**Transportation, Infrastructure, and Air Quality Meeting Notes**

**September 27th, 2017**

**General Discussion**

* How do we make the point that it’s easier to get around in our metro area compared to competing areas?
  + TTI congestion index tracks metro congestion, but doesn’t record things like # of jobs accessible in same amounts of time.
  + Commute time is another easily understandable metric for public

**Scenarios Overview Discussion**

* RTP: No revenues in place to pay for transit capacity expansion, but revenues are in place for road capacity expansion
* Possibility for RTP + Transit alone as a scenario? Even Scenario B is pretty road heavy as far as investment is concerned
  + How aggressive can our scenarios be when it comes to transit given current and projected mode share values?
* Use more descriptive language to differentiate C and D to show that D isn’t exactly the same as C plus additional transit
* Need to really spell out these scenarios for the public because they don’t have this built-in knowledge of these issues like planners/stakeholders do
* Lynchpin of study: which transportation study unlocks the most development potential for the parcels in the Point of the Mountain region?
  + Vehicle throughput/congestion doesn’t speak to that well.
  + Need to determine which performance measure we want to achieve and see progress on. Job growth? Quality of life? Commute times? What do we prioritize?
* Salt Lake City is able to keep growing and densifying because of a street network that doesn’t limit growth.
* Need to determine how best to present scenarios to public so that they’re able to make informed decisions about what they want for the future. How do we create this exercise so they can combine things they like most from different surveys?
* Mode split may be considerably different looking at within POM trips vs. commuter trips.
* Doubling transit mode split is ambitious—only 3-4%.

**Scenario Specifics**

* Gravel pit I-15 interchange—what are its impacts vs its benefits?
* TRAX doesn’t serve quite the same function as commuter rail—double tracking FrontRunner could be a huge boon for commuting in the region
* Lightrail line connecting from Eagle Mountain eastward is faster & less expensive than extending Red Line south—opens up more opportunities for commuting shorter distances
  + Expanding E-W corridors rather than further elongating TRAX’s N-S corridors
* Test commuter rail heading southwest from Lehi into Eagle Mountain?
  + Thinking long-term visioning, now is the time to preserve these rights-of-way
  + Feasibility study for SW corridor vs W corridor near Utah Lake wetlands in future
* Need some way to connect housing cores like Eagle Mountain to job cores like Lehi, SLC
* Community college by Red Line terminus is key destination, especially if connected E-W
* TRAX through the heart of the prison site seems like it could be an excellent site-specific catalyst, missed opportunity if we rely on enhanced bus/circulators to connect the two
* Grade changes near POM may be a positive when it comes to building bridges for heavy/light rail lines
* How do we plan roads for the possibility of autonomous vehicles in the future? Removing human error from the equation leads to:
  + Fewer lanes? Fewer crashes?
  + How will these autonomous vehicles interact with human-piloted vehicles at first?
* Cities have been doing corridor preservation for the shorter Red Line TRAX extension
* Important to plan E-W connections near Utah Lake without impeding wetlands
  + Can the land use along those corridors justify a BRT/light-rail line?