2010 Sioux Falls Metropolitan Area LRTP Market Research Study
Consolidated Final Report

Conducted for
Sioux Falls Metropolitan Planning Organization

By
ETC Institute
Olathe, Kansas

July 2010
Section 1:
Consolidated Executive Summary
Purpose and Overview

During the spring of 2010, the Sioux Falls Metropolitan Planning Organization (MPO) conducted a comprehensive market research study to gather input from the community about transportation planning issues in Lincoln and Minnehaha Counties. The results of the study will be used to help identify priorities for the region’s long range transportation plan. This was the third time the MPO has conducted a comprehensive transportation market research assessment; previous studies were completed in 1999 and then again in 2005.

The five major components of the study included:

- A resident survey, which was administered to a random sample of 1,066 residents from Lincoln and Minnehaha Counties. The 2010 survey contained many of the same questions that were asked in 1999 and 2005 to allow community leaders to see how attitudes of residents have changed over the past ten years. The results of the resident survey have a precision of at least +/-2.9% at the 95% level of confidence. The results of the resident survey are provided in Section 2 of this report.

- An employer survey, which was administered to a random sample of 370 employers from Lincoln and Minnehaha Counties. The 2010 survey contained many of the same questions that were asked to employers in 1999 and 2005 to allow community leaders to see how the perceptions of the business community have changed over the past ten years. The results of the employer survey have a precision of at least +/-5.0% at the 95% level of confidence and the results of the employer survey are provided in Section 3 of this report.

- A survey of traditionally underserved populations (or transit survey), which was administered to 261 persons who use public transportation services in the Sioux Falls area. The transit survey was designed to ensure that the needs of low income persons and persons without cars were adequately represented in the survey. More than three-fourths (78%) of the respondents from the transit survey did not have a vehicle, and 56% indicated that their annual household income was less than $15,000. The results of the survey of traditionally underserved populations are provided in Section 4 of this report.
• **Focus groups** were held with residents living inside the City of Sioux Falls, residents living outside the City of Sioux Falls, seniors, business leaders, advocates of underserved populations and freight carriers, shippers & commercial drivers. The purpose of the focus groups was to provide a more detailed understanding of the issues identified during the stakeholder interviews. The information collected from the focus groups was used to design the questions that were included in the surveys. A summary of the focus groups is provided in Section 5 of this report.

• **Open-ended stakeholder interviews** were conducted with leaders of organizations that influence transportation decision making in Lincoln and Minnehaha Counties. The purpose of the interviews was to identify the major issues and concerns of the region’s transportation decision makers to ensure that these concerns were addressed in the study. A summary of the interviews is provided in Section 6 of this report.

### Major Findings

• **Overall Satisfaction with the Region’s Transportation System Has Continued to Decline from 1999.** In 1999, 66% of the residents surveyed rated the region’s transportation system as “excellent” or “good;” this number declined in 2005 to 49% and then to 41% in 2010.

• **Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area.** Based upon a combined percentage of respondents who rated these items as “very high” or “high” priorities, the items that both residents and employers felt should be the top priorities for improvement over the next 20 years were:

  o Improving East-West roads in the City of Sioux Falls
  o Setting aside land for future traffic corridors
  o Improving airport services
  o Sustainability and livability

• **Current or Emerging Issues in the Region’s Transportation System.** The two issues that both residents and employers respondents felt were the biggest problems with the region’s transportation system, based upon a combined percentage of respondents who rated these items as “current” or “emerging” issues, were:

  o Congestion on East-West roads in the City of Sioux Falls
  o Congestion on North-South roads in the City of Sioux Falls

• **Streets and Corridors that Residents Felt Should Receive the Highest Priority for Improvements.** The streets or roads in the metropolitan area that residents and employers felt should receive the top priority for improvement were: 1) 41st Street, 2) Minnesota Avenue, 3) 26th Street, 4) East 10th Street and 5) Cliff Street.
• **Transportation Improvements Residents and Employers Were Most Willing to Fund With Their Tax Dollars.** The four transportation improvements that both residents and employers were most willing to fund with their tax dollars were:

  o Improving East-West roads in the City of Sioux Falls  
  o Improving North-South roads in the City of Sioux Falls  
  o Improving airport services  
  o Adding interchanges on the Interstates

• **Ratings of the Public Transportation System.** Ratings of the region’s public transportation system from the transit survey are provided below:

  o Seventy-one percent (71%) of the transit riders surveyed rated the overall transportation system as “excellent” or “good;” 22% rated the system as “average,” only 5% rated it as “poor” and 2% did not have an opinion  
  o Based on the percentage of transit users who rated various public transportation attributes as “excellent” or “good,” the items that transit riders rated highest rated were: 1) the appearance of buses, 2) Air conditioning and 3) safety.

• **Air Transportation Service Improvements.** The air transportation service improvements that both residents and employers felt were most important, based upon a combined percentage of respondents who rated the item as “very” or “somewhat important,” were:

  o Reducing the cost of air travel to other cities  
  o Adding more airlines, flights and destinations  
  o Increasing the number of passengers served

**Guiding Objectives**

The stakeholder interviews, focus groups, and surveys were designed to identify guiding objectives for long range transportation planning in Lincoln and Minnehaha Counties. The guiding objectives reflect the overall top priorities for transportation that were identified by the majority of residents, employers, and transportation stakeholders in both counties. These objectives should be used as a guide to help prioritize long range transportation investments.

Although more than 60 transportation objectives were addressed during the study, the results of the market research clearly identified the following guidelines as priorities for the region:

• **Improving the condition of the region’s existing multi-modal transportation system, particularly the condition of streets in Sioux Falls and townships**

• **Preserving people’s ability to travel across the City of Sioux Falls - across town travel**
• *Ensuring residents can safely travel between the City of Sioux Falls and other communities in Minnehaha and Lincoln Counties*

• *Improving the quality of safe biking facilities in the City of Sioux Falls*

Transportation planners and elected officials should use these guidelines to help set long range transportation priorities for Lincoln and Minnehaha Counties. Decisions to make major long range transportation investments should be reviewed with regard to how the investment supports these objectives. *Investments that support the guiding objectives should receive higher priority than those that do not.*

**Recommended Seed Projects/Additional Study Areas**

The market research identified several areas that should be considered as seed projects and/or as areas for further study.

• *Maintenance of Streets in the City of Sioux Falls and the Surrounding Townships*

• *Improvements to East-West Traffic Flow in the City of Sioux Falls*

• *Safety and capacity improvements to roads/highways that link the City of Sioux Falls with other communities in Minnehaha and Lincoln Counties*

• *Improvements to Biking Facilities in the City of Sioux Falls*

**Contents of this Report**

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

• Section 2: Resident Survey
• Section 3: Employer Survey
• Section 4: Transit Survey
• Section 5: Focus Groups
• Section 6: Stakeholder Interviews
Section 2:

Resident Survey Report
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Overview

ETC Institute conducted a survey of residents during the spring of 2010 to determine long range transportation priorities for the Sioux Falls Metropolitan Area. A total of 1066 randomly selected residents from Minnehaha and Lincoln Counties participated in the survey: 75% of the respondents lived inside the City of Sioux Falls and 25% lived outside the City of Sioux Falls. The overall results of the survey have a precision of at least +/- 2.9% at the 95% level of confidence.

This section of the report contains:

- a brief summary of the methodology and major findings
- charts depicting the overall results of the survey along with comparisons to the results from the 2005 and 1999 survey
- Importance-Satisfaction Matrix Analysis
- GIS maps that show the results of selected questions from the resident survey
- tables that show the results for all questions on the survey
- a copy of the survey instrument.

Major Findings

- **Overall Satisfaction with the Region’s Transportation System Has Continued to Decline from 1999.** In 1999, 66% of the residents surveyed rated the region’s transportation system as “excellent” or “good;” this number declined in 2005 to 49% and then to 41% in 2010.

- **Transportation Services Residents Were Most Satisfied With.** The aspects of the region’s transportation system that residents were most satisfied with, based upon a combined percentage of residents who were “very” or “somewhat satisfied,” were:
  
  o Ease of travel between Sioux Falls and other communities in the area (77%)
  o Adequacy of signage along streets and highways (75%)
  o Availability of safe walking and pedestrian facilities (70%)
  o Maintenance of interstates and highways around Sioux Falls (70%)
• **Transportation Services Residents Felt Were Most Important.** The aspects of the region’s transportation system that residents felt were most important were: 1) the maintenance of streets in Sioux Falls, 2) the ease of travel from one side of Sioux Falls to the other side and 3) the maintenance of interstates and highways around Sioux Falls.

• **Current or Emerging Issues in the Region’s Transportation System.** The items that residents felt were the biggest problems in the region’s transportation system, based upon a combined percentage of residents who rated these items as “current” or “emerging” issues, were:
  - Congestion on East-West roads in the City of Sioux Falls (83%)
  - Congestion on North-South roads in the City of Sioux Falls (65%)

• **Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area.** Based upon a combined percentage of residents who rated these items as “very high” or “high” priorities, the items that residents felt should be the top priorities for improvement over the next 20 years were:
  - Improving traffic flow on East-West roads in the City of Sioux Falls (77%)
  - Setting aside land for future traffic corridors (65%)
  - Improving airport services (60%)

• **Transportation Improvements Residents Were Most Willing to Fund With Their Tax Dollars.** The four transportation improvements that residents were most willing to fund with their tax dollars were:
  - Improving East-West roads in the City of Sioux Falls
  - Improving North-South roads in the City of Sioux Falls
  - Improving airport services
  - Adding interchanges on the Interstates

• **Traffic Safety** Overall ratings of traffic safety in the area stayed about the same. In 1999, 52% of residents felt traffic safety in the Sioux Falls area was “excellent” or “good” compared to 51% in 2005 and 54% in 2010. Ratings of the traffic safety near schools fluctuated slightly from 1999. In 1999, 63% of residents rated the traffic safety near schools as “excellent” or “good” compared to 66% and then 61% in 2010.

• **Ease of Travel in the Sioux Falls Metropolitan Area.** The trips that residents felt were the easiest to make in the area, based upon a combined percentage of residents who felt the trip was “very easy” or “easy” were:
  - to/from Tea (93%)
  - to/from the Sioux Falls airport (92%)
  - to/from Harrisburg (91%)
The trips that residents felt had become significantly easier to make over the past five years, based upon the increase in the percentage of respondents who rated the trips as “easy” were: ease of trips to downtown Sioux Falls (+17% from 2005), ease of trips to the Empire Mall (+16% from 2005) and ease of trips to the Sioux Falls Airport (+6% from 2005)

- **Trips that Residents Felt Will Become Most Difficult to Make Over the Next 20 Years.** The trip that residents felt would become the most difficult to make over the next 20 years was to/from the Empire Mall area. Residents also felt that trips to/from downtown Sioux Falls, to/from the eastside Target/Walmart shopping area and to/from the convention center/arena would become difficult to make over the next 20 years.

- **Traffic Congestion.** Although overall satisfaction with the region’s transportation system had declined since 1999, the percentage of residents who felt traffic congestion was a major problem in the area has continued to decline from 1999. In 1999, 94% of residents felt traffic congestion in the metropolitan area was a problem compared to 92% in 2005 and then 88% in 2010.

- **Public Transportation.** Twenty percent (20%) of the residents surveyed indicated that they had used public transportation in Sioux Falls; 46% reported using public transportation in cities outside the Sioux Falls area. The situations that residents were most likely to use public transportation under, based upon a combined percentage of “very likely” and “likely” responses, were: if gas prices rise to $5 a gallon (38%) and if their employer was to provide incentives to use public transportation (33%).

- **Streets and Corridors that Residents Felt Should Receive the Highest Priority for Improvements.** The top four streets or roads in the metropolitan area that residents felt should receive the top priority for improvement were: 1) 41st Street, 2) Minnesota Avenue, 3) 26th Street and 4) East 10th Street. With the exception of Minnesota Avenue; these were the same roads that residents felt should receive the highest priority for improvement in 2005.

- **Air Service Improvements.** The air transportation service improvements that residents felt were most important, based upon a combined percentage of residents who rated the item as “very” or “somewhat important,” were:
  - Reducing the cost of air travel to other cities (91%)
  - Adding more airlines, flights and destinations (86%)
  - Increasing the number of passengers served (78%)

**Other Findings:**

- More than three-fourths (77%) of the residents surveyed felt it was more important to maintain existing streets and highways versus building new ones.
- 94% of residents indicated they would not be willing to pay $12 a day to park in the covered area at the Sioux Falls airport.

- More than half (57%) of residents indicated they would have to save $100 or more on the cost of a flight to consider traveling to Omaha for a lower fare; 24% would have to save $50 to $75 to travel to Omaha for a lower fare and 19% were not sure.

- Support for paying a slight increase in taxes to support area transportation improvements has continued to decline from 1999 (67% in 1999 versus 46% in 2010).

- The top two ways that residents felt it would be best to keep them informed about transportation improvements were: 1) television news and 2) local newspaper.

- Most (85%) of residents feel the public is adequately informed about street closures and street detours when construction activities affect travel in the Sioux Falls Metropolitan Area.
Section 1:

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

by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding don't knows)

Ease of travel to/from SF & other communities: 28% Very Satisfied, 49% Somewhat Satisfied, 17% Neutral, 7% Not Satisfied
Adequacy of signage along streets/highways: 26% Very Satisfied, 49% Somewhat Satisfied, 17% Neutral, 8% Not Satisfied
Availability of safe walking/pedestrian facilities: 25% Very Satisfied, 45% Somewhat Satisfied, 20% Neutral, 10% Not Satisfied
Maintenance of interstates/highways around SF: 18% Very Satisfied, 52% Somewhat Satisfied, 17% Neutral, 13% Not Satisfied
Availability of safe biking facilities: 36% Very Satisfied, 33% Somewhat Satisfied, 21% Neutral, 10% Not Satisfied
Ease of travel from one side of SF to the other: 13% Very Satisfied, 40% Somewhat Satisfied, 16% Neutral, 32% Not Satisfied
Maintenance of rural roads: 6% Very Satisfied, 37% Somewhat Satisfied, 37% Neutral, 20% Not Satisfied
Availability of public transportation/bus service: 14% Very Satisfied, 26% Somewhat Satisfied, 46% Neutral, 14% Not Satisfied
Maintenance of streets outside Sioux Falls: 4% Very Satisfied, 36% Somewhat Satisfied, 44% Neutral, 16% Not Satisfied
Maintenance of streets in Sioux Falls: 4% Very Satisfied, 32% Somewhat Satisfied, 13% Neutral, 51% Not Satisfied

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Satisfaction with Various Components of the Sioux Falls Metropolitan Area’s Transportation System: 2010 vs. 2005 vs. 1999

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

Ease of travel to/from SF & other communities: 2010 77%, 2005 74%, 1999 71%
Adequacy of signage along streets/highways: 2010 73%, 2005 69%, 1999 Not asked in 1999
Maintenance of interstates/highways around SF: 2010 79%, 2005 79%, 1999 Not previously asked
Availability of safe walking/pedestrian facilities: 2010 76%, 2005 76%, 1999 Not asked in 1999
Availability of safe biking facilities: 2010 49%, 2005 53%, 1999 Not previously asked
Ease of travel from one side of SF to the other: 2010 69%, 2005 69%, 1999 Not previously asked
Maintenance of rural roads: 2010 43%, 2005 53%, 1999 Not previously asked
Availability of public transportation/bus service: 2010 80%, 2005 41%, 1999 41%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Most Important Aspects of the Sioux Falls Metropolitan Area’s Transportation System
by percentage of respondents who selected the item as one of their top three choices

- Maintenance of streets in Sioux Falls: 83%
- Ease of travel from one side of SF to the other: 97%
- Maintenance of interstates/highways around SF: 40%
- Maintenance of streets outside Sioux Falls: 19%
- Ease of travel to/from SF & other communities: 19%
- Availability of safe biking facilities: 18%
- Availability of safe walking/pedestrian facilities: 18%
- Maintenance of rural roads: 13%
- Adequacy of signage along streets/highways: 12%
- Availability of public transportation/bus service: 8%

Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area
by percentage of respondents

- Excellent: 4%
- Good: 38%
- Average: 34%
- Poor: 10%
- Don’t know: 14%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Overall Ratings of the Transportation System in the Sioux Falls Metropolitan Area: 2010 vs. 2005 vs. 1999

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Excellent</th>
<th>Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>41%</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>49%</td>
<td></td>
</tr>
<tr>
<td>1999</td>
<td>66%</td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area

by percentage of respondents

- Excellent: 7%
- Good: 47%
- Average: 37%
- Poor: 8%
- Don't know: 1%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Overall Ratings of Traffic Safety in the Sioux Falls Metropolitan Area: **2010 vs. 2005 vs. 1999**

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Excellent</th>
<th>Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>54%</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>51%</td>
<td></td>
</tr>
<tr>
<td>1999</td>
<td>52%</td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

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

by percentage of respondents

- Excellent: 17%
- Good: 44%
- Average: 23%
- Poor: 9%
- Don't know: 7%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Ratings of Traffic Safety Near Schools in the Sioux Falls Metropolitan Area: 2010 vs. 2005 vs. 1999

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Excellent</th>
<th>Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td></td>
<td>61%</td>
</tr>
<tr>
<td>2005</td>
<td></td>
<td>66%</td>
</tr>
<tr>
<td>1999</td>
<td></td>
<td>63%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Percentage of Residents Who Thought Various Areas Were Safe and Appropriate Places For People to Ride Bicycles In the Sioux Falls Metropolitan Area

by percentage of respondents who felt it was safe “most of the time” or “sometimes” (excluding don’t knows)

<table>
<thead>
<tr>
<th>Area</th>
<th>Most of the Time</th>
<th>Sometimes</th>
</tr>
</thead>
<tbody>
<tr>
<td>On paved recreational trails</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>On sidewalks</td>
<td></td>
<td>86%</td>
</tr>
<tr>
<td>In city streets</td>
<td></td>
<td>80%</td>
</tr>
<tr>
<td>On county roads</td>
<td></td>
<td>79%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Percentage of Residents Who Thought Various Areas Were Safe and Appropriate Places For People to Ride Bicycles In the Sioux Falls Metropolitan Area: 

2010 vs. 2005

by percentage of respondents who felt it was safe “most of the time” or “sometimes” (excluding don’t knows)

TREND DATA

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

How often do you think it helps to push the pedestrian button on a traffic signal to cross streets in the area?

by percentage of respondents

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Ease of Travel To/From Various Destinations in the Sioux Falls Metropolitan Area
by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding not applicable)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Very Easy (1)</th>
<th>Somewhat Easy (2)</th>
<th>Somewhat Difficult (3)</th>
<th>Very Difficult (4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tea</td>
<td>53%</td>
<td>40%</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Sioux Falls Airport</td>
<td>53%</td>
<td>39%</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Harrisburg</td>
<td>49%</td>
<td>42%</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Hartford</td>
<td>45%</td>
<td>44%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>Brandon</td>
<td>48%</td>
<td>39%</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Outlying Areas in Lincoln &amp; Minnehaha Counties</td>
<td>27%</td>
<td>60%</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Crooks</td>
<td>39%</td>
<td>47%</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Downtown Sioux Falls</td>
<td>37%</td>
<td>44%</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>Convention Center/Arena</td>
<td>24%</td>
<td>48%</td>
<td>23%</td>
<td>0%</td>
</tr>
<tr>
<td>Eastside Target/Walmart Shopping area</td>
<td>38%</td>
<td>34%</td>
<td>21%</td>
<td>8%</td>
</tr>
<tr>
<td>Empire Mall Area</td>
<td>34%</td>
<td>35%</td>
<td>20%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Trips That Residents Think Will Become the Most Difficult Over the Next 20 Years
by percentage of respondents who selected the trip as one of their top two choices

<table>
<thead>
<tr>
<th>Trip Description</th>
<th>Sum of Top Two Choices</th>
</tr>
</thead>
<tbody>
<tr>
<td>To/from Empire Mall area</td>
<td>54%</td>
</tr>
<tr>
<td>To/From Downtown Sioux Falls</td>
<td>36%</td>
</tr>
<tr>
<td>To/from eastside Target/Walmart shopping area</td>
<td>33%</td>
</tr>
<tr>
<td>To/from Convention Center/Arena</td>
<td>32%</td>
</tr>
<tr>
<td>To/from Sioux Falls Airport</td>
<td>11%</td>
</tr>
<tr>
<td>To/from outlying Lincoln &amp; Minnehaha Counties</td>
<td>9%</td>
</tr>
<tr>
<td>To/from Brandon</td>
<td>6%</td>
</tr>
<tr>
<td>To/from Harrisburg</td>
<td>5%</td>
</tr>
<tr>
<td>To/from Tea</td>
<td>2%</td>
</tr>
<tr>
<td>To/from Hartford</td>
<td>2%</td>
</tr>
<tr>
<td>To/from Crooks</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Overall Concern About the Level of Traffic Congestion in the Sioux Falls Metropolitan Area

by percentage of respondents

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

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

2010 vs. 2005 vs. 1999

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

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Have you ever used public transportation 
in the Sioux Falls area?
by percentage of respondents

- Yes: 20%
- No: 80%

Reasons Residents Do Not Use Public Transit More Often Than They Currently Do in Sioux Falls
by percentage of respondents

- I don't need it because I have a vehicle: 57%
- Service not available where I live or need to go: 12%
- Service is not available at the times needed: 7%
- I don't understand how to use the system: 5%
- Weather: 2%
- Do not feel safe: 2%
- It is not reliable: 1%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Have you ever used public transportation outside the Sioux Falls area?

by percentage of respondents

Yes
46%

No
54%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

How likely would you be to use public transportation if....

by percentage of respondents who were “very likely” or “likely” to use public transportation under various conditions

- Gas prices rise to $5 a gallon: 38%
- Employer provides incentives to use public transit: 33%
- Transit stops are located closer to destinations: 20%
- Buses arrive at stops more frequently: 26%
- Better informed about how to use the bus system: 25%
- Buses run in the evening and on Sundays: 21%
- Work commute is increased by 15 minutes: 13%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How Likely Residents Would Be to Use Public Transportation Under Various Conditions:  
2010 vs. 2005
by percentage of respondents who were “very likely” or “likely” to use public transportation under various conditions

- Gas prices rise to $5 a gallon
- Employer provides incentives to use public transit
- Transit stops are located closer to destinations
- Buses arrive at stops more frequently
- Better informed about how to use the bus system
- Buses run in the evening and on Sundays
- Work commute is increased by 15 minutes

Likelihood of Using Various Types of Transportation
by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale (excluding don’t knows)

- Passenger rail service to cities outside SF
- Carpools or vanpools
- Bus service that operates on regular routes
- Park and ride services
- Transit service into or from SF

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How the Location of Bus Stops Affect the Likelihood Residents Will Use Public Transportation

by percentage of respondents (excluding residents who indicated they would never use public transit)

Percentage of Respondents Who Would Consider Using Transit

<table>
<thead>
<tr>
<th>Distance Bus Stops Are From the Respondent's Home</th>
<th>0.0%</th>
<th>10.0%</th>
<th>20.0%</th>
<th>30.0%</th>
<th>40.0%</th>
<th>50.0%</th>
<th>60.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 2 blocks</td>
<td>48.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4 blocks</td>
<td>30.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6 blocks</td>
<td>12.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>more than 6 blocks</td>
<td>6.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

How the Frequency of Service Would Affect the Likelihood that Residents Will Use Public Transportation

by percentage of respondents (excluding residents who indicated they would never use public transit)

Percentage of Respondents Who Would Consider Using Transit

<table>
<thead>
<tr>
<th>Frequency of Transit Service</th>
<th>0.0%</th>
<th>10.0%</th>
<th>20.0%</th>
<th>30.0%</th>
<th>40.0%</th>
<th>50.0%</th>
<th>60.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 minutes</td>
<td>69.6%</td>
<td>67.2%</td>
<td>57.4%</td>
<td>36.8%</td>
<td>27.2%</td>
<td>4.5%</td>
<td>0.7%</td>
</tr>
<tr>
<td>10 minutes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 minutes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 minutes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 minutes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>every hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>every 2 hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Transportation Issues Residents Felt Were Current or Emerging Problems in the Sioux Falls Metropolitan Area

by percentage of respondents

Congestion on east-west roads in SF 83%
Congestion on north-south roads in SF 65%
Lack of major roads to developing areas 50%
Congestion on Interstates around SF 50%
Lack of bicycle lanes 48%
Sustainability and livability 46%
Congestion on roads connecting SF & rural areas 41%
Lack of safe/accessible pedestrian facilities 37%
Traffic delays caused by trains 36%
Truck traffic 35%
Lack of adequate public transportation 27%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

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

by percentage of respondents who rated the item as being a “very high” or “high” priority

Improving east-west roads in Sioux Falls 77%
Setting aside land for traffic corridors/roads 65%
Improving airport services 60%
Sustainability and livability 56%
Adding interchanges on the Interstates 53%
Improving transportation for seniors/disabled 52%
Improving the timing of traffic lights 49%
Improving north-south roads in Sioux Falls 46%
Improving existing interchanges on Interstates 46%
Improving highways that link SF to outlying areas 48%
Developing new pedestrian/biking facilities 37%
Improving existing pedestrian/biking facilities 37%
Improving the appearance of roads/highways 37%
Improving roads in communities outside SF 34%
Improving the area's freight transportation 34%
Adding passenger rail service 30%
Reducing traffic delays caused by trains 29%
Improving public transportation/bus service 25%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Transportation Improvements Residents Were Most Willing to Fund With Their Tax Dollars

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

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Which of the following do you think is most important?

by percentage of respondents

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Which streets or roads in the metropolitan area do you think should receive the top priority for improvement? 
by percentage of respondents who selected the item as one of their top four choices

<table>
<thead>
<tr>
<th>Street or Road</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>41st St</td>
<td>52%</td>
</tr>
<tr>
<td>Minnesota Ave</td>
<td>36%</td>
</tr>
<tr>
<td>26th St</td>
<td>31%</td>
</tr>
<tr>
<td>East 10th St</td>
<td>31%</td>
</tr>
<tr>
<td>Cliff Ave</td>
<td>28%</td>
</tr>
<tr>
<td>57th St</td>
<td>16%</td>
</tr>
<tr>
<td>West 12th St</td>
<td>14%</td>
</tr>
<tr>
<td>Western Ave</td>
<td>14%</td>
</tr>
<tr>
<td>Russell St</td>
<td>12%</td>
</tr>
<tr>
<td>Louise Ave</td>
<td>11%</td>
</tr>
<tr>
<td>West Side Corridor</td>
<td>11%</td>
</tr>
<tr>
<td>SD Highway 11</td>
<td>11%</td>
</tr>
<tr>
<td>Tea-Ellis Rd</td>
<td>7%</td>
</tr>
<tr>
<td>Kiwanis Ave</td>
<td>7%</td>
</tr>
<tr>
<td>Sertoma Extension to La Mesa</td>
<td>7%</td>
</tr>
<tr>
<td>Sycamore Ave</td>
<td>6%</td>
</tr>
<tr>
<td>I-19</td>
<td>4%</td>
</tr>
<tr>
<td>I-90</td>
<td>4%</td>
</tr>
<tr>
<td>Madison St</td>
<td>3%</td>
</tr>
<tr>
<td>Lincoln County 106</td>
<td>3%</td>
</tr>
<tr>
<td>Lincoln County Road 111</td>
<td>2%</td>
</tr>
<tr>
<td>Benson Rd</td>
<td>2%</td>
</tr>
<tr>
<td>Willow St (in Harrisburg to I-29)</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Importance of Various Air Service Improvements to Residents of the Sioux Falls Metropolitan Area
by percentage of respondents who rated the item as being a “very” or “somewhat important”

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Very Important</th>
<th>Somewhat Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing the cost of air travel to other cities</td>
<td>91%</td>
<td></td>
</tr>
<tr>
<td>Adding more airlines, flights, destinations</td>
<td>86%</td>
<td></td>
</tr>
<tr>
<td>Increasing number of passengers served</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Being able to fly big jets to/from Sioux Falls</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Improving access to/from airport</td>
<td>54%</td>
<td></td>
</tr>
<tr>
<td>Improving airport amenities</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>Expanding air freight/corporate service</td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td>Adding covered parking</td>
<td>34%</td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Importance of Various Air Service Improvements to Residents of the Sioux Falls Metropolitan Area: 2010 vs. 2005 vs. 1999

by percentage of respondents who felt the item was "very" or "somewhat important"

<table>
<thead>
<tr>
<th>Improvement</th>
<th>2010</th>
<th>2005</th>
<th>1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing the cost of air travel to other cities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adding more airlines, flights, destinations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increasing number of passengers served</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Being able to fly big jets to/from Sioux Falls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving access to/from airport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving airport amenities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adding covered parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expanding air freight/corporate service</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

If covered parking were added at the Sioux Falls airport, would you be willing to pay $2/hour and/or $12/day to park in the covered area?

by percentage of respondents

- Yes: 32%
- No: 64%
- Don't know: 4%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Compared to the cost of a flight from the Sioux Falls airport, how much would you need to save per ticket to travel to Omaha for a lower fare?

by percentage of respondents

- $100/ticket: 36%
- $75/ticket: 18%
- $50/ticket: 6%
- $150/ticket: 21%
- Don't know: 19%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Likelihood of Using Various Types of Transportation if the Gas Prices Were to Raise to $5 per gallon

by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale (excluding don't knows)

- Carpool to work/school:
  - Very Likely (1): 14%
  - Likely (2): 30%
  - Not Sure (3): 19%
  - Unlikely (4/5): 37%
- Bicycle to work/school:
  - Very Likely (1): 9%
  - Likely (2): 18%
  - Not Sure (3): 16%
  - Unlikely (4/5): 57%
- Take transit buses to work/school:
  - Very Likely (1): 8%
  - Likely (2): 19%
  - Not Sure (3): 24%
  - Unlikely (4/5): 49%
- Walk to work/school:
  - Very Likely (1): 9%
  - Likely (2): 12%
  - Not Sure (3): 12%
  - Unlikely (4/5): 68%
- Move closer to work/school:
  - Very Likely (1): 6%
  - Likely (2): 14%
  - Not Sure (3): 78%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How Residents Feel the Portion of Local Tax Dollars Spent on Transportation Should Change

by percentage of respondents

- Increase greatly: 5%
- Increase slightly: 34%
- Stay about the same: 35%
- Be reduced: 5%
- Don't know: 21%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Support for Paying a Slight Increase in Taxes to Support Transportation Improvements in the Area

by percentage of respondents

- Somewhat supportive: 34%
- Neutral: 35%
- Strongly supportive: 12%
- Not supportive: 19%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Support for Paying a Slight Increase in Taxes to Support Transportation Improvements in the Area: 2010 vs 2005 vs 1999

by percentage of respondents who supported an increase in taxes to support transportation improvements

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Best Ways to Keep Residents Informed About Transportation Improvements

by percentage of respondents who selected the item as one of their top choices (multiple responses allowed)

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation?

**2010 vs. 2005**
by percentage of respondents

<table>
<thead>
<tr>
<th>Year</th>
<th>Yes</th>
<th>No</th>
<th>Don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>29%</td>
<td>29%</td>
<td>42%</td>
</tr>
<tr>
<td>2005</td>
<td>30%</td>
<td>28%</td>
<td>42%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

---

Do you think the public is adequately informed about closures and detours when construction activities affect travel on the following?

by percentage of respondents who said “Yes”

<table>
<thead>
<tr>
<th>Location</th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets in Sioux Falls</td>
<td>95%</td>
<td>67%</td>
</tr>
<tr>
<td>Interstate highways</td>
<td>37%</td>
<td>20%</td>
</tr>
<tr>
<td>Bicycle trails</td>
<td>19%</td>
<td>18%</td>
</tr>
<tr>
<td>Streets in cities outside the City of SF</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Bus routes</td>
<td></td>
<td>19%</td>
</tr>
<tr>
<td>Rural roads</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Demographics: Do you own a car?

by percentage of respondents

Yes
97%

No
3%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Demographics: Do you own a bicycle?

by percentage of respondents

Yes
72%

No
28%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Demographics: Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations?

by percentage of respondents (multiple responses allowed)

<table>
<thead>
<tr>
<th>Mode of Transportation</th>
<th>1999</th>
<th>2005</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car-drive alone</td>
<td>93%</td>
<td>97%</td>
<td>93%</td>
</tr>
<tr>
<td>Carpool or vanpool</td>
<td>21%</td>
<td>8%</td>
<td>5%</td>
</tr>
<tr>
<td>Walk</td>
<td>13%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>11%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>7%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Public transportation</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>2%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Demographics: Number of Years Lived in the Sioux Falls Metropolitan Area
by percentage of respondents (multiple responses allowed)

- 5 years or less: 10%
- 6 to 10 years: 11%
- 11 to 15 years: 11%
- 16 to 20 years: 12%
- 21 to 30 years: 20%
- 31+ years: 34%
- Not Provided: 2%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Demographics: Ages of Household Occupants
by percentage of respondents

- Under age 5: 7%
- 5-9 years: 8%
- 10-14 years: 7%
- 15-19 years: 8%
- 20-24 years: 5%
- 25-34 years: 12%
- 35-44 years: 12%
- 45-54 years: 23%
- 55-64 years: 11%
- 65+ years: 8%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Demographics: Employment Status
by percentage of residents surveyed

- Employed outside home: 75%
- Employed in home: 4%
- Student: 1%
- Retired: 15%
- Not provided: 1%
- Unemployed: 4%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)

Demographics: Do you live within the City limits of Sioux Falls?
by percentage of respondents

- Sioux Falls: 75%
- Outside Sioux Falls: 25%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Section 2: Importance-Satisfaction Matrix Analysis
Importance-Satisfaction Matrix Analysis.

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

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

- **Continued Emphasis (above average importance and above average satisfaction).** This area shows where the region is meeting customer expectations with the transportation system. Items in this area have a significant impact on the customer’s overall level of satisfaction with transportation. The region should maintain (or slightly increase) emphasis on items in this area.

- **Exceeding Expectations (below average importance and above average satisfaction).** This area shows where the region is performing significantly better than customers expect it to perform. Items in this area do not significantly affect the overall level of satisfaction with the transportation system. The region should maintain (or slightly decrease) emphasis on items in this area.

- **Opportunities for Improvement (above average importance and below average satisfaction).** This area shows where the region is not performing as well as residents expect the region to perform. This area has a significant impact on customer satisfaction with the transportation system, and the region should DEFINITELY increase emphasis on transportation items in this area.

- **Less Important (below average importance and below average satisfaction).** This area shows where the region is not performing well relative to the community’s performance in other areas; however, this area is generally considered to be less important to residents. This area does not significantly affect overall satisfaction with the region’s transportation system because the items are less important to residents. The region should maintain current levels of emphasis on transportation items in this area.

The matrix showing the results for the survey is provided on the following page.
Sioux Falls Regional Transportation Needs Assessment

Importance-Satisfaction Assessment Matrix

2010

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

mean importance = 29

mean satisfaction = 57

Exceeded Expectations
lower importance/higher Satisfaction

Ease of travel to/from SF and the outlying areas
Adequacy of traffic signage

Availability of safe walking/pedestrian facilities
Availability of safe biking facilities

Continued Emphasis
higher importance/higher Satisfaction

Maintenance of interstates and highways around SF

Less Important
lower importance/lower Satisfaction

Ease of travel from one side of the City of SF to the other

Maintenance of rural roads
Availability of public transportation

Maintenance of streets outside SF

Less Important
lower importance/lower Satisfaction

Less Important
lower importance/lower Satisfaction

Opportunities for Improvement
higher importance/lower Satisfaction

Maintenance of streets in SF

Source: ETC Institute (2010)
Section 3: GIS Maps
Interpreting the Maps

The maps on the following pages show the mean ratings for several questions by Zip Code within the Sioux Falls Metropolitan Area.

If all areas on a map are the same color, then most residents in the metropolitan area generally feel the same about that issue.

When reading the maps, please use the following color scheme as a guide:

- **DARK/LIGHT BLUE** shades indicate **POSITIVE** ratings. Shades of blue generally indicate: higher levels of satisfaction, “excellent” or “good” responses, a high percentage of residents who felt a trip was easy to make, a high percentage of residents who felt an item was a “current” or “emerging issue” and a high percentage of residents who felt an item should be a high priority for improvement.

- **OFF-WHITE** shades indicate more **NEUTRAL** ratings. Shades of off-white generally indicate that residents thought the quality of service delivery is adequate or that residents were neutral about the issue in question.

- **ORANGE/RED** shades indicate **NEGATIVE** ratings. Shades of orange/red generally indicate higher levels dissatisfaction, “fair” or “poor” responses, a high percentage of residents who felt a trip was difficult to make, a high percentage of residents who felt an item was not an issue, and a high percentage of residents who felt an item should be a low priority for improvement.
Location of Survey Respondents

Sioux Falls Metropolitan Planning Area
Transportation Resident Survey
Q1a Satisfaction with the maintenance of streets in Sioux Falls

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q1b Satisfaction with the maintenance of street in communities and areas outside Sioux Falls

**LEGEND**
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

*Selected ZIP Codes were merged based on respondent distribution*
Q1c Satisfaction with the maintenance of interstates and highways around Sioux Falls

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q1d Satisfaction with the maintenance of rural roads in the Sioux Falls metropolitan area

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q1e Satisfaction with the ease of travel by car to and from Sioux Falls and other communities in Minnehaha and Lincoln Counties

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q1f Satisfaction with the ease of travel from one side of the City of Sioux Falls to the other

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q1g Satisfaction with availability of safe walking/pedestrian facilities in the Sioux Falls metropolitan area

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q1h Satisfaction with the availability of safe biking facilities

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q1i Satisfaction with the availability of public transportation /bus service in the Sioux Falls metropolitan area

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q1j Satisfaction with the adequacy of traffic signage along streets and highways

**LEGEND**

Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Satisfied
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Dissatisfied
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q3 Overall ratings of the transportation system in the Sioux Falls metropolitan area

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Excellent
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Poor
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q4 Overall ratings of traffic safety in the Sioux Falls metropolitan area
Q5 Overall ratings of the traffic safety near schools in the Sioux Falls metropolitan area

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Excellent
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Poor
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q8a Ease of travel to/from the Sioux Falls Airport

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q8b Ease of travel to/from Downtown Sioux Falls

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q8c Ease of travel to/from Brandon

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q8d Ease of travel to/from Tea

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q8e Ease of travel to/from Harrisburg

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q8f Ease of travel to/from Hartford

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q8g Ease of travel to/from Crooks

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)

Sioux Falls Metropolitan Planning
Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q8h Ease of travel to/from outlaying areas in Lincoln and Minnehaha

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code. *Selected ZIP Codes were merged based on respondent distribution

**LEGEND**
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)
Q8i Ease of travel to/from the Eastside Target and Walmart shopping area

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)
Q8j Ease of travel to/from the Convention Center/Arena

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**

Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)
Q8k Ease of travel to/from the Empire Mall area

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Easy
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Very Difficult
- Other (no responses)
Q18a Congestion on north-south roads in the City of Sioux Falls

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q18b Congestion on east-west roads in the City of Sioux Falls

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)
Q18c Congestion on Interstates around Sioux Falls

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q18d Congestion on roads connecting Sioux Falls with other communities in Minnehaha and Lincoln Counties

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)
Q18e Sustainability and livability

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**

Mean rating on a 4-point scale, where:

- **1.0-1.6** Current Issue
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0** Not an issue
- **Other (no responses)**

ETC Institute (2010)
Q18f Truck traffic

**LEGEND**
Mean rating on a 4-point scale, where:
- **1.0-1.6** Current Issue
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0** Not an issue
- **Other (no responses)**

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q18g Traffic delays caused by trains

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q18h Lack of adequate public transit service

LEGEND
Mean rating on a 4-point scale, where:

- **1.0-1.6** Current Issue
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0** Not an issue
- Other (no responses)

Sioux Falls Metropolitan Planning
Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q18i Lack of major roads to developing areas

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

LEGEND
Mean rating on a 4-point scale, where:

- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)
Q18j Lack of bicycle lanes or routes on streets

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

---

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Current Issue
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not an issue
- Other (no responses)
Q18k Lack of safe and accessible pedestrian facilities

**Sioux Falls Metropolitan Planning Area Transportation Resident Survey**

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*

**LEGEND**

Mean rating on a 4-point scale, where:

- **1.0-1.6** Current Issue
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0** Not an issue
- Other (no responses)
Q19a Priority of improving existing interchanges on Interstates

**LEGEND**
Mean rating on a 4-point scale, where:

- **1.0-1.6** Very High
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0** Low
- **Other (no responses)**

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q19b Priority of adding interchanges on Interstates

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

ETC Institute (2010)
Q19c Priority of improving major north-south roads through the City of Sioux Falls

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q19d Priority of improving major east-west roads through the City of Sioux Falls

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
Q19e Priority of improving public transportation

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Sioux Falls Metropolitan Planning
Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q19f Priority of improving the timing of traffic lights

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
Q19g Priority of reducing traffic delays caused by trains

**LEGEND**

Mean rating on a 4-point scale, where:

- **1.0-1.6 Very High**
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0 Low**
- **Other (no responses)**

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q19h Priority of improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q19i Priority of improving roads and highways that link communities and rural areas in Lincoln and Minnehaha Counties
Q19j Priority of developing new pedestrian and biking facilities

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q19k Priority of improving existing pedestrian and biking facilities

**LEGEND**
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution*
Q19m Priority of improving transportation services for seniors and persons with disabilities

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
Q19n Priority of improving airport services

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
**Q19o Priority of improving freight transportation facilities**

**LEGEND**

Mean rating on a 4-point scale, where:
- **1.0-1.6 Very High**
- **1.6-2.2**
- **2.2-2.8**
- **2.8-3.4**
- **3.4-4.0 Low**
- **Other (no responses)**

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q19p Priority of improving the appearance of roads/highways

LEGEND
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution

ETC Institute (2010)
Q19q Priority of adding passenger rail service

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
Q19r Priority of sustainability and livability

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very High
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Low
- Other (no responses)
Q23a Importance of improving access to and from the airport

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q23b Importance of being able to fly on big jets to/from Sioux Falls

**LEGEND**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q23c Importance of increasing the number of passengers served

**Legend**

Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)

**Sioux Falls Metropolitan Planning Area Transportation Resident Survey**

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution*
Q23d Importance of adding more airlines, flights and destinations served

LEGEND
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey
Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q23e Importance of reducing the cost of air travel

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code. *Selected ZIP Codes were merged based on respondent distribution.

