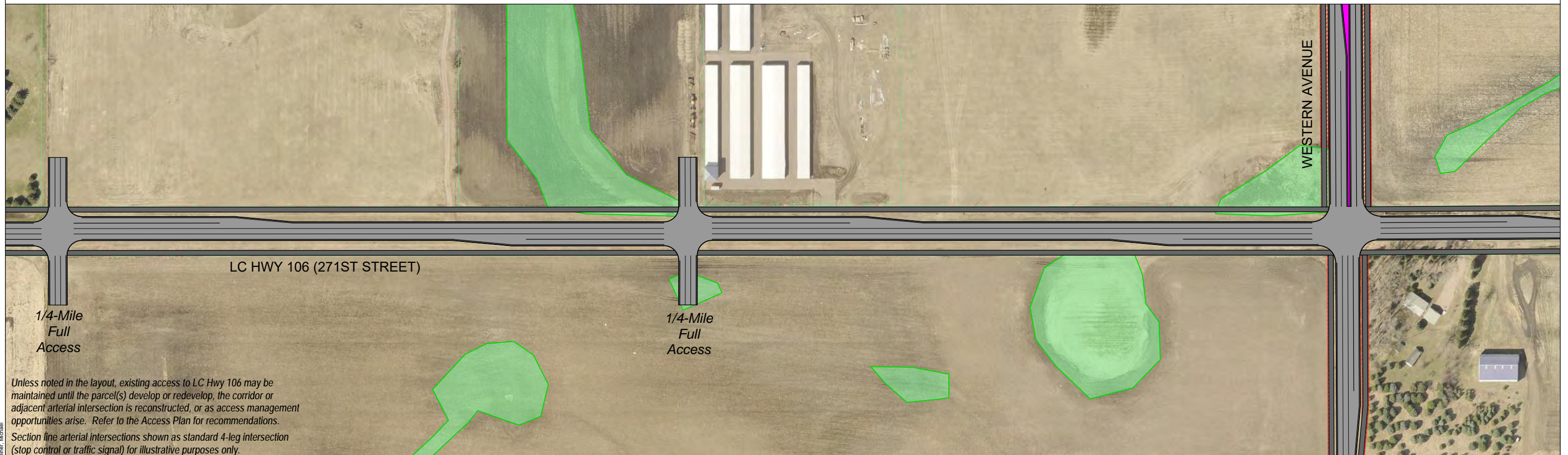
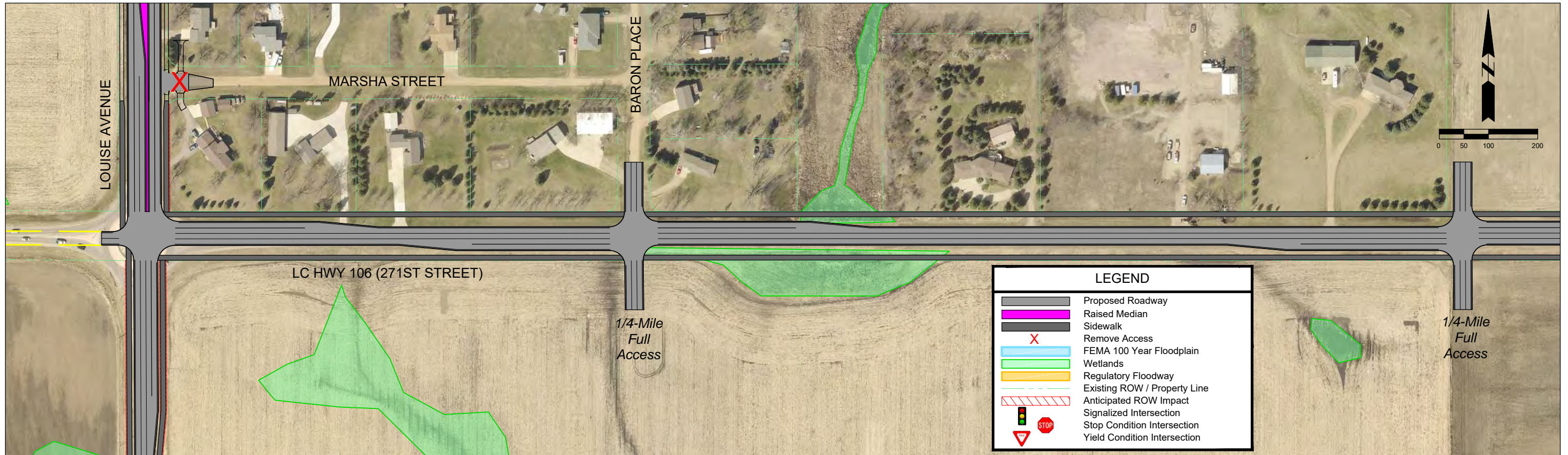
Urban Multilane Section: 2 lanes each direction plus center left turn lane

FIGURE 29

Lincoln County Highway 106 Corridor Study







Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

Recommended Long-Term Corridor

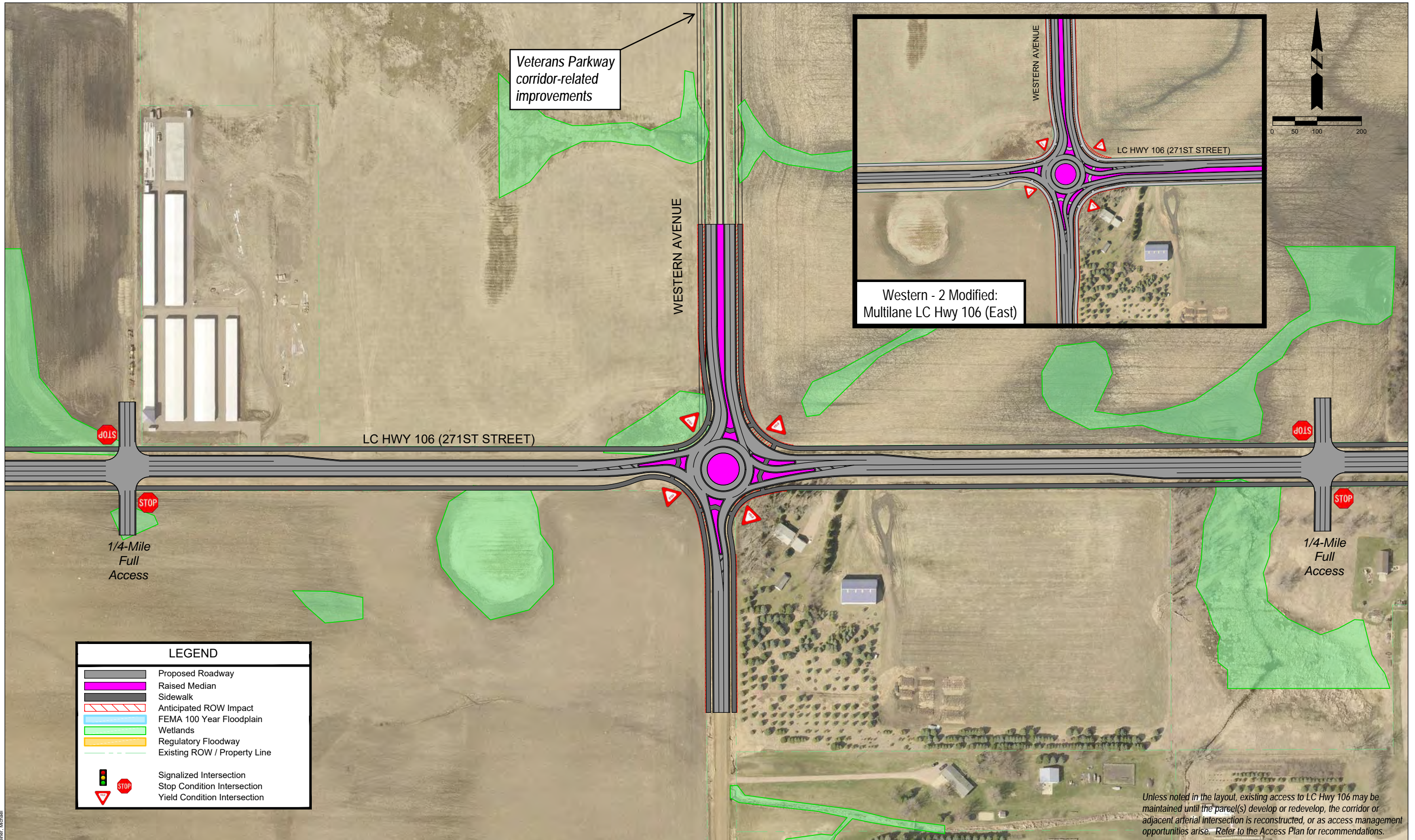
Louise Avenue to Western Avenue (Lincoln County Highway 106 Segment)

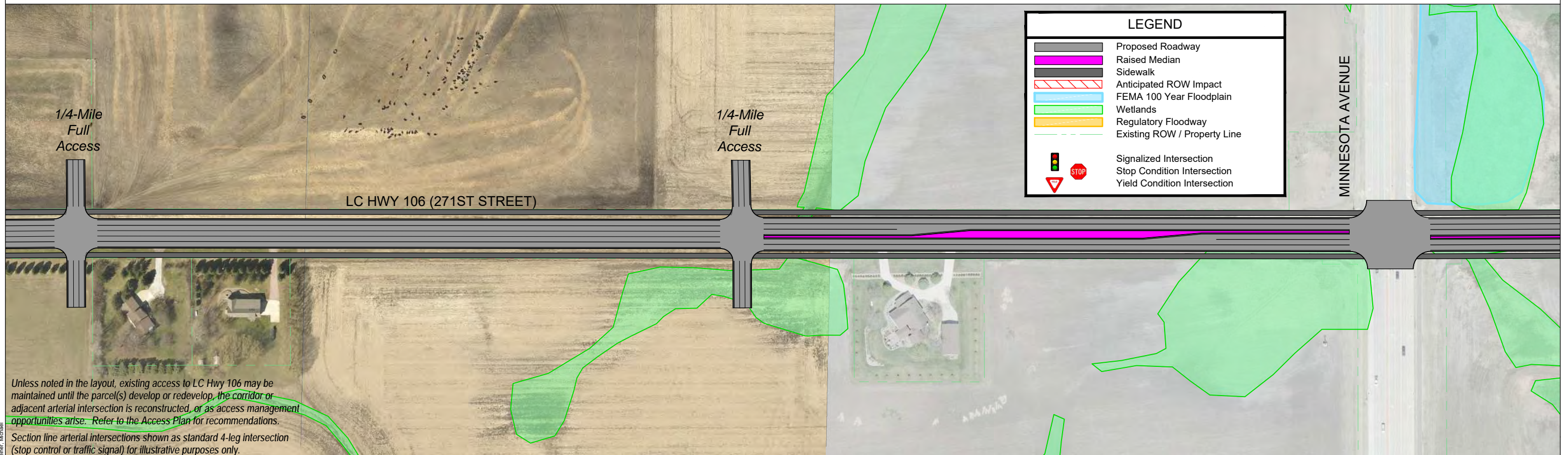
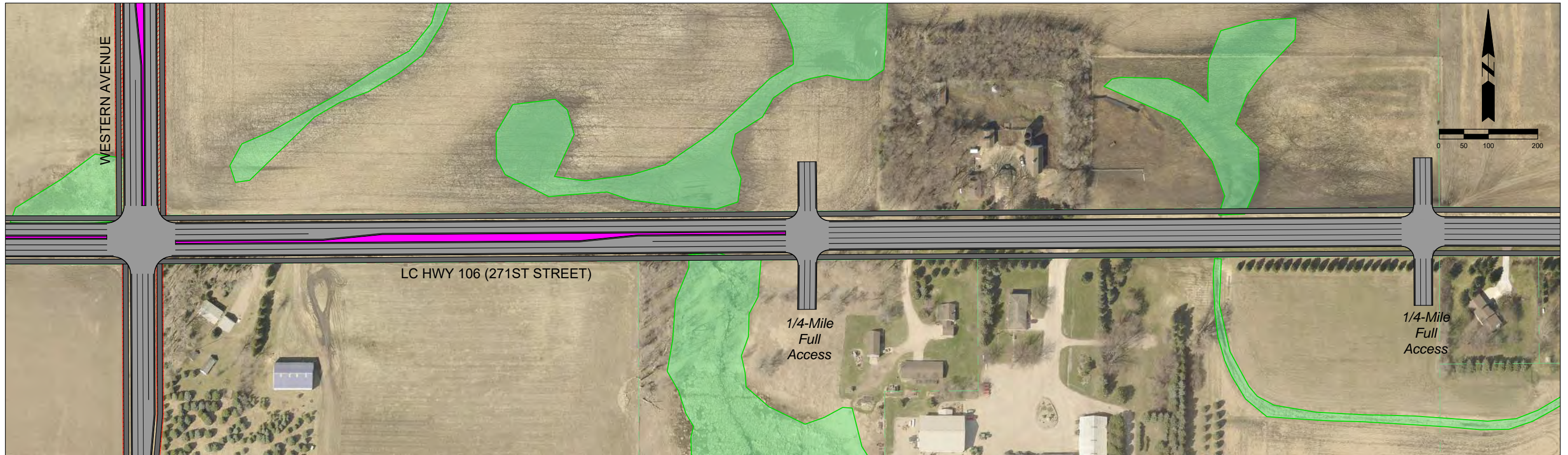
LC Hwy 106 Corridor Section: 3-Lane

Alternative Louise-Western A

Figure 30.b

Rev: 6/23/2023





Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

Recommended Long-Term Corridor

Western Avenue to Minnesota Avenue (Lincoln County Highway 106 Segment)

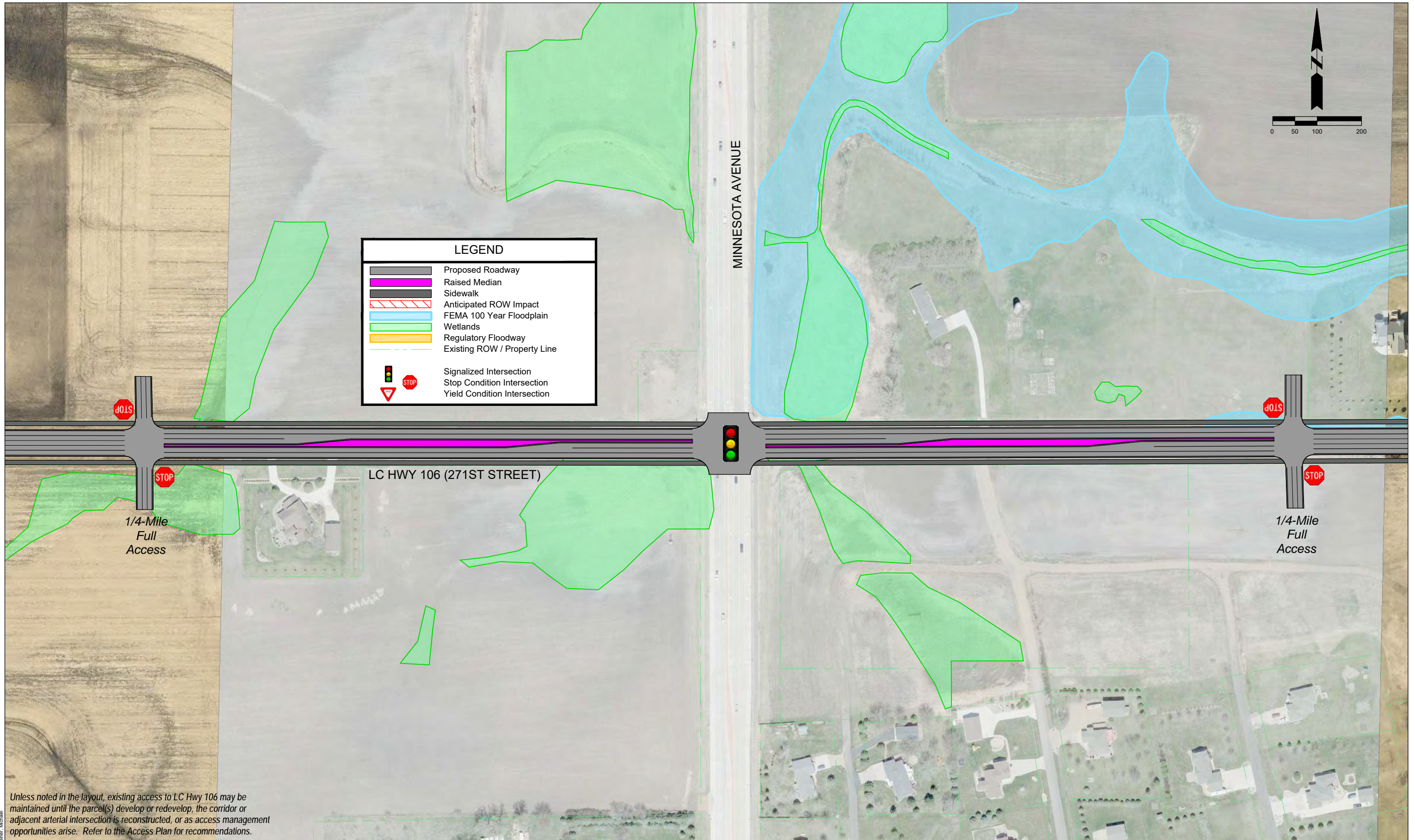
LC Hwy 106 Corridor Section: Multilane

Alternative Western-Minnesota B

Figure 30.d

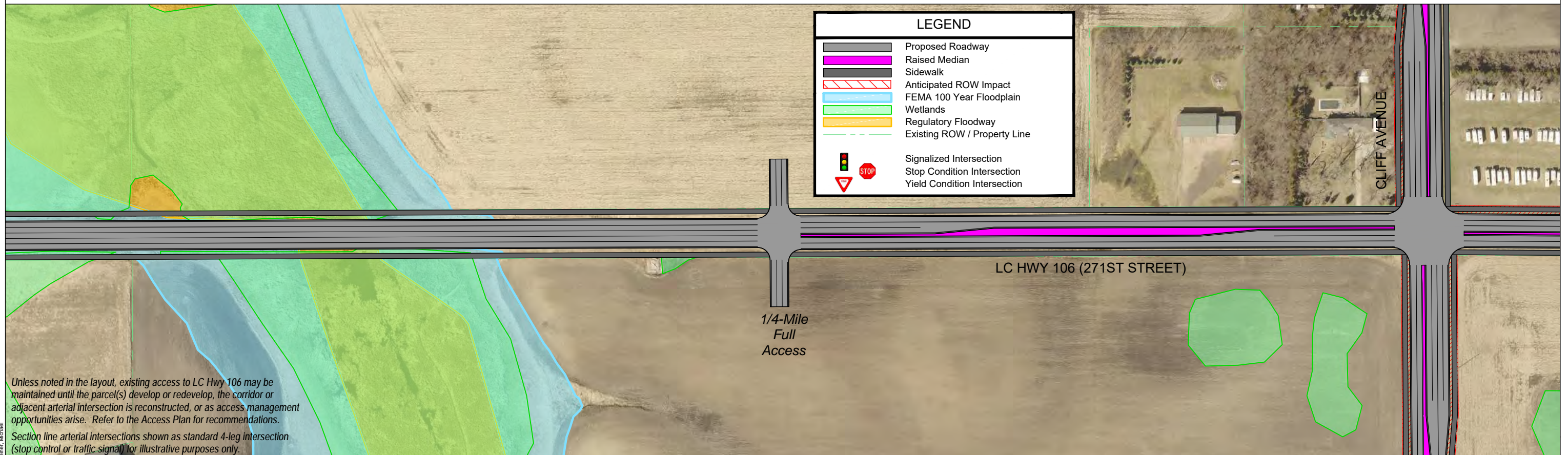
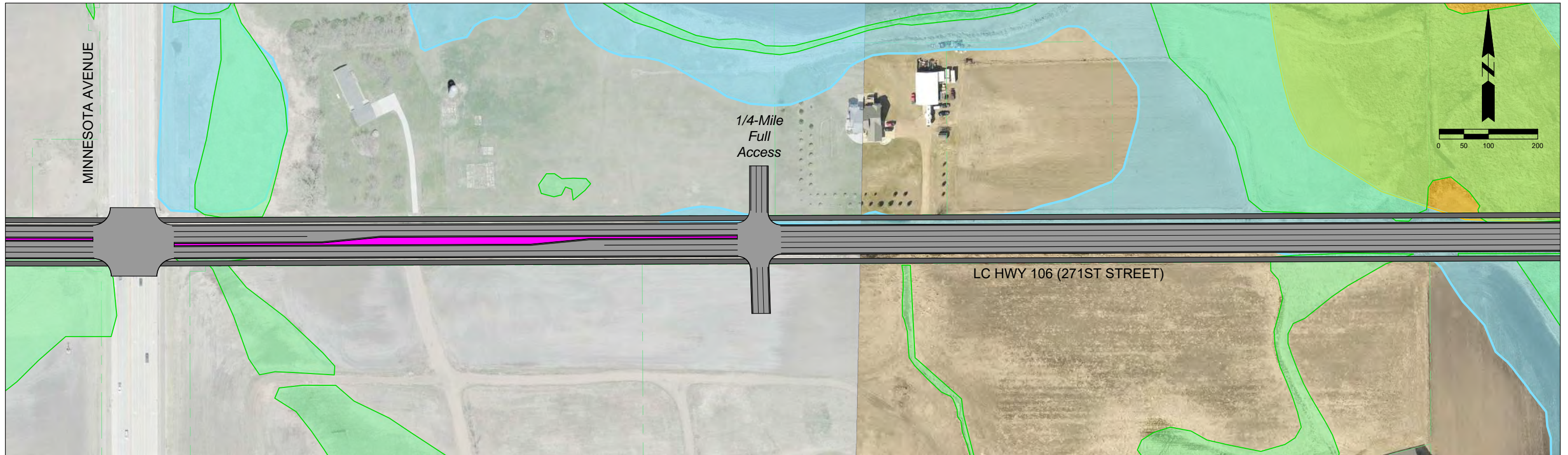
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Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

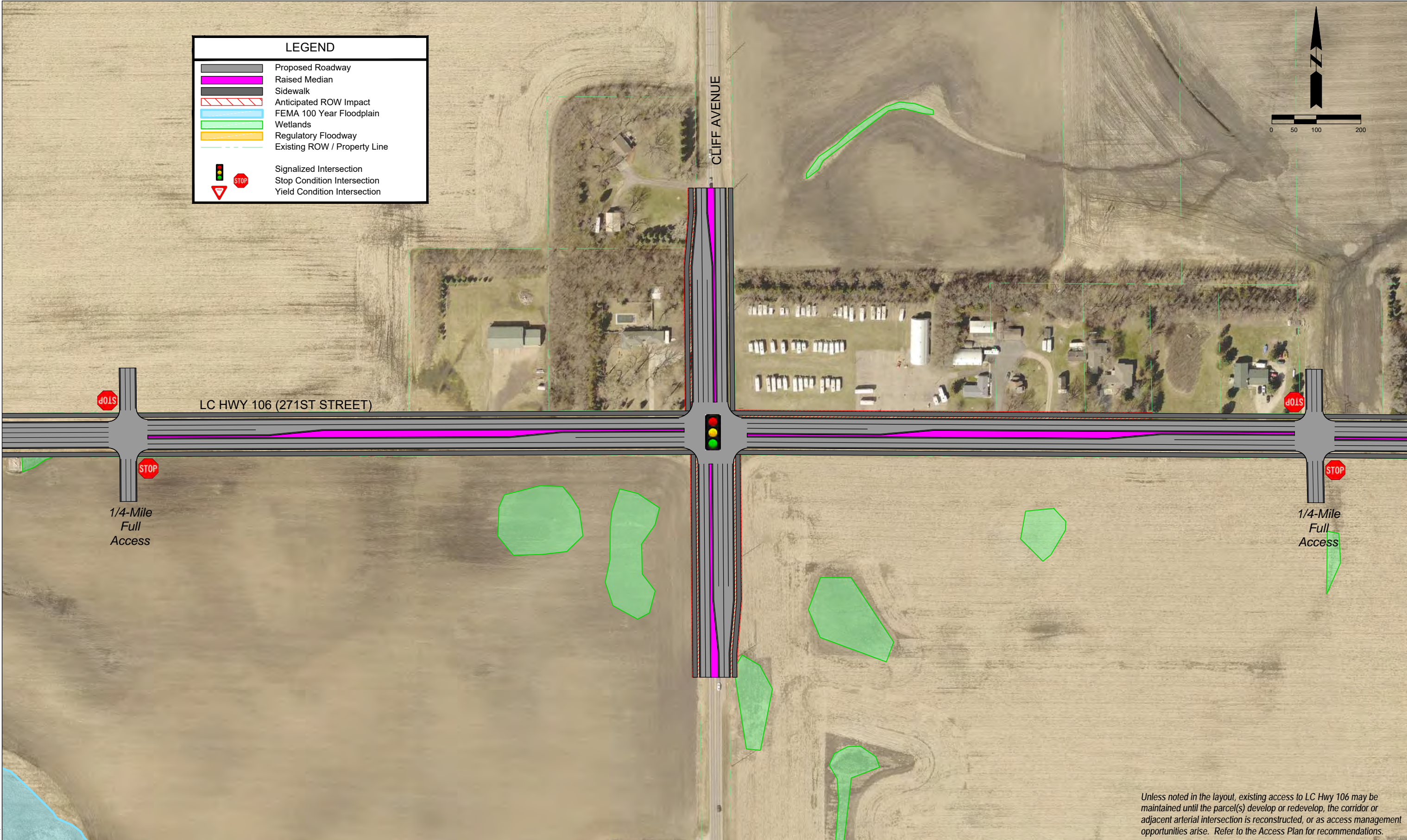
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Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

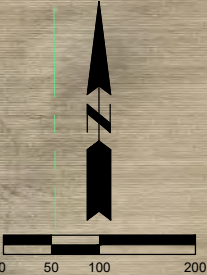
Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.

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LEGEND

Proposed Roadway

Raised MedianSignalized IntersectionStop Condition IntersectionYield Condition Intersection

LC HWY 106 (271ST STREET)

CLIFF AVENUE

1/4-Mile
Full
Access

1/4-Mile
Full
Access

Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

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SECOG

SIoux FALLS
SOUTH DAKOTA

SD DOT

LINCOLN
COUNTY

Recommended
Long-Term Corridor

Cliff Avenue & Lincoln County Highway 106 Intersection

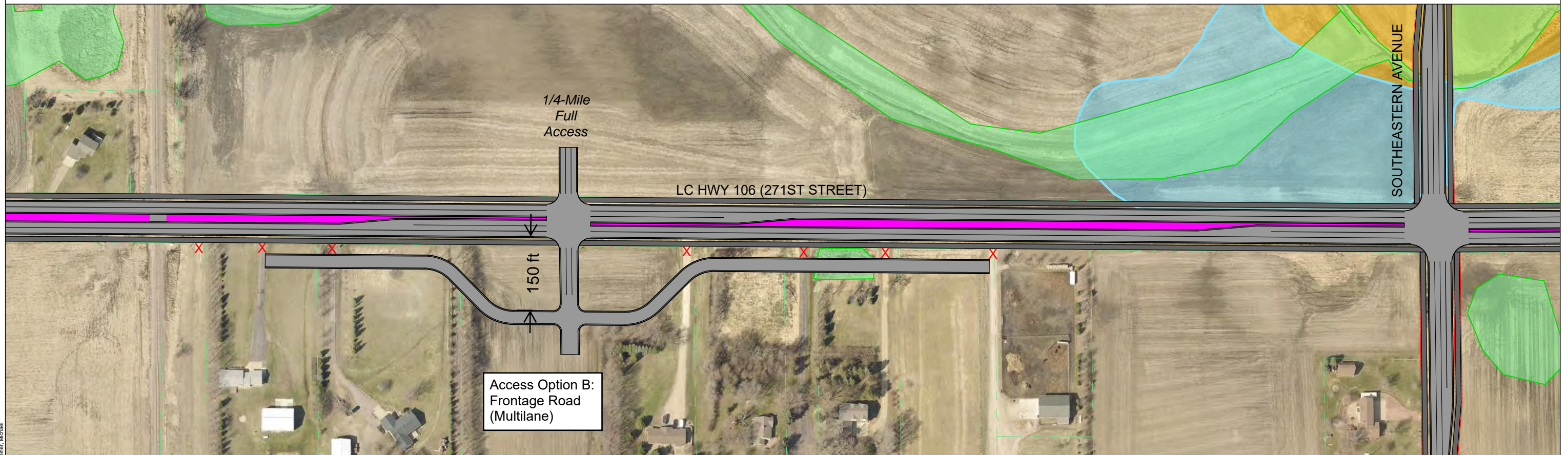
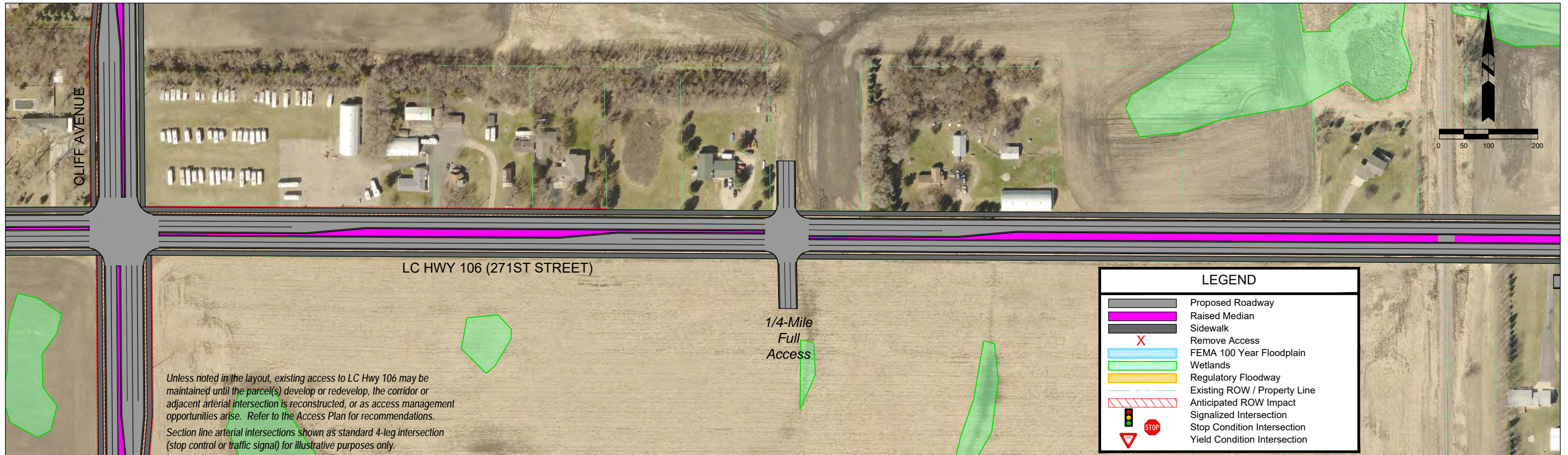
Intersection Type: Traffic Signal

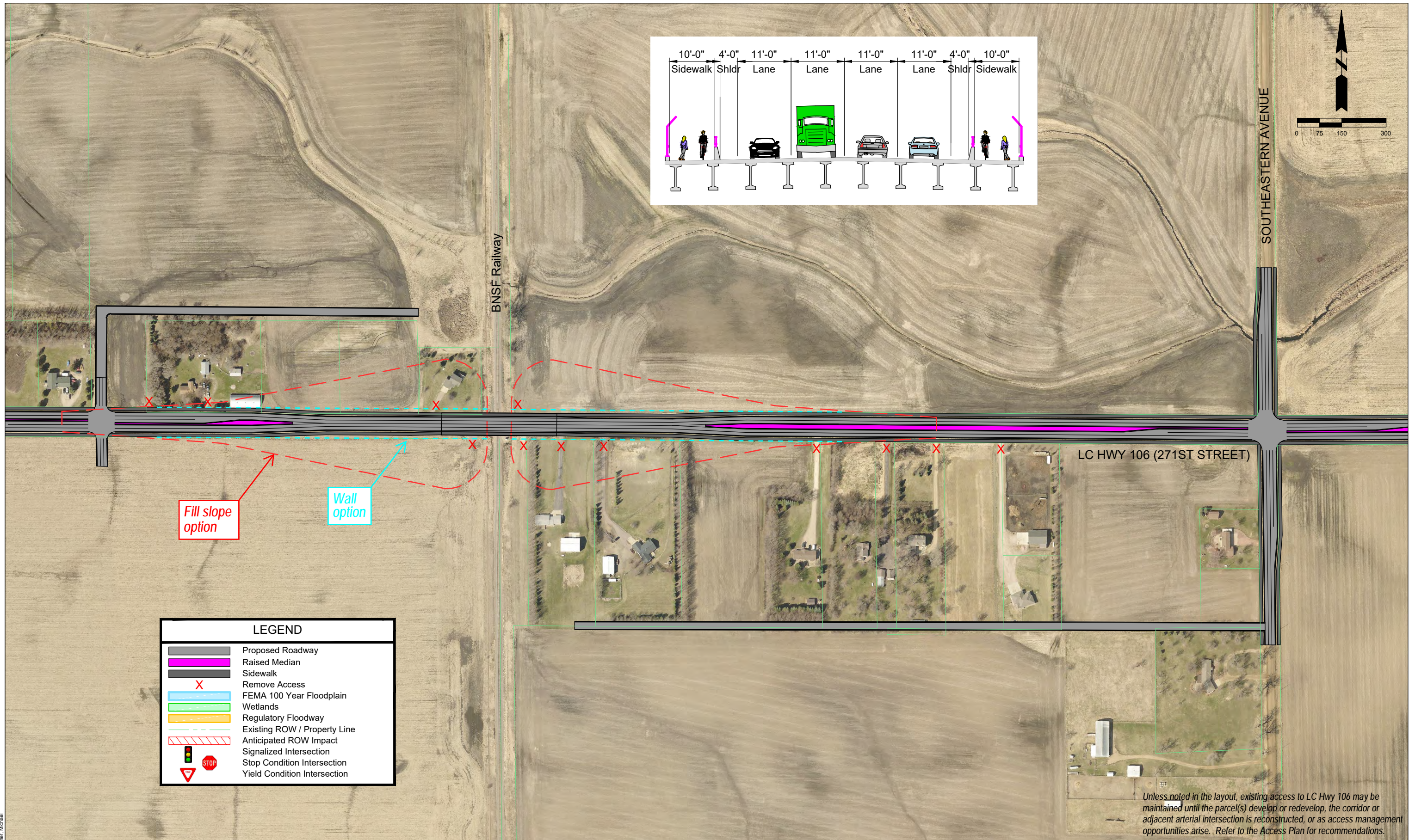
LC Hwy 106 Corridor Section: Multilane

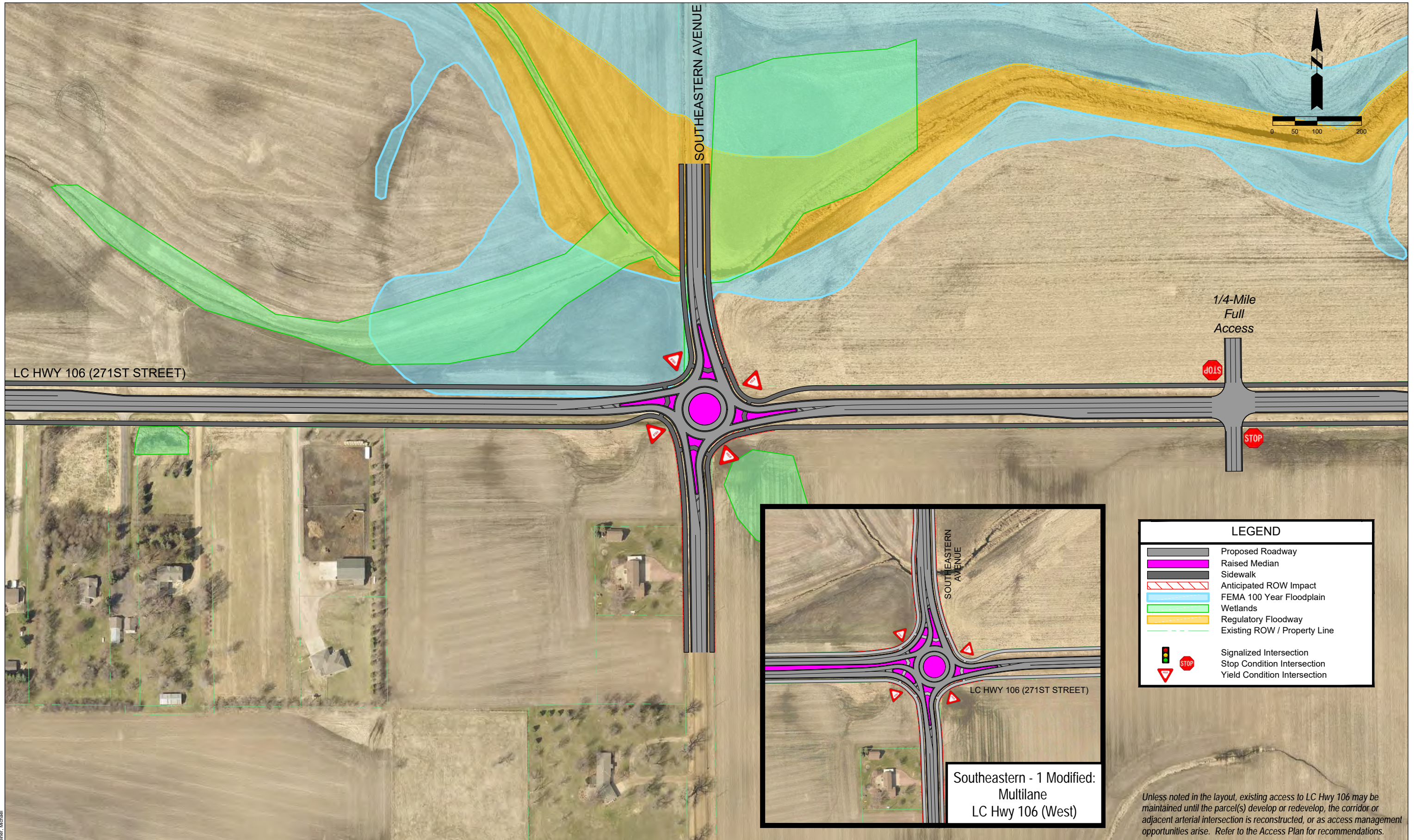
Alternative
Cliff - 4

Figure
30.g

Rev: 6/23/2023







Recommended Long-Term Corridor

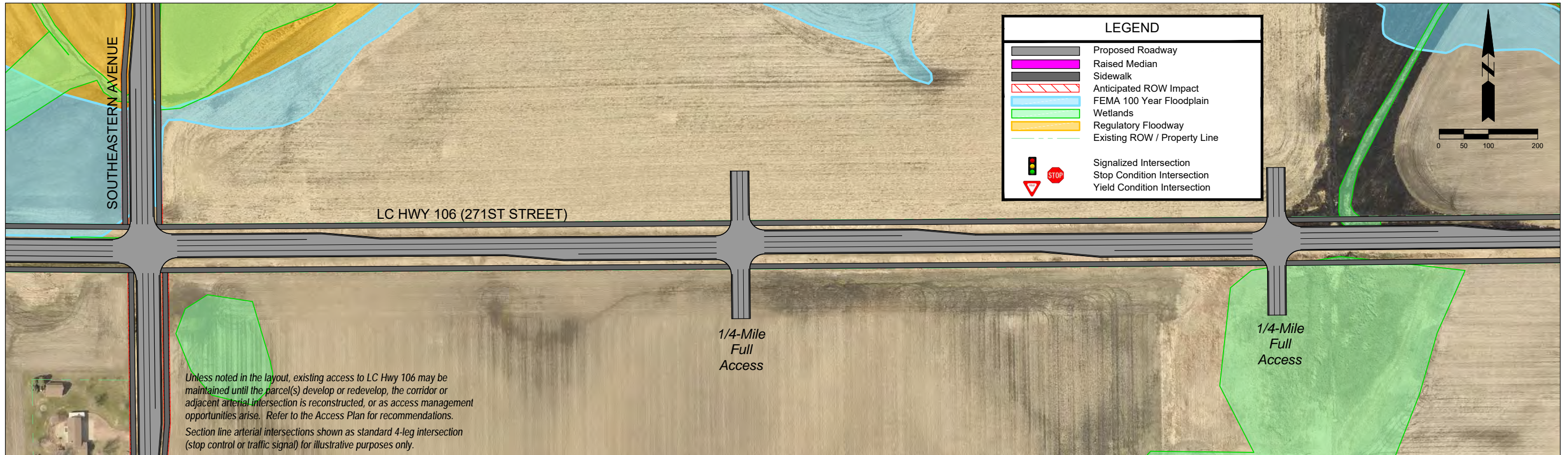
Southeastern Avenue & Lincoln County Highway 106 Intersection

Intersection Type: Single-Lane Roundabout LC Hwy 106 Corridor Section: 3-Lane

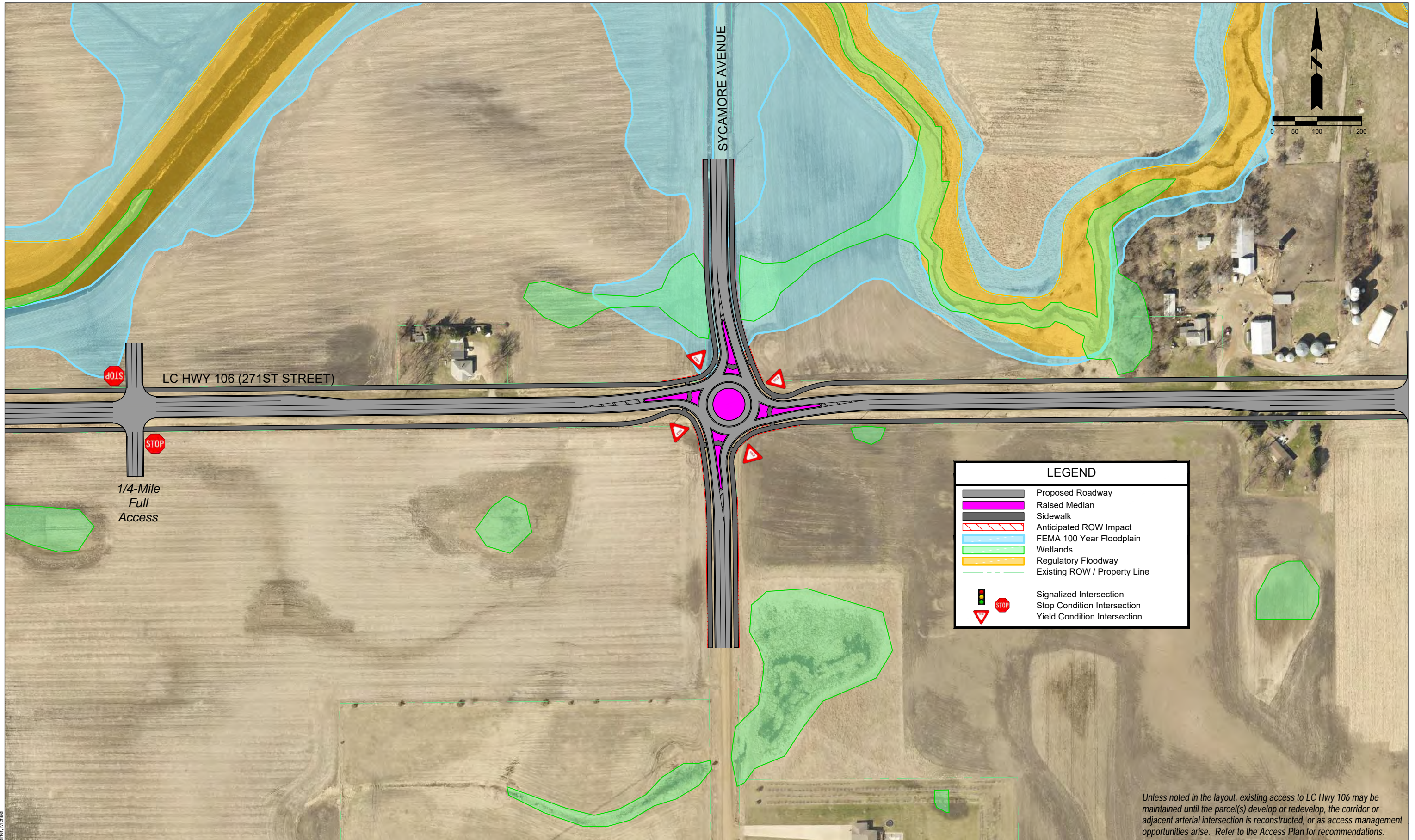
Alternative Southeastern - 1

Figure 30.j

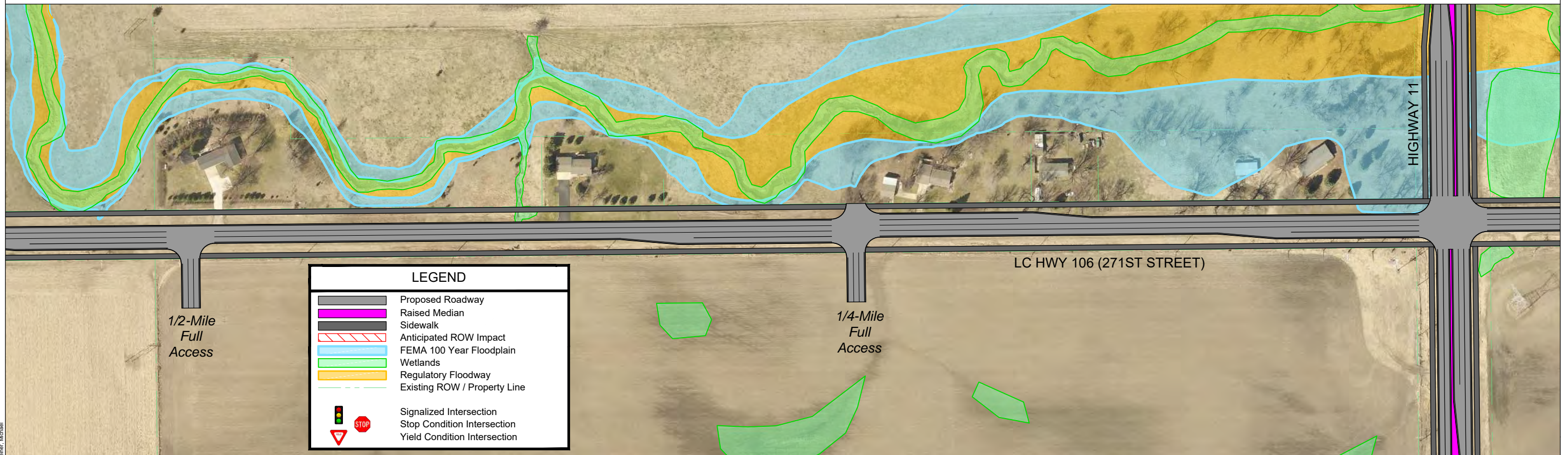
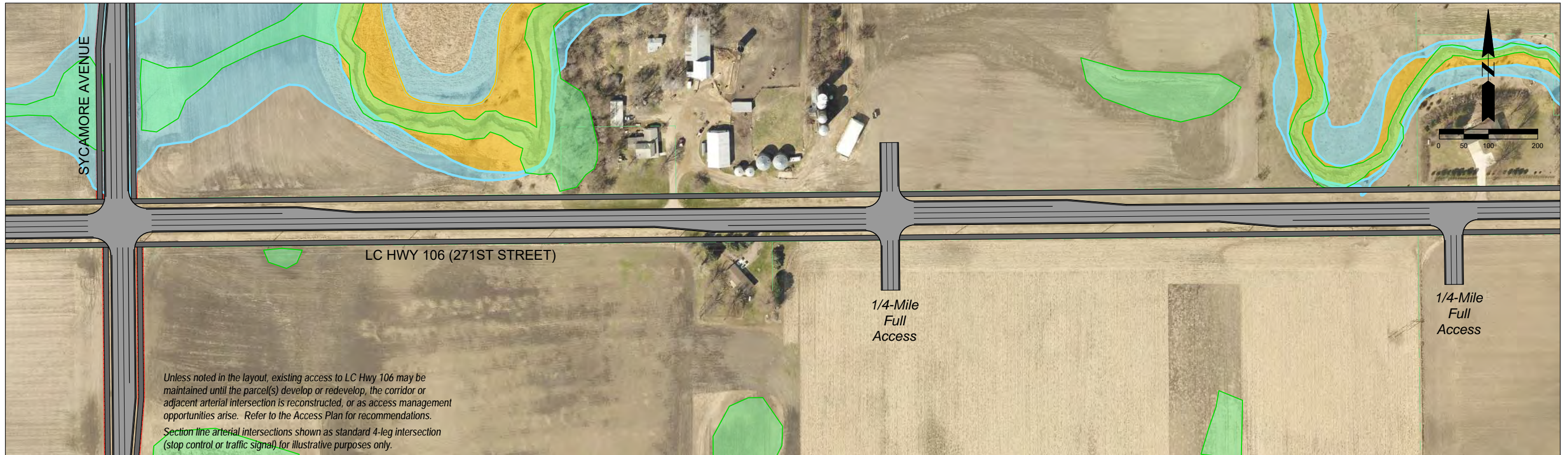
Rev: 6/23/2023

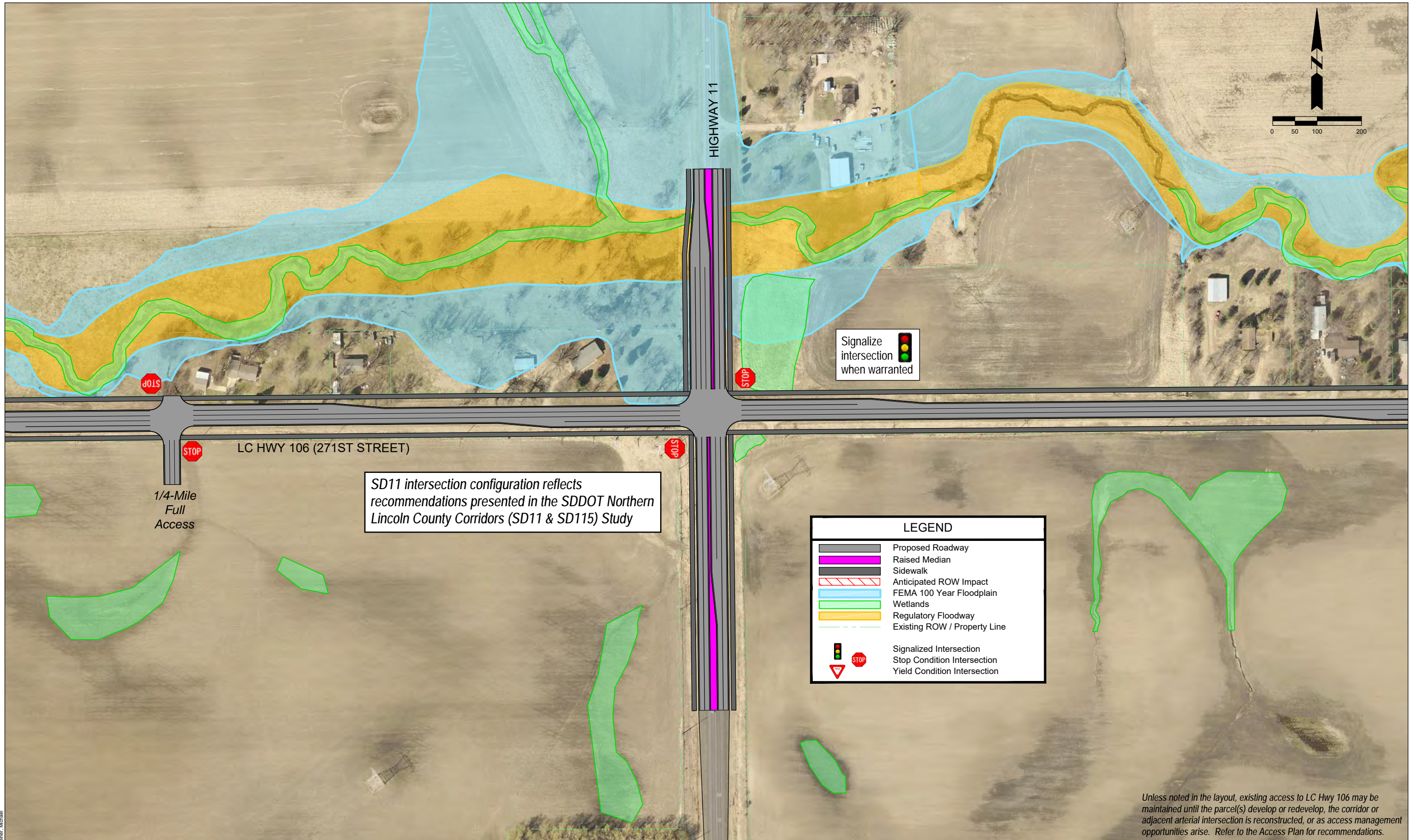


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PLOT DATE: 6/23/2023 12:03 PM, Senior: Michael



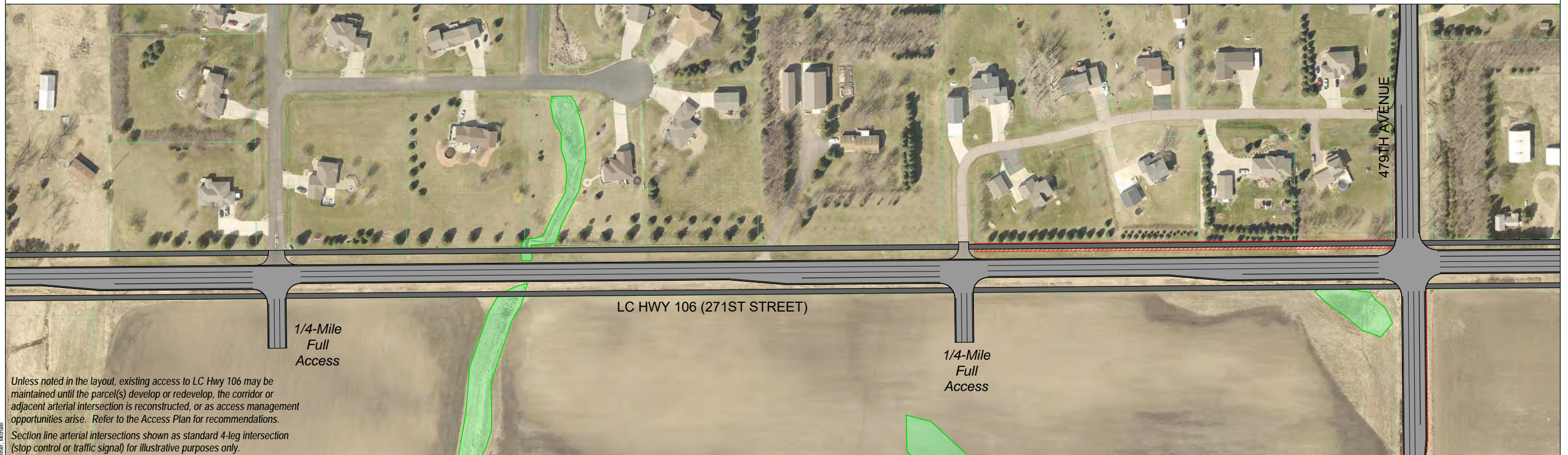
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.





