

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the April 17, 2017 Meeting

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

Absent from the Bicycle Advisory Committee were Jason Stevenson and Josalyn Bates.

Also present were Elliott Mott, Amy Lyons, Becka Roof, Ginger Cannon and Tom Millar.

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 everyone and everyone introduced themselves.

Public Comment – Elliott said there is a nice article in Cycling West about Mark Kennedy's bike shop, Saturday Cycles. He said Mark's shop is very unique and if the Committee members haven't been there, he would encourage them to visit. He's also doing some rides in City Creek Canyon as it's a special place to do some climbing and get in shape quickly. He's doing rides on the 25th and 27th of April and encouraged everyone to join. Tom said there is a Bike Utah/Salt Lake Action Group meeting on April 20th at 6 p.m. at Sprague Library. Bike Utah is organizing the meeting as a pilot but their intention is for people to come with projects they would like to get done. There's a page dedicated to the group on Bike Utah's website. Denise said this is exactly the type of group she's looking for as she is still trying to get bike parking installed at the fairgrounds. Elicia said that on behalf of Bike Utah, they are collaborating to bring some bike fun to SLC. They're bringing a Film by Bike Festival that will be on May 4th from 7-8:30 at Brewvies. The tickets will be \$10.00 and after the costs are covered, everything else will go to Bike Utah.

2017 Construction Season Projects and Street Condition and Paving / Reconstruction Candidates

Becka Roof, SLC Transportation

Becka gave the Committee a refresher of the map that divides the city into different zones relating to chip and slurry seal and gave the Committee a timeline on when each area may be done. She works with the Streets Division every year as they do seal coats around the city to either make new bike lanes or make adjustments to existing bike lanes as guided by the Pedestrian/Bicycle Master Plan. Overall, the condition of the streets after this last winter's freeze/thaw cycle are in pretty rough shape which has impacted

some of the projects that had been planned for this year. There is additional patching that will be needed but they are already discussing how to keep this from happening next year as well. There are many streets that are at a point that they will need to be repaved or reconstructed which will give the City more of an opportunity to incorporate changes at that time. When those projects do come to be funded, if Transportation wants to have the money included in the project budget to improve conditions for cyclists, pedestrians and transit following the Complete Streets Ordinance, they need to have them somewhat figured out so the budget for that project can include those facilities. While there will be a formal assessment done, Becka is also looking for input from the Committee on what streets they are seeing in really bad condition. She said a good example might be 900 South between 1300 East and the 9th and 9th area and Shaun said the Liberty Park area is even worse. Those kind of conditions are the ones that the City wants to say, here's an opportunity. The City has the Pedestrian/Bicycle Master Plan but are trying to provide a little bit more guidance than that to the Engineering Division to ensure they are including that in their fundamental projects. Becka went over a syllabus she had provided with the following projects.

2017 Significant Redesigns

Main Street: Redesign is possible but it is in too rough of shape to be slurry sealed and because of the hill, cannot be chip sealed. As a result, it may need to be overlaid which isn't currently scheduled so Transportation may work on a bike lane within the existing stripes depending on how the rest of the season goes.

2100 South between 1700 East and 2300 East: This is in flux as to whether it will go forward this construction season or not. It could potentially be changed from a 4 lane to a 3 lane configuration with bike lanes on the sides. The City is currently looking at some crash data related to that and other 4-3 lane conversions. They will see how the pavement side and design side would come together and Becka will keep the Board updated and if it is something that moves forward, it would be late season, around August. Shaun said that would be great but he imagines contentious as well. Becka said there will definitely be a public process involved. Tom asked if those extents were based on another project Streets had already planned and Becka said it is based entirely on their slurry seal. He also asked what the East Bench Master Plan and the 21st and 21st Plan say. Becka said neither of them make a recommendation about that, she believes they both considered it but could not make a recommendation based on mixed input from the community.

Striping Tweaks

11th Avenue including intersection with B Street and Bonneville Boulevard

When Bonneville Boulevard was slurry sealed, Streets went a couple hundred feet into Bonneville Boulevard because they knew Transportation wanted to redo that entire intersection. The goal is to make intersection design a little clearer about who is coming up B Street and intending to turn right and who will be continuing onto Bonneville Boulevard based on lane position when they arrive at the intersection. Becka asked if

there were any Committee members who would like to be involved in this project by reviewing potential drawings and providing input. Elicia, Shaun and Tom said they would be interested in following up on this project.

2nd Avenue, 3rd Avenue and E Street Combination

E Street is a connector street between the one way sections of 2nd Avenue and 3rd Avenue which makes them kind of a system together. Becka is still waiting on post winter confirmation but it's likely those streets will be done this year depending on how much work is needed. If this section does not get done, some smaller neighborhood streets will be will be done instead. Elicia said that section is her ride to and from every day and she would like to be involved in this project.

Arapeen and other streets within the Research Park area

Becka does have input from people other than BAC but asked if anyone was interested in being involved in these projects. Ginger said she would like to be consulted on that area.

