

Sioux Falls Area
Long Range Transportation Planning
Stakeholder Interviews

conducted for

The City of Sioux Falls, South Dakota

by

ETC Institute

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Sioux Falls Area Long Range Transportation Planning Summary of Stakeholder Interviews

Overview and Methodology

During January, 2005, ETC Institute interviewed stakeholders of the Sioux Falls area transportation system to identify key issues related to the area's requirements for transportation services during the next twenty five years. The interviews were conducted by phone and took approximately 15 minutes to complete. The types of organizations that were represented in the interviews included elected officials, planners, government staff, educators, social service advocates, public advocates, transit/rail/air leaders, business executives, engineers, real estate developers, real estate agents, news media, and senior managers of emergency and law enforcement services. Forty-three (43) interviews were completed.

Purpose

The purpose of the interviews was to identify issues that should be addressed as part of the identification and assessment of the area's long-range transportation requirements. The information obtained by these interviews will be used to develop a questionnaire that will be sent to residents and employers throughout the Sioux Falls area later this year. The survey will be designed to provide quantitative data about area transportation issues in order to help set priorities for the long-range transportation plan.

Leaders Participating in the Interviews

The individuals listed below and on the next page participated in the interviews. The list identifies the category of stakeholder, name of the person interviewed, their organization, and their telephone number.

<u>Stakeholder Category</u>	<u>Stakeholder Name</u>	<u>Organization</u>	<u>Telephone Number</u>
Elected Officials	Otto Hagedorn	Lincoln County Commissioner	368-2930
	Anne Hajek	Minnehaha County Commissioner	335-5456
	Gerald Beninga	Sioux Falls City Council	367-8109
	Dick Gregerson	SD DOT Board	336-3890
	Bob Kolbe	Minnehaha County Commissioner	332-9662
	Jim Albers	Mayor of Harrisburg	231-1832
Planning Commission	Lynette Olson	Planning Commission	977-7890
Government Staff	Steve Metli	Sioux Falls Planning Director	367-8888
	Leon Schoechehmaier	SD DOT Dir. Plng & Engineering	773-3174
	Phil Kappan	Minnehaha County Planning	367-4204
Educators	Jim Hargens	Supt., Harrisburg School District	743-2567
	Dr. Mark Benedetto	President, U. of Sioux Falls	331-5000
	Jeff Holcomb	Southeast Vo-Tech Institute	367-7624
Social Service Advocates	Ann Rieck-McFarland	CEO – Sioux Vocational Services	336-7100
	Karla Johnson	Youth Enrichment Services	338-8061
Public Advocates	Mick Blumer		334-1460
	Linda Barker	Event Center Task Force	334-6398
Transit/Rail/Air Leaders	Julie Becker	PTAB Chairperson	274-0668
	Don Micke	School Bus, Inc.	334-6644
	Jeff Parker	Parker Transfer and Storage	336-3118
	Dale Froelich	Business Aviation	336-7791
Business Leaders	Marilyn Schmid	Western Co-op Transport Assoc.	357-8851
	Becky Nelson	Sioux Valley Hospital	333-6437
	Jim Clark	Xcel Energy	339-8359
	Virg Musch	Fiesta Foods	647-2666
	Jim Schmidt	Sioux Empire Housing Partnership	339-0942

<u>Stakeholder Category</u>	<u>Stakeholder Name</u>	<u>Organization</u>	<u>Telephone Number</u>
Engineers	Mark Cotter	Howard R. Green	334-4499
	Doug Berkland	Sayre	334-7211
	Wes Schoen	Ulteig Engineering	323-2306
	Rich Swanke	JSA Engineering	367-1036
Developers	Craig Lloyd	Lloyd Companies	323-2820
	Dan Costello	Costello Companies	336-9131
	Don Dumham, III	Dunham Company	339-9400
	Jim Soukup	Soukup Construction	332-5282
	Pat Beckman	Beckman Realty and Development	336-2400
Real Estate	Pete Hegg	Hegg Companies	336-2111
	Lynda Billars	Hegg Realtors	376-7932
Media	Kelly Manning	KSFY	336-1300
	Gary Bolton	KDLT	361-5555
Pedestrians/ Bicyclists	Kathy Nelson	PATH Committee	331-0970
	Glenn Klemme	Prairie Freedom Center	367-5630
Emergency Response	Mike Milstead	Minnehaha County Sheriff	367-7136
	Dennis Johnson	Lincoln County Sheriff	764-5651

The results of the stakeholder interviews are summarized on the following pages.