**LEGEND**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)
Q23f Importance of improving airport amenities

LEGEND
Mean rating on a 4-point scale, where:

- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.
*Selected ZIP Codes were merged based on respondent distribution
Q23g Importance of adding covered parking
Q23h Importance of expanding air freight and corporate air services

Sioux Falls Metropolitan Planning Area Transportation Resident Survey

Shading reflects the mean rating for all respondents by ZIP Code.

*Selected ZIP Codes were merged based on respondent distribution

**Legend**
Mean rating on a 4-point scale, where:
- 1.0-1.6 Very Important
- 1.6-2.2
- 2.2-2.8
- 2.8-3.4
- 3.4-4.0 Not Important
- Other (no responses)
Section 4: Tabular Data
Q1. Several components of the transportation system in the Sioux Falls metropolitan area are listed below. For each item, please indicate whether you are very satisfied, somewhat satisfied, or not satisfied.

(N=1066)

<table>
<thead>
<tr>
<th>Q1a. Maintenance of streets in Sioux Falls</th>
<th>Very Satisfied</th>
<th>Somewhat Satisfied</th>
<th>Neutral</th>
<th>Not Satisfied</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1b. Maintenance of streets outside Sioux Falls</td>
<td>3.9%</td>
<td>31.7%</td>
<td>13.0%</td>
<td>50.8%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Q1c. Maintenance of interstates &amp; highways around Sioux Falls</td>
<td>3.2%</td>
<td>26.7%</td>
<td>32.6%</td>
<td>12.1%</td>
<td>25.4%</td>
</tr>
<tr>
<td>Q1d. Maintenance of rural roads in Sioux Falls metropolitan area</td>
<td>17.2%</td>
<td>50.7%</td>
<td>16.9%</td>
<td>12.4%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Q1e. Ease of travel by car to/from the City and other communities in Minnehaha &amp; Lincoln</td>
<td>4.6%</td>
<td>28.5%</td>
<td>28.8%</td>
<td>15.5%</td>
<td>22.6%</td>
</tr>
<tr>
<td>Q1f. Ease of travel by car from one side of City to the other</td>
<td>26.7%</td>
<td>47.0%</td>
<td>16.4%</td>
<td>6.7%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Q1g. Safe walking/pedestrian facilities in Sioux Falls metropolitan area</td>
<td>12.5%</td>
<td>38.6%</td>
<td>15.4%</td>
<td>31.3%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Q1h. Safe biking facilities in Sioux Falls metropolitan area</td>
<td>23.5%</td>
<td>42.5%</td>
<td>18.5%</td>
<td>9.2%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Q1i. Public transportation/bus service in Sioux Falls metropolitan area</td>
<td>31.5%</td>
<td>29.2%</td>
<td>18.3%</td>
<td>8.7%</td>
<td>12.4%</td>
</tr>
<tr>
<td>Q1j. Traffic signage along City streets &amp; highways</td>
<td>9.7%</td>
<td>17.9%</td>
<td>30.9%</td>
<td>9.2%</td>
<td>32.4%</td>
</tr>
</tbody>
</table>

ETC Institute (2010)
**EXCLUDING DON’T KNOW**

**Q1. Several components of the transportation system in the Sioux Falls metropolitan area are listed below. For each item, please indicate whether you are very satisfied, somewhat satisfied, or not satisfied. (excluding "don't knows")**

(N=1066)

<table>
<thead>
<tr>
<th>Component</th>
<th>Very Satisfied</th>
<th>Somewhat Satisfied</th>
<th>Neutral</th>
<th>Not Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1a. Maintenance of streets in Sioux Falls</td>
<td>3.9%</td>
<td>31.9%</td>
<td>13.1%</td>
<td>51.2%</td>
</tr>
<tr>
<td>Q1b. Maintenance of streets outside Sioux Falls</td>
<td>4.3%</td>
<td>35.9%</td>
<td>43.7%</td>
<td>16.2%</td>
</tr>
<tr>
<td>Q1c. Maintenance of interstates &amp; highways around Sioux Falls</td>
<td>17.7%</td>
<td>52.2%</td>
<td>17.4%</td>
<td>12.8%</td>
</tr>
<tr>
<td>Q1d. Maintenance of rural roads in Sioux Falls metropolitan area</td>
<td>6.0%</td>
<td>36.8%</td>
<td>37.2%</td>
<td>20.0%</td>
</tr>
<tr>
<td>Q1e. Ease of travel by car to/from the City and other communities in Minnehaha &amp; Lincoln</td>
<td>27.6%</td>
<td>48.5%</td>
<td>17.0%</td>
<td>6.9%</td>
</tr>
<tr>
<td>Q1f. Ease of travel by car from one side of City to the other</td>
<td>12.8%</td>
<td>39.5%</td>
<td>15.8%</td>
<td>32.0%</td>
</tr>
<tr>
<td>Q1g. Safe walking/pedestrian facilities in Sioux Falls metropolitan area</td>
<td>25.1%</td>
<td>45.4%</td>
<td>19.7%</td>
<td>9.9%</td>
</tr>
<tr>
<td>Q1h. Safe biking facilities in Sioux Falls metropolitan area</td>
<td>35.9%</td>
<td>33.3%</td>
<td>20.9%</td>
<td>9.9%</td>
</tr>
<tr>
<td>Q1i. Public transportation/bus service in Sioux Falls metropolitan area</td>
<td>14.3%</td>
<td>26.4%</td>
<td>45.6%</td>
<td>13.6%</td>
</tr>
<tr>
<td>Q1j. Traffic signage along City streets &amp; highways</td>
<td>25.8%</td>
<td>49.1%</td>
<td>17.2%</td>
<td>8.0%</td>
</tr>
</tbody>
</table>
Q2. Which THREE of these items are most important to the members of your household?

<table>
<thead>
<tr>
<th>Q2. 1st choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A=Maintenance of streets in Sioux Falls</td>
<td>666</td>
<td>62.5 %</td>
</tr>
<tr>
<td>B=Maintenance of streets outside Sioux Falls</td>
<td>48</td>
<td>4.5 %</td>
</tr>
<tr>
<td>C=Maintenance of interstates &amp; highways around SF</td>
<td>32</td>
<td>3.0 %</td>
</tr>
<tr>
<td>D=Maintenance of rural roads in the metro SF area</td>
<td>31</td>
<td>2.9 %</td>
</tr>
<tr>
<td>E=Travel by car to/from Sioux Falls &amp; outlying areas</td>
<td>35</td>
<td>3.3 %</td>
</tr>
<tr>
<td>F=Travel by car from one side of City to the other</td>
<td>133</td>
<td>12.5 %</td>
</tr>
<tr>
<td>G=Safe walking/pedestrian facilities in the metro</td>
<td>24</td>
<td>2.3 %</td>
</tr>
<tr>
<td>H=Safe biking facilities in metropolitan area</td>
<td>28</td>
<td>2.6 %</td>
</tr>
<tr>
<td>I=Public transportation/bus service in the metro</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>J=Traffic signage along City streets &amp; highways</td>
<td>11</td>
<td>1.0 %</td>
</tr>
<tr>
<td>Z=None chosen</td>
<td>36</td>
<td>3.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q2. Which THREE of these items are most important to the members of your household?

<table>
<thead>
<tr>
<th>Q2. 2nd choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A=Maintenance of streets in Sioux Falls</td>
<td>131</td>
<td>12.3 %</td>
</tr>
<tr>
<td>B=Maintenance of streets outside Sioux Falls</td>
<td>101</td>
<td>9.5 %</td>
</tr>
<tr>
<td>C=Maintenance of interstates &amp; highways around SF</td>
<td>210</td>
<td>19.7 %</td>
</tr>
<tr>
<td>D=Maintenance of rural roads in the metro SF area</td>
<td>35</td>
<td>3.3 %</td>
</tr>
<tr>
<td>E=Travel by car to/from Sioux Falls &amp; outlying areas</td>
<td>83</td>
<td>7.8 %</td>
</tr>
<tr>
<td>F=Travel by car from one side of City to the other</td>
<td>288</td>
<td>27.0 %</td>
</tr>
<tr>
<td>G=Safe walking/pedestrian facilities in the metro</td>
<td>65</td>
<td>6.1 %</td>
</tr>
<tr>
<td>H=Safe biking facilities in metropolitan area</td>
<td>57</td>
<td>5.3 %</td>
</tr>
<tr>
<td>I=Public transportation/bus service in the metro</td>
<td>21</td>
<td>2.0 %</td>
</tr>
<tr>
<td>J=Traffic signage along City streets &amp; highways</td>
<td>26</td>
<td>2.4 %</td>
</tr>
<tr>
<td>Z=None chosen</td>
<td>49</td>
<td>4.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Missing Cases = 0
Q2. Which THREE of these items are most important to the members of your household?

<table>
<thead>
<tr>
<th>Q2. 3rd choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A = Maintenance of streets in Sioux Falls</td>
<td>92</td>
<td>8.6 %</td>
</tr>
<tr>
<td>B = Maintenance of streets outside Sioux Falls</td>
<td>56</td>
<td>5.3 %</td>
</tr>
<tr>
<td>C = Maintenance of interstates &amp; highways around SF</td>
<td>187</td>
<td>17.5 %</td>
</tr>
<tr>
<td>D = Maintenance of rural roads in the metro SF area</td>
<td>70</td>
<td>6.6 %</td>
</tr>
<tr>
<td>E = Travel by car to/from Sioux Falls &amp; outlying areas</td>
<td>79</td>
<td>7.4 %</td>
</tr>
<tr>
<td>F = Travel by car from one side of City to the other</td>
<td>186</td>
<td>17.4 %</td>
</tr>
<tr>
<td>G = Safe walking/pedestrian facilities in the metro</td>
<td>98</td>
<td>9.2 %</td>
</tr>
<tr>
<td>H = Safe biking facilities in metropolitan area</td>
<td>110</td>
<td>10.3 %</td>
</tr>
<tr>
<td>I = Public transportation/bus service in the metro</td>
<td>38</td>
<td>3.6 %</td>
</tr>
<tr>
<td>J = Traffic signage along City streets &amp; highways</td>
<td>89</td>
<td>8.3 %</td>
</tr>
<tr>
<td>Z = None chosen</td>
<td>61</td>
<td>5.7 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q2. Which THREE of these items are most important to the members of your household? (top 3)

<table>
<thead>
<tr>
<th>Q2. Sum of Top Three Choices</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A = Maintenance of streets in Sioux Falls</td>
<td>889</td>
<td>83.4 %</td>
</tr>
<tr>
<td>F = Travel by car from one side of City to the other</td>
<td>607</td>
<td>56.9 %</td>
</tr>
<tr>
<td>C = Maintenance of interstates &amp; highways around SF</td>
<td>429</td>
<td>40.2 %</td>
</tr>
<tr>
<td>B = Maintenance of streets outside Sioux Falls</td>
<td>205</td>
<td>19.2 %</td>
</tr>
<tr>
<td>E = Travel by car to/from Sioux Falls &amp; outlying areas</td>
<td>197</td>
<td>18.5 %</td>
</tr>
<tr>
<td>H = Safe biking facilities in metropolitan area</td>
<td>195</td>
<td>18.3 %</td>
</tr>
<tr>
<td>G = Safe walking/pedestrian facilities in the metro</td>
<td>187</td>
<td>17.5 %</td>
</tr>
<tr>
<td>D = Maintenance of rural roads in the metro SF area</td>
<td>136</td>
<td>12.8 %</td>
</tr>
<tr>
<td>J = Traffic signage along City streets &amp; highways</td>
<td>126</td>
<td>11.8 %</td>
</tr>
<tr>
<td>I = Public transportation/bus service in the metro</td>
<td>81</td>
<td>7.6 %</td>
</tr>
<tr>
<td>Z = None chosen</td>
<td>36</td>
<td>3.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>3088</td>
<td></td>
</tr>
</tbody>
</table>
Q3. Overall, would you rate the TRANSPORTATION SYSTEM in the Sioux Falls metropolitan area as excellent, good, average, or poor?

<table>
<thead>
<tr>
<th>Q3. Rate transportation system in Sioux Falls</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Excellent</td>
<td>42</td>
<td>3.9 %</td>
</tr>
<tr>
<td>2=Good</td>
<td>400</td>
<td>37.5 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>366</td>
<td>34.3 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>108</td>
<td>10.1 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>150</td>
<td>14.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q4. Overall, would you rate TRAFFIC SAFETY in the Sioux Falls metropolitan area as excellent, good, average, or poor?

<table>
<thead>
<tr>
<th>Q4. Rate traffic safety in Sioux Falls</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Excellent</td>
<td>78</td>
<td>7.3 %</td>
</tr>
<tr>
<td>2=Good</td>
<td>500</td>
<td>46.9 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>390</td>
<td>36.6 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>86</td>
<td>8.1 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>12</td>
<td>1.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q5. Overall, would you rate TRAFFIC SAFETY NEAR SCHOOLS in the Sioux Falls metropolitan area as excellent, good, average, or poor?

<table>
<thead>
<tr>
<th>Q5. Rate traffic safety near schools in Sioux Falls</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Excellent</td>
<td>183</td>
<td>17.2 %</td>
</tr>
<tr>
<td>2=Good</td>
<td>471</td>
<td>44.2 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>248</td>
<td>23.3 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>90</td>
<td>8.4 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>74</td>
<td>6.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q6. Please indicate whether you think the following areas are safe and appropriate places for people to ride bicycles in the Sioux Falls metropolitan area. (without "don't know")

(N=1066)

<table>
<thead>
<tr>
<th></th>
<th>Most of the Time</th>
<th>Sometimes</th>
<th>Never</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q6a. On sidewalks</td>
<td>40.3%</td>
<td>45.4%</td>
<td>14.2%</td>
</tr>
<tr>
<td>Q6b. On city streets</td>
<td>20.2%</td>
<td>59.4%</td>
<td>20.3%</td>
</tr>
<tr>
<td>Q6c. On county roads</td>
<td>23.4%</td>
<td>55.9%</td>
<td>20.7%</td>
</tr>
<tr>
<td>Q6d. On paved recreational trails</td>
<td>91.8%</td>
<td>7.4%</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Q7. How often do you think it helps to push the pedestrian button on a traffic signal to cross streets in the Sioux Falls metropolitan area?

Q7. Pedestrian button on a traffic signal to cross streets

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Always</td>
<td>206</td>
</tr>
<tr>
<td>2=Usually</td>
<td>302</td>
</tr>
<tr>
<td>3=Sometimes</td>
<td>223</td>
</tr>
<tr>
<td>4=Seldom or never</td>
<td>166</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>169</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
</tr>
</tbody>
</table>
Q8. Several types of trips that you may take are listed below. For each one, please indicate whether you think it is very easy, somewhat easy, somewhat difficult, or very difficult to travel between your home and the following destinations: (excluding "not applicable" responses) (N=1066)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Very Easy</th>
<th>Somewhat Easy</th>
<th>Somewhat Difficult</th>
<th>Very Difficult</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q8a. Sioux Falls Airport</td>
<td>52.7%</td>
<td>39.0%</td>
<td>6.9%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Q8b. Downtown Sioux Falls</td>
<td>36.7%</td>
<td>43.6%</td>
<td>16.5%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Q8c. Brandon</td>
<td>48.2%</td>
<td>39.2%</td>
<td>10.8%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Q8d. Tea</td>
<td>52.6%</td>
<td>39.6%</td>
<td>6.6%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Q8e. Harrisburg</td>
<td>48.8%</td>
<td>42.2%</td>
<td>7.8%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Q8f. Hartford</td>
<td>45.1%</td>
<td>43.7%</td>
<td>9.3%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Q8g. Crooks</td>
<td>39.2%</td>
<td>47.1%</td>
<td>11.4%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q8h. Outlying areas in Lincoln &amp; Minnehaha</td>
<td>27.4%</td>
<td>59.7%</td>
<td>11.2%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Q8i. Eastside Target &amp; Walmart shopping area</td>
<td>37.9%</td>
<td>33.5%</td>
<td>20.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Q8j. Convention Center/Arena</td>
<td>24.0%</td>
<td>47.7%</td>
<td>23.2%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Q8k. The Empire Mall area</td>
<td>33.7%</td>
<td>34.6%</td>
<td>20.1%</td>
<td>11.6%</td>
</tr>
</tbody>
</table>

Q9. Which TWO types of trips listed above do you think will become the most difficult over the next 20 years? (top 2)

<table>
<thead>
<tr>
<th>Q9. Sum of top 2 choices</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>K = Empire Mall area</td>
<td>570</td>
<td>53.5%</td>
</tr>
<tr>
<td>B = Downtown Sioux Falls</td>
<td>384</td>
<td>36.0%</td>
</tr>
<tr>
<td>I = Eastside Target &amp; Walmart shopping area</td>
<td>352</td>
<td>33.0%</td>
</tr>
<tr>
<td>J = Convention Center/Arena</td>
<td>340</td>
<td>31.9%</td>
</tr>
<tr>
<td>A = Sioux Falls Airport</td>
<td>112</td>
<td>10.5%</td>
</tr>
<tr>
<td>H = Outlying areas in Lincoln &amp; Minnehaha</td>
<td>100</td>
<td>9.4%</td>
</tr>
<tr>
<td>C = Brandon</td>
<td>61</td>
<td>5.7%</td>
</tr>
<tr>
<td>E = Harrisburg</td>
<td>48</td>
<td>4.5%</td>
</tr>
<tr>
<td>Z = None Chosen</td>
<td>38</td>
<td>3.6%</td>
</tr>
<tr>
<td>D = Tea</td>
<td>22</td>
<td>2.1%</td>
</tr>
<tr>
<td>F = Hartford</td>
<td>18</td>
<td>1.7%</td>
</tr>
<tr>
<td>G = Crooks</td>
<td>17</td>
<td>1.6%</td>
</tr>
<tr>
<td>Total</td>
<td>2062</td>
<td></td>
</tr>
</tbody>
</table>
Q10. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is:

<table>
<thead>
<tr>
<th>Current level of congestion in metropolitan area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=A major problem needs to be fixed now</td>
<td>188</td>
<td>17.6 %</td>
</tr>
<tr>
<td>2=A Minor problem needs to be addressed</td>
<td>748</td>
<td>70.2 %</td>
</tr>
<tr>
<td>3=Not a problem</td>
<td>106</td>
<td>9.9 %</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>24</td>
<td>2.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q11. Have you EVER used public transit in the Sioux Falls area?

<table>
<thead>
<tr>
<th>Ever used public transit in Sioux Falls area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>219</td>
<td>20.5 %</td>
</tr>
<tr>
<td>2=No</td>
<td>847</td>
<td>79.5 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q12. Why don't you use public transit in the Sioux Falls area more often than you currently do? (Multiple Responses Allowed)

<table>
<thead>
<tr>
<th>Why don't you use public transit more often</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 = No reason given</td>
<td>229</td>
<td>21.5 %</td>
</tr>
<tr>
<td>2 = Weather</td>
<td>25</td>
<td>2.3 %</td>
</tr>
<tr>
<td>3 = Not available where I live or places I want to go</td>
<td>183</td>
<td>17.2 %</td>
</tr>
<tr>
<td>4 = Not available at times I want to use</td>
<td>73</td>
<td>6.8 %</td>
</tr>
<tr>
<td>5 = Do not feel safe</td>
<td>21</td>
<td>2.0 %</td>
</tr>
<tr>
<td>6 = It is not reliable</td>
<td>8</td>
<td>0.8 %</td>
</tr>
<tr>
<td>7 = Don't understand how to use</td>
<td>52</td>
<td>4.9 %</td>
</tr>
<tr>
<td>8 = Don't need it because I have a working vehicle</td>
<td>604</td>
<td>56.7 %</td>
</tr>
<tr>
<td>9 = Other</td>
<td>60</td>
<td>5.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>1255</td>
<td></td>
</tr>
</tbody>
</table>
Q13. Have you EVER used public transit outside the Sioux Falls area?

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>490</td>
<td>46.0 %</td>
</tr>
<tr>
<td>2=No</td>
<td>576</td>
<td>54.0 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q14. Several factors that could encourage you to use public transit in the Sioux Falls metropolitan area are listed below. Using a scale of 1 to 5, where 1 is "Very Likely," and 5 is "Very Unlikely, please rate how likely each factor would be to encourage you to use public transit.

(N=1066)

<table>
<thead>
<tr>
<th>Factor</th>
<th>Very Likely</th>
<th>Likely</th>
<th>Not Sure</th>
<th>Unlikely</th>
<th>Very Unlikely</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q14a. Drive time to work increased by 15 minutes due to increased congestion</td>
<td>3.8%</td>
<td>9.5%</td>
<td>23.8%</td>
<td>27.8%</td>
<td>35.1%</td>
</tr>
<tr>
<td>Q14b. Transit stops closer to destinations</td>
<td>8.0%</td>
<td>19.9%</td>
<td>24.2%</td>
<td>20.8%</td>
<td>27.1%</td>
</tr>
<tr>
<td>Q14c. Buses arrive at stops more frequently</td>
<td>7.3%</td>
<td>18.3%</td>
<td>27.0%</td>
<td>20.5%</td>
<td>27.0%</td>
</tr>
<tr>
<td>Q14d. Better informed about how to use the bus system</td>
<td>6.6%</td>
<td>18.2%</td>
<td>26.4%</td>
<td>20.3%</td>
<td>28.6%</td>
</tr>
<tr>
<td>Q14e. Employer incentives to use public transit</td>
<td>9.6%</td>
<td>23.2%</td>
<td>24.9%</td>
<td>14.4%</td>
<td>27.9%</td>
</tr>
<tr>
<td>Q14f. Bus service available later in evenings &amp; on Sundays</td>
<td>7.3%</td>
<td>13.4%</td>
<td>28.7%</td>
<td>20.7%</td>
<td>29.9%</td>
</tr>
<tr>
<td>Q14g. Gas prices rise to $5 per gallon</td>
<td>15.7%</td>
<td>22.2%</td>
<td>27.1%</td>
<td>14.9%</td>
<td>20.1%</td>
</tr>
</tbody>
</table>
Q15. Using a scale of 1 to 5, where 1 is "Very Likely," and 5 is "Very Unlikely, please indicate how likely you or other members of your household would be to use the following types of transportation. (N=1066)

<table>
<thead>
<tr>
<th>Q15a. On regular routes in the area where you live</th>
<th>Very Likely</th>
<th>Likely</th>
<th>Not Sure</th>
<th>Unlikely</th>
<th>Very Unlikely</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q15b. Carpools or vanpools</td>
<td>5.7%</td>
<td>16.0%</td>
<td>28.4%</td>
<td>23.7%</td>
<td>26.2%</td>
</tr>
<tr>
<td>Q15c. Park and ride services</td>
<td>3.4%</td>
<td>16.3%</td>
<td>28.6%</td>
<td>25.5%</td>
<td>26.2%</td>
</tr>
<tr>
<td>Q15d. Bus or transit service into or from Sioux Falls</td>
<td>3.0%</td>
<td>11.2%</td>
<td>23.2%</td>
<td>25.6%</td>
<td>37.0%</td>
</tr>
<tr>
<td>Q15e. Passenger rail service to cities outside Sioux Falls</td>
<td>11.0%</td>
<td>21.0%</td>
<td>27.5%</td>
<td>16.0%</td>
<td>24.5%</td>
</tr>
</tbody>
</table>

Q16. What is the maximum distance from your home that a bus stop would need to be located for you to consider using public transportation instead of a car?

<table>
<thead>
<tr>
<th>Q16. Maximum distance from home</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=up to 2 blocks</td>
<td>350</td>
<td>32.8 %</td>
</tr>
<tr>
<td>2=3-4 blocks</td>
<td>219</td>
<td>20.5 %</td>
</tr>
<tr>
<td>3=5-6 blocks</td>
<td>89</td>
<td>8.3 %</td>
</tr>
<tr>
<td>4=more than 6 blocks</td>
<td>44</td>
<td>4.1 %</td>
</tr>
<tr>
<td>7=Don't know</td>
<td>24</td>
<td>2.3 %</td>
</tr>
<tr>
<td>9=Would never use</td>
<td>340</td>
<td>31.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q17. How frequently (in minutes) would a bus need to be scheduled to arrive at stops for you to consider using public transportation instead of a car?

<table>
<thead>
<tr>
<th>Q17. How frequently would a bus need to arrive</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Every 5 minutes</td>
<td>26</td>
<td>2.4 %</td>
</tr>
<tr>
<td>2=Every 10 minutes</td>
<td>104</td>
<td>9.8 %</td>
</tr>
<tr>
<td>3=Every 15 minutes</td>
<td>220</td>
<td>20.6 %</td>
</tr>
<tr>
<td>4=Every 20 minutes</td>
<td>102</td>
<td>9.6 %</td>
</tr>
<tr>
<td>5=Every 30 minutes</td>
<td>242</td>
<td>22.7 %</td>
</tr>
<tr>
<td>6=Every hour</td>
<td>40</td>
<td>3.8 %</td>
</tr>
<tr>
<td>7=Less than once per hour</td>
<td>7</td>
<td>0.7 %</td>
</tr>
<tr>
<td>8=Would never use</td>
<td>284</td>
<td>26.6 %</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>41</td>
<td>3.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q18. For each of the following, please indicate whether you see the item as a "Current Issue," an "Emerging Issue," or "Not an Issue" in the Sioux Falls metropolitan area.

(N=1066)

<table>
<thead>
<tr>
<th>Q18. For each of the following, please indicate whether you see the item as a &quot;Current Issue,&quot; an &quot;Emerging Issue,&quot; or &quot;Not an Issue&quot; in the Sioux Falls metropolitan area.</th>
<th>Current Issue</th>
<th>Emerging Issue</th>
<th>Not Sure</th>
<th>Not an Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q18a. Congestion on north-south roads in Sioux Falls</td>
<td>17.1%</td>
<td>48.3%</td>
<td>18.0%</td>
<td>16.6%</td>
</tr>
<tr>
<td>Q18b. Congestion on east-west roads in Sioux Falls</td>
<td>48.3%</td>
<td>34.3%</td>
<td>10.1%</td>
<td>7.4%</td>
</tr>
<tr>
<td>Q18c. Congestion on interstates around Sioux Falls</td>
<td>9.2%</td>
<td>40.3%</td>
<td>16.4%</td>
<td>34.1%</td>
</tr>
<tr>
<td>Q18d. Congestion on roads connecting Sioux Falls with other communities &amp; rural areas</td>
<td>5.9%</td>
<td>34.7%</td>
<td>33.0%</td>
<td>26.5%</td>
</tr>
<tr>
<td>Q18e. Sustainability &amp; livability</td>
<td>9.5%</td>
<td>36.6%</td>
<td>39.8%</td>
<td>14.2%</td>
</tr>
<tr>
<td>Q18f. Truck traffic</td>
<td>7.6%</td>
<td>27.6%</td>
<td>36.4%</td>
<td>28.3%</td>
</tr>
<tr>
<td>Q18g. Traffic delays caused by trains</td>
<td>16.9%</td>
<td>18.6%</td>
<td>27.0%</td>
<td>37.5%</td>
</tr>
<tr>
<td>Q18h. Lack of adequate public transit service</td>
<td>6.7%</td>
<td>20.2%</td>
<td>42.7%</td>
<td>30.3%</td>
</tr>
<tr>
<td>Q18i. Lack of major roads to developing areas</td>
<td>11.2%</td>
<td>39.0%</td>
<td>26.8%</td>
<td>22.9%</td>
</tr>
<tr>
<td>Q18j. Lack of bicycle lanes or routes on streets</td>
<td>16.6%</td>
<td>31.4%</td>
<td>27.2%</td>
<td>24.9%</td>
</tr>
<tr>
<td>Q18k. Lack of safe &amp; accessible pedestrian facilities</td>
<td>9.8%</td>
<td>27.5%</td>
<td>36.5%</td>
<td>26.2%</td>
</tr>
</tbody>
</table>
Q19. For each of the following, please indicate whether you think the item should be "very high," "high," "medium," or "low priority" for improvement in the Sioux Falls metropolitan area over the next 20 years:

(N=1066)

<table>
<thead>
<tr>
<th>Item</th>
<th>Very High</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q19a. Improving existing interchanges on interstates</td>
<td>16.7%</td>
<td>29.1%</td>
<td>37.8%</td>
<td>14.4%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Q19b. Adding interchanges on interstates</td>
<td>20.4%</td>
<td>32.4%</td>
<td>31.0%</td>
<td>13.8%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q19c. Improving major north-south roads/streets through the City</td>
<td>17.1%</td>
<td>32.3%</td>
<td>38.4%</td>
<td>10.4%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Q19d. Improving major east-west roads/streets through the City</td>
<td>44.5%</td>
<td>32.4%</td>
<td>17.1%</td>
<td>4.3%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Q19e. Improving public transportation/bus service</td>
<td>8.0%</td>
<td>16.9%</td>
<td>41.3%</td>
<td>31.2%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Q19f. Improving timing of traffic lights</td>
<td>19.6%</td>
<td>29.9%</td>
<td>34.4%</td>
<td>14.4%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Q19g. Reducing traffic delays caused by trains</td>
<td>13.4%</td>
<td>15.5%</td>
<td>28.9%</td>
<td>39.9%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Q19h. Improving roads &amp; streets in Lincoln &amp; Minnehaha Counties</td>
<td>8.9%</td>
<td>24.9%</td>
<td>43.4%</td>
<td>20.2%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Q19i. Improving roads &amp; highways linking Lincoln &amp; Minnehaha Counties with Sioux Falls</td>
<td>9.5%</td>
<td>28.3%</td>
<td>42.0%</td>
<td>17.2%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Q19j. Developing new walking &amp; biking facilities</td>
<td>12.7%</td>
<td>24.5%</td>
<td>37.4%</td>
<td>23.2%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Q19k. Improving existing walking &amp; biking facilities</td>
<td>12.3%</td>
<td>24.3%</td>
<td>39.5%</td>
<td>21.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Q19l. Setting aside land for traffic corridors &amp; roads in future growth areas</td>
<td>24.3%</td>
<td>40.2%</td>
<td>26.1%</td>
<td>7.2%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Q19m. Improving transportation services for seniors &amp; people with disabilities</td>
<td>17.2%</td>
<td>34.5%</td>
<td>35.2%</td>
<td>11.0%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Q19n. Improving airport services</td>
<td>30.2%</td>
<td>29.7%</td>
<td>26.2%</td>
<td>11.3%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Q19o. Improving freight transportation facilities</td>
<td>10.1%</td>
<td>23.7%</td>
<td>43.0%</td>
<td>20.4%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Q19p. Improving appearance of roads/highways</td>
<td>12.9%</td>
<td>23.6%</td>
<td>42.9%</td>
<td>18.0%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Q19q. Adding passenger rail service</td>
<td>10.9%</td>
<td>18.6%</td>
<td>29.9%</td>
<td>38.1%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Q19r. Sustainability &amp; livability</td>
<td>21.2%</td>
<td>35.1%</td>
<td>30.1%</td>
<td>10.6%</td>
<td>2.9%</td>
</tr>
</tbody>
</table>
Q20. Which FOUR of the improvements listed would you be most willing to fund with your taxes?

<table>
<thead>
<tr>
<th>Q20. 1st choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A=Improving existing interchanges on interstates</td>
<td>87</td>
<td>8.2 %</td>
</tr>
<tr>
<td>B=Adding interchanges on interstates</td>
<td>59</td>
<td>5.5 %</td>
</tr>
<tr>
<td>C=Improving north-south roads/streets</td>
<td>101</td>
<td>9.5 %</td>
</tr>
<tr>
<td>D=Improving east-west roads/streets</td>
<td>279</td>
<td>26.2 %</td>
</tr>
<tr>
<td>E=Improving public transportation</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>F=Improving timing of traffic lights</td>
<td>48</td>
<td>4.5 %</td>
</tr>
<tr>
<td>G=Reducing traffic delays caused by trains</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>H=Improving roads &amp; streets in outlying areas</td>
<td>35</td>
<td>3.3 %</td>
</tr>
<tr>
<td>I=Improving roads linking SF to outlying areas</td>
<td>25</td>
<td>2.3 %</td>
</tr>
<tr>
<td>J=Developing new walking &amp; biking facilities</td>
<td>40</td>
<td>3.8 %</td>
</tr>
<tr>
<td>K=Improving existing walking &amp; biking facilities</td>
<td>18</td>
<td>1.7 %</td>
</tr>
<tr>
<td>L= Setting aside land for traffic corridors &amp; roads</td>
<td>29</td>
<td>2.7 %</td>
</tr>
<tr>
<td>M=Improving transportation for seniors/disabled</td>
<td>39</td>
<td>3.7 %</td>
</tr>
<tr>
<td>N=Improving airport services</td>
<td>64</td>
<td>6.0 %</td>
</tr>
<tr>
<td>O=Improving freight transportation facilities</td>
<td>4</td>
<td>0.4 %</td>
</tr>
<tr>
<td>P=Improving appearance of roads &amp; highways</td>
<td>28</td>
<td>2.6 %</td>
</tr>
<tr>
<td>Q=Adding passenger rail service</td>
<td>37</td>
<td>3.5 %</td>
</tr>
<tr>
<td>R=Sustainability &amp; livability</td>
<td>45</td>
<td>4.2 %</td>
</tr>
<tr>
<td>Z=None Chosen</td>
<td>84</td>
<td>7.9 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1066</strong></td>
<td><strong>100.0 %</strong></td>
</tr>
</tbody>
</table>
Q20. Which FOUR of the improvements listed would you be most willing to fund with your taxes?

<table>
<thead>
<tr>
<th>Q20. 2nd choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A=Improving existing interchanges on interstates</td>
<td>33</td>
<td>3.1 %</td>
</tr>
<tr>
<td>B=Adding interchanges on interstates</td>
<td>106</td>
<td>9.9 %</td>
</tr>
<tr>
<td>C=Improving north-south roads/streets</td>
<td>101</td>
<td>9.5 %</td>
</tr>
<tr>
<td>D=Improving east-west roads/streets</td>
<td>180</td>
<td>16.9 %</td>
</tr>
<tr>
<td>E=Improving public transportation</td>
<td>20</td>
<td>1.9 %</td>
</tr>
<tr>
<td>F=Improving timing of traffic lights</td>
<td>68</td>
<td>6.4 %</td>
</tr>
<tr>
<td>G=Reducing traffic delays caused by trains</td>
<td>31</td>
<td>2.9 %</td>
</tr>
<tr>
<td>H=Improving roads &amp; streets in outlying areas</td>
<td>32</td>
<td>3.0 %</td>
</tr>
<tr>
<td>I=Improving roads linking SF to outlying areas</td>
<td>39</td>
<td>3.7 %</td>
</tr>
<tr>
<td>J=Developing new walking &amp; biking facilities</td>
<td>44</td>
<td>4.1 %</td>
</tr>
<tr>
<td>K=Improving existing walking &amp; biking facilities</td>
<td>40</td>
<td>3.8 %</td>
</tr>
<tr>
<td>L=Setting aside land for traffic corridors &amp; roads</td>
<td>61</td>
<td>5.7 %</td>
</tr>
<tr>
<td>M=Improving transportation for seniors/disabled</td>
<td>50</td>
<td>4.7 %</td>
</tr>
<tr>
<td>N=Improving airport services</td>
<td>74</td>
<td>6.9 %</td>
</tr>
<tr>
<td>O=Improving freight transportation facilities</td>
<td>7</td>
<td>0.7 %</td>
</tr>
<tr>
<td>P=Improving appearance of roads &amp; highways</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>Q=Adding passenger rail service</td>
<td>25</td>
<td>2.3 %</td>
</tr>
<tr>
<td>R=Sustainability &amp; livability</td>
<td>29</td>
<td>2.7 %</td>
</tr>
<tr>
<td>Z=None Chosen</td>
<td>104</td>
<td>9.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q20. Which FOUR of the improvements listed would you be most willing to fund with your taxes?

