

**Meeting Minutes/Summary**  
Active Transportation Committee  
Meeting of April 10, 2013

A meeting of the Active Transportation Committee was held on Wednesday, April 10, 2013 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 Chair, called the meeting to order at 8:05 a.m. Commissioner Downs welcomed committee members and guests and introductions were made.

**ATC Members and Staff Present:**

Justin Anderson	Ogden City
Ralph Becker	Mayor, Salt Lake City
George Deneris	Salt Lake County
Louenda Downs	Commissioner, Davis County
Ned Hacker	WFRC
Scott Hess	Davis County
Robin Hutcheson	Salt Lake City
Jory Johner	WFRC
Josh Jones	Ogden City
Tina Kelley	Councilmember, Morgan County
Scott Lyttle	Bike Utah
Ben McAdams	Mayor, Salt Lake County
Cory Pope	UDOT
Jim Price	MAG
Matt Sibul	UTA
Todd Stevenson	Mayor, Fruit Heights City
Evenlyn Tuddenham	UDOT

**ATC Stakeholders and Others Present:**

Dan Bergenthal	Salt Lake City
Roger Borgenicht	Future Moves Coalition
Michelle Caldwell	WFRC
Steve Call	FHWA
Kim Clark	VIA Consulting
Rick Cobia	DSPD
Kyle Cook	Fehr & Peers
Grant Crowell	City of Bluffdale
Evan Curtis	Governor's Office of Management
Rachel Cusimano	ASSIST
Riley Cutler	GOED
Jesse O. Glidden	UDOT Region 1
Paul Goodrich	Orem City
Todd Hadden	UDOT Traffic Statistics
Tim Harpst	SLC Bike Share
Mike Hathorne	Suburban Land Reserve
Johanna Jamison	UTA

Travis Jensen	ALTA Planning
Hal Johnson	UTA
Laynee Jones	Lochner
Brian Kolbe	Lochner
Ted Knowlton	WFRC
Jon Larsen	WFRC
Vincent Liu	UDOT Region 2
Kelly Lund	FHWA
Jennifer McGrath	UTA
Elliott Mott	Wasatch Mountain Club
Chad Mullins	Bike Utah
Jon Nepstad	Fehr & Peers
Ali Oliver	WFRC
Angelo Papastamos	UTA
Helen Peters	JUB
Ron Phillips	Phillips Associates
Neka Roundy	Davis County
Roland Stanger	FHWA
Maria Vyas	Fehr & Peers
Jaime White	UTA
Renae Widdison	Utahns for Better Transportation
Ben Wuthrich	WFRC

**Members excused:** Andrew Gruber, WFRC  
Mayor Heather Jackson, Eagle Mountain City  
Mayor Brent Marshall, Grantsville City  
Commissioner Jan Zogmaister, Weber County

***Approval of Meeting Minutes/Summary:***

**Mayor Ben McAdams** moved that the minutes of the March 13, 2013 meeting be approved. The motion was seconded by **Matt Sibul** and the meeting minutes were unanimously approved.

**Public Comment**

Elliott Mott, Wasatch Mountain Club, apologized for saying that a bike path didn't exist when it did on the Mountain View Corridor. He thanked Evelyn Tuddenham for all the effort she put in on this endeavor. Elliott then invited everyone to go on a 39 mile ride.

Commissioner Downs told a story of her drive to the ATC meeting. They were stopped in traffic on the road down the street from the WFRC office because there were two "transportation" ducks waddling across the road. The moral of the story was that in transportation it doesn't matter how fast you get there but that you got there safely.

**Chair Report:**

Commissioner Downs stated that the Governor has designated a committee to develop an outdoor recreation department. There could be a great opportunity to collaborate with ATC and the new department.

Commissioner Down asked Scott Lyttle, Bike Utah, to join the Active Transportation Committee as a non-voting member. Scott accepted. Commissioner Downs went on to say that this does not preclude anyone else from giving advice or input.

Jim Price, MAG, gave an update on the Murdock Canal Trail. The 17 mile trail creates a connected trail system involving the north end of Utah County. For about 150 years this trail was an open irrigation canal measuring approximately 150 feet wide. The vision was to create six (6) trailheads with 3 miles in between each one. There will be large parking lots, restrooms, water, and pavilions open all year. The trail would be plowed in the winter or whenever the need arose. Jim stated that right now MAG has the funding and permission for the use of the right-of-way to go north to the Salt Lake County line where it would eventually tie into the Draper Trail system on the east side of I-15. At this point in time, there are ten (10) under crossings with the longest one being 240 feet. They were made oversized to make them more comfortable with all kinks removed so you can see straight through them. In between each of the six (6) trailheads there are eleven (11) pavilions so people could rest, get some shade and maybe have a drink of water. The entire trail has comprehensive wayfindings, meaning that once you get on the trail each of the trailheads will have maps or routes to all the different trails so you will always know where you are.

Jim handed out maps for the Utah County trails stating that the Murdock Canal trail is 62% complete. He also handed out a flyer for the Murdock Trail Grand Opening on May 18, 2013.

Comments included:

- One more feather in the cap of what we are trying to move ahead and do. Maybe this group could do a field trip to the Trail.
- Are there any wayfindings as you get to 1200 East and other major roads to keep you connected with the trail? Yes, there are 66 wayfinding signs along that route.
- If the Murdock Trail is going to be plowed then we might want to see how we can get the other cities to follow this example?

