

Section 6:
Summary of
Stakeholder Interviews



2019 Sioux Falls MPO LRTP Market Research Study Stakeholder Interviews

Summary Report

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Overview

ETC Institute conducted interviews with transportation stakeholders in the Sioux Falls area during the month of April 2019. The purpose of the internal interviews was to gather input about a wide range of issues related to the Sioux Falls MPO Long-Range Transportation Plan Survey which will be conducted later this year

Some of the specific topics that were covered during the interviews included:

- Ratings of the State's Existing Transportation System
- How the Quality of the State Highway System is Changing
- The Perceived Value of the Customer Survey
- What respondents like BEST about the region's transportation system
- What respondents thought should be improved in the region's transportation system
- Questions that Should Be Asked on the Survey
- Suggestions to Make the Results more Meaningful

A total of 44 external stakeholders were interviewed.

This report contains a summary of the online interviews. The information from these interviews will be used to develop questions for the surveys that will be administered to employers and residents in the region during the fall of 2019.

Rating Transportation in the Sioux Falls Area

Most (73.68%) of those interviewed gave an "excellent" or "good" rating when asked to rate the transportation system in the metropolitan Sioux Falls area, only 23.68% gave an "average" rating and 2.63% gave a "poor" rating. Some of the reasons respondents gave for their ratings are summarized below:

Reasons for Ratings

- The system is bulky, old, and not innovative.
- There is work to do, but overall the roads are in good shape and easy to travel from one area to the next.
- The system meets most of our needs, but buses take a lot of time to get to certain places.
- Ease of access and route options are good. Congestion is not a major problem other than at peak hours.
- Overall, I feel it is good. There are some routes requiring additional capacity and they are not in good condition.
- Things could always be improved.
- The system of north-south arterial streets works very well, the east-west corridors not so much.
- Need to enhance access in and out of Sioux Falls by air options and alternative routes off of the Interstate system.
- Overall, the system flows well, but there are concerns about the walkability.
- The arterial and collector streets seem to be handling the increased capacities due to growth without much delay.
- The State and City are continually taking an active role in upgrading and maintaining the roadways. The City also does a great job in managing SAM.

- Our bus system does not run enough for the size of our population. It has not kept up with our growing community.
- I think Sioux Falls has been able to offer various modes of transportation to their citizens, but the outlying cities do not have the resources that Sioux Falls has.
- Short Drive times to any part of the City and throughout County.
- Limited public transport and the public transport that is available is poorly organized. Still highly auto centric, with odd placement of exits and on ramps. Traffic planning has been poor, but our tendency has been to widen streets vs. calm traffic and provide alternate routes. Stoplights are combined with medians. Little to no long-range public transport planning. I have noticed some recent efforts to address my concerns.
- Multi-modal options are very limited in the Sioux Falls metro area.
- There are a few deficiencies that have been created over time, but all in all delays are short and the system is good.
- Overall, the system is very good and meets the needs of our population.
- Traffic flows well 85% of the time besides the 30-minute peaks in the morning and evening. Most signals are timed/coordinated. The improvements seem to be helping.
- The Sioux Falls area benefits from good access to the interstate system. However, east-west city travel, and public transit are below average. Overall, South Dakota is a low tax state which limits resources for transportation among other things.
- There are not enough high-volume streets that can take you from one end of Sioux Falls to another. Right now, the only street that can do that is Hwy 42/10th&12th Street.
- For a city our size, we do a very good job keeping up with capacity and development needs. We could improve on maintenance a little but is dependent on funding.
- Lack of east-west connection. The condition of the roads is horrible.
- Not enough designated truck routes or enforcement thereof. The infrastructure is in terrible condition. Someone needs to be held accountable for all of the potholes and cracks. Our tax dollars are being spent foolishly for substandard work. Engineers, designers and contractors need to be held accountable.

