

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the August 6, 2012 Meeting

Present from the Transportation Advisory Board were Joel Ban, Robin Hutcheson, Whitney Ward, Rachel Otto, Cheryl Heying, Brian Doughty, Alama Ulu' Ave and Xuesong Zhou.

Also present were, Andrew Gruber, Doug Thimm, Lynne Olson, Hal Johnson, Jon Nepstad and Julie Bjornstad

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 Vice-Chair Joel Ban.

Joel Ban welcomed the visitors.

The Board requested a modification of the July 2, 2012 minutes as some of the names are incorrect. They are going to review these minutes and changes will be made accordingly.

Andrew Gruber introduced himself as the Executive Director of the Wasatch Front Regional Council. The Wasatch Front Regional Council is a collection of local governments from around the region. He gave a presentation on some of the great things about our region and some of the challenges we're facing and the Wasatch Choice for 2040 vision plan. He went over the vision and specific strategies they're going to use to implement this vision. Our region is doing better than most regions in the country in terms of our economy and the biggest challenge we're facing is the continued rapid population growth which will have a huge impact on many aspects of our lives. The great thing about our region is our access to the mountains and lakes but it also creates restraints for us. 85% of people in Utah live in the Wasatch front. This means there are currently 49 million miles driven on our roads every day and will become 90 million miles driven on our roads in the future. If we keep doing business as usual there will be much greater gridlock so instead of just building more roads we have to look for a more comprehensive solution. Other impacts of increased miles driven is more air pollution, losing open spaces and access to the outdoors and another 300 square miles of land that will be developed by 2040. The demographic makeup of our state is also undergoing radical change. The baby boomers and the millennials are growing exponentially at the same time and the two trends are coming together. Instead of one dream built around a traditional family type we have a much more complex demographic makeup in the 2010 census nationwide. Only 20% of our families are a traditional type and in Utah it is 32% but our community has been designed for them. University of Utah research has shown that 1/3 of the baby boomers & millennials prefer to live in walkable neighborhoods. They want different housing choices with access to transportation options, job choices and amenity choices and we

are very short in meeting that demand. We've gone through a process with the community, government leaders and the Envision Utah process to come up with plans for how we move forward in the future. The good news is that there is a better way to grow and it's what we call the Wasatch Choice for 2040. It's a vision for growth and development and a number of things that are being talked about on a regional level. Salt Lake City has been and continues to be in the forefront of setting the trends for the region and the nation in many ways. The basic idea of this vision is to focus the new growth that is coming in town centers where you have housing and transportation options. We're not trying to make this community like any other community (Chicago or New York); there's no one size fits all. The way to implement this plan is to regionally collaborate on implementing it at the local level. The idea is not to tell communities what to do but to give the community the tools to develop what they want. The majority of people in our region are going to drive but the problem is that we don't provide enough community design and transportation choices so if they want to get around in a different way they can. There's a direct relationship between transportation decision making and housing. They have to be done hand in hand. One of the tools that WFRC is developing is called the envision tomorrow plus model. It is complex and powerful modeling software but it is designed to be very accessible to communities. The way it works is a local community can take a project area or neighborhood and paint in different development scenarios. They then push a button and see what the impacts are on a whole range of categories. This includes transportation, energy consumption, air quality, water, return on investment for developers, tax collections, and a full range of other things. This software could be used by planners, community groups or developers. WFRC is developing models for form based codes and the idea is that rather than separating out uses you provide an opportunity for the design to be the unifying principal for the area. If we can focus our development more we can save billions of dollars over the next 20 years by not building new roads, utilities, sewer, and water to sprawling developments and being more efficient in redevelopment and in building while improving the air quality and saving green spaces. Andrew asked that the TAB members participate in the Wasatch Choice for 2040 consortium which will be held on September 27th from 9 a.m. to 12 pm. at the Salt Palace. He brought handouts including a brochure about his presentation which included a regional organizational map and a copy of Utah's unified transportation plan. The plan is a comprehensive look at transportation capacity and maintenance of the existing system. This plan has a more balanced approach to transportation than Utah has ever had before. Robin Hutcheson said that Salt Lake City participates in the development of this plan. It's the best we've seen it in terms of multi model transportation and we're hoping for more input and feedback for the next plan. The process looks at multiple broad scenarios for the plan and the job of TAB is to advise her and the mayor on what they think is important. Robin and WFRC are going to help advise the TAB board on the proper timing of their input so they can help drive the decisions at the right time. Andrew said what WFRC is trying to do is buy tools to help communities make good decisions and mitigate some of the risk by showing what happens if they go in different directions and provide information to communities about the impact of their individual choices. Robin said she will have the Wasatch Choice 2040 put on the TAB website.

