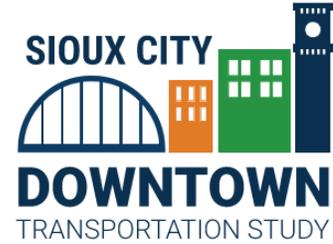


Meeting Summary



Date: June 22, 2021

Time: 11:00 AM – 12:00 PM

Location: Zoom Conference Call

Meeting: Stakeholder Committee Meeting #5
Opportunities for Downtown Pedestrian Network/Skywalk Network

Attendees: Ragen Cote (Downtown Partners); Dakin Schultz (Iowa DOT); Angela Drent (Siouxland District Health Department); David Carney, Monette Harbeck, Marty Dougherty, Jeff Hanson, 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 (RDG)

Purpose of Meeting:

The purpose of the meeting was to review and discuss the consulting team’s findings and recommendations on the downtown pedestrian network and the skywalk network. Meeting materials are attached.

Summary of Meeting:

Opportunities for Downtown Pedestrian Network

Bill Troe (SRF) recapped the pedestrian network assessment results and street typologies from previous meetings, then explained SRF’s recommendations. The first priority is pedestrian safety, starting with the Pedestrian Emphasis streets identified in the typology.

- At the top of the list, the consulting team recommends installing curbcuts, ramps, and truncated domes where none currently exist. This is not an issue in the Pedestrian Emphasis streets, but there are other deficient locations identified on the sidewalk assessment maps.
- Signal timing modifications are also recommended. These would give pedestrians a leading green over vehicle turning movements.
- Sidewalk condition problems should be addressed in combination with otherwise planned roadwork, not as independent projects.
- At some pedestrian crossings, bump-outs may be desirable. These locations include 4th Street at Water, Douglas, and Pierce and Virginia Street at 4th and 3rd Streets.

Bill flagged Wesley Parkway for discussion. Although there is a multi-use trail nearby, Google Streetview shows that pedestrians have been beating a path through the grass adjacent to Wesley Parkway between 3rd and 6th Streets. This indicates a need and desire for a sidewalk on at least the east side of Wesley Parkway. Signalized intersections with pedestrian countdown timers and marked crosswalks are also recommended.

Discussion

- Dave Carney's concern with a sidewalk on Wesley Parkway would be the adjacent property owners. It might be difficult to maintain a sidewalk there.
- Erin Berzina noted that the city has a policy of adding countdown timers and the like when intersections and roads are improved. Dave agreed that this was both a local and MUTCD standard.
- Marty Dougherty asked for a definition of the green segments in the map on Slide 7. Bill said that he would look back into those segments and send out a clarifying note after the meeting. (Follow-up: Green colored segments on the maps are designated trails and/or signed on-street bike routes – attached is a revised figure with a legend and adjustments).

Street Trees

Marty Dougherty asked what exactly the street tree recommendation entailed. Bill answered that the consulting team does not have a recommendation yet, as there are unresolved questions about the entanglement of trees and utilities.

Marty said that maintaining street trees has been a challenge for a long time. He suggested figuring out a workable goal. Where it is possible to have trees, there should be trees. Other communities seem to find ways to make it work.

Bill asked for names for a smaller committee to work on this with Bill, Leif, and SRF landscape architect Mike McGarvey. The list included Kelly Fox (Parks and Recreation) and Ragen Cote. Kelly Fox might also pull in Bret Prince, another city employee who has worked with Kelly and Ragen on downtown issues.

Dave mentioned that a past problem has been putting trees into the existing soil, instead of doing a full soil replacement.

Ragen added that about a dozen trees have been cut down on Fourth Street, and they are struggling with what to do if a tree cannot be replaced. Are planters the right solution, or is there something else?

Opportunities for Skywalk Network

Marty Shukert recapped his observations of the skywalk network from previous meetings. He suggested reviewing and updating the 2009 structure report, as some maintenance issues in that report have been corrected and others are still there. At a cursory level of inspection, the most significant case of deterioration appears to be the Mercy-Discovery Ramp bridge.

A pervasive issue throughout is the number of long, blank walls. Generally, they are functional, but they are disorienting to the user. A significant example is at the Crossroads square block between Pierce and Nebraska from 4th to 5th Street.

Interior wayfinding is a continuing issue. The maps are being redone and color-coded, but some of the wayfinding information feels a little bit like the signs you see that point to distant cities: not very usable.

RDG has identified nodes/intersections in the various skywalks that provide placemaking and orientation opportunities. Kiosks/help desk or other infrastructure could help clarify what is going on in those areas.

Another recommendation is to improve the visibility of points of access from the street into vertical connections to skywalks. At a couple of places, you see skywalks but do not know how to get to them.

Marty listed specific recommendations at the Convention Center, Ho-Chunk Centre, MLK Transit Center-Library skywalk, and Crossroads (slide 13 in accompanying materials). He mentioned that the Ho-Chunk roof issues are significant.

Acknowledging that a different wayfinding concept has already been implemented, Marty shared some alternative concepts by RDG. Color-coded walls make it easier for people to call out in an emergency. Line maps would match the color-coding while also showing continuity of the system from one end to another.

Marty also shared a map of potential future expansions to the skywalk system (slide 20).

Discussion

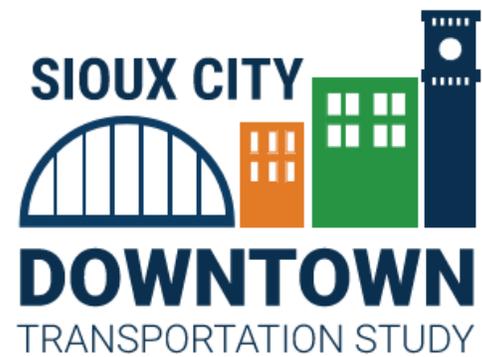
- Marty Dougherty shared a comment on the skywalk expansion map. While he thinks it is good to identify what might happen with new development, he questioned whether security protocols would ever allow the federal building to host a skywalk. Marty Shukert agreed with that assessment.
- Marty Dougherty said they lack many vertical connections. Marty Shukert replied that an entrance needs to be incorporated into that area so you can get to that area via a vertical connection. There was an entrance into HOM furniture but that is closed right now.
- Bill pointed out that there are existing entrances that also need to have their visibility improved. That same concept would carry through to any new locations.

