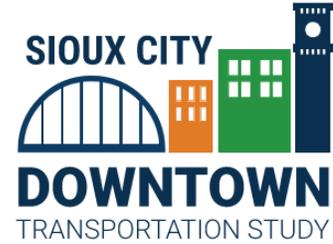


Meeting Summary



Date: April 7, 2021

Time: 10:30 AM – 12:00 PM

Location: Zoom Conference Call

Meeting: Stakeholder Committee Meeting #4
Recap on Where We've Been, Review Street Typologies, Opportunities for Downtown Street Network/Bicycle Network

Attendees: Bob DeSmidt (Active Transportation); Ragen Cote (Downtown Partners); Dakin Schultz (Iowa DOT); Angela Drent (Siouxland District Health Department); Ann Brodersen (Senior Advisory); David Carney, Monette Harbeck, Marty Dougherty, Jeff Hanson, Tim Paul, Chris Madsen (City of Sioux City); Julie Schoenherr (City Council); Alejandra Quintana, Erin Berzina, Hannah Neel (SIMPCO); Leif Garnass, Bill Troe, Eavan Moore (SRF); Marty Shukert, Charlie Cowell (RDG)

Purpose of Meeting:

The purpose of the meeting was to share updated findings from the two-way conversion, bike infrastructure, and pedestrian and skywalk studies and seek guidance from stakeholders on moving forward with recommendations. Based on the level of conversation regarding the two-way conversion and bike facilities, discussion on pedestrians and skywalks was tabled for a future meeting. Meeting materials are attached.

Summary of Meeting:

Traffic Analysis for 5th and 6th Street Conversion

After recapping the study process thus far, Leif Garnass (SRF) presented updated findings on the 5th and 6th street conversion. The presentation expanded on the traffic flow findings shared at the last stakeholder committee meeting and added multimodal elements as well. In a two-way conversion as studied, 5th and 6th would retain their importance as corridors. Travel times would be 5-10 seconds longer on 6th Street, Nebraska, and Pierce. For comparison, today it takes about 3 minutes to travel on 5th or 6th between Wesley Parkway and Floyd Boulevard. It takes about 2 minutes to travel on Nebraska or Pierce between I-29 and 8th Street.

At the last meeting, Dave Carney (City of Sioux City) had asked about progression on the corridors. There are several key intersections that would affect signal progression, outlined in black on slide 9. Dave had also asked about removing signals. From a traffic perspective, there are a few signals that could be removed; however, there are reasons to keep those signals. SRF's analysis assumes that traffic signals would not be removed on 5th and 6th Streets. Two areas see the heaviest traffic: 5th and 6th Streets between Wesley and Jackson, and 6th Street from Jackson to Floyd.

Leif briefly described the two different lane configuration options considered for the conversion. Option 1 is a tight cross-section and would likely be uncomfortable for users. Option 2 offers more comfortable lane widths but would have a more substantial impact on parking. Bill Troe (SRF) stressed that the consulting team looks at two-way versus one-way scenarios now and in the future and is not seeing a substantial traffic impact from the conversion. There would be little reduction in travel time in the corridors, change in operations at the intersections, or change in the way that pedestrians interact with the street. Dave raised a concern about the air quality and other cumulative impacts of traffic delays. 10 seconds is not a lot for an individual but might add up considering the volume of traffic on these corridors. Most added delay would be northbound on Nebraska and southbound on Pierce. SRF will look into this question in more detail and bring data/findings back to the group.

Bob DeSmidt (Active Transportation) asked about the impact when not all lanes are open. 6th Street frequently has a lane closed due to construction to adjacent buildings, often up to a year at a time. There is also the snow removal issue about 10 times a year, when the center lane would be closed as it's occupied by snow windrows. Leif answered the analysis assumed the cross-section would likely still be three lanes, so travel could shift into the center lane if necessary. That would impact turning from the center lane and likely add travel time impacts under these lane closure incidents. It is a concern and would have to be monitored if the decision were to move forward with the conversion.

Bill suggested coordinating any conversion work with the construction schedule of anticipated development. If significant development is expected within a couple of years, maybe implementation would take place after that.

Leif reported that the team looked at the impact to existing parking structures. The area that caused the most concern from a circulation standpoint was the MLK Transit Center. The team feels there are ways to make this work with minimal infrastructure investment. The entry and exit lanes would be reversed. Monette Harbeck (City of Sioux City) asked about progressing from the entrance lane into travel lanes within the parking structure. Marty Shukert (RDG) said that the team would further look at the potential for lane-crossing and perhaps produce a sketch of the proposed lane restriping.

Regarding safety, there is conflicting literature on the safety advantages or disadvantages of two-lane flow. Two-way streets can create opportunities for conflicts at intersections, but this can be mitigated through design. The typically lower speeds on two-way streets can reduce the risk of injury. Two-way streets also avoid wrong-way driving incidents.

Leif also addressed accessibility. One-way streets cause unnecessary out-of-direction travel, which can be particularly confusing for visitors. Storefront exposure is also limited. The two-way conversion would improve accessibility and visibility for downtown uses.

Finally, Leif discussed cost. Doing only what is necessary for the conversion, (i.e., signal changes and minor striping), is estimated in the \$2 million to \$2.5 million range. Dave indicated in the city's earlier cost estimate as part of a 2014 study, the total was \$4.67 million even after removing Douglas and removing streetscaping enhancements. Bill asked Dave to send the 2014

cost estimate by email. SRF will review the estimates in detail and compare assumptions to ensure an estimate is developed that best reflects anticipated costs of a stand-alone conversion project. Dave also requested that costs include those used in ICAAP funding grant applications regarding cost of traffic delays and emissions.

Bicycle Plan Considerations

Marty discussed the bicycle components of the findings. The main task is connecting the roads leading into and out of downtown. On his last visit, he solved his quandary about how the riverfront would be connected south to Chautauqua Park. It looks great, and Marty complimented everyone involved.

Marty discussed the key ingredients of the proposed bicycle improvements:

- a standard bike lane
- a bike lane buffered from traffic by parking spots (increasingly accepted by practitioners)
- shared-lane marking, ideally enhanced with obvious green paint
- a two-way cycle track – used sparingly, but appropriate for one situation in this study
- a dual-use lane with a sharrow for bikes, but that is available for parking if needed

Marty remarked that bike planners focus on “first, do no harm.” This means the focus is trying to fit in the existing right-of-way with minimum impact on traffic flow or local priorities like parking. Thus, the general rules for developing recommendations include:

- very little reduction of on-street parking
- no modification of curb lines
- only one lane reduction (on Virginia south of 3rd, from 4 travel lanes to 3 with a center turn lane)
- a little lane narrowing, but nothing below 11 feet
- back-in diagonal parking on 4th Street, which is safer for cyclists and pedestrians than front-in parking

The detailed recommendations (mapped on slide 22) include the following:

- Linking the Floyd River Trail to the Perry Creek Trail by way of 3rd Street to Jackson.
- Upgrading the narrower part of the Perry Creek Trail to a more standard section.
- Slightly enhancing 4th Street as a shared-use bicycle boulevard.
- Connecting Bluff Street and Dace Avenue. Bluff Street is important for connection to the Event Center and Floyd River Bridge.
- Continuing that connection to Virginia Street via a small piece of path south of Gordon Drive.
- Jackson and Pearl would also be major components of the north-south system.
- Converting outer parking row of the Tyson Center and a piece of Pierce Street to a cycletrack.

There are three crossing locations with issues: Pierce & Perry Creek Trail, Nebraska & Perry Creek Trail, and a piece of Third Street that crosses tracks.

Marty went on to describe the different cross-sections that would be involved in each of these improvements (shown on slide 23):

- Type 1: Travel lanes, parking, and bikes are all accommodated using a 5-foot bike lane in each direction.
- Type 2: The roadway allows for a more generous 6-foot bike lane in either direction. Painting tip marks in a standard-width bike lane, as done in Chicago, helps to keep the bicycle out of the door swing zone of parallel parking.
- Type 3: Situation with a bike lane in one direction (usually uphill) and a shared lane marking in the other direction to preserve parking. This is proposed on a stretch of Jackson Street.
- Type 4: No reduction of operation or parking. Three lanes, standard bike lanes.
- Type 5: Small piece of Virginia Street with parking on one side, a standard bike lane going uphill, and a shared-lane marking going southbound.
- Type 6: No parking. Four-lane section narrowed down to provide bike lane access. Used on the Fourth Street bridge.
- Type 7: Bicycle boulevard on 4th street. Main change is back-in parking for safety purposes.
- Type 8: Limited cycletrack continuing Pierce Street trail on west side of street, using a piece of Tyson Center parking and some underused on-street parking spaces.

Enhancements to 5th and 6th Street would provide bike connectivity between Jackson and the Perry Creek Trail. These enhancements are dependent on the two-way conversion decision. Marty presented three different one-way sections and two different two-way sections. The one-way sections are as follows:

- The first option squeezes three travel lanes into 31 feet, which he noted could be uncomfortable but does keep the same number of lanes and same amount of parking while allowing space for a bike lane.
- The second option reduces the number of travel lanes from three to two, allowing for 12-foot travel lanes and a protected bike lane.
- The third has parking on only one side of the street, three 11-foot travel lanes, and a protected bike lane.

