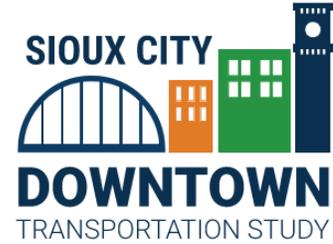


Meeting Summary



- Date:** January 20, 2021
- Time:** 10:00 AM-11:30 AM
- Location:** Zoom Conference Call
- Meeting:** Stakeholder Committee Meeting #3
Two-way Traffic Analysis, Proposed Street Typologies, Bicycle Facilities, Skywalk System Extensions
- Attendees:** Dakin Schultz (Iowa DOT); Ragen Cote (Downtown Partners); Angela Drent (Siouxland District Health Department); Bob DeSmidt (Active Transportation); David Carney, Jeff Harcum, Monette Harbeck, Marty Dougherty, Mike Collett (City of Sioux City); Julie Schoenherr (City Council); Alejandra Quintana, Erin Berzina, Hannah Neel (SIMPCO); Leif Garnass, Bill Troe, Joni Giese, Eavan Moore (SRF); Marty Shukert, Charlie Cowell (RDG)

Purpose of Meeting:

The purpose of the meeting was to share and seek feedback on community survey results, findings from the preliminary two-way traffic analysis, proposed street typologies and mode-specific improvements, and potential skywalk extensions.

Summary of Meeting:

Community Survey Summary

Bill Troe shared preliminary findings from the online survey conducted from December 15, 2020 to January 15, 2021. There were 133 respondents, 77 of whom completed the entire survey. Only 6.8% of respondents live downtown, but that is not surprising, since the downtown population is only about 2% of the entire city.

Bill remarked that shopping/dining and entertainment/recreation were surprisingly common purposes of trips downtown, adding up to 40%. It was interesting that 12% of respondents biked to get to and from downtown, while 34% said that they would *prefer* to bike. For short trips made from one downtown location to another, 45% said they walked, 10% biked, and 34% still drove.

Input appeared to conclude that people generally use the skywalks to avoid bad weather and use sidewalks to enjoy nice weather.

In a question that asked respondents to divide up \$100 for improvements of their choice, bicycle connections came out on top, followed by general maintenance and streetscape improvements. To better illustrate the priorities, SRF will “normalize” the \$100 responses and the overall summary being prepared.

Bob DeSmidt remarked that the number of people “just passing through” seemed low considering that 5th and 6th Streets are such heavily trafficked through routes. Bill acknowledged that the survey was not conducted with statistical validity in mind.

Traffic Analysis for 5th and 6th Street Conversion

Leif Garnass explained that the objectives of the two-way traffic analysis were to understand future traffic growth, identify travel pattern changes if 5th and 6th Streets are converted to two-way traffic, and predict how traffic operations would be impacted.

SRF used a modified version of SIMPCO’s traffic model to forecast as far out as 2045. The model incorporates land uses and future development. The base model is based on an estimated annual growth rate of 0.5% or 0.25%, depending on the corridor’s expected future development.

The two-way conversion model predicted that the largest changes would be seen on 5th Street and 6th Street. As 6th Street offers a continuous route for east-west through traffic, its volumes are a little higher. Some traffic would be shifted from 4th Street. Most 7th Street traffic, on the other hand, would remain where it is due to the destinations along the corridor. The model also predicts a slight reduction in southbound traffic between 6th and 5th Streets.

Traffic operations would not be changed at most intersections, and effects can be mitigated elsewhere by simple measures. Where 5th intersects Pearl and Douglas, minor increases in queuing are predicted. This can be mitigated by retiming traffic lights to allow more green time. Noticeable increases in queuing are predicted on Wesley Parkway and where 6th Street intersects with Nebraska, Jennings, and Court. This can be mitigated with more green time and by adding a left-turn arrow.

Bob DeSmidt brought up the fact that the current signal timing is designed so that drivers on 5th and 6th Street meet green lights all the way through downtown. He asked how retiming would affect that? Leif answered that any changes would require a holistic look at downtown traffic lights and the timing would be adjusted to accommodate the flow desires.

Dave Carney asked about the impact to opposite-flow traffic on 5th and 6th Streets. In our operations and particularly in any progression analysis we do along 5th and 6th Street as two-ways, we will highlight the “opposite direction” in re-timing (eastbound on 6th Street and westbound on 5th Street) to optimize the two-way conditions (i.e., ensure the opposite direction flow is not stop-stop-stop at each intersection).

Dave Carney mentioned that the previous conversion study had found a signal at the Jennings intersection could be removed. Leif answered that the team had not gone through and looked for signals that could be removed yet and will do so.

Dave Carney had a question or comment about connections to I-29 as Pierce and Nebraska are key corridors. We will very closely look at current signal timing on Peirce and Nebraska and how converting to two-way flow might suggest changes. The desire will be to try to retain progression along Peirce and Nebraska as they connect to the interstate and likely have a greater importance regarding flow/throughput than 5th or 6th Street.

Bob DeSmidt asked the team to think about how these changes would affect other things like snow removal. Leif answered that this modeling exercise had used the geometry proposed in the previous study, and it seemed the windrows could be maintained as-is. Bob DeSmidt commented that turning left downtown is challenging “when you have the windrows going.”

Marty Dougherty asked about potential traffic on 3rd and 4th Streets. Bill Troe answered that any increase on those streets would be minor, in the hundreds of vehicles a day.

Detailed evaluation metrics for the two-way conversion have been drafted. They include traffic operations, changes in conflict points, impacts to parking and business access, and construction. The choice of safety metric was driven by the team’s analysis of historical safety data – most crashes happen at intersections. The metrics will be shared with Dave Carney in a meeting with the city before the next stakeholder committee meeting.

Preparing Street Typologies & Bicycle Facilities

Joni Giese presented updated work on the proposed street typologies that had been shared in advance of the meeting. Key destinations downtown were identified. On the map of activity areas, red ovals denote hubs of activity. Dashed ovals are less well-defined; it is not clear whether pedestrians are drawn there or whether they are taking trips that begin and end in that area. In the southeast corner near 1st Street, the dashed line circles a possible emerging residential area. Arrows show locations where pedestrian corridors could become enhanced pedestrian connections. Recent wayfinding signage was also a key to pedestrian movement.

Bob DeSmidt shared an observation about one of the dotted-line areas. More than the art center itself being a draw for pedestrians, Walgreens and Burger King are big draws for pedestrians in the downtown since it is the only source of groceries you can walk to in the whole downtown area. He suggested the dotted line should extend further south. Angela Drent agreed with him. There is pedestrian traffic down Pierce Street, past the Art Center, to get to Walgreens.

Bob DeSmidt also commented that the map does not show the direct connection along Wesley Pkwy. There is a trail along the bridge that crosses I-29. It comes to just south of 3rd street and connects to another trail. Lots of pedestrians use that bridge. Joni said the team would make sure to reflect that in these maps moving forward.

Ragen Cote and Marty Dougherty commented on the area around Virginia Street. This is one of two main access points to the riverfront in local planning efforts. The Virginia Square development is an intentional effort to revitalize that area. It includes one hotel and three buildings with residential units. They are still in the early stages of seeing the end results. There is likely pedestrian activity to the riverfront and up to 4th Street. Traditionally it is an industrial area, but it is changing over with significant development.

Bicycle Facilities

Marty Shukert took over to present on the bicycle network. He remarked that it was interesting to see the results of the community survey. A 12% bicycle mode share is quite good. The fact that three times that many people want to use bikes as transportation is significant. So even though it was not part of the scope of the project originally, it is important and gratifying.

The bicycle network analysis looked at places where it would be appropriate to take a bicycle or any other small mobility device (e.g., e-bikes and scooters). The team defined specific entrances or portals that people would use to enter/exit downtown. There are three different kinds of movement: east-west between the two trails north-south from riverfront to neighborhoods north; and local destinations. For riverfront access, there are three primary corridors: Floyd, Virginia, and Pierce. A fourth major corridor is the bridge from South Sioux City. This is a significant bike corridor. As Bob DeSmidt said, the team will need to add in the route to the back of the casino entrance. The Walgreens is covered in the network but needs to be included as a destination. The Transit Center is particularly important from multimodal point of view. If there were going to be a bike hub established in the future, it would naturally want to be there.

To identify methods of connectivity, the team looked at paths of least resistance, the number of destinations picked up in the system, and availability of right-of-way. The 5th and 6th Street bike lanes are primarily to connect other routes together. The proposed changes are not generally considered high capital. If they are all put together, you get a good grid of connectivity. In addition to identifying routes, the team has suggested what infrastructure type would be appropriate for each route:

- Shared use paths are well known, basic facilities right now.
- A cycle track is a two-way facility separated from existing motor vehicle traffic.
- Bike lanes, striped or buffered, would not affect parking.
- Bike boulevards are shared routes with little capital investment.
- A bike route simply signs a connection.

Julie Schoenherr commented that she really enjoys the emphasis on bikes. She is very happy with those results.

Erin Berzina commented that the bike route between 4th and 2nd Street on Pearl would go through a parking lot. It might be worth changing that to go around. Marty Shukert agreed. It was shown as a dotted line because the team did not know how available that route might be.

Dave Carney asked if an annual cost estimate would be provided. Marty answered that it would. Related to the question of annual maintenance costs, Joni Giese remarked that green paint is effective but needs to be used judiciously.

Applying Street Typologies

Joni Giese presented that while complete streets are important everywhere, the team had identified locations that represented the best use of funds. She showed a map with three street types: existing shared use paths; complete streets with a pedestrian emphasis; and complete streets with a bicycle emphasis. All streets should be complete streets. They should all be able to accommodate movement of pedestrians, vehicles, and bikes (for confident cyclists). So even grey tone streets on the map should be minimum complete – sidewalks, bikes allowed. It was commented that the pedestrian emphasis street should really extend all the way from 4th Street to the park. On bike emphasis streets, the type of facility will vary, but there still needs to be sidewalks.

There are three basic zones that we think about when we talk about sidewalks. 1. The buffer zone. 2. The primary pedestrian zone, with no obstructions. 3. Ideally, an area for street trees, seating, etc. Joni mentioned that there is a new movement to minimize joints in pedestrian surfaces which means moving away from decorative brick and cobblestone paving.

Pedestrian emphasis streets should be prioritized when the city does ADA improvements. They should encourage spill-outs from buildings to sidewalk, enhancing the vibrancy and sense of activity downtown. The city could even convert on-street parking to parklets in summer. A great example of what Sioux City has done is pull pavement off planting and furnishing zone. That improved the system for street trees and gave trees a shot at survival.

Ragen Cote asked the question that some damaged trees downtown cannot be removed because of roots wrapped round fiber or piping. Is there a way to replace the shading without the tree? Trees failed or were run over with cars and cannot be replaced because their roots cannot be pulled out. Have other cities been doing planters or anything else? Suggestions for areas that can't have trees? Joni replied that this was a good discussion, and the team would get back to her on it.

Skywalk System

Marty Shukert introduced the skywalk system referencing 2007 study, which discussed maintenance, and structural issues. For today's discussion we are focusing on coverage of existing system and where it might expand to the future. There are skywalks that are very frequently used. At its core, a very good and functional system. Its issues are less coverage and more visibility/user experience/wayfinding. However, there are opportunities for expansion, as illustrated in the meeting slides.

Marty Dougherty noted that although it is out-of-scope of study, but he is coordinated with Dave Carney about the need for utility replacements downtown. Some water and sewer lines are very old. It would make sense to coordinate if there are major changes to streetscape. This plan will serve as a master plan as future projects take place to ensure the appropriate user desires are included.

Erin Berzina was if the team looked at any segments in skywalks that it might make sense to remove or move? Marty noted the team looked for that, but no segments were identified. There are less-than-optimal branches, but there are not any non-functional, except for a couple that adjoin areas that are going to be redeveloped.

Next Steps:

The next steps of the plan include a review detailed traffic analysis with City staff, continued development & screening of alternatives, and obtain public input on draft street typologies. The next stakeholder committee meeting will likely be in late March/early April 2021.

