

## SALT LAKE CITY

### BICYCLE ADVISORY COMMITTEE

#### Minutes of the February 13, 2017 Meeting

Present from the Bicycle Advisory Committee were David Brooks, David Parrott, Denise Hunsaker, Elicia Cárdenas, Jason Stevenson, Josalyn Bates, Shaun Jacobsen and Todd Hadden.

Absent from the Bicycle Advisory Committee was Nora Pincus.

Also present were Becka Roof, Elliott Mott, Cris Jones, Betsy Byrne, Tyler Cardoso, Ken Richley, Dave Iltis, Tyler Laing, Patrick Cowley, Phil Sarnoff, Lisa Pascadlo, Heidi Goedhart, Merilee Richens and Mike Ambray.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:01 p.m. by Elicia Cárdenas.

Welcome and Introduction of Members and Guests – Elicia welcomed everyone and everyone introduced themselves.

Public Comment – It was mentioned at the last BAC meeting that SLC is looking at possibly changing the enforcement on bike violations to have the penalties as motor vehicle violations. Dave Iltis has been following up on this and he feels if this gets changed, it will be a big damper on cycling. He said not only will the fines greatly increase but then a citation issued to a cyclist will go on their driving record and could affect their insurance rates. Dave also mentioned the need for bicycle lanes on State Street. He said State Street is horribly dangerous for cyclists and pedestrians and safe bike lanes and safe walking are needed.

Approval of Minutes– **Motion:** Shaun Jacobsen moved to approve the minutes of the January 9, 2017 meeting. David Brooks seconded the motion. The motion passed unanimously.

#### Outside Connection: UDOT Region 2 – BFIT, Upcoming Projects

##### *Tyler Laing, Region Traffic Engineering*

Tyler said UDOT has two projects coming up this summer that include installing bicycle lanes. One is on 700 East from 9400 South to 7800 South. They will be restricting some parking in that area to make room for the bike lanes. The second project is on Redwood Road from Bangarter Highway to 12600 south. There will be bike lanes installed with signs on that portion of Redwood Road which will also be widened to be a seven lane road. Both of those projects will be constructed this summer. UDOT is also working on the Bicycle Implementation Tool (BFIT) document that is intended to be

looked at with every UDOT project. That document will be expanded to also include pedestrian facilities and hasn't been finalized yet. Active transportation is something that is continuing to be brought up, continuing to be looked at and being pushed more and more to the forefront of what they do although there are some limitations on state routes. Elicia asked if new projects are going through the BFIT process since it's not finalized yet. Tyler said the document is a tool that is already being used to make sure UDOT is addressing active transportation on all of their proposed projects. Shaun asked how the public could find the BFIT document. Tyler said it's currently internal to UDOT. Heidi said they could make the draft form available to the public with the understanding that if they can find improvements that can be made, they will be adding those. Todd asked if they are going to do interchange work on I-80 and 7200 West before or after the state prison is put in. Patrick said they don't yet know what the timing will be, this is still in the planning stage. Dave said there was recently another pedestrian killed on 600 North and wanted to know what can or will be done to make that area safer. Patrick said they are working with SLC Transportation on that intersection and have put in a work order to lower the speed limit to 35mph. They are discussing better lighting and looking at other options to slow traffic down.

UDOT Corridor Planning & Bicycling – Foothill Drive, State Street  
*Cris Jones, SLC Transportation*

The Transportation Division is working with UDOT on Foothill Drive project because this is a UDOT owned corridor and they are key partners in realizing this vision. Cris went over the background and goals, project process, introduced the draft preferred corridor scenario and went over the next steps with the Committee. This project began in January of last year, there have been 10 Steering Committee meetings, various interagency meetings and 3 community public open houses that were combined with the online version for the public to provide comments. There are five equal funding partners which are UDOT, UTA, University of Utah, Salt Lake County and Salt Lake City. The Wasatch Front Regional Council also provided staff in kind contributions with the modeling of this work. Also at the table was the community. There have been active participants that were identified by Community Councils on the East Bench who were participating in the Steering Committee process. As the goals were being developed by all of the agency partners together, Transportation presented those goals to the community at the first open house. Goal 1 is to preserve and enhance communities along the corridor. This is really an important goal for the community members that were involved and the neighbors along the corridor. Goal 2 is to move more people through the corridor. The language specifically does not say solve congestion, but focuses on moving more people. Goal 3 is to enable access to destinations by all modes along and across the corridor. It's not just about getting more people pushed through Foothill but making sure it's also easier and more effective to cross regardless of the mode of transportation. Goal 4 is to contribute to complete multi-modal transportation networks. All these different goals are making sure they aren't just focused on one mode of transportation. Goal 5 is to manage transportation demand by providing and promoting options. This goal focuses on a collection of programs and capital improvements that change the behavior on the corridor. Goal 6 is to enhance safety for all users. Goal 7 is to develop a strategy for broadly acceptable and achievable change.