Overall Ratings of the Area's Transportation System

Each of the stakeholders interviewed was asked to rate the area's transportation system as excellent, good, average, or poor. Twelve percent (12%) rated the system as excellent; 77% rated it as good; and 11% rated it as average. No one rated the transportation system as poor.

Some of the reasons those interviewed gave as the basis for their rating are provided below.

Reasons for giving POSITIVE ratings

- We have para-transit services for those who require special transportation services and a fixed route bus system that serves the entire city.
- The bus system addresses transportation issues for low income and disabled people.
- In general, our transportation system is very good.
- During the past 15 years Sioux Falls has planned, designed and built major arteries that allow relatively free flow of traffic.
- Traffic moves well within the Sioux Falls area.
- We have excellent access to two interstate highways (I-90 and I-29) and from there to the rest of North America.
- We have an excellent airport with adequate air service (passenger, freight).
- Our mass transit system serves all areas of the city and we have a para-transit service for the disabled and others who require special transportation services.
- Our air service, city roads, public mass transportation, and bike/hike trails are adequate.
- The roads and highways in the Sioux Falls area are well planned; they make it easy to access all parts of the city and surrounding areas.
- These features warrant my rating of Good: 1) an adequate number of north-south arteries to carry traffic volume, and 2) I-29 is adequate to carry current traffic volume.
- Most of our transportation system is excellent.
- Our current transportation system meets the needs of the majority of people in the area.
- I don't hear complaints or compliments about our transportation system from our constituents.

- In my evaluation, the city's leadership knows what it is doing.
- The roads in and around Sioux Falls are continually being improved so they have the capacity to handle the ever-growing volume of traffic.
- Mobility on local and state roads in the Sioux Falls area is good. The transportation system has been and remains responsive to the changing requirements of the area's economic development.
- Almost all parts of our transportation system are in order.
- For a city of our size, we have a pretty good transportation system. It offers a variety of services at an affordable cost.
- The city has done a good job of proactively planning for transportation services instead of reacting to problems after they occur.
- Our interstates have been and are continuing to be improved. Air service improved recently. Voters passed a second penny sales tax dedicated to road improvement.
- Bus service provides thorough coverage of the city; the buses are clean, modern, and well-maintained.

Reasons for giving NEGATIVE ratings

- Although our public mass transit system seems to have adequate coverage of the city, it has a long way to go. The bus system lacks riders. An analysis should be conducted to find the reasons for under use of this system. Appropriate corrective actions should be taken.
- While the roads in Sioux Falls are good, some improvements should be made.
 - Traffic flow in downtown Sioux Falls could be improved by eliminating left turns across on-coming traffic. Left turn lanes should be created and controlled by traffic signals.
 - Move the railroad switching function away from downtown Sioux Falls. This would reduce traffic congestion there and reduce inconvenience and wasted time.
- Traffic flow in downtown Sioux Falls is slowed by traffic lights at every block and by many curb-cuts along major arteries that allow access to businesses - 41st Street and Western are two examples.
- Our transportation system could be improved by extending bus service to all parts of the city and by increasing the number of flights per day to/from our airport.
- We lack passenger rail service and our bus system is underused.

- The buses don't operate at night or on weekends. This creates a barrier for people who must rely on public transportation services. The lack of evening and weekend bus service prevents some people from shopping and engaging in some forms of leisure activity at those times. The lack of bus service also prevents some people from gaining employment.
- Lincoln County roads could be improved. They lack capacity to carry current traffic volume, and will not be adequate for the traffic volume predicted for the future. Many county roads also need shoulders and repair of their surfaces.
- I am concerned that the plans for future growth do not extend far enough into the future and that the plan/design/build process will not proceed fast enough to provide the area with the transportation services and other infra-structure by the time they are needed.
- I did not assign a rating of Excellent because:
 - The number of east-west arteries to carry current volume of traffic is inadequate.
 - Access to I-29 and to I-229 from city streets requires a left turn in front of on-coming traffic. This creates a safety hazard and slows the flow of traffic at these interchanges.
- While our roads are very good, some of our roads require repair and maintenance.
- With one exception, we have an excellent transportation system. The exception is the lack of an adequate number of arteries that extend from the east to west sides of Sioux Falls.
- Our intra-city bus service, especially to the rural areas, is non-existent or infrequent.
- The city has allowed developers to deviate from the original grid of north-south and east-west streets by creating winding streets in their sub-divisions.
- Para-transit services for the disabled, elderly and others who require door-to-door public transportation service, is inadequate.
- There are a few spots with traffic congestion, specifically on the west side of Sioux Falls.
- We could use a beltway that encircles the city to help alleviate traffic congestion.
- Our passenger air service is inadequate. It is too expensive and there are few direct flights to major cities.
- We are consistently behind building streets in new residential developments. Typically, a two or three lane gravel road is built first, and it may not be finished by the time people move into the new development. A few short years later, the original road must be re-built by adding traffic lanes, a turning lane, and paving it. Why not build a paved four lane road with turning lanes in the beginning?

