

## SALT LAKE CITY

### BICYCLE ADVISORY COMMITTEE

#### Minutes of the August 24, 2015 Meeting

Present from the Bicycle Advisory Committee were David Brooks, Denise Hunsaker, Jason Hamula, Jason Stevenson, Scott Lyttle, Shaun Jacobsen, Suzanne Stensaas and Todd Hadden.

Absent from the Bicycle Advisory Committee were Elicia Cárdenas, Ken Yonemura and Mark Kennedy.

Also present were Nora Pincus, Alexandra Zimmerman, Becka Roolf, Sgt. Lisa Pascadlo, Cris Jones, Colin Quinn-Hurst, Amy Pufahl, Dennis Faris and Eliot Setzer.

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 Scott Lyttle.

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

Public/Open Comment – There was no public comment.

Announcements and Connections – Suzanne said she was quite involved in the potential Parks, Trails, and Open Space bond issue due to being a member of the East Bench Planning Committee. After reviewing the bond on [www.slcgov.com](http://www.slcgov.com), she saw there was a proposed bike path going through the Bonneville Golf Course that she was interested in. She found out quite a bit about the part of the project that she was interested in but in her opinion this bike path did not solve the Foothill problem and didn't seem to fit into any plan or a solution to a commuting problem. She thought it would be recreationally nice as you could connect to Emigration Canyon and go up Sunnyside, etc. By the time she got all of the information that she wanted, the bond was called off. She didn't feel as though there was enough time taken to carefully put something together and that it was somewhat rushed. She believes that if this comes up again, the BAC should really be on top of it, think about what their priorities would be and really get behind whatever portions of it that they may feel strongly about. She urged the BAC to think broadly and economically and weigh in on what they want next time. Colin said that every project within the proposed bond was already in the Pedestrian/Bicycle Master Plan. In the process of making that plan, it was brought up that there was a need for a commuter route from Wasatch Blvd. to the University of Utah. David said it's been really fun interviewing all of the potential BAC members. There were some really good candidates and the Interview Committee will be sharing them with the entire Committee soon. Denise said the 13th South viaduct is finished, opened and two months early. She said there are two wonderful paths east and west and two shared lanes for bicycles. She also

said a portion of 900 South was repaved and it's lovely. Becka reminded the Committee that the annual bike counts are coming up the second or third week of September and they are working on recruiting volunteers. Shaun said it's been fun seeing the construction of the 300 S/200 W separated bike intersection and particularly likes that it doesn't funnel pedestrians and bicycles into the same path. He also had a question about 200 South, and why a section narrows to only about 24 inches at about 600 East, there's also a steep ledge and a manhole that seems quite dangerous. Becka said that is something that needs to be corrected and is already on a list of things to be fixed on that route. Scott said he'll be traveling to Paris in the next few weeks and is excited to use their large bike share network.

### 200 West

*Colin Quinn-Hurst, Transportation Division*

Colin gave the Committee an update on the 200 West project. He passed around a handout with information regarding what outreach has been done, what the infrastructure outcome will be and what people's reactions were. All of the stripes are on the street so people are already using it as intended. Last week the first two corners of the protected intersection were put in. This is the second protected intersection in the U.S. and the third in North America. It is anticipated that everyone will begin doing these within the next few years. This week the concrete curb between the parking and bike lanes will be installed and next week the protected intersection islands will be finished. The last major hurdles for construction will be installing the two big corner islands. Transportation is anticipating getting a lot of feedback from the public as they start using the full intersection. Photos of how the intersection is being used already were shown. Shaun said that when he used it going from north to south, his inclination was to veer over and get into the left hand turn lane to turn but there were cars so he went through the stop and waited for the light as intended for bicycles. He said he thinks it's great and likes how the bicycles are separated but the bike is more like a pedestrian and you have to plan ahead and turn left in two stages. Colin said one of the big concerns being addressed is with large vehicles turning between the medians, but they seem to be able to do it. The city is meeting with some of the delivery companies this week to talk to them about how it's working so far with the initial islands while there is still time to make adjustments before all of the islands are installed. The Committee was given handouts with information on how to use the protected bike lanes. The project should all be done around the first of October and the City would like to do a big grand opening sometime that month. The thought is to close the intersection for a short period of time so cyclists and pedestrians can walk through the area and get a feel for how the intersection works in a no consequence environment. Suzanne suggested nearby schools be contacted and invited to the grand opening so the students can come down and learn how to use the intersection.

Approval of Minutes– **Motion:** Todd Hadden moved to approve the minutes of the July 20, 2015 meeting with one amendment. Jason Hamula seconded the motion. The motion passed unanimously.

