

## SALT LAKE CITY

### BICYCLE ADVISORY COMMITTEE

#### Minutes of the May 15, 2017 Meeting

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

Absent from the Bicycle Advisory Committee was David Brooks.

Also present were Lt. John Beener, Phil Sarnoff, Becka Roof, Amy Lyons, Elliott Mott, Helen Peters, Colin Quinn-Hurst, Matt Seipold and John Mitchell.

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 – Phil informed the Committee that Bike Utah launched a local action group for Salt Lake County and that Shaun Jacobsen is one of the Co-Chairs. He said from Ogden to nearly Provo, there are no local bicycle advocacy groups. There are some trails groups that are working on multi-use pathways and dirt trails but for the most part there is no one advocating on the local level for bicycle and pedestrian infrastructure. This group has already begun to work on things like trying to get better crossings for bicycles and pedestrians on the 600 East Bicycle Byway, the Marina Route, the McClelland Trail and several other projects with the emphasis being to get on the ground changes. If anyone is interested or know people who want to be more actively engaged, the next meeting is Thursday, the 18<sup>th</sup> at 6:00 p.m. at the Sprague Library in Sugar House.

Approval of Minutes– **Motion:** Shaun Jacobsen moved to approve the minutes of the April 17, 2017 meeting. Denise Hunsaker seconded the motion. The motion passed unanimously.

#### Monthly Report

##### *Becka Roof, SLC Transportation Division*

Becka sent a monthly report to the Committee and would like their opinion of the format, how they can use it as a tool and whether it is something Transportation should do ongoing. She has in mind that in the future she will distribute this report farther in advance and possibly more broadly and then the Committee would potentially have an opportunity at the monthly meeting to ask questions on report items. This tool has worked well in the past as there isn't always enough time to update them every month

on everything and this report gives them a sense of all the upcoming or ongoing projects and their timelines. Denise thinks it's a good idea and she would appreciate having that much time to go through everything. Shaun said it would head off a lot of questions ahead of time. Elicia likes the format and thought it would be a really useful tool as it also has dates so they can follow along with what's happening. David Parrott thinks it would be very handy and said it's nice to know kind of big picture what's going on even if they don't have time to talk about it. Becka said there are some items that haven't yet been added and some things that are completely transit related. Elicia asked the Committee if they see this as something they can use to better focus discussions or better track things. The members agreed that this would be a useful tool.

9 Line Trail Corridor Study Recommendations, McClelland Trail Update  
*Colin Quinn-Hurst, SLC Transportation Division*

9 Line Trail Corridor: The 9 Line is in design now and Transportation is trying to come up with an implementation plan similar to what was done for the McClelland Trail where there is basic design and cost estimate. Colin said the overall vision for the 9 Line Trail is for it to be an attractive, safe, inclusive walking/biking connection between east and west Salt Lake City. It's based on a few different master plans including the Open Space Master Plan, the Salt Lake Valley Corridor Plan, the Downtown Master Plan, the West Side Master Plan and the 9 Line Corridor Master Plan. It's broadly supported and there are many different ideas about it but the real goal of this is an implementation plan that uses public input to guide conceptual designs. The City is working with private developers like St. Marks and Rowland Hall since a lot of 900 South is ripe for redevelopment and there will be a lot of land use changes. There were three major outreach events and a set of intercept surveys along the corridor at different times and locations. During one survey, 190 bicyclists were observed within a 2 hour timeframe. There was also an online survey that separated the trail into four sections. The results of that survey were that for the west section which is what's out there already plus the surplus canal, the priorities were natural landscaping, tree plantings, natural lighting and wayfinding signs. For the center part of the corridor which is from 700 West to Sunnyside Park, the priorities were focused more on traffic improvements and safer intersections. The east side was similar to the west side with natural landscaping, trail improvements, tree plantings and trail lighting being the priorities. Outside of the center of the city, the priorities seemed to go back to the desire for a scenic recreational route. The business district section priorities were street diamond zones, landscaping, intersection safety, a two way bike path and pedestrian amenities. Colin showed the Committee the scenarios that were presented to the public and included a one way path on each side of the street behind parking and a road diet. He said there is plenty of space for this and it's all about creating an all ages and abilities facility. Another option is taking both protected bike lanes and putting them on one side of the street leaving space for parking on the other side. He went over some of the design issues they are going to face at three specific intersections. RDA has pursued money to build a two block section at Central 9<sup>th</sup> within the year so they are working with Transportation to build a prototype of what the 9 Line is going to look like throughout the heart of the city. These are the design discussions that the City would like the Committee's feedback on.