1700 East from I-80 to 2700 South

This project includes the very southern part of 1700 East that is within SLC limits. Shaun said this area will be very critical now that Parley's will be going beyond 1700 East. Shaun and David said they would like to be involved in that area.

Preparation for 2018

500 East from 2100 South to 2700 South

SLC began their analysis, this section currently has shared lane markings but the Pedestrian/Bicycle Master Plan recommends buffered or protected bike lanes. This is in the plan with a 10-20 year time frame but since we have the opportunity now, we're taking a look at it. The County Active Transportation Implementation Plan (ATIP) considered but decided against putting it on their low stress network. The County's network is only a low stress network which would be buffered bike lanes continuing into SSL which would require parking removal. It would be great if the buffered bike lanes could be continued into SSL but the downside is the requirement of parking removal to do that. Transportation has done a preliminary study showing during the day time the parking usage is around 10-20% and a little bit more in the evening. A midnight study will be done as well but there is pretty good off street parking availability. The 205 bus also has 15 minute service on this street. Based on those items, a couple of options were put together. A bike lane with slightly less wide than ideal parking or the second option is buffered bike lanes which would require the removal of parking on one side and they're looking at what to do with the busses. Elicia said she doesn't like the 6 foot lanes for parking as that seems pretty constrained even if parking is lightly used. Shaun said considering 2100 South to Liberty Park is shared lane marking and this is just a small section it might work. Denise believes option 1 would be better for businesses and option 2 would be better for neighborhoods. Becka said this area is almost entirely residential. Shaun said the area could soon be much denser with the TOD developments along the 9-Line. David asked if they went with option 2, would it go all the way to SSL and then change, Becka said it would and SSL currently has 4 foot bike lanes adjacent to

parked cars which is basically option 1 with less space for bikes. Shaun like option one best considering it would be changing north and south of this one mile corridor. Elicia pointed out that if the bus increases to every seven minutes, that could get very frustrating with option two. Becka said it may not be worth considering the buffer design after hearing feedback from the Committee. They'll continue with their parking analysis and revisit this.

2700 South from 700 East to Highland Drive

This section is just one lane in each direction and too narrow for a bike lane but the Pedestrian/Bicycle Master plan does recommend bike lanes in 0-10 years which will require parking removal on one side. It is not on the County's ATIP because it doesn't have enough width for low stress even with parking removal. Parking is fairly lightly used here but there are two properties that do not have driveways or garages. One of them is on a corner street so they have five parking spaces on the side of their house and the other one is also on a corner street but the street is really narrow like an alley or private street and may not provide parking. This would be a possible redesign with a six foot bike lane, 10 ½ foot travel lane on one side and a five foot bike lane adjacent to eight foot parking on the other side. It has not been determined which side would have the parking removed, that would be part of the parking analysis but currently the parking is more used on the south side.

Brickyard Road

This road is currently five lanes in the eastern segment and three lanes in the western segment. The Pedestrian/Bicycle Master Plan has two different years for recommendations but has buffered bike lanes in the eastern segment and bike lanes in the western segment. Transportation is in the process of getting traffic counts but this street is definitely within low volumes that are generally appropriate for this type of configuration. The City will be getting input from the community including the businesses and residents in Brickyard but the tentative recommendation would be to proceed with the redesign after a technical analysis and community input.

University Street

This is a street that the City will be talking to the University staff about. It is not in any of the colored zones talked about previously but is fairly recent asphalt and as recent asphalt, they like to give it a slurry seal sooner rather than later to help maintain that good new pavement. The area is fairly cracked given that it was just overlaid in 2010 but it is still possible that they would like to give it a slurry seal and Transportation is talking about the possibility of considerable redesign. This would take the existing buffered bike lanes and change them to having a two way bicycle facility on the east side of the street adjacent to the university campus. It would require parking removal of some parking that was added in 2010. Shaun said there is heavy bus traffic on the east side. The City started taking a look at this from the perspective of trying not to have too much wiggle while accommodating busses, turn lanes and the bike lane. It was determined that it was possible to facilitate all those things without having the street striping wiggle back and forth too much. Becka's biggest question is, is this possible design worth it in terms of interaction between bikes, busses and University shuttles.

There would be regular bike lanes continuing further north of President's Circle but this would basically serve access to the University to Downtown Bikeway. She is concerned about having a bus stop and the bike lanes right next to it. The City could do something like add some hatching similar to what is done in ADA areas so that provided there's not so much bike traffic that bikes can't pass each other, the idea is the bikeway would narrow and they would give four feet or so where someone can get off the bus and confirm bike traffic gaps before crossing. Elicia asked about doing a dedicated bus lane and then moving the bikes towards the center line. Shaun agreed that made more sense. David Parrott said that is a busy bus stop. Ginger said it's magnified by shuttles as well and the University is also noticing a lot of taxis and Uber drivers in the drop off zones. Shaun said the busses will need to pass each and wouldn't be able to. Becca said she's sensing there are some reservations from the Committee on this design. After a straw poll asking whether this should be pursued or not, the Committee decided to have more discussion on this topic in the future.

