
M E M O R A N D U M

DATE: September 4, 2008
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Ordinance: Amendments Relating to Buses and Bicycle Lanes
CC: Cindy Gust-Jenson, David Everitt, Lyn Creswell, Frank Gray, Esther Hunter, Ed Rutan, Tim Harpst, Chris Burbank, Dan Bergenthal, Jennifer Bruno, Vicki Bennett

This memorandum pertains to proposed amendments to sections of the *Salt Lake City Code*. Some amendments would clarify sections of the code to eliminate prohibitions against Utah Transit Authority buses crossing bicycle lanes to pick up and drop off passengers at bus stops located at the curbs of streets.

The City Council heard a briefing on the proposed amendments at its August 19 meeting and set a September 9 date for a public hearing on the items.

OPTIONS

- Adopt the proposed ordinance.
- Do not adopt the proposed ordinance.
- Amend the proposed ordinance.

POTENTIAL MOTIONS

PUBLIC HEARING

- I move the City Council close the public hearing.
- I move the City Council continue the public hearing until (Council Members may choose a date).

PROPOSED AMENDMENTS

- I move that the City Council adopt the ordinance enacting City Code Section 12.04.245 relating to the definition of motor bus and amending sections 12.52.140, 12.84.010, and 12.84.130 pertaining to bicycle lanes vehicle restrictions, the definition of motor bus, and stopping a bus in traffic line.
- I move that the City Council consider the next item on the agenda.

KEY POINTS

- The Administration indicates that the proposed amendments are designed to update existing ordinances to be consistent with current, long-standing practices.
- It appears that the proposed amendments pertaining to motorized buses traveling across bicycle lanes are designed to have *City Code* reflect the standard practice of the Utah Transit Authority's bus operations for picking up and letting off passengers.
- The Administration indicates that the proposals involving motor buses have the support of the Transportation Division, UTA and the Mayor's Bicycle Advisory Committee.

The following are legislative drafts prepared by Council staff of the proposed ordinances:

PROPOSED AMENDMENTS

12.04.245 Motor Bus

For the purpose of this title, "motor bus" means and is defined to be any motor-propelled vehicle operated over the streets of the city regularly or at intervals along a definite and regular route, or between definite points within the city for the purpose of carrying passengers for hire, and which vehicle receives, carries and discharges as passengers such persons as offer themselves for transportation along such route or between such points.

The proposed amendment to Section 12.84.010 references the proposed definition of "motor bus" in Section 12.04.245.

12.52.140 Bicycle Lanes Vehicle Right of Way and Vehicle Restrictions:

No motor vehicle shall at any time be driven within or through, or parked or stopped within a marked bicycle lane, except to briefly cross such lane to turn into an intersection, street, alley, driveway or other parking area. A motor bus or school bus may briefly be driven within or through, or stop within a marked bicycle lane while in the process of taking on or discharging passengers but when doing so, said vehicles shall stop as near as practicable to the right-hand edge of the roadway. Any vehicle entering or crossing a marked bicycle lane so turning must shall yield the right of way to all bicycles within the lane that are close enough to constitute an immediate hazard. No motor vehicle may use a bicycle lane as a turning lane.

12.84.130 Stopping bus in traffic line.

~~It is unlawful to stop a motor bus in the line of traffic upon any street for the purpose of taking on or discharging passengers.~~ While in the process of taking on or discharging passengers, the operator of a motor bus shall stop as near as practicable to the right-hand edge of the roadway as set forth in Section 12.52.140 of this Code or its successor.

BACKGROUND/DISCUSSION

According to a UTA representative, the original impetus for amending ordinances pertaining to buses and bicycle lanes occurred when UTA responded to complaints about UTA buses on 200 South Street interfering with bicycle traffic when the buses crossed bicycle lanes to pick up and let off passengers at bus stops near the intersection of 200 South Main Street. According to UTA, bicyclists requested that UTA remove bus stops there and at other locations where they were near bicycle lanes. At some point, bicycle riders indicated to UTA that it was violating Salt Lake City Code, particularly sections:

12.52.140 which reads, “No motor vehicle shall at any time be driven within or through, or parked or stopped within a marked bicycle lane, except to briefly cross such lane to turn into an intersection, street, alley, driveway or other parking area.”

12.84.130 which reads, “It is unlawful to stop a motor bus in the line of traffic upon any street for the purpose of taking on or discharging passengers.

According to the unadopted *Downtown in Motion Salt Lake City Downtown Transportation Master Plan*, buses and bicycles are key components of future transportation.

