

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

February 27, 2019  
2:00 PM – 3:30 PM  
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<p><b>Welcome and Introductions –</b> Spencer Brimley, Clearfield City</p>	<p>Spencer Brimley, Clearfield City, introduced the meeting and welcomed the attendees. The Ogden-Layton Technical Advisory Committee was held in the City Council Chambers at Clearfield City Hall.</p>	<p>None Required</p>
<p><b>1. Meeting Summary – December 19, 2018 – PLANTAC</b></p>	<p>Spencer Brimley, Clearfield City, called for a motion to approve the December 19, 2018 minutes. Jason Monroe, Sunset City, so moved and Valerie Claussen, Clinton City, second to 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 (<a href="http://www.wfrc.org">www.wfrc.org</a>) under the “Committees” section on the top of the front page. You can access these summaries by selecting “Regional Growth Committee TAC.”</p>	<p>Approved</p>
<p><b>2. Transit Service Choices –</b> Alex Beim, Utah Transit Authority</p>	<p>Alex Beim, Strategic Planner, Utah Transit Authority, gave a slide show presentation on UTA Service Choices. The project seeks public input on priorities to guide bus service planning. Input is sought through an extensive public engagement process. A timeline was shared, including multiple rounds of public engagement and leading to implementation of a bus network plan in 2021. The key choices revolve around the balance between two main categories – coverage and ridership. Both are important, but often lead in opposite directions. When UTA plans for ridership, they run frequent, convenient service to places where there are lots of people who want to ride. This means dense areas where lots of jobs and housing are located relatively close together. Lower-density places get little or no service. When UTA plans for coverage, service is spread out so that there’s a little bit of service available to everyone. Coverage services can be designed to support newly developing areas, to serve people with no transportation alternative, or to spread service more evenly among taxpayers. However, spreading service out means spreading it thin, so service is not very frequent or convenient. Alex shared the current balance between ridership and coverage for UTA’s bus service. UTA wants to ensure the service provided reflects the values of the communities it serves and is using a variety of means to engage the public, community leaders, elected officials, and partner agency staff in this discussion. More details and a link to the survey are available at <a href="http://www.rideuta.com/service-choices">www.rideuta.com/service-choices</a></p> <p>Please contact Alex Beim at (801) 287-4105 or <a href="mailto:abeim@rideuta.com">abeim@rideuta.com</a> for additional information.</p>	<p>None Required</p>
<p><b>3. Affordable Housing and Senate Bill 34 –</b> Ted Knowlton, Wasatch Front Regional Council</p>	<p>Ted Knowlton, Deputy Director, Wasatch Front Regional Council, gave PlanTAC members an update on Senate Bill 34 and its impact on affordable housing. This new bill supports local planning efforts by building on last year’s HB259 (Moderate Income Housing Amendment) and SB136 (Transportation Governance). Specific transportation and land use requirement for urban cities with 5,000 people and rural cities with 10,000 or more in population are listed. Ted stated that cities don’t build housing, but they can pave the way with good planning to help increase housing stock. Senate Bill 34 appropriates approximately \$20 million one-time and \$4 million in ongoing funds to the Olene Walker Housing Loan Fund. Housing for incomes below 80 percent Area</p>	<p>None Required</p>