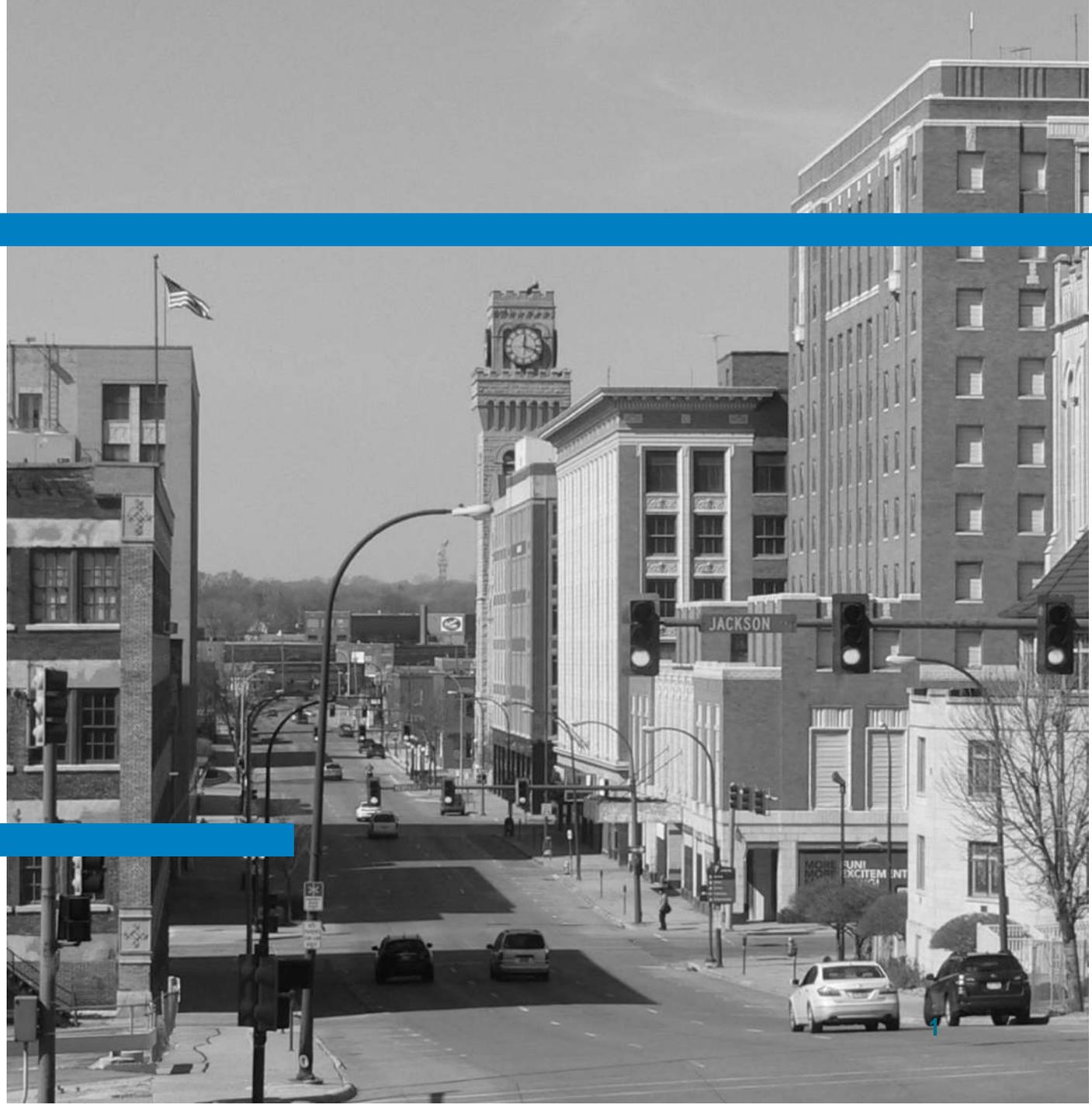
Action Items:

Actions Needed	Responsibility
Update materials to reflect meeting comments	Consulting team and SIMPCO
Summarize community engagement	Consulting team and SIMPCO
Develop next round of engagement	Consulting team
Conduct traffic operations review with City	Consulting team and City



Stakeholder Committee Meeting #3

January 20, 2021



Agenda

- Introductions
- Community Input from Survey #1
- Traffic Analysis for 5th and 6th Street Conversion
- Preparing & Applying Street Typologies & Bicycle Facilities
- Considerations for Skywalk System Extensions
- Meeting Recap & Next Steps



Community Input from Survey #1

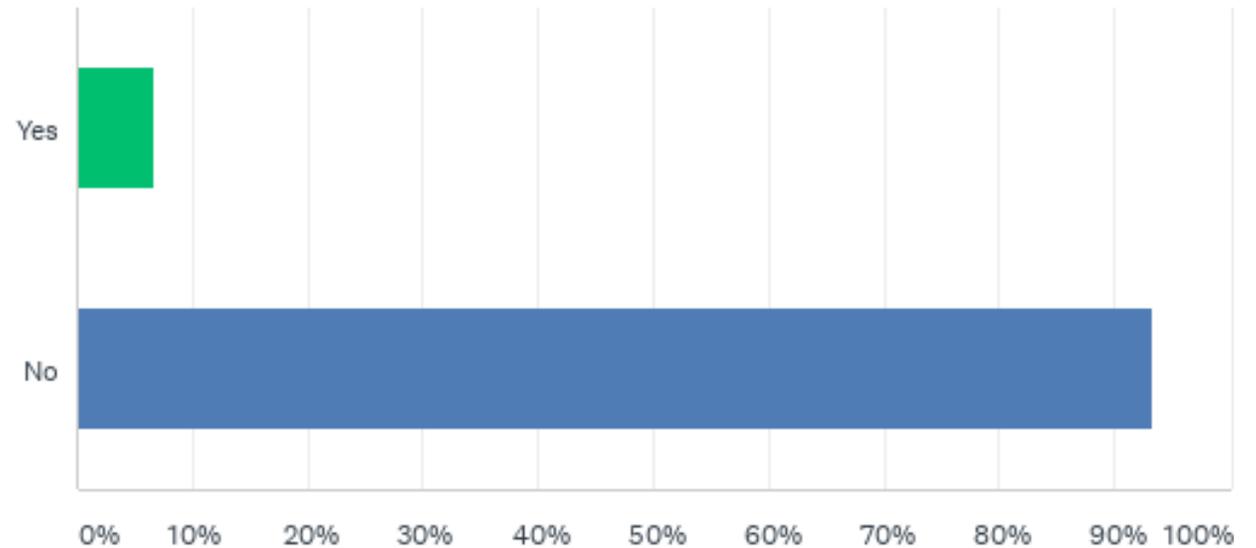
Survey Summary

- Total Responses: 133
- Completed Entire Survey: 77
- Open December 15, 2020 to January 15, 2021

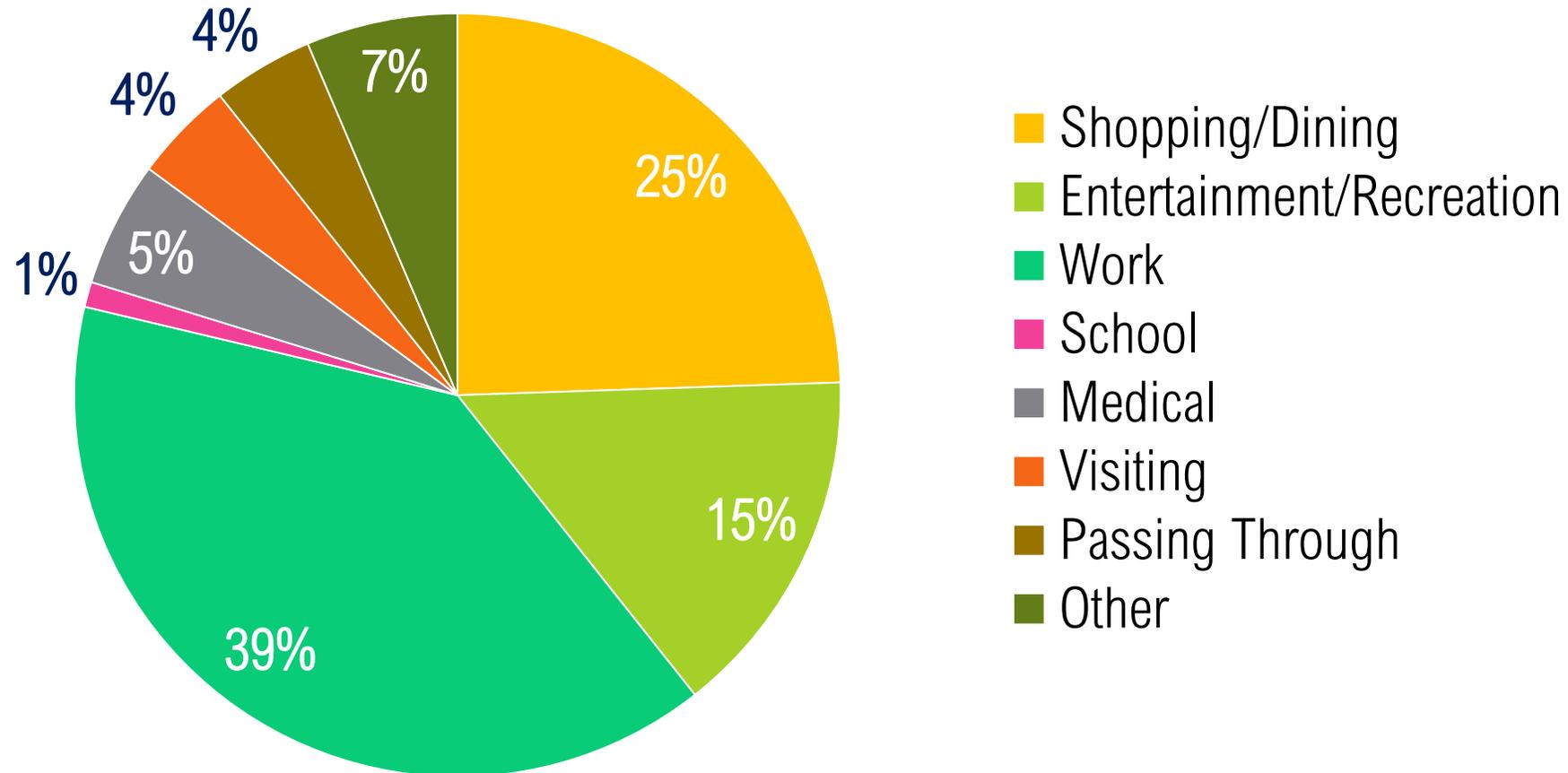


Responses by Area

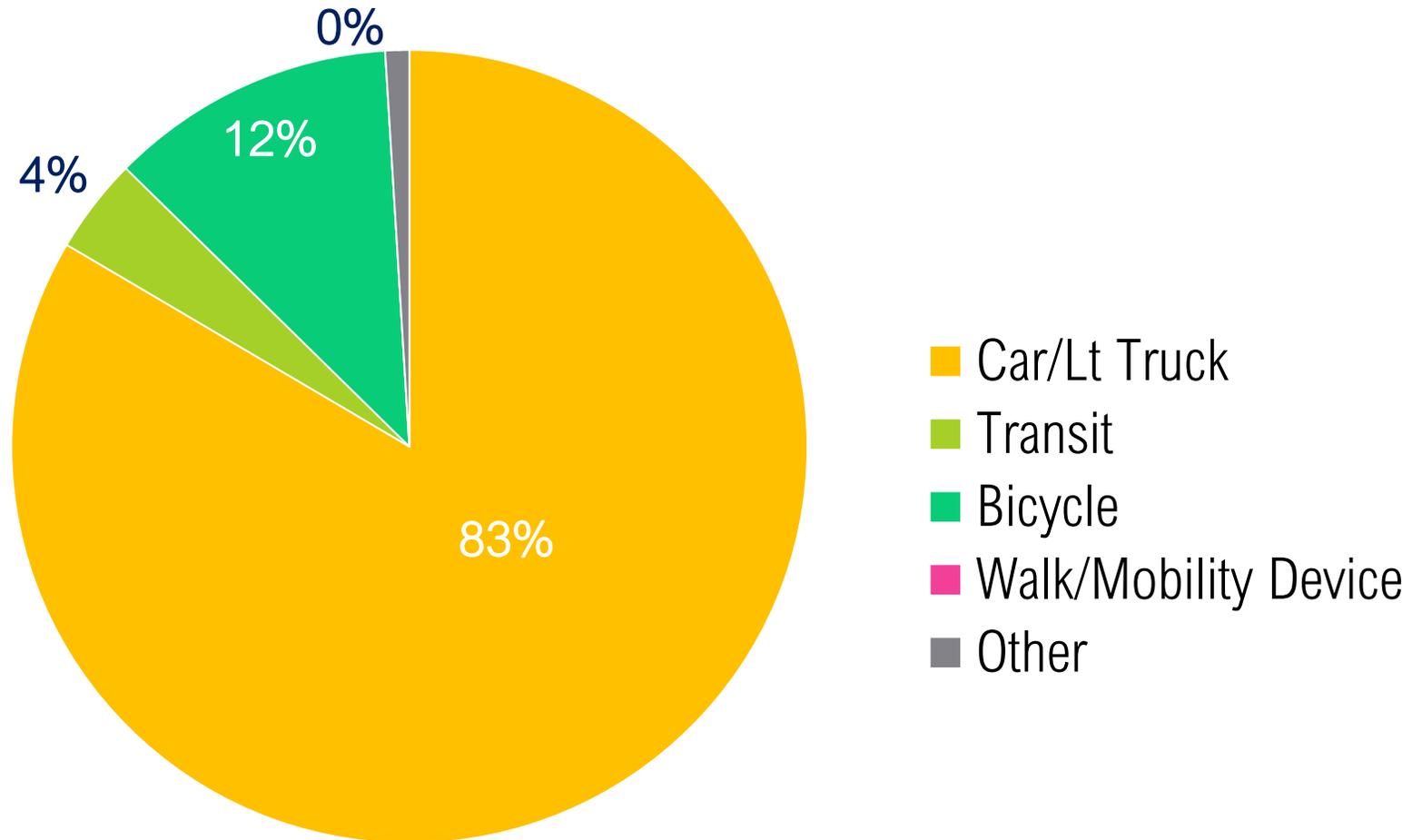
- Responses from Downtown Residents: 6.8%
 - Sioux City Population Downtown: $\pm 2\%$



