

Bicycle and Pedestrian Master Plan SUMMARY

KEY ELEMENTS

A. Purpose

- Vision: Enhance use of the bicycle for transportation and recreation, and walking for pleasure and mobility. Foster community respect for bicycling and walking. Promote bicycling and walking as ways to enhance personal health and improve the community environment.

B. Background

1. In 1992, Salt Lake City adopted the Salt Lake City Bikeways Master Plan 1993-2000.
2. Regional planning for bicycle facilities is reflected in the Wasatch Front Regional Council Urban Area Long Range Transportation Plan for 2030.
3. In February 2001, the Utah Department of Transportation's Statewide Pedestrian and Bicycle Plan was approved.
4. The Utah Transit Authority's light rail stations and bus stops are major generators of pedestrian activity. Both light rail vehicles and buses transport bicycles which enhances the convenience of transit for bicyclists.
5. The City Transportation Division is responsible for implementation of the Salt Lake City Bicycle and Pedestrian Master Plan, resolution of specific operational issues, signing of pedestrian and bicycle facilities and pedestrian safety considerations.
6. The Mayor's Bicycle Advisory Committee provides ongoing input on the planning, implementation and maintenance of bicycle facilities in the City, working with City staff and reporting directly to the Mayor.

C. Planning Process

- Identified Pedestrian and Bicycle Issues
 1. Diversity of skills and abilities
 2. Connections and nodes
 3. Connections to other modes of transportation
 4. Provide support facilities
 5. Elimination of barriers
 6. New development opportunities
 7. Street and sidewalk maintenance
 8. Overlooked opportunities
 9. Public education and innovation

D. Existing Facilities and Programs

1. The City has been committed to implementing facilities and programs that support bicycling and safe pedestrian movements for many years.
2. The City has an active Pedestrian Safety Committee that works to identify and rectify pedestrian safety issues within the City. As a result of their efforts, a number of programs have been implemented and City ordinances have been rewritten.

E. Bicycle and Pedestrian Facilities Classifications

1. Differing types of bicycle and pedestrian facilities are provided to assist in identifying target users and for generalizing design guidelines.
2. The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (1999) defines four basic types of bicycle facilities:
 - a. Shared Roadways
 - b. Signed Shared Roadways
 - c. Bike Lanes
 - d. Shared Use Paths
3. Salt Lake City has classified both bicycle and pedestrian facilities together into four general facility types:
 - a. Neighborhood Bicycle and Pedestrian Circulation
 - Virtually every residential neighborhood street not designated as a City Bikeway is included in this classification.
 - Bicyclists share roadways with vehicles; no bicycle signing or pavement markings are provided.
 - The extent to which neighborhood streets and sidewalks are used by local residents is related to the quality of the experience.
 - In order to make these streets quieter and safer, special traffic calming treatments and other test projects may be appropriate to improve safety and encourage use by a diverse bicycling and pedestrian oriented public.
 - b. City Bikeways
 - Incorporates two AASHTO classifications: Signed Shared Roadways and Bike Lanes.
 - Are intended to establish direct and convenient on-street bicycle access to significant destinations throughout the City and provide cross-town routes.
 - Accommodate the specific needs of bicycle commuters, experienced riders, and others who are comfortable being integrated into the roadway system and riding among motor vehicles.
 - c. Downtown Bicycle and Pedestrian Circulation
 - Relative to elsewhere in Salt Lake City, the potential for conflicts among users is the greatest and providing bicycle and pedestrian facilities presents the greatest challenge.
 - The major focus of bicycle circulation in this key part of the City is safe operation of bicyclists in mixed traffic and motorist awareness of bicyclists.
 - Upgrading the quality of downtown City Bikeways to maximize their safety and visibility for the benefit of all roadway users is a high priority.
 - Pedestrian activity within the downtown is significant and the sidewalk system is the backbone of circulation.
 - Salt Lake City's large blocks are also a recognized deterrent to pedestrian mobility; mid-block crossings have been encouraged and developed where possible, and others are planned as new development and redevelopment occurs.
 - Identification of opportunities to establish "interblock" connections should be pursued through the RDA development process and other public and private development projects.
 - Implementation of the development process concepts described in Towards a Walkable Downtown will continue to build on the advances the City has made in the past several years.

