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Sioux City Downtown Transportation Study

Community Survey of Downtown Travel

Preparation of the downtown multimodal transportation study, and improvements to the roadway, pedestrian, bicycle and skywalk network, that will be a product, involves a combination of data analysis and input from the community. To gather input for the plan an internet-based survey was conducted from December 15, 2020 through January 15, 2021. The purpose of the survey was to gather input about how people currently travel and how they would prefer to travel, which provides the study team with additional information on barriers present across the entire network.

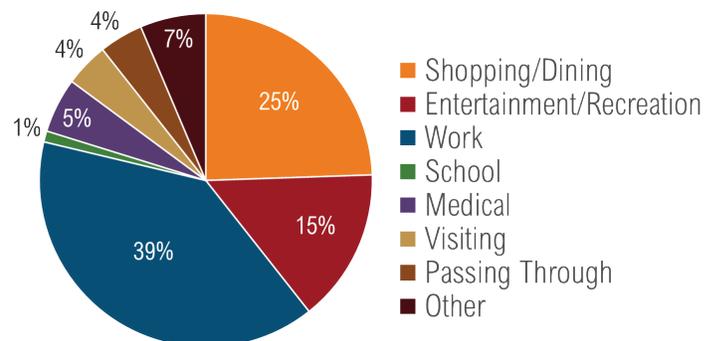
The survey was organized to allow separation of responses from people that live in downtown from people that travel into downtown for work, recreation or other purposes. Over the month the survey was open, a total of 133 responses were received, with 124 from non-downtown residents and nine from downtown residents. The US Census Bureau reports less than 2% of residents in the region live in downtown. The survey responses of 6.8% from downtown residents, for the purposes of this survey, are acceptable as distribution was not intended to be statistically valid.

Key Results from the Survey

Highlighted below are responses and comparisons of related questions from the community survey.

Primary Trip Purpose

The primary purpose people travel to or within downtown is for work (39%), with shopping and/or dining being the second most popular purpose (25%). For people responding, downtown was the primary destination, as only about 4% of the trips that involved downtown travel were identified as passing through downtown.



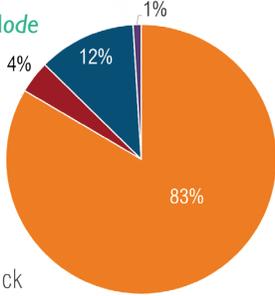
Travel Mode to/from Downtown – Actual and Preferred

Understanding the differences that exist between the mode (auto, bike, walk, bus) people actually use and those they prefer to use provides insight to areas/modes that may warrant additional investment to remove barriers.

Auto travel to downtown was the current mode for 83% of survey respondents with bike being the second most popular mode at 14%. When people were asked their preferred mode, automobile was still the most popular mode, but

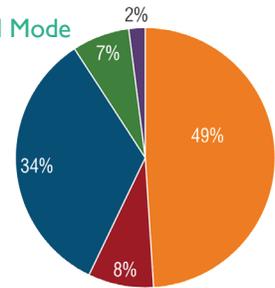
Mode of Travel to Downtown

Current Mode



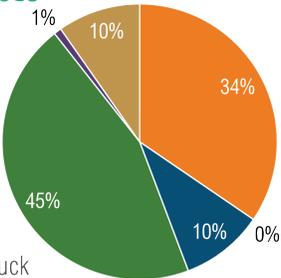
- Car/Lt Truck
- Transit
- Bicycle
- Walk/Mobility Device
- Other

Preferred Mode



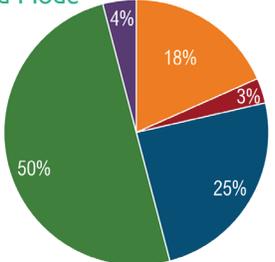
Mode of Travel within Downtown

Current Mode



- Car/Lt Truck
- Transit
- Bicycle
- Walk/Mobility Device
- Other
- Did not Travel in Downtown

Preferred Mode



less than half (49%) of the respondents preferred the mode. In comparing preferred relative to actual mode, bicycles almost tripled as the favored mode moving from 12% to 43% of responses. Digging deeper into the differences between actual and preferred results:

- Over 25% of the auto travelers would prefer to make the trip to/from downtown on bike.
- For all other modes (bicycling, walking, transit) few people stated they preferred another mode. Thus, if selected their preferred means of getting to downtown.

