2025 Transportation Safety Action Plan

Sioux City & Sergeant Bluff

simpco

SIOUX CITY

Sergeant Bluff

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Safe System Approach

The purpose of implementing the Safe Streets and Roads for All (SS4A) program is to decrease the number of transportation related incidents with the eventual goal of zero fatalities or serious injuries on the transportation network. The City of Sioux City and the City of Sergeant Bluff intend to follow the SS4A and Safe System Approach guidelines established by the U.S. Department of Transportation during the implementation process. This Bipartisan Infrastructure law was established as a discretionary program with five billion dollars in appropriated funds to span over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives though various grants to prevent roadway deaths and serious injuries. The cities of Sioux City and Sergeant Bluff also intend to use the Safe System Approach when implementing the SS4A plan.

The Safe System Approach was created by the U.S. DOT and is used as an effective way to address and mitigate the risks inherent to the transportation system.

The Safe System Approach highlights **six principles** which include the following:

1. **Deaths and serious injuries are unacceptable**
2. **Humans make mistakes**
3. **Humans are vulnerable**
4. **Responsibility is shared**
5. **Safety is proactive**
6. **Redundancy is crucial**

Each principle works together to build and reinforce multiple layers of protection to both prevent crashes from happening in the first place while minimizing the harm caused by those involved when crashes do occur. There are also five objectives that complement and expand upon these principles, which are listed below. These principles and objectives represent a paradigm shift from conventional road safety planning that places safety responsibility primarily on the individual. In the Safe System Approach, safety is embedded in all layers of transportation planning and considers this everyone's shared responsibility.

Five Safe System Objectives:

1. **Safer People**
   Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
2. **Safer Roads**
   Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
3. **Safer Vehicles**
   Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
4. **Safer Speeds**
   Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
5. **Post-Crash Care**
   Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Vision Zero Commitment

Through dedication to the Safe System Approach and in support of the ultimate goal of the Safe Streets and Roads for All program, the cities of Sioux City and Sergeant Bluff are committed to decreasing and eventually eliminating crashes resulting in fatalities and serious injuries on the road network.

Figure 1 shows the historical crash serious and fatal crash rate for the period from 2014 – 2024. The current 10-year average number of fatalities for Sioux City and Sergeant Bluff combined is five, while the 10-year average number of crashes resulting in serious injuries is 26. Figure 2 shows the historic annual number of crashes resulting in fatalities and serious injuries, as well as the 10-year averages.

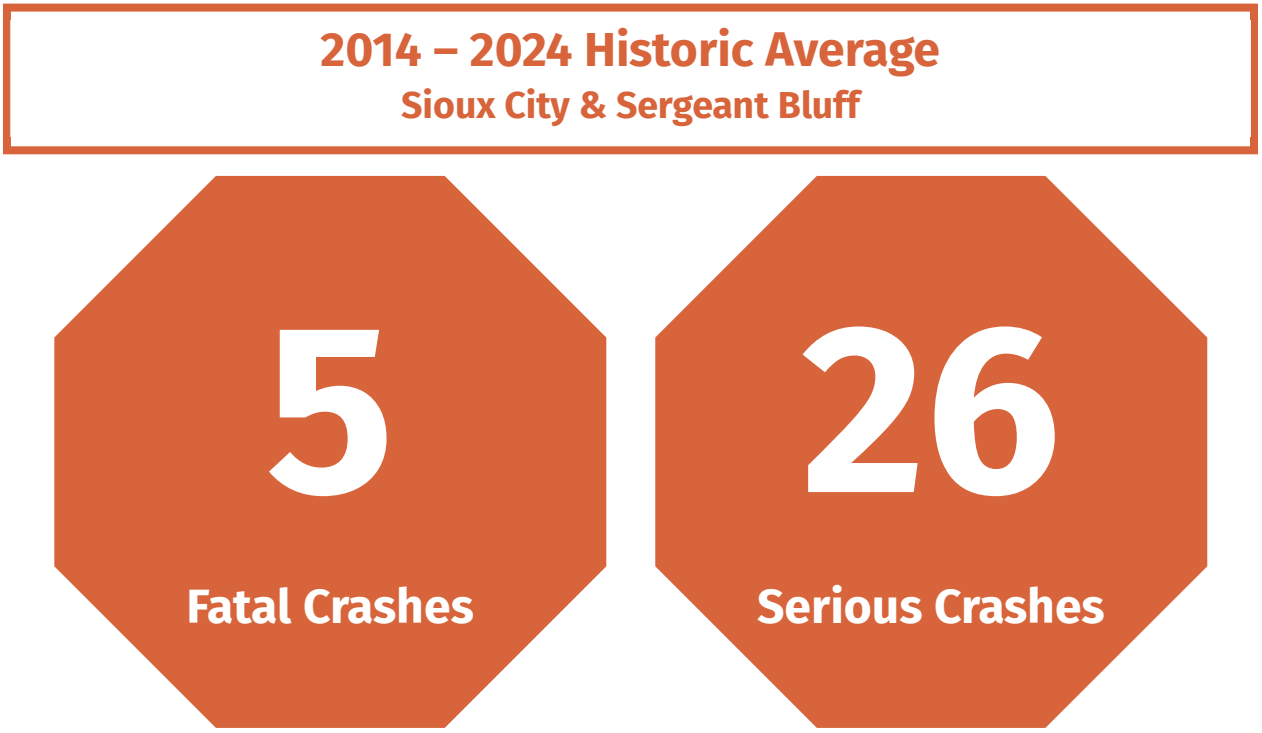


Figure 1

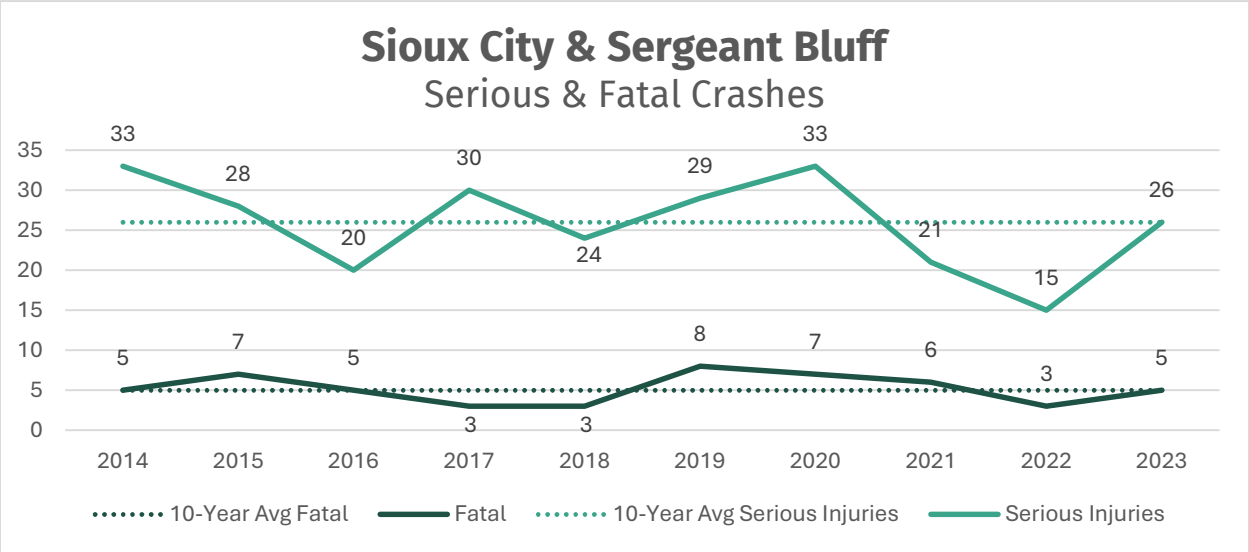


Figure 2

Both Sioux City and Sergeant Bluff, by adopting this plan, resolve to improve roadway design, enforcement measures, and public education strategies to increase safety for all road users, with the **goal of decreasing the 10-year average annual fatality and serious injuries by 50% by 2040 and the eventual goal of achieving zero fatalities or serious injuries by 2055.** This goal will be reviewed and revised annually based on progress made toward Vision Zero.

Figure 3 illustrates the aforementioned Vision Zero goal, with incremental decreases in fatal and serious crashes between 2025 and 2055, with a 50% reduction as a benchmark in 2040 on the way to achieving Vision Zero by 2055. This figure serves as an illustration and a tool against which to compare actual annual progress during the implementation of this plan.

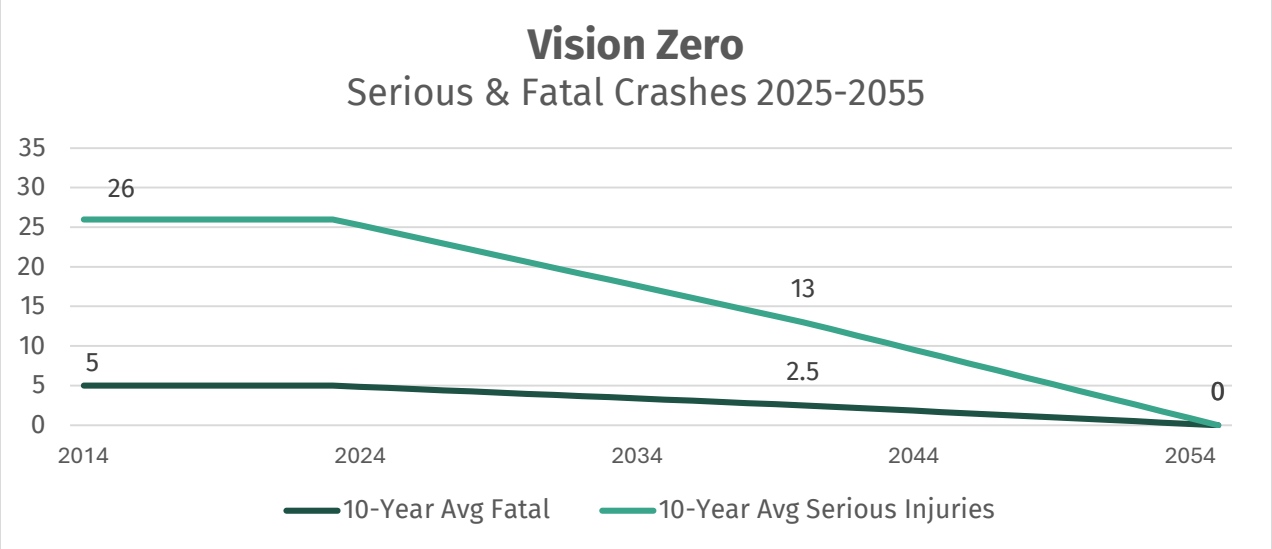


Figure 3

Plan Development Process

Steering Committee

The safe streets and roads for all (SS4A) steering committee consists of various Sioux City and Sergeant Bluff community leaders. The steering committee represents the Iowa DOT, Sioux City Police Department, Sioux City Engineering, Sioux City Active Transportation Advisory Board, the City of Sergeant Bluff, Sioux City and Sergeant Bluff school districts, Sergeant Bluff Safe Routes to School/Complete Streets Coalition, Sioux City Transit, and the Siouxland District Health Department. The SS4A steering committee members met four times throughout 2024 to discuss the data collected from the survey results, areas of high crash incidents, and appropriate interventions for areas in need of safety improvements. Having representatives from a wide array of city services and community partners ensured the plan included anecdotal reports of safety issues that may have been missed by the historical crash data or safety survey results. Such reports came from committee members' years of experience working closely with residents and business owners and responding to complaints and public safety incidents. This deep local knowledge was invaluable input for the planning process.

Outreach activities

SIMPCO staff and steering committee members have participated in several outreach activities to promote the Safe Streets and Roads for All plan. The SS4A outreach activities included the following: Sure, here are the expanded details for each outreach location, focusing on gathering public input for a transportation safety plan:

- **Loess Hills Computer Science Elementary School Meeting**: A meeting was held at Loess Hills Computer Science Elementary School to gather input from parents and staff on transportation safety concerns and suggestions for improving student travel safety.
- **SIMPCO Bicycle Pedestrian Roundtable**: This roundtable event organized by the Siouxland Interstate Metropolitan Planning Council (SIMPCO) aimed to collect feedback from cyclists and pedestrians on how to enhance safety measures and infrastructure.
- **Healthy Siouxland Quarterly Meeting**: At this quarterly meeting, coalition members were invited to share their thoughts on transportation safety issues and propose solutions to improve road safety and reduce accidents.
- **Siouxland Chamber Transportation Committee**: At this meeting information about the safety plan was shared, and it was requested that each committee member spread the word about the input opportunity to each committee member's respective network.
- **Perry Creek Elementary School PTA Meeting**: The Parent-Teacher Association (PTA) meeting at Perry Creek Elementary School provided an opportunity to hear from parents and teachers about their concerns and suggestions for improving transportation safety around the school.

- **Faces of Siouxland Event**: This event celebrated the diverse cultures within Siouxland and included outreach to gather community input on transportation safety, focusing on the unique needs and perspectives of different cultural groups.
- **Sioux City Active Transportation Advisory Committee**: The advisory committee meeting focused on collecting feedback from the community on how to promote safe active transportation options such as walking and cycling.
- **Sioux City Community School District's Virtual Backpack**: Outreach through the Virtual Backpack included a survey to gather input from students and parents on transportation safety issues and ideas for making travel to and from school safer.

Faces of Siouxland Event.
Photo credit: Siouxland Public Media KWIT-KOJI

- **Sioux City Neighborhood Network**: Outreach efforts through the Sioux City Neighborhood Network included collecting input from the following neighborhood coalitions on transportation safety challenges and potential improvements specific to each area.
    - **Westside Coalition**
    - **Riverside Coalition**
    - **Leeds Coalition**
    - **Northside Coalition**
- **Downtown residents via Downtown Partners**: Outreach to downtown residents was facilitated through Downtown Partners, with a focus on collecting input on transportation safety issues specific to the downtown area, including pedestrian and cyclist safety.

- **Annual Asian Fest**: This annual festival celebrated Asian culture and heritage, offering a venue for gathering input on transportation safety from the diverse community attending the event.
- **Survey translation by the police department**: Surveys were translated and distributed by the police department into three of the most frequently spoken languages besides English: Vietnamese, Spanish, and Somali. Translated flyers were placed at the library, city hall, and community health center to gather community feedback on transportation safety from residents whose native language is not English.
- **Hanging flyers at bus stops**: Flyers were hung at various bus stops around the city to inform the public about the transportation safety plan and encourage transit users to provide their input through the survey.

Equity considerations

The study area for this plan contains one disadvantaged census tract as defined by the U.S. Department of Transportation's Equitable Transportation Community Explorer tool. This census tract in Sioux City, which covers part of the downtown neighborhood, is particularly vulnerable in three components: Social Vulnerability (97th percentile), Transportation Insecurity (83%), and Environmental Burden (81%). Nearly all Social Vulnerability Index indicators are relatively high, including 200% of the Poverty Line, No High School Diploma, Unemployment, Housing Tenure, Housing Cost Burden, Uninsured, Lack of Internet Access, GINI Income Inequality Index, 17 or Younger, Disability, and Limited English proficiency. The Transportation Insecurity indicators of Transportation Cost Burden and Traffic Safety are relatively high in this area. Elevated Environmental Burden indicators include Risk Management Sites Proximity, Pre-1980's Housing, Airport Proximity, Impaired Surface Water, Ozone Level, Toxic Release Sites Proximity, Railway Sites Proximity, and Hazardous Sites Proximity.

The planning team put additional effort into reaching populations living in this census tract. As part of these outreach efforts, the public input survey was translated into three of the most commonly spoken languages besides English in the area: Spanish, Somali, and Vietnamese.

These surveys were posted at City Hall, the Public Library, and the waiting room and patient rooms of the Community Health Center. Flyers were also posted at the Martin Luther King Jr. Transportation Center downtown and throughout Sioux City at bus stops that are frequently used. Information about the survey was also distributed to downtown residents via Downtown Partners, the nonprofit economic development organization operating in this area.

Safety Survey

To gather input from the Sioux City and Sergeant Bluff community, a survey was created using the ArcGIS Survey 1,2,3 tool from Esri. This format allowed participants to select the specific place that they were reporting as a problem area on an interactive map. In addition to the geographical location, participants also answered questions indicating the mode of transportation they use when encountering the problem, as well as a description of what safety hazards they encountered at that location. After identifying a specific point, the survey also asked what transportation safety investments participants would be the most likely to support and demographic information. A summary of survey results is included in the appendix, and a map of safety issues identified by the survey is included in the Safety Analysis chapter.

Project Identification

After the close of the survey, the results were compiled and presented to the steering committee for review and discussion. The survey results were layered with historical crash data and problematic intersections identified using the Iowa DOT's Potential for Crash Reduction (PCR) tool. The combination of these data points led to the creation of the high injury network map and the list of projects to address identified safety issues. Through discussions with the steering committee, city engineers, and law enforcement, strategies to address identified issues were developed. Additional details about the safety analysis process are included in that respective section of this plan.

Policy Analysis

Existing Policies & Coalitions

Sioux City and Sergeant Bluff have existing safety policies, efforts, and activities already taking place that can be improved and built upon with the goal of continuing to decrease the number of severe and fatal crashes on the road network. The organizations and coalitions already carrying out transportation safety related work are well suited to perform safety enhancing strategies identified in this plan as the existing relationships and collaborations of these groups as structured can be leveraged and expanded upon without starting from square one. The following policies, collaborations, organizations, and strategies are assets that Sioux City and Sergeant Bluff can work with to implement projects and expanded efforts as identified in this plan.

Complete Streets Policies

Both Sioux City and Sergeant Bluff have adopted Complete Streets Policies. These policies ensure that all modes of transportation are considered in roadway design during new construction and redevelopment projects. With these policies, safety considerations are built into initial design conversations, rather than addressing safety superficially after plans are underway or complete. These policies also allow for consideration of system-wide impacts of a road project, for example: pedestrian accommodations and connection to the trail or sidewalk network; access to nearby commercial areas, parks, schools, or residential areas; and appropriate lane configuration to accommodate other modes for the volume and speed of the

Example of a Complete Street design. Image source: Smart Growth America.

corridor. When implemented as intended, these policies allow for integration with the city's planning documents, such as the Bike Infrastructure Plan, Active Transportation Plan, and Comprehensive Plans. In addition to making progress on the planning goals detailed in such documents, the integration of plans prior to a roadway project taking place also ensures that city investments are used efficiently, preventing costly redesign.

Sioux City Complete Streets Policy

Sioux City defines Complete Streets Policy as "a transportation policy and design approach that mandates streets to be planned, designed, operated, and maintained to ensure safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation." Complete streets will facilitate the safe and effective integration of various transportation systems, ensuring they are interconnected to support multimodal travel throughout the city. Each system will be assessed for its connectivity to other systems, and transportation planning will identify and implement necessary improvements to enhance or establish these connections where required.

According to the policy, five-foot sidewalks are required for all new residential developments. For commercial developments, a 10-foot trail width sidewalk is required in front of new developments. City reconstruction projects will also consider replacing four-foot sidewalks with 10-foot sidewalks where physical conditions allow. The Complete Streets Policy of Sioux City explicitly addresses and incorporates pedestrian safety considerations in roadway design. "The city will consider pedestrian safety by using appropriate aids to ensure that ADA accessibility is accommodated in all road reconstruction projects. This includes the use of regulated sidewalk grades, street/sidewalk transitions, and the inclusion of islands for pedestrian safety in large intersections." In addition, the city will use designs that provide the shortest distance for pedestrians to cross intersections, with increased importance in high-traffic areas such as commercial zones.

