

**OGDEN - LAYTON AREA  
REGIONAL GROWTH COMMITTEE  
TECHNICAL ADVISORY COMMITTEE  
SEPTEMBER 29, 2010  
10:30 AM - 11:45 AM  
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
<b>1. Meeting Summary – July 28<sup>th</sup> – Ogden - Layton RGC TAC</b>	<p>Steve Parkinson, Clinton City, made a motion to approve the July 28, 2010 meeting summary. Gregg Benson, Clearfield 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 (<a href="http://www.wfrc.org">www.wfrc.org</a>) under the “Committee” section on the left side of the front page. You can access these summaries by selecting the Technical Advisory Committee (TAC).</p>	<p>Approved</p>
<b>2. Interactive Mapping</b>	<p>Eloise Thomson, WFRC, handed out an example a project from the 2030 Regional Transportation Plan (RTP) in Google Earth. WFRC’s interactive mapping program to date includes the project name, project limits, project type, cost, existing and future lanes, functional classification, bike classification, current and future Right-of-Way (ROW), and project sponsor.</p> <p>Eloise asked if the mapping tool “Google Earth” was useful to the cities and counties, and what type of information would they like to see included for the 2040 RTP. Input from the committee members included: (1.) They liked it, (2.) The more information the better, (3.) More detailed information on the ROW, (4.) Links to corridor studies or environmental documents, (5.) Sponsor contact information. The TAC members also wanted to know how WFRC’s interactive mapping relates to UDOT’s program UPLAN. Eloise said that the projects would be folded into UPLAN.</p> <p>Eloise noted that there is a link to the current 2030 RTP on the WFRC website.</p> <p><b>Please contact Eloise Thomson at 801-363-4250 x1107 for additional information.</b></p>	<p>Approved</p>
<b>3. UTA Light Rail and Bus Update</b>	<p>Chris Chesnut, UTA, updated the TAC on the Transit 2015 program. He announced that the program is 50% complete. The Mid-Jordan TRAX and West Valley TRAX will open in August 2011.</p> <p>UTA is planning on meeting with the cities and counties, having public open houses, and surveying the public on key questions on how the future bus system should be configured. Questions that UTA will be asking: (1.) Should fares be increased?, (2.) Should UTA provide bus service every where?, (3.) Should UTA focus on high intensity key areas?, (4.) Should UTA focus on feeding the Light Rail System?</p> <p><b>Please contact Chris Chesnut at 801-237-1959 for additional information.</b></p>	<p>None Required</p>
<b>4. 2040 RTP Alternatives Comment Summary</b>	<p>Sam Klemm, WFRC, handed out comments received on the 2040 RTP Alternatives from the TAC, COGs, Open Houses, RGC, WFRC, UTA, UDOT, and various cities. Each comment had been addressed with a response. Sam asked if we had adequately addressed the concerns in the comments. He noted that the handout only included comments up to August 15<sup>th</sup>. New comments beyond that date will be address in October and will be reflected in the Draft 2040 RTP Map and Project List.</p> <p><b>Please contact Sam Klemm at 801-363-4250 x1116 for additional information.</b></p>	<p>None Required</p>

<p><b>5. 2040 RTP Alternatives Modeling Results</b></p>	<p>Val John Halford, WFRC, handed out corridor maps and system evaluation reports for the four 2040 RTP Alternatives. The corridor maps allowed WFRC to categorize needs by movement. He reminded the TAC that the alternatives allowed us to test a variety of ideas and model how transit and highway interact. Alternative 1 included projects on the current Transportation Improvement Program (TIP). Alternative 2 was the 2030 RTP with the unfunded projects. Alternatives 3 and 4 were developed by staff members from UDOT, UTA, and WFRC staff. These two alternatives were developed independently. It turned out that Alternative 3 was heavier on transit, and Alternative 4 was heavier on highway. The Wasatch Choice for 2040 Vision was also used to help develop Alternatives, and provided the land use layer for the modeling of the proposed highway and transit facilities 3 and 4.</p> <p>Val briefly discussed the system evaluation report. There were a number of small but important differences between the system alternatives. Greg Montgomery, Ogden City, asked why the Air Quality has very small differences, but the Vehicle Miles Traveled (VMT) and Delay had great differences. Wayne Bennion, WFRC, said the Air Quality MOVES model is not very sensitive to Delay, and reflects VMT more.</p> <p><b>Please contact Val John Halford at 801-363-4250 x1108 for additional information.</b></p>	<p>None Required</p>
<p><b>6. 2040 RTP Draft Project List and Map</b></p>	<p>Jory Johner, WFRC, presented the Draft 2040 RTP and handed out copies of the map and project list. He discussed the process of selecting projects from the four alternatives. This process included evaluating all comments received, consulting the Wasatch Choice for 2040 Vision, reviewing traffic volumes and environmental layers for every project in each alternative, and reviewing boardings and transit times.</p> <p>Jory asked for comments from the TAC on the Draft 2040 RTP: (1.) Did we miss anything?, (2.) Do you like or not like a project? Comments included:</p> <p>Curtis Christensen, Weber County Engineer: (1.) Weber County agrees on the need for a park and ride lot in the Ogden Valley. The current location may be problematic. He would like to work with us to find a suitable location. (2.) The right-of-way preservation for the SR-67 extension should be shown.</p> <p>Bruce Talbot, Pleasant View City Planner: (1.) "You could remove the 1100 West segments in Pleasant View from the list and the map. They are collector roads but will be built by development (portions already are) and remain as local roads. There is no intent to apply for STP or state funding for these segments." The foregoing received by e-mail after the meeting. (2.) FrontRunner should be shown as extending into Box Elder County.</p> <p>Daniel Gilles &amp; Greg Montgomery Ogden City Planning: (1.) The Pioneer Road extension from the Business Depot Ogden to 400 East is problematic because of wetland issues, residential conflicts, and the cost of a new railroad overpass. The city has planned on 2<sup>nd</sup> Street as the east/west connection to Wall Avenue. (2.) Harrison should show operational improvements as far north as Mountain Road.</p> <p>Barry Edwards, Ken Leetham, and Paul Ottoson, North Salt Lake City, Manager, City Planner, and City Engineer: (1.) A full interchange is needed at Center Street and Legacy Parkway. They would like to schedule a private meeting with us to discuss the matter as soon as possible. They will invite UDOT as well. (2.) A new interchange is needed for North Salt Lake on I-15.</p> <p>Unidentified TAC member: There will be a water line constructed on the east side of Hill Air Force Base which may be useful as a route for the Fairfield Road.</p> <p>Scott Anderson, Woods Cross City: The 500 South interchange needs to be re-</p>	<p>None Required</p>

