

SALT LAKE CITY

TRANSPORTATION ADVISORY BOARD

Minutes of the October 6, 2008 Meeting

Present from the Transportation Advisory Board were Milton Braselton, Brian Doughty, Tim Harpst, Jim Jenkin, Keith Jensen, Sherry Repscher, Jonathan Springmeyer, Steve Sturzenegger, and Xuesong Zhou.

Also present were Kevin Young, and Holly Hilton.

The meeting was called to order at 4:05 p.m. by Chairman Keith Jensen. Keith asked for approval of the minutes of the September 8, 2008 meeting.

Motion: Sherry Repscher moved to approve the minutes of the September 8, 2008 meeting. Steve Sturzenegger seconded the motion. The motion passed unanimously.

Tim Harpst informed the board that it was time to elect new officers and gave the Board a history of past practice.

Motion: Jonathan Springmeyer moved to retain Keith Jensen as Chair and Steve Sturzenegger as Vice Chair. Sherry Repscher seconded the motion. The motion passed unanimously.

Jim Jenkin expressed concern about the outcome of the Foothill Drive Corridor study in particular and in general about the City's participation in future studies. The concern pertained to how bicycling, as a transportation mode, on Foothill was addressed, particularly with respect to the City's Complete Streets policy. Jim asked to have a discussion regarding the City's participation in future studies included as a future agenda item. It was agreed by the Board to include this as a future agenda item.

Kevin Young gave the Board a presentation on the 1300 East Road Safety Audit (RSA) and the safety improvements proposed for 1300 East between 600 South and 2100 South. Some of the RSA team observations of 1300 East included the varied cross section, deep gutters, pipe driveways, and missing/damaged/older signing. Kevin went over the traffic volume numbers along this section of 1300 East. The immediate safety improvements that are being proposed include reducing the speed limit from 35 mph to 30 mph, adjusted signal timing, replacement of poor/missing signing, painting of stop bars on several side streets, addition of backplates on e/w signal heads, installation of pedestrian actuated flashing lights at four existing marked crosswalks, and the installation of three sets of driver feedback signs. The second phase safety improvements that are being proposed include changing the striping to a consistent three lane section and changing the pedestrian actuated flashing lights with Hawk Pedestrian Signals. Kevin showed and explained the existing striping and the proposed

striping for the different sections along 1300 East. Two videos were shown of the operation of Hawk Pedestrian Signals, one in Tucson, Arizona and one in Portland, Oregon. Hawk signals can be used in conjunction with stop signs on side streets and are dark until activated by a pedestrian or bicyclist. Traffic on the main streets is stopped, but is interrupted for a shorter period of time. Tim Harpst told the Board of the upcoming 1300 East public open house which is scheduled for Thursday, October 30 from 6:30 p.m. until 8:00 p.m. at Uinta Elementary School.

Tim Harpst updated the Board on the Airport LRT project regarding the alignment options in the 400 West area. Tim explained the "Thread the Bent" alignment, which is the alignment currently approved. With the "Thread the Bent" option, the track would leave 400 West just south of the North Temple viaduct and travel westward threading its way underneath the viaduct between supports for the viaduct to the north side of the viaduct and rising to allow for the crossing of the railroad tracks. This option has an elevated light rail station with a vertical transfer to an at-grade commuter rail station. Other options being looked at are the 200 North Loop option and the Viaduct rebuild option. With the 200 North Loop option, the track would leave 400 West in the vicinity of 200 North, traveling west, where a station would be located adjacent to an at-grade commuter rail station. After the station, the track would travel south, beginning to rise to allow for the crossing of the railroad tracks, then turn west, parallel to the North Temple viaduct, and go over the railroad tracks, touching down at 600 West. This option allows for an at-grade platform to platform transfer between light rail and commuter rail. The North Temple viaduct rebuild option would rebuild the viaduct, shortening the viaduct so it touches down at 400 West. This option is expensive and has an elevated station, but eliminates future problems with keeping light rail in operation when the viaduct is eventually rebuilt. Both UTA and SLC are looking into the different options, in terms of costs, operation, and development opportunities. A recommendation from both SLC and UTA either to proceed with the approved alignment or go with one of the other options should be made soon.

Under general updates, Tim told the Board that a briefing of the City Council on the Downtown In Motion (DIM) master plan was scheduled for October 7. The briefing would likely include a discussion regarding street cars and TOD. Tim handed out information on a Sustainability Conversation Series meeting entitled "Benefits and Barriers to Bicycle Commuting in the Salt Lake Valley, scheduled for Thursday, October 9 at 7:00 p.m. at the SLC Main Library. Tim also handed out information on a UDOT Bicycle Corridor Planning project public open house scheduled for Monday, October 13 from 5:00 p.m. to 7:00 p.m. at the SLC Main Library.

The next meeting of the board was set for Monday, November 3, 2008. Tentative agenda items include traffic signal operations and innovations and a follow up to the 1300 East Open House. The meeting will be held at the City's Traffic Control Center where the Board will receive a tour of the facility.

With no further business, the meeting was adjourned at 5:50 p.m.