



STAFF REPORT

TRANSPORTATION DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Planning Commission
Cc: Robin Hutcheson, Nora Shepherd, Cheri Coffey
From: Becka Roof
Date: January 21, 2015
Re: Pedestrian & Bicycle Master Plan Update

The purpose of this staff report is to present the draft Pedestrian & Bicycle Master Plan Update for the Planning Commission's consideration and potential recommendation.

REQUEST:

Mayor Ralph Becker requests that the Planning Commission consider the draft Pedestrian & Bicycle Master Plan and provide a recommendation to the City Council for adoption.

No Recommended action at this time:

After the January 14th, Planning Commission meeting, the project team began making the changes outlined below. However, those changes are taking more time than anticipated. Instead of asking the Planning Commission to make a decision on the 28th, the public hearing will be held to allow a last round of input prior to the Planning Commission making a recommendation. Based on the input received during the public hearing on the 28th, the project team will finalize the draft with an anticipated decision on February 11th. The Planning Division is recommending that you continue the public hearing to the February 11th meeting, to allow multiple opportunities for input.

BACKGROUND & PROCESS:

The Pedestrian & Bicycle Master Plan is an update to the City's Bicycle and Pedestrian Master Plan adopted in 2004. The plan is a citywide network approach, with recommendations on pedestrian and bicycle infrastructure, education, encouragement, and enforcement.

The Planning Commission has been briefed four times prior during the Plan process, with accompanying transmittals and presentations. These have included summaries of public engagement at each step.

Most recently, the draft Plan was presented in a Planning Commission briefing on January 14. The staff memo and presentation included background on the plan, the process, relationship to other plans, public engagement throughout the plan process, and a summary of public input on the draft.

ADDITIONAL CHANGES TO PLAN:

The Transportation Division is in the process of incorporating changes into the plan draft, as summarized earlier in the month. We are also planning to incorporate input from several Planning Commission members at the January briefing, as summarized below:

- Do **protected bike lanes** always use parked cars to separate bikes from moving traffic?

- No change to the plan. Protected bike lanes are described on page 67, and have some type of physical separation, which might typically include curbs, delineators, vegetated medians and/or parked cars.
- **Mid-block pedestrian refuges** (example: Regent St.) are great, and often don't need to have a signal to create a safe crossing; don't need to stop traffic.
 - No change to plan, but note for future evaluations of pedestrian crossings.
- More **attention to local trends** with regard to increasing population in Salt Lake valley.
 - Incorporate local trends, and reference Wasatch Choices for 2040 in the plan.
- Should the plan highlight the **positive benefits for drivers**?
 - Incorporate summarized benefits such as safer driving, fewer user conflicts, and reduced peak hour congestion into the Executive Summary and Chapter 1.
- Concern about **zoning not allowing the plan's implementation**.
 - While most of the plan is providing recommendations for improvements within the city public way (not affected by zoning), we will incorporate a recommendation specifically to work with the Planning Division to suggest zoning updates to allow for more commercial/retail within walking/biking distance of neighborhoods throughout the city.
- Add more on **tracking crash reduction** as a result of projects -- auto/ped and auto/ bike.
 - This suggestion mirrors some public comment and is consistent with a program focus of the Transportation Division, now strengthened in the revised draft as a Multi-Modal Crash Reduction program. This program will increase attention to tracking types of crashes and potential remedies.
- More about **bike theft prevention**; bicycle theft is a barrier to bicycle use.
 - The revised draft now incorporates a section on end-of-trip facilities, as well as a bicycling specific program to reduce bicycle theft including consideration of best registration options, lock promotions (coupons), and additional secured bicycle parking such as lockers or bike cages.
- Drivers sometimes go the **wrong way on Bonneville Boulevard**, in the bicycle/pedestrian only lane.
 - No changes to plan, but this concern will be considered in an upcoming redesign of the East Capitol Boulevard and Bonneville Boulevard intersection.