

## SALT LAKE CITY

### BICYCLE ADVISORY COMMITTEE

#### Minutes of the December 19, 2022 Meeting

BAC Member Present for this meeting was Ben Trueman.

BAC Members Electronically Present for this meeting were Ashley Lodmell, Daniel Houpt, Greta Sommerfeld, Martin Cuma, Max McLeod, Pat Casey, Raymond Reynolds, and Sarah Johnson.

BAC Members Absent for this meeting were Joshua Poppel, Laura Lewis, Matthew Morriss, and Rachel Manko.

Also present were Lynn Jacobs and Jon Larsen.

Also present electronically were Amy Lyons, Christopher Bell, Hugh Van Wagenen, and Julianne Sabula.

The meeting was held both electronically via WebEx and in person and was called to order at 5:06 p.m. by Martin Cuma. Martin welcomed everyone and the Committee members introduced themselves.

#### Approval of Minutes

**Motion:** Martin Cuma moved to approve the minutes of the November 21, 2022 meeting. Pat Casey seconded the motion. The motion passed unanimously.

**Public Comment** – Hugh Van Wagenen introduced himself and said he is an Active Transportation Planner for the Wasatch Front Regional Council. He loves to listen to these meetings to keep his ear to the ground and see what BAC is up to. He thanked the Committee for letting him participate.

**Committee Announcements & Updates** – Martin said BAC will be holding the Vice-Chair election in February. He also said there was an item that came from Dave Iltis regarding the mission statement for the BAC. Dave felt it was important to put that mission statement back on the website, so the Committee will review it and make that decision at their February meeting. The last thing Martin wanted to mention was that he's still on track to create a letter of recommendation for the 2100 South design. His hope is that the presentation today will help him draft that letter and he would like the Committee to pay close attention to the presentation so they can decide about writing a letter afterwards.

#### **Bike Lane Conflicts with Trash & Recycling Bins** ***Christopher Bell, SLC Sustainability***

Sarah brought up the issue of trash bins being placed in the bike lanes at a prior meeting. Lara connected her with Christopher Bell from SLC Sustainability who came up with some potential solutions. He shared with Sarah a lot of considerations that

come into play and is here today to speak more about what those considerations are and the action his team is taking. He said this is a complex issue and something they have been working on for a long time in various places as conditions permit. His issues vary widely in different parts of the city based on whether there is a bike lane, the road width, parking, and other factors. He said many residents believe they are doing a favor by placing the bins out farther away from parked cars and gutters. In some cases this is beneficial but not when there are also bike lanes. They ask people to abide by a 3-foot rule which means keeping everything 3 feet from any neighboring obstacles. He would like to collaborate with BAC and continue this conversation. Sustainability has reminded operators to place the bins outside the bike lanes once they are emptied but sometimes the shape of the road prohibits that as the bin may fall over into a car or something else. The recycling and compost education team has been posting fliers on bins left in lanes asking people to consider a different spot. They also have some social media messaging cued up asking people to consider where they put their bins which should go out within the next week or so. Ben asked where the proper place to put a bin is on a road with no parking and a bike lane. Christopher said there's a conflict in these cases and there really isn't much that can be done beyond repeated messaging and education to those who leave their bins out on the street. The ordinance does say they should be brought in by the end of the day that they were serviced, and folks sometimes leave them out for days. It's something that varies issue wise across the city. Martin said he's hoping the City doesn't consider the gutter to be part of the bike lane. His thought is that hopefully there is enough width in the bike lane and the gutter that the bin can be sitting in the gutter and there is still 3-4 feet of space except on narrower roads like 1500 East. Christopher said there is a positive enforcement program in place where they made a simple flyer that they can leave on the bins. Martin said he's curious to know how effective they are and would love an update in 6-12 months. Christopher said they would also like feedback from BAC if they see less cans in the bike lanes than what used to be. Martin asked if the truck arm can allow them to move the can a little bit and Christopher said yes, their automated arms can extend up to 12 feet so they can push the cans out of the road. Ben asked if the cans could be put on curb strips. Christopher said they won't place them on park strips because while they are City property, the property owner maintains them, and folks are particular about their park strips and the landscaping they've put in being damaged. Martin asked if they could start picking up the green waste cans in the slow months every other week or once per month. Christopher said the demand is not there so they turn that program off to save emissions and it coincides with the annual inversion so they try to keep the trucks from being used, but a temporary additional green waste can be requested. Ben asked where they would send positive or negative feedback. Christopher said they should send that to [slcsanitation@slcgov.com](mailto:slcsanitation@slcgov.com). Sarah asked if they should revisit this topic in a few months and compile their feedback together. Sara thanked Christopher for coming and being great to work with and wanted the Committee to know they have a great partner with him.