Rating the Available Transportation Services

Most (71.05%) of those interviewed gave an “very satisfied” or “somewhat satisfied” rating when asked to rate their satisfaction with the types of transportation services that are available in the Sioux Falls area, 21.05% gave an “dissatisfied” rating and 7.89% gave a “not satisfied” rating. Some of the reasons respondents gave for their ratings are summarized below:

Reasons for Ratings

- We need electric scooters, bike ride shares, autonomous vehicles, and new buses.
- We need more options at the airport.
- The services could be more accessible and include more alternatives to cars.
- Mass transportation needs to be improved in the area.
- I think we need more off-street bicycle trails/routes.
- More air options.

- Our transit system is very inefficient. It doesn't go to large parts of the city, it loses a lot of money, and the routes take forever.
- There could be a need to include transit services to surrounding communities.
- I think we do a good job considering the size of community we have, but there is always room for improvement.
- Luckily, at this point, I do not need to utilize the transportation services. However, I hear from those who do and while they are appreciative and it helps them, they need more of it (frequency) at a reasonable price.
- Sioux Falls has the resources to offer a variety of transportation such as trails, transits and cab or lyft services. But, the outlying communities, such as Hartford, do not have the funds or resources to offer these services. In Hartford we are trying to fill a need for a transit system but are struggling with the financing of it.
- Transit and paratransit services need work.
- Limited public transport. Air travel is still limited relatively speaking. I am happy to see attempts at improvement.
- Beyond the car, there are very limited options.
- To be very satisfied I would like see construction being ahead of development, as it sits now construction lags development which causes issues for the transportation system
- Multiple types of transportation are available to meet the diverse needs of our population.
- While transit is not highly utilized, Lyft is a great option. People love their cars and will not give them up until there is clearly a better option.
- I'm satisfied with personal vehicle related transportation services. Air service is much better than elsewhere in the state.
- If you don't own a car, you are really at a disadvantage.
- We have transit, bike, pedestrian and vehicle exposure for our system. All modes are accounted for. We do the best trying to accommodate all modes with the funding levels received.
- There is currently no public transportation to the airport and there are no sidewalks/biking options for getting to the airport.
- Money is being wasted on the bus system. This is a necessary service that is not working well.

How the Quality of the Transportation System in Sioux Falls is Changing

Respondents were asked to indicate how they think the transportation system has changed compared to five years ago. Ten percent (10.53%) of respondents indicated they think the system has “become much better,” 42.11% think it has “become somewhat better,” 34.21% think the transportation system has “stayed about the same,” 10.53% of respondents indicated they think it has “become somewhat worse,” and only 2.63% of respondents indicated they think it has “become much worse.” Some of the reasons respondents gave for their ratings are summarized below:

How has the State Highway System Changed over the past Five years?

- More cars, worse roads, same old buses

- We can't construct streets fast enough
- new road projects on the edges of town seem to be well planned from a car perspective, bike trails are expanding.
- Public transit busses go less places than before and Sioux Falls continues to grow. Medical and shopping locations are not available via transit.
- The rebuild of I-29 and the roundabout at LCH 106 & Louise Avenue have been helpful, but several high-impact projects have not been completed yet.
- Improved Airport Terminal, construction progress on Highway 100 and East 26th Street.
- We have been more aggressive with road repairs and are starting to get a bit better about trying to make things a bit more pedestrian, bike, and walkability friendly.
- Adding more lanes, sensors, and traffic circles seem to decrease stacking at the major intersections.
- There have been no "major" advancements that have occurred in the last five years that would make me think we have gone above and beyond previous years.
- I know we are working to improve, just don't think we're there yet to mark it as better.
- I think things have improved with transportation but there are still areas that can be worked on.
- Not a lot has changed other than congestion. Congestion has gotten worse, but some small attempts are underway to improve.
- There is limited funding of all transportation modes.
- I think in terms of service, it is similar to what it was, we have expanded our system but growth has also expanded the current system.
- Growth of additional infrastructure and services.
- Weather and elements, and a growing population with a similar road budget every year can't sustain to maintain all the roads properly.
- Things are mostly better but there are locations that have fallen behind such as I-229. Veterans Parkway is a huge improvement.
- More people are moving to the area, but nothing has been done to improve traffic flow.
- We have not been able to fund and build the larger projects that would really make a difference in our transportation network.
- There is quite a bit of new construction happening. But we have failed to maintain/repair our existing routes.

