

Salt Lake County Bicycle Advisory Committee

Meeting Minutes for February 8, 2017

Attending: B. Byrne, M. Gregory, M. Kaller, K. Holt, D. Ward, B. Wheeler, P. Mair, AJ Martine, R. Topham

Absent: A. Searle, K. Herzberg, K. Sturgeon, I. Scharine

5:37 Meeting begins

Introductions/Public Input

P. Sarnoff - R. Mathis has taken a Full-time position with the county. Noresh Kumar was announced as the new coordinator of the Bike Ambassadors Program. The ambassadors attended the Clean Air Fair, which resulted in a good turnout, with 40-50 people signing up. M. Kaller shared my experience with the Winter Commuting Workshop that the ambassadors hosted. The bike ambassadors will be at the Love Clean Air Fair on Feb. 14.

P. Sarnoff wanted to discuss the North Temple frontage road situation. He heard from two sources that road will be widened, between 7200 to 8000 West to accommodate the trucks, and that the county should do what it can do to preserve the bike routing on the road. C. Christensen said it was originally going to be state road. Right now, they have made a dirt road, and that trucks run 7 days a week D. Iltis said someone from the prison will give a presentation at the Salt Lake city Bicycle Advisory Committee meeting the following Monday. According to him, rumor has it there could be accommodations for bikes, but the attitude was that nobody, from the city or state, cares for preserving this bike facility. He sent an e-mail to B. Byrne to come up with options, and she said she has the comments.

5:46 - Mayor B. McAdams thanked everyone in attendance for helping work on ATIP. His office is finalizing the bike network. They were able to dedicate \$1 million budget for ATIP. His approach involved less striping and long-range planning w/ infrastructure. The Tiger grant will provide some capital to build up the projects. UTA is working with the other cities and agencies to get contractual relations. This will be a massive infrastructure investment. We need to take "baby steps" with this, beginning with plans involving striping & connectedness. We want to be more proactive in what to fund, which led to ATIP and the tiger grant. The goal is to have 5% ridership, which would still leave room for more plans and infrastructure & protected bikes lanes and investments. He hopes to see this growth during this term.

1.) The county needs more data for make informed opinions and compete for government funding. With ATIP, it will help increase ridership - bring better data to transportation spending. Create an opportunity index for transportation infrastructure using GIS as a tool. The goal is connect people to opportunity, such as jobs, recreation, and places. Congestion is an impediment to people in connecting to these opportunities. McAdams visited South Jordan six months ago. Companies there need people to come to work for them, but people do not have access to transit to get to these jobs. The opportunity index would map where employees live, along with demographic data, and aid businesses to make a location.

With this, act transportation can be layer in - due to budgets. Strategy is necessary because government funding is scarce. This approach can also be applied to creating transit-oriented areas with residential areas.

2.) McAdams met with leadership how people can sent complaints about active transportation. He went to Copenhagen years ago and met with the active transportation department. Using the "pebble in shoe metaphor" the established a hotline to have maintenance. The county has a 311 phone number concept for emergencies, so they must be a way to contact government M. Hilyard would be the point person on this task.

D. Ittis asked what was happening with the new active transportation position. W. Sommerkorn answered by saying the job description is written and ready to post within two weeks. T. Jackson addressed the concern with lack of economic incentive to buy bike, and how cyclists can help with this. Mayor McAdams said affordable transportation would be a benefit, and a part of the transportation network. With the problem of homelessness, he hasn't gotten to that part. He suggested a bike voucher program might be one solution. He cited the bike share program in Salt Lake City as an example.

G. Deneris said we won the tiger grant because UTA used strategy, using GIS to show connectivity.

Mayor McAdams thanked everyone for their help with ATIP

6:08pm - Public Comments

Bike Utah Summit - P. Sarnoff said registration is open.

M. Rodriguez, from the County Health Department, announced the Safe Kids Fair will on Feb. 25, at the South Town Expo Center. They are looking for volunteers all day event Sandy South Towne Feb 25.