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	<p>Median Income is difficult if not impossible to build without subsidies. The bill also enhances the critical transportation and land use connection by requiring every city and county to update its general plan for roads, transit, and active transportation facilities. Residential and commercial development is encouraged near major transportation routes, along with providing housing for all income levels. Finally, SB34 requires cities of certain size to report on the implementation of their moderate-income housing plans in order to be eligible for approximately \$700 million in state transportation dollar through the Transportation Investment Fund (TIF) and the Transit Transportation Investment Fund (TTIF). Ted said that SB34 is not a silver bullet, but it is the right first step to support communities as they plan for population growth. Finally, Ted covered SB136, an amendment to last year's SB72, Transportation Governance and Funding. This is really a "clean-up" bill which, among other provisions, allows funding to be used for active transportation.</p> <p><b>Please contact Ted Knowlton at (801) 363-4250, ext. 1201 or <a href="mailto:ted@wfrc.org">ted@wfrc.org</a> for additional information.</b></p>	
<p><b>4. Wasatch Choice 2050 Visioning and Land Use Products – Ted Knowlton, Wasatch Front Regional Council</b></p>	<p>Ted Knowlton, Deputy Director, Wasatch Front Regional Council, provided the RGC TAC members with an update on the Wasatch Choice 2050 and various land use products that will be part of this effort. Ted mentioned that the 2019-2050 RTP will be adopted in May and that a suite of Wasatch Choice 2050 products will be released in the fall. Products will include a revised and updated Wasatch Choice 2050 Vision map, strategies for greater connectivity, increased transit ridership, better job and housing balance, closing the difference between local general plans and the regional vision, and progress in fulfilling the ten region goals. For example, there is a need for a "best practices" guide for parking and help is needed in defining these practices. Ted suggested a total of three "deep-dive" brain storming sessions and asked for volunteers. Dave Petersen (Farmington), Paul Larsen (Brigham City), Steve Parkinson (Roy City) and Spencer Brimley (Clearfield City) expressed interest and offer their assistance. An action plan should include both short- and long-term steps and potential partnerships. Finally, Ted asked members of the Ogden-Layton TAC at the end of the meeting to take time and provide names for each of the centers located within their respective jurisdictions. A map was posted on the wall for this purpose.</p> <p><b>Please contact Ted Knowlton at (801) 363-4250, ext. 1201 or <a href="mailto:ted@wfrc.org">ted@wfrc.org</a> for additional information.</b></p>	<p>None Required</p>
<p><b>5. Governor's 1,000 Miles Campaign – Chris Wiltsie, Utah Bike</b></p>	<p>Chris Wiltsie, 1,000 Mile Program Director, Bike Utah, provided a MS PowerPoint presentation on the special bicycle program that he administers. Known as the 1,000 Miles Campaign, this program is part of Governor Herbert's <i>Life Elevated 2020 Plan</i>, which aims to develop 1,000 miles of family-friendly trails and bike paths over the next 10 years. These transportation improvements would help provide and promote active connections to school, work, and outdoor recreation in both urban and rural communities throughout the state. Bike Utah is a nonprofit planning partner that has been selected to develop a plan and implement its recommendations. Chris stated that he is interested in helping communities to identify and build additional bike lanes and provided Vineyard as an example. Vineyard planners and administrators began the process by reviewing their general plan and conducted an inventory of their bicycle paths. They are interested in qualifying for available grant money and funds generated by the 4<sup>th</sup> quarter cent sales tax, to implement "family friendly" bicycle paths. There are specific criteria that defines "family friendly" and such criteria includes the width and speed of the roadway, existing barriers, and ease of use. Family friendly bikeways can</p>	<p>None Required</p>