Conversion Decision

While Marty presented on bike infrastructure, the SRF team reviewed the cost estimates sent by Dave. They reported that SRF's numbers only focused on signals, while the city's \$4.67 estimate included striping and sidewalks. The upshot is that bare bones would be \$2.5 to \$3 million and doing more would be closer to \$4.5 million. Bill asked the group whether the difference between \$3 million and \$4.5 million would be critical to the decision-making process. Dave and Julie Schoenherr (City Council) replied that the City Council would see a huge difference between \$2.5 and \$4.5 million as the communities need to prioritize where to spend funding. Dave suggested including the cost of annual restriping in any estimates, as well.

The discussion then moved on to specific cross-sections. Dave commented that he supports the concept of back-in angled parking but the public has been less supportive based on their experience with one area where it exists today. People did grow more comfortable with it after about a year, but it still poses challenges for the older population. Ann Brodersen (Senior Advisory) said, “Speaking for older people, I think it’s pretty tough to back into parking.”

Marty Dougherty (City of Sioux City) asked if there were elements of the cost that would be spent anyway because of planned work. This would likely need to be broken down block by block. Dave replied that it would be a minimal amount – perhaps \$200,000 or \$400,000 out of the \$4.7 million. SRF will review CIP and determine how a conversion could be better supported as part of a larger project.

Marty Dougherty asked whether the bicycle elements over-complicate the 5th/6th Street conversion question. The loss of parking would seem to run counter to the idea of a two-way conversion. Bill said: “When you look at the functions in the street section today, we’ve got parking and vehicle traffic. Now, if we want to introduce a bikeway, something must give. And we have provided options here. One option is everybody takes the pain. Everything gets a little narrow. If you do not want that, are you willing to give up something that is presently there to accommodate bikes? Your choices are travel lane or parking. And those are the questions I would like to get to today, because this is input that you folks need to provide.” Bill then asked the group whether the benefits of accessibility from a two-way conversion outweigh the cost?

- Julie said: “I’m worried that it’ll be a no.” Her constituents would like basic infrastructure brought up to date before introducing enhancements.
- Ragen Cote (Downtown Partners) commented: “Everybody’s got a taste for it, but there never seems to be a right time for it.”
- Julie added that there may never be a right time for it because there may never be enough funding.
- Dave brought up safety concerns about the sections with narrower travel lanes, especially because newer standards for striping are 6 rather than 4 inches.
- Dave also commented that removing parking would not be supported. Ragen agreed that removing parking is not supported.

The group generally favored the section with two one-way travel lanes in a 24-foot space, with 8 feet of parallel parking on either side and a buffered bike lane. Ragen asked whether traffic volumes supported the two-lane section. Dave answered that the city would consider two lanes; they discovered that traffic still flowed well even when lanes were closed due to construction. In fact, that is the reason that they decided to revisit the two-way conversion concept.

The question arose whether one or both 5th/6th Streets pair should have bike lanes. Bob remarked that even if 6th does not see a bike lane conversion, cyclists would be able to reach their destinations on 6th if the north-south streets were more bike-friendly. Bob added that there are excellent recommendations in this plan for streets other than 5th and 6th. They add nice connections and make it easier to bike through and access places.

Marty Shukert said that there could be a section with a two-way bike lane. It could fit 10-foot travel lanes, 8-foot parking lanes, and a 2-foot buffer. 11-foot travel lanes would be possible with a raised curb barrier, but that would present problems. Dave stated that a raised curb would not be supported. Another possibility is flexible bollards that would be removed in winter. Some cities in Iowa do this, and they are being piloted in Omaha as well. It would be an annual cost and the exact physical details are something to research.

Marty Dougherty asked whether there would be traffic issues from having two lanes on 5th and 6th. Dave said it would be no more of an issue than the two-way conversion.

Marty Dougherty commented that placing the bike lane between a parked car and the curb might present a problem for meter access. Dave agreed that some parking tickets due to “not noticing” the meter might be anticipated. Bill asked whether the group agreed that losing parking for a biking lane is not supported. Julie and Dave both agreed with this. Bill asked whether both possible locations for a bicycle lane stay on the table. The group agreed they did.

Bill asked the group to confirm the following: If this study does not recommend going forward with the conversion as a standalone project, then for future reconsideration it would be necessary to consider how the cost can be lowered. Julie agreed with this. Ann added that it was either lowering the cost or finding another funding source besides taxes.

Next Steps

Acknowledging that the meeting was now at its scheduled time limit before all topics had been covered, Bill asked how the group wanted to hear and discuss the pedestrian and skywalk findings. Erin suggested that the consulting team put together a memo and send it out to the stakeholder committee and then lead a shorter discussion at the next committee meeting.

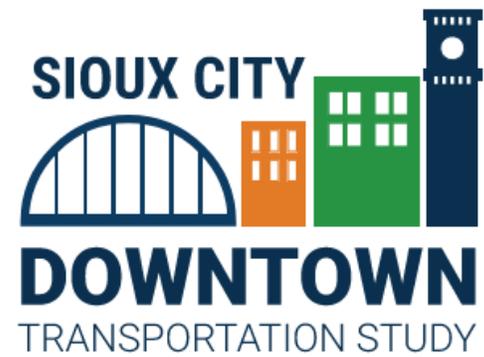
Bill skipped to the discussion of next steps:

- The consulting team will package the findings and create an online survey asking for comments.
- The stakeholder committee will send out a link to the survey through their various networks.
- The consulting team will put together a summary packet for the City Council and SIMPCO committees.
- The consulting team has started the final report and will continue to add to it as the study moves forward.

Bill asked whether the committee agreed that the study is in a good place relative to the original schedule and making decisions on key elements. Marty Dougherty agreed as far as the conversion and bike infrastructure elements are concerned but said that he would like to hear about the pedestrian elements as well.

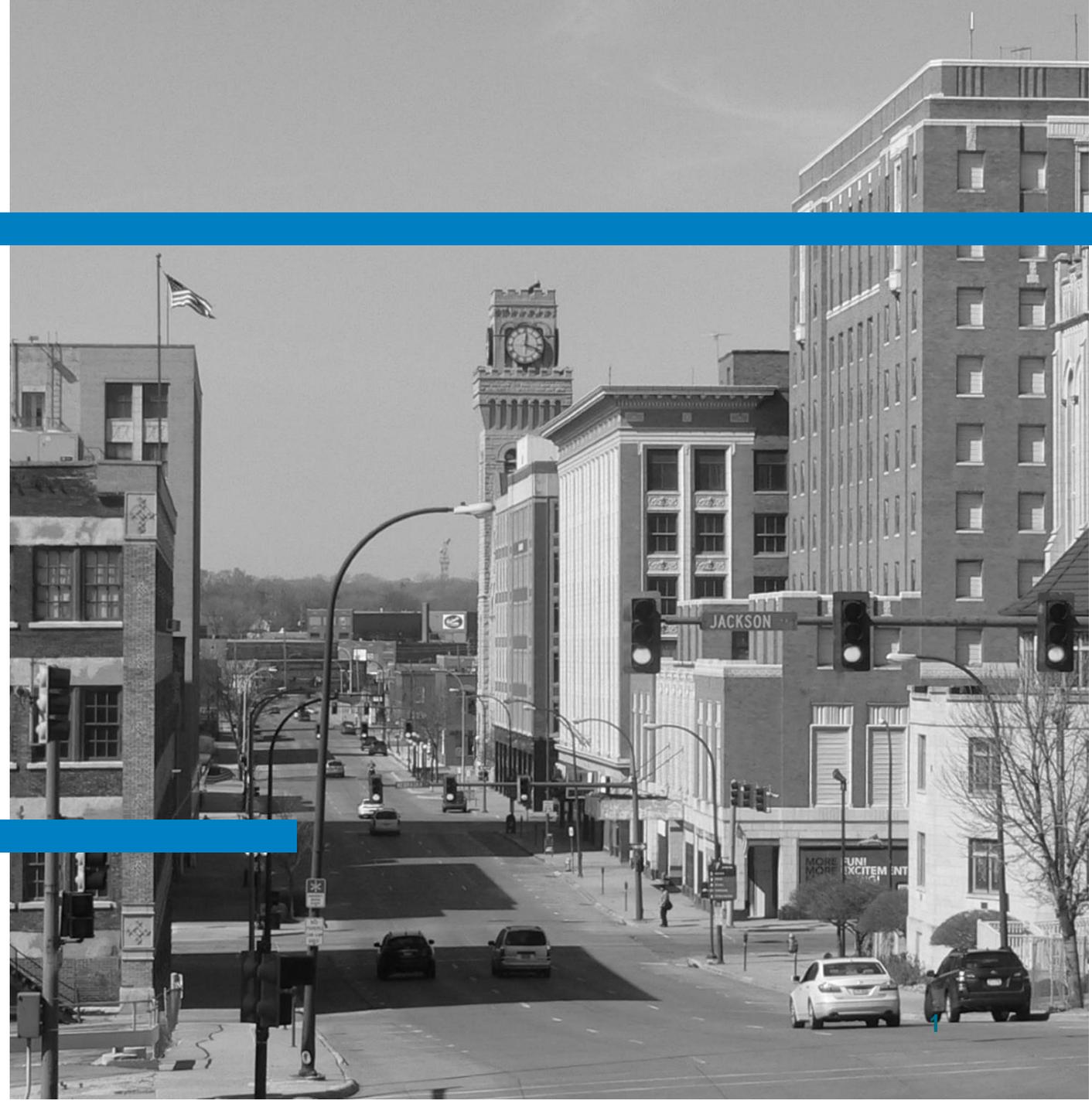
Action Items:

Actions Needed	Responsibility
Send stakeholder committee a memo with pedestrian findings	Consultant (SRF)
Create second online survey	Consultant (SRF)
Distribute online survey	Stakeholder committee members
Compose update for City Council and SIMPCO committees	Consultant (SRF)
Study traffic structure circulation further	Consultant (RDG)
Study intersection LOS further	Consultant (SRF)



Stakeholder Committee Meeting #4

April 7, 2021



Agenda

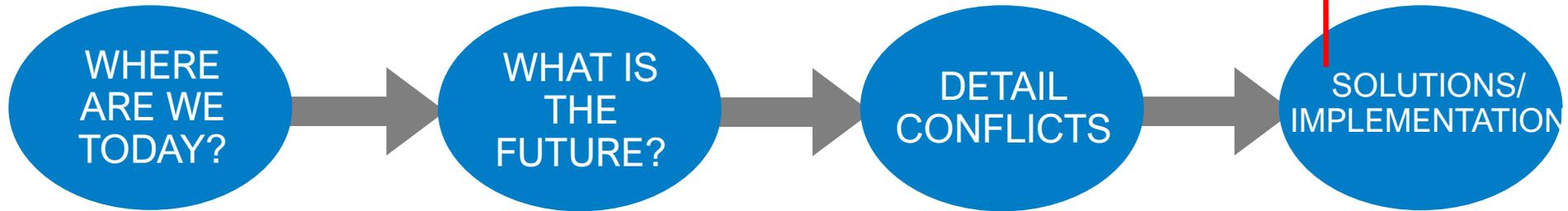
- Introductions
- Recap on Where We've Been
- Opportunities for Downtown Street Network
- Opportunities for Downtown Bicycle Network
- Meeting Recap & Next Steps



Recap on Where We've Been

Key Study Elements

We are here!



WHERE ARE WE TODAY?

Modes

- Autos
- Commercial Vehicles
- Transit
- Bicycles
- Pedestrians/Walkers

Functions to Consider

- Regional Connectivity
- Subarea Connectivity
- Adjacent Property Access:
 - Commercial
 - Residential

Purpose

- Commute/Work Trips
- Recreational Trips
- Goods Movement
- Services Trips

Understanding issues & priorities
(August 2020)

WHAT IS THE FUTURE?

Land Use Changes

Network Improvements

- Streets
- Sidewalks
- Skywalks
- Trails

What have we found?
Where do we see future changes?
What are the transportation system goals?
Taking a complete streets approach
(October 2020)

DETAIL CONFLICTS

- Between Modes
- Across Functions
- Trip Purpose Served
- Design Guidelines Relative to ROW

Community input from Survey #1
Preliminary traffic analysis for 5th and 6th Street conversion
Preparing & applying street typologies & bicycle facilities
Considerations for skywalk system extensions
(January 2021)

SOLUTIONS/
IMPLEMENTATION

For Each Applicable Mode Consider

- Enhanced Connectivity
- Access Management
- New Facilities
- Separate / Integrated Modes

Evaluation Measures

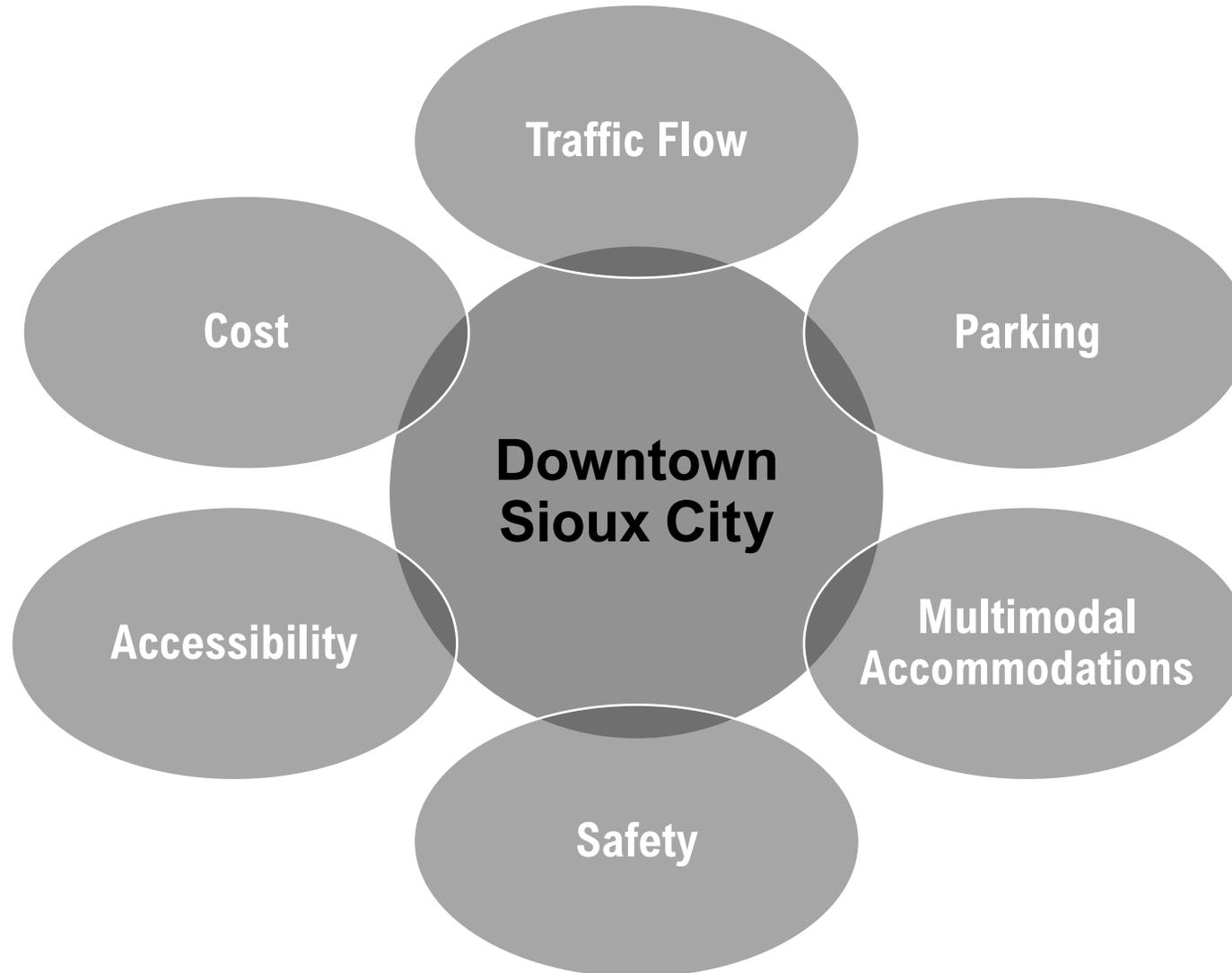
- Traffic Operations
- Safety
- Adjacent Impacts
- Local Support
- Cost

Implementation Plan

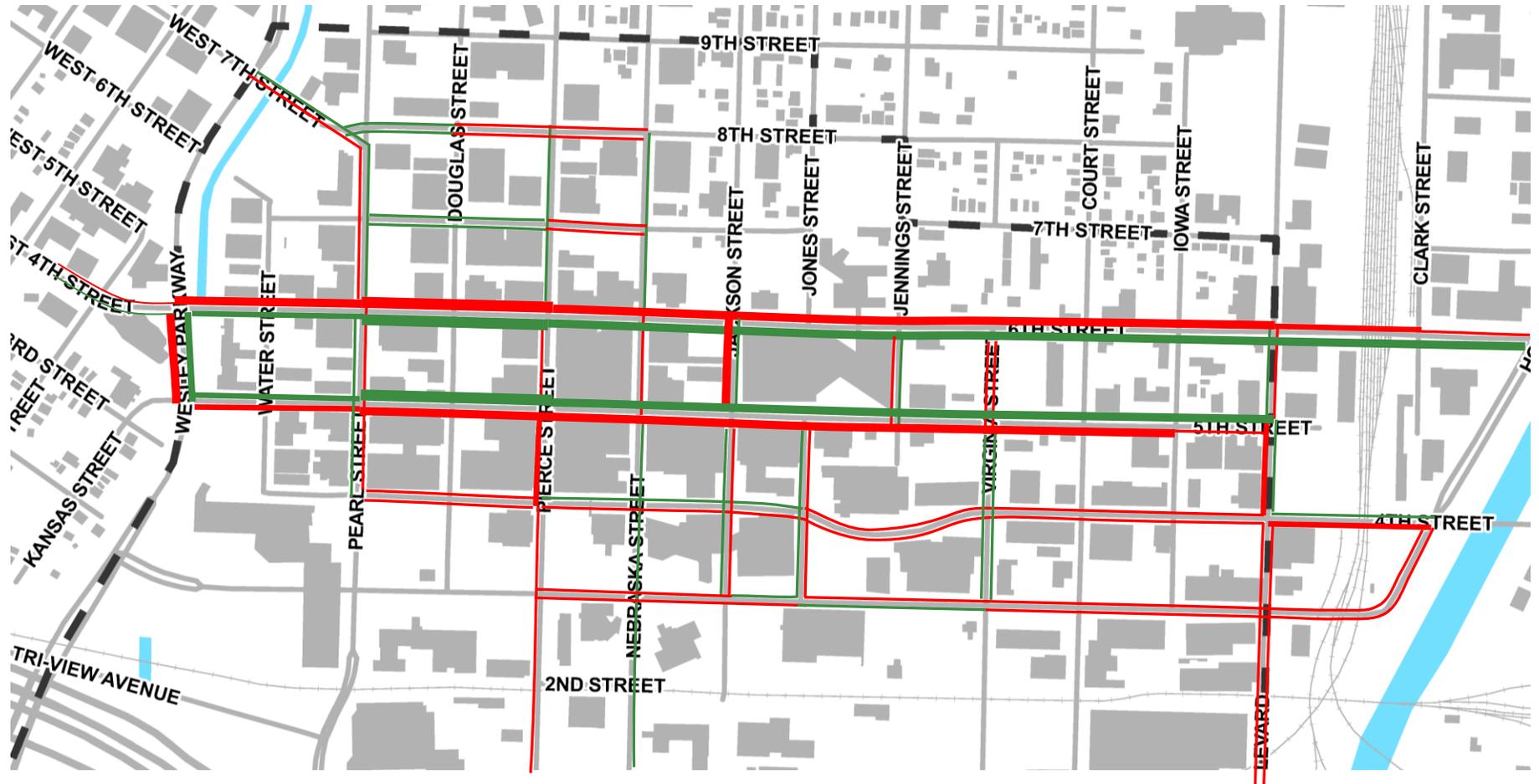
- Multimodal
- Supports Priority Functions
- Within Available Budget

