

Wasatch Choice 2050

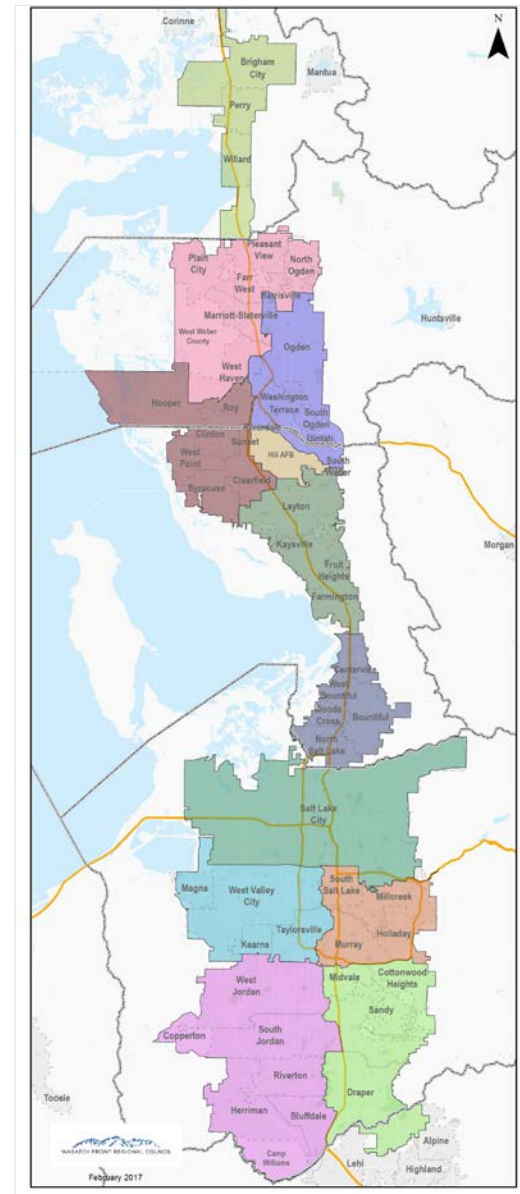
—— Active Transportation Committee ——



WASATCH FRONT REGIONAL COUNCIL

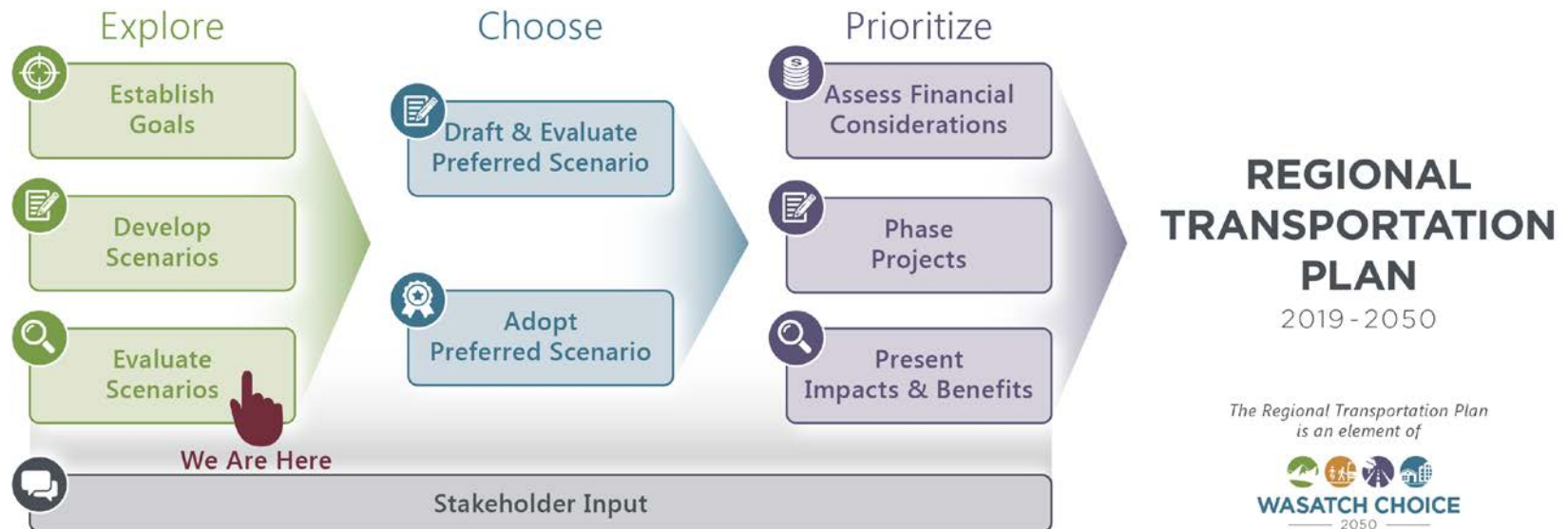
Scenarios:

Explore long-term impact of collective decisions



Today:

Discuss scenarios, get input for a preferred scenario



wasatchchoice.com/scenarios

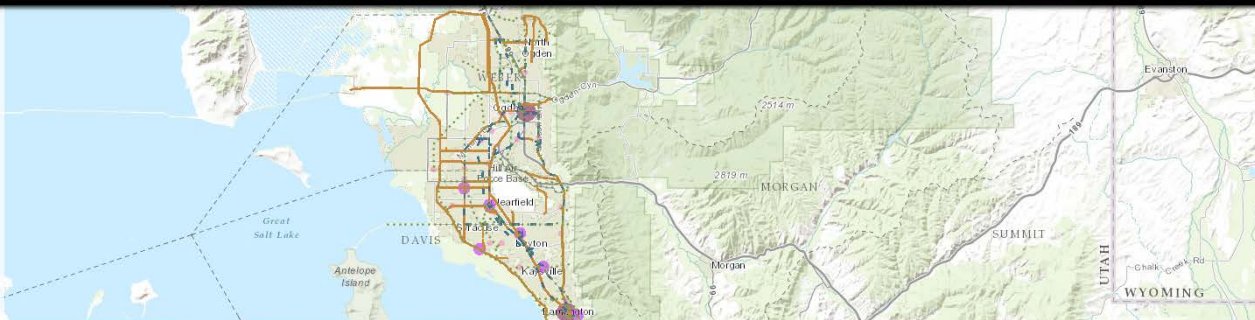
Wasatch Choice 2050 Scenarios

HOW TO GOALS **SCENARIOS** PERFORMANCE COMMENT

primarily on a high frequency grid along key north-south and east-west corridors. All transit routes run every 10 min. with FrontRunner running every 15 min.

Active Transportation

Separated facilities and protected bike lanes to increase separation from vehicles for bikes and pedestrians and to enhance user safety.



Performance Measures

Performance measures have been developed based on the goals and are used to gauge the effectiveness of each scenario.



Walkability

2014 Existing

No-Action Scenario

Scenario 1

Scenario 2

Scenario 3

Miles of commercial streets that are walkable. Whether you drive, bike, or take transit, everyone is a pedestrian at some point in the day. Our neighborhoods should be safe

1000
800

948
MILES

1006
MILES

1016
MILES



WASATCH FRONT REGIONAL COUNCIL

If you could only eat ONE thing for the rest of your life, what would it be?

