



SHARE
THE
ROAD



3 FEET
PLEASE



IT'S THE LAW



DOWNTOWN



2015 SIOUX FALLS BIKE PLAN

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Chapter 1

Vision and Goals for Change

Why is Bicycling Important in Sioux Falls?

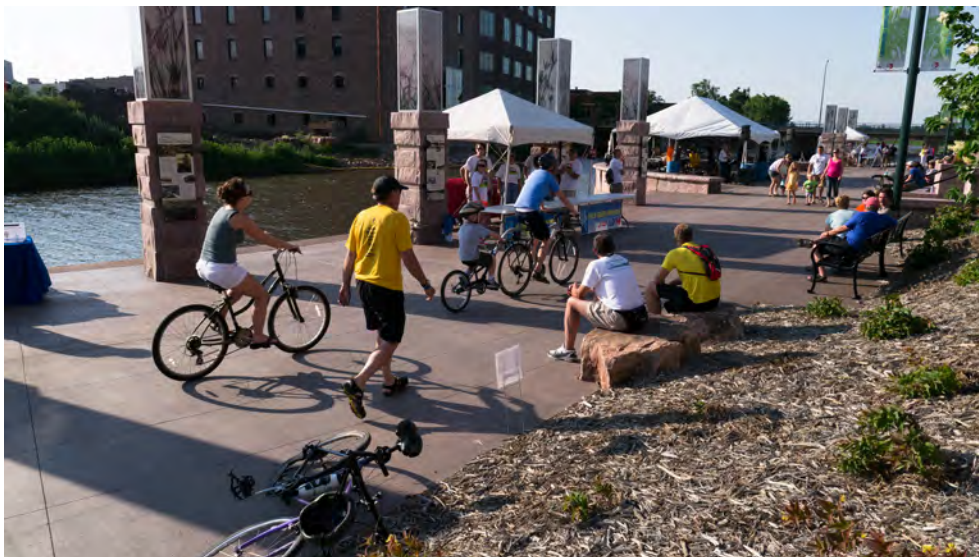
We believe bicycling brings people together.
When more people ride bikes: Life is better for everyone;
Communities are safer, stronger, and better connected;
Our community is healthier, economically stronger,
environmentally cleaner, and more energy independent.

—League of American Bicyclists

This Bicycle Plan has set the structure and direction to provide a continuing process for strategies and actions that create change by answering the following questions:

Why do we need to change bicycling, and how can we make a difference?

The single-occupancy vehicle has been the dominant form of transportation over the past 50 years (92.7 percent motor vehicle mode share in Sioux Falls). Because the motor vehicle is how people get around



Planning for change is planning to survive and prosper.

Planning is a process to **change** the status quo for the better in a very comprehensive “big picture” manner—taking all aspects and views into consideration. If everyone understands this going into the planning process, change will not be a surprise, and it is more likely to succeed.

the community, the City has developed a street system that does not always take into consideration other forms of transportation. The lack of complete streets in Sioux Falls has discouraged people from using bicycles (**0.4 percent** bicycle mode share in Sioux Falls) and other forms of transportation such as pedestrians (**2.2 percent** mode share) and transit (**0.7 percent** mode share).

What is our bicycle challenge?

The challenge is to find strategies to more than double the Sioux Falls bicycle mode share (percentage of all trips) **from 0.4 percent to 1.0 percent** over the next 10 years and to increase volumes on the bicycle trail system by **50 percent**. In addition, bicycle satisfaction scores should improve by **25 percent** in the Sioux Falls MPD Long-Range Transportation Plan Survey.

Reasons to change bicycling

Bicycling usage in Sioux Falls has increased 400 percent in the last 15 years.

People's satisfaction with safe biking facilities has decreased over the last 5 years (69 percent satisfaction in 2010 to 63 percent in 2014).

–2014 Sioux Falls Long-Range Transportation Research Study

How will the proposed changes to bicycling make a difference to the community and make the community better?

- Improve the environment.
- Reduce congestion by shifting short trips out of cars.
- Save lives by creating safer conditions for bicyclists.
- Increase independence by accommodating a wider choice of travel modes.
- Create a community that is an attractive destination for people.
- Enhance recreational opportunities.
- Reduce the need for costly new road infrastructure.
- Prevent car/bike crashes.
- Improve the health and well-being of the community.

BICYCLE PLAN VISION

Make Sioux Falls a place where people want to ride their bicycle in all areas of the city.

The bicycle plan vision is a concise statement that provides for a compelling direction for bicycle improvement.

Priority goals for bicycling in Sioux Falls

Planning to Succeed—how to realize our mission

GOALS

Very High Priority Goals

- Develop a bicycle public education campaign to “Share the Road.”
- Develop a complete bicycle network that is both comfortable and safe for all level of bicyclists through the addition of new on-street and trail facilities as identified in the Bicycle Plan.
- Adopt “complete streets” ordinances and policies and design standards to accommodate all forms of transportation within each street right-of-way for all roadway or development projects.
- Expand the bicycle trail so that any origin or destination in the city is located no more than one mile from the trail.

High Priority Goals

- Add a line item in the City budget for on-street bicycle facilities and educational programs that will adequately fund plan strategies.
- Add bicycle safety and Bike 101 programs.
- Improve the condition of on-street bicycle routes and trails including enhanced street sweeping and pavement rehabilitation.
- Complete bicycle projects by leveraging private resources with public dollars to maximize funding.

Moderate Priority Goals

- Work toward gold-level Bicycle Friendly Status with the League of American Bicyclists.
- Add one position at the City for a new full-time bicycle and pedestrian coordinator.
- Study the feasibility of a Bike Share program.

Reasons to change bicycling in Sioux Falls

The public is happy with certain aspects of bicycling in Sioux Falls, especially the bike trail system. However, the public is very worried about bicycle safety anywhere else in the community.

The public would like to bicycle comfortably throughout the city, and to gain access to the bike trail from any part of the city.

—Chapter 3,
“Public Involvement”
in this Bicycle Plan

Chapter 2

Bicycle Plan Strategy

How to Implement Plan Goals



What do we need to make bicycling changes happen in Sioux Falls?

The plan sets the direction, but it does not produce results. This chapter sets a continuous strategic planning process that encourages adapting strategies to help reach the desired goals and priorities.

Who leads the change?

Each strategy has an internal team which guides City of Sioux Falls bicycle activities, improvements, and staff time.

Internal City teams will review and make recommendations from a technical standpoint. Each staff person who is listed as part of an internal team will have this as a part of their department's staff work program. Each internal team should include a member of the external team to join meetings.

Each strategy has an external team that harnesses and guides bicycle advocacy for the community.

External teams will provide input to the internal teams technical plans, and also help set overall direction and any adjusted priorities that may occur during the process. The Bicycle Committee will need to monitor internal team progress and provide input at each meeting. Falls Area Bicyclists (FAB) will need to be committed to find volunteers to help with aspects of the education campaign.

- Each strategy has a facilitator.
- Each facilitator/lead needs to track progress.

What capabilities are needed for each team and facilitator?

- Teams need experts and advocates.
- Each facilitator should be able to dedicate adequate time to the strategy.
- Each strategy should include information to help provide the basis for experimentation.

How do we succeed?

- Experiment/test actions/try aspects.
- Execution by the whole team or organization, not “top down.”
- Determine project scopes and costs.
- Define and measure results of each action.
- Adaptive: if it doesn’t work, go back to above questions and adjust.
- Use the iterative process.
- Keep asking the above questions. Are they all still valid?
- Accept that results will be incremental and cumulative, and measure results.

Team Strategies**Very High Priority Goals****Develop a bicycle public education campaign to “Share the Road”****Possible Action Items**

- Develop a driver awareness of bicyclists program.
- Start a “Share the Road” campaign.
- Foster a private partner for bike education.
- Bicyclists should be treated and recognized as vehicles.
- Provide Police training of bike laws every other year.
- Coordinate with the FAB club on bicycle advocacy and education.
- Include bike safety and education PSAs on City website.
- Police should increase the enforcement of traffic laws for bicyclists.
- Report, track, and analyze bike crashes.
- Track minor crashes on a City website reporting center.
- Place “Share the Road” ads on Sioux Area Metro buses.

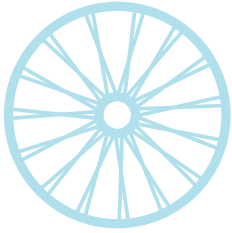


35 percent of bicycle survey respondents said that the biggest problem with bicycling in Sioux Falls is motorists are unknowledgeable of bicyclists’ right to share the road.

Structure

Internal Team: Live Well staff—Facilitator, Transportation Planner, Traffic Engineering, Sustainability staff, CityLink staff, Police staff, Mayor’s Office.

External Team: Transportation Planner—Facilitator, Bicycle Committee, FAB education, local League-certified bicycle instructors.



All on-street routes should radiate

off the bike trail to help bicyclists gain access to the trail and to destinations across the city.



Find ways to provide access

across natural and man-made barriers, especially I-229 from 26th Street to Western Avenue.

Develop a complete bicycle network through the addition of new facilities as identified in Chapter 4 of this Bicycle Plan.

Possible Action Items

- Create a network of bicycle trails, on-street commuter routes, and on-street bikeways that are appropriate, safe, and comfortable for all levels of bicyclists. A proposed network is identified in Chapter 4, “Bicycle Plan Design Guide.”
- All on-street routes should radiate off the bike trail to help bicyclists gain access to the trail and to destinations across the city.
- Develop routes to be designed to generally have destinations along the bike trail to help provide comfortable access to the current and/or proposed trail system.
- Find ways to provide access across natural and man-made barriers, especially I-229 from 26th Street to Western Avenue.
- Design and implement bike facilities that are appropriate for the street traffic.
- Incorporate bike routes and trails as a part of all major street corridor projects.
- Cost-share with SDDOT on interstate highway crossings.
- Meet with developers, businesses, and citizens to provide information about the benefits of including bicycle facilities within their developments.
- Signals should be designed to detect bicycles.
- Develop bicycle boulevard pilot projects as recommended by **Map 1, Bicycle Route Plan Possible Alternatives**.
- Count on-street bicycles for study of before and after on-street facility improvements.
- Develop improved wayfinding methods for the bike route system that may include destination-based signage.
- Find design methods that safely and comfortably cross barriers such as the interstates, rivers, and major intersections. Design methods should be reviewed that include overcrossings, undercrossings, protected bicycle intersections, bike boxes, and others.
- As a part of the strategic planning process, use the following criteria to determine if a proposed bicycle route will be effective and desirable:
 - Accessibility—Residential areas and high-priority destinations (schools, shopping areas, business centers, parks, etc.) should all have safe access by bicycle.

- Directness—Studies have shown most bicyclists will not use even the best bicycle facility if it greatly increases the travel distance or trip time over that provided by less-desirable alternatives.
- Continuity—The network should have few missing links.
- Route Attractiveness—Low perceived threat to personal safety, plus high visual aesthetics.
- Low Conflict—Few conflicts between bicyclists and motor vehicles.
- Cost—Costs should be reasonable to implement.
- Ease of Implementation—Room to place facility; does not unduly impact traffic operations.

