

# Park City

## Mobile Active Transportation Tour

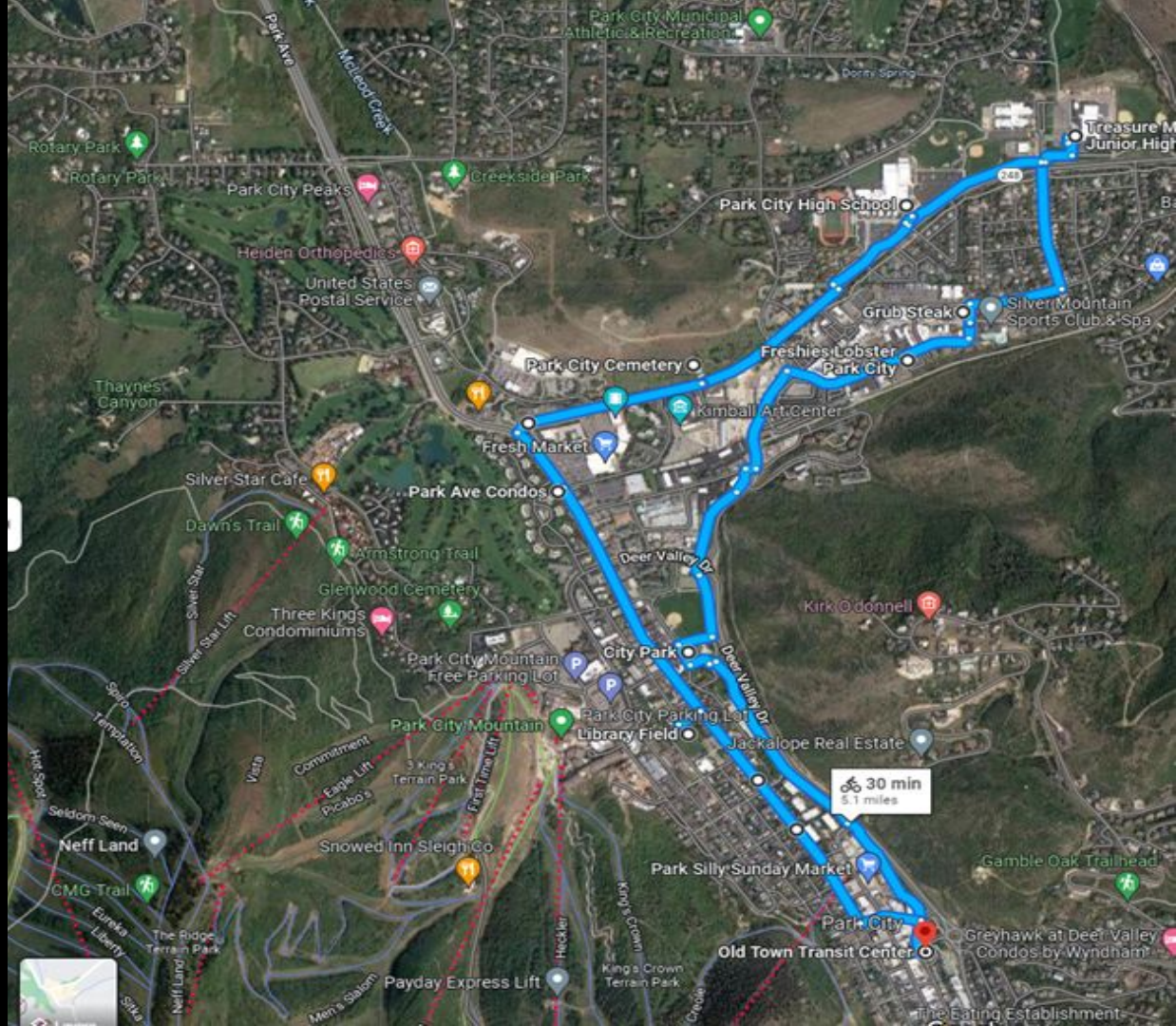


*When:*  
Tuesday, October 4  
@ 2pm

*Where:*  
City Hall,  
445 Marsac Ave

*How:*  
RSVP by September 27  
by clicking [here](#)

Please join Park City Municipal Corporation, Bike Utah, and WFRC for a bicycle tour of Park City's urban active transportation network. Along the way, we will discuss the city's successes, challenges, and future opportunities. Bicycles available upon request.











































## TAKE STEPS TOWARD SAFER STREETS

45 PEDESTRIAN LIVES  
WERE LOST ON OUR  
ROADS LAST YEAR.

AGE  
**51**  
M  
07.26.2021  
WEATHER: CLEAR

AGE  
**65**  
M  
09.11.2021  
WEATHER: CLEAR

# Utah on record pace for most auto-pedestrian deaths ever

April 8, 2022 KSL News

Teen killed in Hurricane auto-pedestrian accident (crash)