K. Richley said Parley's Trail at 300 west partially done. There is still detailing, stripe, concrete work, and railing. He said it should be done in May. The trail segment from Tanner Park to Sugarhouse Park is on schedule, and should be done by June. The bridge should be done by then. P. Mair asked about where the tunnel and bridge would be. G. Deneris said they were under the off-ramp and over the on-ramp at 2300 East to Sugarhouse Park.

6:12pm - ATIP Update

T. Jensen said they were working with two cities and UDOT before finalizing the network within a week. Salt Lake City wanted more details, based on their master plan, on the county map. The next step is to taking a list of what is on the map and define priorities to make strategic investments.

Wayfinding protocol - The process is nearly complete. Salt Lake City added comments on this. This is a great opportunity to create ways to find routes and facilities around the county.

Best Practices – This document is not well known by the county. The goal is to make it current & visible publicly. Rather than one document, post the practices in chapters on the county's active transportation web site. He was hopeful to have the entire process completed by March.

Tiger grant - Right now, UTA is still working through details on how to get the cities under contract. He said getting 18 cities and agencies working together has been proven difficult.

Regional Bike Map - Salt Lake City wanted to revised their bike map. Their latest edition was based on comfort level instead of lane types. They approached the county two months for a joint map project. The county will make the map, also based on comfort level (high comfort being neighborhood streets or roads wide enough for bikes to low comfort being bike lanes in busy streets with little room. The final product will be the size of deck of cards. One side of the map will have Salt Lake City, other side will be Salt Lake County, and the size will be 11 x 17, when unfolded. T. Jensen provided copies of maps, each covering a piece of the county, showing the data and sought help in the form of feedback on streets

He gave guidelines on what to look for in the maps

- 1.) Look at way rating is set, focus on the comfort of the route (comfort rating indicated by color).
- 2.) Extra caution - Identify intersections that is dangerous to cross. If a road needs to change color, write down your reason.
- 3.) If a route you know is good but missing, please let them know. Look to see if it is legal access to cross? Be ready to respond to any questions.

The deadline was Feb 20th and can be sent to travisjensen@slco.org . D. Iltis asked if they incorporated data from the feedback from the public gathered last fall. T. Jensen said they did, and most of the data translated, though it focused on more important routes. P. Mair asked if there are holes the in map. T. Jensen said there are no holes but incorrect information. Any holes would be along Bangerter Highway and interstate interchanges. P. Muir asked what businesses or transit stops be featured. TRAX and Frontrunner stations will be present. Salt Lake City will be gathering information on bike-related business, recreation, libraries, and trails. AJ Martine asked if will be available on an app. T. Jensen said not yet, though it will be available as a data layer for GIS. K. Holt asked if it will be avail Google Maps. T. Jensen said it will be once it's done.

After February 20th, the information will be refined & presented to cities. Salt Lake City is putting lot of staff time into the regional map. P. Mair asked how much it will cost. T. Jensen said it might range from \$8,000 to \$12,000, with the city handling the printing.

6:38pm - Business Meeting

Minutes/Communications

AJ Martine asked about the format of the agenda. I. Scharine motioned to approve the minutes. B. Wheeler seconded the motion, and the minutes were accepted.

6:42pm - Budget

Bike Utah Summit - there are four passes available for committee members. AJ Martine, K. Holt and M. Kaller will attend the summit.

National Bike Summit - D. Ward said we allocated \$3,000 for Bike Utah Summit sponsorship. In addition, he said if we wanted to use the prior year's budget has to be spent by January 31. M. Kaller stated he would not go to this summit. The price for registration will go up, so B. Wheeler should get it to Angie so she can make travel arrangements. B. Wheeler said he made some arrangements to keep costs down, and doesn't expect to spend more than \$1,500 in travel expenses in per diem. Any spending for the trip needs approval tonight. B. Wheeler plan to attend three days in Washington, DC. The challenge was that open registration opened in late December. B. Bynes made the motion to approve \$2000 for Brady's trip. AJ Martine seconded the motion, and it was approved.