There were some big ideas for this such as a gondola, tunnels and even TRAX. The partners thought of ideas they could do in the near term to make some changes in the corridor. They wanted to focus on some things that are achievable. Goal 8 is to create an ongoing inclusive process. They wanted to make sure the process maintained an ongoing conversation with all interested stakeholders. Once the goals were set in place, existing conditions were evaluated data was collected. They walked and biked the corridor to get a good feel for how it is performing. From there, there was a Steering Committee workshop where everyone came together and participated in an exercise focusing on one goal at a time. A list of around 150 different things that could be done on Foothill was created and evaluated next to the goals. Those ideas were used to create six different scenarios. They wanted a good mix of possibilities and to make sure they were measuring everything from small to large changes in a way that was still somewhat possible to achieve. Those 6 scenarios were taken to the community for input and over 1,000 comments were received. First the goals were presented and the participating community was asked to what level they supported the project goals. 85% either strongly or very strongly supported the goals with less than 10% not supporting the goals. Around 50% of the respondents live along Foothill and the other 50% lived somewhere else so there was a good mix of input. In general, the feedback received indicated that whether people lived along the corridor or outside of it, they wanted a bold solution. The small change scenarios received the least amount of support indicating there is some willingness for people to make some sacrifices and accept some trade off to see some achievable change. After receiving this input, a refined list of concepts against the goals was evaluated to develop the draft preferred scenario. Key items that came out of that work were that people wanted a bold solution, to move a significant amount of people along Foothill, increase public transit, carpooling, and active transportation and a reasonable decrease of peak hour travel time with balanced preservation and enhancement of the community. Making sure there is a balance between moving more cars and people and the community and a vastly improved public realm that increases safety and comfort for walking and bicycling as well as a sense of place and wayfinding along the corridor. With those themes, a list of projects were developed that contribute to achieving the goals, continuing partnerships and programs like transportation demand management associations and continuing to have committed partners along the corridor to make sure the pursued improvements will be successful. There will also be focus on intersection treatments and being really thoughtful about what happens at intersections, overall network improvements beyond Foothill and other spot treatments. All of those things go together and are available online. Cris showed the Committee a typical intersection along the corridor and the different types of things they are going to be pursuing. Elicia asked if there are any carpool lanes outside of the highways now in Salt Lake or if this is a new treatment. Cris said there is a Max Bus Line so there is some experience with UDOT doing this but this would be the first as far as he knew in this region relating to shared space. The City is working with UTA to make sure there is an improved transit environment within the corridor and to make Foothill a more transit friendly place with bicycle and pedestrian improvements. They want to connect the East/West corridors making sure there is a better network for the area and really show transformation. What has been modeled will double transit ridership on the corridor and increase the number of people in each

car by 30% so nearly 30% more people will move along the corridor and travel time will be decreased by around 2.5 minutes per person. Shaun said he loves the draft preferred scenario but it can't be implemented with the current width which worries him with active transportation. Cris said the City is looking at acquiring property at fair market value to make room for this. Dave asked about lane widths and the speed limits. Cris said lane width is a key issue that is still being looked at and UDOT has not indicated anything regarding a speed reduction. Cris asked the Committee to visit the website, review all of the materials and leave comments. Jason asked if they have connected with the School Community Councils and Cris said while they have not reached out to them individually, they are all on the e-mail lists.

### Prison Development & Bicycling

*Merilee Richens, Utah Department of Administrative Services*

Merilee introduced Mike Ambray, the project manager for the new prison as well as an avid cyclist. Mike gave the Committee a brief history of the prison site and since there aren't currently any roads leading to that site, they are constructing a haul road now which is at approximately 8400 West. When Utah DAS looked at the plan on constructing the prison, the best access point was I-80 to 7200 West which leaves them traveling on a frontage road to 8400 West. Currently, the road is rather skinny with small shoulders and is a heavily traveled bicycle route. From May until November there will be almost around the clock truck traffic during the week, so they asked their stakeholders what the safest way to get cyclists and others through this section of the frontage road would be. After much discussion, it was decided that they would widen the road by 18 feet. They will construct new shoulders, widen each lane to 12 feet, have construction flaggers in that area and frequently run street sweepers. After that November time frame, there will be consistent truck traffic carrying construction material, utility trucks, concrete trucks and other construction related vehicles over the next three years until November 2020. Elliott asked what the time line for widening the shoulder on the south side would be. Mike said it should be completed in July but there may be a bit of an overlap as the heavy truck traffic will begin in May. Elliott then asked if cyclists could ride in both directions. UDOT has said no because cyclists would have to cross two lanes of traffic and it is not safe. There will be signage explaining the direction as well as clearly painted bike paths. Dave said the speed limit was reduced from 40 to 35 but he still feels that is too fast. Since it's only 12 blocks, he asked if they would consider lowering it to 30 or 25 so cyclists don't receive injuries from passing gravel trucks. Mike said that is something he'll ask about and can also talk to the vendor bringing in the gravel about safely maneuvering through this area. Heidi suggested they work with the contractors and do a really comprehensive bicycle safety instruction course. Dave asked what their end goal for the road is when the prison is completed in 2020. Mike said Salt Lake City and UDOT have several ideas but he hasn't seen a long term goal for the prison road, he is the project manager for the prison itself not the roadways. Shaun asked if the Utah DAS was paying to upgrade this section of the road and Mike said they were. He also asked if diverting cyclist traffic had been considered. Mike said that was discussed but turned out not to be the safest alternative. Elicia asked how they were going to work with their vendors to make sure that the bike lanes would not be littered with signage. Mike hadn't considered that but said it was a very good