Next steps:

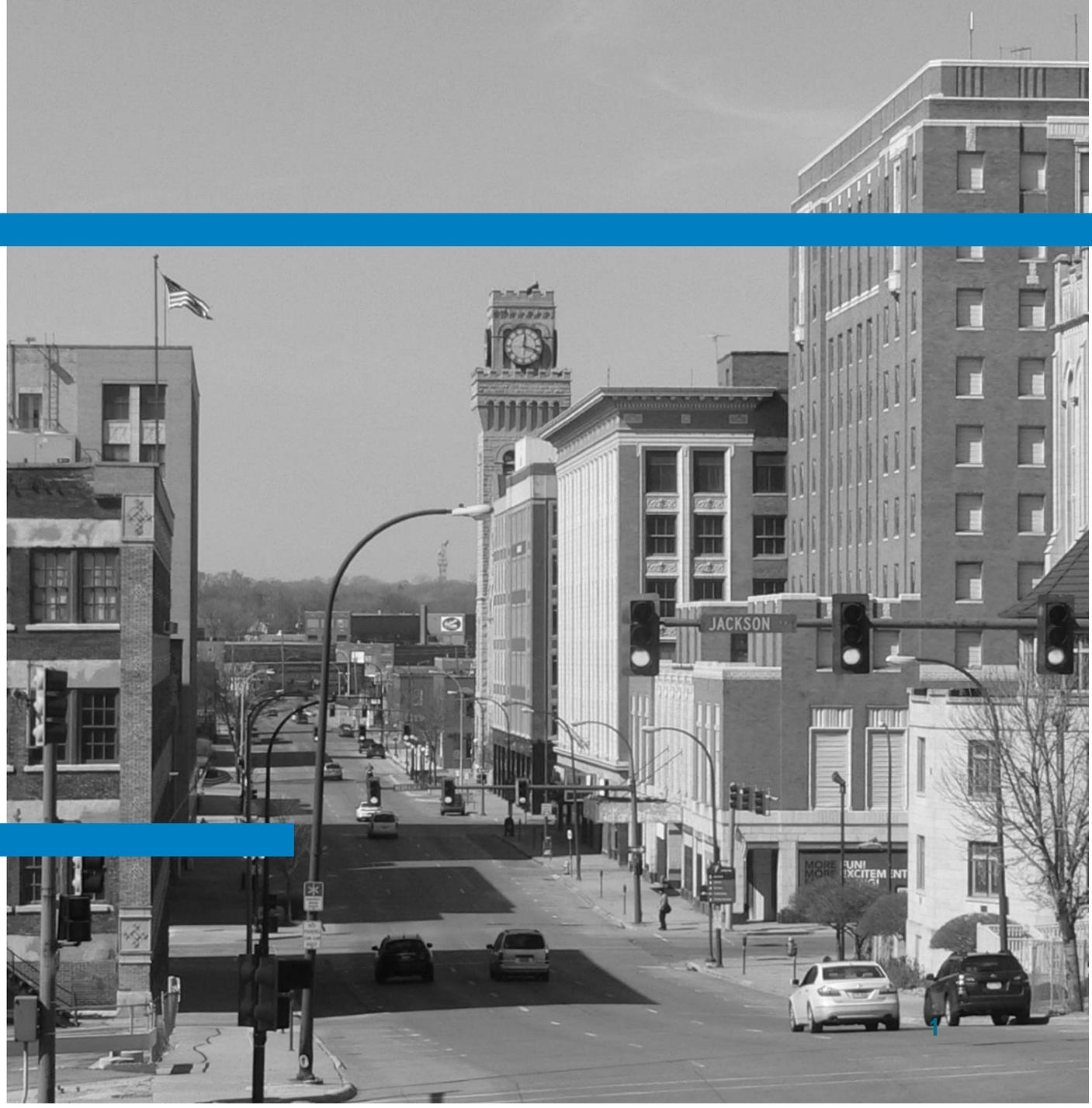
- The next step is to engage the community on the findings and recommendations of the study.
- That will be followed by a comprehensive summary and recommendations.
- The next Stakeholder Committee meeting will be held in mid-September.
- The City Council update will take place in October-November. Invitations will be extended to SIMPCO committee members.

Action Items:

Actions Needed	Responsibility
Send clarification on pedestrian recommendations map	Consultant (SRF)
Convene small group discussion on street trees	Consultant (SRF)
Begin next phase of community engagement	Consultant (SRF)



