

Meeting Minutes/Summary
Active Transportation Committee
Meeting of October 10, 2012

A meeting of the Active Transportation Committee was held on Wednesday, October 10, 2012 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Welcome and Introductions

Commissioner Louenda Downs, ATC Chairman, called the meeting to order at 8:35 a.m. Commissioner Downs welcomed committee members and guests and introductions were made.

Commissioner Downs explained that the Active Transportation Committee was formed to provide a place to coordinate efforts and provide a forum for discussion of issues relating to bicycle and pedestrian facilities and other alternative transportation modes across the Wasatch Front. She said that there has been a lot of interest and noted that the Committee will facilitate and coordinate among diverse stakeholders in identifying needs and recommending policies for active transportation.

ATC Members and Staff Present:

Ralph Becker	Mayor, Salt Lake City
Louenda Downs	Commissioner, Davis County
Larry Ellertson	Commissioner, Utah County
Andrew Gruber	WFRC
Ned Hacker	WFRC
Scott Hess	Davis County
Robin Hutcheson	Salt Lake City
Jory Johner	WFRC
Max Johnson	Salt Lake County Planning
Tina Kelley	Councilmember, Morgan County
Jim Price	MAG
Greg Scott	WFRC
Robert Scott	Weber County Planning
Matt Sibul	UTA
Todd Stevenson	Mayor, City of Fruit Heights
Darci Taylor	UTA
Evenlyn Tuddenham	UDOT

ATC Stakeholders and Others Present:

Mark Benigni	Weber Pathways
Wayne Bennion	WFRC
Dan Bergenthal	Salt Lake City
Shaunna Burbidge	Active Planning
Steve Call	FHWA
Rick Cobia	Div. of Services for People with Disabilities
Kyle Cook	Fehr and Peers
Grant Crowell	City of Bluffdale
Evan Curtis	Governor's Office of Planning & Budget
Riley Cutler	GOED
George Deneris	Salt Lake County

Fred Doehring	UDOT
Janet Frick	SL County Aging Services
Jesse O. Glidden	UDOT – Region 1
Paul Goodrich	City of Orem
Shane Greenwood	South Jordan City
Dave Iltis	Cycling Utah / MBAC
Andrew Jackson	MAG
Linda Johnson	League of Women Voters-Salt Lake
Brandon Klenk	UDOT
Scott Lyttle	Bike Utah
Elliott Mott	Wasatch Mountains Club
Chad Mullins	SL County Bicycle Advisory Committee
Jon Osier	Kennecott
Helen Peters	JUB
Christine Richman	GSBS Consulting
Spencer Sanders	Division
Shawn Seager	MAG
Deborah Burney Sigman	Breathe Utah
Brent Turley	Transportation Group
Maria Vyas	Fehr and Peers
Lisa Wilson	UDOT
Brad Woods	Bike Utah
Ben Wuthrich	WFRC
Amy Zaref	Citizen

Members excused: Mayor Brent Marshall, Cory Pope and Commissioner Jan Zogmaister.

Approval of Meeting Minutes/Summary

Commissioner Larry Ellertson moved that the minutes of the September 5, 2012 be approved. The motion was seconded by Councilmember Tina Kelley and the meeting minutes were unanimously approved.

Public Comment:

Mr. Elliott Mott, representing the Wasatch Mountain Club, commented that their group is excited with the organization of the Active Transportation Committee. They feel that proper prior planning is imperative as communities expand and grow. He encouraged the ATC to work collaboratively with other jurisdictions in planning that will make communities desirable and livable and places people want to live. Mr. Mott asked the committee to put safety of active transportation users first and foremost and to recognize the powerful impact they will have to make a difference in the future of active transportation.

Information: Active Transportation Committee Mission and Structure

Andrew Gruber reviewed the Active Transportation Committee Mission and Structure organizational chart that was distributed to members. He said initially the Active Transportation Committee was created as a subcommittee of WFRC's Regional Growth Committee. However, with the new Transportation Alternatives Program that was created by federal transportation legislation – MAP-21, the responsibilities translate to the role of WFRC's Trans Com Committee as well. He said that the Active Transportation Committee has a role to advise and collaborate

not just with the Regional Growth Committee on the long-term but also Trans Com on the short to medium-term.

