

Pedestrian Advisory Committee

August 13, 2020 3:00 p.m. notes
Webex

Introductions: Koni Sims, Wes Phillips, Sam Trebilcock, Chrissy Meyer, Greg Boris, Joe Batcheller, Heath Hoftiezer, Jaron Dewit, Megan Myers, Zach DoBoer, Jeff Schmitt

Topics: Purpose and Intent of advisory committee

Advisory- an advisory board is convened by the municipality to give advice and support.

An advisory board is a body that provides non-binding strategic advice to the management of a municipality. The informal nature of an advisory board gives greater flexibility in structure and management compared to the city council. Unlike the city council, the advisory board does not have authority to vote on corporate matters or bear legal fiduciary responsibilities.

Street and Traffic Design Discussion - Wes Phillips

Reviewed the following presentation, and at the end of each slide discussed options that we could continue to discuss that come from the following:

Walkable City Rules, Jeff Speck

Urban Street Design Guide, National Association of City Transportation Officials

Engineering Design Standards

Minimum Street Design

[20.08.13 Pedestrian Plan Committee Presentation \(002\).pdf](#)

Local streets –

Chrissy, Design standards for new and reconstruct? - Yes

Developer variances? Need to be an exception.

IRAB – Infrastructure Review Advisory Board - “The board shall advise the mayor regarding fees and regulations relating to engineering design standards, subdivision and infrastructure construction requirements, excavation and grading, and

subdivisions with the intent of recommending the elimination of unnecessary regulations and the adoption of only those regulations necessary for the health, safety, and welfare of the citizens of Sioux Falls.”

Greg – 25 mph speed limits

Heath – State law 25 mph for unmarked local roads, unless local ordinances are passed. Not going up to the 85 percentile setting

33’ street widths – in the summer, calls received on neighborhood speeding
- In the winter, calls received on too narrow due to snow

Local streets (Commercial / Industrial / Multi-family) –

Zach – where’s an example of this 39’ street width? E. Grant St. and N Foss Ave. by Frontier volleyball and Obscure brewery

Collector streets (Major) –

More traffic: greater than 5,000 vehicles a day

Additional opportunities – avoid four lane collector street where possible.

Arterial (Minor) –

For new and reconstructs example Minnesota Ave is 80’ of ROW vs. 100’ of ROW when we design for reconstruct

12’ vs. 11’ lanes

5’ separated sidewalks or 6’ back of curb sidewalks

Arterial (Regional) –

Sam – Complete Street reviews ... challenge for on street bike with volume roadways

Zach – speed limits; regional overbuilt; sprawl; Veterans Memorial Parkway

Induced demand – Jevons Paradox

Greg – back of curb – boulevard with speeds

Wes – design issues

Roadway examples:

Ellis Rd. – 4 lanes, with 8’ paths

Marion Rd. – school side – 8’ path with 20’ utility easement

Minnesota Ave. – eliminating parking, discussing with stakeholders

Median discussion

Intersections, and protected crossings

Madison and Willow Cr. – Collector

Curb extensions / bump outs to adjust speeds and volumes

Joe – ordinances should be changed regarding subdivision entrances

§ 157.098 PRELIMINARY SUBDIVISION PLAN STREET SYSTEM.

(a) Arrangement and extension.

(1) The arrangement of streets in new subdivisions shall conform to the major street plan and shall make provisions for the continuation of existing streets in adjoining areas or their proper projection where adjoining land is not subdivided.

(2) The arrangement of all streets and alleys shall be such as not to cause a hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.

(b) Circulation plan. In general, streets within subdivisions shall be designed to incorporate and tie into existing or proposed pedestrian pathways and roadways, and to take into account design restrictions on abutting parcels caused by the surrounding topography, parcel lines, or other features. Other criteria in the street circulation plan shall include the following:

(1) Provisions should be made for a collector street every quarter mile, and there should be a street connecting adjacent subdivisions at intervals not less than a quarter mile where environmental constraints and land use considerations permit. In cases where the connectivity of collector streets are not feasible because of environmental constraints and land use considerations, provisions shall instead be made for a walkway or bike trail to connect the adjacent subdivisions through the shortest and most reasonable method possible. The developer may need to negotiate with adjacent landowners or government entities to determine if the connection is feasible.

(2) Streets should be designed to convey residents conveniently throughout the neighborhood, and to the parks, schools, and shopping areas of the neighborhood and to adjacent neighborhoods. When a

subdivision is designed or constructed in conjunction with another use (such as retail, office, apartments, park, or school) of a neighborhood scale, the local and/or collector road system should be designed to provide roadway connections between the various uses.

157.099 PRELIMINARY PLAN WALKWAY/BICYCLE TRAILS.

(a) Concrete or asphalt pedestrian walks or bike trails shall be required through blocks greater than 1,320' when needed to reduce walk distances and increase access to current or future schools, playgrounds, employment centers, commercial areas, bus stops, bike trails, and other community facilities. They may also be required to provide access to greenways and common areas. The sidewalks shall be included within a ten foot easement or other acceptable area as approved by the city engineer and maintained by the adjacent property owners or other acceptable landowner as approved by the city engineer. The sidewalks shall be paved at least six feet in width and shall be constructed before a certificate of occupancy is approved.

(b) Bicycle trails within identified drainageways or other similar open space areas are required to be dedicated to the city as a trail easement when identified as a part of the city of Sioux Falls Bicycle Plan. The trail easement shall include language that allows for the city or developer to construct a single-track, grass, gravel, or paved trail within the easement.

(Ord. 87-18, passed 10-2-2018)

Stoney Creek - collector running east west

Phillips Ave - curb extensions / bump outs

Jaron – E. 41st Street sidewalk ramp reconstructs

Greg – W. 57th St sidewalk at overpass

41st and Grange in need of a sidewalk

Jeff – sidewalk inventory will be presented

Jaron – E. Side Middle school and pedestrian safety

Chrissy – “Better built environment”

Next Meeting: Thursday, September 23 3:00 p.m.