

Seniors

Includes all persons 65 years of age and older.



Based on the 2021 American Community Survey 1-Year Estimates, the population of persons age 65 varies for each community in the MPO region. The two municipalities with the highest percentage of the population age 65 and over are Hartford, with 18.6% of the total population at age 65 or older, and Sioux Falls, with 13.7% of the total population at age 65 or older.

All municipalities in the MPO planning area, except for Hartford, are below the statewide average of 17.6% and the nationwide average of 16.8%. The MPO communities, excluding Hartford and Sioux Falls, range from 10.4% to as low as 2.2% of the total population at 65 years of age or older. The proportion of persons age 65 and older indicates the region has a relatively younger population because of the significant number of people that are relocating to the Sioux Falls MPO area for employment opportunities.

Around the country, census figures have shown that the elderly population is growing faster than the general population nationally. However, for the past 30 years, the Sioux Falls MPO age 65 and over population has remained stable at 9.4% of the total population. Sioux Falls continues to be a destination for people to locate after they retire, with two major hospitals and many other clinics and health care options in the community. Regarding senior living opportunities, Sioux Falls has many nursing homes, assisted living, and independent living apartments available, plus many other housing options including townhomes and twin homes that appeal older and retired populations. The table here shows the percent of population age 65 or older for the Sioux Falls MPO planning area communities.

Percent of Population Age 65 and over
Sioux Falls MPO Area

Location	Population over 65	Percent of Population
Brandon	1,155	10.4%
Crooks	84	6.2%
Harrisburg	168	2.2%
Hartford	628	18.6%
Sioux Falls	28,617	13.7%
Tea	380	5.5%
South Dakota	160,129	17.6%
United States	55,992,310	16.8%

Individuals with Disabilities



The U.S. Census details that disability is broadly defined as the consequence of an impairment that may be physical, cognitive, mental, sensory, emotional, developmental, or some combination of these. Disabilities is an umbrella term, covering impairments, activity limitations, and participation restrictions. Impairments may include physical, sensory, and cognitive or developmental disabilities. Mental disorders (also known as psychiatric or psychosocial disability) and various types of chronic disease may also qualify as disabilities. A disability may occur during a person’s lifetime or may be present from birth.