<table>
<thead>
<tr>
<th>Q20. 3rd choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving existing interchanges on interstates</td>
<td>60</td>
<td>5.6 %</td>
</tr>
<tr>
<td>Adding interchanges on interstates</td>
<td>70</td>
<td>6.6 %</td>
</tr>
<tr>
<td>Improving north-south roads/streets</td>
<td>70</td>
<td>6.6 %</td>
</tr>
<tr>
<td>Improving east-west roads/streets</td>
<td>99</td>
<td>9.3 %</td>
</tr>
<tr>
<td>Improving public transportation</td>
<td>31</td>
<td>2.9 %</td>
</tr>
<tr>
<td>Improving timing of traffic lights</td>
<td>50</td>
<td>4.7 %</td>
</tr>
<tr>
<td>Reducing traffic delays caused by trains</td>
<td>27</td>
<td>2.5 %</td>
</tr>
<tr>
<td>Improving roads &amp; streets in outlying areas</td>
<td>34</td>
<td>3.2 %</td>
</tr>
<tr>
<td>Improving roads linking SF to outlying areas</td>
<td>43</td>
<td>4.0 %</td>
</tr>
<tr>
<td>Developing new walking &amp; biking facilities</td>
<td>48</td>
<td>4.5 %</td>
</tr>
<tr>
<td>Improving existing walking &amp; biking facilities</td>
<td>52</td>
<td>4.9 %</td>
</tr>
<tr>
<td>Setting aside land for traffic corridors &amp; roads</td>
<td>79</td>
<td>7.4 %</td>
</tr>
<tr>
<td>Improving transportation for seniors/disabled</td>
<td>51</td>
<td>4.8 %</td>
</tr>
<tr>
<td>Improving airport services</td>
<td>106</td>
<td>9.9 %</td>
</tr>
<tr>
<td>Improving freight transportation facilities</td>
<td>14</td>
<td>1.3 %</td>
</tr>
<tr>
<td>Improving appearance of roads &amp; highways</td>
<td>29</td>
<td>2.7 %</td>
</tr>
<tr>
<td>Adding passenger rail service</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>Sustainability &amp; livability</td>
<td>49</td>
<td>4.6 %</td>
</tr>
<tr>
<td>None Chosen</td>
<td>131</td>
<td>12.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q20. Which FOUR of the improvements listed would you be most willing to fund with your taxes?

<table>
<thead>
<tr>
<th>Q20. 4th choice</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A=Improving existing interchanges on interstates</td>
<td>45</td>
<td>4.2 %</td>
</tr>
<tr>
<td>B=Adding interchanges on interstates</td>
<td>68</td>
<td>6.4 %</td>
</tr>
<tr>
<td>C=Improving north-south roads/streets</td>
<td>49</td>
<td>4.6 %</td>
</tr>
<tr>
<td>D=Improving east-west roads/streets</td>
<td>78</td>
<td>7.3 %</td>
</tr>
<tr>
<td>E=Improving public transportation</td>
<td>25</td>
<td>2.3 %</td>
</tr>
<tr>
<td>F=Improving timing of traffic lights</td>
<td>69</td>
<td>6.5 %</td>
</tr>
<tr>
<td>G=Reducing traffic delays caused by trains</td>
<td>29</td>
<td>2.7 %</td>
</tr>
<tr>
<td>H=Improving roads &amp; streets in outlying areas</td>
<td>27</td>
<td>2.5 %</td>
</tr>
<tr>
<td>I=Improving roads linking SF to outlying areas</td>
<td>39</td>
<td>3.7 %</td>
</tr>
<tr>
<td>J=Developing new walking &amp; biking facilities</td>
<td>39</td>
<td>3.7 %</td>
</tr>
<tr>
<td>K=Improving existing walking &amp; biking facilities</td>
<td>52</td>
<td>4.9 %</td>
</tr>
<tr>
<td>L=Setting aside land for traffic corridors &amp; roads</td>
<td>77</td>
<td>7.2 %</td>
</tr>
<tr>
<td>M=Improving transportation for seniors/disabled</td>
<td>53</td>
<td>5.0 %</td>
</tr>
<tr>
<td>N=Improving airport services</td>
<td>73</td>
<td>6.8 %</td>
</tr>
<tr>
<td>O=Improving freight transportation facilities</td>
<td>19</td>
<td>1.8 %</td>
</tr>
<tr>
<td>P=Improving appearance of roads &amp; highways</td>
<td>33</td>
<td>3.1 %</td>
</tr>
<tr>
<td>Q=Adding passenger rail service</td>
<td>51</td>
<td>4.8 %</td>
</tr>
<tr>
<td>R=Sustainability &amp; livability</td>
<td>72</td>
<td>6.8 %</td>
</tr>
<tr>
<td>Z=None Chosen</td>
<td>168</td>
<td>15.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q20. Which FOUR of the improvements listed would you be most willing to fund with your taxes? (top 4)

<table>
<thead>
<tr>
<th>Q20. Sum of Top 4 choices</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>D = Improving east-west roads/streets</td>
<td>636</td>
<td>59.7 %</td>
</tr>
<tr>
<td>C = Improving north-south roads/streets</td>
<td>321</td>
<td>30.1 %</td>
</tr>
<tr>
<td>N = Improving airport services</td>
<td>317</td>
<td>29.7 %</td>
</tr>
<tr>
<td>B = Adding interchanges on interstates</td>
<td>303</td>
<td>28.4 %</td>
</tr>
<tr>
<td>L = Setting aside land for traffic corridors &amp; roads</td>
<td>246</td>
<td>23.1 %</td>
</tr>
<tr>
<td>F = Improving timing of traffic lights</td>
<td>235</td>
<td>22.0 %</td>
</tr>
<tr>
<td>A = Improving existing interchanges on interstates</td>
<td>225</td>
<td>21.1 %</td>
</tr>
<tr>
<td>R = Sustainability &amp; livability</td>
<td>195</td>
<td>18.3 %</td>
</tr>
<tr>
<td>M = Improving transportation for seniors/disabled</td>
<td>193</td>
<td>18.1 %</td>
</tr>
<tr>
<td>J = Developing new walking &amp; biking facilities</td>
<td>171</td>
<td>16.0 %</td>
</tr>
<tr>
<td>K = Improving existing walking &amp; biking facilities</td>
<td>162</td>
<td>15.2 %</td>
</tr>
<tr>
<td>I = Improving roads linking SF to outlying areas</td>
<td>146</td>
<td>13.7 %</td>
</tr>
<tr>
<td>Q = Adding passenger rail service</td>
<td>135</td>
<td>12.7 %</td>
</tr>
<tr>
<td>H = Improving roads &amp; streets in outlying areas</td>
<td>128</td>
<td>12.0 %</td>
</tr>
<tr>
<td>P = Improving appearance of roads &amp; highways</td>
<td>112</td>
<td>10.5 %</td>
</tr>
<tr>
<td>G = Reducing traffic delays caused by trains</td>
<td>109</td>
<td>10.2 %</td>
</tr>
<tr>
<td>E = Improving public transportation</td>
<td>98</td>
<td>9.2 %</td>
</tr>
<tr>
<td>Z = None Chosen</td>
<td>85</td>
<td>8.0 %</td>
</tr>
<tr>
<td>O = Improving freight transportation facilities</td>
<td>44</td>
<td>4.1 %</td>
</tr>
<tr>
<td>Z = None Chosen</td>
<td>1</td>
<td>0.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>3862</td>
<td></td>
</tr>
</tbody>
</table>
Q21. Which of the following do you think is more important?

<table>
<thead>
<tr>
<th>Q21. Most important</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Maintaining existing streets &amp; highways</td>
<td>816</td>
<td>76.5 %</td>
</tr>
<tr>
<td>2=Building new streets &amp; highways</td>
<td>105</td>
<td>9.8 %</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>145</td>
<td>13.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q22. Which FOUR streets or roads in the Sioux Falls metropolitan area do you think should receive top priority for improvements?

<table>
<thead>
<tr>
<th>Q22. Top priority for improvements</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>41st St</td>
<td>558</td>
<td>52.3 %</td>
</tr>
<tr>
<td>Minnesota Ave</td>
<td>378</td>
<td>35.5 %</td>
</tr>
<tr>
<td>26th St</td>
<td>335</td>
<td>31.4 %</td>
</tr>
<tr>
<td>East 10th St</td>
<td>332</td>
<td>31.1 %</td>
</tr>
<tr>
<td>Cliff Ave</td>
<td>295</td>
<td>27.7 %</td>
</tr>
<tr>
<td>12 = 57th St</td>
<td>247</td>
<td>23.2 %</td>
</tr>
<tr>
<td>West 12th St</td>
<td>204</td>
<td>19.1 %</td>
</tr>
<tr>
<td>Western Ave</td>
<td>168</td>
<td>15.8 %</td>
</tr>
<tr>
<td>Russell St</td>
<td>150</td>
<td>14.1 %</td>
</tr>
<tr>
<td>Louise Ave</td>
<td>148</td>
<td>13.9 %</td>
</tr>
<tr>
<td>I-229</td>
<td>127</td>
<td>11.9 %</td>
</tr>
<tr>
<td>West Side Corridor</td>
<td>122</td>
<td>11.4 %</td>
</tr>
<tr>
<td>SD Highway 11</td>
<td>112</td>
<td>10.5 %</td>
</tr>
<tr>
<td>Other</td>
<td>104</td>
<td>9.8 %</td>
</tr>
<tr>
<td>Tea-Ellis Rd</td>
<td>91</td>
<td>8.5 %</td>
</tr>
<tr>
<td>Kiwanis Ave</td>
<td>79</td>
<td>7.4 %</td>
</tr>
<tr>
<td>85th St Interchange</td>
<td>79</td>
<td>7.4 %</td>
</tr>
<tr>
<td>I-29</td>
<td>69</td>
<td>6.5 %</td>
</tr>
<tr>
<td>Rice/Holly/Benson Extension</td>
<td>64</td>
<td>6.0 %</td>
</tr>
<tr>
<td>SD 100</td>
<td>57</td>
<td>5.3 %</td>
</tr>
<tr>
<td>Sertoma Extension to La Mesa</td>
<td>47</td>
<td>4.4 %</td>
</tr>
<tr>
<td>Sycamore Ave</td>
<td>39</td>
<td>3.7 %</td>
</tr>
<tr>
<td>I-90</td>
<td>33</td>
<td>3.1 %</td>
</tr>
<tr>
<td>Madison St</td>
<td>28</td>
<td>2.6 %</td>
</tr>
<tr>
<td>Lincoln County 106</td>
<td>25</td>
<td>2.3 %</td>
</tr>
<tr>
<td>Lincoln County Road 111</td>
<td>24</td>
<td>2.3 %</td>
</tr>
<tr>
<td>None Chosen</td>
<td>23</td>
<td>2.2 %</td>
</tr>
<tr>
<td>Benson Rd</td>
<td>17</td>
<td>1.6 %</td>
</tr>
<tr>
<td>Willow St (in Harrisburg to I-29)</td>
<td>12</td>
<td>1.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>3967</td>
<td></td>
</tr>
</tbody>
</table>
Q23. Please indicate whether you think the following objectives should be very important, somewhat important or not important in planning improvements to AIR SERVICE in the Sioux Falls metropolitan area.

(N=1066)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Very Important</th>
<th>Somewhat Important</th>
<th>Not Sure</th>
<th>Not Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q23a. Improving access to/from the airport</td>
<td>12.1%</td>
<td>42.0%</td>
<td>20.3%</td>
<td>25.6%</td>
</tr>
<tr>
<td>Q23b. Able to fly on big jets to/from SF</td>
<td>34.3%</td>
<td>37.6%</td>
<td>13.9%</td>
<td>10.2%</td>
</tr>
<tr>
<td>Q23c. Increasing number of passengers served</td>
<td>38.2%</td>
<td>39.5%</td>
<td>17.1%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Q23d. Adding more airlines, flights &amp; destinations served</td>
<td>56.1%</td>
<td>30.0%</td>
<td>10.0%</td>
<td>3.9%</td>
</tr>
<tr>
<td>Q23e. Reducing cost of air travel to other cities</td>
<td>75.9%</td>
<td>15.1%</td>
<td>6.3%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Q23f. Improving airport amenities</td>
<td>9.6%</td>
<td>28.9%</td>
<td>24.7%</td>
<td>36.8%</td>
</tr>
<tr>
<td>Q23g. Adding covered parking</td>
<td>7.5%</td>
<td>26.3%</td>
<td>24.9%</td>
<td>41.4%</td>
</tr>
<tr>
<td>Q23h. Expanding air freight &amp; corporate air services</td>
<td>9.1%</td>
<td>25.3%</td>
<td>47.1%</td>
<td>18.5%</td>
</tr>
</tbody>
</table>

Q24. If covered parking were added at the Sioux Falls airport, would you be willing to pay $2/hour and/or $12/day to park in the covered area?

<table>
<thead>
<tr>
<th>Willing to pay $2/hour and/or $12/day</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>336</td>
<td>31.5%</td>
</tr>
<tr>
<td>2=No</td>
<td>688</td>
<td>64.5%</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>42</td>
<td>3.9%</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Q25. Compared to the cost of a flight from the Sioux Falls airport, how much would you need to save per ticket to travel to Omaha for a lower airfare?

<table>
<thead>
<tr>
<th>Q25. How much need to save per ticket</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=$50/ticket</td>
<td>60</td>
<td>5.6 %</td>
</tr>
<tr>
<td>2=$75/ticket</td>
<td>193</td>
<td>18.1 %</td>
</tr>
<tr>
<td>3=$100/ticket</td>
<td>385</td>
<td>36.1 %</td>
</tr>
<tr>
<td>4=$150/ticket or more</td>
<td>221</td>
<td>20.7 %</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>207</td>
<td>19.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q26. Using a scale of 1 to 5, where 1 is "Very Likely" and 5 is "Very Unlikely," please indicate how likely you or other members of your household would be to consider doing the following activities if gas prices were to rise to $5 per gallon.

(N=1066)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Very Likely</th>
<th>Likely</th>
<th>Not Sure</th>
<th>Unlikely</th>
<th>Very Unlikely</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q26a. Walk to work or school</td>
<td>8.8%</td>
<td>11.6%</td>
<td>11.6%</td>
<td>21.8%</td>
<td>46.1%</td>
</tr>
<tr>
<td>Q26b. Take transit bus to work or school</td>
<td>8.1%</td>
<td>18.8%</td>
<td>23.6%</td>
<td>19.7%</td>
<td>29.7%</td>
</tr>
<tr>
<td>Q26c. Bicycle to work or school</td>
<td>9.3%</td>
<td>17.7%</td>
<td>16.1%</td>
<td>21.1%</td>
<td>35.8%</td>
</tr>
<tr>
<td>Q26d. Carpool to work or school</td>
<td>13.5%</td>
<td>30.4%</td>
<td>19.3%</td>
<td>15.7%</td>
<td>21.0%</td>
</tr>
<tr>
<td>Q26e. Move closer to your workplace or school</td>
<td>2.7%</td>
<td>6.2%</td>
<td>13.5%</td>
<td>25.0%</td>
<td>52.6%</td>
</tr>
</tbody>
</table>

Q27. Do you think that the portion of your local tax dollars that is spent on transportation:

<table>
<thead>
<tr>
<th>Q27. Portion of tax spent on transportation</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Should be increased greatly</td>
<td>52</td>
<td>4.9 %</td>
</tr>
<tr>
<td>2=Should be increased slightly</td>
<td>361</td>
<td>33.9 %</td>
</tr>
<tr>
<td>3=Should stay about the same</td>
<td>373</td>
<td>35.0 %</td>
</tr>
<tr>
<td>4=Should be reduced</td>
<td>53</td>
<td>5.0 %</td>
</tr>
<tr>
<td>9=Don't know</td>
<td>227</td>
<td>21.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q28. **How supportive would you be of paying a slight increase in taxes to support transportation improvements in the Sioux Falls metropolitan area? (without "don't know")**

<table>
<thead>
<tr>
<th>Q28. Paying a slight increase in taxes</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Strongly supportive</td>
<td>130</td>
<td>12.2 %</td>
</tr>
<tr>
<td>2=Somewhat supportive</td>
<td>362</td>
<td>34.0 %</td>
</tr>
<tr>
<td>3=Neither supportive or not supportive</td>
<td>371</td>
<td>34.8 %</td>
</tr>
<tr>
<td>4=Not supportive</td>
<td>203</td>
<td>19.0 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q29. **Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls metropolitan area? (Multiple Responses Allowed)**

<table>
<thead>
<tr>
<th>Q29. Best way to keep you informed</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>08 = Television news</td>
<td>734</td>
<td>68.9 %</td>
</tr>
<tr>
<td>02 = Local newspaper</td>
<td>658</td>
<td>61.7 %</td>
</tr>
<tr>
<td>04 = A website</td>
<td>353</td>
<td>33.1 %</td>
</tr>
<tr>
<td>03 = Radio announcement</td>
<td>334</td>
<td>31.3 %</td>
</tr>
<tr>
<td>01 = Access channel on cable TV</td>
<td>320</td>
<td>30.0 %</td>
</tr>
<tr>
<td>07 = Newsletters</td>
<td>230</td>
<td>21.6 %</td>
</tr>
<tr>
<td>09 = Public meetings/forums</td>
<td>170</td>
<td>15.9 %</td>
</tr>
<tr>
<td>06 = Brochures</td>
<td>169</td>
<td>15.9 %</td>
</tr>
<tr>
<td>05 = Social networks</td>
<td>74</td>
<td>6.9 %</td>
</tr>
<tr>
<td>10 = Other</td>
<td>34</td>
<td>3.2 %</td>
</tr>
<tr>
<td>00 = None chosen</td>
<td>14</td>
<td>1.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>3090</td>
<td></td>
</tr>
</tbody>
</table>

Q30. **Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region? (without "don't know")**

<table>
<thead>
<tr>
<th>Q30. Local governments involving residents in the process</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>303</td>
<td>28.4 %</td>
</tr>
<tr>
<td>2=No</td>
<td>312</td>
<td>29.3 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>451</td>
<td>42.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q31. **Do you think the public is adequately informed about closures and detours when construction activities affect travel on the following?**

(N=1066)

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q31a. City of Sioux Falls streets</td>
<td>84.5%</td>
<td>12.0%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Q31b. Interstate highways</td>
<td>67.2%</td>
<td>22.7%</td>
<td>10.1%</td>
</tr>
<tr>
<td>Q31c. Rural roads</td>
<td>17.7%</td>
<td>35.1%</td>
<td>47.3%</td>
</tr>
<tr>
<td>Q31d. Streets in cities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>outside City of Sioux Falls</td>
<td>20.1%</td>
<td>26.0%</td>
<td>53.9%</td>
</tr>
<tr>
<td>Q31e. Bicycle trails</td>
<td>37.3%</td>
<td>21.1%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Q31f. Bus routes</td>
<td>19.4%</td>
<td>16.0%</td>
<td>64.7%</td>
</tr>
</tbody>
</table>

Q32. **Do you own a car?**

<table>
<thead>
<tr>
<th>Q32. Own a car</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>1035</td>
<td>97.1 %</td>
</tr>
<tr>
<td>2=No</td>
<td>31</td>
<td>2.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q33. **Do you own a bicycle?**

<table>
<thead>
<tr>
<th>Q33. Own a bicycle</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>769</td>
<td>72.1 %</td>
</tr>
<tr>
<td>2=No</td>
<td>297</td>
<td>27.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q34. Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations? (Multiple Responses Allowed)

<table>
<thead>
<tr>
<th>Q34. Modes of transportation</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 = Car-drive alone</td>
<td>993</td>
<td>93.2 %</td>
</tr>
<tr>
<td>2 = Carpool</td>
<td>224</td>
<td>21.0 %</td>
</tr>
<tr>
<td>5 = Walk</td>
<td>138</td>
<td>12.9 %</td>
</tr>
<tr>
<td>4 = Bicycle</td>
<td>121</td>
<td>11.4 %</td>
</tr>
<tr>
<td>6 = Motorcycle</td>
<td>76</td>
<td>7.1 %</td>
</tr>
<tr>
<td>7 = Public transportation</td>
<td>33</td>
<td>3.1 %</td>
</tr>
<tr>
<td>8 = Other</td>
<td>26</td>
<td>2.4 %</td>
</tr>
<tr>
<td>3 = Taxi</td>
<td>16</td>
<td>1.5 %</td>
</tr>
<tr>
<td>0 = None</td>
<td>8</td>
<td>0.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>1635</td>
<td></td>
</tr>
</tbody>
</table>

Q35. How many years have you lived in the Sioux Falls metropolitan area?

<table>
<thead>
<tr>
<th>Q35. Years lived in Sioux Falls</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 years or less</td>
<td>104</td>
<td>9.8 %</td>
</tr>
<tr>
<td>6 to 10 years</td>
<td>120</td>
<td>11.3 %</td>
</tr>
<tr>
<td>11 to 15 years</td>
<td>115</td>
<td>10.8 %</td>
</tr>
<tr>
<td>16 to 20 years</td>
<td>124</td>
<td>11.6 %</td>
</tr>
<tr>
<td>21 to 30 years</td>
<td>213</td>
<td>20.0 %</td>
</tr>
<tr>
<td>31+ years</td>
<td>368</td>
<td>34.5 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>22</td>
<td>2.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q36. How many persons in your household (counting yourself) are?

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Mean</th>
<th>Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under age 5</td>
<td>0.20</td>
<td>214</td>
</tr>
<tr>
<td>5-9 years</td>
<td>0.19</td>
<td>206</td>
</tr>
<tr>
<td>10-14 years</td>
<td>0.21</td>
<td>223</td>
</tr>
<tr>
<td>15-19 years</td>
<td>0.23</td>
<td>243</td>
</tr>
<tr>
<td>20-24 years</td>
<td>0.14</td>
<td>143</td>
</tr>
<tr>
<td>25-34 years</td>
<td>0.29</td>
<td>302</td>
</tr>
<tr>
<td>35-44 years</td>
<td>0.34</td>
<td>359</td>
</tr>
<tr>
<td>45-54 years</td>
<td>0.66</td>
<td>698</td>
</tr>
<tr>
<td>55-64 years</td>
<td>0.32</td>
<td>342</td>
</tr>
<tr>
<td>65+ years</td>
<td>0.24</td>
<td>256</td>
</tr>
</tbody>
</table>

Q37. What is your current employment status?

<table>
<thead>
<tr>
<th>Employment status</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Employed outside the home</td>
<td>795</td>
<td>74.6 %</td>
</tr>
<tr>
<td>2=Employed in the home</td>
<td>47</td>
<td>4.4 %</td>
</tr>
<tr>
<td>3=Student</td>
<td>11</td>
<td>1.0 %</td>
</tr>
<tr>
<td>4=Retired</td>
<td>157</td>
<td>14.7 %</td>
</tr>
<tr>
<td>5=Not Employed</td>
<td>27</td>
<td>2.5 %</td>
</tr>
<tr>
<td>6=Unemployed, looking for work</td>
<td>17</td>
<td>1.6 %</td>
</tr>
<tr>
<td>9=Not provided</td>
<td>12</td>
<td>1.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
**Q38. Do you live within the city limits of Sioux Falls?**

<table>
<thead>
<tr>
<th>Area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sioux Falls</td>
<td>804</td>
<td>75.4 %</td>
</tr>
<tr>
<td>Outside Sioux Falls</td>
<td>262</td>
<td>24.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

**Q39. Would you say your total household income is:**

<table>
<thead>
<tr>
<th>Q39. Total household income</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Under $25K</td>
<td>92</td>
<td>8.6 %</td>
</tr>
<tr>
<td>2=$25K-$49,999</td>
<td>179</td>
<td>16.8 %</td>
</tr>
<tr>
<td>3=$50K-$74,999</td>
<td>246</td>
<td>23.1 %</td>
</tr>
<tr>
<td>4=$75K-$99,999</td>
<td>195</td>
<td>18.3 %</td>
</tr>
<tr>
<td>5=$100K-$124,999</td>
<td>109</td>
<td>10.2 %</td>
</tr>
<tr>
<td>6=$125K+</td>
<td>143</td>
<td>13.4 %</td>
</tr>
<tr>
<td>9=Not provided</td>
<td>102</td>
<td>9.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

**Q40. Your gender:**

<table>
<thead>
<tr>
<th>Q40. Gender</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Male</td>
<td>551</td>
<td>51.7 %</td>
</tr>
<tr>
<td>2=Female</td>
<td>515</td>
<td>48.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>1066</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Section 5: Survey Instrument
April 5, 2010

Dear Resident:

On behalf of the Sioux Falls Metropolitan Planning Organization (MPO), I want to encourage you to take a few minutes to complete the enclosed survey.

Local governments from the cities of Sioux Falls, Brandon, Crooks, Harrisburg, Hartford, and Tea, as well as Minnehaha and Lincoln Counties, are working together with the South Dakota Department of Transportation to plan improvements to the region’s transportation system. Your feedback on this survey is very important, as the results will be used to help identify transportation priorities for the region’s 2035 Long-Range Transportation Plan.

A postage-paid return envelope addressed to ETC Institute has been provided for your convenience. ETC Institute has been selected as the independent consultant that is responsible for this project. ETC will compile the results and present a report to the metro cities, counties, and state in a few weeks.

If you have any questions, please call Sam Trebilcock at the City of Sioux Falls at 605-367-8888 or you can visit the MPO website at www.siouxfallsmpo.org for more information on the research study and the Long-Range Transportation Plan. Thank you for your support of this important effort.

Sincerely,

Steve Metti, Chairman
Urbanized Development Commission

Enclosures
Thank you for agreeing to participate in this important survey. The Metropolitan Planning Organization, which includes the Cities of Sioux Falls, Brandon, Harrisburg, Tea, Hartford and Crooks, as well as portions of Lincoln and Minnehaha Counties, will use your input to help set transportation priorities for the region. When you are finished, please return your survey in the enclosed postage-paid envelope.

**SATISFACTION WITH THE AREA’S TRANSPORTATION SYSTEM**

1. Several components of the transportation system in the Sioux Falls metropolitan area are listed below. For each item, please indicate whether you are very satisfied, somewhat satisfied, or not satisfied by circling the corresponding number (“don’t know” indicates you are not familiar with the item being rated; “neutral” indicates that you do not have a strong opinion either way)

<table>
<thead>
<tr>
<th>Very Satisfied</th>
<th>Somewhat Satisfied</th>
<th>Neutral</th>
<th>Not Satisfied</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Maintenance of streets in Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(B) Maintenance of streets in the communities and areas outside of Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(C) Maintenance of Interstates and Highways around Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(D) Maintenance of rural roads in the Sioux Falls metropolitan area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(E) Ease of travel by car to/from the City of Sioux Falls and other communities in Minnehaha and Lincoln Counties</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(F) Ease of travel by car from one side of the City of Sioux Falls to the other</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(G) Availability of safe walking/pedestrian facilities in the Sioux Falls metropolitan area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(H) Availability of safe biking facilities in the Sioux Falls metropolitan area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(I) Availability of public transportation/bus service the Sioux Falls metropolitan area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(J) Adequacy of traffic signage along city streets and highways</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

2. Which THREE of these items are most important to the members of your household? (Using the list in Q#1 above, write the letters for your top 3 choices in the spaces below)

1st ______ 2nd ______ 3rd ______

3. Overall, would you rate the transportation system in the Sioux Falls metropolitan area as excellent, good, average, or poor?

   (1) excellent  (2) good  (3) average  (4) poor  (9) don’t know
SAFETY

4. Overall, would you rate traffic safety in the Sioux Falls metropolitan area as excellent, good, average, or poor?
   ___(1) excellent
   ___(2) good
   ___(3) average
   ___(4) poor
   ___(9) don’t know

5. Overall, would you rate traffic safety NEAR SCHOOLS in the Sioux Falls metropolitan area as excellent, good, average, or poor?
   ___(1) excellent
   ___(2) good
   ___(3) average
   ___(4) poor
   ___(9) don’t know

6. Please indicate whether you think the following areas are safe and appropriate places for people to ride bicycles in the Sioux Falls metropolitan area “most of the time”, “sometimes”, or “never”: (check your response for each item)
   (A) On sidewalks .................................................(1) most of the time....(2) sometimes......(3) never
   (B) On city streets.................................(1) most of the time....(2) sometimes......(3) never
   (C) On county roads .................................(1) most of the time....(2) sometimes......(3) never
   (D) On paved recreational trails ..............(1) most of the time....(2) sometimes......(3) never

7. How often do you think it helps to push the pedestrian button on a traffic signal to cross streets in the Sioux Falls metropolitan area?
   ___(1) always
   ___(2) usually
   ___(3) sometimes
   ___(4) seldom or never
   ___(9) don’t know

TRAFFIC FLOW

8. Several types of trips that you may take are listed below. For each one, please indicate whether you think it is very easy, somewhat easy, somewhat difficult, or very difficult to travel between your home and the following destinations:

<table>
<thead>
<tr>
<th>Destination</th>
<th>Very Easy</th>
<th>Somewhat Easy</th>
<th>Somewhat Difficult</th>
<th>Very Difficult</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Sioux Falls Airport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(B) Downtown Sioux Falls</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(C) Brandon</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(D) Tea</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) Harrisburg</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(F) Hartford</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G) Crooks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(H) Outlying areas in Lincoln</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and Minnehaha Counties</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(I) The Eastside Target &amp;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walmart shopping area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(J) Convention Center/Arena</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(K) The Empire Mall area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

9. Which TWO types of trips listed above do you think will become the most difficult over the next 20 years? (Using the list in Q#8 above, write the letters for your top 2 choices in the spaces below)
   1st _______  2nd _______
10. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is:
   ___(1) a major problem that needs to be fixed now
   ___(2) a minor problem that needs to be addressed so that it does not get worse
   ___(3) not a problem
   ___(9) don’t know

**PUBLIC TRANSIT**

11. Have you EVER used public transit in the Sioux Falls area?   YES      NO

12. Why don’t you use public transit in the Sioux Falls area more often than you currently do? (if you do not use it at all, why not?)
   ___(1) Not convenient
   ___(2) Weather
   ___(3) Service is not available where I live or to places I would want to go
   ___(4) Service is not available at the times I would want to use it
   ___(5) Do not feel safe
   ___(6) It is not reliable
   ___(7) I don’t understand how to use
   ___(8) I don’t need it because I have a working vehicle
   ___(9) Other: ___________________________________

13. Have you EVER used public transit outside the Sioux Falls area?   YES      NO

14. Several factors that could encourage you to use public transit in the Sioux Falls metropolitan area are listed below. Using a scale of 1 to 5, where ‘1’ is ‘Very LIKELY’ and ‘5’ is ‘Very UNLIKELY,’ please rate how likely each factor would be to encourage you to use public transit.

<table>
<thead>
<tr>
<th>How likely would you be to use public transit if:</th>
<th>Very Likely</th>
<th>Likely</th>
<th>Not Sure</th>
<th>Unlikely</th>
<th>Very Unlikely</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Your drive time to work increased by 15 minutes due to increased traffic congestion</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>B. Transit stops are located closer to your destinations</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>C. Buses are scheduled to arrive at stops more frequently</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>D. You are better informed about how to use the bus system in the Sioux Falls area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>E. Your employer provided incentives to use public transit services</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>F. Bus service operated later in the evening and on Sundays</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>G. Gas prices rise to $5 per gallon</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>
15. Using a scale of 1 to 5, where ‘1’ is ‘Very LIKELY” and ‘5’ is “Very UNLIKELY,” please indicate how likely you or other members of your household would be to use the following types of transportation.

<table>
<thead>
<tr>
<th>How likely would you be to use:</th>
<th>Very Likely</th>
<th>Likely</th>
<th>Not Sure</th>
<th>Unlikely</th>
<th>Very Unlikely</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Bus service that operates on regular routes in the area where you live</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>B. Carpoools or vanpools</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>C. Park and ride services where you park your car &amp; then take a bus to your destination</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>D. Bus or transit service from Brandon, Tea, Harrisburg, Hartford or Crooks into Sioux Falls or from Sioux Falls to these communities.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>E. Passenger rail service to cities outside the Sioux Falls metropolitan area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

16. What is the maximum distance from your home that a bus stop would need to be located for you to consider using public transportation instead of a car?

___(1) 2 blocks
___(2) up to 4 blocks
___(3) up to 6 blocks
___(4) up 8 blocks
___(9) I would never use public transit

17. How frequently (in minutes) would a bus need to be scheduled to arrive at stops for you to consider using public transportation instead of a car?

___(1) every 5 minutes
___(2) every 10 minutes
___(3) every 15 minutes
___(4) every 20 minutes
___(5) every 30 minutes
___(6) every hour
___(7) every 2 hours
___(9) I would never use public transit

CURRENT AND EMERGING TRANSPORTATION ISSUES

18. For each of the following, please indicate whether you see the item as a “Current Issue”, an “Emerging Issue”, or “Not an Issue” in the Sioux Falls metropolitan area.

(A) Congestion on north-south roads in the City of Sioux Falls ..........................1.................2.............3.........4
(B) Congestion on east-west roads in the City of Sioux Falls ..............................1.................2.............3.........4
(C) Congestion on the Interstates around Sioux Falls ........................................1.................2.............3.........4
(D) Congestion on roads connecting Sioux Falls with the other communities and rural areas in Lincoln and Minnehaha Counties .........................1.................2.............3.........4
(E) Sustainability and livability (balancing social, economic and environmental issues thru complete streets, smart growth, mixed-uses) .....................................................1.................2.............3.........4
(F) Truck traffic ..................................................................................1.................2.............3.........4
(G) Traffic delays caused by trains .................................................................1.................2.............3.........4
(H) Lack of adequate public transit service ......................................................1.................2.............3.........4
(I) Lack of major roads to developing areas ..................................................1.................2.............3.........4
(J) Lack of bicycle lanes or routes on streets .................................................1.................2.............3.........4
(K) Lack of safe and accessible pedestrian facilities ......................................1.................2.............3.........4
19. For each of the following, please indicate whether you think the item should a “very high”, “high”, “medium”, or “low priority” for improvement in the Sioux Falls metropolitan area over the next 20 years:

<table>
<thead>
<tr>
<th>Very High</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Improving existing interchanges on Interstates</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(B) Adding interchanges on the Interstates</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(C) Improving major north-south roads/streets through the City of Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(D) Improving major east-west roads/streets through the City of Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(E) Improving public transportation/bus service</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(F) Improving the timing of traffic lights</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(G) Reducing traffic delays caused by trains</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(H) Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(I) Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(J) Developing new pedestrian (walking) and biking facilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(K) Improving existing pedestrian (walking) and biking facilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(L) Setting aside land for traffic corridors and roads in future growth areas</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(M) Improving transportation services for seniors and persons with disabilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(N) Improving airport services in the region</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(O) Improving the area’s freight transportation facilities (i.e. airport, rail, truck routes)</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(P) Improving the appearance of roads/highways</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(Q) Improving the appearance of streets/roads</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(R) Sustainability and livability</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

20. Which FOUR of the improvements listed would you be most willing to fund with your taxes? (Using the list in Q#19 above, write the letters for your top 4 choices in the spaces below)

1st ______ 2nd ______ 3rd ______ 4th ______

21. Which of the following do you think is more important? (check one)

___(1) maintaining existing streets and highways
___(2) building new streets and highways
___(9) don’t know

22. Which FOUR streets or roads in the Sioux Falls metropolitan area do you think should receive top priority for improvements? (check up to four streets/roads from the list below)

___(01) East 10th Street ___(11) West 12th Street ___(20) 26th Street
___(02) 41st Street ___(12) 57th Street ___(21) Benson Road
___(03) Cliff Ave. ___(13) Kiwanis Ave. ___(22) Louise Ave.
___(04) Madison St. ___(14) Minnesota Ave. ___(23) Russell St.
___(05) Sycamore Ave. ___(15) Western Ave. ___(24) Lincoln Co. 106
___(06) Tea-Ellis Road ___(16) SD Highway 11 ___(25) I-29
___(07) I-229 ___(17) I-90 ___(26) Sertoma Extension to La Mesa
___(08) Rice/Holly/Benson Extension ___(18) SD 100 ___(27) Willow Street (in Harrisburg to I-29)
___(09) Lincoln Co. Road 111 ___(19) 85th Street Interchange ___(99) Other: ________
___(10) West Side Corridor
23. Please indicate whether you think the following objectives should be very important, somewhat important or not important in planning improvements to air service in the Sioux Falls metropolitan area by circling the corresponding number below:

<table>
<thead>
<tr>
<th>Objective</th>
<th>Very Important</th>
<th>Somewhat Important</th>
<th>Not Sure</th>
<th>Not Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Improving access to/from the airport terminal</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(B) Being able to fly on big jets to/from Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(C) Increasing the number of passengers served</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(D) Adding more airlines, flights and destinations served</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(E) Reducing the cost of air travel to other cities</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(F) Improving airport amenities (shopping, restaurants etc)</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(G) Adding covered parking</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(H) Expanding air freight and corporate air services</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

24. If covered parking were added at the Sioux Falls airport, would you be willing to pay $2/hour and/or $12/day to park in the covered area?

___(1) Yes ___(2) No

25. Compared to the cost of a flight from the Sioux Falls airport, how much would you need to save per ticket to travel to Omaha for a lower airfare?

___(1) $50/ticket ___(2) $75/ticket ___(2) $100/ticket ___(2) $150/ticket ___(9) Don’t know

26. Using as scale of 1 to 5, where ‘1’ is ‘Very LIKELY’ and ‘5’ is “Very UNLIKELY,” please indicate how likely you or other members of your household would be to consider doing the following activities if gas prices were to rise to $5 per gallon.

<table>
<thead>
<tr>
<th>Activity</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Walk to work or school</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>B. Take transit buses to work or school</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>C. Bicycle to work or school</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>D. Carpool to work or school</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>E. Move closer to your place where you work or go to school</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

27. Do you think that the portion of your local tax dollars that is spent on transportation:

___(1) Should be increased greatly ___(4) Should be reduced
___(2) Should be increased slightly     ___(9) Don’t know
___(3) Should stay about the same       

28. How supportive would you be of paying a slight increase in taxes to support transportation improvements in the Sioux Falls metropolitan area?

___(1) Strongly Supportive ___(4) Not Supportive
___(2) Somewhat Supportive            ___(9) Don’t know; need more information
___(3) Neither supportive or not supportive

29. Which of the following sources would be the best way to keep you informed about planned transportation improvements in the Sioux Falls metropolitan area? (check all that apply)

___(01) Access channel on cable TV ___(06) Brochures
___(02) Local newspaper              ___(07) Newsletters
___(03) Radio announcement           ___(08) Television news
___(04) A website                    ___(09) Public meetings/forums
___(05) Social networks (Twitter, Facebook, etc) ___(10) Other: _______________
30. Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving residents in the process of planning transportation improvements for the region?

___(1) Yes   ___(2) No   ___(9) Don’t know

31. Do you think the public is adequately informed about closures and detours when construction activities affect travel on the following?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) City of Sioux Falls streets</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>(B) Interstate highways</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>(C) Rural roads</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>(D) Streets in cities outside the City of Sioux Falls</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>(E) Bicycle trails</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>(F) Bus routes</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

DEMOGRAPHICS

32. Do you own a car? ___(1) Yes ___(2) No

33. Do you own a bicycle? ___(1) Yes ___(2) No

34. Which of the following modes of transportation do you or other members of your household normally use to get to/from work, school or other frequently traveled destinations? (check all that apply)

___(1) Car--drive alone
___(2) Carpool (more than 1 in a vehicle)
___(3) Taxi
___(4) Bicycle
___(5) Walk
___(6) Motorcycle
___(7) Public transportation (bus)
___(8) Other: _____________________

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

36. How many persons in your household (counting yourself), are?

<table>
<thead>
<tr>
<th>Under age 5</th>
<th>20 - 24 years</th>
<th>55 - 64 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - 9 years</td>
<td>25 - 34 years</td>
<td>65+ years</td>
</tr>
<tr>
<td>10 - 14 years</td>
<td>35 - 44 years</td>
<td></td>
</tr>
<tr>
<td>15 - 19 years</td>
<td>45 - 54 years</td>
<td></td>
</tr>
</tbody>
</table>

37. What is your current employment status?

___(1) Employed outside the home
___(2) Employed in the home
___(3) Student
___(4) Retired
___(5) Not employed
___(6) Unemployed, looking for work

38. Do you live within the city limits of Sioux Falls? ___(1) Yes ___(2) No

39. Would you say your total household income is:

___(1) Under $25,000
___(2) $25,000 to $49,999
___(3) $50,000 to $74,999
___(4) $75,000 to $99,999
___(5) $100,000 to $124,999
___(6) $125,000 or more

40. Your gender: ___(1) Male ___(2) Female

This concludes the survey. Thank you for your time!

