Figure 5.2  Multi-Use Trails, Neighborhood Byways, & Enhanced Pedestrian Crossings Map

Recommended Pedestrian Spot Improvements
- Enhanced Road Crossings and Signals
- Intersections and Signage
- New Pavement and Curb Cuts
- Structure Improvements
- Neighborhood Byways Crossings & Improvements

Recommended Facilities
- Multi-Use Paths (0-10 Yrs)
- Multi-Use Paths (10-20 Yrs)
- Transvalley Corridor*
- East-West Pedestrian Priority Corridors
- Neighborhood Byways (0-10 Yrs)
- Neighborhood Byways (10-20 Yrs)

Existing Facilities
- Multi-Use Paths
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit and Other Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line

*The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

December 2015
CHAPTER FIVE: PEDESTRIAN RECOMMENDATIONS

SALT LAKE CITY PEDESTRIAN & BICYCLE MASTER PLAN

Guidance
- Back-in angled parking is recommended when adjacent to a bike lane.
- Curb extensions, sidewalk furniture, median refuge islands, benches, and marked crossings create more space and an enjoyable setting for pedestrians and also reduce vehicle speeds.

• Curb extensions should use under-utilized or unused space on the street, like space needed for parking setbacks. They should not block bike lanes.

Discussion
Livable streets and sidewalks are the living rooms of neighborhoods – where neighbor meets neighbor. They are also social spaces, rallying points, incubators for ideas and business, and where community is built.

Neighborhood business nodes are usually intersections where a concentration and mix of uses exist, particularly retail and entertainment (e.g., movie theatres, retail stores, coffee shops, restaurants, outdoor dining and seating, etc.). Neighborhood business nodes usually incorporate streetscape elements like trees and planter boxes, on-street parking, curb extensions, reduced speed limits, and medians that provide a pleasant environment for walking, dining, shopping and bicycling, and opportunities for placemaking and gathering.

Materials and Maintenance
Due to Salt Lake City’s winter climate, some sidewalk and on-street amenities (like chairs and tables) may need to be seasonal in nature and removed for safekeeping.

Additional References & Guidelines

Figure 5-3 Neighborhood Business Node
CHAPTER FIVE: PEDESTRIAN RECOMMENDATIONS

SALT LAKE CITY PEDESTRIAN & BICYCLE MASTER PLAN

Description
Strip malls are often characterized by large surface parking lots that divide store frontages from the roadway and sidewalks. Additional buildings that front the sidewalk and streetscape will create a more walking-friendly environment and decrease the reliance on automobiles for access to work, shopping, entertainment, and socializing. Improving the streetscape with vegetation and travel lane reductions (where possible) will also contribute to a more attractive environment.

Guidance
• Buildings should be located near the sidewalk to increase pedestrian and bicyclist access as well as to better define the street from the motorist perspective.
• Widen sidewalks where possible.
• Excess roadway width can be converted into street parking, bike lanes, and/or traffic buffers.

Materials and Maintenance
In Salt Lake City’s winter climate, adding square footage to or creating new building footprints will reduce the need for parking lot snow removal and snow storage.

Discussion
Road reconstruction and private business investments are essential elements of strip mall retrofits. In order to successfully remake strip malls into more pedestrian- and bicycle-friendly streetscapes, zoning changes may be required.

Materials and Maintenance
In Salt Lake City’s winter climate, adding square footage to or creating new building footprints will reduce the need for parking lot snow removal and snow storage.
CHAPTER FIVE: PEDESTRIAN RECOMMENDATIONS

SALT LAKE CITY PEDESTRIAN & BICYCLE MASTER PLAN

CHAPTER FIVE: PEDESTRIAN RECOMMENDATIONS

Guidance
- Sidewalks may replace some green space in order to accommodate walking, access to and from transit, and exercising.
- Due to the frequent presence of large surface parking lots, on-street parking is, for the most part, unnecessary. Providing it may not be an efficient use of roadway space.