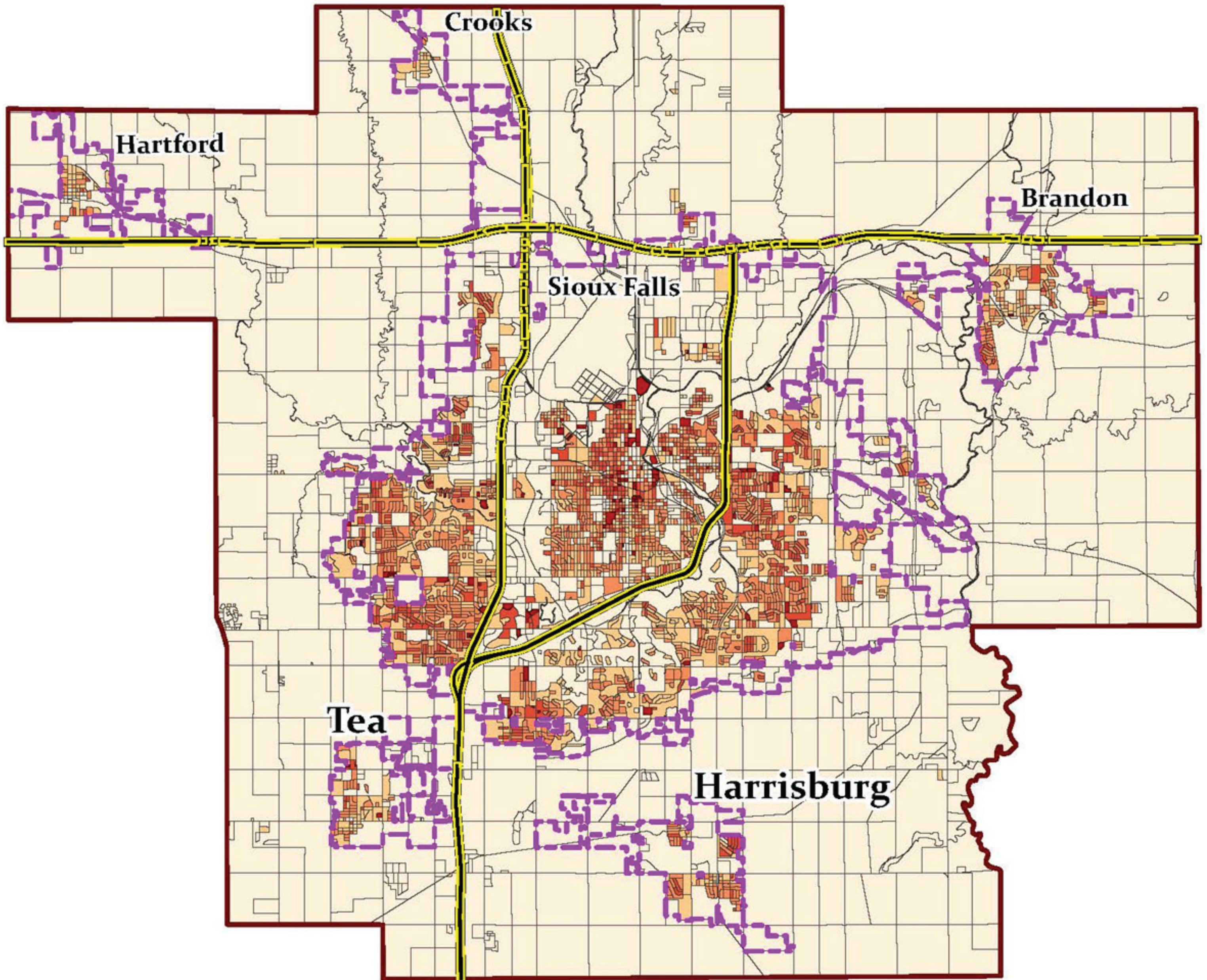
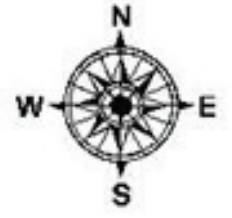
Based on the U.S. Census Bureau’s 2021 American Community Survey 1-Year Estimates, the Sioux Falls MPO area has a lower percentage of persons with disabilities compared to the nationwide average of 13% and South Dakota statewide average of 12.4%. There are approximately 19,203 individuals with disabilities in Sioux Falls or 9.9% of the total population. Apart from Hartford, the remainder of the MPO planning area has a lower percentage of persons with disabilities.

Percent of Persons with Disabilities Sioux Falls MPO Area

Location	Population with Disability	Percent of Population
Brandon	811	7.3%
Crooks	100	7.4%
Harrisburg	786	9.3%
Hartford	375	11.1%
Sioux Falls	20,680	9.9%
Tea	304	4.4%
South Dakota	112,818	12.4%
United States	43,327,382	13.0%

