Photo courtesy of Utah Governor's Office of Economic Development.

Regional Growth Committee

March 21, 2019

WASATCH FRONT REGIONAL COUNCIL

RGC Meeting - March 21, 2019

2019 Legislative Session:
Implications for our Region's Growth, Housing, and Transportation

WASATCH FRONT REGIONAL COUNCIL

Presented by Andrew Gruber:

- SB72 Sub3 - Transportation Governance and Funding Revisions (Sen. Harper)

- HB495 - Tax Restructuring and Equalization Task Force (Rep. Schultz)

- Technical Planning Assistance

Presented by LaNiece Davenport:

- Air Quality

- SB34 Sub4 - Affordable Housing Modifications (Sen. Anderegg)

WASATCH FRONT REGIONAL COUNCIL

Air Quality Appropriations

$18.8M Total

- $6.3M for teleworking expenses

- $7M to incentivize and install EV charging stations

- $1M for weatherization assistance

- $500K air quality messaging

- $4M to replace polluting state vehicles

- $50K for air quality monitors on TRAX

Air Quality Bills

$10M Total

- HB139 - prohibits and penalizes rolling coal.

- HB148 - reduces restrictions for enforcement of local anti-idling ordinances.

- HB353 - funding for free-fare transit on poor air quality days. $500k.

- HB357 - incentivizes homeowners to replace wood stoves/fireplaces with natural gas. $9M.

- HCR3 - update switcher locomotive emissions standards.

- HCR11 - encourages retailers to purchase gasoline supply from refineries committed to manufacturing Tier 3 compliant gasoline.

- HCR13 - encourages refineries to utilize the state's sales and tax exemption to manufacture lower-sulfur Tier 3 gasoline.

- SB144 - directs DEQ to create a baseline for monitoring air and water pollution from the inland port. $558,200 total.

WASATCH FRONT REGIONAL COUNCIL

Presented by Andrew Gruber:

- SB72 3rd Sub - Transportation Governance and Funding Revisions (Sen. Harper)

- HB495 - Tax Restructuring and Equalization Task Force (Rep. Schultz)

- Technical Planning Assistance

Presented by LaNiece Davenport:

- Air Quality Appropriations and Legislation

- SB34 4th Sub - Affordable Housing Modifications (Sen. Anderegg)

SB-34 in the Wasatch Front?

Wasatch Choice 2050 Update

March 21, 2019

WASATCH FRONT REGIONAL COUNCIL

SB-34 asks local government to:

- Connect local planning to regional transportation

- Plan for development around major transit to improve connections between homes and destinations

- Correlate planning with population and employment projections

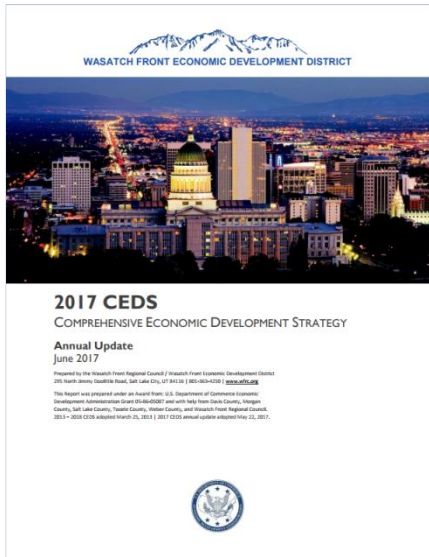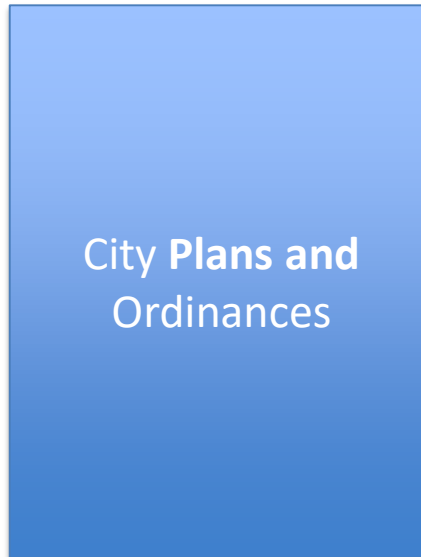- Connect local land to local street, transit, trails planning

SB-34 asks local government to:

- Connect local planning to regional transportation

- Plan for development around major transit to improve connections between homes and destinations

- Correlate planning with population and employment projections

- Connect local land to local street, transit, trails planning

The menu of implementation items

- Zoning in strategic locations

  - Densities

  - Mix of uses

  - Parking*

  - Inclusionary requirements

- MIH construction, rehabilitation, and preservation

- Financial incentives

- Programs/services (e.g., mortgage assistance)

2019-2050 RTP
Wasatch Choice 2050 Update

March 21, 2019
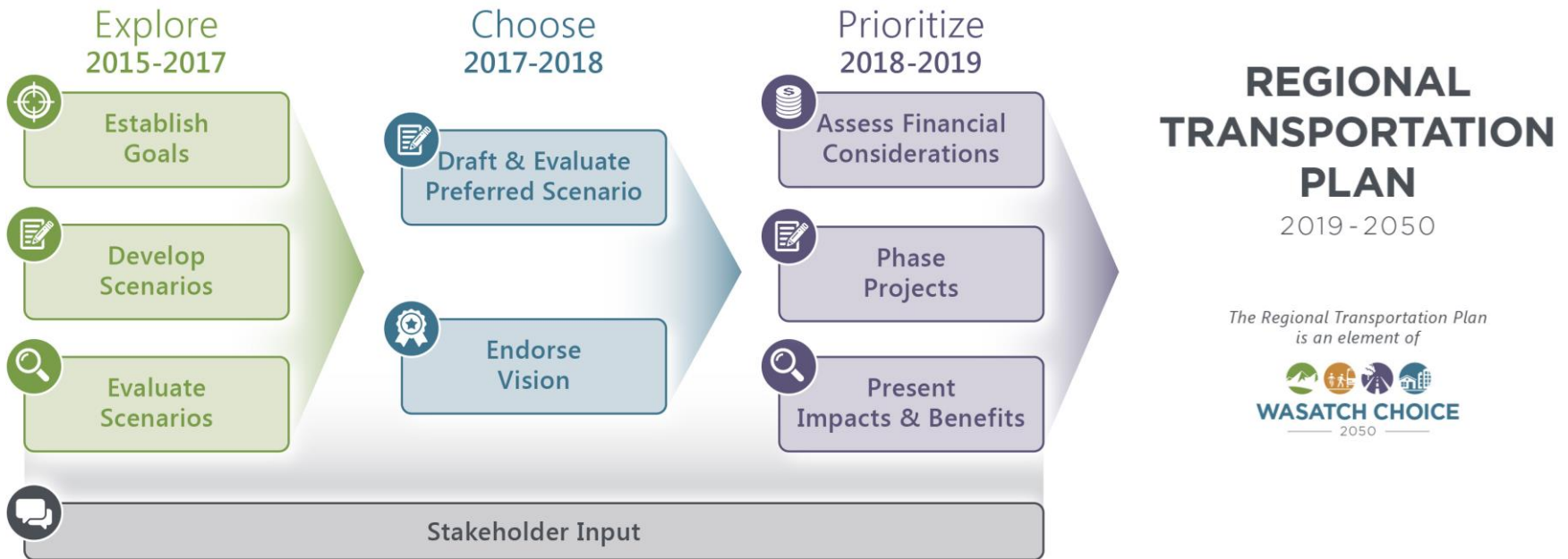
WASATCH FRONT REGIONAL COUNCIL

Vision and RTP Process Overview

- Updated every four years

- Planning horizon 20+ years

- Regional blueprint based on WC 2050 Vision and Goals

- Financially constrained

- Developed with input from planning partners

- Air quality conformity

- Amendment process

EXPLORE | CHOOSE | PRIORITIZE | IMPLEMENT

2019-2050

REGIONAL TRANSPORTATION PLAN

WASATCH CHOICE 2050

WASATCH FRONT REGIONAL COUNCIL

WASATCH FRONT REGIONAL COUNCIL

RTP: Last Stage of Extensive Process

Explore
2015-2017
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
2017-2018
- Draft & Evaluate Preferred Scenario
- Endorse Vision

Prioritize
2018-2019
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

Stakeholder Input

REGIONAL TRANSPORTATION PLAN
2019-2050

The Regional Transportation Plan is an element of

WASATCH CHOICE
2050

WASATCH FRONT REGIONAL COUNCIL

2019 – 2050 Regional Transportation Plan

Now

- Review of public comments

- Finalize RTP Document and AQ Memorandum

- Update interactive map

- Update website

Next Steps

- RGC TAC Recommendation – April 17

- RGC Recommendation – May 16

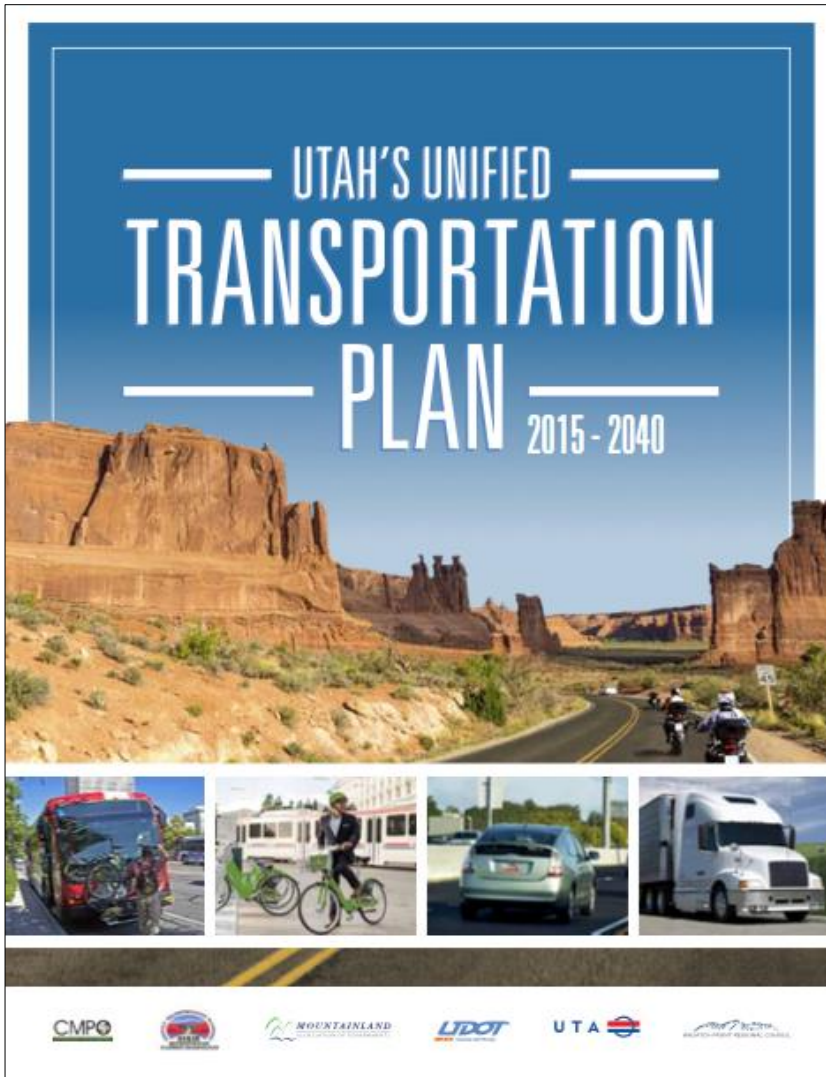- WFRC Adopt Wasatch Choice 2050 Vision and 2019-2050 RTP – May 23

WASATCH FRONT REGIONAL COUNCIL

Wasatch Choice 2050 Vision

- WFRC Endorsed Wasatch Choice 2050 Vision - May 2018

- Vision Poster – May 2019

- Tools, resources, products – August 2019

- Tools, resources, progress measures, community visits

# 2019-2050 Unified Plan

- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs

- Past efforts in 2007, 2011, and 2015

- Collaborative
  - Timing
  - Financial assumptions
  - Performance measures
  - Safety
  - Active Transportation