Overall Satisfaction With the Area's Transportation Services

Each of the persons interviewed was asked to rate their satisfaction with the area's transportation services. Forty-two percent (42%) indicated that they were Very Satisfied; 49% indicated that they were Somewhat Satisfied; and 9% gave a rating of Neutral. No one indicated that they were Not Satisfied with transportation services in the Sioux Falls area. Some of the reasons those interviewed gave as the basis for their rating are provided below.

- Tenants of properties managed by my company who use the public transportation system don't complain or seldom complain about the system.
- City officials have been responsive to any requests we've made for enhancements to the public transportation system.
- Air passenger service is too limited regarding destinations served directly from Sioux Falls, there are too few scheduled flights. Tickets are very expensive. The city should be served by more airlines - competition would help to lower air fares.
- We lack inter-state and intra-state rail passenger service. There is inadequate air passenger service.
- We have a variety of transportation service options available within the area.
- I'm Very Satisfied because all modes of transportation services are available, including:
 - Para-transit for those who are disabled or need door-to-door service.
 - Fixed route bus service linking residential, shopping, and business/industrial areas of the city.
 - Several airlines now serve the city.
 - Roads allow smooth flow of traffic.
 - Competitive taxi service.
- If I do not depend on public transportation, then my rating is Somewhat Satisfied. If I am someone who depends on some form of public transportation, my rating is Not Satisfied because of the lack of affordable and accessible bus and para-transit services.
- The city lacks an adequate number of east-west arteries that are through streets.
- I'm Very Satisfied because there is easy access to all parts of the city from any other part. I-90 and I-29 provide good traffic flow, and our air passenger service is good because the city is served by multiple carriers. That keeps costs down, schedules are frequent, and you can get to any destination in the USA.
- I-229 has been widened to three lanes, I-29 has been improved, and there are plans to further improve I-29.
- Our road net is excellent as are our air freight and air passenger services.

- Our public transportation service is OK. We also have taxi service, and we have a trolley-bus service that operates in the entertainment district of Sioux Falls.
- We have a pretty good menu of transportation services now.
- I'm not aware of any issues or problems with our transportation system.
- The roads in and around Sioux Falls are continually being improved so they have the capacity to handle the ever-growing volume of traffic. Also, there are continual enhancements to our bus and air service.
- There are some unmet needs related to mobility and the adequacy of the response to changing demands for transportation services caused by the area's economic growth.
- Given the size of Sioux Falls, we have a variety of transportation services.
- We lack adequate options for national and international air service and for regional point-to-point air service.
- Some road issues remain unsolved: increasing speed of traffic flow by limiting access/egress on arterial streets and increasing speed limits.
- Bus and taxi service provide very good coverage of the area.
- Our public transportation is inadequate. Existing bus routes should be extended and new routes added. The number of transfers to get from one place to another should be reduced or eliminated. Reliance on single occupant vehicles should be reduced.
- Bus service could be improved by operating schedules more frequently (e.g., every 15 minutes) especially on major routes during commute periods. Extend the hours of operation to 10 or 11 PM on weekdays, extend the hours of operation on Saturdays, and operate schedules every half hour on Saturdays especially on routes that serve shopping areas.

The Area's Most Important Transportation Issues For the Next 25 Years

Each stakeholder who was interviewed was asked to identify the most significant opportunities to improve the area's transportation system today and to suggest how to improve the system.

The four most frequently cited problems with the current system are described below.

