

SLC Bicycle Advisory Committee Meeting

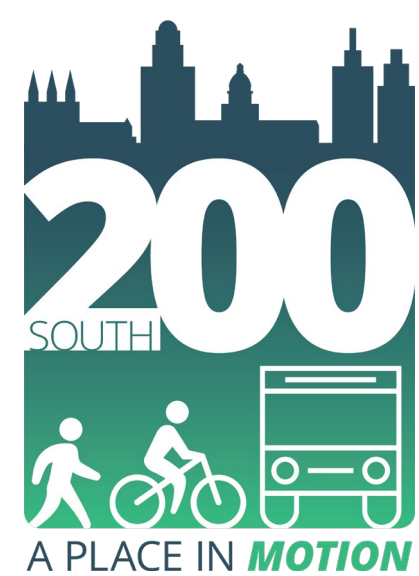
Misc Project Updates | October 19, 2020

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DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

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www.slc.gov/transportation
www.ourneighborhoodscan.com



200 South Transit Corridor, Complete Street, and Downtown Transit Hub Study



Kyle Cook | SLC Transportation



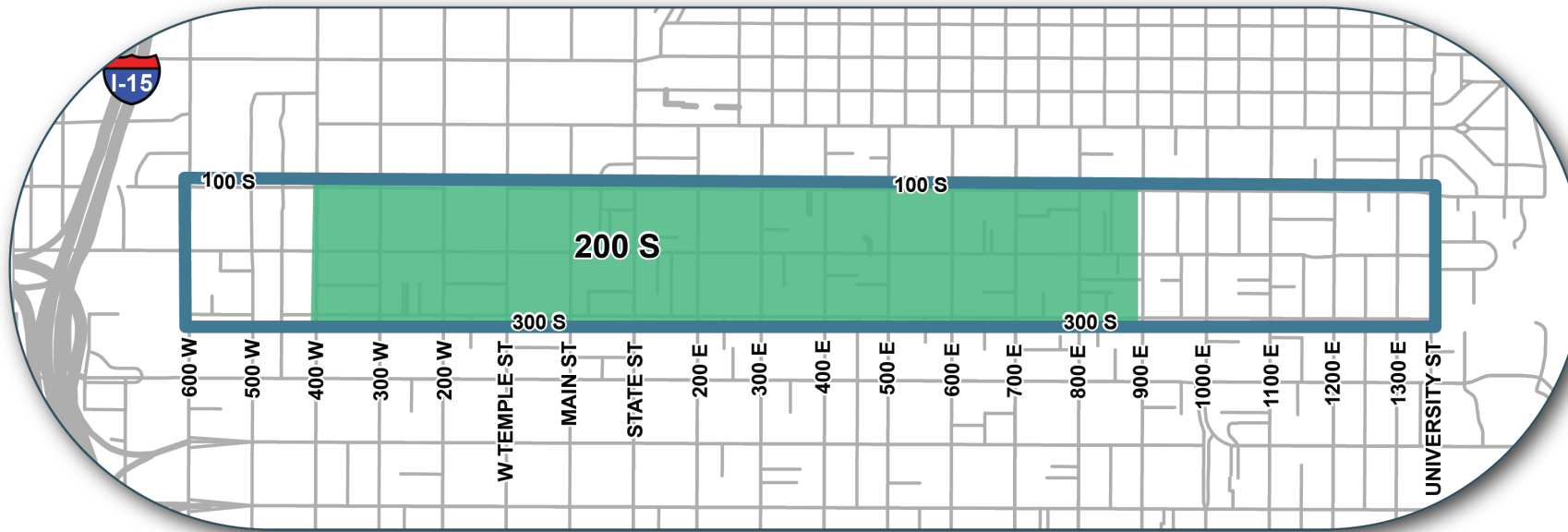
**FUNDING
OUR FUTURE**

**200
SOUTH**

reconstruction
400 WEST TO 900 EAST



Project Overview



Study Limits Reconstruction Limits

PROJECT TIMELINE

2020



2020

PHASE 1

Project planning, public engagement, and concept development

2021



PHASE 2
Final Design



2022-2023

PHASE 3
Construction



Project Purpose

Implement operational elements along the corridor that increase transit capacity and person throughput via bus transit.

Provide a safe and comfortable transit access and waiting experience.

Integrate East Downtown transit hub.

Project Goals:



**Transit
Priority**



**Enhanced Passenger Waiting
and Boarding Facilities**



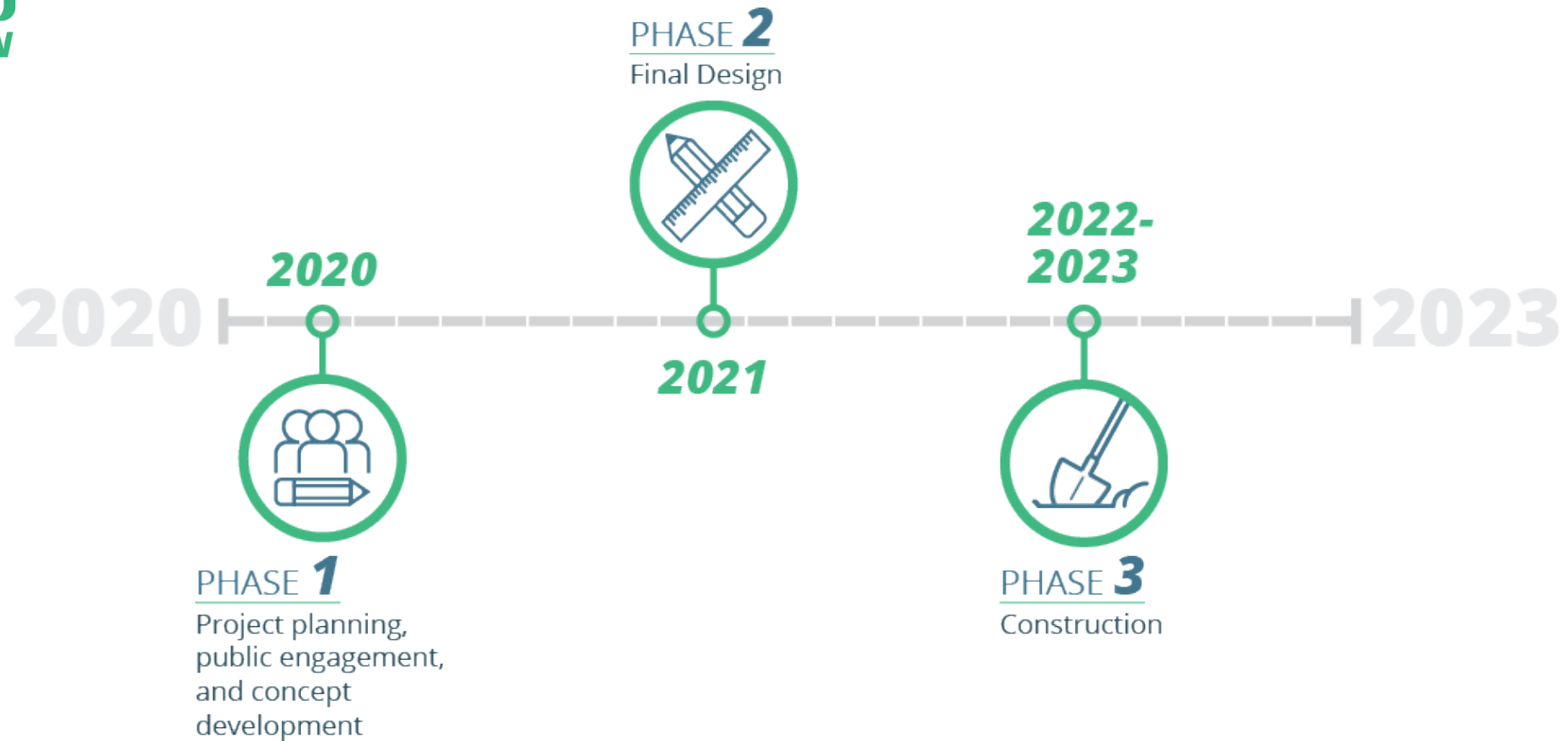
**Complete
Street Design**



**Addition of a
Mobility Hub**

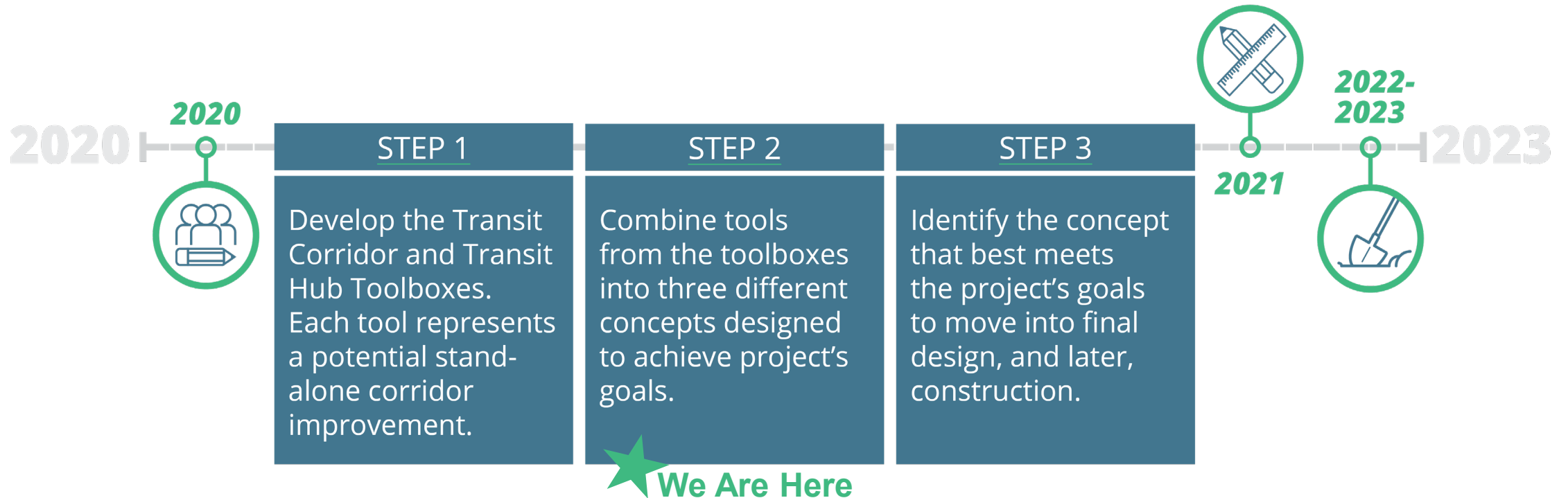


Project Phases





