

(M)BAC Minutes March 2007

1. Transportation: Dan Bergenthal noted that the application to be a League of American Bicyclists "Bicycle Friendly City" was near completion.

The streets slated for bicycle enhancements this year are:

2<sup>nd</sup> South from Main to State; "Sharrows" symbols, to be installed. Sharrows will reinforce a cyclist's right to use the lane.

11<sup>th</sup> East (2<sup>nd</sup> South to 2100 South) - shoulder striping to provide a wide shared bike/parking area.

900 East (900 South to 2100 South) - shoulder striping to provide a wide shared bike/parking area.

27<sup>th</sup> South (13<sup>th</sup> East to 23<sup>rd</sup> East) - shoulder striping to provide a wide shared bike/parking area.

Bike signs on Highland where the recent striping has been done.

Beck St. Phase 1 and 2 - completion of bicycle enhancements

Assistance with PRATT trail.- Bridge across 215 to connect north/south bike trail to future east/west trail to be installed by June?

Placement of Bike lockers at selected TRAX stations.

The current construction on the frontage road west of the international center will be delayed until, perhaps, July. Dan will do what he can to facilitate a quicker opening.

Laura Howat stressed the need for bicycle enhancement to meet quality standards for the benefits of cyclists. Dan stated that the improvements will meet AASHTO guidelines.

There were no priority requests for bicycle enhancements received by Dan except for one by (M)BAC chair Lou Melini

Notation was made that Wasatch Pedicabs is no longer in business. This was the only pedicab business in SLC. (Additional note: New York City has reduced the # of pedicabs from 450 to 325; NYC also requires critical mass rides of 50 or more to obtain a parade permit which includes the intended route.)

For pothole reporting or needed repairs to bike routes you can send requests to Dan at:

<http://www.slcgov.com/Transportation/BicycleTraffic/RouteForm.aspx>

2. Introductions were done. There were 12 people in attendance.

3. Jordan Gates gave us an update on the helmet ordinance. He has been working to get the (M)BAC ordinance changes looked at. The Mayor is looking into incorporating some of the suggestions which include the comparative negligence clause. One additional change may be to remove the ordinance that allows bicycles to be impounded for all infractions that is currently on the books or incorporate language in the ordinance that will not allow impounding of bikes for violation of the helmet ordinance. Jordan is researching how often this actually happens.

Next may be the City Council, perhaps next month?

4. Shaina Quinn from UTA updated the group on the festivities for Bike Week. A very diverse activity list is planned, that adds a "Live Green" festival, advertising of the Rocky Mountain Raceway and DMV criteriums, a film festival, to last year's events. Bike week is May 12-19.

Shaina also discussed the upcoming major changes for bus service in Salt Lake City and County. There will be fewer routes but more service on the remaining routes. This may make putting your bike on a bus less likely due to crowding. The bus line to the international center is being eliminated. If you bike and bus you will want to contact

UTA for open house locations. Also bikes on racks in front of buses currently interfere with headlights, violating state law. UTA is looking into this.

5. Lou Melini noted that with the closing of the downtown Guthrie's store, there are no full-service bike shops in the downtown area to service the Homeless population. The Salt Lake Bike Collective has expressed a willingness to help this population. The proposed bike station at the Intermodal Hub will not be operational for nearly 2 years.

6. Committee reports: Mark Smedley reported that the Transportation Advisory Board did not endorse the bicycle helmet ordinance. Mark also discussed that there will be more frequent buses on 2<sup>nd</sup> South, a frequently used bike route, which may lead to more conflicts which Mark discussed. This was noted by UTA rep. Shaina Quinn.

7. Lou presented a draft of proposed bylaws for the (M)BAC in an attempted compromise from the current (M)BAC structure to that of an official city advisory board. These would be considered if the city allows the current committee to remain an unofficial advisory board. Jordan stated that the city will most likely want the board to be an official advisory board therefore Section 2 of the proposed bylaws (naming of voting members) will need to be changed in Lou's proposal.

Concerns with becoming a city board are (a) residency requirements for voting board members- Jordan will look into allowing more non-residents for the voting board. Currently only one is allowed.

(b). Mark Smedley is on the city's Transportation Advisory Board (TAB) as a (M)BAC representative. He would not be allowed to serve on 2 voting boards. Under Lou's proposed bylaws, there would be a group of non-voting advisors to the board with affiliations to groups that have an interest in cycling or that may affect cycling such as TAB. Mark is OK with being a non-voting advisor to the (M)BAC. Mark also stated that his term is up soon and that a cyclist may not be picked to be on TAB unless the (M)BAC becomes an official advisory board.

(c) Chuck Collins was concerned that creating a board would "shut out" grass roots cyclists from being a part of the cycling committee. He suggested that if the city made the (M)BAC an official committee, a separate bike committee should form. Lou stated that he envisions no changes in participation and sees no reason why someone would object to coming to bike advisory meetings simply because there is a recognized voting board. He envisions that the voting board is simply an organized, consistent manner to conduct the business and goals of the (M)BAC vs. the current voting by whoever happens to show up at a meeting. Cyclists would now have better representation at the city level. Having 2 bike advisory committees would not be productive. The voting board would probably have 7 members. Only 2 people (Lou and Polly Hart) stated that they would apply if the city required an official board, leaving plenty of space for anyone who wishes to be a voting member. A vote for adoption of the bylaws will take place at the next meeting. For a copy of the proposed bylaws contact Lou Melini ([Melini@xmission.com](mailto:Melini@xmission.com))

8. The meeting was adjourned: Next meeting April 11. There will be a speaker to discuss the design and implementation of bicycle enhancements from the Downtown Transportation Master Plan.