



# Context Sensitivity in Utah's Local and Regional Planning

RGC TAC // December 14, 2022

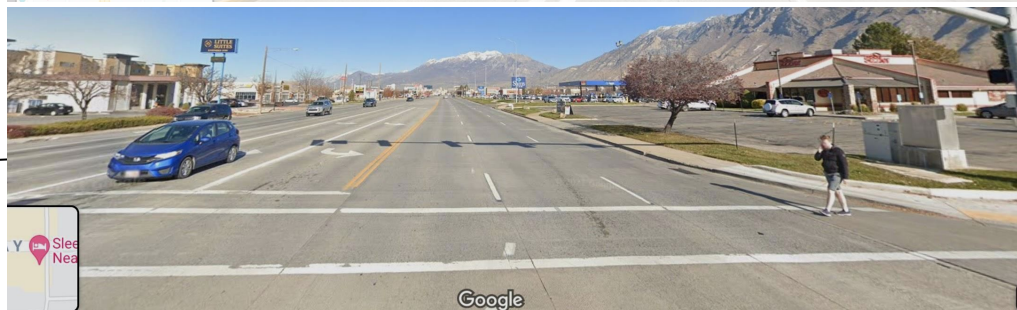
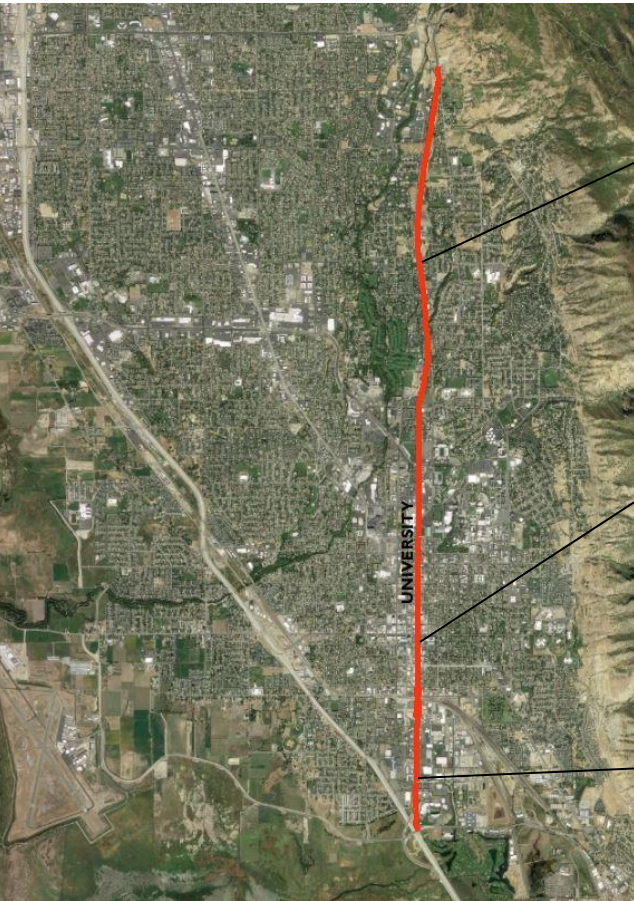
# Why street design matters

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# University Avenue, Provo



# Partners

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There's value to doing this  
within regional long range  
planning

# Draft Framework

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This framework will:

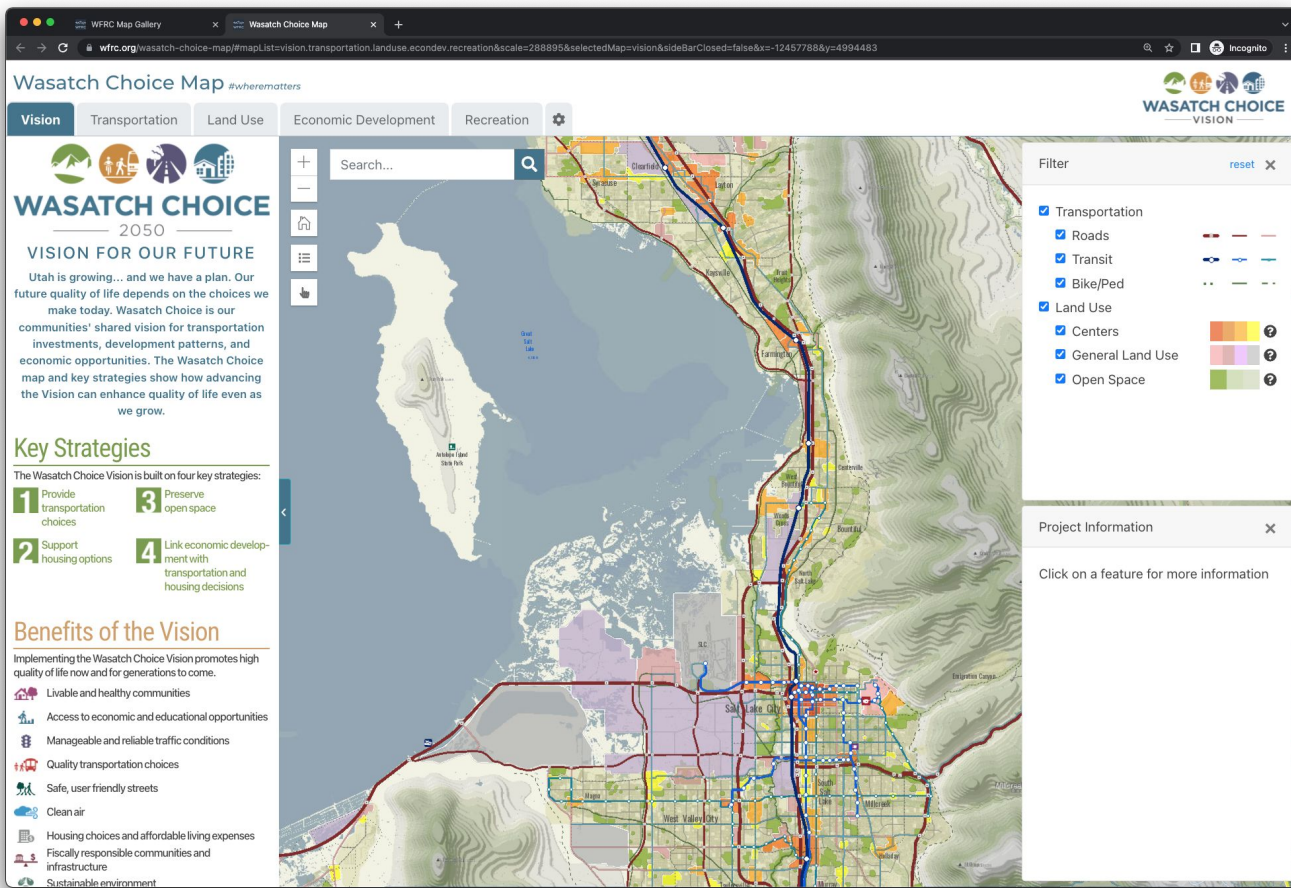
- » Streamline projects through **predictability** and **durable decisions**
- » Help stakeholders work through **tradeoffs**
- » Shape **better projects**
- » Support **better communities**

# Wasatch Choice Great Streets

A **framework** for balancing regional transportation needs with community context and vision.







# Proposed Framework

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This definition is broken down into six elements:

- 1 Balance
- 2 Multimodal
- 3 Safety
- 4 Places
- 5 Economics
- 6 Partnerships

# Proposed Framework

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Each element can have a series of tools:

**Principles:** Overall general statements of guidance

**Checklist:** Things to review or consider

**Considerations:** How to work through trade-offs

**Performance Measures:** Measures the degree to which regional-level streets meet thresholds



# Proposed Framework

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Our initial idea is for four broad types oriented to the street's role in the center:

**Main Streets**

**Major Corridors**

**Hybrid Main Streets**

**Supporting Streets**



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# 2023-2050 Regional Transportation Plan

RGC TAC // December 14, 2022



# Wasatch Choice Vision



## Economic Development

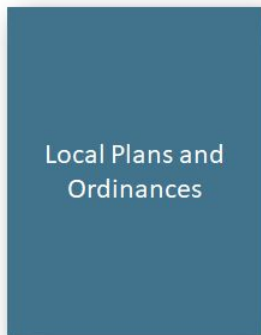
Comprehensive  
Economic Development  
Strategy



