

## SALT LAKE CITY

### TRANSPORTATION ADVISORY BOARD

#### Minutes of the March 2, 2009 Meeting

Present from the Transportation Advisory Board were Joel Ban, Milton Braselton, Randy Dixon, Brian Doughty, Tim Harpst, Keith Jensen, Jonathan Springmeyer, Steve Sturzenegger, Xuesong Zhou.

Also present were Kevin Young, Dylan Kaminske, Edie Trimmer, and Rosemary Fasselin.

The meeting was called to order at 4:08 p.m. by Chairman Keith Jensen. Keith asked for approval of the minutes of the February 2, 2009 meeting.

**Motion:** Jonathan Springmeyer moved to approve the minutes of the February 2, 2009 meeting. Steve Sturzenegger seconded the motion. The motion passed unanimously.

Kevin Young gave the board an update on the 1300 East project. With the comment period ending on January 30, the comments received have been reviewed, evaluated, and summarized. Kevin explained a spreadsheet that summarized the comments in regards to the five components associated with the proposed improvements to 1300 East, which includes conversion to a consistent three-lane street section, initial installation of pedestrian flashers with conversion to HAWK signals at the marked crosswalk locations, installation of bike lanes from 600 South to 1300 South, reduction of the speed limit from 35 mph to 30 mph, and the installation of driver feedback signs. In the spreadsheet the comments were categorized into eight areas. Comments from those living on 1300 East in the area of the study were divided into four sections: 600 South to 900 South, 900 South to 1300 South, 1300 South to 1700 South, and 1700 South to 2100 South. The rest of the comments were divided into those living in the general area east of 1300 East, those living in the general area west of 1300 East, those living outside the general area of 1300 East, and those who provided no address. Kevin explained that the summary categorized the comments as either supporting, against, or providing no comment related to the five components. In the comments, the most discussed component was the conversion to a three lane section. TAB members acknowledged the residents along 1300 East between 1300 South and 1700 South have expressed a strong desire to retain their on-street parking which would require keeping the 2-lane striping configuration. Issues regarding the installation of bike lanes between 600 South and 1300 South were discussed. Tim Harpst said there had been discussions among staff on a number of issues regarding 1300 East and that staff will be putting together a recommendation after a little more research and review is done. This recommendation will then be taken back to Council Members to get their input and to determine a process for letting the public know what recommendations will be implemented. Tim said the HAWK signals are being designed and the flashers and driver feedback signs have been bid out. When they are received, the flashers and driver feedback signs will be installed.

Tim Harpst updated the board on the Grand Boulevard concept for North Temple. The City wants to create a grand boulevard on North Temple as part of the Airport LRT project. Tim handed out a list of 13 items being considered for the grand boulevard concept on North Temple and the cost of each. The implications and impacts of each item were explained. Tim said items 2 and 3, which are concrete paved track and a ten foot sidewalk/bikeway are early action items that need to be addressed quickly. Tim said a briefing on the North Temple grand boulevard concept will be given to the City Council on March 3. The board discussed development along North Temple. Tim told the board that funding was in place for a study to look at the zoning and land use along North Temple. The RDA is looking at developing a project area along North Temple. Jonathan Springmeyer said he liked the concept of having a bike lane on-street and a combination pedestrian/bike sidewalk, but has some concerns. There is a need to control the speed of the bikes on the sidewalk, particularly as they cross side streets in order to avoid a right-hook car/bike crash potential.

Tim Harpst gave the Board an update on the government economic stimulus package. Stimulus money is coming through ten categories. UDOT will receive \$150 million directly. The Salt Lake County area will get \$25 million via the MPO (Wasatch Front Regional Council), which will be used to fund projects on the TIP. That, in turn, will free up other federal funds for projects. The City has made the North Temple viaduct a high priority and is looking at multiple funding sources, some of which might be freed up by stimulus money, in order to reach the amount needed to replace the viaduct. Tim said other stimulus money is available to the City. There is \$1.1 million in CDBG money, but it has to be used in low/moderate income areas and has to be used on local streets. These restrictions limit the transportation projects that can be done. The shovel ready requirement also impacts what projects can be done. There is \$1 to \$1.5 million in energy conservation stimulus funding that could be used for street lighting projects, with 900 West being considered as a project location. UTA is directly getting \$31.5 million in stimulus money, which they are looking to use for a rail maintenance facility in the 2100 South area.

Under other business, Tim Harpst updated the Board about the bike station project at the Intermodal Hub. This project would include a bike shop, lockers, and showers. It will need to be subsidized and could become operational later this year.

Tim told the Board of the status of the car sharing program. UShare has been selected as the vendor and SLC, UTA, and the U of U are working with UShare on finalizing agreements to hopefully begin operation later this year.

Tim said the City is pursuing the concept of electronic pay stations as a replacement for the existing parking meters. An RFP has been drafted and a steering committee will be reviewing it later in the week.

The next meeting of the board was set for Monday, April 6, 2009. Tentative agenda topics include presentations on the Northwest Quadrant Master Plan and the upcoming Bike Summit.

With no further business, the meeting was adjourned at 6:07 p.m.