SIOUX FALLS METROPOLITAN PLANNING ORGANIZATION

POPULATION DENSITY, 2020



Legend

Population Density

Population per Square Mile

- 0.0 - 1900
- 2000 - 4800
- 4900 - 7400
- 7500 - 12000
- 13000 - 37000

US Census Blocks, 2020

Interstates

Municipal Boundaries

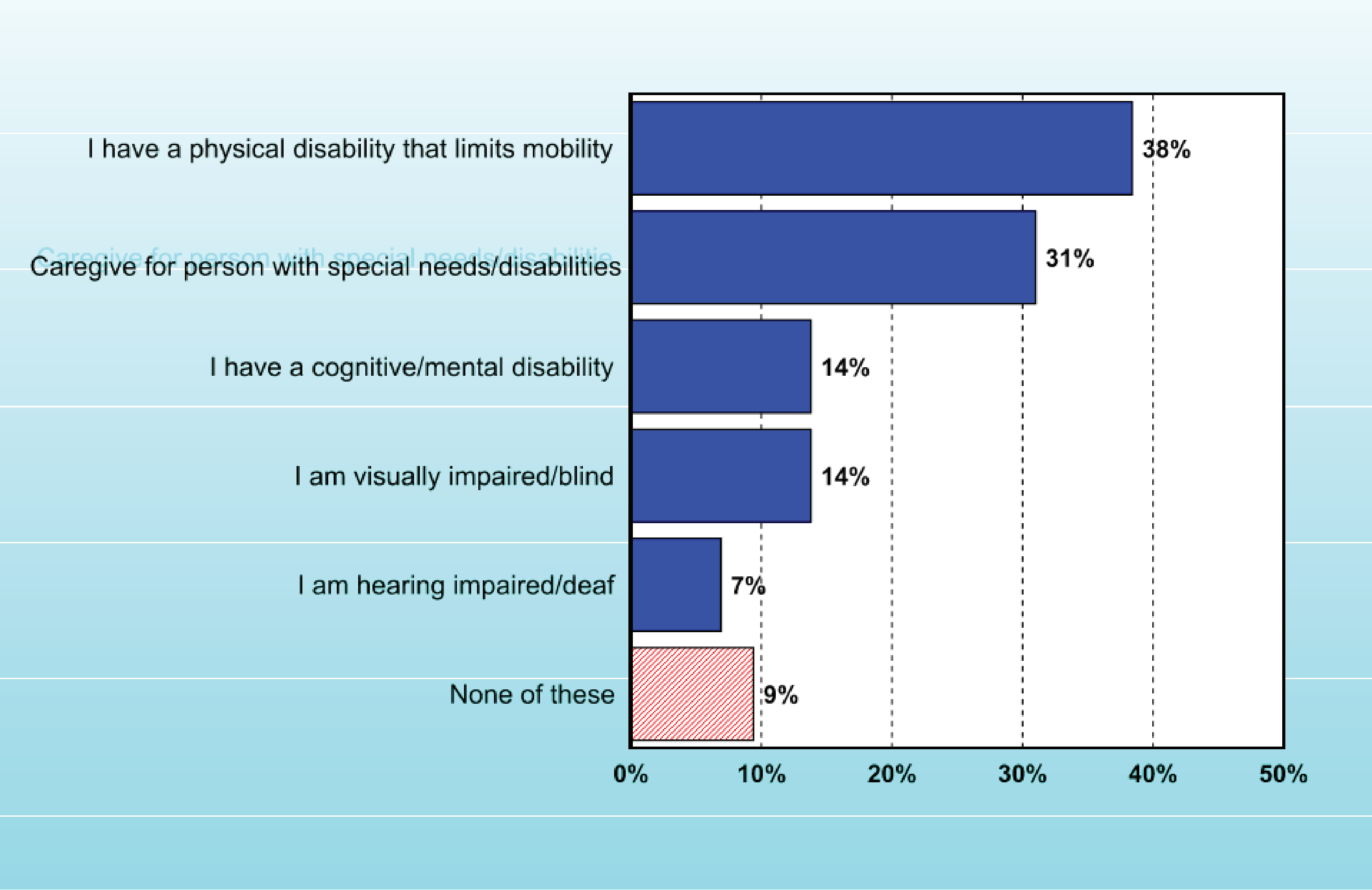
MPO Boundary

20,000 10,000 0 20,000 Feet



