



WASATCH CHOICE

— 2050 —

Regional Growth Committee
January 17, 2019



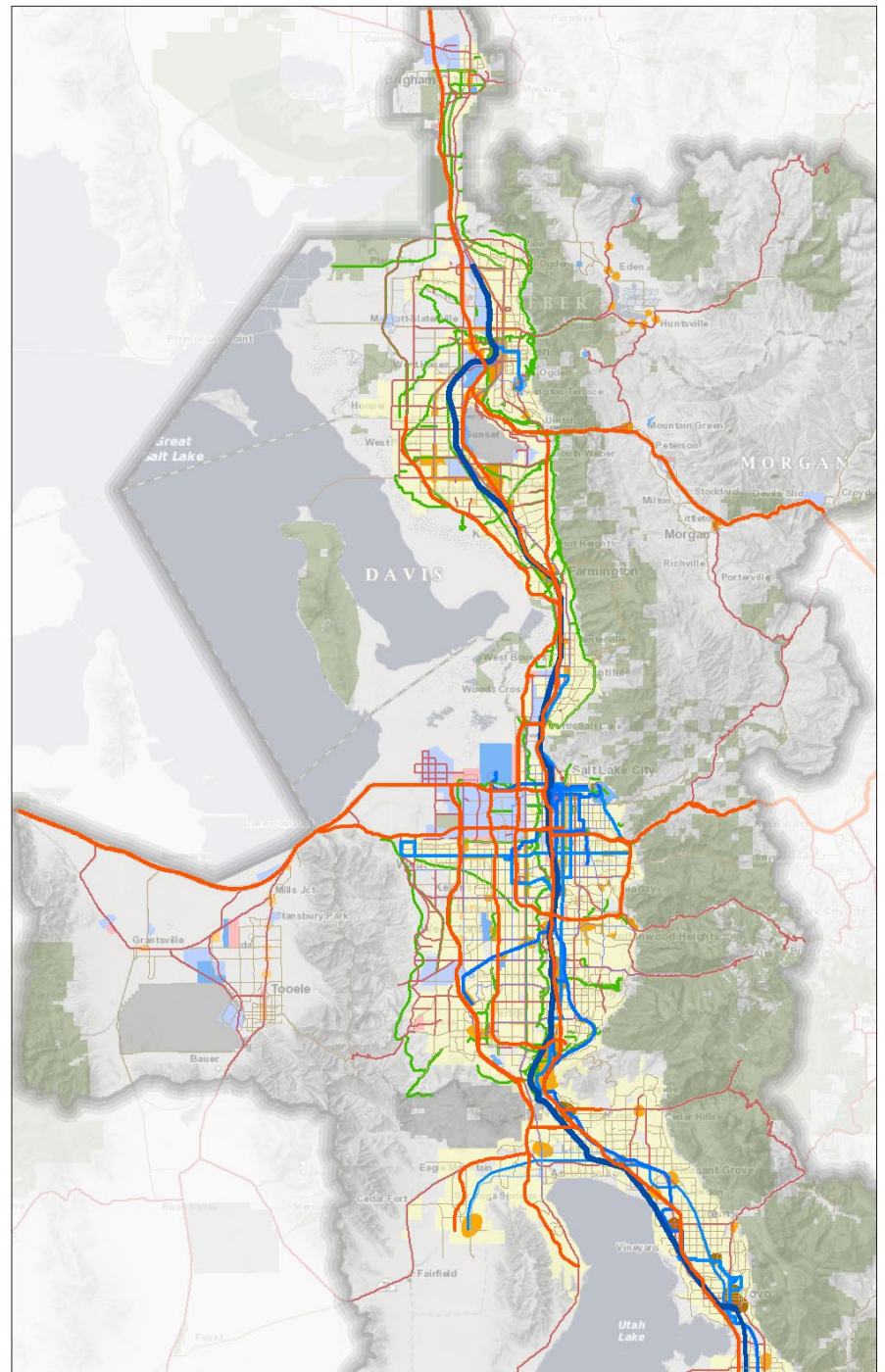
Better outcomes by working together



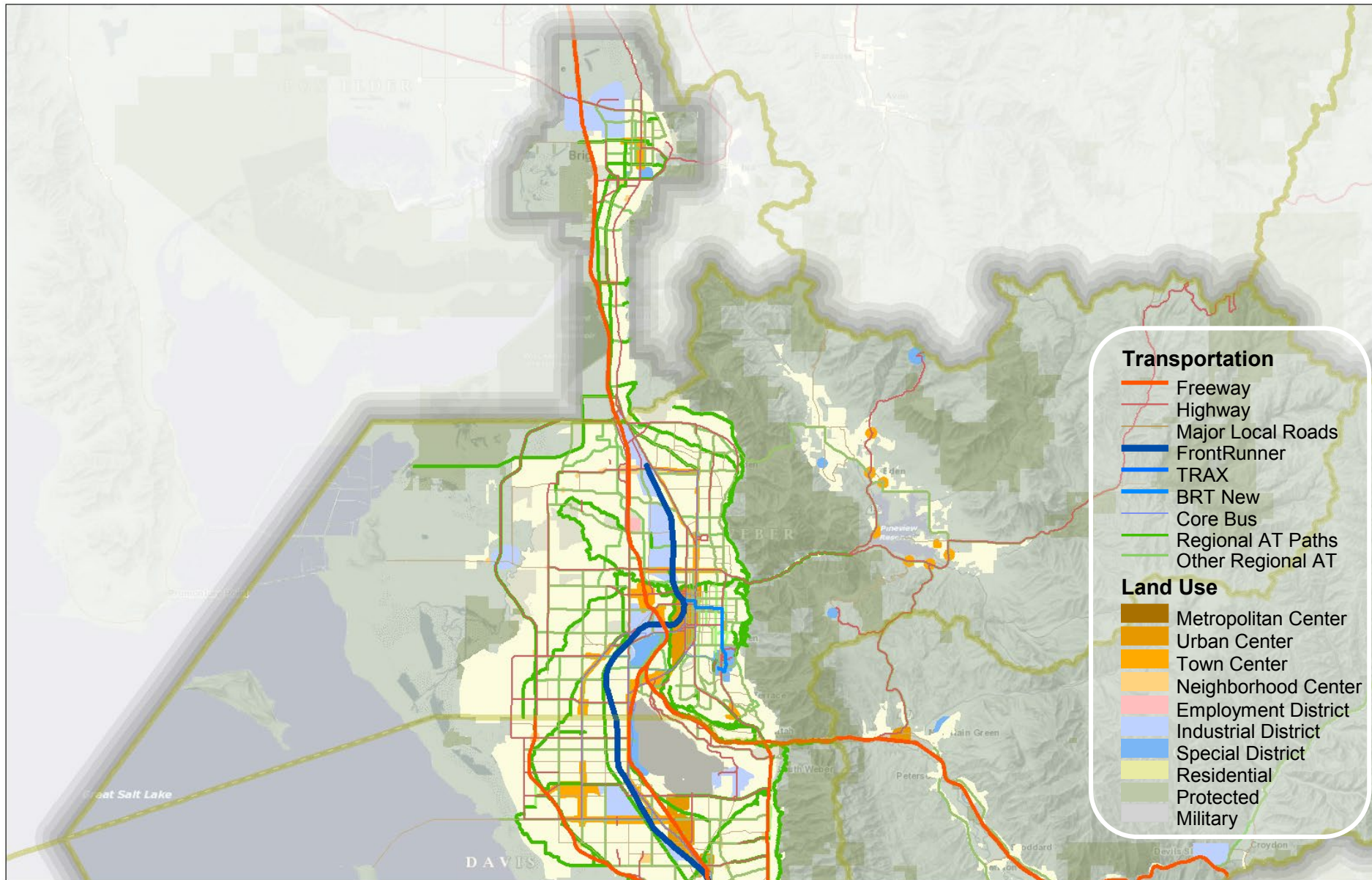


WASATCH CHOICE

