

SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD  
Minutes of the June 24, 2013 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Brian Doughty, Haytham Ibrahim, Jonathan Springmeyer, Whitney Ward, Lamar Ewell and Robin Hutcheson.

Also present were Sam Klemm, Kerry Doane, Colin Quinn-Hurst, Julianne Sabula, Becka Roof, Dan Bergenthal and Amy Pufahl.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:08 p.m. by Jonathan Springmeyer.

**Motion:** Whitney Ward moved to approve the minutes of the May 6, 2013 meeting. Brian Doughty seconded the motion. The motion passed unanimously.

Civility Pledge: Robin had the present board members read and sign their Civility pledges.

Open Streets Review: Colin Quinn-Hurst presented a slideshow with pictures from the Open Streets Event. On May 4, 2013 the Salt Lake City Department of Transportation partnered with Bike Utah to host the first Open Streets Event. One and one-half miles of 300 South were closed to auto traffic and open to people outside. The event was funded by Bike Utah, who contributed \$3,000 and the Salt Lake City Signature Events Fund, which contributed \$10,000. Savannah Wake, the City Volunteer Coordinator, and the Salt Lake City Police Department played a large role in the coordination of volunteers and safety. The street was full of yoga, Zumba and other dance classes; as well as biking, skating and many demonstrations. An intern from the Mayor's Office conducted a survey with a small sample of attendees. 55% of attendants were women, 67% were between ages 21 and 40, 5% were under 20 years old, 64% regularly commute by car, 12% regularly commute by bicycle, 50% heard about the event via social media or word of mouth, 20% found out through newspapers, 7% heard by more formal means, and 7% were passing by. Business response was generally positive, with the exception of Squatters and Caputo's. Squatters did not have as much business during the event, but afterwards people flooded there. Caputo's business is mostly driving on the weekends, which made it difficult for them. There was an access lane on 300 West, but people felt intimidated by it and it hindered them from pulling into the parking lot. The next steps for Open Streets are to find a permanent home and sponsor. Ideally a local non-profit organization would host the event and Salt Lake City would help with the logistics. Brian Doughty suggested a large banner and better signage for the next event to draw in participants. He also thought it would be a good idea to have a beer garden and food trucks to bring people in. Whitney Ward would like to see more of a draw. She suggested shortening the length of the event or teaming up with another festival. The 9<sup>th</sup>

and 9<sup>th</sup> Street Festival has expressed interest in hosting an Open Streets Event this fall. Whitney suggested teaming up with the Sustainability Division to bring in more vendors. Jonathan Springmeyer said the event needs a better focus before it's determined where it's going to go. Haytham Ibrahim would like to see more involvement with the Westside and different communities, which are sometimes ignored, in Salt Lake City.

**Bicycle and Pedestrian Master Plan Update:** Becka Roof provided the board with updates on the Bicycle and Pedestrian Master Plan. Continuing to do outreach related to the Master Plan. The consultants are doing number crunching on the data that has been provided and the existing conditions. An open house was held in April, but has recently been on the road to various festivals and events throughout the City. Input is received by people marking up a map, open comment cards, and citizen drawn sketches. An online survey will be launched to gather more input from the community. It will give people an opportunity to voice what types of facilities they prefer and the different options they have. Consultants have also done analysis on two special projects for this plan. Those are the University to Downtown Enhanced Bikeway and The Downtown Low Stress, Family Friendly Bike Network. A focus group met to discuss which corridors could add an enhanced bikeway between the University of Utah and Downtown. As a result of that project the consultants have suggested focusing efforts on either 200 South or 300 South. The Low Street Family Friend Bike Network is slightly behind the University to Downtown project, but will be discussed in detail later in the month. Robin Hutcheson would like Becka to give a quick update at each TAB meeting until the Master Plan is complete so the board can be involved in the process. Becka passed out bicycle rule cards, stickers and the Cycle the City Route.

**Streetcar Master Plan:** Julianne Sabula gave an update on the Streetcar Master Plan. She is doing research on altering the Master Plan from a Streetcar Master Plan to a Salt Lake City Transit Master Plan to incorporate them all and see how they work together. She presented examples of other cities Transit/Streetcar Master Plans. Streetcars can fulfill a broad spectrum of needs and supports economic activity. Whitney Ward thinks some of the confusion regarding the Sugarhouse Streetcar process was not having an end vision of where transit wants to be. Once that is established then decisions can be guided and move forward towards that vision. Robin asked the group how well equipped they thought the general public is to give intelligent feedback on the dimensions of transit. Jonathan thinks that people don't completely understand what the Streetcar is and how it is different from other transits. Whitney Ward has seen a lot of promotion of buses in other cities and would like to see that in Salt Lake City. She thinks buses are a great piece of the puzzle. They are the local connection to where you need to be. Haytham thinks a lot of the hesitation people have with buses can be contributed to time and money. For some people, it is less expensive and quicker to drive to their destination than it is to take the bus. Julianne will report back to the board after the workshop in August.

**WFRC Long Range Planning:** Sam Klemm, from the Wasatch Front Regional Council, introduced himself and passed around handouts to the board. About 50 years ago, the federal government started issuing large sums of money for transportation, in Utah's

case it was about 700 million dollars. The federal government said there has to be a regional plan to govern all spending on major projects. Before UDOT or the cities can spend on these projects they must be presented to the Wasatch Front Regional Council, who will approve or deny each project. This only pertains to new projects, not reconstructions and improvements. The Wasatch Front Regional Council also approves allocated dollars to approved highway transit projects. This is called the Transmission Approval Program. The final matter the Council oversees is overseeing funding for active transportation such as bike trails and paths. The next updated to the Wasatch Front Regional Council plan will be in May 2015. If there is something the city wants, they need to tell the Council now.

General updates/other business: Robin Hutcheson provided updates for the board. Complete street installations will be underway over the next month. This will effect 900 West between North Temple and 1000 North. This will include restriping, added bike, center, travel and turn lanes. Later this summer 1300 South will be reconfigured between 500 East and State Street. 1300 South will go from 4 lanes to 3 lanes with an added median lane and bike lanes. On-street parking will be removed. Mobile planters will be placed on 800 East between 1700 South and 2100 South, 800 South between Cheyenne and Redwood Road and on Morton drive between 500 North and 600 North. These planters will be used as traffic calming devices. The locations were determined by collected complaints from the community. The planters (horse troughs) are temporary and will be moved to another location after the trial. Each installation will be a different configuration. Those will be a median installation, a choker installation and a traffic circle. Design has begun for the 600 East Bicycle Boulevard. The public will be involved in the later summer or fall. Mike Barry will present this project to the TAB board during the next meeting. Information has been transmitted to City Council regarding the Mayor's recommendation on the Bicycle Advisory Committee. Mayor Becker has selected the top 13 and they will be officially announced in the near future.

The next meeting of the Board was scheduled for Monday, August 5, 2013. Tentative agenda items include updates on: 600 East Bicycle Boulevard, Bicycle and Pedestrian Master Plan, Engagement, and Green Bike updates.

The meeting was adjourned at 5:44 p.m.

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