

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the October 9, 2013 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Brian Doughty, Cheryl Heying, Hal Johnson, Rachel Otto, Jonathan Springmeyer, Steve Woods, Whitney Ward, Chet Cannon, Robin Hutcheson and Lamar Ewell.

Also present were Kevin Young and Alexis Kruel.

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.

New TAB members Chet Cannon and Steve Woods were introduced and welcomed by Robin Hutcheson. The current TAB members introduced themselves to the new members.

Approval of TAB minutes was postponed until the board has a chance to review them.

Capital Improvement Program Funding: Robin went over a spreadsheet being used by the Transportation Division to identify all of their upcoming projects. The CIP process this year was influenced heavily by the tax increase. Additional funds have been infused into CIP which are now being allocated amongst various divisions and departments including a very long list of capital projects being considered for Transportation. CIP projects could be adopted by the City Council as early as October 15th. The spreadsheet is broken down into two different types of projects which include structural and studies and plans. This list is a project list for the next two years and some projects may go further out than that. 600 East Bicycle Blvd is a project that runs from 2700 South to South Temple. It is a lower level of investment for bicycling which takes a street that is already quiet and makes some improvements to make it even more appealing for bicycling. The 200 West Cycle Track and Downtown Cycle Track were initially concepts that would be done in a low cost way similar to what is on 300 East. The concept has since been expanded by Mayor Becker and his proposal is to make it more like a Cycle Track you would find in Vancouver, Denmark or Chicago. There is already secured funding from the RDA (300K) for the Downtown Cycle Track, there will be funding from the WFRC (85K) and the City Council is considering adding 1.2 million to that. There is a lot we can do depending on what level of design we go to. If we want to include bicycle signals, we'll probably just be able to do 200 West, if we want to include fewer bicycle signals because that's the most expensive part, we can probably expand and start working on something like 300 South and 200 West and begin that network. This is a larger type of investment for bicycling and the reason we're choosing downtown is because it's where we have the higher volumes, the higher speeds and more need for protection. It's also the place in the city where we see the highest

number of trips and the streets in downtown will be resurfaced over the next two years so this is the most economical way for us to install bicycle projects as streets are being maintained or resurfaced. The U to Downtown Bikeway is looking favorably for 300 South. There is a public open house for the Bicycle/Pedestrian Master Plan update on October 24th and we'll be vetting the idea of 200 South vs. 300 South and then we'll begin to make some recommendations. The focus group that's been working on this is pretty excited about 300 South. There are three Hawk signals that have been funded that are under design and it looks as though the City Council may approve three additional. Hawk signals are a good balance of protection for the pedestrian and keeping traffic moving. Of the three that are under design right now, two are on the 600 East Bicycle Blvd at 2100 South and at 800 South and the 3rd one is near the Chapman library on 900 West and 600 South. Over the next three weeks Transportation is going to look at their priority list again and do an analysis of where in the city the others are needed. California Avenue signals have been on the waiting list for funding for several years now. These are a simple safety improvement as there is a lot of truck traffic. It's a pair of signals that would go in at Gladiola and 3800 West. It looks like the signal at South Temple and 1100 East will also be installed. Robin said that Transportation's role is to perform a study, do a technical analysis and determine if it meets warrant at which time they will recommend the installation of a signal. 1300 South between State Street and I-15 is not in the best shape and the Engineering Division has put up semi-permanent signs that say rough road. This section of 1300 South will be upgraded as a mill and overlay project. This is a difficult corridor to make a complete street as it is too constrained. It has very high volumes, a tight right of way, a lot of turning movements, high traffic volumes and there is very little chance to change them so the proposal is for pedestrian crossing improvements. Capitol Hill bike lanes streetscape was funded two years ago with CIP and we have to do something with it this year because UDOT is going to resurface next year. If we want to get our design incorporated into their resurfacing we have to get our design ready this year. The opportunity here is to create something special adjacent to Memory Grove. The plan is to reconfigure parking, add a separated bikeway and additional landscaping. Sunnyside Avenue is going to get resurfaced and there is a proposal for a multi-use trail. The proposed design is to have two lanes of travel in each direction and the installation of medians. A proposal for a roundabout at Arapeen and Wakara Way has been kicking around for a number of years but Transportation is not certain if it should be a roundabout. A traffic study will be done to see if this intersection needs to be a traffic signal or if a roundabout can be considered. This was put on the list by the City Council based on previous applications and has a pretty high level of funding (450K). Driver Feedback signs which are pretty effective in neighborhood settings are on the CIP list. Mobile planters continue to be on the list as there is still additional funding for them. This was an experiment funded in last year's CIP to try some mobile planters to act as traffic calming in the neighborhoods. There were 6 test locations. Funding for Pedestrian Safety Devices may be allocated (200K) which Transportation will use where the greatest needs are. The Transit Master Plan is having its final scope of work prepared this week for a transmittal to City Council and approval. Once that is done the request for proposal procurement process will start to select a consultant to help prepare that plan. A