Discussion
Businesses within suburban business parks are often self-contained, which reduces the need for employees to go out for lunch or other needs. However, some people like to use their lunch hour for exercise or to walk to a lunch destination and providing places for them to walk and bike helps to satisfy this demand. Specific attention should be given to making transit stops more accessible and attractive to employees.

When the opportunity to retrofit suburban business parks arises, consideration should be given to consolidating parking between the various businesses. Unused green space should also be consolidated into more productive, usable vegetated spaces. Building accesses should be added or reoriented to face the street rather than only face parking lots located at the rear of the buildings. Sidewalks would preferably be added along all streets as part of retrofits but this graphic emphasizes improvements that could be made in lieu of continuous sidewalks.

Some of the land used by surface parking lots can be redeveloped into more office space.

A physical barrier ( curb, planters, etc.) can be added if additional separation and protection is desired.

A combined bike lane and walking lane could accommodate pedestrians and bicyclists exercising or walking to lunch where sidewalks are not presently available and are not likely to be constructed in the future.

Bike lanes can be curbside because the need for on-street parking is dramatically reduced in these areas.

Figure 5-5  Suburban Business Park Without Sidewalks

Description
Historically, these job centers have been located on the fringes of a city or town and combine suburban development elements with the daytime employment peak hours and demands. They are primarily designed for motorists in single occupancy vehicles arriving in the morning and departing in the evening and frequently lack sidewalks. A retrofit of this type of land use would accommodate and encourage more walking, exercising, and more options for transportation to and from the site, as well as mid-day users.

Sidewalks and paved platforms should be constructed at transit stops.

Transit stop accommodation:

Encourage Transportation Demand Management including corporate transit pass programs, bike to work promotions, and showers/bicycle storage as part of a strategy to improve air quality and decrease peak-hour congestion.
Main Avenues
Driveways are linked to pedestrian crossings
Traffic calming devices
Discretionary
"Bend-in" protected bicycle lanes
Primary Avenues
Driveways are linked to pedestrian crossings
Traffic calming devices
Discretionary
"Bend-in" protected bicycle lanes

Description
One-way protected bike lanes are physically separated from motor traffic and distinct from the sidewalk. Protected bike lanes use a variety of elements for physical protection from passing traffic. Hydraulics can provide mid-block refuges for pedestrians crossing the street. They also visibly narrow the street and may reduce speeds.

Paint and bollard street-level protected bike lane retrofit:

Figure 5-6  Protected Bike Lane Streetscape

Guidance
• 7 foot recommended minimum protected bike lane width to allow passing.
• 3 foot buffer between parked cars and protected bike lane recommended to allow for standard plows to clear snow, to make passenger loading easier, and to prevent bicyclist collisions with car doors.

Discussion
Special consideration should be given at transit stops to manage bicycle and pedestrian interactions. Driveways and minor street crossings are unique challenges to protected bike lane design. Parking should be prohibited within 30 feet of each intersection and major driveway to improve visibility. Color, yield markings, and “Yield to Bikes” signage should be used to identify the conflict area and make it clear that the protected bike lane has priority over entering and exiting traffic.

Additional References and Guidelines

Materials and Maintenance
In cities with winter climates, barrier-protected bike lanes may require special equipment for snow removal.

Note: actual numbers of lanes and dimensions of those lanes will vary from street to street.
Figure 5-7  Conceptual Design for Improving Neighborhood Connections Across an Arterial Street

Note: This conceptual design shows the type of fine-grained, yet corridor-based analysis that is appropriate for pedestrian access across a busy arterial. Several improvements are likely to be considered together to make the area more pedestrian friendly.
GENERAL NOTE: Pedestrians cross parking lots to access businesses they wish to patronize. Consider creating a program for businesses with large setbacks to build safe, well-designed walkways from the street to their main entrances.

