

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) Meeting Minutes  
5 pm, Cannon Room (335), Salt Lake City/County Building  
July 8, 2009

**Introductions** Polly Hart, Dan Bergenthal, Jonathan Morrison, Chad Mullins, Scott Stebbins, Lisa Pascadlo, Matt Lyon, Keith Alleman, Rob Yuschak, Chris Colgan, Krista Bowers.

### **Mayor's Office Report- Matt Lyon**

- BIKE MAP: Hasn't heard back from Tara McKee yet on her end of the work.
- EVIDENCE BIKES: The document is still at the City Council awaiting consideration. All bikes are currently going to the Bicycle Collective until otherwise instructed.
- COMPLETE STREETS: We are at the same place as last month.
- ACCIDENTS: Ralph and Matt are looking at accident statistics. Numbers seem to be holding steady so far this year in relation to last year. Lisa Pascadlo notes that last year the numbers were huge, as compared with previous years. They are looking at trends over time. Lisa and Dan Bergenthal have a discussion about how accident statistics are reported, so they can try to get a better understanding of what is really happening (versus how things are reported/which boxes are checked).
- BACK TO BIKE MAPS: Tara McKee arrives and gives an update on map costs. Paper would be approximately \$5,320 versus \$7,500 for plastic. She shows a plastic map of Portland, OR and a paper SLC map.

### **Minutes**

Minutes had not been received yet by anyone at the table, so a vote was not taken to approve them.

### **Transportation- Dan Bergenthal**

- STRIPERS: Lanes on the west side are in progress on 2100 South out to 5500 West, and on 4000 West and 2100 North by the airport. Bike lanes will also be installed on 1200 West beginning at 300 north. More will happen this summer.
- NEW STRIPING PRACTICE: Dashed lines will go all the way to intersections (where there is no dedicated right turn) as lanes are being repainted as shown in the AASHTO Guidelines. Currently lines generally end 50 feet before intersections. Discussion ensued about traffic loops (traffic signal vehicle detectors) and where bikes should wait for light to change from red to green (in front of cars or behind them?).
- BIKE TRANSIT CENTER: We are still looking for a third partner for operation funding. We need \$30,000 per year for five years. Salt Lake County declined due to budget difficulties. The total annual operations cost will be \$90,000. Chris Colgan offered to ask his employer Fidelity. UDOT is helping with capital costs but not operation costs. Several other suggestions were offered.
- SUNNYSIDE/ARAPEEN: There have been complaints that southbound cyclists on Arapeen cannot get a green light if they want to go left onto Sunnyside. The city is looking into installing video detection for that intersection. Keith Alleman states that this is the reason he came to the meeting. He wanted to know what is the process for choosing which intersections are the most problematic and highest priority. Dan asked Keith to

email him and that he would take a look at the list. He stated that he would do the same for road repairs.

- **BARRICADES:** Dan received a complaint about the Jersey barriers located at the western end of the airport trail on Tommy Thompson Road (4700 West). The barriers were placed there to keep automobiles from driving on the trail but are spaced so closely that a bicyclist must dismount to safely pass through them. Dan said he requested the barriers be separated to at least 6 feet to better accommodate bicyclists.

**Meeting adjourned at 6:00.**