Please Return Your Completed Survey in the Enclosed Postage Paid Envelope Addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain Completely Confidential. The information printed on the sticker to the right will ONLY be used to help identify which areas of the region have various transportation needs. If your address is not correct, please provide the correct information. Thank you.
Section 3:

Employer Survey Report
Contents

Executive Summary .......................................................................................................................... 3-1

Charts and Graphs: Section 1 .................................................................................................... 3-3

Tabular Data: Section 2 .......................................................................................................... 3-16

Survey Instrument: Section 3 ................................................................................................. 3-28
Sioux Falls Metropolitan Area LRTP
Market Research Study
Employer Survey Summary

Overview

ETC Institute conducted a survey of employers in Minnehaha and Lincoln Counties during the spring of 2010 to determine long range transportation priorities for the Sioux Falls metropolitan area. A total of 370 randomly selected employers participated in the survey. The overall results have a precision of at least +/- 5.0% at the 95% level of confidence.

This section of the report contains:

- a brief summary of the methodology and major findings
- charts depicting the overall results of the employer survey along with comparisons to the results from a similar survey that was administered in 2005
- tables that show the results for all questions on the employer survey
- a copy of the survey instrument.

Major Findings of the Employer Survey

- Employers generally think the region’s transportation system is meeting their needs. Nearly half (48%) of those surveyed rated the region’s transportation system as “excellent” or “good.” One-third (33%) rated the system as “average,” 8% rated the system as “poor,” and 11% did not have an opinion. The small percentage of “excellent” ratings indicates that employers generally thought the region’s transportation system could be improved; however, the low percentage of “poor” ratings indicates that employers are not extremely dissatisfied with the current system.

- When asked about specific transportation improvements for the region, employers selected the following items as their top three choices:
  1. Improving traffic flow on east-west roads in the City of Sioux Falls (67%)
  2. Improving airport service (39%)
  3. Improving traffic flow on north-south roads in the City of Sioux Falls (36%)
Employers in the Sioux Falls area were willing to consider a slight increase in taxes to fund for transportation improvements in the region. Over half (54%) of those surveyed were either “very” or “somewhat supportive” of a slight increase to fund transportation improvements in the area; 20% were “not supportive.” The remaining 26% were neutral or did not have an opinion.

9% of the employers surveyed thought the current level of traffic congestion in the Sioux Falls area was a “major” problem. Over three-fourths (77%) rated traffic congestion as a “minor” problem, 14% thought it was “not a problem,” and 1% did not have an opinion.

Only 22% of the employers surveyed were satisfied with the current availability of bus/public transportation in the Sioux Falls area.

44% of the employers surveyed were either very or somewhat supportive of increasing the current level of funding for the City’s bus system. Twenty-three percent (23%) were not supportive, and 33% were neutral.

The three transportation issues that were considered to be a “current problem” by the highest percentage of employers in the Sioux Falls area were:
- 50% Congestion on East-West roads in the City of Sioux Falls
- 21% Traffic delays caused by trains
- 17% Lack of bicycle lanes

25% of the employers surveyed indicated that they would be very or somewhat willing to provide incentives to encourage employees to use the bus or carpool to work; 38% were not willing and 37% weren’t sure.

When asked how they would allocate $100 of transportation funding for the Sioux Falls area, employers collectively allocated:
- $41 for improvements to existing streets and roads in the City of Sioux Falls
- $17 for improvements to existing streets and roads in the rural areas
- $18 for the development of new roads in future growth areas
- $ 8 for airport and rail facilities
- $ 8 for bus/public transportation improvements
- $ 8 for road and trail improvements for bicycles

30% of the employers surveyed indicated that they thought local governments in Sioux Falls metropolitan area do a good job of involving them in the process of planning transportation; 28% thought they did not do a good job and 42% weren’t sure.

26% of the employers surveyed indicated their organization had freight transportation requirements. Of those with freight transportation requirements, 20% did not think the region’s road system would be able to support their needs over the next 20 years.
Section 1:
Charts and Graphs
Employer Ratings of the Overall Transportation System in the Sioux Falls Metropolitan Area: 2010 vs. 2005
by percentage of employers

2010

- Good: 44%
- Excellent: 4%
- Average: 33%
- Poor: 8%
- Don't know: 11%

2005

- Good: 53%
- Excellent: 6%
- Average: 29%
- Poor: 6%
- Don't know: 6%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Employer Perceptions of Traffic Congestion in the Sioux Falls Metropolitan Area: 2010 vs. 2005
by percentage of employers

2010

- Major problem: 9%
- Minor problem: 77%
- Don't know: 1%
- Not a problem: 14%

2005

- Major problem: 16%
- Minor problem: 74%
- Don't know: 1%
- Not a problem: 9%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Employer Ratings of Traffic Safety in the Sioux Falls Metropolitan Area
by percentage of employers

- Good: 55%
- Excellent: 11%
- Average: 28%
- Poor: 5%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Satisfaction Among Employers with the Availability of Public Transportation in the Metropolitan Area:
2010 vs. 2005
by percentage of employers (excluding don’t know)

- 2010:
  - Very satisfied: 10%
  - Satisfied: 12%
  - Neutral: 58%
  - Dissatisfied: 20%

- 2005:
  - Very satisfied: 11%
  - Satisfied: 17%
  - Neutral: 62%
  - Dissatisfied: 10%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Level of Support Among Employers to Increase Funding to Improve and Extend the Current Bus System:  
**2010 vs. 2005**  
by percentage of employers (excluding don’t know)

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th></th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly support</td>
<td>15%</td>
<td>Strongly support</td>
<td>14%</td>
</tr>
<tr>
<td>Somewhat support</td>
<td>29%</td>
<td>Somewhat support</td>
<td>29%</td>
</tr>
<tr>
<td>Neutral</td>
<td>33%</td>
<td>Neutral</td>
<td>33%</td>
</tr>
<tr>
<td>Not supportive</td>
<td>23%</td>
<td>Not supportive</td>
<td>38%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Willingness of Employers to Provide Incentives to Encourage Employees to Use the Bus or Carpool to Work:  
**2010 vs. 2005**  
by percentage of employers

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th></th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very willing</td>
<td>7%</td>
<td>Very willing</td>
<td>4%</td>
</tr>
<tr>
<td>Somewhat willing</td>
<td>18%</td>
<td>Somewhat willing</td>
<td>19%</td>
</tr>
<tr>
<td>Not sure</td>
<td>37%</td>
<td>Not sure</td>
<td>39%</td>
</tr>
<tr>
<td>Not willing</td>
<td>38%</td>
<td>Not willing</td>
<td>38%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

ETC Institute (2010)
Transportation Issues Employers Felt Were Current or Emerging Problems in the Sioux Falls Metropolitan Area
by percentage of employers who rated the item as a 1 to 5 on a 5-point scale (excluding don’t knows)

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Transportation Issues Employers Felt Were Current or Emerging Problems in the Sioux Falls Metropolitan Area:
2010 vs. 2005
by percentage of employers who felt the issue was a "current problem"

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
How Employers Would Allocate $100 Worth of Transportation Funding for the Sioux Falls Metro Area:

**2010 vs. 2005**

by percentage of employers

<table>
<thead>
<tr>
<th>Category</th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing streets</td>
<td>41%</td>
<td>20%</td>
</tr>
<tr>
<td>Rural roads/highways</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>New roads</td>
<td>18%</td>
<td>18%</td>
</tr>
<tr>
<td>Bike/pedestrian</td>
<td>8%</td>
<td>7%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>8%</td>
<td>9%</td>
</tr>
<tr>
<td>Airport/Rail</td>
<td>8%</td>
<td>9%</td>
</tr>
</tbody>
</table>

**TREND DATA**

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Importance of Various Air Transportation Improvements in the Sioux Falls Metropolitan Area

by percentage of employers who rated the item as being a “very” or “somewhat important”

1. Reducing the cost of air travel to other cities: 94%
2. Adding more airlines, flights, destinations: 89%
3. Increasing number of passengers served: 84%
4. Being able to fly big jets to/from Sioux Falls: 74%
5. Expanding air freight/corporate service: 46%
6. Improving access to/from airport: 42%
7. Improving airport amenities: 33%
8. Adding covered parking: 29%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Importance of Various Air Transportation Improvements in the Sioux Falls Metropolitan Area:

**2010 vs. 2005**

*by percentage of employers who felt the item was “very” or “somewhat important”*

<table>
<thead>
<tr>
<th>Improvement</th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving access to/from airport</td>
<td>42%</td>
<td>49%</td>
</tr>
<tr>
<td>Being able to fly big jets to/from Sioux Falls</td>
<td>77%</td>
<td>73%</td>
</tr>
<tr>
<td>Increasing number of passengers served</td>
<td>84%</td>
<td>77%</td>
</tr>
<tr>
<td>Adding more airlines, flights, destinations</td>
<td>89%</td>
<td>85%</td>
</tr>
<tr>
<td>Reducing the cost of air travel to other cities</td>
<td>94%</td>
<td>94%</td>
</tr>
<tr>
<td>Improving airport amenities</td>
<td>54%</td>
<td>33%</td>
</tr>
<tr>
<td>Adding covered parking</td>
<td>29%</td>
<td>46%</td>
</tr>
<tr>
<td>Expanding air freight/corporate service</td>
<td>Not previously asked</td>
<td>Not previously asked</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

---

Top Priorities for Transportation Improvements Among Employers in the Metro Area Over the Next 20 Years

*by percentage of employers who rated the item as being a “very high” or “high” priority*

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Very High</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving east-west roads in Sioux Falls</td>
<td>81%</td>
<td></td>
</tr>
<tr>
<td>Sustainability and livability</td>
<td>63%</td>
<td></td>
</tr>
<tr>
<td>Setting aside land for traffic corridors/roads</td>
<td>63%</td>
<td></td>
</tr>
<tr>
<td>Improving airport services</td>
<td>62%</td>
<td></td>
</tr>
<tr>
<td>Improving north-south roads in Sioux Falls</td>
<td>51%</td>
<td></td>
</tr>
<tr>
<td>Improving the timing of traffic lights</td>
<td>49%</td>
<td></td>
</tr>
<tr>
<td>Improving existing interchanges on Interstates</td>
<td>48%</td>
<td></td>
</tr>
<tr>
<td>Improving existing interchanges on Interstates</td>
<td>43%</td>
<td></td>
</tr>
<tr>
<td>Improving transportation for seniors/disabled</td>
<td>41%</td>
<td></td>
</tr>
<tr>
<td>Improving roads in rural areas that link to SF</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>Improving the appearance of roads/highways</td>
<td>38%</td>
<td></td>
</tr>
<tr>
<td>Improving roads in rural areas of the counties</td>
<td>33%</td>
<td></td>
</tr>
<tr>
<td>Improving the area's freight transportation</td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>Improving existing pedestrian/biking facilities</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>Developing new pedestrian/biking facilities</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Improving public transportation/bus service</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Reducing traffic delays caused by trains</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Adding passenger rail service</td>
<td>19%</td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Willingness of Employers to Have Their Taxes Used to Support Various Types of Transportation Improvements: 2010 vs. 2005

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

- Improving existing interchanges on Interstates: 19% (2010) vs. 28% (2005)
- Improving north-south roads in Sioux Falls: 36% vs. 46%
- Improving east-west roads in Sioux Falls: 16% vs. 22%
- Improving public transportation/bus service: 67% vs. 60%
- Improving the timing of traffic lights: 10% vs. 23%
- Improving roads in rural areas of the counties: 11% vs. 15%
- Improving existing pedestrian/biking facilities: 11% vs. 12%
- Setting aside land for traffic corridors/roads: 14% vs. 13%
- Improving transportation for seniors/disabled: 6% vs. 9%
- Improving airport services: 21% vs. 27%
- Improving the area's freight transportation: 24% vs. 21%
- Improving the appearance of roads/highways: 39% vs. 43%
- Adding passenger rail service: 8% vs. 7%
- Sustainability and livability: Not previously asked

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

How Employers Feel the Portion of Local Tax Dollars Spent on Transportation Should Change

by percentage of employers

- Increase greatly: 48%
- Increase slightly: 10%
- Stay about the same: 3%
- Be reduced: 12%
- Don't know: 11%
- Not previously asked: Not previously asked

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Employer Support for Paying a Slight Increase in Taxes to Support Transportation Improvements in the Area:

2010 vs 2010
by percentage of employers

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

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

by percentage of employers

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Which four streets or roads in the Sioux Falls Metropolitan Area do you think should receive top priority for improvements?

by percentage of employers who selected the item as one of their top two choices

41st Street: 31% 
Minnesota Ave: 30% 
26th Street: 31% 
Cliff: 25% 
East 10th Street: 16% 
57th Street: 15% 
Western Ave: 13% 
West 12th street: 13% 
I-29: 13% 
West Side Corridor: 13% 
Highway 11: 13% 
85th street: 12% 
SD 100: 12% 
Russell St: 12% 
Louise Ave: 11% 
Tea-Ellis Road: 11% 
Other: 11% 
Rice/Holly/Benson Extension: 9% 
Kiwanis Ave: 6% 
I-29: 6% 
Lincoln Co. 106: 6% 
Sertoma Extension to La Mesa: 3% 
I-90: 3% 
Willow street (in Harrisburg to I29): 3% 
Sycamore Ave: 2% 
Benson Road: 2% 
Madison: 1% 
Lincoln Co. Road 111: 1%

Sum of Top Four Choices: 54%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Does your organization have freight transportation requirements?

2010 vs. 2005

by percentage of employers

2010:
- Yes: 26%
- No: 74%

2005:
- Yes: 36%
- No: 63%
- No response: 1%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Do you think the airport facilities in the Sioux Falls metropolitan area will be able to support your organization’s freight transportation needs over the next 20 years?  

**2010 vs. 2005**  
by percentage of employers who have freight transportation requirements

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>71%</td>
<td>64%</td>
</tr>
<tr>
<td>No</td>
<td>9%</td>
<td>10%</td>
</tr>
<tr>
<td>Don't know</td>
<td>20%</td>
<td>26%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Do you think the road system in the Sioux Falls metropolitan area will be able to support your needs over the next 20 years?  

**2010 vs. 2005**  
by percentage of employers who have freight transportation requirements

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>65%</td>
<td>63%</td>
</tr>
<tr>
<td>No</td>
<td>23%</td>
<td>20%</td>
</tr>
<tr>
<td>Don't know</td>
<td>13%</td>
<td>17%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Do you think the railroad facilities in the Sioux Falls metropolitan area will be able to support your needs over the next 20 years?

2010 vs. 2005

by percentage of employers who have freight transportation requirements

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>55%</td>
<td>49%</td>
</tr>
<tr>
<td>No</td>
<td>15%</td>
<td>9%</td>
</tr>
<tr>
<td>Don't know</td>
<td>30%</td>
<td>42%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

Number of Employees

by percentage of employers

- 10-24 employees: 38%
- Less than 10 employees: 21%
- 25-49 employees: 18%
- 50-99 employees: 13%
- 100 or more employees: 11%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Type of Business
by percentage of employers

- **Service provider**: 49%
- **Retailer**: 17%
- **Wholesaler/distributor**: 9%
- **Manufacturer**: 8%
- **Governmental agency**: 4%
- **Education institute**: 4%
- **Agriculture**: 1%
- **Other**: 12%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Section 2:
Tabular Data
Q1. Overall, would you rate the transportation system in the Sioux Falls metropolitan area as excellent, good, average, or poor?

<table>
<thead>
<tr>
<th>Q1 Rating of transportation system in area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Excellent</td>
<td>16</td>
<td>4.3 %</td>
</tr>
<tr>
<td>2=Good</td>
<td>162</td>
<td>43.8 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>123</td>
<td>33.2 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>28</td>
<td>7.6 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>41</td>
<td>11.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q1. Overall, would you rate the transportation system in the Sioux Falls metropolitan area as excellent, good, average, or poor? (excluding don't knows)

<table>
<thead>
<tr>
<th>Q1 Rating of transportation system in area</th>
<th>Number</th>
<th>Percent</th>
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<td>162</td>
<td>49.2 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>123</td>
<td>37.4 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>28</td>
<td>8.5 %</td>
</tr>
<tr>
<td>Total</td>
<td>329</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q2. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is:

<table>
<thead>
<tr>
<th>Q2 Current level of congestion in area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=A major problem that needs to be fixed now</td>
<td>32</td>
<td>8.6 %</td>
</tr>
<tr>
<td>2=A minor problem that needs to be addressed so that it does not get worse</td>
<td>283</td>
<td>76.5 %</td>
</tr>
<tr>
<td>3=Not a problem</td>
<td>50</td>
<td>13.5 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>5</td>
<td>1.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q2. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is: (excluding don't knows)

<table>
<thead>
<tr>
<th>Q2 Current level of congestion in area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=A major problem that needs to be fixed now</td>
<td>32</td>
<td>8.8 %</td>
</tr>
<tr>
<td>2=A minor problem that needs to be addressed so that it does not get worse</td>
<td>283</td>
<td>77.5 %</td>
</tr>
<tr>
<td>3=Not a problem</td>
<td>50</td>
<td>13.7 %</td>
</tr>
<tr>
<td>Total</td>
<td>365</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q3. Overall, would you rate the traffic safety in the Sioux Falls metropolitan area as excellent, good, average, or poor?

<table>
<thead>
<tr>
<th>Q3 Rating of traffic safety in area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Excellent</td>
<td>42</td>
<td>11.4 %</td>
</tr>
<tr>
<td>2=Good</td>
<td>203</td>
<td>54.9 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>105</td>
<td>28.4 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>19</td>
<td>5.1 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>1</td>
<td>0.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q3. Overall, would you rate the traffic safety in the Sioux Falls metropolitan area as excellent, good, average, or poor? (excluding don't knows)

<table>
<thead>
<tr>
<th>Q3 Rating of traffic safety in area</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>2=Good</td>
<td>203</td>
<td>55.0 %</td>
</tr>
<tr>
<td>3=Average</td>
<td>105</td>
<td>28.5 %</td>
</tr>
<tr>
<td>4=Poor</td>
<td>19</td>
<td>5.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>369</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q4. How satisfied are you with the current availability of bus or other public transportation services for your employees? Would you say you are:

<table>
<thead>
<tr>
<th>Q4 Satisfaction with public transportation for employees</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Very Satisfied</td>
<td>21</td>
<td>5.7 %</td>
</tr>
<tr>
<td>2=Somewhat Satisfied</td>
<td>24</td>
<td>6.5 %</td>
</tr>
<tr>
<td>3=Neutral</td>
<td>118</td>
<td>31.9 %</td>
</tr>
<tr>
<td>4=Dissatisfied</td>
<td>40</td>
<td>10.8 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>167</td>
<td>45.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q4. How satisfied are you with the current availability of bus or other public transportation services for your employees? Would you say you are: (excluding don't knows)

<table>
<thead>
<tr>
<th>Q4 Satisfaction with public transportation for employees</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Very Satisfied</td>
<td>21</td>
<td>10.3 %</td>
</tr>
<tr>
<td>2=Somewhat Satisfied</td>
<td>24</td>
<td>11.8 %</td>
</tr>
<tr>
<td>3=Neutral</td>
<td>118</td>
<td>58.1 %</td>
</tr>
<tr>
<td>4=Dissatisfied</td>
<td>40</td>
<td>19.7 %</td>
</tr>
<tr>
<td>Total</td>
<td>203</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q5. How supportive would you be of increasing funding for the bus system so that improvements can be made to the current bus system and bus service can be extended into areas not currently served? Would you be:

<table>
<thead>
<tr>
<th>Q5 Level of support for increase in funding for bus system</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Strongly Supportive</td>
<td>50</td>
<td>13.5%</td>
</tr>
<tr>
<td>2=Somewhat Supportive</td>
<td>95</td>
<td>25.7%</td>
</tr>
<tr>
<td>3=Neutral</td>
<td>107</td>
<td>28.9%</td>
</tr>
<tr>
<td>4=Not Supportive</td>
<td>74</td>
<td>20.0%</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>44</td>
<td>11.9%</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Q5. How supportive would you be of increasing funding for the bus system so that improvements can be made to the current bus system and bus service can be extended into areas not currently served? Would you be: (excluding don't knows)

<table>
<thead>
<tr>
<th>Q5 Level of support for increase in funding for bus system</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Strongly Supportive</td>
<td>50</td>
<td>15.3%</td>
</tr>
<tr>
<td>2=Somewhat Supportive</td>
<td>95</td>
<td>29.1%</td>
</tr>
<tr>
<td>3=Neutral</td>
<td>107</td>
<td>32.8%</td>
</tr>
<tr>
<td>4=Not Supportive</td>
<td>74</td>
<td>22.7%</td>
</tr>
<tr>
<td>Total</td>
<td>326</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Q6. How willing would you be to give incentives to your employees to encourage them to use the bus or carpool to work?

<table>
<thead>
<tr>
<th>Q6 Willingness to give employees incentives</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Very willing</td>
<td>24</td>
<td>6.5%</td>
</tr>
<tr>
<td>2=Somewhat willing</td>
<td>68</td>
<td>18.4%</td>
</tr>
<tr>
<td>3=Not sure</td>
<td>136</td>
<td>36.8%</td>
</tr>
<tr>
<td>4=Not willing</td>
<td>142</td>
<td>38.4%</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Q7. For each of the following, please indicate whether you see the item as a "Current Issue," an "Emerging Issue," or "Not an Issue" in the Sioux Falls metropolitan area.

(N=370)

<table>
<thead>
<tr>
<th></th>
<th>Current Issue</th>
<th>Emerging Issue</th>
<th>Not Sure</th>
<th>Not an Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q7a Congestion on north-south roads in the City of Sioux Falls</td>
<td>11.9%</td>
<td>53.5%</td>
<td>13.8%</td>
<td>20.8%</td>
</tr>
<tr>
<td>Q7b Congestion on east-west roads in the City of Sioux Falls</td>
<td>49.7%</td>
<td>33.5%</td>
<td>7.3%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Q7c Congestion on the Interstates around Sioux Falls</td>
<td>3.2%</td>
<td>36.2%</td>
<td>14.3%</td>
<td>46.2%</td>
</tr>
<tr>
<td>Q7d Congestion on roads connecting Sioux Falls with the other communities and rural areas in Lincoln and Minnehaha Counties</td>
<td>8.1%</td>
<td>33.2%</td>
<td>26.5%</td>
<td>32.2%</td>
</tr>
<tr>
<td>Q7e Sustainability and livability</td>
<td>6.5%</td>
<td>40.8%</td>
<td>34.1%</td>
<td>18.6%</td>
</tr>
<tr>
<td>Q7f Truck traffic</td>
<td>5.4%</td>
<td>25.7%</td>
<td>31.1%</td>
<td>37.8%</td>
</tr>
<tr>
<td>Q7g Traffic delays caused by trains</td>
<td>21.1%</td>
<td>13.8%</td>
<td>25.9%</td>
<td>39.2%</td>
</tr>
<tr>
<td>Q7h Lack of adequate public transit service</td>
<td>9.5%</td>
<td>21.9%</td>
<td>41.4%</td>
<td>27.3%</td>
</tr>
<tr>
<td>Q7i Lack of major roads to developing areas</td>
<td>10.0%</td>
<td>39.7%</td>
<td>20.0%</td>
<td>30.3%</td>
</tr>
<tr>
<td>Q7j Lack of bicycle lanes or routes on streets</td>
<td>17.0%</td>
<td>32.2%</td>
<td>18.9%</td>
<td>31.9%</td>
</tr>
<tr>
<td>Q7k Lack of safe and accessible pedestrian facilities</td>
<td>9.5%</td>
<td>24.6%</td>
<td>31.6%</td>
<td>34.3%</td>
</tr>
</tbody>
</table>

Q8. Six major categories of transportation funding for the Sioux Falls region are listed below. For each $100 spent on transportation, please indicate how many dollars you would spend in EACH of the six categories.

<table>
<thead>
<tr>
<th></th>
<th>Mean</th>
<th>Total</th>
<th>Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q8a Improvements to existing streets</td>
<td>41.29</td>
<td>361</td>
<td>14906</td>
</tr>
<tr>
<td>Q8b Improvements to existing roads and highways in rural areas</td>
<td>16.84</td>
<td>361</td>
<td>6081</td>
</tr>
<tr>
<td>Q8c Development of new roads for future growth areas in the region</td>
<td>18.07</td>
<td>361</td>
<td>6522</td>
</tr>
<tr>
<td>Q8d Improvements to bicycle and pedestrian facilities</td>
<td>7.52</td>
<td>361</td>
<td>2716</td>
</tr>
<tr>
<td>Q8e Public transit improvements</td>
<td>8.33</td>
<td>361</td>
<td>3007</td>
</tr>
<tr>
<td>Q8f Improvements to the airport and rail facilities in the area</td>
<td>8.17</td>
<td>361</td>
<td>2949</td>
</tr>
</tbody>
</table>
**Q9. Please indicate whether you think the following objectives should be very important, somewhat important or not important in planning improvements to air service in the Sioux Falls metropolitan area by circling the corresponding number below:**

(N=370)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Very Important</th>
<th>Somewhat Important</th>
<th>Not Sure</th>
<th>Not Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q9a Improving access to/from the airport terminal</td>
<td>5.7%</td>
<td>36.2%</td>
<td>12.4%</td>
<td>45.7%</td>
</tr>
<tr>
<td>Q9b Being able to fly on big jets to/from Sioux Falls</td>
<td>31.4%</td>
<td>43.5%</td>
<td>10.0%</td>
<td>15.1%</td>
</tr>
<tr>
<td>Q9c Increasing the number of passengers served</td>
<td>40.3%</td>
<td>43.8%</td>
<td>10.3%</td>
<td>5.7%</td>
</tr>
<tr>
<td>Q9d Adding more airlines, flights and destinations served</td>
<td>54.9%</td>
<td>34.1%</td>
<td>7.3%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Q9e Reducing the cost of air travel to other cities</td>
<td>76.2%</td>
<td>18.1%</td>
<td>3.2%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q9f Improving airport amenities</td>
<td>7.3%</td>
<td>25.7%</td>
<td>20.5%</td>
<td>46.5%</td>
</tr>
<tr>
<td>Q9g Adding covered parking</td>
<td>3.2%</td>
<td>25.4%</td>
<td>17.3%</td>
<td>54.1%</td>
</tr>
<tr>
<td>Q9h Expanding air freight and corporate air services</td>
<td>9.2%</td>
<td>37.0%</td>
<td>39.2%</td>
<td>14.6%</td>
</tr>
</tbody>
</table>
Q10. For each of the following, please indicate whether you think the item should be "very high," "high," "medium," or "low priority" for improvements in the Sioux Falls metropolitan area over the next 20 years.
(N=370)

<table>
<thead>
<tr>
<th>Item</th>
<th>Very High 1</th>
<th>High 2</th>
<th>Medium 3</th>
<th>Low 4</th>
<th>Don't Know 9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q10a Improving existing interchanges on Interstates</td>
<td>13.5%</td>
<td>29.2%</td>
<td>40.0%</td>
<td>15.9%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Q10b Adding interchanges on the Interstates</td>
<td>18.9%</td>
<td>30.3%</td>
<td>37.8%</td>
<td>11.9%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Q10c Improving major north-south roads/streets through the City of Sioux Falls</td>
<td>14.6%</td>
<td>36.2%</td>
<td>39.2%</td>
<td>8.1%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Q10d Improving major east-west roads/streets through the City of Sioux Falls</td>
<td>41.1%</td>
<td>39.5%</td>
<td>15.9%</td>
<td>2.4%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Q10e Improving public transportation/bus service</td>
<td>9.2%</td>
<td>16.2%</td>
<td>39.2%</td>
<td>34.1%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Q10f Improving the timing of traffic lights</td>
<td>18.4%</td>
<td>29.7%</td>
<td>35.1%</td>
<td>15.4%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Q10g Reducing traffic delays caused by trains</td>
<td>10.8%</td>
<td>14.1%</td>
<td>37.3%</td>
<td>35.7%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Q10h Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties</td>
<td>8.4%</td>
<td>24.1%</td>
<td>52.7%</td>
<td>13.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Q10i Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls</td>
<td>8.6%</td>
<td>31.1%</td>
<td>47.0%</td>
<td>11.1%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Q10j Developing new pedestrian and biking facilities</td>
<td>4.9%</td>
<td>23.8%</td>
<td>36.5%</td>
<td>33.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Q10k Improving existing pedestrian and biking facilities</td>
<td>6.5%</td>
<td>23.5%</td>
<td>36.2%</td>
<td>31.4%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q10l Setting aside land for traffic corridors and roads in future growth areas</td>
<td>21.9%</td>
<td>40.8%</td>
<td>28.6%</td>
<td>6.2%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q10m Improving transportation services for seniors and persons with disabilities</td>
<td>9.7%</td>
<td>31.4%</td>
<td>44.1%</td>
<td>12.4%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Q10n Improving airport services in the region</td>
<td>26.2%</td>
<td>35.4%</td>
<td>28.1%</td>
<td>8.4%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Q10o Improving the area's freight transportation facilities</td>
<td>5.4%</td>
<td>26.2%</td>
<td>48.1%</td>
<td>18.1%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Q10p Improving the appearance of roads/highways</td>
<td>8.4%</td>
<td>26.8%</td>
<td>41.6%</td>
<td>21.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Q10q Adding passenger rail service to the area</td>
<td>5.1%</td>
<td>14.1%</td>
<td>30.0%</td>
<td>49.5%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Q10r Sustainability and livability</td>
<td>21.4%</td>
<td>41.4%</td>
<td>27.0%</td>
<td>7.8%</td>
<td>2.4%</td>
</tr>
</tbody>
</table>
**Q10. For each of the following, please indicate whether you think the item should be "very high," "high," "medium," or "low priority" for improvements in the Sioux Falls metropolitan area over the next 20 years. (excluding don’t knows)**

(N=370)

<table>
<thead>
<tr>
<th>Item</th>
<th>Very High</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q10a Improving existing interchanges on Interstates</td>
<td>13.7%</td>
<td>29.6%</td>
<td>40.5%</td>
<td>16.2%</td>
</tr>
<tr>
<td>Q10b Adding interchanges on the Interstates</td>
<td>19.1%</td>
<td>30.6%</td>
<td>38.3%</td>
<td>12.0%</td>
</tr>
<tr>
<td>Q10c Improving major north-south roads/streets through the City of Sioux Falls</td>
<td>14.9%</td>
<td>36.9%</td>
<td>39.9%</td>
<td>8.3%</td>
</tr>
<tr>
<td>Q10d Improving major east-west roads/streets through the City of Sioux Falls</td>
<td>41.5%</td>
<td>39.9%</td>
<td>16.1%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Q10e Improving public transportation/bus service</td>
<td>9.3%</td>
<td>16.4%</td>
<td>39.7%</td>
<td>34.5%</td>
</tr>
<tr>
<td>Q10f Improving the timing of traffic lights</td>
<td>18.6%</td>
<td>30.1%</td>
<td>35.6%</td>
<td>15.6%</td>
</tr>
<tr>
<td>Q10g Reducing traffic delays caused by trains</td>
<td>11.0%</td>
<td>14.4%</td>
<td>38.1%</td>
<td>36.5%</td>
</tr>
<tr>
<td>Q10h Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties</td>
<td>8.5%</td>
<td>24.5%</td>
<td>53.6%</td>
<td>13.5%</td>
</tr>
<tr>
<td>Q10i Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls</td>
<td>8.8%</td>
<td>31.8%</td>
<td>48.1%</td>
<td>11.3%</td>
</tr>
<tr>
<td>Q10j Developing new pedestrian and biking facilities</td>
<td>4.9%</td>
<td>24.2%</td>
<td>37.1%</td>
<td>33.8%</td>
</tr>
<tr>
<td>Q10k Improving existing pedestrian and biking facilities</td>
<td>6.6%</td>
<td>24.1%</td>
<td>37.1%</td>
<td>32.1%</td>
</tr>
<tr>
<td>Q10l Setting aside land for traffic corridors and roads in future growth areas</td>
<td>22.4%</td>
<td>41.8%</td>
<td>29.4%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Q10m Improving transportation services for seniors and persons with disabilities</td>
<td>10.0%</td>
<td>32.1%</td>
<td>45.2%</td>
<td>12.7%</td>
</tr>
<tr>
<td>Q10n Improving airport services in the region</td>
<td>26.7%</td>
<td>36.1%</td>
<td>28.7%</td>
<td>8.5%</td>
</tr>
<tr>
<td>Q10o Improving the area's freight transportation facilities</td>
<td>5.5%</td>
<td>26.8%</td>
<td>49.2%</td>
<td>18.5%</td>
</tr>
<tr>
<td>Q10p Improving the appearance of roads/highways</td>
<td>8.5%</td>
<td>27.2%</td>
<td>42.3%</td>
<td>22.0%</td>
</tr>
<tr>
<td>Q10q Adding passenger rail service to the area</td>
<td>5.2%</td>
<td>14.2%</td>
<td>30.4%</td>
<td>50.1%</td>
</tr>
<tr>
<td>Q10r Sustainability and livability</td>
<td>21.9%</td>
<td>42.4%</td>
<td>27.7%</td>
<td>8.0%</td>
</tr>
</tbody>
</table>
Q11. Which FOUR of the improvements listed would you be most willing to fund with your taxes? (Top 4)

<table>
<thead>
<tr>
<th>Option</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving major east-west roads/streets through the City of Sioux Falls</td>
<td>248</td>
<td>67.0%</td>
</tr>
<tr>
<td>Improving airport services in the region</td>
<td>143</td>
<td>38.6%</td>
</tr>
<tr>
<td>Improving major north-south roads/streets through the City of Sioux Falls</td>
<td>133</td>
<td>35.9%</td>
</tr>
<tr>
<td>Setting aside land for traffic corridors and roads in future growth areas</td>
<td>115</td>
<td>31.1%</td>
</tr>
<tr>
<td>Adding interchanges on the Interstates</td>
<td>102</td>
<td>27.6%</td>
</tr>
<tr>
<td>Improving the timing of traffic lights</td>
<td>86</td>
<td>23.2%</td>
</tr>
<tr>
<td>Sustainability and livability</td>
<td>76</td>
<td>20.5%</td>
</tr>
<tr>
<td>Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls</td>
<td>71</td>
<td>19.2%</td>
</tr>
<tr>
<td>Improve existing interchanges on Interstates</td>
<td>70</td>
<td>18.9%</td>
</tr>
<tr>
<td>Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties</td>
<td>54</td>
<td>14.6%</td>
</tr>
<tr>
<td>Improving transportation services for seniors and persons with disabilities</td>
<td>47</td>
<td>12.7%</td>
</tr>
<tr>
<td>Developing new pedestrian (walking) and biking facilities</td>
<td>46</td>
<td>12.4%</td>
</tr>
<tr>
<td>Reducing traffic delays caused by trains</td>
<td>39</td>
<td>10.5%</td>
</tr>
<tr>
<td>Improving the appearance of roads/highways</td>
<td>39</td>
<td>10.5%</td>
</tr>
<tr>
<td>Improving public transportation/bus service</td>
<td>38</td>
<td>10.3%</td>
</tr>
<tr>
<td>Improving existing pedestrian (walking) and biking facilities</td>
<td>33</td>
<td>8.9%</td>
</tr>
<tr>
<td>Adding passenger rail service to the area</td>
<td>25</td>
<td>6.8%</td>
</tr>
<tr>
<td>Improving the area's freight transportation facilities</td>
<td>22</td>
<td>5.9%</td>
</tr>
<tr>
<td>None selected</td>
<td>18</td>
<td>4.9%</td>
</tr>
<tr>
<td>Total</td>
<td>1405</td>
<td></td>
</tr>
</tbody>
</table>

Q12. Do you think that the portion of your local tax dollars that is spent on transportation:

<table>
<thead>
<tr>
<th>Option</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should be increased greatly</td>
<td>35</td>
<td>9.5%</td>
</tr>
<tr>
<td>Should be increased slightly</td>
<td>179</td>
<td>48.4%</td>
</tr>
<tr>
<td>Should stay about the same</td>
<td>101</td>
<td>27.3%</td>
</tr>
<tr>
<td>Should be reduced</td>
<td>10</td>
<td>2.7%</td>
</tr>
<tr>
<td>Don't know</td>
<td>45</td>
<td>12.2%</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Q13. How supportive would you be of paying a slight increase in taxes to support transportation improvements in the Sioux Falls metropolitan area?

<table>
<thead>
<tr>
<th>Option</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Supportive</td>
<td>59</td>
<td>15.9%</td>
</tr>
<tr>
<td>Somewhat Supportive</td>
<td>144</td>
<td>38.9%</td>
</tr>
<tr>
<td>Neither Supportive or Not Supportive</td>
<td>93</td>
<td>25.1%</td>
</tr>
<tr>
<td>Not Supportive</td>
<td>74</td>
<td>20.0%</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Q14. Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving businesses and employers in the process of planning transportation improvements for the region?

<table>
<thead>
<tr>
<th>Q14 Are business/employers involved in planning?</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Yes</td>
<td>112</td>
<td>30.3 %</td>
</tr>
<tr>
<td>2=No</td>
<td>103</td>
<td>27.8 %</td>
</tr>
<tr>
<td>9=Don't Know</td>
<td>155</td>
<td>41.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q15. Which FOUR streets or roads in the Sioux Falls metropolitan area do you think should receive top priority for improvements?

<table>
<thead>
<tr>
<th>Q15 Roads to receive top priority (all four choices combined)</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>02=41st Street</td>
<td>200</td>
<td>54.1 %</td>
</tr>
<tr>
<td>14=Minnesota Ave.</td>
<td>144</td>
<td>38.9 %</td>
</tr>
<tr>
<td>20=26th Street</td>
<td>114</td>
<td>30.8 %</td>
</tr>
<tr>
<td>03=Cliff Ave.</td>
<td>109</td>
<td>29.5 %</td>
</tr>
<tr>
<td>01=East 10th Street</td>
<td>94</td>
<td>25.4 %</td>
</tr>
<tr>
<td>12=57th Street</td>
<td>81</td>
<td>21.9 %</td>
</tr>
<tr>
<td>15=Western Ave.</td>
<td>69</td>
<td>18.6 %</td>
</tr>
<tr>
<td>11=West 12th Street</td>
<td>58</td>
<td>15.7 %</td>
</tr>
<tr>
<td>07=I-229</td>
<td>49</td>
<td>13.2 %</td>
</tr>
<tr>
<td>10=West Side Corridor</td>
<td>48</td>
<td>13.0 %</td>
</tr>
<tr>
<td>16=SD Highway 11</td>
<td>47</td>
<td>12.7 %</td>
</tr>
<tr>
<td>19=85th Street Interchange</td>
<td>46</td>
<td>12.4 %</td>
</tr>
<tr>
<td>18=SD 100</td>
<td>45</td>
<td>12.2 %</td>
</tr>
<tr>
<td>23=Russell St.</td>
<td>44</td>
<td>11.9 %</td>
</tr>
<tr>
<td>22=Louise Ave.</td>
<td>42</td>
<td>11.4 %</td>
</tr>
<tr>
<td>06=Tea-Ellis Road</td>
<td>29</td>
<td>7.8 %</td>
</tr>
<tr>
<td>99=Other</td>
<td>25</td>
<td>6.8 %</td>
</tr>
<tr>
<td>13=Kiwanis Ave.</td>
<td>21</td>
<td>5.7 %</td>
</tr>
<tr>
<td>08=Rice/Holly/Benson Extension</td>
<td>21</td>
<td>5.7 %</td>
</tr>
<tr>
<td>25=I-29</td>
<td>21</td>
<td>5.7 %</td>
</tr>
<tr>
<td>24=Lincoln Co. 106</td>
<td>11</td>
<td>3.0 %</td>
</tr>
<tr>
<td>00=None Chosen</td>
<td>11</td>
<td>3.0 %</td>
</tr>
<tr>
<td>26=Sertoma Extension to La Mesa</td>
<td>10</td>
<td>2.7 %</td>
</tr>
<tr>
<td>17=I-90</td>
<td>9</td>
<td>2.4 %</td>
</tr>
<tr>
<td>27=Willow Street</td>
<td>9</td>
<td>2.4 %</td>
</tr>
<tr>
<td>05=Sycamore Ave.</td>
<td>8</td>
<td>2.2 %</td>
</tr>
<tr>
<td>21=Benson Road</td>
<td>7</td>
<td>1.9 %</td>
</tr>
<tr>
<td>04=Madison St.</td>
<td>5</td>
<td>1.4 %</td>
</tr>
<tr>
<td>09=Lincoln Co. Road 111</td>
<td>5</td>
<td>1.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>1382</td>
<td></td>
</tr>
</tbody>
</table>
Q16. Does your organization have freight transportation requirements?

