

# HOW DO COMPLETE STREETS BENEFIT MY COMMUNITY?

## ECONOMIC BENEFITS

Homes near parks can sell for **up to \$2,262** more than homes without parks nearby.<sup>1</sup>

Houses with above-average levels of walkability command a premium of about **\$4,000 to \$34,000** more than homes with average levels of walkability.<sup>2</sup>

## QUALITY OF LIFE

**Eight in ten** Americans prefer being in a community that offers sidewalks and good places to walk.<sup>5</sup>

Lack of transportation options result in seniors being left at their homes. Research shows that **half of all nondrivers age 65 and over stay home** on a given day because they lack transportation.<sup>7</sup>

Investments in sidewalks returns health and air quality benefits valued at **nearly 2 times** the construction cost.<sup>8</sup>

## HEALTH AND SAFETY

People who live in walkable neighborhoods and near trails are **two times as likely** to get the recommended amount of daily physical activity as those who don't.<sup>3</sup>

Medians, road diets, and other traffic-calming measures can reduce the number of automobile crashes resulting in pedestrian injuries by up to **15 percent**.<sup>4</sup>

More than **40 percent** of pedestrian fatalities occur where there is no available crosswalk.<sup>6</sup>

A Federal Highway Administration safety review found that elements such as sidewalks, raised medians, and traffic-calming and accessibility elements, improve pedestrian safety and reduce pedestrian risk by **28 percent**.

# COMPLETE STREETS IN SIOUX FALLS

### Sources:

<sup>1</sup>activelivingresearch.org;

<sup>2</sup>Cortright, J. CEOs for Cities. (2009);

<sup>3</sup>Walkable Communities, Frank LD, Schmid TL, Sallis JF, Chapman J, Saelens BE;

<sup>4</sup>Traffic Calming, Bunn F, Collier T, Frost C, et al.;

<sup>5</sup>National Association of Realtors (November 2013). National Community Preference Survey.

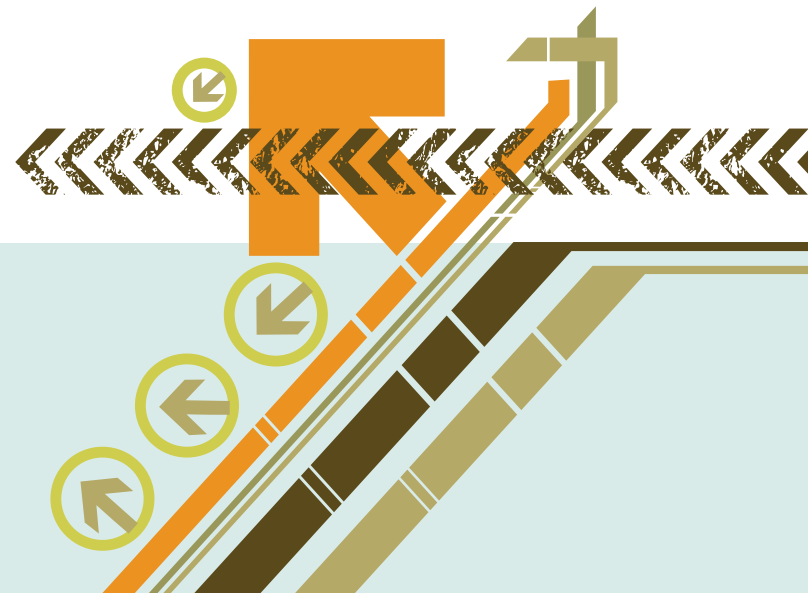
<sup>6</sup>Dangerous by Design, Smart Growth America.

<sup>7</sup>American Public Transportation Association, Surface Transportation Policy Project.

<sup>8</sup>Designed to Move: Making Cities Active.

## FOR MORE INFORMATION CONTACT:

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# COMPLETE STREETS IN SIOUX FALLS

Research shows that designing cities to be active can have a significant impact on health, safety, and economic vitality.

The City of Sioux Falls promotes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists.

Our Complete Streets approach prioritizes early consideration of pedestrian, bicycle, and transit accommodations in planning for roadway projects. This includes the use of a Complete Streets Checklist, which can be found at [www.siouxfalls.org/complete-streets](http://www.siouxfalls.org/complete-streets).



Main Avenue Road Diet

## COMPLETE STREETS PRIORITIES

Early consideration of the land use and transportation context of the project is critical. High-priority factors for incorporating complete streets elements include:

- A corridor that provides primary access to a significant destination such as a park, recreational area, school, retail area, or employment center.
- A corridor that provides access across a natural or man-made barrier such as a river or freeway.
- A corridor in an area where a relatively high number of users of nonmotorized transportation modes can be anticipated.
- A road corridor provides important continuity or connectivity links for an existing trail or path network.
- Whether nearby routes that provide a similar level of convenience and connectivity already exist.



Russell Street Enhancement

## COMPLETE STREETS EXCEPTIONS

The Complete Streets policy will apply to all street projects except under one or more of the following conditions as determined by the City Engineer:

- Ordinary maintenance activities and pavement preservation activities.
- Design features that would put roadway users at a relatively high safety risk.
- Design features that would impose excessive and disproportionate costs in relation to the need or probable use.