30% 1. Pizza

6% 2. Ice cream

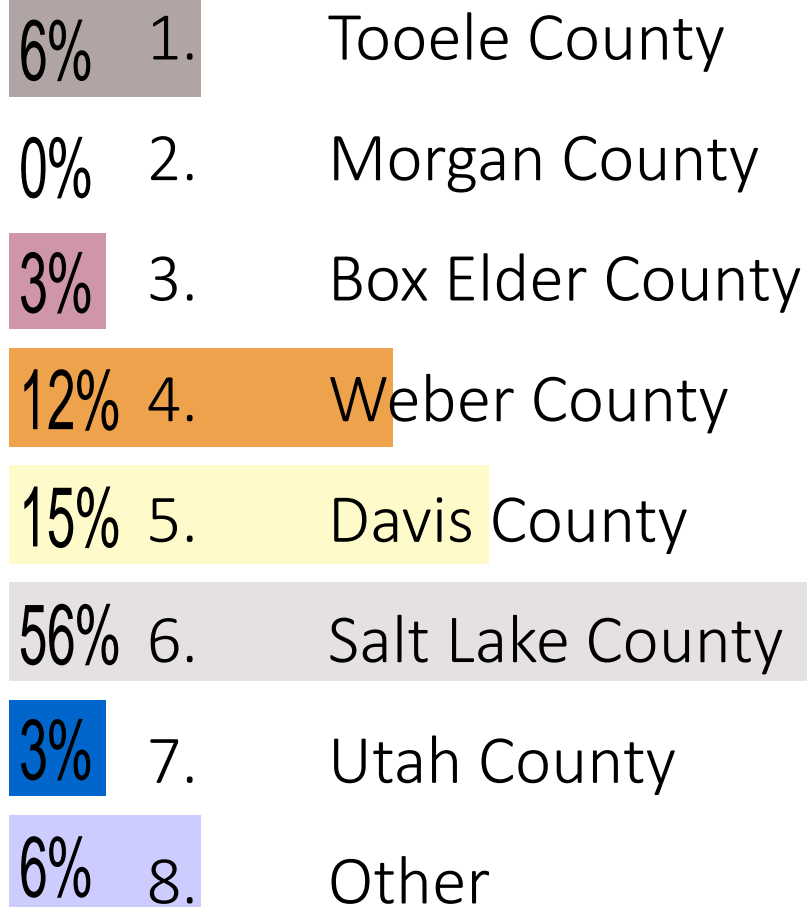
30% 3. Steak sandwich

21% 4. Tofu and Brussels sprouts

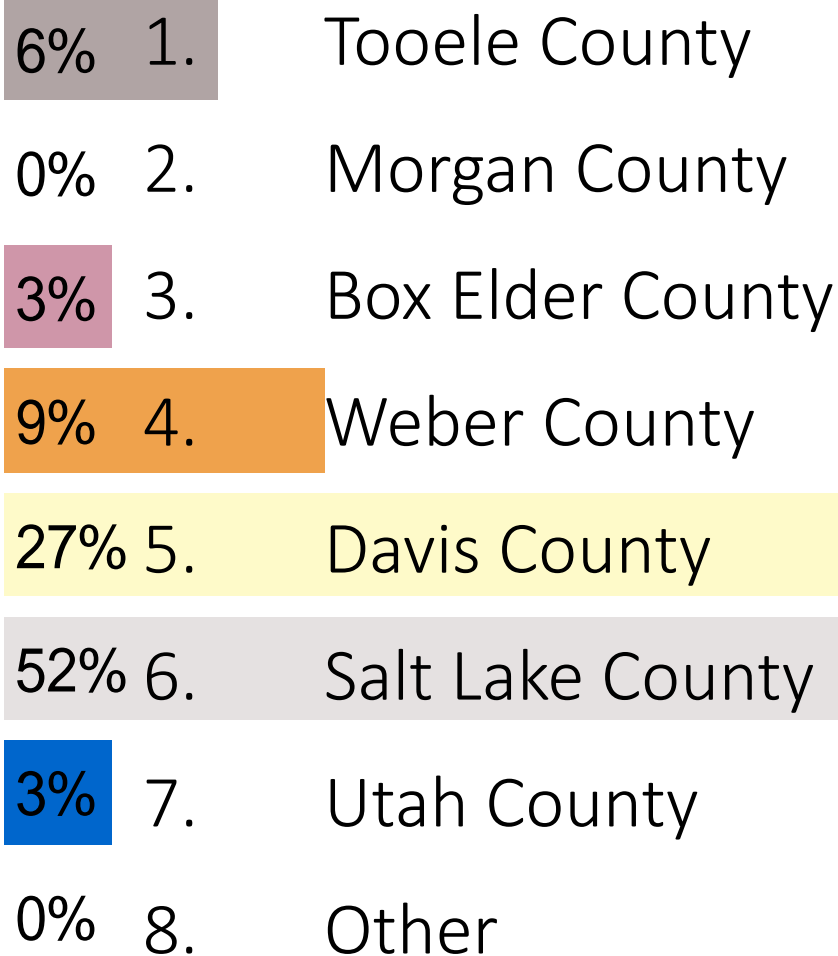
0% 5. Green Jell-o

12% 6. Cobb salad

Where do you work?



Where do you live?



What brings you to this meeting? I'm a/an...

19%1. Elected Official

6% 2. City Staff

13%3. County Staff

13%4. Health Department Representative

13%5. Transportation Partner (UDOT, UTA)

19%6. Advocacy Organization Representative

13%7. Consultant

3% 8. Member of the Public

3% 9. Other

Active Transportation.

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your first choice?

-
- A horizontal bar chart with six bars of different colors, each representing a different funding option. The bars are ordered from top to bottom: 1. Multi-use paths or trails separated from traffic (20%, grey), 2. On-street bicycle routes with greater separation from traffic (34%, yellow), 3. On-street bicycle lanes adjacent to traffic (3%, purple), 4. Bicycle connections to transit stops and stations (23%, orange), 5. Wider, multi-use sidewalks (6%, light yellow), and 6. Complete missing sidewalk connections (14%, light grey). The percentage values are displayed to the left of each bar.
- | Percentage | Option |
|------------|---|
| 20% | 1. Multi-use paths or trails separated from traffic. |
| 34% | 2. On-street bicycle routes with greater separation from traffic. |
| 3% | 3. On-street bicycle lanes adjacent to traffic. |
| 23% | 4. Bicycle connections to transit stops and stations. |
| 6% | 5. Wider, multi-use sidewalks. |
| 14% | 6. Complete missing sidewalk connections. |
- 20% 1. Multi-use paths or trails separated from traffic.
 - 34% 2. On-street bicycle routes with greater separation from traffic.
 - 3% 3. On-street bicycle lanes adjacent to traffic.
 - 23% 4. Bicycle connections to transit stops and stations.
 - 6% 5. Wider, multi-use sidewalks.
 - 14% 6. Complete missing sidewalk connections.

Active Transportation.

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your second choice?

21% 1. Multi-use paths or trails separated from traffic.

27% 2. On-street bicycle routes with greater separation from traffic.

9% 3. On-street bicycle lanes adjacent to traffic.

12% 4. Bicycle connections to transit stops and stations.

18% 5. Wider, multi-use sidewalks.

12% 6. Complete missing sidewalk connections.

Active Transportation.

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your last choice?

12% 1. Multi-use paths or trails separated from traffic.

6% 2. On-street bicycle routes with greater separation from traffic.

32% 3. On-street bicycle lanes adjacent to traffic.

12% 4. Bicycle connections to transit stops and stations.

32% 5. Wider, multi-use sidewalks.

6% 6. Complete missing sidewalk connections.

Transit Service.

If transit service is improved across the region, which of the following do you favor? Select your first choice.

- 21% 1. Additional low frequency bus routes
- 18% 2. More frequent bus service on existing routes
- 39% 3. Additional fixed-route transit service (Trax, BRT)
- 21% 4. More frequent service on existing fixed-routes
- 0% 5. Amenities like shelters, information kiosks

Transit Service.

If transit service is improved across the region, which of the following do you favor? Select your 2nd choice.

