

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the August 18, 2014 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Elicia Cárdenas, Jason Hamula, Jason Stevenson, Mark Kennedy, Scott Lyttle, Shaun Jacobsen and Syhalla Bales.

Absent from the Bicycle Advisory Committee were Louis Melini, Suzanne Stensaas, Todd Hadden and Tom Millar.

Also present were Becka Roof, Alexandra Zimmerman, Amy Pufahl, Mike Barry, Phil Sarnoff and Colin Quinn-Hurst

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 Scott Lyttle.

Welcome and Introduction of Guests – All Committee members and guests introduced themselves.

Public/Open Comment – Alex Zimmerman has used the 300 South bike lanes for the past two days and found them very nice and enjoyable. She is concerned however that the motorists are parking in the bike lanes and is wondering what the general plan is and what type of strategies the City will use to deter improper parking. Becka said the design striping wasn't far enough along to begin asking people to park in the parking lane until just yesterday. This morning the City put out some educational materials including signs indicating where citizens should park as well as flyers on windshields asking people to park in the parking lane and letting them know that the design has changed. Transportation anticipates that this type of motorist education will continue for a couple of weeks and that there is going to be a transition process until all elements of the design are completed including delineators, additional signs and curbs. Scott asked how much of this project has been done. Becka told the Committee that the four blocks between 200 East and 600 East are slurred and largely painted with the new design. She said they are also making a couple of design changes to help mitigate the loss of some parking spaces while still preserving the continuity of the more separated bike lanes. Parking Enforcement does have a grace period while the design and outreach are being finished. The City would prefer not to have motorists ticketed immediately because they are parking in the bike lane and feel a more appropriate approach would be educational outreach. Jason S thought it would be good if the Committee could do some sort of op-ed to let people know that they are creating a network of safe bicycle commuting Bicycle Blvds and protected bikeways. The BAC communication group was interested to know what they could do to promote this and Becka let them know that she will look into that for them. Elicia suggested the

Committee worked with Bike Utah to release something to the media regarding these changes. Alex asked if there were any plans to try and have an Open Streets this year. Becka said that there is still a possibility that the City will coordinate one this year but with all of the construction going on it may not happen on 300 South.

Approval of Minutes – Motion: Elicia Cárdenas moved to approve the minutes of the July 21, 2014 meeting. Shaun Jacobsen seconded the motion. The motion passed unanimously.

Announcements and Connections

Elicia is going to be teaching a traffic skills class for the County which will be open to the public. It's tentatively on September 20th at the City & County building from 9 a.m. until 3 p.m. It will coincide with the Clean Air Fair. The County Ambassador program is also undergoing transition as they are searching for a new coordinator and Elicia will be taking over more of the ambassador training as a contract employee. Shaun commented that he thinks 300 South looks good. David wanted to let the Committee know that his organization is putting on the Clean Air Fair and wondered if the BAC would be interested in having a booth there. He thought that would be a good opportunity to allow people to express what they think collectively and use that to generate some data. The Clean Air Fair is also on September 20th from Noon until 5 p.m. Scott asked if that sort of booth would overlap with what the Transportation Division is already doing. Becka said they do have a booth that has gone to many events around the city. It has recently become more multi-modal with inclusions such as Hive Pass sales. Typically bike maps, I Bike SLC stickers and pocket law cards are also handed out at the booth but the BAC can take a look at it to see if there are ways they would like to help shape or adapt the booth. Last year the booth had a lot of outreach for the Bicycle/Pedestrian Master Plan. On that note, there should be a formal Bicycle/Pedestrian Master Plan draft out within the next month for people to comment on. David asked what the marketing committee's capacity is going to be and what sort of insight can they provide to the entire staff. Becka said she would like to meet with the entire marketing committee to discuss what their role will be. This will likely happen in the fall once the construction season has ended. City budget requests are prepared and turned in during early winter so fall would be a good time to put together some proposals. She also said the Transportation Division is seeking to increase intern capacity for assisting with outreach booths next summer. Jason S said he has heard many conversations about Open Streets while out riding. He said it seems to be a visible and memorable event and people have been wondering if it happened this year and trying to remember exactly when it should be. Jason S also brought up the question of whether bicyclists who have not dismounted have the right of way in crosswalks or not. Elicia said that after the last meeting Tom did some research and what he found said that if the City builds a bike crosswalk that coincides with a pedestrian crosswalk then you are required to stop. Jason S suggested that perhaps the sidewalk committee could take a look at and help clarify this issue. Alex found information on the Utah Department of Health website indicating that bicyclists do have the same rights and duties of a pedestrian under the same circumstances. Denise has a meeting with the new CEO of the Salt Lake County State Fair which begins on September 4th. Her

meeting is regarding another matter but realized that the fairgrounds are very bicycle unfriendly and will be bringing this up. She would like them to consider a bike valet since there is no bike parking or admission of bicycles. Becka said it would be great if they were interested in doing that and the Bike Collective is the organization that would be likely to provide valet bike parking. They charge a modest hourly fee while providing all of the staffing and equipment needed. Becka said that a new bike count coordinator, Weston Jenson, started today and will be sending an e-mail to the BAC members giving them an opportunity to sign up. Becka would like the Committee to also help get the word out by forwarding this to other e-mail lists, connections or organizations they may have access to. The City will need for about 200 volunteer hours to complete the bike count so they're also going to send out an announcement to past volunteers as well as connections in specific parts of the city. There are 16 base locations that are counted every year and then the other locations change so typically there are 2-4 different additional locations each year. The idea is to do bicycle counts before and after infrastructure to gauge the change in use.

