

SALT LAKE CITY
BICYCLE ADVISORY COMMITTEE
Minutes of the March 17, 2014 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Jason Hamula, Jason Stevenson, Louis Melini, Mark Kennedy, Scott Lyttle, Shaun Jacobsen, Suzanne Stensaas, Syhalla Bales, Tom Millar and Todd Hadden.

Absent from the Bicycle Advisory Committee was Elicia Cárdenas.

Also present were Becka Roof, Colin Quinn-Hurst, Will Becker, Phil Sarnoff, Jamie Clark, Jen Colby and Dale J Weaver.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:03 p.m. by Scott Lyttle.

Scott Lyttle welcomed all attendees and everyone introduced themselves.

Public/Open Comment – There was no public comment.

Approval of Minutes – Motion: Jason Stevenson moved to approve the minutes of the February 24, 2014 meeting. Suzanne Stensaas seconded the motion. The motion passed unanimously.

Green Lane Project – Becka Roof said that Salt Lake City did not get selected as a Green Lane Project city. There were 100 cities that had indicated interest, 60 that actually applied and only 6 were chosen. She has sent an inquiry as to why SLC was not selected but speculated that it may in part have to do with the size and density of the city which she is basing partly on feedback that was received during a previous round of applications. This doesn't change what the City is committed to as far as protected bike lanes. Salt Lake City may re-apply if this opportunity arises again in the future. Scott asked if the idea of the Green Lane Project is to publish best practices so the cities that aren't chosen can benefit from what they are doing. Becka said they are definitely publishing some best practices and there is also a somewhat related group called the National Association of City Transportation Officials (NACTO) where there is some collaboration in terms of design and impacts and they also publish some related reports and best practices. One of those reports is called "Bikes Mean Business" and SLC is using some of the information in that report including the correlation between corridors with protected bike lanes and increased business in those corridors. Suzanne asked if the City is still beholden to the proposal submitted on the Green Lane Project application or if since they were not chosen would the Committee have additional opportunity for input. Becka responded that generally the proposal that was submitted to the Green Lane Project is very closely related to what is being proposed as part of

the Bicycle/Pedestrian Master Plan update, which the committee has been invited to comment on. They are continuing to gather input on that and along with the City Council's input will begin putting it into an actual plan.

2014 Bikeway Projects including Cycle Tracks (Protected Bike Lanes) – Becka Roof went over the bicycle projects that are happening within the city this year. She said they are continuing the process of piggybacking on any resurfacing project that they can to incorporate bikeway additions where possible or bikeway changes depending on what is already there. It would be much more expensive to initiate projects without resurfacing so there isn't always a pavement budget for all of the roads that could be done so they try to look for projects that are already moving based on pavement condition and bikeway interests. As much as is possible the Transportation Division is trying to work within what Pavement Management is already doing. The downtown area is the main focus right now because it is within the zone that is scheduled to be resurfaced in the next couple of years. There are also some projects outside of the downtown area where there will be overlay and reconstruction projects. An example of this is Sunnyside Avenue. Because of the Sunnyside study and discussion the overlay normally scheduled for 2 years ago was postponed and is now scheduled for this summer with a compromised solution. The City has also successfully collaborated with UDOT on several of their resurfacing projects including three projects on Redwood Road that will add bicycle lanes this summer from approximately 2100 South to 1000 North. There are a few short sections where the configuration will include shared lane markings rather than a dedicated bicycle lane. A committee member asked if the goal of Transportation was to maintain bike lanes that currently exist while trying to pursue higher quality of bike lanes, add a higher quantity of bike lanes or to maintain what is existing and then fill in with as many protected bike lanes and bicycle boulevards as possible. Becka said if you look at the Bicycle/Pedestrian Master plan you will see that the City is close to build out on traditional bike lanes but there is a fair amount of opportunity in creating partly protected bike lanes and in making more Bicycle Blvds. Some of the minor projects that will be tied to resurfacing this year include making some minor adjustments to existing bike lanes on the section of 2300 East between Foothill and 2100 South and on 1500 East between 900 South and 1300 South. On 200 South between University Avenue and State Street there will also be some minor adjustments including a downhill shared lane and uphill bike lane design to accommodate where the hill is very steep. Sunnyside Avenue and 800 South will have downhill shared lane and uphill bike lane on the hillier portions of the road. In the long run, the City is also pursuing the North side shared use path along a section of Sunnyside for people who aren't comfortable being in the travel lane. Becka showed a map for construction projects this year -- including new protected bike lanes on 200 West and 300 South and a bicycle blvd on 600 East which is currently in design. Colin discussed that the 200 West protected bike lanes project would go from 900 South to North Temple connecting the Downtown Central Business District, the ball park, and residential neighborhoods via the 9 Line trail and North Temple Boulevard. The 300 South protected bike lane will go from the west side of Pioneer Park to 600 East. Both projects will also have additional bike share stations added along the route. The conceptual designs are laid

