

Salt Lake County Bicycle Advisory Committee  
Facilities Planning Sub-committee  
Minutes, March 16, 2011 4pm  
County Government Center, N3001

Committee Members in attendance:

Chad Mullins, Chair  
Charlie Kulp, Treasurer  
Frederick Lutze, Engineering

Committee Members Excused:

Spencer G. Sanders, Planning and Development

Others in Attendance:

Helen M. Peters AICP, Interplan	801-307-3400
<a href="mailto:helen@interplanco.com">helen@interplanco.com</a>	
Colin Smith, Mayor's Office	801-468-2500
<a href="mailto:ccsmith@slco.org">ccsmith@slco.org</a>	

Call to order:

Frederick Lutze, engineering report:

Met with Kevin Smeltzer and Leon Berrett to help them understand the SLCBAC strategy. They're trying to gain an understanding of what SLCBAC is trying to accomplish.

We want to take advantage of current projects such as chip seals, and overlays. Conveyed to Public Works that we are not trying to do road widening, but rather to capitalize on current projects. They feel this approach is something that they can work with.

Will use lists provided by SLCBAC to drive roads and look at possible places for striping etc.

Chip sealing due for most SLCO roads in June of 2011. Overlays may be as soon as May.

Colin Smith, Mayor's Office Report:

Mayor Corroon and Deputy Mayor Nichole Dunn have expressed strong support for the Complete Streets approach to designing streets. SLCO, along with SLC, UDOT, UTA and WFRC will host instructors Michael Ronkin, John LaPlante and Cynthia Hoyle to give our planners, engineers and policy makers a complete streets workshop. The workshop will focus on policies and procedures of how local agencies plan and build streets.

There will be several complete streets events:

1. Tuesday, March 22 – Presentation to COW

Council members Bradshaw and Burdick have confirmed that they will sponsor the Complete Streets Workshop Presentation as an agenda item on March 22<sup>nd</sup>. Megan Hillyard will get it on for a time-certain 2pm. Mr. Michael Ronkin will give a brief presentation for the Council and those in attendance. No opening remarks from Mayor's Office necessary.

2. Wednesday, March 23 – The Complete Streets Workshop 8-4pm

DATE: Wednesday March 23<sup>rd</sup>, 2011  
TIME: 8:00 – 4:30pm (breakfast 8-8:30)  
PLACE: Salt Palace Ballroom A

The instructors will lead this workshop for an exclusive group of 30 policy makers, engineers and planners from SLCO, SLC, UTA and UDOT and WFRC.

3. Thursday, March 24<sup>th</sup>. 2 events this day, the Seminar and the Luncheon

A. The Complete Streets Seminar, 9:00 – 10:30 in Council Chambers.

DATE: Thursday March 24<sup>th</sup>, 2011  
TIME: 9:00 – 10:30  
PLACE: Salt Lake County Council Chambers  
2001 South State Street (north building)  
Salt Lake City, Utah

- \* Michael Ronkin to give seminar on what makes a complete street
- \* Event open to public

B. The Complete Streets Luncheon, 11:30 Lunch, Discussion 12:00 – 1:30 at the WFRC.

This luncheon precedes the regularly scheduled WFRC council meeting, and will be attended by elected officials, WFRC staff and other interested parties. The presentation will basically be the same as the earlier seminar.

Date: Thursday, March 24, 2011

Time: 11:30 am Lunch

12:00 – 1:30 pm: Presentation and discussion

Location: *Wasatch Front Regional Council meeting room*  
295 N. Jimmy Doolittle Rd.  
Salt Lake City, UT 84116  
SL Phone: 801-363-4250

Committee discusses planning and invitations for all Complete Streets events.

What is micro-surfacing? Micro-surfacing is like a very thin overlay, it has small aggregate in it. It amounts to about  $\frac{3}{4}$  inch additional surface on top of a chip seal. It's smoother, but less durable. In areas where smoothness and ridability is a priority, micro-surfacing could be considered, but again it's less durable and not as good of an investment for tax payer dollars.

Proposal for experimentation on 2011 Wasatch chip seal, to move cones to direct traffic over the bike lanes after chip seal, to press down the chips into the oil more compactly, and improving the smoothness of the chip seal on these bike lanes.

Frederick will investigate proposal.

Mayor's Bike to Work Day confirmed for May 17<sup>th</sup>.

UDOT will do an educational campaign in June 2011 called Peace on the Pavement to educate both motorists and cyclists to better share the road. Event will include a ride from Cache County into Salt Lake County, and possible other events. More details will come from UDOT shortly.

Goat Head weed problem, still looking for a coordinator. Goat Head, or Puncturevine will grow rapidly in disturbed soil that is along the trail, left over from construction. Where the natural vegetation has been allowed to grow back, they will crowd out the Goat Head.

