



**Salt Lake County Bicycle Advisory
Committee
Facilities Planning Sub-committee
Meeting Agenda
4 pm, July 20, 2011
Salt Lake County Government Center**

WELCOME/INTRODUCTIONS - Chad Mullins

MINUTES – See SLCBAC website for minutes

ANNOUNCEMENTS - Public Comments.

BUSINESS ITEMS

- Chair Report – Chad Mullins
 - Bike route signage: since bike route signage and “share the road” signage and pavement markings are standard MUTCD, it should not be necessary to wait until next year for the Bicycling Best Practices consulting study to be completed before proceeding on key routes. The following quote is copied from Becka Roolf’s July 2011 Salt Lake City Transportation Report to MBAC:
SHARED LANE MARKINGS / CLOSING GAPS:
Shared lane markings can be added independently of pavement treatments. Staff are proposing to add shared lane markings to the following types / specific streets.
Multi-lane streets - Shared lane markings added to outside travel lane, with "Bicycles May Use Full Lane” sign. Some sections of bike lanes may be provided where they fit.
Quiet Streets - Shared lane markings added to these streets, no signs.
Bikeway Gaps [bike lanes end] - Shared lane markings added to these streets, with "Bicycles May Use Full Lane” sign.
Downhill side of streets - where there is a significant slope. Shared lane markings added to these streets, with "Bicycles May Use Full Lane” sign.
 - 2700 East curb and gutter installation between ~ 3500 and 3800 South: Add bike route signage and the "Share the Road" signage to this section of 2700 East. SLCBAC recommended that 2700 East be designated a bike route, and the latest WFRC/County Cooperative Bike Route Map shows 2700 East as a proposed Class 3 bike route (bike route signs and striped shoulder for bicyclists). Unfortunately, the work does not appear to include the dangerous blind S-curve further to the north (~3400 South) where there is no shoulder for bicyclists. This area needs to be signed with shared lane pavement markings (“sharrows”) and "Bicycles May Use Full Lane” signage to alert drivers and bicyclists to this danger.
 - Future UDOT overlay project in Salt Lake County on 700 East/Van Winkle between 900 East and Highland Drive (6200 S): This overlay project appears in the Region Two 2011 - 2016 TIP (five-year plan), although it has not yet been funded or scheduled. The most recent WFRC/County Cooperative Bike Route Map shows 700 East/Van Winkle as a proposed Class 2 (bike lanes) bike route and SLCBAC has recommended bike lanes be incorporated into this project. This roadway section has an ample shoulder (~12’) and would be an excellent connector for the 900 East priority* bike route with the southbound Highland Dr priority* bike route at 6200 South, which is also a priority* bike route continuing east at this intersection. It would also connect with 1300 East which is a bike route. As you can see this would be a great connector for networking bike route corridors.
*The most recent WFRC bike route map for the 2040 RTP designates Van Winkle as a priority Class 2 (bike lanes) bike route as well as the other asterisked routes. Furthermore, all of the bike routes discussed are designated as existing or proposed Class 2 (bike lanes) bike routes.

- Engineering Report - Frederick Lutze
 - Bike Route Status Report 2011 update (see attached)
- Planning and Development Report – Spencer Sanders
 - County RFP for Bicycling Best Practices update
 - County Cooperative Plan Map update
- Mayor’s Office – Colin Smith
 - ? Coordinating the goathead weed problem on the Jordan River Trail in 2011
 - Report on SLCBAC participation in UDOT’s “Road Respect” campaign and event on June 13th.

Previous BUSINESS ITEMS in progress (see below)

ADJOURN

NEXT MEETINGS

- SLCBAC FACILITIES PLANNING SUB-COMMITTEE MEETING: Wednesday, August 17, 2011, 4 – 6 pm.
Meetings will be held every third Wednesday of the month in Room N3001

Scheduled Street improvement projects with bicycle facility recommendations:

700 East/Van Winkle (**UDOT overlay**): Van Winkle has an excellent shoulder south east from 900 East to the intersection at Highland Drive (~ 6200 S). This would be an excellent connector for bike routes south and east of the 900 East bike route.

3900 South west of I-215: Water utility work has torn up the south travel lane of 3900 South. This is a priority Class 2 bike route (bike lanes) and provides an excellent opportunity to stripe bike lanes on the south lane shoulder. This is a steep uphill grade and bicyclists and motorists would benefit from a bike lane traveling east on 3900 South on the uphill side because of the speed differential. A bike lane is less necessary in the west direction for the downhill travel lanes because bicyclists will be traveling more nearly the speed of motorized traffic. Providing only one bike lane in these circumstances is in accord with the recommendations in the 2010 Draft AASHTO Guide for Bicycle facilities. **Bike route and “Bicycles May Use Full Lane” signage and share the road pavement markings.**

Sego Lily Drive chip seal (White City): Sego Lily Drive between 700 East and 1300 East in White City township is scheduled for chip sealing. This is a priority Class 2 (bike lanes) bike route. Presently bike lanes and **bike route signage** exists only at the intersection at 700 East.

Magna chip seals at 7200 West and 8000 West (question -- only north of 2100 South?)

Microsurfacing 2700 South from 9200 W to 8400 W. Although not currently designated as a bike lane, 2700 South is a popular bike route and with a 25 mph speed limit is an ideal candidate for bike lanes and **bike route signage.**

2820 S Parkway Blvd. chip seal from 7200 W to 8000 W: Recommended for priority consideration for bicycling infrastructure improvements -- **bike route signage** and consideration for class 2 bike lanes. This should be a designated bike route (see above) connecting 2700 South with the Parkway Blvd. bicycle route to the east in West Valley City.

Millcreek: Upland Drive is scheduled for overlay between 2700 E and 3100 E. This street fronts Skyline H.S. further east at ~ 3200 S and bicycle facilities and **bike route signage** are recommended. Existing fog line striping is very confusing and should be reviewed.