

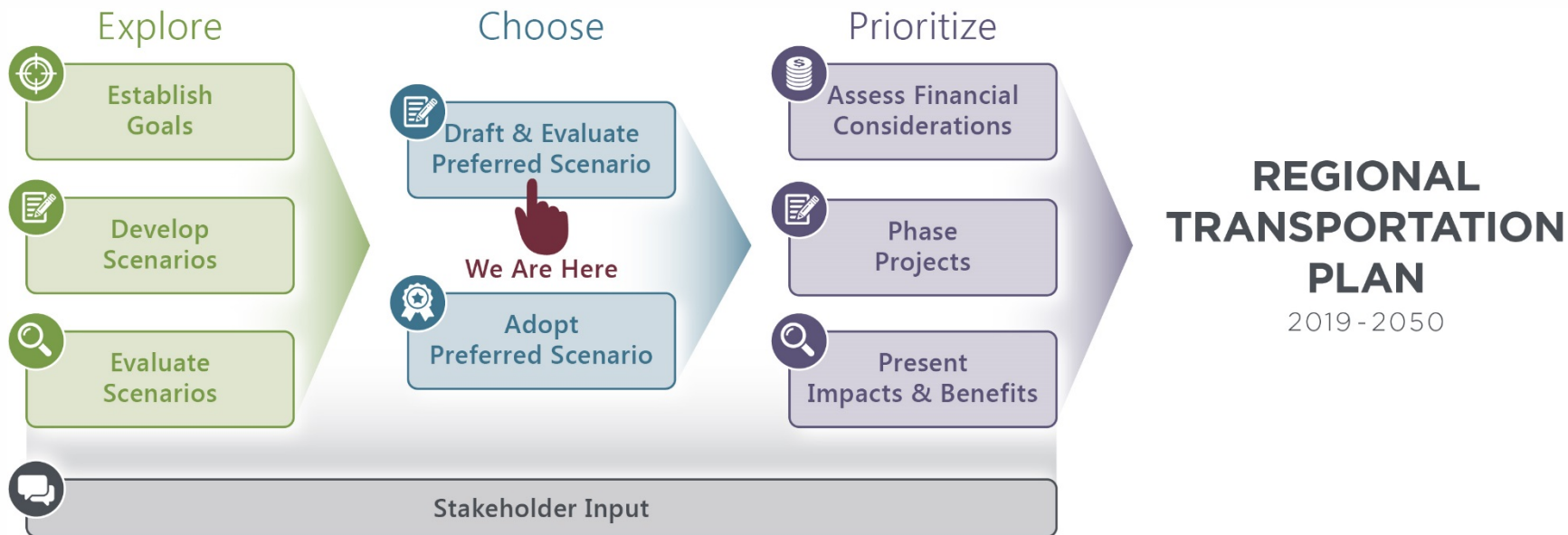


Vision Update and Emerging Issues



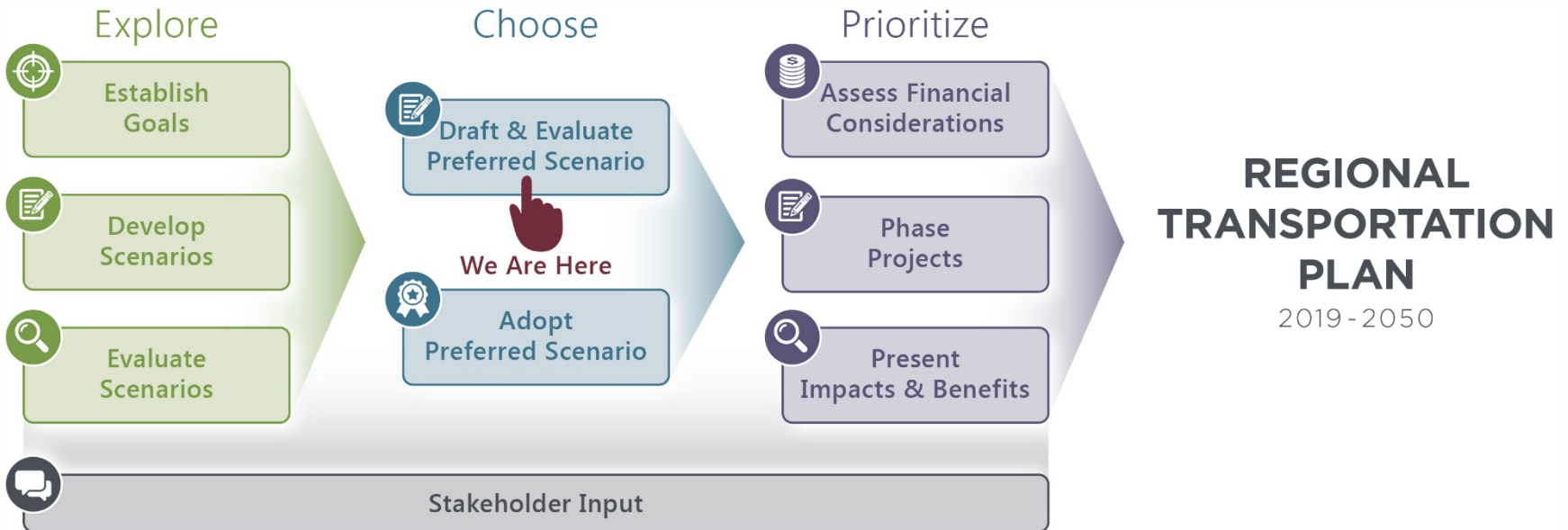
Wasatch Choice Vision Update





Vision workshops







Emerging and Uncertain Issues

Decline of brick-and-mortar retail

DEC 13, 2012 @ 03:32 PM 51,675 VIEWS

Five Trends Driving Traditional Retail Towards Extinction



J.J. Colao
CONTRIBUTOR

All of the blood, sweat and tears of startups.

FOLLOW ON FORBES (RSS)



FULL BIO >

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 \$242 million 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

