

# Goals Recommendation

Wasatch Choice 2050 Regional Goals

————— May 19, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

# Today's Objective

---

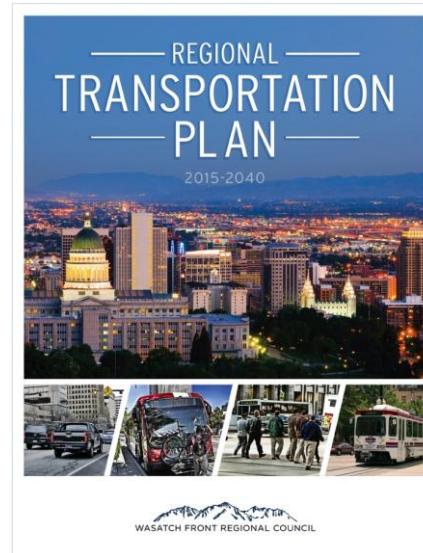
- Recommend to the Council goals for Wasatch Choice 2050



# The Wasatch Choice 2050 Vision and RTP



## WASATCH CHOICE 2050



# Goal development steps

---

- Feedback on “desired outcomes” from cities in 2015
- Feedback compared to partner goals to become 1<sup>st</sup> draft
- Refined by RGC in May
- 2<sup>nd</sup> draft discussed with:
  - UTA,
  - UDOT,
  - RGC TACs
  - MAG and Envision Utah
- 3<sup>rd</sup> draft here today



# Goal Alignment

Proposed Goal	Similar Partner Goal				
	WC2040 Growth Principles	UDOT	UTA	Federal	Unified Plan
Livable and healthy communities					
Access to economic and educational opportunities					
Manageable and reliable traffic conditions					
Quality transportation choices					
Safe, user-friendly streets					
Housing choices and affordable living expenses					
Fiscally-responsible communities and infrastructure					
Ample parks, open spaces, and recreational opportunities					
A sustainable environment including water, agricultural, and other natural resources					
Clean air					

# Wasatch Choice 2050 Goals: Introductory Language

- Wasatch Choice 2050 is the shared vision for the Wasatch Front. Built upon community values, and with extensive partner, stakeholder, and public input, it is a blueprint for growth that supports regional mobility, a healthy environment, a thriving economy, and overall quality of life.
- The following goals for Wasatch Choice 2050 can inform decisions made by Wasatch Choice 2050 partners, including transportation agencies, local governments and other public entities, and private sector and community-based organizations. Partners can work to achieve these goals within their individual community or area of influence, while also considering the health of the region.
- “The Wasatch Front Regional Council will utilize these goals to inform organizational activities, including the development of transportation, land use and economic development plans and projects. WFRC will measure the performance and impact of various plans and projects on several scales: on the region as a whole; on various subregions; and on vulnerable communities within the region.”

# Wasatch Choice 2050 Goals: Proposed Draft

---

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Housing choices and affordable living expenses
- Fiscally efficient communities and infrastructure
- Ample parks, open spaces, and recreational opportunities
- A sustainable environment including water, agricultural, and other natural resources
- Clean air



# WASATCH CHOICE 2050 PROPOSED GOALS: WFRC Potential Usage

Goal	Scenario Evaluation
Livable and healthy communities	Areas with high walk potential
Access to economic and educational opportunities	Destination access by auto and transit
	Freight travel time
Manageable and reliable traffic conditions	Vehicle hours of travel
	Delay from congestion
Quality transportation choices	Transit ridership
	People with access to more than one viable transportation mode
Safe, user-friendly streets	
Housing choices and affordable living expenses	Household housing plus transportation expenses
Fiscally-efficient communities and infrastructure	Local revenues versus expenses
Ample parks, open spaces, and recreational opportunities	Access to parks, open space, and places to recreate per capita
A sustainable environment including water, agricultural, and other natural resources	Urban water use
	Loss of greenfields/productive agriculture
Clean air	Key mobile source ozone and PM2.5 emissions



# Wasatch Choice 2050 Goals: Proposed Draft

---

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Housing choices and affordable living expenses
- Fiscally efficient communities and infrastructure
- Ample parks, open spaces, and recreational opportunities
- A sustainable environment including water, agricultural, and other natural resources
- Clean air