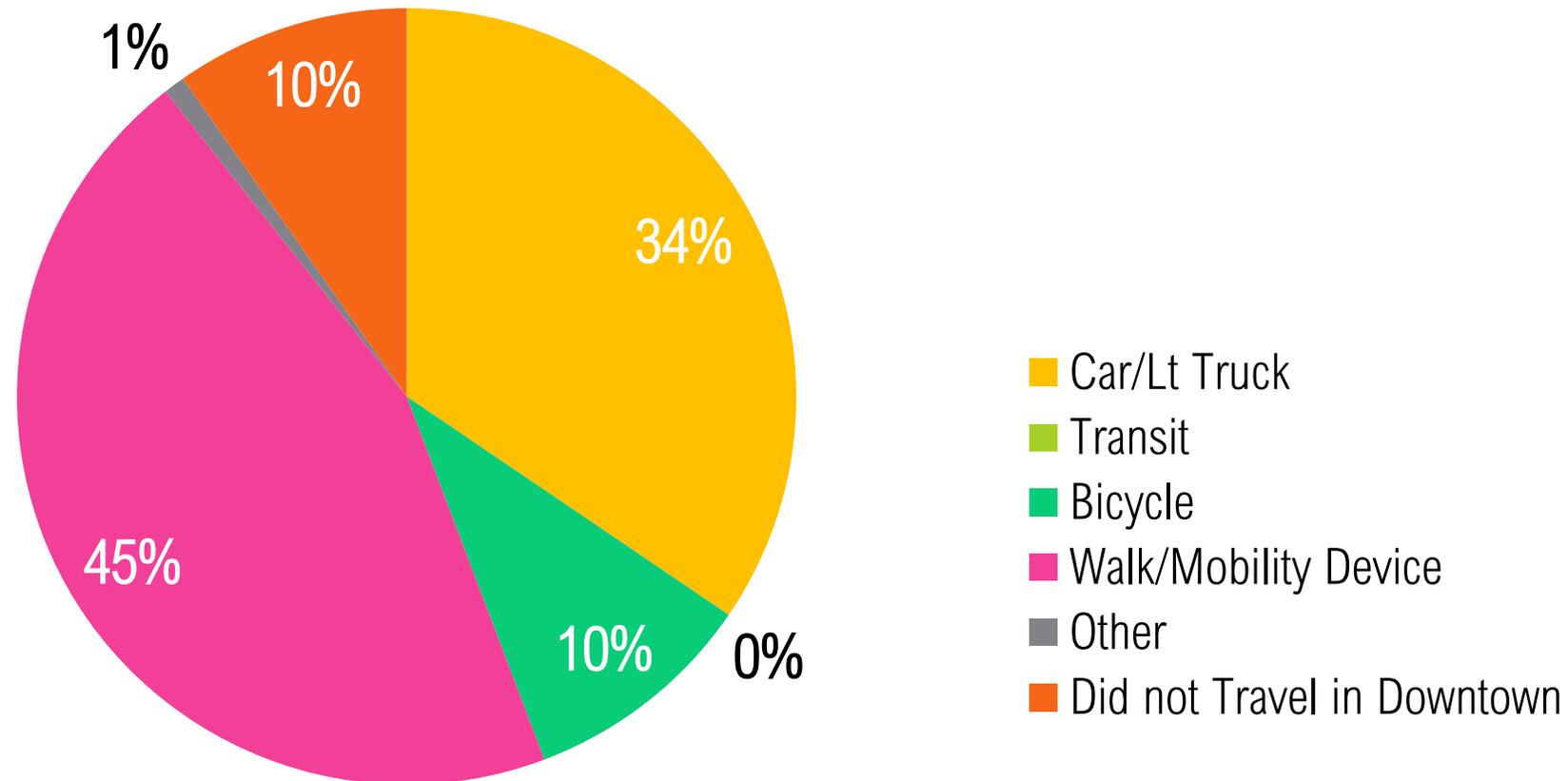
What is your primary trip purpose?



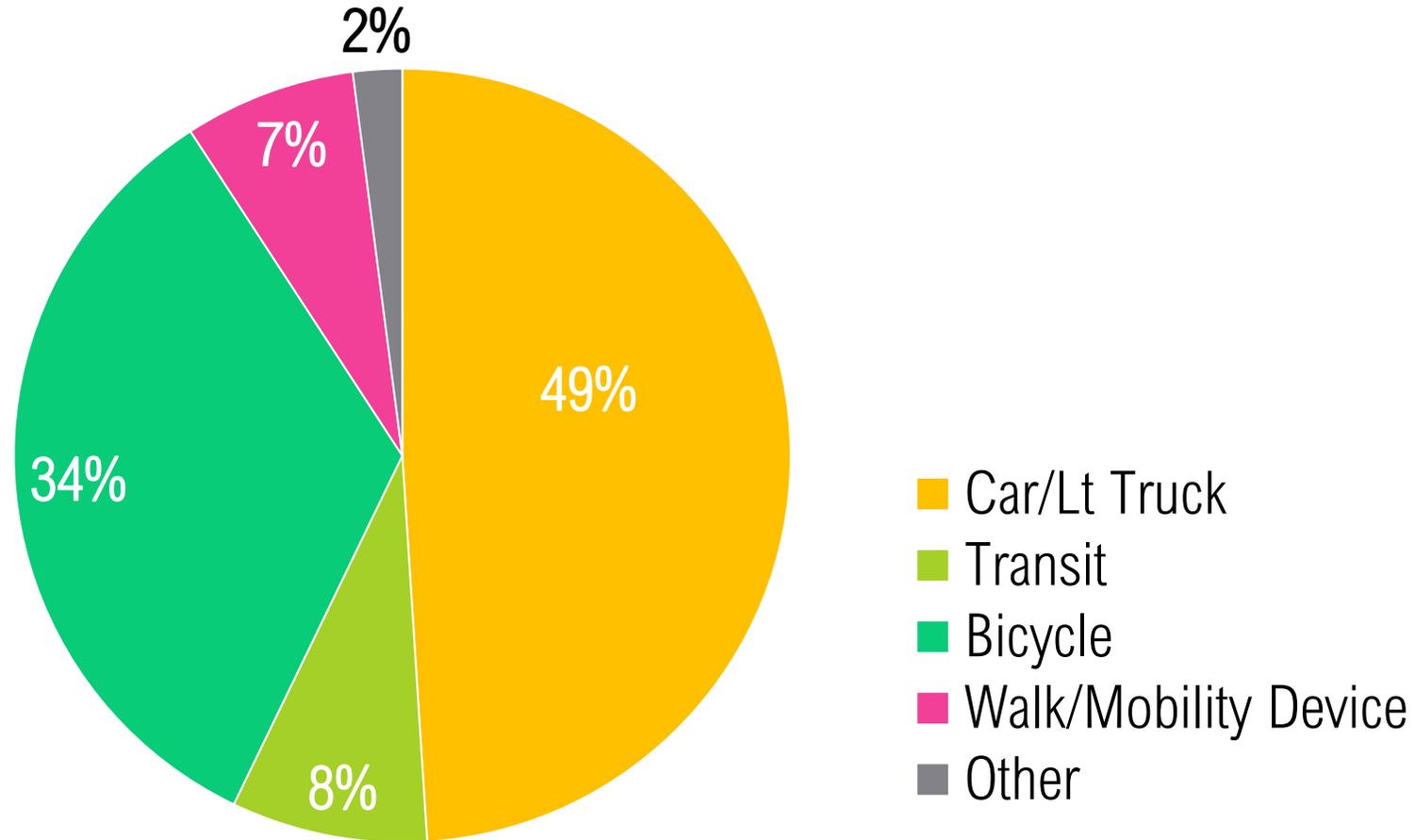
How did you travel to/from Downtown?



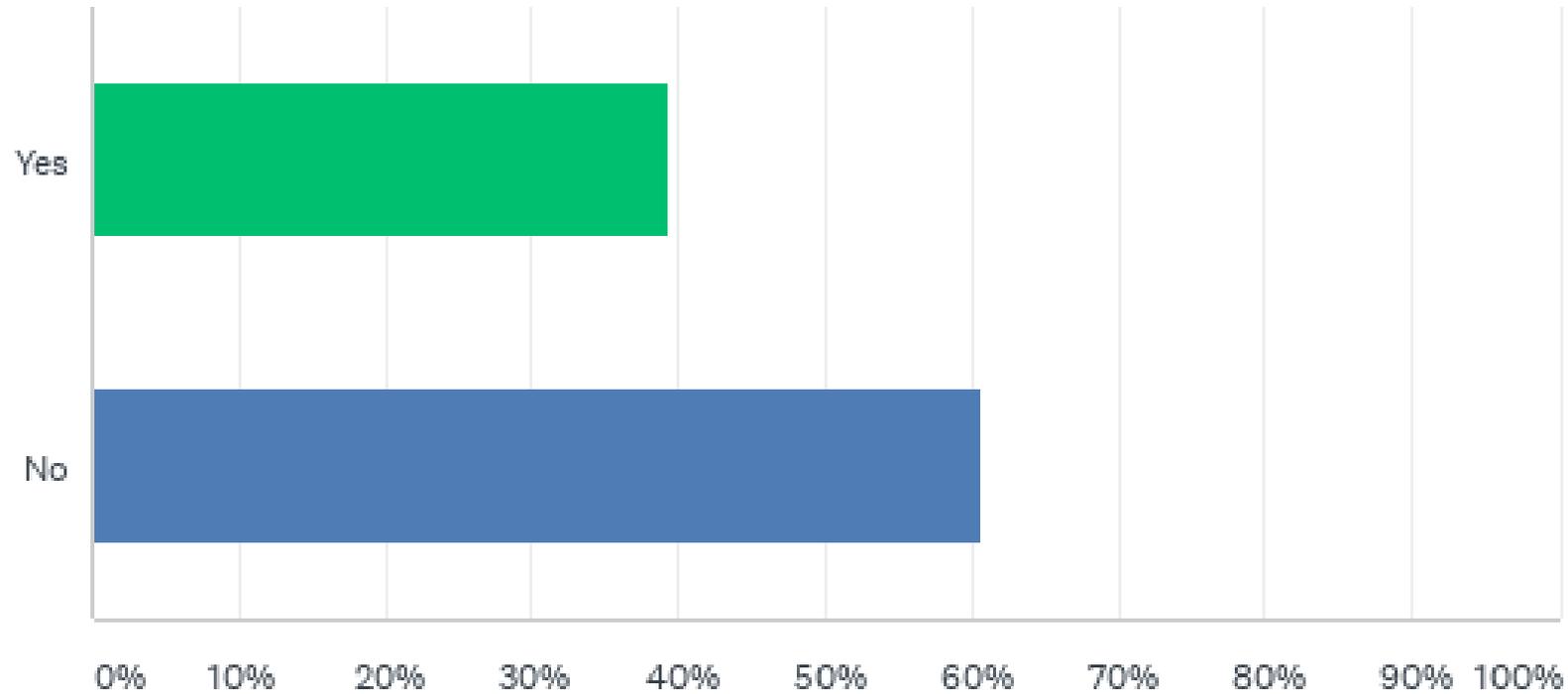
How did you travel within Downtown?



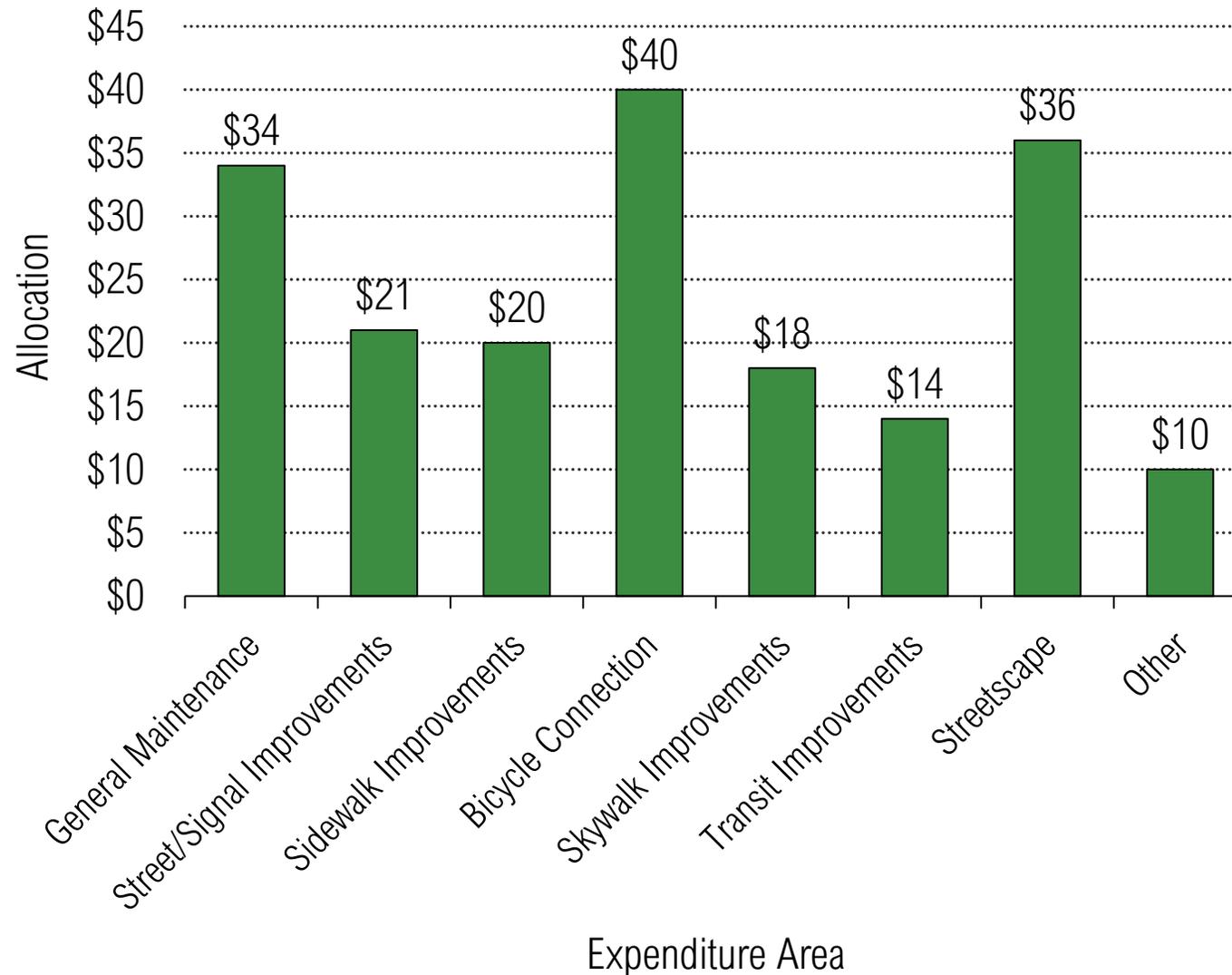
How would you prefer to travel to/from downtown?



Do you use the skywalk network?