### Bike to the U

*Alexandra Zimmerman, University of Utah*

Alexandra gave the BAC the social media links for the University of Utah so they could stay up to date on what bicycle related activities the U is doing. Multiple things are posted, including when the City is looking for bike count volunteers and when they are having their annual Bike to the U Day. This year their Bike to the U Day is on September 17th. It will be their 5th annual and will be more bike oriented than usual. They will have the bike valet and are partnering with the University Police to do the Lock It or Lose It program where they will be registering bicycles and handing out free kryptonite lock and cable combos. This upcoming Wednesday will be their Plaza Fest and Julianne Sabula will be there along with other transit related people doing a transit outreach day. The U still has their bike valet during football games but since it isn't showing the return they want, they are trying to come up with other creative solutions for people who ride their bicycles to the game. One of the things that they've done is work with UTA so that the tickets to all their athletic events and some art events are also a ticket to ride UTA. Some additional proposed solutions are covered bike parking, more bike cages and bike lockers. Shaun thought the bike cages seem like a great idea for students and asked if bike thefts were still high like they were a decade or so ago. Alexandra said that from what she can tell, most of the bike theft is due to cable lock use or bikes being left out for extended amounts of time. She also said they gave out 200 bike maps during orientation and have received a record number of e-mails regarding bike cages, bike registrations and bike rentals.

### Transit Master Plan

*Julianne Sabula, Transportation Division*

The Transportation Division is working on a city wide Transit Master Plan, the first ever master plan for public transportation that the City has endeavored to produce. Even though UTA is the regional provider of transit, the city is looking at how they can better communicate their priorities for transit specific for Salt Lake City residents, workers and visitors. This way, if they identify funding sources, they have a way of communicating exactly what they would like done with that money. Julianne explained the first part of the process, showed the basic schedule which is due to be a complete plan by roughly the end of this year. Existing conditions have been gathered, some goals have been developed but they still need to vet those goals and they have identified some system gaps based on the data they've collected. They have started to look at some key corridors and have developed an evaluation framework. She went over how they will make decisions about what is the best scenario for transit and what criteria will be used. There has been a lot of public outreach as well stakeholder interviews which included City Council members. All of the information gathered from the public and stakeholders is being compiled in addition to the data collected so they can look at some key themes and where they all align. Julianne briefly explained other projects and plans that Transportation is working and how they are related to the Transit Master Plan, including transit projects such as the S-Line Phase II, Downtown Streetcar, potential changes to Foothill, the Davis County and Salt Lake City connector project, and other City and Regional Plans such as Plan Salt Lake, Wasatch Front Regional Transportation Plan and the Pedestrian/Bicycle Master Plan. 4 out of 5 trips to Salt Lake City are not commute trips but most of the regional planning is based on commuter trips. There is a

6% transit mode share for the commute but for overall trips, it's only 2% so there are some needs that are possibly not being met. Julianne showed the BAC some maps showing transit use patterns and where there is a bit of misalignment. She also explained first and last mile barriers which is exacerbated by the large block sizes in Salt Lake City and is where bicycling and walking is particularly important. She showed a map of passenger amenities and 83% of SLC stops don't have a bench or shelter. Several BAC members brought up some specific gaps in service and routes within UTA's system. Julianne invited the committee to look more at and give input on the information on the Transit Master Plan at [slcrides.org](http://slcrides.org), including maps and a pretty extensive fact book.

### Foothill Drive Implementation Study

*Cris Jones, Transportation Division*

Cris gave the Committee a brief update on the Study and a handout which he went over. Transportation has been working for quite some time to develop a scope of work amongst several different agency partners that are hoping to fund this effort. The scope has been identified, advertised and a consultant has been selected. The chosen consultant is InterPlan who has been involved in a lot of the previous work on Foothill. He showed them an overview of what has been communicated amongst the different agency partners as far as what work they're doing, why they are doing it and how they're going to do it. The purpose of this work is to develop an implementation strategy for multiple levels of projects for Foothill Drive to improve mobility for all users. They want to make sure that anything proposed for this effort has broad stakeholder support and community support. They need to have items that can be implemented next year or in the next several years and are working towards a long term vision for the corridor and that multi-modal needs as well as regional demand are being addressed. The approach is to maintain stakeholder support while respecting the previous work that has been done on Foothill. There is an 8 month work plan once InterPlan is officially under contract within the next few months.

### Downtown Bikes on Sidewalks

*Becka Roof, Transportation Division*

The BAC previously discussed the idea that the Transportation Division would come back with a proposal in regards to bicycling on sidewalks in the Downtown Business District. They haven't gotten to that point yet but Becka wanted to fill the Committee in on where thinking has been on that subject. She thanked the Committee for having a good discussion on this at their June meeting. Some of what came out of those work groups was that there is interest in having bicycling be more accessible for people who don't feel comfortable on the road like families, people downtown and seniors who may not be comfortable on the road. Transportation started talking about some potential solutions and determined that a blanket lifting of the ban is probably not where they're headed so they're trying to think of some ways to put in some reasonable, enforceable changes to take care of the concerns they are hearing. Becka went through the pros and cons of some of the potential options and then read several e-mails from citizens who are opposed to cycling on the sidewalks. Shaun said he thinks education would be great and stenciling is a good idea and maybe even better than trying to rescind the ban.

Suzanne said if they can't rescind the ordinance, they should put up signs, stencil sidewalks and begin enforcing it.

Brief Updates – These updates were postponed due to time constraints.

Education Trainings

600 East Neighborhood Byway

900 South – Bike lane changes (200 W to 900 W)

2016 Resurfacing Projects

BAC Vacancies

**Motion:** Denise Hunsaker moved to adjourn the meeting. Jason Hamula seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:39 p.m.

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