

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

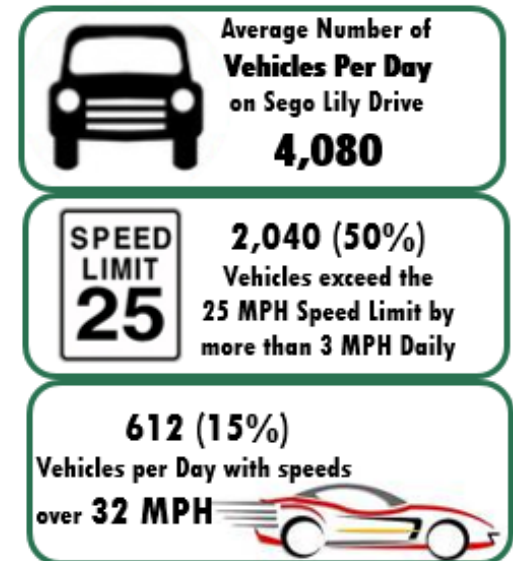
Spring 2015 – County Active Transportation Network Improvement Program (CATNIP) funds allocated to Seggo Lily

May 4, 2017 – Salt Lake County Engineering attended the White City Metro Council meeting to discuss complaints and options for improvements on Seggo Lily Drive

July 27, 2017 (today) – Meeting with residents

August 3, 2017 – White City Metro Council will decide safety improvement for Seggo Lily Drive

Fall 2017/Spring 2018 – Coordinate with Salt Lake County Operations for road striping to coincide with planned street overlay



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BENEFITS OF BICYCLE LANES ON YOUR ROADS

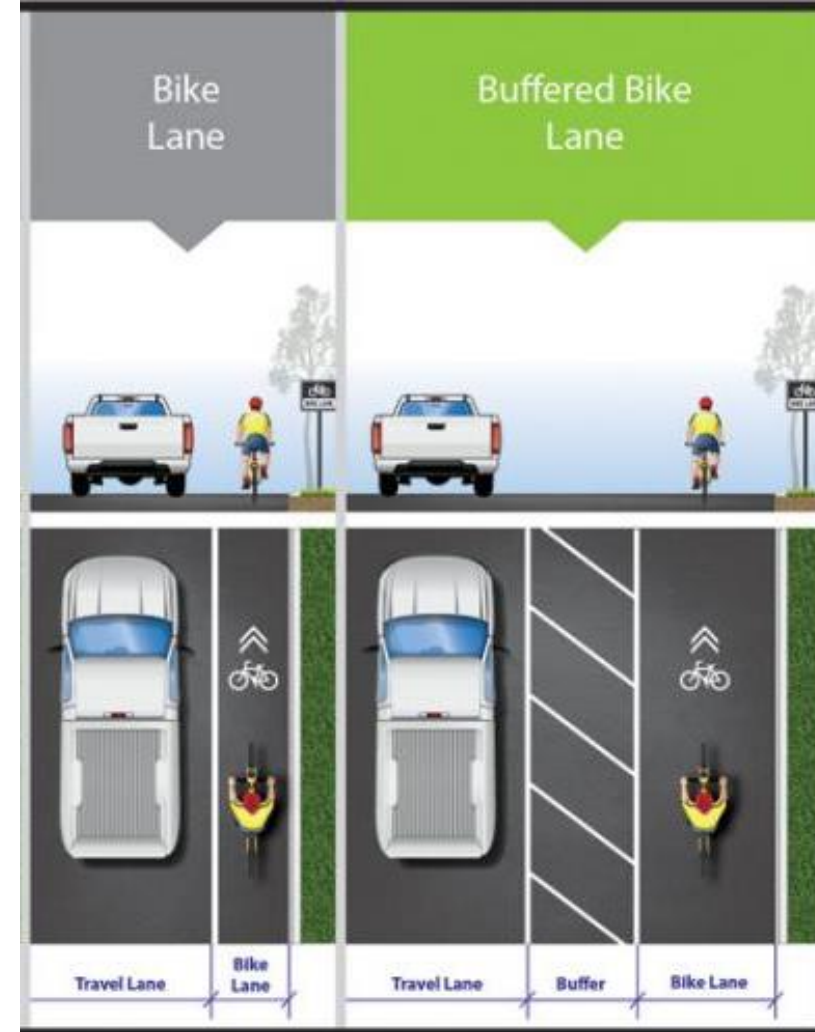
- Crash rate reduced by 35%
- Reduced speeding 3 to 7 mph on local residential roads
- Reduce cyclists injury up to 50%
- Improved community health
- Bike communities maintain a higher property value

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.

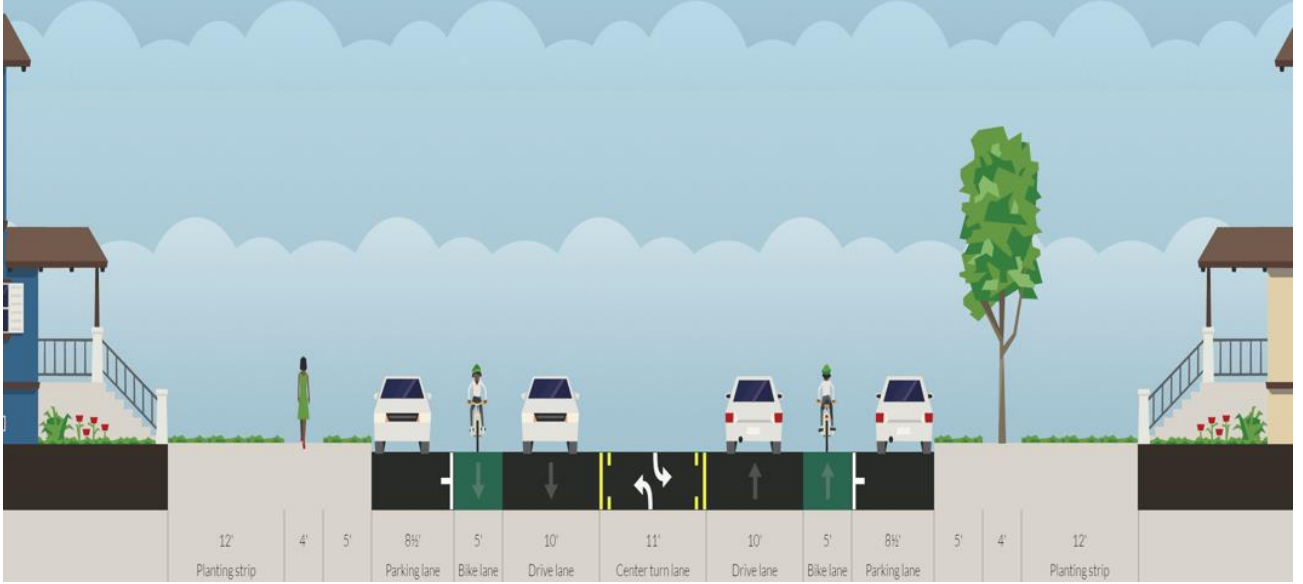
Cons

- 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



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Option 1: Bike Lane with Lane Width Reduction



VOTE HERE
OPTION 1

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



VOTE HERE
OPTION 2