



Stakeholder and Public Meetings #2 Summary

10th and 11th Street Viaduct Major Investment Study

Sioux Falls, South Dakota

May 2025



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1.0 Stakeholder and Public Meetings Overview

Stakeholder and Public Meeting Outreach

1,339 public meeting postcards mailed on Wednesday, April 30, 2025
136 stakeholder letters mailed Wednesday, April 30 and Tuesday, May 6, 2025
Social media posts shared by South Dakota Department of Transportation (SDDOT) and City of Sioux Falls
Public Notices printed in The Dakota Scout on Friday, April 25, 2025, and Friday, May 2, 2025, and in the Argus Leader on Friday, April 25, 2025

Adjacent Property and Business Owner Stakeholder Meeting Open House	Wednesday, May 14, 2025; 1 - 2:30 p.m. Holiday Inn City Centre, Falls East and West rooms (100 W. 8th St., Sioux Falls, SD) In-Person Attendance: 33 attendees
Public Meeting Open House	Wednesday, May 14, 2025; 5 - 6:30 p.m. Holiday Inn City Centre, Falls East and West rooms (100 W. 8th St., Sioux Falls, SD) In-Person Attendance: 35 attendees
Comment Period	In-Person and Virtual Comment period: Wednesday, May 14, 2025 – Friday, May 30, 2025 Total comments received: 14
Public meeting presentation recordings (Wednesday May 14, 2025 – Friday, June 13)	Environmental and Railroad Requirements and Considerations Supplemental Presentation 74 total views Public Meeting Open House #2 Presentation 27 total views
Study website access (Wednesday, April 23, 2025 – Friday, June 13, 2025)	641 total users Organic Social: 129 Direct: 159 Organic Search: 83 Referral: 73
Devices used to access study website	Mobile: 166 Desktop: 274 Tablet: 5

2.0 Summary of Discussion at Stakeholder and Public Meetings

Adjacent Property and Business Owner Stakeholder Meeting Open House

The stakeholder meeting was an informal, discussion-based open house on Wednesday, May 14, 2025. The goal of the stakeholder meeting was to gather input on preliminary viaduct replacement concepts and potential bridge elements.

Public Meeting Open House

The public meeting was an informal, open-house style gathering on Wednesday, May 14, 2025. The event consisted of an informational board tour, large plot-map displays, slideshows of bridge elements and the proposed recommendations, and a recorded presentation. Feedback collected from both meetings will be used to help the study team refine and evaluate alternatives and develop preliminary recommendations that will be presented at a future public meeting open house (Open House #3) in Fall 2025.

DISCUSSION THEMES

- **Defining Downtown Space:** Stakeholders expressed concerns that the viaducts function as a high-speed arterial through downtown, which affect walkability, safety, and economic vitality. There was mixed input on whether 10th Street and 11th Street should be pulled together (which opens up space to the outside of the roadway) or kept separated (which opens up space between the roadways) and how that shaped the downtown space. Suggestions included:
 - Designing for slower vehicle speeds and calming traffic near the bus station, post office, and Fawick Park.
 - Recognizing downtown as a destination that prioritizes economic development, tourism, and community vitality over fast traffic movement.
 - Retaining convenient, safe, one-way access to and from downtown while discouraging excessive noise and exhibition driving
- **Big-Picture Planning and Economic Impact:** Stakeholders shared ideas for the viaducts' role in shaping the future of downtown. This included opportunities to optimize tax base, development potential, tourism, and long-term vitality of the downtown area.
- **Number of Lanes and One-Way Streets:** Similar to the first round of engagement, the project team collected mixed opinions on number of lanes and maintaining one-way streets vs. conversion to two-way streets.
- **Pedestrian Connectivity and Safety:** Many attendees expressed support for prioritizing pedestrian and bicycle connectivity, safety, and comfort. Suggestions included extending the pedestrian promenade into downtown and Indiana Avenue; adding wider sidewalks, dedicated bike lanes and enhanced lighting; and incorporating features to discourage undesirable activity. Participants recommended creating an inviting, walkable, and safe pedestrian environment that integrates with adjacent areas such as the Riverline District.
- **Preservation of Greenspace and Parkland:** There was preference for preserving park space and mature trees, with comments emphasizing preserving green space for current and future recreational uses near Fawick Park and the proposed pedestrian bridge.
- **Refurbishment vs. Replacement:** Attendees questioned the justification for full replacement opposed to refurbishing the bridges. Requests were made to review the reasoning for full replacement, citing concerns about transparency and the need to present taxpayers with all viable alternatives.

