

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the March 21, 2016 Meeting

Present from the Bicycle Advisory Committee were David Brooks, David Parrott, Denise Hunsaker, Elicia Cárdenas, Jason Stevenson, Ken Yonemura, Mark Kennedy, Nora Pincus and Todd Hadden.

Absent from the Bicycle Advisory Committee were Jason Hamula, Josalyn Bates, Scott Lyttle and Shaun Jacobsen.

Also present were Phil Sarnoff, Elliott Mott, Jennifer McGrath, Becka Roof, Dennis Farris, Cris Jones, Eliot Setzer, Tom Millar, Ken Richley and Amy Lyons.

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 Elicia Cárdenas.

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

Public Comment – Elliott Mott said he rides a lot of bike paths and really appreciates what Salt Lake City does. He said SLC is definitely the standard bearer. He does occasionally see some conflicts with people on the wrong side of the path and suggested some markings he's seen on paths in other areas that seem to work well and might minimize conflicts. Phil Sarnoff reminded the Committee that the Bike Summit is coming up on April 5th and that the Salt Lake City Mayor will be presenting.

Approval of Minutes– **Motion:** Denise Hunsaker moved to approve the minutes of the February 8, 2016 meeting. Todd Hadden seconded the motion. The motion passed unanimously.

Connection: Utah Transit Authority

Jennifer McGrath, Utah Transit Authority

Jennifer is an Active Transportation Planner for UTA and gave the Committee a summary of a few projects they are working on. Right now, they are working on GreenBike regionalization. There are many other surrounding cities that would like to capitalize on the GreenBike success. As a result, UTA is working with WFRC and UDOT to do a study looking at all of the potential governance options in addition to gathering together stakeholders to see what options are available. They currently have four potential recommendations for a governance system. Jennifer went through those options and as a result of those, and the wishes of the stakeholders; they are looking to

see what will work and deciding if they want to move ahead internally. Payment integration is also being looked at to see how they can make the GreenBike and UTA systems work together. UTA is conducting an Active Transportation Benefits Study focusing on the economic, environmental and health benefits and why these kind of projects matter. They would like to obtain some solid data to be able to discuss those projects at the state level. Phase one of the First/Last Mile is finished. This gave UTA recommendations for some of the top First/Last Mile for fixed guideway stops. What they're doing now with phase 2 is bringing those high level recommendations to more specific locations/projects. They are trying to be specific enough to individual municipalities to provide guidance. The goal is to increase access to the transit system without using a vehicle to get there. UTA is also working on an Active Transportation TIGER Grant application to fund projects throughout the transit system. Mark asked if an individual business wanted a GreenBike station at their location, if they could make that happen. Jen said that is something they would need to talk to Ben Bolte at GreenBike about; it's quite expensive and the business owner would likely have to pay for it themselves. Elliott Mott asked about the cost of something like that. Jennifer said it is her understanding that the general number is about \$75,000 for the station and bikes; then an additional \$25,000 per year to maintain but that it would vary by station.

Foothill Drive Implementation Strategy *Cris Jones, SLC Transportation*

The Foothill Drive Implementation Strategy is under way and began in January with the City's consultant team. There are many different agencies at the table with money and an equal partnership including the U of U, UTA, WFRC, UDOT, Salt Lake City and Salt Lake County. Taking a look at Foothill, it is a State facility with many goals and competing interests related to the project. The reason we call it an implementation strategy is because it is an exercise in diplomacy to bring these agencies together with everyone pooling their money and agreeing on what they will get. The first open house is next Thursday, March 31st at Hillside Middle School. Cris said if the public can't make it to the open house, they can visit www.foothilldrive.org. It will have all of the same information as the open house, as well as some interaction opportunities. Elicia asked if the Committee was interested in tracking that project and keeping an eye on it. Nora said she would be happy to but does not go onto Foothill Drive due to safety issues. Cris said if a corridor is going to work well for transit; it must work well for pedestrians and cyclists which is something they're working on. He said they are also working actively to get a bike path through Bonneville Golf Course. Elicia said it sounded like the BAC could help by showing up at the public meetings to give their comments. Jason S. asked if they are reaching out to Community Councils and Cris said they were. Ken asked to be put down as a second to keep track of this project.

