Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map
2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]
3. Fund and construct priority projects
4. Build support for AT through effective engagement and outreach

A.T. PHASING CRITERIA

Final: 01/04/2018

PROCESS – Phasing Considerations

1. All projects will be evaluated based on the phasing criteria and weighting described below.
2. When applicable, outputs from the travel demand model for 2030, 2040 and 2050 socioeconomic data will be used and added incrementally to understand the timing of anticipated growth. These forecasts will be used for assigning points to the project, with more points awarded to areas that are foreseen to be of higher growth currently and in the near-term. Measures utilizing this methodology are indicated as such.
3. A cost benefit analysis will be performed after all projects have been evaluated.
4. All projects will therefore have two scores: one benefits score (out of 100), and one benefit/cost score (total score / project cost).

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
Livable and healthy communities	5 -or- 2.5	Supports the Wasatch Choice for 2050 and revitalizes the economy	Active Transportation networks located in dense centers have the potential to replace short distance vehicle trips.	5 pts to active transportation routes that touch Center/Area 2.5 pts to active transportation routes within 0.5 mile of Center/Area
	10	Access to surrounding uses and demand for bicycle and pedestrian facilities	Latent Demand Index scores estimate pedestrian and bicycling demand based on land use, demographic, and built environment factors.	Average Latent Demand Score per project segment on a 0-10 point scale weighted from the lowest to highest Latent Demand scores within the region.
Access to economic and educational opportunities	10	High areas of Job and Education Access	Active Transportation networks that access job and education centers have the potential for reducing vehicle trips.	Active transportation routes located within 0.5 mile radius of high job and education centers.

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
Housing choices and affordable living	10 -or- 5	Serves Vulnerable Communities	Understanding and planning for areas of our region with overlaps between less than average job accessibility and Vulnerable Communities may reduce barriers.	Active transportation routes that serve Vulnerable Communities (low-income, minority, zero-car households). 10 pts to projects with very high concentrations of VC, 5 pts to projects serving moderate to high concentrations of VC.
Manageable and reliable traffic conditions	15	Active transportation connectivity or project fills a gap	Projects that increase network connectivity or fill gaps in the regional system increase the potential for users to access destinations and encourage replacing vehicle trips.	Proposed active transportation routes that touch or cross an existing facility.
	10	Multi-modal / Separated investment - Project is part of a planned roadway widening project or major transit investment or project provides an off-street trail or separated pathway	It is fiscally efficiency to include active transportation improvements in road and transit investments.	Points awarded to project with overlapping right-of-way roadway widening/transit improvements in the TIP and Preferred Scenario.
Quality transportation choices	* Fixed: E 10, P 5 Core: E-local 7.5, P-core 2.5	Connections to transit	Projects that increase connectivity to transit by active transportation leverage existing transit expenditures to maximize transit utilization.	Active transportation routes on UTA's first/last mile study or access existing transit stops receive full points. Projects that access planned transit stops receive half points.
	5	Connections to bike share	Projects that provide additional bike and pedestrian network connectivity in areas of existing and planned bike share.	Active transportation routes that connect to existing and planned bike share facilities

GOAL	WEIGHT	2019 – 2050 PROPOSED	RATIONALE	METHODOLOGY
Safe, user-friendly streets	15	Separation between vehicles and bicycles/pedestrians to increase safety	Projects that provide increased separation or grade-separation between active transportation and vehicles, railways, or other unsafe barriers.	Project located where bicycle and pedestrian fatalities and serious injuries occurred over the previous 5 years.
	10	Existing bicycle/pedestrian utilization data	Existing bike and pedestrian usage calculated utilizing Strava Metro Ridership Data. Improving currently utilized routes provides an efficient way to improve ridership experience.	Strava ridership existing data utilized to analyze trends and popular routes across the region.
Fiscally efficient communities and infrastructure	N/A	Screened in project selection		
Ample parks, open spaces, and recreational opportunities	N/A	Screened in project selection		
A sustainable environment including water, agricultural, and other natural resources	N/A	Screened in project selection		
Clean air	N/A	Considered in Regional Plan development		

* Quality Transportation Choices – 'Connections to transit' scoring is divided between fixed guideway and local bus. Active Transportation projects receive 10 points if they connect to existing fixed guideway, and 5 points if they connect to planned fixed guideway improvements. Active Transportation projects receive 7.5 points if they connect to existing local bus service, and 2.5 points if they connect to planned core bus routes.

