

**OGDEN - LAYTON AREA
REGIONAL GROWTH COMMITTEE
TECHNICAL ADVISORY COMMITTEE
SEPTEMBER 30, 2009
10:30 AM – 11:45 AM
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
<p>1. Meeting Summary February 25, 2009 – Salt Lake RGC TAC</p>	<p>Peter Matson, Layton City, made a motion to approve the July 25, 2009 meeting summary. Jared Hall, Roy City, seconded the motion and the Ogden - Layton Area Regional Growth Committee Technical Advisory Committee approved the summary unanimously.</p> <p>The Ogden - Layton Area Regional Growth Committee Technical Advisory Committee meeting summaries are posted at the WFRC website (www.wfrc.org) under the "Committee" section on the left side of the front page. You can access these summaries by selecting the Technical Advisory Committee (TAC) tab or with the following link: http://wfrc.org/cms/index.php?option=com_content&task=view&id=70&Itemid=44.</p>	<p>Approved</p>
<p>2. Regional Bicycle Plan Update</p>	<p>Ned Hacker, WFRC, updated the TAC on Regional Bicycle Planning efforts. He reminded the TAC that in the July meeting the WFRC staff presented the "backbone" bike routes and a road shoulder inventory for the Counties and that the RGC has recommended that a permanent funding source be created for bike, trail, and pedestrian facilities. Ned then discussed with the TAC the upcoming Enhancement Funding. He stated that \$2 million will become available in 2011 and another \$2 million in 2012 and that Letters of Intent to UDOT require a letter of support from WFRC through Ben Wuthrich.</p> <p>In responses to questions from the TAC, Ned and Scott Hess explained that a "Priority 1" in the Bicycle Plan means that there is at least four feet in that location for a striped bike lane whereas such is not currently available in "Priority 2" locations. They also explained that the bike lane would fall under the ownership as the adjacent road. UDOT explained that they look at the feasibility for bikeways with nearly every project. Finally, Ned informed the TAC that planning for and the work on the old DRG&W rail line owned by UTA was moving ahead with several northern Davis County cities on the TIP for their portions of that bikeway.</p> <p>Please contact Jory Johner at 801-363-4230 x110 for additional information.</p>	<p>None Required</p>
<p>3. Revising Wasatch Choices 2040 Vision</p>	<p>Ned Hacker, WFRC, notified the TAC on the effort to update and revise the 2040 Vision in preparation for the RTP that will be adopted in May of 2011. A meeting will be held in Weber County for City and other stakeholder input on Monday October 19th between Noon and 2:00 pm in the Weber Center. The meeting for Davis County will be held on Tuesday October 20th between 8:30 am and 10:30 am in the Farmington City Hall. "Save the Date" letters are being mailed out today from WFRC.</p> <p>Also at these meetings will be WFRC 2040 socio-economic forecasts for review. These will be sent out in advance of the meetings. In response to a question from a TAC member, Ned indicated that the socio-economic forecasts will be the same that the region has been working on for the past three months.</p> <p>Please contact Ned Hacker at 801-363-4230 x120 for additional information.</p>	<p>None Required</p>
<p>4. Hill Air Force Base Plans</p>	<p>Marc Davis, Hill AFB, recognized Chris Rose as the new Hill AFB Community Planner and handed out a list of Future Hill Initiatives to address in his presentation. In regards to the Clearfield/West Gate Marc stated that the project to move the Clearfield/West Gate eastwards was estimated to start soon and that project would help relieve queuing problems that stretch back into the freeway</p>	<p>Approved</p>

