NW 28th Ave and NW Fargo from NW Utah to NW 18th AVE

TRAVEL LANE RECONFIGURATION FOR COMPLETE STREET

COUNCIL WORKSHOP

APRIL 6, 2026

Introduction : Why this project matters?

- Pavement preservation will be re-surfacing travel lanes
- Timely preservation avoids more costly repairs
- Provides opportunity to align roadway configuration with Complete Street Ordinance, Transportation System Plan, and Strategic plan goals.
- Opportunity to improve safety for all users, all modes of travel, at a reduced cost to public

Project Location

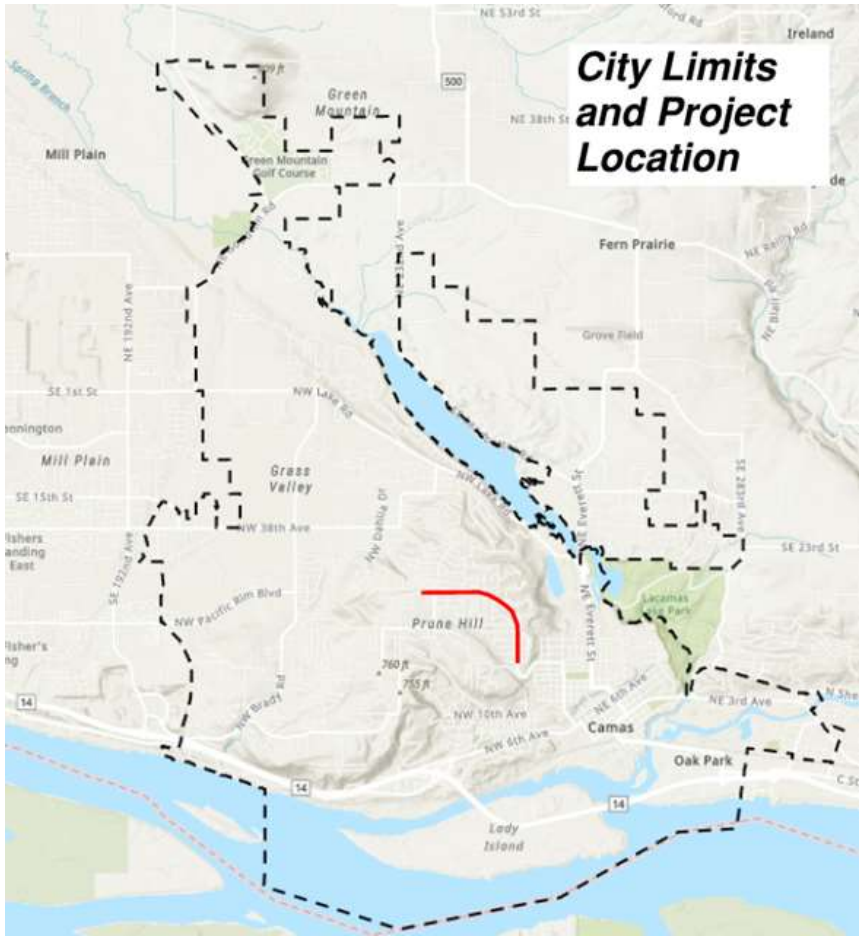


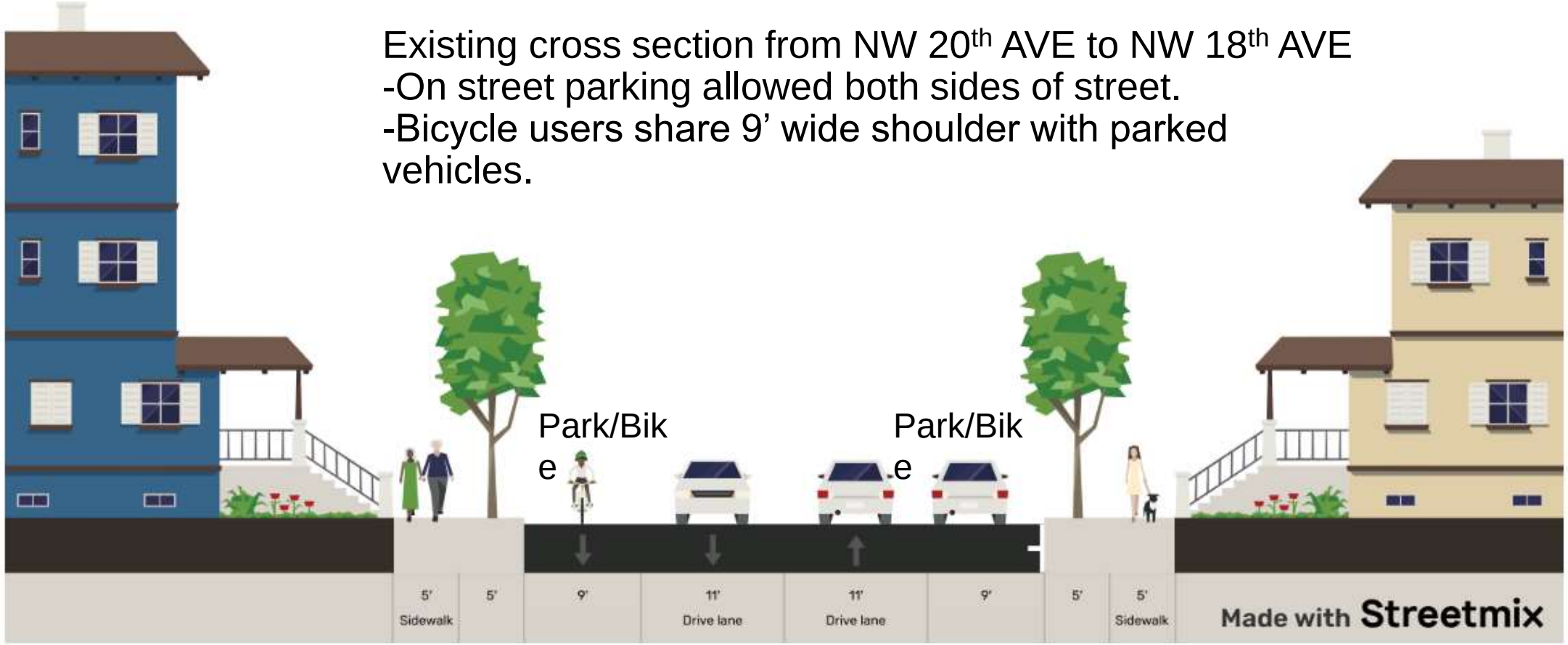
FIGURE 33: PLANNED BICYCLE PROJECTS

Existing Conditions

Existing cross section from NW Utah East to NW 20th AVE.
-On street parking allowed both sides of street
-Bicycle users share travel lane with vehicles

Existing Conditions

Existing cross section from NW 20th AVE to NW 18th AVE
-On street parking allowed both sides of street.
-Bicycle users share 9’ wide shoulder with parked vehicles.



Proposed Changes

NW 28th Ave and NW Fargo from NW Utah to NW 28th Ave

Section 1: Traditional bike lanes with parking along south curb line only

Section 2: Separated bike lane eastbound, Traditional bike lane westbound with parking along south curb line only