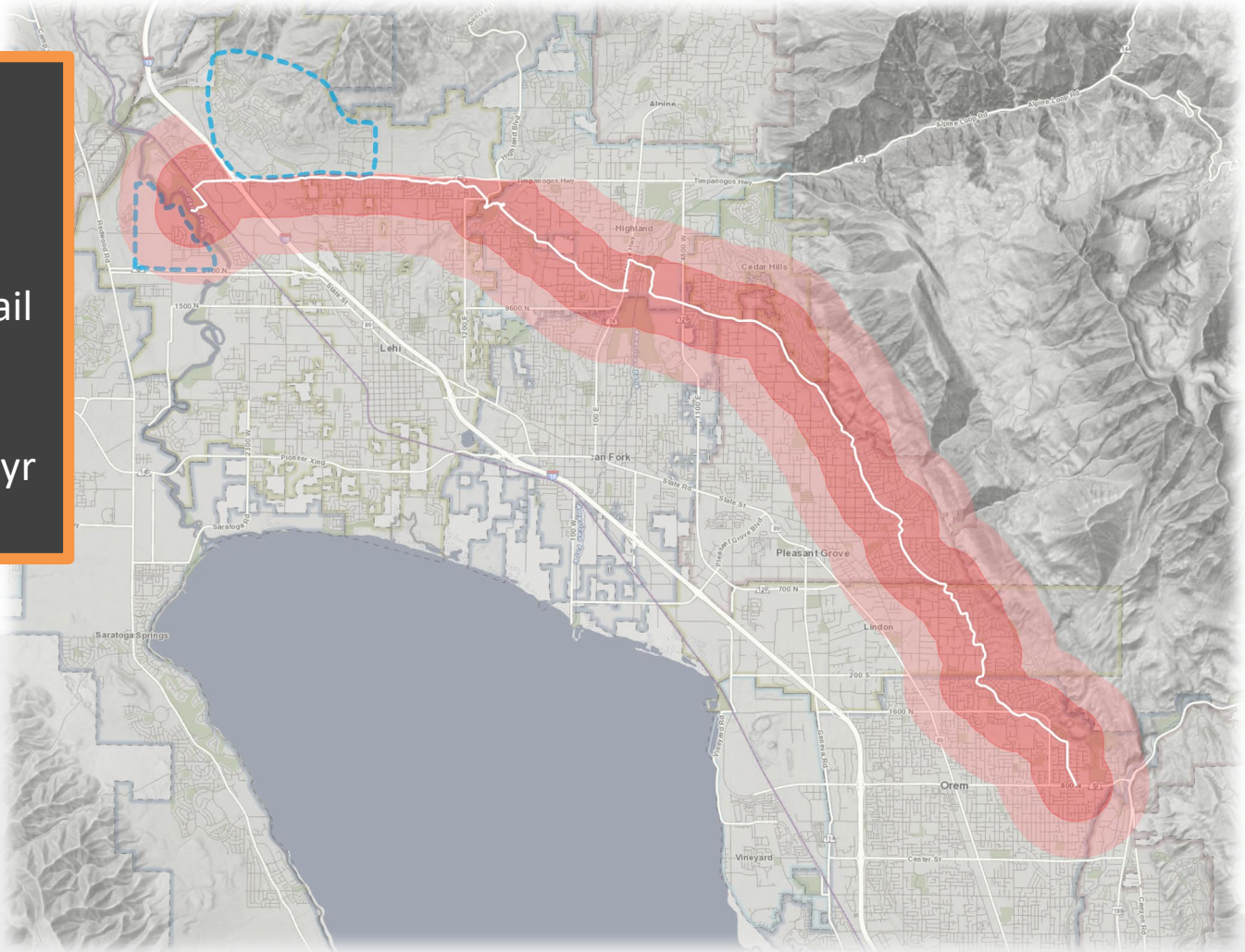
Eye of the Tiger

How transportation projects improve health

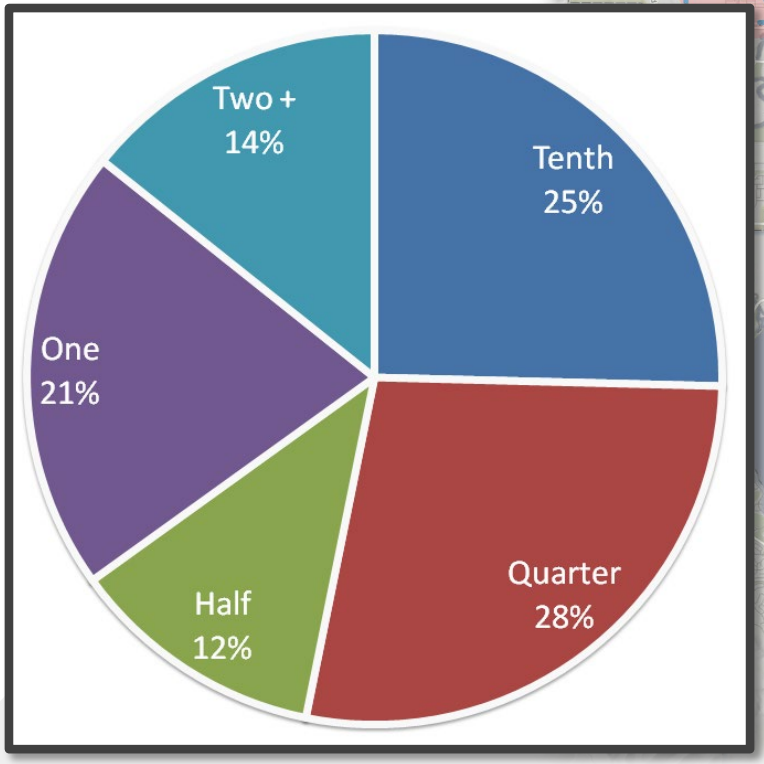
Murdock Canal Trail

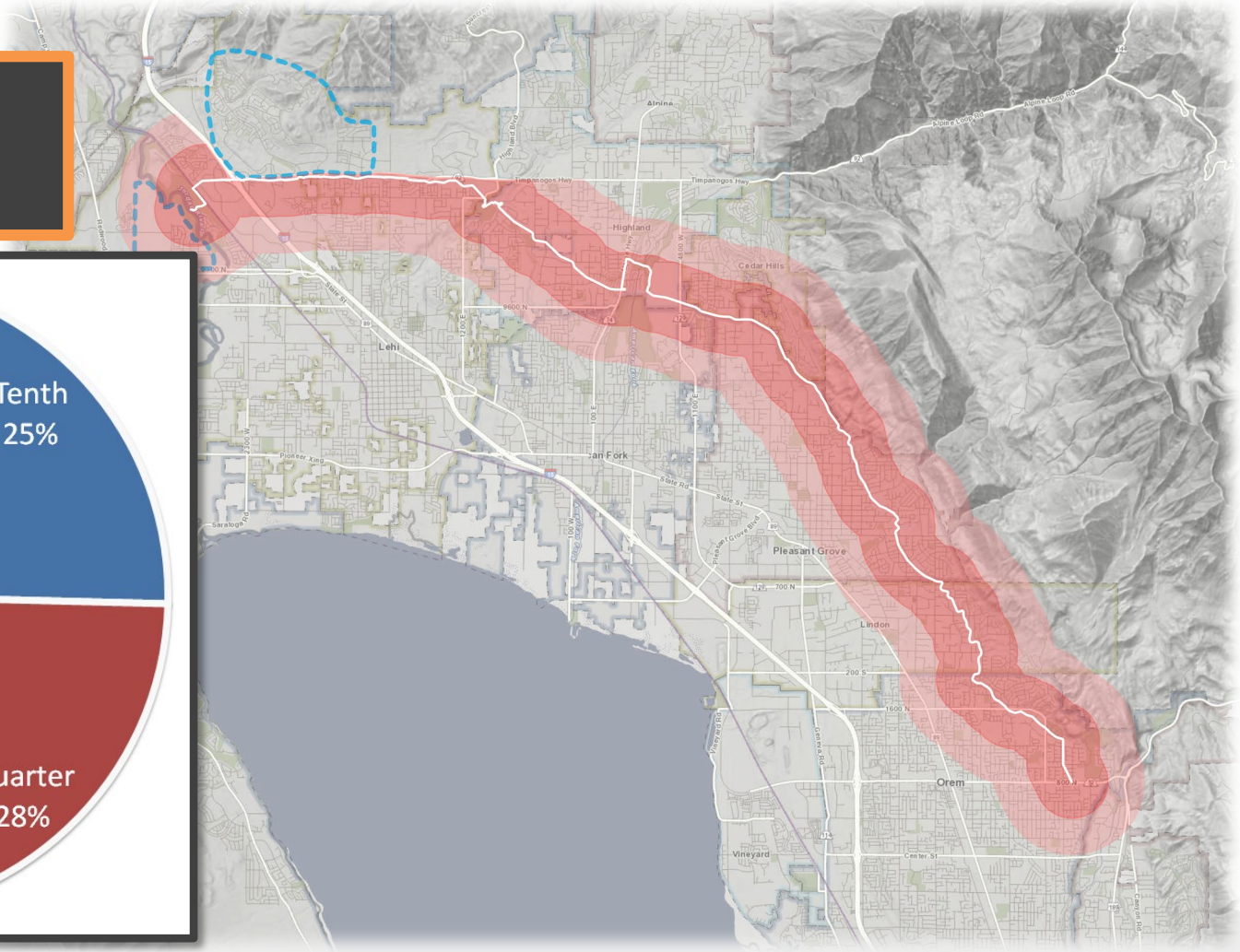
19.5 Miles
Connects Jordan River Trail
to Provo River Trail