Phase 1



Transit Corridor Concepts



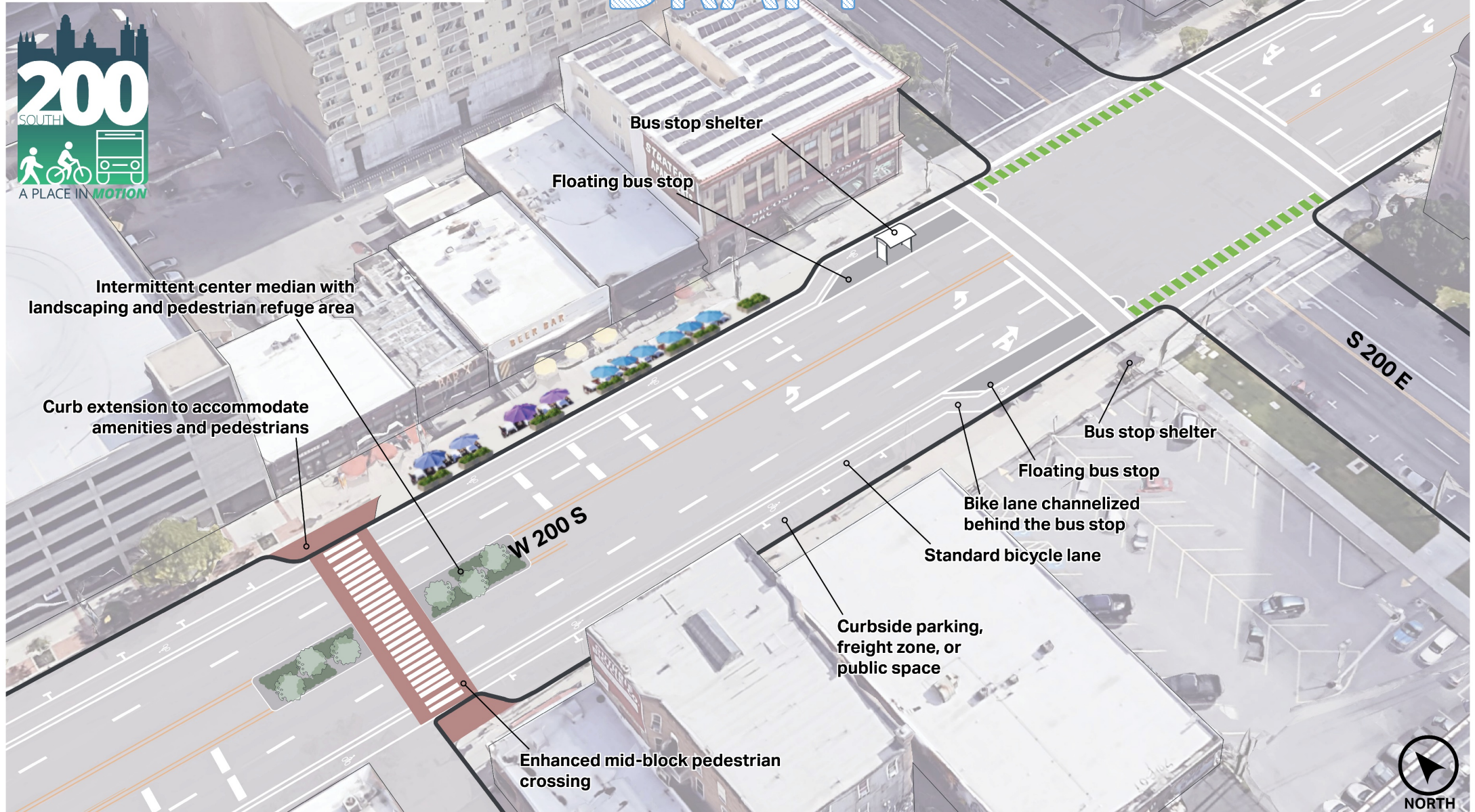
Concept 1

Baseline Concept

- In-lane bus stops
- Standard bicycle lane



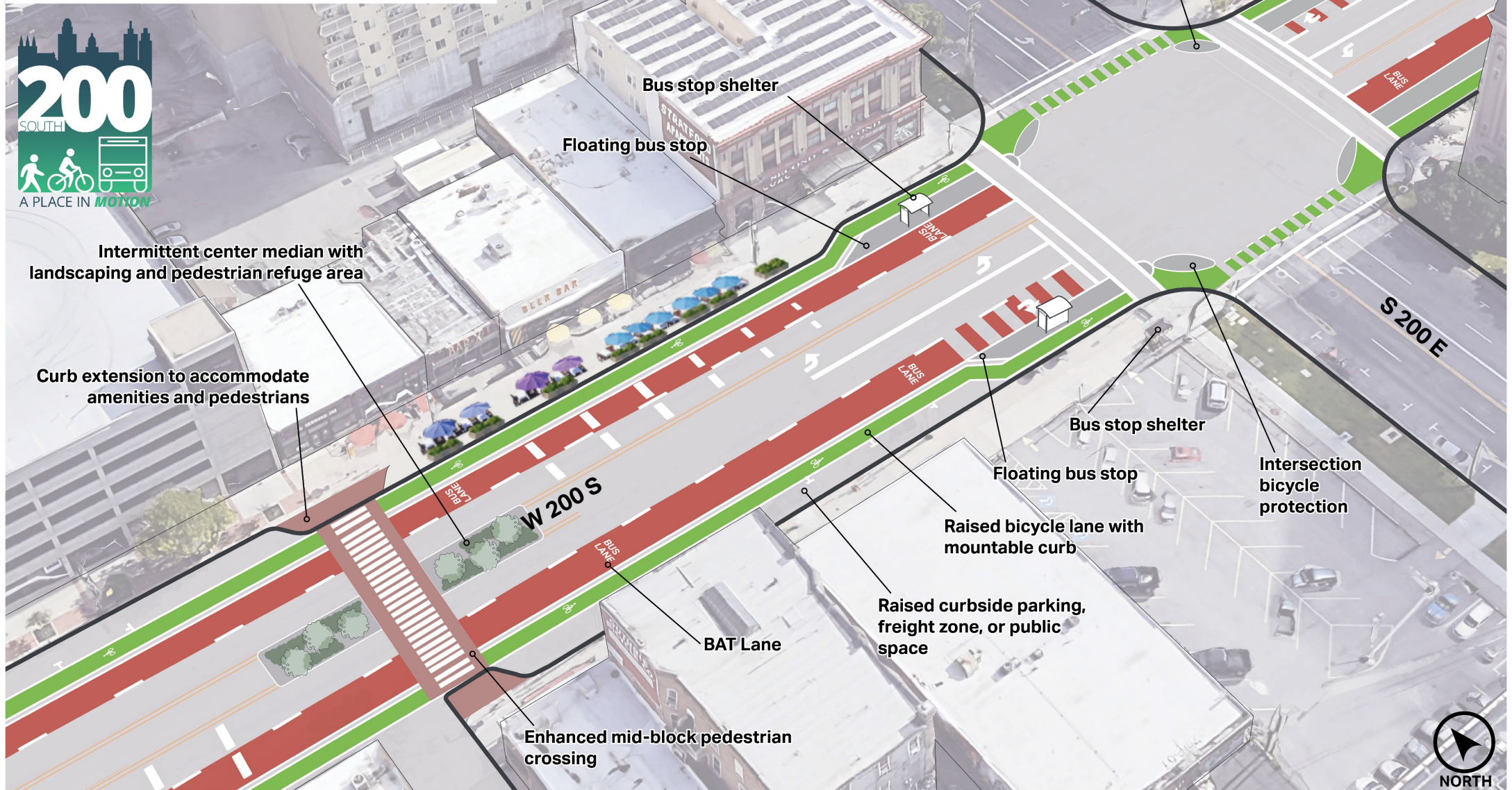
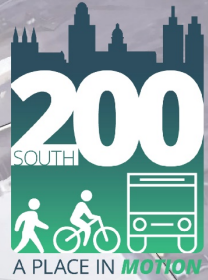
DRAFT



