



## MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, March 20, 2012, in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

### Members in Attendance:

Jim Brass	Council Chair
Dave Nicponski	Council Member
Darren V. Stam	Council Member
Jared A. Shaver	Council Vice Chair
Brett A. Hales	Council Member

### Others in Attendance:

Michael D. Wagstaff	Council Executive Director	Dan Snarr	Mayor
Janet M. Lopez	Council Office	Jan Wells	Mayor's COS
Frank Nakamura	City Attorney	Doug Hill	Public Service Director
Tim Tingey	ADS Director	Amber Cypers	Lochner Engineering
Trae Stokes	Public Services	Sally Hofflemeyer-Katz	Citizen
Peri Kinder	Murray Journals	Justin Zollinger	Finance Director
Bill Finch	Citizen	Marc Bowman	UTA
Matt Carter	UTA		

Chairman Brass called the Committee of the Whole meeting to order at 5:30 p.m. and welcomed those in attendance.

### Minutes

Mr. Brass asked for corrections or action on the minutes from the Strategic Plan Retreat held on January 30-31, 2012. Mr. Shaver moved approval; Mr. Hales seconded. The motion carried 5-0. Mr. Brass inquired if there were corrections on the minutes from the Committee of the Whole meeting held on February 7, 2012. Hearing none, Mr. Hales moved approval; Mr. Stam seconded. The motion was approved 5-0.

### Business Item #1:                      Installation of Bike Lanes on 4800 South – Doug Hill/Trae Stokes

Mr. Hill introduced Amber Cypers with Lochner Engineering who was involved with the City in putting together and advising the City on the striping plan. When the City last updated its General Plan, about 2006, the Plan included a trails and bikeways component. It was indicated

that as the City resurfaced streets bike lanes should be added to become more bike friendly as a City. To date that has not been done and actually, some bike lanes have been removed over the last 20 years as repaving and restriping was completed. There have not been many opportunities to add bike lanes; however, 4800 South was identified in the General Plan as being a good candidate for a shared bikeway system. As you know 4800 South was rebuilt last year and the striping will be done this spring. This is a perfect opportunity for the City to look at adding the bike lanes as has been talked about a number of times. Mr. Hill asked for feedback following the presentation as to whether or not it is really something the Council would like to do. The Mayor and staff believe it is something that needs to be done; it is in the General Plan; and it is a policy issue; however, it will have a negative effect for some people who live along 4800 South Street. You cannot always have a bike lane and public parking. There will be public involvement to get comments from the residents on 4800 South; although, at some point a policy decision must be made even if some folks are not in favor of the plan due to the conflict with parking spaces.

Mr. Brass asked why the lanes cannot be shared by both. As a biker, he travels Vine Street that is marked off for parking and generally he is able to bike there and go around cars. That idea would be addressed by Mr. Stokes in the presentation, Mr. Hill added.

Mr. Stokes mentioned that the only part of the rebuild remaining on 4800 South is to apply a one inch layer of asphalt from State Street to Van Winkle and the final striping. This is a good time to get some direction on the striping plan and whether bike lanes should be included.

Mr. Stokes began a power point presentation with the General Plan map showing all sorts of trails, bike routes, and bike lanes. Orange streets designate a separated shared path or trail. Those are typically on the creeks and rivers separated from the roadways. Red streets are on most of the major roadways and those are identified in the Plan as striped bike lanes or signed shared roadways.

Winchester Street has both orange and red, pointed out by Mr. Shaver. Mr. Hill said that when working on the General Plan, the residential business district zone was also being created. The consultant suggested the City should buy the homes on one side of the street to make space for a separated trail and parkway in conjunction with the public traffic.

The blue on Vine Street and 700 West were defined as signed shared roadways, Mr. Stokes continued.

The red on 4800 South indicates bike lanes or signed shared roadways from the river all the way to Van Winkle.

