



AMERICAN FORK CITY COUNCIL
OCTOBER 21, 2025
WORK SESSION AGENDA

Notice of Electronic Meeting

One or more City Council members may be physically absent from this meeting but may participate electronically.

Notice is hereby given that the American Fork City Council will hold a work session on Tuesday, October 21, 2025, in the City Administration Conference Room, located at 51 East Main Street, commencing at 4:00 p.m. The agenda shall be as follows:

WORK SESSION

The purpose of the City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.

1. Discussion on Open Public Meetings annual training and Government Records Access and Management Act training.
2. Discussion on bicycle lanes.
3. Adjourn.

Dated the 16th day of October 2025.

/s/Terilyn Lurker
City Recorder

- In accordance with the Americans with Disabilities Act, the City of American Fork will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-763-3000 at least 48 hours in advance of the meeting.
- The order of agenda items may be changed to accommodate the needs of the City Council, staff, and the public.



Bike and Pedestrian Plan

"American Fork City will create strong families, vibrant neighborhoods, and a healthy community through the promotion and accommodation of bicycling and walking as a vital means of everyday transportation and recreation"

--American Fork Bicycle & Pedestrian Master Plan





Bicycle & Pedestrian Master Plan

Prepared for:

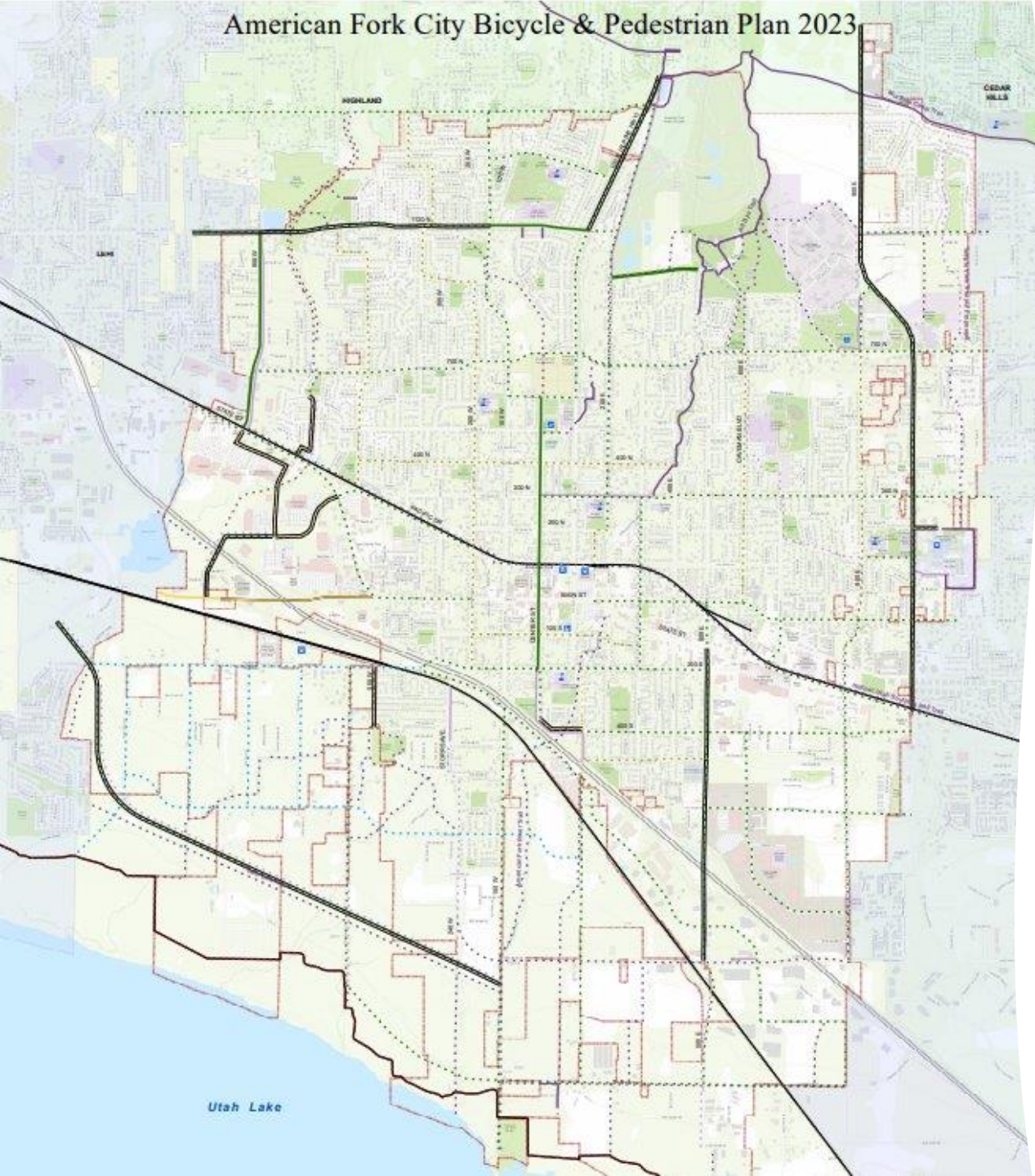


Prepared by:



July 2013

- We Have a Plan
- We are working to update our plan
- The Parks and Recreation Committee will review the plan
- We will bring the plan to City Council to review & approve



Project Vision, Goals, & Objectives

The Vision, Goals, and Objectives of the American Fork Bicycle and Pedestrian Master Plan will guide the development and implementation of bicycle and pedestrian facilities in American Fork for years to come. Goals and objectives direct the way public improvements are made, where resources are allocated, how programs are operated, and how city priorities are determined.

--American Fork Bicycle & Pedestrian Master Plan

Importance of having and following our plan:

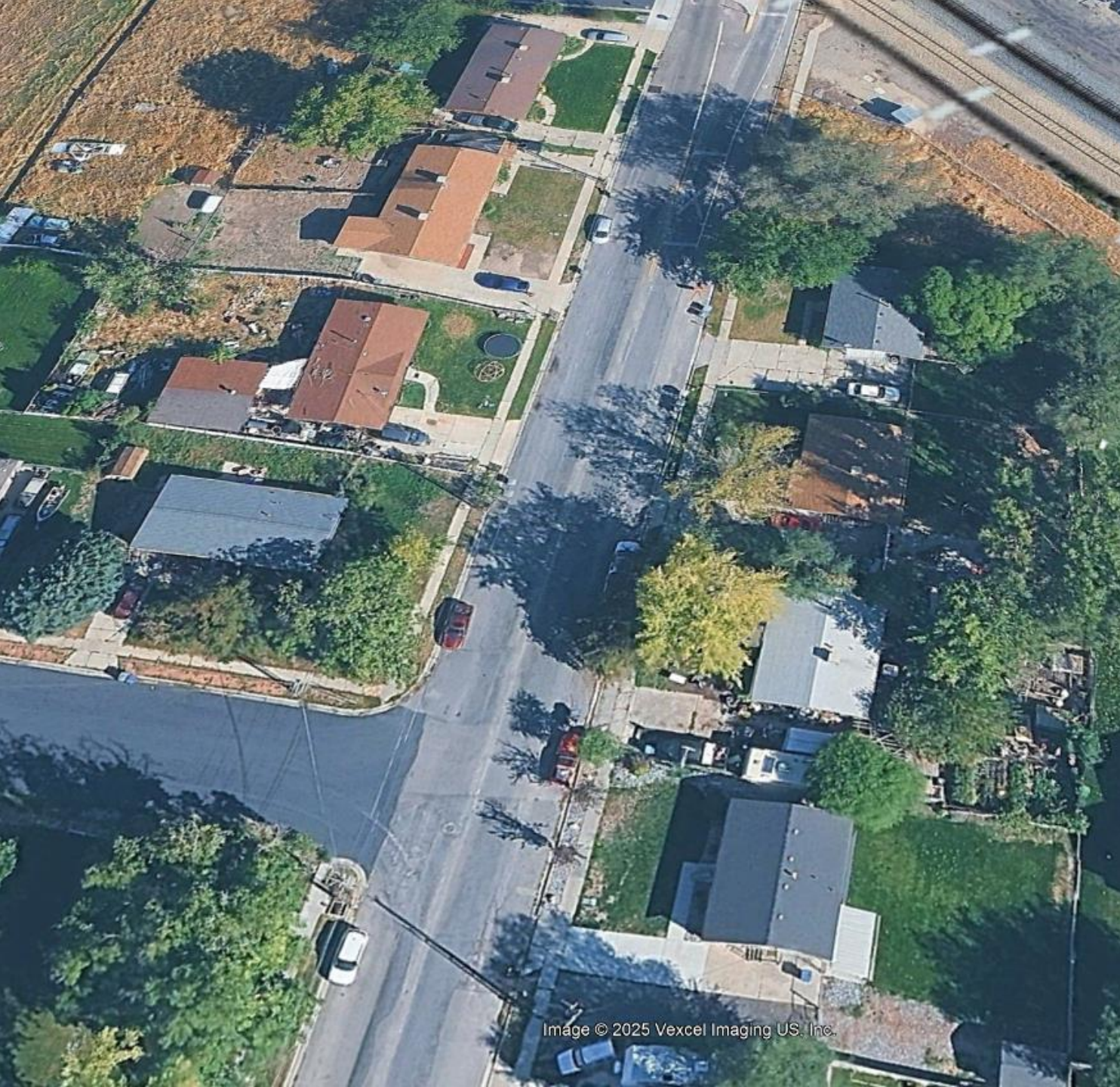
Have Approval and Support of MAG:

Installation of trail connecting Riverwalk to Murdoch through Mary & Art Dye Park-Spring 2026!!



