



DEPARTMENT of ECONOMIC DEVELOPMENT

REDEVELOPMENT AGENCY STAFF MEMO

DATE: October 5, 2018
PREPARED BY: Susan Lundmark
RE: Bicycle safety and mobility addressed in the State Street CRA Plan

REQUESTED ACTION: Written Briefing

POLICY ITEM: Project Area Creation

BUDGET IMPACTS: None

EXECUTIVE SUMMARY: In response to discussion that occurred during the City Council's formal meeting on October 2, 2018 regarding the extent to which bicycle safety and mobility issues are addressed in the State Street Community Reinvestment Area (CRA) Plan, this memo summarizes information from the CRA Plan and documents the Redevelopment Agency's (RDA's) role in implementing adopted City Master Plans and working with project partners to implement redevelopment goals.

REDEVELOPMENT ADVISORY COMMITTEE RECOMMENDATIONS: Not applicable

ANALYSIS & ISSUES: The following includes documentation of how the RDA has addressed bicycle safety and mobility in the State Street CRA Plan. Also included here is information about State Street and its ownership by the Utah Department of Transportation (UDOT), and a description of the RDA's role in implementing City Master Plans.

State Street CRA Plan

The State Street CRA Plan includes several statements indicating the RDA's plans to work with UDOT and the City's Transportation Division when possible to improve bicycle and pedestrian mobility and safety within the project area. These statements include:

- (Page 13) Work with SLC Transportation Division to support all modal elements in the Project Area and to support recommendations of current and future SLC Transportation/Transit master plans.
- (Page 13) Work with UDOT to support any potential changes to the State Street right-of-way that also support the City's master plans and the RDA's Project Area goals and objectives.
- (Page 17) Work with Utah Department of Transportation to help improve pedestrian and bicycle movement, experience, and safety, including pedestrian and bicycle crossings on State and Main Streets.

The State Street CRA Plan also references other existing plans, both adopted by the City as master plans and non-adopted plans, that were used to help develop the CRA Plan.



SLCRDA



BUSINESS
DEVELOPMENT



That information includes:

- (Page 17) The Downtown Plan (Adopted May 2016) and the Central Community Master Plan (Adopted November 2005) together serve as the Community General Plan for the State Street Project Area. The construction of buildings and improvements and the rehabilitation of any existing buildings or improvements in the Project Area will be carried out in accordance with the standards set forth in the Community General Plan, as well as other applicable plans and policies.
- (Page 18) In addition to the Downtown Plan (2016) and the Central Community Master Plan (2005), this CRA Plan also relies on insights and recommendations made through the non-adopted State Street Plan (dated June 1990, Salt Lake Planning Commission) and the Life on State Vision (prepared in 2010 as a regional partnership through the Wasatch Front Regional Council), and the Life on State Implementation Plan that is currently in draft format as of this writing. Moving forward, all construction and/or rehabilitation of buildings/improvements with [sic] be done in accordance with the standards set forth in other citywide plans, including, but not limited to, the Growing SLC Housing Plan, the Transit Master Plan, the Transportation Master Plan, the Pedestrian and Bicycle Master Plan, Sustainable Salt Lake Plan, and Plan Salt Lake.

State Street as a UDOT-owned facility

State Street is U.S. Highway 89, and is a facility owned by UDOT. As such, the municipality of Salt Lake City does not make decisions about the uses, capacity, or configuration of the drive lanes and right of way. This is one reason the State Street CRA Plan does not specify any particular changes to the roadway, including any mention of bike lanes. Instead, the CRA Plan offers to work with UDOT and support any changes UDOT makes to their facility when those changes also align with City goals and objectives. The City is able to make decisions about the sidewalk areas adjacent to State Street that are within City limits, which is why the CRA Plan mentions supporting the street trees, thematic streetlights, and signature monuments/public art that are called for in the Downtown Plan.

RDA's role in implementing master plans

A primary role of the RDA is to assist with implementing the City's master plans. By design, the RDA's project area plans set relatively broad goals and objectives for redevelopment and reinvestment activities the RDA will support over the approximately 25-year lifespan of an RDA project area. This allows the RDA to continue to be responsive to changes and additions to City Master Plans that affect the project area during its lifespan. The City's adopted master plans, including the Pedestrian and Bicycle Master Plan (adopted 2015), typically provide more detailed information about proposed changes the City intends to support; the RDA can then use this detailed information to apply resources towards implementing those proposed changes and plans.

With regard to current plans for the State Street corridor, conversations with business owners that occurred during the Life on State Implementation Plan process indicated that most business owners prefer to prioritize the pedestrian experience that includes wider sidewalks, and amenities such as benches, planter boxes, sidewalk dining, and safe lighting over bike facilities. All of these elements also work well with the existing and planned future condition of State Street as a transit corridor (State Street is recommended in the Wasatch Front Regional Council long-range plan as a possible corridor for bus rapid transit). This does not preclude the possibility of bike lanes on State Street at some point in the future, as illustrated in the Pedestrian and Bicycle Master Plan where State Street is considered a corridor that "Requires Further Study" to determine if and how bikes should use it for consistent travel.

Finally, for the demonstration blocks selected in the Life on State Implementation Plan that were agreed to by all parties, including UDOT, the intent is to use design elements to slow vehicles to speeds that are safe for a pedestrian environment. That way, if bikes choose to use State Street, the environment will be safer for them. This is not the long-term solution for the corridor, and the RDA and the City's

Transportation Division intend to continue conversations about other ways that multi-modal travel can be accommodated on the UDOT-owned facility. This is a first step towards continuing that important conversation.

PREVIOUS BOARD ACTION:

The RDA Board of directors adopted the State Street CRA Plan by Resolution during the August 21, 2018 Board meeting.

ATTACHMENTS:

None