Concept 2

Side-Running Transit Concept

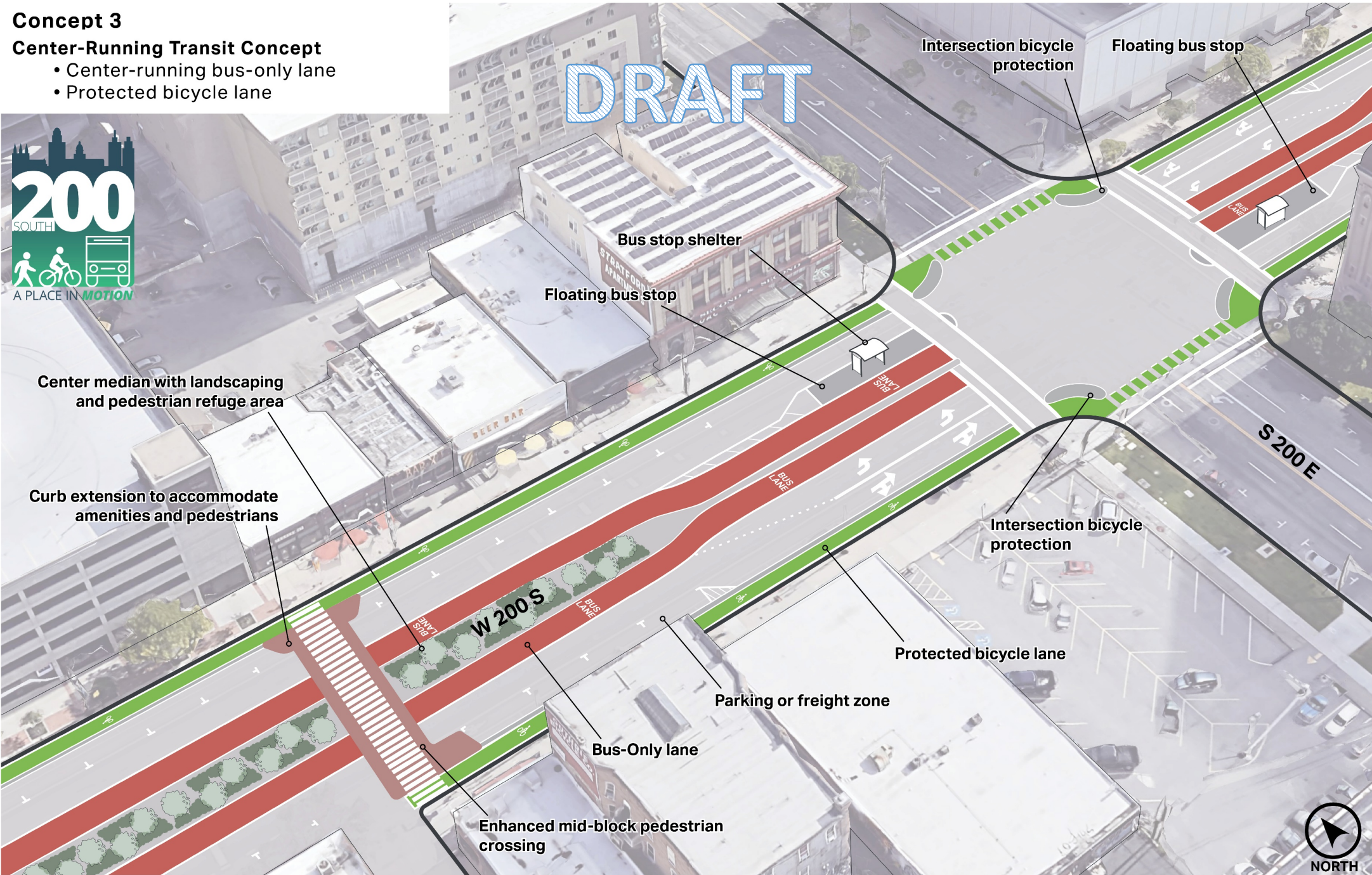
- Side-running Business Access and Transit (BAT) priority lane
- Raised bicycle lane and parking with mountable curb