- New Unified Plan – October 2019

Latest Research on the Impacts of Community Design on Transportation
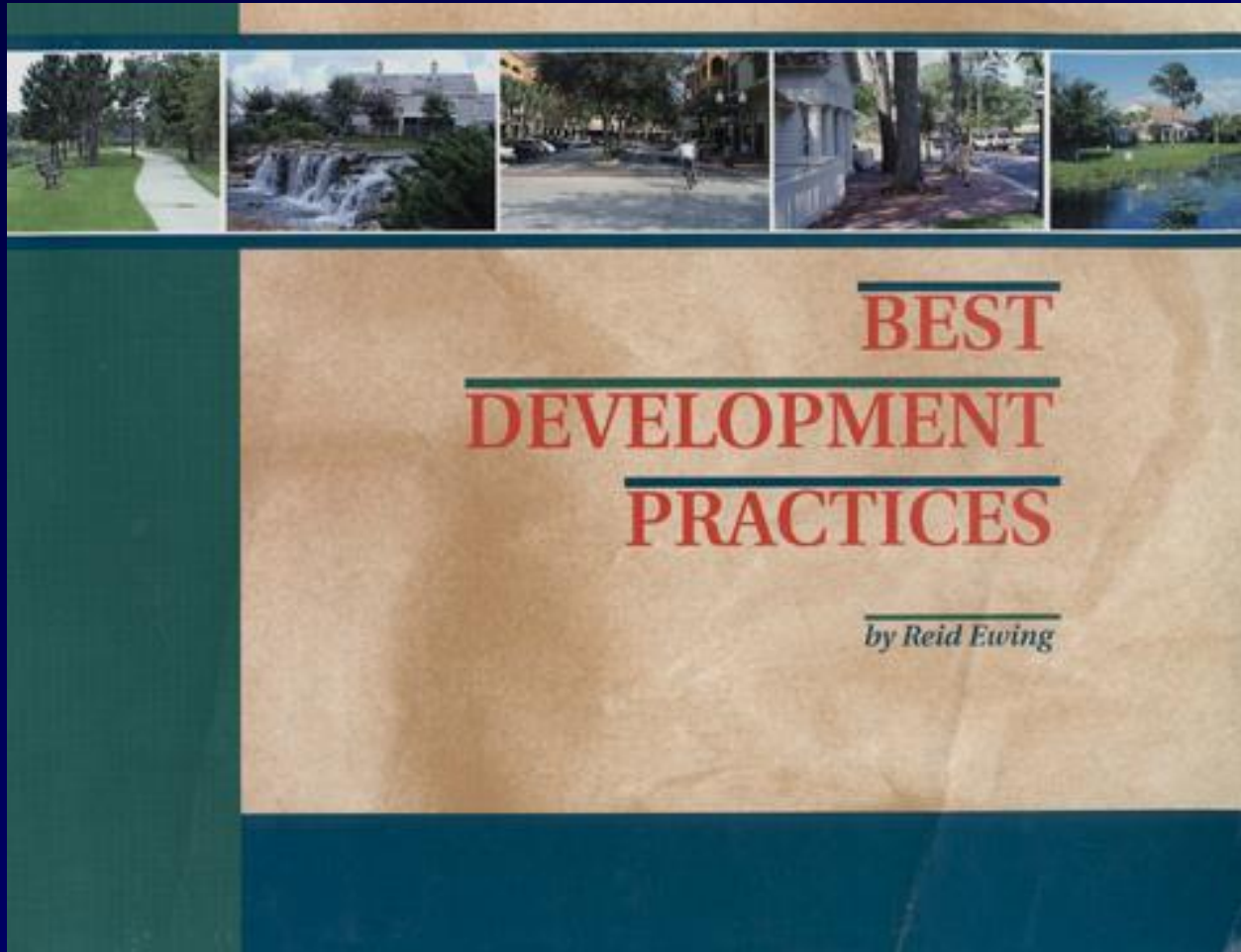
Outline

- *the Ds: a powerful way to think of community design*
- *the benefits of improving accessibility,*
- *how to make cities places where people choose to walk.*
- *how parking affects cities*

5Ds of Compact Development
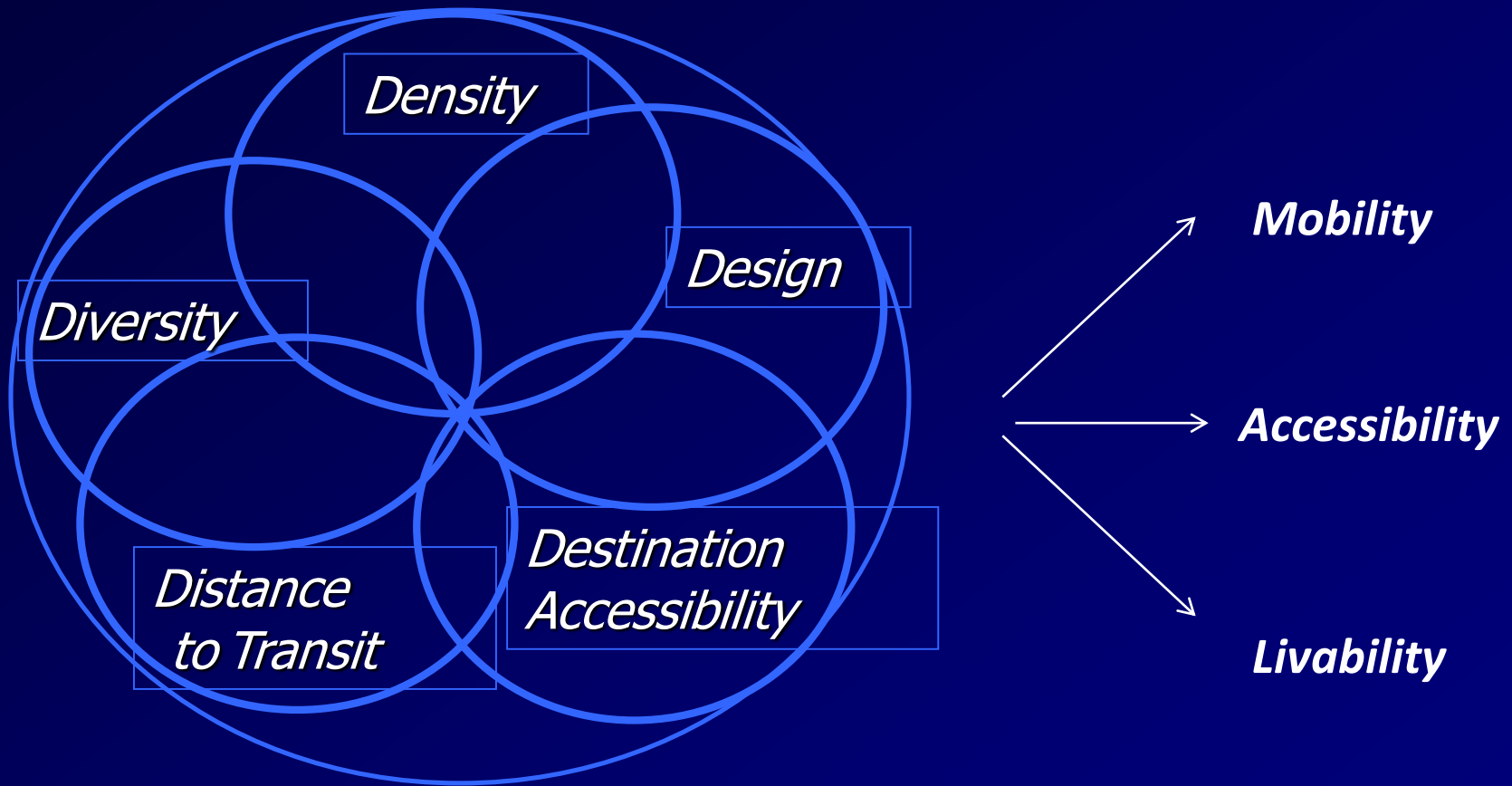
Everyone of the Developments Is Rich with Ds

Urban Refill

Life Style Centers

Southern Village (40% lower)

Neotraditional Neighborhood
(Southern Village)

Conventional Neighborhoods
(Northern Carrboro)

0.8   0   0.8 Miles

0   0.5   1   2 Miles

0.3   0   0.3 Miles

Homes
Condos and Apartments
Office and Retail
School, Daycare, and Church

Legend:
- □ So. Vill Single Family HHs
- ▨ No. Carrboro Neighborhoods
- ■ TTA (Region)

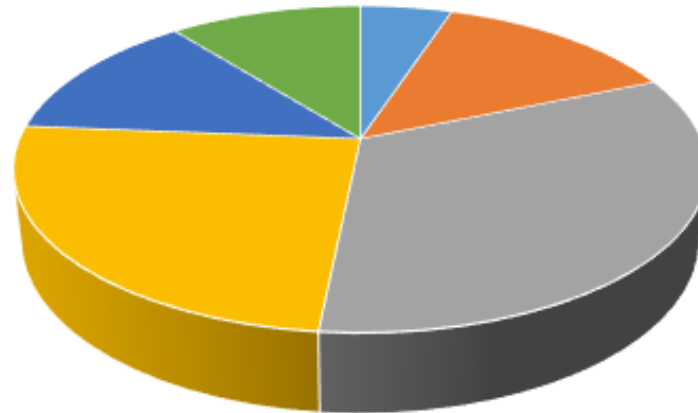% of neighborhood's trips

Car   Bus   Walk   Bike   Other
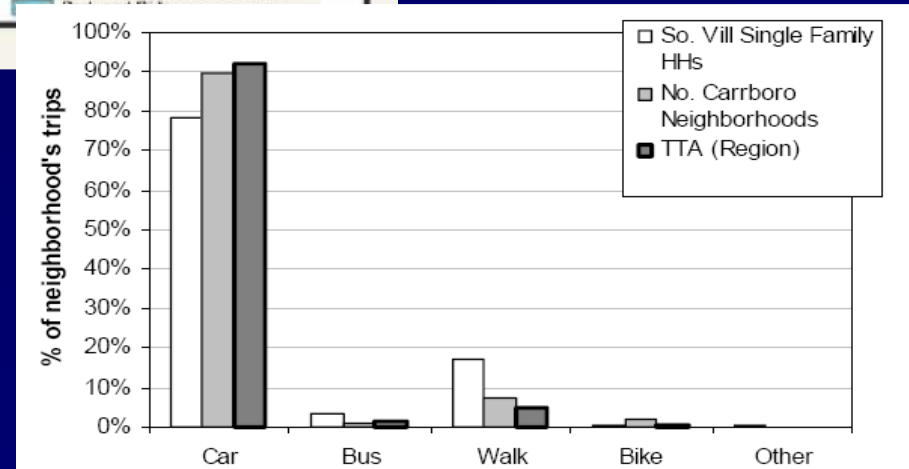
Daybreak vs. South Jordan

