

SOUTH JORDAN CITY
CITY COUNCIL SPECIAL STUDY MEETING

February 19, 2019

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Jason McGuire, Council Member Don Shelton, Council Member Tamara Zander, CM Gary Whatcott, ACM Dustin Lewis, City Attorney Ryan Loose, Attorney Todd Sheeran, City Commerce Director Brian Preece, Finance Director Sunil Naidu, Police Officer Matt Pennington, Communications Manager Rachel Van Cleave, Administrative Services Director Spencer Kyle, Planner Greg Schindler, Engineering Director Brad Klavano, Strategic Services Director Don Tingey, Fire Chief Chris Dawson, Public Works Director Jason Rasmussen

Others: Rulon Dutson

4:30 PM
SPECIAL STUDY MEETING

Mayor Ramsey welcomed everyone present. All members of the City Council were present.

A. Invocation: *By Council Member Brad Marlor*

Council Member Marlor offered the invocation.

B. Presentation Item: Future Transit in South Jordan Including Buses and Trains. *(By Laura Hanson, UTA)*

Carlton Christensen, UTA Board, referred to a handout regarding UTA service in South Jordan (Attachment A).

Laura Hanson, UTA, reviewed a prepared presentation (Attachment B). She noted a micro transit pilot that will begin in South Jordan in August 2019. It will work similar to UBER or LYFT. They anticipate that the rider would ride for the same fare as a typical transit fee. This model is working well in different communities throughout the US. Denver, Colorado has a good project. It has been running for 20 years, they find that it breaks even financially. UTA feels this is a good chance for them to provide better service to South Jordan for the same price. It was noted that the UTA micro transit vehicles will be wheelchair accessible.

Ms. Hanson explained the metric that is used to determine service choices and goals in various areas. They use that metric to figure where transit will be most successful.

Council Member Marlor asked about the number of buses and transit services serving South Jordan versus the east side. He said there seems to be a lot more on the east side. He would like that considered. Ms. Hanson said they go through an evaluation process every 2 years.

CM Whatcott noted problems with the parking lot at the train station in Daybreak. He gets a lot of calls on that. Are they looking to upgrade that as well?

Mr. Christensen indicated that they prefer for the train station parking lots to be tied to a TOD (transit oriented development). He said the surface lots are a holding area. He is aware that the parking for the South Station in Daybreak is challenging.

Ms. Hanson reviewed their project timeline. They will start their public outreach in March 2019-June 2019. She discussed a few factors that go into how bus routes travel. It was noted that the more people, or the more jobs, that are near transit, the more successful it will be.

Council Member McGuire asked when was the last time the routes were redone in this area? Ms. Hanson said 2007. It was noted that South Jordan has trax and front runner, but no way to connect them.

CM Whatcott said one problem is that historically, they have not had the ridership. He said this is not an issue just about ridership, but also opportunity. Residents have not had the opportunity to incorporate transit into their travel habits. He recommended they put the lines in place and grow the ridership. UTA has historically been hesitant to invest in South Jordan because ridership was problematic. If they never have it, they can never learn to rely on it. He understands that there are fiscal realities to this decision, but feels they have missed out on the investment in South Jordan.

Ms. Hanson concurred that ridership was a large part of the metrix used. There are places in the community that transit is likely to be successful. If they want to compete with private vehicles, it needs to be flexible. They have a portfolio of tools to draw from to make that flexibility possible.

Mr. Christensen noted that some of the routes have remained because they are historical in nature. Council Member Marlor said he feels that is the case for some of the routes on the east side. City Attorney Loose said some of the historical routes have been moved.

The City Council reviewed the UTA routes valley wide.

Mayor Ramsey said South Jordan has grown quickly. It used to be a bedroom community. People were not aware of the fast growing changes, so now they are playing catch up.

Ms. Hanson said UTA has also not had new revenue for about 15 years. They did not have the ability to follow those growth patterns. They now have some new revenue and they have the opportunity to refocus on the bus system.

Mr. Christensen noted the UVX and BRT lines. He said those are faster than light rail in many ways. There are alternatives between the bus service and light rail that they need to look at.

Mayor Ramsey asked how many stops are there on the afore mentioned lines? She was told it is a 10 mile route, with approximately 10 stops. It was noted that because of the high costs, they need high ridership to justify the light rail lines.

Ms. Hanson said she would look at getting a comparison of the service on the east side versus South Jordan. Council Member Marlor requested both the routes, and the number of busses on each route. Ms. Hanson said they are looking at doing a dashboard so they can see the ridership or route levels. That will be forth coming soon. Ms. Hanson said they can also provide South Jordan City with their GIS data.

Council Member Zander asked that UTA follow up with information if there is potential in the near future to connect major corridors such as 11400 South, 10600 South, and 9800 South to see if this problem can be alleviated.

Ms. Hanson said August is when the majority of the service changes are made. She said they would like to address the whole region before those changes are made. Until now, they have not had additional resources to work with to fill in some of those gaps.

Mr. Christensen said because of their requirements for public hearings etc., it will most likely be August 2020 before changes are made. Mr. Hanson concurred and said that will allow them time to go through the entire process. Ms. Hanson reiterated that South Jordan will be getting the micro transit pilot project this year. If it is successful, that could replace some of the flex routes.

Council Member Marlor made a motion to amend the study session agenda to include a review of the City Council items for tonight's meeting, before they discuss item C. Council Member Zander seconded the motion. The vote was unanimous in favor.

CITY COUNCIL AGENDA/PACKET REVIEW

CM Whatcott reviewed the background information on the consent items and the Parameters Resolution.

Council Member Shelton asked what interest rate they are hoping to get on the bond? CFO Naidu said they are still 90 days out before that can be determined. They are hoping for a 15 year bond, at about a 2.7 interest rate. That could change in the next 3 months while this is being processed. If they don't refinance the \$4 million, they will have to pay a 5.5 percent interest rate. This action will save them approximately \$100,000.

CM Whatcott reviewed item I on tonight's agenda. Engineering Director Klavano said UDOT wants the plans done by June 1st. CM Whatcott said this action should save them money during construction. It was noted that other communities are asking UDOT to have Bangerter go under their roads. UDOT is using South Jordan as their standard for that betterment.

CM Whatcott reviewed item J on the agenda.

City Attorney Loose reviewed the background information for item K. There is a new trend for office space. Tenants are wanting to use the front 10-30 percent as office, and then have the balance as inside and outside storage. Staff is trying to determine the appropriate ratio. They are also looking into creating a zone that allows for flex office space. Planner Schindler said they can look at this use as part of the general plan process, and determine where the flex space is appropriate.

City Attorney Loose said staff is proposing putting a “pause” on this type of use to give staff time to make sure it is done right. This will give staff up to 6 months to do the work needed on this item. Planner Schindler said they hope to have it resolved in 3-4 months.

City Attorney Loose said the initial discussions have been to allow up to 30 percent of the building for storage.

Mayor Ramsey said if people want this type of use, they need to address it in the code so staff does not have to make that judgement call on each application.

Council Member Marlor said he would like to have a review of the agenda like this at every work session. CM Whatcott said staff will try to build it in. City Attorney Loose said staff is available and prefers to have questions asked ahead of time. It saves time in the City Council meetings and helps them get the decision right.

The City Council discussed some recent information sent to the residents over social media regarding a water quality concern in Sandy City and how that relates to the water system in South Jordan. Those clarifications were well received by the residents.

Public Works Director Rasmussen discussed the water treatment process. It is being sampled as it is treated. He said the situation in Sandy City could have been prevented with the right equipment. There are ways to ensure that never happens. He guessed that the Jordan Valley Water Conservancy District (JWCD) system would be shut down if it malfunctions. He has inquired of JWCD, and will give that information to the City Council when it is received. He noted that South Jordan’s water goes through Bluffdale and Riverton first. The main water treatment facility in Bluffdale is state of the art.

C. Discussion Item: Open Meetings and Harassment Training. (City Attorney, Ryan Loose)

The City Council determined to move this training to another study session.

ADJOURNMENT

Council Member Shelton made a motion to adjourn. Council Member Zander seconded the motion. The vote was unanimous in favor.

The February 19, 2019 City Council study session adjourned at 6:21 pm.

This is a true and correct copy of the February 19, 2019 City Council Study Meeting Minutes, which were approved on March 5, 2019.

