

## **Salt Lake County Bicycle Advisory Committee**

### **Meeting Minutes for March 8, 2017**

*Attending: A. Searle, B. Byner, K. Herzberg, K. Holt, M. Kaller, R. Topham, I. Scharine, D. Ward*

*Absent: AJ Martine, K Sturgeon, M. Gregory, B. Wheeler (National Bike Summit)*

5:35pm- Start

#### Introductions/Public Input

North Temple Frontage Road Construction: M. Embray and M. Richins discussed the situation with the frontage road. Construction will begin in the spring and end in July. It will widen a 1.25 mile segment of the road from 7200 West to 8400 West. The widening will start on the south side, then the north side once that is finished. From there, heavy trucks will be operating the road 20 hours per day, five days per week, until the end of November, as projected. Therefore, it is recommended that cyclists avoid the road during those times. Then the next phase, from November 2017 to November 2020, the road will experience high-volume truck traffic from 6:00 am to 5:00 pm, five days per week, to accommodate prison construction.

D. Iltis asked if truck drivers are instructed about cyclists, to which M. Embray responded that someone from UDOT is addressing that point.

A. Searle asked if there are plans to create a road at 7200 West from the frontage road to SR 201. M. Embray responded there are no plans for that, especially with the landfill in the way.

M. Richins said that Salt Lake City developed a master plan for the northwest quadrant.

M. Embray said that at the end of the project, there will be two roads: one heading north to the facility and a permanent road from the International Center to 8400 West

B. Byner said people want to know what the plans are, and long-term, expressed concerned that the plans for bike lanes will be lost.

M. Richins said you should contact your representative about your concerns. She concluded that information will be found, along with contact info at [newutahstateprison.utah.gov](http://newutahstateprison.utah.gov).

D. Iltis said with they can be no long term solution without improving the road at 7200 West, while having a permanent road at 8400 West. M. Embray said that another group is mitigating the landfill with no time frame, acknowledging this is in the long-term. M. Richins said the landfill has to move, but no one knows how to address it.

#### 5:50 - County Update

M. Hilyard announced that she is open to suggestions for Bike To Work Day. A route is being planned, and options are being considered, including ones not centered in Salt Lake City. She asked for suggestions about the event. In the Mayor's office, there is a new community outreach manager named T. Gleeson, and will be the point person for planning the Bike to Work Day. The plans will have to consider the schedules for both Mayors B. McAdams and J. Biskupski. M. Hilyard wants to talk to A. Searle about the 311 project at a later date. She went to summarize what the 311 project entails. This is a program, used in numerous communities where people contact their government for services. Trends show it is becoming more digital, with apps that allow people to take photos and send them as part of requests for public works

department. The apps utilize geo-locational technology to determine location of service request, especially in a county filled with 17 cities. The mayor is interested in a 311 system that is digital, which would be the first jurisdiction in the country. Challenges for this included getting funding from the county council, and coordinating with other communities. Great strides have been made by getting approval from the county council for both funding and forming a regional working group that will put together RP documents about how to create this system. For cyclists, they can report pot holes and other infrastructure needs that relate to active transportation with ease. There is no dollar amount affix to this yet, and no need for a call center. D. Iltis says both Salt Lake City and UDOT have apps that are similar. M. Hilyard said the goal is to create a metro-area app, and not take over the other jurisdictions but collaborate with them. As for the active transportation position, M. Hilyard said it would be a two month process to hire someone to fill it.

6:03pm - ATIP Update

T. Jensen said there were two map updates. The first update was the implementation plan. The project is close to completion, taking into account recent feedback from the cities and citizens, and making final revisions. The next step is making priority routes. There will be a final stakeholders meeting in one month, involving all the communities. He is hopeful this process will go smoothly. The second update involved creating the county map with Salt Lake City. The old city map was based on location of facilities. The new map will be based on comfort levels of routes, and more comprehensive. The city came to the county for the collaboration. The county supplied the information. He was thankful to those who provided information for the map. They were hopeful to send out a draft of the map to the cities the following day. The map does not require construction; only provide information on comfort levels. D. Iltis asked will facilities be shown on the new map. T. Jensen said there may not be enough facilities outside Salt Lake City to be prioritized. A. Searle asked what the timeline to print this. T. Jensen said it should be ready in May, distributed in numerous community outlets and online. He also address if this will be on Google Maps, to which he said yes, but details need to be meted out, one would be a filter system for routes. M. Kaller stated Google Maps provide options directions for cyclists, but do not factor in comfort levels. K. Holt said they look for and frequently and volume instead of comfort. W. Sommerkorn thought the map should be divided into quadrants for more detail. T. Jensen that may be only available online, while paper maps will be in half.