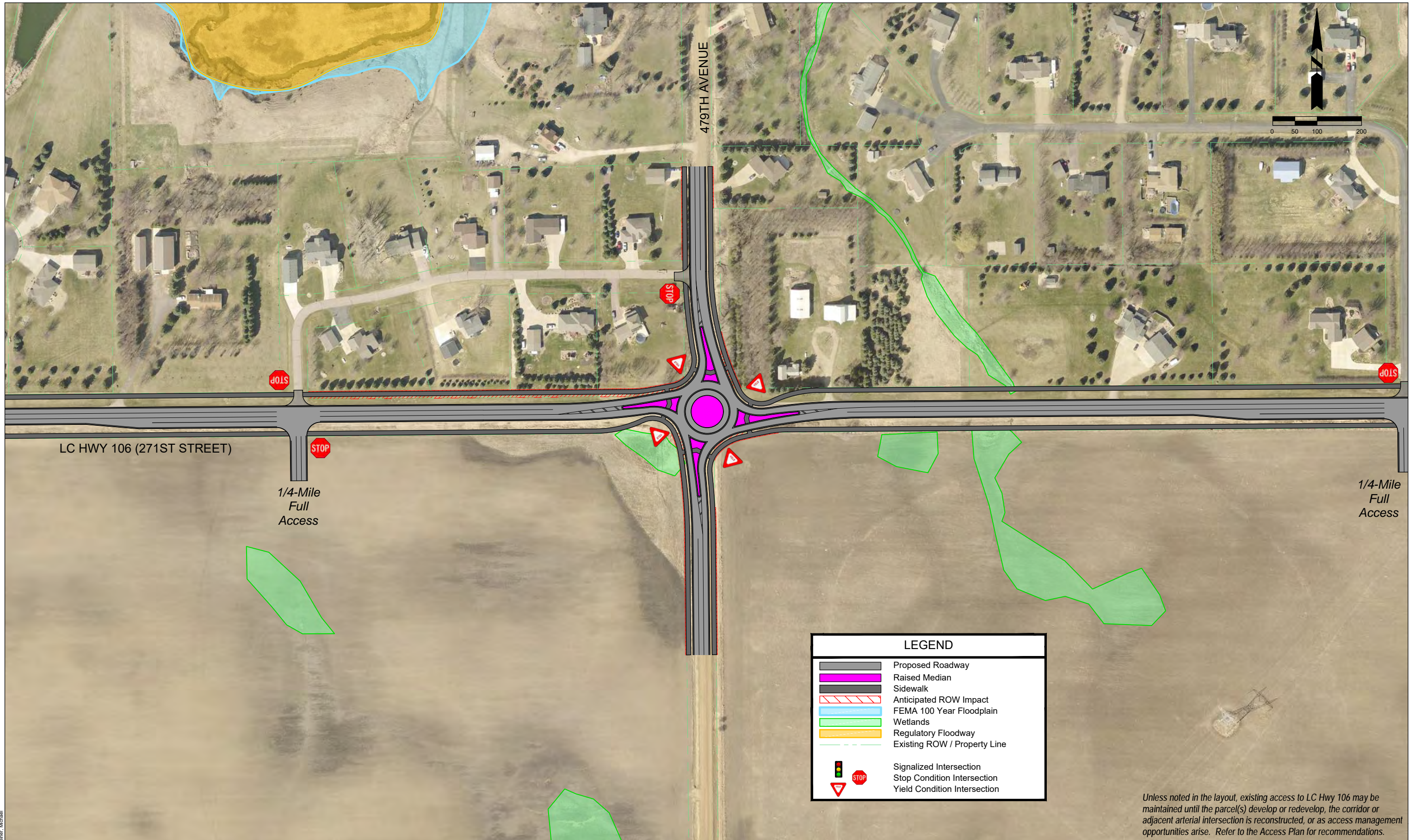
Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

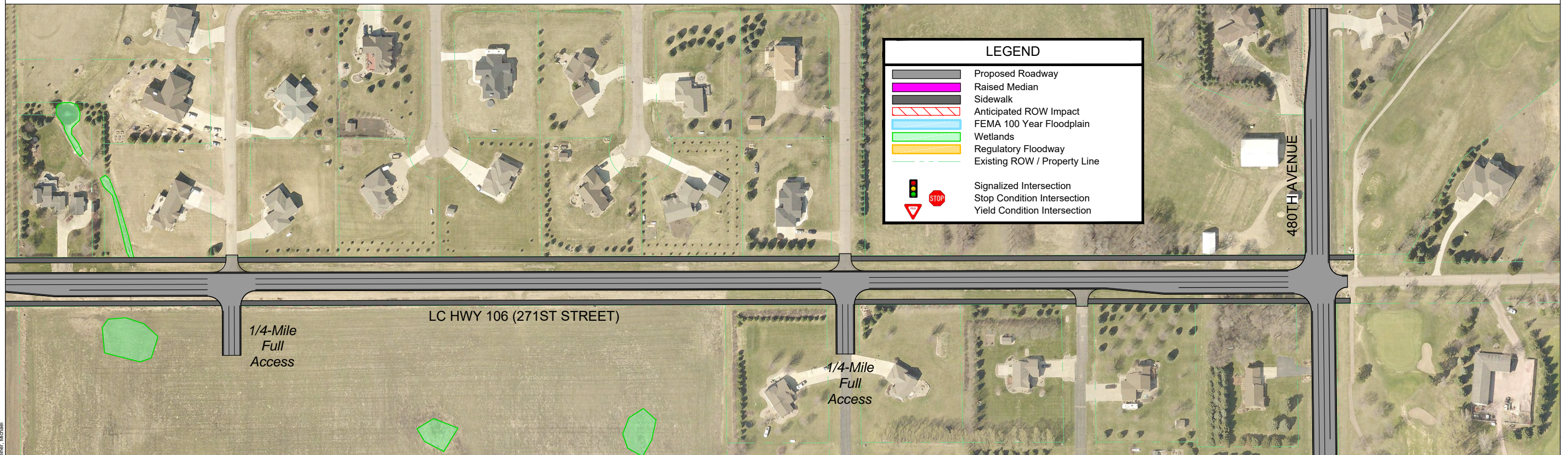
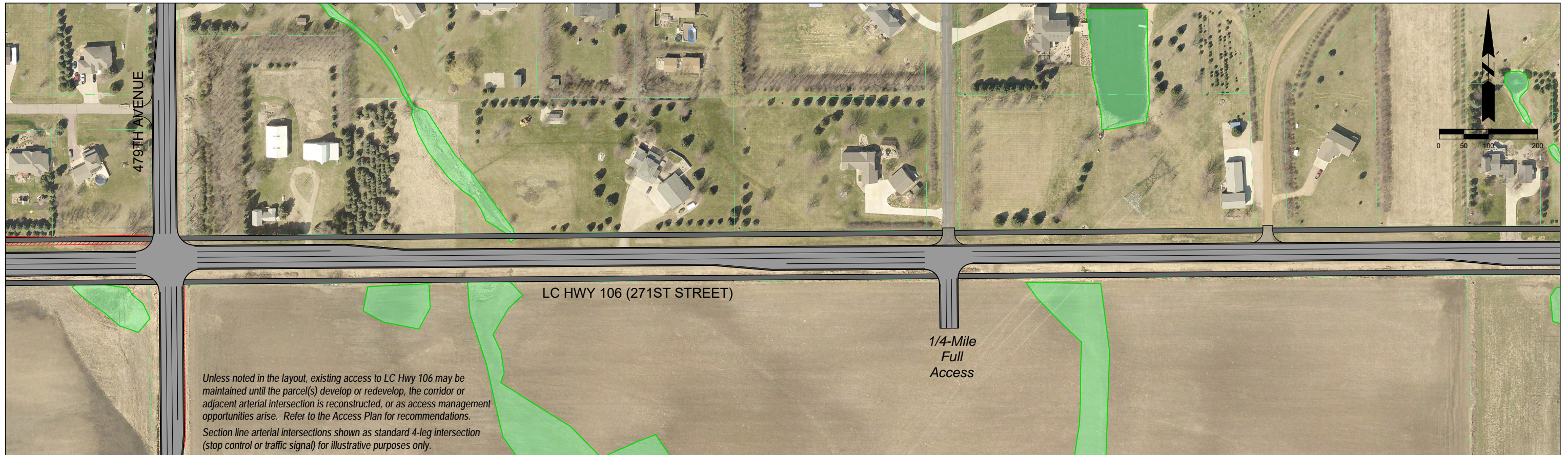
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Sener, Michael

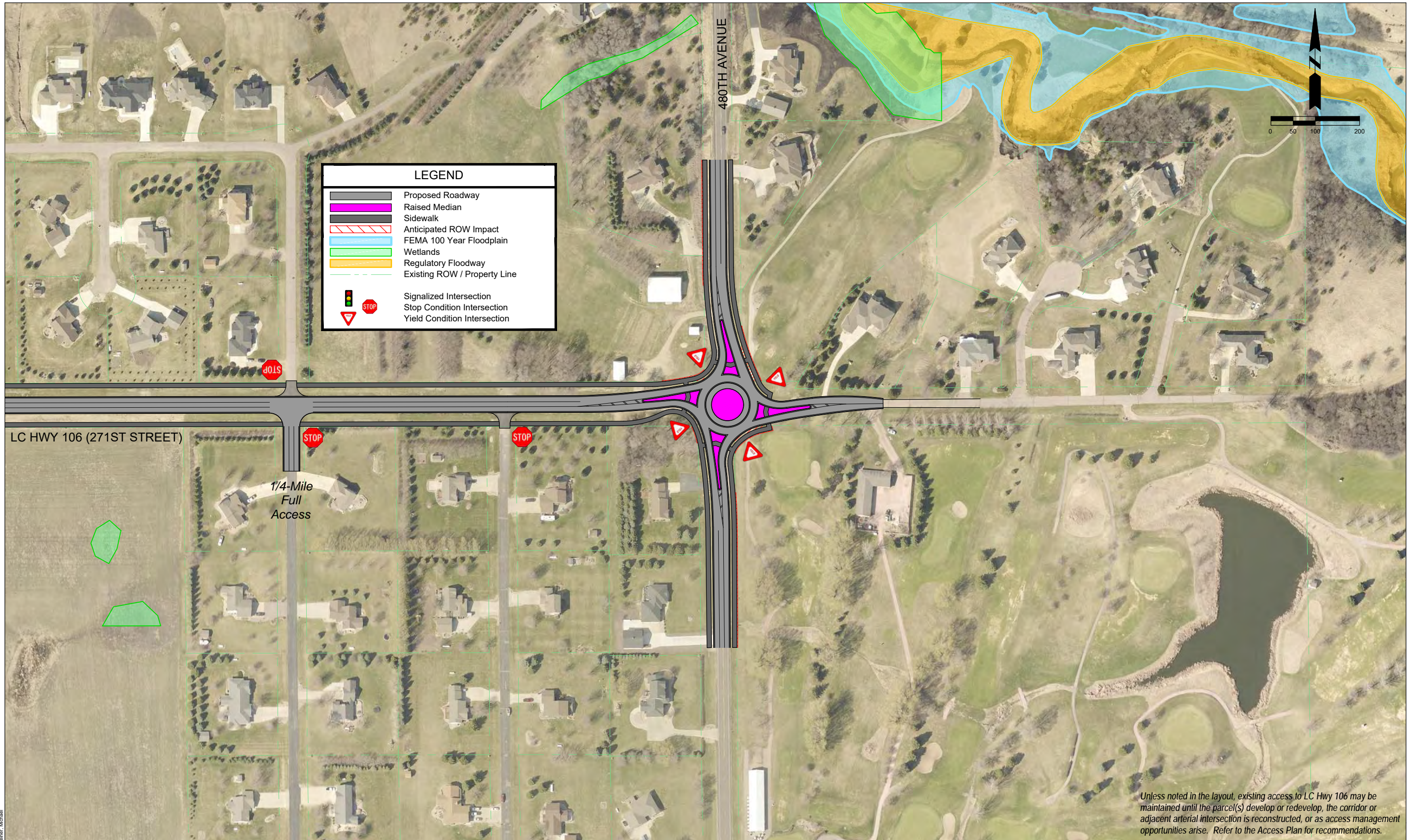


Unless noted in the layout, existing access to LC Hwy 106 may be maintained until the parcel(s) develop or redevelop, the corridor or adjacent arterial intersection is reconstructed, or as access management opportunities arise. Refer to the Access Plan for recommendations.

Section line arterial intersections shown as standard 4-leg intersection (stop control or traffic signal) for illustrative purposes only.







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Near-Term Recommendations Summary

Near-term recommendations were identified to address existing transportation needs and reflect spot improvements not necessitating full reconstruction or significant investment. These recommendations are intended to serve as a bridge between existing needs and the short/mid/long-term investments.

Considerations with these near-term recommendations include:

- Supporting agency flexibility to address existing needs, the efficient use of funds, and maximizing large-scale investments
- Incremental opening of Veterans Parkway through construction of four segments will not fully shift traffic away from LC Hwy 106 until the completion in Fall 2027. However, a noticeable shift is anticipated when Veterans Parkway will be open between I-29 and Cliff Avenue following completion of Phase 2.
- Existing traffic operations and safety
- Supporting near-term development along the corridor

LC Hwy 106 Segment: Louise Avenue to 1/3-mile east of Louise Avenue

- **Need:** existing traffic operations and safety and supporting near-term development
- **Recommendation:** widen existing roadway to 3-lane section to provide center left turn lane

LC Hwy 106 & Minnesota Avenue intersection

- **Need:** existing traffic operations and safety due to long westbound queues during peak periods
- **Recommendation:** construct westbound right turn lane
- **Notes:** if adding a right turn lane requires extensive modifications to traffic signals and the east and west legs of the intersection, consider the Short-Term and Mid-Term recommendation

LC Hwy 106 & Cliff Avenue intersection

- **Need:** existing traffic operations and safety due to eastbound queues during peak periods
- **Recommendation:** construct eastbound right turn lane
- **Notes:** consider timing of Short-Term and Mid-Term recommendation project(s)

LC Hwy 106 railroad grade crossing (between Cliff Avenue and Southeastern Avenue)

- **Need:** crossing enhancements due to sight distance limitations, highway and rail speeds, and traffic volumes
- **Recommendation:** add crossing gates

Southeastern Avenue corridor

- **Recommendation:** agencies begin planning for Southeastern Avenue corridor improvements to determine future corridor elements, timing, and costs. As a long multi-jurisdictional corridor that is primarily a township gravel section, improvements will need to be coordinated to support route continuity and logical termini of future projects.

APPENDIX

A. METHODS AND ASSUMPTIONS DOCUMENT

B. TRAFFIC FORECASTS MEMO

C. EXISTING AND FUTURE NO BUILD CONDITION INTERSECTION TRAFFIC OPERATIONS ANALYSIS MEMO

D. CRASH HISTORY REVIEW MEMO

E. GRADE SEPARATION WARRANT REVIEW MEMO

F. PUBLIC OPEN HOUSE #1 AND PUBLIC OPEN HOUSE #2 SUMMARY MEMOS

G. LINCOLN COUNTY HIGHWAY 106 LAND USE AND ACCESS PLAN MEMO

H. RURAL AND URBAN TYPICAL SECTIONS

I. INTERSECTION ALTERNATIVES

J. CORRIDOR SEGMENT ALTERNATIVES

K. BUILD CONDITION TRAFFIC OPERATIONS ANALYSIS MEMO

L. CONCEPTUAL COSTS

M. UTILITY COORDINATION MEMO

N. ENVIRONMENTAL TECHNICAL MEMO

2024 UPWP Amendment

Amendment Number 2024-01

The **City of Sioux Falls** is requesting a 2024 UPWP amendment to reduce its Safe & Accessible Transportation Options Professional Services/Consultant budget by \$100,000.

The amendment would make the following adjustment to the 2024 UPWP Budget:

Line Item	Total Decrease	Total Federal Amount	Total Local Match
DECREASE: CITY OF SIOUX FALLS			
Safe & Accessible Transportation Options Professional Services/Consultant	(\$100,000)	(\$81,950)	(\$18,050)

The amendment would revise the funding of the following item from the 2024 UPWP Work Activities:

4. Sioux Falls city staff will coordinate and jointly develop, with the assistance of a consultant and a study advisory team including MPO staff, the completion of a Bicycle Trail Master Plan.

~~The estimated cost is \$100,000;~~ The amendment reflects that member agencies agreed to use local funding for this expenditure; Use of PL funds for professional services/consultants to be removed.

City of Sioux Falls is requesting a 2024 UPWP amendment to add \$150,000 to its Personnel Services.

The amendment would make the following adjustment to the 2024 UPWP Budget:

Line Item	Total Increase	Total Federal Amount	Total Local Match
INCREASE: CITY OF SIOUX FALLS			
Personnel Services	\$150,000	\$122,925	\$27,075

Committee Approval Section:

CAC Approval Date: 1/17/24

TAC Approval Date: 1/18/24

UDC Approval Date: 1/18/24

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: _____
 Greg Heitmann, Planning / Civil Rights Specialist - SD Division

2024 UPWP Budget									
18-Jan-2024									
	SECOG	City of Brandon	City of Harrisburg	City of Sioux Falls	Lincoln County	Minnehaha County	City of Tea	SDDOT	Total
Prof. Services/ Consultants	\$ 400,000			\$ 275,000		\$ 126,500	\$ 150,000		\$ 951,500
Safe & Accessible Transportation Options Prof. Services / Consultants		\$ 100,000	\$ 50,000				\$ 50,000		\$ 200,000
Personnel Services	\$ 85,000	\$ 60,000	\$ 5,000	\$ 1,182,000	\$ 50,000	\$ 60,000	\$ 5,000		\$ 1,447,000
Safe & Accessible Transportation Options Personnel Services				\$ 50,000					\$ 50,000
Capital Resources									\$ -
Total Cost	\$ 485,000	\$ 160,000	\$ 55,000	\$ 1,507,000	\$ 50,000	\$ 186,500	\$ 205,000	\$ -	\$ 2,648,500
Federal Amount (81.95%)	\$ 397,458	\$ 131,120	\$ 45,073	\$ 1,234,987	\$ 40,975	\$ 152,837	\$ 167,998	\$ -	\$ 2,170,446
Local Match (18.05%)*	\$ 87,543	\$ 28,880	\$ 9,928	\$ 272,014	\$ 9,025	\$ 33,663	\$ 37,003	\$ -	\$ 478,054

**Amendment 2024-01 cost revised to match narrative.

**SIOUX FALLS METROPOLITAN PLANNING ORGANIZATION
RESOLUTION #2024-01**

ENDORSEMENT OF 2024 TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY SDDOT.

WHEREAS, the Urbanized Development Commission (UDC) of the South Eastern Council of Governments has been designated by the Governor of the State of South Dakota as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Sioux Falls Metropolitan Planning Area;

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures;

WHEREAS, the South Dakota Department of Transportation (SDDOT) has established the following 2024 targets for the five performance measures based on five year rolling averages:

- Number of Fatalities: 123
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT): 1.17
- Number of Serious Injuries: 540
- Rate of Serious Injuries per 100 Million VMT: 5.52
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries: 42

WHEREAS, the SDDOT coordinated the establishment of safety targets with the Sioux Falls Metropolitan Planning Organization (MPO); and

WHEREAS, the SDDOT has officially adopted the safety targets in the South Dakota Highway Safety Plan, and the State has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED

1. That the MPO has agreed to support SDDOT's targets for the five safety performance targets established for 2024.
2. That the MPO will plan and program projects that contribute to the accomplishment of said safety performance targets.

Dated this 18th day of January, 2024.

ATTEST:

Carol Twedt, UDC Chair
Sioux Falls MPO

Lynne Keller Forbes, Executive Director
South Eastern Council of Governments



January 18, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Letter of Support for the Arrowhead Parkway and Veterans Parkway Intersection Reconstruction

We strongly support the City of Sioux Falls' Rebuilding American Infrastructure with Sustainability and Equity (RAISE) FY2024 grant application to reconstruct the Arrowhead Parkway and Veterans Parkway Intersection, in Sioux Falls, South Dakota, the state's largest city and region's economic hub.

The improvements would serve a growing area of the community of Sioux Falls and support the rural areas of northwest Iowa and southwest Minnesota. The project will provide access to a large residential and commercial area and will enhance access and provide safety improvements to a huge rural trade area in eastern South Dakota, southwestern Minnesota, and northwestern Iowa. Both parkways are on the National Highway System and are Sioux Falls Primary Truck Network and are critical to the freight network in the MPO Area. These improvements would also serve a disadvantaged census tract area of the city.

This RAISE grant project supports economic vitality, reduces climate change impacts, reduces barriers to opportunity, leverages Federal funding and attracts non-Federal investment in the area. The project improves rural-urban connectivity and enhances access to economic facilities reducing trip lengths and greenhouse gas emissions. The project is expected to meet growing traffic needs, improve traffic operations, and reduce delays in the MPO area. In addition, the project enhances safety by adding three pedestrian/bicycle underpasses to improve multi-mobility for other modes of transportation. The adjacent commercial development is served by Sioux Area Metro and the project would allow for continue support of transit accessibility in the area.

On behalf of the Sioux Falls MPO, I thank the U.S. Department of Transportation for its continued efforts to generate economic development and improve access to reliable, safe, and affordable transportation.

Sincerely,

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

Sioux Falls Metropolitan Planning Area 2023 Resident Transportation Survey

...helping organizations make better decisions since 1982

Findings
Report

Submitted to the Sioux Falls Metropolitan Planning Organization (SFMPO)
by:

ETC Institute
725 W. Frontier Lane
Olathe, Kansas 66061

January 2024



Contents

Executive Summary i

Section 1: Charts and Graphs.....1

Section 2: Importance-Satisfaction Analysis49

Section 3: Tabular Data52

Section 4: Survey Instrument.....119

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.

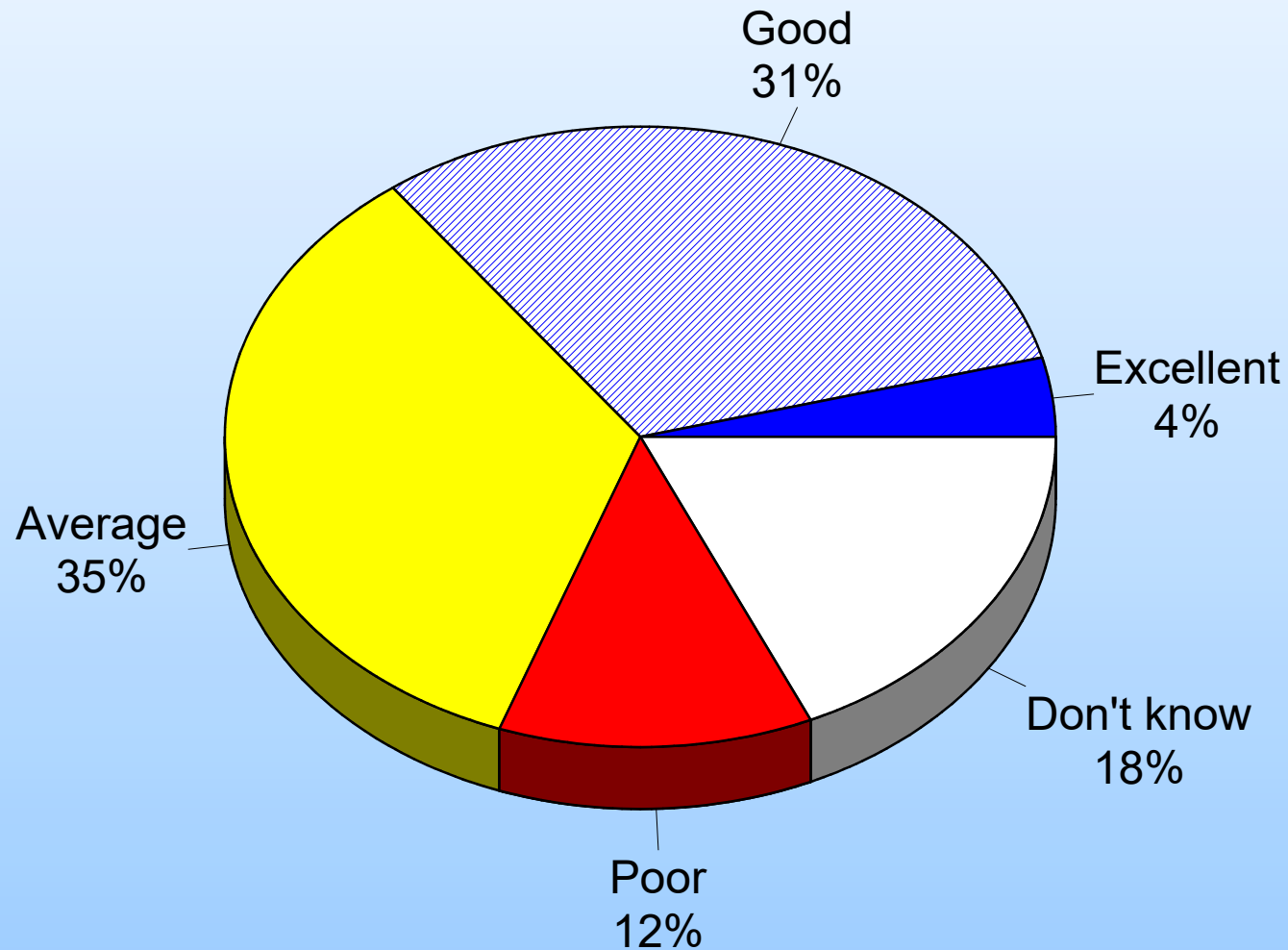
Other Findings:

- 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

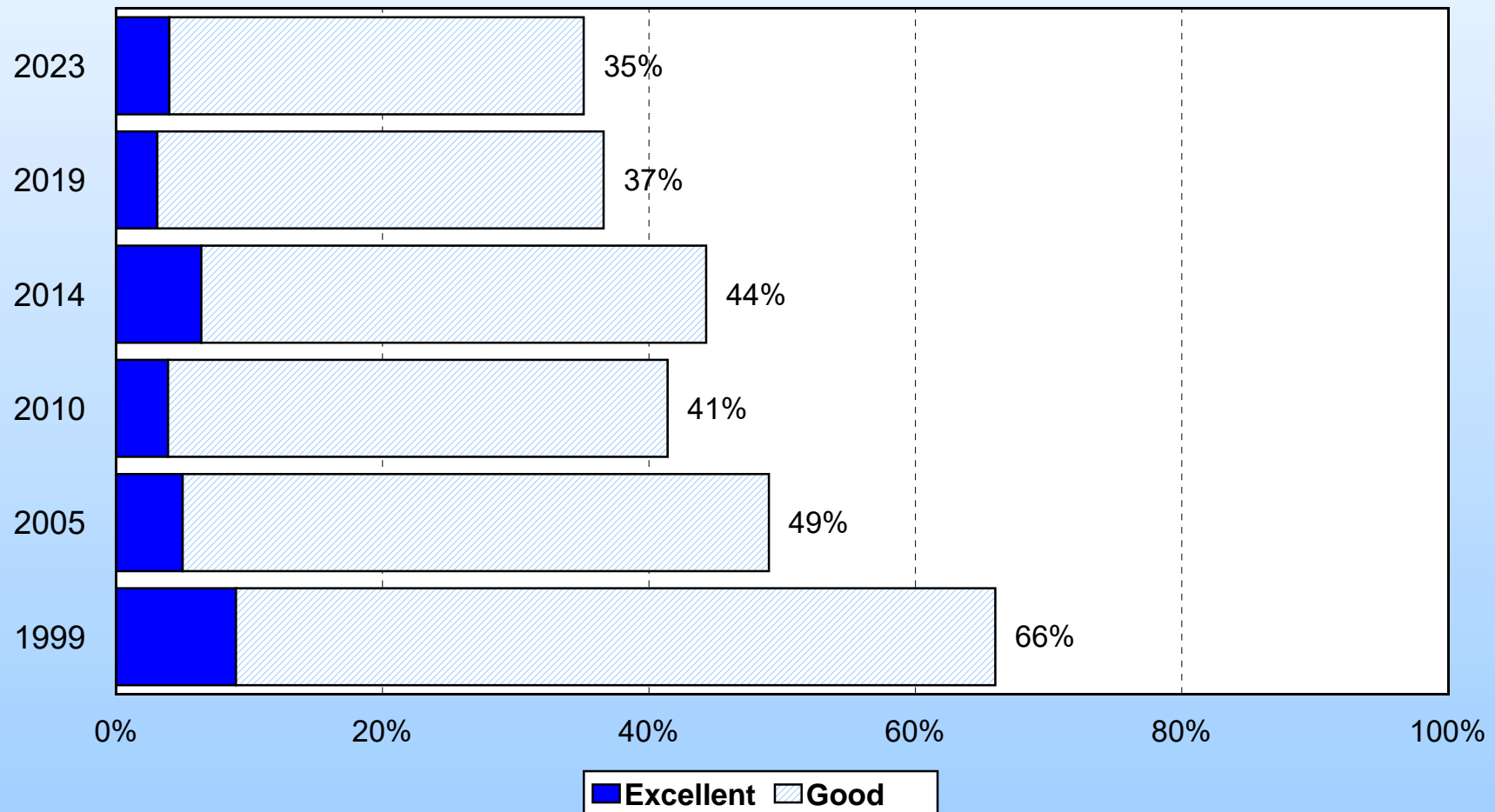
Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area

by percentage of respondents



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

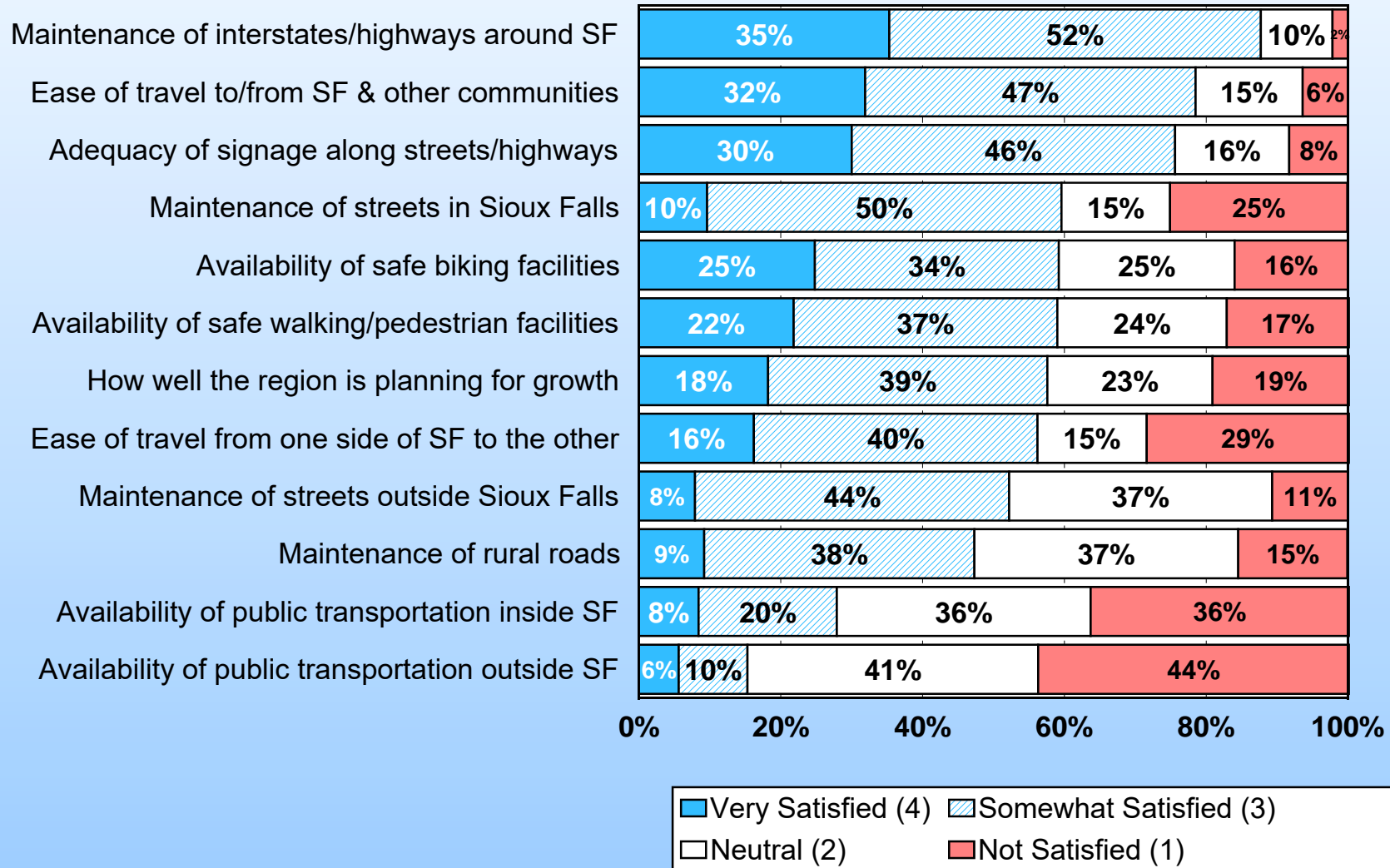
by percentage of respondents who rated the transportation system as “excellent” or “good”



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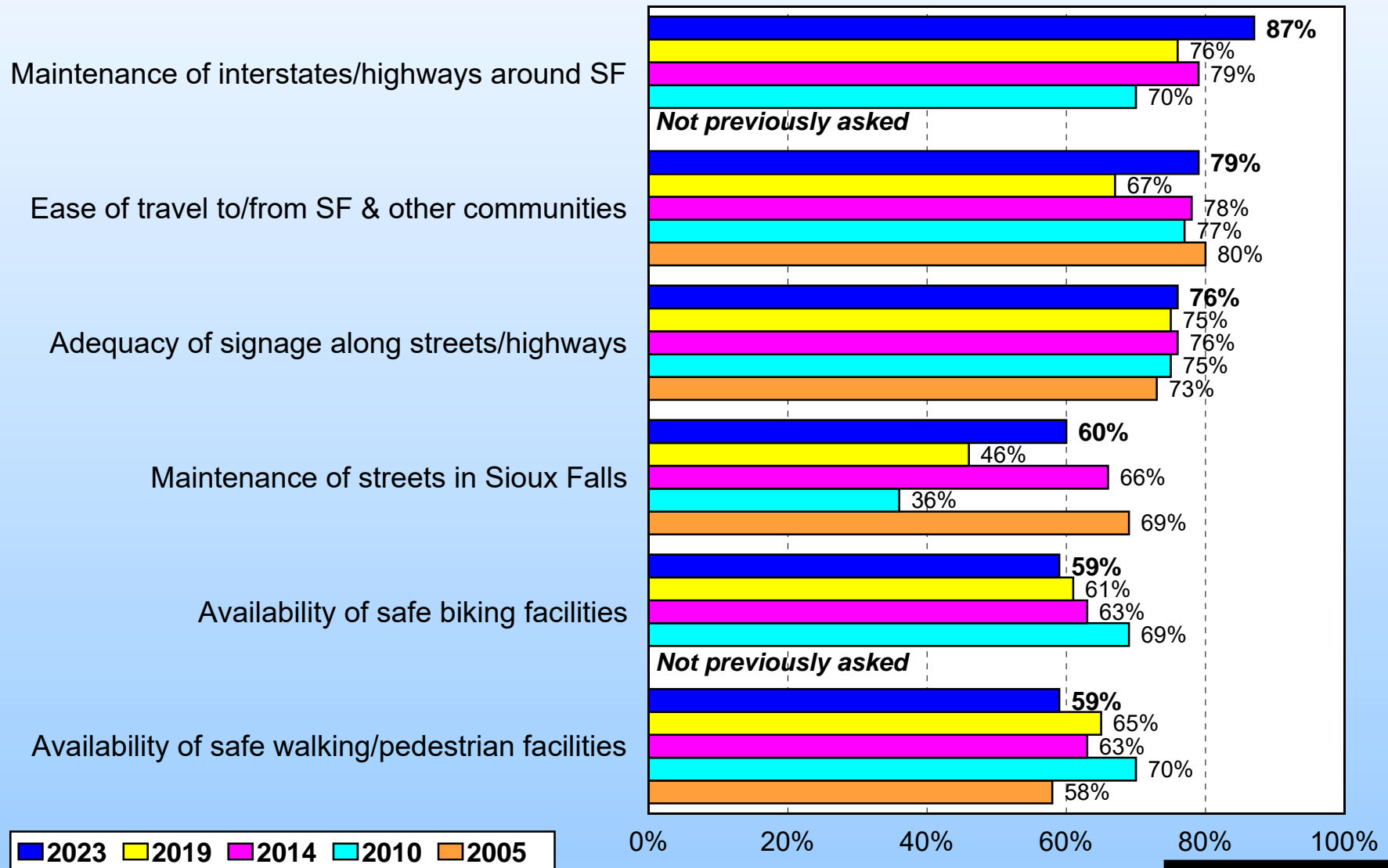
Satisfaction with Various Components of the Sioux Falls Metropolitan Area's Transportation System

by percentage of respondents (excluding don't knows)



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

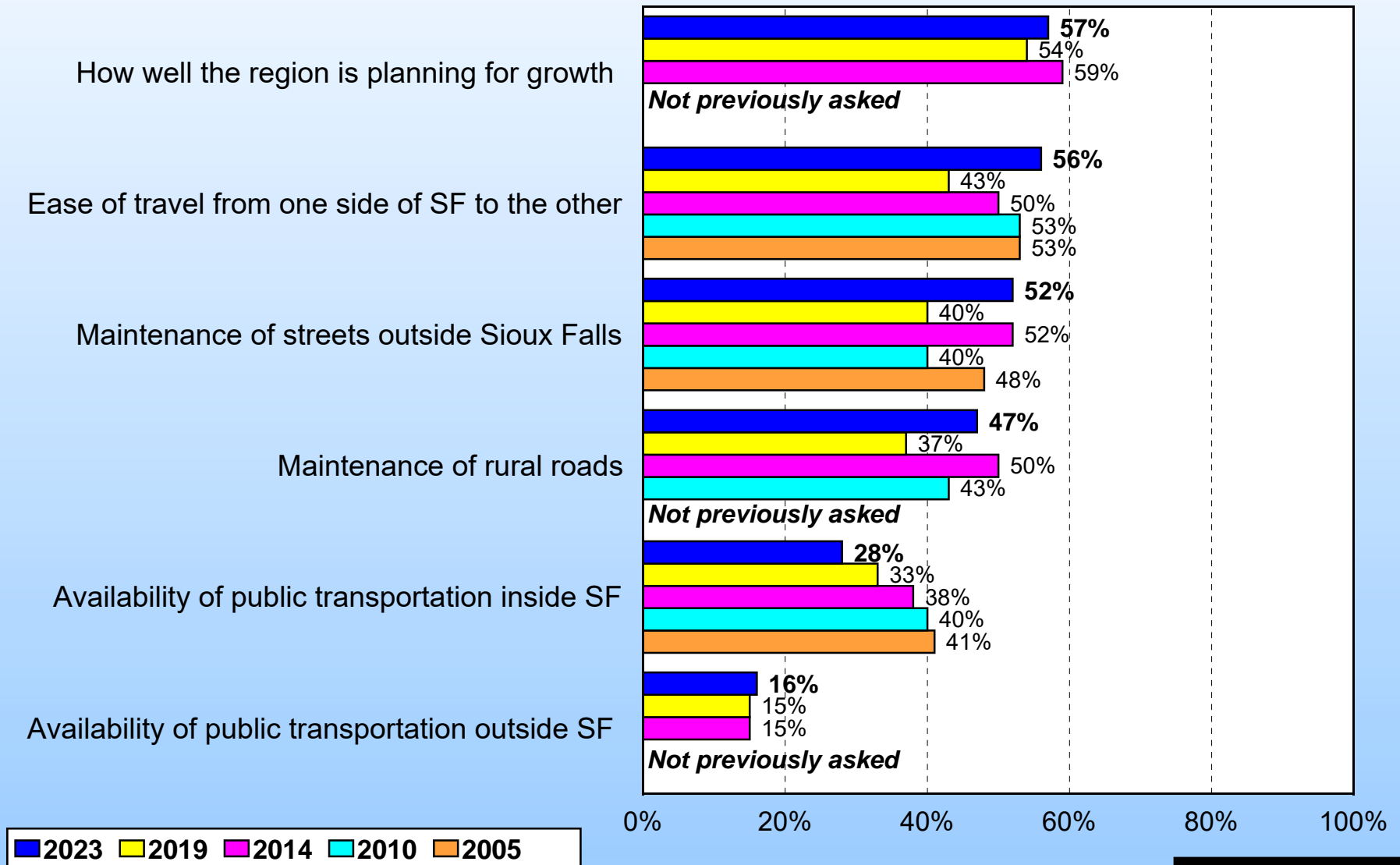
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



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

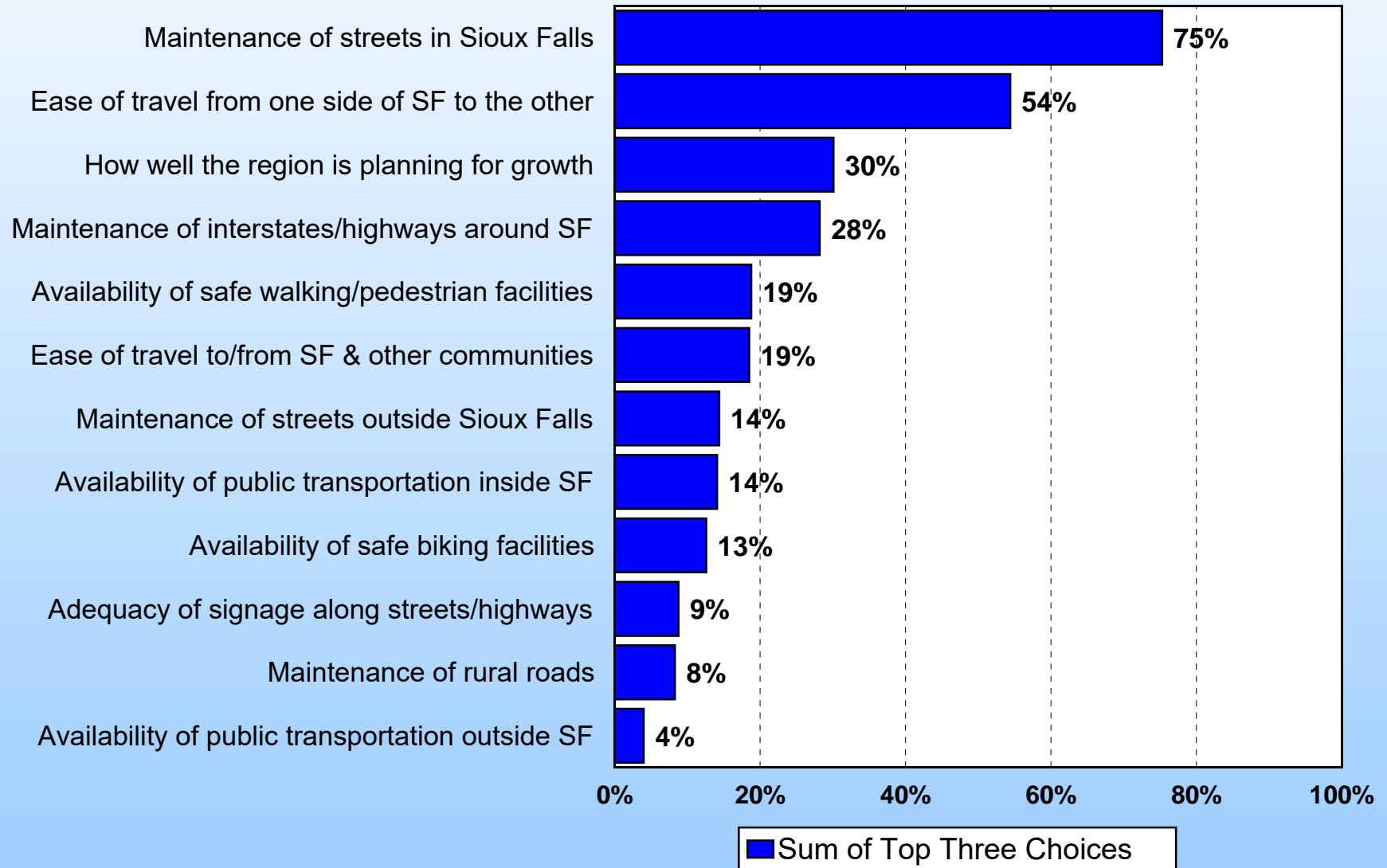
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



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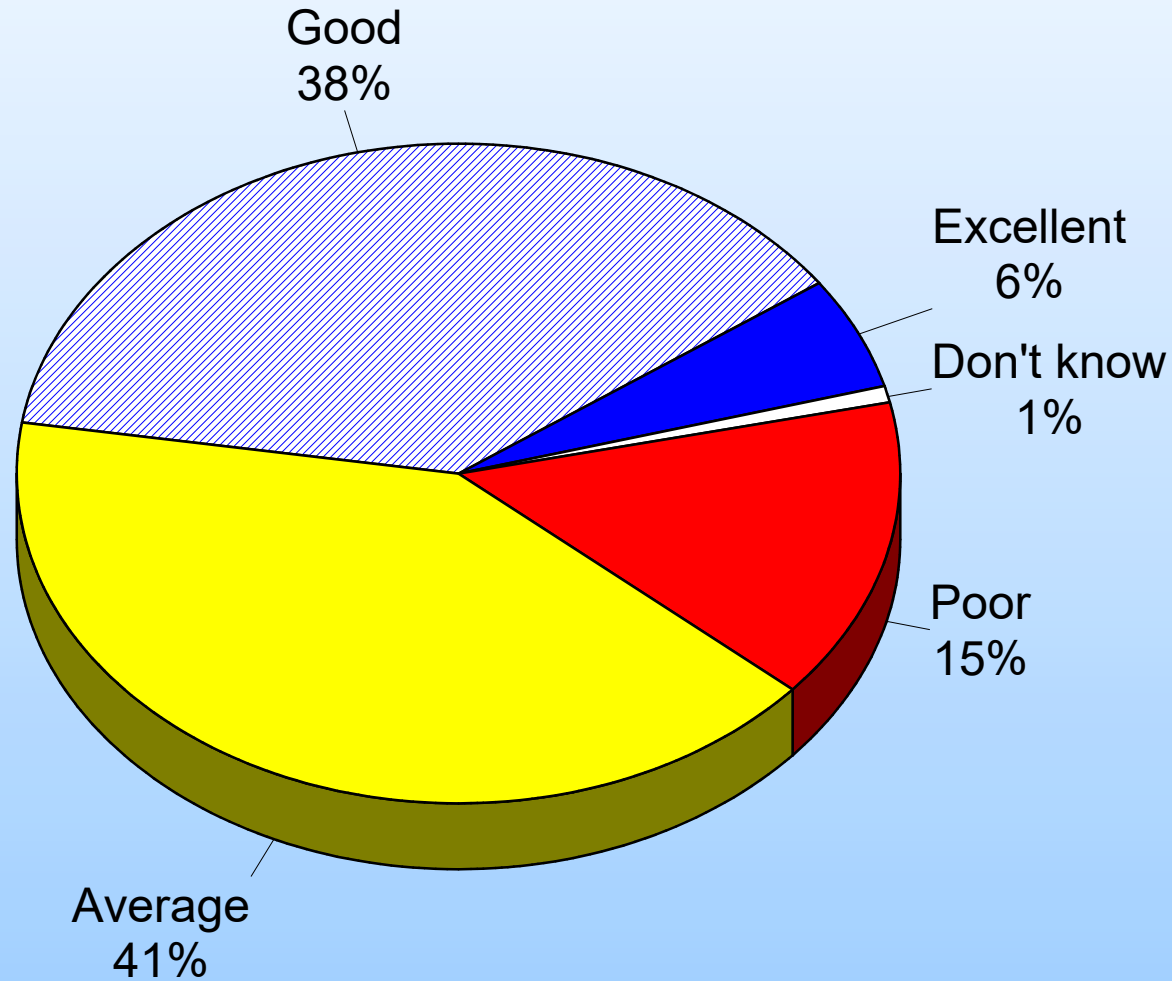
Most Important Aspects of the Sioux Falls Metropolitan Area's Transportation System