Opportunities for Downtown Street Network

Key Considerations in Converting 5th/6th to Two-way Traffic



Traffic Flow



Legend:

2045 Change in Daily Traffic

Increase	Decrease
<1,000 VPD	<1,000 VPD
1,000 – 2,000 VPD	1,000 – 2,000 VPD
2,000 – 3,000 VPD	2,000 – 3,000 VPD
>3,000 VPD	>3,000 VPD

Traffic Flow



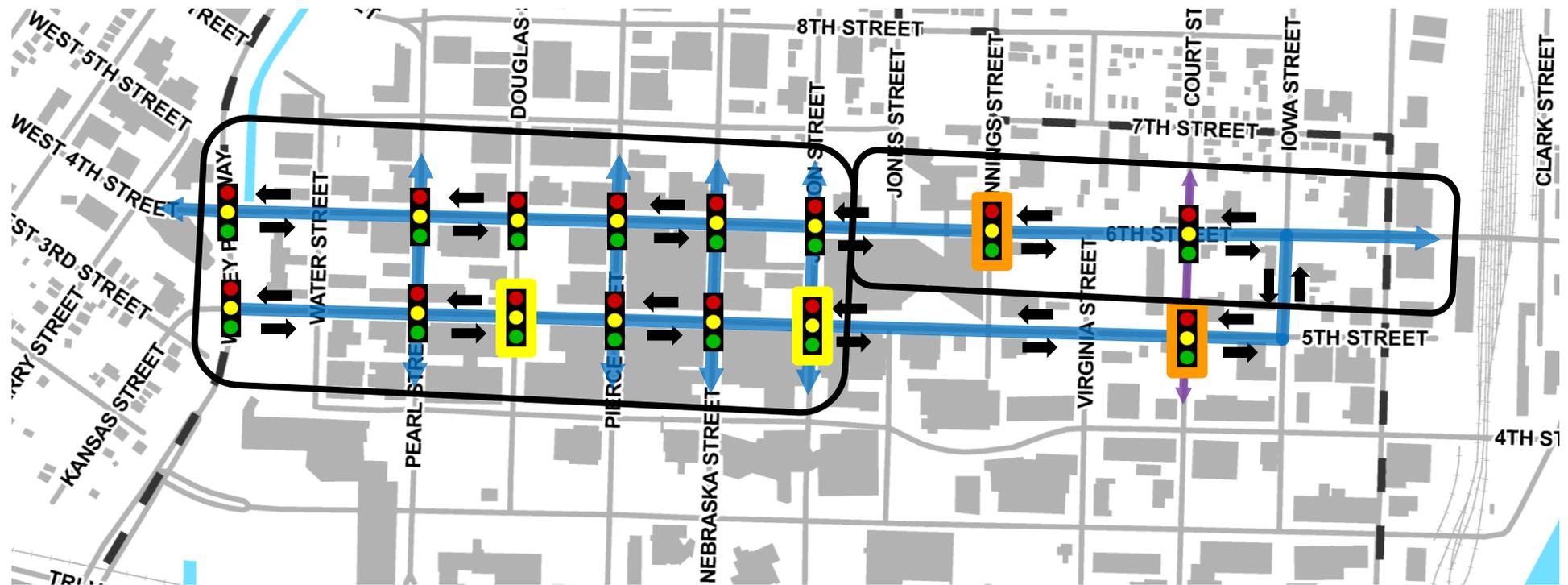
Note:

Current travel times on 5th and 6th Streets between Wesley Pkwy and Floyd Blvd is about 3 minutes.
Current travel times on Pierce and Nebraska Streets between I-29 and 8th Street is about 2 minutes.

■ Key intersections impacting east-west progression on 6th Street.

- **No change** in travel times expected on 5th Street
- **Slight increase** in travel time expected on 6th Street
- **Slight increase** in travel time expected for both Pierce and Nebraska Streets

Traffic Flow



Legend:

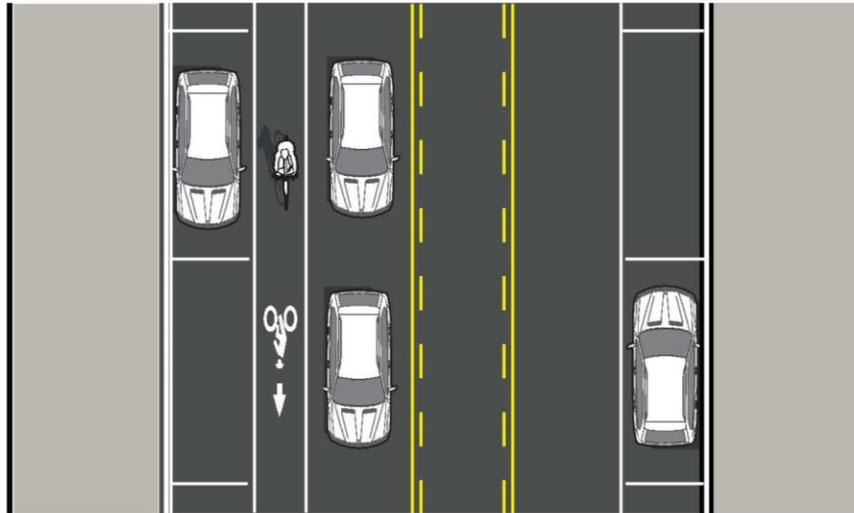
- Street converted to two-way traffic
- Arterial roadways
- Collector roadways
- Traffic influence area

- Traffic signal warranted
- Traffic signal not warranted but exceeds 60% threshold
- Traffic signal not warranted but need to consider sight distance

Parking & Multimodal Accommodations

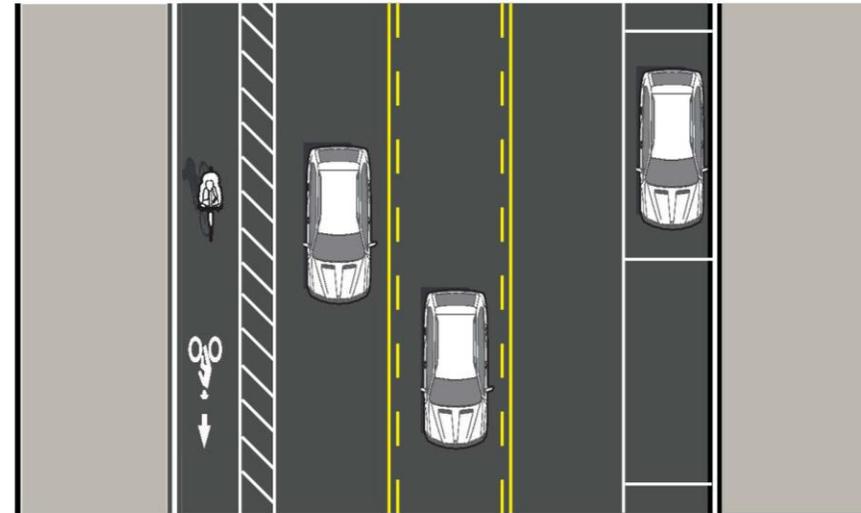
Two-way Conversion Option 1

Two-way conversion with three lanes and parking on both sides. Includes standard bike lane with markings.