Elicia said the traffic volumes at 200 West, 300 West, West Temple and State Street were going to require different treatments and wanted to know if there was a treatment menu based on traffic volume. Colin said there are a few variations. She then asked if it was a difference between separated or mixed use facilities. Colin said it's actually a different version of mixed vs. separated than what is usually talked about, this time it's about mixing bicyclists and pedestrians instead of bicyclists and cars. One of the things the City is working on is whether to bring pedestrians and cyclists together at intersections or keep them separate. He showed examples on a map of where it would be best for each scenario which is also something he'd like to discuss with the Committee. Shaun asked if Colin was envisioning the entire 9 Line trail being a 2 way trail and was told that is the direction they're moving in. Shaun wanted to clarify that there would not be a bike lane on the west bound side or on the opposite side. Colin said that is correct and is based on the preference in the final round of open city hall feedback as well as the open house at the 9<sup>th</sup> and 9<sup>th</sup> Street Fair. Shaun said that will work well within the city but with the volume of cyclists at the mouth of Emigration Canyon, those recreational riders will not be using this trail but will be out in the street. Colin said that section is a bit of a different environment and they plan on keeping the on street bike lanes in place there. The preferred scenario in that area is that the bike path will be on the north side of the street and if they are able to do a road diet there, they would create buffered bike lanes, create space for a median and take the road down from 5 to 3 lanes. They are trying to improve things for those on the road and keep them out of the door zone as well as keeping some space between cyclists and angle parking. This is the option that the community preferred but the City is still working with adjacent land owners as they have a large volume of traffic in the summer and feel they need to keep the 5 lanes. Colin showed some examples of what they are looking at for the 9<sup>th</sup> and 9<sup>th</sup> area and since it is really constrained, they are recommending enhancing what is already there. There is already kind of a shared street environment and they would like to improve the street diamond zones, widen the sidewalks and slow down traffic so bikes could share the lanes. Elicia asked if they are looking at reducing curbs and truly creating a mixed zone in that area. Colin said yes and that potentially they would also recommend street narrowing and then an additional option would be to lower the curbs. The business district supports that idea but would like it to continue all the way to 1100 East but would lose some parking spots. An additional outstanding issue is the cemetery between 11<sup>th</sup> East and Sunnyside Park. This is probably the biggest challenge for continuing east and having a cross city corridor so they decided to split up the trail and have a few options for getting around. The option that people like best is jogging off of 1100 East because it's a nice gradual grade, a nice traverse and there's a great HAWK signal. Elicia said there is a lot of school pick up and drop off traffic in the area but with appropriate signage, a road diet and enforcement, it is worth considering. Mount Olivet Cemetery has agreed to hear a presentation from Transportation if it is also approved by the school district to consider allowing public access through the cemetery. In the meantime, the City is looking at going straight up 9<sup>th</sup> South. At Foothill Drive, they are looking at a grade separated crossing, either a tunnel or more likely an overpass coordinating with the Foothill Implementation Plan. The last piece the City is working on is how to do the wayfinding signage along the trail. When the public was presented with a broad range of options, kiosks, and pedestrian wayfinding,

everyone gravitated towards the old rustic type of look so that is what is being pursued. Right now Transportation is drafting up a document that they would like the Committee to review and it will also be put out on Open City Hall sometime in June for public input. Shaun asked about a section of the trail by Foothill Drive and Colin said they are planning on building that this year. Elicia said she's curious to know what the Committee thinks about the mixed zones. She asked if it would help to hear more about that because she thinks it is fairly significant. The Committee discussed this issue a bit further. Todd recommended a rough surface to keep skateboarders from the trail. Elliott said he recommends separating whenever possible. Elicia said if she's going to be taking this as opposed to an on street bike lane, it would likely be a social ride where she would be taking up space riding alongside another cyclist. The conflict zones could potentially be dangerous. To summarize, Colin said they believed separate whenever possible mixing only when needed. Elicia agreed and also suggested different colors of pavement or something identifying that the mixing zones are changing.

