

Vision

Walking and bicycling in Salt Lake City will be safe, convenient, comfortable, and viable transportation options that connect people to places, foster recreational and economic development opportunities, improve personal health and the environment, and elevate quality of life.

Goals



INTEGRATION

Integrate walking and bicycling into community planning to enhance livability, health, transportation, the environment, and economic development.



NETWORK

Develop a safe, comfortable, and attractive walking and bicycling network that connects people of all ages, abilities, and neighborhoods to the places they want to go.



MAINTENANCE

Maintain the walking and bicycling system year-round.



PROGRAMS

Promote the safety and attractiveness of walking and bicycling through education, encouragement, and enforcement programs.



TRANSIT CONNECTIONS

Integrate pedestrian and bicycle facilities with transit routes, stations, and stops.

Complete Streets

Streets are an integral part of everyday life and public space. The term “Complete Streets” refers to designing streets for people of all ages and abilities who walk, bicycle, use transit, and drive. Salt Lake City’s Complete Streets ordinance seeks to balance the competing needs of different transportation modes within the unique contexts of each roadway. The walking and bicycling recommendations presented in this plan are consistent with and support Complete Street principles.

Why Invest in Walking & Bicycling

Access for All

Walking and bicycling are affordable transportation options available to everyone. This master plan emphasizes facilities that can be used by all City residents, not just those who are fit and fast walkers or those confident riding bicycles swiftly or in traffic. Street redesign can also result in safer driving, fewer user conflicts through consistency and predictability, and reduced peak hour congestion for motorists.

Personal Health

Active transportation is any self-propelled, human-powered mode of transportation such as walking or bicycling. Such activities help people meet recommended physical activity levels, thereby reducing chronic disease and associated health care costs. Improved walking and bicycling infrastructure for recreation and daily trips such as travel to work, run errands or take kids to school creates a sustained increase in physical activity, and a healthier community.

Economic Health

Business and employee relocation decisions are increasingly being made based on quality of life considerations such as walking and bicycling facilities. Active transportation infrastructure also generates tourism revenue, supports local business, and creates jobs.

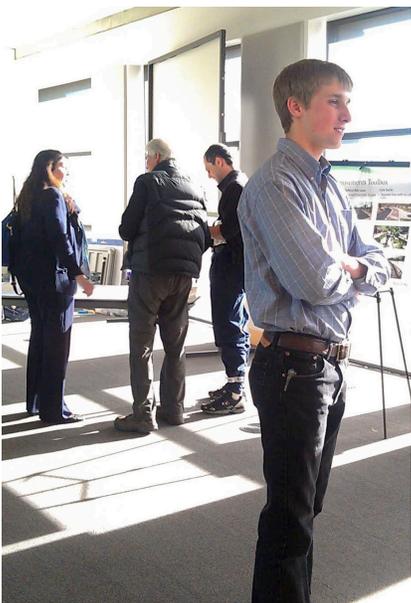
Air Quality

Combustion engines and industry combine with geographic constraints to create air quality concerns in the Salt Lake Valley. Replacing driving trips with walking and bicycling trips can play an important part in a comprehensive strategy to improve air quality.