# Goals Recommendation

Wasatch Choice 2050 Regional Goals

————— May 19, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

# Scenarios Development

Wasatch Choice 2050 Vision and  
Regional Transportation Plan

————— October 20, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

# The Wasatch Choice for 2040 Vision and 2015-2040 Regional Transportation Plan

## Building The Future We Want

**Vision**

**Challenge and Opportunity**

**Growth Principles for a Bright Future**

**Growth Principles Come to Life**

**Envision Utah's 7% Strategy**

**General Land Use Legend**

**Wasatch Choice for 2040**

## The Greater Wasatch Vision for 2040

## Wasatch CHOICE for 2040

**Highlights**

**Vision Benefits**

**Centers**

**Corridors**

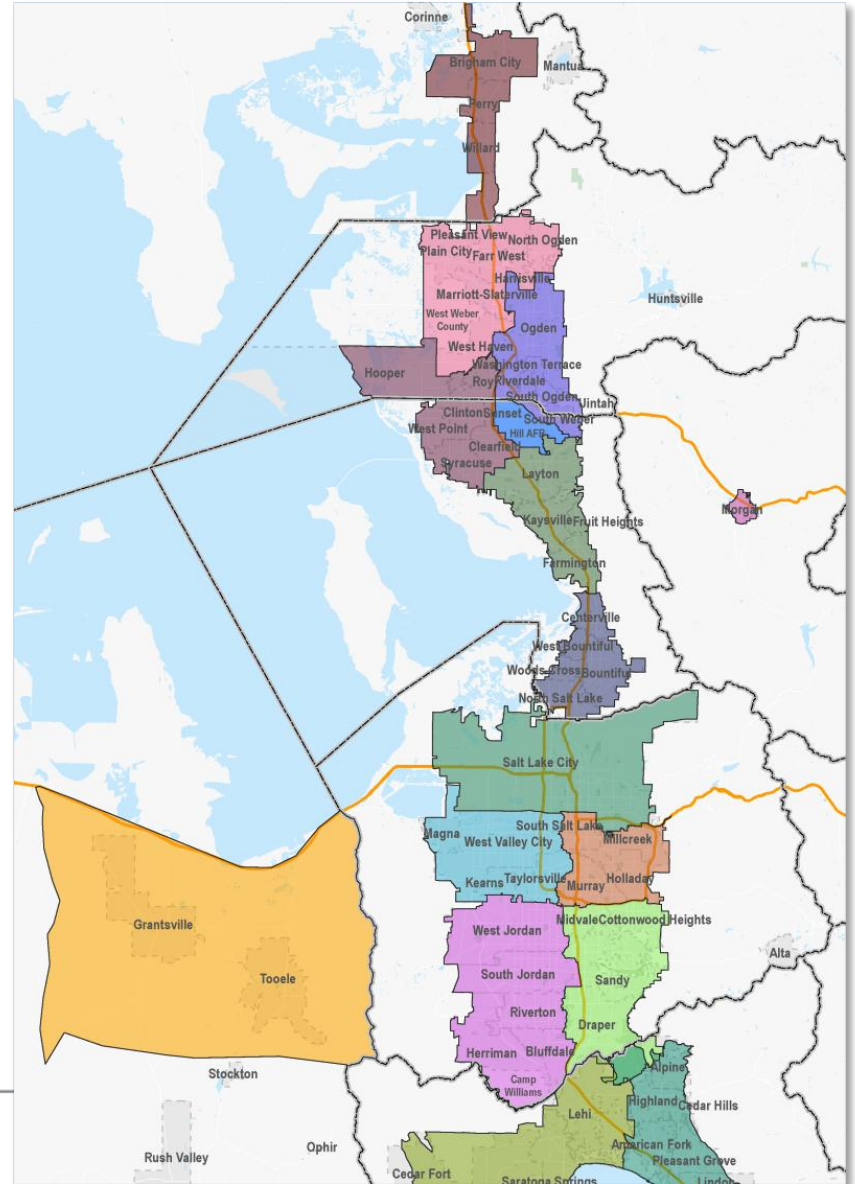
**Building the Wasatch Choice for 2040**

# REGIONAL TRANSPORTATION PLAN

## 2015-2040

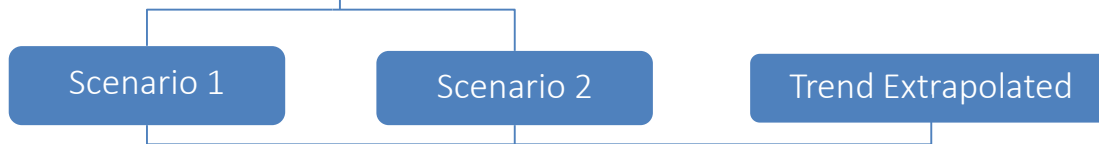
WASATCH FRONT REGIONAL COUNCIL

# The Wasatch Choice 2050 Vision and RTP

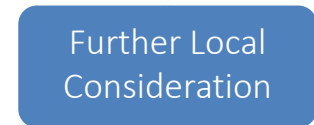
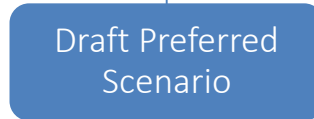
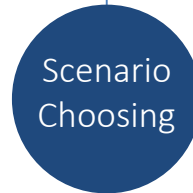