Stakeholder Committee Meeting #5
June 22, 2021



Agenda

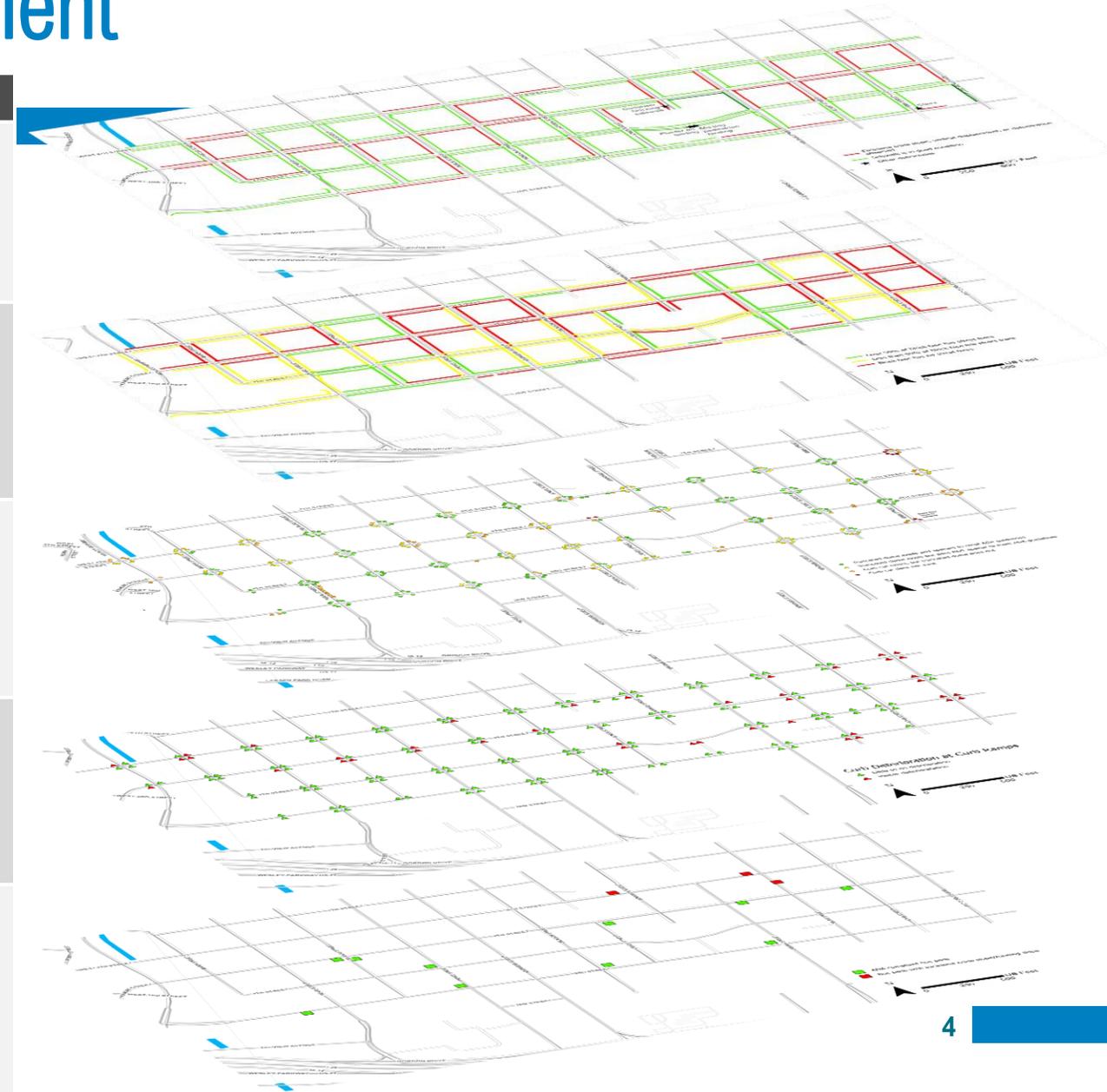
- Introductions
- Opportunities for Downtown Pedestrian Network
- Opportunities for Skywalk System
- Meeting Recap & Next Steps



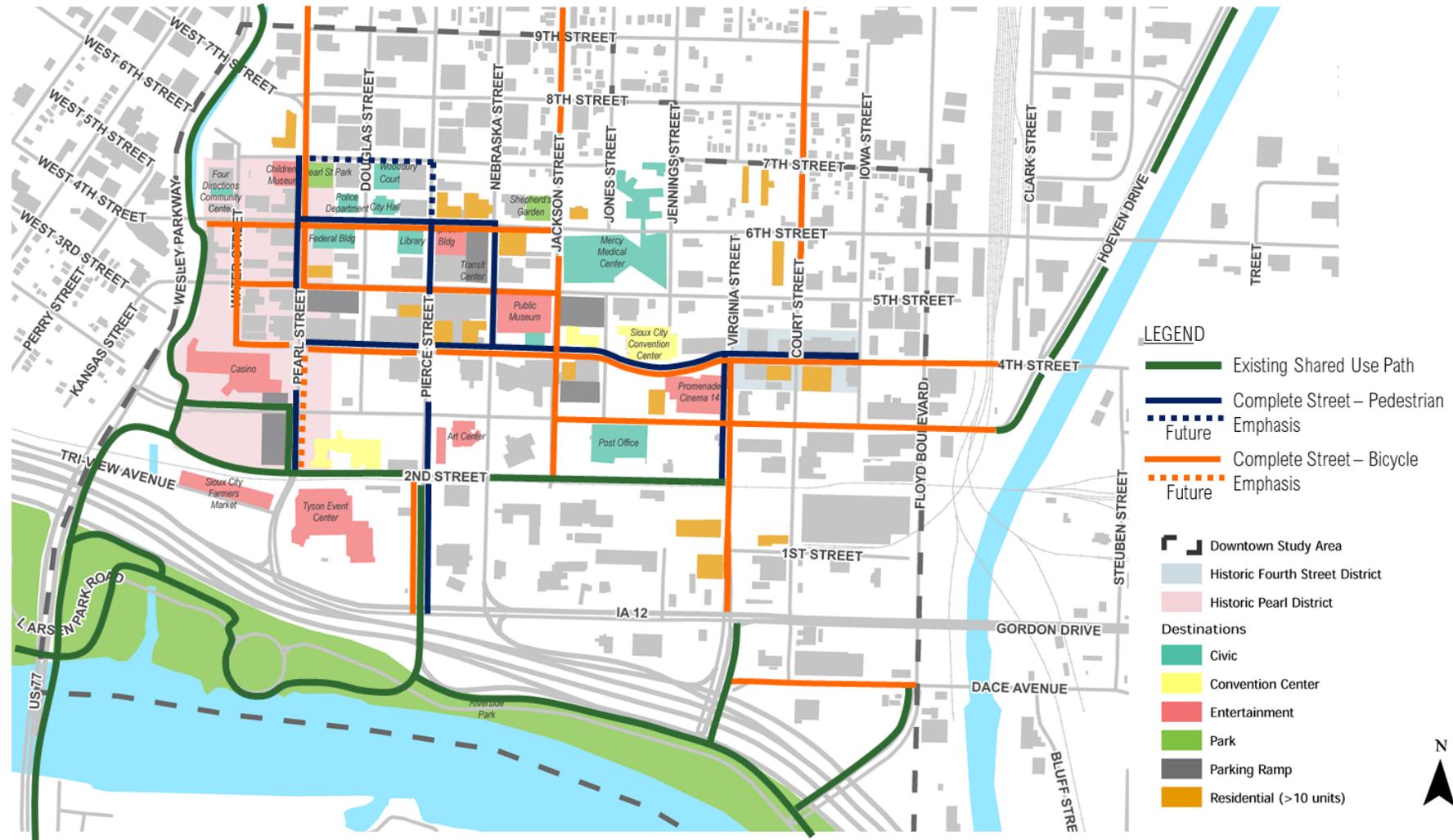
Opportunities for Downtown Pedestrian Network

Pedestrian Network Assessment

	Assessment-framing Questions
Sidewalk condition	<ul style="list-style-type: none"> • Is there obvious vertical displacement, excessive cross slopes, or a level width that is less than 5 feet? • Are there other obstructions on the sidewalk that constrict or displace pedestrian movement?
Presence of street trees	<ul style="list-style-type: none"> • What percentage of the block face is lined with street trees?
Presence of truncated domes	<ul style="list-style-type: none"> • Is there a curb cut? • Is there a truncated dome? • Does the truncated dome placement appear to meet current design guidelines?
Curb condition at curb ramps	<ul style="list-style-type: none"> • Is there obvious curb pavement deterioration at the curb ramp?
Bus stop ADA compliance	<ul style="list-style-type: none"> • Is there an accessible path to the stop (5' x 8') that is visually flat (approximate 2% slope)? • Is it connected to a sidewalk that parallels the street?



