

Meeting Minutes/Summary
Active Transportation Committee
Meeting of January 9, 2013

A meeting of the Active Transportation Committee was held on Wednesday, January 9, 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 8:30 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
Mike Caldwell	Mayor, Ogden City
George Deneris	Salt Lake County
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
Max Johnson	Salt Lake County
Jory Johner	WFRC
Tina Kelley	Councilmember, Morgan County
Jim Price	MAG
Greg Scott	WFRC
Robert Scott	Weber County Planning
Matt Sibul	UTA
Evenlyn Tuddenham	UDOT
Jan Zogmaister	Commissioner, Weber County

ATC Stakeholders and Others Present:

Mark Benigni	Weber Pathways
Dan Bergenthal	Salt Lake City
Julie Bjornstad	Fehr & Peers
Ben Bolte	Salt Lake City Bike Share
Roger Borgenicht	Future Moves Coalition
Tim Boschert	UDOT
Deborah Burney-Sigman	Breathe Utah
Steve Call	FHWA
Kristen Clifford	South Salt Lake City
Rick Cobia	DSPD
Grant Crowell	City of Bluffdale
Rachel Cusimano	Assist, Inc.
Riley Cutler	GOED
LaNiece Davenport	WFRC
Fred Doehring	UDOT
Reid Ewing	University of Utah

Jesse O. Glidden
Paul Goodrich
Todd Hadden
Max Hanna
Laura Hanson
Tim Harpst
Mike Hathorne
Dana Holmes
Johanna Jamison
Dave Iltis
Hal Johnson
Linda Johnson
Pam Jorgensen
Jon Larsen
Vincent Liu
Scott Lyttle
Andrea Moser
Elliott Mott
Chad Mullins
Jon Nepstad
Andrea Olson
Angelo Papastamos
Helen Peters
Ron Phillips
Marjorie Rasmussen
Julia Reynolds
Phil Sarnoff
Melissa Schnulle
Shawn Seager
Jacob Splan
Justin Turner
Maria Vyas
Jaime White
Gary Williams
Brad Woods

UDOT Region 1
Orem City
UDOT Traffic Statistics
UTA
Jordan River Commission
SLC Bike Share
Suburban Land Reserve
Stanley Consultants
UTA
Cycling Utah / MBAC
UTA
League of Women Voters-Salt Lake
WFRC
WFRC
UDOT Region 2
Bike Utah
Bio-West
Wasatch Mountain Club
SL County Bicycle Advisory Committee
Fehr & Peers
InterPlan
UDOT
JUB
Phillips Associates
UDOT Region 2
WFRC
Salt Lake City Bike Share
Assist, Inc.
MAG
UTA
UTA
Fehr & Peers
UTA
Ogden City
Bike Utah

Members excused: Mayor Brent Marshall

Approval of Meeting Minutes/Summary

Councilmember Tina Kelley moved that the minutes of the November 14, 2012 meeting be approved. The motion was seconded by **Mayor Mike Caldwell** and the meeting minutes were unanimously approved.

Commissioner Downs thanked Mayor Peter Corroon and Darci Taylor outgoing members of the Active Transportation Committee, for their service and support. She also welcomed Mayor Ben McAdams, Salt Lake County, and Mayor Mike Caldwell, Ogden City, and expressed appreciation for their willingness to serve on the ATC.

Public Comment

Elliott Mott, Wasatch Mountain Club, comments included concerns for bicyclists regarding utility drains when a road has been resurfaced. He is suggesting that those grates be brought up to the level of the surface. He also said that drainage grates are particularly egregious and suggested that they be retrofitted so that they are bicycle friendly. Mr. Mott then suggested that a bike friendly way to get between Salt Lake and Utah County be considered. Lastly, he suggested that UTA run trains on Sunday. He noted that the Wasatch Mountain Club many times ride one way and would like to pick up the train either getting to their riding location or returning home.

Scott Lyttle, Bike Utah, shared a letter that Bike Utah sent to the Governor's office in regard to the UDOT Executive Director candidate search encouraging them to consider a bicycle and pedestrian friendly candidate.

Action: Resolution of the Wasatch Front Regional Council Creating the Active Transportation Committee – Commissioner Downs reviewed the Resolution and said that it is codification of what the Committee has already been doing and also the direction of the Active Transportation Committee.

Andrew Gruber commented that the reason for the Resolution is that the Active Transportation Committee was created in a somewhat informal manner – initially as a subcommittee of the Regional Growth Committee. Due to the interest and the many issues that need to be addressed by this committee, it has become apparent that the Active Transportation Committee should have formal recognition as a standing committee of the Wasatch Front Regional Council. The Resolution would accomplish that.