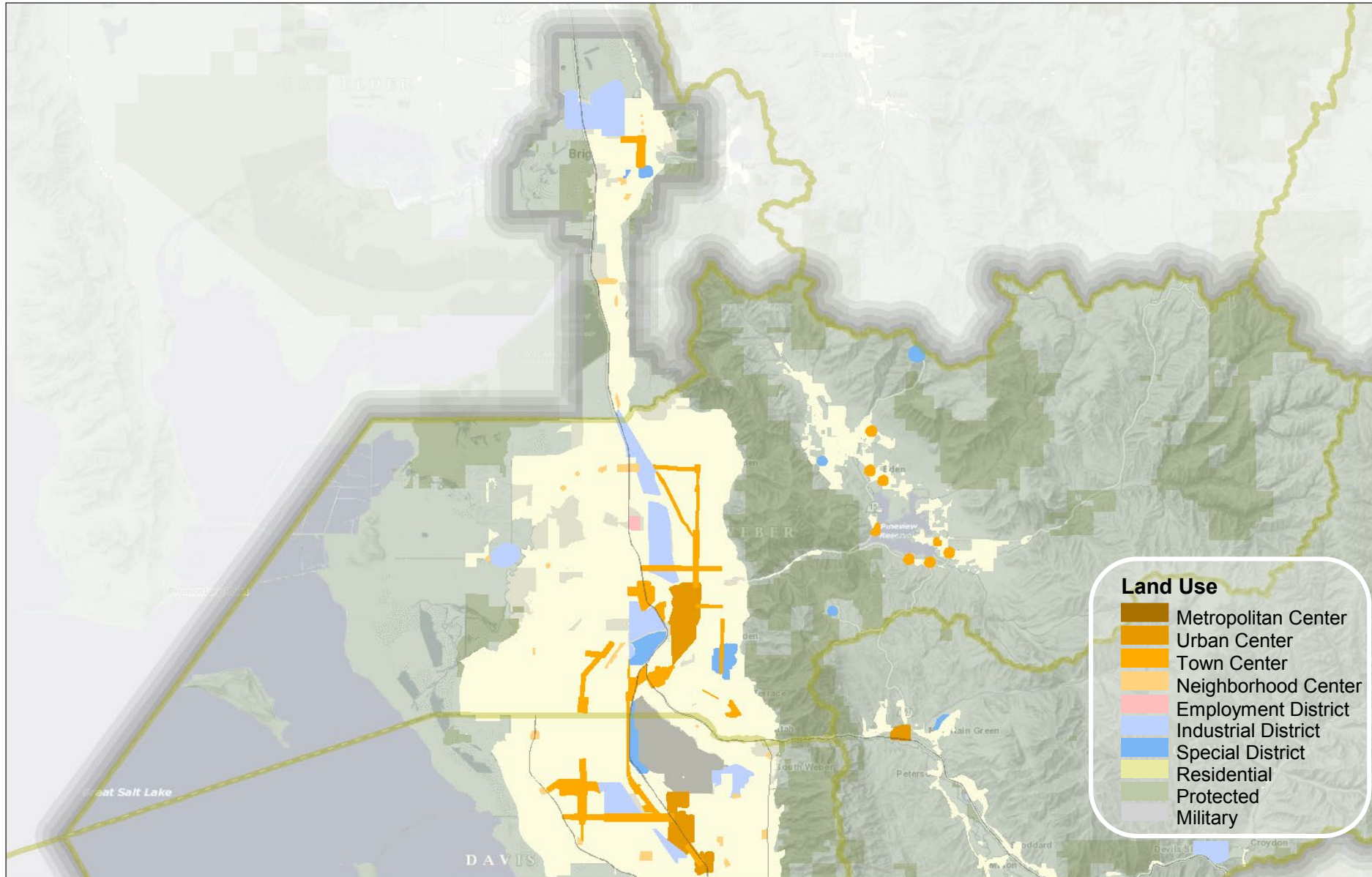
2050



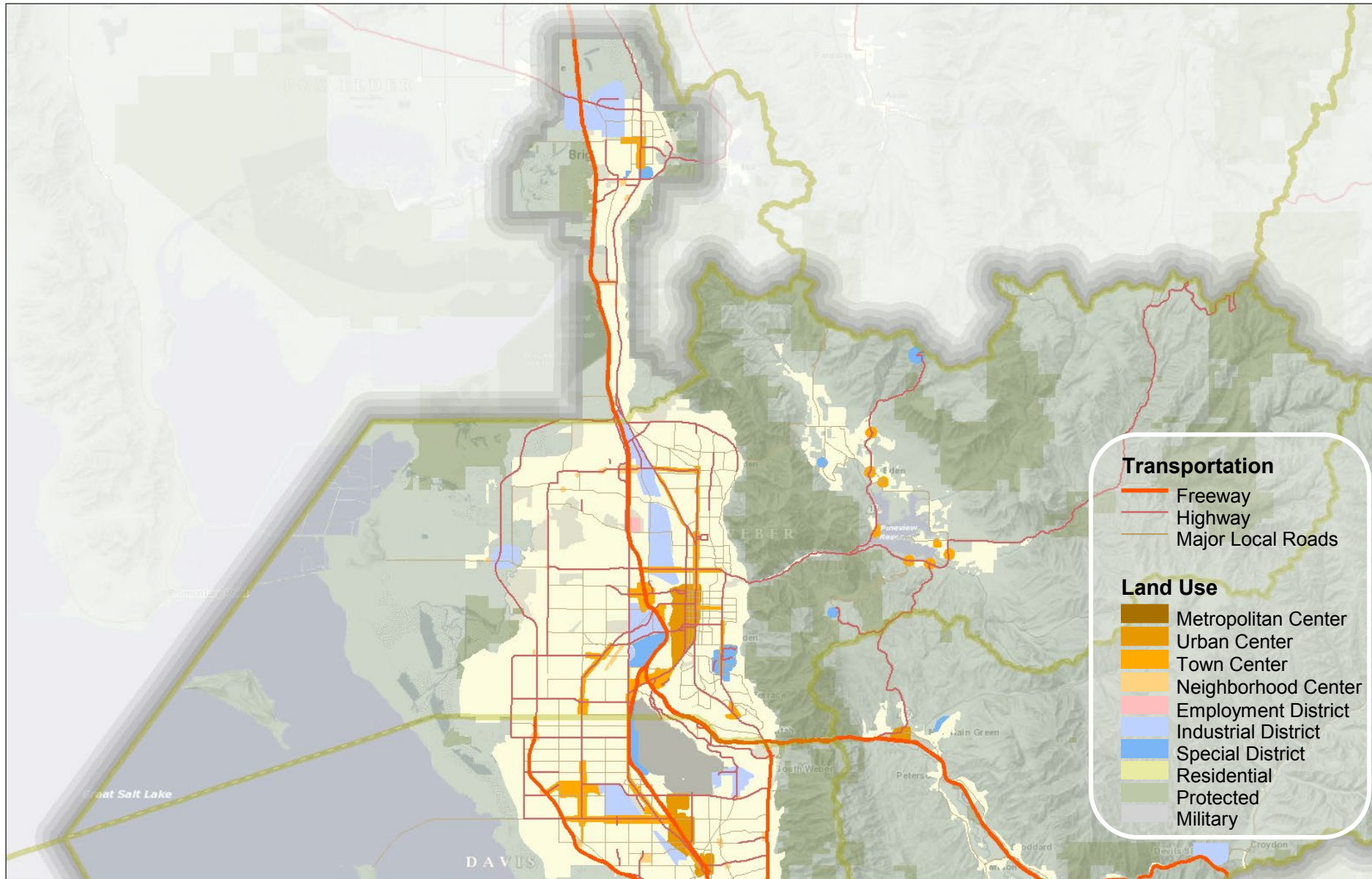
Where growth occurs matters



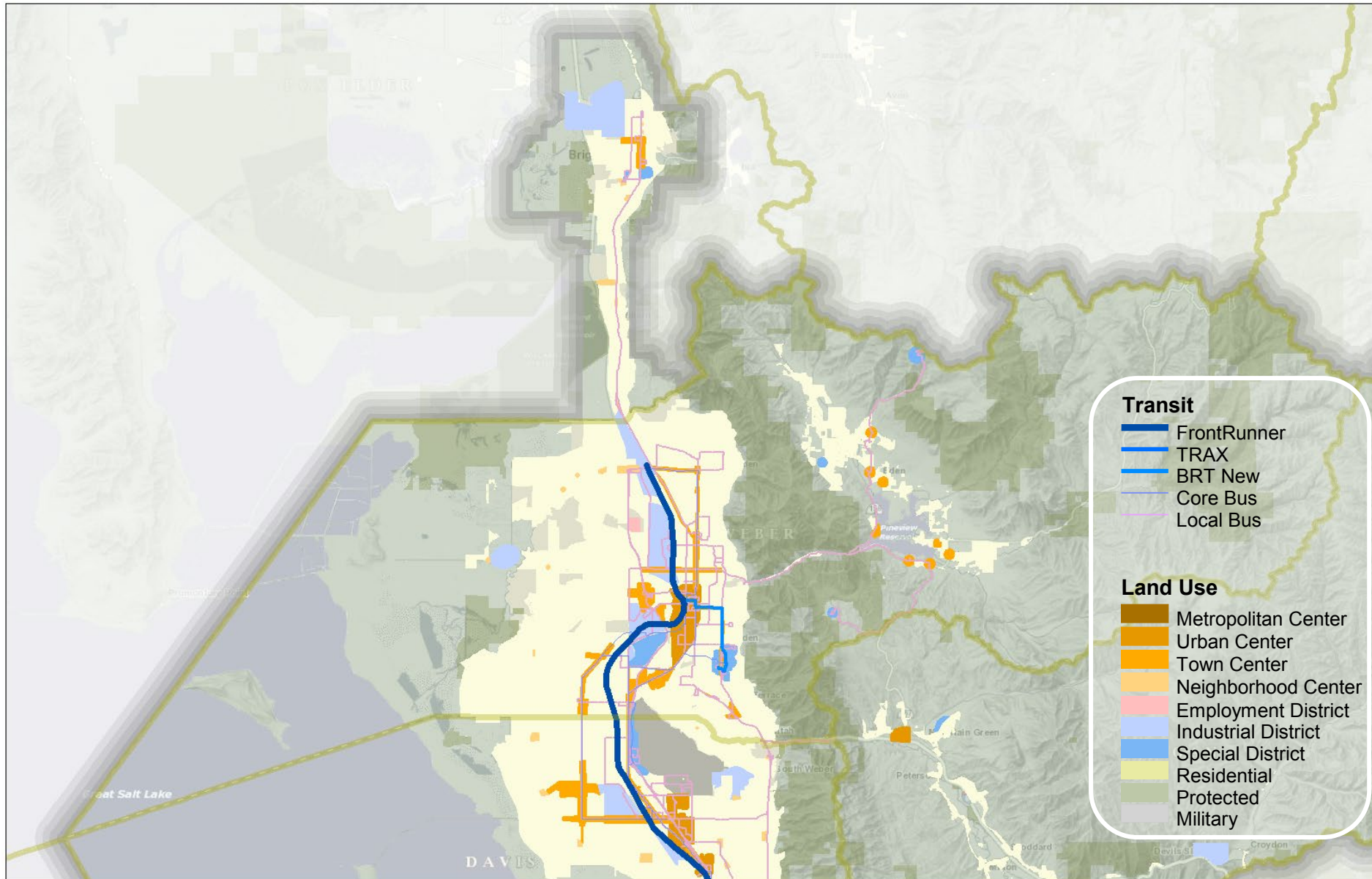
Regionally Significant Centers and Districts



