

OPEN HOUSE SUMMARY

Tuesday, January 14, 2020

5:00-6:30 PM - Siouxland Downtown Library

ATTENDEES

According to sign-in sheets, the event was attended by 48 people, with additional support from 10+ project staff and SAT members. Approximately 28 members of the public were present for the opening presentation.

OPEN HOUSE STRUCTURE

A welcome table greeted attendees at the meeting room entrance and asked them to sign in. Inside the conference room were 18 boards displaying information on the LRTP process and timeline, Market Research Study, and existing conditions maps. Two activities asked participants to prioritize guiding objectives with colored dots, and to decorate a map of the MPA with issues and opportunities. Additionally, two computers were available for attendees to check out the project website and resources, including the Market Research Study. A brief presentation at 5:15 to introduce the project was the only structured event, with the remainder of the time set aside for unstructured discussion and interaction with attendees.



TAKEAWAYS AND FEEDBACK

OPENING PRESENTATION

The opening presentation, started at approximately 5:15, provided attendees with a brief introduction to the LRTP process and oriented them to future opportunities to provide input. The presentation was broadcast live on the City of Sioux Falls’ Facebook page, and has been viewed approximately 1,800 times since its presentation, including views on other pages that have shared the video.

GUIDING PRINCIPLES

Attendees were asked to rank the guiding principles they care about most in the Sioux Falls transportation system, given three choices. It was emphasized to participants that while all guiding principles are important and will be part of the plan, prioritizing the statements would allow the project team to see which topics need extra emphasis. Ultimately, the results of this exercise will be one data point that informs the prioritization process.

The results from each guiding principle were then tallied, and each principle was given a weighted score based on the number of times it was ranked in each position. Green dots, denoting a participant’s first priority, were assigned 5 points; Yellow dots for 2nd priority were assigned 3 points; and Red dots for 3rd priority were assigned 1 point. The score was then divided by 16, the approximate number of people who completed the exercise to determine each



The results of the scoring are shown in the table below.



Guiding Principle	1 st Votes	2 nd Votes	3 rd Votes	Times Ranked	Weighted Score	Frequency Rank	Intensity Rank
Operational Efficiency	2	2	2	6	18	5	3
Connectivity and Economic Vitality	2	2	0	4	16	6	4
Livability and Environmental Sustainability	3	9	1	13	43	1	2
Multimodal Integration	8	1	2	11	45	2	1
Safety and Security	1	0	6	7	11	3	6
System Preservation	1	2	4	7	15	3	5

1st Priority = 5 points; 2nd Priority = 3 points; 3rd Priority = 1 point

The results of this analysis yield several interesting findings:

- Livability and Environmental Sustainability and Multimodal Integration were the two highest scoring principles.
- Livability and Environmental Sustainability ranked first in “frequency,” meaning the greatest number of people chose livability/environmental sustainability as a priority.
- Multimodal Integration ranked first in “intensity,” meaning more people put a higher value on multimodal integration.
- Two principles, Operational Efficiency and Connectivity and Economic Vitality, scored higher in Intensity than in Frequency, meaning while its not a priority for very many people, those for whom it is a priority ranked them as highly important.

- Similarly, two principles, Safety and Security and System Presentation, ranked higher in Frequency than Intensity, meaning while many people say these are important, they do not rank as a top priority.

MAPPING EXERCISE

Attendees were asked to place a marker on a map of areas with issues or positive aspects of the region's transportation system. Additionally, they could leave post-its or write directly on the map with specific comments. The following general themes were identified as a result:

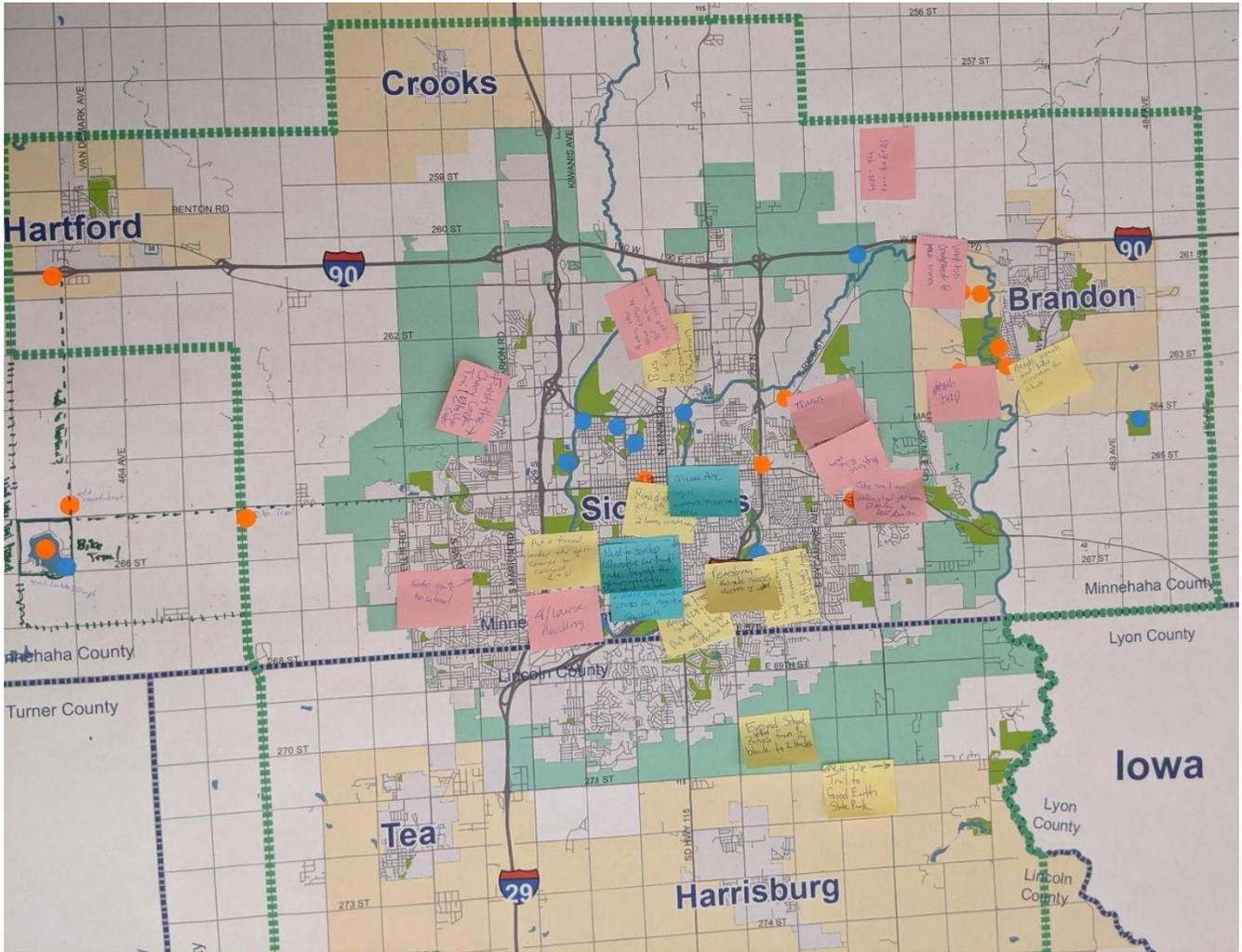
- More bicycle and pedestrian connections are needed, especially at barriers (ie. I-229, the golf course) or recreational opportunities (where Cherry Creek Trail ends, connections to Good Earth State Park)
- School zones concerns: expand them, improve signals and circulation
- Improve connections to the airport (especially transit)
- Calm traffic: suggestions for narrowing lanes, adding greenery, and implementing road diets throughout the metro, but especially around downtown Sioux Falls

