Norm Chambers welcomed the group at 12:10pm and introductions were made.

I. Robert Miles, UDOT, responded to questions posed by Steve Alder via email prior to the meeting. Robert has not been contacted regarding the right of way through Bonneville Golf Course from Foothill Blvd. Kevin Young, SLC Transportation, reported he had spoken with David Terry from SLC Golf and there are still plans for a Bonneville remodel which may include a cycling right of way; however, no funding is currently available for the project, and no
designs have been proposed to the city. The city, Kevin posited, is not against the idea, but, it is still in the ‘idea’ phase.

II. Robert Miles clarified what traffic counts and analysis have taken place since Robin Carbaugh’s original request. With limited resources and staff, Robert has been able to acquire traffic counts for the intersection at Sunnyside and Foothill during spring semester. The counts during summer session will take place this month, (June 2010). Robin had requested a variety of specific counts at intersections throughout the area, and UDOT will acquire those and present them as their resources allow.

III. Robert Miles reported that he has asked his engineers to look at the Michigan U-turn and other creative traffic mitigation designs for intersections like Sunnyside and Foothill, but there are no plans or funding for improvement in that area in the next few years.

IV. Tim Harpst, Salt Lake City Transportation, spoke about the need for everyone to take a broad view approach to traffic & transportation analysis in the area because so many factors in addition to the University of Utah could be affecting intersections, specifically in the Foothill corridor. The traffic history shows a decline in traffic coming to the University of Utah since TRAX came online through campus; however, there has been considerable downtown growth, which continues. The city is currently taking traffic counts on 1300 East and 1500 East, (both roads have undergone construction in recent months), and Scott Vaterlaus should be able to report on those numbers at the next meeting. The University of Utah, UDOT, and SLC Transportation agreed to update the committee on historical traffic trends at the next meeting on October 4, 2010.

V. Tim Harpst, Salt Lake City Transportation, thanked everyone who worked on the University Street project planning, and introduced Becka Rooff who presented the University Street plan which is based on feedback from public meetings, meetings with the University of Utah, and local businesses. University Street and 400 South between 1300 East and University Street sees approximately 6,000 vehicles per day and could be handled with two lanes of
traffic (one in each direction). The city has designed a remodel of the street that will better accommodate cyclists, pedestrians, automobile, and bus traffic. There will be turn lanes at the major intersections of University Street, but otherwise it will be a two lane road with bike lanes, time limited parking will be provided on the east side of the street, and evening parking (no overnight parking), longer bus turnouts, enhanced crosswalks, particularly in the area of 200 South and University Street where there will be a double ladder design with pedestrian triggered LED warning lights, and LED stop signs. The plan for the project is on the city’s website at [http://www.slcgov.com/transportation/Studies/University.htm](http://www.slcgov.com/transportation/Studies/University.htm). Becka reported that many designs were discussed, but that this was the best option for the most users. The buffered bike lane will be the first of its kind in SLC. Tim Harpst reiterated that the bus impact on this section of road is a critical piece of the traffic. The improved and longer dedicated bus turnouts, for multiple field trip buses, University Campus Shuttles, and UTA, will allow for through traffic to flow while the buses are stopped. This new design will also offer additional parking on 200 South for local businesses. The project should be complete by July 17th (see website for the latest impact updates). Ellen Reddick commented that it was important for local business owners, in addition to property owners, to be made aware of the construction. In the past there have been some problems with building owners getting the notification of street closures and construction impacts, but the business owners renting or leasing the property were not informed. Tim Harpst assured Ellen that the contractor was hand delivering information to the local business owners. 

VI. Scott Vaterlaus, Salt Lake City Transportation, provided clarification to traffic counts on Federal Way and 100 South and Butler Avenue that were presented at the last meeting. Traffic counts and speeds were recorded in September, 2009. At that time there were 875 cars per day on Federal Way with the average car going 24 m/p/h and 85% of vehicles going less than 28 m/p/h. These volumes, Scott explained, are not out of the ordinary. The city has received requests for a ‘no left-hand turn’ at Wolcott and 100 South, but the
volumes they saw last September do not justify any action considering how many residents live in the area. Kevin Young explained that at peak traffic hours, between 8am-9am there were 145 cars.

