

**PLANTAC**  
**Regional Growth Committee | Technical Advisory Committee**

February 27, 2019  
9:00 AM – 10:30 AM  
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<b>Welcome and Introductions</b> – Wilf Sommerkorn, Salt Lake County	Wilf Sommerkorn, Director of Regional Planning and Transportation, Salt Lake County, introduced the meeting and welcomed the attendees. PLANTAC was held in the Main Conference Room at the office of the Wasatch Front Regional Council.	None Required
<b>1. Meeting Summary</b> – December 19, 2018 – PLANTAC	<p>Wilf Sommerkorn, Director of Regional Planning and Transportation, Salt Lake County, called for a motion to approve the December 19, 2018 minutes, Hal Johnson, Utah Transit Authority so moved and Jim McNulty, Murray City, seconded the motion. The minutes were approved unanimously.</p> <p>PLANTAC (encompassing the Salt Lake City – West Valley City 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>	Approved
<b>2. Affordable Housing and Senate Bill 34</b> – LaNiece Davenport, Wasatch Front Regional Council	<p>LaNiece Davenport, Government Relations Manager, 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 HB 259 (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. LaNiece 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 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). LaNiece said that SB34 is not a silver bullet, but it is the right first step to support communities as they plan for population growth.</p> <p><b>Please contact LaNiece Davenport at (801) 363-4250, ext. 1136, or <a href="mailto:ldavenport@wfrc.org">ldavenport@wfrc.org</a> for additional information.</b></p>	None Required
<b>3. Utah State Legislature Update</b> – Wilf Sommerkorn, Salt Lake County	Wilf Sommerkorn, Director of Regional Planning and Transportation, Salt Lake County, stated that the Utah Chapter of the American Planning Association (APA) is following approximately 30 transportation and land use related bills during this year’s session of the Utah State Legislature. Wilf was not sure which bill would pass into law, but mentioned a variety of current legislation including the following: HB84 Economic Development Programs Amendments, HB288 Critical Infrastructure Materials (Sand and Gravel); HB315 Land Use and Development Amendments; HB401 Eminent Domain Amendments; SB90 Political Signs Amendments; and HB343 Development Advertising Amendment. Other bills that could potentially affect regional transportation include	None Required

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	<p>HB433 Inland Port Amendments, HB101 Autonomous Vehicle Amendments; SB72 Transportation Governance and Funding Revisions; SB139 Motor Assisted Scooter Amendments; and SB268 Transportation Infrastructure Bond Amendments. Wilf promised to keep the PlanTAC advised and up-to-date on these legislative matters and offer to host a special “post legislature” debriefing for all interested planners at a future luncheon of the local Utah Chapter of the APA.</p> <p>Please contact Wilf Sommerkorn at (385) 468-4862 or <a href="mailto:wsommerkorn@slco.org">wsommerkorn@slco.org</a> for additional information.</p>	
<p><b>4. Governor’s 1,000 Miles Campaign –</b> Chris Wiltsie, Utah Bike</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 include protected bike lanes, trails, and bike boulevards. Chris said it’s 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>None Required</p>
<p><b>5. Wasatch Choice 2050 Visioning and Land Use Products –</b> Ted Knowlton, Wasatch Front Regional Council</p>	<p>Ted Knowlton, Deputy Director, Wasatch Front Regional Council, provided PlanTAC 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. Alexandria White (South Salt Lake City), Scott Langford (West Jordan City), Chris Chesnut (UDOT), Jennifer Jastremsky (Draper City), and Jim McNulty (Murray 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 PlanTAC 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>Please contact Ted Knowlton at (801) 363-4250, ext. 1201 or <a href="mailto:ted@wfr.org">ted@wfr.org</a> for additional information.</p>	<p>None Required</p>

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<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 PlanTAC 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 PlanTAC 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. 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>8. 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 PlanTAC members 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: Herriman City’s General Plan (Michael Maloy); Sandy City’s Stadium-Village Master Plan (Jake Warner); Midvale City’s Jordan Bluff Project (Alex Murphy); Salt Lake City’s Transportation Master Plan (Jon Larsen); Sandy City’s Housing Plan (Britney Ward); Taylorville City’s Moderate Income Housing Plan (Mark McGrath); Draper City General Plan (Jennifer Jastremsky) and Salt Lake County’s</p>	<p>None Required</p>

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	<p>West Bench Master Plan (Jake Young). 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@wfr.org">vhalford@wfr.org</a> for additional information.</p>	
<p><b>9. Other Business and Call for Agenda Items –</b> Val John Halford, Wasatch Front Regional Council</p>	<p>Val John Halford, Senior Transportation Planner, Wasatch Front Regional Council, asked PlanTAC members if they had items of interest for future agenda items. There were no items of interest mentioned by PlanTAC members.</p> <p>Please contact Val John Halford at (801) 363-4250, ext. 1108 or <a href="mailto:vhalford@wfr.org">vhalford@wfr.org</a> for additional information.</p>	None Required
<b>10. Next Meeting</b>	The next PLANTAC meeting will be held on April 17, 2019.	None Required

#### ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Alex Beim	UTA	Jake Warner	Sandy City
Hal Johnson	UTA	Britney Ward	Sandy City
Chris Chesnut	UDOT	Jake Young	Salt Lake County
Scott Langford	West Jordan City	Helen Peters	Salt Lake County
Bill Baranowski	West Jordan City	Wilf Sommerkorn	Salt Lake County
Jon Larsen	Salt Lake City	Jared Stewart	Salt Lake County
Julianne Sabula	Salt Lake City	Sam Klemm	Salt Lake County
Michael Maloy	Herriman City	Mark McGrath	Taylorville City
Jim McNulty	Murray City	LaNiece Davenport	WFRC
Alex Murphy	Midvale City	Hugh Van Wagenen	WFRC
Jennifer Jastremsky	Draper City	Scott Hess	WFRC
Caitlyn Miller	Bluffdale City	Jory Johner	WFRC
Erin O'Kelley	Millcreek City	Val John Halford	WFRC
Alexandria White	South Salt Lake City	Alex Roy	WFRC
Sharen Hauri	South Salt Lake City	Megan Townsend	WFRC
Jeff Attermann	South Salt Lake City	Ted Knowlton	WFRC
Chris Wiltsie	Bike Utah	Julie Bjornstad	WFRC