

Appendix A – Public Engagement

Public Engagement Survey

The Harrisburg Master Transportation Plan (MTP) Survey was conducted to gather input on the transportation needs and issues facing the community of Harrisburg while giving residents the opportunity to share their ideas for solutions that could address these needs and issues.

Posted on the MTP project website, the survey opened after [Public Meeting #1](#) was held at Liberty Elementary School in Harrisburg on November 19th, 2021 and was closed on December 31st, 2021. Advertisements for the survey were posted in the local newspaper on two occasions and email notifications were sent to addresses registered on the MTP mailing list found on the [project website](#). A total of 433 responses to the survey were submitted between November 19th and December 31st, and the responses received are summarized below; as respondents were able to skip questions and/or leave questions unanswered, not all questions recorded 433 responses. Refer to **Appendix A** for the complete list of questions used in the survey.

The remainder of this document provides a summary of input received by survey question.

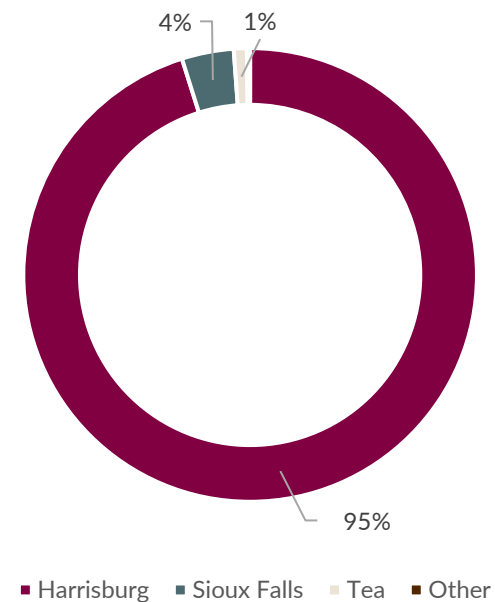
In which city do you live?

City	Harrisburg	Sioux Falls	Tea	Other	Total
Number of Respondents	411	16	4	1	432
Percent	95%	4%	1%	0%	

"Other" Answer Provided:

- Canton

To understand the geographic distribution of survey participants, they were asked their city of residence. 95% of survey participants

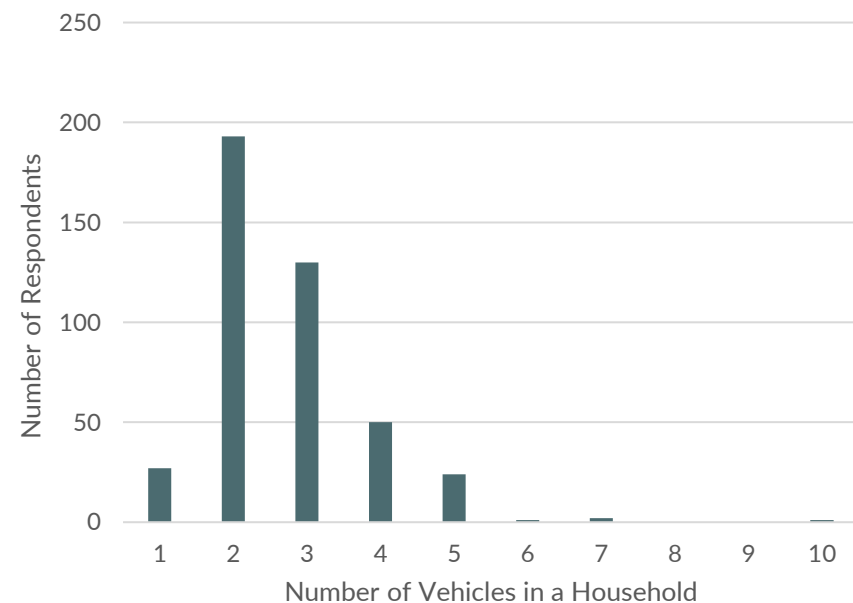


indicated they live in Harrisburg, while the next largest proportion of participants live in Sioux Falls. A handful of participants live in the nearby communities of Tea and Canton.

How many operating vehicles (cars, trucks, motorcycles/mopeds, vans) do you or others in your household own?

Number of Vehicles in a Household	1	2	3	4	5	6	7	8	9	10	Total
Number of Respondents	27	193	130	50	24	1	2	0	0	1	428
Percent	6%	45%	30%	12%	6%	0%	0%	0%	0%	0%	

Survey participants were asked to share the number of vehicles that they or members of their household own. Vehicle ownership is a key factor influencing how people travel. As seen in the table, 45% of participant households have 2 vehicles available to them, while the second largest proportion of households (30%) have 3 vehicles available. These results indicate the likelihood that many residents of the community have multiple vehicles available, making vehicle usage a higher probability for completing trips compared to other modes (public transit, walking, biking, ridesharing, etc.).



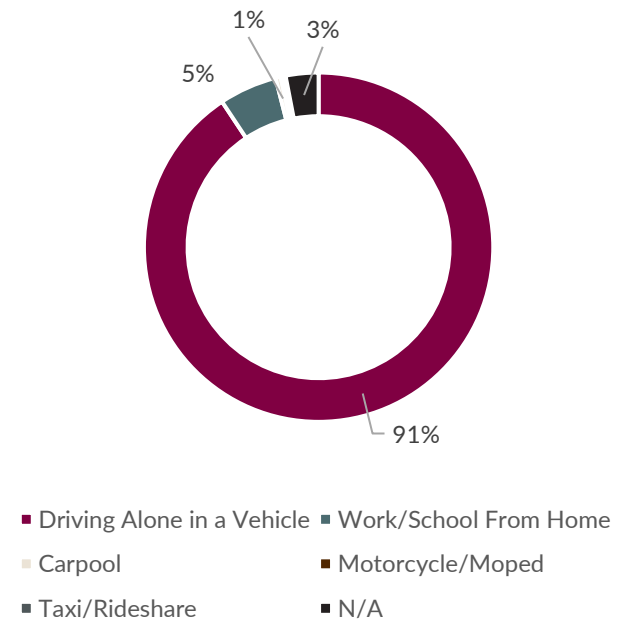
What method of transportation do you normally use to go to work/school?

Method of Transportation	Driving Alone in a Vehicle	Work/School From Home	Carpool	Motorcycle/Moped	Taxi/Rideshare	N/A	Total
Number of Respondents	389	23	2	1	1	13	429
Percent	91%	5%	0%	0%	0%	3%	

"N/A" Answers Provided:

- Retired
- I do not work/ attend school

Survey participants were asked about the typical transportation mode they used to complete their commute trip to work or school. Approximately 91% of participants indicated they drive alone to work/school while 5% of participants indicated they work/attend school from home. A few participants reported using other modes (carpool, motorcycle/moped, taxi/rideshare) while 3% of responses were recorded as N/A. These results highlight the significant usage of single-occupant vehicles for work/school commuting.



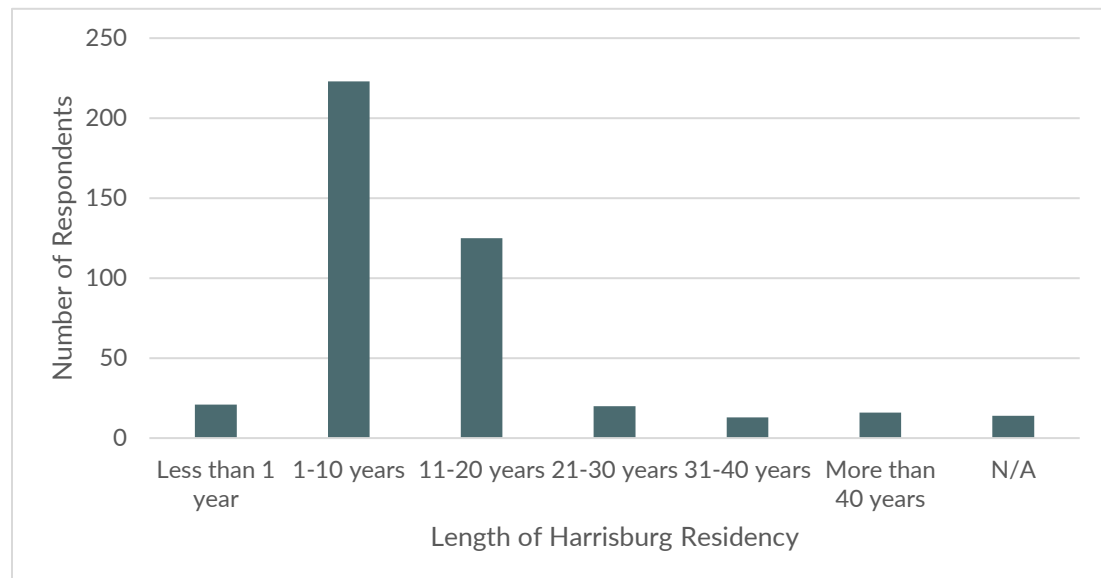
How long have you lived in Harrisburg?

Time	Less than 1 year	1-10 years	11-20 years	21-30 years	31-40 years	More than 40 years	N/A	Total
Number of Respondents	21	223	125	20	13	16	14	432
Percent	5%	51%	29%	5%	3%	4%	3%	

“N/A” Answer Provided:

- I don't live in Harrisburg

Survey participants were asked about their tenure in Harrisburg. Over half of the participants stated they have lived in Harrisburg for 1 to 10 years, while the next largest proportion of residents have lived in the community for 11 to 20 years. 7% of participants have been long-time residents, indicating they have lived in the community for over 30 years.



In which city do you work?

