

Steering Committee Meeting 2

Tuesday, March 24th, 2015

- Some concern was expressed with Transportation Plan alternate 3 (shared roadway) regarding ingress/egress, limited access, maintenance, snow removal, and safety for bicyclists even with slow speed limit.
- How will the intersection at 4700 South and 1175 West be considered in the plan? It is currently shown as being blocked by a landscaped median, which is probably a good idea when considering how dangerous the intersection is. Additional questions were raised whether or not a signal is a possibility, although it was indicated that that would require additional study by UDOT and others.
- The Landmark Design team was requested to consider a continuous flow intersection at 4700 South and Redwood Road where the BRT is proposed to enter the SLCC campus. A CFI is currently part of the city's general plan at this location, so it would be good to understand the pros and cons of such an intersection, and how it will impact the BRT? The planning team should investigate both the challenges and opportunities of such an intersection.
- The pathways and edge treatments along 4700 South should continue east and connect to the Jordan River Parkway. That is where the real gateway is located, and the area should therefore be included in a transformative corridor design.
- Alternative 1 (Big Change) works for SLCC from an aesthetic/people/pedestrian perspective. Such an idea meets the general vision of the campus. Accommodation of a "Main Street"-type road west of Redwood Road could easily be coordinated with current transportation plan, providing better connections and linkages along that important frontage.
- On-street parking should not be encouraged along roads that are adjacent to homes and residences. The design should first and foremost meet the needs of existing uses.
- Make improvements to the canal from 4700 South northward that improve bike and pedestrian connections to SLCC.
- The design and location of BRT stations should be considerate of nearby residences, particularly in the mobile home areas. Side stations in particular should be carefully designed and sited to areas that are in close proximity and within easy access of apartments. Furthermore, they should be located in areas where there is adequate open space in order to minimize impacts of such facilities on adjacent land owners and residents.
- There was general consensus that Alternative 1 (Big Change) was the preferred option. The Landmark Design team should focus their energy on this alternative. It is unclear at this stage whether both alternatives or only the refined Alternative 1 should be presented at the public workshop tentatively scheduled for early May.