

# City Council Announcements

## June 14, 2005

### A. Decisions, Feedback & Information needed by staff

1. **Jurisdictional Transfer of Roads** A task force of Utah legislators and representatives of local governments has started exploring the transfer of State roads and highways to local governments statewide. Salt Lake City Engineering Division Deputy Director Richard Johnston attended the task force's organizational meeting Wednesday. Salt Lake County Mayor Peter Corroon is a non-voting member of the task force. He was selected to represent cities in Salt Lake County as well as the entire county.

According to Richard Johnston, the task force identified six roads in Salt Lake City to study to transfer to the City. The six roads are:

**1300 East Street** from 500 South Street to 3300 South Street

**Victory Road** from Beck Street to Columbus Street to 300 North Street to State Street

**500 North Street** from Columbus Street to East Capitol Boulevard to 300 North Street to State Street

**North Temple Street** from 2400 West Street to 300 West Street

**2100 South Street** from the Interstate 15 ramp to State Street

**West Temple Street** from 400 South Street to 900 South Street.

Mr. Johnston said the streets equal about 11 miles of roads. The task force is considering transferring University of Utah streets to the university. The 11 miles is less than 1 percent of the 1,349 miles of road that the task force is considering for transfer, according to an e-mail from Mr. Johnston.

Mr. Johnston identified two issues and listed several questions for Salt Lake City officials to consider. The first issue is whether the City agrees that the proposed transfer of the roads makes sense "assuming the necessary funding is made available." The second issue is "to determine what the adequate funding should be." Mr. Johnston prepared the attached list of roads and cost estimates for routine maintenance.

Mr. Johnston listed the following **questions for City officials to consider**:

- How much does UDOT currently spend to maintain and operate the streets?
- What is the total replacement (reconstruction) value of the routes?
- How many bridges are included in the routes and what is their condition and replacement value?
- What roads and/or structures will need major rehabilitation within the next 10 years and at what cost?
- What other deficiencies or unresolved issues exist on the highways?
- Ownership of the underlying roadway should go to local governments. - UDOT has rejected that in the past.

- Utility issues - Currently UDOT has utility agreements with utilities located in its rights of way. How does Salt Lake City's franchise agreement impact those agreements?
- Disposition of other agreements UDOT may have on the roads.
- Liability issues such as safety, Americans with Disabilities Act, and access management.

2. **Grant Tower Task Force** Mayor Ross Anderson has asked DJ Baxter for form a task force to study funding options to pay for straightening the Grant Tower curve in the Gateway area. As you know, the curve is the sharp curve on Union Pacific's rail line that forces freight trains to slow to about 10 miles per hour. According to Mr. Baxter, the Mayor has suggested that the task force include Utah legislators, Utah Transit Authority representatives, and representatives from Gov. John Huntsman's office. He also would like to include two members of the Salt Lake City Council. **Are any City Council Members interested in serving on the task force?**
3. **Downtown Merchants Association Annual Meeting** Mary Mascaro has sent out appointment notices for the Downtown Merchants Association annual luncheon meeting. The meeting will be held at noon June 21 in the Wasatch Room in the Joseph Smith Memorial Building. Cost for the luncheon is \$20 per person. **Is anyone interested in attending?**
4. **Early advertising for public hearing** – On April 20<sup>th</sup>, the Council office received paperwork from the Administration relating to a land-use petition to develop compatible infill overlay standards for the Yalecrest neighborhood. Because the Council's meetings have been focused on budget, this item has not scheduled as yet on the Council agenda. If the Council authorizes advertising of public hearing in advance of the briefing, a briefing and hearing can be held in July. Without advertising in advance, the hearing will be delayed until August. **Does the Council wish to authorize early advertising of public hearing for this petition?**

# UTAH STATE SENATE

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JUN 09 2005

SENATOR  
KAREN HALE  
MINORITY CAUCUS MANAGER

SEVENTH DISTRICT  
SALT LAKE COUNTY



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June 7, 2005

Councilmember Dale Lambert, Chair  
Salt Lake City Council  
Salt Lake City Corporation  
451 South State Street, Room 304  
Salt Lake City, UT 84111