## Land Use

Transportation  
and Land Use  
Connection

Local Plans and  
Ordinances



## Transportation

Regional  
Transportation  
Plan



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

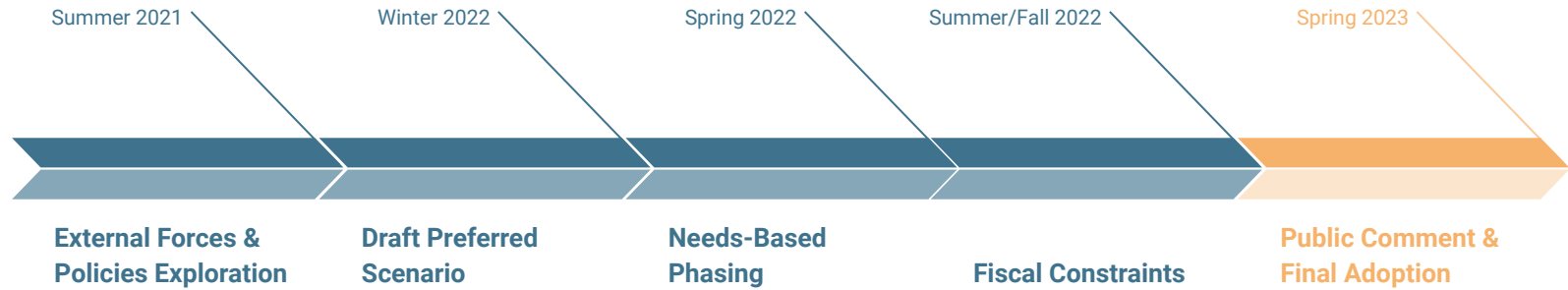


Ample open space and recreational opportunities

# Regional Transportation Plan Overview



# RTP Development Timeline



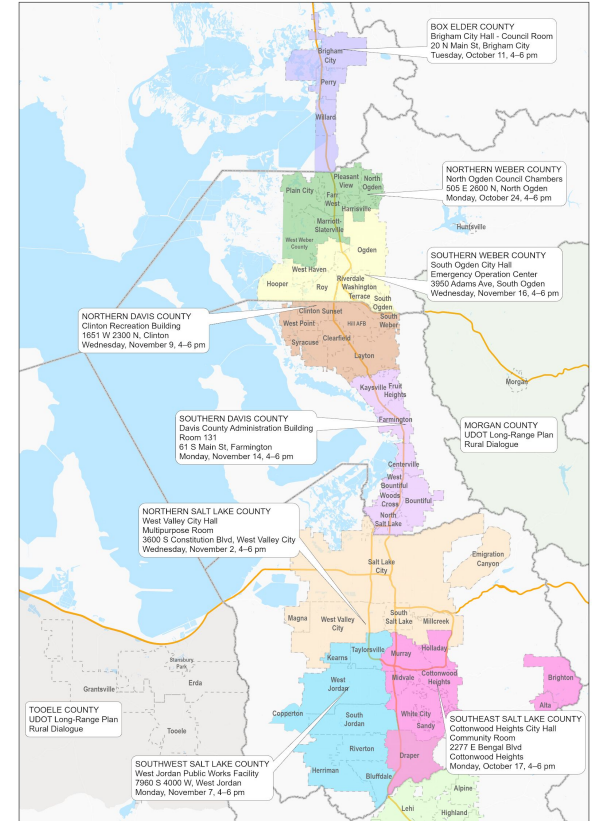


# 2022 Fall Transportation Workshops

- Box Elder Co - Tuesday, October 11
- Southeast Salt Lake Co - Monday, October 17
- Northern Weber Co - Monday, October 24
- Northern Salt Lake Co - Wednesday, November 2
- Southwest Salt Lake Co - Monday, November 7
- Northern Davis Co - Wednesday, November 9
- Southern Davis Co - Monday, November 14
- Southern Weber Co - Wednesday, November 16



## Wasatch Choice Transportation Workshops Fall 2022

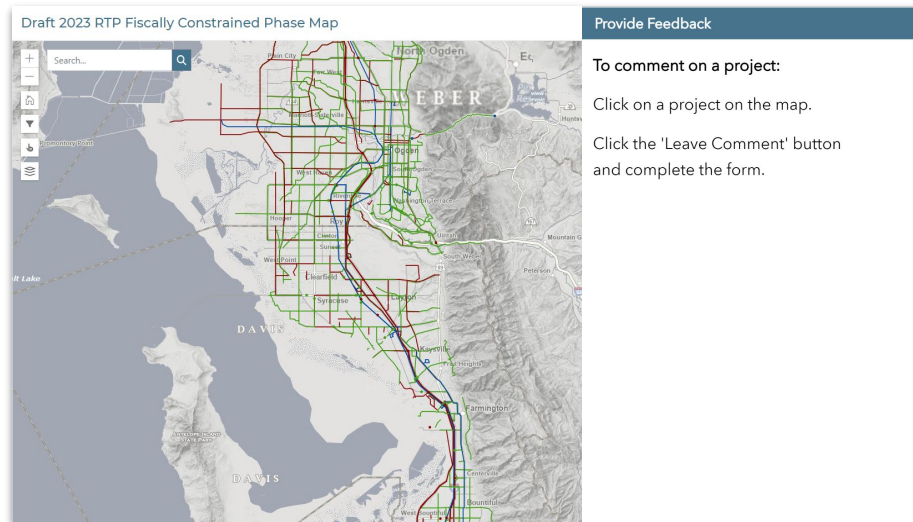


# Stakeholder Outreach

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- Community Advisory Committee
- Resource Agencies
- Larry H. Miller / Daybreak
- Point of the Mountain
- PRI/FRI/SLR
- Rio Tinto
- Salt Lake Community College
- Trails Foundation of Northern Utah/PRATT/Bike Utah
- University of Utah
- Utah Inland Port Authority
- Utahns for Better Transportation (UBET)
- Weber State University
- Western Growth Commission

