

**Minutes of the
SALT LAKE COUNTY BICYCLE ADVISORY COMMITTEE
Facilities Planning Sub-committee Meeting
October 20, 2010 4 pm
SLCo Government Center, N3001
SLCBAC website: <http://www.bicycle.slco.org/>**

Attendees:

Chad Mullins – BAC Chair
Charlie Kulp – BAC Secretary/Treasurer
George Lukes – UDOT
Megan Hillyard – Mayor’s Office
Frederick Lutze – SLCO Engineering
Ben Johnson
Colin Quinn-Hurst

Introductory item

Chad discussed today’s front-page article in the Salt Lake Tribune about a bicyclist killed in Magna by teen driver. Chad sent a letter to the editor, which emphasized how infrastructure investments and increasing the number of cyclists and pedestrians on the road improves safety. This has been shown in extensive research, as greater numbers of cyclists and walkers on the streets results in fewer crashes. Safety in numbers.
-This speaks to the primary objective of the Bicycle Advisory Committee and the Facilities Sub-committee: making the streets safer for all users.

Utah Department of Health has commissioned a consulting contract to develop a design guide of bicycling “Best Practices.” – Chad Mullins

Brett McIff, Physical Activity Coordinator for the Utah Department of Health, is directing the effort to develop Best Practices Guidelines that can be incorporated into community and regional master plans state-wide. We hope to meet with Brett and the consulting group developing the guidelines to see if the County can use the developed guidelines to fill in the county general plan. Megan said the Committee may be able to offer the guidelines throughout the county as examples.

Road Projects and Open Houses – Chad Mullins

Chad suggested that it would be helpful to get more people, and the committee, involved in the Public Open Houses on the new major road improvements. An example is 10600 South, Sandy’s new roadway to the Dimple Dell Recreation Area which included a shared path for pedestrians and bicyclists.

-- Speaking up helped change the proposed shared path to a 10.5 foot wide shared path instead of original 7.5 foot, by narrowing the travel lanes in the roadway. This shows that it can make a difference to attend and make suggestions.

- 4100 S. proposed road improvements – It is recommended we attend future open houses for this project. None of the proposed plans consider bicycle facilities, even though they propose using CMAQ Federal funds which can be used for bicycle infrastructure.
- 5400 S. – A Mobility Study is underway to address I-215 congestion. 5400 S is a designated bicycle route. They are considering the addition of frontage roads. The design for the frontage roads for the Mountain View Corridor includes bicycle lanes and a separated shared-path for pedestrians and bicyclists. We should attend the relevant open houses to promote a similar frontage road system for I-215.

County Engineering list of future road projects - Frederick Lutze

- The County 5-Year Transportation Capital Improvement Plan prepared by the Engineering Division was submitted for review and will be discussed at the next meeting.
- Chipseal is a challenge for almost all projects, particularly finding a way to balance the benefits of chipseal with bicycle travel.
- One strategy: identifying those instances where it would be worth it to spend extra money on better surfaces.

Complete Streets Workshops discussion – Chad Mullins

Pamphlets distributed for the workshops, describing the concepts and programs for complete streets workshops. SLCBAC will be exploring the possibility of sponsoring a workshop this winter.

WFRC – TIP and RTP Plans

STP v STIP:

- Surface Transportation Program (STP) – provides flexible funding that may be used by States and localities for projects on any Federal-aid highway
- Statewide Transportation Improvement Program (STIP) – five-year capital improvement program for highway and transit projects statewide, including projects on the state, city and county highway systems, using both federal and state funding.
- There are three tiers of roadway planning:
 - 1-State
 - 2-County – Class B – Salt Lake County
 - 3-Local – Class C – City
- UDOT has no knowledge or involvement regarding locally funded projects, unless WFRC gives funding, then UDOT is involved. The WFRC STP has the full list of future projects. WFRC has an online description of all those areas that will be addressed.
- RTP (Regional Transportation Plan) 2040 based upon Wasatch Choices 2040 is in draft form. It will be final in April/May.

3900 South street improvements – Chad Mullins

Frederick reported that sharrows were recommended for the project, and they are under consideration. However, the south side of the road is Holladay's, and the north side is Mill Creek (County), and Holladay City must concur with any changes. Tosh Kano, Holladay City planner, needs to be contacted.

