



Salt Lake City

Our First Cycle Track... & Beyond



SALT LAKE CITY TRANSPORTATION DIVISION



Bicycle-Friendly Community



“Salt Lake City is one of the top cities in the country to watch.”
— Andy Clarke, President - League of American Bicyclists



Complete Streets

The City adopted a Complete Streets ordinance.
(2007, 2010)

Complete Streets are
designed for everyone:

*walkers,
bicyclists,
drivers, &
transit.*

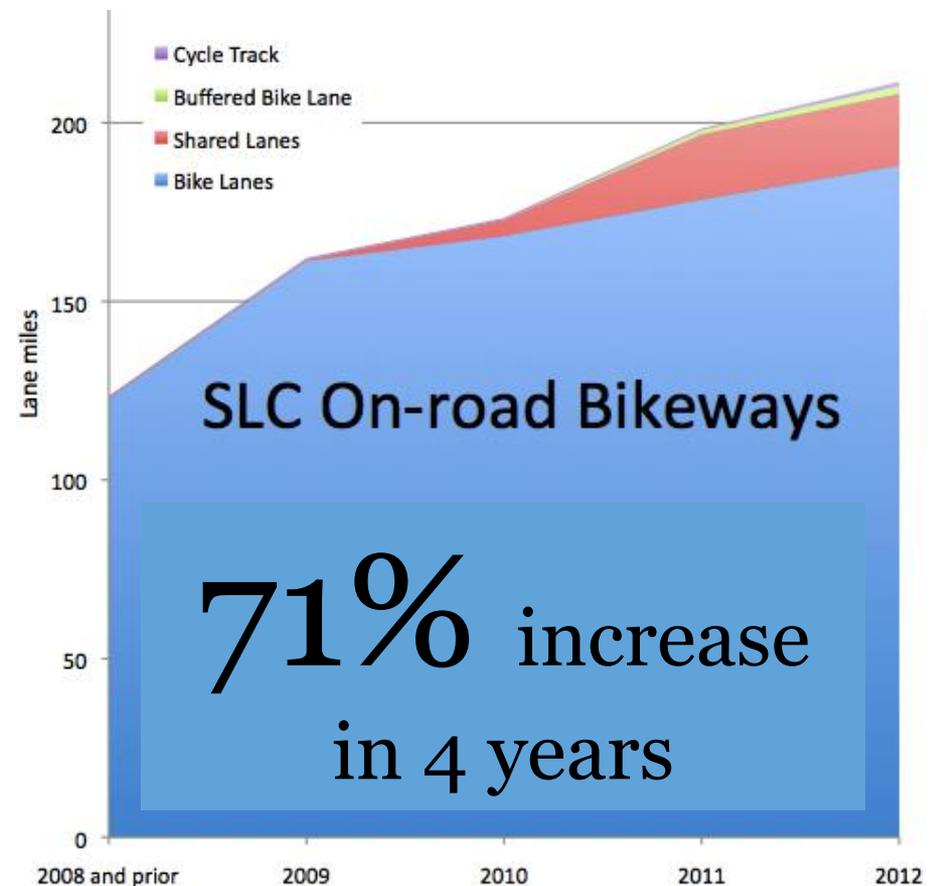




Bike lanes, shared lanes

Consider every street resurfacing:

- ▶ Opportunistic
- ▶ Budget-friendly





Increase in bicycling

up 30%

in 2 years 2010-2012

- ▶ Volunteer-based count
- ▶ 16 stations, citywide.
Same locations each year





Innovation & progress





Innovation & progress





Innovation & progress





Innovation & progress





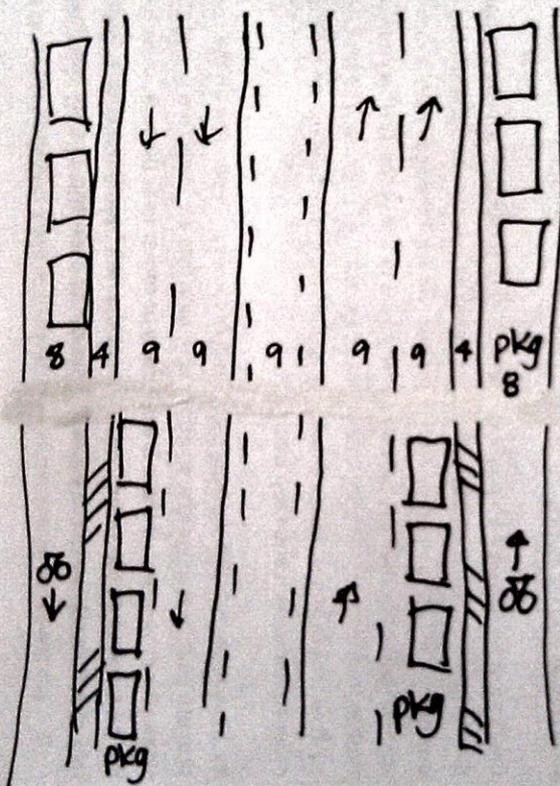
Our First Cycle Track





Where and why

Current



Proposed



Low volumes

Existing bike route

Two lanes both north and south





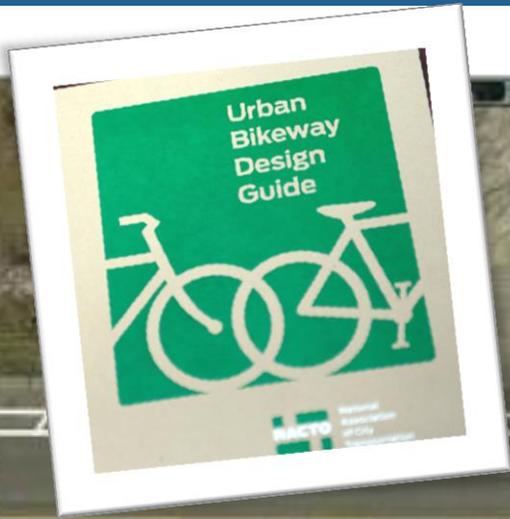
SLC blessings & curses



Wide streets • Driveways • Little on-street parking



The questions begin...



Driveway treatments? Parking loss?



Questions, questions...



Variant of MUTCD R10-15
12"x18"

Stop bar? Second stop sign?

Beacon changes...

Intersection crossing markings?





Questions, questions...



Custom
12"x18"

Temporary barricades?

Parking re-education?

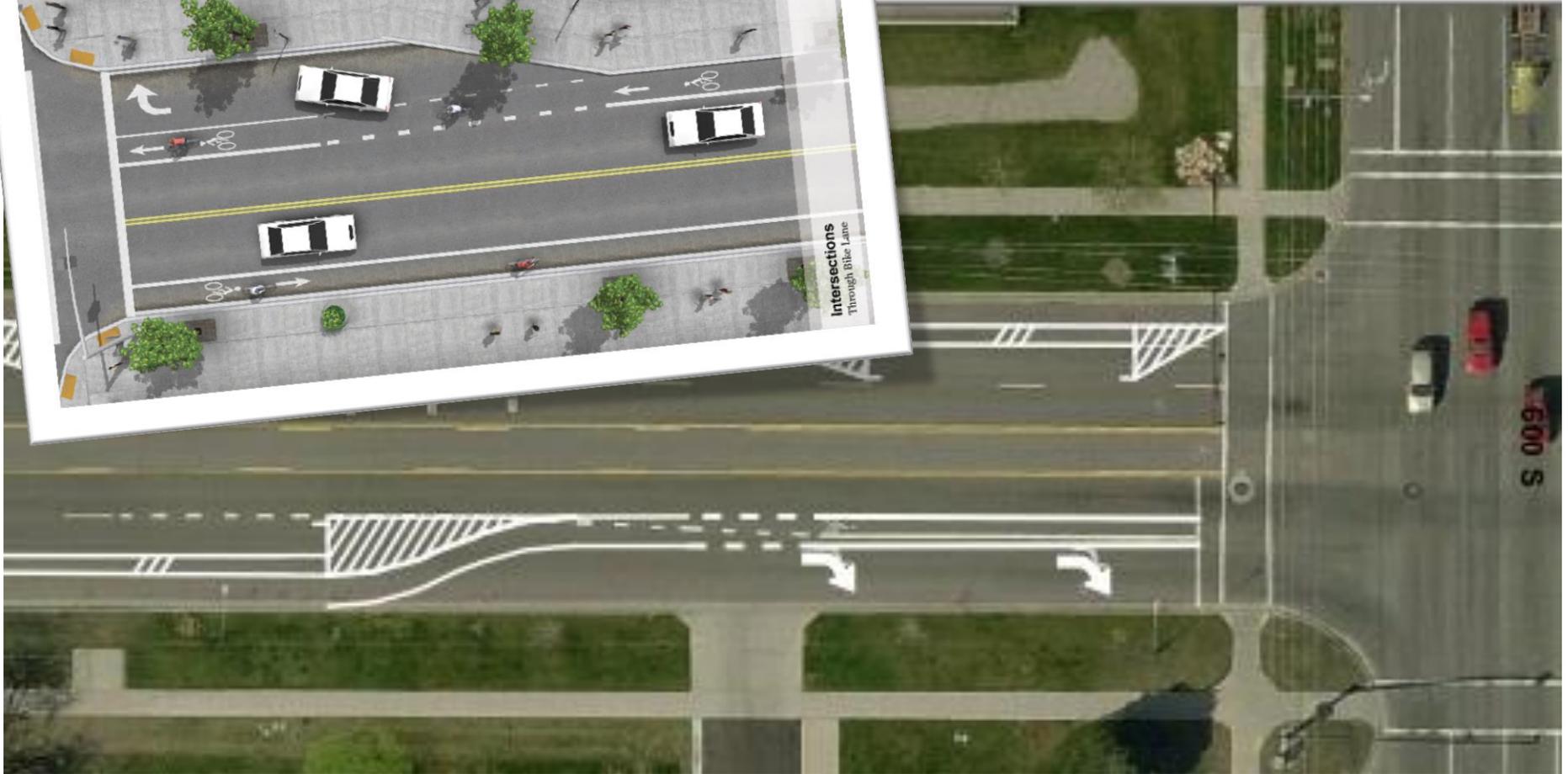
Warnings...

