

Active Transportation Update

————— Julia Collins, WFRC —————
Jen McGrath, UTA
Regional Growth Commission
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WASATCH FRONT REGIONAL COUNCIL

Progress to Date

WFRC has incorporated bike paths as a main component of the 2015 RTP

Home » News

 Salt Lake City 38
Traffic / Ski Report

The Salt Lake Tribune
WWW.SLTRIB.COM JAN 13, 2015

New bike paths key in long-range transportation plan

By **LEE DAVIDSON** | The Salt Lake Tribune | [CONNECT](#)

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(Al Hartmann | Tribune file photo) A proposed new pillar of Utah's transportation future? Bike lanes. The Wasatch Front Regional Council transportation plan calls for lots of new regional bike lanes, including one parallel to I-15 from Provo to Ogden.

Progress to Date

- Overview of Active Transportation
- Development of Plans and Programs



Active Transportation Benefits



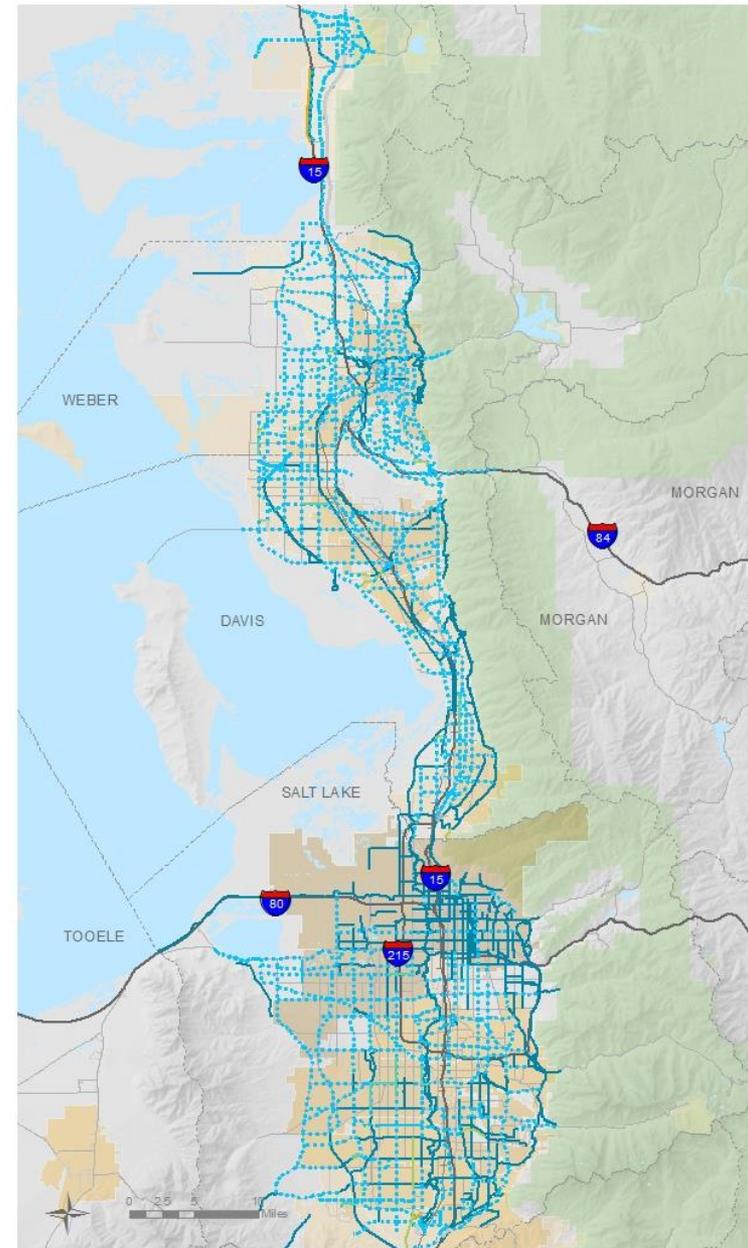
Active Transportation Benefits



WFRC 2015 Active Transportation Plans

Products of a collaborative
effort with all local
governments and agency
partners:

1. 2015 Bike Base Plan
2. 2015 Priority Plan



Utah Collaborative Active Transportation Study (UCATS I & II)

Phase I

- Plan a bicycle network for all ages and abilities
- Enhance connections to transit
- Prioritized a “Backbone” network
- Understand quality of life benefits
 - Economic
 - Environment
 - Health



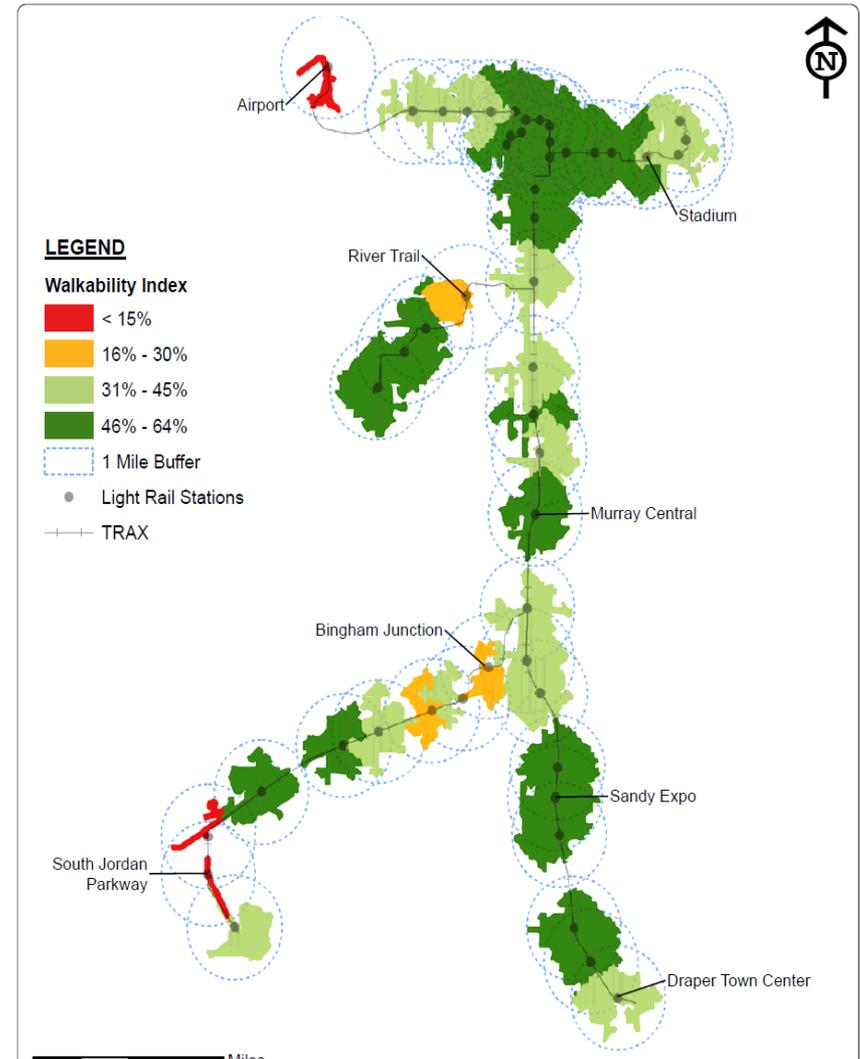
Next Steps/UCATS Phase II

- Implement key projects
- Determine the next generation of high-priority projects
- Identify process to keep the plan alive
- Establish performance measures
- How does the plan affect our community?
 - Economy
 - Traffic
 - Property values



Plans: UCATS/UCATS II

- Analysis
 - Station Area Walkability
 - Demographics and Barriers
 - Bike-onomics
 - Latent Demand
 - Health Impacts



Plans: UCATS/UCATS II

Top 25 Project Area Examples



Provo Intermodal Hub
Clearfield FrontRunner



Meadowbrook Station



900 East, Provo

Grant Avenue, Ogden



PLANS: UCATS PROGRESS...