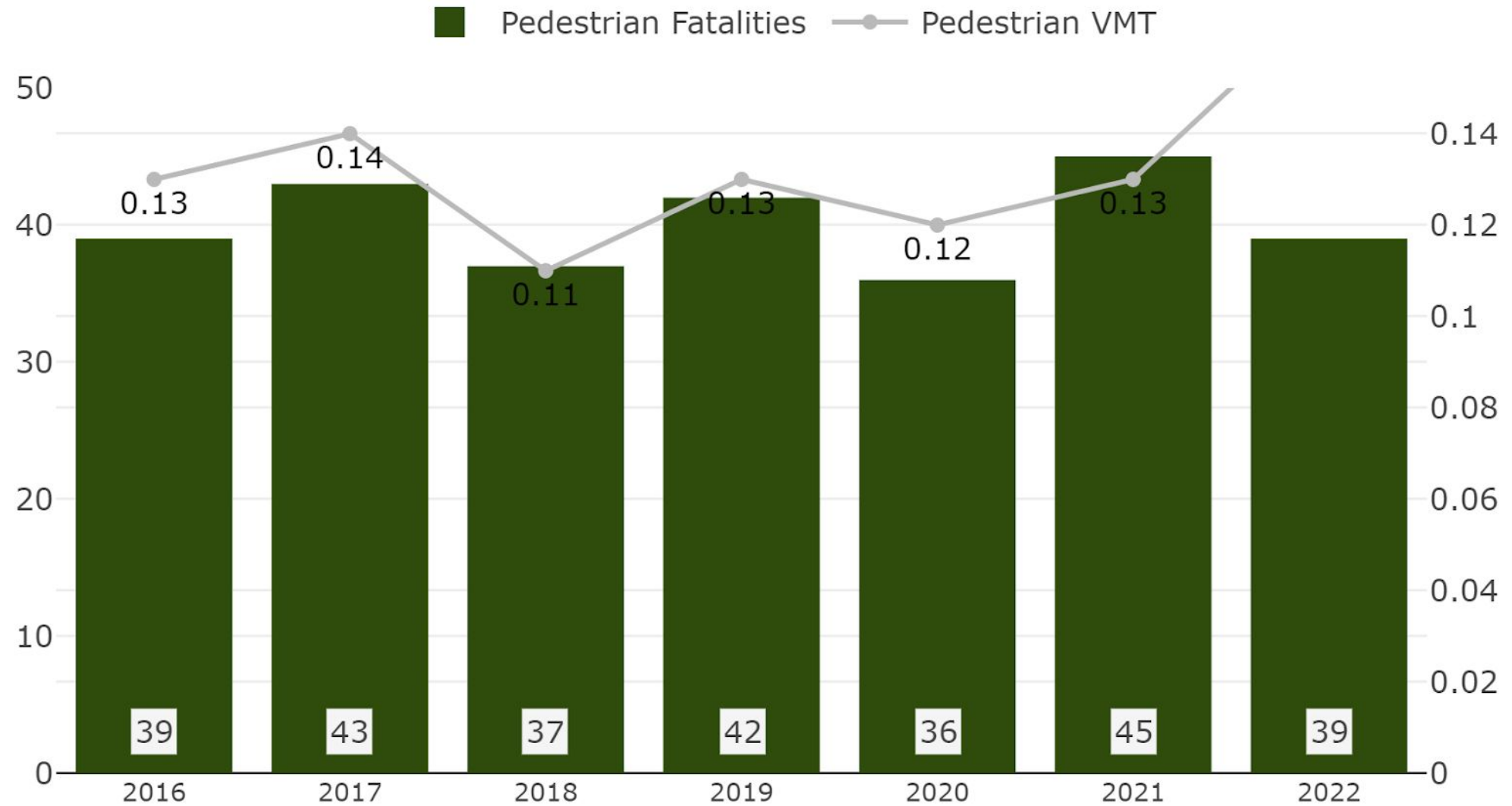
September 30, 2022 KSL News

5-year old in critical condition after being hit by a truck

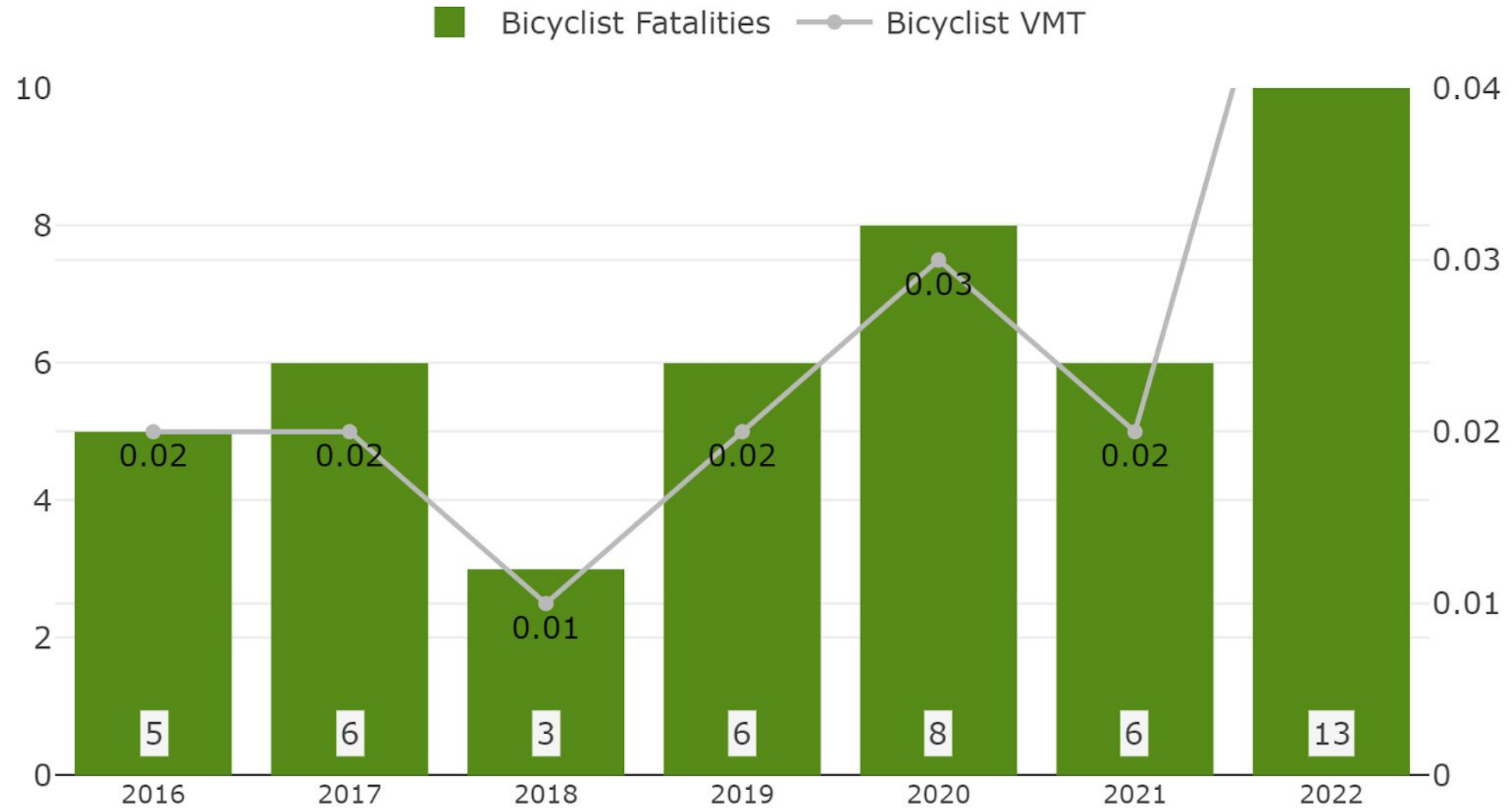
October 5, 2022 KSL News



## Pedestrian Fatalities per 100 million VMT

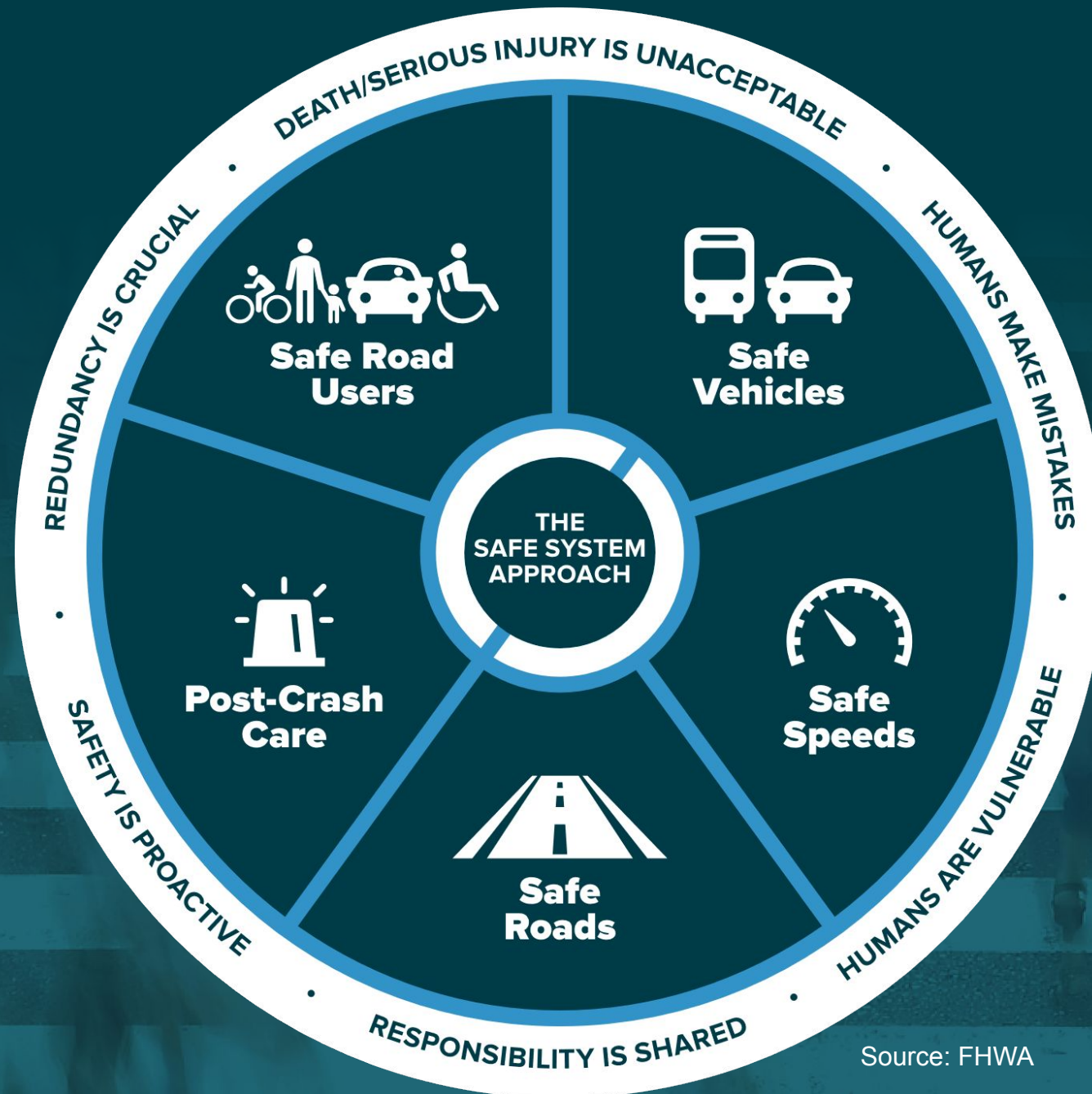


## Bicyclist Fatalities per 100 million VMT





# THE SAFE SYSTEM APPROACH



Source: FHWA

# THE 6 SAFE SYSTEM PRINCIPLES



Source: FHWA



# THE 5 SAFE SYSTEM ELEMENTS



Source: FHWA



# THE 6 SAFE SYSTEM PRINCIPLES



**Death/serious injury  
is unacceptable**



**Humans make  
mistakes**



**Humans are  
vulnerable**



**Responsibility is  
shared**



**Safety is proactive**



**Redundancy  
is crucial**

# THE 5 SAFE SYSTEM ELEMENTS



**Safe road users**



**Safe vehicles**



**Safe speeds**



**Safe roads**



**Post-crash care**



## WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

### Traditional approach

Prevent crashes →

Improve human behavior →

Control speeding →

