

Active Transportation Committee
Meeting Minutes
 Meeting of May 10, 2017

A meeting of the Active Transportation Committee was held on Wednesday, May 10, 2017 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Welcome and Introductions [Recording 00:00]

Mayor Bill Applegarth, Chairman, called the meeting to order at 8:45 a.m. Mayor Applegarth welcomed committee members and guests and introductions were made.

ATC Members and Alternates Present

IN ATTENDANCE	2017 ATC MEMBERS
	BOX ELDER COUNTY LOCAL GOVERNMENT APPOINTMENTS
	Member: Commissioner Jeff Scott (Box Elder)
	DAVIS COUNTY
	Member: Mayor Don Carroll (Fruit Heights) VICE CHAIR
	Member: Commissioner Bret Millburn (Davis County)
	MORGAN COUNTY
	Member: Daryl Ballantyne (Morgan County)
	Alternate: Austin Turner (Morgan County)
	SALT LAKE COUNTY
x	Member: Mayor Bill Applegarth (Riverton) CHAIR
	Member: Councilmember Jenny Wilson (Salt Lake County)
x	Alternate: Mayor Jeff Silvestrini (Millcreek)
	TOOELE COUNTY
x	Member: Commissioner Myron Bateman (Tooele County)
	Alternate: Mayor Mark Whitney (Stockton)
	UTAH COUNTY
	Member: Mayor Christopher Pengra (Eagle Mountain)
	WEBER COUNTY
	Member: Mayor Mike Caldwell (Ogden)
x Charles Ewert for Commissioner Ebert	Member: Commissioner James Ebert (Weber County)
	BIKE UTAH
x	Non-Voting Member: Phil Sarnoff
	UTAH DEPARTMENT OF HEALTH
x	Non-Voting Member: Brett McIlff
	UTAH DEPARTMENT OF TRANSPORTATION
	Member: Nathan Lee
	UTAH TRANSIT AUTHORITY
	Member: Matt Sibul

ATC Representatives and Others Present

Mark Benigni	Weber Pathways
Carrie Bennett	Utah County
Dan Bergenthal	Salt Laker City
Barry Burton	Davis County

Steve Call	FHWA
Marcie Clark	DCHD
Kim Clausing	Tooele County Health Department
Zac Covington	BRAG
George Deneris	Salt Lake County
Katie Gerard	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Tim Harpst	Horrocks Engineering
Scott Hess	WFRC
Sarah Hodson	Get Health Utah
Jory Johner	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Jon Larsen	WFRC
Scott Lyons	Box Elder County
Michael Mason	WFRC
Jen McGrath	UTA
Tom Millar	Alta Planning
Brian Moore	Riverton City
Elliott Mott	Public Citizen
Travis Olsen	Weber Morgan Health Department
Jeff Oyler	Davis County
Angelo Papastamos	UDOT
Helen Peters	Salt Lake County
Emmalee Price	Salt Lake County
Jim Price	MAG
Shawn Seager	MAG
Brandon Smith	ULCT
Melissa Sperry	Salt Lake County Health Department
Jacob Splan	UTA
Roland Stanger	FHWA
Joe Taylor	UTA
JulieAnn Titmus	Utah County
Jason Wheeler	ASSIST Utah
Jaime White	AECOM
Ben Wuthrich	WFRC
Nicole Zinnanti	ASSIST Utah
Tom Zumbado	Salt Lake County

Approval of Meeting Minutes/Summary [Recording 02:50]

Mayor Bill Applegarth moved that the minutes of the March 8, 2017 meeting be approved as written. The motion was seconded by Barry Burton, and the meeting minutes were unanimously approved.

Public Comment [Recording 03:10]

Mark Benigni, Weber Pathways, invited the committee to attend Trail Fest 2017, on June 24. This free event open to the public is a celebration of the urban trails in Weber County. The trail system that will be used for this event is known as the Centennial Trail, and it's a combination of the Ogden River Parkway, Weber River Parkway, and the Bonneville Shoreline Trail. This is roughly a 27 mile loop. This is a family oriented ride with 24 check points throughout the trail. The event will be going from 8:00 a.m. – 12:00 p.m. on the pathways, and from 12:00 p.m. – 3:00 p.m. at the Ogden Amphitheater. Mr. Benigni explained that Weber Pathways is working with local businesses, and as they requested sponsorship, he used the data that was provided in the Active Transportation study because it dovetails with their wellness programs.

