

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the March 6, 2017 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Courtney Reeser, Daniel Page, Hal Johnson, Kevin Young, Reid Ewing, Todd Hadden and Whitney Ward.

Absent from the Transportation Advisory Board was John Beener.

Also present were: Paul Schulte, Amy Lyons, Boyd Ferguson, Steve Allnatt, Ryley Lyons, Jerry Benson, Russell Weeks, Cris Jones and Julianne Sabula.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:04 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: Paul Schulte moved to approve the minutes of the February 6, 2017 meeting. Reid Ewing seconded the motion. The motion passed unanimously.

Open Meeting Law Training

Boyd Ferguson, SLC Attorney's Office

Boyd Ferguson from the City Attorney's office gave the Board their annually required open meeting law training. The basic principle under state law is that a meeting of a public body has to be open to the public unless it falls under an exception as indicated by that law. He went over public notification and record keeping requirements of meetings. A meeting can only be held if there is a quorum and a topic raised by the public can be discussed, however no final action can be made until it is an official agenda item. The audio recording of the meeting as well as any approved minutes, must be available to the public within three business days. The Board must establish and implement procedures for the approval of their minutes. Since TAB does not currently have that, Boyd suggested they prepare and adopt that at their next meeting. The city has adopted an ordinance allowing electronic meetings but the rule is that there has to be a majority of a quorum of the board physically present in order to have electronic participation.

Report Out

TAB Members

Courtney said there was a fatality at the intersection of 800 West and 600 North the day after the last TAB meeting. The following Friday, there was a meeting at the State Capitol with representatives from state and local government entities as well as Fair Park and Rose Park Community Councils. The discussion centered on safety at this

intersection and funding possibilities. UDOT agreed to reduce the speed limit on the 600 North overpass from 40 mph to 35 mph. The city is in the process of completing the design of safety improvements at this intersection and the Rose Park Community Council would like the City to come back to them to make sure the community is on board with the project plans and to add any changes they would like to see. Courtney said this is the second pedestrian fatality in the area in the last four years and there have been others nearby. The Rose Park CC started a campaign called Slow Down 6th North and petitioned for the city for Capital Improvement Funding, which they were awarded. Construction is expected to start at the beginning of this summer. Kevin said it involves bulb outs, a pedestrian refuge island, rapid flashing beacons and in addition, the street lighting is going to be upgraded at this intersection. UDOT is also looking at putting up a driver feedback sign for the westbound direction, letting drivers know what the speed limit is. Daniel said he will see what he can do on the UDOT side to have the driver feedback sign installed as soon as possible. Courtney said there was some concern about how the pedestrian safety features will impact the bicycle network. Todd said that it is not a bicycle friendly intersection and there are already cycling alternatives. Courtney's neighborhood Paint the Pavement project had a great turn out for the block party meeting on the street. The neighborhood came up with a final design and have submitted it for approval. They're hoping to do the installation on April 8th at American Beauty Drive and 800 North. Todd said there are two bike related events coming up. One is the Utah Bike Summit being held in Ogden on March 14th and the other is the North American Handmade Bicycle Show being held at the Salt Palace on the weekend of March 10th. He said BAC is currently working on a county wide bike map. The bike map should go to the printers sometime this spring. Daniel will be giving TAB an update on UDOT projects at the next meeting. Paul has had a couple of elementary schools come to him with different concerns. Mountain View Elementary School has significant traffic flow and has been trying to get more crossing guards. Whitney asked if there was a process for them to do this. Kevin said they would need to go through the Compliance Division as they are over the crossing guards and their placement but there may be funding issues as the needs are great. Whitney asked if there are other non-staffed things that can be done. Kevin said they must follow the statewide Safe Crossing for Schools guidelines so everything must fit within those guidelines and is standardized. Paul also said that Highland Park Elementary has two school zone with about 50 feet between them. He's not sure if it's better to have one long one or keep it the way it is. The Liberty Elementary building will be completed in June and then the old building will be razed and the parking lot and playground should be completed by October. In addition, the School District is going to rebuild Meadowlark Elementary which will begin in about a year. At that time they will begin designing Edison Elementary which will be rebuilt in 4-5 years. Andrea asked about the status of the revised TAB ordinance. Kevin said it is still being reviewed by the SLC Attorney's office but he will follow up on that. Andrea has been trying to connect with the Avenues Community Council Chair to let him know there is a potential for the Avenues and Capitol Hill Community Council TAB representation to be combined. Whitney said the Sugarhouse Community Council did not meet.

