

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the April 6, 2015 Meeting

Present from the Transportation Advisory Board were Cathy Liu, Cheryl Heying, Daniel Page, Hal Johnson, Jeff Dixon, Lamar Ewell, Rachel Otto, Robin Hutcheson and Shaun Jacobson.

Absent from the Transportation Advisory Board were: Andrea Olson, Chet Cannon, Reid Ewing, Tyler Fisher and Whitney Ward.

Also present were Jennifer McGrath, Paul Schulte, Russell Weeks, Kevin Dwyer, Laura Briefer, Lynn Pace and Amy Pufahl.

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 Rachel Otto.

Welcome and Introduction of Guests – Rachel welcomed everyone and everyone introduced themselves.

Public Comment – Kevin Dwyer said he’s been here in the past regarding some bridges on the Jordan River Parkway that needed repaired. He was happy to report that those have been repaired and he thanked the Board for their participation in facilitating that. He also informed them that he and a group of interested individuals have formed the Salt Lake Valley Trails Society. They are the great Salt Lake Valley’s only Utah non-profit corporation whose mission it is to develop mountain bike trails. They are also looking to reach outside of the cycling community for new Board members. Robin offered suggestions of additional individuals and departments within the City that could be helpful to their cause. They had their first official meeting and will be sending out an announcement to let interested parties know when they will be holding their regular meetings.

Introduction of New Member Jeff Dixon

Robin Hutcheson, SLC Transportation

Robin introduced Jeff Dixon who is a new Transportation Advisory Board Member and represents the Rose Park neighborhood. Robin and the Board are very happy to have him as a new member.

Utah Transit Authority – First/Last Mile

Jennifer McGrath, UTA

Jennifer gave the Board an update on some active transportation efforts and initiatives that are going on at UTA. Even though UTA is a transit agency, they care about active transportation and have built a 2015 program with big capital projects and now they are looking at how they can improve the system they’ve already created. They would like to find out how they can break down barriers and improve access to their system which

will improve air quality, improve health and there are also economic benefits. UTA also has some other goals that are focused around active transportation so their Board developed a goal in 2014 to develop a First/Last Mile strategies program. They believe that active transportation will help them meet other goals of doubling ridership, increasing ridership by a certain percentage and also support customers and stakeholder interests. UTA also implemented a UCATS study which is the Utah Collaborative Active Transportation study. There was a Phase I piece of this work that was completed more than a year ago and they are now well into Phase II. Phase I was really focused on creating a bicycle network for all ages and abilities and regionally significant projects as well as transit projects. They were trying to build a back bone network for the region while also looking at quality of life benefits including economic, environmental and health benefits. She showed a map of the areas that were analyzed. What came out of that were the top 25 project areas where they identified across the region a priority list of projects. The concept for Phase 2 is to take some number of those top project areas, identify the priority within the area see how they can work with the local municipalities to try and move the project towards implementation. UTA is looking at things like missing sidewalk connections, barrier or safety issues and how to find a way to fix those things. Another project that she mentioned earlier which is their First/Last Mile strategy study that is just wrapping up right now. They are specifically looking at fixed guide way stops which are TRAX, FrontRunner, etc. There is a pretty extensive data collection process that they went through looking at existing local, national and international strategies. There were station audits where all of the stations were assigned a typology and the corresponding strategy. Ability to increase ridership was key for them but they also looked at things like ease of implementation, costliness, and support of stakeholders as well as what was being used in other locations effectively and safely. UTA feels like they will have a 3-6% increase in ridership at their fixed stations and a 1-3% increase in ridership overall. There is a passenger enhancement program that helps with access issues and passenger improvements around transit stations. UTA cares about sidewalk connections, bike lanes, good signage, way finding treatments and pedestrian crossings for better access and safety for their riders. UTA is looking at environmental, health and economic benefits of active transportation infrastructure projects and trying to tie those benefits to a program of projects that can be included in Utah's Unified Transportation Plan.

Legislative Recap

Lynn Pace, SLC Mayor's Office

Lynn Pace gave the Board a Legislative recap on transportation related items. The first was House Bill 362 which authorized additional transportation and transit funding. This bill authorized a \$0.05 increase in the gas tax that began in January and the second piece of that bill authorized a conversion of the existing gas tax from a fixed number of cents per gallon to a percentage of sales tax per gallon which when it reaches a certain threshold, will rise over time so it's a version of indexing. The third piece of HB 362 was put before the voters the option of increasing local sales tax not just on fuel but on everything by \$0.25. Of that local sales tax, \$0.10 would go to the City, \$.05 would go to the County and \$.010 would go towards transit. The second Legislative update is regarding House Bill 420 which is also referred to as the quarter fund. This funding was Salt Lake County money that was allocated to the state but will now be returned to Salt

Lake County with the understanding as to how that money will be used including specific roads and the Mountain Accord Project. The last large update was Senate Bill 294 which regulates ground transportation companies with the exception of the SLC Airport property. The State decided it would be better to have uniform statewide regulations rather than a city by city model. A few smaller updates were the safety belt regulations which will change a safety belt violation to a primary offense. You won't receive a ticket until 2018 unless you've been given a warning first. Also, the drive through regulation which means if you want to take your bicycle through a drive through business, they are not obligated to provide service and lastly the state authorized the easement for a traffic light at Columbus and 500 North. Kevin said there is also House Bill 324 which now allows you to purchase a search and rescue card that provides you with insurance in case you need to be rescued.

Mountain Accord Project

Laura Briefer, SLC Public Utilities

Laura Briefer who is the Water Resources Manager for SLC Public Utilities introduced herself. She said they are the water provider not only for SLC but for an additional 350,000 people across the Salt Lake Valley. The Central Wasatch Mountains provide 90% of the water that they provide and most of it is primarily surface water which is vulnerable to things like pollution and over recreating in the area so they have a very direct interest in the Mountain Accord Project. The proposed blue print has taken into consideration all aspects of these mountains from a system standpoint and what the perfect scenario for each would look like. They have then put all of these points together and identified where the points of conflict are. All parties involved have found a set of compromises but what Public Utilities likes about this plan is that there is widespread protection of the watersheds and environment as well as actions to restore areas of the mountains that are currently damaged. There are areas of concern where they have voiced their opinion because if there is a threat to the water supply, if it can't be mitigated, it can't happen because they are not going to sacrifice the water for any reason. The City wants to be sure that there is a really solid set of alternatives and actions for them to evaluate. This is a once in a generation chance to get it right and they want to get it right.

General Updates & Announcements – Shaun said the BAC was able to give some input on the new bike map which will be going to press later this week and that they were able to weigh in on some summer resurfacing projects in relation to the striping. Robin said there will be a press release this Thursday for National Stand up for Transportation Day at 11:30 a.m. where there will be an announcement about the pedestrian safety improvements being done this year and SLC's participation in Safer People, Safer Streets. The Transit Master Plan is also in full swing and there is now a State of Transit in the City report. The Pedestrian/Bicycle Master Plan update draft has been submitted to the City Council and will hopefully be put on their agenda soon. There have also been conversations regarding a potential effort to bond for more recreations and trails money. The City Council will be briefed on this tomorrow.

Motion: Cheryl Heying moved to approve the minutes of the March 2, 2015 meeting. Shaun Jacobson seconded the motion. The motion passed unanimously.

The next meeting of the Board was scheduled for Monday, May 4, 2015. Tentative future agenda items included: Cathy Liu's study, Bike Month Activities and the Transit Master Plan.

The meeting was adjourned at 5:41 p.m.

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