-
- A horizontal bar chart with five bars of different colors, each representing a different transit service improvement option. The bars are ordered from top to bottom: 1. Grey bar for 'Additional low frequency bus routes' (12%), 2. Yellow bar for 'More frequent bus service on existing routes' (45%), 3. Purple bar for 'Additional fixed-route transit service (e.g., Trax, BRT)' (15%), 4. Orange bar for 'More frequent service on existing fixed-routes' (21%), and 5. Light yellow bar for 'Amenities like shelters, information kiosks' (6%). The percentage values are placed to the left of each bar.
- | Rank | Option | Percentage |
|------|--|------------|
| 1 | Additional low frequency bus routes | 12% |
| 2 | More frequent bus service on existing routes | 45% |
| 3 | Additional fixed-route transit service (e.g., Trax, BRT) | 15% |
| 4 | More frequent service on existing fixed-routes | 21% |
| 5 | Amenities like shelters, information kiosks | 6% |
- 12% 1. Additional low frequency bus routes
 - 45% 2. More frequent bus service on existing routes
 - 15% 3. Additional fixed-route transit service (e.g., Trax, BRT)
 - 21% 4. More frequent service on existing fixed-routes
 - 6% 5. Amenities like shelters, information kiosks

Transit Service.

If transit service is improved across the region, which of the following is your lowest priority? Select your last choice.

-
- A horizontal bar chart with five bars of different colors and lengths. Each bar represents a transit service improvement option and its corresponding percentage of respondents who ranked it as their lowest priority. The bars are ordered from top to bottom as they appear in the chart.
- | Percentage | Priority Option |
|------------|---|
| 30% | 1. Additional low frequency bus routes |
| 7% | 2. More frequent bus service on existing routes |
| 10% | 3. Additional fixed-route transit service (e.g., Trax, BRT) |
| 20% | 4. More frequent service on existing fixed-routes |
| 33% | 5. Amenities like shelters, information kiosks |
- 30% 1. Additional low frequency bus routes
 - 7% 2. More frequent bus service on existing routes
 - 10% 3. Additional fixed-route transit service (e.g., Trax, BRT)
 - 20% 4. More frequent service on existing fixed-routes
 - 33% 5. Amenities like shelters, information kiosks

Roads

Regarding driving patterns, what approach to you favor? Which option is your first choice?

0% A. Widen many roads

7% B. Add lanes on the freeway

0% C. Widen a few roads

23% D. Improve road network connectivity

70% E. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)

Roads

Regarding driving patterns, what approach to you favor? Which option is your second choice?

6% A. Widen many roads

3% B. Add lanes on the freeway

12% C. Widen a few roads

64% D. Improve road network connectivity

15% E. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)

Roads

Regarding driving patterns, what approach to you favor? Which option is your last choice?

68% A. Widen many roads

15% B. Add lanes on the freeway

18% C. Widen a few roads

0% D. Improve road network connectivity

0% E. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)

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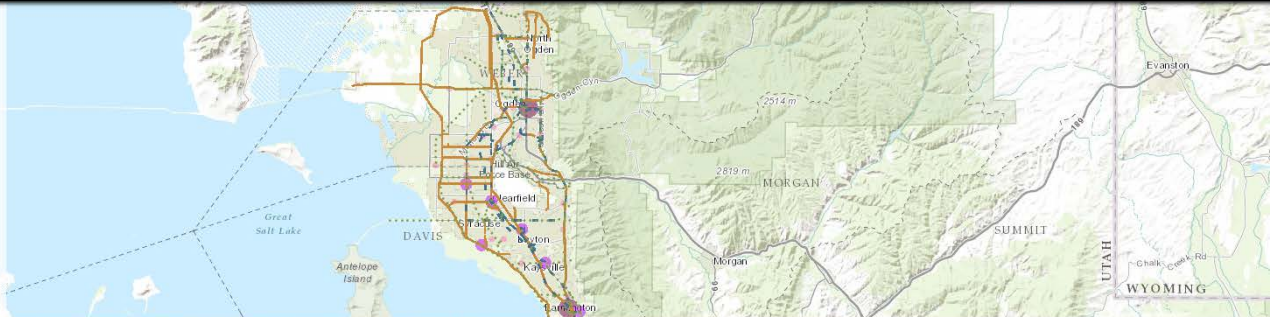
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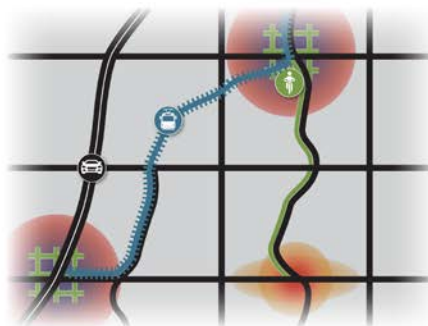
WASATCH FRONT REGIONAL COUNCIL

Scenario Overview

1



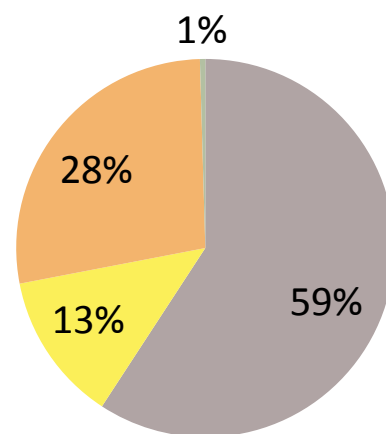
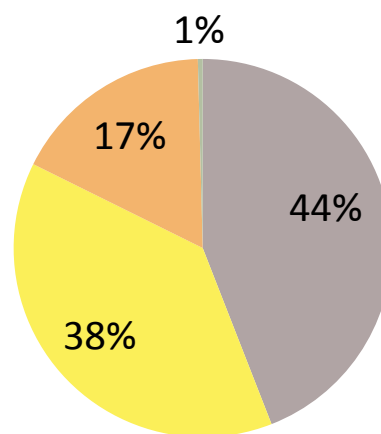
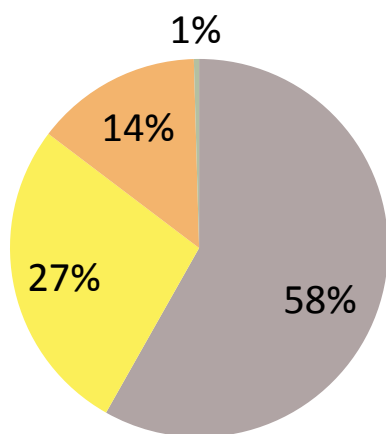
2



3



- Road Projects
- Transit: Capital Costs
- Transit: Operating Costs
- Active Transportation