1. **Traffic congestion** on streets within the city limits of Sioux Falls and on the main roads leading to/from Sioux Falls. (25 respondents)
2. The **pace of planning** infra-structure and transportation services in anticipation of future growth in population and vehicle traffic, for future development of residential areas, commercial/industrial areas, medical services, and retail stores, and for repair, maintenance, and improvement of existing roads. (6 respondents)
3. Inadequacies of **bus and para-transit** service regarding areas served, hours of operation, convenience, and timeliness of service. (12 respondents)
4. Inadequacy of current **funding** mechanisms to generate needed revenue. (7 respondents)

Suggestions to solve the four most frequently cited problems with the area's transportation system

1. Traffic Congestion

- Build a road between Brandon and Sioux Falls that has the capacity to carry the volume of traffic predicted for the future.
- Construct one or more additional interchanges on I-90, I-29, and I-229 so less time is spent on local streets by people who are going to or coming from these interstate highways.
- Improve 12th and/or 41st Streets so they can safely and more quickly handle a larger volume of traffic. Options: add lanes, add turning lanes, limit access, coordinate the timing of traffic lights on main streets, adjust the coordinated timing of traffic lights as a function of traffic volume, limit the number of intersections at which left turns can be made.
- Identify all the streets that are designated as arterials, but which lack all the defining features of arterial streets for their full length (e.g., number of lanes, median, turning lanes, service road). Then, modify these arteries as needed so each of them has all the defining features of an arterial street for its full length.
- Extend 26th Street west from Kiwanis to Louise.
- Create alternatives to 12th and 41st Streets by making 22nd, 26th, or 33rd Street a through street connecting the east and west sides of the city.

- Reduce traffic volume on 12th and 41st Streets by extending at least one street between 12th and 41st Streets to connect the east and west sides of Sioux Falls.
- Make 12th and 10th Streets one way in opposite directions.
- Increase the volume of traffic that existing east-west streets can carry by creating turning lanes controlled by traffic lights, limiting access and egress, limiting the number of intersections at which turns can be made, prohibit curbside parking on the most heavily traveled side of the street during the peak commuting period and modify and improve coordination of traffic lights.
- Build another beltway outside I-229.
- Prevent current roads from deteriorating by planning and budgeting annually for the maintenance, repair and improvement of existing roads.
- Re-design and re-build interchanges with the interstate highways to eliminate making left turns across on-coming traffic from local roads.
- Provide alternative access routes to businesses located on arterials and make the arterial streets limited access.
- In the future, construct collector and arterial streets before new residential housing is occupied.
- Re-locate the railroad switching function away from downtown Sioux Falls.
- Determine the feasibility of using one or more reverse flow lanes on the multi-lane arteries most heavily used by commuters. During the morning commute period, a given lane is dedicated to traffic in the most heavily traveled direction; during the afternoon commute period, that same lane is dedicated to traffic going in the opposite direction from the morning commute. Traffic lights in each lane control the direction of traffic as well as start/stop at intersections. Using a four-lane street, three lanes would be available during the two commute periods for traffic going in the most heavily traveled direction. At all other times, two lanes would be available for traffic in each direction.
- Increase the pace of planning how to improve the flow of east-west traffic, then implement the plans rapidly.
- Widen to four paved lanes plus a turning lane, the two lane roads that now serve industrial parks.
- Explore feasibility of alternatives to the private motor vehicle; determine reasons the bus system is underused and take appropriate corrective action to increase the number of riders.
- More effectively promote use of the bus system.

- Increase the amount of parking space available downtown and limit on-street parking in the core area of downtown Sioux Falls.
- Establish park and ride facilities outside the downtown area; use the trolley-bus or express buses as a shuttle to carry people to/from downtown.
- Improve traffic flow by building service roads parallel to arterial streets.
- Improve coordination and timing of traffic lights.
- Extend 10th Street across the river and make it one way.
- Build 57th Street as a four lane through street connecting east and west.
- Increase speed limits on arterial streets where it would be safe to do so.
- Extend Minnesota Avenue south into Lincoln County as a four lane road with turning lanes.

2. Pace of Planning

- Increase the pace of planning for all enhancements to the transportation system. Increase the pace with which land is acquired for future enhancements.
- In designated residential areas, improve arterial streets that now are gravel by adding lanes as appropriate and paving them before sub-divisions are occupied.
- Meet with elected officials from the cities and towns in Minnehaha and Lincoln Counties to explore the benefits of an area-wide coordinated, collaborative planning effort.
- Continue to involve the public in planning for a future transportation system.
- Create a mechanism for long-term planning and budgeting of road maintenance, repair and improvement.

3. Bus and Para-Transit Service

- Extend the hours of operation on weekdays into the evening; operate buses on weekends.
- Operate the buses on more frequent schedules.
- Extend existing routes and create new routes into business, residential (including retirement facilities and apartments for the disabled), shopping, and medical service areas that now lack bus service.

