

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the December 3, 2012 Meeting

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

Also present were, Kevin Young, Dan Bergenthal and Becka Roof.

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:02 p.m. by Chair Jonathan Springmeyer.

Jonathan introduced Haytham Ibrahim, who is a new TAB board member. Haytham represents West Salt Lake. The other board members introduced themselves.

Robin gave certificates of appointment to Hal Johnson and Andrea Olsen.

Motion: Rachel Otto moved to approve the minutes of the November 5, 2012, meeting with two amendments. Cheryl Heying seconded the motion. The motion passed unanimously.

Robin explained the process for the Capital Improvement Program (CIP). Annually the City solicits applications for the CIP from all divisions and departments of the city as well as community groups. It's a formal application process with a strict deadline of December 10th to turn in applications for next year's funding. Project applications are first evaluated by Community & Economic Development then Mayor Becker who makes his recommendations to the City Council for funding. This is a process that takes approximately nine months for approval and can take up to three years for project completion. Robin handed out a draft summary of the CIP applications Transportation is preparing and the board was given a brief explanation of each. There was some discussion about Sunnyside and some potential proposed plans to make it a more complete street. Becka talked about an application for an enhanced bike lane to connect the University of Utah to downtown. She said the amount of funding being applied for is a place holder budget because while 200 South is a possible corridor to connect the University of Utah to downtown other corridor options are being considered as well. They budgeted for significant signal changes, planters and raised curbing. Hal said they should see if the University of Utah might be willing to help fund this project. Robin said there were three areas in the city that warrant new traffic signals. Brian asked about the signal at 600 South and 600 East and was told that it had been funded. Becka explained the downtown Cycle Tracks network phase 1 application. Following on the protected Cycle Track project that was recently implemented on 300 East, a sketch of what corridors within the downtown area are generally appropriate for potential cycle tracks has been developed. Concepts for cycle tracks that would be separated from

traffic by more attractive means are being considered. Kevin spoke about the application to install a roundabout at the Wakara Way and Arapeen Drive intersection. There have been multiple requests for traffic solutions in that area especially during rush hour. Hal asked if there was any potential for partnering with the University and was told that there had been some discussion. Robin said there are a number of components to the Sugar House circulation plan and the costs are being worked out. This CIP application is for a subset of those components. There are 3 main components: a road diet on Highland Drive, a protected bikeway cycle track on McClelland between 2100 South and Sugarmont, and 2 midblock crossings (one at Elm St and McClelland and one on Wilmington Avenue somewhere between Highland and 1300 East). Dan Bergenthal followed up on the feasibility study that was recently completed on the Jordan and SLC canal corridor. The study looked at the corridor between 800 South and 3300 South and how the trail could be constructed with the corridor. The study suggested that certain parts of the corridor could be constructed via a trail built within the space that is available, however there are some places where that is not possible and they would need to bring people out onto the roadways as well as improve the roadways for the people who are using them. Dan said the pedestrian safety CIP application is essentially a pot of money that can be used anywhere throughout the city to make pedestrian safety improvements. This type of money has been given before and has been used to add flashing beacons, signs, crosswalk improvements, stamped concrete, cameras, countdown timers and other needed safety improvements. Haytham suggested a crosswalk improvement at 1420 West and California Avenue as he indicated that the community is really struggling with this crosswalk. He said previous studies done at this location were done during the summer when the students were not in session. Brian asked about a right hand turn lane on 300 West and Kevin said that it is funded but there are issues with moving overhead power lines so the project is not happening as quickly as we'd like. Jonathan said this is a really healthy list of projects and he would support this list but would like to find more partners out there. Haytham asked about the City Council adding a special fund for street lighting. Robin said if that passes we won't need the CIP applications for street lighting but if it does not then she anticipated we will turn them in.

Robin reviewed on the progress to assemble a Bicycle Advisory Committee (BAC). It's going to be a sub-committee of the Transportation Advisory Board. It's taken some time to move this through the city discussion process but a draft proposal for the roles and duties, composition, appointments, tenure, officers, meetings, and governing documents of the committee. Robin walked the Board through the documents. The roles and duties are very close to the original submittal for a BAC. The committee will be working with TAB to integrate bicycles as a multi-modal form of transportation, providing recommendations, working on the bicycle/pedestrian master plan, promoting public education, maintaining connections with other advocacy groups, working towards a diamond level bicycle friendly community, advising on the adoption and alteration of rules and participating in discussions with other cities, divisions, departments, boards, commissions and others who have a nexus to bicycle travel. There will be no more than 12 members and the committee makeup will most likely be primarily based on topic area and secondarily based on geographic distribution. The members of the BAC

should live, work or attend school within Salt Lake City but there can be up to three members who do not meet this criteria if they have a special interest within the city. BAC members will go through a formal appointment process similar to other boards and commissions of the city and TAB is going to do an open solicitation for BAC members very soon. A sub-committee will be formed to work through the applications and then forward them to the Mayor's office for review, approval and appointment. It is proposed that the BAC meet every 3rd Monday of the month and the time and duration will be selected by that committee. The Transportation division staff will be responsible for establishing and distributing the meeting agenda similarly to how TAB currently operates.

Under general updates/other business, the Community Council outreach discussion will be extended to another date. The letter to UDOT will be modified to be from the board and signed by Jonathan. Becka said she had gone out with an employee from Streets and from Engineering to evaluate the Frontage Road pothole situation. She said a round of patching will be done and a cost estimate to fill the center gap will be provided.

The Board decided not to meet in January.

The meeting was adjourned at 5:45 p.m.

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