1. Proposed 5’ Bike Lanes & 1.5’ Buffer

2. Proposed 5’ Bike Lanes & 1’ Buffer

- Bike lane and one travel lane in each direction, and a landscaped center median and turn bay area
- Buffered bike lane and one travel lane in each direction, and a landscaped center median and turn bay area
- South side parking lane, buffered bike lane, two travel lanes in each direction, and a landscaped center median and turn bay

**Intersection changes to improve pedestrian safety**

- RRFB or LED-controlled crossing with colored concrete or brick at the offset intersection
- Further traffic analysis should determine what class of crossing control should be installed.

**Intersection changes to encourage lower traffic speeds**

- Brick RRFB-controlled crossing in a school zone (Photo: Safe Routes to School Coalition)

**Buffered bike lanes and a raised center median**

- Textured and colored intersection (Photo: FHWA)

**GENERAL NOTE**

Pedestrians cross parking lots to access businesses they wish to patronize. Consider creating a program for businesses with large setbacks to build safe, well-designed walkways from the street to their main entrances.

Intersection changes to improve pedestrian safety, possibly to include refuge islands, curb extensions, and physical changes to encourage lower traffic speeds.

Pedestrian crossing in a roundabout

Note: This conceptual design shows the type of fine-grained, yet corridor-based analysis that is appropriate for pedestrian access across a busy arterial. Several improvements are likely to be considered together to make the area more pedestrian friendly.
Figure 6-3  Bicycling Network Existing Conditions Map

Existing Bikeways
- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Bike Lanes
- Shared Roadways*
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line

*Includes marked & signed shared roadways

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Figure 6-4  Bicycling Network Existing Conditions + Short Term (0-10 Years) Recommendations Map

**The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.**

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.
**The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.
Figure 6-6 Bicycling Network Existing Conditions + 20 Year Vision Map (2035)

Recommended Bikeways
- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Bike Lanes
- Neighborhood Byways
- Neighborhood Byways Crossings & Improvements
- Shared Roadways*
- Bikeways Proposed in Univ. of Utah Bicycle Master Plan
- Requires Further Study
- Transvalley Corridor**

Existing Bikeways
- All Existing Bikeways
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line

*Includes marked & signed shared roadways

**The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.
**Figure 6-7a  Low Stress Bicycling Network Recommendations Map (Citywide)**

- **Recommended Low Stress Bikeways**
  - Multi-Use Paths
  - Buffered or Protected Bike Lanes
  - Neighborhood Byways
  - Bikeways Proposed in the Univ. of Utah Bicycle Master Plan
  - Requires Further Study
  - Transvalley Corridor*

- **Existing Low Stress Bikeways**
  - All Low Stress Bikeways
  - Natural Surface Trails (Bonneville Shoreline)

- **Existing Transit and Other Facilities**
  - TRAX/Streetcar/FrontRunner Stop
  - TRAX/Streetcar/FrontRunner Line

*The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.

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Figure 6-7b  Low Stress Bicycling Network Recommendations Map (Downtown)

0-10 Year Recommended Low Stress Bikeways
- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Neighborhood Byways
- Requires Further Study

10-20 Year Recommended Low Stress Bikeways
- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Neighborhood Byways
- Requires Further Study

Existing Low Stress Bikeways
- All Low Stress Bikeways

Existing Transit and Other Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line
- Central Business District (Downtown)

*The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link “the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands.” The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.

December 2015
Chapter Six: Bicycle Recommendations

Salt Lake City Pedestrian & Bicycle Master Plan

Figure 6-8  Bicycling Access to Fixed Route Transit Stations Map

Recommended Bikeways
- Multi-Use Paths
- Buffered or Protected Bike Lanes
- Bike Lanes
- Neighborhood Byways
- Shared Roadways*
- Bikeways Proposed in Univ. of Utah Bicycle Master Plan
- Requires Further Study

Existing Bikeways
- All Existing Bikeways
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line
- 1/2 Mile Buffer Around Fixed Route Transit Stations

The bolder colored and grayed lines inside the dashed-bordered area are proposed and existing bikeways, respectively, that are within about one 1/2 mile (typical walking trip distance) from a fixed route transit station (TRAX or FrontRunner).