Individuals are responsible →

React based on crash history →

### Safe System approach

Prevent death and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks



U.S. Department of Transportation

# Safe Streets and Roads for All (SS4A)





# Bicycle Friendly Community

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Kellie Challburg/Mayor Troy Walker

WFRC  
October 11, 2022

## Bicycle Friendly Communities BY RANK

*As of Fall 2021, 497 communities are currently recognized as a Bronze, Silver, Gold, or Platinum Bicycle Friendly Community. See the full list of BFCs at [bikeleague.org/community](https://bikeleague.org/community).*



Earlier this year, Draper City applied for the League of American Bicyclists' prestigious Bicycle Friendly Community award.

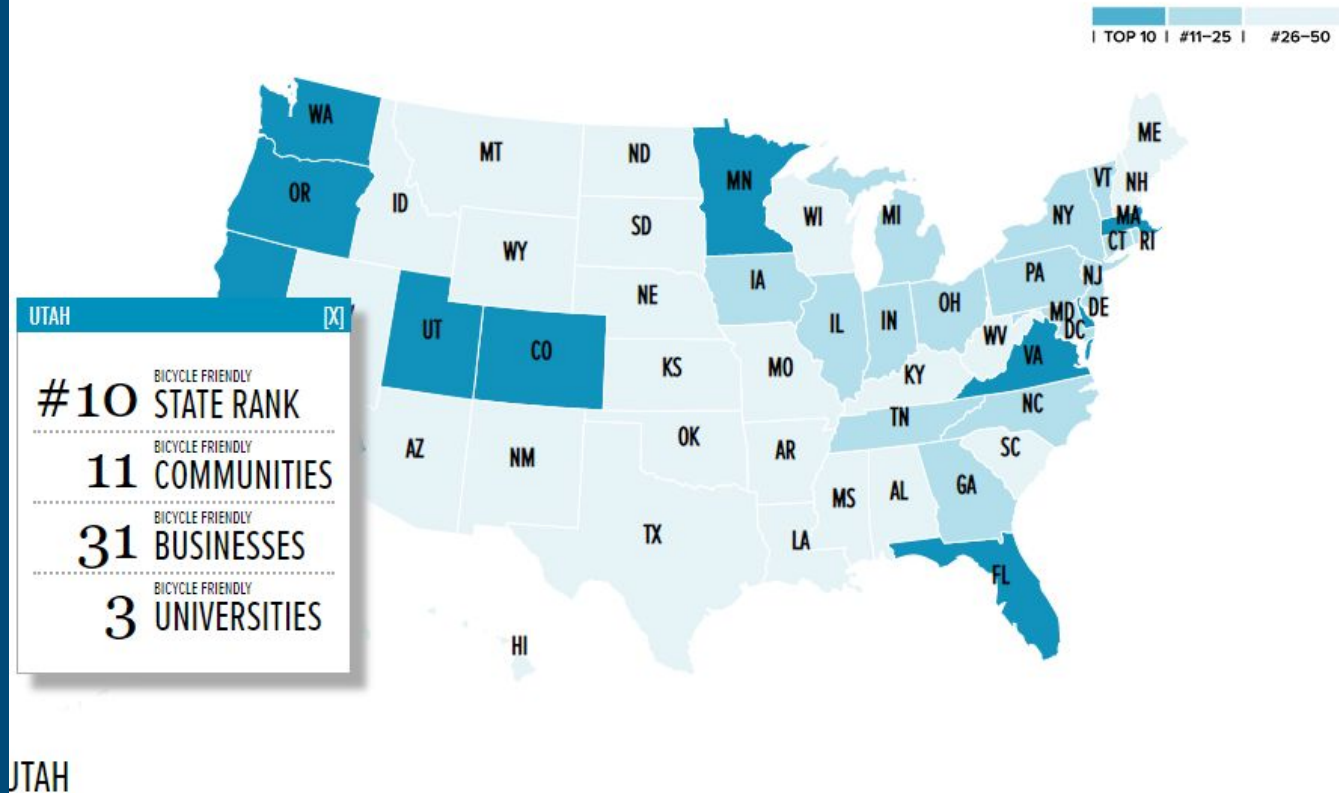
It has long been a goal of this city to be a recognized leader for the work our city staff, elected officials and local citizens have put in over the years to make our community more accessible by bike.