# Wasatch Choice 2050 Process

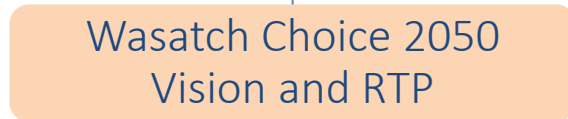
Round 1  
2016/2017



Round 2  
2017

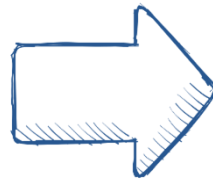


Round 3  
2018



# Scenario Development

---



# Scenario Development

---



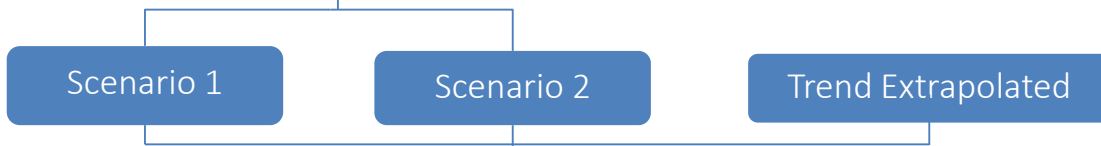
Land Use	General plans, extrapolated trends	Regional centers	Dispersed village/town centers
Transit	2015-2040 RTP projects	Capital-intensive projects	Service-intensive projects
Roadway	2015-2040 RTP projects	Connectivity and management	Capacity-focused investments
Active Transportation	Priority bicycle routes	Centers-based, local bicycle connectivity	Separated regional bicycle facilities



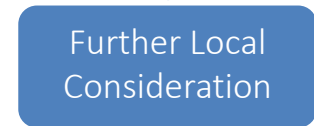
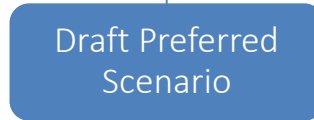
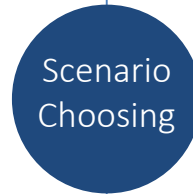


