



"Life is sweeter on the bikeways."



The Beehive
Bikeways will enable
more people to travel
by bike for more
reasons, more often.



Separated Bike Lanes



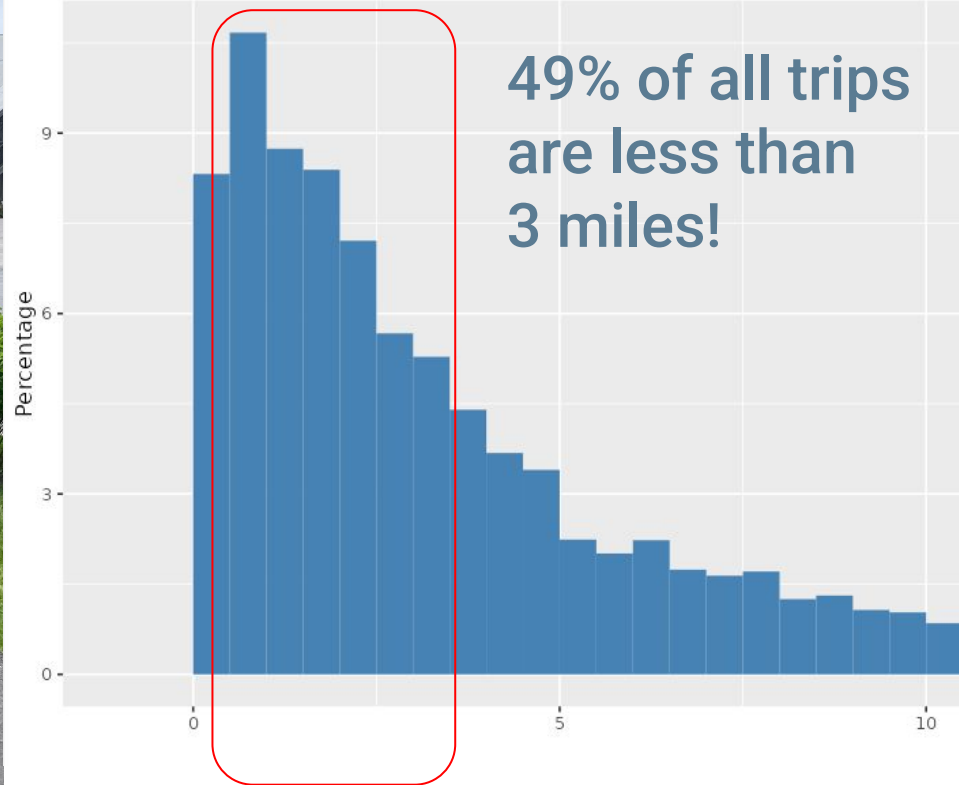
Sidepaths

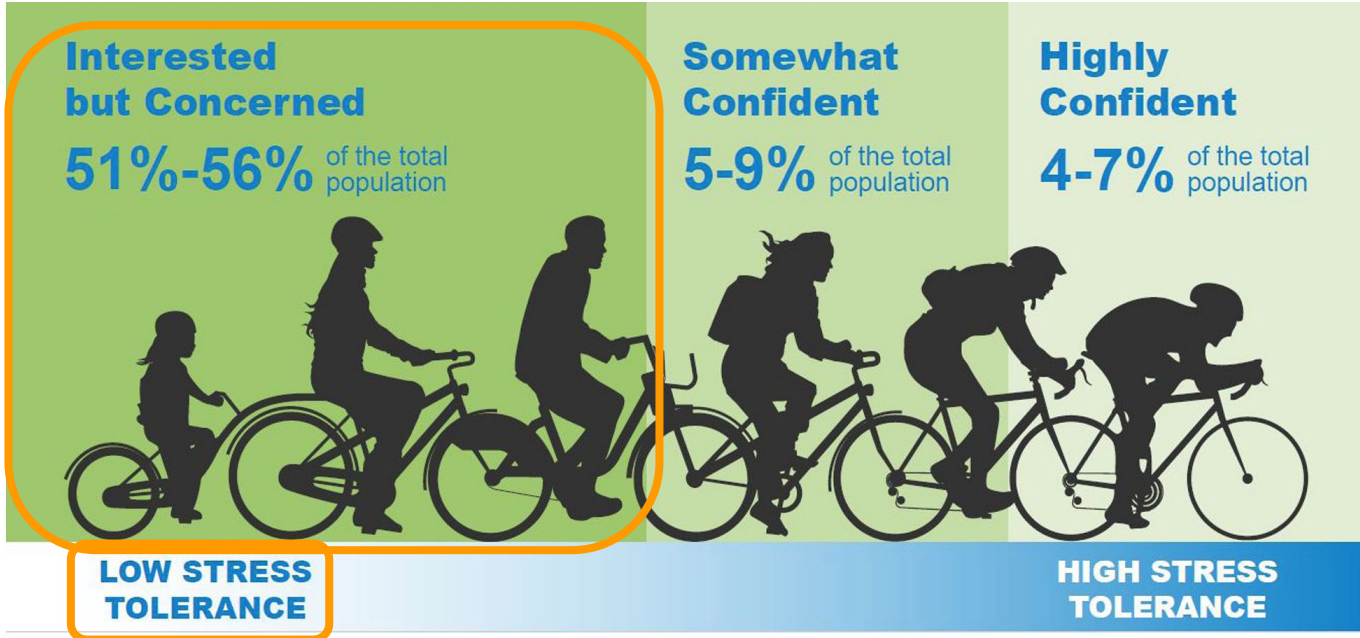


Urban Trails

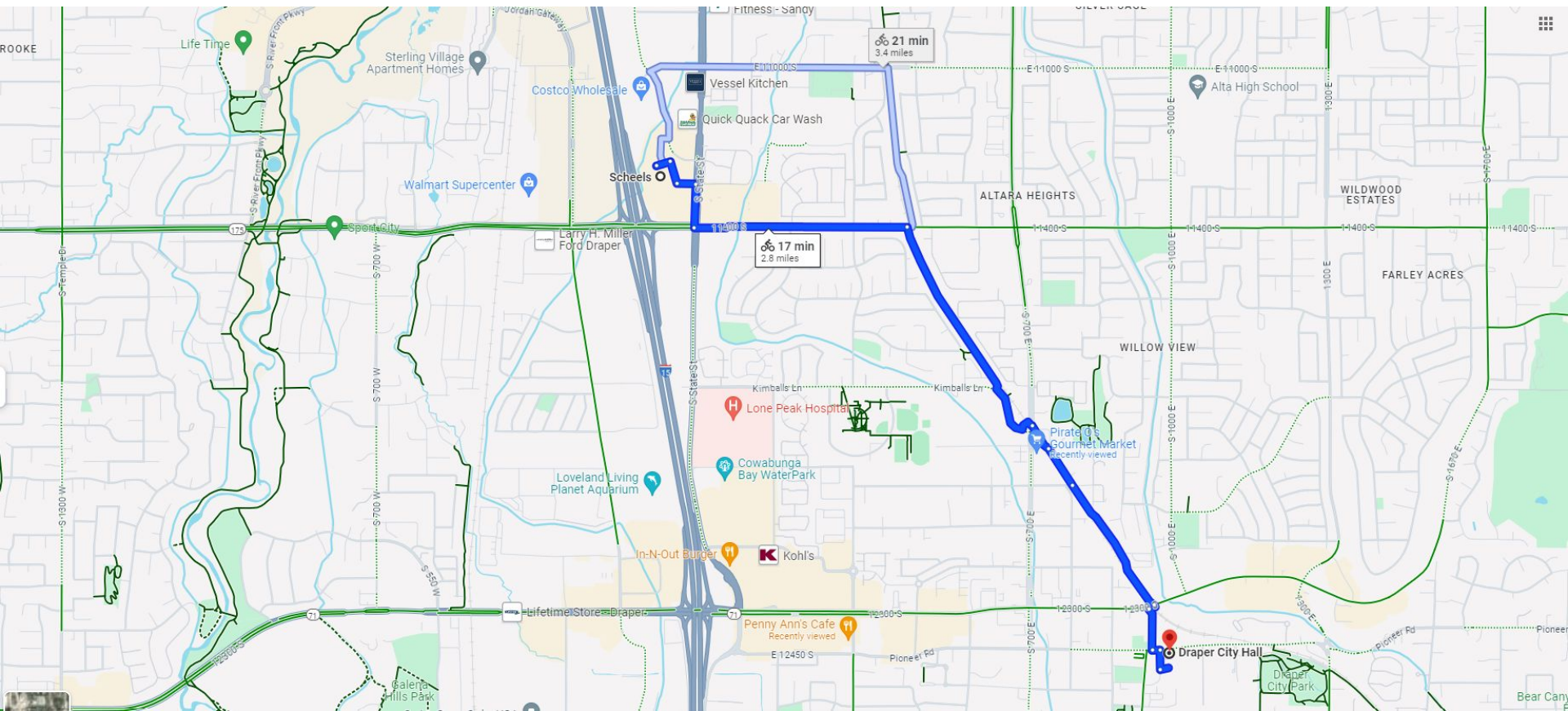


Trip Length Histogram

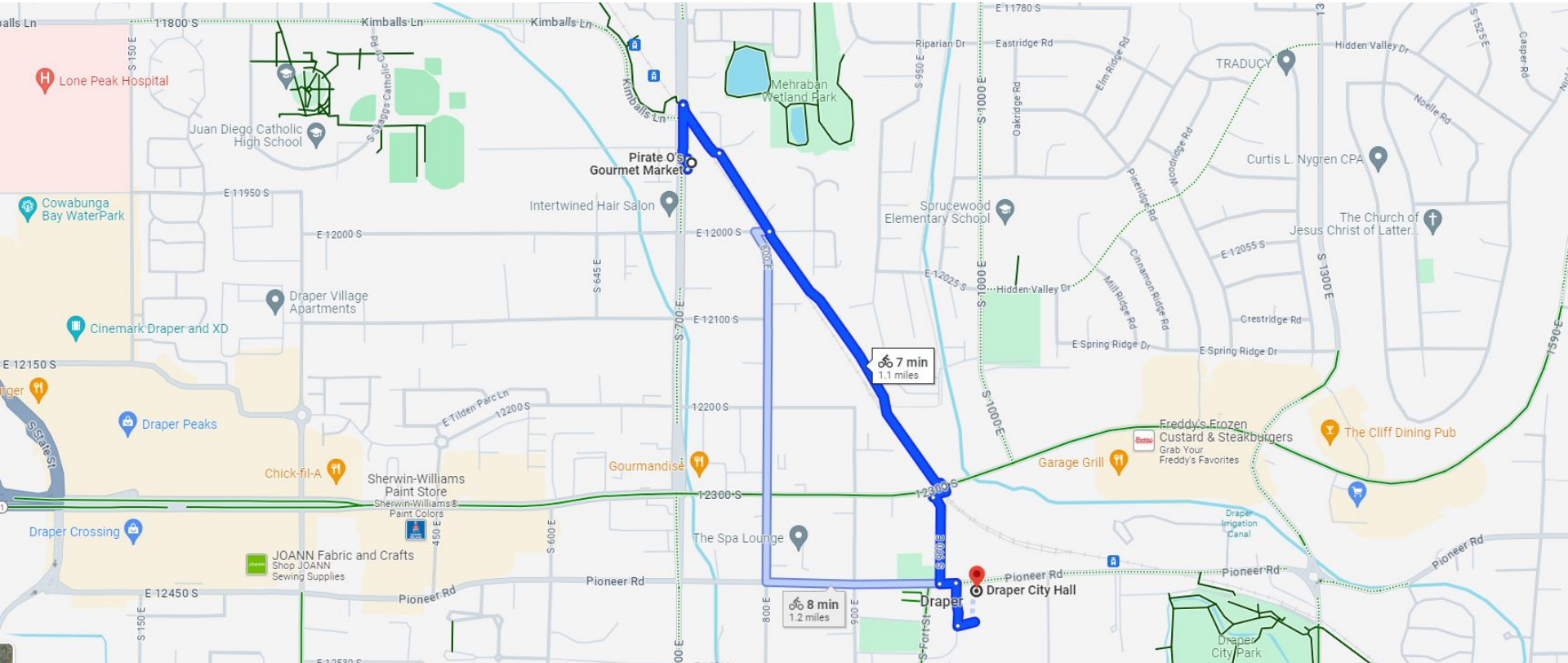




Draper City Center to Sandy Cairns Center



Draper City Center to Pirate O's Gourmet Market

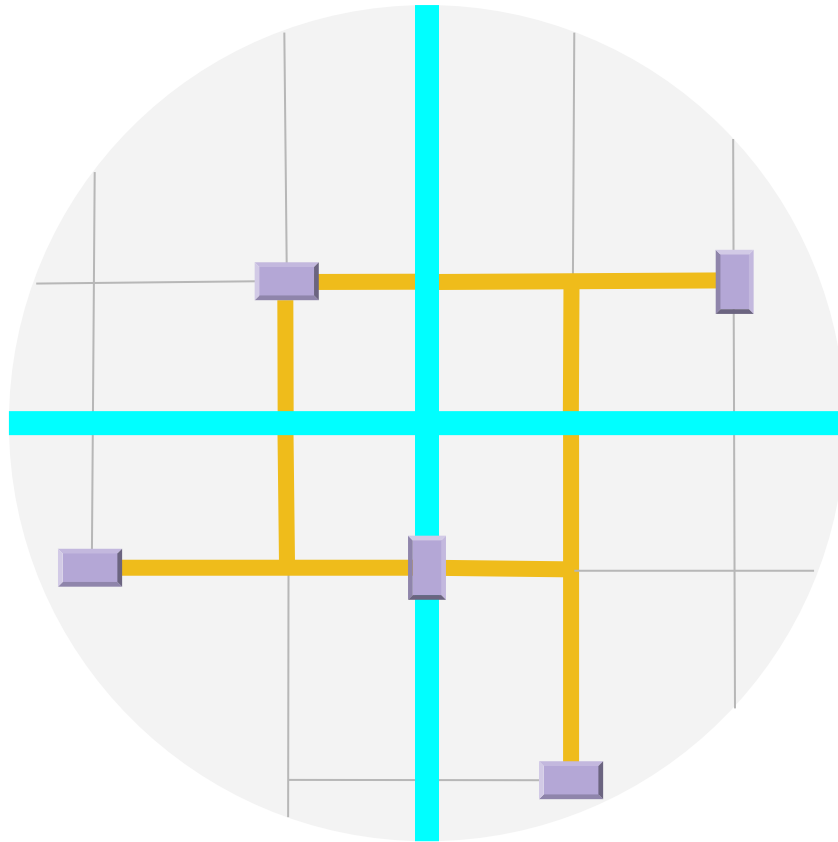