Kim Clausing, Tooele County Health Department, explained that with the Master Plan for Tooele County, the Environment, Policy, and Improved Clinical Care Program (EPICC) funding received through the health department they were able to get a bike and walking path proposed to put into local general plans. She is hopeful that this will be passed within the next month.

Phil Sarnoff, Bike Utah, explained to the committee that Bike Utah has recognized that there are really no local bicycle advocacy groups or active transportation advocacy groups from Ogden to almost Provo. He announced that last month they launched the first local action group called Salt Lake County Focused. This is a group of local citizens who are trying to create on the ground changes. The next meeting for this group will be held on May 18, 2017 at Sprague Library in Sugar House.

Tom Millar, Alta Planning and Design explained that he and David Foster presented at the Utah Bike Summit about FHWA's new Small Town and Rural Multimodal Networks guide. He had brochures for those interested.

Chair Report [Recording 11:17]

Mayor Applegarth reported on the following items:

- Mayor Applegarth informed the committee on the Golden Spoke Trail. Regional partners are working together on an event to be held at a new Jordan River bridge at North Temple to celebrate the completion of over 100 miles of connected trails from Ogden to Provo. The event is tentatively scheduled for late October 2017 pending the complete of the bridge. Details of this event time will be forthcoming.
- The Utah Outdoor Recreation Grant is accepting applications between May 1, 2017 and June 15, 2017. This grant provides matching funds to local governments and nonprofits to build outdoor recreation infrastructure such as trails. Contact the Governor's Office of Economic Development for more information.
- May is Bike Month! For a schedule of events related to May is Bike Month please review the calendar on Cycling Utah's website. Bike to work week is May 15-19, so be sure to tune up your bikes, and participate with a bike ride to work.

Review of Draft Active Transportation Plan Standards (Goal 2 – Local AT Plans) [Recording 19:07]

Phil Sarnoff, Bike Utah, and Tom Millar, Alta Planning and Design presented on the Active Transportation Plan Standards. Mr. Sarnoff explained to the committee where this idea came from, and how this concept came about. He said that a couple of years ago Bike Utah launched Wasatch Bike Plan which was a campaign to try and get every community along the Wasatch Front to have an active transportation plan. The partners in this included UDOT, WFRC, MAG, Bike Utah, Alta Planning + Design, and Fehr and Peers. He discussed the need for these set of standards. This will give a template for interested communities, be a standard for funding of active transportation plans, GIS consistency between plans at all levels, and identify communities in need of an active transportation nudge. Mr. Millar explained that this set of standards has been compiled to create a

more comprehensive network of active transportation facilities in Utah. Whether the active transportation plan is being completed internally or by a consultant, it must include the following plan elements and may include recommended elements. The process is the most important part of a plan. By including a broad representation of the community and appropriate internal and external partners, a community is more likely to have an active transportation plan that:

- Addresses community needs
- Meets the needs of the partners
- Can be implemented successfully
- Is broadly supported

The Standards include:

1. Partner Engagement: Involving internal and external partners in the planning process, as well as identifying and empowering community champions, creates an opportunity for comprehensive input and buy-in. Their unique perspectives will generate support for the plan as many of these partners will be critical to successful implementation. Include at least one of the following public officials: City Manager, Planning Commissioner, City Council Member. Include all of the following municipal departments: Planning, Engineering, Public Works/Streets, Parks. Identify, engage, and empower “champions”, those community members or staff who can and are willing to expend time, energy, and political will in order to implement the pieces of the plan.
2. Public Engagement: At least two district methods of engagement and data collection must be utilized during all phases of the process in order to gather input from diverse community members. Ex. Open houses or charrettes, online survey, opportunities to comment on plans or maps online or in-person, etc.
3. Set the Vision, Goals, & Objectives: The vision, goals, and objectives of an active transportation plan create the framework and guide all policy, project, and program recommendations.
4. Existing or Current Conditions: Creating a clear image of what the community is now enables a meaningful comparison with what the community wants to be in the future. The analysis should use words, photos, maps, and data to describe:
 - Existing on and off-street bicycling and walking network and facility types
 - Identification of network barriers and gaps
 - Demographics
 - Crash and safety data
 - Integration with other active transportation plans
 - Connections to transit and community destinations
5. Recommendations: This task involves recommending new infrastructure, supportive programs, and policies in order to promote better accommodation of people walking and bicycling.
 - A. Projects. These most crucial recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommended facility must include (at least) a route and facility type identification and a GIS schema consistent with state and regional standards.
 - B. Programs. Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure projects.
 - C. Policies. Policies, department procedures, design standards and guidelines that promote active transportation usage and safety should be recommended.
6. Implementation Strategy: Creating an implementation strategy is a critical step in the active transportation planning process so that momentum and public support do not stall when the plan is finished. It should be detailed, yet easy to use. The plan should include:
 - Prioritized list of actions
 - Funding opportunities

- Capital and maintenance cost estimates and budget
7. Performance Measures: Performance measures are effective ways to evaluate progress and effectiveness of the implementation of recommendations. Measures should at least include:
- Walking and bicycling mode share
 - Regular bicycling and walking counts and reporting at several high profile locations
 - Crash and safety figures

The next steps are to review local active transportation and general plans to determine which communities need a plan or an updated plan, begin outreach to these communities, and direct them toward funding mechanisms.

Box Elder Draft AT Plan Presentation (Goal 2 – Local AT Plans) [Recording 51:17]

Zac Covington and Scott Lyons presented on the Box Elder Active Transportation Concept Plan. Mr. Covington explained that over the past year, BRAG has been helping Box Elder County through an active transportation plan and process. The vision was to create a regional non-motorized active transportation system connecting the communities of southeastern Box Elder County and adjacent counties to provide safe opportunities for recreation, education, public health, alternative transportation, economic development, and resource sharing. Some of the goals included providing local and regional connectivity, create partnerships with public and private landowners, agencies, and organization, provide connections to economic centers and tourism destinations, and provide information on education, health, and recreation. The planning background for this began in 2011 when Willard City began planning for a multi-use pathway along the Utah-Idaho Central rail corridor. In 2013 Willard began construction of 1.5 miles of the pathway. In 2014, local Box Elder communities were awarded a National Parks Service Rivers, Trails, Conservation Assistance Program, (RTCA) grant to create a coordinated plan. In 2016, the staff changed at RTCA, and BRAG was asked to facilitate the planning process. In 2017, the final draft of the plan was submitted for adoption. Mr. Lyons discussed specific trails within the Box Elder plan which include: the Historic Orchard Pathway, Frontrunner Trail, The Bay Trail, Bonneville Shoreline Trail, Lower Bench Trail, Fire Break Trail, and Eagle Mountain Trail.

TIP Staff Recommendations (Goal 3 – Funding) [Recording 01:17:28]

Ben Wuthrich, Wasatch Front Regional Council, reported on the recommended projects for the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and the Transportation Alternative Program (TAP). In September letters were sent out requesting letters of intent of potential projects that could be eligible for these funds. Those eligible project sponsors were asked to submit a project concept report, which were due back during the middle part of January. From January to mid-March, staff with the technical advisory committees began an evaluation process that included communication with the project sponsors, as well as an on-site field review. At the end of March, the technical advisory committee made recommendations that were taken to Trans Com, which Trans Com will take to the Regional Council in May. Once the Regional Council approves those projects, they will be adopted into the draft programs for each of those three, and they will be included in the draft 2018 – 2023 Transportation Improvement Plan. This plan will go out for public comment during the month of July, and that information will be brought back to all of the committees in the month of August. Once approved there, it will go to the FHWA transit agency for their review, for an approved Transportation Improvement Program in October.