Structure

Internal Team: Transportation Planner—Facilitator, Traffic Engineering staff, Streets staff, Live Well staff.

External Team: Transportation Planner—Facilitator, Bicycle Committee, business community, residential neighborhoods.

Adopt “complete streets” ordinances and policies.

Possible Action Items

- The City should adopt a “complete streets” policy that defines a commitment to accommodating all modes and users of transportation on the city’s streets.
- Staff shall review all new subdivisions compatible with a “complete streets” philosophy.
- Update City ordinances and design policies to be consistent with “complete streets” policies.
- Bicycle facilities should be located in a way that connects major destinations.
- On-street bicycle facilities should be located no further than one-half mile from any residence or business in Sioux Falls.
- Increase the incentive for bicycle parking in the City’s zoning ordinance.
- Encourage bicycle parking in commercial areas and other destination areas.
- Update design standards to allow bicycle boulevards, cycle tracks, and protected bicycle lanes as new options.



What are complete streets?

A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

Structure

Internal Team: Live Well staff—Facilitator, Transportation Planner, Traffic Engineering, Parks.

External Team: Transportation Planner—Facilitator, Bicycle Committee, PTAB, PATH, ADA Accessibility Board, Park Board, Board of Health.

Expand and improve the bicycle trail for convenient access to all neighborhoods of Sioux Falls.

Possible Action Items

- Develop new trail sections based upon the Bicycle Trail Plan located in Chapter 5.
- Sioux Falls residences should be located no further than one mile from a bicycle trail.
- Where feasible, develop initial unpaved trails to help develop and preserve new trail corridors.
- Develop new access points to the trail system consistent with Chapter 5.
- Proactively inform the public regarding bike trail construction activities and develop alternative routes during the construction.
- Trail facilities should be designed to accommodate beginning bicycle riders.
- Improve specific areas of the trail for safety issues consistent with Chapter 5.

Structure

Internal Team: Parks staff—Facilitator, Transportation Planner, Engineering.

External Team: Parks staff—Facilitator, Park Board, Bicycle Committee.

High Priority Goals

Add a line item in the City budget for on-street bicycle facilities and educational programs that will adequately fund plan strategies.

Possible Action Items

- City funding should be enough to develop one neighborhood bikeway, one commuter route, and to install at least 1 to 2 miles of new arterial sidewalk each year.
- City funding should include a bike rack cost-share program, with rack installation consistent with performance-based standards in the Bicycle Plan.



71 percent agree.

According to the Bicycle Survey, the bicycle trail is by far and away what respondents like best about bicycling in Sioux Falls.



77 percent

of bicycle survey respondents thought adding a line item to the City budget is an important policy. (51 percent say “very important.”)

- City funding should include money for bike safety and “Bike 101” programs.
- City funding should include other bicycle-related improvements that are also included within the bicycle plan.
- The public and private partnerships shall include opportunities to fund bike share programs.

Structure

Internal Team: Traffic Engineering staff—Facilitator, Streets, Finance staff, Transportation Planner, Live Well staff, Sustainability staff.

External Team: Transportation Planner – Facilitator, Bicycle Committee.

Facilitate and provide assistance for bicycle safety and “Bike 101” programs.

Possible Action Items

- Update school bicycle safety programs.
- Make bicycle skills a priority in school physical education.
- Increase attendance at bicycle rodeos by adding more advanced components for older children that teaches street riding safety skills.
- Support “Effective Cycling” classes for adults.
- Provide road and route training to assist cyclists in commuting to work.
- Sponsor “Share the Road” affinity license plates.
- Develop and help facilitate community bike safety education programs.

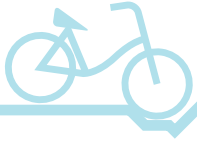
Structure

Internal Team: Live Well staff—Facilitator, Transportation Planner, Traffic Engineering staff, Sustainability staff.

External Team: League-certified Instructors—Facilitators, FAB volunteers, Safe Kids Coalition.



82 percent of bicycle plan survey respondents thought that bike safety programs should be an important policy. (49 percent say “very important.”)



Route condition

The bicycle survey indicated that many bicyclists are concerned with the condition of bicycle routes.

Improve the condition of on-street bicycle routes and trails, including enhanced street sweeping, pavement rehabilitation, and snow removal.

Possible Action Items

- All bike lanes and bike routes should be a high priority for street sweeping, including the area of the street near the curb and gutter.
- The City's pavement management system should take into account pavement condition for bicycles, especially on on-street bike routes.
- Maintain the trail system through a systematic approach.
- Clear snow from the bike trails, and sand the areas under the bridges where ice forms.
- Rumble strips should not be used in the city unless they are completed with a 4-foot shoulder and with bicycle-friendly design.

Structure

Internal Team: Traffic Engineering staff—Facilitator, Streets, Finance staff, Transportation Planner, Live Well staff, Sustainability staff.

External Team: Transportation Planner—Facilitator, Bicycle Committee.

Complete bicycle projects by leveraging private resources with public dollars to maximize funding.

Possible Action Items

- The partnerships should be utilized for both new bike trail and on-street bicycle facilities.
- Bicycle parking facilities should be encouraged through a public/private cost-share program.
- Bike share owned by nonprofit organization, with business and government partners.

Structure

Internal Team: Live Well staff—Facilitator, Transportation Planner, Traffic Engineering staff, Sustainability staff.

External Team: Transportation Planner—Facilitator, FAB, business community, Bicycle Committee, Park Board.



74 percent

of bicycle survey respondents said that leveraging private and public resources is an important policy.

Moderate Priority Goals

Moderate Priority Strategies are all listed and included as sub-projects that should occur within other priority strategies.

Work toward gold-level Bicycle Friendly Status with the League of American Bicyclists.

Possible Action Items

- Many of the League's recommendations to improve the bicycle-friendly status of Sioux Falls have been included to this Bicycle Plan.

Structure

- This should be a project monitored and evaluated by the Complete Streets Project.

Add one position in City government for a new full-time bicycle and pedestrian coordinator.

Possible Action Items

- The person in that position shall develop and facilitate bicycle education programs and classes; initiate public and private partnerships; ensure that on-street bicycle facilities and new bike trails are programmed in the budget consistent with the plan; and implement all other policies of the Sioux Falls Bicycle Plan.

Structure

This should be added as a sub-project to the **“Add a line item in the City budget for on-street bicycle facilities and educational programs that will adequately fund plan strategies.”** A bicycle and pedestrian coordinator will be very important, as more money for pedestrian and bicycle projects are added to the budget and will be necessary to implement and administer funded projects.

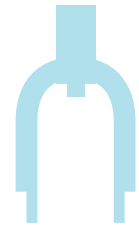
Study the feasibility of a Bike Share program.

Possible Action Items

- The program should be developed to take advantage of the high bicycle usage generators, such as downtown and the bike trail.

Structure

This should be added as a sub-project to the *“Complete bicycle projects by leveraging private resources with public dollars to maximize funding.”*



The League's Bicycle Friendly America

(BFA) program provides a roadmap, hands-on assistance and recognition for states, communities, universities, and businesses. Gold is the second highest level awarded by the BFA program.



Bicycle and pedestrian program managers

are common in U.S. cities and are a critical part of creating a bicycle-friendly community.”
—League of American Bicyclists



Bicycle Actions to Maintain or Improve

- Bicycle safety information on City website and on bike maps.
- Educate citizens about bicycle helmet usage.
- Bicycle Committee shall provide recommendations for city street corridor studies and City and State bike laws.
- MPO Bicycle Plan should be regularly updated.
- A bicycle sidepath should be constructed within SD 100 right-of-way.
- Increase bicycle registrations.
- The FAB club shall be supported as the City's bicycle advocacy and education organization.
- FAB should develop community bicycle ride events each year as a fundraiser.
- Update the bicycle trail and route map every two to three years and include the development of a digital and clickable interactive bicycle trail and route map.
- Provide a bicycle plan status report in the fall of each year to the Bicycle Committee.
- Provide bike information on the City of Sioux Falls' website.
- Encourage additional usage of the bicycle racks on the front of all Sioux Area Metro buses.
- Construct trails to reach AASHTO safety guidelines.
- Add information to bike trail kiosks to gain input on bike trail conditions or improvements.
- Drinking fountains should be placed every four to five miles along any trail.
- Do not light the bicycle trail system except in limited areas.
- Ensure the trail is accessible to emergency vehicles.

Chapter 3

Public Involvement

Over the course of the last decade, the City of Sioux Falls Planning office has developed plans, studies, and surveys that help answer the question, “What do the citizens of Sioux Falls think about bicycling, and what would they like to see changed?” All public involvement listed below were provided to the Bicycle Committee to help the committee develop plan policies and priorities.

The Shape Sioux Falls Comprehensive Plan

This plan develops policies that help guide future ordinances, budgets, and master plans for the City of Sioux Falls. In regard to bicycling, it includes the following policies:

Sioux Falls street and transportation network should accommodate all modes of transportation, with special consideration to encourage pedestrian, bicycle, and public transportation. (Chapter 5 – D. “Multi-Modal Access”)

Policy 1: Identify “Complete Streets” Corridors

Policy 2: Provide Transit Access

Policy 3: Provide Bicycle Parking

Policy 4: Provide Direct Pedestrian Pathways in Nonresidential Areas

Policy 5: Pedestrian and Bicycle Access to Residential Areas

Policy 6: Street Connectivity in Residential Areas

Long-Range Transportation Plan

- Bicycling usage in Sioux Falls has increased 400 percent in the last 15 years.
- People’s satisfaction with safe biking facilities has decreased over the last five years (69 percent satisfaction in 2010, compared to 63 percent in 2014).
- **One guiding objective** that is recommended in the plan is increasing the use of alternative modes of transportation, such as carpooling, public transportation, biking, and walking.
- **One recommended seed project** in the plan is expansion of the region’s walking and biking system.



Downtown 2025 Plan

Improve mobility and infrastructure for all modes of transportation to and within downtown.

- Encourage policies and programs that increase transit ridership, carpooling, car sharing, bicycling, bicycle sharing, and renewable energy vehicles.
- Complete a walk audit for downtown to prioritize the infrastructure needs for pedestrians and bikes.
- Develop bicycle/pedestrian connections between the trail system and surrounding neighborhoods to downtown.

Bicycle Plan Survey Analysis

Full survey results are in the Appendix.