Transportation Problems and Needs

Respondents were asked to explain the three most important transportation problems or needs in the Sioux Falls area today and give reasons for their issues. Respondents were then asked to indicate if they have any specific solutions or actions that could be taken to resolve any of the problems they mentioned. Their responses are summarized below:

Transportation Problems or Needs in the Sioux Falls Area

- Lack of coverage in the system.
- Coordination between agencies.
- Accessibility of the system.
- Traffic growth in the area.

- Walking and biking is difficult/unsafe in most places.
- Street deterioration due to weather,
- Arterial expansion/additional regional connections are needed.
- Lack of east/west connectivity in Sioux Falls.
- Increased bus service to outlying areas, if you live or work outside the core area you can't get there by bus.
- Better connective roads with suburb communities, such as the SD115 project are needed as our traffic levels increase.
- Highway 100-alternative routes around the city instead of throughout.
- Walkability - health, economic development, safety.
- Facilities that are bicyclist friendly.
- Increasing traffic due to continued growth in Tea, Harrisburg and Brandon.
- Hwy 100 because it will offer another route around the city.
- Cost of para-transit. If Sioux Falls cannot lessen the costs to operate para-transit they could lose this service.
- General, reliable and frequent bus system for residents who don't own a car.
- Affordable public transportation.
- Funding of the system.
- Right of way is a problem, project needs are always balanced with what right of way can be purchased or obtained and that does influence the type of service we can provide so if we could get more right of way during the planning process or platting process on our arterial corridors that would help us better prepare for the future.
- Introduce 24/7 fixed route service.
- Safety and infrastructure issues.
- Continued maintenance of streets.
- Adding capacity at I-229 ramps and interchanges and those connecting arterials.
- I-229 interchanges are too congested.
- East-west cross-town travel options are limited.
- Lack of through streets.
- We need another funding source for projects estimated at greater than \$25M.
- Lack of options
- Pavement condition of arterial city streets.
- Improved sidewalks, sidewalks are going to be improved if road is improved.
- The need for a regional bike path system to provide better bicycle connectivity and provide a comprehensive transportation alternative.
- Airport service enhancements. Not enough carriers, we are still having people drive to Minneapolis and Omaha to fly.
- Bus system is losing money.
- Facilities that are pedestrian friendly
- Additional promotion of SAM and how safe and easy it is to use.
- Reliable and frequent transport services for people with disabilities
- Additional recreation/bike trails.
- Para transit coverage and cost.

- More and better organized public transport.
- Critical project connections such as Russel Street to Rice Street, 69th Street Overpass over I29, 60th Street North improvements from I29 to Veterans Parkway. We need to be able to fund critical projects and I think when the price tag gets large we seem to push them off even though they are critical to the future system and in some cases the existing system
- Need more air connections to various cities
- Infrastructure Maintenance / Roads - Public Transportation / Maintaining the current assets is critical to long-term success.
- Transportation safety during construction season
- Another arterial connection to Brandon.
- Public transit is limited and service options in danger of decreased.
- We need Hwy 100 built from 57th Street to I29. So many of our current traffic problems would be benefited by another route around the City.
- Establish a profitable and realistic mass transit system.
- Too many car owners
- Para Transit costs.
- Asset management.
- Access to downtown/hospitals from the interstate system is really slow.
- Funding/is enough sales tax being dedicated to fund needed improvements.
- Lack of capacity in MPO area, particularly northern Lincoln County.
- Improved roads in the core of the city.
- Finding a workable transit system expansion to suburb communities.
- Infrastructure issues to enhance the internal metro routes both by bus and current traffic flows.
- Sprawl - we are growing out really fast.
- More crossings over man made barriers for multi modal users.
- Additional east/west corridors. We will forever be burdened by the lack of a 26th Street extension across the interstate.
- General, flexible and reliable transport services for students going to college who don't have a car so they can get to class & better their economic situation.
- More exits on interstate
- Focus on complete streets.
- We need to better prepare for the future of automobiles and transit, we need to be implementing strategies to prepare for connected and autonomous vehicles so we can stay on track for that technology
- utilizing modern technology for fixed route and paratransit
- Complete highway 100.
- Secondary Infrastructure.
- Expanded Public Transportation Services / Additional Services / Increased Population.
- Coordinating construction projects (i.e. three projects in same area cause for traffic jams).
- Adding more roundabouts to minimize accidents and improve wait times.
- Need more medians.
- Public transportation has limited utility in easing traffic congestion.
- We need to add more pedestrian overpasses across the interstate barriers.

