

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the April 2, 2012 Meeting

Present from the Transportation Advisory Board were Jonathan Springmeyer, Whitney Ward, Cheryl Heying, Joel Ban, Brian Doughty, Robin Hutcheson, and Lamar Ewell.

Also present were, Dan Bergenthal, and Jim Hawthorne (UTA).

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:07 p.m. by Chairman Jonathan Springmeyer. Jonathan Springmeyer asked for approval of the minutes of the March 5, 2012 meeting.

Motion: Whitney Ward moved to approve the minutes of the March 5, 2012, meeting. Cheryl Heying seconded the motion. The motion passed unanimously.

Dan Bergenthal began a discussion on the Jordan and Salt Lake Canal Trail Feasibility Study. The Board had previously requested to see comments that had been received from the public prior to recommending this trail project. Dan had forwarded these on to the Board members and asked the members if they had any questions regarding the material he had sent them. There were no questions. Dan continued that the majority of the comments were in favor of the plan but there were a few residents along the canal that weren't very happy with having the canal open to the public. They felt that crime would increase and that they just didn't want anyone looking into their back yard. Dan said studies that have been done along trail corridors shows that criminal activity actually decreases. Jonathan Springmeyer asked about how some of the residents would not be able to access their garages as they have been using an alleyway without permission for many years. Dan said the trail will not restrict vehicular access but that they technically have not had permission to use this alley anyway. Whitney Ward asked about the lighting on the trail and how it would impact the residents along the trail. Dan said they would be working with the neighborhoods to design the lighting. Jonathan pointed out that the lighting design hasn't even been designed yet and asked the board if they had any other questions prior to a recommendation. The board indicated that their questions had been answered.

Board member Cheryl Heying asked how their recommendations are used in the city processes. Robin Hutcheson briefly explained to the Board how the process works and what TAB's function is.

Motion: Cheryl Heying moved to forward a positive recommendation to the Planning Commission for city adoption of the Jordan and Salt Lake City Canal Trail Feasibility Study. Whitney Ward seconded the motion. The motion passed unanimously.

Cheryl Heying asked what the timeline was to move forward with the Jordan and Salt Lake City Canal Trail Feasibility Study. Dan Bergenthal said they were looking at proposing this to the Planning Commission in May and hopefully the City Council in July. Jonathan Springmeyer further explained the other processes and stages that this would have to go through to be adopted by the City.

Robin Hutcheson gave the Board a presentation on the Sugar House Street Car project. She gave the Board an update on Phase 1 and Phase 2 of the project and told them that Fehr & Peers is the consultant on this project. Robin made a presentation that included information about historic streetcars, different types of vehicles, and how streetcars operate in the street. She described that the Phase 1 study began in 2006 and stems from the Trax station at 2100 South. A simultaneous study of a green way primarily in the same right of way as the street car is being done. The consultant has been working with UDOT to see how the crossings will work on state roads. Street Cars will be carrying passengers by December 2013. Money is being saved by buying old UTA Trax vehicles but the cars will be modified and look different. The Street Car Project is funded by a federal TIGER grant (Transportation Investment Generating Economic Recovery) and they are receiving 26 million to build it. Phase 1 was to do an alternatives analysis, financial feasibility study, environmental assessment and design and construction. The community vision is based off of these things. Robin said the most important thing is to get the Street Car to Highland Drive and possibly bring Parley's trail through Sugarmont as well. Phase 2 is studying what happens and where it goes next. Robin went over current and previously proposed maps for the Street Car. Robin explained that the consultant recommended that streetcar to Westminster College would increase the chance of immediate success with higher ridership but that 2100 South is also a possibility in the future. Cheryl Heying said she would like to see the Street Car on 1100 East as she feels it would serve the community well and would like to know how the Street Car will connect to Trax. Robin mentioned the Streetcar/Transit Program Manager position and that their job is to do a network plan for Street Cars in Salt Lake City and to help us tie up some ideas we have for different locations. The Streetcar/Transit Program Manager will be working very closely with the Redevelopment Agency and UTA on this project. Jonathan asked about the timeline for Phase 2 and Robin indicated that they want to get started immediately. Whitney said the Sugar House Community Council has gone over this several times and they have already approved the 2B and 2A alignments of this and have postponed further approval until there is more information. The East Central Community council has had some concern about it coming up 1100 East and 1700 South. They don't really want the wires in front of their houses and things like that. Robin would like TAB approval/recommendation/input in the future.

Jonathan Springmeyer asked what possible future agenda items the TAB would like to look at in the next 12 months as their current list is outdated. They decided they would like to discuss the big picture transit planning, airport light rail (re-establishing the University of Utah to downtown trax line, related to the airport light rail), safe/sustainable routes to schools, CIP's, school district transportation plans, the Sugar House streetcar plan, bike sharing, the Main Street pedestrian mall (they briefly discussed the traffic,

amount of people and lack of vendors during a recent trial), the travel wise program, public education on signal timing and having TAB help overhaul the SLC DOT website so that they can restart the way DOT communicates with the public.

Under general updates/other business, Robin said that the Mayor's Bicycle Committee (MBAC) is no longer a recognized committee of the Mayor's office. She said that she has been tasked with restructuring TAB and would like to see the Board included in discussions. She would also like to formalize TAB in their ability to recommend things and help move initiatives forward that they've been hearing about in their community and areas and give them the tools they need to be a more effective group. The Board discussed that they would like to act as more of a voice for the areas they represent and be asked to weigh in on issues and make recommendations (possibly with subcommittees) rather than be a reactionary board after the fact. Robin also said that the Sunnyside project is on hold right now while the city is encouraging the opposing sides to communicate and work together.

The next meeting of the Board was scheduled for Monday, May 7, 2012. Tentative agenda items include a discussion about the future of TAB including how the Board will be changing, new positions within the Board, how to fill those vacancies and changes in the ordinance governing the TAB.

The meeting was adjourned at 5:51 p.m.

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