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

I. Alma Allred, UofU, presented a Sustainable Transportation update relating to Commuter Services. The Commuter Services website has been redesigned to focus on alternative transportation methods to, from, and around campus rather than Single Occupancy Vehicle parking. You can visit the updated website at [www.commuterservices.utah.edu](http://www.commuterservices.utah.edu). In addition, rather than the usual information sent to students registered for fall semester classes, Commuter Services worked with professors Carol Werner, Barbara Brown and their students to develop and implement a study aimed at analyzing how encouraging students to live near campus and take TRAX would affect their housing and transportation choices. Commuter Services provided information
to 70% of incoming students about housing near a TRAX Station, rather than focusing on providing information regarding parking permits. The other 30% of incoming students received the standard parking and transportation information that has been sent out in years past. Alma also previewed other marketing strategies that were used this fall, including staff t-shirts encouraging students to use alternative transportation rather than driving alone and several “How to” educational videos that are now available on the Commuter Services website, such as “How to Find an Apartment Near TRAX,” “How to Tap On and Off,” “How to Ride TRAX” and “How to Ride the Campus Shuttles.”

II. Esther Hunter, East Central Community Council, questioned Alma about the steps taken by the University of Utah to market alternative transit to staff and faculty rather than students. She recalled a study done in conjunction with preliminary plans for Project Universe that outlined the staff and faculty demographic with a great percentage of them living in the Ogden and Park City area. Norm Chambers, Auxiliary Services, commented that many staff are using mass transit, and a great deal of faculty are cyclists to and from campus. The University’s Climate Action Plan outlines specific goals for increasing alternative transportation usage among staff and faculty, and if the U’s current positive encouragement campaign does not achieve the Single Occupancy Vehicle (SOV) trip reduction goals, more drastic behavior modification measures such as a dramatic increase in parking permit fees will be proposed. Beginning this fall, to track alternative transportation usage, Commuter Services will conduct a comprehensive survey of students, faculty and staff every other year (2010, 2012, 2014, etc.).

III. Becka Roolf, Salt Lake City Transportation, presented a project review of the nearly completed University Street ‘face-lift’. University Street has been reduced to two lanes, freeing up room for a designated bike lane and a buffer between that lane and the automobile traffic. There is also more room for bus pull-outs for the U. Campus Shuttles, UTA buses, and School District buses in the area for field trips. LED Pedestrian crossing signs have been installed and
the painting of crosswalk is expected to be completed soon. Becka reported that the feedback the City has received has generally been positive, and that cyclists are particularly pleased with the new lane. Tim Harpst, Salt Lake City Transportation, reiterated Becka’s comments, thanking the neighborhood residents, businesses, and the University of Utah for their valued input prior to the completion of design for the project. Because of their input, additional parking for the local businesses and dedicated bus space was included, and are a valued part of the finished project. He appreciates the willingness of all parties to collaborate.

IV. Norm Chambers, UofU, distributed UDOT Traffic Counts (see attached document- a legal sized pdf), from 1987 through 2008 for various intersections en route to the University of Utah. The committee discussed the positive impact that the University TRAX line has had on traffic counts, especially east/west traffic on 500 South at 1300 East. It is anticipated that the opening of the new TRAX lines in August 2011 will result in a doubling of TRAX service to the University. For more information regarding the two new TRAX lines, go to: http://www.rideuta.com/mediaRoom/pressReleases.aspx?pressReleaseID=1112.

V. Cheryl Anderson, UTA, mentioned that in the near future an online survey should be available on the UTA website. The purpose is to collect information from interested parties on the service the new lines will provide, as well as their suggestions for improving UTA bus service along those corridors. Jenn Reed, UofU, will send a link to the committee when the survey comes online.

VI. Tim Harpst, Salt Lake City Transportation provided information regarding the traffic signals on 100 South from 1300 East going east to Wolcott Avenue. He reported that some traffic signal timing and coordination problems occurred in September, but have since been resolved. Salt Lake City Transportation intentionally timed the Wolcott signal to let only a few cars through, to dissuade motorists from using the residential neighborhoods as a short-cut. After more recent evaluation of the area they have added more time for
through traffic on 100 South. The traffic light will only change if triggered by a pedestrian or automobile. In response to a question from Esther Hunter, ECCC, Tim explained that 100 South is considered an arterial road, and the further west vehicle traffic can flow on 100 South the more relieved the traffic on neighborhood roads will be. Esther indicated that neighbors are concerned about pedestrian crossing along 100 South. The Salt Lake Regional Medical Center is lacking any special pedestrian signal, and as you go east from that area, (1100 East), pedestrian safety is a major concern. Tim has received several requests, in addition to the discussion with this committee, for pedestrian crossing improvements on 100 South. New tools, like the LED crossing lights on University Street, and the HAWK pedestrian signals on 1300 East are being evaluated in addition to the traffic and pedestrian flow in the area, so that what is installed on 100 South is the best and safest option with the funds available. Standard criteria related to these new tools are not available yet in the industry, and Salt Lake City is taking great care in determining what location warrants what type of pedestrian crossing tool. LED Crossing signs will likely be installed on Butler. They are relatively inexpensive and solar powered. Pat Gamble-Hovey reiterated Esther’s concerns that if you want people to walk, safe crosswalks have to be provided. Salt Lake City is also concerned that the timing of lights and crosswalks be balanced so that pedestrians have sufficient time to cross without significantly impairing vehicle traffic flow.

