



# WASATCH CHOICE

— 2050 —

## Scenario Workshop Preview

December 15, 2016



WASATCH FRONT REGIONAL COUNCIL

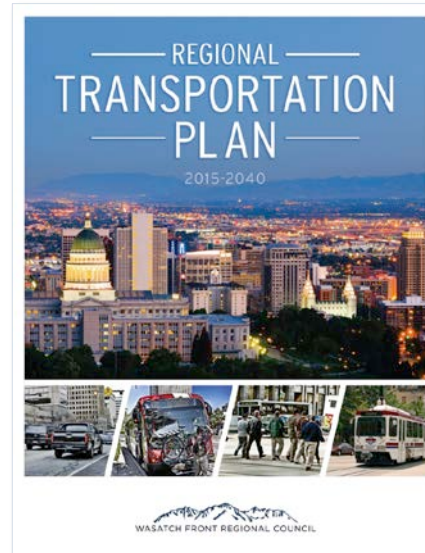
# The Wasatch Choice 2050 Vision and RTP

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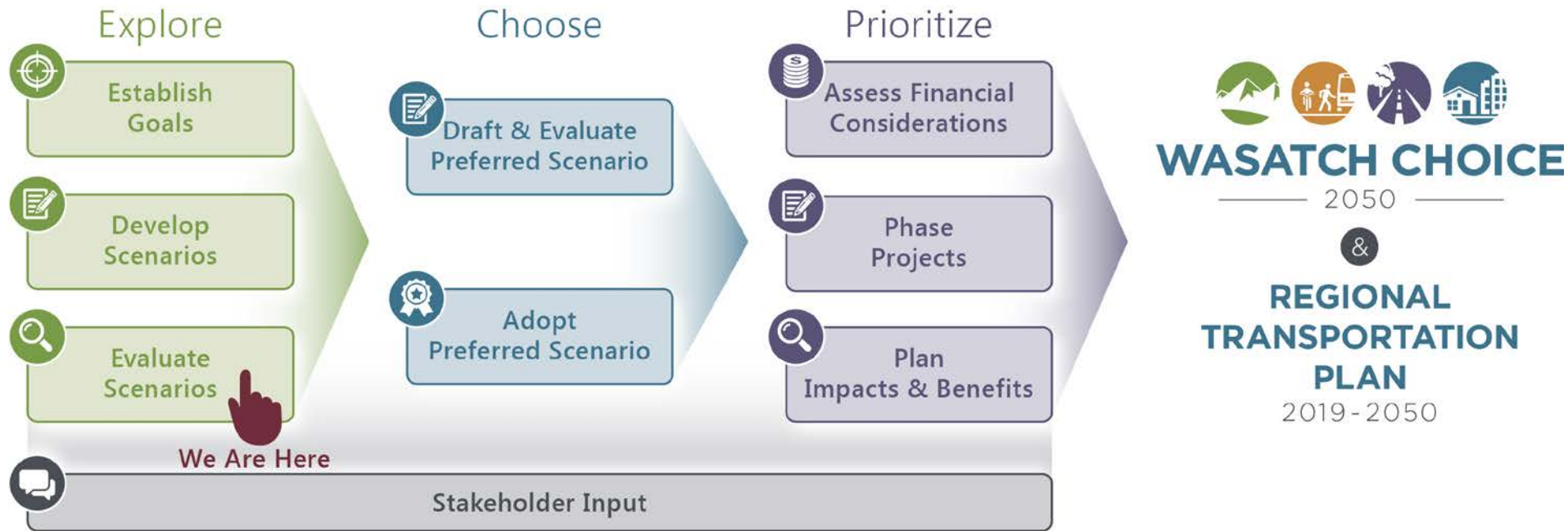


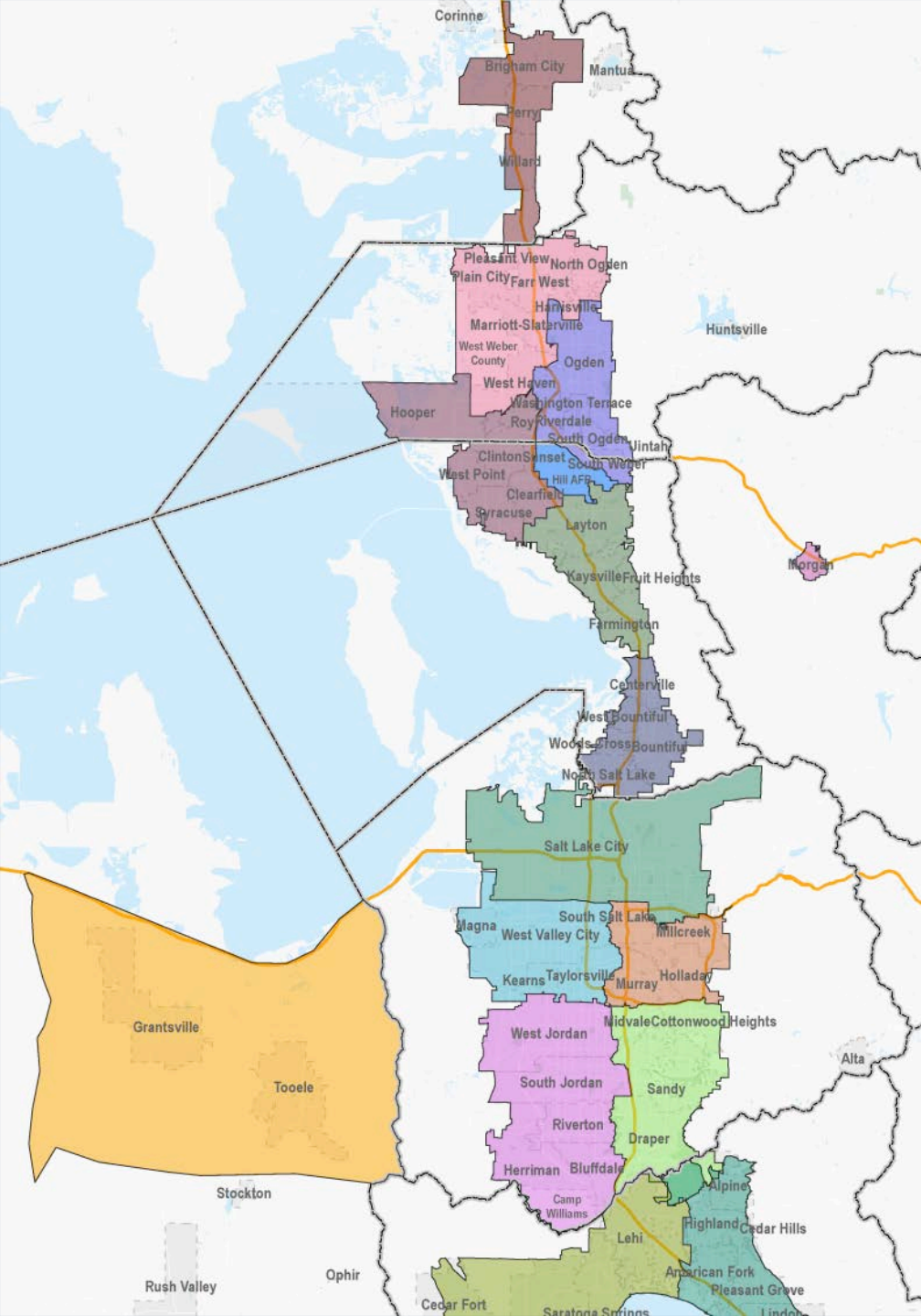
## WASATCH CHOICE

— 2050 —



# Wasatch Choice 2050 Process





# Small Areas

# RGC Scenario Discussion

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- Scenario design
- Input to gather?
  - Growth strategies
  - Fate of key corridors



# Wasatch Choice 2050 Overview

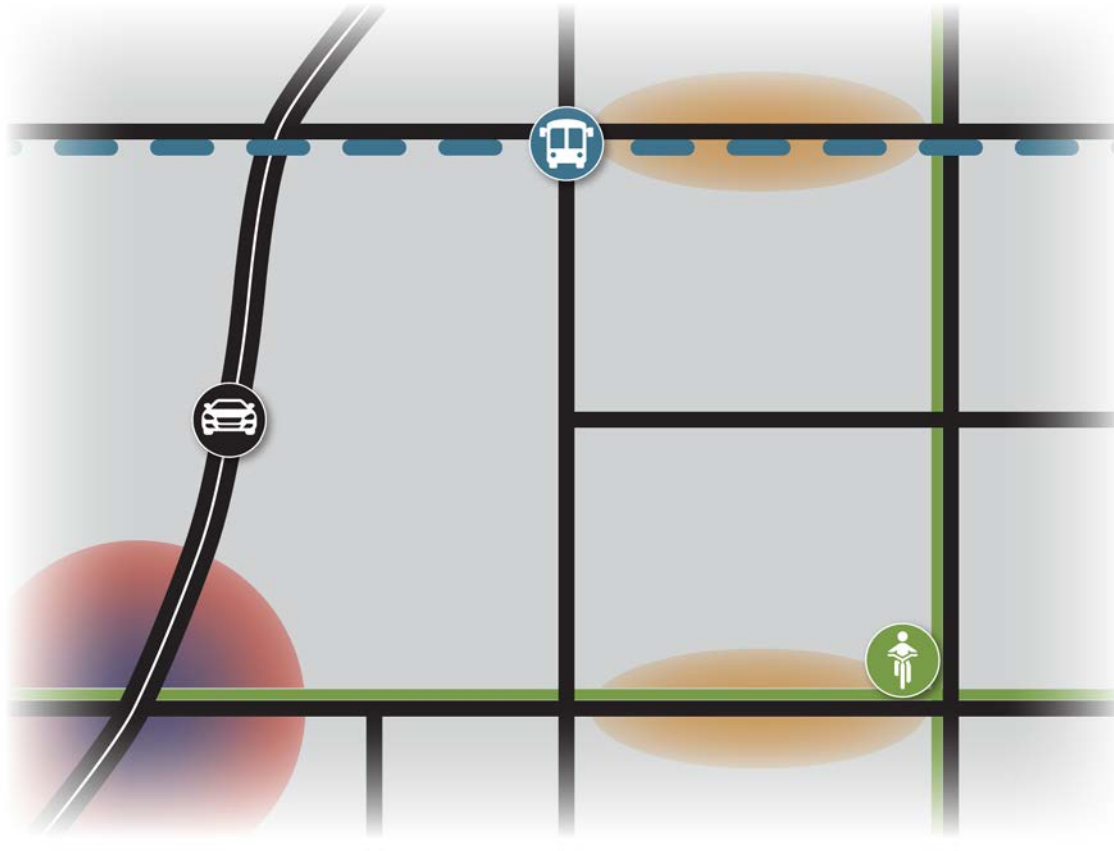
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- 3 Scenarios
- Variables
  - Land use and centers
  - Transportation systems
    - Road
    - Transit
    - Bicycle and trails
  - Open space
- Constants
  - County population and jobs
  - Cost of transportation