UTAH TRAIL NETWORK



UTAH TRAIL NETWORK



-  Centers
-  Utah Trail Network
-  Beehive Bikeways
-  Other



WASATCH CHOICE

— VISION —



METROPOLITAN CENTERS



URBAN CENTERS

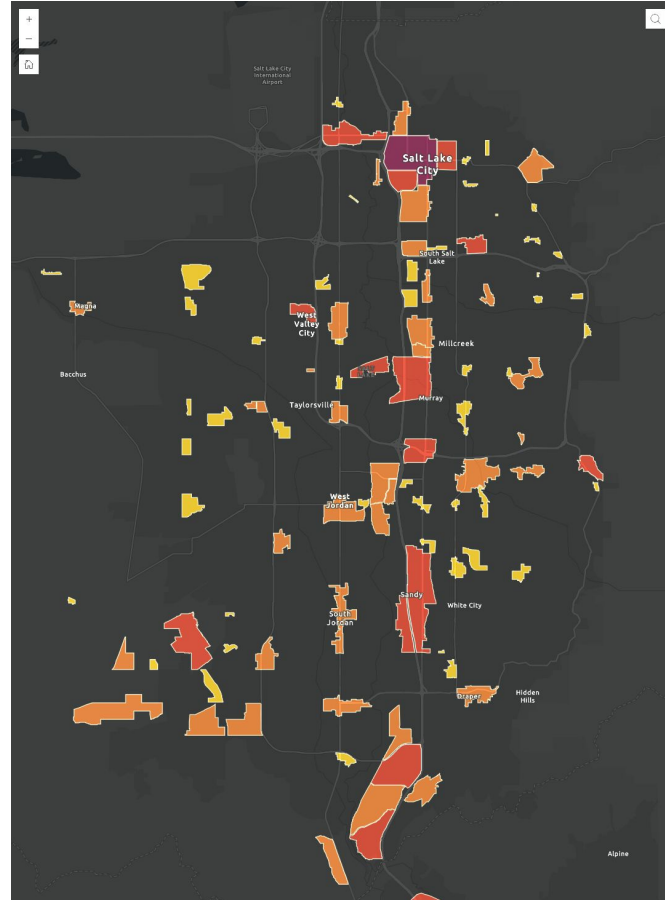


CITY CENTERS

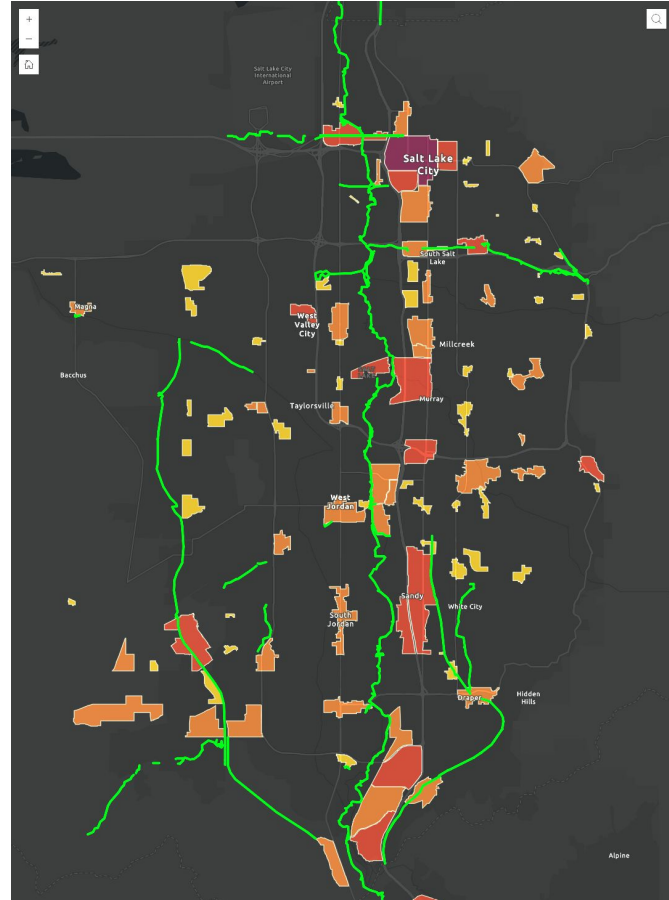


NEIGHBORHOOD CENTERS

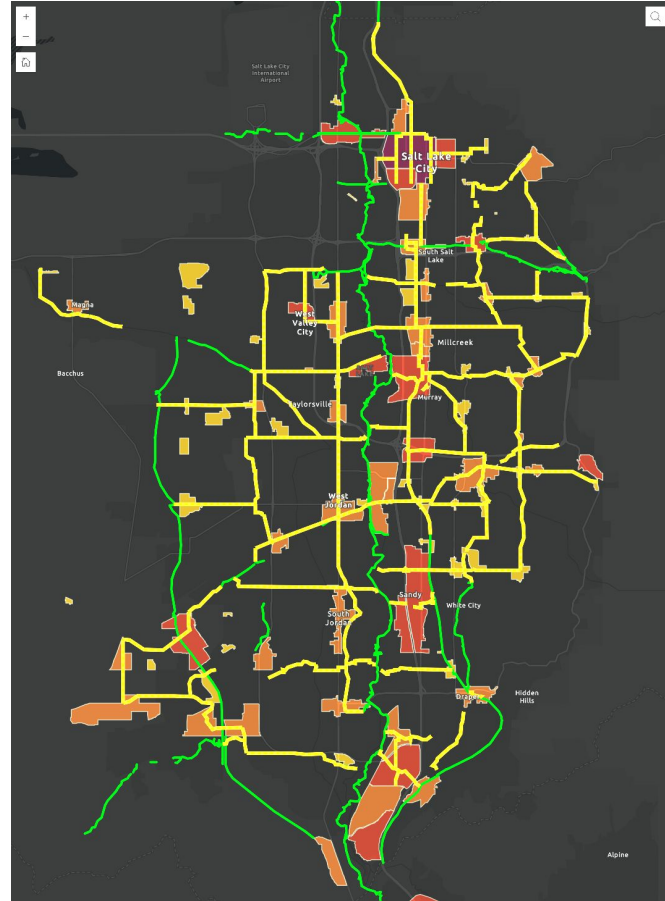
Centers

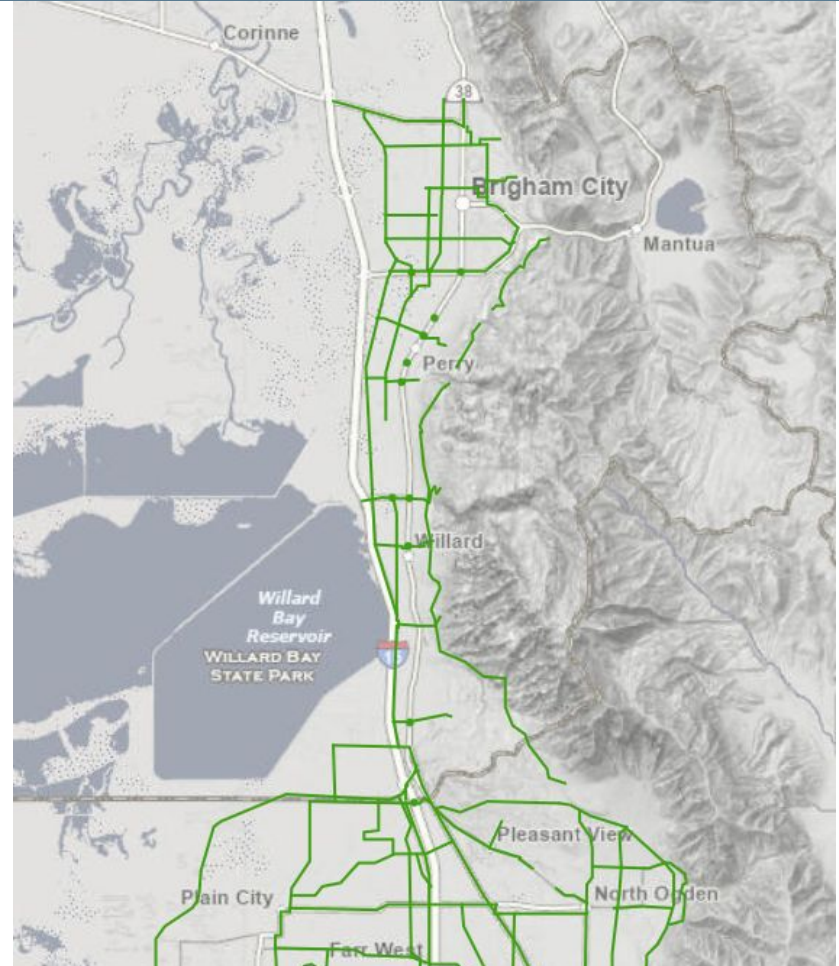


Centers + Existing Regional Trails

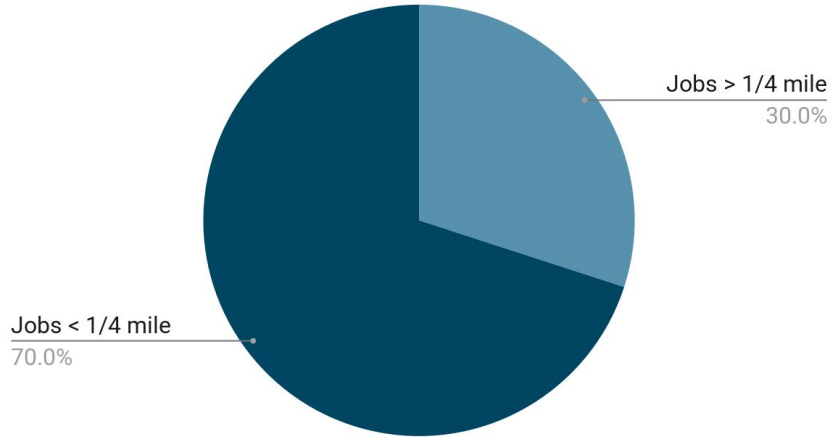


Centers + Existing Regional Trails + Beehive Bikeways