Cottonwood Heights – 2700 East Sidewalk Project

Project Type – Safe Routes to School

7550 South to 7655 South

PROPOSED 2600 EAST SIDEWALK



Salt Lake County – Kearns Metro Township – Kearns Bicycle Signing

Project Type – Capital Improvement

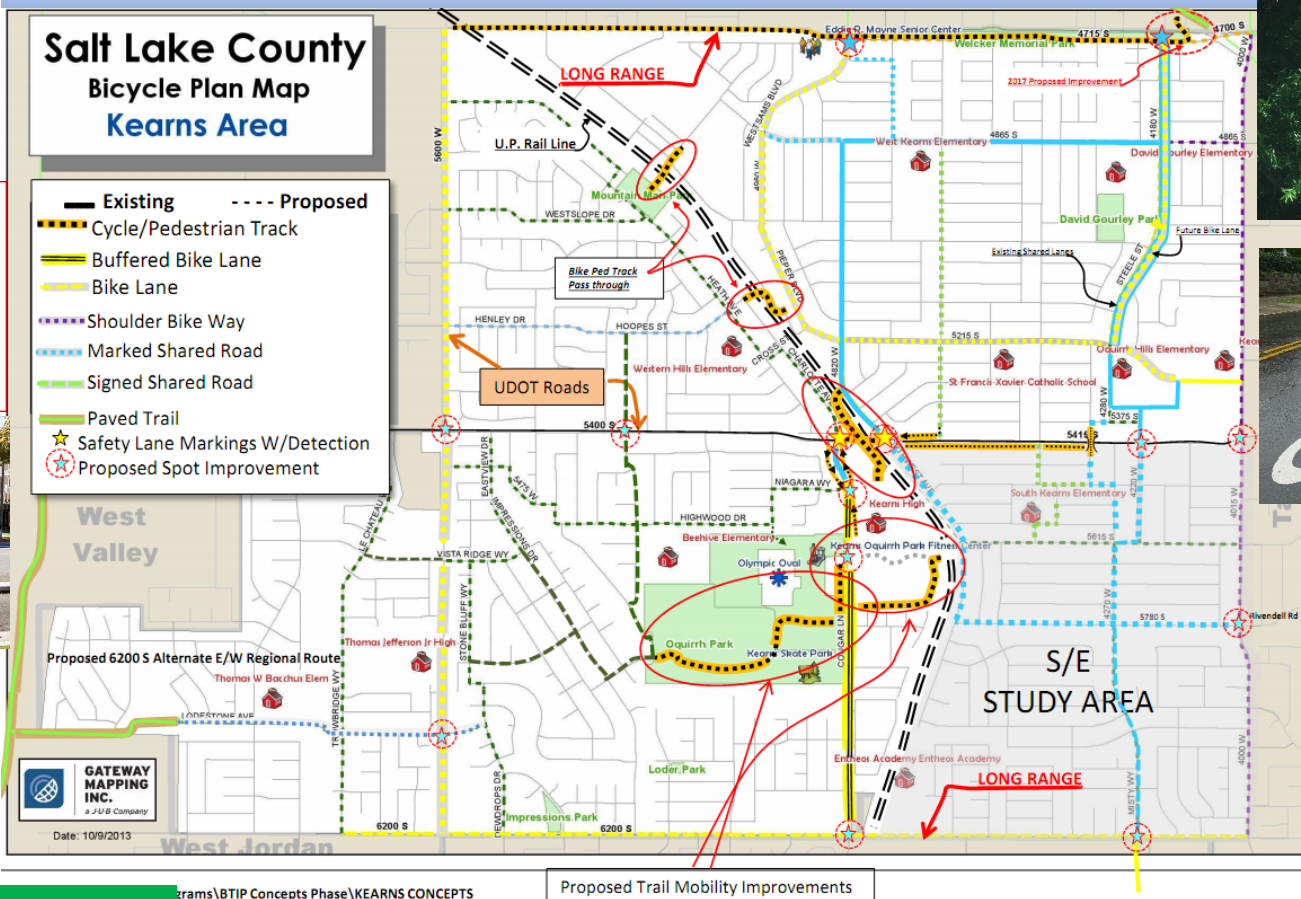
Wayfinding Signage for Kearns Metro Boundaries



BEGIN



25
M.P.H.



SHARE
THE ROAD

grams\BTIP Concepts Phase\KEARNS CONCEPTS

Proposed Trail Mobility Improvements

Project Cost –
\$ 80,000

Funds Request –
\$ 60,000

Provide wayfinding and bike route direction with pavement markings, signing and striping for the Kearns Metro township bike network. This project will implement needs as identified by the WFRC and Salt Lake County metro area bicycle network master plans to assist tourists, local and regional cyclists find their way in and through Kearns to adjacent city bike ways, rapid transit bus stops, schools, industrial parks, trails, and parks.

Millcreek City – 1300 East Pedestrian Crossing

Project Type – Capital Improvement

Big Cottonwood Park Pedestrian Crossing at 4300 South to 4400 South



1300 East at Big Cottonwood Regional Park looking north



1300 East at Big Cottonwood Regional Park looking south



How does a **HAWK Signal** operate?

INSTRUCTIONS

Drivers

...will see this

...will do this



Proceed with Caution



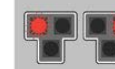
Slow Down
(Pedestrian has activated the push button)



Prepare to Stop



STOP!
(Pedestrian in Crosswalk)



STOP!
Proceed with Caution if Clear



Proceed if Clear

Pedestrians

...will see this

...will do this



Push the Button to Cross



Wait



Continue to Wait



Start Crossing



Continue Crossing
(Countdown Signal)



Push the Button to Cross

Installation of a Pedestrian Hybrid Beacon (HAWK) on 1300 East at Big Cottonwood Park. Big Cottonwood Regional Park is located at approximately 4300 South and 1300 East in Millcreek City. The nearest signalized intersection, and safe pedestrian crossing, is at 4500 South Street. Residents from the neighborhoods on the east side of 1300 East need a safe crossing to the park. In addition to providing access to the park the crossing will provide east/west connectivity through the park to 1100 East and continuing west.

Project Cost –
\$ 161,000

Funds Request –
\$ 150,000

Salt Lake City – Transit Stop Improvements

Project Type – Capital Improvement

City Wide

BEFORE IMPROVEMENTS:



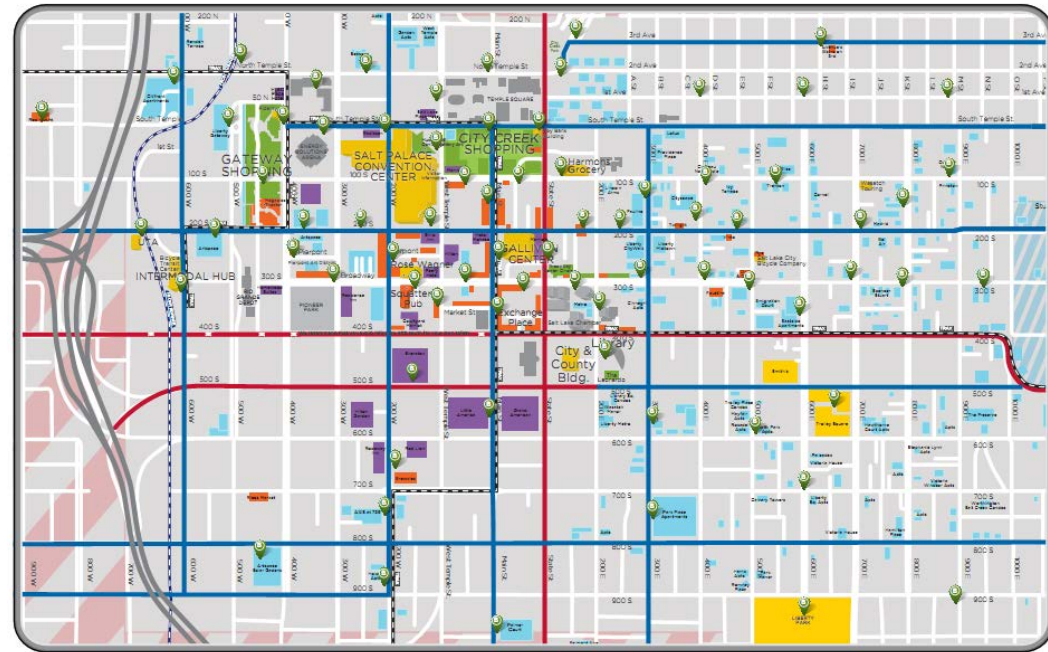
AFTER IMPROVEMENTS:



Approximately 83% of bus stops in Salt Lake City are unimproved, making them challenging for people with disabilities to access and lacking a bench or shelter for all riders waiting for the bus. This project would include concrete pads, ADA accessibility, and amenities at the busiest and highest need stops. Ridership on 200 South saw an 18% increase in ridership after such improvements. UTA funds that were previously used for these improvements are now programmed for TIGER first/last mile projects, and both UTA and the City have been working to fill this funding gap.