Sergeant Bluff Complete Streets Policy

Sergeant Bluff adopted their Complete Streets Policy in 2016. The vision for the policy is as follows: "This Complete Streets Policy incorporates the simple and basic concept that streets and roadways should be designed, constructed, and operated to be safe and accessible for all transportation users whether they are pedestrians, bicyclists, transit riders, vehicular motorists or trucks. Further, Complete Streets are designed to improve mobility and connectivity, improve health, increase safety, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Sergeant Bluff's citizen's and visitors. "

The policy mandates that all users of the transportation system should be accommodated in future roadway projects. This includes “pedestrians (including those with mobility aids), bicyclists, transit users, persons with disabilities, youth, seniors, scooter riders, motorcyclists, private motorists, commercial vehicle drivers, freight providers, emergency responders, and adjacent land uses”. Context-sensitive design is also a key component of the policy, with priority given to providing access to significant pedestrian activity centers, ensuring connectivity across barriers, accommodating a large number of non-motorized transportation users, enhancing trail connectivity, and considering alternative routes that serve the same purpose.

The policy establishes a Complete Streets Review Committee, which includes members of City Staff, Elected Officials, Appointed Board Members, one SIMPCO staff member, one Siouxland District Health employee, and the City Engineer as needed. This committee is responsible for reviewing plans for new and reconstruction projects, including new development plans. Along with the Planning and Zoning Commission, the committee is tasked with implementing the policy and providing recommendations to the Mayor and City Council. The effectiveness of the policy is monitored through a set of performance measures reviewed annually by the Planning and Zoning Commission.

Sioux City Tri-State Incident Management Team (TSIM)

The Sioux City Tri-State Incident Management Team (TSIM) is a product of Iowa’s Statewide Multidisciplinary Safety Team (MDST) Program, which emerged from a partnership between the Federal Highway Administration’s Local Technical Assistance Program (LTAP), the Iowa Department of Transportation (Iowa DOT), and the Iowa Governor’s Traffic Safety Bureau (GTSB). Each partner in this program model has a distinct role: LTAP focuses on improving crash

Traffic rerouting due to construction on Highway 20 in Sioux City. Photo credit: Siouxland Proud, 11/21/2023.

response and implementing safety solutions, the Iowa DOT develops and facilitates Local Area Teams, and the GTSB works to identify leading causes of crashes and enhance road system safety.

Throughout the construction season, from March to October, the team convenes monthly, bringing together a diverse group of stakeholders, including county and city engineers and officials, educators, emergency management personnel, emergency responders, law enforcement, Iowa DOT representatives, towing services, and state and regional transportation planners. During these meetings, the group collaborates to optimize efficient use of resources; share knowledge, data tools, and research; and find collaborative solutions to multi-faceted traffic safety issues. Key topics discussed by the team include crash analysis reviews, new data and resources, enforcement activities, hazard mitigation plans, diversion routes, local road safety projects, after-action reviews, and traffic incident management. The overarching goals of the TSIM Team are to improve traffic safety, foster interagency cooperation, resolve local safety issues, identify and mitigate crash causes, and enhance crash response practices.

Enforcement Strategies

Sioux City Police Department

One of Sioux City Police Department's (SCPD) strategies that they have found a great deal of success with is conducting high visibility enforcement days throughout the day on holidays or occasions when driving under the influence is known to be more likely. This includes holidays such as New Year's Eve and St. Patrick's Day. The purpose of this strategy is to not only remind drivers of needed vehicle maintenance and proper traffic protocol, but also to prime drivers' awareness of law enforcement presence to prevent problematic alcohol consumption and vehicle operation later in the day. This enforcement strategy also pursues any drivers that may be under the influence throughout the day as well. While this strategy has been effective, it is also resource intensive, and additional funding could support the use of this strategy on additional holidays or occasions.

Speed feedback sign. Image source: Iowa DOT.

SCPD also identified speeding interventions, such as speed feedback signs and speed cameras, as an effective strategy for slowing traffic on corridors that are known to have frequent speeding violations. Such interventions are low-cost relative to the impact they have on driver behavior.

When it comes to education and encouragement initiatives, SCPD representation expressed the need for additional resources to execute this type of work. At the moment, the department does not necessarily have the capacity to take on such initiatives as driver education, positive reinforcement of safe driving behaviors, or other innovative public outreach strategies. With additional funding, the SCPD would have an interest in increasing capacity to implement such strategies or explore partnerships with organizations that offer services in alignment with safe driving strategies. For example, partnering with the local community college to expand the offering of motorcycle safety courses.

Image source: Kansas Traffic Safety Resource Office.

An additional need identified through conversation with SCPD is the need for expanded officer training, in particular, officer training to become a Drug Recognition Expert (DRE). For an officer to be able to accurately recognize signs of impairment by specific substances, officers must be exposed to a high volume of such cases. Typically, this involves training in a larger population center where the officer would encounter such a variety and volume of impairment cases. This training is not in the current department budget due to expense, but it would be highly valuable in increasing roadway safety in Sioux City.

Sgt Bluff Complete Streets/Safe Routes to School Committee

Formed ten years ago, Sergeant Bluff's Complete Streets/Safe Routes to School Committee works toward the goal of creating a "walkable, family-friendly, and physically-active community". This initiative is a collaborative effort involving city leadership, the Siouxland District Health Department, SIMPCO, and the Sergeant Bluff Luton Community School District. Each year, the committee conducts thorough sidewalk inspections to ensure that sidewalks and curb cuts are well-maintained and appropriately located. Additionally, the group undertakes

various projects, including pedestrian lighting improvements, the installation of new crosswalks, support for trail projects, the identification of necessary sidewalk connections to public facilities, and recommendations for the placement of benches. The coalition is also responsible for keeping the safe routes to school map updated and actively encourages alternative transportation to school by promoting and hosting annual Bike to School Day and Walk to School Day events.

Sioux City Active Transportation Advisory Committee

The Active Transportation Advisory Committee advises Staff and the City Council on bicycle and pedestrian matters, and assists with implementation of the Bike Facilities Study, the Active Transportation Plan, and Complete Streets Policy. The committee is also tasked with coordination of "Encouragement, Education, Enforcement, and Evaluation" activities, and assists in the development and implementation of other goals as related to active transportation practices. Some of these activities include site plan reviews, public education through marketing, updating/reviewing city codes to encourage safe bicycle/pedestrian activities and infrastructure, and providing input on short-and long-range plans for improved bicycle/pedestrian infrastructure.

SIMPCO Bicycle Pedestrian Roundtable

SIMPCO's Bicycle/Pedestrian Roundtable is a group of staff, community partners, advocates, and residents who meet quarterly to discuss and plan for improved bicycle and pedestrian policies throughout the Siouxland area. Since the start of the Roundtable in 2008, this group has taken a collaborative, cross-jurisdictional approach to bicycle and pedestrian planning in the metro area. These meetings give city leaders the opportunity to share upcoming trail construction plans, sidewalk improvements, parks and recreation initiatives, and challenges they may be facing in bicycle and pedestrian planning. Group members also use the forum to brainstorm ideas for education and encouragement activities to promote the use of the trail system, bike lanes, and other pedestrian infrastructure.

Efforts that the Roundtable has participated in since its creation in 2008 include:

- Temporary park-lets and bicycle lanes in downtown Sioux City
- Walking School Bus/Safe Routes to School
- Mayor's Challenge for Safer Streets
- Iowa Initiative for Sustainable Communities
- Bicycle Friendly Employer Award
- Bike Racks on Buses
- Annual Bike to Work Day
- Trail Advocacy, such as the Annual Summer Trailblazer Challenge
- Blue Zones

Sioux City Safe Routes to School Maps

The most recent Safe Routes to School maps for Sioux City Community School District were created in 2018. This was a project implemented by Siouxland District Health Department and SIMPCO who partnered to provide technical assistance to schools in Woodbury County that were interested in starting a Safe Routes to School program. Since the creation of these maps, there have been many changes within the School District and residential neighborhoods adjacent to the schools. New schools have since been constructed and changes to infrastructure that impact traffic and safety have been made. The need for updated maps continues to arise in discussions with committees and coalitions across the city whose work impacts traffic safety.

These maps are a valuable tool for the District to share with families who may be interested in walking to school and with some resources and encouragement, would transition away from car transportation. With updated maps, the District could partner with some of the coalitions described in this plan: the Bicycle/Pedestrian Roundtable, Active Transportation Advisory Committee, and Healthy Siouxland Initiative, to market the maps and put them into action alongside other events and initiatives.

Healthy Siouxland Initiative

The Healthy Siouxland Initiative is a collaborative community effort led by Siouxland District Health Department (SDHD), comprised of mainly social service and health care personnel. This group assists in completing the SDHD's Community Health Needs Assessment and Health Improvement Plan every three years. Several coalitions help to implement strategies to address goals identified in the Health Improvement Plan. One of these coalitions is the Healthy Siouxland Coalition, which meets quarterly to share updates on programs and services that are available in the community focusing specifically on chronic disease prevention, physical activity and nutrition. This group is comprised of representatives from Parks and Recreation, the YMCA, the hospital systems, SDHD's Food Policy specialist, SIMPCO, All Abilities Health and Wellness Coalition, Sioux City Active Transportation Advisory Committee, Downtown Partners Environment Committee, and the Breastfeeding Coalition.

The Healthy Siouxland Initiative aims to "promote physically active lifestyles and healthy eating throughout Siouxland" by addressing the increasing adult obesity levels through education and community-based interventions. Strategies to achieve this goal include increasing adult physical activity options in Siouxland, supporting the expansion of the trail and park system, adding mile markers and physical activity prompts in public places, creating and distributing trail maps, and installing water filling stations along trails. Additionally, the group discusses ways to improve infrastructure to enhance the pedestrian experience, creating a safe and comfortable environment that encourages more people to choose walking and cycling for short trips.

Downtown Partners' Environment Committee

Downtown Partners is a Self-Supported Municipal Improvement District (SSMID) that provides revenue for a wide variety of downtown improvements, such as infrastructure upgrades;

economic development and networking opportunities for businesses in the district; developing sense of place; and entertainment, dining, and cultural events and festivals.

The goal of Downtown Partners' Environment Committee is to "make place-making improvements to public spaces, roadways and streetscapes to make downtown more walkable, bikeable and livable."

Their initiatives focus on promoting riverfront connectivity and finding ways to revitalize these areas through urban design and place-making strategies. They aim to improve the pedestrian and bicycle experience to encourage housing and business growth, supporting "complete street" concepts on key corridors that connect different parts of downtown. In addition, they are dedicated to enhancing downtown greenery by adding more landscaping and trees along streetscapes and parks, with plans to create a central gathering space, such as a "town square park."

Safety Analysis

To analyze roadway safety in Sioux City and Sergeant Bluff, the study area was divided into seven neighborhoods or regions. Dividing the study area into these neighborhoods helped during analysis to understand survey and crash data in the context of the surrounding neighborhood including the nearby land uses, residential density, traffic access, pedestrian network, and equity considerations. Using the Survey 123 tool from Esri ArcGIS, the survey data collected from the public was overlaid on an interactive map with historical crash data, additional safety concern areas identified by the steering committee. Points of interest and amenities that generate more pedestrian activity, such as parks, schools, healthcare facilities, grocery stores, and trails, were also added to the interactive map to provide context and center pedestrian safety during analysis. A link to the interactive map used in analysis is included at the bottom of this page.[1]

West side/Riverside

The Westside/Riverside neighborhood is situated in the northwest corner of Sioux City. It is generally defined by the City of North Sioux City to the west, Interstate 29 and the Missouri River to the South, Hamilton Blvd and Stone Park Blvd to the East, and Mount Talbot State Preserve to the North. Primary commercial corridors in the Westside neighborhood are along Hamilton Blvd, near Interstate 29, and along Riverside Blvd. Much of the Westside neighborhood land use is comprised of single family detached, rural residential, agriculture, and parks & open space.

The Westside neighborhood has been identified as an underserved community by the US DOT Equity Transportation Community database. This neighborhood has a poverty level of 42.39% and a median household income of $47,098.00. There is an estimated 4.10% of households in the neighborhood that do not own a personal vehicle. The Equity Transportation Community database also shows that the Westside neighborhood is at 93.3% for environmental burden disadvantage and 78.1% for health vulnerability. The average household in the Westside neighborhood spends an estimated $10,978.00 on transportation.

Downtown/Midtown

The Midtown neighborhood is situated in the south-central part of Sioux City. It is generally defined by the City of South Sioux City to the south, Highway 75 to the east, Hamilton Blvd to the west, and 18th street to the north. Primary commercial corridors

[1] *https://bit.ly/SafeStreetsSCSB*

are along Gordon Drive and Pierce Street and the current land use of the Midtown neighborhood includes entertainment and culture, medical, public/semi-public, and single-family detached.

The Midtown/Downtown neighborhood has been identified as an underserved community in the USDOT Equitable Transportation Community database. 70.65% of the population in this area is at or below the 200% of the federal poverty line with the median household income being approximately $33,125.00. The Midtown/Downtown neighborhood is also at 95.3% for an environmental burden disadvantage and 93.7% for social vulnerability disadvantage.

Another section of the USDOT Equitable Transportation Community database shows that an additional section of the Downton/Midtown neighborhood has a 46.42% poverty level with a median household income of $27,432.00. There is an estimated 26.70% of households in the neighborhood do not own a personal vehicle. The midtown/Downtown neighborhood is also rated 89.4% for social vulnerability disadvantage and 72.7% disadvantaged for transportation insecurity. This section of the database is also combined with the Sergeant Bluff neighborhood.

Leeds

The Leeds neighborhood is in the northeast of the city. It is generally defined by Floyd Blvd to the southeast, U.S. Highway 75 to the northeast, and Outer Drive to the southwest. The current land use for the Leeds neighborhood consists of single-family homes and agricultural use. The primary commercial corridors are along Floyd Blvd and Highway 75.

Northside

The Northside neighborhood is in the north central part of Sioux City. It is generally defined by Floyd Boulevard to the east, Hamilton Boulevard and Stone Park Boulevard to the west, the Midtown neighborhood to the south, and Foxview Lane to the north. The current land use in the Northside neighborhood consists of single-family homes, education, rural residential, and agricultural use.

A portion of the Northside neighborhood is identified as an underserved community by the US DOT Equitable Transportation Community database. The poverty level for the Northside neighborhood is at 42.39% and the median household income is approximately $54,977.00. There is an estimated 6.10% of households in the area that do not own a personal vehicle while residents in the Northside neighborhood spend about $11,209.00 on transportation costs. The Northside neighborhood also is in the disadvantaged threshold for climate & disaster risk burden, environmental burden, health vulnerability, and social vulnerability

Morningside

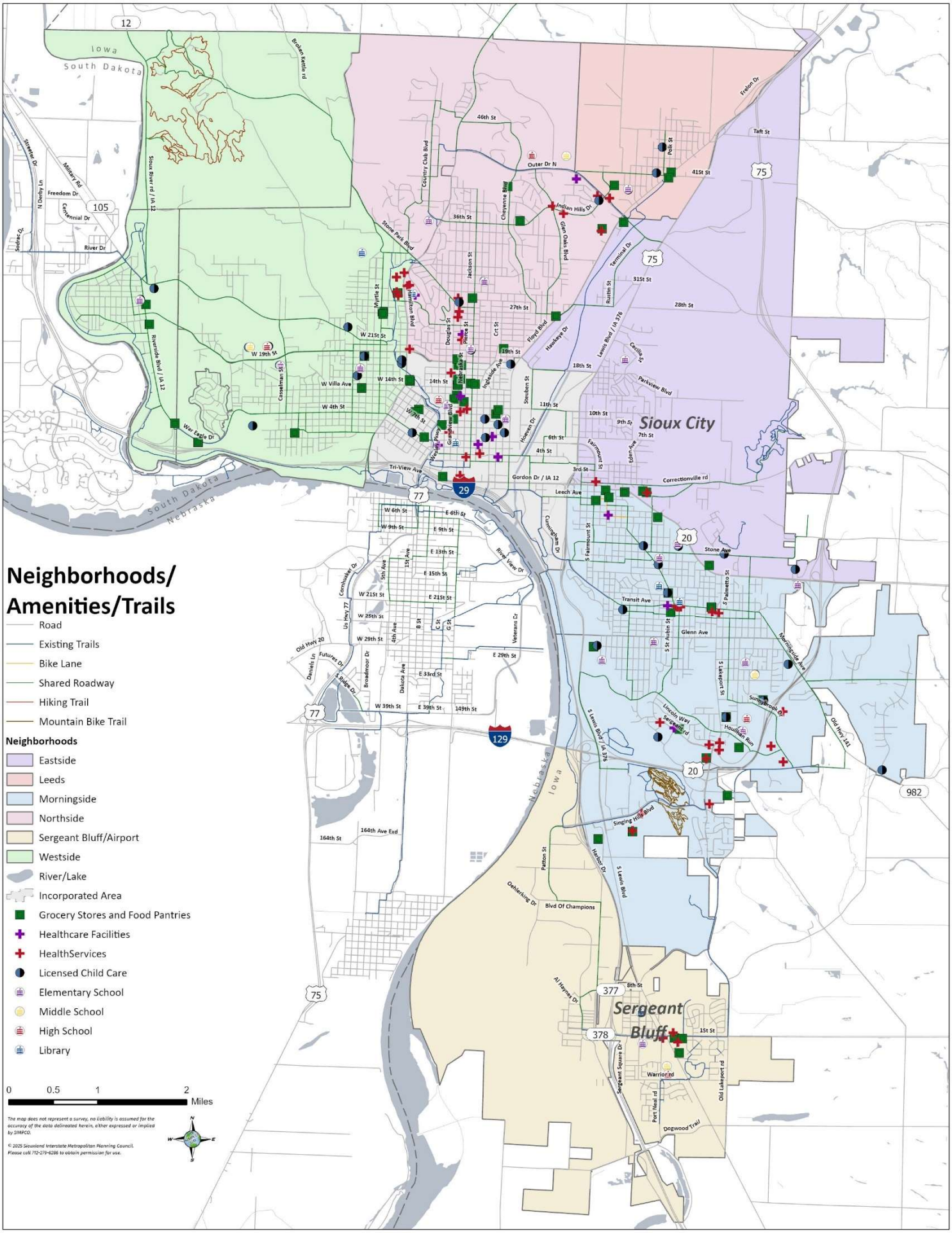
The Morningside neighborhood is situated in the southeast of the city. It is generally defined by highway 75 to the west, Gordon Drive to the north, Glen Ellen to the east, and the City of Sergeant Bluff to the south. Primary commercial corridors in the Morningside neighborhood are along Gordon Drive, Morningside Avenue, and near the highway 20/highway 75 interchange. There are also regional commercial areas near the I-29 and Singing Hills Boulevard interchange, and on Lakeport and Sergeant Road near the Southern Hills Mall and Lakeport Commons shopping areas.

Eastside

The Eastside neighborhood is situated on the east side of Sioux City. It is generally defined by the Leeds neighborhood to the north, Gordon drive to the south, Highway 75 to the east, and Floyd Blvd on the west. The primary commercial corridors are along the U.S. Highway 20 and Highway 75 interchange. The Eastside neighborhood land use consists of agriculture, parks & open space, single-family detached homes, multi-family, and educational.

Sergeant Bluff

The City of Sergeant Bluff is a community of 5,015, situated south of the City of Sioux City. Sergeant Bluff's most heavily travelled roadways in the city are Lewis Boulevard, First Street, Dogwood Trail, and Old Lakeport Road. Important pedestrian activity centers in Sergeant Bluff include the corridor along Lewis Boulevard including the Recreation Complex, the Middle School and High School, and the Community Center. Other pedestrian activity centers include the 4th Street corridor where City Hall and the Library are located and S. Lewis Boulevard and 1st Street, a major intersection in the center of town.