3.0 Summary of Written Feedback

Written comments and survey responses were provided to the study team through public meeting open house comment cards and the study website. To protect the privacy of those who submitted comments, the report does not include names, email addresses, phone numbers or specific information about the commenter's property or business. Each comment, in its entirety, was provided directly to the SDDOT.

Summaries of written comments and study team responses are provided in the following tables.

Written Comments

From the Study Team: Thank you for your interest in the 10th & 11th Street Viaduct Replacement Major Investment Study and providing comments. Your feedback will be shared with the Study Advisory Team (SAT), made up of representatives from the South Dakota Department of Transportation (SDDOT), City of Sioux Falls, Sioux Falls Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA) for consideration as we work towards developing conceptual layouts. Responses to specific questions or statements are provided next to the comment in the table below.

Similar to the first series of stakeholder and public open houses, there is a wide range of ideas of what the viaducts should be and look like regarding such things as alignment, profile (elevated, ground-level, combination of both), aesthetics, bicycle and pedestrian connectivity. It is important to understand that the study entails a methodical, systematic process of building-out concepts and it is impractical to incorporate every detail during every step. Thus, this second open house was a 'check-in' type meeting that focuses on 10th & 11th Streets alignment and profiles while also starting the discussion on what to include for bridge aesthetics and bicycle and pedestrian connectivity.

The feedback provided in the first two open houses exemplifies the reason why the study team held the open houses, to hear and discuss your ideas as we move through the study process. We appreciate your time and thoughtfulness in providing the comments. All comments listed below will be beneficial in future discussions with the Study Advisory Team and the continued build-out and refinement of conceptual layouts as part of the study's next phase.

Date	Method	Comment	Response
May 21, 2025	Public Meeting	I spoke with you after the meeting and emailed Shannon. My concern was why refurbishment of existing structures was not given as an option. The hazy response given me at the meeting was that maintenance reports indicated that the structures were beyond saving. I found this suspicious and asked to see these 'reports'. So far i have not heard back from anyone. Please give me a link to the last 2 years of maintenance reports so that i might confirm that replacement rather than refurbishment is necessary. If not, the taxpayers should be presented with the entirety of the options available.	<i>Thank you for your comments and requests. The comment has been shared with the City of Sioux Falls and SDDOT for further action.</i>
May 19, 2025	Website	I would like to keep streets in the existing alignment. As a frequent user of and advocate for usable park/greenspace in the city, I feel this provides the best opportunity to maintain usable park space. While other alignments may not change the net park space, they would break it up into less usable parcels. There are also many nice mature trees between the two roads and realignment would likely require their removal. The area between the roadways sits on high ground with a scenic view over downtown so would be treat to preserve this area as it would be a nice park location. Additionally, as there are tentative plans to create a pedestrian bridge over the river, It would be wise to maintain as much park land in this area as possible.	<i>Thank you for your comments. The study team has been and will be continuing to coordinate with City of Sioux Falls Parks & Recreation Department on concept development and refinement. While defining specific park uses is beyond the scope of this project, the usable spaces and parameters for those spaces are being considered with this study.</i>
May 25, 2025	Website	Please see my idea for my single-bridge, dual-roundabout design. I shared it in my google photos account here - https://photos.app.goo.gl/zmkTPT8LMTHdLfsV8 Please feel free to contact me, maybe this design has already been considered? Also I see it may be too late for comments..	<i>Thank you for your comments. The concept has been shared with the study team for further consideration.</i>

