

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the November 17, 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, Suzanne Stensaas and Todd Hadden.

No members were absent from the Bicycle Advisory Committee.

Also present were Becka Roof, Amy Pufahl, Phil Sarnoff, Christina Robb, Linde Smith, Cameron Johnson, and Molly Robinson.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:02 p.m. by Scott Lyttle.

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

Public/Open Comment – Cameron Johnson who is a frequent bicycle commuter said he appreciates the City's leadership on bicycle accommodations however he has a bit of frustration over glass in the bike lanes. Becka said the Streets Division does sweep streets with bike lanes twice per month but he can always report glass or any other problems in the bike lanes on www.bikeslc.com. Christina, the director of the Salt Lake Gallery Stroll asked how she can get better plugged in to the bicycle community. The third Friday in May they hold a Gallery Roll which coincides with the Bicycle Bonanza at the Gallivan Plaza and she feels they are complimentary to each other. One suggestion that she has received is to set up some partnerships and incorporate art and bicycling by perhaps getting artists and their work into bike stores and bike related venues such as the Bicycle Bonanza. Elicia suggested she also contact the Salt Lake County Bike Ambassadors. Christina inquired as to how she could discuss this further with the group and David Brooks; part of the BAC marketing sub-committee said he would be happy to speak with her after the meeting. Becka feels the Bike Bonanza and Gallery Roll are very complimentary and said perhaps an organized bike ride from one to the other could be arranged.

Approval of Minutes – Motion: Suzanne Stensaas moved to approve the minutes of the October 20, 2014 meeting. Shaun Jacobsen seconded the motion. The motion passed unanimously.

Announcements and Connections – Becka gave the Committee Members a heads up that Transportation is starting their work on the 2015 bike map. Some of the feedback that has been received is that there are too many different lines and colors on the map so

they are trying to simplify it and are looking at a couple of models from other cities. She showed the Committee some of the map examples from other cities and asked them to think about what advice they may have as she will be bringing in the bike map drafts and having the Committee as well as the public give their input. Transportation will be making the new map more image based and will also be selling ads. They will begin by contacting those who had an ad on the current map and then proceed if there is extra space seeing if anyone else is interested. The pricing for ads is \$395.00 for a ½ panel and \$595.00 for a full panel. Suzanne asked if the Cycle the City route would be on the new map and was told that it is being talked about and may be on the back of the map. Mark has had a lot of people tell him how much they like 300 South since it's been changed including at least one 300 South merchant. Jason Stevenson wanted to remind the Committee that it is currently open enrollment on www.healthcare.gov and if you're biking in the winter, having health insurance is a really good idea. He also suggested an idea for public safety outreach featuring "real people" local bicycle commuters. Phil said that's a great idea and that he's trying to get legislative appropriation for a bike safety campaign. The committee looked briefly at the similar People For Bikes campaign / bill board ads. Denise said SLCC is starting a lifetime bicycle registration program through the college's parking services. This will be beneficial if your bike is lost and found on campus. Suzanne asked Phil if it would be appropriate to contact one of the car services like Uber and suggest they put a bike rack on some of their cars. Phil told her that as a citizen she is welcome to contact them and said he may as well.

Downtown Master Plan – Public Draft – Molly Robinson, Planning Division

Molly Robinson, the Urban Designer for SLC's Planning Division and the project manager for the Downtown Master Plan (DMP) said the DMP is a 25 year vision and implementation plan that directs growth and development in the downtown. This particular draft plan reflects about 18 months of public engagement incorporating community values as the foundation for the vision and principles of the plan. The DMP identifies how the downtown will help implement city wide visions and goals. These city wide visions and goals are outlined in plans like Plan Salt Lake which is the city wide vision and other issue specific plans like the Bicycle/Pedestrian Master Plan. Typically a master plan is for a specific area and establishes the policies and framework for growth and development in that area. This plan establishes the vision or the big idea, has a framework which is kind of a road map for how we're going to achieve that big idea and outlines some concepts or strategies for moving towards that vision. It's the ground work for zoning changes, infrastructure investment and development and features providing housing choice as a critical component to fulfilling city livability goals among other objectives for a prosperous and vibrant downtown. Some of the key themes focus on a jobs/housing balance; the 2010 census tells us that our downtown population is about 5,000 people and the plan is establishing a goal of 20,000 in the downtown beyond just the Central Business District. Molly showed the Committee the plan and said it is a complimentary plan to the transportation plan for the same area which is Downtown in Motion and was adopted by the City Council in 2008. The DMP talks about economic development and increasing downtown's role as an economic engine for the city, region and state as well as livability, improving neighborhood or district level amenities and transportation or housing choices. The plan also talks about downtown