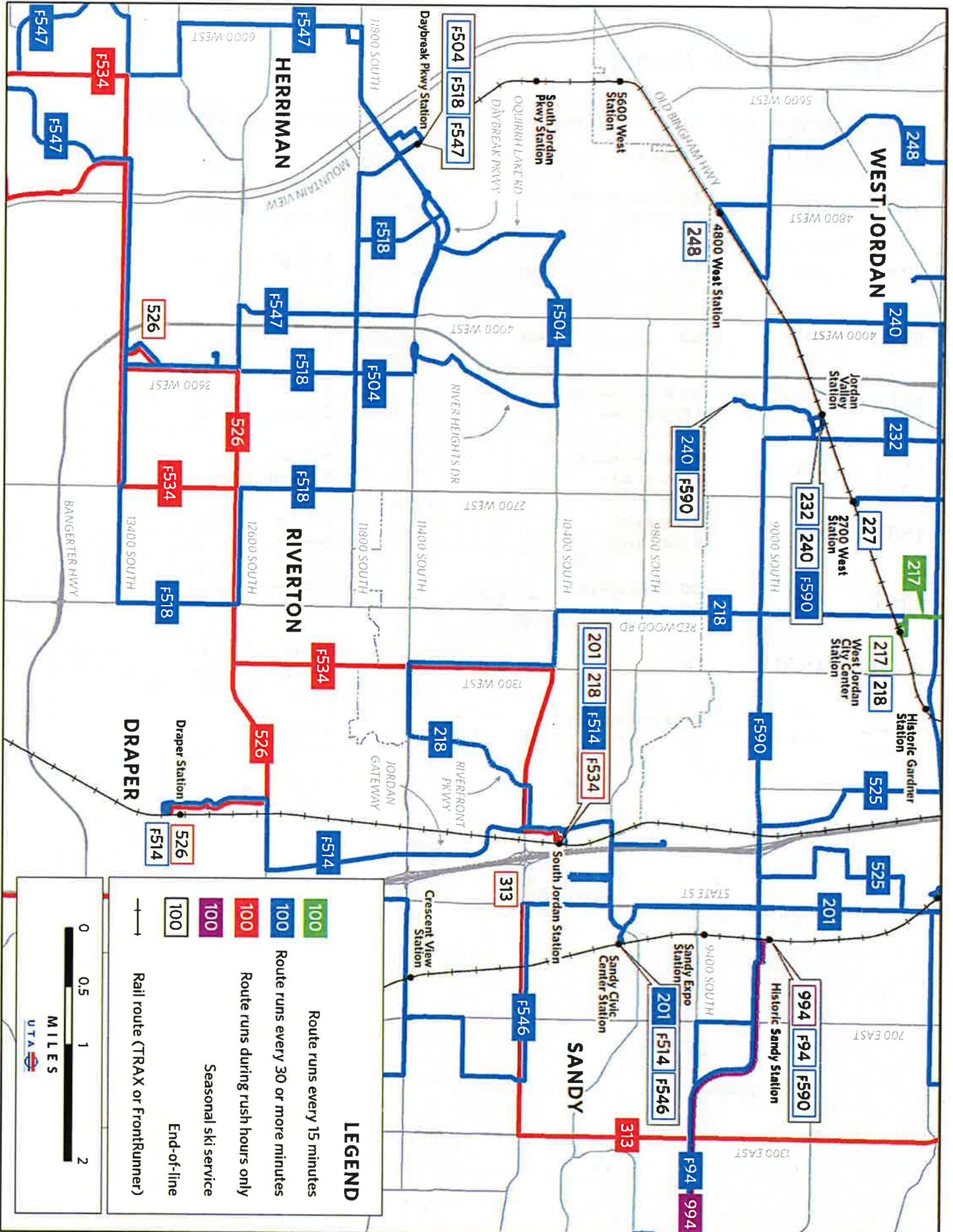
Anna M. West
South Jordan City Recorder

Attachment A
2-19-19 C.C. Study
Mtg.



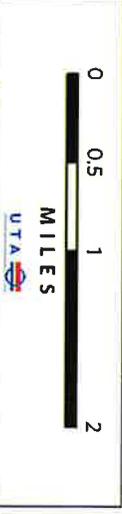
Service in South Jordan

ROUTE	RIDERSHIP AVERAGE WEEKDAY	FREQUENCY IN MINUTES			HOURS OF SERVICE		
		WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
201	411	30 RUSH HOURS 60 MIDDAY		—	6 am - 8:30 pm	6 am - 8 pm	—
218	799	30 60 EVENING	60	—	5:30 am - 9 pm	6 am - 8 pm	—
F504	87	60	60	—	6 am - 8:30 pm	7 am - 7 pm	—
F514	193	30 RUSH HOURS 60 MID-DAY	60	—	6 am - 8:30 pm	7 am - 7 pm	—
F518	110	30 RUSH HOURS 60 MID-DAY	—	—	5:30 am - 8:30 pm	—	—
F534	13	2 AM TRIPS 2 PM TRIPS	—	—	6-7 am 5-6 pm	—	—
F547	108	30 RUSH HOURS 60 MID-DAY	—	—	5:30 am - 8:30 pm	—	—
TRAX RED LINE	26,367	15	20	20	5 am - 12 am	6 am - 12 am	6 am - 11:30 pm
FRONT- RUNNER	16,540	30 RUSH HOURS 60 MIDDAY 60 EVENING	60	—	5 am - 12 am	6 am - 1 am	—



LEGEND

- Route runs every 15 minutes
- Route runs every 30 or more minutes
- Route runs during rush hours only
- Seasonal ski service
- End-of-line
- Rail route (TRAX or FrontRunner)



What should be the priority for UTA bus service?

We ask public transit to meet many goals, and sometimes these conflict with one another. UTA has limited resources and therefore, we need your help determining what our priorities should be for bus service.

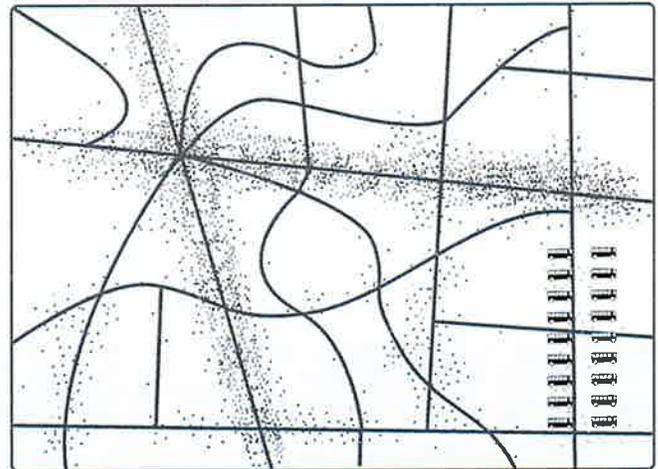
Two of these conflicting goals are: Ridership (attracting as many riders as possible) and Coverage (being available in as many places as possible, even if not many people ride). Both goals are important, but they lead in opposite directions. UTA is asking the community to help determine the appropriate balance between ridership and coverage.

Service Choices:

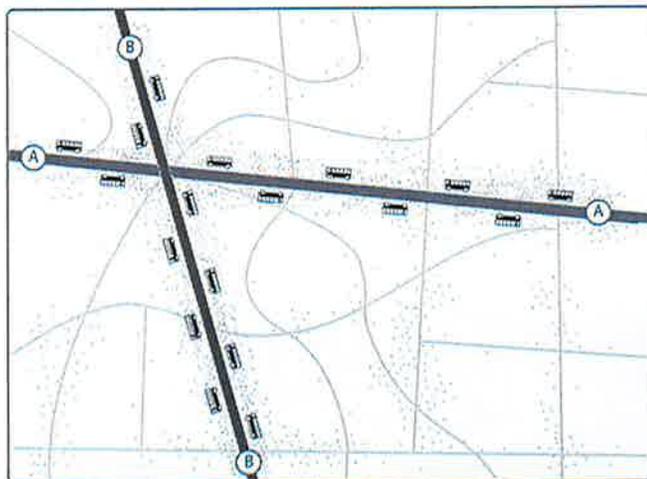
Different goals result in different service

Imagine the graphic to the right represents a fictional town with 18 buses to deploy. The lines represent streets and the dots represent residents and jobs.

How should transit service be designed to best meet the needs of the community? The best service design depends on the goals we are trying to accomplish.



