

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the February 23, 2015 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Elicia Cárdenas, Jason Hamula, Jason Stevenson, Mark Kennedy, Scott Lyttle, Shaun Jacobsen and Todd Hadden.

Absent from the Bicycle Advisory Committee was Suzanne Stensaas.

Also present were Phil Sarnoff, Becka Roolf, Kate Sturgen, Dan Bergenthal, Sgt. Lisa Pascadlo, Colin Quinn-Hurst, Dennis Faris, Alex Zimmerman and Amy Pufahl.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:04 p.m. by Scott Lyttle.

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

Public/Open Comment – Phil Sarnoff let the Committee know that the early registration deadline for the Utah Bike Summit is this Friday. The Summit is April 10th in Provo and the keynote speaker is Gary Fisher.

Approval of Minutes – **Motion:** Elicia Cárdenas moved to approve the minutes of the January 12, 2015 meeting with one correction. Shaun Jacobsen seconded the motion. The motion passed unanimously.

Announcements and Connections

Jason S said there were quite a few bicyclists at the Clean Air Rally held at the end of January. There was a group of people that met at the library and cycled over and it was nice to see the Bicycle Collective as well as other groups in attendance. Elicia attended the Planning Commission meeting with Jason H. and Becka in support of the Pedestrian/Bicycle Master Plan. She said the national Fat Bike Championships were held at Powder Mountain two weeks ago. Her husband competed and while they were there they met a lot of great people. She felt it was a really neat business and economic opportunity for a different crowd of recreational riders and highly recommended that if it returns to the area, the other members attend. Mark explained that a Fat Bike is a bike that was originally developed to ride on the snow and has 4-5” tires. He said they also work great on sand. Elicia is auctioning off a two hour safety ride with herself for a gala event to try and help raise money for the school she teaches at. Denise went to the 1300 South bridge project meet and greet with Engineering. Once construction begins, bicyclists and pedestrians are going to be diverted from the area for the duration of the project which will be approximately six months. Shaun felt it was unfortunate that

House Bill 160 passed which overturned a City ordinance making it mandatory for a business to allow a cyclist to use their drive through. He also asked when the new bike map is coming out. Becka has been working on this as time permits and let the Committee know that she is still accepting comments on the draft that she circulated to them. The Committee received a brief report back on Becka's trip to Tucson. She went in part to see how they are utilizing their HAWK and TOUCAN signals.. She showed various pictures of unique bicycle bridges, delineated bike crossings and a ghost bike memorial for cyclists who have died. David sat down with the Mayor a few weeks ago and spoke with him about some clean air initiatives as well as some bicycling items. Todd went to St. George and while there realized that UDOT has been unintentionally counting bikes on some state owned roads. With this realization comes some possible new bike count data on multiple roads including possibly Redwood Road. Shaun asked if UDOT has any intention of extending the bike lane on Redwood Road. Todd said that he is not aware of any plans to extend north or south but they will be adding a bike lane to the section from 2100 South to 3500 South this summer. Jason H. learned that his place of business has a sustainability officer who has since contacted Phil to see about becoming a bicycle friendly business. Scott believes the Pedestrian/Bicycle Plan is worthwhile, achievable and honest.

Bicycle Friendly Community Application

Becka Roof, Transportation Division

The new Bicycle Friendly Community Application for Salt Lake City was submitted. Information was gathered from Sgt. Pascadlo with SLCPD and this was a collaborative effort within the staff of Transportation. Becka feels that a solid silver renewal application was submitted but wants to be realistic that we may not reach gold in this round. Through the application process it did highlight the need to take more of a look at education, encouragement and enforcement programs. SLC is doing pretty well on bicycle infrastructure but there's always more to be done on all levels. Another thing that jumped out is that the City's crash statistics are not great. Fatal crash numbers aren't particularly high which is good, but there are a lot more of the fender bender variety that has been reported to the SLCPD. Becka's understanding of the next steps in this process is that they will be doing an internal League review process, in which they will typically talk to people that are League Certified Instructors in the area; they may contact Phil Sarnoff with Bike Utah and then will make announcements in June.

Bicycle Crash Rates & Reporting

Dan Bergenthal, Transportation Division

The Transportation Division has not been able to obtain traffic accident reports from the SLCPD for the last several years. They have been working to restore that access but so far what they've been able to do is gain access to the State's data base. SLCPD submits their accident reports to the State to be entered into the data base so this has been working well for current reports as they are submitted electronically and available almost immediately. The problem is that anything prior to 2014 was handwritten and therefore not as readily available if at all. Transportation is trying to create a database using both accident reports and driver exchange forms. The goal is to get the data, analyze it and then come up with some good methods to determine where the City has

problems and how to fix those problems as well as helping them with educational programs. There is a statewide map/report that is completed but it is very difficult to extract specific Salt Lake City data from it. Elicia asked Dan to come back and show his findings once he's able to create that database.