Two-way Conversion Option 2

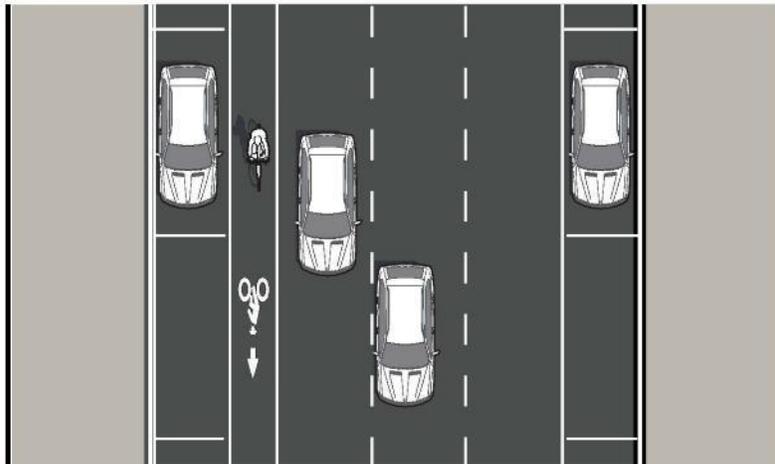
Two-way conversion with three lanes and parking on one side. Includes protected one-way bike lanes eastbound on 5th Street and westbound on 6th Street.



Parking & Multimodal Accommodations

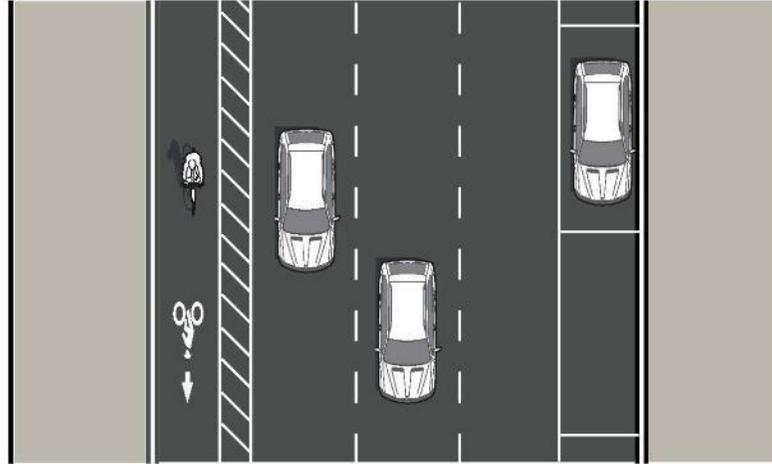
One-way Modified Option 1

Narrowed three lanes one-way with parking on both sides. Includes standard bike lane with markings.



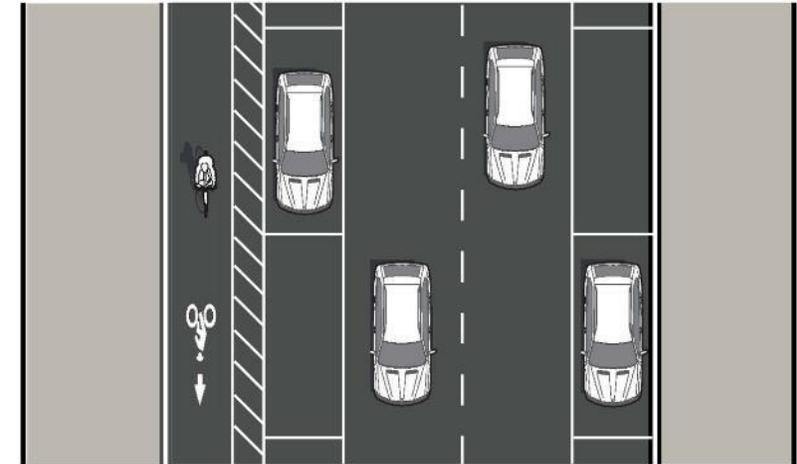
One-way Modified Option 2

Three lanes one-way with parking on one side. Includes protected one-way bike lanes eastbound on 5th Street and westbound on 6th Street.



One-way Modified Option 3

Two lanes one-way with parking on both sides. Includes protected one-way bike lanes eastbound on 5th Street and westbound on 6th Street.



Parking Ramps

- Existing use:
 - Parking ramp enters/exits along 6th Street.
 - Buses enter/exit along both 5th and 6th Streets with center platform.
 - Buses operate on a “keep left” system staying to the left of the center platform.
- Proposed changes:
 - Entrance/exit for parking ramp needs to be reversed for two-way traffic on 6th Street.
 - Reverse transit route directions allowing eastbound buses to enter from 6th Street and westbound buses to enter from 5th Street.



Safety

- **Key assumptions:**

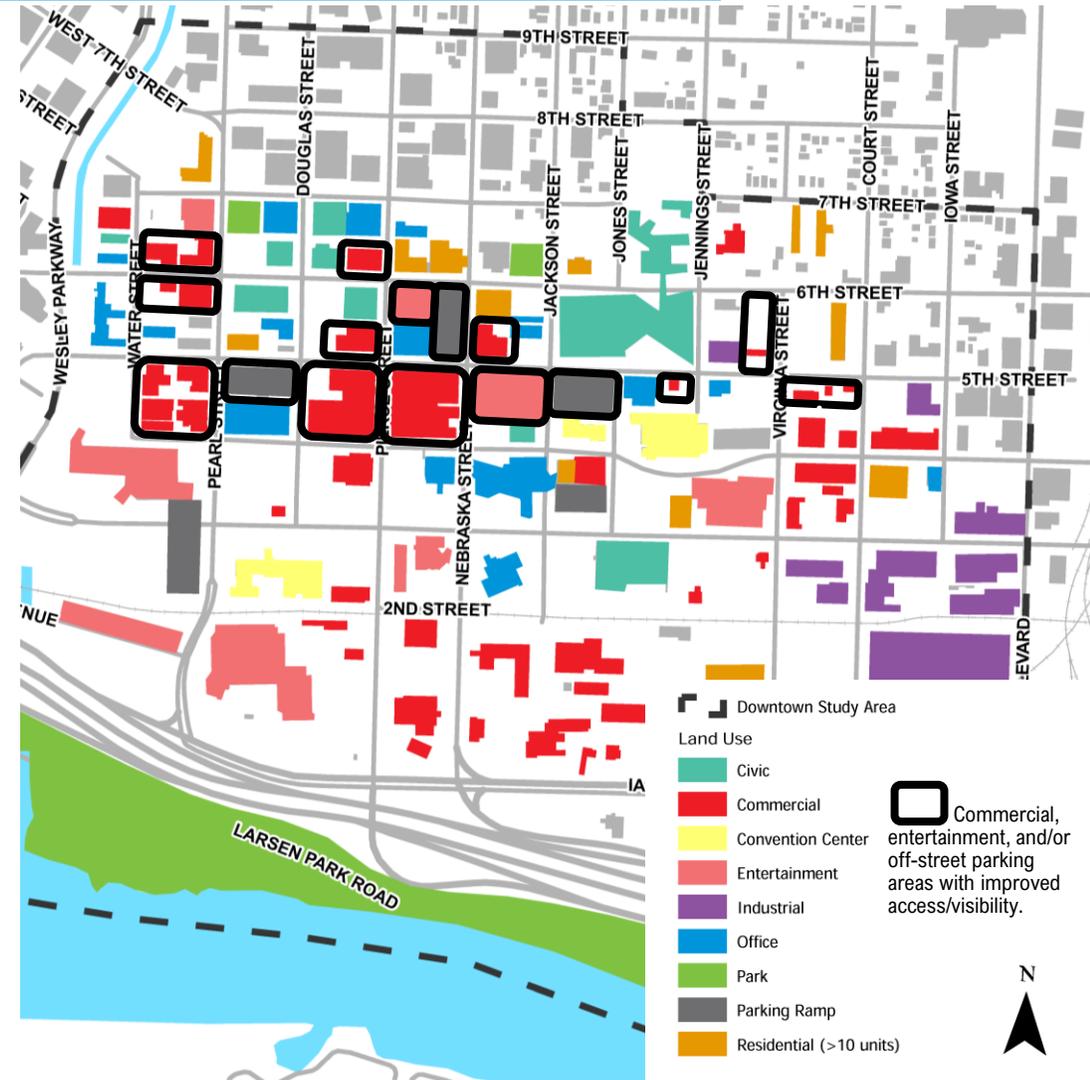
- Ensure every downtown street is a “complete street” by safely accommodating travel by all transportation modes (walking, biking, motorized vehicles, transit).
- 5th and 6th Streets are proposed to be “bicycle emphasis” streets which are to encourage and facilitate safe downtown biking.

- **Two-way streets:**

- Yes, two-way streets can increase the number of opportunities for vehicle-vehicle conflicts at intersections, but appropriate design measures (i.e., turn lanes, proper signal phasing and timing) can be implemented to minimize risk of these conflicts.
- Two-way streets do manage corridor speeds such that the risk for injury is reduced, especially with incidents involving pedestrians or bicyclists. One-way streets typically have higher travel speeds.
- Two-way streets minimize potential for wrong-way driving incidents.

Accessibility

- **One-way streets:**
 - Cause unnecessary out-of-direction travel.
 - Cause confusion for visitors looking to access destinations downtown.
 - Limit storefront exposure for those businesses highly dependent on pass-by traffic.
- **Two-way streets:**
 - Improve accessibility for downtown users.
 - Have a positive influence on businesses dependent on pass-by traffic.