\$100 Allocation



Traffic Analysis for 5th and 6th Street Conversion

Objectives of Two-way Traffic Analysis

- Understand future traffic growth
- Identify travel pattern changes following conversion of 5th and 6th Streets to two-way traffic
- Evaluate conversion to determinize how traffic is impacted

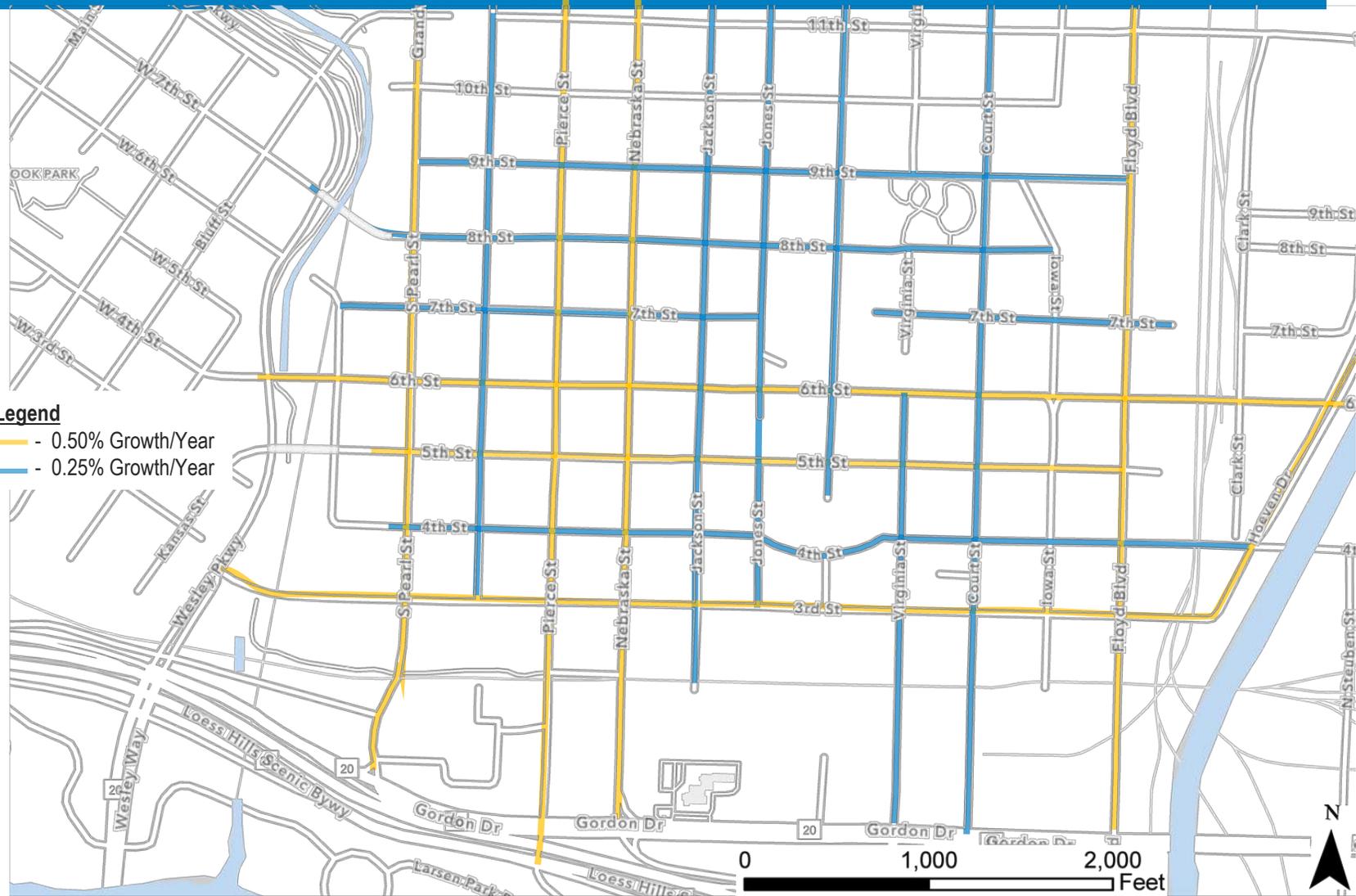


Changes in Travel Patterns with Two-Way Traffic (2045)

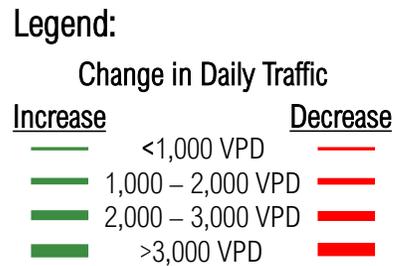
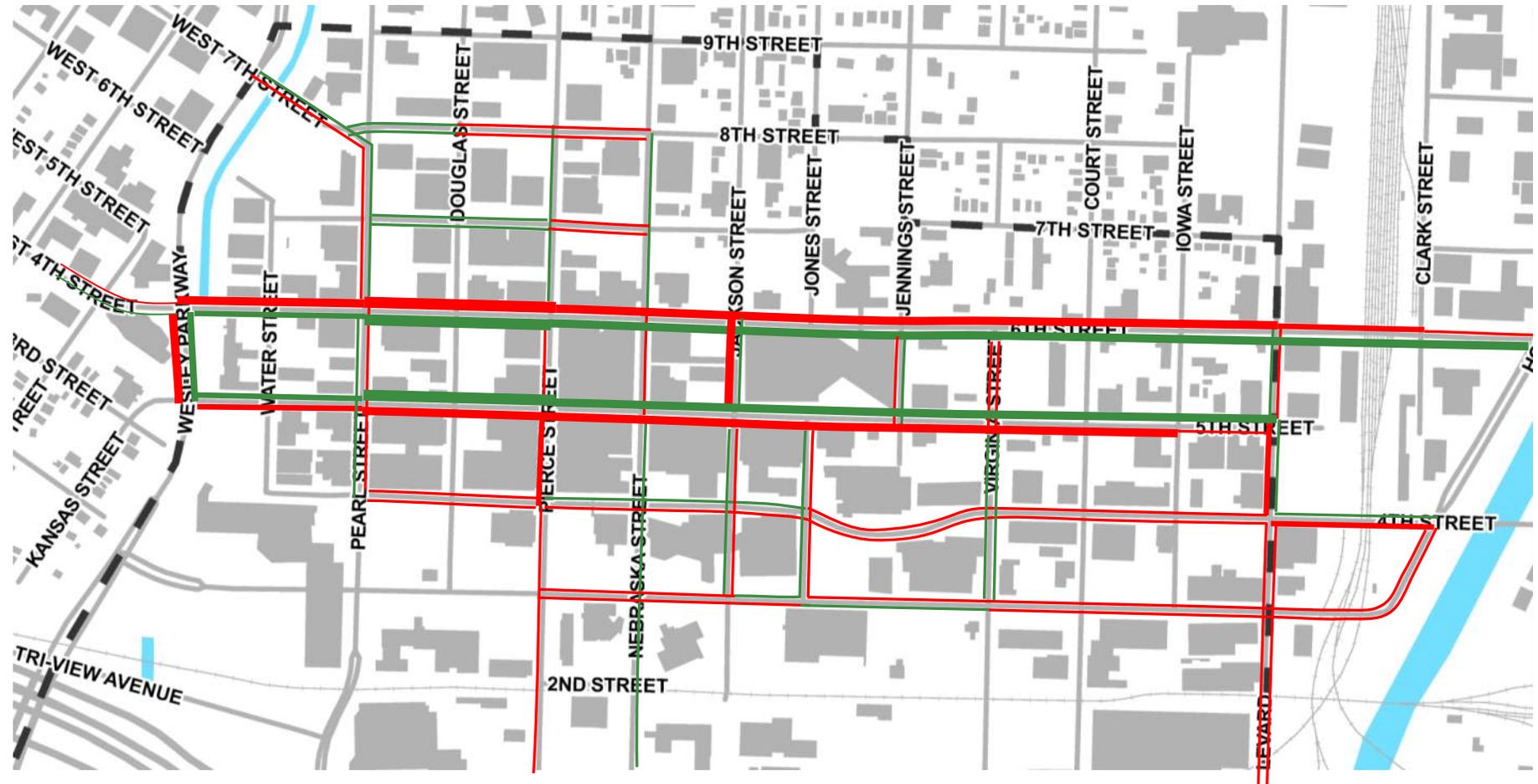
Approach:

- Develop future base model (i.e., 2045 without two-way conversion) for comparison purposes
- Evaluate traffic patterns shift from two-way conversion using SIMPCO model
 - Considers more than just traffic changes on 5th and 6th Streets
 - Considers “how” traffic will access downtown
- Develop peak hour turning movement volumes for use in traffic analysis
- Analyze changes in traffic delays and identify any recommended changes

Annual Growth Rate by Corridor (2045)



Changes in Travel Patterns with Two-Way Traffic (2045)

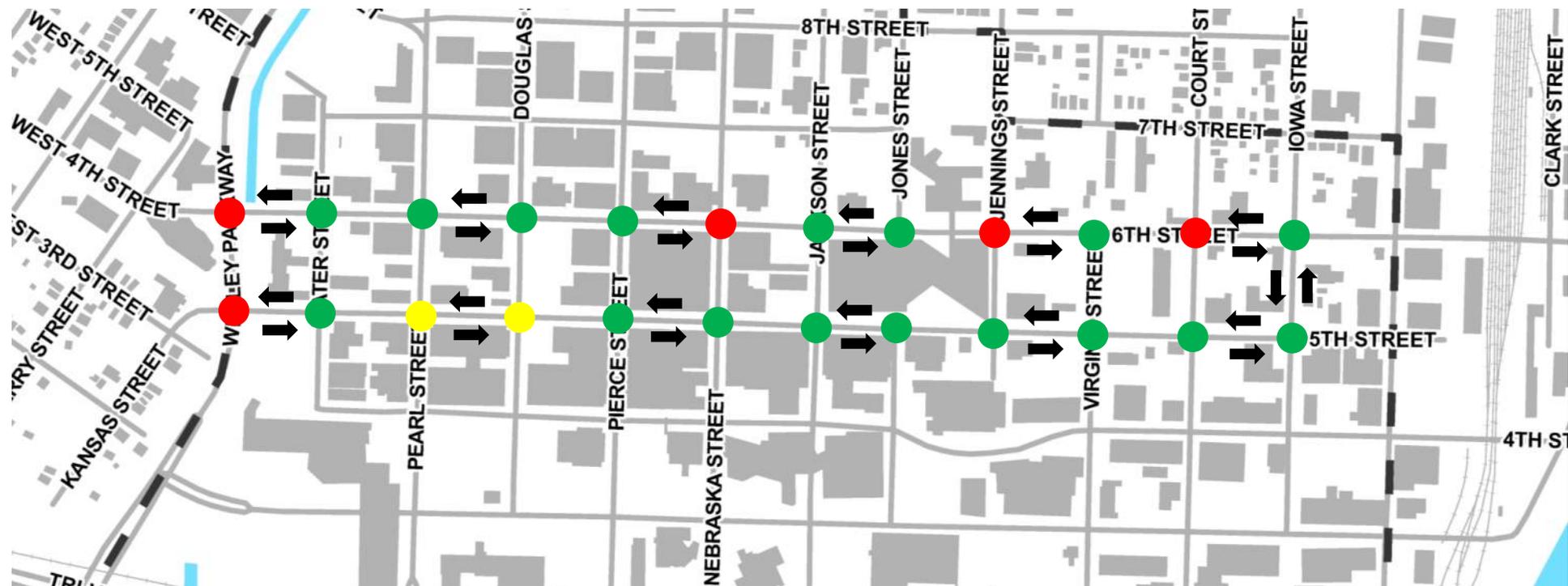


Changes in Travel Patterns with Two-Way Traffic (2045)

Key Takeaways:

- Most of the changes in traffic levels are expected on 5th and 6th Streets
- 6th Street attracts and retains a little more than 5th Street
 - 6th Street is a continuous east-west route, and a good portion of traffic is “through”
- 4th Street contributes a little to both 5th and 6th Streets
- 7th Street is NOT a big contributor to 6th Street, even though it is only one block away
 - Most of 7th Street traffic has an origin or destination in downtown and adjacent to 7th Street
- On minor changes are expected on north-south cross routes except Jackson Street:
 - Northbound – little change
 - Southbound – reduction of a few thousand per day as more traffic from north uses 6th Street rather than going another block south to 5th Street

Changes in Traffic Operations with Two-Way Traffic (2045)



Legend:

-  Street converted to two-way traffic.
-  No noticeable changes in traffic operations expected.
-  Minor increases in queuing which can be addressed through increasing the green time for the movements.
-  Noticeable increases in queuing which can be addressed through increasing the green time for the movements and adding left-turn phasing for 6th Street left-turns.

Detailed Evaluation Metrics for Two-way conversion

Category	Evaluation Metric
Traffic Operations	Intersection delays Reserve capacity Queuing Corridor travel times
Safety	Change in conflict points
Impacts	Impacts to parking spacings Impacts to business access/loading zones Changes need to parking ramp ingress/egress
Cost	Construction costs