- The bicycle trail is far and away what respondents like best about bicycling in Sioux Falls.
- Motorists lack of knowledge of bicyclists' right to "share the road" was the biggest issue respondents reported, followed closely by "not enough bicycle lanes and sharrows" and "too dangerous to bicycle in traffic."
- New trails were rated by just about one-half of the respondents as the biggest need for the bike trail.
- Almost one-half of respondents reported that bike lane facilities had them feel most comfortable (not considering the bike trail). However, almost one in five respondents reported they do not feel safe anywhere in Sioux Falls when bicycling.
- Almost one-half of all respondents reported that they do ride their bike to work.
- Most people would like to ride their bicycles either to downtown or to the bike trail. This should be taken into consideration when developing safe and comfortable on-street bike routes, and also new bike trails.
- Many people would like to see bike facility improvements made on major arterials, including Minnesota Avenue and downtown. However, many people also have indicated their dislike of bicycling in traffic. We should keep this in mind when developing on-street facilities, and should possibly also look for on-street facilities that either closely parallel major arterial or augment a major arterial facility on a low-volume street with good connections from neighborhoods to downtown and the bike trail.
- Most people who answered the survey live in the core of the city, followed by the southwest, southeast, and south.

Not just for recreation

Almost half of the Bicycle Plan Survey respondents ride their bike to work.

Bicycle Plan Open House at Tour Sioux Falls (June 28, 2014)

Excerpts below are just highlights; full results are in Appendix.

During the Tour Sioux Falls trail ride, the Bicycle Committee held an open house about the update of the Bicycle Plan. Eighty-two comments were received during the Tour Sioux Falls open house. The most common response from people was how much they liked the bike trail and the need for more on-street bicycle facilities and safer on-street bicycle routes to access the bike trail. The following comments were most heard during the open house (all comments are included within the Appendix):

1. Citizens really like our bike trail. It was by far and away the biggest strength identified (19 comments).
2. Adding more bike lanes came up quite a bit (6 comments).
3. “We need better connections to southwest Sioux Falls.”
4. “We need to better educate motorists about bicycle laws.”
5. Traffic congestion is a big challenge to bicycling in Sioux Falls.
6. There were good specific comments that we need to consider in greater detail.

Open house feedback

included the need for better connections to southwest Sioux Falls.

Bicycle Committee

The Bicycle Committee consists of citizens and City staff that meet six to ten times per year to assist in putting together and implementing the Bicycle Plan. Also, the Bicycle Committee provides input into many City transportation projects, helps plan educational projects, provides input on ordinance changes, and helps implement other suggestions for making Sioux Falls a more bicycle-friendly place. The committee draws from many citizens in Sioux Falls who are interested in bicycling. Membership is open to any citizen, allowing for a person to participate, whether through just emails or by attending meetings.

The Bicycle Committee met over the course of one and one-half years in putting together the Bicycle Plan. The committee reviewed and prioritized goals and policies for the plan. The review included determining design policies and on-street bicycle routes with recommendations for future improvements. The committee also determined public involvement for the plan.

Bicycle Plan Open House – May 12, 2015

42 people attended the Bicycle Plan Open House. A summary of the comments provided during the open house are listed below.

On-Street Route comments

1. Remove narrow bike lanes at 41st and Sycamore and 41st and Bahnson.
2. Add sharrows to Phillips Avenue downtown.
3. Require more bicycle racks for businesses by changing zoning ordinance setting minimum bicycle parking ratio.
4. 15th Street bike boulevard sounds good.
5. We need more bike corridors into downtown from Pettigrew and Sanford area.
6. We are ready for more bike friendly roads and routes.
7. Sweep streets with bike lanes. (2 comments)
8. Change 3-lane roads to 2-lane road with bike lanes.
9. We need better connections to Event Center, Downtown, McKennan Park and across the barriers of I-229, I-29, and the rivers.
10. I am excited about attacking the barriers to crossing I-229 and Minnesota Avenue. (2 comments)
11. Use asphalt for bike lanes instead of concrete.
12. Bike routes should have minimal stop signs and signals
13. I can't wait for better bike routes in Sioux Falls.

Education comments

14. Instead of saying “bicycles should be treated as vehicles”, we should say “bicycles should be recognized as vehicles”.
15. Coordinate bike safety programs w/ local shops.
16. Bicyclists should notify walkers of their presence.
17. Need improved recognition of bicycle education programs.

Bike Trail Comments

18. Fix trail from Minnesota Ave to Western. (3 comments)
19. Develop a trail connecting Sioux Falls to Dell Rapids and Hartford.
20. I fully support bike trails within 1 mile of all homes in Sioux Falls.
21. We need more connections to the bike trail.
22. We need a bike trail connection to the Industrial Park.
23. We need a curb cut accessing the Southeastern Ave trail at 41st Street.
24. We need a bike trail connection at Maple Street.
25. We need a bike trail crossing of the Big Sioux River at the Skunk Creek confluence. (2 comments)
26. Widen narrow areas of the trail. (2 comments)
27. Add reflective tape to trail bridges to indicate their location in low light.
28. Fix street lights to help light the trail in North Falls Parks coming down the hill.

Chapter 4

Bicycle Plan

Design Guide



These design guidelines are intended to serve as an aid to engineers, designers, planners, and others for on-street bike routes, bicycle parking facilities, and on-street bike route signage. The design guidance is not meant to act as design standards, but rather as an acceptable list of bicycle facilities and the situations in which they are acceptable.

On-Street Bicycle Network

Bike Neighborhood Greenways

1. Neighborhood greenways should be designed at a higher level of comfort than other complete streets.
2. Neighborhood greenways should be available in all six quadrants of the community.
3. Pick a neighborhood greenway route with good connectivity to a bike trail with low volumes and speeds when possible.
4. Where neighborhood greenways' connectivity to trail is blocked by a major barrier, recommend a safe and comfortable design option to create connectivity (e.g., crossings and trail links).
5. When neighborhood greenways' connectivity to the trail is blocked and the safest solution is not feasible or cost effective, develop protected bike facilities on a major road that does provide the connectivity to the trail.
6. See **Map 1, Bicycle Route Plan Possible Alternatives**, for all proposed bike neighborhood greenways. Also, see Appendix 4 to view more complete information about each individual route.

Neighborhood Greenways

should be designed at a higher level of comfort than other complete streets.

Bike Commuter Routes

1. Bike commuter routes are designed for bicyclists with moderate bicycling skills and moderate comfort in traffic.
2. Bike commuter routes should be designated on collector streets with good connectivity.
3. The commuter routes may be on collectors with moderate traffic volumes and speeds.
4. All commuter routes should be well signed, with sharrows to clearly identify it to both bicyclists and motor vehicle drivers.
5. Improvements to major intersections may be required to help provide a safe crossing and overall feeling of comfort.
6. See **Map 1, Bicycle Route Plan Possible Alternatives** for all proposed bike commuter routes, including a priority ranking to help the Bicycle Network Internal Team (see Chapter 2). Also, see Appendix 3 to view more complete information about each individual route.

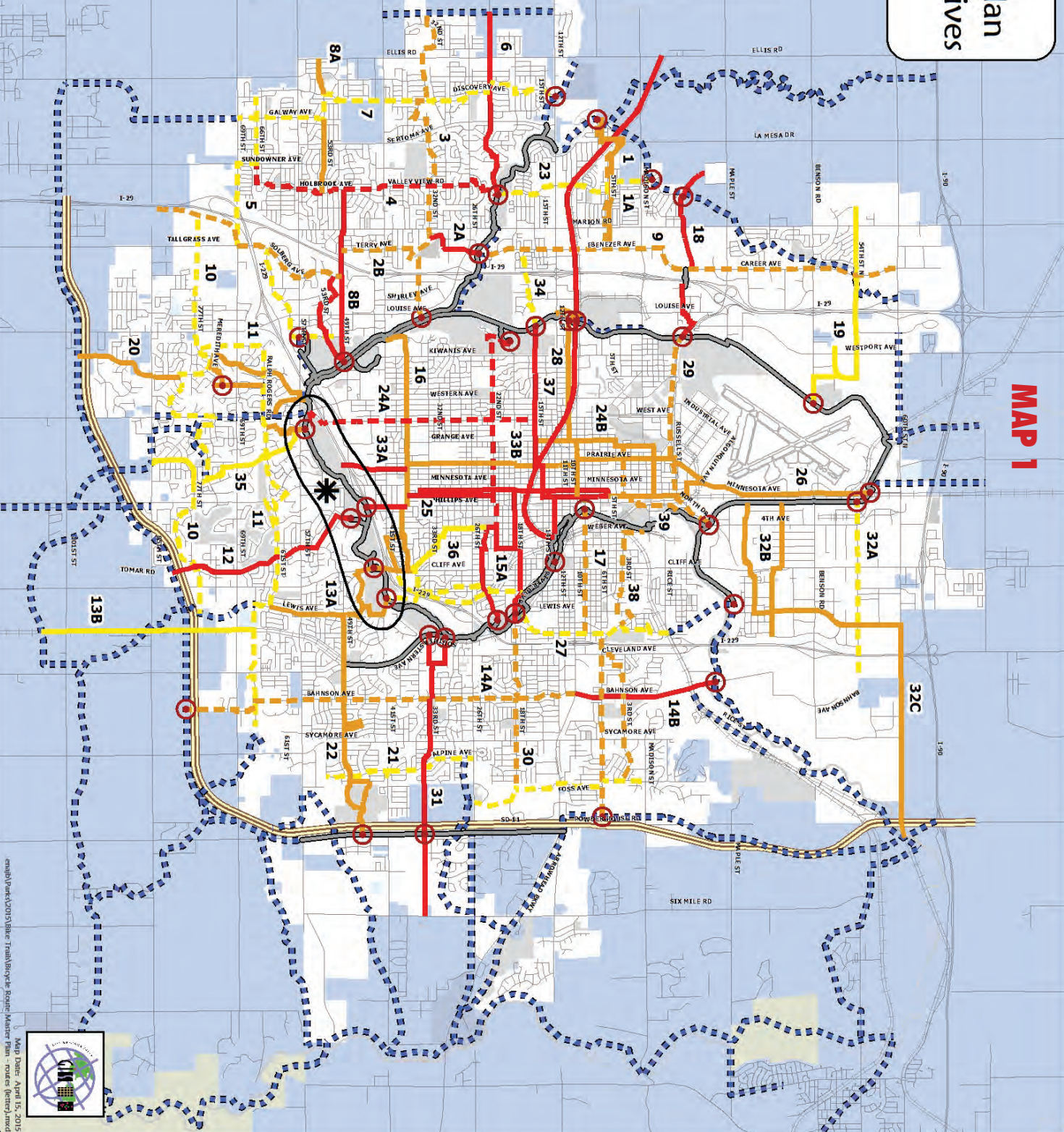
Bike Facility Options in Sioux Falls: Design Guidance

Type	Where	When
Protected Bicycle Lanes	Arterial, Collector	No parking on street/adequate ROW/moderate to high traffic.
Bike Lanes	Arterial	No parking on street/adequate ROW/moderate to high traffic.
Sidepaths	Arterial	High speeds/high volumes with access no more than every quarter mile.
Cycle Tracks	Arterial/Collector	High speeds/high volumes, limited ROW. Curbside sidewalk planned. Limited access and no dedicated right turn lanes.
Wide Curb Lanes	Arterial	Accommodation on arterial when bike lanes or cycle tracks are not feasible. 13- to 14-foot lane. Signs should be added that say "Bikes may use full lane."
Sharrows	Local/Collectors	On low-volume bike routes with good connectivity. Painted every block.
Shared Lane, Bicycle Parking	Collectors	On low-volume bike routes with good connectivity and very little parking. Could combine with sharrow.
Bicycle Boulevards	Local/Collectors	Closely paralleled to arterial streets. Must do significant traffic calming and signalization for it to be effective.
Signed Routes	Local/Collectors	Signed routes should move to destination-based system and should ultimately include one of the above facilities, also.