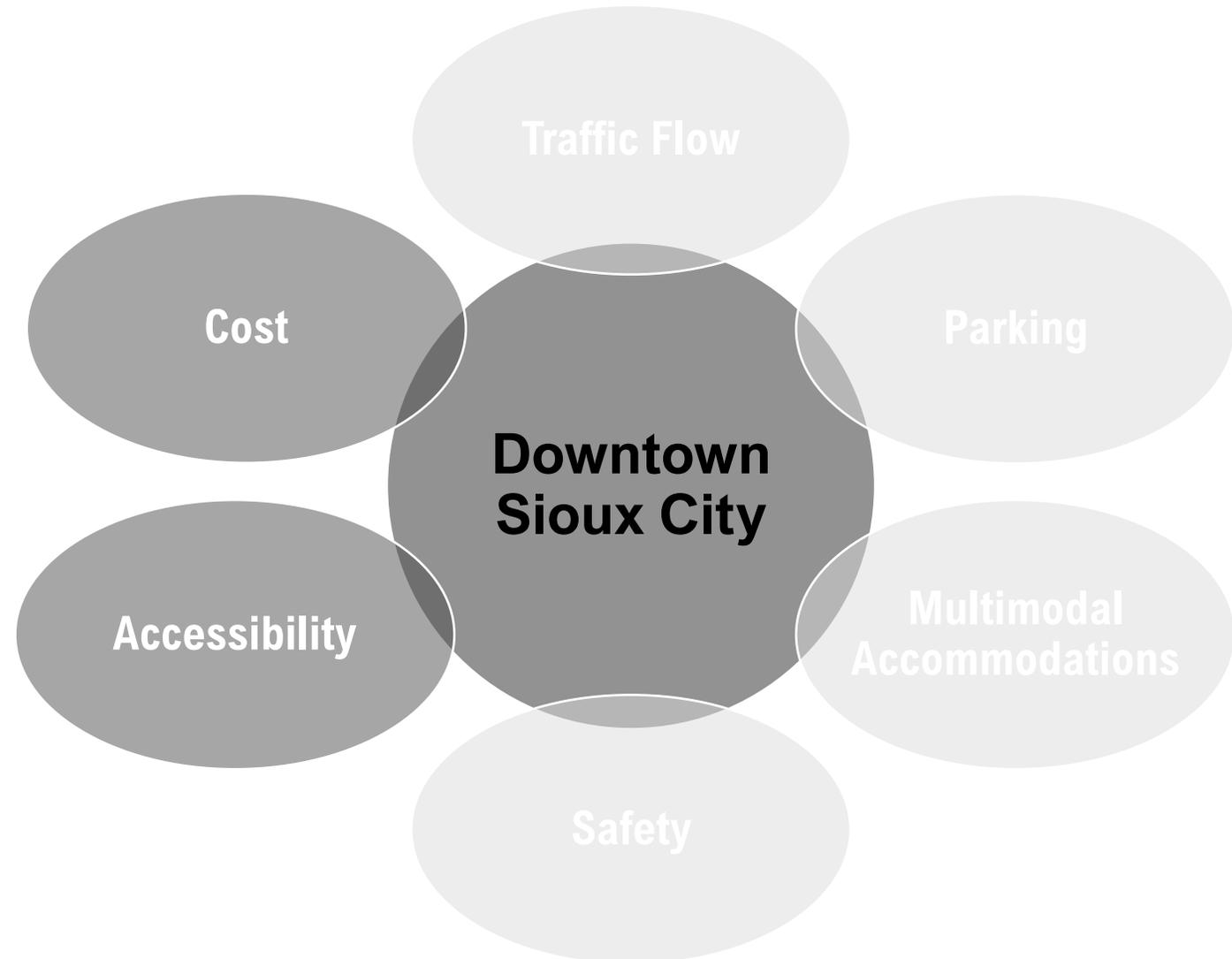
Cost

- **Key assumptions:**
 - Conversion to two-way traffic on 5th and 6th Streets requires modifications to existing traffic signals (or replacement) and signing/stripping adjustments to accommodate new lane configurations and routes.
- **Estimated cost for changes to traffic signals only:**
 - \$2.5 million



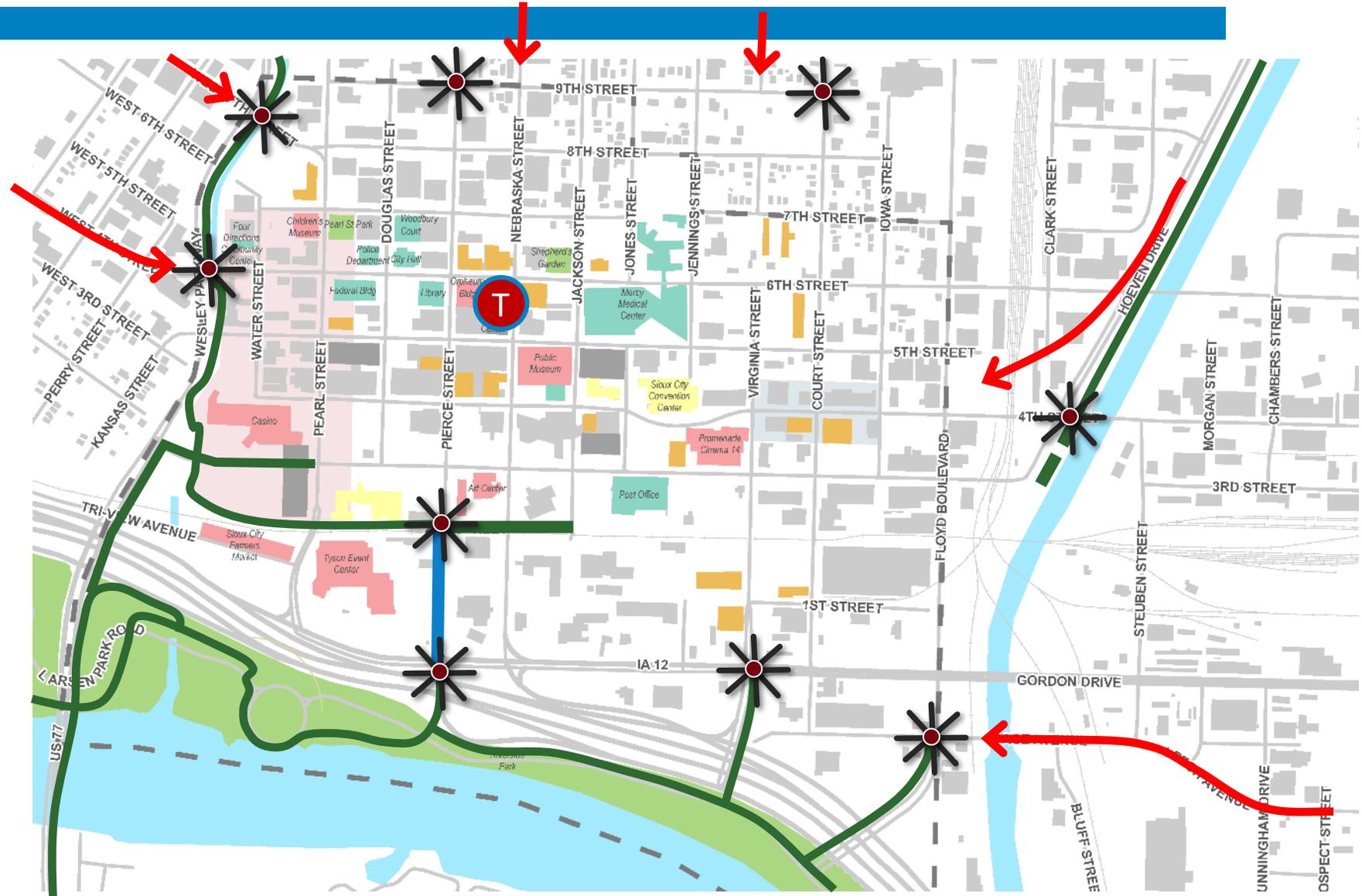
Key Takeaway in Converting 5th/6th to Two-way Traffic

Conversion to two-way traffic provides improved accessibility for users and patrons in downtown Sioux City at a cost of \$2.5 million.