<table>
<thead>
<tr>
<th>Does organization have freight transportation requirements?</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>96</td>
<td>25.9 %</td>
</tr>
<tr>
<td>No</td>
<td>274</td>
<td>74.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q16a. Do you think the airport facilities in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

<table>
<thead>
<tr>
<th>Will facilities support your needs in next 20 years?</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>68</td>
<td>70.8 %</td>
</tr>
<tr>
<td>No</td>
<td>9</td>
<td>9.4 %</td>
</tr>
<tr>
<td>Don't Know</td>
<td>19</td>
<td>19.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>96</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q16b. Do you think the road system in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

<table>
<thead>
<tr>
<th>Will road system support your needs in next 20 years?</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>62</td>
<td>64.6 %</td>
</tr>
<tr>
<td>No</td>
<td>22</td>
<td>22.9 %</td>
</tr>
<tr>
<td>Don't Know</td>
<td>12</td>
<td>12.5 %</td>
</tr>
<tr>
<td>Total</td>
<td>96</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q16c. Do you think the railroad facilities in the Sioux Falls metropolitan area will be able to support your organization's freight transportation needs over the next 20 years?

<table>
<thead>
<tr>
<th>Will railroad facilities support your needs in next 20 years?</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>53</td>
<td>55.2 %</td>
</tr>
<tr>
<td>No</td>
<td>14</td>
<td>14.6 %</td>
</tr>
<tr>
<td>Don't Know</td>
<td>29</td>
<td>30.2 %</td>
</tr>
<tr>
<td>Total</td>
<td>96</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q17. Approximately how many employees do you employ in the Sioux Falls area?

<table>
<thead>
<tr>
<th>Number of employees employed</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>less than 10 employees</td>
<td>77</td>
<td>20.8 %</td>
</tr>
<tr>
<td>10-24 employees</td>
<td>139</td>
<td>37.6 %</td>
</tr>
<tr>
<td>25-49 employees</td>
<td>67</td>
<td>18.1 %</td>
</tr>
<tr>
<td>50-99 employees</td>
<td>47</td>
<td>12.7 %</td>
</tr>
<tr>
<td>100 or more employees</td>
<td>40</td>
<td>10.8 %</td>
</tr>
<tr>
<td>Total</td>
<td>370</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
### Q18. What is the zip code where your office is located?

<table>
<thead>
<tr>
<th>Zip code of offices</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>57103</td>
<td>40</td>
<td>10.8%</td>
</tr>
<tr>
<td>57104</td>
<td>110</td>
<td>29.7%</td>
</tr>
<tr>
<td>57105</td>
<td>61</td>
<td>16.5%</td>
</tr>
<tr>
<td>57106</td>
<td>41</td>
<td>11.1%</td>
</tr>
<tr>
<td>57107</td>
<td>16</td>
<td>4.3%</td>
</tr>
<tr>
<td>57108</td>
<td>43</td>
<td>11.6%</td>
</tr>
<tr>
<td>99999=other</td>
<td>59</td>
<td>15.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>370</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

### Q19. Which of the following best describes your business? (multiple responses allowed)

<table>
<thead>
<tr>
<th>Business description</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Service provider</td>
<td>182</td>
<td>49.2%</td>
</tr>
<tr>
<td>2=Governmental agency</td>
<td>15</td>
<td>4.1%</td>
</tr>
<tr>
<td>3=Educational institution</td>
<td>14</td>
<td>3.8%</td>
</tr>
<tr>
<td>4=Retailer</td>
<td>64</td>
<td>17.3%</td>
</tr>
<tr>
<td>5=Manufacturer</td>
<td>28</td>
<td>7.6%</td>
</tr>
<tr>
<td>6=Agriculture</td>
<td>3</td>
<td>0.8%</td>
</tr>
<tr>
<td>7=Wholesaler/distributor</td>
<td>33</td>
<td>8.9%</td>
</tr>
<tr>
<td>8=Other</td>
<td>43</td>
<td>11.6%</td>
</tr>
<tr>
<td>9=Not provided</td>
<td>6</td>
<td>1.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>388</strong></td>
<td></td>
</tr>
</tbody>
</table>
Section 3:

Survey Instrument
April 5, 2010

Dear Sioux Falls Area Employer:

On behalf of the Sioux Falls Metropolitan Planning Organization (MPO), I want to encourage you to take a few minutes to complete the enclosed survey.

Local governments from the cities of Sioux Falls, Brandon, Crooks, Harrisburg, Hartford, and Tea, as well as Minnehaha and Lincoln Counties, are working together with the South Dakota Department of Transportation to plan improvements to the region’s transportation system. Your feedback on this survey is very important, as the results will be used to help identify transportation priorities for the region’s 2035 Long-Range Transportation Plan.

A postage-paid return envelope addressed to ETC Institute has been provided for your convenience. ETC Institute has been selected as the independent consultant that is responsible for this project. ETC will compile the results and present a report to the metro cities, counties, and state in a few weeks.

If you have any questions, please call Sam Trebilcock at the City of Sioux Falls at 605-367-8888 or you can visit the MPO website at www.siouxfallsmpo.org for more information on the research study and the Long-Range Transportation Plan. Thank you for your support of this important effort.

Sincerely,

Steve Metli, Chairman
Urbanized Development Commission

Enclosures
 Sioux Falls Regional Transportation Employer Survey

Thank you for agreeing to participate in this important survey. The Metropolitan Planning Organization, which includes the Cities of Sioux Falls, Brandon, Harrisburg, Tea, Hartford and Crooks, as well as portions of Lincoln and Minnehaha Counties, will use your input to help set transportation priorities for the region. When you are finished, please return your survey in the enclosed postage-paid envelope.

1. Overall, would you rate the transportation system in the Sioux Falls metropolitan area as excellent, good, average, or poor?
   ___(1) excellent ___(4) poor
   ___(2) good ___(9) don’t know
   ___(3) average

2. Overall, do you think the current level of congestion in the Sioux Falls metropolitan area is:
   ___(1) a major problem that needs to be fixed now
   ___(2) a minor problem that needs to be addressed so that it does not get worse
   ___(3) not a problem
   ___(9) don’t know

3. Overall, would you rate traffic safety in the Sioux Falls metropolitan area as excellent, good, average, or poor?
   ___(1) excellent ___(4) poor
   ___(2) good ___(9) don’t know
   ___(3) average

4. How satisfied are you with the current availability of bus or other public transportation services for your employees? Would you say you are: (“don’t know” indicates you are not familiar with bus service; “neutral” indicates that are familiar, but do not have an opinion).
   ___(1) Very Satisfied
   ___(2) Somewhat Satisfied
   ___(3) Neutral (neither satisfied or dissatisfied)
   ___(4) Dissatisfied
   ___(9) Don’t Know

5. How supportive would you be of increasing funding for the bus system so that improvements can be made to the current bus system and bus service can be extended into areas not currently served? Would you be:
   ___(1) Strongly Supportive
   ___(2) Somewhat Supportive
   ___(3) Neutral (Neither Supportive or not supportive)
   ___(4) Not Supportive
   ___(9) Don’t know

6. How willing would you be to give incentives to your employees to encourage them to use the bus or carpool to work?
   ___(1) Very willing
   ___(2) Somewhat willing
   ___(3) Not sure
   ___(4) Not Willing
7. For each of the following, please indicate whether you see the item as a “Current Issue”, an “Emerging Issue”, or “Not an Issue” in the Sioux Falls metropolitan area.

<table>
<thead>
<tr>
<th>Current Issue</th>
<th>Emerging Issue</th>
<th>Not Sure</th>
<th>Not an Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Congestion on north-south roads in the City of Sioux Falls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(B) Congestion on east-west roads in the City of Sioux Falls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(C) Congestion on the Interstates around Sioux Falls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(D) Congestion on roads connecting Sioux Falls with the other communities and rural areas in Lincoln and Minnehaha Counties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) Sustainability and livability (balancing social, economic, and environmental issues through complete streets, smart growth, mixed-uses)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(F) Truck traffic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(G) Traffic delays caused by trains</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(H) Lack of adequate public transit service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(I) Lack of major roads to developing areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(J) Lack of bicycle lanes or routes on streets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(K) Lack of safe and accessible pedestrian facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8. Six major categories of transportation funding for the Sioux Falls region are listed below. For each $100 spent on transportation, please indicate how many dollars you would spend in EACH of the six categories. [Your Allocation MUST ADD UP TO $100].

How much of that $100 would you spend on ..... 
(A) Improvements to existing streets $________
(B) Improvements to existing roads and highways in rural areas $________
(C) Development of new roads for future growth areas in the region $________
(D) Improvements to bicycle and pedestrian facilities $________
(E) Public transit improvements $________
(F) Improvements to the airport and rail facilities in the area $________

TOTAL SHOULD ADD TO: $100

9. Please indicate whether you think the following objectives should be very important, somewhat important or not important in planning improvements to air service in the Sioux Falls metropolitan area by circling the corresponding number below:

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Somewhat Important</th>
<th>Not Sure</th>
<th>Not Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Improving access to/from the airport terminal</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(B) Being able to fly on big jets to/from Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(C) Increasing the number of passengers served</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(D) Adding more airlines, flights and destinations served</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) Reducing the cost of air travel to other cities</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(F) Improving airport amenities (shopping, restaurants etc)</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(G) Adding covered parking</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>(H) Expanding air freight and corporate air services</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>
10. For each of the following, please indicate whether you think the item should a “very high”, “high”, “medium”, or “low priority” for improvement in the Sioux Falls metropolitan area over the next 20 years:

<table>
<thead>
<tr>
<th>Item</th>
<th>Very High</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Improving existing interchanges on Interstates</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(B) Adding interchanges on the Interstates</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(C) Improving major north-south roads/streets through the City of Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(D) Improving major east-west roads/streets through the City of Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(E) Improving public transportation/bus service</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(F) Improving the timing of traffic lights</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(G) Reducing traffic delays caused by trains</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(H) Improving roads and streets in communities and rural areas of Lincoln and Minnehaha Counties</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(I) Improving roads and highways that link communities/rural areas in Lincoln and Minnehaha Counties with Sioux Falls</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(J) Developing new pedestrian (walking) and biking facilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(K) Improving existing pedestrian (walking) and biking facilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(L) Setting aside land for traffic corridors and roads in future growth areas</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(M) Improving transportation services for seniors and persons with disabilities</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(N) Improving airport services in the region</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(O) Improving the area’s freight transportation facilities (i.e. airport, rail, truck routes)</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(P) Improving the appearance of roads/highways</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(Q) Adding passenger rail service to the area</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(R) Sustainability and livability</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

11. Which FOUR of the improvements listed would you be most willing to fund with your taxes? (Using the list in Q#10 above, write the letters for your top 4 choices in the spaces below)

1st ______ 2nd ______ 3rd ______ 4th ______

12. Do you think that the portion of your local tax dollars that is spent on transportation:

   ___(1) Should be increased greatly
   ___(2) Should be increased slightly
   ___(3) Should stay about the same
   ___(4) Should be reduced
   ___(9) Don’t know

13. How supportive would you be of paying a slight increase in taxes to support transportation improvements in the Sioux Falls metropolitan area?

   ___(1) Strongly Supportive
   ___(2) Somewhat Supportive
   ___(3) Neither supportive or not supportive
   ___(4) Not Supportive
   ___(9) Don’t know; need more information

14. Do you generally think that local governments in the Sioux Falls metropolitan area do a good job of involving businesses and employers in the process of planning transportation improvements for the region?

   ___(1) Yes
   ___(2) No
   ___(9) Don’t know
15. Which FOUR streets or roads in the Sioux Falls metropolitan area do you think should receive top priority for improvements? [check up to four streets/roads from the list below]

____(01) East 10th Street  ____(11) West 12th Street ____(20) 26th Street
____(02) 41st Street  ____(12) 57th Street ____(21) Benson Road
____(03) Cliff Ave.  ____(13) Kiwanis Ave.  ____(22) Louise Ave.
____(04) Madison St.  ____(14) Minnesota Ave. ____(23) Russell St.
____(05) Sycamore Ave.  ____(15) Western Ave.  ____(24) Lincoln Co. 106
____(06) Tea-Ellis Road  ____(16) SD Highway 11  ____(25) I-29
____(07) I-229  ____(17) I-90  ____(26) Sertoma Extension to La Mesa
____(08) Rice/Holly/Benson Extension  ____(18) SD 100  ____(27) Willow Street (in Harrisburg to I-29)
____(09) Lincoln Co. Road 111  ____(19) 85th Street Interchange  ____(99) Other: __________
____(10) West Side Corridor

16. Does your organization have freight transportation requirements?

___(1) Yes – answer 16a-c               ___(2) No – go to 17

16a. Do you think the airport facilities in the Sioux Falls metropolitan area will be able to support your organization’s freight transportation needs over the next 20 years?

___(1) Yes  ___(2) No  ___(9) Don’t know

16b. Do you think the road system in the Sioux Falls metropolitan area will be able to support your organization’s freight transportation needs over the next 20 years?

___(1) Yes  ___(2) No  ___(9) Don’t know

16c. Do you think the railroad facilities in the Sioux Falls metropolitan area will be able to support your organization’s freight transportation needs over the next 20 years?

___(1) Yes  ___(2) No  ___(9) Don’t know

17. Approximately how many employees do you employ in the Sioux Falls area?

__________ employees

18. What is the zip code where your office is located? __________

19. Which of the following best describes your business? [read list]

___(1) service provider  ___(5) manufacturer
___(2) governmental agency  ___(6) agriculture
___(3) educational institution  ___(7) wholesaler/distributor
___(4) retailer  ___(8) other: ___________

Please provide your name and address so we can keep you informed of future transportation planning issues in the region.

Name: _____________________________________     Title:_________________________
Organization: _______________________________________________________________
Street Address: ___________________________________City: ______________________
Phone Number:_________________________________

This concludes the survey. Thank you for your time!

Please Return Your Completed Survey in the Enclosed Postage Paid Envelope Addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061
Section 4: 
Survey of Traditionally Underserved Populations Report
Contents

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Tabular Data: Section 2 ......................................................................................................... 4-16
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Sioux Falls Metropolitan Area LRTP Market Research Study
Survey of Traditionally Underserved Populations/Transit Users
Executive Summary

Overview

ETC Institute conducted a survey of traditionally underserved populations (also known as the transit survey) during May 2010. The survey was administered to a random sample of 261 persons who use public transportation services in the Sioux Falls area. The transit survey was designed to ensure that the needs of low income persons and persons without cars were adequately represented in the survey. More than three-fourths (78%) of the respondents indicated that their household did not have a vehicle, and 56% indicated that their annual household income was less than $15,000.

This section of the report contains:

- a brief summary of the survey methodology and major findings
- charts depicting the overall results of the survey
- tables that show the results for all questions on the survey (including trend data)
- a copy of the survey instrument.

Major Findings of the Transit Survey

- **How long transit riders have been using public transportation in the Sioux Falls area.** Thirty-seven percent (37%) of those surveyed indicated that they have been using public transportation in the Sioux Falls area for one year or less. Only 14% of those surveyed indicated that they have been using public transportation in the Sioux Falls area for more than 10 years.

- **How often transit riders use public transportation in the Sioux Falls area.** More than half (51%) of those surveyed indicated that they use public transportation in the Sioux Falls area five or more days per week.

- **Overall ratings of the overall transportation system in the Sioux Falls area.** Seventy-one percent (71%) of respondents rated the overall transportation system as either excellent or good. This is similar to findings found for the same question in 2005 where 74% of respondents rated the overall transportation system as excellent or good.
• Over three-fourths (46%) of those surveyed indicated that they were using the bus because they did not have access to other forms of transportation. Over one-fourth (31%) of those surveyed indicated that one of the reasons that they were riding the bus was to save money; 17% indicated one of the reasons that they were riding the bus was for environmental reasons.

• The three transportation issues that were considered to be a “current issue” or “emerging issue” by the highest percentage of transit users were:
  o 42% Lack of safe and accessible pedestrian facilities
  o 39% Lack of bicycle lanes or routes on streets
  o 38% Lack of adequate public transit service

• 66% of those surveyed indicated that they lived within two blocks of a bus stop. Over one-third (39%) indicated they lived within a block of a bus stop. About one-eighth (12%) of those surveyed indicated that they lived five or more blocks from the nearest bus stop.

• 88% of those surveyed thought it was easy to get from their home to the nearest bus stop. Only 9% thought it was difficult or very difficult, and 3% did not know.

• Age of Current Users. Twenty-three percent (23%) of those surveyed were under age 25. Only 5% were age 65 or older.

• Household Incomes of Current Users. 78% of those surveyed had an annual household income of less than $30,000. Only 4% had an annual household income of $60,000 or more.

• Purpose of Trip. The top three trip purposes that were reported by those surveyed are listed below:
  o 49% Work
  o 34% Personal business
  o 29% Shopping

• Highest rated attributes of the Sioux Falls Public Transportation System. Based on the percentage of respondents who rated the item as “excellent” or “good,” the highest rated attributes of the Sioux Falls Public Transportation system were:
  o Appearance of buses
  o Air conditioning
  o Safety

• Lowest rated attributes of the Sioux Falls Public Transportation System. Only 3 of the 14 attributes that were rated had fewer than 75% of those surveyed give “good” or “excellent” ratings. The three areas with the lowest ratings were:
  o Availability of on time performance
  o Availability of bus service during evenings
  o Availability of bus service during weekends
Section 1: Charts and Graphs
How many years have you been riding the bus in Sioux Falls?

by percentage of respondents

- Less than 1 year: 23%
- 1 year: 14%
- 2 years: 10%
- 3 years: 9%
- 4 years: 6%
- 5 years: 8%
- 6-10 years: 16%
- 11-20 years: 11%
- 21+ years: 3%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

Overall Ratings of the Overall Transportation System in the Sioux Falls Metropolitan Area: 2010 vs. 2005

by percentage of respondents

2010
- Excellent: 26%
- Good: 45%
- Average: 22%
- Poor: 2%
- Don't know: 2%

2005
- Excellent: 28%
- Good: 46%
- Average: 18%
- Poor: 4%
- Don't know: 4%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
How often do you currently use public transportation services in Sioux Falls?

by percentage of respondents

- 5+ days per week: 51%
- 2-4 days per week: 26%
- Once per week: 3%
- Several times a month: 12%
- A few times a year: 4%
- Rarely or never: 3%
- Not provided: 1%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

Which of the following describes the purpose of your current trip?

by percentage of respondents (multiple responses allowed)

- Work: 49%
- Personal business: 34%
- Shopping: 29%
- Hospital/doctor's office: 21%
- College/school: 20%
- Social/recreation: 13%
- Other: 7%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
Do you have a car or other vehicle that you could have used to make the trip? by percentage of respondents

- Yes: 22%
- No: 78%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

Which of the following forms of transportation have you used during the past week? by percentage of respondents (multiple responses allowed)

- Public bus: 74%
- Walk: 56%
- Passenger in a car: 30%
- Bike: 20%
- Drive a car: 13%
- Church bus/van: 3%
- Non-profit bus/van: 2%
- Para transit service: 2%
- Other: 4%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
Why do you use the bus in Sioux Falls?
by percentage of respondents (multiple responses allowed)

- It's my only alternative: 70%
- Save money: 31%
- I care about the environment: 17%
- Don't like driving: 13%
- To avoid traffic congestion: 12%
- Employer provides transit pass: 1%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

If transit service were not available, how would you make this kind of trip?
by percentage of respondents (multiple responses allowed)

- Walk: 59%
- Get a ride from someone else: 36%
- Bicycle: 25%
- Use a taxi: 15%
- Use my car: 14%
- I would not make this trip: 12%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
How often do buses typically arrive at the bus stop nearest your HOME?

by percentage of respondents ("excluding not provided")

- Every 30 minutes: 43%
- Every 20 minutes: 2%
- Every 10 minutes: 4%
- Every 60+ minutes: 36%
- Every 40 minutes: 5%
- Every 50 minutes: 10%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

How long does a one-way bus trip take from your HOME to the destination you visit most?

by percentage of respondents ("excluding not provided")

- 10 minutes or less: 8%
- More than 60 minutes: 5%
- 51-60 minutes: 16%
- 41-50 minutes: 10%
- 31-40 minutes: 7%
- 21-30 minutes: 26%
- 11-20 minutes: 28%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
How many blocks from your HOME is the nearest bus stop located? by percentage of respondents ("excluding not provided")

- 1 block or less: 39%
- 2 blocks: 27%
- 3 blocks: 15%
- 4 blocks: 7%
- 5+ blocks: 12%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

How easy is it for you to get from your HOME to the nearest bus stop? by percentage of respondents

- Very easy: 53%
- Easy: 35%
- Difficult: 5%
- Very difficult: 4%
- Don't know: 3%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
### User Ratings of Public Transportation Service in Sioux Falls

#### by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding don’t knows)

**Appearance**: 45% Excellent, 44% Good, 9% Fair, 9% Poor

**Air conditioning**: 45% Excellent, 43% Good, 9% Fair, 9% Poor

**Safety**: 47% Excellent, 41% Good, 9% Fair, 9% Poor

**Cleanliness**: 43% Excellent, 43% Good, 12% Fair, 1% Poor

**Driver courtesy**: 42% Excellent, 38% Good, 14% Fair, 5% Poor

**Comfort**: 38% Excellent, 42% Good, 16% Fair, 2% Poor

**Schedule readability**: 41% Excellent, 39% Good, 15% Fair, 6% Poor

**Convenience**: 36% Excellent, 42% Good, 17% Fair, 5% Poor

**Transfer connections**: 31% Excellent, 45% Good, 19% Fair, 6% Poor

**Area served**: 31% Excellent, 45% Good, 18% Fair, 7% Poor

**Service frequency**: 33% Excellent, 42% Good, 20% Fair, 4% Poor

**On time performance**: 31% Excellent, 43% Good, 21% Fair, 5% Poor

**Evening service**: 21% Excellent, 30% Good, 20% Fair, 29% Poor

**Weekend service**: 19% Excellent, 32% Good, 24% Fair, 26% Poor

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

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### User Ratings of Public Transportation Service in Sioux Falls - 2005 and 2010

#### by percentage of respondents who rated the item as a 3 or 4 on a 4-point scale (excluding don’t knows)

**Appearance**: 89% Excellent, 88% Good, 85% Fair, 89% Poor

**Air conditioning**: 88% Excellent, 88% Good, 88% Fair, 85% Poor

**Safety**: 91% Excellent, 89% Good, 85% Fair, 91% Poor

**Cleanliness**: 85% Excellent, 89% Good, 91% Fair, 88% Poor

**Driver courtesy**: 80% Excellent, 80% Good, 80% Fair, 80% Poor

**Comfort**: 90% Excellent, 90% Good, 90% Fair, 90% Poor

**Schedule readability**: 90% Excellent, 87% Good, 82% Fair, 85% Poor

**Convenience**: 78% Excellent, 84% Good, 76% Fair, 84% Poor

**Transfer connections**: 76% Excellent, 78% Good, 78% Fair, 75% Poor

**Area served**: 74% Excellent, 76% Good, 74% Fair, 75% Poor

**Service frequency**: 79% Excellent, 75% Good, 79% Fair, 75% Poor

**On time performance**: 74% Excellent, 75% Good, 75% Fair, 74% Poor

**Evening service**: 74% Excellent, 75% Good, 75% Fair, 75% Poor

**Weekend service**: 77% Excellent, 51% Good, 51% Fair, 38% Poor

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
User Ratings of whether each item is a “current issue”, an “emerging issue,” or "not an issue" in Sioux Falls

by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding don’t knows)

<table>
<thead>
<tr>
<th>Item</th>
<th>Current Issue (1)</th>
<th>Emerging Issue (2)</th>
<th>Not Sure (3)</th>
<th>Not an Issue (4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of safe and accessible pedestrian facilities</td>
<td>23%</td>
<td>19%</td>
<td>40%</td>
<td>19%</td>
</tr>
<tr>
<td>Lack of bicycle lanes or routes on streets</td>
<td>22%</td>
<td>17%</td>
<td>40%</td>
<td>22%</td>
</tr>
<tr>
<td>Lack of adequate public transit service</td>
<td>20%</td>
<td>18%</td>
<td>43%</td>
<td>20%</td>
</tr>
<tr>
<td>Traffic delays caused by trains</td>
<td>23%</td>
<td>14%</td>
<td>40%</td>
<td>23%</td>
</tr>
<tr>
<td>Lack of major roads to developing areas</td>
<td>16%</td>
<td>20%</td>
<td>45%</td>
<td>19%</td>
</tr>
<tr>
<td>Congestion on E-W roads in Sioux Falls</td>
<td>17%</td>
<td>20%</td>
<td>44%</td>
<td>20%</td>
</tr>
<tr>
<td>Sustainability and livability</td>
<td>15%</td>
<td>21%</td>
<td>47%</td>
<td>18%</td>
</tr>
<tr>
<td>Congestion on N-S roads in Sioux Falls</td>
<td>13%</td>
<td>21%</td>
<td>48%</td>
<td>19%</td>
</tr>
<tr>
<td>Truck traffic</td>
<td>11%</td>
<td>20%</td>
<td>47%</td>
<td>22%</td>
</tr>
<tr>
<td>Congestion on the Interstates around Sioux Falls</td>
<td>13%</td>
<td>15%</td>
<td>49%</td>
<td>24%</td>
</tr>
<tr>
<td>Congestion on roads connecting Sioux falls w/ other</td>
<td>12%</td>
<td>13%</td>
<td>53%</td>
<td>22%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

Percentage of Transit Riders Who Consider Various Transportation Issues to Be a Current or Emerging Problem in the Sioux Falls Area - **2005 and 2010**

by percentage of respondents who rated the item as a 3 or 4 on a 4-point scale (excluding don't knows)

<table>
<thead>
<tr>
<th>Item</th>
<th>2010</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of safe and accessible pedestrian facilities</td>
<td>33%</td>
<td>42%</td>
</tr>
<tr>
<td>Lack of bicycle lanes or routes on streets</td>
<td>21%</td>
<td>39%</td>
</tr>
<tr>
<td>Lack of adequate public transit service</td>
<td>34%</td>
<td>38%</td>
</tr>
<tr>
<td>Traffic delays caused by trains</td>
<td>37%</td>
<td>32%</td>
</tr>
<tr>
<td>Lack of major roads to developing areas</td>
<td>Not asked in 2005</td>
<td>36%</td>
</tr>
<tr>
<td>Congestion on E-W roads in Sioux Falls</td>
<td>37%</td>
<td>32%</td>
</tr>
<tr>
<td>Sustainability and livability</td>
<td>Not asked in 2005</td>
<td>36%</td>
</tr>
<tr>
<td>Congestion on N-S roads in Sioux Falls</td>
<td>34%</td>
<td>25%</td>
</tr>
<tr>
<td>Truck traffic</td>
<td>27%</td>
<td>31%</td>
</tr>
<tr>
<td>Congestion on the Interstates around Sioux Falls</td>
<td>28%</td>
<td>22%</td>
</tr>
<tr>
<td>Congestion on roads connecting Sioux falls w/ other</td>
<td>19%</td>
<td>25%</td>
</tr>
</tbody>
</table>

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
Do you generally think that local governments in the Sioux Falls area do a good job of involving people in the process of planning transportation improvements for the region?

by percentage of respondents

Yes 41%
No 23%
Don’t know 36%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

Demographics: What is your age?

by percentage of respondents (excluding “not provided”)

Under 25 23%
25 to 34 15%
35 to 44 22%
45 to 54 21%
55 to 64 14%
65+ 5%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
### Demographics: Gender

*by percentage of respondents*

- **Male**: 51%
- **Female**: 49%

*Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)*

### Demographics: How many operating vehicles do you have in your household? 

*by percentage of respondents (excluding "not provided")*

- **None**: 61%
- **One**: 22%
- **Two**: 12%
- **Three or more**: 5%

*Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)*
### Demographics: How many persons currently live in your household?
by percentage of respondents (excluding "not provided")

- **One**: 38%
- **Two**: 23%
- **Three**: 17%
- **Four**: 8%
- **Five+**: 14%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)

### Demographics: Household Income
by percentage of respondents

- **Under 15,000**: 56%
- **15,000-$29,999**: 22%
- **30,000-$44,999**: 7%
- **45,000-$59,999**: 4%
- **60,000 or more**: 4%
- **Not provided**: 7%

Source: ETC Institute (2010 Sioux Falls Metropolitan Planning Area Transportation Transit/Special Interest Survey)
Section 2: Tabular Data
**Q1. How many years have you been riding the bus in Sioux Falls?**

<table>
<thead>
<tr>
<th>Q1. Years riding the bus</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 year</td>
<td>58</td>
<td>22.2 %</td>
</tr>
<tr>
<td>1 year</td>
<td>36</td>
<td>13.8 %</td>
</tr>
<tr>
<td>2 years</td>
<td>25</td>
<td>9.6 %</td>
</tr>
<tr>
<td>3 years</td>
<td>22</td>
<td>8.4 %</td>
</tr>
<tr>
<td>4 years</td>
<td>15</td>
<td>5.7 %</td>
</tr>
<tr>
<td>5 years</td>
<td>20</td>
<td>7.7 %</td>
</tr>
<tr>
<td>6 to 10 years</td>
<td>40</td>
<td>15.3 %</td>
</tr>
<tr>
<td>11 to 20 years</td>
<td>27</td>
<td>10.3 %</td>
</tr>
<tr>
<td>21 or more years</td>
<td>8</td>
<td>3.1 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>10</td>
<td>3.8 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

**Q2. Overall, what is your perception of the quality of public transportation in Sioux Falls?**

<table>
<thead>
<tr>
<th>Q2. Perception of quality of public transportation</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>67</td>
<td>25.7 %</td>
</tr>
<tr>
<td>Good</td>
<td>117</td>
<td>44.8 %</td>
</tr>
<tr>
<td>Fair</td>
<td>57</td>
<td>21.8 %</td>
</tr>
<tr>
<td>Poor</td>
<td>15</td>
<td>5.7 %</td>
</tr>
<tr>
<td>Don't know</td>
<td>5</td>
<td>1.9 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

**Q3. How often do YOU currently use public transportation services in Sioux Falls?**

<table>
<thead>
<tr>
<th>Q3. How often do you use public transportation</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>5+ days per week</td>
<td>132</td>
<td>50.6 %</td>
</tr>
<tr>
<td>2-4 days per wk</td>
<td>68</td>
<td>26.1 %</td>
</tr>
<tr>
<td>Once a week</td>
<td>9</td>
<td>3.4 %</td>
</tr>
<tr>
<td>Several times a month</td>
<td>32</td>
<td>12.3 %</td>
</tr>
<tr>
<td>A few times a year</td>
<td>10</td>
<td>3.8 %</td>
</tr>
<tr>
<td>Rarely or never</td>
<td>7</td>
<td>2.7 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>3</td>
<td>1.1 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
### Q4. Which of the following describes the purpose of your current trip? (multiple responses allowed)

<table>
<thead>
<tr>
<th>Purpose of current trip</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work</td>
<td>127</td>
<td>48.7 %</td>
</tr>
<tr>
<td>Personal business</td>
<td>88</td>
<td>33.7 %</td>
</tr>
<tr>
<td>Shopping</td>
<td>76</td>
<td>29.1 %</td>
</tr>
<tr>
<td>College/school</td>
<td>51</td>
<td>19.5 %</td>
</tr>
<tr>
<td>Hospital/doctor's office</td>
<td>54</td>
<td>20.7 %</td>
</tr>
<tr>
<td>Social/recreation</td>
<td>33</td>
<td>12.6 %</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
<td>7.3 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>448</td>
<td></td>
</tr>
</tbody>
</table>

### Q5. Do you have a car or other vehicle that you could have used to make this trip?

<table>
<thead>
<tr>
<th>Have a car or other vehicle</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>56</td>
<td>21.5 %</td>
</tr>
<tr>
<td>No</td>
<td>205</td>
<td>78.5 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

### Q6. Which of the following forms of transportation have you used during the past week? (multiple responses allowed)

<table>
<thead>
<tr>
<th>Forms of transportation used last week</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public bus</td>
<td>194</td>
<td>74.3 %</td>
</tr>
<tr>
<td>Drove a car</td>
<td>33</td>
<td>12.6 %</td>
</tr>
<tr>
<td>Bike</td>
<td>52</td>
<td>19.9 %</td>
</tr>
<tr>
<td>Church bus/van</td>
<td>8</td>
<td>3.1 %</td>
</tr>
<tr>
<td>Non-profit bus/van</td>
<td>5</td>
<td>1.9 %</td>
</tr>
<tr>
<td>Para transit service</td>
<td>4</td>
<td>1.5 %</td>
</tr>
<tr>
<td>Passenger in a car</td>
<td>78</td>
<td>29.9 %</td>
</tr>
<tr>
<td>Walk</td>
<td>145</td>
<td>55.6 %</td>
</tr>
<tr>
<td>Other</td>
<td>10</td>
<td>3.8 %</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>529</td>
<td></td>
</tr>
</tbody>
</table>
Q7. Why do you use the bus in Sioux Falls? (multiple responses allowed)

<table>
<thead>
<tr>
<th>Q7. Why</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>It's my only alternative</td>
<td>182</td>
<td>69.7%</td>
</tr>
<tr>
<td>To avoid traffic congestion</td>
<td>30</td>
<td>11.5%</td>
</tr>
<tr>
<td>Don't like driving</td>
<td>33</td>
<td>12.6%</td>
</tr>
<tr>
<td>Save money</td>
<td>81</td>
<td>31.0%</td>
</tr>
<tr>
<td>Employer provides transit pass</td>
<td>3</td>
<td>1.1%</td>
</tr>
<tr>
<td>I care about the environment</td>
<td>43</td>
<td>16.5%</td>
</tr>
<tr>
<td>Total</td>
<td>372</td>
<td></td>
</tr>
</tbody>
</table>

Q8. If transit service were not available, how would you make this kind of trip? (multiple responses allowed)

<table>
<thead>
<tr>
<th>Q8. How would you make this trip</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use my car</td>
<td>36</td>
<td>13.8%</td>
</tr>
<tr>
<td>Walk</td>
<td>154</td>
<td>59.0%</td>
</tr>
<tr>
<td>Get a ride from someone else</td>
<td>98</td>
<td>37.5%</td>
</tr>
<tr>
<td>Use a taxi</td>
<td>38</td>
<td>14.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>64</td>
<td>24.5%</td>
</tr>
<tr>
<td>I would not make this trip</td>
<td>30</td>
<td>11.5%</td>
</tr>
<tr>
<td>Total</td>
<td>420</td>
<td></td>
</tr>
</tbody>
</table>

Q9. How often do buses typically arrive at the bus stop nearest your HOME? (minutes)

<table>
<thead>
<tr>
<th>Q9. Buses arrive at the stop nearest home</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every 10 minutes</td>
<td>7</td>
<td>2.7%</td>
</tr>
<tr>
<td>Every 20 minutes</td>
<td>3</td>
<td>1.1%</td>
</tr>
<tr>
<td>Every 30 minutes</td>
<td>71</td>
<td>27.2%</td>
</tr>
<tr>
<td>Every 40 minutes</td>
<td>8</td>
<td>3.1%</td>
</tr>
<tr>
<td>Every 50 minutes</td>
<td>16</td>
<td>6.1%</td>
</tr>
<tr>
<td>Every 60 minutes or more</td>
<td>58</td>
<td>22.2%</td>
</tr>
<tr>
<td>Not provided</td>
<td>98</td>
<td>37.5%</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Q10. How long (in minutes) does a one-way bus trip take from home to the destination you visit most? (minutes)

<table>
<thead>
<tr>
<th>One-way bus trip take from home to destination</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 minutes or less</td>
<td>14</td>
<td>5.4 %</td>
</tr>
<tr>
<td>11-20 minutes</td>
<td>51</td>
<td>19.5 %</td>
</tr>
<tr>
<td>21-30 minutes</td>
<td>46</td>
<td>17.6 %</td>
</tr>
<tr>
<td>31-40 minutes</td>
<td>13</td>
<td>5.0 %</td>
</tr>
<tr>
<td>41-50 minutes</td>
<td>18</td>
<td>6.9 %</td>
</tr>
<tr>
<td>51-60 minutes</td>
<td>29</td>
<td>11.1 %</td>
</tr>
<tr>
<td>More than 60 minutes</td>
<td>9</td>
<td>3.4 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>81</td>
<td>31.0 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q11. How many blocks from your home is the nearest bus stop located?

<table>
<thead>
<tr>
<th>Location of the nearest bus stop</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 block or less</td>
<td>87</td>
<td>33.3 %</td>
</tr>
<tr>
<td>2 blocks</td>
<td>59</td>
<td>22.6 %</td>
</tr>
<tr>
<td>3 blocks</td>
<td>33</td>
<td>12.6 %</td>
</tr>
<tr>
<td>4 blocks</td>
<td>16</td>
<td>6.1 %</td>
</tr>
<tr>
<td>5+ blocks</td>
<td>27</td>
<td>10.3 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>39</td>
<td>14.9 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q12. How easy is it for you to get from your home to the nearest bus stop?

<table>
<thead>
<tr>
<th>Easiness to get to the nearest bus stop from home</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very easy</td>
<td>137</td>
<td>52.5 %</td>
</tr>
<tr>
<td>Easy</td>
<td>93</td>
<td>35.6 %</td>
</tr>
<tr>
<td>Difficult</td>
<td>12</td>
<td>4.6 %</td>
</tr>
<tr>
<td>Very difficult</td>
<td>10</td>
<td>3.8 %</td>
</tr>
<tr>
<td>Don't know</td>
<td>9</td>
<td>3.4 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Q13. Please list ONE destination that you would like to visit in the Sioux Falls metropolitan area that is not currently served by public transportation?