Concept 3

Center-Running Transit Concept

- Center-running bus-only lane
- Protected bicycle lane



<https://usa.streetsblog.org/2018/03/05/snapping-together-a-better-bus-stop/>

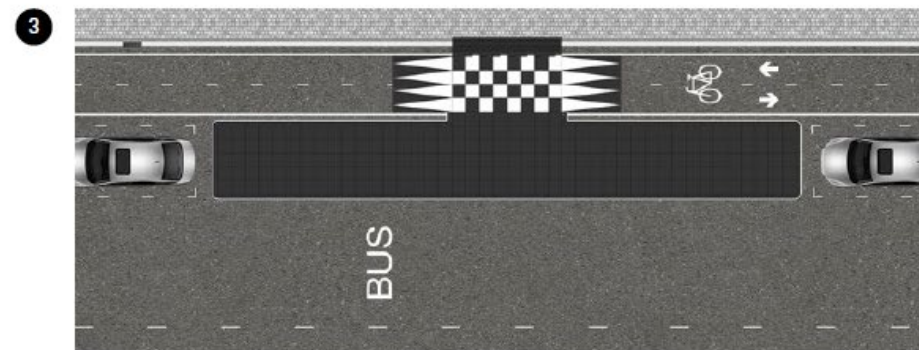
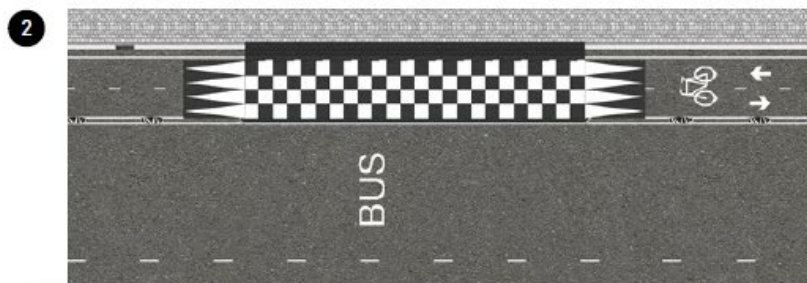
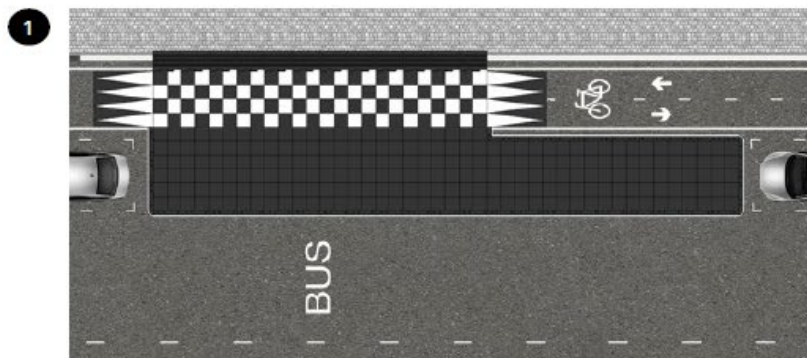
<https://la.streetsblog.org/2017/10/18/eyes-on-the-street-bus-platform-pilot-on-first-street-in-dtla/>





3. Bus Platform Configurations.

Configurations adapted to the presence
of bicycle lanes



3.2.4 RAISED BIKE LANE

Like intermediate level separated bike lanes, raised bike lanes may be built at any level between the sidewalk and the street (see [EXHIBIT 3G](#)). They are directly adjacent to motor vehicle travel lanes at locations where provision of a street buffer is not feasible. Their street-facing curbs are flush with the bike lane surface and may be mountable to motorists and bicyclists. Mountable curbs are preferred if encroachment is desired, otherwise vertical curbs should be used to prohibit encroachment (see [Section 3.3.4](#)). Stormwater may drain either toward the street buffer, or to existing catch basins along the sidewalk buffer.

Raised bike lanes are only appropriate in constrained locations where the combined bike lane and street buffer width is **less than 7 ft.** and sidewalks are narrow or the sidewalk buffer is eliminated (see [Section 3.6](#)). Because of their narrow street buffer, raised bike lanes are not recommended for two-way operation or adjacent to on-street parking. Their narrow street buffer also presents snow storage challenges.

