

Salt Lake County Bicycle Advisory Committee
Planning Subcommittee
Minutes, August 17th, 2011 4pm
Salt Lake County Government Center
2001 S. State Street, #N3001
Salt Lake City, Utah

Committee Members in Attendance

Chad Mullins, SLCBAC Chair
Charlie Kulp, Treasurer

Staff Members in Attendance

Colin Smith, Mayor's Office
Spencer Sanders, Planning
Robert Burton, UPD

Excused

Frederick Lutze, Engineering

Others in Attendance

Lisa Graham, Millcreek Township Resident
Christina Peterson, Holladay Resident, HBAC
Robert Miles, UDOT Region II
Megan Hillyard, County Council
Dan Fazzini, Resident
Helen Peters, PRATT/Interplan

Call to Order

*No Public Comments

*Variable message sign at base of Emigration Canyon. Currently our Public Works department rents variable message signs for our construction projects, and SLCo does not have one available to lend. UPD has been using their emergency management truck which has a variable message sign reading "Please ride single file" and then changing to "Vehicles Share the Road". The truck has been at the base of Emigration Canyon on high volume days throughout the summer, however it

requires that the truck idol. This is in violation of our own idling ordinances, and not productive for the UPD.

Contact the ECCC for their formal request to look into a more permanent informational sign at the base of the Canyon. Possible coordination with Salt Lake City. Possibility for permanent sign to link into UDOT information operations center information, which is connected to many signs in the valley. Also emergency messages. Also consider an electronic sign at the other end of the Rd. on SR 65.

UDOT has suppliers that provide more permanent signs, solar powered and may be less expensive in the long run as opposed to renting. UDOT happy to provide information.

*Dan Fazzini, proposed changes to Utah Traffic Codes. Reorder exceptions, so that one of the most important of them is listed at the bottom of the list. That is that if the lane is too narrow for the bicycle and car to share the lane, then the bicycle may take the full lane.

Change legal definition of bicycle to include other types such as tri-cycles and motor assist bicycles.

Develop and clarify a statewide definition of "Bike Lane". Cities such as SLC have clarified. "A lane for preferential use by a bicycle."

Most states developing 3ft passing laws are including a provision to allow crossing the double yellow line when safe to pass.

Local authority may prohibit a class of vehicle, proposed legislation that would require justification for such prohibitions.

Unresponsive signals, allow to proceed when safe if signal does not detect bicycle or motorcycle.

Discussion over Utah law that states "lane" and some feel that it likely was meant to be written as "single lane".

Committee concern with language that may prevent SLCo as the local highway authority.

Mr. Fazzini contends that if bicycles have the same legal rights and duties as other vehicles on the highway, then local authorities should not be regulating the use on a local highway. There is a conflict in Utah Traffic law 1102. If a ban on bicycles is made, it should have some sort of public process. Colorado Supreme Court looking at this issue currently.

Robert Miles; What about chain laws in the winter? For instance, it becomes illegal to drive a vehicle without chains in Big Cottonwood Canyon after UDOT or local highway authority declares it, or “turns on the chain law”. Mr. Fazzini points out that there is a safety basis for making that decision.

Note that “shoulder” is not part of the roadway.
What does it mean to impede the reasonable flow of traffic?

Chad Mullins; For safety reasons, make recommendations for cyclists and motorists on Emigration Canyon Rd.

At this point, committee open to discussion and comment on proposed changes.

Chad Mullins; Concern with public relations problems and proposed changes that would strengthen cyclists’ ability to ride two abreast.

Robert Burton; harder to pull over a cyclist, belligerent, adrenalin, training etc. Motorists when pulled over tend to be much more cooperative. Supports changing law to enforce single file riding on roadway.

Signs in canyon are not technically correct, wrong color. Motorist interpretation that single file riding is mandatory.

The shoulder in Emigration Canyon is not a “bike lane”. To be a bike lane, there would need to be “bike lane” signage and no parking. The shoulder along Emigration Canyon Road is considered a shared spaced used by parked vehicles, pedestrians, cyclists, rollerskiers etc.

The 2007 Emigration Master Plan said there “shall be bike lanes” on Emigration Canyon Road. Dan Fazzini said he did not think making the road no-parking was necessary.

*I-80 construction in Parley’s Canyon

Are we missing an opportunity with current bridge work on the Parley’s Canyon bike trail?

Group consensus is: No. Construction would not affect future plans.

*Bicycle Best Practice – Spencer Sanders

Forming a steering committee with representation from across the county, yet keep it to a manageable size. Steering committee will meet 3 times, and will help shape what will become a County Bicycle Best Practices Document that will be added to our General Plans. More coordination between the cities and county, and hopefully

other cities or entities will adopt these best practices as well. A consultant will be hired to work on the draft, and then County employees will finish the document.

Robert Miles, UDOT, 900 E. Project in Murray

Introduction of Robert Miles to committee.

Chad Mullins: Are shoulder improvements possible on this critical north/south bike route, while this section of roadway is improved? (State route 71) Project will be on 900 E. from Vanwinckle south to I-215. Overlay project scheduled for 2012, "*orange book project*".

Recent completion of Foothill project was also an *orange book project*, and bike lanes were not able to be striped.

Mullins: This section of roadway is the most important North/South bicycle route; it's one of the few that exist over I-215. There are no reasonable N/S routes between I-15 and 900 E.

Miles: Widening is not possible on this project. *Orange book* is a state book of regulations, UDOT rules. "Pavement maintenance", Agreement with transportation commission and may be referenced in UDOT's stewardship agreement with Federal Highways. (?) Narrowing lanes on a road like this would require design exemptions which is a federal process. Widening roadway would change environmental process. As engineer, must vouch for safety of this design. Lack of funding also a problem. Unwilling to consider narrowing lanes, and UDOT feels narrowing lanes is not usually safer. There is a UDOT design exception process to narrow lanes.

Sanders: It would be helpful to better understand the UDOT process, and why things can or cannot be done. Often times UDOT decisions seem unexplained, and better communication is critical between UDOT and SLCBAC.

Meeting adjourn