

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the July 21, 2014 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Elicia Cárdenas, Jason Hamula, Jason Stevenson, Louis Melini, Mark Kennedy, Todd Hadden and Tom Millar.

Absent from the Bicycle Advisory Committee were Scott Lyttle, Shaun Jacobsen, Suzanne Stensaas and Syhalla Bales.

Also present were Becka Roof, Colin Quinn-Hurst, Amy Pufahl, Michael Barry, Dale Weaver, Tim Skoglund, Jen Colby and Alexandra Zimmerman.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:04 p.m. by Becka Roof.

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

Public/Open Comment – Dale Weaver asked about the status of the Jordan River trail between North Temple and 200 South, an update on the bridges and for information about snow removal on bike trails. Becka said this section of the trail is still in process. Todd said that railroad crossings such as between North Temple and 200 South are particularly tricky. Becka suggested that Dale view the meeting minutes from the May BAC meeting for an update on the bridges and told him that it is up to the individual municipalities to keep the trails that pass through their areas clear of snow. Within Salt Lake City, the parks division are usually able to clear the trail within 48 hours of a storm. Tim Skoglund said he finds bicycling in Salt Lake City pretty good and feels it is getting better. He can usually get wherever he needs to using his bike and TRAX.

Approval of Minutes – Motion: Elicia Cárdenas moved to approve the minutes of the June 16, 2014 meeting. Jason Hamula seconded the motion. The motion passed with one abstention due to absence at the June meeting.

Announcements and Connections – Todd wanted to point out that currently Redwood Road from 400 South to 2100 South is in his opinion the best bike lane in the city with the new pavement and paint. Becka said UDOT is doing a great job of working with them and things are getting better on state roads. UDOT has even incorporated some of the shared lane markings in right turn lane designs in a way that is innovative to the city. Jason Hamula said the City is resurfacing his neighborhood, lower Sunnyside to 1300 South, with noticeably skinnier car lanes but no one seems to be upset. Becka let them know that in some places, including sections of Sunnyside, the design will be a

downhill shared lane with frequent pavement markings on the north side of the street heading westbound and the uphill bike lanes will be widened. Jason Hamula has also heard some very positive comments regarding the Jordan & Salt Lake Canal Trail (McClelland Canal Trail) article that came out; it seems to be a very popular idea. Louis inquired about the bicyclists in a drive-through suggestion that went to the City Council. He was surprised that this didn't come before the Committee. Louis said he was able to send in his own opinion. Secondly he would like a representative from Capital Hills Traffic Study to speak to them. In response to this, Mike Berry, Transportation department's representative on this project gave a brief update: Mike said the study is focusing on a signal at 500 North and Columbus that will help with egress for bikes. It's something that has been considered for a number of years as well as other options due to the odd 5-legged intersection right above it. Mike said this wasn't really a comprehensive study of the entire area; they were trying to get some targeted solutions that were going to be effective. This was largely lead by the neighborhood and their concerns were primarily about traffic on Columbus. There was also a concern about the egress and bike lanes which the signal will help. Elicia asked if anything is being considered to minimize cut through traffic and he said there will be a little bit of traffic calming there including a small median and possibly some advance warning of the signal but they aren't going to reduce the speed limit and feel like this light will be the best thing for the entire area. Becka said the City is also looking at a couple different options around East Capital including making protected bike lanes or shared use path uphill and more conventional bike lanes going downhill. The City is revisiting whether there is a possibility to do a partnership with the State Capitol grounds and UDOT to make a nicer connection up to Bonneville Blvd. Jason Stevenson said he has heard good comments about the McClelland Trail from people in his neighborhood going to the park. David's girlfriend was recently hit on her bicycle on 300 East in the area where it has the offset cars and would like the design reviewed. The vehicle wasn't able to see her before she made a turn and he has been trying to think of a solution so that doesn't happen again. Becka said they designed the intersections based on a longer setback around the driveways with attention to enough sight distance. David also asked if there were any updates on the capacity of their marketing team as far as if there have been any developments or solidification on what they can do and what criteria the team should follow to be the most effective. Becka said she would work directly with this team to get some clarification on these questions and figure out what the next steps are. She also announced that the City is excitingly on the short list for hosting the National Bicycling/Walking conference in 2016 (ProBike/ProWalk). Everyone is very hopeful as this would be a great opportunity and chance to show off some of the work they've been doing as a region and give them a chance to help further some other projects. ProBike/ProWalk will likely announce the host city at the end of their conference in mid-September. The annual bike count is also coming up in September and Becka would love the Committee's help tapping networks in terms of helping recruit volunteers. It begins the second week in September and will be on Tuesdays, Wednesdays and Thursdays from 5:00 p.m. – 7:00 p.m. and Saturdays and Sundays from Noon – 2:00 p.m. She is interviewing for a Bike Count Coordinator now and once in place will begin scheduling volunteers.

600 East Bicycle Boulevard – presentation & input
Elicia Cárdenas / infrastructure work group (Tom, Mark, Suzanne)
Mike Barry, Transportation Division

The 600 East Bicycle Boulevard work group met and came up with some recommendations. They condensed these into a document which they handed out to the Committee to review prior to the BAC making more formal recommendations to the City. Elicia presented on behalf of the work group. An overall recommendation that Elicia suggested on behalf of the Committee is to change any plans for the rectangular flashing beacons to something that is more appropriate for intersection crossings. She feels that the City should raise the bar and use more Bike Blvd specific designs. Tom said the best practice for bike boulevards in this situation depends on how much traffic there is, how many gaps in traffic there are and how wide the road is. All of the characteristics of a road must be taken into consideration when you're choosing the best device to use.

