

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the February 5, 2018 Meeting

Present from the Transportation Advisory Board were Bradley Palmer, Courtney Reeser, Daniel Mendoza, Ellen Reddick, John Beener, Jon Larsen, Paul Schulte, Reid Ewing, Suzanne Stensaas and Todd Hadden.

No Members were absent from the Transportation Advisory Board.

Also present were: Kevin Young, Dan Bergenthal, Amy Lyons, Dave Alderman, Martin Yablonovsky, Russell Weeks, Scott Vaterlaus 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 Courtney Reeser.

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

Public Comment – There was no public comment.

Motion: Todd Hadden moved to approve the minutes of the November 6, 2017 meeting. Paul Schulte seconded the motion. The motion passed unanimously.

Report Out

TAB Members

Lt. Beener explained his recent absences from TAB and said his calendar has cleared up and he will be able to attend regularly now. Tom Millar from Transportation approached Courtney regarding a 600 North/700 North corridor study. There will be a meeting the last week of February regarding this study and she'll update the Board next month. Courtney also said she has not heard anything more about changing the east bound 600 North at 800 West to a no turn. Kevin said staff is still looking at that and he'll follow up with her.

School Related Topics and Issues

Paul Schulte & Martin Yablonovsky, SLC School District

Paul and Martin gave a presentation regarding school district traffic. There is a School District Committee that looks at safety on a regular basis and each school is required to annually review their safe walking routes using the Student Neighborhood Access Program (SNAP). In addition to bussing around 4,000 of their 25,000 students, the school district also gives out around 500 UTA passes each year for student commutes. Walking busses are becoming more popular and are encouraged so kids can walk to school. The two concerns heard most often regarding school safety is the request for more crossing guards and different signage such as flashing beacons. Paul said one issue that comes up is regarding the signage being associated with the crosswalk and not the school. Scott said this is based on state code and the signs are there to create the safest place to cross. Paul felt that with children being dropped off at locations other

than the crosswalks, changing where the school zones are installed would make it safer. Suzanne felt that every school should have a biking plan and enforce the no idling policy. There is signage in front of all schools regarding the idling and they have put air monitors in front of the school drop off zones. Those air monitors have shown that the air is about 4 times worse in those zones than the city as a whole during the worst inversions. The school district is replacing their busses with new clean burning diesel busses as they acquire money to do so. Paul went over a few school projects that have begun and they are working with the City to make sure traffic flow is not impacted negatively within these projects. Courtney asked if there is anything TAB can do to help. Paul said he would like help developing a strategy to change the signage in front of schools and increase the budget for crossing guards.

Safety Presentation

Dan Bergenthal, SLC Transportation

Dan works mostly on traffic safety related projects and gave a brief update on five of the projects he's currently working on.

- Pedestrian upgrades at three at-grade rail crossings using a UDOT Rail Safety Grant. Those locations are 800 West/South Temple, 900 West/South Temple and 1500 West/1700 South.
- Retroreflective traffic signal backplates are being added to every signal head within the city. This additional 2 inch yellow stripe placed along the back plate of a signal has been proven by the Highway Administration to reduce overall intersection accidents by 15% by making the signal more visible.
- Left turn traffic signal head conversions at all 58 of these type signal heads within the city will be converted to flashing yellow signal arrow heads. A recent study done in Illinois demonstrated a 30% overall reduction in crashes and young drivers 16-21 had a 36% reduction in left turn crashes because they believe this signal is easier to understand.
- A 2 way stop intersection analysis has been done on all 2 way stop intersections within the city. The locations with the highest crash rates are now being analyzed to see if there are safety improvements that can be installed to help reduce the crashes.
- Before and after crash analyses on some of the 4 to 3 lane road conversions that have been done within the city. The number and type of crashes changed after the roads were converted. While there were fewer crashes, rear end crashes increased.

Foothill Drive Coordination

Cris Jones, SLC Transportation

Cris was the project manager on the Foothill Drive Implementation Strategy, which was a multi-agency effort. He handed out the last 4 pages of the implementation strategy draft action plan which is the roadmap of projects and agency responsibilities, moving forward in a variety of categories. All of the information handed out is available on the project website which is www.foothilldrive.org. He gave an update on the different projects, the phases for those projects and the agency's involved in specific projects on Foothill Drive.

Report Out Addition

TAB Members

Courtney said the State has decided to put a Freeport center in the Northwest quadrant. She believes this will affect transit in that area. She also asked if anyone had heard back

from the City Attorney's regarding a Transportation Utility fee. Russell said that while the City Attorney counseled against it, there is a bill in the legislature regarding this type of fee. Jon said he would like the Board to provide specific recommendations on focus areas for the Foothill Drive area either at a future meeting or by contacting him directly.

The next meeting of the Board was scheduled for March 5, 2018.

The meeting was adjourned at 5:27 p.m.

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