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



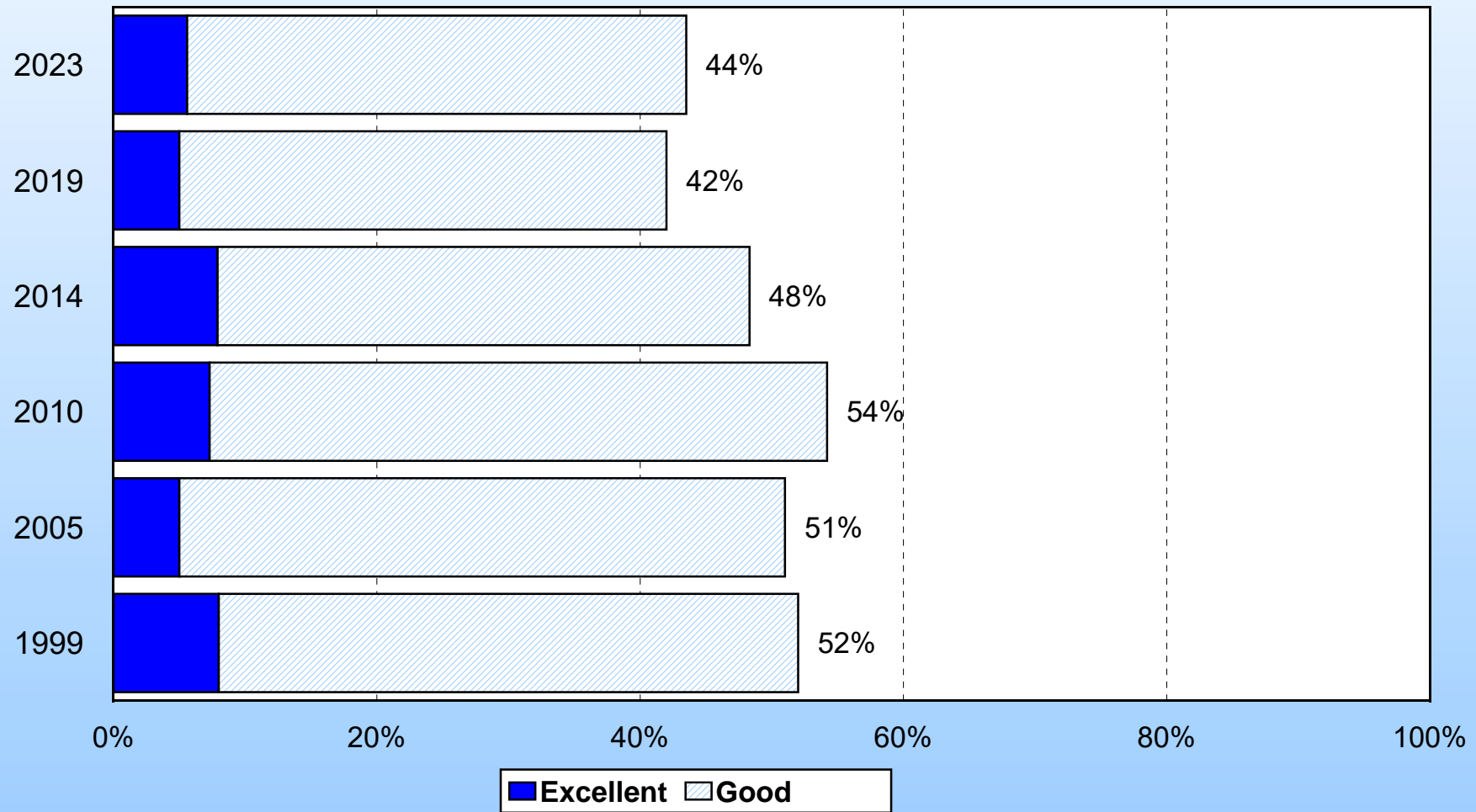
Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area

by percentage of respondents



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

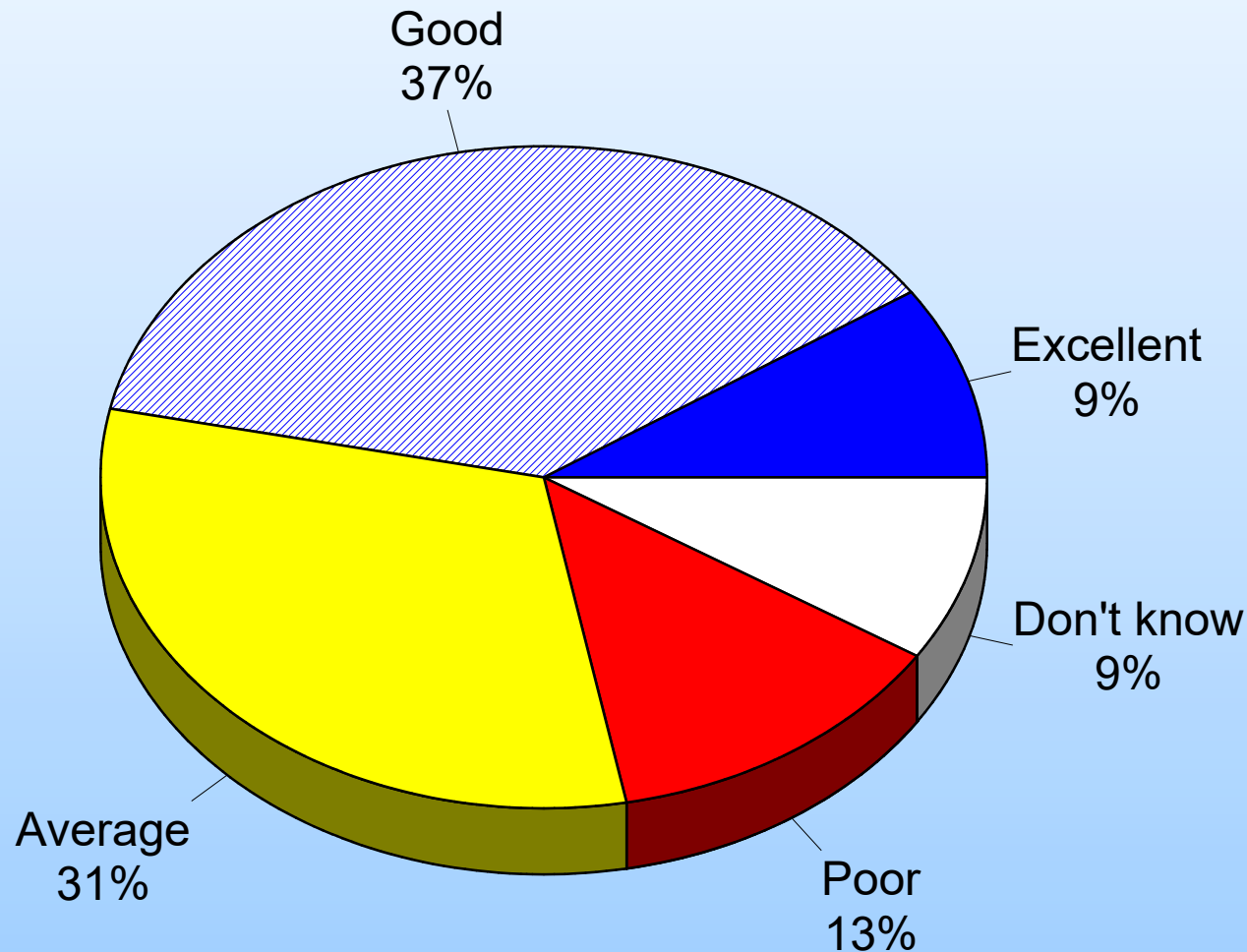
by percentage of respondents who felt traffic safety was “excellent” or “good”



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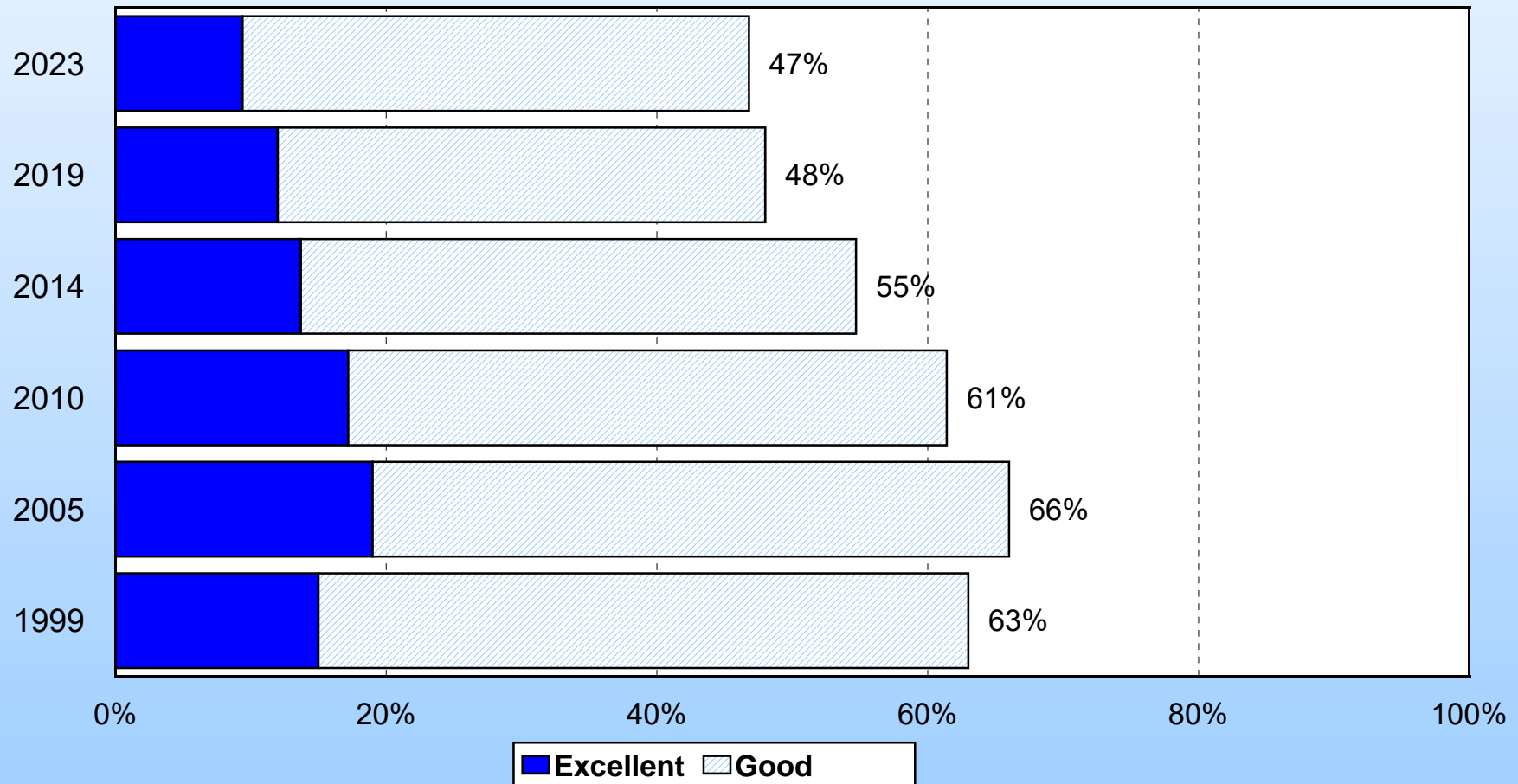
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area

by percentage of respondents



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

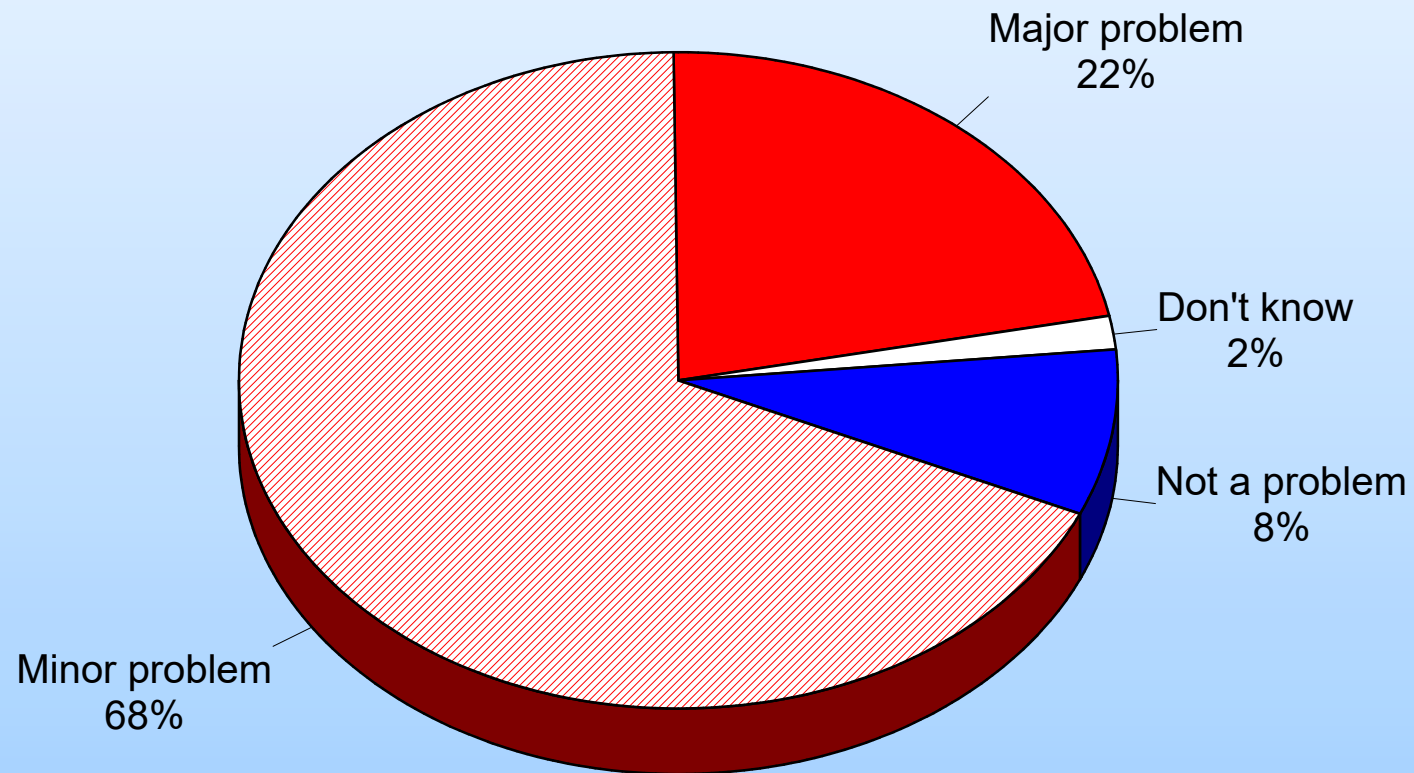
by percentage of respondents who felt the traffic safety near schools was “excellent” or “good”



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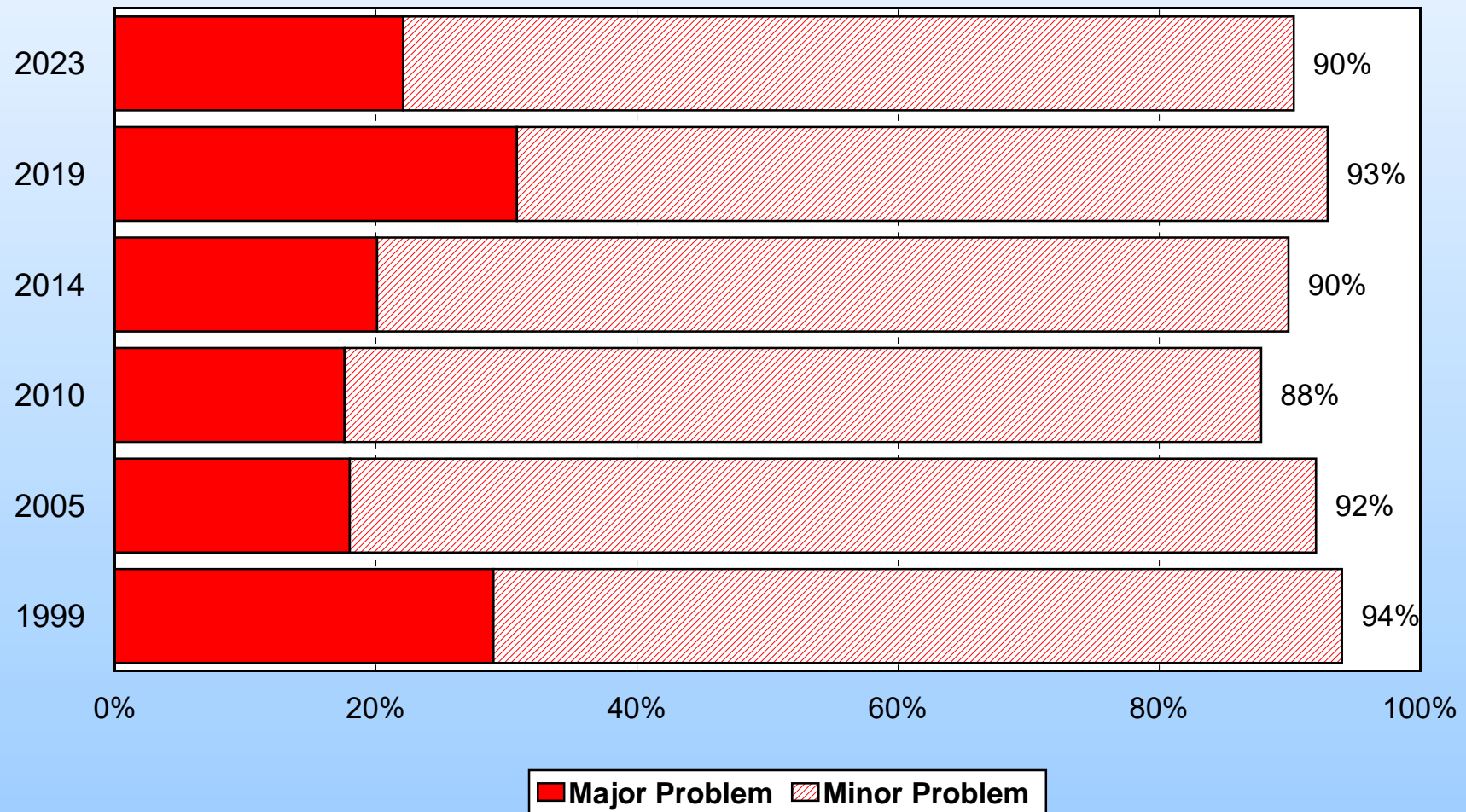
Overall Concern About the Level of Traffic Congestion in the Sioux Falls Metropolitan Area

by percentage of respondents



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

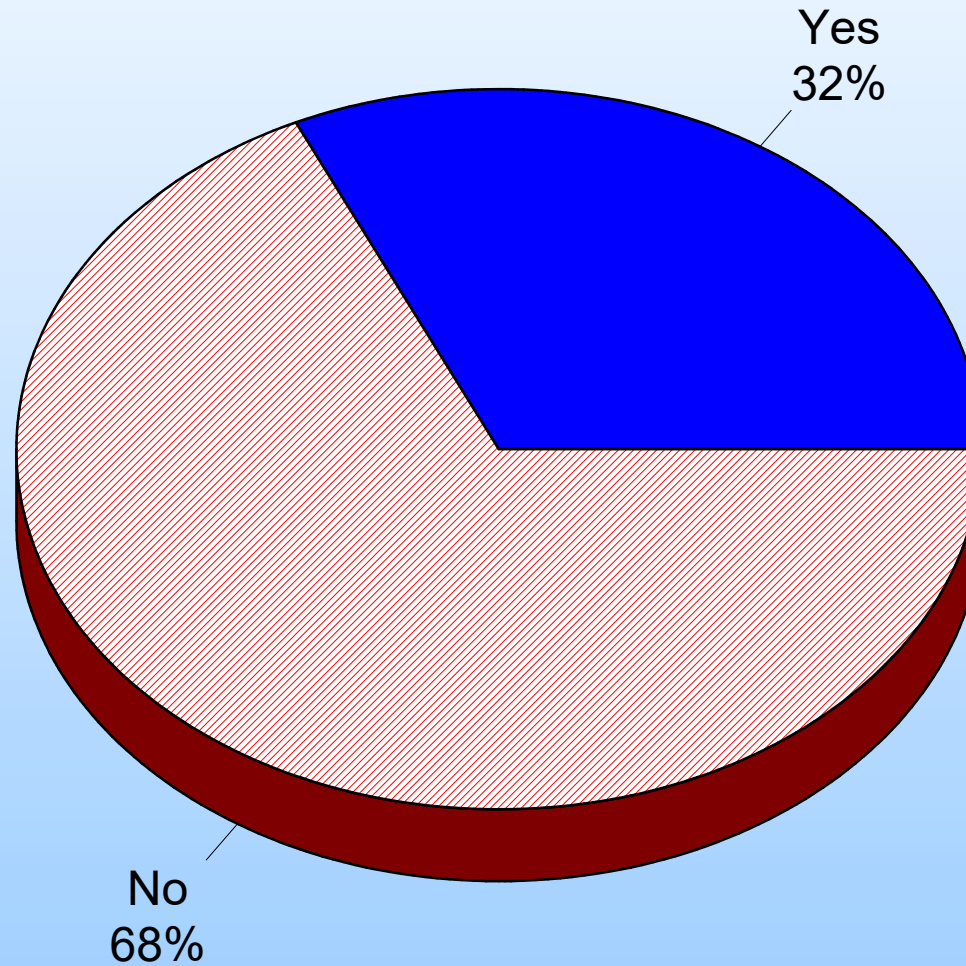
by percentage of respondents who felt traffic congestion was a “major” or “minor problem”



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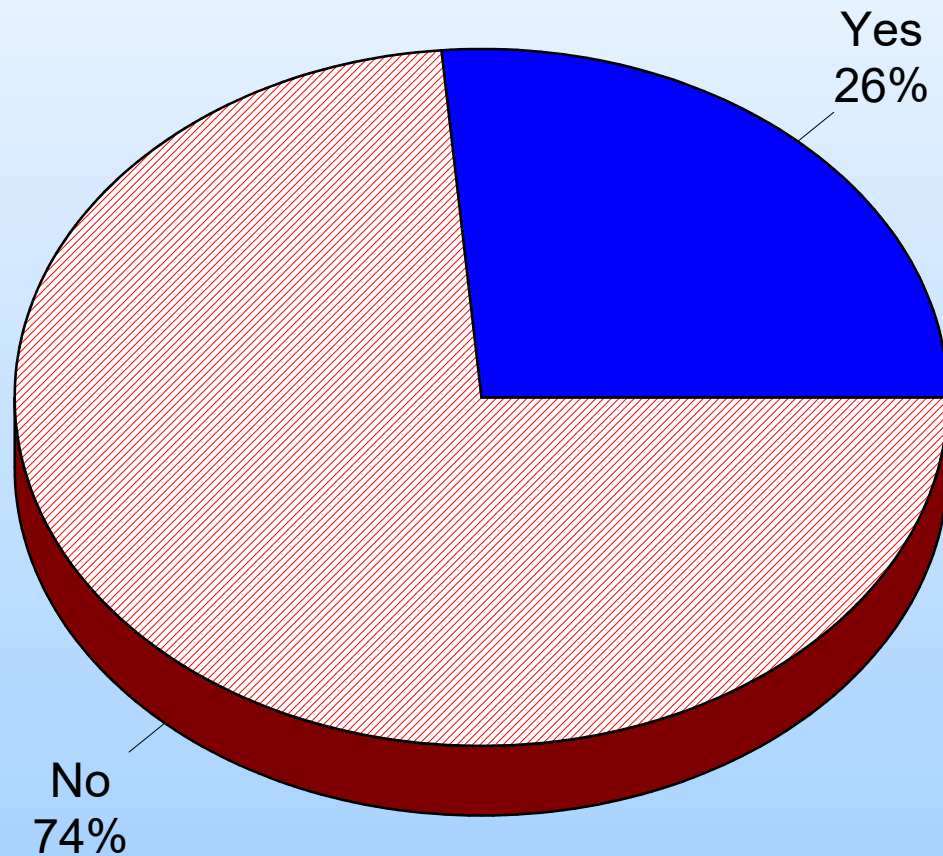
Have you ever used public transportation outside the City of Sioux Falls?

by percentage of respondents



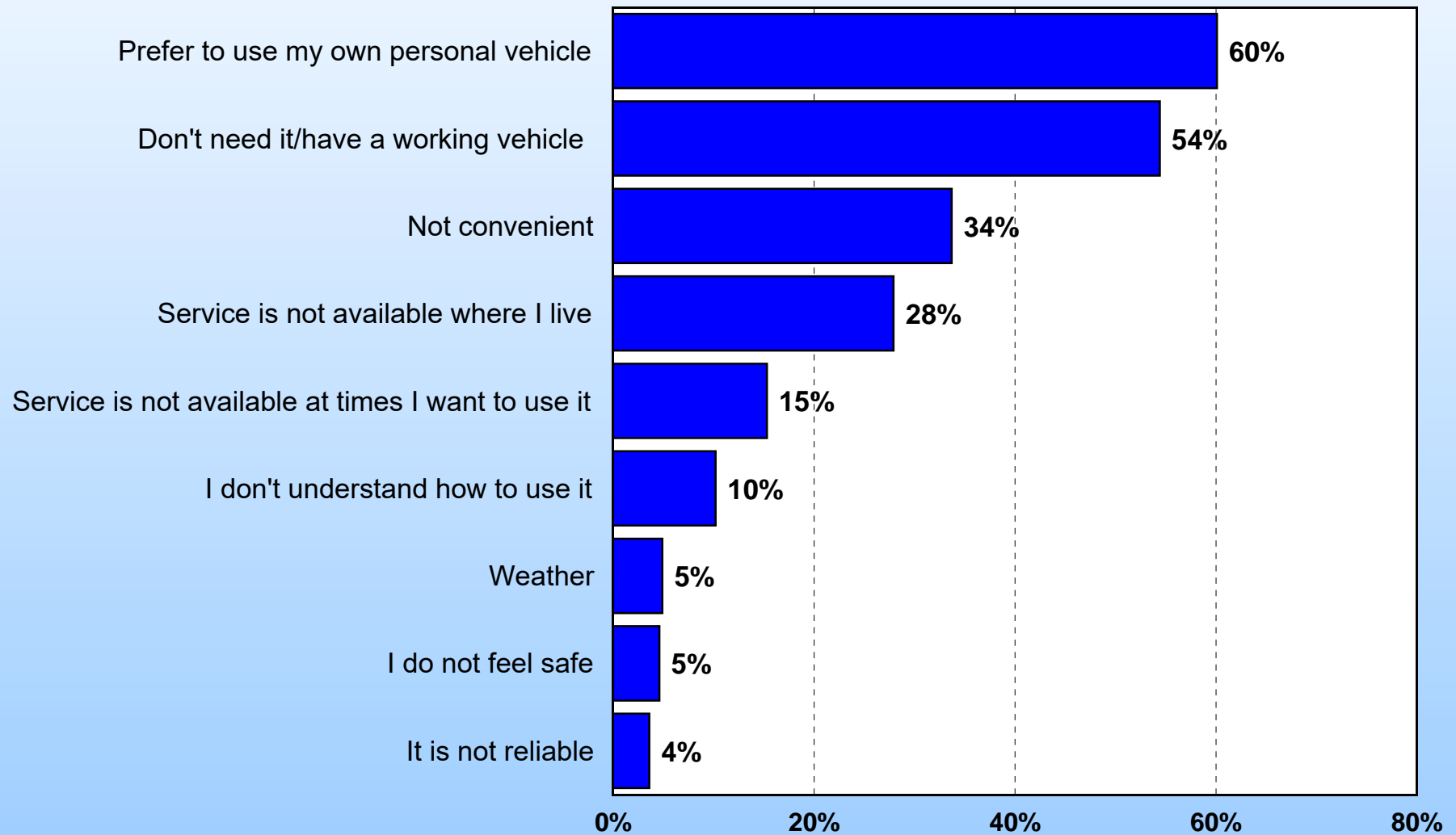
Have you ever used public transportation inside the City of Sioux Falls?

by percentage of respondents



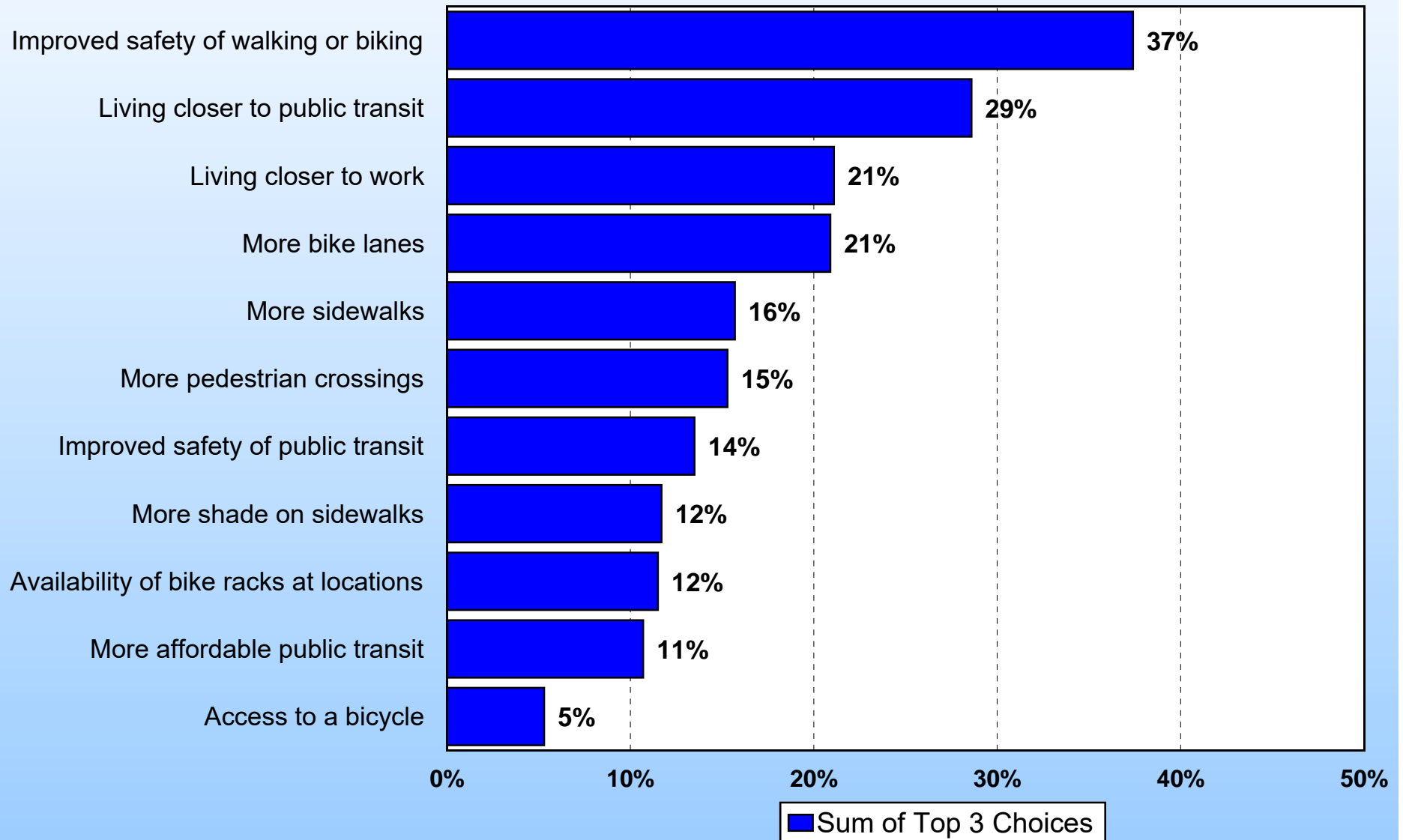
Reasons Residents Do Not Use Public Transit More Often Than They Currently Do in Sioux Falls

by percentage of respondents



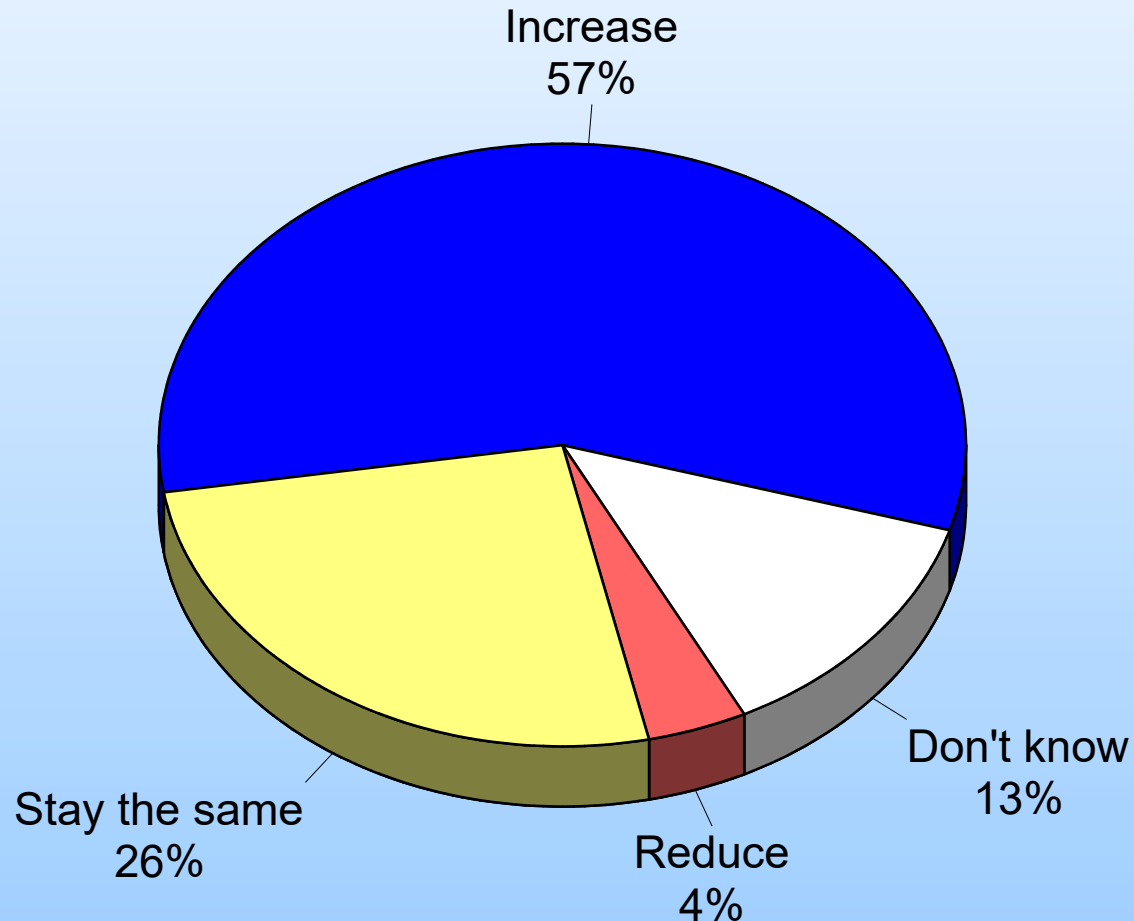
Incentives for Making More Trips by Means Other Than Car

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



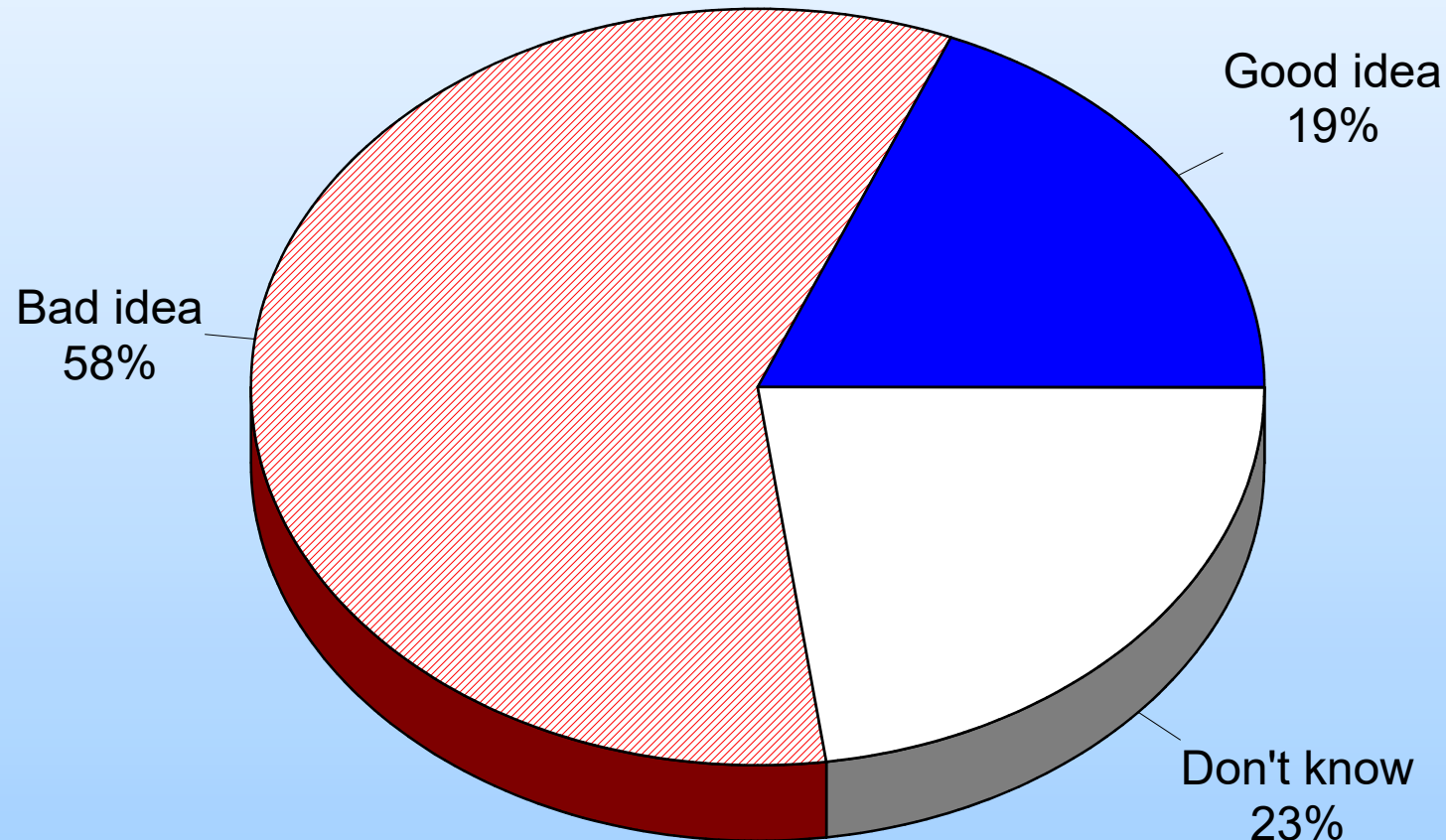
Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?

by percentage of respondents



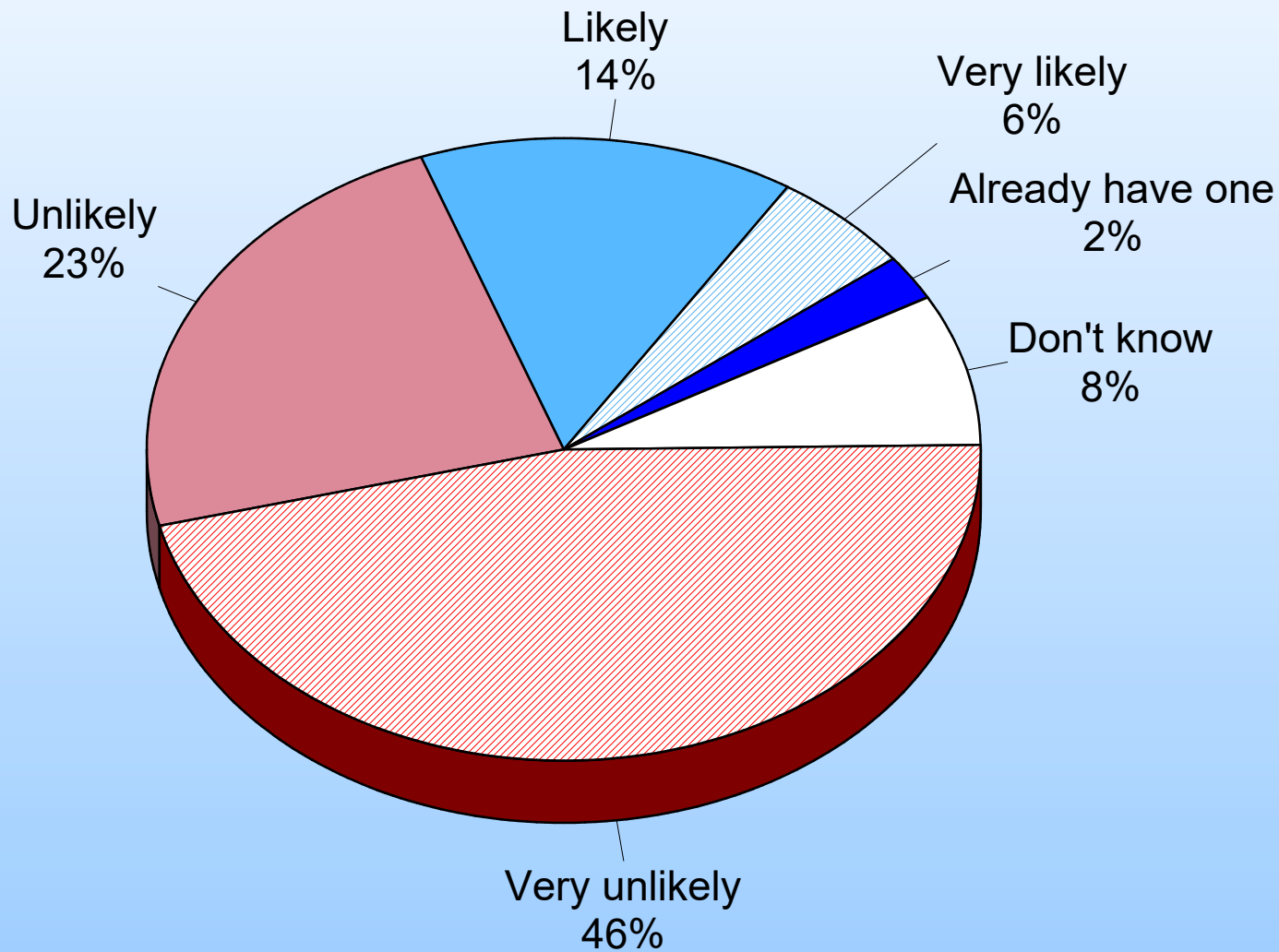
Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

by percentage of respondents



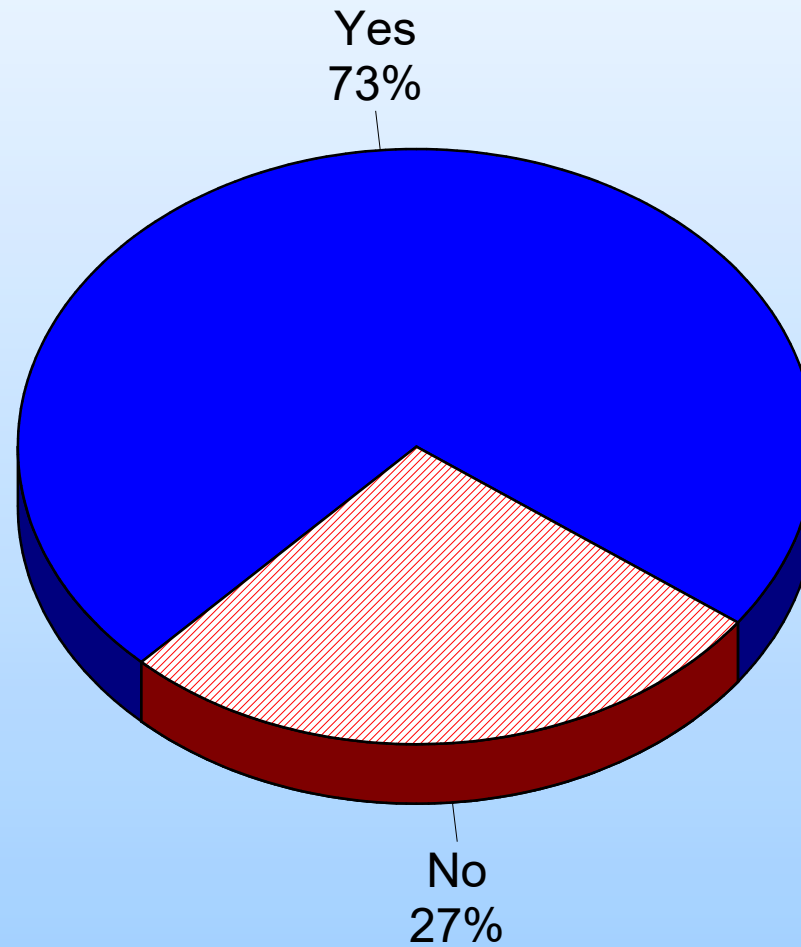
Likelihood of Purchasing or Leasing an Electric Vehicle in the Next 5 Years

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

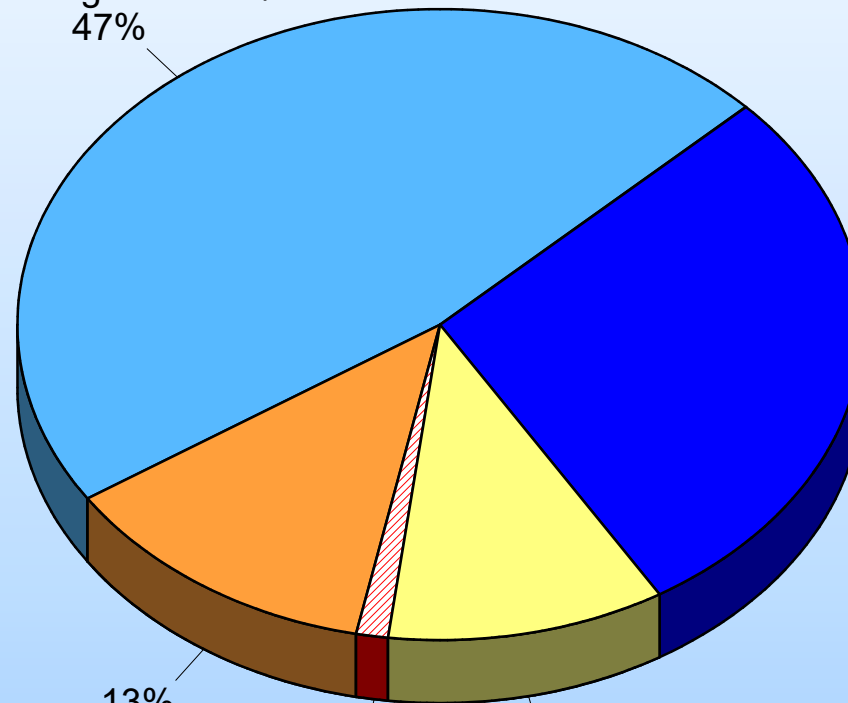
11%

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

13%

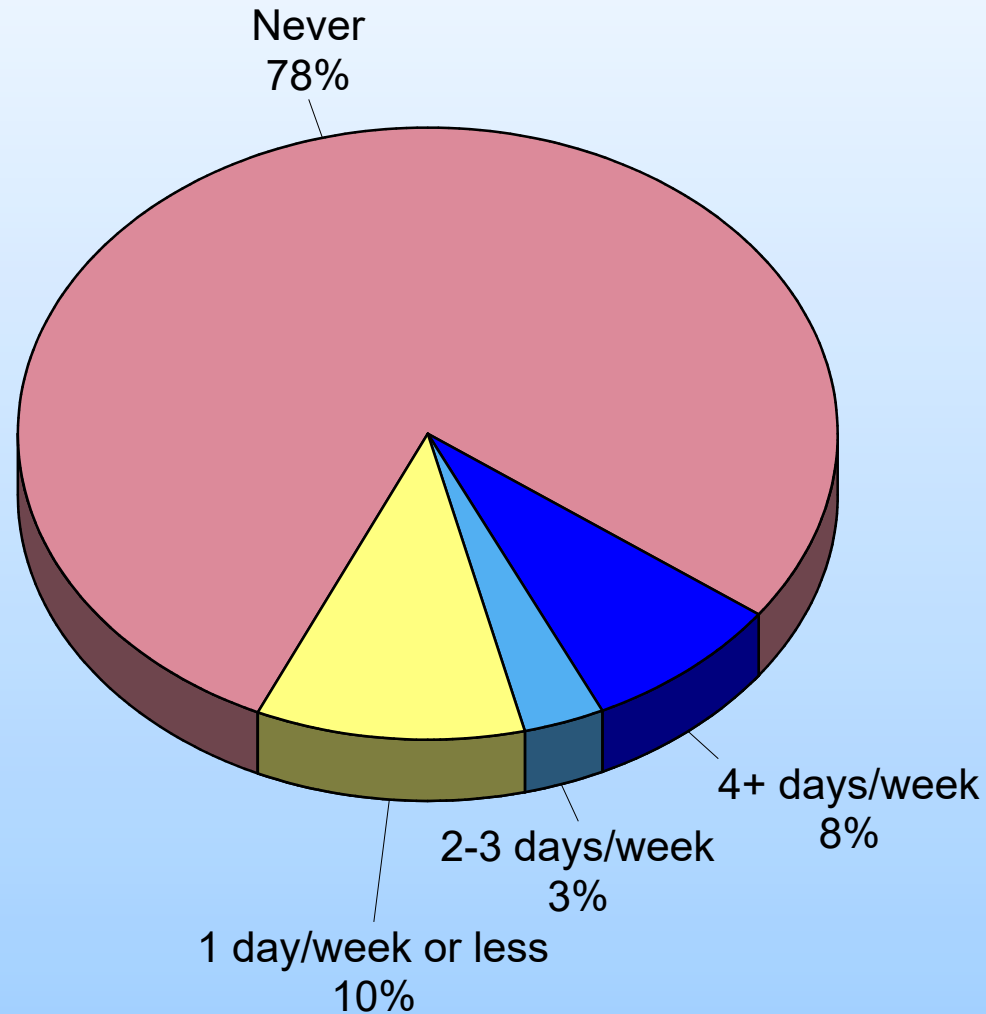
The time it takes to get to work/school is very unpredictable

1%



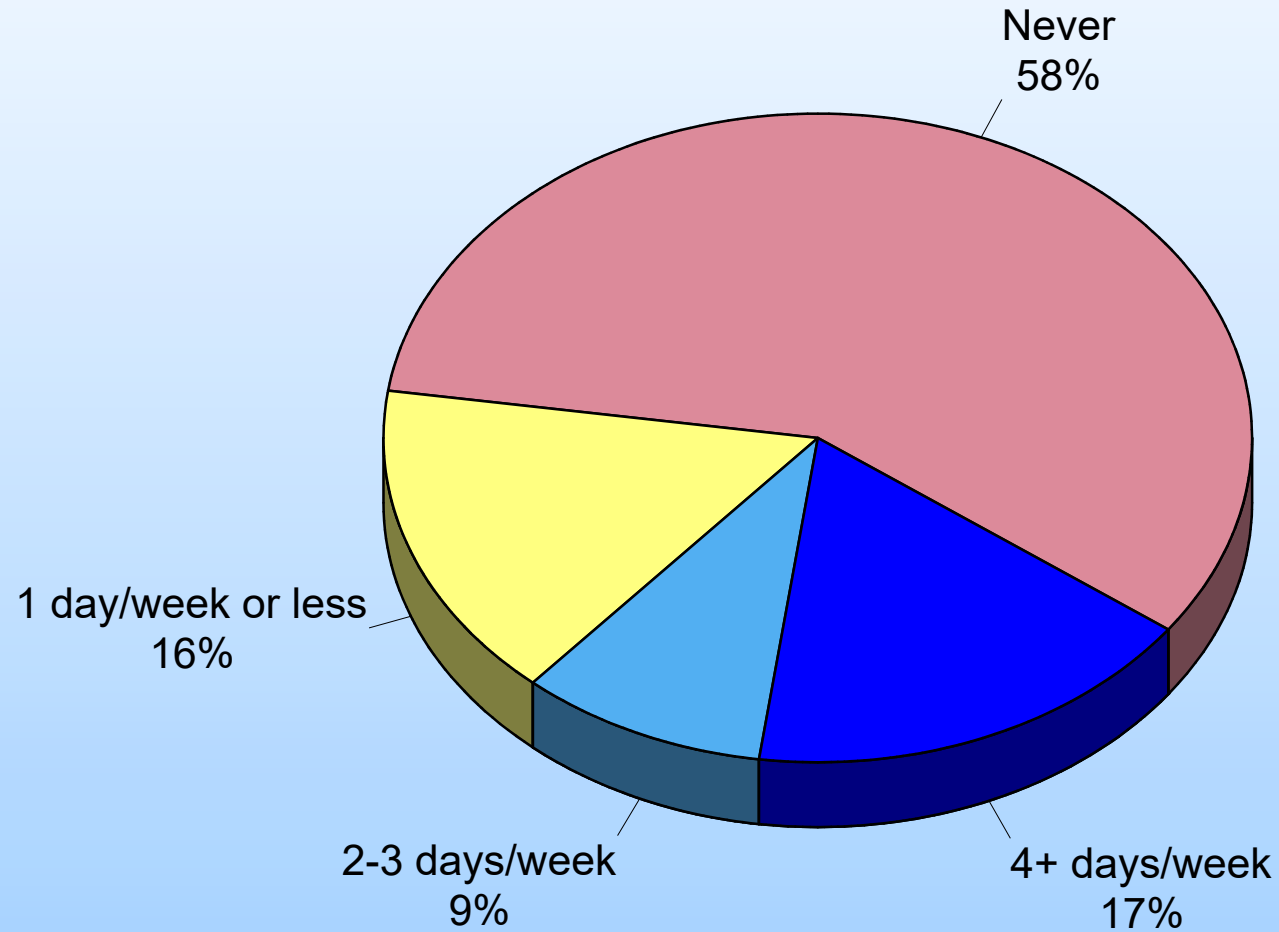
Prior to COVID-19, how often did you work from home?

