

**Minutes of the  
SALT LAKE COUNTY BICYCLE ADVISORY COMMITTEE  
Facilities Planning Sub-committee Meeting  
January 19, 2011 4 pm  
SLCo Government Center, N3001  
SLCBAC website: <http://www.bicycle.slco.org/>**

**Introduction:** Attendees

Spencer Sanders	County Planning	801-468-2062	ssanders@slco.org
Chris Peterson	HBAC	801-455-8499	christina.peterson1@comcast.net
Evelyn Tuddenham	UDOT	801-964-4564	etuddenham@utah.gov
Fred Lutze	SLCO engineering	801-468-2431	<a href="mailto:flutze@slco.org">flutze@slco.org</a>
Charlie Kulp	SLCBAC	801-263-8778	<a href="mailto:hmcmkulp@gmail.com">hmcmkulp@gmail.com</a>
Kimi Barnett	Mayor's Office	801-468-2678	<a href="mailto:kbarnett@slco.org">kbarnett@slco.org</a>
Colin Smith	Mayor's Office	801-468-2500	<a href="mailto:ccsmith@slco.org">ccsmith@slco.org</a>
Helen Peters	InterPlan	801-307-3400	<a href="mailto:helen@interplanco.com">helen@interplanco.com</a>
Chad Mullins	SLCBAC, chair	801.277.7226	<a href="mailto:chadmullins1@gmail.com">chadmullins1@gmail.com</a>

**Welcome – Chad Mullins, Committee Chair**

Chad Mullins thanked Megan Hillyard for her commitment and hard work as liaison between the Mayor's Office and the Salt Lake County Bicycle Advisory Committee. Introduced and welcomed Colin Smith from the Mayor's Office who will take over her duties as the new liaison.

**Engineering report – Frederick Lutze**

Mr. Lutze suggests bike facilities recommendations be more specific, using language such as "5 foot rideable surface" instead of "improved shoulder," specifying the width of bike lanes and specifying "signage as bike route" instead of simply referring to "bike routes."

**Utah Department of Transportation (UDOT) -- Evelyn Tuddenham, Utah Bicycle and Pedestrian Coordinator**

UDOT now accepting comments on long-range transportation plan. "Share the Road" recent statewide survey showed that 2% polled commuted to work on bicycle daily in the State of Utah and 8% used bike to get to work weekly

**Planning and Development Report – Spencer Sanders**

- Update on RFP Best practices: close to completion and should be finished by January 31, 2011 deadline.
- The Salt Lake County 2040 Draft Bike Map (November 2010) produced by the Wasatch Front Regional Council is very inaccurate; for example 3900 S. is designated as a "class 2 existing bike route" (bike lanes) and there is not even a shoulder for bicyclists. The planning department will be reviewing and recommending corrections.

**BUSINESS ITEMS**

**Discussion of bicycle route identification, prioritization and recommendations for bicycle infrastructure for Magna and Kearns:**

## **Magna:**

1. **8000 West** – identified as the best north-south bike route. The committee recommends that this route should be given bike route designation between 2100 South and 4100 South and priority consideration by engineering for bicycling infrastructure improvements to **take advantage of scheduled chip seal in 2011**. **Recommendations:** repair the shoulder of 8000 West and add bike lane striping<sup>i</sup> and bike route signage as part of the 2011 chip seal work. Subject to verification by highway engineering.
2. **8400 West** -- shown as the proposed/priority bike route<sup>ii</sup>, on WFRC and County bike route maps. Road work (new overlay) project from 2100 S to 3500 S is scheduled in the 2011-2016 TIP. Also scheduled for future widening in 2040 RTP. **Recommendation:** improve with class 2 bicycle bike lanes<sup>i</sup> as part of future road improvement projects.
3. **7200 West** -- 7200 West, a proposed bike route<sup>ii</sup> is scheduled for chip sealing in 2011 and capital improvements in the 5-year plan and should be improved for bicyclists. **Recommend priority consideration for bicycling infrastructure improvements including shoulder striping to take advantage of scheduled chip seal in 2011**. **Recommendation:** a phased plan which includes **bike route signage and shoulder striping for a class 3 (shoulder bicycle facility) as part of the chip sealing in 2011**, and later widening for a bike lane in conjunction with the scheduled 5-year plan capital improvements.
4. **2700 South and 2820 Parkway Blvd** – although not currently designated as a bike route it is an excellent bike route and is favored by bicyclists. **Recommendations:** scheduled for micro-surfacing in the County 3-year plan, 2700 South with a 25 mph speed limit is an ideal candidate for bike lanes. **2820 Parkway Blvd. is scheduled for chip seal in 2011 from 7200 W to 8000 W and should be given priority consideration for bicycling infrastructure improvements:** bike route signage and consideration for class 2 bike lanes.
5. **3100 South** -- proposed bike route with bike lanes<sup>ii</sup> should be considered a priority bike route through West Valley City connecting with Jordan Parkway Trail. Good shoulder for bicyclists at 8000 West going east. No shoulder west to 8400 West. **Recommendation:** bicycle route signage and future improved bicycle infrastructure for class 3 shoulder.
6. **3500 South** -- a busy commercial street not designated as a bike route, but provides commercial access for bicyclists. Good shoulder on some sections. Recommend continued improvement of shoulder for bicyclists.
7. **4100 South** -- although designated as a priority proposed bike route<sup>ii</sup> with bike lanes, it is a narrow, busy road with no shoulder -- avoided by bicyclists. **Recommendation:** improve with bike lanes with future capital improvements