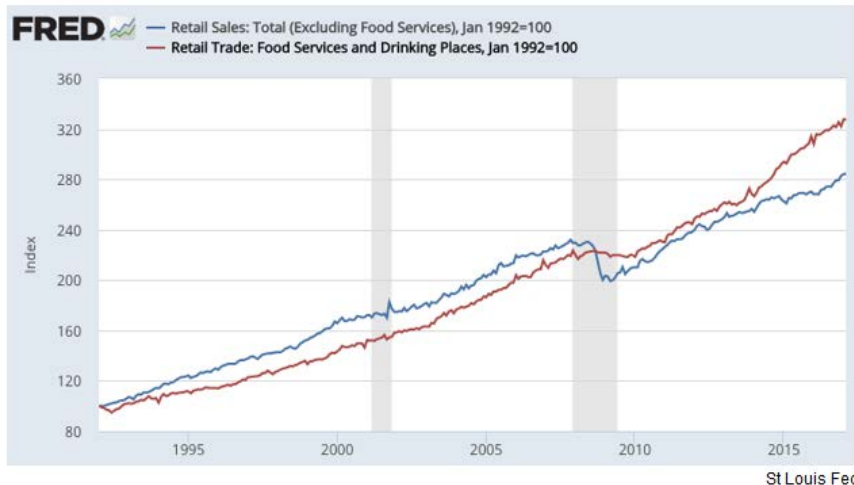


Forbes

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



Decline of retail

APR 11, 2017 10:00 AM EST 31,673 views

Five Trends Driving Traditional Retail Towards Extinction



J.J. Colao

all of the latest news and views of business

Follow on social media



FULL BIO >

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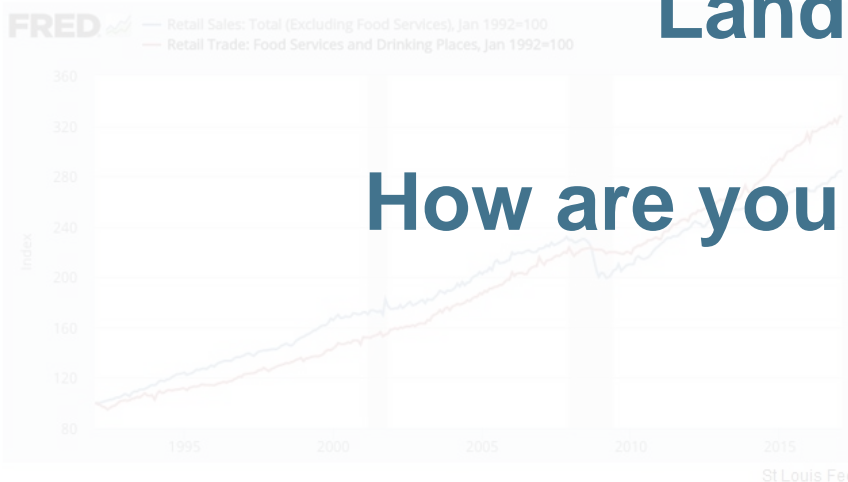


THE LONG AND PAINFUL DECLINE OF THE RETAIL STORE

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



How are you responding?



