Norm Chambers, UoU, welcomed everyone. Each person introduced him/herself to the group.

II.
Ann Penrod, a neighbor of the University discussed the increase in vehicle traffic along her street, Federal Way, where there are a large number of pedestrians and cyclists. She explained that she and other neighbors want to have a safe walkable neighborhood, which is becoming more difficult as traffic to and from the university increases. Ann discussed actions that have been taken on other streets to restrict traffic, like the restricted left hand turns on Penrose and Federal Heights Drive, and asked the officials present to consider a
similar action on Federal Way. Kevin Young, with SLC Transportation explained that Scott Barolow (from his office) has been working with the FHNA to complete new traffic counts in the area. Preliminary reports suggest a large increase in the amount of traffic over the counts printed in the University of Utah’s Campus Master Plan; however, Tim Harpst thought the preliminary numbers the neighbors received were probably inaccurate. (Note: in a follow-up conversation after the meeting, Tim recommended that the neighbors meet with Scott to review the traffic counts again).

III.
At the request of attendees at the October 2009 meeting, representatives from WFRC, UDOT, SLC, UTA and the UofU presented follow-up information related to the Foothill Corridor Study (FCS) completed in the summer of 2008. Doug Hattery, WFRC, gave some background on how the WFRC managed the study as part of its mission of planning for the region. However, he explained that the WFRC does not initiate projects. The completion of the study allows for the other parties, (UofU, UDOT, Salt Lake City and UTA), to act on the recommendations as funding becomes available. The study recommended improvements on Sunnyside and Foothill.

Robert Miles, UDOT, reported on vehicle traffic flow through the Sunnyside/Foothill intersection. A right-hand turn lane was installed southbound on Foothill Blvd. to Sunnyside, but to date no action has been taken by UDOT on the other recommendations from the Foothill Corridor Study, like a ‘Michigan U-Turn’, or ‘continuous flow interchange’ that has proven successful on 3500 South and Bangter Highway.

Kevin Young, Salt Lake City, reported on the actions taken by the city. Bicycle paths through the corridor are a concern, and the option of running a bike path through Bonneville Golf Course looked promising as a way to get cyclists off of Wasatch (which is a safer cycling alternative to Foothill) and through the golf course to Research Park, the U campus and Foothill rather than having to ride around the golf course and Hogle Zoo. A major redesign of the golf course was planned, where there was potential to have a bicycle path incorporated into the design. Unfortunately, due to the bad economy, the project has been put on hold.

Robin Carbaugh brought up the difference between commuting cyclists vs. recreational cyclists, and what preference they have for bicycle pathways.

Doug Hattery discussed the fact that the golf course bike route idea was recommended primarily as a way to allow cyclists access to a more direct route to the UofU along the corridor with the least amount of impact to neighbors/homes/vehicular traffic.

Steve Alder pointed out the difficulty of getting onto campus as a cyclist coming off of the current Wasatch Drive route.

Hal Johnson, UTA, reported on UTA’s actions based on the recommendations in the FCS. The focus for UTA right now is their capital program (Light-Rail and Airport TRAX). However, as part of its strategic plan, UTA would like to work with Park City to develop express bus service between Park City and Salt Lake City. A draft study has been prepared recommending that regular commuter bus service be provided between
Park City, and Salt Lake City, with stops at the mouth of Parley’s Canyon (where K-Mart was located), Foothill Village, the Stadium TRAX Station and downtown.

Hal reiterated that this project is still conceptual and has no funding. Operational funding from both sides is the biggest challenge with estimated annual costs of $3-$4 million. Kevin Young suggested UTA and Park City look into applying for development credits from the city if Wal-Mart is willing to entertain the transit hub idea on its property, which could help offset some of the O&M.

Hal also reported on the success of the new Park n’ Ride lot on 3900 South at Wasatch Drive, which helps improve access to bus transit.

Norm Chambers, UofU, informed the committee of the continued actions by the University of Utah to increase alternative transit use. This year, ARUP, a company located in Research Park and owned by the UofU will join the U’s Ed-Pass Program. This will add approximately 2,700 employees to the program.

IV. Robert Miles apologized for not having the traffic count information with him that Robin Carbaugh requested from the October, 2009 meeting. He will come prepared to discuss it at the next meeting.

V. Alma Allred, UofU, presented information on UCarShare, a new program jointly supported by UTA, Salt Lake City, and the University of Utah, aimed at encouraging the reduction of single occupancy vehicles by enabling individuals that sign-up for the service, to rent one of four vehicles by the hour located on campus. In addition there are also 12 vehicles located around Salt Lake City and 12 disbursed around different TRAX and FrontRunner Stations. UHaul owns the vehicles and administers the program through the website http://www.ucarshare.com. Alma was happy to report that demand for the vehicles has been good, and nearly 500 people are signed up for the program.

Alma also reported that the U is in the process of developing its Climate Action Plan (CAP). Commuter Services is working with the U’s Office of Sustainability and with the CAP Transportation Subcommittee. While still in draft form, the plan will continue to make reducing single occupancy vehicle trips to campus a priority for Commuter Services.

