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
# A.T. PHASING CRITERIA

**Final:** 01/04/2018

## PROCESS – Phasing Considerations

1. All projects will be evaluated based on the phasing criteria and weighting described below.

2. When applicable, outputs from the travel demand model for 2030, 2040 and 2050 socioeconomic data will be used and added incrementally to understand the timing of anticipated growth. These forecasts will be used for assigning points to the project, with more points awarded to areas that are foreseen to be of higher growth currently and in the near-term. Measures utilizing this methodology are indicated as such.

3. A cost benefit analysis will be performed after all projects have been evaluated.

4. All projects will therefore have two scores: one benefits score (out of 100), and one benefit/cost score (total score / project cost).

## GOAL | WEIGHT | 2019 – 2050 PROPOSED | RATIONALE | METHODOLOGY
---|---|---|---|---
Livable and healthy communities | 5 -or- 2.5 | Supports the Wasatch Choice for 2050 and revitalizes the economy | Active Transportation networks located in dense centers have the potential to replace short distance vehicle trips. | 5 pts to active transportation routes that touch Center/Area
2.5 pts to active transportation routes within 0.5 mile of Center/Area

| 10 | Access to surrounding uses and demand for bicycle and pedestrian facilities | Latent Demand Index scores estimate pedestrian and bicycling demand based on land use, demographic, and built environment factors. | Average Latent Demand Score per project segment on a 0-10 point scale weighted from the lowest to highest Latent Demand scores within the region.

<p>| Access to economic and educational opportunities | 10 | High areas of Job and Education Access | Active Transportation networks that access job and education centers have the potential for reducing vehicle trips. | Active transportation routes located within 0.5 mile radius of high job and education centers. |</p>
<table>
<thead>
<tr>
<th>GOAL</th>
<th>WEIGHT</th>
<th>2019 – 2050 PROPOSED</th>
<th>RATIONALE</th>
<th>METHODOLOGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing choices and affordable living</td>
<td>10-5</td>
<td>Serves Vulnerable Communities</td>
<td>Understanding and planning for areas of our region with overlaps between less than average job accessibility and Vulnerable Communities may reduce barriers.</td>
<td>Active transportation routes that serve Vulnerable Communities (low-income, minority, zero-car households). 10 pts to projects with very high concentrations of VC, 5 pts to projects serving moderate to high concentrations of VC.</td>
</tr>
<tr>
<td>Manageable and reliable traffic conditions</td>
<td>15</td>
<td>Active transportation connectivity or project fills a gap</td>
<td>Projects that increase network connectivity or fill gaps in the regional system increase the potential for users to access destinations and encourage replacing vehicle trips.</td>
<td>Proposed active transportation routes that touch or cross an existing facility.</td>
</tr>
<tr>
<td>Multi-modal / Separated investment - Project is part of a planned roadway widening project or major transit investment or project provides an off-street trail or separated pathway</td>
<td>10</td>
<td>It is fiscally efficiency to include active transportation improvements in road and transit investments.</td>
<td>Points awarded to project with overlapping right-of-way roadway widening/transit improvements in the TIP and Preferred Scenario.</td>
<td></td>
</tr>
<tr>
<td>Quality transportation choices</td>
<td>* Fixed:</td>
<td>Connections to transit</td>
<td>Projects that increase connectivity to transit by active transportation leverage existing transit expenditures to maximize transit utilization.</td>
<td>Active transportation routes on UTA’s first/last mile study or access existing transit stops receive full points. Projects that access planned transit stops receive half points.</td>
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<td>E 10, P 5, E-local 7.5, P-core 2.5</td>
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<td></td>
<td>5</td>
<td>Connections to bike share</td>
<td>Projects that provide additional bike and pedestrian network connectivity in areas of existing and planned bike share.</td>
<td>Active transportation routes that connect to existing and planned bike share facilities.</td>
</tr>
<tr>
<td>GOAL</td>
<td>WEIGHT</td>
<td>2019 – 2050 PROPOSED</td>
<td>RATIONALE</td>
<td>METHODOLOGY</td>
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<tr>
<td>Safe, user-friendly streets</td>
<td>15</td>
<td>Separation between vehicles and bicycles/pedestrians to increase safety</td>
<td>Projects that provide increased separation or grade-separation between active transportation and vehicles, railways, or other unsafe barriers.</td>
<td>Project located where bicycle and pedestrian fatalities and serious injuries occurred over the previous 5 years.</td>
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<tr>
<td></td>
<td>10</td>
<td>Existing bicycle/pedestrian utilization data</td>
<td></td>
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<tr>
<td>Fiscally efficient communities and infrastructure</td>
<td>N/A</td>
<td>Screened in project selection</td>
<td></td>
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<tr>
<td>Ample parks, open spaces, and recreational opportunities</td>
<td>N/A</td>
<td>Screened in project selection</td>
<td></td>
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<tr>
<td>A sustainable environment including water, agricultural, and other natural resources</td>
<td>N/A</td>
<td>Screened in project selection</td>
<td></td>
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<tr>
<td>Clean air</td>
<td>N/A</td>
<td>Considered in Regional Plan development</td>
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</table>