Sharing economy

The New Standard
IN CAR SHARING



Sharing economy

*The New Standard
IN CAR SHARING*



**How do you think this will impact
parking demand?**

Transit usage?

Vehicle ownership?

Infrastructure like curb usage?



How are you responding?

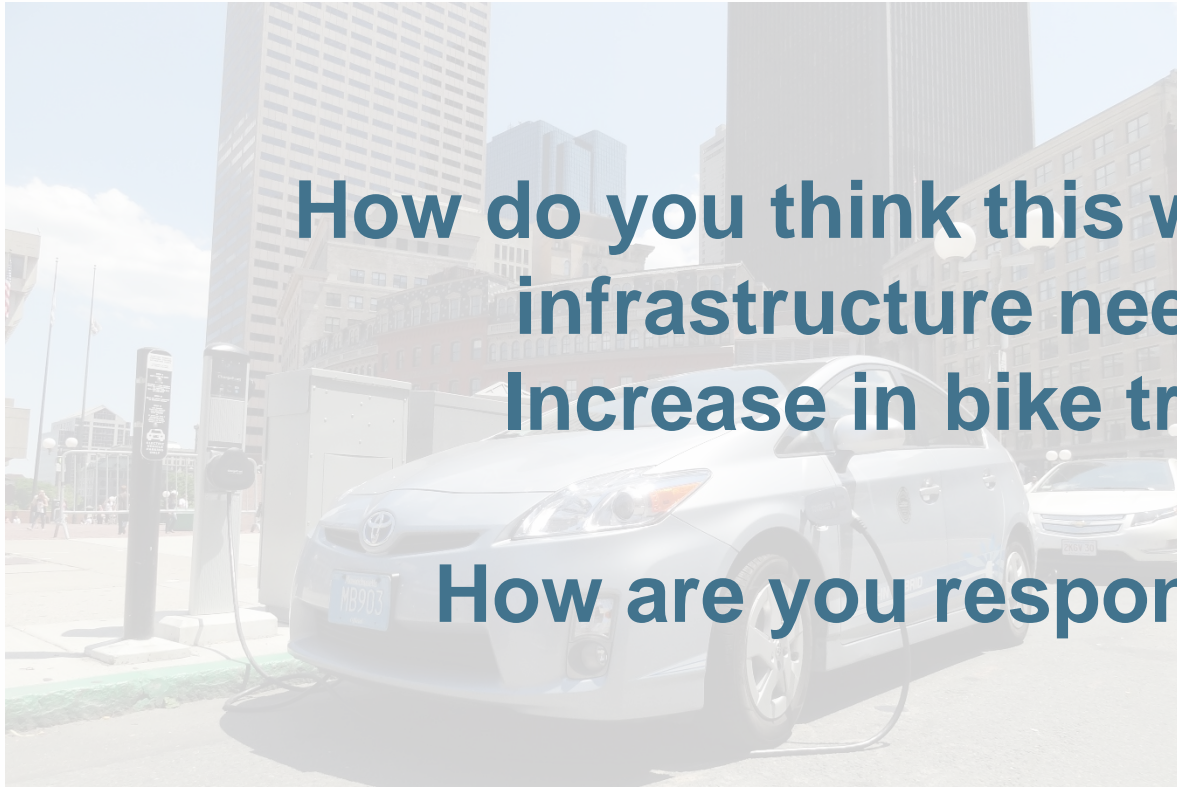
Electric vehicles & e-bikes



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





TRANSPORTATION — AND — LAND USE CONNECTION

2018 Awards

March 15th, 2018 | Megan Townsend



PROGRAM GOALS



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