### Millcreek/Holladay bike route recommendations from 3/2/2011 HBAC Meeting

\*East-west routes:\*

1. \*3900 South: \*This is the most important east-west \*priority\* designated class 2 (bike lanes) bike route in the Valley and every effort should be made to add bike lanes when the opportunity exists. There are a number of short \*chip seal projects scheduled\* and consideration should be given to striping bike lanes where possible. Recommend the entire route be signed as a bike route with share the road pavement "sharrows" and "share the road" signage where bike lanes or a safe shoulder for bicyclists does not presently exist.
2. \*Millcreek Canyon Rd: \*This is a popular bike route and should be signed. \*Chip sealing is scheduled for 2011 from I-215 to 2800 E: \*engineering should determine where there are segments that are appropriate for bike lanes or a striped shoulder for bicyclists.
3. \*Upland Drive: \*This street fronts Skyline H.S.1 and therefore Bicycle facilities and bike route signage are recommended. Existing fog line striping is very confusing and should be reviewed.
4. \*4500 South:\* The eastern portion of 4500 South (4430 South) is a proposed Class 2 (bike lanes) bike route which accesses Olympus Hills Park.

Recommend bicycle facilities be continued west to access Big Cottonwood Park as well.

5. \*Murray-Holladay Rd: \*designated a \*priority\* Class 2 (bike lanes) bike route continuing west on 4800 South. Recommend improved bicycle infrastructure and bike route signage. The intersection at Van Winkle is particularly dangerous and needs to be reviewed for bicycle and pedestrian safety improvements.

6. \*Vine Street:\* designated a Class 3 bike route connecting with the 5400 South bike route – recommend improved shoulders and bike route signage.

7. \*5900 South:\* designated a proposed Class 2 (bike lanes) bike route. Recommend review for improvements

8. \*6200 South: \*designated a \*priority \*Class 2 (bike lanes) bike route connecting with 6400 South via Highland Drive and then Winchester Street (6600 South) via 1300 East. Recommend review for improvements.

\* North-south routes:\*

1. \*Wasatch Boulevard: \*one of the best north-south priority bike routes being improved with Class 2 bike lanes. \*Scheduled chip seal in 2011

\* from 3300 S to 4850 S, bicycle friendly surface treatment are recommended.

2. \*2700 East:\* popular bike route. Recommend Class 3 (shoulder) bicycle facilities and bike route signage. Dangerous blind S-curve at ~ 3510 South should be signed with “sharrows” and “share the road signage.”

3. \*2300 East:\* designated Class 2 bike route (bike lanes) and connects with Holladay Blvd bike route. 2300 East is \*scheduled for chip seal and a capital improvement from I-80 to 3900 S\*. This street serves Olympus High School.

[1]<[http://?ui=2&view=bsp&ver=ohhl4rw8mbn4#12eb0fceb98e9415\\_12eb0ed37c07ec62\\_\\_ftn1](http://?ui=2&view=bsp&ver=ohhl4rw8mbn4#12eb0fceb98e9415_12eb0ed37c07ec62__ftn1)>

Recommend bike lanes be incorporated into the capital improvement plans. Recommend bike route signage on both the County Millcreek and the Holladay City portions. Recommend the existing fog line shoulder striping for bicyclists on 2300 East between 3900 S and 4500 S be reviewed and corrected. The 26' shoulder on the east side is substantially narrower than the 8' 6" shoulder on the west side, which if balanced would provide sufficient width for 5' bike lanes on each side of the road. Furthermore, the narrower east side is in the uphill direction for bicyclists making an even more hazardous situation because this will increase the speed differential between the bicyclists and motorized traffic.

4. \*2000 East:\* Designated \*priority\* Class 2 bike route (bike lanes). Connects with Salt Lake City's 2100 East bike lane route to the University of Utah. Recommend immediate bike route signage and prioritization for bicycle infrastructure improvements (bike lanes).

5. \*Highland Drive:\* designated a Class 2 bike route; however, this is one of the least friendly streets for bicyclists. This is not an acceptable bike route until major infrastructure improvements are made. Bike lanes are being incorporated into Highland Drive road improvements south of I-215.

6. \*1300 East:\* also designated a Class 2 bike route, but bicycle facilities are very mixed from minimal to good shoulder on some sections. Recommend bicycle infrastructure improvements including bike lanes where possible and bike route signage after removal of the most hazardous sections. The unincorporated area on 1300 East is through 3000 south to 5400 south. There are piece meal sections along this route that have improved shoulders and sidewalks.

7. \*900 East:\* Designated a \*priority\* Class 2 (bike lanes) bike route. Bicycle facilities are minimal at present, but this still presents the most bike friendly north-south route in the immediate area. Recommend prioritization for bicycle infrastructure improvements and bike route signage.

\*8. \*\*Holladay Blvd:\*\* Designated a \*priority\* Class 2 (bike lanes). This is a popular bike route and should have more signage south of the village center. Holladay City has made some infrastructure improvements with bike lanes in the village center, but should extend the improvements on the southern portion.

\*9. \*\*Van Winkle Expressway:\* the section between 900 East and 6200 South is \*scheduled for new overlay. Recommend \*the addition of bike lanes to connect the proposed and existing \*priority Class 2 bike lanes \*on Highland Drive to the south and on 700 East to the north.

Charlie Kulp: Motion to approve this list of recommendations. Helen Peters Seconds the motion to approve. None opposed.

Discussion on changing quarterly meeting start time to 5:00 – 7:00. Chad will contact Dave Iltis to let him know to change our ad in *Cycling Utah* to announce that our quarterly meeting now starts at 5:00.

Notes:

1. 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).”

2. Bike routes designations are from the Salt Lake County Cooperative Plan Bike Route Map and the WFRC November 2010 Salt Lake County DRAFT Bike Map.