- Establish better truck routes. If the city is going to grow, how do they expect people to move here without making homes and businesses accessible for trucks?

Solutions or Actions to Solve Problems and Need in the Sioux Falls Area

- Bus Rapid Transit.
- Communication - leaders need to work together.
- A different route system for quicker transfers.
- Expand public transportation options and routes.
- Better cooperation between communities on regional transportation priorities.
- Funding
- Transit system should be treated as an infrastructure.
- Southwest or other regional carriers should be brought into the airport.
- Design roads with walkability and bicycling in mind.
- Alternate transportation options.
- Get funding to complete Hwy 100 south to the Tea exit.
- More funding from either the state or federal authorities is needed to help smaller communities that don't have a large tax base support these services.
- More use of islands, roundabouts, traffic calmers and grids. Harder is to plan around campuses and golf courses.
- Determine how to better fund projects and make sure we have the SDCL changes necessary when we are ready to implement.
- Involve private businesses into the conversation.
- Financial investment in existing infrastructure.
- Continued prioritization / investment.
- Contractor Review of construction projects.
- Limited options for east west -- those disconnects are not going away.
- Make the tough decision to build more through streets.
- Pass South Dakota Legislation to allow cities to add a penny tax for large projects.
- I think the new app for potholes is a good first step. But I also think that those are temporary fixes. I would like to see better design/engineering to help curtail potholes.
- Micro Buses.
- Find a way for more public financing.
- Expand/develop bike lanes and safe, connecting sidewalks.
- Redesign transit system entirely.
- Stop using barriers like medians and use designs that slow traffic speeds.
- Free days for riders on SAM with extensive instruction to riders on how easy and safe it is to use.
- Match bus stops across road from each other vs. separated, place bus stops in accessible areas with pull offs if possible, use old rail lines as space for future light rail.
- Innovative transportation options.
- Task someone in the technology division to be at the forefront of automobile technology.
- Funding for Maple Park connection between Veteran's Parkway and SD 11
- More local financial commitment need for public transit to maintain or improve service levels.

- Continue to work with the SDDOT to reprioritize their projects. Find creative ways to build Hwy 100, like grade a mile one year and then pave the next, or build one year at a time. Build the excitement of the corridor to garner more financial support.
- Run it like a business. We have city employees who are responsible for the planning/management of routes and ridership. But I don't see the accountability. What would happen if their paycheck depended on the success of that system?
- On-Demand transportation services.
- Look at improving core area so more people want to live there
- Expansion of north south alternatives in the city.
- Encourage density and redevelopment in the core.
- Exit north of exit 86 on next bridge, exit at 57th, regardless of weave.
- Preserve right of way through the comprehensive plan at a higher level than currently.
- Research and plan development based on usage and need.
- Engineers looking at area of Sioux Falls and repairs going on and making sure it makes sense to work on all projects in same time frame.
- More public education on benefits of roundabouts.
- Build housing close to where people work, so they don't need to drive.
- Seek alternative funding to build the overpass. Private citizens could support or donate funds to allow for a safer passage.
- Ask the trucking community. Get a trucker involved with the engineers/designers prior to the design phase. I don't care what your computer program says...it has to translate to real world application.