\$904,922

2018 Region-Wide TLC Funding

\$281,525

2018 Region-Wide Match

\$1,186,447

Total 2018 Region-Wide Funding

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



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

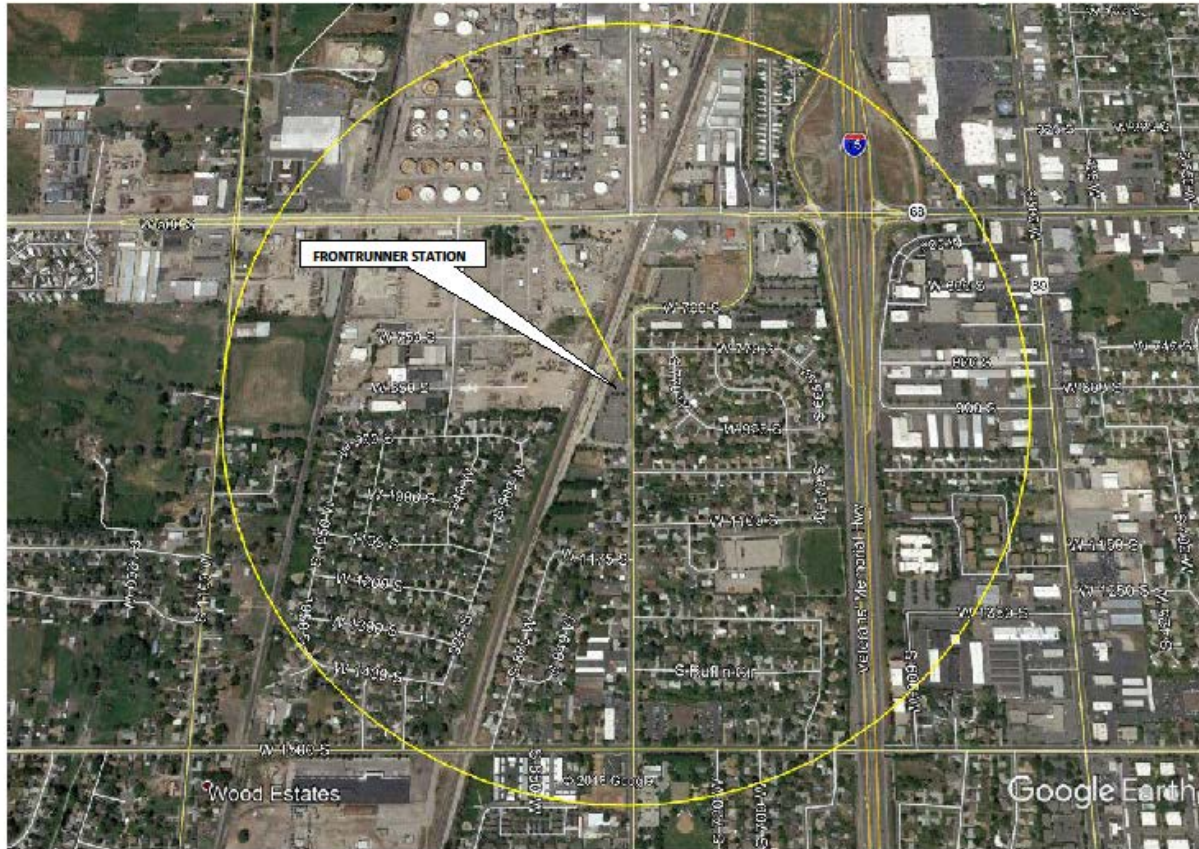
West Valley Active Transportation Plan





WOODS CROSS STATION AREA PLAN

WOODS CROSS FRONTRUNNER STATION AREA PLAN



TLC Program



Megan Townsend, Program Lead
mtownsend@wfrc.org
(801)363-4250 x. 1101
<http://www.wfrc.org/tlc>





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]