City of Sioux Falls
Bicycle Route Plan
Possible Alternatives
DRAFT

MAP 1

- Existing Trail
- Additional Future Trail
- Trail Destination or Connection
- SD 100 Alignment
- Bike Trail Priorities
- Commuter Route, High
- Neighborhood Bikeway, High
- Commuter Route, Moderate
- Neighborhood Bikeway, Moderate
- Commuter Route, Low
- Neighborhood Bikeway, Low
- Major Route Barriers Impeding Thru Bicycle Traffic



More About Protected Bicycle Lanes

1. Protected bicycle lanes are designed on roadways with higher volumes and higher speeds.
2. Protected bicycle lanes include two types:
 - **Barrier-protected bike lanes** use physical barriers between people riding bikes and motorized traffic to help people of all ages feel more comfortable on the street. They are usually located next to the curb, rather than between parked cars and moving cars. Statistics show that when barrier-protected bike lanes are installed, more people ride bikes, and safety improves for everyone who uses the street, whether they walk, ride a bike, or drive a car.
 - **Buffered bike lanes** are similar to conventional bike lanes, but with extra padding that helps keep people biking further from moving traffic and away from the danger of car doors in the parking lane.
3. They are highly visible and help to get people biking and driving out of each other's way. Buffered bike lanes are significantly more comfortable than conventional bike lanes.

Intersection Improvement Options

Bike Boxes—nacto.org/cities-for-cycling/design-guide/intersection-treatments/bike-boxes/

Protected Intersections—www.protectedintersection.com

Shared Right-Turn Lane and Through Bike Lane

Median Refuge Island—nacto.org/cities-for-cycling/design-guide/intersection-treatments/median-refuge-island/

Mixing Zone Striping

Curb Extensions

Bicycle Parking

Parking Rack Design and Location Recommendations

Location: A bicycle rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet. A rack area should be closer than the nearest car parking space. A rack area should be clearly visible from the entrance it serves.



Design: Bicycle racks should be designed in a way that one rack element supports two bikes, and it supports the bicycle upright by its frame in two places.

Bicycle Route Signage

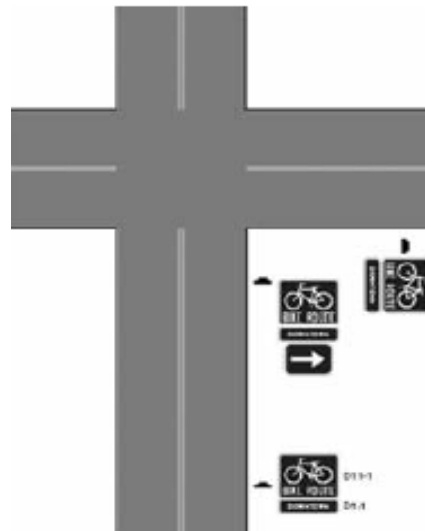


All shown bicycle route signs are MUTCD- (Manual of Uniform Traffic Signals) approved signage. Current on-street bicycle route signage is like the sign located to the right.



Many people have told City officials that they do not understand the significance of the route number, and the size of the sign makes it very difficult to notice. Based upon that public input, the Bicycle Committee recommends that the bicycle route signage be changed to a destination signage system, using larger bicycle route signs. The destination would be posted underneath as illustrated to the right.

The illustration below provides information on the placement of the destination-route bicycle signs. In urban areas, signs typically should be placed approximately every 400 meters (.25 mile), at every turn in the route, and at all signalized intersections.



Chapter 5

Bicycle Trail Plan

As Sioux Falls continues to grow, the bicycle trail will need to be expanded into new growth areas. This Bicycle Plan has incorporated specific bicycle trail projects that are expected to occur during the next 15 to 20 years. More specific bike trail routes, connections, and funding levels will be established through specific bicycle trail master plans.

Map 2, Bicycle Trail Plan, follows in this chapter, and illustrates these projects by category as listed below.

Trail Expansion Projects

Very High Priority (in Capital Improvements Program)

- Lien Park to I-229
- North section of Diamond Creek corridor
- South section of Cherry Creek corridor
- SD 115 Sidepath—85th Street to 101st Street

High Priority

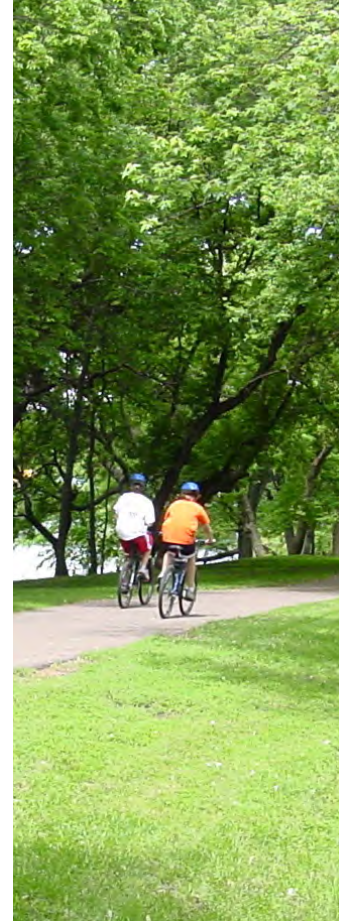
- North side of Skunk Creek from Big Sioux River to Marion Road (using dam as crossing)
- South section of Diamond Creek corridor
- I-229 to Bahnson Avenue

Moderate Priority

- Arrowhead Corridor
- SD 100 Sidepath—Arrowhead Boulevard north to Maple Street
- SD 100 Sidepath—Maple Street north to I-90
- Highline Trail (in Dawley Farm Development)
- 57th Street to Galway (adjacent to drainage pond)

Low Priority

- Great Bear to Brandon corridor



Long-Term Bike Trail Corridors

- All long-term corridors are shown in blue on **Map 2, Bicycle Trail Plan**. Master plans should be completed during the next five to ten years.

Trail Access Improvement Projects

High Priority

Site #1 West Bailey Street and North Haley Avenue (Elmwood Park Access)

This access will provide good access to the park and surrounding residential area. There are 352 households between Russell and Madison Street on the way to the Denny Sanford PREMIER Center.

Site #2 East 54th Street North—Option 1

This access is already used a great deal by bicyclist commuters as shown by the “cow path.” The committee believes that a permanent path will provide better access to this high-employment area.

Site #3 Granite City—Option 1

This access is the more economical of the two access points studied in Meadows on the River area. With the Johnny Carino’s access, this access will provide good access at both north and south ends of the Meadows on the River area.

Additional Recommendations

The committee also recommended three or four curb ramps and boulevard pad sidewalks that would help provide better access to the Southeastern Avenue bike trail, which would provide much better access for that mostly residential area:

- Southeastern Avenue and East 33rd Street curb cut to Southeastern sidepath
- Southeastern Avenue and Old Orchard Trail curb cut to Southeastern sidepath

The committee also recommended improvements to the Kiwanis feeder bike trail, which would provide better access for the retail and apartments located close by:

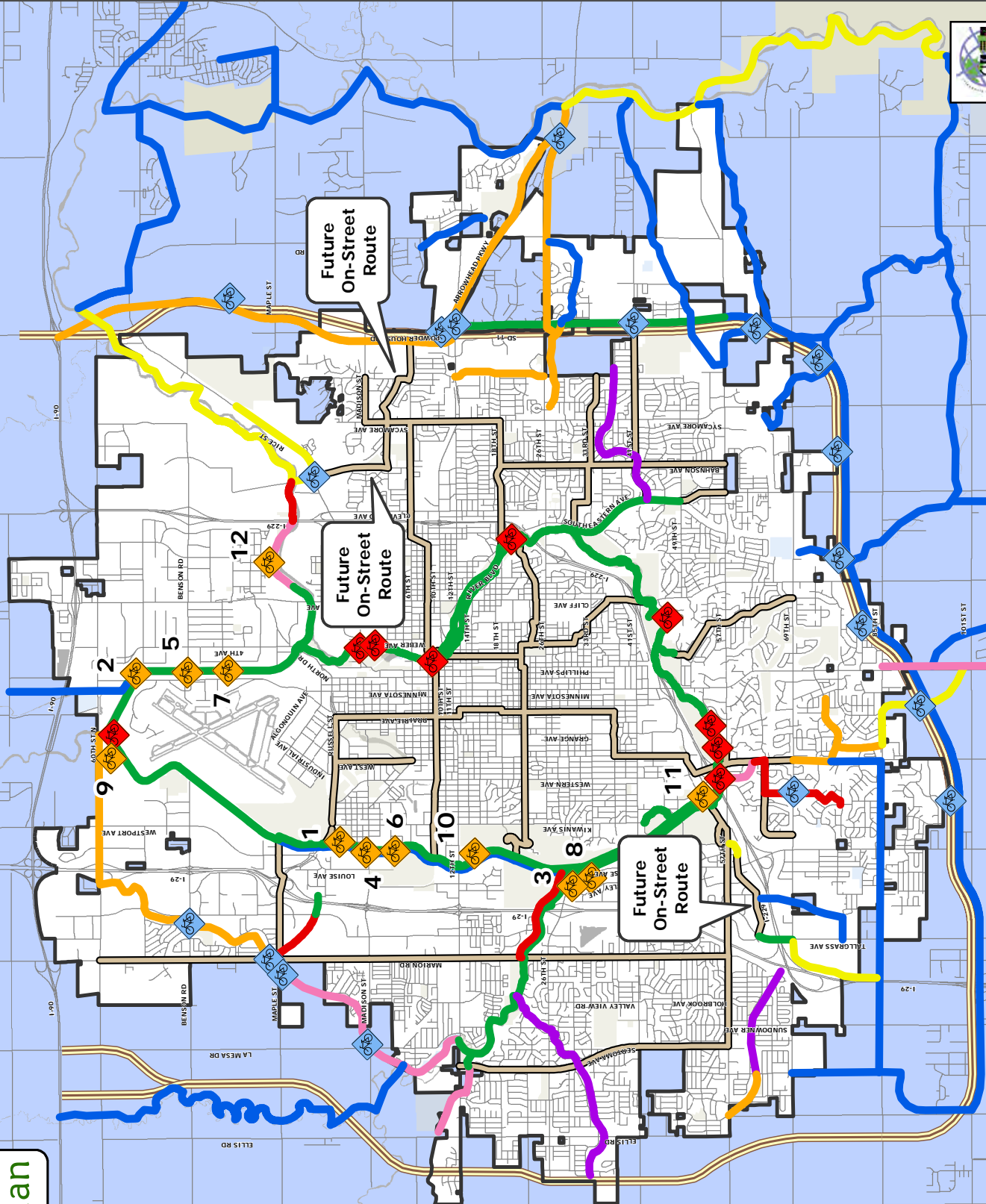
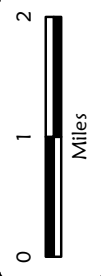


City of Sioux Falls

Bicycle Trail Plan

MAP 2

Bike Trail Expansions	
Very High Priority	
High Priority	
Moderate Priority	
Low Priority	
Long Term	
Future Trail (Low Feasibility)	
Existing Trail	
Street Trail	
SD 100	
Trail Access	
Safety and Improvements	
Future Underpass	



Map Date: April 6, 2015
 en:\parks\2015\Bike Trails\BicycleTrailPlanUpdate_2015_101er\mod

- South Kiwanis Avenue and Sheldon Lane curb cut to Kiwanis sidepath –OR– South Kiwanis Avenue and West 46th Street curb cut to Kiwanis sidepath. There are 267 households just to the east of this area.