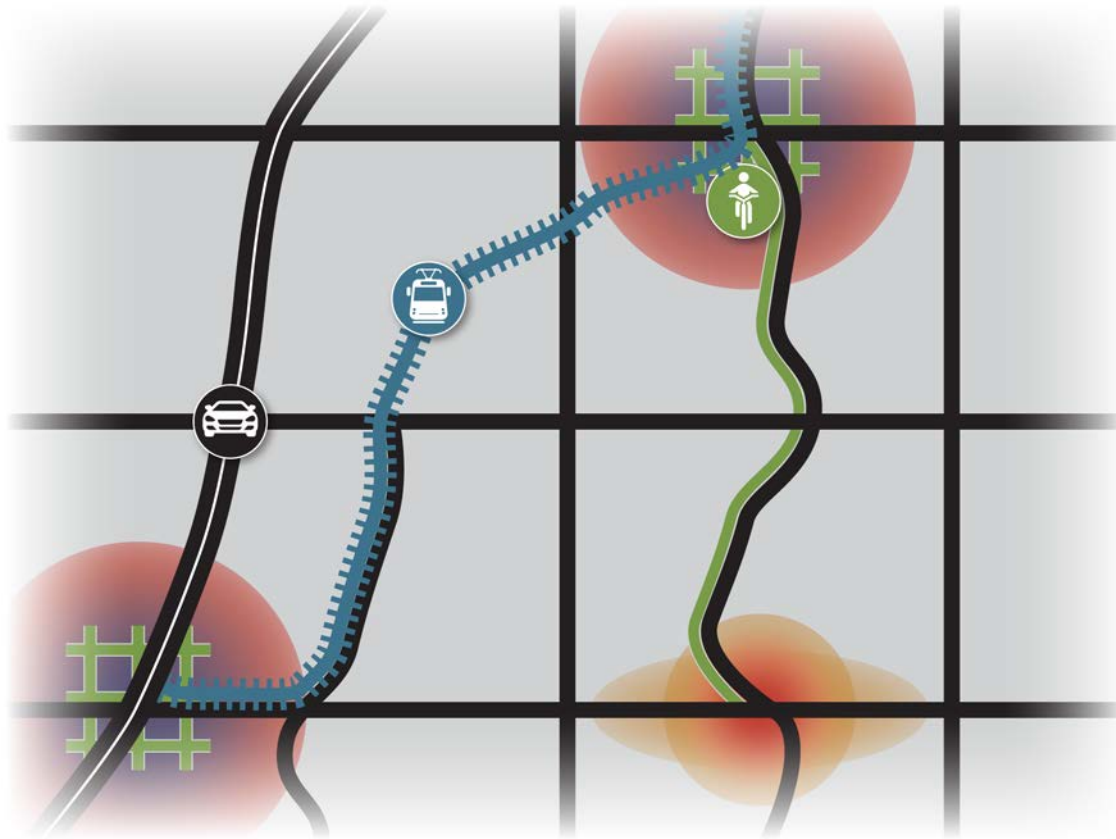
# Scenario 1: Current Path

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# Scenario 2

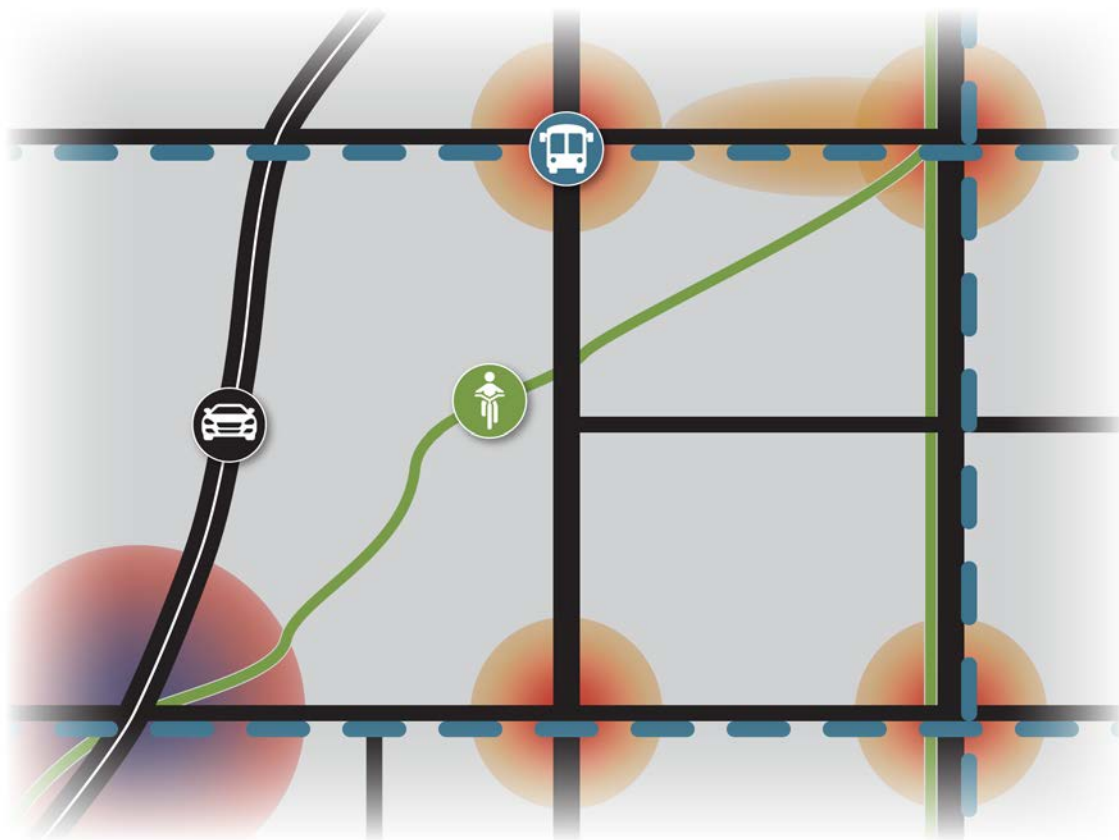
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# Scenario 3

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# Scenario Development

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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



# Example Map (Scenario 3)

- Active Transportation Route  

- Capital Transit Project  


- Frequent Bus Route  

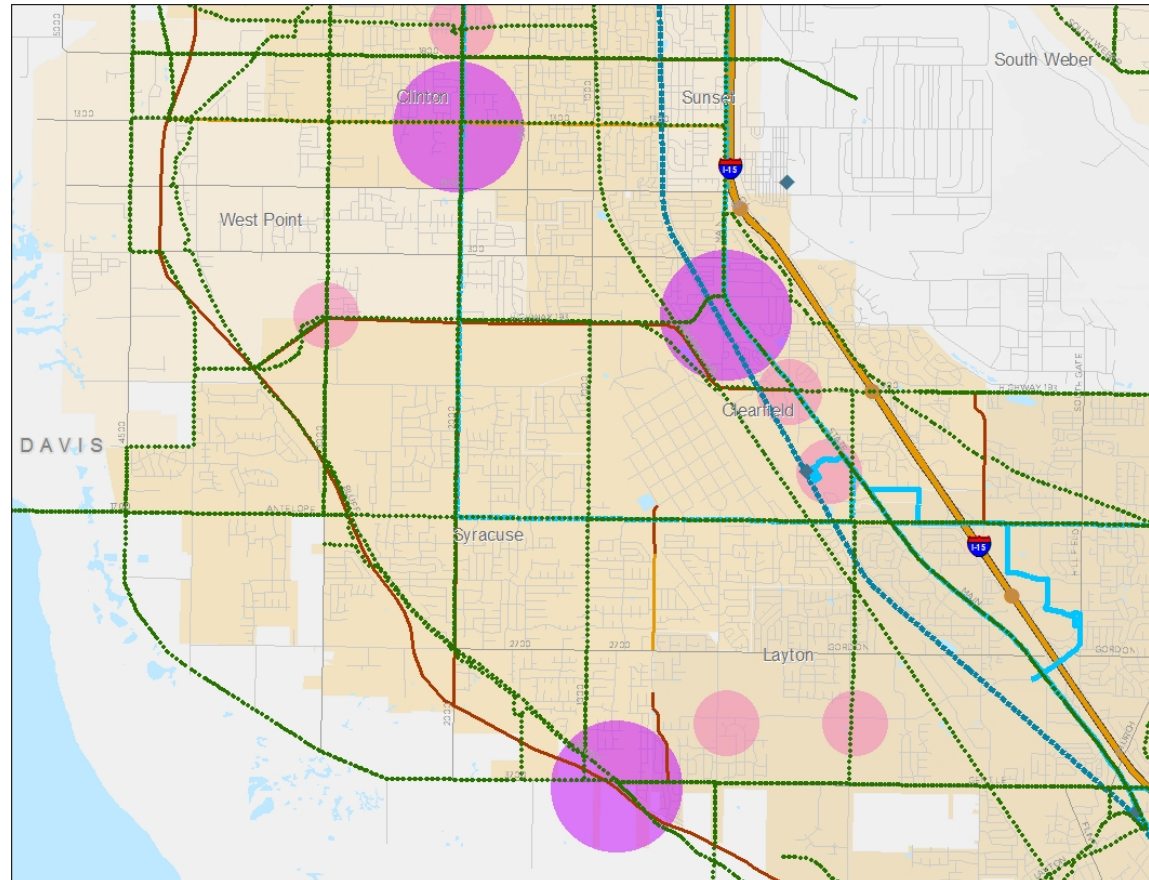
- Roadway Capacity Project  

- Roadway Operational Project  

- Village Center  

- Town Center  

- Regional Center  




# Scenario evaluation: How do they achieve Wasatch Choice 2050 Goals?

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Livable and healthy communities