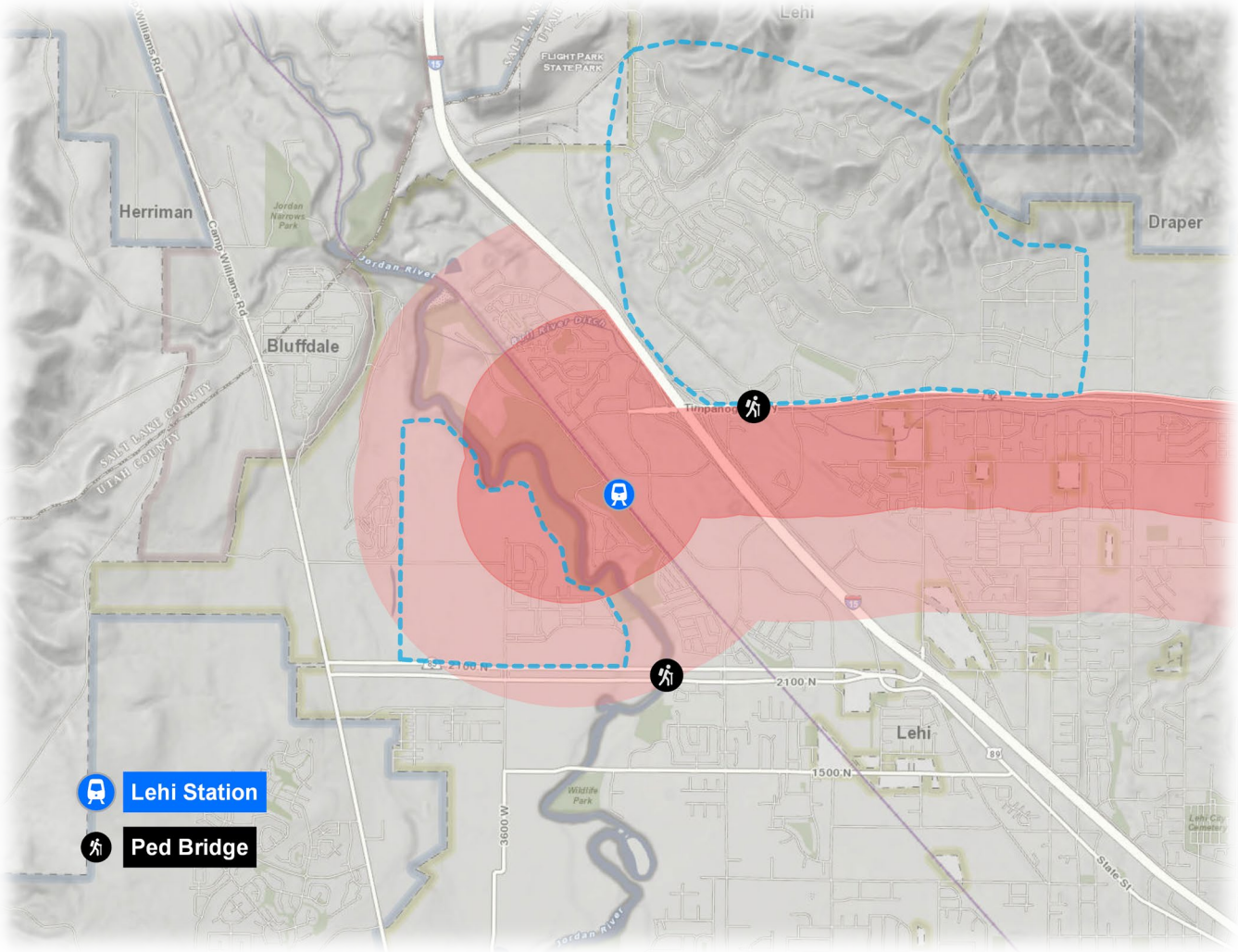
>900,000 counted trips / yr



Murdock Canal Trail






Lehi
Flight Park State Park
Herriman
Jordan Narrows Park
Camp Williams Rd
Jordan River
Draper
Bluffdale
Dull Knife Ditch
Timpanogos Hwy
Salt Lake County
Utah County
2100 N
Lehi
1500 N
Wildlife Park
3600 W
State St
Lehi Station
Ped Bridge

Only Available Crossing:
SR 92 (Timpanogos Hwy)

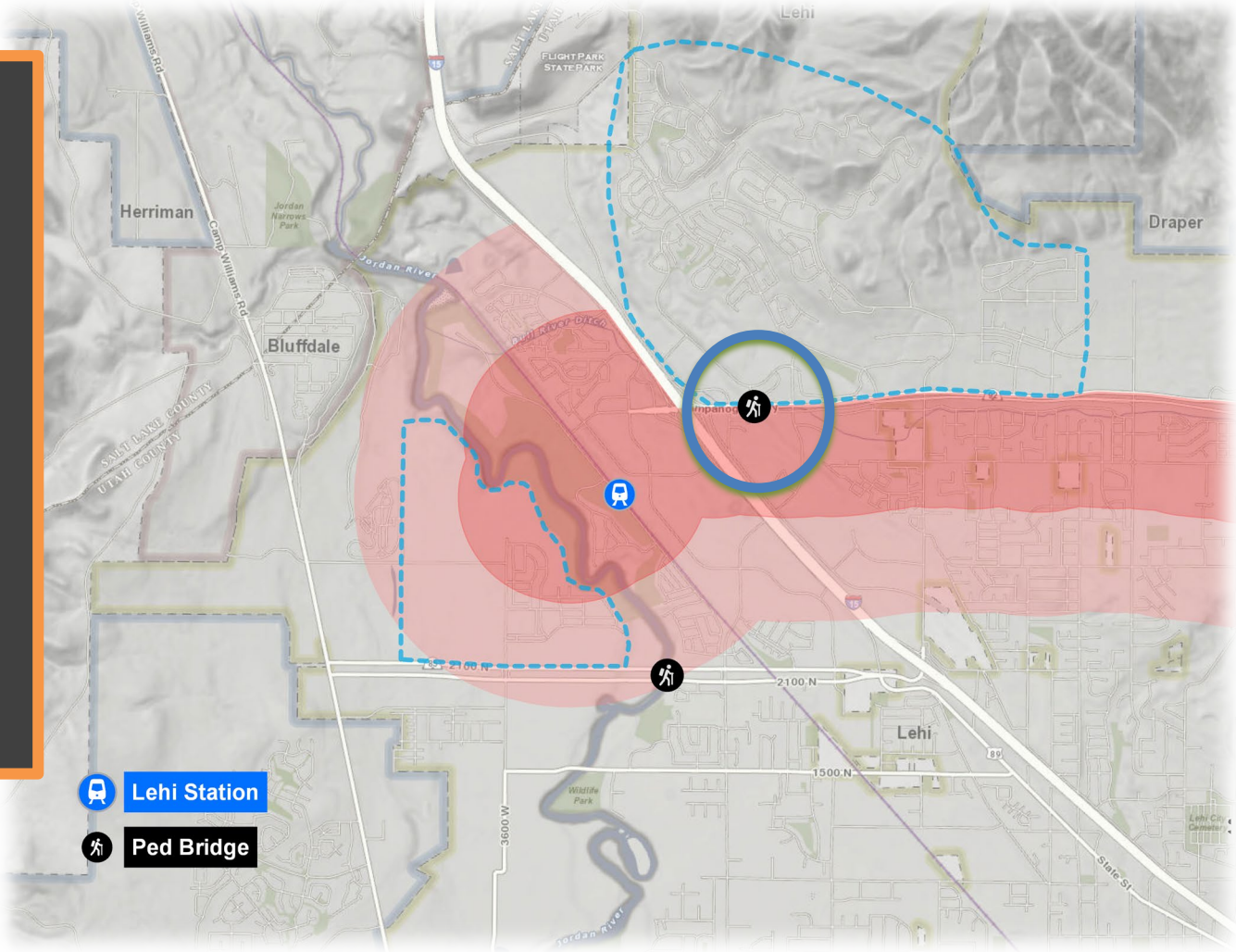
8 traffic lanes
Heavy traffic flows
Long waits for ped light