The Transportation Improvement Program (TIP) is a six-year program of highway and transit projects for the Salt Lake/West Valley and the Ogden/Layton Urbanized areas. It is a compilation of projects from the various federal, state, and local funding programs for all the cities and counties in the Region, as well as for the Utah Department of Transportation and the Utah Transit Authority. Projects included in the program will implement the Long Range Highway and Transit Plans for the

Region, help meet the needs of the area, and provide for the maintenance of the existing transportation system. Due to the dynamics of transportation funding and projects it becomes necessary to amend or modify the TIP periodically throughout the year. Because the Regional Council does not meet every month they have delegated responsibility to Trans Com to approve modifications to the TIP when there is no Council meeting. A copy of the Resolution with the list of projects was handed out during the meeting.

Scenario Workshop and Key Pad Polling Results (Goal 1 – Priority Bicycle Map) [Recording 01:30:25]

Scott Hess, Wasatch Front Regional Council, briefly updated the ATC on key pad polling results collected across the region at local scenario workshops, stakeholder engagement workshops, and from an online interactive map. These results will be used to help guide the development of the 2019-2050 Regional Transportation Plan. The key pad polling results related to active transportation indicated that the top priority for new active transportation infrastructure is new multi-use paths or trails separated from traffic followed closely by on-street bicycle facilities with greater separation from traffic. The lowest priority for new active transportation infrastructure was a tie between multi-use pathways and standard bicycle lanes adjacent to vehicle traffic.

The local communities indicated that they would not turn a standard bike lane down, but rather they preferred to increase separation between bikes and vehicles wherever possible. In many cases a standard bike lane becomes the stepping stone needed in order to create a safer more separated facility in the future. Scott Hess will keep the ATC informed on active transportation developments within the 2019-2050 RTP as it moves closer to adoption in 2019.

Jory Johner, Wasatch Front Regional Council, noted that local communities acknowledged in the scenario workshops that limited funding and right-of-way can be barriers to creating separated bicycle infrastructure. Common themes were increased separation and safety of bicycles and pedestrians as top concerns for local communities. Creating these safer facilities will target the 60% of bicycle riders who are ‘interested but concerned’ and would ride if the streets were safer and more accommodating. The region will remain flexible in implementing bicycle facilities in standard bike lane configurations knowing that future improvements may increase separation or provide a safer facility over time.

National Bike Summit Presentation (Goal 4 – Outreach and Engagement) [Recording 01:34:16]

Phil Sarnoff, Bike Utah, highlighted some information on the National Bike Summit. He reported that there were a handful of people from Utah that attended this conference. They met with Senator Hatch’s staff as well as Representative Love’s staff. The takeaway from these meetings was that there are still many positions that have not yet been appointed at the USDOT so things on the transportation front, from their perspective are moving pretty slowly.

The big ask at the National Bike Summit was if there’s going to be a big infrastructure investment, that active transportation be included in that. They all seemed fairly receptive to that as a concept. Lastly, one of the main things from the National Bike Summit that needs to be remembered is how we are planning, with equity in mind. We have a tendency, across the country, including Utah, to not think about minorities and under-represented populations; people riding bicycles out of necessity, and how we can better plan for those people.

Other Information [Recording 01:36:02]

- George Deneris, Salt Lake County, introduced Helen Peters who was recently hired in Salt Lake County. Helen has an extensive background in not only transportation but also in land use and community planning.

- Scott Hess, Wasatch Front Regional Council, announced that the “important dates” on the bottom of the agenda have changed for the MATT Tours. The Southwest Davis County Legacy Trail is still under construction, so the Murray/Midvale MATT Tour will be held June 14, 2017 directly after the ATC meeting. The ride will start at 10:30 a.m. at the Murray Central Station.

Next Meeting: June 14, 2017 from 8:45 a.m. to 10:30 a.m.

A recording of this meeting, agendas, and presentations may be found on the WFRC website at www.wfrc.org, under Committees, Active Transportation, 2017 meetings.