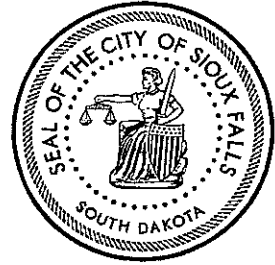


# Minutes

Monday, October 27, 2008



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## Land Use Committee

5:26 p.m.  
Carnegie Town Hall  
235 W. 10<sup>th</sup> Street

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**Members Present:** Greg Jamison, Bob Litz and Kermit Staggers

**Staff Present:** Debra A. Owen, City Clerk; and Denise D. Tucker, Assistant City Clerk

**Guests:** Mark Cotter, Director of Public Works; Kevin Smith, Assistant Director of Public Works; Dave McElroy, Landfill Superintendent; J. Pat Costello, City Council Member.

### 1. Call to Order

A. Committee Chair Greg Jamison called the meeting to order.

### 2. Approval of Minutes

- A. A motion was made by Litz and seconded by Staggers to amend the March 31, 2008, minutes with the following correction: changing Feb. 25, 2007 to Feb. 25, 2008, in the minutes. A voice vote was taken and all members said yes. **Motion Passed.**
- B. A motion was made by Litz and seconded by Staggers to approve the June 30, 2008 minutes. A voice vote was taken and all members said yes. **Motion Passed.**

### 3. Discussion

- A. Railroad track overpasses  
Mark Cotter, Director of Public Works  
Kevin Smith, Assistant Director of Public Works
  - Mark Cotter, Director of Public Works, distributed copies of the Railroad Overpass Policy, which was prepared by the Engineering and Planning departments to formalize the process.
  - Cotter discussed the core railroad lines, which were displayed on a map.
  - In reference to the 2002 Railroad Relocation Concept Plan: Phase I has been completed. The siding areas from North Drive to 11<sup>th</sup> Street, which use to go through the Uptown properties, have been relocated near Benson Road and the Water Plant. The other part of Phase I, was eliminating the crossing at Pasley Park. An underpass was built. Phase II is to find the best alternative to create a new rail yard in the north and east part of the city. Phase III will allow for continuous movement from the Madison hub to the new rail yard and back. Phase IV is 57<sup>th</sup> Street. Also identified
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## MINUTES - Land Use Committee

October 27, 2008 at 5:26 p.m.

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- was 26<sup>th</sup> Street and Cliff Avenue, from 14<sup>th</sup> Street to 11<sup>th</sup> Street, to encompass the Big Sioux River. An overpass is being recommended.
- Smith said concern was the costs of the overpass and what benefits we would be getting out of them. He said we need better east/west access across Sioux Falls with roads. Smith said 57<sup>th</sup> Street is the best and only continuous arterial we have, so when we looked at that project the last thing we wanted to do...we built an overpass over I-29 and an underpass under I-229. When we got to the railroad on 57<sup>th</sup> Street it seemed an obvious choice – we needed to go over. Nobody is building at grade railroad crossings. With major transportation facilities, we certainly aren't looking at a lot of (crossings) in coming years. Smith said, because of our growth areas and where rail lines are highway 100, 69<sup>th</sup>, 85<sup>th</sup>, and 101st (streets) seemed like good choices.
  - Costello asked if the State was building South Dakota Highway 100. He was told yes. He asked, what year for 85<sup>th</sup> Street? Cotter said between five to 10 years. Costello asked about the cost for 69<sup>th</sup> Street. Cotter said if it is at grade, you have to make it safe and have a good signal system and you need to have the median back about 110 feet. It would cost about \$350,000-\$500,000 for the infrastructure, he said. Detectors and gates costs about \$350,000-\$500,000. A typical bridge cost approximately \$2 million. The land is not included for 69<sup>th</sup> Street. Cotter said they are working to get the land donated. He said it cost about \$110,000 an acre for mature land (with developed streets). Four acres will be needed for the 69<sup>th</sup> Street project. Cotter said, with the educational facilities out there and more and more events being held, it would be better to elevate the structure.
  - Smith said, the next time there is a feasibility study they would look at the reconstruction of Cliff Avenue.
  - Cotter said the Railroad Overpass Policy is a draft and they would like to hear the Land Use Committees comments on it. He said they could bring it in the next submission for Engineering Design Standards.
  - B. Garbage hauler policy and recycling  
Mark Cotter, Director of Public Works  
Kevin Smith, Assistant Director of Public Works
  - Jamison said the (meeting) objective is to have a discussion on what we can do to create more recycling. He doesn't want to interfere with free enterprise with the people who haul garbage. He wants to help them recycle and to lengthen the life of the landfill.
  - Smith passed out a summary of Sioux Falls Garbage Collection Issues. He said there are 31 private (licensed) garbage haulers in the community. Smith said they try to be sensitive to them and when they are proposing new ordinances, they meet with the garbage hauler association.
  - Smith said from time to time it – curbside pick up - gets talked about, but it hasn't gone anywhere. Also, you can't say whether that will reduce costs or increase recycling.
  - There are seven reasons why a garbage hauler license may be revoked; failure to meet recycling standards is one reason. No licenses have been revoked. Smith said they are working with the City Attorney's Office to create internal procedures for revocation. He said not paying your bill to the landfill should get your license revoked. Some haulers have been denied access for non-payment of bills. Smith said they

