

SIoux FALLS SCHOOLS TRAFFIC SAFETY COMMITTEE



PATH COMMITTEE MEETING

March 10, 2011

9:00 AM

IPC Building, Boardroom 2-3

I. CALL TO ORDER/ ATTENDANCE

The meeting was called to order at 9:05 a.m.

MEMBERS PRESENT

Diane Hall, Darin Daby, Sharon Chontos, Bill Smith, Sgt. Dave McIntire, Denny Pottebaum, Dallas Hofer, Heath Hoftiezer

MEMBERS ABSENT

Steve Natz, Kerry Larson, Craig Smith, Marilyn Buskohl, John Snobeck, Michelle Wolf, Teresa Boysen, Lisa Lewis-Huemoeller, Brandi Kowalczyk, Lt. Jerome Miller and Susan Foster

GUESTS PRESENT

II. INTRODUCTIONS

III. REVIEW AND APPROVAL OF FEBRUARY MINUTES

Quorum was not met to approve the February minutes.

IV. PUBLIC INPUT

V. UNFINISHED BUSINESS

- *Police Department:* No report
- *City Engineering:* A handout of the Panama Street student crosswalk near Roosevelt was provided to the group. The handout detailed information the traffic engineers discovered after they observed the traffic crosswalk. The first observation made from 7:30 to 8:15 a.m. revealed 34 students crossing; 5 adequate gaps in traffic. The second observation performed was from 3:15 to 3:30 p.m. and revealed 24 students crossing; 0 adequate gaps in traffic. The warrant for a traffic signal at a school crossing location is 20 students in a one hour period without adequate gaps to cross in that time frame. The observations proved a warrant was met to install a

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traffic signal.

Ideally, Dallas stated he would like to use a mid-block crossing similar to the light at Lincoln. The advantage of installing the light mid-block would be the elimination of traffic interference while the students are crossing. It would simply stop the traffic and the students would get a walk light to cross. The mid-block installation would locate it between the Roosevelt driveway and Panama; however, another condition that happens at this location is the entire left turn lane on Sertoma Avenue backs up solid with the southbound left turn traffic waiting to enter the school parking lot. If a light were to be installed mid-block, the backed up southbound traffic would hinder the students trying to cross. Another location considered was just south of the school parking lot driveway; unfortunately, the street begins to widen and there is insufficient room. Dallas confirmed the only suitable location for the installation of a light would be at Panama Street, itself.

By federal regulation, anytime you install a light at a public intersection you have to also include the traffic to be able to actuate that light along with the students pushing the pedestrian button for a walk signal. This scenario could bring up the potential of traffic coming out of Panama Street wanting to make a right hand turn on the green light simultaneously when the students are getting the walk signal. Due to Panama being a neighborhood residential street, Dallas expects no additional issues. Dallas recommended proper police enforcement to minimize the possibility of the southbound left hand turn queue backing up. There is a city ordinance that states motorists are unable to enter the intersection without sufficient knowledge of being able to clear it.

Unfortunately, due to funding, the installation of this light will not be available for the 2011-12 school year. The estimated installation cost is \$75,000. Dallas stated this light will be a top priority for the 2012 construction year and may be installed sooner if extra funding becomes available.

Sgt. Dave McIntire agreed to provide additional enforcement at the Panama Street crosswalk area until the light is installed. The problem his officers have incurred is they are unable to issue motorists fines until the pedestrian/student steps into the crosswalk. The group then discussed the current statute that states the pedestrian must physically be in the crosswalk before the police can issue a fine. Heath commented this issue is being reviewed in different states. To address this issue, the statutes are being rewritten so when the pedestrian is on the ADA ramp, in lieu of in the crosswalk, fines may be issued.

Heath told the group the in-street yield signs were installed at Discovery Avenue and Justice Street near Discovery. Traffic Engineering has received other requests

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to observe the existing two crosswalks even closer. Heath confirmed studies will be performed to observe the reason why traffic is getting congested at this location. The question has been asked to review if either of the two crosswalks should still be in place. Should the kids be forced to 22nd and 26th Street? It seems that the northbound and southbound traffic are backing up over the crosswalk. Traffic Engineering will be performing observations in this area in the upcoming weeks.

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

VI. NEW BUSINESS

- *Police Department:* Sgt. Dave McIntire declared the five officers currently working day traffic will be choosing an elementary school to patrol. The officers have diagramed the signage at the school they are responsible for and will be meeting with the school principals soon to discuss further. Sgt. McIntire said they are reassessing concerned areas and taking the initiative to try and resolve the challenges. The concerned area's the officers will be patrolling are as follows: Terry Redlin, JFK, Jefferson, Eugene Field, and Horace Mann.
- *City Engineering:* No report
- *Private Schools:* No report
- *Public Schools:* No report

VII. ADJOURNMENT

A motion was made by Dallas Hofer to adjourn. Motion was seconded by Heath Hoftiezer. Motion passed unanimously.

- The next meeting will be held May 12 at the IPC Building.
- Meeting was adjourned at 9:25 a.m.