Jon Nepstad and Julie Bjornstad from Fehr & Peers gave a presentation on the Sugarhouse circulation plan. John showed the boundaries of the study area which were 900 East to 1300 East and 1700 South to I-80. They held a series of stakeholder workshops, property owner and developer meetings and walking tours. They boiled down the transportation elements to three topics; more and better multi-modal options, better pedestrian environments and better mobility and accessibility to all modes and to land uses. There were several specific tasks they looked at. They looked at eliminating the right turn pocket for eastbound 2100 South at Highland Drive and making the monument plaza larger. The consequences of this are going to be positive pedestrian and biking benefits, better potential for street car operations but there will be a negative impact on traffic, causing congestion to worsen but not dramatically. The realignment of Sugarmont and Wilmington was reviewed. The pros from a mobility standpoint are that there are some very good benefits that tie into pedestrian and Parley's trail opportunities and with cycling opportunities. Vehicular transit is somewhat neutral. Julie gave different travel time comparisons and there is basically a 20 second difference between each alternative. They looked at 2100 South and 1100 East turning into Highland Drive going southeasterly and the idea of reducing the number of travel lanes in each direction, maintaining the parking in each direction and adding bike lanes without having a big impact on traffic today. They are looking at breaking up more blocks to increase the scale and walk ability in the area. The land use can re-conform around it and make a true downtown. Robin said some of these ideas are in the works already like on the Granite block as well as a pedestrian connection north to south. Similarly the Shopko block is interested in breaking up their area with both streets and pedestrian connections which the plans already include. Some changes are already being done but some are related to development timing. Jon said they looked at bicycle lanes on 2100 South from 200 East to 2300 East and have different levels of feasibility and consequences. On 2100 South from 200 East to 600 East it's possible to add bike lanes but there's a good chance you would lose your on street parking. 600 East to 1300 East it is not a street that would be comfortable for bicyclists and is just not a good right of way for an on street bike facility without taking a lane away. From 1300 East to 1700 East is much more realistic to add a bike lane. In this section you can take away a lane and re-stripe the street to add on street bike lanes without too much trouble. From 1700 East to 2300 East it tightens up again due to the road width so could you do a shared lane but there's just not the right-of-way for standalone bike lanes. Jon said they did not look at alternative east/west bicycle lane options. Robin said they had not asked Fehr & Peers to study other bike lane options; however the city is very close to beginning a bicycle master plan update in which these types of things can be addressed. Hopefully the Parley's trail connection will provide one alternate route although it shouldn't be the only route. The Parley's trail connection will be an opportunity for connecting to downtown Sugar House and at some point there will be good east/west connectivity. Julie showed a map with locations where they've recommended improvements. The first recommended improvement is for two mid-block crossings, the first is on Wilmington between Highland Drive and 1300 East and the second is on Elm Street. The next set of recommendations is HAWK beacons with one at 2100 South and 1200 East and the second would be right in front of the Deseret Industries. Robin said the 1200 East crossing is already funded and they're in the

design process right now. Julie said they're recommending two new plazas. One will be an extension of the monument plaza and the second would be on Sugarmont. If the streetcar comes down Sugarmont it would close the one way portion of that road to traffic they're recommending bike lanes on Highland from 2100 South to I-80 and also on McClelland. They're recommending a cycle track so there would be a barrier and mid-block walkways for pedestrians at to the Shopko block as well as the realignment of Wilmington. They recommend a road diet on Highland but prior to that they recommend that the current lanes be changed. They would like the left lane to become the left turn lane and the right lane to be for everyone who wants to go North.

Under bicycle updates, Robin said that starting this month the Board will receive an update on bicycle and pedestrian activities with their monthly TAB packets. She said the good news this month is that everyone has had a chance to check out the cycle track on 300 East from 600 South to 900 South and it has received a tremendous amount of press. It's something we'll be rolling out in other parts of the city and she would really like TAB feedback. We're continuing to install bicycle racks throughout the city and have been working with the paint striping crews to implement bike lanes on the west side. We're also working to formalize a recommendation about the bicycle advisory function through the city and this recommendation is based on a thorough review of a proposal that TAB discussed a few months ago. The recommendation is to form a Bicycle Advisory Committee that is appointed by the TAB, that will not change the function TAB plays, but will be every bit as broad and far reaching about bicycles as was intended while giving it a home within the TAB. This Committee will report to TAB and will have separate members but will have one standing seat on TAB.

Under general updates/other business, Robin had given the board members a parking management update and there are two key things from that she'd like to point out. One is that parking functions are too scattered around the city and there is a recommendation that we consolidate it. The second recommendation is that we form some sort of separate downtown parking management entity and we're currently working with the Downtown Alliance to see what that means. This will come back to the Board to be discussed at some point. Robin also said that there may be a second Ground Transportation subcommittee that will be similar to the Bicycle Advisory Board that will be appointed by TAB in the future. She said House Bill 104 requires that there is a governing city board in approval of appearance standards. The questions of what this is, what it means and what the committee will do will be discussed at the September TAB meeting.

The next meeting of the Board was scheduled for Monday, September 10, 2012. Tentative agenda items include: An update on what's happening with Ground Transportation and the UTA network study and a board member retirement recognition celebration.

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

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