ONLY
ONLY
FAIRFAX DR
W&OD TRAIL
LEE HWY
VIEW
N

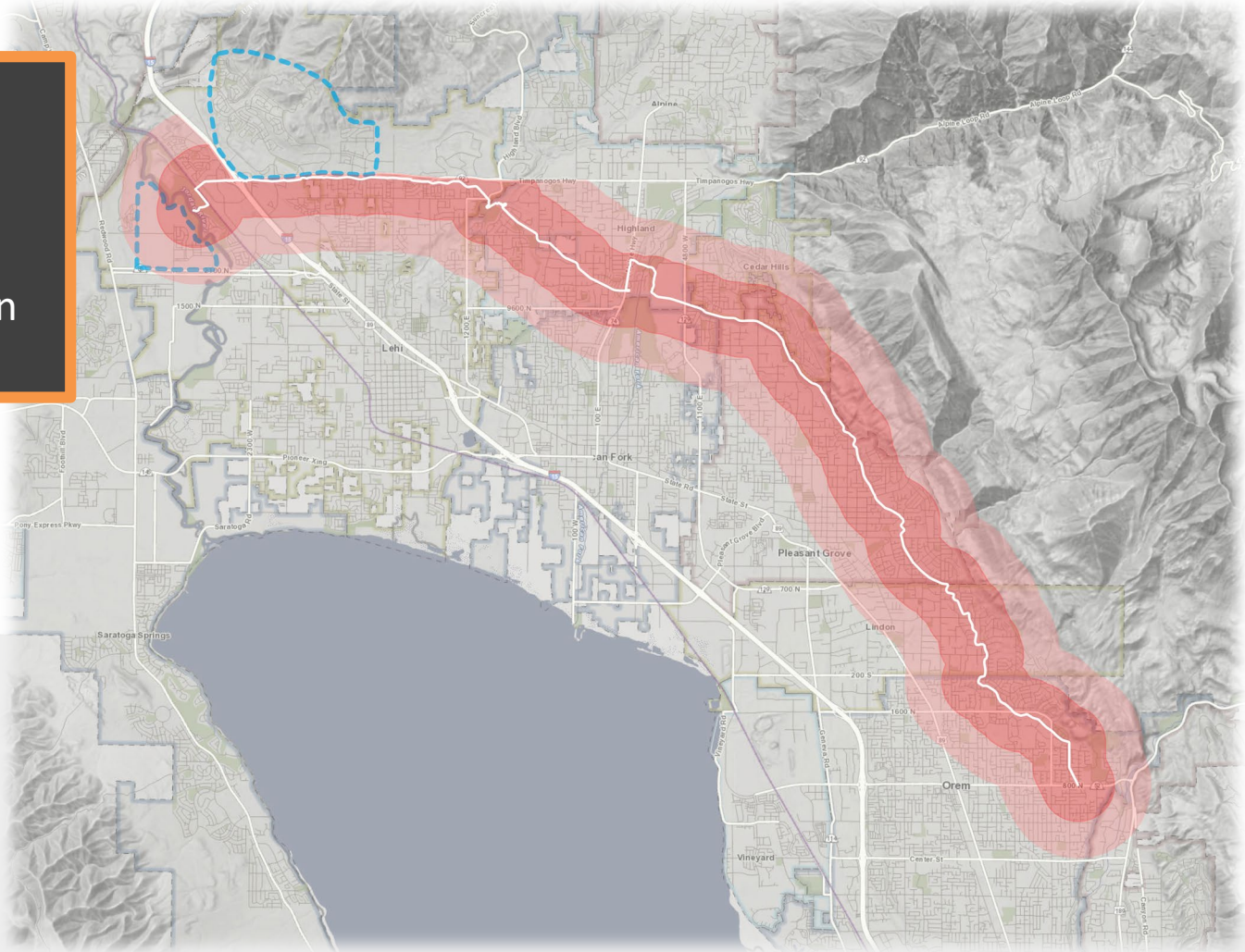
Trail Bridge at SR 92:

280 ft long
14 ft wide
$5.2 million

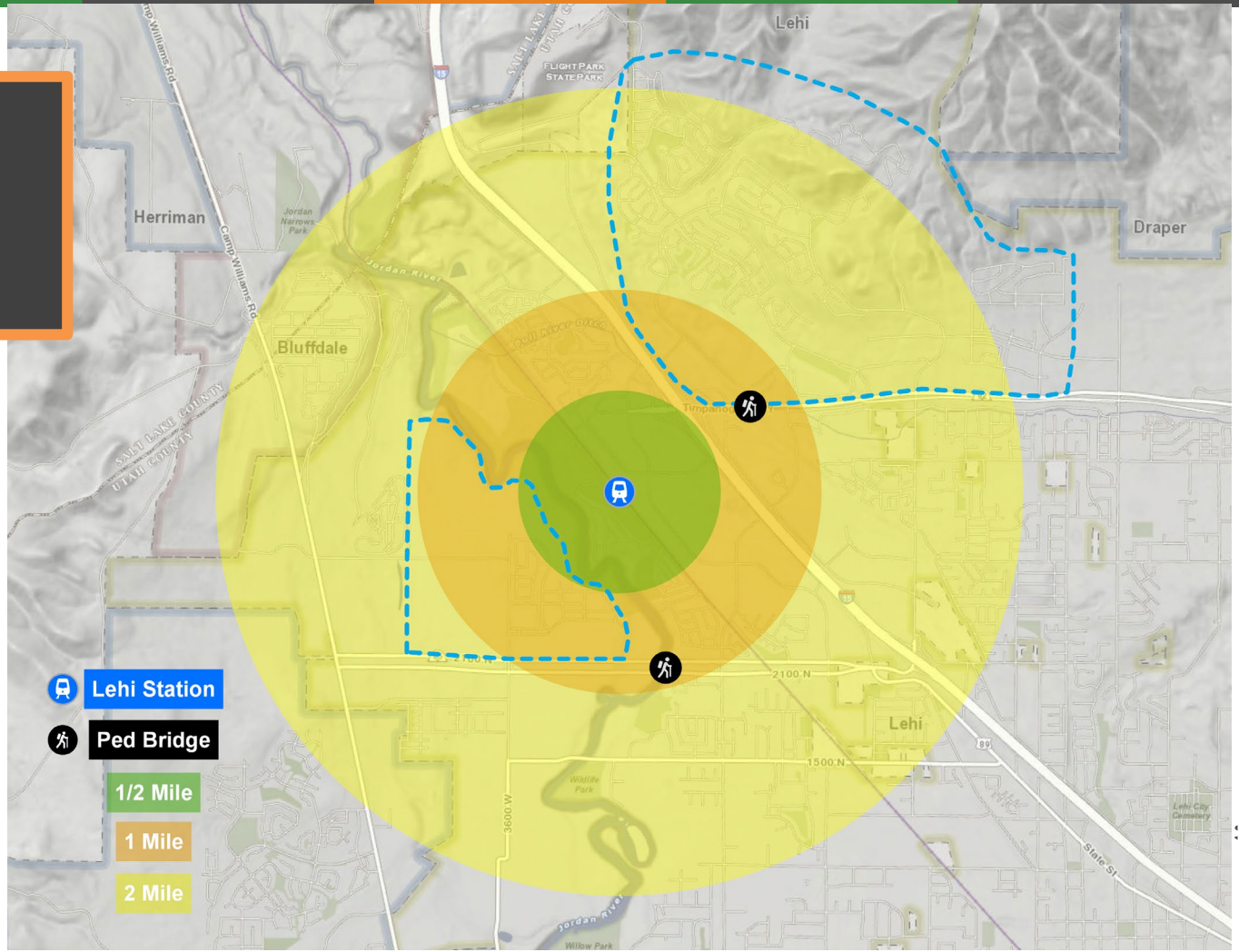
Funding Partners
TIGER
UDOT
MAG
Lehi City

