

SALT LAKE CITY

TRANSPORTATION ADVISORY BOARD

Minutes of the December 2, 2013 Meeting

Present from the Transportation Advisory Board were Andrea Olson, Brian Doughty, Cheryl Heying, Hal Johnson, Steve Woods, Chet Cannon, Haytham Ibrahim, Robin Hutcheson and Lt. Lamar Ewell.

Also present were Dan Bergenthal, Michael Barry, Becka Roof, Emmylou Manwill and Russell Weeks.

The meeting, held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:07 p.m. by Cheryl Heying.

Motion: Brian Doughty moved to approve the minutes of the November 4, 2013 meeting. Steve Woods seconded the motion. The motion passed unanimously.

HAWK Signal Locations Update – Dan Bergenthal showed the Board a spreadsheet that was developed to help Transportation determine where they put different types of crosswalk safety features. He did an inventory of every crosswalk in the City including those on UDOT owned roads that were not protected crosswalks, meaning the ones that did not have a traffic signal, stop sign, HAWK signal or other safety device. There were approximately 122 unprotected crosswalks, so based on traffic volume, speed limit, the number of lanes and whether or not there was a median in a particular roadway, they were entered onto the sheet and categorized into either a green, yellow or red area. The level of device that would be appropriate for these particular installations was based on what color the crosswalk was categorized with the red areas being the areas that were determined to be most in need. There are different levels of devices or treatments that can be used and they are ranked 1-5. The very simplest which would be ranked a 1 is standard crosswalk stripes with crosswalk warning signs and ones ranked 5 would be a HAWK beacon, a traffic signal or a grade separated crossing. The crosswalk locations that are designated as red are the only ones where a level 5 HAWK beacon would be appropriate but Transportation could also use a combination of level 2, 3 and 4 devices. Dan said he then takes all of the locations that are red and further prioritizes them by looking at speed limit, the average daily traffic at that location, the number of travel lanes and the active width of the roadway, which varied from 50 feet to 106 feet. Robin said this is a working spreadsheet that changes every day depending on new information that comes in and requests from the public and is something that is only used internally and not for dissemination to the public. Hal asked how Transportation works with UDOT as some of these streets belong to them. Dan said if a project is on a UDOT roadway he contacts them to see what Transportation can do and said UDOT has been very cooperative in working with the City to do these installations. Lt. Ewell wanted to know if they would be working with

UDOT to study the mid-block crosswalk at 150 South and 300 West. Robin said UDOT had contacted them regarding this and will update the Board when she has more information. Dan said they also took into consideration pedestrian generators in the area which are things like schools, shopping centers and churches that might be producing pedestrians. The City was just awarded some CIP funding for more HAWK signals and one of the signals that was designated with that funding is at East High School on 800 South. There are another 3 HAWK signals that can be built with the additional money in that account and there are other funds for one additional HAWK so a total of 5 will be installed. Mike said that a couple of other strong candidates for placement of a HAWK signal is on 1300 South by the baseball field and on 900 West and 1100 South by the Peace Gardens. There are other locations under consideration as well, including a mid-block crosswalk by The Hogle Zoo where currently there is only a pedestrian flasher. Brian asked if the flasher could be reused elsewhere and was told that it is a possibility but there is quite a bit of cost associated with doing that. Andrea wanted to know how they would ultimately decide the 4 additional locations. Robin said it is a combination of the ranking assessment and the physical assessment of the site. The CIP budget that was allocated for bicycle and pedestrian improvements this year compared to past years was three times greater. As Transportation gets into the next CIP cycle they would like to talk to the Board about writing a letter of support to increase the funding for pedestrian safety devices.

Bicycle/Pedestrian Master Plan Update – Robin said the Bicycle/Pedestrian Master Plan has undergone a round of public input for preliminary recommendations. She had also sent a link about the open house as well as for the virtual open house for the Board to review so Transportation can ask for their recommendations. Before asking for those recommendations Becka gave them an update on the plan. She also printed and hung maps that were displayed at the open house and asked the Board to review them and write their suggestions directly on the maps. She had a copy of the overall visions and goals for review as well. During the public input phase they had close to 1000 people take the online survey and they went to about 30 public events where they received public feedback by allowing them to place sticky dots on the maps indicating what they were interested in seeing more of. There were over 800 dots placed over the course of those 30 events. The next step on the Plan is to draft a transmittal that will go to the Planning Commission and then the City Council for their recommendations. When that step is complete Transportation will draft a plan which will include a number of technical memos as well as the overall goals and vision of the plan which will then go through the adoption process over the course of the spring. Brian asked if the public comment has been insightful and was told that Transportation felt it had been really helpful especially on special projects associated with the Master Plan.

Review 2014 Topics for discussion – Robin said she would like the Board to start prioritizing their list so they can begin adding these items to the agenda. Cheryl said she would like to add Wasatch 2040 to the list and hopefully schedule them for the next meeting. Robin will follow up formally with UDOT and ask them about having a representative on the Board. The Board wanted to know what's going on with the snow

plows and on street parking so Transportation is going to try to schedule someone from Public Services at the next meeting to speak about this. Robin will also send the Board an update as City Council will be speaking about this tomorrow. The Board would like to start looking at having some field tours but Transportation will have to look into how this works with a public meeting before any are scheduled. Haytham would like to coordinate with schools for better pedestrian crossing and revisit safe routes to school.

The next meeting of the Board was scheduled for Monday, February 3, 2014. Tentative agenda items include: Resident Transit Passes, Metropolitan Planning Organization (MPO), Wasatch 2040 and Public Services on snow plows and on street parking.

The meeting was adjourned at 5:28 p.m.

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