Scenarios:
Explore long-term impact of collective decisions
Today:
Discuss scenarios, get input for a preferred scenario
Wasatch Choice 2050 Scenarios

Walkability
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.

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Performance Measures

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

1. Tooele County: 6%
2. Morgan County: 0%
3. Box Elder County: 3%
4. Weber County: 12%
5. Davis County: 15%
6. Salt Lake County: 56%
7. Utah County: 3%
8. Other: 6%
Where do you live?

1. Tooele County - 6%
2. Morgan County - 0%
3. Box Elder County - 3%
4. Weber County - 9%
5. Davis County - 27%
6. Salt Lake County - 52%
7. Utah County - 3%
8. Other - 0%
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?

1. Multi-use paths or trails separated from traffic. (20%)
2. On-street bicycle routes with greater separation from traffic. (34%)
3. On-street bicycle lanes adjacent to traffic. (3%)
4. Bicycle connections to transit stops and stations. (23%)
5. Wider, multi-use sidewalks. (6%)
6. Complete missing sidewalk connections. (14%)
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.

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%
Transit Service.

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

- 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 do you favor? Which option is your second choice?

- A. Widen many roads (6%)
- B. Add lanes on the freeway (3%)
- C. Widen a few roads (12%)
- D. Improve road network connectivity (64%)
- E. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.) (15%)
Roads
Regarding driving patterns, what approach do 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.)
Performance Measures

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

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Scenario Overview

1. Road Projects: 1%, Transit: Capital Costs: 14%, Transit: Operating Costs: 27%, Active Transportation: 58%
2. Road Projects: 1%, Transit: Capital Costs: 17%, Transit: Operating Costs: 38%, Active Transportation: 44%
3. Road Projects: 1%, Transit: Capital Costs: 28%, Transit: Operating Costs: 13%, Active Transportation: 59%
Cottonwood Heights – 2700 East Sidewalk Project

Project Type – Safe Routes to School

7550 South to 7655 South

Major sidewalk gap exists on the east side of 2600 East between South of Toni Circle (7635 S.) to Bridgewater Drive (7655 S.). Existing crossing is at a dangerous location on 2600 East. Proposed sidewalk will relocate crossing to safer location.

Project Cost – $381,400

Funds Request – $355,579
Salt Lake County – Kearns Metro Township – Kearns Bicycle Signing
Project Type – Capital Improvement

Wayfinding Signage for Kearns Metro Boundaries

**Salt Lake County**
Bicycle Plan Map
Kearns Area

- **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.
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.
Salt Lake City – Transit Stop Improvements
Project Type – Capital Improvement

City Wide

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.
Salt Lake City Transportation – SLC Bike Share
Project Type – Capital Improvement

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.

Project Cost – $373,973
Funds Request – $350,260
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

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.

Project Cost – $299,900
Funds Request – $279,597
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.
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.
Layton City – Antelope Drive Pedestrian Overpass
Project Type – Safe Routes to School

Approx. 700 West to 650 West

Project Cost – $2,750,000
Funds Request – $2,530,000

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.
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.
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.
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.
Weber County – Bicycle Counters

Project Type – Capital Improvement

100 Counters placed at various locations

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.
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.
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.
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