Elicia then reviewed the corridor from North to South:

- South Temple: The crossing of South Temple itself was of concern to the work group. The sub-committee's recommendation is to add a bicycle/pedestrian crossing or possibly integrate a crossing with the master plan so it is easy for cyclists to get from the Avenues onto the Bike Blvd. Tom said that an improved crossing here has already been recommended in the master plan.
- 300 South: At 300 South and 600 East a more radical design is being suggested. The city is considering auto diversion here so basically motorists cannot go through and must turn but bikes can continue. The committee's recommendation is to ensure that the bike buttons are on the rider's left rather than the right – this supports bicyclists using proper lane positioning on the road. Colin asked what the work group's overall impression was of bike buttons vs. detectors. Elicia said the group hadn't really discussed it but her preference was detectors if they were calibrated properly. The price difference of the two is negligible. Mike commented that the City is looking at traffic volumes which go up north of 600 South so they are looking at ways to reduce the cut through traffic. The City has touched base with the businesses that may be impacted by traffic restrictions.
- 400 South: Elicia continued to the next intersection at 400 South and 600 East; the only change the work group recommended is to stripe the approach to 400 South with a bike lane to indicate where cyclists should be as it's easier for them to cross if they are positioned to the left of right turning cars.
- 400 South to 600 South: Between 400 South and 600 South, the City's initial proposal focused on removing parking to add bike lanes. Mike indicated that the block between 500 South and 600 South is challenging because the businesses there don't want any parking removed so the City are trying to come up with alternative solutions including restricting turns off of 600 South; this would allow those with a destination on 600 East

to reach it from other directions, but encourage everyone else to use 500 East or 700 East instead of 600 East. The block between 400 South and 500 South is less controversial and the businesses have indicated that they are ok with the changes.

- 800 South: When looking at the intersection at 800 South and 600 East, Elicia said the infrastructure work group felt the original design wasn't adequate due to the width of the street and the speed of traffic. The work group came up with a few recommendations: We probably can't get a warrant for a signal, so we can't signalize that intersection for the bicycle boulevard. The Transportation Division's recommendation was for rectangular flashing beacons. We don't like that but we don't have necessarily a better idea. Another idea we had was to add intersection paint, as a form of traffic calming, in the theme of Wasatch Gardens. There was some discussion on whether a bicyclist has the right of way if they use a pedestrian crossing. Tom suggested doing a crossbike which is a crosswalk made for bicyclists that is directly adjacent to the crosswalk but Mike said he wasn't sure if a crossbike would give bicyclists the right of way either they are however looking at doing some curb extensions which would reduce the crossing distance for pedestrians and bicycles as well as possibly a toucan signal.
- 900 South: Elicia said the work group liked the design for 900 South. It is a great opportunity for intersection paint to slow cars and the toucan light with a media refuge is a pretty solid design. One drawback is that only right turns will be allowed to be made out of the park.
- 1300 South: Elicia indicated that Tom had a visionary idea for 1300 south. He suggested that the bicycle /pedestrian crossing keep the multi-use path raised across the roadway to increase visibility and then possibly add a raised center exit.
- On 2100 South the work group is recommending a TOUCAN, while keeping the button placement on the left, consistent with the rest of the Blvd design.

The team has prepared a draft letter with their proposed suggestions which they would like the BAC to formally accept as a recommendation of the Committee once they have had time to review and discuss the team's suggestions. Elicia asked the full committee to send any addition comments to her in advance of the next meeting. Becca said this is a large and innovative project for the city and the first Bike Blvd in Salt Lake - so spending time on this and looking at further information will be time well spent.

Report – N. American Travel Monitoring Expo & Conference (NATMEC) Todd Hadden

Todd went to the NATMEC conference for his work with UDOT where his primary job responsibility is to count trucks. He was surprised to find that there were numerous sessions at this conference pertaining to bicycle and pedestrian monitoring. He feels like this may be an upcoming trend nationally, and that agencies may be required to count

bicycle and pedestrian traffic for federal reporting, similar to what is required now for motorists and truck traffic. Minneapolis currently has the best model; they put several permanent and temporary counters every mile on their bicycle system and have found that there are an estimated 28 million miles ridden on their trails each year. Cities are trying to find a counting method that is repeatable as visual bicycle/pedestrian counts aren't always repeatable and there are several different types of counter options. There are sensors that can be embedded into the road, motion detectors, bicycle coils, tube counters and other various ways to monitor this type of traffic. Whichever type of counter option is chosen, they work better when bicycle traffic is funneled into one area such as a bridge. Salt Lake City currently has several new bicycle /pedestrian counters (the Tube counter from a company called Eco-Counter) which the city is beginning to use this year in addition to the visual bicycle counts through the volunteer bike count.

Bicycle Friendly Community Application & Circuit Rider Visit

Becka Roolf

As the meeting was running late, this item will be put on a future meeting agenda. Becka will distribute some information via e-mail and said they have made a recommendation to wait until February to apply for gold status with the League of American Bicyclists.

Motion: Tom Millar moved to adjourn the meeting. Jason Stevenson seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:34 p.m.

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