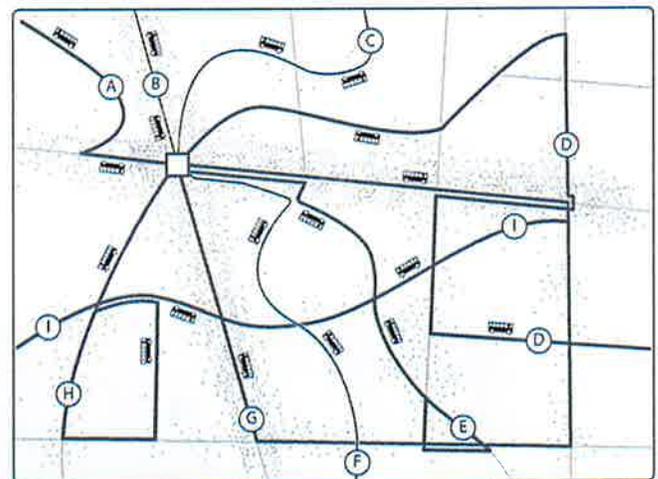
RIDERSHIP



RIDERSHIP

- Focuses on service that generates the most ridership at the least cost
- Provides more frequent service but only in areas that have the characteristics to support high ridership

COVERAGE



COVERAGE

- Focuses on ensuring access to the transit system is available to all
- Provides service in more areas but spreading the service out means spreading it thin, so buses don't run very often



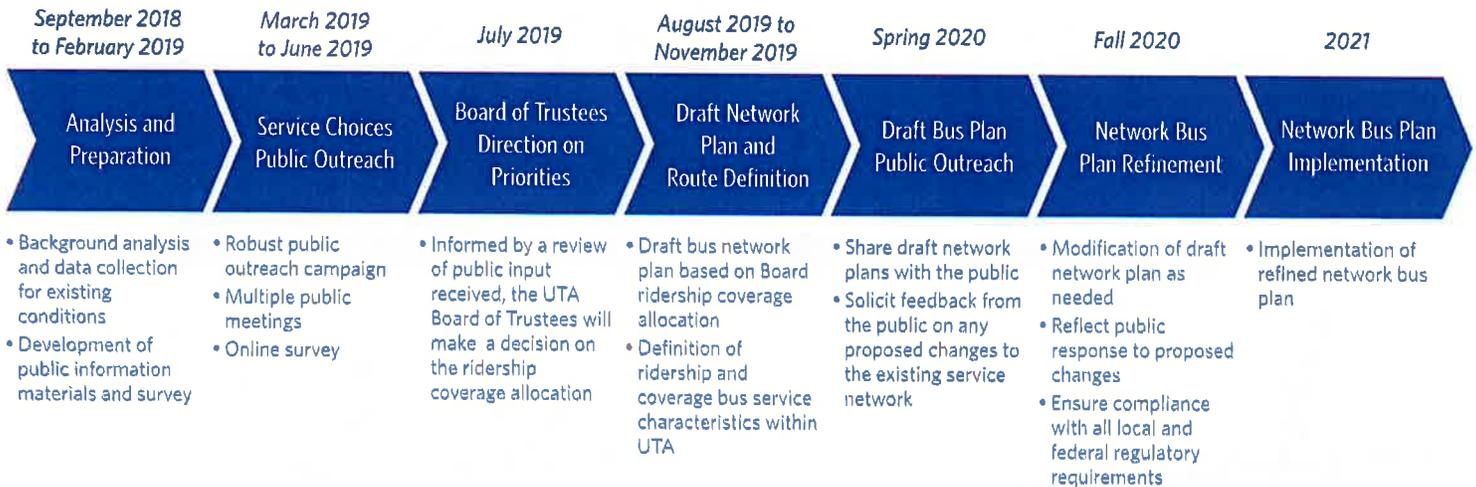
Project Goals

- Solicit public input on regional priorities for bus service
- Educate the community regarding the tradeoffs inherent in transit service planning
- Strengthen relationships with the public and stakeholders through sincere engagement
- Define bus service typologies (rapid, frequent, express, local, demand-response)
- Establish the appropriate split between coverage and ridership for UTA's bus service
- Develop a bus network plan and vision that is informed by regional input

Project Overview

- UTA led study with funding support from Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC)
- Enlisted consultant team of Jarret Walker and Associates (JWA)
- Project is focused on priorities for bus service only
- Robust public outreach campaign including online survey, open houses and workshops

Project Timeline



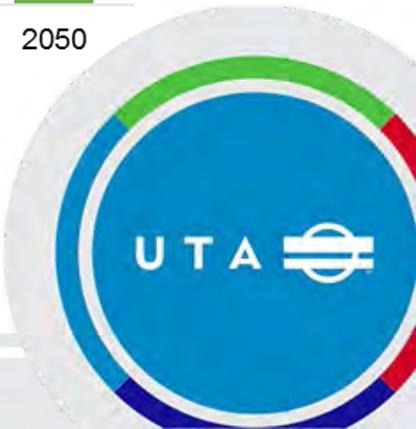
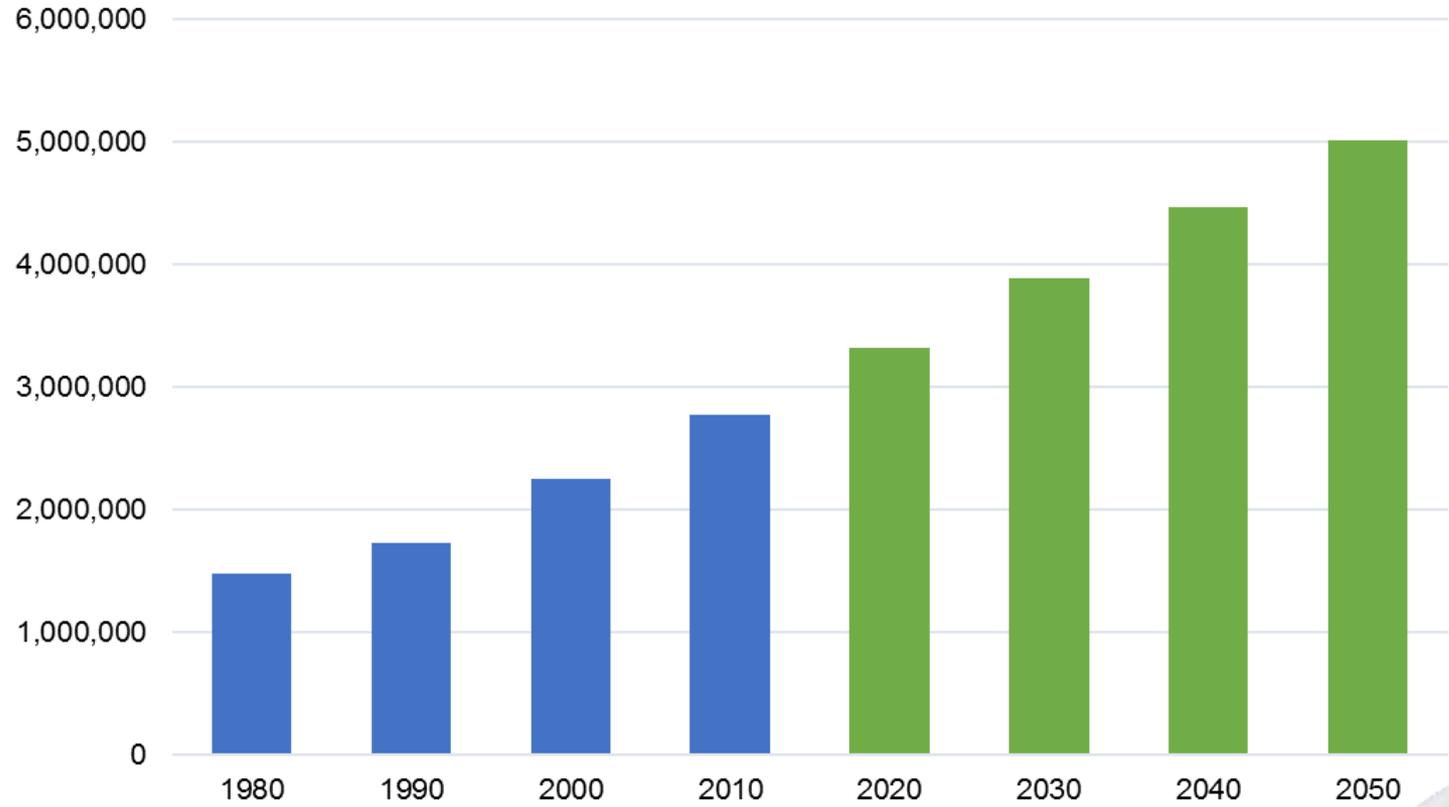
UTA Service Choices