# Wasatch Choice 2050 Process

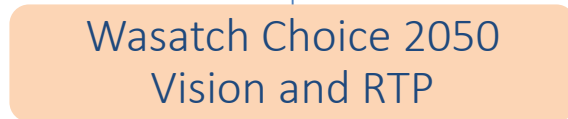
Round 1  
2016/2017



Round 2  
2017

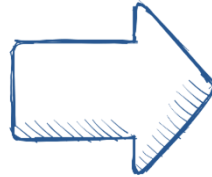


Round 3  
2018



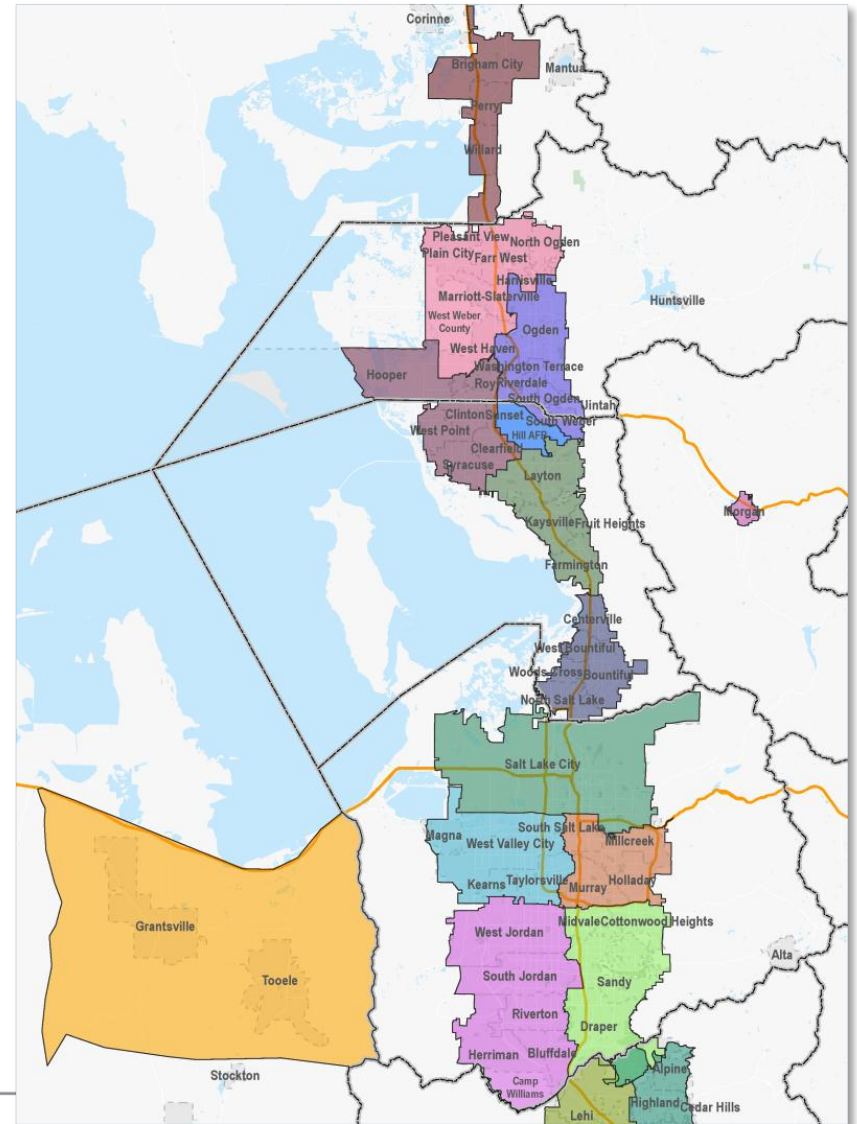
# Scenario Development

---



# 2017 WC2050 Scenario Workshops

- January/February 2017
- Land use and transportation scenarios with goals-based performance measures
- Detailed commenting through visualization tool
- Requesting participation from a variety of key staff



# 2017 WC2050 Scenario Workshops

---

- Time of day
- Meeting length
- Invitations (phone, email)
- More elected officials
- Staff representation



