SEGO LILY DRIVE SAFETY IMPROVEMENT PROJECT

CURRENT CONDITIONS ON SEGO LILY DRIVE
80 Foot Right of Way
55 Foot Asphalt Road
• 3 lanes – 1 in each direction and a center two-way left turn lane
• On street parking on both sides
• Rolled gutter on both sides
• Sidewalk on both sides from about 1000 East to 1300 East
• No sidewalk from 700 East to 1000 East
25 MPH speed limit
Serves as cut-through route from 700 East to 1300 East

PROJECT TIMELINE
Spring 2015 – County Active Transportation Network Improvement Program (CATNIP) funds allocated to Sego Lily
May 4, 2017 – Salt Lake County Engineering attended the White City Metro Council meeting to discuss complaints and options for improvements on Sego Lily Drive
July 27, 2017 (today) – Meeting with residents
August 3, 2017 – White City Metro Council will decide safety improvement for Sego Lily Drive
Fall 2017/Spring 2018 – Coordinate with Salt Lake County Operations for road striping to coincide with planned street overlay

Average Number of Vehicles Per Day on Sego Lily Drive

4,080

2,040 (50%) Vehicles exceed the 25 MPH Speed Limit by more than 3 MPH Daily

612 (15%) Vehicles per Day with speeds over 32 MPH
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BENEFITS OF BICYCLE LANES ON YOUR ROADS

• Crash rate reduced by 35%
• Reduced speeding 3 to 7 mph on local residential roads
• Reduce cyclists injury up to 50%
• Improved community health
• Bike communities maintain a higher property value

Standard Bike Lanes 4’ to 6’ Minimum Width
• Encourages cycling use for 15 to 25% of population

Buffered Bike Lanes – Improves safety with more space and visibility for all users bicycles, pedestrians and safer car parking
• Encourages cycling use for up to 50% of the population
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CENTER TWO WAY LEFT TURN LANE

Pros
• Improves access for turning vehicles
• Does not impede through traffic
• Increases capacity of roadway (number of vehicles that can use road in a given time)
• Vehicles not required to slow down for turning vehicles.

Cons
• Increases crossing distance for pedestrians
• Pedestrians may try to use as a mid-crossing refuge, which is unsafe
• Encourages higher vehicle speeds - “arterial feel”
• Uses 10 to 15 feet of available roadway
• Vehicles in turn lane may block view of pedestrians crossing road
• Encourages high speed passing and turning on to side streets
Option 1: Bike Lane with Lane Width Reduction

Option 2: Buffered Bike Lane w/ no Center Turn Lane