Preparing Street Typologies & Bicycle Facilities

Downtown Land Uses



Activity Areas/Destinations/Generators



Activity Areas/Destinations/Generators



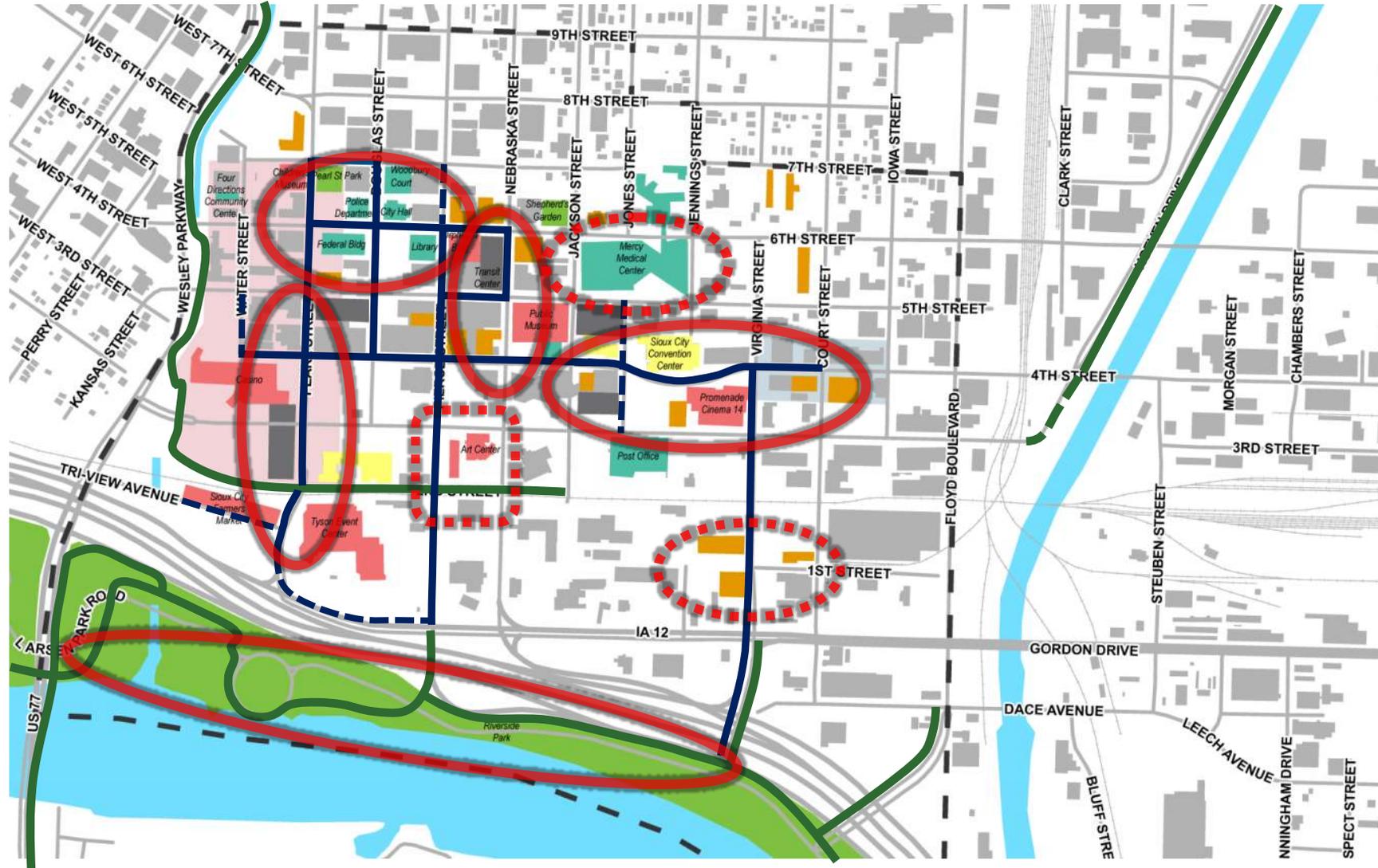
Activity Areas/Destinations/Generators



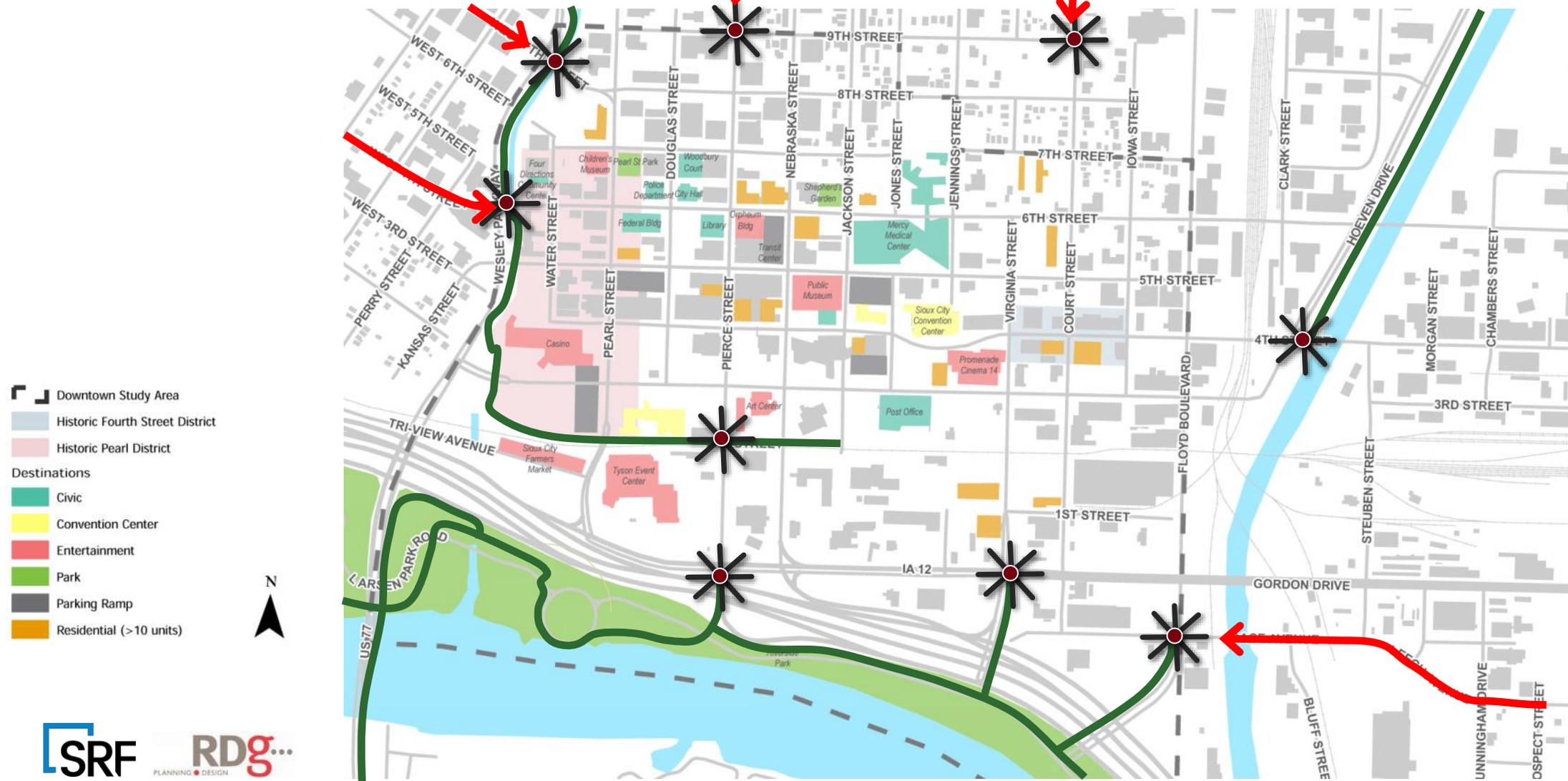
High Pedestrian Use Streets

-  Existing Shared Use Path
-  High Use Area (Wayfinding Plan and Observation)
-  Event High Use (Observation)

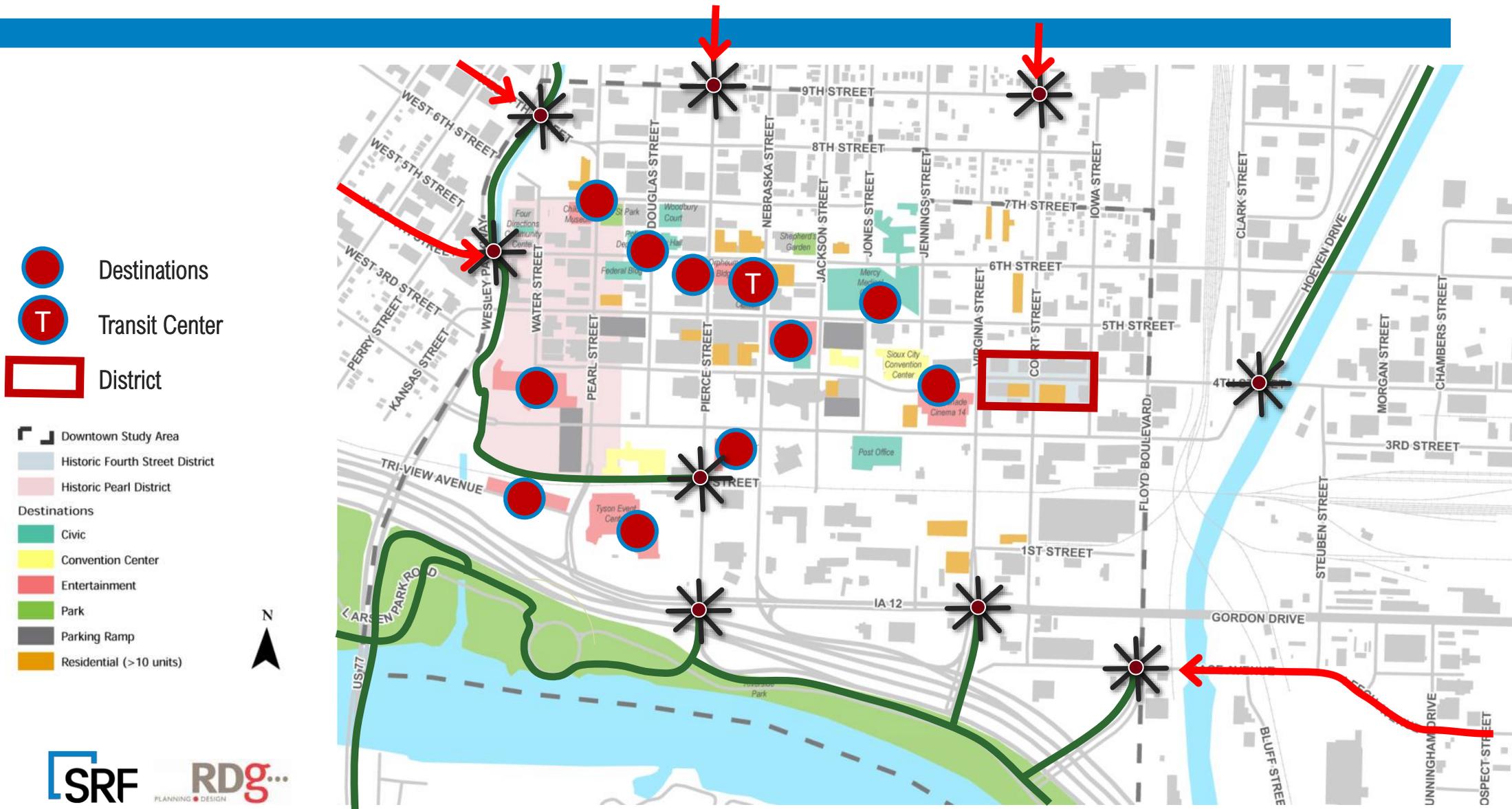
-  Downtown Study Area
-  Historic Fourth Street District
-  Historic Pearl District
- Destinations
 -  Civic
 -  Convention Center
 -  Entertainment
 -  Park
 -  Parking Ramp
 -  Residential (>10 units)