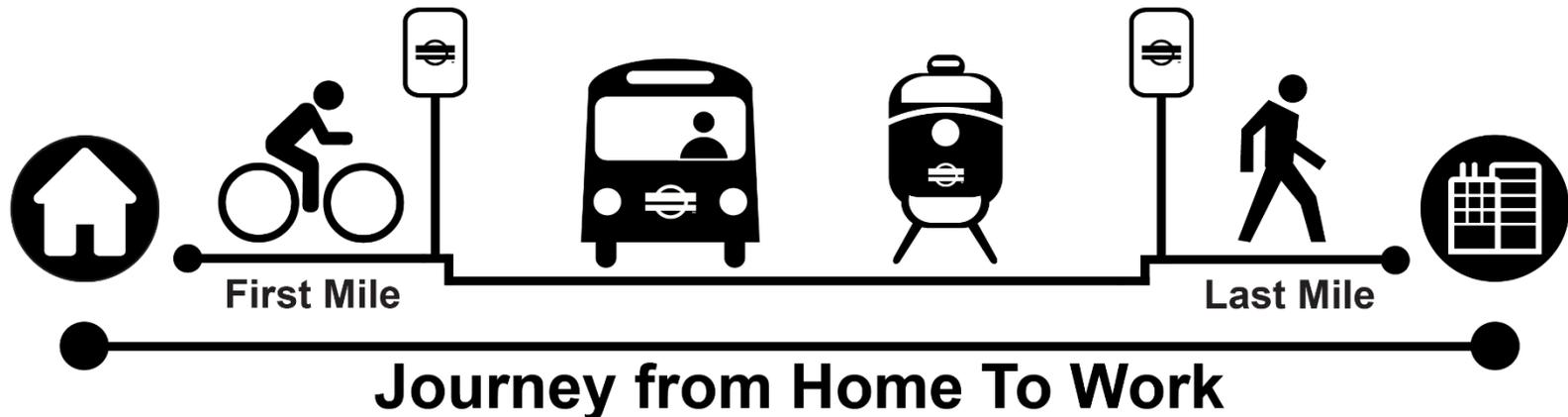
Bluffdale: 2700 West from 14400 S to Bangerter



What is First/Last Mile?

- The toughest “mile” in transportation

First and Last Mile



Project Objectives and Deliverables

Purpose

- To provide *recommendations* for First/Last Mile Strategies that will be most effective for increasing ridership on the UTA system