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



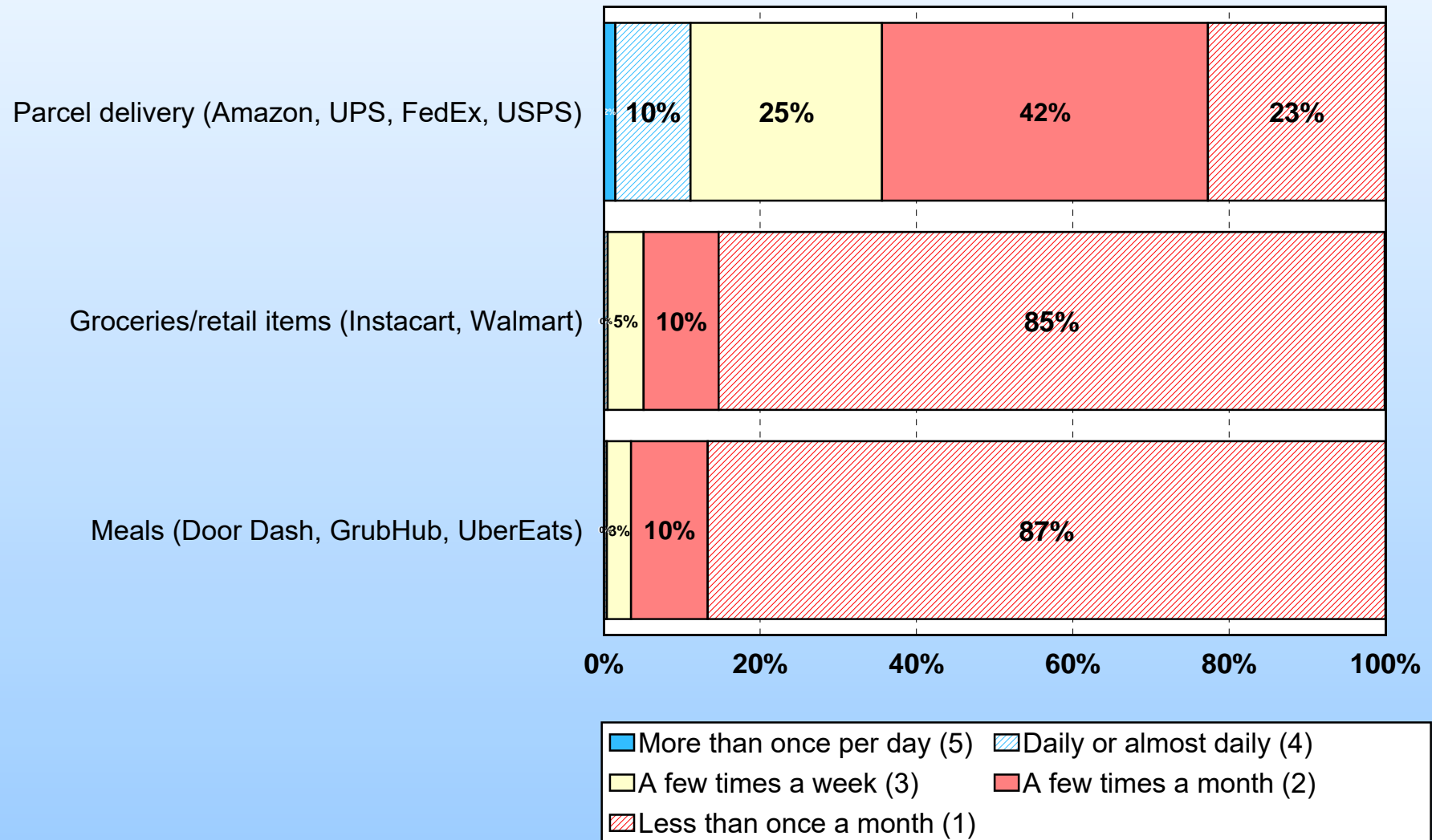
How often do you currently work from home?

by percentage of respondents who are employed



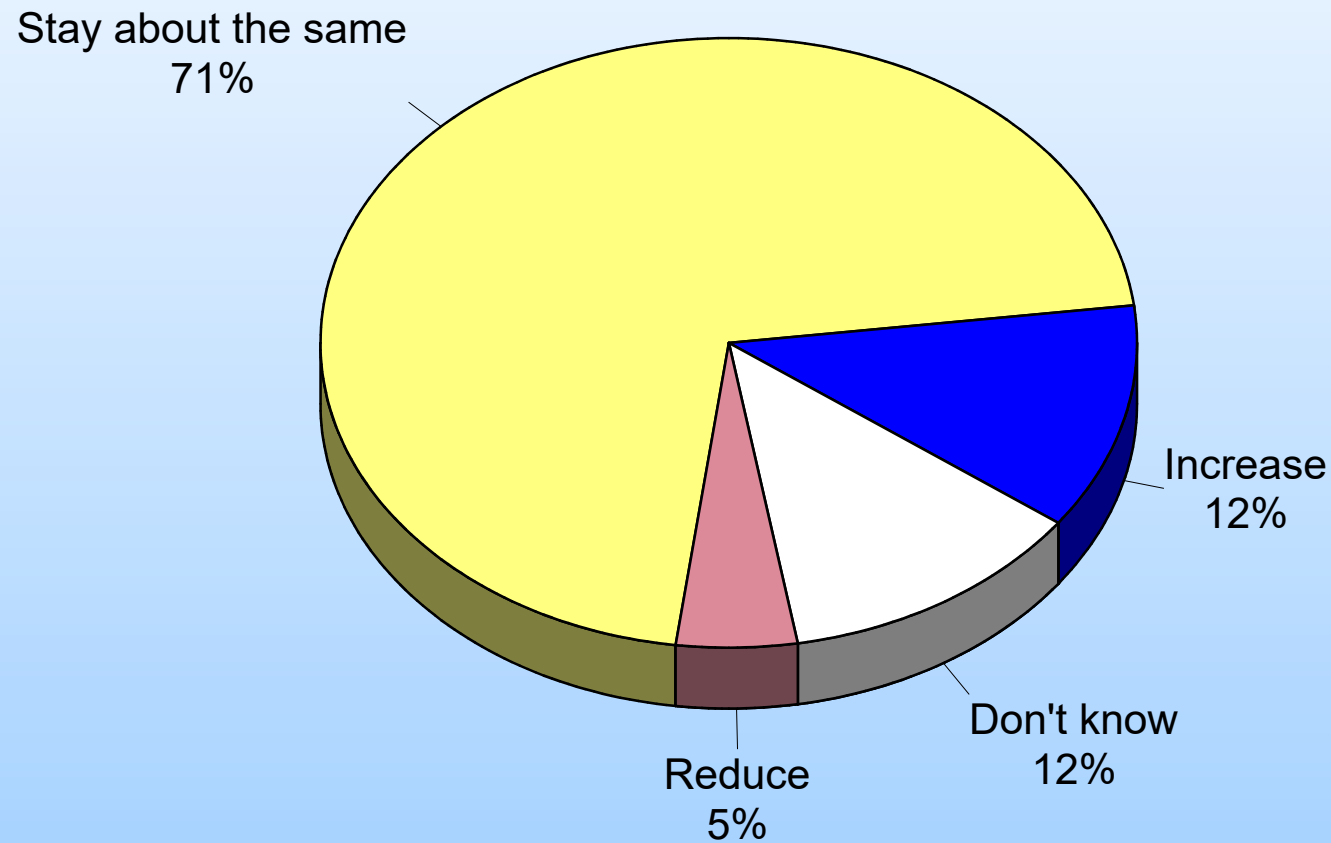
How often do you have the following types of deliveries to your home?

by percentage of respondents (excluding not provided)



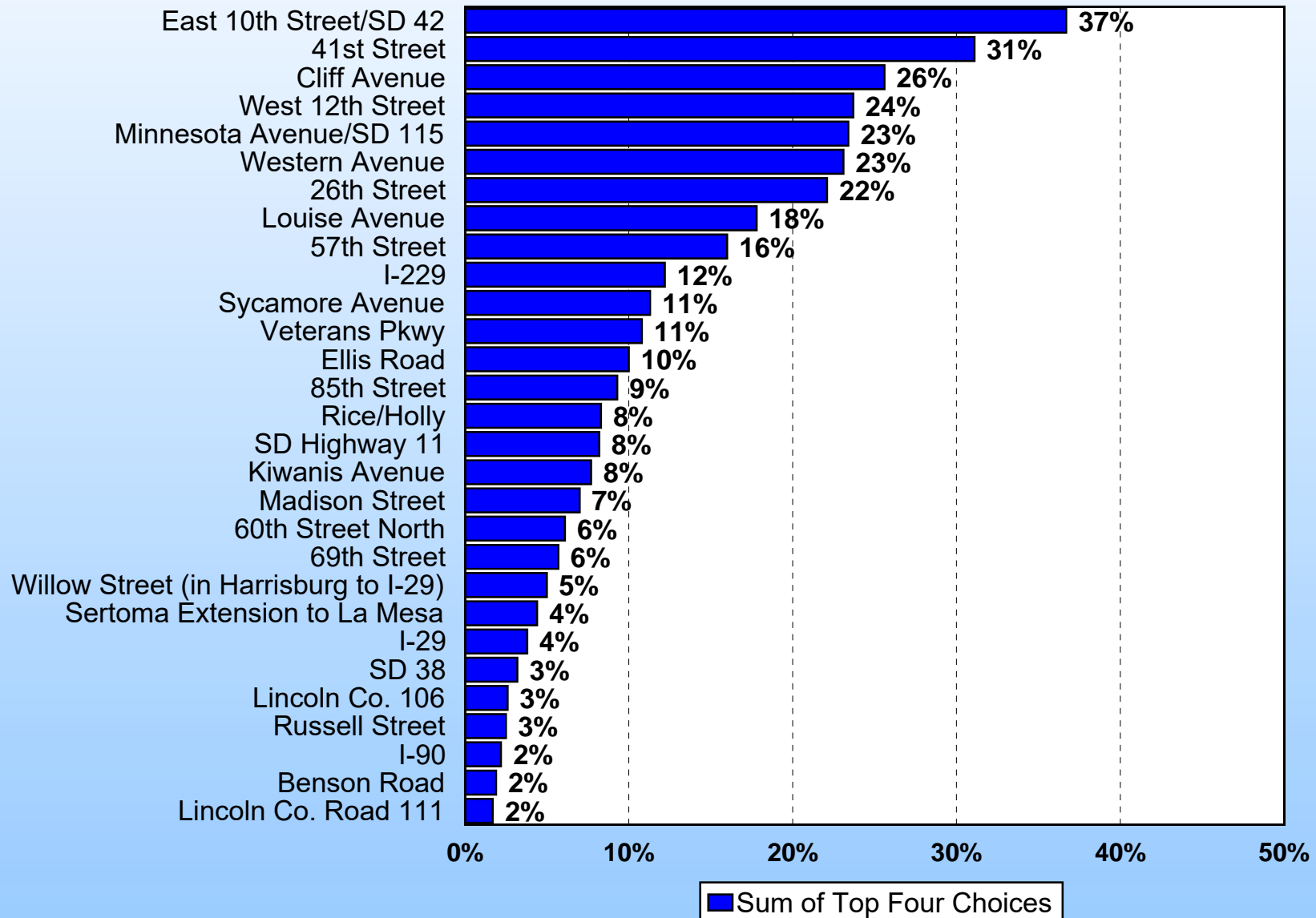
Over the next year, how do you think your usage of delivery services will change?

by percentage of respondents



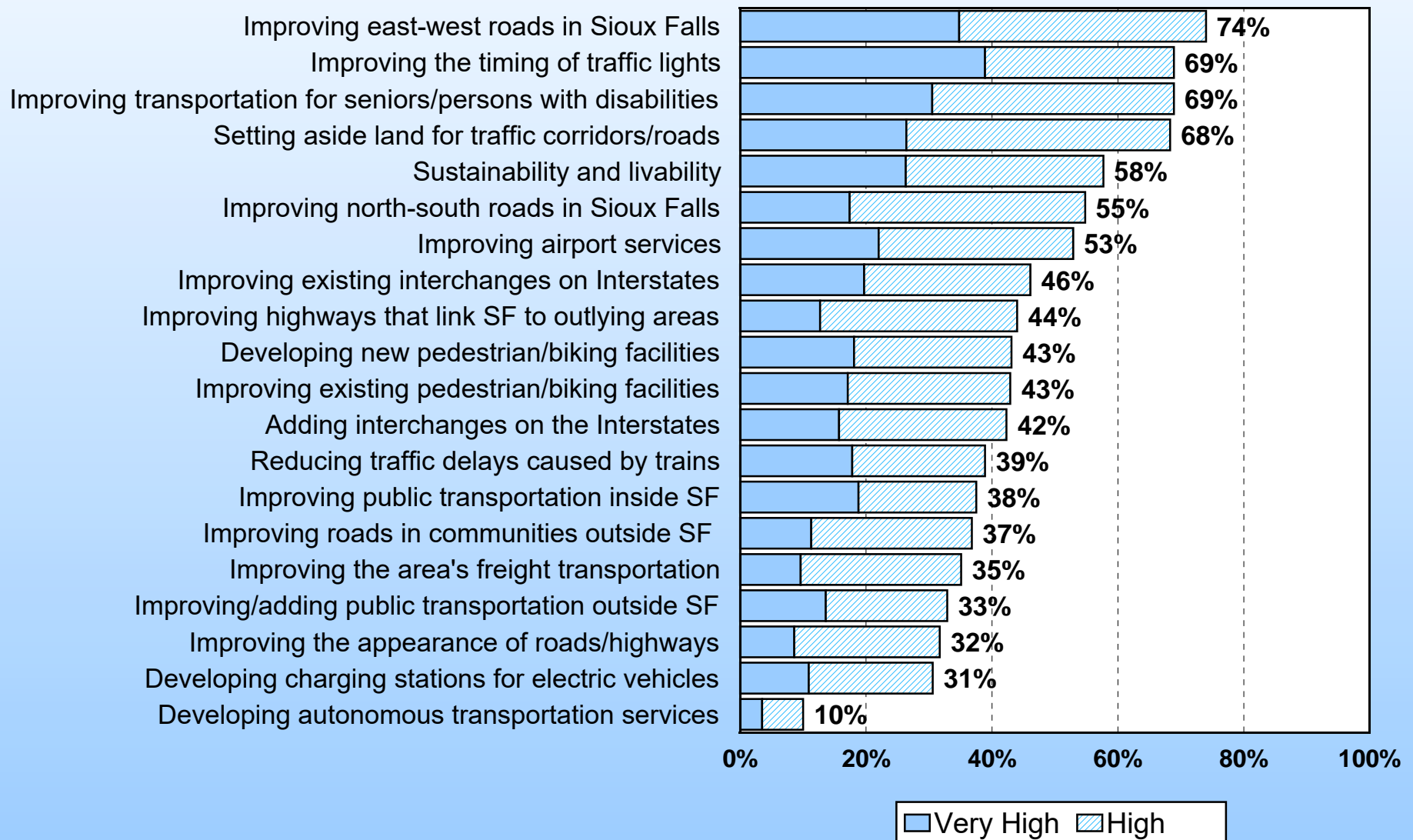
Which streets or roads in the metropolitan area do you think should receive the top priority for improvements?

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



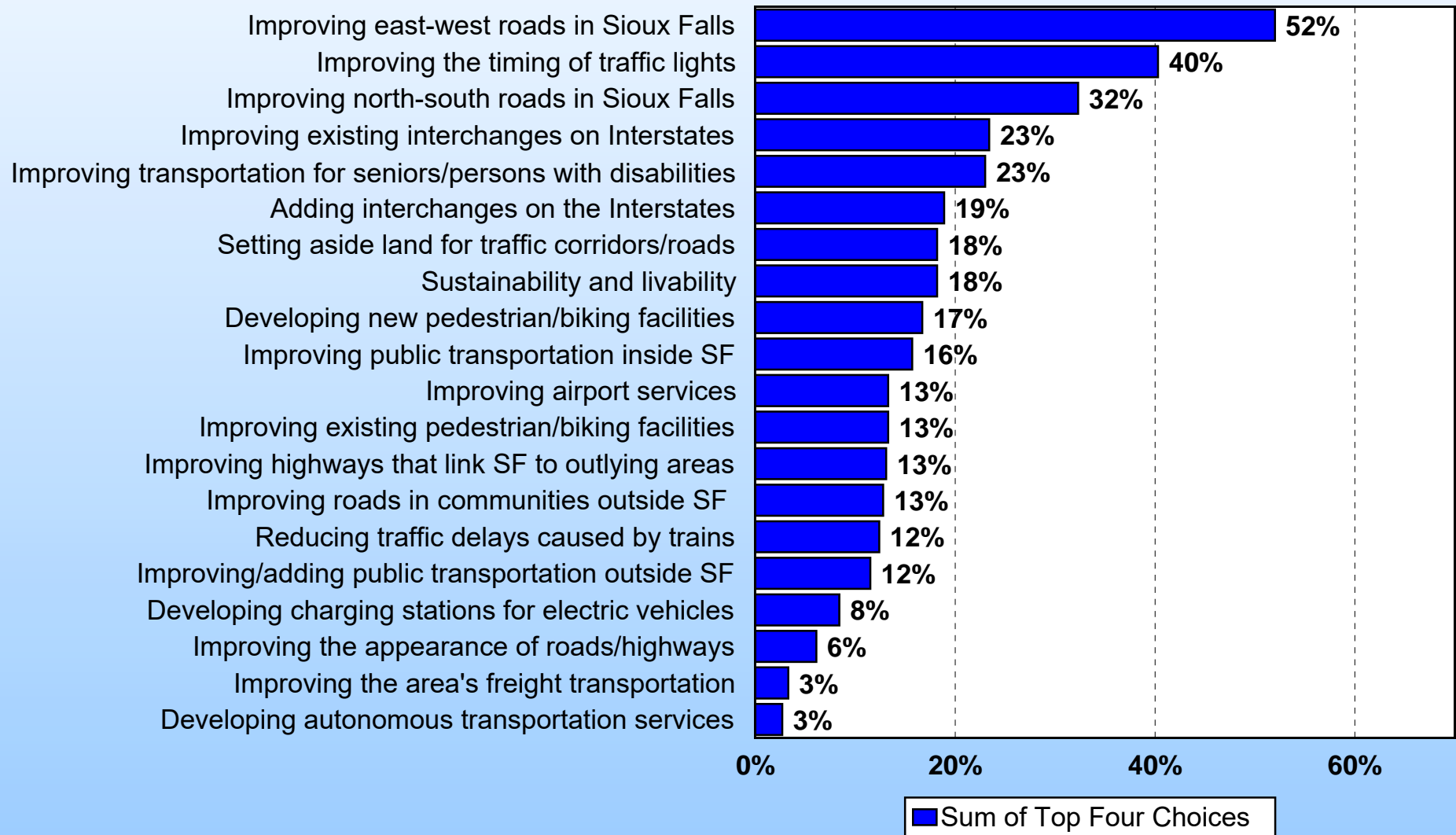
Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area Over the Next 20 Years

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



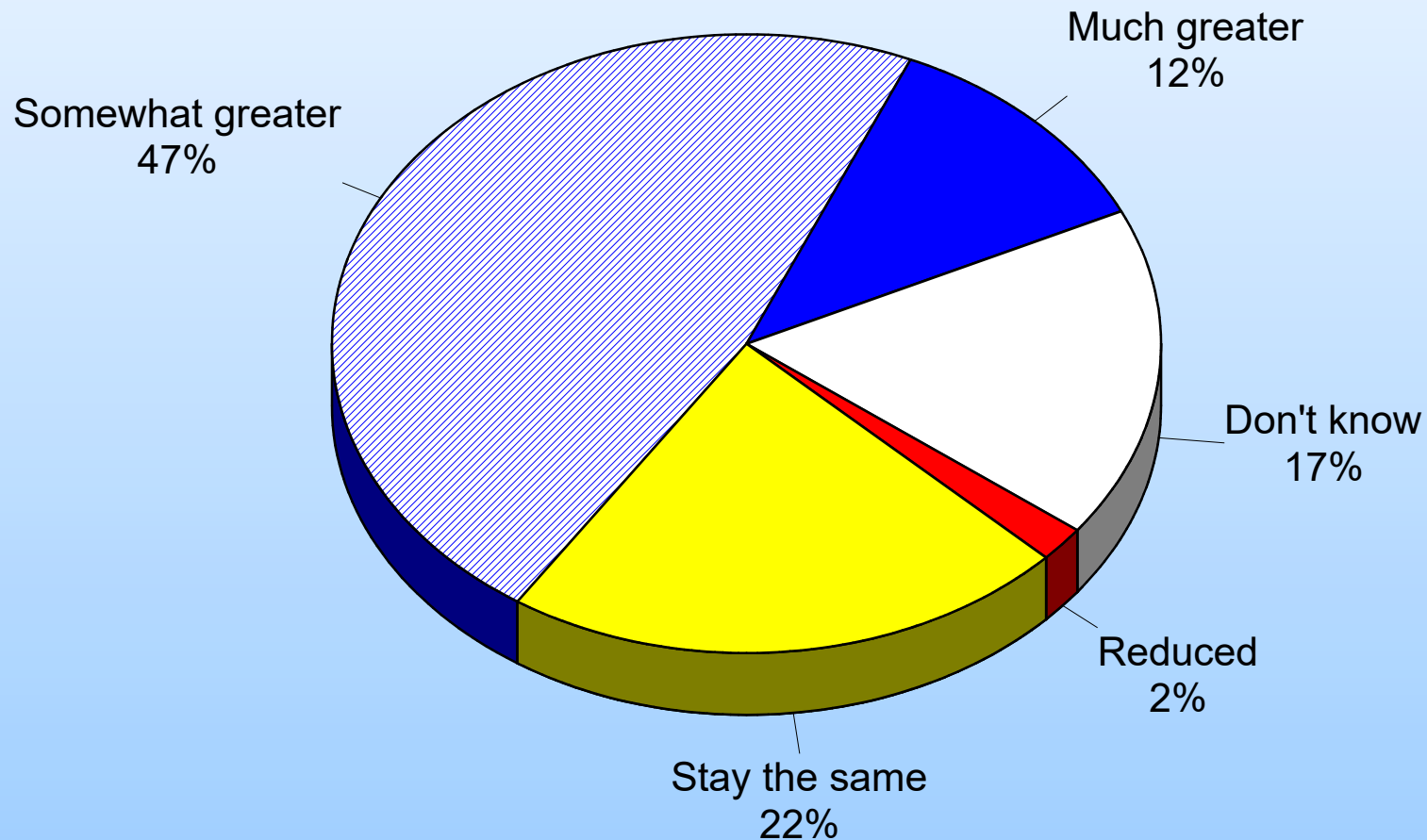
Transportation Improvements Residents Are Most Willing to Fund With Their Tax Dollars

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



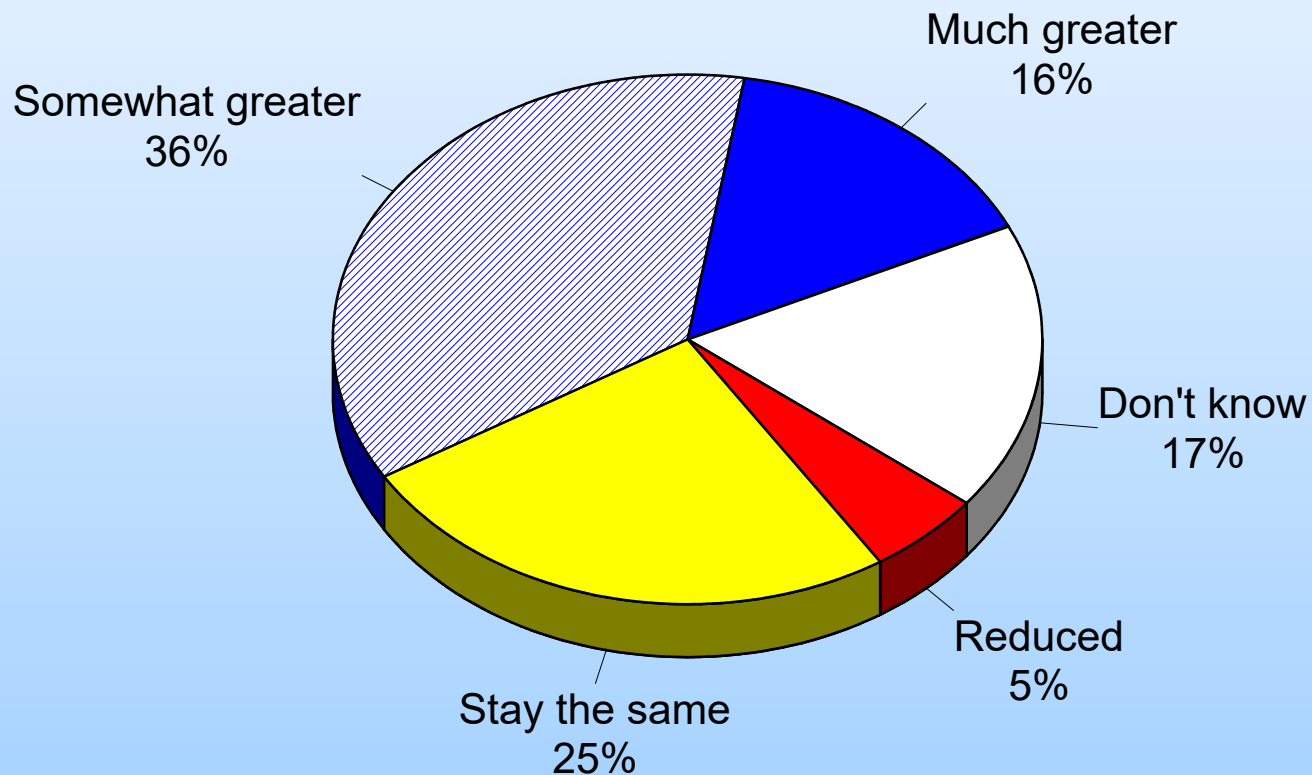
How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years

by percentage of respondents



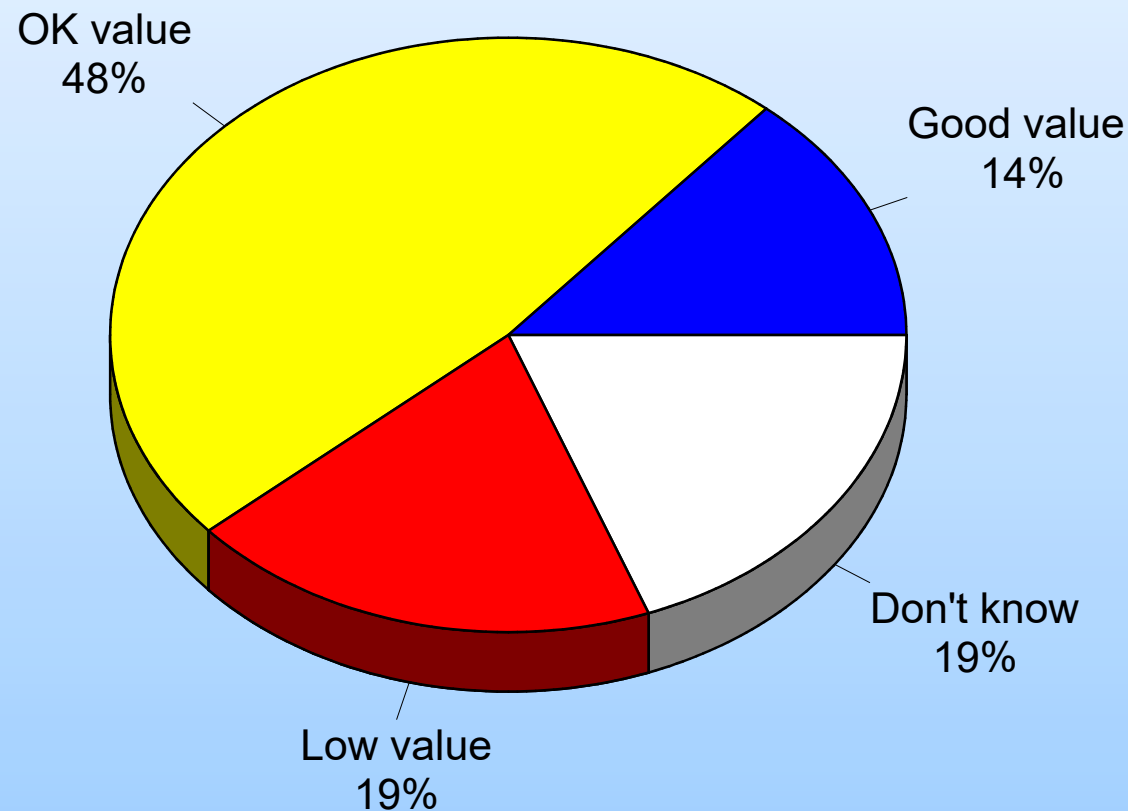
How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years

by percentage of respondents



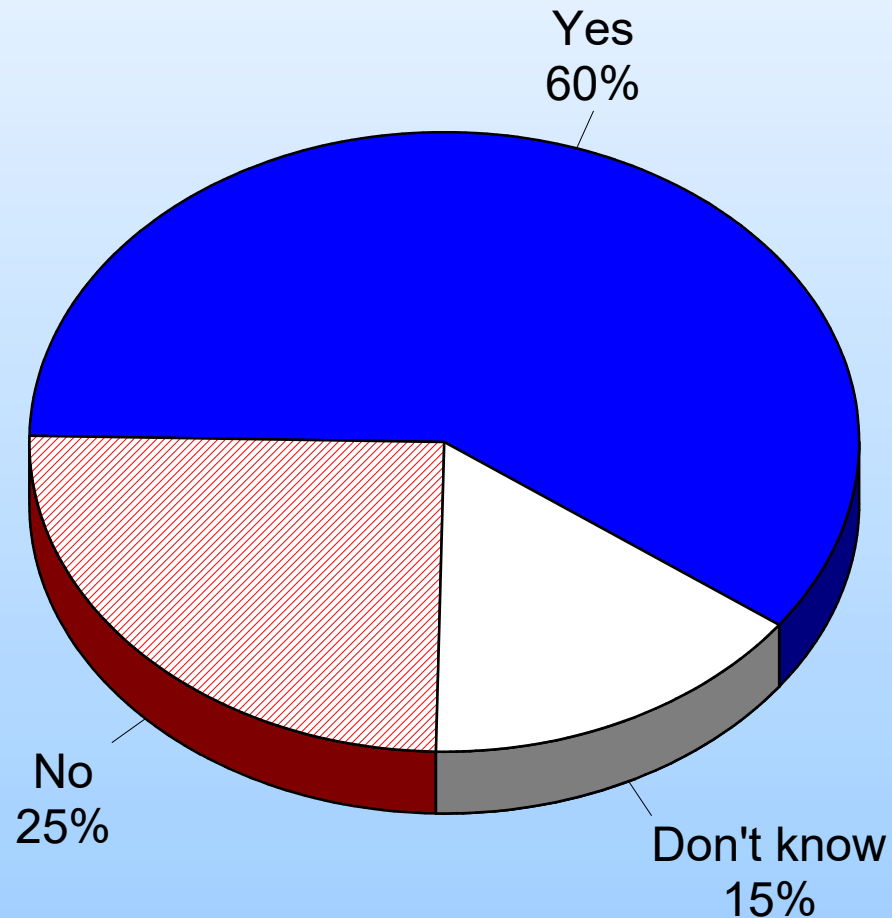
Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

by percentage of respondents



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

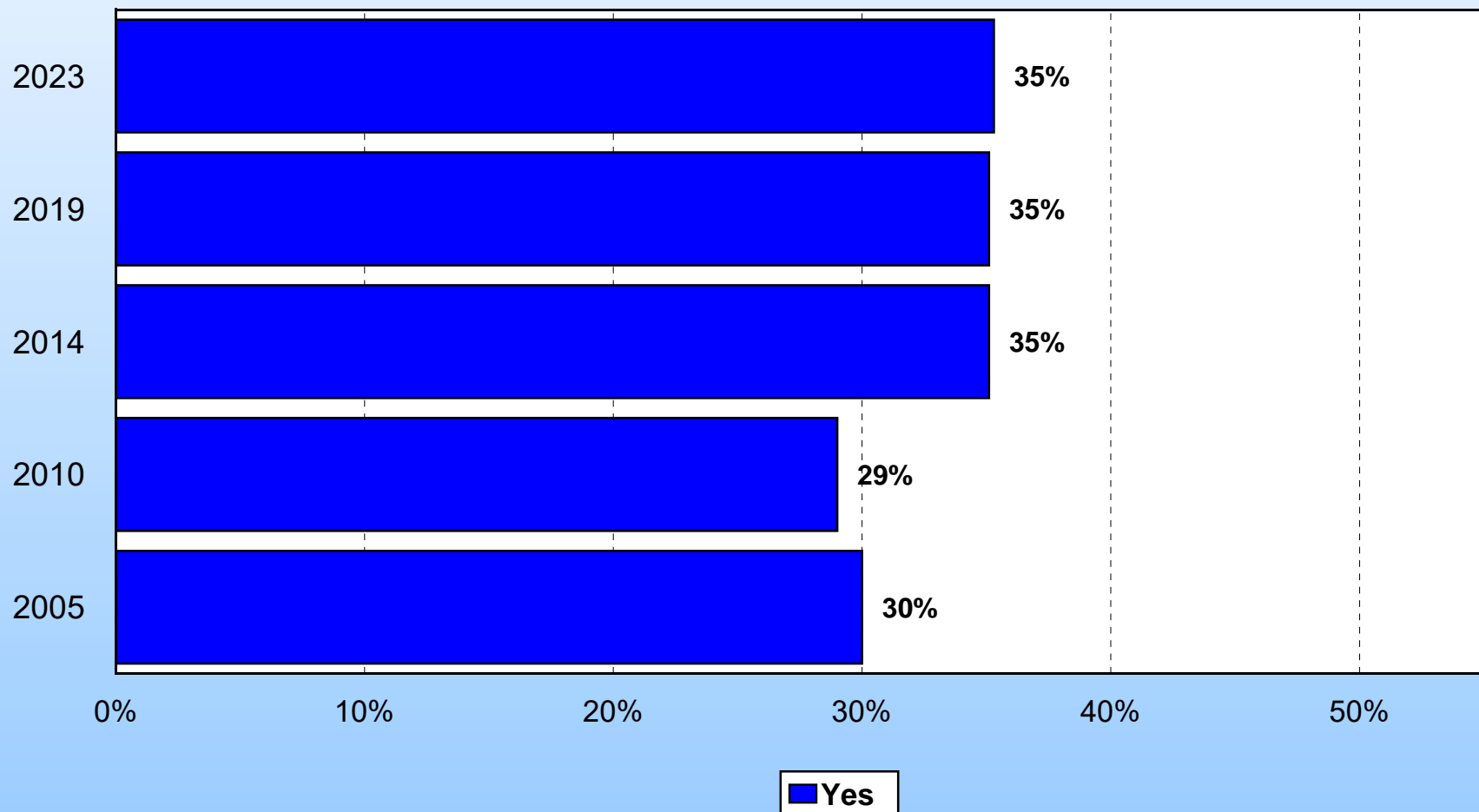
by percentage of respondents



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

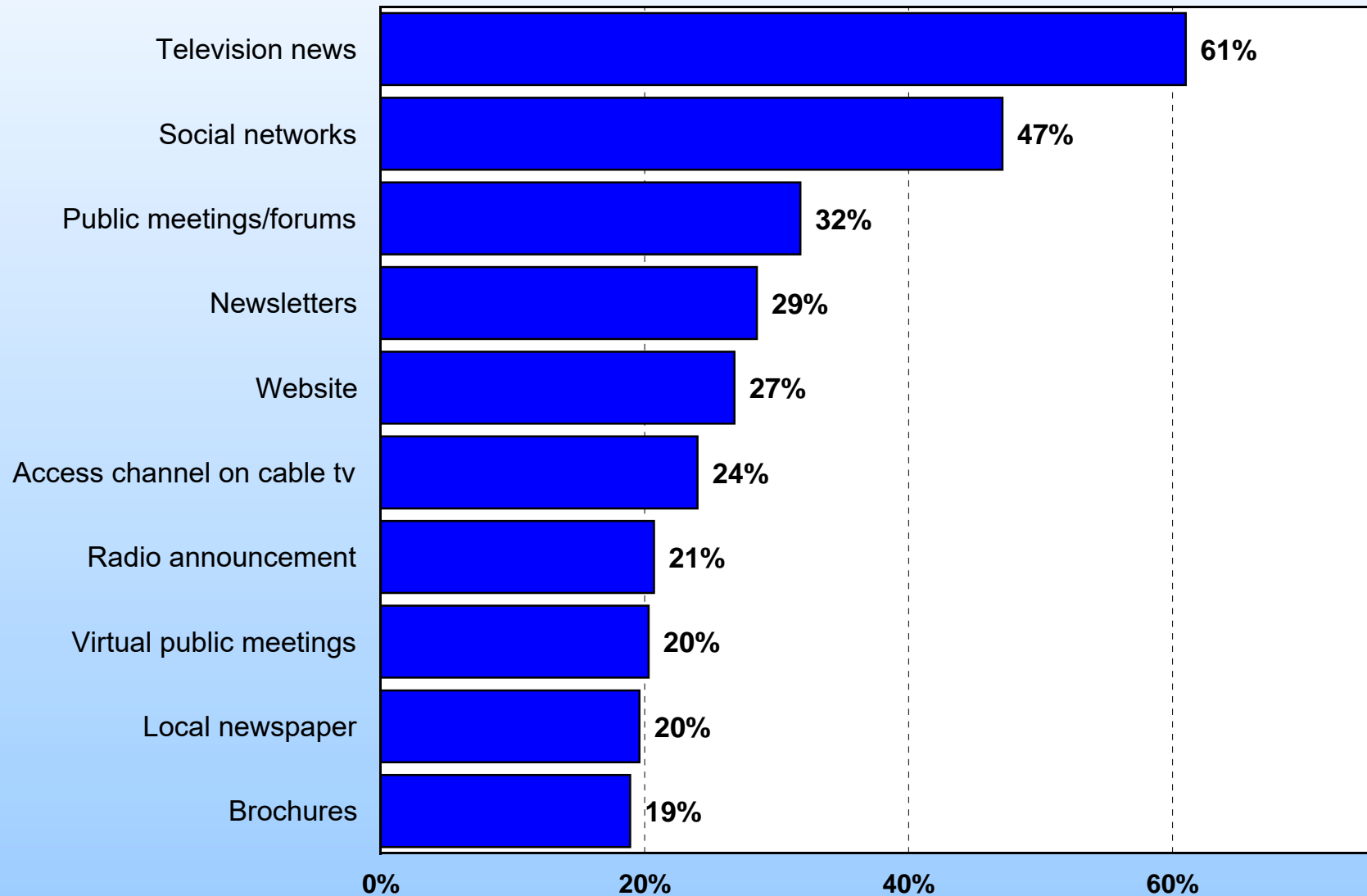
by percentage of respondents who answered “yes”



TREND DATA

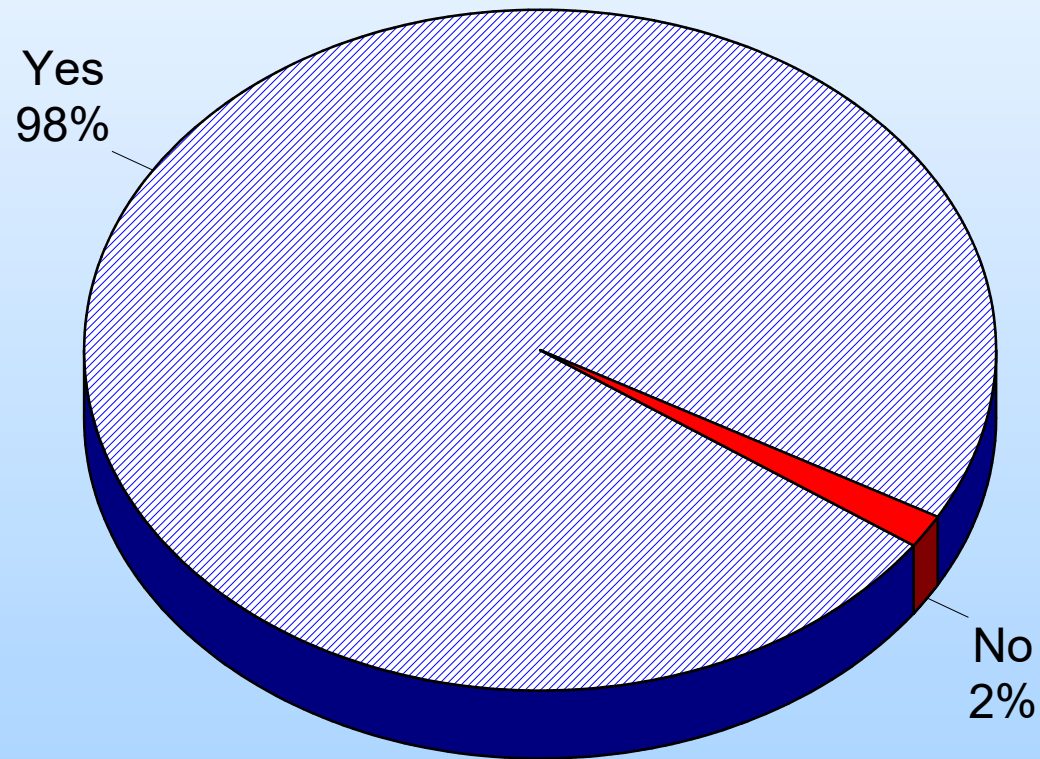
Best Ways to Keep Residents Informed About Transportation Improvements

by percentage of respondents (multiple selections could be made)



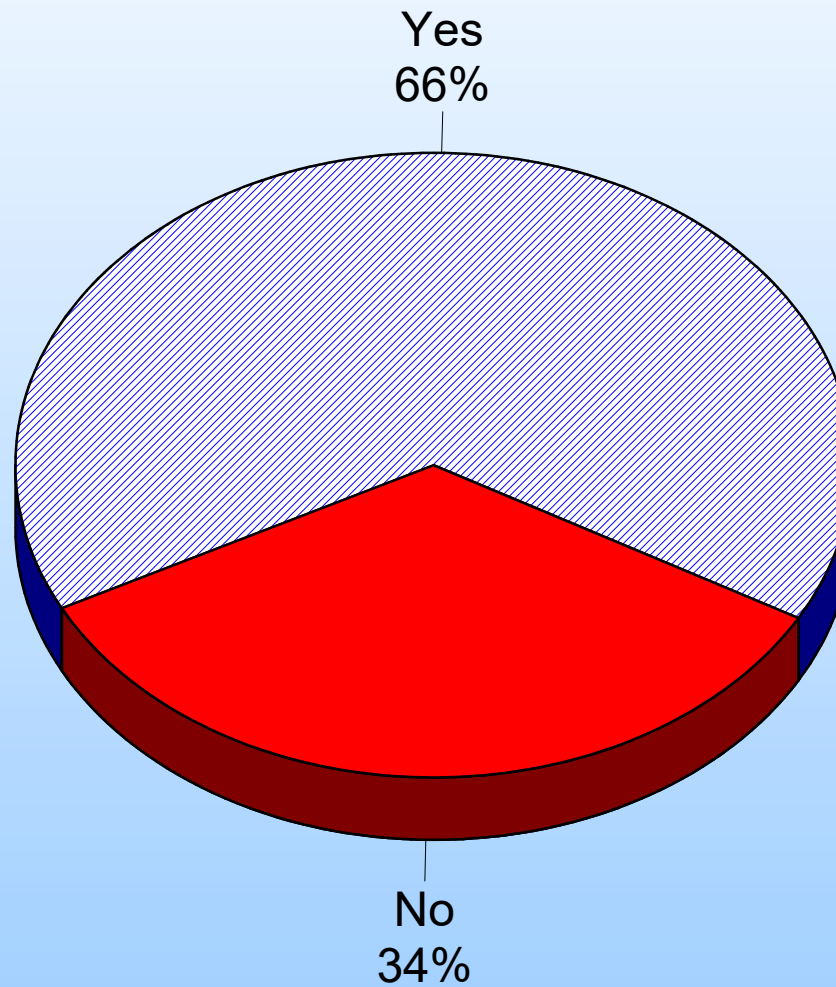
Demographics: Do you own an automobile?

by percentage of respondents (excluding not provided)



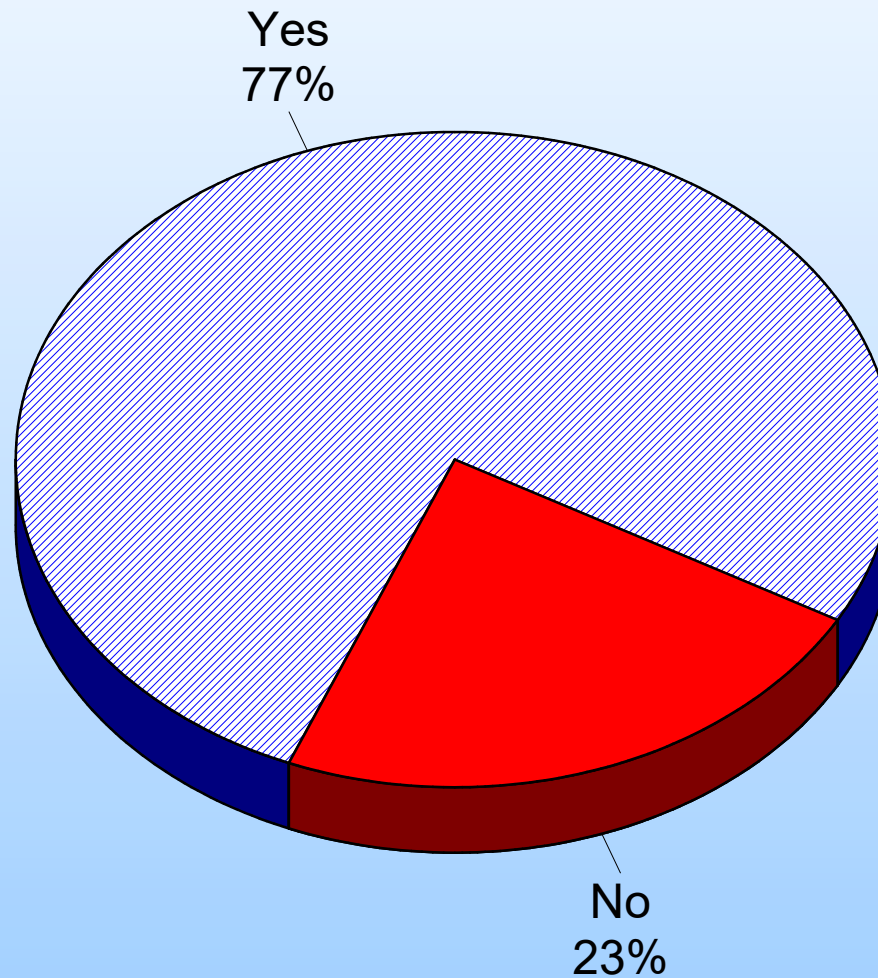
Demographics: Do you own a bicycle?

by percentage of respondents (excluding not provided)



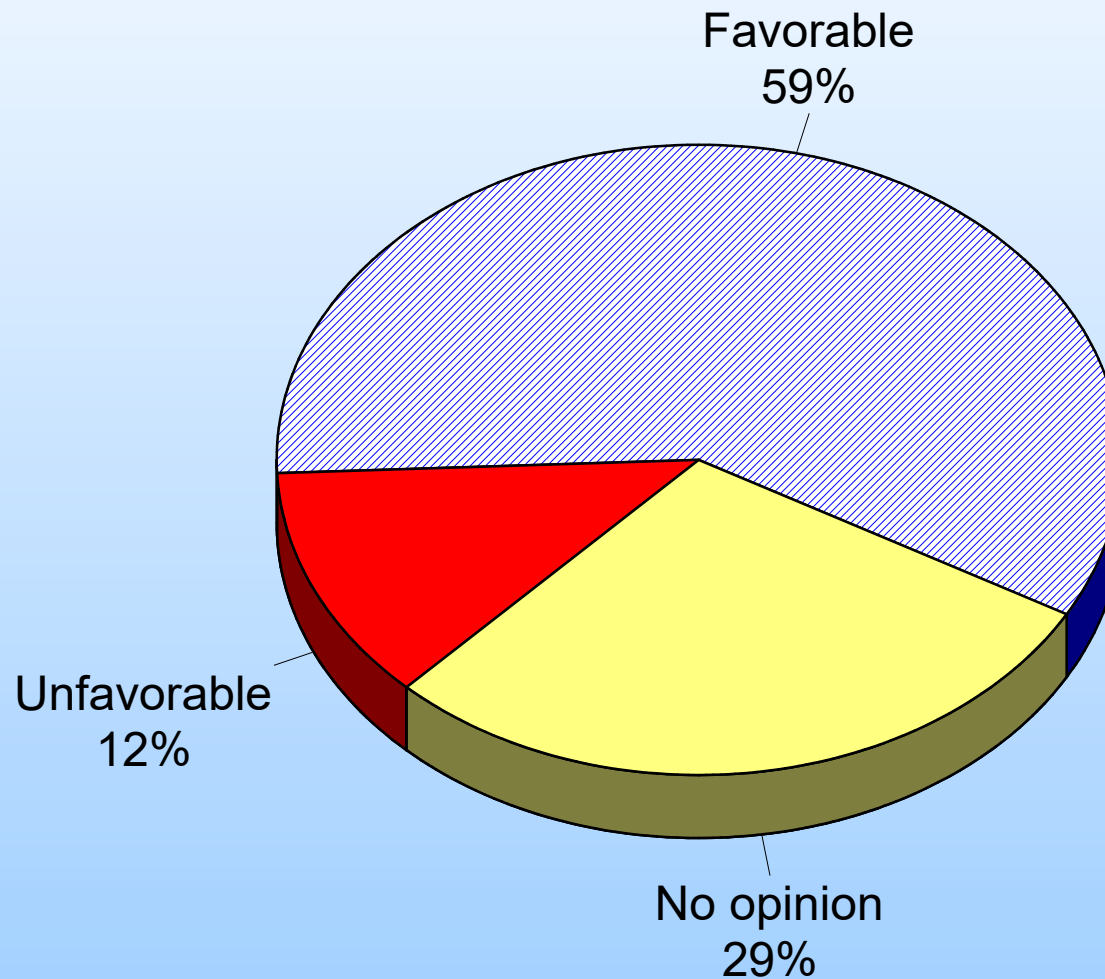
Demographics: Are you familiar with e-bikes and/or e-scooters?

by percentage of respondents (excluding not provided)



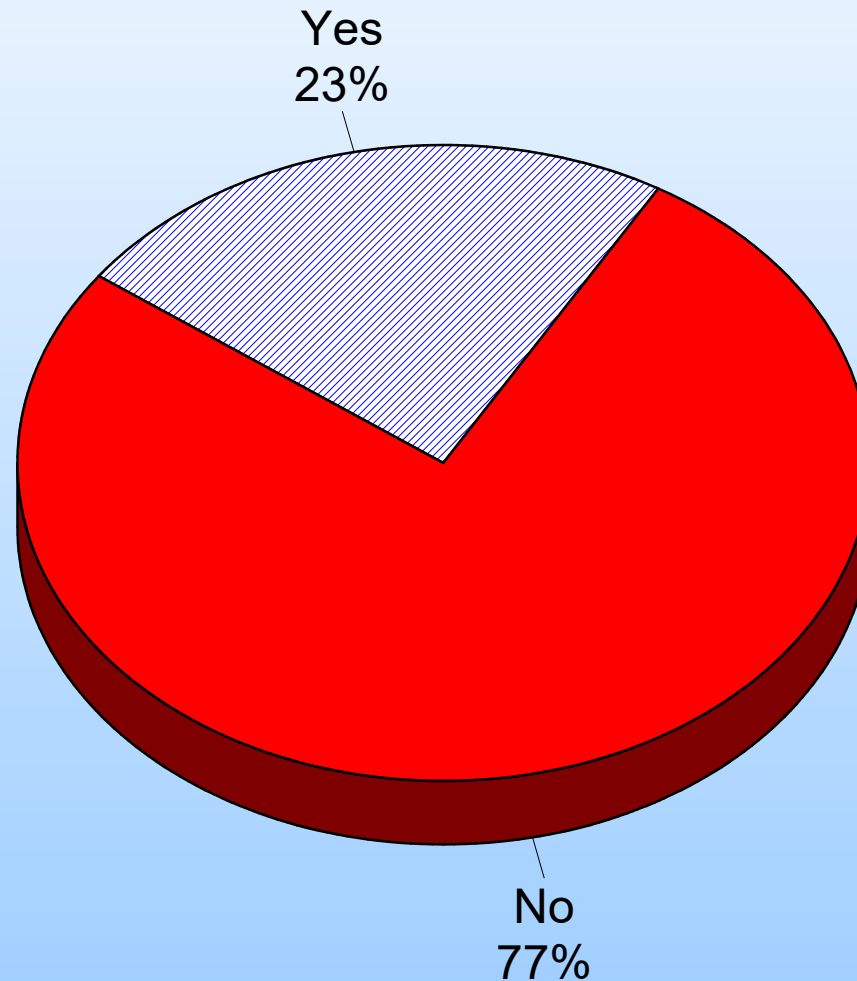
Demographics: Do you generally have a FAVORABLE or UNFAVORABLE opinion of e-bikes and e-scooters?

