

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the January 12, 2015 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Elicia Cárdenas, Jason Hamula, Jason Stevenson, Shaun Jacobsen, Suzanne Stensaas and Todd Hadden.

Absent from the Bicycle Advisory Committee were Mark Kennedy and Scott Lyttle.

Also present were Becka Roof, Jen Colby and Amy Pufahl

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:07 p.m. by Shaun Jacobsen.

Welcome and Introduction of Members and Guests – Shaun welcomed all attendees and everyone introduced themselves.

Public/Open Comment

Jen Colby said she loves the 300 South Bikeway and asked that the BAC encourage the City to fund the next section east. She also hopes the SLC snow event program goes well and would like to see better outreach from the Streets Division clarifying when there is a snow event or when it has snowed but is not a qualifying event. Jason S asked how far east Jen would like to see the 300 South Bikeway go and she said optimally she would like the next phase to go to 1100 East but even to 900 East would be good. Becka said there was CIP approved for extending this but there is a requirement that they receive a match from the University of Utah to which Jen indicated she will check with her bosses and see if that is a possibility.

Approval of Minutes – **Motion:** Elicia Cárdenas moved to approve the minutes of the December 15, 2014 meeting with one correction. David Brooks seconded the motion. The motion passed unanimously.

Announcements and Connections

Suzanne met with George Deneris who works for Salt Lake County. He is very interested in helping find a solution to Foothill for bicyclists where Bonneville ends and they need to get to Sunnyside. David reminded everyone about the Clean Air, No Excuses rally on January 31st at the Capitol from Noon-1. Jason S suggested that there may be a need for the BAC to put some ideas out there for this rally because it could be a new destination for people to go to and talk about how you get to a rally from different nodes of the city. He suggested they create something, perhaps maps or routes and put them on social media to encourage the cycling element during this time of year when people aren't really thinking about it. Elicia went to Portland and was really amazed at

some of the cycling elements that she helped put into place 10 years ago and seeing what they look like now was very inspiring. She also met with George Deneris about the Bicycle Ambassador Program and some other county initiatives. Denise met with Ryan, the owner of Contender Bikes and he would like to know what he could do for the BAC. Elicia said it would be nice if they could put up posters in his business when needed. Shaun said he would like to take him some SLC bike maps as well. He also said he noticed that the 300 South Bikeway was plowed right away after the last storm and asked if there were any plans for greenway bike lanes in SLC. Becka said there is some discussion about that in the Pedestrian/Bicycle Master Plan. She then showed the Committee a few Bike Life magazines from other cities and let them know that there will be a Salt Lake City edition. She said Transportation is currently working on the content and they would love to have some additional photos of people cycling within the city. The deadline for content is February 17th so if anyone has photos, they should submit those as soon as possible. There is also a gap of about ½ of a page and they are open to content suggestions. This magazine will only be printed once or twice per year.

Plus/Delta Exercise on Committee Operations

Plus: What is working well about the committee (positives)

Delta: How could the committee do better? (positive changes)

Becka wanted to give the Committee a way to check in on how they are functioning as far as things that are going well and things they would like to change. The focus is on what they want to see and both the Plus and the Delta are meant to be positive. Both lists created by the Committee members are below:

Pros +

- Discussion events
- Connections – valuable
- Sidewalk initiative
- Better informed
- Committee is up and running
- Bragging rights as a city committee member
- More proactive as committee got up and running
- City staff availability
- Valuable Infrastructure input from BAC
- Support on 300 S/messaging is really appreciated

Delta (change)

- More public input/involvement
- More help with “early warning”/canary
- More proactive
- Keep discussions focused on resulting action (as a committee)
- Initiatives
- Better educated as advocates
- Better connection to general public pulse
- BAC as own committee not under TAB?
- Go to existing events-important to be in agreement about what we believe

Shaun asked for this to be compiled for a future agenda item.

Guest Presenter Participation / Topics for Coming Year
UDOT, UTA, U of Utah, SLC BikeShare, others?