Street Typologies



Pedestrian Network Findings/Recommendations

Action Hierarchy:

- Focus on Pedestrian Priority Streets
- Priorities:

1

- Install Curbcuts/Ramps/Domes (Ped Priority)
- Incorporate Signal Timing/Phasing Adjustments

2

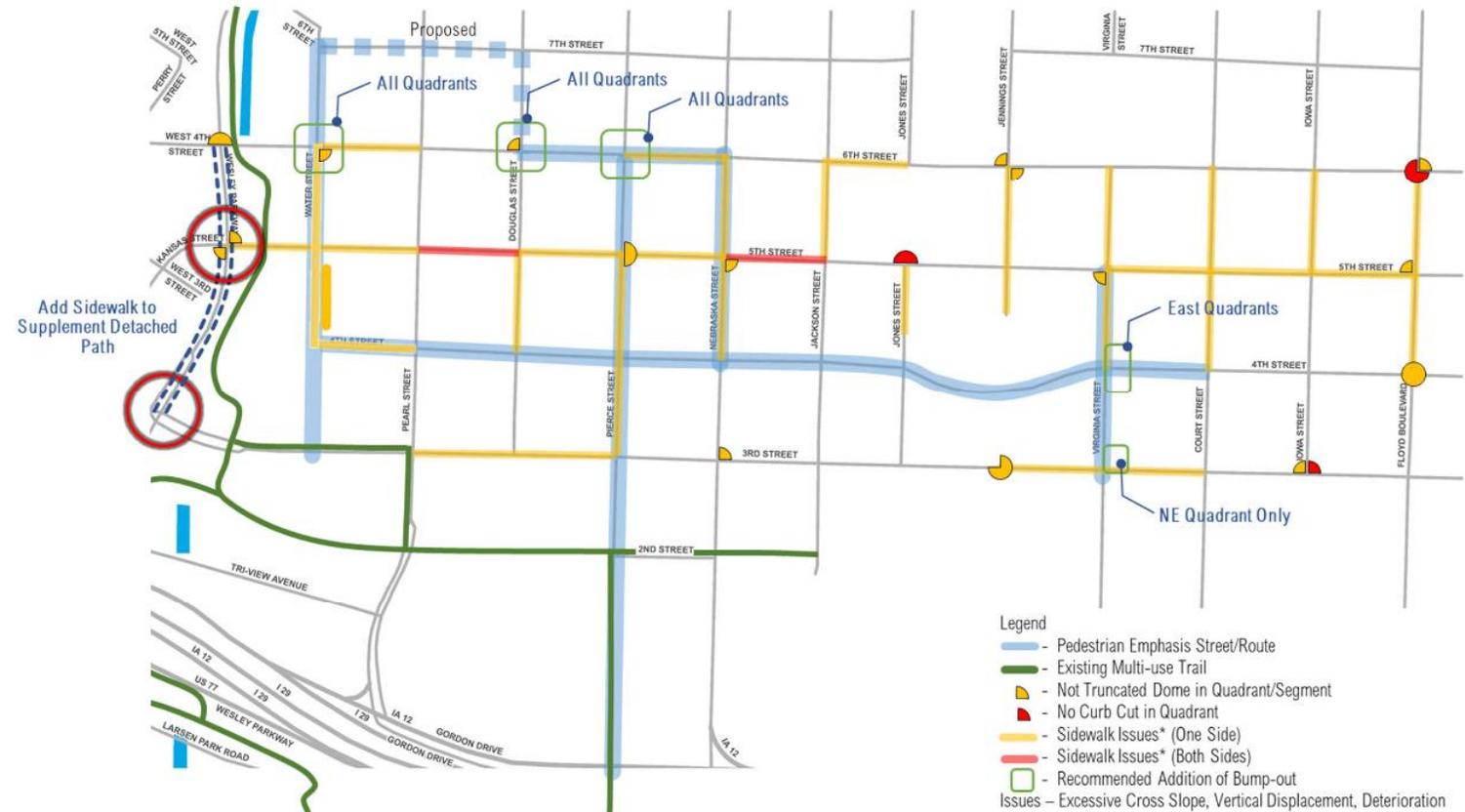
- Address Sidewalk Deficiencies (Ped Priority)
- Install Curbcuts/Ramps/Domes (Other Corridors)

3

- Address Sidewalk Deficiencies (Other Corridors)
- Correct Truncated Dome Installations

4

- Provide Pedestrian Crossing Improvements (Bump-outs)