VII. The committee briefly discussed the allotted pedestrian crossing time at the intersection of 1300 East and 500 South. Some attendees expressed concern that the pedestrian walk signal timing is not adequate, especially for senior citizens. Tim Harpst assured everyone that the intersection meets U.S. Department of Transportation timing guidelines.

VIII. John McNary, Campus Design & Construction, UofU, presented an update regarding construction projects on campus and related traffic impacts. Current projects that were discussed include: Meldrum Civil Engineering, University Neuropsychiatric Institute expansion, Huntsman Cancer Hospital addition,
Utah Museum of Natural History, USTAR Bldg., phase 1 (of a 4-Phase Research Facility), Skaggs Pharmacy Research Bldg., and Honors Housing at Legacy Bridge, Eccles School of Business, and the Guest House expansion. For more detailed traffic impact information, go to the Campus Construction web page: [http://www.facilities.utah.edu/portal/site/facilities/](http://www.facilities.utah.edu/portal/site/facilities/)

IX. Eric Browning, Facilities Planning, UofU, discussed the busy South Campus Drive TRAX Station and the lack of convenient and aesthetically pleasing pedestrian access from the station to the heart of campus. Students and staff have to crisscross large parking lots and through loading dock areas to get from the station to classes. A consulting firm, Fehr & Peers, recently completed a study of the area and has made some recommendations for improvement. Funding for this type of project has yet to be identified, but the U is beginning to look at specific solutions to make the area better for those using alternative transit.

X. John McNary, UofU, discusses the HPER Mall utility tunnel project currently underway. The main high temperature water line running underneath the mall has been replaced, and all of the piping is now contained within an underground tunnel that is protected from the elements. This will also allow much better access for routine maintenance. The project is now in the reconstruction phase, and the finished mall will be much more plaza/park style than the direct east/west walkway that was there prior to construction. Landscaping will not be complete until the construction of buildings scheduled along the mall is complete.

XI. John McNary, UofU, presented a summary of planning activities that Facilities Management is focusing on to support alternative transportation, with the goal of further reducing SOV trips to campus. Although the current campus shuttle system provides an excellent service to the campus community, it is forced to operate on periphery roadways. John talked about the need to make intra-campus transit more convenient and direct. He discussed the limitations periphery routes have on a campus as large as ours. The current Master Plan for the campus outlines the U’s intention to provide
more densification away from major arterial roadways towards the core of
 campus. John indicated that an internal people mover system has the potential
to help supplement the campus shuttle service and provide more direct service
between the TRAX stations and campus destinations. This would help
courage more people to leave their car at home and to commute via mass
transit. The University is currently working with UTA to obtain a federal
grant to fund a study to determine the feasibility and cost of a people mover
type system.

XII. Esther Hunter, ECCC, discussed neighborhood concerns related to the
increase in traffic in neighborhoods surrounding the University of Utah.
Esther explained that neighbors are concerned that about the level of peak
hour traffic on small residential roads, and that UTA’s ‘Route 2 to the U’ bus
is creating traffic back-up on 200 South. Esther would like to discuss specific
concerns with the University of Utah and UTA, and is willing to use another
forum if that is more appropriate; however, she thought this committee would
be the best place to start the discussion. Cheryl Anderson from UTA indicated
that she will invite a couple of UTA planners to the January committee
meeting to discuss route planning. Norm mentioned that the University of
Utah is beginning to look at the feasibility of campus shuttles reaching out to
surrounding neighborhoods to reduce the number of students and staff driving
to campus, but live within a mile radius. Concerns were discussed regarding
fraternity and sorority parking at night in the neighborhoods. Alma Allred,
Commuter Services, indicated he has worked to make arrangement for Greeks
to park in campus lots at night without the required permit, however, access to
the campus on school days requires that they have to move their car to the
proper permit area by 7:00 am. Norm Chambers commented that the parking
and other issues related to the Greek student community are handled through
meetings organized by Student Affairs. Jenn Reed will find out when the next
meeting is scheduled and get the information out to the Traffic &
Transportation Committee.
XIII. The next meeting is scheduled for January 24, 2011 at noon, in Conference Room 645 at the Tower at Rice-Eccles Stadium. Refreshments will be served.