out but the construction plans are not yet finalized. It is anticipated that all of these projects with the possible exception of the 600 East Bicycle Blvd will be completed by winter. The University to Downtown bikeway that has been discussed for a while will likely be on 300 South. Louis asked if the green colored areas that will be installed in some protected bike lanes are there to warn the bicyclists of an approaching driveway or a vehicle that they are backing into a bike lane and he suggested that a bright color be used for better visibility. He also wanted to know if they are prone to icing up in the winter and if they are high maintenance. Becka said the crossing at the driveways was primarily to let motorists know they are entering a bike lane and thanked him for his visibility suggestions. She also said there is more than one type of green product they are looking at all of which are rough and should not be prone to being slippery in the winter. One Committee member asked if the speed of vehicles has been affected by the current protected bike lanes and Becka said they have not done a study on that but it is perceived that traffic has slowed down. Mark wanted to know why they were stopping the 300 South protected bike lane at 300 West rather than going all the way to the train station. Becka told him they do have it in mind to go to the intermodal hub and that 300 West is a good midway stopping point because it just reaches Pioneer park. Crossing 300 West is somewhat complex. It is a UDOT intersection and the City may want to add a bike signal there which would take some negotiation. Suzanne asked if there could also be some sort of alert for pedestrians and Becka said she'll look into any possibilities for that.

Election of Vice Chair –

Nominations were as follows:

Tom Millar nominated Syhalla Bales
Mark Kennedy nominated Shaun Jacobsen
Suzanne Stensaas nominated Tom Millar
David Brooks nominated Tom Millar
Scott Lyttle nominated Louis Melini
Todd Hadden nominated Denise Hunsaker
Syhalla Bales nominated Tom Millar
Shaun Jacobsen nominated Tom Millar
Jason Stevenson nominated Denise Hunsaker
Denise Hunsaker nominated Mark Kennedy
Louis Melini nominated Shaun Jacobsen
Jason Hamula nominated Shaun Jacobsen

Each committee member spoke to the qualifications of their nominee for the position, with all listening and taking notes. Becka then asked each committee member in turn if they wanted to change their nomination based on the prior arguments. No one changed their nomination.

Colin then gave a summary of the nominations and qualifications. He indicated that three candidates had received more than one nomination: Tom Millar (4), Shaun

Jacobson (3), and Denise Hunsaker (2). He said that many of the committee members spoke to qualities of their desired leadership as being communicative, great representatives, diverse, articulate, and having knowledge of bicycling. Tom Millar stood out in this nomination both as receiving the most nominations and for his prior experience, being articulate and being good with people. Colin proposed Tom for the Vice Chair. Becka then asked each committee member in turn to express any paramount objection to Tom Millar as Vice Chairperson. No one expressed a paramount objection however the question of a conflict of interest was asked as Tom is working for a consulting firm that works on Salt Lake City bicycle and pedestrian designs. After a brief discussion it was determined that there were no paramount objections. Becka then asked Tom, last, if he had a paramount objection, or would decline to be the chair. Tom appreciated the nomination however he declined to be the Vice-Chair due to personal time constraints. The proposal was amended to nominate Shaun Jacobsen as Vice Chair based on having the second most number of nominations as well as for his listening and communication abilities and for being a good representative. Becka then asked each committee member in turn to express any paramount objection to Shaun Jacobsen as Vice Chairperson. No one expressed a paramount objection. She then asked Shaun, last, if he had a paramount objection, or would decline to be the chair. Shaun accepted the post.

Committee Action Regarding the Office of the Secretary – **Motion:** Tom Millar moved to fill the role of secretary with City staff to include taking the minutes, preparing agendas and posting public notices as legally required. Scott Lyttle seconded the motion. The motion passed unanimously.

Next Committee Agenda – potential topics & priorities – Trails including off road trails and the Jordan River Trail from North Temple to 200 South, discuss having an ex-officio member of the committee from the Jordan River Trail Commission, Open Streets, having a BAC Facebook page and bike month activities.

The next meeting of the Committee was scheduled for Monday, April 21, 2014 from 5:00 p.m. until 6:30 p.m.

Announcements – The Bicycle Summit will be held on April 25th with a great line up of speakers and presenters. The fee is \$25.00 for Bike Utah members, \$40.00 for non-members and includes breakfast, lunch, a reception and a 2 day UTA pass. The website is www.bikeutah.or/bikesummit. There will also be a planning meeting for the bike month activities tomorrow at 5:30 p.m. at the stage at the Gallivan Center.

Motion: Suzanne Stensaas moved to adjourn the meeting. Tom Millar seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:41 p.m.

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