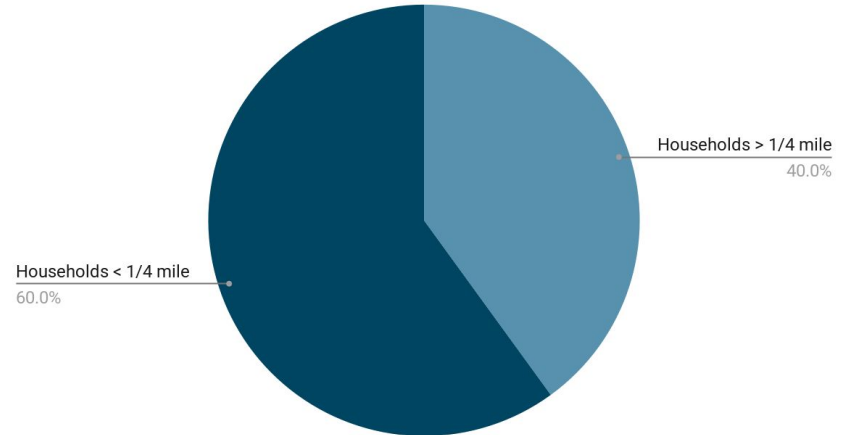




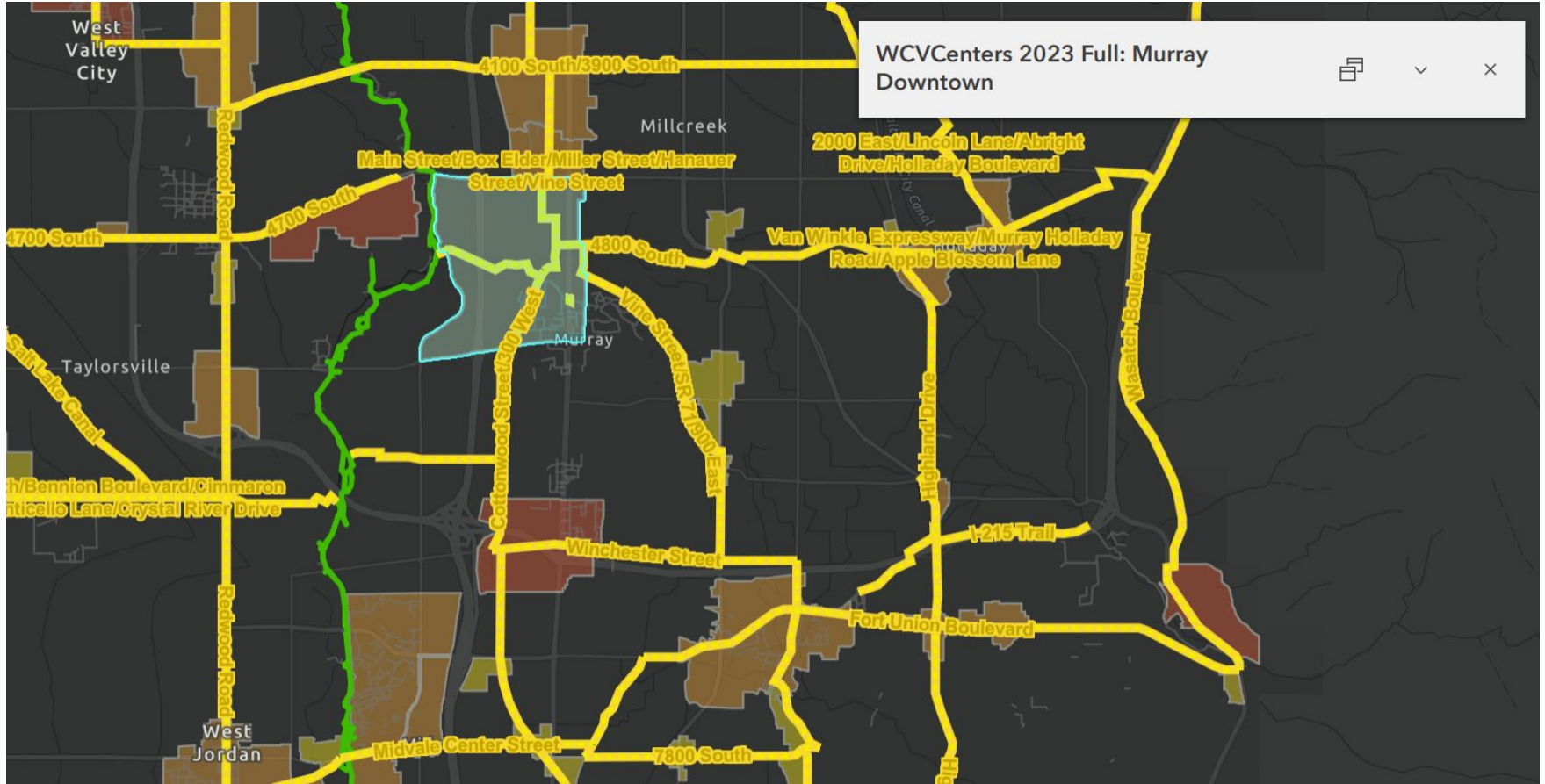
Beehive Bikeways and Jobs

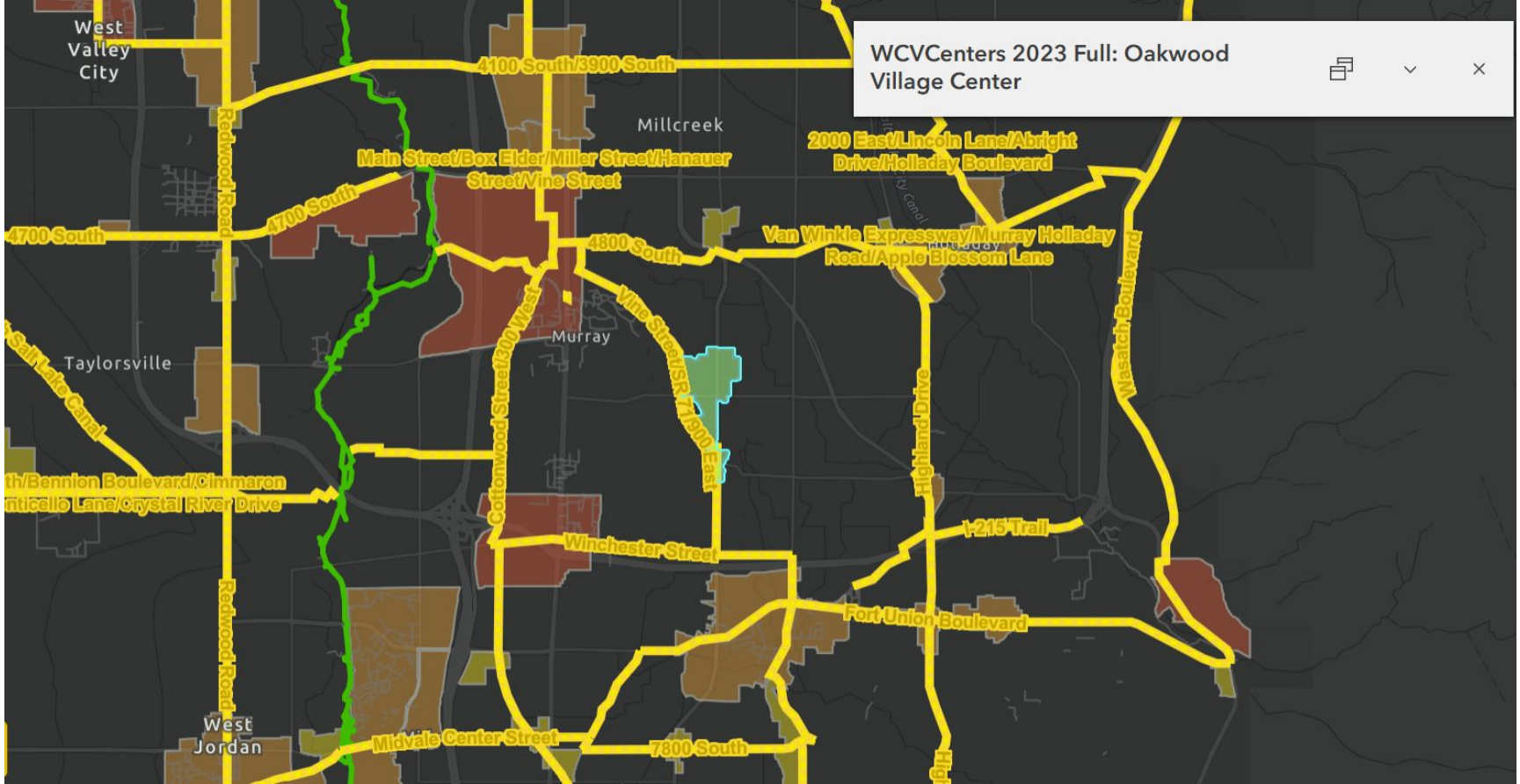


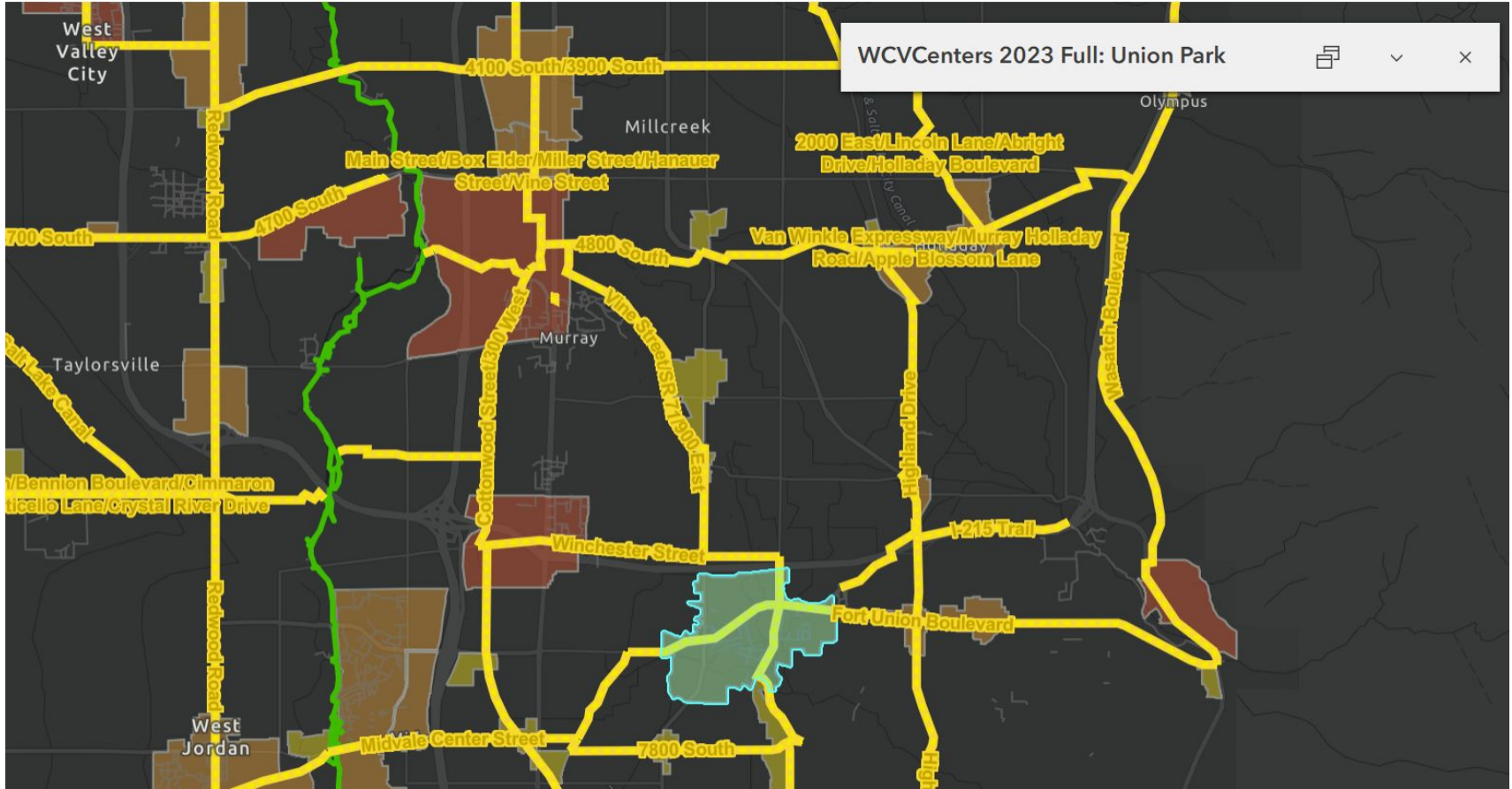
Beehive Bikeways and Households

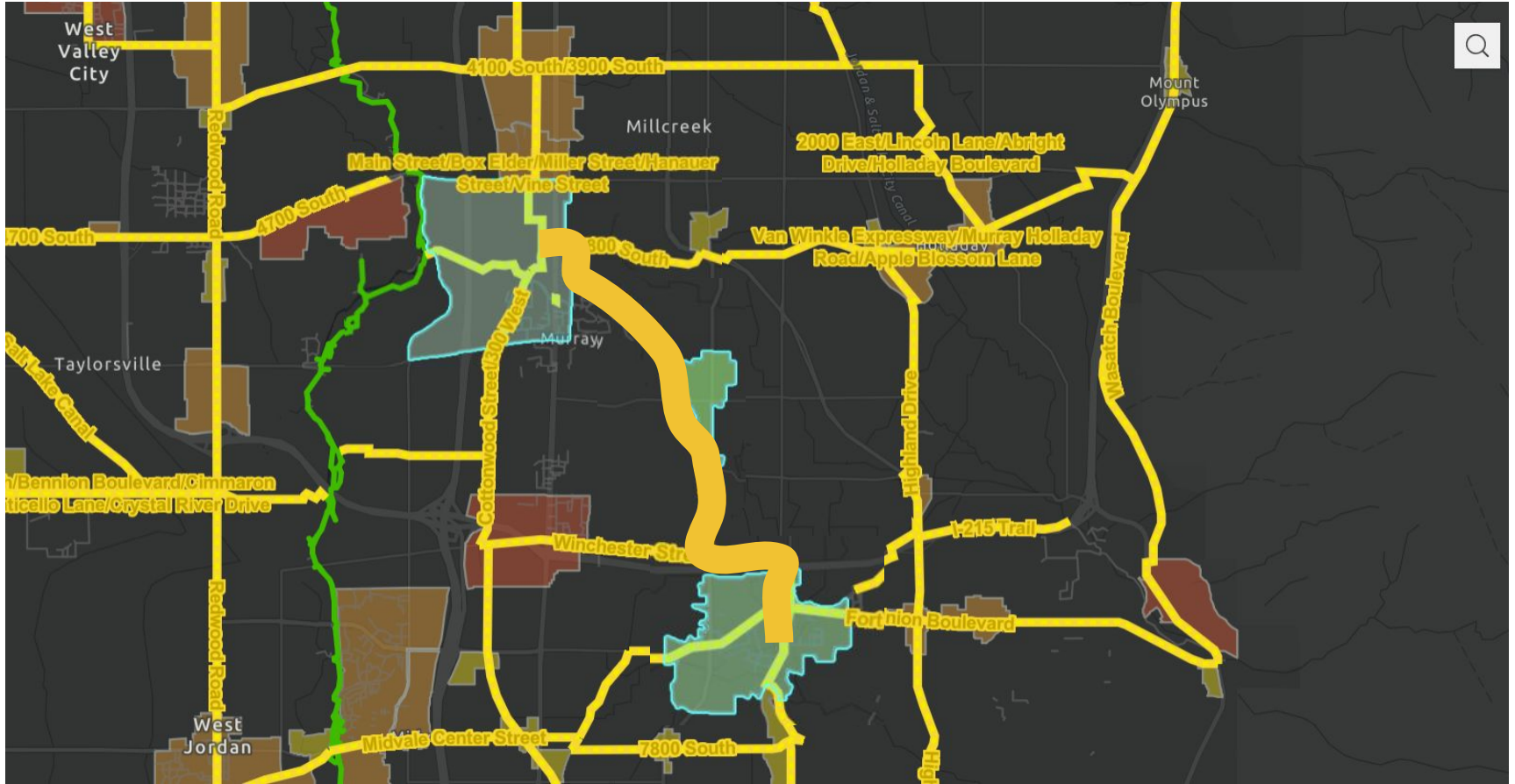


Example













- **Thoughts on Beehive Bikeways as a core WFRC active transportation product?**
- **How can WFRC best support you in advancing Beehive Bikeways corridors in your communities?**



"Life is sweeter on the bikeways."





WASATCH CHOICE