Moderate Priority

Site #4 West Madison Street Trail Access

Complete in conjunction and consistent with the Madison Street reconstruction project.

Site #5 East Benson Road

This project would also require a bicycle facility all the way to Fourth Avenue before this is feasible and safe for bicyclists (sidepath or cycle-track). If this could be added to the project, it would increase greatly as a priority because of its ability to provide access to the 434 households within one-half mile to 1 mile away, and the access it provides to the industrial park area.



Low Priority

Site #6 West Sixth Street and North Helen Avenue

Of the three sites between 12th Street and West Russell Street, this would get the least use and the West Madison Street access is close.

Site #7 East Hermosa Drive

The Benson Road access point is fairly close and would get higher usage than this location. Note, however, this access point would also provide good access to the same 434 households as the Benson Road access site.

Site #8 World Market

This proposed access point is much more expensive than the Granite City access point option, and both access points are not needed in such close proximity.

Future Access Points to Consider

Site #9 60th Street North Access—When 60th Street North side path is built.

Site #10 Sherman Park Access—When an on-street route along 15th Street is developed.

Site #11 West 50th Street access—Access is available as gravel. When on-street routes in area are developed.

Site #12 Access to trail—across the river to gain neighborhood access.

It should be noted that these access points were chosen as inexpensive and fairly easy ways to provide trail users with better access to the bicycle trail. As a part of the Sioux Falls Bicycle Plan Survey, bicycle trail access was rated as a high priority. However, the survey made it clear that barriers for that access go beyond just simple access points. The biggest barriers to access in Sioux Falls are I-29, I-229, and the Big Sioux River. To allow all residential areas in the city with better access, additional feeder trails and comfortable and safe on-street bike routes with (in some situations) safe crossings of the interstates and river will be needed. Recommendations for these routes, trails, and crossings will be included in the complete draft of the Bicycle Plan.



Trail Safety Projects

The Sioux Falls bicycle trail system is known throughout the community as the safest place to ride a bike in the community. The bike trail has very few conflicts with cars, as there are many separated grade crossings under roadways and over the river. The trail is also maintained at a very high level, with a systematic plan to repair and repave areas along the trail. As a part of this plan, the following recommendations

have been made to improve safety in some areas:

1. Evaluate trail usage and add more capacity by widening or building parallel paths in high-volume areas.
2. Improve drainage of underpasses.
3. Raise low areas in Yankton Trail, Spencer, and Rotary Park.
4. Mitigate or remove blind corners at Yankton Trail bridge and Big Sioux River diversion channel.
5. Enhance bike trail street crossings at Yankton Trail and Falls Park, i.e., add crosswalks and bicycle warning signage.
6. Continue providing advance communication about bike trail construction, including news releases, signage, and detours.
7. Continue to make ADA slope compliance improvements to trail.
8. Consider adding a “soft shoulder” to areas where the trail is congested to allow walkers and runners room to move over and let bikes and in-line skaters pass.
9. Address tree roots and uneven surface on the trail. (Example: main trail uneven to east of Cliff Avenue near East 14th Street.)
10. Sweep the trail more.
11. Enhance warning about the railing under 41st Street bridge to reduce potential for bicyclists to clip handlebars.
12. Add a separation/barrier from rip-rap under the Falls Park Drive.
13. Smooth the curve and increase sight distance on the trail between Riverdale and Rotary Parks.
14. When trail is replaced, add more space between trail and kiosk/signage to better allow for bike traffic to maneuver.

Other Bike Trail Improvements

1. Add drinking fountains a safe distance from trail.
 - a. Pumping station on North Minnesota Avenue
 - b. Other locations within four to five miles of separation
2. Add bike racks in each park location along the trail.
3. Add rest areas at every one-half mile near the trail, but ensure they are a safe distance from the trail.
4. Continue downtown trail improvements consistent with Greenway Plan.
5. Add station points consistent with the Greenway Master Plan.
6. Add underpasses to SD 100 to gain safe and comfortable access to the sidepath (see **Map 2, Bicycle Trail Plan**).

Appendices

Bicycle Plan Survey Summary1

Comments from Bicycle Plan Open House.....2

On-Street Bike Route Table and Suggested Route Improvement Information3

Bike Laws.....4

Appendices5

Appendix 1

Bicycle Plan Survey Summary

483 total respondents

Question #1: What do you like about bicycling in Sioux Falls?

General Analysis: The bicycle trail is far and away what respondents like best about bicycling in Sioux Falls.

Rank

1. Bicycle trail – 71 percent highest priority – *4.48 out of possible 5 average strength of score*
2. Bicycling through neighborhoods – 39 percent second priority – *3.36 out of possible 5 average strength of score*
3. Bicycling outside of Sioux Falls – *2.77 out of possible 5 average strength of score*
4. Generally drivers are very courteous of bicyclists – *1.70 out of possible 5 average strength of score*

Question #3: What do you not like about bicycling in Sioux Falls

General Analysis: Motorists lack of knowledge of bicyclists right to “share the road” was the biggest issue respondents reported followed closely by “not enough bicycle lanes and sharrows” and “too dangerous to bicycle in traffic”.

Rank

1. Motorists are unknowledgeable of bicyclists right to share the road. – 35 percent of survey respondents answered this as the number 1 problem with bicycling in Sioux Falls – *5.35 out of possible 7 average strength of score*
1. Not enough bicycle lanes and sharrows – 28 percent of survey respondents answered this as the number 2 problem with bicycling in Sioux Falls (19 percent answered it as number 1 problem) – *5.09 out of possible 7 average strength of score*
1. It is too dangerous to bicycle in traffic – 23 percent of survey respondents answered this as the number 1 problem and 18 percent answered it as the number 2 problem – *4.73 out of possible 7 average strength of score*
1. Bicyclists not following bike rules and responsibilities – *3.79 out of possible 7 average strength of score.*
2. Poor street condition along routes – *3.33 out of possible 7 average strength of score*
3. Not enough traffic signals detect bicycles - *3.00 average strength of score*
4. Bicycle parking is very limited at destinations – *2.71 average strength of score.*

Question #5: What improvement to the bicycle trail is most important to you?

General Analysis: New trails were rated by just about one-half of the respondents as the biggest need for the bike trail.

Rank

1. New trails to new growth areas – 48 percent of survey respondents answered this as the number 1 priority - *4.04 out of possible 5 average strength of score*
1. Access to trails – 36 percent of survey respondents answered this as the number 2 priority. *3.56 average strength of score*
2. Maintenance of existing trails – *3.05 average strength of score*
3. Widening the existing trails – *2.52 average strength of score*
4. Improve trail user safety – *1.82 average strength of score*

Question #7: Where do you feel most comfortable riding your bicycle in Sioux Falls, not including the bicycle trail (pick one)?

General Analysis: Almost one-half of respondents reported that bike lane facilities had them feel most comfortable (not considering the bike trail). However, almost 1 in 5 respondents reported they do not feel safe anywhere in Sioux Falls when bicycling.

Rank

1. Streets with bike lanes – 42 percent of respondents
2. On the sidewalk – 28 percent of respondents
3. No Place – 16 percent of respondents
4. Streets with sharrows (share lane markings) – 14 percent of respondents

Question #8: When do you ride your bicycle instead of your motor vehicle? (pick any that apply)

General Analysis: Almost one-half of all respondents reported that they do ride their bike to work.

Rank

1. To get exercise – 95 percent
2. To get to work – 42 percent
3. To get to events and entertainment venues – 39 percent
4. To get groceries or run other errands – 34 percent
5. To get to school – 10 percent

Question #11: The following are goals for improving bicycling in Sioux Falls. Please circle the answer that matches how important you feel each goal is to the city of Sioux Falls.

General Analysis: All ten potential goals were rated as important by at least 50 percent of the respondents. Five of the potential goals were rated as very important by at least 50 percent of the respondents.

Rank

1. Develop a bicycle public education campaign to “Share the Road.” 90 percent of respondents thought it was an important policy – (64 percent very

important)

1. Expand and improve access to the Bicycle Trail for all citizens of Sioux Falls. 88 percent of respondents thought it was an important policy (58 percent very important)
2. Develop a complete bicycle network through the addition of new facilities as identified in the Bicycle Plan. 83 percent of respondents thought it was an important policy (55 percent very important)
3. Adopt “complete street” ordinances and policies. 82 percent of respondents thought it was an important policy (50 percent very important)
4. Add bicycle safety and Bike 101 programs into schools. 82 percent of respondents thought it was an important policy (49 percent very important)
5. Require that the City include dedicated funding in the operations budget for on-street bicycling facilities and pedestrian facilities. 77 percent of respondents thought it was an important policy. (51 percent very important)
6. Initiate a public/private partnership to develop community support and maximize funding for bicycle facilities. 74 percent of respondents thought it was an important policy (38.5 percent very important)
7. Work towards Gold-Level Bicycle Friendly Status with the League of American Bicyclists. 72 percent of respondents thought it was an important policy. (42 percent very important)
8. Add one position at the City for a new full-time bicycle and pedestrian coordinator. 55 percent of respondents thought it was an important policy. (32 percent very important)
9. Study the feasibility of a bike share program. 50 percent of respondents thought it was an important policy. (21 percent very important)

Question #13: Categorize your level of bicycling experience:

Rank

1. Casual bicyclist (moderate level) – 67 percent
2. Expert – 30 percent
3. Beginner – 3 percent

Question #14: How often do you ride your bicycle?

General Analysis: Over 50 percent of respondents bicycle 1-4 times per week during warmer weather. 14 percent of respondents bicycle all year round.

Rank

1. 3-4 times per week during warmer weather – 33 percent
2. 1-2 times per week during warmer weather – 20 percent
3. Almost every day during warmer weather – 15 percent
4. Occasionally on the trail – 8 percent
5. Almost every day all year round – 7 percent
6. 3-4 time per week all year round – 7 percent
7. 1-2 times per month during warmer weather – 7 percent
8. Rarely or never – 4 percent

Write In Questions – compilations

Question #2: What other things do you like about biking in Sioux Falls?

General Analysis: The bike trail wins big again. The health benefit and environmental-friendly benefits also came out in the survey.