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	<p>include protected bike lanes, trails, and bike boulevards. Chris said its' really up to communities what is eventually planned and built, but suggested that an early start for limited resources is the key to securing adequate funding.</p> <p>Please contact Chris Wiltsie at (801) 420-8780, or <a href="mailto:chris@bikeutah.org">chris@bikeutah.org</a> for additional information</p>	
<p><b>6. Shared Mobility Devices</b> – Hugh Van Wagenen, Wasatch Front Regional Council</p>	<p>Hugh Van Wagenen, Active Transportation Planner, Wasatch Front Regional Council, updated Ogden-Layton TAC members on Senate Bill 139, the Motor Assisted Transportation Amendments, also known as the “E-Scooter” bill. SB139 defines what a motor assisted scooter is; that no alcohol can be consumed nor can open alcoholic containers be present while operating; a user of an e-scooter is defined as a vulnerable highway user; any user under age 15 must have adult supervision; scooters may be operated in crosswalks if done so responsibly; scooters are prohibited in parking garages and anywhere a bike is prohibited; scooters now allowed on roadways with speed limit above 25 mph and roadways with more than four lanes; device modification is allowed if done so to reduce maximum speed; local authorities have permission to regulate, including max speed in certain locations, charge fees, prohibit parking in certain areas, and request data from scooter share vendors; scooters allowed on sidewalks and multi-use paths anywhere a bike is allowed. Salt Lake City is watching this bill closely and has some concerns with its current form. The Ogden-Layton TAC was generally pleased with Hugh’s presentation of the subject material and applauded him upon conclusion.</p> <p>Please contact Hugh Van Wagenen at (801) 363-4250, ext. 1124 or <a href="mailto:hugh@wfrc.org">hugh@wfrc.org</a> for additional information.</p>	<p>None Required</p>
<p><b>7. List of Regional Studies and Projects</b> – Val John Halford, Wasatch Front Regional Council</p>	<p>Val John Halford, Senior Transportation Planner, Wasatch Front Regional Council, asked members of the Ogden-Layton TAC if they were aware of any special studies, or plan updates that are currently underway in their jurisdictions. These studies and plan updates are in addition to any specific Transportation &amp; Land Use (TLC) funded projects that are in progress throughout various cities and counties along the Wasatch Front. Planners in attendance mentioned the following: Farmington City’s Road and Trail Connection to West Davis Highway Plan (Dave Petersen); Roy City’s Transportation Master Plan (Steve Parkinson); Hill Air Force Base’s Joint Land Use Study with Nine Communities (Lyle Gibbson); Clearfield City’s Form Base Code Update (Spencer Brimley); Clearfield City’s UTA FrontRunner Station Plan (Spencer Brimley), Weber, Box Elder, and Cache County Transit Analysis Study (Blaisdell Trevan); and Kaysville City’s Strategic Plan (Lyle Gibbson). This information is needed to complete the “Local Government Planning Support” section in Wasatch Front Regional Council’s Unified Planning Work Program for the next fiscal year.</p> <p>Please contact Val John Halford at (801) 363-4250, ext. 1108, or <a href="mailto:vhalford@wfrc.org">vhalford@wfrc.org</a> for additional information.</p>	<p>None Required</p>
<p><b>8. Other Business and Call For Agenda Items</b> – Val John Halford, Wasatch Front Regional Council</p>	<p>Val John Halford, Senior Planner, Wasatch Front Regional Council, asked the Ogden-Layton TAC members if they had items of interest for future agenda items. There were no items of interest mentioned by Ogden-Layton TAC members.</p> <p>Please contact Val John Halford at (801) 363-4250, ext. 1108 or <a href="mailto:vhalford@wfrc.org">vhalford@wfrc.org</a> for additional information.</p>	<p>None Required</p>
<p><b>9. Next Meeting</b></p>	<p>The next Ogden-Layton TAC meeting will be held on July 17, 2019.</p>	<p>None Required</p>

## ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Valerie Claussen	Clinton City	Paul Larsen	Brigham City
Loren Gardner	North Ogden City	Brad McIlrath	Clearfield City
Rob Scott	North Ogden City	Steve Parkinson	Roy City
Lorin Gardner	North Ogden City	Dave Petersen	Farmington City
Rick Grover	Weber County	Marcus Wager	Box Elder County
Zac Covington	Bear River Association of Governments	Royce Davis	Syracuse City
Elden Bingham	UDOT	Julie Bjornstad	WFRC
Alex Beims	UTA	Ted Knowlton	WFRC
Blaisdell Trevan	UTA	Jory Johner	WFRC
Spencer Brimley	Clearfield City	Val John Halford	WFRC
Lyle Gibbson	Kaysville City	Hugh Van Wagenen	WFRC
Sherrie Llewelyn	North Salt Lake City		