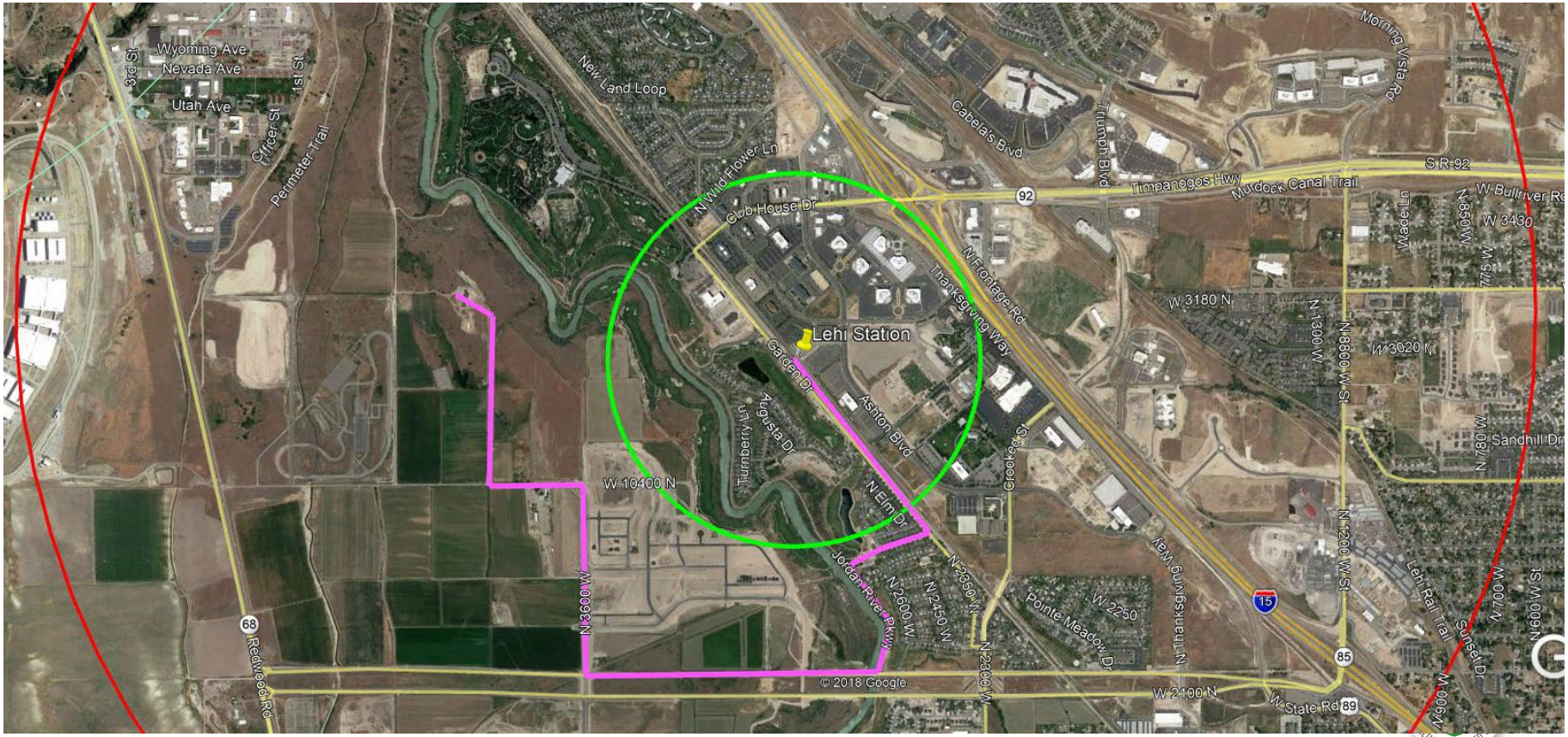


Murdock Canal Trail
Jordan River Trail
Provo River Trail
Lehi FrontRunner Station



Next?


Lehi Station
Ped Bridge
1/2 Mile
1 Mile
2 Mile
Lehi
Draper
Herriman
Bluffdale
Camp Williams Rd
Jordan River
2100 N
1500 N
3600 W
State St


Lehi Station
Wyoming Ave
Nevada Ave
Utah Ave
3rd St
1st St
Officer St
Perimeter Trail
New Land Loop
N Wild Flower Ln
Club House Dr
Cabela's Blvd
Triumph Blvd
Timpanogos Hwy
Murdock Canal Trail
S R-92
Morning Vista Rd
W Bullfrog Rd
W 3430
Wade Ln
N 850 W
N 775 W
N Frontage Rd
Thanksgiving Way
W 3180 N
N 1300 W
N 1800 W St
W 3020 N
N 780 W
Sandhill Dr
Garden Dr
Auguste Dr
Turnberry Ln
Ashton Blvd
N Elm Dr
Crooked St
W 10400 N
N 3600 W
Jordan River Pkwy
N 2600 W
N 2450 W
N 2350 W
N 2300 W
Pointe Meadow Dr
W 2250
N Thanksgiving Way
N 1200 W St
Lehi Rail Trail
Sunset Dr
N 700 W
N 600 W St
W 2100 N
W State Rd
Redwood Rd
© 2018 Google

