

RESOLUTION NO. 2014 - 0518

RESOLUTION ADOPTING A COMPLETE STREET POLICY FOR FUTURE PLANNING AND DESIGN OF SIOUX CITY'S TRANSPORTATION NETWORK.

WHEREAS, on May 20, 2013, pursuant to Resolution No. 2013-0391, the City Council of the City of Sioux City declared its support with achieving Blue Zones® Certifications and to understand Blue Zones® level of well-being and improve upon those things at which those in Blue Zones® areas excel so that the City of Sioux City and the community will improve its well-being, productivity, and economic vitality; and

WHEREAS, as a requirement of the Blue Zones® initiative, the City has developed a Complete Streets Policy which will be used to guide future decisions related to the planning of the City's development of new and replacement infrastructure; and

WHEREAS, the policy set forth herein should be adopted.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SIOUX CITY, that the following is hereby adopted as the Council's Policy on Complete Streets:

**Sioux City
Complete Streets Policy**

Policy Purpose:

The Complete Streets Policy promotes the incorporation of safe and accessible use of Sioux City's transportation infrastructure by all users. The various uses may include pedestrian, bicycle, public transportation, cars and trucks. Through the policy the City will evaluate its various transportation networks to assess safe and reliable access by all users throughout the City. The various networks include city roadways, trail systems and sidewalks.

Continuous evaluation of these systems independent and in relation to one another will provide the information necessary to ensure that appropriate connectivity is available and incorporated into future transportation network planning. The policy will ensure that planners and designers of the City's transportation infrastructure are provided with guidance and appropriate direction to consider Complete Streets principles for all future projects.

In the development of reconstruction projects the City will evaluate the application of complete streets practices based upon a set of performance standards which will include safety criteria, traffic counts, pedestrian usage, and general public feedback. The objective application of this data will determine the configuration of a street and the application of the complete streets principles. As with all reconstruction practices the City will use the latest and best design criteria to ensure safety for all uses singularly and combined.

Transportation Planning:

The City has a number of transportation networks which are designed for specific uses. These networks include the road system, the trail system, and the sidewalk system. Complete Streets will provide consideration for how these systems function together and are supportive of the others.

Planning and design decisions will consider the function and accessibility of all transportation networks. Complete streets will support efforts to ensure that the various systems are connected in a way that is safe and provides an effective mechanism for multimodal transportation throughout the City. Each system will be evaluated for its connectivity to the other systems and transportation planning efforts will consider what improvements are necessary to provide or improve upon system connections where necessary.

Sidewalk Policy:

Residential Development

All new development shall be constructed as to meet the City ordinance 20.04.180 for the construction of sidewalks. All new residential developments and City infrastructure reconstruction projects will evaluate the use of 5 foot sidewalks. Five foot sidewalks are consistent with American with Disability Act requirements and over all provide more room for pedestrian access. Sidewalks along both sides of the road are preferred but in cases where the right of way will not allow the use of 5 foot sidewalks on both sides the construction of a 5 foot sidewalk on one side of the road is preferred to a narrower sidewalk on two sides of a street.

Commercial Development

All commercial development shall evaluate the construction of 10 foot trail width sidewalks in front of new development. City reconstruction projects will also consider the use of 10 foot sidewalks to replace existing 4 foot sidewalks in front of existing commercial development. The decisions will be made in consideration of the proximity and connectivity to other commercial establishments and the larger City trail system. The City may designate commercial development areas that require trail width sidewalk construction as part of new facility development.

The City will consider pedestrian safety in the use of appropriate aides to insure that ADA accessibility is accommodated in all road reconstruction. This will include the use of regulation sidewalk grades, street/sidewalk transitions and the inclusion of islands for pedestrian safety in large intersections. Additionally, where appropriate the City will use designs that provide the shortest distance for pedestrians to cross intersections. While these considerations are to be made in all street designs the application of them will have increased importance in the high traffic areas which include but are not limited to commercial areas.

Trail Policy:

As the City trail system is used to supply the main arterial connection for Sioux City's bicycle and pedestrian traffic, the City will continuously seek opportunities to connect its trail system and enhance this network. The overall intent of this policy is to provide safe and reliable transportation connections throughout Sioux City for all forms of transportation thus connection of the sidewalk and street system to the trails provides a critical link between neighborhoods, commercial districts, and recreational opportunities.