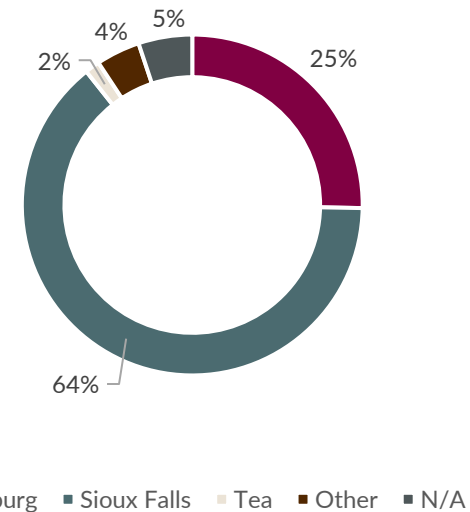
City	Harrisburg	Sioux Falls	Tea	Other	N/A	Total
Number of Respondents	109	276	6	18	22	431
Percentage	25%	64%	1%	4%	5%	

“Other” Answers Provided:

- Alcester
- Baltic
- Beresford
- Brandon
- Brookings
- Canton
- Dell Rapids
- Flandreau
- Hills, Minnesota
- Lenexa, KS
- Madison
- Multiple surrounding cities
- Rock Valley, IA
- Statewide
- Worthington

“N/A” Answers Provided:

- I do not work
- Retired
- Harrisburg
- Remote Work (Harrisburg Residence)
- Work From Home (Harrisburg Residence)
- Operate Own Business From Home (Harrisburg Residence)



Survey participants were asked where their work location is, as understanding commute patterns into and out of Harrisburg influences planning decisions on improvements to the transportation system. Based on the responses received, 64% of survey participants indicated they commute into Sioux Falls for work. One quarter of participants stated they work within Harrisburg while 5% work from

home or are retired. A number of participants self-reported work locations in other surrounding communities, with one participant's work location recorded as being Lenexa, KS.

Which issues below do you believe are most important and should be addressed in the Harrisburg Master Transportation Plan?
Select up to three

Rank	Goal/Issue	Votes	Percentage of Participants Who Chose This Option
1	Improve traffic flow on area streets during rush hour	353	82%
2	Ease of travelling to work, school, shopping, and recreational areas in Harrisburg	215	50%
3	Adding/improving sidewalks and pedestrian crossings	178	41%
4	Improve the physical condition of roadways and sidewalks	148	34%
5	Improve traffic safety for automobiles, bicycles, and pedestrians	90	21%
6	Adding/improving existing biking facilities (bike lanes, trails, bike racks, etc.)	86	20%
7	Improving weather response such as plowing snow	37	9%
8	Reduce traffic blockages and noise from existing rail crossings	25	6%
9	Adding public transportation options	16	4%
T-10	Add availability of new transportation options like bike sharing, ridesharing (Lyft, Uber, etc), and electric scooters	9	2%
T-10	Improve the safety of railroad crossings	9	2%
Total Entries		433	

Survey participants were asked to select up to 3 issues from a list of 11 that they feel are the most pressing issues facing Harrisburg's transportation system. The top issue, with 82% of participants selecting it, was improving traffic flow on area streets during rush hour. Half of the participants selected the ease of travelling to work, school, shopping, and recreational areas in Harrisburg as the second most pressing issue that needs to be addressed by the MTP while the third issue of adding/improving sidewalks and pedestrian crossings was selected by 41% of participants. Tied for 10th and receiving 2% of votes by participants were the issues of adding new transportation options to the system and improving safety at rail crossings. Participants had the opportunity to write in additional issues they feel should be addressed by the MTP, which are presented in the bulleted list below.

"Other" Answers Provided:

- A roundabout in the middle of town is a disastrous idea
- After school transportation for the kids
- All of the above options need to be addressed.
- Bus transportation for kids who live over one mile away from school
- Change the southern lane on 115 and willow to a blinking yellow arrow
- Cliff into Sioux Falls is garbage.
- Connection from Legendary Estates across the railroad tracks to a street west of the tracks to have access to Cliff Ave with a stoplight intersection. Or pave some combo of Southeastern and 272nd to have paved north and/or west access to Legendary Estates.
- Curb, gutter and sidewalks along all roads in city limits
- develop 273 and cliff to functions roads and make the intersection stop lights and NOT a roundabout
- Disability friendly transportation that would allow Community providers to come to Lincoln county
- Doesn't look like the amount of room will be enough on Cliff to expand the much needed widening. All of the new is not set back far enough. What will that mean for the homes south of the storage debacle? Pave Southeastern!

- Don't put in a roundabout at Willow and Cliff.
- Expanding existing roads for traffic
- Fixing traffic flow issues surrounding schools; connecting housing developments so the city feels more connected.
- Getting to Freedom Elementary
- Having all sidewalks ADA accessible and more cross lights for pedestrians.
- I can only pick three! Infrastructure is critical. To many small Development need a master community development otherwise it just a hodgepodge mess.
- I didn't check the snow removal box, but several times the streets were not plowed even close to the curb, makes travel difficult when it freezes
- I think a roundabout is the wrong plan for Cliff and Willow.
- I think it would really help traffic flow in Harrisburg if Southeastern were paved from Harrisburg to SF. It could lessen the amount of traffic using Cliff and Minnesota.
- Improve ADA Accessibility
- Improve traffic flow at the crossroads of Willow and cliff
- Improve traffic flow without stoplights. They may be useful during peak periods of traffic but are a nuisance and waste of time at most other times of day. Roundabouts keep traffic flowing so much better
- Improving traffic flow means stoplights NOT roundabouts.
- INCREASE CAPACITY
- Increase capacity of main arterial roadways through Harrisburg. Lowering travel times through the city.

- It's incredibly hard to see at night near that busy four-way intersection by the gas stations, and there needs to be traffic lights in that intersection and street lights on Willow going toward the high school.
- It's impossible sometimes to get out of our development during rush hour/ school drop off and school pick up.
- Keep school traffic out of the subdivision
- Let's add a roundabout
- Lincoln county does a horrible job with snow removal
- Looking to finish more gravel roads around town with asphalt.
- More paved roads instead of just the main roads
- More sidewalks in residential areas that have not been installed after new builds.
- Need more lanes on cliff and on willow
- Neighborhoods by the school are almost impossible to get out of in the morning
- NO ROUNDABOUT AT CLIFF AVE CORNER
- No roundabouts in the city of Harrisburg.
- NO ROUNDABOUTS!!!
- No. Improving the flow of traffic during rush hours by expanding lanes and finishing nearby roads (such as Western, Southeastern and Sycamore) should be priority.
- Not all of Harrisburg has sidewalks!!! We need sidewalks!!! How is my Child supposed to walk to school safely? There is no bus in our area AND major areas with out sidewalks!
- Not enough sidewalks. People actually walk to businesses if there are sidewalks

- other access to various areas besides willow
- Pave 272 between Minnesota and Cliff
- pave gravel roads around perimeter of towns
- Pave roads like southeastern to allow for more access in and out of Harrisburg other than Cliff and Willow.
- Pave Southeastern Avenue north to 271st to reduce traffic load on Cliff Avenue
- Pave Southeastern between Legendary Estates and Hwy 106
- Pave southeastern east of legendary
- Pave the roads just north and south of town. Like 272nd and just south of town
- Paving 272 between Minnesota and cliff
- Paving gravel roads, like southeastern(476th Ave.) ->willow to 69th St.
- Paving of the gravel road on the north side of town. The road is heavily traveled and in terrible condition.
- Paving Southeastern and also Connecting Legendary Estates to Cliff Ave to have another option for access to main roads in Harrisburg
- Paving Southeastern into Legendary Estates and the new development currently being built.
- Paving southeastern to help with traffic flow
- Paving Southeastern, widening Cliff Avenue, making a railroad crossing at Tiger or just a pedestrian crossing for ease of kids riding bikes to the middle school. Also stop allowing businesses to put the parking lot access not aligning the business across the street, accidents are going to happen
- Paving the rest of southeastern by legendary estates.

- Please add a stop light to the four-stop at cliff and willow. Traffic flow makes it impossible to exit green meadows addition during the morning and evenings.
- Please do not put a round-a-bout by Casey's...it doesn't seem safe for the pedestrian traffic there!
- Please, no roundabouts!!
- Put a stoplight at Hwy 110 & Cliff
- Reduce the number of access points on busy streets, aka willow west of cliff
- Repair existing sidewalks and streets
- roadways are 1920s...population/growth is gridlock
- safety should be standard with any project. You want more population and business development? In order to grow, you need paved roads. Make cliff ave 4 lanes up to SF. Pave the roads around legendary estates development. People and businesses will follow once you pave more roads.
- Single lane on going to high school and business traffic jams on Cliff
- Snowplow leaves huge drift blocking end of driveway Impossible to get out without skid loader
- Southeastern paved to the highway
- Speeding
- Stop light on Cliff and Willow. The school buses have a horrible time at 4 way stop.
- Stoplight at the corner of Cliff and Willow
- Street lighting
- Take responsibility for the county highways that are in city limits, make willow a four lane through town

- There needs to be more ways to get across and through town. There should be a road to connect Tom Sawyer with the back side of the high school.
- Traffic around Liberty during school drop off and pick up
- Traffic lights and sanding after a weather incident.
- Transportation for kids that live in town to schools.
- turning lanes on N Cliff
- Widen Cliff Ave and/or add turning lanes
- Widen Cliff Avenue
- Widen main streets -- Cliff & Willow
- Willow needs to no less then 3 lanes from Minnesota ave to southeastern
- Yes we need traffic lights on cliff and 273. That intersection is a jokester street
- Yes. Pave the dirt roads!
- You need a stop light on cliff & willow

What types of future projects do you believe should be funded to improve Harrisburg's transportation network?