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Sustainable environment, including water, agricultural, and other natural resources



Ample parks, open spaces, and recreational opportunities



# Scenario Discussion

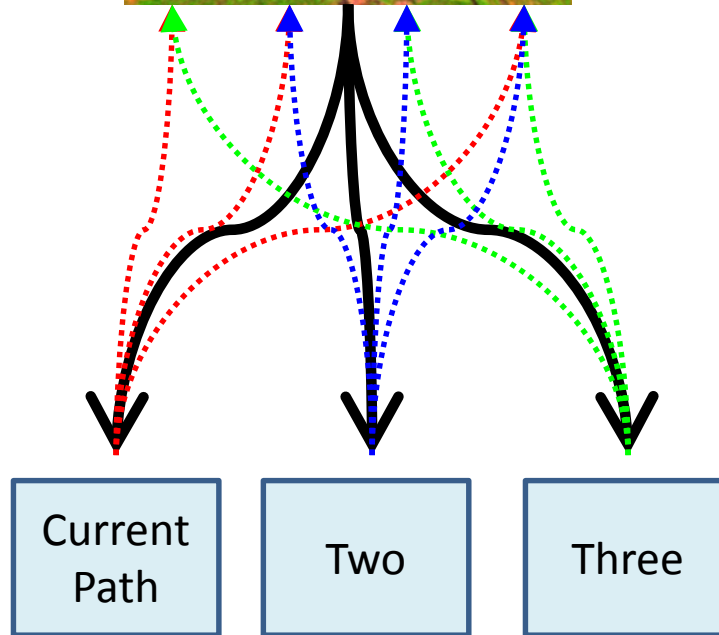
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- Scenario design
- Input to gather?
  - Growth strategies
  - Fate of key corridors



# Backcasting

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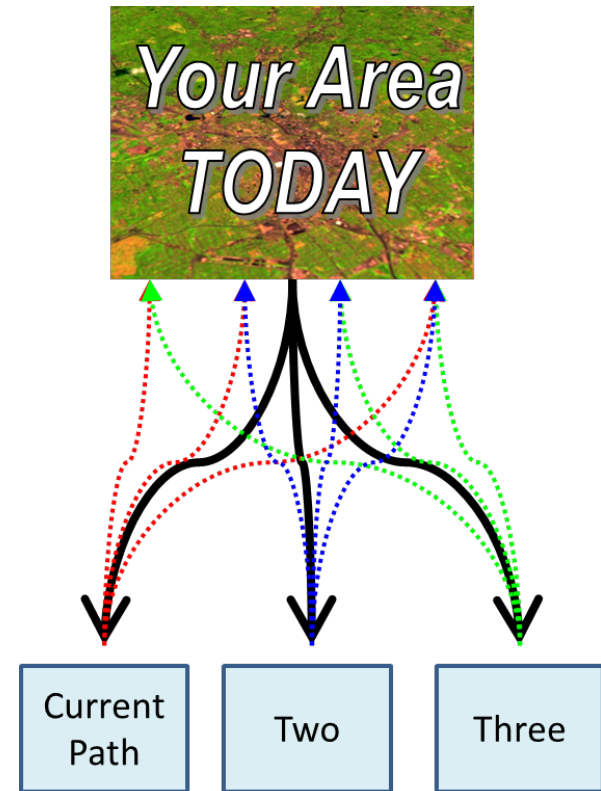
## Simulated Futures

# What approaches to growth are favored?

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## Categories:

- Location of growth
- Form of growth
- Housing
- Jobs and centers
- Open Space
- Mobility
- Roads
- Transit
- Bicycling



# Growth strategies to discuss in 2017?

## Location of growth

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1. Grow on greenfields versus infill versus redevelopment?
2. What kind of places should be near...
  - a) Major roads?
  - b) Transit stations?
  - c) Existing neighborhoods?





# Growth strategies to discuss in 2017?

## **Type/form of growth**

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1. Mixed land uses or single-use areas?
2. Consistent intensity of growth or centered growth?



# Growth strategies to discuss in 2017?

## Housing

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1. What mix of new housing types to build?
2. Where to locate compact forms of housing?



# Growth strategies to discuss in 2017?

## **Jobs and growth centers?**

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1. Should this be more of a bedroom area or an employment area?
2. What type of employment do we want to attract?
3. What kind of centers do we favor?
  - a) How many do we want?
  - b) Where do we want them?



# Growth strategies to discuss in 2017?

## Mobility

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1. Mix of transportation expenditures?
  - More/ less: road, transit, bike, pedestrian improvements
2. How to use road rights-of-way?
3. Meet travel demands more through adding supply or reducing demand?



# Growth strategies to discuss in 2017?

## Roads/streets

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1. Wider regional roads spaced further apart versus narrower roads spaced closer together?
2. Local street pattern options?



# Growth strategies to discuss in 2017?

## Transit

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1. Service improvements over bigger area --versus-- capital improvements that affect a smaller area?
2. More bus frequency on fewer routes --versus-- more routes with less frequency?



# Growth strategies to discuss in 2017?

## **Bike/ Ped**

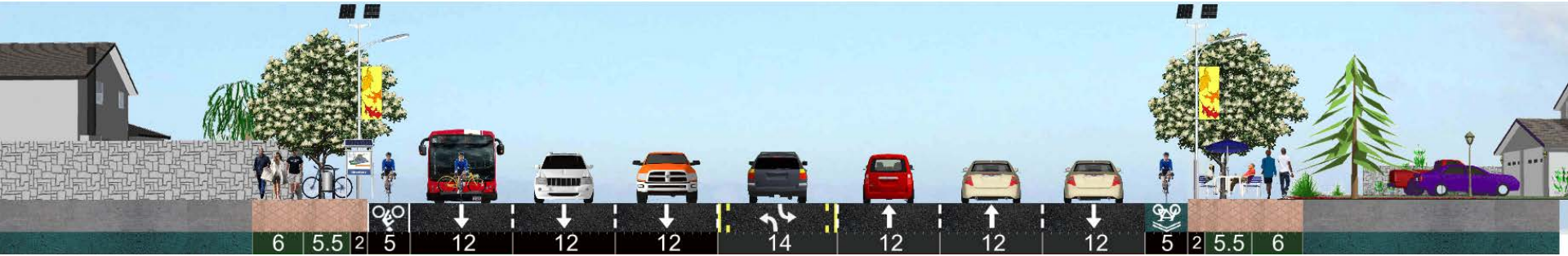
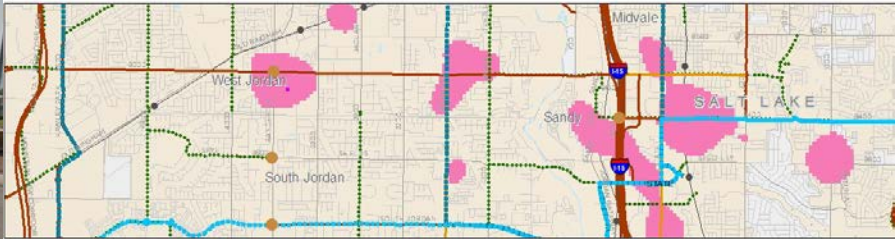
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### 1. How would you balance bike investments?

- a) Bicycling trails separated from traffic
- b) Bike lanes adjacent to traffic
- c) Bike connections to transit stops and stations
- d) Wider sidewalks
- e) Etc.



# The Fate of Key Corridors





# The Fate of Key Corridors: 9000 South Example

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# The Fate of Key Corridors: 9000 South Example

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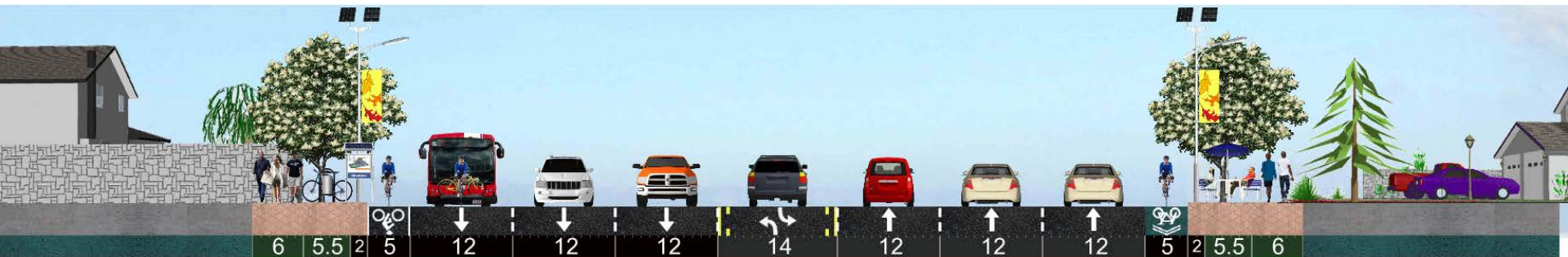
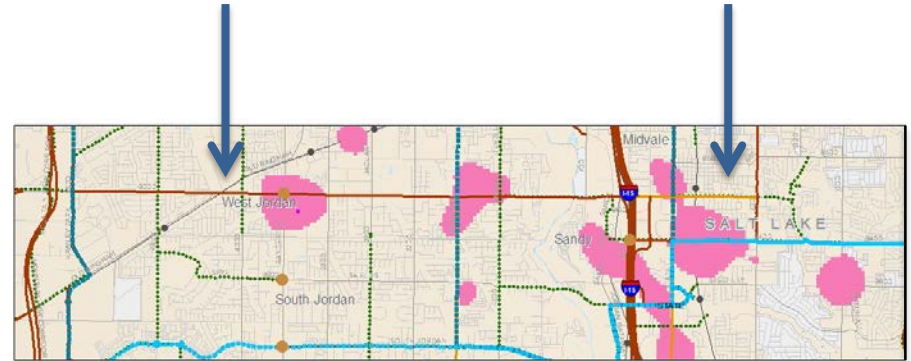


