



WASATCH FRONT REGIONAL COUNCIL

TRANSPORTATION COORDINATING COMMITTEE (Trans Com)

Minutes of Meeting held

April 23, 2015

Chairman Bill Applegarth called Trans Com to order at 2:00 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

Mitch Adams	Mayor, Clinton
Justin Allen	Utah Transit Authority Board of Trustees
Bill Applegarth, Chair	Mayor, Riverton
Karen Cronin	Mayor, Perry
Kelvyn Cullimore	Mayor, Cottonwood Heights
Carmen Freeman	Mayor, Herriman
Beverly Macfarlane	Mayor, Sunset
Shane Marshall	Utah Department of Transportation
Dan McConkie	Commissioner, Utah Transportation Commission
Erin Mendenhall	Utah Air Quality Board
Toby Mileski	Mayor, Pleasant View
Christopher Pengra	Mountainland Association of Governments
Cory Pope	Utah Department of Transportation
JoAnn Seghini	Mayor, Midvale
Matt Sibul	Utah Transit Authority
Logan Wilde	Councilman, Morgan County

Others:

John Barber	Councilman, Morgan County
George Benford	Horrocks Engineers
Wayne Bennion	Wasatch Front Regional Council
Michelle Bjorklund	Wasatch Front Regional Council
Shane Greenwood	South Jordan City
Andrew Gruber	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Alma Haskell	Utah Transit Authority
Jory Johner	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Ted Knowlton	Wasatch Front Regional Council
Dave McNeill	Utah Division of Air Quality
Barry McLerran	Office of Congresswoman Mia Love
Ron Phillips	Phillips Associates, Inc.
David Schwartz	Utah Department of Transportation
Ben Wuthrich	Wasatch Front Regional Council
Muriel Xochimitl	Wasatch Front Regional Council

1. MINUTES

ACTION: Mayor Kelvyn Cullimore moved that the minutes of the February 19, 2015 Trans Com meeting be approved as written. Mayor Carmen Freeman seconded the motion, and the voting was unanimous.

2. OPPORTUNITY FOR PUBLIC COMMENT

There were no public comments

3. Transportation Improvement Program

A. Report on Board Modifications to the 2015-2020 TIP

Ben Wuthrich reported on the three board modifications approved at the WFRC meeting on March 26, 2015.

- Salt Lake County: Bangerter Highway & Redwood Road Interchange. Construct new interchange on existing highway. The request for additional funding is to cover costs of delay due to issues dealing with right of way. The additional funding comes from unprogrammed TIF funds.
- Salt Lake County: Redwood Road; 2100 South to California Avenue. Roadway reconstruction, improve drainage and enhance mobility and safety. The request for additional funding is to cover costs of the bridge repair work, pavement and roadway items, and utility relocation/installation work. The additional funding comes from Region Two Efficiency Funds.
- Salt Lake County: 9000 South; State Street to 700 East and 12600 South and 2700 West. Pavement Rehabilitation Program. The initial project was intended to be a pavement maintenance project milling off 1" and an overlay of 1" on the existing pavement. During an onsite review, it was determined that the pavement deterioration had accelerated to the point where the treatment required a 4" rotomill and overlay to extend the pavement service life. In addition this request included a pavement treatment at the intersection of 12600 South and 2700 West for \$600,000. The additional funding for both improvements comes from the Region Two Purple Book Efficiency Funds.

B. ACTION on Board Modifications to the 2015-2020 TIP

Ben Wuthrich presented and reviewed six requests the Wasatch Front Regional Council has received to modify the 2015-2020 TIP:

- Salt Lake County: 13800 South; Bangerter Highway to 300 East. Widen intersection to accommodate two through lanes and dual left turn lanes. During the preliminary design and cost estimating for this project, the estimated cost for right of way did not account for the severe impacts that the property acquisitions would have on several properties. The additional funding

comes from previous project cost savings and will not negatively affect other projects.