by percentage of respondents (excluding not provided)



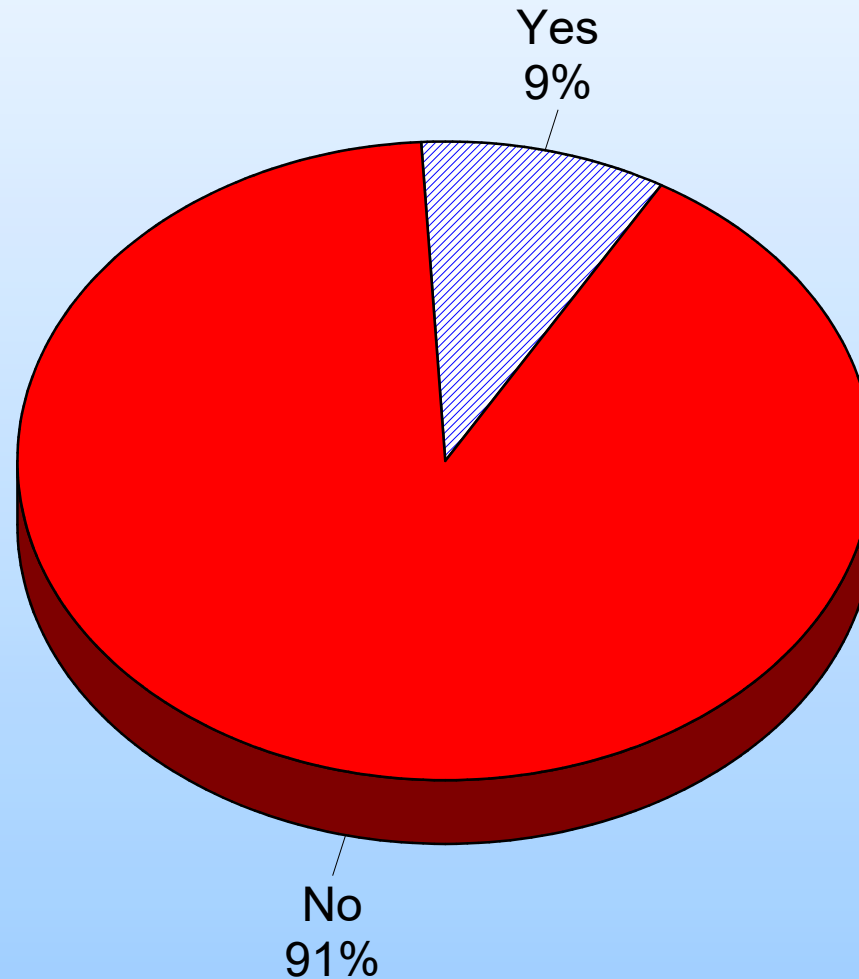
Demographics: Have you used an e-bike or e-scooter in the past year?

by percentage of respondents (excluding not provided)



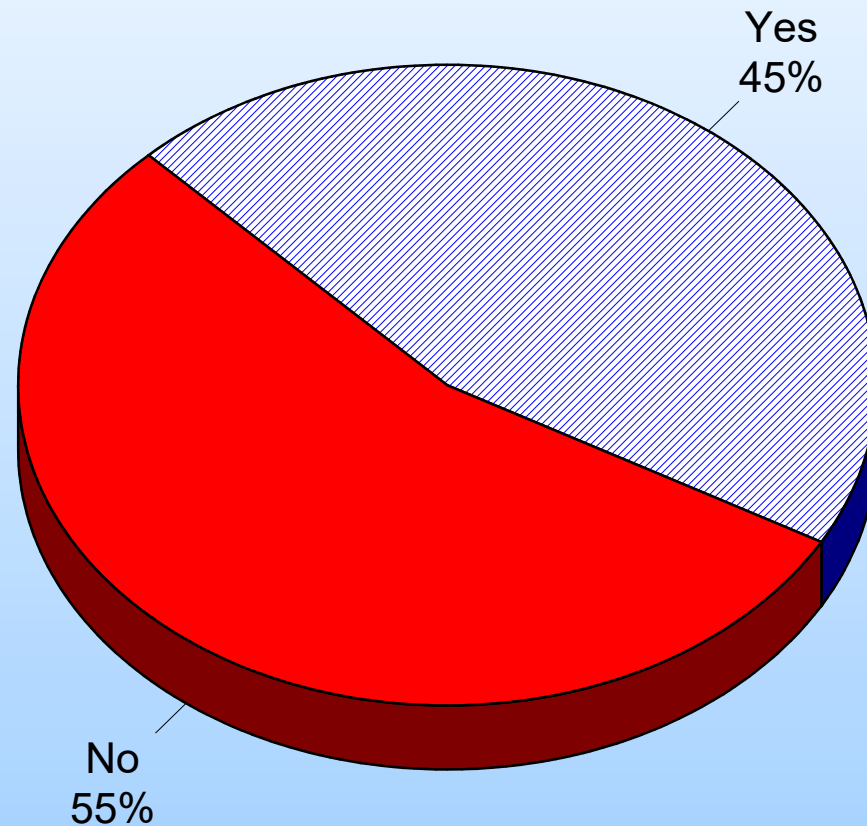
Demographics: Do you own an e-bike or e-scooter?

by percentage of respondents (excluding not provided)



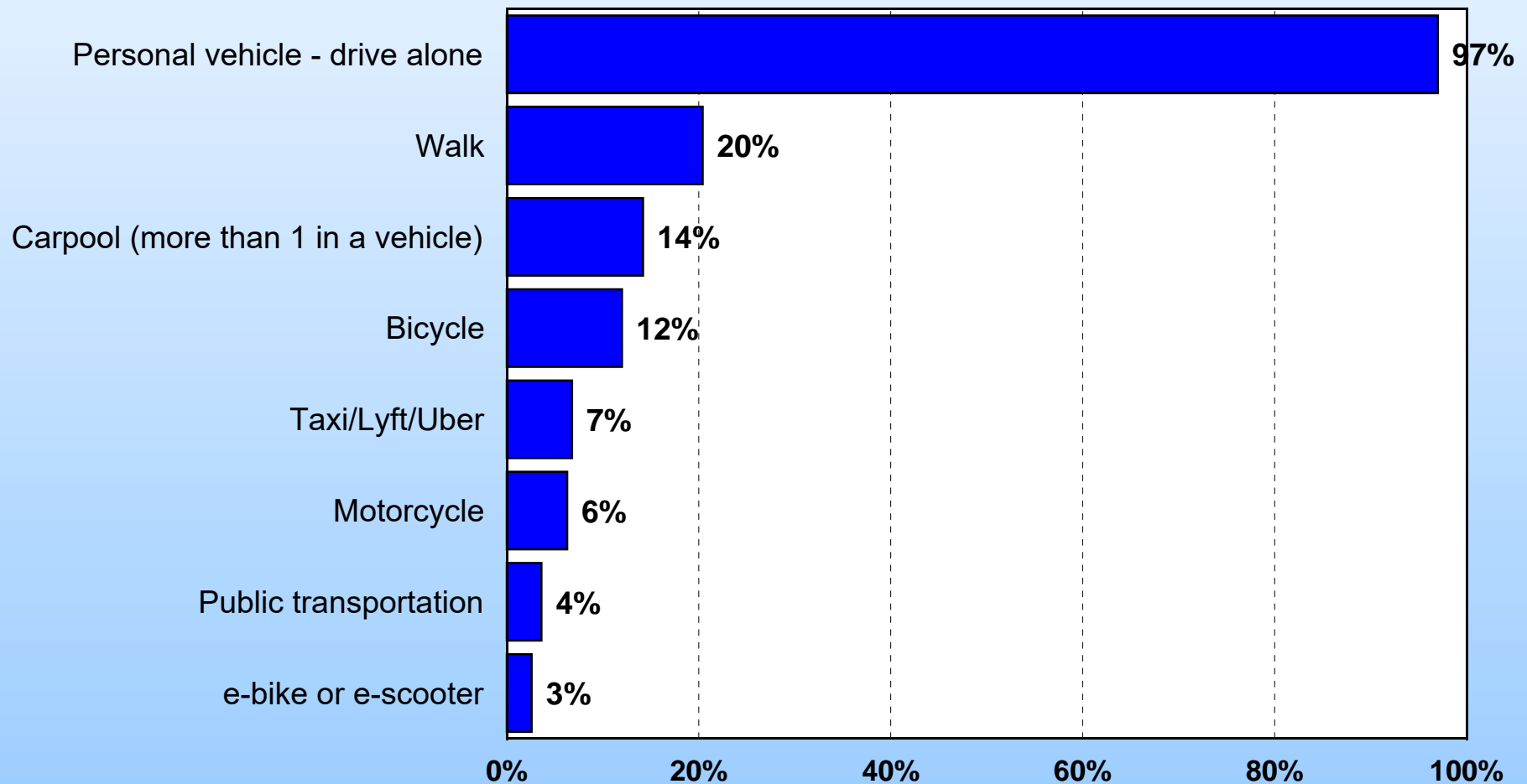
Demographics: Have you used Lyft or Uber in the past year?

by percentage of respondents (excluding not provided)



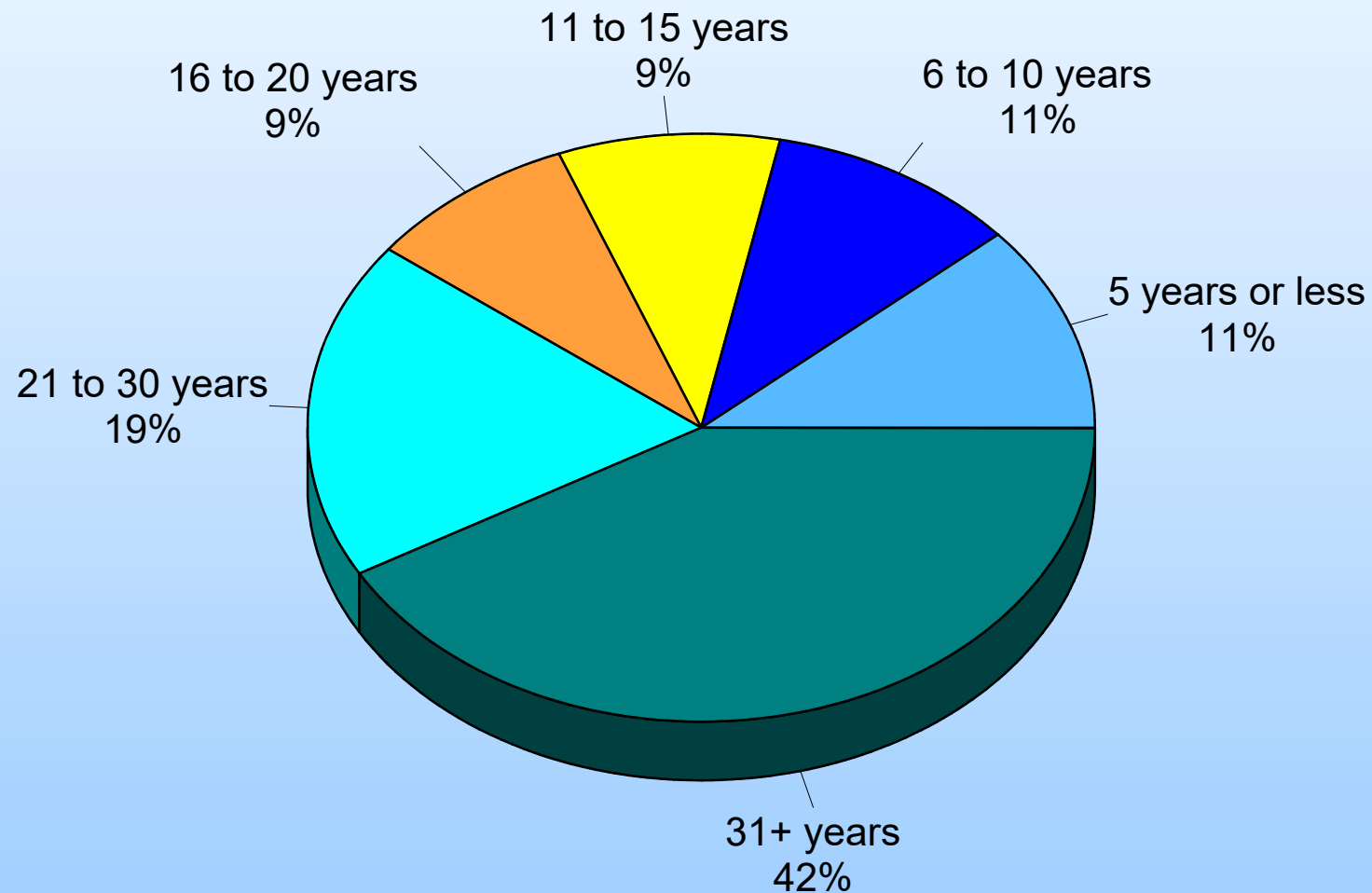
Demographics: Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

by percentage of respondents (multiple selections could be made)



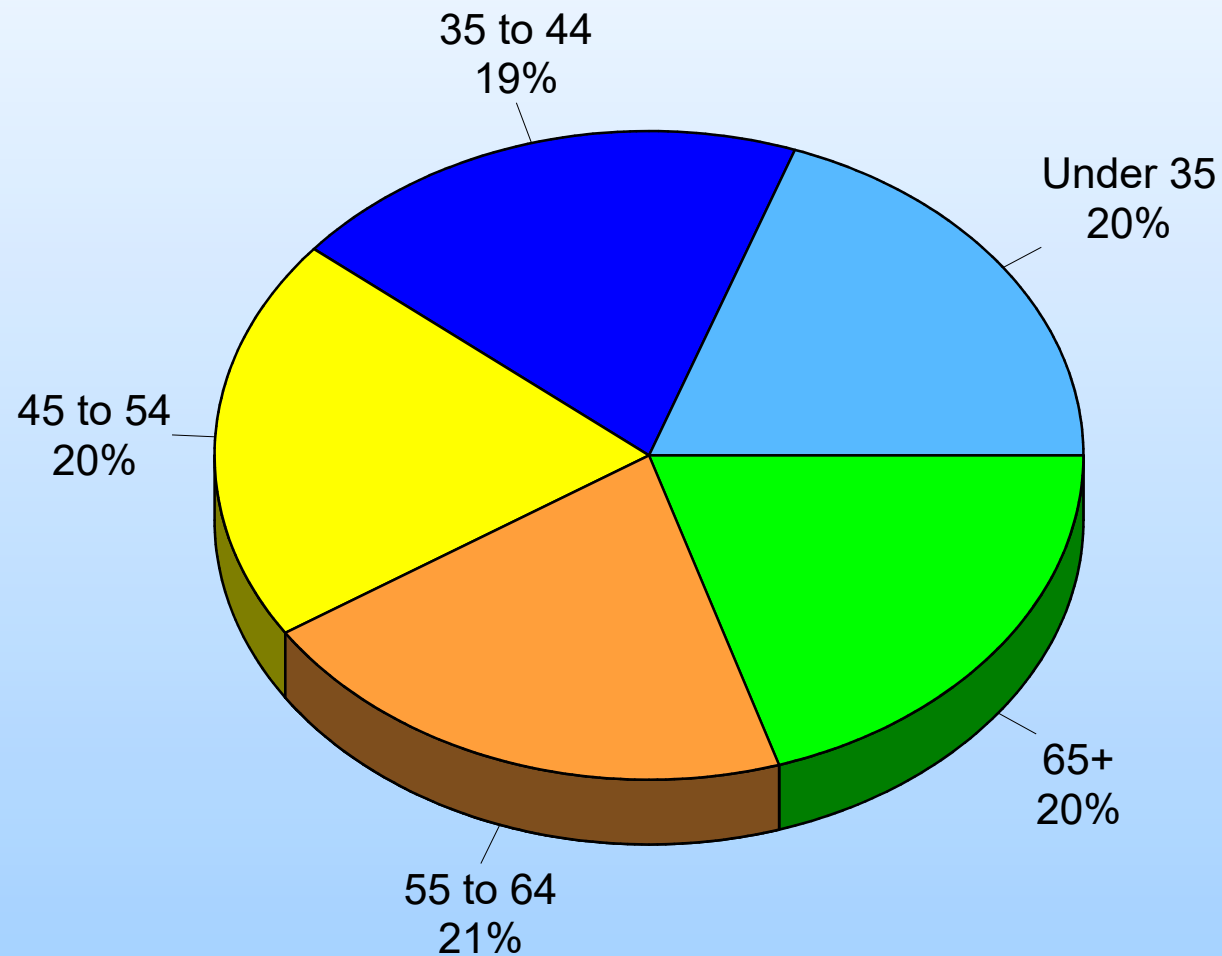
Demographics: How many years have you lived in the Sioux Falls metropolitan area?

by percentage of respondents (excluding not provided)



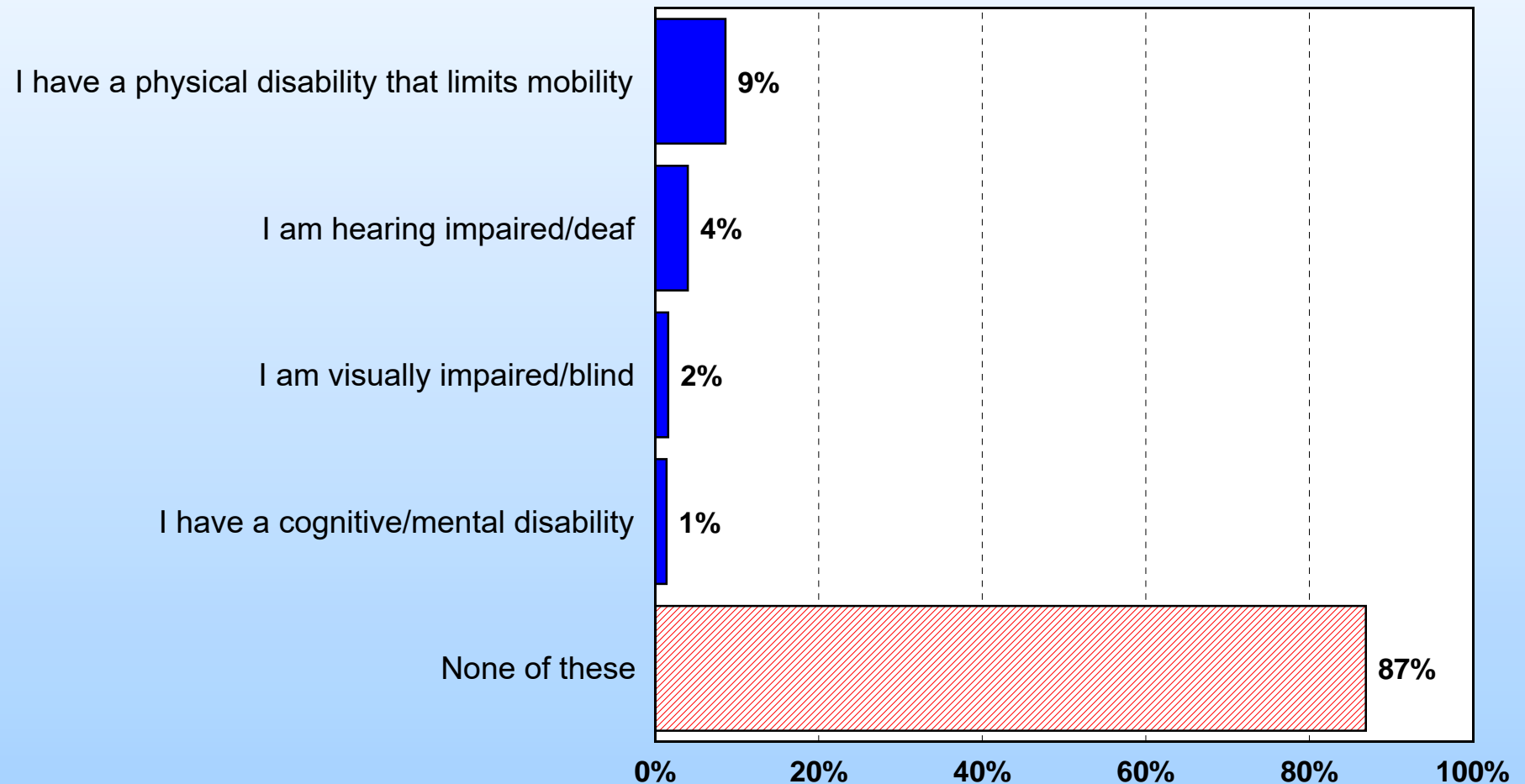
Demographics: Age of Respondent

by percentage of respondents (excluding not provided)



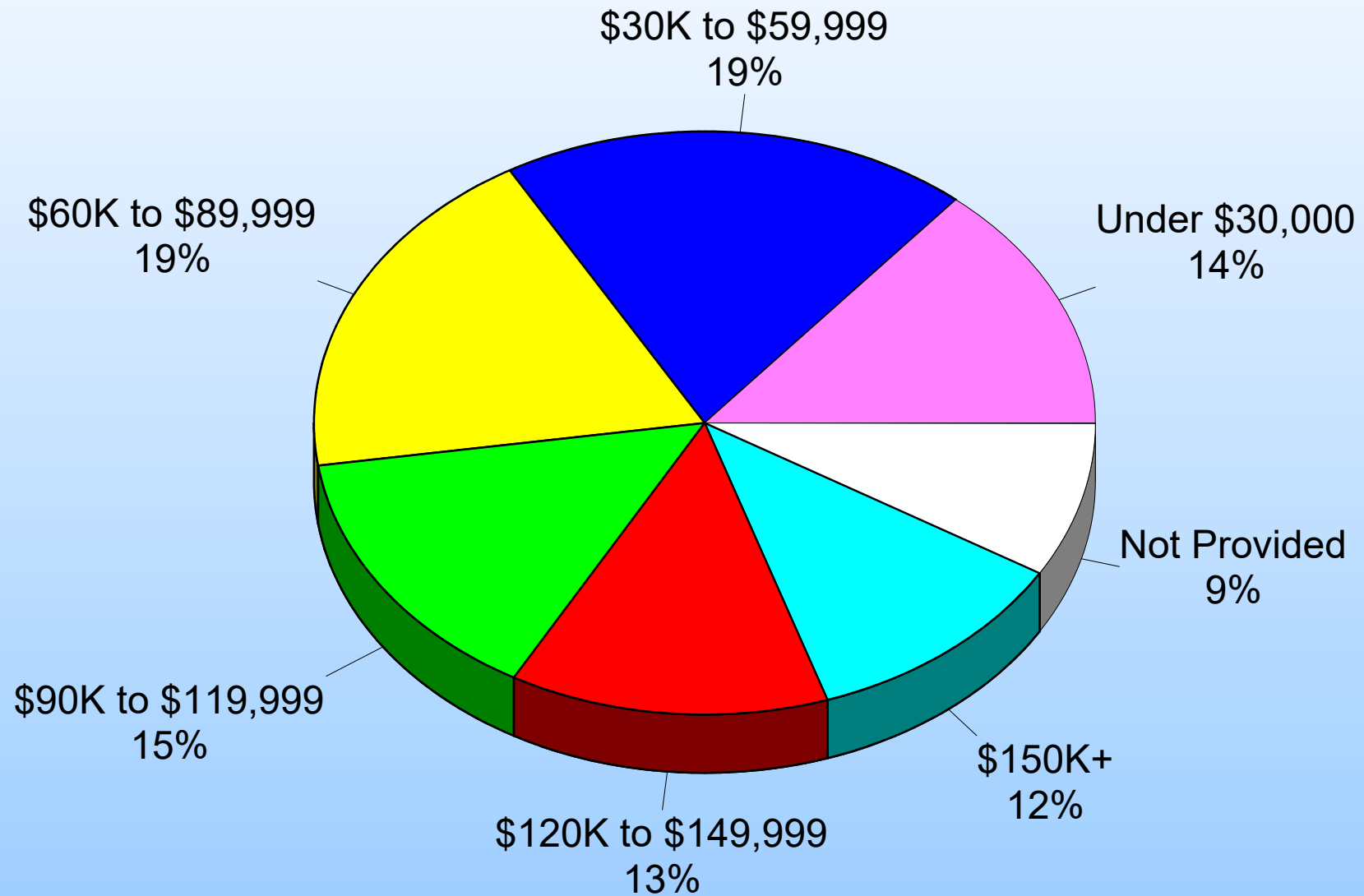
Demographics: Which of the following describes you?

by percentage of respondents (multiple selections could be made)



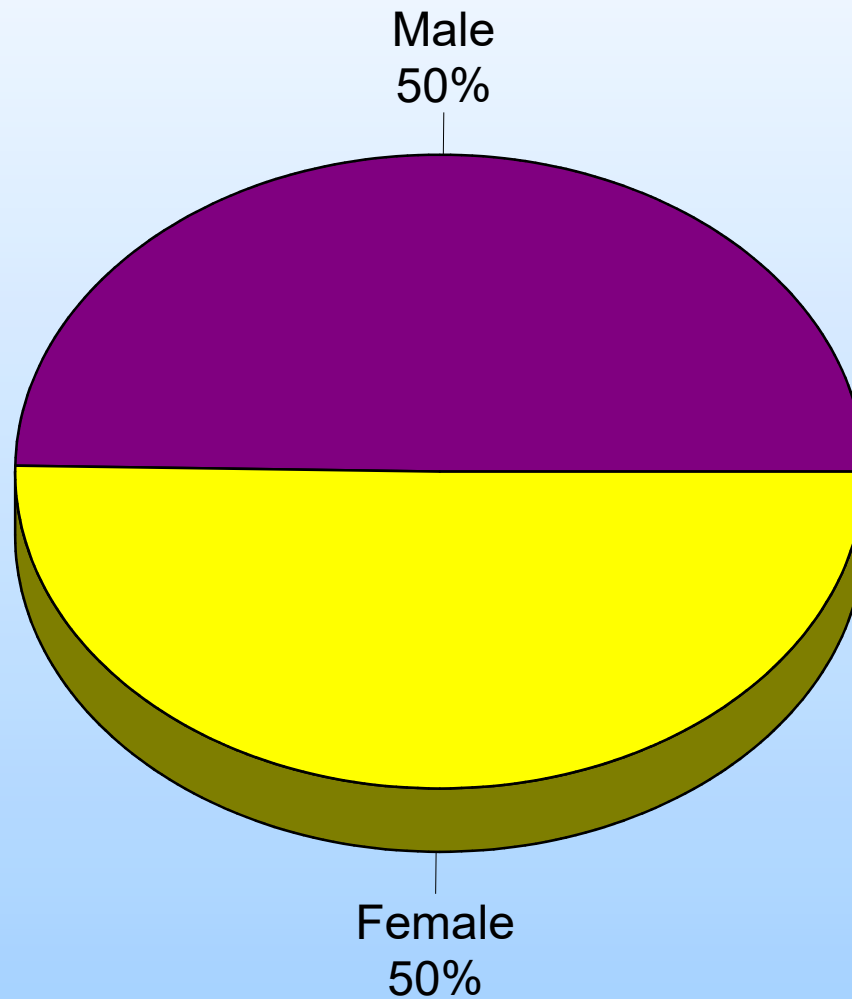
Demographics: Total Annual Household Income

by percentage of respondents



Demographics: Gender of Respondents

by percentage of respondents



0.3% self-described their gender

Section 2:
***Importance-Satisfaction
Matrix Analysis***

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.

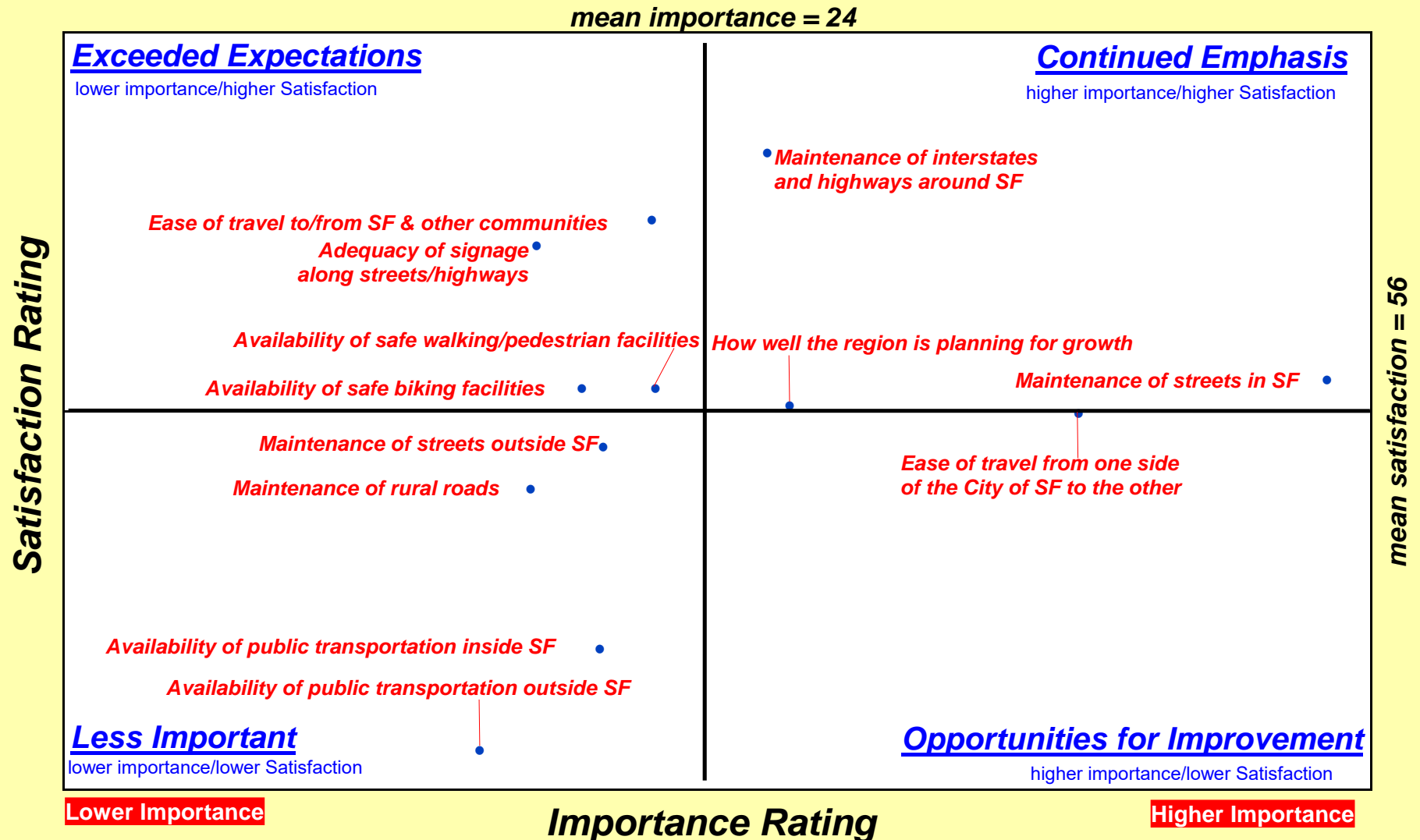
The matrix showing the results for the survey is provided on the following page.

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?

<u>Q3. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
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)**

<u>Q3. Sum of top 3 choices</u>	<u>Number</u>	<u>Percent</u>
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)?

- [illegible]

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.

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- 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.

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- 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.

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- 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 & I 229 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

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

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 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
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.

Sioux Falls Metropolitan Planning Area 2023 Resident Transportation Survey

...helping organizations make better decisions since 1982

Findings
Report

Submitted to the Sioux Falls Metropolitan Planning Organization (SFMPO)
by:

ETC Institute
725 W. Frontier Lane
Olathe, Kansas 66061

January 2024



Contents

Executive Summary i

Section 1: Charts and Graphs.....1

Section 2: Importance-Satisfaction Analysis49

Section 3: Tabular Data52

Section 4: Survey Instrument.....119

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.

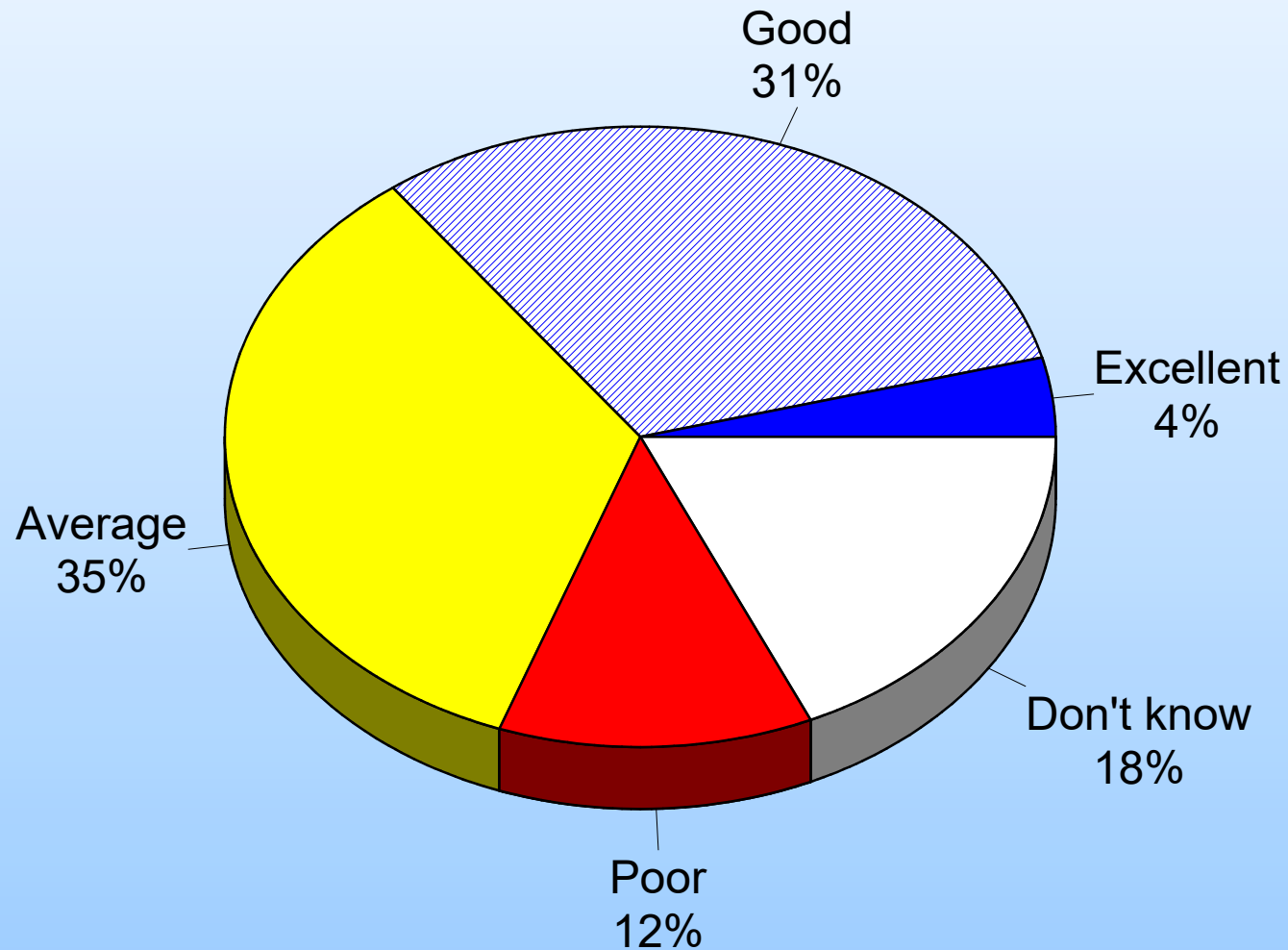
Other Findings:

- 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*

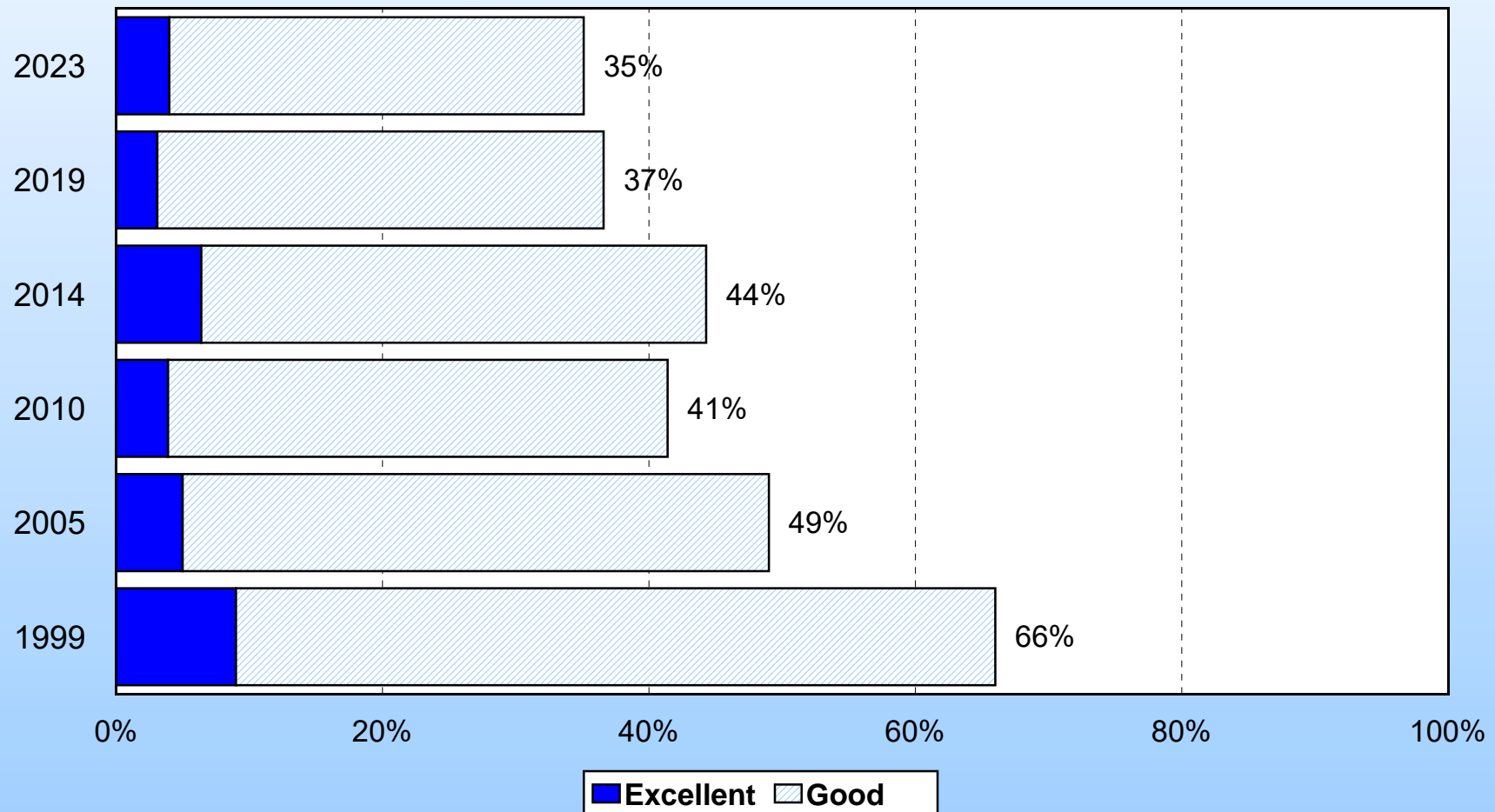
Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area

by percentage of respondents



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

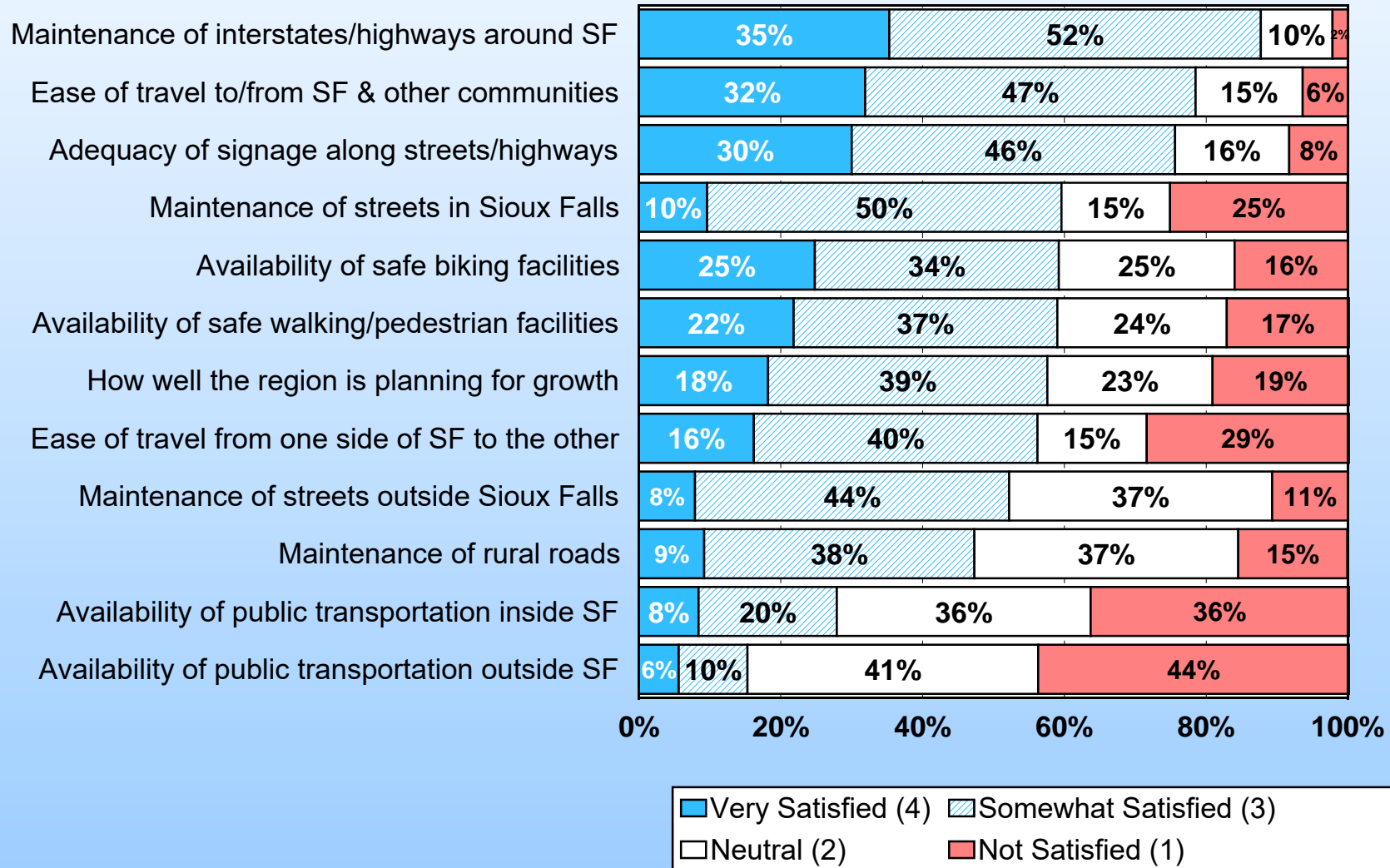
by percentage of respondents who rated the transportation system as “excellent” or “good”



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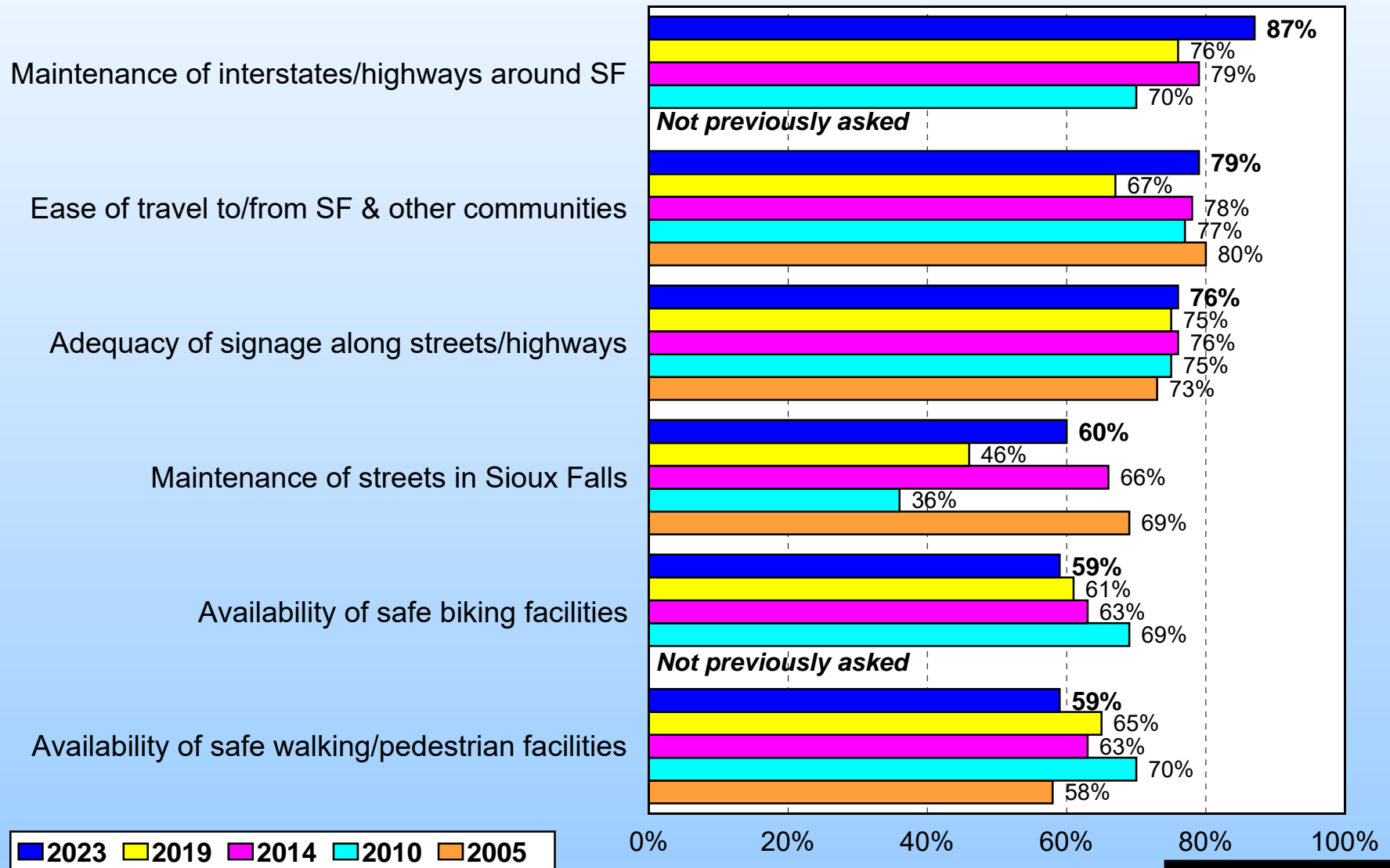
Satisfaction with Various Components of the Sioux Falls Metropolitan Area's Transportation System

by percentage of respondents (excluding don't knows)



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

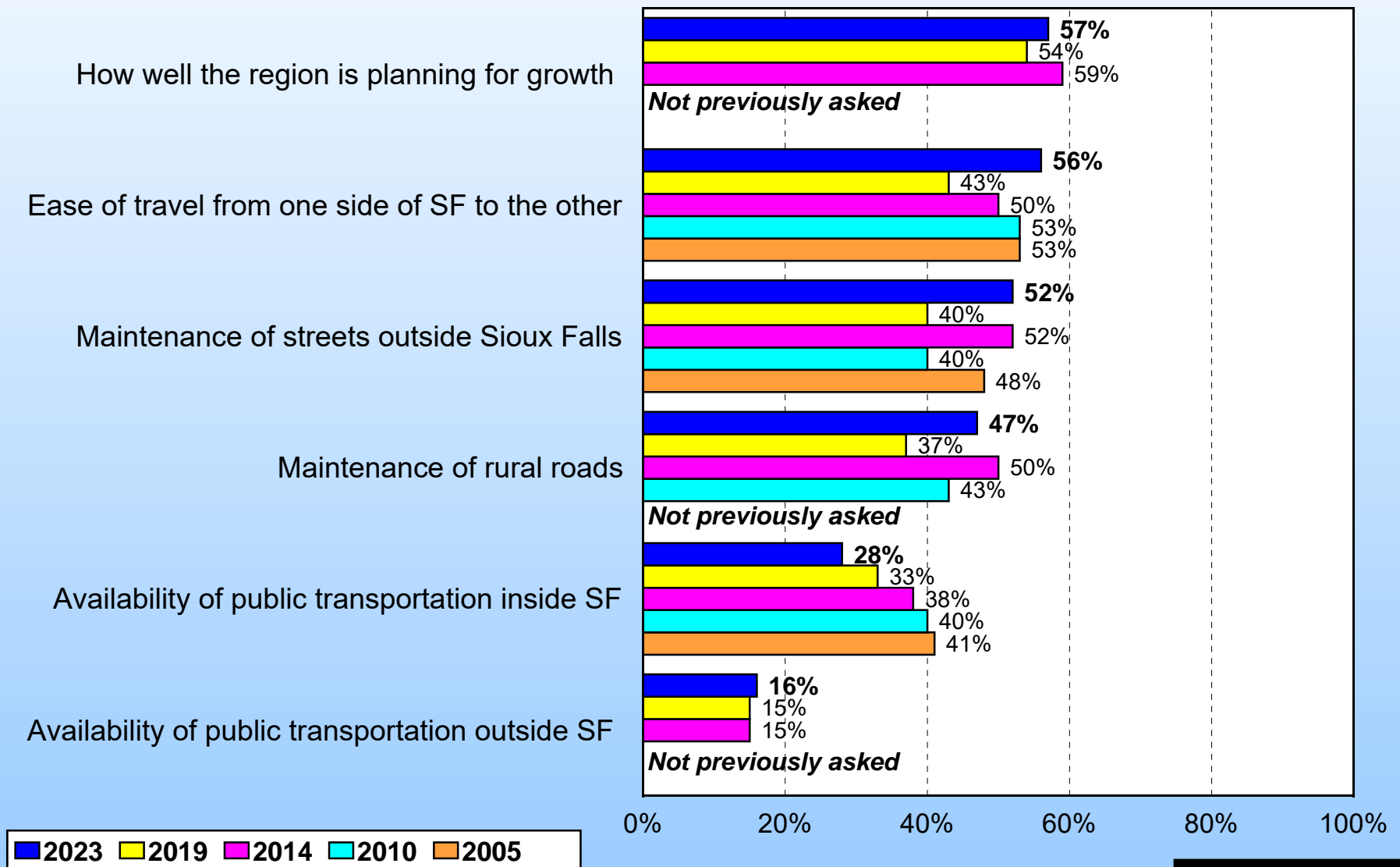
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



