

<b>Item 1:</b> Ryan Perry gives a welcome and minutes approval	Ryan Perry gets minutes approved by Mayor Hale, second by Mayor Burton.
<b>Item 2:</b> Covid-19: Temporary rethinking of public rights-of-way <b>Ryan Perry</b>	<p><b>Ryan Perry</b> We have seen a lot of change with covid19 behaviors. Prompt to hear what communities are saying.</p> <p><b>Ted Knowlton</b> speaks to around the country we are seeing urban cities like SLC and Ogden experiment with changing the use of a street. Making a street bike first and car second, things like that. We are not seeing a lot of suburbs do it, and we are unsure as to why that is.</p> <p><b>Tom Millar</b> - the reason why we have seen such success with our streets - we've opened our streets to everything but through traffic - is because we have a high street connectivity that is not baked into our roadway network. We have alternative routes and have a grid that connects to itself, because if we restrict access for cars, they have other options. SLC also has a higher density, so the latent demand is there and there is more space. Things we don't have going for us are those types of decisions that are not always easy. SLC has a history of making decisions based on the safety and comfort of citizens. We didn't expect covid19 and did not have that in our annual budget, operating or capital, so we've had to scale that back after just a few months. This is not something we can maintain sustainability, at least with how we rolled it out. Good for residents to see how prioritizing biking and walking can positively impact an area.</p> <p><b>Jeff Silvestrini</b> says we won't have good infrastructure for walking and biking so people use the streets already.</p> <p><b>Nicole Proulx</b> "I live by one of the safe streets initiatives. Enjoyed by her and neighbors. It was nice to sit on my porch and watch people learn to ride bikes in a safe environment.</p> <p><b>Mayor Hale</b> says the county has a lot of bike friendly canals but they are not open. We have a great untapped resource for bikers in the canals.</p> <p><b>Ryan Perry</b> says nice to refocus on different areas and look into multimodal options and how they perform. When we see business demand change, how are we going to meet that change in demand.</p> <p><b>Alex Beim</b> adds "more all day and weekend travel versus</p>

	<p>peak commute times. There's an assumption that some of that may stay the same and that will impact future projects. Where and how we run transit will likely shift due to this.</p>
<p><b>Item 3: Street Typology</b>          Initiatives: determining street design based on context as well as function  <b>Tom Millar</b></p>	<p>Funded jointly by SLC and WFRC TLC program          Prompt to think about the best street you have ever been on. What does it have? What do you feel?</p> <p>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 affects 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.</p> <p>Typologies project guide will do?          Begun the process of updating the complete streets ordinance          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.          Create a unified vision for our city in order to create more livable spaces.</p> <p>Process -</p> <ul style="list-style-type: none"> <li>• Scoped with each city department.</li> <li>• Looked at complete street's ordinance</li> <li>• Defined 5 place styles - destination district, urban village, neighborhood node, neighborhood, and industrial</li> <li>• 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.</li> <li>• Then we looked at transportation and other master plans to incorporate where transit and bike lanes were recommended</li> <li>• Created performance measures</li> <li>• Critical dimension - gutter width, tree type</li> <li>• UDOT coordination, key member on committee</li> <li>• Incorporated public feedback from last year. Heard from about 1200 people - person mobility was the top priority. Then greening, then</li> </ul>

	<p>placemaking, then curbside uses, and then vehicle mobility.</p> <p>We then took all of these things, and we created the 15 typologies. Sometimes 1 to 4 different typologies for place type.</p> <p>The public is reviewing the fifteen distinct street typologies now.</p> <p>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.</p> <p>Timeline - summer 2020 council and public review closes august 15th. Fall 2020 finalize typologies and design guide.</p> <p><b>Chris Wiltsie</b> - can you talk through push and pull and obstacles <b>Tom</b> - getting people together to ask the same questions to hear what other people were saying. Getting departments together so that everyone could be on the same page.</p> <p><b>Alex</b> asked how the city is envisioning taking this guide and turning it into implementation <b>Tom</b> - this will be a design guideline that the city uses to inform its regular process. Streets will not just be ripped up and changed.</p> <p><b>Ted Knowlton comments</b> "I think that when you hear this term street typology it sounds like inside baseball? At the end of the day this is really about how do we have streets that fit the buildings next to them. When there is a good fit there is more economic development, more people walking and biking, you get a better city. The concept here generally with these kinds of things is that lets not have this be a "one off." If your community wants to kick the tires on this topic, WFRC working with others will be delighted to chat with you.</p>
<p><b>Item 4:</b> Update of disruptive technologies and policies <b>Hugh Van Wagenen</b></p>	<p>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</p>

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.