Rank	Focus Area	Total Votes	Percentage of Participants Who Chose This Option
1	Adding pavement where there are currently gravel roads	249	59%
2	Road Maintenance	180	42%
3	Adding sidewalks/pedestrian crosswalks	175	41%
4	Installing/updating traffic signs and signals, railroad crossing safety features, etc.	149	35%
5	Adding bicycle and pedestrian-friendly facilities (street lights, bike lanes, bike racks, benches, beautification of sidewalks)	130	31%
6	Increasing the number of snowplows	48	11%
Total Entries		424	

Survey participants were asked about the types of improvements they would like to see implemented to improve Harrisburg's transportation network, and 59% of participants chose adding pavement where there are currently gravel roads as a top desired improvement. The second and third improvements, selected by 42% and 41% of participants, are road maintenance and adding sidewalks and pedestrian crosswalks. The improvement receiving the lowest total of votes was increasing the number of snowplows that operate during and after snow events. Additional ideas for improvements shared by participants are included in the bulleted list above.

“Other” Answers Provided:

- A bridge in one location so an option to get through town with train present.
- Bus that goes downtown to Sioux Falls
- Cliff Avenue and Willow Ave 4 lanes like Minnesota Ave
- Cliff needs to be a 4 lane. Willow also needs to be 4 lane.
- creating more avenues for traffic to flow, instead of all through the center of town.
- Enforce speed limits
- Expanding roads, traffic flow studies and having requirements for housing developers.
- Fix the high school traffic jam problem.
- Gates on snow plows
- I know a lot are against it, but I really like the idea of a roundabout
- lane increases
- Make willow a 4 lane
- More lanes of traffic on Cliff and Willow.
- More lanes, turning lanes, shoulders, etc. that meet design standards for existing, and rapidly increasing , ADT
- Paving Southeastern would be great. Yes, I have heard the argument for years.
- Snow gates
- Snow gates on snow blows. Please stop dumping snow in my driveway.

- Turning lanes in busy intersections with traffic lights
- Upgrade Willow and cliff to four lanes with improved traffic control
- Widen and impove Cliff ave.
- widen road for willow
- Widen roads to 4 lanes with turning lanes specifically on Cliff Ave
- Widen the roads and increase capacity. It takes 15 min to get through the stop sign in the morning and evening.
- Widen Willow St and put in turn lanes
- Widening Cliff to 4 lanes going N out of Harrisburg
- widening the current major roads in/out of Harrisburg (Cliff) and through town (Willow)

What goals or characteristics of the Harrisburg transportation system should the Master Transportation Plan focus on?

Rank	Focus Area	Total Votes	Percentage of Participants Who Chose This Option
1	EFFICIENCY AND RELIABILITY	181	44%
2	SAFETY	169	41%
3	ECONOMIC	133	32%
4	ACCESSIBILITY	110	27%
5	BICYCLE AND PEDESTRIAN CONNECTIONS	95	23%
6	RESILIENCY	74	18%
7	PLACEMAKING	71	17%
8	INNOVATIVE	34	8%
Total Entries		413	

Other:

- All of the above
- Better traffic control at the 4 way stop by fareway
- Fixing the traffic mess we currently have to increase traffic flow and safety
- No roundabout
- Widen willow to a 4 lane with turning and street light at the four way stop

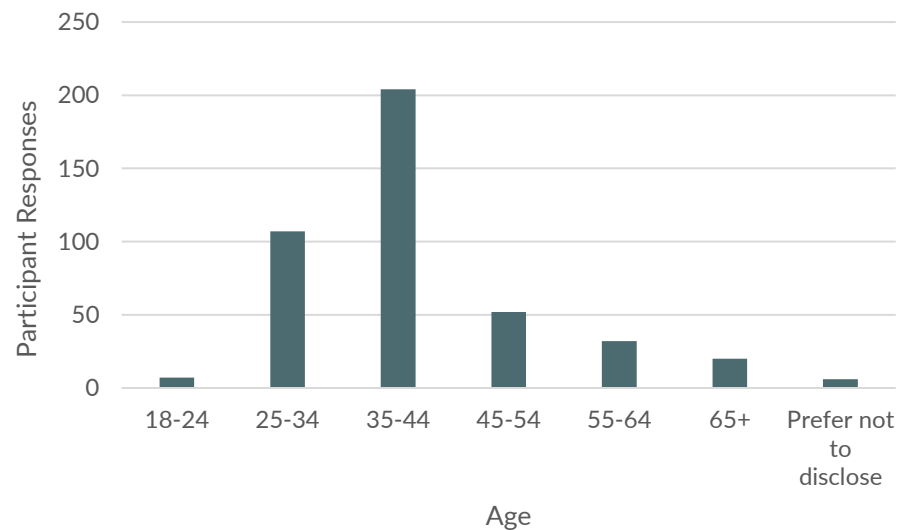
- Widening the main roads into Harrisburg forget putting in roundabouts put in lights

Survey participants were asked to select which areas they would like the MTP to focus on. The top three focus areas chosen by participants were Efficiency and Reliability (44%), Safety (41%), and Economic (32%). These focus areas reflect the participants input regarding the transportation issues they view as the most pressing in Harrisburg.

What is your age?

Age	18-24	25-34	35-44	45-54	55-64	65+	Prefer Not to Disclose	Total
Number of Respondents	7	107	204	52	32	20	6	428
Percent	2%	25%	48%	12%	7%	5%	1%	

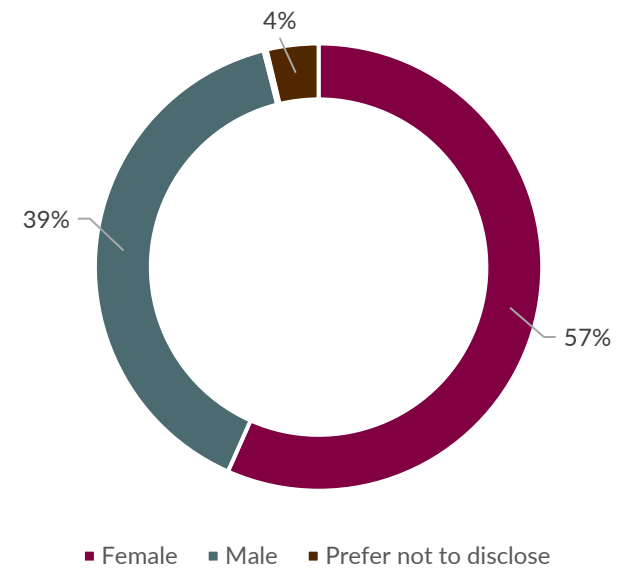
The final two questions asked of participants focused on demographic topics. The first question asked participants their age; 75% of participants indicated they are 44 years of age or younger, with the majority of these participants falling into the 35-44 years of age range. Nearly 25% of participants indicated they are 45 years of age or older while 1% chose to not disclose their age.



What is your gender?

Gender	Female	Male	Other	Prefer Not to Disclose	Total
Number of Respondents	243	169	1	16	429
Percent	57%	39%	0%	4%	

The second demographic question asked participants their gender. 57% of respondents indicated they are female while 39% identified as male; 4% chose to not disclose their gender.



In which city do you live?

- ☐ Harrisburg
- ☐ Tea
- ☐ Sioux Falls
- ☐ Other: _____

How many operating vehicles (cars, trucks, motorcycles/mopeds, vans) do you or others in your household own?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ Other: _____

What method of transportation do you normally use to go to work/school?

- ☐ Car/truck (driving alone)
- ☐ Carpool
- ☐ Walk
- ☐ Taxi/rideshare service (Uber, Lyft, etc.)
- ☐ Bicycle
- ☐ Public Transit
- ☐ Motorcycle/moped
- ☐ I work/do school at home
- ☐ I do not attend work/school
- ☐ Other: _____

Which issues below do you believe are most important and should be addressed in the Harrisburg Master Transportation Plan? Select up to three.

- ☐ Ease of travelling to work, school, shopping, and recreational areas in Harrisburg
- ☐ Adding/improving existing biking facilities (bike lanes, trails, bike racks, etc.)
- ☐ Adding/improving sidewalks and pedestrian crossings
- ☐ Improve traffic safety for automobiles, bicycles, and pedestrians
- ☐ Improve traffic flow on area streets during rush hour

How long have you lived in Harrisburg?

- ☐ Less than 1 year
- ☐ 1-10 years
- ☐ 11-20 years
- ☐ 21-30 years
- ☐ 31-40 years
- ☐ More than 40 years
- ☐ I don't live in Harrisburg

In which city do you work?

- ☐ Harrisburg
- ☐ Tea
- ☐ Sioux Falls
- ☐ Other: _____

- ☐ Improve the physical condition of roadways and sidewalks
- ☐ Improve the safety of railroad crossings
- ☐ Adding public transportation options
- ☐ Add availability of new transportation options like bike sharing, ridesharing (Lyft, Uber, etc), and electric scooters
- ☐ Improving weather response such as plowing snow
- ☐ Reduce traffic blockages and noise from existing rail crossings

Are there any issues or opportunities related to transportation that were not included in the previous list?

What types of future projects do you believe should be funded to improve Harrisburg's transportation network?

