I. Mike Perez, welcomed everyone. He started the discussion by clarifying that today’s meeting was an information sharing session designed to educate the group regarding business/organization development planning and traffic and transportation planning for the next five years. Future meetings will focus on in-depth discussions regarding traffic mitigation relating to the development plans presented by attendees today.

II. Norm Chambers and Mike Perez brought the committee members attention to the notebooks distributed to each attendee. Behind the tab for the May 19, 2006 meeting, individuals can find an agenda and an article from the April issue of College Services, the journal of the National Association for College Auxiliary Services. “A Transit Success Story” highlights the partnership between the University of Utah and UTA, and the successful mass transit program that is in place for students/faculty and staff at the U. Both organizations are extremely proud of the nationally recognized “Ed-Pass” success. In addition to copied materials presented at each meeting for the notebooks, the agendas, meeting minutes, the committee roster, etc., will be posted on-line under the “Committees” link on the University of Utah’s Department of Commuter Services web site, http://www.parking.utah.edu/committees/TTC/index.html. If individuals that could
not attend the second meeting would like a committee notebook, please contact Jennifer Reed, Administrative Assistant, at 581-4033, or jennifer.reed@aux.utah.edu.

IV. Mike Perez, using a PowerPoint presentation
http://www.parking.utah.edu/committees/TTC/presentations/UofU_05_19_06.pdf, presented the University of Utah’s current capital development plan for approximately the next five years. In addition to specific details outlined in the presentation, Mike reiterated that while renovation and construction will occur in the next five to ten years, employment and student growth is expected to be minimal.

V. Dale Green distributed a general information handout regarding Primary Children’s Medical Center patient/visitor and parking.
http://www.parking.utah.edu/committees/TTC/presentations/PCMC_Growth.pdf
PCMC is projecting their new ambulatory center in Riverton will be completed by 2008. In addition to that construction, a new CATH lab will be constructed occupying 2000 ft² on the west side of the main hospital. One year from now, Dale predicts a major Emergency Room expansion will begin. This project will occupy 6000 ft² into the current E.R. parking area on the west side of the structure. The current Emergency Room simply is not designed to handle the load of patients they are receiving regularly right now. In the next five years, Dale expects another 6000 ft² Emergency Room expansion will take place inside of the building. Currently 15-20% of PCMC employees ride TRAX. Studies have shown that many of these people live within close proximity to the current TRAX line. PCMC intends to provide additional employee incentives for taking alternative transit to work, and is attempting to redirect some of the resident programs to locations off-site or more to off-peak business hours to mitigate major traffic congestion due to the temporary influx of a large amount of students during those programs. PCMC has relocated their inpatient psychology treatment center to Wasatch Canyons on Redwood Road, and also has a twenty-four bed inpatient psych hospital for children under twelve in Research Park.

VI. Henry Valenti discussed growth that is predicted to occur at Rowland Hall St. Mark’s School in the next five to ten years. RHSMS is in the process of attempting to purchase land east of the East High School football field. If the land acquisition is successful, RHSMS plans on moving approximately 460 students and 75-80 staff to the new location. While traffic predications are extremely preliminary, because there is currently no design for the new property, Henry predicts that traffic in the area may increase by 10% during peak drop-off and pick-up hours, (8-8:30am and 3-3:45pm). The earliest a structure will be built if the land deal moves forward will be five years, he predicts it could be as late as 10 years until completion.

VII. Stacey Phillips read a statement from Utah’s Hogle Zoo Director, Craig Dinsmore. Craig expressed a dire need for room to grow and increased parking for zoo visitors, as the current 800,000 plus visitors are expected to grow to more than 900,000. The Zoo intends to update its Master Plan in the coming months, because previous plans for an 80 acre expansion into “This is the Place Heritage Park” may no longer be feasible.
The Zoo is receiving seasonal UTA service to the Zoo April thru August, after experiencing a three year suspension of bus service. The Zoo has 110 full-time staff and increases to about 220 staff during peak summer months. During May, there are an average of 1700 elementary school children that attend the Zoo daily on school buses.

Other information, as needed, will be presented at future meetings.

IX. Members of the committee discussed the need and value of having an updated East Bench Master Plan. Community members are concerned that UTA may not be pursuing corridor studies or expanding service in the area because of the outdated master plan that exists today. While UTA’s representative Hal Johnson explained that this is not the case, the committee will discuss at future meetings the value of formally recommending that the East Bench master plan be updated.

X. Hal Johnson briefed the group on some of UTA’s plans in the next five years. At this point, UTA is really in a “maintenance mode” on the current TRAX lines, but is pursuing increased funding on the November ballot that could expedite the TRAX extension lines to the airport and into West Valley City. Commuter Rail is under construction and is expected to open in 2008. The line will run from Pleasant View, north of Ogden to the new intermodal center in Salt Lake City. The University TRAX line will also be extended to the intermodal center, making it easy for Davis and Weber county commuters to get to the University of Utah using alternative transportation. Foothill Boulevard is in the second tier of UTA’s expansion plan, and is not scheduled to change significantly until 2012. However, if the increased funding referendum does pass, this may also speed up the 2nd tier projects. Hal commented that “feasibility studies” can cost approximately $250,000, but there is a wide range of costs, considering many factors, and can take from nine months to one year. Normally, UTA will provide 50% of that cost with the city/community covering the remainder.

XI. Sam Klemm, presented a brief version of the Wasatch Front Regional Council’s presentation on growth, traffic, and transportation along the Wasatch Front. The WFRC is required by the federal government to have a long range plan for the area. In order for a project to receive federal funding, it has to be listed on the Wasatch Front Regional Council’s plan. Please refer to links for information that Sam distributed. [www.wfrc.org](http://www.wfrc.org)

XII. Mike Perez thanked everyone for attending, and apologized to Danielle Herrscher, UDOT, for running out of time. He requested that UDOT be the first to present at the next meeting. The next meeting is scheduled for July 14th @ 1:30pm in Rice-Eccles Stadium & Tower on the 6th floor. The meeting will be two hours and the agenda will focus on open discussion and problem solving regarding the presentations heard on May 19, 2006.