Bicycle Portals/Access Points

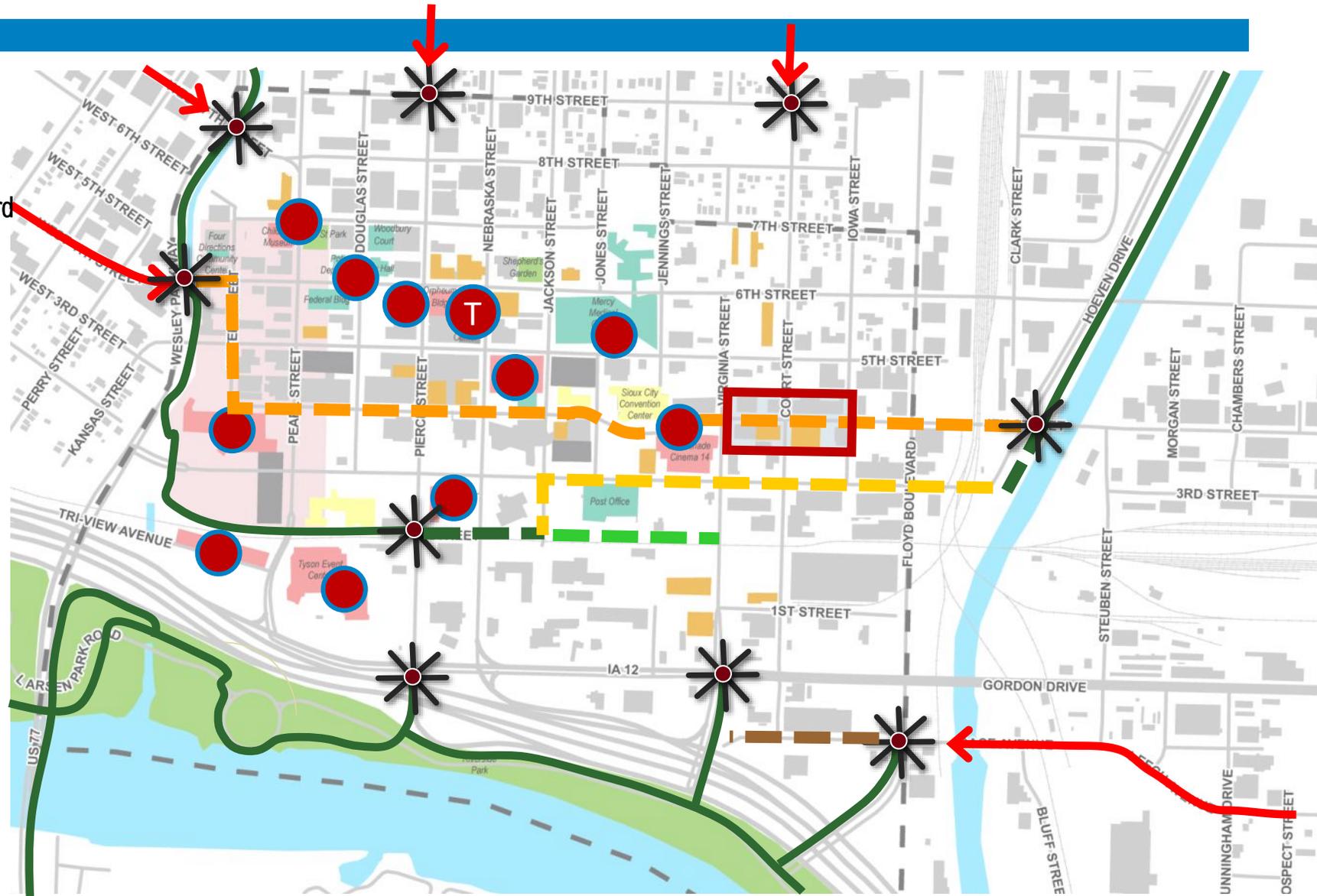


Downtown Bicycle Destinations

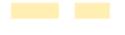


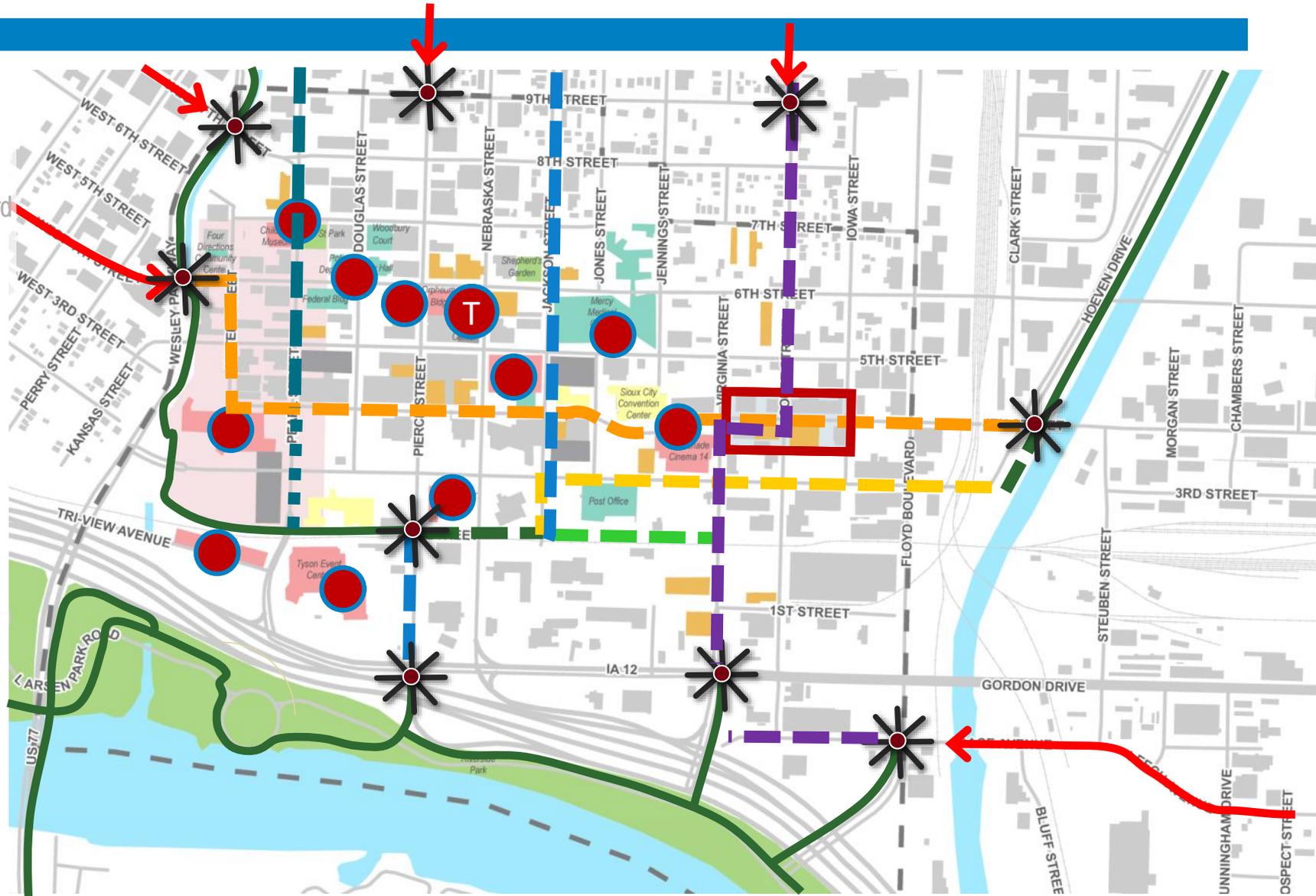
East-West Trail to Trail

-  Trail Extensions
-  Later Phase Extension
-  4th Street Bicycle Boulevard
-  3rd Street Bikeway
-  Dace Connection



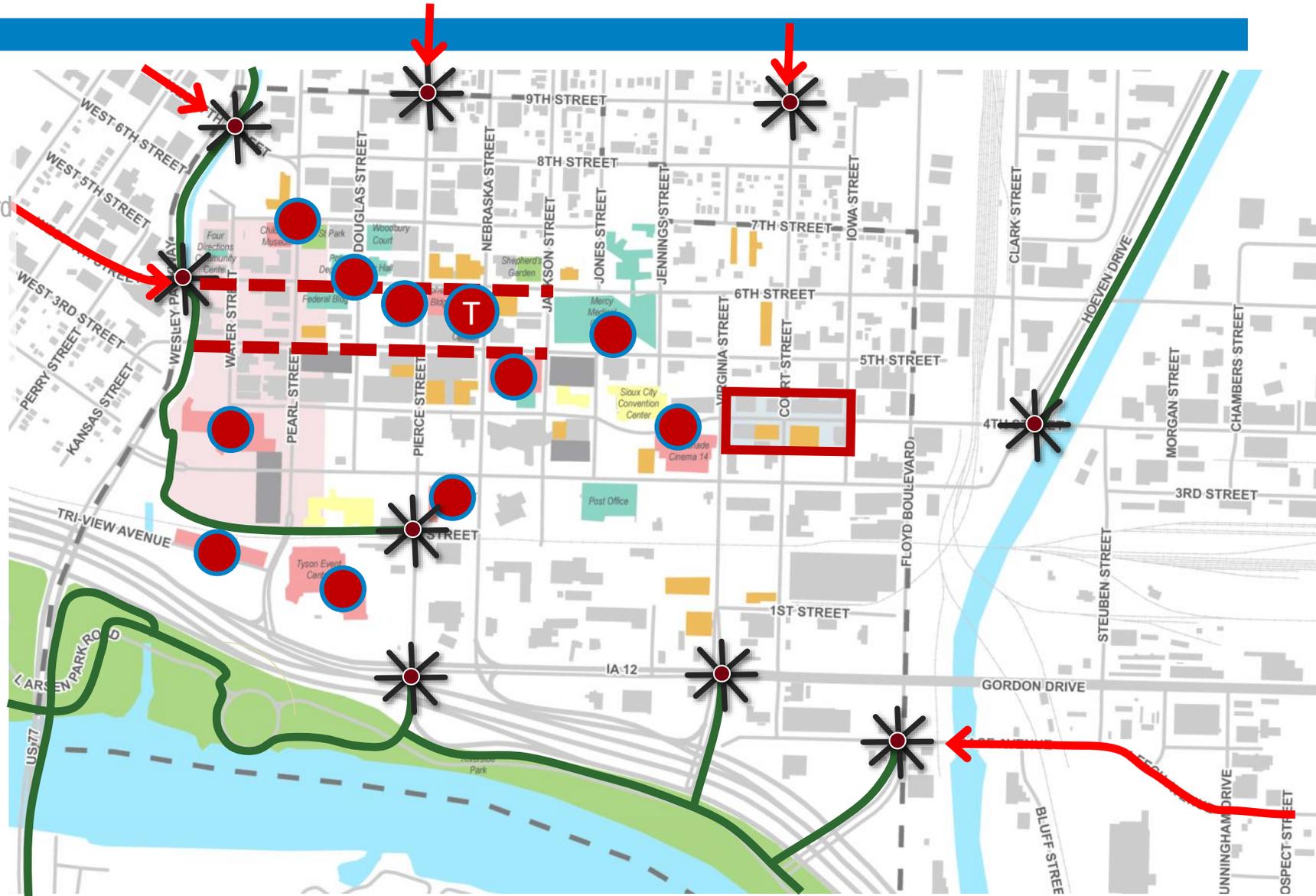
North-South: Riverfront to Downtown and North

-  Trail Extensions
-  Later Phase Extension
-  4th Street Bicycle Boulevard
-  3rd Street Bikeway
-  Dace Connection
-  Virginia to Court Bikeway
-  Pierce/Jackson Bikeway
-  Pearl to Grandview Route



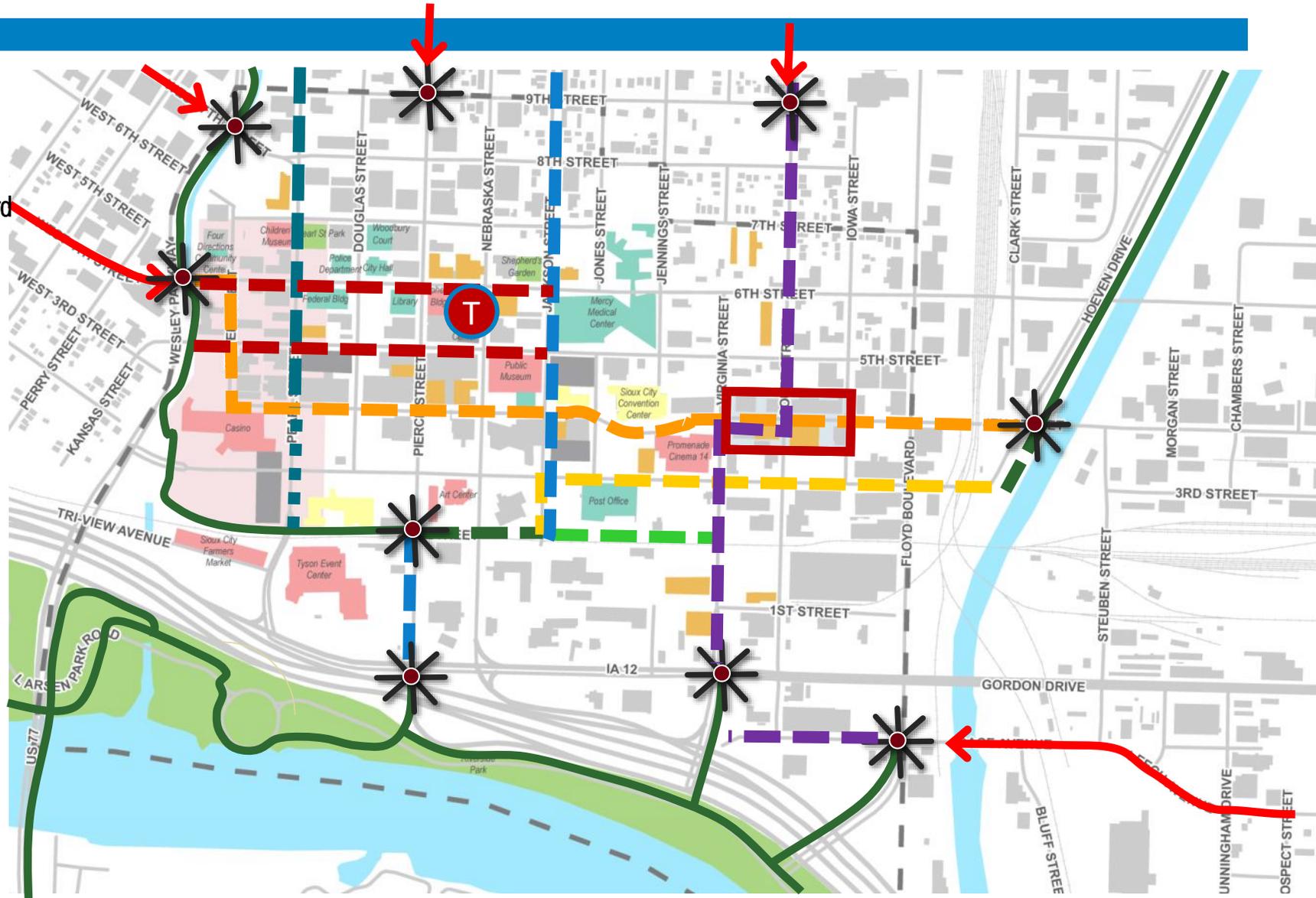
Local Access

-  Trail Extensions
-  Later Phase Extension
-  4th Street Bicycle Boulevard
-  3rd Street Bikeway
-  Dace Connection
-  Virginia to Court Bikeway
-  Pierce/Jackson Bikeway
-  Pearl to Grandview Route
-  5th/6th Bike Lanes



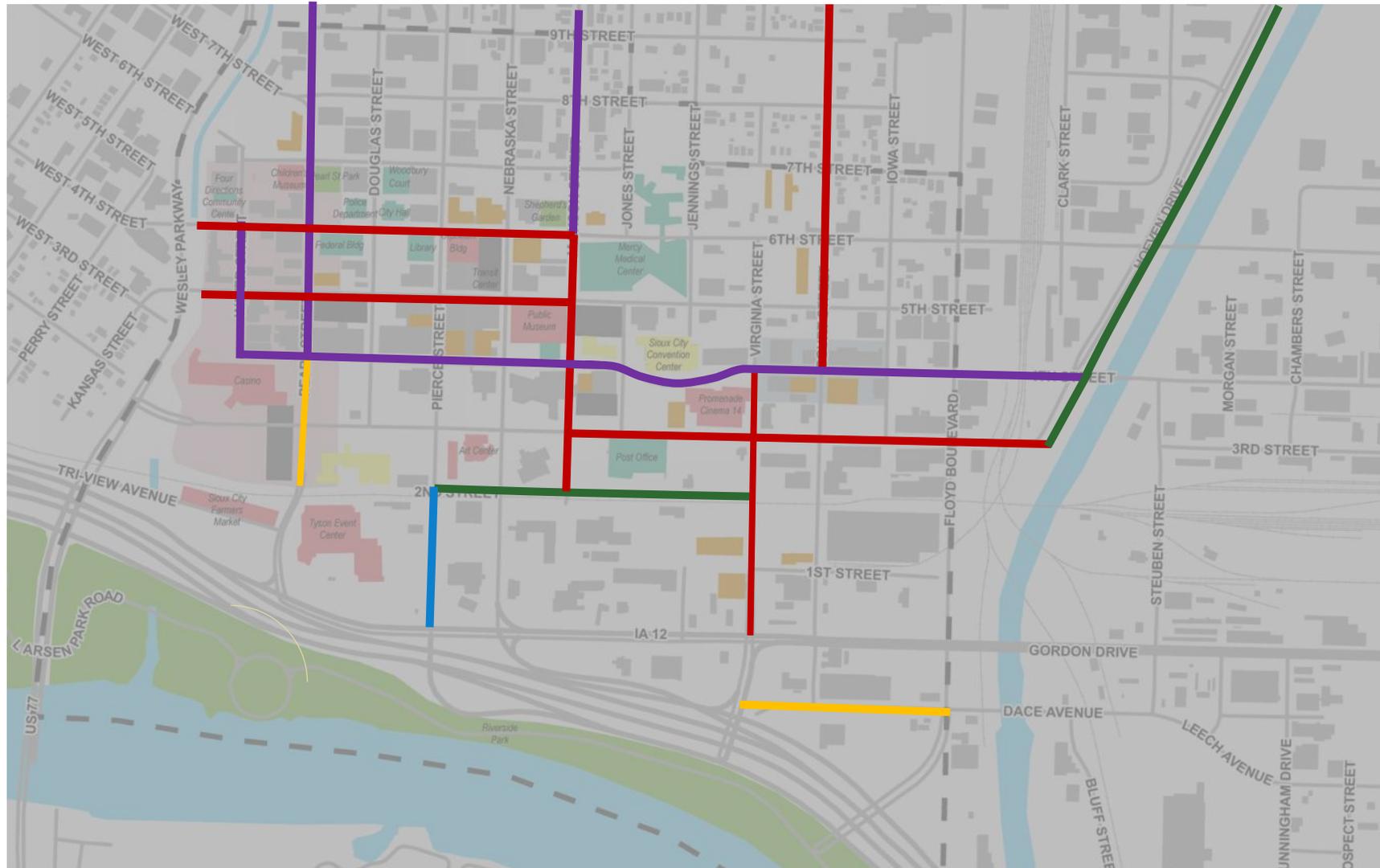
Overall Downtown Bicycle Network

-  Trail Extensions
-  Later Phase Extension
-  4th Street Bicycle Boulevard
-  3rd Street Bikeway
-  Dace Connection
-  Virginia to Court Bikeway
-  Pierce/Jackson Bikeway
-  Pearl to Grandview Route
-  5th/6th Bike Lanes