UTA Updates & Improvements
Jerry Benson/Hal Johnson, Utah Transit Authority

Jerry Benson has been the president of UTA since August of last year. He passed out some hand outs and gave a summary of UTA. He said transit has become an integral part of people's lives and although many people say they would have a different and in their view, worse quality of life if there wasn't a viable transit system, what he's heard repeatedly is a request for more and better transit service. UTA completed what they called the 2015 Project which was all of the rail projects in the long range transportation plan scheduled to be done by 2030. They were all finished by 2013 but even with bond money and government funding, it left them with about \$2 billion in debt. The focus as an agency is to get that debt under control before starting new projects, even if they agree new areas need new service. They are maintaining the service they already have and trying to maintain a state of good repair, managing with the resources they have and not spending money they don't have. Since people are wanting more and better service, to do that, they're going to have to get creative. That is what they did with their ski service and are now seeing that ski ridership is up. The other thing UTA will begin doing is finding new partners they can engage with so more can be done. There is a tap on tap off study right now to really see where people are going and improve services. Proposition 1 was put to the voters in 2015 and failed in Salt Lake County but Jerry expects that to come back up for voters to look at again in the future. He went over some new services UTA has begun offering as part of a Coordinated Mobility program which is a partnership with multiple agencies. These include making affordable transportation available to seniors, low-income individuals and persons with disabilities. UTA is currently looking for some resources to relocate their maintenance facility. They would like to sell their central garage and have already found a better site for it. The City is working with UTA to find some solutions to relocating the TRAX station at the airport. UTA also won a TIGER Grant for about \$80 million to be used for projects to provide better access to bus stops and TRAX stations. Those include the 300 North pedestrian walkway over the railroad tracks, shelters, bike lanes and sidewalks. Whitney asked if through the Transit Master Plan (TMP) process, there were any priorities in Salt Lake City to help improve connections. Jerry said a planner has been assigned to look at the TMP and bring forward some recommendations within the resources they have. Hal said as part of Transit Master Plan, UTA has put together a detailed pricing model so everyone can see what it would cost to add more service to the system. Whitney said her Community Council wants more transit passes and they feel small businesses are being left out. Paul said the school district has been a little frustrated that a charter school can get a discount on transit passes but a regular district school with more students cannot. Jerry said not everyone fits within their current programs but they are looking at what can be designed to include more groups of riders. Todd asked if there was a report about transit area development. There has been construction in areas which previously had no development resulting in an increased population in those areas. Jerry said there have been studies and that is something they are looking at.

Transit Master Plan Update

Julianne Sabula, SLC Transportation

Julianne gave a brief history and overview of the project. Previously when the Board was updated on the Transit Master Plan (TMP), the Implementation Chapter was not developed. That chapter discusses initial steps that can be taken for early successes to

help provide the impetus for continued funding and moving forward with the rest of the plan as well as initial implementation of a grid based frequent transit network. It goes over initial piloting of alternative service models such as employer based and residential based to connect outlying areas of the City to the transit network. There has been new language as well as some graphics added to the TMP showing how this plan works together with all other City plans. Julianne explained the different tiers within the plan and how they might be implemented and the next steps to plan approval and implementation. Whitney asked what the City is looking at in terms of funding mechanisms to help support some of the growth. Julianne said Proposition 1 would definitely help but they have looked at every possible source of funding options. Cris said Transportation is also going to put in a budget request for additional City funds. Whitney asked if Transportation needed a formal recommendation from the Board. Julianne said they didn't need one but would love one and Cris said this would be great to include when the plan is recommended to the Council. Whitney said Tab would like to show their support for the adoption of the Transit Master Plan in terms of helping move Salt Lake City forward and creating a clear vision for the City for transit. Following a previous discussion about what to do with the streetcar and how to expand it, there was so much confusion within the community, Whitney said it's great that Transportation was able to put together the master plan in such a way that it can be flexible enough to meet the future needs but also show a very clear vision for connectivity.

Foothill Drive Update

Cris Jones, SLC Transportation

Due to time constraints, this topic has been postponed until the next Tab meeting. Cris suggested that if the Board members have not already reviewed the materials, that they do so prior to that meeting.

The next meeting of the Board was scheduled for April 3, 2017.

The meeting was adjourned at 5:33 p.m.

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