

SIoux FALLS SCHOOLS TRAFFIC SAFETY COMMITTEE



PATH COMMITTEE MEETING

January 8, 2015

12:00 p.m.

Conference Rooms 1 & 2

I. CALL TO ORDER/ ATTENDANCE

The meeting was called to order at 12:00 p.m.

MEMBERS PRESENT

Brandi Kowalczyk, Heath Hoftiezer, Kent Alberty, Todd Vik, Nick Ritter, Troy Miller, Teresa Boysen, Marilyn Buskohl, and Nicole Barnes

MEMBERS ABSENT

Susan Foster, Karen Nash-Claycomb, Mike Munzke, Kerry Larson, Diane Hall, Lisa Lewis Huemoeller, Sergeant Randy Brink, Michelle Wolf, and, Sharon Chontos, Lt. Troy Lubbers, Officer Robert Draeger

II. INTRODUCTIONS/ANNOUNCEMENTS/DISCUSSION

Nicole Barnes is an official member of PATH.

III. REVIEW AND APPROVAL OF MEETING MINUTES

Kent Alberty made a motion to approve which was seconded by Teresa Boyson. The motion was unanimously approved.

IV. PUBLIC INPUT – No report

V. UNFINISHED BUSINESS

- *Police Department* – No report
- *City Engineering* –We were hoping to send out a copy of the by-laws several weeks ago for approval, but we wanted our attorneys to give their blessing of what was presented to you at the last meeting before we send it out for electronic approval. The City attorney was unable to review the by-law, so we have asked Diane Best (the Public Works attorney) to review. The changes have been three years in the making.

Copies were handed out for Appendix E from PATH Manual – Flashing Lights: Crossings at intersection for mid-block crossings. The current version of the policy

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was written in the 70's and is very dated. We now have different situations such as those we have discussed along Bahnson Avenue, Sixth Street, and Marion Road. There have been requests to provide enhancements to these locations to better warn traffic of pedestrian crossings. The revised policy now better reflects all of the options for enhancing pedestrian crossings that are available to us. It also establishes clear guidelines for when each option should be considered. The current policy is fairly restrictive, which was mostly due to the cost of the older style flashing beacons. The old style cost roughly \$15,000 to install. Some of the newer LED style signs and beacons cost less than \$3,000 which has really opened up the ability to look at a lot more locations. The new Policy would be less restrictive in terms of the number of pedestrians and traffic volumes required for enhancements and would allow us to look at more locations.

Troy did a lot of work getting the data together for the revised policy. The second and third pages from the back are the meat of this policy. The size of cross walk, amount of traffic, and pedestrians using the cross walk gives us a good idea of what options are feasible at a given location. This is a good starting point for going forward versus what we have now. Heath is open to committee members to review the policy and make suggestions for changes. However, if we approve it at this meeting we can analyze the three locations that we have in the hopper and have some recommendations for the March meeting.

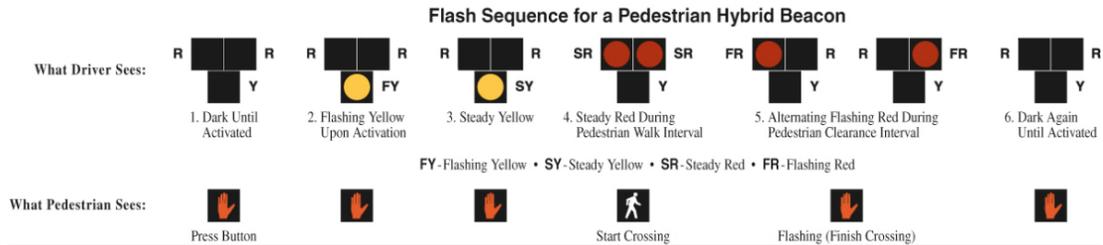
The time frame on signage installation if we get something like an LED from TAPCO is around three weeks. If we approve something at the March 12 meeting, it would be beginning of April before we put anything in. The three locations that were proposed will not be looked at closely until this is approved. In cases where we observe less than the required 20 pedestrians using a crossing, we can work with Todd Vik to get the number of students that could potentially cross if improvements were made to the crossing. No one is going to cross Marion the way it is now, but students may cross in the future if improvements are made. Heath explained that the flashing signs or beacons could be set up to activate at the push of a button or automatically during the school walking time. Todd Vik noted that there was a walking bus at Windsor Way and Marion for about two months, but it was seldom used.

To replace existing policy we would need to take formal action today. The new policy is opened up to allow rectangular rapid flashing beacons (RRFBs), radar feedback signs, LED flashing signs, and HAWK signals as additional options. We don't currently have any RRFBs in Sioux Falls, but a lot of other communities are using them and they could potentially be a solution for Marion Road. The HAWK signal is also a possibility for mid-block schools like Harvey Dunn at 31st and Bahnson, John Harris on 49th, or Lincoln High School on Cliff Avenue. Right now at mid-block signals the student pushes the button and traffic will be forced to stop for the entire walk time and pedestrian clearance interval that is programmed. When they push the button a lot of times they will run across or walk considerably faster than the walk time which is set up for ADA or people that have to walk slow. There can potentially be lot of wasted time when pedestrians cross quickly.

