



COMPLETE STREETS IN SIOUX FALLS

Annual Report



2015



SETTING POLICY

In July 2015, the Sioux Falls City Council passed a resolution approving a Complete Streets policy. Using national best practices in its development, the resolution includes a vision and intent, Complete Streets principles, implementation guidance, and a plan for performance evaluation.

Planning and design of street projects will give due consideration to:

- Bicycles, pedestrians, motorists, transit facilities, and persons of all abilities.
- Innovative or nontraditional design guidance issued by AASHTO, ITE, NACTCO, and the Architectural and Transportation Barriers Compliance Board.
- Important land use and transportation connections.
- The identification of gaps or deficiencies in the network for various user groups.
- Balancing the needs of all users.



COMMUNICATING WITH USER GROUPS

Getting direct feedback from those representing various user groups is essential in meeting everyone's needs. The following groups participated in the development of the Complete Streets Resolution and will continue to be involved in the design and planning of future projects:

- Downtown Sioux Falls
- City of Sioux Falls
ADA Accessibility Review Board
- City of Sioux Falls
Parks and Recreation Board
- City of Sioux Falls
Public Transit Advisory Board
- City of Sioux Falls
School Traffic Safety Advisory Committee
(PATH)
- City of Sioux Falls
Visual Arts Commission
- Live Well Sioux Falls
- Sioux Falls Bicycle Committee

COMPLETE STREETS ELEMENTS

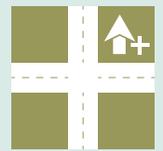
Roundabouts

- Circular intersection with no stop signs or traffic signals.
- Raised center-island reduces the likelihood of a t-bone or head-on collision.
- Island provides pedestrian refuge.



Intersection Improvements

- Pedestrian median refuge points.
- Curb extensions to shorten the crossing distances at major crosswalks.
- Defines distinct walking path for pedestrians.



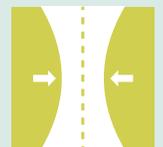
Trails

- Serves as part of a transportation circulation system.
- Supports multiple recreation opportunities, such as walking, bicycling, and inline skating.
- Physically separated from motor vehicular traffic with an open space or barrier.
- Trails should always be designed to include pedestrians even if the primary anticipated users are bicyclists.



Road Diet

- Reduction of vehicle travel lanes.
- Reclaimed space for other uses—pedestrian refuge, stations, bike lanes, sidewalks, landscaping.
- Results include decreased travel speeds, improved mobility, and enhanced quality of life.



COMPLETE STREETS ELEMENTS

Pedestrian Enhancements

- New or retrofit sidewalks.
- Reduced number of traffic lanes—Road Diet.
- Bicycle lanes added.
- Pedestrian refuge points.
- Curb extensions.
- Timed traffic signals.
- LED lighting.
- Landscaping and streetscaping.



Bike Facilities

- Bicycle boulevard.
- Cycle tracks.
- Signed bike route.
- Side paths.
- Bike lanes.
- Sharrows.



Transit Improvements:

- Designated area for buses to pull out of the flow of traffic for drop-off and pick-up of passengers.
- Accessible transit stops with curb ramps.



Road Safety Audit

- Formal safety performance examination.
- Reports on potential road safety issues.
- Identifies opportunities for improvements in safety for all road users.





Main Avenue Road Diet

West Sixth Street to West 14th Street

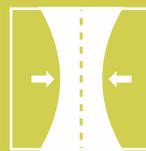
The Main Avenue Road Diet began as a pilot project and was such a success that the City of Sioux Falls is working to make the changes permanent. The project repurposed one traffic lane of Main Avenue from Sixth Street to 14th Street to add parking, extend public seating areas, and calm traffic for pedestrian and bicyclist safety.

While the pilot project was in place for just over three months, the positive outcomes included:

- Three businesses utilized bump-out areas to expand seating.
- Created an additional 75 parking spaces that were used on a daily basis.
- Reduced average traffic speed by 8 percent, bringing it closer to the posted speed limit.
- Nominally affected vehicle travel times.
- No crashes were attributed to the changes.
- Solicited survey feedback which proved to be primarily positive and included an increased feeling of safety for pedestrians.

To make the changes more permanent:

- Restriped the diagonal parking spaces.
- Changed the angle of the parking from 60 degrees to 45 degrees to make it easier to back out of spaces.
- Continue 90-minute free parking while the Public Parking Division explores future implementation of pay stations in that area of downtown.
- Leave planters and some curb extensions in place.
- Add sharrows.



Road Diet



Pedestrian Enhancement



Bike Facilities

South Cliff Avenue Road Project

East 61st Street to East 85th Street



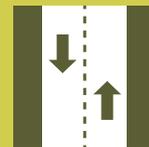
One of the flagship transportation projects for 2015, this project included the reconstruction and expansion of Cliff Avenue from 61st Street to 85th Street.