Today, we're proud to be part of the nearly 500 communities across the United States that are transforming America one Bicycle Friendly Community at a time.



# Bicycle Friendly Communities in America

Click on a state in the map below to see the Bicycle Friendly State ranking, and a summary list of Bicycle Friendly Communities, Businesses, and Universities within the state.



# Bicycle Friendly Communities in Utah

COMMUNITY	STATE	AWARD	POPULATION	JURISDICTION	LAND USE
Salt Lake City	UT	Silver	189314	Town/City/Municipality	Urban
Moab City	UT	Silver	5253	Town/City/Municipality	Rural
Ogden	UT	Bronze	87031	Town/City/Municipality	Urbanized area
Logan	UT	Silver	50371	Town/City/Municipality	Urban core surrounded by low density suburban areas
Park City and Snyderville Basin	UT	Gold	27706	Town/City/Municipality	Small town
Orem	UT	Bronze	97499	Town/City/Municipality	Urban core surrounded by low density suburban areas
Riverdale City	UT	Bronze	8666	Town/City/Municipality	
Vineyard	UT	Bronze	17000	Town/City/Municipality	Urban
Provo	UT	Silver	117489	Town/City/Municipality	Urban
Draper City	UT	Bronze	52133	Town/City/Municipality	Urban core surrounded by low density suburban areas
St. George City	UT	Bronze	80000	Town/City/Municipality	Urban core surrounded by low density suburban areas



# Bicycle Friendly Community Application

- Two application cycles per year- Fall and Spring
- Community Profile
  - Age, population, median income- from census
- Engineering
  - Ordinances or policies
  - Biking design manual
  - Bicycle parking standards
  - Current miles of on-street and off-street bike facilities
  - Traffic calming methods
  - Road maintenance schedule
  - Busses/transit equipped with bike racks and bike parking
  - Bike sharing program
- Education
  - Bicycle education offered in public or private elementary schools, middle schools or high schools
  - Youth development bike clubs or teams
  - Are bike safety classes inclusive and accessible to all members of the community
- Encouragement
  - How do you promote biking? Do you offer incentives?
- Evaluation & Planning
  - Is there a paid bike program manager? Is there a safe route to school coordinator position?
  - Have you attended any bicycle related conferences?
  - Does your community have a comprehensive bicycle master plan?
  - Does your community collect and track bicyclist crash data
- Equity & Accessibility

# Community Bike Survey

- How often do you use a bike?
  - 86% said at least once a week
- How many days in the last 30 days did you ride a bike?
  - 48% said 8-19 days
- If so, what was the main purpose for your ride?
  - 51% said recreation, 38% said exercise
- Have you received any training in bicycling safety in your community?
  - 51% said no, 49% said yes
- Are bike paths and bike lanes available within a quarter mile of where you live?
  - Yes on both 81%
- How satisfied are you with how this community is designed for making bike riding safe?
  - 60% very satisfied.



# Goals to become silver level status

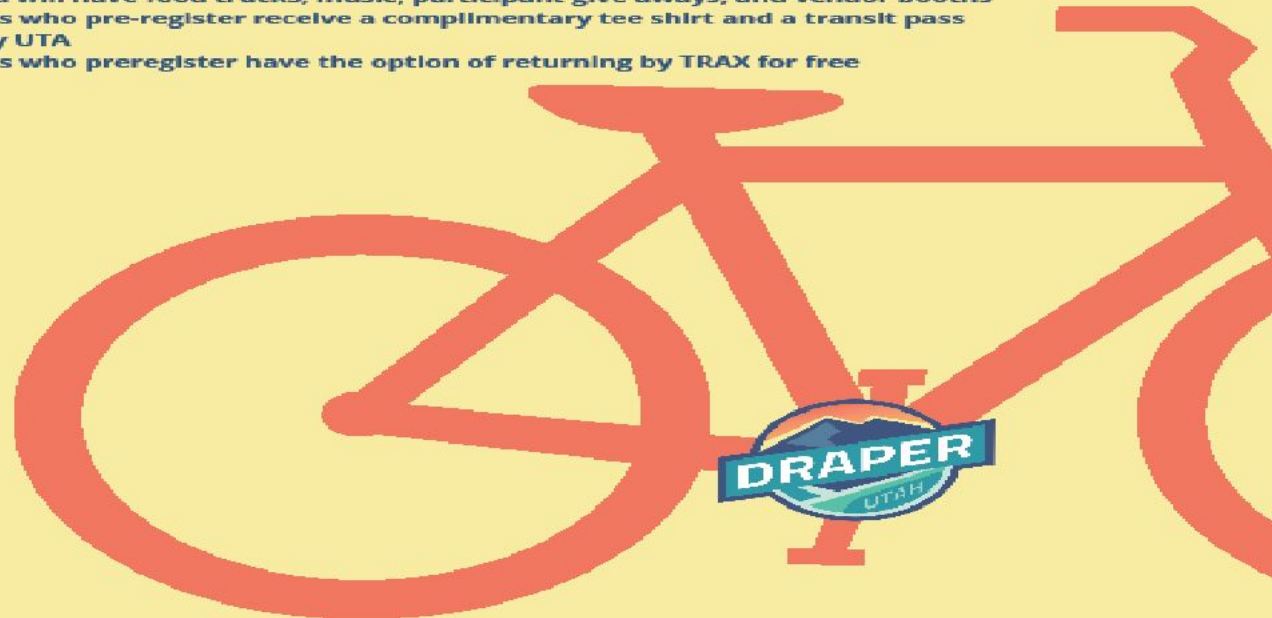
- Increase separation and protection of bicyclists based on levels of motor vehicle speed and volume. On roads where mph is 30+, provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes, or parallel 10ft wide shared-use paths.
- Lower speed limits on residential streets to 20 mph or less, and use traffic calming measures.
- Increase the amount of high quality bicycle parking throughout the community.
- Improve bicycle safety education for students of all ages and expand the program to all K-12 schools.
- Encourage more local businesses to promote cycling and seek recognition through the Bicycle Friendly Business Program.
- Improve bike month activities – created a Bike with the Mayor Day in May.
- Continue updating our bicycle master plan.
- Develop community wide incentives to encourage and support bike commuters.

