

Sioux City Bike Lane Study Stakeholder Group Meeting #2

1. Survey Launch

2. Existing Conditions Review

3. Document Review

- ATP
- Design Works

4. Preliminary Opportunity Map



SCHEDULE

- Kick off in June



SIMPCO BIKE LANE STUDY SCHEDULE 6 - MONTHS



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1. Survey Launch

June: Draft survey and ~~Launch~~

July: **Launch** & Close Survey

Edits Made..

- *Language tweaks*
- *Image swaps with illustrations*
- *Reduction in number of images from 26 to 12*
 - *Focus more on improvements rather than existing conditions*

Three Lane Street with or without Parking and Bike Lane(s)



<https://www.surveymonkey.com/r/SiouxCityBikes>

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3. Document Review – Design Works

Complete Streets

- Minimum bicycle lane width is 5 feet. On urban streets without parking, this width is measured from the inside edge of the gutter to the edge of the nearest moving lane.
- Where conditions permit, a buffered bicycle lane provides an extra measure of safety and security to users. These lanes provide a two-foot additional separation buffer between moving motor vehicle and bicycle lanes.
- Minimum desirable motorized traffic lane widths are 11 feet for moving lanes and 10 feet for a left-turn lane.
- Bicycle lane markings should include:
 - 6-inch thermoplastic marking to separate lane and bicycle lane on streets without parking.
 - On streets with parking, 6-inch thermoplastic marking line separating bicycle lane from moving lane; and 4 to 6-inch separating bicycle lane and parking lane.
 - Bicycle lane markings should include bicycle symbol and directional arrow.
- Bicycle lane markings should change to a dashed line approaching the stop bar at controlled intersections or to the right-of-way line extended at uncontrolled intersections.
- When right turning traffic crosses the bicycle lane (as in a right turn only lane), putting moving traffic to the right of the lane, the lane should be colored in a contrasting color.
- If signal sensor loops are used, bicycle-sensitive loops should be placed appropriately in the bicycle lane. A bicycle marking should be used to indicate location of the loop.