When the Committee was originally structured, those who were on the nominating panel had the option of deciding whether they were going to incorporate members who was officially representing specific organizations (UDOT, UTA, U of Utah, etc.) but the result would be is a committee that is made up of professional people who do this for work. The nominating panel made a decision that it was more important for the City to have this Committee serve as a sounding board of citizen input and decided to focus the membership and initial recommendation to the Mayor based on having real people, not professional people who do this as a job. As a result of this, the committee has not had strong attendance or representation from professional organizations that are working on projects related to what the BAC is charged with, the University of Utah and Bike Utah being the exceptions. With this in mind, it seems appropriate to come up with a schedule and some topics and invite these agencies to come tell the Committee what they are working on that is related to the Committee's work and ask them about specific projects when appropriate. The group discussed possible schedules and what agencies they would potentially like to hear from.

Those agencies include the following:

Police - from leadership-about enforcement

UDOT - upcoming initiatives

UTA - upcoming initiatives-interchanges between cars and bicycles

Greenbike – Education about the program and their data

Bike Utah - formal update from Phil on what they're doing and how the BAC can support them.

SLCo - formal update to see how we're working together or apart

Schools - about what they do for bike education, safe road to school, bike storage and safety

Bike Collective

University of Utah - downtown to the U and implementation of the plan

Motion: Suzanne Stensaas moved to schedule one or two guest presenters per meeting and that Chair or Co-Chair work with Becka to determine what topics might be relevant and of interest for each meeting. David Brooks seconded the motion. The motion passed unanimously.

Ped / Bike Master Plan

Summary of public comment received

Planning Commission Briefing: Wed. Jan 14

The meeting date to brief the Planning Commission on this plan is Wednesday, January 14th; this will be followed by a public hearing on a separate date The hearing date has

not yet been confirmed. The briefing will be in the City Council Chambers where the Planning Commission normally meets. There is no solid date yet on the hearing but it will likely be at the same location on either January 28th or February 11th. Becka will let the BAC know as soon as she has verified. The public comment period has now closed, including their extension of that period and they received somewhere in the neighborhood of 150 comments from the public through a mix of Open City Hall, direct e-mail and e-mails to BikeSLC. Becka gave the BAC a summary of the comments received from the public and how they're planning on changing the plan as a result. The City received a lot of support for the plan overall and a few concerned people did write in opposition. There were some people who wrote with general support and some wrote with general support but also had some specific comments on specific projects. A summary of those comments is as follows: The plan in many cases has the implementation timeline of the next 20 years and many people said speed it up and encouraged the City to move faster. Some were concerned about corridors and suggested for future study they verify that those are indeed a priority. Several of those have already been funded for additional studies and the plan suggests timelines that the City believes are doable in terms of resources and community support for making change. Education and Enforcement programs were supported but were mentioned by fewer people than expected. While there were some people in opposition to the plan, in general support is mirrored by public opinion polls that the City has done in the past showing that more people are generally supportive of this type of infrastructure change. There were several requests for more pedestrian support, because the plan is too bicycle focused and there aren't enough recommendations on the pedestrian side. Transportation has requested changes to the plan that specifically reference and incorporate the downtown midblock walkways plan that is included as part of the Downtown Master Plan. The plan will also incorporate facilities which are truly both pedestrian and bicycle linkages through neighborhoods using quiet streets with assistance for crossing busy roads. Instead of calling them Bicycle Blvds, they will be called Neighborhood Byways which is a term used by several other communities around the country. Becka will be looking at those corridors again making sure that with a pedestrian focus, they still make the connections they need to make across major streets and in some cases, where the Bicycle Blvds will transition into bike lanes, to make sure that there is a pedestrian connection. There were suggestions that the City should change the way they are doing pedestrian crossings and not have pedestrian buttons, just have the walk signals come up all the time. That change will not be made because having the buttons allows the traffic to keep moving during off peak hours which promotes air quality. There were no specific questions related to protected bike lanes but several people selected to comment on them with about 25% of respondents in support of them, 8% in opposition of them and the remainder did not comment on them. Having also received a few comments about locations outside of the city reinforced the value of collaboration with neighboring communities. There were several suggestions about east/west connections and providing some type of facility to address either freeway interchange concerns or train crossings. A section will be added to the plan under Complete Streets and east/west connections. This will specifically recommend spot improvements such as overpasses over trains, getting train schedules cleaned up in some way or some other type of innovative facility. Some of the ADA