Mr. Stokes moved on to some illustrations showing the proposed configurations along 4800 South. Shared use paths work great, like on the Parkway, and are very popular. They are typically eight feet wide with a center line down the middle to separate traffic. The only negative is the cost for right of way and the cost to construct. They are ideal around creeks and rivers where some easement may be available.

Striped bike lanes are designated by white bike lane signs, pavement markings, striping and are usually five feet wide. The bike lane is for bike usage exclusively and no vehicles or parking are allowed in them. On a wide road you may have room for the traffic lane, a five foot wide bike lane, and parking. Mr. Shaver asked how wide the parking lane must be. Mr. Stokes

replied that using the pan of the gutter (two feet) and usually five and a half feet beyond that provides ample space for parking.

Ms. Cypers said that ideally, from the face of the curb to the outside strip of the bike lane requires about 12.5 feet. This is for parking and bike lanes.

Mr. Stokes commented that on narrower roadways, parking must be eliminated to accommodate the bike lane. On the 4800 South striping plan a combination of these is used.

Mayor Snarr asked what was being done on Sunnyside Avenue near the University of Utah. Ms. Cypers said that bike lanes were removed from Sunnyside due to the need for additional traffic lanes. One lane had been used for the bike lane and there was an outcry for the traffic lane.

Mr. Stokes showed an illustration of a signed shared roadway or a bike route where there is no fixed width and designation is by the green bike route sign. This answers Mr. Brass' earlier question. No striping is required and no other pavement markings are compulsory. Typically, the cyclist shares the shoulder with traffic, parked cars and other obstructions. Avid cyclists do not have an issue with bike routes, working their way through and keeping up with traffic. The family or recreational user that may be going to the parkway struggles with this a little more.

Mr. Stam pointed out that the only difference on this route is the sign to alert people to the bike usage. Mr. Stokes said that is all there is and it is an informational sign, not a regulatory sign. It can have a shoulder stripe. It is a regular roadway and cyclists just avoid parked cars and other hazards. Ms. Cypers said that this does not mean that bikers would use this route more than others.

Mr. Stokes explained that when considering bike lanes three criteria were identified by staff as being important:

- Striped bike lanes on 4800 South from State Street to Van Winkle were desired;
- Maintain as much on street parking as possible. Studies were done to determine the amount of parking on different days, different times and staff counted cars and noted locations. It was found that the majority of parked cars were from State to Atwood.
- Maintaining turn lanes at State, Atwood and Three Fountains was important to keep traffic moving.

These requirements were given to Ms. Cypers and she developed the striping plan that was presented subsequently.

A cross section from State Street to Atwood was shown. It is the widest section of 4800 South at about 50 feet and has parking on both sides of the road, five foot bike lanes on both sides and two 12 foot traffic lanes. It works out very nicely.

Moving east, Mr. Stokes pointed out, between Atwood and Cross Creek the road narrows a little bit. It is not quite wide enough to get on-street parking on both sides of the road. Parking is indicated on the south side of the road, bike lane in each direction (6 foot wide) and two 12 foot traffic lanes. The parking study did not show many parked cars in this area. This is striped.

East of Cross Creek the road narrows to about 36 feet wide. There is no way to accommodate parking on either side of the road. There would be two bike lanes and two traffic lanes. This is the plan all the way to Van Winkle. Street parking is used very rarely in this area. We noticed one home that has routine parking in the street and one of those is a rental with plenty of parking in the driveway. They store it on the road so that other cars do not have to move to allow them in and out, Mayor Snarr commented.

The turn lanes are included in the cross section at State Street, Atwood and Three Fountains, as well as, at Van Winkle.

Approaching Van Winkle the road does widen but there are a lot of turn lanes and no way to include parking in that area. Actually, on street parking is really not necessary there as people park inside the condo facility or in driveways.

For public involvement a packet would be assembled and hand delivered to all businesses and residents on 4800 South. The packet would have the cross section information and a postcard questionnaire with simple questions, such as: Do you support bike lanes? Would they support bike lanes on 4800 South? Would they object to bike lanes if parking had to be removed to accommodate the bike lanes? Additionally, we would create an on-line survey with a few questions and provide a space for comments. That would be collected over about a two week time period and then evaluated before making a final decision. If the feedback is positive then the City would like to move forward. If a lot of people have concerns a plan B can be devised and a date to come back to the Council for discussion would be set.