## **MINUTES - Land Use Committee**

**October 27, 2008 at 5:26 p.m.**

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want an appeal process, if action is taken. Renewal letters will go out to haulers in a couple of weeks and garbage hauling standards will be included.

- The new Sustainability Coordinator (Aimee House Ladonski) will begin working in late December. One of her duties will be to create a Recycling Master Plan, which will include a lot of public outreach. Smith said they had hoped to have the plan done this year. He said they want to make sure what people want and what's important to them. Cotter said the master plan will take a significant amount of time and there will be some analysis done. It will be the second or third quarter of 2009 before a recommendation will be given, based on the information. Cotter said Ladonski will be introduced at an Informational meeting.
- Litz asked where we are at with recycling. McElroy said 12%, but added you can't compare Sioux Falls to other cities. (Items for recycling are different from city to city, some include tires or yard waste in their equations.) Smith said we are doing a better job as a community, but it doesn't mean we can't do better. He said their policy is to support recycling efforts by everyone but it boils down to citizens making the effort.
- Jamison questioned if there were any federal or state funds for cities for education or recycling purposes? Smith said Sioux Falls has been told we should be able to afford to do it on our own. He said we have a lot of resources internally to do education. Smith said people don't know what can be recycled and it's our job to educate them.
- Smith said there is a  
\$1.00

per ton surcharge to the state for operating the landfill. He said it cost \$4 million to build a landfill cell.

#### **4. Open Discussion**

There was none.

#### **5. Adjournment at 6:44 p.m.**

- A. A motion was made by Litz and seconded by Stagers to adjourn. Jamison called for a voice vote. All committee members voted yes. **Motion Passed.**

Denise D. Tucker  
Assistant City Clerk

# **RAILROAD OVERPASS POLICY**

## **City of Sioux Falls**

### **October 2008**

#### **Overview**

The City of Sioux Falls has many streets that cross railroad facilities. The majority of these crossings are at-grade, where the transportation facility and the railroad facility are at the same elevation. The remainder of the crossings are grade-separated, where the transportation facility and the railroad facility are separated by a bridge or an underpass. The grade-separated crossings provide a continuous flow for the transportation facility (includes both vehicles and pedestrians), reduce conflicts with the railroad facility, and increase safety for the rail facility and the transportation facility. The City of Sioux Falls encourages grade-separated crossings whenever economically and spatially feasible.

Other communities in surrounding states, various State Departments of Transportation, and the Federal Highway Administration have been consulted on what policies and guiding objectives they use to determine the needs for grade-separated crossings. The majority of these agencies indicated they do not follow an "official" grade-separation policy, but construct them when feasible due to safety and pedestrian/traffic flow.