The Right Service for Your Community

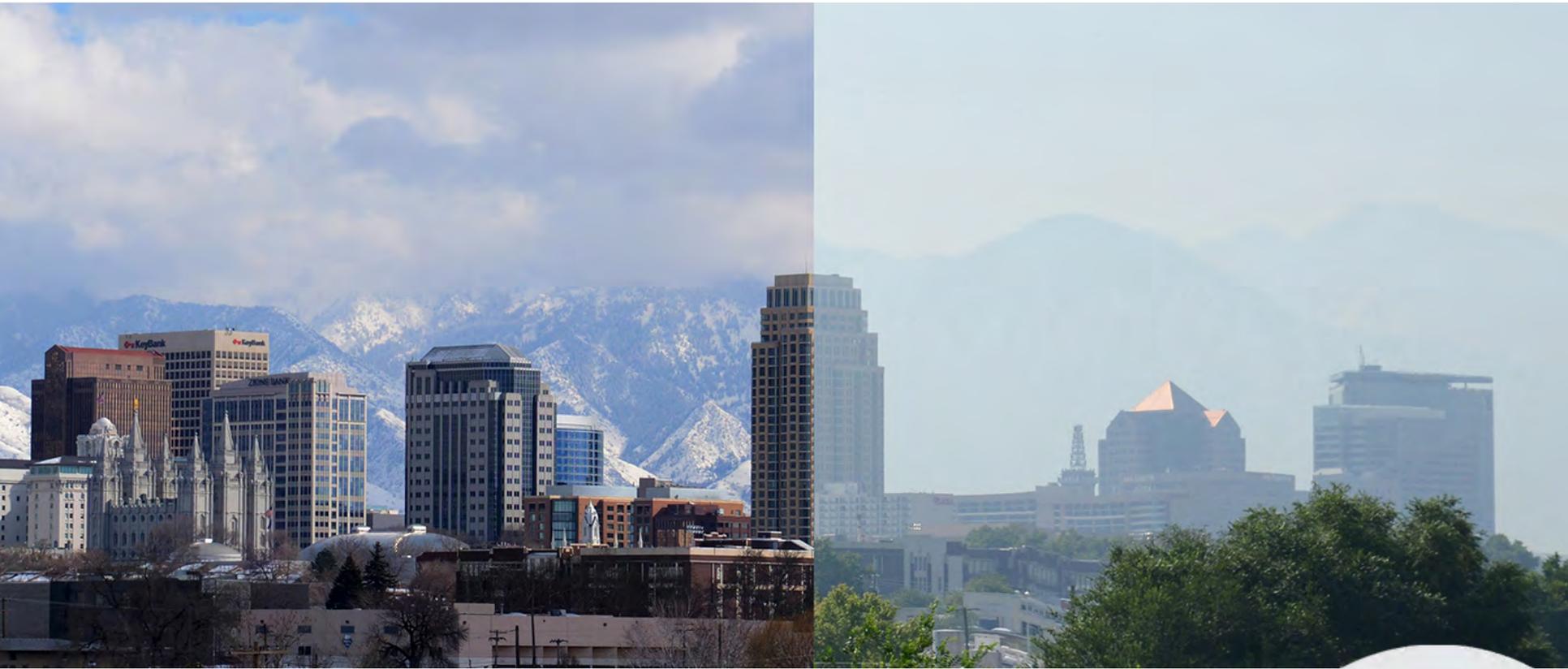


Utah's Population Growth

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Challenges of Growth



Wasatch Choice 2050 Regional Vision



Access to economic and educational opportunities



Ample parks, open spaces, and recreational opportunities



Clean air



Manageable and reliable traffic conditions



Fiscally responsible communities and infrastructure



Housing choices and affordable living expenses



Livable and healthy communities



Sustainable environment, including water, agricultural, and other natural resources



Quality transportation choices



Safe, user friendly streets



Access to Opportunity

How many valuable destinations (jobs, education) can be reached in a reasonable period of time?



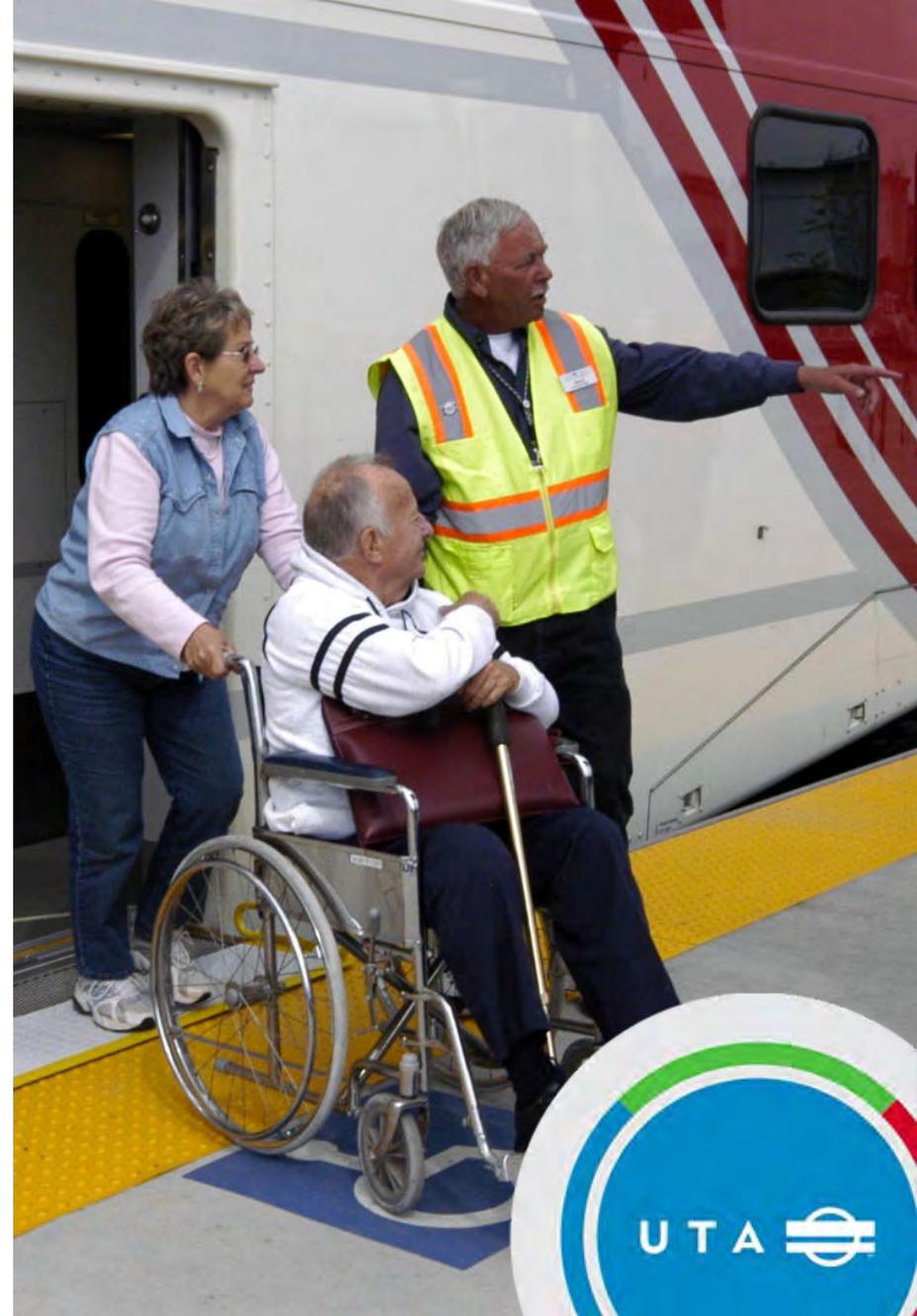
Freedom Analysis: 45 minute trip



The Role of Public Transit

Public Transit is a tool to:

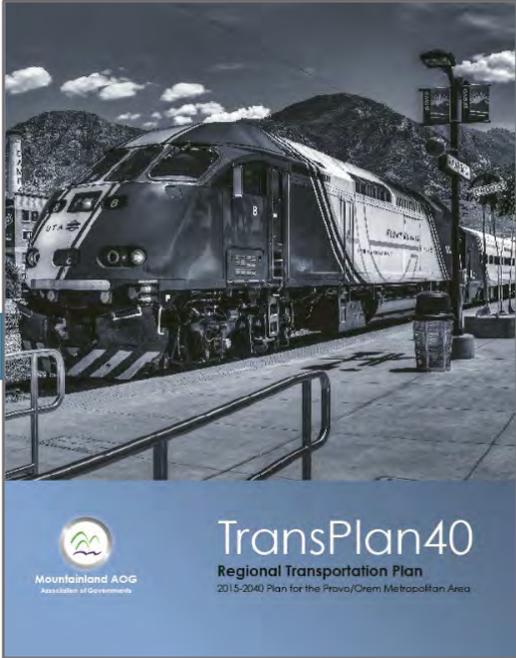
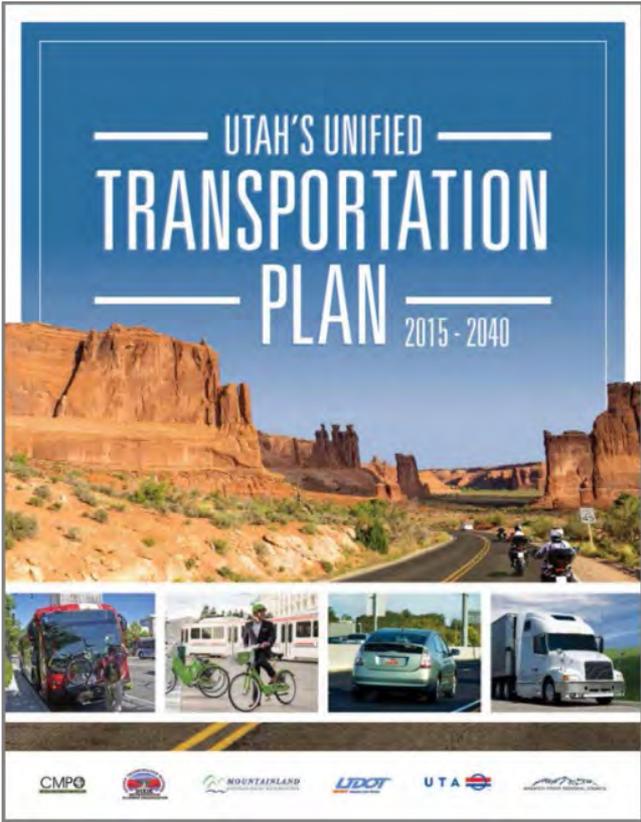
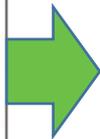
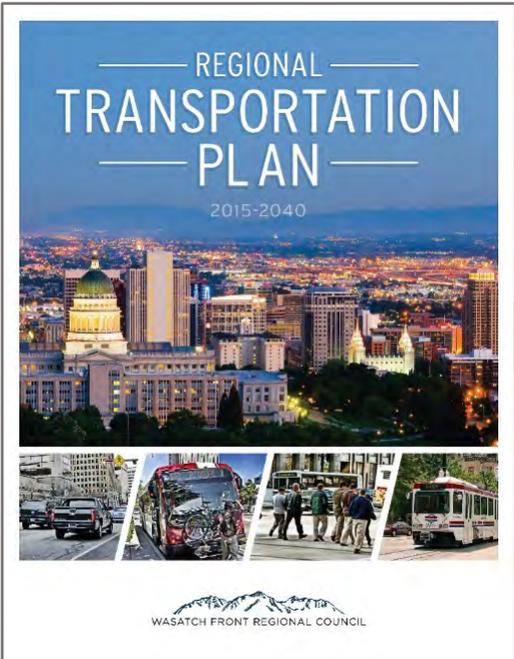
- Meet the challenges and demands of growth
- To help local governments achieve their unique goals
- Provide mobility choices for individuals
- Fill the gaps that private enterprise does not serve