Priority Areas for the Next 10 Years

Respondents were asked to identify what areas in Sioux Falls they think should receive the priority for transportation improvements over the next 10 years. A summary of their responses is below:

Areas that Should Receive Priority for Transportation Improvements Over 10 Years

- 26th street from Tea/Ellis road to I-29
- 41st St and I-29
- 41st St. (retail & medical appointments)
- 41st street traffic flow improvement.
- 57th & 69th streets there is so many medical, business
- 60th Street North
- 60th Street North from I29 to I229: reconstruction, widening, and expansion
- 69th and 85th Street Areas along I29
- 69th Street
- 85th Street - Tea/Ellis to Louise
- 85th street East/West corridor
- 85th Street/Interstate 29 interchange and adjoining streets
- Access across the interstate on Western, Minnesota, and Cliff. Always traffic jams to and from work .
- Access to downtown.
- Better crossings over I229, I29 for people who don't use cars

- Brandon, Harrisburg & Tea options (for those folks to be able to transport to main SF retail & medical service)
- Bus stop locations.
- Cliff Ave
- Clinic and hospital areas
- Collectors in neighborhoods (traffic calming/redesign)
- Commuter streets to Brandon
- Commuter streets to Harrisburg
- Commuter streets to Tea
- Connecting regions (Hartford, Harrisburg, Brandon, Tea)
- Continued focus on Downtown pedestrian connectivity
- Core of Sioux Falls
- East 10th Street from I-229 to Bahnson Avenue
- East-side Sioux Falls
- Exit 406 at Brandon
- Extension of Russell Street to Rice Street Connection
- Hwy 100
- I-229 at Cliff
- I-229 at Minnesota
- Improvements to Minnesota avenue as the condition is very poor due to old infrastructure
- Increased capacity in major east-west corridors
- Intersections and crossings near schools
- Low Income Areas in Sioux Falls such as Falls Park Area, E of 229 and Leaders Park, south of Russell Street and Minnesota.
- Maintenance of existing streets
- Maple/Park Street
- Marion Road from I-90 to 57th street and beyond
- Marion Road with new high school being constructed
- Minnesota Ave (retail & medical appointments)
- Minnesota Ave from Russell to 41st St
- N 60th St. (Walmart and University Center)
- North Marion and 258th Street toward I-19
- Northern Lincoln County
- Pedestrian Overpass: I-229 between Western and Minnesota Avenue
- Reconstruction of arterial roads in Sioux Falls
- Rice Street from I229 to Hwy 100 (Veterans Parkway); reconstruction and widening
- Rice/Holly Blvd
- Russell Street to Rice Street Connection
- Sanford Sports Complex
- SD 100
- Service to the Premier Center
- Smaller Communities within the MPO
- Smithfield Foods

- South Minnesota Ave going south out to medical facilities
- Southwest area of Sioux Falls - Growing population is making leaving work nearly impossible to do in a hour.
- Sundowner - Hwy 106 to Sioux Falls
- Tea/Ellis Road - Tea to Sioux Falls
- University Center
- Veterans Parkway
- West 12th street

Goals for the Next 25 Years

Respondents were asked to indicate what they think should be the top two goals for the region's transportation system over the next 25 years. Below is a summary of their responses:

Areas that Should Receive Priority for Transportation Improvements Over 25 Years

- Adequately servicing growth of the region
- Air travel expansion. If we are going to grow, we need more alternatives
- Autonomous vehicles. Be a leader, it's coming, pave the way
- Bike connections.
- Build a beltway around the city of Sioux Falls. Buy the land before it gets developed and is too expensive.
- Build and grow upon the transportation system's past success.
- Change the current view of SAM being only for poor people.
- Completion of a regional bike trail system/safety for bicyclists.
- Design with walkability in mind - safety, cost, health, economic development
- Economic vitality.
- Encourage alternatives to everyone driving their own cars.
- Encourage more walkable neighborhoods and other efforts to reduce traffic volumes.
- Encourage use of autonomous vehicles to try to get as many bad drivers as possible away from steering wheels
- Establish more arterials in Sioux Falls, with arterials connecting Brandon, Harrisburg, and Tea. So that it doesn't take an hour to drive from Downtown SF to Harrisburg at 5:00pm.
- Expansion of two lanes to four lanes internally in every direction.
- Finding another funding source to meet the increasing transportation system.
- Improve bus system to south part of town
- Improve capacity on major arterial routes around the City to handle commuters.
- Improve existing sidewalks so safe to travel for disabled, elderly.
- Improve safety.
- Improve traffic capacity. Helps accommodate projected growth.
- Improved frequency of bus system.
- Improved mobility.
- Improved Public Transportation - Fills a need and more environmentally friendly
- Improved roadways - streets and highways are deteriorating

- Incorporation of autonomous and connected vehicles for improve traffic flow and safety
- Increase accessibility and access for all.
- Increased funding for road repairs/current conditions seem to be degrading.
- Keep up with a growing population and encourage expansion.
- Keep up with maintenance on roadways to ensure old roads don't get to the point of needing removal and replacement.
- Light rail - we are growing and should be planning now for light rail.
- Long range planning.
- Maintain acceptable levels of service as the metro area grows.
- Maintain balance of urban and rural growth with good planning, studies, and projects.
- Maintenance of existing streets.
- Managed growth.
- More accessibility would increase ridership and lower cost.
- More connections by air.
- More roundabouts.
- Plan now for what the 2050 transportation scene looks like.
- Prepare for a reliable and robust network to serve the expected traffic.
- Preserving the existing arterial corridors (with access management, medians, right of way, reconstruction); both east/west and north/south. if we don't preserve what we have we will fail to meet the transportation growth expected.
- Prioritize maintenance and new growth through long-range planning that is grounded in usage and need.
- Provide for bike lanes on all major through streets. This would allow for fewer cars at least in good weather.
- Residential and commercial development that allows/encourages walking as a larger component of the transportation system.
- Safer facilities for bicyclists.
- Safer routes for pedestrians.
- Study the concept of light rail.
- Use technology to best improve roadways within the current right of ways available.

Ideal Transportation of Features

Respondents were asked to indicate what types of transportation features or services they would like to see developed in the Sioux Falls area over the next 25 years if resources were unlimited. Below is a summary of their responses:

Most Desired Services and Features Regardless of Resource Availability

- 24-hour bus service.
- A complete off-system bike trail system that links state parks.
- Accessible sidewalk everywhere, especially in strip mall type developments.
- Additional Bus Services that connect cities outside the metro area.
- Additional east/west arterials.
- Additional transit service coverage and frequency.

- Artificial intelligent public Transportation.
- Beltway around entire city of Sioux Falls.
- Better air service.
- Busing for all students, regardless of public or private schooling.
- Completion of Highway 100
- Construct Hwy 100 from 57th Street to I29
- Driverless shuttles that pick me up wherever I'm at and take me wherever I want.
- Expansion of paratransit.
- Faster transit bus service across the city.
- Grade separations at all rail crossings.
- Hyperloop from Sioux Falls to Minneapolis.
- Interstate through middle of town.
- Metro Train connecting West / East & North / South Sioux Falls (or strategic high volume / usage locations).
- Metro/light rail service with multiple drop off/pickup points.
- More 6 lane facilities in Sioux Falls.
- More bike paths and wider and expanded routes
- More bus stops.
- More electric vehicle charging stations.
- More left-hand turn lanes.
- More transit service for all areas of the city.
- Park and Ride lots within 60 miles.
- Rail access both to Am Trak and local light rail to region.
- Rebuild roads more narrowly with protected ped/bike lanes.
- Rice/Holly widened.
- Roundabouts and other traffic slowing and safety design.
- Safe and comfortable pedestrian and bicycle transportation connections
- Strengthen connection between transportation and land use
- Thicker concrete to eliminate cracking/potholes/failures.

