Traffic and Transportation Committee Meeting

March 25, 2013 12:00 pm

6th floor Rice-Eccles Stadium Tower

I. A note was made to ensure that the list of invitees is the most up-to-date. There had been a comment made that the list it was sent to was old.

II. Need to improve communication – this is the same issue that was brought up in the last meeting.

III. Community groups realized that many people don’t know who they are and what they do. They have been getting the word out and are contemplating a survey to see how may be the best way to get the information out what information might be pertinent. Community group’s communication between entities – people want to get involved earlier to help “solve” instead of things being more informational. If there is a new format anyone would be welcome. But not to dilute the meeting certain groups should be represented first. The U is interested in reaching out even further. Is this meeting still a functional coordination meeting? Ann Floor: thinks this meeting is excellent, get information about Traffic and Transportation information that you may not normally get. Maybe have another meeting set after the Traffic and Transportation Committee meeting to address more specific subset groups? The U would like to be more involved at the community meetings too. Where is it appropriate to have “follow through”? Before the end of this meeting it would be good to pinpoint things that need follow through and make a directive to have that follow through scheduled to happen. This is a good forum for bigger objectives to be brought forth, and then the actual follow through would be more productive in smaller groups. Is the 3 meeting format still working? Getting an agenda
out prior to the meeting would be very beneficial. What is the purpose of the meeting? If this is an action meeting we should have an action list. There should be more follow up after the meeting. There was a lot of discussion about when may be best to hold this meeting. Is quarterly still working? If not would January and August be good? Ann Floor volunteered to take this on and see what she can do to facilitate the meeting being more productive for all involved.

IV. Health Science Master Plan & Focus Groups; new Sr. Vice President; Dr. Vivian Lee

2007-2008 Master Plan was formulated under the previous President. Now there is a different strategy for how the Health Science will develop that goes along with the new leadership. Pretty involved academic medical school strategy for the University. Legislature has allowed funding back to the University to restore the loss of approximately 20 medical student seats. Tied to that is the old building in Health Science, particularly the School of Medicine which (has been mentioned before) is a 656,000 square foot space that is falling apart and needs to be replaced. This Master Plan takes the 2008 study and takes into account the academic strategies for the Health Sciences. It is currently under way and what develops there will have an impact on parking, transportation, circulation, etc… There will need to be a balance to meet patient and visitor needs as far as transportation is concerned. We are looking forward to the results of the Master Plan study that is under way so we may better understand the opportunities that will come out of this. At this time we anticipate having some feedback as to how that is developing by late summer or early fall of 2013.

V. Parking structure update: (Solomon), we did a study last year to find anywhere that we can put a parting structure. Two locations were found, one north and one south to support
the largest areas of campus. The north area is 100 S. and the south location is in the business loop. Both structures are on what are currently flat parking spaces and so, will not be taking up any additional space that isn’t already utilized for parking. Take out 76 spaces and gain 340, net gain of 264 spaces. The architect gave a rendering of what it could potential look like. They are working to match the structures of the building surrounding it so that it doesn’t look like a giant concrete building in the middle of all of the nice business structures around it. The business loop parking structure would there are currently 255 spaces and we will get a total of 792 spaces which is a net gain of 537 spaces. The will support Jon Huntsman Center, the Museum of Fine Arts as well as the new Spencer Eccles Business Building. The architect tied in 2 parts of the surrounding architecture with the ultimate goal again being to have the structure blend as seamlessly as possibly into the surrounding buildings.

VI. The question was asked if this parking is really helping to reduce the footprint of the University. Mike Perez said that it is a balance between having housing on campus and encouraging students, faculty and staff to utilize mass transit while also realizing that people will still need a place to park. Trying to balance that is tough and an ongoing process. We need to continue to work to ensure that communication is strong to ensure the public is aware of all of the changes taking place to decrease the environmental footprint. Alma spoke to how spaces have been decreased over the years and how the population has grown. The buses and TRAX have helped. Gordon said the environmental impact and construction impact can be added to future agendas. A recommendation to pinpoint hotspots for pedestrians with these arterials that are heading their way was made. The air quality is impacted by the idling of cars, but also the dirt that it stirred up with
construction, etc… What is the best way to handle this? Climate action plan is important and needs to be addressed. Gordon asked if another meeting hosted by the U would be beneficial to do that. In regards to the environmental impact, Gordon said would take this concern internally and said that he would see what we can do about getting something else set up.

VII. 40 ft. electric bus should be here in about a month. The charging station won’t be here till approximately this time next year. This is primarily to serve faculty, staff and students shuttling them across campus from Union and S. Campus Dr. on its own path. The bus is a remanufactured and Alma anticipates us converting diesel buses for future use. Gordon said this is a research project that the rest of the country has their eyes on. It won’t impact the “green” areas of campus because the area where is will be build is right now is primarily concrete. Fuel cost for approximately $1 per gallon, fuel cost. At this point they are only anticipating one bus, if it is successful and cost effective they could expand the number and into other areas.