Q13

#6 41ST ST TOWARDS THE MALL
40 BUS RUNS OUT WEST IN MORNING
21ST ST EAST NEAR CLEVELAND AVE
57TH & CLIFF AVE
57TH & LOUISE FROM 57TH TO CLIFF
57TH STREET
69 & MINNESOTA AND 41ST WEST CLINIC
69TH & MINNESOTA - DR AREA
69TH & SO MINNESOTA
69TH AND MINNESOTA
AIRPORT
AIRPORT
AIRPORT
AIRPORT
ANY PLACE AFTER 9:00 PM
AVERA MCKENNAN FITNESS CENTER
AVERA MCKENNAN HEALTH HOSPITAL
BRANDON
CHURCH - WORK AT NIGHT
COMFORT
DON'T HAVE ANY
DOWN & OUT TO 69TH & CLIFF
DRAKE SPRINGS SKATE PARK
DRAKE SPRINGS SKATE PARK
EARLY AM TO AVERA HOSPITAL 69TH ST
EAST SIDE OF TOWN - TARGET
EAST SIDE TARGET
EMPIRE FITNESS
EXTREME SOUTHWEST-TEA NEAR ARECE
FALLS
FARTHER SOUTH
FLYING J
GIVE AWAY FOOD FRIDAY 5TH & WESTERN
GOODWILL
GOODWILL 41ST ST & SYCAMORE
HAYWARD BUS - USED TO GO
INDUSTRIAL AREA NORTHEAST
INDUSTRIAL PARK
KEYSTONE OUTPATIENT TX CENTER
MALL AT 41ST ST
MEDICAL FACILITIES ON 7TH ST
MORE TRIPS ON SCHOOL SEMESTER/STI
MY DENTIST IS ON 60TH ST
NEW MALL EAST SIDE-WALMART-TARGET
NEW TARGET OR MORE OF EAST SIDE
NEW TARGET-NEW MOVIE THEATERS
NIGHT/WEEKEND SERVICES EVERYWHERE
NIGHT WORK
NORTH INDUSTRIAL
Q13. Please list ONE destination that you would like to visit in the Sioux Falls metropolitan area that is not currently served by public transportation?

- NORTHWEST 57TH
- REALLY DON'T KNOW
- RONNING LIBRARY
- SALVATION ARMY STORE
- SIOUX EMPIRE FAIR GATES-SUN CHURCH
- SIOUX FALLS FAIRGROUNDS ON 12 ST SW
- SIOUX FALLS INN 1500 WEST RUSSELL
- SOUTH & EAST SUNSHINE
- SOUTH EAST OF TOWN
- SOUTH EAST SIDE OF TOWN
- SOUTH MINNESOTA BEYOND 41ST ST
- SOUTH OF 57TH ST WEST PF HOLBROOK
- START BUS ROUTES ON SUNDAY'S
- SUNDAY CHURCH
- TARGET EAST SIDE
- TARGET ON EAST SIDE
- THE NEW SUNSHINE STORE
- THE SPILL WAY
- TO FIND EMPLOYMENT
- TV ON BUSES
- USD-DSU
- WILD WATER WEST
- YOU GO EVERYWHERE I WANT TO GO
- ZOO
### Q14. Please rate the following aspects of public transit in the Sioux Falls metropolitan area.

(N=261)

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q14a. Cleanliness</td>
<td>42.1%</td>
<td>42.1%</td>
<td>11.9%</td>
<td>1.1%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Q14b. Comfort</td>
<td>36.8%</td>
<td>41.4%</td>
<td>18.0%</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Q14c. Convenience</td>
<td>34.1%</td>
<td>40.2%</td>
<td>16.5%</td>
<td>4.6%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Q14d. Air conditioning</td>
<td>42.9%</td>
<td>40.6%</td>
<td>8.0%</td>
<td>3.1%</td>
<td>5.4%</td>
</tr>
<tr>
<td>Q14e. Appearance</td>
<td>42.5%</td>
<td>42.1%</td>
<td>8.8%</td>
<td>1.5%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Q14f. Driver courtesy</td>
<td>40.2%</td>
<td>36.8%</td>
<td>13.8%</td>
<td>5.0%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Q14g. Safety</td>
<td>45.6%</td>
<td>39.5%</td>
<td>8.8%</td>
<td>2.7%</td>
<td>3.4%</td>
</tr>
<tr>
<td>Q14h. Schedule readability</td>
<td>39.1%</td>
<td>37.5%</td>
<td>14.2%</td>
<td>5.4%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Q14i. Service frequency</td>
<td>31.4%</td>
<td>40.2%</td>
<td>19.2%</td>
<td>4.2%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Q14j. Area served</td>
<td>29.5%</td>
<td>42.1%</td>
<td>16.9%</td>
<td>6.1%</td>
<td>5.4%</td>
</tr>
<tr>
<td>Q14k. Transfer connections</td>
<td>29.9%</td>
<td>42.5%</td>
<td>17.6%</td>
<td>5.4%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Q14l. Weekend service</td>
<td>17.6%</td>
<td>29.9%</td>
<td>22.6%</td>
<td>24.5%</td>
<td>5.4%</td>
</tr>
<tr>
<td>Q14m. Evening service</td>
<td>19.5%</td>
<td>28.4%</td>
<td>18.4%</td>
<td>27.2%</td>
<td>6.5%</td>
</tr>
<tr>
<td>Q14n. On time performance</td>
<td>29.9%</td>
<td>41.0%</td>
<td>19.9%</td>
<td>4.6%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>
**Q14. Please rate the following aspects of public transit in the Sioux Falls metropolitan area. (excluding don't knows)**

(N=261)

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q14a. Cleanliness</td>
<td>43.3%</td>
<td>43.3%</td>
<td>12.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Q14b. Comfort</td>
<td>37.5%</td>
<td>42.2%</td>
<td>18.4%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Q14c. Convenience</td>
<td>35.7%</td>
<td>42.2%</td>
<td>17.3%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Q14d. Air conditioning</td>
<td>45.3%</td>
<td>42.9%</td>
<td>8.5%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Q14e. Appearance</td>
<td>44.8%</td>
<td>44.4%</td>
<td>9.3%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Q14f. Driver courtesy</td>
<td>42.0%</td>
<td>38.4%</td>
<td>14.4%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Q14g. Safety</td>
<td>47.2%</td>
<td>40.9%</td>
<td>9.1%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Q14h. Schedule readability</td>
<td>40.6%</td>
<td>39.0%</td>
<td>14.7%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Q14i. Service frequency</td>
<td>33.1%</td>
<td>42.3%</td>
<td>20.2%</td>
<td>4.4%</td>
</tr>
<tr>
<td>Q14j. Area served</td>
<td>31.2%</td>
<td>44.5%</td>
<td>17.8%</td>
<td>6.5%</td>
</tr>
<tr>
<td>Q14k. Transfer connections</td>
<td>31.3%</td>
<td>44.6%</td>
<td>18.5%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Q14l. Weekend service</td>
<td>18.6%</td>
<td>31.6%</td>
<td>23.9%</td>
<td>25.9%</td>
</tr>
</tbody>
</table>
**Q15. For each of the following, please indicate whether you see the item as a "Current Issue," an "Emerging Issue," or "Not an Issue" in Sioux Falls metropolitan area.**

(N=261)

<table>
<thead>
<tr>
<th></th>
<th>Current issue</th>
<th>Emerging issue</th>
<th>Not sure</th>
<th>Not an issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q15a. Congestion on north-south roads in City</td>
<td>12.6%</td>
<td>20.7%</td>
<td>47.5%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Q15b. Congestion on east-west roads in City</td>
<td>16.5%</td>
<td>19.9%</td>
<td>44.1%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Q15c. Congestion on interstates around the City</td>
<td>12.6%</td>
<td>14.9%</td>
<td>48.7%</td>
<td>23.8%</td>
</tr>
<tr>
<td>Q15d. Congestion on roads connecting Sioux Falls with other communities &amp; rural areas</td>
<td>12.3%</td>
<td>12.6%</td>
<td>52.9%</td>
<td>22.2%</td>
</tr>
<tr>
<td>Q15e. Sustainability &amp; livability</td>
<td>14.9%</td>
<td>20.7%</td>
<td>46.7%</td>
<td>17.6%</td>
</tr>
<tr>
<td>Q15f. Truck traffic</td>
<td>11.1%</td>
<td>19.5%</td>
<td>47.1%</td>
<td>22.2%</td>
</tr>
<tr>
<td>Q15g. Traffic delays caused by trains</td>
<td>23.4%</td>
<td>14.2%</td>
<td>39.5%</td>
<td>23.0%</td>
</tr>
<tr>
<td>Q15h. Lack of adequate public transit service</td>
<td>19.9%</td>
<td>18.0%</td>
<td>42.5%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Q15i. Lack of major roads to developing areas</td>
<td>16.1%</td>
<td>20.3%</td>
<td>44.8%</td>
<td>18.8%</td>
</tr>
<tr>
<td>Q15j. Lack of bicycle lanes or routes on streets</td>
<td>22.2%</td>
<td>16.5%</td>
<td>39.5%</td>
<td>21.8%</td>
</tr>
<tr>
<td>Q15k. Lack of safe &amp; accessible pedestrian facilities</td>
<td>22.6%</td>
<td>18.8%</td>
<td>39.5%</td>
<td>19.2%</td>
</tr>
</tbody>
</table>
Q16. Do you generally think that local governments in Sioux Falls area do a good job of involving people in the process of planning transportation improvements for the region?

<table>
<thead>
<tr>
<th>Q16. Local governments involving people in process of planning transportation improvements</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>107</td>
<td>41.0 %</td>
</tr>
<tr>
<td>No</td>
<td>60</td>
<td>23.0 %</td>
</tr>
<tr>
<td>Don't know</td>
<td>94</td>
<td>36.0 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q17. What is your age?

<table>
<thead>
<tr>
<th>Q17. Age</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 25</td>
<td>57</td>
<td>21.8 %</td>
</tr>
<tr>
<td>25 to 34</td>
<td>39</td>
<td>14.9 %</td>
</tr>
<tr>
<td>35 to 44</td>
<td>55</td>
<td>21.1 %</td>
</tr>
<tr>
<td>45 to 54</td>
<td>52</td>
<td>19.9 %</td>
</tr>
<tr>
<td>55 to 64</td>
<td>34</td>
<td>13.0 %</td>
</tr>
<tr>
<td>65+</td>
<td>12</td>
<td>4.6 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>12</td>
<td>4.6 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q18. Your gender:

<table>
<thead>
<tr>
<th>Q18. Gender</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>134</td>
<td>51.3 %</td>
</tr>
<tr>
<td>Female</td>
<td>127</td>
<td>48.7 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

Q19. How many operating vehicles do you have in your household?

<table>
<thead>
<tr>
<th>Q19. How many operating vehicles in household</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>155</td>
<td>59.4 %</td>
</tr>
<tr>
<td>1</td>
<td>55</td>
<td>21.1 %</td>
</tr>
<tr>
<td>2</td>
<td>30</td>
<td>11.5 %</td>
</tr>
<tr>
<td>3+</td>
<td>14</td>
<td>5.4 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>7</td>
<td>2.7 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
### Q20. How many persons currently live in your household?

<table>
<thead>
<tr>
<th>People in household</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>99</td>
<td>37.9 %</td>
</tr>
<tr>
<td>Two</td>
<td>58</td>
<td>22.2 %</td>
</tr>
<tr>
<td>Three</td>
<td>43</td>
<td>16.5 %</td>
</tr>
<tr>
<td>Four</td>
<td>21</td>
<td>8.0 %</td>
</tr>
<tr>
<td>Five or more</td>
<td>37</td>
<td>14.2 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>3</td>
<td>1.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

### Q21. Would you say your total household income is:

<table>
<thead>
<tr>
<th>Total household income</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1=Under $15K</td>
<td>147</td>
<td>56.3 %</td>
</tr>
<tr>
<td>2=$15K-$29,999</td>
<td>58</td>
<td>22.2 %</td>
</tr>
<tr>
<td>3=$30K-$44,999</td>
<td>17</td>
<td>6.5 %</td>
</tr>
<tr>
<td>4=$45K-$59,999</td>
<td>11</td>
<td>4.2 %</td>
</tr>
<tr>
<td>5=$60,000 or more</td>
<td>9</td>
<td>3.4 %</td>
</tr>
<tr>
<td>9=Not provided</td>
<td>19</td>
<td>7.3 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>

### Q22. What is your HOME ZIP CODE?

<table>
<thead>
<tr>
<th>Home zip code</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>57103</td>
<td>56</td>
<td>21.5 %</td>
</tr>
<tr>
<td>57104</td>
<td>116</td>
<td>44.4 %</td>
</tr>
<tr>
<td>57105</td>
<td>24</td>
<td>9.2 %</td>
</tr>
<tr>
<td>57106</td>
<td>15</td>
<td>5.7 %</td>
</tr>
<tr>
<td>Other</td>
<td>21</td>
<td>8.0 %</td>
</tr>
<tr>
<td>Not provided</td>
<td>29</td>
<td>11.1 %</td>
</tr>
<tr>
<td>Total</td>
<td>261</td>
<td>100.0 %</td>
</tr>
</tbody>
</table>
Section 3:

Survey Instrument
Sioux Area Metro Passenger/Special Interest Survey

Thank you for agreeing to help us with this important survey. Your input will be used to plan transportation improvements in the Sioux Falls metropolitan area.

1. How many years have you been riding the bus in Sioux Falls? (write “0” if less than one year) _______ years

2. Overall, what is your perception of the quality of the public transit system in Sioux Falls?
   (_______) Excellent
   (_______) Good
   (_______) Fair
   (_______) Poor
   (_______) Don’t know

3. How often do YOU currently use the public transit system in Sioux Falls?
   (_______) 5 or more days per week
   (_______) 2-4 days per week
   (_______) Once a week
   (_______) Several times a month
   (_______) A few times a year
   (_______) Rarely or never

4. What is the purpose of your current trip?
   (_______) Work
   (_______) Personal business
   (_______) Shopping
   (_______) College/school
   (_______) Hospital/doctor’s office
   (_______) Social/recreation
   (_______) Other: _______________

5. Do you have a car or other vehicle that you could have used to make this trip? (_______) Yes (_______) No

6. Which of the following forms of transportation have you used during the past week? (Check all that apply)
   (_______) Public bus
   (_______) Drove a car
   (_______) Bike
   (_______) Church bus/van
   (_______) Non-profit bus/van
   (_______) Walk
   (_______) Para transit service
   (_______) Passenger in a car
   (_______) Other: ___________

7. Why do you use the bus in Sioux Falls? (Check all that apply)
   (_______) It’s my only alternative
   (_______) To avoid traffic congestion
   (_______) Don’t like driving
   (_______) Save money
   (_______) Employer provides transit pass
   (_______) I care about the environment

8. If transit service were not available, how would you make this kind of trip?
   (_______) Use my car
   (_______) Walk
   (_______) Get a ride from someone else
   (_______) Use a taxi
   (_______) Bicycle
   (_______) I would not make this trip

9. How often do buses typically arrive at the bus stop nearest your HOME? [if you don’t know, circle “don’t know”]
   every __________ minutes
   DON’T KNOW

10. How long (in minutes) does a one-way bus trip take from your HOME to the destination you visit most? [if you don’t know, circle “don’t know”]
    __________ minutes each way on transit
    DON’T KNOW

11. How many blocks from your HOME is the nearest bus stop located? [if you don’t know, circle “don’t know”]
    __________ blocks
    DON’T KNOW

12. How easy is it for you to get from your HOME to the nearest bus stop?
    (_______) Very easy
    (_______) Easy
    (_______) Difficult
    (_______) Very difficult
    (_______) Don’t know
13. Please list ONE destination that you would like to visit in the Sioux Falls metropolitan area that is not currently served by the public transit system? (If you don’t know, leave the item blank):

______________________________________________________________

14. Please rate the following aspects of public transit in the Sioux Falls metropolitan area (if you don’t know, leave the item blank):

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Cleanliness</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(B) Comfort</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(C) Convenience</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(D) Air conditioning</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(E) Appearance</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(F) Driver courtesy</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(G) Safety</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(H) Schedule readability</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(I) Service frequency</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(J) Area served</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(K) Transfer connections</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(L) Weekend service</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(M) Evening service</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>(N) On time performance</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

15. For each of the following, please indicate whether you see the item as a “Current Issue”, an “Emerging Issue”, or “Not an Issue” in the Sioux Falls metropolitan area.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Current Issue</th>
<th>Emerging Issue</th>
<th>Not an Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Congestion on north-south roads in the City of Sioux Falls</td>
<td>1</td>
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<td>(B) Congestion on east-west roads in the City of Sioux Falls</td>
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<td>(C) Congestion on the Interstates around Sioux Falls</td>
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<td>(D) Congestion on roads connecting Sioux Falls with the other communities and rural areas in Lincoln and Minnehaha Counties</td>
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<td>(E) Sustainability and livability (balancing social, economic, and environmental issues thru complete streets, smart growth, mixed-uses)</td>
<td>1</td>
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<tr>
<td>(F) Truck traffic</td>
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<td>(G) Traffic delays caused by trains</td>
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<td>(H) Lack of adequate public transit service</td>
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<td>(I) Lack of major roads to developing areas</td>
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<td>(J) Lack of bicycle lanes or routes on streets</td>
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<tr>
<td>(K) Lack of safe and accessible pedestrian facilities</td>
<td>1</td>
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16. Do you generally think that local governments in the Sioux Falls area do a good job of involving people in the process of planning transportation improvements for the region?

__(1) Yes  ____(2) No  ____(9) Don’t know

17. What is your age? ___________ years

18. Your gender: male    female

19. How many operating vehicles do you have in your household? ________ vehicle(s)

20. How many persons currently live in your household? ________ persons

21. Would you say your total household income is:

__ (1) Under $15,000   __ (5) $60,000 to $74,999
__ (2) $15,000 to $29,999 __ (6) $75,000 to $99,999
__ (3) $30,000 to $44,999 __ (7) $100,000 plus
__ (4) $45,000 to $59,999

22. What is your home ZIP CODE? _______________

Please return your completed survey to the Survey Administrator. THANK YOU for your help!
Overview

During February 2010, ETC Institute conducted focus groups with residents living in the Sioux Falls metropolitan area. The purpose of the focus groups was to help 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 focus groups will be used to develop a questionnaire that will be sent to residents and employers throughout the Sioux Falls metropolitan 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.

Major Findings

STRENGTHS OF THE TRANSPORTATION SYSTEM
Participants were asked to indicate what they felt were the three best aspects of the transportation system in the Sioux Falls metropolitan area. The most frequently mentioned items were:

- Quality Interstates
- The overall flow of traffic in the region
- Planning

TRANSPORTATION PRIORITIES TO EMPHASIZE OVER THE NEXT TWENTY YEARS
Participants were asked to identify three transportation issues they felt should be emphasized most over the next twenty years. The top transportation priorities identified by participants were:

- Improving public transportation
- Minimizing congestion in specific areas
- Maintaining roads and highways in the region
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Overview and Methodology

During February 2010, ETC Institute conducted focus groups with residents living in the Sioux Falls metropolitan area. The purpose of the focus groups was to identify key issues related to the area's requirements for transportation services during the next twenty years. To ensure that all users of the Sioux Falls metropolitan transportation system were represented, six focus group sessions were conducted that consisted of the following groups:

- Residents Living Outside the City Limits of Sioux Falls
- Residents Living Inside the City Limits of Sioux Falls
- Seniors
- Business Leaders
- Advocates for Underserved Populations
- Freight Carriers, Shippers and Commercial Drivers.

A total of 57 residents, 7-12 participants per group, attended each session. The sessions were 90 minutes long and were moderated by a representative from ETC Institute.

Purpose

The purpose of the focus groups was to help 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 focus groups will be used to develop a questionnaire that will be sent to residents and employers throughout the Sioux Falls metropolitan 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.
1. Perceptions of the Current Transportation System

Participants were asked to indicate what they felt were the three best and three worst aspects of the current transportation system in the Sioux Falls metropolitan area. The results are provided below and on the following pages.

1.1 POSITIVE ASPECTS OF THE TRANSPORTATION SYSTEM

Some of the most frequently mentioned aspects of the transportation system that residents felt were most positive were: the interstate/highway system, the overall flow of traffic and the planning and design of the system. Listed below are the specific comments:

1.1.1 QUALITY INTERSTATES

- The interstates in the system are easy to access; it is easy to get from one place to another and the connectivity is good.
- Interstates in the Sioux Falls Metropolitan area are good.
- The highway system is really good related to getting around the City. It is really important that we have good access.
- The interstate system is good; for example my business is next to the two big interstates in the system so people have not trouble accessing my location.
- The I-229 bypass is good.
- The I-229 loop is great; it really improves access throughout the entire metro area.
- The I-229 is great!
- The interstate loops are good.
- I like the I-229 loop; I have lived in other areas that do not have an interstate that loops around the metropolitan area and you can see how these types of loops really improve access.
- The I-429 Loop around Sioux Falls is good; I think this will help as the City and the outlying areas in the system begin to develop in the future.
- The I-429 loop is good.

1.1.2 GOOD OVERALL TRAFFIC FLOW

- Traffic flow is good.
- It is good that our rush hour does not last more than an hour.
- There is very little congestion spots in the system.
- I like that it is not highly populated so there is not a lot of congestion.
- I live in Minneapolis and from my perspective Sioux Falls is good when it comes to traffic congestion. There is good planning, therefore traffic flows smoothly.
- Traffic flows well here, even during the busiest times.
- Traffic flow seems to be pretty good.
- What is great about this area is that you can anywhere fast, no matter where they are.
- I like that you can get anywhere you need to go in 20 minutes.
- Traffic seems to flow smooth during rush hours.
1.1.3 GOOD PLANNING

- The system is pretty well planned. They have established a good system; I like the arterial streets.
- The execution/prioritizing by the City is good when it comes to transportation.
- There is good planning for the metro area, especially with the outlying communities. There seems to be good regional cooperation.
- As a general rule, the system works well. I commend the people in planning.
- It is easy to get back and forth in the system; access to/from Brandon from Sioux Falls is especially good.
- Street planning is good.
- There seems to be plenty of signage in the system; the streets in the City are labeled pretty well.

1.1.4 GOOD MAINTENANCE OF THE BUS SYSTEM

- The City has a fairly good bus system; it seems to operate well and they seem to maintain it well.
- The City has upgraded the bus system by getting new buses instead of letting them deteriorate like other cities.
- The bus routes are starting to expand, especially in the last three years.
- They seem to do a good job of expanding routes in areas that are needed. For example, a Behavioral health center was just added this year and the bus routes go there now.
- The willingness of the bus system to put in a new stop is good.

1.1.5 GOOD PARATRANSIT SERVICES

- The paratransit system is affordable.
- Paratransit services in the area are really good compared to other areas.

1.1.6 OTHER POSITIVE COMMENTS

- The esthetics/appearance of the new major thoroughfares is good; they are very attractive, especially the medians.
- The airport is one of the best aspects of our region’s transportation system.
- 57th street is really helpful; I like being able to get across the interstate. We need more access roads like this.
- The Pass-It-Along program that the City help sponsor was good.
- The transit systems in the outlying areas are positive, especially for senior citizens.
- I like the location of the bus terminal.
- I use SAM and I like it because my bus stop is only a block from my house and they drop me off right by my work.
1.2 NEGATIVE ASPECTS OF THE TRANSPORTATION SYSTEM

The most frequently mentioned negative aspects of the system were: inadequacies in the bus system related to transfers and limited service, congestion in certain areas of the system, maintenance, and the lack of public transportation services to outlying areas of the metro. The specific comments from the focus groups are provided below.

1.2.1 LIMITED BUS SERVICE

- Bus transfers are not convenient; it takes commuters an hour and a half to get to their destination when they use public transportation.
- Using the buses in Sioux Falls is way too complicated and takes way too long to get anywhere; there are too many transfers for one trip.
- Some of the bus routes are confusing.
- The hours that public transit is offered are limited.
- The buses do not run late enough. What about people who work night shifts?
- It would be nice to have buses running Sundays, especially for people who work on the weekends and do not have a car.
- There are some places in the City where the buses do not go.
- We are one of the only big cities in the nation that does not have a bus that goes to the airport!
- There should be a nightly transit system that goes to some major areas, like the mall.
- It takes forever to get a route expanded to meet the needs of users; the City is willing to expand routes and add stops but the process is just way too long.
- We need to expand the bus routes; they don’t go to some of the higher volume call centers.

1.2.2 AREAS OF CONGESTION

- Congestion is an issue; we need another I-229 loop. It is really congested for people going to/from Brandon, Harrisburg and Tea; it gets really congested during peak hours.
- Congestion in some areas has become a problem; I-429 would help development and alleviating traffic congestion.
- They need to reduce traffic congestion by the bread factory and by the schools.
- Bottlenecks in some areas are a problem, especially areas such as Minnesota and 57th St. and at West Marion road.
- Minnesota to 33rd St. during peak hours is one of the biggest congestion areas.
- There is poor traffic flow on all major streets in Sioux Falls; one of the worst streets is Minnesota.
- The area near Lincoln High School is too highly congested.
- Congestion on 41st street is bad.
- Road construction in the summer is a problem.
- The timing and scheduling of road closures is not convenient and causes congestion.
• Congestion is a result of not putting in wide enough roads when planning the system. Southwestern Avenue is still not wide enough for right hand turn lanes so there is added congestion.
• There is way too much stoplight congestion.

1.2.3 POOR CONDITION OF ROADS
• Russell and 9th street need to be better maintained; you cannot drive down Russell without hitting a pot hole. I would say right now the streets in town are worse but the streets in some of the outlaying areas are getting worse.
• Potholes are the biggest issue!
• Maintaining the system is my biggest concern; as we expand outward where are we going to get the money to maintain our roads? There is not enough funding to maintain the system.
• They need to fix rural highways from the south end because they are really old and dangerous.
• 44th street has the biggest problem with potholes.
• In general, the conditions of our roads are deteriorating.
• It takes way too long for a road to get fixed. Why can’t they just fill a pothole instead of completely tearing up and fixing a road? I would rather have a bump in the road than having to wait in traffic or have to make a detour because they have torn up a road trying to fix it.
• Potholes and the general maintenance of the system are my biggest concerns.
• They need to find the technology to fix our road so they will sustain winters.
• Our streets are in very poor condition, the material that they spray is destroying the roads; we are replacing them every year with our tax dollars.

1.2.4 LACK OF NON-AUTOMOBILE TRANSPORTATION TO AREAS OUTSIDE OF SIOUX FALLS
• I would like to see commuter express transportation to Brandon; currently there is none.
• There is no public transportation to/from Tea or Harrisburg to the City; if you don’t drive then you can’t get to Sioux Falls from these locations.
• I would like to see bike trail connections between the cities in the metro area.
• There is a need for public transportation services to the outlying communities, especially for the elderly.
• In Brandon there is not public transit; we have 2 vans that take people to Sioux Falls because we don’t want them driving; senior services lack.
• There is limited access to/from Sioux Falls to/from the outside areas using alternative forms of public transportation outside of your vehicle.
• One of the main issues I see in Brandon is public transportation for the handicapped; if people with disabilities want a ride to the City they have to call a day ahead of time or they don’t get a ride.
• There is no public transportation from Sioux Falls out to Harrisburg.
1.2.5 LACK OF EAST-WEST CORRIDORS

- There is simply a lack of east-west corridors.
- Route 26 lacks east-west cross-town access; also if you want to get to the east side from Russell you have to go all the way around to get there, this is not convenient.
- This town needs a cross town east-west cut through; We need 26th and/or 27th St. to run all the way through the City; we have problems because of the golf courses and something needs to be done.
- There is a lack of east-west cross-town streets.
- There are problems getting from the east side of the City to the west and vice versa; it would be nice to have an easier way to get across the area.
- We need an east-west route across 26th Street.

1.2.6 NEED WIDER ROADS AND INTERSECTIONS

- The intersections where trucks go are not wide enough and the fact they put in fire hydrants on corners makes it difficult for truck traffic to get around.
- They need to make a lot of the two lane roads into four lanes, such as N. 60th St, Rice St. between Brandon and Sioux Falls, and Marion Road.
- We don’t make our streets wide enough to accommodate growth.
- They need turning lanes on Cleveland and 10th St; there are a lot of accidents at this intersection because most people turn on yellow lights.
- Rural highways are not wide enough, especially for bike traffic.
- There is a lot of work traffic mixed with airport traffic where Highway 38 and Minnesota connect; they need to make this area a four lane highway to make it more accessible.

1.2.7 LACK OF ACCESS ROADS

- I would like to see more access roads on the interstates, such as on I-29 and on I-90. It seems that even I-229 could use improvement in this area.
- 57th street is nice but what about exits on the interstates? We need more than just a 57th Street exit.
- We don’t have good alternate routes to take to get to places such as Brandon, the Industrial Park or the Airport.
- We need more alternative routes to get to places throughout the metro area.
- It would be nice to have another main corridor coming in from Tea; there is only one option right now.
- With the impact of the economy, we should have good, easy and affordable access to the region, so that people who come to visit have a good first impression.
- The Northwest is ripe for development; the City should spend a lot of money on sewer system, if we had better access to this area it would help it develop.

1.2.8 LACK OF FUNDING

- Monies and priorities are the biggest problems but how do we fix it? We instituted planning fees but with the current state of the economy how can we fix it?
• Funding is a big problem. I have seen plans to improve the roads/infrastructure in Brandon but what about the funding? There is funding for one side of the metro area but not another. The rail yard is being moved toward Brandon and the plan to improve the road system is still JUST a concept with no money.
• Funding is one of the biggest issues when prioritizing transportation improvements. The City of Sioux Falls is growing on all sides which spreads the dollars really thin.
• They should plan for funding well in advance of actually planning a project.
• Fuel taxes should strictly go to street maintenance/construction.

1.2.9 COST AND AVAILABILITY OF PASSENGER AIR SERVICE
• We need more direct flights at the airport.
• I would like to see us get some lower fare airlines; have to drive to Omaha to get a decent price fair.
• Access to the airport is limited if coming from the north.
• The price of air travel is outrageous. You can save a $1000 by just driving to Iowa to fly.

1.2.10 LACK OF STOP LIGHTS AND POOR TIMING OF STOPLIGHTS
• There are not enough stop lights in the area. For example the corner of Harrisburg was always a two way stop until my wife got in an accident there and they decided to put a four way stop in. Even though this helped improve safety they could still use a stop light here because this intersection gets congested during rush hour. I would like to see more traffic lights in general all throughout the metro area.
• The timing of traffic lights is not well managed.

1.2.11 INADEQUATE SIGNAGE
• Directional signage is a problem; it is inconsistent. The signage getting on and off the interstates needs to be improved.
• The street name design is not user friendly because the street names change every few blocks.

1.2.12 POOR REGIONAL COORDINATION
• There seems to be a lack of regional coordination between transportation agencies. No one seems to know who does what and where they are at.
1.3 PERCEPTIONS OF SAFETY

Focus group participants were asked to comment on various transportation safety issues such as pedestrian safety, bicycle safety, safety of children, and the safety of the physically/mentally impaired. Specific comments related to these topics are provided below.

1.3.1 PEDESTRIAN SAFETY

- I don’t walk anywhere because I don’t’ want to get hit.
- What about the boulevards? Why did they put trees on these?
- You are not safe walking because there are so many one way roads.
- I have seen more people walking on the streets than on sidewalks. Either sidewalks don’t exist on some roads or the sidewalks have not been shoveled well so people cannot use them.
- Pedestrian safety is an issue because of inattentive drivers (people texting or using their cell phones).
- If you’re a property owner you should de-ice your sidewalks for pedestrians.
- It is really dangerous for pedestrians here because people can’t walk on sidewalks or in people’s yards because of the snow.

1.3.2 BIKING SAFETY

- Most of the metropolitan area is not safe for people riding bicycles because none of the secondary two lanes roads in the area have shoulders to ride in.
- We have a fair number of employees who ride their bikes during the two weeks of the year they can and they should make it safe for these people.
- I am a big cyclist and I don’t ride towards Sioux Falls. Anywhere outside of the City is safe for people riding bikes because you don’t have drivers who hassle with you like in the City.
- Scooters and four wheelers are more of a safety hazard than people on bicycles.
- What about the 3 foot rule on roads that is supposed to protect bicyclists? People don’t feel safe riding their bikes here because there is nothing to protect them from drivers.

1.3.3 SAFETY OF CHILDREN

- They need to better enforce traffic speeds in school zones.
- They need to enforce people driving above the speed limit in school zones.
- They should improve the signage in school zones. It also does not seem like there is much traffic control in these areas.
- The new school on the eastside of town was build without sidewalks.

1.3.4 OTHER SAFETY ISSUES

- Some intersections are blocked by a pole or a sign which makes visibility bad.
- The cloverleafs in some areas are dangerous.
• Deer control on the outlying rural areas is a safety issue; there are other places that control it well but nothing is done here.
• Congestion related to the construction of roads is what I find to be most unsafe because of detouring cars.

2. Priorities for Transportation Improvements

2.1 TRANSPORTATION ISSUES MOST IMPORTANT TO EMPHASIZE OVER THE NEXT TWENTY YEARS

Participants were asked to identify what they felt were the top three transportation issues to address over the next twenty years. As the chart below shows, the top three transportation priorities identified by participants were: (1) public transportation, (2) traffic flow and (3) maintenance. Some of the reasons and suggested solutions for participant’s ratings are provided on the following pages.

**Transportation Issues Most Important to Emphasize Over the Next Twenty Years**

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

- Public Transportation: 79%
- Traffic Flow: 56%
- Maintenance: 53%
- Highway Improvements: 30%
- Transportation Planning: 21%
- Traffic Signals/Signage: 12%
- Airport: 12%
- Bicycle Facilities: 9%
- Pedestrian Facilities: 9%
- Rail Yard Relocation Issues: 7%
- Child Safety Issues: 5%

*Source: ETC Institute - 2010*

2.1.1 PUBLIC TRANSPORTATION

- They need more alternative public transportation options for seniors.
- There is a bill in legislation that includes the construction of a new VA hospital in the region and if they were to build a new VA hospital we would need more paratransit services.
• The Sioux Falls metropolitan area needs to consider Sanford, Mckennan and the VA Hospitals when planning public transportation; they need to make sure these areas are serviced in the system, especially with veterans coming home with injuries. Sioux Falls needs to present itself as having a user friendly public transportation community. Also we need to teach people how to use this system if we want it to keep working.

• The fixed routes drive paratransit services; if we expanded these services we would also reach areas were paratransit services currently do not exist.

• We need to have public transportation that runs after seven and/or on the weekends; how do these people work who need these services work if they work at night? This has been an issue for 10+ years but we don’t have the funds to improve/extend services. The funds should not come from ridership fees but from the state, we currently get less than $100,000 to run the system.

• We need to extend the hours that public transit currently runs; there are already limited job opportunities and it makes it even harder for people to keep a job if they rely on public transportation that does not run late.

• We have a lot of shift workers and if the buses don’t run late they have to depend on other to get to their job; some of our workers have to walk long distances across town late at night because the buses don’t run late enough. This is not safe and what makes it worse if what if it is during the winter?

• We have youth working on their GEDs and most have to walk home after their night classes because the buses don’t run after seven.

• What is the average age in the City? There are a lot of older people in the area and we need to make sure we have plenty of ways for these people to get around.

• The priority we place on public transportation depends on how old you are; as you get older public transit becomes more important.

• When making improvements to the system we should make sure to include the needs of people in wheelchairs.

• When planning public transportation they should also think about what businesses are in the area and maybe even have corporate sponsorships to get routes in certain areas near big corporations.

2.1.2 TRAFFIC FLOW

• Traffic flow is impacted by the synchronization of lights; traffic would clear out if you don’t have to stop and sit there.

• The timing of lights and speed limits affect traffic flow; if we only have interstates to get around and not alternate routes than we need to increase the speed limits on some streets.

• As the region continues to grow we need to have traffic flowing smoothly.

• We need a bypass for through traffic near Lincoln High; this areas get really congested.

• We need alternative routes to get traffic off 41st street.

• Traveling from the east side of town to the west side is not easy; improving east-west connections needs to be a priority.
• The golf courses are the number one reason we have the east-west connection problems; they are never going to move the golf courses so we might as well build streets underneath the courses or over them.

• We need more alternative routes to get to places. As a mother, my children all attend different schools and it would be nice to have alternative routes to avoid traffic congestion in the morning so I can everyone to school on time.

• Prioritizing traffic flow is key; in Sioux Falls if there is no traffic it only takes 10 minutes to get anywhere but how would it impact our lives if our commute times were to increase to 30 minutes?

• We must examine where things are bottlenecks in the system and improve these areas for the future of the system.

• To improve traffic flow in the Sioux Falls area we need to manage the timing of traffic light better; they should base this on the amount of traffic on the main roads.

• Even though we don’t have the big City transportation problems, there are still areas that could be improved in the system and transportation is one of the most important priorities. Transportation will not only impact how we grow but we should also have a good system considering one of our main draws is tourism. It will create problems for us if our system is confusing to outsiders and if traffic does not flow smoothly.

2.1.3 MAINTENANCE

• My main concern with the maintenance of the roads is the damage they may cause to my vehicle.

• If you slow down to avoid potholes it affects safety and traffic flow.

• They need to improve the general upkeep of the roads. What types of materials do they use to repair the roads? It seems like every year we have this same problem. They should analyze the types of materials they are using when repairing the roads.

• When I came here 20 years ago the City had concrete streets and these seemed to last longer than asphalt. The new roads they are building are made of asphalt and although they look attractive, how long will these roads hold up? They should do some kind of life cycle cost analysis on the use of concrete versus asphalt roads.

• Maintenance is a priority because of the fact that I have to pay for repairs to my car because of the roads.

2.1.4 HIGHWAY IMPROVEMENTS

• I think they should focus on finishing SD 100; this would improve most of the other priorities on our list.

• The more the population grows the further people outside of Sioux Falls get away from the interstate and the access points.

2.1.5 TRANSPORTATION PLANNING

• When putting in streets they need to plan better, such as making room for turning lanes and etc.
They need to consider tractor trailer traffic when planning the roads. For example, there is no easy way for truck traffic to get from Cliff Avenue to Minnesota Ave without going through town. I think it would be better for us and for other commuters if there was an alternative route for truckers.

They should not allow developers to build all the way up to the side of roads. They need to keep some space in between for growth and to accommodate the traffic that will come later on.

They need to plan the system better, especially when considering the flow of east-west traffic.

They should focus on technology when developing the infrastructure of the system; technology is important; we should make sure we have the latest and greatest technology.

2.1.6 BICYCLE FACILITIES

When planning the system they should include bike lanes on the roads; more people would ride their bikes to work if there was a dedicated lane for people riding bikes. I hear about a need for this a lot in the biking community. These bike lanes could even be used for other things at other times.

Every summer we have bicycle races and we only have a narrow area to ride on, it makes it unsafe when cars have to go around us.

On I-11 if there is an accident it block one lane and it is a pretty busy street. I-11 connects Canton & Harrisburg. It would be nice if it was a four lane road with a nice median and some side shoulders; it would help with traffic flow through the area and help reduce safety issues.

2.1.7 PEDESTRIAN FACILITIES

We should do a better job of implementing traffic laws to protect pedestrians. For example there are areas where we should not be able to turn right on red because it is dangerous for people walking.

2.1.8 RAIL YARD RELOCATION ISSUES

I am concerned that the rail yard relocation will negatively affect traffic flow between Brandon and Sioux Falls. A lot of people commute between these areas and the traffic needs to flow well between the two communities.

There will be safety issues associated with rerouting trains through Sioux Falls. For example SD 100 will need to go across this area; my major concern is the added traffic around trains in the area.

This is going to create added congestion between Brandon and Sioux Falls.

