

**Ogden-Layton Urban Area
Regional Growth Committee | Technical Advisory Committee**

April 19, 2017
2:00 PM – 3:30 PM
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<p>Welcome and Introductions – Jory Johner, Wasatch Front Regional Council</p>	<p>Jory Johner, Wasatch Front Regional Council, introduced and conducted the meeting, which was held in the Council Chambers, Clearfield City Hall.</p>	<p>None Required</p>
<p>1. Meeting Summary – February 15, 2017 – Ogden-Layton RGC TAC</p>	<p>Jory Johner asked that members introduce themselves and then called for a motion to approve the February 15, 2017 minutes. Paul Larsen, Brigham City, made the motion to approve and Greg Montgomery, Ogden City, seconded the motion. The minutes were approved unanimously.</p> <p>The Ogden-Layton Regional Growth Committee Technical Advisory Committee (encompassing the Ogden-Layton Urbanized Area) meeting summaries are posted on the Wasatch Front Regional Council (WFRC) website (www.wfrc.org) under the "Committees" section on the top of the front page. You can access these summaries by selecting "Regional Growth TAC."</p>	<p>Approved</p>
<p>2. 2015 RTP Amendment Number 4 – Jory Johner, Wasatch Front Regional Council</p>	<p>Jory Johner, WFRC, presented an overview on 4 proposed project amendments to the 2015-2040 Regional Transportation Plan (2015 RTP) in the Ogden-Layton Urbanized Area. These projects, and their sponsors, are: Main Street (Kaysville and Layton City); 1200 West (City of Marriott-Slaterville); Depot Street (Clearfield City); and US Highway 89 (UDOT). Jory mentioned the RTP is updated every four years, but between approval dates occasions arise for the RTP to be amended. Jory explained that there are three levels of RTP amendments. Most amendments are the Level 3 type and require adjustments to financial assumptions, air quality determination, and project phasing. A number of the current amendments are the result of communities requesting specific projects that are eligible for either Transportation Improvement Program (TIP) or county corridor preservation funding. These projects must be included as part of the RTP. Jory reviewed each of the projects in detail and provided an overview of the amendment process. The next step would be for the Regional Growth Committee to approve the amendments for a 30-day public comment period, to begin on Saturday, July 1st and end on Saturday, August 5th. This was an action item and a motion to move forward all 4 proposed amendments to the RGC for release for public comment was made by Greg Montgomery, Ogden City, and seconded by Mayor Tammy Long, South Weber City. The vote was unanimously in favor.</p> <p>Please contact Jory Johner at (801) 363-4250, ext. 1106 or jjohner@wfrc.org for additional information.</p>	<p>Approved</p>

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<p>3. Scenario Workshop Key Pad Polling Results – Julie Bjornstad, Wasatch Front Regional Council</p>	<p>Julie Bjornstad, WFRC, reviewed the Wasatch Choice 2050 (WC2050) Workshops that were held during February and March. A total of 10 WC2050 Workshops took place throughout the Region with hundreds of participants drawn mostly from community planners, engineers, mayors, administrators, planning commissioners, and council members. The purpose of the Workshops was to explore three land use and transportation scenarios and receive important input on local community preferences. Julie presented a slide show that highlighted the number of participants and their job titles from each of the 10 Workshops subareas. Julie explained the three RTP scenarios in general and their specific land use and transportation differences. She explained the key pad polling results for road, transit, and active transportation questions. A summary of all respondents first, second, and last preferences were polled and results were tabulated. For example, the majority of the first and second preference for active transportation was <i>“Multi-use paths or trails separated from traffic”</i> and the last preference was <i>“Wider multi-use sidewalks.”</i> She reviewed the results of the mapping exercise and key pad polling results by workshop subarea. Bar graphs helped explain the preference by workshop area for Scenario 1, 2 or 3. The overall first choice for the Ogden-Layton Urbanized Area was for Scenario 2 followed by Scenario 3. This important information will help the WFRC staff determine which projects should be advanced as part of the Preferred Alternative. Julie also mentioned that comments on the scenarios themselves or any specific road, transit, or active transportation project could be provided to our staff using an interactive “Visualization Tool” which is located on the WFRC’s website. This tool allows for a complete review of the workshop, the three scenarios, and each project. Finally, she mentioned a special free webinar developed by the WFRC. The webinar, scheduled for Tuesday, May 2, at 6:30 PM, will help local planners “explore transportation and land use choices for the future of your community and provide feedback.”</p> <p>Please contact Julie Bjornstad at (801) 363-4250 ext. 1105 or julieb@wfr.org for additional information.</p>	<p>None Required</p>
<p>4. Ogden City Transportation and Land Use – Greg Montgomery, Ogden City</p>	<p>Greg Montgomery, Ogden City, provided an excellent slide show on Ogden City’s transportation and land use issues and concerns. Greg began his presentation by covering Ogden’s traditional grid and accommodation land uses. Streets set the pattern of development. However, because of the size of the blocks, many have vacant inner cores surrounded by street oriented land uses. Important transportation connections still need to be made, such as Skyline Drive. There exist a number of east-west barriers, such as I-15, that directly affect major arterials, such as 12th, 21st, 24th, and 31st Streets. Ogden is striving to accommodate mixed modes of travel, such as BRT routes, pedestrian facilities, and bicycle pathways. Bus routes continue to change over time to accommodate shifting population and ridership. Of particular concern is a transit connection from downtown Ogden City to the Weber State University campus. Several different modes and alignments have been explored, but a solution is needed – one that offers a direct connection between Ogden’s FrontRunner station and WSU. Pedestrians face a number of issues and concerns, including aging sidewalks with displace sections that can cause tripping hazards to an aging population. The multi-use of sidewalks, such as outdoor cafes, also presents planning challenges. Finally, parking is an ever present problem and Ogden, like many large urban centers, needs to find a balance between too much and too little.</p> <p>Please contact Greg Montgomery at (801) 629-8931 or gregmontgomery@ogdencity.com for additional information.</p>	<p>None Required</p>