Neighborhoods/
Amenities/Trails
Road
Existing Trails
Bike Lane
Shared Roadway
Hiking Trail
Mountain Bike Trail
Neighborhoods
Eastside
Leeds
Morningside
Northside
Sergeant Bluff/Airport
Westside
River/Lake
Incorporated Area
Grocery Stores and Food Pantries
Healthcare Facilities
HealthServices
Licensed Child Care
Elementary School
Middle School
High School
Library
0 0.5 1 2
Miles
The map does not represent a survey, no liability is assumed for the accuracy of the data delineated herein, either expressed or implied by SIMPCO.
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Sioux City
Sergeant Bluff
Iowa
South Dakota
Nebraska

Figure 4

Mapping Process

The neighborhood map in Figure 1 was used during community outreach to assist with the process of spreading the word about the project across the entire study area. This map also helped to understand the context of safety concerns, viewing each concern in relation to surrounding schools, parks, businesses, trails, and other neighborhood activities.

Historical Crash Data

In addition to the public input survey, historical crash data was also gathered (displayed in Figure 5 below) and layered with the results of public input data. Data from the last five complete years of available crash figures were downloaded from the Iowa Department of Transportation's Iowa Crash Analysis Tool (ICAT). To identify hot spots of crash activity, data of crashes resulting in fatalities, serious injuries, and minor injuries were analyzed. Although minor injuries were not the primary focus of the study, including their data helped identify intersections that haven't had serious incidents recently but are likely to result in more severe outcomes in the future.

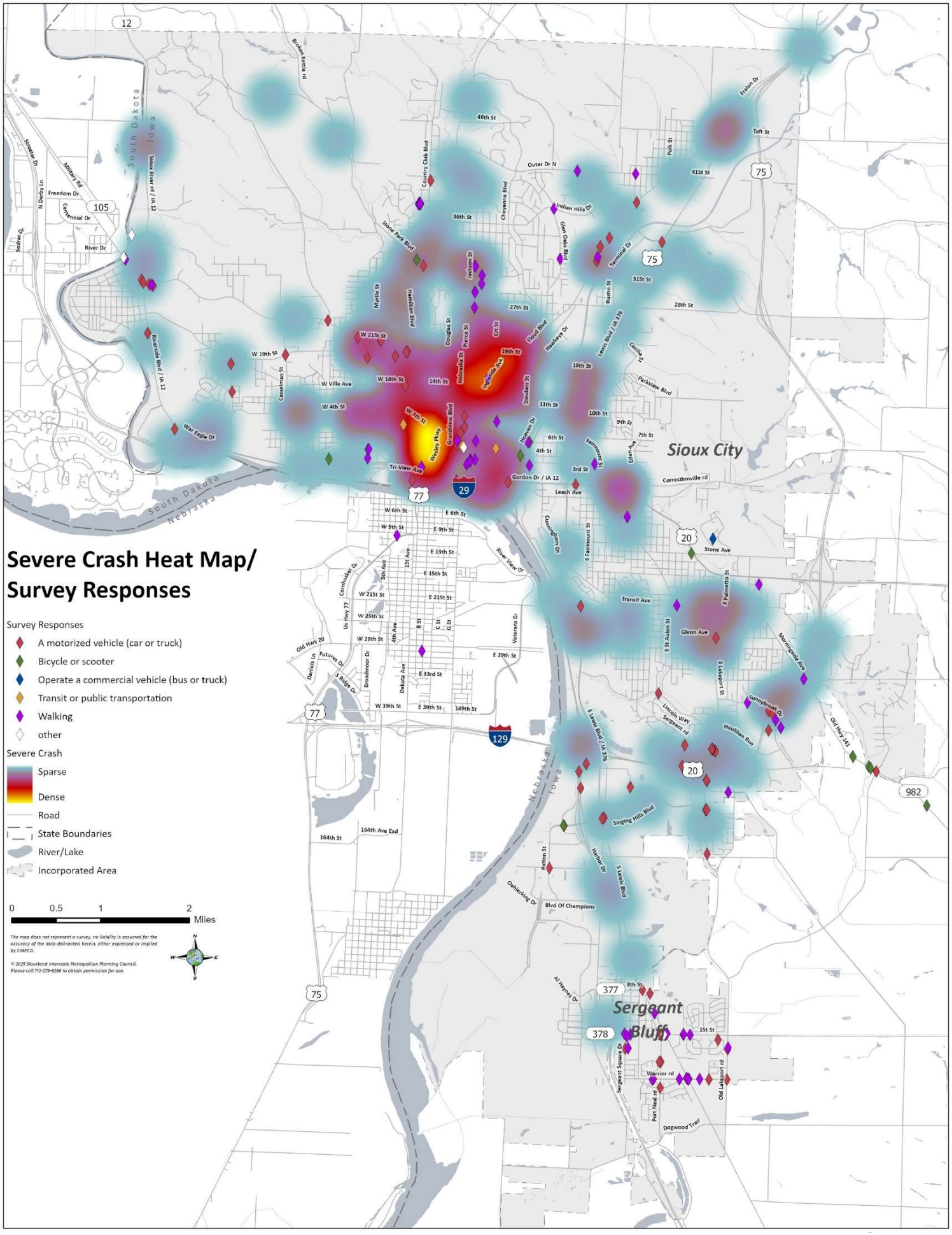
The historical crash data was visualized as a heat map to identify areas of frequent crash activity, as displayed in Figure 6. Overlaying survey data revealed an association between the public's identified safety concerns and areas with high crash activity in some instances, underscoring the importance of addressing these high-risk locations.

Crashes by Severity

Sioux City & Sergeant Bluff, 2014 - 2023

Year	Fatal	Serious Injuries	Minor Injuries	Possible or Unknown Injuries	Property Damage Only	Total
2014	5	33	123	381	1,398	1,940
2015	7	28	160	450	1,450	2,095
2016	5	20	169	518	1,374	2,086
2017	3	30	170	454	1,404	2,061
2018	3	24	158	485	1,469	2,139
2019	8	29	162	491	1,526	2,216
2020	7	33	161	421	1,316	1,938
2021	6	21	163	468	1,347	2,005
2022	3	15	191	492	1,342	2,043
2023	5	26	155	495	1,390	2,071
10-Year Avg	**5**	**26**	**161**	**466**	**1,402**	**2,059**

Figure 5


Severe Crash Heat Map/
Survey Responses
Survey Responses
A motorized vehicle (car or truck)
Bicycle or scooter
Operate a commercial vehicle (bus or truck)
Transit or public transportation
Walking
other
Severe Crash
Sparse
Dense
Road
State Boundaries
River/Lake
Incorporated Area
0 0.5 1 2
Miles
The map does not represent a survey, no liability is assumed for the accuracy of the data delineated herein, either expressed or implied by SIMPCO.
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Sioux City
Sergeant Bluff
South Dakota
Nebraska
Iowa

Figure 6

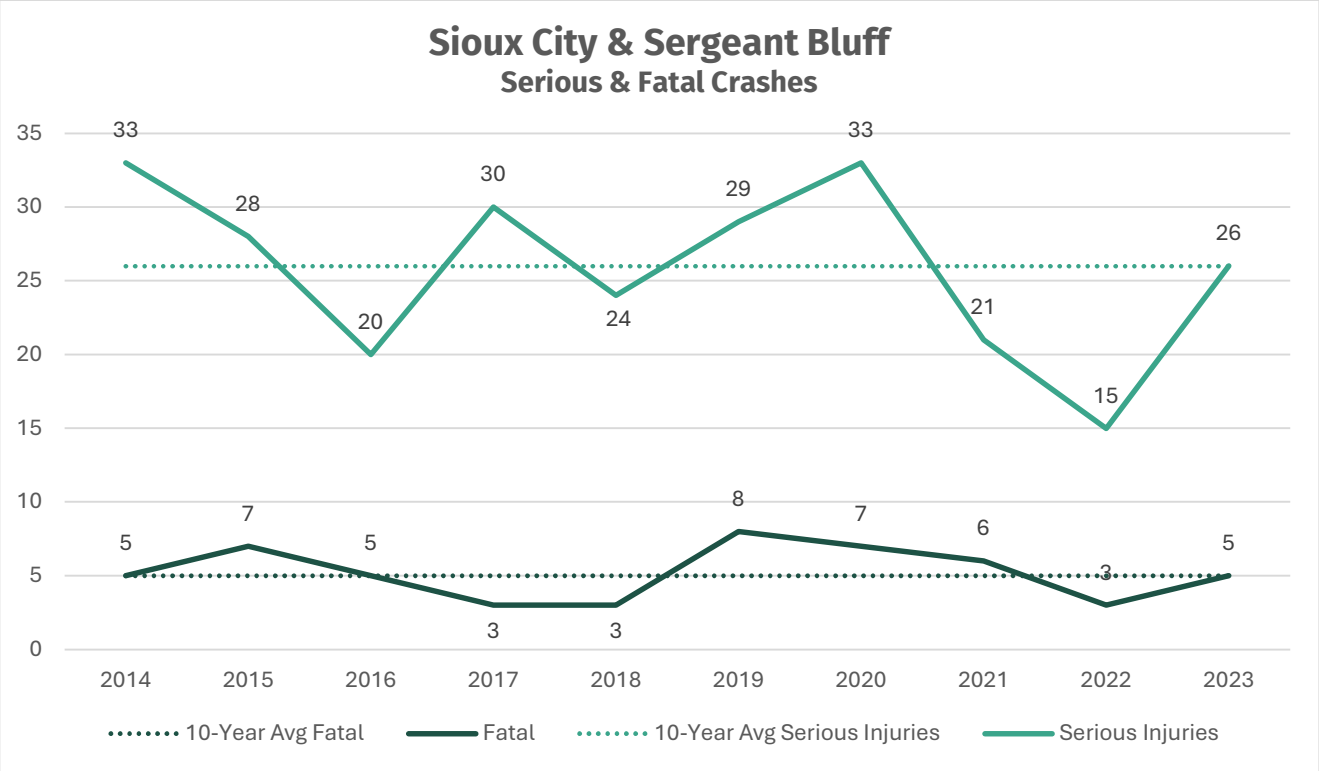


Figure 7

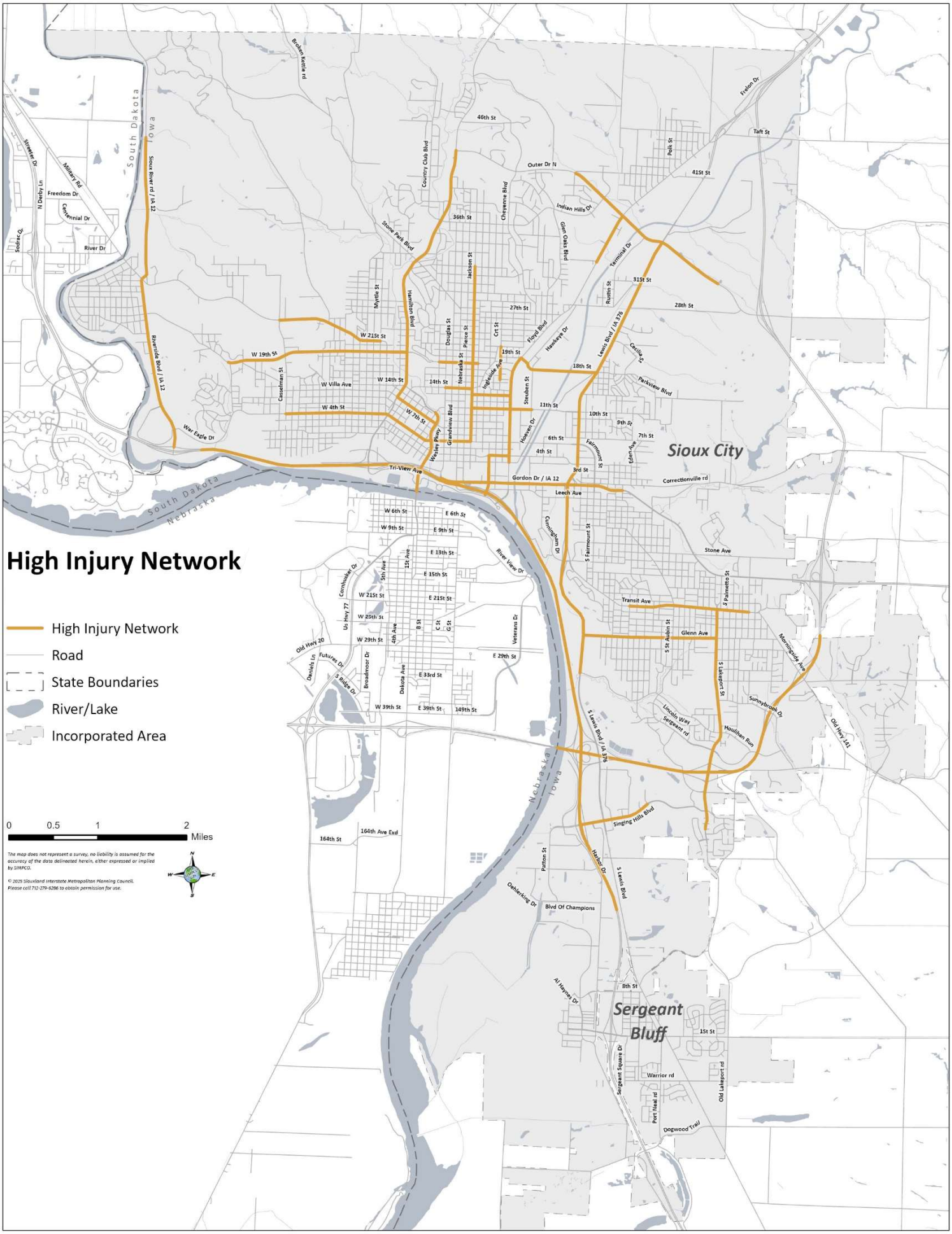
PCR data

Another data input used to create the high injury network for Sioux City and Sergeant Bluff was the Iowa DOT's Potential for Crash Reduction tool. This tool operates based on an expected number of crashes, determined by intersection characteristics, such as volume, presence of a signal or stop sign, whether traffic is divided or undivided, and speed. When compared to the actual crash history of the intersection, it is possible to compare the safety performance of the intersection to the number of crashes that would be expected to occur given the conditions. If the predicted number of future crashes is significantly higher than the expected number, the Potential for Crash Reduction (PCR) value would be correspondingly high. A high PCR value represents an intersection that is presenting greater safety hazards than would be expected to occur based on the volume of traffic, and therefore, the intersection should be studied to determine what features are leading to hazardous conditions, and what countermeasures can be implemented to reduce risk to road users.

PCR data representing the last five years of available data (2019-2023) were pulled from the Iowa DOT's online interactive PCR map. The PCR tool was used to verify and cross-reference intersections with high historical crash rates and those identified in survey data or anecdotal accounts of safety issues. Areas confirmed by high PCR values were given additional consideration for the final project list in addition to consideration of information from the map of survey data, crash history data, and pedestrian activity centers.

High Injury Network

Once this data was added to the map, it was presented to the steering committee for discussion. Patterns of overlap between crash history, survey feedback, and PCR values emerged, telling a story of problem areas in the study area. Whether it was a history of frequent serious accidents, chronic traffic congestion near school zones, or anecdotal accounts of near misses, each layer of data contributed useful information in the process of creating the high injury network. It became clear that several corridors were causing safety problems, with data indicating issues at multiple intersections along the same route. Conversations with city engineers and Iowa DOT representatives tended to reflect and echo what the data were showing as the most troublesome areas of the road network, many of these areas already having been known to cause safety hazards, and in need of intervention. The map of the High Injury Network is displayed in Figure 8.


High Injury Network
High Injury Network
Road
State Boundaries
River/Lake
Incorporated Area
0 0.5 1 2 Miles
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Sioux City
Sergeant Bluff
South Dakota
Nebraska
Iowa
Broken Kettle rd
Streeter Dr
N Derby Ln
Military Rd
Freedom Dr
Centennial Dr
River Dr
Sodrac Dr
Sioux River rd / IA 12
Riverside Blvd / IA 12
War Eagle Dr
Country Club Blvd
Stone Park Blvd
Outer Dr N
46th St
36th St
Cheyenne Blvd
Glen Oaks Blvd
Indian Hills Dr
Terminal Dr
Frelon Dr
Taft St
Polk St
41st St
31st St
28th St
Rustin St
Lewis Blvd / IA 375
Cecilia St
Parkview Blvd
Hamilton Blvd
Myrtle St
Jackson St
27th St
Douglas St
Pierce St
Ctrl St
Floyd Blvd
Hawkeye Dr
19th St
18th St
W 21St St
W 19th St
W Villa Ave
W 14th St
14th St
Nebraska St
Ingleside Ave
Steuben St
Casselman St
W 4th St
W 7th St
Grandview Blvd
Wesley Pkwy
11th St
10th St
9th St
7th St
6th St
4th St
Howren Dr
Fairmount St
Eden Ave
3rd St
Tri-View Ave
Gordon Dr / IA 12
Correctionville rd
Leech Ave
Cunningham Dr
S Fairmount St
Stone Ave
River View Dr
W 6th St
W 9th St
E 6th St
E 9th St
E 13th St
E 15th St
E 21st St
W 21St St
W 25th St
W 29th St
E 29th St
E 33rd St
E 39th St
W 39th St
149th St
5th Ave
1st Ave
4th Ave
B St
C St
G St
Cornhusker Dr
Us Hwy 77
Old Hwy 20
Futures Dr
Daniels Ln
S Ridge Dr
Broadmoor Dr
Dakota Ave
Veterans Dr
Transit Ave
S Palmetto St
Glenn Ave
S St Aubin St
S Lakeport St
Morningside Ave
Sunnybrook Dr
Old Hwy 141
Houlihan Run
Lincoln Way
Sergeant rd
S Lewis Blvd / IA 375
Singing Hills Blvd
164th St
164th Ave Exd
Patton St
Harbor Dr
S Lewis Blvd
Oehlerking Dr
Blvd Of Champions
Al Haynes Dr
8th St
1st St
Sergeant Square Dr
Warrior rd
Port Neal rd
Old Lakeport rd
Dogwood Trail

Figure 8

Driving Behavior

In addition to the aforementioned data inputs, the Iowa DOT's ICAT tool was used to pull data about the major causes of crashes in the past five years. This allowed the plan to consider not only location-specific information but also determine what driver behaviors were associated with severe and fatal crashes. This data was summarized and brought to law enforcement for discussion and input.

While general categories, such as "ran off road," "lost control," etc., are listed as major causes of a crash, often the first apparent incident in a crash is noted in crash reports, rather than the actual condition prior to the crash that led to the incident. It is often impossible for reporting officers to know what contributing conditions were present prior to the crash. For example, according to law enforcement officials, distracted driving is likely underreported because reporting this behavior relies on another driver, or the officer witnessing the use of a device just prior to the crash taking place. Therefore, the report only includes the first apparent event of the crash caused by the behavior, such as "lost control".

Conversations with law enforcement also identified that there is a need for additional motorcycle safety training opportunities in Sioux City and Sergeant Bluff. By nature, motorcycle crashes are most likely to cause injury and fatalities. Of the 185 crashes involving a motorcycle during the five years of data from 2019 to 2023, three resulted in a fatality (1.6%) and 37 resulted in a serious injury (20%). In comparison, only 0.3% of all crashes during the same period resulted in fatality, and 1.2% resulted in a serious injury.

Drugs and alcohol are also more likely to be involved in crashes resulting in fatalities and serious injuries. According to law enforcement, there is a need for officers to have more training in identifying the signs of impairment by particular substances, to improve response and reporting of impaired driving.

The following tables summarize the major causes of crashes resulting in fatalities, major injuries, and minor injuries in the past five years of available data.

This data, in combination with input from law enforcement, points to primary issues with speeding, obeying traffic signals and stop signs. Leading underlying causes of dangerous or reckless driving behavior are distracted driving, which is presumed to be significantly underreported, and driving under the influence of drugs and alcohol.