EXECUTIVE SUMMARY

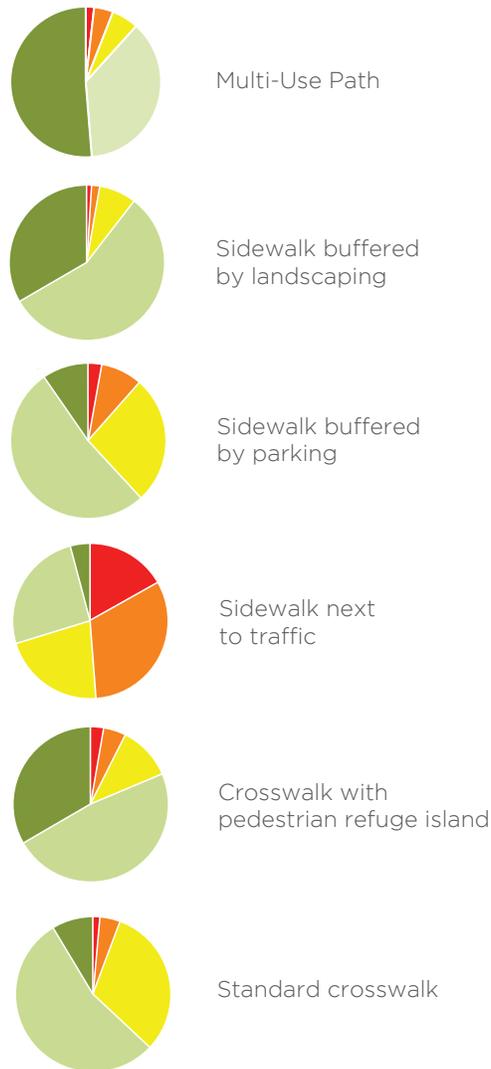
Outreach

- » Ongoing input from focus group, stakeholder committee, and steering committee.
- » Direct engagement with thousands of residents including through the following venues:
 - » 2 public open houses
 - » Online survey with nearly 1,000 responses
 - » Nearly 30 other community events such as farmers markets and community festivals
 - » Open City Hall

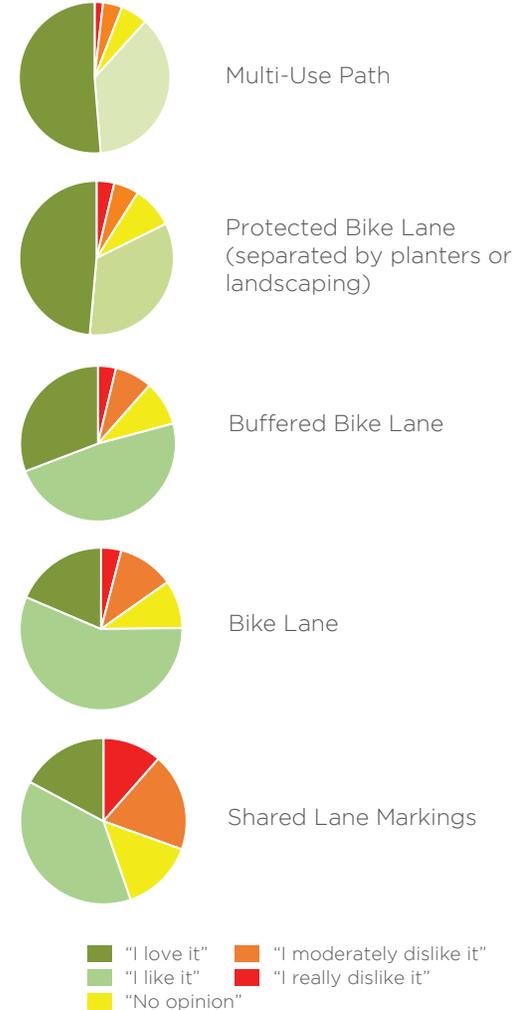


Attendees at a master plan open house

Pedestrian Preferences



Bicyclist Preferences



■ "I love it" ■ "I moderately dislike it"
■ "I like it" ■ "I really dislike it"
■ "No opinion"

Results of the online survey show clear community preference for sidewalks buffered from traffic, safer pedestrian crossings, and low-stress bikeways that allow for all ages and abilities to ride a bicycle comfortably.

Key Themes

A number of key themes emerged amidst the large amount of information collected through the public input process:

- » Support for the plan's goals and objectives
- » Strong support of the City's efforts to install high-visibility pedestrian treatments to improve crossings of major streets
- » Desire for better winter maintenance, particularly enforcement of laws requiring landowners to clear snow
- » Support for conventional and low stress bikeways that are designed well, especially to minimize intersection conflicts

EXECUTIVE SUMMARY

Walking

The Importance of Walking

Salt Lake City is first and foremost a place where walking should be comfortable and safe. Many trips begin or end with a walk, and it is important to take a citywide view of infrastructure and programs that addresses conditions over a broad area, versus at only a few spot locations. This Plan recommends that the City treat all areas as walking environments, and provides guidance for several ‘typologies’ that are found throughout the City. The walking environment should be prioritized during any project of the City, as well as through regular review and study of the transportation network.