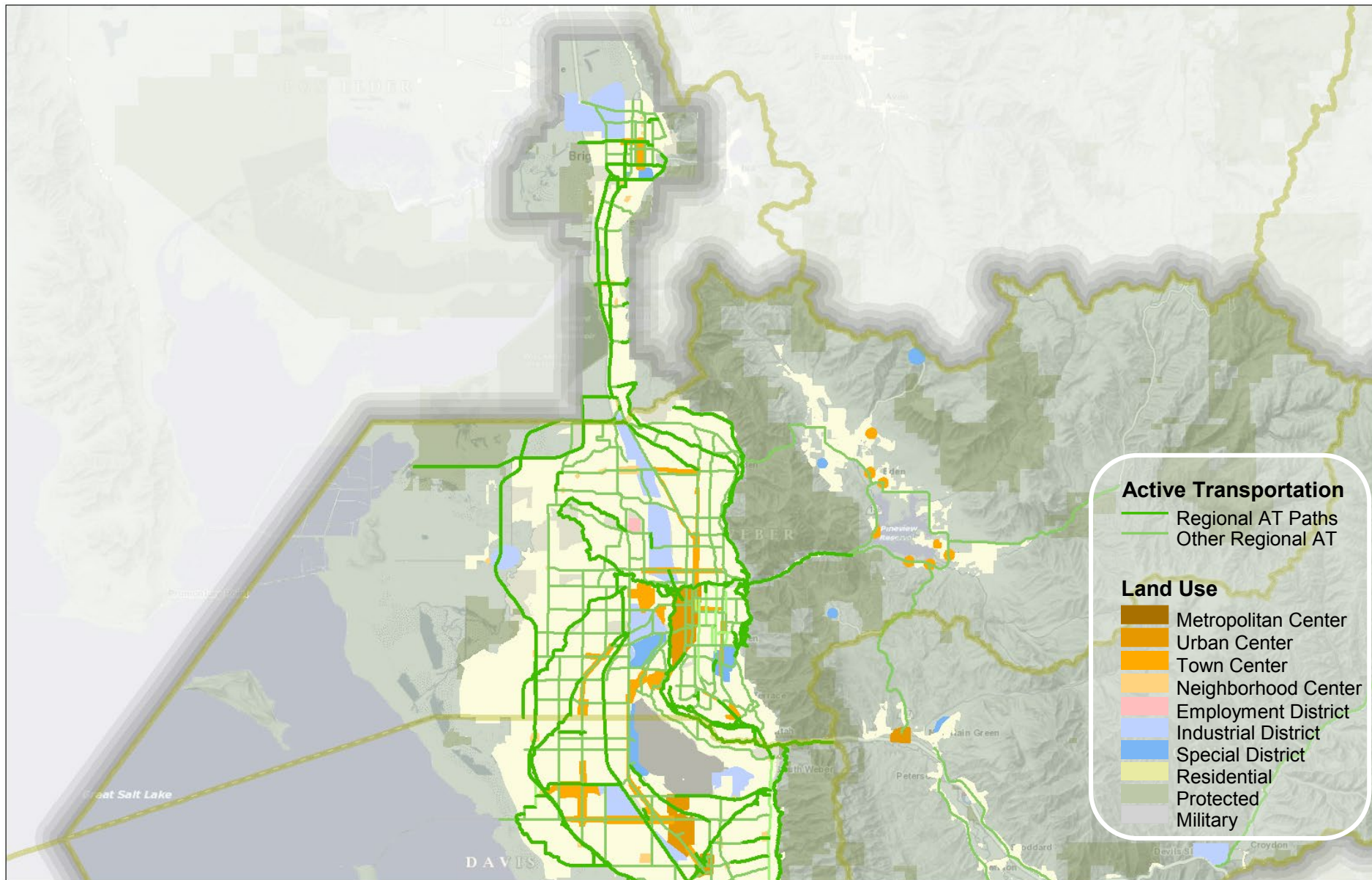
Regional Roadway Network



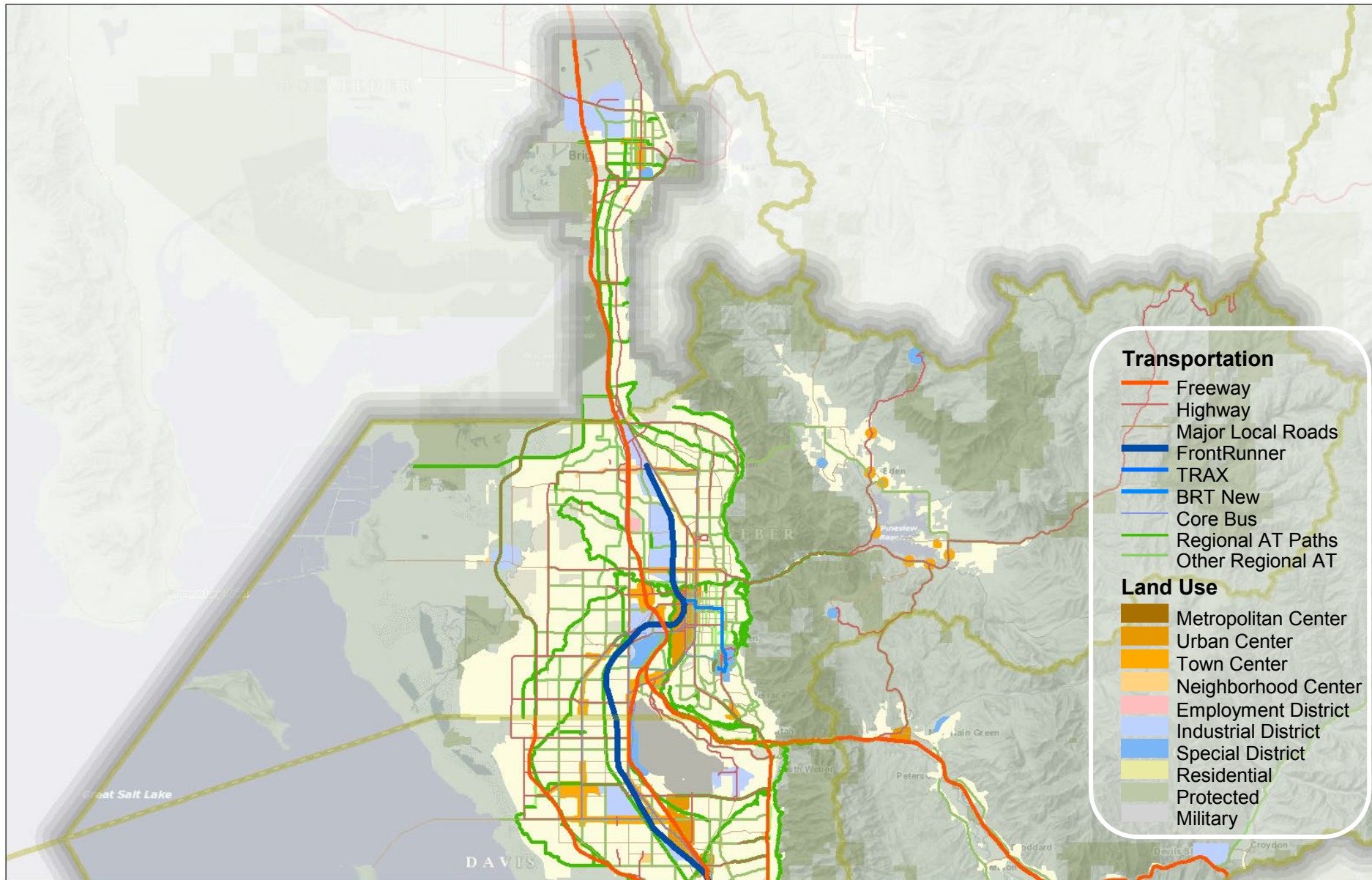
FrontRunner, Light Rail, BRT, Core Bus



Regionally Significant Active Transportation



RTP = Integrated Transportation & Land Use



Wasatch Choice 2050 Goals



Community



Economy



Manageable Traffic



Choices



Safe



Affordable



Clean Air



Parks and Recreation



Environment



Fiscal Responsibility

Process

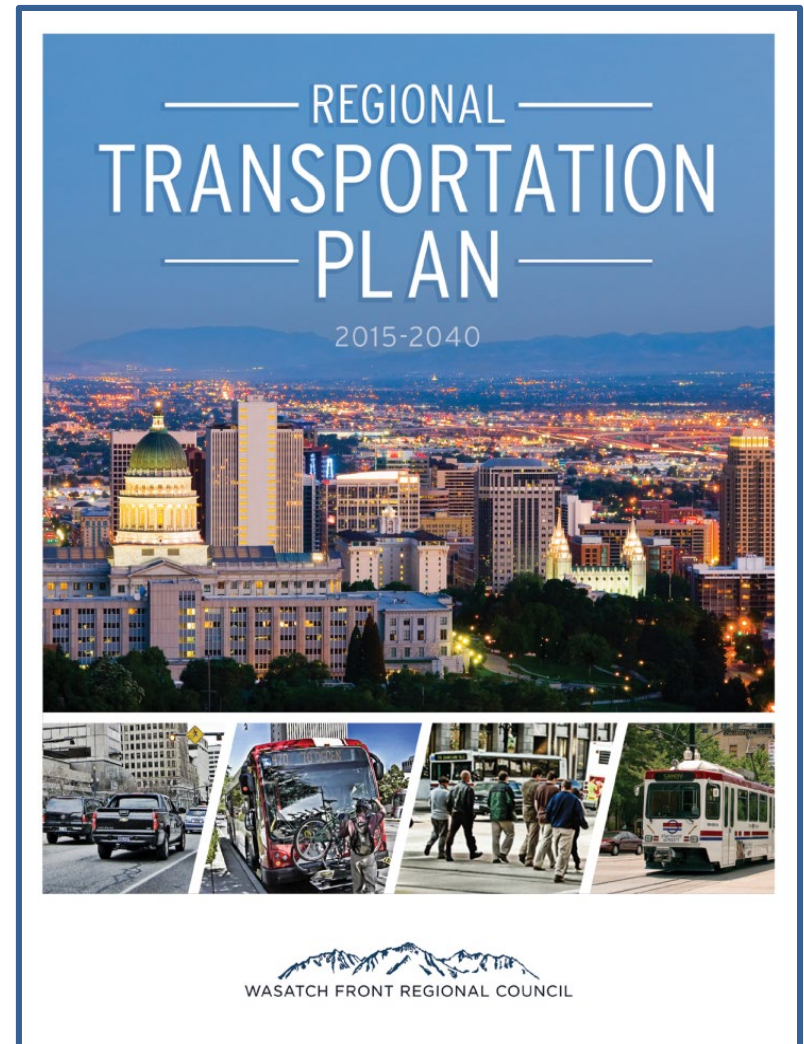


We Are Here

The Regional Transportation Plan

- » Roads, transit, bike lanes, and trails
- » Updated every four years
- » Uses forecasts of future travel behavior
- » Financially constrained
- » Ensures air quality conformity

- » Phase 1: 2019-2030
- » Phase 2: 2031-2040
- » Phase 3: 2041-2050
- » Unfunded