— VISION —

Regional Transportation Plan

**Active Transportation Committee
February 11, 2025**



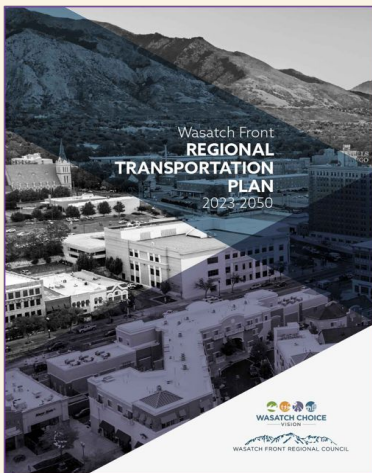


WASATCH CHOICE

— VISION —

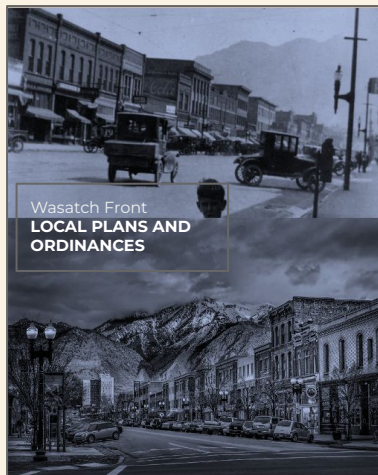
Transportation

Regional Transportation Plan



Land Use

Transportation & Land Use Connection

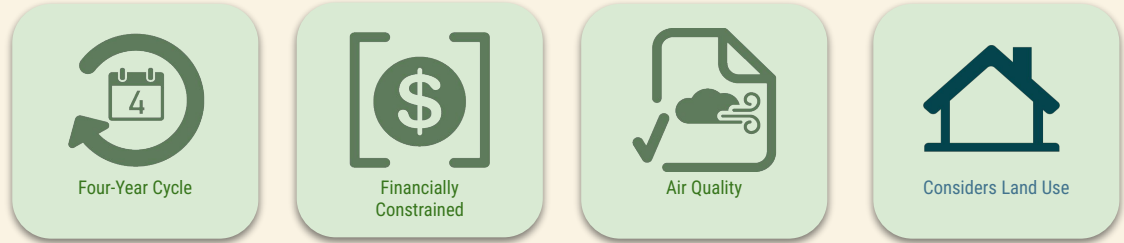


Economic Development

Comprehensive Economic Development Strategy



Regional Transportation Plan Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



OTHER TOP
PRIORITIES