Funding Major Transportation Improvements

Respondents were asked to indicate how they think major transportation improvements in the area should be funded. Below is a summary of their responses:

Funding Sources:

- I think transportation should be treated like infrastructure and taxes raised on businesses.
- Federal, state, and local matches without all the "red tape" from federal.
- Partnership between private and public funds.
- Existing tax dollars
- Sales tax.
- State funds.

- Platting fees.
- Increased federal fuel tax.
- Increased revenue (or focus) for local transportation projects
- Combination. city, state, federal, grants, private., cooperate funding is what holds back things. We need to think outside the box.
- Having a designated funding source for local government street construction and improvements would be a great help.
- C.I.P. funding, grants, and guest fees and tax charges in hotels and entertainment venues.
- Grants and assessments for smaller communities is the only option.
- Taxes and private investors.
- Through local funds
- Combination of tax payer moneys and private/non-profit sponsorship.
- Sioux Falls is lucky to have a large tax base to fund such services but smaller communities need to rely on government funding or grants
- Mix of federal, state, and local.
- I think development should have a bigger stake so raise arterial platting fees, use STAR bonds, and vote in the ability to pose a 1% special tax for projects.
- Public/private partnerships.
- Collaboration of State, county and city as well as user fees.
- Development fees.
- City/State/Federal Funds.
- City Sales Tax, Federal Funds, Grants, Property taxes, Wheel taxes.

Role of Non-Automobile Transportation Over the Next 25 Years

The Role of Non-Automobile Transportation in the Future:

Respondents were asked to indicate what role non-automobile transportation such as buses, bicycles, walking trails and other modes of transportation will have in the region's transportation system over the next 25 years.

Below is a summary of their responses:

- There should be more bikes, buses, shuttles, scooters than Cars.
- Offer buses from the surrounding communities into Sioux Falls. Bike trail connections from Sioux Falls to surrounding communities.
- Major role to reduce our dependence on automobiles.
- Maintain what we have and we will be fine.
- Significant role - we need to reduce reliance on fossil fuels.
- Increased, especially pedestrian paths.
- Important. we need keep the environment clean. more people are walking, riding bikes we need to give them incentives to keep improving and improve their health. if drivers see more people waling, biking that might help encourage more to do it and decrease accidents

- A significant role should be encouraged--capture of 5% of trips by non-auto systems would make a noticeable difference.
- Expansion of routes and ability to hook up with rural communities and parks.
- A MAJOR role, but it can only happen if we design roads differently, design neighborhoods differently, and talk to the public about WHY walkability matters to them and that getting somewhere 10 seconds faster is not worth it.
- I hope an increased role to help take pressure off arterial and collector streets.
- A major role. Promoting these services helps encourage a fitter population and is more eco-friendly.
- Should grow, but we need accommodate, especially downtown, for weather and storms.
- A much-enhanced network for affordable and sustainable options for citizens of the region.
- they should play a larger role, as Sioux Falls grows the other multi-modal opportunities should grow at a faster pace.
- Should do all possible to cut down on individual users on roadways in an effort to reduce traffic congestion and co2 production.
- Bicycle and pedestrian connectivity need to be a priority in the next 25 years.
- It is important to the community to have these features but for certain areas it is almost a safety hazard to include these on projects.
- The less vehicles the better. More biking and transit
- These need to have a greater role. If this part of the state continues to grow, we can't keep doing the same thing that has been done for the last 100 years. There needs to be affordable housing where people work, so alternative means of transportation can be used.
- They play a big role. They are still in the minority for the users but we need to expand their systems as economically feasible. Vehicle users are still the higher users and should still receive the majority of the funding.
- I have no problem with those services. But the question is: how to pay for them. Example: I hear bicyclists asking (demanding) more bike trails/lanes all the time. They need to figure out a funding mechanism to pay for all of that. Autos and trucks pay gas/fuel/use tax...bicyclists do not. Walking trails, by definition, aren't considered transportation.

