

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

Present from the Transportation Advisory Board were Cathy Liu, Hal Johnson, Steve Woods, Rachel Otto and Whitney Ward.

Absent from the Transportation Advisory Board were Andrea Olson, Brian Doughty, Cheryl Heying, Chet Cannon, Haytham Ibrahim, Robin Hutcheson and Lamar Ewell.

Also present were Kevin Young, Molly Robinson, Julianne Sabula and Laynee Jones.

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.

The February minutes were not approved due to not having a quorum.

Downtown Master Plan update— Molly Robinson from the SLC Planning Division said they are in the process of drafting the master plan from all of the public input they've received. They're checking that against the existing city policies and trying to come up with some new policies. They have started coming up with preliminary goals for how they want to move forward with and implement the master plan and are hoping their goals are measurable in some way so that over time they can understand how they are reaching those goals. Hal said he's never seen more public involvement in any other plan he's worked on. The internal goal of Planning was to reach 1,000 individuals over the course of the public engagement process and Molly estimates they have reached 750 at this point. There have been walking tours, bike tours, traditional workshops, public workshop activity events, urban design debates, brown bag lunches and living room socials. One of the questions being asked is if UTA has a goal of doubling ridership system wide by 2020 then what metric will be used to measure ridership downtown. Will the downtown residents or the downtown workers be used to measure that ridership? A brief explanation of UTA's plan to generate ridership and how descriptive they are going to be regarding downtown ridership was given by Hal. The rough boundaries of downtown as defined by the Downtown Master Plan are North Temple, 200 East, 900 South and I-15. The downtown residential population as of 2010 was approximately 5,000 people with a downtown employee number of around 40,000. On average over the last 5 years within the study area there have been about 250 new housing units added annually so they are estimating that there are 350-400 new residents per year. UTA has made deals with Car Share, Bike Share among others to get more people onto their service. Molly asked the Board's opinion on what their goal should be for mode split for the next 5, 10 and 25 year periods thinking beyond just transit but looking at the goals for biking, walking, car share and car pooling. The Downtown Master Plan will be basically defaulting to what is in the Downtown in Motion plan when it comes to transportation. There is going to be a greater emphasis on midblock walkways as well. Midblock walkways were identified in the last Downtown

Master Plan and while the design guidelines haven't been adopted yet they're still being folded into the plan. Two other questions posed to the Board were how the master plan should address the needs of low income residents who may require vehicles and live in older or repurposed buildings with inadequate parking and beyond what is identified, what transportation policies should be included in the plan. The Downtown Master Plan will be developed in parallel to other City plans such as the Bike/Pedestrian Master Plan and the Downtown Streetcar study. One of the big themes coming from the public process is the public's desire to increase the amount of housing downtown to maintain its status as the largest city in Utah. The goal is to have a draft plan that is ready for the public vetting process towards mid April at which point they will initiate the official adoption process. The guidelines address both private easements and public rights of way and are intended to direct design and development of midblock walkways in concert with public or private development projects with the idea behind them being that we're prioritizing pedestrian activity over vehicular activity on these mid block streets. There is an open city hall on this topic right now that Molly encouraged everyone to participate in.

General Updates – Kevin Young said they are looking at both 200 West and 300 South to install Cycle Tracks. The design on those is progressing so they are nearly to a point where they will begin the public input process. Amy Pufahl gave a brief synopsis of how the HIVE Pass sales have been going. There were 147 sold on the launch day at the Main Library. The response on the first full day of sales has been so great they had to cut the lines off in order to accommodate those already waiting and there have been a tremendous amount of phone calls inquiring about the passes. The passes will be sold for six months at the regular locations and for six weeks at the mobile sales events. The City is hoping to reach their goal of 6,000 passes sold at the end of the six months.

Mountain Accord Project – Laynee Jones with the Mountain Accord Program said that the Mountain Accord is about the idea that you could live in Salt Lake City without a car and still be able to get to the mountains on the weekends. The Mountain Accord is looking to solve transportation problems in and out of the mountains. The mountains provide water for Salt Lake City, trails to Park City, our recreation hub and a huge driver for our economy. They're looking at how they want to be managing, accessing and preserving this asset in 100 years. There are four main goals that the executive board put together which revolve around transportation, environment, economy and recreation. This is a collaborative initiative with every entity that has any regulatory authority in the mountains on the executive board as well as local cities, counties and people representing private interests. They have reached out to the public and welcome public feedback on their website www.mountainaccord.com. There are four committees that have been formed around the systems they are studying which are environment, transportation, economy and recreation. Each of these committees is going to come up with their ultimate configuration for how they would use the land. All four plans will be layered so they can see where they do and do not align. There will then be a negotiation of the areas of conflict where they will come up with an ultimate configuration. Some of the options they are looking at include a cog railway, bus rapid transit and aerial transit. The study area boundaries are Little Cottonwood on the south, I-80 on the north, Park City & Heber Valley on the east and the Salt Lake Valley on the

west. The project is a one year project and goes until January 2015. In January they hope to have an idealized scenario that the public has shared feedback on. Once they have that scenario it's up to all of the stakeholders to take this back to their municipalities and implement whatever processes are required.

Downtown Streetcar – Julianne Sabula gave an update on the Downtown Streetcar. She said they looked at the major goals of the project and broke it down to being able to extend the pedestrian experience and circulate people within the downtown area. There is a lot of demand between the Salt Lake Central Station and the University that existing transit isn't really meeting. A streetcar could serve the shorter local trips that are in between which would help the bus service become more efficient. They went through all of the downtown streets looking for streets that met the basic goals of the project and then got into more detailed screening looking for things like major utilities within the streets. Transportation is getting ready to launch into the second level of screening and some of the remaining candidate streets are 100 South, 200 South, 400 West, 800 South and 900 South. There is a public meeting on March 13th from 5:00 p.m. until 7:00 p.m. at the City Creek Harmon's. Julianne encouraged the Board to tell everyone because they would like as much public input as possible.

The next meeting of the Board was scheduled for Monday, April 7, 2014. Tentative agenda items include: Cycle Tracks

The meeting was adjourned at 5:17 p.m.

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