	<p>interchange and the Main Street intersection.</p> <p>Regarding Falcon Hill, Marc indicated that the developer of Falcon Hill has moved from a business plan of more speculative construction of buildings to one requiring guaranteed leases prior to construction due to the economic downturn. Nonetheless, he stated that it is not a question of if Falcon Hill will be developed but when and that the first building to be build will be a replacement building for the base security forces by the base exchange.</p> <p>Marc addressed the effort to get the Combat Search and Rescue (CSAR) mission located at HAFB. He indicated that of the three CSAR elements the relocation of the helicopter element had been scrapped by the Administration but that the C130 and manpower elements were still to be relocated by 2013.</p> <p>In terms of the F-35 mission, Marc stated that Hill was still a primary candidate for that mission, that the mission would include three squadrons each probably with fewer planes than the F-16 squadrons, that a single EIS for all the candidate bases was in process, and that a draft ACUZ has been published. It was noted that F-35s are noisier than F-16s.</p> <p>Marc stated that the Base has a policy of becoming energy neutral and has a Request for Information (RFI) wish is seeking partners in planning for this effort. He also stated that a new Base General Plan was being initiated and that HAFB would be contacting the Cities and UDOT for input to this effort.</p> <p>Finally, Marc discussed the bottleneck at the South Gate and floated the concept of moving the South Gate 0.5 mile to the West (to E Street). One advantage of this move would be to put the entrance closer to the Base Clinic which is frequented by the 14,000 military retirees that live in the area. In response to a question from a TAC member, Marc indicated that a prerequisite to opening the North Gate would the realignment of the road to the North Gate from outside of the flight path.</p>	
<p>5. Transportation Issues and Concerns – Layton City</p>	<p>Peter Madson, Layton City, presented Layton’s transportation issues and concerns. As background Peter stated that Layton’s street pattern was guided by creek location more so than a grid pattern and that the City is starting a process whereby they are updating both the transportation and the land use comprehensive plans in a coordinated fashion. Peter then addressed issues around the South Layton Interchange, Layton Hills Mall, East Gate Business Park, Layton Parkway, and the West Village Town Center.</p> <p>The South Layton Interchange project area includes a lane gain on I-15, the conversion of the old rail station building (Doug and Emmy’s) into an intermodal center, the extension of the interchange road west (eventually to the West Davis Highway), streetscape improvements between the interchange and Church Street, and eventually the construction of a mixed use project on 70 acres of land owned by Intermountain just west of the FrontRunner Station.</p> <p>The greater Layton Hill Mall area is being retrofitted with a pedestrian walkway system and the existing detention pond will be converted to an open space. Previously, this was called the “Buffalo Walk”. The City has a need to improve flow between the two sides of I-15 in this area.</p> <p>East Gate is a business research park off of SR-193 around Sun Hill Golf Course. The City is providing the infrastructure as its’ contribution to this economic development project. The West Village Town Center is being planned for the area near Swan Lakes Golf Course. This area is being considered by the City for form based code use.</p> <p>Lastlv. Peter discussed some transportation related items with the TAC. He</p>	<p>None Required</p>

	stated that the City was about 65% built out and that the City Street Standards were just revised making the pavement width narrower and shortening the block length.	
6. Review of Functional Classification Map	<p>Val John Halford, WFRC, distributed a handout which defined the various road functional classes; explained the large functional class map posted at the front of the TAC, and requested the TACs revisions and input on this map. Four comments/questions were received. Farmington and Syracuse questioned the West Davis Highway alignment shown on the map. Washington Terrace asked if miles of high level functional class were limited by population. Clearfield stated that they thought that State Street should be classified as a Principle Arterial.</p> <p>Please contact Val John Halford at 801-363-4230 x108 for additional information.</p>	None Required
7 Transportation Issues by Corridor	<p>Greg Scott, WFRC, presented an overview of the major transportation issues identified by regional planners and engineers to date. The region has been divided into 13 corridors, both east / west and north / south. A variety of means were utilized to solicit issues by each of these corridors that need to be addressed by the 2040 RTP. Two alternatives will be outlined and modeled as possible solutions to meet the regions needs. The 2040 RTP will draw the best projects, both highway and transit, from both of these alternatives. Planners who have additional transportation related issues are invited to contact the WFRC offices or submit correspondence that brings such to our attention. The deadline for submitting these concerns is December 31, 2009.</p>	
8 Other Business	No other business	None Required
9. Next Meeting – February 24th, 2010	The next Ogden – Layton RGC TAC meeting will be held on Wednesday, February 24, 2010 at 10:30 AM in the Second Floor Multi-purpose Room at Clearfield City Hall, located at 55 South State Street.	None Required

ATTENDANCE ROLL
SALT LAKE AREA RGC TECHNICAL ADVISORY COMMITTEE
DATE: 9/30/09

<u>Name</u>	<u>Representing</u>
Steve Parkinsen	Clinton - Chairperson
Brad Humphreys	UDOT
Brett Slater	UDOT
Marc David	Hill AFB
Tim Stevens	Woods Cross
Kent Bush	Clearfield
Bruce Talbot	Pleasant View
Elden Bingham	UDOT
Peter Matson	Layton City
Troy Moies	Syracuse City
Steve Harris	Washington Terrace
Andy Thompson	Kaysville City
Gregg Benson	Clearfield City
Jared Hall	Roy City
Branden Topance	Centerville
Scott Hess	Davis County
Daniel Gillies	Ogden City
Greg Scott	WFRC