	Number	Percent
Bike trail	68	30.8%
Health and benefits/exercise	24	10.9%
Beautiful landscape/scenery	17	7.7%
Dedicated bike lanes	12	5.4%
Growing bike community	11	5.0%
Easy to get around	11	5.0%
Bike friendly residential areas	10	4.5%
Faster commute	9	4.1%
Environmentally friendly	8	3.6%
Other	51	23.1%
TOTAL	221	

Question #4: Describe other things you do not like about bicycling in Sioux Falls.
(compiled into several categories)

General Analysis: The condition of the road and trail for bicyclists came up the most often with this question. To emphasize Question #3 answers, people also frequently cited their dislike of driver and riders not following the rules of the road and that they feel unsafe riding on the road.

	Number	Percent
Dislike bike lane, sharrow, trail, route conditions	85	27.6%
Drivers and riders not following proper laws	76	24.7%
I Feel unsafe riding	65	21.1%
Drivers that are rude or aggressive	39	12.7%
We are behind other major cities in bike friendly areas	12	3.9%
Better signage, more bathrooms, better bike racks	7	2.3%
Pedestrians and pets clog up the trail	7	2.3%
Police who don't ticket drivers	6	1.9%

Traffic lights not registering a rider	4	1.3%
Residential streets too narrow	4	1.3%
Bike trails do not extend out of town	3	1.0%
	308	

Question #6: Describe other bicycle trail improvements that are the most important to you?

General Analysis: Many people think of the trail as a transportation facility for commuting to work. Also, people would like to see lighting improvements and expansion to areas outside the city.

The most frequent responses included the following:

- Develop bike trails to nearby towns such as Brandon and Harrisburg
- Improve the lighting of the trail
- Make the bike trail a priority for commuting
- Improve access to the trail from all areas of the city
- Widen the trail in some areas
- Add striped lanes that designate the direction and ped/bike traffic
- Trail users need to be more aware of each other to avoid safety issues

Question #9: What other areas of Sioux Falls do you like to ride your bike?

General Analysis: Most people would like to ride their bicycles either to downtown or to the bike trail. This should be taken into consideration when developing safe and comfortable on-street bike routes and also new bike trails.

	Number	Percent
Downtown	127	21.5%
Bike Trails Only	108	18.2%
Park/Rec Destinations	70	11.8%
Central Area	56	9.5%
South of Town	45	7.6%
Didn't answer where	39	6.6%
Non-descript (i.e. to church, to work etc.)	36	6.1%
Everywhere	34	5.7%
West Side	30	5.1%
East Side	22	3.7%
North of Town	15	2.5%
Outside of Town	10	1.7%
TOTAL	592	

Question #10 - What Areas of Sioux Falls need the most improvements for bicycling?

General Analysis: Many people would like to see bike facility improvements made on major arterials including Minnesota Avenue and Downtown. However, many people also have indicated their dislike of bicycling in traffic. We should keep this

in mind when developing on-street facilities and possibly look also for on-street facilities that either closely parallel major arterial or augment a major arterial facility on a low-volume street with good connections from neighborhoods to Downtown and the bike trail.

	Number	Percent
Major Arterial (including bike lanes)	61	17.68%
Core Area	34	9.86%
Downtown	30	8.70%
Bike Trail	29	8.41%
Minnesota Avenue	22	6.38%
Routes on Lower Volume Streets (sharrows)	20	5.80%
Public education campaign	19	5.51%
West	17	4.93%
New Growth Areas	13	3.77%
41st Street	13	3.77%
Mall Area	11	3.19%
Crossing Interstate/River/Major Streets	11	3.19%
East	8	2.32%
10th/11th/12th Street	7	2.03%
Commercial Areas	6	less than 2%
Street Condition Improvements	6	less than 2%
South	5	less than 2%
Sidewalks	5	less than 2%
Access to Bike Trails	5	less than 2%
NW	3	less than 2%
26th Street	3	less than 2%
Western	3	less than 2%
Sidepaths	2	less than 2%
Cliff	2	less than 2%
Rail to Trails	2	less than 2%
Bridge at Big Sioux River/Skunk Creek	2	less than 2%
Signal detection	2	less than 2%
Phillips Avenue	2	less than 2%
Bikes may use full lane sign	1	less than 2%
Street Lights	1	less than 2%
TOTAL WRITE IN ANSWERS	345	

Question #12: Do you have any other ideas to improve bicycling in Sioux Falls?

	Number	Percent
Bike awareness/Educate the public	30	17.6%

Bike only lanes in critical areas	22	12.9%
Bicycle education in drivers ed classes/dmv tests	10	5.9%
Lower speed limits on bike routes/enforce current laws	9	5.3%
Bicyclings need to follow the rules of the road as well	8	4.7%
Continue to add bicycle trails	7	4.1%
Take example from other major cities (Minneapolis, Denver)	7	4.1%
Bike promotion events	5	2.9%
Other	72	42.4%
TOTAL	170	

Question #16: What is your nearest major street intersection?

General Analysis: Most people that answered the survey live in the core of the city followed by the SW, SE, and South. This could help explain why so many improvements cited in the survey related to the core and southwest. We should also think how to improve bicycling in other areas of the city (NE, NW, North) so people are more likely to bicycle in those areas also.

compiled into quadrants of city

	Number	Percent
Core	155	36.2 %
Northeast	35	8.2 %
Northwest	22	5.1 %
Southeast	66	15.4 %
Southwest	89	20.8 %
South	57	13.3 %
North	4	0.9 %
TOTAL	428	

Appendix 2

Comments from Bicycle Plan Open House at Tour Sioux Falls June 28, 2014

Summary

1. Citizens really like our Bicycle Trail. It was by far and away the biggest strength identified (19 comments)
2. More bike lanes came up quite a bit (6 comments)
3. We need better connections to SW Sioux Falls
4. We need to better educate motorists about bicycle laws.
5. Traffic is a big challenge to bicycling in Sioux Falls.
6. There were good specific comments that we need to consider in greater detail.

Comment Cards

1. The trail is what I like best about bicycling in Sioux Falls.
2. Need More Bike Lanes
3. The trail is what I like best about bicycling in Sioux Falls.
4. I feel unsafe riding in the street, but some bicycle riders don't obey laws either.
5. We need specific bike lanes
6. Get Cherry Creek Trail done! – Skyler Loewenbery – skylerL@outlook.com
7. Educate Sioux Falls motorists to respect the rights of the cyclists
8. Better access to trail from 57th and Holbrook
9. I like commuting by bicycle in Sioux Falls
10. More direct routes across I-229 between Minnesota and Cliff and from Tea-Ellis Road
11. Connect Trail to other places in city.
12. Suggestions to improve bicycling - Use culvert under I-229 by Phillips.
13. More direct access N and S of I-229.
14. I like the Trail when bicycling
15. The biggest challenge in Sioux Falls is accessing the trail.
16. I really like the Trail head by Sertoma Park
17. The biggest challenge is riding to and from work from the southwest side of town to south of 49th Street- we need better overall access from the southwest side of town.
18. I would suggest more bike lanes rather than shared parking lanes
19. The trail is the best thing about bicycling in Sioux Falls.
20. I wish bicycling routes crossing west side of town was better.
21. The bike trail in Sioux Falls is better than Des Moines.
22. The trail is what I like best about bicycling in Sioux Falls.
23. The trail is what I like best about bicycling in Sioux Falls.
24. The biggest challenge about bicycling in Sioux Falls is traffic.
25. To improve bicycling, develop a Brandon (connection?)
26. The trail is what I like best about bicycling in Sioux Falls.

27. I would suggest to improve bicycling add a trail/road route that is bike friendly from 85th and Louise Avenue.
28. The trail is what I like best about bicycling in Sioux Falls.
29. The trail is what I like best about bicycling in Sioux Falls.
30. The biggest challenge about bicycling in Sioux Falls is coping with traffic.
31. I would suggest to improve bicycling add more bicycle lanes.
32. I like the scenery along the trail when bicycling to work in Sioux Falls
33. The biggest challenge to bicycling in Sioux Falls is construction along the bike trail.
34. Improve and straighten the bike trail from Western to Cliff. – Warren Rix – WBR1golf@aol.com
35. Bicycling in Sioux Falls is very peaceful.
36. The biggest challenge to bicycling in Sioux Falls is traffic.
37. I like bicycling in Sioux Falls because of the variety of trails and the well-maintained trails.
38. I would suggest a walk-cycle bridge over Louise Avenue and 49th Street would be a nice gateway to the bike path from the west side of Sioux Falls. – Randy Clark – clarkr10@sio.midco.net
39. A trail from Sioux Falls to Tea-Lennox and trail from Sioux Falls to Harrisburg - Randy Clark – clarkr10@sio.midco.net
40. I like bicycling in Sioux Falls because people seem to respect cyclists – people give me clearance.
41. The biggest challenge to bicycling in Sioux Falls is the area in the street next to the shoulder is pitted out, main part of street is ok, to the right is not.
42. Grate at tunnel by Penitentiary has a huge bump.
43. I would suggest that we have better access to downtown and better signage,
44. Sign by Elmwood bridge to go left. (anyone know what this means?)
45. Keep east 12th (anyone know what this means?)
46. The trail is what I like best about bicycling in Sioux Falls.
47. The biggest challenge to bicycling is to maintain the current bike routes with a good surface.
48. I would suggest to keep the West Avenue trail reopened. (anyone know what this means?)
49. Extend the bike trail into the neighborhoods.
50. I like bicycling in Sioux Falls because the bike trails are in great shape.
51. The cross-town commutes here are sometimes difficult
52. You need designated cross-town streets.
53. The biggest challenge to bicycling is not enough bike lanes on the street.
54. The trail is what I like best about bicycling in Sioux Falls.
55. I would suggest more trails in Sioux Falls.
56. We need more bike only lanes on major roads – Jamie Miller
57. The trail is what I like best about bicycling in Sioux Falls.
58. The trail is what I like best about bicycling in Sioux Falls.
59. The trail needs more trees along the airport section.
60. We need more legs of the trail.
61. The trail is what I like best about bicycling in Sioux Falls.
62. The trail is awesome and is what I like best about bicycling in Sioux Falls.
63. The biggest challenge for bicycling is street cleaning to get rid of the debris
64. I would suggest that we connect trails to other communities.

Comments written down

1. Southwest side of town needs connections to bike trail for families – growing area with elementary school. Currently, only sidewalks are an option.
2. Publicize the three-foot separation law on the website so the public knows about it.
3. I love the idea from the committee about the bike share pilot! Hope it happens.
4. Check out the sign that requires bikes to use the ped button at 41st and Louise.
5. Add a bike trail in the railroad right-of-way next to Ditch Road – it could go all the way to Dell Rapids.
6. Widen narrow portions of the trail.
7. Cars are not courteous on 22nd Street sharrow route from Minnesota Avenue West. Add a sign on this section of route that says “Bike may use Full Lane”.
8. We need more bathrooms on the west side of the trail.
9. Open the Skunk Creek confluence dam to bikes.
10. The trail is not for expert bicyclists – they should all ride on the street if they want to go fast.
11. Add destinations to bike route signs in town.
12. Better designation of bike routes in town – more bike lanes.
13. We need better access from SW Sioux Falls.
14. Motor vehicle drivers need better knowledge of bicycle laws in Sioux Falls versus other cities. For instance, Kansas City and other cities are more understanding.
15. More bike lanes to help improve access around the city for women and children.
16. We need better bicycle access on the outskirts of the City.
17. We need to add a Skunk Creek Trail on the north side of the Creek with access to the dam to improve access to the downtown for people on the west side of town.
18. We need to add the yellow dotted line on the bike trail to indicate to trail users to keep on the right side.