Trash cans.





Questions, questions...





Or buffered bike lanes??





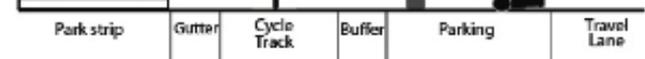
Notice to abutters



Parking

After construction, parking will continue to be allowed on both sides of the street. However, parking will be restricted near driveways and intersections. These areas will be signed and designated with paint.

- 600 S to 800 S: Instead of parking against the curb, park between the cycle track and the travel lane. Do not park in the cycle track.
- 800 S to 900 S: Park along the curb as normal. You may cross the extra wide bike lane to parallel park.



Trash cans

Please place trash cans in the parking lane, NOT IN THE BIKEWAY. Trash cans should be placed three feet (3') from any object (car, tree, sign, etc.) so that trucks may grab the can. You may need to place cans in front of a neighbor's house.

If you have further questions about where to place your cans, please contact us at bikeslc@slcgov.com or (801) 535-6112.

Turning across the bikeway

At driveways and intersections, be especially aware of bicyclists and pedestrians. The new bikeway design may attract more bicyclists than ever, so look twice and check your blind spots. When entering or exiting a driveway, or turning right or left, yield the right of way to bicyclists.



Note the different stop bars for bicycles and cars.

At 300 East & 700 South (pictured at left), bicyclists must yield to pedestrians in the crosswalk and will stop after the crosswalk at a separate stop bar.

Let us know what you think

We're looking for your feedback on these designs, whether you are a bicyclist, walker, driver, resident, business owner, or employee. It is important that we understand how these designs work for everyone. Beginning August 1st, we will be collecting input via an online survey.

The survey will be linked on our website:

www.bikeslc.com



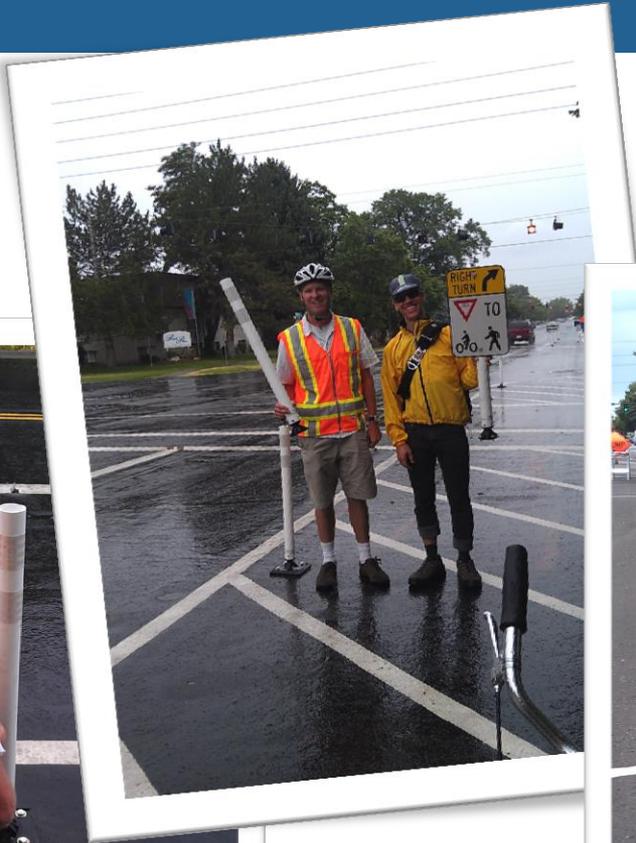
Construction



Phasing, contractor restraints.

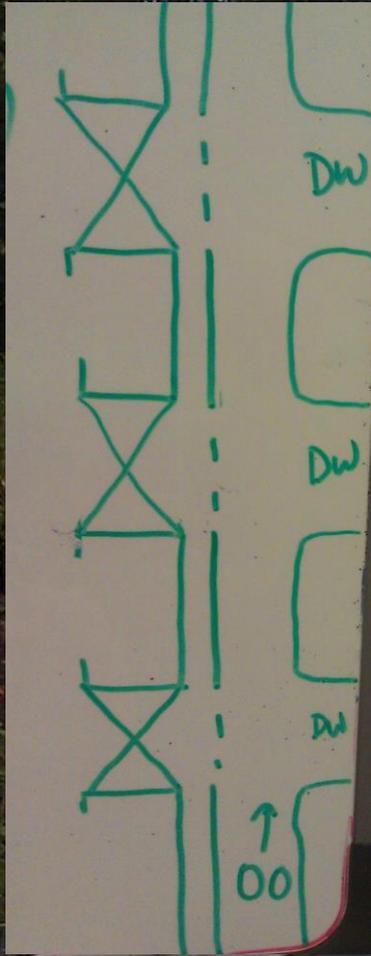


Design changes - *after*





Driveways being blocked





Open house, feedback





Open house, feedback





Phase 2 - Green





Additional green?

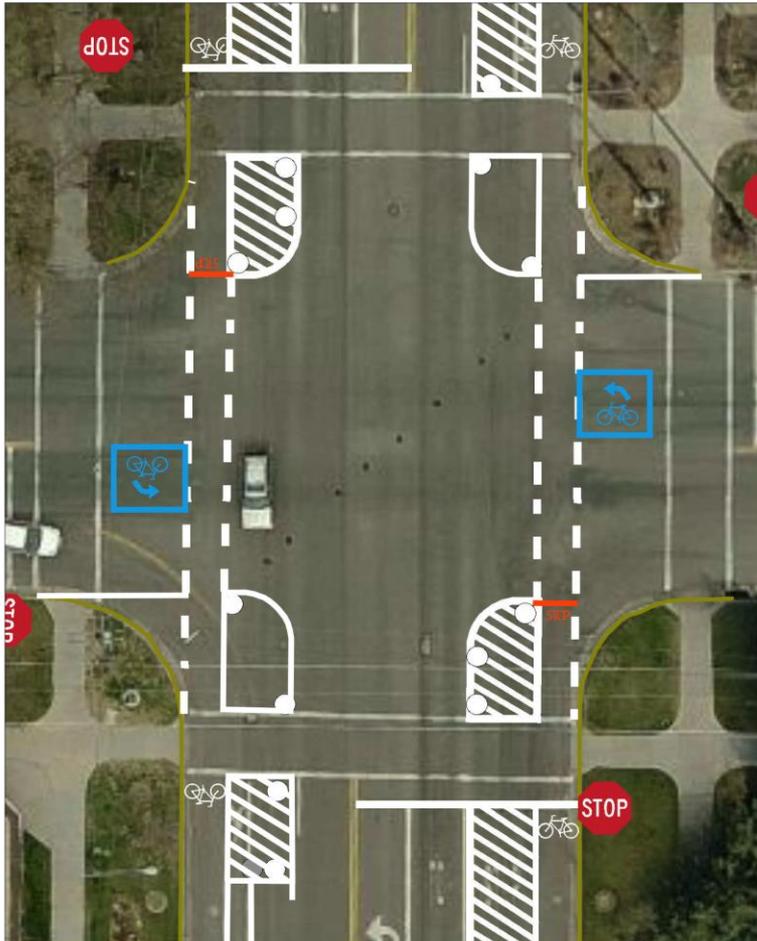
Bike turn boxes?