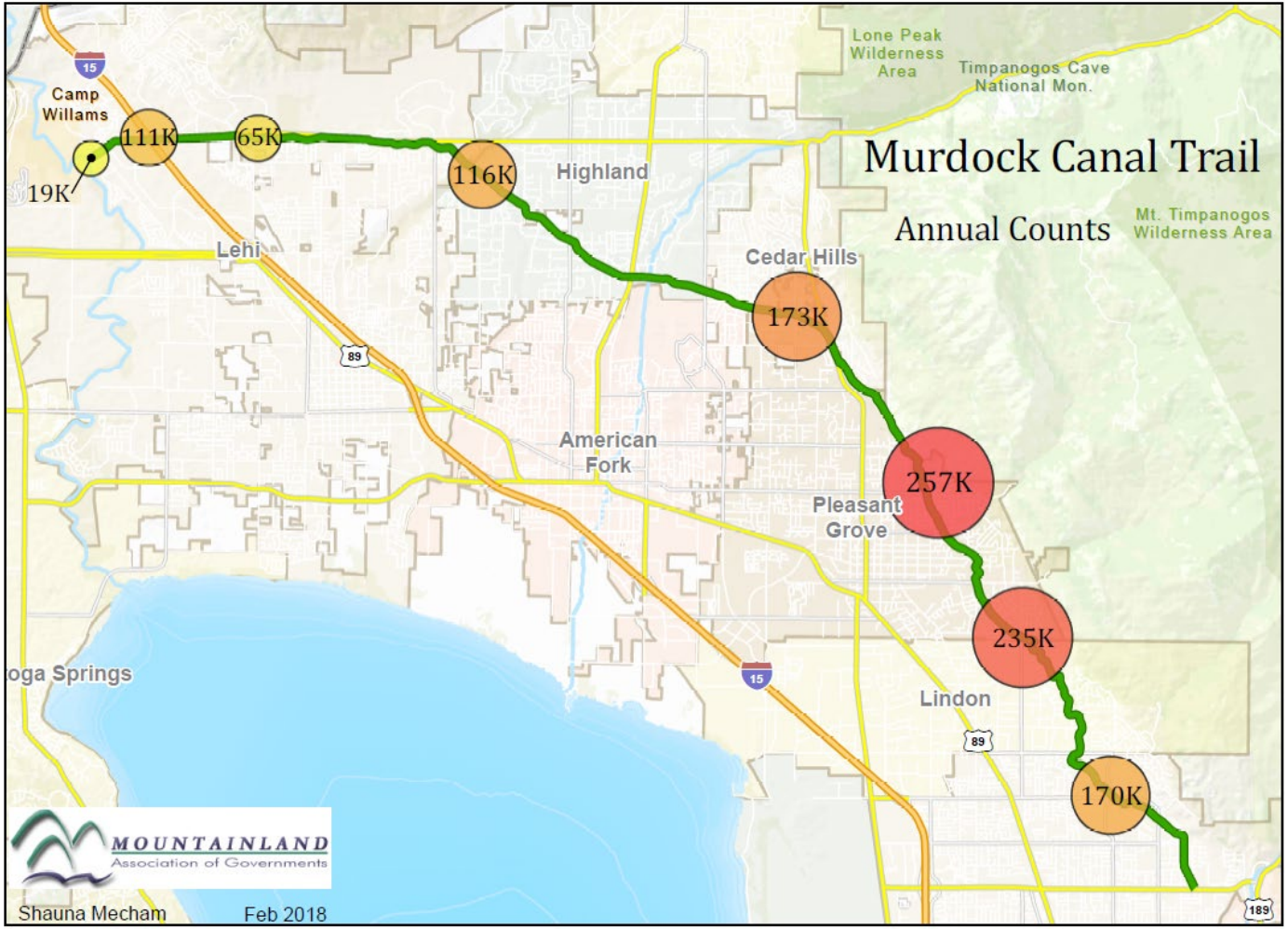
Case Study: At -grade crossings

Crash rates

5 continuous counters currently on trail

About 4,000 trips on the entire Murdock any given day in July, the peak month

15-18% of trips are commuting

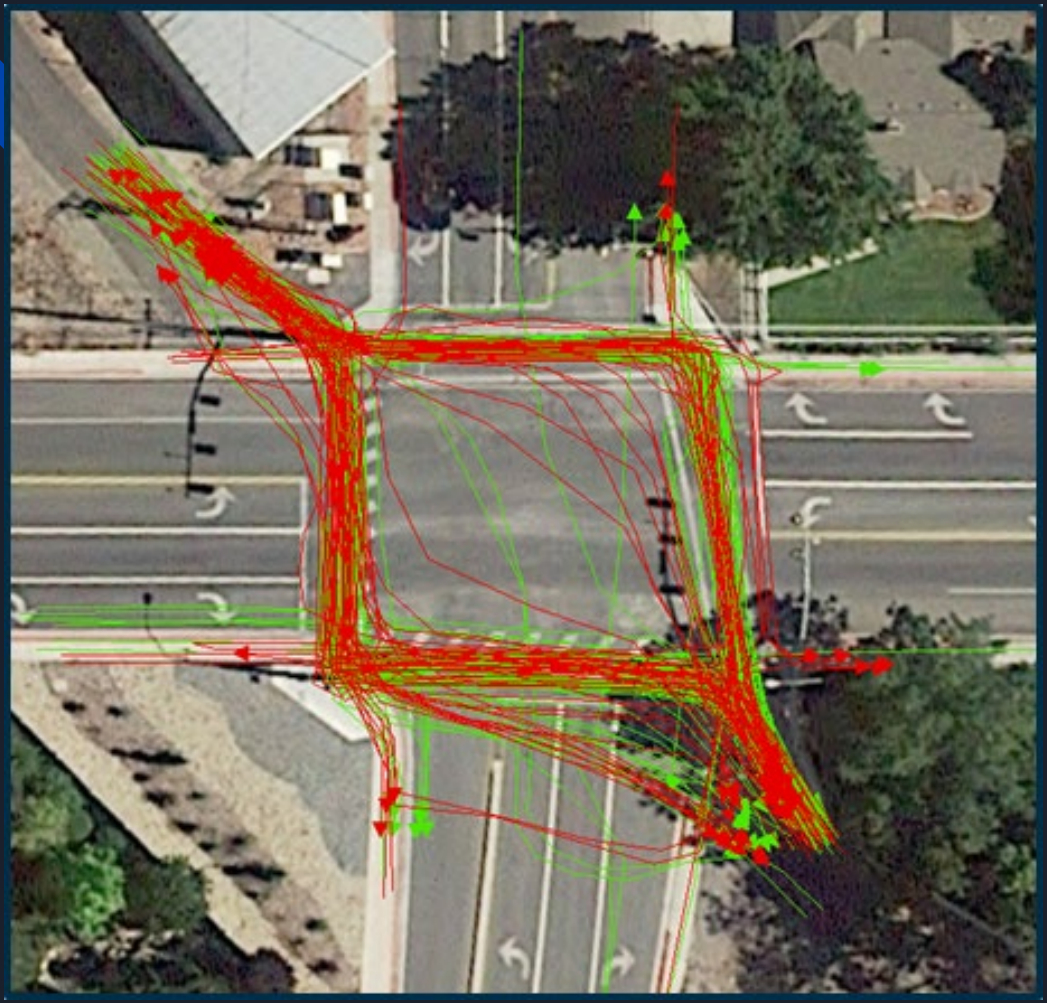

Murdock Canal Trail
Annual Counts
Camp Willams
19K
111K
65K
116K
173K
257K
235K
170K
Highland
Lehi
Cedar Hills
American Fork
Pleasant Grove
Lindon
Lone Peak Wilderness Area
Timpanogos Cave National Mon.
Mt. Timpanogos Wilderness Area
oga Springs
15
89
189
MOUNTAINLAND
Association of Governments
Shauna Mecham
Feb 2018

