

SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD  
Minutes of the February 3, 2014 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Brian Doughty, Cheryl Heying, Steve Woods, Chet Cannon, Haytham Ibrahim, Rachel Otto, Robin Hutcheson and Lt. Lamar Ewell.

Absent from the Transportation Advisory Board were Hal Johnson and Whitney Ward.

Also present were Kevin Young, Val Halford, Russell Weeks, Michael Budig, Tara Olson and Suzanne Stensaas.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:05 p.m. by Rachel Otto.

**Motion:** Andrea Olson moved to approve the minutes of the December 2, 2013 meeting. Chet Cannon seconded the motion. The motion passed unanimously.

**Wasatch Front Regional Council (WFRC)** – Val Halford with the WFRC gave a power point presentation on his organization and the Regional Transportation Plan (RTP). The WFRC is a metropolitan planning organization for five county jurisdictions that include Tooele, Morgan, Weber, Davis, and Salt Lake Counties. They are governed by 29 elected and appointed officials and their primary purpose is to develop both long range and short range plans for at least a 20 year planning horizon. The RTP is updated every four years. The most recent plan was adopted in May of 2011 and the WFRC is currently working on the 2015 RTP. The projects put on the plan must match up with a reasonable revenue stream and conform to air quality standards set by the State. Val said transportation systems drive land use and land use in turn drives transportation systems so in order to try and better develop a robust transportation plan they've gone to the effort of developing a visionary land use plan which is called the Wasatch Choice 2040. This plan envisions the hope to have more growth in the centers, provide a multi-modal coordination with transit and highway while at the same time safeguarding natural resources. Val went over the current schedule and important milestones and said if everything holds the way they hope the updated plan will be complete by 2015. Four land use and transportation scenarios were developed, which held jobs, population and the amount of money available constant for each scenario. These four scenarios were tested using performance measures and as a result they were able to pull out the best projects from each of the four scenarios and develop a draft RTP. Some of the major projects that are identified on the current draft plan were listed. There is also a draft priority bicycle network which is based on work performed by the Utah Collaborative Active Transportation Study (UCATS) which involved a great deal of work by WFRC, Mountainland Association of Governments (MAG), UTA and UDOT. Small

area meetings with elected officials, numerous stakeholder meetings and a series of public open houses were held. Comments received from these meetings were refined to assist in developing the draft plan. A market analysis was done that helped in identifying areas of concern as far and land use. This was sent to the Technical Advisory Committee and the Regional Growth Committee to continue coordination with these groups. There will be further open houses this year for public input. Robin showed the Board what the interactive map looks like, where it is located on WFRC's web site and how to give feedback. She said everything bike, transit and roadway are all on one map and this is what the Board should be reviewing so they can give feedback if they see things that should be changed. Robin said she would like to schedule this topic again for the April meeting so both TAB and BAC have a chance to review this information.

**Snow Plows & On Street Parking** – Tara Olson who is a project coordinator and liaison for Public Services gave a presentation to the Board regarding snow removal operations in their current state and a proposal for possibly implementing parking restrictions when it's snowing or when snow is on the streets. She said the reason they are looking at this is due to countless complaints they receive from the public about their cars being snowed in, the need for improved traffic flow and accidents due to the lack of ability of the plow to remove snow from curb to curb in residential areas as well as numerous others. They feel their snow removal efforts are pretty good and have gotten feedback from the community saying they are doing a great job but they've created this proposal and put it on open city hall to get more feedback from the residents. Tara showed some pictures of problems they have been seeing including vehicles snowed in, windrows and narrow streets where the plows aren't able to plow a two lane road due to cars parking on both sides. These types of situations wouldn't be existent if they were able to plow from curb to curb when it's snowing or there's snow on the street. Due to these issues and resident complaints, a committee has been formed which includes individuals from Public Services, Transportation, Compliance, Sanitation, Streets and the Mayor's Office. The Committee has looked at research from over 17 cities within Utah as well as information from other states and Canada. They concluded that most cities do have a parking restriction in place in the winter and these are primarily in the early morning hours. Taking all of this into account a proposal was created that would restrict parking only when it's snowing or when snow is on the streets from 1:00 a.m. until 6:00 a.m. and only from November 1st to March 31st. To clarify, this is not an everyday restriction but rather only when it is snowing or there are snow removal operations in effect after a storm. Realizing that the majority of SLC neighborhoods have little or no off street parking they came up with two options. The first is North and East side parking because those are the sides that receive the most sun and are most likely to melt on their own. The other is an odd and even side of the street parking meaning if it snowed on an odd numbered day you would park on the odd numbered side of the street. After reviewing public feedback the committee is considering a pilot program that would focus on just a few select priority roads. If they do move forward and propose this to the City Council they want to make sure it would also benefit other Divisions and Departments within the City so they have also looked at things like

keeping the bike lanes cleared all season long. If this pilot program is proposed and approved there may be very soft enforcement in the beginning meaning possibly no tickets but rather warnings explaining what the program is and what they are trying to achieve. There will also be an accumulations standard of three inches or more and there has been discussion about a snow emergency system notifying people hours ahead of time if there were to be a restriction.

**Resident Transit Passes** – Robin said the resident transit pass is now officially called the Hive Pass. The Hive Pass is Salt Lake City's resident transit pass which means that if you can prove you are a Salt Lake City resident you are eligible to purchase the annual pass for either \$350.00 upfront or in monthly installments over the year of \$30.00 per month. One of the first hurdles this program experienced was how to bill people who don't already receive Salt Lake City utility bills such as renters. They are now going to use the Public Utilities billing system to send separate monthly billings for the Hive pass. The City is gearing up for a big launch on March 1st and will replace the temporary skeleton website with a very polished one that will have all of the information regarding the pass hopefully within two weeks. Right now sales locations are being finalized and the passes will be available at various locations and times. These include the Treasurer's Office, Public Utilities, The Sorenson Unity Center as well as various mobile locations for a period of time including all SLC libraries and the Winter Market. The passes will be good one year from the purchase date but will only be sold for six months at which time an evaluation of how sales are going and a determination of whether the program will continue will be made. The goal is to sell 6,000 passes to residents. Nearly every department in the City is involved in this and meets weekly to get this launched. You must prove you live within the City limits to purchase a pass and the passes will have a picture of the pass holder on them. If someone signs up for the monthly payments they will have to pay for their first and last month up front and if they do not follow through with their payments their pass will be deactivated, they will lose their pre-paid last month's payment as well as being barred from ever purchasing one again. The website is [ridewithhive.com](http://ridewithhive.com) and Robin would love the Board to reach out to their contacts to be sure everyone knows how and where they can purchase the passes.

**General Updates** – The board was given a brief overview of the Mountain Accord project. It is a multi-jurisdictional effort to look at the use of the Central Wasatch Mountains. As there is a strong transportation component to this and the Mountain Accord project manager has asked that the TAB chair serve on their committee, Robin felt it was something the Board should be introduced to. Rachel agreed to participate and Robin let the Board know that there are two upcoming public meetings regarding this and she will be sending them the meeting notice.

The next meeting of the Board was scheduled for Monday, March 3, 2014. Tentative agenda items include: Downtown Master Plan update, Bicycle/Pedestrian Master Plan Update and Mountain Accord Project.

The meeting was adjourned at 5:30 p.m.

(A recording of the meeting will be available for one year)