* Quality Transportation Choices – ‘Connections to transit’ scoring is divided between fixed guideway and local bus. Active Transportation projects receive 10 points if they connect to existing fixed guideway, and 5 points if they connect to planned fixed guideway improvements. Active Transportation projects receive 7.5 points if they connect to existing local bus service, and 2.5 points if they connect to planned core bus routes.
Eye of the Tiger

How transportation projects improve health
Murdock Canal Trail

19.5 Miles
Connects Jordan River Trail to Provo River Trail

>900,000 counted trips / yr
Murdock Canal Trail

- Quarter: 28%
- Half: 12%
- One: 21%
- Tenth: 25%
- Two+: 14%
Only Available Crossing:
SR 92 (Timpanogos Hwy)

8 traffic lanes
Heavy traffic flows
Long waits for ped light
Trail Bridge at SR 92:

280 ft long
14 ft wide
$5.2 million

Funding Partners
TIGER
UDOT
MAG
Lehi City
Next?
Case Study: At -grade crossings

Crash rates

5 continuous counters currently on trail

About 4,000 trips on the entire Murdock any given day in July, the peak month

15-18% of trips are commuting
Crossing Behavior

- 29 road crossings
- 10 underpasses on major roads with speeds 35+ mph
- 19 at-grade, mid-block crossings on 2 lane roads with 30 mph or less and relatively low volumes
Case Study: Signalized Intersection Crossing Behavior

Orem 1600 N Murdock Canal Trail
Crossings map

Totally compliant
Partially or not-at-all compliant

Compliance

<table>
<thead>
<tr>
<th></th>
<th>% of Bikers</th>
<th>% of Walkers/Runners</th>
</tr>
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<tbody>
<tr>
<td>Completely</td>
<td>70%</td>
<td>50%</td>
</tr>
<tr>
<td>Partly</td>
<td>30%</td>
<td>20%</td>
</tr>
<tr>
<td>Not at all</td>
<td>10%</td>
<td>5%</td>
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</tbody>
</table>
Case Study: Mid-block Crossing

Mid-block Residential 25 mph speed limit

Zero crashes in the roughly 1 million crossings since opening
Crossing Behavior

Do stop signs work?

19% of trail users in our 962 observed crossings came to a complete stop before crossing.

