



---

Comment:

Speeding drivers are a safety hazard. Also slow drivers are a hazard and the disparity in the speeds driven along the variable site distance is extremely hazardous. There are also drivers who drive in the middle of the road even up the hills not even knowing if cars are coming up the other side.

The problems noted above would be greatly reduced with:

- increased line of sight
- Paved road with painted lines to mark lanes
- Increased consistent speeds on paved road so those uncomfortable on gravel can drive with flow of cars on pavement.

---

Comment:

1. Speed is a major issue. No one drives 30 mph. Not monitored by police. Police may sit down by the park/bridge.
2. Crashes highly possible that is related to speed and poor road maintenance.
3. Turning lanes may not be needed if people follow the 30 mph.
4. There is a lot of wildlife crossing roads. Especially with the park.
5. Why not buy the Rasmussen property and expand the park. Focus on the recreational, bikes, hiking, maybe horse trails. Keep traffic slow and safe for schools and park.

You have no idea what speed is being driven on this road, I would guess nearly every accident included speed.

---

Comment:

My concern is speed on these hills max 30 mph is needed to keep traffic safe. It was brought to my attention this will be a commuter road. We need to remember it borders a state park with families..

---

Comment:

We thought the meeting of November 27<sup>th</sup> was well conducted and a good start. Thank you for considering neighborhood input in the shaping of this project. Maple Street as it is, is a hazardous road which seems impossible to maintain. It is a long overdue project. We are very hopeful that Oak Road will also be paved at the same time.

---

Comment:

Please complete this project as soon as possible!! Could the dust control be done more than one time a year? At certain times of the year the position of the sun and the dust makes for zero visibility.

---



---

Comment:

Thank you for the open lines of communication. Since Oak Road neighborhood has only one access for 43+ houses, a second access should be considered prior to Maple construction. Suggest Six Mile Road - Callie's extension to Sunset Circle.

---

Comment:

Speed is a major issue on Maple/Park. There are too many teens and people driving 15 to 20 mph over the posted speed limit. Paving the road would not cut down on speeders. Wildlife and habitat is endangered if the road is paved. The police or sheriff need to patrol before any accurate info can be gathered.

---

Comment:

See you at meeting number two. Everyone answered my questions so far. You have a huge difficult job with many problems. First problem, funding, would that be the first hurdle? Rolling hills - yikes changing elevations! I don't like roundabouts. My opinion only.

---

Comment:

We live on Indian Hills Trail and travel on Maple Street daily. We've been here for seven years and have seen the huge increase in traffic and the severe degradation of the road. The clay soil that is used to grade the road is absolutely treacherous when it is wet. We are so much in favor of this project to fix this road!

---

Comment:

When you consider widening the road between Six Mile Road and Highway 100 you might consider the south side of the road and not the north side because there are no buildings on the south side. Thanks!

---

Comment:

First consider leaving the road as is. Don't make it nice enough to speed on and use will go down. If this is not possible, consider the following:

- This is one of the most beautiful roads in the area and keeping that feel versus a thorough-way with high speeds is important to attract nicer development.
  - Speed on this road should stay low (30 to 35 mph) and the road it should be billed for that lower speed. Leave trees in place.
  - Mixed use trail should be included to connect to the one on Veterans Parkway and those in the big Sioux Recreation Area.
  - Erosion control should be considered both during construction and if vegetation is removed.
  - Please consider pedestrian/bicycle traffic during construction. Going 1 to 2 miles out of the way on a bicycle is significant.
-



---

Comment:

It seems that making Park/Maple into a four-lane would not bode well considering the cost and safety of children. It will be a very expensive project considering the dangerous hills and all the driveway approaches. With two schools there and all those students crossing that road would be a safety hazard. Pave it into a two lane and have Rice Street and Madison Street be the main arterials to Highway 100 and Brandon.

---

Comment:

How can you increase speed and maintain safety for the schools? The stretch of gravel is so short and then you arrive at the park and the schools, why not maintain and two lanes and slow. Too bad if you don't like it, take another road. Make it more recreational for bikers and walkers.

---

Comment:

Concern for safety regarding left hand turn onto Oak Road. Need turn lanes! It is scary now having to wait on Maple at the bottom of that hill to turn left on to Oak Road especially in inclement weather.

---

Comment:

You said you don't have a project planned, yet the city planning website shows plans for a future four-lane road on Veterans Parkway to Park Street to Brandon. So which is correct? Is there or is there not already a project plan? We have a beautiful area please don't ruin it! Traffic/speed control if paved (speed not controlled on Six Mile Road from Rice to Madison Street). Needed multiple microphones for presentation.

---

Comment:

Line of sight needs to improve. This route could be a good bicycle route to connect with the nice path along Veterans Parkway. It is very close to current bike/walking path at Big Sioux Recreation Area.

---

Comment:

I own from Oak Road to Big Sioux Recreation Area north side, 50 acres. I'm concerned about how the road will affect my property adjacent to the new road. I have many trees and topography.