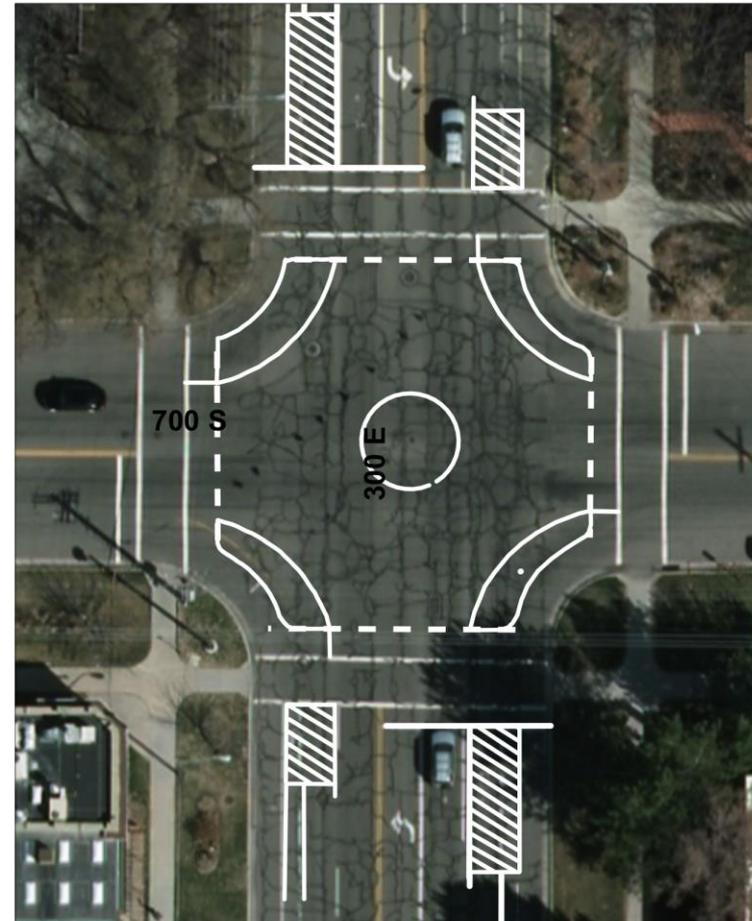


Potential design changes

300 East @ 700 South - Additions



0 5 10 20 Feet
1 inch = 10 feet



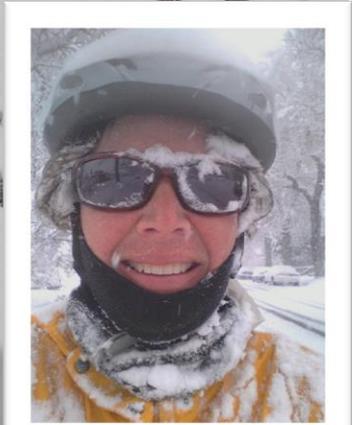
Created January 18, 2012
Revised August 8, 2012
C. Quinn-Hurst
S.L.C. Transportation Division