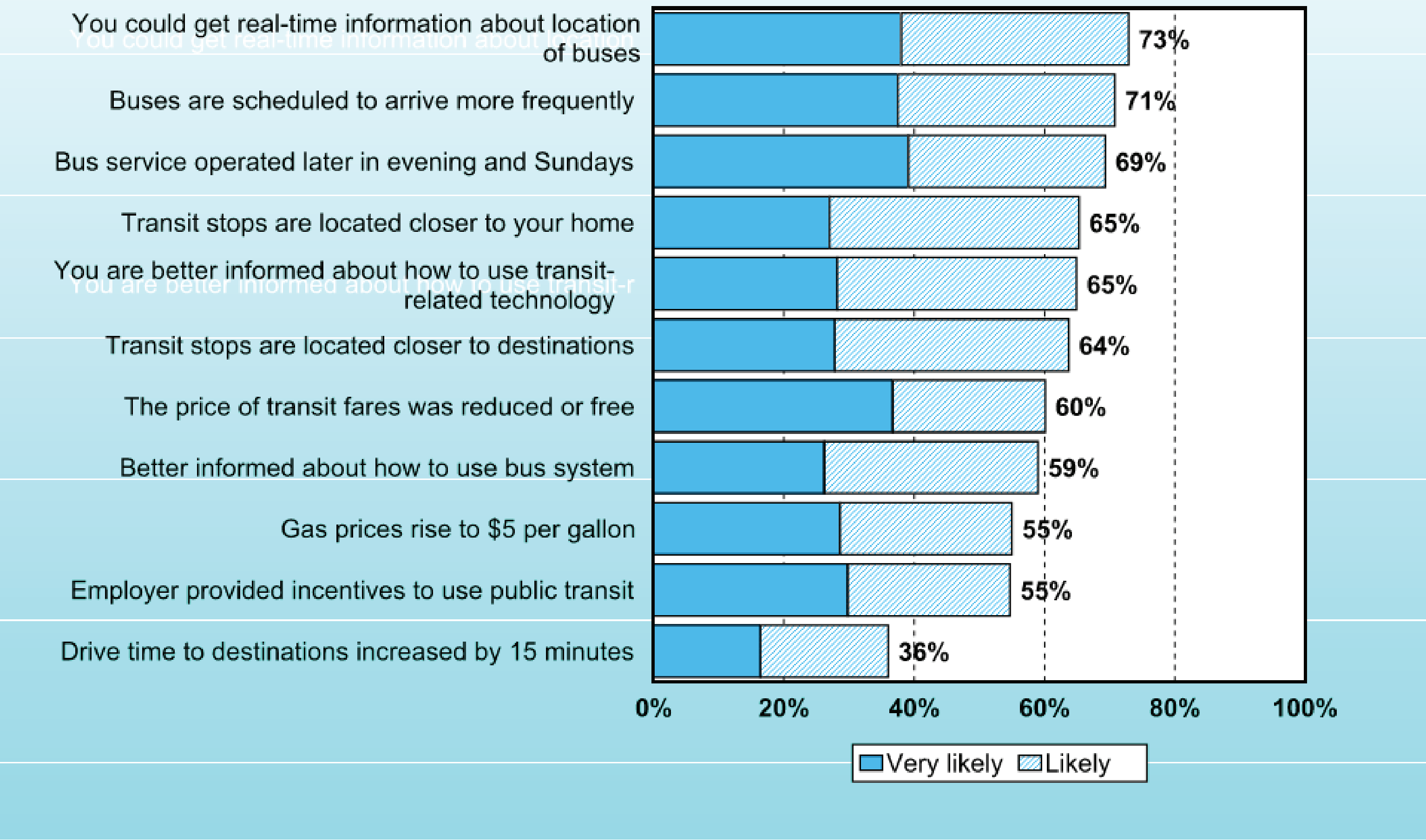
Demographics: Which of the following describes you?

by percentage of respondents who indicated they have a physical or mental disability
(multiple selections could be made)



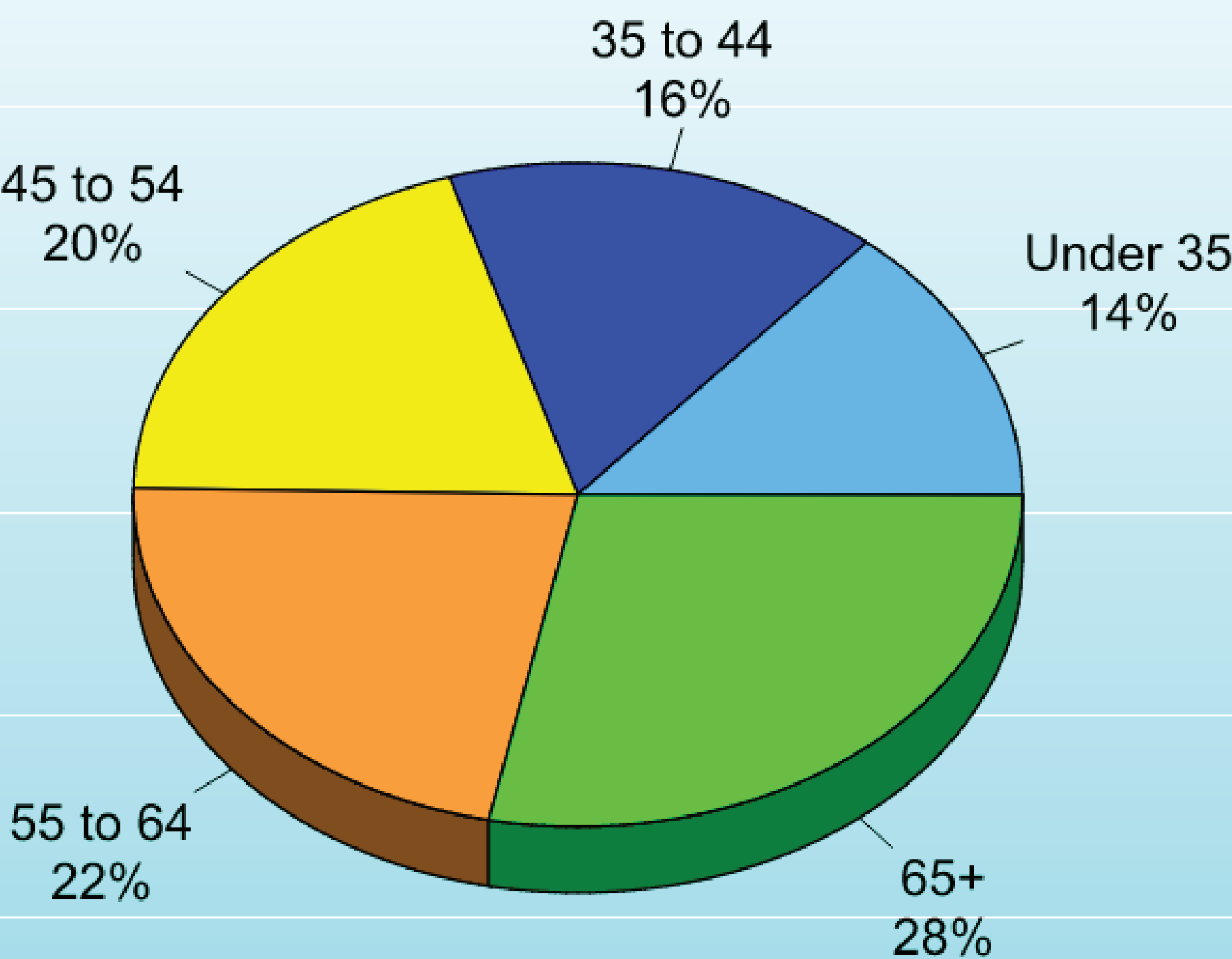
Q6. Likelihood of Using Public Transit in the Sioux Falls Metropolitan Area Based on the Following Factors