Information: Transportation Alternatives Program – Criteria and Funding

Ben Wuthrich, WFRC, discussed the Transportation Alternatives Program (TAP). The TAP is a new funding category within the MAP-21 reauthorization that went into effect October 1, 2012. The Transportation Alternatives Program combines the 1) Transportation Enhancement Program, 2) Safe Routes to School Program, and 3) Recreational Trails Program into one program. Mr. Wuthrich said the overall funding amounts were reduced, however, of the remaining funds, 50% will be distributed by population and the other 50% will be the direction of the State for programming. He also noted that UDOT plans to continue the Safe Routes to School Program and the Recreational Trails Program. The WFRC will be responsible for programming a share of the funds in our region.

Mr. Wuthrich reviewed the following types of projects that would be eligible for Transportation Alternative funding:

1. On-road and off-road trail facilities for non-motorized forms of transportation which would include sidewalks.
2. Infrastructure related projects
3. Conversion of abandoned railroad corridors
4. Construction of turnouts, overlooks, and viewing areas
5. Community improvement activities—which would include inventory control or removal of outdoor advertising, historic preservation, and trail facilities.
6. Vegetation management
7. Archaeological activities relating to transportation projects
8. Any environmental mitigation activity
9. Reduce vehicle-caused wildlife mortality

Mr. Gruber noted that the list of eligible activities comes from MAP-21 and sets the broadest possible reach of what can be funded from the Program. However, each grantee region has the ability to focus the resources as they wish.

Mr. Wuthrich reviewed the time line the WFRC proposes to use to program its share of the TAP funds. This timeline will be the same as the other programs the WFRC is responsible for. He said a Request for Letters of Intent for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ, and Transportation Alternatives Program (TAP) was emailed on October 8 to all Mayors, Commissioners, and Technical Committee members. A copy of the letter was also available upon request at the meeting. The Letters of Intent will be due to Mr. Wuthrich in the WFRC office on November 15, 2012.

Mr. Wuthrich said that the TAP funds for programming would be for Fiscal Years 2013 and 2014. The estimated available funds for the Salt Lake–West Valley Urbanized Area is \$900,000. The estimated available funds for the Ogden–Layton Urbanized Area is \$700,000. The funding availability begins October 1, 2013.

Mr. Wuthrich then asked the Committee for their comments and input on what types of projects they would like the funds to be focused on. He said there are three areas to consider: 1) larger bicycle or pedestrian type projects; 2) smaller bicycle or pedestrian project; and 3) smaller studies or smaller type projects where the funds would be distributed throughout the area.

Commissioner Downs then opened the meeting to discuss the three categories of projects Mr. Wuthrich mentioned in his presentation. Following the discussion Commissioner Downs summarized by saying that emphasis be given to larger projects that connect and help us be regional as well as consideration for innovative smaller projects or planning that have value and match.

Mr. Wuthrich emphasized that staff would draft criteria to evaluate the projects and distribute a copy of the criteria in order to give everyone an opportunity to review and return their comments to WFRC staff prior to taking this information to the Technical Advisory Committees later in the month.

Information: Utah Collaborative Active Transportation Study (UCATS) Report

Maria Vyas, Fehr and Peers, briefly reviewed the schedule for the UCAT Study for the next three meetings noting that in January 2013 they would address Latent Demand, Selection Criteria and Pedestrian Barriers; in March 2013 they would discuss Proposed Projects and Prioritization; and in May 2013 they will provide a final brochure and final report. She then introduced Christine Richman to present information on the economic impacts and benefits of bicycle/pedestrian infrastructure.

Economic research preliminary results:

Christine Richman, GSBS Richman Consulting, discussed the following:

- Bike-onomics – identify metrics to measure economic development resulting from investments in bicycle/pedestrian infrastructure.
- Reviewed over 60 studies with a focus on studies based on independent data.
- An in-depth synopsis of the 25 most helpful and on target studies will be provided in the final report.

