



Comment:

Excellent meeting. Sooner the road is finished, the better.

Comment:

If no turn lane, Please make shoulders wider so a person can pull over on the shoulder to avoid an accident.

Comment:

I do not want to lose the country setting I live in. Push the traffic to Rice Street, Madison Street. Walkers and bike path does not mix well with high traffic. Crashes are mostly related to overdriving and texting. I know, I see it. Can you put an underground pass for wildlife-please!

Comment:

We live in Indian Hills because it is a horse development and we ride to the state park. How will we be able to do that? It appears our reason for living at this location will no longer be available. What can you do for us?

Comment:

Please consider a gravel horse trail between Indian Hills and the state park entrance on Oak Road. An under Maple path would be best. Indian Hills is a development for horse owners. 30 mph speed limit on Maple would be appreciated.

Comment:

Maintain awareness of kids crossing by foot and on bikes at Locust and Sioux.

Comment:

I am in favor of building as soon as you are able.

Comment:

Thank you for your attention at last night's meeting. I appreciate that you sought us out, even if to assuage us before we had a chance to publicly voice opposition. While I understand the rationale you presented as a need for this project, the entire prospect still angers and saddens me.

I am mildly encouraged that the first stage of the project would only be two lanes, and see benefit to having the grade leveled out a bit. I would still prefer that the road not be paved, because paving will open a new host of frustrations with speed, monitoring the route, and maintenance. And in spite of the logic of doing all of the grading at once, to avoid future inconveniencing of the primary stakeholders, I am angered by the "slash and burn" that is proposed nearest Oak Road. How sad! What if the project



changes midstream, and you discover this was unnecessary, like what (seemingly) happened along Powderhouse Road? Those beautiful, huge trees were ripped down, then the new road was placed half a mile to the east. The destruction was unnecessary.

I mentioned to you last evening about seeing our home for the first time, and knowing that I could live there, in spite of my strong connections to Minnesota. I did not mention to you that in between seeing the place for the first time and actually making an offer on it, we saw at least 30 other homes in the area. None compared. Yes, we are invested in this property, emotionally and materially. As I also mentioned in my first letter, I am confident that my opposing views will have little impact on the outcome of the proposal. That public opinion is solicited does not guarantee that it is heeded, but I appreciate your time. Thank you.

Comment:

I'm sure you knew that you would get an email from me this morning. After being awake most of the night thinking through your presentation I'm going to try and surmise my thoughts into two distinct sections. I remain confident that this project is superfluous. Please find my ideas below.

1. Disagreements about the status of the study of the Maple Street corridor.
 - a. I'm convinced that your study has not been done correctly or to an entirety. At 2:20 am this morning I researched some statistical forms and methods. There is NO way that with even "several car counts" that the SD DoT could take into consideration ALL the potential extraneous variables. I've pointed these out in the past but to reiterate them: weather, season, days of the week, road conditions, road conditions of surrounding roads, driver's choice of travel, etc. At BEST your counts are "educated" guesses and I firmly believe that the guesses contain substantial bias because you or "someone" wants the road "improved." Is it possible to obtain the raw data?
 - b. I do not believe that Maple Street is unsafe. I do think the road is fully safe when driving 30 mph in the correct lane. You continue to point out that there were 5 accidents on Maple Street, yet you do not offer any comparative analysis of other corridors over the same time period or with the same number of traveling cars. Furthermore, you provide NO information about the age of the drivers of the accidents nor where they live nor their direction of travel. It is my conviction that these 5 drivers were inexperienced, distracted, speeding and most likely traveling east between Sioux Falls and Brandon. Our family of 4 has been driving that road for nearly 20 years. I taught 2 kids to drive that road without any incident or even problems. Finally, even if there have been 5 accidents on that road over 3 years with conservatively say, 500 cars per day ... that's a low percentage. I'm guessing even with "better" sight lines, more cars, but faster speeds that percentage will increase.
 - c. I still question where this push for the study and new road is coming? Who is funding this? Me as a taxpayer? I believe that there is some underhanded activity at work or minimally partial truths being shared with the public. It is highly suspect that the SD DoT, Minnehaha County, City of Brandon, City of Sioux Falls, Brandon Public Schools or Splitrock Township woke up one morning and said, "Let's study the Maple St. corridor." There must have been one lead person or driving force. Furthermore, I find it troublesome, even dishonest that PRIOR TO the study, the residents of the area were



not informed of the study or plan to study. It was ONLY after the study was supposedly completed that the area residents were informed.