They should make sure the trains do not go through the area during peak commuter hours.
2.2 ROLE OF LOCAL GOVERNMENT, BUSINESSES AND RESIDENTS IN ADDRESSING TRANSPORTATION PRIORITIES

Focus group participants generally agreed that local government should play a primary role in addressing transportation priorities and that the process should include input from businesses and residents. The specific comments are provided on the following page:

- Governments should work with businesses and other entities when making transportation improvements. Governments have the ability to share funding so they should do a better job of working together.
- Government should do a better job of keeping residents informed. What is everyone’s role in transportation?
- City government should take the lead, especially in improving traffic flow on east/west; these improvements are necessary.
- Government should find ways to work more closely with developers. As new developments are put in contractors make one way streets and name them however they want. The government should do a better job of regulating this because often times these street names get confusing and often become a safety issue.
- It should be partnership between the federal government and local governments/local agencies. For example, in Brandon anyone over the age of 60 does not have to pay to ride the bus. Our buses run on federal funds and without these this type of program would not be possible.
- Government should take the lead but still work with residents and businesses because we pay for transportation improvements through taxes.
- I think that businesses should play a bigger role in some areas of transportation. For example, when they put in the turning lanes by Hive who was responsible for these? Does zoning require businesses to put these in? These lanes really do help the flow of traffic and all business should be required to put in these types of lanes when developing.
- Business should act as advisors to the government.
- Residents should be active participants with local governments in addressing transportation priorities. Much of what has to be had to be determined by local governments but residents should be engaged in that process.
- I like that we have an issues management council that looks at how transportation issues affect Brandon.
- The City does a great job of putting on seminars to show people what they are planning, why it is crucial and how it will work. It is good to engage the community but feedback is also very important.
- City council should be responsible for making decisions related to transportation.
- Interstates are maintained through federal and state funding, so local governments should have the primary role.
2.3 IMPORTANCE OF TRANSPORTATION IMPROVEMENTS COMPARED TO OTHER REGIONAL ISSUES

Participants were asked to rate, on a scale from 1 to 10, where 10 meant a “high priority” and 1 meant a “low priority,” the priority that local leaders should place on transportation improvements compared to other issues in the region. Seventy percent (70%) of participants felt transportation improvements should have a higher priority, a rating of 7 or above, compared to other issues in the region and 30% of participants felt transportation issues should have the same priority, a rating of 5 or 6, compared to other issues in the region. Some of the other issues that participants felt were important are listed below:

- Water/sewer services
- School funding
- Healthcare/medical issues
- Police/public safety
- Education
- Creation of jobs
- Business/commercial development
- Local City councils
- The events center
- Affordable housing
- Parks/recreation
- The arts
- Wages in the state

3. Transportation Alternatives to the Automobile

3.1 PUBLIC TRANSPORTATION

Fifty-eight percent (58%) of focus group participants indicated that they had never used public transportation in the Sioux Falls metropolitan area; 25% had used it at least once during the past five years, 14% had used it at least once during the past year and 3% of participants indicated they currently used public transportation. When asked what prevented them from using public transportation, most participants felt it was more convenient to use their personal vehicle to get around and because of limited service hours and areas in the system. The specific comments are listed below:

- Considering my occupation, I have too many places to go and too many things to carry to use this as a way to get around.
- By the time I get to a bus station I could have driven two minutes to get to where I needed to go.
- Using public transportation is scary, mainly because of the people who use it.
- Most people have too fast paced of a life to use it; most people who use it are forced to for financial reasons.
• I do not use the system because I do not know how to use it.
• Public transportation is not convenient; it is just easier to use my car.
• I use my bikes because the buses and the facilities are dirty. They need to upgrade the facilities. I would use it if it were better maintained.
• I don’t use it during the winter because you have to stand in the cold to wait for the buses. They should build bus shelters that do not face the wind.
• I don’t use the public transit because the hours are limited, especially considering the hours I work.
• I don’t ride the bus because there are several places the buses do not even go.
• The system is limited and only operates in the core of the City; for example the buses do not even go south of 41st street.
• I currently use public transportation as my primary form of transportation and I wanted to go to a school in the southeastern part of the region but the buses did not operate in this area.
• I used public transportation for a week because most of my employees use it; there are two of our major campuses along bus routes. My general impression was that is was good to use if my car was not working but it was not possible for daily use because it took an hour and a half to get to my destination.
• Using public transportation in Sioux Falls is not practical; it is just easier and more efficient to get in my car to get my groceries.
• The bus service in Brandon is not convenient. It is nice that we started bus service which is good but our residents can’t schedule a bus ride on the day of their travel; they have to call a couple days ahead.
• There is a stigma of using public transit.

The community advocates group was specifically asked to indicate what they felt were the major barriers to public transportation use in the region. The specific comments from the discussion are provided below:

• I think some of the reasons people don’t use public transit is because of the stigma associated with it; people need to understand we are a diverse community; we should understand who uses public transit.
• One of the barriers is the times of pickups, especially for people using paratransit services. The times of pickups are limited, for example what about people who need a ride to church on Sunday? How will they get there if they don’t have a car or family members to take them? If we can’t improve pickup times we need to let people know about other options.
• I feel funding is an issue; it is not a self sustaining thing.
• There is not enough money to fund improvements to make the system more user friendly. Where does the money come from? The federal or state government?
• We have a lady who wants to go to church on Sunday who is a paraplegic and can’t afford to pay a company to drive here there and back. We should consider hiring independent companies as part of the system to help out with these specialized cases. The companies need money and our clients have the need.
• I don’t think people understand the benefits or reasons of using public transit; the solution could be better advertisement on reasons to use public transit; because everyone drives here.
• We need education on why and how to use it. Why does it make sense to use public transit?
• I would like to see all bus stops with covered bus stops; South Dakota is one of the windiest cities and the more comfortable we make people using the system, the more often they will use it.
• I would like to see a point system that would benefit users of public transportation and therefore encouraging use of the system. For example what if the more you ride public transportation the more points you qualify and you could qualify for a free pass to use a City service like the dump.

3.2 BICYCLE TRANSPORTATION

Seventy-one percent (71%) of participants indicated that they did not ride a bicycle for any reason; 26% of participants indicated they ride a bicycle for recreation and 3% of participants indicated they currently ride a bike for transportation. When asked what prevented participants from riding a bike for transportation, most participants indicated it was because of the weather conditions in the region and because of safety issues related to the lack of bicycle facilities in the region. The specific comments are provided below:

• I see some cyclists who think they own the road; biking is too dangerous on our roads.
• Biking trails and hiking trails are good but there are places where they should not be combined. In the Twin Cities, for example, they should not be combined.
• When you start planning new roads they should include bicycle lanes but we should not put them on existing roads it will cost too much money.
• They try to encourage bicycle transportation but you just don’t feel safe.
• There are a lot more people riding their bikes but they ride more for recreation than transportation.
• I have had some employees who ride on the trails downtown to work.
• It is not safe to ride your bike because of some of the homeless people around.
• In downtown they are proposing new parking for people riding their bicycles.
• There are a lot more cars on the road so we should accommodate drivers first.
• The bike trails are really good for recreation but I would not ride my bike on the streets.
• I live in Crooks and we had no issues getting around on our bikes and there is plenty of parking in parks near the trails.
• I only use my bicycle during the summer.
• I ride my bike on the sidewalk because it is unsafe to ride on the streets.
• I would rather ride my bike on the interstate than on side streets.
• For recreation bicycling is good but don’t feel the facilities are adequate for transportation.
• I don’t feel our roads are wide enough to accommodate bicyclers.
• The ability to use a bicycle to get around depends on the area you are in; a lot of residential streets do not have enough room, so many people use the sidewalk.
• Bicycle transportation would increase if we had more bike lanes; we are forced to ride our bike on the streets and it’s a safety issue.
• It would be nice to have a better way of separating bikers from drivers to improve safety.
• If you go to Fort Collins and it is all biking/walking transportation; they have weather there that is conducive to that kind of transportation. I really feel like these types of transportation depend on what the weather in the area.

Most (80%) of the focus group participants felt biking facilities should be a required part of the region’s transportation plan and 20% did not. Specific comments related to this issue are provided below:

• A lot of people don’t realize how many people rely on walking and biking to get around so they need to make sure it’s safe for people who travel this way.
• We should educate both drivers and users about bicycle safety.
• I would like to see bike lanes added.
• They should make sure there are shoulders on all the roads; look at some of the outlying areas like Brandon.
• Hwy 11 is a suicide mission if try to ride your bicycle on it.
• The climate does not make it possible to ride your bike to get to places; at least not during the winter; when we lived in town we used it during the summer.
• It is important to have bicycle facilities for people who ride their bike recreationally.
• There are too many safety concerns when it comes to riding your bike to get somewhere in the region.
• Even if they put in bike lanes, the only thing separating you from traffic is a stripe. I don’t think that is safe enough.
• When we build new roads we should make sure they have shoulders and are wide enough to accommodate bicyclers.
• I try to ride my bike in the summer but there are no connecting bicycle routes to get downtown; I ride on the sidewalk because there are no bike paths and this is not good for pedestrian traffic.
• We need education on where we are supposed to ride our bikes – on the sidewalk or the street?
• Another problem is the lack of places people have to lock their bikes up; we need more racks and etc.
• I like the bike signs on 22nd and Minnesota; why don’t we have more? They should also create some lanes and verbalize it around town.
• Wisconsin has a width on the side of their streets large enough for two bikers; is this a possible solution?
• Bike lanes are a good idea.
3.3 PEDESTRIAN TRANSPORTATION

Participants were generally split about the overall condition of pedestrian facilities in the region. Forty-eight percent (48%) of participants felt the region’s pedestrian facilities were good; 48% felt they were bad and 4% were not sure. When asked about the condition of neighborhood facilities, 62% of participants felt their neighborhood pedestrian facilities were good; 33% felt they were bad and 5% were not sure. Some of the reasons for their ratings are provided below:

- I would like to see bike trails in Brandon much like the recreational trails they have in Sioux Falls.
- Sidewalks all through out the region are not good; there are trip patterns and etc.
- People walk in the streets because the sidewalks are two narrow.
- We live in a rural area and there really are no facilities there.
- We have two rural campuses and there are no connections for pedestrians.
- In Hartford there are no sidewalks on Highway 30 nor on Northwestern Avenue; are pedestrians forced to walk in the grass in these areas.
- I work near North Cliff and Benson and the pedestrian facilities here are bad.
- The pedestrian facilities in Downtown Sioux Falls are good.
- It is not safe to walk around in most of the region.
- There is simply a lack of sidewalks and in the areas where sidewalks exist they are not well maintained.
- It is difficult to walk on Minnesota Avenue, especially if you are in a wheelchair.
- Most the streets are dangerous because most streets are not were not planned for the number of cars on the streets. We need more stop signs; the City is reluctant to put in new stop signs.
- We live in a rural area so pedestrian facilities are nonexistent.
- Most neighborhoods in the small towns are good because they require sidewalks.
- They are good in Brandon but they have recently been added in the last five years.
- Generally, pedestrian facilities are good in Tea but they should build a walking trail from the Mall to Wal-Mart so you don’t get run over.
- It is difficult for people in wheelchairs to get around on sidewalks.
- The incline on sidewalks can make it difficult for people to get around on wheelchairs.
- When they are developing or reconstructing roads they should put in curb cuts; not only are these types of investments beneficial for people walking but they are also beneficial for mothers with strollers as well.
- They should have uniform code enforcements for sidewalks; there are areas that are partially blocked by fences or trim hedges.
- Snow drifts on the sides of the road are not safe for pedestrians walking near motorists.
- They do a good job of enforcing codes in residential areas, because of the homeowners, but not downtown.
  o They need sidewalks on 10th street and North Cliff by Kmart; right now you have to walk in the parking lot to get there.
Most (91%) of the focus group participants felt pedestrian facilities should be a required part of the region’s transportation plan and 9% did not. Specific comments related to this issue are provided below

- When reading about development plans today you always hear about the need to accommodate pedestrians, so we should make this part of our plan; this is needed for the future of our transportation system.
- Anytime you put in new streets, you need to have consideration for pedestrians, especially around schools. This is what I see as “planning;” bikers and pedestrians have to walk across at some point.
- I don’t feel like we should include this in our transportation plan because there is such a small percentage of residents who use bicycle/pedestrian transportation to get around. We should spend money on maintaining the roads before we spend it on walking and bike paths.
- Pedestrian facilities are important because of our schools. Our school system is part of a draw of living in our town and some of the surrounding towns so we should make sure we think about this when planning for developments.
- I like incorporating pedestrian facilities because right now it is dangerous.

3.4 CARPOOLING

Almost all (96%) of the focus group participants indicated they did not currently carpool to work and 4% did. Although most participants liked the idea of carpooling, most were not willing or able to carpool because they felt it was not convenient. Participants were asked to comment on the kinds of incentives that might encourage them to start carpooling; specific comments are listed below:

- A carpooling discount gas card would be good.
- I would carpool if there was a need for it; but there is no need here. I have lived in other bigger cities where there has been a need.
- Only way I would consider carpooling is if it were more convenient than driving myself to work; right now everyone is spread throughout the region; especially all my coworkers. It would be practical to carpool.
- We are not in a metropolitan area and therefore there is not a need to carpool.
- I have coworkers who live in the outlying areas of the metro area and they carpooling.

3.5 WILLINGNESS OF BUSINESS LEADERS TO ENCOURAGE EMPLOYEES TO USE PUBLIC TRANSPORTATION AND RIDESHARING

Participants in the business leader group were asked additional questions related to their willingness to encouraging public transportation and/or ridesharing among their employees. Although most business leaders felt public transportation and ridesharing was a good idea, most felt it was not practical and that it would be difficult to encourage public transportation and/or ridesharing among their employees. The specific comments from this discussion are provided on the following page:
• We have people who carpool right now but there are a lot of people who live in the seven different areas of county so it is hard to encourage ride sharing or public transportation, because there is nothing linking public transit throughout the region. However I think that a good idea would be to encourage some sort of park and ride program.
• People are way too concerned with convenience. It is going to be a hard sell to try and get people to use anything other than their own vehicles in this area.
• The flexibility of public transportation/ridesharing is not good, especially in carpooling because you are tied to someone else’s timeline.
• We have 2000 employees, many of whom are of different ethnic backgrounds; so there are a lot of challenges you face when trying to encourage ridesharing.
• It (automobile transportation/congestion) has to get worse before we will ever be able to get people to use public transportation or ridesharing.
• If there were more congestion on the roads then people might consider looking for alternative forms of transportation outside their vehicles.
• We would absolutely encourage public transportation here is our public transit system were as good as other cities; it would be nice if more people used public transportation because this would solve other issues such as park and etc.

4. Transportation Issues Outside the City of Sioux Falls

Some of the most frequently mentioned transportation issues that participants felt were most important in the areas outside the City of Sioux Falls were: access to/from the outlying towns from Sioux Falls and public transportation to/from the outlying areas to Sioux Falls. The specific comments are provided below:

• In Brandon we need a better traffic layout on Redwood for safety reasons.
• The only way out of Tea is a two lane highways and the main one is 45 mph; we need more capacity.
• In Hartford we can drive anywhere and ride our bikes without a problem but walking is a problem; there are no sidewalks and there are a lot of dogs out running. We also need more streetlights because it gets really dark.
• Rural access to get around is bad, especially if you are coming in from the west because you have to go so far into Sioux Falls to get anywhere. I go all the way up to the interstate. Access is bad and takes too long. I have to add 8 miles to my work commute because of it.
• In Harrisburg we need wider roads; the main road going through the Harrisburg is only two lanes and there is no pedestrian safety. We also need more traffic signals in a lot of areas in Harrisburg.
• In Tea and Harrisburg public transportation is bad, especially for seniors. The only way some of these people can get to a doctors appointment is if they ask a neighbor or friend to take them. There is no other way to go unless you drive.
• Transportation between Brandon and Sioux Falls is bad; the speed limits on the roads between are too low, speed limits should be higher in the appropriate
places. Some of the roads need to be fixed, for example some roads have turning lanes where there is no place to turn.

- In Brandon most highway access is two lanes. Brandon is growing and expanding so we need to widen the roads. Most direct routes, like Rice is two lanes and you cannot legally pass. Right now the commute is okay to Sioux Falls but as this town grows it may take 30-40 minutes to get to the City. Plus think about how long the commute might take with bad weather conditions or a train going coming through stopping traffic.

- Highway 38 needs to be improved, there are no lights, it’s congested and essentially it’s a safety hazard.

- A public/private cooperation is needed to improve access between Sioux Falls and the surrounding communities; even with public transit services for people in wheelchairs, buses and etc.

- It is expensive for our clients (persons with disabilities) to go to events in Sioux Falls and if they can’t find a ride then they simply don’t go.

- We need more regular buses or even shuttles between Sioux Falls and the outlying communities.

- We have tried to put affordable housing in Brandon and can’t do it without good public transit.

- Private/public cooperation in Sioux Falls is needed. There is a task force but overall the progress has not been rapid. If there is good cooperation between the two we might be able to find alternative funding.

- We need more public transportation between Sioux Falls and the outlying cities; we should start with offering scheduled trips at least once a day so people know they can count on that.

- We have public transit in Brandon but we need all our transportation systems, Sioux Falls and all the outlying areas, to connect and work together.

- Commuting in from the small towns is a problem. Harrisburg has grown and congestion in the morning has gotten bad, especially once you get to Cliff Ave. They need to start addressing congestion in that area. Brandon commuters can use the interstate or Rice Street but Harrisburg commuters do not have these options; it is really a bottleneck. The same thing is true with Tea, which is also growing exponentially.

- They need another interstate like I-229 loop. It would be nice to have an interstate that hits every town in the metro area. People who live in the outer areas all have to commute in on two lane roads.

- Competition between paratransit drivers and the public transit system seems to be a growing problem. My company takes people to the Clinic in Brandon and charges but we are starting to compete with the buses because they allow people over the age of 60 to ride for free.

- Paratransit operators come to Sioux Falls once or twice a week to bring the elderly living in Brandon to different areas; this causes dispute because some of the businesses there don’t like having a trip to Wal-Mart being make when these people could use local businesses.

- I like that they are building SD 100; it should be made a higher priority. This is going to alleviate traffic congestion in Brandon.
5. Transportation and Economic Development

When asked if they felt the region’s transportation system is important to economic development, nearly all of the participants agreed. The specific comments are provided below:

- As things develop we need ways to get to them.
- The transportation system is extremely important to economic development. A good example is when Wal-Mart was build on South Louise and when they opened it to the interstate all of a sudden you have all these other businesses that were built and all these other jobs that were created.
- There has to be a good balance between the two (economic development and the region’s transportation system). We have to charge good money for transportation services.
- The tie between transportation and economic development is why transportation improvements are such a high priority issue. We need Marion and the Beltway.
- Everything evolves around transportation.
- Transportation is interrelated to all other issues that are important, including economic development.
- Our City cannot support more than what we have. We are not a subway or train City. We do not need nor can we support a huge public transportation system.

6. Air Transportation Issues

Participants were asked to comment on air transportation in the region. The most frequently mentioned issue was the price of flights; some participants also felt that access to the airport from areas outside the City of Sioux Falls was inadequate. The specific comments are provided below:

- They need more flight options; there are only two flights that leave there a week.
- It is really expensive; it is worth driving to Omaha to fly to save the extra money.
- It is okay for some leisure flights but not for business travel.
- I have flown there eight times this year and the prices are atrocious.
- If prices would come down the next big issue would be access.
- They need to lower the prices. You will save $200 by driving to Omaha.
- American Airlines is coming back but I had a meeting in Dallas and it was really expensive.
- It is pretty good; the biggest issue is the cost.
- We have a terrific airport; my main issue is the price of the flights. I wanted to go to DC and the price in Omaha was a 1/3 of what it was here. Why are the prices so high?
- I fly out of Sioux Falls for business and for personal trips I fly out of Omaha.
• Why is Sioux Falls air travel so much more expensive than other places? Do we not have the same pricing regulations as other airports?
• Access to the airport from Sioux Falls is good but from access from any of the outlying towns is not good.
• We have good access to the airport from the west and the north.
• I like it; it is convenient.
• The City should begin developing the northwest; this would help solve airport access and east-west connection problems; it would all come together.
• I have good access because I don’t live far from I-29 but they need more access and more options at the airport for prices.
• It would be nice to have direct access from the interstate to the airport.
• Access to the airport could improve for people commuting from outside Sioux Falls. They should extend Minnesota further north to improve access. Right now people take North Cliff Avenue, which is not in the best part of town. This is not the first impression we want to give people who have never been to Sioux Falls.
• Access is pretty easy; getting into airport is tight if you have a bigger vehicle, such as a delivery truck, but even this is minimal. The directional signage is concise.
• For our market the airport is really nice that it gets someone on a direct flight out of Sioux Falls.
• Compared to airports in larger cities, access is good.
• The airport seems behind the times; it needs to be modernized.
• The airport seems to be adequate.
• Parking is good at the airport.

7. Rail Transportation Issues

Focus group participants were asked to comment on rail transportation in the area. Most comments were directed at the safety and timing of commercial rail traffic in higher traffic areas. Specific comments from this discussion are provided below:

• We live on the eastside of the region and we constantly get stopped by a train at the rail crossing on 18th and 26th. They don’t need to be running these trains during peak hours of the day.
• During peak hours the trains are not supposed to pass main streets but they still do and this is the biggest issue with commercial rail traffic.
• The five o’clock train is a problem!
• The timing of the trains could be better managed.
• Why do the trains go through the City during peak hours?
• We need traffic control in areas where the trains and major roads meet.
• I don’t think signage is good at rail crossing, especially at night the signage is to see.
• Every rail car should have reflective tape.
• I think it is very dangerous to have commercial rail traffic running through Sioux Falls.
• They need to put speed limit signs at rail crossing. In Garretson there are a number of rail crossing and sometime I have trouble crossing them in my work truck.
• Unless you are aware of a rail crossing on Rice Street, you come upon it very quickly. We need better advance signage or reflective tape in areas like these.
• The crossing themselves do not seem to be very well maintained. They don’t fix things adequately and I have damaged my car on a bump that could have been avoided if they would have fixed the crossing properly.
• The tracks need to be moved out of Sioux Falls to improve the appearance of the; there are alternatives to where the trains can go.
• Rail transportation is important for business in the area. Unfortunately, BM is the only one that services this area so we have to rely on them and if they get delayed we just have to wait on them. It is frustrating and it affects our business.
• I would like to see more freight rail service.
• The rail system in the state is not modern; trains only go 20 mph and they need to go faster like other cities where they go 70 mph.
• Do they still make trains?
• If the center becomes a reality it would be really nice. They have a good rail system in Phoenix; it takes you right to the basketball convention which alleviates traffic; the system is handy and it would be nice to have something like that here.
• How expensive would a rail system be to implement?
• We have rail transportation to downtown Brandon but it is not used right now; it’s a private line. What about open it to the public?
• We pay federal taxes to support Amtrak; why is it not here?
• Falls is most important, and transportation fits into this.
8. Funding Issues

8.1 Acceptability of Various Funding Mechanisms

Participants were given a list of possible funding sources and asked to indicate which sources they felt were acceptable to fund transportation improvements in the area. As the chart below displays, the funding sources that participants were most supportive of were: a wheel tax (70%) and vehicle registration fees (68%). More than half of the participants were also supportive of parking fees (56%) and a gas tax (52%). Comments related to each type of funding are provided below and on the following pages.

Acceptability of Various Funding Mechanisms
by percentage of participants who felt the item was an acceptable source of funding

<table>
<thead>
<tr>
<th>Funding Mechanism</th>
<th>Acceptability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel Tax</td>
<td>70%</td>
</tr>
<tr>
<td>Vehicle Registration Fees</td>
<td>68%</td>
</tr>
<tr>
<td>Parking Fees</td>
<td>56%</td>
</tr>
<tr>
<td>Gas Tax</td>
<td>52%</td>
</tr>
<tr>
<td>Developer Fees</td>
<td>44%</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>24%</td>
</tr>
<tr>
<td>Miles Driven</td>
<td>10%</td>
</tr>
<tr>
<td>Toll Roads</td>
<td>8%</td>
</tr>
<tr>
<td>Dedicated Property Tax</td>
<td>6%</td>
</tr>
</tbody>
</table>

Source: ETC Institute - 2010

8.1.1 WHEEL TAX

- A wheel tax is a possible way to fund transportation improvements but support for this is dependent on the type of work that you do. For example what would happen if you own a business with commercial truck drivers, would you have to pay taxes on all the trucks you own?
- Regardless of what vehicle you drive you should have to pay a tax on it and what better way than a wheel tax?
- What about a vehicle that just sits in the garage? This could be the only downfall of a wheel tax.
8.1.2 VEHICLE REGISTRATION FEES

- Vehicle registration fees are really low here, so we can afford to pay more. This is especially true when you compare what we pay with other states, such as Nebraska.
- We really low registration fees; these could go up some but we should not make them as high as Nebraska.
- Vehicle licenses/registration fees could increase; we have to do what we have to do to improve the system.
- South Dakota has really cheap registration fees. Driving a car is a privilege and if you can afford to pay for a car you should pay a little more if it would help with maintaining/adding roads.

8.1.3 PARKING FEES

- I don’t mind paying for parking when I go downtown.

8.1.4 GAS TAX

- Fuel tax is probably the best way to fund improvements. Almost everyone drives a car.
- The more fuel you use the more you should have to pay. Transportation improvements should be paid for by the people who use the roads.
- Tourism is a big industry here so we should let the visitors help pay for the roads.
- Drivers should pay; the more fuel they use, the more they break up more roads, so they should have to pay.
- A gas tax is the fairest from of funding for transportation improvements; it’s especially fair if you don’t use all your vehicles.
- I like that people coming in from outside the state would have to help too.
- Tourism is the number two industry here so they should have to help pay for transportation.
- I support a fuel tax and the trucking industry would also support it if the tax is actually used for what it is supposed to go to, such as maintain the roads and etc.

8.1.5 DEVERLOPER FEES

- I don’t like the idea of developer fees because the contractor is just going to pass it down to someone else; also this might hinder development.
- If you put a tax on the developers they are going to pass it down to the land owners. This does not seem fair because they already have to taxes.

8.1.6 SALES TAX

- I don’t support sales taxes because they are never used on what they are supposed to be used on.
8.1.7 MILES DRIVEN TAX
- We are doing this already with the gas tax.
- I don’t support this because it feels like a “big brother” thing.
- What makes this different than a gas tax?

8.1.8 TOLL ROADS
- My support for toll roads depends on the number of tolls they are going to put in.
- I support toll roads as long as the number of toll roads are limited. I have been on toll roads and they are defiantly well maintained.
- I have yet to be on a toll road that is not in good condition.

8.1.9 DEDICATED PROPERTY TAXES
- I would only support a dedicated sales tax for recreational purposes.

8.1.10 OTHER COMMENTS RELATED TO FUNDING SOURCES
- They should think about a corporate business tax, such as a tax on big corporations like Wal-Mart. They bring the traffic so they should have to pay.
- Legislature to get the funding is a problem. They are fighting anything that would improve transportation: texting, cell phones, and etc. There are monies that are available but we need to work together to get this money.
- No one in Washington is willing to make a bold move to get funding. Why don’t gas taxes go up? They should keep up with inflation and maintaining/building the system. Politicians have to have some guts to make big decisions for the greater good.
- One of the main problems is that there is growth in certain areas of South Dakota but the state is limited in the amount of much money that can be raised to improve transportation.
- Another possible source of revenue could be giving residents an option of contributing money when they pay their utility bill.
- Businesses in the City should bear some of the expenses; they need to help their employees get to/from work. It is their responsibility to help their employees.
- We should encourage funding from the federal government and from the state.
- As citizens you want to see improvements but you don’t want to pay for them. We have to pass some of the funding on to the citizens because improving transportation is a must; we have to better things here in Sioux Falls!
9. Environmental Issues

9.1 PRIORITY OF ENVIRONMENTAL ISSUES IN THE REGION’S LONG RANGE TRANSPORTATION PLAN

Sixty-one percent (61%) of focus group participants felt environmental issues should have a moderate priority in the region’s long range transportation plan; 37% felt environmental issues should have a high priority and only 2% felt they should have a low priority. Some of the specific reasons for participants’ ratings are provided below:

- If we don’t address environmental issues in the planning stages we are going to pay for future negative consequences.
- I don’t feel environmental issues are a high priority because our water/air is really clean here compared to other states so we have the luxury of focusing on other things.
- To me it’s a high priority because it is our job to take care of it; it is better to be proactive rather than reactive once you ruin it.
- It is a priority but we our actions must be reasonable.
- We are in such a great place compared to other places that compared to our other problems this is a relatively low priority.

9.2 CONCERNS ABOUT AIR QUALITY

Forty-eight percent (48%) of participants were somewhat concerned with air quality in the region; 33% were not concerned and 19% were very concerned. The specific comments related to air quality issues are provided below:

- I don’t see a lot of industry in the area causing air quality problems so this should be a low priority.
- We should address the issue when planning so we don’t have to deal with the consequences later. It is easier and cheaper to control than to try and fix later.
- I don’t think this is a high priority in the region because I have seen it worse in other areas.
- We don’t have huge industrial plants generating a lot of smoke here.
- I don’t think we have a problem here but it still needs to be a priority when we plan.
- There are more people experiencing this problem.
- In this area we have a lot of wide open spaces and air quality is not a high priority; the bigger issue is global warming.
- This may be a concern in 50 years so we need to plan based on future traffic projections, because as we grow we will have more pollution.
- I would like to see more electric cars on the road.
- Air quality should have a medium priority in the long range plan because we need to plan for the long-term sustainability of life.
- We need to educate young people about these things in Sioux Falls; everyone from the engineers to the doctors. It may not be a problem for us but it may be a problem for them. We should have a program in schools to educate the youth about environmental issues.
• We should plant more trees because they are good for air quality.
• We have to plan for the future; we need to watch what we are allowing developers to build and make sure we are aware of growth trends and what we need to conserve to help the future of the area.

9.3 CONCERNS ABOUT WATER QUALITY

More than half (58%) of participants were very concerned with water quality in the region; 32% were somewhat concerned and 10% were not concerned. The specific comments related to water quality issues are provided below:

• I am very concerned with water. We had really bad water in Hartford, at one point we could only drink bottled water. I don’t every want to go back to that.
• The availability of water is the bigger issue.
• We are not in control of this; the City controls water quality.
• Conserving water quality is a bigger issue. Is there going to be enough water for the future? There is way too much waste right now.
• We have good water; in St. Paul it comes out of the river and there are a lot of chemicals used to clean up the water; I don’t want us to have to do that.
• I am concerned with chemicals running into our water supply from agriculture.
• I don’t think people realize how much water ethanol uses; we are going to hurt later on if we keep allowing them to use ethanol like they currently do.
• I think most people feel water is a renewable source; I think people need to be more conscious of how much water they waste.
• We need to educate people about water waste; we need more education much like the commercials they aired about watering concrete.
• I am not as concerned with water quality as I am with the quantity of water.

9.4 PRESERVATION OF GREEN SPACE

Most (88%) of participants felt the preservation of green space should be addressed in the region’s long range transportation plan and 12% did not. The specific comments related the preservation of green space in the region are provided below:

• The preservation of green space is absolutely important; this is why we live in South Dakota. We like our green space.
• We see a lot more pressure to preserve green space with developments.
• There are a lot of people who donate land for City parks; I would like to more of this.
• If we make sure to prioritize the preservation of green space this would address other issues, such as water quality and stormwater runoff issues.
• I think that if you are going to plan you should do it right from the beginning; there is a reason we live here! We want to avoid any future issues by planning for things like this now.
• We should preserve as much of our natural resources as possible.
• Currently the system is really good. I am not concerned with preserving greens space but at the same time we should keep it as a priority because we don’t want it to go to the bottom of the list.
10. Survey Development

Prior to ending each focus group session, participants were asked to write down questions related to transportation that they would like to see asked to residents, employers and transit users in the region. The questions provided by participants are listed below:

- Transportation improvements all have to be paid for so I would ask people how they would like to pay for it; what type of taxation is acceptable?
- What would encourage you to use public transportation?
- What is your top priority for the next 10 years in Sioux Falls and the surrounding areas? A. Roads; B. Airports; C. Interstates; D. Traffic Flow
- Where are the bottlenecks in the traffic system? What is the highest priority spot?
- What streets in the City of Sioux Falls would you like to see changed from a two-lane to a four-lane?
- In planning for the future, what importance do you place on the convenience of travel? Safety? Efficiency?
- How should we pay for street planning and road improvements?
- How many miles do you drive in a year?
- What type of vehicle do you drive? (car, SUV, truck, etc.)
- How do you view planning?
- What concerns do you have with construction projects?
- What is the best way to fund additional roads/repairs to current roads?
- What is the top priority with regards to transportation?
- How much emphasis do you place on the importance of public transportation service?
- The questions you have now seem very good as far as providing thought provoking responses but taxation issues must be more thoroughly addressed.
- How should they split the taxes?
- They should address traffic flow, congestion management concerns/issues and how improvements should be paid for.
- Are retail/industrial areas marked as well as they could be?
- If you were visiting Sioux Falls from out of town, do you think you could easily navigate using current signage?
- From a business standpoint, where do you believe transportation funding should come from - wheel tax, gas tax, sales tax, property tax, parking fees, vehicle registration, miles driven, tolls, or impact fees?
- What barriers do you see to effective transportation for your business?
- How are transportation growth opportunities best funded?
- What are the current transportation issues that are obstacles to your customers? To your employees? To the supply chain for commercial activity?
- I would like to see them ask questions related to access to/from businesses by employees and customers.
- Address the quality of roads.
- How should regional transportation systems be funded?
- How should we plan for growth—both for residential and commercial.
- How important is maintenance of our current roads?
- How long should it take to fix a one block section of road?
- How should we fund new roads?
- Do you feel you have adequate input on long range transportation issues that impact your business?
- What transportation issue has the biggest impact on your business?
- Should we accelerate the construction of Highway 100?
- Should we connect the bike paths to all small towns surrounding Sioux Falls?
- Is Sioux Falls keeping up with growth?
- Why don’t more employees use public transportation?
- Is the bus system accessible to you?
- Have you lost a job due to the limits of the bus system?
- Can you understand the bus system?
- Are truncated domes set in curb cuts valuable at street crossings?
- Would talking street signs be of value?
- Should the City subsidize private companies for late night or Sunday transportation? Should they expand routes?
- Make sure special needs transportation questions are included such as: Cost of service, adequacy of service (hours of day, days of week, areas of service), and the awareness of available options.
- You should ask this to public transportation users - what would be necessary for you to continue using this method of transportation even after you may be able to afford others?
- Do you think there is enough public transportation for residents’ needs?
- Should there be public transportation for free for senior citizens?
- Do you think the City streets are properly maintained during the winter?
- How are ideas going to be paid for?
- Who pays for City street improvements?
- What is your number one concern as it relates to transportation in your life today? 10 years? 20 years?
- Would you like to see public connectors from Brandon to Sioux Falls?
- What transportation problem most affects your daily activities?
- Would you use transportation between your town and Sioux Falls? If yes, how often?
- Are you concerned about the loss of farmland for roads, etc?
- Who does the planning and timing of projects?
- Do you/have you used public transportation?
- What changes would have to be made for you to use public transportation?
- Ask all the questions included in this focus group session; great questions.
- Ask questions related to land use, size of roads, and etc.
- What would be the best way to pay for improved roads?
- Would you use public transportation if the services were improved and/or increased?
- Do you think we could make better use of intersections with stop signs or traffic lights?
• Do you think a public transport system could be used in the whole area, weekly or more?
• Should we have boulevards on new streets or more turn lanes or pedestrian bike access?
• Should we add another interstate loop? And if so how should we finance something like this?
• What are your destinations? How do you travel to your destinations?
• Are there enough travel routes?
• How would you rate the road conditions in the area?
• How would you rate the importance of having more interstate connecting loops?
• Do you feel that the coordination of City, County, and State governments is important?
• Are you willing to pay for improved transportation?

11. Other Comments

Participants were also given the opportunity to express any additional comments they may have. The open ended comments are provided below and on the following pages:

• They should require every house and business to visibly display their address. As a delivery driver not having the addresses clearly labeled makes my job very confusing.
• We need to enforce traffic regulations better. There are too many vehicles blocking intersections creating safety hazards; we need cameras to enforce the rules.
• I think planning is important and citizen input into planning is very important so continue with focus groups and surveys.
• I appreciate the time and consideration of people who live outside the area
• It is good you are getting input from people in the outlying areas of the region.
• One thing not addressed enough in this session was the size of the roads. Agriculture is very important in this area; everything we have comes from the ground and improving the transportation system they takes a lot of room so we need to make sure we are preserving green space.
• I would like to see more information on 494.
• It’s important to keep people informed on what the general plans are.
• Make sure we factor in environmental concerns when planning; 168 acres per year is used by Sioux Falls. Where are we going to get our food to feed the world if we use it all up?
• Consider 429, why put a whole new street?
• I like that they are using focus groups to get input from residents.
• It’s good to get the public involved in this process.
• When you ask these questions funding is the most important issue.
• How long before we get better cross-town traffic flow? Forget the political hassle over things like the golf courses.
Let’s have uniform traffic enforcement, such as being able to turn right at red lights, especially in school zones.

They put all kinds of salt on the roads in Minnesota; I like that they don’t use the salt here.

The government needs to have the political will to do what needs to be done; the highway trust fund is broke. The federal government should have a long range plan for funding; they should create one and it should be through a gas tax.

Pot holes are a huge problem here! This is always an issue; have a conversation about it almost everyday.

We should have better communication and a better partnership between all the cities/towns in the metro area; especially related to funding. We need a central system that can be used by all residents in the metro area; we need to have a partnership that makes smart decisions related to funding so we not have individual cities fighting each other.

I would like to see some kind of summary from this.

The government needs to step it up and take charge of transportation improvements; there is a highway group that does a whole study and because it’s an election year they don’t look at the results.

How many people actually use public transit? Do they do any kind of survey with employees about why they don’t use public transportation; also how much of public transportation is subsidized by the City?

I am not in favor of raising taxes but as a general rule our community has done a good job of raising taxes.

They should fix things before they break; like these focus groups; in five years people might use public transit even though they do not feel there is a need now.

I hope the system continues to improve; it’s good for now.

I would like to see park and ride transportation in Brandon and/or Tea. This would be a good idea for people who work in Sioux Falls, especially as the town begins to grow.

I am a big supporter of the bus system here; I was afraid to try it at first but once I got used to it I love it; it would help if more people used it.

We need to build better roads but first we need to maintain our roads better. First and foremost the materials they are spraying on the streets are not good. They spend the money we have more wisely.

Water quality issues are important; tax payers should clean the rivers; litter in the river is a huge problem.

The new highway SD 100 needs to be put on a faster track; this would help solve other problems, such as improving connections and traffic flow in the outlying towns and communities.

They need to plan better for growth.

The City regulates private companies that provide transportation too much (which includes taxi companies and paratransit providers).

Instead of developing the northwest, like they should have, they went to the south/southeast; developing the northwest first would solve a lot more transportation problems.
• The variety of transportation options in the City are good, anywhere from taxis, bike paths, buses, or your own vehicles. There seems to be a wide variety of transportation options available.
Section 6: Summary of Stakeholder Interviews
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Overview and Methodology

During February 2010, ETC Institute interviewed stakeholders of the Sioux Falls metropolitan 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, transit/rail/air leaders, business executives, engineers, and developers. Forty-two (42) 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.
Community Leaders Participating in the Interviews

The individuals listed below and on the next page participated in the stakeholder interviews. The list identifies the category of stakeholder, name of the person interviewed, and their organization. There are only 41 names listed because one person did not want his/her name listed in the report.

