

Minutes of the  
SALT LAKE COUNTY BICYCLE ADVISORY COMMITTEE

2001 S. State St., N3001  
August 18, 2010 6:00 p.m.

Chad Mullins	Chair	Martin Cuma	University of Utah
Charlie Kulp	SLCBAC	Walt Gilmore	SLCo Parks & Rec
Kimi Barnett	SLCo Mayor's Office	Kevyn Smeltzer	SL Co Public Works
Megan Hillyard	SLCo Mayor's Office	Jeff Silvestrini	Chair – Council?
Robert Burton	Unified Police Dept.	Louis Melini	
Colin Quinn-Huist	University of Utah	Jim Byrne	
Bart Reuling	Big Cottonwood Canyon Assoc.		

## Reports

### *County Mayor's Office*

Megan reviewed the committee organization. Meetings of the entire committee will be held on the 3<sup>rd</sup> Wednesday (6:00 PM) on a quarterly basis in February, May, August and November. The other 3<sup>rd</sup> Wednesdays are available for subcommittee meetings (4:00 PM). A planning subcommittee has been created with others to be determined.

### *Chair Report*

Chad stated the current focus of the committee is to identify key bicycle routes and assign priorities throughout the county. Creating connected routes will require a lot of coordination and cooperation. The goal is to develop convenient and safe bicycle routes and facilities. Special consideration is the location of schools (particularly higher education), modes of transportation other than automobiles, parks and other recreational facilities.

One concern is that a lot of time will be spent preserving and protecting what is already available. There are a lot of proposed road improvements for the west side of the valley that will impact almost every east-west arterial. There are three new proposed intersections on 4100 south in West Valley City. Getting bicycle issues addressed on those three locations is a major issue. There are several advocacy groups working to bring attention to the need for bicycle lanes and better crossings.

Another focus will be to have an ongoing process to coordinate with community councils and townships to work on prioritizing bike routes so they will be on radar screen when projects come up. Obtaining fund for wider roads to include bicycle lanes is always an issue.

Representatives from UDOT, UTA and Wasatch Regional Front Council have been attending the Planning Subcommittee meetings. At this time, the Bicycle Advisory Committee seems to be the organization in charge of the coordinating effort. A goal is to create a regional bikeway authority. UTA is writing a grant to finance the start-up of such an authority; they would like to see bicycle routes that compliment public transit.

### ***Treasurer Report***

Charlie reported that \$3,300 of the \$17,000 budget has been spent. A contribution was made to the Bike Bonanza, which is part of Utah Bike Month, and ads regarding the Bicycle Advisory Committee are being published in *cycling utah* and the *Sports Guide*.

### ***County Parks & Recreation Report***

Walt reported that Phase Three of the Parley's Trail should be wrapping up in a couple of weeks. This will connect to the bridge over I-215 and continue to about 2700 East and Heritage Way. It will be a continuous paved trail, twelve feet wide. The goal is to get people from east of I-215 to the Jordan River Trail. A ribbon cutting ceremony will be held September 24<sup>th</sup>. Mayor Corroon and a congressional delegation will attend this event. It is a federally-funded project.

The master plan for the trail has been completed and environmental impact studies are being done as each segment is being done. The trail will continue from Heritage Way to 2300 East where it will cross underneath the new bridge that UDOT completed. Negotiations are still taking place with the golf course. A tunnel would go under 1700 East into Sugarhouse Park. Those plans are completed. Parks & Recreation is waiting to go out to bid on this portion until after the 1300 East crossing is bid. The 1300 East crossing will go into Hidden Hollow.

Construction will continue through the winter with an anticipated completion of this time next year. The next phase will continue to Fairmont Park and follow the UTA corridor to 300 West. UTA has been a great partner in getting the trail across the Roper yards. The trail on the bridge is near completion. Then all that will need to be done is to tie into both ends at 300 West and 900 West.

Funding is available for the next two phases, Sugarhouse 1700 East to 1300 East and the 1300 East crossing. The environmental study is being completed to apply for funded from Highland Drive to the Jordan River. The County and Salt Lake City are the key players in applying for funding. Congressman Matheson called and said it is very likely that we will obtain more funding. There is still a lot of negotiating for properties taking place.

The Mountain Dale to Summit Park study is almost complete. A public hearing needs to be scheduled.

### ***Public Works Report***

Megan received a lot of feedback on the chip seal surface treatment done on Emigration Canyon. She distributed a compilation of the feedback the Mayor's office has received in terms of suggestions and alternatives to using chip seal in the future.

Kevin explained that Emigration Canyon is a Class B road and is part of a regular three-year road maintenance schedule. Maintenance is paid out of the Municipal Services fund. Public works is trying to make tax dollars go farther and still maintain the integrity of the road and lifespan. Class A roads are state roads funded from federally funds. County and cities get a share from those funds for their roads. Class B is county roads. Class C is city roads.

Road funding comes from gas tax collected by the State which is then distributed to the entities based on population and road miles. Public Works also receives funding from property taxes paid by those in the unincorporated portions of the county. One suggestion has been to find other sources of funding to compliment the Municipal Services budget.

Typically, chip seal will last five to seven years, an overlay is ten to twelve years. Slurry seal on residential areas will usually last three to five years. Typically the county will do a chip seal two to three times and then do an overlay. Overlay costs about ten times more than chip seal.

A fog seal is done by spraying oil on the road which gives it a new look but does nothing for the surface. It typically lasts from six months to 18 months. A fog seal costs about 5 cents per square foot and will last from six to eighteen months. A slurry seal costs 10 cents per square foot and will last three to five years. There are only a couple of entities in the county that do fog seal.

Some states use a small aggregate for the bicycle lanes which gives a smoother surface but it is very difficult to lay down small strips and it increases costs. Also there is the risk of having gaps between the two surfaces. When Public Works is considering what size of aggregate to use one of the most important criteria is providing skid resistance for cars. They could consider using a smaller rock in a small area next year just to see what difference it makes.

### ***Planning & Development Services Report***

Megan stated that the Planning Department has been working for the past two years to create new master plans for Millcreek, Kearns, and Magna. These plans can be added to and updated. The plans include a best practices section which covers various topics such as parks, open space, maps. Best practices provides information for decision makers such as planning commissioners, public officials, and constituents as they make decisions on how to create the best facilities. The plans do not include anything about bicycling and Planning has recommended the committee propose to the Mayor that funding for bicycling best practices be included in the budget process.

A letter to the Mayor has been drafted requesting funding to obtain a consultant through the county's RFP process.

*Charlie made a motion that this be requested as a budget item in the Mayor's budget. The motion passed unanimously.*

### ***Unified Police Department Report***

Robert reported that the issue of drivers and bicyclists knowing what their responsibilities are and following the laws is a continuing problem. There was a situation in Emigration Canyon where fifteen bicyclists ran a stop sign at a 4-way stop. Many were upset when they were ticketed.

Megan stated the committee could really use someone to head up an education subcommittee. Education materials could be printed to be given to the bicycle groups but right now there isn't the manpower to make it all happen.

Chad said the American League of Bicyclists has listed two classes that address these issues. One is Share the Road and the other is Respect.

### ***Other***

Megan presented a proposed realignment for the Emigration/Pinecrest area. The alignment would be so that those leaving the Pinecrest Killyons area. County Engineering believes there may be enough room to create a left-turn lane. Committee members agreed the change and striping the road will make a large difference. A community garbage container site was built at the lower end of the road and the county would like to incorporate another site into this area. It is illegal for garbage cans to be left continually on the road side and this will give them