

Salt Lake County Bicycle Advisory Committee – November 8, 2017

Present: Aaron Searle, Betsy Byrne, Adan Carillo, Brady Wheeler, David Ward, Marcus Kaller, Peggy Muir, Reed Topham

Absent: AJ Martine, Ian Scharine, Gregory Martin

5:35pm- Public Comments

Beth Haynes, the coordinator for the Bike Ambassadors program, talked about partnering with Bike Collective on some ideas. They are also starting an Adult Learn to Ride Class on Feb 8 at Escalante Elementary. She had a funding request to purchase five bikes for the class to teach the students. The bikes are purchased as the Trek store for a total of \$1000, and maintenance will be of no charge. Beth cited Fort Collins as an example, they have a fleet of 20-30 bikes. David Ward said they may have enough for the funding, but will discuss in the business meeting. Wilf Sommerkorn asked Beth if they asked other bike shops for bids. Betsy Byrnes asked about the storage of the bikes.

Tom Jackson commented on the grand opening of Parley's Trail. David Ward asked if the trail ended at the Jordan River Parkway, which Marcus Kaller answered no, though plans were developing on an extension.

Ken Richley talked about an underpass construction at Sego Lily Drive and 1300 East should be done within a month. Peggy Muir asked how much Parley's Trail cost to build.

5:45pm- Business Meeting

Beth Mitchell and Roxanne George, from the Office of Administration Service and the Office of Innovation, Data and Engage (OIDE), wanted to discuss how they can help the committee make data-informed decisions. They emailed survey questions to each of the committee members to gauge their opinions on priorities, examined the results and generated a report on the findings, made available to committee members. The first questions showed a consensus that the meetings are good. There were frustrations shared with the lack of opportunities for building connections and partnerships with communities and accounting for funding requests. For meeting the needs of the bicycling community, there was less consensus, demonstrating the opportunity for outreach. The ranking of the goals was as followed: 1. Infrastructure and connectivity. 2. Implementation and finding. 3. Safety, 4. Culture, which the in consensus. Most members agreed that the top priority is tackling the obstacles that stops the community from biking as a method of transportation. The second priority is focusing on safety projects (i.e. education), and third was lobbying for bicycle-related polices for the government. The main challenge facing bicyclists was the lack of infrastructure, based on comments in consensus. The next was attitude awareness between cyclists and drivers, followed by education. The two of the main obstacles prevent people in bicycling were lack of infrastructure, and distance. For

the coming year, there were various visions among the members about what goals to achieve. The ongoing theme, based on those answers were infrastructure, connectivity, advocacy, outreach, learning, and funding.

Beth Mitchell asked the committee about what they do, what is working, and not working. She said words like infrastructure and advocacy have different meanings among people, indicating the consensus is not as uniform. She asked what there were a smaller group of people dedicated to infrastructure, and another group on advocacy, and reported back to the main committee. She also stated lobbying elected officials is not very effective. Brady Wheeler said one of the challenges is being involved in the planning stages of projects, saying the lack of input from cyclists leads to no infrastructure and unsafe cycling roads. Beth Mitchell asked how satisfying the input for ATIP was. Adon Carillo related his experience in the Seattle DOT, where numerous city boards would examine projects and provide feedback, which is not happening with the committee. In addition, he cited that cities are working on projects that have little feedback from the biking community. Brady Wheeler said it is frustrating the cities do not share information on infrastructure projects to the county, and cities often turn down money for improvements.

Reed Topham said the biggest issue for the committee is priorities, agreeing on the most important routes to fix, and planning with the cities. Beth thinks there has to be a way to determine who maintains the street (city, county, or UDOT) and map connectivity of bike paths. Aaron Searle said the county government moves slowly. For instance, it took three years to make a countywide map, after much discussions, and it took collaboration with Salt Lake City. He also stated the committee cannot convince the cities to create a bike plan. Beth said the key is getting the public educated and involved, using ATIP as a foundation, and pick the projects. Aaron said they are not involved in the planning process for infrastructure. Beth then suggested focusing on advocacy instead of infrastructure. Aaron said the county needs to push for bike infrastructure for people to use, and needs adequate data to support it. Beth asked what kind of outreach they are making to city officials. Adan Carillo said the committee needs some leverage to get to have a voice in planning. Beth said they need to have represent critical mass of the public, saying they need to have the advocacy before they have the leverage. Betsy Byrnes said this is an area they can work on, by focusing on one specific project, to bring more attention to people. She cited the poor community involvement in ATIP, possibly because it was so large. Therefore, an emphasis on smaller scaled projects might be more effective. Adan Carillo said people are not going to fill out surveys about biking, unless they see a working, divided bike lane to use. Beth said to look for successful streets with bikes lanes, learn how they got done, talk to the people to accomplished it, advocate it and add it to a county agenda, find officials who would champion the cause. Aaron said if the county had data and get involve in the early stages of planning, and make recommendations, there would be a drastic improvement in infrastructure. Beth said human interest sways people more than data, citing the homelessness situation. She also said if they have the data to support the infrastructure, she

will find it as best as she can. Helen Peters said she asked GIS managers for bike routes, adding any GIS data to submit to the county would be tied to Catnip grants. She also said any improvement projects on an ATIP route, any bike-related planning would be added to the plans. Peggy Muir said the committee had no way of getting ahead of the road changes due to not being let into the process. The information needs to come forth, but the committee needs to be in a position to advise. Adan Carillo said the discussion in planning bike lanes must happen early on, stating he talked to engineers about bikes lanes and they responded in agreement on striping lanes. Helen Peters said she is going to learn more about public works and striping during the winter. Beth said it is strange projects are planned 18 months before it begins. Brady Wheeler said getting data from the cities has been difficult, and there should be some sort of central data sharing with the county as a regional body. He also stated that the committee don't won't to come off as being strong when it comes to advocacy and questions how should the committee approach cities and agencies about bike lanes. Beth said there needs to be more transparency in the process.