- Determine if personal safety is an issue that prevents people from using the buses and take appropriate corrective actions to eliminate personal safety as an issue that prevents people from using the buses.
- Lower or eliminate cost of using the buses.
- Ask local businesses to cover all or part of the cost of bus use by their employees.
- Provide public transportation to teenagers too young to drive to enable them to attend after-school events.
- Improve para-transit service by making same day service available and significantly reducing the current two-hour appointment period.
- Since the size of the elderly segment of the population will grow, regularly assess the evolving requirements of these people for public transportation services, especially para-transit service.
- Provide more bus service to the elderly. Identify locations frequented by elderly people and increase service to those locations. Consider discounted fares for the elderly.
- Determine if improvements are needed to service for low income residents (new immigrants, single parents, elderly) and take corrective actions. Examples: 1) reduce fares for low income residents by reaching agreement with businesses that employ large numbers of these residents to pay for part/all of the bus fare, and provide service to grocery stores in the north part of the city from areas of low income housing.
- Build shelters at the designated bus stops.

4. Funding

- Explore ways to maximize access to federal and state funds.
- Explore how a collaborative funding effort by SD DOT, Minnehaha and Lincoln Counties, the City of Sioux Falls, and the towns within Minnehaha and Lincoln Counties could benefit the area's transportation system.
- Identify new, innovative funding mechanisms.
- Increase revenue from current funding sources (e.g., increase registration fees on motor vehicles owned by residents and non-residents of South Dakota).
- Re-dedicate all revenue from the city's second penny sales tax to transportation only.

- Allocate a percent of the state sales tax revenue to Sioux Falls for use on the transportation system, especially bus and para-transit services.
- Market and sell advertising space on the city's buses.
- Within the city's annual plan and budget, increase the priority for improving bus service.

Areas in Minnehaha and Lincoln Counties That Should Receive Top Priority for Transportation Improvements

Each stakeholder was asked to identify the geographic areas in Minnehaha or Lincoln County that should receive the highest priority for transportation improvements. The locations that were mentioned and the number of times each location was mentioned are provided below:

- Within the two counties, Sioux Falls should be the single priority, not the rural areas of Minnehaha or any part of Lincoln County. (2 respondents)
- The northwest and northeast parts of Sioux Falls – extend and improve north-south arteries like Western, Louise, and Minnesota. (7 respondents)
- State highways that serve Sioux Falls, like Highway 77, should be improved to safely handle future growth in traffic volume. Examples: expand to four lanes, re-pave.(2 respondents)
- Somewhere between 69th to 84th Streets an east-west limited access artery, with a service road on the north and south sides, should be built to ensure adequate flow of traffic in the future.
- Where the southeast area of Minnehaha and northeast section of Lincoln meet, there should be a priority for new roads or improvement of existing roads in anticipation of future growth in traffic volume. (14 respondents)
- Downtown Sioux Falls: widen the artery streets and create turning lanes. (3 respondents)
- Build a new beltway outside I-229 to connect I-29 and I-90. (10 respondents)
- Develop additional east-west corridors within the city. (7 respondents)
- Develop 60th Street north, from Hartford to Brandon.
- Develop 57th Street to Iowa by adding two lanes and a median. (3 respondents)
- Improve Highway 42.

- Lincoln County should start planning for the transportation services it will need as its population grows. Improve the roads from Lincoln County into Sioux Falls by adding lanes, widening lanes, building shoulders, and paving or re-paving them. (5 respondents)
- Minnehaha County should maintain and improve its existing transportation services. (3 respondents)
- Make 41st Street a limited access artery and improve 49th Street so it functions as an alternative way to get to the businesses now accessed via 41st Street.
- 26th Street extension from Kiwanis to Louise.
- Complete construction of I-29.
- East, south and west sides of Sioux Falls. (2 respondents)
- Low income areas of Sioux Falls.
- Locations within 20 miles of the Sioux Falls city limits.
- Re-build the two lane section of Minnesota as a four lane road.
- The older areas of Sioux Falls; pave the alleys that give access to garages and improve road maintenance.

Top Goals for the Area’s Transportation System

Each of the stakeholders was asked to state what they thought the top goals for the Sioux Falls area’s transportation system should be during the next 25 years. The most frequently mentioned goals are described below along with the reason(s) for the goal.