*Includes marked & signed shared roadways

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.
Rec'd Bike Spot Improvements
- Enhanced Road Crossings and Signals
- Accelerated repaving
- Intersections and Signage
- New Pavement and Curb Cuts
- Structure Improvements

Recommended Bikeways
- Red: Multi-Use Paths
- Blue: Buffered or Protected Bike Lanes
- Yellow: Bike Lanes
- Green: Neighborhood Bikeways
- Royal Blue: Shared Roadways*
- Orange: Bikeways Proposed in Univ. of Utah Bicycle Master Plan
- Green: Requires Further Study
- Navy: Transvalley Corridor**

Existing Bikeways
- All Existing Bikeways
- Natural Surface Trails (Bonneville Shoreline)

Existing Transit Facilities
- TRAX/Streetcar/FrontRunner Stop
- TRAX/Streetcar/FrontRunner Line

*Includes marked & signed shared roadways
**The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link "the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands." The map shows a western terminus based on the City’s 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.
General Application of Bypass Routes

This specific example of an interim bypass route for bicyclists is on 1300 South between 500 West and 200 East in Salt Lake City. The recommendations for an interim bypass route on this corridor are typical of other situations where the City may have the need for a temporary bypass.

Challenges & Solutions

Bypass routes south of 1300 South are not feasible because the UTA TRAX light rail train corridor (~200 West) does not have any east-west crossings between 1300 and 1700 South. Approval of a bike/ped at-grade crossing by UTA is very unlikely and a grade-separated crossing would be very expensive.

The 1300 South bypass route is intended to be an interim solution to providing bicycle access through the area. The City’s ultimate vision is accommodating bicyclists on 1300 South itself as parcel redevelopment opportunities arise and building setbacks can be increased. An overlay zone should be created along 1300 South to facilitate this crossing; a HAWK signal at State Station will be necessary to accommodate bicyclists on the road or by widening the sidewalk to accommodate bicycle traffic.

Cost

The 1300 South Interim Bypass Route has an estimated cost of $550,000.
# Multi-Modal Programs Summary

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<th>Program</th>
<th>City Role**</th>
<th>Likely Partners</th>
<th>Cost Estimate (Annual)</th>
<th>Staff and Volunteer Time Commitment</th>
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*Existing program
**Lead = City instigates and carries out.
**Lead/Partner = City instigates but partners help out with doing a lot of the work.
**Partner = someone else instigates and the City helps in a lesser supporting role.

Cost Estimate Key

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### Table 7-3 Pedestrian & Bicycle Programs Summary

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<td>School Bike Trains</td>
<td>Lead (SLC School Dist)</td>
<td>SLC Transportation; PTA Groups</td>
<td>N/A</td>
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<tr>
<td>Women’s Bicycling Programs</td>
<td>Lead (SLC Transportation)/Partner</td>
<td>Advocates; Health Dept.; Bike Shops; Spoke Stoke</td>
<td>N/A</td>
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<tr>
<td>Winter Bicycling Programs</td>
<td>Lead (SLC Transportation)/Partner</td>
<td>Advocates; Health Dept.; SmartTrips; Bicycle Ambassadors</td>
<td>N/A</td>
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</tr>
<tr>
<td><strong>Community Interest</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Cost Estimate Key</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>$0-$1000</td>
<td></td>
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</tr>
<tr>
<td>Medium</td>
<td>$1,000-$5,000</td>
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<tr>
<td>High</td>
<td>$5,000+</td>
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</tbody>
</table>

*Existing program
**Lead = City instigates and carries out.
**Lead/Partner = City instigates but partners help out with doing a lot of the work.
**Partner = someone else instigates and the City helps in a lesser supporting role.