Through the consideration of using 10 foot sidewalks in commercial development areas and painted (shared use) lanes on the streets, the City will seek to enhance the connectivity of the trail system to and through the other City transportation networks. Enhancements to the other systems are key to providing access to the trail system and meeting the strategic plan expectation for providing close access of the trail system to all residences.

Areas that need to be connected will be prioritized and planned as part of the City's annual capital improvements plan (CIP) evaluation. The CIP will be the mechanism which allows the City to publically discuss the projects which will connect the various systems and will allow for a public evaluation of trail connectivity. These evaluations will include but not be limited to hard connectivity of the City's existing trail network, accessibility to the various major areas of town (ex. Riverside, Leeds, Downtown, Morningside, etc.), the appropriate application of street marking as it relates to bicycle connectivity and the condition to the existing network.

Road Network:

The City will apply Complete Streets principles in a manner that allows for the enhancement of the connectivity and shared use of existing transportation networks. These enhancements will be suggested in consideration of a verity of factors which will be applied to the evaluation of existing road networks or the design associated with City reconstruction projects.

New infrastructure:

The incorporation of Complete Streets concepts into the design and planning of new infrastructure shall ensure that consideration is given to the accessibility and connectivity of the various City transportation networks. New streets will support the development of Complete Streets through any or all of the following alternatives: 1) dedicated on street bicycle accessibility connecting to the nearest dedicated local roadway, 2) a 10' trail width sidewalk on at least one side of the street connecting to the nearest dedicated local roadway, or 3) accessibility to a trail connected to the City's designated trail system.

Exceptions may be considered based upon the proximity of the new roadway to a designated trail system, availability of space required to construct to required infrastructure, or other exception which are specifically presented by the developer. Exceptions will be granted by the Public Works Director or designee as part of the City Design Review Process. Exceptions must be presented in writing with a site drawing for the development.

Infrastructure Reconstruction:

The City or its design consultants will incorporate Complete Streets concepts in reconstruction projects. The application of these concepts will include any or all of the following: 1) replacement of streets with adequate widths to support the inclusion of dedicated bike lanes, 2) the replacement of sidewalks with a trail width (10') sidewalk, or 3) a plan to implement shared use options for roadways. These concepts will be applied in consideration of their relationship to other transportation alternatives, the cost to the project, the safety of users, and the coordination with other projects.

Complete Streets concepts will not be applied to projects that do not fit into the City's Connectivity Plan. This will avoid the island application of concepts in an area that support shared use but have little or no potential to connect with other parts of the community. Generally this Connectivity Plan will follow the established bicycle routes. The primary focus in the reconstruction effort will be to enhance the bicycle routes to make them more accessible and safe. Secondly the connection of neighborhoods to the bicycle routes will be important.

Existing Infrastructure:

The designated bike route system is the basis for planned enhancements to the City's infrastructure to improve connectivity. This system is established as a safe and connected route for bicycle transportation. The City will commit to the enhancement of these routes to improve their condition, accessibility and safety. The enhancements will involve the use of on street markings to designate bike lanes where supported by adequate street width or shared use markings in areas that do not have adequate street width.

Other improvements will include the construction of trail width sidewalks where they are supported and provide connectivity to the City trail system. The integration of the networks is key in providing adequate system connectivity. The trail system as the arterial bicycle and pedestrian access will be used to provide safe and dedicated bicycle and pedestrian access where available. All efforts will be made to get bicycles and pedestrian traffic from neighborhoods to a dedicated trail as expeditiously as possible.

Residential streets will not have special considerations made for the connection to other infrastructure due to restrictions associated with street width, parking and traffic volume. The considerations for these improvements will be reserved to collector and arterial roadways.

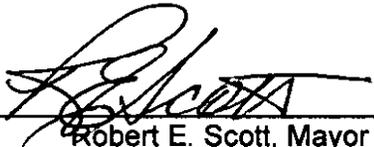
All Agencies All Roads

All relevant City agencies will review and revise as necessary their plans, manuals, policies, processes and programs to foster the implementation of Complete Streets on roadways not under the jurisdiction of the City but subject to financing, regulation of or otherwise involving an action by any city agency. Such projects shall include, but not be limited to, privately-built roadways and projects on non-city roadways funded in part or entirely by City funds.

Policy Application

With the adoption of this policy the City will begin the application of complete street practices as described in this document for the 2015 construction season. All subsequent changes will need to be made through modification of this policy and amendments to resolution which authorizes the application of this policy.

PASSED AND APPROVED: July 28, 2014



Robert E. Scott, Mayor

ATTEST: 

Lisa L. McCardle, City Clerk