600 East Bicycle Boulevard

Elicia Cárdenas / infrastructure work group (Tom, Mark, Suzanne)

Mike Barry, Transportation Division

Elicia finalized a letter with the BAC's formal recommendation to the City regarding the 600 East Bicycle Blvd. There was one modification from the original letter which was to include every intersection be covered in the phasing.

Motion: Elicia Cárdenas moved to have the Committee accept the 600 East Bicycle Blvd letter and have it signed by the BAC Chair. Jason Hamula seconded the motion. The motion passed unanimously.

Capitol Hill Circulation Plan

Mike Barry, Transportation Division

Mike said that last Wednesday there was a kickoff meeting for the UDOT project of rotomilling and overlaying State Route 186 from Beck Street to North Temple. This project is also going to go around the capitol with milling and the addition of a traffic signal at 500 North and Columbus Street which was part of the Capitol Hill Study. There will be some median work north of that intersection which will restrict some access to Zane Avenue for safety reasons. Adding a traffic signal there will create a safety issue to the north so that intersection will be blocked off with a median and there will be right hand turns only at Zane Avenue. As part of the kick off Mike mentioned bicycle needs in the area and some possible suggestions. One was to add to the width of Victory Road which was received very favorably. With the striping on Columbus Street between 500 North and 300 North there may be some adjustments to the exterior lines reducing the width of the vehicle lanes to 12 feet giving the bicycles a little more of a shoulder to ride on and construction will likely begin next summer. The question of safety on Victory Road came up and Mike said he believes they are considering adding some additional asphalt to the side of the lanes to make them wider and give more room to bicyclists. Becka

asked where the discussion of changing parking on 500 North had ended up. Mike said the intent is to create some additional parking especially during the legislative session which may include adding angled parking but no decision has been made yet. Elicia would like the BAC to be able to submit feedback on whatever decision is made there since making 500 North less safe for bicyclists is not in their best interest. Mike will keep the BAC updated on proposed designs and is hoping that they can accommodate both the bicyclist and the parking aspects. Mike thanked Elicia for the work she has done on the 600 East Bicycle Blvd and said he looks forward to seeing the signed letter.

Jordan & Salt Lake Canal Trail

Colin Quinn-Hurst, Transportation Division

Colin gave a presentation about the Jordan & Salt Lake Canal Trail to let the BAC know what is going on with it and how it came about. The portion nicknamed the McClelland Trail which is between the Sugarhouse business district and 800 South is the part of the trail he's speaking about and is roughly parallel to 1100 East following the Jordan & Salt Lake City canal. Colin said this fits into the overall plan for urban trails from the Bicycle/Pedestrian Master Plan update draft. The trail goes all the way to Brickyard and the southern portion is the most controversial with the neighborhoods, so construction of that portion may be considered at a later date following additional public input. This trail intersects the Jordan River Parkway Trail and the Trans Valley Corridor which the City recently received funding to study so that study will run concurrently with this project. The canal was completed in the mid 1880's and there has been a lot of interest in using that public right of way for a bicycle/pedestrian pathway. It was culverted over and covered in the early 1910's and in the 80's and 90's the Community Council showed a lot of interest in possible uses for the public right of way. It is maintained by SLC Public Utilities so after numerous letters to the Mayor's Office and the City Council Office it ended up in the 1992 Open Space Plan. There is a general concept for converting the right of way to a bicycle/pedestrian path and with continued interest the City did an implementation study in 2011 which was officially adopted in 2013. Since its adoption, the Transportation Division has been applying for CIP funds through the City Council and this summer it was funded. The implementation study did a pretty detailed design of the exact alignment and where it would follow through the neighborhood. Portions of it are on street, like 1300 South to 800 South which are low traffic and pleasant to ride portions. On other portions, like by Fairmont Park, there is a proposal for an off street bike path which will go through the Sugarhouse Business District and some portions will have a path directly on the canal right of way. The project's estimated cost is around 1 million dollars and the City Council approved over 1 million dollars for final engineering and construction. The first step of this will be to prepare a scope of work and procure a consultant. Colin will be working on this and if the Committee has any input or ideas he is open to hearing them. There will probably be some public involvement activities as well and he will have the BAC review the scope of work and then hopefully in late fall, the final drawings. The plan is for this project to go out to bid in spring with construction beginning either in the spring or summer. Now that it's funded, the City Council has already been doing publicity so there have been many questions from resident's concerned about their driveways, trees, etc. The Transportation Division is planning on updating the website so all of the information is