# Annual Mayor's Bike Ride

## MAYOR'S BIKE RIDE

**MAY 14, 2022 • 11:00 AM • START AT ROTARY PARK**

- Join Mayor Walker on this leisurely group bike ride on the Jordan River Parkway Trail to celebrate the Golden Spoke trail network
- The group will ride approximately 17 miles from Rotary Park in Draper to the Tracy Aviary's Jordan River Nature Center (1125 W 3300 S)
- At the end of the ride, the Golden Spoke event at Tracy Aviary's Nature Center runs 1 - 3 PM and will have food trucks, music, participant give aways, and vendor booths
- Participants who pre-register receive a complimentary tee shirt and a transit pass provided by UTA
- Participants who preregister have the option of returning by TRAX for free



To register & for more information visit:  
**[draperutah.gov/bikeride](https://draperutah.gov/bikeride)**





## Little Valley Instructional Trails

The main Little Valley trail is only .7 miles in length.

All of the Little Valley trails are suitable for beginners. Grades are mild and the surface is smooth.

This little trail system was built specifically for families and beginners to work on their biking skills.



## Draper Cycle Park

The Draper Cycle Park is a multi-purpose cycling venue for mountain biking, dirt jumping, and cyclocross.

It is designed with all abilities in mind from beginners to the more advanced riders.





# DRAPER CITY

ADMINISTRATION







# DRAPER CITY

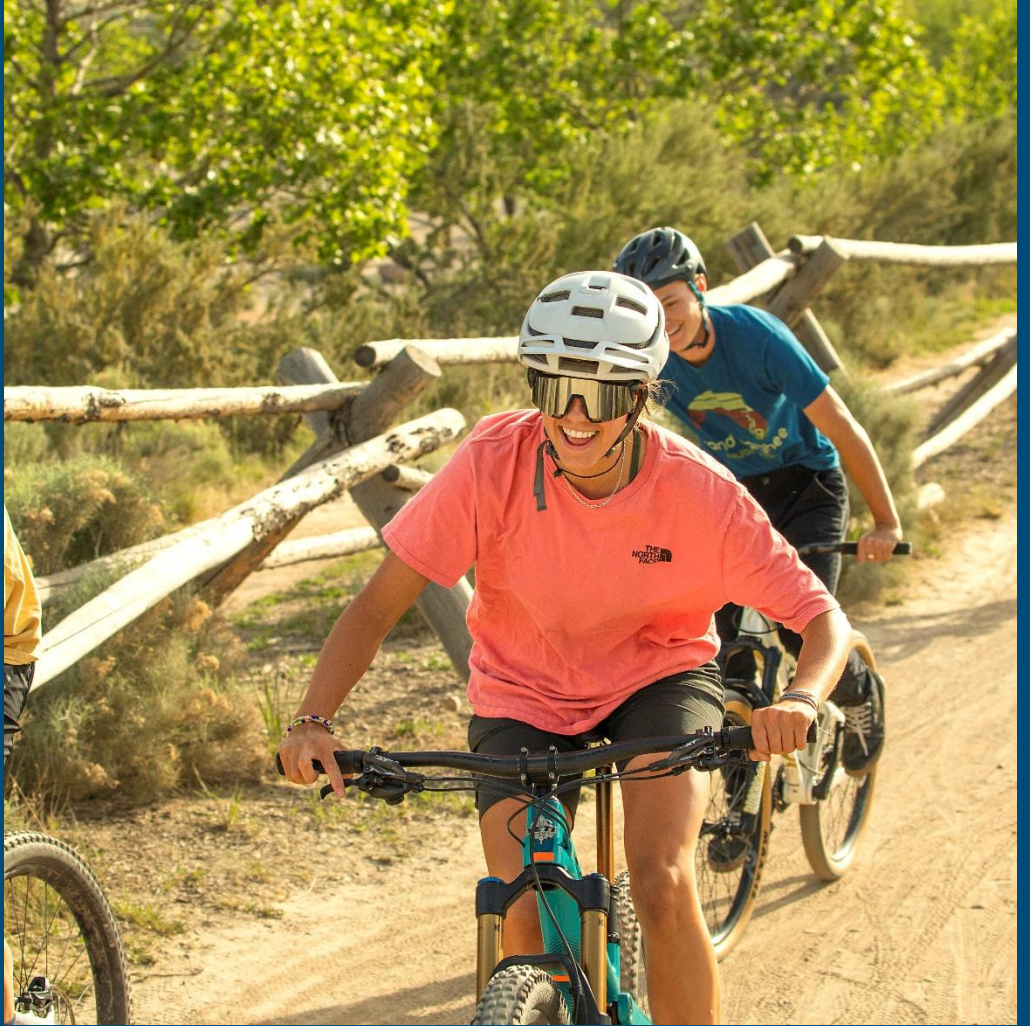
ADMINISTRATION





# DRAPER CITY

ADMINISTRATION



# **TIF/TTIF Prioritization Process**

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## **Update**

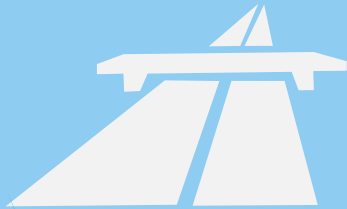
***WFRC Active Transportation Committee***

October 12, 2022



# Capacity Project Funding Programs - Transportation and Transit Transportation Investment Fund

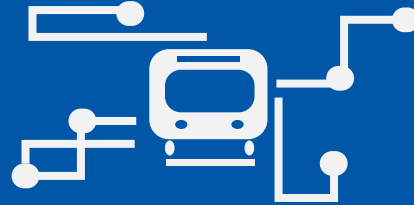
**TIF - Highway**



**Active Transportation**



**TTIF - Transit**



**First and Last Mile**

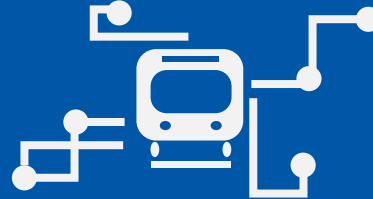


# Capacity Project Decision Support Models

**TIF - Highway**



**TTIF - Transit**



**TIF - Active**



**TTIF - First/Last Mile**





# How Significant is TIF/TTIF Funding?

## FY23 UDOT FUNDING \$1.8 B

+ \$1.0 B 1X (ONE TIME)

Transportation  
Investment Fund  
(TIF)

49%

\$874.4 M  
\$822.4 M 1x

Transportation  
Fund

26%

\$458.6 M  
\$44.8 M 1x

Highway Federal  
Funds

23%

\$408 M

Transit  
Transportation  
Investment Fund  
(TTIF)