Fatal Crashes **Major Cause, 2019 -2023**	
Ran off road	7
Excessive speed	6
Ran Traffic Signal	2
Improper turn	2
Driver Distraction, Interior	2
Lost control	1
Ran stop sign	1
FTYROW Making Left Turn	1
Crossed centerline	1
Wrong way driving	1
Unknown/Other	5
Total	29

Serious Injury Crashes Major Cause, 2019 – 2023	
Excessive speed	14
Ran Off Road	13
FTYROW from stop sign	12
Ran stop sign	10
Ran Traffic Signal	9
Aggressive or Reckless Driving	8
Lost Control	6
FTYROW Making Left Turn	3
FTYROW From Driveway	3
Followed Too Close	3
Animal	2
Passing	2
Erratic Lane Changing	2
Improper Turn	2
Driver Distraction Use of Device	1
Operator Inexperience	1
FTYROW To Pedestrian	1
Drove around RR crossing gates	1
Crossed centerline	1
Wrong way driving	1
Failed to stay in lane	1
Unknown/Other	28

Minor Injury Crashes Major Cause, 2019 – 2023	
Ran traffic signal	104
FTYROW from stop sign	85
FTYROW making left turn	74
Ran off road	68
Lost control	62
Followed too Close	59
Excessive speeds	52
Ran stop sign	49
Driver Distraction, Interior	37
Aggressive or Reckless Driving	25
Made improper turn	19
Failed to stay in lane	12
FTYROW To Pedestrian	11
Driver Distraction, Exterior	10
FTYROW other	7
Failed to yield to emergency vehicle	6
FTYROW From Driveway	6
Wrong way driving	6
Crossed centerline	5
Animal	4
Erratic Lane Changing	4
Vision obstructed	3
FTYROW: Right turn on Red Signal	2
FTYROW: From yield sign	2
Equipment failure	1
Operator inexperience	1
Unknown/Other	118

Drug/Alcohol Related – Fatal Crashes, 2019 – 2023	
Drug	3
Alcohol (< Statutory)	0
Alcohol (Statutory)	5
Drug and Alcohol (< Statutory)	2
Drug and Alcohol (Statutory)	5
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	14
Percent of Total	52%

Drug/Alcohol Related – Serious Injury Crashes, 2019 – 2023	
Drug	7
Alcohol (< Statutory)	1
Alcohol (Statutory)	9
Drug and Alcohol (< Statutory)	1
Drug and Alcohol (Statutory)	6
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	100
Percent of Total	19%

Drug/Alcohol Related – Minor Injury Crashes, 2019 – 2023	
Drug	4
Alcohol (< Statutory)	7
Alcohol (Statutory)	55
Drug and Alcohol (< Statutory)	1
Drug and Alcohol (Statutory)	8
Refused	13
Under Influence of Alcohol/Drugs/Medications	7
None Indicated	737
Percent of Total	10%

Drugs and alcohol are involved in over 50% of fatal crashes, nearly 20% of crashes resulting in serious injuries, and 10% of minor injury crashes.

Emphasis Areas & Countermeasures

Emphasis Areas

Several themes emerged across the study area based on the analysis of historical crash data, survey input from roadway users, and conversations with members of the steering committee. These themes, or emphasis areas, are safety issues that were frequently brought up as a contributing factor to crashes or known issues in our community. Below, each of these emphasis areas are listed along with potential countermeasures or best practices for addressing the topic in question.

Speed management

To reduce vehicle speed, it is recommended that speed limits be supplemented by proactive roadway designs that are proven to reduce vehicle speeds. Conventionally, speed limits are set by determining the speed at which 85 percent of drivers drive at or below. This becomes the speed for which the roadway is maintained and the speed limit. This method of determining a speed limit tends to function well for limited access roads, such as a highway or expressway, where speed differentials are low. The same method is not always appropriate for urban roads, where vehicles are constantly entering, leaving, and stopping. Instead, the Safe System approach to setting speed limits, as detailed in such resources as the National Association of Transportation Officials' Urban Street Design Guide, recommends proactive roadway designs that cause "friction" for drivers, or environmental cues signaling drivers to stay alert and slow down. Therefore, posted speed limits are in line with the underlying design of the street, where obeying the speed limit is effortless for most drivers.

Roadway features that proactively slow vehicles can be incorporated into corridors with known repeat speeding violations. Design elements such as narrower lane widths, roadside landscaping, speed humps, curb extensions, and chicanes reduce traffic speeds and improve the quality of the bicycle and pedestrian realm.

Street trees and on-street parking narrow the driver's visual field, allowing them to focus on their immediate surroundings. These strategies also create "friction" for vehicles that require them to slow down to maintain their level of comfort.

The use of speed feedback signs, as well as variable signs that can be moved and updated to display relevant information are strategies that could also help to curtail speeding or reckless driving behavior. Furthermore, variable speed limit signs are one of the Federal Highway Administration's Proven Safety Countermeasures. These digital speed limit signs can be changed according to the current conditions, so that drivers maintain safe operating speeds.

Finally, the Institute of Transportation Engineers' Design Factors to Control Speed, explains that context sensitive solutions (CSS) sometimes call for the prioritization of elements of the neighborhood or surrounding land use over roadway efficiency. For example, in a downtown entertainment district, the quick movement of traffic through the district is not a priority or an ideal. In this context, it is in the best interest of downtown businesses and residents patronizing them to have a walkable, pedestrian-friendly environment with slow moving traffic, creating a space that presents environmental friction for vehicles and even discourages through traffic altogether. In this example, economic development and the character of the downtown are prioritized versus maximizing roadway capacity and level of service.

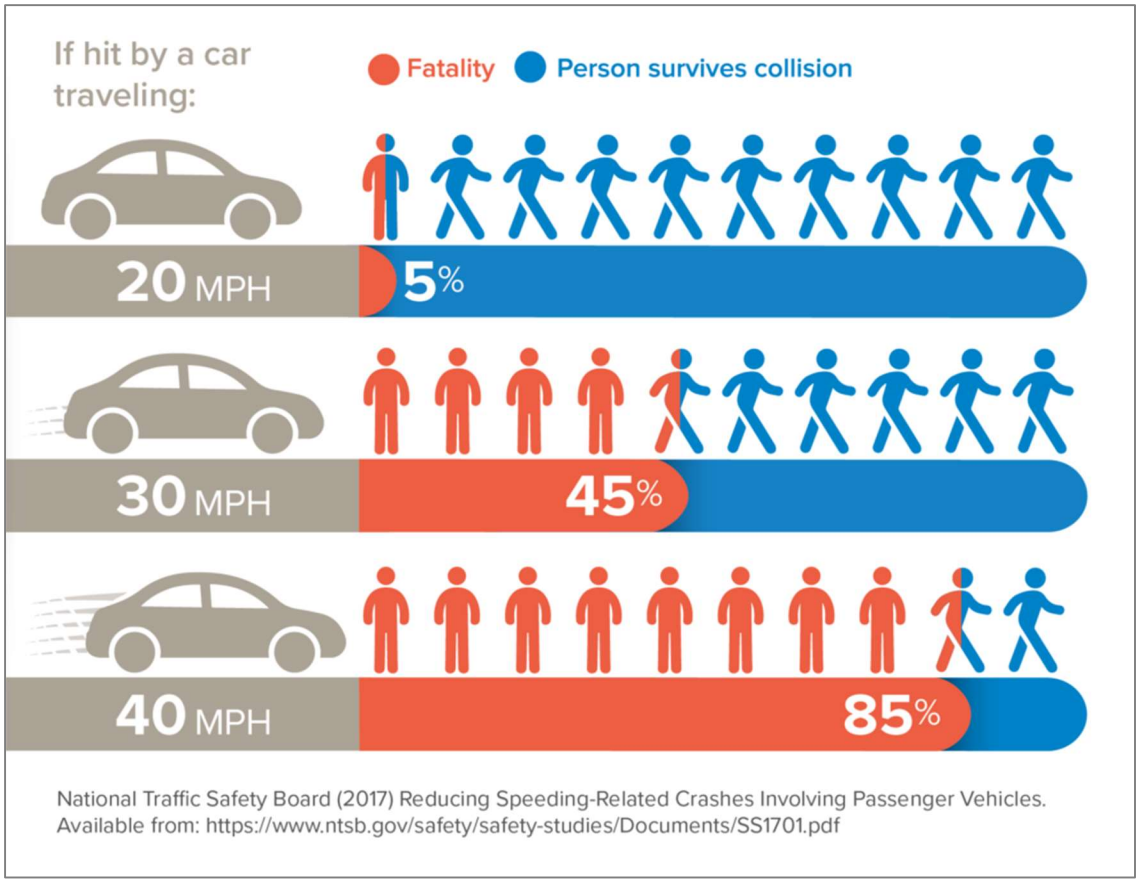


Image source: National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.

Impaired driving

The safety analysis carried out in the creation of this plan makes it clear that impaired driving is more likely to be a factor in severe and fatal crashes. The Sioux City Police Department has had success with high visibility enforcement days during holidays when impaired driving is expected to be more common. In addition to this strategy, city sponsored education and encouragement campaigns can contribute to a culture of safety. Resources to assist with such

campaigns are available from the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHSTA)[2].

Distracted Driving

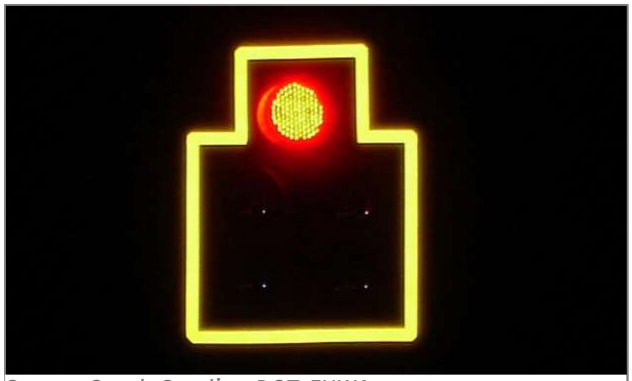
While the Safe System Approach recognizes that user error is inevitable and aims to separate roadway users wherever possible to reduce the potential for injury, countermeasures can also be taken to deter risky driver behavior such as distracted driving. Continued enforcement of existing distracted driving laws, including high visibility enforcement days, can help to deter drivers from using devices while operating their vehicle. Community members and leadership can also advocate for and support stronger laws, such as the "Hands Free" bill currently under consideration in Iowa that would increase limitations on the use of a device and increase penalties for violation of the law.

Finally, education and encouragement campaigns, where cities encourage residents to take a pledge and share resources with friends and family can also help to establish a culture of safe driving in our communities. The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHSTA) provides social media graphics, an example pledge, and tips for carrying out a distracted driving education campaign.[3]

Stop Signs and Signals

Another common cause of crashes in the study area is running stop signs and traffic signals. While these incidents most likely have other contributing factors, such as speeding, driving under the influence, or distracted driving, certain design considerations can counteract the effects of these risky driving behaviors. These interventions strengthen environmental cues to make it more likely that distracted drivers will take notice, while improving visibility and safety for all drivers.

Backplates installed on traffic signal heads can be used to enhance the visibility of the signal face by providing a contrasting background. The backplate frames the signal head with a one-to-three-inch yellow retroreflective border, which further improves the visibility. This border makes the signal more prominent and noticeable in both daytime and nighttime conditions.



Source: South Carolina DOT, FHWA

Other potential interventions to prevent drivers from running red signals are evaluation of signal timings to optimize each signal based on traffic volumes, intersection geometry, number of lanes, and other relevant factors. The length of the yellow change interval has an influence on red light violations, with an overly short signal not giving enough prior warning to drivers to stop, while an overly long yellow light encourages drivers to continue, anticipating that they still have time to make the signal. A

[2] *https://www.nhtsa.gov/risky-driving/drunk-driving#resources*
[3] *https://www.nhtsa.gov/risky-driving/distracted-driving*

properly timed yellow light will balance between these two extremes, giving drivers warning to slow down, without allowing enough time to race the red light. Relatedly, providing a slightly longer all-clear signal phase for intersections with high incidents can ensure the intersection is clear before anyone gets a green light.

Source: South Carolina DOT, FHWA

There are also design treatments to enhance the visibility of stop signs that can increase driver compliance. FHWA describes this design approach as Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections. This means that throughout the roadway system, many small, low-cost improvements are made to intersections with stop signs to enhance visibility of the signs and warn drivers prior to reaching the intersection. The benefit of this countermeasure approach is that many intersections can receive treatment because the treatments are low cost. Improvements are very cost-effective with an average benefit to cost ratio of 12:1, as a conservative estimate.

Examples of low-cost improvements that can be made to the through-approach from FHWA are included below[4]:

- Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon).
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.

Examples of design enhancements that can be used on the approach to a stop-controlled intersection from FHWA are listed below:

- Doubled-up (left and right), oversized advance “Stop Ahead“ intersection warning signs (can also include flashing beacon).
- Doubled-up (left and right), oversized Stop signs.

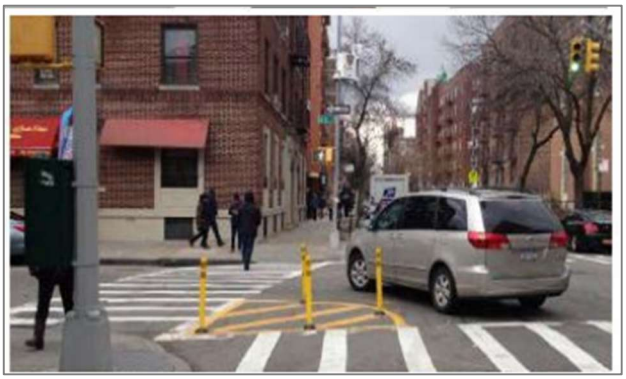
[4] *https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop*

- Retroreflective sheeting on sign posts.
- Properly placed stop bar.
- Removal of vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning sign at stem of T-intersections.

Pedestrian safety

Pedestrian safety was a concern frequently mentioned in survey data during the creation of this plan. The FHWA, NHTSA, ITE, the North American Cities & Transit Agencies Organization (NACTO), Vision Zero Network, and other transportation agencies, provide many resources for improving safety for pedestrians on urban roadways. Several countermeasures are included below, but interventions depend on the specific roadway context of each location. Additional resources for context-dependent interventions can be found at the end of this plan.

- Eliminate channelized right turn lanes in areas of high pedestrian activity
- Reduce curb radii to slow turning vehicles.
- Design urban streets based on a passenger vehicle, rather than a large commercial vehicle that uses the streets only occasionally. This ensures that road widths and turn radii are hospitable to pedestrians.
- Slow left-turning vehicles with a "turn hardening" program. Use flex posts and pavement markings at one-way to one-way intersections to tighten the curve and slow vehicles. (See photo example).
- Rectangular Rapid Flashing Beacons (RRFB) to enhance pedestrian visibility on crosswalks. Lights flash only when activated by a waiting pedestrian.
- Crosswalk visibility enhancements, such as high-visibility crosswalks, lighting, signing and pavement markings.
- Supplement crosswalks with patterned stop bars, sometimes called "shark's teeth," pavement markings
- Enforce setback of street parking away from intersections to ensure drivers' line of sight is not blocked by parked vehicles.



Example of turn hardening. Source: NYC DOT.

Crosswalk enhancements. Source: FHWA.

Pedestrian crossing of concern at S. Lewis Blvd and Warrior Dr. in Sergeant Bluff. S. Lewis Blvd divides the school campus and recreation complex.

School Zones

A common concern that came up in survey data and conversations with steering committee members was the need to enhance safety for students walking and biking to school. Strategies to address school zone safety are included below.

- Collaborate with school districts to implement a school-sponsored carpool system that would reduce the number of vehicles entering and exiting the school parking lots. This would reduce congestion on the roads while improving the safety of students walking or biking to school.
- Update and maintain Safe Routes to School maps and market these to families.
- Work with school districts to implement walking school bus programs.
- Continue to partner with SIMPCO's Bike/Ped Roundtable and Iowa Bike Coalition to implement Safe Routes to School events, such as participation in national Bike/Roll/Walk to school days in the Spring and Fall.
- Study traffic flow in and out of school parking lots during drop off and pick up times. Congestion during these times, although very brief, is intense and can impact the safety of children walking to and from school.

Trail Connectivity & Bike Infrastructure

The trail network has grown quickly over the past several years, offering safe routes for walkers and cyclists alike. As the trail network continues to grow and covers an increasing area of the city, the use of the trail network for short trips as an alternative to driving a vehicle will become more feasible. Both Sioux City and Sergeant Bluff have ongoing trail planning efforts that have resulted in robust trail and active transportation planning documents. In Sergeant Bluff, the Safe Routes to School/Complete Streets Committee maintains a trail plan and map that is included in their Comprehensive Plan. Sioux City has partnered with SIMPCO and Downtown Partners in recent years to complete the Bicycle Infrastructure Study and Downtown Transportation Study, respectively, that each provide detailed improvements that would

accommodate bicyclists and pedestrians. Such plans improve safety in two ways: by providing dedicated infrastructure for cyclists and pedestrians, while also encouraging a modal shift which leads to fewer vehicles on the road and less congestion in the long term. It is recommended that each community continue to pursue funding opportunities to implement their respective trail plans and continue collaborating regionally to maximize the efficient use of resources.

Project Selection

An interdisciplinary approach was used when brainstorming safety interventions and countermeasure strategies for each safety issue identified through the planning team's data collection and safety analysis. This plan benefits from the wide representation on the steering committee including public health, law enforcement, engineering, parks and recreation, and planning.

Specific countermeasures were developed in partnership with each jurisdiction's engineering department, with input from the steering committee, and informed by Safe System planning

best practices and Federal Highway Administration's Proven Safety Countermeasures. The next section includes a list of priority projects and a map of their locations throughout the study area. Each project was prioritized based on safety need as well as alignment with other city plans. Projects ranked as a short-term priority are intended to be complete in the next three to five years, those ranked as medium-term would ideally be complete in the next five to ten years, and those ranked as long-term are either ongoing, continuous improvements that will take place over an extended period of time or projects that are intended to be complete in the next ten to fifteen years. The below categories of countermeasures were developed to identify the approaches used to address each safety issue across the planning area.