Cliff Avenue was reconstructed into a four-lane undivided section roadway from Jane Lane, north to 61st Street and into a four-lane median separated roadway section from Jane Lane, south to 85th Street.

Complete streets elements include new LED street lights, installation of public sidewalks including a shared use path (3/4 mile), and private utility improvements.



Intersection Improvement



Shared Use Path



Pedestrian Enhancement



South Bahnson Avenue Resurfacing Project

East 26th Street to East 57th Street

As part of the City's street maintenance program, Bahnson Avenue was resurfaced in 2015, from 26th Street to 57th Street. Bahnson Avenue is a two-lane collector street on the east side of Sioux Falls. Complete street elements include concrete curb and gutter repairs, and ADA ramp improvements.

After the street was paved, sharrow markings were included as part of the street striping. Prior to being resurfaced, Bahnson Avenue had sharrows, but they were located in a

shared parking/bike lane. When the street was resurfaced, the sharrows were moved to the through lanes to separate the bicycle traffic from the parking lane.



Bike Facilities



Pedestrian Enhancement

South Solberg Avenue Signal Enhancement Project

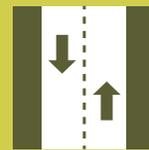
West 49th Street to West 57th Street



The Solberg Avenue project consisted of reconstructing an existing roadway and widening the pavement section to expand the roadway section. This expansion allowed for increasing the traffic lanes from one northbound and one southbound lane to two northbound and two southbound lanes, with turn lanes at 49th Street and 57th Street. On-street parking was removed.

Complete Streets elements include a new side path along the east side of Solberg Avenue, and added sidewalk along the west side of Solberg Avenue. In addition to

those improvements, street lighting was added along Solberg Avenue with traffic signal improvements at Solberg Avenue and 49th Street, and at Solberg Avenue and 57th Street.



Shared Use Path



Bike Facilities



Pedestrian Enhancement



West Russell Street Improvements Project

North Westport Avenue to North Minnesota Avenue

The project included the expansion of Russell Street from a four-lane divided road section with a depressed median and limited pedestrian safety features to a six-lane divided road section with a raised central median and several new pedestrian friendly additions. To address connectivity of the bike route, on-street bike lanes were added on both the eastbound and westbound lanes beginning at Westport Avenue and ending at Prairie Avenue.

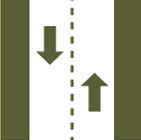
Additionally, a ten-foot wide combined use path was added on the south side of Russell Street from Westport Avenue to West Avenue. Another feature included a bus turn out lane in the eastbound direction near the arena. This allows buses to pull out of the flow of traffic during its stops.



Trails



Bike Facilities



Shared Use Path



Transit Improvements

COMPLETE STREET ELEMENTS IN ACTION



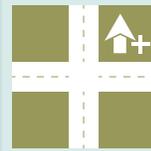
Roundabout

Installed:

- Granite Lane and Granite Court

Planning and Design Phase:

- 18th Street and Highline Place



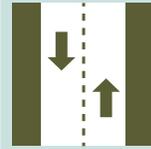
Intersection Improvement

- 10th Street and 2nd Avenue
- 11th Street and 2nd Avenue
- 22nd Street and Minnesota Avenue
- 8th Street and Cliff Avenue
- 41st Street and Southeastern Avenue



Trails

- Great Bear Bike Trail Extension—0.47 miles
- Diamond Creek Bike Trail—0.52 miles



Shared Use Path

- Cliff Avenue from 69th Street to 81st Street—0.74 miles
- Solberg Avenue from 49th Street to 57th Street—0.52 miles
- Russell Street from North Westport Avenue to North Minnesota Avenue



Road Diet

Implemented:

- Main Avenue pilot from 6th Street to 14th Street

Planning and Design Phase:

- Dakota Avenue from 6th Street to 14th Street
- Main Avenue permanent improvements from 6th Street to 14th Street



Bike Facilities

- Russell Street from the Big Sioux River to Prairie Avenue—2.78 miles
- 41st Street from Sertoma Avenue to Ellis Road—1.96 miles
- Westport Avenue from Sencore Drive to 60th Street North—3.65 miles
- Franklin Avenue from 8th Street to 10th Street—0.19 miles
- Main Avenue pilot from 6th Street to 14th Street



Transit Improvements

- Russell Street between Western Avenue and West Avenue—Bus turnout



Pedestrian Enhancements

- South Cliff Avenue from East 61st Street to East 85th Street
- 8th Street and Cliff Avenue
- South Bahnson Avenue from East 26th Street to East 57th Street
- 41st Street and Southeastern Avenue
- South Solberg Avenue from West 49th Street to West 57th Street
- Main Avenue pilot from 6th Street to 14th Street



FOR MORE INFORMATION CONTACT:

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www.siouxfalls.org/complete-streets