UTAH TRANSIT AUTHORITY



Collaborative Long-Range Planning



UTA's Service Area



A Future of Integrated Mobility





The Right Service for Your Community



Microtransit Pilot with Via



Pilot Area: South Jordan, Riverton, Herriman, Bluffdale, Draper
Model Simulation: Spring 2019
Implementation: August 2019





The Right Service for Your Community

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Urban or Suburban?





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**Economic Development
or Access to Opportunity?**





The Right Service for Your Community

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Commuter Market or Local Circulation?





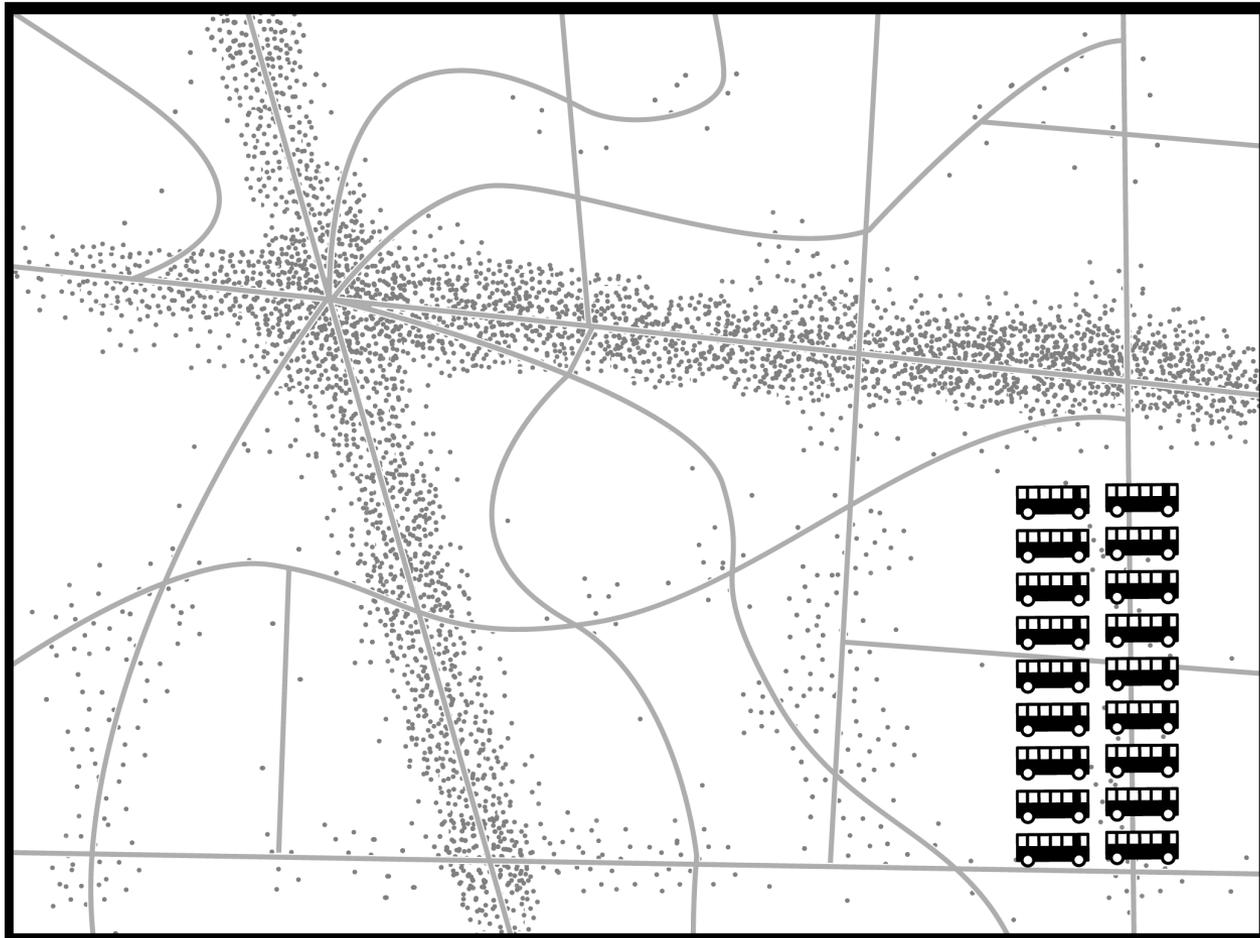
This community engagement and service planning process will:

- Ask the community to prioritize how service resources should be distributed
- Respond to local goals and objectives
- Result in data-driven annual work plans



Different Goals, Different Service

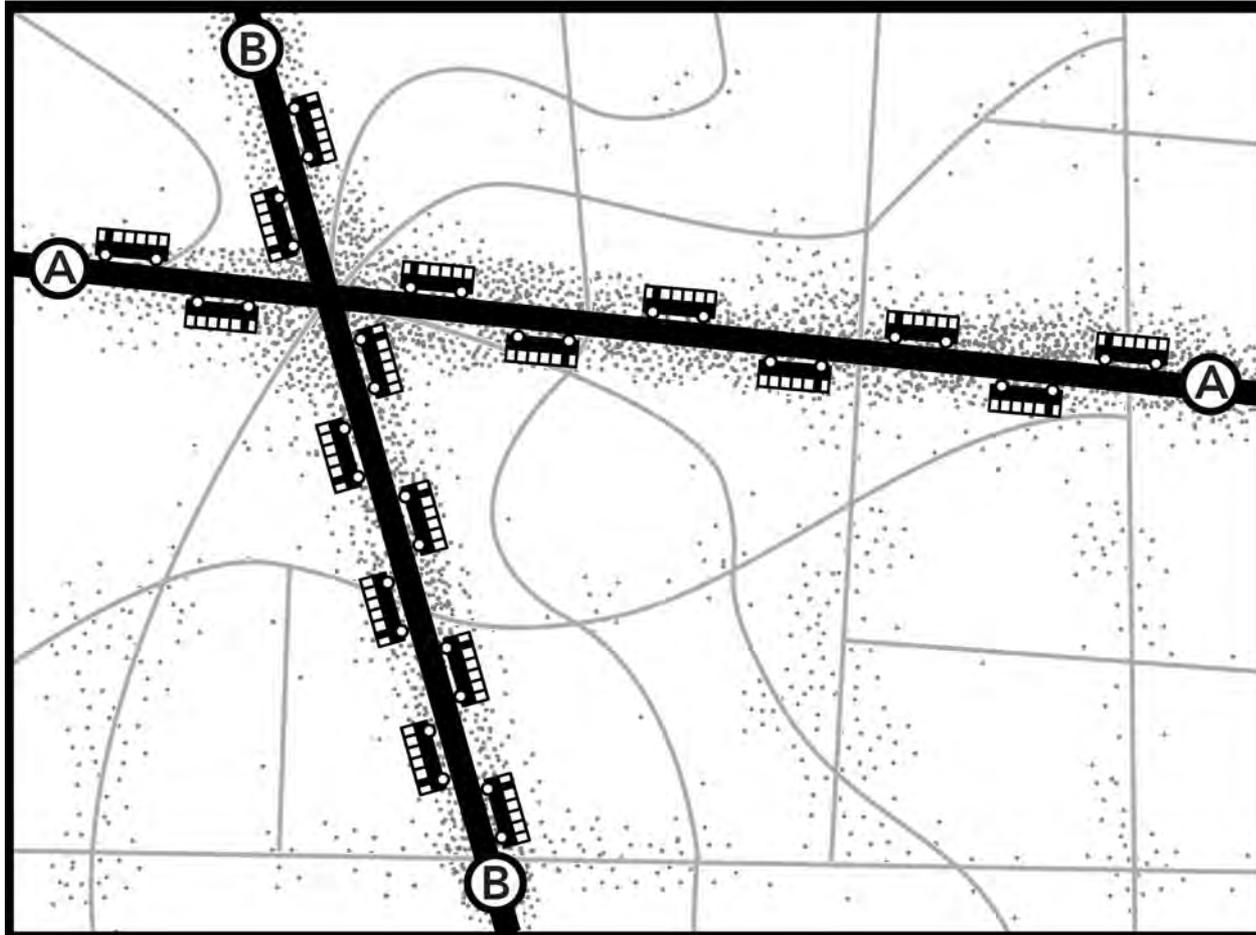
UTAH TRANSIT AUTHORITY



- This is a fictional town, with 18 buses to deploy
- Dots are residents or jobs.



