

SALT LAKE CITY

TRANSPORTATION ADVISORY BOARD

Minutes of the November 3, 2008 Meeting

Present from the Transportation Advisory Board were Joel Ban, Milton Braselton, Brian Doughty, Jim Jenkin, Keith Jensen, Sherry Repscher, Jonathan Springmeyer, Steve Sturzenegger, and Alama Ulu'ave.

Also present were Kevin Young, Kurt Larson, Tom Stetich, and Manileep Gill.

The meeting was called to order at 4:02 p.m. by Vice Chairman Steve Sturzenegger. Steve asked for approval of the minutes of the October 6, 2008 meeting.

Motion: Jim Jenkin moved to approve the minutes of the October 6, 2008 meeting. Sherry Repscher seconded the motion. The motion passed unanimously.

The board met at the city's Traffic Control Center for a tour of the facility and to learn about the operation of the traffic signal system and innovations being implemented. Tom Stetich said that changes to the traffic signal system are constantly being made to improve the operation. One big need of the traffic signal system is to accommodate for pedestrians. Kurt Larson gave the board an explanation of a HAWK signal, which is being considered for use in SLC. This is an experimental traffic signal, which requires approval of the FHWA. The HAWK signal can be used at intersections where the side street is controlled by stop signs. Tom said signal coordination for vehicular traffic is critical. The system must default to the most complex intersection, which makes other intersections nearby appear to have wasted time. The goal of the traffic signal system is to find the best timing for the overall operation of the system. The width of our streets and length of blocks are issues that have an affect on signal timing. Tom explained some of the traffic signal system experiments that are occurring. In the area between North Temple to 900 South and I-15 to 200 East, the city has been working with UDOT and is testing phantom one-way timing on certain streets.

Kevin Young gave the Board a summary of the 1300 East Road Safety Audit (RSA) Open House held on October 30, 2008. With four Council Members in attendance, the open house was an official City Council meeting. After opening remarks by each Council Member and an introduction by Tim Harpst, Kevin Young gave a PowerPoint presentation outlining the proposed changes to 1300 East between 500 South and 2100 South. These proposed changes include the following short term and second phase improvements:

Short Term Safety Improvements:

- Reduce speed limit from 35 to 30 mph
- Adjust signal timing for lower speed limit

- Replace signs in poor/missing condition
- Paint stop bars on side streets
- Add back plates to east/west signal heads
- Install pedestrian actuated flashing warning lights at Yale, Kensington, Wilson, and Downington
- Install 3 sets of driver feedback signs between 900 South and 2100 South

Second Phase Safety Improvements:

- 3 lane section from 600 South to 1700 South
- Replace flashing warning lights with HAWK pedestrian signal

Comments regarding the proposed changes to 1300 East will be taken through the end of January, 2009.

Under general updates, Kevin Young told the Board that a public hearing would be held at the November 7, 2008 City Council regarding the Downtown In Motion (DIM) Master Plan. Kevin handed out a flow chart which depicts the process proposed by the city's administration for recruiting members for boards and commissions. Keith Jensen told the board about his meeting with the Mayor and said he brought up the issue of the advisory nature of the TAB. He said the TAB needs to and should be more proactive as a board. The board discussed how to be more proactive. Keith asked for a volunteer to participate on an Air Quality Salt Lake Solutions effort. Joel Ban agreed to participate.

The next meeting of the board was set for Monday, December 1, 2008. The board decided to discuss the direction of the board and topics for future meetings.

With no further business, the meeting was adjourned at 5:47 p.m.