- Education & Encouragement
- Policy
- Enforcement
- Engineering & Infrastructure

Projects and Strategies

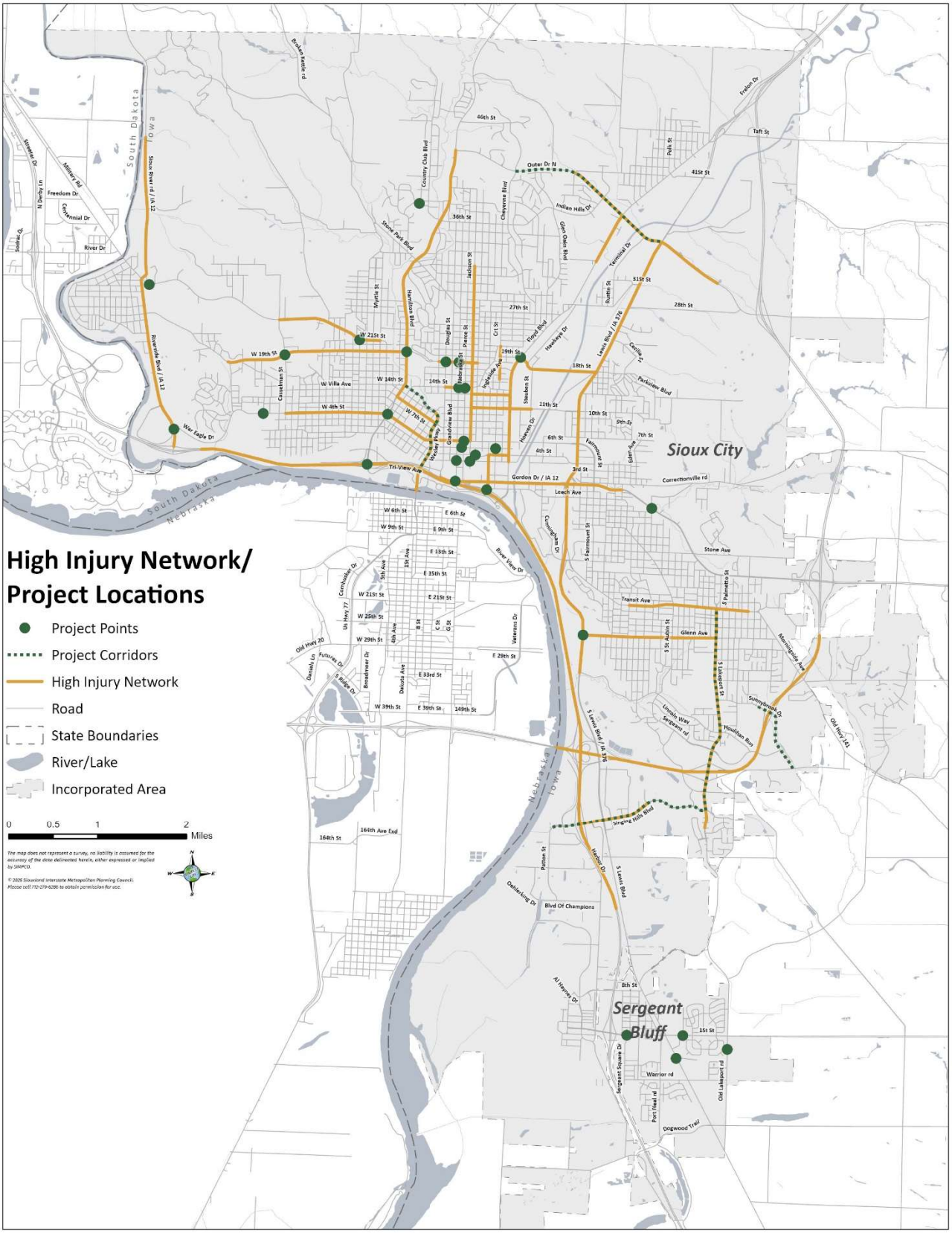


Figure 9

List of Projects and Strategies

Name	Location	Description	Countermeasure	Category	Source	Priority (short/medium /long term)
Pedestrian Visibility at Crosswalks	Sioux City: Citywide	Increase visibility around crosswalks by restricting street parking immediately adjacent to crosswalks. Vehicles parked adjacent to crosswalks create blind spots that block drivers' view of pedestrians about to cross the street. This can be done with temporary flexible markers or by construction of curb extensions or bump outs. Enhanced signage to increase visibility.	Enhance crosswalk signage. Curb extensions and bump outs. Daylight intersections near high pedestrian activity. Enforce parking code.	Engineering & Infrastructure, Policy, Enforcement	Active Transportation Advisory Committee	Medium term
Timed crosswalks	Sioux City: Downtown Sergeant Bluff: Citywide	There is a need for crosswalks to display the amount of time available to cross the street. This ensures that pedestrians are aware of whether they have enough time to cross or if they need to wait for the next signal phase. Crosswalk signals also do not currently include audible indication alerting hearing pedestrians with vision impairments when it is safe to cross.	Upgrade crosswalk signals to include pedestrian countdown and accessibility features.	Engineering & Infrastructure	Downtown Partners	Long term
Lighting	Sioux City: Citywide	Enhance lighting at high volume intersections, for example Hwy 20 and Morningside Ave.	Enhanced lighting.	Engineering & Infrastructure	Survey feedback	Long term

Bicycle Network Improvements	Sioux City & Sergeant Bluff: Citywide	Implement bicycle and pedestrian network improvements as identified in Sioux City's Bike Facilities Study, Downtown Study, and Active Transportation Study; and Sergeant Bluff's Trail Plan.	Expand trail system and bike facilities as identified in previous studies	Engineering & Infrastructure	SIMPCO, Sioux City, Downtown Partners	Long term
S. Lewis Blvd Pedestrian Crossing Bridge	Sergeant Bluff: S. Lewis Blvd.	School Zone at Topaz and Port Neal east to the Sergeant Bluff Recreation Complex. Warrior Road, north to Port Neal Road	Construction of a pedestrian bridge	Engineering & Infrastructure	SB Comp Plan, MPO Long Range Transportation Plan	Short term
Sgt. Bluff Crosswalks	Sergeant Bluff: S. Lewis Blvd & Warrior Dr. Intersection	High volume road bisects pedestrian activity centers (recreation complex to the west, schools' campus to the east)	Improve the pedestrian crossing here with on-demand flashing lights, bump-outs, pedestrian refuge, or other high-visibility treatments; traffic calming/speed management	Engineering & Infrastructure, Enforcement	SB Complete Streets Committee	Short term
	Sergeant Bluff: 1st St/C St	Cars do not stop for pedestrians at current cross walk location.	Study how this crossing can be improved in coordination with Iowa DOT.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
	Sergeant Bluff: Baker Dr. and 1st Street	Cars do not stop for pedestrians when crossing the street.	Improve the pedestrian crossing here with on-demand flashing lights, bump-outs, pedestrian refuge, or other high-visibility treatments; traffic calming/speed management	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term

	Sergeant Bluff: Windom St & Old Lakeport Rd	A new softball/baseball facility will be locating across from residential area on Old Lakeport Rd.	Install new crosswalk infrastructure.	Engineering & Infrastructure	Steering committee	Short term
School Zone on Port Neal Road	Sergeant Bluff: North of Warrior Road	Turn lane and pedestrian infrastructure improvements are needed due to congestion and pedestrian activity in the school zone.	Addition of a turn lane and pedestrian crossing improvements.	Engineering & Infrastructure	MPO Long Range Transportation Plan	Medium term
W. 4th Street Crosswalk	Sioux City: 4th Street, Goodwill Campus	A new Goodwill Mission Services Center opened across from the Goodwill Retail Store and Job Center on W. 4th St. Participants will be walking across the street between programs at the Service Center and employment at the Retail Store.	Traffic calming and pedestrian crossing improvements.	Engineering & Infrastructure	Steering committee	Short term
Safe Routes to School & School Traffic Congestion	Sioux City: W. 19th St/Casselman St	Primary cause of crashes: FTYROW: Making left turn	Study signal timing and other intersection configurations to reduce left turn conflicts.	Engineering & Infrastructure	Crash & Survey Data	Short term
	Sioux City: Sylvian Ave	Lack of sidewalk and dangerous for pedestrians to walk on road due to blind corner and vehicles traveling at too high of a speed	Pedestrian study to identify potential sidewalk infrastructure, alternative routes	Engineering & Infrastructure, Education & Encouragement	Survey Data	Long term
	Sioux City: Military Ave, Sacred Heart Catholic Church entrance	Backups when church and school let out	Coordinate with the church for potential solutions, such as a 2nd entrance, or staggering service times and school pickup times	Policy, Enforcement	Survey Data	Short term
	Sioux City: Outer Dr/Cheyenne	Primary cause of crashes: FTYROW: Making left turn, failure to yield. In front of high school. High frequency of non-severe crashes.	Signal timing adjustment, remove flashing yellow on left, educate students about safe driving	Education & Encouragement, Engineering & Infrastructure	Crash & Survey Data	Medium

	Sioux City: Safe Routes to School Planning	A coalition will be updating the Safe Routes to School maps for Sioux City Schools over the next fiscal year. This process will result in identification of site-specific safety interventions for each route. This project includes drone footage analysis of traffic movements to prevent congestion.	Implement recommendations resulting from this plan.	Engineering & Infrastructure, Education & Encouragement, Policy, Enforcement	Active Transportation Advisory Committee, Sioux City Engineering, SIMPCO, Siouxland District Health Department	Medium term
14th St. Corridor	Sioux City: 14th St and Pierce St	Primary cause of crashes: Ran traffic signal	Increase signal visibility, such as addition of a yellow reflective border, traffic calming/speed management	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: 14th St and Nebraska St	Primary cause of crashes: Made improper turn, running traffic signal	Increase signal visibility, such as addition of a yellow reflective border, traffic calming/speed management	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
18th St.	Sioux City: Grandview Blvd and 18th St	Primary cause of crashes: Ran stop sign	Increase stop sign visibility, such as flashing lights, traffic calming/speed management	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: Pierce St and 18th St	Primary cause of crashes: Ran Stop Sign/Stoplight	Increase signal visibility, such as addition of a yellow reflective border, traffic calming/speed management along the Pierce Street corridor	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
5th and 6th St. Improvements	Sioux City: 6th St and Wesley Pkwy	Primary cause of crashes: Ran traffic signal, Followed too close	Increase signal visibility, such as addition of a yellow reflective border,	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for	Short term

			traffic calming/speed management		Crash Reduction (PCR) Tool	
	Sioux City: 6th St and Nebraska St	Primary cause of crashes: Ran traffic signal	Increase signal visibility, such as addition of a yellow reflective border, traffic calming/speed management	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: MLK Transportation Center	Traffic conflicts with buses entering and leaving MLK	Consider traffic calming measures such as a road diet to reduce lanes and addition of bike lanes	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
3rd Street	Sioux City: Pierce St and 3rd St	Primary cause of crashes: Ran traffic signal	Lane reconfiguration on 3rd Street, traffic calming/speed management	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
	Sioux City: Jackson St and 3rd St	Several Cancer Center employees mentioned that 3rd St and Jackson St is dangerous to cross as a pedestrian	Prohibit right turns on red, increase visibility of pedestrians waiting to cross with bump outs, pedestrian refuge, high visibility pavement treatments, etc.	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
Sioux City S. Lewis Blvd	Sioux City: Glenn Ave and S Lewis Blvd	Primary cause of crashes: Rear end and broadside impacts	Conduct a study to determine specific causes of crashes on this corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term

	Sioux City: Outer Dr and Lewis Blvd	Primary cause of crashes: Following too close and making left turn	Study the signal timings, potentially extending the left turn signal phase duration	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
Sergeant Bluff S. Lewis Blvd	Sergeant Bluff: 1st St and S Lewis Blvd	Turning cars do not yield to pedestrians	Prohibit right turns on red; increase visibility of pedestrians waiting to cross with bump outs, pedestrian refuge, and high visibility pavement treatments	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
Outer Dr	Sioux City: Outer Dr and Lewis Blvd	Primary cause of crashes: Following too close and making left turn	Study the signal timings, potentially extending the left turn signal phase duration	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Outer Dr and Rustin St	Limited sight distance at this intersection, many school buses turn here.	Study solutions to increase visibility	Engineering & Infrastructure	Survey Data	Long term
	Sioux City: Outer Dr and Floyd Blvd	Primary cause of crashes: Following too close and making left turn	Study the signal timings, potentially extending the left turn signal phase duration. Increase signal visibility.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Outer Dr/Cheyenne	Primary cause of crashes: FTYROW: Making left turn, failure to yield. In front of high school. High frequency of non-severe crashes.	Signal timing adjustment, remove flashing yellow on left, educate students about safe driving	Education & Encouragement, Engineering & Infrastructure	Crash & Survey Data	Long term

Floyd Blvd	Sioux City: Floyd Blvd and 19th St	Primary cause of crashes: Followed too close making left turn	Study the signal timings and increase signal visibility. Replace signal equipment.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
Gordon Dr.	Sioux City: Gordon Dr and Pierce St	Traffic does not yield to pedestrians crossing Gordon Drive	Prohibit right turn on red. Enforcement.	Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: S Fairmont St and Gordon Dr	Primary causes of crashes: Ran signals, left turn and speeding	Study the signal timings and increase signal visibility.	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: S Martha St and Gordon Dr	Primary causes of crashes: Ran traffic signal and left turns	Study the signal timings and increase signal visibility Potential protected left turn phase	Engineering & Infrastructure, Enforcement	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
Wesley Pkwy	Sioux City: Wesley Pkwy and W 14th St	Primary causes of crashes: FTYROW: From stop sign	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: Wesley Pkwy and Bluff St	Primary causes of crashes: FTYROW: From stop sign	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
	Sioux City: 6th St and Wesley Pkwy	Primary causes of crashes: Ran traffic signal and followed too close	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for	Long term

					Crash Reduction (PCR) Tool	
	Sioux City: 5th St and Wesley Pkwy	Primary causes of crashes: Making left turn and ran traffic signal	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: I-29 off Ramp and Wesley Pkwy	Primary causes of crashes: Following too close and ran traffic signal	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Wesley Pkwy and I-29	Primary causes of crashes: Followed too close and ran traffic signal	Planning and engineering study along the entire Wesley Pkwy corridor	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
Hamilton Blvd	Sioux City: Hamilton Blvd and W 19th	Primary causes of crashes: Ran traffic light and FYROW – left turn	Increase signal visibility, such as addition of a yellow reflective border, study the signal timing	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
	Sioux City: Hamilton Blvd and Wesley Pkwy	Primary causes of crashes: Followed too close	Study the signal timing	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term
	Sioux City: W 4th St and Hamilton Blvd	Primary causes of crashes: Followed too close and ran traffic signal	Study the signal timing. Replace signal equipment to allow for left turn signal phase	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Medium term

S. Lakeport Corridor	Sioux City: S Lakeport St and Glenn Ave	Collisions at signalized intersection	Implement recommendations from the S. Lakeport Corridor Study currently underway. Potential solutions: left turn lane and increased signal visibility	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: S Lakeport St and Sergeant Rd	Several survey takers dropped pin at intersection with only one giving details. These details indicated that long duration of signal phases could result in drivers avoiding intersection and taking side streets.	Implement recommendations from the S. Lakeport Corridor Study currently underway. Potential solutions: Adjusted Signal timing	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: US75_20 WB ramp and S Lakeport St	Primary causes of crashes: Ran traffic signal and FTYROW: Making left turn	Implement recommendations from the S. Lakeport Corridor Study currently underway.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: US 75 EB ramp and S Lakeport St	Cars still leave exit after light turns yellow.	Implement recommendations from the S. Lakeport Corridor Study currently underway. Potential solutions: Increase off ramp queue space.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Singing Hills and S Lakeport St	Rear end or run stop sign. Too many lanes for 4 way stop	Implement recommendations from the S. Lakeport Corridor Study currently underway. Potential solutions: Roundabout or signal	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term

	Sioux City: S. Lakeport Corridor Study	Sioux City & SIMPCO have hired a consultant to study the South Lakeport corridor, including traffic flow, crash frequency and potential interventions, and transit, bicycle, and pedestrian facilities. The recommendations from this corridor study should be given high priority for implementation.	Implement recommendations from the S. Lakeport Corridor Study currently underway.	Engineering & Infrastructure	Sioux City & SIMPCO	Short term
Singing Hills	Sioux City: Singing Hills Blvd and Harbor Dr	Primary causes of crashes: Making left turn and ran traffic signal	Planning and engineering study along the entire Singing Hills corridor.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Singing Hills Blvd and I-29 SB ramp		Planning and engineering study along the entire Singing Hills corridor.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Singing Hills Blvd and I-29 NB ramp	Primary causes of crashes: Made improper turn	Planning and engineering study along the entire Singing Hills corridor.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Singing Hills Blvd and S Lewis Blvd	Primary causes of crashes: Followed too close	Planning and engineering study along the entire Singing Hills corridor. Potential solutions: Install right turning lanes on S Lewis Blvd and Singing Hills Blvd	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term

	Sioux City: Southgate Dr and Singing Hills Blvd	Primary causes of crashes: FTYROW: From stop sign and making left turn	Planning and engineering study along the entire Singing Hills corridor.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
	Sioux City: Singing Hills Blvd and York St	Primary causes of crashes: Follow too close, Left turning traffic	Planning and engineering study along the entire Singing Hills corridor.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Long term
Sunnybrook	Sioux City: Hwy 20 NB off ramp and Sunnybrook Dr	Lack of stop light makes left turns off exit ramp to Sunnybrook difficult. Curve on Sunnybrook east of interchange adds to challenge	Planning and engineering study along the Sunnybrook Dr. corridor. Potential solution: Install stoplight	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
	Sioux City: Sunnybrook Dr. Corridor	Primary causes of crashes: FTYROW	Planning and engineering study along the Sunnybrook Dr. corridor. Potential solutions: Right in right/out, signal, or roundabout.	Engineering & Infrastructure	Crash & Survey Data, Iowa DOT Potential for Crash Reduction (PCR) Tool	Short term
Old Lakeport Rd	S. Lakeport in Sioux City to 1st St. in Sergeant Bluff	Speed limit fluctuates between 35 and 50 mph on Old Lakeport Rd adjacent to the Loess Hills Scenic Trail.	Consider limiting the speed on Old Lakeport Rd adjacent to the trail.	Policy, enforcement	Survey Input	Long term
	Sioux City: Singing Hills to Southern Hills Dr.	Many families walk along the side of Old Lakeport Rd. between Singing Hills and Southern Hills Dr.	Addition of a sidewalk to connect existing sidewalks on either side of this corridor.	Engineering & Infrastructure	Survey Input	Short term
Sidewalk Infill	Sioux City: Citywide	Sioux City Engineering continues to identify properties that are missing a sidewalk. This lack of connectivity causes safety issues, particularly for individuals with physical	Continue to document missing sidewalks and address gaps.	Engineering & Infrastructure	Active Transportation Advisory	Long term

		disabilities. Addressing gaps in the sidewalk network has been one of the Active Transportation Advisory Committee's top priorities since the establishment of this group in 2018.			Committee, Sioux City Engineering	
Police Department Training	Sioux City	Sioux City Police Department has identified the need for officers to be trained as Drug Recognitions Experts (DRE) to properly identify signs of impairment by particular substances in cases of impaired driving.	Fund DRE Training Program for police officers	Enforcement	Sioux City Police Department	Medium term
Speed Signs & Cameras	Sioux City: Citywide	Sioux City Police Department has identified the need for speed feedback signs, digital messaging signs, and speed cameras. The Military Rd corridor between Hwy 12 and Rebecca St is a particular problem area with high incidence of crashes due to speeding.	Fund speed feedback signs, digital messaging signs, and speed cameras.	Enforcement, Education & Encouragement	Sioux City Police Department	Medium term
High Visibility Enforcement Days	Sioux City: Citywide	Sioux City Police Department has had great success partnering with other law enforcement agencies in high visibility enforcement days where impaired driving can be expected.	Funding for additional enforcement days	Enforcement, Education & Encouragement	Sioux City Police Department	Medium term
Motorcycle Safety Classes	Sioux City: Citywide	Sioux City Police Department has identified the need for more education around motorcycle safety, especially in the late winter/early spring when drivers have been off their bikes for the winter season, and roads are not yet swept.	Funding to offer free or low-cost motorcycle safety training for residents in partnership with external training institute.	Education & Encouragement	Sioux City Police Department	Medium term

Implementation and Evaluation

The projects and countermeasures from this plan will continue to be evaluated annually to monitor progress toward the Vision Zero goal. Over the next 15 years, the Safe Streets and Roads Committee will reference crash data provided by the Iowa DOT in the Iowa Crash Analysis Tool (ICAT) to determine progress toward the 50% reduction in the 10-year average rate of fatalities and serious injuries by 2040. In addition, the committee will evaluate the list of projects and countermeasures to determine if additional studies or interventions need to be added to the list to address safety concerns that have come to light since the prior plan update. This plan is intended to be used as a tool for safety planning improvements and treated as a living document that can and should be amended as the safety needs of Sioux City and Sergeant Bluff change.