- *"We did a difference of means test and got 6.3 fewer VMT driven by people in Daybreak, although the results weren't statistically significant and the standard error was about 6.2."*
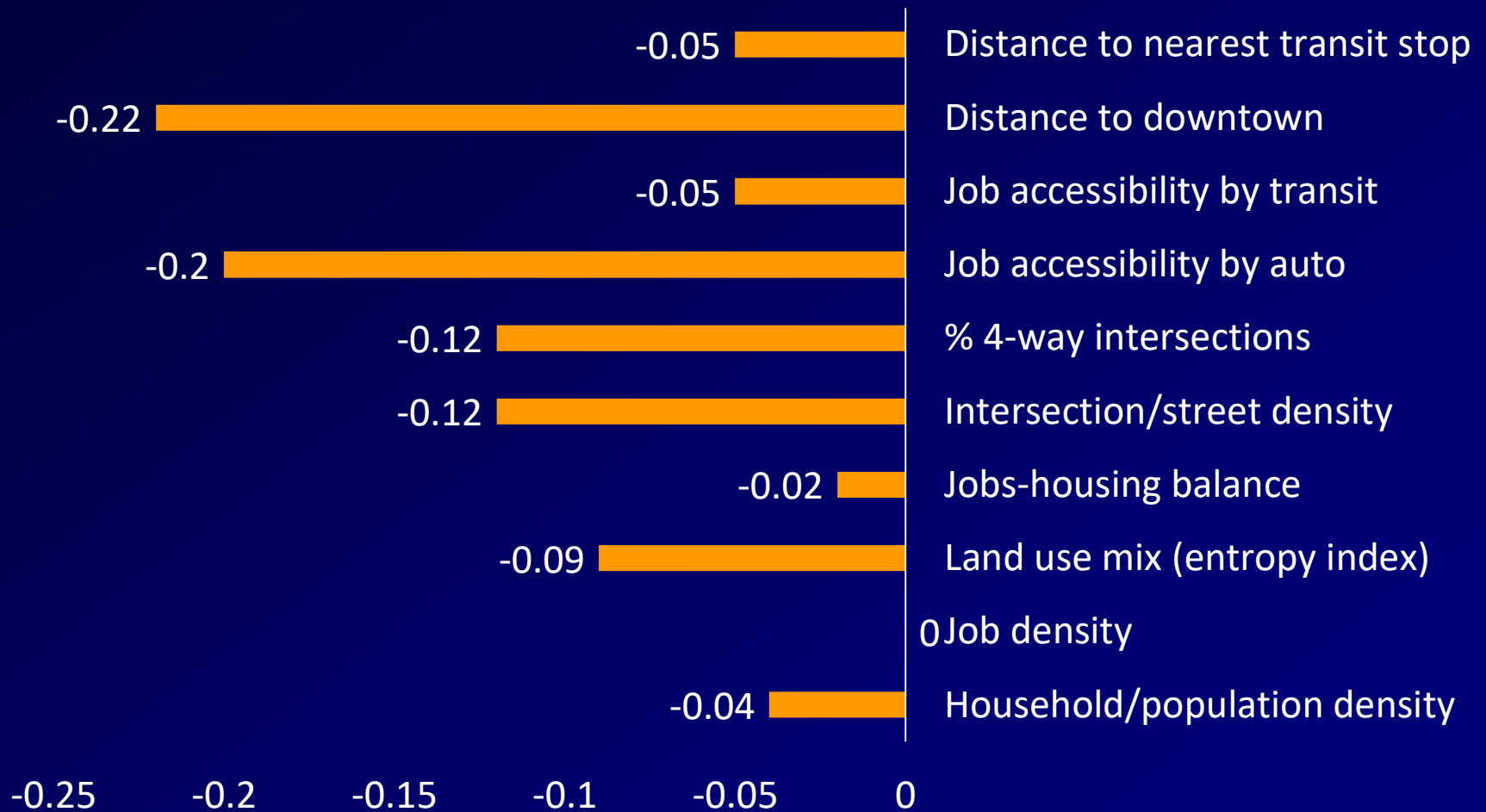
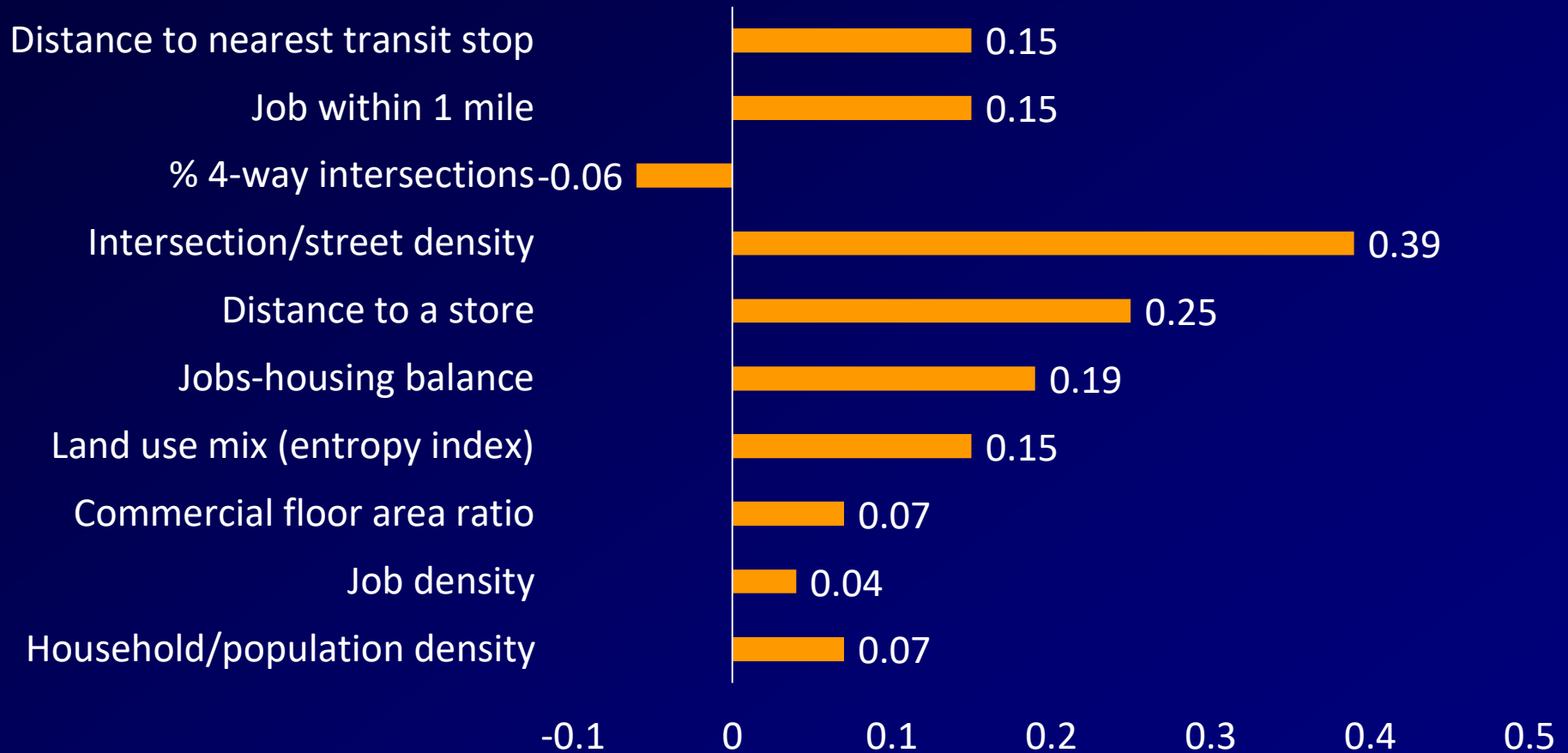# *Residential Preferences in Utah*

Preferred Residence

- urban downtown
- urban neighborhood
- suburban mixed use
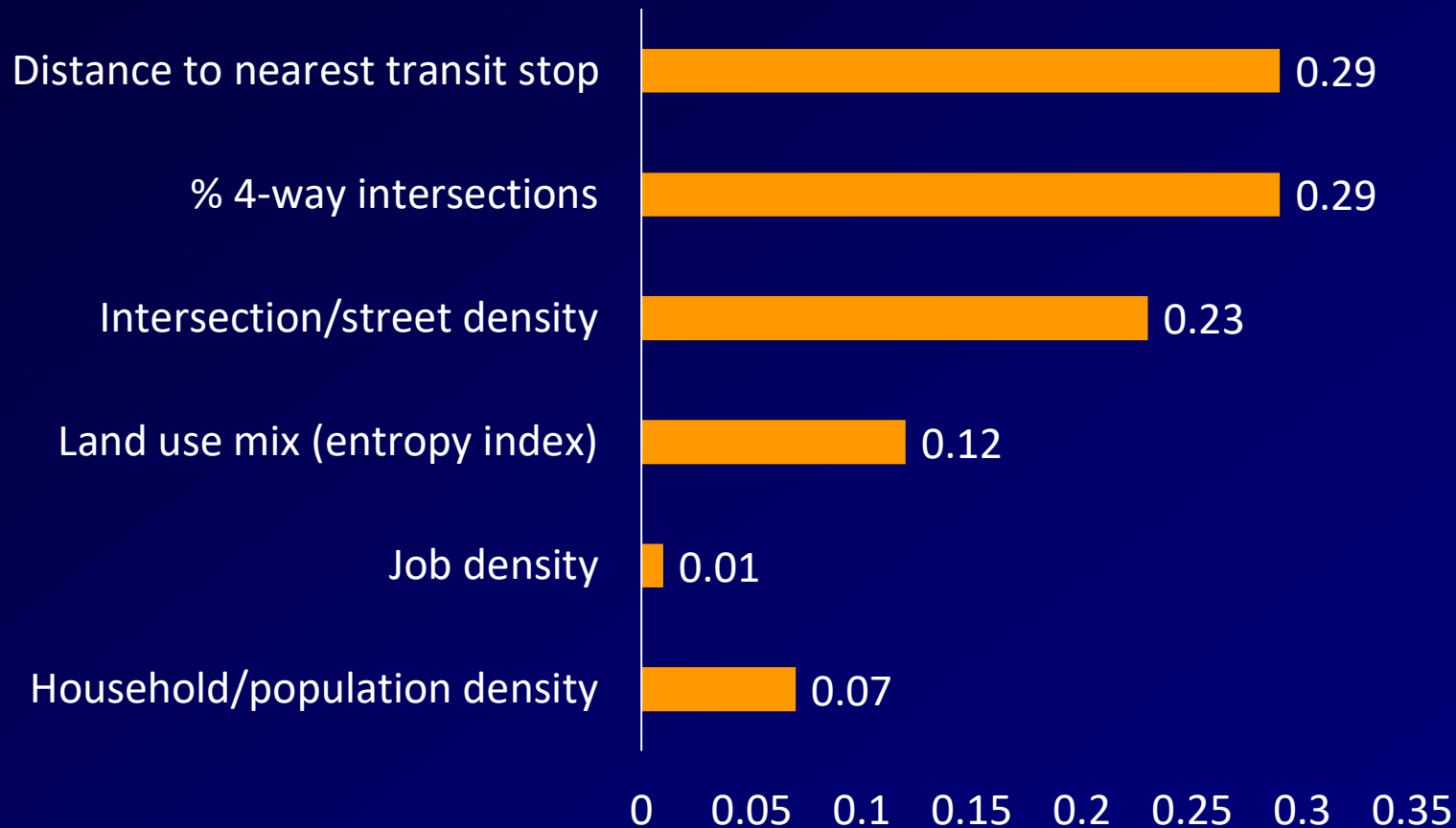- suburban single use
- small town
- rural

Weighted Average Elasticity of Driving Distances (VMT)

Variable	Elasticity
Distance to nearest transit stop	-0.05
Distance to downtown	-0.22
Job accessibility by transit	-0.05
Job accessibility by auto	-0.2
% 4-way intersections	-0.12
Intersection/street density	-0.12
Jobs-housing balance	-0.02
Land use mix (entropy index)	-0.09
Job density	0
Household/population density	-0.04

Axis scale: -0.25, -0.2, -0.15, -0.1, -0.05, 0

Weighted Average Elasticities of Walking

Category	Value
Distance to nearest transit stop	0.15
Job within 1 mile	0.15
% 4-way intersections	-0.06
Intersection/street density	0.39
Distance to a store	0.25
Jobs-housing balance	0.19
Land use mix (entropy index)	0.15
Commercial floor area ratio	0.07
Job density	0.04
Household/population density	0.07

Weighted Average Elasticities of Transit Use

Distance to nearest transit stop	0.29
% 4-way intersections	0.29
Intersection/street density	0.23
Land use mix (entropy index)	0.12
Job density	0.01
Household/population density	0.07

0   0.05   0.1   0.15   0.2   0.25   0.3   0.35

Accessibility Links Transportation and Land Use

- **T ➜ LU: Impacts of Transportation *Supply* on Land Use Demand**

- **LU ➜ T: Impacts of Land Use *Supply* on *Transportation Demand***

TRANSPORTATION

LAND USE

Supply

Demand

- **Density**
- **Diversity**
- **Design**
- **Other Ds**
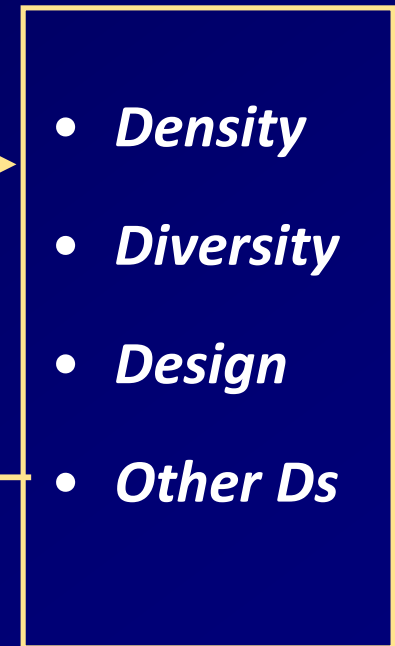
Workforce access: improved with transportation