**Unified Development Committee (UDC) Members**
- Kenny Anderson, Jr, City of Sioux Falls
- Jeff Barth, Minnehaha County
- Mark Hoines, Federal Highway Administration
- Greg Jamison, City of Sioux Falls
- Dick Kelly, Minnehaha County
- John Lawler, City of Tea
- Dale Long, Lincoln County
- Jason Melcher, Lincoln County
- Steve Metli, First Bank and Trust
- Dave Munson, City of Sioux Falls
- Dennis Weeldreyer, Lincoln County

**Transportation Advisory Committee (TAC) Members**
- Shannon Ausen, Sioux Falls Public Works Engineering
- Scott Anderson, Minnehaha County Planning
- Paul Aslesen, Lincoln County Planning
- Allan Bonnema, Lincoln County Highway Department
- Mike Cooper, Sioux Falls, Planning Department
- Steve Hey, Transportation Advisory Committee
- Chad Huwe, Sioux Falls Engineering Department
- Lynne Keller Forbes, South Eastern Council of Governments
- Dan Letellier, Sioux Falls Regional Airport
- Bruce Lindholm, South Dakota DOT
- Brad Remich, South Dakota DOT
- Karen Walton, Sioux Area Metro (SAM)
- Brooke A. White, South Dakota DOT
Citizen Advisory Committee (CAC) Members

- Greg Boris
- Michael Christensen
- Kevin Gallo
- Jeff Gould
- Jared Gusso
- Perry C Hanavan
- Kate Heliga
- Dave Jackson
- Dean Nielsen
- Charles Santee
- Doug Van Santen

Other Participants

- Jon Brown, Stockwell Engineers, Inc
- Jason Kjenstad, Tea City Engineer
- Tanya Miller, Howard R. Green Company
- Kevin Nissen, City of Tea Planning & Zoning
- Dennis E. Olson, City of Brandon
- Albert Schmidt, Harrisburg City Administrator

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; 64% rated it as good, 19% rated it as average and only 5% rated it as poor.

Some of the reasons participants gave their ratings are provided below.

Reasons for giving POSITIVE ratings

GENERAL COMMENTS

- I live on the east side of Sioux Falls. The only thing lacking in the system is a real need for additional connectivity to the interstate system.

- All modes are good; however railroad facilities are average to poor.

- I feel the system is adequate; it could be better.

- Overall, I think the transportation system is good. I think improvements need to be made; however, every system could use improvement.

- You can travel around the area ok, but there are bottlenecks, especially on the east/west roads.

- Overall the system is good; I think the current priorities are the issue.

- It’s only good, not excellent; there are still opportunities to improve our network of roads.

- While we have a fairly good network of streets, opportunities exist to improve the maintenance of existing streets and the planning for future growth in residential, commercial, and industrial real estate development.

- It is a pretty good system overall; there is some congestion.

- We have some of the components of a comprehensive transportation system. A really good job has been done meeting the region’s needs for transportation.

- By and large, our overall system is good, but I recognize there are still some challenges.

- The streets are laid out in a logical way. Since I have not lived here that long, I have had no problems finding my way around. Street cleanup after snow is phenomenal.
TRAFFIC FLOW IS GOOD

- Most of the area’s traffic flows pretty good, there are certain spots in the system where it could be improved but usually it comes down to limited budgets and prioritizing the projects.

- One can get to most everywhere in the MPO via personal motorized vehicle in a reasonable amount of time. The roads are maintained. There have been improvements in public transit, but there is still room for improvement in this area; I would like to see all the major destinations within the MPO accessible by safe bike routes/trails/lanes.

- It generally a fast commute to anywhere, only takes about 10-20 minutes.

- Overall it is easy to get around the MPO area, but there are some areas that could use improvement.

- I believe we have a good network of roads and high traffic streets to handle the volume of traffic in the metro area.

- It is easy and convenient to quickly drive to anywhere in the Sioux Falls area.

- Transportation is good in the area. When I want to go somewhere in the metro area I can jump in my car and find my way to where I want to go and I can get there in a reasonable amount of time. The system is not excellent because the system only truly accommodates motor vehicle transportation. I suggest there has been a lack of imagination the past 20 years for alternatives and it’s TIME to be imaginative again.

- What we have seems to accommodate the needs of people in a fairly timely fashion.

- It is a good system because there is only limited congestion, good capacity, and multi modes are generally accommodated.
  - Twenty-five percent (25%) of the Sioux Falls workforce consists of commuters. I feel travel time is good with limited congested areas.

- There is limited congestion and, for the most part, we have adequate capacity.

CONDITION OF THE SYSTEM IS GOOD

- It is a good system; all the major roads have been reconstructed in the past 20 years.

- Our main roads are in pretty good shape.

- During the past 25 years, every road connecting Brandon with Sioux Falls has been rebuilt.
GOOD PUBLIC INVOLVEMENT

- In recent years the City has made a sincere and successful effort to involve the people in planning improvements, both overall planning for the system and planning for specific projects.

- I believe transportation officials are responsive and transparent to transportation issues and needs in the region.

Reasons for giving NEGATIVE ratings

ROADWAY CONCERNS

- I gave a negative rating because of missed opportunities to improve our roads. For example, finish the highway 100 Beltway and re-build highway106 from Sioux Falls to Tea as a 4 lane road.

- While most of the roads are acceptable, there are numerous roads in need of repair and there are intersections that could be updated to improve traffic flow. (e.g., additions of right turn lanes).

- I gave a lower rating because of the limited east/west connections which creates congestion on the limited corridors.

- Many routes in the area are undersized for the daily traffic.

- Overall, traffic flow is good for the majority of the metro transportation system. It is obvious that the major connecting arterials between adjacent communities and Sioux Falls are becoming more and more overwhelmed with commuters; Cliff Avenue between Harrisburg and Sioux Falls is an example of this. These same roadways are deteriorating rapidly because of the high use with no identified improvements in the near future. The major arterials within the core of Sioux Falls continue to show level-of-service issues: 12th Street, 41st Street, Cliff, Minnesota, and 26th Street.

- Some of the problems I see in the area are in the Tea area the traffic counts on the two lane roads heading to Sioux Falls are at capacity or exceed the limits. There are also no bike paths in the area and transit does not seem to exist.

- There is way too much traffic coming into Sioux Falls on small two-lane roads.
AIR SERVICE CONCERNS

- Air passenger service is too expensive. The airport loses business because it’s much cheaper to fly from Omaha and other cities.

- Air passenger service is too expensive and there are too few direct flights.

PUBLIC TRANSPORTATION CONCERNS

- Bus service lacks adequate coverage. It is difficult to get around with an electrically powered wheelchair due to potholes in crosswalks, uneven sidewalks, and the lack of sloped ramps cut into curbs at street intersections.

- Mass transit services do not exist outside the City limits of Sioux Falls; consequently, only people who own private vehicles are able to get around.

Overall Satisfaction with the Area’s Transportation Services

Each of the persons interviewed was asked to rate their satisfaction with the area’s available transportation services. Twenty-six percent (26%) indicated that they were Very Satisfied; 40% indicated that they were Somewhat Satisfied; 24% gave a rating of Neutral; and 10% indicated that they were Not Satisfied with the transportation services available in the Sioux Falls area. Some of the reasons those interviewed gave as a basis for their rating are provided below.

- I would possibly consider using the transit system more if it had a wider scope of service.

- It would be nice to have more complete coverage of the City by bus routes, have more passenger services, and to have less expensive air passenger service.

- This area is too heavily dependent on private passenger motor vehicles for transportation and lacks facilities for other modes of transportation for people.

- I have not used public transport myself, except for the trolley; they seem slow in picking up the disabled. There needs to be a faster way to move people who are in wheel chairs.

- There is too much traffic congestion every work day; we should also have lower cost air passenger service.
• Bus stops are not shoveled when it snows, making it impossible for people in wheelchairs to access the bus.

• I do not utilize the transportation services provided by the cities nor do I have a clientele that utilizes these services either.

• I rated negatively because of the number of choices offered in the system.

• Our public transportation options need to be expanded to offer more routes and allow more people to access the system.

• I am not satisfied with passenger service at our airport. Tickets are too expensive, flights are infrequent, and flights don’t go to enough different destinations.

• Everything is so car centric. Pedestrians must ask permission from traffic engineers to cross streets by the arrangement of the pedestrian walk signals. It’s been too long since a green light means pedestrians can cross streets. The buses are so infrequent they are unusable for me a third of the time.

• The addition of Amtrak service would be helpful. I believe South Dakota is one of the few states with no Amtrak service.

• Bicycle transportation is pretty good in the core of the City with the grid street lay outs, but outside the core, the artery, collector street arrangement isn’t sufficient. When current arteries were built the design didn’t include bicycles.

• There is a new emphasis on imagining bicycles on new arteries but were stuck with west 12th for 20 years, west 26th for 20 years. If the collector streets were designed to connect throughout the City, those would be preferred by bicycle riders with less dense motor traffic, but indications are that won’t be the case. I can get on a City bus headed for a stop near the commercial bus depot. Exit the City bus in potentially muddy, wet, grass, cross five lanes of traffic without a crosswalk, traverse a nearby parking lot and arrive. This is not how an integrated transportation system should work. As for other methods, flying arrangements are good for my needs. I’ve taken Jefferson bus to cities. Rail is non-existent and would probably take an act of US Congress to implement, which we should encourage.

• We have everything we need with regard to different modes of transportation.

• The main focus of the Sioux Falls area, historically, and at the present, has been on the use of motor vehicles to transport people and goods. We need to reduce our reliance on the use of motor vehicles and increase the use of bikes and commuter rail. While bus service within the City of Sioux Falls is adequate, it is woefully inadequate and non-existent in the suburban and rural areas outside the City.
• I, myself, have no issues because I only use motor vehicle transportation. I lack relevant knowledge about other types of transportation facilities and services in the Sioux Falls metro area.

• Our transportation system has improved in recent years. The City cooperates with federal and state agencies and with the surrounding communities in our area.

• I don’t have any problems with the transportation services that are available.

• In my opinion, all modes of transportation in the area are accounted for.

• Sioux Falls has been expanding their bicycle network and has a great plan to do more.

• Our system is better than average, bus service is ok, and our roads are good.

• I feel our transportation services are adequate, with the exception of passenger rail services.

• Bike trails are very good, but they need to be expanded.

• There is always room for improvement.

• I do not use services beyond my personal automobile.

• I think we have good service based on the size of the metro area and our climate, however we do need to keep working to expand bike/walking paths.

• There is very little or no connectivity between cities in regard to bikes and public transit.

• I think transportation systems could always use improvement. Maintenance of the existing system needs to be improved. Roads, bridges, rail systems, etc. are in constant need of maintenance and should always be improved upon.

• I believe the cities are doing what they can with what they have available to them. I do believe our transportation system could be much better in functionality, appearance, and more environmentally friendly.

• The transportation services in the area have fallen behind due to the growth of the area.

• The roads between Sioux Falls and the outlying communities are ignored just to satisfy Sioux Falls developers.

• The City stays current with repair and maintenance of its roads and bridges.
Our transportation system is adequate given the availability of funds and the population size.

We lack expressways, roads with express lanes, and mass transit facilities in the suburbs. The suburbs also lack enough bike lanes and bike trails.

We would need additional transit, bicycle, and airline services, along with the completion of major roadway projects.

We are fortunate to have a variety of transportation services here in Sioux Falls.

They need to expand transportation services to the edge of the City.

We have made improvements in the services we currently offer, but we need additional services in order to encourage growth, development, and to attract businesses and satisfy our residents.

There are roads for buses and cars but the transit services are good, but not great.

**The Area’s Most Important Transportation Issues**

Each stakeholder was asked to identify the most important problems or needs in the area’s transportation system today and to give suggestions on how to improve these problems.

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

1. Inadequate roads for east-west cross-town traffic, resulting in heavy traffic and long waits during peak commuter times. (14 respondents)

2. Traffic management in congested areas due to lack of turning lanes, areas where traffic signals are not coordinated and etc. (14 respondents)

3. Lack of adequate mass transit system due to the lack of areas serviced, times/hours of operation and convenience. (12 respondents)

4. Failure to maintain and improve existing roads. (10 respondents)
Suggestions to solve the four most frequently cited problems with the area’s transportation system.

1. Inadequate roads for east-west cross-town traffic
   - Use zoning in future development to preserve the right of way for existing east-west roads.
   - Develop 12th Street and 41st street into alternatives to 26th street.
   - Rebuild the interchange at 41st Street & I-29 so it can handle a larger volume of traffic.
   - Widen and lengthen 26th Street and/or 12th street.
   - Create at least one more street that goes all the way across Sioux Falls from east to west.
   - Buy the golf course then build a roadway to connect the two sections of east-west streets. Convert some east-west streets that are new two-way streets into one-way streets, some one-way east and some one-way west.
   - Create at least one more east-west corridor road.
   - Buy land from the country clubs and build missing sections of 26th street.
   - Finish Highway 100 as a beltway around the City.
   - Add additional lanes to provide greater traffic flow.
   - Convert 10th & 12th streets to one-way streets, with a one street only for west-bound traffic and the other for east-bound traffic.

2. Traffic management in congested areas.
   - Access management: build a median to separate westbound from eastbound traffic.
   - Create dedicated turning lanes, limit turning during peak traffic periods and have better coordination of traffic signals.
   - Create one-way streets going in the opposite directions that are parallel to the most heavily congested streets (east-west; north-south).
   - Build an interchange at 57th street & I-90.
   - South Dakota Department of Transportation should take over Highway 100 from the County and then rebuild it to meet current and future growth in traffic volume.
• Speed up the completion of Highway 100.

• The City needs to stop shifting back road construction or begin limiting growth on the north side of Sioux Falls.

• Complete a road to connect Rice Street to the intersection of I-229 and Benson Street.

• Increase capacity by: adding lanes to streets, establishing express lanes, adding turning lanes, coordinating traffic signals, and converting two-way streets into one-way streets.

3. **Lack of adequate mass transit system.**
   • Add bus routes, extend existing bus routes and operate busses more often.

   • Expand service hours and expand service areas.

   • Greater coordination, cooperation and collaboration with other organizations (public and private) that serve the elderly.

   • Expand coverage of bus service by adding new routes and extending existing routes.

   • Study needs and plan exploratory weekend trial of bus services on weekends and evenings.

   • We need additional federal, state and local funds to improve public transit.

   • Improve public transit services for the elderly. They should start with service 2-3 times a week, so the elderly can schedule doctor appointments or shop; they should also include at least one pickup time on Saturday to the Mall.

   • We need grant money or joint funding.

   • They should raise existing user fees and identify new sources of funding.

   • Need better financing to improve services.

   • Right now public transit is seen as a social service instead of a transportation solution. Good public transportation systems add value to businesses and residences, promote economic vitality, and foster good neighborhoods, but this only happens if City leaders see it as such.

4. **Failure to maintain and improve existing roads.**
   • We should continually make the maintenance and improvement of roads in the City a funding priority instead of allowing this infrastructure to fall into disrepair.

   • We should repair crosswalks and roads to ensure the surface is smooth and even.
• Greater budget amounts need to be devoted to needed road improvements.

• We should reduce funding for other City departments and allocate more funding for maintaining existing streets.

• Cities and counties need more funding for road maintenance.

• We need to find new sources of funds for road maintenance.

Areas in the Sioux Falls Metropolitan Area That Should Receive Top Priority for Transportation Improvements over the Next 25 Years

Each stakeholder was asked to identify the geographic areas in the Sioux Falls Metropolitan area that should receive the highest priority for transportation improvements over the next 25 years. The locations that were mentioned and the number of times each location was mentioned are provided below and on the following pages.

• SD 100. (16 respondents)

• I-29/I-229. (6 respondents)

• West 41st Street. (5 respondents)

• East 26th Street and I-29. (5 respondents)

• Harrisburg to Sioux Falls. (4 respondents)

• 85th Street Interchange. (4 respondents)

• Brandon to Sioux Falls. (4 respondents)

• Improve the road between I-29 and Tea, could possibly be a four-lane road? (3 respondents)

• Cliff Avenue from 57th to Harrisburg, they should widen the road with 3-6” shoulders. (2 respondents)

• Minnesota Avenue. (2 respondents)

• They need an 85th Street exit on I-29. (2 respondents)
- Cliff Avenue to Harrisburg. (2 respondents)

- Maintain the roads in the Industrial Park.

- Arrowhead Parkway from retail to the east. They should upgrade the road and lower the speed limit. They should also add a light at Highway 11 road north to Brandon just east of the Big Sioux River.

- They should create a continuous bike path connecting Sioux Falls to towns within a 20-25 mile radius.

- Highway 42.

- East side of Sioux Falls.

- West side of Sioux Falls.

- North side of Sioux Falls.

- Complete the connection from the Benson Road intersection on I-229 to Six Mile Road and then to Holly Boulevard.

- 41st Street and Louise intersection.

- The I-29 corridor from 41st to 12th needs to be improved because it lacks east/west routes. They should also do something for pedestrians and bicycles. Imagine Meadows on the River if it wasn’t impenetrable for bicycles and walkers; walk-ability east/west through there makes it penetrable.

- All new developments should receive more consideration for multiple forms of transportation.

- They should consider the continuation of major streets, such as Louise and Cliff, further into the suburbs.

- Improve all of the arterial roads that connect Sioux Falls to towns in the south and southeast.
• Arterials that connect the City to Tea, Brandon, and Harrisburg.

• Northern Lincoln County.

• SD 42 to Iowa State line; with likely resort/casino added to Northwest Iowa, this road will require more lanes.

• Upgrades are need to the major intersections, for example consider upgrades to the intersection of SD 42 and SD 11 on the east side of Sioux Falls. There are several intersections on the edge of growth of Sioux Falls that will likely need upgrades every 5-10 years.

• The 57th Street Extension east to the Big Sioux River and to the Iowa border.

• Improve I-29 from 26th Street to north of Tea for consistency.

• Maintain existing highway network.

• Extend and improve north-south arteries/corridors including Summit, Marion, Sertoma, Western, Louise, and Minnesota.

• Improve east-west arteries/corridors including 33rd, 26th, 57th, and 6th.

• Build an east and west beltway connecting I-29 and I-90.

• 60th Street North from I-29 to I-229.

• Tallgrass Avenue from 85th Street to Highway 106.

• Improve public transit in the area, including the rail system, trails and bus connections (4 respondents).

• East 10th Street corridor.

• Benson Road East to Six Mile Road.

• Cliff Avenue from 26th to 12th Streets.

• Cliff Avenue from I-90 South to Benson Road.

• SD 38 from I-29 East to I-229 overpass.

• Highway 38 at North 60th.

• Willow Street and Cliff Avenue in Harrisburg.
• Willow Street and all other major connecting roads in Tea.

• They should reconstruct existing roadway systems which are deteriorating, expand existing corridors that are overcapacity, and arterial expansion to connecting communities are needed.

• Highway 106 from the Tea interchange to 469th.

• Sundowner-Highway 106 to 69th.

• Highway 106 from Iowa to SD 17.

• Widen SD 11 from Harrisburg to the north.

• Rice Street from Sioux Falls to Brandon.

• The road from Tea to the interstate.

• The roads between Sioux Falls and each of the surrounding suburbs.

• Interchanges and upgrades.

• Local roadway network—Sioux Falls.

• Western Sioux Falls.

• 10th Street and Cleveland intersection.

• 57th Street and Highway 11.

• The Sioux Falls Regional Airport.

• The newer areas that are being build in the Southwest and Northwest areas of Sioux Falls should receive the highest priority.

**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 over the next 25 years. The most frequently mentioned goals are mentioned below along with the reason(s) for the goal.

**Goal: Completion of SD 100 (10 respondents)**

**Reasons This Goal Was Important**

• It is important because it will provide an alternate route to the population on the east side of Sioux Falls.
**Goal:** Completion of SD 100 (10 respondents) - CONTINUED

**Reasons This Goal Was Important**
- This will create a much needed connection to the interstate system for those folks living on the east side of Sioux Falls.
- This will help clear up traffic congestion in the area.
- To prevent a further increase in traffic congestion on existing roads.
- To reduce traffic congestion on current roads.
- To improve commuter traffic to/from Brandon and Sioux Falls.
- To prevent traffic congestion created by future residential development on the south side of Sioux Falls.
- To reduce traffic congestion.

**Goal:** Prepare for future growth in population and in freight by providing multi-modal forms of transportation and increasing the use of non-traditional transportation (10 respondents)

**Reasons This Goal Was Important**
- To manage/slow growth in the use of private passenger vehicles.
- To help control growth in traffic congestion.
- Better for health and energy issues than having one person per car on the roadways like we do now.
- As an alternative to the use of cars.
- To reduce air pollution.
- To improve the efficiency of the public transit system.
- To help take the pressure off the major arterials.

**Goal:** Maintain existing infrastructure (8 respondents)

**Reasons This Goal Was Important**
- To protect this as a major capital investment.
- To protect and preserve the system.
- To protect this investment and avoid costly re-building later on.
**Goal:** Maintain existing infrastructure (8 respondents) - CONTINUED

**Reasons This Goal Was Important**
- It is better to preserve this now with limited adjacent development impacts on homes in the future.
- As we continue to grow, our existing system will become aged and will need rehabilitation work.
- There is a good region-wide network which needs to be maintained.
- With limited funds, it may be challenging to develop new routes later on.

**Goal:** Eliminate congestion throughout the City (5 respondents)

**Reasons People Thought This Goal Was Important**
- To reduce the cost of travel.
- To reduce air pollution.
- To improve efficiency and safety.
- With limited funds, it may be challenging to develop numerous new routes so find alternative ways.
- Doing this will save the amount of gas used by commutes.

**Goal:** Build new roads and bridges, specifically from Sioux Falls to Tea, Harrisburg, and other nearby communities (5 respondents)

**Reasons People This Goal Was Important**
- Since so many of the people that live in the surrounding communities work in Sioux Falls it is important that we make the commutes as SAFE and smooth as possible.
- To anticipate growth in traffic volume
- To make travel safer, more convenient, faster, and to reduce wear on current roads.
- Do not have good cross area routes.
- The two lanes on Highway 106 are at capacity now with other arterials expected to be in the next 5-10 years.
**Goal: Airport/Air Passenger Service Improvements (4 respondents)**

Reasons People This Goal Was Important
- To lower the price of flying in/out of Sioux Falls.
- By adding more competitive air service, Sioux Falls will keep more revenue in the state and promote economic development and visitor business.
- New facilities with longer runways would help attract more carriers and that would help lower fares.
- To encourage people to use our airport instead of going to Omaha.

**Goal: Expanded transit funding for Sioux Falls and transit funding for other communities (3 respondents)**

Reasons This Goal Was Important
- To better utilize the transportation services in the Sioux Falls metro area.
- Population growth means more congestion on roads, the expanding job market means more shift work and more parking needed. In 25 years BRT and light rail may be at the point where it needs to be looked at.
- Creating a regional transportation system to connect cities and allow access to services would help those who are unable to drive.

**Goal: Improve east/west traffic flow (3 respondents)**

Reasons This Goal Was Important
- To improve flow of traffic around the metro area.
- To reduce congestion on 41st Street.
- 12th and 41st Streets can only carry so much traffic.

**Goal: Develop Passenger Rail Service to Other Cities (3 respondents)**

Reasons This Goal Was Important
- Should have it to the Minneapolis area. This would provide a link to the current Amtrak network and allow nationwide travel via rail service.
- Eventually you are going to be spending the money to make 4 and 6 lane highways on areas where entries to/from only have one road if you do not consider other options such as building rail linkages.
**Goal:** Develop Passenger Rail Service to Other Cities (3 respondents) - CONTINUED

**Reasons This Goal Was Important**
- Many people commute between the two most populous cities for vacation, high school activities, etc. I’ve heard numerous people ask about alternatives when making this trip.

**Goal:** Improve the I-29/I-229 Interchange (2 respondents)

**Reasons This Goal Was Important**
- This interchange is already congested and is only going to get worse with the continued growth of the community.
- It cannot handle current traffic volumes during commuter periods.

**Goal:** Completion of 20-mile eastside (1 respondent)

**Reason This Goal Was Important**
- This will allow for 23,000 acres of land to develop and will eliminate congestion on state highways and local roads.

**Goal:** High speed artery around the south edges of the metro area (1 respondent)

**Reason This Goal Was Important**
- To reduce traffic on interior streets for commuters.

**Goal:** Build more interchanges along I-90 and I-29 (1 respondent)

**Reason This Goal Was Important**
- To help prevent/reduce traffic congestion at existing interchanges as traffic volume continues to grow.

**Goal:** Rail Relocation Project (1 respondent)

**Reason This Goal Was Important**
- Reduce traffic delays in downtown Sioux Falls and improve rail traffic through Sioux Falls.

**Goal:**Completing Highway 11 bypass/loop (1 respondent)

**Reason This Goal Was Important**
- To improve transportation options for drivers in the metro area.
Transportation Investments Stakeholders Would Make Given Unlimited Resources in Sioux Falls over the Next 25 Years

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 list of the items that stakeholders would fund is below.

- Develop a light rail system linking Sioux Falls to surrounding communities. (18 respondents)
- Improve bus service with regards to the service area, time between pickups, hours, availability and etc. (13 respondents)
- Finish SD 100 as a beltway around the City. (10 respondents)
- Buy land to make the east-west streets continuous. (7 respondents)
- Make improvements to the I-29/I-229 interchange. (4 respondents)
- I would like to see an additional air travel option out of Sioux Falls Regional Airport. (3 respondents)
- Improve the I-29 interchange. (3 respondents)
- I would like to see improvements to all major connectors and the expansion of arterials with complete street implementation. (2 respondents)
- Ensure all arterials have a 6-8’ bike lane. (2 respondents)
- Increase cooperation and coordination with other organizations that provide transportation services to people who live in the Sioux Falls area.
- Provide commuter rail service within the City and access to interstate passenger rail service.
- Build a tunnel under I-29 and the country clubs to put 26th Street through it.
- Put in elevated road over and parallel to 41st Street to bypass mall traffic
- Build an airport located further outside of the town to cut down on noise.
- Reconstruct existing infrastructure when recommended by experts.
- Get I-229 to serve downtown and the airport area.
• Build more overpasses over I-229 to connect the north and south parts of the City.
• Extend 41st Street over the river to the south side of the City.
• Create express lanes with limited access on key east-west and north-south through streets.
• Build basic retail stores within 1/3 of a mile of residents in urban settings.
• Provide shuttle service between the arena/convention center and downtown Sioux Falls.
• Complete the Sioux Falls River Greenway master plan, which promotes bicycling in all areas of the City.
• Provide plug-in sites around the City to encourage the use of electrically powered cars.
• Eliminate uneven surfaces in crosswalks and sidewalks.
• Develop trucks that are more fuel efficient.
• Build a five-lane highway through the center of town to connect the east and west sides of the City.
• Pave the feeder highways from Lincoln and Minnehaha Counties into Sioux Falls (they are just gravel).
• Integrate mass transportation of freight by rail, truck, and air.
• Build a training linking national passenger rail.
• Find the best modes of transportation used in other cities and adapt them for use in Sioux Falls.
• Build four-lane roads to replace current two-lane roads that are heavily congested by traffic.
• Build biking/walking/hiking trails that connect communities in the metro area. (3 respondents)
• Expand transit to communities in the MPO region.
• Implement or creating corridors for street cars.
Funding Issues

Each of the stakeholders was asked how they would fund the area’s transportation system. Most respondents felt transportation improvements should be funded through a combination of federal/state/local taxes, a higher gas tax and user fees.

Some of the specific comments made by respondents are provided below:

- Federal, state, and local tax dollars.
- Raise the state and federal gas tax by $1 per gallon. Do this incrementally over a period of 5 years. To address the needs of people who are not well off, institute a state EITC similar to that found in the state of Washington.
- Raise the diesel fuel tax. Big trucks do major damage to the roads and need to help more than they are to underwrite the cost.
- Provide incentives to employers for carpooling, bicycling/walking to work, and public transit to lessen demands on the system.
- Allow counties to add several dollars to the wheel tax.
- Combination of user fees, sales tax and assessments on real estate developers.
- Need higher motor vehicle registration fees.
- Implement dedicated local sales tax.
- Raise bus fares.
- Bond funds when necessary.
- Collector streets should be 100% funded by the real estate developers.
Using the Area’s Transportation System to Promote Economic Development

All but two 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 are provided below:

- Advertise the benefits of I-90, I-29, the airport and BNSF railroad to businesses. (6 respondents)

- A transportation system should attract and hold business development. (4 respondents)

- As areas develop, a keen sense of evaluation needs to take place in order to provide appropriate levels of access and transportation systems to meet needs of those developments.

- 1. Retail – a good transportation system to retail centers is important for the flow of goods and services as well as customers. 2. Employment – a good transportation system moves workers to and from their jobs. Jobs will go where workers can make it to those jobs. 3. Recreation – the bike trail around Sioux Falls, the Mickelson trail, and good biking across the nation all draw people to their region as visitors and residents because of their fine bicycling amenities. The MPO should continue to pursue this.

- Transportation facilities should be built to encourage new economic development.

- We should create roads for new office parks to meet current and future requirements of commerce and industry.

- We need to keep business in downtown to make transportation efficient for commuters.

- Develop more rail, freight, and passenger service. Increase the use of piggy-back and truck-train multi-modal freight transportation services and facilities.

- It is a major advantage to have north/south and east/west interstate highways.

- An effective transportation system that allows people to get from the communities they live to the heart of the City or commercial areas to work will assist with new companies transferring to Sioux Falls and plus the construction of this will increase the number of jobs in the area.

- It should be done in partnership with the developers. Transportation and economic development are linked.

- The promotion of economic development is fine, but it needs to be balanced with serving the public that commutes most to the areas of development from homes within and outside of the metro area.
• Transportation is a part of economic development but land use planning can also be a problem as it relates to the transportation system. Too many traffic generators can and does create problems for the transportation network so with good land use planning the transportation network can be a great tool for promoting economic development.

• We should advertise on both a national and regional level the quality of transportation in the region, communities and linkage to businesses, parks and recreation, and schools.

• We should improve the ease of access – street and transit, efficient modern rail services for competitive shipping of products and improved air passenger/shipping services.

• Transportation systems are vital to moving products efficiently amongst businesses and communities. Transportation systems should be viewed the same as any other infrastructure necessary to do business. We would not/should not cut corners on a new building or other infrastructure improvement and it is typically built/design to accommodate future expansion—the same should apply to our transportation systems.

• As the transportation system expands to include more services and as the population continue to grow, I see the need to promote new growth areas to help fund these projects.

• Look at the twin cities, good roads create development all by themselves.

• Use zoning to place office, retail, and industrial development near interchanges on interstate highways. Build major bus stations near inside retail centers, medical centers, employment sites, and apartment buildings.

• I would like to see more interchanges developed on I-90 and I-29, build more bridges over I-90 and I-29 and market the advantages of these two interstate highways to companies that might relocate.

• Build a regional distribution center.

• Build event centers and conventions.

• The City could show prospective businesses how easy it is to move about the town and get in and out of the area. When bidding for events, it is a great tool to show easy transportation options in the City and metro area to attract events and shows.

• As we attempt to recruit businesses from larger metro areas, a transportation system with efficient traffic flow and minimal congestion is a key selling point. Many businesses factor in hours in commute time each day, and in eliminating that time through efficient transportation networks, businesses and employees stand to gain from both a productivity standpoint and a quality of life one. In addition, we need to show investors in developable land that our transportation network can support development. It is the role of government to provide that critical infrastructure so that the private sector wants to invest in a community.
Sixty percent of all transit rides are given to and from work. Roads are the busiest during commuting times. Businesses use roads in their day to day activities. Transportation and economic development go hand in hand.

Their reasons for believing that the region’s transportation system should not be used to promote economic development included:

- Current roads are substandard.

- The transportation system indirectly already promotes economic development. If a street is fully developed in front of a parcel it is worth more to the land owner. The City should build roads for the drivers that will utilize economic development. I know the two are still directly linked but the street system should remain “neutral” in the economic development area.
Role of Non-Automotive Transportation in the Sioux Falls Metropolitan Area

Participants were 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 listed below:

- I believe there could be need for a light rail system connecting Sioux Falls to its neighboring bedroom communities. A majority of the individuals living in these communities are driving to Sioux Falls to work. A light rail system could improve the connectivity and environmental efficiency of the area.

- With the inevitable growth in the cost of fossil fuels, the emphasis on a healthy lifestyle and the desire for livable communities, focusing on busses, bicycles, and walking is paramount.

- There should be a role for non-automotive forms of transportation. They need to add to existing bus service by operating more often, adding new routes, and expand existing routes. There should be a greater emphasis on walking on sidewalks rather than investing in new walking paths.

- Non-private passenger motor vehicle modes of transportation should be encouraged including: telecommuting, sidewalks and bike paths, car pooling, park and ride services, greater bus coverage, and more frequent bus operation.

- About 10 to 20 percent of commuters should be using the above as a method of regular transportation.

- Bike trails, walking trails, and sidewalks should have a critical role over the next 25 years.

- The role of non-automotive transportation should be a much greater role than it is now.

- I think public transportation and trails are important. Public transportation is expensive, so while some would like service throughout the City, the cost may prohibit that. A possible solution may be to focus on certain areas of the City and improve service there instead of trying to serve the entire City. It is important to maintain and expand bike trails. Again, each project should be evaluated based on cost, the number of users, and etc. to determine if it makes sense to build it.

- Bike and walking paths are highly used recreational facilities. They enhance a community and are a very good asset; they should be expanded.

- I think it should be given considerable weight. These are quality of life issues and are very important to the recreational opportunities of the people who live here.
• They should be used to reduce traffic loads and congestion.

• A critical role is to continue to improve and expand bus service, to expand and maintain bike/hiking/walking paths, and to paint bike lanes on more roads.

• Non automobile transportation should play a large role. If the City truly wants to promote sustainability, the City should commit to a transportation system that encourages sustainable transportation.

• All new roads should be designed and built to include bike lanes.

• They are critical because they contribute to a healthy lifestyle with more recreational opportunities available.

• Bus service plays a very valuable role because it reduces congestion on roads. If roads are designed and built for bike lanes, then bike lanes can be a useful part of a transportation system.

• They all are part of the transportation system and should be integrated into the system. The modes mentioned above are very important.

• The City should do more to promote the use of bus service. The City should provide shuttle and park and ride services. There should also be more bike paths/trails.

• Public transit should have an increasing role, particularly for bike lanes. As more people become health conscious the demand for non-motor vehicle transportation services will increase.

• Our current plan for biking/walking trails in the UDC addresses this.

• They should continue to emphasize the current level of bus service unless there is justification for an increase or decrease in this service. The Biking/walking trail system is great and continued access to other areas with no current access should be encouraged. Primary limit of the current trail system is that each summer it seems some portion of trail that surrounds the City is under repair or closed. Passenger rail service to Minneapolis and Rapid City is highly encouraged.

• Every year we build more facilities for bikes and pedestrians but seldom try to improve how we approach building these facilities. We need to explore obtaining more rights of way to allow for improved facilities on our streets. It is also important to expand our horizons to explore light rail, expansion of mass transit, and implement better land use planning so a person can walk/bike to all services they may need to have a good quality of life.

• Public transit will be very important to save money, promote health, less pollution, reduce congestion on roadways and bring people to the area.
• Society is changing and people are using bicycles and walking as a mode of transportation to get to and from work or as recreational activities; gas prices are also a factor in which people use other modes also. Facilities should be expanded as funding becomes available to do so for public transit, bicycle and pedestrian facilities.

• We should continue to expand biking and walking trails.

• Non-automobile transportation should continue to play an increasingly important role for several reasons including improving the health of our citizens and reducing fuel consumption, particularly foreign oil consumption.

• Non-automobile transportation is critical for continued economic growth for several reasons: transit services are important for improving access to jobs and relieving traffic congestion and bike/walk paths provide a seasonal alternative to POV’s and are good for health.

• Walking/biking are minor, recreational activities; not for transportation. Busses are a hard sell when everyone has their own vehicle.

• Non automobile transportation plays a vital role and all decisions regarding transportation should look at ways to improve the use of non-automobiles.

• Non automobile transportation is very important. As fossil fuels become depleted, we will need to focus on better ways of moving people other than personal cars.

• Non automobile transportation plays a major role; we should try to improve these systems to reduce our carbon foot print.

• They need to be looked at together so we have “complete” transportation systems. However, I do believe the greatest immediate need is the reconstruction of our existing deteriorated roadways and the expansion of existing and future corridors. While these are completed, complete streets should be included or at least planned for future inclusion.

• Our society continues to be more health and activity oriented; so the need for Non automobile transportation will increase. All residential and commercial developments should incorporate a trail system connecting themselves to other neighborhoods and ultimately to Sioux Falls.

• Buses are important; biking/walking should play a minimal role.

• Each of these should have a continuing role in our future transportation system; each has a legitimate role to play.

• A larger role should be played by busses, bike lanes, and biking and walking paths.

• Each of the following should have a larger role than currently: bike lanes, biking and hiking trails, bus services, park and ride services, and light rail.
• All are important to implement based on continued growth and development in the community.

• We should continue to maintain and expand our bike lanes and biking/walking trails. We should also maintain and improve bus service coverage.

• I would like to see us work towards becoming a green City and metro area; these options are important in planning the region’s transportation issues.

• The Sioux Falls area must continue to invest in non-automobile transportation both from an environmental standpoint and from a workforce development standpoint. Upcoming generations will be looking for these features in communities and those who have invested in them will gain both residents and businesses. I believe there is a trend toward more walk-able communities and a desire to be able to reach a variety of services without using an automobile and I expect that trend will continue.

• I would say non automobile transportation should have a very high priority. Study after study has shown that people who take these alternate modes tend to be healthier; neighborhoods tend to be stronger, and of course, they save in not having to constantly build and rebuild roads.

• Every year we build more facilities for bikes and pedestrians but seldom try to improve how we approach building these facilities. We need to explore obtaining more rights of way to allow for improved facilities on our streets. It is also important to expand our horizons to explore light rail, expansion of mass transit, and implement better land use planning so a person can walk/bike to all the services they may need to have a good quality of life.
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:

- State and federal governments need to wake up and respond to the rate of deterioration of federal/state highways and bridges and fund repairs and rebuild them.

- We’re doing as much as we can with the money that’s available.

- We should determine whether the current number of bus passengers and anticipated growth in number of passengers justifies the size of busses we now have. Would we be better off with smaller busses?

- I do believe that a multifaceted transportation system is critical to ensure future economic growth in our region; rails, transit, and focused, quality street improvements will all play a role in our community’s future prosperity.

- We should forget about our aging infrastructure. The existing railroads, roads, bridges, trails and airports are in need of repairs and every effort should be made to maintain and reconstruct them when needed.

- Funding is the biggest hurdle to improving and maintaining our transportation and other infrastructure systems. We need leadership to be able to make tough unpopular, decisions to get our transportation system improved and expanded. Cuts should be made in other departments to make sure the transportation system and other infrastructure systems are maintained, efficient, environmentally friendly, and expandable.

- The reconstruction of Highway 106 from the Tea Interchange to 469th Avenue needs to happen within the next two years. The highway is unsafe and will only get worse.

- I’m fairly happy with current planning for long-term transportation services and facilities.

- We need to analyze how future improvements will impact travel and commerce. Will there be a correlation between funding improvements and outcomes?

- The City should carefully analyze the financing of bus service to determine the percent of operating costs to be paid by passenger fares and the percent paid by a subsidy from City, state, and federal funds.

- I’m definitely biased because I work in public transit. Though since I have lived in eight states, six of whom are considered way more populous than South Dakota, I have seen them all trying to fix the congestion problem after the fact. It is infinitely more expensive to fix traffic problems after they have started.
• Improving public involvement in decision making is always important for governments and their projects. Exploring more ways to get information out is always a challenge. Also as we grow, we will be impacting other states, specifically Minnesota and Iowa; coordination with these states is very important. That coordination has been limited to date.

• The commute time in Sioux Falls is short compared to many larger cities; also, the City has a great bike trail system.