Overall Downtown Bicycle Network: Infrastructure Types

- Shared Use Path
- Cycle Track
- Bike Lanes
- Bike Boulevard
- Bike Route



Bike Lanes

Standard bike lane



Directional buffered bike lane



Directional Parking protected bike lane



Two-way cycle track



Bicycle Boulevards

Enhanced shared lane marking



Advisory bike lane



Striped parking lane



Shared lane marking



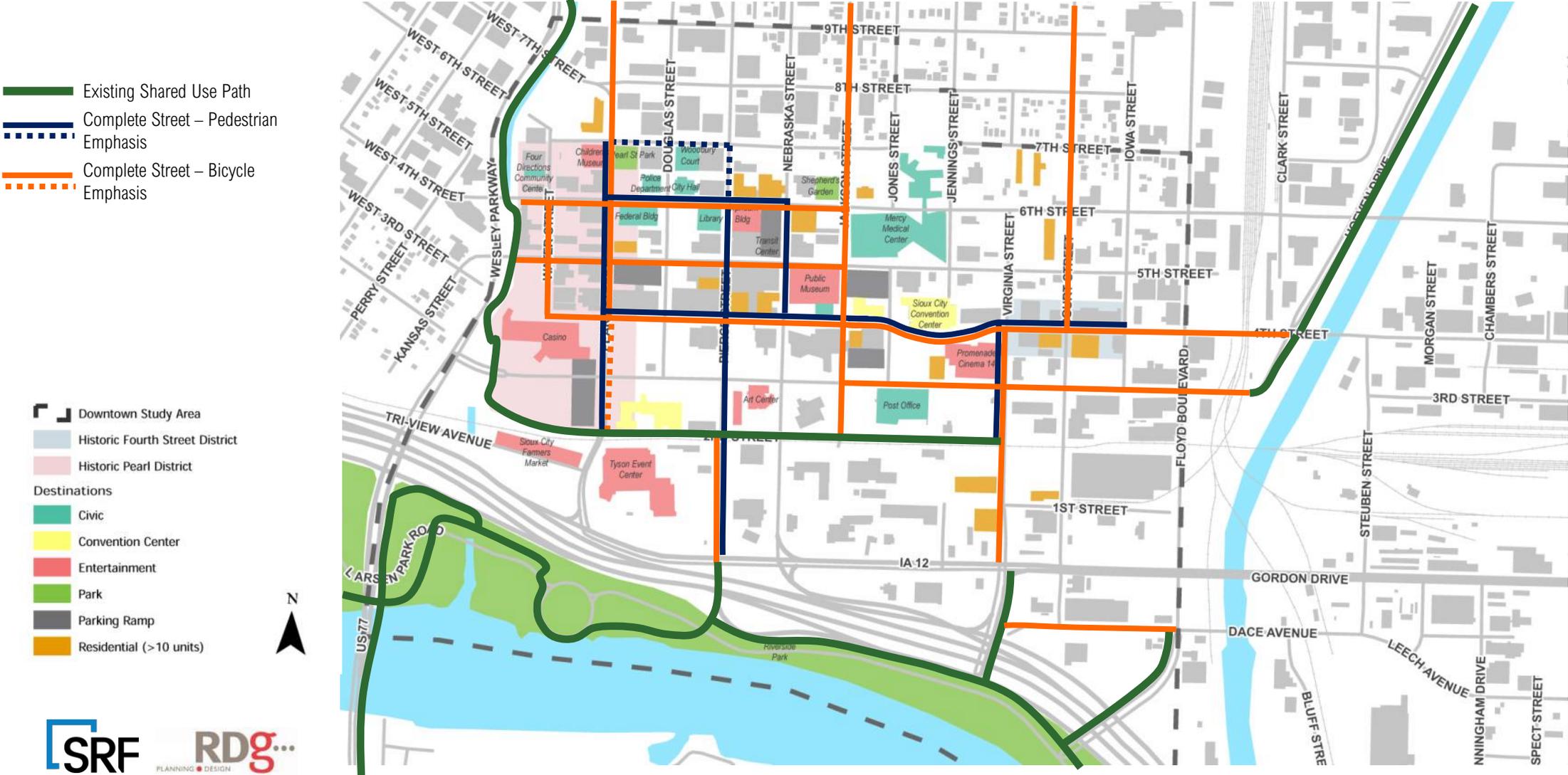
Signage

Mini-roundabout



Applying Street Typologies

Application of the Draft Typologies



Street Typologies

- Three Typologies
 - Goal
 - Street Characteristics
 - Other Considerations

Street Typology: Potential Approach

Street Typology	Goal
<p>Standard Complete Street</p>	<p>Ensure every downtown street is a “complete street” by safely accommodating travel by all transportation modes (walking, biking, motorized vehicles, transit)</p>
<p>Complete Street – Pedestrian Emphasis</p>	<ul style="list-style-type: none"> • Encourage and facilitate safe and comfortable walking between downtown destinations • As appropriate, allow activity from adjacent land uses to occur on a portion of sidewalk not needed for pedestrian through movement to enhance the vibrancy of downtown street life
<p>Complete Street – Bicycle Emphasis</p>	<p>Encourage and facilitate safe downtown biking:</p> <ul style="list-style-type: none"> • To access important downtown destinations • Provide east-west connection between Perry Creek trail and Floyd River trail • Provide north-south connection between Riverfront Park and neighborhood north of downtown

Standard Complete Street: Street Characteristics



- Sidewalks on both sides of the street that meet minimum design standards
- Vehicle movement facilitates safe and comfortable walking along all downtown sidewalks and across all intersections
- Vehicle movement allows bicyclists to safely use street travel lanes if bicyclists choose to do so
- Intersections upgraded to comply with ADA standards

Complete Street - Bicycle Emphasis: Street Characteristics



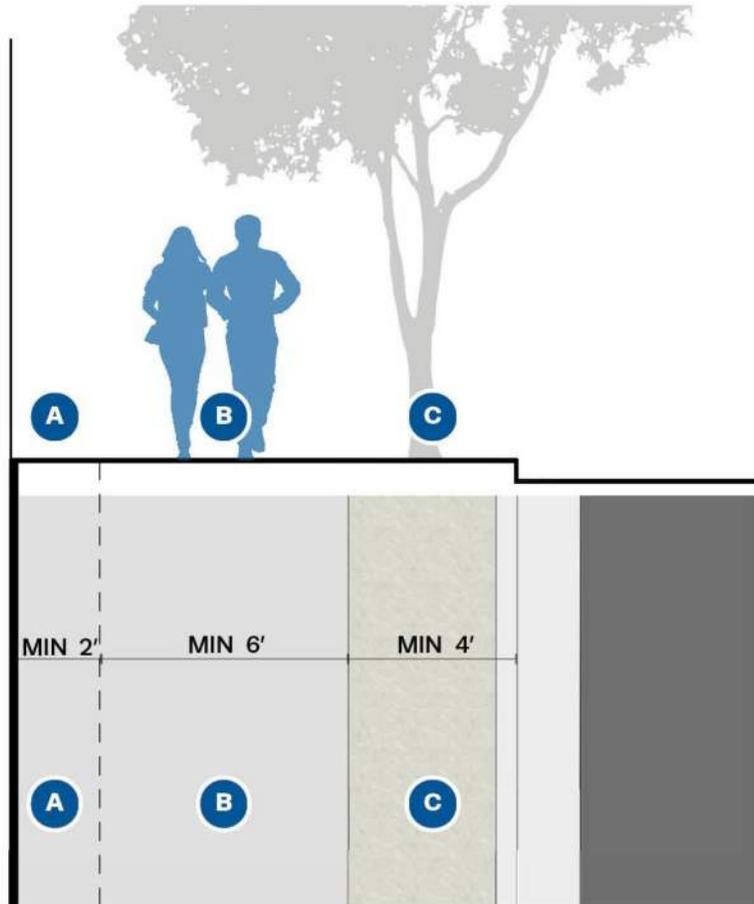
- Street will contain a designated bicycle facility (either on- or off-street) to support bicyclists
- Bicycle facility type will vary based on street traffic volumes and adjacent land uses
- Sidewalks on both sides of street that meet minimum design standards

Complete Street – Bicycle Emphasis: Other Considerations



- Special consideration needed to ensure safe interaction between transit buses and designated bike facility
- Shared use trails are also proposed at select locations outside of designated street right-of-ways

Street Typology: Sidewalk Zones



- A. Building Frontage Zone
 - Buffer zone between Primary Pedestrian Zone and adjacent building façade
 - May accommodate outdoor dining (if widened)
- B. Primary Pedestrian Zone
 - Accommodates pedestrian circulation for all ages and abilities
 - ADA compliant
 - Free of all intrusions
- C. Planting/Furnishing Zone
 - Sample zone elements:
 - Street furnishings
 - Street trees
 - Planters
 - Street lights
 - Outdoor dining

Complete Street - Pedestrian Emphasis: Street Characteristics



- Street right-of-way allocation gives preference to pedestrian space through provision of generous sidewalks.
- If feasible, pedestrian through zones are buffered from vehicular traffic via the planting/furnishing zone and/or on-street parallel parking.
- Pedestrian through zones should minimize pavement textures and pavement joints to increase comfort for people with disabilities.

Complete Street - Pedestrian Emphasis: Street Characteristics



- Pedestrian emphasis streets provide enhanced streetscape treatments, such as streetscape plantings, ornamental pedestrian-scaled lighting, enhanced paving, street furniture (e.g., benches, trash receptacles, outdoor dining), and potentially public art
- Pedestrian Emphasis streets should receive priority for ADA transition upgrades

Complete Street - Pedestrian Emphasis: Street Characteristics



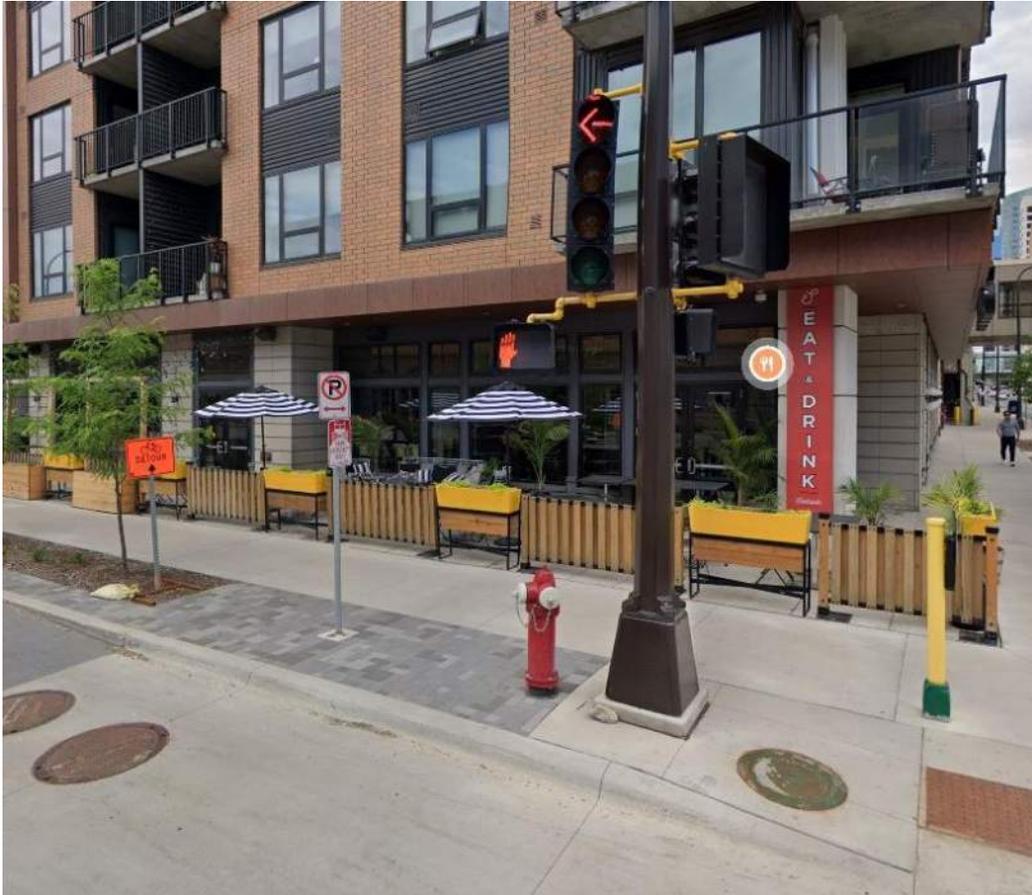
Adjacent surface parking lots are screened from the sidewalk using ornamental fencing and/or ornamental plantings