SLC Police Department Connection

Sgt. Lisa Pascadlo, SLCPD Bicycle Liaison

Sgt. Pascadlo introduced herself and noted that she is also a road cyclist. The SLCPD has an ongoing grant and partnership with the Highway Safety to address bicycle education and enforcement. She showed the Committee a presentation that she had put together for the American League of Bicyclists to give them an idea of what the police department has been and will continue to do. The SLCPD started with an idea that respect is a two way street and with grant money they produced road guides that basically explain what your responsibilities are as both a cyclist and a motorist and some ideas on how to respect each other. The police keep some of the road guides with them to hand out when trying to address cyclist behavior that could result in injuries. They are in pdf form on the SLCPD's website and are also handed out at the County Complex and in the Transportation office as well as distributed at various events by Transportation. Sgt. Pascadlo said what they generally do is complaint based targeted enforcement typically from May to about September in various areas of the city where cyclists are behaving badly or motorists are behaving badly towards cyclists. They generally try to start with an education campaign by stopping cyclists and motorists and talking to them about their dangerous behavior. They let them know that not only is it dangerous but it is also unlawful and they could get a ticket. Later in the summer they usually move into an enforcement phase where they are actually writing tickets. She said according to the preliminary data she's seen, they may want to consider some different enforcement because the crash rates have gone up particularly with auto/bike accidents. Since 2008 there have been no fatalities within the city limits and they want to continue to not have any fatalities so they may work more towards targeted behaviors in areas that they are sensing they may have a problem. SLCPD began having Bike Rodeos with a grant and now this is one of their most popular programs. They are doing more than 35 per year and only have a required minimum of six to keep their grant money. They have more requests for Bike Rodeos than they can possibly fill with the staffing that they currently have for it. Helmets provided by Highway Safety are usually given away during these events. Annual bicycle skills training for officers is held where they ride up and down steps and jump off of things as well as some training at the pump track so the officers can maintain their urban skills. Their website has a page dedicated to bicycling with links to several things including access maps, rules and laws for the State as well as the City, commuter guidelines and mapping just for SLC. SLCPD have handed out bike lights with Transportation and have Coffee with a Cop each month. This is a national program that the City participates in where they choose a local coffee shop and officer's are available to have coffee with and answer any questions asked by residents as well as to hand out road guides and cycling maps. During community fairs in the summer the PD try to either have their own booth or partner with Road Respect, Transportation, Bike Utah or some other organization to bring their brochures and be available for questions. Subway has partnered with them and provides what are called

“playing it safe” cards that are handed out when an officer sees a child being safe and wearing a helmet or following other safety rules. The Bicycle Collective and SLCPD have partnered up and unclaimed bicycles are given to the Collective to be refurbished and used to encourage non-traditional riders to take up riding. A UDOT and Highway Safety campaign called Road Respect has an annual tour which the SLCPD participates in. The primary goal of this tour is to take the message that respect is a two way street statewide.

University of Utah Connection

Alex Zimmermann, University of Utah Bicycle Coordinator

Alex introduced herself and explained the programs that the University of Utah currently has to encourage active transportation on campus. One of the major initiatives on campus is a safety program that is called “SAFE” which stands for safe sidewalks are for everyone. That is a year round program but is especially targeted in the summer and fall. There are A-frame message boards on campus all year; there is a text hotline through the end of the pilot program which is ending this month and they are emphasizing that the space is being shared for bicycles, pedestrians, ADA users and the occasional work truck or golf cart. With students, faculty and staff there are about 51,000 people using this space so they also emphasize a 10mph speed limit as well as encouraging people to pay attention to their surroundings and keep their heads up. In addition they have an annual bike to the U day which is a bicycle culture celebration where they have positive interactions with the students. There are giveaways where they will hand out bike bells, bike lights, reflective ankle bands, flashlights and skateboard tools. Sidewalk ambassadors who are students are part of their safety campaign and patrol campus reminding other students about the rules that were made to keep everyone safe. They have a bike valet during home games, Bike to the U day, the Farmer’s Market and other various activities to encourage bicycling to the events. Card access bicycle cages are a great amenity that many aren’t aware of and there are two really exciting pilot programs this year, one of them involving bicycles. These pilot programs are in part paid for by a \$2.50 sustainability fee that each student pays and is managed by their sustainability resource center. It’s essentially a grant program where any student can propose a sustainable solution that they would like to see implemented on campus and if their project is chosen, they will be partnered with a member of the faculty or staff to implement that program. This year there is a smart commute program that is general education about air quality, a student framed car share that operates through social media and a student long term bike rental. There were ten bicycles offered this year which could be rented by either the semester or the year and they were quickly rented for the entire year. They are hoping in the future to be able to offer more than just ten bikes for rent. Another pilot program this year is the University/Bike Collective partnership. This allowed the U to re-open the campus bike shop for students to come in and learn how to fix their own bicycles in case of flat tires, needed adjustments, etc.

Protected Intersection – 200 West / 300 South

Colin Quinn-Hurst, Transportation Division

200 West construction is scheduled to begin this summer and with two protected bike lanes intersecting, Transportation had to come up with a different approach to the intersection design at 200 West and 300 South. It's not something that commonly happens in the U.S. but is common in northern Europe so after some research, they found a logical design for this intersection. Colin showed several pictures illustrating how this may be designed and how it would work. The City along with Horrocks Engineering and Alta Planning and Design did a traffic study and decided that this would be a good place to try this approach as vehicle traffic is low but pedestrian traffic is very high. He would like the Committee to help find creative ways to communicate how to use this type of intersection once it is complete.

Minor updates / Follow-ups – Transportation Division Staff

Ped / Bike Master Plan

The Pedestrian/Bicycle Master Plan did pass the Planning Commission with the contingency that more information about data and metrics be added so the City can track progress throughout the plan. Transportation is in the process of adding that to the plan and then submitting it to the City Council.

BAC Member Vacancies

There are two possible candidates that are still interested from the original pool of applicants. They will be interviewed and then there will be an open call for any further BAC openings.

Sidewalk Proposal

Shaun presented the bicycling on sidewalks proposal to the Transportation Advisory Board and the reception was pretty good. They recommended that the BAC do more community outreach and then voted to turn it over to Transportation for staff input before revisiting the proposal.

Motion: Jason Stevenson moved to adjourn the meeting. Jason Hamula seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:40 p.m.

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