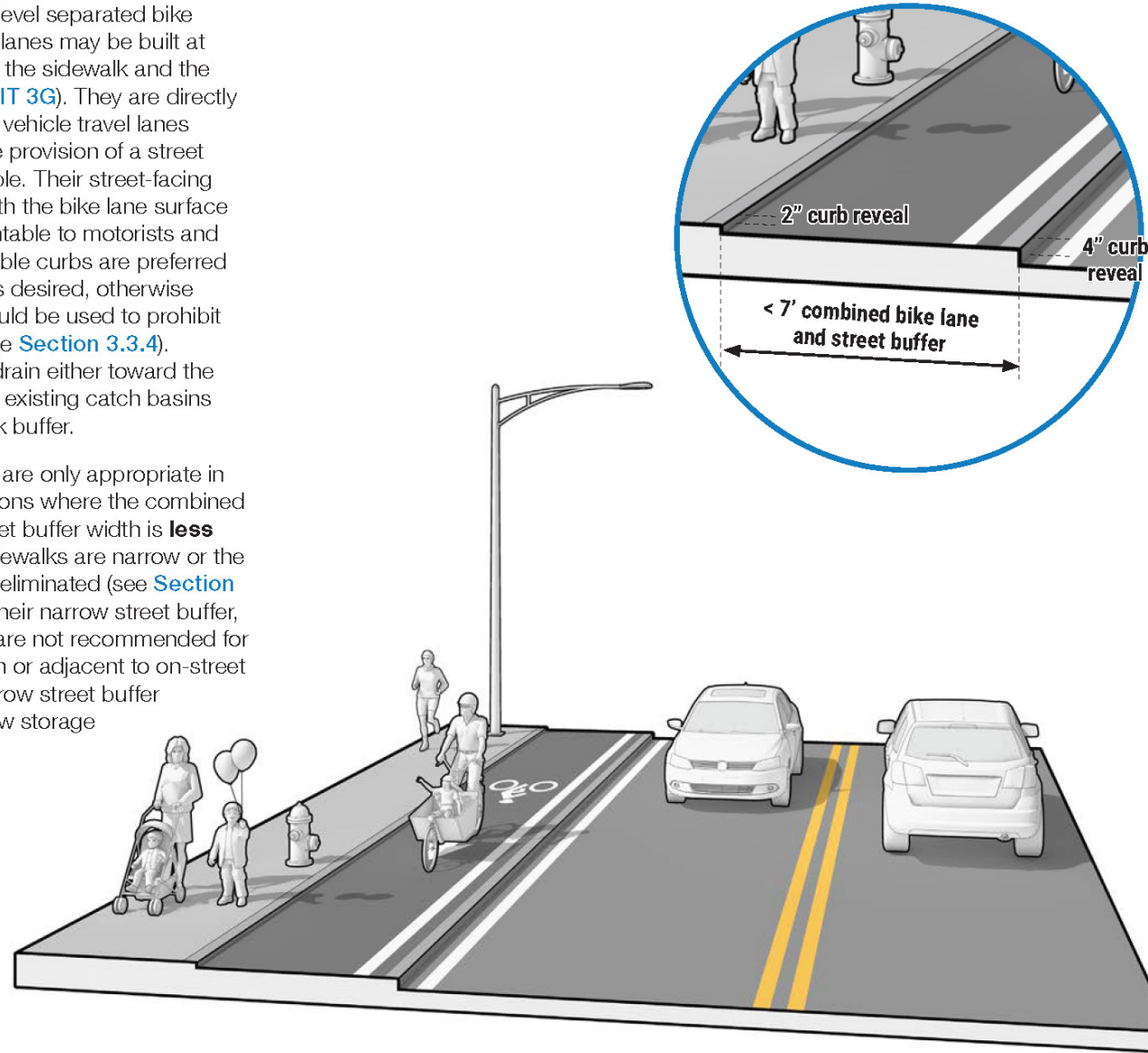


EXHIBIT 3G: Raised Bike Lane



Project Contact & Online Info



Visit: <https://www.slc.gov/mystreet/200-south-corridor-plan/>

Review the Transit Corridor and Mobility Hub Toolbox, public comment summary, and updates

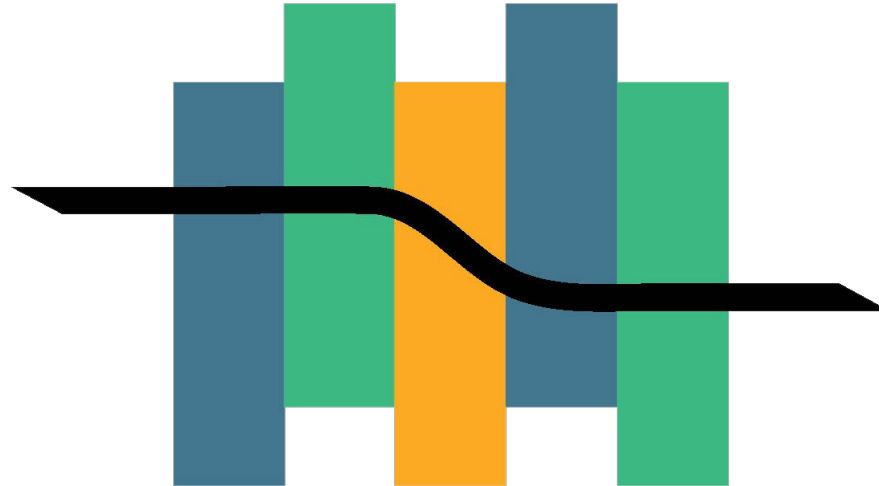


Call: 855-SLC-200S (855-752-2007)



