

SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD  
Minutes of the October 6, 2014 Meeting

Present from the Transportation Advisory Board were Brian Doughty, Cathy Liu, Cheryl Heying, Chet Cannon, Hal Johnson, Rachel Otto, Reid Ewing, Shaun Jacobson, Steve Woods, Robin Hutcheson and Whitney Ward.

Absent from the Transportation Advisory Board were: Andrea Olson and Lamar Ewell.

Also present were Phil Sarnoff, Amy Pufahl, Alexis Verson and Becka Roof

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:03 p.m. by Cheryl Heying.

**Welcome and Introduction of Guests** – Rachel welcomed everyone to the meeting. Phil Sarnoff introduced himself.

**Public Comment** – There were no public comments.

**Motion:** Brian Doughty moved to approve the minutes of the August 4, 2014 meeting. Chet Cannon seconded the motion. The motion passed unanimously.

**Green Bike SLC Update – Alexis Verson**

Salt Lake City has taken a very active role in determining placement of stations and has been working closely with Green Bike on their system expansion. They are also the primary funders of Green Bike along with many other public and private entities. Alexis showed the Board a map of current station locations and said the plan is to begin in the middle of the city and work outwards as the closer the stations are to each other, the more effective and utilized they are. About 1/3 of the riders are from Salt Lake County, 1/3 are from along the Wasatch Front and 1/3 are from out of state. 40% of the riders are women and the biggest demographic of users are people ages 18-33. In 2013, 26,000 trips were taken which eliminated more than 66,000 pounds of co2 and 12,000 vehicle cold starts. Green Bike recently sent out a survey to all of their members and the information they received back is that 24% said Green Bike was their first time riding a bike for transportation and 85% were more likely to shop at a business that is near a station. The two things that would further increase ridership are more stations and protected bike lanes. The Green Bike budget has doubled since it began which is consistent with them having gone from 10 stations to 20 stations and they are planning on adding 5 more stations and 50 more bikes next year. Some of the goals of Green Bike are to expand the current bike share program, help people link to transit for business or recreation, and have 100 stations and 1,000 bikes by 2020.

### **Bicycle/Pedestrian Master Plan – Becka Roof**

The Bicycle/Pedestrian Master Plan is very close to having a public draft. The City has been working with consultants over the spring and summer to take the maps from the open house, the technical analysis, and other input that has been received and put it into a draft that will then go through the final adoption process. Robin went through the overall format of the document to familiarize the Board with the content. Becka said they are hoping to have the public draft completed within the next month after which there will be at least a two week period in which the plan will be open for public comment. Robin said she will be looking to TAB and BAC to make formal recommendations on the draft plan when it's complete and prior to its delivery to the Planning Commission. The formal adoption of this plan will not likely be until 2015 due to holiday timing. The website for this project is [www.walkbikeslc.com](http://www.walkbikeslc.com) which is where Board members can find the published draft and any updates. Reid asked what major changes can be anticipated relative to the old master plan. Becka said there has been real change in terms of facilities, design and general demand, particularly for bicycle infrastructure and programs, but also pedestrian infrastructure. The plan largely takes into account the increasing interest in this country for having low stress bikeways as well as more education, encouragement and enforcement programs both for bicycling and walking. It takes a multi-modal approach to incorporate this into the City's complete streets ordinance.

### **Mountain Accord Project – Board Discussion**

The Mountain Accord process is a collaborative effort on the part of Salt Lake City, Salt Lake County, the Forest Service, UTA, UDOT, Summit County, Park City and Wasatch County to plan for the health of the Central Wasatch Mountains. There are four system subgroups which are Transportation, Economy, Environment and Recreation. For the past seven months these subgroups have been meeting to set goals, objectives and metrics. These were reviewed with the Board who was then asked to spend more time on it and give their input on creating an idealized scenario for transportation. Robin said that speaking on behalf of Salt Lake City; she doesn't feel as though they have enough information yet to make a recommendation on an idealized scenario. Per request, further information is being prepared in the form of a white paper which will also tie in both the transportation and economy subgroups. There was further discussion on the information that is currently available but the Board decided they would like further information before recommendations.

### **300 South Update – Robin Hutcheson**

Robin asked if any of the Board members had been out to see 300 South and several had. Reid thought it was really impressive and loved the way it is being done. Shaun loved the concrete delineators but said the lane surface is a little rough when riding. Robin said there were sections that had gone through a complete street reconstruct and sections that had just been slurry sealed so some sections were smoother than others. A couple of things that have been looked at are safety and available parking. Some cyclists feel less safe because they are worried about turning vehicles. The street has been designed with all safety measures in place including 30 foot setback at all of the driveways and color coding to alert drivers and cyclists of conflict areas. The angled parking was changed to parallel which ended up in a 30% reduction. However,

compared to on street parking in all other areas of downtown there is still twice as much parking on 300 South. Transportation is organizing a celebration on 300 South, including a ribbon cutting ceremony, on the 17th of October and a variety of activities on the 18th of October. Reid asked what sort of before and after data the City will be collecting and was told that they will be looking at safety data, ridership, changes in vehicle speed and checking with the businesses regarding their before and after sales.

### **General Updates**

#### **BAC – Shaun Jacobson**

The BAC is looking to fill a few vacancies. The Committee was set up so there were three groups whose term lengths were different so the turn over wouldn't be all at once. They are looking at the original pool of applicants since it has only been one year since the applications were received. Shaun asked if a member of TAB would be interested in being on the new interview committee and Cheryl volunteered. He said the bike count had already occurred, they counted 18 different intersections and they are anxious to see the results. The BAC was on hand for the Clean Air Fair and one of the members taught a course there as she is an American League of Bicyclists certified instructor. Mike Barry gave the Committee a presentation on the Capitol Hill Circulation Plan and asked for suggestions. Colin Quinn-Hurst also gave them a presentation on the Jordan Canal trail, specifically on the portion nicknamed the McClelland trail.

#### **Hive Pass Update - Robin**

As of last Tuesday, the City stopped regular sales of the Hive Pass. The City agreed with UTA to sell the pass for six months and then stop to enter into an evaluation period. They encouraged UTA to extend it which they did for one month but then the City honored their agreement to begin the evaluation process. While that is occurring, UTA gave the City permission to continue to sell the low income arm of the Hive Pass, which means they can work with organizations that have identified low income or other typically underserved populations in order to purchase vouchers for them to get a Hive Pass. The City and UTA are working this week to complete an evaluation as well as a transformation of the program that will make it more sustainable to both parties. The two original goals were to increase ridership which this program has accomplished and to keep financial neutrality for UTA which has not occurred. Once a restructured plan has been developed they will go back to the City Council with their new proposal and Robin's hope is that something will be in place by the first of next year.

#### **CIP Discussions - Robin**

Due to time restraints, Robin will send a link to the Board with the proposed CIP applications for their review.

The next meeting of the Board was scheduled for Monday, November 3, 2014. Tentative agenda items were not discussed due to time restraints.

The meeting was adjourned at 5:37 p.m.

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