Phasing Outreach

Seven Phasing Workshops

- » 260 Elected officials and staff
- » 56 Partners
- » 309 Comments

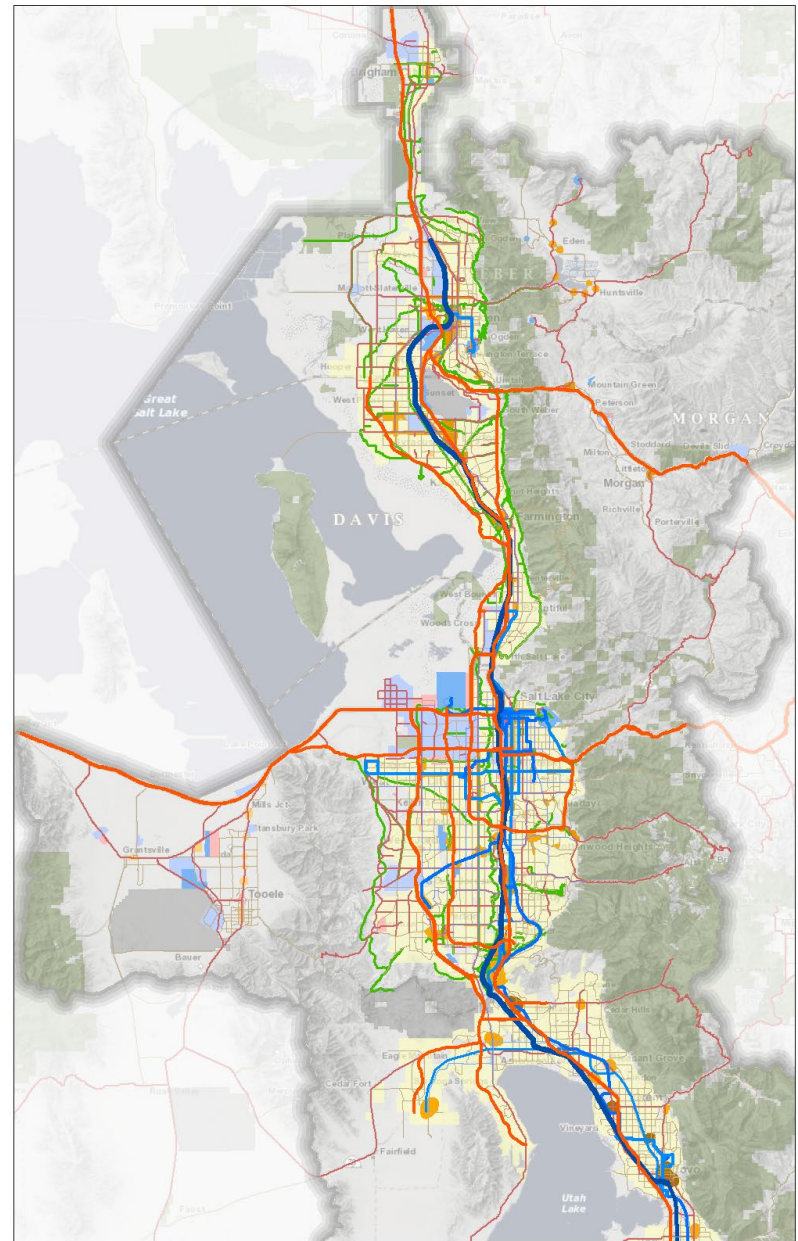
Interactive Map

- » 503 Unique users / 1,129 Unique page views
- » 145 Comments

Stakeholder Meetings

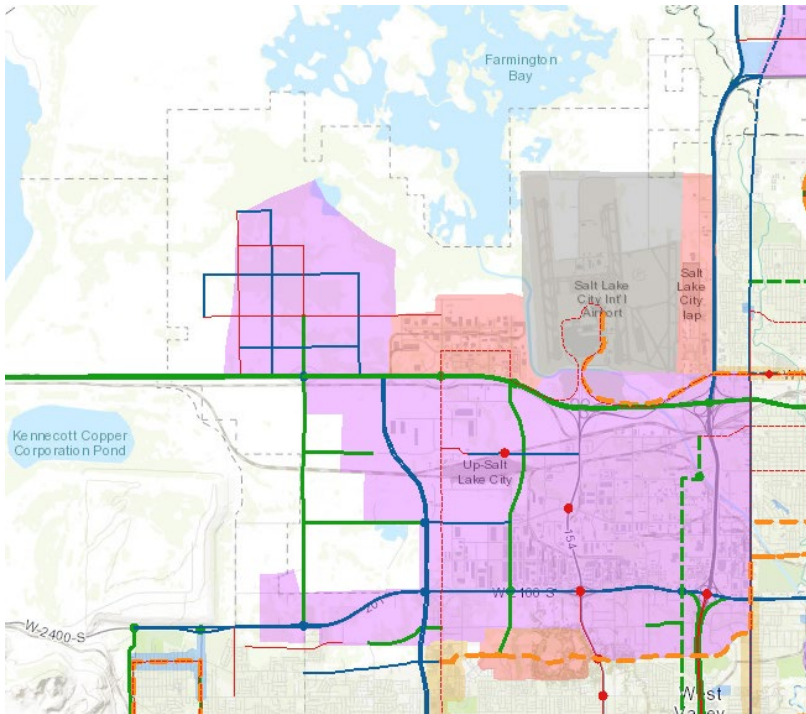
- » UBET
- » Rio Tinto
- » LDS Church Land Holding Groups

Local Community Follow-up

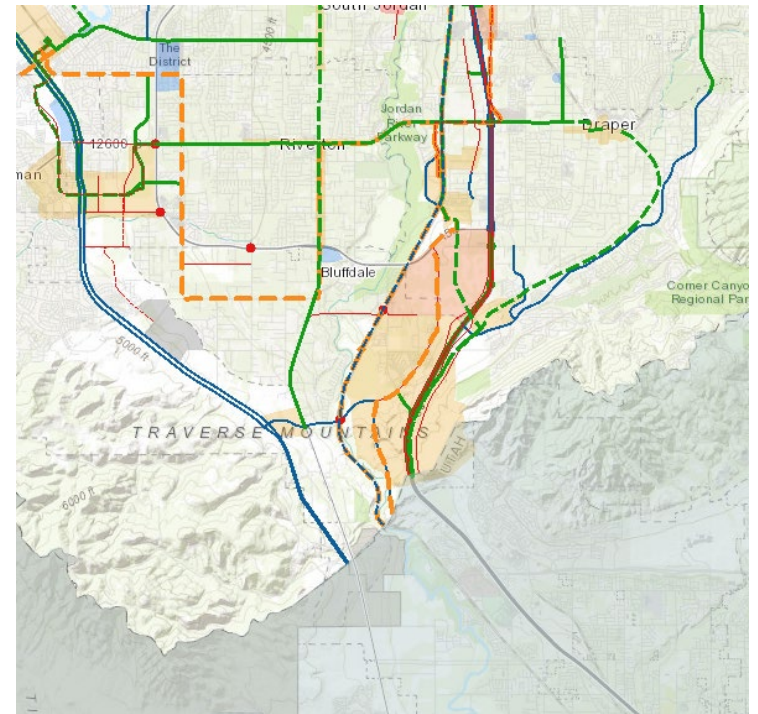


Special Considerations

» Inland Port



» Point of the Mountain



Next Steps

Today's Meeting

- » Recap of workshops & public comment period
- » Final public comment period

March Meeting

- » Report back on final comment periods
- » Overview of website and document

May Meeting

- » Recommendation for adoption of the RTP

August Meeting

- » Broader Wasatch Choice strategies
- » Approach to monitoring progress





WASATCH CHOICE

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Regional Growth Committee
January 17, 2019





UDA
URBAN DESIGN
ASSOCIATES



TRANSPORTATION
AND
LAND USE CONNECTION

TLC Appropriation

Regional Growth Committee

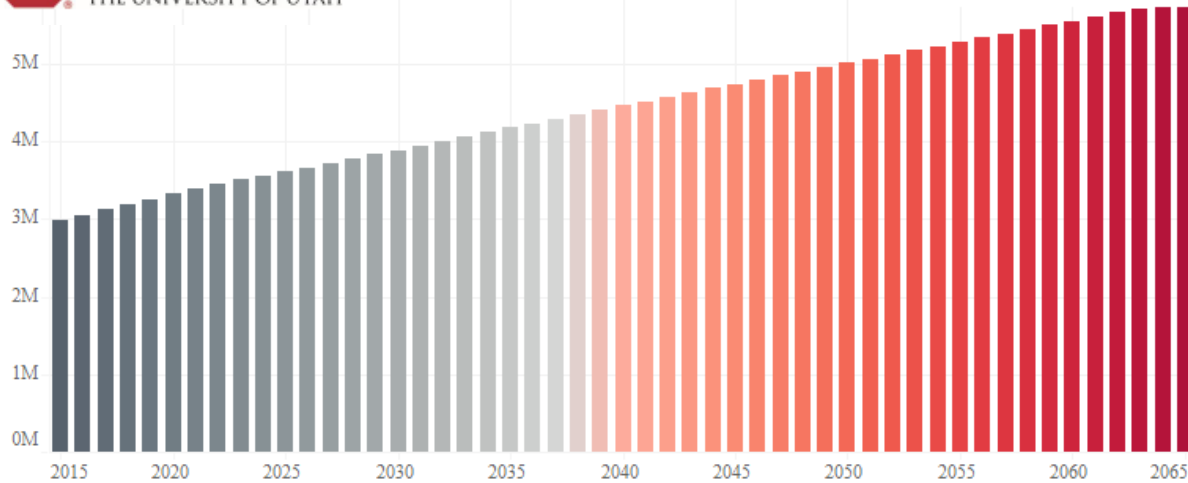
JANUARY 17th, 2019

Megan Townsend, Planner and TLC Program Lead

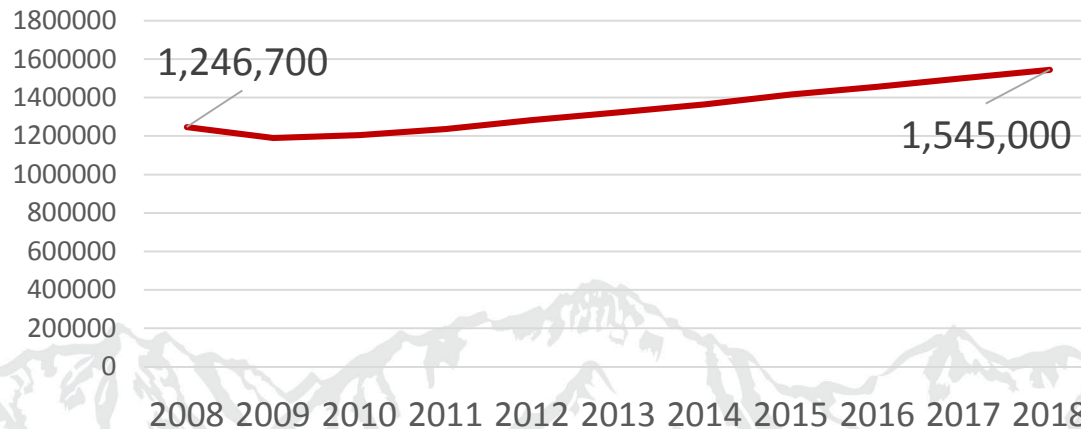
Population and Job Growth in Utah



Utah Population Growth and Projection



Utah Employment Growth, Past Decade



Growth Challenges



Powder Magazine



Salt Lake Tribune

Gardner Business Review

May 2018

Applied economic analysis by the
David Eccles School of Business

Since 2010, Utah has led the country in employment and demographic growth. This growth has produced exceptionally strong demand for housing, which in turn has put upward pressure on housing prices.