Responsibility for overseeing implementation of the plan will fall to the Active Transportation Advisory Committee in Sioux City and the Complete Streets/Safe Routes to School Coalition in Sergeant Bluff. The entities responsible for implementing the plan will continue to collaborate with such safety partners as Downtown Partners, Sioux City Community School District, Sergeant Bluff Luton Community School District, Sioux City Transit, law enforcement agencies, and Iowa DOT. Each city as well as SIMPCO will have a unique role to play in maintaining and implementing this safety plan going forward. The tasks that each partner can play in the implementation phase are outlined below.

Cities' role in implementation of the plan:

- Coordinate safety efforts at the municipal level between departments.
- Participate in regional and State efforts such as safety partnerships, safety performance target setting, data analysis, and marketing campaigns.
- Integrate safety into other local transportation plans, including modal transportation plans.
- Pursue funding and partnerships to initiate studies and safety improvements identified in the plan.
- Revisit the plan to update safety data and the corresponding list of necessary safety improvements.

MPO role in implementation of the plan:

- Invite and sustain municipal participation in safety planning efforts.
- Provide data access and mapping services to assist with local safety planning.
- Administer and stay aloft of transportation safety grants, funding, and programs.
- Communicate such opportunities as they arise.
- Coordinate and facilitate regional transportation safety efforts as needed.

Implementation Resources

National Highway Traffic Safety Administration (NHTSA)
Traffic Safety Marketing Materials:

This page provides materials that can be used in citywide traffic safety campaigns, covering topics such as distracted driving, bicycle safety, impaired driving, motorcycle safety, older drivers, speeding, and pedestrian safety.

www.trafficsafetymarketing.gov/get-materials

Vision Zero Network
Prioritizing Safe Speeds in Vision Zero Planning Actions: This resource describes roadway designs that passively reduce vehicle speeds, improving safety for all road users, and reducing dependence on speed enforcement.

https://visionzeronetwork.org/prioritizing-safe-speeds-in-vision-zero-planning-actions/

Vision Zero Network Resource Library: *https://visionzeronetwork.org/resources/*

Federal Highway Administration (FHWA)
Proven Safety Countermeasures:
FHWA has developed a series of 28 countermeasures and strategies that have been studied and proven to significantly reduce roadway fatalities and serious injuries.

https://highways.dot.gov/safety/proven-safety-countermeasures

Institute of Transportation Engineers (ITE)
Safe System Approach Resources

This compilation of resources from ITE includes case studies from cities across the country that have implemented various countermeasures using the Safe System Approach to pursue Vision Zero.

https://www.ite.org/technical-resources/topics/safe-systems/

North American Cities & Transit Agencies Organization (NACTO)

NACTO's Safe System Approach webpage offers guidance to cities on conducting speed studies in line with the Safe System Approach, best practices for bikeway designs, and street designs that encourage slower speeds.

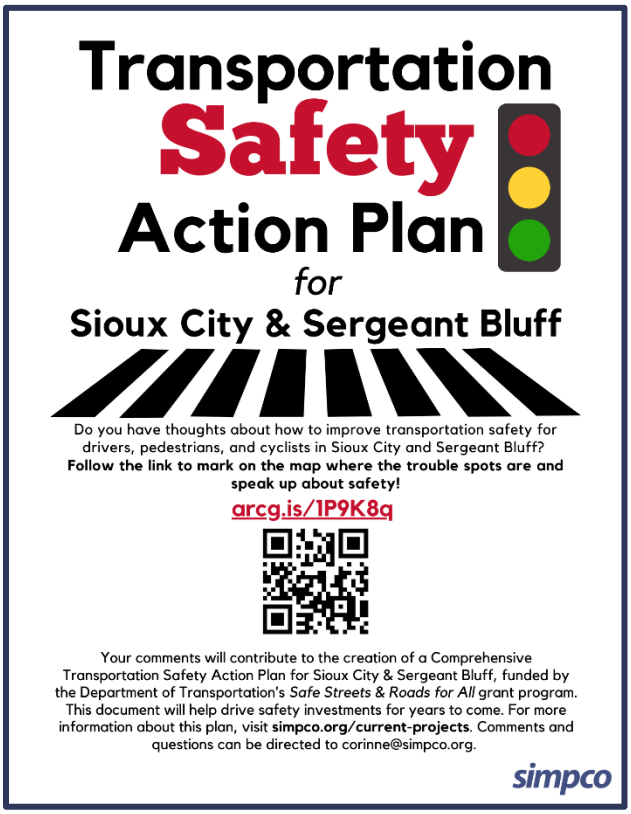
https://nacto.org/program/reimagining-city-streets/safe-system-approach/

Appendix

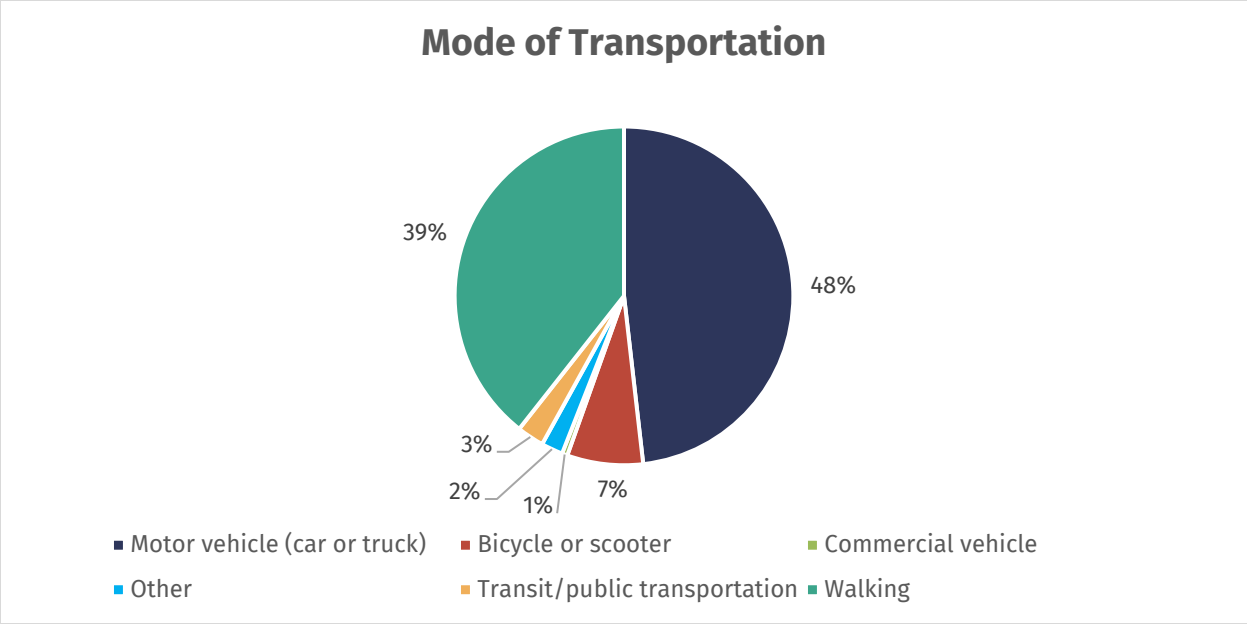
Contents:

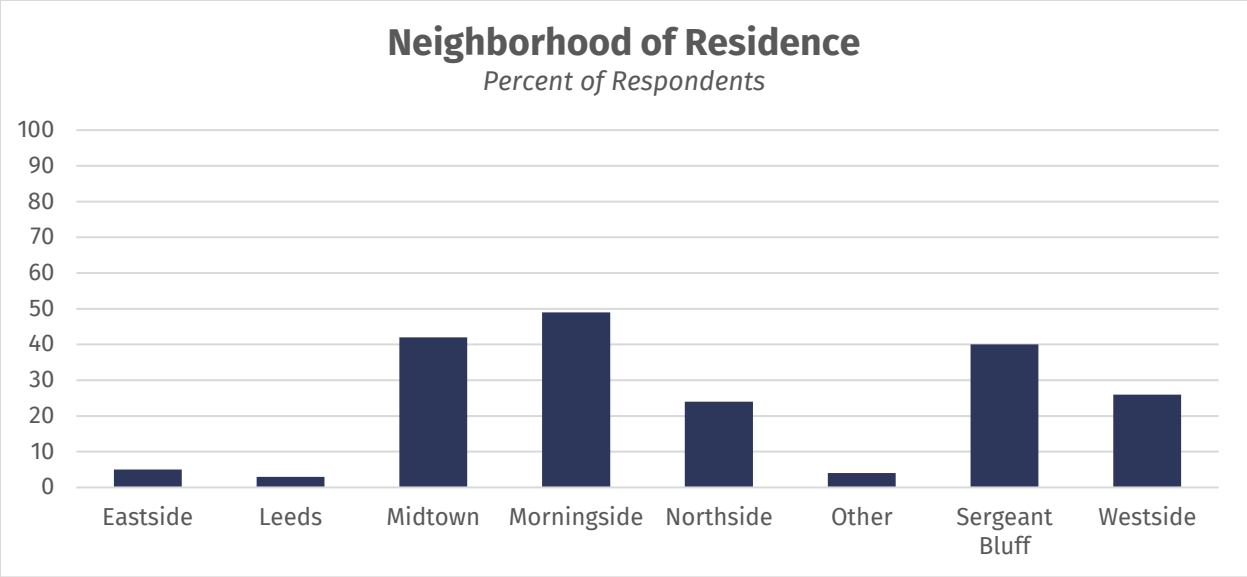
- Survey Marketing Materials
- Summary of Survey Responses
- Sergeant Bluff Complete Streets Policy
- Sioux City Complete Streets Policy

Survey Marketing Materials



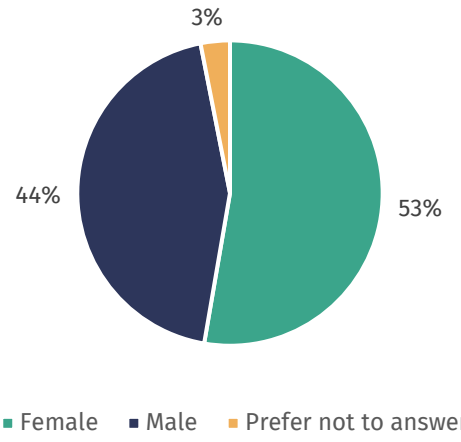
Summary of Survey Responses





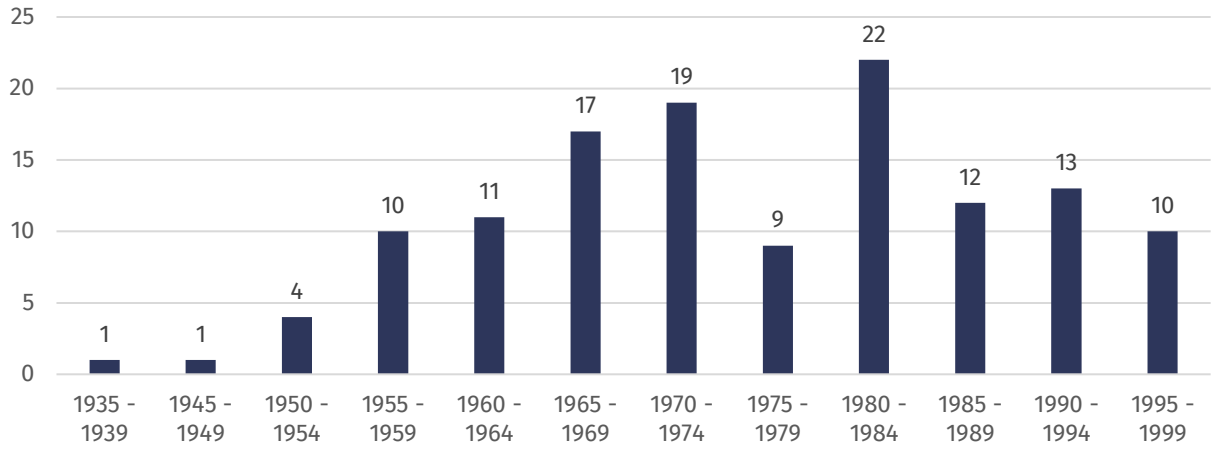
Gender of Survey Respondents

129 respondents answered this question



Year Born

129 respondents answered this question



FID	Mode of Transportation	Description of Safety Issue	Creation Date	Location Coordinates		Neighborhood/City of Residence
				Y	X	
0	A motorized vehicle		2024-01-18	42.44732377	-96.346446	Morningside
1	A motorized vehicle	Too many lanes for 4 way stop	2024-01-19	42.43733767	-96.34737006	Morningside
2	A motorized vehicle		2024-01-19	42.44709892	-96.34587074	Morningside
3	Walking	Crossing the street in the commercial center of the Morningside neighborhood (the blocks surrounding Morningside/Transit/St. Aubin intersection) takes a long time and feels very dangerous. There aren't any crosswalks apart from the traffic signal. Slowin	2024-01-23	42.47069476	-96.35532182	Morningside
4	Walking	This is a popular walking route for the neighborhood and for children walking to school without any sidewalks. However, it is a tight curve that reduces visibility and coupled with speeding motorists is a dangerous area. City Council has been asked mul	2024-02-07	42.53483319	-96.41523604	Northside
5	Walking	When the sun rises in the morning it is impossible to see pedestrians walking. Several times walking children to school or home from drop off,we have been forced off the road for our own safety.	2024-02-21	42.53496366	-96.41514153	Northside

6	Walking	There are no sidewalks between Maplewood, Sylvan Way, and 38th st. for kids to walk safely to school. With a blind corner and the morning sun, this is an incredibly dangerous corner. There is a large number of school age kids that walk in this area. It	2024-02-21	42.53472374	-96.41490664	Northside
7	Walking	This is an unmarked corner with limited visibility. There is more difficulty in vehicles seeing children, pedestrians, wheelchairs during early morning hours, concerning for school traffic. There are no sidewalks, forcing non-vehicle movement into street	2024-02-21	42.53481918	-96.41502432	Northside
8	Bicycle or scooter	Cars driving too fast, and no sidewalk.	2024-02-21	42.53483693	-96.41495122	Northside
9	Bicycle or scooter	See response #5. It applies to all of these.	2024-02-21	42.44534104	-96.31178042	Morningside
10	Bicycle or scooter	See response #5, it applies to all of these.	2024-02-21	42.44507186	-96.311362	Morningside
11	Bicycle or scooter	See response #5, it applies to all of these.	2024-02-21	42.44690859	-96.31539604	Morningside
12	Bicycle or scooter	See response #5, it applies to all of these.	2024-02-21	42.4392763	-96.29874489	Morningside
13	Bicycle or scooter	During closure of a portion of Whispering Creek Drive. Traffic was diverted to the south. Increased traffic during most of the day provided difficult navigation along Old Highway 141. Primarily due to speed of vehicular traffic and that traffic not allow	2024-02-21	42.44683734	-96.31533167	Morningside

14	Walking	This stretch of road(near a school) has no sidewalks, limited visibility around the turn and, especially in the morning with the glare of the sun. It is dangerous for anyone walking or riding bicycles, especially children. It is not safe for people with	2024-02-22	42.53467853	-96.4152738	Northside
15	Walking		2024-02-28	42.49529047	-96.4035023	Midtown
16	other	Lots of accidents at 5th Street & Nebraska Street.	2024-02-29	42.49532257	-96.39639171	Midtown
17	Transit or public transportatio	Lots of accidents here. No overhead signals from Court Street. Several buses have been T-boned there.	2024-02-29	42.39600278	-96.35544037	Midtown
18	A motorized vehicle	People just stop on the street at this 3 way stop and let their kids get out anywhere someone is going to get hurt	2024-03-01	42.39333888	-96.34938097	Sergeant Bluff_Airport
19	Walking	This is one of the busiest intersections in the town. We live across Lewis from the schools. I don't not feel safe having my children bike/walk to school due to the walkway. When crossing the road from the northeast side of the intersection going west,	2024-03-01	42.3932677	-96.35121934	Sergeant Bluff_Airport
20	Walking	Although there is a crosswalk there, traffic goes quickly through it and/or turns into Coffie Farm Rd speeding. It is congested in the mornings to turn out of the neighborhood with traffic going to the school. It would benefit having a stop sign there to	2024-03-01	42.40029277	-96.36234362	Sergeant Bluff_Airport

21	Walking	There's a crosswalk at 1st and C St that is problematic. It's hard to see around the Sgt Bluff welcome sign that sits in the median at the light. Cars rarely stop for pedestrians. The crosswalk should really be moved west to the stoplight.	2024-03-01	42.4004663	-96.35457723	Sergeant Bluff_Airport
22	A motorized vehicle	There is way to much traffic so see little ones cross this intersection. You got turning cars and people don't watch what they are doing.	2024-03-01	42.3934931	-96.34965636	Sergeant Bluff_Airport
23	Walking	There is a lot of kids that walk home and them crossing this intersection scares me every day.	2024-03-01	42.40046814	-96.35472462	Sergeant Bluff_Airport
24	Walking	Either kid crossing by train and the busy hwy intersection is bad enough	2024-03-01	42.39804448	-96.36275364	Sergeant Bluff_Airport
25	Walking	Actually 2 weeks ago I was picking up my 2nd grader and we were cautiously walking back to our car when a mom tried flying out of the parking lot and about ran me and my daughter over. Her car came 2-3 inches before it would have officially been a hit an	2024-03-01	42.39795777	-96.3633683	Sergeant Bluff_Airport
26	A motorized vehicle	Also I suggest to have a chat with the pick up drivers in the building blocks vans, but most of them are just horrible drivers and personality, and I feel bad for the kids in their vans and won’t send my daughter with that group EVER again. They need t	2024-03-01	42.39336137	-96.34916681	Sergeant Bluff_Airport
27	A motorized vehicle	The city needs to widen the right turn lane.	2024-03-01	42.39597343	-96.35576843	Sergeant Bluff_Airport

28	A motorized vehicle	After school parking causes reduced visability. No parking on the south side would help open the area to see kids.	2024-03-01	42.40031632	-96.35549033	Sergeant Bluff_Airport
29	A motorized vehicle	The new fencing, which is very beautiful, is very hard to see around for oncoming traffic. I always have to pull out into the pedestrian walkway to see around. I drive a high profile vehicle, so I'm not sure how my my own height (or lack of!) plays a p	2024-03-01	42.40049609	-96.35499258	Sergeant Bluff_Airport
30	Walking		2024-03-01	42.393289	-96.34922313	Sergeant Bluff_Airport
31	Walking	The intersection is a 4 way stop on a very busy hwy with high speed traffic coming from the south. Traffic includes semi trucks and other large vehicles. A stoplight with a crosswalk or pedestrian bridge would feel safer.	2024-03-01	42.49650661	-96.38904216	Sergeant Bluff_Airport
32	Bicycle or scooter	Where the Floyd River Trail crosses 6th Street has several issues. (1) There is no way for pedestrians or cyclists on the trail to trigger the stop light. This light stays green for 6th street traffic unless triggered by a motor vehicle on Hoeven. (2) Th	2024-03-02	42.461743	-96.41118306	Midtown
33	Walking	This intersection has a lot of traffic and drivers frequently fail to yield to those using the crosswalk with the green light and walk signal.	2024-03-02	42.4897826	-96.40490169	other
34	Walking	southbound drivers on Pierce turning west onto Gordon frequently fail to yield to pedestrians and	2024-03-02	42.45928341	-96.32677748	Midtown

		cyclists crossing Gordon Drive with the walk light. Needs better signage and enforcement.				
35	Walking	sidewalk users must cross Mgsde Ave twice due to bridge design. lighting is very poor - only 1 light on each side of bridge, vehicles exiting 20 and turning onto the Ave have visibility issues due to bridge design, Whispering Creek traffic frequently doe	2024-03-02	42.53026849	-96.37293756	Morningside
36	A motorized vehicle	This intersection needs a traffic light, as well as the intersection down the street by Casey's. Cars drive too fast, above the already high speed limit of 40 MPH. This makes makes it difficult to turn on or off Floyd Blvd. I would like to use a bicycl	2024-03-04	42.3917485	-96.35540923	Eastside
37	A motorized vehicle	Blind turn getting on to port neal. Sidewalk placement not ideal, trees/shrubs never maintained always in view.	2024-03-04	42.4478322	-96.3525301	Sergeant Bluff_Airport
38	A motorized vehicle	The intersection in from of Scheels is a very dangerous intersection. I've almost been hit many times.	2024-03-05	42.4442251	-96.37408786	Morningside
39	A motorized vehicle	The on ramp and off ramp are too close together. I about get hit there everyday. The on ramp (to the interstate) needs a stop sign or traffic lights.	2024-03-05	42.44025203	-96.37515148	Morningside
40	A motorized vehicle	Too many vehicles weaving between the industrial rd - I-29 on ramp and the off ramp from I-29 to hwy 20. Several close calls in this area.	2024-03-07	42.45511457	-96.33901449	Morningside