Travel Within Downtown – Actual and Preferred Mode

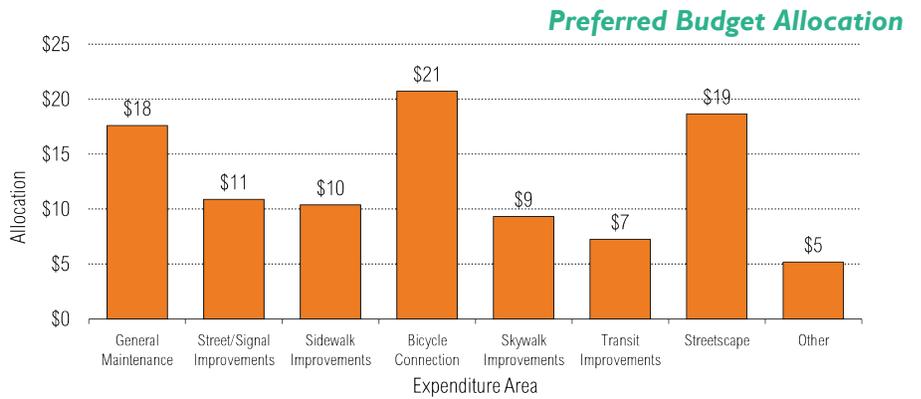
After arriving, the most popular mode for traveling within downtown was on foot or using a mobility device. Some key findings from the survey are:

- Just over half of the people currently using a car to move from place to place while in downtown, expressed their preference would be to bike around downtown.
- Approximately 25% of the people walking from destination to destination in downtown, indicated biking as their preferred mode.

Allocation of Improvement Dollars

To understand how respondents believed maintenance and improvement dollars should be spent, they were asked to allocate a \$100 budget. A series of categories were provided and respondents were able to supplement the provided category list, with those responses grouped into the Other category. Responses are outlined below:

- Improving bicycle connections had the most dollars per response (\$21)
- Streetscape improvements was second (\$19).
- Maintenance of the system was third (\$18).



Defining Street Types (Typologies)

Every street in the downtown study area serves a number of purposes characterized by mode (auto, bike, pedestrian, transit, etc.) and function (carry through traffic, provide parking for businesses, connect the regional system to downtown, etc.). A critical step in developing the multimodal transportation study is gaining a consistent community understanding of the appropriate mix of function and purpose within each corridor. With a consistent understanding of function and purpose, gaps in the system can be defined and conflicts that will arise between functions can be logically resolved.

Historically, streets have been characterized based on their functional classification, which considers two basic measures – providing a way for people to get to property they want to visit (access) and the ability to move vehicles efficiently from A to B (mobility). Using categories from arterial to local, streets are assigned a classification along the land access and mobility continuum.

For the Downtown Transportation Study, defining various street characteristics (typologies) extends beyond the functional classification concept to consider adjacent land use and the competing travel needs of users including auto/truck passenger, pedestrians, bicyclists, transit riders.

Benefits from the street typology approach are demonstrated in conditions where there is limited/constrained right-of-way, such as in downtown. Where there is abundant right-of-way (such as a new planned route), elements supporting all modes/function are more readily accommodated. Within constrained corridors, however, tradeoffs in accommodating each mode are required and the street typology approach provides a basis for identifying the most important functions/modes by corridor.

Working with the Downtown Stakeholder Committee, which includes city and Iowa DOT staff, business and development representatives, residents and Downtown Partners, characteristics of various streets to serve the range of downtown needs have been developed. Each street typology considers all modes, the specific uses/activities in each corridor and travel patterns from outside downtown as well as within downtown.