<b>Land Use</b>	Existing centers on 9000 South and rail stations	Regional center at Sandy Civic Center; village centers along Mid-Jordan Line	Regional center at Sandy Civic Center; village centers along Mid-Jordan Line
<b>Transit</b>	Existing bus route on 9000 South	BRT project Shields Lane / Segoo Lily	Frequent bus service on Shields Lane / Segoo Lily
<b>Roadway</b>	Widen 9000 South	Widen; limited access roadway 9000 South	Widen; convert road to freeway
<b>Active Transportation</b>	Priority bicycle routes	Centers-based, local bicycle connectivity at centers	Separated regional bicycle facilities connecting centers

# The Fate of Key Corridors: 9000 South – Scenario 1

## 9000 South

- Widening – 4 lanes to 6 lanes
- 5' existing bike lane
- Mixed traffic existing bus route
- Bike and pedestrian crossings at key intersections



9000 South

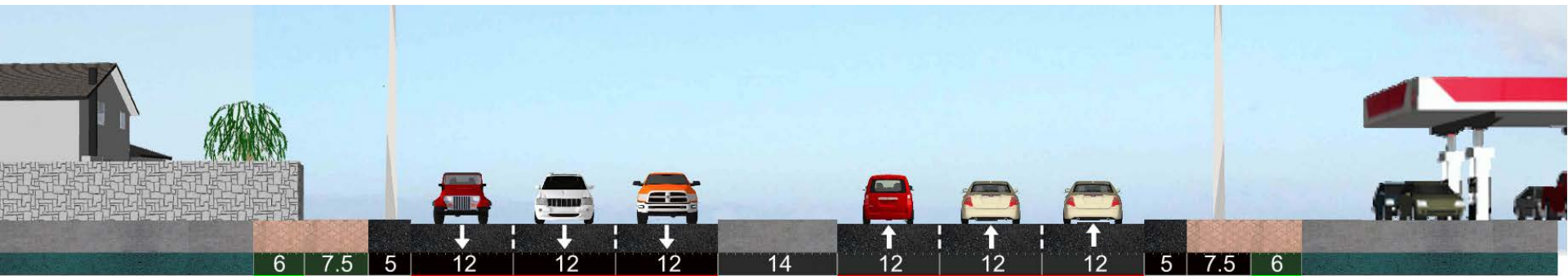
# The Fate of Key Corridors: 9000 South – Scenario 2

## 9000 South

- Widening – 4 lanes to 6 lanes
- 5' existing bike lane
- Limited access roadway
- Bike and pedestrian crossings at key intersections

## Shields Lane / Sego Lily

- Bus Rapid Transit – 15 minute service; dedicated lane
- Dedicated bike facility



9000 South



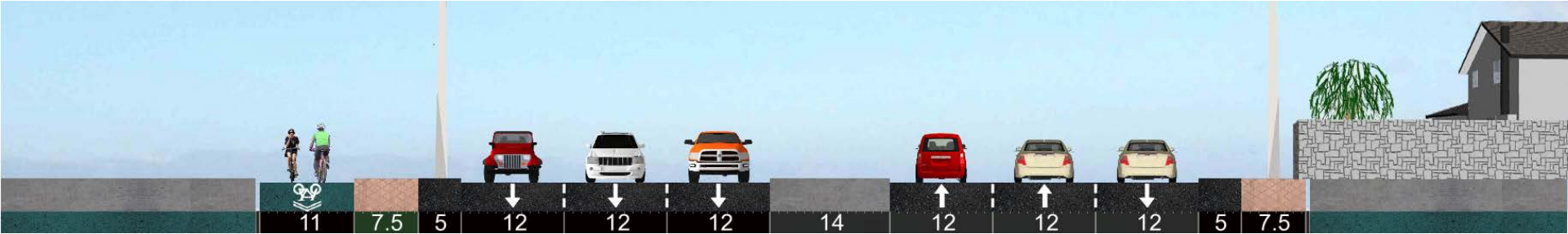
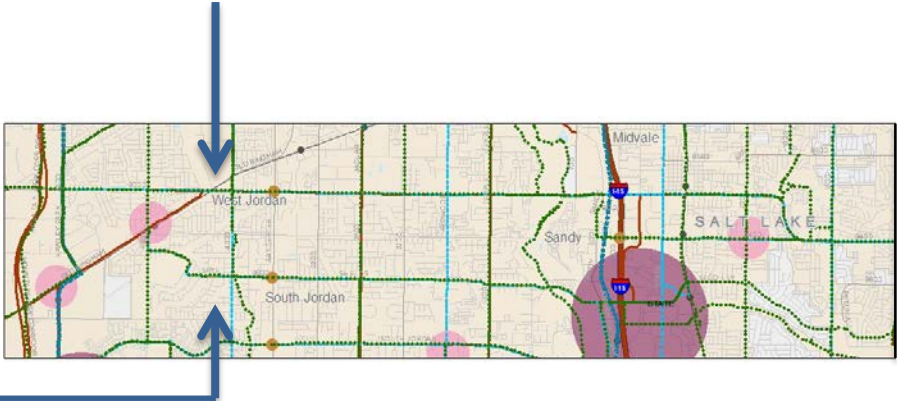
# The Fate of Key Corridors: 9000 South – Scenario 3

## 9000 South

- Widening – 4 lanes to 6 lanes
- Roadway converted to freeway
- Fully separated bike and pedestrian facility

## Shields Lane – Sego Lily

- Core bus service – 10 minute service; mixed traffic



9000 South

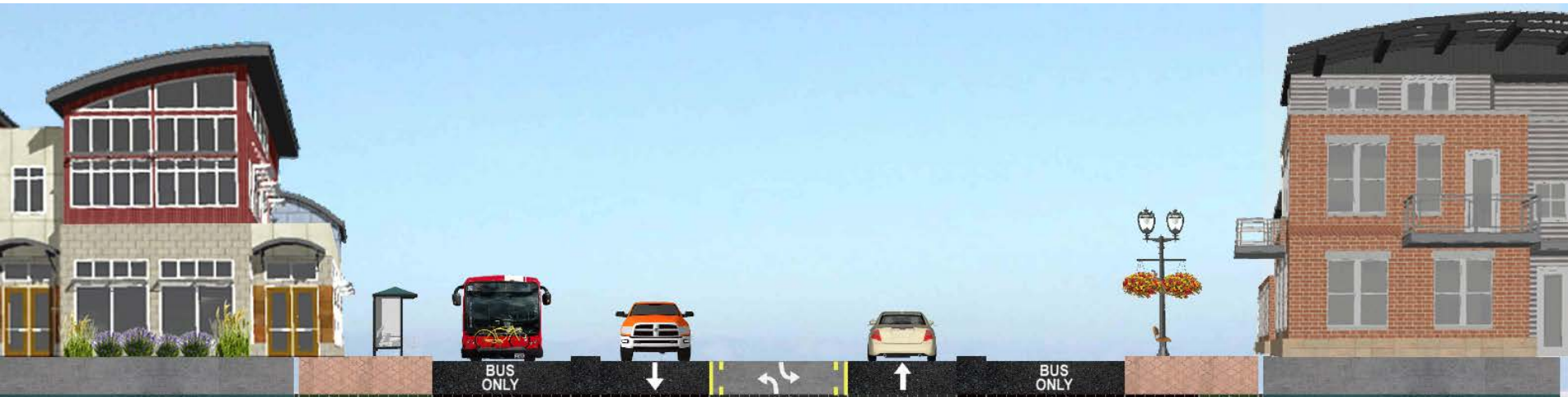
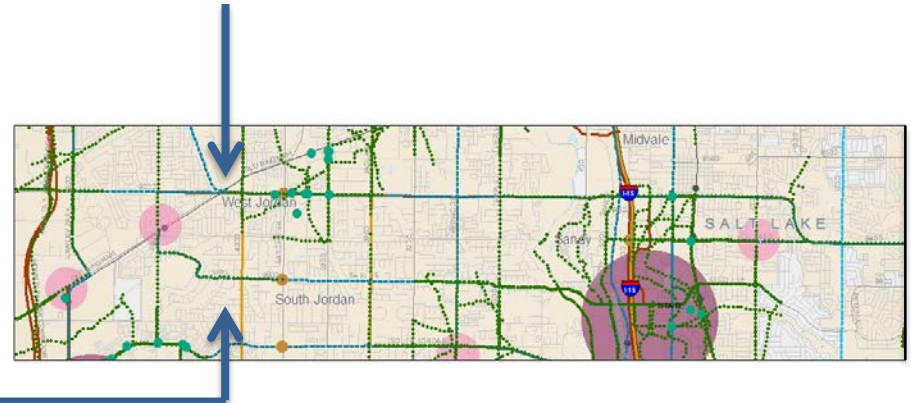
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Shields Lane / Sego Lily