3. Document Review – Design Works

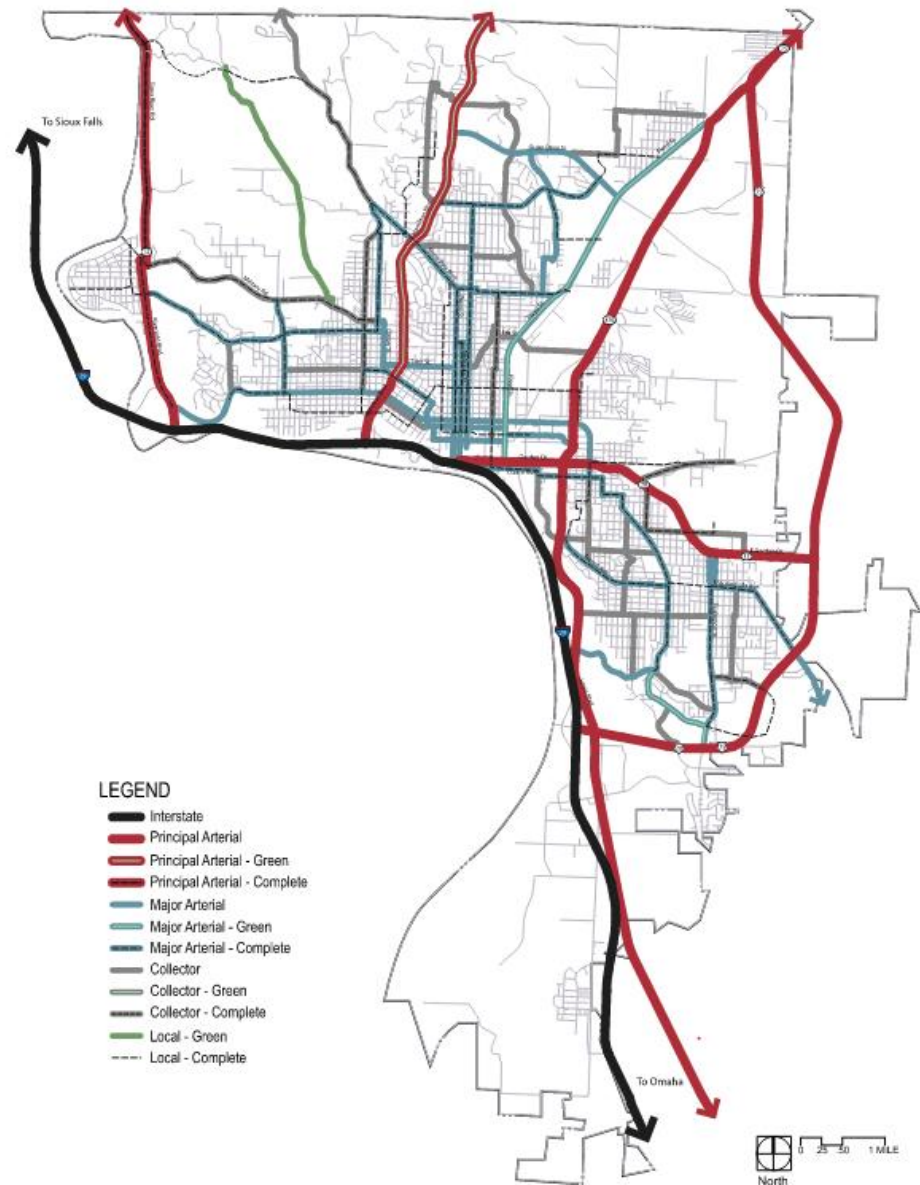


Figure 32: Proposed Street Hierarchy

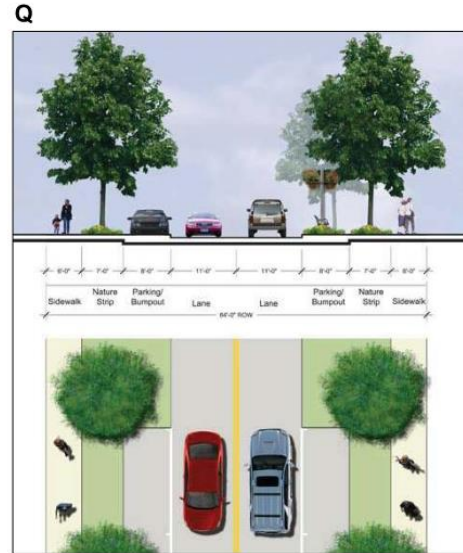


Figure 49: Q - Collector - Green



Bulb-outs with bioswales can be a natural extension of the streetscape environment.

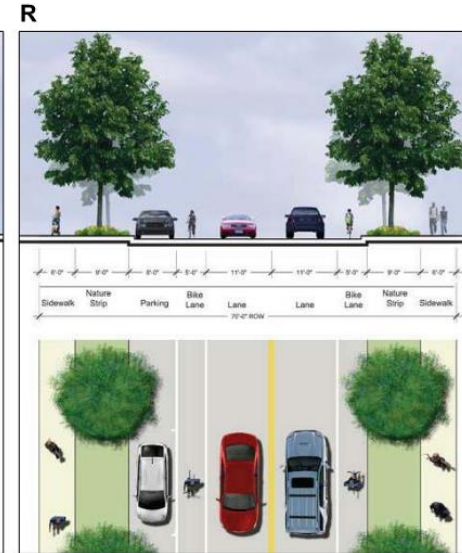


Figure 50: R - Collector - Complete



Striping and markings clearly define the bike lane.

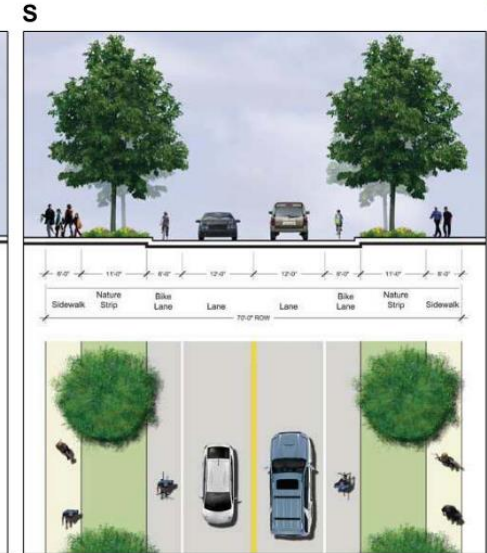
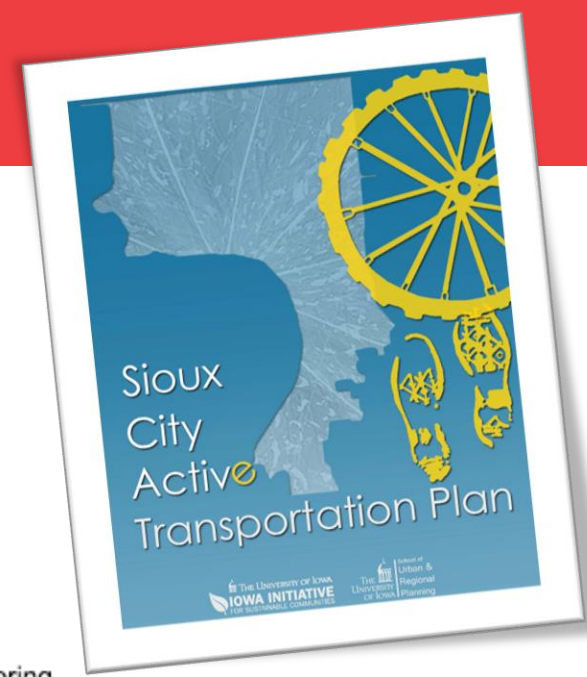


Figure 51: S - Collector - Complete



Sidewalks and striped bike lanes along a tree lined street create a complete street.

