

Salt Lake County Bicycle Advisory Committee Monthly Meeting - August 11, 2017

Present: Kaleb Holt, Betsy Byrnes, Peggy Muir, Martin Gregory, Marcus Kaller, David Ward, AJ Martine, Brady Wheeler, Adan Carrillo, Reed Topham

Absent: Aaron Searle, Ian Scharine

5:30pm- Public Input

Phil Sarnoff announced that the annual Bike Utah Summit will be held on March 13, 2018, at the Utah Cultural Celebration Center in West Valley City. Gil Pendelosa will be the keynote speaker.

5:33pm- Chips and Bike Training with Becka Rolf, Salt Lake City pedestrian-bike coordinator, and Leon Berrett of Salt Lake County

Leon Barrett led off with a presentation on road pavement design. The science of pavement involves (1) preparing a good base, (2) laying asphalt or concrete pavement, (3) protecting it from moisture, (4) providing a slurry or chip seal after first 2 years, (5) repeat every 5 to 7 years, and (6) provide milling overlay after 15 to 20 years. The chip seal is for filling in large surface cracks to prevent the penetration of water. The crack seal is can be used in the preparation of overlay seal, chip or slurry, and can be used to seal large surface cracks. The slurry seal provides a new wearing surface with increased skid resistance, and extends the life of the road for up to five years. Primarily used in neighborhood streets. The chip seal is similar to slurry seal, seals up small cracks, and extends life of the road to five to seven years. It is used on more major roads with more traffic. Milling Overlay is where the old asphalt is removed and milled the road with a smooth, wear surface, with increased skid resistance. It extends the life of the road for 15 years or more. Reconstruction is the complete removal of the old asphalt and base with a completely new surface, along with updating the utilities. It is the most expensive of the processes, and extends the life of the road for 25 years or more.

The Salt Lake County Chip Seal Program involves cleaning and sweeping the road, providing some patches and leveling course as needed, do crack seals and spray oil emulsion, spreading chip, The chip is rolled with steel and pneumatic (rubber tire) rollers. Then the loose chips are swept up, and the fog seal is sprayed over the chips. Finally, they return a few days later

to sweep again. Over the first year, vehicles and snow plows help provide further "smoothing" of the chips, especially over the shoulders of the road. The following cities the county has used the chip seal are: Cottonwood Heights, Herriman, Holliday, Midvale, Riverton, Sandy, South Jordan, West Valley, West Jordan, the unincorporated areas and the Canyons. The chip seal are put on between the months of June and August.

The advantages of chip seal include keeping water out of the asphalt pavement system, being stronger than slurry seal, provide good slip resistance, inexpensive, and reduce oxidation (staying black longer). In addition, with proper maintenance, there is less chance of cracks, and better safety for cyclists, and less traffic delay during placement. The chips come from the Nucor steel plant in Plymouth, Utah, from recycled steel slag crushed to chips. The chips meet APWA specifications and come at good price. The disadvantages include it is initially rougher, there is a negative perception, though they are no reported complaints. Some communities don't go through all the steps that the county public works does, and don't use as good of chips.

Becka Rolf stepped into the discussion. She said she likes the chip and slurry seal because they provide blank slate to provide bicycle facilities. The city's chip seal program is similar to the county's. The city is divided into areas of 7-year cycle, that allows for pavement assessment for changing the striping. The slurry seal is used more for minor streets. Becka said that she is seeing and hearing from constituents about pavement quality. She also said that UDOT have enough money to do mill overlay for any of their streets, and also do a version of slurry seal called microsurface. She brought samples of the chips, which are made of natural rock instead of slag, which cost a little more. Their chips lay flatter, are less jagged, and hold on better after plowing. These chip are used in bike lanes and she said they improve the riding quality for bikes. The chips costs \$17 per ton. Years ago, they would skip the bike lanes when applying the chip seal, which resulted in potholes in the lanes, which resulted in cyclists choosing to ride on the chip seal surface more often. She concluded that because the chips are naturally lighter in color, the temperature outside was considerably cooler than a new black asphalt surface. And she is looking for an alternative sealer that is lighter in color to reduce the "heat island" effect. Salt Lake has been using this chip seal for 12 years.