What Rapidly Rising Prices Mean for Housing Affordability

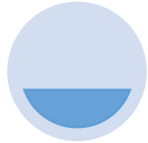
By James Wood, Dejan Eskic, and D.J. Benway





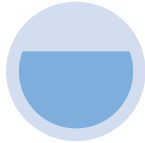
The TLC program provides technical assistance to **local communities** to help them achieve their goals and **plan for growth**. The program helps communities implement changes to the built environment that **reduce traffic on roads** and **enable more people to easily walk, bike, and use transit**.

TLC Projects



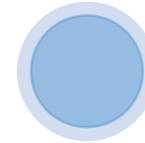
PLANS

Visions
Community Engagement
Downtown Master Plans
Active Transportation



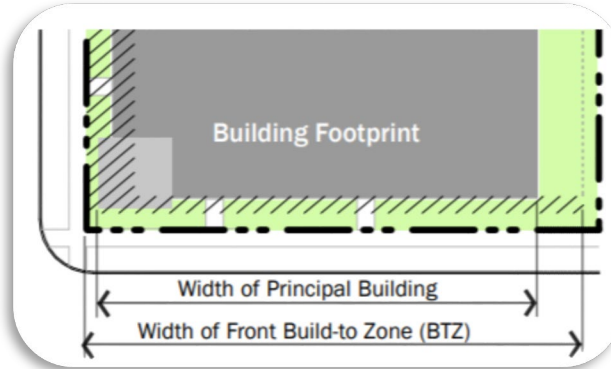
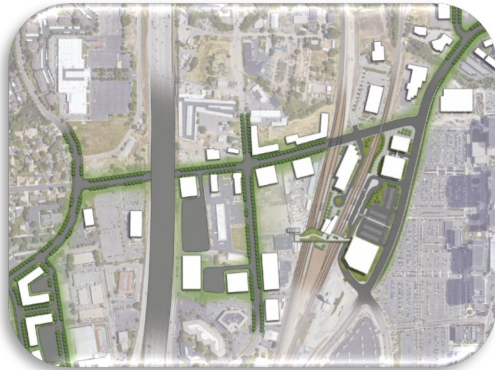
POLICIES

Zoning Ordinances
Design Standards
Transportation Priorities



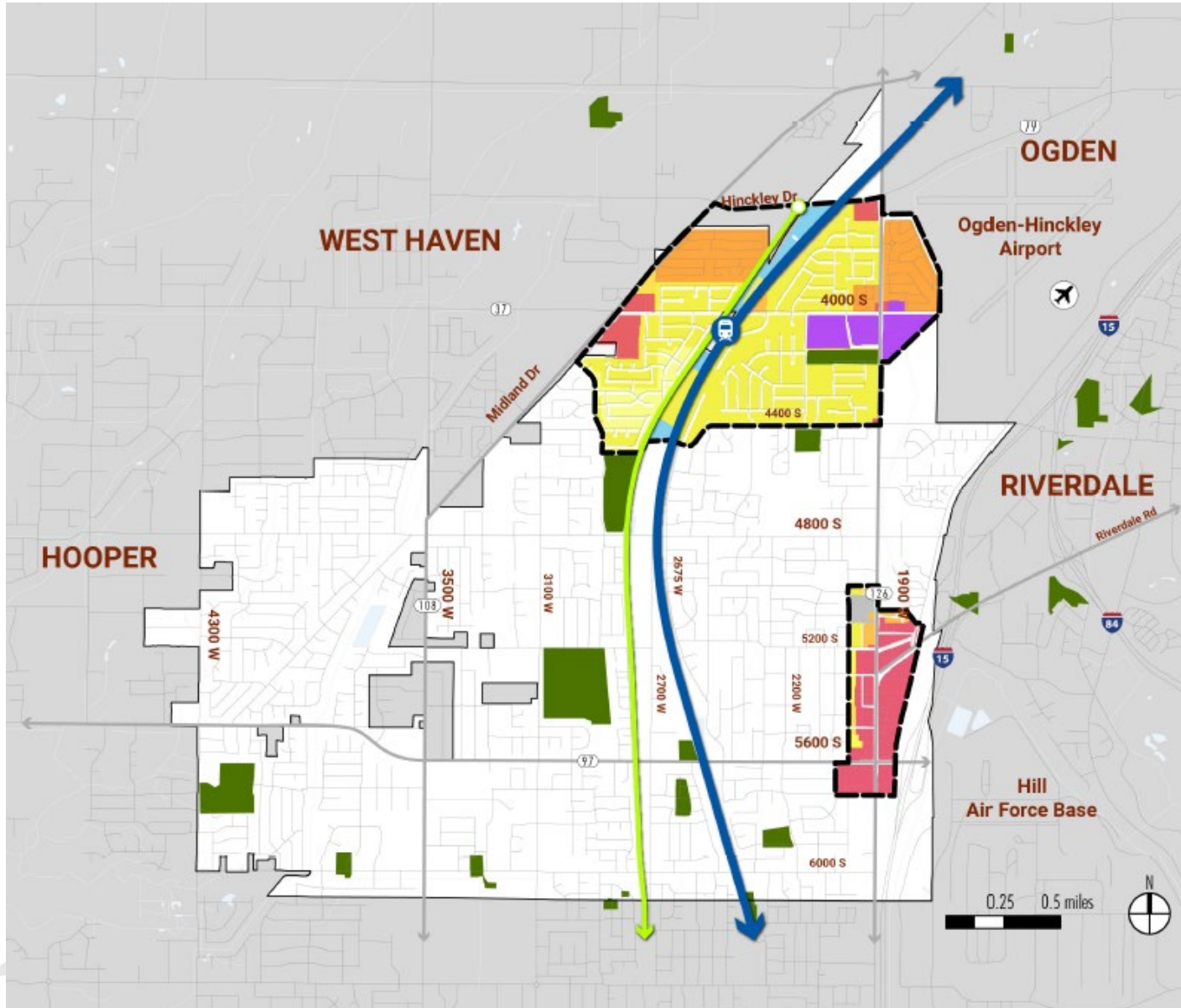
PRODUCTS

Financing Options
Implementation Strategies
RDA Support



STUDIES AND ANALYSES (Parking, Market, etc.)