3. Document Review – Active Transportation Plan



Corridors were selected based on the following criteria:

- **Accessibility:** Providing access to destinations that have high concentration of activities, such as schools, retail and business, recreational centers, parks, and employment centers
- **Connectivity:** Connecting gaps and providing continuity in the networks
- **Mobility:** Providing access to overcome natural and man-made barriers, such as hills, rivers, railroads, and interstate highways
- **Safety:** Requiring improved safe access to areas that have a high number of pedestrian and bicyclist traffic crashes to improve the comfort and safety for these users
- **Necessity:** Connecting to areas that have high need of non-motorized and transit travelling, such as neighborhoods that have (a) a high proportion of school-aged children, older adults, people with mobility challenges, and low income persons; and (b) large existing walking, cycling and transit mode shares. Maps can be found in appendix.

Table 5. Selected corridors and scoring

Corridor	Accessibility	Connectivity	Mobility	Safety	Neccessity	Total	Direction
6th + W4th St	9	10	5	9	8	41	E-W
5th	8	7	5	9	8	37	E-W
7th + W6th St	8	8	5	8	8	37	E-W
8th St + W7th St	9	7	5	8	8	37	E-W
Morningside + Transit	8	9	6	8	6	37	E-W
W 19th St	6	8	5	6	9	34	E-W
14th ST	7	6	4	9	8	34	E-W
3rd St	7	6	5	7	6	31	E-W
Pierce	10	9	9	10	8	46	N-S
Hamilton	10	8	9	9	8	44	N-S
Jackson	8	8	9	8	8	41	N-S
Court	8	7	5	8	8	36	N-S
Pearl + Grandview	6	8	5	8	8	35	N-S
Fairmount	7	7	8	7	6	35	N-S
Nebraska	6	6	7	8	8	35	N-S
Douglas	7	6	5	8	7	33	N-S
Floyd Blvd	6	7	6	5	5	29	N-S

3. Document Review – Active Transportation Plan

- 6th Street
- W. 4th Street
- 5th Street
- W. 19th Street
- Jackson Street
- Pearl Street / Grandview Boulevard
- Fairmount Street
- Morningside Avenue/ Transit Avenue