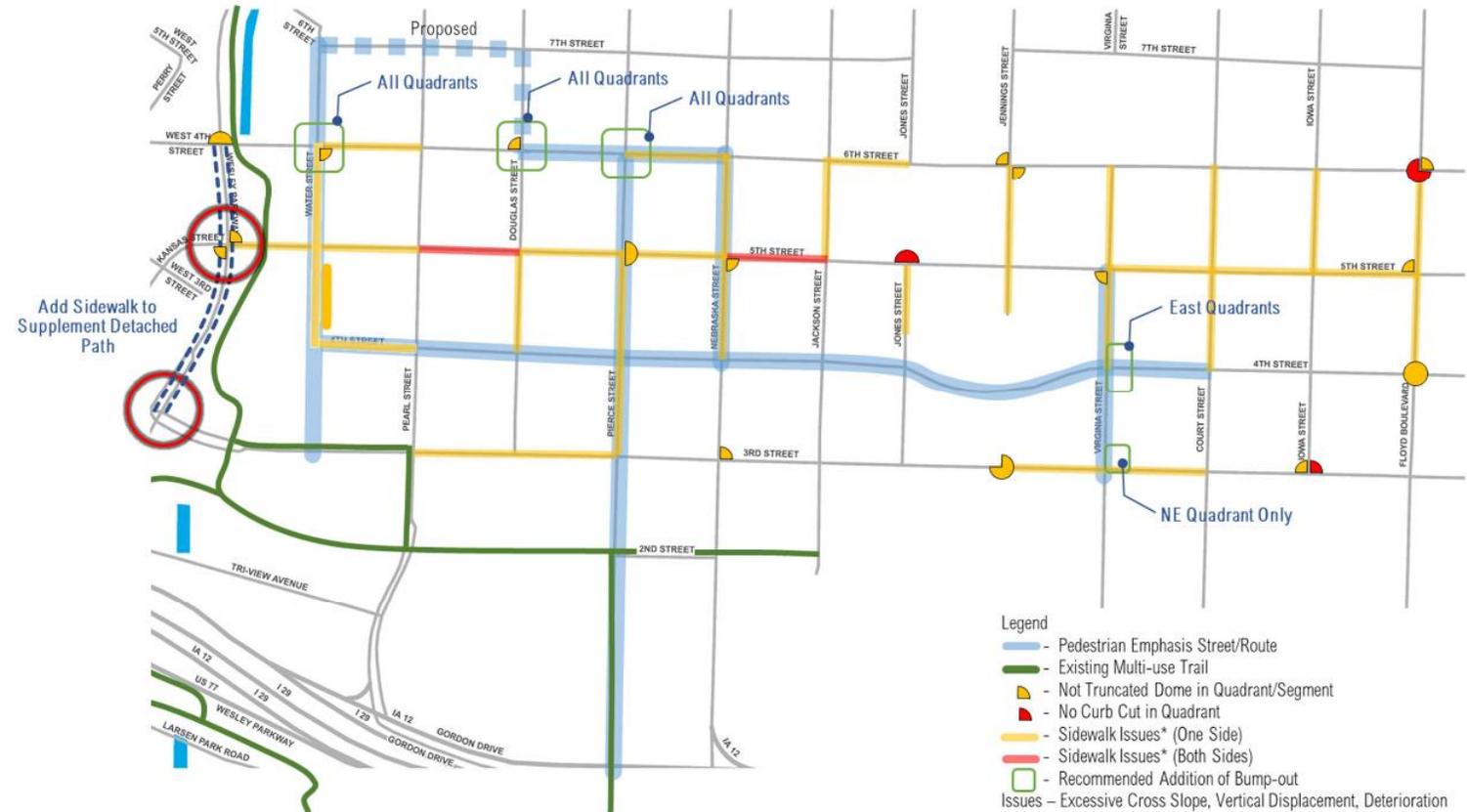
Pedestrian Enhancements (Wesley Parkway)

- Improve pedestrian crossings of Wesley Parkway:
 - Signalized intersections
 - Ped signals/countdown timers and marked crosswalks



Pedestrian Network Findings/Recommendations

- Next Steps:
 - Confirm Draft Findings:
 - Actions
 - Priorities
 - Cost Estimates
 - Implementation Plan:
 - Connect with other CIP projects



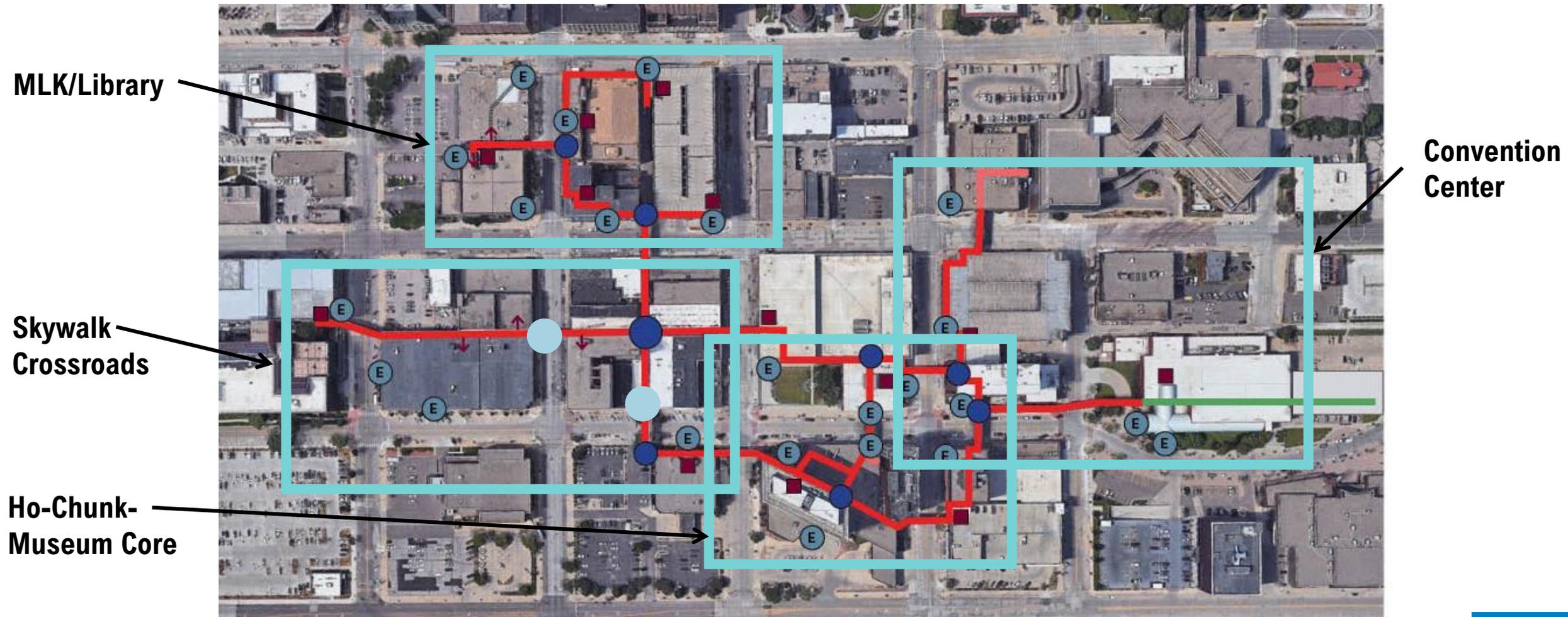
Other Pedestrian Opportunities

- The alleys under the skywalks between Pierce Street and Nebraska Street can be a downtown attraction
- Alleyways include mural art that the downtown association has sponsored
- Cleaned up with some investment, they have real potential as a downtown attraction and a part of the pedestrian network



Opportunities for Skywalk Network

Individual Skywalk “Districts”



Skywalks: Convention Center Area



Discovery Garage elevator lobby and directions board explaining level change in skywalk



Wayfinding at skywalk level of Hotel Sioux City

Deterioration at 5th Street/Mercy Skywalk

Inconspicuous skywalk entrances at Discover Garage

Stairway from 5th and Jackson entrance to skywalk level

Access to elevator lobby at Discovery Garage; interior of passage.



