

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the August 5, 2013 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Cheryl Heying, Brian Doughty, Haytham Ibrahim, Rachel Otto, Jonathan Springmeyer, Whitney Ward, Lamar Ewell and Hal Johnson.

Also present were Dan Bergenthal, Kevin Young, Ben Bolte, Russell Weeks Julianne Sabula, Jen Colby, Matt Dahl and Amy Pufahl.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:06 p.m. by Jonathan Springmeyer.

Motion: Whitney Ward moved to approve the minutes of the June 24, 2013 meeting. Brian Doughty seconded the motion. The motion passed unanimously.

Civility Pledge: Kevin asked board members who had not already read and signed their Civility pledges do so.

Bike Share Update: Ben Bolte from Greenbike SLC said they have been getting a lot of really good media coverage and a lot of ancillary coverage as well. He went over the bike checkout numbers and said the Main Street station is the busiest station. There are a total of 12 stations now, up from the original 10 and they've also added docks at several stations to accommodate more bicycles. So far there have been over 16,000 trips by over 4,000 people and each bike has been ridden over 290 times. They've also been having a lot of success with social media and a recent survey regarding the Greenbikes has had very positive feedback. According to the zip codes entered when purchasing their memberships 1/3 of the users are from out of state, 1/3 are spread out along the Wasatch Front (Ogden, Provo, etc.) and 1/3 are Salt Lake County residents. Jonathan asked about vandalism problems. Ben said they have not had anything more than a few stickers placed on them and once someone let the air out of the tires at one of the stations. He showed a basic layout for the future and plans to have a total of 20 stations by next year. Greenbike SLC is now helping other cities get their bike share programs off the ground.

Complete Streets Installation: Dan Bergenthal gave an update on the current Complete Streets Installation projects. He said that during the summer street repaving projects they have the opportunity to do some restriping on some of the city streets. There are a couple of roads they've looked at this summer: 1300 South between State Street and 700 East and 900 West between North Temple and 1000 North. Both of those streets had 4 lanes of traffic and after looking at them the decision was made to convert them to 3 lanes of traffic. This was done to make the streets more compliant with the complete streets ordinance, with the goal to make them safer for all roadway users

including vehicles, bicyclists and pedestrians. Neighborhood master plans are also taken into consideration when making these changes. The capacity of a 3 lane roadway is about the same as a 4 lane roadway but there are quite a few advantages when converting a 4 lane to a 3 lane. Automobile speed is reduced, accidents tend to drop, and it's safer for the pedestrians as they only have 2 lanes of active traffic to cross rather than 4. There is also room to add bike lanes, and it pushes the vehicles away from the park strip to the advantage of the local home owners. Transportation has reached out to the local residents via postcards to obtain public input on these projects. Hal Johnson asked about the UTA busses loading/unloading in the bike lane but Dan said there is an ordinance that allows them to do that. Dan said they will continue to look at numerous streets within the city each year as the SLC Streets Division does the roadway treatments.

Bicycle and Pedestrian Master Plan Update: Becka Roof explained that as part of their scope of work they have identified two special projects that they're paying some special attention to and are having the consultants do a little bit ahead of the rest of the master plan. Those two special projects are taking a look at an enhanced bikeway connecting the University of Utah to downtown and a Cycletrak or some type of low stress bikeway in the downtown area. The consultants have given them some preliminary recommendations and they have worked with some focus groups to try and identify the best potential corridors for the University of Utah to downtown connection. They've looked at a whole set of criteria from South Temple to 500 South to determine which would be the best options. The biggest questions that arose by the focus group were about grade and safety and the need for an effective connection into and through downtown with the intermodal hub being the goal for the far end of the corridor. Becka handed out maps with the two potential low stress roadways on them. They are looking to have some further discussions with the community for additional input before they determine what to do. The generally preferred routes from the information they've obtained so far are 300 South and 400 South due to a lack of conflict with the busses, lower traffic volumes and various other reasons. This project will be included in the open house they are having for the Bicycle and Pedestrian Master Plan that will take place in October.

Downtown Streetcar Alternatives Analysis: Julianne Sabula gave a presentation and said how they ended up where they are now in doing this study is the result of a series of prior studies. They had an overall Downtown Master Plan and from that came a Transportation Plan. Recommendations out of that led to a feasibility study in 2010 and then they applied for a grant to do an alternatives analysis. They don't want to duplicate services that are already going to be provided by TRAX and they want to serve the local circulation plans rather than the regional travel that TRAX currently serves. The feasibility study looked at some different alignment options and it looked at some cost estimates but the main thing they wanted to find out is if there was a viable project here and the answer was yes. The next question was whether they could afford to pay for that locally and the answer was probably not but that led them into the alternatives analysis that they're doing now to analyze it more in depth. The network study shows you the trips per day that begin or end in downtown Salt Lake City including trips

beginning in Davis, Weber and Utah counties and ending in downtown Salt Lake. The entire transit system could benefit from some improvements in downtown Salt Lake since the transit system is currently not very optimized for downtown travel. The study was extended further east, making a real difference in terms of ridership and jogged a block north to capture the airport line. The overall project is being managed by Transportation in conjunction with UTA and the RDA. The first public meeting is coming up on September 12, 2013. The primary functions of streetcars are as pedestrian accelerators and for economic development. Matt Dahl from Salt Lake City Redevelopment Agency said the reasons they're looking at streetcars is circulation downtown and also the RDA wants to participate in this project because they're looking at ways to utilize transit to encourage development. The RDA has four different project areas in the study that are designated for redevelopment. They've seen in other communities where a street car when coupled with the appropriate regulatory structure will catalyze strong people oriented development allowing people to live their life where they shop, and live and work without having to get into a car. One area where they've hoped to use this is around the Intermodal Hub. They have a project area that is about 10 acres and would like to introduce higher density development and this could be additionally benefitted by bringing a streetcar into that neighborhood. The Transit Alternatives Analysis will help them figure out how to do that. Jen Colby asked if they have any data on what's already happened with TRAX in the past 10 years regarding transit and economics. Hal Johnson said they did a study after they developed along 400 South and there have been millions of dollars invested along that corridor and the vehicle traffic volumes have been declining. They've also looked at the rail system in its entirety and there is a lot of investment that has been made around the rail system. Salt Lake is collaborating with Wasatch choice visioning and testing the viability of different scenarios.

General updates/other business: Jonathan shared a 2010 census which measured the daytime increase in population and Salt Lake City is #1 in the nation with an 80% daytime increase. Kevin Young said he hasn't heard anything on the CIP schedule. Dan said 10 of the 13 Bicycle Advisory Committee members were interviewed and approved by the council and hopefully the other 3 will be interviewed and approved this month. The first BAC meeting will be in September. Kevin said the City Council wanted a quicker, lighter and cheaper traffic calming idea so Transportation has put planters in the roadway in three locations to test their effect. Comment cards were sent out and the citizen reaction has been mostly positive with the main challenge being keeping the plants alive.

The next meeting of the Board will be scheduled for Monday, September 9, 2013. Tentative agenda items were not discussed due to the late hour. The meeting was adjourned at 5:44 p.m.

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