Pedestrian crossing at HAWK-controlled mid-block crosswalk near City Creek Center



Trail user walking her dog on the Jordan River Parkway Trail



Pedestrian crossing at 200 S/800 E in a high visibility school crosswalk

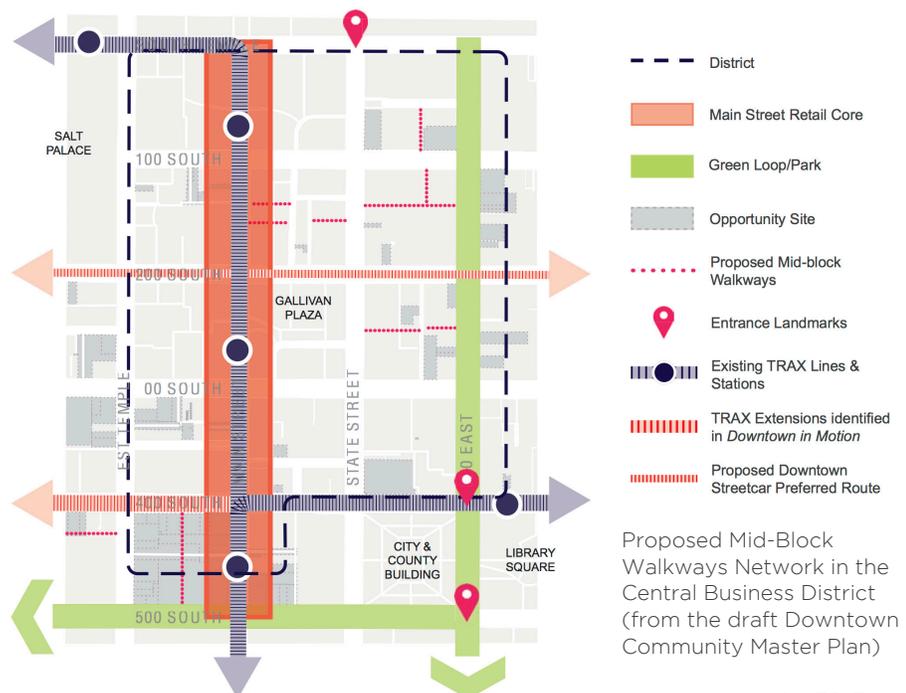
Salt Lake City has a robust system of sidewalks and pathways. However, the City’s wide streets and large blocks can create a challenging environment for pedestrians. Ultimately, every street and every intersection in the city should be designed with the pedestrian in mind – emphasizing safety, first, as well as comfort. Throughout this plan, the terms “pedestrian” and “walk” are meant to be inclusive of people of all ages and abilities, including those who use mobility aids, such as wheelchairs, scooters, strollers, or other devices.

The City has an established crossing prioritization process to evaluate locations for mid-block signals and enhanced crosswalks, as well as other pedestrian-friendly amenities such as bulb-outs, refuge islands, and pavement markings. Lower speed limits and tightened corner radii are recommended to improve the pedestrian experience by slowing traffic especially downtown and in other business areas.

Ultimately, pedestrian enhancements are very fine-grained and should be incorporated at the project design level. National guidelines such as the National Association of City Transportation Officials’ Urban Street Design Guide are also recommended.

Downtown Mid-Block Walkway Network

Within the downtown area, this plan incorporates the Downtown Community Master Plan’s recommendation to use alleys and minor streets as a network of walkways redesigned to become inviting places for pedestrians. In other areas of the City, especially where development is rapidly occurring, this same philosophy should be applied. This is especially relevant in Sugar House.

