

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the June 19, 2017 Meeting

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

No members were absent from the Bicycle Advisory Committee meeting.

Also present were Andrew McKerrow, Elliott Mott, Dave Iltis, Andy Stevenson, Amy Lyons, Becka Roof, Jennifer McGrath, Tara Olson and Alexis Verson

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:00 p.m. by Elicia Cárdenas.

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

Public Comment – Dave Iltis said they distributed the new bike maps to all the bike shops in the valley as well as several other locations. The reception was very positive and the shops are going through the maps fairly quickly. He also said that 2100 South is getting re-paved between 1700 East and 2300 East with the City's preferred option being a road diet. This would take the road down from four lanes to two lanes, a center turn lane and bike lanes. He encouraged the Committee to not only comment individually but to also write a letter of support as a Committee. He said there are a couple of key people who are adamantly opposed to this and that people are relying on a lot of misinformation to determine that they dislike the idea of a road diet even though it is a safer option which doesn't really change the flow of traffic. Andy Stevenson lives near the 900 West Project and said he would like clarification regarding what type of bike lane is being planned from 900 South to 1700 South. Becka said Jeff Gulden, the Engineer for this project, is on the agenda to discuss that around 5:30. Elliott's group is doing two rides this week and invited the Members to join them. One is up City Creek and the other is from Murray to the Art's Festival. There is a schedule of their rides at www.bccutah.org.

Approval of Minutes– **Motion:** Shaun Jacobsen moved to approve the minutes of the May 15, 2017 meeting. Jason Stevenson seconded the motion. The motion passed unanimously.

Monthly Report

Becka Roof, SLC Transportation Division

Becka put the monthly report on the agenda again because she wanted to see if any Committee members had questions on any of the report items or if they wanted to flag any items as future meeting topics. Elicia asked about 500 East, the report said it's being held until 2018 and she wanted to know if the plan was to add standard bike lanes. Becka said this project will actually be in 2017 and that standard bike lanes would be added. When the BAC reviewed this a few months prior, they determined that it wouldn't be worth removing heavily used parking in this section to add buffered bike lanes. She said the schedule for some of these items has shifted due to prep work and the degree to which roads have fallen apart over the winter and that the Brickyard Road project has been officially changed to 2018. Elliott asked about the Parley's Trail section where it says a bridge over 900 West to the Jordan River Parkway Trail will be installed. He said it's an easy jog over to the JRPT so he's not sure what type of bridge is being installed. Becka said this is a County project but she can ask them for clarification. David Brooks asked about the Committee vacancies and connections schedule. Becka said there are no updates on appointments for the BAC and the schedule for the connections is basically what is listed although some items have been rearranged due to scheduling conflicts. David also asked if the August meeting was going to be pushed back and Becka said it has been changed to the 28th. David said the Bike Prom was phenomenal. There were 2,400 people on the ride.

Open Streets

Tara Olson, SLC Events

Tara said the City would like to do an Open Streets event similar to the one held in 2015 and really engage more people with walking, biking and just being active and having a healthy lifestyle. They would like to do some of the same activities and have the same type of participation from businesses and vendors as in previous years. This year they chose a route that will make a loop within the downtown area so biking, rollerblading, skating and other type of activities will be continuous throughout the event. A lot of feedback from area businesses has been received indicating they would like to participate. The chosen area has a lot of parking that needs to remain accessible but Tara believes a good compromise with those particular businesses has been reached. Activities such as exercise, fitness classes, food vendors, music, dance and bands will be included as well as an opportunity for the local businesses to come outside onto their doorstep to actively engage with the community. The route they are looking at is the west bound lane of 300 South, all of the lanes on 200 West going up to 200 South and in the event area they are looking at only utilizing the east bound lane but keeping the two west bound lanes open and moving, directing one lane of traffic west bound and one lane east bound. This will allow back and forth bus movement. Tara is working with the Downtown Alliance to see about moving the bus stops and having pop up bus stops in slightly different locations than normal. In the areas where vehicles absolutely need access to parking, the security and police officers would work together allowing this to happen. The traffic would still move continuously and the event would not utilize the access points during the event. The City is thinking of holding the event sometime between 10 a.m. and 3 p.m. and will allow the businesses and vendors to come out, set up activities within the area, allow biking to happen in one of the specific lanes of the event and celebrate the fact that the community can share transit with biking, walking

