

# GETTING TO THE PREFERRED TRANSIT SCENARIO



## PROCESS

1. Review scenario workshop and stakeholder feedback
  - a. Keypad polling
  - b. Map comments
  - c. Visualization tool – survey & map comments
  
2. Technical evaluation
  - a. Evaluation criteria for transit line and point projects. Transit projects are evaluated mode-neutrally against the following evaluation criteria. That is, each project is assumed to be “enhanced bus” transit service. This allows us to compare projects and evaluate their effectiveness (i.e. ridership) and fit within the current and projected land use equally, without inherent biases that are associated with certain transit modes within the Travel Demand Model. Transit modes will be assigned after they are evaluated mode-neutrally based on project performance, fit within the local context (land use, roadway ROW, etc.), and with consideration given to keypad polling preferences expressed during Scenario Workshops within each small area.
  - b. Compare adjacent corridors when relevant.
  - c. Use cross-run scenarios for comparative purposes (for instance, S1 land use with S2 transit)
  
3. Consideration and incorporation of relevant efforts
  - a. Ensuring alignment with centers and noting corridors with overlapping road and active transportation projects.
  - b. Incorporate findings from other efforts such as Wasatch Front Central Corridor Study and Point of the Mountain.
  - c. Incorporate alignments and operating characteristics that are defined from existing/ongoing environmental analyses.

## SELECTION CRITERIA (NEED-BASED EVALUATION)

### First Screening

	<b>Fiscally efficient communities and infrastructure</b>	
	<i>2019 – 2050 Proposed Objective</i>	Aligns with existing projects ( <i>if yes to any, then automatically on draft preferred</i> )
	<i>Measure</i>	<ol style="list-style-type: none"> <li>1. Project in municipal planning documents</li> <li>2. Project is part of a planning/environmental study</li> <li>3. Efforts underway to preserve the project’s corridor</li> </ol>
	<b>Quality transportation choices</b>	
	<i>2019 – 2050 Proposed Objective</i>	Supports transportation choices
	<i>Measure</i>	<ol style="list-style-type: none"> <li>1. Project meets established ridership threshold</li> <li>2. Project improves connectivity of transit system by connecting fixed guideway routes to major destinations</li> </ol>

## Second Screening

Projects that have not met first screening criteria will be screened through the following criteria to further determine need.

### Access to economic and educational opportunities



*2019 – 2050 Proposed Objective*

Improves access to job and educational opportunities

*Measure*

1. Project improves job and service access
2. Project improves job and service access for Vulnerable Communities
3. Project improves access to GOED strategic cluster
4. Project improves access to major education centers

### Housing choices and affordable living



*2019 – 2050 Proposed Objective*

Supports affordable housing and transportation costs

*Measure*

Project serves identified Vulnerable Communities and/or area with concentrated elderly populations

### Livable and healthy communities



*2019 – 2050 Proposed Objective*

Supports the Wasatch Choice for 2050 and revitalizes the economy

*Measure*

Project connects to Wasatch Choice 2050 Center or job area

## Impacts Screening

Projects that have either met the first or second screening criteria will be screened for potential impacts.

### A sustainable environment including water, agricultural, and other natural resources



*2019 – 2050 Proposed Objective*

Supports environmental sustainability

*Measure*

Potential impact on vulnerable lands (i.e., avoiding wetlands, reducing impacts to agricultural lands) not identified

## Objectives Not Used for Project Selection

### Clean air



*2019 – 2050 Proposed Objective*

Not evaluated for selection; will be considered for phasing

*Measure*

N/A

### Safe, user-friendly streets



*2019 – 2050 Proposed Objective*

Mitigates safety issues

*Measure*

1. Project is a grade-separation of roadways, railways, etc.
  2. For all other projects, UDOT's safety index average
- Note: for widening projects where safety is a concern, identify project as 'widening with safety improvements' in plan*

### Manageable and reliable traffic conditions



*2019 – 2050 Proposed Objective* Improves traffic conditions through management and reliability

- Measure*
1. Project meets volume thresholds for additional lanes
  2. Project improves V/C over no build
  3. Project increases connectivity
  4. Project is identified as a CMP/TSM project (*if yes, then automatically on draft preferred*)

### Ample parks, open spaces, and recreational opportunities



*2019 – 2050 Proposed Objective* Supports access to parks, open space, and recreation

*Measure* Potential impact on parks, open space, and recreation not identified

## MODE DETERMINATION RIDERSHIP THRESHOLDS

Daily ridership thresholds by mode

Transit Mode	Average Daily boardings per mile
LRT	1,000+
BRT	800-1000
Core Route 5 minute service	600-800 + 50% increase over 15 minute Core Route service
Core Route 15 minute service	200-600