

Notice of Hearing: NA
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RESOLUTION NO. 53-15

A RESOLUTION Approving a Complete Streets Policy.

WHEREAS, the term “Complete Streets” is defined as streets that are designed to accommodate all potential users; and

WHEREAS, the Shape Sioux Falls 2035 Comprehensive Plan and the current edition of the City of Sioux Falls Engineering Design Standards includes goals and policies to accommodate all potential users by improving streetscapes and multimodal access; and

WHEREAS, the City of Sioux Falls has developed a policy reflecting national best practices available through the Complete Streets Local Policy Workbook from Smart Growth America and the National Complete Streets Coalition, which includes vision and intent, Complete Streets principles, implementation guidance, and a plan for performance evaluation; and

WHEREAS, the people of the city of Sioux Falls have expressed a strong desire for increased transportation options including walking, bicycling, and transit as indicated in the 2014 Sioux Falls MPO Long-Range Transportation Market Research Study; and

WHEREAS, the Sioux Falls MPO Long-Range Transportation Plan, the Sustainability Plan, and the Live-Well Sioux Falls 2012 Community Health Status Report all recommend increasing levels of walking, bicycling, and public transportation to improve public health, economic development, and the environment, while also reducing transportation costs, enhancing community connections, promoting social equity, and making healthy living easy and accessible;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SIOUX FALLS, SD:

That the City of Sioux Falls adopts the following Complete Streets policy to plan, design, and construct all new City transportation improvement projects, as provided below, to accommodate pedestrians, bicyclists, transit riders, motorists, and persons of all abilities, while promoting safe operation for all users.

1. The planning and design of street projects will give due consideration to bicycle, pedestrian, and transit facilities from the very start of planning and design work for roadway projects.
2. The City of Sioux Falls will follow generally accepted or adopted design standards when designing improvements intended to fulfill the Complete Streets policy, but will also

consider innovative or nontraditional design from guidance issued by AASHTO, ITE, NACTO, and the Architectural and Transportation Barriers Compliance Board.

3. The Complete Streets policy will apply to all street projects except under one or more of the following conditions as determined by the City Engineer:
 - a. Ordinary maintenance activities and pavement preservation activities;
 - b. Design features that would put roadway users at a relatively high safety risk; and
 - c. Design features that would impose excessive and disproportionate costs in relation to the need or probable use.
4. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway;
 - c. Whether the corridor is in an area where a relatively high number of users of nonmotorized transportation modes can be anticipated;
 - d. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
 - e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.
5. When necessary and appropriate, the City will review and update any current code, design standard, or ordinance to ensure that design components for all new or modified streets follow the intent of a Complete Streets policy. Implementation strategies may include, but will not be limited to, the following:
 - a. Update zoning and subdivision ordinances.
 - b. Update City Engineering Design Standards that incorporate the following concepts:
 - i. Consider, when appropriate, roadway design that slows motor vehicles and/or limits access so as to provide greater safety for bicyclists, pedestrians, and motorists (e.g., lane narrowing or the reduction of lanes, reduction of access, etc.).
 - ii. Evaluate the effectiveness of narrowing pedestrian crossing distances at intersections where high motor vehicle counts and high pedestrian counts are

expected. Narrowing can be accomplished with pedestrian refuge islands or curb bump-outs.

- iii. Provide appropriate bicycle accommodation in accordance with the Sioux Falls Bicycle Plan.
 - iv. Use pedestrian-scale design elements adjacent to sidewalks and other pedestrian facilities (e.g., pedestrian scale lighting, application of buffers between roadways and sidewalks or shared use paths, application of street furniture, etc.).
 - v. Evaluate the use of traffic calming features along all roadway corridors.
 - vi. Provide pedestrian accommodation in the form of sidewalks adjacent to all streets.
 - vii. Consider streetscaping along newly constructed or reconstructed roadways.
 - viii. Implement items from the current City of Sioux Falls ADA Transition Plan to include design features for accessible pedestrian facilities.
 - ix. Provide advance notice of construction projects to key bicycle and pedestrian network users.
 - x. Provide alternate routes for bicyclists, pedestrians, and transit during construction, reconstruction, and repair of streets and trails.
 - xi. Incorporate time traffic signals with adequate pedestrian crossing time. Consider exclusive pedestrian timing or “leading pedestrian intervals” where pedestrian crossing volumes are high.
 - xii. Develop a maintenance projection for on-street bike facilities, sidewalks, streetscaping, transit bus stops, and shared use paths to include pavement rehabilitation, street sweeping, pavement markings for pedestrian and bike facilities, and general cleaning.
- c. Coordinate all activities that occur within the public right-of-way with the City departments affected by such activities to better utilize fiscal resources.
 - d. Train relevant staff in the Public Works, Health, Parks, and Planning departments on the content of the Complete Streets design policy and concepts.
 - e. Provide the public, and any affected user group, an opportunity to review the Complete Streets elements of a roadway project during the early design phase.
 - f. For each implemented Complete Streets roadway project, identify reasonable performance measures, collect baseline data, and establish an appropriate time frame for evaluation after the completion of a project to determine the qualitative and quantitative indicators of potential or actual performance of a street, corridor, or transportation network.

- g. Reference the Sioux Falls Bicycle Plan, the Sioux Falls Pedestrian Plan, the Sioux Falls Sustainability Master Plan, the 2025 Downtown Plan, and Shape Sioux Falls 2035 Comprehensive Plan when conducting corridor studies to give explicit consideration to bicyclists, pedestrians, and transit users and to reduce single-occupant automobile trips.
- h. Where appropriate, ask transit provider(s) to review alternatives of corridor studies.

GLOSSARY

AASHTO—American Association of State Highway and Transportation Officials

ITE—Institute of Transportation Engineers

MPO—Metropolitan Planning Organization

NACTO—National Association of City Transportation Officials

PROWAG—Public Rights-of-Way Accessible Guidelines

Date adopted: 07/07/15 .

Mike T. Huether
Mayor

ATTEST:
Lorie Hogstad
City Clerk