Goal	Reason
Increase use of the bus system; improve how well the system serves residential, commercial/industrial, and shopping areas; make service more affordable to low income people. (8 respondents)	<p>Reduce traffic congestion.</p> <p>Reduce the need for future investment in road construction.</p> <p>Provide residents who do not drive with access to shopping, entertainment, medical services, and employment.</p> <p>Alleviate the parking problem downtown.</p> <p>Help attract businesses to downtown.</p>
Improve the para-transit service.	As the size of our elderly population grows, the need for specialized public transportation will grow.
Extend bus service into the north west and north east.	To provide public transportation to the stores and businesses in these areas from other parts of Sioux Falls.
Maintain the level of transportation system planning that Sioux Falls achieved during the past 10 years; anticipate growth and build to meet it. (11 respondents)	<p>Provide the Sioux Falls area with a transportation system that continues to meet the constantly evolving requirements of residents and businesses.</p> <p>Have collector and arterial roads and other infra-structure in place before people move into new residential developments.</p> <p>Prevent further deterioration of the existing road net.</p> <p>Provide at least the current level of transportation services to a larger population.</p> <p>Protect the public’s current investment in transportation infrastructure and equipment.</p>

Goal	Reason
Avoid underestimating rate of population growth when planning the future transportation system.	Buy and build at current prices, not the inflated prices of the future.
Relocate the railroad switching function away from downtown Sioux Falls.	Buy enough right of way to build limited access arteries with parallel service roads and a median.
Build a beltway outside I-229 that encircles the city. (14 respondents)	Improve traffic flow in downtown Sioux Falls.
Add interchanges to I-90, I-29, and I-229 (2 respondents)	To carry future motor vehicle traffic that will occur as real estate is developed beyond I-229.
Further develop I-29 and I-229 by adding lanes and interchanges.	Prevent congestion on I-229.
Identify new sources of funding; increase funding from existing sources. (2 respondents)	Relieve traffic congestion on city streets.
Increase capacity for east-west traffic within Sioux Falls. (8 respondents)	Accommodate growth in traffic volume as existing residential, shopping and commercial/industrial, areas expand and new ones are built.
Improve safety on the roads (2 respondents)	Reduce volume of traffic on city streets.
	Accommodate growth in traffic volume as more people move into Lincoln County.
	Without adequate funding, plans for our future transportation system cannot be implemented and the needs for transportation services will go unmet.
	Reduce current traffic congestion.
	Prevent traffic congestion from getting worse than it is, especially on 12 th and 41 st Streets.
	Protect pedestrians and bicyclists from injury and death from motor vehicles.

Goal	Reason
Improve air passenger service. (2 respondents)	Reduce the high cost of tickets.
Improve existing arteries into Sioux Falls; build new arteries into the city at a faster pace. (2 respondents)	Make it more convenient to get to/from locations in USA and Canada.
Increase the right of way from 100 feet to 160 feet so arteries can be built with four lanes, a median and/or turning lanes.	Carry increased traffic volume in the future.
Establish and enforce standards for visual attractiveness of roads and their landscaping.	Prevent future traffic congestion.
Reduce traffic congestion between 41 st Street/Louise and I-29/26 th Street. (2 respondents)	Increase safety for the traveling public.
Add service roads to arterial streets.	Make the roads in and around Sioux Falls more attractive to look at.
Attract Southwest Airlines to serve the area.	Improve flow of traffic.
Establish and maintain a mechanism for the coordinated planning of transportation service by Lincoln and Minnehaha Counties, Sioux Falls, and the cities and towns within the two counties.	Improve traffic flow by limiting egress/access to the arterials.
	To lower ticket prices and increase the number of cities served by direct flights.
	To provide an integrated and comprehensive transportation system that meets the requirements of residents and businesses.

Transportation Investments Stakeholders Would Make Given Unlimited Resources

Each of the stakeholders was asked what types of transportation services or infrastructure they would like to see developed in the Sioux Falls area if resources were unlimited. A description of the items the stakeholders would fund is below.

- Improve the para-transit services: increase hours of operation, drastically reduce the current two hour window “appointment”, make same day service available, increase availability of service during peak shopping seasons (e.g., Christmas).
- Extend existing bus routes and add new routes into areas of the community that now are either not served or are underserved (e.g., new medical centers; shopping areas, commercial/industrial districts, residential areas both within Sioux Falls and in the suburbs); increase hours of operation into the evening and on weekends; increase frequency of schedules especially on heavily traveled routes during commute periods. Make the bus service free or very low cost to attract riders. Create ‘park and ride’ lots on periphery of city and use express bus or trolley service on a frequent schedule to carry riders to/from key destinations such as major employers, retail shopping areas, and major transfer stations. Replace buses more often. (14 respondents)
- Build a mono-rail system (similar to what St. Louis has near its airport) or light rail system within and around the city to provide rapid public transportation. Create an area mass transit system that serves communities 30 to 60 miles from Sioux Falls. (4 respondents)
- Increase the number of carriers offering air passenger service at the airport.
- Complete a beltway (e.g., I-229) all the way around the city. (3 respondents)
- Build at least one east-west arterial street that extends through the city. (2 respondents)
- Improve streets to enable faster movement of vehicles from north-south and east-west through the area. (2 respondents)
- Plan, design and build infra-structure (e.g., utilities) and roads before commercial or residential development occurs.
- Maintain and improve existing roads, especially arterials, by widening lanes, adding lanes, building shoulders, repaving surfaces, creating turning lanes, improve coordination of traffic lights, add service roads. (4 respondents)
- Explore ways for local not-for-profit organizations and the city’s para-transit service to collaborate together to better serve those who require door-to-door public transportation services.
- Build new highways with 4 lanes and a dividing median.
- Expand the airport in the City of Tea.