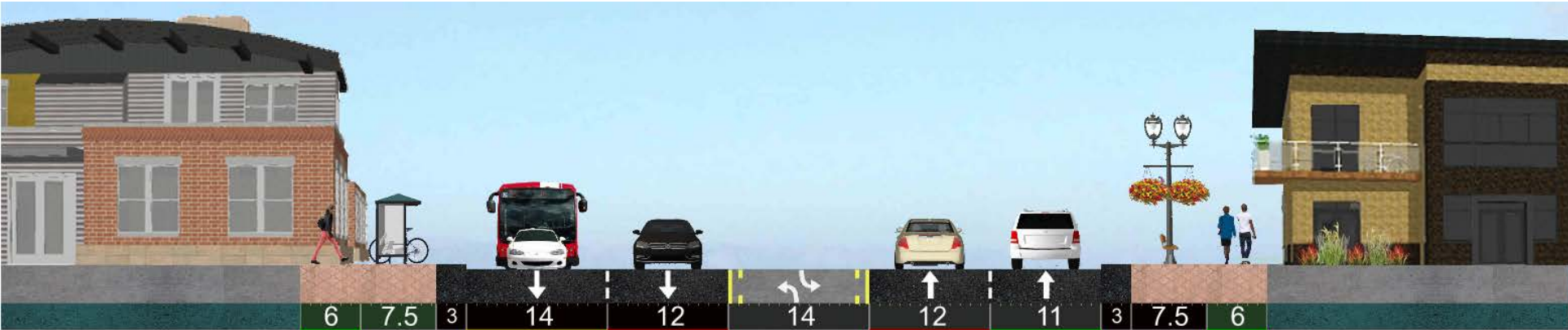
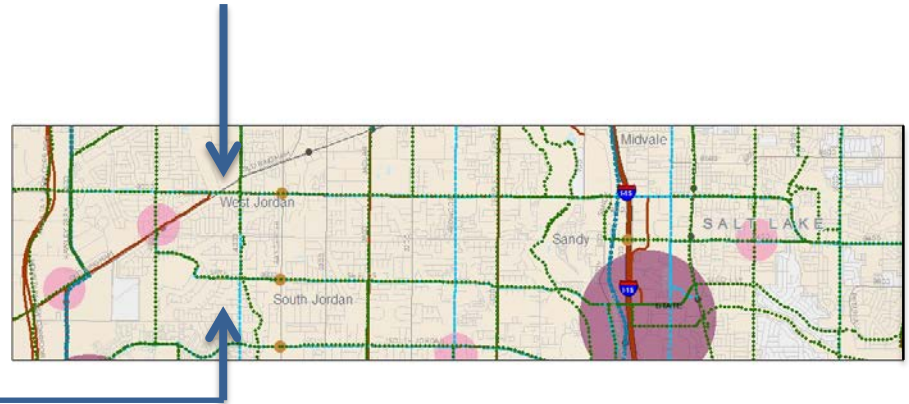
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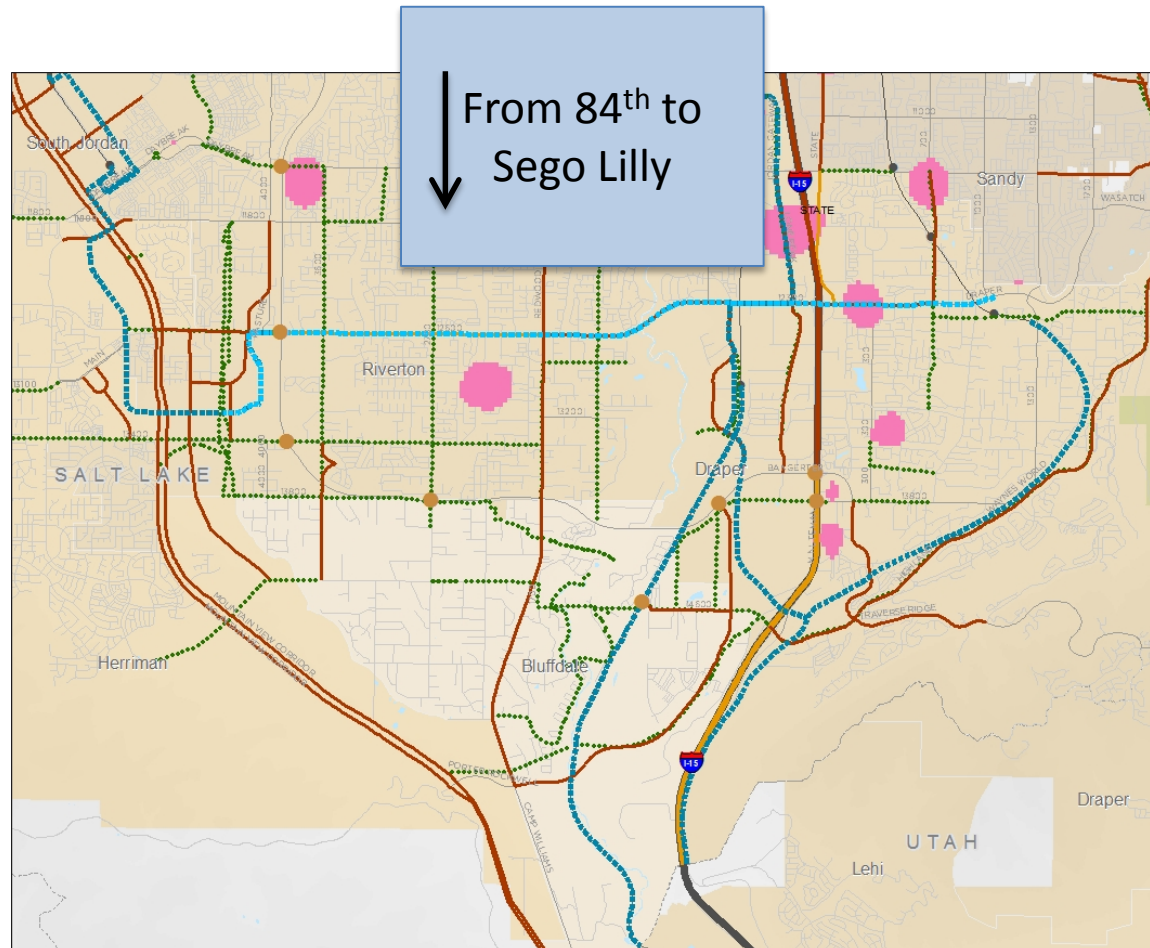
Shields Lane / Sego Lily



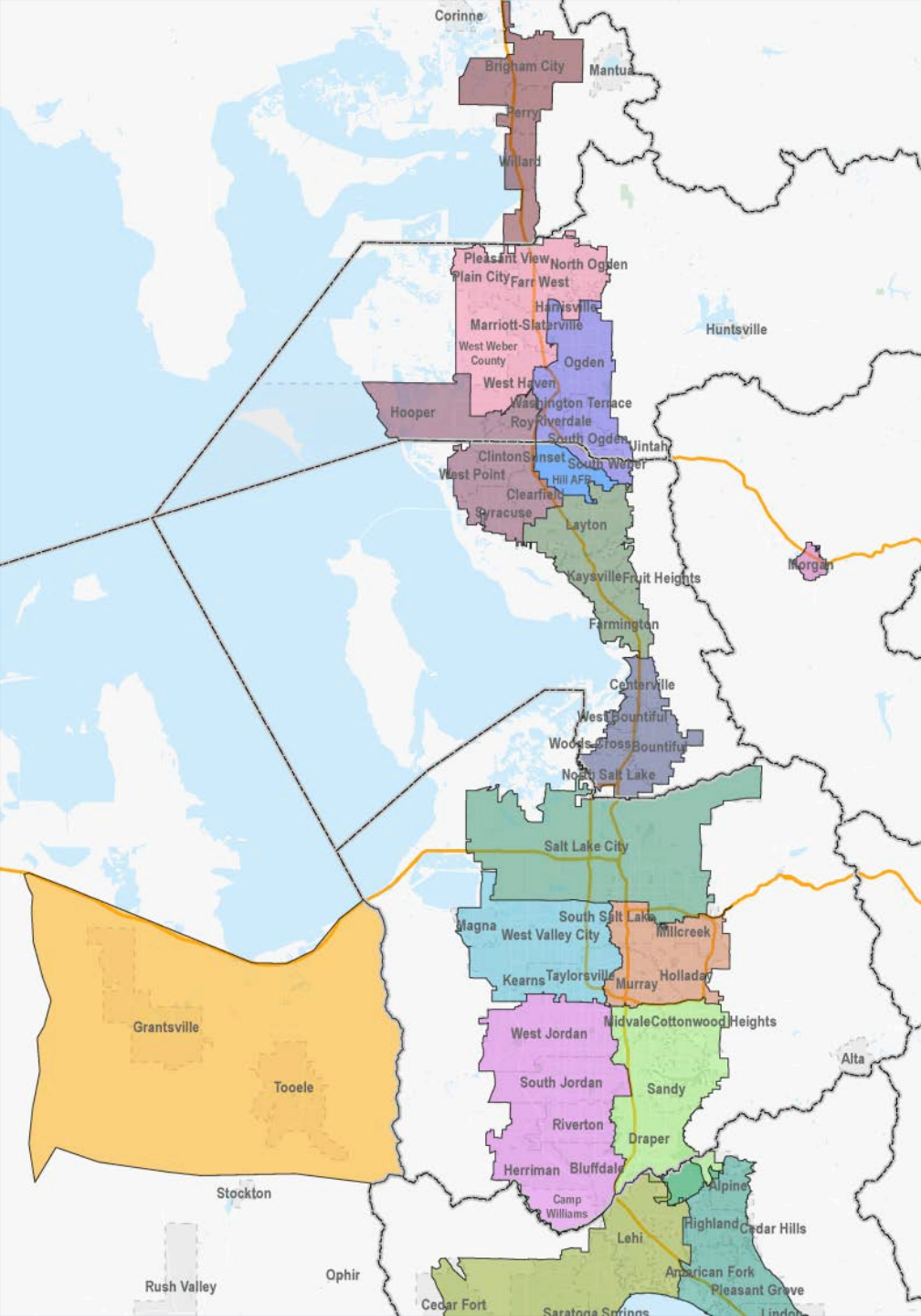
# The Fate of Key Corridors

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1. Identify the corridors you would like to focus on at the scenario workshops
2. Label/ arrow







# Scenario Workshops



# WASATCH CHOICE

— 2050 —

## Scenario Workshop Preview

December 15, 2016



WASATCH FRONT REGIONAL COUNCIL

# Scenario Evaluation Measures

Wasatch Choice 2050

————— December 15, 2016 —————



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# Today's Objective

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- Review the proposed set of evaluation criteria
- Review a snapshot of how a no-build scenario performs



# Goals Development Steps

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- 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
- Discussed with partner agencies
- Goals adopted by Council in October



# Wasatch Choice 2050 Goals

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Livable and healthy communities



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Sustainable environment, including water, agricultural, and other natural resources



Ample parks, open spaces, and recreational opportunities




# Measuring Performance

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“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.”