May 14, 2025	Public Meeting	Extend the pedestrian promenade to connect to Indiana Ave and on the downtown side to enhance the experience of traditional modes of transportation.	<i>Thank you for your input on bicycle and pedestrian connectivity. The next phase of the study will be incorporating more detail on specific bicycle and pedestrian routes and connections for review and comment.</i>
May 14, 2025	Public Meeting	Please make sure to "soften" the bridge/viaduct with lights, trees, design elements, artwork, or something that says "welcome to Downtown Sioux Falls."	<i>Thank you for your comment and input on bridge and area aesthetics. The next phase will further identify and define opportunities for these elements for your review and comment at the next open house.</i>
May 14, 2025	Public Meeting	Notice the Flood Plain by these viaducts. That's where to put soccer fields, softball, baseball, basketball courts, for the neighborhood. Not a convention center. It's a flood plain! Aren't we losing a bunch of softball diamonds at Frank Olson? One or two on this floodplain could help with that.	<i>Thank you for your comments. While the Riverline District redevelopment is beyond the scope of this project, the comments have been shared with the City of Sioux Falls. The study team has been and will continue to coordinate with the Riverline task force through the City of Sioux Falls.</i>
May 14, 2025	Public Meeting	Would love to see eastbound lane on North Alignment combined with westbound lane on middle alignment.	<i>Thank you for your comment. This combination will be discussed with the study team.</i>
Apr 28, 2025	Website	Pedestrian Connectivity is not an afterthought, it's simply not a consideration of equivalent value. There are numerous articles on the downfall of elevating roadways in a downtown setting. I fully understand the issues with the railway and the river, some things are unavoidable. We should realize that the purpose of this connection should not be east-west traffic across our city. We have put real investment around the city to meet those needs. - Decrease of the overall footprint to allow for additional economic development - Pedestrian connectivity across the river - Lighting in unavoidable elevated roadway conditions - Long term railroad track consolidation planning - The City must weigh what it wants to do at the Riverline District as there will be some very conflicting desires between City Leaders and Traffic Engineers. - https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ - There is also significant research done around the negative impacts of elevated roadways in downtown settings and some specifically from FHWA.	<i>Thank you for your comments. The concepts presented at the open house included various combinations of elevated and lowered profiles, combined and separated alignments, and the framework for enhanced bicycle and pedestrian connectivity and continuity. The study has and will continue to coordinate with the Riverline District through the City of Sioux Falls as the study progresses.</i> <i>A supplemental presentation was also shared that discussed constraints in the area, such as Section 4f and Section 6f land, coordination with the railroads that have occurred to date (what is out there today is the long-term track configuration), and the Big Sioux River floodway and floodplain.</i>