The purposes of the Active Transportation Committee include:

- Advising the Regional Growth Committee on long-range planning and growth issues related to active transportation.
- Advising Trans Com on short-range programming issues related to active transportation.
- Serving as a forum for regional collaboration between local governments, agencies and other stakeholders on active transportation issues.

Mr. Gruber also said in answer to questions regarding the addition of Brigham City and parts of Box Elder County to the WFRC MPO urbanized area, that Box Elder County will be represented in some appropriate way through the Wasatch Front Regional Council when that occurs. He said that WFRC is currently in conversations with the officials in Box Elder County.

Matt Sibul moved to approve the Resolution of the Wasatch Front Regional Council creating the Active Transportation Committee as presented. Councilmember Tina Kelley seconded the motion. The motion passed unanimously.

Information: Salt Lake City Bike Share – Ben Bolte, SLC Bike Share, provided information on the Salt Lake City Bike Share Program:

The SLC Bike Share bikes are designed for one job, short trips in the City by people wearing regular clothes and carrying ordinary stuff. The bikes are one-size fits all and the only thing you may have to adjust is the seat.

The SLC Bike Share system will be a network of fully automated, solar powered kiosks (station) and bicycles available for short-term checkout. Stations will be near every major downtown destination from City Creek and the Gateway to the Salt Palace and Main Street.

Mr. Bolte reported that Salt Lake City's program has been two-thirds privately funded. Of the \$949,000 that has been raised thus far in cash and commitments over the next few years, \$344,000 is from the City.

Salt Lake City Bike Share program is scheduled to launch in April 2013. For more information contact: Ben Bolte at ben@downtownslc.org or 801-328-5051.

Information: Eminent Domain for Trails Discussion – Mayor Caldwell started his presentation with a short video of Ogden City's story and what Ogden has accomplished in the last ten years. He made the point that Ogden was built out in 1950 when bicycles weren't part of the conversation. However, with city support of the downtown industry cluster it has seen almost \$1.3 billion in private investment in the last decade. This development alone has increased the importance of trails and an alternative transportation component to the city. Mayor Caldwell said he believed it was critical that a group like the Wasatch Front Regional Council get behind the eminent domain issue in support of alternative transportation and trails.

Gary Williams (Ogden City Legal Counsel) explained that a proposed eminent domain bill would amend the existing eminent domain statute and include language that allows eminent domain for trails for very narrow circumstances. Those circumstances are: 1) it can only be used in the boundaries or service area or utility service area of first or second class cities; 2) it has to be part of a regional transportation plan that has been adopted by a metropolitan planning organization; and, 3) to ensure that agricultural interests are taken into consideration a greenbelt exception was included, so communities can't use eminent domain if the land is within a greenbelt.

After considerable discussion Mayor Caldwell welcomed further comments regarding a proposed eminent domain bill, and was thanked by Commissioner Downs for allowing him to make a presentation and lead the dialogue.

Information: Utah Collaborative Active Transportation Study (UCATS) – Maria Vyas, Fehr and Peers, gave a brief overview of UCATS. The purpose of UCATS is to identify bicycle and pedestrian projects – active transportation projects – that either help establish an urban bike network along the Wasatch Front; enhance transportation connections to transit facilities, primarily fixed rail stations; and also demonstrate improvements to the area's quality of life. She reported that in August 2012 the goals and public involvement strategy was discussed. In October 2012 the no boundaries map which is an existing inventory of all bike facilities across the Wasatch Front was presented. Also presented and discussed in October was the demographic analysis and Bike-onomics – why people walk and bike and what the barriers are as to why they do or don't.

Ms. Vyas discussed the Station Area Access analysis. She said that station area access for active transportation is one of the major goals of the project. The station area access analysis included six rail lines across the Wasatch Front – TRAX and Frontrunner – to get an understanding of how accessible these stations are for people who want to walk and bike to them from within a one-mile radius. Station Area Access included: Network analysis; Field review of site conditions; Accessibility of fixed-rail stations.

Ms. Vyas said that the information from the Station Area Access analysis will be used to guide decisions on where to make improvements to enhance active transportation function. Ms. Vyas asked for comments and feedback on whether energies should be focused on areas that have quite poor access and need help just to reach a medium level or focus on areas that are already at a medium level and with a few minor improvements could be doing quite well.