6:50pm - Print advertising in Cycling Utah, from March through October, 8 issues in all for \$850 – M. Kaller put motion to approve the expenditure. B. Wheeler seconded it, and the motion was approved.

6:55pm - New agendas to add

B. Wheeler wants to know what appetite with the committee about the I-80 frontage road. He doesn't think cyclists will ride it once it's completed because of the truck traffic. He thinks we, as a committee, should make their feelings about this, like drafting a letter to address concerns with the truck traffic, and make an effort that the when the road is reconstructed, it must take into account active transportation needs.

D. Iltis gave a background on this topic: Prison construction will take place between 7200 to 8000 west, and about one mile or more north of frontage road.

There will be a rezoning of the Northwest Quadrant in Salt Lake City, complete with manufacturing, and warehouse sections and a nature preserve. The prison is providing background funding for both the new north-south as well as improving the frontage road. Salt Lake City was looking to take advantage of it to build new warehouses. The master plans for the quadrant calls for bike-friendly lanes north of the frontage road. D. Iltis feels the frontage road itself is endangered, saying it's the best high speed route in the state. Furthermore, in five years, the Mountain View Corridor will connect to I-80 at 8000 West. There will already be a dedicated bike trail alongside the corridor. He encouraged the committee to make their concerns known to maintain rideability during and after construction in high-comfort level.

He elaborated that without preserving the frontage road; there cannot be a round-the-valley route. There is legislative intent by the city to ban truck traffic. However at 8000 West, after construction is complete, it could turn into a state road, which would stymie active transportation efforts. There will be a meeting in Salt Lake City the following Monday, with a presentation from a person representing the prison. D. Iltis suggest getting that person to come to the next meeting. Also contact the head of the State Dept. of Facility Management M. Reeberg, Mayor J. Biskupski, and "Becca" from Salt Lake City

regarding the frontage road. And send letters to H. Gephardt, C. Braceras and J. Harris from UDOT, and make sure the mayor sees it too.

In addition to the road's status, the speed limit was raised from 25 mile per hour to 35, thus making it unsafe for cyclists. It potentially could go up to 50 miles per hour.

B. Wheeler thinks we should write the letter. AJ Martine said we should wait for the person behind the presentation. B. Byrne said she can draft the letter and the committee can review it.

K. Holt said we will have a report on the meeting and discuss it more in the next meeting.

7:10pm - Priorities

AJ Martine said the committee voted last year on a spreadsheet for many different projects and ideas for the last 5 years. He and A. Searle have worked on it for the last three months. The spreadsheet contained three solid projects, based on ideas from members.

ATIP and B. Wheeler's work are among those ideas. He met with the mayor and that he like the spreadsheet. He believed this gives the committee relevance and direction. What he proposed is the committee chooses a project to focus on.

In addition at least two times someone presented the idea of committee diversity and participation in active transportation. B. Byrne said we should talk and pursue it for the year. K. Holt agrees, saying that just improving community involvement would be progress. I suggested contacting local media to talk about the issues of active transportation. K. Holt suggested we should try to bring a friend to the meetings. B. Wheeler said we should let people know that, if they are concerned about specific topic, they can express their opinions at the meetings.

AJ Martine said we should go over the bylaws to learn about protocols. He said that D. Ward should sent them to over to the committee members.

D. Iltis made two comments. The first was he suggests bringing people from organizations in on a regular basis, to explain their progress on active transportation. They would have a 15-minute presentation, including feedback from the audience. The second topic is to comment on the Capital Improvement Project for next year, asking are they doing anything for bicycling and active transportation. K. Holt said the new county active transportation person would be a great resource and know who to talk to about this. D. Iltis suggested J. Miller would be good in the new position.

AJ Martine said the meetings would have to use serious time management to accommodate the guests and topics on the agenda.

7:15 Meeting adjourned