Outside Connection – University of Utah

Ginger Cannon, Active Transportation Manager, Sustainability

Ginger is the new Active Transportation Manager with the University of Utah. She has a background in park planning, long term planning of trail connectivity, green corridors and transit oriented development as well as working with Bicycle Advisory Committees in the Minneapolis area which is where she's resided for the past several years. Her position with the U of U is a new position housed in their Sustainability office and was created to look at active transportation on campus while working with SLC, SLCo, UTA and UDOT to see what type of improvements can be made. The U of U wants to look at more than just parking on campus and would like to see what they need to be providing including for Health Sciences in Research Park as some parts of campus are a little more disconnected from the main campus and they feel like connectivity is important for the future of this area. In the first few months, she'll be working on getting help with a small bike fleet, some bike share issues, opportunities to reconstruct stairwells to include ramps and some other connectivity for bikes and other types of mobility. They have a study going on now for Research Park and Health Sciences because of the current construction. She'll be really looking at how they can make better connections so people coming from Health Science and Research Park to the main campus and then back can walk or bike and won't have to get in their car and drive between those areas. They will also be looking at major intersections coming into the University Medical Centers. Elicia asked about getting through the campus by bike and also about the lack of signage. Ginger said wayfinding and signage is one of the four major areas she'll be concentrating on which also include student engagement, research and possible construction projects. They want to create a robust active transportation network. Ginger looks forward to working with Becca and the Bicycle Advisory Committee on upcoming projects and initiatives on campus that might affect SLC streets. David Brooks asked after bicycle and skateboards what the third mode of transportation was. Ginger said it was non-motorized scooters. Becca said Ginger also collaborated with the City on the bike map and pointed out there was no blow up section for the U of U so they were able to add it before it went to print. She said most of the major streets in that area

are in the process of being redesigned by UDOT so there may be opportunities to make changes benefitting active transportation.

Approval of Minutes– **Motion:** David Brooks moved to approve the minutes of the March 20, 2017 meeting. Denise Hunsaker seconded the motion. The motion passed unanimously.

County Active Transportation Network Improvement Program (CATNIP) Grants
Becka Roof, SLC Transportation

There is a funding opportunity called CATNIP which stands for the County Active Transportation Network Improvement Program. The County and Salt Lake City are collaborating on a project in the Brickyard area that goes across the City and County lines. This area is now the new municipality of Millcreek but because they were still in the process of being formed when these grant application were due, the County staff is serving as the interim staff until Millcreek is fully established. In the meantime, the county staff is taking the lead on this project in collaboration with the City and it's called the Millcreek/Brickyard to Sugarhouse Safety Study and Bike Route Improvements. The general area is Highland Drive and Richmond Street between 3300 South and 2600 South. Becka showed the Committee a map with the specific areas. They are looking at whether it is feasible for SLC to reduce Highland drive to be three lanes with bike lanes on the side. The City is proceeding with doing a CATNIP grant proposal that will provide funding to engage a consultant. Some of what they are looking at is how traffic flows from 1300 East to Highland and/or to Richmond, these are both streets that have some regional connectivity. There will be some intersection modeling, traffic volume analysis and public input as part of the process. Highland is on the list of streets that could potentially be slurry sealed next summer so that would also be in preparation for this project. Shaun said he thinks this is great because currently the options for cycling in that area are horrible and there aren't better options in that area. Elicia agreed that it is an important area to improve.

Connections & Announcements – updates on projects & committees

- TAB – Todd – TAB discussed UDOT construction which will impact Salt Lake City this year. They also had a presentation on the Foothill Master Plan which called for protected bike lanes on both sides.
- 900 West – Todd, Denise & Shaun – Denise doesn't know why they started in the middle of the street. California Avenue and 900 West are blocked off and dug up. Becka said it is completely unrelated to this project and could be utility work.
- Film by Bike – Elicia – Elicia will send out the flyer to the Committee members so they have the Film by Bike information and she would like to see everyone come to the event.
- McClelland Trail – Jason – Jason was not present.
- SLC PD – Sgt. Pascadlo is stepping down from her community liaison position which is unfortunate especially since she really stepped up at a time of great contention and took a leadership role. Elicia thinks it would

be great to recognize her in some way. The Committee decided they would like to get her an appreciation card and have the members sign it at the next meeting. It is unknown at this time who will take her place.

Transportation Division:

- 600 East – There were some additional changes to 600 East, Becka will send an update to the committee when she gets one.
- Parks Assessment – There is now an active survey on Foothill Trails as well as a citywide parks assessment survey, Becka will send those links everyone.
- 2017 Bike Map – early May – This map is going to the printer tomorrow, last call for changes and input is right now.
- Mayors' Bike to Work Day – Tues, 5/23
- Bicycle Advisory Committee vacancies – The Mayor's Office had been waiting to fill vacant BAC positions until a new Transportation Division Director had been hired. They have decided to go ahead and proceed filling those vacancies.

Motion: Shaun Jacobsen 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)