- ☐ Adding sidewalks/pedestrian crosswalks
- ☐ Road maintenance
- ☐ Adding pavement where there are currently gravel roads
- ☐ Installing/updating traffic signs and signals, railroad crossing safety features, etc.
- ☐ Adding bicycle and pedestrian-friendly facilities (street lights, bike lanes, bike racks, benches, beautification of sidewalks)
- ☐ Increasing the number of snow plows
- ☐ Other: -----

What goals or characteristics of the Harrisburg transportation system should the Master Transportation Plan focus on?

- ☐ SAFETY: Reducing the risk of harm to users of Harrisburg transportation system (cars, bikes, and pedestrians)
- ☐ ACCESSIBILITY: Connecting people to goods and services as well as providing choices for different modes of transportation (car, bike, bus, etc.)
- ☐ ECONOMIC: Focusing on transportation as a means of supporting and promoting the economic vitality of the Harrisburg area. Connecting people with jobs, shopping, and schools
- ☐ RESILIENCY: Creating a transportation system that is adaptable and providing service when significant impactful events occur
- ☐ EFFICIENCY AND RELIABILITY: Providing for the efficient and reliable movement of people, services, and goods
- ☐ PLACEMAKING: Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development. Creating well-designed places and complete communities
- ☐ INNOVATIVE: Incorporating emerging trends and technologies into the transportation system
- ☐ BICYCLE AND PEDESTRIAN CONNECTIONS: Providing enhanced infrastructure and connections for pedestrians and bicyclists. These investments could include more trails and sidepaths, enhanced pedestrian crossings of streets, and potentially on-street bike routes

- ☐ Other:

What is your age?

- ☐ Under 18
☐ 18-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+
☐ Prefer not to disclose

What is your gender?

- ☐ Male
☐ Female
☐ Other
☐ Prefer not to disclose

Public Meeting #1

The first Public Meeting was held at Liberty Elementary School in Harrisburg on Thursday, November 18th from 5 p.m. to 7:30 p.m. The purpose of the meeting was to inform residents of the plan development process, provide residents with an opportunity to offer input on transportation needs and issues, and identify plan goals and direction.

The meeting was advertised across several platforms, including a public notice posted by Sioux Valley News, posts on the city's social media channels, and an email invite sent to those signed up for notifications via the [project website](#).

Meeting Overview

The November 18 public meeting was an in-person open house event, where attendees were able to visit several stations to learn about the plan development process and offer input on plan goals as well as existing transportation issues and opportunities. The stations for the public meeting included:

- **Welcome station** — attendee sign in and informational materials regarding plan development process and timeline.
- **Baseline Conditions station** — boards with maps that illustrated current transportation conditions, including existing traffic volumes and highest crash intersections.
- **Plan Goals station** — this was an interactive station with a board that asking attendees to select the three goal areas they find most important for the plan to address, out of eight potential goal areas to choose from.
- **Issues and Opportunities mapping station** — this was an interactive station asking attendees to leave comment notes on an area map of their issues and opportunities for the multimodal transportation system.

Materials used in Public Meeting #1 are available in the “Past Events” area of the [project website](#).



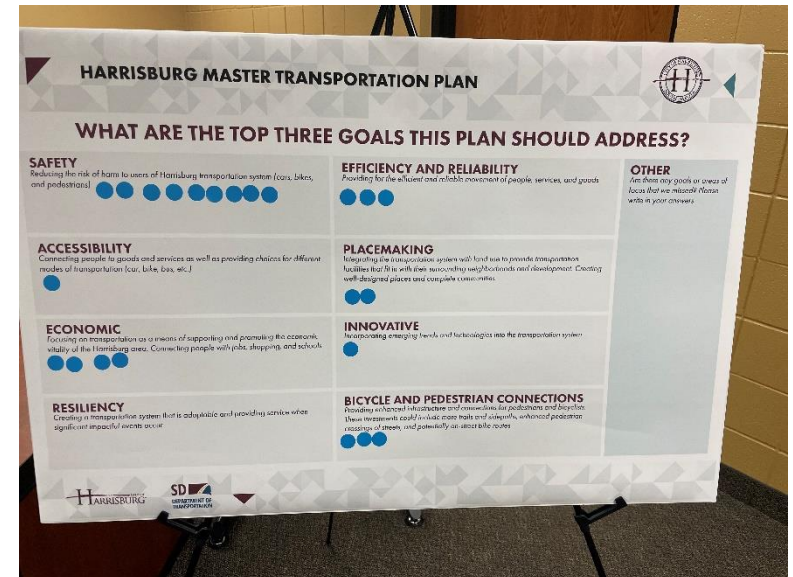
Meeting Outcomes

Approximately 25 residents attended the November 18 Public Meeting, and most attendees participated in the interactive stations. Summaries for each of the interactive stations are below.

Plan Goals

The Plan Goals activity asked participants to review the eight goal areas identified for the Master Transportation Plan, and then vote for the three goal areas they believe the plan should focus on. The goal areas identified were:

- Safety
- Accessibility
- Economic
- Resiliency
- Efficiency and Reliability
- Placemaking
- Innovative
- Bicycle and Pedestrian Connections



The results of the Plan Goals activity are shown in **Figure 1**. As shown, Safety received the highest number of votes with 9, followed by Economic with 4 votes. Bicycle and Pedestrian Connections tied with Efficiency and Reliability at 3 votes each.

Figure 1: Results for the Plan Goals Activity

Issues and Opportunities Mapping

The second interactive station asked participants to comment on current transportation issues and opportunities on by writing on a large map of the MTP study area. Attendees provided 22 comments that covered roadway, bicycle and pedestrian, and transit topics; the results of the activity are in **Figure 2**. As shown in the figure, most comments were related to roadway improvements.

Figure 2: Results for the Issues and Opportunities Activity

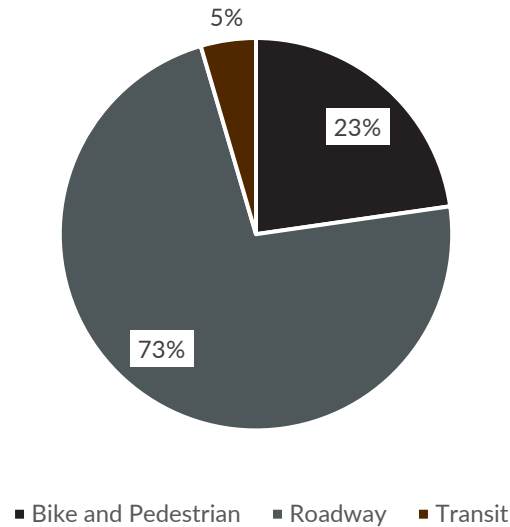


Figure 3 below shows the location and related transportation mode for the input attendees shared during the Issues and Opportunities activity, including an identification (ID) number for each comment. **Table 1** provides documentation of the comments associated with each ID number.