41	Walking	This intersection needs a 4 way stop or even better a ttrffic light	2024-03-14	42.43926222	-96.05169175	Morningside
42	A motorized vehicle		2024-03-14	42.45352833	-96.33334655	other
43	A motorized vehicle	This Northbound Off ramp intersection needs a traffic light the traffic coming from the Right is coming fast without a break and people turning to the left off the ramp often lose patience and turn creating unsafe conditions and sometimes endanger pedest	2024-03-14	42.43741538	-96.34741724	Morningside
44	A motorized vehicle	The intersection of S Lakeport and Singing Hills Blvd is dangerous for numerous reasons. Frequently people do not follow 4 way stop rules and will blow through the stop signs. I've also experienced issues with people in the turn lanes who instead go st	2024-03-17	42.43736807	-96.34717046	Morningside
45	A motorized vehicle	This intersection could use a stoplight. The amount of vehicles during busy times with only a four way stop is difficult. The two lanes at the four way stop also does not help keep things safe.	2024-03-18	42.51225185	-96.42259573	Morningside
46	A motorized vehicle	I live in area of this intersection and it's hard to even cross the street on foot with how fast cars she coming from military road. At intersection of myrtle street and 21street there should be a 4 way stop sign. Cars are going so fast and there's a sh	2024-03-18	42.39331771	-96.34922437	Westside

47	Walking	4 way stop sign intersection that is right next to a city park. This intersection is also close to a school. Has heavy foot and vehicle traffic. No traffic lights, pedestrian lights or luminated intersection at night. One road is still considered a highw	2024-03-18	42.40066235	-96.35431026	Sergeant Bluff_Airport
48	Walking	When crossing Highway 75 on 1st Street, cars turning north from 1st street to Highway 75 do not slow down when someone is in the crosswalk.	2024-03-18	42.39316118	-96.35694936	Sergeant Bluff_Airport
49	A motorized vehicle	Each day I see children walking along this road. When we had a heavy snowfall, the children had to walk on the road and cars needed to drive around them. The kids need a sidewalk to get to and from school safely.	2024-03-18	42.40045338	-96.35559328	Sergeant Bluff_Airport
50	A motorized vehicle	Was sitting at the stop sign to turn left onto 1st street to head west. There. Road center blockage so cars can't turn to the left coming from the east side of 1st street from railroad tracks. A car what to end of road blockage center and flipped around	2024-03-18	42.40041637	-96.35560624	Sergeant Bluff_Airport
51	A motorized vehicle		2024-03-18	42.44441726	-96.35294309	Sergeant Bluff_Airport
52	A motorized vehicle		2024-03-20	42.49542997	-96.40389858	Morningside
53	Transit or public transportatio	Highly intoxicated person needed more room for their garbage bags of	2024-03-21	42.44700756	-96.34570877	Midtown

		pop cans. Started being verbal and rude				
54	A motorized vehicle	Many cars enter the right lane on sergeant rd not realizing it's only a turn lane into the Best Buy parking lot. If they intend to go straight, they have to merge into the left through lane. This can be problematic when traffic volumes are high.	2024-03-21	42.5152156	-96.43441747	Morningside
55	A motorized vehicle	This is an exit at West High. It is dangerous for vehicles turning left. Children walk in front of you.	2024-03-21	42.50938259	-96.44351166	Westside
56	A motorized vehicle	This intersection could really benefit from a protected turn traffic signal. Currently, it is almost impossible to make a left turn heading west on W 19th, onto Casselman heading south. Parents trying to get to Loess Hills may sit there for 3+ lights for	2024-03-21	42.50978485	-96.41927029	Westside
57	A motorized vehicle	Turn lights are very short. Road full of potholes, need new painted lines	2024-03-22	42.44221286	-96.34750146	Westside
58	A motorized vehicle	Cars coming off of Hwy 20 eastbound turning north into S Lakeport there is always 1 or 2 that run the red light. Install a red light camera.	2024-03-23	42.5298834	-96.36128545	Morningside
59	A motorized vehicle	The left turn lane from Bus 75 to Outer Dr is always backed up into the straight lane and blocks the driveway to the trailer sales. Having cars stopped waiting in the straight lane while the light is green is not a good idea. Needs a longer turn lane.	2024-03-23	42.50936025	-96.44354228	Eastside

60	A motorized vehicle	There needs to be a turning singles at these lights for cars going to all 3 schools. It backs up traffic and becomes unsafe for students walking because those in cars are running late are speeding through the light	2024-03-23	42.39306058	-96.3571825	Westside
61	Walking	No sidewalk	2024-03-25	42.49183987	-96.41263377	Sergeant Bluff_Airport
62	A motorized vehicle	There was a person asking for money (Anything helps sign) and knocked on my window. I don't mind seeing them on the side of the road, but they walked into the roadway and tried to get my attention.	2024-03-25	42.54100991	-96.38049589	Midtown
63	Walking	There is only a sidewalk on one side of the street. Many children walk down 41st leaving both middle and high school, having to cross when it's busy on 41st to stay on the sidewalk. If there were another sidewalk on the other side, kids wouldn't have	2024-04-06	42.53621279	-96.36718669	Leeds
64	A motorized vehicle		2024-04-06	42.54085768	-96.3676146	Leeds
65	Walking	A large amount of vehicles speed through the stop sign at night without stopping.	2024-04-11	42.48176465	-96.34784003	Leeds
66	Operate a commercial vehicle (b		2024-04-18	42.45069759	-96.33414673	Eastside
67	A motorized vehicle	The traffic in this area makes it hard to exit any of these businesses.	2024-04-18	42.52879887	-96.37489844	Morningside
68	A motorized vehicle	The traffic along Floyd Blvd is making it hard to exit these places,	2024-04-18	42.61116733	-96.29632241	Northside

		from this location, down to the new Telco Triad.				
69	A motorized vehicle	This isn't Sioux City but in Hinton, Ia BNSF just removed a rail crossing which was the only backup crossing to C60 for Hinton. The crossing they removed for unknown reasons is on the gravel connection at Starview and Hwy 75. This causes a 10 mile de	2024-04-18	42.48960169	-96.41461628	other
70	A motorized vehicle	using south ramp off I-29 to get to the bridge (Wesley Pkwy/Hwy 77) for crossing over into South Sioux. Making that right turn onto Hwy 77) in all the congestion is for a lack of a better word.. is a Bitch. In fact, that whole mess of intersections is	2024-04-18	42.48981235	-96.37852723	Midtown
71	A motorized vehicle		2024-04-18	42.44210201	-96.34737912	Morningside
72	A motorized vehicle	The four way stop gets very congested. There should be stoplights in this location.	2024-04-18	42.43551953	-96.36979736	Morningside
73	A motorized vehicle		2024-04-18	42.44732985	-96.34639126	Morningside
74	A motorized vehicle		2024-04-18	42.45612154	-96.35869386	Morningside
75	A motorized vehicle	Always busy intersection and many near misses.	2024-04-18	42.39345705	-96.34076974	Morningside
76	A motorized vehicle	My car was totaled! I was driving on Warrior heading east and was hit at about 40 mph by someone who went that way every day to work, but somehow didn't even slow down for the 4 way stop. (I had the right of	2024-04-18	42.538629	-96.41282528	Sergeant Bluff_Airport

		way.) That intersection handles a LOT of traff				
77	A motorized vehicle	Potholes are so numerous and so deep and the traffic is so heavy, you can't dodge them because there is someone next to you in the other lane.	2024-04-18	42.45352948	-96.33341051	Northside
78	A motorized vehicle	People drive fast on Sunnybrook in both directions and cars on the Highway 20/Sunnybrook exit (near McDonalds and PrimeBank) waiting to turn onto Sunnybrook - particularly left-hand turns - have limited visibility because of the curve in the street and t	2024-04-18	42.44456463	-96.31011946	Morningside
79	A motorized vehicle	Heavy traffic and high speed on 141 make this intersection dangerous	2024-04-18	42.52640308	-96.37553444	Morningside
80	A motorized vehicle	Very difficult to get across traffic off 33rd street to go north on Floyd Blvd.	2024-04-18	42.5246876	-96.41377971	Eastside
81	A motorized vehicle	It is nearly impossible to see traffic coming from Hamilton direction and sometimes from Pierce street direction at this corner. If trash cans are out or worse, snow is piled high on the corner, it's a gamble if you will be able to turn left going toward	2024-04-18	42.49864109	-96.40347398	Northside
82	A motorized vehicle	At the corner of 8th and Nebraska, very difficult to see around building and parked cars for oncoming traffic. It's an accident waiting to happen.	2024-04-18	42.49270395	-96.38887915	Midtown

83	Walking	How about the city starts enforcing cars parked on sidewalks. Hard for elderly folks and disabled people to safely walk when you have to go around a car and potentially trip as you're crossing the yard to get around the car. It's a problem all over Morni	2024-04-18	42.45120472	-96.33147704	Midtown
84	Walking	I live in the apartments behind Lowes - i want to be able to walk to McDonalds, Panda Express and Target. Sunnybrook is a five lane street and there is no protected crossing except rhe corner of Sunnybrook and Sergeant Roa wch is a ong distance away. The	2024-04-18	42.47455185	-96.3373743	Morningside
85	Walking	It’s a new development area where I live, it’s not well lit. There’s a light pole that I think could be used to add additional lighting pretty easily in my opinion to make the street safer for the new residents. Thanks for offering this survey for	2024-04-19	42.43539378	-96.37015115	Morningside
86	A motorized vehicle	I believe that a right turn lane coming from the south on Lewis Boulevard turning west onto singing Hills would greatly improve the traffic flow in this area.	2024-04-19	42.46548761	-96.34641238	Morningside
87	A motorized vehicle	Drivers run red lights at this intersection constantly, its dangerous for drivers and pedestrians.	2024-04-19	42.45351473	-96.33336366	Morningside
88	A motorized vehicle	The off ramp of Hwy 20 North and Sunnybrook is typically a difficult road to turn left on. Traffic comes	2024-04-19	42.45344872	-96.33331883	Morningside

		around the corners on Sunny room at a rapid rate and it can be hard to see a vehicle until it is too late.				
89	A motorized vehicle	This intersection should have a stop light. It is very dangerous to try and cross four lanes of traffic to make a left hand turn. With all of the new business, schools, and churches in this area, there has been an increase in traffic and there is a need	2024-04-19	42.47003733	-96.37650747	Morningside
90	A motorized vehicle	The intersection of Old highway 75, Lewis boulevard, at Lincoln Way is extremely dangerous! Very difficult for traffic from Lincoln Way to enter Lewis boulevard, a very busy thoroughfare with fast driving vehicles! A stoplight is needed desperately!	2024-04-19	42.42702249	-96.38146216	Morningside
91	A motorized vehicle		2024-04-19	42.43401627	-96.37852053	Sergeant Bluff_Airport
92	A motorized vehicle	Stop lights don't stay green long enough to keep traffic moving by the Wendy's and Loves truck stop. Also the stop light at Hoven and Murray St. takes too long to change to come off of Murray to go north on Hoven. Absolutely a mess when Seaboard gets	2024-04-19	42.49769826	-96.4043166	Sergeant Bluff_Airport
93	A motorized vehicle	Numerous people driving in Sioux City have" NO" business behind the wheel of a 2000 lb vehicle! Excessive speed in residential areas, running stop signs, running stop lights, going the	2024-04-19	42.45385598	-96.33425912	Midtown

		wrong way on a one way street, making a huge turn to the right to				
94	A motorized vehicle	Good Morning, Thank you for doing this! I just wanted to say how UNSAFE I feel getting off HWY 20 East Bound from South Sioux to Go towards East High School to pick up my children from school. My Family has lived in the area for 20 years. The much-needed	2024-04-19	42.51060772	-96.41667085	Morningside
95	A motorized vehicle	this intersection is in such bad condition as well as the entire hamilton blvd. corridor, the closing of W3rd and hamilton because of 1 incident in the last 30 years .....hamilton blvd is the lifeline of the westside of sioux city and for them to totally	2024-04-19	42.45352079	-96.33340975	Northside
96	A motorized vehicle	With all the business and apartments needing Sunnybrook to commute, it is hard to judge traffic as they come around the corner from McDonalds heading east towards Lakeport. There is a right turning lane that can be used but most traffic doesn't see the l	2024-04-19	42.5265692	-96.38364889	Morningside
97	Walking	This is a very busy intersection where people often roll through the stop sign without looking for pedestrians crossing 33rd ST. It is difficult for pedestrians because you have to look for traffic coming from	2024-04-19	42.5347226	-96.38539253	Northside

		3 different directions. This in combination				
98	Walking	This is an extremely busy intersection with 4 way stops signs. I was nearly struck by a car while walking my dog across Indian Hills Blvd. A car stopped across the intersection from me and apparently didn't see me crossing so it traveled across the inter	2024-04-19	42.44219784	-96.34746532	Northside
99	A motorized vehicle	Everyone runs this yellow to red light coming off of the bypass from the west	2024-04-19	42.49306759	-96.40196869	Morningside
100	Walking	I work for the Cancer Center and over the years we have had numerous employees hit by cars on this corner - to the point we pay police to walk our employees across the street! Many years ago this intersections stop lights turned red, going both ways, wi	2024-04-19	42.4933136	-96.37447468	Midtown
101	Walking	I have to walk 3rd Street and Jackson to get to my job at the Cancer Center,.... it's awful. We almost get hit daily and have had people get hit there.	2024-04-19	42.49305614	-96.40196475	Eastside
102	Walking	For work I am required to park in the Heritage Parking ramp and walk to my place of work. I have to use two crosswalks at the intersection of 3rd and Jackson St. Multiple times I have	2024-04-19	42.49306759	-96.40196869	Midtown

		had to jump out of the way of cars so I wouldn't get hit even though I				
103	Walking	lots of employees cross the street from the ramp to JENCC. There was an employee hit by a car there. Motorists do not pa attention and go too fast.	2024-04-19	42.48057778	-96.41753453	Midtown
104	Walking	Walking across the street from parking ramp to work in the AM	2024-04-19	42.50761062	-96.45549022	other
105	A motorized vehicle		2024-04-19	42.50303115	-96.45503025	Westside
106	A motorized vehicle	Intersection is blind when turning on to burton from fieldcrest and worse when cars are double parked in driveway on corner. Burton street from fieldcrest to west 19th is dangerous ditches oneast side of street with no curbs then when you get to top of h	2024-04-19	42.49252557	-96.40270873	Westside
107	Walking	Also same in Sergeant Bluff Ia, 51054 1st street and HWY 75 is dangerous for Children crossing for School and having to wait for Train. It is very cold outside and they wait up to 20 minutes sometimes. I would like the tracks moved out around the city pl	2024-04-19	42.49306868	-96.40199025	Midtown
108	Walking	i work for june e nylen cancer center and we have to park in the ramp and have to cross 3rd and jackson to get to work and there are several times that drivers do not let us cross when we have the light telling us to or they run the red light ect. we hav	2024-04-19	42.45349768	-96.33340547	Midtown

109	A motorized vehicle	Exiting Hwy20 bypass, headed towards Sunnybrook is dangerous due to not being able to tell which lane the westbound traffic is in. This is due to the curved hump of the pavement of the street. Turning westbound from the exit is very difficult.	2024-04-19	42.39843287	-96.34083411	Morningside
110	A motorized vehicle	When traveling northbound on Old Lakeport Road, and slowing down to turn west onto Windham Street, I am frequently concerned that cars behind me traveling northbound will not slow or come to a stop in time due to the 50 mph speed limit. Sometimes it is n	2024-04-19	42.43018996	-96.34678861	Sergeant Bluff_Airport
111	A motorized vehicle	There should be signage here indicating which lane needs to merge because the lane is ending.	2024-04-19	42.43404439	-96.37866397	Morningside
112	Bicycle or scooter	The designated bike route south from this point is unsuitable due to the need to share the road with vehicle traffic. Due to the high number of industries in this area, it can be unsafe to ride a bike through here, especially during a time that coincides	2024-04-19	42.44730633	-96.34638565	Sergeant Bluff_Airport
113	A motorized vehicle	There needs to be stricter enforcement of vehicles staying in the corresponding lane to their turning lane when turning south onto Lakeport Road from westbound Sergeant Road. Just last night I had a vehicle beside me in the left-most turning lane cut me	2024-04-19	42.44731433	-96.34645601	Morningside

114	A motorized vehicle	The long duration of this stoplight incentivizes drivers to utilize surrounding side streets to avoid this intersection, pushing more traffic to places where it might not have necessarily been designed to go.	2024-04-19	42.39337781	-96.34471795	Morningside
115	A motorized vehicle	Trees and bushes along the south side of Warrior Road obstruct the view to the West from this intersection.	2024-04-19	42.39990212	-96.34300373	Sergeant Bluff_Airport
116	A motorized vehicle	Vehicles frequently do not stop at this stop sign.	2024-04-19	42.40708414	-96.35834356	Sergeant Bluff_Airport
117	A motorized vehicle	This road traverses a surface mine site without any signage indicating the potential presence of heavy equipment or other hazards that may be encountered.	2024-04-19	42.50939655	-96.42540111	Sergeant Bluff_Airport
118	A motorized vehicle	Kids trying to cross the street after school.	2024-04-19	42.50506737	-96.41685324	Westside
119	A motorized vehicle	intersection needs turning signals. cars continually make turns from wesley parkway/W 14th to Hamilton- north and south- not understanding oncoming traffic has the right of way. I have seen multiple near misses.	2024-04-19	42.49306759	-96.40196869	Westside
120	Walking	Some vehicles do not pay attention to pedestrians. I work at June E Nylen Cancer Center and cross back and forth to the Heritage Parking Garage weekdays.	2024-04-19	42.52494885	-96.40238756	Midtown
121	A motorized vehicle	Vehicles block oncoming traffic. This is through out Jackson street.	2024-04-19	42.52072329	-96.40218419	Northside