# Scenarios Development

Wasatch Choice 2050 Vision and  
Regional Transportation Plan

————— October 20, 2016 —————



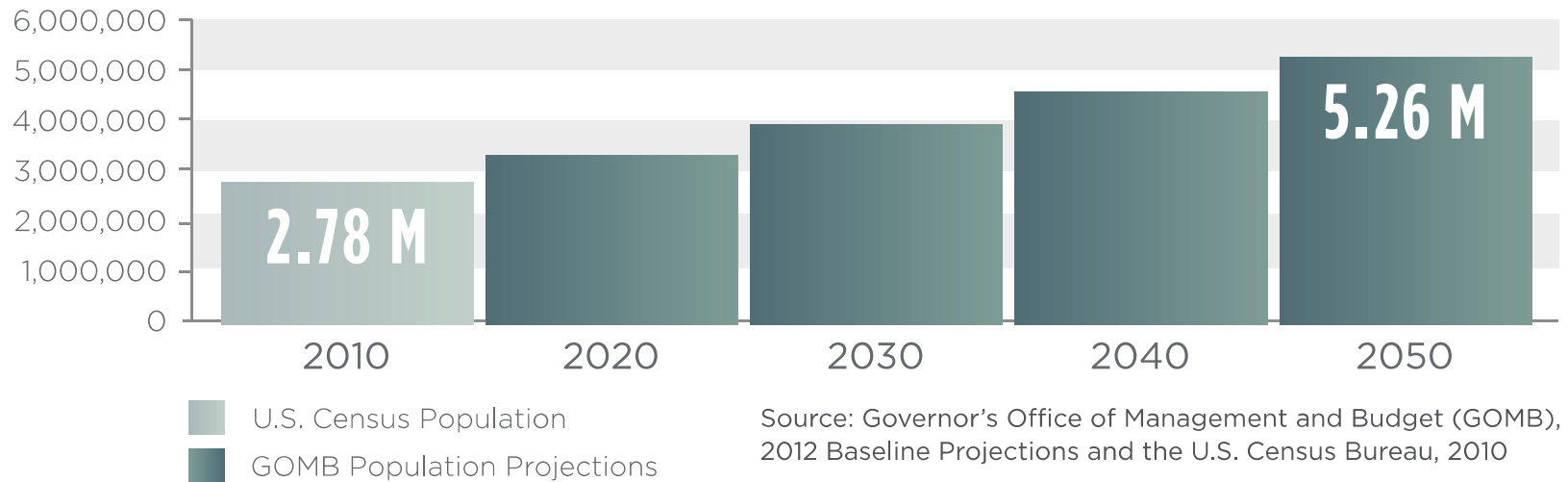
WASATCH FRONT REGIONAL COUNCIL

# Study Update



Oct. 20, 2016

# Utah's Future

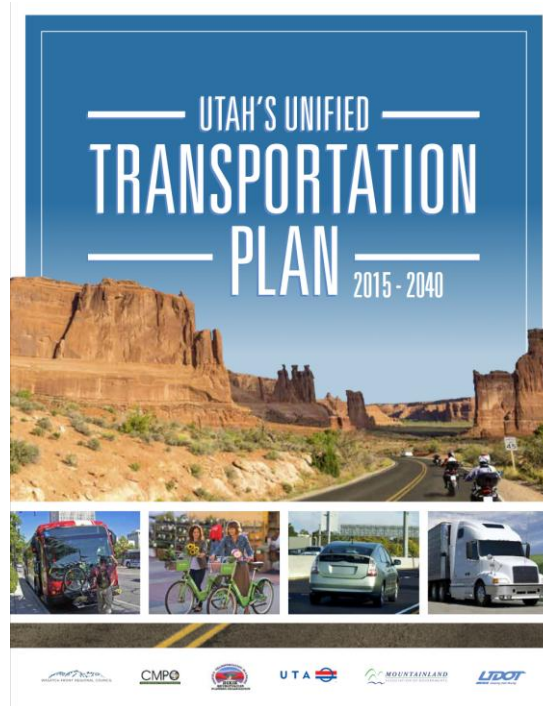


# Utah's Future





# The Utah Way



Utah is America's Top State  
for Business in 2016

July 12, 2016

The Salt Lake Tribune

You'll pay more for gas in Utah —  
here's how legislators made it happen

March 14, 2015



# The Utah Way

---

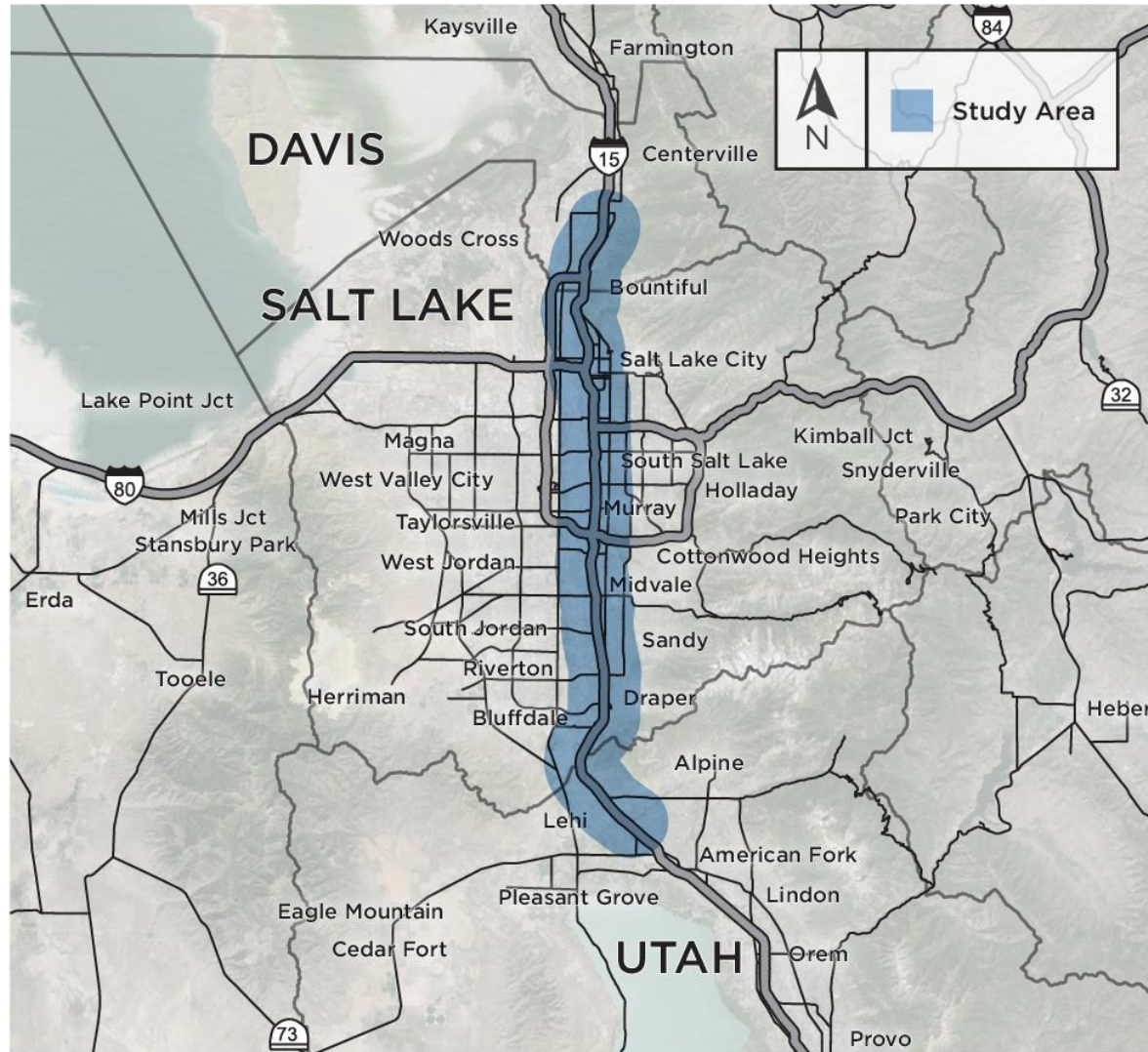


# New Solutions

---



# New Solutions



# SCENARIO 1

MANAGE DEMAND



MEET DEMAND

## Active transportation investments

Cycle super-highway

Extensive active transportation networks

Technology and design strategies that improve bike/ped safety

## Transportation-efficient activity centers and incentives

Pay-per-use transportation apps

Prioritized transportation projects around Transit Oriented Developments (TODs)