Email: 200South@SLCGov.com

600/700 North



**Mobility, Safety, and Transit
Improvements Study**

600/700 North Corridor Goals

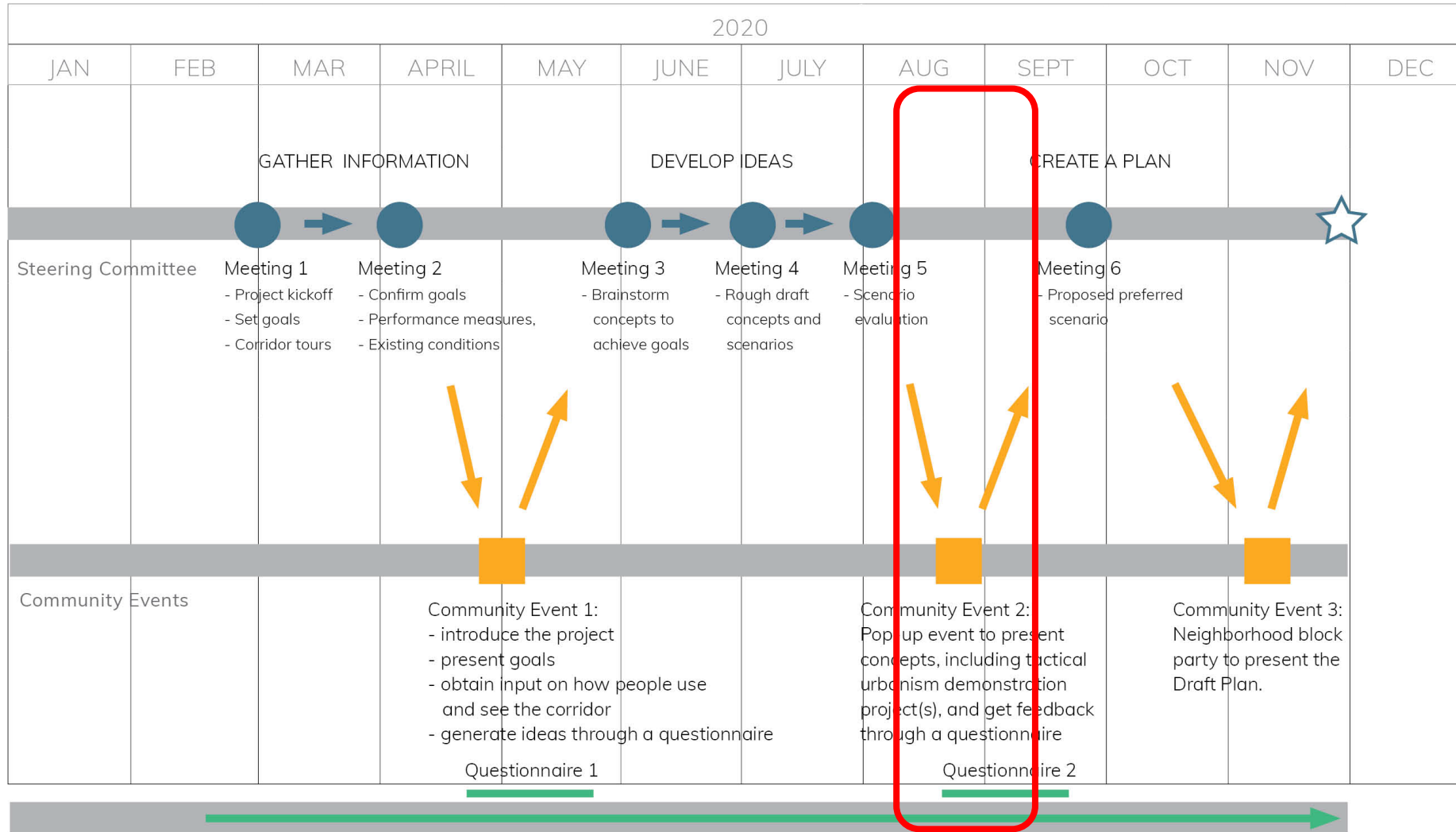
Connections

Livable Neighborhoods

Transportation Choices

- 1 - Maintain and enhance the link from Westside neighborhoods to the rest of Salt Lake City
- 2 - Link people and neighborhoods across 600/700 North
- 3 - Maintain the corridor's regional connections
- 4 - Calm traffic to create a safe corridor
- 5 - Create a beautiful street with great places and gateways
- 6 - Leverage and improve access to Jordan River Parkway and Riverside Park
- 7 - Create walkable neighborhood commercial nodes in balance with residential character
- 8 - Implement and leverage the Frequent Transit Network and other transit connections
- 9 - Create a safe, consistent, and comfortable bicycling experience on the corridor
- 10 - Create a comprehensive and integrated set of solutions for the entire corridor

Project process



● Steering Committee Meeting

■ Community Event





600/700 North



Mobility, Safety, and Transit
Improvements Study

DRAFT 600/700 NORTH POP-UP PROJECT CONCEPT

EDGE MARKED IN
REFLECTIVE TAPE

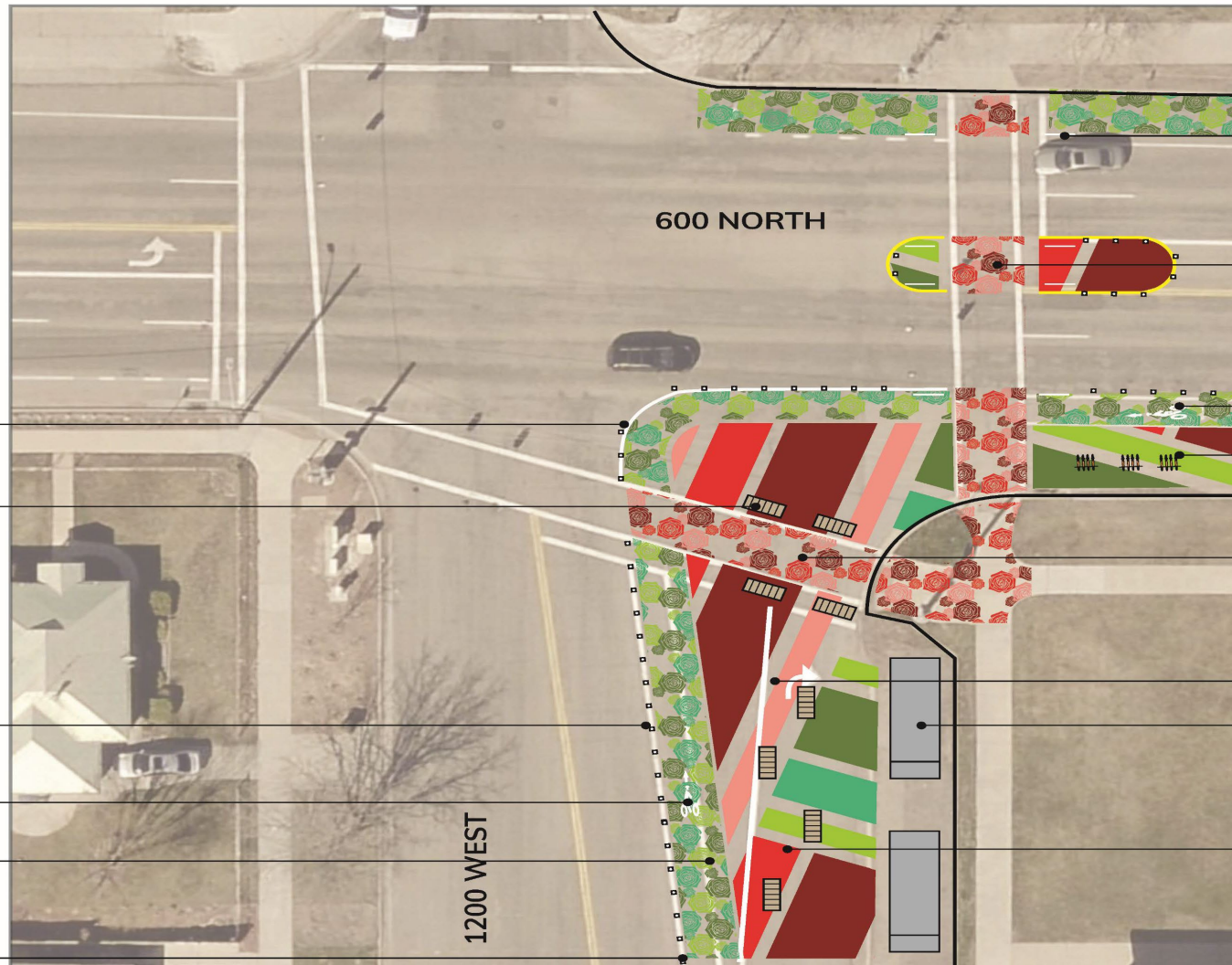
INLAND
HURRICANE
SALVAGED
LOG SEATING (typ.)