Apr 27, 2025	Website	there should only be one structure with the goal to slow down the traffic traveling thru the downtown area. Recapture green space and provide for walkability to expand to the Riverline district area for future development	<i>Thank you for your comments. These have been shared with the study team for review.</i>
Apr 22, 2025	Website	Pedestrian access and safety Enhanced lighting, wider walk ways, slower vehicle speeds, incorporate art and activity to inhibit unsavory actors.	<i>Thank you for your comment. Opportunities for these elements will continue to be refined and incorporated into alternatives as part of the study's next phase.</i>
Apr 18, 2025	Website	[The viaduct bridges are] a super highway through the middle of Downtown. Slow traffic to enhance the downtown retail experience and move foot traffic to lower level with river and create a bridge crossing for pedestrians.	<i>Thank you for your comments. These have been shared with the study team for review.</i>
Apr 17, 2025	Website	[My top concerns are the] lack of collaborative evaluation related to overall economic and tax benefit implications, Speed, Lack of walkability, lack of good developments, lack of connectivity, dangerous Reimagining the goal of downtown and the overall economic impact in critical. Is the goal to move the most traffic as fast as possible? Or is the goal to create the maximum economic impact to our community. If latter, then we should consider the idea that downtown should be primarily a destination for maximizing sales tax, increasing tourism, increasing community vitality. Moving three lanes of traffic (with possible portions elevated) thru DT is not necessarily the smart economic or planning strategy.	<i>Thank you for your comments. These have been shared with the City of Sioux Falls for review as they include elements that are part of the bigger picture discussion of the future viaduct.</i>
Apr 17, 2025	Website	Quick and safe one-way access to downtown. Wider sidewalk over viaduct artistic design to bridges unique lighting continued one-way access to and from downtown	<i>Thank you for your comments. These elements will be discussed as part of the study's next phase and presented at the next open house for your review and comment.</i>
Apr 17, 2025	Website	11th street on the west side of the bridge is very problematic. The current 3 lane design combined with the elevation changes seems to encourage excessive speeding, exhibition driving and excess noise as vehicles and motorcycles approach and cross the bridge. This is especially dangerous and problematic near the bus station, post office and Fawick Park. Anything that can calm or reduce traffic at that location is a high priority. [Features to include would be] positive distraction or options that make it more pedestrian friendly and include a dedicated bike lane. I also think it's important to consider the aesthetics of the bridge as viewed from Fawick Park or the future Riverline site. And it would be nice if there was more of a feature on the west side of the 10th street portion to welcome people to downtown and serve as a visual gateway.	<i>Thank you for your comments. A profile option that lowers 11th Street across the river was presented at the open house and reflects the extent 11th Street could be lowered given environmental, roadway geometric, and railroad constraints. The comments regarding high speed west of 2nd Avenue have been shared with the City of Sioux Falls. The bridge aesthetics and bicycle and pedestrian facilities will be further detailed in the study's next phase and presented at the next open house for your review and comment.</i>

Survey Responses

As part of the second round of engagement for the study, a preliminary concept survey was conducted to gather public input on priorities and preferences for the project. Respondents were asked to rate the importance of several factors in choosing a replacement option, including traffic flow efficiency, traffic speed, pedestrian and bicyclist comfort and connectivity, safety, bridge height, construction impacts, environmental considerations, and costs. The survey reflects community interest in improving pedestrian and bicyclist safety and connectivity, creating a more comfortable and accessible experience for non-motorized users, and minimizing negative impacts to surrounding properties. These findings underscore feedback received during the public meetings and reinforce the community's desire for a replacement solution that addresses both mobility and quality of life in the downtown area.

43 total surveys were recorded. The survey questions and results are shown in the following tables:

Questions	Options
1. How important are the following factors in choosing a viaduct replacement option? (Rate on a scale of 1-5, with 1 being not important and 5 being very important)	• Traffic flow efficiency • Traffic speed • Pedestrian and bicyclist comfort on the viaducts • Pedestrian and bicyclist connectivity between parks, development, and the 10th street and 11th street sidewalks • Vehicle, pedestrian, and bicyclist safety on the viaduct bridges • Bridge height • Construction impacts to adjacent businesses and properties • Environmental impacts • Construction Costs • Construction time/disruptions
2. What viaduct pedestrian and bicycle improvements would you find most beneficial? (check all that apply)	• Pedestrian bridge over the Big Sioux River • Maintaining (or adding) bike trail underpasses • Wider sidewalks on the viaduct bridges • Improved connections between viaduct sidewalks and park areas east of the Big Sioux River • Additional at-grade crossings (e.g. mid-segment crossings, Reid Street crossing) • Increased separation from 10th and 11th Street traffic on the viaduct bridges
3. The concepts include different alignment options for replacing the viaduct bridges. What factors are most important to you when determining the future viaduct alignment? (check all that apply)	• Improving pedestrian and bicycle access to adjacent park areas and development • Bringing 10th and 11th street bridges together to maximize space to the outside of 10th and 11th street • Adding horizontal curves to help calm traffic • Providing the most direct route for vehicles, pedestrians, and bicyclists

	• Minimizing environmental and property impacts • Minimizing disruption to existing traffic during construction • Keeping the bridges separated as much as possible to maximize space between 10th and 11th street
4. Given the context, which factors are most important to you when determining the future viaduct profile?	• Lower the bridges, but still keep them high enough to maximize open area under the bridges • Lower 10th and 11th Street closer to ground level • Keep the bridges as high as they are today
5. With three potential intersection options for each concept, what is your preference for the 10th Street & Franklin Avenue intersection?	• Continue the viaduct as an overpass so Franklin Avenue can travel under unimpeded • Keep an at-grade, signalized intersection (similar to today) • Split the intersection to minimize property impacts and split turning movements across two locations

Table 1: Question 1 Results

How important are the following factors in choosing a viaduct replacement option?