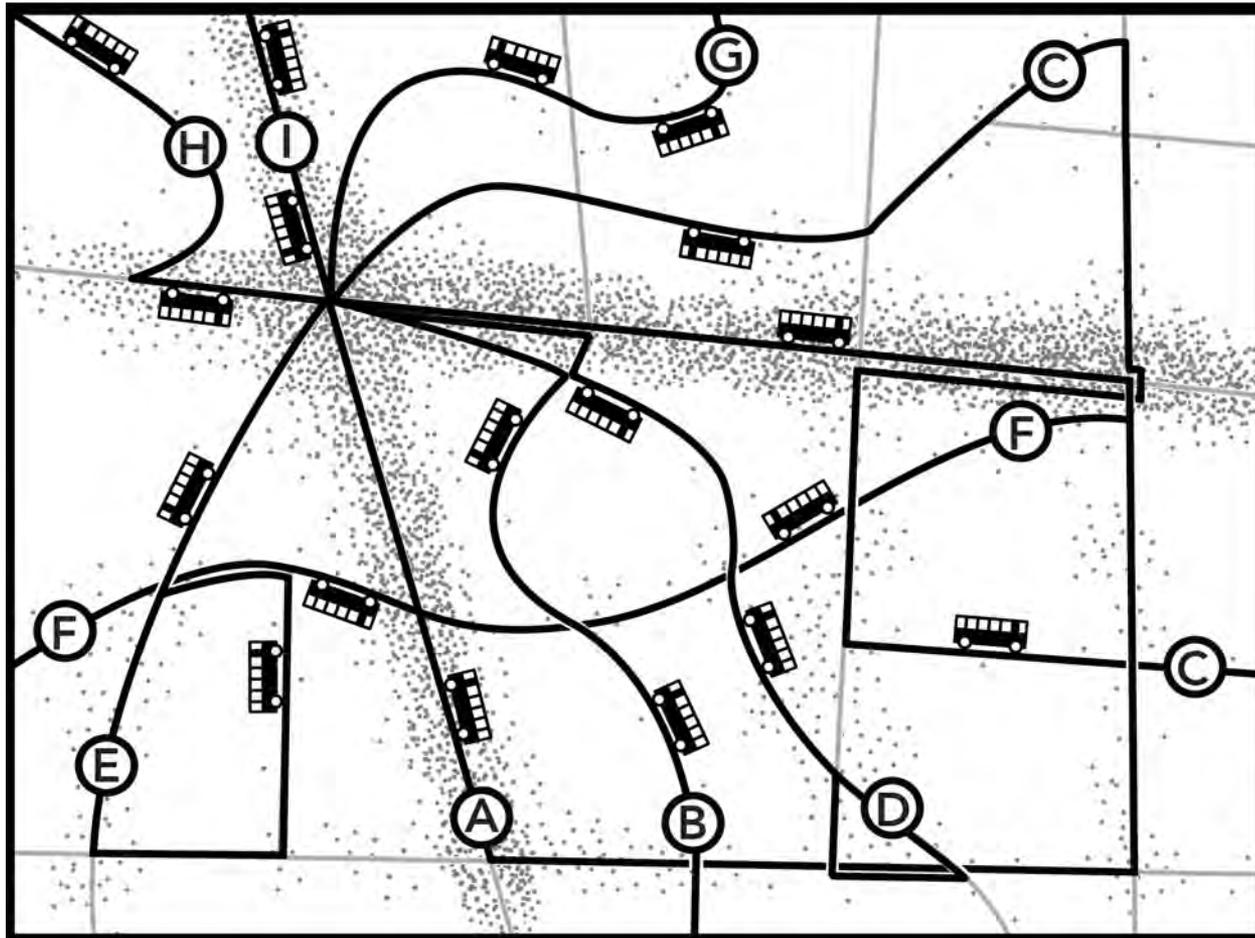
Ridership Goal



Focusing solely on service that generates the most ridership at the least cost



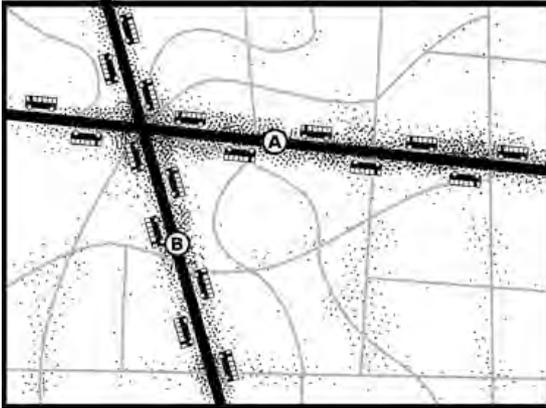
Coverage Goal



Focused on ensuring access to the transit system is available to all residents of the town

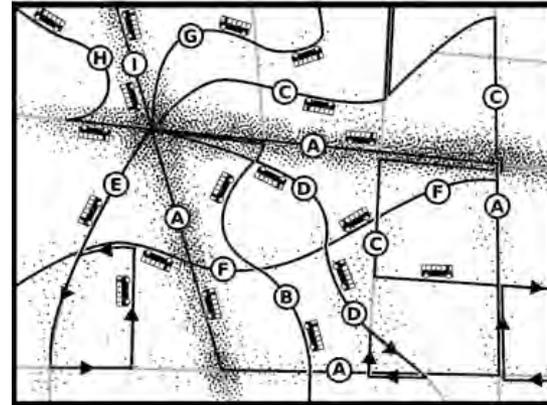


Both goals are important, but they lead in opposite directions!



Ridership Goal

- “Think like a business.”
- Focus where ridership potential is highest.
- Support dense and walkable development.
- Max. competition with cars
- Maximum VMT reduction



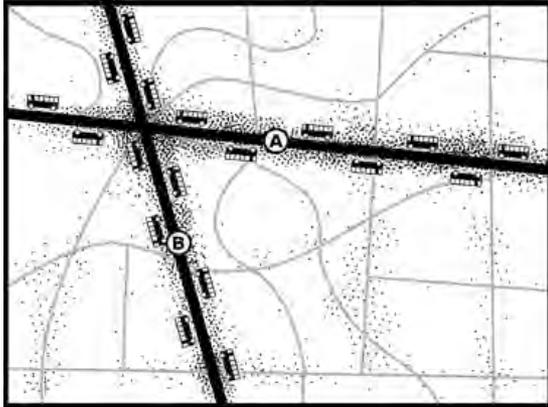
Coverage Goal

- “Think like a public service.”
- “Access for all”
- Support low-density development.
- Lifeline access for everyone.
- Service to every member city.

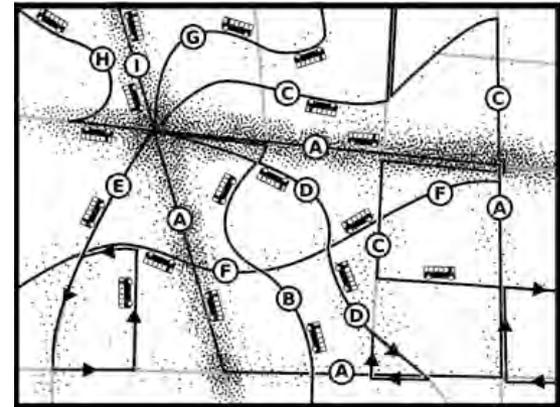


So it helps to choose a point on the spectrum ...