The following Evaluation Process is used by the City of Sioux Falls when evaluating the need for a grade-separated crossing. These factors, combined with engineering design criteria, and financial and spatial considerations are essential in determining the need for a grade-separated crossing.

#### **Evaluation Process**

##### **A. Design Criteria for a Grade-Separated Crossing**

A grade-separated crossing should be considered when one or more of the following criteria exist:

1. The roadway is designated as an arterial street on the Major Street Plan.
2. The roadway design speed is at least 45 mph.
3. The roadway has a projected average annual daily traffic (AADT) that exceeds 10,000 vehicles per day.
4. The rail line has a design speed of at least 49 mph.
5. The rail line carries an average of three or more trains per day at the location under consideration.

The analysis of all relevant factors identified below should be completed when a location meets one or more of the above-listed design criteria.

## **B. Analysis of Factors**

Five factors commonly used to analyze a grade-separated crossing are safety, vehicle and pedestrian accessibility, street connectivity, driver delay, and train noise. These factors are indirectly related to the above design criteria and are all considered the same priority in the analysis.

### **1. SAFETY**

Safety brings forth much emotion, publicity, and urgency. Vehicle-train crashes, while infrequent, do occur at at-grade crossings and can cause severe injuries and fatalities. Safety is a critical factor to be considered when evaluating possible grade-separated crossing locations.

### **2. VEHICLE AND PEDESTRIAN ACCESSIBILITY**

In some areas, it may be relatively easy to bypass an at-grade crossing that is occupied by a train by accessing the nearest grade-separated crossing. In the urban core of Sioux Falls, there are multiple local and arterial streets that provide an alternative if a crossing is blocked although at times the nearby streets could also be occupied by a train.

However, in the newer areas of the city, the philosophy of constructing multiple crossings has changed due to the Rail Authority design objectives of reducing crossing conflicts, improving safety, and costs of crossing construction and maintenance. Therefore, crossings occur mainly at arterial streets and may be a mile or more apart. In these locations, the time to bypass the at-grade crossing may actually be longer than the time it takes to wait for the train. This accessibility is an important factor when considering a grade-separated crossing.

### **3. STREET CONNECTIVITY**

Roadways with grade-separated crossings connect major trip generators (commuters) to employment centers within a community. These roadway facilities tend to be a higher classification such as arterials and expressways because their main function is mobility versus access to a public right-of-way.

It is important to locate the grade-separated crossing at locations where they will receive the highest usage because of the increased construction costs of a grade-separated crossing versus an at-grade crossing.

### **4. DRIVER DELAY**

It is generally recognized that user costs are incurred by drivers waiting for trains at an at-grade crossing. However, that is not the only user cost which may result from delaying drivers at rail crossings. The time it takes for a train to pass can be life threatening to a trauma victim on the way to an emergency room. Therefore, it is important to include the full range of

social costs associated with delay at at-grade crossings when looking at delay as a factor in a grade-separated crossing.