Chad Larsen, UofU briefed the committee on recent Bicycle Committee meetings and the Campus Shuttles, a Division of Commuter Services. The Bicycle Committee meets every two weeks, and has the primary goal of increasing and improving bicycle ridership through implementing the bicycle elements of the University of Utah’s Campus Master Plan. Due to the major HPER pedestrian mall redesign and construction, previously existing bicycle paths have been removed and the committee is working with Campus Design & Construction to improve bicycle & pedestrian safety along the HPER Mall. Commuter Services is also working to increase the information available on its website related to bicycles, including maps, rental tips, and city maps of the paths adjacent to the University of Utah.
Chad also briefed the committee on the history of the Campus Shuttle Division and the tremendous impact it has on reducing traffic on and around campus. The current fleet is composed of 9 cutaway style (smaller) buses, and 19 larger buses, two of which are new Compressed Natural Gas (CNG) powered buses that are working very well. The remaining full-size buses run on bio-diesel gasoline. Plans are in being developed to move away from diesel fuel to CNG over the next 8 or 9 years. The U’s shuttles carry between 34,500 and 40,000 passengers per week, requiring approximately 68 drivers, twenty-eight of which are full-time. Maintenance and cleaning are outsourced. Forty percent of the Commuter Services expenses are used to support the Campus Shuttle and UTA Ed-Pass programs. The shuttle department coordinates its schedules with UTA. The goal is to enable passengers to take a bus or train to campus and then transfer to a shuttle to get around campus or to Research Park. Chad explained that the U wants people to leave their car at home. A GPS Shuttle Tracker system allows anyone with web access to view the real time location of shuttles on a campus map, so that wait times are less and passengers can plan their trips better. Screens at major student origin/destinations broadcast the Shuttle Tracker all day.


VII. Steve Blackham,(sp?) Sunnyside East Community Council, commented on the seeming expansion of the Medical Center into Research Park, and questioned UofU representatives as to how that fits into the original mission of the Park and the planned capacity of the Park.

Charles Evans, Director, Research Park, responded that there are approximately 8,100 employees currently in the Park. Approximately 70% are employed by privately owned companies. Approximately 50% of those employed in the Park are involved in Research & Development. The original charter of the Park does provide for use by University of Utah departments.

The neighbors in attendance questioned whether or not the existing traffic situation could handle anymore growth in the Park. Charles Evans explained that the some of the exterior road modifications that were anticipated when the park was being designed have not been implemented and may be contributing to traffic congestion. Kevin Young, Salt Lake City Transportation and Charles Evans discussed the round-a-bout proposal within Research Park. Kevin announced they had requested funding last year, but did not receive it. Charles thought there was a possibility that the UofU could provide some funding for planning. They will work together to try to move the project forward. Charles also reported that Research Park was in the process of adding more sidewalks in the park. The intent is to make the park more pedestrian friendly to promote mass transit ridership and walking. Charles anticipates that it will take several years to complete installation of the sidewalks.
VIII. Jon McNary spoke regarding the Single Occupancy Vehicle reduction goals and how the
Campus Master Plan will contribute to that reduction because of the call for a much
denser central core on main campus. A denser building layout could be combined with an
efficient intra-campus transit system that would more efficiently and quickly enable
people to get around Campus. The current Campus Shuttle system is not as efficient as
desired because it is relegated to the peripheral roads. The first phase of an intra-campus
transit may involve a shuttle bus moving up and down the steep grade on the HPER Mall
using its own lane, totally separate from pedestrians and cyclists. An elevated system
could help to overcome the barrier challenges that the light rail line and Mario Capecchi
Drive bring to attempts to more efficiently connect main campus with Health Sciences
and student housing at Fort Douglas. This sort of transportation system has been
installed at London Heathrow Airport, and should be running by Spring, 2010. Jon is
anxious to see whether or not it is a success. Mike Perez, UofU, reiterated the many
infrastructure issues the University of Utah needs to improve to make moving within
campus easier for the campus community.

IX. Several of the neighbors expressed their concern regarding traffic congestion problems
on the north side of campus. They encouraged representatives from Salt Lake City and
the University of Utah to work together to help mitigate traffic congestion near the U.

X. Mike Perez announced that the Universe Project is on hold. The selected developer
decided not to continue with the project because of the difficult nature of the economy.
He explained that the University still has a lot of interest in this project and will likely
pursue the development of the West Stadium parking lot again at a later date.

XI. Norm Chambers commented on the success of the new Route 2 bus route between the
Salt Lake Central Station (with FrontRunner connections), Presidents Circle and the
University Hospital. Norm Chambers also reported that the U’s Honors Housing project
at Legacy Bridge is slated for construction in the Annex Parking Lot within the next
couple of years. This project will increase on-campus living opportunities for students,
and, in turn, help to reduce single occupancy vehicle trips.

XII. Norm Chambers and Mike Perez thanked everyone for coming. The next two meetings
will occur on:

   Monday, June 7, 2010
   and
   Monday, October 4, 2010
All meetings will start at 12:00pm and will last approximately 1 to 1 ½ hours in
Conference Room 645 at the Tower at Rice-Eccles Stadium.
Refreshments will be served.