

**OGDEN - LAYTON AREA
REGIONAL GROWTH COMMITTEE
TECHNICAL ADVISORY COMMITTEE
AUGUST 9, 2006
10:35 AM - 12:10 PM
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
1. Meeting Summary – June 14, 2006 – Ogden - Layton RGC TAC	<p>A motion was made by Andy Thomas, Kaysville City, to approve the Ogden – Layton Regional Growth Committee Technical Advisory Committee meeting summary as written. The motion was seconded by Kent Bush, Clearfield City. The committee approved the minutes unanimously.</p> <p>Ogden – Layton Regional Growth Committee Technical Advisory Committee meeting summaries are posted at http://www.wfrc.org/committee/rgc-ogtac.htm.</p>	<p>Approved</p>
2. Regional Freight Issues and Concerns	<p>Dan Kuhn, UDOT, updated the TAC on regional freight issues and concerns. Dan presented a number of regional issues dealing with air cargo, freight, rail, and trucks both inside and outside Utah. Input from shippers and trucking companies the he has received indicates: (1) freight in Utah is disproportionate with other states; and (2) that Utah is “the crossroads of the west” with I-80, I-70, and I-15. Dan noted that rail freight is more cost effective as fuel prices increase. He informed the TAC of the top four issues and concerns from the standpoint of the trucking companies he has met with. The first issue is access to retail developments, with driveways being insufficient. Most are designed for 40 foot trucks and trailers. This potentially inhibits goods being delivered by the larger 53 foot trucks and trailers. There was quite a bit of discussion on whether or not the trucks should reduce there overall size, or if cities and stores should accommodate these longer trucks. Dan pointed out that longer 53 foot trailers are more efficient than shorter trucks and companies are trying to respond to market demand. Trucking companies would like a seat at the table when new areas are being developed to help reduce access issues. The second issue is turning radii. The third and fourth issues are turn lanes not being long enough, and signal timing being too short. Dan noted that 90% of truck accidents are vehicles operating unsafely around trucks. Peter Matson, Layton City, said that developers need to get away from only using minimum requirements of city ordinances. Dan agreed and said that the biggest issue is the ignorance of freight issues. Gregg Benson, Clearfield City, asked if there was a book of freight design standards available. Dan said there wasn’t, but that he is working on one which would not only help serve to educate city planners, but architects as well. Dan offered to set up meetings with representatives of the Utah Trucking Association, if any city would like to meet with them.</p> <p>Please contact Dan Kuhn at 965-4148 x119 for additional information.</p>	<p>None Required</p>
3. Unconstrained Scenarios	<p>Wayne Bennion, WFRC, reported to the TAC that the unconstrained scenarios developed by the WFRC staff were one tool to look at transportation needs. The WFRC looked at three financially unconstrained needs scenarios. The goal of the unconstrained scenarios was to maintain the same level of delay in 2006, which is approximately 17 hrs per person per year. The transportation networks were modeled for the year 2030 to increase the number of lanes to the optimal amount needed to accommodate projected 2030 traffic.</p> <p>The first scenario was a “Freeway Emphasis” scenario that added new several new regional existing freeways, widened freeways and added new arterials to connect these freeways. The second scenario was a “Transit/Arterial Emphasis” scenario that widened and built new arterials, this scenario also included both fixed guideway transit and buses. The third scenario was a “Combined” scenario that included freeways, arterials, and transit. Wayne informed the TAC that the current financially constrained RTP has about 29 hrs per person per year of delay in 2030. The “Freeway” scenario ended up having 26 hrs of delay per person per year and the “Transit/Arterial” scenario had about 16 hrs of delay per person per year. The “Combined” scenario had about 16 hrs of delay per person per year, while limiting the freeway lanes to 10 lanes and the arterials to 8 lanes. These unconstrained scenarios will be used to help develop RTP alternatives.</p> <p>Please contact Wayne Bennion at 363-4230 x112 for additional information.</p>	<p>None Required</p>