Figure 3: Public Meeting #1 Issues and Opportunities Input

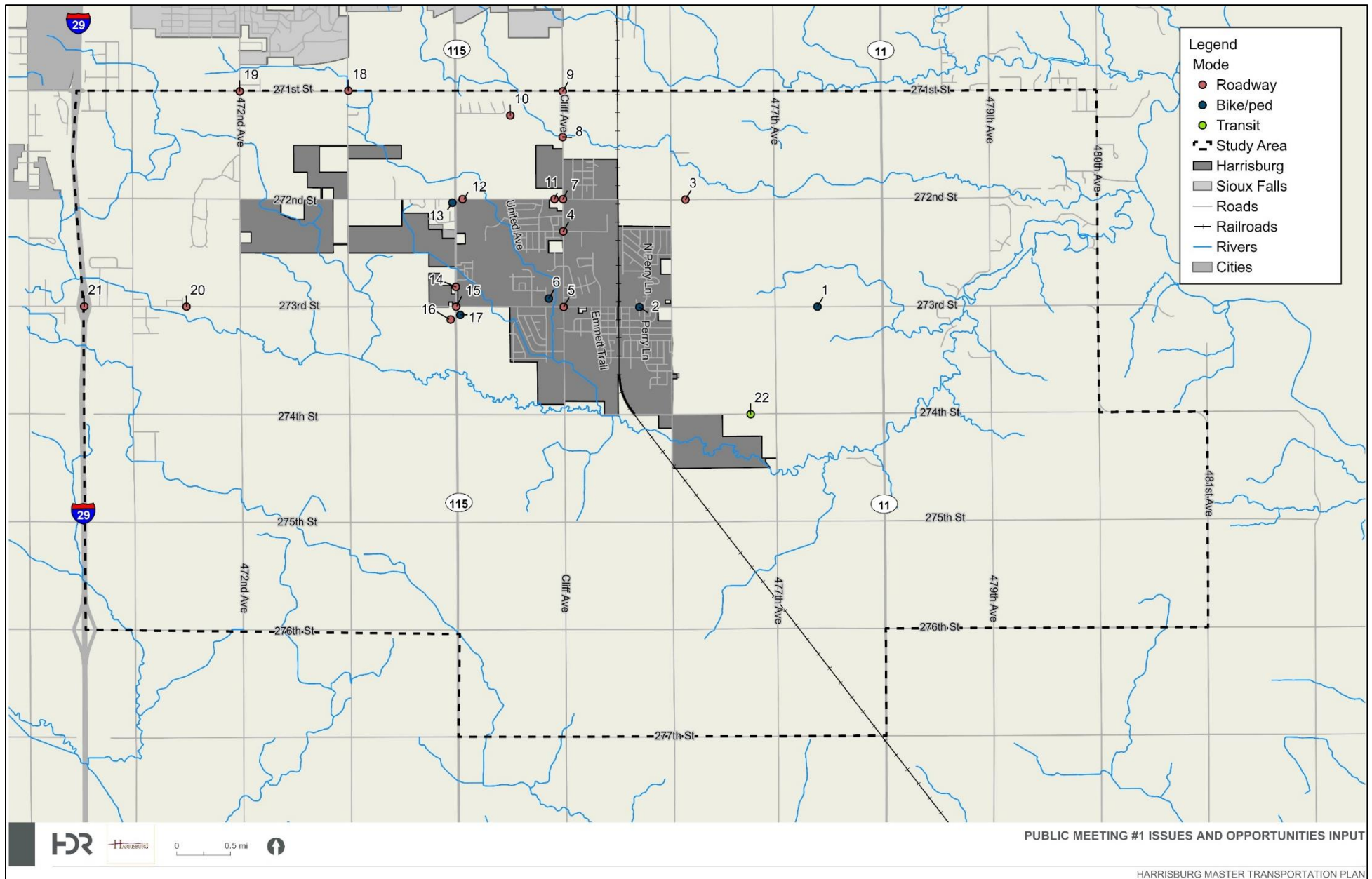


Table 1: Public Meeting 1 Issues and Opportunities Attendee Comments

ID	Comment	Mode
1	Trail to Lake Alvin	Bike / Pedestrian
2	More sidewalks all over the city	Bike / Pedestrian
3	Pave Southeastern to 272nd	Roadway
4	Controlled access at Industrial and Cliff	Roadway
5	Cliff and Willow Intersection	Roadway
6	Harrisburg needs a heart-healthy downtown	Bike / Pedestrian
7	Paving 272nd	Roadway
8	Need more lanes on Cliff. Medians are awesome	Roadway
9	Roundabout	Roadway
10	New high school	Roadway
11	Lots of left turns from Cliff	Roadway
12	Whose job to pave 272nd?	Roadway
13	Love Minnesota Ave side path connecting to Sioux Falls	Bike / Pedestrian
14	Longer left turn lane into high school	Roadway
15	Signal retiming	Roadway
16	Improve commercial industrial to reduce tax burden on homeowners	Roadway
17	Consider resiliency in balancing transportation and commuters with bicycle, pedestrians, and parks	Bike / Pedestrian
18	Roundabout	Roadway
19	271st will dead-end with Veterans Pkwy	Roadway
20	New state highway SD 110 from I-29 to Hwy 11	Roadway

21	Exit 71 access and safety improvements	Roadway
22	Transit service- contract operator to accommodate future jobs	Transit

Stakeholder Meeting #1

The first Stakeholder Meetings occurred on December 15th and 16th, 2021 and were hosted virtually via Webex video conferencing platform. The purpose of the meetings was to inform stakeholders of the plan development process and offer an opportunity for discussion regarding the existing transportation needs and issues facing the community.

Stakeholders were identified by city staff and include representatives of South Dakota Game, Fish, and Parks, Lincoln County, Southeastern Council of Governments, Harrisburg School District, Harrisburg Chamber of Commerce, Southeastern Electric Cooperative, Xcel Energy, and local land developers. A total of 30 stakeholders attended across both meetings.

Meeting Overview

The Stakeholder Meetings were planned as a supplement to the November 18th Public Meeting held at Liberty Elementary School in Harrisburg. As such, the main activities of the Stakeholder Meeting mirror those of the November Public Meeting and used Mural, a virtual platform that facilitates group collaboration, to engage attendees in the meeting activities. These activities include:

- **Plan Development presentation** – a brief description of the plan development process, including the plan focus areas and existing transportation conditions.
- **Plan Focus Areas activity** – interactive activity asking attendees to select the three goal areas they find most important for the plan to address.
- **Project Area Mapping activity** – interactive activity asking attendees to comment, on an area map, on the current transportation issues and needs facing the community.

Meeting Outcomes

The outcomes of the Stakeholder Meeting activities are summarized below for each of the activities.

Plan Focus Areas Activity

The Plan Focus Areas activity invited stakeholders to discuss eight goal areas of the Master Transportation Plan and cast three votes for the areas they feel the Plan should prioritize. These goal areas include:

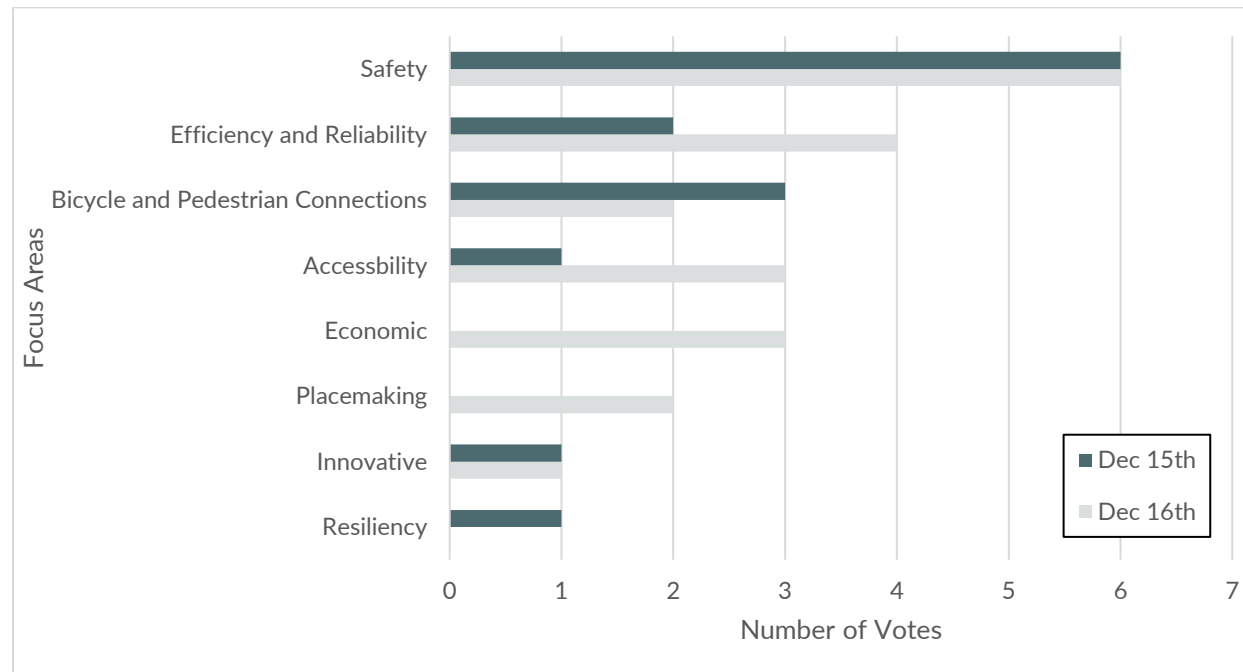
- Safety
- Accessibility
- Economic
- Resiliency
- Efficiency and Reliability
- Placemaking
- Innovative
- Bicycle and Pedestrian Connections

The results for the Plan Focus Areas are shown in **Figure 4**, with results from the December 15th and 16th sessions shown separately. Stakeholders in both meeting sessions highlighted Safety as the top goal area for the Plan to focus on, while attendees of the December 15th session indicated that the second and third areas of focus for the Plan should be Bicycle and Pedestrian Connections and Efficiency and Reliability. When discussing the Plan Focus Areas, some comments shared were:

- Safety
 - An emphasis should be placed on pedestrian safety
 - There was interest in access control
- Bicycle and Pedestrian Connections
 - Future connections should focus on recreation by communities and state parks
 - Connecting neighborhoods with trails
 - Minnesota Avenue bike trail is an asset

Stakeholders at the December 16th session had similar thoughts on what the areas the Plan should focus on, with Safety again receiving the most votes. Efficiency and Reliability received the second most votes while Accessibility and Economic tied for third. Some comments made regarding the Plan Focus Area included:

- Safety
 - Keeping the students safe on the road
 - Keeping travelers throughout the region safe
- Efficiency and Reliability
 - Improving efficiency during peak traffic times (school drop offs/pickups, industrial parks)
 - Understanding what areas other than schools generate a lot of traffic and planning for this traffic
- Economic
 - Plan for and encourage mixed-use development, keeping transportation in mind

Figure 4: Plan Focus Areas Voting Results for Stakeholder Meetings

Project Area Mapping

The Project Area Mapping activity invited attendees to use an area map to comment on the most pressing transportation needs and issues that the community faces. Comments received during this activity were mainly focused on traffic operations and safety issues, but input on potential bicycle and pedestrian connections was received during the session. **Figure 5** shows the breakdown of comments by mode type.

Discussion in the December 15th meeting centered around some of the operational issues affecting Willow Street, such as traffic congestion during peak travel times, access issues related to Harrisburg neighborhoods and the high school, and the impacts of new developments on area travel demand. The bike and pedestrian comments detailed community interest in extending the bike trail system to connect with nearby recreation areas, namely Lake Alvin and Good Earth State Park.

Discussion during the December 16th session also focused heavily on roadway issues as shown in **Figure 7**. Similar to the December 15th session, the majority of comments keyed in on operational and safety issues prevalent in the community, with especially along the Willow Street and 272nd Street corridors. More discussion on the desire to expand the bicycle and pedestrian system to connect to area recreation destinations were heard during this activity.