900 West to 1100 East – 600 North to 1100 South

900 West to 1100 East – 600 North to 1100 South



The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 7 stations, 170 docks, 7 kiosk, and other infrastructure necessary to maintain and grow a robust bike share system. This TAP money will be used to get closer to the goal of 75 stations in 2019 as outlined in the GREENbike Strategic Implementation Plan.

Funds Request – \$ 350,260

UTA – Update Bike Cars on FrontRunner

Project Type – Capital Improvement

North Temple to Draper



**Project Cost –
\$ 194,800**

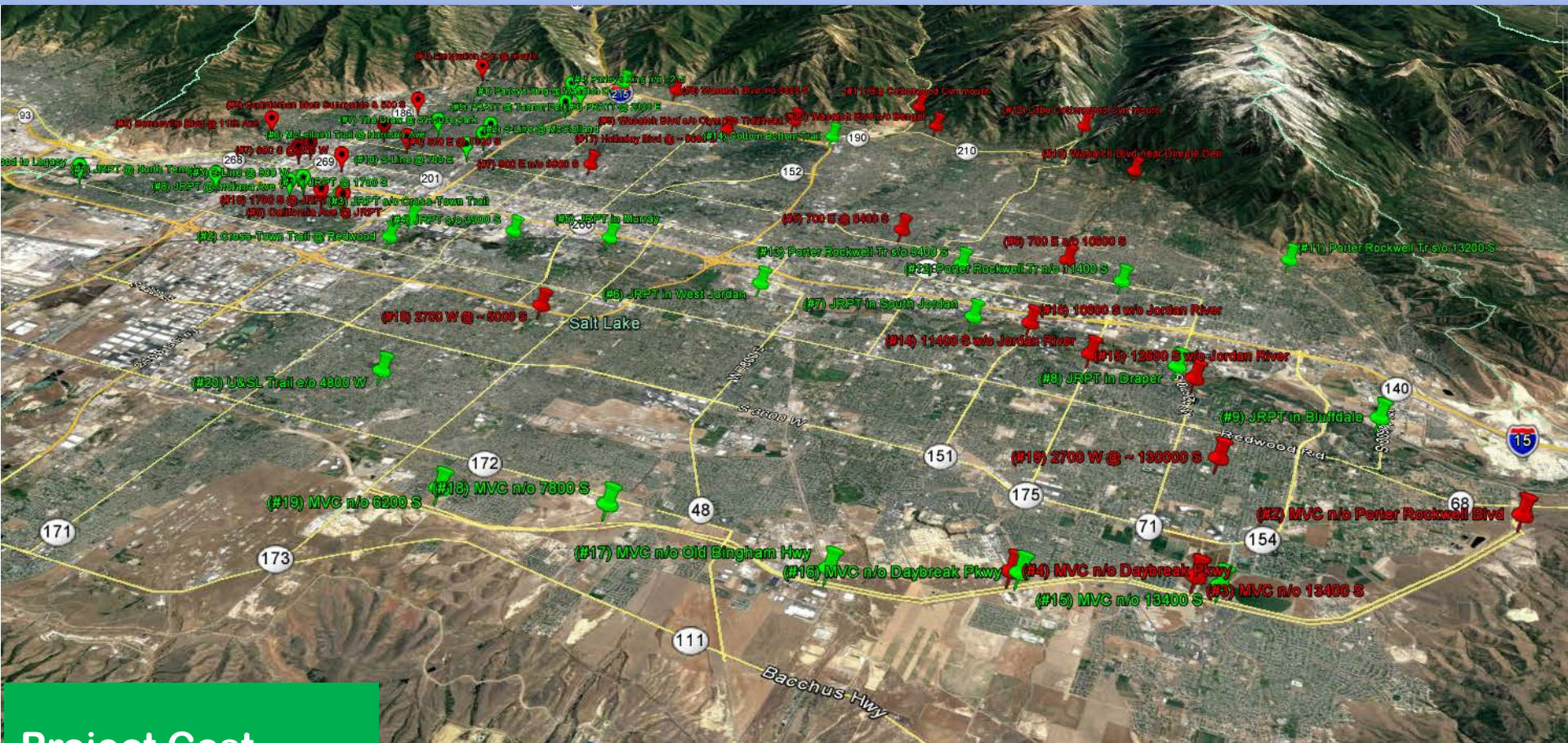
**Funds Request –
\$ 181,612**

This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.

Salt Lake County – Bicycle Counters

Project Type – Capital Improvement

Salt Lake Valley Metro Area



Project Cost –
\$ 299,900

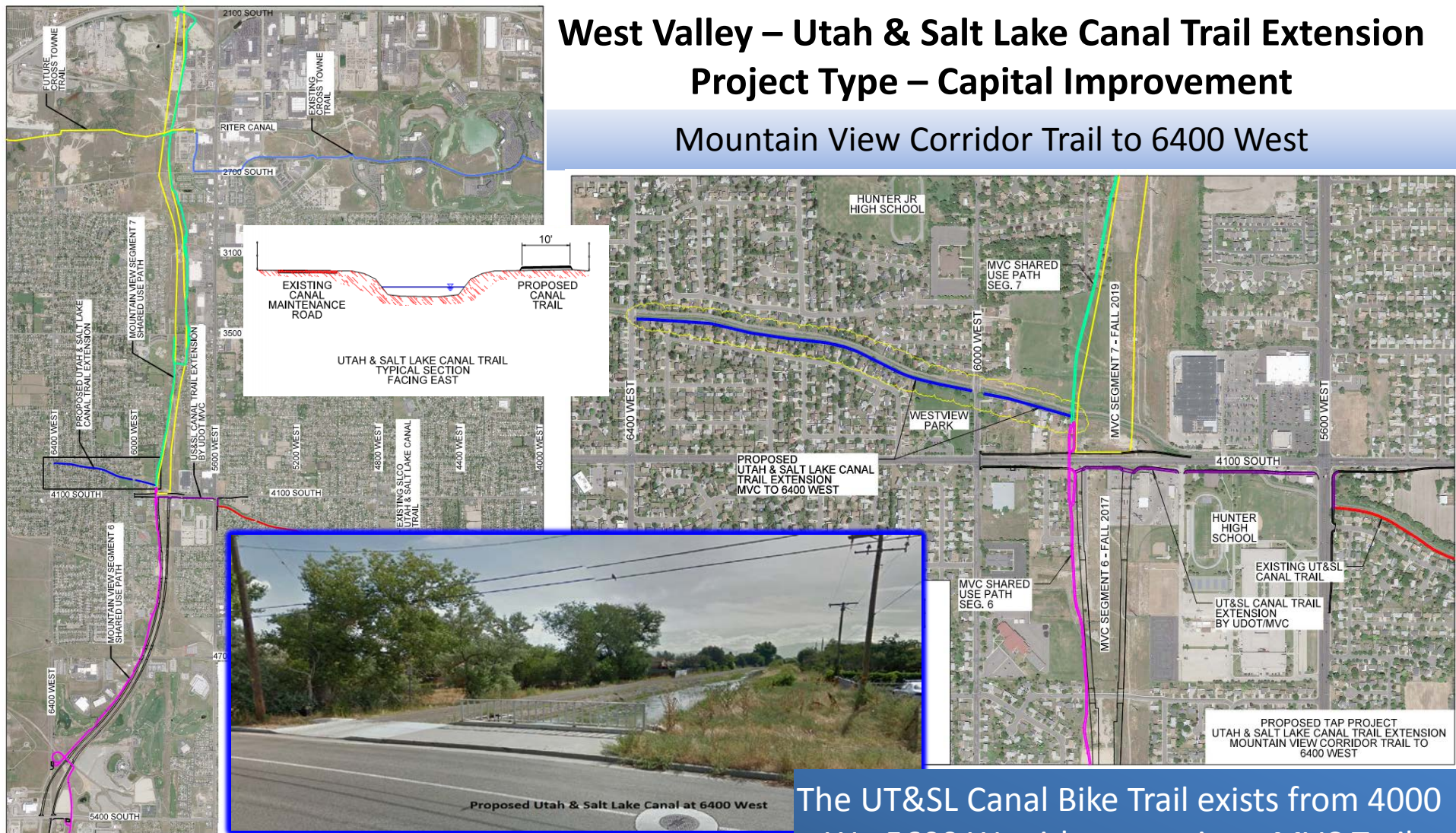
Funds Request –
\$ 279,597

Ridership data is lacking in Utah. Planning and network expansion are improving, but agencies are asking questions about ridership that we do not currently have the ability to answer. This project will place automatic counters at strategic locations around Salt Lake County to begin collecting this vital data.