8. **Katherine Drive (8740 W)** connector from 3100 South to 3500 S Katherine Drive serving Cypress H.S. This is the street where a bicyclist was recently killed when struck by a Cypress high school student leaving the school campus. There is a posted 25 mph speed limit, although neighbors complain of speeding. This roadway has solid white stripes on each side but no center stripe.  
**Recommendation:** add striped bike lanes to calm traffic. Establish standard street treatment for major school campuses.
9. **8000 West and Parkway Blvd (2820 South):** dangerous intersection. This intersection is not aligned with the connecting street from 2700 South, which creates a dangerous and congested condition where traffic has to jog to cross 8000 West. The lack of a sidewalk or shoulder makes the situation even more hazardous to pedestrians and bicyclists. **Recommendation:** redesign intersection to improve pedestrian and cyclist safety.

#### **Kearns:**

1. **4700 South:** Although not a designated bike route, it is a good candidate for bike lanes, there is an ample shoulder with no street parking. This is the preferred east-west route for Kearns bicyclists and considered safer with better facilities (shoulder) than other “designated” bicycle routes; i.e. 5400 South and 6200 South. The 2040 RTP proposes a project to widen 4700 S from 4000 W to 6400 W.  
**Recommendation: priority consideration should be given to striping bike lanes** from 4000 West to 4800 West in conjunction with **chip sealing scheduled on this section for 2011.** Recommend designation as signed bike route with bike lanes as a traffic calming device.
2. **5400 South:** this is designated a priority Class 2 bike route; however because of the present unsafe biking conditions of no shoulder and heavy traffic, this is not a favored bike route. 5400 South should be improved with bike lanes as the primary Kearns east-west bike corridor because it connects Kearns with the Murray Central TRAX station and Jordan River Parkway to the east and SR-111 and the future Mountain View Corridor bicycle path to the west. This is also the connecting route to 4800 West and Kearns H.S., the Kearns Oquirrh Park, Recreation and Fitness Center, and Utah Olympic Oval. 5400 South is also the bike route east to several other school in the area including Taylorsville H.S. and Salt Lake Community College (15,000 students). UDOT is developing improvement plans to widen 5400 S (2011-2016 TIP). **Recommendation: improve as a signed bike route with bike lanes as part of the UDOT widening project.**
3. **6200 South:** Although a proposed Class 2 bike route<sup>ii</sup> present conditions are very poor for bicycling (no shoulder). Potentially a good future east-west bicycle corridor. New construction and widening proposed in the 2040 RTP from 5600 W to SR-111 will provide an opportunity to improve bicycling infrastructure.

- Recommendation:** improve with bike lanes as part of future improvement project.
4. **4000 West:** designated as a Class 3 bike route. Excellent shoulder, good route for bicyclists. Good candidate for bike lanes on some sections because of restricted street parking. **Recommendation: a slurry seal is scheduled for 4000 West in the County 3-year maintenance plan which will provide an opportunity to consider class 2 bike lane improvements and restriping to accommodate bicycling infrastructure.**
  5. **4800 West:** Good potential bike route connecting priority bike routes<sup>ii</sup> to the north and south of Kearns. This route also connects and fronts Kearns H.S., the Kearns Oquirrh Park and Fitness Center, and Utah Olympic Oval which makes it a prime corridor for a bike route and bicycling facilities. Bike route south from 4700 South to 5400 S is confusing and needs signage. **Recommendation:** prioritization and signage as a bike route. Intersection improvements are scheduled in the County 5-year Capital Improvement Plan for 4800 West and 6200 South and should be designed to accommodate bicyclists. Bike lanes recommended from 5400 S to 6200 S.
  6. **5600 West:** Proposed Class 2 bike route<sup>ii</sup> with bike lanes. Excellent shoulder for bicyclists. Parking is restricted from 4700 S to 6200 S with few curb cuts – excellent candidate for bike lanes. **Recommendation:** improve with bike lanes.

**General Recommendation:** Preferred and recommended bike routes need bike route and “share the road” signage to calm traffic and alert drivers to exercise caution for cyclists.

There was a motion, a second and unanimous approval for the above recommendations.

The Committee moved and approved sending a letter on behalf of the SLCBAC to the Utah Department of Transportation UDOT recommending that the 5400 South widening project include class 2 bike lanes.

It was also recommended that the Mayor and County transportation officials be encouraged to send similar letters to UDOT recommending class 2 bike lanes be incorporated into the 5400 South widening project.

A further recommendation was to have SLCBAC encourage the Mayors and planners of Taylorsville and West Valley City to also send letters recommending class 2 bike lanes be incorporated into the 5400 South widening project.

**Meeting adjourned at 5:30 pm**

---

<sup>i</sup> Bike lane width recommendations are in accordance with the most recent February 2010 Draft of the *AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities*:

“Under most circumstances the recommended width for bike lanes is 5 feet (1.5m). For roadways with no curb and gutter and no on-street parking, the minimum width of a bike lane is 4 feet (1.2m).”

<sup>ii</sup> Bike routes as designated in the Salt Lake County Cooperative Plan Bike Route Map and the WFRC November 2010 Salt Lake County DRAFT Bike Map.