Appendix 3

On-Street Bike Facility Priorities

* Through the on-street route strategic planning process, facility priorities may change.

\$ Low Cost
\$\$ Moderate Cost
\$\$\$ High Cost

Route	Area	Priority	From	Heading	To	Type	Facility Goal	Cost	Major Barriers
1	NW	Moderate	Family Park	East	Fairgrounds	Commuter Route	Bicycle Boulevard/ Rail with Trail	\$\$	Railroad ROW, crossing Mari- on/I-29/Lyons Blvd
1A	NW	Moderate	Family Park	East	Fairgrounds	Neighborhood Bikeway	Rail with Trail entire route length	\$\$	Railroad ROW, crossing Mari- on/I-29/Lyons Blvd
2A	SW	High	Lake Lorraine	North	Skunk Creek Trail	Neighborhood Bikeway	Protected Bicycle Lane	\$\$	Crossing 41st and 26th Street; connection to trail to north
2B	SW	Moderate	Sanford Research	North	Lake Lorraine	Commuter Route	Sharrow	\$	Crossing 69th St./ 57th Street/41st Street
3	SW	Moderate	Tea School	East	Lake Lorraine	Commuter Route	Sharrow	\$	Crossing Sertoma/Marion
4	SW	High	Bakker Park	North	Dunham Park	Commuter Route	Sharrow	\$	Crossing 26th Street, 41st Street, and 57th Street
5	SW	Low	Galway Park	East	Sertoma Park	Commuter Route	Sharrow/Protect Bicycle Lane (on 69th St)	\$	future 69th Street/I-29 crossing, Crossing Louise
6	SW	High	Discovery Elementary	East	Dunham Park	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing Ellis Rd./Sertoma/
7	SW	Low	Galway Park	North	Legacy Park	Commuter Route	Sharrow/trail connection	\$\$	Trail connection need for route connectivity/Crossing of 57th, 41st, 26th
8A	SW	Moderate	Pettigrew Elem.	East	JFK Elem.	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing Sertoma
8B	SW	High	JFK Elem.	East	Sertoma Park	Neighborhood Bikeway	Protected Bicycle Lane	\$\$	49th Street corridor from I-29 to Sertoma Park
9	NW	Moderate	Skunk Creek	North	University Center	Commuter Route	Sharrow/Bike Lane	\$\$	12th Street, Maple, Benson, Street Crossings, North Skunk Creek Trail extension
10	SC	Low	Sanford Research	East	USF Stadium	Commuter Route	Sharrow	\$	Crossing of Louise, Western, Minnesota, Cliff
11	SC	Low	Avera Research	East	Harrisburg Elem.	Commuter Route	Sharrow	\$	Prairie Green Golf Course, Crossing Arterials
12	SC	High	Praire Green	North	Tomar Park	Neighborhood Bikeway	Sharrow, Bicycle Boulevard?	\$	57th Street, 69th Street
13A	SC	Moderate	Glenview Park	North	Tuthill Park	Neighborhood Bikeway	Sharrow	\$\$	Connection to Tuthill Park and safe trail connection, Crossing 57th Street
13B	SC	Low	Harrisburg	North	Glenview Park	Neighborhood Bikeway	Rail with Trail	\$\$\$	Railroad ROW

2015 SIOUX FALLS BICYCLE PLAN

Route	Area	Priority	From	Heading	To	Type	Facility Goal	Cost	Major Barriers
14A	SE	Moderate	Laurel Oak	North	Anne Sullivan	Commuter Route	Sharrow	\$\$\$	Connection needed from 10th to 6th Street; crossing 26th, 10th Streets
14B	NE	High	Anne Sullivan	North	Great Bear Trail	Neighborhood Bikeway	Sidepath/Protected Bicycle Lanes	\$\$	Extend Great Bear Trail to Bahnson, Extend Bahnson to Rice St, 6th St Crossing
15A	Central	High	McKenna Park	East	Riverdale Park	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Cliff Avenue crossing
15B	Central	High	McKenna Park	West	Sherman Park	Commuter Route	Sharrow	\$	22nd St narrows near Minn Ave; condition street; volumes too high for comfort
16	Central	Moderate	O'Gorman	East	Lincoln	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Minnesota, Kiwanis Crossing
17	NE	Moderate	Washington High	West	Downtown	Commuter Route	Sharrow/Protected Bike Lane	\$\$	Crossing Cleveland and 6th Street
18	NW	High	McGovern Middle	East	Elmwood Park	Neighborhood Bikeway	Bicycle Boulevard/Trail connections	\$\$	Trail connections/Crossing Marion/Career
19	NW	Low	University Center	East	Sanford Sports Complex	Neighborhood Bikeway	Sharrow	\$\$\$	54th Street extension and I-29 Crossing
20	SC	Moderate	Harrisburg Middle School	North	Farm Field	Neighborhood Bikeway	Sharrow and Bike Trail	\$\$	Trail construction; 85th Street Crossing
21	SE	Low	Harmodon Park	North	Dawley Farm Village	Commuter Route	Sharrow	\$\$	26th Street, 41st Street
22	SE	Moderate	Harmodon Park	West	Lion's Centennial	Neighborhood Bikeway	Sharrow	\$	Southeastern crossing - can continue to route 13 to go west
23	NW	Low	Aspen Heights	South	Dunham Park	Commuter Route	Sharrow	\$\$	Road connection from 5th Street to Madison, 12th Street Crossing
24A	Central	High	Sanford	South	Yankton Trail	Commuter Route	Bicycle Boulevard/Trail connections	\$\$\$	Crossings of 12th, 22nd, 26th, 33rd, 41st Streets & extend West Ave. bike lanes
24B	Central	Moderate	Sanford	North	Russell Street	Neighborhood Bikeway	Sharrow/Protect Bike Lane (on Grange?)	\$	Grange Avenue across 12th Street; I-229 Crossing
25	Central	High	Downtown	South	Tomar Park	Neighborhood Bikeway	Bicycle Boulevard/Trail connections	\$\$\$	I-229 - no crossing or would need to redesign Minnesota Avenue
26	Central	Moderate	Downtown	North	Airport	Neighborhood Bikeway	Protected Bicycle Lane	\$\$	Crossing Russell Street, right of way for bike lanes
27	Central	Low	Leaders park	South	Tuthill Park	Commuter Route	Sharrow	\$\$	I-229 - no crossing or would need to use unsafe Cliff Avenue
28	Central	Moderate	Downtown	West	Elmen Trailhead	Neighborhood Bikeway	Bicycle Boulevard	\$	Crossing Minnesota, Western, Kiwanis
29	Central	Moderate	Elmwood Park	East	Falls Park	Commuter Route	Sidepath/Bicycle Lanes	\$\$	Crossing Minnesota and connectivity to Falls park

Route	Area	Priority	From	Heading	To	Type	Facility Goal	Cost	Major Barriers
30	NE	Moderate	Dawley Farm Village	West	Cherry Rock Park	Commuter Route	Sharrow	\$\$	Crossing 18th/Southeastern Intersection, 18th Street has moderate volumes
31	SE	High	SD 100	West	Pasley Park	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing Southeastern Avenue, 33rd Street extension, Crossing Sycamore
32A	North	Low	Diversion Channel Trail	East	Industrial Park Area	Commuter Route	Sharrow	\$\$	Crossing 4th Avenue, Cliff Avenue
32B	North	Moderate	Diversion Channel Trail	East	Industrial Park Area	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing Cliff, N 4th Ave
32C	North	Moderate	Diversion Channel Trail	East	Industrial Park Area	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing Cliff, N 4th Ave
33A	Central	High	USF	South	Yankton Trail	Neighborhood Bikeway	Bicycle Boulevard	\$\$\$	I-229 - no crossing or would need to use unsafe Minnesota Avenue
33B	Central	Moderate	USF	North	Veteran's Park	Neighborhood Bikeway	Bicycle Boulevard	\$\$	Crossing 11th/12th Street, 6th Street
34	NW	Low	Steeplechase Apartments	East	Zoo	Commuter Route	Sharrow/Interstate Crossing	\$\$\$	Crossing I-29, bike trail connection to 12th Street
Railw/trl	NW	High	Cherry Creek Trail	East	Fairground	Neighborhood Bikeway	Rail w/ Trail	\$\$\$	Working with Railroad on right-of-way and crossings
35	SC	Low	Prairie Meadows	North	Yankton Trail	Neighborhood Bikeway	Bicycle Boulevard	\$\$\$	Crossing Prairie Green Golf Course, 69th Street 57th Street
36	Central	Low	Downtown	South	Tuthill/Spencer Park	Neighborhood Bikeway	Bicycle Boulevard	\$\$\$	Crossing I-229, Cliff Avenue, 26th/33rd
37	Central	High	Sherman Park	South	Downtown	Neighborhood Bikeway	Bicycle Boulevard/Protect Bike Lane	\$\$	Crossing Minnesota, 14th Street
38	Central	Moderate	Leaders Park	West	Falls Park	Commuter Route	Sharrow	\$	Crossing Cliff Avenue, Weber Ave.
39	Central	Moderate	Terrace Park	East	Falls Park	Commuter Route	Sharrow	\$	Crossing Minnesota Ave./connection to Falls Park

Appendix 4

Bike Laws

§ 70.001 DEFINITIONS.

ADULT TRICYCLE. Every vehicle having three wheels, propelled solely by human power, upon which any adult may ride, except scooters, children's tricycles and similar devices.

BICYCLE. Every vehicle having two tandem wheels, propelled solely by human power, upon which any person may ride, except scooters and similar devices, but including adult tricycles.

OBSTRUCTIONS. Include, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or sub-standard width lanes that make it unsafe to continue along the right-hand curb or edge.

RECREATION TRAILS. Any publicly owned pathway within the floodplain of the Sioux River and the pathways which lead directly into this pathway system which are open to the public for recreation or travel and which prohibit motorists from traveling upon them.

STANDARD WIDTH LANE. A lane that is wide enough for a bicycle and vehicle to travel safely side by side within the same lane.

SUBSTANDARD WIDTH LANE. A lane that is too narrow for a bicycle and vehicle to travel safely side by side within the lane.

VEHICLE. Every device in, upon or by which any person or property is or may be transported or drawn upon a public highway, except devices moved by human power or used exclusively upon stationary rails or tracks, including bicycles and ridden animals.