by percentage of respondents (excluding “not provided”)



Demographics: Age of Respondent

by percentage of respondents



Summary of Needs and Gaps



1. No transit routes to specialty hospitals south of 57th/69th Streets.
2. Fixed routes do not always go where they need to go or might not go frequently enough to get people to their destinations on time.
3. Lack of drivers is causing issues getting transit to seniors and individuals with disabilities.
4. Bus shelters are not available everywhere, which negatively impacts individuals with disabilities and senior citizens.
5. Collaborating with local businesses to suggest volunteering time as drivers for non-profit organizations.
6. Expand SAM and Paratransit footprint around the Sioux Falls MPO area.
7. Desire for board members and elected officials to ride and be trained on fixed-route and paratransit.

Coordination of Fixed-Route Services



Overall Goal: Increased utilization and improved perception of the public transit fixed route system through the utilization of the existing SAM travel training materials and involvement of human service agencies.

Strategies:

- Work to implement the strategies of the Sioux Falls Transit Development Plan.
- Develop travel training sessions as a major marketing effort that engages the community and help train new and potential riders.
- Implement a buddy system program for new and potential fixed-route riders by working with human service agencies to offer family training events and rider incentives to try a buddy system or other intensive travel training program.
- Continue agency programs to offer free and/or reduced cost bus passes (Pass-It-On Programs) for low-income clients to access the fixed route system and look for opportunities for community contributions to help augment the program.
- Cultivate community partnerships to expand funding.
- Update technology on the fixed-route system including Real-time GPS, and contactless payment systems to encourage more people to ride.
- Encourage development of affordable housing where existing transit service is available.
- Develop information to share with federal, state, and local public policy makers about the benefits provided by public transit.
- Improve the ability of human service agencies and others to access travel training opportunities for fixed-route services.

Coordination of MPO Area Providers



Overall Goal: Expansion of a coordinated community transportation system throughout the MPO planning area to provide a connection between the smaller communities to employment and services within the City of Sioux Falls. This priority is considered a mid-term to long-term priority as it would require a considerable amount of resources that are not adequately available for all communities within the MPO area at this point. However, as resources become available, the following should be considered:

Strategies:

- Work with MPO school districts and Teachwell to develop and provide a travel training program to have student learn how to ride the bus in Sioux Falls and also within their community.
- Encourage vanpool service and other non-profit provider, such as Brandon and ICAP Transit, to connect ambulatory and non-ambulatory residents of the smaller MPO communities to fixed route and paratransit service in Sioux Falls. The connections could potentially be made at predetermined and coordinated locations that work most appropriately for each transit agency. Work with ROCS Transit (Brandon and Hartford) to expand services within the communities and connect to Sioux Falls.
- Work with other MPO communities to develop transit system options within MPO communities including to Sioux Falls.