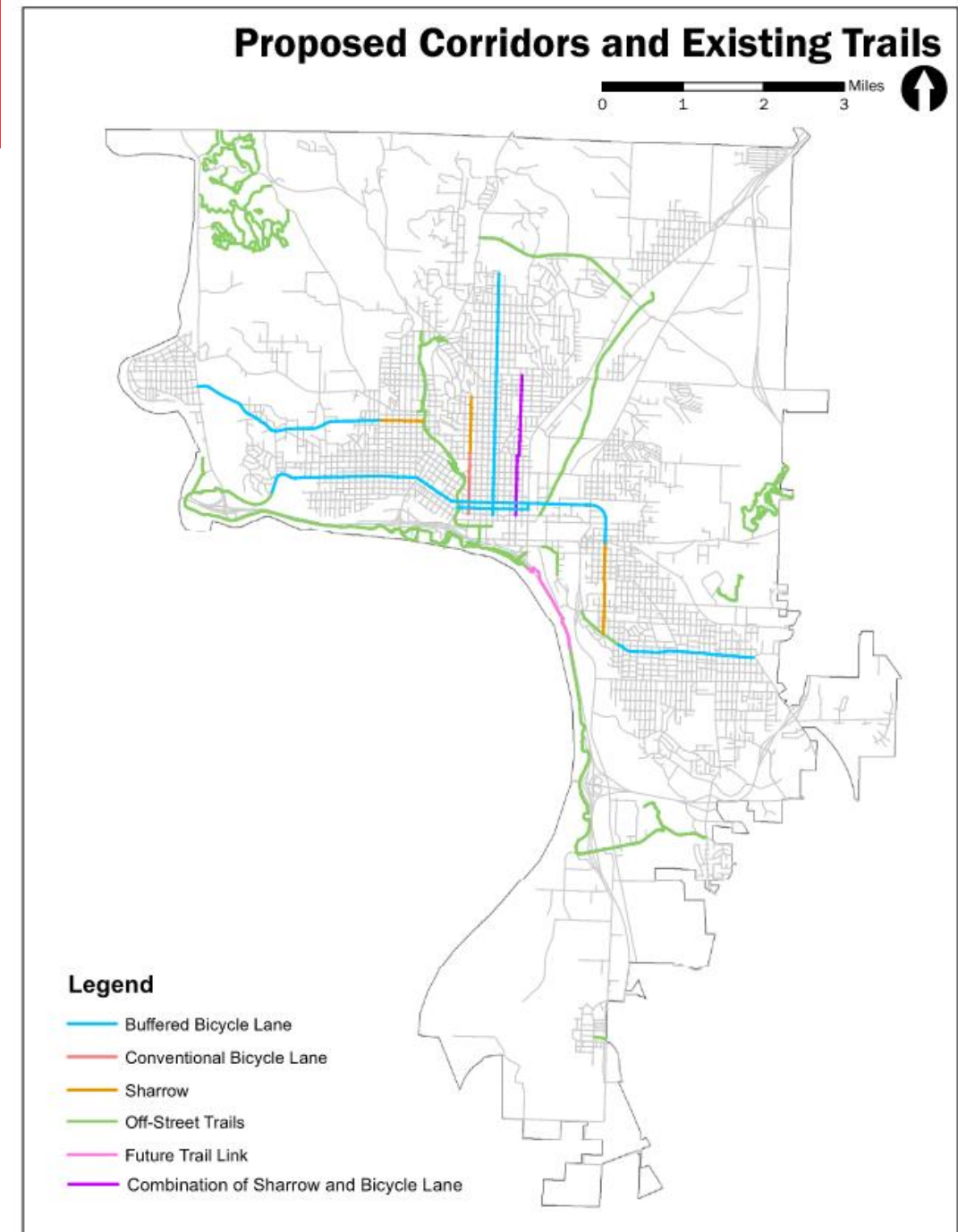


Figure 33. Proposed corridors and existing trails

3. Document Review – Active Transportation Plan



Figure 70. Morningside Ave.: Existing conditions



Figure 71. Morningside Ave.: Proposed buffered bike lane.

