

Pedestrian Advisory Committee

October 24, 2019 3:00 pm
Caille Branch Library

[Who to talk to about closed sidewalks (without notice or detours) e.g. 41st and Holly ?]

[Who to talk to about snow berms along boulevards – ultimate responsibility?]

Overview:

Updating the 2006 Pedestrian Plan to 2020

And when reviewing the Goals and Objectives, 15 years later, are they still agreeable?

Are they measurable? Tasks, Accomplishments, ... Can we show progress

In 2015, City passed a resolution towards Complete Streets – How does it fit into this?

The Complete Streets policy calls for the establishment of a checklist to address pedestrian, bicycle, and transit accommodations in an equitable manner.

Historically, has Complete Streets worked? Yes. (but is it measurable?) We evaluate the projects that come through the city against the checklist, and work to make improvements based upon the accepted / adopted plans and policies.

If / When a committee recommendation moves forward;

What happens at City Council? Citizens, stakeholders, and or committee members are the advocates to recommend or move forward policy changes. Council resolutions are formal expressions of opinion. Council ordinances are law set forth by their authority.

The previous Pedestrian Plan requested a Sidewalk Master Plan; which we have started to draft. The City has also completed a Sidewalk Inventory through Public Works.

Instead of a Pedestrian Plan, what about Contextualize Mobility Plans

If there's design, or standard recommendations what's our authority? We are an advisory committee, to make recommendations.

Refine purpose

Review design by non-engineers, by stakeholders using the design

Standards; need / shall ; e.g. crosswalks, inform PAC on how to

Complete Streets – has a process we work through / including a checklist

<https://siouxfalls.org/planning-dev/planning/complete-streets>

Phase 1 / Phase 2

e.g. Marion Rd. & Madison St. @ Jefferson High School

The allowance to have private streets, vs public streets can be seen as harmful for low income citizens.
E.g. Hayward (neighborhood) - private streets – places –

(g) Private streets or roads. Private streets may be allowed when serving a limited number of parcels if right-of-way constraints exist and when all maintenance responsibilities are detailed within the easement. The following standards must be met:

(1) A private street must have a minimum of 28' of paved drivable surface and shall meet Engineering Design Standards for a private street.

(2) A private street easement may share the public utility easement required within § 157.117.

(3) All private streets must be platted as a private street easement that shall be recorded with the county register of deeds. The private street easement shall not be included as part of any required lot area or setback for purposes of the zoning ordinance.

(4) Any nonresidential development that proposes private streets shall include sidewalks on both sides of the street, curb and gutter, streetlights, and driveways all to city Engineering Design Standards.

(5) Any nonresidential development that proposes private streets and that is required to do a traffic study shall include any additional design recommendations into the developer's engineering plan.

(6) An alternative pedestrian plan may be proposed for approval by the planning director and city engineer to allow alternative sidewalk connections that still provide the same pedestrian connections to proposed buildings in the development.

(7) The plat shall have the owner's certificate regarding the private street easement's private maintenance of facilities and shall have a maintenance agreement as required within § 157.116.

With Road Diets – the design and standards are reviewed by each segment -- bike lane, parking ...

Increase and improve Public Education – incrementally – Bike Safety / Pedestrian Safety

White Cane Walk

Pedestrian Advocates

No Right Turn on Red

Crosswalks – controlled

Long Range Transportation Plan [2045] – survey –

Bike / Pedestrian satisfaction

Traffic Safety

Incentives to other modes

Mobility –

Baby Boomers, AARP involvement

Cost of Projects – long term \$ - 26th Street – widening

Land Use / Mixed Use – has multiple benefits, and is supported to improve the pedestrian environment

Read or review Walkable City – Jeff Speck - regarding ideas for pedestrians

Send out “homework” – so that we come prepared