point. She also asked if there was a system for cyclists to report dangerous conditions. Merilee said the prison website ([newutahstateprison.utah.gov](http://newutahstateprison.utah.gov)) and the Click N Fix tool could both be used for that. Becka said the temporary haul road is not going to be paved but that sometimes it makes sense to pave a little bit of that to keep the debris down. She also suggested some specific to bicyclist signage would probably be helpful to get them to pay attention to the flaggers. Mike said they will have three cattle-guard brush off stations to help with debris

### Education / Enforcement: Bicycle Crash Data & Crash Types

#### *Dan Bergenthal, SLC Transportation*

Transportation has been working for the past year on setting things up so Dan can run a safety program. Dan said this program was built around the 5 E's; Engineering which includes designing and building safe roadways and analyzing built roadways for safety improvements, Education which includes using national and local data to determine safety education needs, Enforcement, Emergency Response and Everyone. The goal of this program is zero fatalities. Dan went over crash data, safety improvement opportunities and bicycle safety messages. This program is still evolving but the City is trying to be proactive rather than reactive. Elicia asked if Dan had any national data on bicycle crashes. He has some older crash typing data but will look into that further. As he receives more data, Transportation can do some targeted education and enforcement as well. Becka said that in general, left turns in SLC are a factor in more crashes than reported nationally, and that it's possible the wide streets here play into that. She also wondered if more crashes were night crashes. Dan said he has the time of each occurrence and can look at that data but the crash data he does have are only the crashes that were reported to the police. Some of the safety improvement opportunities that Dan has been working on include analysis of 2 way stop controlled intersections within the city. There are 474 that he was able to locate and he looked at the causes of all the crashes at those locations. He determined crash rates for each of them, ranked them and is now looking at the top 20 to determine if any improvements can be made. He has also looked at a list of nine proven safety counter measures as published by the Federal Highway Administration. One of those counter measures is adding a reflective border around traffic signal heads which has been shown to reduce crashes at intersections by 15%. UDOT has already been doing this all over the state and SLC is going to begin doing this as well. He believes this will especially help in the downtown area where there traffic signals seem to be blending in with surrounding lights. Shaun asked if the reflective border would work on Rapid Flashing Beacons. Dan said they've already been putting them on HAWK signals but RFB's are so small and so bright when flashing, he's not sure if it would be of much benefit. Other things the City is doing is adding more HAWK signals, RFB's and other treatments at uncontrolled crosswalks with the city and are looking at pedestrian rail crossings. They have been working with UDOT to put some of those in and have three that will be under construction this summer. There will be two on South Temple, one at 800 West and one at 900 West and the third is at 1700 South and approximately 1500 West. Elliott asked about the Jordan River Trail bridge going over the railroad tracks between 200 South and North Temple. The City got bids for that project last week and are hoping it will be awarded in the next week or two. The construction should begin this spring and will hopefully be done this fall.

## Connections & Announcements

- Todd – TAB – TAB had a safety presentation from Dan, elected a new Chair and Vice-Chair as their Chair resigned and planned their agendas for the upcoming year.
- Lisa Pascadlo – SLCPD – Sgt. Pascadlo had no updates.
- Jason S. – McClelland Trail – Jason cycled the McClelland trail on Saturday from 9<sup>th</sup> & 9<sup>th</sup> to 1700 South and back. He said there were a lot of people on it already and thinks it will be a very popular amenity. Shaun said Scott Lyttle bought a tea shop along the trail.
- 900 West – Todd, Denise & Shaun – Denise received a mailer regarding the 900 West Lane Reconfiguration Project and said tomorrow night is the Glendale Community Council meeting which she will attend in support of this project.
- Others- Elicia said Josalyn taught a winter cycling class last week with about 10 attendees and thanked her for her role as a bicycle ambassador.

## Quick Follow-ups

- BAC membership – New membership is on hold until Transportation has new director.
- Transportation Director – This position has been re-advertised and closes the end of next week for a second time.
- 600 East – Transportation is working on some potential redesigns at a couple of the locations that the BAC had flagged for the City in their letter from last fall. Becka wanted to let the Committee know that it is being worked on.
- Shared lane markings University St. –Shared lane markings were added to University Street between 100 South and South Temple last fall.
- Bike Map – Work on the bike map is continuing. The City is taking comments through March 20<sup>th</sup> would appreciate input from the Committee. This bike map is expanded to include the county.

**Motion:** Denise Hunsaker moved to adjourn the meeting Todd Hadden seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:32 p.m.

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