Downtown in Motion says, in part:

- State Street and 200 South should continue as the main corridors for Downtown Bus Service.
- Bus service will be provided on other streets to provide appropriate transit coverage in concert with light rail and shuttles.
- Bus stops downtown will be comfortable and attractive places.¹
- A supportive environment for commuter and recreational bicyclists of all skill levels will be created downtown.
- Land use development policies in Downtown will support pedestrian and bicyclist use.
- All grid streets are recognized as the backbone of the pedestrian and bicyclist network in Downtown. A 20-foot minimum sidewalk realm will be protected on all grid streets. ...
- Bicyclists are welcome on all public rights of way.
- Downtown will have a network of dedicated bike lanes.
- All other grid streets Downtown will have travel lanes shared by bikes and autos.²

Given the above, would the proposed amendments comport with the City’s short-term and long-term goals? Again, the Administration contends that the proposed amendments are intended to bring the Salt Lake City Code into line with current, long-standing practice.

¹ Downtown in Motion. Page 33.

² Ibid. Pages 14 and 15.

SALT LAKE CITY CORPORATION

FRANK B. GRAY
DIRECTOR

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

RALPH BECKER
MAYOR

MARY DE LA MARE-SCHAEFER
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.
DEPUTY DIRECTOR

CITY COUNCIL TRANSMITTAL



David Everitt, Chief of Staff

Date Received: July 31, 2008

Date Sent to City Council: 8/7/2008

TO: Salt Lake City Council
Jill Remington-Love, Chair

DATE: July 29, 2008

FROM: Frank Gray, Community & Economic Development Department Director

RE: An Ordinance enacting Section 12.04.245, Salt Lake City Code, relating to Definition of Motor Bus; amending Section 12.52.140, Salt Lake City Code, relating to Bicycle Lanes – Right-of-Way and Vehicle Restrictions; amending Section 12.84.010, Salt Lake City Code, relating to Definition of Motor Bus; and amending Section 12.84.130, Salt Lake City Code, relating to Stopping Bus in Traffic Line

STAFF CONTACT: Tim Harpst, Transportation Director, at 535-6630 or tim.harpst@slcgov.com

Dan Bergenthal, Transportation Engineer, at 535-7106 or dan.bergenthal@slcgov.com

RECOMMENDATION: That the City Council schedule a briefing and hold a public hearing.

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None

DISCUSSION:

Issue Origin: The City received a request from the Utah Transit Authority (UTA) to amend the City Code related to where buses are allowed to load and unload passengers. UTA requested the ordinance amendments to allow a bus to stop in an automobile or bicycle travel lane to load and unload passengers when no other option is available. This practice has been a long-standing bus operating procedure required due to space constraints on various streets, and yet is contrary to City ordinances.

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Analysis: UTA recently brought to the City’s attention Salt Lake City Ordinances 12.52.140 and 12.84.130, which conflict with long-standing bus operating practices in the City. According to these ordinances, it is illegal for a bus to stop in a travel lane to load or unload passengers. Since it is not possible to always provide a 10-foot parking lane adjacent to a travel lane, buses routinely block part or all of an entire automobile or bicycle travel lane for brief periods of time. Staff review indicates that the impact of this practice on traffic flows is negligible. The Transportation Division has, therefore, determined that it is reasonable to allow buses to continue with this practice when a full-width bus stop lane is not available. The proposed updates, if adopted, would allow this long-standing and reasonable practice to legally continue.

Master Plan Considerations: None

PUBLIC PROCESS:

These issues were discussed in meetings of the Salt Lake City Mayor’s Bicycle Advisory Committee.

RELEVANT ORDINANCES:

Salt Lake City Code Sections 12.04.245, 12.52.140, 12.84.010, and 12.84.130.

SALT LAKE CITY ORDINANCE
No. _____ of 2008
(Motor buses within bicycle lanes)

AN ORDINANCE ENACTING SECTION 12.04.245, *SALT LAKE CITY CODE*,
RELATING TO DEFINITION OF MOTOR BUS; AMENDING SECTION 12.52.140, *SALT
LAKE CITY CODE*, RELATING TO BICYCLE LANES – ~~RIGHT OF WAY AND VEHICLE~~
RESTRICTIONS; AMENDING SECTION 12.84.010, *SALT LAKE CITY CODE*, RELATING
TO DEFINITION OF MOTOR BUS; AND AMENDING SECTION 12.84.130, *SALT LAKE
CITY CODE*, RELATING TO STOPPING BUS IN TRAFFIC LINE.

Be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That Section 12.04.245, *Salt Lake City Code*, pertaining to definition of
motor bus be, and the same hereby is, enacted to read as follows:

12.04.245 Motor Bus:

For the purpose of this title "motor bus" means and is defined to be any motor-propelled
vehicle operated over the streets of the city regularly or at intervals along a definite and regular
route, or between definite points within the city for the purpose of carrying passengers for hire,
and which vehicle receives, carries and discharges as passengers such persons as offer
themselves for transportation along such route or between such points.