and healthy exercise related activities. The original event date was going to be September 9th but due to other large events being held on the same day, there aren't enough police resources so another date will have to be found. Elicia asked about the local access, she's trying to envision how it will work if there are a large number of pedestrians and cyclists that have to be stopped for a vehicle. Tara said they will have large but easily moveable delineators to move quickly into place to stop the event while a vehicle moves through. Elicia asked if that has ever been tried before. Tara had been told that was how the 2014 Open Streets event worked but Shaun said they completely divided the event from north to south. Becka said in some cities, they work it out so that a vehicle that needs to come through is escorted by pedestrians so the vehicle is going at walking speed. Dave Iltis asked what day of the week they were looking at doing this event and was told that they are looking for a Saturday which is why it has proven difficult to find a day where there are also enough police resources available. Dave Iltis asked why they don't try a Friday and have it go into the evening. Becka said they like to do it on a Saturday so that people who may regularly commute by bicycle have the opportunity to bring their children and introduce them to biking within the city in a safer environment. Alexis said they held the Open Streets on a Sunday once and while there was a large attendance, there was also a lot of feedback saying people wished it had been on a Saturday so they could have attended. Elicia asked about the existing buffered bikeways on 200 West and 300 South and whether they would be left open for commuters. Tara said that could easily be arranged by having officers directing traffic at each corner and there will not be event items set up in the bike lanes. David Brooks asked if they are only recruiting businesses from within that specific area and if they are seeking help from BAC members in planning this event. Tara said they are recruiting businesses from any area and are open for more if he had suggestions. She also said they would love help from the BAC members. David Brooks said he would be interested in helping. Becka said they will also be reaching out to bike shops and bicycle organizations. It is possible that the date will be moved to the spring but staff has not yet had a chance to meet and discuss a new date. Shaun asked if they have looked at piggybacking on other events. He said it seems like the most effective Open Streets was the one that was in conjunction with other events like the Tour de Brewtah. Tara said they would love to do that and will be looking at other events when they discuss a new date. Shaun asked if they have looked at modifying the route and Tara said they are not set on this route and may make adjustments or look at a new location. Josalyn asked how this route size compares to routes in the past. Becka said it's different due to being a loop. In the past they've had longer routes that felt too stretched out. Josalyn asked if it would be possible to have an event in both the spring and fall but was told there isn't currently enough budget for that. Alexis said the goal is to increase these events to show the City how well they work to bring the community together. Her hope is that this could lead to having more budget for them and possibly getting sponsorship money from other organizations.

900 West

Jeff Gulden, SLC Transportation

The 900 West Lane Reconfiguration Project will modify the number of vehicle travel lanes on 900 West from North Temple to 1700 South. This will provide a continuous

center turn lane, one travel lane in each direction and on street bike lanes. The construction on this project may begin as early as next Monday. The asphalt section of this road, from 900 South to North Temple will experience the first phases of construction. There will be bulb outs and crosswalk improvements at 700 South and Genesee Avenue and crosswalk improvements at 800 south. The concrete portion of this work will be first, then it is likely that the asphalt replacement portion will be next and the last step of construction will be the new striping being implemented all of which should take around 30 days. Jeff said he will be at the Glendale Community Council meeting this Wednesday to answer more questions from the community. There has been a design change for a portion of the project from 900 South to 1700 South. After receiving community feedback, there is a desire for on street parking in that area so the design has been modified to include parking on both sides of the street. The only changes in that section will be the modification of the striping to have a center turn lane, travel lane in each direction and six foot bike lanes rather than the buffered bike lanes that had been previously discussed. This lane configuration will match what is being done in the northern section which is from 900 South to North Temple. David Brooks asked if the parking layout from 900 South to 1700 South was going to be car, bike lane and then curb. Jeff said it will be center turn lane, vehicle travel lane, bike lane and then parking and curb. Becka showed the Committee the section of 900 West north of North Temple where that had previously been a 4-3 road diet. Jeff's project picks up at North Temple where the previous project ended and for the most part, carries that configuration further south. Some of the various nuances on the different blocks create the need for different configurations but for the most part, it'll be continuous. Elliott asked how the 9-Line crossing will be handled and if any lights or signals will be added there. Jeff said it will continue to be controlled by the existing signal at 900 South and that as part of the 9-Line Project, a red textured crosswalk was already added. They also added push buttons that are a little bit further back which is one of the things that will help get people using the 9-Line Trail because they will not have to wait right next to the edge of moving traffic. Dave Iltis asked what the timeline for completion is once the project begins. It is usually 60 or 90 days but Jeff will have a more definitive answer after a preconstruction meeting on Wednesday morning. Dave Iltis asked what the travel lane and center lane widths will be after the reconfiguration and if there will be room to narrow those so a buffer can be put back in while maintaining the parking. Jeff said the concrete section currently has a 10 foot center turn lane, 11 foot travel lanes and the outside lanes are 14 feet. They are going to take that 14 foot section and convert it into a six foot bike lane and about an eight foot on street parking aisle. Andy said he is concerned about this road being a high volume, high speed road. He said the speed limit is 35mph and people always go faster than that. Without a buffered bike lane, he believes the cyclists will continue to ride on the sidewalk rather than the bike lanes. Jeff said there is no plan to change the speed limit but it is something the City can continue to monitor. Becka said that in some areas which have received a similar type of reconfiguration, the road diet actually helped slow the vehicles down. In one instance, it slowed the average speed from 40mph down to 31mph. She believes similar results will be seen on 900 West but there may be a chance that they will lower the speed limit to 30mph which would be more consistent with the type of design being put in. Josalyn asked if there would be room to at least put in some small delineators. Jeff said the

