

## ONEN TRAFFIC COMMITTEE MINUTES

JUNE 6, 2016

Members Present: Brian Safigan (Tejon), Patrick Stevens (Cascade), Samantha Klingenberg (Weber), Chuck Martin (Historic Preservation Committee-Non Voting), Melody Griffin (Nevada).

Meeting began by outlining both the history and objectives of the formation of the committee, as outlined by Brian Safigan:

The ONEN Traffic Committee was formed (pending board approval) initially to address the negative feedback received from Nevada neighbors regarding the new Nevada bus route. The current objectives of the committee are to:

- Immediately investigate the current bus routes through ONEN to (reactive):
  - Learn the objectives and motives of MMT and public transit through ONEN and the City
  - Discuss the needs and wants by ONEN and surrounding neighbors (Patty Jewett).
  - Make recommendations to MMT for transit through ONEN that best serves our neighbors.

Multiple issues of transportation needs and wants were discussed including: Penrose Hospital employees, customers of Bon Shopping Center, patients at Pavilion Medical Center at Fontanero, choice ridership to University shopping and downtown, and low-income ridership behind K-mart, and disabled ridership from Wahsatch bus line.

Discussed need to move buses off of Nevada to comply with ONEN Master Plan which requires equitable distribution of non-neighborhood traffic—Nevada currently has a traffic volume of 17,500 cars thru ONEN while Weber has 3,400, Cascade has 6,600 and Wahsatch has 5,200. Nevada is at serious risk of not being safety sized with this traffic volume and 113 buses each day are dangerous as well.

Chuck Martin suggested bringing Dave Munger in to assist in working with Jeff Greene, who is Mayor Suther's Chief of Staff. This recommendation is to perhaps help ONEN as the City sets up a time to meet with the ONEN neighborhood about traffic concerns and proposed solutions.

Brian Safigan then outlined the committee's second objective:

- Continue to work with City officials to plan for future transit needs (proactive)
  - Historic Trolleys
  - Creating minimum standards for buses and infrastructure in historic neighborhoods

- Ensure public transit is consistent with the ONEN Master Plan

Included in this conversation was the possibility of using smaller buses, and addressing Title 6 issues which require equal treatment of facilities and equipment across ride areas—which would preclude the use of things like bus benches more in line with a historic district.

Brian then outlined more information about the process of engaging neighborhood and collecting feedback to present to MMT, Jeff Greene etc.:

- Display Website Draft
- Discuss Public Website
- Discuss Notes with Brian Vitulli

Finally Brian engaged the committee to establish a “game plan” for moving forward which included the following agenda items:

Present advantages (not complaints) – This will show how MMT can work better for us and see we are working as partners (not adversarial)

- Focus on needs of bus system and how they can be best addressed
- Encourage feedback from MMT to better understand system efficiency
- Communicate to neighbors and encourage feedback
  - Give more weight to needs of community vs. personal preferences
  - Poll online
  - Use blog/Facebook/Nextdoor
  - Neighborhood Meeting
- Create written recommendation to City

All of these goals are to be potentially addressed in a timely manner to provide feedback for the City meeting planned for June 15, June 16 or June 20.

At this point the committee turned the discussion to what the alternative for the Bus Route should be in ONEN.

Brian mapped all of the points of travel in ONEN—medical, shopping, educational, religious, charitable etc. and a very definitive pattern emerged—the majority of these locations were on Wahsatch.

After much discussion of the different needs of the bus ridership, need to comply with ONEN Master Plan, and present constructive alternatives to MMT, the committee felt that the recommendation should be to move the bus lines to Wahsatch.

Below is a list of Identified Pros and Cons for this proposed alternative for MMT:

PROS:

- More ridership needing access to Bon Shopping Center—Safeway reporting loss of some customers while others needing taxi services because too difficult to take groceries all the way to Nevada/Fontanero.
- Pavilion Medical Center building at Wasatch and Fontanero reports numerous patients ride buses and worry about the distance to bus in inclement weather
- Wahsatch is more centrally located between ONEN and Patty Jewett Neighborhood
- Concrete Pads, ADA compliant intersections and bus stops already exist on Wahsatch, including bus stop shelters directly in front of Bon Shopping Center. This would also create a savings for MMT.
- Buses turning left onto Jackson off of Nevada near Penrose Hospital are unsafe. Numerous witnessed problems where bus and emergency vehicles were held up by ponderous left turns. Buses maneuvering directly across Jackson intersection would allow safer access in and out of Penrose Emergency room.
- Safer for Nevada because keeping buses on Nevada compromises the possibility Nevada can be safety-sized.
- Buses need to be moved to honor the Master Plan.
- Greater Population of riders actually served on Wahsatch, including handicapped riders.
- Greater on-time performance as buses don't need to contend with Nevada's 17,500 cars, which creates more safety problems as bus drivers have been witnesses numerous times racing down Nevada to "catch up" with 15 minute schedule.

CONS:

- Bus Route will have to move additional 4 blocks to change to this route.
- New bus routes will have more impact on neighbors than original bus line because of greatly increased service—Move from approximately 30 buses to more than 100 each day.

Chuck Martin proposed that perhaps we could ask to limit 15 minute service to only peak commuting times for example to reduce this impact for entire neighborhood. Committee agreed to consider further ideas that could minimize impact on quality of life in neighborhood while meeting MMT needs to transport through ONEN.

We also discussed Weber and Cascade. Cascade has no real benefit over Nevada other than existing infrastructure and less traffic. However it takes bus passengers even farther from amenities and has to cross Uintah at a busy intersection. Weber is the lowest traffic of all (slightly below Wahsatch) and is also closer to amenities, but it does not have existing infrastructure and is not as good for Bon Shopping Center. For this reason Wahsatch is viewed as a slightly better option. We did discuss that Weber was being considered for historic street cars and that it may work better with trolley-style buses following street car routes in the long-term.

Faithfully Submitted,

Melody Griffin, edits by Brian Safigan and Chuck Martin