VII. Scott Vaterlaus, Salt Lake City Transportation, discussed the existing crosswalk at Butler and 100 South and potential changes/additions to address the safety concerns at that intersection. Pedestrian triggered LED lit signs are one option, but major changes will not get funding until the city determines how heavily the intersection is used. Scott reviewed the crash history at the intersection and the unfortunate auto/pedestrian accident that occurred there recently was the only pedestrian incident in the last five years. There have been two to five incidents per year in the last five years, primarily rear-end vehicle accidents or vehicles hitting parked cars. Incidents related to a vehicle stopping for a pedestrian crossing, and getting rear-ended by the car behind them are the most common. Residents in attendance reiterated their request for further safety measures at the crossing in an attempt to prevent any more pedestrian accidents, particularly with the continued growth and construction taking place on the north side of campus. Tim Harpst supported Scott’s statements by informing the group that the city is actively looking at the crosswalk. A large capital improvement item like a new signal would be difficult to get approved, (in the $80-$100,000 range), but a smaller project like LED signs that are pedestrian activated would not be considered a large capital project and could possibly get funding. Tim wants to be sure that the approved plan is the right plan, and he is confident that the expansion of TRAX, with four additional lines will reduce traffic in the area. As they continue to evaluate the area the speed limit on 100 South will also be taken into account (35m/p/h).

VIII. Mike Perez, University of Utah, discussed transportation planning associated with university growth. The University of Utah is committed to growing the university community’s alternative transit use and increasing mass transit ridership to reduce the number of single occupancy vehicles. Current plans include constructing buildings on current parking lots for more densification,
a key to creating infrastructure that supports transit use. Mike appreciates the city and the University Street plan that helps this goal. A number of plans are being consciously developed to reduce single occupancy vehicle trips to campus. New technologies to integrate systems with TRAX and bus for internal transit are being investigated.

IX. Tim Harpst, Salt Lake City Transportation, spoke about the U Car Share program and the success they are having in the downtown area. UHaul has approached the City and the University of Utah about adding more cars to the program. Westminster College also plans to participate in the program. Tim also talked about a bicycle share program, similar to the car share program concept, which the city, UofU, and UTA hope to begin exploring this fall.

X. Mike Perez, University of Utah, gave the group a brief summary of large projects taking place on campus this summer. The mass excavation for USTAR is complete and the building is taking shape. The Huntsman Cancer Institute is moving along, as are the School of Business project and the upcoming expansion of the University Neuropsychiatric Institute. A new pharmacy building is underway on a tight construction site immediately south of the SKAGGS Pharmacy Bldg. To see details related to traffic impacts of these projects please visit [www.facilities.utah.edu](http://www.facilities.utah.edu) and click on ‘construction impacts’.

XI. Jim Jenkin questioned whether or not all of the buildings listed as being impacted by the Pharmacy construction are on the University of Utah map. He will e-mail appropriate committee members with the buildings he has questions about.

XII. Norm Chambers and Alma Allred, University of Utah, briefed the committee on the University’s Sustainable Transportation Plan. A primary goal this year will be to assess what is ‘happening’ now with transit use and single occupancy vehicle (SOV) use, so that future goals can be set by the university. The University of Utah’s Climate Action Plan contains strategies that recognize the need for behavioral changes and associated infrastructure changes to reduce carbon emissions. Consistent with that plan, Commuter
Services is replacing its aging shuttle fleet vehicles with Natural Gas shuttle buses, and plans to phase in a complete change over to CNG buses over the next eight years.

XIII. Pat Gamble-Hovey asked if the north side of campus is getting its share of transit services, as the TRAX line, and most bus lines seem to be operated more on the north side of campus. Norm and Alma mentioned that the University of Utah provides connecting shuttle service to TRAX stations on campus, and the recent addition of the 200 South bus route to the University is a heavily used route. Plans for campus interior transit should also help to further relieve north campus traffic, as it will be easier for individuals to get to north campus from TRAX and bus lines that use South Campus Drive.

XIV. Michael Lemmert, VA, informed the committee that V.A. has received funding approval for a parking garage on the current surface parking lot just off of 500 South. The structure will be built in three phases, and will likely include a cul-de-sac for buses. After phase three there will be a total of 755 spaces on the site.

XV. The next meeting is scheduled for October 4, 2010 at noon in Conference Room 645 at the Tower at Rice-Eccles Stadium. Refreshments will be served.