External Forces:

- Connected and Autonomous Vehicles (CAV)
- Electric Vehicle Adoption
- High-Tech Transit Systems
- Inter-Regional High-Speed Transit
- On-Demand Travel and Sharing Services
- E-Bike Adoption
- Freight Disruptions
- Internet Shopping
- New Micro-Mobility Adoption
- Drones
- Telecommuting

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.

External Forces moving forward:

- Connected and Autonomous Vehicles (CAV)
- High-Tech Transit Systems
- On-Demand Travel and Sharing Services
- E-Commerce & Delivery
- New Micro-Mobility & E-Bike Adoption
- Telecommuting

Hugh then presented the initial 11 policies we looked at.

Potential Policy Responses:

- App Development
- Curbside Management
- Local Street Design Modifications
- Microtransit
- Road Usage Charge
- Congestion Pricing
- Fare Free Transit
- Managed Lanes
- Modernization of Parking Regulation
- Street Connectivity
- Subsidized E-Bike Purchases

Hugh then went through the polling process for the policies and the staff is now working to utilize feedback

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 Salt Lake City  
 July 15th, 2020  
 9:00AM-10:30AM

	<p>and the poll results to continue to look at what moves forward with policies.</p>
<p><b>Item 5:</b> Implementing the Wasatch Choice Regional Vision: progress in providing new resources  <b>Scott Hess</b></p>	<p>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.</p> <p>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.</p> <p>Anything that would make this beneficial for a best practices document?</p> <p>No feedback was given.</p> <p>Next two working groups - TA and analysis. Working groups are approx. a 6-month process - looking to roll out resources at ULCT conference?</p> <p>Scott Hess asks what would make these resources beneficial for you?</p> <p><b>Kate Davies MSD</b> - is there a paid position for public outreach to connect our work to diverse and underrepresented communities? <i>Scott: at the regional level, no. It is an office effort currently and we support counties and cities doing that.</i></p>
<p><b>Item 6:</b> TLC Program Overview - Call to ready applications  <b>Megan Townsend</b></p>	<p>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 -&gt; policies -&gt; and products. Can fund studies and analyses along the way.</p> <p>Megan prompts the group to hear needs from the group - AT plan? Green infrastructure focus?</p> <p>Letters of intent are due in September - even after that</p>

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July 15th, 2020  
9:00AM-10:30AM

	<p>there is plenty of time to think about how TLC can help your city. UDOT technical assistance program has a summer round out.</p>
<p><b>Item 7:</b> UDOT Prioritization process update  <b>Richard Brockmeyer</b></p>	<p>Implemented prioritization process that includes a nomination process and funding is now available to highway and transit and first last mile projects.</p> <p>Utah Administrative Rule R940-6 - Review the prioritization process annually. Hear public input on the prioritization process during the review of the process.</p> <p>Comments will close august 10th. Present comments to at that time, and bring recommendations to commission in September. Commission approval of process updates October 16th.</p>
<p><b>Item 8:</b> AT GIS data resources  <b>Nicole Proulx</b></p>	<p>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</p> <p>We will be adding network quality measures over time.</p>
<p><b>Item 9:</b> Other Business</p>	<p><b>Jake Young - Recently in June adopted Wasatch Canyons Plan</b> - guiding the vision for the canyons</p> <p>West Bench General Plan - we are preparing a survey to go out in a couple of weeks regarding vision statements for the west bench.</p> <p><b>Ryan Perry</b> spoke to adjusting to COVID and agendas.</p>