Plan → Policy: Roy City



Policy → Product: South Salt Lake



New Residential Units: 2,676



The Zeller, Realtor

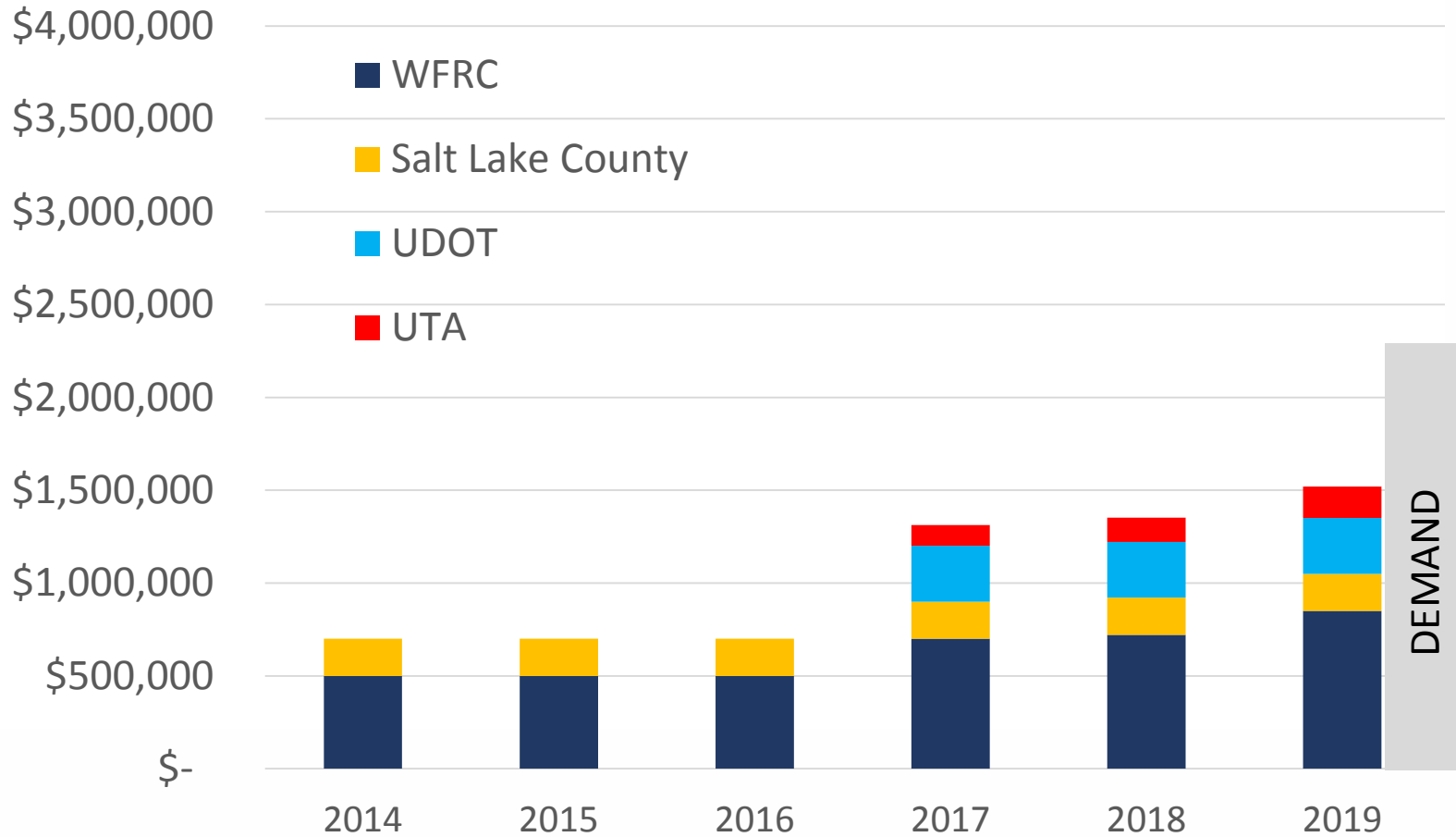


Moda S-Line

Program Partners & Growing Funds

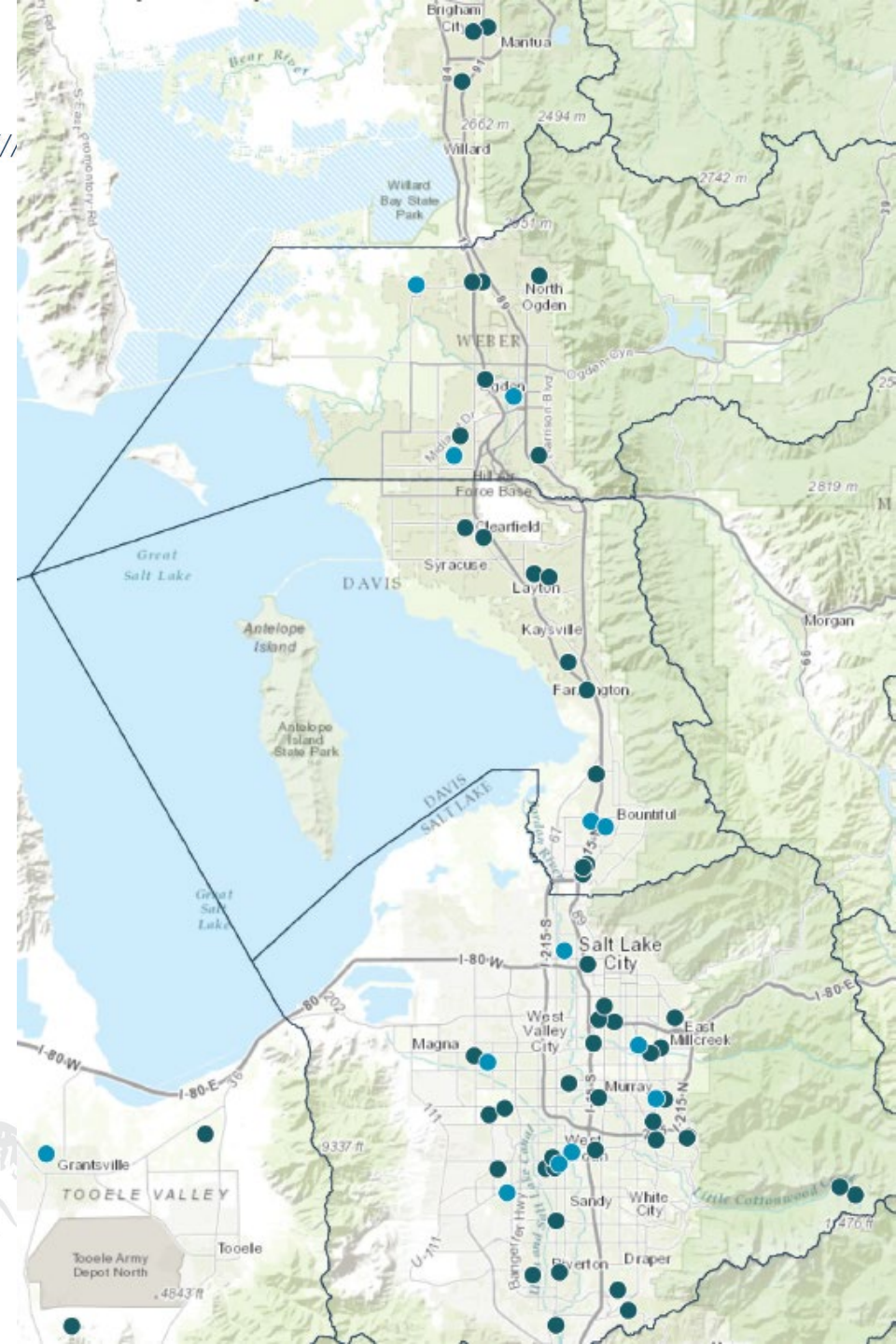


Annual TLC Program Funding



Additional Resources

- Program demand has doubled!
- Maximize value of infrastructure investments, by helping communities coordinate local land use with transportation, as incentivized by SB136 (2018)
- Utilize innovative financing strategies, such as Transportation Reinvestment Zones (TRZs)
- Opportunity to provide more support to move toward the product phase



State Appropriation



- \$2 Million ongoing statewide
- General Funds, through UDOT, MPOs and RPOs
- Infrastructure and General Government
Appropriation Committee



Proponents



...and local governments throughout the region





Megan Townsend

Planner and TLC Program Lead

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WASATCH FRONT REGIONAL COUNCIL



The Right Service for Your Community

UTA Service Choices Project
&
Service Planning Process



The Right Service for Your Community



The Right Service for Your Community

UTAH TRANSIT AUTHORITY



Urban or Suburban?

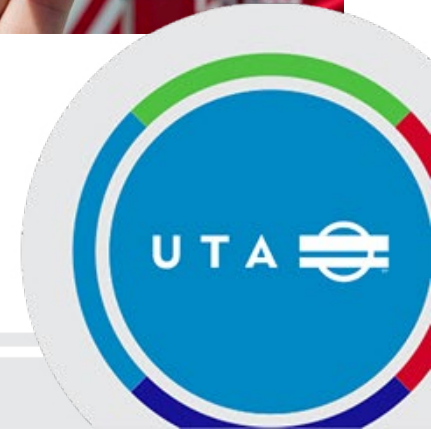


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**Economic Development
or Access to Opportunity?**



The Right Service for Your Community

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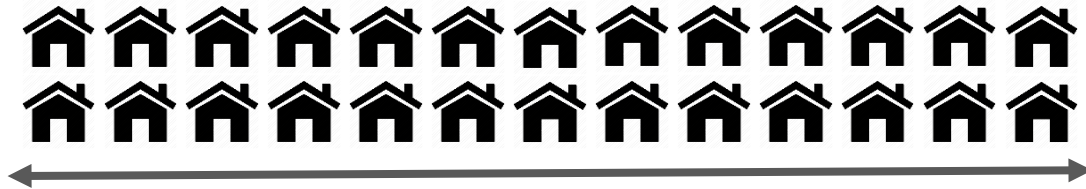
Commuter Market or Local Circulation?



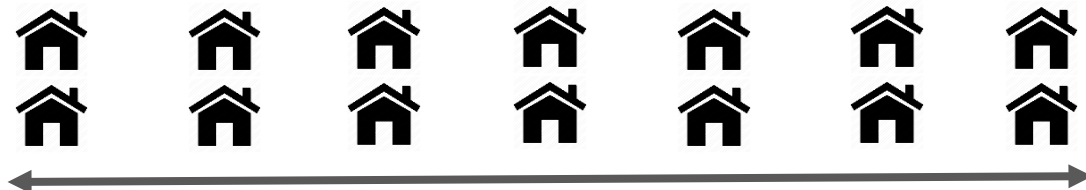
The Right Service for Your Community

How many people are near transit?

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High Ridership



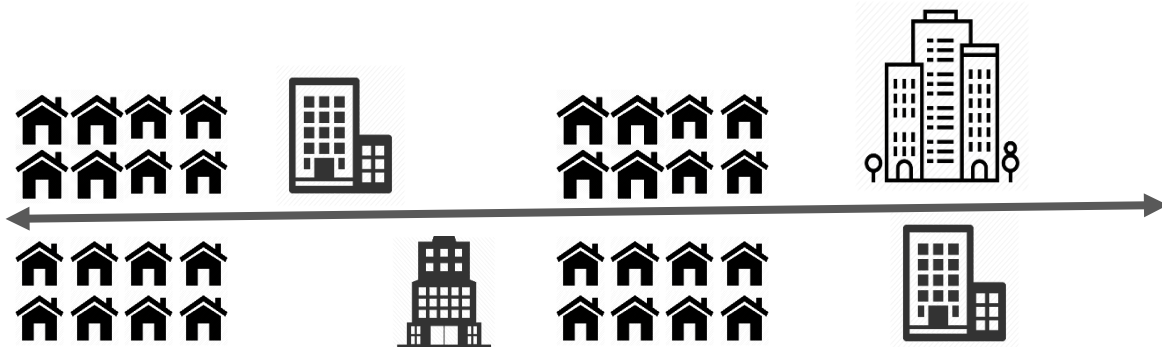
Low Ridership



The Right Service for Your Community

Are there long distances between destinations?

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High Ridership



Low Ridership

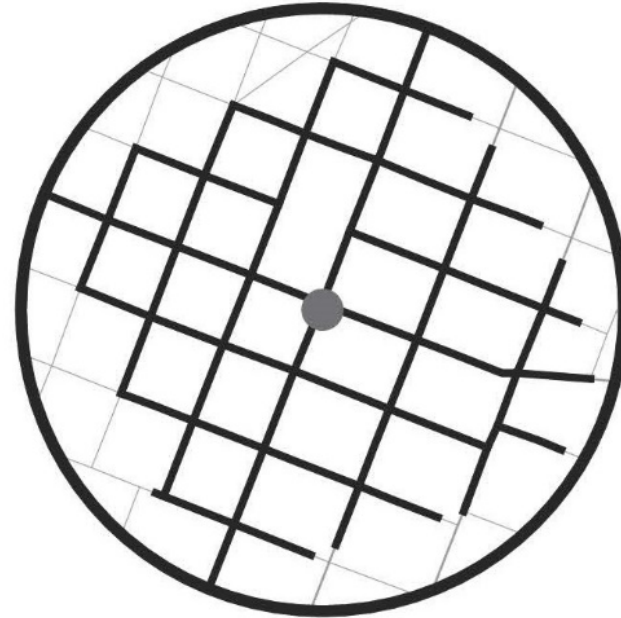


The Right Service for Your Community

How easily can people get to transit stops?