SURFACE MOUNT
DELINEATOR (typ.)

BIKE LANE
MARKING (typ.)

BIKE LANE

BIKE LANE
SIGN



WAVE DELINEATOR (typ.)

MEDIAN REFUGE

BIKE LANE
PAINTED WITH ROSE
STENCIL PATTERN

SCOOTER/POTENTIAL
FUTURE BIKE
AMENITY AREA

CROSSWALK
PAINTED AREA
WITH ROSE
STENCIL PATTERN

LEAVE EXISTING
STRIPING

FOOD TRUCK
SPACES

COMMUNITY PLAZA SPACE
PAINTED PATTERN



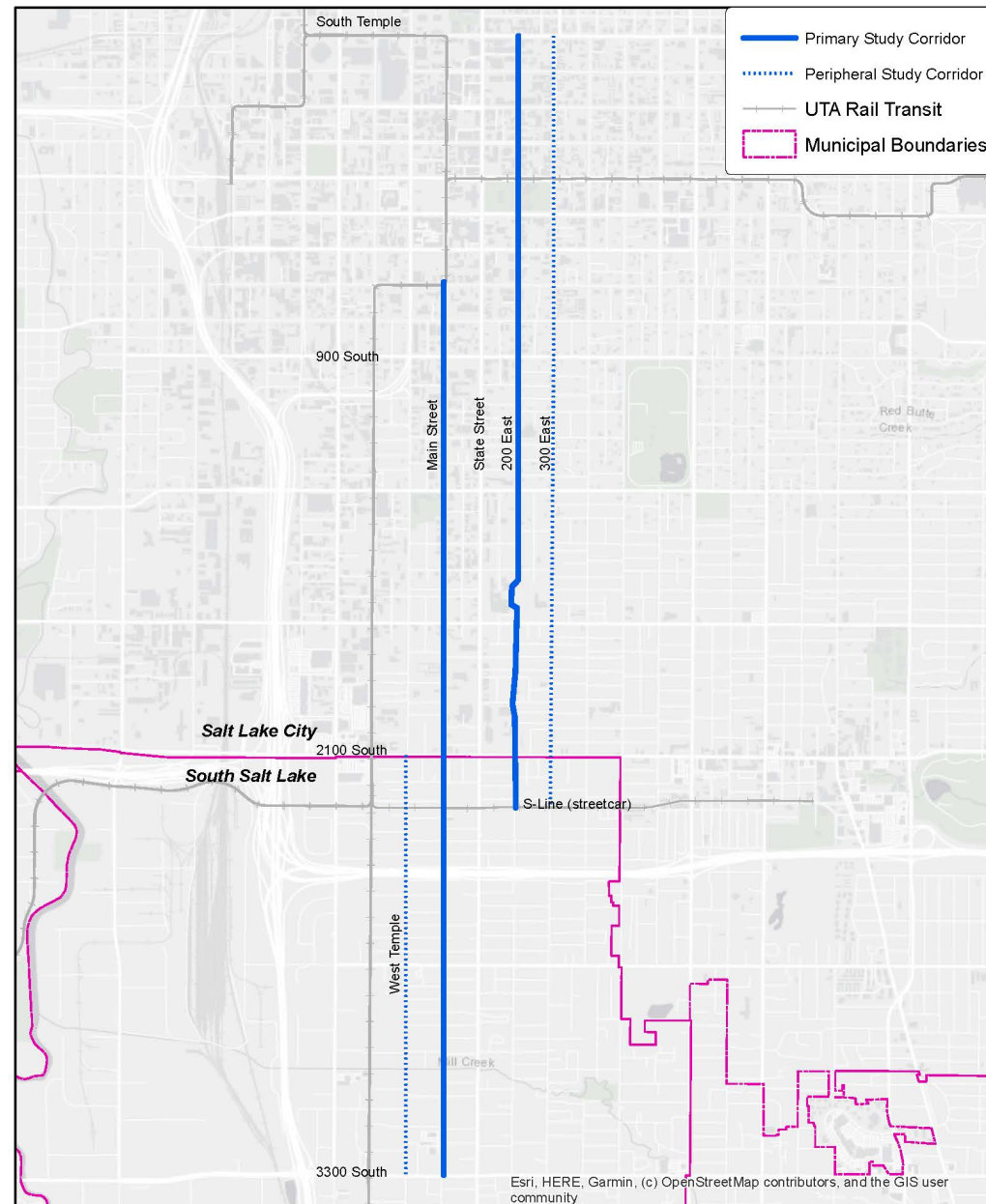






An aerial photograph of a wide, multi-lane asphalt road, likely a residential or commercial thoroughfare. The road has multiple lanes in both directions, separated by a double yellow line. Several cars are visible driving on the road. On either side of the road, there are sidewalks, utility poles with wires, and lush green trees. Some houses and buildings are visible in the background, partially obscured by the foliage. The overall scene is bright and clear, suggesting a sunny day.

www.slcgov/transportation/600north



LIFE ON STATE IMPLEMENTATION: 200 EAST AND MAIN STREET STUDY CORRIDORS

Produced by: SLC Transportation 2/4/2020

0 0.25 0.5 1 Miles