***Information: UCATS – Step one of the Top 25 Project – Receiving the information.***

Marie Vyas, Fehr and Peers Project Manager of UCATS, reported that the locations of the Top 25 projects have been identified and together with the Backbone Network will be the focus for the next two years. She went over the highlighted portions of her last report. Ms. Vyas and Kyle Cook went on to explain each of the 25 projects in detail. This information can be found online at: <http://storymap.fehrandpeers.com/esrimp/top25/index.html>.

The large scale Backbone System of the regional network involving trails and bicyclists used two levels of criteria:

Primary Level of Criteria:

- Fill in the Gaps of the Backbone Network
- Connect to Transit

Secondary Level of Criteria:

- Overcome Barriers
- Accommodate Areas of High Demand
- Generate Economic Opportunities
- Reflect Local Plans

Comments included:

- We should all be aware that BYU is closing down 7<sup>th</sup> Street in the next couple of years for the purpose of converting it to a pedestrian walk thru.

- Everyone should make it a priority to integrate everything with the Backbone Network so all we will need is to wrap every city's priority trails and bike paths into this network.
- This is a great list but we need to be realistic about the fact that funding will be limited so we need to prioritize the Top 25.
- A decision needs to be made about how we involve off street alignment in the area of the Utah Southern Rail Trail.
- Safety issues for pedestrians and bicyclists should be part of the consideration with every project.
- When we first started this committee we were looking at needs not dollar signs. We don't always have to be looking at just funding.
- UDOT was very instrumental in helping put a bike lane in on Redwood Road during a road resurfacing.

Jim Price, MAG discussed the importance of partnerships with entities such as UDOT and UTA. Partnering with UDOT is a vital connection in order to ensure that bike lanes are incorporated in all major and minor road maintenance.

Maria ended the presentation by outlining the future project development for the Backbone Network and the Top 25:

- Project Team
- UDOT Regions 1, 2, and 3
- Advocacy Community
- Active Transportation Committee

***Information: Transportation Alternatives Program (TAP)***

Jory Johner, WFRC, thanked Ben Wuthrich, the Transportation Improvement Program (TIP) manager at WFRC for the last 20 years. Without Ben's work this new TAP program would not have been possible.

Jory made a presentation on the 2013 and 2014 the Transportation Alternative Program (TAP) projects. The ATC was updated in September and October regarding the new MAP- 21 requirements for TAP which replaced the Transportation Enhancement Program. The ATC made recommendations on evaluation criteria for funding and project types. In October letters of intent were received. In November, December and January the program received concept reports from the cities that were reviewed. February and March were spent doing field reviews which included FHWA, UDOT, SL County, and the WFRC staff, and the project sponsors.

As the schedule unfolds the draft program has been presented to the Trans Com Technical Advisory Committee for Ogden - Layton, Salt Lake – West Valley Urban Areas who then reviewed the program and made technical recommendations. The Surface Transportation Program (STP), the Congestion Mitigation Air Quality and the Transportational Alternative Program are all now being taken to the County Councils of Government for review. The next step is to have this draft go to Trans Com for review and then in May the WFRC. The draft TIP will be finished and will go out for public comment in July which allows for another opportunity to provide comments on the entire program. The Trans Com and WFRC will review public comment in August and approve the TIP. The FHWA and the FTA will review and approve the draft next fall. Letters of intent again will be requested sometime next September.

There are a wide variety of projects that are eligible for the TAP program ranging from infrastructure related trails to vegetation management to vehicle caused wildlife mortality. The ATC recommended focus on large bicycle and pedestrian infrastructure projects and small planning studies.

Jory provided a handout of the projects reviewed in the TAP. He briefly discussed the evaluation criteria which were reviewed with the ATC in October. The evaluation criteria were not the only tool used to evaluate projects but also included four days of field reviews, discussions with every project manager and actually going out and looking at the project. Due to funding constraints there was \$6M worth of requests in the Ogden-Layton area with only \$700,000 for TAP funding for fiscal year 2013 and 2014. In the Salt Lake-West Valley area only \$900,000 was available to programs, with almost \$12M of projects submitted. Jory provided an overview of each project recommend from the Trans Com TAC in both Urban Areas.

Comments included:

- Is it best to spend all the money designated for each project or hold some back for a little bit of cushion?
- MAP- 21 is just a two year bill and will end in 2014; we are being conservative on each project in case we do run out of money we will at least have some money to work with in case of overruns.

**Other Business:**

George Deneris re-emphasized what Mayor Becker said about normal transportation solutions not working in the future if we don't take a different approach to this issue. Mr. Deneris went on to say, as an engineer he sees two components for resolution to help us focus in the future. First, you must provide equal levels of service priority solutions, i.e. whenever you have a transportation project either existing or new, giving equal levels of service priority to both active transportation and cars, as well as transit and freight, give us a different environment to operate in as engineers. The second part is to re-educate us because we live in an AASHTO world which is not conducive to active transportation. Engineers, the ones who design the street and highways, have to think about this in a very different way.

Robin Hutcheson, SLC, mentioned that the National Association of City Transportation Officials (NACTO) guidelines is very respectful of the AASHTO guidelines of streets and highways. They have a publication that might serve as a creative guideline of what other cities around the world are doing.

Next meeting:

**May 8, 2013 8:30am – 10:00am** (note: we are back on the 8:30am schedule)

The meeting adjourned at 10:25 a.m.