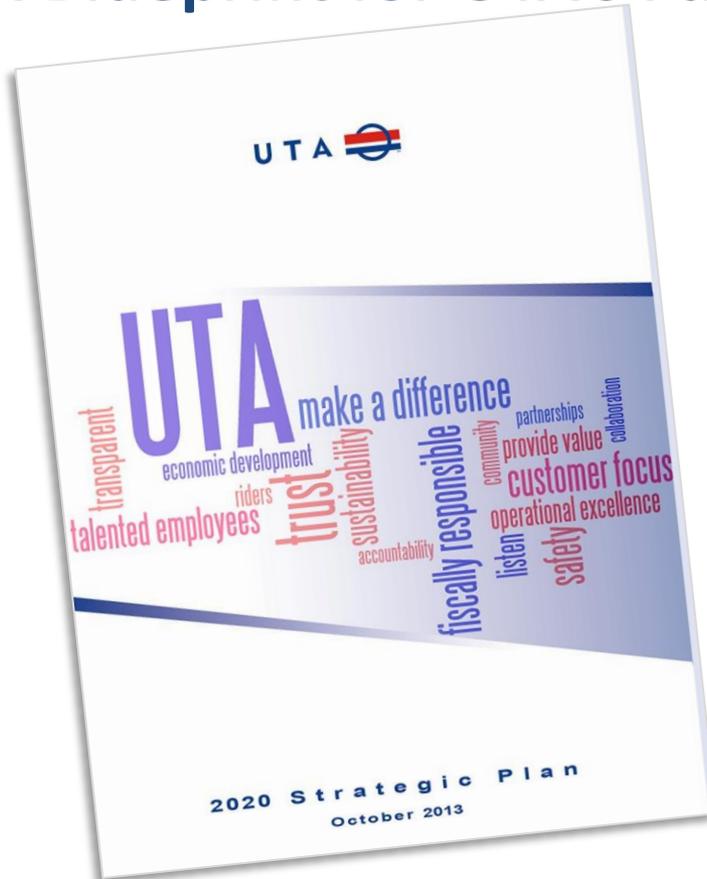
Deliverables

- A definition of station typologies
- Recommendations First/Last Mile Strategies by station typology
- Projected ridership, health and environmental impacts
- Next steps leading to implementation, including but not limited to station data collection, design work, identifying funding partners

Recommendations build a foundation for future phases leading to implementation

Project Purpose, Team and Area of Analysis

A Blueprint for UTA's Future



Project Supports UTA Board Goals

- Develop recommendations for a comprehensive First/Last Mile Strategy by 2014
- Double Ridership by 2020
- 2015 Goal to Increase Ridership by 3.3% over 2014 Actual Ridership
- Support 2015 Customer and Stakeholder Satisfaction Goal

Project Purpose

- To Recommend Strategies that will Increase Access to Stations and Increase Ridership

Project Partners

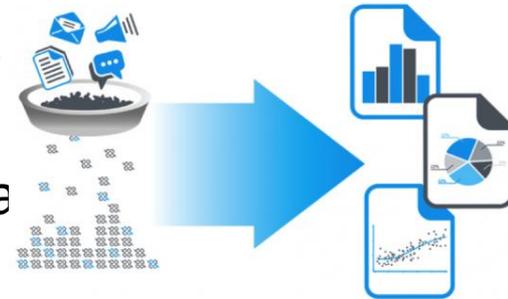
- UTA, UDOT, WFRC, MAG, Fehr & Peers, Nelson Nygaard, and U of U Traffic Lab

Station Locations

- All Frontrunner, TRAX, S-Line and BRT Stations

Project Process - Overview

- Data Collection
 - Review recent and relevant studies (UCATS, Study, RTP, etc.)
 - Research existing local, national and international strategies
 - Station Audits to assess existing station conditions
- Station Typology Development
- Assign Strategies to each Station Typology
 - Which strategies are most effective in increasing ridership?
- Assign Stations to Typologies



Project Process - Typologies

Urban

Station Example: City Center



Suburban Non-Residential

Station Example: Ogden



Multi-Modal

Station Example: Millcreek



Suburban

Station Example: Provo



Institutional

Station Example: Orem



Auto Dependent

Station Example: Woods Cross



Screening Criteria

Criteria

- Effectiveness in Increasing Ridership
- Stakeholder Support
- Costliness
- Ease of Implementation
- Likelihood of Receiving Funding
- Positive Impacts on Safety
- Used by Peer Agencies



Recommended Strategies

Most Effective First/Last Mile Strategy Recommendations

- Way-finding and Information
- Bicycle Network Improvements
- Pedestrian Network Improvement
- Bike Share Stations
- Car Share Stations
- Access Connections
- Crossing Treatments
- Rail and Bus Stop Enhancements
- Shuttles (including current UTA shuttle programs
 - Van pool, Vanpool Shuttles, Ridevan Plus)



Ridership Projections by Typology

URBAN

Projected Daily Ridership Increase: 600-700

Multi-Modal

Projected Daily Ridership: 600-1,300

Institutional

Projected Daily Ridership Increase: 350-700

Suburban Non-Residential

Projected Daily Ridership Increase: 350-900

Suburban

Projected Daily Ridership Increase: 280-350

Auto-Dependent

Projected Daily Ridership Increase: 100-400

Total Projected Daily Ridership Increase: 2,280-4,350 (3-6%)