# Measuring Performance






	GOAL	SCENARIO EVALUATION	PROJECT SELECTION	PROJECT PHASING	TIP PROGRAM	MONITORING
	Livable and healthy communities	Walkability				
	Access to economic and educational opportunities	Destination Access				
	Manageable and reliable traffic conditions	Auto Travel Time				
	Quality transportation choices	Transportation Choices				Transit Use
	Safe, user-friendly streets	<i>Not applicable</i>				
	Clean air	Air Quality				
	Housing choices and affordable living	Cost of Living				
	Fiscally efficient communities and infrastructure	Cost Efficiency				
	Ample parks, open spaces, and recreational opportunities	Recreation				
	A sustainable environment including water, agricultural, and other natural resources	Water Use				Land Consumption



# Evaluation Criteria

	GOAL	MEASURE	CRITERIA
	<b>Livable and healthy communities</b>	Walkability	Change in percentage of roadways with high walk potential
	<b>Access to economic and educational opportunities</b>	Destination Access	Percent of jobs and higher education accessible in 30 minutes by transit and auto in peak periods
		Freight	Change in average truck speed and delay on major freight corridors
	<b>Manageable and reliable traffic conditions</b>	Auto Travel Time	Vehicle hours of travel per capita
	<b>Quality transportation choices</b>	Transportation Choices	Population with access to a dedicated bikeway or frequent and reliable transit service within ¼ mile
		Transit Use	Transit passenger miles of travel per capita
	<b>Safe, user-friendly streets</b>	<i>Not assessed for scenario evaluation</i>	

# Evaluation Criteria

	GOAL	MEASURE	CRITERIA
	<b>Clean air</b>	Air Quality	Vehicle trip ends
	<b>Housing choices and affordable living</b>	Cost of Living	Housing plus transportation costs (as a percentage of household income)
	<b>Fiscally efficient communities and infrastructure</b>	Cost Efficiency	Development revenues vs. local infrastructure construction and maintenance costs
	<b>Ample parks, open spaces, and recreational opportunities</b>	Recreation	Access to parks, open space, and places to recreate per capita
	<b>A sustainable environment including water, agricultural, and other natural resources</b>	Water Use	Urban water use per capita
		Land Consumption	Loss of greenfields due to urbanization (including agricultural lands)

# Outcomes

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Existing

2050 No Build

Scenario 1

Access to  
Jobs

**45.8% auto**  
**2.1% transit**

Of jobs within the region can be accessed within 30 minutes

**22.8% auto**  
**1.5% transit**

Of jobs within the region can be accessed within 30 minutes

**37.6% auto**  
**2.6% transit**

Of jobs within the region can be accessed within 30 minutes

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Travel  
Time

**49**

Minutes of travel per capita

**71**

Minutes of travel per capita

**62**

Minutes of travel per capita

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Transportation  
Choices

**35.5%**

Of households are within a ¼ mile of frequent transit or bikeway

**33.6%**

Of households are within a ¼ mile of frequent transit or bikeway

**32.4%**

Of households are within a ¼ mile of frequent transit or bikeway

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# After the Scenarios

	GOAL	SCENARIO EVALUATION	PROJECT SELECTION	PROJECT PHASING	TIP PROGRAM	MONITORING
	Livable and healthy communities	Walkability				
	Access to economic and educational opportunities	Destination Access				
	Manageable and reliable traffic conditions	Auto Travel Time				
	Quality transportation choices	Transportation Choices				
	Safe, user-friendly streets	<i>Not applicable</i>				
	Clean air	Air Quality				
	Housing choices and affordable living	Cost of Living				
	Fiscally efficient communities and infrastructure	Cost Efficiency				
	Ample parks, open spaces, and recreational opportunities	Recreation				
	A sustainable environment including water, agricultural, and other natural resources	Water Use				
		Land Consumption				

# Scenario Evaluation Measures

Wasatch Choice 2050

————— December 15, 2016 —————



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# WASATCH CHOICE

— 2050 —

# Communications Plan

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1. Conduct research
2. Develop S.W.O.C.
3. Set Overall Goal
4. Determine Key Messages
5. Identify Audiences
6. Set Measurable Objectives
7. Determine Strategies
8. Identify Tactics
9. Implement
10. Reevaluate



# Research

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PENNA  
POWERS

**“WFRC has strong leadership”**



**THE  
LANGDON  
GROUP**

**“WFRC is recognized as the technical  
experts in transportation planning”**

**“WFRC must expand its outreach toolbox “**

**“WFRC could better develop and leverage  
partnerships in communication efforts “**

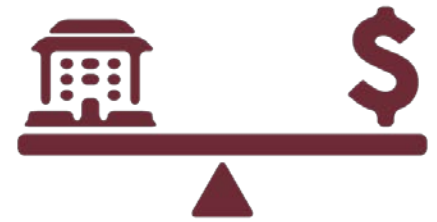
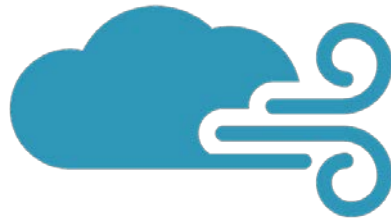
# S.W.O.C. Analysis

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<p style="text-align: center;"><b><u>Strengths</u></b></p> <ul style="list-style-type: none"><li>• WFRC’s strong leadership role</li><li>• Staff as technical experts</li><li>• Well-established regional vision</li></ul>	<p style="text-align: center;"><b><u>Weaknesses</u></b></p> <ul style="list-style-type: none"><li>• Lacking relationships with vulnerable community groups</li><li>• Older website w/ limited functionality</li></ul>
<p style="text-align: center;"><b><u>Opportunities</u></b></p> <ul style="list-style-type: none"><li>• Improve outreach to vulnerable community groups</li><li>• Better integration w/ economic development efforts</li><li>• Build WC2050 brand recognition</li></ul>	<p style="text-align: center;"><b><u>Challenges</u></b></p> <ul style="list-style-type: none"><li>• Limited time and resources</li><li>• Apathy from stakeholder groups</li><li>• Integration of stakeholder feedback into RTP</li><li>• Co-branding of WC2050 &amp; RTP</li></ul>

# Wasatch Choice 2050 Goals

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# Goals

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## **PRIMARY**

Work collaboratively with stakeholders to build a locally supported and regionally significant Wasatch Choice 2050 vision that enhances the quality of life for Utahns living across the Wasatch Front.

## **SECONDARY**

Improve stakeholder understanding of long-term impacts from growth strategies.

# Key Messages

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- **Wasatch Choice 2050 seeks to help local communities develop in a way that works best for them, supporting their efforts while simultaneously meeting regional goals.**
- **Our region is at a tipping point. Choices we make today matter.**
- **The success of our region depends on all of us working together to implement forward-thinking solutions today.**
- **Wasatch Choice 2050 will create a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front.**

# Stakeholders

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Tier 1	Tier 2	Tier 3
Participate directly in WC2050 creation	Essential role in long-term implementation	Affected by implementation
Decision Makers & Planners	Related Industry & Interest Groups	The Public & Media
Elected officials, staff, transportation agencies	Trade associations, developers, community groups, chambers	Residents, commuters, news media

# Set Measurable Objectives

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- Increase stakeholder awareness and support of the Wasatch Choice 2050 vision and 2019-2050 Regional Transportation Plan by 20 percent by the end of 2019.
- Increase the number of stakeholders using the Wasatch Choice 2050 and 2019-2050 Regional Transportation Plan tools, training, data, and information by 10 percent by the end of 2019.





# Determine Strategies

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1. **Collaborate** with key opinion leaders (legislators, mayors, business leaders, etc.) regarding Wasatch Choice 2050 strategic direction.
2. **Inform** stakeholders of resources (training, toolbox, TLC program, RTP interactive map, etc.) for Wasatch Choice 2050 and 2019-2050 Regional Transportation Plan information.
3. **Encourage** stakeholders to implement Wasatch Choice 2050 growth strategies.
4. **Educate** the public regarding the benefits of Wasatch Choice 2050.

## Identify Tactics

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- Wasatch Choice 2050 Visuals
- Online Story maps
- RTP scenario visualization tool
- Redesigned WFRC website
- Webinars
- Social Media
- WC2050 Consortium Events
- Email Updates
- Presentations
- Stakeholder Meetings
- Conference Booths
- Earned Media
- Trainings
- Printed Materials

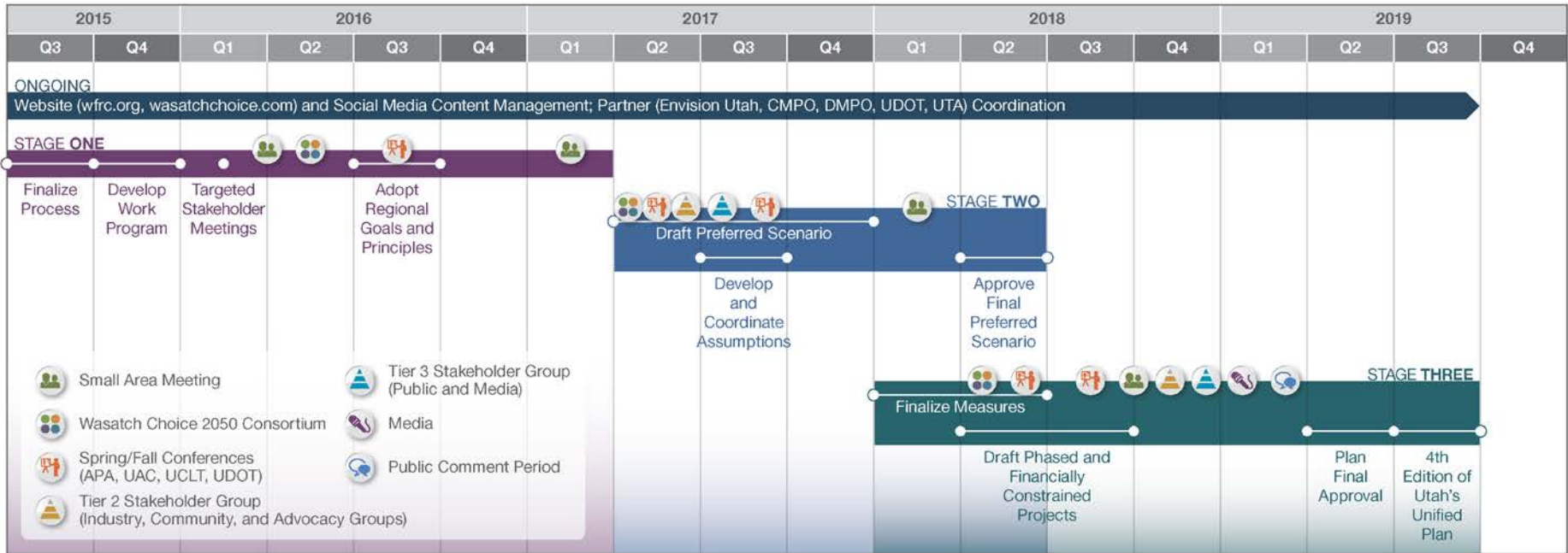
## Online Tools

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<https://youtu.be/N4znQDyz038>