122	A motorized vehicle	vehicles block oncoming traffic	2024-04-19	42.49337111	-96.40092629	Northside
123	Walking	The corner of 3rd and Jackson is very dangerous, I've almost been hit a few times. as I need to cross the street for work, It's both in the AM and in the PM. People are on their phones or just not caring that the walk sign is on. Thank you	2024-04-19	42.4930883	-96.40196699	Midtown
124	Walking	This is a dangerous intersection to cross any time of day, but especially at "rush hours." Close calls every week, have had employees hit by cars.	2024-04-19	42.49313421	-96.40195594	Midtown
125	Walking	I cross this intersection twice a day Monday - Friday. I have had numerous times where vehicles do not wait to turn or they are not watching for pedestrians and have almost been hit. It does not seem to matter which direction vehicles are traveling, happ	2024-04-19	42.52562558	-96.41530784	Midtown
126	Bicycle or scooter	Every time I am in the turn left from the turn lane of the east bound side of Stone Park Blvd waiting to turn and head north on Hamilton Blvd traffic in the north bound turn lane on Hamilton turning left to head west on Stone Park Blvd always cuts the tu	2024-04-20	42.5093532	-96.44354098	Northside
127	A motorized vehicle	This is a busy 4 way intersection near 2 schools and a gas station. The lights don't have a protected left turn, so if there is heavy traffic, you	2024-04-21	42.44732788	-96.34653802	Westside

		have to wait in the intersection until after the light turns red before you can turn. This is both dangerou				
128	A motorized vehicle	Several times recently I was in one of the two lanes to turn south onto S. Lakeport. I noticed that the lane markings had almost completely disappeared. This is one of the busiest intersections in Sioux City and I think it is irresponsible of the City to	2024-04-21	42.49306868	-96.401969	Morningside
129	Walking		2024-04-22	42.49313716	-96.40193984	Midtown
130	Walking	Walking across 3rd and Nebraska St. and 3rd and Jackson St.	2024-04-22	42.49308464	-96.40198227	Midtown
131	Walking	Walking across 3rd and Jackon St. and also walking across 3rd and Nebreaska St.	2024-04-22	42.49306901	-96.40195626	Midtown
132	Walking	Very dangerous intersection when walking to and from work to where I park. Motorists often do no look or do not see people crossing and we have had multiple near misses.	2024-04-22	42.49335365	-96.40196444	Midtown
133	Walking	Very unsafe intersection. There are many close calls, We have a police escort and even then people try to hit us	2024-04-23	42.49306759	-96.40196869	Midtown
134	Walking	Very busy intersection. People do not stop for pedistrians that have the right of way.	2024-04-23	42.40054608	-96.35066473	Midtown
135	A motorized vehicle	Crossing signal for pedestrian crosswalk - can't tell if the motorists are paying attention. Concerned for other drivers hurting pedestrians. The crossing is from the SplashPad	2024-04-24	42.40037151	-96.36363048	Sergeant Bluff_Airport

		park to Dollar General. Is there a more safe way to control the traffic, or				
136	Walking	There are pedestrians from the area north of First Street that walk to the PumpNPak gas station. There is a lack of crosswalk at the signalized intersection of First Street and Sergeant Square Drive to allow pedestrian crossing at the signals.	2024-04-24	42.3999716	-96.36308991	Sergeant Bluff_Airport
137	Walking	Lack of sidewalk along Sergeant Square Drive connecting to First Street from the Sioux Valley Credit Union north. Apartment Complex to the south has residents that may need to walk to the transit stop out front of Subway. The current sidewalks require	2024-04-24	42.40387809	-96.35718277	Sergeant Bluff_Airport
138	Walking	No existing sidewalk or crosswalk to access downtown from the east side of South Lewis Boulevard. Location includes the UPRR crossing system and signals.	2024-04-24	42.39338828	-96.34676558	Sergeant Bluff_Airport
139	Walking	No existing sidewalks along Warrior Road between South Lewis Boulevard and new residential developments to the east. Warrior Road connects to the SBL Schools campus.	2024-04-24	42.40763289	-96.36003412	Sergeant Bluff_Airport
140	A motorized vehicle	This intersection has encountered growth in the traffic counts as the regional community has developed. Concern that the traffic counts may warrant traffic signals as high volume times of the day make it	2024-04-24	42.40064617	-96.35065185	Sergeant Bluff_Airport

		difficult to enter South Lewis Blvd from 8th Stre				
141	Walking	Crossing first street to Dollar General	2024-04-24	42.49567316	-96.40500325	Sergeant Bluff_Airport
142	A motorized vehicle		2024-04-26	42.48985444	-96.3934545	Midtown
143	A motorized vehicle	coming over the viaduct from morningside to downtown sioux city. Vehicles will merge on to the viaduct coming from HWY 75 whether there is a space or not. Everyone is gaining speed due to the 45 mph limit allowed on the bridge and there may be too much	2024-04-26	42.49303107	-96.40200726	Midtown
144	Walking	Many of us working at the cancer center have almost been hit when crossing the street WHILE WE HAVE THE CROSSING LIGHT.	2024-04-29	42.49263539	-96.43315571	Midtown
145	Bicycle or scooter	No provision has been made for pedestrians or cyclists to reach the riverfront and its many attractions along the Hamilton Blvd entrance to Chris Larsen Park. The closest access point for pedestrians and cyclists to the riverfront is Pierce Street which	2024-04-30	42.4848673	-96.36689501	Westside
146	Walking	This intersection is absolute mayhem. Excessive speed and reckless driving with a disregard to basic traffic laws and street signage.	2024-05-15	42.47927633	-96.35249734	Morningside
147	Bicycle or scooter	This turn off from Gordon on to Stone offers little protection for cyclist and pedestrians. Something	2024-05-15	42.49632377	-96.40502667	Morningside

		like a raised crosswalk would help slow traffic down.				
148	Walking	Traffic speed and congestion on the one way roads make it an unsafe intersection	2024-05-17	42.53472468	-96.41518443	Midtown
149	Walking	This is a blind corner that does not allow safe passage for pedestrians. Several times myself and my child have been forced off the road by drivers. This section is heavily traveled by children and families and needs a sidewalk.	2024-05-20	42.44069	-96.36422045	Northside
150	A motorized vehicle		2024-05-20	42.51816079	-96.40217944	Morningside
151	Walking	There is no cross walk here. Up the street at 27th and Nebraska, this has an amazing cross walk with barely any people. 27th and Jackson has way more traffic and people walking. This area is always trouble.	2024-05-20	42.52487959	-96.40228569	Northside
152	Walking	Drivers don't care about walkers.	2024-05-20	42.5270746	-96.37537021	Northside
153	Walking	There is no sidewalk here.	2024-05-20	42.52344631	-96.40077072	Northside
154	Walking	The school needs walker lights and stronger crosswalks. Drivers don't seem to notice children/adults walking.	2024-05-20	42.52206402	-96.40077877	Northside
155	Walking	Drivers blow through the crosswalk daily or park in it. It's very unsafe even with teachers wearing yellow reflector vests.	2024-05-20	42.52067084	-96.4021762	Northside
156	Walking	This area is very busy after school and no one stops for pedestrians either. But there is no crosswalk either.	2024-05-20	42.44037798	-96.34258963	Northside

157	Walking	no sidewalk on this street	2024-05-21	42.53486636	-96.41492897	Morningside
158	Walking	There are no sidewalks in the area. It is a busy corner near a school and during winter when snow is on ground or after a big rain, it makes it harder for young people to walk on the curb to avoid traffic. Wheelchairs, strollers have to navigate on the t	2024-05-30	42.51227194	-96.42256763	Northside
159	A motorized vehicle	Traffic is coming so fast from riverside ie;military road there really needs to be a 4 way stop at the intersection of myrtle st. And 21st to slow traffic down before they round the sharp corner on center street. There is always accidents in this area	2024-06-05	42.44293039	-96.37565329	Westside
160	A motorized vehicle	Always get cut off when merging onto I-29	2024-03-15	42.44732068	-96.34649762	Sergeant Bluff_Airport
161	A motorized vehicle		2024-03-21	42.49664569	-96.46740198	Morningside
162	A motorized vehicle	A left turn signal is needed for south bound traffic on Riverside Blvd turning onto War Eagle. Sometimes have to wait for two signal cycles before having an opportunity to turn.	2024-04-04	42.52402206	-96.47957205	Westside
163	Walking	Crosswalk beacon doesn't stop traffic when lights are flashing making this crossing dangerous for pedestrians.	2024-04-04	42.51260582	-96.42772139	Westside
164	A motorized vehicle	Obstructed view at intersection of Ross St and Military Rd. The turn just to the east of this intersection makes it difficult to see west bound	2024-04-04	42.51212735	-96.47409677	Westside

		traffic on Military Rd. There is also a bus parked N of here obstructing the view even more.				
165	A motorized vehicle	Issue with stop sign.	2024-04-04	42.52804005	-96.4783883	Westside
166	other	ATVs use this trail making it dangerous for pedestrians and cyclist.	2024-04-04	42.52436602	-96.48000477	Westside
167	other	People loitering on bridge.	2024-04-04	42.52003149	-96.47360682	Westside
168	Walking	When school is in session, there are many kids in this area. Could be dangerous because of traffic on Military Rd.	2024-04-04	42.52078798	-96.47586881	Westside
169	A motorized vehicle	There should be a stop sign rather than yield for traffic merging onto Hwy 12.	2024-04-04	42.52036229	-96.47543072	Westside
170	A motorized vehicle	Motorist drive through DQ parking lot to avoid traffic light.	2024-04-04	42.51988521	-96.47328136	Westside
171	A motorized vehicle	When leaving church and/or school, an alternate route to leave the parking lot would be nice. Maybe a connection to 19th St.	2024-04-04	42.52011875	-96.47411688	Westside
172	A motorized vehicle	The Catholic School in Riverside causes a lot of traffic congestion with cars waiting to turn in and out of the parking lot.	2024-04-23	42.49969453	-96.39641639	Westside
173	Walking	Court Street corridor near Irving Elementary needs pedestrian crossing infrastructure. Kids need safe places to cross the street here.	2024-04-23	42.50662059	-96.39864407	Midtown
174	Walking	Dale Street Park has some park amenities on either side of the road. Parents often sit at a park shelter/benches across the street	2024-04-23	42.51053134	-96.41695058	Midtown

		from playground and kids run back and forth. Need to slow traffic and alert drivers.				
175	A motorized vehicle	The light at 19th and Hamilton is too short for West side residents turning north onto Hamilton wait a long time to turn and it causes congestion, not enough cars can get through in one light cycle, people turning left after the light is red.	2024-04-23	42.49299561	-96.42461654	Westside
176	Walking	There is no connection to the Riverfront park and trail for West side residents without having to cross a major road or go a long way out of the way. West side residents need more connection to the River front.	2024-04-23	42.49445804	-96.42444619	Midtown
177	Walking	There is no sidewalk on Hamilton Ave past Tri-View.	2024-04-23	42.49654729	-96.38903407	Westside
178	Bicycle or scooter	Floyd Trail needs crossing infrastructure at 6th	2024-04-23	42.4942543	-96.39092328	Midtown
179	Bicycle or scooter	End of Floyd Trail need crosswalk infrastructure to get across to 3rd or better shared road markings for bikes on 4th street bridge. Safer connection from trail to downtown	2024-04-23	42.49650207	-96.38937799	Midtown
180	Walking	Pedestrian crossing light is broken on 6th Street	2024-04-23	42.50035367	-96.40358148	Midtown
181	A motorized vehicle	Nebraska corridor between 9th and 11th, pedestrian activity centers: warming shelter, mental health, community health center, transit. Need to slow traffic, make drivers aware.	2024-04-23	42.49638316	-96.40089246	Midtown

182	Walking	6th Street hill by Mercy, traffic speeds up with pedestrian activity crossing the street. Bisects the Medical center campus. Apartment building nearby.	2024-04-23	42.49527559	-96.40347174	Midtown
183	Transit or public transportation	Traffic conflicts with buses entering and leaving MLK	2024-04-23	42.50947659	-96.39597421	Midtown
184	Transit or public transportation	Snow removal and accessibility concerns for bus stops along Court Street corridor	2024-04-23	42.48978461	-96.40492767	Northside
185	Walking	Pedestrian crossing at Pierce and Gordon needs improvement	2024-04-23	42.49188015	-96.41264049	Midtown
186	Walking	Dangerous intersection for pedestrians	2024-04-23	42.49442089	-96.42456528	Midtown
187	Bicycle or scooter	DOT concern: lack of connectivity to the riverfront from Hamilton	2024-04-23	42.39868087	-96.3407347	Westside
188	Walking	Site of future school development, need to anticipate kids wanting to cross Lakeport	2024-04-23	42.4005722	-96.34921006	Sergeant Bluff_Airport
189	Walking	People crossing from the park and Oak Hill to the Dollar General along this corridor	2024-04-23	42.40046544	-96.35497948	Sergeant Bluff_Airport
190	other	Trains block major intersections, kids climb underneath train cars to get across the tracks	2024-04-23	42.45243116	-96.33268354	Sergeant Bluff_Airport
191	Walking	I take the bus to work in the commercial area along Sunnybrook Drive. It is very difficult to cross this busy street to get to work or to shop or eat at restaurants or stores in the area during my breaks. Need marked crosswalk with protection lights	2024-05-16	42.49866699	-96.41699167	Morningside

192	Transit or public transportation	There is no stop sign or any sign for that matter when crossing the street to take the bus.	1900-01-00	42.44732377	-96.346446	Midtown

RESOLUTION 16-08

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and emergency vehicles;

WHEREAS, the City of Sergeant Bluff acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing travel by walking, bicycling, and public transit;

WHEREAS, the City of Sergeant Bluff recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for residents by reducing the cost to local government in the areas of infrastructure; traffic congestion, public health; and environmental sustainability. Complete streets also supports economic development by helping to create a walkable, vibrant City where businesses can thrive while also supporting livable neighborhoods; and

WHEREAS, the City of Sergeant Bluff Comprehensive Plan calls for connecting neighborhoods with paths, sidewalks and bicycle lanes to encourage walking and bicycling and reduce traffic congestion and recommends amending the Zoning Code regulations to require that all new site plan and subdivision applications include provisions for "complete streets" with sidewalks, pedestrian paths and, where appropriate, bicycle lanes; and

WHEREAS, state, county and local agencies have considered the convenience and mobility of all users when developing transportation projects that receive state and federal funding; and

WHEREAS, the City of Sergeant Bluff therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. That the City of Sergeant Bluff adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the City of Sergeant Bluff Zoning Code shall incorporate Complete Streets policies and principles.

EXHIBIT A

Sergeant Bluff, Iowa

Complete Streets Policy

The following elements shall constitute the Sergeant Bluff, Iowa Complete Streets Policy:

1. **Sets a Vision**

   This Complete Streets Policy incorporates the simple and basic concept that streets and roadways should be designed, constructed, and operated to be safe and accessible for all transportation users whether they are pedestrians, bicyclists, transit riders, vehicular motorists or trucks.

   Further, Complete Streets are designed to improve mobility and connectivity, improve health, increase safety, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Sergeant Bluff's citizen's and visitors.

2. **Complete Streets Review Committee**

   The City of Sergeant Bluff will establish a Complete Streets Review Committee to regularly review the Policy as well as plans for new and reconstruction projects, including new development plans. The purpose of the Committee is to offer recommendations to City Staff, Planning & Zoning Commission, City Council, and Board of Adjustments as necessary in various plan reviews for new development. The purpose of the Committee is to ensure that the intent of this Policy is considered for all projects in the community.

   The membership of the Complete Streets Review Committee shall include:

   a. *City Staff* – City Administrator, Zoning Administrator, Public Works Director, and Parks & Rec Director
   b. *Elected Officials* – One City Council member and Mayor (optional)
   c. *Appointed Board Members* – Up to two Planning and Zoning Commission members
   d. *Other Members* – One Siouxland Interstate Metropolitan Planning Council (SIMPCO) employee, One Siouxland District Health employee, and City Engineer (if needed)

3. **Specifies all Users**

   The City of Sergeant Bluff will ensure that the safety, access, and convenience of all users of the transportation system are accommodated in all future roadway projects, as defined in the exceptions element of this Policy (#5 below), including: pedestrians (including persons with mobility aids), bicyclists, transit users, persons with disabilities, youth, seniors, scooter riders, motorcyclists, private motorists, commercial vehicle drivers, freight providers, emergency responders, and adjacent land uses.

4. **All Projects (All New and Reconstruction Projects)**
Develop as many transportation improvement projects as possible in an affordable, balanced, responsible and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit vehicles and their passengers, and pedestrians.

For the City of Sergeant Bluff, Complete Streets maybe achieved through single projects or incrementally through a series of smaller improvements activities over time.

Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide Americans with Disabilities Act (ADA) compliant accessibility; transit accommodations including improved bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, and street furniture.

5. **Exceptions**
Exemptions to this Policy shall only be granted when the Planning and Zoning Commission recommends and City Council determines that any of the following are evident:

e. The project is occurring on a roadway where non-motorized use is prohibited by law;
f. A cost and/or health impact assessment demonstrates that the cost for a particular Complete Streets project would be excessive compared to the need, public health benefit, safety improvement and probable use of that particular street; or
g. There is an absence of use by all, except motorized road-users, that would continue in the future even if the street were a Complete Street; or
h. An alternate facility has been previously programmed at that location; or
i. A legal and/or regulatory impediment or constraint exists.

Bicycle, pedestrian, and transit facilities shall be included in new street construction, reconstruction, and other transportation improvement projects, except under one or more of the following conditions. Any conditional approval shall follow the implementation process outlined in the corresponding element in this policy (#11 below).

a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, patching, joint repair, crack-filling, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
b. There is insufficient space to safely accommodate new facilities, as determined by the Planning and Zoning Commission and City Council;
c. Where determined by the Planning and Zoning Commission and City Council to have relatively high safety risks;
d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as

part of a project;

e. Where jointly determined by the Planning and Zoning Commission and City Council that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

6. **Creates a Network**

The City of Sergeant Bluff recognizes the absolute necessity of promoting pedestrian, bicycle and public transportation network connectivity as an alternative to the automobile in order to provide transportation options and to protect all road users, reduce negative environmental impacts, promote healthy living, and advance the well-being of commuters. Furthermore, the City acknowledges that as public spaces, roads must be designed to afford safety and accessibility to all users. Finally, the City recognizes that the full integration of all modes of travel in the design of streets and highways will help increase the capacity and efficiency of the road network, hopefully reduce traffic congestion by improving mobility options, reduce greenhouse gas emissions, and therefore improve the general quality of life.

7. **Jurisdictional (Project) Application**

This Policy shall apply to all local and/or private development transportation improvement projects whether proposed and/or constructed by the City or private developer, unless specifically excluded through the Exceptions element of this Policy (#5 above). Federal and State transportation improvement projects shall be encouraged to consider inclusion of Complete Streets elements.

8. **Design Criteria**

The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. Said design criteria must be guided by national or state recognized standards (i.e. AASHTO, SUDAS, etc.) for the City of Sergeant Bluff. For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities.

The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users are present.

9. Context Sensitivity

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 highway;
c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
d. Whether a road corridor provides important continuity or connectivity links for an existing trail network; or
e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.

10. Performance Measures

The City of Sergeant Bluff shall develop, apply, and report on walking and bicycling transportation performance measures in order to evaluate the functioningof the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs. Several factors shall be measured or used by the Planning and Zoning Commission to evaluate the effectiveness of this Policy on an annual basis. However, the City recognizes that assessing the effectiveness of this Policy is a long-term process and that the community may not experience large scale Improvements or be able to collect sufficient data during the initial two (2} years of the implementation of a Complete Streets project. The measures may include:

f. Changes in traffic counts;
g. Changes in transit system ridership;
h. Changes in school transportation survey information (transportation to-and-from school);
i. Changes in bicycle and pedestrian count data; and/or
j. Other measures, which may include: miles of on-street bicycle routes; miles of off-road trails; new linear feet of pedestrian sidewalks; number of new or reconstructed curb ramp; number of new or repainted crosswalks; number of new street trees planted; percentage of transit stops; change in Level of Service (LOS) measurement; customer satisfaction surveys; etc.

11. Implementation

In order to ensure implementation of this policy, the City of Sergeant Bluff will have the Planning and Zoning Commission and Complete Streets Review Committee provide annual recommendations regarding implementation of this Policy to the Mayor and City Council for consideration.

PASSED AND APPROVED this 24th day of February, 2016.

Jon Winkel, Mayor

Attest:

Shari Bentley, City Clerk

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. Secondarily 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