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| **Item 1:** Welcome and Approval of April 15, 2020 Minutes<br>**Spencer W. Brimley** | Steve Parkinson motioned to approve minutes, motion was seconded by Lyle Gibson. |
| **Item 2:** Covid-19: Temporary rethinking of public rights-of-way<br>**Spencer Brimley** | **Spencer Brimley** gives an intro to talk about our current times. COVID19 rethinking of public rights-of-way.  Prompt of "how has COVID19 has shifted transportation and active transportation at that.<br><br>**Paul Larsen**, I haven't heard or seen any serious discussion here about any changes to transportation infrastructure. We are at the moment in yellow condition. For a while, things were red, there was a noticeable decrease in traffic in town. Now it looks COVID in main street? I can see some things coming down the pipe. I think the old normal will not be the new normal. We are seeing more cases here locally. What I observed in NYC, there are whole streets that are shut down to vehicular traffic<br><br>**Franscisco Astorga** - in park city they have closed the streets on Sundays. June 14th through September 6th. This was in response to help with social distancing practices.<br><br>**Valeria Claussen** - we have to be careful here. There's a balance between being pedestrian friendly and having cars.<br><br>Safe Streets slc initiative has allowed for more community connection. |
| **Item 3:** Street Typology Initiatives: determining street design based on context as well as function<br>**Tom Millar** | unded jointly by SLC and WFRC TLC program<br>Prompt to think about the best street you have ever been on. What does it have? What do you feel?<br><br>We know that streets comprise more than 80% of public spaces in cities. Cities have to maintain this. We typically dedicate that space to one purpose - storing and moving automobiles. Not bad in and of itself, but as nearly the only use of public right of way, there are effects that have serious consequences. Our streets are bankrupting |

| | us, they are too wide, we have to maintain them to a high level of engineering. By making wider streets that can only be used for driving, they create unsafe streets.<br><br>Typologies project guide will do?<br>Begun the process of updating the complete streets ordinance<br>Create 15 new typologies of streets, instead of basic three (arterial, collector, local) and these three do not respond to context and address critical functions of public right of way.<br>Create a unified vision for our city in order to create more livable spaces.<br><br>Process -<br>• Scoped with each city department.<br>• Looked at complete street's ordinance<br>• Defined 5 place styles - destination district, urban village, neighborhood node, neighborhood, and industrial<br>• Then defined 5 critical function of public right of way - person mobility, greening, placemaking, curbside uses, and vehicle mobility. Every street needs these five things, but they were prioritized in each street type.<br>• Then we looked at transportation and other master plans to incorporate where transit and bike lanes were recommended<br>• Created performance measures<br>• Critical dimension - gutter width, tree type<br>• UDOT coordination, key member on committee<br>• Incorporated public feedback from last year. Heard from about 1200 people - person mobility was the top priority. Then greening, then placemaking, then curbside uses, and then vehicle mobility.<br><br>We then took all of these things, and we created the 15 typologies. Sometimes 1 to 4 different typologies for place type. The public |
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| | is reviewing the fifteen distinct street typologies now. There are 8400 street segments in Salt Lake City. Applied a typology to each street segment in SLC to ensure that the application of a typology made sense in the broader network.<br><br>Timeline - summer 2020 council and public review closes august 15th. Fall 2020 finalize typologies and design guide.<br><br>**Brad McIlrath -** with the typologies guide, if the council adopts it, what are the next steps?<br>*Tom*: It will not be used as a transportation master plan - does not prioritize what streets are changed when. It will be a guideline for new designs of future reconstruction.<br><br>**Ted Knowlton -** Can you speak to working with UDOT? How does this apply to UDOT roads? Do you have any advice on that front?<br>*Tom: UDOT is a great partner. There was push and pull on both sides and we've come up with something that works for all of us. We wanted to show what our ideal is in this typologies guide. When it comes to implementation, we have to continue conversations with UDOT. Working closely with them on typologies and implementation worked well to have a vision that fit for all parties involved.* |
| **Item 4:** Update of disruptive technologies and policies<br>**Hugh Van Wagenen** | Hugh gives the introduction to external forces and policies and goes over each component. There are 11 identified external forces and 11 identified potential policy responses. Looking at how these forces will be interacting and impacting transportation and land use. We created a guidebook that covers each force and policy, and then we created peer groups. These peer groups were made up of local agencies and experts. They provided us with feedback. Now staff is looking to run scenarios off of this work.<br><br>External Forces: |

