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COMMUNITY FORUM NEWSLETTER

801-585-3595

ANNUAL MEETING OF THE UNIVERSITY OF UTAH
Thursday, Jan. 12 | 4:30 – 6:30 p.m.
Community Room, Rio Tinto Center
Natural History Museum of Utah at the University of Utah
Free parking west of the building.

We welcome your attendance, comments,
and participation in the discussion.

AGENDA:

- Report from the Office of Sustainability
- Report on Transit and Transportation
- Report on Research Park
- Report on construction projects being submitted for approval in 2012
- Briefing on a project to improve the University's connections with neighbors

The following items were discussed at the fall Community Forum held Nov. 10, 2011, at 540 Arapeen Way in Research Park.

NEW POWER SUBSTATION IN RESEARCH PARK

Alene Bentley, Community Manager, Rocky Mountain Power

Rocky Mountain Power (RMP) will start construction this spring on a new utility-scale substation in Research Park, which is expected to be completed by fall 2012. RMP has been hoping for several years to find a site in the park because many of the businesses located there are expanding and will require additional electrical capacity. There isn't enough land to expand the small substation near Hogle Zoo, so once the new station is built, the Hogle site will be dismantled and those customers will be connected to the new station.

The new substation will be built on the site of an existing customer-owned station located in Research Park behind a cluster of trees near the northeast corner of the intersection of Sunnyside Avenue and Foothill Drive. It will be invisible from nearby streets—something of crucial importance to the community. Bentley has met with residents of the University's East Village married student housing to inform them about the project and will continue to be available to address their concerns and ensure as little interference from construction as possible. Although RMP will not remove any trees at the intersection, some cottonwoods on the east property line will need to be taken out in order to comply with clearance requirements of the National Electric Safety Code. RMP has agreed to abide by the U's policy to plant two new trees for each one removed. Bentley thanked the University for stepping up to make the new site available.

UNIVERSITY BICYCLE MASTER PLAN

Gerry Tully, Consultant, Psomas Engineering

The campus bike master plan has been completed. Project Consultant Gerry Tully, with Psomas Engineering, and Tami Cleveland, the U's project manager, have held public meetings and collected comments which have been integrated into the final draft and circulated to the agencies involved. The bike plan covers areas within the University's 1,800 acres, including the academic campus, health sciences, Research Park, Guardsman Way, and student housing on Sunnyside Ave. It also takes into consideration the connections into campus from city bike routes. Formerly, most bike paths went through the city and ended at the campus boundary. From there cyclists picked their way through campus. Now a campus plan with designated routes will guide cyclists into and through campus to get them closer to their destination. Recommendations encourage biking because every bike that comes to campus means one less parking space is needed and one less car is on the road—and the University receives health, financial, and environmental benefits from that. "We have a 3 to 5 percent rider share on bikes now, depending on the weather," said Tully. "And it's not hard to imagine doubling that."

The No. 1 barrier to riding bikes on campus is getting the bikes there in the first place, so the U and UTA are working together to find solutions. Providing bike racks on campus shuttles also is being considered. Many students who live in the dorms commented that they don't mind riding to campus, but would like to be able to put their bike on a shuttle to get back up the hill. Once the bike plan is adopted by the University, it will be posted online as part of the campus master plan and will be used to guide future decision making.

(Continued on next page)

Department in the College of Architecture + Planning, Ellin, and Martha Bradley, Vice President, Academic Affairs, and Co-Chair, University Strategic Plan. Ellin will lead the discussion at the meeting.

The University of Utah would like to hear from campus neighbors and other community members about how the "membrane" where the campus meets the neighborhoods can be improved—especially along University Street, 1300 East, 200 South and 100 South to North Campus Drive. Representatives from the City will also be in attendance and we are all eager to hear ideas from the community.

U to host neighborhood business district conference

The David Eccles School of Business will host Salt Lake City's 2012 annual neighborhood business district conference in May. We will provide more information in the spring newsletter due out in early April.