Betsy Bynes asked is there a way for cyclists to make sure the primary routes are in the best conditions. Leon said more feedback is given from Emigration Canyon than from any other canyon road. In addition, the chip seal provided better traction coming downhill. David Ward said there is sweeping going on in Emigration Canyon, and smoothness is the biggest factor. Helen Peters said since this is a township, it is a new element for them to decide what they prioritize.

Peggy Muir said her perception on Wasatch Blvd. is the bike lane is much more rougher than the road lane because it wasn't getting rolled enough. Leon Barrett said they get the same roll as the road lane, just that traffic smoothed it out further. They will do more roll passes on the bike lanes to smoth them out more.

Dave Iltis said on Emigration seven years ago, the chips used were sharp like glass and wasn't smooth, and it didn't adhere to the road very well. He also heard similar complaints on Wasatch Blvd as well. He asked if if they can grinded further to similar size to Salt Lake's. Becka suggested a section with a stone chip instead of the slide chip. She elaborated the chips may work differntly on canyon roads than city roads. Leon said they've been comparing notes with Salt Lake to see which holds up better over time. In addition, he said the county chips hold up better than the city chips. Both he and Becka thought of twin streets using both types of seal to cross-compare.

AJ Martine said people are not being informed enough about these types of seals to make informed decisions. Helen Peters said the chip seal is a low level priority for Public Works and Engineering. Becka said they published a schedule of streets targeted for chip seal years ago. Leon said they coordinate with the local utilities when you do road work, but intend to improve getting public input.

David Ward asked if elevation really does make difference, and how does the county interact with the township in planning with Public Works. Leon said that the roads are now Emigration Canyon roads, not county roads. Because of that, the funding level changed with the creation of Metro Divisions. In addition, he was not sure elevation makes a difference.

Wilf Sommerson said there are issues with dedicate bike paths with gaps very 200 yards along the way. Brady Wheeler said trails, like Jordan River Parkway, maintained by the cities it crosses, not the county. Helen suggested contacting the Jordan River Commission. Martin Gregory asked

what the composition and purpose of the fog seal was. Leon said the fog seal is to bind the chips and give the final layer of emulsion on top. Dave Ittis said that utility construction is awful and can deteriorate on the shoulders, and asked so what can be done to improve oversight by the county and city. Leon said roadcut inspectors come out, but are overwhelmed and acknowledge the need for improvement.

Kaleb Holt thanked Leon Barrett and Becka Rolf for coming to the meeting, and wanted to know how do we give input to help prioritize project and areas. Leo said they send invitations to 120 utility commission, and welcome those who are interested. Wilf said notices for road work are put on door knobs and mailboxes. Becka said projects are subjected to weather, noting the flash floods in Sugarhouse. Kaleb said he would like to see the projects that come out like what what is reported at the Salt Lake City Bicycle Advisory Committee.

6:40pm- UDOT & County Projects

Helen Peters said she will e-mail handbooks on guidelines for people who serve on boards. She also needs committee members to sign Salt Lake County Volunteer contract and Disclosure Statement. She also informed the committee of the sexual harassment and discrimination prevention for volunteers.

Little Cottonwood Road/Wasatch Blvd - Helen talked about the latest UDOT project for this intersection. The purpose is to make a freeflow intersection out of the canyon. Bike lanes will be incorporated. Wasatch Blvd. will connect with to Danish Road. The traffic light will be removed, allowing for people to wait for gaps. Bicyclists would have to wait to make left turns heading north. Dave Ittis said this will be a disaster. Helen said Peter Chang is the project manager.

Bike Racks - Helen Peters found two racks at the Sandy Library. She is asking for a work program budget, which is due by February.

Helen announced that Mercedes Rodriguez applied to join the committee, and shared her resume. Mercedes worked on the Latina Bike Initiative in the past.