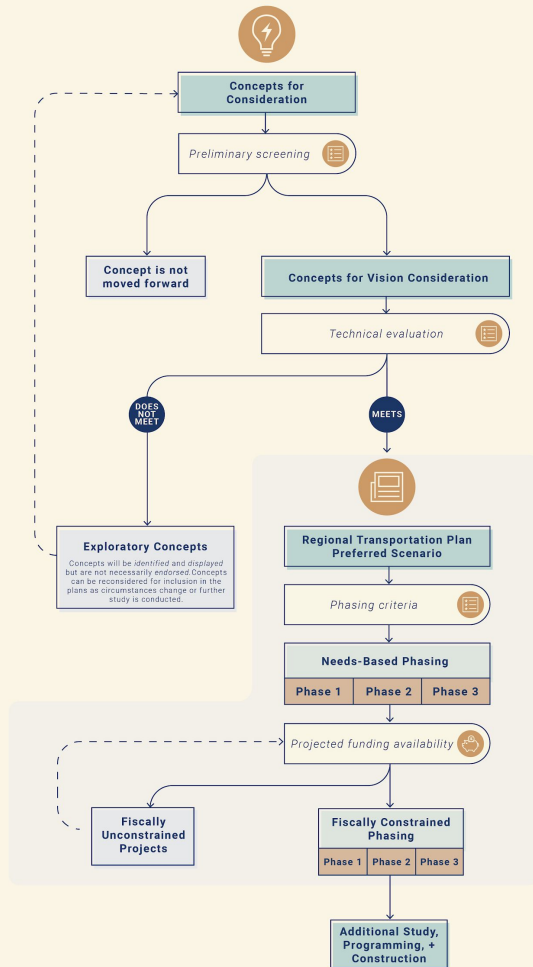
EXPLORING REGIONAL TRANSPORTATION CONCEPTS

Step one
Explore Our Future - 2024

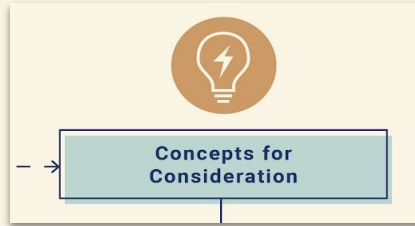
Step two
Our Preferred Scenario - 2025

Step three
Prioritize Projects - 2026

Step four
Plan Adoption - 2027



Where Concepts Come From



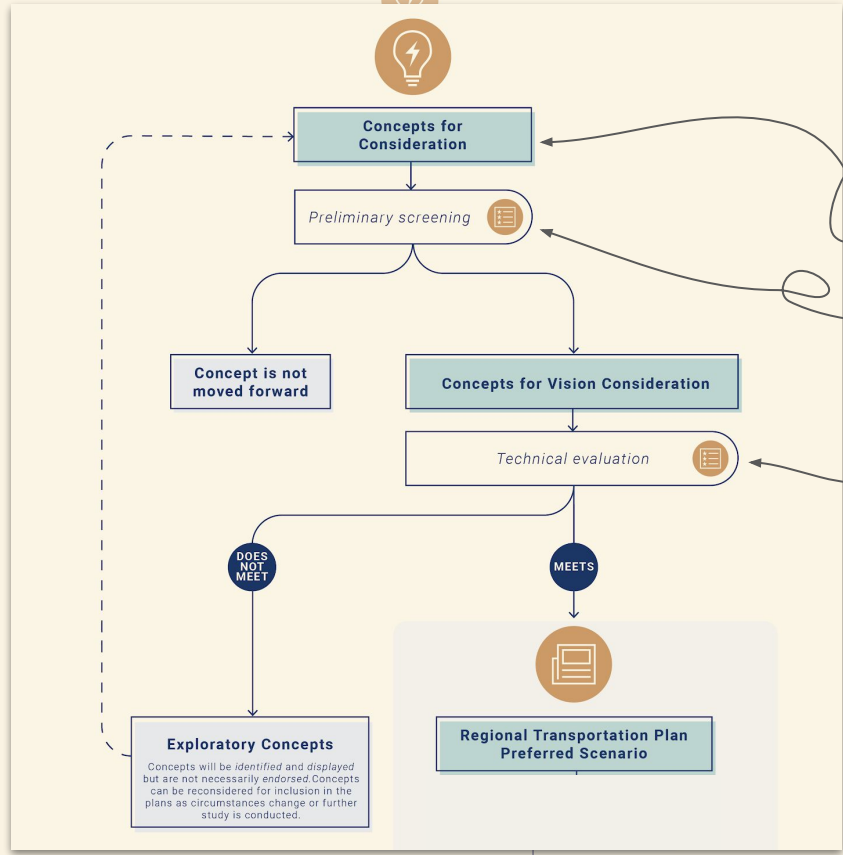
- 1 2023-2050 Regional Transportation Plan
- 2 2024 Strategy Testing - WFRC, UDOT, UTA
- 3 2024 Wasatch Choice Fall Workshops
- 4 Stakeholder Outreach
- 5 Recent Studies
- 6 Public Comments