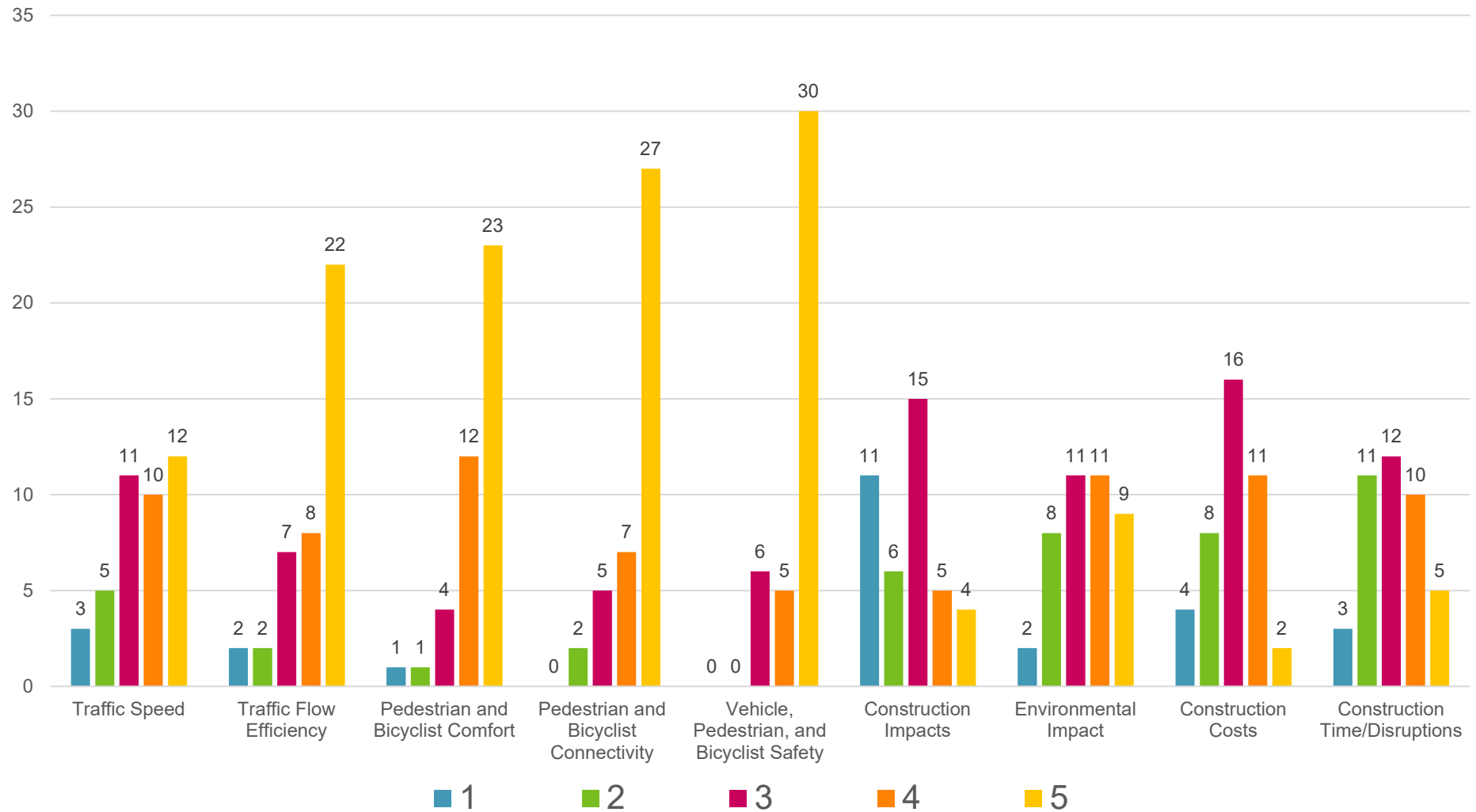


Table 2: Question 2 Results

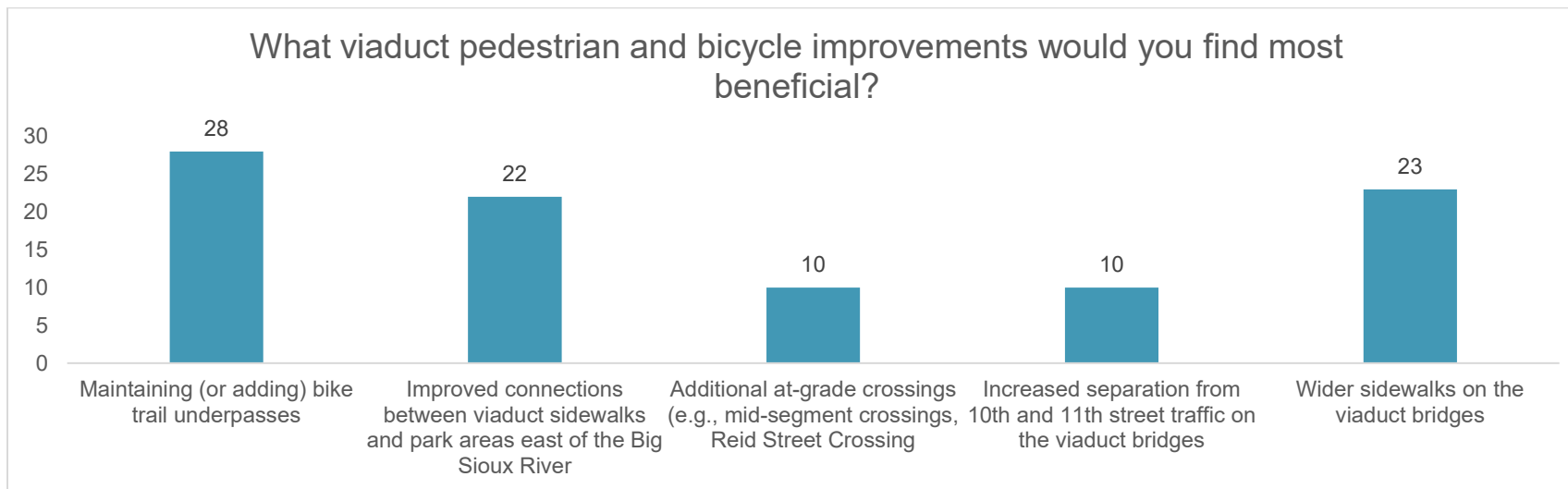


Table 3: Question 3 Results

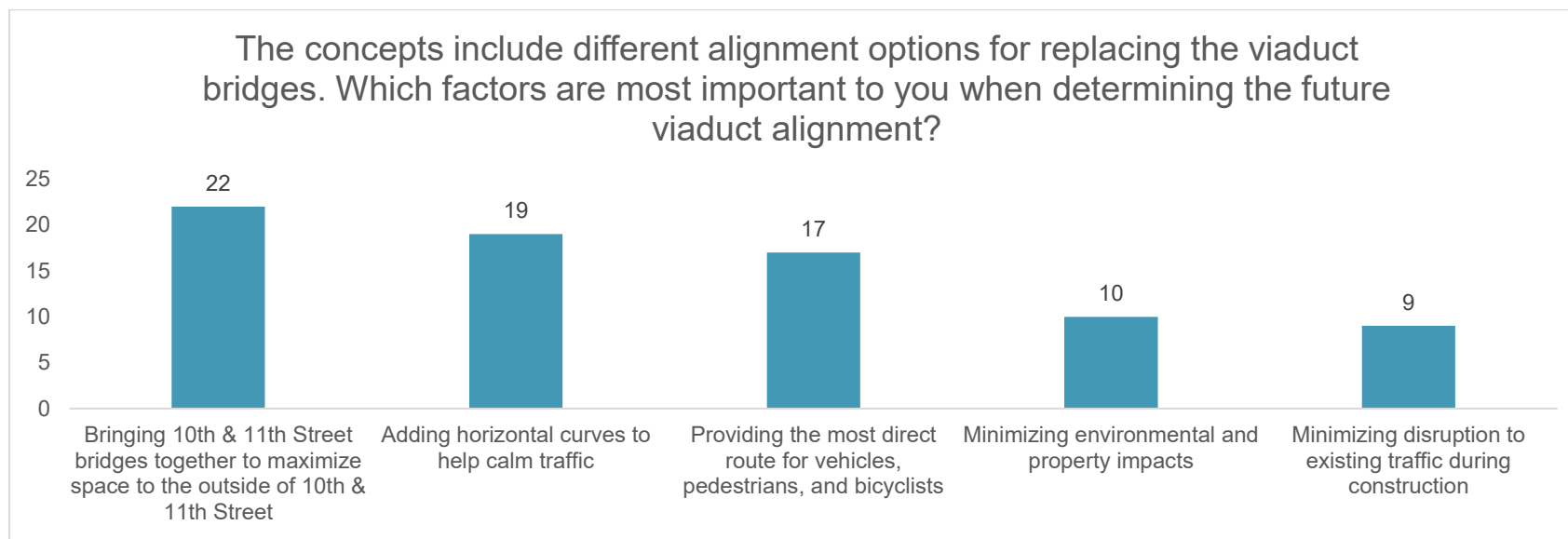


Table 4: Question 4 Results

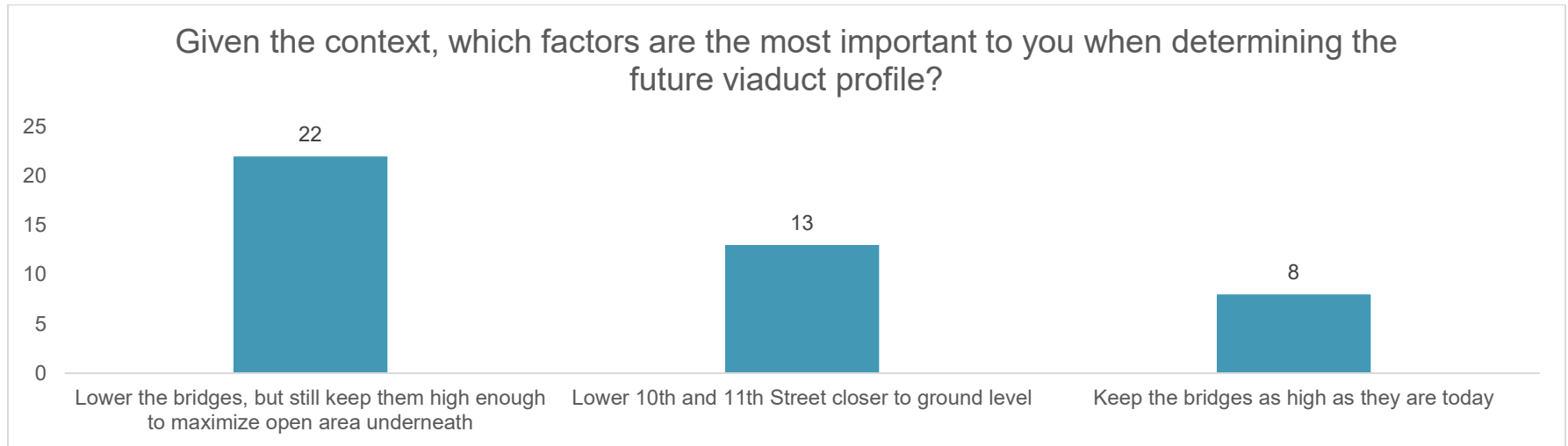
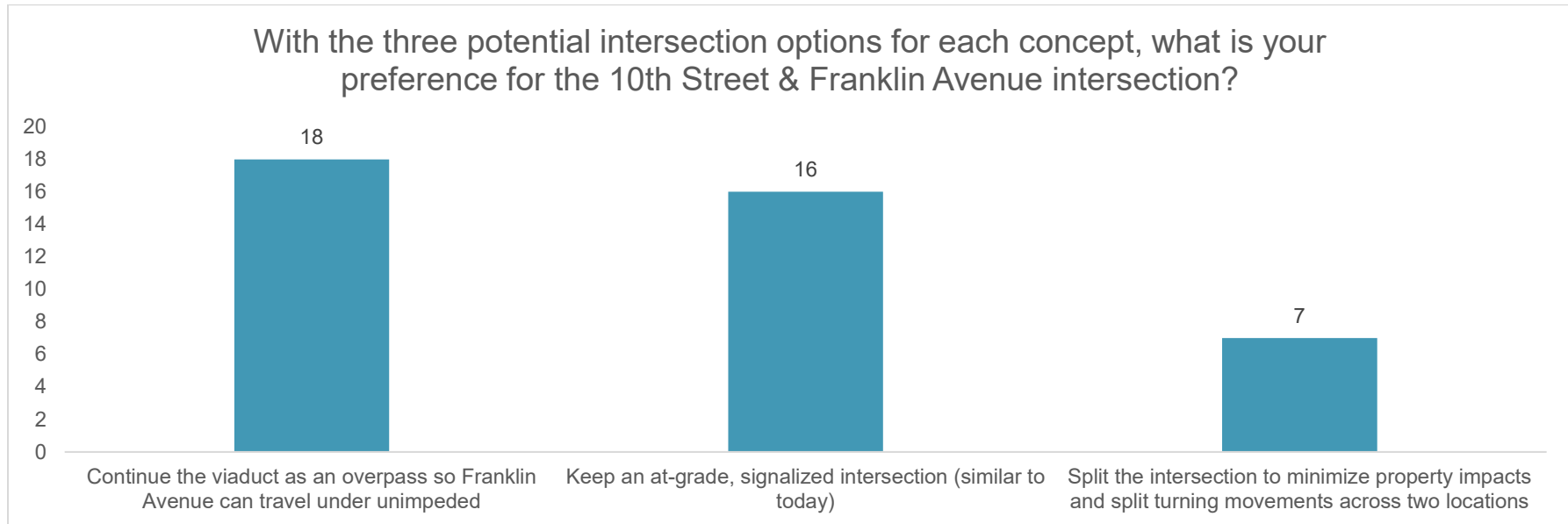


Table 5: Question 5 Results



4.0 Pop-Up Meeting Engagement

In addition to the public and stakeholder meetings, the project team staffed a “pop-up” style meeting on Saturday, May 31, 2025, during the Levitt Concert Series in downtown Sioux Falls. The concert drew an estimated 1,900 individuals.

Event Snapshot

Item	Detail
Event	Levitt at the Falls Concert Series, Downtown Sioux Falls
Date / Time	Friday, May 31, 2025; 6:30 – 8 p.m.
Estimated Concert Attendance	~1,900 people (Source)
Project Staff on-site	2 team members
Engagement Materials	• Two informational boards • Quarter-sheet flyer (with QR link to online survey) • Bi-fold project handout
Handouts Distributed	65 total (57 quarter-sheets • 8 full handouts)
Direct Conversations	~25 one-on-one interactions

Engagement Highlights

1. **High Foot Traffic and Diverse Audience:** Concertgoers represented a broad cross-section of ages and neighborhoods, offering feedback from both frequent downtown visitors and first-time Levitt attendees.
2. **Website Traffic Bump:** In the week after the event, there were 65 new website users and 60 engaged sessions, reinforcing that printed materials and QR links effectively directed interested visitors online.