- Salt Lake County: I-215; 300 East to Redwood Road. Pavement Rehabilitation Project. In order to finish this year, UDOT Region Two requests to separate the westbound mainline paving project from the eastbound paving project. This is due to the traffic restrictions, the amount of work required, and construction phasing, as well as temperature restrictions. The westbound paving would be added to the I-215; 4700 South to SR-201 project, or be bid later as a separate project.
- Weber County: SR-39 (Ogden Canyon) Transportation Use Study. Identify and determine ultimate build out and needed projects throughout the canyon. The Transportation Commission asked UDOT to conduct the study and look at all modes of transportation in the canyon. The purpose of the study is to gather and share information in an interactive and transparent process to develop an understanding of the safety and mobility needs in the canyon.
- Davis County: 400 North; 800 West to Main Street. Major Pavement Rehabilitation Project. Initial project was intended to be a pavement rehabilitation with rotomilling and an overlay on the existing pavement. With the accelerated deterioration, it was determined that the pavement rehabilitation will exceed the preservation program and need to be a major pavement rehabilitation project. The additional funding for the requests comes from the de-obligations in the 2013-2015 Pavement Rehabilitation Programs, and the Region One Purple book Efficiency Funds.
- Davis County: Hillfield Road; I-15 to SR-193. Major Pavement Rehabilitation Project. Initial project was intended to be a pavement rehabilitation with rotomilling and an overlay on the existing pavement. With the accelerated deterioration, it was determined that the pavement rehabilitation will exceed the preservation program and need to be a major pavement rehabilitation project. The additional funding for the requests comes from the de-obligations in the 2013-2015 Pavement Rehabilitation Programs, and the Region One Purple book Efficiency Funds.
- Weber County: SR-39; MP 9.4-9.8, Ogden Canyon Narrows Barrier Project. Initial project was intended to construct moment slabs for barriers but it has been determined that a retaining wall will be constructed to smooth the curve and construct barriers that will provide pavement width and additional safety. The additional funding comes from the Statewide Pavement Rehabilitation Program.

ACTION: Mayor Mitch Adams moved that Trans Com approve the resolution to modify the 2015-2020 TIP as requested. Logan Wilde seconded the motion and the voting was unanimous.

C. ACTION on New Projects for Draft 2016-2021 Surface Transportation Program

Ben Wuthrich presented and reviewed new projects for the Draft 2016-2021 Surface Transportation Program (STP) recommended by the Technical Advisory Committees.

Ogden-Layton Area

- Woods Cross: 1500 South Phase 3; 1350 West to 1100 West. This project will add shoulders, and reconstruct the existing asphalt street section. The project also includes safety improvements by improving access conditions, center turn-lanes at major intersections for improved mobility, and improving pedestrian and bike safety at railroad crossings.
- Syracuse: Bluff Road; 550 West on Gentile to 1000 West. This project will widen the facility, install a roundabout and reconstruct the existing street. This project includes safety improvements by improving access conditions, curb, gutter, sidewalks, and shoulders for bike and pedestrian safety.
- Layton: Layton FrontRunner Station Parking Structure. FrontRunner ridership has increased with the Provo extension, and the Layton park-and-ride is at capacity. Overflow in surrounding areas is a regular occurrence. UTA receives complaints from customers about the lack of parking here. Funds would support construction of a new transit parking garage. Layton City is supportive.
- Hooper: 4700 West; 4800 South to 5100 South. This project will widen 4700 West between 4800 South and 5100 South, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, center turn-lanes at major intersections for improved mobility, and improving pedestrian and bike safety.