- Maintain existing transportation services and improve as required.
- School bus service.
- Repair older city streets to eliminate pot holes and other surface irregularities.
- Make inter-state passenger rail service available.
- Comply with the original grid pattern for our streets; stop building winding roads.
- Upgrade the airport so it can handle larger aircraft.
- Establish a mechanism by which Minnehaha and Lincoln Counties and all the towns within them collaborate to create and maintain an integrated, coordinated, comprehensive transportation system that is responsive to the evolving requirements of the people who live and work in the two counties.
- Develop a regional point-to-point air service (passenger, freight).
- Develop air service (passenger, freight) to Mexico and Canada.
- Build one or more cross-dock and storage facilities to attract more distribution and logistics companies.
- Improve safety of pedestrians and bicyclists by creating four-way stop intersections where now only a two way stop exists, widen arterial streets to four lanes with turning lane and paved shoulders, create dedicated bike lanes on arterial streets (2 respondents):

Funding

Each of the stakeholders was asked how they would fund improvements to the area's transportation system.

Almost all respondents suggested that improvements to the transportation system should be paid for with various combinations of federal, state, county and city funds along with user fees. Examples: fuel tax, sales tax on motor vehicles and motor vehicle parts, motor vehicle registration fees, ticket surcharge for air fare, fee for use of bus and para-transit service.

Funding sources suggested:

- Re-assessing properties when the street serving the properties is improved.
- Hotel/motel/restaurant tax on food and lodging.
- Reduce cost of equipment by buying used equipment (e.g., buses) from other transportation

agencies.

- Re-dedicate to transportation the entire amount raised by the existing one cent city sales tax (second penny tax) that was supposed to be used only for transportation.
- Explore opportunities for the city to create, deliver, or operate transportation services in partnership with local businesses to gain access to private sector funds.
- Find innovative new funding mechanisms.
- Work with state legislators to create a state income tax; allocate some of the revenue from this tax to transportation services.
- Dedicate some of the revenue from the state lottery to transportation.

Using the Area's Transportation System to Promote Economic Development

All of the stakeholders interviewed said that the Sioux Falls area transportation system should be used to help promote economic development in the area.

Their suggestions for ways to use the region's transportation system to promote economic development included:

- Improve bus service to business districts by adding routes to business districts not currently served and increasing the frequency of routes to business districts currently served.
- Show that the city is prepared to extend and expand fixed route bus service and roads to industrial/commercial areas. (3 respondents)
- Analyze all the elements of the current and planned transportation system to identify their advantages to businesses; advertise and market these advantages to the business community in the area, region, and nationally. (21 respondents) Examples:
 - Ease of access to customers and suppliers via the interstate system.
 - Good road net within Sioux Falls area that allows easy access to business districts.
 - Air service (passenger, freight) gives access to North American and international markets.
 - Rail spurs to industrial parks.
- Analyze the current and planned transportation system to identify their disadvantages to businesses; take appropriate corrective actions.

- Zone land use for development into residential, commercial, industrial, and shopping in such a way as to provide an optimal economic mix of these developments.
- Build infrastructure (e.g., utilities, roads) before structures are built. (2 respondents)
- Establish a history of continually improving the transportation system so that transportation services are available when they are needed. (2 respondents)
- Continue to promote use of the airport by people who live and work in the Sioux Falls area; continue to attract additional passenger airlines to serve the area.
- Maintain I-90, I-29, and I-229 and upgrade them as required; market the advantages of these highways to the business community (e.g., ease of access to their markets and suppliers) throughout North America. (3 respondents)
- Continue to operate the free trolley-bus service in the downtown entertainment and shopping area.
- Advertise and market to the business community the advantages of locating in South Dakota (e.g., no state income tax; population with a good work ethic; right to work laws).
- Use print media and a website to market the region to the business community in the area, region, and nationally.
- As needed, improve the roads that serve industrial parks so they can safely handle large trailer trucks (e.g., twins and triples) as well as the projected traffic volume (e.g., four lanes with turning lane; intersections wide enough for large trailer trucks; paved).
- Build staging areas in appropriate places where twin and triple trailer units can be assembled and taken apart.