Incentive strategy to promote more efficient travel choices

Reduced transit fares

## Roadway investments

Barrier-separated lanes exclusively for carpooling and enhanced variable-pricing to help reduce congestion

Grid 2.0 - Improved street connections

Technology and design strategies that improve driver safety

## Managed lanes

Transit lanes and carpool lanes on arterials

-  Build More
-  Manage Existing
-  Change Behavior

# SCENARIO 2

MANAGE DEMAND



MEET DEMAND

## High investment in and prioritization of transit

FrontRunner double-tracked and electrified

TRAX station platform extensions

Dedicated bus lanes on arterials with transit signal priority

Grid 3.0 - Managed lanes network

## Programs to improve transportation mode balance and reduce Vehicle Miles Traveled

Comprehensive travel demand management program

Reduced transit fares

Driveway consolidation on select arterials

Increased transit frequency

## Variable-pricing and managed lanes

Enhanced variable-pricing on all non-car-pool I-15 lanes during rush hours to reduce congestion

Barrier-separated lanes exclusively for carpooling and enhanced, premium variable-pricing to help reduce congestion

Reversible lanes on select arterials

I-15 "freight-encouraged" lane

- Build More
- Manage Existing
- Change Behavior

# SCENARIO 3

MANAGE DEMAND

MEET DEMAND



## Heavy capital investment in all transportation modes

FrontRunner double-tracked and electrified

Expanded collector distributor system on I-15

Extensive active transportation networks

Buffered bike lanes or cycle tracks on arterials

More FrontRunner stations

Cycle super highway

Double-decked I-15

## Roadway capacity management

I-15 reversible lanes

New capacity on arterials for transit lanes and Express Lanes with grade-separated intersections

## Investment in transportation centers

Regional mixed-use transportation hubs

Pay-per-use transportation apps

-  Build More
-  Manage Existing
-  Change Behavior

# Study Process

---

## STUDY GOALS

- Improve safety
- Increase person throughput
- Improve travel time reliability
- Increase accessibility to jobs and education
- Improve air quality
- Improve economic outcomes
- Reduce household transportation costs
- Improve mode balance

## INITIAL SCENARIOS

**Fall 2015-Spring 2016**

Develop and discuss conceptual scenarios

## REFINED SCENARIOS

**Summer-Fall 2016**

Analyze transportation and economic impacts and fiscal sustainability of scenarios

**Small-Group Meetings**

Nov.-Dec. 2016

## PREFERRED INVESTMENT PACKAGE

**End of 2016-Early 2017**

Identify Preferred Investment Package

■ *Current Phase*



# Study Update



Oct. 20, 2016



**MOUNTAIN ACCORD**

---

**Presentation to:  
REGIONAL GROWTH COMMITTEE, October 20, 2016**

**by: Laynee Jones, Program Director**





## ANNUAL VISITORS

2014: 5.7 MILLION

---

2040: 7.2 MILLION

---





# *The Accord – August 2015*

- *Preserve ridgelines*
- *Focus development*
- *Transit, walking, biking*
- *Cottonwoods Transportation*
- *Parleys Transportation*
- *National Conservation & Recreation Area*
- *Land Exchanges*
- *Environmental Dashboard*
- *Trails & Cycling*
- *Millcreek Shuttle*
- *Funding & Governance*



# The Accord – August 2015



## Interlocal agency & political subdivision of the state

1. *Implement the Accord*  
*watershed protection, transportation, stewardship*
2. Formalize collaboration & public process
3. Streamline decision-making
4. Collectively seek and use funds