West Valley – Utah & Salt Lake Canal Trail Extension

Project Type – Capital Improvement

Mountain View Corridor Trail to 6400 West



Project Cost –
\$ 291,000

Funds Request –
\$ 271,299

The UT&SL Canal Bike Trail exists from 4000 W - 5600 W, with a new tie to MVC Trail being built late 2017. By 2019 the MVC trail will extend from Bluffdale to Calif Ave. This proposed project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.



Farmington City – Frontage Road Sidewalk Project

Project Type – Capital Improvement

Glovers Lane to 200 West

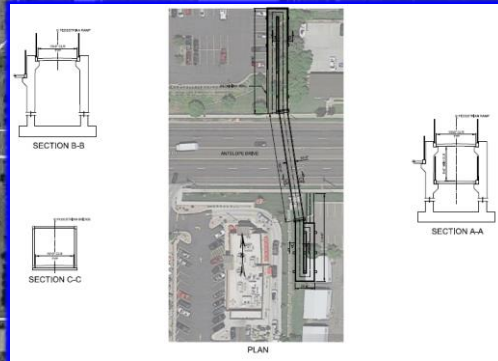


Project Cost –
\$ 189,300
Funds Request –
\$ 176,484

The project will install segments of missing sidewalk along the Frontage Road from Glovers Lane to 200 West. This area is a main pedestrian route as it connects residential areas with schools, businesses, community recreation areas, and Farmington Station Front Runner Station.

Approx. 700 West to 650 West

Approx. 700 West to 650 West



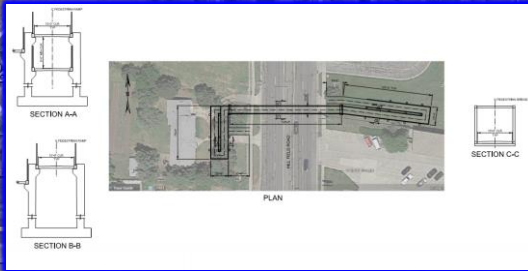
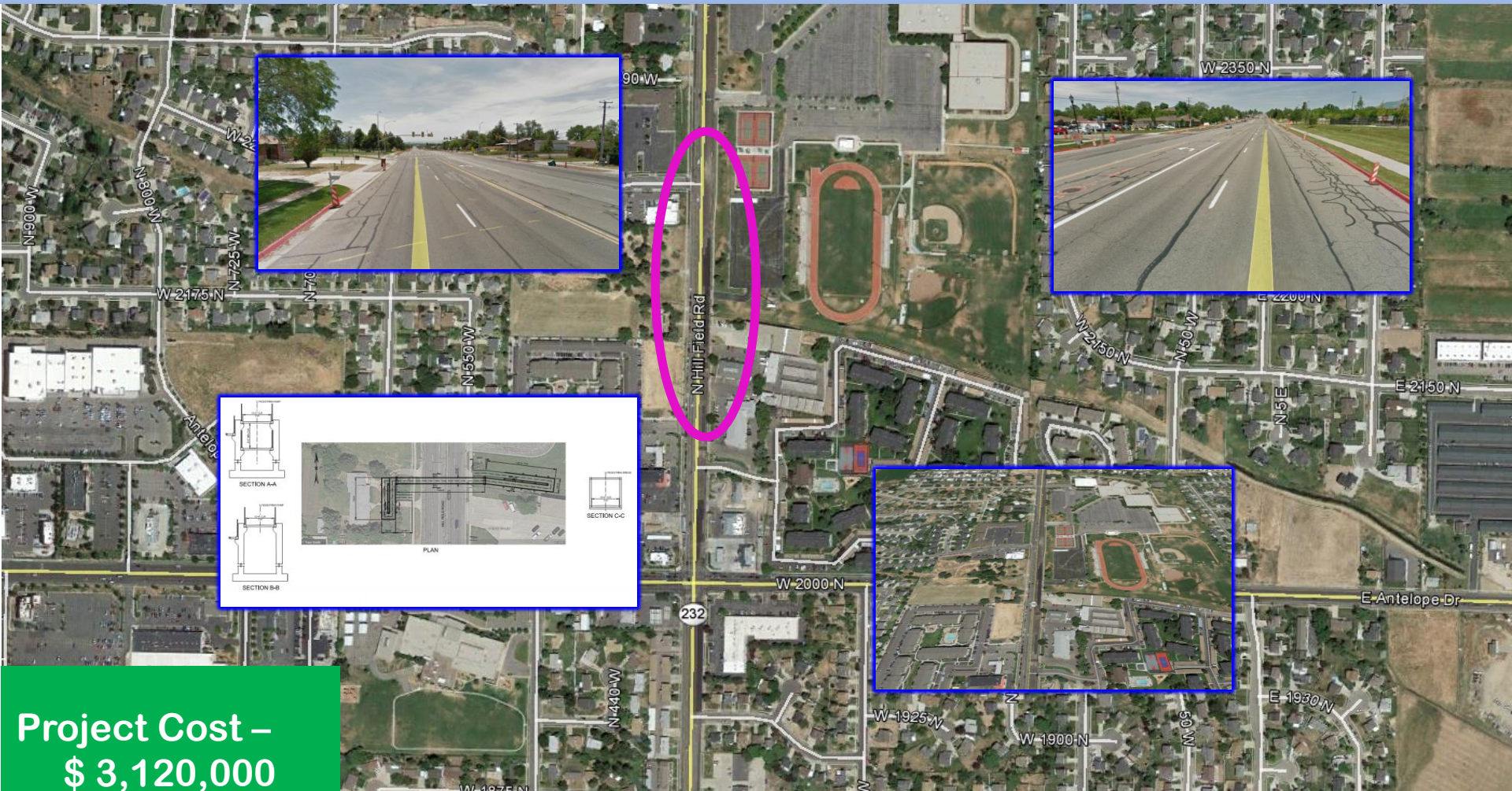
With an ADT of nearly 30,000 vehicles per day, Antelope Drive proves dangerous for children ages 5 to 11 who make the north/south crossing to attend Lincoln Elementary at approximately 550 W. A pedestrian overpass will eliminate the daily risk that an estimated 385 students face at the Antelope Drive pedestrian crossing.

With an ADT of nearly 30,000 vehicles per day, Antelope Drive proves dangerous for children ages 5 to 11 who make the north/south crossing to attend Lincoln Elementary at approximately 550 W. A pedestrian overpass will eliminate the daily risk that an estimated 385 students face at the Antelope Drive pedestrian crossing.