1%

\$22.6 M  
\$150 M 1x

Rural Transit

<1%

\$14.8 M

Aeronautics

<1%

\$9.1 M

[https://udot.utah.gov/strategic-direction/funding\\_fy2023.html](https://udot.utah.gov/strategic-direction/funding_fy2023.html)

# Multimodal Framework





# Ranked Lists

## TIF Highway Ranked List 2/11/2020

Prioritization ID	Rank	Project Description	Overall Score	Project Cost (2019 LR9)
0-5-132	1	K2 I-15 Managed Motorways	61	\$66,000,000
0-5-134	2	R2-15 Collectors and Distributors I-15 to Bangerter Highway	45	\$120,000,000
0-5-135	3	R3 Loop 2100 N I-15 SB 135 - New Freeway Mountain View Corridor to I-15	44	\$115,400,000

## UDOT TTIF TRANSIT PRIORITIZATION RANKED LIST 10/21/21

Project	Score	TTIF Request Amount	Region	Nominator	Location
South Commuter Rail - Payson to Provo	75	\$151,449,562	3	Input list	Utah County

## UDOT TTIF FIRST / LAST MILE PRIORITIZATION RANKED LIST 10/21/21

Project	Score	TTIF Request Amount	Region	Nominator	Location
400 S Viaduct Multi-use Trail	61	3,267,000	2	Salt Lake City	Salt Lake City

## UDOT TIF ACTIVE PRIORITIZATION RANKED LIST 10/21/21

Rank	Project	Score	TTIF Request Amount	Region	Nominator	Location
1	Ph 2 Mt. Pleasant Park Trail (US-89 to SR-117) from Mt. Pleasant to Spring City to Ephraim	60	1,260,000	4	Mount Pleasant City	Spring City/ Salt Lake County
2	9 Line Railroad Crossing at approximately 650 West	57	4,200,000	2	Salt Lake City	Sanpete County
3	Fiddlers Canyon Trail Extension	56	262,800	4	Cedar City	Salt Lake City/ Iron County
4	Midvale Canal Trails	55	600,000	2	Midvale City	Midvale City/ Salt Lake County
5	Town Center I-15 Trail from south end of the Town Center at Eaglewood Village to the core of the Town Center at Hatch Park	54	322,800	1	North Salt Lake City	North Salt Lake City/ Davis County
6	Main Street High Comfort Bikeway	53	3,480,000	2	Salt Lake City	Salt Lake City
7	Welby Jacob Canal Trail from 11800 S to 11400 S	52	66,000	3	South Jordan City	South Jordan City/ Salt Lake County
8	Vernal City Trail	51	240,000	1	Vernal City	Vernal City/ Uintah County
9	Parley Trail Gap In Sugar House	50	372,000	2	Salt Lake City	Salt Lake City/ Salt Lake County
10	Bear Lake Legacy Pathway - SW Section (Rich Trails) 2200 South to 800 North	49	1,920,000	3	Regionally Important Project List	Garden City/ Rich County
11	SR 113 Trail in Midway to Tate Lane	47	75,000	1	Wasatch County	Midway City/ Wasatch County
12	SR 113 Trail at 9400 South for Sandy Canal Trail (850 East) - at-grade crossing	46	164,400	2	Sandy City	Sandy City/ Salt Lake County

# 2022-2023 Process Update

## Intended Outcomes

- Simplify & Streamline
- Reevaluate Ranking Methodology
- Integrate New Data Sources
- Incorporate Outcome-Based Measures
- Institutionalize Processes
- Sync Timing with Unified Plan Updates



# 2022-2023 Prioritization Update - Measure Review

## Guiding Principles

- Simplicity
  - How can we reduce the number of concepts, criteria, and calculations?
- Resource Requirements
  - How can we reduce resources required to maintain models and improve communication of results?
- Predictability
  - How can we use better data and information to predict project outcomes?

# Considering Trade Offs When Simplifying

- Geographic equity
- Stakeholder interests
- Scoring robustness
- Predictive and outcome-based



# Timeline for Update

	2022						2023							
	August	September			October	November	December	January	February	March	April	May	June	July
Commission Check-In														
Stakeholder Engagement														
Model Rework & Testing														
New Model Finalization														



**UDOT Contact: Stephanie Tomlin | [satomlin@utah.gov](mailto:satomlin@utah.gov)**

# Utah Transit Authority

## Active Transportation Plan





# UTA Active Transportation To Transit Plan AT3P

Improve the entire transit  
trip from door to  
destination

Identify major AT network  
gaps and barriers

Prioritize AT improvements

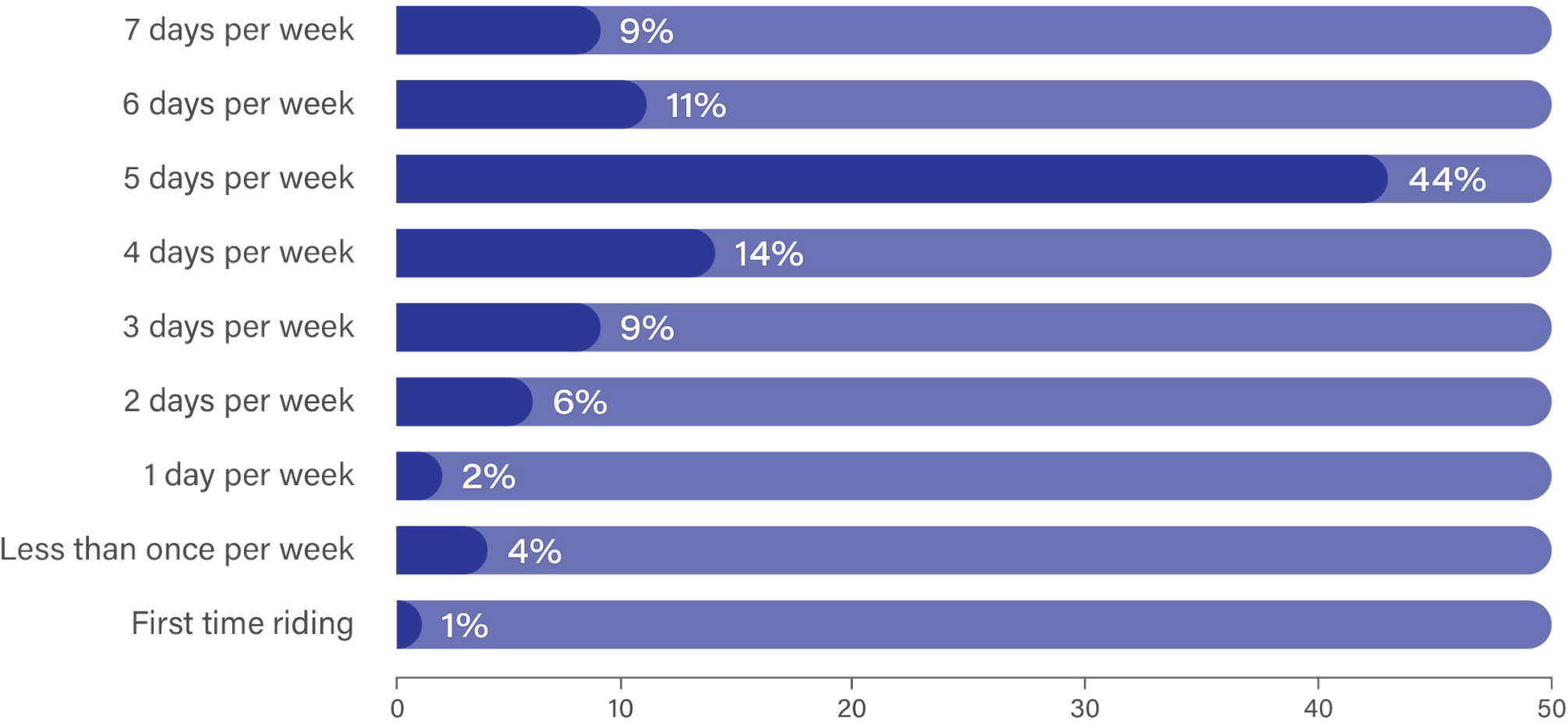
Develop system-wide plan  
to expand AT transit  
connections with a focus  
on equity



