

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD

Minutes of the July 2, 2012 Meeting

Present from the Transportation Advisory Board were Jonathan Springmeyer, Joel Ban, Robin Hutcheson, Whitney Ward, Lamar Ewell, Rachel Otto and Xuesong Zhou.

Also present were, Shannon Bond, Russell Weeks, Vance Hansen, Julianne Sabula and Hal Johnson, Jon Nepstad & Julie Bjornstad

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:02 p.m. by Chairman Jonathan Springmeyer.

Jonathan Springmeyer welcomed all attendees and had the visitors introduce themselves.

Motion: Whitney Ward moved to approve the minutes of the June 4, 2012, meeting. Rachel Otto seconded the motion. The motion passed unanimously.

Robin introduced Julianne Sabula as the new Streetcar and Transit Program Manager for the city. Julianne told the board about herself and her work background.

Hal Johnson gave a presentation on the UTA free fare zone. It began in 1985 with the Main Street reconstruction project. Its intent was to circulate people in the downtown area. The free fare zone was expanded to include Trax at a later date. Hal said UTA has not been pursuing the removal of the bus free fare zone issue due to the finances. The primary purpose is about safety and operating security as the operators are concerned about their safety. The way that it works in respect to the free fare zone is that when you enter outside of the free fare zone you pay the fee but if you enter within the free fare zone and exit outside of the zone you don't pay until you get off of the bus. The operators have no way to ask for the fare after these customers exit the free fare zone and they are having a lot of people that are jumping off and not paying. It has been very political up to this point and the media has been saying it is solely for the money but Hal said this is not the case. UTA doesn't anticipate this affecting many people as the majority of their riders have passes and very few people are using the bus free fare zone to move around the downtown area as it was originally intended. UTA is also looking at a change to distance based fare. Robin asked about the agreement that requires UTA to come back to the city to approve such changes. Hal explained that there are three agreements in place and briefly described what each agreement was and when it began. He clarified that UTA is only seeking to remove the free fare zone from buses and not the TRAX system. Whitney Ward asked about items from the last meeting that were going to be reviewed. Robin said since the last meeting UTA has communicated a list of options that would be offered in exchange for removing the bus free fare zone downtown. It was given to the City Council two weeks ago but the

council was not favorable without further discussion of UTA's proposal. No Council action was taken on any of the suggestions. Russell Weeks said the council intends to either form a sub-committee or meet in small groups to review a variety of potential changes in exchange for giving up the bus free fare zone. The council has not met since this was decided. At some point this summer they are going to figure out how to address some of the other proposals. The council is approaching it this way because the City Attorney said that if they are going to give up what by contract they agreed to with UTA then the city should hold a public benefits study to avoid a 3rd party lawsuit by someone who might say the city is giving up too much. One of the issues is determining what the compensation should be in lieu of the bus free fare zone for allowing UTA to use City streets for 85 to 100 years. The council would like to make a decision on this issue prior to December. Joel wanted to know how many city tax payer dollars were spent on beautification projects for the bus/TRAX stops. Russell said the infrastructure was paid for with money that was already going to be used for city beautification projects. Since Main Street was already going to be torn up the city decided it was a good time to do this. City improvements were separate from UTA improvements. The contracts between the city and UTA are very involved. Hal said this is really just about the safety of bus drivers and customers. Joel asked if there was any data related to the free fare zone passengers posing a higher risk to customers. The UTA police said it has inhibited their ability to approach questionable customers and therefore increases safety concerns. Robin said that from the transportation perspective they want to make sure if there are any changes that we are still meeting the transportation goals of downtown. Jonathan said he believes if the issues are really safety then that is not a free fare zone issue but that it is an operational issue on the buses. Jonathan asks if the trains will cease to have a fare zone if the fees change to distance based. Hal said that is still to be determined. Jonathan feels like we're going to end up losing the entire free fare zone in downtown Salt Lake. He would suggest to the city council that the bus free fare zone going away would not be on the table unless they guaranteed the TRAX free fare zone would not. Whitney asked if with the distance based fare will it alienate downtown customers and when would it happen. She asked why not wait and roll it all out at once so you don't have to go through two customer education processes and lose customers and tourists. Is there immediacy to the issue that is forcing it to happen now? Hal said there is a need to make this decision soon. Jonathan asked if they have operators that have been assaulted and Hal said that he was not aware of that happening. Jonathan said he is having a difficult time understanding why UTA would say that the safety of operators rather than fees could be driving this if they don't have any specific information about bus drivers that have been assaulted. Hal said he didn't have that information. Jonathan said he is honestly confused about what is driving this issue and Robin said there is a pretty good summary about why they want to remove the bus free fare zone. She said it may be a better explanation. Rachel said that the most compelling reason Hal gave is that the bus free fare zone isn't being used as intended. Perhaps it's an antiquated system that needs to be redone. TAB would like to have a follow up discussion when there is more information on this issue.

