Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Protected bike way – above curb

Two-way bike lane on single side of street
Green paint in conflict zones  
Bike and pedestrian accessible bridge
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Bike lane entering multi-use sidewalk

Buffered bike lane across Mississippi River
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Neighborhood by-way – Signage only

Bike path road crossing
Minneapolis, MN - Mobile Active Transportation Tours  (Goal 4)

Pedestrian/transit street – No cars

Two-way bike lane sidewalk - University
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Midtown Greenway – Signage, multi-use path
St. Paul, MN – Jackson Street Protected Bike Lane

Protected bike way – above curb

Two-way on single side of street
Mobile Active Transportation Tours (Goal 4)
2017 ATC Goals Report

October 11, 2017

WASATCH FRONT REGIONAL COUNCIL
Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
Regional Active Transportation Planning (Goal 1)

- Existing Network
- Proposed Network

1,041 Existing Miles
1,105 Proposed Miles
Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
Active Transportation Plan Standards

https://bikeutah.org/wasatch-bike-plan/
ACTIVE TRANSPORTATION PLAN STANDARDS

Introduction & Process
This set of standards has been compiled to create a more comprehensive network of active transportation (bicycling and walking) facilities in Utah that can be implemented more easily and effectively. Additionally, these standards provide a sample scope for communities desiring to hire outside help. Whether the active transportation plan is being completed internally or by a consultant, it must include the following requirements and may include recommended elements (e.g., dotted boxes). The process, however, is the most important element. By including a broad representation of the community and appropriate partners, the active transportation plan will:

- Address community needs
- Meet the needs of the partners
- Can be implemented successfully
- Is broadly supported

Standards

1. Partner Engagement
Involving internal and external partners in the planning process, as well as identifying and empowering community champions, creates an opportunity for comprehensive input and buy-in. The unique perspectives will generate support for the plan as many of these partners will be critical to successful implementation.

- Include at least one of the following public officials: Mayor, City Manager, Planning Commissioner, City Council Member
- Include all relevant municipal staff, Planning, Engineering, Public Works, Parks, and additional departments/parks/public agencies/other employers and work sites
- Recommended: Transit agency, neighboring cities, healthcare districts, schools, civic associations, Department of Public Safety, and local public agencies

2. Public Engagement
At least two distinct methods of engagement and data collection must be utilized at all phases of the process in order to gather input from diverse community members.

- Online surveys
- Open houses or community events
- Partner websites

3. Set the Vision, Goals, & Objectives
The vision, goals, and objectives of an active transportation plan create the framework and guide all policy, project, and program recommendations.

- Completed during the first stages of the planning process
- Vision encompasses aspirations for bicycling and walking, whether tied to network, policy, programs, or outcomes
- Goals and broader statements describing desired outcomes: objectives are specific, measurable indicators that sustain the goals
- Recommended: Reflects the vision of the community and their willingness to take action

4. Existing or Current Conditions
Creating a clear image of what the community is now enables a meaningful comparison with what the community wants to be in the future. The analysis should include visual, physical, maps, and data to describe:

- Existing on-and-off-street bicycling and walking network and facility types
- Identification of network features and gaps
- On-street safety data
- Integration with local and regional plans, including other active transportation plans
- Connections to transit and community destinations (e.g., parks, schools)

5. Recommendations
The task involves recommending new infrastructure, supportive programs, and policies in order to promote better accommodation of people walking and bicycling.

A. Projects: These most crucial recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommended facility must include:

- Route and facility type identification
- SOT system consistent with state and regional standards
- Recommended projects prioritized based on significance and existing or planned routes

B. PROGRAMS: Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure engineering projects (E.1)

C. STANDARDS: Policies, design elements, construction standards, and guidelines that promote active transportation usage and safety should be recommended.

6. Implementation Strategy
Creating an implementation strategy is a critical step in the active transportation planning process so that momentum and public support do not wane when the plan is finished. It should be detailed, yet easy to use. The plan should include:

- Prioritized, phased-based list of actions and recommendations
- Funding opportunities
- Capital and maintenance cost estimates and budget
- Recommended: Annual work plan director

7. Performance Measures
Performance measures are effective ways to evaluate progress and the effectiveness of the implementation of recommendations. Measures should include:

- Biking and bicycling mode share
- Free (billboards) on bike by walking or bicycling
- Regular bicycling and walking counts and reporting at several high profile locations
- Health indicators, crash and safety figures

For more questions about how to start or where to look for planning and funding assistance, please refer to the following contacts:

- Communities in Utah, Wasatch, and Summit Counties: Jeni Poll, Wasatch Front Regional Council (Wasatch Front Regional Council)
- Communities in Salt Lake, Davis, Weber, Davis, Morgan, and Salt Lake Counties: Dennis Hager, Wasatch Front Regional Council (Dennis.Hager@wfrcc.org)
- Communities in Utah, Wasatch, and Summit Counties: Jeni Poll, Wasatch Front Regional Council (Wasatch Front Regional Council)
- Communities: Kent Salmanson, UDOT (Kent.Salmanson@udot.utah.gov)

Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
$20M TIGER Funds with $16M Local Match

Local top priority project funded

104 Active Transportation projects from Pleasant View to Provo and Tooele to Summit County

$80M funded over the next 5 years on STIP
“Golden Spoke” Trail

- Ogden to Provo
- 100+ Miles
- Separated, Safe, Multi-use
- Final Bridge at North Temple
- Spring 2018 Event to Celebrate Completion
Jordan River Bridge under construction
Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
2017 Mobile Active Transportation Tours

- Murray/Midvale
- Southern Davis County
- Springdale
- Minneapolis, MN