Opportunities for Downtown Bicycle Network

Bicycle Plan Considerations



The Ingredients



Standard bike lane



Directional parking protected bike lane



Enhanced shared lane marking



Directional parking protected bike lane

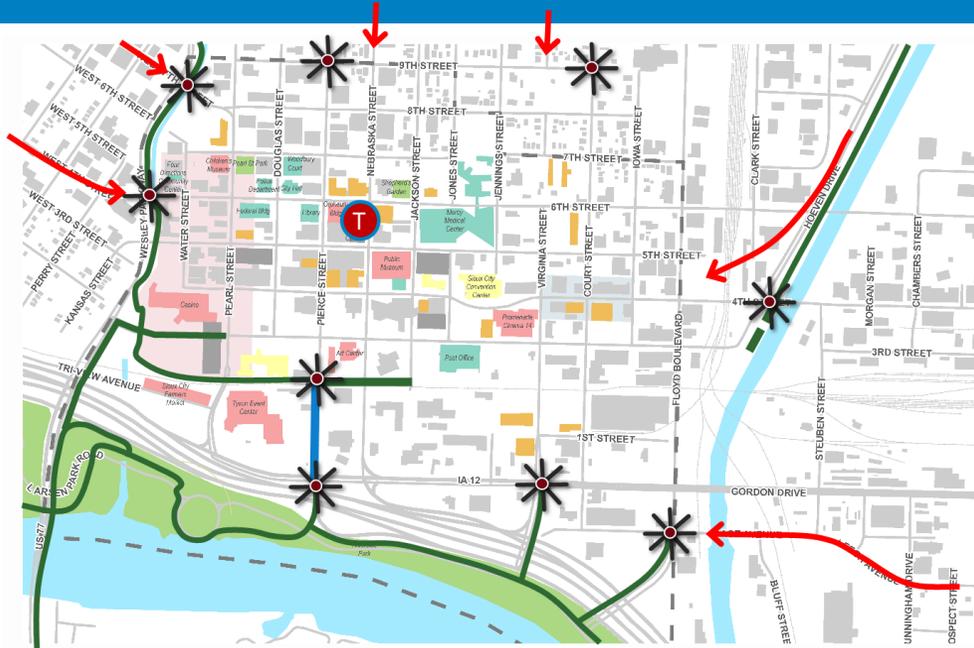


Two-way cycle track



Striped parking lane with shared lane marking

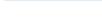
General Rules

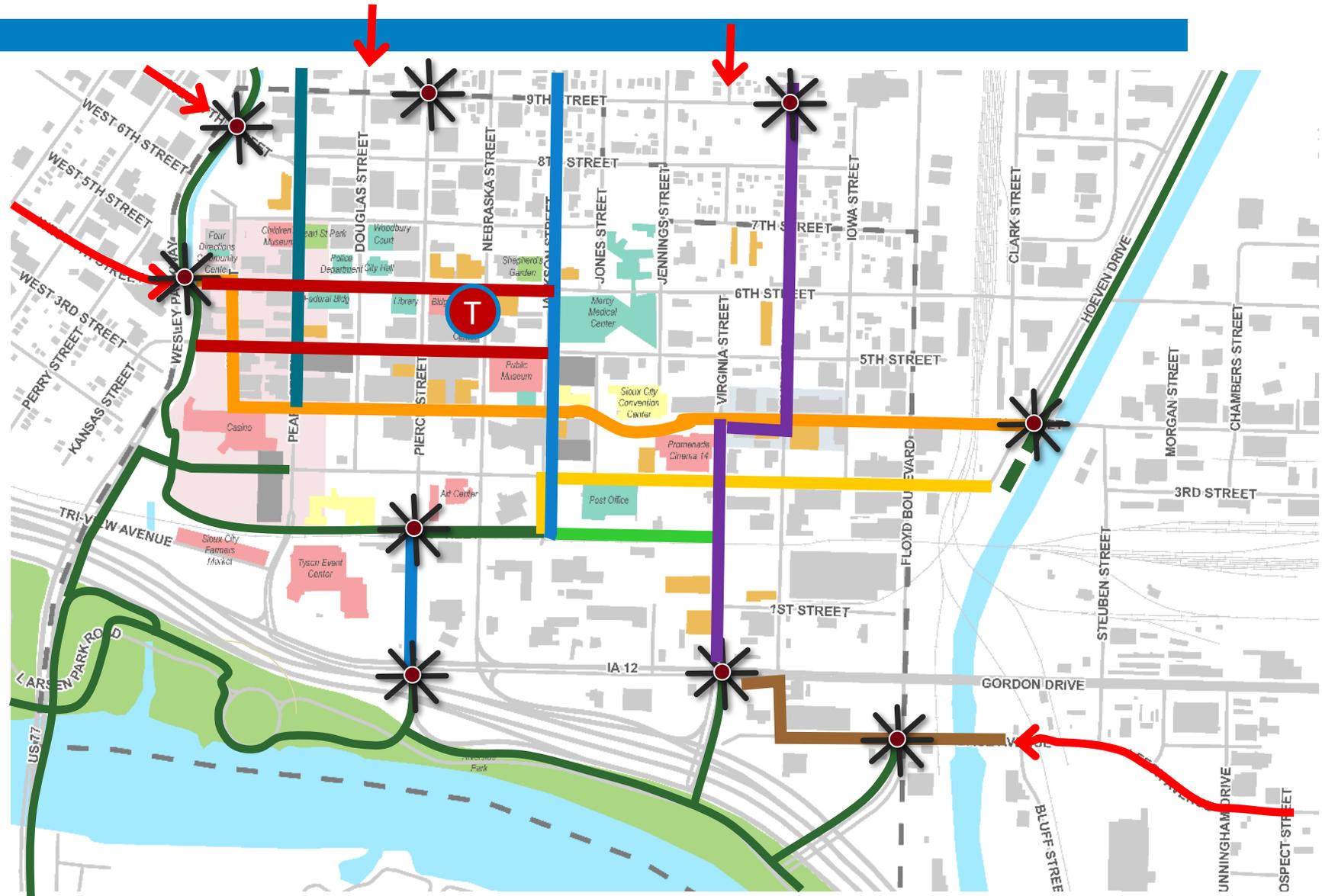


- No reduction of on-street parking
- No modification of curb lines
- 4 to 3-lane reduction on Virginia
- No other lane reductions
- Some lane narrowing to 11-12'
- Back-in diagonal parking recommended on 4th Street



Overall Downtown Bicycle Network

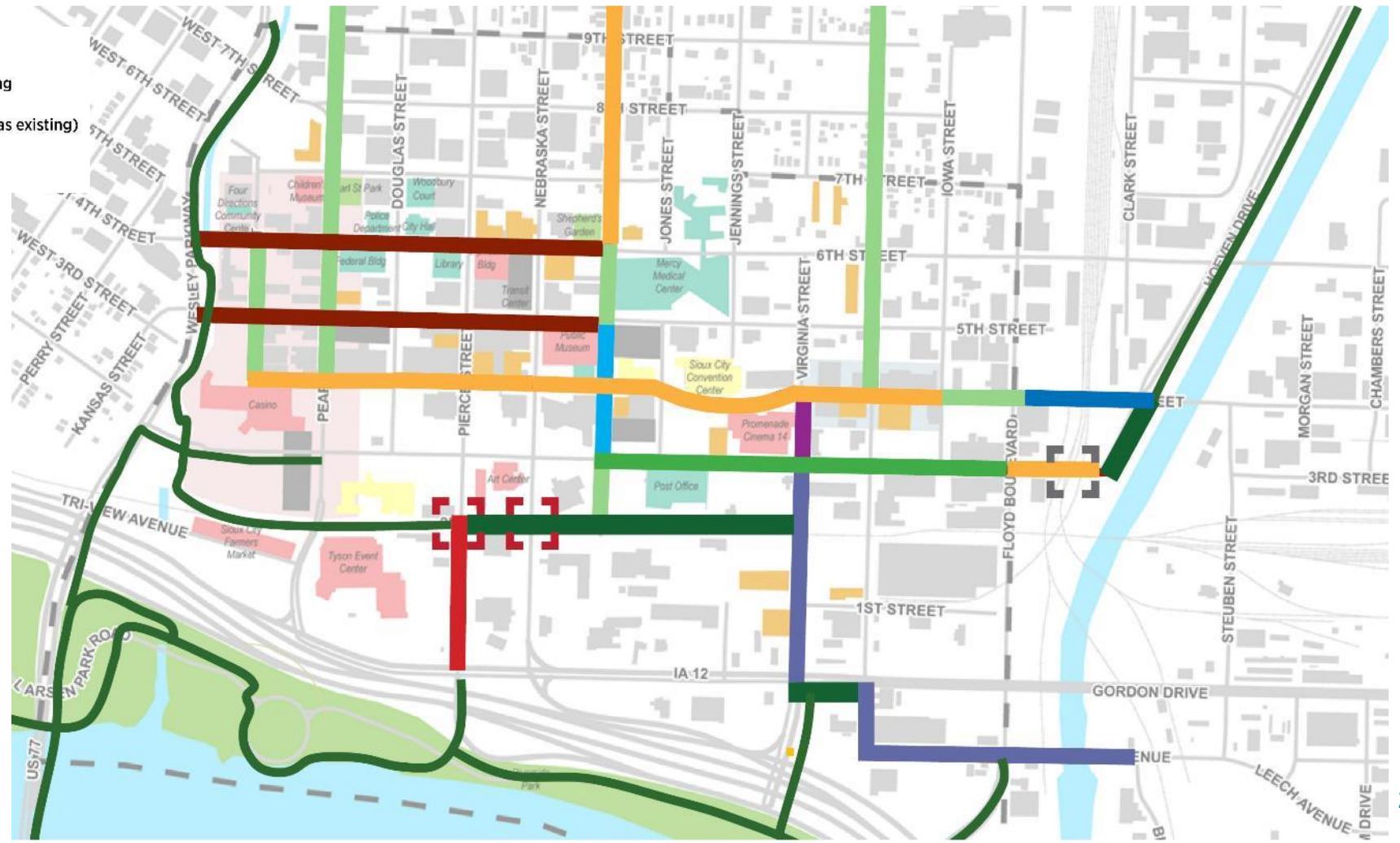
-  Trail Extensions
-  Later Phase Extension
-  4th Street Bicycle Boulevard
-  3rd Street Bikeway
-  Dace Connection
-  Virginia to Court Bikeway
-  Pierce/Jackson Bikeway
-  Pearl to Grandview Route
-  5th/6th Bike Lanes?