Autonomous Vehicles

Respondents were asked to indicate what they think about autonomous (self-driving) vehicles, and whether are they are a good or bad idea. Fifty-five percent (55.26%) of respondents indicated they think autonomous vehicles are a "good idea" and 21.05% think they are a bad idea, 23.68% of respondents indicated they "don't know." Some of the reasons respondents gave for their ratings are summarized below:

Opinions on Autonomous Vehicles:

- It's the future. Robots don't drink and drive or fall asleep or text & drive. Safety.
- I think its context-specific, but in general that's where we're going - they have the potential to be safer and more efficient.
- They have the capability to create a safer and more efficient transportation system.
- There is a lot of work to do in this area. At this point, I don't feel they are reliable in an urban setting.

- Computers always have a chance to stop working so if a blind driver or someone that doesn't know how to drive is driving one and the car malfunctions then what? how will they travel in snow, ice. they haven't been tested in those conditions.
- Anything to reduce the effects of poor drivers should be encouraged and this offers a viable way to expand transit systems.
- It's a double-edged sword. It may open up transportation options for people who because we don't have to pay someone, we could transport people individually cheaper and more cost effectively. Obviously, the tweaks have to be worked out in software. Computers can do a lot, and are getting better at AI, but sometimes only a human can make the call. On the downside, it may EXACERBATE traffic problems because we may have more one or two passenger rides instead of mass transit, so it could have negative effects too. We have to be careful.
- Self-driving in a snow storm or icy roads may be a problem.
- I think this lends itself to ride sharing and more efficient use of vehicles which correlates to less fuel consumption.
- It's happening now - we're not going to stop it. As long as proper training and handling of the cars is put in place before they are live, I believe in it.
- Don't know if there is enough testing and research to confirm that these vehicles are a safer alternative.
- Can be a less expensive substitute for other forms of public transport in more rural areas (cheaper than rail). Also allow for productivity, and generally speaking, will be safer than us humans.
- Autonomous vehicle should be looked as a goal to make the transportation system safer and not less expensive or more convenient.
- I think that self-driving is good but am concerned with the technology in a state this rural and how winter conditions impact the ability to utilize them.
- The theory is significant and important. The technology hasn't been perfected (yet). Autonomous will be the norm in 25 years.

Additional Comments

Respondents were given the opportunity to make any additional comments at the end of their interview. Below is a summary of the additional comments collected.

Additional Comments:

- Before a project starts find out about the impact of the projects. Especially the long projects. What effect we always need to keep improving our roads. we need more bike lanes.
- I would like us to look seriously the Walkable City Rules book and Strong Towns. We have designed our city like most others to be car centric and we now have it utterly unwalkable and hostile to pedestrians and bikes. Walkability helps economic development, health, safety, and so many other things. We need to make major changes in how we design roads and neighborhoods if we want to address this. We have serious issues with obesity in this city, and no small part has to be because its untenable to walk almost anywhere, because we do not design our neighborhoods or our roads to make it conducive. They are generally hostile and forbidding for anything but a car. We have complaints about speed all the time, particularly on collectors in neighborhoods. Of course we do, we design 80 foot wide roads that have no parking lines, no traffic calming, and they look like speedways. Why do we put a 80 foot right of way in a

neighborhood even if it is a collector? Why not build it narrow and retain the right of way to expand it in the future if we have to? We also overbuild our roads so much, we spend tons of money when we may not have to.

- I think the ability to create funding will be critical in meeting our challenges over the next 25 years and beyond
- Thank you for the opportunity to provide feedback.
- Generally, Sioux Falls and surrounding areas do not have significant traffic issues. Keep doing more of the same.
- Read the current issue of National Geographic. The entire issue is dedicated to design of cities. Very interesting. We can learn from the mistakes made by other cities.
- Development continues to push forward for many of the communities creating stress on all budgets. Maintaining the balance with our existing infrastructure will be our challenge.