## Central Wasatch Commissioners

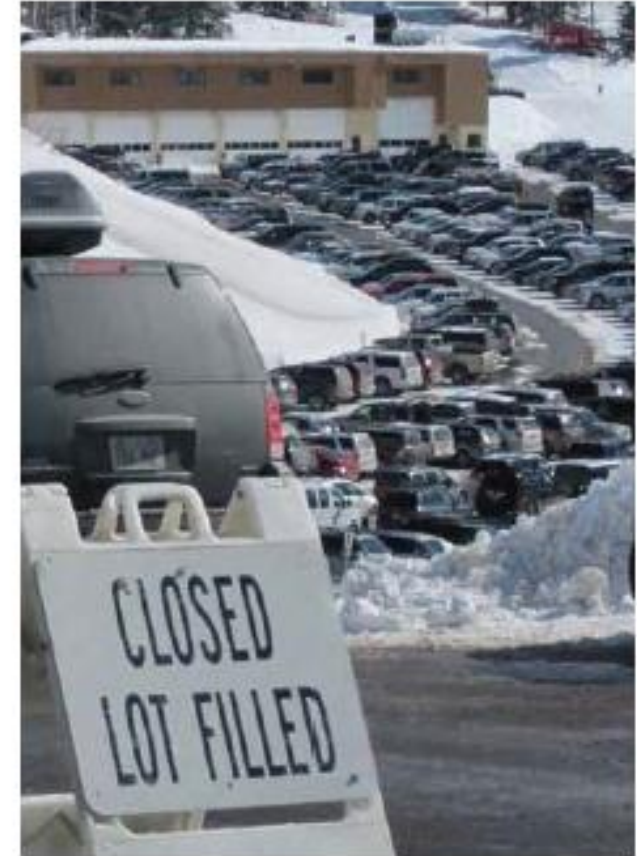
- Salt Lake County
- Salt Lake City
- Sandy City
- Cottonwood Heights
- UDOT
- Wasatch Back (Park City)

## Stakeholders Council

28-35 representatives

- USFS
- Local governments
- UTA, UDOT
- Environmental interests
- Ski resorts
- Recreation interests
- Residents, landowners