January or February public launch of this plan is expected and it will be about an 18 month process. The City Council may fund 225K and in addition UTA may be contributing about 150K. The Downtown Streetcar Alternatives Analysis is moving forward and is in the analysis stage of a couple different corridors. A public meeting with about 100 people attending was held and a second meeting will be held around the end of November. Candidate corridors include South Temple, 100 South and 200 South. This project was funded by a federal grant and is on a strict timeline. The Sugarhouse Streetcar Phase II needs some environmental work for which funding is being sought. Phase I is funded by a TIGER grant and Transportation is planning on pursuing the next round of TIGER grants next year. The Capitol Hill Circulation Plan has a lot of questions about whether or not there should be a signal at 500 North and Columbus Street. This area has been studied previously but this time UDOT is helping with the study and has been asked to look at the relationship between the signal and what happens on 300 West. The city allocated 25K for a Foothill Drive study in the last CIP and the city is working on getting a 25k match from UTA. The city is also discussing a 25K match with UDOT. The city is hoping to study some short and mid-term transportation improvements that can be made on Foothill Drive. The Trans Valley Corridor study was adopted as part of the Open Space Master Plan in 1992 and is being looked at again as something that can be done along 900 South from 900 West to 900 East. The Trans Valley corridor goes from Emigration Canyon to the surplus canal in the furthest western part of the city and it proposes a greenway of sorts between Emigration Canyon and the western limits of the city. Some technical analysis is needed if the CIP is adopted and includes 200K to study how they can get this done. It dovetails perfectly with the Bicycle/Pedestrian Master Plan because 900 South is a corridor of interest.

Salt Lake City Resident Transit Pass: Robin said the transit trips within Salt Lake City are shorter than anywhere else in the valley, typically being only three miles long. At \$2.50 per trip everyone recognizes that it is a barrier for SLC residents to want to use transit for short trips. UTA is working on establishing distance based fares which will match the fare with the type of trip. In the interim SLC has been working with UTA to figure out a way to incentivize transit use for the shorter trips. SLC pitched an idea to UTA of offering an annual pass the all SLC residents at a lower rate and selling it in bulk exactly the same way UTA does their eco pass programs. The twist that SLC has been working on is that not everyone can walk in and pay the annual fee \$360.00 so SLC is offering to residents the ability to put it on their utility bill and pay \$30.00 a month that will be billed automatically. Right now the way this program is set up is that there will be 2 ways to pay for it but we're going to work on a 3rd. The 1st way is on their utility bill the 2nd way is to walk into our office pay the \$360.00 annual fee. It is not transferable and your picture will be on it. The 3rd option that is being worked on is for people who don't receive a monthly SLC utility bill but still reside in the City. These will hopefully be available by early 2014.

Elections:

Motion: Whitney Ward nominated Rachel Otto for TAB Chair. Brian Doughty seconded the motion. The motion passed unanimously.

Motion: Rachel Otto nominated Cheryl Heying for TAB Vice Chair. Whitney Ward seconded the motion. The motion passed unanimously.

Recognition of Jonathan Springmeyer: Robin formally recognized Jonathan Springmeyer's service to TAB and thanked him for his partnership and hard work. In recognition he was served with a plaque and a letter of gratitude.

The next meeting of the Board was scheduled for Monday, November 4, 2013. Tentative agenda items include: Confirmation of CIP approvals by City Council and an update on the UTA Resident Passes.

Motion: Cheryl Heying moved to approve the minutes of the September 9, 2013 meeting. Brian Doughty seconded the motion. The motion passed unanimously.

The meeting was adjourned at 5:32 p.m.

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