Coordination of Private Transportation



Overall Goal: Leverage Private Transportation services to assist when public and non-profit services are unavailable.

Strategies:

- MPO City Governments and private transportation providers should explore voucher service options when additional services are required beyond the Sioux Area Metro service area.
- The TCC and private providers should explore grant and community giving options for voucher services in a partnership with private transportation providers.
- Transportation Network Companies (TNC) and MPO City Governments should explore voucher programs that allow for mileage or fee reimbursement for transportation providers who give rides to residents with disabilities or senior citizens.

Coordination of Volunteer Transportation



Overall Goal: Find methods to expand volunteer transportation services as an affordable and flexible transportation option.

Strategies:

- Encourage and develop a community-wide volunteer driver program that agencies can access as a volunteer driver resource.
- Encourage agencies to enter into contracts with Project C.A.R. to provide medical and work trips rather than beginning new transportation services.
- Coordination should include discussion about the need for volunteers to address the volunteer driver shortage.

Coordination of Human Service Transportation



Overall Goal: Find transportation strategies to balance the needs of seniors and people with disabilities that includes safe and improved independence through a sustainable transportation system.

Strategies:

- Work with the State of Coordinated Planning process to develop other transportation options for seniors and people with disabilities.
- Complete a full-cost allocation study to help determine the cost of transportation for human service transportation whether through Paratransit, human service agencies or private providers.
- Assist human service providers to provide the safest and most cost-effective transportation option possible based on the needs of the agency.
- Assist human service providers to secure funding when the agency is required to utilize their own transportation services.
- Coordinate with human service agencies with options to integrate their clients into the community with the most appropriate transportation option possible.
- Continue coordination opportunities for non-profit transportation services between CCTS and other non-profit transportation and human service agencies.

Coordination of Paratransit Transportation



Overall Goal: Paratransit functions as a “safety net” for people whose disabilities prevent them from using the regular fixed-route transit system. Complementary paratransit must be provided at a level of service that is comparable to that provided by the fixed-route system.

Strategies:

- Keep paratransit services parallel to all fixed-route service levels and within 3/4 mile of all fixed-route bus services.
- Continue to identify opportunities to move agency day trips to CCTS.
- Investigate through private or non-profit providers the development of a voucher program for trips outside the operating times and 3/4 mile area of paratransit.
- Improve the technology of paratransit for scheduling and payment systems.
- Develop an incentive program where paratransit riders can gain free rides on fixed-route services when trying fixed-route travel training.
- Partner with Community Campus, DakotAbilities, and LifeScape to do family transportation days to allow families to learn about all transportation including fixed-route, paratransit and community transportation options.
- Assess people’s travel training potential through Paratransit assessments.

Coordination of All Transportation Providers



Overall Goal: Foster a more efficient, effective, and seamless Sioux Falls MPO transportation system by focusing on the following coordination strategies.

Strategies:

- Provide guidance to state and local policy makers about the specific benefits of human service transportation and public transit and how both play different roles in providing transportation to different rider needs.
- TCC assumed the role of soliciting applications for the FTA Section 5310 funds allocated for the Sioux Falls urbanized area and recommending projects for funding to the State. This allowed greater influence in ensuring that the funds are used for projects that complement the priorities of this plan, in a coordinated manner, to fulfill the needs stated in this plan. TCC continues to make recommendations to the State for FTA Section 5310 projects.
- Support the statewide Human Services Transportation Coordination process. The goals of a statewide coordination process would provide the following benefits for all involved in the process.
 - A level of awareness of transit service-levels and cost changes that are projected allowing state agencies to plan services and inform clients.
 - Opportunities for transit coordination projects that if funded cooperatively could maintain and even expand ridership levels for an entire community and/or region of the State.
 - Prioritizing state and federal transit dollars to assist with coordinated transit projects that provide coordinated services.
- Seek out non-federal funding sources such as the medical community, employers, colleges, and non-profit community organizations such as United Way to provide assistance to the consolidated non-profit transportation provider.