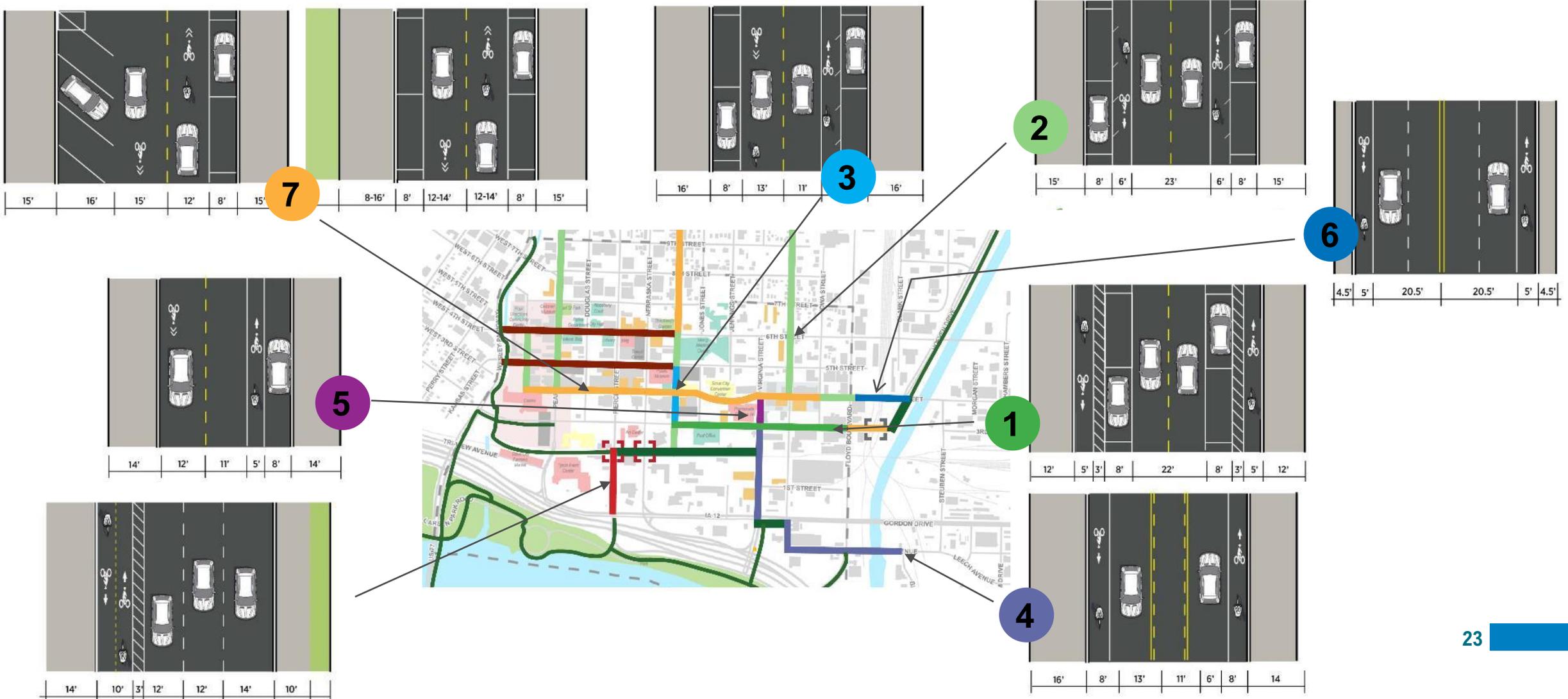
Infrastructure Types

- █ Type 1: Protected bike lanes, 2-side parking
- █ Type 2: Wide standard bike lanes, 2-side parking
- █ Type 3: Bike lane uphill, sharrow downhill, 2-side parking
- █ Type 4: Standard bike lanes, no parking (as existing)
- █ Type 5: Bike lane uphill, sharrow downhill, no parking (as existing)
- █ Type 6: Standard bike lanes, no parking (as existing)
- █ Type 7: Shared lane markings, no parking impact

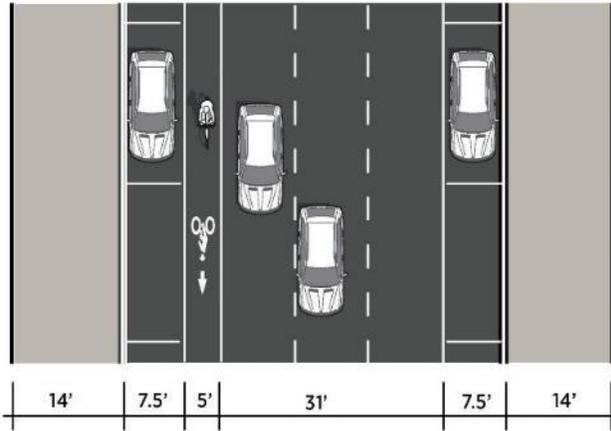
- █ Riverfront to Perry Creek Track
- █ 5th/6th Options
- █ New/Upgraded Shared Use Paths
- █ Existing Shared Use Path
- ⌘ Protected Pedestrian Crossing
- ⌘ Improved Railroad Crossing



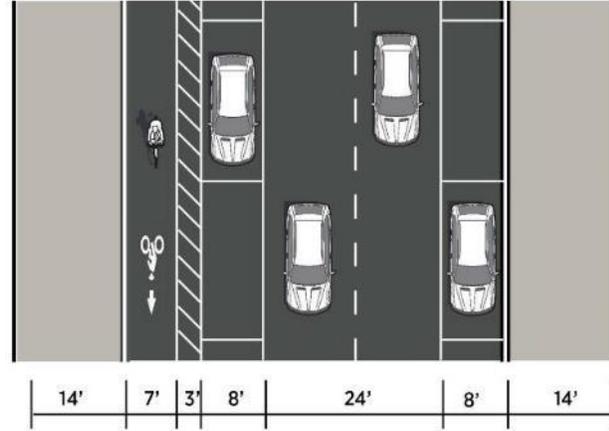
Infrastructure Types



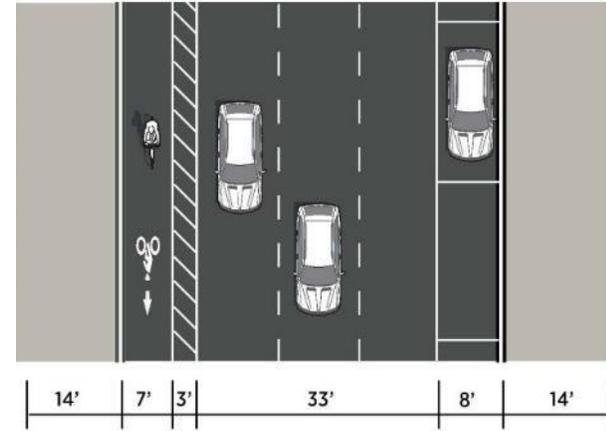
5th/6th Options



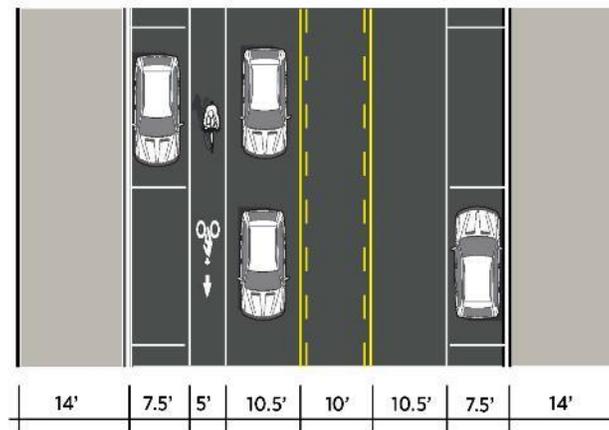
Three-lane one-way section, reduced lane width, two-side parking, standard bike lane



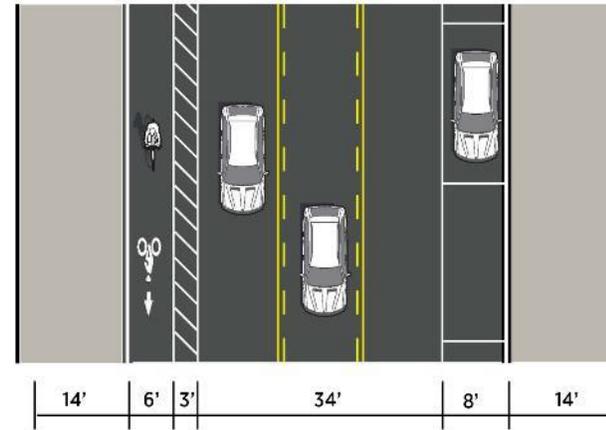
Two-lane one-way section, two-side parking, protected bike lane



Three-lane one-way section, one-side parking, protected bike lane



Three-lane two-way section, reduced lane width, two-side parking, standard bike lane



Three-lane two-way section, one-side parking, protected bike lane

Conversion Conversation

- Is there a Consistent Path to Addressing 5th/6th Street Conversion Question?
 - Opportunities Justify the Cost?
- Modes Accommodated in Travelway:
 - Motor Vehicles
 - Bicycles
- If Include Bikes, Where?
 - With Parking:
 - Curb Lane
 - Between Curb Parking and Motor Vehicles
 - Remove Parking (One Side)
 - Curb Lane
- If No Conversion:
 - What Needs to Change Before Reconsider?
(Use as metrics if/when the question comes up again)

Meeting Recap & Next Steps

- Recap action items from our discussion today
- **Next steps:**
 - Engage community on options and key findings
 - Update City Council and SIMPCO Committees
 - Prepare technical documentation
 - Draft comprehensive summary and recommendations
 - **Stakeholder Committee Meeting:** Late July/Early August





Thank You!

