



**Salt Lake County Bicycle Advisory
Committee
Facilities Planning Sub-committee
Meeting Agenda
4 pm, April 20, 2011
Salt Lake County Government Center**

WELCOME/INTRODUCTIONS - Chad Mullins

MINUTES – See SLCBAC website for minutes

ANNOUNCEMENTS - Public Comments.

BUSINESS ITEMS

- Complete Streets Workshop feedback? – Chad Mullins
- Report on meeting with Cottonwood Heights. Future meetings scheduled with Taylorsville and Sandy City – Chad Mullins
- Contact person to work on coordinating the goathead weed problem on the Jordan River Trail in 2011 –Charlie Kulp
- Review bicycle facility recommendations relating to street improvement project work scheduled for 2011. These recommendations are prioritized to take advantage of opportunities to piggy-back on other street improvement work. The purpose of this review is to determine what we should plan on accomplishing this year and what steps will be required. See a partial list of projects below.
- Engineering Report - Frederick Lutze
- Planning and Development Report – Spencer Sanders
 - County RFP for Bicycling Best Practices
 - County Cooperative Plan Map update
- Mayor’s Office – Colin excused.

Previous BUSINESS ITEMS in progress

- 3900 S shared lane markings “sharrows” and “share-the-road” signage
- Proposed bike route signage on 2000 East from 2700 S to 3900 S.
- Process for designating bike routes suitable for signage and the approval process for having the signage approved and installed.
- Consideration of high school and college campuses as candidates for bike routes -- Recommended street treatment for these situations
- Previous bike route recommendations for Magna, Kearns, Millcreek/Holladay

ADJOURN

NEXT MEETINGS

- QUARTERLY SLCBAC MEETING May 18, **NOTE TIME CHANGE 5:00-7:00 pm**
Meetings will be held every third Wednesday of the month in Room N3001

Scheduled Street improvement projects with bicycle facility recommendations:

700 East/Van Winkle (UDOT overlay?): Van Winkle has an excellent shoulder south east from 900 East to the intersection at Highland Drive (~ 6200 S). This would be an excellent connector for bike routes south and east of the 900 East bike route.

3900 South west of I-215: Water utility work has torn up the south travel lane of 3900 South. This is a priority Class 2 bike route (bike lanes) and provides an excellent opportunity to stripe bike lanes on the south lane shoulder. This is a steep uphill grade and bicyclists and motorists would benefit from a bike lane traveling east on 3900 South on the uphill side because of the speed differential. A bike lane is less necessary in the west direction for the downhill north travel lanes because bicyclists will be traveling more nearly the speed of motorized traffic. Providing only one bike lane in these circumstances is in accord with the recommendations in the 2010 Draft AASHTO Guide for Bicycle facilities.

Sego Lily Drive chip seal (White City): Sego Lily Drive between 700 East and 1300 East in White City township is scheduled for chip sealing. This is a priority Class 2 (bike lanes) bike route. Presently bike lanes and bike route signage exists only at the intersection at 700 East.

Magna chip seals at 7200 West and 8000 West (question -- only north of 2100 South?)

Microsurfacing 2700 South from 9200 W to 8400 W. Although not currently designated as a bike lane, 2700 South is a popular bike route and with a 25 mph speed limit is an ideal candidate for bike lane striping.

2820 S Parkway Blvd. chip seal from 7200 W to 8000 W: Recommended for priority consideration for bicycling infrastructure improvements -- bike route signage and consideration for class 2 bike lanes. This should be a designated bike route (see above) connecting 2700 South with the Parkway Blvd. bicycle route to the east in West Valley City.

Kearns: is the chip seal previously scheduled for 4700 South in 2011 no longer on the list?

Upland Drive in Millcreek is scheduled for overlay between 2700 E and 3100 E. This street fronts Skyline H.S. further east at ~ 3200 S and bicycle facilities and bike route signage are recommended. Existing fog line striping is very confusing and should be reviewed.