Transportation Improvement
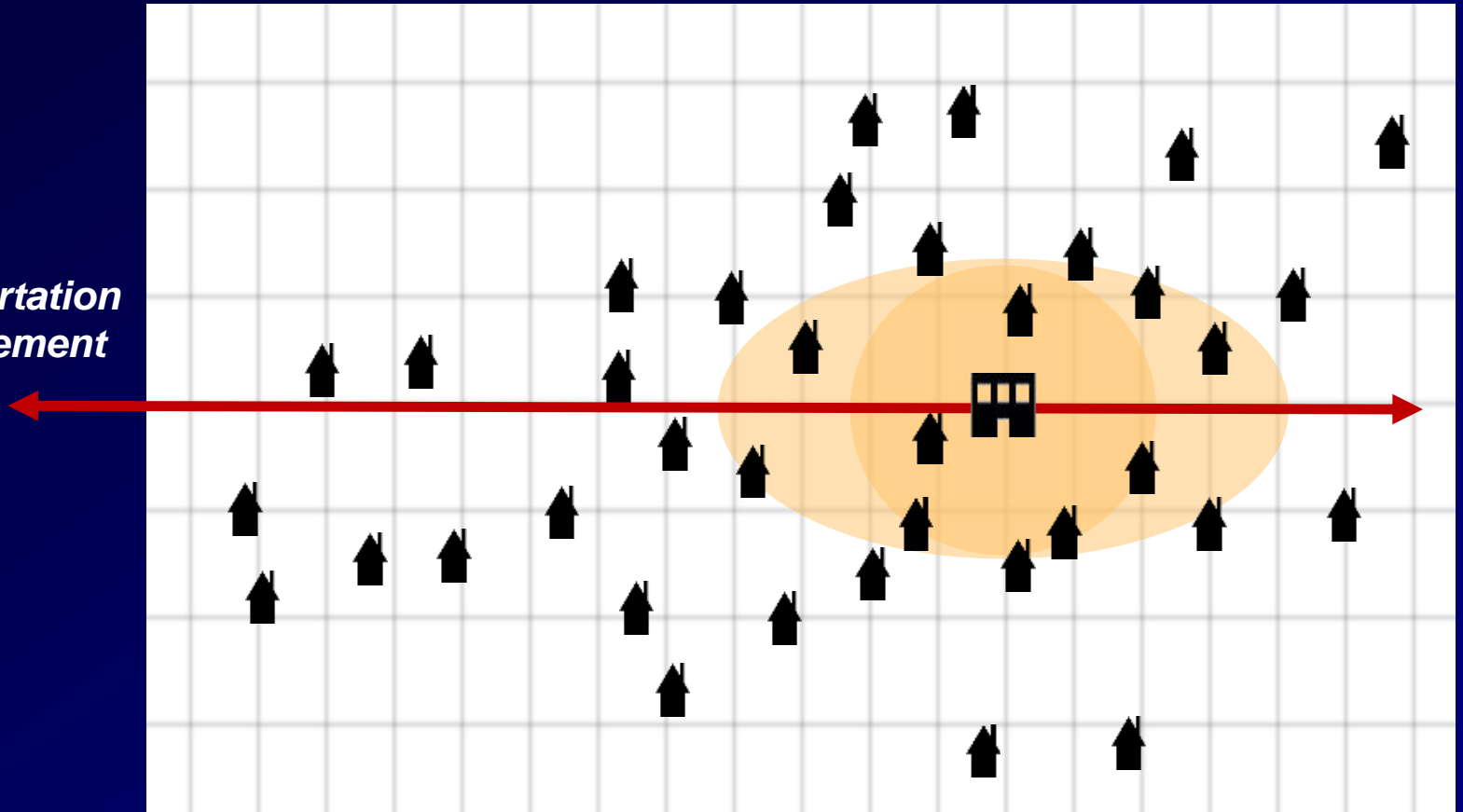
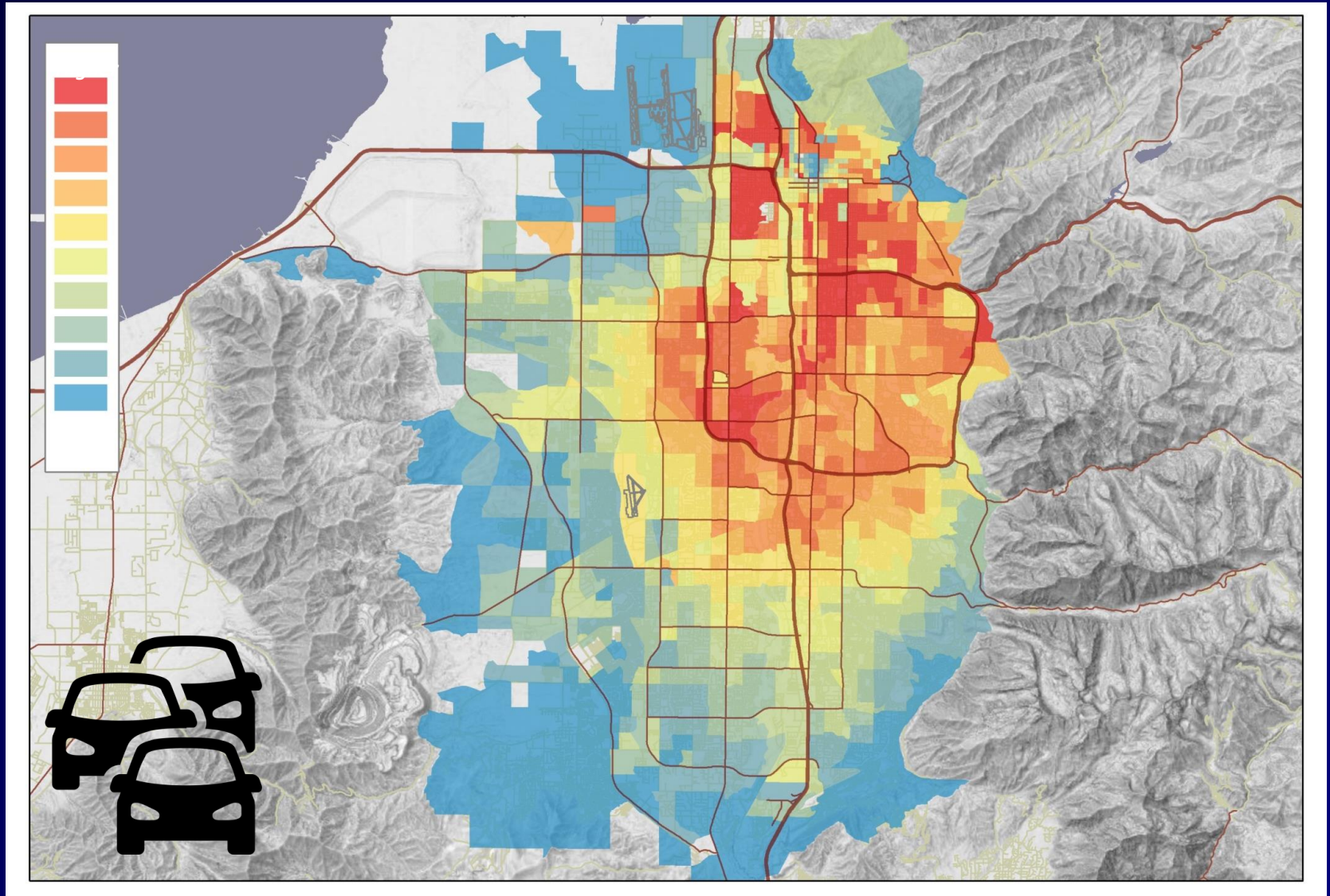# *Workforce access: improved with land use*

Development Decisions
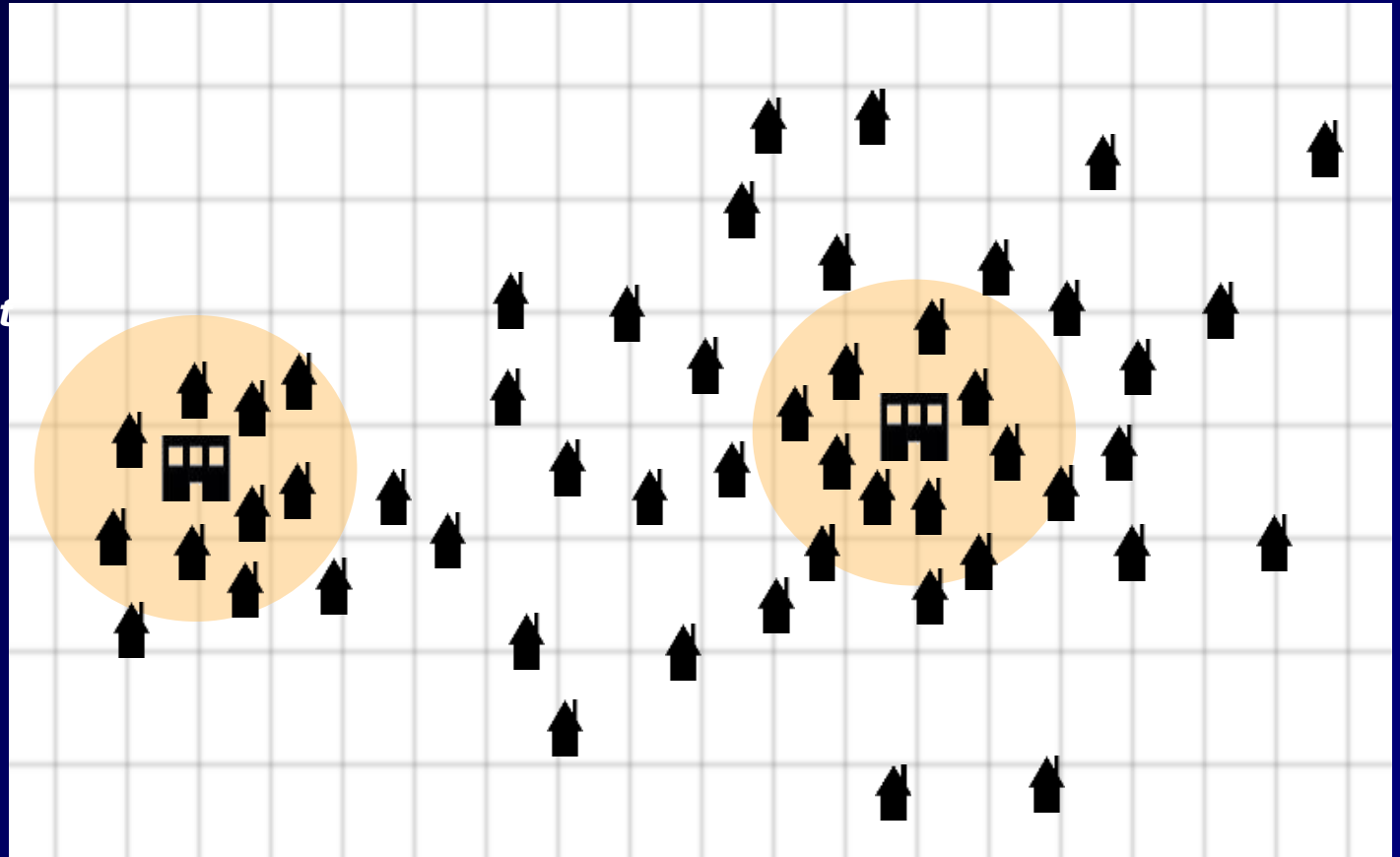
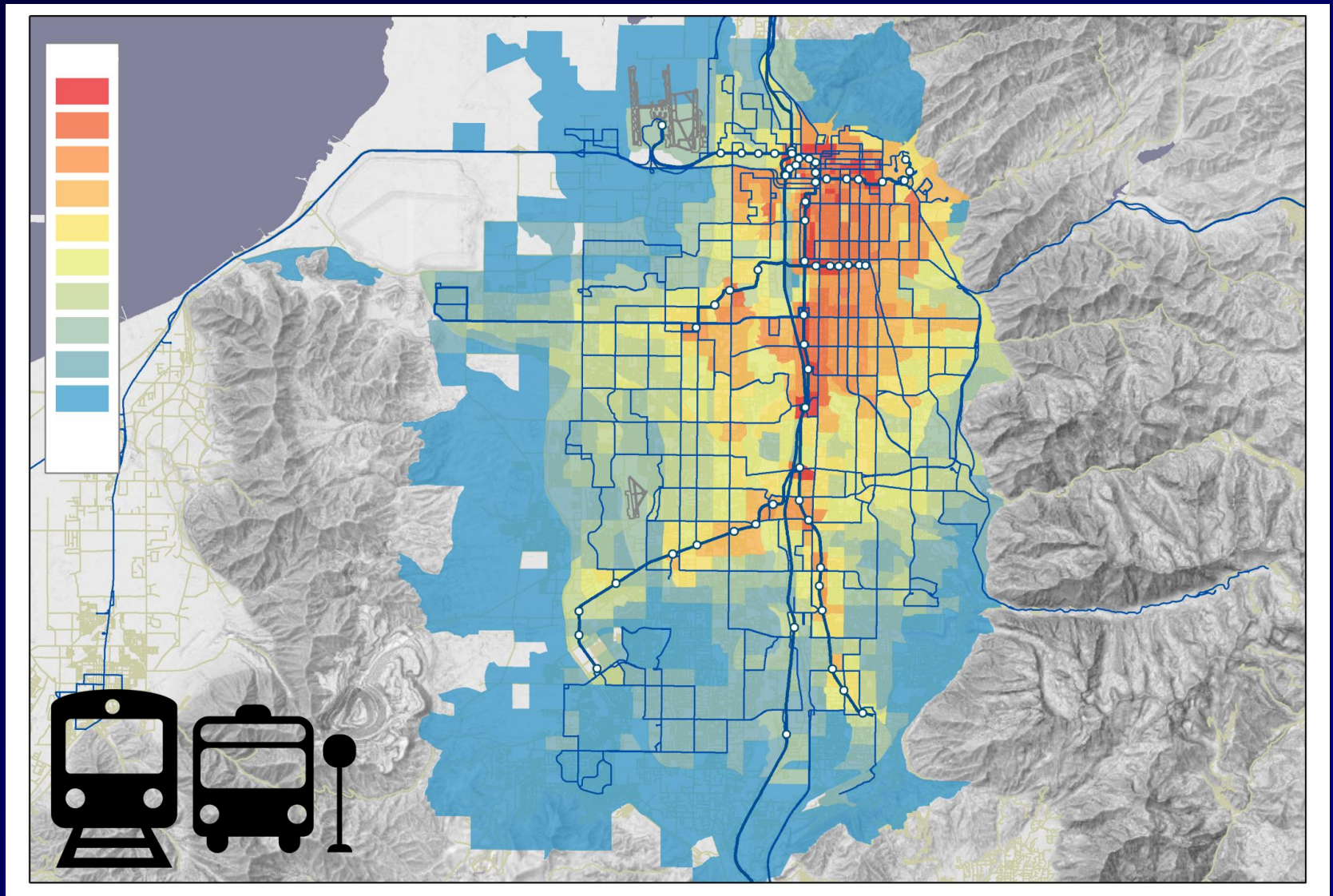# Workforce access: with coordinated land use