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Ridership Goal



Coverage Goal



Salt Lake County

Utah County

Davis/Weber County

60% Ridership

60% Ridership

40% Ridership

40% Coverage

40% Coverage

60% Coverage

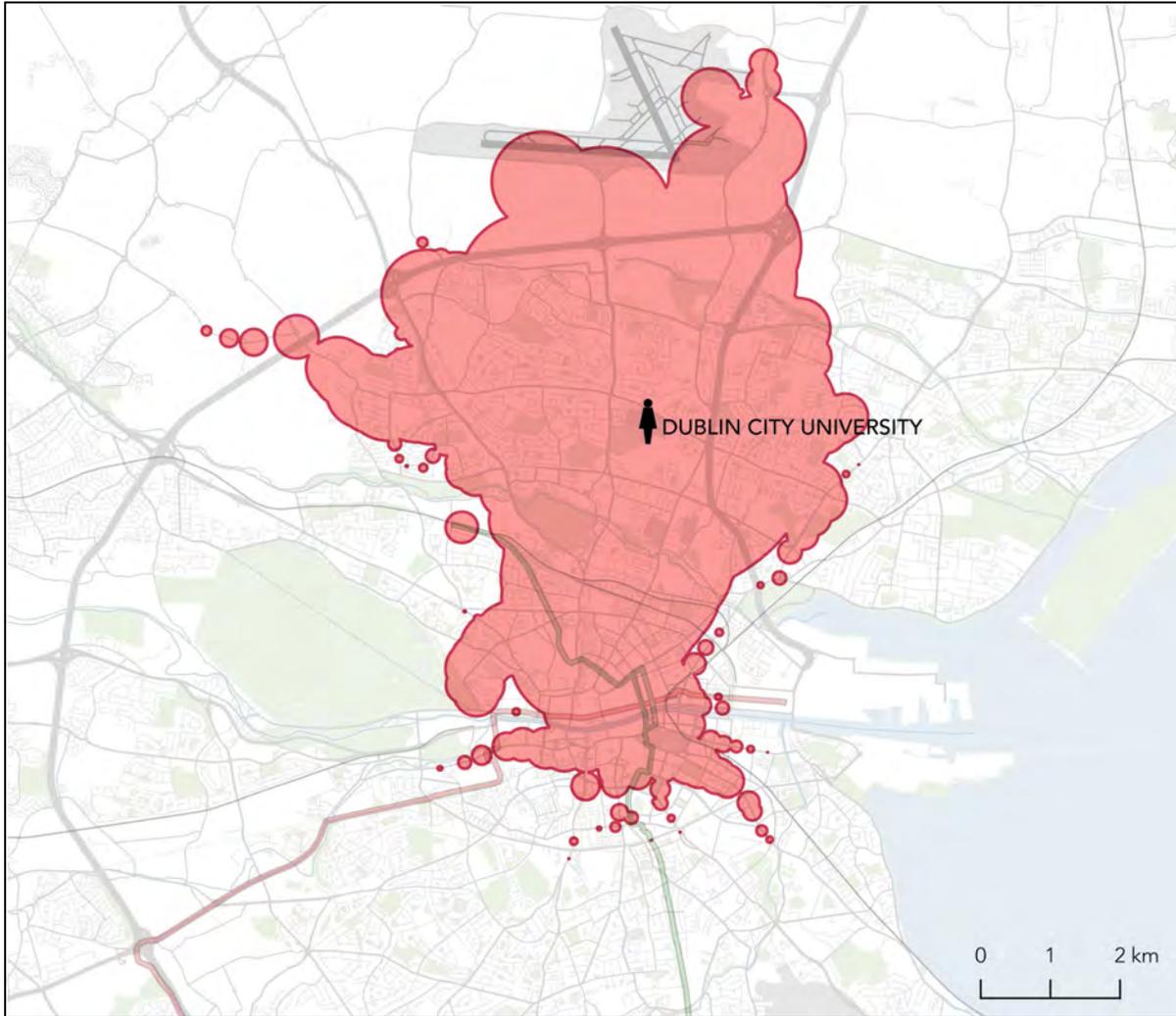


Another way to think about transit service...

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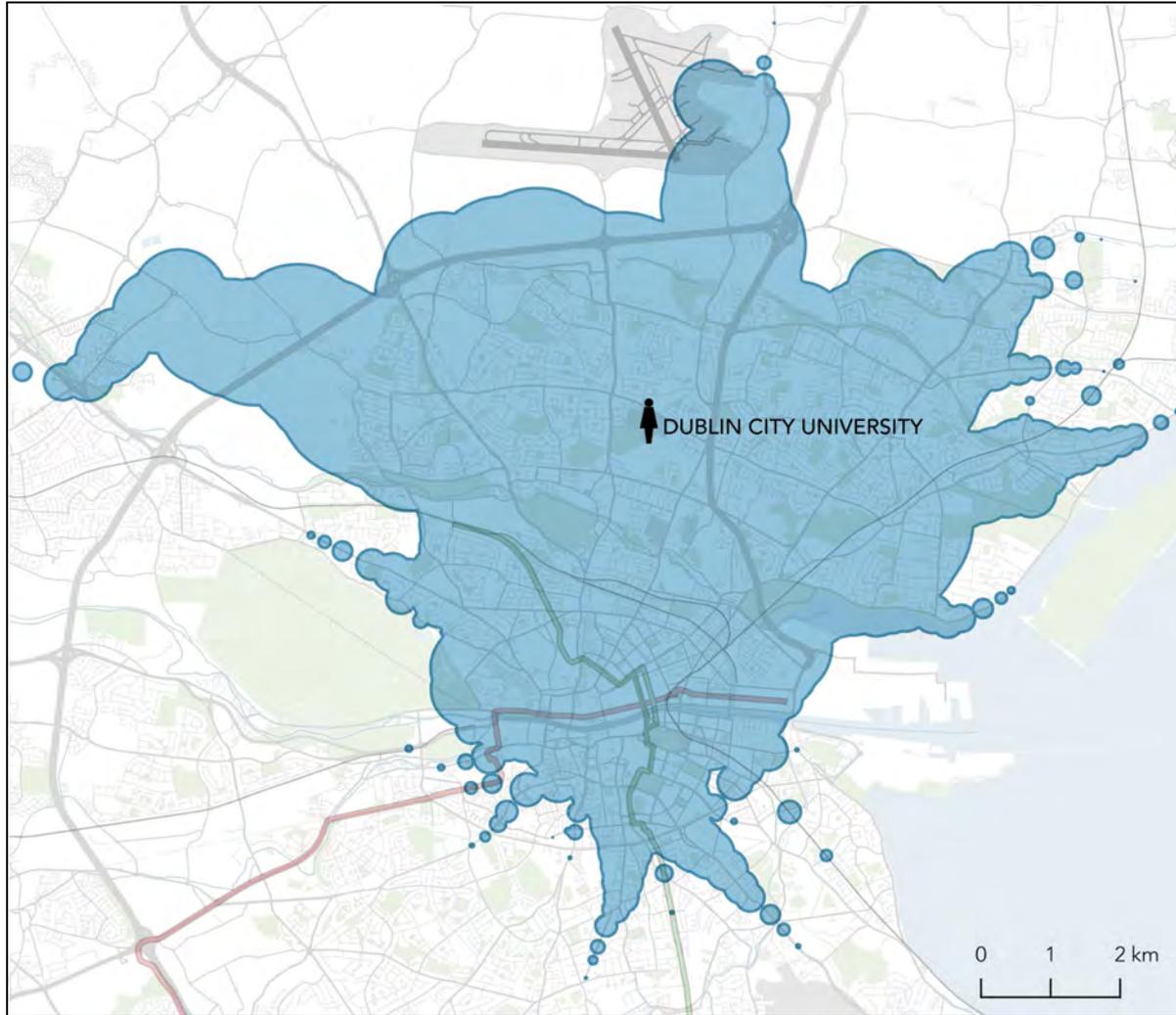
Existing Network