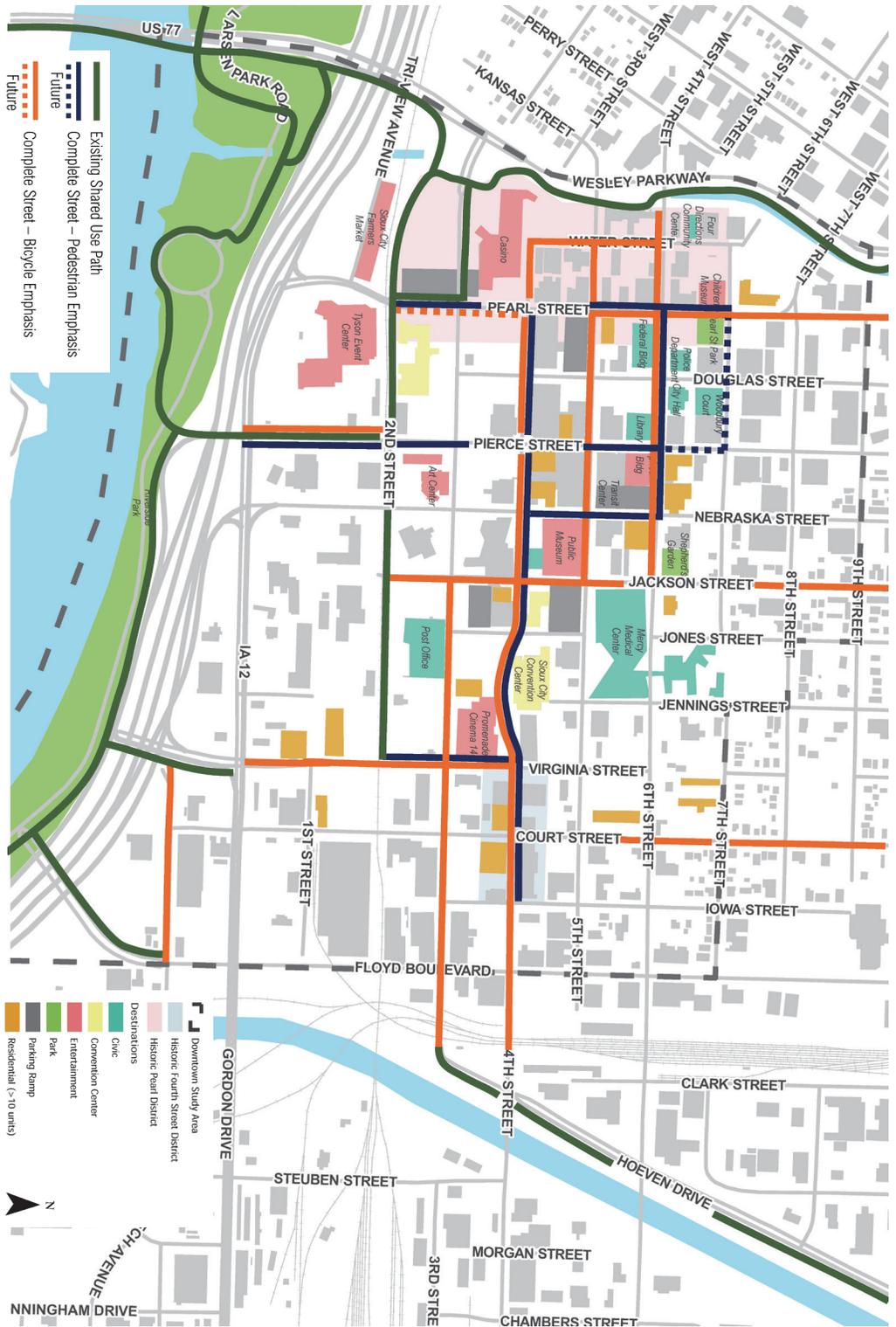
The table below documents the range of street types/typologies and goal for each developed for downtown Sioux City. Central to the definitions is all modes are included in some manner in each type, however, modal preferences, or priorities, have been established and are reflected in the typology title.

Street Typologies – Categories and Goals

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

Each of the core downtown study corridors were reviewed relative to the combination of uses and functions observed within the corridor and the typology goals from the table above, looking at both the current conditions and a longer-term concept for the future. As highlighted earlier, each corridor serves a range of purposes and can be defined as supporting multiple modes. The figure on Page 4, displays an initial idea for typologies from the list, looking at both the current and plan recommendation conditions.

Application of the Street Typologies



Next Newsletter Topics

The next Downtown Transportation Study newsletter will include:

- Follow-up on the input received regarding street typologies
- Concepts for auto, pedestrian and bicycle improvements
- Preliminary findings of evaluating converting 5th and 6th Street to two-way flow
- Concepts for the skywalk system

The study team would like your input regarding the initial street type concept.

Please access <http://tiny.one/comments> to provide comments or ask questions.