

MBAC minutes for Nov. 2006
Next meeting: Dec. 8th.

It was good to see several new faces at the MBAC meeting (long-time bike advocates, Bob and Jon Springmeyer, new BBTC president, Jon McCool) and a return visit by Mark Smedley, who I haven't seen for a long time. The MBAC will be a better organization with a healthy input of ideas, points of view and experience.

1. A long discussion was held regarding the frontage road west of the international center. This road is currently under construction resulting in our inability to use that section of road until the spring. I-80 is the detour route. It was decided to try to convince the city that when repairs are completed on the section of road under construction, that the paving continue to the west and pave over the concrete section that is cracked and uneven, though does offer us our own "Paris-Roubaix" road course. As of this time, the city has agreed to pave over the concrete so we should look forward to a smooth ride out to Saltair sometime in the spring. Thanks to all that wrote letters of support of this proposal. Also thanks to Dan Bergenthal and Jordan Gates for their help in coordinating the letter/e-mail efforts.
2. There was discussion of the possible need of an executive director for the various bicycle coalitions/advisory groups in the state. Lou entered discussions with Ashley Keene from Specialized as a means to pay/hire such a person. Specialized, according to Ashley, is interested and could model the position on other similar positions in California. It was decided that this is an issue for discussion by the Utah Bicycle Coalition. The UBC would be the logical choice to have such a position. A job description, duties and assorted other matters would need to be worked out first.
3. Mark Smedley initiated discussion regarding bikes on sidewalks. The Downtown Business Alliance has had a number of meetings regarding the future of downtown traffic in the future. At the 2nd meeting which discussed bicycles, the planners are proposing widening the sidewalks and putting in a "bike lane" to accommodate the cyclist unable or unwilling to ride in the street. In addition street lanes, bike lanes etc. would be "painted" to better indicate that bikes were allowed on the road. Bikes-on-sidewalks was discussed at the Downtown Business Alliance meeting by Bob Springmeyer, Lou Melini, Travis Jensen and Jonathan Morrison. We thought the model as presented was reasonable, but brought up the issue that cyclists on the road may face more harassment by motorists who thought we should be riding on the sidewalk "bike lane". Mark felt that the potential harassment would outweigh the bike lanes among other negative aspects of a "bike lane" on a sidewalk. He wanted a vote by the MBAC to oppose the proposed bike lanes by the Downtown Business Alliance. The vote was split, and further discussion of this proposal needs to happen. Other discussion was in regards to the ordinance banning bikes on sidewalks in the downtown business district. Everyone seemed to agree that this ordinance should be repealed, with

restrictions that if bikes are on sidewalks they should not be ridden in a reckless or unsafe manner.

4. City Bike maps were distributed. If you do not have a new map, you should be able to pick them up at you local bike shop or E2 business. If you know a location that would be a good place for distribution of bike maps contact Jordan Gates at the city- Jordan.Gates@slcgov.com
5. A master plan for bikes for the University was presented at a meeting at the U. on Nov. 15th.
6. At the end of the MBAC meeting, Dan Bergenthal asked on behalf of Mayor Anderson that the MBAC discuss and advise regarding the subject of an ordinance requiring the use of bicycle helmets. This will be discussed informally between now and the next MBAC meeting with the main issues to be discussed at the MBAC meeting in December.
7. The November 29th meeting of the Downtown Business Alliance was attended by Lou Melini, Travis Jensen, Jonathan Morrison and Jon and Bob Springmeyer. Planners from Vancouver, Portland, and Denver presented how their respective cities planned for transportation growth. Bicycles were part of the planning. Portland has 6% of downtown transit accomplished by bike, Vancouver 3%, Denver (no stats) compared to SLC at 1%. USE YOUR BIKE TO SHOP AND GO TO WORK!
8. Lou Melini and Jonathan Morrison met with UTA also on Nov. 29th to discuss modifications to Trax cars to better accommodate bicycles. UTA will be removing a seat and replacing it with a small seat that will enable a cyclist to sit and hold his/her bike. The 2nd bicyclist at the end of a Trax car will still need to stand and hold the current wall rail. Because UTA has a lot of older cars, other suggested modifications could not be installed simply from a structural aspect of the cars. As UTA obtains newer coaches, that have been designed and built for bicycle transport, hanging hooks could be installed allowing for potentially more bikes. As UTA obtains more coaches and more cyclists utilize Trax, Jonathan and Lou proposed having our own coach to accommodate cyclists (and wheelchairs?) especially on the University line similar to Portland and San Jose.