Peeling paint and deck conditions at Convention Center Skywalk

Leakage and ceiling tile damage at Convention Center skywalk

General Skywalk Recommendations



- Complete maintenance items on bridge structures noted here and in 2009 report.
- Update the engineering inspection program with a focus on the Mercy-Discovery Ramp bridge.
- Develop and implement an interior development program for long blank walls such as the “crossroads” segments.
- Develop and implement a comprehensive interior wayfinding system, including paths from street entrances to skywalks.
- Implement placemaking design programs at nodes.
- Improve visibility and marking of existing skywalk access.
- Develop new skywalk access points at key locations.
- Maximize access points to adjacent developments and buildings.
- Repair ceiling damages and address water issues at roofs.
- Develop alleys under the skywalks as a major public asset, expanding the mural program, adding alley level transparency, and improving lighting and paving – a “Sioux City Under” concept.

Specific District Recommendations



Convention Center

- Analyze structure and rehabilitate 5th Street/Mercy Skywalk
- Close existing skywalk entrance to Discovery Garage at 5th and Jackson, retain as exit stair only
- Improve interior of skywalk passage along Discovery Garage
- Renew elevator lobby of Discovery Garage and provide clear graphic guidance of level change
- Improve directional graphics at hotel skywalk node
- Clarify path from hotel entrance to skywalk level
- Complete necessary exterior maintenance and painting of Convention Center and Hotel-City Museum Skywalk
- Address roof issues and repair ceiling tiles at Convention Center Skywalk.



Ho-Chunk/ Museum Core

- Correct roof issues and replace ceiling tiles on Ho-Chunk-Heritage skywalk bridge
- Address incipient corrosion and repaint structural members of other skywalk bridges.
- Provide bicycle parking facilities at Heritage Garage.
- Clarify public skywalk access at Career Academy south entrance. Increase visibility of Ho-Chunk skywalk access points.
- Improve wayfinding and directional information at Ho-Chunk and City Museum nodes. Clarify skywalk paths through Ho-Chunk Center to improve orientation.
- Investigate feasibility of a skywalk access at the City Museum
- Identify Nebraska Street entrance on west side of City Museum exterior as a skywalk access.



MLK-Library

- Enhance access and circulation path from MLK Transit Center and bus platform to skywalk level.
- Develop a Downtown Bike Center at the MLK Transit Center.
- Correct skywalk bridge maintenance items noted in 2009 report.
- Identify main entrance of Frances Building as a skywalk access point.
- Within building constraints, use lighting and graphics within the OEB corridor to provide a more welcoming public environment.
- Improve lighting and apparent security for the north skywalk access at the MLK Garage.