2. Since obviously the road will be paved and widened based on what was presented last evening here are some realistic, practical suggestions.
 - a. The speed limit of 45 mph is too fast, especially as one heads into the Brandon School district! My suggestion is to place a stop sign at Oak Rd. and Maple and change the speed limit to 35 mph when heading east into the school zone. For example, even larger streets (ie. 26th street) is only 35 miles per hour. Additionally, having the stop sign at the Oak Rd. intersection will be safer for vehicles turning from Oak onto Maple going either direction. I honestly think that the speed on the entire road should be held to 35 mph.
 - b. Every effort and action should be taken to preserve the natural beauty of the road. Have no “man-made” structures (ie. rock walls) that impede the natural beauty of the road. Specifically keep the beauty and integrity of the state park and the land owners road frontage as similar as possible to what is currently viewed.
 - c. The communication about the project has been fine since the outburst of the initial meeting. There was NO communication about the study prior to the study. So, my encouragement is to increase communication on EVERY detail of the project to all concerned parties by providing monthly or weekly updates.

Comment:

Good morning,

Yet another example of why Maple/Park should not be paved; I'm still shaking in anger.

This morning about 7:20, as I pulled up to the stop sign at Oak and Maple, I saw a deer, startled and running full speed, dart into the yard directly across from the intersection. Immediately behind her was a big, red pick-up truck, traveling at least 60, *gunning his engine*, right behind her. The idiot was *trying* to run her down! It was too quick for me to catch his license plate number, or the sheriff would also be copied on this e-mail. I will still likely file a complaint with them.

As I turned onto Maple, two more does were standing in the ditch on the left side, waiting to cross. Just over the next hill, five turkeys were crossing, and I slowed for them also. By the time I pulled forward, I had three cars on my bumper.

Please, PLEASE, do not "improve" Maple Road!

Additional note: the vehicle was traveling east to west, from Brandon to Sioux Falls.

Comment:

I attended your last meeting. I could tell that your committee was trying hard to listen to us who live out here. I grew up in the city and have now lived in the country for the past 30 years. I don't want to live back in the city.



I know it was mentioned that a lot of trees have to come down. So I was wondering if you could come up with something better than a rock wall? I know it looks pretty in the city, but we are still trying to remain country. When I go by new developments, lovely trees are being bulldozed down without being saved. Couldn't you take a little more time with this project and for every tree you take down, you replace with a bigger tree, maybe an evergreen, instead of that rock wall? Think how pretty a row of those would be. Give the animals/birds a place to make a home again.

Also, could we forgo the lights? Please keep it as dark as possible out here. Come out here at night and enjoy our sky. It is so pretty. I never look towards Brandon because there are too many lights. I go to the other side and enjoy the peaceful, quiet night sky.

Lastly, please keep the speed down. 45 is still too fast. We have turkeys that take their 10 chicks across the road and we stop and let them. That is why we live out here. We have deer that cross in front of us, we stop, because we know more are coming with the first one. I would like to give them a chance to cross without being hit.

I love living out here and I appreciate you listening to all of our suggestions. Please keep us in the country, as many trees as possible and allow the animals that we love to survive.

Comment:

On behalf of the South Dakota Chapter, Inc. – ACPA, I would like the following comments included and considered by the Maple/Park Street Corridor stakeholder group:

- Very well prepared presentation and presentation materials. The stakeholder group is obviously well-invested in this project.
- My opinion is an urban section should be considered, at a minimum, from Veteran's Pkwy to Six Mile Road along with the already urban section from the ~BSR bridge to SD11. The presentation mentioned public and private utility extensions from Brandon. In 5 years this may be much more of a reality than it is today. If this is true, a full urban section buildout may just be the best plan in 2023 +/-.
- The pedestrian trail is a well-thought plan. The group appears to have reviewed and considered comments from public meeting #1 and looked into this plan. Tying the trail on Veteran's Pkwy to the City of Brandon is progressive, forward thinking.
- This stakeholder group is obviously looking well into the future based on the presentation. This group is not just looking at the 5 year plan, but the 25 year and beyond plan. As forward thinkers the stakeholders should not only consider, but plan for, a concrete pavement section. An arterial type of roadway in the Sioux Falls MPO with these types of 20 year traffic volumes, especially the west end, certainly warrants a long term pavement section in width and type. Looking at the ultimate cost of this project with the extensive grading and potential retaining wall type of systems, the additional up-front cost of concrete pavement is a small percentage of the project cost. The concrete pavement will be a worthwhile investment in life cycle and user cost by installing a pavement that is not going to have to be maintained every 5-7 years, affecting 8,000 to 23,000+ commuters per day during those maintenance activity years.

This project will be a great addition to the Sioux Falls MPO area. I look forward to continue to follow it through its progression.



Comment:

Thanks for making plans and explaining well to groups. We love this area and want to keep rolling hills and wildlife. Please keep speed limit at 30 mph. People already drive 45 mph plus and that's not safe for our horseback riders and multiple deer, etc. We do not want streetlights - we love the dark country life. Please keep as many beautiful trees as possible! Thanks!