6:15pm- K. Dwyer, Salt Lake Valley Trails Society

K. Dwyer talks of how the organization came about, and how it advocates creating a mountain bike network master plan across the county, and asked the committee to lend its support to the county to funding the plan, calculated at \$250,000. They have met with other people about this request, including M. Hilyard. Salt Lake City allocated \$100,000 for their master plan, and Murray allocated \$1,000 for trail master plan in Germania Park. He cited a survey by county residents about what recreational amenities want to see more of, and the majority answer was trails. But the county hasn't done anything with it because they lack a master plan. Furthermore, there should be a trail within two miles of residential areas. Some cities are more reluctant to fund such a plan. L. Cougin had Salt Lake City allocate the funds for their master plan. K. Dwyer explained the difference between a trail (soft, unpaved surface) is from a pathway (paved surface). He believes a trails master plan will improve connectivity with the

county active transportation plan. It was also more attractive for kids to ride bikes on trails. W. Sommerkorn said the network of canals were potential candidates for trails. A. Searle asked how the \$250,000 would be used, and who would do the planning. K. Dwyer responded the funds were determined by M. Wahl, and was confirmed by Salt Lake City with their plan. As for planning, an inventory of existing trails would need to be determined. Then a list of trail opportunities would need to be made, using the two mile criteria. He envisioned tiny areas with trails dispersed throughout the county. The west side of the valley has tremendous potential for trails to be established. K. Dwyer thinks the county can be a force to help spur the implementation of a trails master plan. Angela said the value of life in Draper is much better because of the data, though that is her opinion. M. Hilyard said this is similar to the ATIP process, but she is not familiar with this part. D. Iltis said that the canal roads belong to canal companies, and some would like trails, but others are much more protective of their properties. K. Dwyer said other cities like Denver and Boise have trails master plan. R. Topham said the money is about how the idea of a trails plan advances the county's interest in cycling, and the county can decide how much to spend and who should plan.

D. Iltis said the North American Handmade Bike Show would be on the following weekend, and encourage people to check it out.

6:45pm Business Meeting

Minutes/Communications

B. Byrnes informed M. Kaller she e-mailed some necessary changes to him on the minutes. I. Scharine motioned to accept the minutes. K. Herzberg seconded it, and the motion passed.

6:46pm- Draft Letter Regarding Frontage Road

B. Byrnes put it together, but wasn't sure who to address it to. She has a list of people to send the letter. Further, with plans set, she said there wasn't much to do. R. Topham said make recommendations for January and February. K. Holt said road construction would wrap up in November. D. Ward asked will the bike shoulders be in place during construction. K. Holt asked what is the possibility of the construction going over budget. He thought both Salt Lake City and the county should step up and state they have both a plan and funding. D. Iltis said the frontage road has been ignored by the city and they are more concerned about the quad at large. He suggested not only enforcing speed limits but lowering them as well. The county raised the limit to 35 miles per hour, and no one could tell him how it got raised. And the letter should ask for bike lanes on the shoulders once construction is complete, better education for truck drivers are driving at safe speeds, and long term solution for 7200 West, that we don't want to see traffic on the frontage road, but go. A legislator from Layton expressed that the state should take over the northwest quadrant in Salt Lake. The concern from D. Iltis is that if the state does so, they have no vested interest in bicycling and thus no lanes for bike traffic. A master plan was made last year by the city to create a giant industrial center, but ignored the frontage road. A. Searle suggested giving the letter to M. Hilyard about this.

7:00pm - Budget

D. Ward said the committee made a match to donate to the Karma Bike Shop, and made a motion to match the funds (\$1,000). In previous years he funds has used for bike helmets for a

reading program. M. Kaller seconded the motion, and the motion passed, with A. Searle abstained.

7:01pm - Bylaws

A. Searle said we should table discussing the bylaws and priorities until next month.

D. Ward said there isn't much change in the budget, with some allocations not yet processed.

A. Searle wondered if we can get people to come in and get matching funds. A. Searle suggest meeting with M. Kaller about using social media to attract more people to the meetings.

7:02pm- Mountain Bike Network

R. Topham believes soft surface trails are part of the committee's mission regarding bicycling, but questions the \$250,000 figure that K. Dwyer suggested. Nevertheless, he supports getting the county behind this. B. Byrnes said she can contact people to determine what the conservation was. She wants to talk to L. Cougin about the trails master plan in Salt Lake city. A. Searle expressed frustration from e-mail conversations with K. Dwyer, asking for a plan but never getting a plan. B. Byrnes said the county needs to allocate money for themselves to make the master plan. K. Holt said he wants the county to do this, and it is up to the committee to say that soft surface trails should be part of the county's plan, alluding to Mayor McAdams's speech last month about connecting people to opportunities. M. Kaller said that Midvale is looking to updating their trails master plan. I. Scharine said that a two-mile spacing of trails would be impossible because of the rapid growth of the urban areas, but the foothills and the areas in the west should have a plan before they become developed. M. Kaller cited a presentation at the local GIS meeting, that measured urban development in the south and west areas of the county to support this trend of development. I. Scharine was skeptical of the figure, but getting the county interested and taking charge might be possible. R. Topham believes the trails is a good opportunity to get kids to ride bikes. K. Holt said giving support to this concept would be advantageous. M. Kaller cited the protest in Sandy regarding the county's plan to pave the Dimple Dell trail. D. Iltis said Summit County has a trails master plan, funded by the resort tax in place. In addition, he said the Dimple Dell trail is part of the master plan, but never implemented. The trails network would be under Parks & Recreation, therefore the trails would be separate from ATIP. Salt

7:15 Meeting adjourned