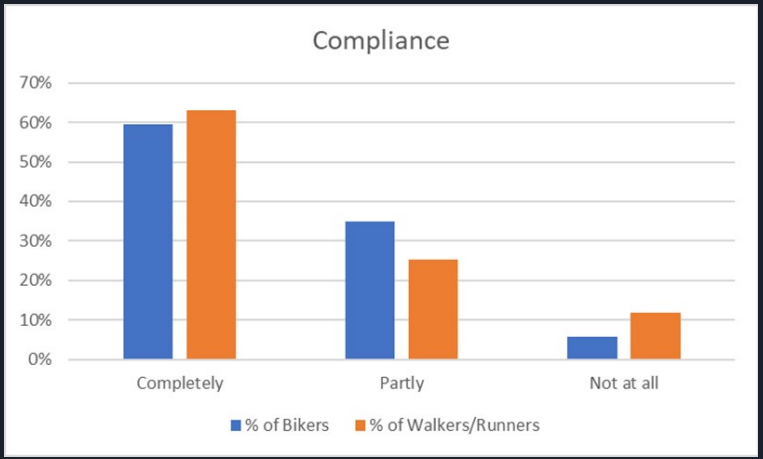
Crossing Behavior

- 29 road crossings
- 10 underpasses on major roads with speeds 35+ mph
- 19 at-grade, mid-block crossings on 2 lane roads with 30 mph or less and relatively low volumes

Case Study: Signalized Intersection Crossing Behavior

Orem 1600 N
Murdock Canal Trail





Totally compliant

Partially or not-at-all compliant

Case Study: Mid-block Crossing

Mid-block
Residential
25 mph speed limit

Zero crashes in the roughly 1million crossings since opening

Crossing Behavior

Do stop signs work?

19% of trail users in our 962 observed crossings came to a complete stop before crossing

Negotiation does (in proper context)

Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

#MOVEUTAH

The Move Utah Program

Heidi Goedhart
Active Transportation Manager
Utah Department of Transportation

WTS

NORTHWEST REGION

IN CONJUNCTION WITH

MOVE UTAH

ACTIVE • HEALTHY • CONNECTED COMMUNITIES

PLATINUM PARTNERS

SILVER PARTNERS

GOLD PARTNERS

BRONZE PARTNERS

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

V-I-A
vision-integration-action

FEHR PEERS

UCAIR | UTAH CLEAN AIR

UTAH ASSOCIATION OF COUNTIES

SJ+A

safe routes

Utah Governor's Office of Economic Development
Office of Outdoor Recreation

Zero Fatalities
A Goal We Can All Live With

HEADS UP
WE'RE ALL BEHIND WHEEL

Envision Utah
How we grow matters.

Utah League of Cities and Towns

OPERATION LIFESAVER
Always Expect a Train

X-FACTOR
STRATEGIC COMMUNICATIONS

Utah Governor's Office of Economic Development
BUSINESS • TOURISM • FILM

APA UT

TravelWise
rethink your trip

PROGRAM LEVELS

TRACK	ACTIVATE 9:10-10:10 a.m.	ASCEND 10:20-11:20 a.m.	PEAK 1:00-2:00 p.m.
TRANSPORTATION ROOM-ARIZONA	**Community Engagement: Overcoming Literal Roadblocks**	**The Eye of the TIGER: Utah's Success Story**	**Active Transportation in a Freeway Project?!**
	Planning active, healthy and connected communities requires robust public engagement. Come listen to key community leaders who have experienced literal and figurative roadblocks and learn about what they've done to overcome them.	Federal funding can be a great resource for active transportation planning and implementation in local communities. Hear about what Utah has done to secure millions of dollars for 'first and last mile' connections to transit and how community leaders are using those resources to improve their residents' health and transportation choices.	Freeways have historically divided cities, creating a barrier to community cohesion. With increased traffic congestion at Point of the Mountain and east-west active transportation connections sorely needed, Lehi City and Utah's transportation agencies came together to find a solution. Come listen to the compelling story of how their efforts have made a difference.
	Panelists/Facilitator	**Panelists/Facilitator**	**Panelists/Facilitator**
	Mike Mendenhall, City Council Member, Spanish Fork	**Mike Caldwell,** Mayor, Ogden City	**Craig Hancock,** Project Director, I-15 Technology Corridor
	Dayton Crites, Trails and Active Transportation Planner, Cache County	**Jen McGrath,** Deputy Director of Community and Neighborhoods, Salt Lake City	**Mike West,** City Planner, Lehi
	Mike Johnson, Community & Economic Development Director, Cottonwood Heights	**Jim Price,** Active Transportation Planning Manager, Mountainland Association of Governments	**Jason Bleyl,** Senior Project Manager, HNTB
	Kim Clausing, Health Educator, Tooele County Health Department	**Angelo Papastamos,** TravelWise Director, Utah Department of Transportation	**Matt Parker,** Region 3 Project Manager, Utah Department of Transportation
	Kai Tohinaka, Transportation Planner, Parametrix		**Heidi Goedhart,** Active Transportation Manager, Utah Department of Transportation
LAND USE ROOM-BALLROOM C	**Show Me the Money!**	**The Housing Afforability Crisis**	**What is, What Might be and What Matters: A Discussion of Disruptive Trends and Active Transportation**
	Want more active transportation facilities in your community but you're tight on cash? There's money out there if you know where to look. Join us to learn how to secure funding so you can stop wasting time digging in your couch cushions.	Our region is on the verge of a housing affordability crisis. Since 1991, Utah's housing prices have increased at a faster rate than housing in San Francisco, San Jose and Seattle. One in eight Utah homeowners below median income are paying 50% or more of their income on housing. Come learn about what this means for your community and what you can do about it.	From dockless e-scooters to autonomous cars, join us for a lively and participatory discussion about the latest (and forthcoming) transportation trends. We'll dig into the questions and uncertainties surrounding these new forms of mobility and discuss their implications for city planning, active transportation and health. We'll also discuss what cities can do to prepare for these disruptive technologies.
	Panelists/Facilitator	**Panelists/Facilitator**	**Presenters**
	Kendra Babitz, Health Policy Specialist, Utah Department of Health	**Cameron Diehl,** Executive Director, Utah League of Cities & Towns	**Stephanie Tomlin,** Active Transportation Planner, Fehr & Peers
	Phil Sarnoff, Executive Director, Bike Utah	**Wilf Sommerkorn,** Director, Salt Lake County Regional Transportation	**Tim Baird,** Transportation Planner, Fehr & Peers
	Megan Townsend, Transportation & Land Use Connection Program Director, Wasatch Front Regional Council	**James Wood,** David Eccles School of Business, Ivory Boyer Senior Fellow, University of Utah	**Jen McGrath,** Deputy Director of Community and Neighborhoods, Salt Lake City
	Tom Adams, Director, Utah Outdoor Recreation & Tourism	**Brynn Mortensen,** Housing Gap Coalition Director, Salt Lake Chamber	
	Quinn Bennion, City Planner, Vernal	**Ari Bruening,** President and COO, Envision Utah	
HEALTH ROOM-IDAHO	**The Benefits of Designing Active, Healthy Communities**	**8 to 80: Active Transportation Across a Lifespan**	**Starving for Options: Food Deserts and their Effect on Health**
	This session will get your heart rate up as we highlight the success of local communities who have made active transportation a priority. Experts will present how efforts to increase physical activity have not only improved the health of residents but also the health of the local economy.	Communities and the people that live in them come in all shapes and sizes. This session will focus on what communities can do to build safe, accessible and comfortable transportation choices for everyone—whether you're 8 years old or 80.	Healthy eating can depend on access to healthy foods. Many Utahns in both urban and rural areas have limited access to grocery stores and fresh produce. Some rely on convenience stores and fast food restaurants that offer limited healthy options. This session will focus on how transportation and land-use planning affects access to healthy food, what that access means for Utahns' health and how you can advocate for change.
	Presenters	**Panelists/Facilitator**	**Presenters**
	Brett Mcliff Ph.D, Physical Activity Coordinator, Utah Department of Health	**Sarah Roundy,** School Health Coordinator, Utah Department of Health	**Cherie Wood,** Mayor, South Salt Lake City
	Joseph Taylor, Active Transportation Manager, Utah Transit Authority	**Heidi Goedhart,** Active Transportation Manager, Utah Department of Transportation	**Jess Church,** Dietician, Utah Department of Health
	Ivan Marrero, Utah Division Administrator, Federal Highway Administration	**Kye Nordfelt,** Health Promotion Director, Southwest Utah Public Health Department	**Isa Perry,** Community Outreach Planner, Davis County Health Department
		Reid Ewing Ph.D, Metropolitan Research Center Director, University of Utah	
		Travis Evans, Alternative Transportation Safety Program Manager, Utah Department of Transportation	