Negotiation does (in proper context)
Move Utah
ACTIVE, HEALTHY, CONNECTED COMMUNITIES
#MOVEUTAH
The Move Utah Program

Heidi Goedhart
Active Transportation Manager
Utah Department of Transportation
IN CONJUNCTION WITH
PROGRAM LEVELS

ACTIVATE

ASCEND

PEAK
<table>
<thead>
<tr>
<th>TRACK</th>
<th>ACTIVATE 9:10-10:10 a.m.</th>
<th>ASCEND 10:20-11:20 a.m.</th>
<th>PEAK 1:00-2:00 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION ROOM-ARIZONA</td>
<td>Community Engagement: Overcoming Literal Roadblocks</td>
<td>The Eye of the TIGER: Utah’s Success Story</td>
<td>Active Transportation in a Freeway Project?</td>
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<tr>
<td>Panelists/Facilitator</td>
<td>Mike Nedenhall, City Council Member, Spanish Fork</td>
<td>Ken McClure, Deputy Director of Community and Neighborhoods, Salt Lake City</td>
<td>Craig Hancock, Project Director, I-15 Technology Corridor</td>
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<tr>
<td>Dayton Hicks, Trails and Active Transportation Planner, Cache County</td>
<td>Mike Caldwell, Mayor, Ogden City</td>
<td>Mike West, City Planner, Lehi</td>
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<tr>
<td>Mike Johnson, Community &amp; Economic Development Director, Cottonwood Heights</td>
<td>Jim Price, Active Transportation Planning Manager, Mountain Association of Governments</td>
<td>Jason Blevy, Senior Project Manager, UDOT</td>
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<tr>
<td>Kim Cawing, Health Educator, Tooele County Health Department</td>
<td>Angelo Pospatamou, Travel/Mode Director, Utah Department of Transportation</td>
<td>Matt Parker, Region 3 Project Manager, Utah Department of Transportation</td>
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<td>Kaitlin Kist, Transportation Planner, Parachute</td>
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<tr>
<td>LAND USE ROOM-BALLROOM C</td>
<td>Show Me the Money!</td>
<td>The Housing Affordability Crisis</td>
<td>What is, What Might be and What Matters: A Discussion of Disruptive Trends and Active Transportation</td>
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<tr>
<td>Panelists/Facilitator</td>
<td>Want more active transportation facilities in your community but you’re tight on cash? There’s money out there if you know where to look. Join us to learn how to secure funding so you can stop wasting time digging in your credit cushions.</td>
<td>Our region is on the verge of a housing affordability crisis. Since 1991, Utah’s housing prices have increased at a faster rate than housing in San Francisco, San Jose and Seattle. One in eight Utah homeowners below median income are paying 50% or more of their income on housing. Come learn about what this means for your community and what you can do about it.</td>
<td>From doorknob-e-scooters to autonomous cars, join us for a lively and participatory discussion about the latest (and forthcoming) transportation trends. We’ll dig into the questions and uncertainties surrounding these new forms of mobility and discuss their implications for city planning, active transportation and health. We’ll also discuss what cities can do to prepare for these disruptive technologies.</td>
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<tr>
<td>Brenda Bohlman, Health Policy Specialist, Utah Department of Health</td>
<td>Cameron Doleh, Executive Director, Utah League of Cities &amp; Towns</td>
<td>Stephanie Libby, Active Transportation Planner, Fahr &amp; Peers</td>
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<tr>
<td>Phil Serati, Executive Director, Bike Utah</td>
<td>Will Sommerkern, Executive Director, Salt Lake County Regional Transportation Authority</td>
<td>Matt Widener, Transportation Planner, Fahr &amp; Peers</td>
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<tr>
<td>Megan Townsend, Transportation &amp; Land Use Connection Program Director, Wasatch Front Regional Council</td>
<td>James Wood, David Eccles School of Business, Ivory, Bogus Senior Fellow, University of Utah</td>
<td>Jean McGreal, Deputy Director of Community and Neighborhoods, Salt Lake City</td>
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<tr>
<td>Tom Adams, Director, Utah Outdoor Recreation &amp; Tourism</td>
<td>Bryce Mertensen, Housing and Transit Coalition Director, Salt Lake Chamber</td>
<td>Ari Bruning, President and CEO, Envision Utah</td>
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<tr>
<td>Quinn Berenson, City Planner, Vernal</td>
<td>Ari Bruning, President and CEO, Envision Utah</td>
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<td>HEALTH ROOM-IDaho</td>
<td>The Benefits of Designing Active, Healthy Communities</td>
<td>8 to 80: Active Transportation Across a Lifespan</td>
<td>Starving for Options: Food Deserts and their Effect on Health</td>
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<tr>
<td>Panelists/Facilitator</td>
<td>Communities and the people that live in them come in all shapes and sizes. This session will focus on what communities can do to build safe, accessible and comfortable transportation choices for everyone—whether you’re 6 years old or 80.</td>
<td>Healthy eating can depend on access to healthy foods. Many Utahns in both urban and rural areas have limited access to grocery stores and fresh produce. Some rely on convenience stores and fast food restaurants that offer limited healthy options. This session will focus on how transportation and land-use planning affects access to healthy food, what that access means for Utahns' health and how we can advocate for change.</td>
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<td>磣</td>
<td>Bret Meik, Ph.D., Physical Activity Coordinator, Utah Department of Health</td>
<td>Sarah Radda, School Health Coordinator, Salt Lake County Department of Health</td>
<td>Charlie Wood, Mayor, South Salt Lake City</td>
</tr>
<tr>
<td>Joseph Taylor, Active Transportation Manager, Utah Transit Authority</td>
<td>Heldi Goedhart, Active Transportation Manager, Utah Department of Transportation</td>
<td>Jess Church, Director, Utah Department of Health</td>
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</tr>
<tr>
<td>Ivan Marre, Utah Division Administrator, Federal Highway Administration</td>
<td>Kae Nordfelt, Health Promotion Director, Southwest Utah Public Health Department</td>
<td>Ice Perry, Community Outreach Planner, Davis County Health Department</td>
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</tr>
<tr>
<td>Reid Wing, Ph.D., Metropolitan Research Center Director, University of Utah</td>
<td>Travis Evans, Alternative Transportation Safety Program Manager, Utah Department of Transportation</td>
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</table>
Keeping Utah Moving