# Implement



# 2015-2040 RTP

## Amendment #3 – Release for Public Comment

————— December 15, 2016 —————

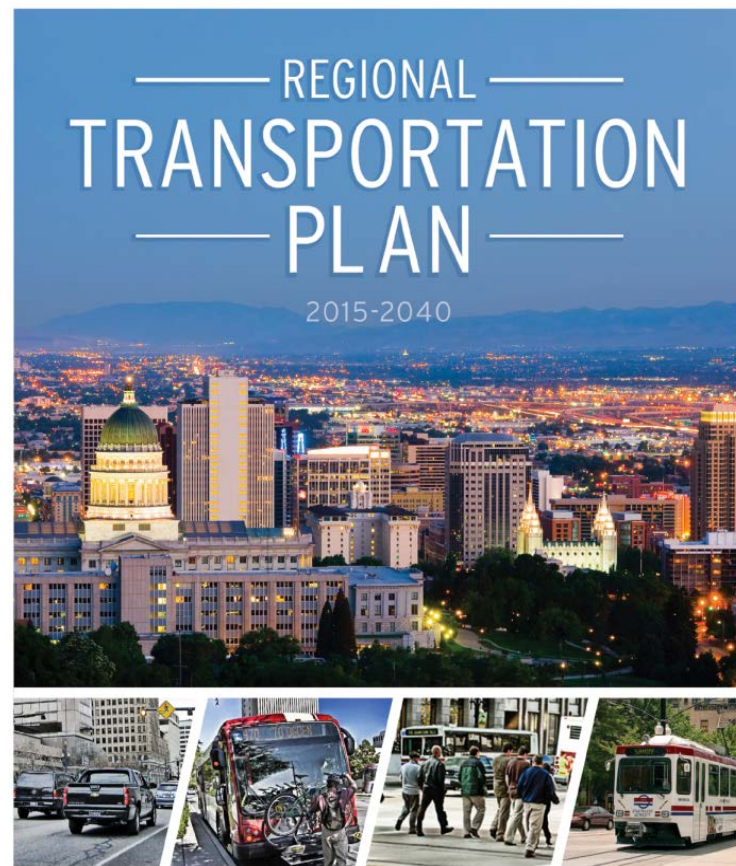


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# RTP And Amendment Process Overview

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- RTP is updated every four years
  - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
  - Financial constraints
  - Public review and input
  - Modeling and Air quality conformity
- Proposed requests reviewed annually beginning in March



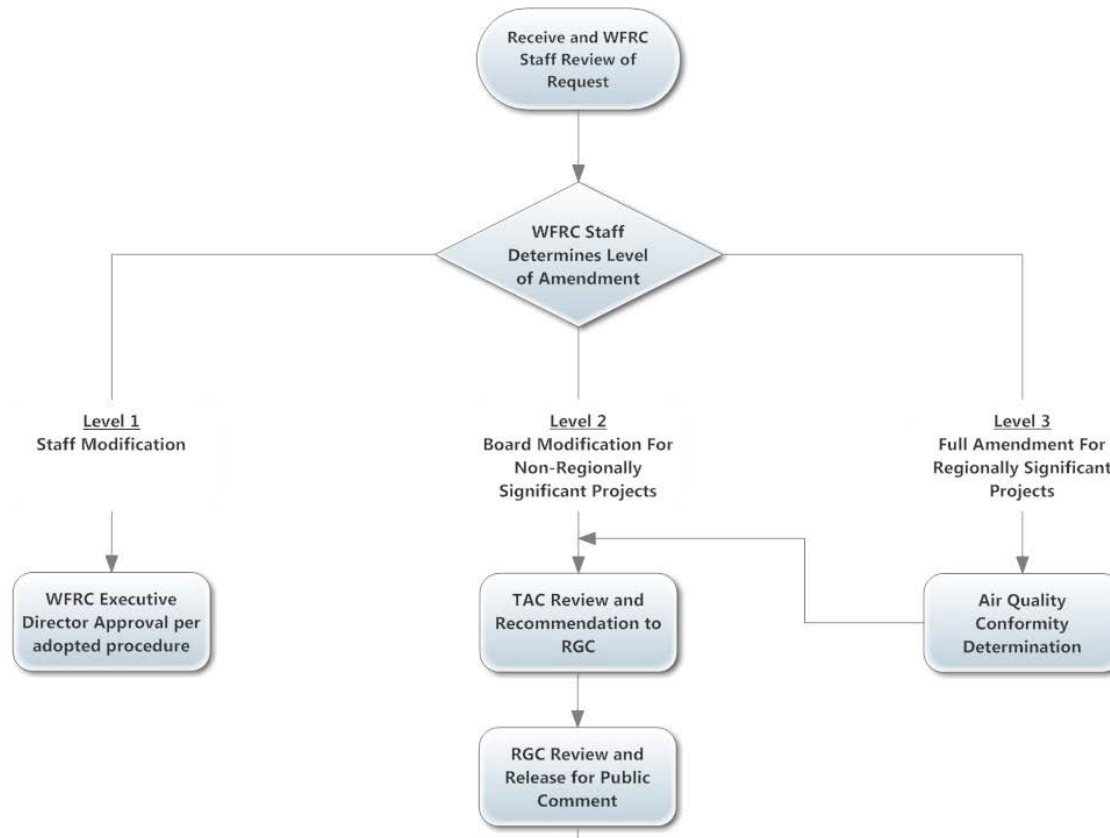
  
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WASATCH FRONT REGIONAL COUNCIL

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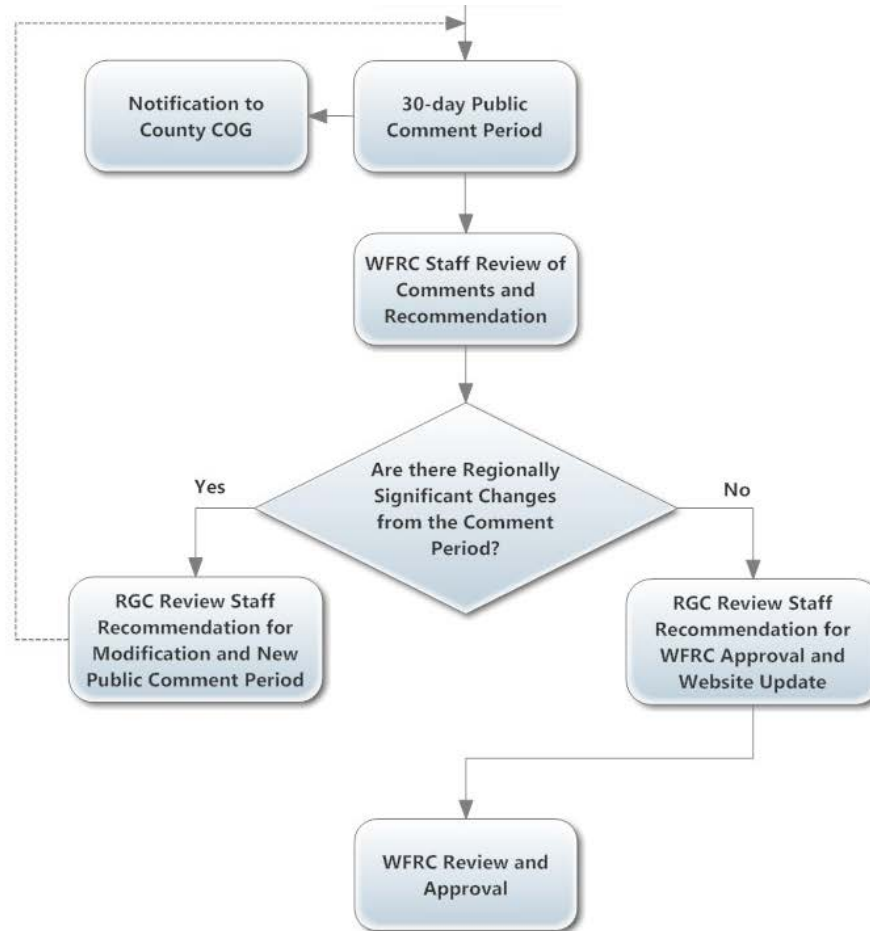
# RTP And Amendment Process Overview

## REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



# RTP And Amendment Process Overview

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# Bangerter Highway Interchange at 6200 South