Parleys Trail- Ken Richley said the trail is officially completed. Work on the stretch from 300 West to 900 West will be done early September.

Business Meeting

6:54pm- Funding requests

Latina Bike Initiative- May Romo started the program said women didn't ride bicycles because they didn't know how. After researching, she based the program on the curriculum on similar one in New York. This led to teaching bike maintenance, with cooperation from the Salt Lake Bike Collective. They also provided locks and helmets. Many of the women became volunteers to teach bike repairs. May wanted to encourage Latina women to ride bikes and bring a sense of community. Her goal is to create a second session, in West Jordan, with an ESL class. The funding request is \$1,650, and May Romo asked if she wants it too large and where should she ask. Helen said the request should come through the county first, but she hasn't seen it yet. She will meet next week with May to talk about how to bring other resources, and then come back in September.

Kaleb Holt wanted to know what are the metrics to measure the benefits. Helen said to give it to her. May Romo wanted to know what to fix with the request application. She also wants to establish a small sustainable bike repair shop in Midvale, with three candidate locations in mind for families to fix their bikes. Kaleb said the committee couldn't support on-going funding, but can find resources. May said it would be a one-time funding, starting as a pilot program in 2016 as Safe Kids. David Ward asked about her application last year, to which May replied she didn't know what happened.

7:35pm- Bicycle Ambassadors Program (BAP)

Phil Sarnoff said he, Helen, and Beth from BAP have been talking for some time about the contract. He said they were billing Salt Lake County by the hour, at \$25/hour. From September 2016 to the end of July, the total billed was \$11,000. The part that was paid out was \$6,000. Total remaining was just below \$14,000. The issue is the amount of hours for the program coordinator working to keep the program going. He said Helen agreed to provide the banners and flyers, while he Bike Utah will take care of the overhead and cover the administration costs and Beth's position, focus on the people who are interested in the program. Phil said Beth has worked 16 hours, and thinks they need more funds to compensate for additional hours.

Brady Wheeler asked if both Phil and Beth can provide report one what they accomplished by November or December, and Phil said he would. Brady said the committee wants to focus on metrics as a justification for funding. Phil said he believes 2018 is when we see the fruition of program. Peggy said she is a supporter of this program, and

thinks this is a good way to spend money. She wants to see biannual reports, with benchmarks to give to the committee and the county. The position, apparently as designated as seasonal, from May to October, when it should year-round. Dave Ittis asked what the mission and goals crucial for the funding request and the metrics behind it. Phil Sarnoff answered the challenge is to focus on three areas of focus and do it very well. The first item is public events, the second is the two education programs, including a learn-to ride for adults, such as refugees. And the final items is a mentoring to guide people on obtaining a bike and accessories. The plan is to figure out how all these facets fit in.

7:22pm- Budget

David Ward said there is \$7,500 remaining. There was no June dinner meeting this year. \$1,500 was expended on Cycling Utah web advertising. There was no light orders this year. The original plan was to fund \$5,000 for BAP, but it was deemed unnecessary. What happened was the allocated fund was redirected to the Youth Bike Education program. Betsy proposed fund BAP with the understanding the committee will receive the metrics report, at \$3,000. AJ seconded it, and the motion passed.

Helen Peters asked to understand what the Cycling Utah advertisement. Dave Ittis said it was a banner ad on the Cycling Utah web site. David Ward said it gets the committee's name out on the Internet. Dave Ittis said there is also a monthly column writteb by Ian Scharine and Marcus Kaller on the committee meetings. Macus Kaller remarked that he receives weekly reports on views from the group's Facebook page.

7:25pm- Mercedes Rodriguez SLCBAC Application

Martin Gregory motioned to accept Mercedes Rodriguez's application to the committee. Marcus Kaller seconded it, and the motion passed.

7:26pm- Minutes/Commuincations Update

AJ Martine motioned to accept the minutes. Peggy Muir asked that first names be put in in the minutes instead of first initials. Betsy seconded it and the motion passed.

7:27pm- Meeting adjourned