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

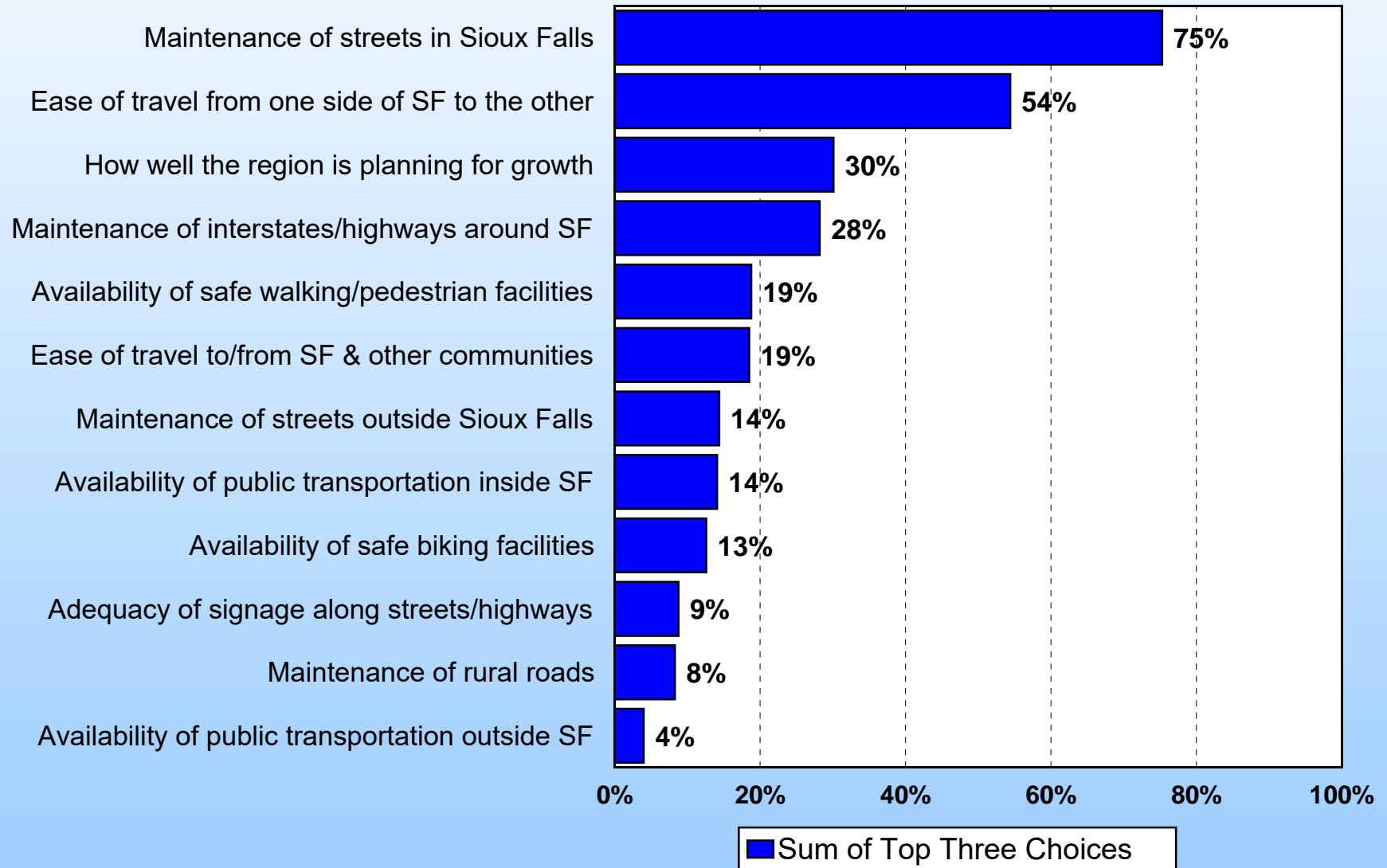
by percentage of respondents who were "very" or "somewhat satisfied" with the item (excluding don't knows)



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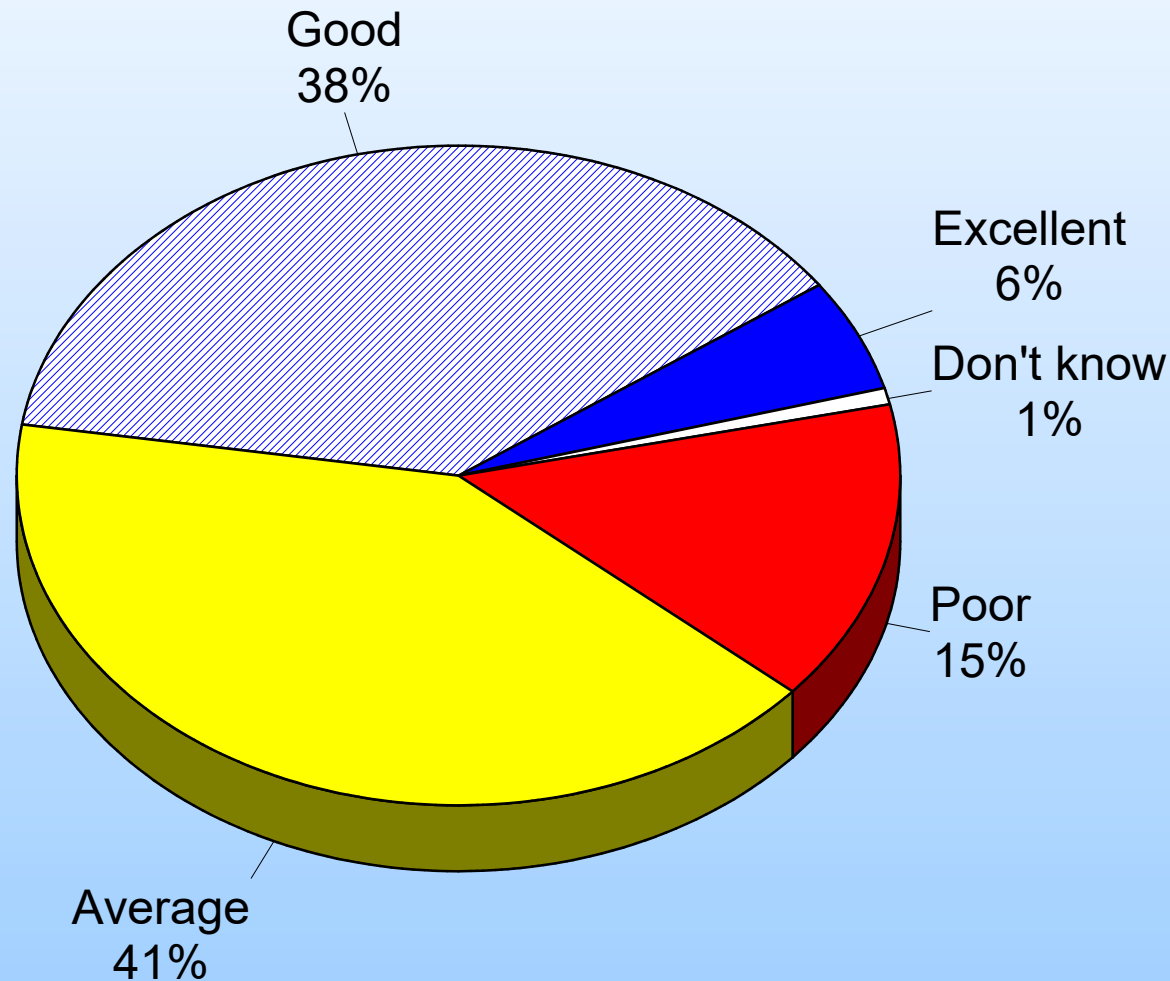
Most Important Aspects of the Sioux Falls Metropolitan Area's Transportation System

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



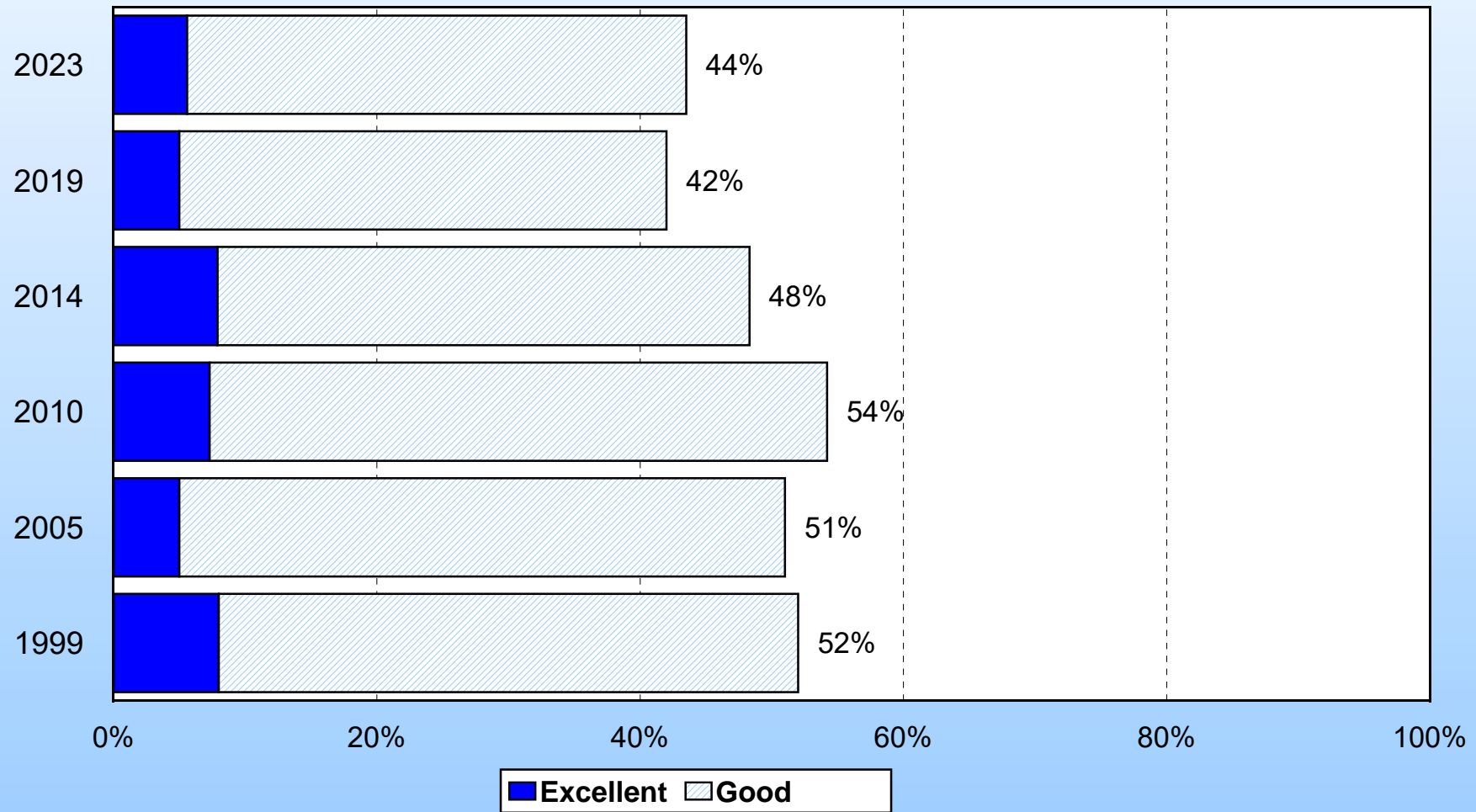
Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area

by percentage of respondents



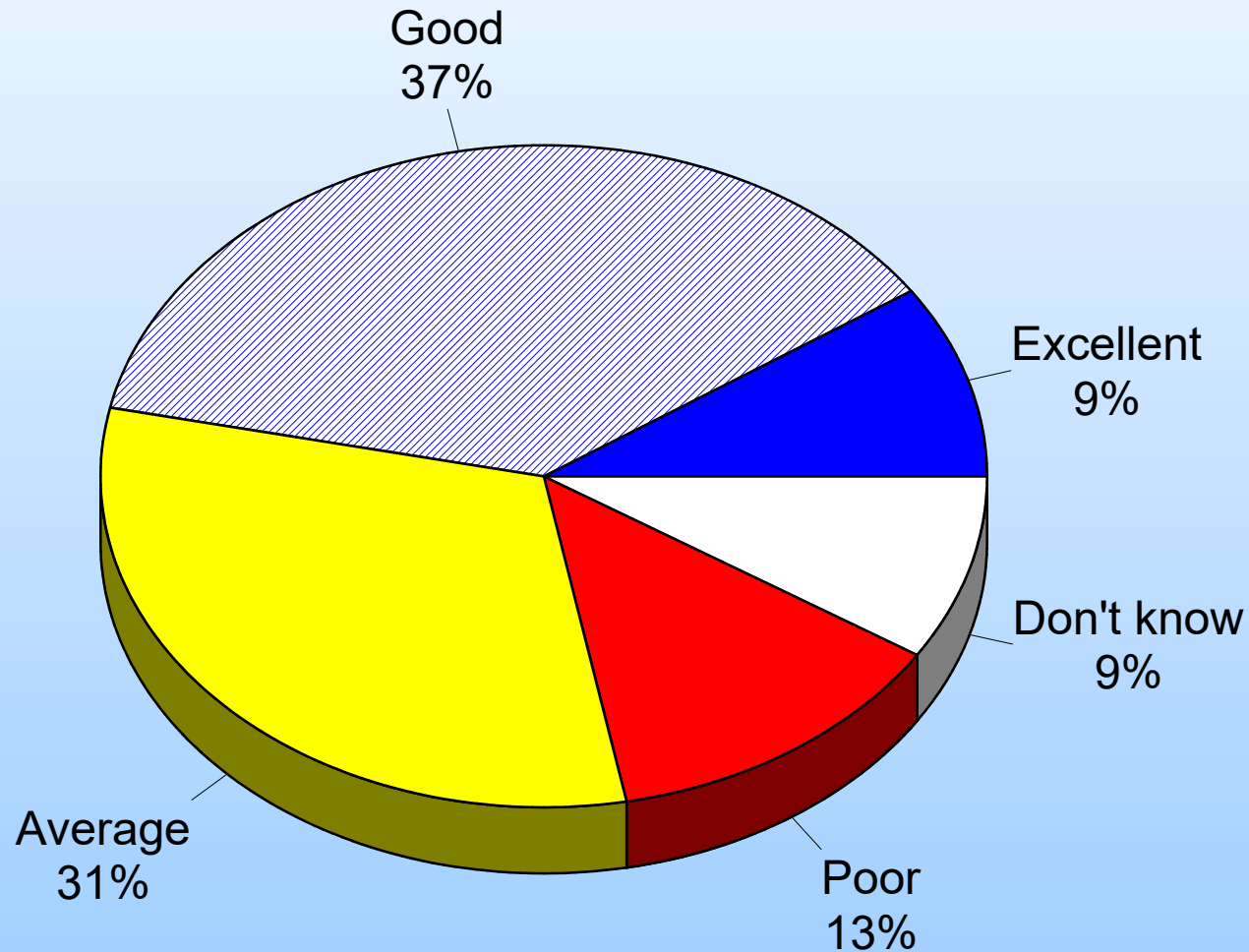
Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area:

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

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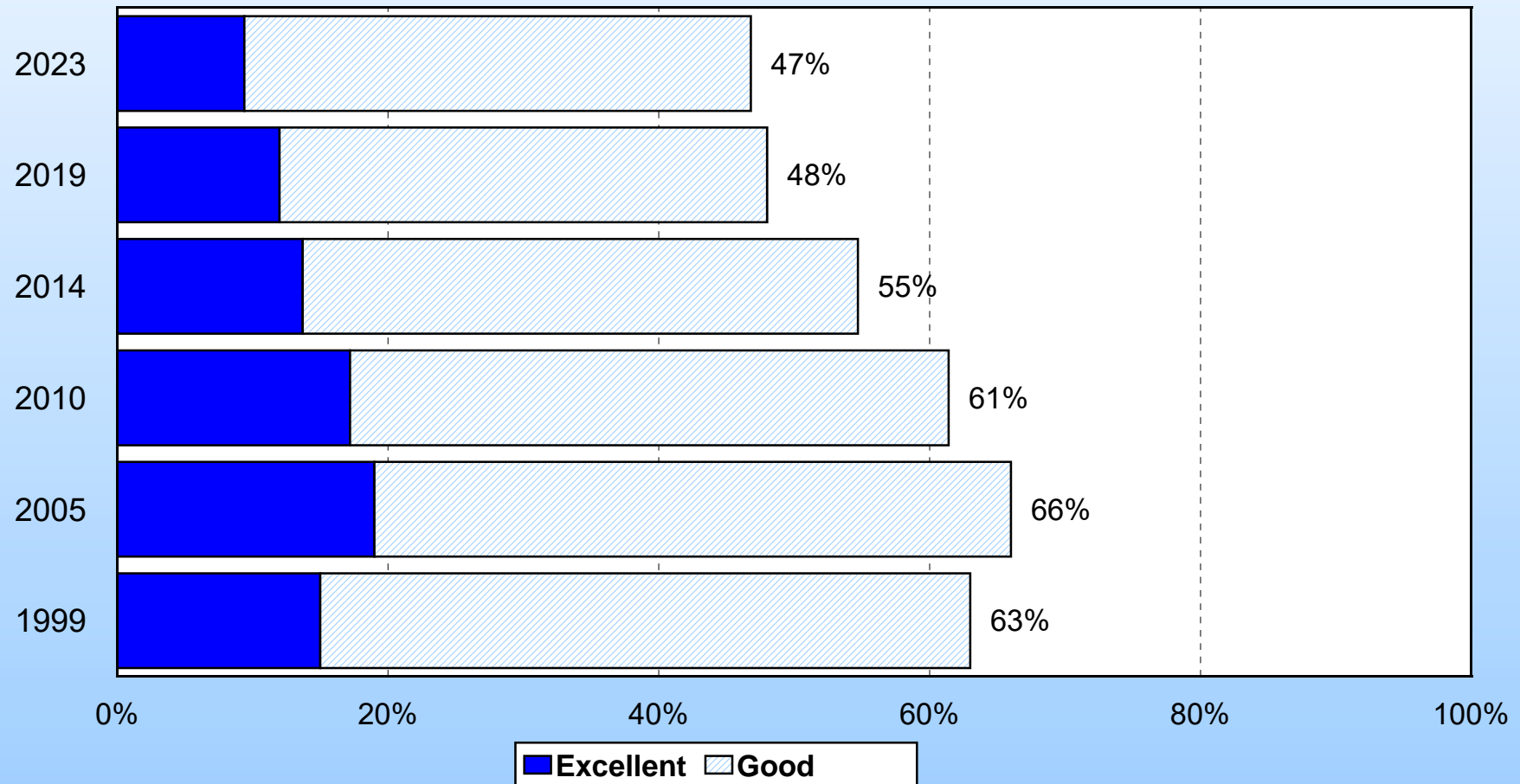
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area

by percentage of respondents



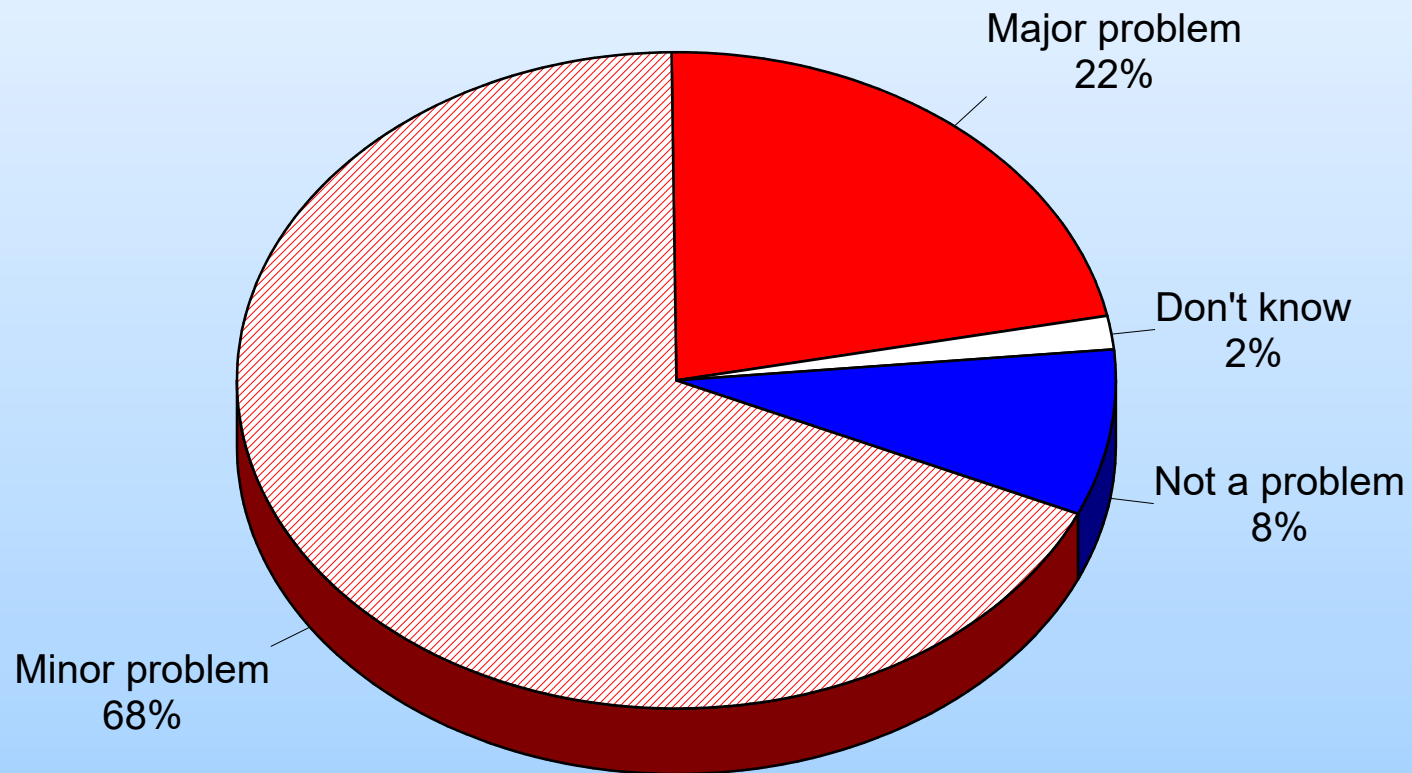
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area:

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

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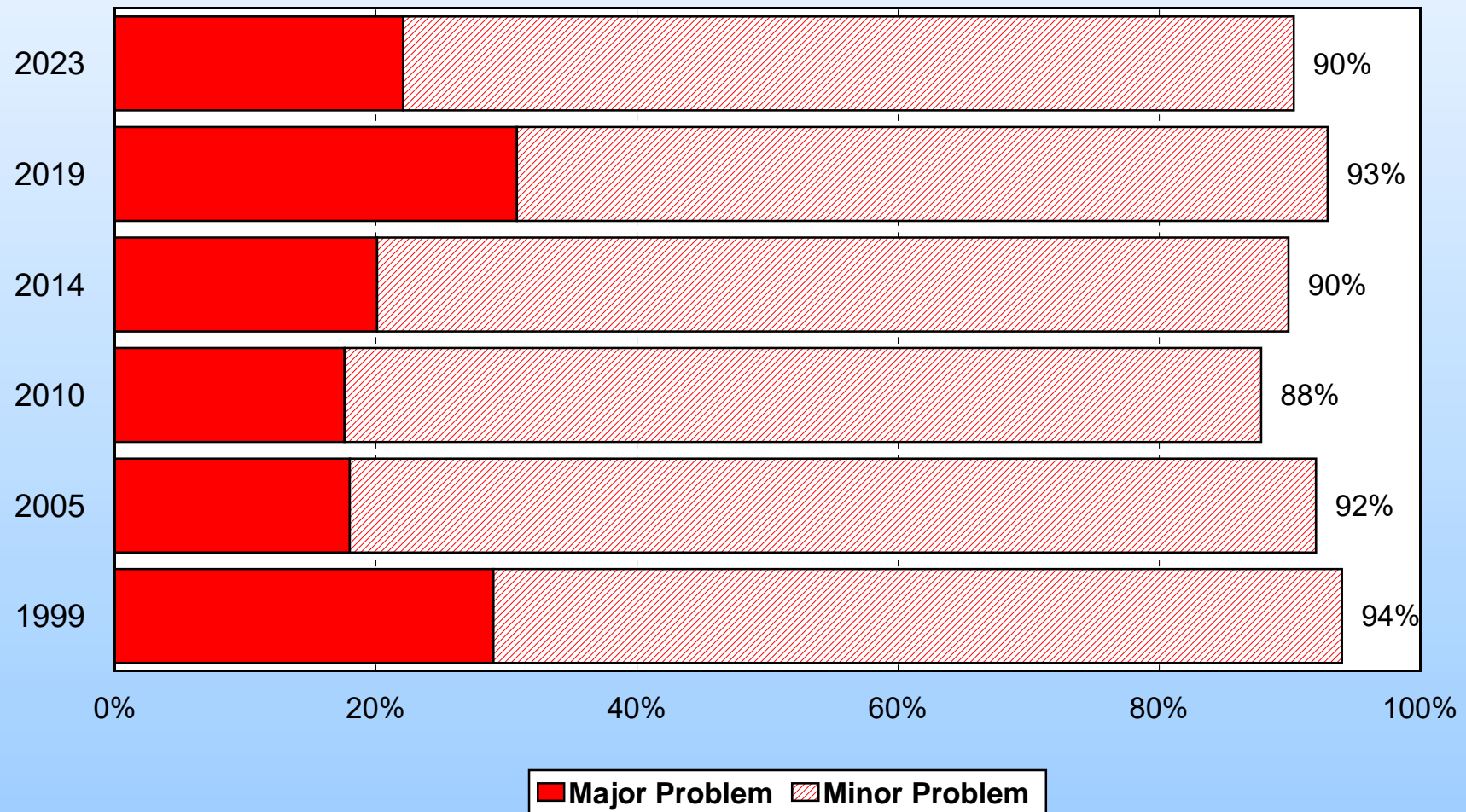
Overall Concern About the Level of Traffic Congestion in the Sioux Falls Metropolitan Area

by percentage of respondents



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

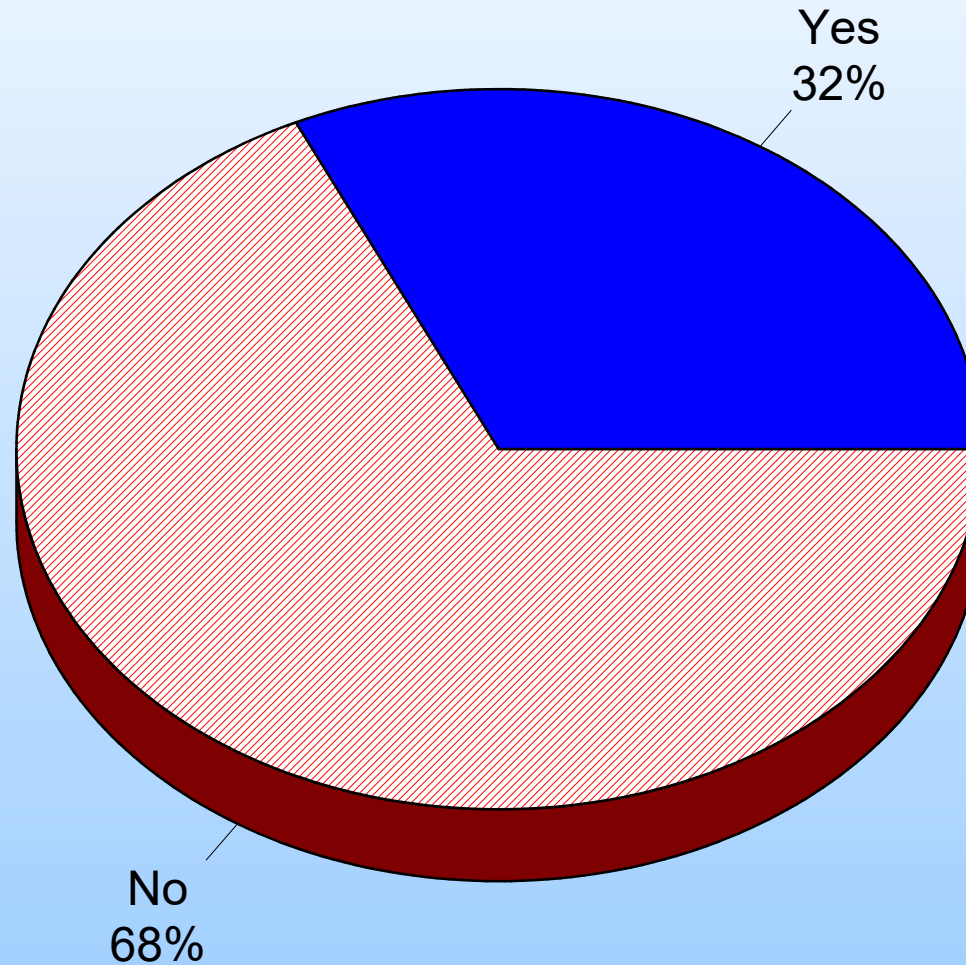
by percentage of respondents who felt traffic congestion was a “major” or “minor problem”



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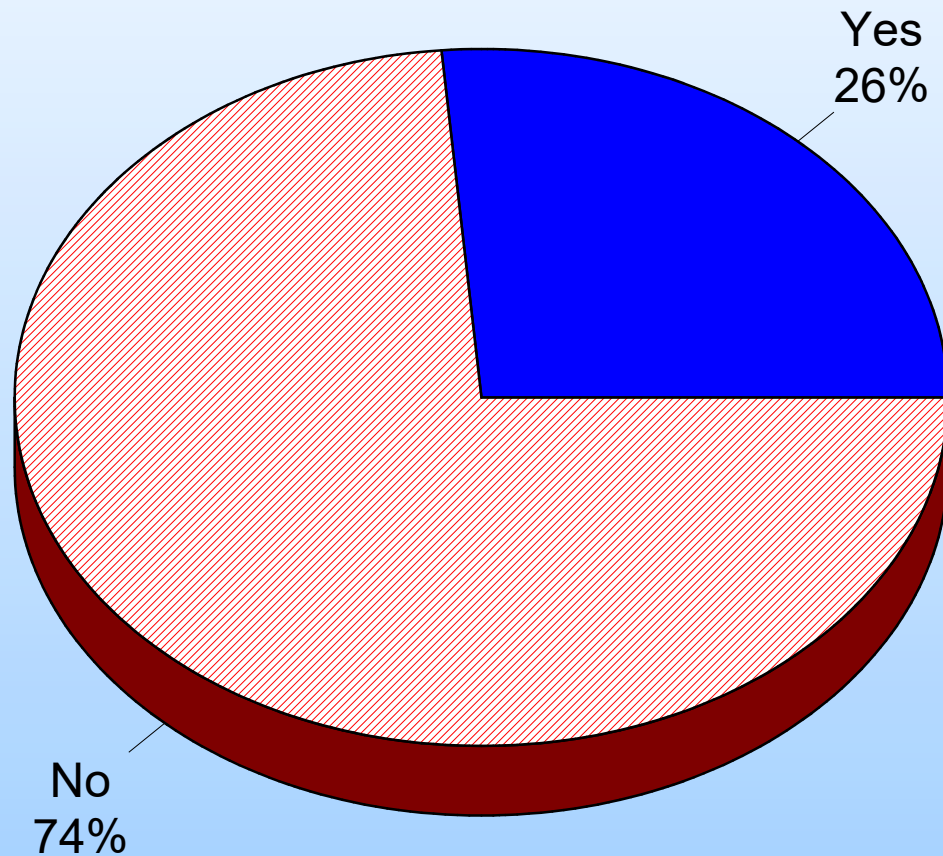
Have you ever used public transportation outside the City of Sioux Falls?

by percentage of respondents



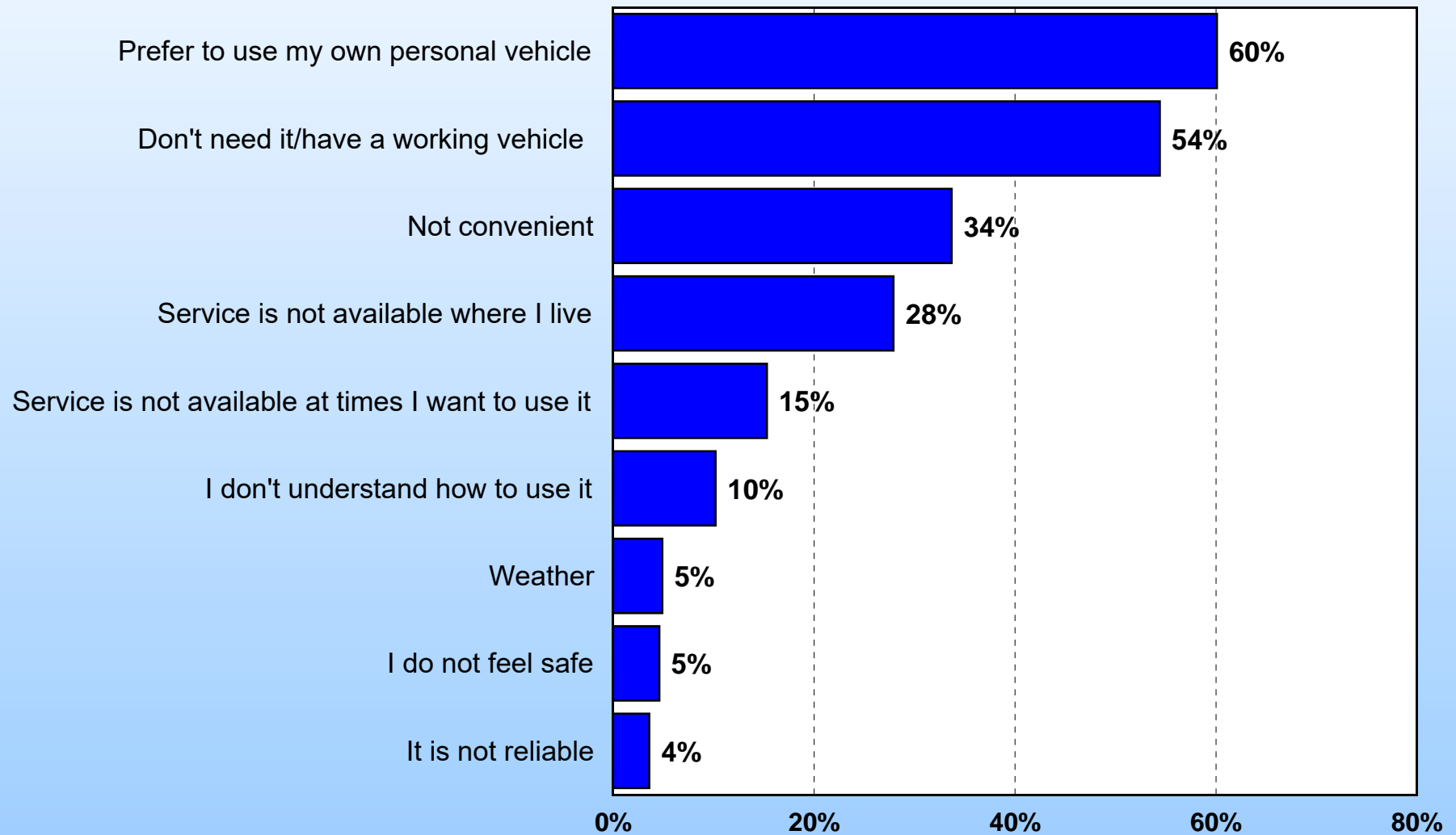
Have you ever used public transportation inside the City of Sioux Falls?

by percentage of respondents



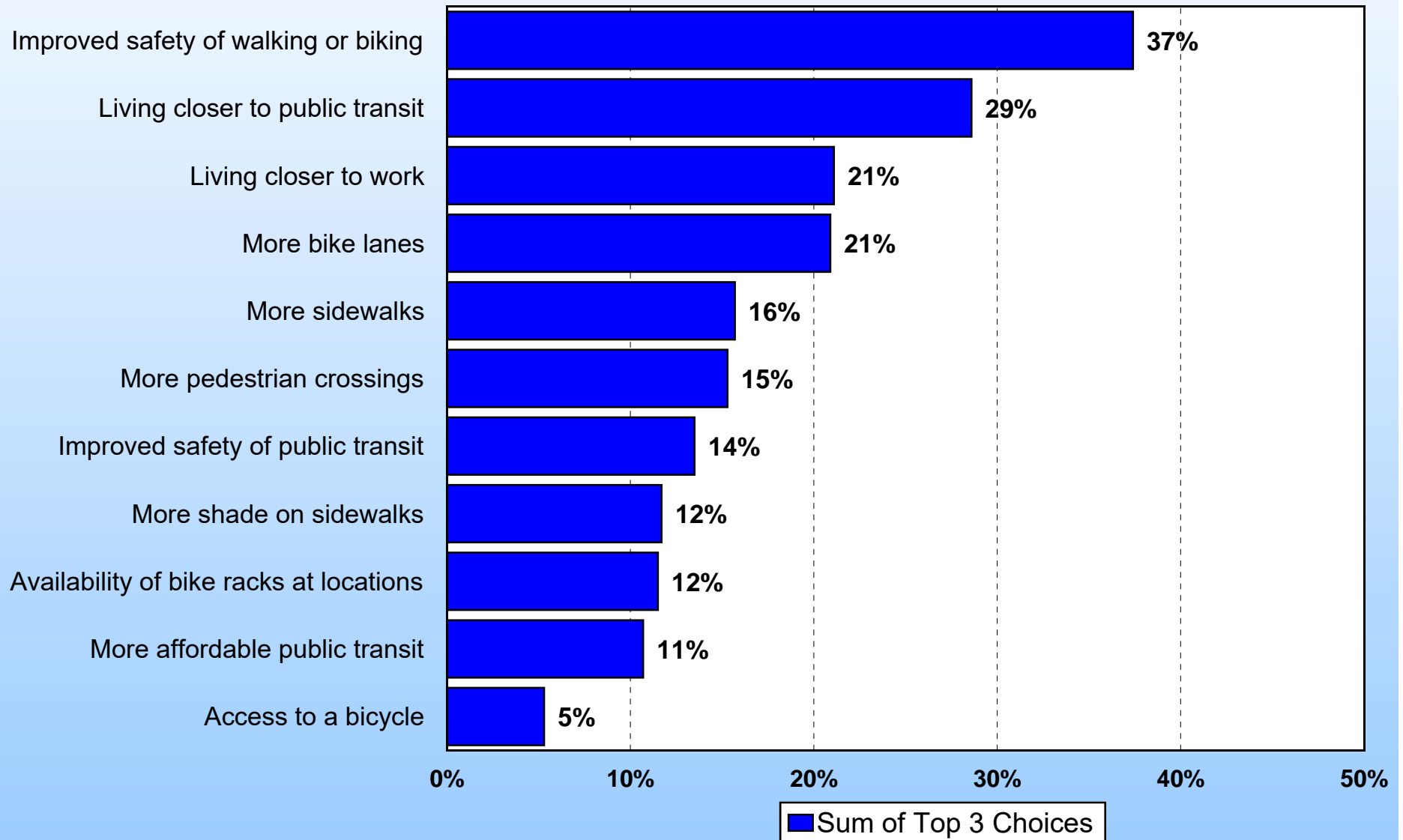
Reasons Residents Do Not Use Public Transit More Often Than They Currently Do in Sioux Falls

by percentage of respondents



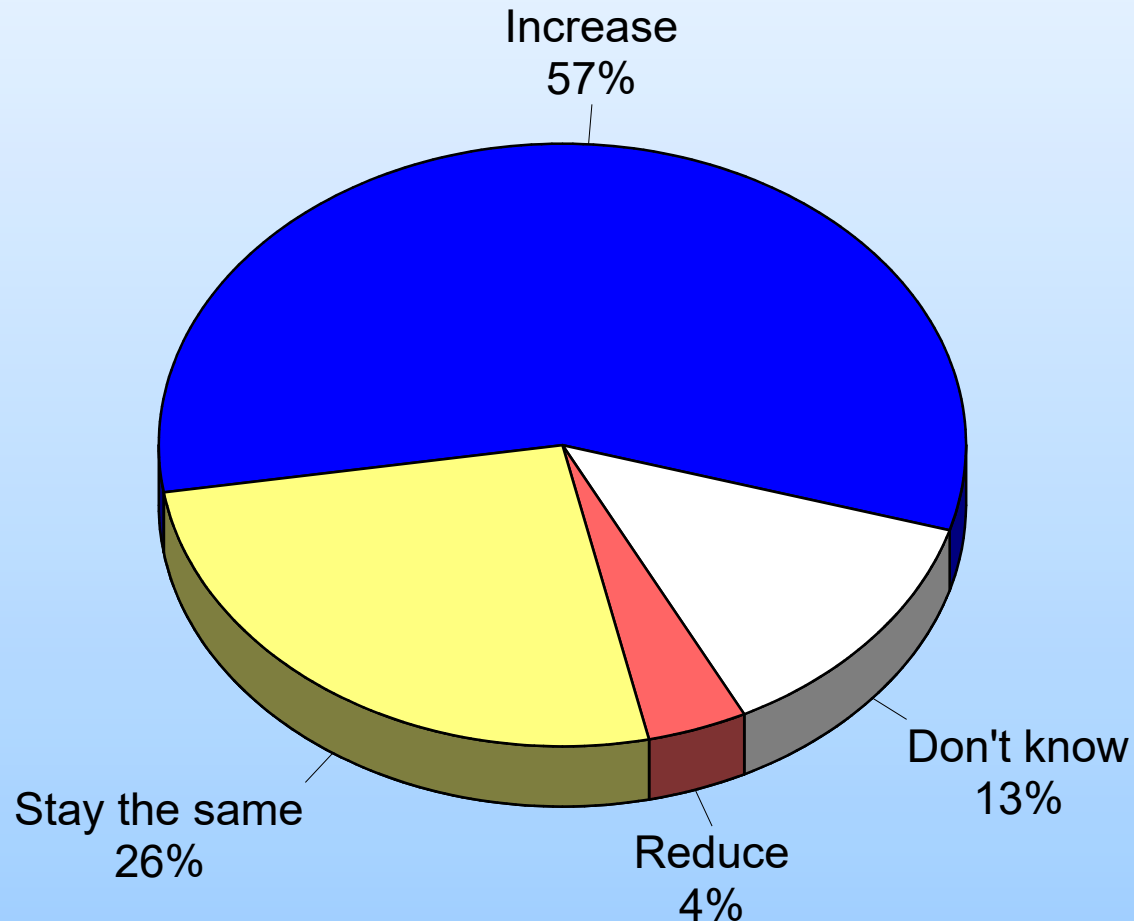
Incentives for Making More Trips by Means Other Than Car

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



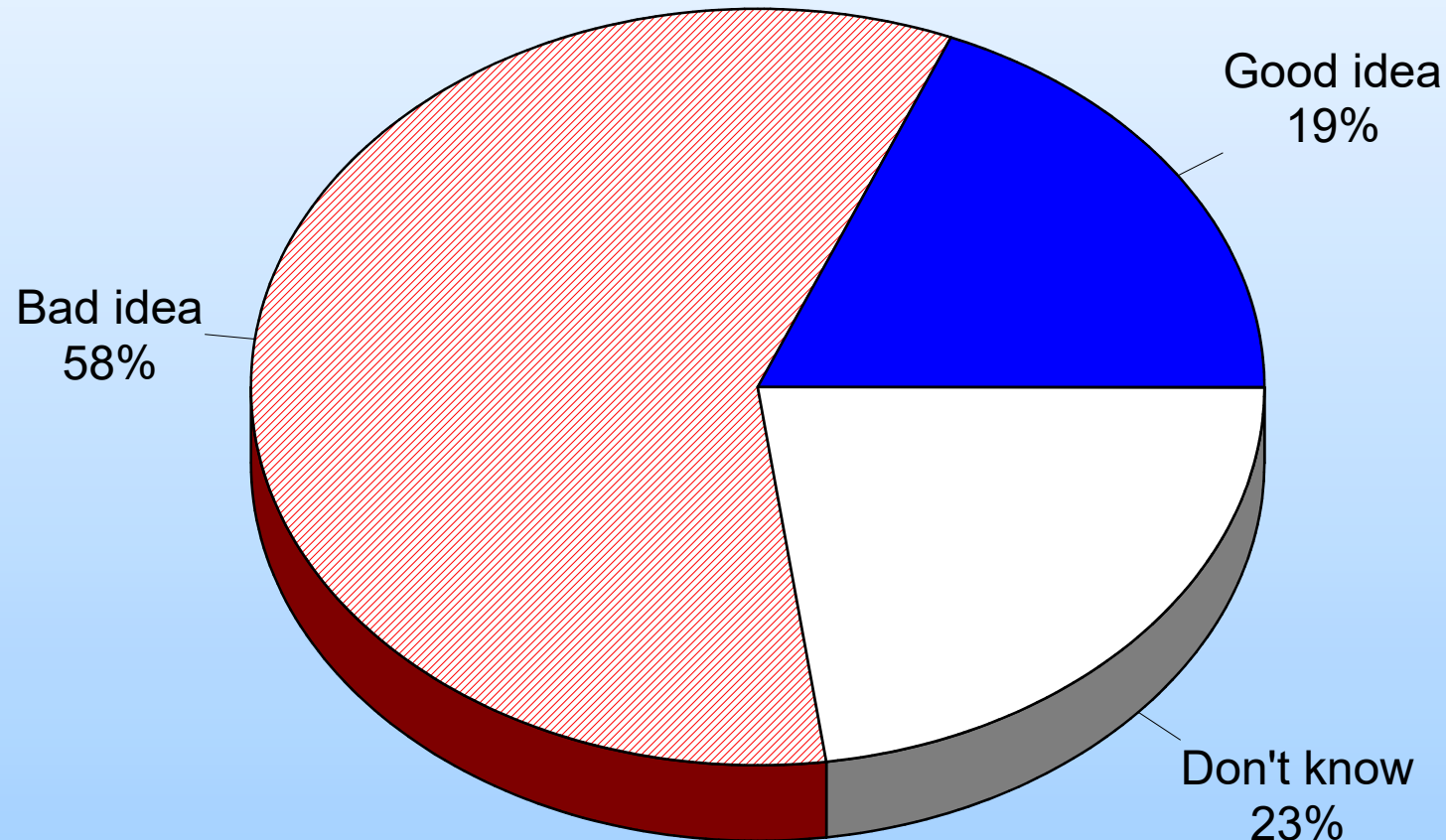
Do you think the investments in non-automobile transportation, such as buses, bicycles, and pedestrian facilities should increase, stay about the same, or decrease over the next 25 years?

by percentage of respondents



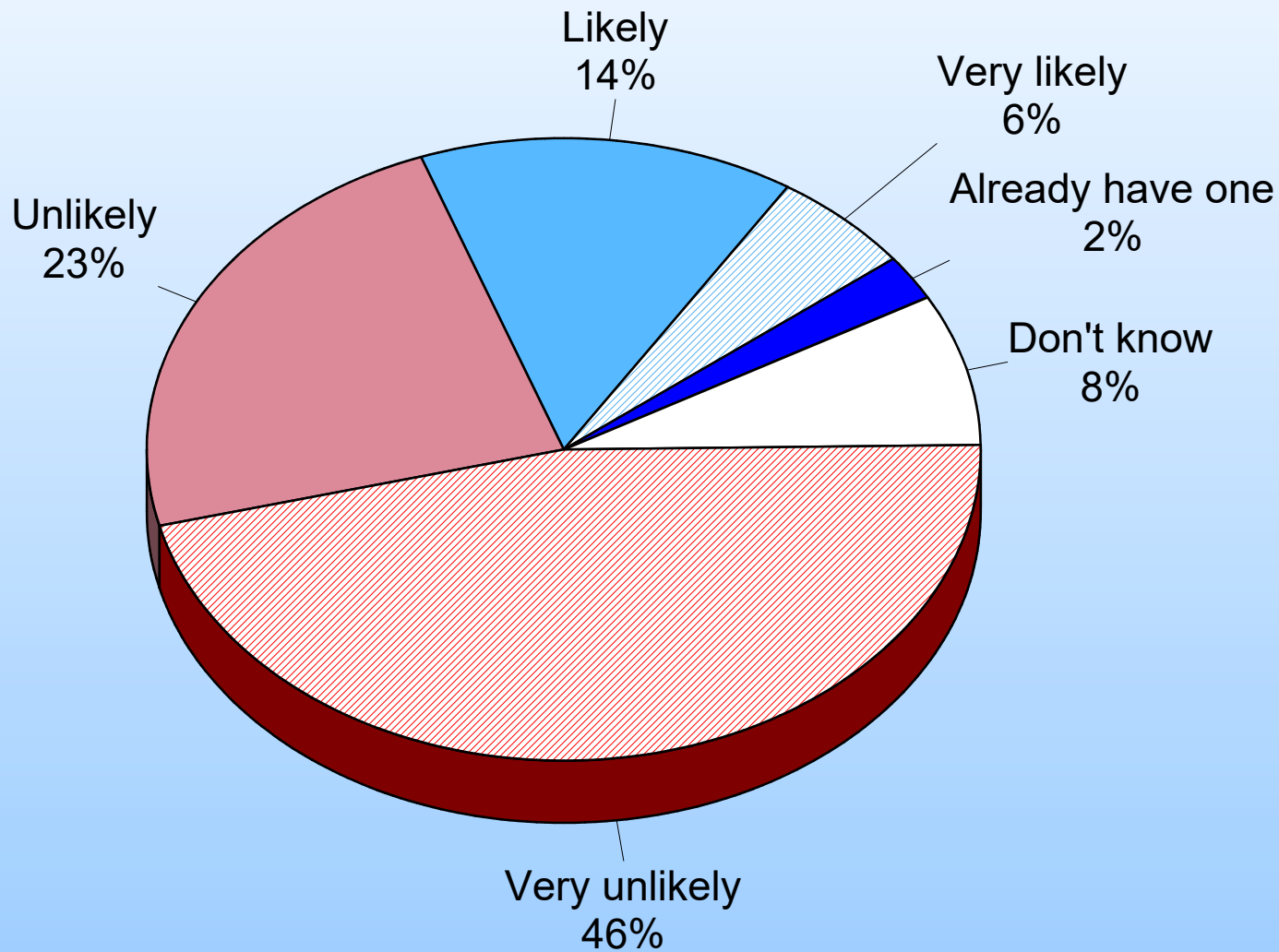
Do you generally think autonomous (self-driving) vehicles are a good idea or a bad idea?

by percentage of respondents



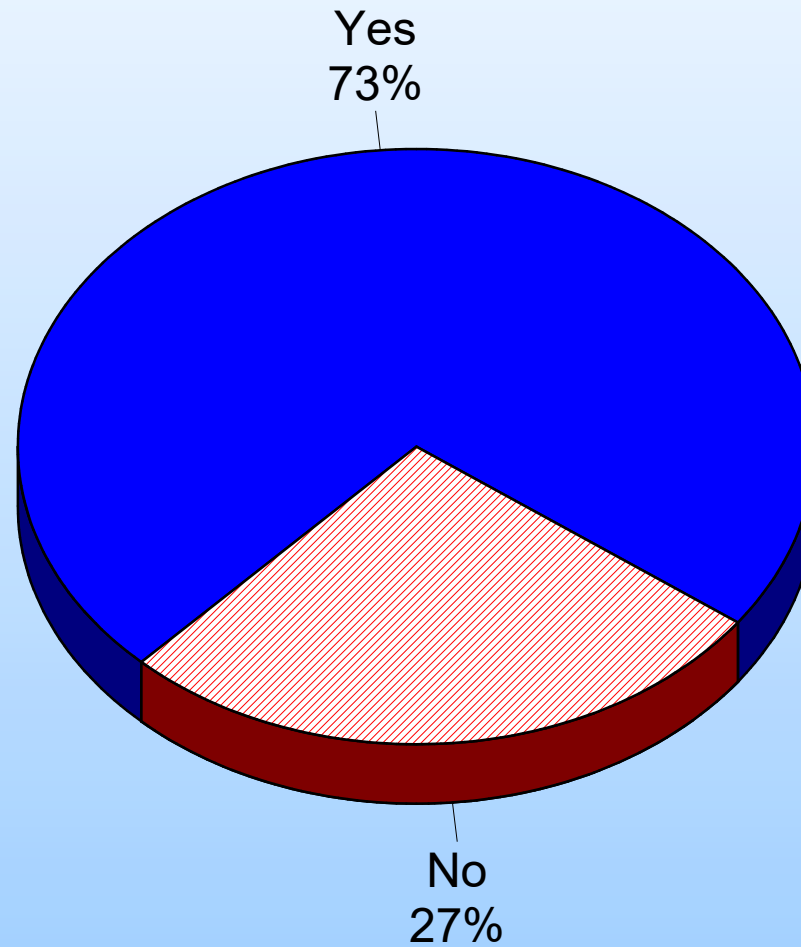
Likelihood of Purchasing or Leasing an Electric Vehicle in the Next 5 Years