Importance of Bike Lane on 100 West:

- Connectivity to other trails
- North / South access
- Access to Utah Lake/Boat Harbor



100 W Before (9/2024)



100 W After (5/2025 During Construction)



Shared-Use Path

- Shared-use paths are generally located within rights-of-way separated from roadways (such as streams, utility corridors, and railroads) and serve all types of non-motorized users. They are the facility of choice for many people who wish to avoid bicycling near traffic. However, they are also the most expensive bikeway type, may not serve transportation purposes as well as on-street facilities, and have limited opportunities for development due to the scarcity of non-roadway rights-of-way. Shared-use paths are typically 10' wide or greater and can be constructed of asphalt or concrete.



Sidepaths

- Sidepaths are similar to shared-use paths in terms of pavement, desired width, and user mix. They run parallel to roads with frequent driveways or intersections. This creates an operational difference that distinguishes sidepaths from shared-use paths. Shared-use paths travel for long distances without encountering vehicle crossings and generally cross roads at right angles. Sidepaths, on the other hand, encounter more complex driveway and intersection conflicts with cars, particularly when bicyclists ride opposite from traffic flow. Sidepaths are useful for pedestrians as well as children and adults who bicycle slowly. However, they are not good for faster or more experienced bicyclists because they place bicyclists in places where drivers may not expect them. In places where a shared-use path is preferred but not feasible, short stretches of sidepath can be used as a substitute to connect shared-use paths on both ends of the sidepath.

Bike Lanes



- Bike lanes use a single white stripe to separate bicycle traffic from car traffic. Bike lanes will normally accommodate confident and experienced bicycle riders, but they may not provide enough separation from high-speed cars to attract less-experienced riders. As with buffered bike lanes, regular sweeping may be needed to keep the lanes free from debris pushed into them by car tires. Care must be taken to transition bike lanes (and buffered bike lanes) through intersections in a safe manner and also protect the lanes from car doors in instances where the bike lanes are next to car parking.



Marked Shared Roadways

- Signed shared roadways do not have any dedicated roadway space for bicycles. They simply provide signage designating the road as a bike route. Signed shared roadways can be created on roads with or without shoulders as well as with or without parking. It is a particularly effective treatment on roads with wide shoulders where parking is permitted but is infrequently used. In these instances the shoulders behave like defacto bike lanes for long stretches. Care should be taken when considering implementing this type of bikeway on roads with little or no shoulder or on roads with heavy parking volumes. In those cases a marked shared roadway may be a better option as long as the speed limit does not exceed 35 mph.

Signed Shared Roadways

- This bikeway type is very similar to marked shared roadways. The only significant difference is that green “BIKE ROUTE” signs rather than pavement markings are used to designate these routes. A common use of signed shared roadways is along roads with shoulder space where parking is allowed but infrequently used. Pioneer Crossing between 900 West and the Lehi boundary is currently the only signed shared roadway in American Fork.





Unpaved Trails

- Unpaved trails are normally located in undeveloped parklands or natural open spaces. They may be designated for pedestrians, horses, bicycles, or a combination of any of these user groups. Although they primarily serve recreational users, they may also serve transportation functions in some cases.



Buffered Bike Lanes

- Buffered bike lanes use a painted buffer space to provide a measure of separation from car traffic. People who are uncomfortable bicycling near traffic usually prefer buffered bike lanes to “regular” bike lanes. Buffered bike lanes may require more frequent sweeping than car lanes because cars tend to push rocks into the buffered bike lanes. As a result, they accumulate debris without regular sweeping. Proposed buffered bike lanes are shown in Table 5-6. Buffered bike lanes may be converted into cycle tracks by placing fixed objects (e.g. flexible bollards, curb, etc) in the buffer space

Cycle Tracks



- Cycle tracks combine the off-street separation of shared-use paths with on-street elements of bike lanes. Between intersections, they provide the greatest amount of separation between cars and bicyclists of any on-street bikeway type. However, intersections must be treated at a very high level in order to safely transition cycle tracks through. The distinguishing characteristic of a cycle track is some form of physical separation between moving cars and bicycles. Less-experienced bicyclists often prefer cycle tracks over other bikeway types because of the separation from car traffic. In snowy climates care must be taken to design cycle tracks to facilitate snow removal. Smaller plows or the use of removable bollard posts are ways to construct cycle tracks that can be cleared of snow in the winter. Cycle tracks may also require frequent sweeping to keep the pavement clear and safe for bicycle travel.

Undefined Future Bikeways

- Sometimes a bikeway is desired in a corridor where no feasible alternative exists currently and decisions about a specific bikeway type must be left for future consideration. In these cases the corridor can be marked as a desired undefined bikeway. Doing so allows the plan to capture the intent of accommodating bicycles and leave the door open for future opportunities as they arise.