Announcements & Connections

Ken attended the open house in regards to the 21st and 21st area and said there were some interesting ideas presented for the pedestrian and cycling aspects in that location. Elicia asked if this was something the BAC should look at more closely. Ken said it is related to connections and he will bring his notes from the open house to the next

Committee meeting to discuss again. Jason S. enjoyed using the new TOUCAN signals going into and out of Liberty Park. He also attended the meeting last month about the McClelland Trail. He said the City will begin constructing that trail this summer. There will be no lighting, as there is not enough budget. But they are going to even out the path and do some nice design. They are only going to work on the first section this year which is from 900 South to 2100 South. Then at a later date, they are hoping to go all the way to the Brickyard area. Todd rode to Sunset taking the Jordan River, Legacy and Rio Grande trails. He saw about 130 other cyclists. Denise saw a bicycle accident that wasn't reported to the police, this concerns her because it is unknown how many other unreported accidents there may be. David B. wanted to show appreciation for the Glenn's Canyon Trail. He doesn't know who is in charge of that trail but it's phenomenal. He also asked if there were any RFP's going out for some bike installations. Becka said there are a few. She said they're entering engineering design on the Jordan River connection between North Temple and 200 South. This is going to be more of a traditional style bridge; as well as the concept of pursuing better east/west connections. She put in the funding request for that last fall but it has not been looked at by the City Council, so it isn't funded yet. The east/west connections include 600 North, 300 North, North Temple and 400 South. Pretty much all the streets that connect east and west are being looked at to see how the City can make them better. Elicia is teaching a 5th grade bike safety class in collaboration with another 5th grade teacher who is trying to start a mountain biking club for 5th graders. The Zoo also contacted her to help them with some bicycle safety programs. David P. took his first ride of the year to the U of U and back to Rose Park. He said it was a lot of fun but he rode in the 300 South protected bike lane and feels it stops in a weird place. Becka said there is currently discussion on the design to go farther on that bike lane. Nora was riding on 2700 South and said it's great until you get to 1300 East and Highland. The protected bike lanes disappear and there are a lot of potholes.

1300 South Bicycle Bypass

Becka Roolf, SLC Transportation

This is a funded project from several different funding sources. The construction will likely begin in 2016 but depending on design and administration, it could possibly be in 2017. There is already an entire page on this in the Pedestrian/Bicycle Master Plan. Because of the way the project is funded, there will probably be separate projects with separate bids. The total project cost, from all funding sources, will be around \$960,000. 1300 South currently has bike lanes on the eastern portion ending before State Street and on the West Side with an improved passage across the viaduct. The City has looked at bridging this gap. Currently there are about 30,000 vehicles per day at this location so the City needed an alternative to putting bike lanes on 1300 South itself. The work around plan is included as a conceptual design in the Ped/Bike Master Plan. The master plan also says that to provide bike lanes on 1300 South is still a long term goal, although this is not doable with current traffic volumes and right of way Becka went over some details from that plan regarding the work around for that section and said the project is moving towards implementation. Elicia asked if there was anything else SLC needed

from the BAC on this project. Becka said she could use some input from the infrastructure group in the future.

Bicycle Wayfinding

Becka Roof, SLC Transportation

County Collaboration - The BAC has talked about wayfinding signs before and the City is now at a point where they would like to take a look at this. There is a great bike network but not everyone knows about it. Adding some wayfinding signs is high on Transportation's list of things to do. SLCo is very interested as well and is implementing active transportation throughout the county. One of the items the City has identified is collaboration with the County on wayfinding. The County is looking at a protocol document to help with signage consistency and then identify what municipality you're in with a little bit of branding so there is a regional system. She went over a brief presentation showing the types of signs/branding that could be used. Becka gave a run down on who is doing what in our region and showed the Committee the best practices recommendations.

Great Salt Lake Marina Bike Route – This route is a priority due to the initiative to construct a prison in this area. Salt Lake City wants to have something on the ground to show that this is used as a recreational area. Becka circulated a draft map and said Transportation needs to collaborate with the County to figure out how many wayfinding signs are needed. She is trying to get a sense of how big of a project this would be and get a sense of the budget and staffing required. She has been in touch with the Planners at the airport and is looking to see if the configuration of the bike trail can be changed due to the golf course closing. Elliott Mott said the route from the airport to the marina is a very popular ride and it rides very well. He gave out a map of the current route which he said works great. Tom Millar said if anyone wanted to read about the MUTCD guidelines for wayfinding signs prior to the next meeting, they can be found in sections 9b.20 and 2d.50.

Infrastructure Work Group – field reviews

University to Downtown Bikeway – The Sub-Committee would like to do a field review of this bikeway and decided to come up with a time offline to discuss this.

600 East Neighborhood Byway – Elicia said they would like to do a field review since the project construction has been completed. It's a little different than Committee members thought it would be and they would like to see if their feedback did or did not affect what was put in. Mark, Elicia, Jason S. and Ken volunteered to do this field tour and Mark said he would like to see how the pre and post project traffic counts compare.

Motion: David Brooks moved to adjourn the meeting. Denise Hunsaker seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:31 p.m.

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