Salt Lake-West Valley Area

- West Valley City: 4100 South Reconstruction Phase 2; 4400 West to 4800 West. 4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley.
- South Salt Lake: 500 West Reconstruction; 3300 South to 3900 South. 500 West is a collector road that serves an important light industrial corridor, and residential area. 500 West carries a high volume of truck traffic, which has significantly deteriorated the pavement. This project will replace the failing asphalt pavement with concrete pavement and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter.
- Sandy City/Draper City: Highland Drive EIS; 9400 South to I-15. Funding for an environmental study. Highland Drive, which is a proposed major arterial through the southeast valley. This facility is part of the WFRC's Regional Transportation Plan.
- Salt Lake County: Salt Lake County Area Signal Detection Upgrade. Improve detection at various coordinated corridors in Salt Lake County to provide improved queues of traffic and minimize side-street delay by using intelligent traffic signal measures that are already set in place by UDOT.
- Salt Lake City: I-80 at Foothill – extend lane to minimize weave. On the I-80 EB to NB Foothill Boulevard ramp, eliminate the yield condition and provide an auxiliary lane with the needed acceleration length. Reconfigure lane widths across the structure to accommodate the acceleration lane.

- West Jordan: 1300 West; 6600 South to 9400 South. This project will widen 1300 West to include a center turn lane and construct right turn lanes at 7000 South, 7800 South, and 8600 South, including the construction of a “high T” intersection at Winchester Street (6685 South).
- South Jordan City: 2200 West; 9400 South to 10400 South. 2200 West is a minor collector road with only a single travel lane of pavement in each direction existing. This funding request is to improve the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, conduits, and traffic signal upgrade.
- Holladay: Phase I Highland Drive Corridor Renovation; Spring Lane to Fardown Avenue. As adopted in the Highland Drive Master Plan, the project will add left turn lanes and improve signalization at four key intersections on Highland Drive to reduce traffic delays, enhance auto and pedestrian safety, and increase transit service efficiency. Safety and efficiency issues are most significant at peak times and traffic volumes are set to increase with Cottonwood Mall Redevelopment.
- West Valley City/Salt Lake County: 7200 West 3900 South Bridge Reconstruction; The bridge on 7200 West over the Utah and Salt Lake Canal is structurally deficient and needs to be replaced. This project replaces the bridge and widens the road at the bridge to match the rest of the corridor.

Committee members asked how long an environmental study is valid and Shane Marshall responded that these studies are typically valid for five years. Their life can be extended by right-of-way purchase and other actions leading to construction.

ACTION: Mayor Carmen Freeman moved that Trans Com recommend that the Regional Council approve the projects discussed, reviewed, and recommended to be added to the 2016-2021 STP Program. Erin Mendenhall seconded the motion and the voting was unanimous.

D. ACTION on New Projects for Draft 2016-2021 Congestion Mitigation Air Quality Program

Ben Wuthrich presented and reviewed new projects for the Draft 2016-2021 Congestion Mitigation Air Quality Program (CMAQ):

Ogden-Layton Area

- UTA - Vanpool Management: Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.
- UDOT – ATMS – I-15 Corridor Responsive Ramp Metering Management: Modify Corridor Responsive Ramp Metering Software to include existing Davis County ramp meters. Modification of software will allow for significant updates that will enhance the entire network on I-15.

- UTA – Rideshare Management: Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.
- UTA Ski – Ogden Area Ski Bus: These funds are to purchase three canyon service buses, which have 12 years of useful life. From 12/15/2012 to 4/16/2013, UTA buses transported 23,485 passengers between the Ogden area and Powder Mountain and Snowbasin resorts; an average of 192 daily riders over the 122 day period. At a conservative annual increase of 3% this becomes 236 daily riders by 2020.
- Clearfield City TOD – Bicycle/Pedestrian Bridge: Freeport Center is one of Davis County’s largest job centers with nearly adjacent access to a Commuter Rail facility that is also served by UTA bus route 470. The on-road connection to the Freeport Center is nearly two miles, even though the commuter rail stop is a few hundred feet away. This project would provide a crucial bicycle/pedestrian link between a major transportation investment and a very large economic development job center for Clearfield City and Davis County as a whole.