Development Decisions with Transportation And Land Use
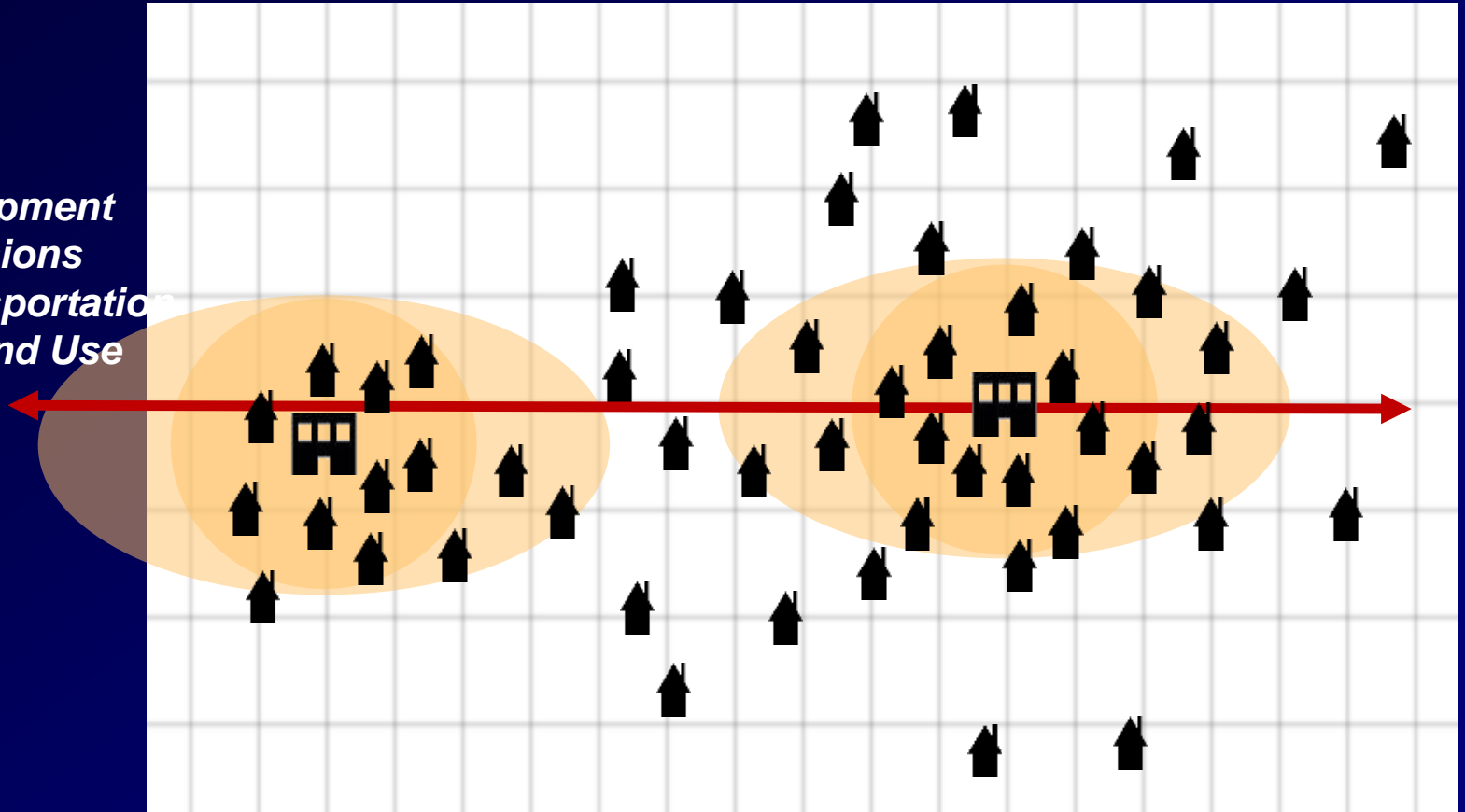
# SL County: Access to Opportunity (Driving)

SL County: Access to Opportunity (Transit)

Accessibility and Land-Use Changes

- *Accessibility, Not a Facility, Induces Land-Use Changes*

- *Ways in Which Changes in Accessibility Shape Cities and Regions*

  - *Households and Firms Can Save on Transport Costs*

  - *They Are Willing to Pay Higher Land Rents*

  - *Transport Cost Savings Capitalized in Value of Land*

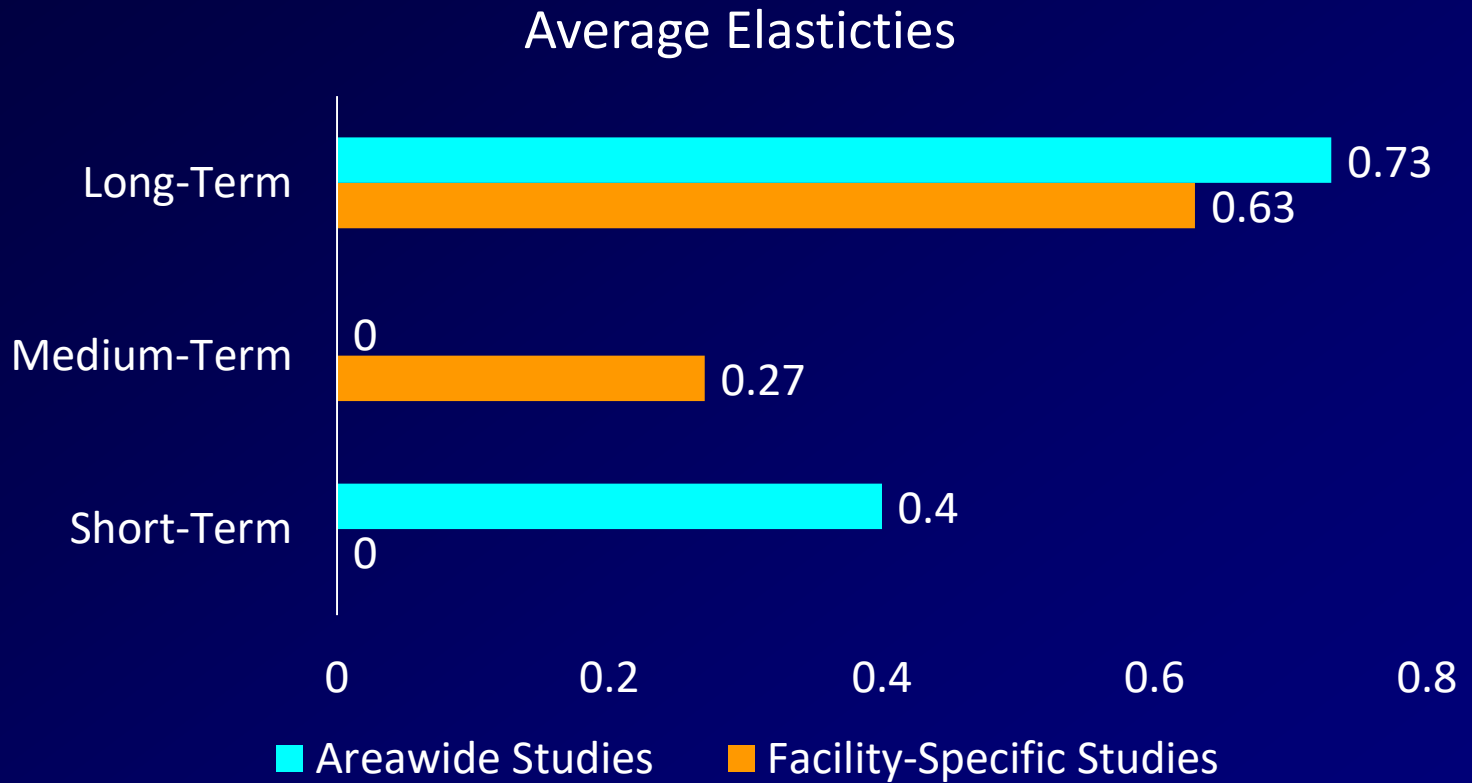 - *Higher Land Prices Result in More Intense Use of Land*
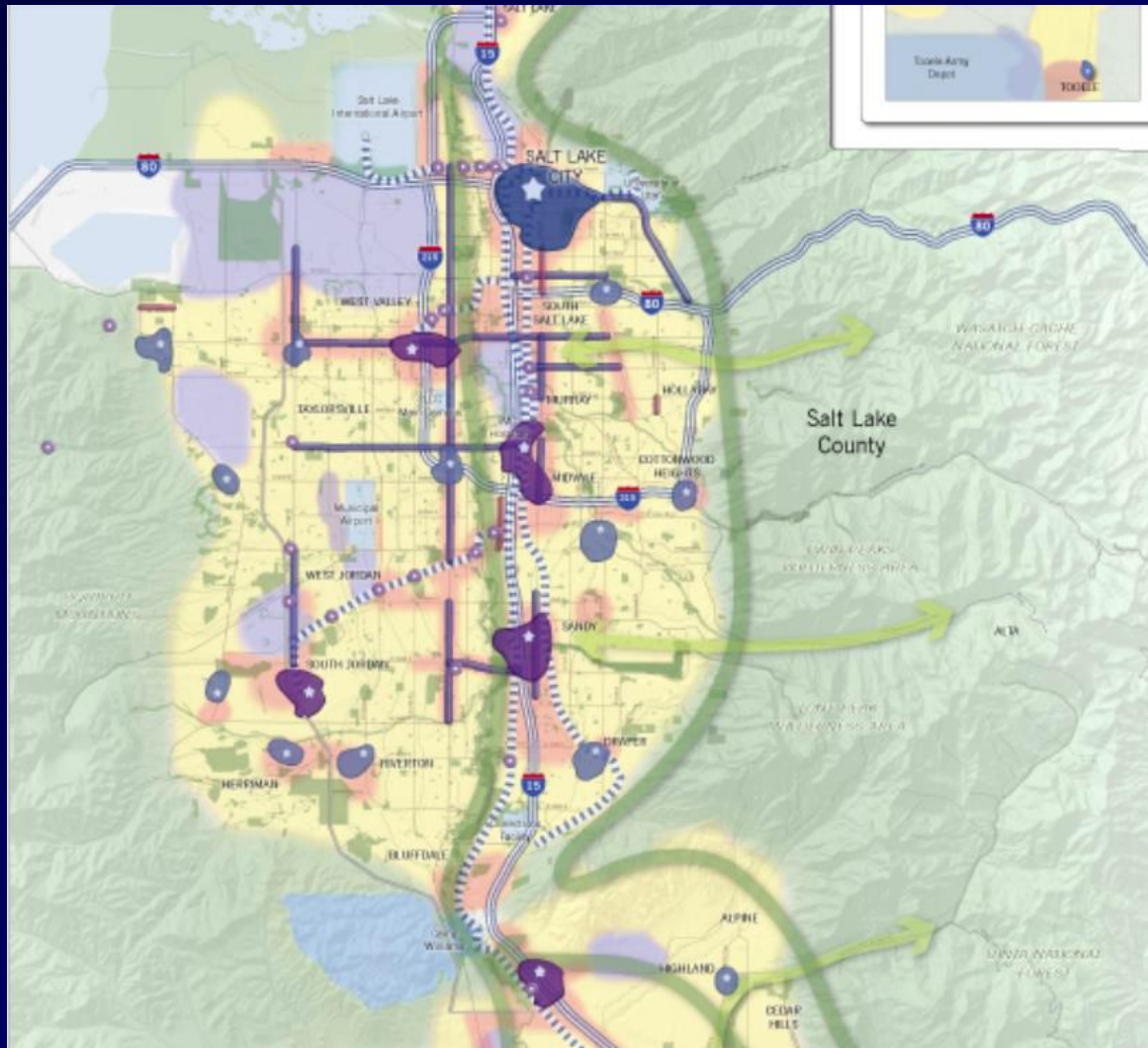
Cervero's Bottom Lines

"...the preponderance of research suggests that induced-demand effects are significant, with an appreciable share of added capacity being absorbed by increases in traffic."

"All that can be said with certainty is that induced-demand effects exist ... and they accumulate over time."