University of Utah's 28th annual Martin Luther King, Jr. Celebration

Vivian S. Lee, senior vice president for health sciences at the University of Utah, has been selected to give the keynote address at the U's 2012 Martin Luther King, Jr. celebration which runs Jan. 13-19. Lee's presentation, titled *Personalizing Medicine*, is Wednesday, Jan. 18, at noon in the Union Ballroom. Born and raised in Oklahoma, Lee is the daughter of university professors. Although the family was middle class, she experienced difficulties growing up Chinese in a predominately white community. Nevertheless, she excelled at school, particularly in the sciences. She graduated magna cum laude from Harvard and Radcliffe colleges in biochemical sciences, earned a doctorate in medical engineering as a Rhodes Scholar at Oxford University, and returned to Harvard for medical school. In addition, she received a master's in business administration from New York University's Stern School of Business in 2006. She joined the University last summer. Additional details on Martin Luther King activities can be found online at <http://www.diversity.utah.edu/events/mlk/2012>.

ADA ACCESS ON CAMPUS

Gerry Tully, Psomas Engineering

In response to revised regulations to the 2010 ADA Standards for Accessible Design, the campus pedestrian network is under review, with a focus on accessible doorways, pathways, and parking stalls. Existing handicap accessibility conditions are being classified to make the campus environment easier to navigate for those with disabilities. "We're looking at everything from people on walkers and crutches to those with visual and hearing disabilities," said Gerry Tully.

Focus groups have helped planners realize just how complicated the network is. "If you are visually impaired and navigating campus with a cane, you're looking for a nice 90 degree edge on walkways, but the U is known for its long sweeping curves, and that kills the route-finding for those with disabilities because they can't tell where they are," said Tully. "They come up on stairs and don't know if there are two steps or 12 steps."

To be fully compliant with ADA requirements, slopes need to be under 5 percent. The average slope on campus is close to 7 percent, "so it's no small task to identify the pathways that really do meet the intent of the law. We're going to get that knowledge into the system," added Tully. A "beta" release of a new ADA route-finding tool will be provided soon to the Center for Disability Services office to support assisting students in navigating the campus. Pedestrian route-finding for those who do not require ADA features will roll out in January. "The University is undertaking many incremental changes to make campus more hospitable to people who have to work harder to be there than most of us," added Tully.

SALT LAKE CITY STREETS IMPACTING THE U

Kevin Young, Salt Lake City Transportation Division

200 South

In an effort to provide better bike connections between downtown and the University, Salt Lake City began planning for bike lanes on 200 South between 200 East and the campus. "We wanted to do something totally different and unique—put a bike lane down the center of the street," said Kevin Young, representing Salt Lake City's Transportation Division. During a public process, many people expressed concern about removing the existing islands in the center of 200 South, east of 900 East, which they did not want to see changed. So the

city decided to end the project at 900 East—for now. A consultant was hired, a design has been completed, and the city is applying for capital improvement funds to pay for signage and paint to stripe the street. At the same time, the Salt Lake City Council has funded the city to do a bike master plan update. (The last one was completed in 2004.) "We don't want to do something on 200 South and then find out that the study recommends we do something different and have to reverse ourselves," said Young. But the city does have plans ready to go if that's what the bike master plan update recommends. The update, which will include public comments, should take no longer than one year to complete. "The city is trying new things and we want to integrate what we're doing with the University," said Young.

Sunnyside/800 South Corridor

The Salt Lake City Council last year funded a study of the Sunnyside/800 South corridor from 900 East to Foothill Drive, which is a major transportation route for people who study, teach, and work at the U. A public open house last March and another in June provided opportunities for the public to review literature and mark up maps to show what they thought should happen in the corridor. Many think the road is too wide, speeds a bit too high, and the westbound bike lane "dangerously" substandard. Also, there are street-crossing issues on 800 South at two locations near East High—one where students cross to get to the seminary building, and another farther east where people cross to access the East High athletic field. Pedestrian enhancement options being considered include textured crosswalks, LED crossing lights, and a HAWK light such as those on 1300 East near Westminster College.