---

Comment:

I am opposed to the Maple Park project, although I do not believe opposing comments will be considered. I believe the project will proceed, whether or not there is community support. Unfortunately, the people who want it least will be the ones paying for the project through raise property taxes.

I do not want our wildlife, our trees, or our peaceful environment to be disturbed. We have a steady stream of enjoyment from the turkeys, pheasants, and deer that populate our area. The deer are



familiar friends, as we watch fawns grow and see them return year after year, raising their own fawns. The deciding future when we bought our home eighteen years ago was the view out of our south windows. If this project goes through, we will instead be looking at a major thoroughfare. My enjoyment of the wildlife will without a doubt be hindered; instead I'll be seeing these beautiful creatures dead at the side of the road. I choose to live in the country to *be* in the country, not to see how long it would be before "the city" found me. As we are nearing retirement age, I was looking forward to enjoying our home and lovely surroundings, not having to move away from "progress".

Another significant concern if the project goes through is who will monitor this stretch of road. Currently, it is not Brandon's jurisdiction, being Split Rock Township. The Sheriff's office has informed us repeatedly that there is nothing they can or will do to monitor the road in its current state. The speed limit is 30 mph, but when one travels 30 mph, one is at risk of being rear-ended, because the traffic speeds through already, at speeds of which I'd estimate 60 or 65 mph. This is not only an unsafe speed for that particular stretch of road way, but it is in violation of the law! And no one chooses to monitor it. What will travel speeds become if it is paved and leveled? Who will monitor traffic then? The most extreme offenders are those who are cutting through to get to their destination faster, not the locals. Perhaps they should leave their homes five minutes earlier and travel lawfully.

I cannot help but approach this project emotionally as I perceive it as a threat to my investments and my happiness. Thank you for your consideration of my comments.

---

Comment:

We attended the meeting at the school in Brandon on 27 November 2018. First I want to say thank you for the efforts in the excellent presentation. I am appreciative of the several public officials such as township, county and city of Sioux Falls and Brandon giving up their evening to come to a potentially hostile environment. I am in favor of putting asphalt on the road and making the necessary road widening and leveling. The car count that was quoted at the meeting verifies that we are on the top end of traffic for a gravel road. Quite frankly I am surprised there have not been more accidents than what you reported. When we taught our kids to drive I remember telling them to drive way to the right when going up a hill so as not to have a head-on collision with the on-coming cars but not to get too far to the right as the gravel was loose and sometime soggy and you didn't want to get pulled into the ditch. Well as a result my kids were both terrified to drive but I believe became better drivers as a result. When in high school their friends refused to drive to our house due to the unsafe road, in particular just to the west of the intersection with 26th Street. We found ourselves always going to other friends' houses as it was not desirable to come to our house for visits. Once they did get to our house, it was very pleasant to be in the country (who knows, maybe they just don't like us). We moved here knowing it was an iffy-road and dusty all the time so I can't really complain about those things, but now that may be getting the road asphalted, I would be supportive of that prospect. Not only for the dust, but moreover for safety reasons. Also, I do believe whether it is gravel or blacktop, the traffic count will continue to increase so if we don't asphalt it now, we will just need to revisit it in a couple years. Again, I appreciate your time.

---



Comment:

I attended the meeting on November 27:

Can't wait to have some road improvement on the way to my home on Oak road!! I'm tired of the washboards!! I appreciated the info on number of cars on the road. I look forward to also having a more level road bed and wider view as I have already hit one deer that ran out from the trees just east of Oak/Maple intersection.

The ditches along the road are scary—all full of huge rocks!! We have friends who will not come to our home because they feel our road is dangerous.

I am in favor of road improvement including some type of hard surface! The sooner the better.

---

Comment:

We like the idea of walking, Horse, bike trails.

Try to maintain the character of: "Roller Coaster Hills Road" as much as possible.

We worry about the Six Mile Road intersection if traffic goes too fast. People are already going too fast and blowing right through the stop sign.

We also are concerned if the hills are cut down too far and the valleys raised so far that our driveway no longer blends with the road.

---

Comment:

While I in no way support the entire studied project, I can see the potential need for improvements to portions of Park Street. Specifically, I encourage improvements to areas of the corridor east of the Big Sioux River bridge. I do not support a project west of the Big Sioux bridge for the following reasons.

1. I believe that there will be a drastic change to the environment with the killing of trees, plants and wildlife. Minimally there will be a reduction of wildlife habitat. The people who purchased and own land in this area did and do so for a reason. They do not want any forfeiture of the existing environment or habitat. The Veterans Parkway is a prime example of destroying farmland and wildlife habitat.
2. Many of the "accidents" have come at east end of Park Street. Furthermore, when presenting "variables" for the reasons of crashes no concrete evidence was presented as to WHY the crashes happened. A quote from Paul Sanow, "There are too many variables as to what caused these accidents." Paul went on to mention these variables as potential reasons for the crashes: Slick Roads, Loose Gravel, Sight lines, and too great a volume of cars. He failed to mention leading causes of accidents across SD and more specifically Sioux Falls and Brandon, for example Speed, Texting (Distracted Driving), Inexperienced Drivers (Too young a driving age), Cars in poor repair (bad tires). My point emphatically is that until a linear regression study is done to determine what caused these accidents on this corridor, without ALL the causes studied and/or observed it is very premature to assume that paving Maple will correct any problems. While pavement may improve some of the accident effects, it may in fact increase other crash effects. It has been my experience that the greatest problem on that road is speed! It is unfortunate that the Sherriff will not stop anyone on that road, I have this in written form from him. He believes his presence will deter speed, this is ludicrous. Perhaps it's time he starts doing his job and ticket the speeders on that corridor.