in one place and possibly putting up a survey to get public feedback regarding how they would like to be involved in this project. One idea is to have a trail naming survey because while the McClelland Trail is appropriate as it follows the McClelland Street it's not very inspiring. They are hoping to come up with a name that has a little bit more meaning to the resident's. David asked if the BAC could be part of a selection committee for the naming of the trail and Colin said he will check into what role they can play in that. Elicia would like to see an alignment with the local public school and the naming of the trail via student posters and name suggestions as she feels there would be good community support. Jason S said he lives right there and his neighbors have had a lot of different reactions. Someone from the Division of Transportation will be attending their next Community Council meeting and would like the resident's to hear that it is still in the planning process, they still have time to comment on this plan and that it will be a nicer way to get to Sugarhouse and the 9th and 9th area. Jason S said their neighborhood has been having issues with illegal campsites along the right of way and think that more trail traffic would really help curb this problem. Colin said you can pretty much ride your bike down this route now and may suggest a BAC/Community ride. Syhalla asked when the path is expected to be finished along the S-Line and Colin said the grand opening should be sometime in September.

Bicycle Friendly Community Application & Circuit Rider Visit

Becka Roof, Transportation Division

In June of this year Steve Clark, the circuit rider for the League of American Bicyclist came to town and gave Salt Lake City a critique and review of their upcoming Bicycle Friendly Communities Application. This was based on SLC's 2010 application with which the City moved from bronze to silver status. Steve was given an overview of what SLC is doing now as well as a tour of the city. There were a limited number of seats for people to participate in the tour and his presentation with both Shaun and Scott there representing the BAC. Also in attendance were some local bike shop owners as well as a local Trek sales representative. Becka summarized the presentation for the Committee and said that the numbers of Bicycle Friendly Community applications has grown tremendously from year to year. Currently SLC, Park City and possibly Moab are silver level communities with many others in Utah reaching bronze level or receiving honorable mentions. The League has put together an incredible info graphic showing the building blocks of a bicycle friendly community which include working on enforcement, education, engineering, evaluation and encouragement, all of which lead to key outcomes. Ridership is one of the things they look at as a key outcome and in cities of approximately the same size, SLC is ranked #11 on the League's list for ridership among small cities. This is ranked by data gathered by the American Community Survey, collected by the U.S. Census Bureau. Steve gave them some examples of what other cities are doing to promote bicycling including protected bike lanes, buffered bike lanes, outreach education and efforts, advisory bike lanes, safe routes to school and bike blvds. David asked if the local schools have the capacity to create their own safe routes to school. Elicia said that there are some school principals that do but largely the school are overwhelmed. Steve spoke of the transition in bicycle advocacy and accommodation from the initial question of being legal to ride on roads to whether it is safe to whether it

is pleasant, faster, and more convenient to ride instead of driving. Becka said he gave some examples of road diets which are fairly standard designs; SLC is doing many of those. He then gave examples of things making it advantageous to ride a bike like when you have an easy bike pick up and drop off such as SLC's Green Bike program. Another example is to create dead-end street connections, making it legal to go through on a bike but not legal to drive. He gave some specific rankings of SLC's 2010 application and updated a few of the numbers which show that ridership is increasing a little faster than the national average. Steve went through key outcomes including ridership, crash rate and fatality rate. SLC's crash rate was 2 out of 5 which equates to 395 crashes per 10K commuters. Elicia asked if those crashes were measured out by police-reported crashes only and Becka said she believed that was correct and does not include hospital data on crash victims that may have been treated but their accidents not reported to the police. Steve suggested that SLC should increase the percentage of arterial streets with bike facilities, do more crash analysis, and produce a plan to reduce the number of crashes as well as doing a bike safety education program in all of the schools. Becka gave a handout to the BAC members titled "The Building Blocks of a Bicycle Friendly Community". This document indicated that SLC's key outcomes are pretty solidly silver so if they are hoping for gold they really need to move the needle a little on these. One Committee member asked if there is a local bicycle liaison and was told that there is and we can invite her and other professional connections to the Committee meetings as appropriate. Becka said that SLC has made a lot of strides on adding bike lanes in the past few years and believes it is natural that increased ridership will lag slightly behind the addition of new infrastructure. Dan Bergenthal in the Transportation office will be working on a crash-reduction plan as the staff lead on safety and complete streets. The City has some safety models from other cities which is something they'll be working on in the fall. The next step for the Bicycle Friendly Communities application will be to begin with the draft the city staff has already started and work through it with the BAC sub-committee.

Motion: Jason Stevenson moved to adjourn the meeting. Denise Hunsaker 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)