John and Julie from Fehr & Peers gave a presentation about the Sugarhouse Streetcar Phase II. The Sugarhouse Streetcar Phase II project has gone before the RDA board

and is on a processed timeline now. It may possibly come to TAB for a formal recommendation, then to the Planning Commission and later this summer to the City Council for adoption. TAB discussion and recommendation today should be whether they forward this to the City Council as part of the formal process. John said he hopes everyone is familiar with the current project which is Phase 1. He said they have done an extensive amount of outreach and community engagement, it's been very successful and they've had a lot of great input. Julie gave a slideshow showing the alternatives analysis process that they went through. They looked at existing conditions, public involvement and took this analysis back to the public. They went to an open house and asked what the public thought about the project goals and there was overwhelming support. They asked the public to draw maps of where they'd like transit. The alternatives analysis looked at lower performance, populations, ridership, cost per mile, and refined the proposed lines through their stakeholders and steering committee, which led to the short list. They looked at the remaining Salt Lake alignments and evaluated ridership, cost, engineering, economic development and timing. Those 8 alignments were analyzed and they had a stakeholder meeting and determined that getting to the "heart" of sugarhouse was essential. North to Westminster was also beneficial with the addition of more student housing added to sugarhouse during the next few years. There are a lot of land use issues and it makes sense to stay on existing streets to minimize the impact. They showed maps of all phases and proposed lines. Jonathan had questions about the alignment with trolley and TRAX and having trolleys in the travel lanes. The cycling community is concerned about 1100 East and how they are going to get along with trains in the travel lanes. Julie said there will be a road diet with bike lanes on Highland from 2100 South to the freeway and that the issue with bicyclists on 1100 east has not been resolved yet. There will be the Salt Lake Jordan canal trail which will run parallel with 1100 east. Robin said that with the boards' advice the City would like to see an on street solution instead. Robin suggested that they could do something similar to the turn box on 200 South where you turn your bike and cross the lines perpendicularly. They will be looking at all safety aspects of this. Robin asked the board if they were prepared to make a recommendation.

Motion: Rachel moved that the board recommend the Sugarhouse Streetcar Phase II with the caveat that a complete streets approach to this was taken. Whitney seconded the motion. The motion passed unanimously.

Jonathan gave a report on bicycle and pedestrian related activities. He wants to know how they are going to deal with the TRAX and bicycles. Robin said they will be looking at this and reporting back to the functioning committee. Jonathan asked if Becka Rooff could continue the monthly reports that she had previously made for the MBAC and present to TAB each month. He said his intent for this is so that he may be one of the voices for the cycling community and he'd like to be up to date and current as to what's going on with cycling stuff. He would also like to see this distributed as part of the monthly TAB packet. Jonathan asked about the difficulty of finding the TAB minutes and agendas as they sparsely located. Robin said we are looking into how we are supposed to be doing this. Robin said they are still discussing board vs. committee

and the relationship of the bicycle advisory function and what we do elsewhere in the city.

Robin announced that the City's very first cycle track was going in today. She said they have a really great team of interns and staff helping to get it installed and is hoping to have it up and running next week. They will be having a press announcement when it is up and ready. She said there's tons of stuff going into effect in regards to parking. The parking rates are changing as of today and they will be enforced until 8 pm now. They are working on a communications plan so people understand the changes. The parking policy working group will give a recommendation to the Council. Julia John alluded to a circulation plan that goes along with the Sugarhouse Streetcar Phase II that Robin thinks the group should take a look at.

The next meeting of the Board was scheduled for Monday, August 6, 2012. Tentative agenda items include: Parking management entity for downtown circulation plan and Wasatch choice for 2040

The meeting was adjourned at 05:34 p.m.

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