UTAI TRANSIT AUTHORITY



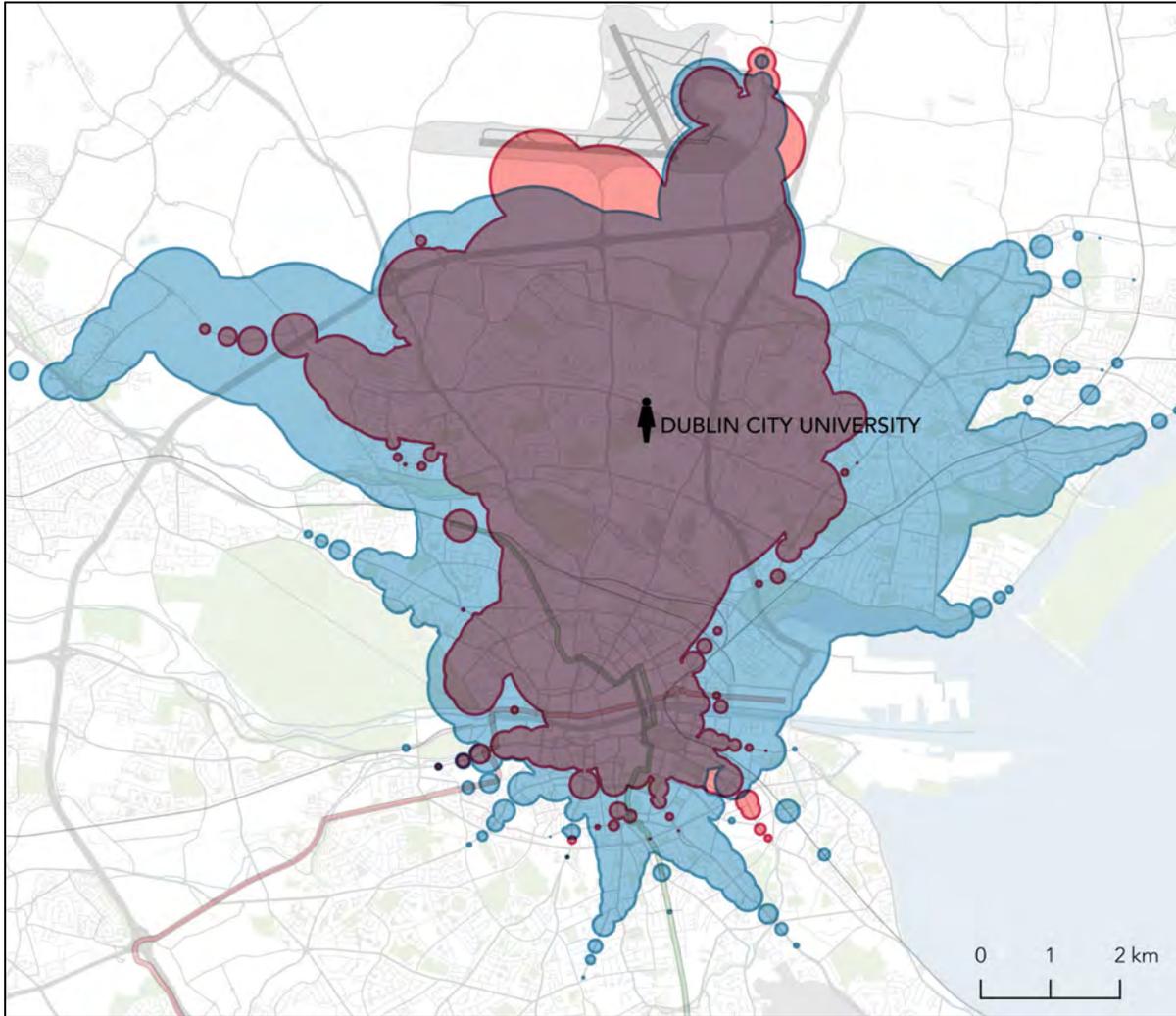
Proposed Network



UTAI TRANSIT AUTHORITY



Jane can get to:



UTAI TRANSIT AUTHORITY



UTA Service Choices

Project Timeline

September 2018
to February 2019

March 2019
to June 2019

July 2019

August 2019 to
November 2019

Spring 2020

Fall 2020

2021

Analysis and
Preparation

Service Choices
Public Outreach

Board of Trustees
Direction on
Priorities

Draft Network
Plan and
Route Definition

Draft Bus Plan
Public Outreach

Network Bus
Plan Refinement

Network Bus Plan
Implementation



Local government
and community
engagement
opportunities



UTA TRANSIT





The Right Service for Your Community

How many people are near transit?

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High Ridership

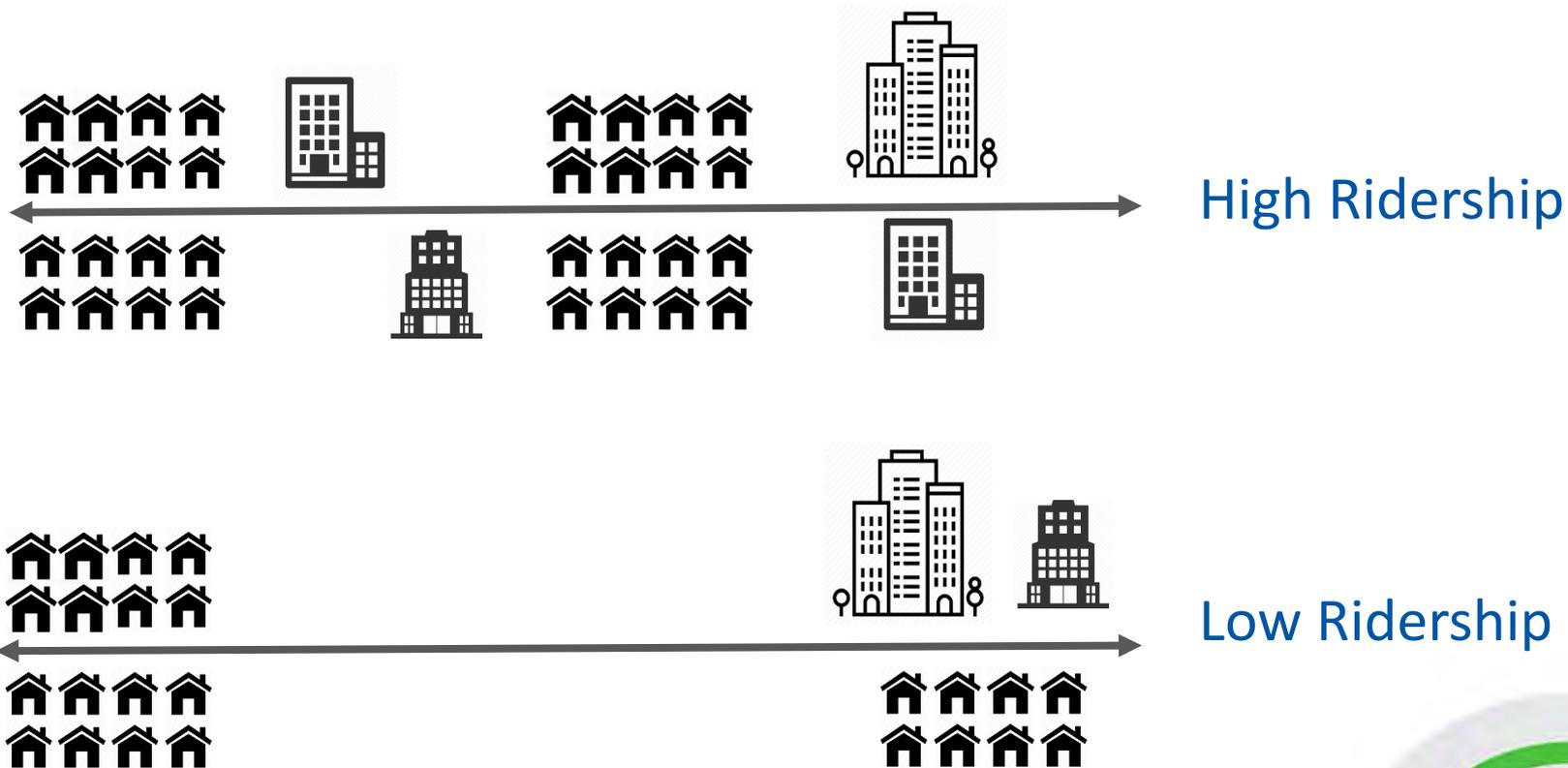
Low Ridership





The Right Service for Your Community

Are there long distances between destinations?



UTAH TRANSIT AUTHORITY



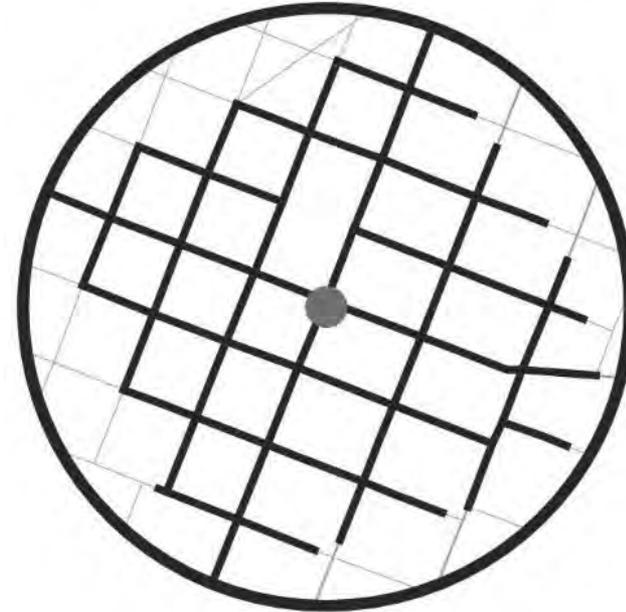


The Right Service for Your Community

How easily can people get to transit stops?



Low Ridership



High Ridership

UTAH TRANSIT AUTHORITY





Elements of a Successful Public Transit System



UTA

**Transit
Service
Quality**

**Supportive
Land Use**

**Connected
Street
Network**



Local Governments



Questions?