## **2100 South Project Discussion**

### ***Lynn Jacobs, SLC Transportation***

Lynn previously presented two concepts to the BAC but after receiving a lot of feedback, he thinks it's fair to say that it is highly unlikely either of those concepts are actually what they'll end up with. The City is getting to a point where they are ready to dig into the technical details and he thought it would be a good time to walk through the actual layout of those two concepts which were presented to the 2100 South business

community a few weeks ago. He went through the two options in details and said they were really focused in making a good connection to the 800 South Neighborhood Byway and planning to push all left turns to signalized intersections, although the business community doesn't want all of the left turns changed because they still want to get customers to their businesses. Lynn went through the plans including the shared pathways, potential cycle tracks, current bike parking, vehicle parking, lane widths, and connections to nearby trails and byways and how those transitions might work. Patrick doesn't like having one side of the road bicycle lanes and he wouldn't ride it; he feels like it's prone to accidents. He suggested putting the greenway in the middle of the road and he explained the benefits of this and that it is done in other countries. Martin said he's not sure he'd be comfortable with his children in a trailer in the middle of the road. Patrick said there are planters and other items helping provide safety barricading in a middle of the road greenway. The bikeway on one side seems like a good idea but as a cyclist, he wouldn't enjoy it. Ben said he's had terrible experience with protected bike lanes because cars have pulled out from parking spots and couldn't see him. Martin said this design is good for slow biking but it's bad for fast biking. He said most of them in the meeting are fast bikers and this will not work for them but he would still argue that it's workable for slow biking with kids and the larger percentage of cycling population bikes slowly. Greta said she's a slow biker and she agrees with what Patrick was saying about having the lane on only one side. 300 West is terrifying for cyclists, she's almost been hit because people are looking the opposite direction when they are pulling out of businesses and don't see the cyclists. Lynn said Patrick's idea is a good one but would need additional infrastructure to add a middle cycle lane and 2100 South is just not wide enough and there are places where there will still be left turns. Patrick explained how he thought it could work and said he thinks if bikes and peds became the center of it, cars would move around it better. Lynn said there are streets in the city where this would work but 2100 South isn't the right one since there isn't enough room. Martin said the biggest problem he sees is the space. Lynn continued through the plans and his concerns about the bus route. He said they are trying to come up with a hybrid solution using the best of both plans and working hard to use the things they have heard from the community. Lynn said they want to make this area a cycling friendly and walkable area and come up with a solution that works for everyone. Patrick said he'd love to talk more about the center lane concept and Lynn said they will consider it and put it in the hopper along with their other hybrid ideas. Ray asked about the type of traffic going through Sugar House and Lynn said this is the destination for about 80% of people traveling there. Martin said if the traffic is locally generated, why not make it more bike friendly so people will bike instead of driving to their destination. Lynn said UDOT developed a tool to predict active transportation mode shift and the kind of trips they're seeing there aren't conducive to walking or biking as they're coming from too far away. Martin summarized both plans and said they aren't ready to support either at this point. Lynn said the deadline is to have the project at 40% design by March. He will come back to BAC in a few months and give them another presentation on where they're at and get feedback. The schedule is so fast because this project is being paid for by a Funding Our Future Bond and if the funds aren't used by the end of 2025, they will lose them. Martin asked about bike paths on each side of the road, Lynn said unfortunately there just isn't enough space on this road and they are trying really hard not to move the existing curb and gutter line as they don't have a lot of funding for this and moving those exponentially increases those costs. There was some other discussion about connections to other trails and byways and Lynn said they have considered wayfinding signs to connect to all the trails. They're also looking at traffic calming measures to slow

traffic down, additional bike parking and other features to try and get people who are currently driving to shift to walking or biking. Martin said to let them know if there is anything they can help with.

**Motion:** Martin Cuma motioned to adjourn the meeting; Patrick Casey seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:34 p.m.

### **Meeting Chat**

from Bell, Christopher to everyone: 5:33 PM  
[slcsanitation@slcgov.com](mailto:slcsanitation@slcgov.com)

from Patrick Casey to everyone: 5:51 PM  
<https://previews.123rf.com/images/jordi2r/jordi2r1411/jordi2r141100154/34065186-barcelona-spain-october-29-2014-cyclist-circulating-for-a-bike-path-in-central-barcelona.jpg>

from Ray Reynolds to everyone: 5:52 PM  
<https://bikeportland.org/2013/06/12/new-idea-for-foster-road-a-center-median-bike-lane-88227>

from Patrick Casey to everyone: 5:52 PM  
<https://streetsmn.s3.us-east-2.amazonaws.com/wp-content/uploads/2015/05/image.jpg>

from Patrick Casey to everyone: 5:53 PM  
[https://farm7.staticflickr.com/6086/6046395232\\_4ea0e96987.jpg](https://farm7.staticflickr.com/6086/6046395232_4ea0e96987.jpg)

Approved by the Bicycle Advisory Committee 02-13-23.