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<p>5. Utah Legislative Session Update – Sam Klemm, Salt Lake County</p>	<p>Sam Klemm, Salt Lake County, provided an update on various Utah State Legislature bills that directly deal with either land use law or transportation concerns. These bills included: <u>House Bill 232</u> which emphasizes that established procedures must be followed and distinctions made between the legislative, judicial and administrative functions of a city council, a city planning commission and staff. <u>House Bill 253</u> which started out with language that would greatly limit a city’s ability to regulate short term rentals of residential properties. In its’ final form, the bill stated that a city could not restrict a short term rental solely on the basis that it was listed online. <u>Senate Bill 241</u> which stipulates that plan checks for proposed developments must be completed for single family homes in 14 working days and 21 working days for multi-family projects. Otherwise, the proposed plans shall be deemed approved. <u>Senate Bill 250</u> which deemed a food truck health and safety inspection performed in one city as valid for the purposes of licensing the vehicle and business in another city. <u>Senate Bill 276</u> which lowers the floor at which point inflation adjustments will begin for the State motor fuel tax. The net effect of the bill is that inflation adjustments will likely begin in 2019 rather than 2026. <u>Senate Bill 277</u> which authorized a \$1 billion bond for highway construction. The bill was not designed to provide funding for new projects. Rather, it was intended to accelerate highway projects already planned.</p> <p>Please contact Sam Klemm at (801) 363-4250, ext. 1116 or sklemm@wfr.org for additional information.</p>	<p>None Required</p>
<p>8. Other Business – Val John Halford, Wasatch Front Regional Council</p>	<p>Val John Halford, WFRC, proposed a special planning work session for our next Ogden-Layton RGC TAC meeting, to be held on June 21st. Planners and engineers will be invited to help with the first steps necessary to blend the three land use and transportation scenarios into a preferred alternative. Val asked which communities are currently or were planning to update their general plans within the next year and was provided the following: Ogden City (transportation only); Brigham City; and West Haven (some elements).</p> <p>Please contact Val John Halford at (801)363-4250 ext. 1108 or vhalford@wfr.org for additional information.</p>	<p>None Required</p>
<p>9. Next Meeting</p>	<p>The next Ogden-Layton RGC TAC meeting will be held on June 21, 2017.</p>	<p>None Required</p>

ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Tammy Long	South Weber City	Rob Scott	North Ogden City
Paul Larsen	Brigham City	Isa Perry	Davis County Health Department
Eldon Bingham	UDOT	Harry Briesmaster	Hill Air Force Base
Rex Harris	UDOT	Greg Montgomery	Ogden City
Steve Meyer	UTA	Will Wright	Clinton City

James Ebert	Weber County	Andy Thompson	Kaysville City
Sam Klemm	WFRC	Steve Andersen	West Haven
Jory Johner	WFRC	Royce Davies	Syracuse
Julie Bjornstad	WFRC	Chad Wilkenson	Bountiful City
Val John Halford	WFRC	Sean Wilkenson	Weber County