

## SALT LAKE CITY

### BICYCLE ADVISORY COMMITTEE

#### Minutes of the November 21, 2016 Meeting

Present from the Bicycle Advisory Committee were David Brooks (via phone), David Parrott, Elicia Cárdenas, Josalyn Bates, Shaun Jacobsen and Todd Hadden.

Absent from the Bicycle Advisory Committee were Denise Hunsaker, Jason Stevenson and Nora Pincus.

Also present were Becka Roolf, Phil Sarnoff, Amy Lyons, Cris Jones, Mark Kennedy, Colin Quinn-Hurst, Jeff Gulden and Dave Iltis.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 5:01 p.m. by Elicia Cárdenas.

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

Public Comment – Phil Sarnoff said the Utah Bike Summit will be held on March 14<sup>th</sup> in Ogden. The keynote speaker is Mike Lydon who works for Street Plans in New York City and is the author of Tactical Urbanism.

Approval of Minutes– **Motion:** Shaun Jacobsen moved to approve the minutes of the October 17, 2016 meeting. Todd Hadden seconded the motion. The motion passed unanimously.

#### McClelland Trail / 9-Line Extension

##### *Colin Quinn-Hurst, SLC Transportation*

The McClelland Trail construction from about 800 South to 2100 South, which began in August, is wrapping up. There is still some signage and other small punch list items that need to be completed. The section from 1300 South to 1700 South is kind of the heart of the trail project because it's an off street portion through a neighborhood with very little traffic. The City took the opportunity to make that section a nice wide bike path with art sculptures, signs, landscaping, etc. Shaun has been out on the trail and said it's looking good. Colin showed before and after pictures and said the trail follows the canal which begins at Utah Lake. He also showed a map of future trail connections. The next hurdle will be connecting the trail from the low key neighborhoods, across 2100 South through the Sugarhouse Business District to Fairmont Park. The circulation plan recommended removing parking on the east side of the street and installing a two lane bike lane. Transportation requested Capitol Improvement Funds to build this and received \$60K for this project. Since then, many things have changed within the area so the City

decided to take a step back and make some changes to meet the community's goals. There will be an Open City Hall on this subject so the public can submit their opinion on each option to help narrow down the best characteristics within each. The first option is a two lane protected bike path with parallel parking on one side with two way vehicular traffic. This option cuts parking in half. The second options tries to provide a bit more space for parking by making the street a one way street opening up room to put in angled parking, a bike lane and providing wider sidewalks for businesses. With this scenario, only 4 parking spaces would be lost. There is more parking than demand in this area but people don't know where it is and what is available therefore tending to park on the street where it's easier to find. Colin explained the construction going on in the neighborhood and said there will be a new road running through the Granite Furniture block providing better circulation. He answered some questions regarding the current configuration of this area. The third option would be to focus on slowing traffic down and making a shared space, a plaza type street with walking, biking and driving with parallel parking spots. Shaun asked if the third option would make the road a one way. Colin said they haven't modeled it that way but it is a possibility. The City is also planning on installing a HAWK signal at 2100 South and McClelland as well as looking at options near the intersection of the S-Line and Parley's Trail which range in costs. He went over those options which will also be on Open City Hall for public comment. Elicia asked about Elm Street and how much traffic they will get with each design. Colin said it will end up aligning with Wilmington Drive and will get a fair amount of traffic. Shaun asked about the stretch between Hollywood and 2100 South and the direction of the sharrows, Colin said he would look at that section and the placement of that sharrows. Josalyn asked about the trail section through Westminster. Colin said they support the trail but are now checking to see what their liability might be if portions are on their property. The City has not yet received confirmation so people may need to be re-routed around onto 1700 South. Shaun asked how Colin's meeting with the local businesses went regarding the 9-Line Trail extension. Colin said the meeting went well and people are supportive in general. The business district supports this and would like to see the amenities that are currently at 9<sup>th</sup> and 9<sup>th</sup>, carried all the way up to 1100 East. Elicia said they would like to have this as a topic on their next agenda to discuss these options as a committee and see which they find more favorable. In the meantime, Transportation is welcoming individual comments on Open City hall.

