Norm Chambers welcomed the group at 12:05m and introductions were made. Norm announced his retirement as of January 31, 2011. Gordon Wilson, PhD, will be replacing Norm as Assistant Vice President, Auxiliary Services and will be co-chairing meetings in the future with Mike Perez.

I. Steve Swan, UTA, presented slides relating to current UTA service to the University of Utah. Major changes will be taking place in August to UTA services, as the two new light-rail lines will open. Steve was unable to answer any specific questions about those changes, but encouraged the group to attend public meetings to be held in March as an opportunity for input related
to those changes. Steve’s presentation reflected the multiple routes available to the University community during ‘peak’ or ‘rush’ hours along various corridors. Ann Floor questioned Steve regarding the public perception of the recent changes made to route 220, a popular route to the University of Utah. Steve said that the folks working and living downtown have offered positive comments, yet the comments from University staff/faculty & students have generally not been positive. Tim Harpst inquired about comments made in a previous meeting regarding a partnership with Park City transit and UTA for service between the Park City and Salt Lake City. Steve does not have details he can provide to the group, but negotiations are still taking place for peak hour/commuter type service, and there is a market for the service in both directions. Cheryl Anderson, UTA, confirmed Steve’s comments and added that they were currently looking into the conflicts this sort of service might provide with local charter services like Lewis Bros., etc.

II. Esther Hunter, East Central Community Council, on behalf of the council would like UTA to consider changing the Route 2 to the U that currently moves east/west along 200 South. Neighbors have significant concerns about traffic back-up behind stopped buses, and creating the perception the 200 South rather than 100 South should be a primary source of transit. East of 900 East, large islands and two lane roads can have eight or nine cars easily backed up behind a UTA bus during peak hours. Steve responded with agreement that 100 South is a better road from a planner and operator perspective for this route and will look into her concerns as the planner for that region.

III. Tim Harpst, Salt Lake City Transportation, discussed Salt Lake City’s plans to hold publics meetings for bicycle routes along 200 South. The Bike Collective and the City have been working closely with the UofU because the U is working on drafting a Bicycle Master Plan. Tim feels like the bike route can work with or without bus service on that corridor.

IV. In response to a comment about the traffic congestion on University Street, Tim explained the City’s goal to balance modes of transportation to
accommodate traffic demand, but with a mind towards safety, and alternative modes of transportation as well. Tim gave the example of 1300 East and the recent work done there to move to a single lane of traffic in each direction. There were a considerable number of accidents on that road, and the single lane, with a designated bike lane, should be safer.

V. Esther Hunter commented on behalf of many neighbors that they are concerned about the property tax assessment that could potentially increase with streetcars through the area (200 South). Many feel that 100 South is a more ideal thoroughfare for that type of transit, and the businesses on that street may be able to better handle a significant increase in property tax.

VI. Tim Harpst asked for more feedback regarding the ‘remodel’ of University Street. The signs with LED lights have been installed since the last meeting. Ann Floor notices that people are not using the signs before they cross. Tim has noticed that as well, and if the City gets some more funding, a passive detection system could be installed. Tim also commented that the LED signs provide an excellent return for how inexpensive they are. Similar signs will go up at the 100 South and Butler Street intersections, a location with safety concern that this group has discussed many times.

VII. Tim reported on upcoming changes to traffic signals and pedestrian crossings at the intersection of 400 South and University Street. Although it is a four way intersection, it operates like a three way intersection because of the one way street on the south side. The City is going to implement two exclusive pedestrian crossing signals for safety because pedestrians there are almost always doing double crossings. With the changes, they are going to attempt to keep efficiency of traffic flow. The City is about one month from implementing this test/change.

VIII. Tim responds to a request regarding roundabouts in Research Park. A request has been made for capital improvement funds for that sort of project, and first approvals could come as early as April. ARUP is expanding and is pushing for better traffic flow options in the Park. Charles Evans, Director of Research Park would be happy to draft a letter of support for the funding to add to the
request packet for a roundabout on Wakara/Arapeen and/or Arapeen/Chipeta. There is also potential for the University of Utah to share in the design costs.

IX. Alma Allred, University of Utah, discussed Commuter Services initiatives. Collin Simmons was hired as the Marketing & Sustainability Coordinator for the department, and will be involved in coordinating and marketing a variety of programs aimed at increasing alternative transit use. Also, commuting contractors, which make up for a considerable amount of automobiles coming to campus during peak hours, will now be counted as University of Utah employees so that they can use an Ed-Pass to commute to the institution. Commuter Services continues to transition the Campus Shuttle fleet from diesel to CNG vehicles. Four more busses will be replaced this year, and the entire fleet is expected to be transitioned by 2018. One of the challenges Commuter Services has faced in the lack of an adequate fueling station for such large vehicles. A request has been submitted for funds for a slow fueling CNG station on campus, and approval is anticipated in April, 2011. Commuter Services is also participating in a hydrogen fuel study and should be able to report back on results later this year.

X. Ned Hacker, WFRC, informed the committee of a sizeable grant request ($5m) to look at sustainable practices in the region. The money will allow for improvements in the model of development as it pertains to energy consumption. He will provide more details as the process move forward. The three year grant is not yet signed by all participating members (Weber, Davis, Salt Lake, & Utah Counties).

XI. John McNary, UofU, presented a construction update presentation which included projects underway and future development.

XII. A community member from the Emigration District Coalition discussed the community’s desire to update the east bench master plan that would specifically address the southeastern side of the University of Utah and the Foothill Corridor. The committee will continue discussions on this, as the University of Utah will be involved as a participant in that region.
XIII. Tim Harpst reported to the committee that the City will be hiring a firm to analyze Sunnyside Avenue from Foothill to 900 East. The City would like a fresh perspective to enhance travel modes on that route. More information will be available at the next meeting.

XIV. Ned Hacker reported that the WFRC will be working on the 2040 Regional Transportation Plan. Maps/Project lists will go out for comment sometime in February-March.

XV. Esther Hunter requested that the agenda for the next meeting include discussing using 400 South as the primary corridor to and from the University of Utah.

XVI. Ann Floor, University of Utah, made a comment regarding the crosswalk on 100 South and North Campus Drive. It is barely visible and needs to be repainted.

XVII. The next meeting is scheduled for June 2, 2011 at noon, in Conference Room 645 at the Tower at Rice-Eccles Stadium. Refreshments will be served. (Since this time the meeting was rescheduled to June 27, 2011 at noon, in the same location.)