§ 72.002 DRIVE ON RIGHT SIDE OF STREET; VEHICLES GENERALLY; BICYCLES; EXCEPTIONS.

(a) Upon all streets except upon one-way streets, the driver of a vehicle shall drive the vehicle upon the right half of the street and shall drive a slow-moving vehicle as closely as possible to the right-hand edge or curb of a street, unless it is impracticable to travel on that side of the street, and except when overtaking and passing another vehicle subject to the limitations applicable to overtaking and passing set forth in this chapter.

(b) The provisions of division (a) above shall not be deemed to prevent the marking of lanes for traffic upon any street and the allocation of designated lanes to traffic moving in a particular direction or at designated speeds.

(c) Any person driving a bicycle upon a roadway at less than the normal speed of traffic shall ride in the right-hand lane, subject to the following conditions:

(1) If the right-hand lane then available for traffic is a standard lane width and clear of obstructions such that it may be shared with overtaking vehicles, a bicyclist shall ride as far to the right as allows the bicyclist safe operating conditions;

(2) If the right-hand lane then available for traffic is a substandard lane width and/or includes obstructions that it may not be shared with overtaking vehicles, a bicyclist may ride in the middle of the right-hand lane to indicate to vehicles behind the bicyclist that passing within the same lane is not safe; or

(3) When bicycle lanes are included within a street and upon approaching an intersection where right turns are permitted and there is a dedicated right-turn lane, a bicyclist may ride on the left hand portion of the dedicated right-turn lane even if the bicyclist does not intend to turn.

(d) A person driving a bicycle upon a one-way roadway with two or more marked traffic lanes at less than the normal speed of traffic with two or more marked traffic lanes may ride in the left-hand lane, subject to the following conditions:

(1) If the left-hand lane then available for traffic is wide enough and clear of obstructions that it may be shared with overtaking vehicles, a bicyclist shall ride as far to the left as allows the bicyclist safe operating conditions; and

(2) If the left-hand lane then available for traffic is not wide enough or clear of obstructions that it may not be shared with overtaking vehicles, a bicyclist may ride in the middle of the left-hand lane to indicate to the vehicle behind the bicyclist that passing within the same lane is not safe.

§ 72.004 MEETING OF VEHICLES.

(a) Drivers of vehicles proceeding in opposite directions shall pass each other to the right, each giving to the other at least one-half of the main-traveled portion of the roadway as nearly as possible.

(b) A driver shall not pass a bicyclist moving in the same direction and in the same lane when there is oncoming traffic unless the driver can simultaneously:

(1) Allow oncoming vehicles at least one-half of the main-traveled portion of the roadway in accordance with division (a) above; and

(2) Allow the bicyclist at least a three-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.

§ 72.011 OVERTAKING; GENERALLY.

(a) The driver of any vehicle overtaking another vehicle proceeding in the same direction shall pass at a safe distance to the left of the overtaken vehicle. The driver of an overtaking vehicle shall pass at a safe distance to the side of an overtaken vehicle and may not cut in front of the latter until safely clear of the overtaken vehicle.

(b) The driver of a motor vehicle overtaking a bicyclist proceeding in the same direction shall allow the bicyclist at least a three-foot separation between the right side of the driver's vehicle, including all mirrors or other projections, and the left side of the bicycle.

(c) The driver of a bicycle may overtake and pass another vehicle upon the right, only under conditions permitting the movement in safety. A bicycle may drive off the main-traveled portion of the roadway when making such movement.

(d) The driver of a bicycle shall not overtake another vehicle on the right when the overtaken vehicle is signaling to make a right turn.

§ 72.012 OVERTAKING; PASSING ON RIGHT; CIRCUMSTANCES UNDER WHICH PERMITTED.

The driver of a motor vehicle may overtake and pass to the right of another vehicle only under the following conditions:

(a) When the vehicle overtaken is making or about to make a left turn;

(b) Upon a street or highway with unobstructed pavement, not occupied by parked vehicles, of sufficient width for two or more lines of moving vehicles in each direction;

(c) Upon a one-way street, or upon any roadway on which traffic is restricted to one direction of movement, where the roadway is free from obstructions and of sufficient width for two or more lines of moving vehicles; and

(d) The driver of a motor vehicle upon a one-way roadway with two or more marked traffic lanes, when overtaking a bicyclist on the right proceeding in the same direction and riding on the left-hand side of the road, shall allow the bicyclist at least a three-foot separation between the left side of the driver's vehicle, including all mirrors or other projections, and the right side of the bicyclist at all times.

§ 72.016 SKATEBOARDING AND ROLLER SKATING PROHIBITED.

(a) The city engineer may designate and maintain by appropriate devices or by marks or lines upon the surface where the riding of coasters, skateboards, bicycles, roller skates, toy vehicles or similar recreation devices is

prohibited. Areas may be designated where, in his or her opinion, there is particular danger to pedestrians, and at such other places as he or she may deem necessary.

(b) Owners or occupants of private property may post their property subject to the approval of the city engineer.

(c) No person shall ride any coaster, skateboard, bicycle, roller skates, toy vehicles or similar recreation device upon any portion of public or private property as may be designated and posted in accordance with divisions (a) and (b) above.

§ 76.082 VEHICLES ON PARKWAYS OR SIDEWALKS.

(a) Generally. No person shall drive any vehicle or motor vehicle other than a bicycle or wheelchair upon the sidewalks or parkways or permit any vehicle to be driven or remain on any sidewalk or parkway. The following vehicles shall be exempt from the provisions of this chapter: vehicles used by city personnel to perform an authorized public service or carry out any authorized city function, including vehicles used by public parking and public safety personnel.

(b) Bicycles.

(1) A person driving a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing the pedestrian.

(2) A person shall not drive a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where the use of bicycles is prohibited by official traffic control devices.

(3) A person driving a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances, except that a bicyclist must stop before entering a crosswalk or highway from a sidewalk or sidewalk area and must yield to all traffic on the highway.

§ 77.003 PLACES WHERE STOPPING, STANDING OR PARKING PROHIBITED.

Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a law enforcement officer, no person shall stop, stand or park a vehicle:

(a) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;

(b) On a sidewalk; unless the vehicle is attended and is being loaded or unloaded and the area adjacent to the sidewalk has been designated by appropriate signs as a sidewalk loading zone by the city engineer or unless the

vehicle is properly identified as a vehicle for transporting of disabled persons, it is necessary for the vehicle to be located on the sidewalk for loading and unloading purposes, and only two wheels on the loading/unloading side are on the sidewalk;

(c) Within an intersection;

(d) On a crosswalk;

(e) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;

(f) Alongside or opposite any street excavation or obstruction, when stopping, standing or parking would obstruct traffic;

(g) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;

(h) On any railroad tracks; and

(i) Upon any street, alley or parkway for the purpose of selling or offering the same for sale or rent. Any vehicle which is parked or placed within 50 feet of the property of the residence of the owner of the vehicle is exempt from the provisions of this section.

BICYCLES; IN GENERAL

§ 81.001 LIGHTS.

Every bicycle driven upon any street, recreation trail or sidewalk during the period from one-half hour after sunset to one-half hour before sunrise and at any other time when there is not sufficient light to render clearly discernible any person at a distance of 200 feet ahead shall be equipped with a lighted lamp on the front thereof visible under normal atmospheric conditions from a distance of at least 300 feet in front of the bicycle and shall also be equipped with a reflex mirror or lamp on the rear exhibiting a yellow or red light visible under like conditions from a distance of at least 200 feet to the rear of the bicycle.

(1957 Rev. Ords., § 13.306; 1992 Code, § 10-1) (Ord. 27-83, passed 5-2-1983) Penalty, see § 10.999

§ 81.002 BRAKES.

Every bicycle, when operated in the city, shall be equipped with a brake adequate to control the movement and to stop the bicycle whenever necessary.

(1957 Rev. Ords., § 13.306; 1992 Code, § 10-2) Penalty, see § 10.999

BICYCLES; OPERATION REGULATIONS

§ 81.015 TRAFFIC REGULATIONS GENERALLY.

Every person driving a bicycle shall have all of the rights and all the duties applicable to the driver of any other vehicle by this Code, except as to special regulations in §§ 81.015 through 81.023 and except as to those provisions of this Code which by their nature can have no application.

(1957 Rev. Ords., § 13.301; 1992 Code, § 10-34) (Ord. 27-83, passed 5-2-1983)

Cross-reference:

Traffic regulations, see ch. 76

§ 81.016 MANNER OF RIDING.

No person shall ride or propel a bicycle upon any street except in a careful or prudent manner and unless the person shall be capable of efficient control and operation of the bicycle.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-35) Penalty, see § 10.999

§ 81.017 PASSENGERS PROHIBITED; EXCEPTION.

No bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult driver may carry an infant securely attached to his or her person in a back pack or sling or in an infant carrier designed for bicycles with a safety belt firmly attached.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-36) (Ord. 27-83, passed 5-2-1983; Ord. 50-88, passed 6-20-1988) Penalty, see § 10.999

§ 81.018 CLINGING TO VEHICLES.

Any person riding upon any bicycle shall not attach the bicycle or himself or herself to any vehicle upon a street.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-37) Penalty, see § 10.999

§ 81.019 DRIVING ABREAST.

Persons driving bicycles upon a roadway shall not drive more than two abreast and within a roadway's outside single-lane at any time except while in the process of passing. When persons riding bicycles two abreast are riding at less than the normal speed of traffic and are approached from behind by a motor vehicle, the persons shall then ride single file in accordance with the provisions of § 72.002(c).

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-38) (Ord. 2423, passed 6-13-1966; Ord. 27-83, passed 5-2-1983; Ord. 46-12, passed 7-10-2012) Penalty, see § 10.999

§ 81.020 CARRYING ARTICLES.

No person driving a bicycle shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bicycle. A person driving a bicycle shall keep at least one hand on the handlebars at all times.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-39) (Ord. 27-83, passed 5-2-1983) Penalty, see § 10.999

§ 81.021 ACROBATIC RIDING.

No rider of a bicycle shall remove both hands from the handle or feet from the pedals or practice any acrobatic or fancy riding on any street.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-40) Penalty, see § 10.999

§ 81.022 SPEED; CONTESTS.

(a) No person shall, while driving a bicycle upon a street or recreation trail, participate in any race for speed with any other vehicle, except under permit from, and under the supervision of, the police department.

(b) By agreement with the police department, participants in an approved bicycle racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users.

(c) Tests of endurance are not considered bicycle racing.

(1957 Rev. Ords., § 13.308; 1992 Code, § 10-41) (Ord. 27-83, passed 5-2-1983) Penalty, see § 10.999

Statutory reference:

Bicycle races, see SDCL 32-20B-7 et seq.

§ 81.023 INTERFERING WITH PEDESTRIANS.

No person shall ride or propel any bicycle upon any street in a manner as to interfere with any pedestrian thereon.

(1957 Rev. Ords., § 13.307; 1992 Code, § 10-42) Penalty, see § 10.999



City of Sioux Falls
**PLANNING AND
BUILDING SERVICES
DEPARTMENT**