Figure 5: Project Area Mapping Results for the Stakeholder Meeting Sessions

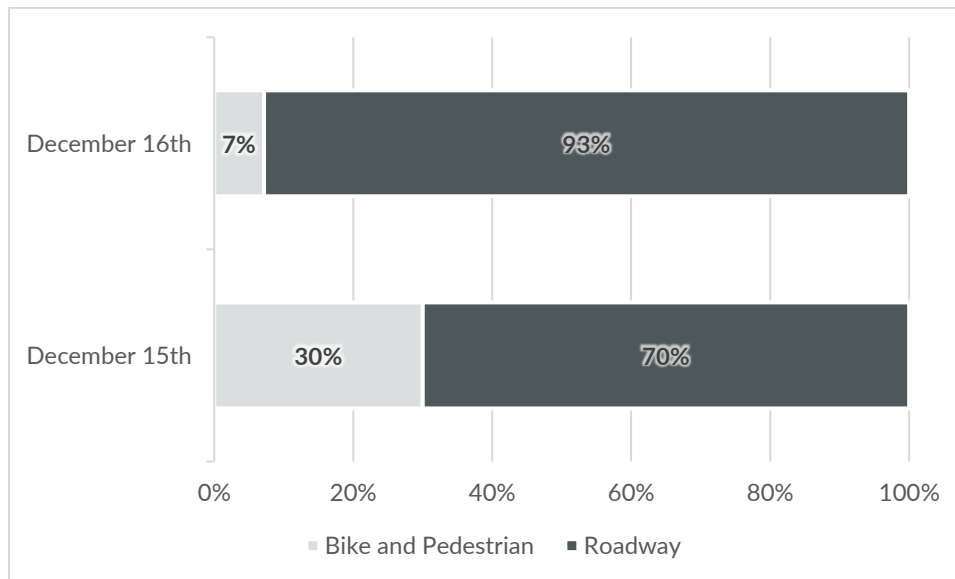


Figure 6 and **Figure 7** show the Mural results for the two stakeholder meeting sessions.


Figure 6: Mural Results for the December 15th Session

Welcome to Mural!

Mural Basics

- Collaborative Workspace
- Use your mouse to navigate around the board - 700px in & out, drag in all directions
- Click and drag does not create elements

Practice Activities



Which US state is one you have not been to but would like to travel to?










What is your favorite meal?


Breakfast Lunch Dinner

Right Click > "Add Comment"

Part 1: Plan Focus Areas

Placemakers indicate which three focus areas are most important to you, by placing dots in the boxes.

SAFETY	ACCESSIBILITY	ECONOMIC
		
RESILIENCY	EFFICIENCY & RELIABILITY	BICYCLE & PED CONNECTIONS
		
PLACEMAKING	INNOVATIVE	OTHER
		

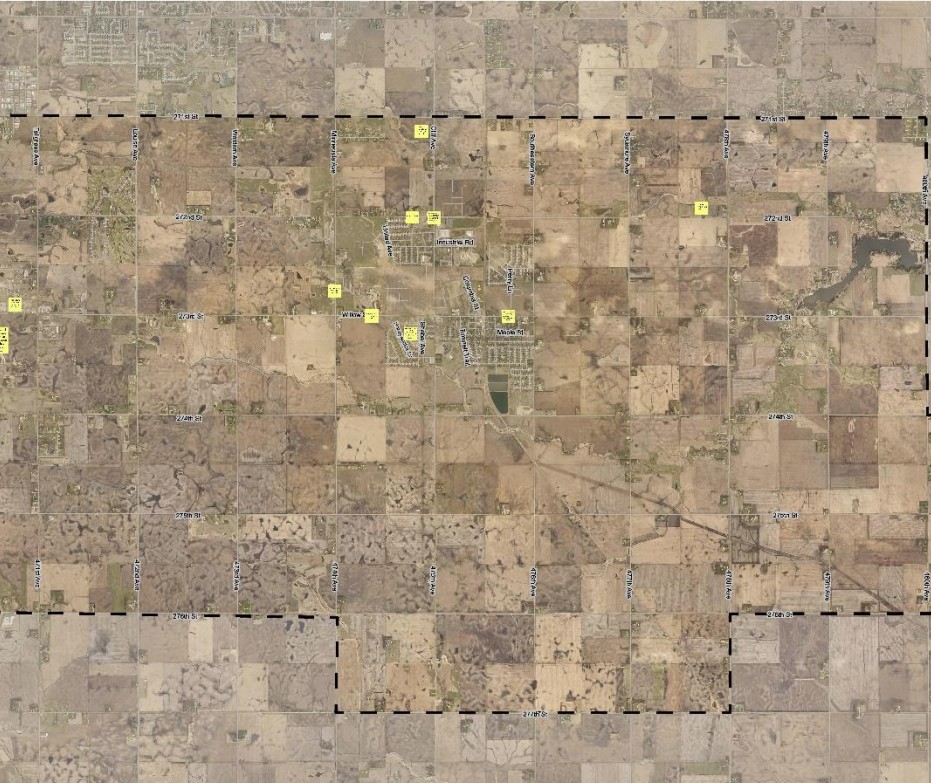


Right Click > "Add Comment"

Notes:

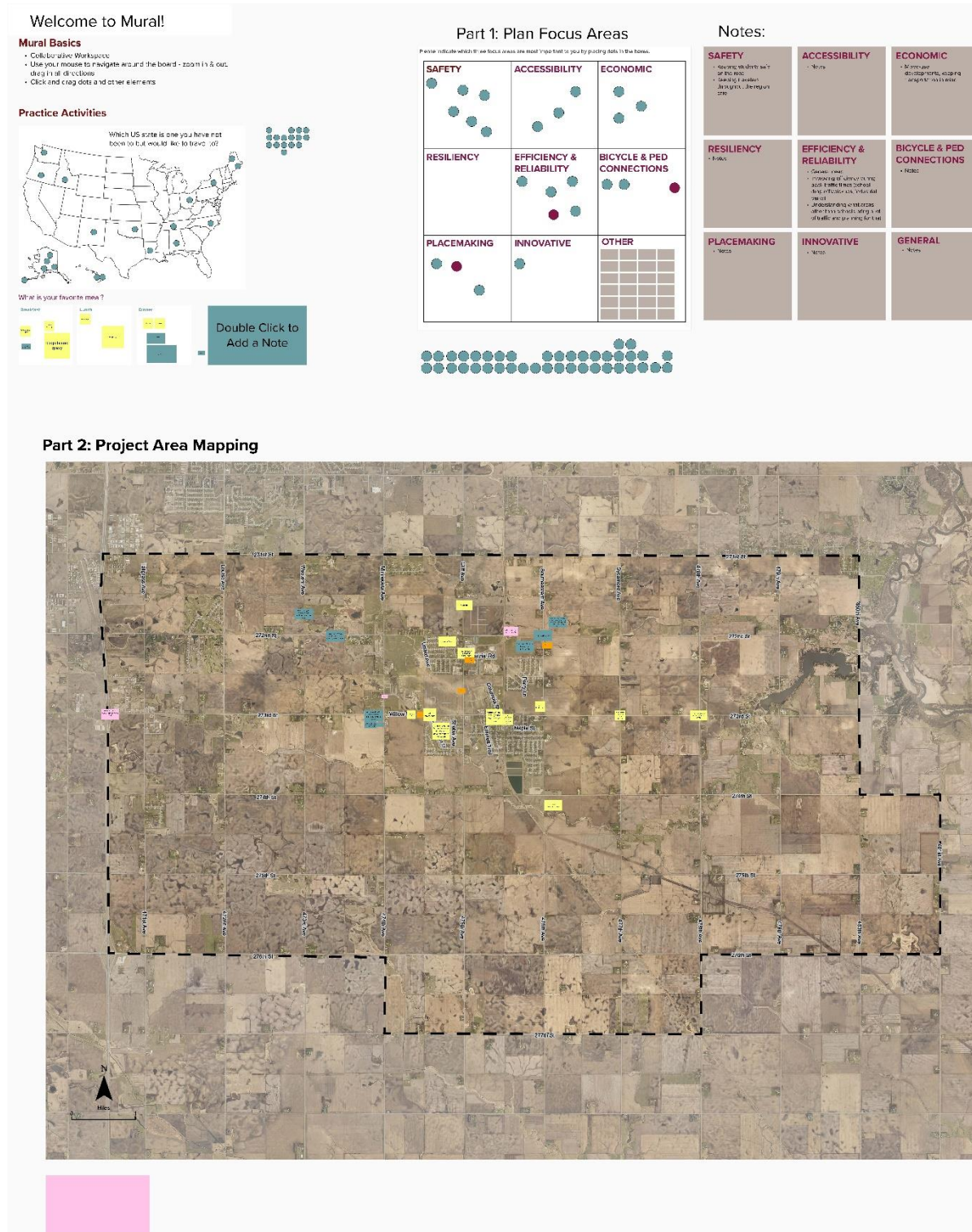
SAFETY	ACCESSIBILITY	ECONOMIC
<ul style="list-style-type: none"> • Reduced crime rates • Increased safety 	<ul style="list-style-type: none"> • Reduced travel time • Increased mobility 	<ul style="list-style-type: none"> • Increased job opportunities • Increased economic growth
RESILIENCY	EFFICIENCY & RELIABILITY	BICYCLE & PED CONNECTIONS
<ul style="list-style-type: none"> • Reduced risk of damage from natural disasters • Increased resilience 	<ul style="list-style-type: none"> • Reduced travel time • Increased efficiency 	<ul style="list-style-type: none"> • Increased health and wellness • Increased community engagement
PLACEMAKING	INNOVATIVE	GENERAL
<ul style="list-style-type: none"> • Increased quality of life • Increased community engagement 	<ul style="list-style-type: none"> • Increased innovation • Increased economic growth 	<ul style="list-style-type: none"> • Increased quality of life • Increased community engagement

Part 2: Project Area Mapping



Right Click > "Add Comment"

Figure 7: Mural Results for the December 16th Session



Public Meeting #2

The second Public Meeting was held at Liberty Elementary School in Harrisburg on Tuesday, March 22, 2022 from 5:30 p.m. to 7:00 p.m. Not including the study team members present, approximately 35 people attended the meeting. The purpose of the meeting was to engage residents about the draft Master Transportation Plan recommendations and get their feedback on potential strategies to alleviate transportation issues that could arise as Harrisburg continues to grow and develop through 2045.