<p>4. Preliminary Socioeconomic Projections</p>	<p>Wayne Bennion, WFRC, updated the TAC on the socioeconomic projections for the upcoming 2007-2030 RTP. Scott Festin, WFRC, sent out a memo requesting comments from the cities and counties on the projections of population and employment by traffic analysis zone (TAZ). Figures in the tables sent to each city and county included 2005 census estimates and 2010, 2020, and 2030 projections at the city level. The tables also included 5 year increments at the TAZ level. Comments were due on August 18th.</p> <p>Please contact Scott Festin at 363-4230 x113 for additional information.</p>	<p>None Required</p>
<p>5. Active Living Report</p>	<p>Shaunna Burbidge, conducted a study on “active living” in the Wasatch Front Region, with the findings to be used in the Regional Transportation Plan. This report can be found at http://www.wfrc.org/reports/publichealthandtransportation/publichealthandtransportation.htm</p> <p>Shaunna stated that her report, titled “Public Health and Transportation: Planning for Active Modes Along Utah’s Wasatch Front,” describes the existing travel behavior and conditions in the Wasatch Front Region. The report provides recommendations with regard to planning, funding, policies and design guidelines. She intends to develop an example of a “Complete Streets” ordinance that will be posted on the WFRC website.</p> <p>Shaunna used a PowerPoint presentation to highlight the main points in the report, including: why this issue is so important; an overview of the existing conditions; planning recommendations; policy recommendations; design guidelines, and examples of active friendly land use.</p> <p>Shanna noted that communities can impact physical activity and health through appropriate community design; but it takes everyone working together to make a difference.</p> <p>The TAC recommended that the policy recommendations in the report be included in the RTP if approved by the RGC.</p> <p>Please contact Shaunna Burbidge at 336-7991 or George Ramjoue at 363-4230 x111 for additional information.</p>	<p>Approved</p>
<p>6. Wasatch Choices 2040 Report</p>	<p>George Ramjoue, WFRC, informed the TAC on the “Wasatch Choices 2040” report. He said that it should be completed by the end of August. It will include information on the methodology, growth principles, vision, and implementation strategies. George is planning on setting up workshops for the local governments to help them better understand the growth principles and implementation strategies.</p> <p>Please contact George Ramjoue at 363-4230 x111 for additional information.</p>	<p>None Required</p>
<p>7. WFRC Process Adjustments</p>	<p>George Ramjoue, WFRC, provided a hand out on a proposed WFRC Organizational Adjustment. This adjustment would give more involvement to the county Councils of Governments in the planning process. George recommended that the planners discuss the transportation issues dealing with the TIP and the RTP with their mayors so that they can be better informed.</p> <p>Please contact George Ramjoue at 363-4230 x111 for additional information.</p>	<p>None Required</p>
<p>8. WFRC Strategic Goals</p>	<p>George Ramjoue, WFRC, handed out the Strategic Goals for Fiscal Year 2007. There were a total of seven goals, which were developed by the WFRC Leadership Team and Council Leaders. Goal One is to develop a united statewide funding plan for transportation in cooperation with other partners and work with the partners to ensure that the funding plan is adopted by the Utah State Legislature and signed by the Governor. Goal Two is to approve the 2007-2030 RTP by May 2007, so that regional transportation priorities are eligible for federal funding. Goal Three is to support and expand the corridor preservation program in the region. Goal Four is to further educate local officials on the regional growth principles and develop tools to help local communities implement them. Goal Five is to educate local officials on how they can participate in the process to select projects and set priorities for the RTP and TIP. Goal Six will create opportunities for and take advantage of partnering with other agencies to achieve common goals. Goal Seven is to include more focus on transit projects and programs in WFRC meetings.</p> <p>Please contact George Ramjoue at 363-4230 x111 for additional information.</p>	

9. Other Business	None.	None Required
10. Next Meeting Ogden - Layton RGC TAC – October 11, 2006	The next Ogden – Layton RGC TAC meeting will be on Wednesday, October 11, 2006 at 10:30 AM at the Clearfield City Hall (55 South State Street) on the 2 nd Floor.	None Required

ATTENDANCE ROLL

OGDEN - LAYTON AREA RGC TECHNICAL ADVISORY COMMITTEES

DATE: 8/9/06

<u>Name</u>	<u>Representing</u>
Jory Johner	WFRC
George Ramjoue	WFRC
Gregg Benson	Clearfield City
Andy Thompson	Kaysville City
Wilf Sommerkorn	Davis County – O-L Chair
Elden Bingham	UDOT
Tom Smith	Davis County
Kent Bush	Clearfield City
Albert Whipple	Hill AFB
Daniel Kuhn	UDOT Planning
Shaunna Burbidge	Active Planning
Jeff Monroe	Washington Terrace City
Bruce Talbot	Pleasant View City
Boyd Davis	West Point City
Kevin Hamilton	Weber County
Scott Mendoza	Weber County
Peter Matson	Layton City