Layton City – Hill Field Road Pedestrian Overpass

Project Type – Safe Routes to School

Approx. 2150 North to Approx. 2275 North



Project Cost –
\$ 3,120,000

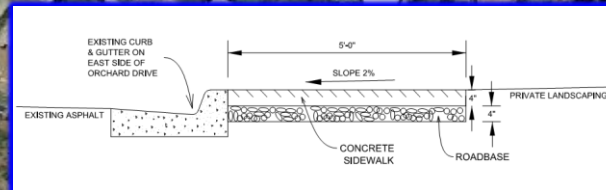
Funds Request –
\$ 2,880,000

A pedestrian overpass is proposed to cross Hill Field Road at approximately 2175 North. This crossing will serve an estimated 170 Northridge High School students daily who currently use an at-grade crossing at 2275 North. It will also serve an estimated 192 users of a planned shared-use trail and 83 commuters daily.

North Salt Lake – Orchard Drive Sidewalk – South Segment

Project Type – Capital Improvement

183 South (eastside) to 83 South (eastside)



**Project Cost –
\$ 301,400**

**Funds Request –
\$ 271,672**

This segment of Orchard Dr. does not have safe pedestrian/bike facilities. To the south, there is a mixed-use development with a future transit station. To the north, there is an elementary school and a developing Town Center. This segment of sidewalk is desperately needed to safely connect those areas.

UTA – Update Bike Cars on FrontRunner

Project Type – Capital Improvement

Pleasant View to Woods Cross



**Project Cost –
\$ 116,900**

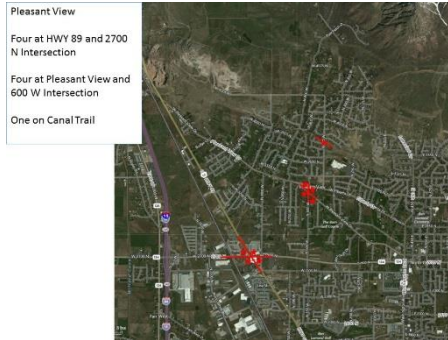
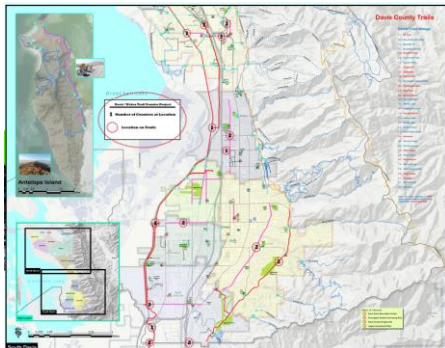
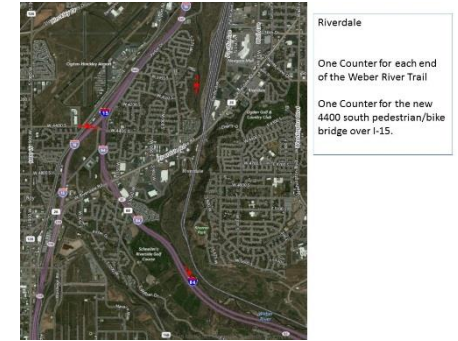
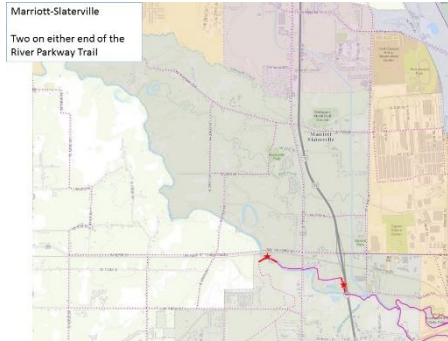
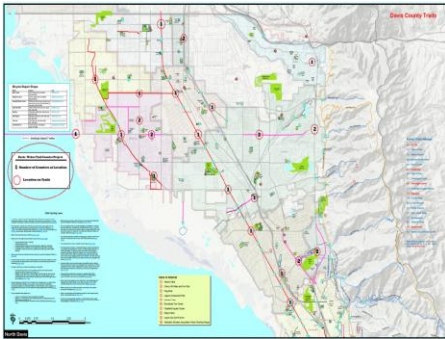
**Funds Request –
\$ 108,986**

This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.

Davis\ Weber County – Bicycle Counters

Project Type – Capital Improvement

100 Counters placed at various locations



**Project Cost –
\$ 500,000**

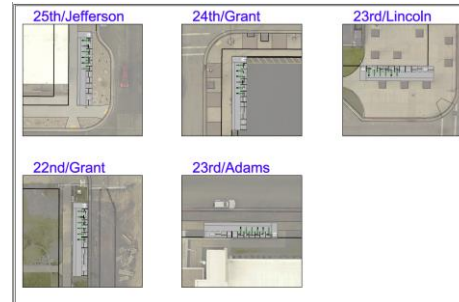
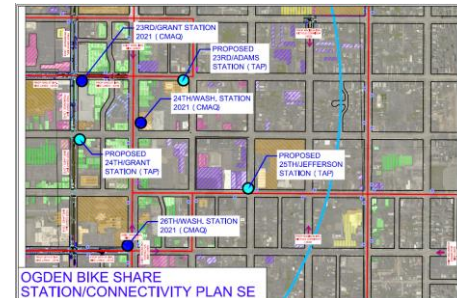
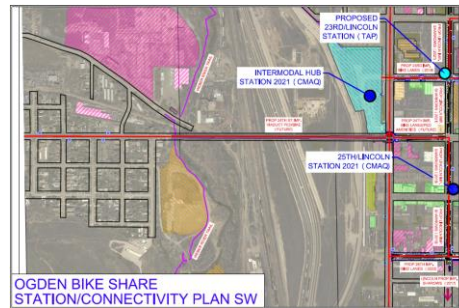
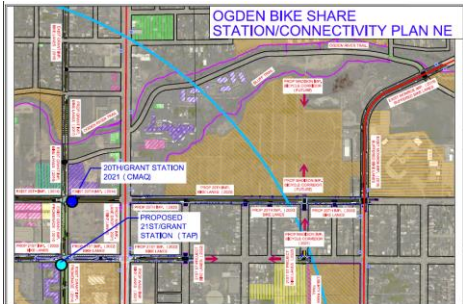
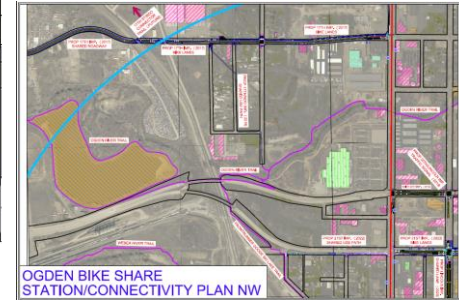
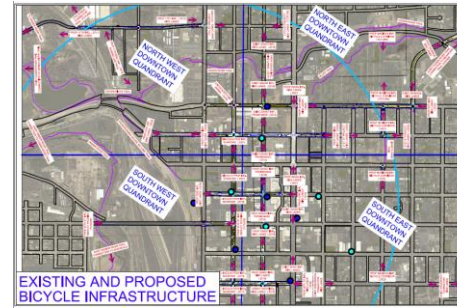
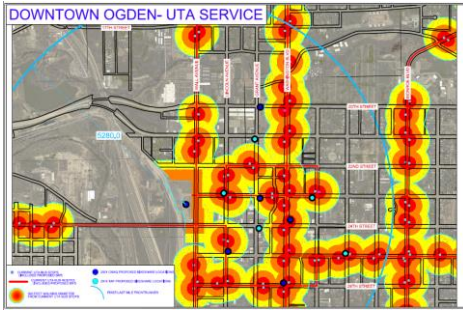
**Funds Request –
\$ 465,000**

As cycling continues to grow along the Wasatch Front it becomes imperative that we start tracking the numbers of riders using existing facilities. The count data will help government agencies understand how many people are using existing facilities, what those patterns look like, and be able to make educated, data driven decisions on future bike facilities.