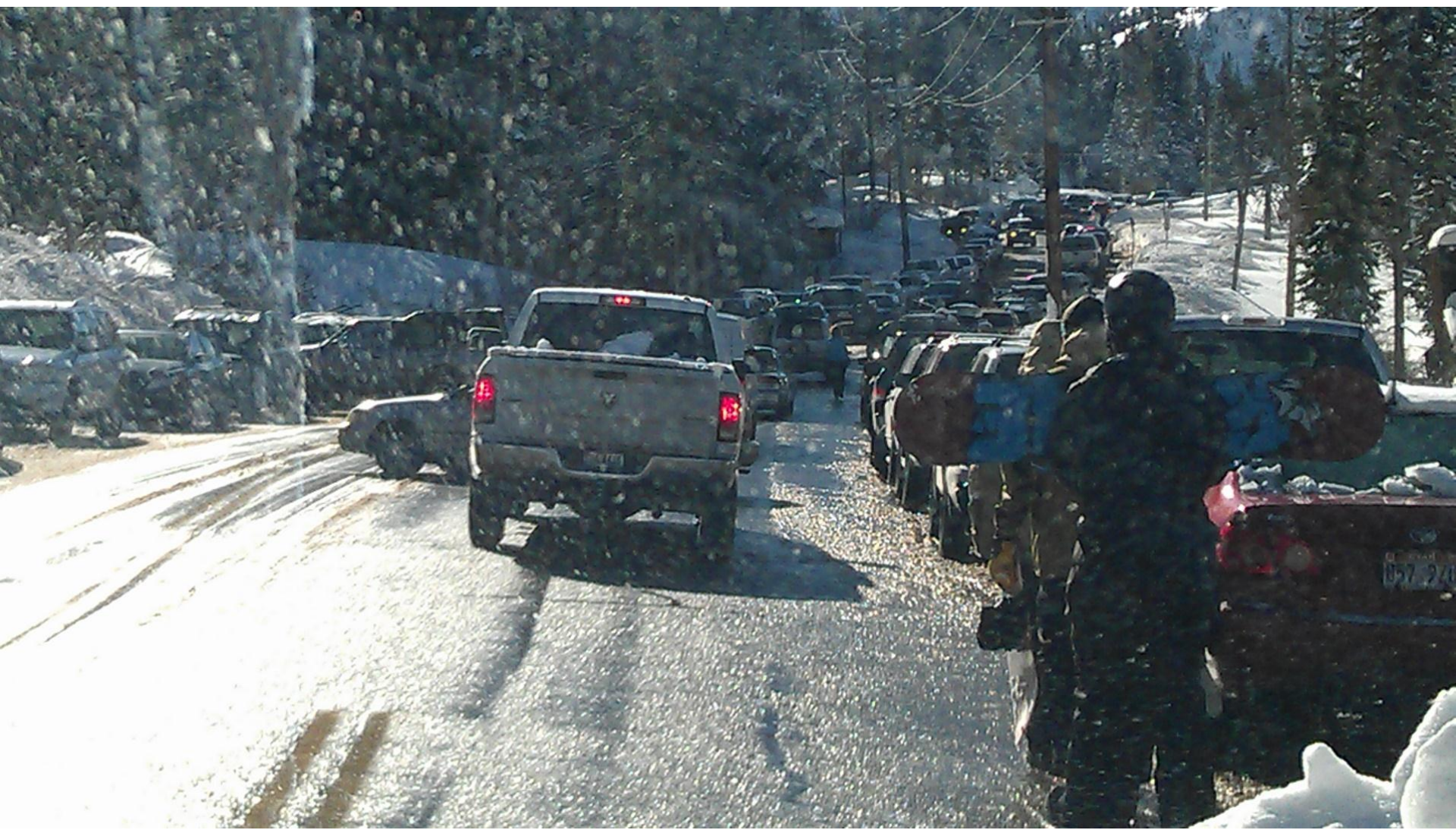
# Cottonwoods Transportation



**9,200 spaces - canyons**

**700 spaces - base of canyons**

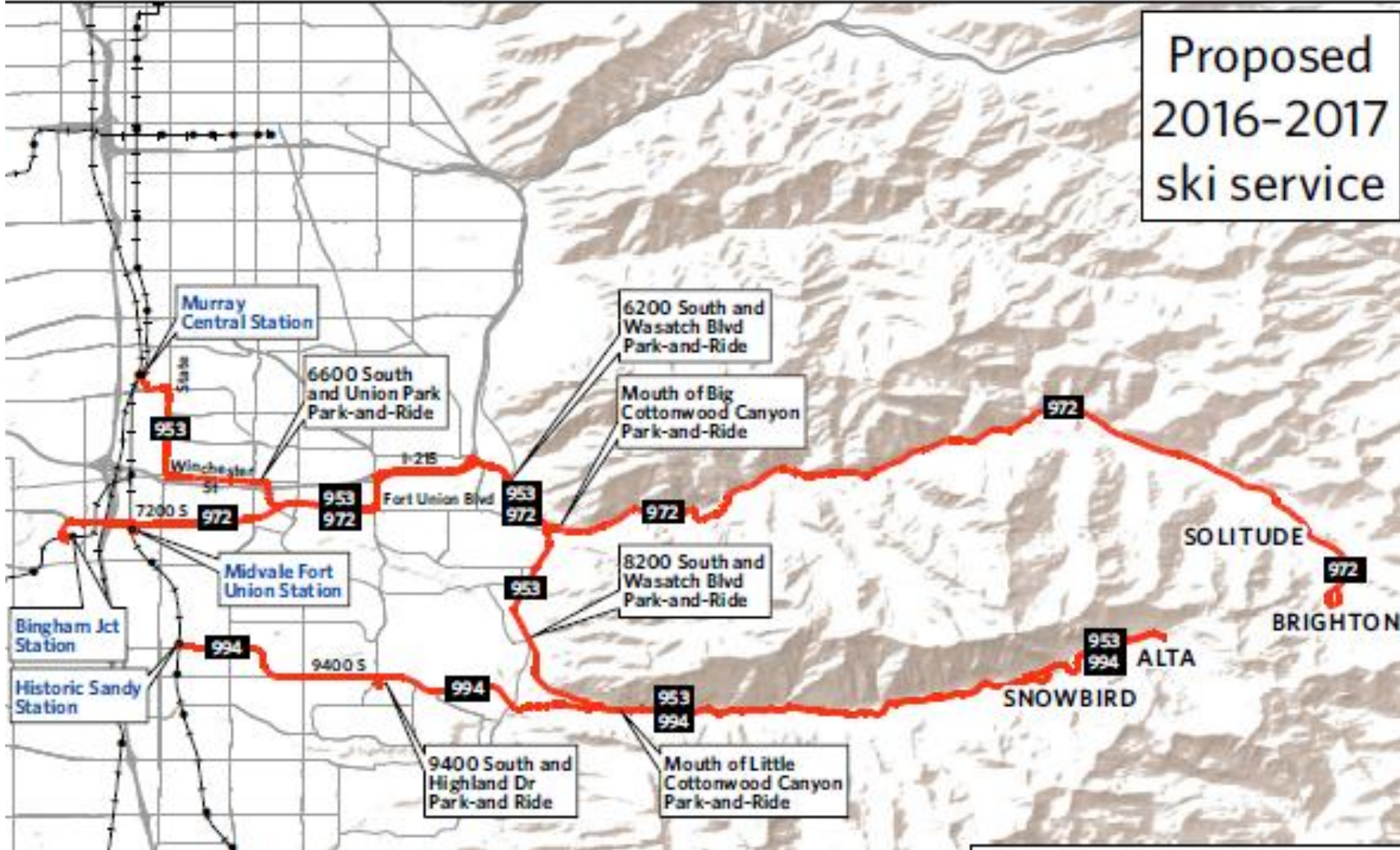
# *Cottonwoods Transportation*



# Cottonwoods Transportation



Proposed  
2016-2017  
ski service



# *Cottonwoods Transportation*

- **Summer Transit Service Needed – 3 Canyons**
- **USFS Fee Program - June 2017**



# *Central Wasatch National Conservation and Recreation Area*

- Preserves open space, watershed, existing uses
- Authorizes land exchanges
- Fixes ski resort boundaries