Dear Councilmember <sup>Dale</sup>Lambert:

On May 24, the Board of Directors of the Parley's Rails, Trail and Tunnels (PRATT) Coalition heard a report about plans by the Utah Transit Authority, Union Pacific Railroad, and Salt Lake City Corporation to reconfigure the Grant Tower rail intersection in order to improve railroad operations affecting congestion, efficiency and public safety in Salt Lake City. Senator Fred Fife, a PRATT Advisory Board member, attended with Bill Knowles and D.J. Baxter to help the PRATT Board understand how these railroad improvements will provide new bicycle and pedestrian trails for Salt Lake City.

The Board learned the 900 South line deactivation and abandonment of the Folsom Street line will generate two bicycle/pedestrian trails between I-15 and the Jordan River. Salt Lake City and the U.S. Army Corps of Engineers propose bringing City Creek up to the surface along the Folsom Street route.

Because PRATT is an advocate for reclaiming rails and making them into public trails, the Parley's Rails, Trails and Tunnels Coalition supports the proposal to reconfigure the Grant Tower intersection of the North/South and East/West Union Pacific railroad lines in Salt Lake City. Reconfiguring the curve at Grant Tower will result in the removal of trains from the 900 South railroad line and make way for the creation of a pedestrian/bicycle trail on the 900 South alignment and in the Folsom Street rail corridor.

We understand that within the next two years, UTA will begin work to build a heavy rail line in this area. Undertaking these improvements at the same time will minimize the disturbance to the neighborhood and help to limit construction to three years.

Councilmember Dale Lambert

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While we encourage the proposal for critical improvements at the Grant Tower intersection, the PRATT Coalition's priority for use of federal transportation funds is the completion of Parley's Trail. We encourage the City Council to support efforts to find funding for the Grant Tower Project.

Thank you for all you do on behalf of the citizens who reside in the Salt Lake City community.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Karen Hale", with a long horizontal flourish extending to the right.

Senator Karen Hale, Chair  
Parley's Rails, Trails and Tunnels Coalition

jh

PROPOSED UDOT ROUTE TRANSFERS, 2005

6/1/2005

SR#	ROAD	FROM / TO	CENTER MILES	LANE MILES	THRU LANES	ROUTE MILEAGE	VMT	MAINT COST/YR	COMMENT
181	1300 E	500 S TO 3300 S	4.1	18.5	mix 6, 4 and 2	6.9	110,666	88,658	City limit vacillates at 2900 S; 1.1 mile 2 lane; 2.1 mile 4 lane
184	VICTORY RD	BECK ST TO COLUMBUS TO 300 N TO STATE ST TO NORTH TEMPLE ST	1.9	5.6	2	1.94	37,869	26,837	
293	500 N	COLUMBUS ST TO EAST CAPITOL BLVD TO 300 N to STATE ST	0.6	3.1	mix 4 and 2	1.05	2,861	14,857	Excludes roads within Capitol Bldg grounds; 0.2 mile 2 lane
186	NORTH TEMPLE ST	2400 W TO 300 W	3.1	24.2	6	4.36	108,072	115,973	Excludes ramp W of 2400 W; 0.4 mile PCC; 0.4 mile viaduct
201	2100 S	I-15 RAMP TO STATE ST	0.7	4	4	0.84	50,000	19,362	Excludes interchange-area between ramps
270	WEST TEMPLE ST	400 S TO 900 S	0.7	4.7	6	0.75	20,925	22,524	
			11.1	60.1					
	Lane Mile defines pavement surface area (12' by 1 mile; or 63360 sq ft)								
	MAINT COST/YR is an average cost per year for periodic crack seal, patching, surface treatment and overlay.								
	Where Route Mileage is greater than Center Miles, UDOT's route extends beyond From / To description; may require clarification.								
	MAINT COST/YR revised and increased by 1.4735 to capture average cost for patch repairs and a 21 year mill and overlay cycle.								
	VMT for Route 181 is 186,243 and has been revised / proportioned to fit route segment within city.								