EXPLORING REGIONAL TRANSPORTATION CONCEPTS

2024 ○ Step one:
Explore Our Future

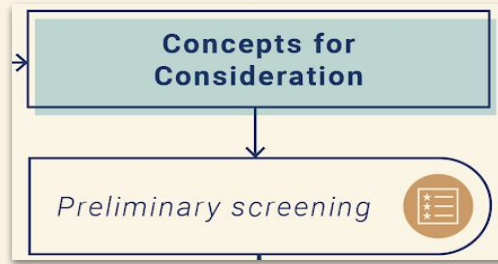
2025 ○ Step two:
Preferred Scenario

Fall Workshops



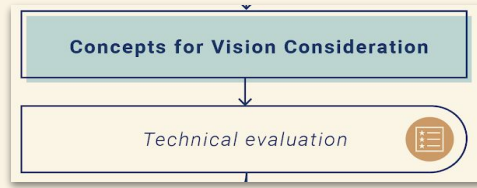
What we want to discuss with you today

Preliminary Screening



Active transportation

- A** Determine regional or local nature
 - a. Connects at least three neighborhoods within a city
 - b. Connects two or more cities
 - c. Fills a gap in an existing regional route
 - d. Connects two regional routes



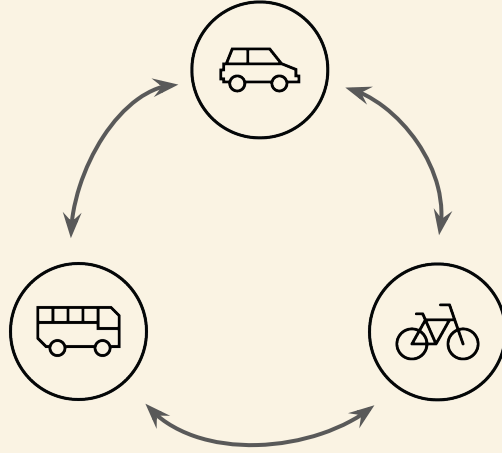
Project must meet at least one of the following factors:



Active transportation

- A** Beehive Bikeways or Utah Trail Network
- B** Overcomes barriers
- C** Serves a major destination
- D** Upgrades safety on an existing facility
- E** Community, transportation partner, and land owner support

Multimodal Interaction



- A** Do the projects complement each other?
- B** Does a projects conflict with another project?
- C** Do any projects need to be adjusted?



WASATCH CHOICE
— VISION —

Regional Transportation Plan

**Active Transportation Committee
February 11, 2025**





Regional Active Transportation Count Program: A Data-Driven Approach

Three Years of Collaboration, Research, and Implementation

Neda Kiani

Transportation Project Manager
UDOT, Planning

February 2025

Why Counting Matters

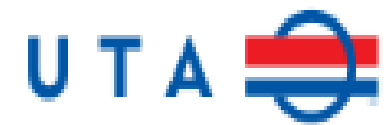
You can't manage what you don't measure.



Why **Regional** AT Count Program?

Develop a counter program and data hosting/sharing platform for the region that is based on industry best practices and is responsive to the data available locally.

- State of the Practice
- Technology Pilots
- Site Selection and Selection Tool
- Data Management
- Implementation and Next Steps



State of the Practice

Building a data-driven program through research and stakeholder input.

- Literature review
- National Best practices
- State DOT case studies
- Statewide Google surveys
- Collaboration and Focus groups with locals
- Stakeholder engagements and expert interviews



WE WANT TO HEAR FROM YOU!

Please take a quick survey to let us know:

- If you or your agency has a count program and how it is used
- If you or your agency has access to active transportation data through a third party vendor
- How you or your agency would use robust count data if it becomes available

The results of this survey will directly inform the program and next steps of the study.

State of the Practice

Technology Pilots

Site Selection

Data Management

Implementation

Technology Pilots

Testing and refining our approach to data collection and management methods

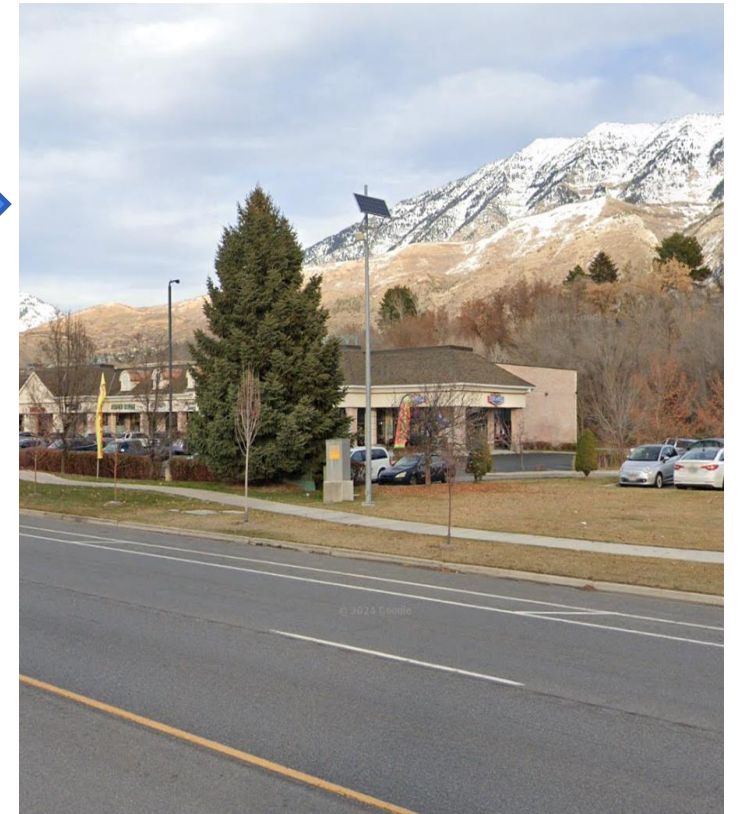


FlexRadar (MicroRadar)

Automatic detection for VRUs at crossings; differentiation between bikes and vehicles for presence and counts; and vehicle parking detection