Roadway reconfiguration options being considered between Guardsman Way and Foothill Drive include narrowing the median width to six or seven feet (or completely removing the center turn lane) to provide for enhanced bike lanes—a major goal of this project. The city also presented a four-lane option (two eastbound lanes, one westbound lane, using the extra westbound lane for an enhanced bike lane); and a three-lane option (remove outside travel lanes on both sides of the street and make those enhanced bike lanes). Also being considered is a wide pedestrian pathway on the north side of the street, which could work with any option. The city plans to proceed with testing the four-lane design by painting and signing the

street in late winter or early spring. If it works well, they will decide later whether to test a three-lane design in paint. "The goal is to test these options until summer," said Young. "At that time, a decision will be made as to which scenario works best."

FACILITIES REQUESTS TO THE 2012 LEGISLATURE

John McNary, Director, Campus Design & Construction, and Mike Perez, Associate Vice President, Facilities

Utility infrastructure

The No. 1 priority project for legislative funding is replacing the outdated and decaying utility infrastructure on campus, some of which dates back to the 1950s. In addition to the high temperature hot water system, the high voltage electrical distribution system needs to be replaced and the many different voltages standardized. Although it will take years to complete, the upgrades will make the entire campus system more reliable.

This is the fourth year the University has requested these funds from the Legislature. The Utah State Board of Regents, the Utah State Building Board, and the U of U Board of Trustees have all made it their No. 1 priority request to the Legislature. The project includes replacing approximately 62 transformers, 128 switches, 89 pad vaults, 47 concrete pads, 41 miles of primary cable, 1.5 miles of secondary cable, 3.9 miles of concrete duct bank, and 19 manholes. The work will be done in different segments to minimize the power outages on campus. Much of the outdated equipment is located in manholes and duct banks (large concrete-filled trenches to hold conduit) so a lot of the work will be done below grade.

The primary reason that the University is in this situation is because of an outdated funding mechanism used by the State that does not account for replacement and repair funding as is customary with utilities. Because the University (state) owns its power substations and all the distribution, the U is eligible for and pays the "schedule 9" rate, 30 percent less than the standard commercial rate. Although the U and the state have benefited all these years by paying the reduced rate, no "margin" was built into the rate structure for repairs or maintenance, as is standard with other utility companies. "It's a hiccup in the state operations and maintenance funding system," says Mike Perez. "Hopefully, we will never have this problem again because as we request and hopefully receive

the capital funds for replacement, we—in a separate request—will be asking for an adjustment in the funding mechanism, so we will have ongoing funding for repairs and maintenance."

To see examples of the U's outdated infrastructure and how it is impacting teaching and activity at the medical center, watch the video online at <http://webapps5.utah.edu/digvid/?id=2011-09-16~52>.

Parking terraces

Two new parking terraces—one on central campus and one in health sciences—are needed because the university continues to construct new buildings on existing parking lots. "We're about two to three parking lots short," said McNary. The University likes to maintain a ratio of 2.2 parking permits per stall to provide a good chance that people driving to campus will find an empty space. Currently, the University is at 2.9 parking permits per stall. It has been determined that between 900-1,000 new stalls near the Huntsman Center are needed.

Addition to the Orthopaedic Center

An addition to the southeast corner of the Orthopaedic Center in Research Park, which has always been part of the master plan for the building, will provide additional space for clinical staff and patients and for an expansion of sports medicine services, increased clinical space and procedure rooms, faculty and office support, and conference space for student use.

Law school building

The existing law school, built in 1963, has outgrown its use. The building's design no longer supports the programs now in place at the school. Most of the current classrooms are designed to be professor-centered, but new teaching methods are student-centered, where students work in teams. The law library, originally designed to house books and reference materials, is now focused on electronic media. The request for a new building is the result of a study completed in 2010. Accreditation reviews in both 2001 and 2009 made note of insufficient space to house the current program.

ANNOUNCEMENTS OF INTEREST

University Strategic Planning Initiative

In preparation for the University's Annual Meeting (Community Forum) on Jan. 12, we offer this information about a new campus initiative and welcome your comments at the meeting. The information comes from Nan Ellin, chair of the City and Metropolitan Planning