The meeting was advertised across several platforms, including a public notice posted by Sioux Valley News, posts on the City's social media channels, and an email invite sent to those signed up for notifications via the [project website](#).

Meeting Overview

The March 22 public meeting was an in-person open house event, where attendees were able to visit several stations to learn about the plan recommendations for Harrisburg's future transportation system and offer their thoughts and ideas on how the community can improve the existing system while planning for the anticipated growth pressure from future development. Public Meeting #2 began with a brief presentation that walked attendees through the Future Conditions analysis which guided the development of the Plan network recommendations. The presentation also provided context for each of the stations set up for meeting, at which attendees were able to engage in discussion with project team members. The stations for the public meeting included:

- **Welcome station** — attendee sign in and informational materials regarding Plan recommendations as well as comment / question forms.
- **Future Traffic Conditions station** — board with a map that showed current traffic volumes, forecasted future traffic volumes, and estimated congestion areas.
- **Network Recommendations station** — a series of boards showing Plan recommendations, including candidates for future widening and paving, planned road classifications, and potential locations for bicycle and pedestrian treatments.



- **Cross Section Recommendations**—board showing recommended street cross sections at rural and urban scales.
- **Bicycle and Pedestrian Treatment Menu**—board showing a range of potential bicycle and pedestrian crossing treatments applicable in the Harrisburg area.
- **Network Recommendations mapping station**—interactive station asking attendees to leave their mapped comments about the information presented during the meeting on a large map of the Plan’s study area.

Meeting Outcomes

The residents in attendance at the March 22 Public Meeting and offered helpful feedback during discussion with project team members. The comments received during the interactive map station are presented in **Figure 8**, with specific comments summarized in **Table 2** by identification number.

Materials used in Public Meeting #2 are available in the “Past Events” area of the [project website](#).



Figure 8: Public Meeting #2 Plan Recommendations Input

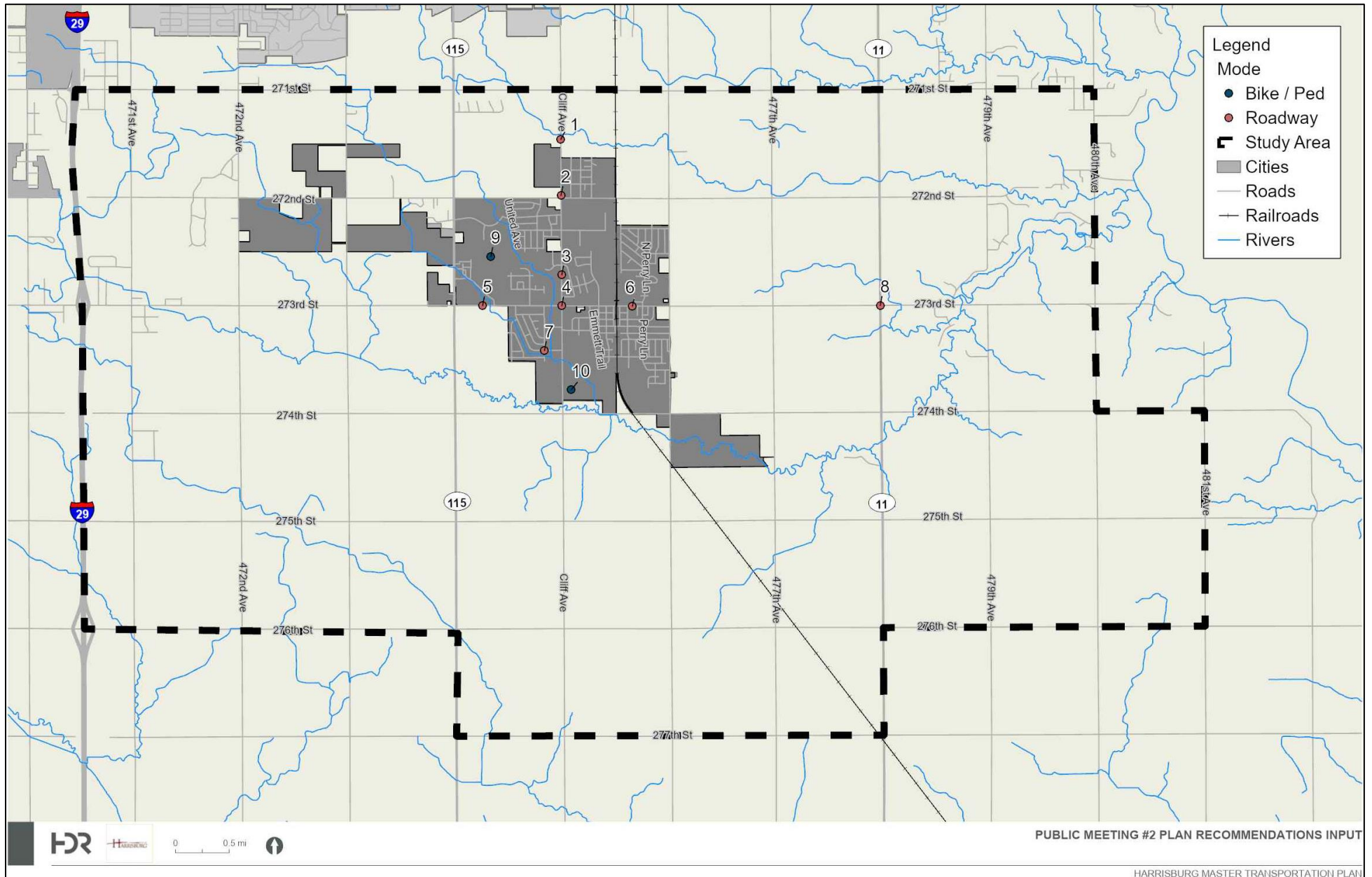


Table 2: Public Meeting 2 Recommendations Attendee Comments

ID	Comment	Mode
1	Resurface Cliff from half mile north of 272nd to Willow Street	Roadway
2	Gas station--add turn lane here	Roadway
3	Short-term priority should be to widen Cliff Ave to 3 lanes	Roadway
4	Don't like roundabout at this location	Roadway
5	Widen this section of Willow before the section east of Cliff	Roadway
6	Priority	Roadway
7	Four way stop isn't effective, need a signal	Roadway
8	Streetlights needed at intersection. Safety issue due to lack of lighting	Roadway
9	Safety hazard to make road go through. Keep it an uninterrupted trail	Bike / Pedestrian
10	Crosswalk across Cliff and Willow to retail sites and schools	Bike / Pedestrian

Stakeholder Meeting #2

The second round of Stakeholder Meetings occurred on April 6th and 7th, 2022 and were hosted virtually via Webex video conferencing platform. The purpose of the meetings was to update stakeholders on the Plan's development through sharing preliminary findings while offering an opportunity for stakeholders to discuss ideas for Harrisburg's future transportation system. A total of 14 stakeholders attended across both meetings.

Meeting Overview

The Stakeholder Meetings were planned as a supplement to the March 22nd Public Meeting held at Liberty Elementary School in Harrisburg. As such, the main activities of the Stakeholder Meeting mirror those of the March Public Meeting and used Mural, a virtual platform that facilitates group collaboration, to engage attendees in the meeting activities. These activities include:

- **Plan Recommendations presentation** – a brief description of the recommendations developed as part of the Master Transportation Plan. Also discussed were the results of a future conditions analysis that presented future traffic conditions; these conditions informed the development of Plan recommendations.
- **Bicycle and Pedestrian Crossing Treatments activity** – interactive activity asking stakeholders to share input and vote on potential bicycle and treatments they believe are appropriate for the future multimodal transportation system.
- **Future Project Mapping activity** – interactive activity asking attendees to provide comments on an area map on potential solutions to the transportation issues and needs facing the community.

Meeting Outcomes

The outcomes of the meeting activities are summarized below for each stakeholder session.

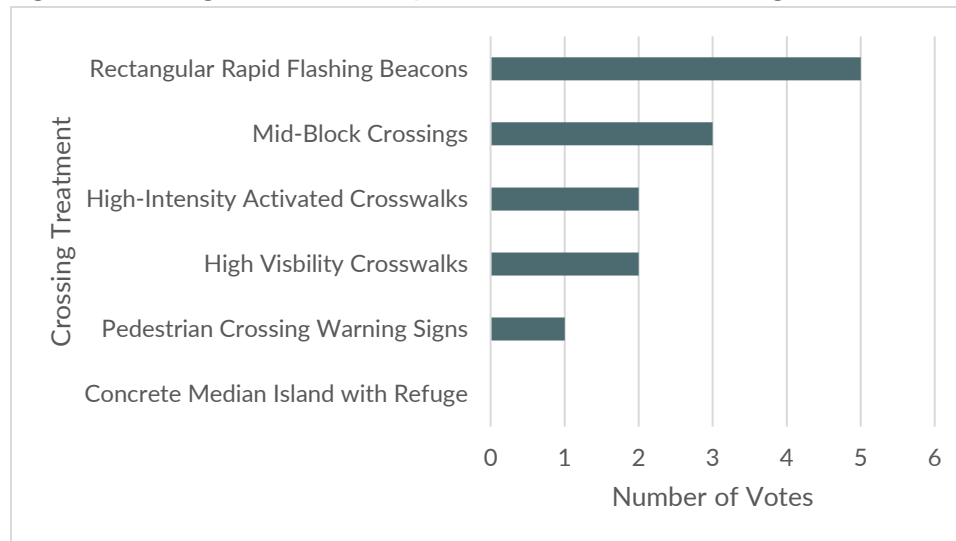
April 6th Session

Bicycle and Pedestrian Crossing Treatments Activity

The Bicycle and Pedestrian Crossing Treatment activity for the April 6th session invited stakeholders to review potential bicycle and pedestrian treatments that could be implemented in the future and vote on the treatments they feel would be most effective in meeting the vision for the multimodal system. These treatments include:

- Mid-block crossings
- Pedestrian crossing warning signs
- High visibility crosswalks
- Rectangular rapid flashing beacons (RRFB)
- High-intensity activated crosswalks (HAWK)
- Concrete median island with refuge

The results for the Bicycle and Pedestrian Menu activity are shown in **Figure 9**.