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

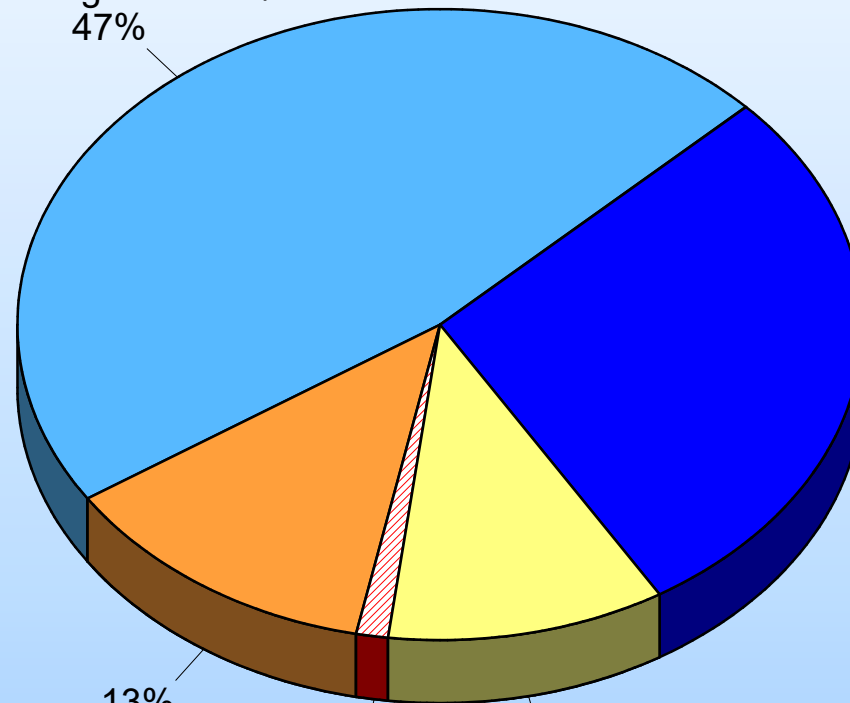
11%

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

13%

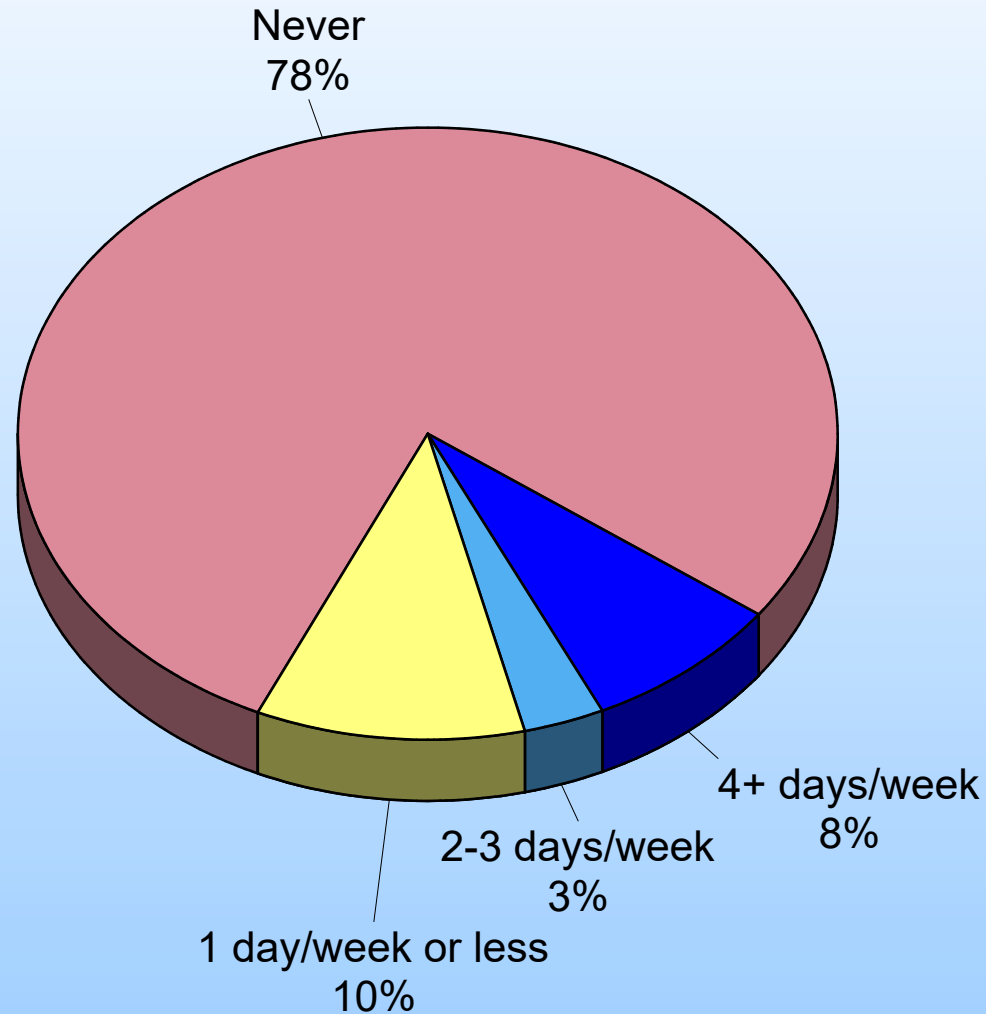
The time it takes to get to work/school is very unpredictable

1%



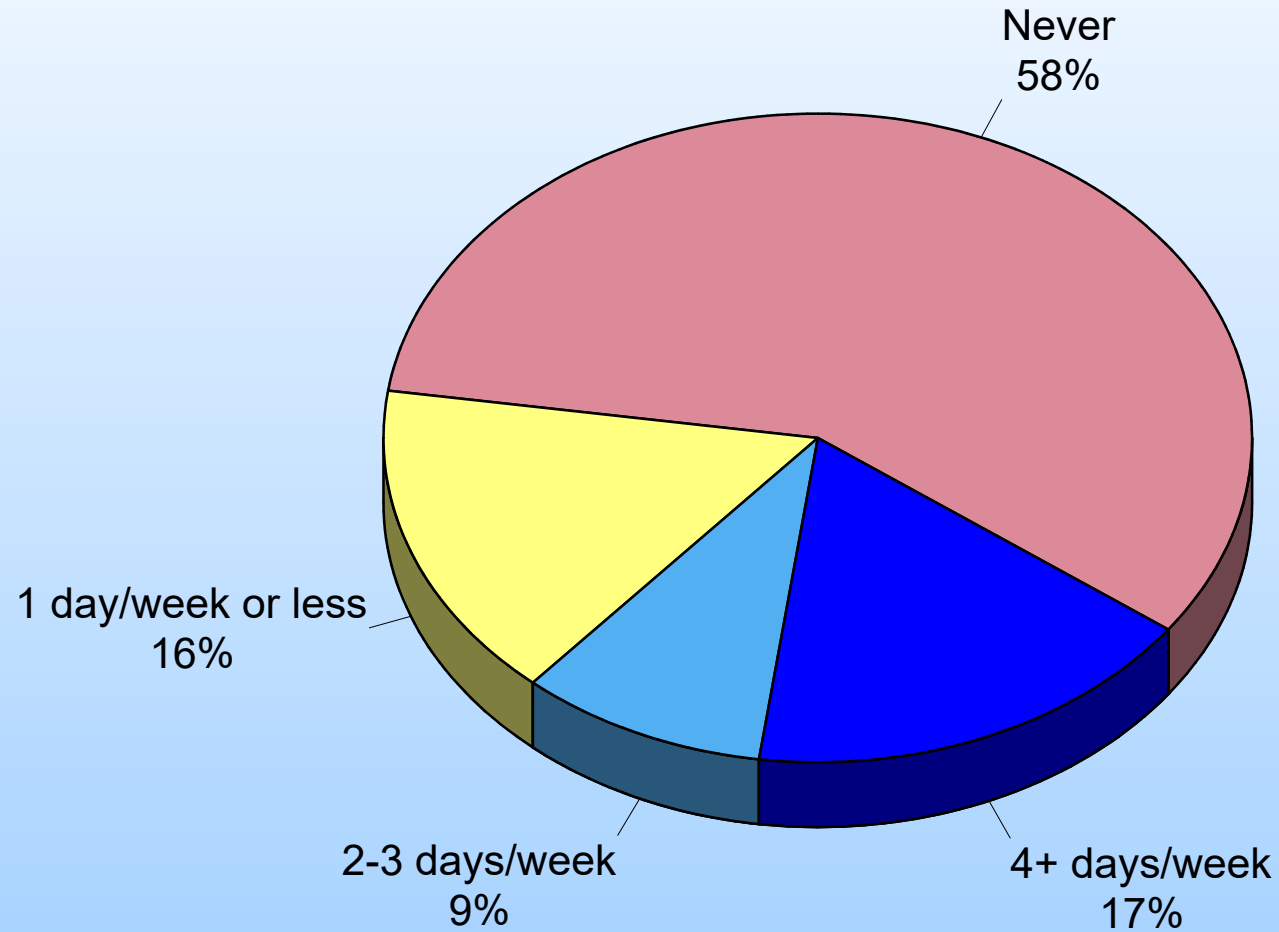
Prior to COVID-19, how often did you work from home?

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



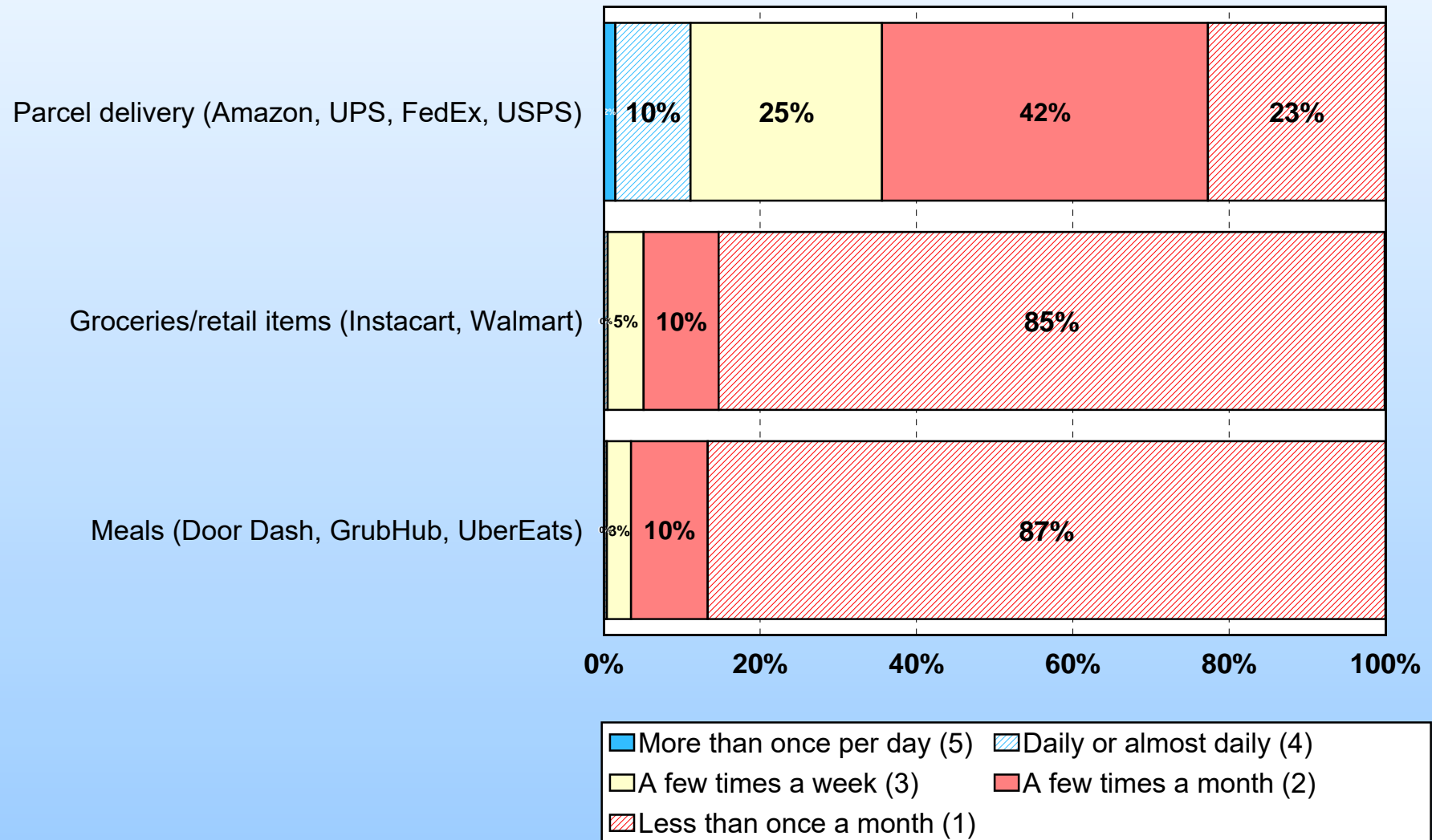
How often do you currently work from home?

by percentage of respondents who are employed



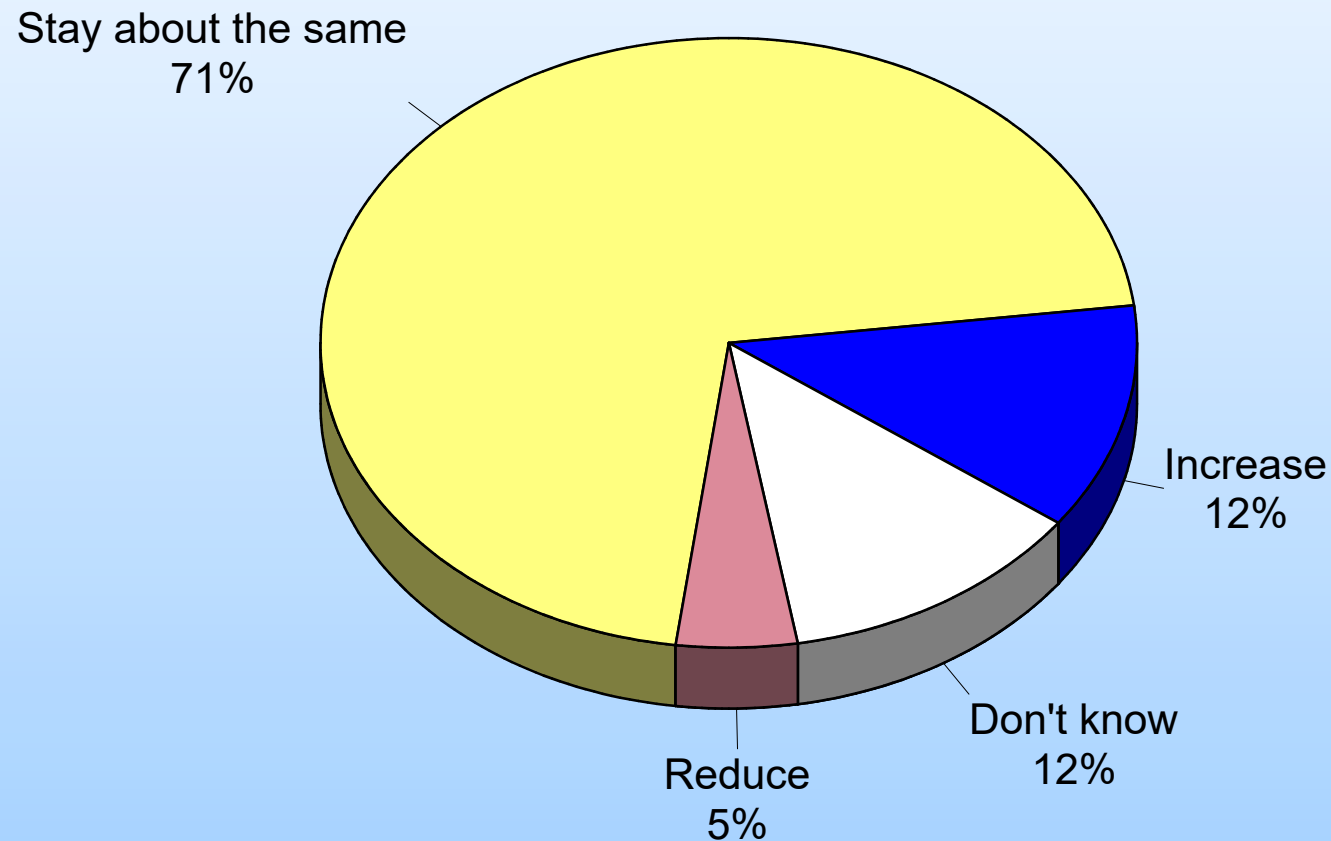
How often do you have the following types of deliveries to your home?

by percentage of respondents (excluding not provided)



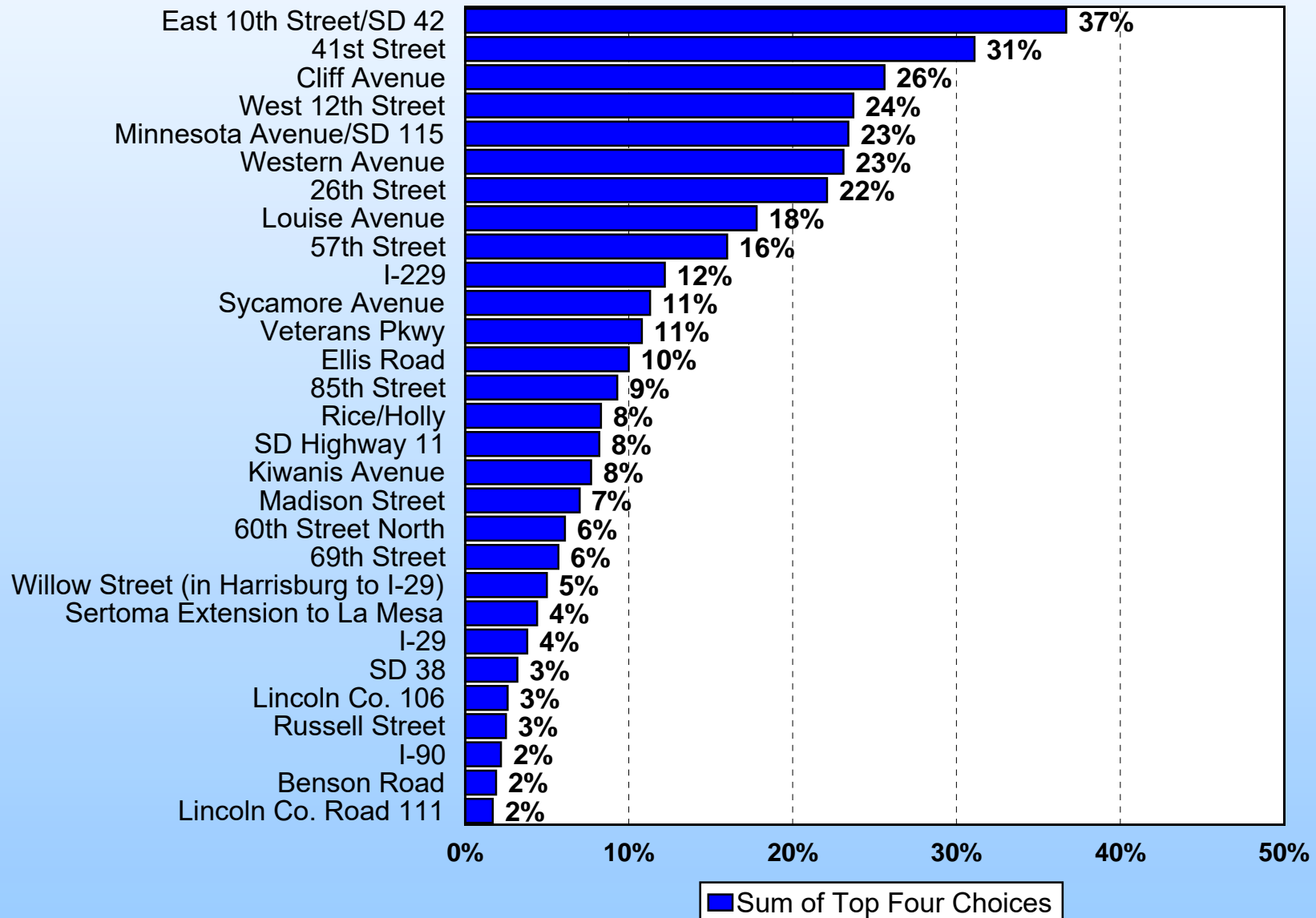
Over the next year, how do you think your usage of delivery services will change?

by percentage of respondents



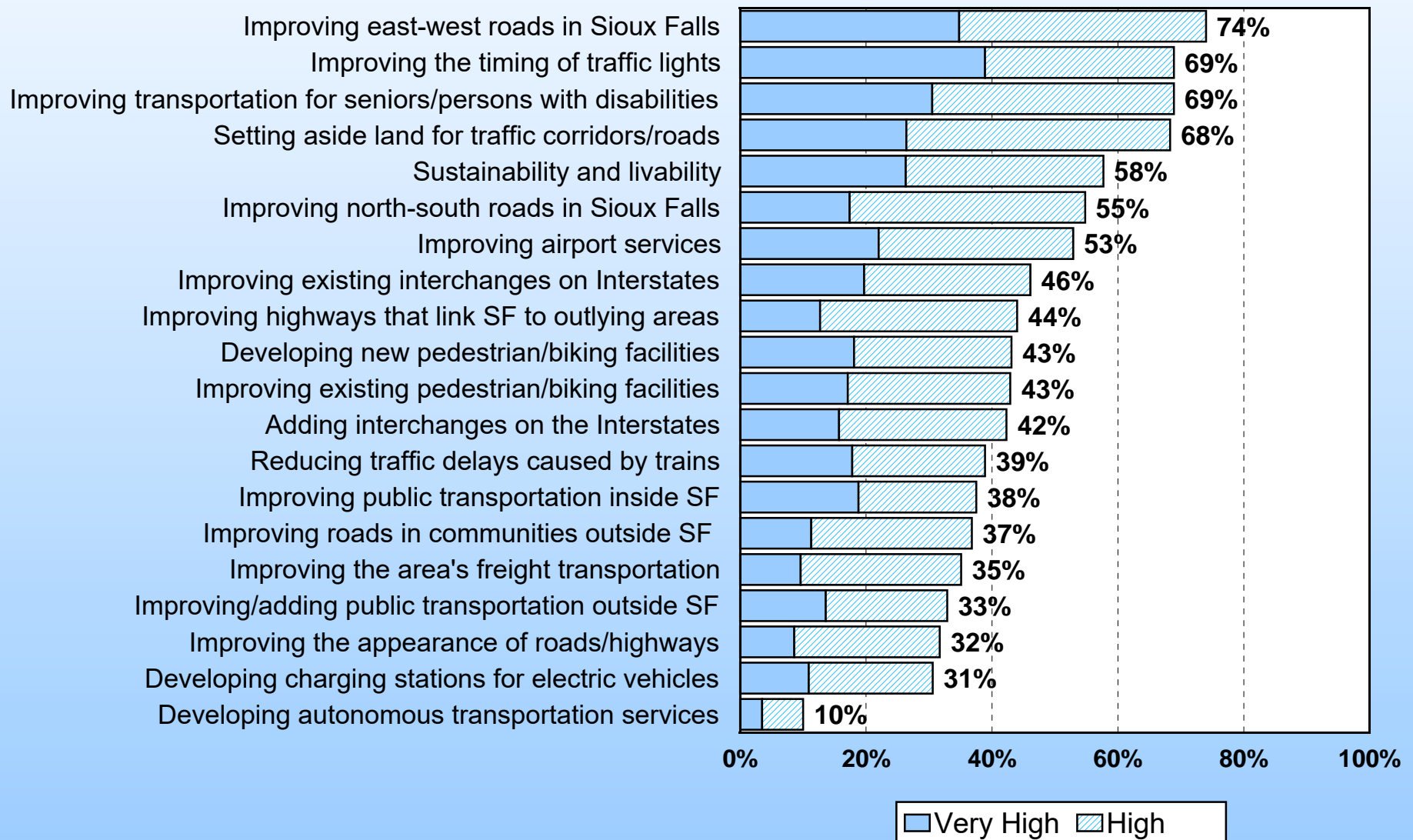
Which streets or roads in the metropolitan area do you think should receive the top priority for improvements?

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



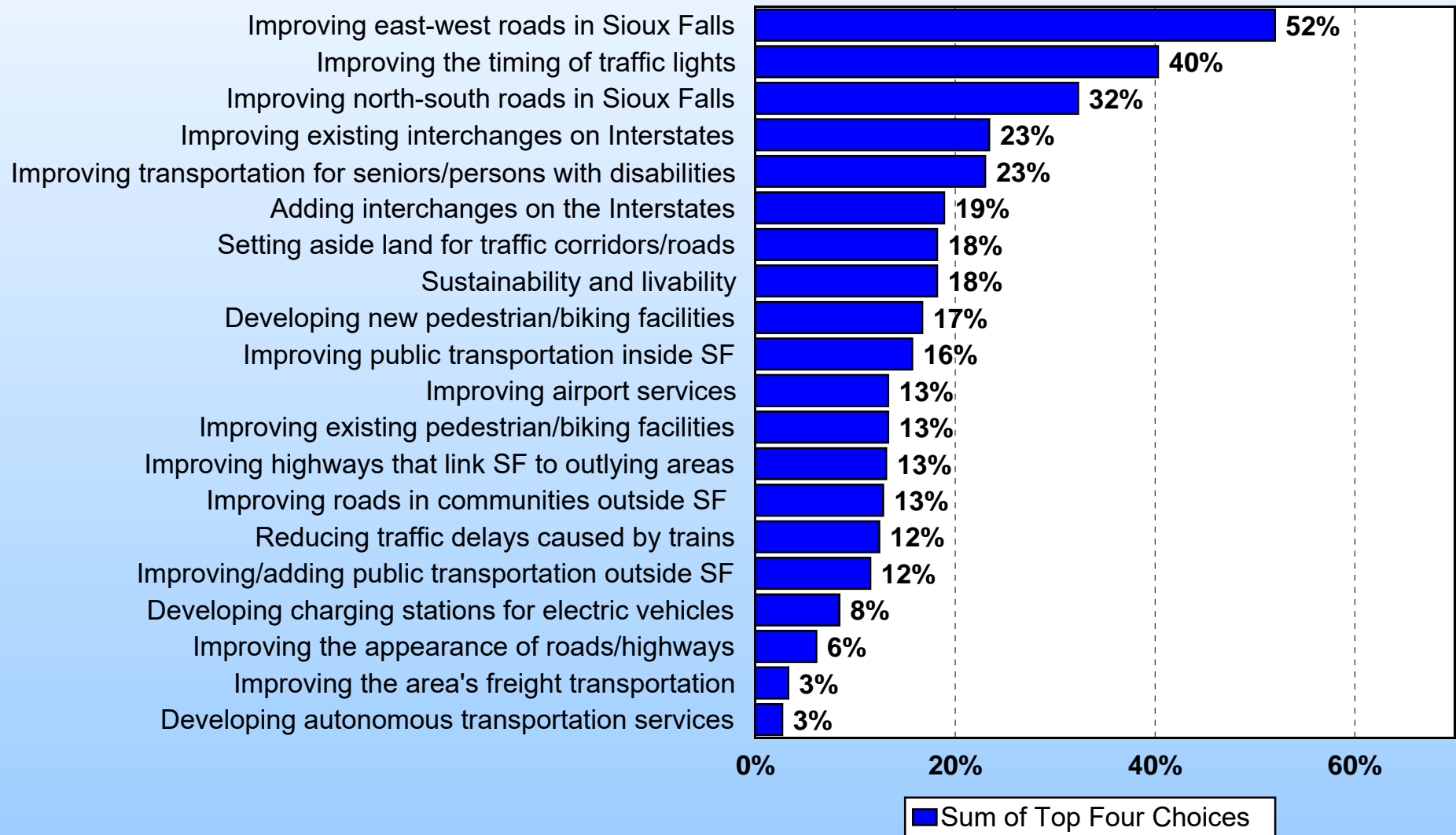
Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area Over the Next 20 Years

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



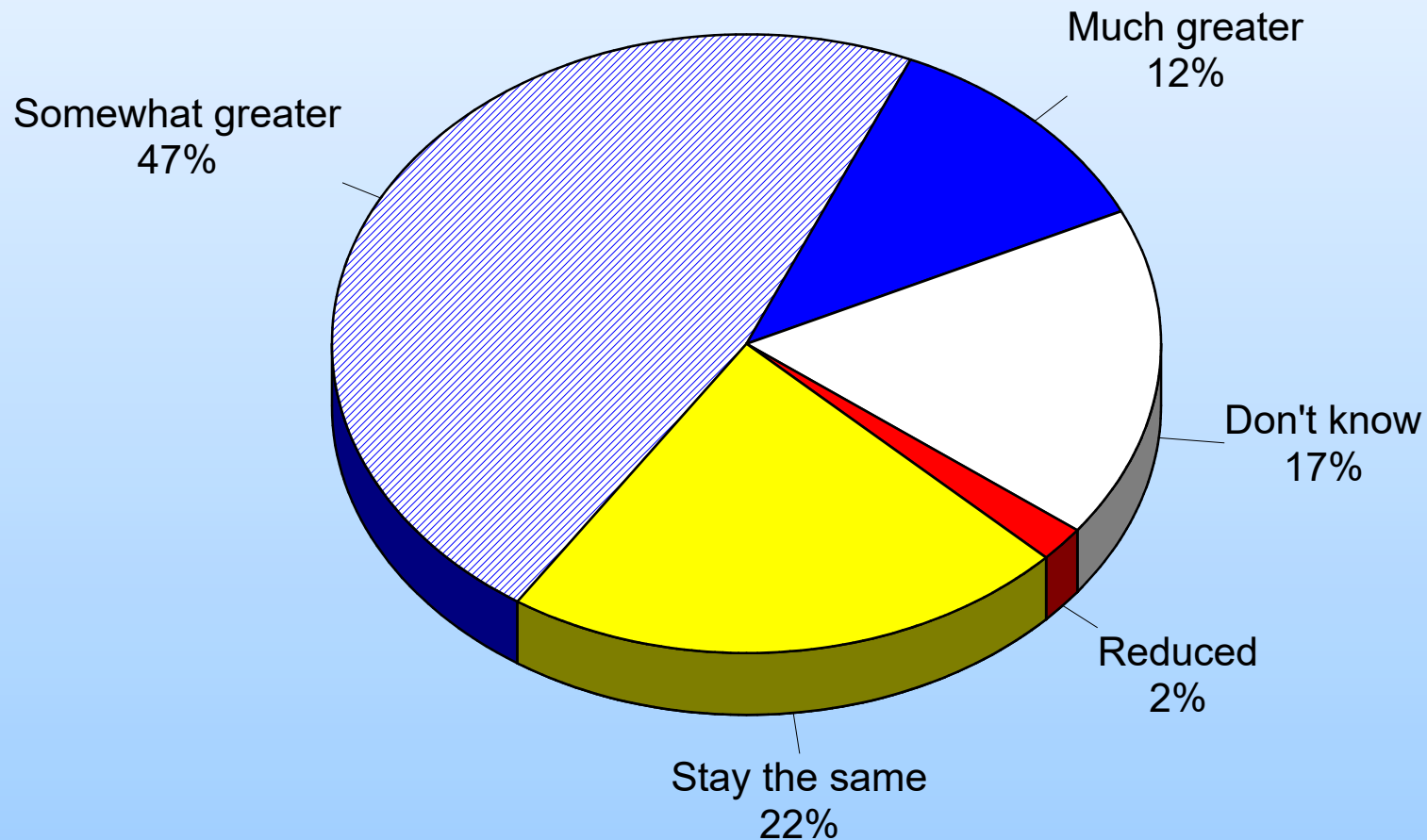
Transportation Improvements Residents Are Most Willing to Fund With Their Tax Dollars

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



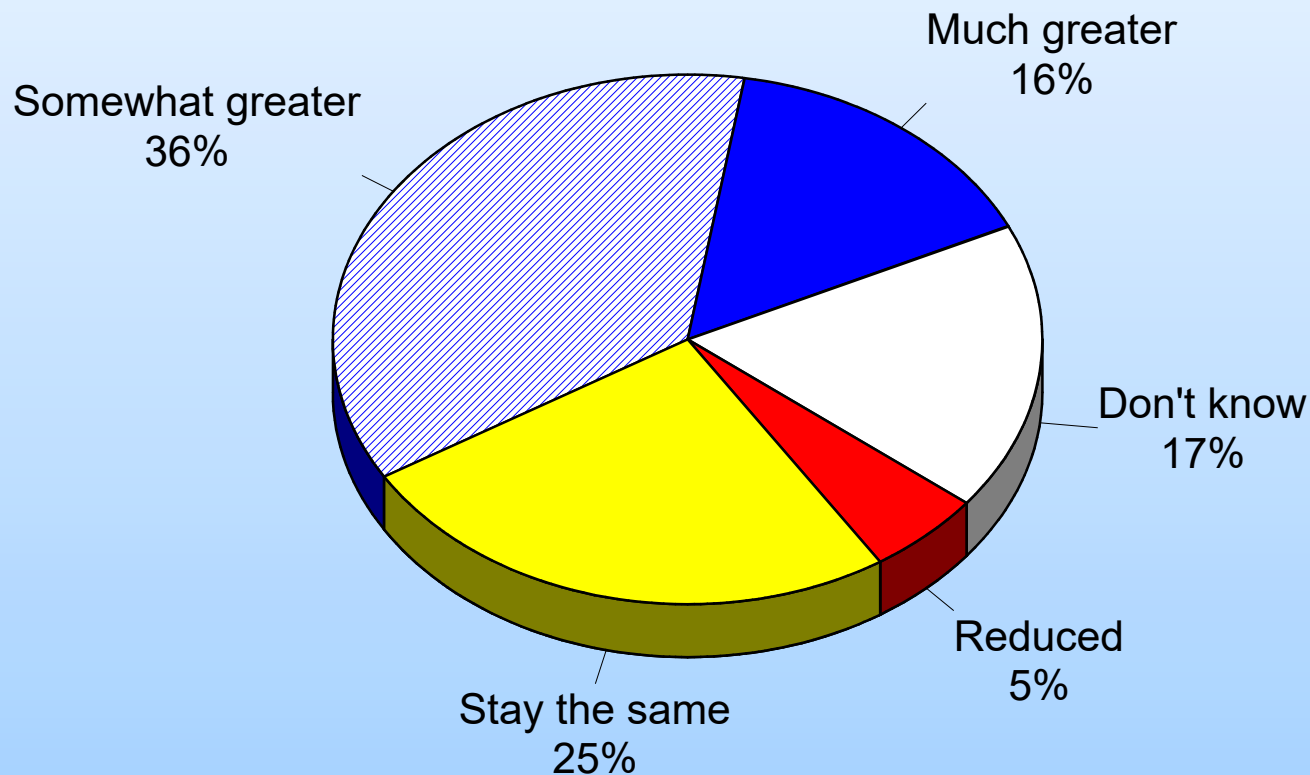
How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years

by percentage of respondents



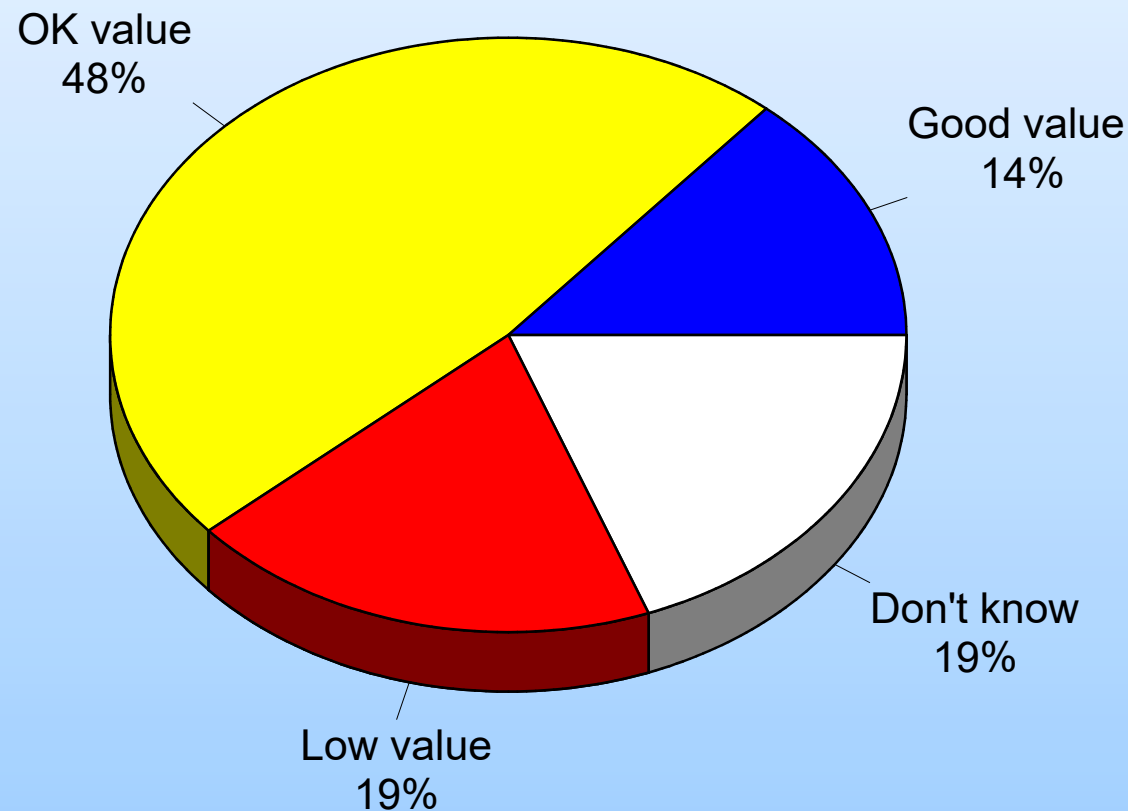
How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years

by percentage of respondents



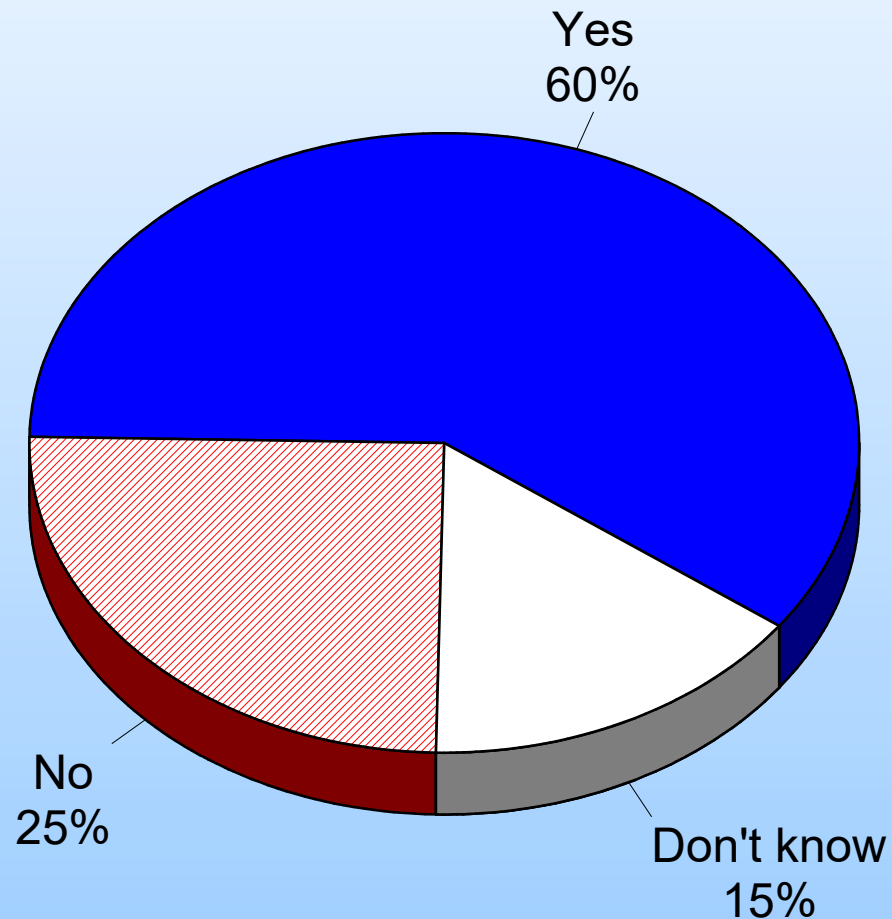
Overall, how would you rate the value that you currently receive for the transportation taxes that you pay?

by percentage of respondents



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

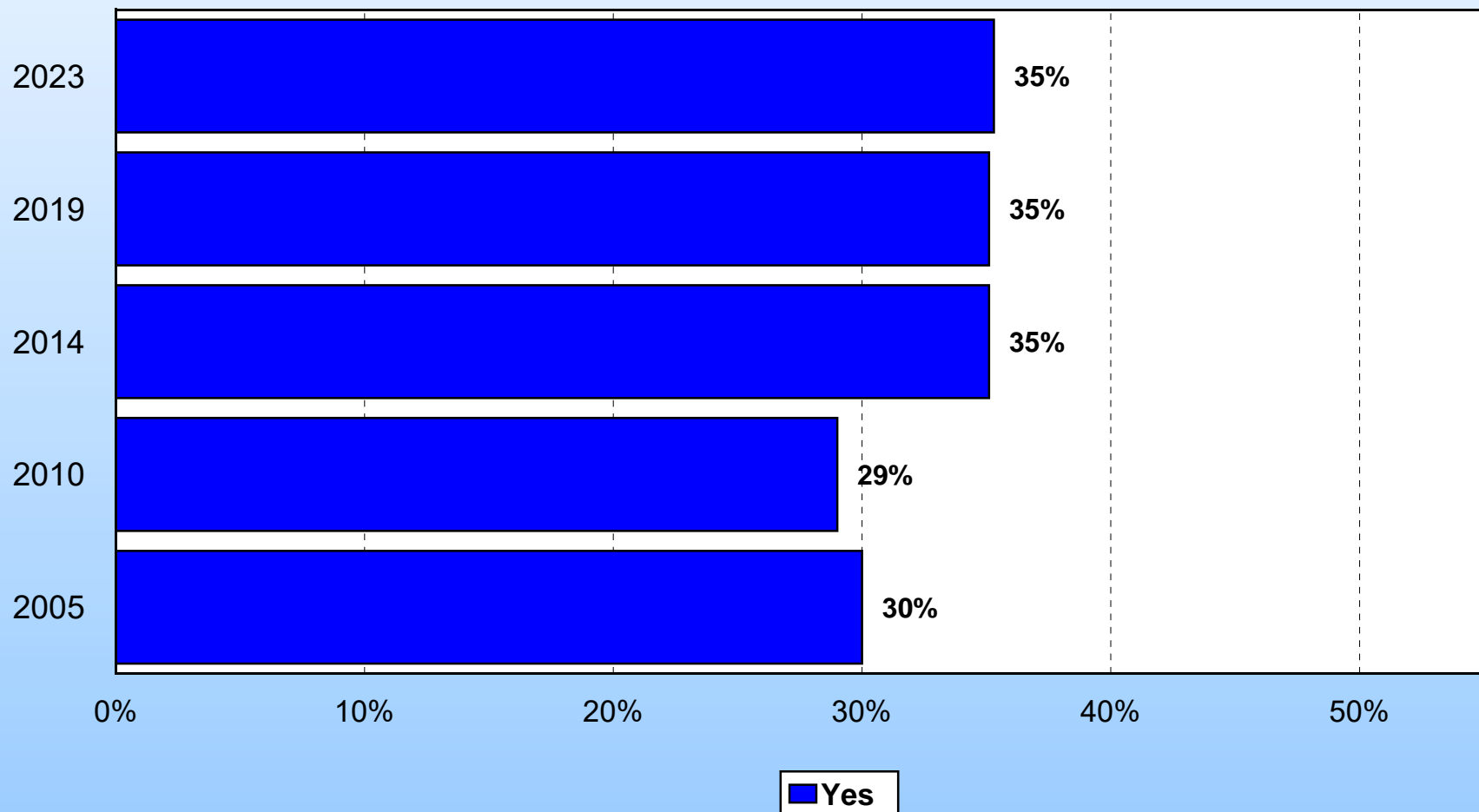
by percentage of respondents



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

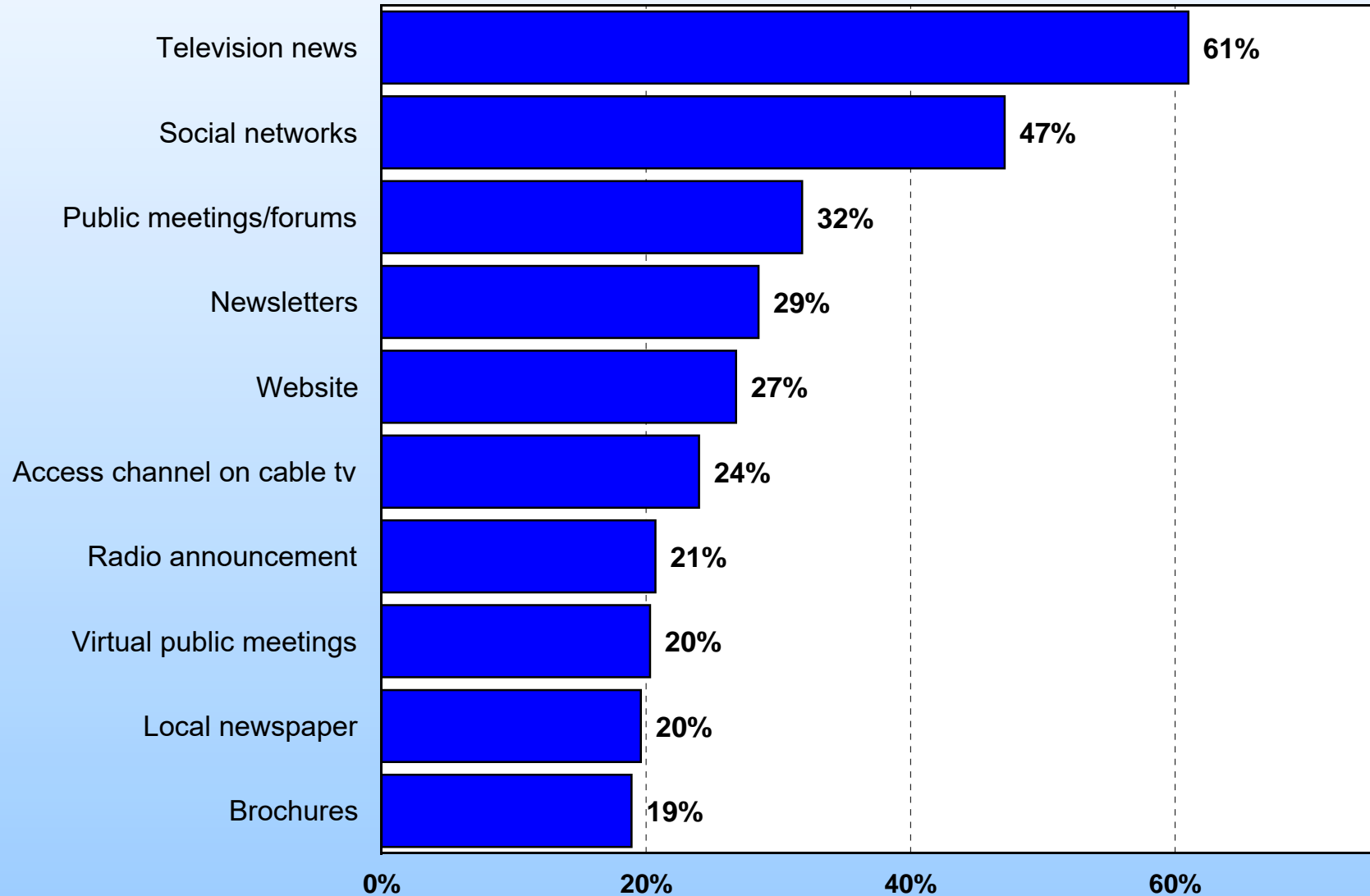
by percentage of respondents who answered “yes”



TREND DATA

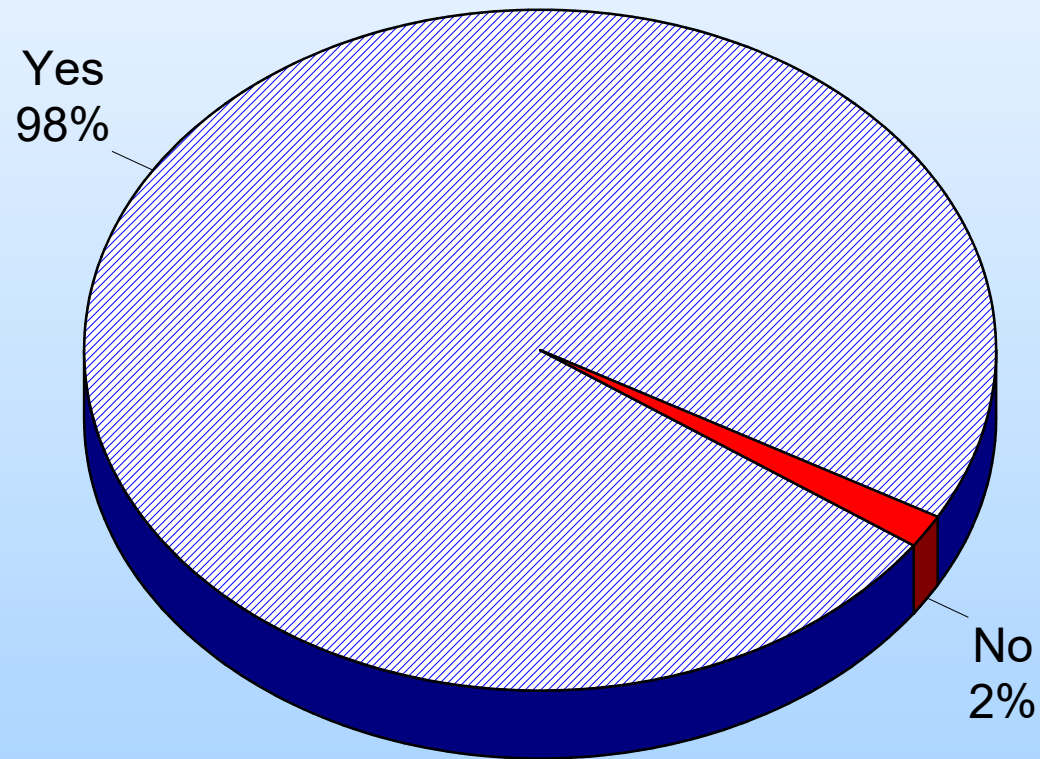
Best Ways to Keep Residents Informed About Transportation Improvements

by percentage of respondents (multiple selections could be made)



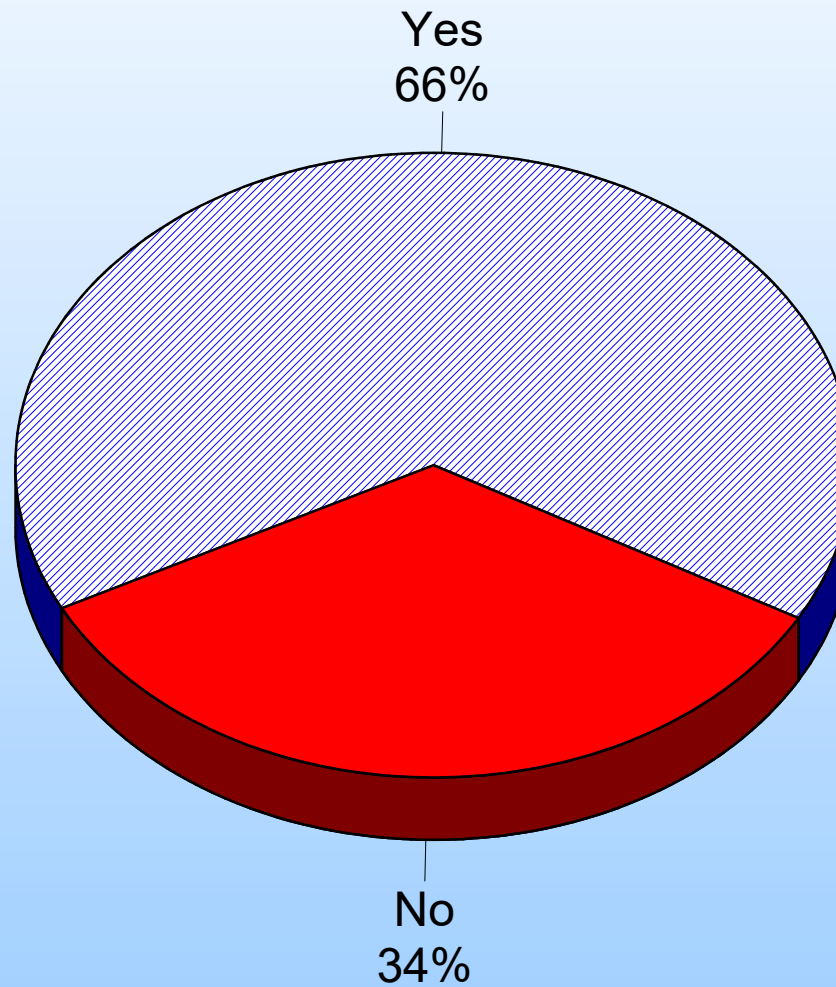
Demographics: Do you own an automobile?