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|  | <ul><li>Connected and Autonomous Vehicles (CAV)</li><li>Electric Vehicle Adoption</li><li>High-Tech Transit Systems</li><li>Inter-Regional HIgh-Speed Transit</li><li>On-Demand Travel and Sharing Services</li><li>E-Bike Adoption</li><li>Freight Disruptions</li><li>Internet Shopping</li><li>New Micro-Mobility Adoption</li><li>Drones</li><li>Telecommuting</li></ul><br>Hugh then covered the polling results from the peer groups. From this feedback, we made some changes to our external forces list by cutting some that did not get much traction, to combining a few forces.<br><br>External Forces moving forward:<ul><li>Connected and Autonomous Vehicles (CAV)</li><li>High-Tech Transit Systems</li><li>On-Demand Travel and Sharing Services</li><li>E-Commerce & Delivery</li><li>New Micro-Mobility & E-Bike Adoption</li><li>Telecommuting</li></ul><br>Hugh then presented the initial 11 policies we looked at.<br><br>Potential Policy Responses:<ul><li>App Development</li><li>Curbside Management</li><li>Local Street Design Modifications</li><li>Microtransit</li><li>Road Usage Charge</li><li>Congestion Pricing</li><li>Fare Free Transit</li><li>Managed Lanes</li><li>Modernization of Parking Regulation</li><li>Street Connectivity</li><li>Subsidized E-Bike Purchases</li></ul><br>Hugh then went through the polling process for the policies and the staff is now working to |

| | utilize feedback and the poll results to continue to look at what moves forward with policies. |
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| **Item 5:** TLC Program Overview - Call to ready applications<br>**Megan Townsend** | Upcoming application cycle. The TLC program provides technical assistance to cities. 6 years of awards starting in 2014, 96 projects, almost all cities in Salt Lake County have utilized these funds. TLC wants to meet the city where they are at, through the implementation process - Plans -> policies -> and products. Can fund studies and analyses along the way.<br><br>Megan prompts the group to hear needs from the group - AT plan? Green infrastructure focus?<br><br>Letters of intent are due in September - even after that there is plenty of time to think about how TLC can help your city. UDOT technical assistance program has a summer round out.<br><br>**Ali Avery** – Are you saying if we wanted to apply for both UDOT and TLC, we would just apply one time in the fall? *Megan: if you want to apply for the fiscal year 2022 funds, that will be combined this fall. However, UDOT has an interim round due August 3$^{rd}$ for just the UDOT technical assistance program. There are two rounds of the UDOT funding. If you are not funded for the August round, you can submit again in the fall.*<br><br>**David Peterson –** A lot of the revenue for cities is starting to dry up. We had an approved TLC project, we think for right now it will be funded. But we are not 100% sure. Do you think you will get as many applications because lack of funding? *Megan: We're grateful that our funding resources from our partners and WFRC are secure. We understand your organizations took cuts. So far, with the rounds awarded in 2020 most cities are still feeling confident with their match. We are not seeing many cities pull back or pause. We are hoping to still get a lot* |

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| | *of applications this fall. We acknowledge this may not be a good time for your city.* |
| **Item 6:** Implementing the Wasatch Choice Regional Vision: progress in providing new resources<br>**Scott Hess** | Working Groups - they came out of Wasatch choice partners wanting resources to respond to growth challenges. Looking at having difficult conversations with their residents around growth. Four working groups - communications, public engagement, technical assistance, and analysis. Somewhat of a response to SB34, but beyond. Want to assist and provide data for planning efforts, and how to take regionally located center and help implement them. Prompt - what would you suggest as a local agency partner would make these most helpful to you.<br><br>Working groups - mtg 1 broad objectives - mtg 2 - broke it down. Penna powers with create a framework to create a list of collective messages around growth planning.<br><br>Anything that would make this beneficial for a best practices document?<br><br>No feedback was given.<br><br>Next two working groups - TA and analysis. Working groups are approx. a 6-month process - looking to roll out resources at ULCT conference?<br><br>If you want to be engaged in this process – We want to hear from you and hear your ideas and questions. |
| **Item 7:** UDOT Prioritization process update<br>**Richard Brockmeyer** | Implemented prioritization process that includes a nomination process and funding is now available to highway and transit and first last mile projects.<br><br>Utah Administrative Rule R940-6 - Review the prioritization process annually. Hear public input on the prioritization process during the review of the process.<br><br>Comments will close august 10th. Present comments to at that time, and bring recommendations to commission in |

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| | September. Commission approval of process updates October 16th. |
| **Item 8:** AT GIS data resources<br>**Nicole Proulx** | Over the last several months we have worked with partners to compile bike data sets. We have been working to aggregate and standardize local and regional bike data sets to put them into a single data set. You can find existing and planned bike infrastructure data all within the one dataset. Nicole created an interactive map and it is on our website. Wasatch Bike Plan Map - In collaboration with Bike Utah. We will be adding network quality measures over time. You can contact Nicole with any questions at Nicole@wfrc.org. |
| **Item 9:** Other Business | Next meeting will be on zoom and there will be a passcode. |