# WHY – Need for an AT Master Plan

## All Transit Trips Are Multimodal

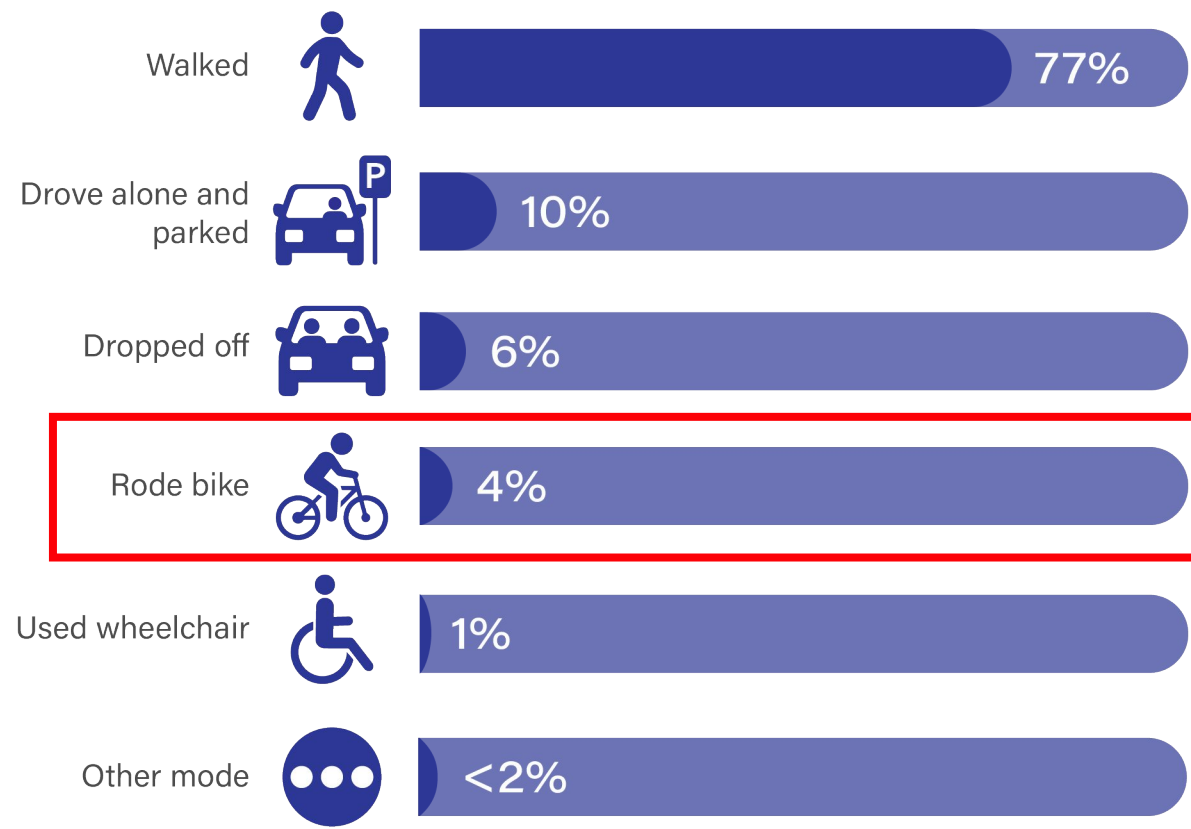
### Transit Trip Frequency



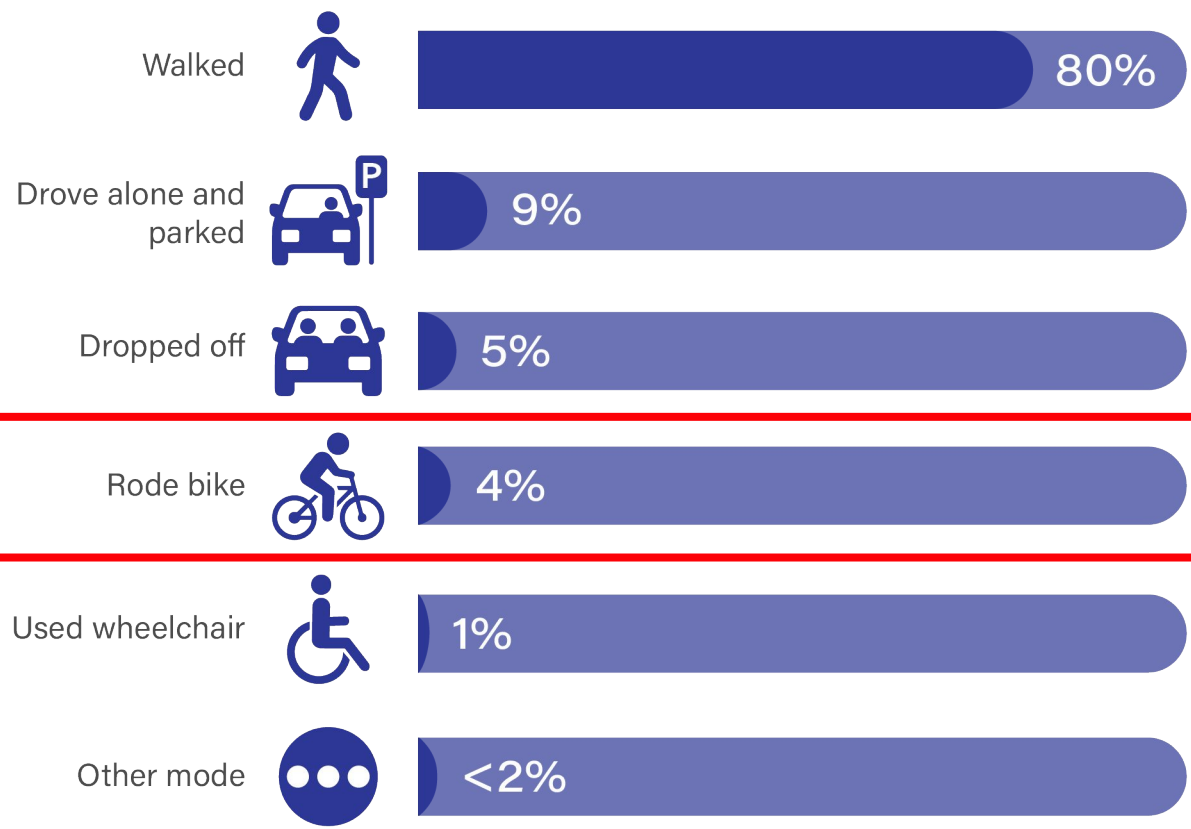
# WHY – Need for an AT Master Plan

## All Transit Trips Are Multimodal

Transit Access Mode



Transit Egress Mode



n = 13,417



# Example







# AT Plan Goals



Document relationship  
between AT access and transit  
ridership



Community engagement  
towards risk and harm  
mitigation



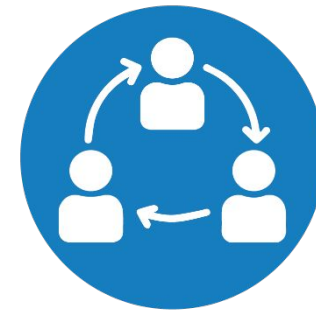
Identify system-wide AT  
network gaps and barriers



Coordinate with local and  
regional governments for  
programming



Active transportation  
connectivity improvements  
prioritized by equity



Investigate AT investment and  
funding opportunities



# Internal Working Group

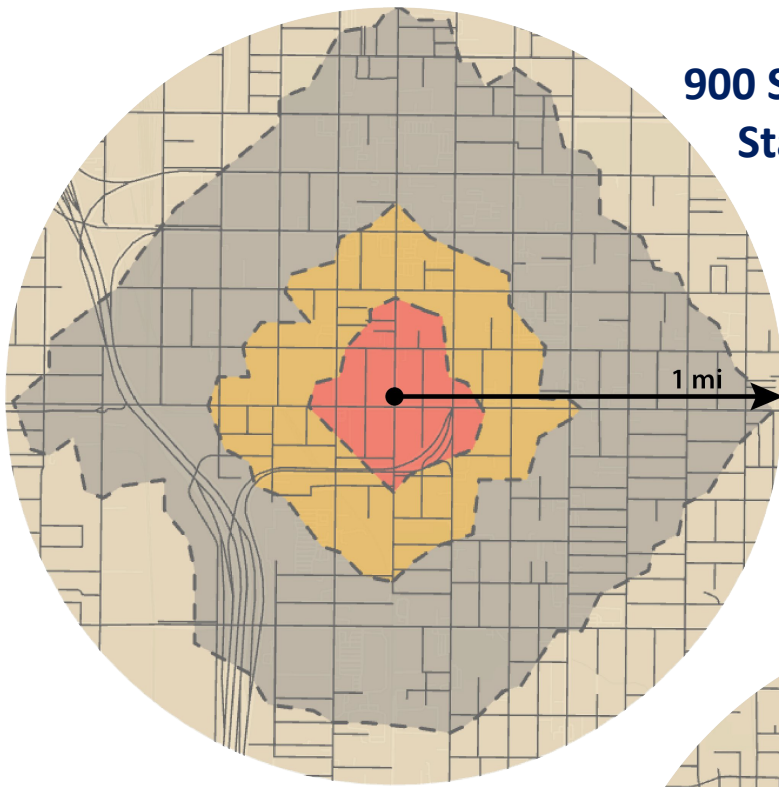
Planning process will require a robust technical approach (both quantitative and qualitative analyses)



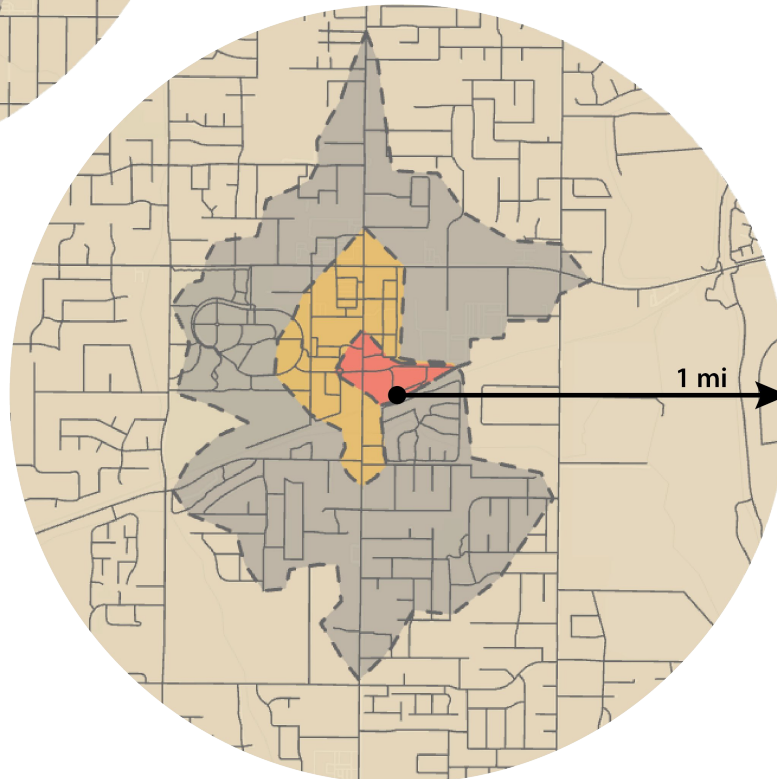
Collaboration between departments to complete project tasks is the foundation for a successful outcome



# Guiding UTA Policies, Studies, & Plans



**900 South TRAX  
Station**



**West Jordan City Center  
TRAX Station**

Active Transportation  
Policy

2014

2015

First/Last Mile  
Strategies Study

Bus Stop Master Plan  
(BSMP)

2020

2021

5-Year Service  
Plan

Station Access Policy

**2022**

**UTA Active Transportation  
To Transit**

An aerial illustration of a transit hub. In the foreground, a modern transit station with a blue and red logo is visible. Several high-speed trains in blue and red are on tracks. To the left, a bus rapid transit line with red and blue buses is shown. The background features a mix of residential and commercial buildings, green spaces, and hills under a blue sky with a small airplane.

# Thank you!

Please reach out to Clint  
Campbell

[clcampbell@rideuta.com](mailto:clcampbell@rideuta.com) or

Jem Locquiao

[jlocquiao@rideuta.com](mailto:jlocquiao@rideuta.com) with

any questions