Vision Update and Emerging Issues
Wasatch Choice Vision Update
Vision workshops
REGIONAL TRANSPORTATION PLAN
2019 - 2050

Explore
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
- Draft & Evaluate Preferred Scenario
- We Are Here
- Adopt Preferred Scenario

Prioritize
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

Stakeholder Input
Emerging and Uncertain Issues
Decline of brick-and-mortar retail

Five Trends Driving Traditional Retail Towards Extinction

The e-commerce behemoth is coming, but that’s no longer news. Amazon is nearly 20 years old now, eBay just a year younger. What is news? The behemoth is arming itself. New tactics, new friends and a hefty war chest mean that the old defenses insulating traditional retailers are no longer enough. Venture funds dished out $2.42 billion to online retail startups in the last quarter alone, more than any other period since 2000. E-commerce, meanwhile, is now a $200 billion-plus industry in the U.S., set

THE LONG AND PAINFUL DECLINE OF THE RETAIL STORE

Big-box retailers around the country are shuttering their storefronts. What does that mean for American workers?

Dwyer Gunn - Apr 11, 2017

FRED

Retail Sales: Total (Excluding Food Services), Jan 1993=100
Retail Trade: Food Services and Drinking Places, Jan 1992=100

St Louis Fed
Decline of retail

How do you think this will impact city budgets? Land use?

How are you responding?
Sharing economy
Sharing economy

How do you think this will impact parking demand? Transit usage? Vehicle ownership? Infrastructure like curb usage?

How are you responding?
Electric vehicles & e-bikes
Electric vehicles & bikes

How do you think this will impact infrastructure needs? Increase in bike trips?

How are you responding?
Connected & autonomous vehicles
Connected & autonomous vehicles

How do you think this will impact roadway capacity?
Parking needs?
Implementing connected technology?

How are you responding?
Wasatch Choice 2050

• Issues & range of impacts

• Changes to trip generation, mode choice, & land use

• Analytical methods

• Working with partners
Vision Update and Emerging Issues
Mission: TLC supports local governments in their planning efforts, implementing the Wasatch Choice Vision.

Goals:
- Maximize the value of investment in public infrastructure.
- Enhance access to opportunity.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.
2018 AWARDS

- 13 awards
  - 7 Salt Lake Urbanized Area
  - 5 Ogden/Layton Urbanized Area
  - 1 Tooele County
  - 3 multi-jurisdictional

$904,922  2018 Region-Wide TLC Funding
$281,525  2018 Region-Wide Match
$1,186,447  Total 2018 Region-Wide Funding
2018 AWARDS

Ogden/Layton Urbanized Area

- Ogden Railyard Master Plan Study
- Plain Transportation and Trails Master Plan
- Roy General Plan and Ordinance Update
- South Davis (North Salt Lake, Centerville, Bountiful) Active Transportation Plan
- Woods Cross Station Area Plan

Tooele County

- Grantsville City General Plan Update

Salt Lake Urbanized Area

- Holladay Canal Trails Study
- Salt Lake County + Jordan River Commission Blueprint Jordan Plan Update
- Millcreek Town Center Plan
- Salt Lake City Street Typology Plan
- South Jordan + West Jordan Active Transportation Plan (Phase 2)
- West Jordan Center Station Area Plan
- West Valley Active Transportation Plan
Active Transportation Key Activities

March 15, 2018

Scott A. Hess

WASATCH FRONT REGIONAL COUNCIL
Active Transportation Goals - 2018

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
Regional Active Transportation Planning

- **Existing Network: 1,041 Miles**
- **Proposed Network: 1,105 Miles**
2019-2050 RTP – What is new?

• One Bike Map
• Phased and Financially Constrained
• Facility Types Included
• Point Projects
• Sidewalk Inventory
• First/Last Mile Connections
Active Transportation Goals - 2018

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
Active Transportation Plan Standards

https://bikeutah.org/wasatch-bike-plan/
ACTIVE TRANSPORTATION PLAN STANDARDS

Introduction & Process
This set of standards has been compiled to create a more comprehensive network of active transportation (bicycling and walking) facilities in Utah that can be implemented more easily and effectively. Additionally, these standards provide a simple outline for communities desiring to hire outside help. Whether the active transportation plan is being completed internally or by a consultant, it must include the following requirements and may include recommended elements (in gray, dotted boxes). The process, however, is the most important element. By including a broad representation of the community and appropriate partners, the active transportation plan will:

- Identify the needs of the community
- Identify the needs of the partners
- Can be implemented successfully
- Is broadly supported

Standards
1. Partner Engagement
   Including internal and external partners in the planning process, as well as identifying and engaging community champions, creates an opportunity for comprehensive input and buy-in. Their unique perspectives will generate support for the plan as many of these partners will be critical to successful implementation.
   - Include at least one of the following public officials: Mayor, City Manager, Planning Commissioners, City Council Member
   - Include all transport-related staff: Planning, Engineering, Public Works, Parks, and Recreation
   - Identify, engage, and empower “champions,” those community members and staff who can and are willing to devote time, energy, and political will in order to implement the plans of the plan.
   - UDOT Region representative
   - MPO, RTA, or INTA representative
   - Recommended: Transit agency, neighboring cities, local, state agencies, school districts, Department of Public Safety, Utah Highway Patrol, police departments, public safety commission, major employers, and other organizations.