3. There are several SIGNIFICANT statistical errors in your initial study! Potentially these were considered, but they were not explained with any detail at the meeting.
    - a. The initial study about traffic on Park/Maple was conducted in which month? The latest study was conducted in April, is there a correlation of studied Months? Would a longitudinal study across several seasons be of greater value?
    - b. April is potentially the highest volume of traffic on that road. Spring brings out the youngest drivers traveling to Brandon from the west. Additionally, the winter months (November – March) see a strict reduction in drivers on that road. Finally, during the summer months the traffic is even more reduced.
    - c. The study was conducted while there was significant construction at the intersection of Rice (Holly) and Veterans Parkway. Anytime there is a drastic change in the flow of a major artery people will look for faster or at least alternative routes.
    - d. While I'm sure the most intricate and sophisticated technology was used for a quantitative study, the study team did not participate in a qualitative study of the corridor. I assume that you are using the feedback from the public and your "stakeholders" as your qualitative analysis of the situation. Yet another quote, "We don't have the day to day knowledge, that is why we are seeking public input." However, and regardless of the information you glean from the public and stakeholders, solid research is conducted first hand with direct observation. My point is that it is easy to sit in an office somewhere and make judgments and decisions without fully understanding the complete situation.
- 

Comment:

I have lived with property on Maple since 1993.

When I was a kid this was called roller coaster road, but very few people used it. They shaved the hills down since then, but it still has too many hills causing very dangerous site distance issues. I think this is the number one issue.

I had a guy total his car in my pasture because he was late for work and was going so fast west bound at the top of the hill at the West Indian Hills intersection that he flew off the road.

I think the school bus drivers have the most dangerous job on this road.

What I would like to see as improvements to this road:

1. Site distance improvement for every existing and future driveway and intersection. School bus safety.
2. Design to limit traffic speed to 30 MPH.
3. 3 lane road, 2 directional + turn lane.
4. Design for peak traffic (Westbound going to work / Eastbound going home) to be able for us to get on the road. Rice street has the peak traffic issue that there is solid traffic with no breaks to get on the road.
5. Indian Hills Trail acreages were designed for horse owners. The state park has a horse access area on Oak road. It would be nice if there was a horse trail in the ditch with an open crossing area to get across to oak road. Presently we need to get permission from Rasmussen to cross the road and ride on their land rather than ride on the road.
6. I ride bicycle, but think the bike path should follow the river from Sioux Falls to Brandon and the State Park rather than a bike path on Maple / Park Street.



Other project comments:

1. Brandon I90 intersection is a #1 priority. It has very bad site distances, it is only 2 lane with huge amounts of turning traffic with a 45 MPH speed limit. This should have been fixed before they closed the I90 Eros Road exit which has made it worse. Check it out some time, especially when traffic is heavy. It looks like a disaster waiting to happen. Westbound I90 exiting to Brandon to turn south, almost impossible when traffic is heavy. The South bounders are coming at you at 45MPH with cars and trucks turning in front of them!
2. Someone said they are installing a stop light at Six Mile Road and Rice Street. I think it would be a waist of money now. Before Veterans it would have been great, but traffic has moved to Veterans and all it will do now is slow down Rice Street.

---

Comment:

I am in the minority in this. I would love to have everything remain the same, gravel roads and all. We've lived up here for 30 years and have loved every moment of it. We have had to back down the hill on an icy day and had to drive fast up the hill because if you go too slow, you get stuck halfway up. We've learned how to read the road and how to get up and down without incident. The drivers from Brandon do not know how to drive on these roads. They go way too fast, get into trouble and then complain it is too unsafe of a road because they don't understand how to drive in the country.

I realize that progress has to go forward. But, could you go slow in your planning and consider the beauty and animals out here? People are always ready to bulldoze trees, put down cement roads, a ton of street lights and think that is beauty. It looks like the city. I like it dark at night so we can see the stars. I believe you should be able to come up with a reasonable idea that will keep most our trees, protect the wildlife, keep it country and still let the people drive safely in this area. I don't mind the 30 mph. Maple has already become a race track from our Brandon drivers. The slower speed would save the deer that stand in the middle of the road and the small animals that cross when you come by. Also, I love the trees. I look out of my back windows to Maple and love the beauty that I see.

Please take your time and consider an environmental way to let my neighbors have their paved road and let us still live in the country; maybe just a minimal road at first. I want the country to remain the country as long as it can. I'm not in any hurry to live in the city or in the country without beauty for a racetrack road to Veterans Highway. Please keep us in the country!! Thank you for your consideration.

---