Salt Lake-West Valley Area

- UTA – 33/35 MAX Expansion and Optimization – Transit Capital: This extends Bus+/BRT type wayside improvements to the east side of the valley so the MAX service can operate as one line from Kearns to Wasatch Boulevard. Based on observations from the implementation of the MAX line on the west side of the valley, UTA estimates that this branding, and convenience from wayside improvements and stop spacing will result in a 50% increase in ridership. The effects of the service changes that would result in ridership increases are not included here.
- SLC – Trolley – Sugar House Streetcar Double Track: The Sugar House Streetcar currently operates on a single track way that limits train frequency to 20-minute service. This project adds a second trackway, which will support 15-minute headways, mobility and transportation choices in one of Salt Lake City’s fastest growing neighborhoods and where road capacity cannot be added.
- UDOT TOC – West Valley VMS; Westbound between I-15 and I-215: Design, install and integrate a full size Variable Message Sign (VMS) for westbound traffic on SR-201 between the I-15 and I-215 interchanges. Proper VMS messaging has been shown to result in a vehicle delay reduction of 20% or more. This analysis does not adequately demonstrate the full benefits of the VMS to reducing traffic congestion and thereby reducing the amount of pollution that fills our air.
- UTA BUS – Bus Route 54 and 220 Service Expansion Subsidy: Add 56 trips, 647 miles, and 363 passengers to Route 54. Add 34 trips, 655 miles, and 281 passengers to Route 220.
- UDOT – ATMS – Connected Vehicle Deployment – Bangerter Highway: Install 85 roadside communication devices in existing signal cabinets and connect to fiber communications. This installation will allow vehicles to communicate with the infrastructure thus reducing red light waiting and optimizing traveling speed of vehicles, resulting in less congestion and reduced emissions.

- Riverton City – Bicycle Lanes on 12600 South: The purpose of this project is to widen the south side of 12600 South an additional 10 feet to create five foot bike lanes on each side of the road. Construction will require the removal and reconstruction of the curb and gutter, short sections of sidewalk, street lights and three signal mast arms.

There was discussion about the federal requirement to use CMAQ funds for projects that achieve air quality benefits.

ACTION: Mayor Carmen Freeman moved that Trans Com recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the 2016-2021 CMAQ Program. Mayor Mitch Adams seconded the motion and the voting was unanimous.

E. ACTION on New Projects for Draft 2016 Transportation Alternatives Program (TAP)

Ben Wuthrich presented and reviewed new projects for the Draft 2015 Transportation Alternatives Program (TAP).

- Grant Promenade: 22nd Street to 2250 Street. In 2014 Ogden City reconstructed Grant Avenue between 20th Street and 22nd Street. Bike lanes and mid-block pedestrian crossings were some of the top priorities emphasized in reconstruction. Having this project take place would allow Ogden City to extend these enhanced bike and pedestrian features farther south on Grant Avenue between 22nd Street and 2250 Street. One of Ogden City's primary goals is to be a bike friendly community. By selecting this project to be funded it would allow Ogden City to continue improving and working toward the goal of completing a city wide bike master plan.
- 1300 South Bypass Bicycle Boulevard: 1300 South; 200 East to 500 West. This project will provide a safe bicycle route to complete a gap in the regional bicycle priority network to make a safe connection between 1300 South bike lanes (east) and California Avenue (1330 South) bike lanes (west). The project will also improve pedestrian crossings, including access to Ballpark TRAX.
- Bike Share: 600 West to 700 East; North Temple to 500 South. The bike share program provides high-quality bicycles for commuters to link local destinations with regional transit. A network of bike share stations within a dense urban area provides a fast, flexible, and affordable option for the last mile of regional transit trips.
- Sandy Canal Trail HAWK: 11400 South. Install a HAWK signal at 880 East 11400 South to provide a safe crossing for the Sandy Canal trail which is anticipated to have on average 200 users a day.

ACTION: Mayor Karen Cronin moved that Trans Com recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the 2016 TAP Program. Mayor JoAnn Seghini seconded the motion and the voting was unanimous.

4. Other Business

Shane Marshall from UDOT presented information on the Transportation Investment Fund (TIF). The TIF capacity program recommendations were reviewed.

Next meeting date: June 18, 2015

The meeting adjourned at 3:30 p.m.