2. Public Engagement
   At least two distinct methods of engagement and data collection must be utilized during all phases of the process in order to gather input from diverse community members.
   - Open houses or meetings
   - Online surveys
   - Opportunities to comment on plans or mass online or in-person
   - Internet surveys
   - Public meetings and online meetings
   - Evaluation of bicycling plan and implementation
   - Stakeholder interviews or events at major work sites

3. Set the Vision, Goals, and Objectives
   The vision, goals, and objectives of an active transportation plan are the framework and guide all policy, projects, and programs recommendations.
   - Completed during the first stages of the planning process
   - Vision expressions emphasize for bicycling and walking, whether the whole relates to network, culture, programs, or outcomes
   - Goals are broader statements expressing desired results, objectives are specific, measurable indicators that bolster the goals
   - Recommended: Reflects the vision or purpose of the community a wider and existing plans

4. Existing or Current Conditions
   Creating a clear image of what the community is now enables a meaningful comparison with what the community wants to be in the future. This analysis should include wind, climate, topography, and data to describe:
   - Existing and intended bicycling and walking network and facility types
   - Identification of network form and gaps
   - Geophysical data
   - Crash and safety data
   - Integration with local and regional plans, including other active transportation plans
   - Connections to transit and community destinations, including parks, schools, and other planned projects
   - Recommended: Existing county plan
   - Recommended: Geophysical, hydraulic, and other physical characteristics and constraints

5. Recommendations
   This task involves recommending new infrastructure, supportive programs, and policies in order to promote better accessibility of people walking and bicycling.
   - Projects: These most crucially recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommendable facility must include:
     - Route and facility type identification
     - ESD system consistent with state and regional standards
     - Recommended projects connected to regional and significant existing or planned routes
   - PROGRAMS: Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure (engineering) projects. (R, E)
     - Programming associated with existing and recommended facilities with on-road facilities on the £4
     - Local context specific bike routes in School programming
     - Maintenance plan: (e.g., annual, semi-annual, biennial, annual)
     - Recommended: Mapping plan compatible with regional and local standards
   - POLICIES: Policies, operational procedures, design standards and guidelines that promote active transportation usage and safety should be recommended.
     - Planning and implementation design standards and land use policies
     - Recommended: Complete Streets Policy or Ordinance

6. Implementation Strategy
   Creating an implementation strategy is a critical step in the active transportation planning process so that momentum and public support do not start when the plan is finished. It should be detailed, yet easy to use. The plan should include:
   - Framed and phased plan with actions, and timelines
   - Funding opportunities
   - Funding and maintenance cost estimates and budget
   - Recommended: Annual or multi-year plan
   - Recommended: Attachments or other responsibilities for implementation of recommendations

7. Performance Measures
   Performance measures are effective ways to evaluate progress and the effectiveness of the implementation of recommendations. Measures should at least include:
   - Measured and informal feedback or comments
   - Measured and informal feedback or comments
   - Formal and informal feedback or comments
   - Formal and informal feedback or comments
   - Formal and informal feedback or comments

For more information or questions, please contact one of the following:

Community in Salt Lake, Davis, Weber, Box Elder, Uintah, and Summit Counties
Scott Hess, Wasatch Front Regional Council (WFRRC) - Scott.Hess@wascrontRegionalCouncil.org

Community in Utah, Wasatch, and Summit Counties
Jim Prather, Metropolitan Area Planning Council (MAPC) - Jim.Prather@mapc.com

Editor-In-Chief
West Sullivan, UDOT Bicycle Transportation Manager (uesullivan@udot.utah.gov)

Community in Utah, Wasatch, and Summit Counties
Kris Ellsworth, UDOT Bicycle Transportation Manager (kris.ellsworth@udot.utah.gov)
Active Transportation Goals - 2018

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
Funding Collaboration with Regional Partners

- $20M TIGER Funds with $16M Local Match
- Local top priority project funded per community
- 161 Active Transportation projects from Pleasant View to Provo and Tooele to Summit County
- $75.7M funded over the next five years on STIP
Active Transportation Goals - 2018

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
Jordan River Bridge - Completed!
Golden Spoke Ride and Event

- June 2, 2018
- Event to Celebrate
  - Ogden to Provo
  - 100+ Miles
  - Separated, Safe, Multi-use Trail network
  - Final Bridge at North Temple