Aaron Searle asked what basis should be in allocating the ATIP money. Helen Peters said all the applications were funded that met the criteria, except for a few that wanted the chip seal. David Ward asked if the committee could see the ATIP projects, and Helen said to look at the project descriptions. No contract were signed yet, only letters of intent. David said, with one of the projects where he lives, he can provide input on that project. He added, when will the input move beyond ATIP planning. Helen said she been invited by UDOT and participate in one project, and talked to another engineer about a geometry view at Highland Drive and I-215, where ATIP was planned there. She added that she is building relationships with UDOT and other that work on infrastructure, which will beneficial. Peggy Muir said if the committee could move above the strip office, it would be great. In addition, she said, when the countywide map was hatched, Wilf Sommerkorn brought several people from several areas to create connectivity. She asked if those people were still coming together, updating the data, once a year. Helen Peters said they weren't, suggesting to make it a goal is to bring in planners from all 16 municipalities to talk regional planning.

Peggy then said that some cities were not participating. Helen said to ask committee members to talk to their planners and public works directors about when road maintenance is scheduled. Beth said the problem is a lack of consistency in bikes lanes and connectivity, and bicyclists should understand the process to get more lanes. Aaron asked what should the committee do beyond the monthly meetings. Beth said that everyone has good intentions, but there is frustration with how the county works. Aaron Searle talked about the struggles of creating the 311 service to repair bike infrastructure, saying the county needs to step up and inform cities of the problems. Beth referred back to having the critical mass of people to rally around. Adan asked, how can the committee serve to advise the mayor on bike issues, when they are not considered as a resource. Aaron Searle talked about how the committee was instrumental in creating a transportation manager in the county government. In addition, he discussed how

difficult bringing people from the county to the meeting. Beth said they may be looking for a quick fix to solve this problem, suggesting instead to create channels and allies, then attend county meetings, look at the agenda, and speak as a group that bike infrastructure is a necessity. She added being angry and frustrated will not change anything. She added she frustrated with the county as well, but it's a glacial process, stressing kindness and patience. The county now has less power now, suggesting going to the cities instead. Betsy Byrnes said she wants to see a two-way street between the county and the committee. Helen said she is here as a resource to the committee and can help the members gain the skills and knowledge to become the advocate. Betsy said wants to see two parts to the meetings: one part a report from the county or one of the cities on a project, and the second part tackling an issue, such as ATIP, and solving that problem. Reed Topham said the committee should be focus on one issue at a time, and lower the expectations. Beth agreed with Reed's approach. David Ward suggested talking about this in the next Ex-Com Meeting. Beth said they should start a dead spot campaign.

Helen Peters said Holladay received a Catnip grant a few years ago, and Parametrics is presenting it to the Holladay City Council on November 9. Bike lanes will be present at 3900 South Highland Drive.

7:25pm- BAP Funding Request

Adan Carillo said that, though he liked the deal with Trek, other bike should have been consulted for the bikes. Helen Peters suggested a procurement of the bikes. Aaron Searle said the BAP had asked for funding for the past several months, and thinks there should be tangible results to justify the funding. Adan asked does the community know about programs like the Latina Bike Initiative, and should the county council know about these? Brady Wheeler suggested putting this request on next month's agenda and have either Phil or Beth comment on the Bike Ambassador Program. David Ward said \$3,000 were given to the program, and believes results are necessary. Peggy Mair said that Bike Utah talked about the program on their mailing list. Helen said she gets a report on the program every month and shares it with Carlton Christensen and the committee. Betsy Byrnes made a motion to fund \$1,000 for the bikes as part of the Learn to Ride program. Brady second the motion. The motion passed.

7:30pm- Budget

David Ward said there \$6,000 left in the budget, counting the BAP funding request. The only item left is the web advertising. Helen asked if she should send a form to Dave Iltis. David said he received an email from Ian Scharine supporting the funding. Brady made a motion to fund the \$1,500 to the Cycling Utah web advertising, on the condition to have Dave Iltis give a presentation of ways that the message about the committee is reaching as large an audience. Adan agreed with that motion, saying it's a targeted audience, and suggested looking at other media outlets to spread awareness of the committee and bicycling. David said this funding only covered the web advertising, not the print advertising. Betsy Byrnes second it, and the motion

passed.

Marcus Kaller said he looked up advertising rates for other media outlets.

Betsy Byrne asked Peggy Muir if she was doing the dinner for next month's meeting.

7:35pm- Prior minutes

Peggy Muir asked to correct a sentence on East-West Commuter. Aaron Searle made a motion to accept the minutes with corrections. Betsy second and the motion passed.

7:37pm- Meeting adjourned.