Teri Newell, P.E.
Deputy Director
Utah Department of Transportation
What’s at the Heart of a Healthy Community?

How active, connected communities foster well-being

Sarah Hodson
Executive Director
Get Healthy Utah

Rebecca Fronberg
EPICC Program Manager
UDOH

Elizabeth Weight
Strategic Communications Director
UDOT

Christie Oostema-Brown
Principal
People + Place
Wasatch Choice 2050

Andrew Gruber
Executive Director
Wasatch Front Regional Council
Genetic Code or Zip Code?

The intersection of place and wellbeing

Tyler Norris
Chief Executive Officer
Well Being Trust
Where the Rubber Meets the Multi-Use Path

local community success stories

Andy Beerman
Mayor
Park City

Michelle Kaufusi
Mayor
Provo City

Jeff Silvestrini
Mayor
Millcreek City

Shawn Milne
Commissioner
Tooele County

Bret Millburn
Commissioner
Davis County
The Tooele County Transportation Plan proposes an active transportation network anchored by valley trail spines running north-south and east-west. The north-south trail spine is the focus of this master plan.
Electric Xpress

Six Proterra 40’ Carbon Fiber Buses

• 2018 avg. monthly ridership 30,000 people.
• 12.4 miles loop operated 17hrs/day.
• Range is 50 miles. Charge in 3-10 mins.
• 22.5 MPGe (.33/mile)
E-bike Share

Summit Bike Share

First & Last mile solutions

• Fleet is 118 bikes with 9 stations.
• Summer 2017: 32,600 miles and 9,500 trips
• Summer 2018: 75,000 miles and over 35,000 trips
• Partnerships: PCCB, IHC, DV resort.
Move Utah
ACTIVE, HEALTHY, CONNECTED COMMUNITIES

#MOVEUTAH