## 5. TRAIN NOISE

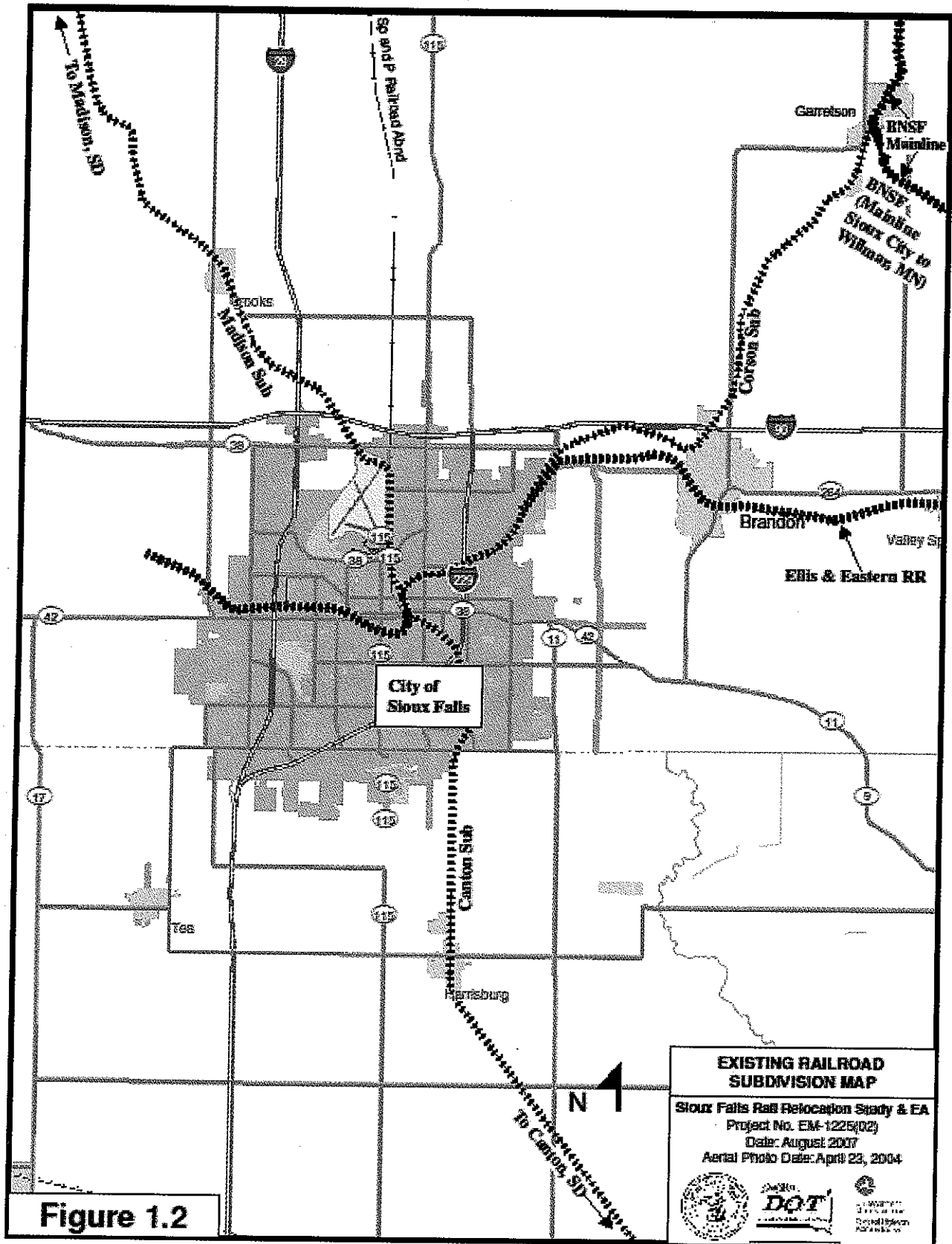
Train and train whistle horn noise are a significant quality-of-life issue for many communities. The human voice cannot be heard over the noise of a train horn. Phone calls and conversations can be interrupted by the train noise, which may have an impact to property values. Measures, such as banning horn blowing would create obvious safety concerns and are not supported by the Rail Authority. If an at-grade crossing is replaced with a grade-separated crossing, the need to blow a horn for the crossing is eliminated. Therefore, it is imperative to consider concerns about noise as a factor in a grade-separated crossing.

Consideration of establishing a *Whistle Free Zone* as described in the Federal Rail Authority (FRA) Regulations also needs to be considered as part of the evaluation. This process is lengthy and would need to be approved by the FRA and Local Rail Authority. Typically, this process would evaluate multiple crossings in an area to show a benefit to the surrounding land uses.

In addition, if an at-grade crossing is determined to be the most feasible crossing type, additional crossing improvements are required at each location and include: the installation of crossing gates and arms, the installation of a center median in the arterial street for a minimum of 110 feet back from the rail crossing, signal crossing lights, protected and signed pedestrian crossings. These costs are generally the responsibility of the agency requesting the rail crossing.

