

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the January 5, 2015 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Cathy Liu, Cheryl Heying, Chet Cannon, Daniel Page, Hal Johnson, Rachel Otto, Robin Hutcheson, Shaun Jacobson, Tyler Fisher and Whitney Ward.

Absent from the Transportation Advisory Board were: Lamar Ewell, Reid Ewing and Steve Woods.

Also present were Julianne Sabula, Amy Pufahl, Jamie Clark, Jeff Gulden, George Chapman, Russell Weeks and Cris Jones.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:02 p.m. by Rachel Otto.

Welcome and Introduction of Guests – Rachel welcomed everyone and the guests introduced themselves.

Public Comment – Jamie Clark shared two specials that Enterprise Car Share is having right now and said they have downgraded to only 20 vehicles. George Chapman asked the Board to delay making a recommendation on the Downtown Streetcar LPA until the Transit Master Plan is complete. He doesn't feel that streetcars work well for transit and that busses would be better for that. He would like a tax increase for better mass transit to pass and believes that if the streetcar is already in process, that won't happen. He would also like to let the Board know that he has a problem with the cycle tracks within the Pedestrian/Bicycle Master Plan. He said bicyclists would rather have a wider bike lane and smaller left hand turn lanes so he would like them to table any approval on that plan as well. He would also like to see wider sidewalks for pedestrians in that plan.

Motion: Chet Cannon moved to approve the minutes of the December 1, 2014 meeting. Cheryl Heying seconded the motion. The motion passed unanimously.

Downtown Streetcar LPA Recommendation

Julianne Sabula

Julianne gave the Board a presentation on the Downtown Streetcar locally preferred alternatives analysis recommendation. She discussed the project background and the process that led to this recommendation. There is a long list of reasons why a streetcar downtown makes sense including that it is the city's densest job and population center and having a lot of transit options make sense for downtown living. It would also compliment the current bus service while completing circulation downtown which is currently only designed for regional trips into and out of the area but not for circulating within. Downtown Salt Lake City is rapidly becoming a 24 hour community and the

Downtown Master Plan discusses the amount of expected growth which would be well supported by a streetcar. The goal is to find a locally preferred alternative that is based on technical merits of the alignment as well as public opinion and document that process in hopes of obtaining federal funds to complete the project. She showed the Board the study area and explained how it is broken into three different areas and what they looked at through each step of the process to narrow it down to the recommended alignment. There was a combination of public input sought out by various public outreach efforts and technical analysis that went into this recommendation. Historic and economic impacts as well as compatibility with bicycle needs, development capacity, parking, underground utilities and various other factors were taken into consideration to come up with the final recommendation. Though originally they were considering 200 South, after public outreach, they decided to go with 100 South as it has a higher projected ridership and is closer to high density housing. Julianne went through all of the possible options and explained why each section was chosen. She said what they are doing with the Transit Master Plan is confirming some of the things that have already been studied extensively, this project being one of them. This project will not begin prior to the Transit Master Plan being completed so there is a possibility of some changes. Transportation feels it is important to have TAB formally weigh in on what's being presented after which the recommendation will be going to the Planning Commission and then the City Council.

Motion: Shaun Jacobsen moved to recommend the proposed Streetcar alignment. Daniel Page seconded the motion. The motion was approved by all Board members present with the exception of one abstention from Hal Johnson.

Pedestrian/Bicycle Master Plan Draft Review

Cris Jones

Cris went over the public input process of the Pedestrian/Bicycle Master Plan and assured the Board that if they have commented already, they have been heard and asked for any additional comments that they may have. He would like to see a positive recommendation from TAB prior to this plan going to the Planning Commission for their consideration. Throughout the public input process, Transportation received hundreds of comments. Of the individual comments received, 92% expressed support for the plan and only 8% did not. In addition, 24% of individuals commenting specifically expressed their support for bike lanes and only 8% specifically said they did not like protected bike lanes. Cris said they are now going to begin comment incorporation into the plan. Some of those will be easy to accept and incorporate and some of them they're going to have to spend some additional time and consideration on.

Transportation would like to submit their final draft with comment incorporation to the Planning Commission by January 21st for their consideration at their February 28th meeting. Daniel said that a lot of comments he has received were regarding consistency. Right now Salt Lake City is doing a lot of great things, Salt Lake County is doing some great things for bicycling and pedestrians and UDOT is doing a lot with pavement marking, striping and identification because they want to make sure they are showing consistency across the board with bicyclists. It helps those who bicycle every day feel comfortable knowing what their expectations are and not having to guess. Robin said the City needs to do something a little bit different with pedestrians. They

received many comments indicating there was not a lot in the plan for them. She said they are not going to expand the section on pedestrians but every street and crossing is an area for them and they may remove the map showing highlighted areas for pedestrian improvements because everywhere is a potential place for those types of improvements, not just the specific areas in the map. Cris wanted to make sure that TAB understands there is still work to be done on this plan and the version they are seeing is different than the version that the Planning Commission is going to be reviewing. Their version will have all of the comments incorporated as well as any recommendation that TAB gives for their consideration.

Motion: Chet Cannon moved to have the Transportation Advisory Board give a positive recommendation on the Pedestrian/Bicycle Master Plan. Andrea Olson seconded the motion. The motion passed unanimously.

General Updates & Announcements – The BAC has prepared a recommendation for the bicycling on sidewalks ordinance. It's ready for discussion and TAB would like a presentation at their next meeting. Robin also updated the Board on the City's CIP applications. She said there is a thematic component moving through the CIP requests this year, one of them being for trails, a sizable one for pedestrian safety following along the Pedestrian/Bicycle Master Plan and the Bikeways Citywide application. She will keep the Board updated as she has further information.

The next meeting of the Board was scheduled for Monday, February 2, 2015. Tentative future agenda items include: Bicycling on Sidewalks, Ground Transportation, Transit Master Plan, Pedestrian/Bicycle Master Plan and the Mountain Accord Project.

The meeting was adjourned at 5:26 p.m.

A recording of this meeting will be available for one year.