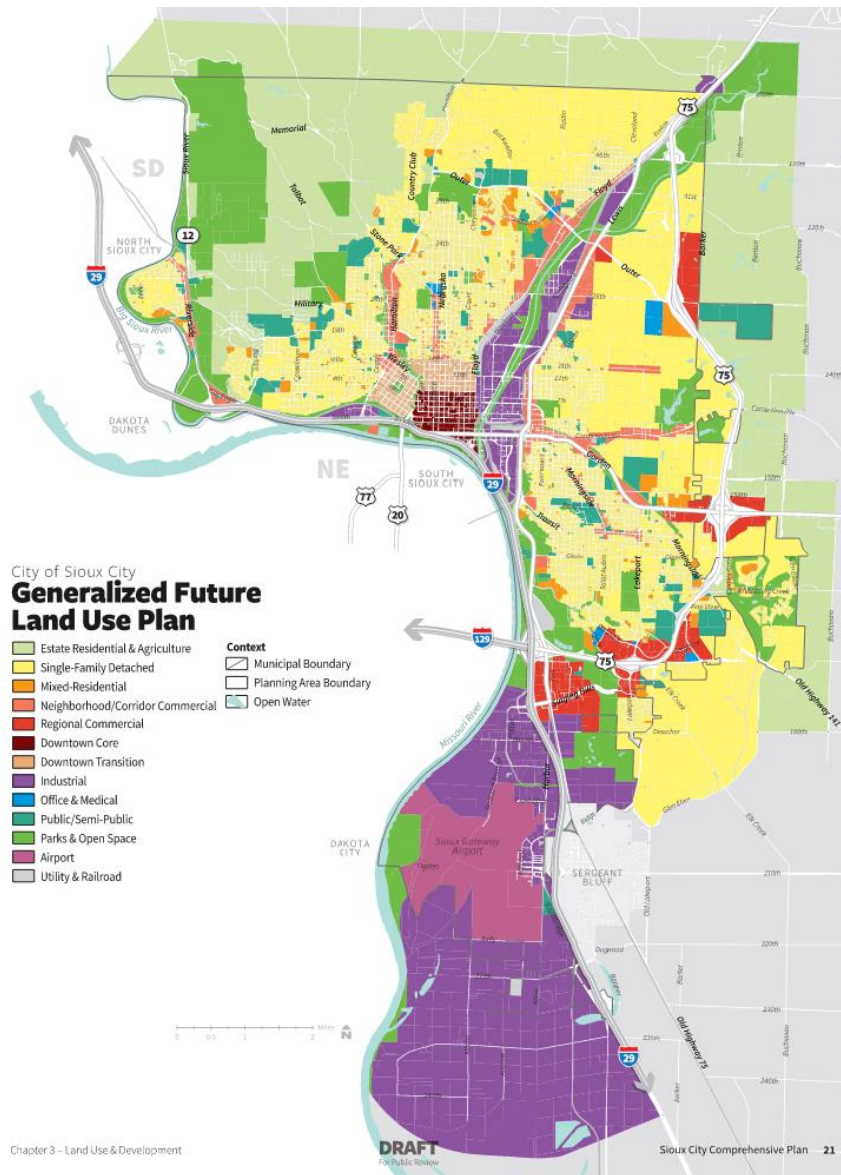
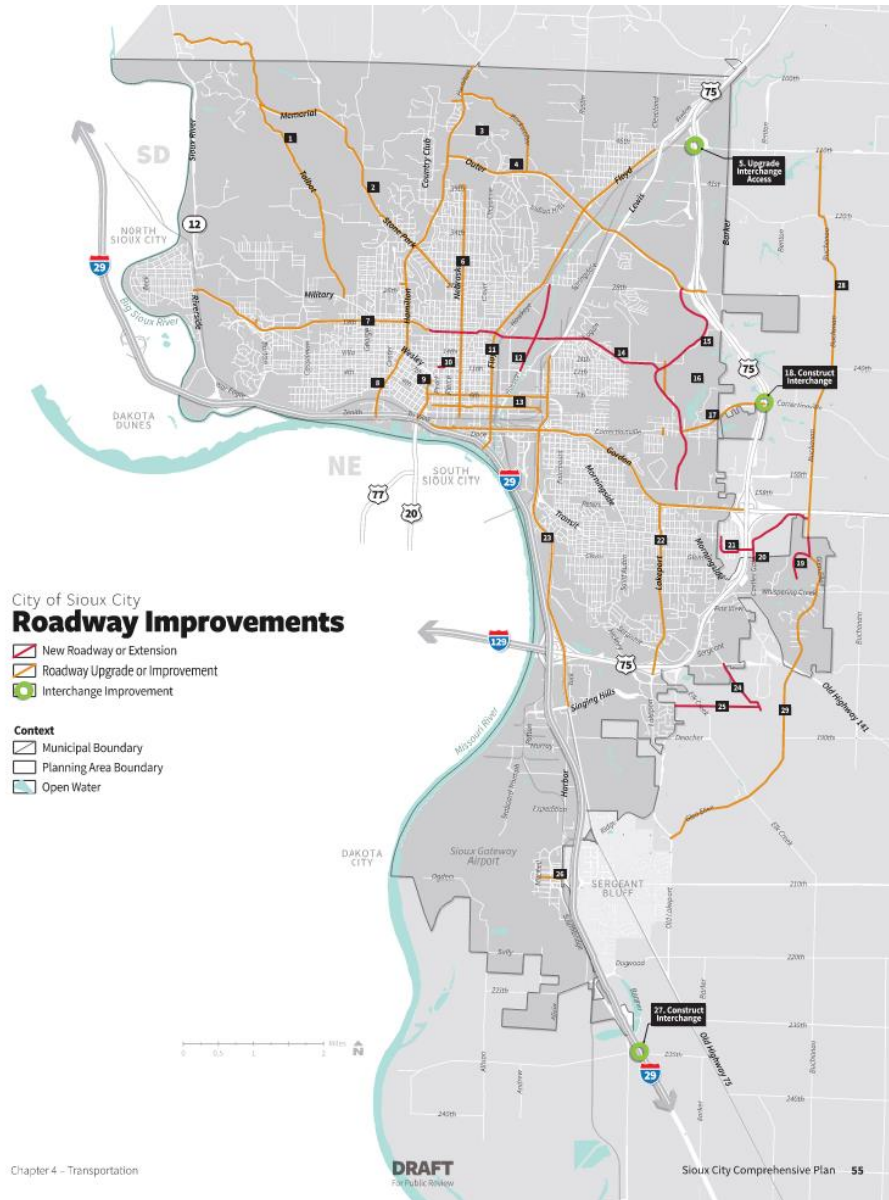
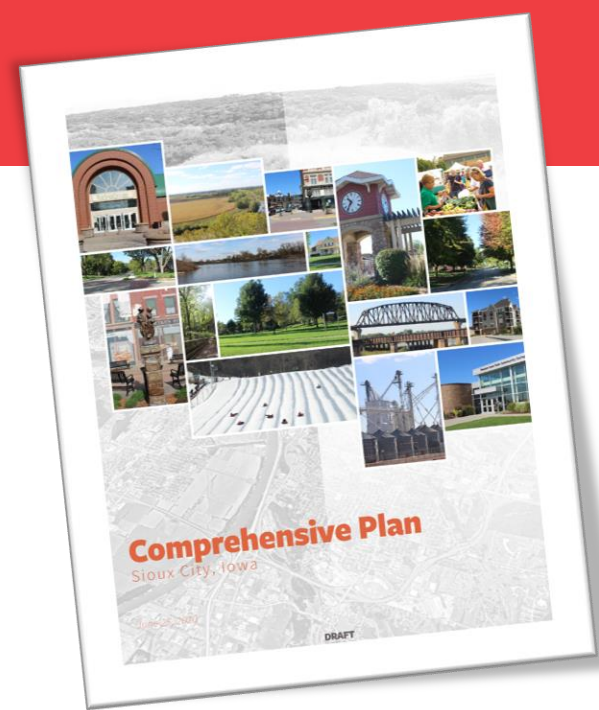
Table 7. Estimated cost of bicyclist and pedestrian infrastructure