Figure 9: Voting Results for Bicycle and Pedestrian Crossing Treatments Activity

Stakeholders at the April 6th session expressed the most interest in the RRFB treatment, feeling the enhanced visual component adds an additional safety element that would be well suited for crossings near schools and other areas where younger residents would be likely to cross the street.

Other crossing treatments that received votes from the stakeholders were mid-block crossings, HAWK signals, and high visibility crosswalks. These treatments all reflect stakeholder interest in treatments that enhance safety for pedestrians and provide access to key destinations, including schools and commercial areas, especially those along Cliff Avenue and Willow Street.

Future Project Mapping Activity

Stakeholders discussed several items that should be addressed by the MTP during the Future Project Mapping activity. The main point of discussion amongst Stakeholders was the need to widen Cliff Street to a 3-lane section to accommodate current congestion and the anticipated growth in traffic as the community continues to attract new residents. Stakeholders felt that this improvement should be the top priority for the city and could supplement the planned improvements for the intersection of Cliff Avenue and Willow Street.

Further discussion during this activity reinforced the stakeholder's desire for improved pedestrian safety that arose during the Bicycle and Pedestrian Crossing Treatments activity.

Figure 10 shows the Mural board containing the results of both activities for the April 6th session.

April 7th Session

Bicycle and Pedestrian Crossing Treatments Activity

The Bicycle and Pedestrian Crossing Treatment activity for the April 7th session was discussion-based and did not have the voting component used in the April 6th session. Rather stakeholders reviewed the crossing treatment types and discussed which areas of the community could benefit from the various crossings, then posted their comments on a map depicting existing and proposed bicycle and pedestrian improvements. Some of the common themes from this activity were:

- Several opportunities for crossing treatments to improve safety pedestrians exist in Harrisburg
- Need for safe pedestrian crossings at school and commercial locations
- Opportunity to expand the trail network exists along Willow Street and Cliff Avenue

Future Project Mapping

Stakeholder discussion during the Future Project Mapping activity revolved around the needs that attendees felt were the most pressing for the city to address. Similar to previous public engagement events, concern over traffic growth on Cliff Avenue and Willow Street was shared by all stakeholders. Supplementing these concerns was a discussion of when and where the community can expect the need for wider roads, meaning 4 and/or 5 lanes, to arise.

Additional discussion focused on the residential areas south of Willow Street between Cliff Avenue and Southeastern Avenue, specifically on the desire to shift “through” traffic traveling to Cliff Avenue via Maple Street near South Middle School. These comments were based on perceived safety concerns, especially for children walking to school, with stakeholders interested in looking to alternate routes for this traffic. The lack of sidewalks in this part of Harrisburg was also mentioned as a safety concern that stakeholders would like to see addressed. **Figure 11** shows the Mural Board containing the results of the activities for the April 7th session.

Figure 10: Mural Board for the April 6th Stakeholder Meeting Session

Bike & Pedestrian Crossing Treatments

Mid-Block Crossings

Found at locations with high pedestrian activity

- Near specific destinations, i.e. park, school, museum

Common elements include:

- Crosswalk markings
- Signage
- Pedestrian signals
- Curb extensions



Source: City of Atlanta, GA

Rectangular Rapid Flashing Beacons (RRFB)

Pedestrian activated device for enhancing crossing visibility

- Triggers flashing LED lights to indicate pedestrian is crossing

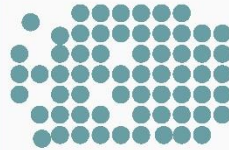
Recommended for mid-block and uncontrolled crossings

Common elements include:

- Crosswalk markings
- Signal
- Signage



Source: EDI-ENRIS for MDOT, ENRIS for MDOT



Pedestrian Crossing Warning Signs

Signage used to alert motorists of pedestrian activity

Located at crossing locations

Installed in advance of mid-block crossings



Source: Google Maps

High-Intensity Activated Crosswalks (HAWK)

Pedestrian-activated signal

Installed at mid-block crossings, minor intersections

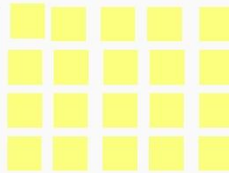
- Locations inappropriate for a conventional traffic signal

Common elements include:

- Crosswalk markings
- Signal
- Signage
- Audible signal for hearing impaired users



Source: City of Phoenix, PHX



High Visibility Crosswalks

Use patterns to alert motorists of pedestrian crossing

Recommended for mid-block and uncontrolled crossings

Common elements include:

- Crosswalk markings
- Signage



Source: Google Maps

Concrete Media Islands with Refuge

Crossing area for pedestrians on high volume roads

Suitable for mid-block crossings, roads with 4 or more lanes

- Also suitable for 2-, 3-lane roads with high traffic volumes

Common elements include:

- Crosswalk markings
- Median
- Pedestrian signals
- Signage



Source: a-research, INC

Mapping Concepts

What changes need to happen first in Harrisburg?

Which intersections would be appropriate for each crossing treatment?

Where would you like to see the urban/rural cross sections?

Other ideas?

Future Project Mapping

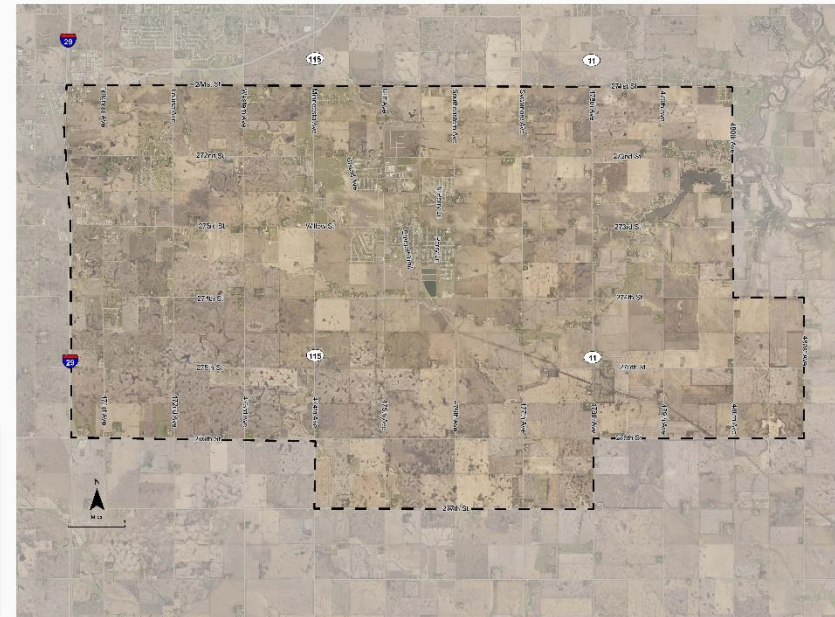


Figure 11: Mural Board for the April 7th Stakeholder Meeting Session

Bike & Pedestrian Crossing Treatments

Mid-Block Crossings

Found at locations with high pedestrian activity

- Near specific destinations, i.e. park, school, museum

Common elements include:

- Crosswalk markings
- Signage
- Pedestrian signals
- Curb extensions



Source: City of Harrisburg, PA

Rectangular Rapid Flashing Beacons (RRFB)

Pedestrian activated device for enhancing crossing visibility

- Triggers flashing LED lights to indicate pedestrian is crossing

Recommended for mid-block and uncontrolled crossings

- Common elements include:
- Crosswalk markings
 - Signal
 - Signage



Source: University of Maryland

Pedestrian Crossing Warning Signs

Signage used to alert motorists of pedestrian activity

Located at crossing locations

Installed in advance of mid-block crossings



Source: Google Maps

High-Intensity Activated Crosswalks (HAWK)

Pedestrian-activated signal installed at mid-block crossings, minor intersections

- Locations inappropriate for a conventional traffic signal

Common elements include:

- Crosswalk markings
- Signal
- Signage
- Audible signal for hearing impaired users



Source: City of Harrisburg, PA

High Visibility Crosswalks

Use patterns to alert motorists of pedestrian crossing

Recommended for mid-block and uncontrolled crossings

Common elements include:

- Crosswalk markings
- Signage



Source: Google Maps

Concrete Median Islands with Refuge

Crossing area for pedestrians on high volume roads

Suitable for mid-block crossings, roads with 4 or more lanes

- Also suitable for 2-, 3-lane roads with high traffic volumes

Common elements include:

- Crosswalk markings
- Median
- Pedestrian signals
- Signage



Source: Engineer MFG

Open Discussion

What changes need to happen first in Harrisburg?

Which intersections would be appropriate for each crossing treatment?

Where would you like to see the urban/rural cross sections?

Other ideas?