Low Ridership



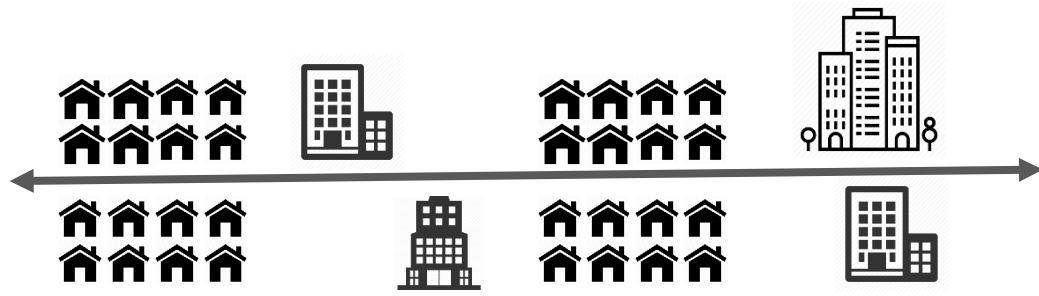
High Ridership



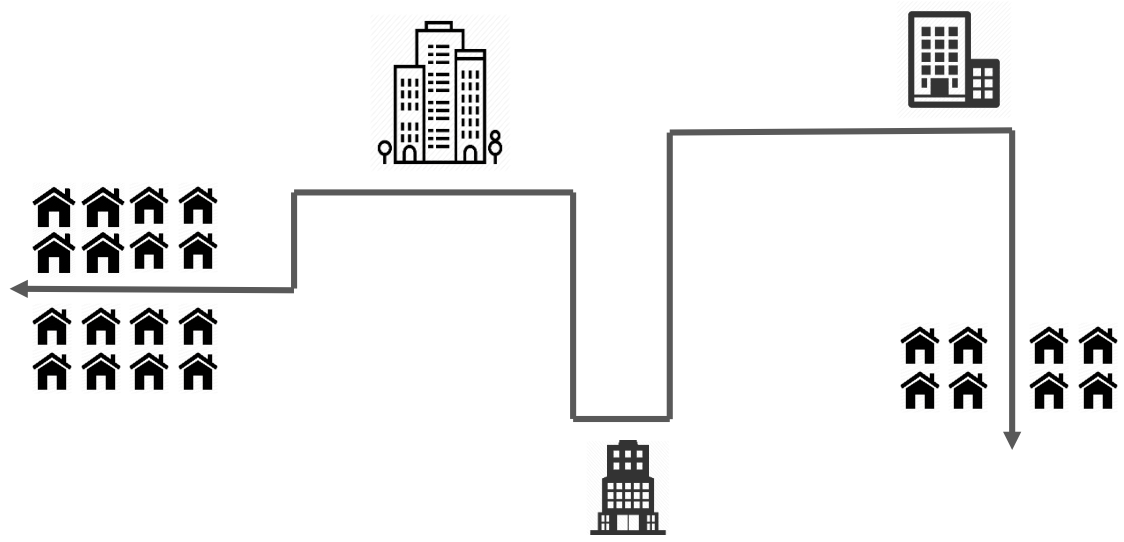
The Right Service for Your Community

Can transit run in straight lines to attract through-riders?

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High Ridership



Low Ridership



Elements of a Successful Public Transit System



UTAH TR

Transit Service Quality

Supportive Land Use

Connected Street Network

Two-thirds of transit planning is the role of local governments.

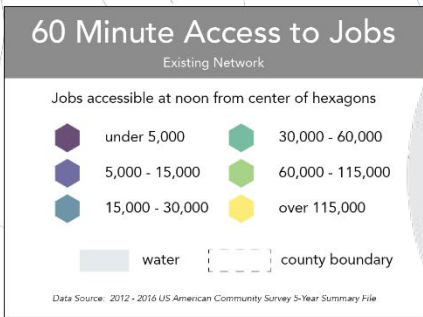
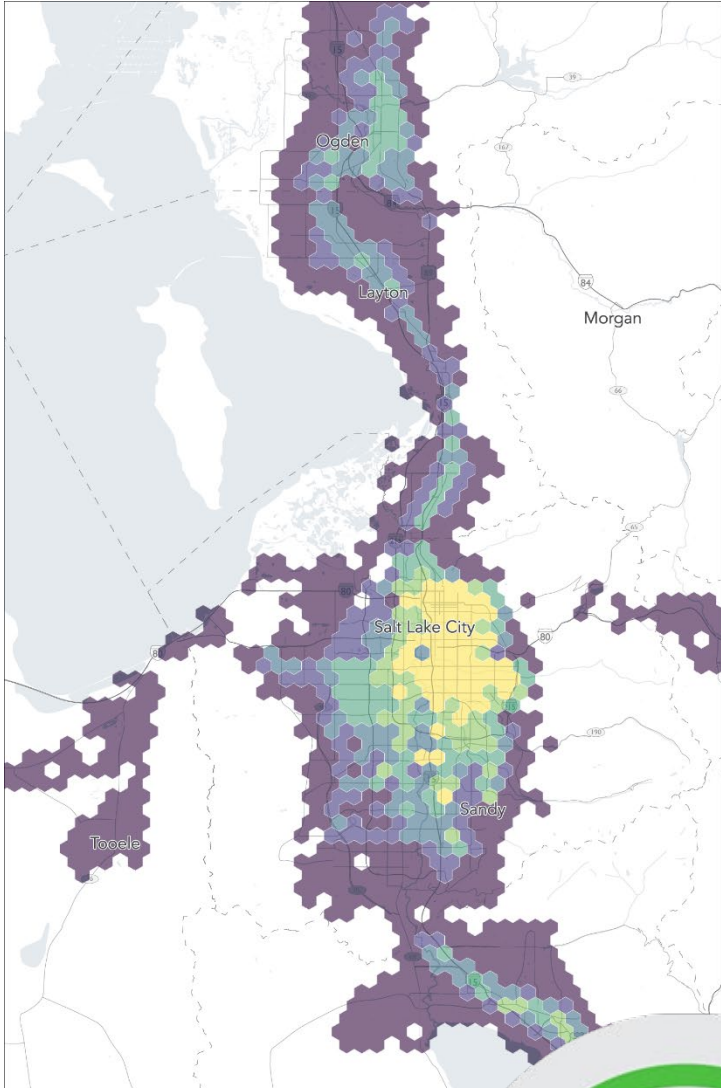


UTA Service Choices

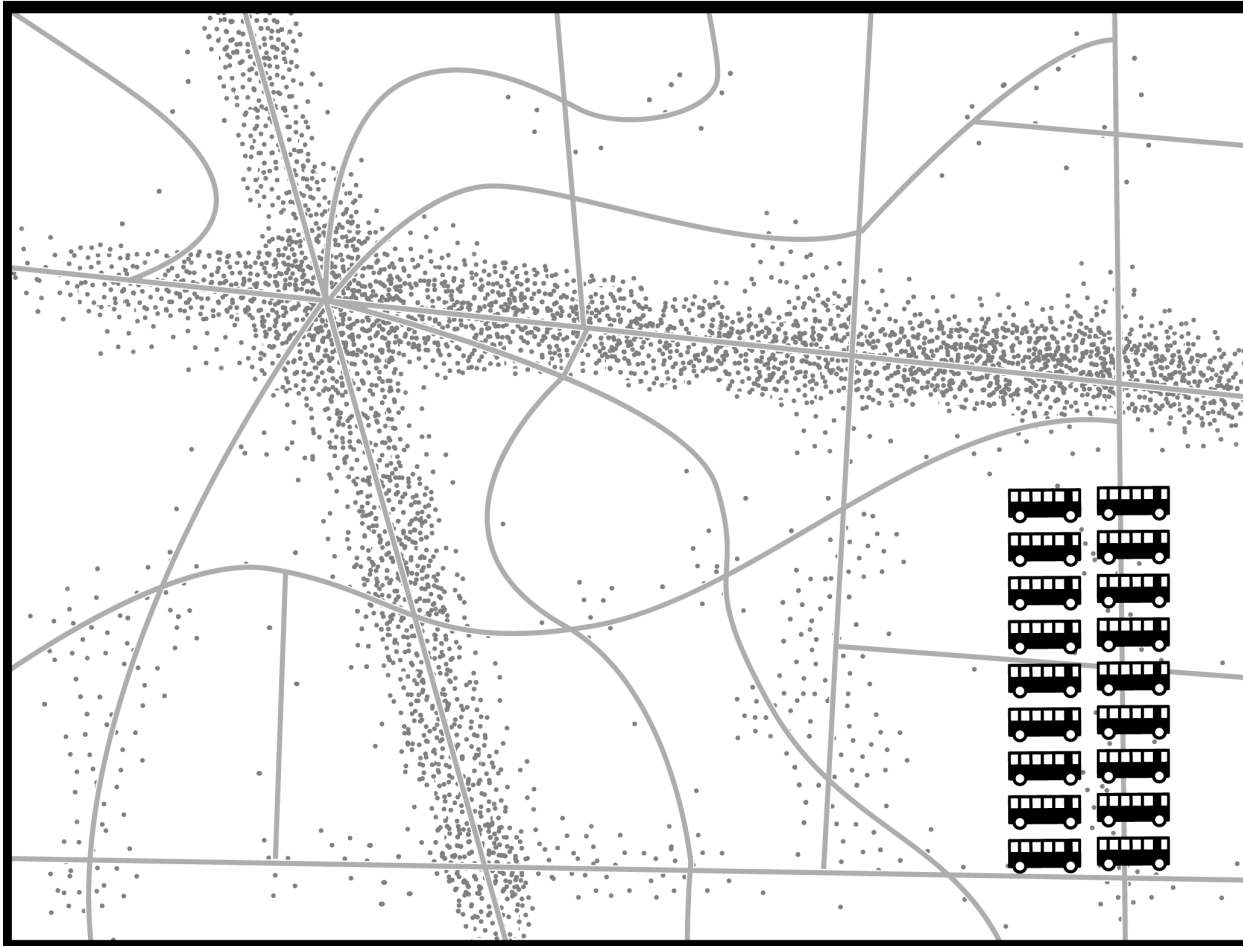
This community engagement and service planning process will:

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

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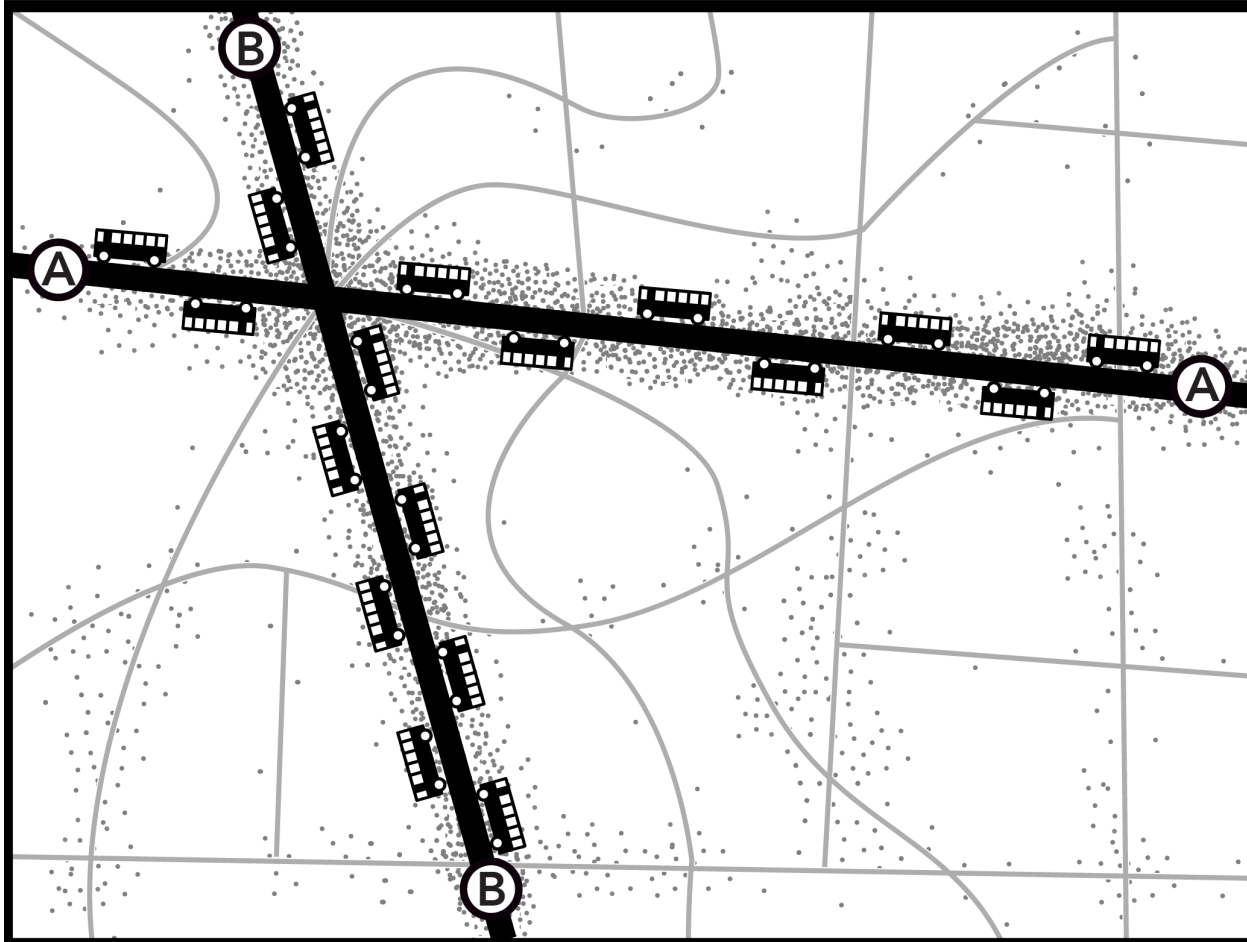
Different Goals, Different Service



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



Ridership Goal

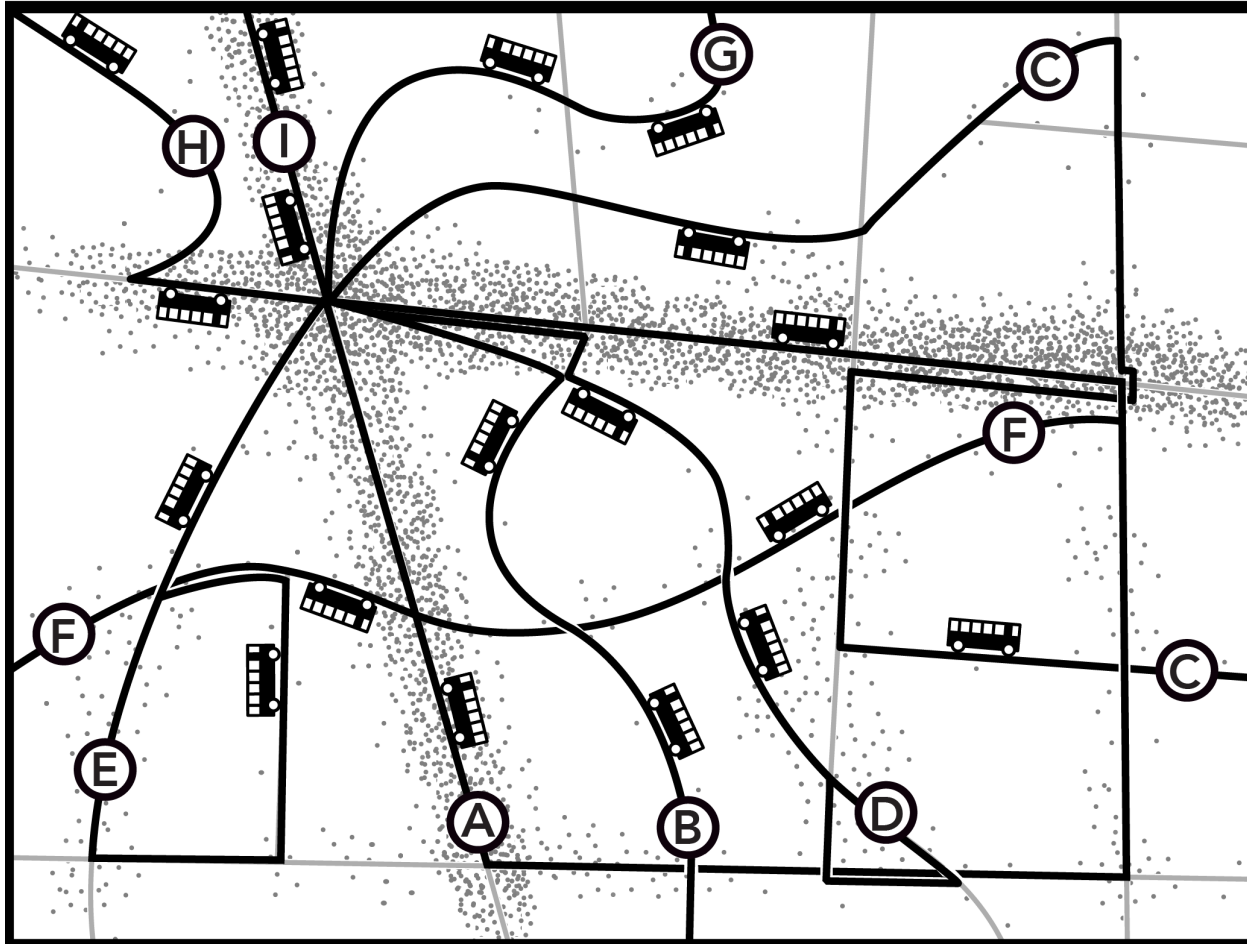


Focusing solely on service that generates the most ridership at the least cost



Coverage Goal

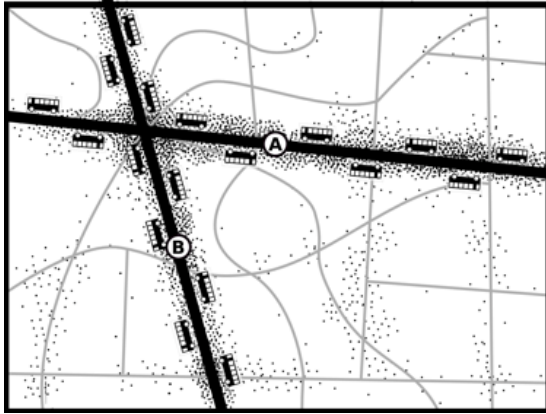
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Focused on ensuring access to the transit system is available to all residents of the town

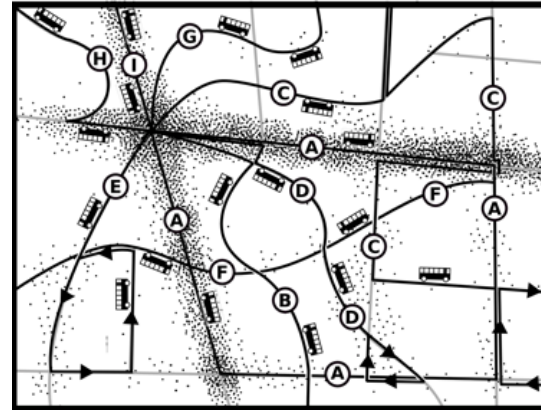


Both goals are important, but they lead opposite directions!



Ridership Goal

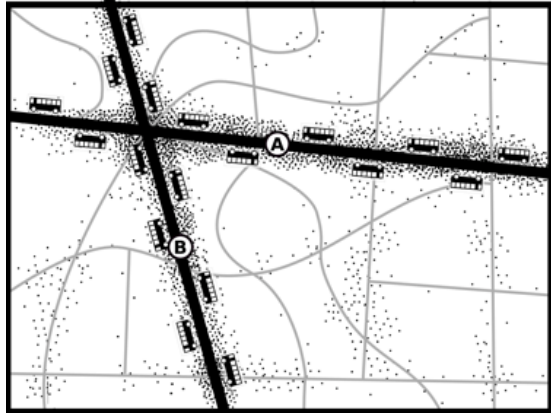
- “Think like a business.”
- Focus where ridership potential is highest.
- Support dense and walkable development.
- Max. competition with cars
- Maximum VMT reduction



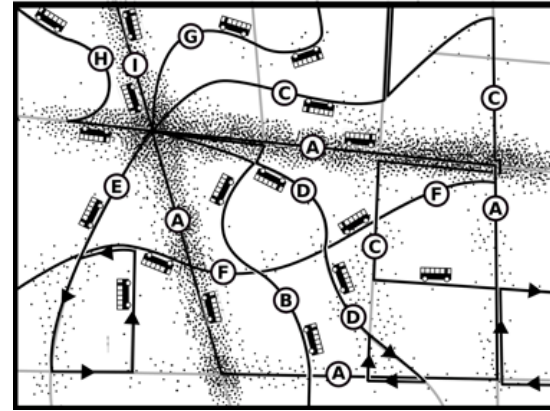
Coverage Goal

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

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



Ridership Goal



Coverage Goal



UTA Service Choices

Community Engagement: February - April

- Online Survey
- Community Open Houses
 - Cohosted by cities/counties
- 3 Community Leader Workshops
 - Universities
 - Businesses
 - Service Providers
 - Church Groups
 - Transit Advocacy Groups

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