Average Elasticities

Average Elasticties

	Areawide Studies	Facility-Specific Studies
Long-Term	0.73	0.63
Medium-Term	0	0.27
Short-Term	0.4	0

Genesis of Project

- ***Christopher Alexander, A Pattern Language - Towns Buildings Construction***

- ***Richard Hedman, Fundamentals of Urban Design***

- ***Allan Jacobs, Great Streets***

- ***Kevin Lynch, The Image of the City***

- ***William H. Whyte, City—Rediscovering the Center***

Imageability

- *Imageability is the quality of a place that makes it distinct, recognizable, and memorable. A place has high imageability when specific physical elements and their arrangement capture attention, evoke feelings, and create a lasting impression.*

Enclosure

- *Enclosure refers to the degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other vertical elements. Spaces where the height of vertical elements is proportionally related to the width of the space between them have a room-like quality.*

Human Scale

- *Human scale refers to a size, texture, and articulation of physical elements that match the size and proportions of humans and, equally important, correspond to the speed at which humans walk. Building details, pavement texture, street trees, and street furniture are all physical elements contributing to human scale.*

Transparency

- *Transparency refers to the degree to which people can see or perceive what lies beyond the edge of a street or other public space and, more specifically, the degree to which people can see or perceive human activity beyond the edge of a street or other public space*

Complexity

- *Complexity refers to the visual richness of a place. The complexity of a place depends on the variety of the physical environment, specifically the numbers and kinds of buildings, architectural diversity and ornamentation, landscape elements, street furniture, signage, and human activity.*

In 2012, a total of 179 block faces located within the Free Fare Zone boundary of downtown Salt Lake City were measured in terms of urban design qualities as well as for pedestrian counts.
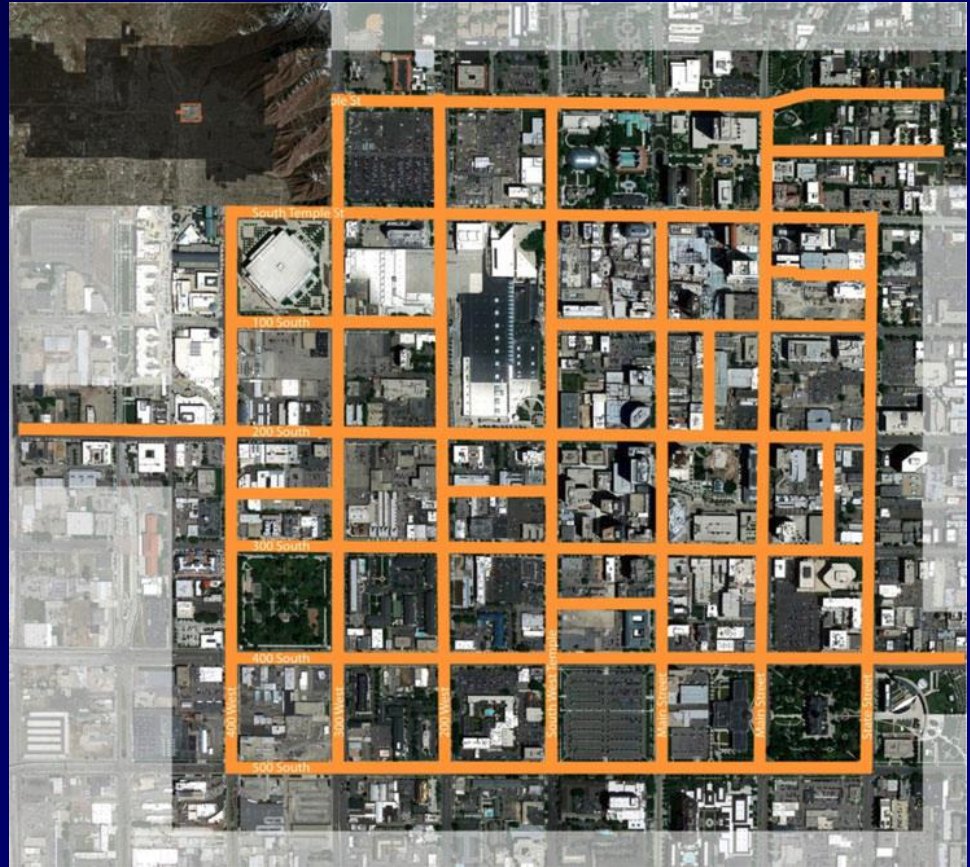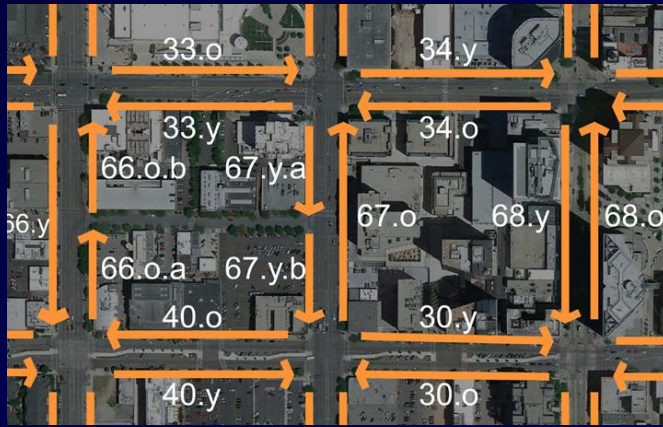
An example of block faces on each street segment (Y= your side, O= Opposite side)

The distribution of pedestrian activity in the study area (the darker the color is the higher the pedestrian count is)

Figure 2a. Imageability, high quality.

Figure 2b. Imageability, low quality.

Figure 3a. Enclosure, high quality.

Figure 3b. Enclosure, low quality.

Figure 4a. Human scale, high quality.

Figure 4b. Human scale, low quality.

Figure 5a. Transparency, high quality.

Figure 5b. Transparency, low quality.

Figure 6a. Complexity, high quality.

Figure 6b. Complexity, low quality.

While the D variables are included as controls, the primary focus of this study is the five urban design qualities, both individually and as a whole.

❑ *Two of the five measures of urban design qualities found in Model 2, 'transparency' and 'imageability', are highly significant.*

❑ *'Enclosure' and 'complexity' have no individual relationship to pedestrian activity.*

❑ *As a whole, however, the five urban design qualities improved the fit of the model.*

Parking

For our purposes, TODs are developed by a single developer under a master development plan, and can also include a clustering of development projects near transit facilities that are developed by one or more developers pursuant to a master development plan.

Dense	Mixed use	Pedestrian-friendly	Adjacent to transit

Built after transit	Fully developed or nearly so	Self-contained parking

Redmond TOD, Seattle

Rhode Island Row, Washington D.C.

Wilshire/Vermont, Los Angeles

Fruitvale Village, San Francisco

Englewood TOD, Denver

Orenco Station TOD

Zone 3
Town Center

Q Condos
Nexus
Zone 2
Club 1201
Platform 14
Tessera

Alma Gardens
Zone 1
Hub 9
Rowlock
Vector
Orchards at Orenco

Orenco Station
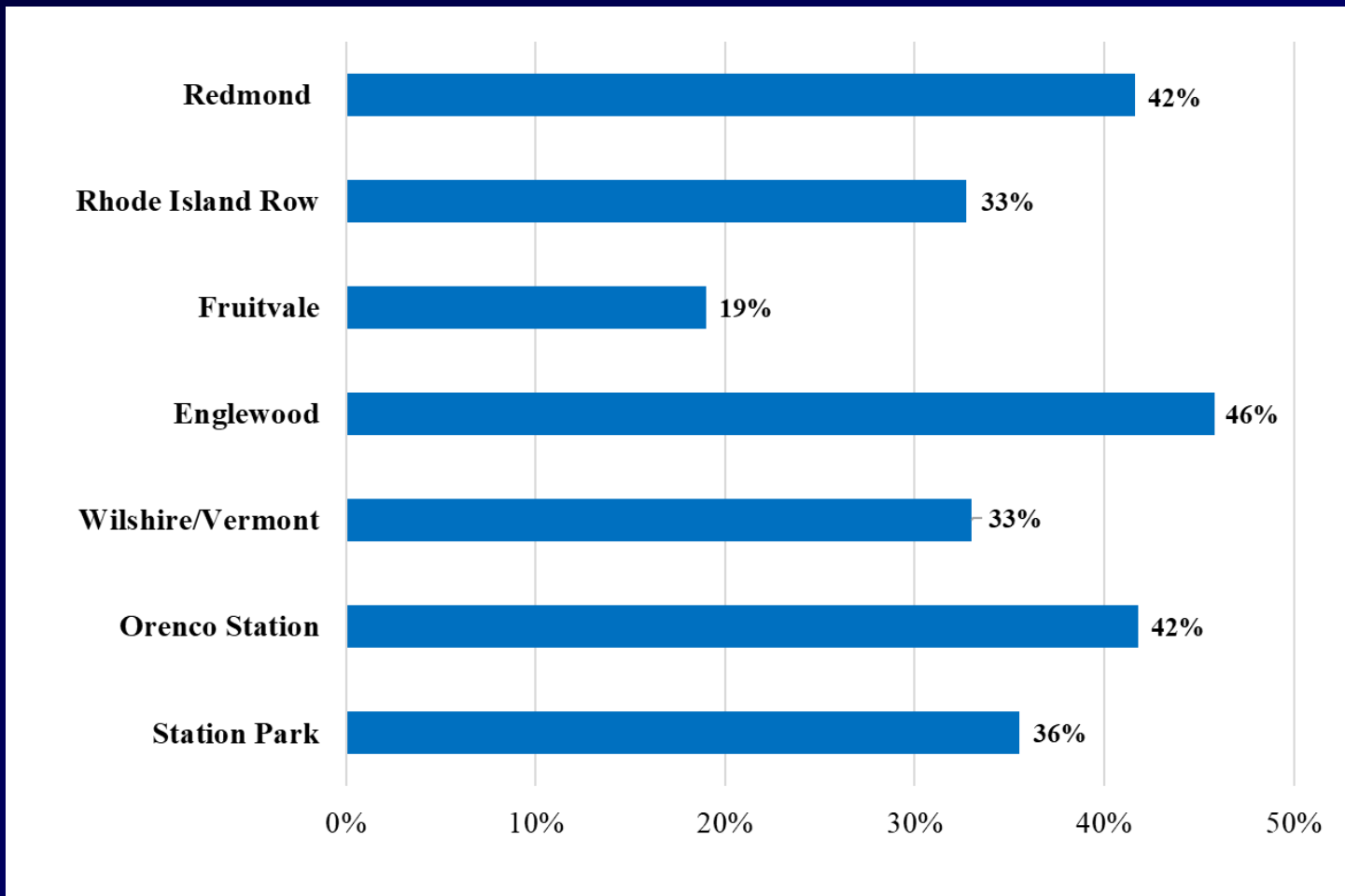(Light rail)