The above information should be analyzed and considered to determine if a grade-separated crossing is a better choice than an at-grade crossing.

The figure below shows the rail lines that run through the City of Sioux Falls. This figure is from the Rail Yard Relocation Environmental Assessment Project and shows the different main subdivision lines that travel through the cities of Canton, Madison, and Corson. In addition, the local train line of Ellis and Eastern Line is also shown.





**New 57<sup>th</sup> Street Overpass**

Land Use Committee  
Summary of Sioux Falls Garbage Collection Issues

Sec. 18-56. Collection conditions.

Every licensed garbage collector or hauler shall collect the garbage, rubbish, and animal waste from residential customers at least once each week and from business customers at least once in each week. The collections in the business district shall be made as early in the day as convenient. Garbage, rubbish, and animal waste loaded in a hauling unit must be in transport to a proper disposal site within 48 hours after pickup, unless the City of Sioux Falls Sanitary Landfill has been closed for more than 24 consecutive hours.

Sec. 18-17. Garbage containers.

The occupant, owner, or manager of every dwelling, house, apartment, or construction site and of every place of business and building shall provide a suitable, rigid watertight container in which the occupants shall cause to be deposited all garbage, animal waste and rubbish, except yard waste, accumulating upon the premises. The garbage container shall be kept in an inconspicuous place beside or behind the structure which is reasonably accessible to the licensed commercial garbage hauler. There shall be provided a tightly-fitted cover for each container which shall be removed only for the purpose of depositing or removing garbage, rubbish, animal waste or cleaning. The vicinity of the garbage container shall be kept free from garbage, rubbish, animal waste, litter, yard waste or any putrescible matter that attracts flies and rats.

Sec. 18-75. Denial or revocation.

A license required by this chapter may be denied or revoked by the city if one or more of the following facts or circumstances are found to exist:

- (1) The applicant is not able to obtain the necessary bonding and insurance.
- (2) The facility is permitted to operate in such a manner as to create air, land or water pollution, public health hazards or nuisances.
- (3) The facility or site is not maintained in a clean and sanitary condition.
- (4) Violation by the licensee of applicable noise and fire ordinances.
- (5) Violation by the licensee of any applicable provision of this Code, state law, rule or regulation.
- (6) Failure to pay or keep current any account with the Sanitary Landfill as required by section 18-35(6).
- (7) Failure to meet the recycling goal for the previous year. The recycling goal for 2006 is eight percent by weight. The recycling goal for each subsequent year shall be the average (the mean) ratio recycled by all licensed commercial garbage haulers during the immediately prior year. Licensed commercial garbage haulers will be informed of the recycling goal for the current year by March 31.

Future Activities

- (1) The City's new Sustainability Coordinator will begin work in January of 2009. An immediate focus will be on recycling and other waste removal activities.
- (2) The Landfill Division and the Solid Waste Planning Board will complete a Recycling Master Plan in 2009. Part of the community survey may include questions about garbage service.

Residential MSW & Recycling Collection Services - Benchmarking Survey for City of Sioux Falls