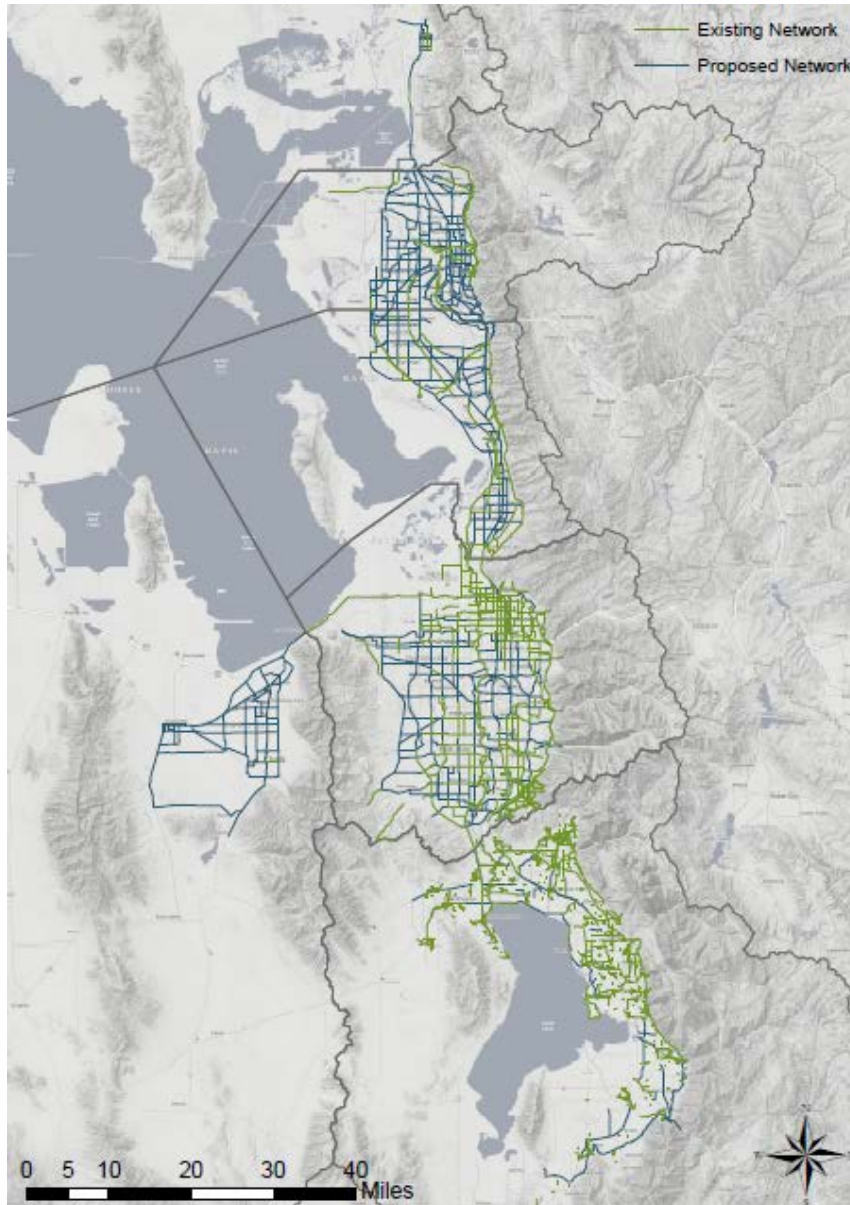


3. Fund and construct priority projects



4. Build support for AT through effective engagement and outreach

Regional Active Transportation Planning

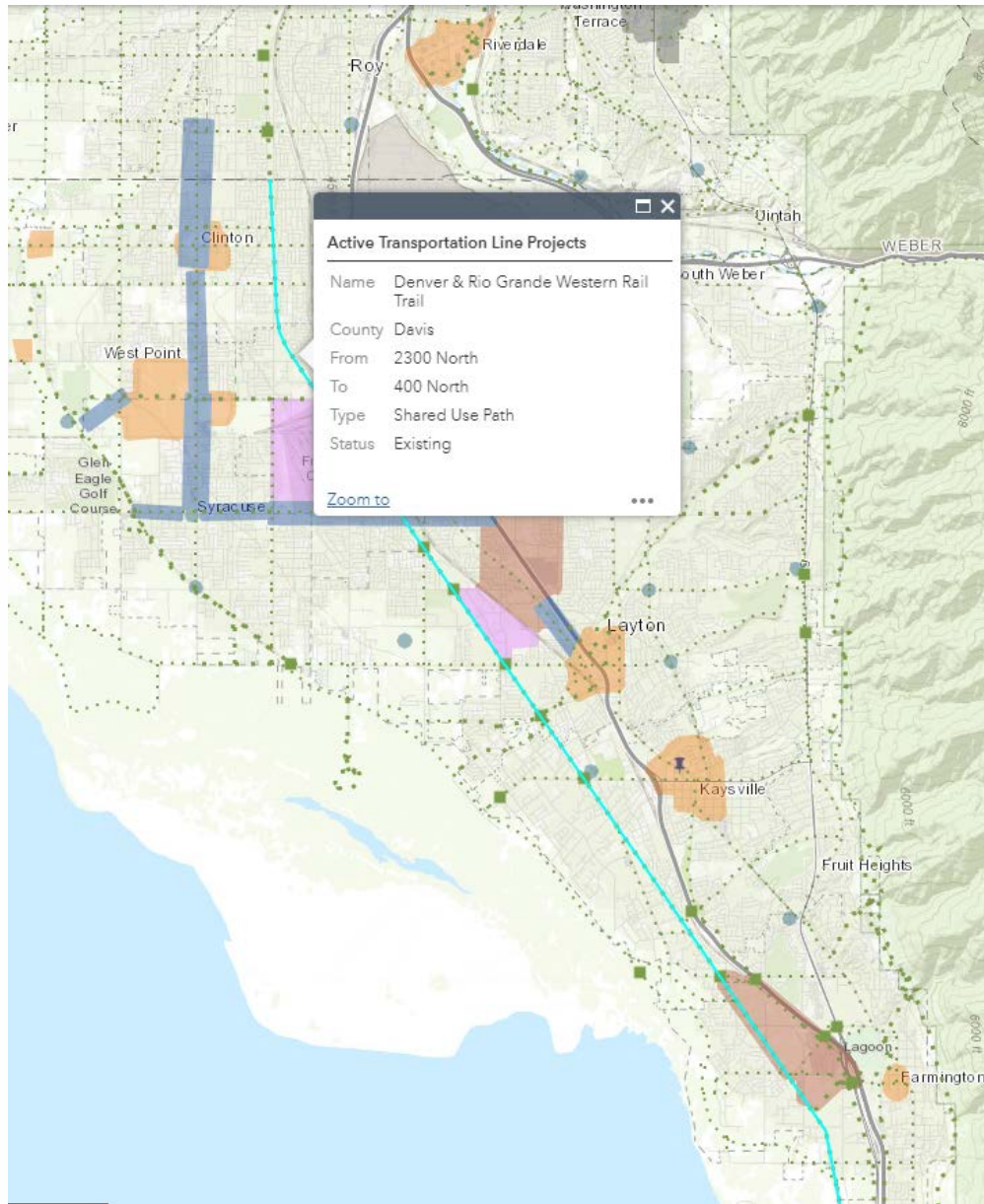


1,041
EXISTING
MILES



1,105
PROPOSED
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

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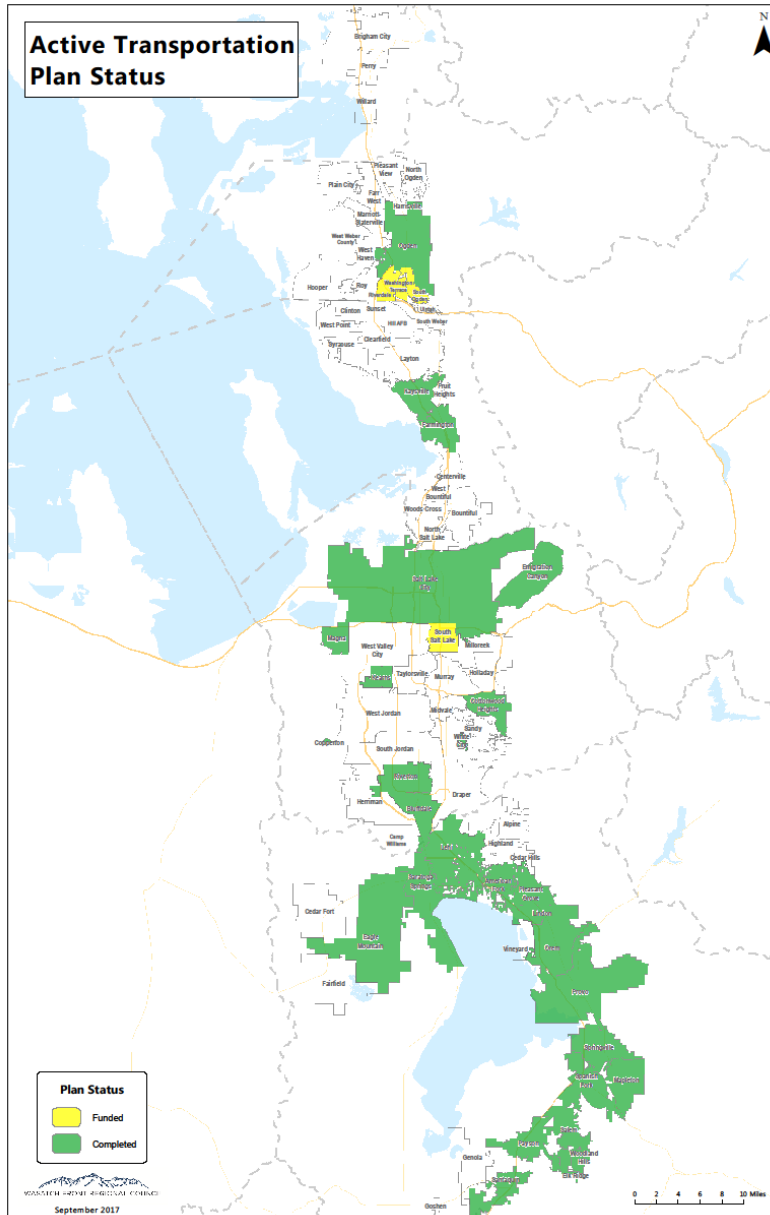
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Active Transportation Plan Standards

<https://bikeutah.org/wasatch-bike-plan/>



Active Transportation Plan Standards

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 sample scope 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 (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:

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

Standards



1. Partner Engagement

Involving internal and external partners in the planning process, as well as identifying and empowering 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 Commissioner, City Council Member
- ☐ Include all of the following municipal departments: Planning, Engineering, Public Works/Streets, Parks
- ☐ Identify, engage, and empower 'champions', those community members or staff who can and are willing to expend time, energy, and political will in order to implement the pieces of the plan
- ☐ UDOT region representative
- ☐ MPO, RPO, or ADG representative
- ☐ Recommended: Transit agency; neighboring cities; health department; school district; Department of Public Safety/Utah Highway Patrol; police department; public lands agencies; major employers and work sites



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.