Product versions

- Bicycle
- Parking



State of the Practice

Technology Pilots

Site Selection

Data Management

Implementation

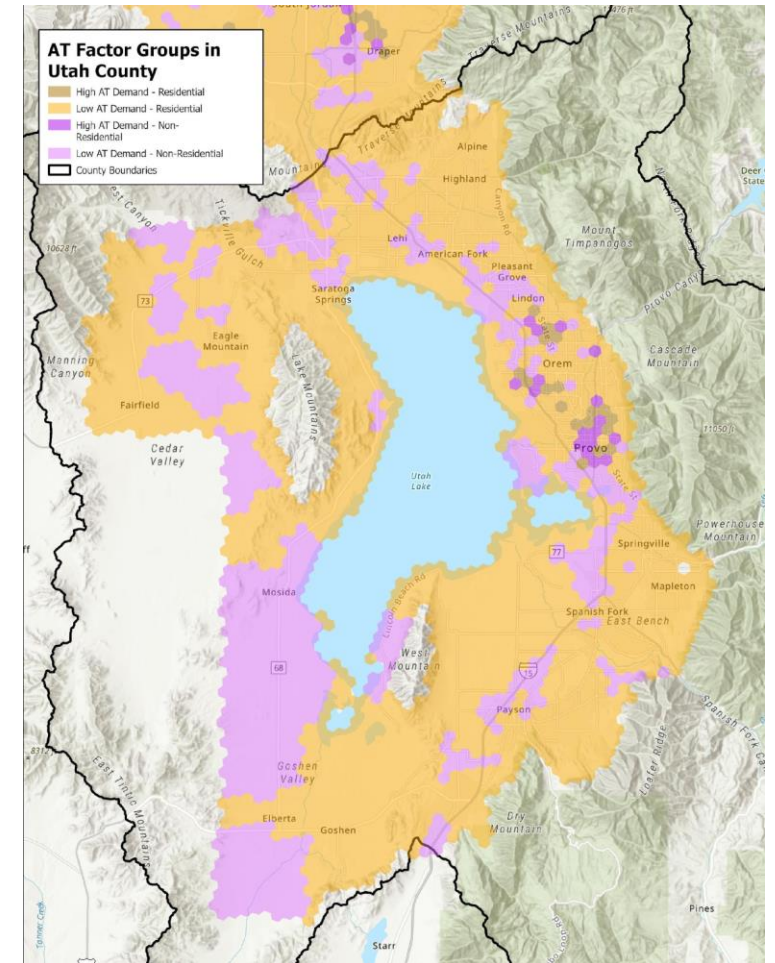
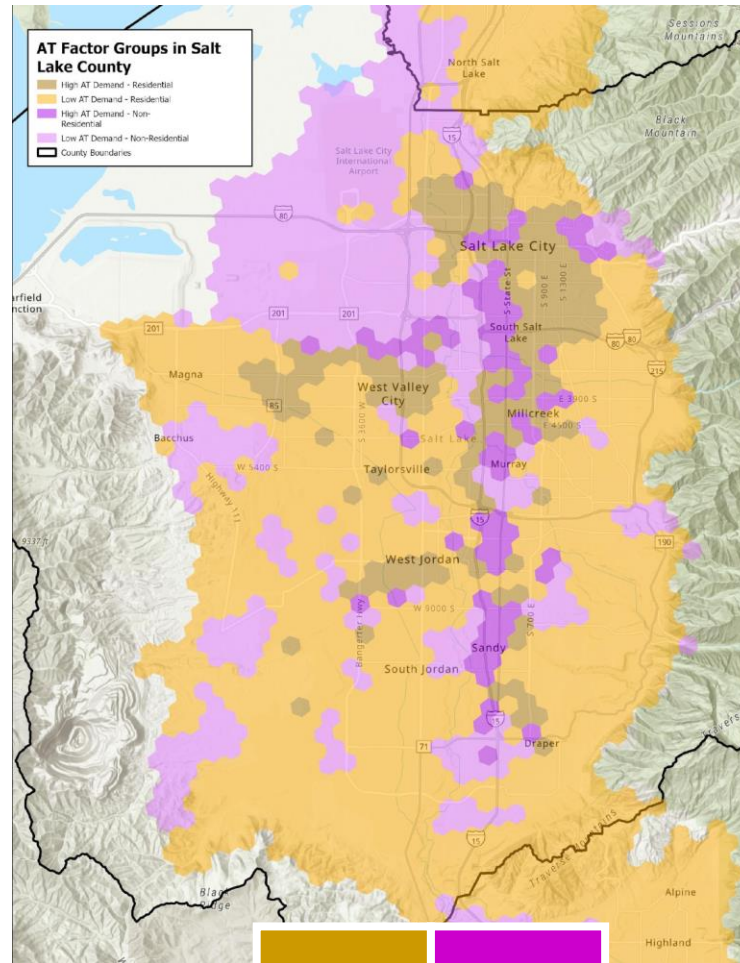
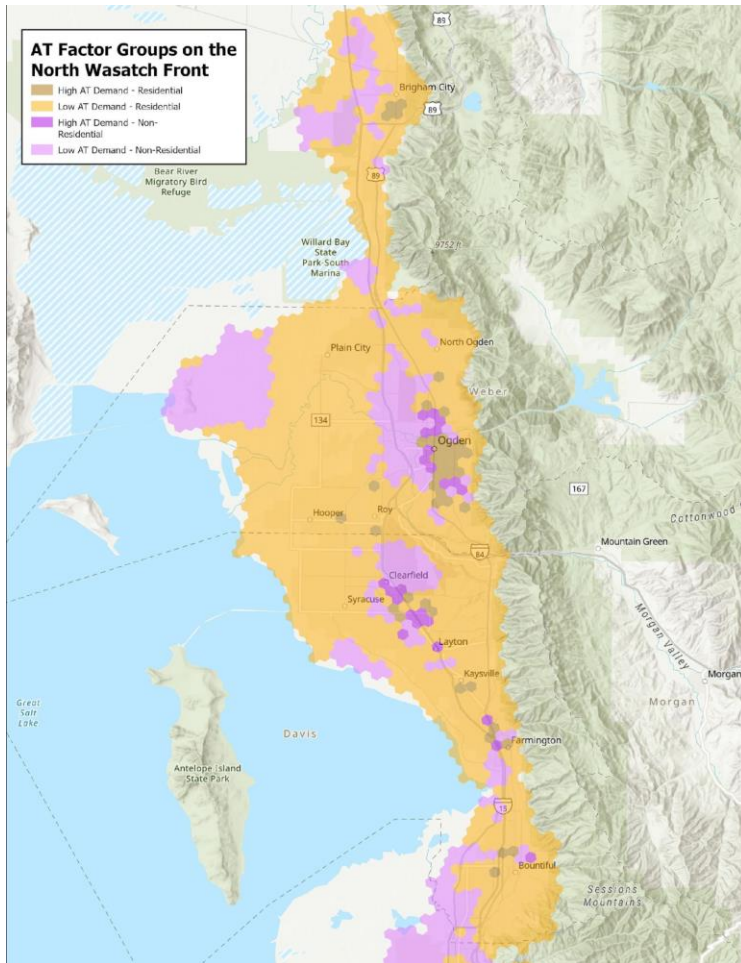
Counter site selection and selection tools

Need for high-level simplified factor groups to keep the ultimate site number manageable/realistic for long-term monitoring.

- ❑ **Project Goal:** Identify counter sites for program expansion
- ❑ **Challenge:** Large and diverse geographic area (Wasatch Front)
- ❑ **Collection Purpose:** Develop a complete understanding of active transportation activity throughout the region
- ❑ **Site Selection Approach:** Select counter-sites that represent different area contexts and facility types.



Site Selection – Factor Groups



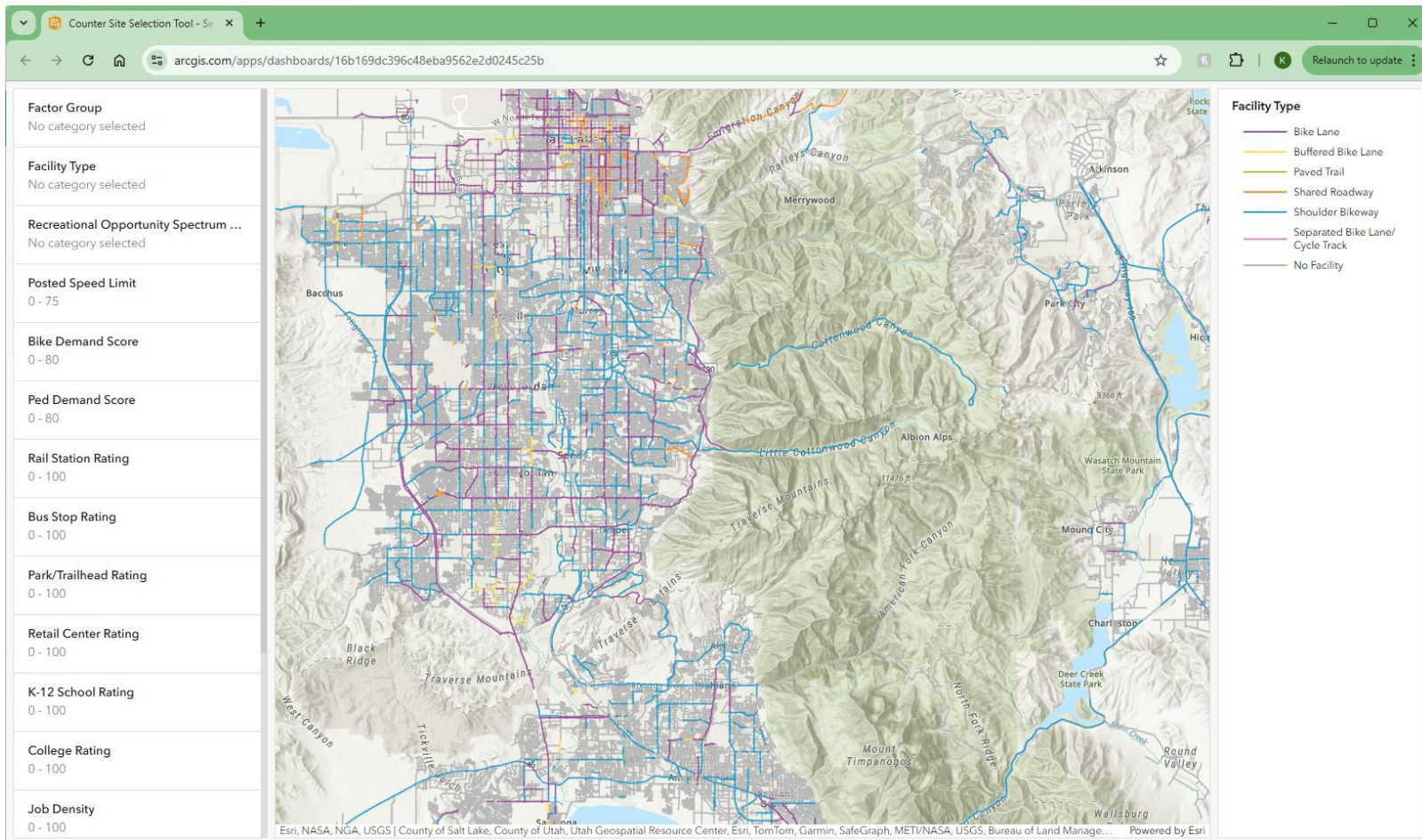
1. High AT Demand – Residential
2. Low AT Demand - Residential