as a destination and making downtown a better internationally recognized place for residents, the region in general and visitors. At the end of August, the Planning Commission decided to move forward with a favorable recommendation to the City Council for adoption. The Planning Commission is required to make a recommendation to the City Council who in turn will make a decision to adopt the changes or not adopt the proposed master plan so, typically the draft plan is submitted to the Council after the Planning Commission decision is made and any remaining issues with the plan are addressed through the Council process. There were some issues brought up by some of the Plan's advisory members after the Planning Commission review so there have been further public meetings to address these issues and a final list of recommended changes will be forwarded back to the Planning Commission for their discussion and approval. This will not likely take place until January so in the meantime the Planning Division is still taking comments from the public. Molly said there is a project website so if anyone is interested in commenting they can go to www.downtownplanslc.com or e-mail her directly at molly.robinson@slcgov.com. Elicia asked why she didn't see anything in the plan regarding increased requirements for residential buildings to increase their bicycle parking and was told that this is something they would look for direction from the Bicycle/Pedestrian Master Plan on. Suzanne suggested they be more specific on many of the pages where there is reference to other master plans by inserting the section of that referenced master plan with the details it refers to. She also suggested they rethink some of the colors used in the plan as she felt the layout is lovely but if you are printing with a black and white printer, some text is lost. Suzanne was also given a definition of a green loop which is a loop around downtown that is a linear park. Molly said it came out of the Downtown Rising Plan however; because this is a high level conceptual idea that they are talking about implementing over a 20 year timeline, she doesn't have further detail at this time.

Sidewalk policy work group update

Recommendation on bicycling on sidewalks downtown

As per the Committee's discussion at their previous meeting, Shaun reached out to Jason Mathis with the Downtown Alliance on the BAC's proposed change to the sidewalk policy. Christina asked if this would open the door to other modes of transportation on sidewalks and Shaun acknowledged that there may need to be some clarification of that as well as some discussion on signage telling people to walk their bike where appropriate. Shaun received a letter from the Downtown Alliance with their formal recommendation to precede with the BAC's suggested sidewalk policy changes. The Committee would like to revisit their proposed changes and formally vote on it at their next meeting. If it passes, it will then be sent to TAB to review.

Follow Ups:

Input on 500 North design

Mike Barry spoke about the section of 500 North on the north side of the capitol between Columbus Street and East Capitol Blvd. He said UDOT is doing a mill and overlay project on Beck Street from Victory Road north all the way to State Street and are going all the way around the capitol. The City has been talking for years about increasing the parking in that area so they came up with doing some angle parking on

the north side of the capitol and they also want to do some bike lanes there. Since the two are incompatible in some respects they have taken the BAC's recommendation, will review it and probably have a decision in the next few weeks. While ultimately it is UDOT's road to maintain, the City feels that UDOT will probably take their recommendations on the proposed changes.

Input on 600 East Bicycle Boulevard

Mike said the 600 East Bicycle Boulevard has been an extensive process developing the initial concepts, public engagement, designing and revising. The City has also had the 300 south bike lanes going in which have influenced some of the steps taken on building in that area. That means they've kind of pulled back on some things in that area between 600 South and 300 South but there will still be bike lanes going through there to connect to the protected bike lanes. A lot of input has been gathered including from the BAC work group as well as many other sources and all of the ideas and suggestions from these sources has gone into developing the plan. The City will be building in phases, the first being the addition of three traffic signals, the TOUCAN signals. One will be at 900 South, one at 1300 South and one at 2100 South. The second phase will be the striping and pavement markings throughout the project and a crossing at 800 South and 1700 South which may also have flashing signs with medians and possibly some curb extensions at 800 South to shorten the crossing.

Jordan River Trail Bridges

Transportation has gone out and looked at a reported hole in a specific bridge along the Jordan River Trail. Becka showed the Committee pictures of the hole and while the planks do need to be replaced and the deck in general needs some maintenance, the hole is not large enough for anyone to fall through. It's perpendicular to the direction of travel so it's less of a concern than if it were going the other direction and they are doing some follow up with the Parks Department to see how they can address this and get it repaired over the winter.

Bicycle/Pedestrian Master Plan Public Draft – has not yet been released: Anticipated late November or December

Becka said that the public draft will be coming out later than previously announced due to some additional strategic revisions including map legend simplification; now anticipated for late November/December.

Capital Improvement Program (CIP Funding/Bicycle projects)

Last year as the City was preparing their CIP applications, the BAC was just beginning so Becka wanted to give them a little bit of an update on where Transportation is with CIP funds because they are again at a decision point in the year where they have the opportunity to submit new CIP applications. In mid October, the City Council made decisions about the CIP funds that had been applied for during the previous year and there were a couple of bicycle specific related projects that were funded. One is completing a portion of the university to downtown bikeway, another being to collaborate with the University of Utah on some connections between the city streets and the campus, particularly around North Campus Drive and Federal Heights and also

to address some other spots of bikeway gaps around the city. Since Transportation is about to have an opportunity to apply for additional funds for next year, Becka would like the BAC to think about things they think the City should move forward on faster and will be asking for their input and endorsement for what applications are submitted. These are for infrastructure items only for example; signage or TOUCAN signals are things they could ask for. Suzanne asked if the incomplete section of the S-Line is something they could ask for money to do however that is owned by South Salt Lake and does not qualify. Becka did say that Salt Lake City is aware of that section, has had multiple requests to finish it and is planning to meet with South Salt Lake and UTA to come up with some solutions. Transportation is not yet sure of the timeline on these applications but will begin to work on them soon. Committee members also suggested replacing narrow Jordan River Trail bridges and additional funding if needed for 600 East bicycle boulevard Phase 3.

Motion: Suzanne Stensaas moved to adjourn the meeting. Todd Hadden seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:32 p.m.

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