Choose at least two

- Open houses or charrettes
- Online survey
- Opportunities to comment on plans or maps online or in-person
- Intercept surveys
- Pop-up meetings and attending existing events
- Walk and bicycle audit
- Stakeholder interviews or events at major work sites



3. Set the Vision, Goals, & Objectives

The vision, goals, and objectives of an active transportation plan create the framework and guide all policy, project, and program recommendations.

- ☐ Completed during the first stages of the planning process
- ☐ Vision expresses aspirations for bicycling and walking, whether it be related to network, culture, programs, or outcomes
- ☐ Goals are broader statements describing desired results; objectives are specific, measurable initiatives that bolster the goals
- ☐ Recommended: Reflects the vision or purpose of the community's and/or region's 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. The analysis should use words, photos, maps, and data to describe:

- ☐ Existing on and off-street bicycling and walking network and facility types
- ☐ Identification of network barriers and gaps
- ☐ Demographics
- ☐ Crash and safety data
- ☐ Integration with local and regional plans, including other active transportation plans
- ☐ Connections to transit and community destinations (e.g. parks, schools)
- ☐ Recommended: Existing counts (if available)
- ☐ Recommended: Geological, hydraulic, or other physical characteristics and constraints



5. Recommendations

This task involves recommending new infrastructure, supportive programs, and policies in order to promote better accommodation of people walking and bicycling.

A. Projects. These most crucial recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommended facility must include (at least):

- ☐ Route and facility type identification
- ☐ GIS schema consistent with state and regional standards
- ☐ Recommended projects connected to regionally-significant existing or planned routes



B. Programs. Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure (engineering) projects (S.A.).

- ☐ Programming associated with existing and recommended facilities with an emphasis on the 5 Es
- ☐ Local context-specific Safe Routes to School programming
- ☐ Maintenance plan (i.e. snow removal, restriping, weed removal)
- ☐ Recommended: Wayfinding plan compliant with national and local standards



C. Policies. Policies, departmental procedures, design standards and guidelines that promote active transportation usage and safety should be recommended.

- ☐ Walking and bicycling friendly 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 stall when the plan is finished. It should be detailed, yet easy to use. The plan should include:

- ☐ Prioritized and/or phased list of actions and recommendations
- ☐ Funding opportunities
- ☐ Capital and maintenance cost estimates and budget
- ☐ Recommended: Annual work plan calendar
- ☐ Recommended: Agencies or persons responsible for realization 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:

- ☐ Walking and bicycling mode share (% of trips done by walking or bicycling)
- ☐ Regular bicycling and walking counts and reporting at several high profile locations
- ☐ Health indicators, crash and safety figures

If you have questions about how to start or where to look for planning and funding assistance, please refer to the following contacts:

Communities in Salt Lake, Davis, Weber, Tooele, Morgan, and Box Elder Counties	Scott Hess, Wasatch Front Regional Council (WFRC) Active Transportation Planner (shess@wfrc.org)
Communities in Utah, Wasatch, and Summit Counties	Jim Price, Mountainland Association of Governments (MAG) Active Transportation Project Manager (jprice@mountainland.org)
All Other Utah Communities	Hedi Goedhart, UDOT Active Transportation Manager (hgoedhart@utah.gov) or Phil Sarnoff, Bike Utah Executive Director (phil@bikeutah.org)