Community	Population	Rates			Garbage				Recycling				Yard Waste Collection								
		Fee/Ton	Flat Fee	30-Gallon/month (avg)	60-Gallon/month (avg)	90-Gallon/month (avg)	Frequency	Provided By	Collection Type	Container Type	Service Location	Frequency	Provided By	Collection Type	Container Type	Fee					
Sioux Falls, SD	151,300	\$30.00	NA	\$16.52/month (avg)	\$18.86/month (avg)	\$21.57/month (avg)	1x/week	Private-Subscription	Cans or Carts	House side	At Least 1x/Month	Private-Subscription	Dual and Single Stream	Bins or Carts	Included	House side	1x/week	Private-Subscription	Manual and Automated	Paper Bags or Containers	House side \$19.08/12 stickers \$0.90/bag
Aberdeen, SD	24,400	\$36.00	\$31.50/quarter	NA	NA	NA	1x/week	Public	Cans	Curbside/Alleyway	1x/week	Private	Dual-Stream	Bins	\$7.50/quarter	Curbside	Public	Manual	Bags	None	
Brookings, SD	19,460	\$37.50	\$15.00/month	NA	NA	NA	1x/week	Public	Wheeled Cart	Curbside	1x/week	Public	Single-Stream	Bag/Bin	Included	Curbside	Public	Manual	Bags	None	
Fargo, ND	90,600	\$30.00	\$9/month	NA	NA	NA	1x/week	Public	Cans	Curbside	Every Other Week	Public	Source Separated	Bins/Paper Bags	Subscription for Curbside for \$3/Month	Curbside	Public	Drop-off in summer PU in Fall/Winter	Drop-off/Manual	Bags	None
Lincoln, NE	225,580	\$21.00	\$18-\$22/month (avg). Varies by hauler.	NA	NA	NA	1x/week	Private-Different Haulers Have Different Areas	NA	Curbside	1x/week	Private-Subscription	2 haulers are single-stream; rest are dual-stream	Bins and Carts	\$5-\$10/month (avg). Varies by hauler.	Curbside	Private	Drop-off for Curbside	Paper Bags or Containers	NA	
Omaha, NE	433,000	\$21.79	\$87.41/month (five containers)	NA	NA	NA	1x/week	Public	Cans/Bags	Curbside/Alleyway	1x/week	Private-Contract	Single-Stream	Bin	Included	Curbside	Public	Manual	Can/Paper Bag-unlimited	None	
Pierre, SD	13,900	\$38.46	\$16.00/month for 2 Bags/Week <sup>1</sup>	NA	NA	NA	1x/week	Public and Private	Bags	Curbside/Alleyway	Drop-off	Public	Source Separated	NA	\$0.49/month	3 Separate Locations around City	Public	Manual	Bag	\$1/Bag <sup>3</sup>	
Rapid City, SD <sup>4</sup>	64,000	\$53.00	NA	\$14.53/month	\$16.42/month	\$18.31/month	1x/week	Public	Wheeled Cart	Curbside	1x/week for Curbside or Alley Collection	Public	Single-Stream	Wheeled Cart	Included	Curbside	Public	Manual	Manual	40 Gallon Paper Bag	LINK <sup>2</sup>
St. Cloud, MN	66,500	\$51.45	\$2/bag OR	NA	NA	\$33.45/Month	1x/week	Public	Bags OR Wheeled Cart	Curbside	1x/week	Public	Dual-Stream	Bin	Included with 90-gal container or \$6.95/Month with bag option	Curbside	Public	Manual	Bag	\$7/Bag	
Sioux City, IA	82,700	\$29.00	\$13.13/Month	NA	NA	NA	1x/week	Public	Cans	Curbside	1x/week	Public	Single-Stream	Bin	Included	Curbside	Mixed with garbage	Automated	Wheeled Cart	Included (One time container fee)	
Watertown, SD	20,530	\$31.25	\$10.06/Month	NA	NA	NA	1x/week	Public	Wheeled Cart	Curbside	1x/week	Public	Dual-Stream (1 stream per week)	Wheeled Cart	Included (One-time container fee)	Curbside	Public	Automated	Wheeled Cart	Included (One time container fee)	

<sup>1</sup> Bags are also sold for \$47.00 for a roll of 25 (\$1.88 each) or \$20.00 for a bundle of 10 (\$2.00 each).  
<sup>2</sup> City offers garbage collection service or residents may contract with a private hauler.  
<sup>3</sup> Yard waste bags can also be purchased for \$41.00 for a bundle of 50 (\$0.82 each).  
<sup>4</sup> Rapid City offers 3 rates for garbage collection based on container size, plus \$4.13 for recycling, and \$2.53 for disposal, per month.  
<sup>5</sup> Rapid City residents can purchase 40-gallon paper bags for yard waste (cost unknown), or they can take yard waste to one of three drop-off sites for no charge.