Mr. Shaver mentioned that the bike lanes will also affect people that live in the neighborhoods just off of 4800 South. He asked if signs could be put up on corners asking people to go to a website to express their opinions on bike lanes. Mr. Hill stated that something like that could be done.

Mr. Stam asked if signing for no parking would be done in the other areas. Mr. Stokes said that they would not have to sign for no parking, as once it is designated as a bike lane that is regulatory. For the areas where parking is allowed, could ticks be added to show parking spaces? Something like that could be done, Mr. Stokes responded.

Mr. Hill stated again, that the biggest issue is the policy decision. There would never be 100% of the people in favor of bike lanes; however, it is something the City needs to be committed to and complete them as roads are rebuilt. Vine Street and 5900 South will both be resurfaced soon. His only concern is if two to three people do not want them, due to the parking loss, then he could not see the City ever doing it. The results will be interesting; however, he feels the City should move forward on it recognizing it is for the betterment of the community as opposed to the few citizens that may be opposed.

Mr. Hill stated that the staff would report back with copies of the results following the resident surveys.

**Business Item #2**     **UTA Quiet Zone and Safety Upgrades in the Railroad Corridor**  
**– Marc Bowman & Matt Carter**

Mr. Carter stated that his main purpose was to discuss quiet zones for the UTA FrontRunner South project between Salt Lake and Provo and implementation plans going forward with help from City Councils. The plan is to be open by the first or second week of

December 2012 for passenger riding; although, you could start seeing trains moving up and down the corridor in the next couple of months as they start extensive testing procedures to make sure the line operates correctly. The first three months will be one train moving through the corridor checking signals in very small sections and then by September they begin moving full length through the corridor to see if they can maintain a schedule. The commitment to the legislature for funding was to be operational by 2015; however, UTA knew they could beat that deadline.

Mr. Carter explained that the FRA (Federal Railroad Administration) requires that train horns be blown at every grade crossing as a safety feature. That imposes a lot of train noise to those outside the train grade crossing; therefore, in 2005 a rule was enacted for quiet zones to be implemented at grade crossings. In order to do that enough other safety measures must be installed to compensate for the safety of the horn. Knowing that there will be 60 to 70 more trains running through this area a day, UTA is committed to implementing the quiet zones throughout the entire corridor. There is a quiet zone between Salt Lake City and Ogden, which may be the longest continuous quiet zone in the country and once the Provo line is running the quiet zone will be extended another 45 miles. There will probably still be some horns heard; if the operator sees any safety issues at the grade crossing, then he is supposed to blow the horn.

The general safety features implemented by UTA on their quiet zones are lights and gates, which are usually on most grade crossings. Another feature installed is medians, 100 feet long in order to trap a vehicle and make jumping around the gate arms impossible. The addition of "No Train Horns" signage on the advanced warning sign before reaching the grade crossing makes the final safety feature. These features meet the criteria of the FRA for the quiet zone.

Mr. Carter showed some slides of the improvements made within the quiet zone. UTA has also improved the grade profiles going into the crossings to help with the safety. You may hear a term called a SSM (supplemental safety measure). The safety features being implemented for quiet zones are considered SSMs by the FRA.

The best safety measure is a grade separation shown on a slide with an overpass constructed. Utah Department of Transportation funded some betterments in Lehi to build some bridges for UTA and Union Pacific tracks. The other safety feature that qualifies is to close a grade crossing and the picture shown had cul-de-sacs created to divert traffic.

Before going into revenue service, UTA plans to conduct a safety campaign throughout all the cities. It will be "Operation Lifesaver" presented to schools, community groups or any other groups who would like the training. The big push for safety awareness will continue as a reminder for people to stay off the tracks, stay behind the yellow line and pay attention around the tracks. Track safety is looked at in three areas, called the 3Es of safety: education, enforcement and engineering.