**Request:** Utah Department of Transportation

**Scope:**

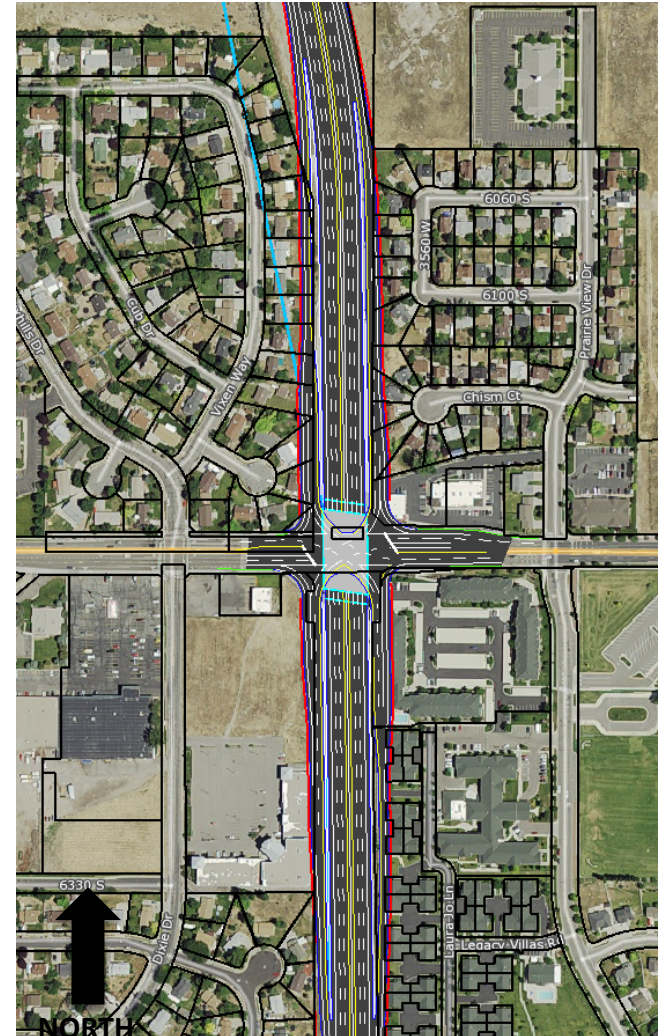
- Bangerter Highway Interchange at 6200 South
  - New Construction; Phase 3 to 1

**Benefits:**

- Provide better traffic flow along Bangerter Highway
- Moving towards a consistent grade separated facility from 5400 South to I-15
- Thorough review of active transportation crossing through interchange

**Total Cost:** \$64.0 Million

**Funding Source:** Requesting TIF



# Bangerter Highway Interchange at 12600 South

**Request:** Utah Department of Transportation

**Scope:**

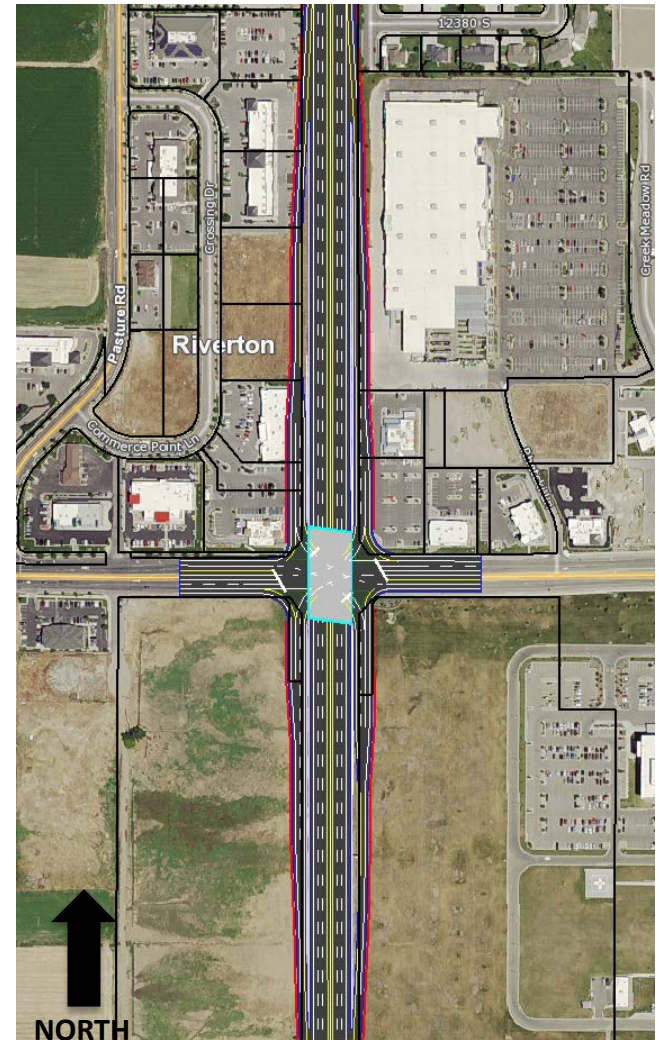
- Bangerter Highway Interchange at 12600 South
  - New Construction; Phase 2 to 1

**Benefits:**

- Provide better traffic flow along Bangerter Highway
- Moving towards a consistent grade separated facility from 5400 South to I-15
- Thorough review of active transportation crossing through interchange

**Total Cost:** \$49.2 Million

**Funding Source:** Requesting TIF





# Bangerter Highway Interchange at 9800 South

**Request:** Utah Department of Transportation

**Scope:**

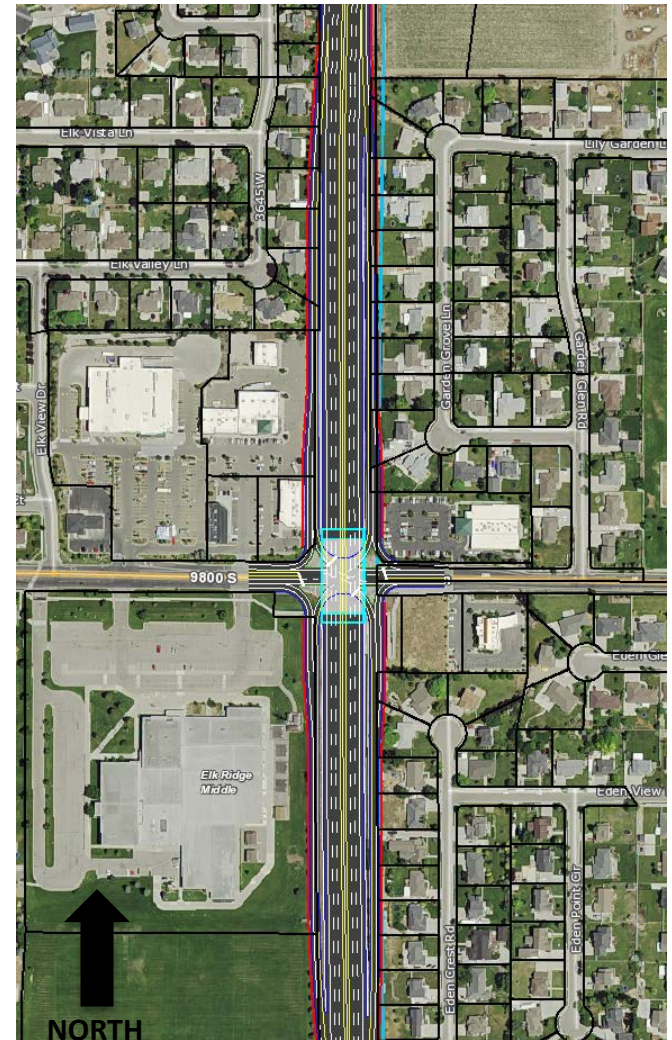
- Bangerter Highway Interchange at 9800 South
  - New Construction; Phase 2 to 1

**Benefits:**

- Provide better traffic flow along Bangerter Highway
- Moving towards a consistent grade separated facility from 5400 South to I-15
- Thorough review of active transportation crossing through interchange

**Total Cost:** \$43.1 Million

**Funding Source:** Requesting TIF



# I-80 from I-215 East to Lambs Canyon

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**Request:** Utah Department of Transportation

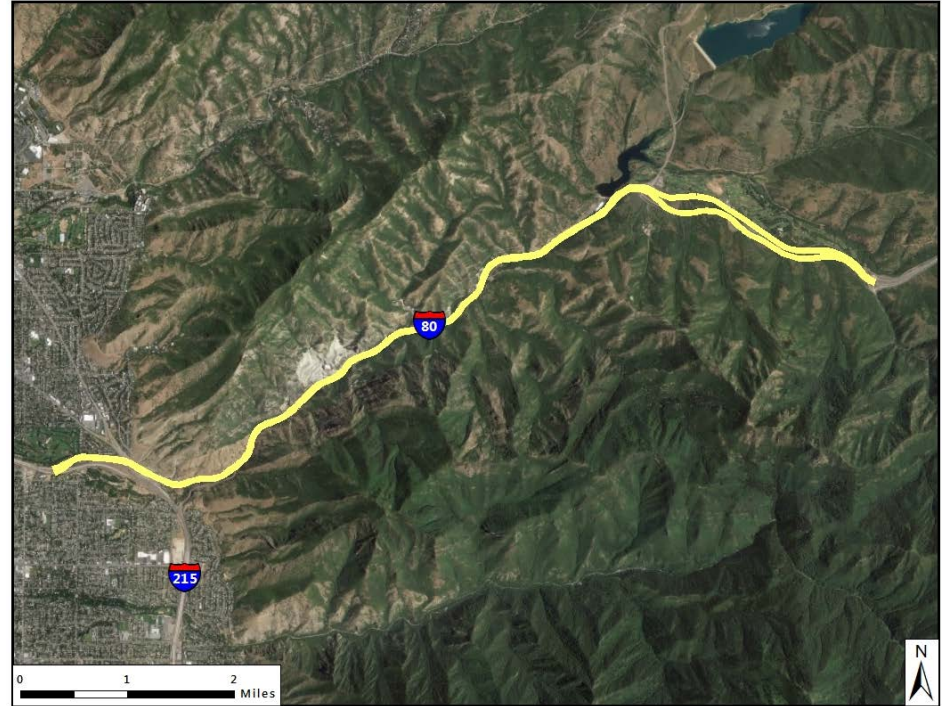
**Scope:**

- This project is a widening project in the east bound direction in Parleys Canyon on I-80 from I-215 on the east to Lambs Canyon.
- New Construction; Phase 1 to 2

**Benefits:**

- Project would provide an additional uphill passing lane from I-215 East Belt interchange up to Lambs Canyon.
- Project may require the widening of several bridges and increased rock fall mitigation.

**Cost:** \$44.9 million



# Next Steps

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We're Here



# 2015-2040 RTP

## Amendment #3 – Release for Public Comment

————— December 15, 2016 —————



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