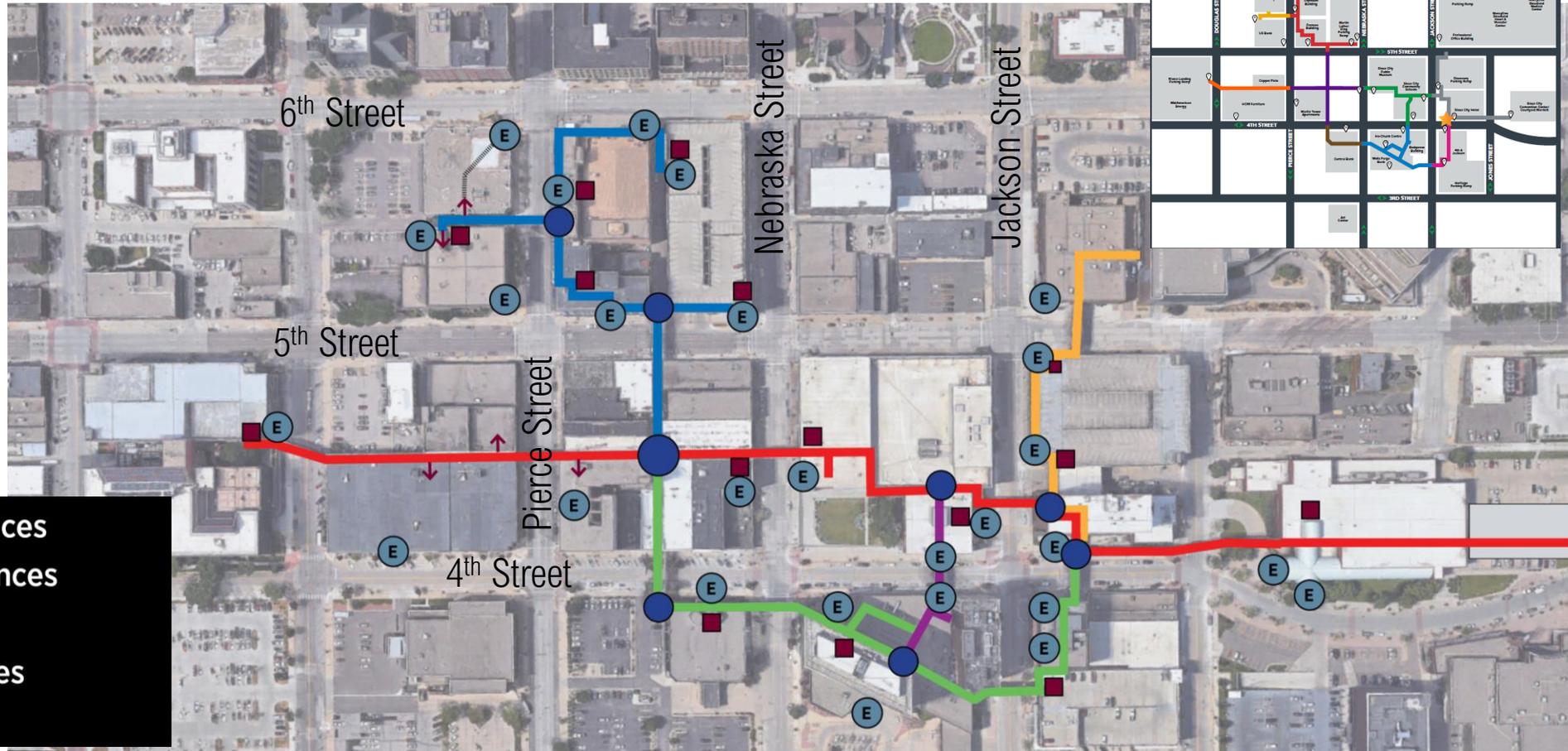


Skywalk Crossroads

- Complete maintenance items on bridge structures noted here and in 2009 report.
- Develop/Implement an interior development program on “crossroads” segments (wall graphics, transparency and access to adjacent buildings where possible, lighting including color and differentiation of areas)
- Implement a placemaking concept at the “Crossroads” node (introduction of natural light through skylighting or light tubes)
- Develop new skywalk access points on 4th Street between Nebraska and Pierce; and Pierce between 4th and 5th.
- Work with Hom Furniture to reopen access if possible.
- Maximize access points to adjacent developments and buildings.
- Develop alleys under the skywalks (expand mural program, adding alley level transparency, and improving lighting and paving – a “Sioux City Under” concept.
- Interior enhancement of intersection nodes

Reading the System: Internal Wayfinding Concept

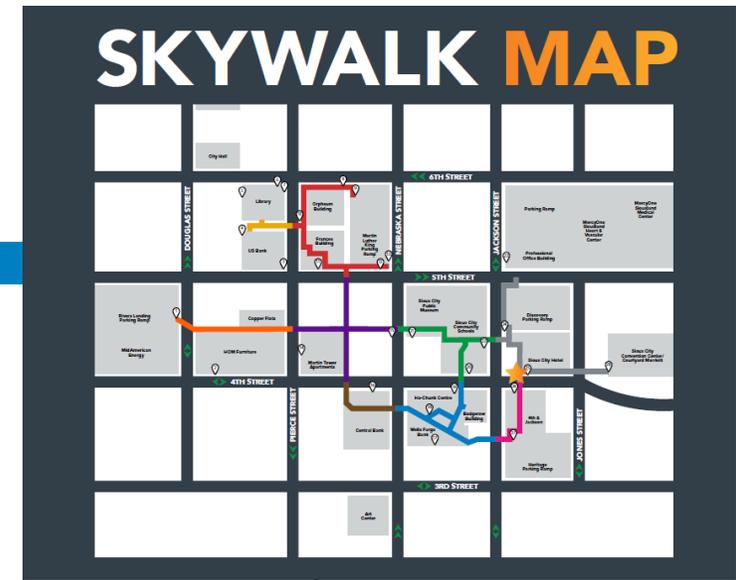
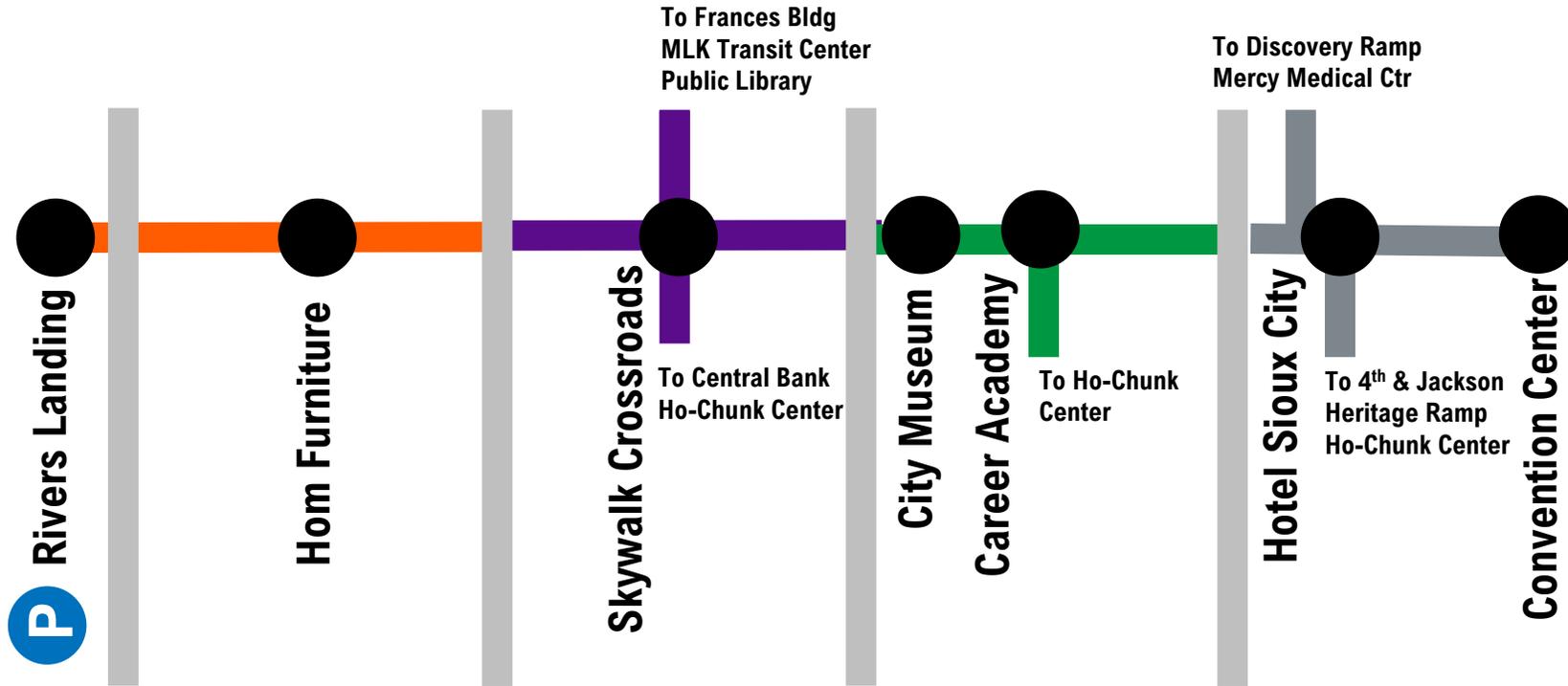
- **“Main Line”**
Rivers Landing to Convention Center
- **South Loop**
Crossroads to Sioux City Hotel
- **North District**
Crossroads to MLK Center/Library
- **East District**
Sioux City Hotel to Mercy Hospital
- **Ho-Chink Link**
Ho-Chunk Center to Career Academy



