

## Frequently Asked Questions – 200 West Improvements and Protected Bike Lanes

### When will construction begin?

Construction is anticipated to begin on the first weekend in August, immediately following the completion of Questar Gas Company's gas main replacement from 100 South to 800 South on 200 West.

### How long will construction take?

Construction will happen in phases over the course of two months from August to October. The road will first be re-sealed to maintain pavement quality. With a blank road surface, initial white striping will be installed. Once the pavement seal and striping have cured over the course of 3-4 weeks, final construction will begin. Curbs, green paint at driveways, and planters will be installed during this final phase, anticipated to complete by the beginning of October.

### Was the public involved in the process?

Salt Lake City has been conducting focused outreach to residents and businesses about this project over the past two years, and the project has been identified in regional and statewide transportation plans going back to 2006. Salt Lake City staff has surveyed citizen preferences for protected bike lane designs on 200 West at over 50 community events during the summers of 2013 and 2014, and conducted two open houses on the street. Public comments and preferences were incorporated into the final design of the project.

### Were 200 West residents, businesses and property owners involved?

Salt Lake City staff has visited each business and property on the street in summer 2014, met with individual property owners expressing critical concerns, worked with property owners and businesses to resolve these concerns, and held an open house specifically for 200 West businesses, property owners and residents in Winter 2015 to gain detailed input on the design.

### How is the project funded?

The project has been funded with a mix of federal, state, county and local funds. The federal Transportation Alternatives Program provided a grant for the project in 2014. Salt Lake County provided a local grant for the project in 2014, and the City Council approved capital improvement funds for the project in 2013.

### Will these changes add trees and vegetation?

In public outreach, vegetation and greenery was the top element preferred by the public for separating bike lanes from traffic. In response, this project includes planters throughout the length of the corridor, which will be decorated with murals by local artists. In the future, additional funding could make it possible to increase the amount and quality of vegetation with these types of infrastructure improvements. Possibilities could include permanent planted areas with irrigation.

### Will this project add special signals for bicycles?

At this time, special bicycle signal heads are not part of these improvements. There will be no changes to traffic signal timing. As part of ongoing signal maintenance by the Utah Department of Transportation and the Utah Transit Authority, major street crossings will eventually receive bicycle detection improvements at 400 South, 500 South, 600 South and 700 South, so that bicycles will be detected by traffic signals. Installation of these detectors is not yet scheduled.

### Can the bikeway go down the center of the street instead?

There are merits to a center-lane design, and it can work well in unique situations. This layout was considered in 2010-2011 for 200 South through downtown, and also considered for 200 West. Ultimately, this design was not recommended. A primary reason is that it creates unique unpredictability for bicyclist movements at intersections and throughout the block, as people on bicycles entering and exiting at the center of the street represent a unique movement that introduces increased conflicts with turning vehicles, increasing the risk of collisions. This conclusion is based on reports and feedback from transportation agencies in Washington, D.C. and New York City, where they have tried center-lane designs and decided not to pursue the layout on a widespread basis.

The presence of TRAX light rail in the center of two blocks, from 700 South to 900 South, increases the difficulty of a center-lane design on 200 West. In addition, local residents have been vocal in preferring curbside design as it improves ease of access to shops, bike racks, and destinations throughout the block.

### What do the green and tan paint mean?

The green paint is used as a highlight to indicate locations where cars and bicycles could interact, such as driveways and approaches to intersections. Tan paint or white hatching, depending on the location, will indicate areas where cars are not allowed, so that people on bikes and in cars can see each other as they approach driveways and intersections.

### Who has the right of way at intersections and turn lanes?

At intersections and in shared right turn lanes, people on bicycles have the right-of-way, and people in motor vehicles are required to yield to people on bicycles at these locations. At these locations, state law considers bicycles to be through-moving vehicles, which have the right-of-way over vehicles turning into the through-moving lane.

### How do these changes affect parking?

On the blocks with the most demand for on-street parking, between 200 South and 400 South downtown, 93% of parking spaces will be maintained, resulting in a change of four spaces. Parallel parking spaces on these blocks will change to angle parking to increase the ease of parking. Throughout the entire corridor, 76% of parking spaces will be maintained.

Please contact us if you have additional questions or comments:

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