Station Park TAD
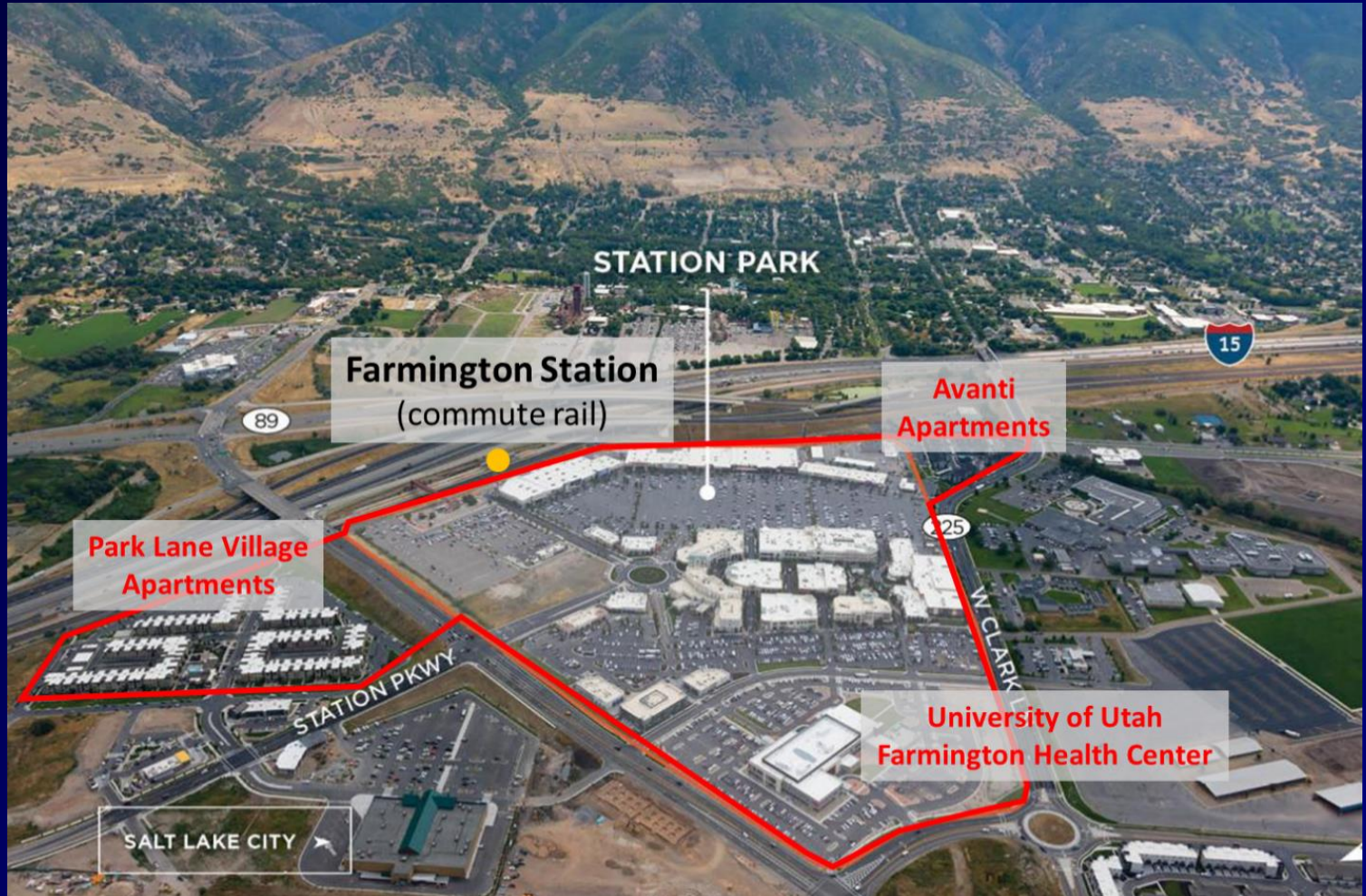
Mode Shares
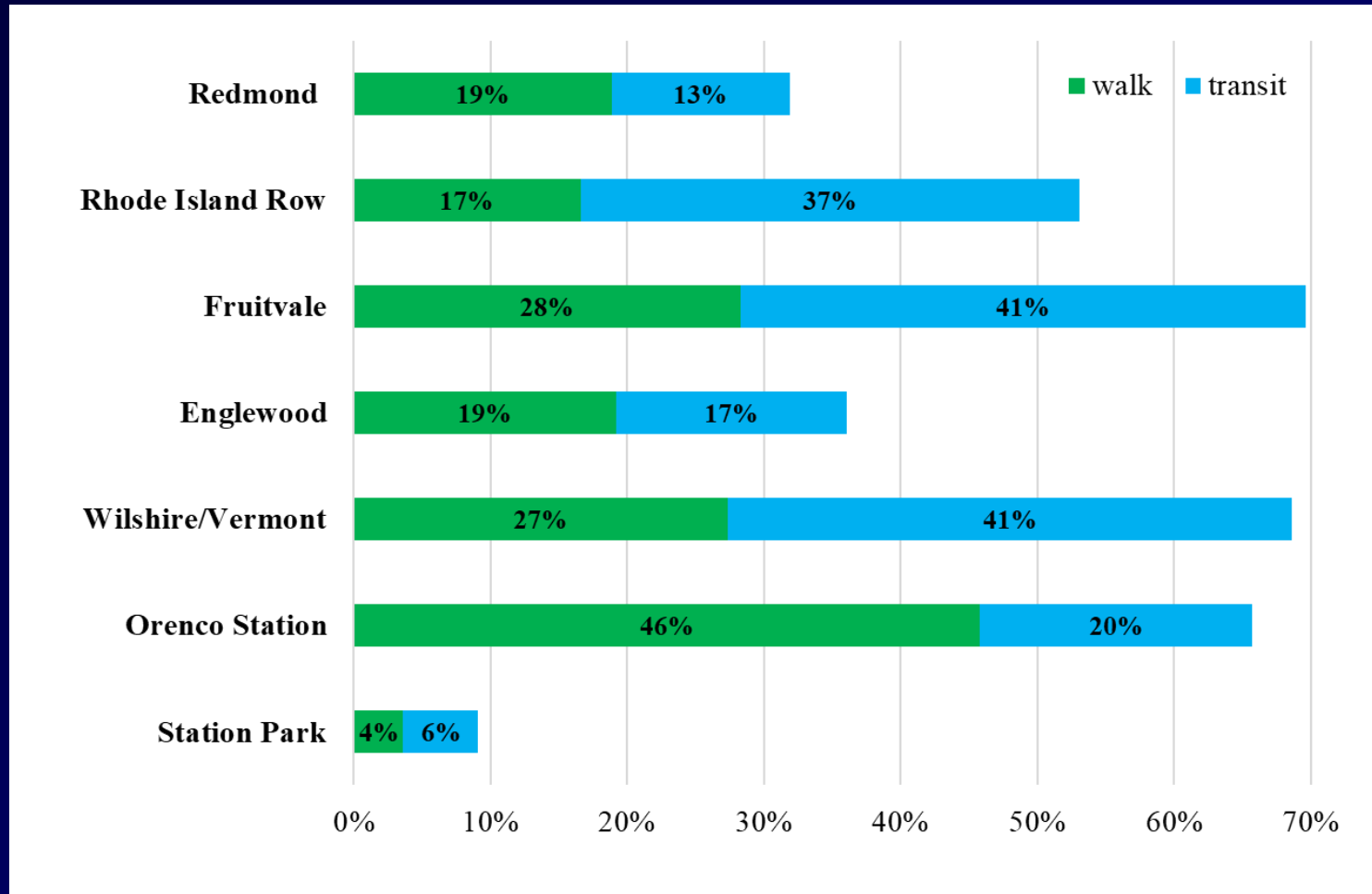
Residential Parking Supplies and Demands
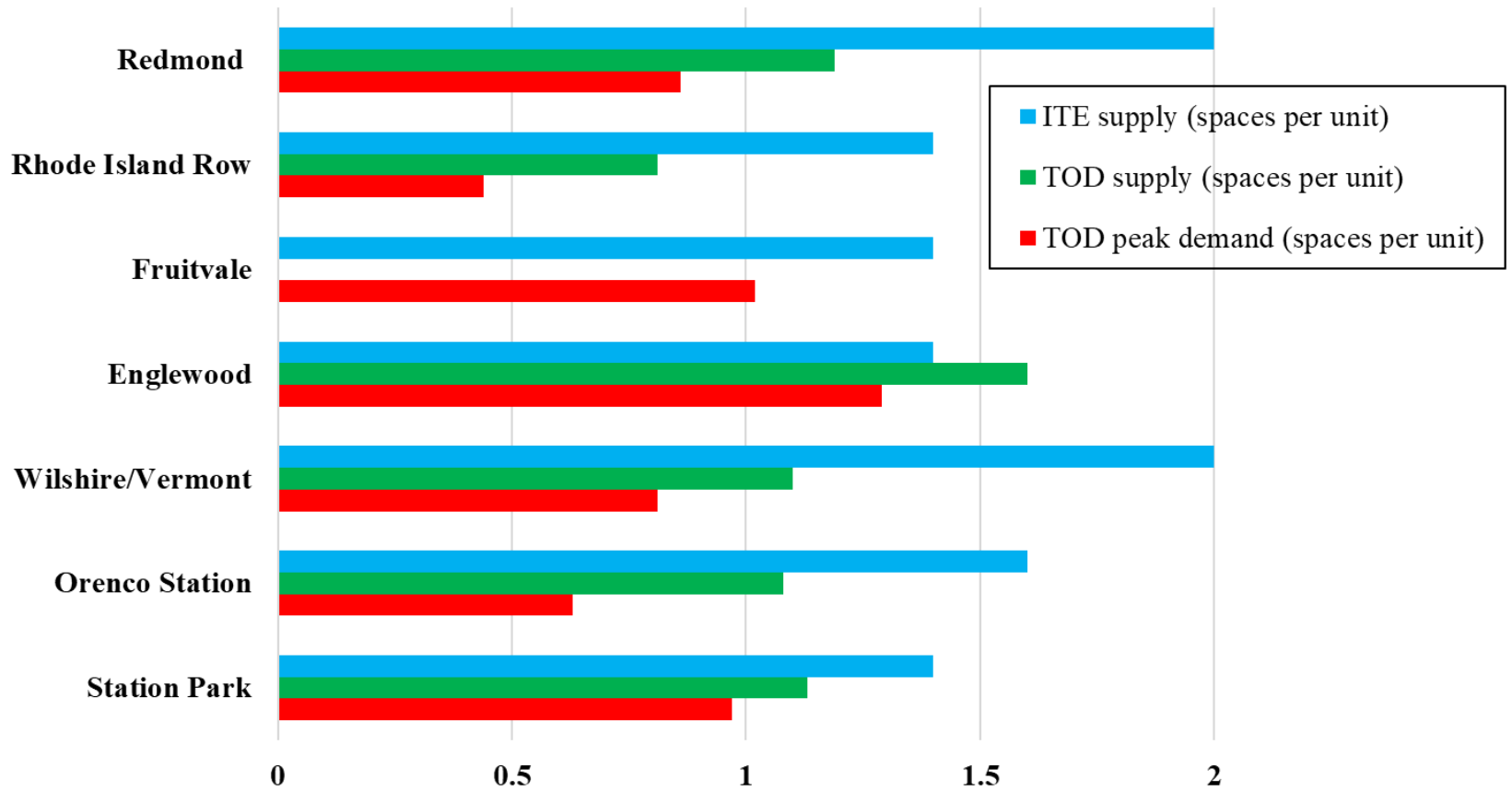
Peak Parking Demand as % of ITE Guideline
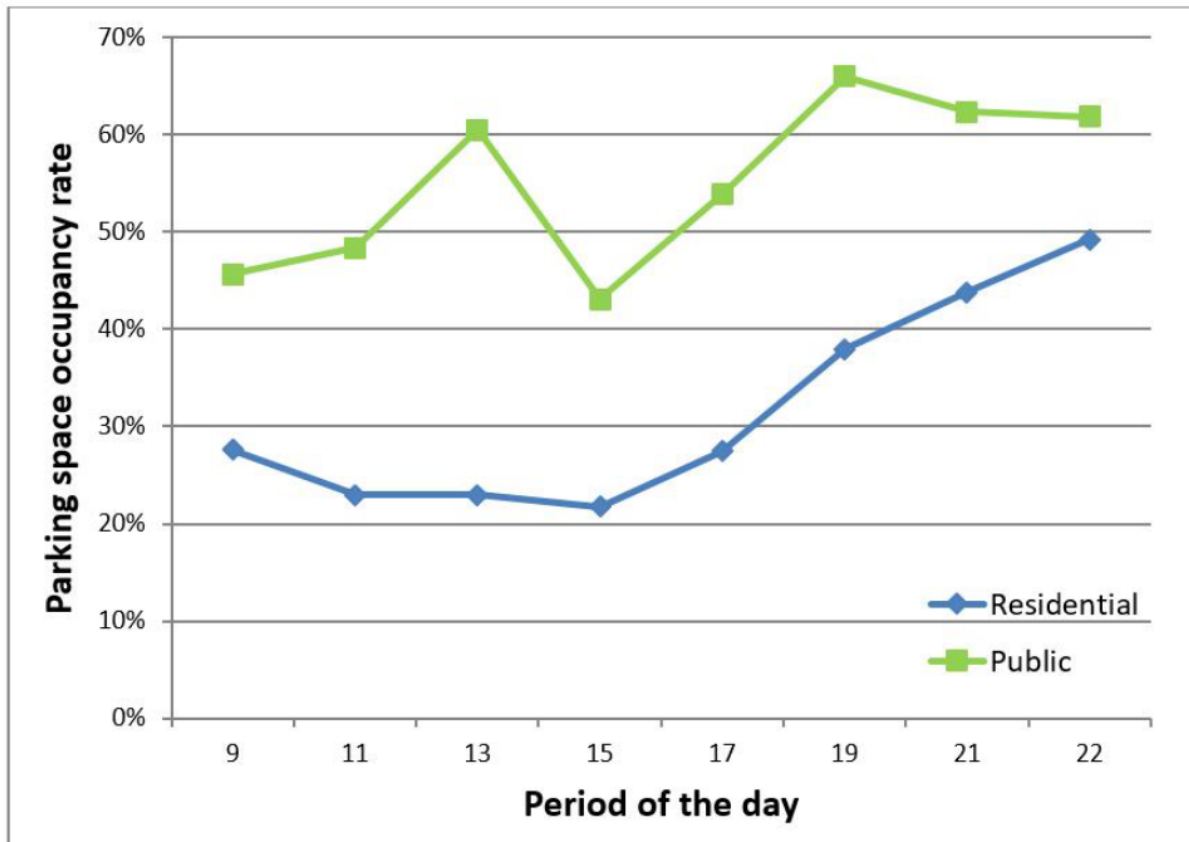
Parking Space Occupancy