SECTION 2. That Section 12.52.140, *Salt Lake City Code*, pertaining to bicycle lanes –
~~right of way and vehicle restrictions~~ be, and the same hereby is, amended to read as follows:

12.52.140 Bicycle Lanes--~~Vehicle Right Of Way And Vehicle Restrictions:~~

No motor vehicle shall at any time be driven within or through, or parked or stopped
within a marked bicycle lane, except to briefly cross such lane to turn into an intersection, street,
alley, driveway or other parking area. A motor bus or school bus may briefly drive within or

through, or stop within a marked bicycle lane while in the process of taking on or discharging passengers but, when doing so, said vehicles shall stop as near as practicable to the right-hand edge of the roadway. Any vehicle entering or crossing a marked bicycle lane so turning shall must yield the right of way to all bicycles within the lane that are close enough to constitute an immediate hazard. No motor vehicle may use a bicycle lane as a turning lane.

SECTION 3. That Section 12.84.010, *Salt Lake City Code*, pertaining to definition of motor bus be, and the same hereby is, amended to read as follows:

12.84.010 Motor Bus Defined and Applicability of Chapter:

For the purpose of this chapter "motor bus" means and is defined as set forth in s-defined at Section 12.04.245, or its successor ~~to be any motor-propelled vehicle operated over the streets of the city regularly or at intervals along a definite and regular route, or between definite points within the city for the purpose of carrying passengers for hire, and which vehicle receives, carries and discharges as passengers such persons as offer themselves for transportation along such route or between such points.~~ Nothing in this chapter shall be deemed to apply to any vehicle of which the destination or route is under the direction of the passenger or passengers transported therein, such as taxicabs.

SECTION 4. That Section 12.84.130, *Salt Lake City Code*, pertaining to stopping bus in traffic line be, and the same hereby is, amended to read as follows:

12.84.130 Stopping bus in traffic line.

It is unlawful to stop a motor bus in the line of traffic upon any street for the purpose of taking on or discharging passengers. While in the process of taking on or discharging passengers,

the operator of a motor bus shall stop as near as practicable to the right-hand edge of the roadway as set forth in Section 12.52.140 of this Code, or its successor.

SECTION 5. This ordinance shall take effect immediately upon the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2008.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

ATTEST:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date July 8, 2008
By Melanie Hef

(SEAL)

Bill No. _____ of 2008.

Published: _____.

SALT LAKE CITY ORDINANCE
No. _____ of 2008
(Motor buses within bicycle lanes)

AN ORDINANCE ENACTING SECTION 12.04.245, *SALT LAKE CITY CODE*,
RELATING TO DEFINITION OF MOTOR BUS; AMENDING SECTION 12.52.140, *SALT
LAKE CITY CODE*, RELATING TO BICYCLE LANES – VEHICLE RESTRICTIONS;
AMENDING SECTION 12.84.010, *SALT LAKE CITY CODE*, RELATING TO DEFINITION
OF MOTOR BUS; AND AMENDING SECTION 12.84.130, *SALT LAKE CITY CODE*,
RELATING TO STOPPING BUS IN TRAFFIC LINE.

Be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That Section 12.04.245, *Salt Lake City Code*, pertaining to definition of
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12.04.245 Motor Bus:

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vehicle operated over the streets of the city regularly or at intervals along a definite and regular
route, or between definite points within the city for the purpose of carrying passengers for hire,
and which vehicle receives, carries and discharges as passengers such persons as offer
themselves for transportation along such route or between such points.

SECTION 2. That Section 12.52.140, *Salt Lake City Code*, pertaining to bicycle lanes –
vehicle restrictions be, and the same hereby is, amended to read as follows:

12.52.140 Bicycle Lanes--Vehicle Restrictions:

No motor vehicle shall at any time be driven within or through, or parked or stopped
within a marked bicycle lane, except to briefly cross such lane to turn into an intersection, street,
alley, driveway or other parking area. A motor bus or school bus may briefly drive within or

through, or stop within a marked bicycle lane while in the process of taking on or discharging passengers but, when doing so, said vehicles shall stop as near as practicable to the right-hand edge of the roadway. Any vehicle entering or crossing a marked bicycle lane shall yield the right of way to all bicycles within the lane that are close enough to constitute an immediate hazard. No motor vehicle may use a bicycle lane as a turning lane.

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12.84.010 Motor Bus Defined and Applicability of Chapter:

For the purpose of this chapter "motor bus" means and is defined as set forth in Section 12.04.245, or its successor. Nothing in this chapter shall be deemed to apply to any vehicle of which the destination or route is under the direction of the passenger or passengers transported therein, such as taxicabs.

SECTION 4. That Section 12.84.130, *Salt Lake City Code*, pertaining to stopping bus in traffic line be, and the same hereby is, amended to read as follows:

12.84.130 Stopping bus in traffic line.

While in the process of taking on or discharging passengers, the operator of a motor bus shall stop as near as practicable to the right-hand edge of the roadway as set forth in Section 12.52.140 of this Code, or its successor.

SECTION 5. This ordinance shall take effect immediately upon the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2008.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

ATTEST:

CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. _____ of 2008.

Published: _____.