Mr. Carter said that many people have a fear of the gate down time, concerned about waiting long periods as they have for Union Pacific freight trains, such as three to four minutes. UTA gate down time is typically less than 60 seconds, similar to a traffic light.

Mr. Shaver mentioned his understanding that the double side trains will not be quite as frequent as the TRAX trains. UTA does not run the headways that TRAX runs. UTA will run 30 minute headways during peak hours and 60 minute headways in off peak hours. That means in the morning you will see two trains every half hour, one each direction. At the Murray station

they will meet, so there you may see two trains really quick and none the rest of the half hour. Off peak you will see two trains every hour, Mr. Carter explained.

There is a process for execution of the quiet zone, beginning with an FRA ranking system to identify what is currently present at the crossing. FRA has a data base for entering this information on safety and a rating will be given. That has been completed. The corridor does qualify for the quiet zone with what has been implemented by UTA at the grade crossings. UTA is not allowed to implement the quiet zone; that must be done by the municipality with jurisdiction.

In the north UTA area, the cities came together and selected one city to be the representing party and submit the entire corridor on behalf of the other cities. Lehi has volunteered to take that responsibility on this line and they have the most crossings on the railroad.

Mr. Hill commented that Murray City took the lead role on the TRAX line. Mr. Carter said that an agreement would be signed by all the cities to give authority to the one lead city and a second agreement was made between the lead city and UTA to work together through the process. The only cities involved are those with grade crossings on the railroad tracks. A draft agreement can be left with Murray for Frank Nakamura to read.

Between April and May UTA hopes to get the agreements with the cities finalized and signed. The next major step is to issue a NOI (Notice of Intent) to all the railroads giving them notice of the plans to implement the quiet zone. They have a 30 day comment period and UTA will address issues related to that. Finally, a NOE (notice of establishment) is sent out to let railroads know that the quiet zone is being established. When the federal regulations are met, it is not necessary to have the FRA give an approval. There is a waiting period and then the quiet zone is implemented.

UTA is hoping to implement the quiet zone prior to the FrontRunner opening. If the schedule is kept, it would go into effect in October. In the north UTA began the process a little later and the quiet zone was implemented about two weeks after the opening. If the trains begin testing in May, then horns will be blown during the months until October. This will be the warning to the citizens that trains are there and Murray may get some calls about that, Mr. Carter stated.

Mr. Shaver asked if any notification would be sent to the citizens. Mr. Carter responded that there is no requirement to send anything out to citizens around the grade crossings. Mayor Snarr mentioned that there would be press coverage and Mr. Carter said that the safety campaigns would be a sort of notification.

Mr. Carter commented that he would be working with the City staff and attorneys on getting the agreements prepared and processed so that they can go through the City Council. Mr. Nakamura asked about the private railroads awareness of this process. Mr. Carter stated that they are fully aware of what UTA is doing and no problems were anticipated. They are specifically concerned about being notified so they are not fined for blowing their horns for no reason in a quiet zone.

Mr. Brass asked Mr. Wagstaff to address this handbook. He said that the handbook is the collection of the thoughts and discussions that have taken place over the past few years and he asked for feedback from the Council and if they want something more or less included in the handbook. It is an internal document.

Mr. Nicponski asked if the travel policy had been added to the book. Mr. Wagstaff said there is not a travel policy but it could be included. Mr. Nicponski said the handbook would be a valuable asset and things like the travel policy should be incorporated. Looking at the samples provided from a Washington city and South Salt Lake's (or Ogden's) policy, having Mr. Wagstaff develop something in that regard and integrating it is a good place for all these things to come together.

Mr. Shaver suggested putting together the travel policy and making it inclusive, rather than adopting the policy at that time. Others agreed and Mr. Brass advised to get a travel policy on the agenda.

There being no additional business the meeting was adjourned at 6:22 p.m.

Janet M. Lopez  
Council Office Administrator