Complete Street - Pedestrian Emphasis: Street Characteristics



Intersection crossings are enhanced to promote connectivity and safety, using techniques such as high visibility crosswalks, pedestrian countdown timers and leading pedestrian intervals at signalized intersections, curb extensions, and median refuge islands, as feasible

Complete Street - Pedestrian Emphasis: Other Considerations



New development along Pedestrian Emphasis streets should have visually permeable facades at street level to enhance visual access between indoor and outdoor activities, increase street interest, and improve pedestrian comfort

Complete Street - Pedestrian Emphasis: Other Considerations



- Consider transitioning parking (either diagonal or parallel) into parklets during warm weather months that allow adjacent land uses to expand into the street to increase street life activity
- When Pedestrian Emphasis streets are reconstructed, consider reconfiguring diagonal parking to parallel parking and reallocating street space to sidewalks at locations where adjacent land uses could benefit from additional sidewalk space

Complete Street - Pedestrian Emphasis: Other Considerations

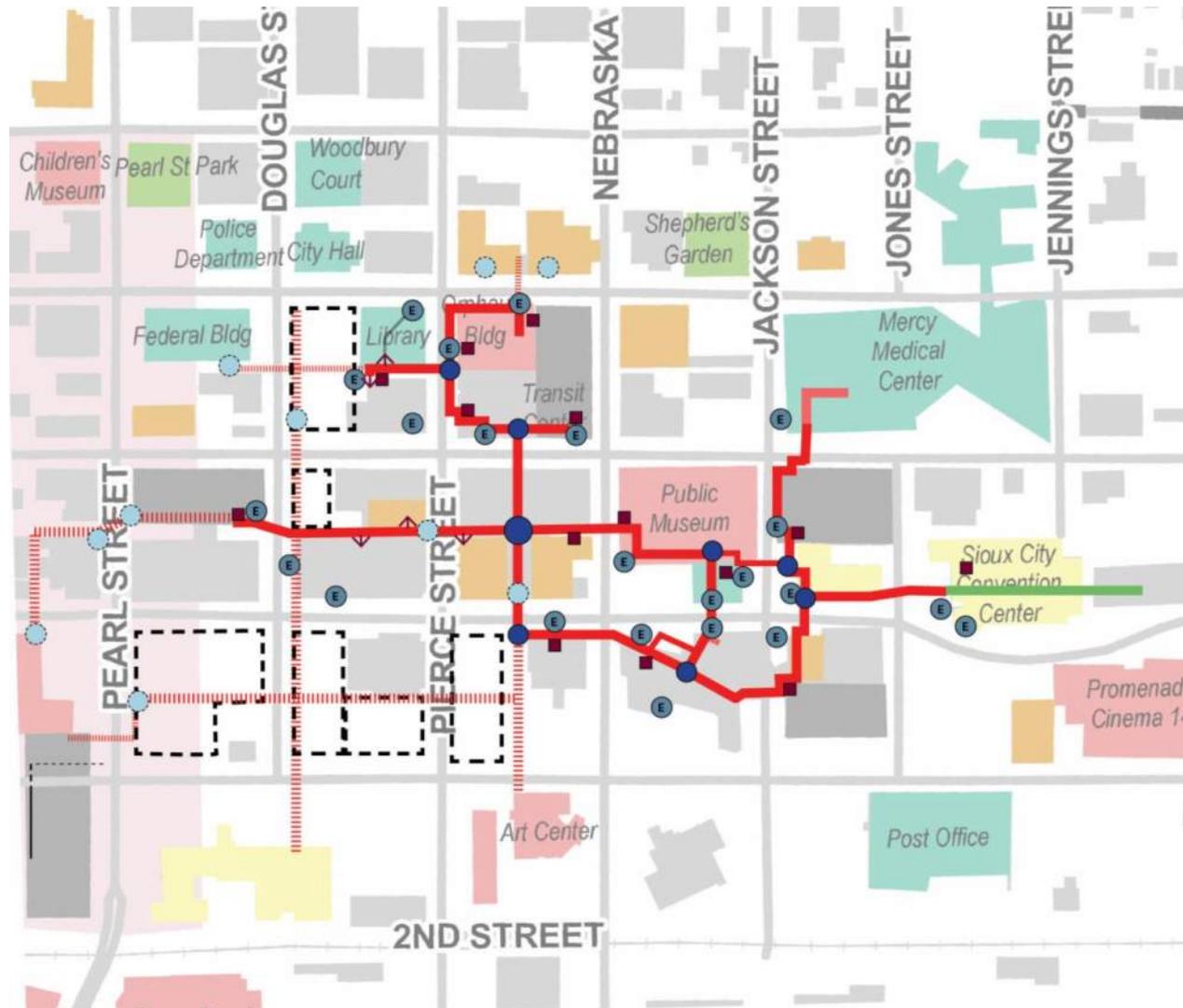


Consider sidewalk modification approaches that will enhance the health and vitality of street trees, such as pavement removal between pedestrian throughway and curb or use of structural soil systems. Also consider diverting street stormwater runoff to street tree rain gardens or structural soil systems to assist with street tree irrigation

Considerations for Skywalk System Extensions

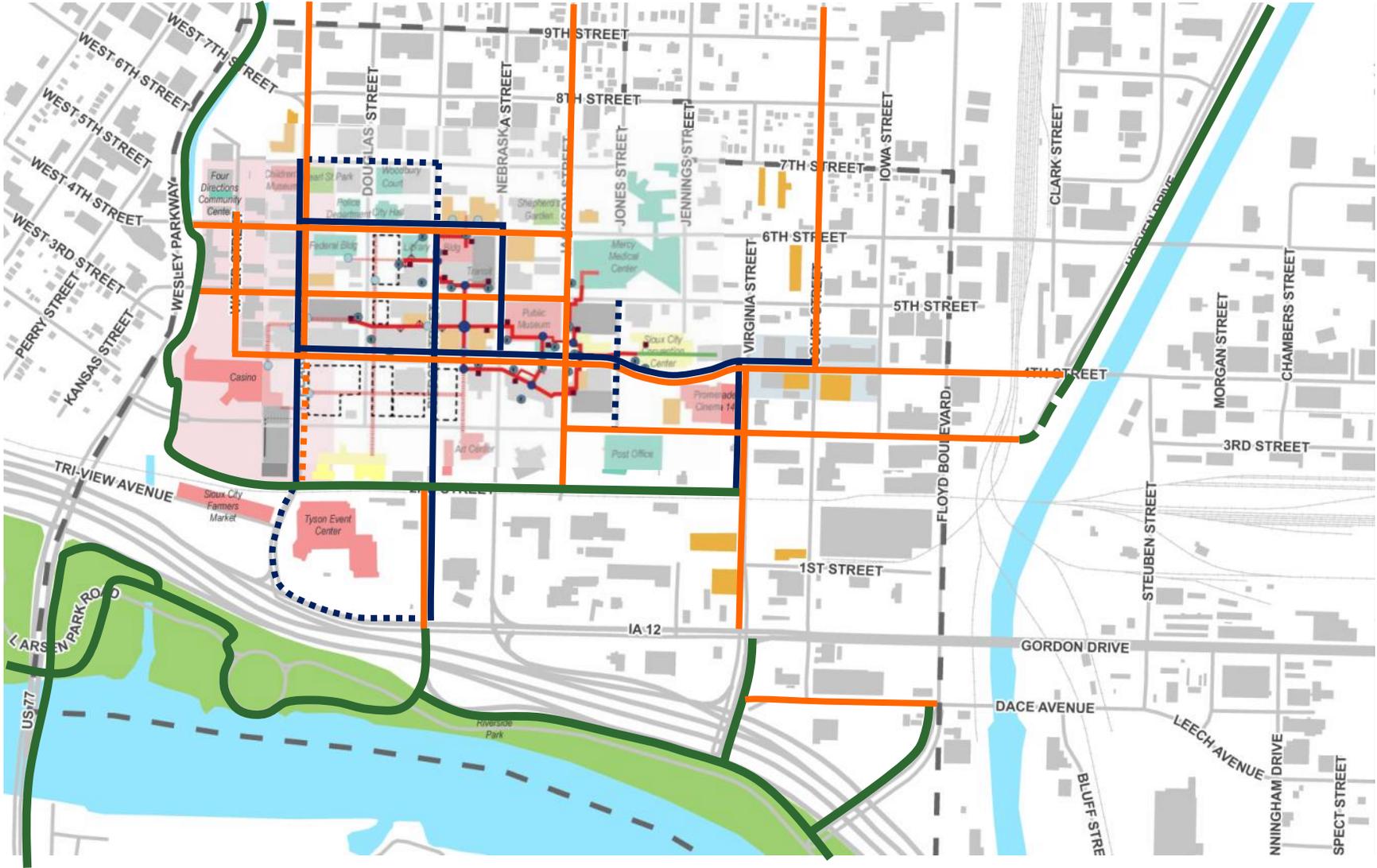
Skywalk Network with Future Expansion

- Existing Skywalks
- Potential Extensions
- Currently Unavailable
- Interior Walkthrough
- Current Street Entrances
- Possible Street Entrances
- Nodes
- Skywalk Level Accesses
- Vertical Circulation
- Potential Development Sites



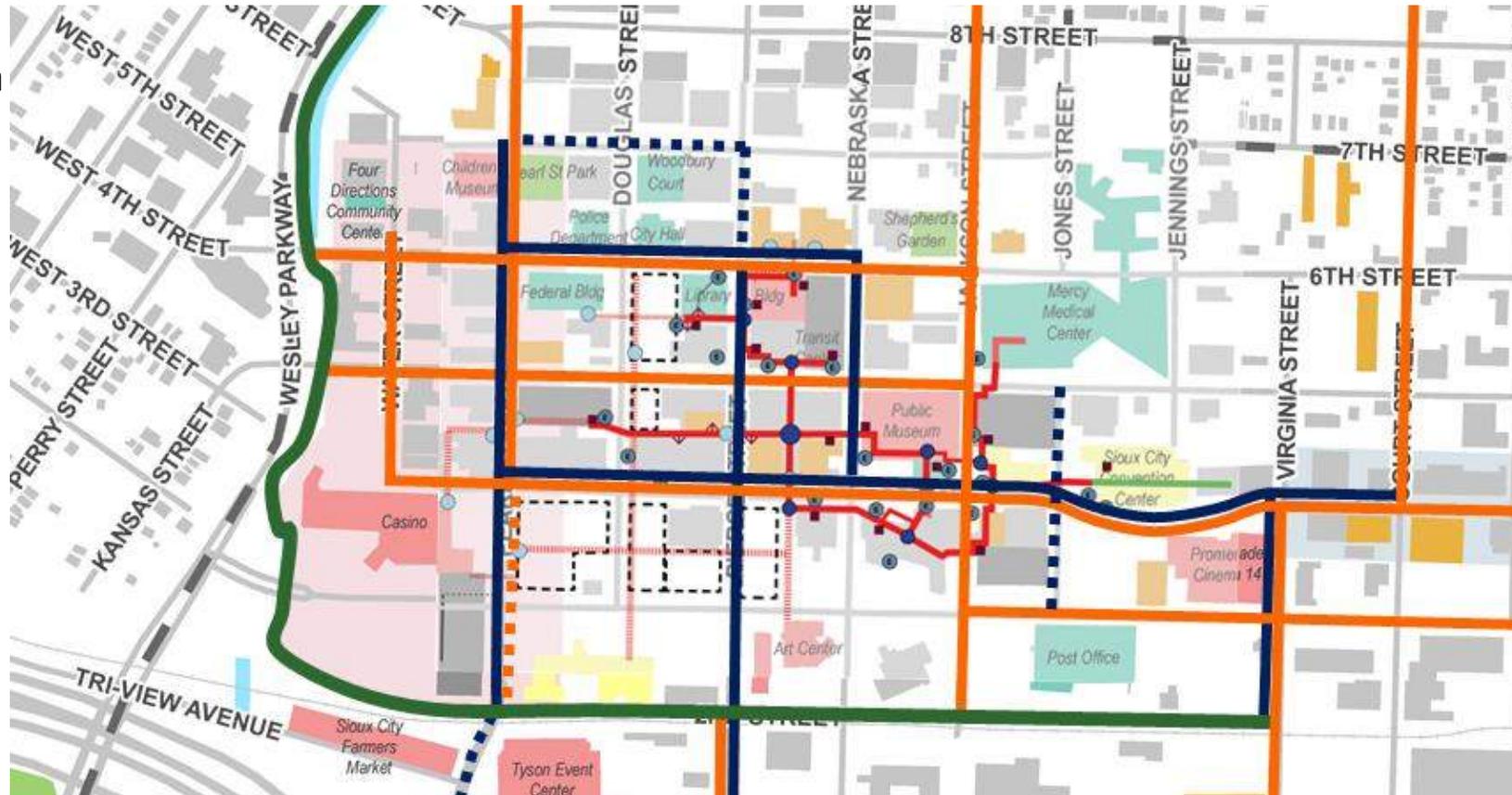
Overall Downtown Active Transportation Network

-  Existing Shared Use Path
-  Existing Skywalks
-  Complete Street – Pedestrian
-  Emphasis
-  Complete Street – Bicycle
-  Emphasis
-  Event High Use Pedestrian Areas
-  Potential Skywalk Extensions



Core Active Transportation Network

- Trails
- High Use Pedestrian
- Event High Use Ped
- Skywalks
- Skywalk Extensions
- Bicycle Network



Meeting Recap & Next Steps

- Recap action items from our discussion today
- Next steps:
 - Review detailed traffic analysis with City staff
 - Continue development & screening of alternatives
 - Obtain public input on draft street typologies
 - Complete evaluation of 5th and 6th Street conversion
 - **Stakeholder Committee Meeting: Late March/Early April**





Thank You!