comfort level being represented in this design is the minimum that the City is comfortable with and in the future they might narrow the parking or travel lanes to either do buffered bike lanes or striped posts. He said the preferred width for center turn lanes is 12 feet and these center turn lanes are already only going to be 10 feet but will function well. Denise hopes this reconfiguration will encourage trucks to divert to the truck route. Todd asked if it would be possible to make protected bike lanes on the park between the 9-Line and Fremont Street, by the school and the Sorensen Community Center where it doesn't make sense to have parking. Jeff said one of the things they heard from the community is that the parking demand around the Sorensen CC is very high in the evenings. Having that high demand coupled with a bus stop in that area complicates adding protected bike lanes. Dave Iltis asked if there are special treatments at 200 South and 400 South where there is really high traffic volume to make sure the bike lanes are continuous and don't stop 200 feet before the intersection, that it's well marked and conflict with turning drivers, especially at those two intersections as well as any other traffic lights is minimized. Jeff said the bike lanes won't stop at the intersection but as it comes down, there will be a dash line for about 50 feet and the only location where a right turn lane is formed is on California Avenue.

Outside Connection: Utah Transit Authority (UTA)

Active Transportation Benefits Study, and other topics

Jennifer McGrath, UTA

The Active Transportation Benefits Study is very new. UTA is still vetting some of the information internally and making some final adjustments to the numbers. Nationally, evidence for economic, environmental and health benefits of active transportation is growing. Many states are looking at these things individually or collectively in a number of different ways but there's nothing bringing together active transportation benefits in the way that they did for this particular study, on a statewide level looking at these three areas. Utah has made a lot of progress especially in the recent past with active transportation planning and projects but not a lot has been done to look at what the benefits of those are. Essentially, people are aware that active transportation is good but there's not a lot of qualitative information out there and UTA is really trying to provide that information to stakeholders. The point of the study is to provide a comprehensive statewide look at the benefits of active transportation through the lenses of economics, environment and health benefits and to identify and quantify those benefits with a regionally developed tool people can use within their own geographies. There were around 14 funding partners for this including the Governor's Office on Energy Development and the State Health Department. The study area is the entire state and in terms of economics they looked at these main areas: capital construction spending, maintenance and operations, equipment and services, tourism, healthcare and then absenteeism. Absenteeism is another area that doesn't get looked at a lot but has a profound impact. The project deliverables that the team put together for UTA were a really extensive literature review, a best practices document, a current conditions fact sheets for several areas, the main economics report and a tool which is still in development. In Utah, not a lot has been done to look at the benefits resulting from active transportation. In response to this, UTA pulled together a group of stakeholders and worked with Urban Design for Health, Fehr & Peers and HDR to complete this

study with the goal being to help transportation decision making processes in the state and show the cost benefit analysis in a more comprehensive. They started with a literature review and looked at all the information out there to really see what the current methods are. There was data collection using the knowledge that was currently being used and would be applicable for them with regards to best practices to help provide a guiding document. The focus was on increasing commute trips by walking and biking as well as promoting cycling and walking for fitness and recreation. Then they created geographically specific current conditions fact sheets describing the current conditions and benefits applicable to regions within Utah. The big report was an impacts and benefits report where they went through and did a review of existing conditions, an analysis of specific projects and then a summary of what those benefits look like. Jennifer went over some of the key things that came out of that report and makes the point of how important active transportation is in our state. They did discover that less than half of Utahans get less than half of the recommended 150 minutes of physical activity per week and there are many negative outcomes associated with this. There are obvious personal health benefits and a lot of good reasons to have an active lifestyle but having a healthy active workforce is also important helping employers save on health insurance costs and other related expenses. She went over the economic and health benefits both the Murdock Canal Trail and Dead Horse Point Trail have had during the building of the trails and continuing with the operation and maintenance. A tool has been created within this project that will allow municipalities to enter their project specific information and it will show them regionally how their project is going to impact them. UTA will do a formal press release once their report is finished and release all of their information to the public.