300 East and 700 South - Intersection Revision



Early November snow





Plows... & tree trimming





True winter





True winter



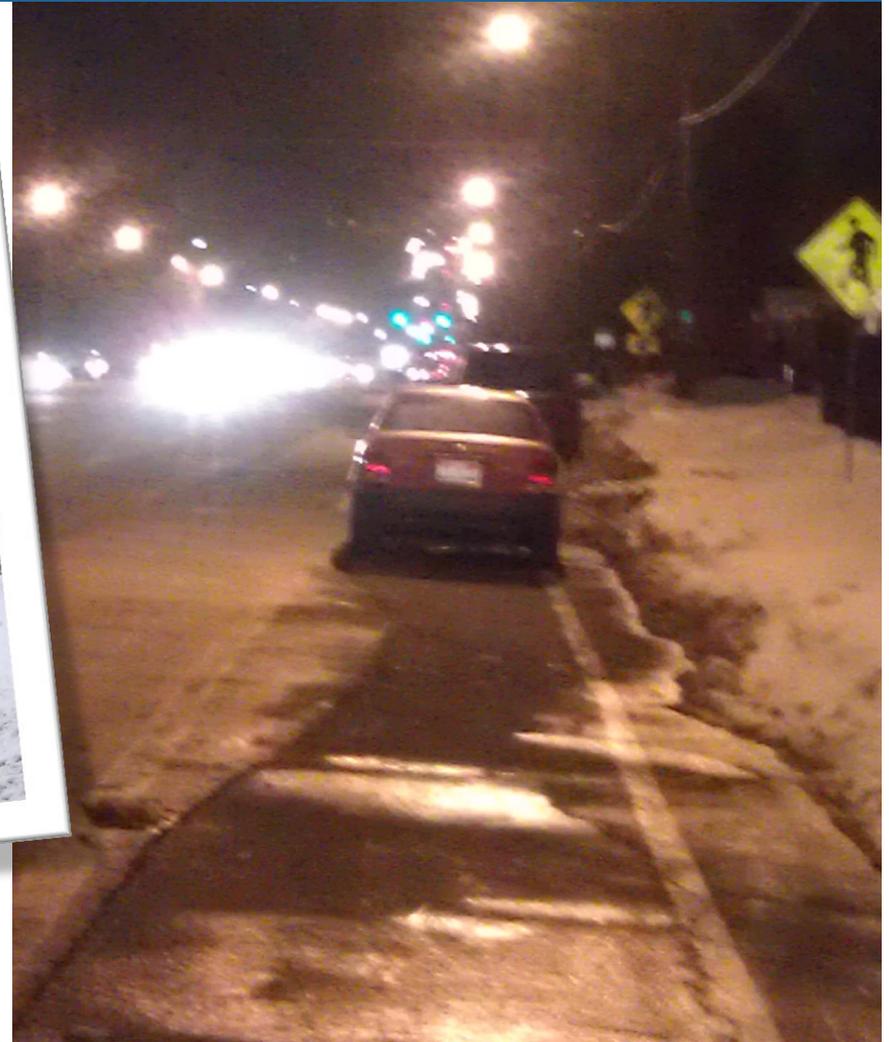


Ped crossings, windrows





Better than bike lanes





Need a better black out





Community feedback

In a hypothetical, “how far would you go out of your way” scenario, bicyclists favored a cycle track (41%) over a paint-buffered bike lane (25%).





Community feedback

Comfortable riding in downtown traffic with an 8-year-old:

- *60% of bicyclists on a cycle track*
- *40% on buffered bike lanes*





Community feedback

Residents strongly preferred the paint-buffered bike lanes (78%), but 32% still supported adding more cycle tracks elsewhere in the City.





Community feedback

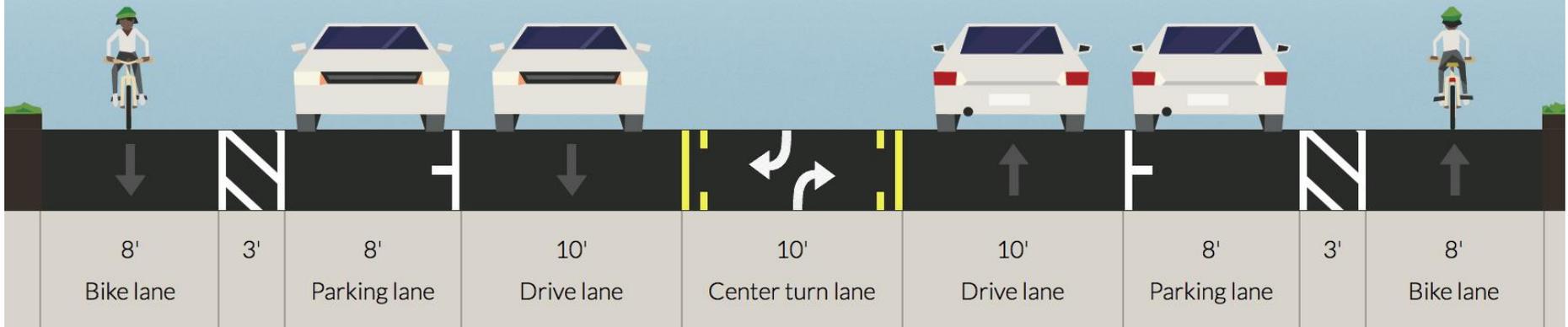


Over 80% of bicyclists support or strongly support adding additional cycle tracks within the downtown area. Slightly less support for buffered bike lanes.