The studies breakdown into the following areas:

- Regional economic impact
 - Survey-based
 - IMPLAN model
- Area economic impact
 - Retail sales
 - Lease rates and rents
- Employment
- Property values
- Tourism
- Transportation-system related impacts

Ms. Richman also discussed the possible measures they will be looking at during the prioritization process that will include the number of jobs accessible by transit or active modes in 30 minutes or less which is a measure of modal accessibility, retail jobs accessible to households by walking within 20 minutes which is a pedestrian experience measure, and walk scores and overall connectivity.

Following Ms. Richman's presentation Ms. Vyas said that the above information is what they are thinking about using as measures to evaluate potential projects being proposed. She asked if there are measure that hit economic metrics that they may be missing. Some of the comments included:

- It would be interesting to see what the economic impact to the individual is and how this makes a person's life better.
- Do socioeconomic demographics come into play? What about neighborhoods that have less private automobile ownership – is there a correlation between economic benefit or need?
- Would it be possible for neighborhoods built in the 1980's and 1990's be included in the study.

Ms. Vyas said they could/would certainly look into these suggestions.

Utah Household Travel Survey results on walking and biking:

Shaunna Burbidge, Active Planning, reported on the walking and biking culture and the results of the recently completed Statewide Household Travel Survey. Her report included the following:

- Bicycle and Pedestrian Behavior was an “add-on” to the Utah Statewide Household Travel Survey.
- Active Transportation Data came from a representative sample of 3,939 households in Weber, Davis, Salt Lake and Utah Counties.
- All self-reported data collected in the Summer of 2012.
- Cycling data was also collected from 4,458 university students.

Ms. Burbidge discussed the data for walking trips for each of the counties and also the barriers and motivations for walking. The data was broken into Utilitarian trips that included accompanying children, shopping, to/from school and others and Non-Utilitarian trips for exercise, socializing, and recreational events. She also displayed and discussed maps by County that showed the concentration of these walking trips.

Ms. Burbidge also discussed the data, results and maps for cycling trips in the past 14 days for each of the counties, similar to the data collected for walking trips. She discussed the maps for cycling and noted that the transportation cycling trips are destination based. She pointed out how they cluster and that we need to be thinking about why these locations/areas are attractive to those who choose to cycle for transportation.

Ms. Vyas said that the data, results and maps in today's UCAT Study presentation may be viewed on the UCATS website at www.ucatsplan.com

Update on no boundaries map and latent demand models:

Kyle Cook, Fehr and Peers, reported that the UCATS study focuses on coordination and “no boundaries” within the study area. The study area is the urban area from Payson to Brigham City. He said they began the process by gathering information from partners and sources which include: WFRC, MAG, Salt Lake County, AGRC, UDOT, and Salt Lake City. Mr. Cook said the goal is to have a single GIS file for the study area that will have consistent GIS attributes.

Mr. Cook said that they spent quite a lot of time looking at aerials and in the field verifying existing facilities. The existing bike facility categories include:

- Shared lane (with pavement markings / signs / green paint)
- Shoulder bikeway (signed)
- Bike lane
- Cycle track
- Shared use path

Ms. Vyas said that they have verified the no boundaries map for Salt Lake County and are working on verifying Davis, Weber and Utah Counties and that everyone will have access and time to view the map on the MindMixer website. She will send an email and a link as soon as it is available.

Other Business

Commissioner Downs said that a report on the Boulder, Colorado and Minneapolis, Minnesota trips in which ATC members and others participated regarding active transportation efforts in these cities would be reported on and discussed at the November meeting.

The next meeting of the Active Transportation Committee is scheduled for **Wednesday, November 14, 2012 at 8:30-10:00 a.m.** There is a possible change to this date and time due to conflicts. ATC members and others will be notified well in advance of any change.

The meeting adjourned at 10:30 a.m.