### Foothill Drive Implementation Strategy

#### *Cris Jones, SLC Transportation*

Cris acknowledged that he received a letter from the BAC with their input regarding the scenarios developed for this project. The City has had several partner meetings where they have discussed what they've been hearing from the community to see where all of the agency partners are coming in at as far as what they would like to see happen on Foothill. A series of 8 goals has been developed that were given a thumbs up by all agency partners as well as 6 different scenarios that BAC was able to view. There was a public open house and an online open house with nearly 1,000 responses. The partners are currently evaluating what works well for the community and what models well for UDOT and trying to pick out the best pieces of each scenario to develop the ultimate project list that will represent their final scenario. There were over 100 people that

attended the open house and of the feedback received thus far, approximately 1/3 has been from people living in the Foothill Corridor and the rest is from around the valley. He gave a brief summary of the public feedback received. Cris went over the 8 goals and the 6 strategies for achieving those goals as well as the next steps and what he envisions presenting to the BAC next. The City is hoping to have additional public outreach in January and comments can be left and updates can be found at [www.foothilldrive.org](http://www.foothilldrive.org). Elicia said that one of the goals is to increase access for all modes and she asked that they really hold that goal close because she thinks that might be the compromise that would be very valuable for both cyclists and pedestrians.

### 900 West Complete Street Project

*Jeff Gulden, SLC Transportation*

Transportation is currently designing a lane reconfiguration for 900 West that will transform the roadway from 4 vehicle travel lanes to 2 vehicle travel lanes with a continuous left turn lane. This project is from North Temple to 2100 South and will include some enhanced pedestrian crossings, a bicycle lane as well as a new park near 1300 South. The purpose of this project is to increase safety, livability and increase mobility for all roadway users. This project falls in line with both the Pedestrian/Bicycle Master Plan and the West Side Master Plan and the City is hoping to implement it during the summer of 2017. There is bus service along this route and the City is working with UTA to identify locations to improve, relocate or combine bus stops for better service. Todd asked about the crowning and faulting issues and whether rehab is a part of this project. Jeff said the crowning issues will be fixed and he will check into the faulting issues. Dave asked why there are no protected bike lanes. Jeff said they are leaning towards buffered bike lanes instead because of cost and the number of driveways that are along the route but it will be built so as not to preclude the possible addition of bollards or other dividing items in the future. Originally, all public outreach was going to be done through the Community Councils and City Boards but the City is now revisiting that idea and thinking about doing an open house or some other outreach. Elicia asked how the BAC can support Transportation in this project. Jeff said members could attend the future open house, the Community Council meetings and send any comments or suggestions to [transportationinfo@slcgov.com](mailto:transportationinfo@slcgov.com). Elicia asked if any of the members would like to shepherd this along, Todd, Denise and Shaun volunteered to keep an eye on this project and keep the BAC up to date.

### Connections & Announcements

- Todd – TAB – Todd was unable to attend the TAB meeting.
- Lisa Pascadlo – SLCPD – Lisa was not in attendance.
- Jason S. – McClelland Trail – Jason was not in attendance.
- Todd, Mark, Dave P – Public Utilities Treatment Plant – Todd said this tour was interesting and they learned a lot more about water treatment than traffic flow. They did push to have a connection between the Jordan River Trail and 2300 north so cyclists could make the shift to downtown. He also said that during construction there will probably be a lot of trucks and it sounds like one of the refineries is thinking about moving their

truck terminal to that side of the freeway. Because of 9-11, the treatment plant has had to secure this area so it isn't as pedestrian and bike friendly as one would think it should be. He explained how the plant is going to reconfigure the area when they rebuild it and has talked about opening up a trail along the canal at that time. They also pushed for the plant to extend 2300 North to the river so there would be another trailhead. Mark said there was also talk about opening the northern portion up to let people wander through.

#### Brief Follow-ups

- U to DT Bikeway – This construction is nearly finished, they are just completing some punch list items. The opening will be this spring and there has already been an increase in cyclists in this area.
- 2017 – Transportation is still working on figuring out which streets will be resurfaced next year and what bicycling potential there will be. Becka will report back when she has more information.
- BAC Vacancies – Becka has not yet received an update from the Mayor's Office on filling BAC vacancies.
- Cemetery – The proposed goals for the cemetery are currently on Open City Hall. Becka encouraged everyone to look there for updates.
- Bike Maps – Salt Lake City is having a discussion with Salt Lake County about collaborating on a joint Salt Lake County/City bike map this spring.

Dave Iltis said that there are no sharrows between 100 South and South Temple on University Street so it extends the bike lanes by one more block in a very rotten place to ride a bike unless there were sharrows. Secondly, he said that while the speed limit has been reduced to 35mph on the I-80 Frontage Road from the International Center to 8000 West, with the prison rebuild, they're going to get hordes of gravel trucks and with a 35 mph speed limit on a very narrow road it's going to be dangerous for cyclists. Thirdly, the Mount Olivet Cemetery bike path is not going to happen because he feels the City is unwilling to challenge a contract that they signed with the Cemetery. Elicia said they will look at putting that item on a future agenda for further discussion.

**Motion:** Shaun Jacobsen moved to adjourn the meeting Todd Hadden seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:31 p.m.

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