Figure 2.10. Parking Space Occupancy Rate for Different Uses at Orenco Station TOD
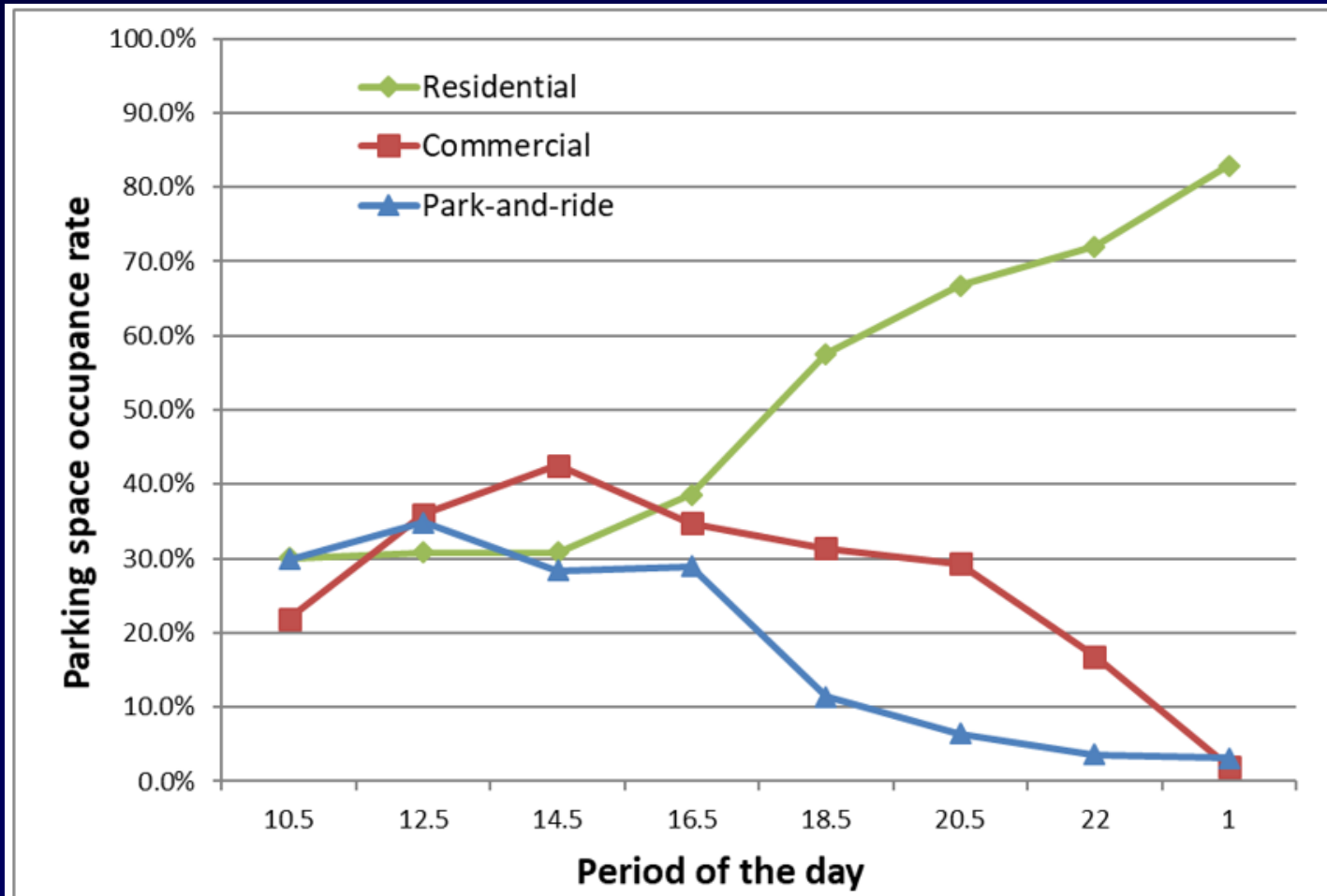
Parking Space Occupancy

Figure 3.9. Parking Space Occupancy Rate for Different Uses at Station Park TAD

2019 Awards

March 21st, 2019 | Megan Townsend

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.**

2019 AWARDS

TRANSPORTATION
AND
LAND USE CONNECTION

$1,239,500
2019 Region-Wide TLC Funding

$303,500
2019 Local Match

$1,543,000
2019 Project Total Budgets

- **15 awards**
  - 9 Salt Lake Urbanized Area
  - 6 Ogden/Layton Urbanized Area
- 5 multi-jurisdictional

Ogden/Layton Urbanized Area

Clearfield, Syracuse, West Point, Clinton, Sunset	North Davis Communities Active Transportation Implementation Plan
Kaysville	General Plan Update
North Salt Lake City	Town Center Branding and Wayfinding
Ogden & South Salt Lake	Utah Parking Modernization Case Studies
South Ogden City	South Ogden City Comprehensive General Plan
South Weber City	Design of Weber River Parkway to Bonneville Shoreline Trail

2019 AWARDS

Salt Lake Urbanized Area

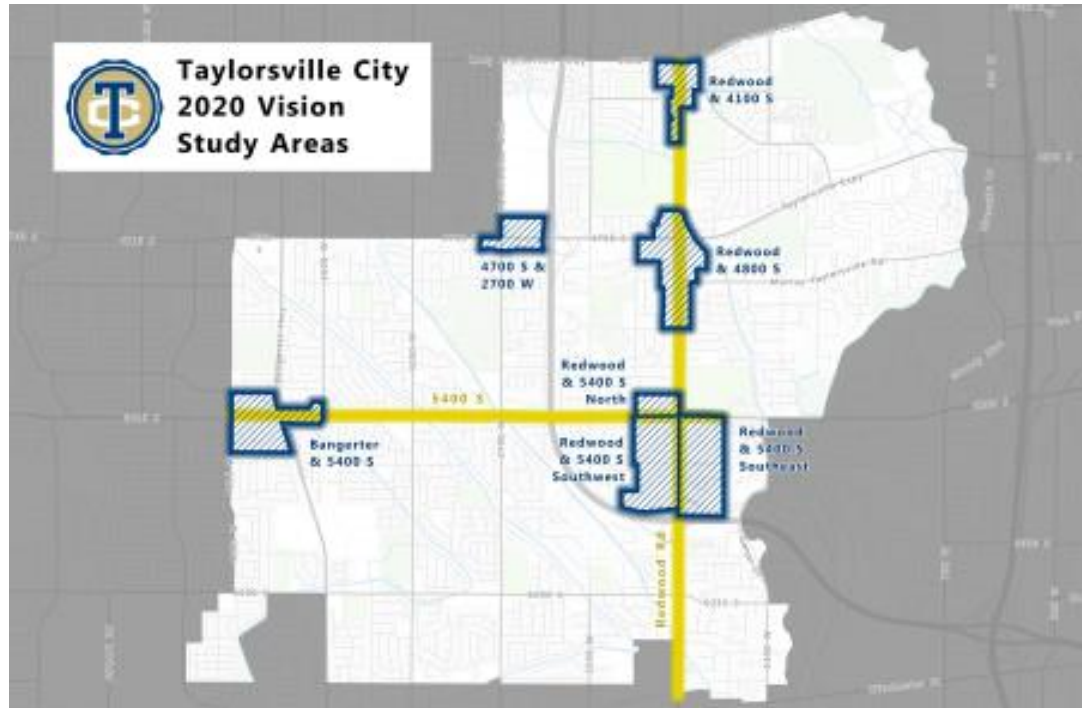|	
Alta	4th Quarter Revenue Spending Plan
Magna	Magna Metro Township General Plan
Millcreek, Cottonwood Heights, Holladay, Midvale, Murray, and Taylorsville	Mid Valley Active Transportation Plan
Murray City	Fashion Place Small Area Plan
Sandy & Draper	Sandy/Draper Active Transportation Plan
South Jordan, Riverton, West Jordan, Herriman, Bluffdale, Copperton	Southwest Salt Lake County Visioning Project
South Salt Lake City	Jordan River / 3300 South - Neighborhood Master Plan
South Salt Lake City & Ogden City	Utah Parking Modernization Case Studies
Taylorsville	20/20 Vision

CITY-WIDE PROJECTS

Alta	Commercial Core Prioritization Plan
Kaysville	General Plan Update
Magna	Magna Metro Township General Plan
South Ogden City	South Ogden City Comprehensive General Plan

CENTER PLANS

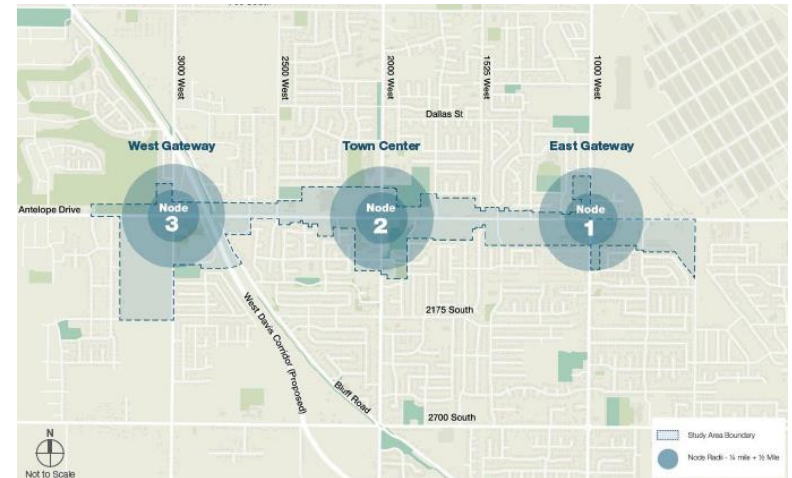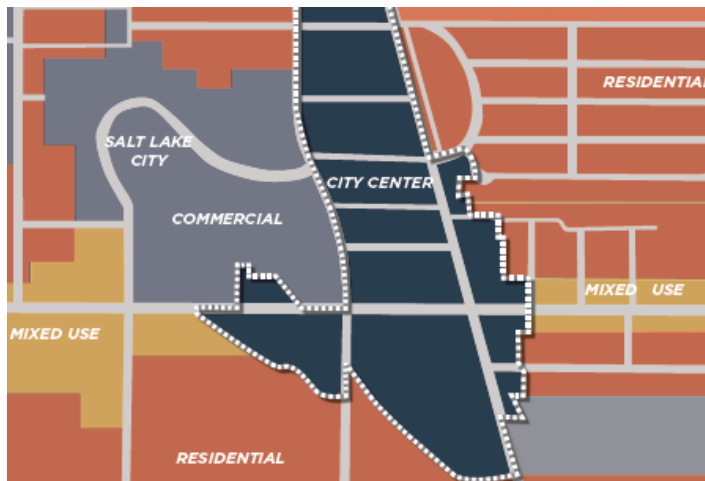|	
Murray City	Fashion Plan Small Area Plan
North Salt Lake City	Town Center Branding and Wayfinding
South Salt Lake City	Neighborhood Master Plan (Jordan River / 3300 South)
South Ogden City	South Ogden City Comprehensive General Plan
Taylorsville City	20/20 Vision

ACTIVE TRANSPORTATION PLANS

|	
Clearfield, Syracuse, West Point, Clinton, and Sunset	North Davis Communities Active Transportation Implementation Plan
Millcreek, Cottonwood Heights, Holladay, Midvale, Murray, and Taylorsville	Mid Valley Active Transportation Plan
Sandy and Draper	Sandy / Draper Active Transportation Plan
South Weber City	Design of Weber River Parkway to Bonneville Shoreline Trail

MULTI-CITY VISIONS PLANS

Ogden and South Salt Lake City	Utah Parking Modernization Case Studies
South Jordan, Riverton, West Jordan, Herriman, Bluffdale, and Copperton	Southwest Salt Lake County Visioning Project
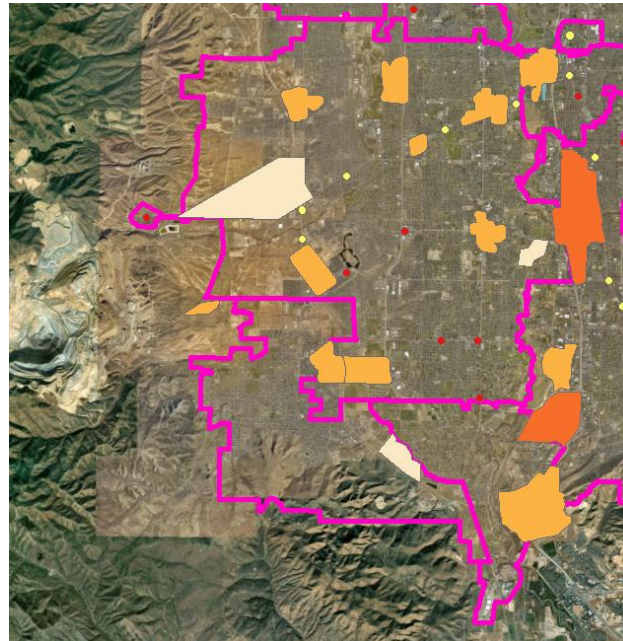
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