Lessons, lessons...

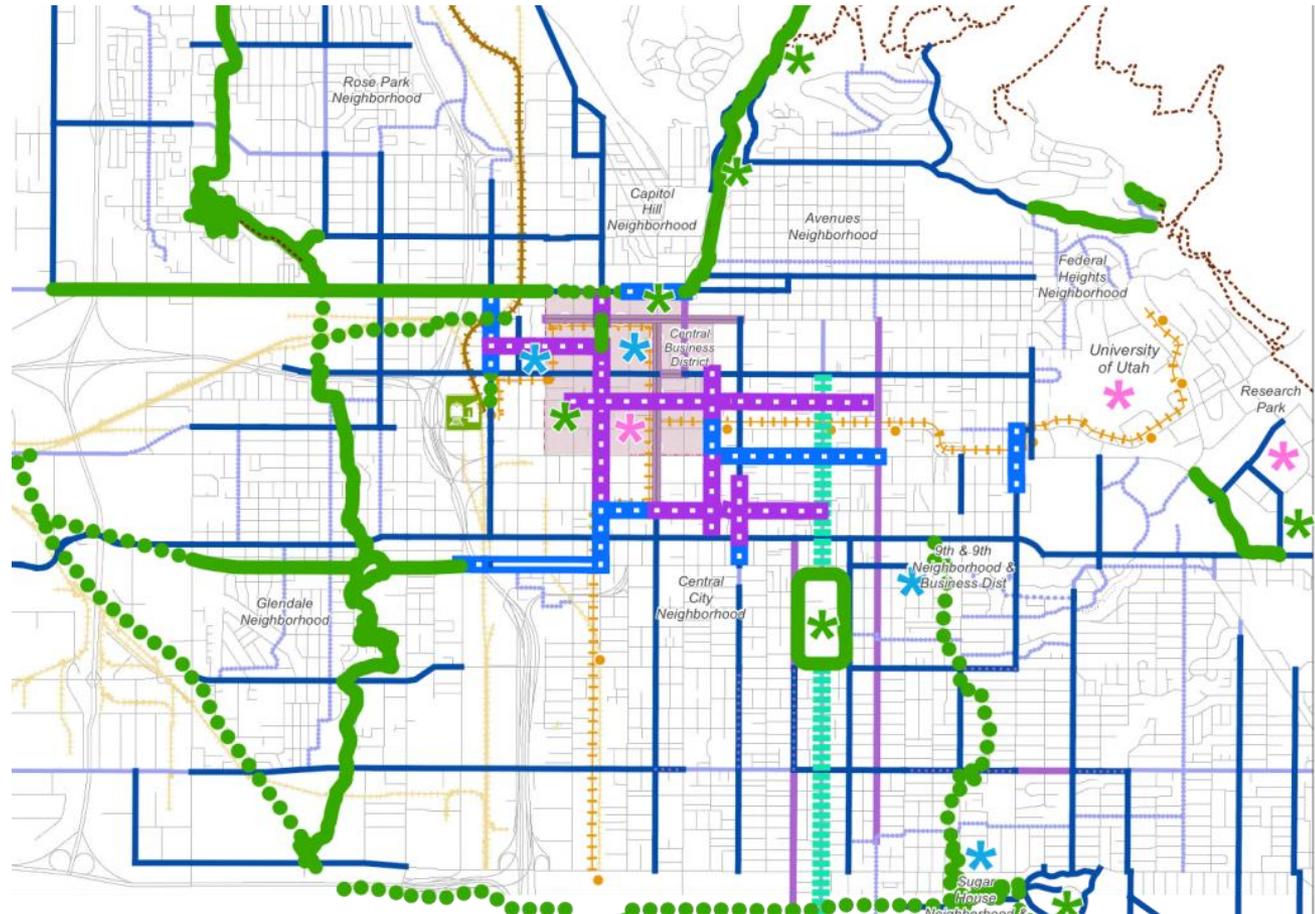
- SO glad we did just two blocks.
- Construction timing is tricky, but key.
- Expect design changes.
- Interim interim phase?





Cycle Tracks downtown

- ▶ Master plan currently being updated.
- ▶ Possible 4-5 miles in 2014.
- ▶ Federally-funded project – UDOT participation.





Thank you!

SALT LAKE CITY TRANSPORTATION DIVISION

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