3. High AT Demand - Non-Residential
4. Low AT Demand - Non-Residential

Site Selection Tool

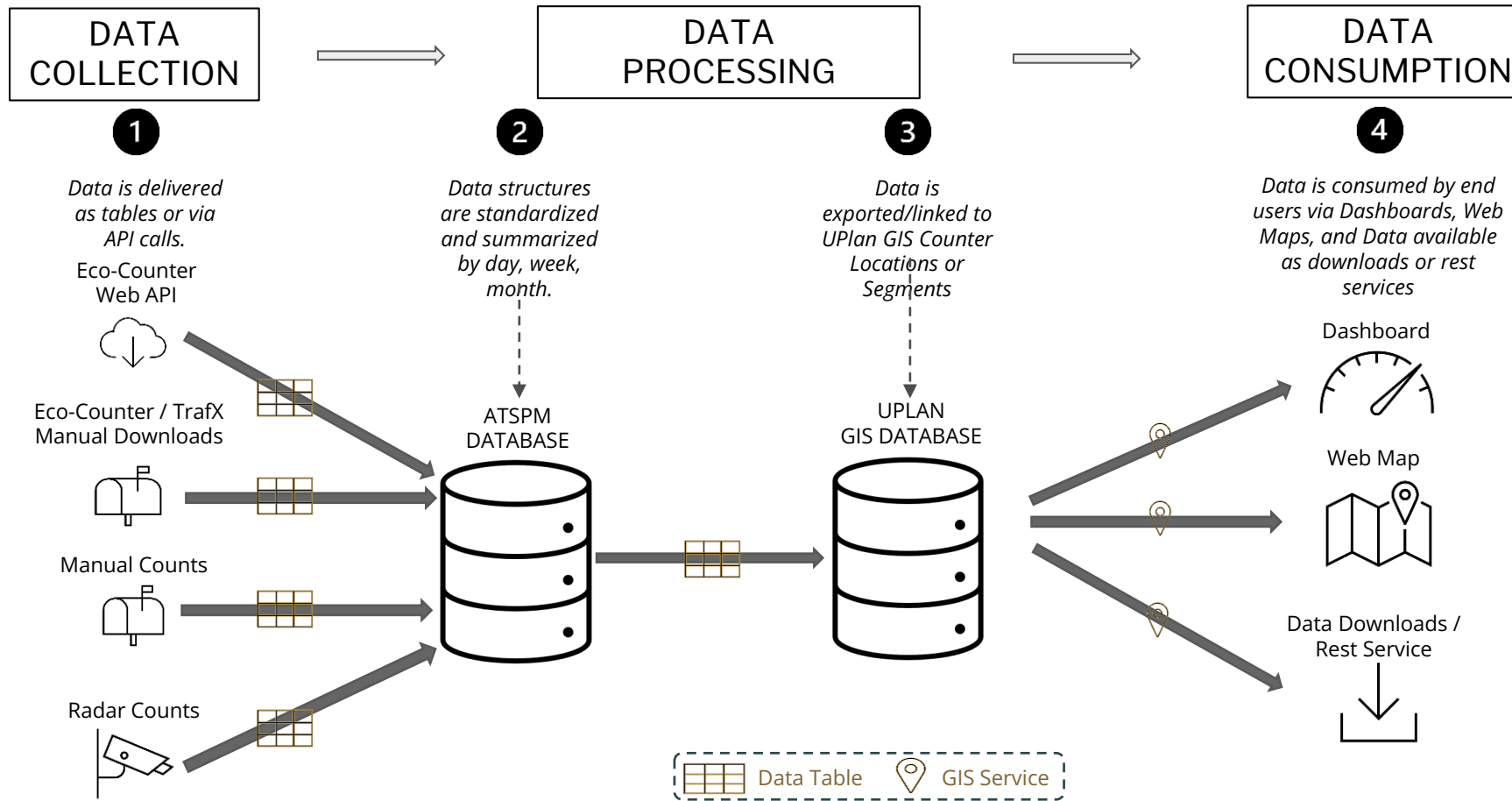
An interactive tool that allows users to filter network segments based on certain characteristics.



Filter characteristics:

- AT Facility Type
- Street Type
- Combined Ped-Bike Score
- Job/ Population Density
- Transit Access Rating
- Destination Access Rating

Counter Data Management



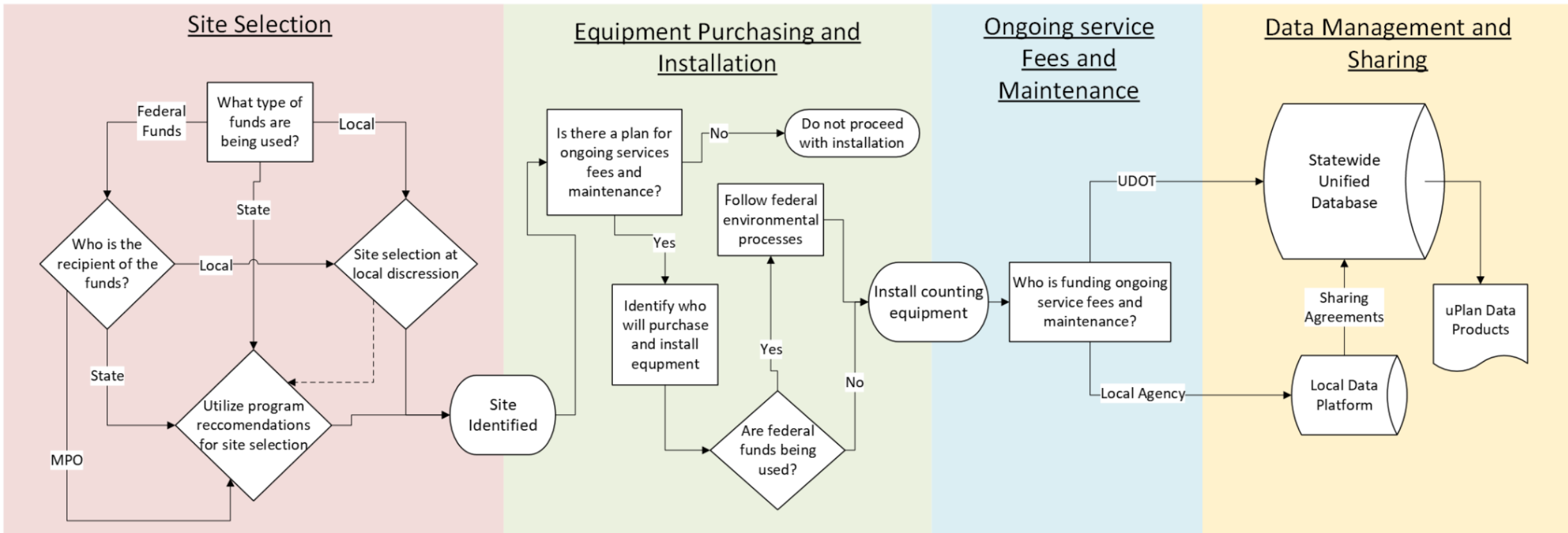
AT Count Program Guidance and Recommendations



Partners' Roles and Responsibilities

Key Areas of Responsibility

Funding	Site Selection	Equipment Purchasing
Installation	Maintenance	Data Management and Sharing



Cost Analysis

Continuous/Permanent Counters

- One-time Capital Costs
 - Equipment
 - Installation
- Ongoing Costs
 - Batteries and Equipment
 - Replacement and Contingencies
 - Service Fees
- Staff Time
 - Program Management
 - Data Management & Reporting
 - Maintenance and Contingencies

Short Duration/Temporary Counts

- Local Temporary Count Resource
 - Equipment
 - Batteries and Contingencies
 - Service Fees
- Coverage Counts
 - Program Management
 - Install/Takedown
 - Data Processing and Analysis
 - Maintenance and Contingencies

State of the
Practice

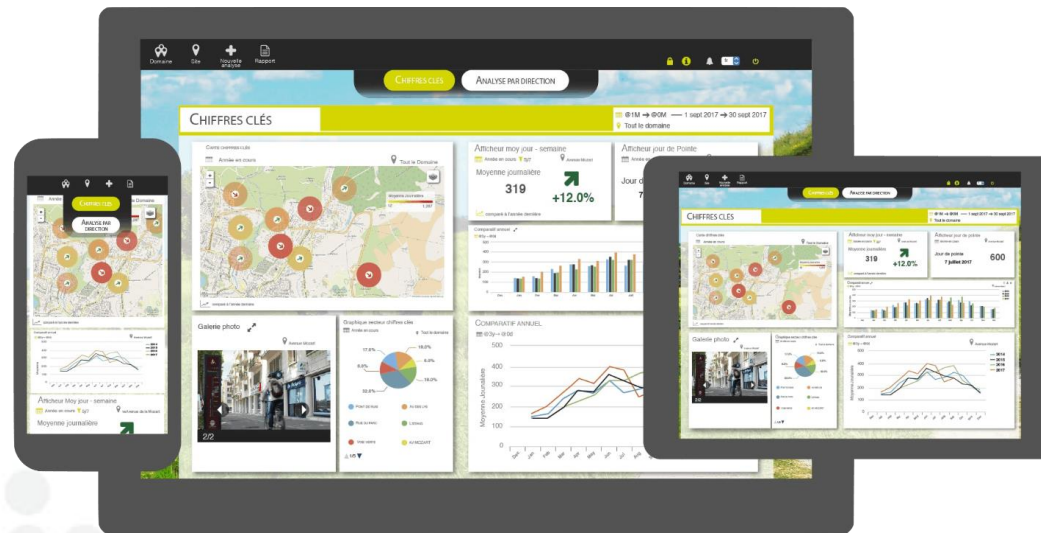
Technology
Pilots

Site Selection

Data
Management

Implementation

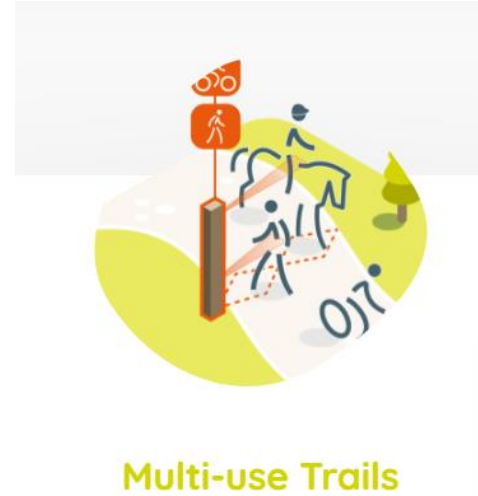
Implementation and Next Steps



Statewide Counter Program Pilot

Five pilot partners (existing Counter programs)

- Salt Lake City
- Salt Lake County
- MAG
- Park City
- St. George
- Data sharing agreements
- Eco-Counter API testing
- ATSPM API testing
- ...



Call to Action

From pilot projects to full-scale adoption.

Building and sustaining the Count Program requires collaboration, leadership support, and investment in resources.





Thank you for your attention!

Questions?

Neda Kiani
fkiani@Utah.gov