Annualized Ridership Increase: 665,000- 1,270,000



Bicycle Network Improvements



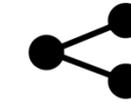
Wayfinding and Information



Bus/Rail Stop Improvements



Pedestrian Network Improvements



Access Connections



Crossing Treatments



Employer Shuttles

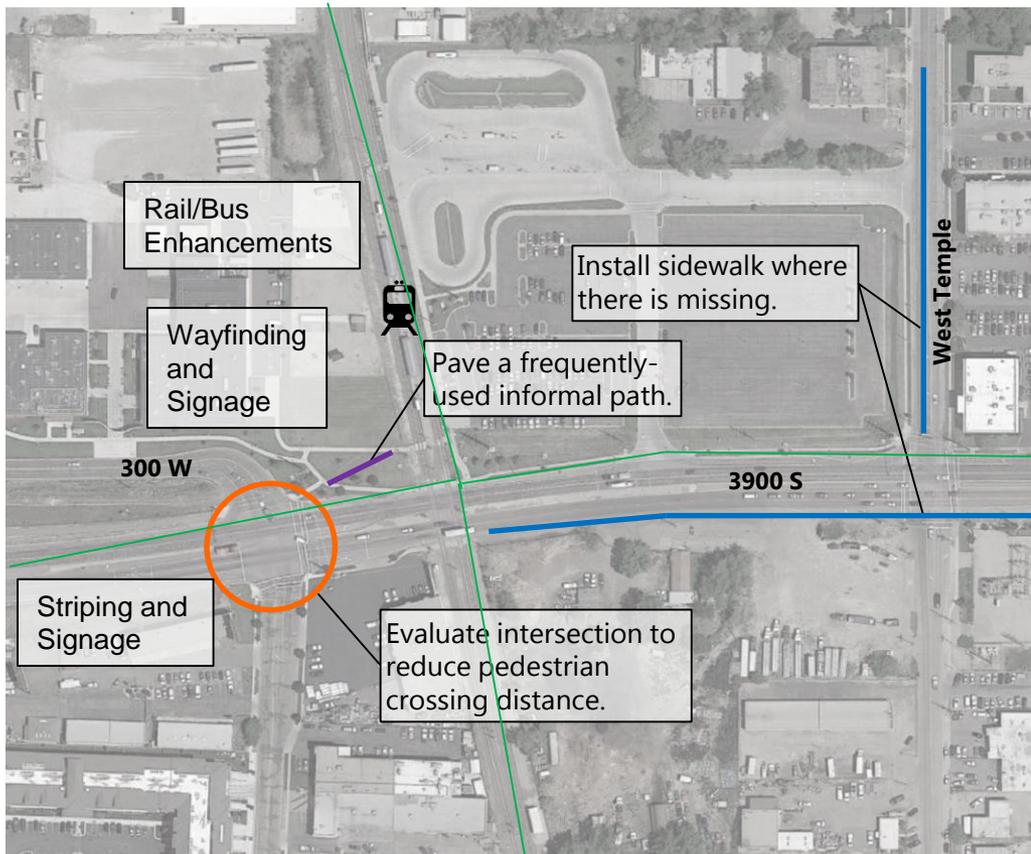


Bike Share



Site Specific Example

CASE STUDY: MEADOWBROOK (SUBURBAN NON-RESIDENTIAL)



Project Elements

- Striping and Signage
- Pedestrian Network Improvements
- Bicycle Network Improvements
- Rail/Bus Enhancements
- Wayfinding and Information
- Estimated Costs: \$380,000-\$472,000
- Estimate New Daily Riders: 124
(36,200 Annual Riders)

Next Steps

- Prioritize Implementation
 - Potential Ridership Increases
 - Cost Effectiveness
 - Stakeholder Support
 - Ease of Implementation
- Design Recommended Strategies for Individual Stations to develop preliminary costs
- Identify Partnership Opportunities
- Identify Funding Options
- Perform Analysis that shows conditions before and after implementation to evaluate success



Programs: Statewide Engagement of Mobile Active Transportation Tours

- Future Workshops Being Planned 2015
- Possible Sites Include:
 - Provo
 - Moab
 - Riverdale
 - Park City
 - St George



THANK YOU!