Section 3: Separated bike lane northbound and southbound

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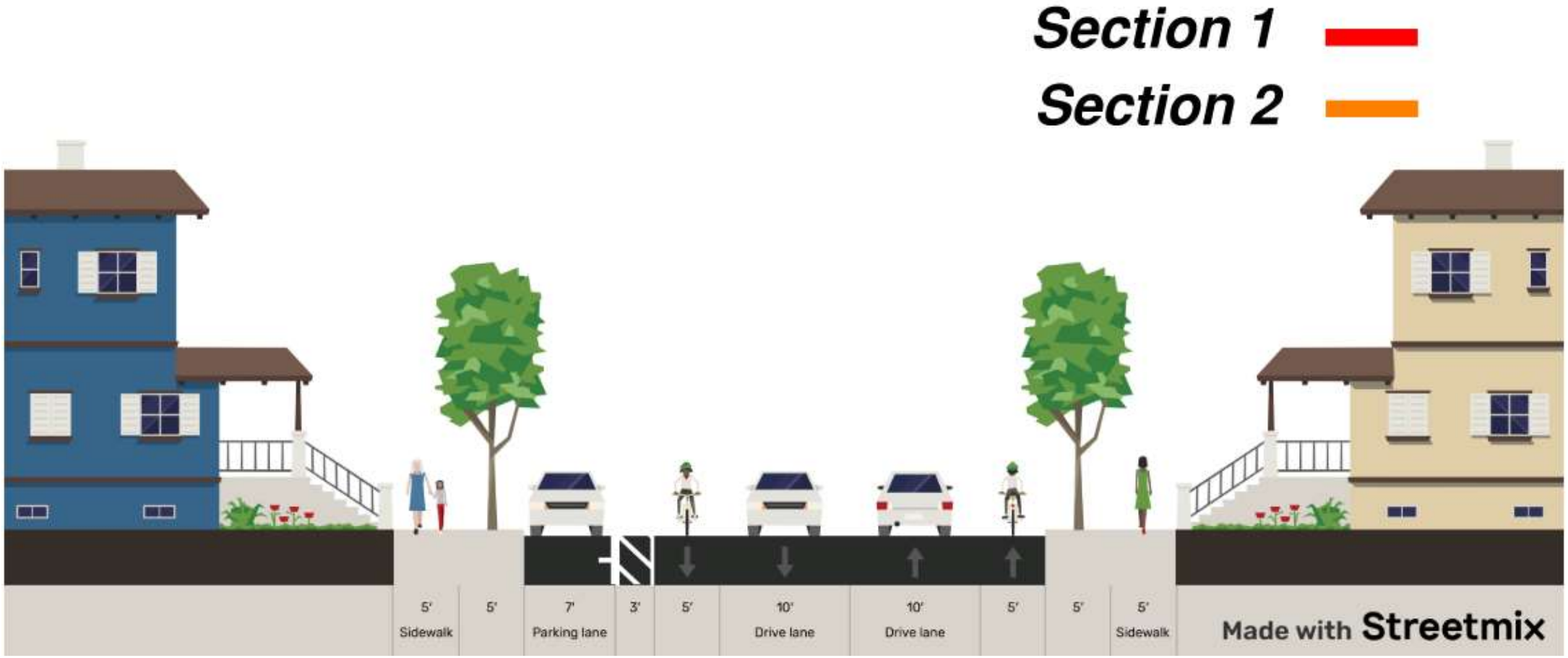
Complete Street Proposed Change

Section 1: NW Utah to NW Sierra and NW Kent to NW 23rd AVE



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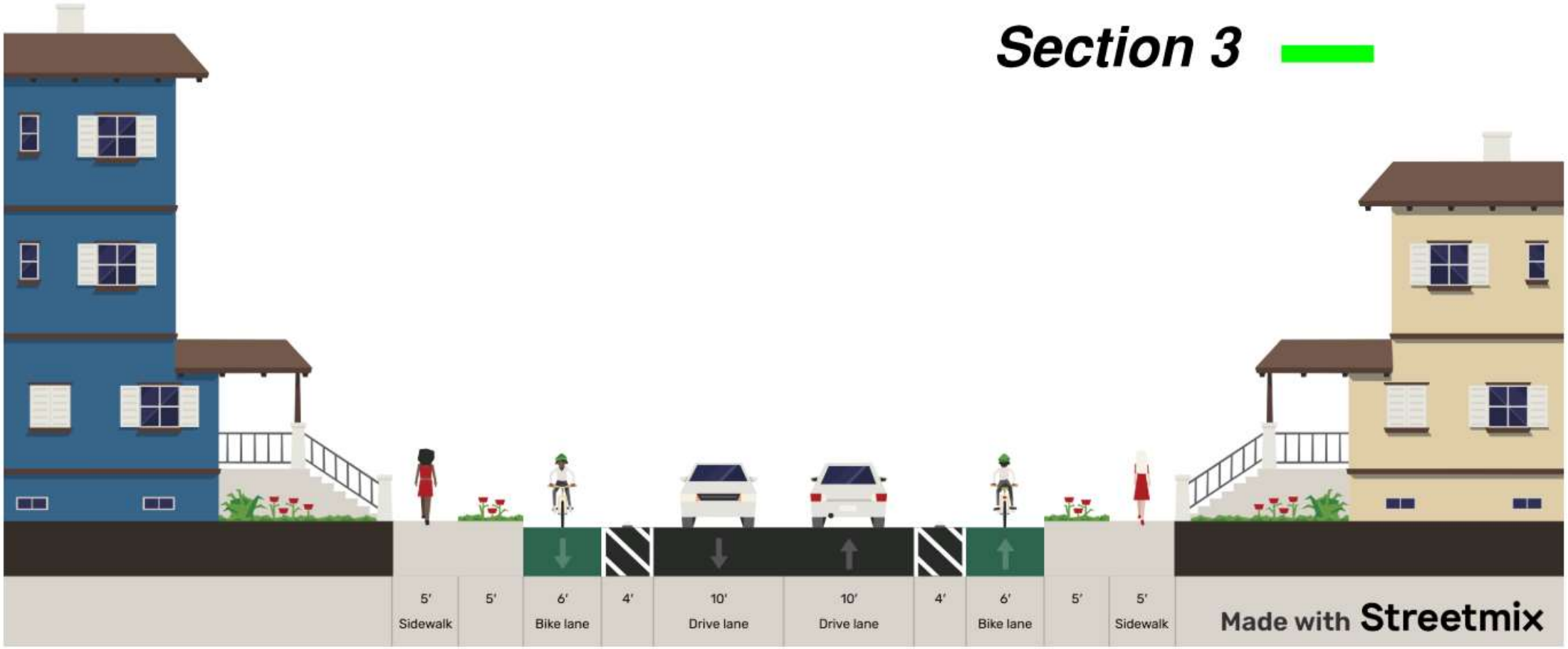
Complete Street Proposed Change