Locations identified as "good" spots, included:

- W. 49th Street at Sertoma Park
- S. Southeastern Avenue at E. 33rd Street (likely referring to the bike trail)
- Sioux Falls Bike Trail: east of S. Minnesota Avenue, under W. Russell Street at the Elmwood Golf course, at the Big Sioux River and Diversion Canal
- Around the fairgrounds
- Around the Sioux Falls Convention Center
- Terrace Park
- I-90 at Timberline Avenue/478th Avenue/Highway 121
- Beaver Creek State Nature Area

Locations identified as "bad" spots in need of improvement included:

- E. Rice Street & N. Bahnson Ave
- Missing bicycle connection on E. 18th Street at Veteran's Parkway and along Veteran's Parkway
- E. 10th Street & I-229 on/off ramps
- W. 10th/W. 11th Streets convergence at W. 12th Street
- Around USD Medical Center complex
- Bicycle connection between Hartford and points south (Wall Lake)
- Bicycle connections on the western edge of Sioux Falls
- Congested roadways on the west side of Brandon (connecting to Sioux Falls); specifically W. Holly Boulevard west of S. Sioux Boulevard, and W. Park Street around the schools west of S. Sioux Boulevard



Mapping Exercise results

WRITTEN FEEDBACK

Four comment cards, available to all attendees, were collected at the end of the night. These written comments include:

- "There are places where bike trails are alongside rails, even rails in use. That expands possibilities, like the rail thru Harrisburg and SE Sioux Falls toward downtown SF."
- "We sure would like a train up the center of the country, extending the Amtrak up from Ft. Worth, Okla. City to Kansas City, Omaha, Sioux Falls, Fargo, Grand Forks (even Winnipeg). Invest in more frequency of buses, marketing our fixed-route bus system. Could we get grants for electric buses. A stakeholder that should be emphasized is THE EARTH! Every time someone replaces a car ride with walk, bike, bus or carpool, they are helping preserve the earth for future generations and helping slow climate change."
- "Think about regional transit, surrounding towns."
- "Continue to expand bike trails (to Good Earth State Park, for example). Improve service (hours, routes, days) of bus system."

VERBAL FEEDBACK

The following themes were gathered from project staff and SAT members as a result of conversations throughout the evening:

- There was a lot of interest and concern regarding bicycle and pedestrian travel. Specific concerns include pedestrian barriers throughout the region (such as major highways), trail underpasses that are unpassable in winter, trails that stop before connecting (example: Veteran's Parkway).
- Flooding in Brandon is a major concern. Periodic flooding cuts off many routes, limiting the ability of Brandon residents to travel to and from the city. Some of these routes will also be closed during interchange construction (2023?), so improving resiliency in this area is a goal.
- Many are concerned and looking for more information about the recently announced transit on-demand pilot project. Some voiced concerns about how the system will work for older people and those with disabilities who rely on the transit system.
- Some requested the project work to connect with students and incorporate student concerns into the recommendations. Augustana might be a potential location for a community meeting, and we should work with student groups to invite students to fill out the questionnaire, etc.
- There is interest in getting the word out about "Share the Road" and improving bicycle safety. Some recommendations in previous plans include advertisements on the back of buses. State law was changed in 2015 to require more passing distance between vehicles and bicycles, but there may be a need to increase communications about this requirement.
- Some wanted to dive deeper into the market study data – we should be sure to promote both the results and the detailed report.
- Some who attended (particularly Brandon residents) are concerned about changes that may be coming to their community to accommodate growth.
- A lot of interest in Veteran's Parkway and the status of that project.



- Some expressed surprise about the size of Harrisburg's growth area. There might be a need to ensure the meaning of growth areas are explained in the plan and in future engagement efforts.