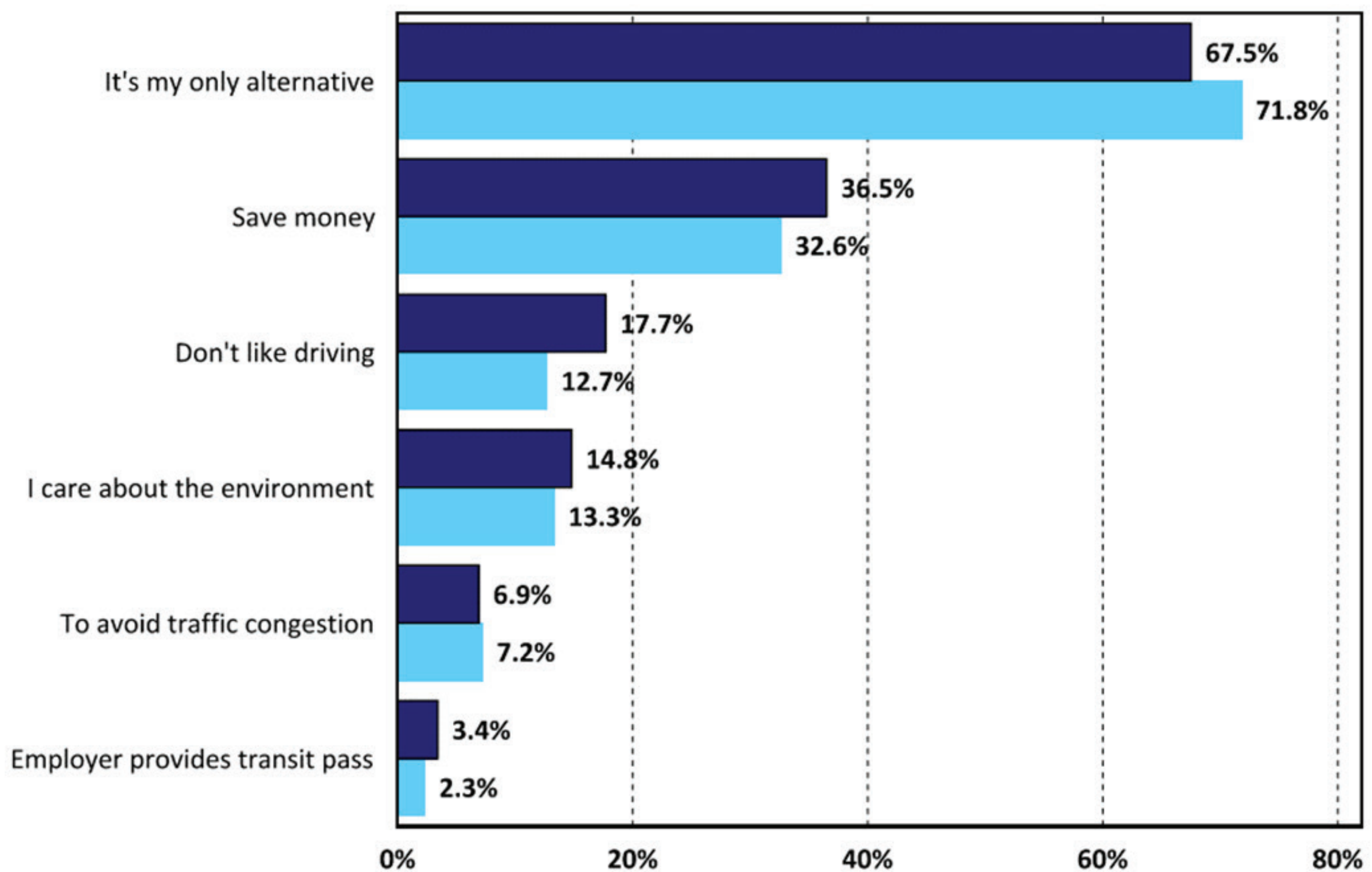


Conclusion

The fundamental purpose of a locally developed public transit-human service transportation coordination plan is to identify transportation needs within a community and connect them with strategies. The previous section identifies the strategies, responsible agencies, and types of service to improve. Transportation providers and stakeholders in the Sioux Falls MPO region should refer to these strategies during the consideration of transportation service projects and the application of funding to support those projects.

TRENDS: Why do you use the bus in Sioux Falls? 2018 vs. 2023

by percentage of respondents (multiple choices could be made)



TRENDS: What is/was the primary purpose of your current trip? 2018 vs. 2023

by percentage of respondents