McClelland Trail Update: The initial section has been built and now the Sugar House Business District section is being worked on. Overall, it is strongly agreed that a change is needed on McClelland Street and people strongly disagree that the existing condition meets the goals of the circulation plan. In public forums, people liked a mix of the options presented to them including a bike path with a one way street between 1<sup>st</sup> South and Fairmont and a shared street environment. The City interviewed 18 businesses and 6 of the 18 wanted to leave it the way it is to maintain current parking and 9 of the 18 wanted some combination of shared street usage. Phase 2 will go from Fairmont Park to Brickyard and Transportation is working with Becka's Brickyard Study to determine the best way to do this. They are still installing interpretive signage along the trail which should be done this month and are planning a grand re-opening in June. Transportation will be working with UTA to replace some of the shared lane markings that have faded and would like to finish the Sugar House Business District section, put a HAWK signal at 2100 South and start the phase 2 public outreach and design process. This will give them an idea of how much funding to request. They would also like to improve the RFP crossings that are part of the McClelland trail to make it more user friendly for cyclists.

#### Outside Connection – Salt Lake Co., Active Transportation Implementation Plan

*Helen Peters, Program Manager, Regional Planning & Transportation*

Helen introduced herself as the Program Manager for Salt Lake County Regional Planning & Transportation. One of the things they are doing is wrapping up the Active Transportation Implementation Program. The goal is to work towards a countywide, safe, connected bicycle network. One of the things they have done is built upon all of the work done by UDOT, UTA and Salt Lake City as well as other plans and created a county wide comfort type of bicycle route connected system. They want people to feel comfortable and safe getting out more and riding in the street. The purpose of the plan is to identify and prioritize specific routes, and spot improvements throughout the valley that will contribute to that goal while making sure they are connecting people between City's, Townships, neighborhoods, schools, commercial centers, transit and regional off street paths like the Jordan River Parkway. They've been working on this for about a year and at the beginning of the year, they held an online survey receiving over 1,000

responses. There were public open house meetings and over 100 comments were received via an online mapping tool. What has now been developed is a system of high comfort bicycle networks with each jurisdiction within Salt Lake County having their own map and there will also be a comprehensive map. Helen will work with the different City's as they develop their Active Transportation Plans making sure that they are looking at and using the County Design Guide and maps as a resource. She will also be working with the Wasatch Front Regional Council to make sure their Active Transportation Network for their Regional Transportation Plan works to implement this high comfort bicycle network. The County Mayor is going to announce this on May 30<sup>th</sup> at 10:30 a.m. along the S-Line. There will also be some wayfinding protocol that they will be looking to implement countywide and their design guide will be locally driven. Denise said she appreciates all of their work. Elicia asked if Helen sees these plans going into Millcreek's updated transportation plan as well. Helen said yes, although it is an advisory document which isn't updated as often as the maps will be so while it will be referenced, the latest maps will be relied upon.