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The HAWK signal helps with that problem. When you approach a HAWK signal in your vehicle it will normally be completely dark in which case, you can drive right through. However, when someone presses button, the signal will flash yellow and then go to solid yellow warning that a stop is coming. When both top lights are solid red, the pedestrian walk interval will start. When the walk interval is complete the two top lights will flash red alternately during the pedestrian clearance interval which indicates to motorists that they are free to proceed if all pedestrians present have completed their crossing. Communities that are using the HAWK, have reported very good compliance with them. See diagram below for illustration of a typical HAWK signal sequence.



We have one of these in Sioux Falls at 10th and Second Street. The free right turn going into downtown off of the tenth street viaduct.

We do have the budget for these items. What we are doing is giving flexibility to use much cheaper products. People want to see these things.

We also have a responsibility to make sure is that we don't put too many things out on the street. If they are everywhere then they don't mean anything to anyone. We will ensure that people are actually crossing and there is a need at a location before making any recommendations.

Kent Alberty moved to approve to make changes to Appendix E and was seconded by Brandy Kowalczyk. The motion was unanimously approved.

When we get the attorney's to finish their comments we will get those out for electronic review. We will try to get PATH printed and sent electronically for everyone. Appendix E and By-Laws are some of the big portions of it. The desire is to make sure all members of the committee have the most up to date manual.

- *Private Schools:*

The road is working at 26th Street. Some days only a couple cars will make it through the arrow. It doesn't seem to be consistent. It is not as heavily used as it was thought to be but maybe when it gets paved it will be. It can be hard to turn right at the stop sign when the snow is piled up there, but the City has done a nice job keeping snow off of the street.

- *Public Schools:* No report

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VI. NEW BUSINESS

- *Police Department:*
- *City Engineering:*

We are working on a map for the new Tea Elementary School and proposing a plan for the walking area on the north east side of the wellness center which is 32nd Street. The official route we are proposing is to follow 32nd Street around through Lancaster Dr. down to Broek Dr. and north on Broek Dr. to the school. The biggest thing at some point is we will have to figure out on Lancaster Dr. either by Karmya Circle where we have to cross Lancaster through these segment streets. It would be nice to cross at Lancaster Dr. by Broek Dr. which is right by the school.

The area on the south side of Lancaster is not in the city limits, so we may have a hard time getting a sidewalk over there. We wanted to run this by everyone here what we are thinking right now for the walking path for the school. We do realize that people that live to the northeast of the school are very likely to cut through the wellness center to get to school. There have been meetings with the Tea School and wellness center and conversation with how kids might be going through parking lot and best way to route them through. At this point our plan is for any official safe route to use the street going around the neighborhood down to Broek Dr.

We are working with the wellness center and school to get at least a decent path developed. Kids will walk through there and timing is an issue with people coming to work out in the morning. Possibly making walking around the edge has also been discussed coming off 32nd Street at the north that comes into the west side of parking lot on the east/west side and they walk down the sidewalk along the building. We are stuck on where the best point to cross at the south end of the building is. There is a service road back to the west that is where they do delivery drop offs and walk around the south side of the building all the way and cross there. It really comes down to whether or not the wellness center wants to be responsible. So far consensus to this point is to stick to the street for a safe route.

There is a little road that goes into the wellness center where it makes a 90 degree angle, that driveway is planned to probably go to the south and branch off to the other developments.

One of the other ideas that has been considered is constructing a sidewalk along that driveway get them down to that point. Get them on the east side of that driveway down to that point then the driveway will cross over but once that develops that will be an issue.

We have about four different ways to look at it. A good street route we are working on getting four little pieces of sidewalk that needs to be put in which we will order in spring. Good shape as far as that is concerned. The L piece the city owns it is Drainage and kids will walk through that too.

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No action is needed on this, just wanted to make committee aware of what we were looking at for this school and the conversation that was going on. We will continue talking to the school and the wellness center about how kids could come through that way. As far as this committee the route around 32nd is what we would propose and consider. One of the biggest things to us right now is exactly where we want some of the crosswalks. Also, just to the northeast of wellness center, large low income project being built. The city is not going to encourage going through parking lot of wellness center.

- *Private Schools:* No report
- *Public Schools:*

Develop a map for new Mark Twain, and Susan B Anthony. Garfield and Laura Wilder will be changing to absorbing Jefferson walkers, boundaries and walk map have to change Garfield and Laura Wilder. Troy will work with Todd on developing a new map for March Meeting.

IVII. ADJOURNMENT

Heath Hoftiezer adjourned meeting at 12:35 p.m.

The next meeting will be held March 12, 2015, at the IPC Building located at 201 East 38th Street at 12:00 p.m.