- E Current Surface Entrances
- Possible Surface Entrances
- Nodes
- Skywalk Level Entrances
- Vertical Circulation

Reading the System: Line Maps

Main Line



Reading the System: Internal Wayfinding Concept



Reading the System: Node Signage



To Frances Bldg
MLK Transit Center **P**
Public Library



To City Museum
Career Academy
Hotel Sioux City
Convention Center



To Central Bank
Ho-Chunk Center

Ceiling Mounted Signs

SKYWALK MAP



Wall Mounted Signs



To City Museum
Career Academy
Hotel Sioux City
Convention Center



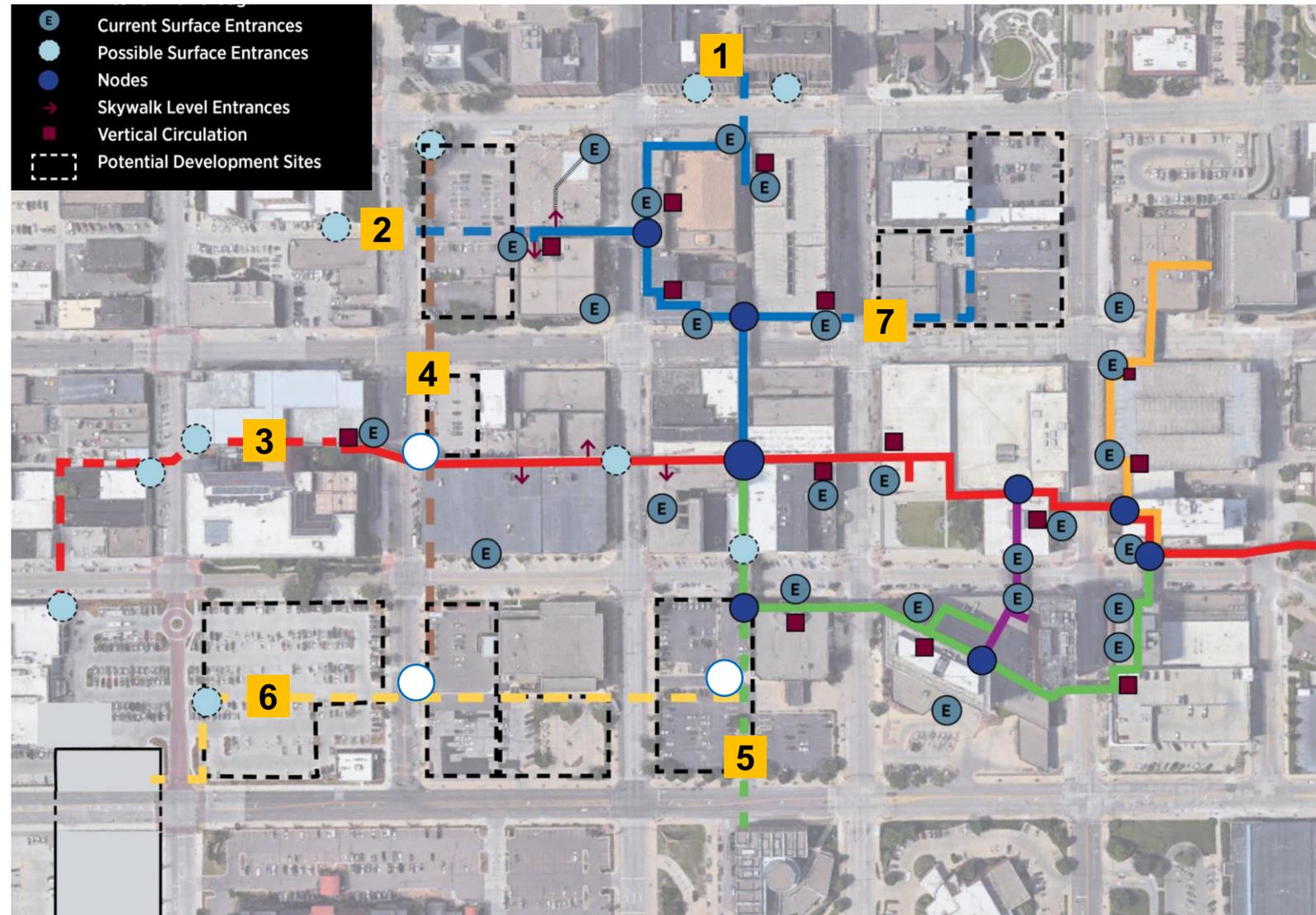
To Central Bank
Ho-Chunk Center



To Frances Bldg
MLK Transit Ctr **P**
Public Library

Skywalk Expansion

Key	Notes
1	WARRIOR CONNECTION: Extends Blue Line to Warrior Hotel from MLK Parking Ramp using alley west of the hotel. Contingent on SHPO approval. Includes one new bridge.
2	LIBRARY TO FEDERAL BUILDING LINK: Blue Line extension from Library and US Bank. Requires redevelopment on Douglas Street block from 5 th to 6 th . Includes one new bridge.
3	HARD ROCK EXTENSION. Extends Red Line through Rivers Landing Ramp and through alleys to casino. Also serves the Pearl Street District. Requires passage through garage and free-standing skywalk structure through alley. Limited redevelopment potential. Includes two new bridges.
4	DOUGLAS STREET: Requires major redevelopment along east side of Douglas and coordination with Hom Furniture, possibly involving use of a strip of the store's current second floor area. Long-term project to be integrated into future redevelopment. Includes two new bridges.
5	ART CENTER LINK: Extension of Green Line south from Center Bank. Requires and would be incorporated into redevelopment on Pierce Street block from 3 rd to 4 th . Requires one new bridge.
6	CASINO LOT; New east-west connection between Art Center link and Hard Rock Casino. Requires major redevelopment of casino's current surface lot and other sites between 3 rd and 4 th Streets. Requires two new bridges.
7	5TH STREET EXTENSION: Green Line extension to Bluebird Flats. Feasible only with future redevelopment along 5 th Street corridor, which should incorporate existing retail and hospitality uses.



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: Mid-September**





Thank You!