Ogden City – Ogden City Bike Share Phase II

Project Type – Capital Improvement

Various Areas throughout the Central Business District



Project Cost –
\$ 401,500

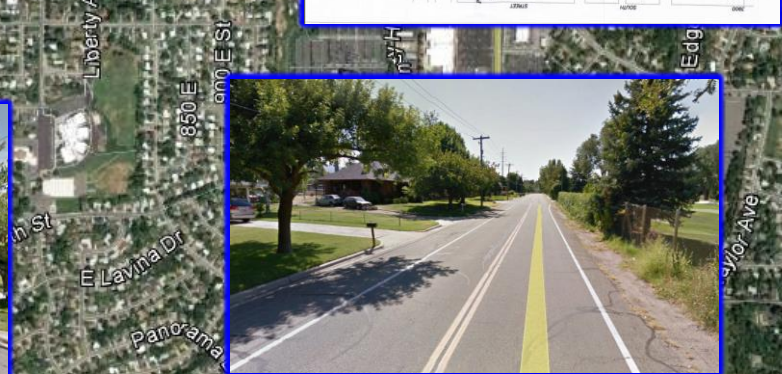
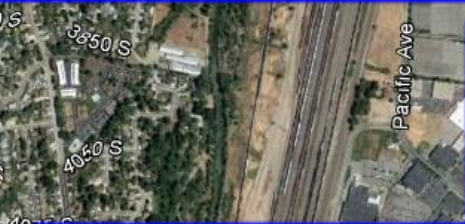
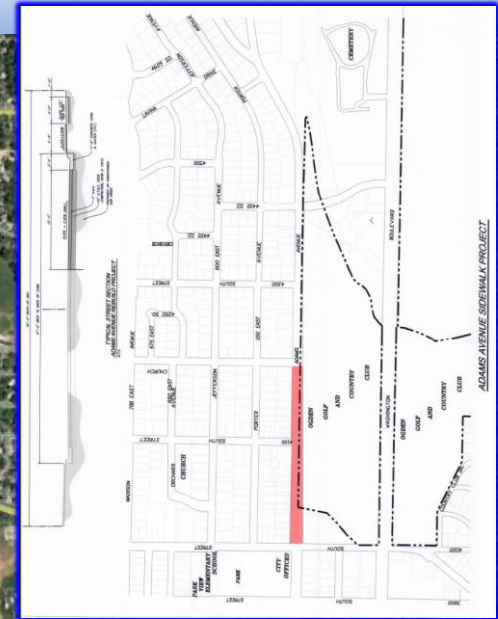
Funds Request –
\$ 345,193

After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden believes our City is ready for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. A bikeshare program will also promote physical activity all while offering zero emission transportation option to visitors and residents.

South Ogden City – Adams Avenue Sidewalk Project

Project Type – Safe Routes to School

42nd Street to 40th Street



**Project Cost –
\$ 679,000**

**Funds Request –
\$ 633,032**

The purpose of this project is to connect two areas of existing sidewalk and provide a safe route for school children to travel to and from school. Currently, students walking to and from school in the project are forced to walk in the street.

South Ogden City – Burch Creek Sidewalk Project

Project Type – Safe Routes to School

Kiwana Drive to US-89



Project Cost –
\$ 394,200

Funds Request –
\$ 367,513

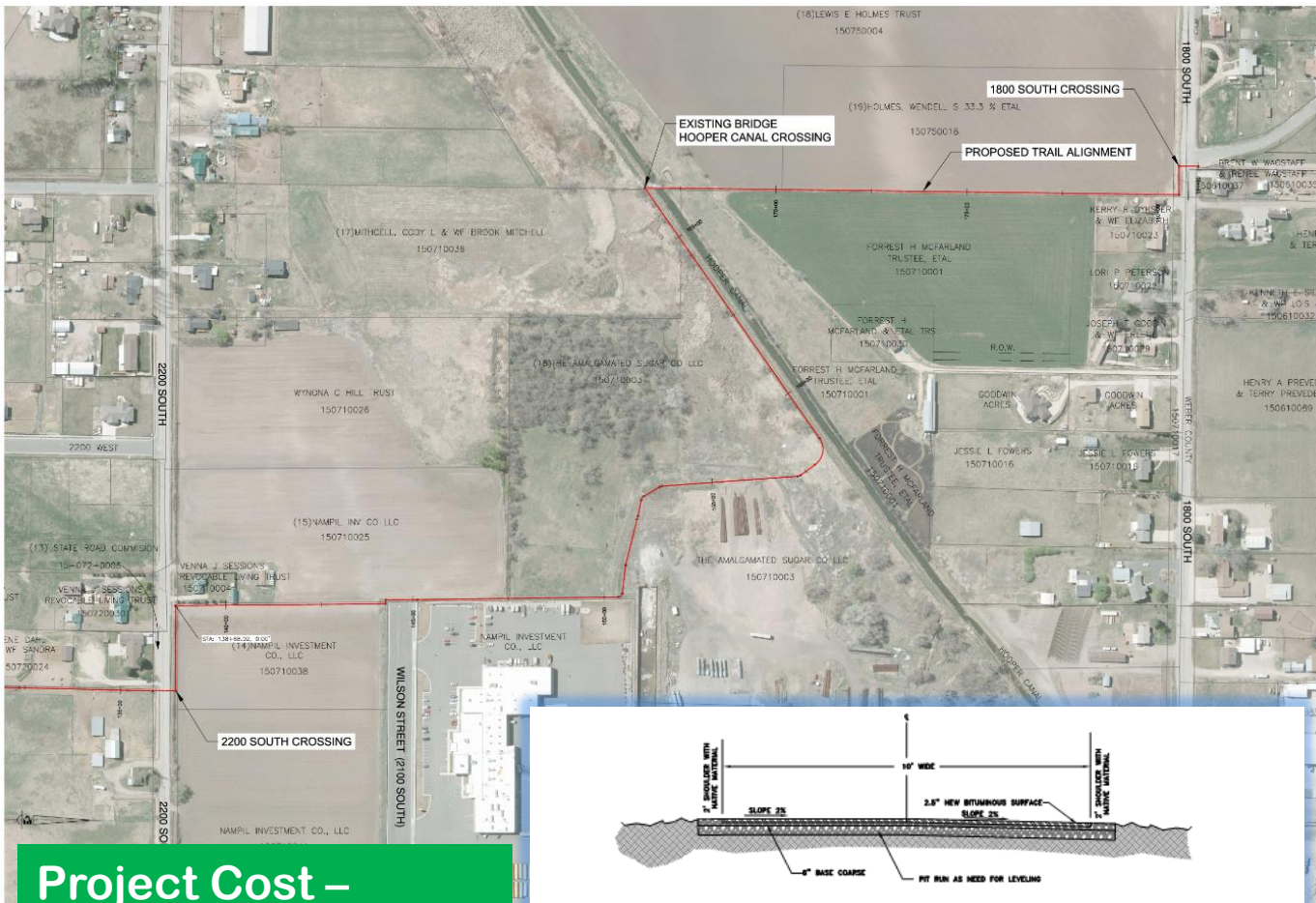
To provide safe routes of travel for school children as they travel to the Junior High School. Currently, the students walk in the street. It should be noted that this project is part of the School District's SNAP plan.

West Haven – River Parkway Trail

Project Type – Capital Improvement

1800 South to 2200 South

The proposed project, from 1800 South to 2200 South, will complete a gap that will connect the final phase of the trail (1800 South to the Weber River) to the existing Denver and Rio Grande Western Rail Trail. Completing a trail that will connect the Weber River to the Jordan River Trail in Salt Lake. The city commits to contribute \$91,441 to complete the trail.



**Project Cost –
\$ 530,800**

**Funds Request –
\$ 436,130**