	<p>constructed.</p> <p>Boyd Davis, West Point City Engineer: 3500 West between 1800 North and 900 South needs a center turn lane.</p> <p>Greg Benson, Clearfield City: The interchange at 650 North in Sunset/Clearfield should be upgraded.</p> <p>Ken Williams, Centerville City Planner: There needs to be a FrontRunner stop in Centerville City.</p> <p>Aric Jensen, Bountiful City Planner by e-mail: Bountiful City supports the streetcar option over a BRT in South Davis County.</p> <p>Comments can be sent to Sam Klemm at <a href="mailto:sam@wfrc.org">sam@wfrc.org</a>.</p> <p><b>Please contact Jory Johner at 801-363-4250 x1110 for additional information.</b></p>	
<b>7. Mobility Management Overview</b>	<p>Mary Guy-Sell, WFRC, gave an overview of the Mobility Management Program. She handed out the "Wasatch Regional Coordination Council for Community Transportation," and discussed the three coordination strategies for the Regional Coordination Council (RCC). The RCC was formed to help provide transportation services to the transportation disadvantages (seniors, low income, and disabled). Mary asked that the cities help provided better access for both targeted group and the general public during road construction projects.</p> <p>The RCC is currently developing projects for next year and pulling together agencies and individuals to help in the coordinating this effort.</p> <p><b>Please contact Mary Guy-Sell at 801-363-4250 x1104 for additional information.</b></p>	None Required
<b>8. Other Business</b>	<p>Tim Stephens, Woods Cross, was selected as the Vice-Chair of the Ogden-Layton Regional Growth Committee.</p>	Approved
<b>9. Next Meeting – December 15<sup>th</sup>, 2010</b>	<p>The next Ogden – Layton RGC TAC meeting will be held on Wednesday, December 15, 2010 at 10:30 AM at the Clearfield City Hall (55 South State Street) on the 2<sup>nd</sup> Floor.</p>	None Required

#### ATTENDANCE ROLL

OGDEN - LAYTON AREA RGC TECHNICAL ADVISORY COMMITTEE

DATE: 9/29/10

<u>Name</u>	<u>Representing</u>		
Bruce Talbot	Pleasant View City – Chairman	Scott Anderson	Woods Cross City
Gregg Benson	Clearfield City	Daniel Gillies	Ogden City
Jory Johner	WFRC	Curtis Christiansen	Weber County
Andy Thompson	Kaysville City	Barry Edwards	North Salt Lake City
Val Halford	WFRC	Ken Leethem	North Salt Lake City
Jared Hall	Roy City	Paul Ottoson	North Salt Lake City
Peter Matson	Layton City	Mary Guy-Sell	WFRC
Troy Moyes	Syracuse City	Joe Perrin	A-Trans Engineering
Steve Parkinson	Clinton City	Ken Williams	Centerville City
Greg Montgomery	Ogden City	Eloise Thomson	WFRC
Chris Chesnut	UTA		
Sam Klemm	WFRC		
Mike Eggett	Syracuse City		
Curtis Clayton	UTA Rideshare		
Kevin Griffin	UDOT R-1		
Boyd Davis	West Point City		