aspects of the plan were strengthened with assistance from city staff. There were comments regarding the need for maintenance of both bicycle and pedestrian facilities and Becka feels that this is already emphasized in the plan.

Becka clarified that the plan is not meant to be design guidance but references some design manuals that do provide that design guidance. They are significantly strengthening the pedestrian element of the plan including downtown midblock walkways, neighborhood byways and the urban trails all linked together to provide a basically low stress pedestrian network in addition to and complimenting the low stress bikeway network. There were pretty significant changes from the public input. Wednesday night, Transportation will tell the Planning Commission what they've heard and the modifications that are planned, and then their review whenever they have the hearing will be based on the version that incorporates those changes that have been discussed with them and prepared.

Motion: Elicia Cárdenas moved to approve the Pedestrian/Bicycle Master Plan. Jason Stevenson seconded the motion. The motion passed with only Denise Hunsaker opposed.

Shaun asked if there were any volunteers to attend the hearing on behalf of the BAC however; since the date is not definite, the Committee decided to wait until they can verify the date and therefore availability.

Motion: Jason Stevenson moved that the Chair or Vice-Chair of the Committee reach a consensus about sending themselves or an appointee to the hearing on whatever date it is, once they hear from Becka, to make their statement in favor of the plan. Jason Hamula seconded the motion. The motion passed unanimously.

2015 Bikeways Map – cartography input

Due to time constraints, Becka suggested they postpone this agenda item. She will e-mail the information to the Committee members so they can look over it prior to the next meeting. The overall perspective is that they are attempting to incorporate a color coded comfort level rating on the 2015 Bikeways Map and would like to see comments and suggestions from the Committee. Transportation is hoping the map will make it to the printer by either the end of February or in March.

Bicycle Friendly Communities Application

The Bicycle Friendly Communities application deadline is in February so Becka will be contacting the BAC work group for help on this. As soon as she has a draft she will e-mail it to the Committee members.

Minor Updates / Follow-ups – Transportation Division Staff

500 N Design

The 500 North design has in general, incorporated the Committee's recommendations. Becka saw the drawing from UDOT as they are the project managers and said it incorporates the general cross section that the Committee recommended with the back in parking, uphill bike lane and downhill shared lane. She suggested that the work

group look at how the intersections are designed and any other striping that's part of the project.

Capital Improvement Program funding applications

Becka thanked the committee for their prior input, which was helpful in developing the applications. Transportation has now submitted their CIP requests which include the following: funding requests for fixing the narrow bridge on the Jordan River Trail, possible extension to the 9-Line Trail and possible work to the Surplus trail, design and construction of the Folsom Corridor Trail and Citywide Bikeways implementation which will include 2-3 Neighborhood Byways. On Sunnyside, the north side trail is already funded and design is in progress but they have submitted an additional funding request to construct a landscape median and add street lighting. The 1300 South Corridor that was recently reconstructed was not able to include bicycle facilities so Transportation has submitted an application to fund a bicycle bypass and neighborhood byway which would connect to both TRAX and the soon to be reconstructed 1300 South viaduct. The viaduct design will have both shared lane markings and wide sidewalks while connecting to existing bike lanes on the west side.

BAC member vacancies

Attempts to choose people from the original BAC applicant pool to fill current vacancies has not worked out well, so it is going to take longer than anticipated to fill those seats.

Motion: Suzanne Stensaas moved to adjourn the meeting. Denise Hunsaker seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:48 p.m.

(A recording of this meeting will be available for one year)