Type of Infrascture	Unit of measure	2012	Adjusted
Bike Lanes	linear foot	21.96	22.45
Sidewalks	Square Yard	24.76	25.31
Crosswalks	Linear foot	8.89	9.09
Restiping	linear foot	1.92	1.96
Sharrows	Each	161.47	165.08
Truncated dome pads	Square Foot	45.02	46.03
ADA Ramp	Square Foot	18.08	18.48

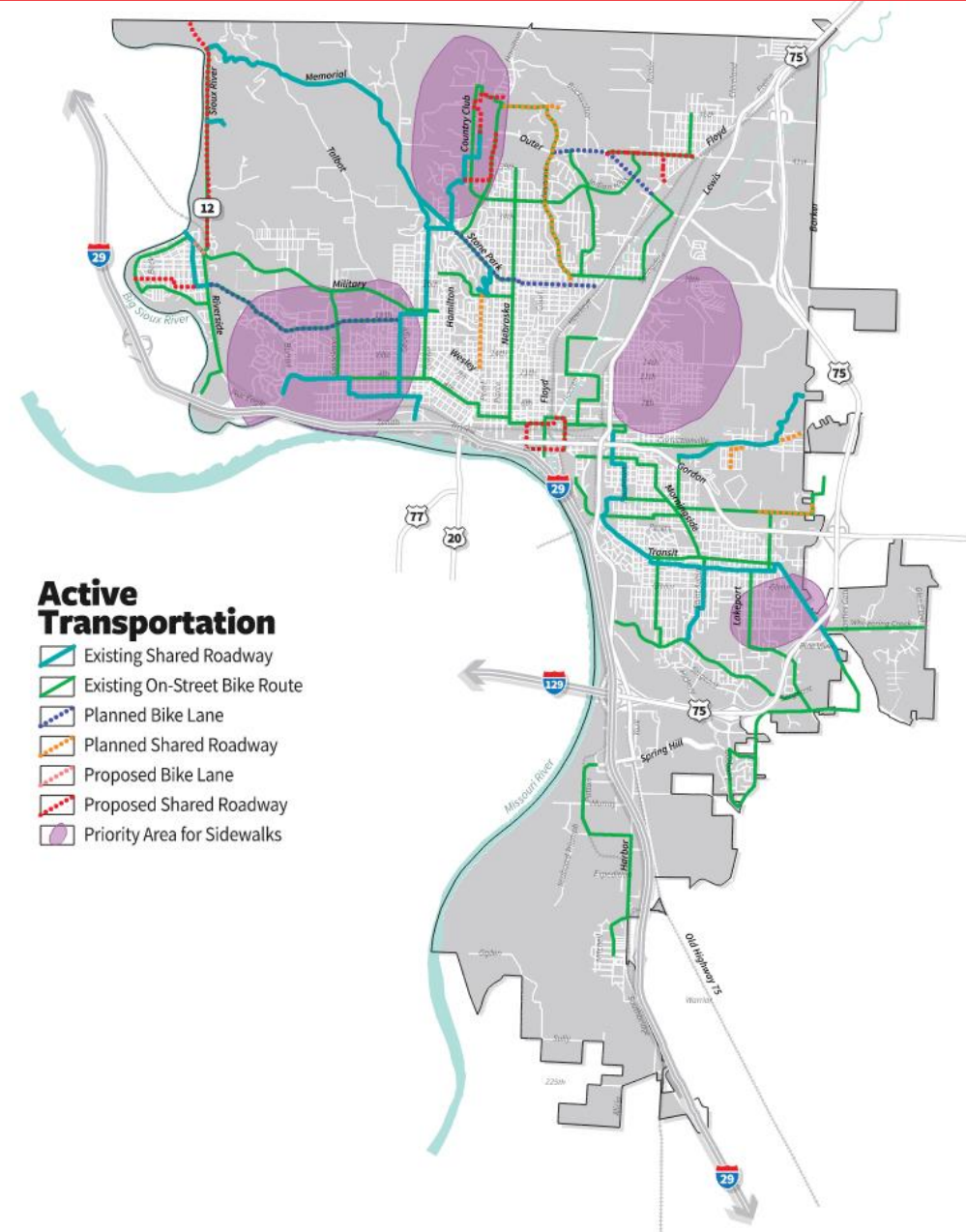
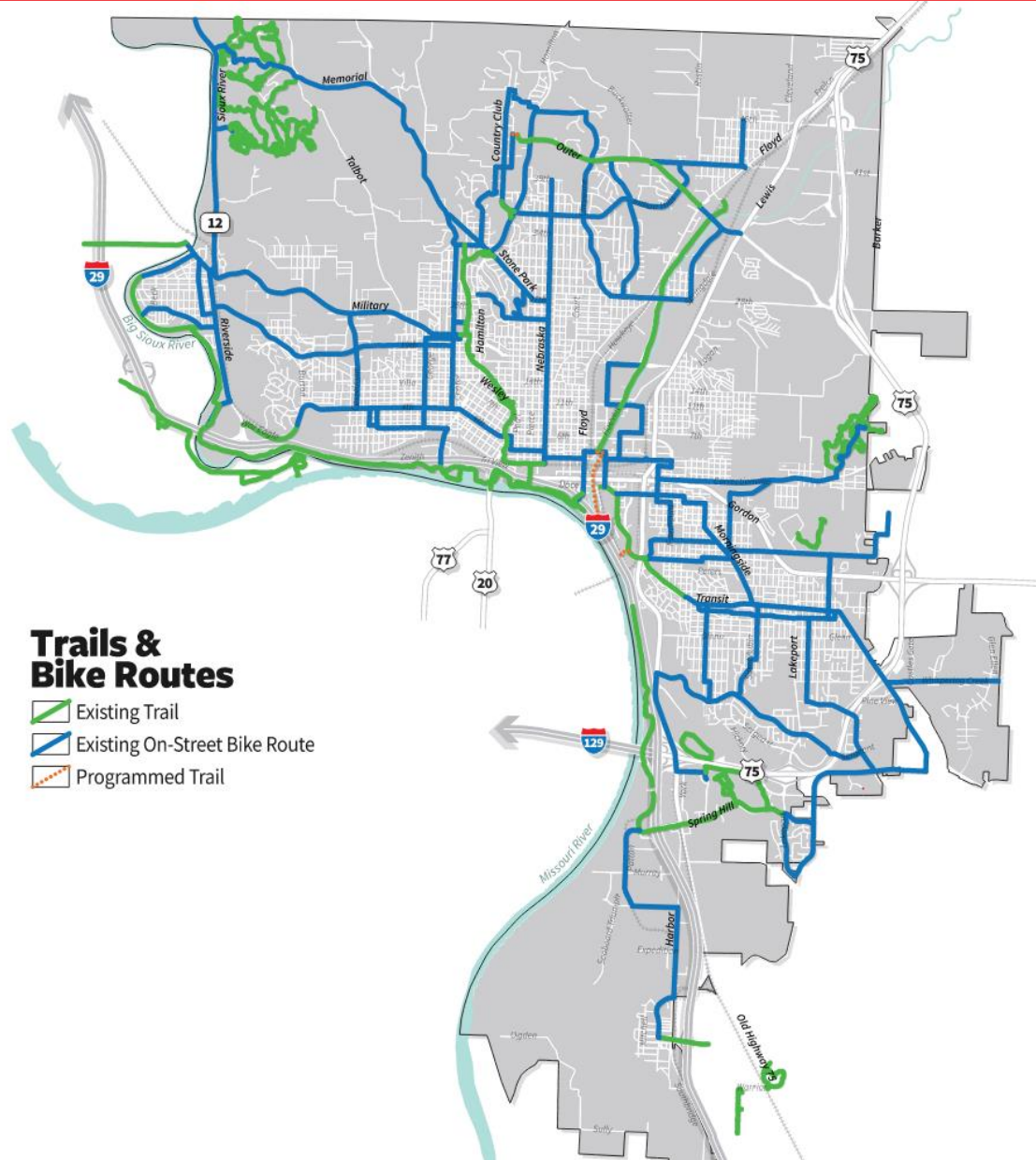
Table 8. Estimated cost for selected corridors

Corridor	Projects			Cost
	Sharrow (miles)	Bike lane (miles)	Buffered Bike lane (miles)	
Fairmount	1.19		0.64	\$ 86,377
Grandview	0.701			\$ 2,444
Pearl***		0.31	0.44	\$ 93,461
Court*	1.75	1.75		\$ 170,832
W 19th	0.545		2.449	\$ 325,140
Morningside ***			1.69	\$ 217,821
6th***			1.62	\$ 259,089
W 4th		2.5		\$ 296,340
Jackson		1.68	0.93	\$ 367,980
5th***			0.95	\$ 151,935
Totals	4.186	6.2362	8.7228	\$ 1,971,418