- d. Shared Use Paths
 - o These are defined as those separate trail systems that accommodate a wide variety of non-motorized users and that provide both inter-city and intra-city connections. Trailheads are provided for access in key locations, and neighborhood connections are encouraged.
 - o Major existing and proposed shared use paths in Salt Lake City include the Bonneville Shoreline Trail, Jordan River Parkway, City Creek, Parley's Creek, and the Airport Trail.
 - e. Activity Nodes
 - o Salt Lake City has evolved into an urban form that includes many activity nodes that attract both pedestrians and bicyclists.
 - o Locations of many of these nodes include such familiar ones as the University of Utah, 9th East/9th South, Liberty Park, 15th East/15th South, UTA light rail TRAX stations, or the International Center business park but also include smaller nodes best known to the local neighborhoods that use them.
 - o Identifying convenient and attractive connections between these nodes for pedestrians and bicyclists would enhance the overall livability of the neighborhoods these nodes serve, as well as the economic vitality of those nodes that are commercially oriented.
- F. Goals and Objectives - Please see pages 23 – 29 in the Plan for specific objectives and action items.
- The Plan is intended to provide a framework to achieve the following five goals. The goals will be achieved through action items oriented to specific objectives.
 - a. To incorporate bicycle and pedestrian mobility and facility needs into community planning, land use planning and the development process.
 - b. To expand the existing pedestrian and bicycle system and improve on-street bicycle travel between neighborhoods, within the City, and to connecting intracity locations.
 - c. To improve the quality of the existing system.
 - d. To promote safe bicycling and enhance pedestrian safety.
 - e. To maximize the use of available federal and state funding opportunities to support pedestrian and bicycle programs and facilities development.
- G. Implementation Plan
1. This section of the Plan lists several specific projects as a high priority and recommends other projects for funding such as City Bikeways, Pedestrian Crossings and Intersection Operations, Traffic Management Program, Support Programs Requiring Funding, Pilot Projects, Special Downtown Planning Studies, and City Ordinance Issues.
 2. The Bicycle and Pedestrian Master Plan must include a Systems and Facility Map and an organized plan for the implementation and funding of new bicycle and pedestrian facilities and the maintenance of existing ones.
 3. The implementation plan includes planning and construction of new infrastructure, support for existing programs, and support for new programs.
 4. Various City departments will share the responsibility for undertaking the plan, depending on their administrative mandate. This master plan makes use of existing committees within the City to implement the plan efficiently.
 5. What is lacking to implement them is secure on-going City funding or alternative State or Federal funding sources.

6. Table 7-1 lists specific projects by geographic section of the City and provides the assumptions used to develop the planning level cost estimates.
7. Funding for these projects is needed for the City to attain the goals and objectives presented in Section 6.0 Goals and Objectives.

H. Planning Tools

1. The extent to which facilities for pedestrians and bicyclists are provided through development and redevelopment is partially a result of what city code legally requires, as well as a commitment to good planning through the development process.
2. As part of a comprehensive master plan, the extent to which key development requirements support walking and bicycling in a city or individual neighborhoods was evaluated by examining key city codes.
3. Three primary categories of pedestrian and bicycling indicators were identified Land Use, Site and Building Design, and Street Patterns, On-Site Circulation and Parking.
4. These indicators have been shown to have a profound influence upon the extent to which people will choose walking or bicycling as an alternative to driving.
5. This overview suggests that there are some areas of the City code that Salt Lake City should review with the objective of enhancing the language of the code to be more supportive of bicyclists and pedestrians.
6. An in-depth analysis of the feasibility of such changes, their legal basis, and the approval process must be carefully undertaken by the appropriate City departments, Planning Commission and City Council.

I. Education and Promotion

1. Increasing the role of the bicycle and pedestrian in transportation as well as for recreation requires the provision of safe facilities but also promotion of the bicycle network and education of the public.
2. Achieving the vision of this master plan can be viewed from four perspectives: education, encouragement, enforcement, and engineering.
3. Salt Lake City has a number of bicycle oriented events that both educate the public and promote bicycling for both transportation and recreation.
4. In addition to providing safe and continuous facilities, Salt Lake City can enhance their educational and promotional programs, both directly and through coordination with other jurisdictions and stakeholders.
5. These programs are likely to require funding by the City but could also be funded through participation by a variety of sponsors.

J. Funding

1. The provision of bicycle and pedestrian facilities is dependent upon enabling City code, good planning practices, and the ability to fund these facilities.
2. Funding is an important issue for implementation of this master plan.
3. There are a variety of federal, state and local sources of funding that are available to Salt Lake City. Traditional sources of funding include federal appropriations through various transportation funding categories, State legislative appropriations for transportation programs, and local government funds. Less traditional sources can include private donations, public/private partnerships, in-kind services, and sponsorships.