

SALT LAKE CITY

TRANSPORTATION ADVISORY BOARD

Minutes of the September 14, 2009 Meeting

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

Also present were Kevin Young, Scott Vaterlaus, Jay Nelson, Kent Gibson, Kelly Orton, and Sean Tucker.

The meeting was called to order at 4:05 p.m. by Chairman Keith Jensen. Keith asked for approval of the minutes of the August 3, 2009 meeting.

Motion: Jim Jenkin moved to approve the minutes of the August 3, 2009 meeting. Brian Doughty seconded the motion. The motion passed unanimously.

Kent Gibson explained to the Board that parking in the downtown area is a concern and that the Downtown Alliance Parking and Transportation committee has been addressing the issue of a parking entity for the downtown area. Kent went over the goals recommended by the committee for establishing a parking entity or authority. Tim Harpst explained the makeup of the committee, which includes business owners, parking lot owners/operators, and city staff. Kent said there are a number of ways to establish a parking entity. It could be a parking authority, a management group, part of a City department, a parking ambassador, etc. Tim said a consultant will most likely be hired to help in researching information and reaching a decision on how to proceed. Kent said in establishing their goals, the committee tried to be in harmony with adopted City plans, policies, and ordinances. There is a need to have a person, entity, or authority who can review the parking situation in the downtown area to determine how well parking lots and on-street parking are being utilized. Tim said those involved recognize the need for a parking entity or authority, but no time frame has been developed. Kent said he would report back to the committee that based on the comments from the Board significant items have been covered by the goals, but that the Board felt the wording of some of the goals could be clearer.

Scott Vaterlaus and Kelly Orton explained the role of the Salt Lake School District Traffic Safety Committee. Kelly said that by law the committee has to meet at least quarterly, but that the committee meets more often than required. The committee works with the City and UDOT on transportation issues affecting schools. The goal of the committee is to make sure school children are safe. Scott said the State Legislature tasked UDOT with establishing uniform school zones and crossings. Schools are required to prepare a walking route map and hold a yearly assembly. The walking route maps show where crosswalks are located, where crossing guards are located, and are

modified as conditions change. Scott told the Board about the Student Neighborhood Access Program (SNAP). This program provides guidelines and aids schools in preparing walking routes. Scott explained that there are differences in the requirements for school crossings, reduced speed zones, and crossing guards for Elementary, Jr. High, and High Schools. For example, crossing guards are required at reduced speed zones for Elementary Schools, but not for Jr. High or High Schools.

Keith Jensen told the Board he had revised the draft letter regarding the 900 South Rail Corridor recommendations. He removed the reference to the zoning for this area, deciding that the City should determine what zone would be best for this area. Keith said he wasn't sure if the recommendations should apply to the entire corridor or only to parts of it. The letter includes a statement that the entire width of the corridor, or at least a minimum width of 75 feet, should be preserved. The recommendations listed in the letter were discussed by the Board.

Motion: Jim Jenkin moved that the Board support the content of the letter and that the letter be sent to Mayor Becker, the City Council, and the Planning Commission. Steve Sturzenegger seconded the motion. The motion passed unanimously.

Under general updates and other business, Tim informed the Board that Jim Jenkin had completed two terms on the Board and that this was his last meeting. Tim gave Jim a plaque and letter in recognition of and appreciation for his years of service on the Board. Jim provided the following parting thoughts:

I thank you all for participation in this effective and important contribution to policy development. I ask that you consider the following in your future deliberations.

1. Routes that aren't protected now will be harder to protect in the future (rail right-of-ways, Grand Boulevard)
2. Current UTA emphasis appears to be on suburban commuting:
 - a. Priority to connections with trains in peak commute direction.
 - b. Routes coordinated with trains but not other routes.
 - c. Interlined connections not publicized.
 - d. Pass discounts favor institutional users.

Is an emphasis on suburban commuting in the long-term interests of Salt Lake City, especially since it tends to discourage the intra-city movement appropriate to a sustainable community?

3. Specialized intersection control tends to be optimized for peak load and coordinated vehicle movement, but there are tradeoffs in:
 - a. Driver and pedestrian dependency.
 - b. User frustration in situations for which the controls are not optimized.
 - Diagonal movement requires extra cycle to get second walk light.
 - Pedestrian activation requires finding the button.
 - Pedestrian activation not appropriate to peak pedestrian use.

Pedestrians frequently ignore inhibiting controls.

Are there times when simplification and reliance on user responsibility is more appropriate?

4. The use of two-wheeled transport has increased in the face of increased automotive costs. The City has responded, but users are still ahead of the curve in some instances. What else can the City do to accommodate these more efficient people movers?
5. Pedestrian and bicycle movements are incompatible with high-speed traffic movements. How can we separate these movements in corridors where they both exist (N. Temple Grand Boulevard)? How can we restore them in blighted areas (Foothill)?

It has been a pleasure to serve with you all.

Tim said a meeting of the committee to review electronic pay stations was being held this week. Once this project gets going, a presentation will be given to the Board. Tim told the Board that all of the recommendations for 1300 East between 500 South and 2100 South, except for the installation of the HAWK Beacons, have been completed. Construction of the HAWK Beacons is scheduled to begin in October. 1300 East south of 2100 South is currently being reviewed. Recommendations are being developed and will be presented to the Board at a later meeting.

The next meeting of the Board was set for Monday, October 5, 2009. Tentative agenda items include the School Crossing Guard Program and the Car-Share Program.

With no further business, the meeting was adjourned at 6:15 p.m.