by percentage of respondents (excluding not provided)



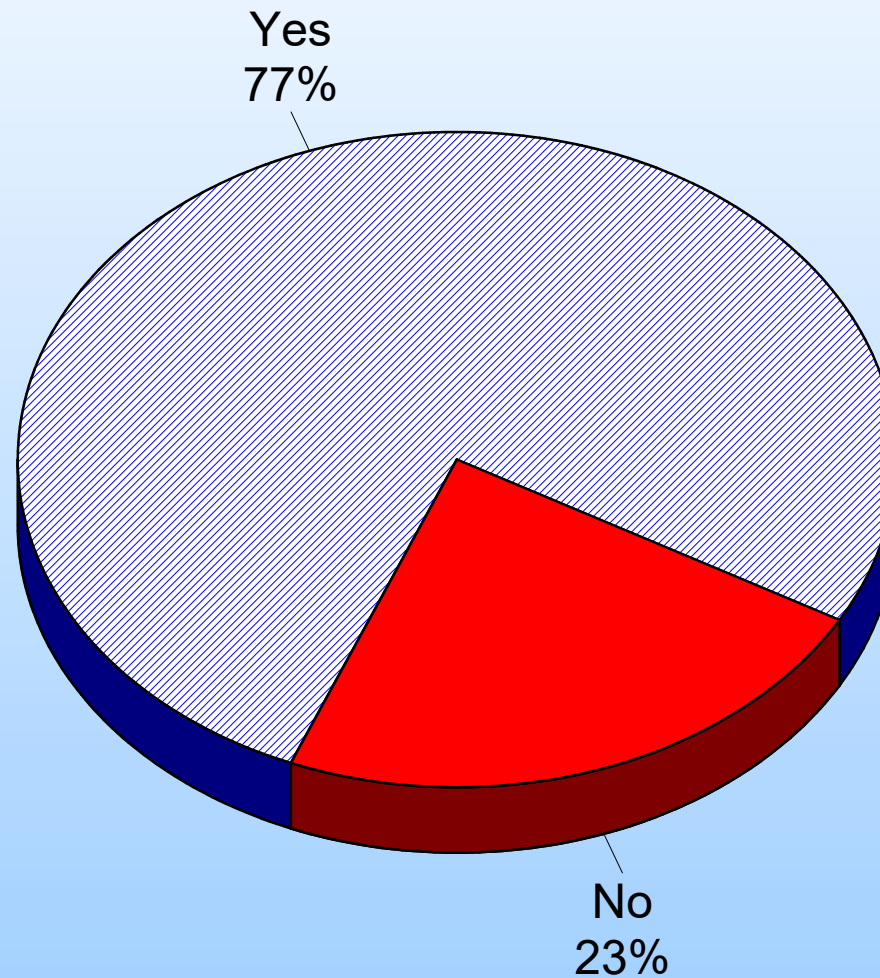
Demographics: Do you own a bicycle?

by percentage of respondents (excluding not provided)



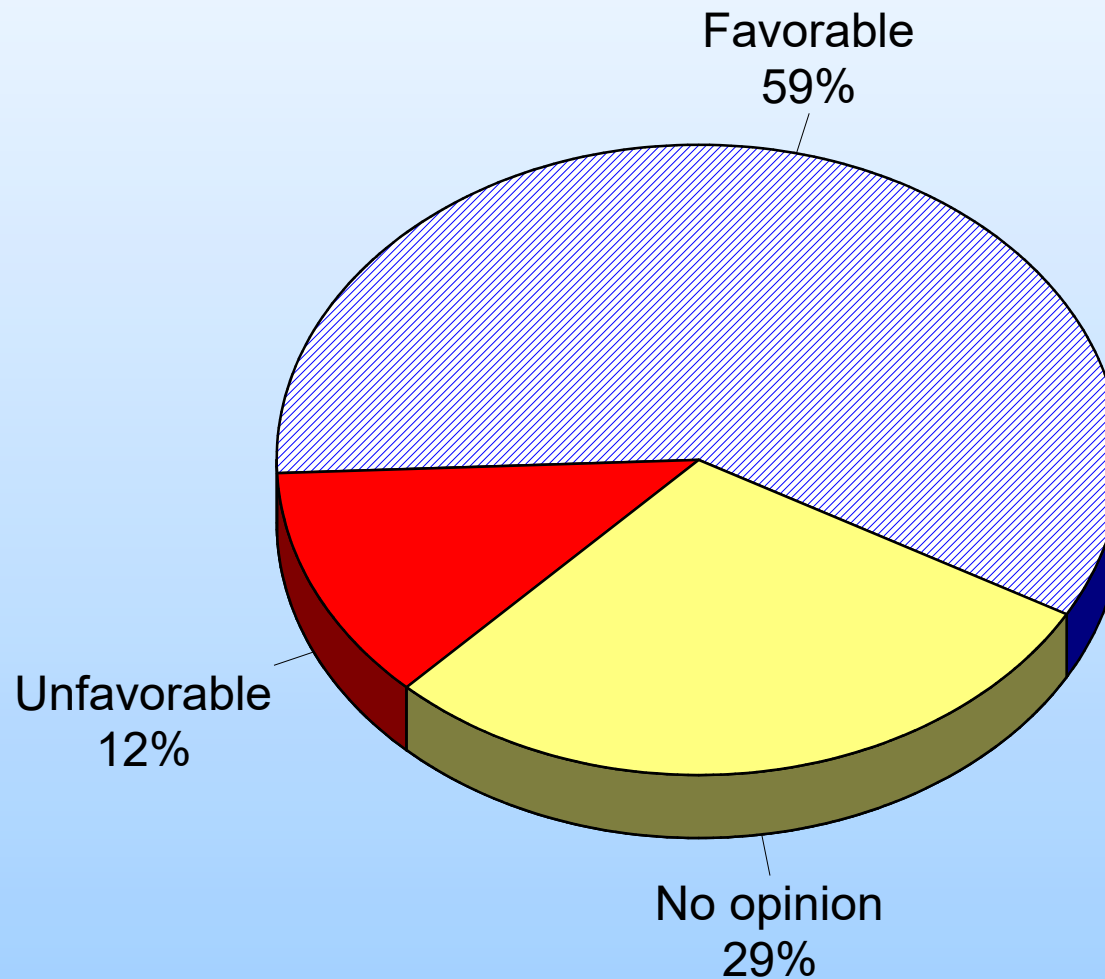
Demographics: Are you familiar with e-bikes and/or e-scooters?

by percentage of respondents (excluding not provided)



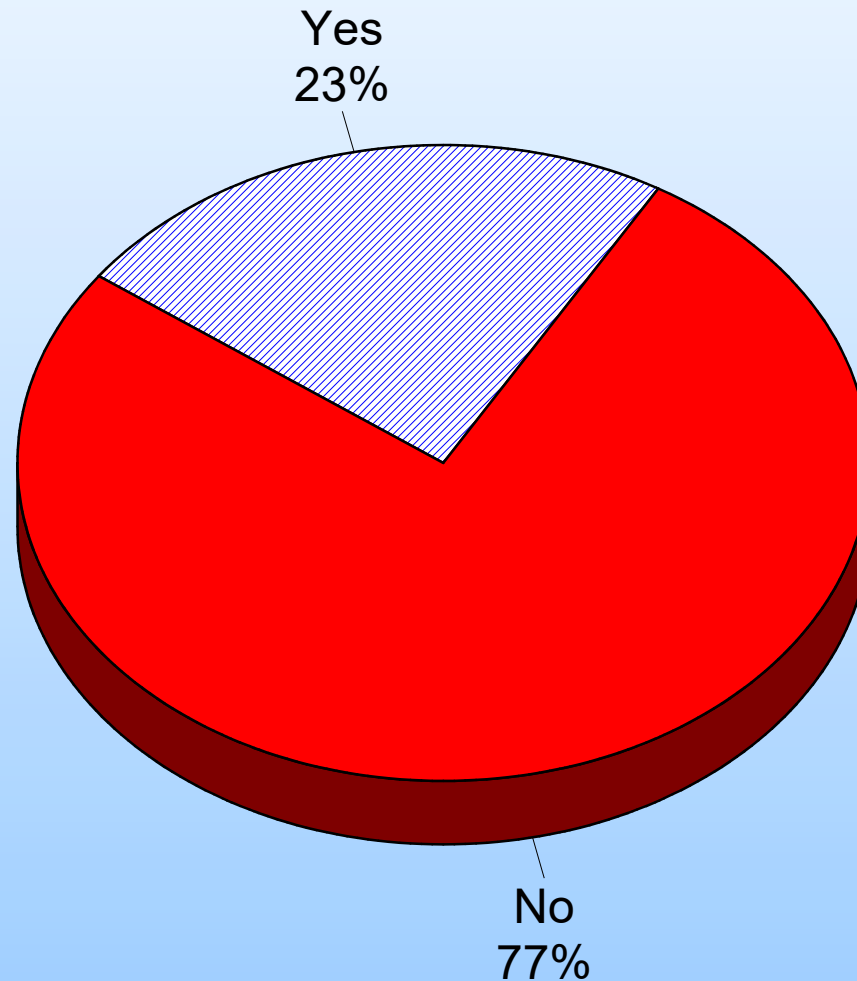
Demographics: Do you generally have a FAVORABLE or UNFAVORABLE opinion of e-bikes and e-scooters?

by percentage of respondents (excluding not provided)



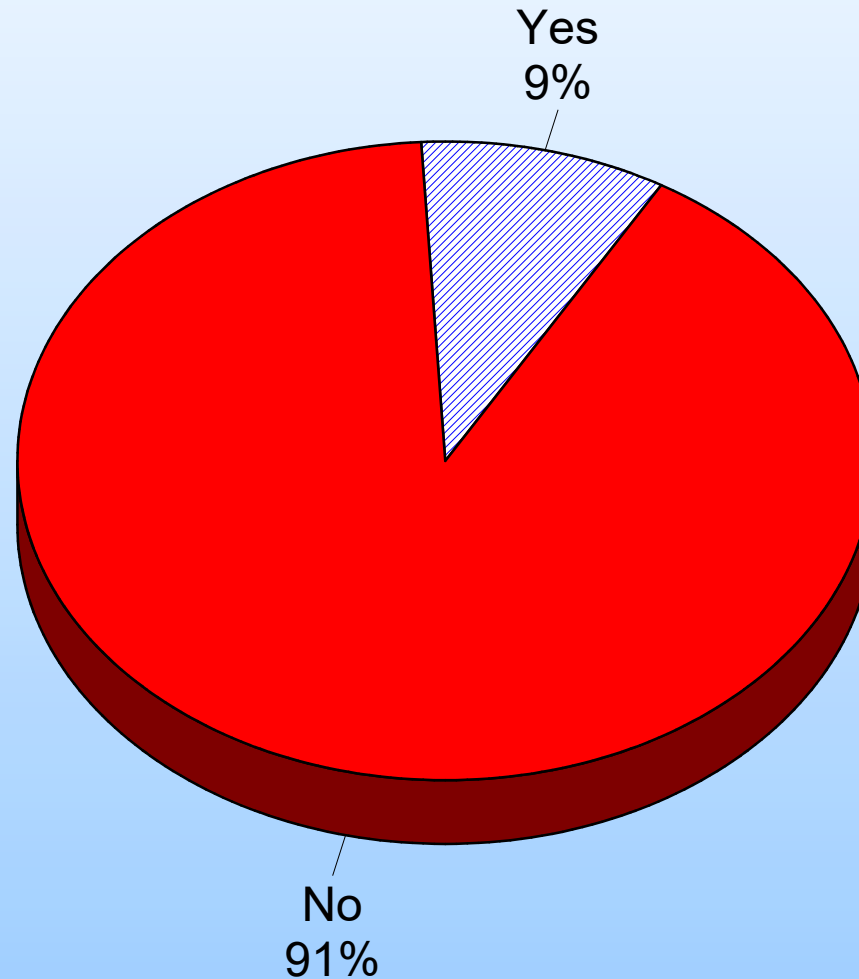
Demographics: Have you used an e-bike or e-scooter in the past year?

by percentage of respondents (excluding not provided)



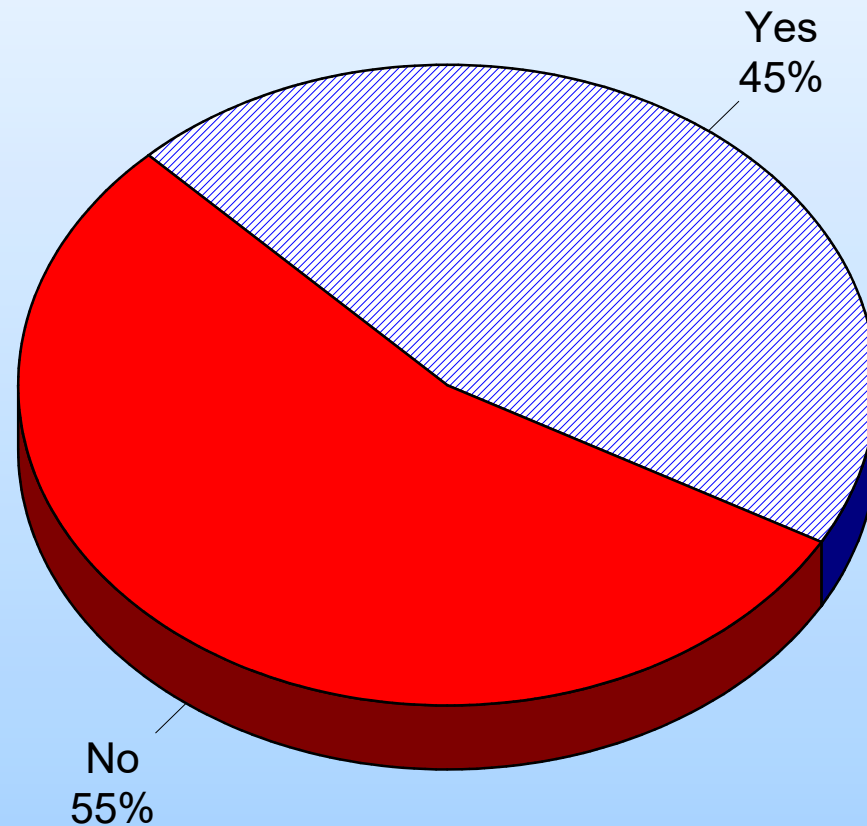
Demographics: Do you own an e-bike or e-scooter?

by percentage of respondents (excluding not provided)



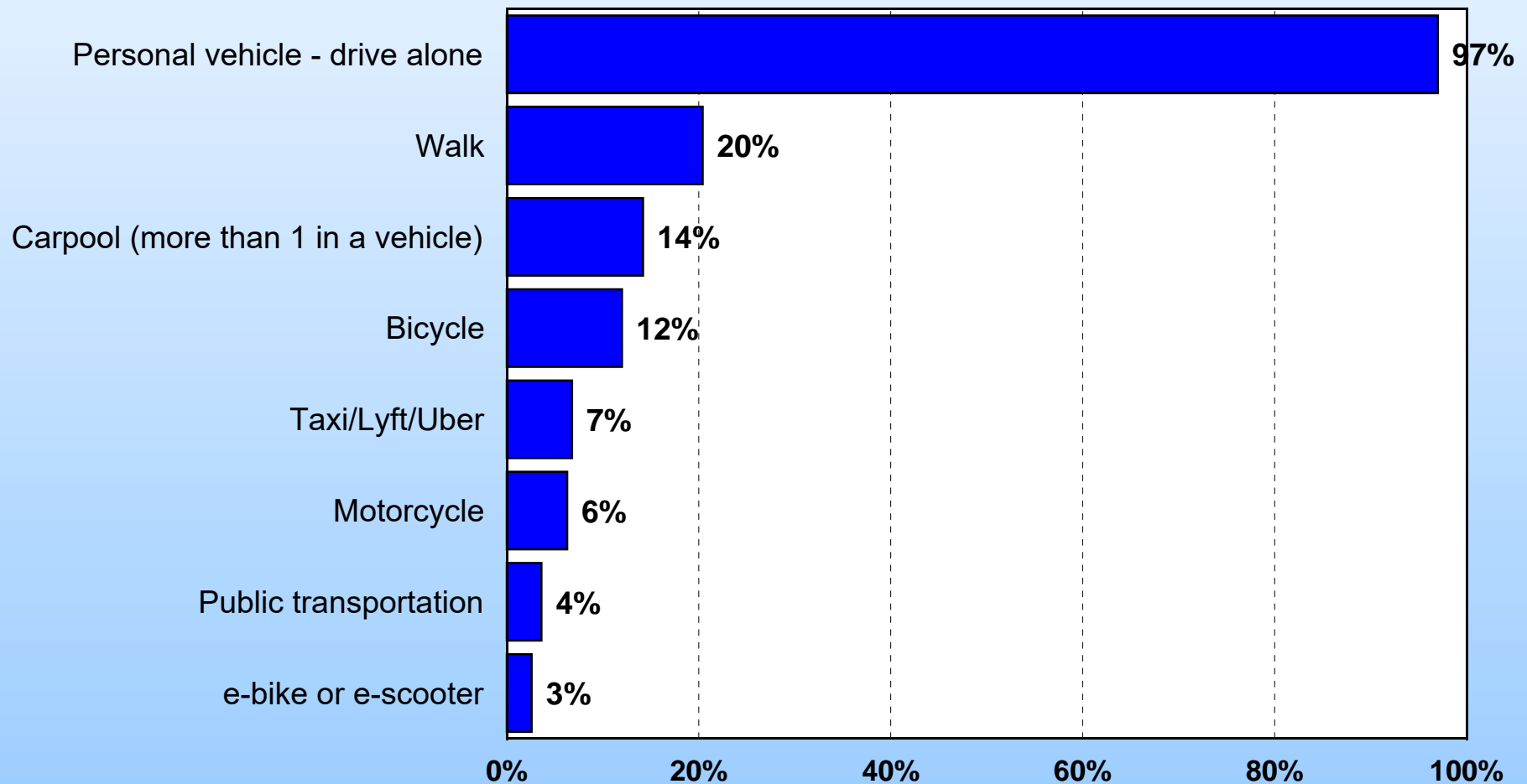
Demographics: Have you used Lyft or Uber in the past year?

by percentage of respondents (excluding not provided)



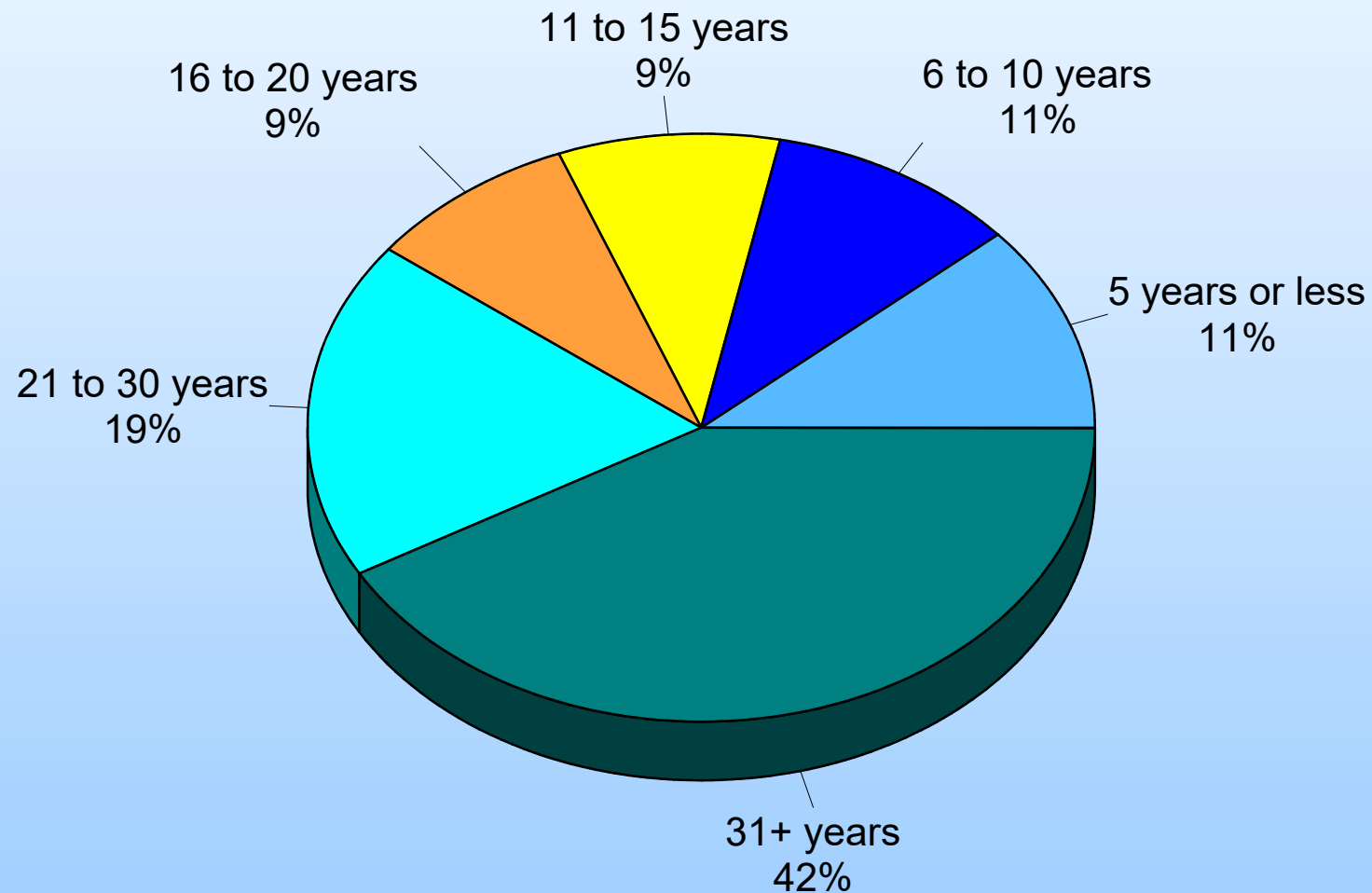
Demographics: Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

by percentage of respondents (multiple selections could be made)



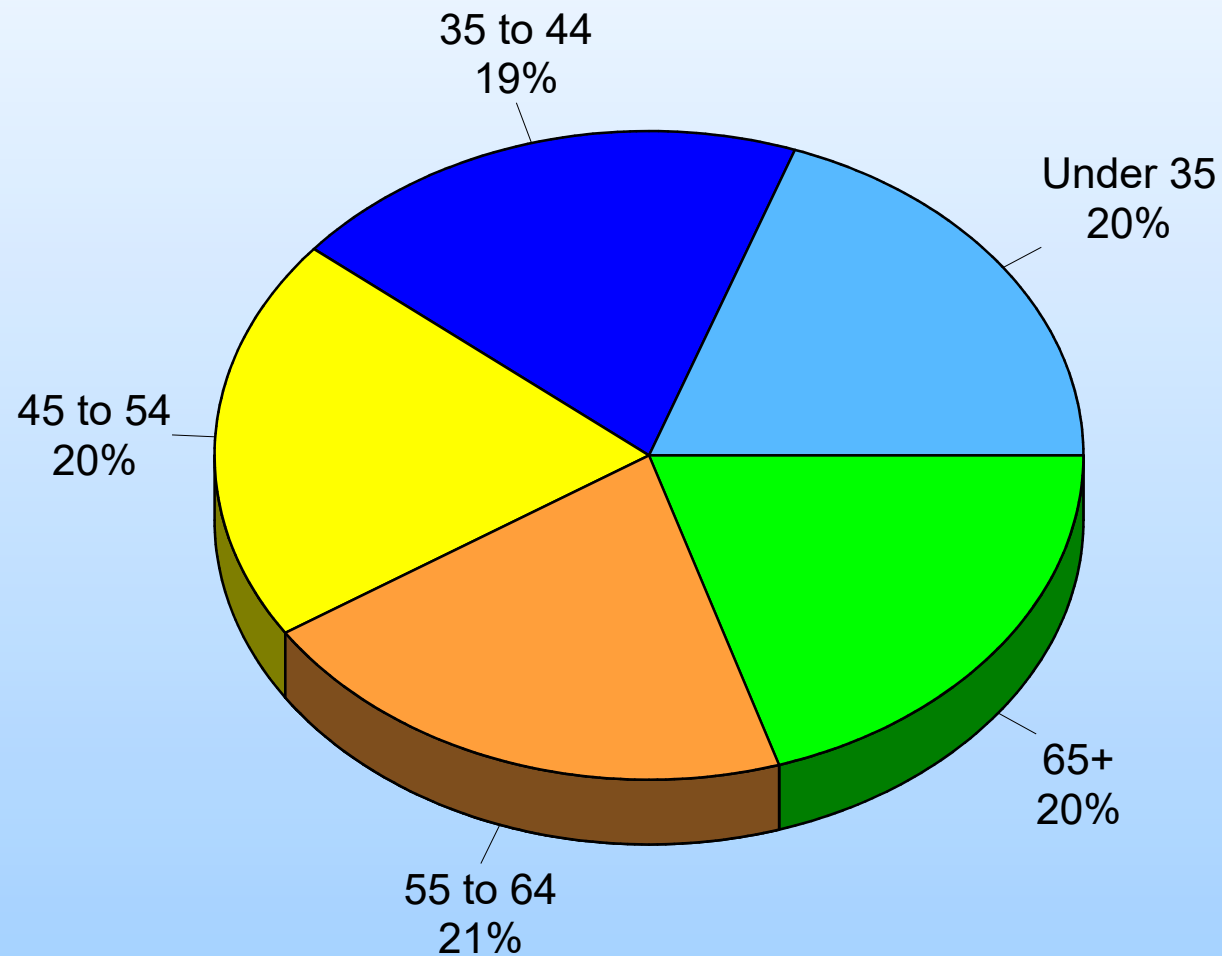
Demographics: How many years have you lived in the Sioux Falls metropolitan area?

by percentage of respondents (excluding not provided)



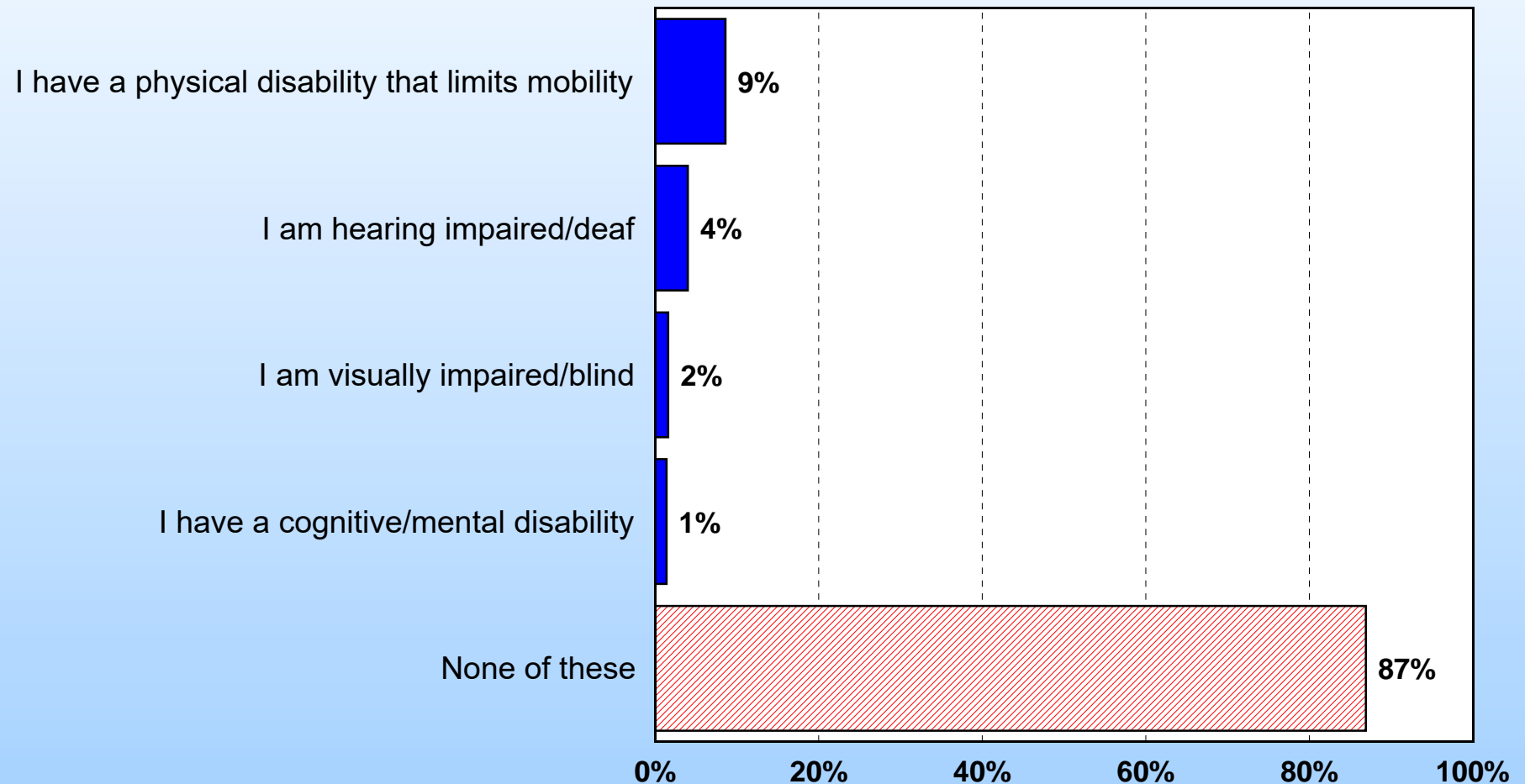
Demographics: Age of Respondent

by percentage of respondents (excluding not provided)



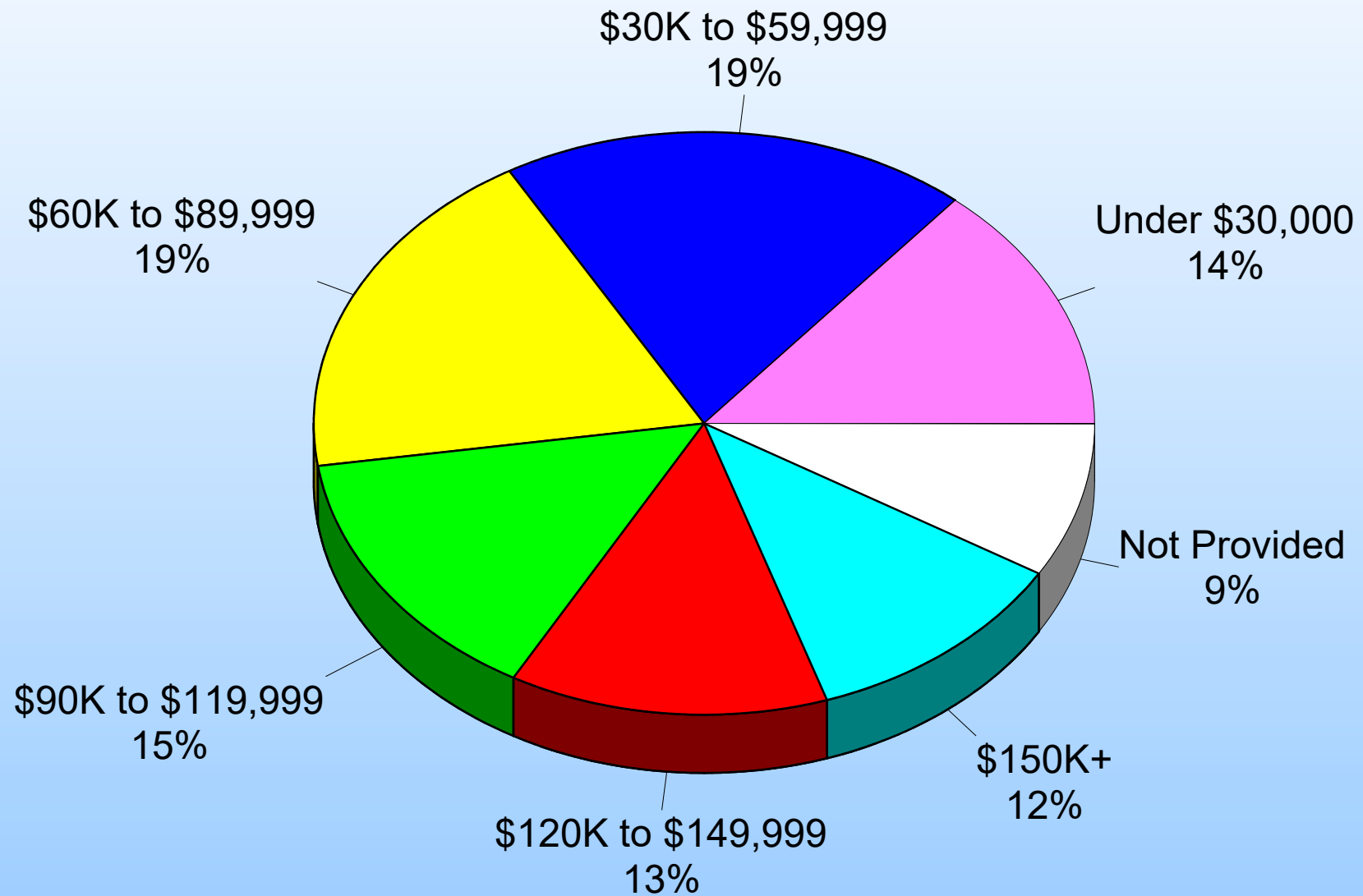
Demographics: Which of the following describes you?

by percentage of respondents (multiple selections could be made)



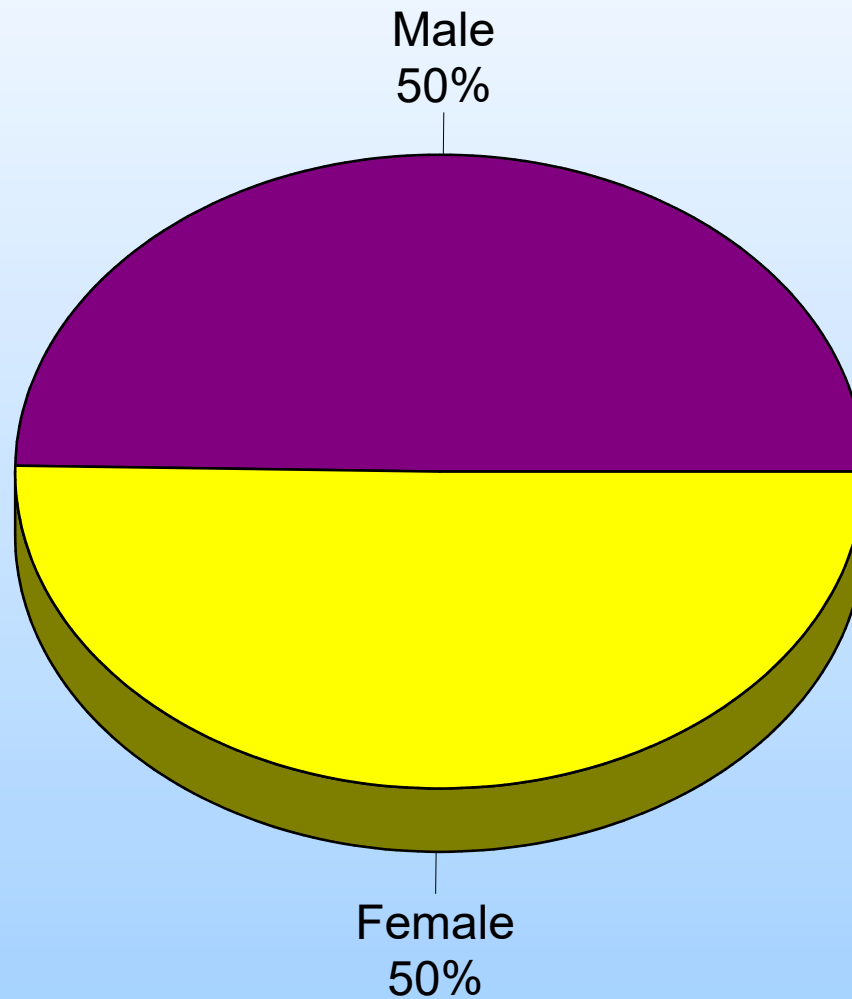
Demographics: Total Annual Household Income

by percentage of respondents



Demographics: Gender of Respondents

by percentage of respondents



0.3% self-described their gender

Section 2:
***Importance-Satisfaction
Matrix Analysis***

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.

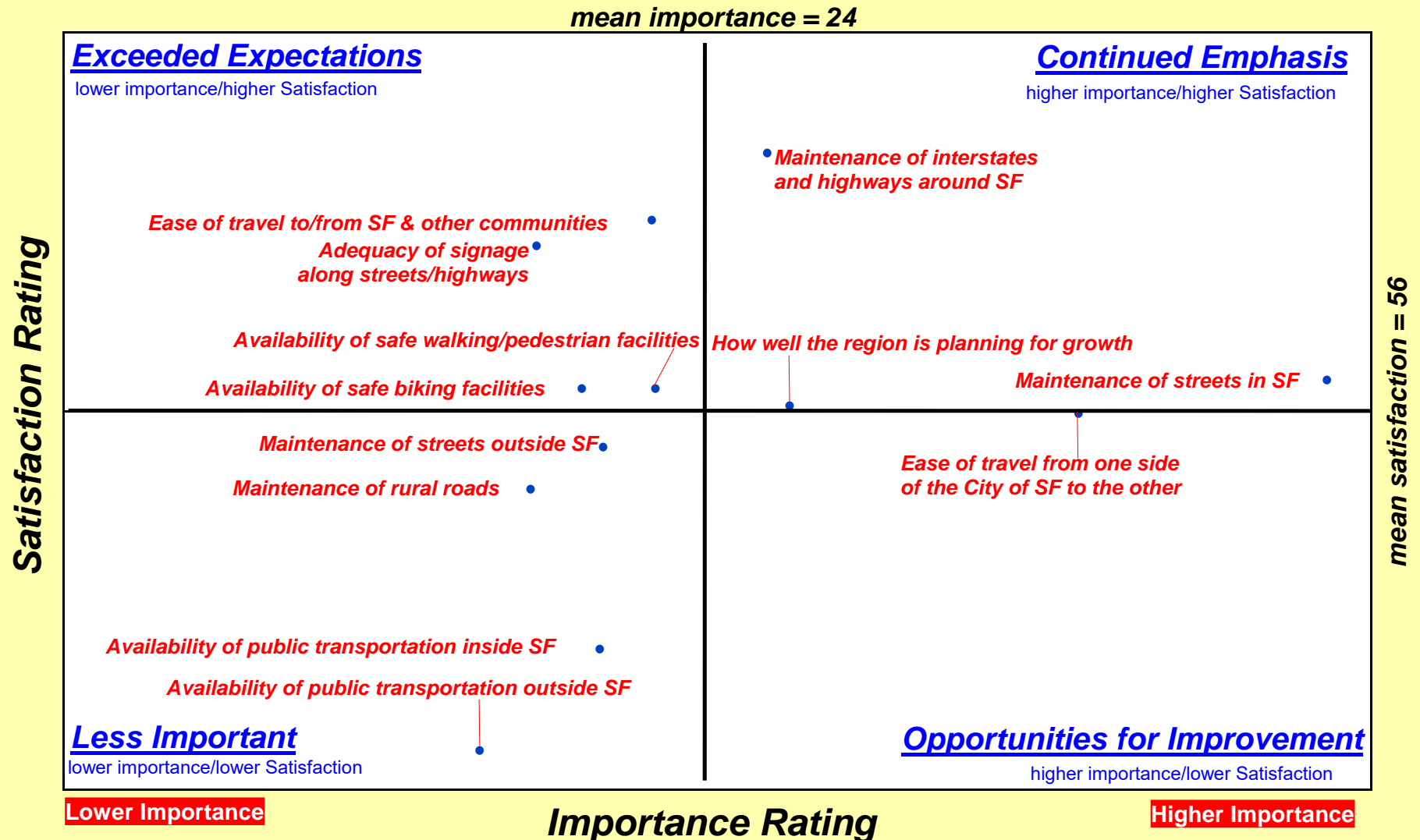
The matrix showing the results for the survey is provided on the following page.

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)?

- [illegible]

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 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.

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- 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.

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- 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.

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- 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 & I 229 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

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

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 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
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

- 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
- 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

- 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

- 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
- 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
- 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.

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: **24-002**

Committee Action Requested: **Informational**

SDDOT STIP REVISION: **24-024 and 25**

FUNDING CATEGORY: County Secondary and Off System Projects								
JUSTIFICATION: In coordination with South Dakota Association of County Highway Superintendents to allow more flexibility, the funding will now be annually allocated proportionally based on the percentage of paved miles of county roads in each County rather than programming regionwide county pavement marking projects in the STIP.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
4.00	P 000S(00)245	07DX	Various Locations in the Mitchell Region	County Pavement Marking	2024	1.248	0.000	- 1.248
PROPOSED CHANGE: Delete Item #4.00 in CntySec Category. State = \$0.232, Local = \$1.016								
8.00	P 000S(00)249	07E2	Various Locations in the Mitchell Region	County Pavement Marking	2025	1.273	0.000	- 1.273
PROPOSED CHANGE: Delete Item #8.00 in CntySec Category. State = \$0.237, Local = \$1.037								
12.00	P 000S(00)297	07E6	Various Locations in the Mitchell Region	County Pavement Marking	2026	1.299	0.000	- 1.299
PROPOSED CHANGE: Delete Item #12.00 in CntySec Category. State = \$0.241, Local = \$1.058								
18.00	P 000S(00)256	07UD	Various Locations in the Mitchell Region	County Pavement Marking	2027	1.325	0.000	- 1.325
PROPOSED CHANGE: Delete Item #18.00 in CntySec Category. State = \$0.246, Local = \$1.079								
FUNDING CATEGORY: Pavement Preservation Projects								
JUSTIFICATION: For preservation purposes, cracking within (new) segments necessitated the need to move this project into 2024. 2) The deleted segments are exhibiting little to no cracking therefore rout and seal is not needed at this time. 3) The added segments are needed as a preventative measure to prevent depression of cracks and preserve the current good condition of the pavement.								
ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
34.10	IM-NH 0022(95)	096L	Various Routes in the Sioux Falls Area	Rout & Seal	2024	0.000	0.198	+ 0.198
					2025	0.052	0.000	- 0.052
PROPOSED CHANGE: Advance to 2024 as Item #34.10 in PavePreserv Category, increase the cost to \$0.198. Remove Segments: "US81 MRM 112.00+0.274 to 114.00+0.704", "I229 N MRM 000.64+0.489 to 002.07+0.005" and "I229 S MRM 000.85+0.457 to 002.07+0.002". Add Segments "SD13 MRM 115.09+0.012 to 121.00+0.208" and "SD34 MRM 406.63+0.125 to 422.54+0.000". Remove the "IM-NH" and add "P" to the Project # prefix. Federal = \$0.162, State = \$0.035								

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
SIOUX FALLS AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM
REVISIONS/ADDITIONS

ITEM#	PROJECT	PCN	LOCATION	IMPROVEMENT	YEAR	ORIG COST	REVISED COST	NET CHANGE
37.00	IM-NH 0022(95)	096L	Various Routes in the Sioux Falls Area	Rout & Seal	2024	0.000	0.198	+ 0.198
					2025	0.052	0.000	- 0.052

PROPOSED CHANGE: Advance to 2024 as Item #34.10 in PavePreserv Category, increase the cost to \$0.190 (\$0.198 inflated). Remove Segments: "US81 MRM 112.00+0.274 to 114.00+0.704", "I229 N MRM 000.64+0.489 to 002.07+0.005" and "I229 S MRM 000.85+0.457 to 002.07+0.002". Add Segments "SD13 MRM 115.09+0.012 to 121.00+0.208" and "SD34 MRM 406.63+0.125 to 422.54+0.000". Remove the "IM-NH" and add "P" to the Project # prefix. Federal = \$0.162, State = \$0.035

	YEAR		REVISED COST	NET CHANGE
CATEGORY BY YEAR: County Secondary and Off System Projects	2024	-1.248	0.000	
	2025	-1.273	0.000	
	2024	-1.299	0.000	
	2025	-1.325	0.000	-5.145
Pavement Preservation Projects	2024	0.198	0.000	
	2025	-0.052	0.000	0.146
SUBTOTAL BY YEAR	2024			-2.349
	2025			-2.650
TOTAL FOR REVISION				-4.999

☐ Approve

☐ Disapprove

NAME:

N/A

Executive Policy Committee Chair / Date

COMMENTS:

☐ Approve

☐ Disapprove

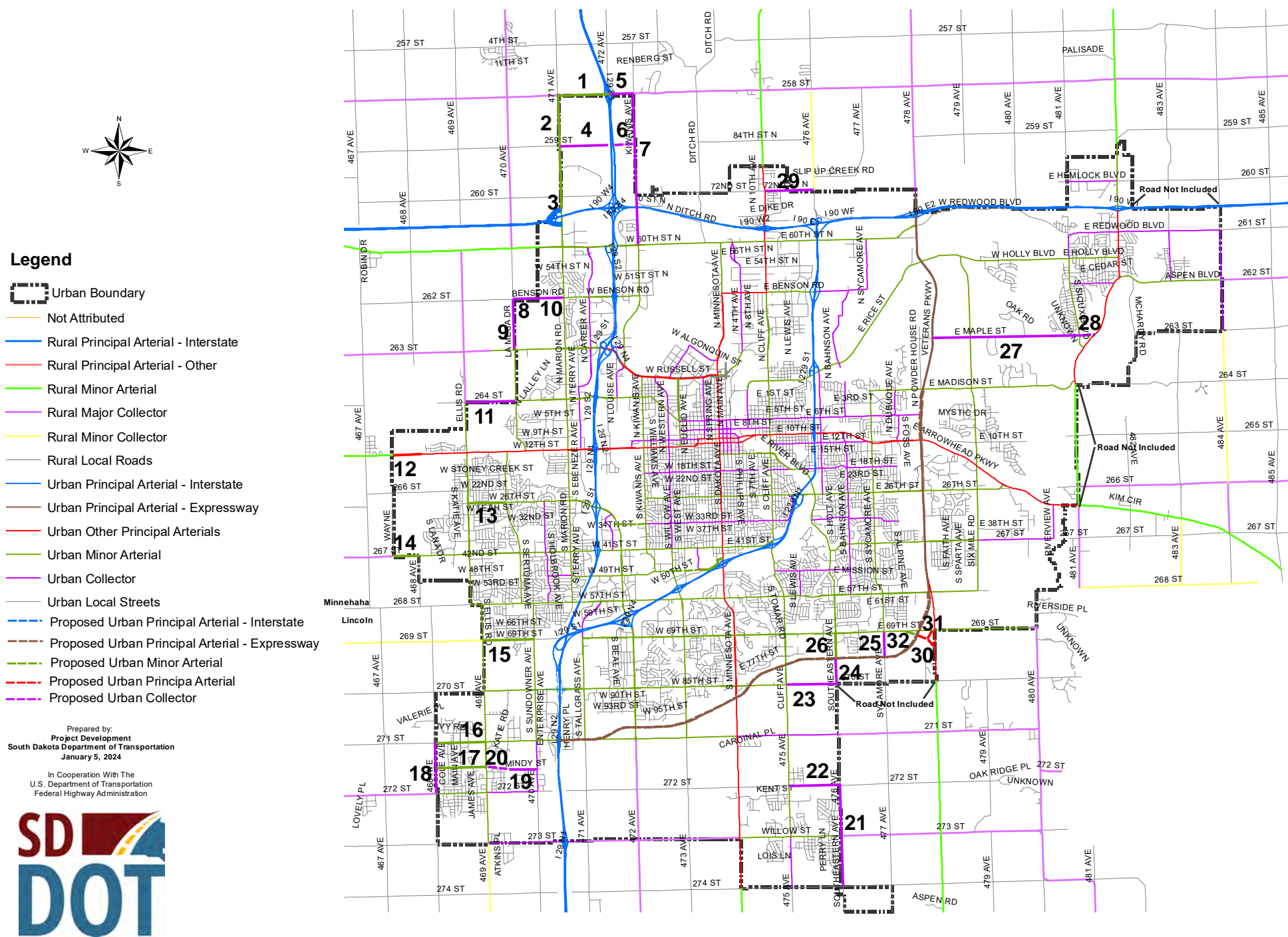
NAME:

N/A

SDDOT / Date

COMMENTS:

2024 Urban Proposed Functional Classification Revisions Within the Sioux Falls Urbanized Area



**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

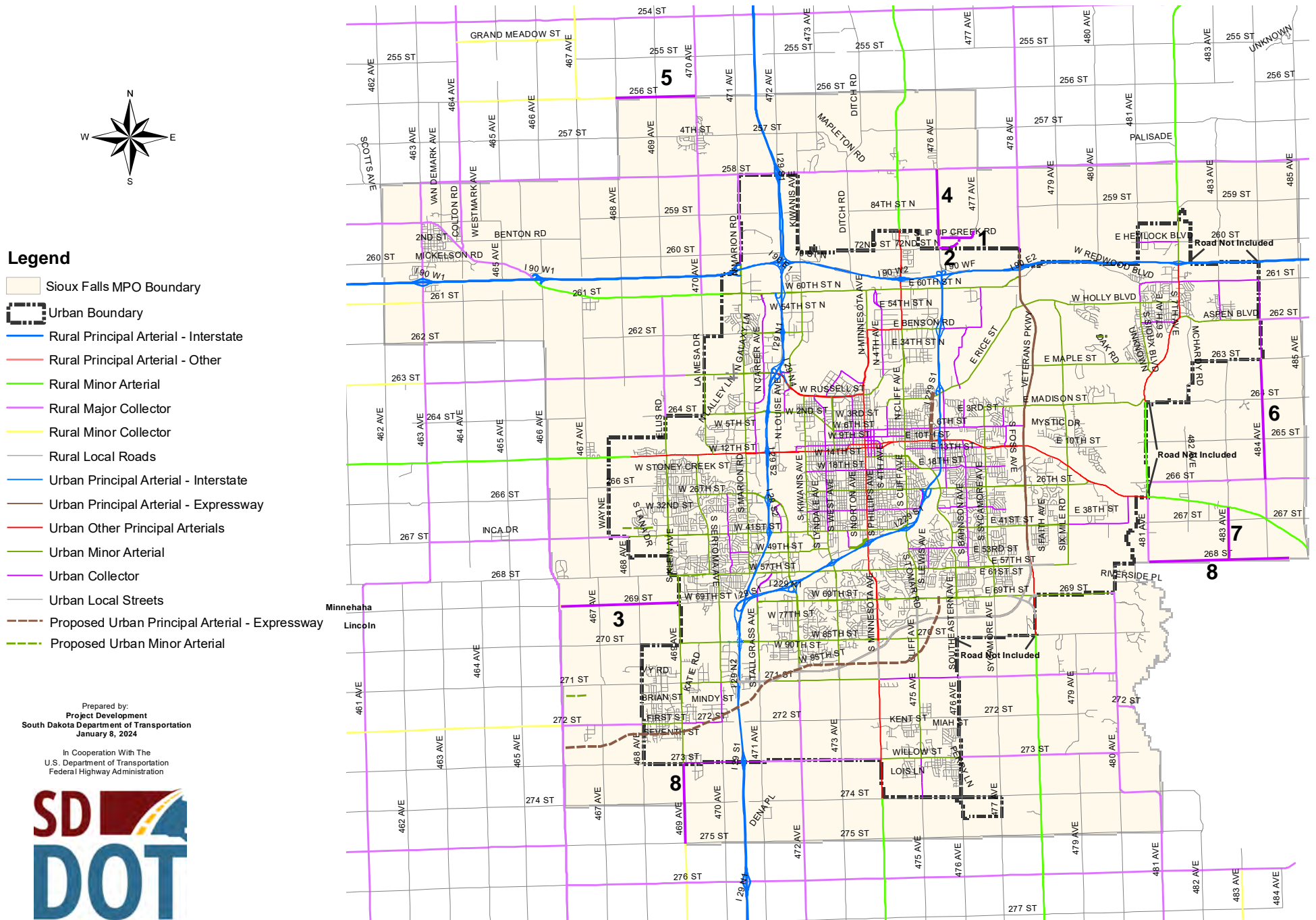
Route #30 **SD 11:** From Veterans Parkway south to the current alignment of SD 11.
A distance of approximately 0.428 miles

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

2024 Proposed Rural Functional Classification Revisions Within the Sioux Falls MPO



Prepared by:
Project Development
South Dakota Department of Transportation
January 8, 2024

In Cooperation With The
U.S. Department of Transportation
Federal Highway Administration



**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 **476^h 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

Upcoming Meetings:

CAC - Wednesday, March 13

TAC - Thursday, March 14

UDC - Thursday, March 14