SLC Programs – Education – Social Media Report

Alexis Verson, SLC Transportation

The City is currently promoting 17 messages on social media over a two month time frame, May and June. This campaign promotes safe passage for all modes of transportation including pedestrians, cyclists and drivers. The campaign was originally being done in both English and Spanish. Transportation did get an initial round of translation for their Spanish campaigns but weren't comfortable pushing it out on social media with the wording they had as sometimes it's difficult to translate informal language and have the meaning carry. The campaign is targeting all road users, and overall has been positively received. Alexis said originally they boosted each message for about \$30 per post but since they weren't able to get the Spanish messages up and going, they increased that to around \$100 per post. The most controversial messages are the ones telling cyclists to follow the rules of the road or telling motorists that cyclists can share the road and the most popular are the ones telling people not to text and drive. David Brooks asked if they were going to push the ones that were the most successful further or continue pushing them all. Alexis said they want to get out all of their messages including some that haven't been used yet. Becka said they will finish rolling out this campaign to the finish of this fiscal year and then look at which messages they want to push next time with some possible changes to graphics and slogans.

BAC Meeting Extension

Elicia Cárdenas

As there are only 5 minutes left in the meeting and still a few items on the agenda including a potential discussion about 900 West and the change in design, Elicia formally asked the Committee to make a motion to extend the meeting by 10 minutes if this is something they are interested in discussing further.

Motion: Shaun Jacobsen moved to extend the meeting by 10 minutes. Jason Stevenson seconded the motion. The motion passed unanimously.

Connections & Announcements – updates on projects & committees

- TAB – Not discussed due to time constraints.
- McClelland Trail – Not discussed due to time constraints.
- 11th Avenue/Bonneville Boulevard – Not discussed due to time constraints.
- 900 West - Elicia said in light of the meeting being extended, she would like to keep this discussion focused on Committee members. She asked if they want to respond to the change in design on 900 West moving from buffered bike lanes to a more traditional road diet. Denise said the configuration could possibly be improved down the road but having a bike lane installed is an improvement. Todd doesn't think there's going to be a lot of parking along that road. Shaun said there is going to be continuity between what is already there and what is going in which is an improvement. David Parrott said it will be better than what is there now. Because the neighborhood asked for this design and time is limited, Elicia asked the Committee if they would like to take any action. Dave Iltis suggested they ask for the speed limit to be lowered. The Committee agreed and David Brooks offered to write the letter if other Committee members would help with a final review.

Motion: Todd Hadden moved that the Committee write a letter in support of limiting traffic speeds on 900 West from 1700 South to 1000 North to 30 mph. With added parking, lowering the speed limit will be conducive to safety. David Brooks seconded this motion. The motion passed unanimously.

Transportation Division:

- 600 East – Not discussed due to time constraints.
- 2017 Bike Map – Not discussed due to time constraints.
- Bike count & bike counters – Not discussed due to time constraints.
- 2100 South (1700 E to 2300 E) – The City is doing a roadway resurfacing project on 2100 South between 2300 East and 1700 East. They are proposing to change the design from the existing four lanes of traffic to three lanes with bike lanes but there are three options. One option is to

put everything back the way it is currently, one is doing a three lane reconfiguration with bike lanes and the last is doing a three lane reconfiguration without bike lanes. The City is looking for as much input from local residents as possible and asked the Committee to spread the word to anyone they know who lives in the area. There is currently an Open City Hall taking comments and there is going to be an open house this Thursday evening on Parley's Way. Shaun asked if the comments received so far have been receptive to bike lanes. Becka said it's currently only a slight majority. Dave Iltis said the Committee should seriously consider writing a letter or at the very least vote. Shaun said he expects that the Committee would like to see bike lanes installed. The members will share their comments on Open City Hall and inform anyone they know living in the area to do the same. The committee did not vote on 2100 South.

Motion: Denise Hunsaker moved to adjourn the meeting Todd Hadden seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:48 p.m.

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