



# MEMORANDUM

TRANSPORTATION DIVISION  
DEPARTMENT of *COMMUNITY* and *NEIGHBORHOODS*

TO: SLC Complete Streets Committee

FROM: Jeff Gulden, PE  
Transportation Engineer

DATE: January 17, 2020

RE: 100 South Reconstruction – 900 East to North Campus Drive

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The City will be reconstructing 100 South from 900 East to North Campus Drive in 2022 as part of the Streets Reconstruction Bond. Road reconstruction projects are implemented following approved master plans and complete streets principles, which often includes adding bike lanes on roadways. In the case of the 100 South Reconstruction project, the Transportation Division will not be adding bike lanes. This memorandum summarizes the data supporting the decision to not include bike lanes in the project area.

A common misconception of the City's "Complete Streets Ordinance" (and complete streets in general) is that it requires bike lanes to be included in every street the City builds or reconstructs. This misconception is unfounded and one-sided (as it ignores pedestrians and transit users), moreover, many streets are reconstructed in the City each year without bike lanes. Instead of being an absolute mandate, the purpose of the ordinance is to remind planners and engineers that the accommodation of pedestrians, bicyclists, transit users, and motorists is to be considered throughout the planning process and implemented as fully as possible given the specific project conditions and constraints.

The City's complete streets executive order dates back to 2007. Since then the City has established itself as a regional leader in planning for and designing roadways with pedestrians, bicyclists, and transit users in mind. Examples of these planning efforts include the Pedestrian and Bicycle Master Plan (2015), the Transit Master Plan (2017), and the Street Typologies project (expected 2020). The creation of mode-specific master plans can be seen as taking the general citywide complete streets principles to the next level, by identifying treatments for each roadway. The "Complete Streets Ordinance" continues to remind planners and engineers to include accommodations for pedestrians, bicyclists, and transit users in projects; what has changed since 2007 is that the reminder is to now review and develop a project in compliance with the appropriate master plans.

The Pedestrian and Bicycle Master Plan does not identify bike lanes for 100 South (in much of the project area). The existing cross section of 100 South is comprised of four vehicle lanes (two in each direction) with on-street parallel parking from 900 East to Wolcott Street, except for the block from 1100 East to 1200 East, which has no parking. No extra space on the roadway exists to accommodate bike lanes without removing an existing use.

A strict adherence to the City's "Complete Streets Ordinance" (City Code chapter 14.06) allows for exemptions for several reasons, one being when the cost of constructing bikeways is "excessively disproportionate to the need or probable use" (14.06.020 A.2). The 100 South project meets this definition due to the following:

**Master Plan** – The Salt Lake City Pedestrian and Bicycle Master Plan, which establishes the need for bikeways on roadways, recommends bike lanes on 100 South east of 1300 East, but includes no recommended bikeways between 900 East and 1300 East.

**Vehicle Traffic** – 100 South serves as a main east/west access to the University of Utah and the hospital campus that houses the University of Utah Hospital, Primary Children's Medical Center, and the Huntsman Cancer Hospital. Maintaining four lanes for vehicle traffic is essential to support the daily and emergency access to these critical facilities.

**Parking** – A parking use analysis was conducted by the Transportation Division in October 2019. The analysis shows a high use of available on-street parking, with the highest use between 1100 East and 1200 East. The on-street parking is primarily in front of single and multi-family residential, some of which have no direct driveway access onto 100 South.

Eliminating vehicle travel lanes or parking is an expense disproportionate to the need, based on a review of master plans and existing roadway characteristics. Therefore, bike lanes will not be added to 100 South as part of this project.

The Pedestrian and Bicycle Master Plan does identify bike lanes for a short section of the 100 South project area, from 1300 East to UDOT's State Route 282 (accessing the University of Utah). After a review of roadway characteristics and City right-of-way constraints, it has been decided to not include these bike lanes in this project. The City right-of-way is relatively narrow in this section and even with the removal of all on-street parking, there would only be space for a standard on-street bike lane in one direction. The bike lane would be discontinuous as UDOT recently reconstructed State Route 282 (the continuation of 100 South on State property) and bike lanes were not included. Bicyclists can access the University of Utah via the existing University to Downtown bikeways, located on 200 South. Additionally, the University of Utah

could investigate the creation of a two-way bike path on State property, which could connect to other University of Utah paths and help provide a high comfort bikeway for University-related riders where insufficient space exists in City right-of-way. The Pedestrian and Bicycle Master Plan improvement map will be recommended for amendment to reflect this decision.