Keeping Utah Moving

Teri Newell, P.E.
Deputy Director
Utah Department of Transportation

What’s at the Heart of a Healthy Community?

How active, connected communities foster well-being

Sarah Hodson
Executive Director
Get Healthy Utah

Rebecca Fronberg
EPICC Program Manager
UDOH

Elizabeth Weight
Strategic Communications Director
UDOT

Christie Oostema-Brown
Principal
People + Place

Wasatch Choice 2050

Andrew Gruber
Executive Director
Wasatch Front Regional Council

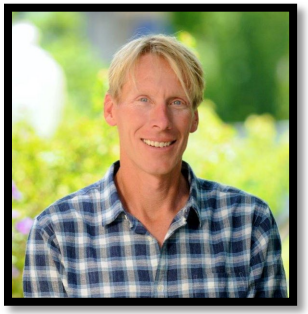
Genetic Code or Zip Code?

The intersection of place and wellbeing

Tyler Norris
Chief Executive Officer
Well Being Trust

Where the Rubber Meets the Multi-Use Path

local community success stories



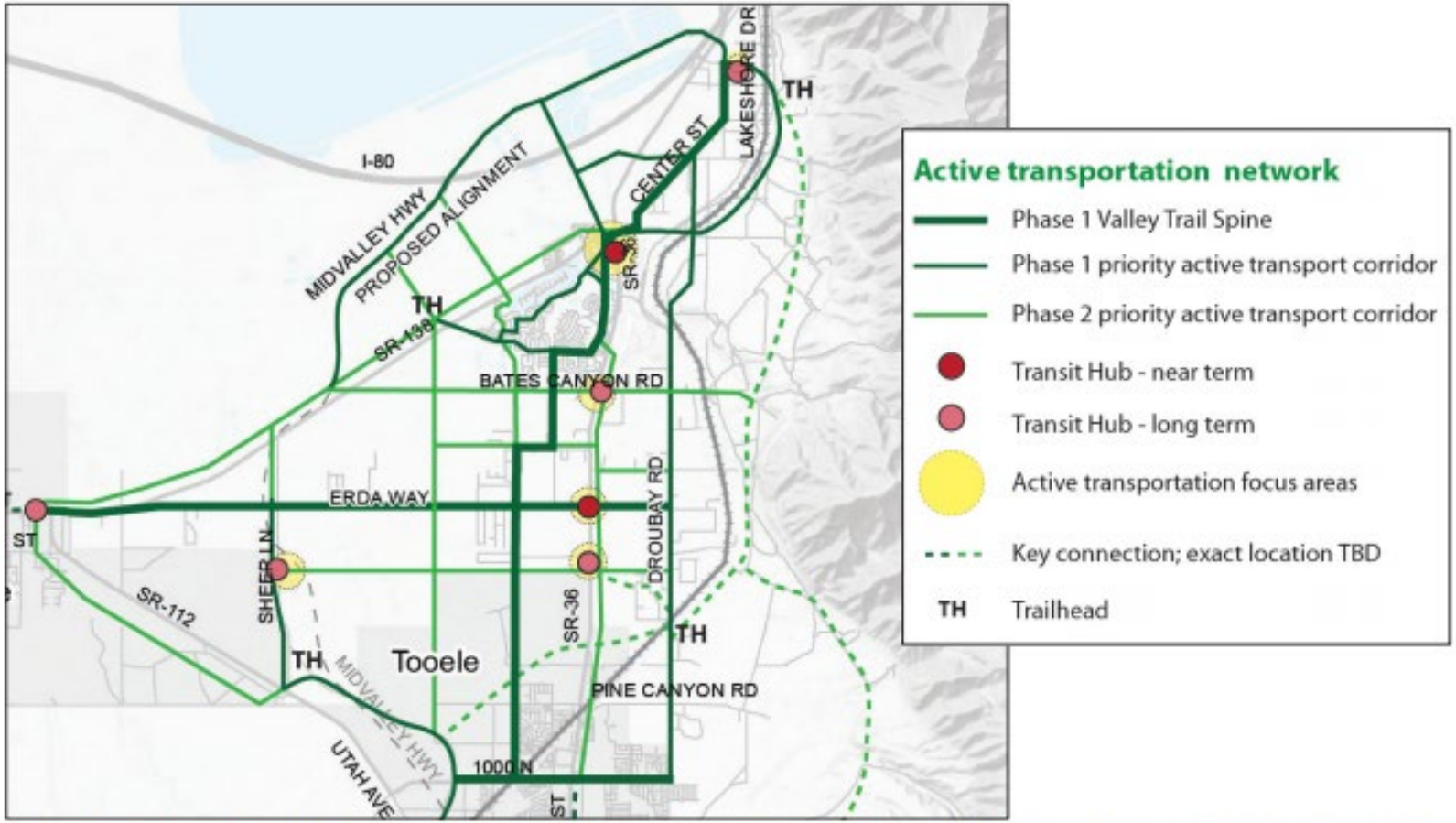
Andy
Beerman
Mayor
Park City

Michelle
Kaufusi
Mayor
Provo City

Jeff
Silvestrini
Mayor
Millcreek City

Shawn Milne
Commissioner
Tooele County

Bret Millburn
Commissioner
Davis County



The Tooele County Transportation Plan proposes an active transportation network anchored by valley trail spines running north-south and east-west. The north-south trail spine is the focus of this master plan.

Electric Xpress

Six Proterra 40’ Carbon Fiber Buses

- 2018 avg. monthly ridership 30,000 people.
- 12.4 miles loop operated 17hrs/day.
- Range is 50 miles. Charge in 3-10 mins.
- 22.5 MPGe (.33/mile)

E-bike Share

Summit Bike Share

First & Last mile solutions

- Fleet is 118 bikes with 9 stations.
- Summer 2017: 32,600 miles and 9,500 trips
- Summer 2018: 75,000 miles and over 35,000 trips
- Partnerships: PCCB, IHC, DV resort.


Look for the
Thumbs Up sign
find foods that a
GH IN:
Vitamins
Minerals
Fiber

Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

#MOVEUTAH