Role for Non-Automotive Transportation in the Area

Each of the persons interviewed was asked what role non-automobile transportation should have in the Sioux Falls area's transportation system during the next 25 years. Their responses to this question are summarized below:

- Most respondents said that hike and bike trails are an important factor in the quality of life and recreational opportunity for residents of Sioux Falls area, but are not important as an element in the area's transportation system. The extremes of weather make it impractical to use these trails for transportation.

- Almost all respondents said that bus service will play an increasingly important role in the area’s transportation system in the future. To the extent that people use the buses, growth in use of private vehicles will be slowed, reducing the need to expand existing roads and build new ones. It is cheaper to build, improve and operate a public mass transportation system using buses than it is to plan, design, build, maintain, and improve roads.
- Several respondents predicted that the bus routes would eventually have to be converted from the current system to a grid system to make them more efficient. For example, under the current system, a person going from the northeast to northwest must first go to the downtown transfer station. In a grid system, the person would go directly from the northeast to northwest, saving time.
- Air service will become of “huge” importance in the future.
- One respondent predicted that containerized freight will grow in importance in the Sioux Falls area and suggested that a facility be built that would allow containers to be off-loaded and loaded onto railroad cars.
- One person suggested that a “drive and ride” passenger rail service be created to link Sioux Falls with key destinations in South Dakota (e.g., Rapid City) and in other states (e.g., Omaha, Minneapolis). Similar to a service that already exists on the East Coast, this service would allow drivers to place their private passenger vehicles on special railroad cars that are part of a passenger train. Drivers and their passengers board the passenger cars and take the train to a destination city where their cars are removed from the train.

Other Comments

At the end of each interview, the stakeholder was given an opportunity to make other comments as desired. Their closing comments are provided below:

- I’m impressed by the fact that the city is conducting this study.
- The motor vehicle part of the transportation system should get top priority because the largest percentage of people use it.
- Kudos to the Sioux Falls Planning Department. They are forward looking and provide Sioux Falls residents with a very good transportation system.
- I appreciate the opportunity to participate in this study.
- Consideration should be given to forming an organization consisting of Minnehaha and Lincoln counties along with the cities and towns within them. This organization would be responsible for coordinated, cooperative planning of transportation services within the two county area.

- I like the fact that the city involves its residents and businesses in the planning of transportation and other city services.
- The single most important transportation issue now in the Sioux Falls area is the traffic congestion and inconvenience experienced daily by many people because of the lack of an adequate number of east-west arteries. Something must be done to use land now occupied by one or both golf courses so that one or more of 18th, 20th, 22nd, 26th or 33rd Streets could be made into an east-west artery that would extend across the entire city.
- The City of Sioux Falls should continue to involve public participation in the planning of public transportation services.
- It is great that the City of Sioux Falls is involving the public to get good ideas. Do more of it. It shows that the city has its finger on the pulse of its customers.
- The City of Sioux Falls is very forward looking. The city's leaders are addressing the transportation system quite well.
- We're in pretty good shape.
- We're growing faster than we can keep up.
- The bus system does a fantastic job. I'm looking forward to an expansion of this service.
- I appreciate this survey being done. It is money well spent.
- I hope the city can find a replacement for Steve Metli who is as forward thinking and progressive as Steve has been. I'm very glad the city is conducting this study.
- The fact that Sioux Falls conducts studies like this one explains why we have such a good transportation system. Sioux Falls has done an excellent job planning for transportation services during the past 10-15 years.
- Build streets to their maximum capacity the first time instead of widening them one or more times after their initial construction and at higher cost.
- Since transportation planners are not the only people with workable ideas, our area transportation planners need to talk with the general public and other interested parties about transportation issues and potential solutions, and give serious consideration to what is said.
- We need to stop allowing utilities to have easements in the ditch area close to a street. Utility easements should be located far enough away from a current two lane road to allow that road to be expanded in the future to four lanes with a turning lane and shoulders without having to relocate the utility pipes and cables.
- Enforce more vigorously and consistently the traffic laws that give pedestrians the right of way

in cross walks.

- Provide blind people with a device similar to a garage door opener that would enable them to cross intersections more safely by controlling traffic signals and to activate an audible signal that would identify the location of a bus shelter.