### Police Education & Enforcement

*Lieutenant John Beener, SLC Police Dept.*

John introduced himself and has been with SLCPD for 26 years. He's replacing Sgt. Lisa Pascadlo as she has a new position. One of the things that makes him different than Lisa is that she really had the perspective of the cycling community being a cyclist herself while John is more of a casual mountain cyclist. He is a direct enforcement contact having resources to send out and address problems that the Committee may bring to him. This year they've been focusing a lot on crosswalk and bicycle safety. Elicia asked how SLCPD enforcement is tied to crash data. John said they have crash data maps that give them hot zones and they have sent their motor officers out to those areas. Elicia would like to bring Lt. Beener and Dan Bergenthal together at a future meeting to look at the crash zone maps from a cyclist perspective. Becka said she believes Dan has been working on separating parking lot crashes from on street crashes. She would like to get the education and enforcement aspects together to see what can be done to reduce all crashes. Elicia asked if the officers have been specifically trained in understanding the rights and responsibilities of cyclists. Lisa had provided some training to the officers and John said they are required to be knowledgeable of all City ordinances but he's hoping through his involvement in the BAC, he'll be able to help his officers have a better understanding from the cyclist perspective. Elliott asked if the SLCPD has any resources at trailheads to prevent vehicle burglaries. John said they have focused on vehicle prowls in some areas of the city and they are very difficult to catch. He wasn't aware there were problems at the trailheads and will see what he can do to get some officers in those locations.

### Parley's Trail and Wilmington Bike Lanes (Highland to 1250 E)

Wilmington Avenue between Highland and about 1250 East is likely to be reconstructed or at least milled and overlaid sometime this year. This project is still getting worked out as far as what all the different needs are but Transportation knows that something is likely to happen soon as the street is in really horrible condition. There are currently bike lanes which haven't been repainted for a while and due to the condition of the

street and the worn paint, it's hard to recognize that they're still there. With the street being redone, the City will have the opportunity to give input on a design which could be putting the bike lanes back as they are or it could be doing a design that would serve as an interim trail for a Parley's Trail connection. The question now is what should be done on Wilmington that makes the best trail connection and also serves the same need as the on road bike lane. Becca and Colin went over the possibilities with the Committee as well as an area map and asked for their input. Several suggestions and concerns were discussed.

#### Connections & Announcements – updates on projects & committees

- TAB – Todd – There was no TAB meeting.
- McClelland Trail – Jason said they are thinking about an event in late May or June. It would be a bike parade that would pick kids up along the trail and then end at Emerson Elementary with food and booths or something like that to celebrate the arrival of the trail. It would be during the last week of school and would be a nice way to introduce some neighbors to the trail. Elicia said that timing it with field day would be a really good idea. Josalyn offered to reach out to the school community council to discuss this idea.
- 900 West – Todd, Denise & Shaun – There is no update. Denise said they finished the utility repairs and have not gone back to replace the striping. Becca said that project is currently out to bid and they are anticipating a start date of late June.
- Todd said next Wednesday there is an open house for the 300 North rail bridge. Becca will send further information.

#### Transportation Division:

- 600 East – Becca passed out a flyer which will be handed out regarding a public meeting for design refinements at 600 East and 800 south. The City is looking at adding some additional median islands effectively narrowing the crossing distance, adding bike buttons on little concrete bulb-outs and adding bicycle crossing markings across 800 South. This will hopefully make this crossing work better for bicycles and pedestrians. They are going to put those concepts out to the community and see what people have to say. Shaun volunteered to go to this meeting and Jason will encourage people he knows who live in the Central City area to attend.
- 2017 Bike Map – The 2017 Bike Map is out. Becca gave everyone a copy and told them to take more if they need them. 44,000 were printed and an incredible number have already been distributed throughout the city. She asked the Committee members to let her know if they find any errors.

- Open Streets – Fall – The City is looking at a September date for Open Streets and Becka is hoping the events office will come give a report at the next BAC meeting.
- Bicycle Commuter Pit Stops – Thursday 5/18 – There is a list of eight locations which are included in the monthly report.
- Mayor’s Bike to Work Day – Tuesday 05/23 – This will begin at the 9<sup>th</sup> South bike park. It is just the city this time as there was a date conflict with other municipalities.

### Capital Improvement Program Update

*Becka Roof, SLC Transportation Division*

The Mayor’s recommendations to the Council have come out and do include quite a number of suggested funding for trail improvements and a proposed neighborhood byway in the Rose Park area. Similarly funding has been proposed for citywide bikeways and trail connections. Those have not been approved through the Council but are proceeding through the process. It is not known when the Council will look at these funding requests as they are working through the regular annual City budget process right now.

**Motion:** Jason Stevenson moved to adjourn the meeting Todd Hadden seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:29 p.m.

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