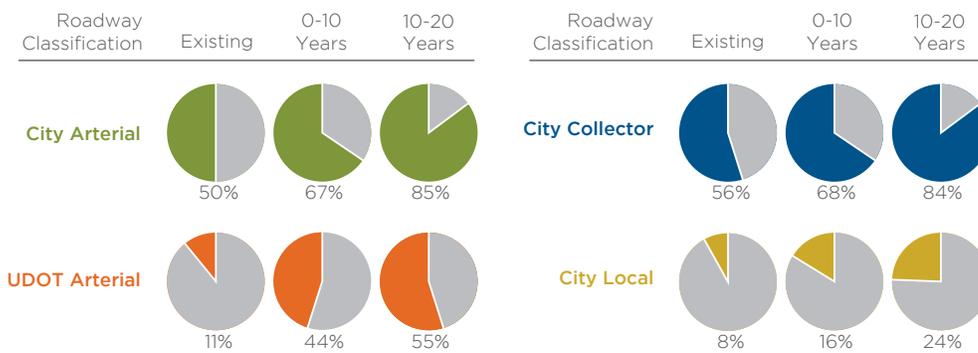


EXECUTIVE SUMMARY

Bicycling

Citywide Bikeway Network

The maps and graphic below show how Salt Lake City's bikeway system will grow over time as the plan recommendations are implemented.



Percentage of road miles with bikeways



The entire 220-mile recommended bikeway network could be built for the same amount of money as widening 1.3 miles of freeway

Low-Stress Bikeway Network

Low-stress facilities such as multi-use paths, protected and buffered bike lanes, and neighborhood byways appeal to people who want more separation from traffic. Surveys show that 50-60% of people say they would like to bike more but are deterred by conventional bikeways. Development of a low-stress bikeway network is a key component of this master plan.



Multi-use path connecting 900 S to the 9-Line near 900 W



Protected bike lane on 300 S



Multi-use path in Liberty Park

EXECUTIVE SUMMARY

Programs

The programs recommended in this plan typically have an education, encouragement, or enforcement focus.

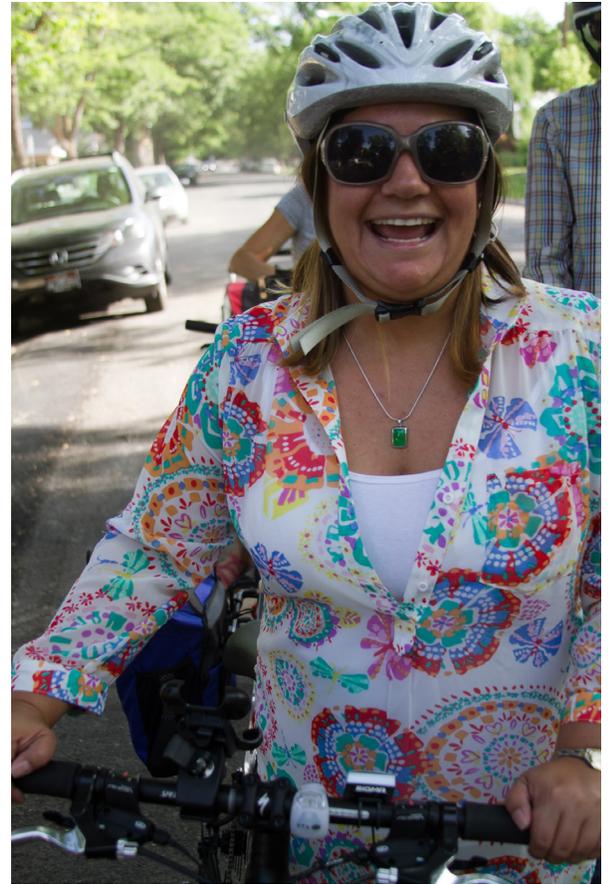
Multi-Modal Programs

The plan contains recommendations for multi-modal programs that benefit multiple user groups. Some are targeted at pedestrians and bicyclists only, while others include other groups such as transit riders and drivers. Programs include efforts such as driver education, media campaigns, comprehensive safety and crash analysis and enforcement, Smart Trips, and Open Streets events.



Bicycling-Specific Programs

Bicycling programs include user counts, training, bicycle-friendly business efforts, route mapping, social rides, and recreational route designation among others. They are geared toward encouraging people to bicycle more, particularly user groups who are less likely to ride now.



Pedestrian-Specific Programs

Examples of recommended pedestrian programs include walking school buses, targeted crosswalk enforcement, and mid-block walkway programming. These programs are geared toward encouraging people to walk and making their experience safer and more comfortable.