3. Document Review – Comprehensive Plan Draft



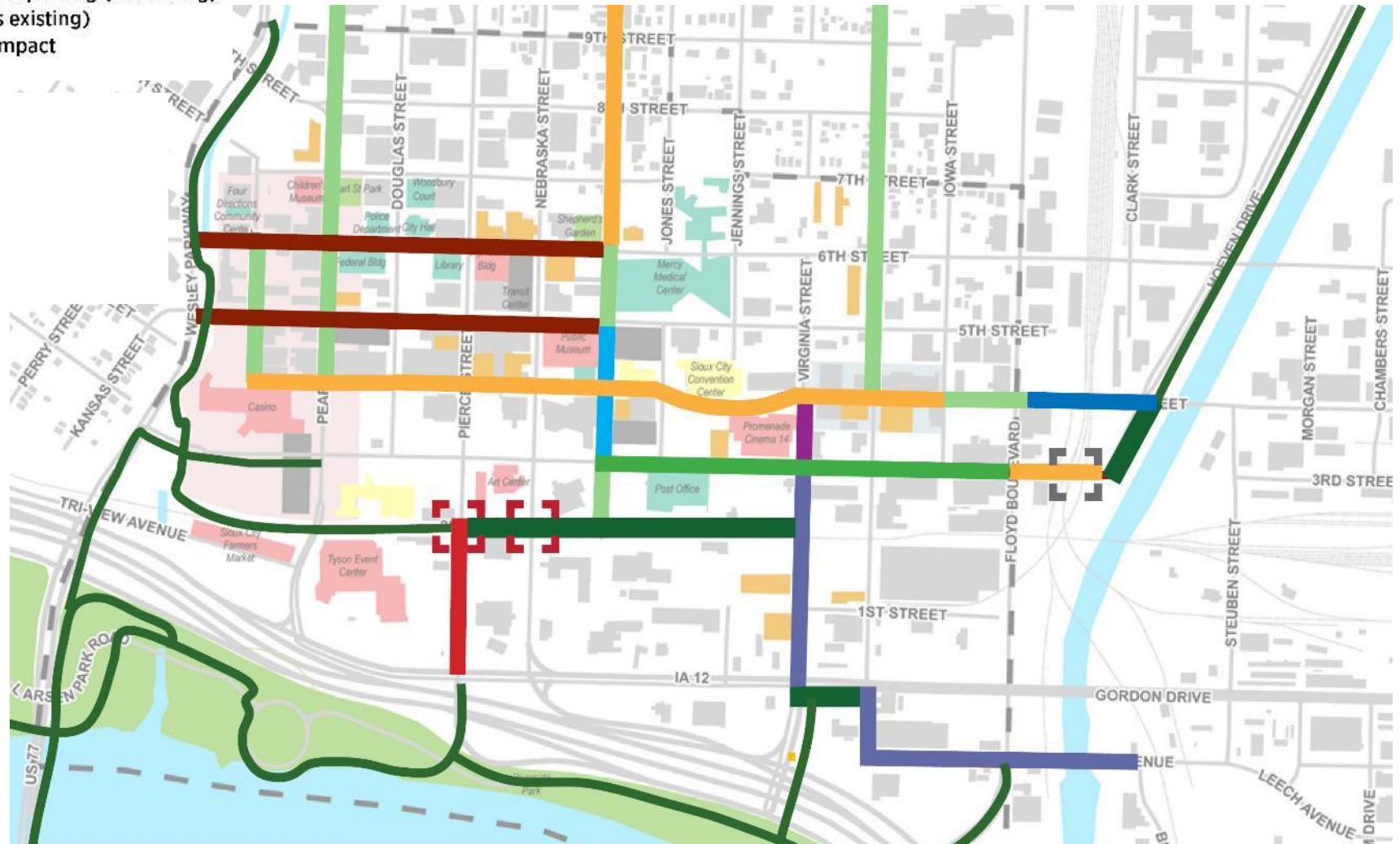
3. Document Review – Comprehensive Plan Draft



3. Document Review – Downtown Transportation Plan

- 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



4. Preliminary Opportunity Map

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Preliminary Opportunity Mapping

<https://rdg.maps.arcgis.com/apps/mapviewer/index.html?webmap=ea2aae58219645f5bc007bd0ca9c954e>



Next Steps

RDG Team Tasks –

1. Monitor Survey
2. Refine Opportunities Map
3. Apply Priority Criteria and Route Identification
4. Send meeting #2 slides

**Next Meeting: August 4th,
2:00 p.m.**