- Chad reported that there is a new white picket fence at the SWC of 20th E. and 39th South, blocks the sight lines of traffic coming from the west on 3900 S and makes the intersection dangerous.
- The signalization at this intersection was great for cyclists during construction, as the light changed every 15 seconds, and no one had a long wait. Cyclists did not have to worry about tripping the light, because it changed so quickly. Now, bicyclists are unable to trip the light to cross the intersection and 2000 East is a heavily used bicycle route. Frederick will look into this situation and report back.

Emigration Canyon Update – Frederick Lutze

- Pinecrest/Emigration Canyon intersection: Work on the realignment of the intersection will occur this spring. If there is room, they will put in a dumpster (“community container”) at the Pinecrest/Emigration Canyon intersection. Currently trying to get the overall plan before the Emigration Planning Commission.
 - Realignment will happen, with or without a “container.”
 - Work to improve intersection visibility should take place shortly. The shrubs on the south side of the road will be trimmed to improve sight lines. (Leon Berrett)
 - Bicycle lane up Emigration Canyon: bicycle lane all the way up would be great, where feasible. This would be a long-range planning/engineering project.
- The biggest problem now: parking and trash cans: a bike lane would make these issues irrelevant, as they cannot be part of a bike lane. It would cost quite a bit more to expand shoulders rather than just paving and re-striping

Determination of responsible government entity for specific streets: planning and maintenance may be different. This may be a map or data base. Where does this information exist and how can we access it?

- The Committee needs a tool to identify which government entity is responsible the planning and maintenance of specific streets.
- Ideally, the Committee needs a complete list with contact names, emails and phone #s.
 - Maybe the surveyor’s office would know who is responsible for each section. (Megan)

Road construction signs blocking shoulders and creating hazardous conditions for bicyclists should be reported to Leon in Operations.

- Contractor doesn’t do it
- The barricade company takes care of the signage

We will be attempting to develop a systemized process of identifying upcoming road projects that may present opportunities to enhance bicycling accommodations. Update. However the coordination of bike route planning between the multiple governing entities in the County is a major challenge. Note: UTA is proposing a Regional Bikeway Authority.

Discussion of the identification and prioritization of bicycle routes. Note this will be an ongoing process which will also include the County Township and Community General Plans.

Review process for bike route signage.
Identification of core (trunk) routes and proposed road improvements.

- The current map is useful, but it doesn't specify the types of facilities recommended for each section. The proposed Bicycling Best Practices Guidelines will need to include a map of bike routes with specifications for each route. . – Chad Mullins
- Bike routes need to be finalized and placed on the map officially. The further out on the time-line the Committee can identify the need for bicycle facilities, the easier it is for UDOT to look at an issue. If a proposal from the committee requires roadwork, it has to be caught before the issue/project goes to budget. Providing a long-range wish list would be useful. Continuity is essential – Frederick Lutze
- This could help bridge the gaps between communities – Megan Hillyard

It would be helpful for members to look over the website: www.bicycle.slco.org, and provide feedback on the format/structure. The website doesn't have a user-friendly map, and could use one. This is another project. – Megan Hillyard

Megan suggested a recruiting campaign would be useful to get more people involved. The Committee needs more representation from the West side of the valley and input from the various townships on local bicycling needs and routes. Ben Johnson offers to help with marketing for recruiting more involvement, as he works professionally as a graphic designer.

- The Committee needs to gain general interest from: recreational cyclists, more females, and more sustainability perspectives and experts. Ben and Colin offered to help with this and made suggestions as to other possible sources of bike route information on-line such as Google Maps bike routes and --

www.mapmyride.com

www.ridemylbike.com (this site local routes under the routes tab)

Megan mentioned that someone is needed to take minutes, and Colin Quinn-Hurst offers to take minutes.

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NEXT MEETING

Planning sub-committee meetings are scheduled for the third Wednesday of the month at 4 pm. However, next month will be the SLCBAC Quarterly Meeting held at 6 pm Wednesday, November 17th. The next Planning sub-committee meeting will be December 15 at 4 pm.