Active Transportation Goals - 2018



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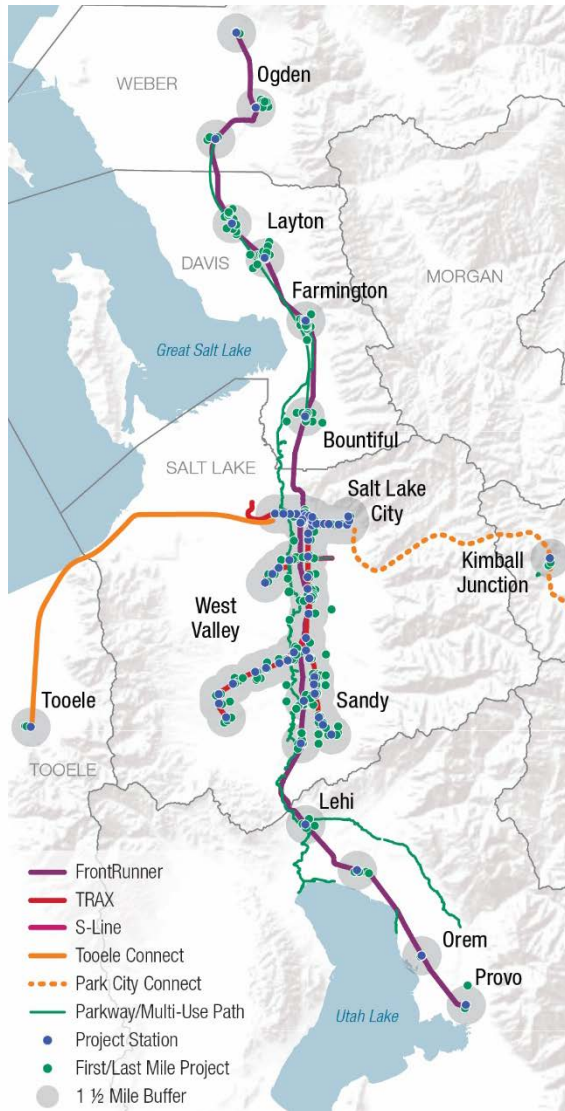


3. Fund and construct priority projects



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

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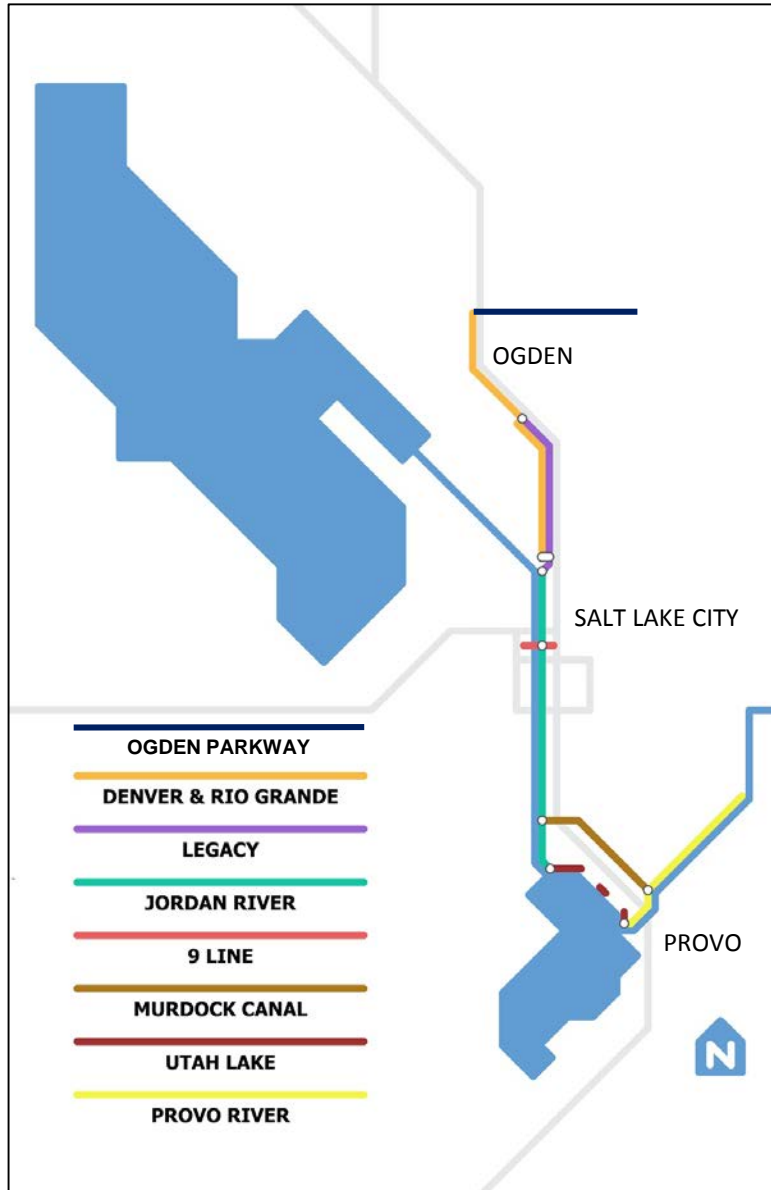


4. Build support for AT through effective engagement and outreach

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



Scott A. Hess, Active Transportation Planner

shess@wfrc.org

801-363-4250