Section 3: NW 23rd Ave to NW 18th Ave



Maintain Existing Conditions Option

- No changes and retains parking on both sides of street
- No safety improvement for bicycle facilities or traffic calming
- Not aligned with City Complete Streets Ordinance, Transportation Masterplan, and Strategic Plan goals
- Missed opportunity for cost savings

Add Bike Lanes Option

- Aligned with Complete Streets Ordinance and Strategic Plan goals
- Improved safety for all users with traffic calming benefits
- Cost savings implementing with preservation project
- More predictable roadway use
- Impacts to on-street parking
  - no parking from 18th St to 23rd Ave
  - parking reduced NW 23rd Ave to NW Utah St

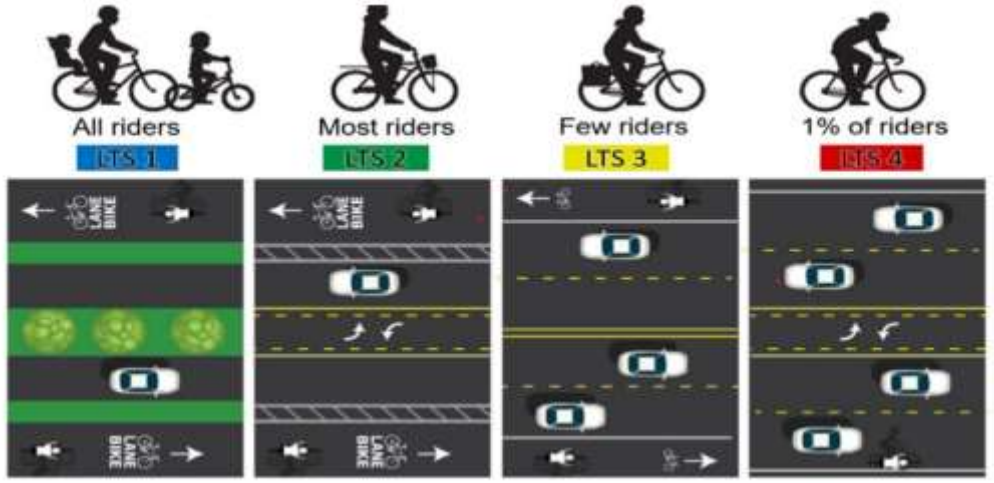
Cost Efficiency

- Striping changes removal and replacement will occur with pavement preservation
- Minimize disruption to residents while avoiding future standalone project costs
- Estimated Savings: $500,000

Level of Traffic Stress (LTS)

Level of Traffic Stress	Description
1	Suitable for all ages and abilities; children could walk or bike here independently. Separated and/or barrier-protected.
2	Comfortable for most adults, including most adults experiencing disabilities. Some separation, no barrier.
3	Tolerable for enthusiastic and/or confident adults. Little space, no separation.
4	Only used by highly confident people, or those with no alternative. No dedicated space, no separation

- LTS measures the stress someone walking, rolling, or biking on a road feels (comfort).
- Considerations include traffic speed and volume as well as space, separation, and visibility.
- Staff recommended standard LTS 2 or lower proposed in draft Transportation System Plan.



Bicycle Stress

Traffic volume is 3,500 Veh/Day

Posted Speed 25 MPH

85th percentile speed is 28 MPH-33MPH

Travel lanes will be narrowed

Target speed is less than 30 MPH

Conventional Bike Lanes (5' or greater)								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-6000	2	2	2	3	4	4	4
	>6000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

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Staff Recommendation

- Add Bike Lanes to NW Fargo Street and NW 28th Avenue
- Implement striping reconfiguration with pavement preservation
- Advance safety and policy goals

Questions?