Comments included:

- It may depend where the station is located and what the city has in their vision of the station area.
- A consideration is the magnitude of the trips taken in those areas. Stations with lower ridership and serving few people may not give as much bang for the buck as those that serve many.
- There's some power of a positive example – if we could have a few places around the region that demonstrate the way to do this right, it may have a positive impact on other locations around the region.
- Use the WC2040 catalytic sites as opportunities and examples of projects that enhance the community and the walkability of it.

Julie Bjornstad, Fehr and Peers, discussed the Latent Demand Model and maps. The Latent Demand Model is a tool used to estimate the relative demand of walking and biking in an area. The study area for the project included all of the Wasatch Front between Weber County and Utah County. Latent Demand Model Factors for bike and pedestrian include:

- Population and employment density
- Land use mix
- Proximity to schools, parks, universities (true walking distance)
- Proximity to bus stops and fixed rails stations (true walking distance)
- Demographics – below poverty level, zero vehicles, limited-mobility age cohorts
- Intersection density – to show how accessible a destination is
- Presence of existing bike facilities

Ms. Bjornstad said that the Latent Demand Model is a decision-making tool. While all of the data and information that has been collected through this analysis will assist in identifying and prioritizing projects, the Latent Demand Model is one of the criteria that will be used to inform this process.

Ms. Vyas reported that projects had not yet been selected and asked for comments and feedback. She said that in choosing projects we need to remember that project selection should be related to the goals, which include: 1) laying a foundation for urban bike network; 2) enhancing active transportation connections to fixed rail transit; and, 3) demonstrating quality of life benefit. She then discussed the project selection criteria:

- Tier One Criteria
 - Urban bike network
 - Access to transit
- Tier Two Criteria
 - Latent demand model
 - Bikeconomics
 - “Interested but concerned” cyclists
 - On existing plans or STIP
 - Public support
 - Other criteria
 - Does it overcome a barrier

Ms. Vyas also said that for more information and updates on the UCAT Study to visit the website at www.ucatsplan.com

Evelyn Tuddenham, UDOT Project Manager, gave a brief update on UDOT's involvement in the UCATS Study. She noted that UDOT is looking at safety as a critical factor in the evaluation criteria and also using the latent demand model. She stated that UDOT began preparing Bicycle Plans for each UDOT Region starting in 2011. In the urbanized Wasatch Front, UDOT agreed to team with UTA for the UCATS, which will also address pedestrian issues

UDOT Personnel in Regions 1, 2 and 3 are:

- Providing data on existing conditions, safety concerns, and the public input they have received.
- Identifying projects on state roads that will make up each Region's Bike Plan.

UDOT Region Goals are to:

- Identify gaps and opportunities to complete a bicycle infrastructure backbone
- Plan maintainable facilities
- Champion projects on State routes
- Create a usable Bike Plan that supports local Bike Plans and infrastructure

Information: Complete Streets – Greg Scott, WFRC, reported that Complete Streets ensures that all users are considered every time an investment in road is made. It does not mandate that all modes are on all roads. He also reminded the group that the Active Transportation Committee is the policy committee for Complete Streets. Complete Streets was initiated in June 2010 and since that time approximately 300 Planners, Engineers, and Policymakers have been involved in directing the next steps and included – visioning, surveys and the survey results. Mr. Scott discussed the handout “Complete Streets – An Element of Wasatch Choice for 2040”. His report included the following information:

- Establish a consensus name for “Complete Streets” – elected to stay with the Complete Streets name.
- Develop a Complete Streets Vision, Mission, and Principles. A two page document tied to Regional Growth Principles – has been endorsed by the ATC.
- Visit and present the concepts to planning commissions, city councils, lawmakers, governing boards, developers, etc. – Commissioner Ellertson suggested that this be revised to include “visit city and county planning commissions” in order to be more connective.
- Develop a road design manual incorporating Complete Streets principles which could include a web-based, interactive design and dialogue tool that would drag and drop different street element options for individual street treatments.
- Incorporate Complete Streets into the Regional Transportation Plan (RTP) process – preference for multi-modal projects in the RTP selection process – incorporate Complete Streets in the RTP typical street design discussion
- Permit existing funding sources to be used for a variety of travel modes, including corridor preservation funds.

Mr. Scott referred to the Draft Complete Streets Vision, Mission and Principles which was distributed for Committee member information and noted that the recommendations previously made are now reflected in the document.

Other Business

Commissioner Downs suggested that the ATC meeting be scheduled for two hours (8:00-10:00 a.m. unless otherwise noted) from now on but will try to be finished a little early.

Next meeting

March 13, 2013 – 8:00-10:00 a.m.

The meeting adjourned at 10:25 a.m.