



STAFF REPORT

TRANSPORTATION DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Planning Commission
Cc: Robin Hutcheson, Nora Shepherd, Cheri Coffey
From: Becka Roof
Date: February 4, 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.

RECOMMENDED ACTION:

Transportation Staff recommends that the Planning Commission forward a positive recommendation to the City Council to adopt the plan. This recommendation is based on the information in the staff report; the process, input and outcomes involved in updating the plan; consideration of the Mayor's Livability agenda and City Council Philosophy Statements; compatibility with Plan Salt Lake and other city plans. Below is a motion that the Commission may consider in making a recommendation:

"I move that the Planning Commission forward a recommendation to the City Council to adopt the Pedestrian and Bicycle Master Plan based on the information presented in the staff report, the public involvement process associated with creating the plan, and the testimony and discussion provided during the Planning Commission briefings and public hearings."

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 five times prior during the Plan process, with accompanying transmittals and presentations. These have included summaries of public engagement at each step.

Most recently, staff provided a brief recap of the process, and the Commission conducted a public hearing on the draft plan on January 28.

REVISED PLAN DRAFT:

The Transportation Division has now incorporated changes based on public input into the draft plan, as summarized in the two prior presentations and memos from the January 14 and January 28 meetings. In addition to those changes already summarized, the revised draft also reflects input from members of the public at the January 28 hearing, as described below:

- The plan should have **a stronger recreational element including mountain bike trails.**
 - Incorporation of comments – Strengthened mention of recreation as a reason for the plan, while keeping the overall transportation focus. Added a section on mountain biking and BMX, including recommending an update to the 1992 Open Space Plan as the relevant plan for mountain bike trails in the City’s open space lands. The Bonneville Shoreline Trail, already complete within the City limits, has also been added to the plan maps.
- In light of the strongly positive approval rate for the comments on the public draft, **should the plan be more ambitious?**
 - This plan will significantly transform Salt Lake City as a walking and bicycling community. The plan suggests timelines that we believe are doable in terms of overall resources and community support for change. We appreciate the support for the plan.
- The City should focus on bikeway additions on the **more challenging corridors like State St. or 400 South** instead of the low-hanging fruit like 300 South, which was fine without a bike lane.
 - No change to plan. Those who are comfortable riding on City streets that do not have bike lanes, like 300 South prior to the protected bike lane being added, are in the minority. Moderate-volume streets like 300 South or 200 West offer the best opportunity to provide enough space for the physical separation for bikeways and slower traffic speeds to make bicycling safe, comfortable, and attractive to 50-60% of the general population. This plan provides choice, recommending conventional bike lanes on most busier streets and separated bikeways on selected moderate volume streets.
- The City needs to do more **to coordinate with neighboring municipalities and UDOT, and with regional plans** such as the Utah Collaborative Active Transportation Study (UCATS).
 - Incorporation of comments – We have added a section to the plan to reflect these ongoing collaborations. The routes recommended in this plan are compatible with the UCATS and Wasatch Choices for 2040 regional plans. In the past 2 years, the City has also strengthened our coordination with UDOT and neighboring municipalities. Since transportation projects are planned and designed a year or more in advance, these efforts have only recently shown up on the ground. For example, bike lanes that were added to Redwood Road last summer and to be added this coming summer. These projects were designed in 2013. The plan supports and endorses these types of initiatives.
- The plan should include **recommendations for bicycle wayfinding.**
 - Incorporation of comments – Bicycle wayfinding has been added to the plan as a program, and is particularly relevant to the low-stress bikeway network.