# Fiscally Constrained Phasing TAC Outreach Summary



Comment period: Oct 11th - Dec 5th

Interactive map  
Transportation Workshops  
Stakeholders



**Roads:** 100 comments

**Transit:** 68 comments

**Active Transportation:** 185 comments

# Funding Available by Mode

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**\$1.0 B**

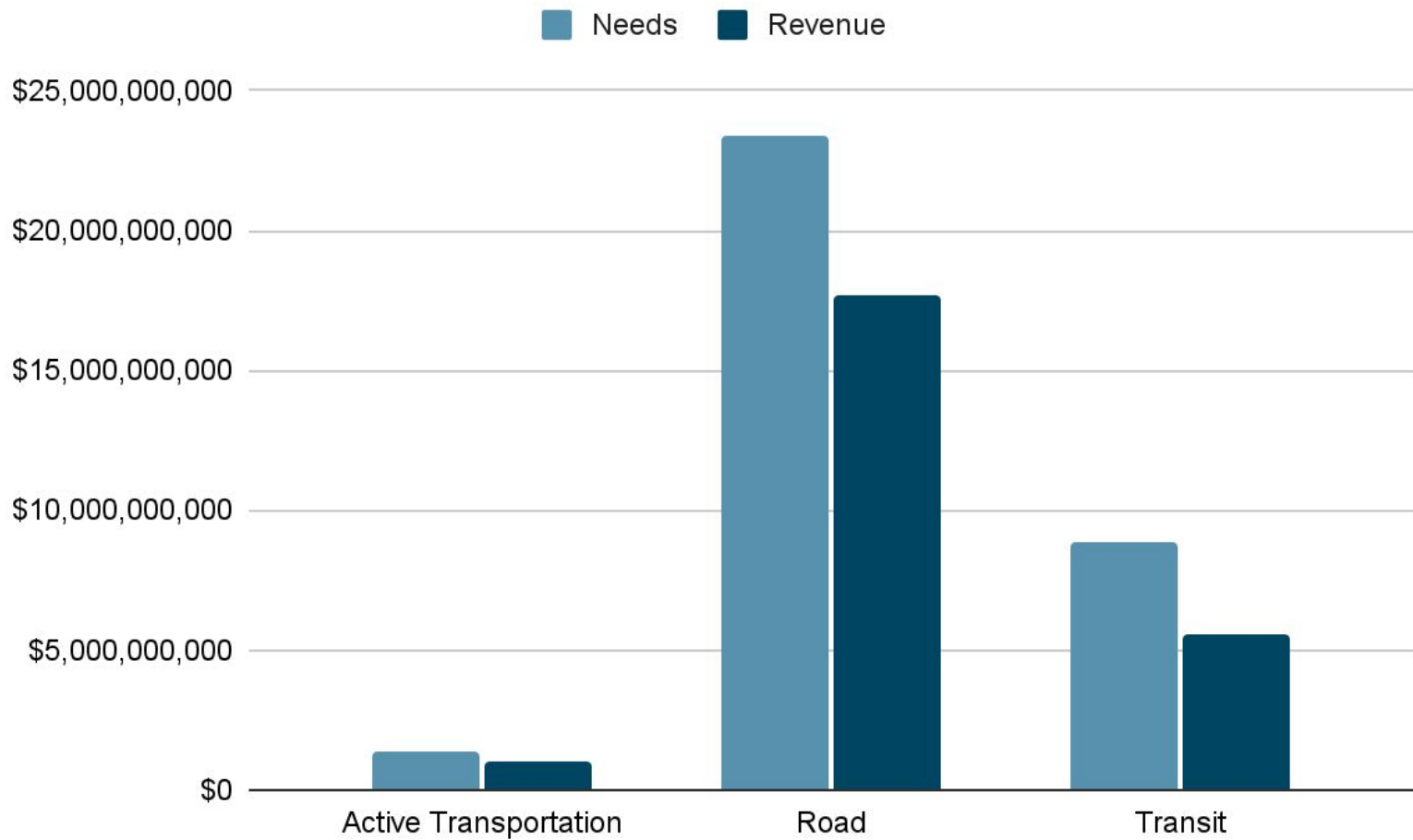


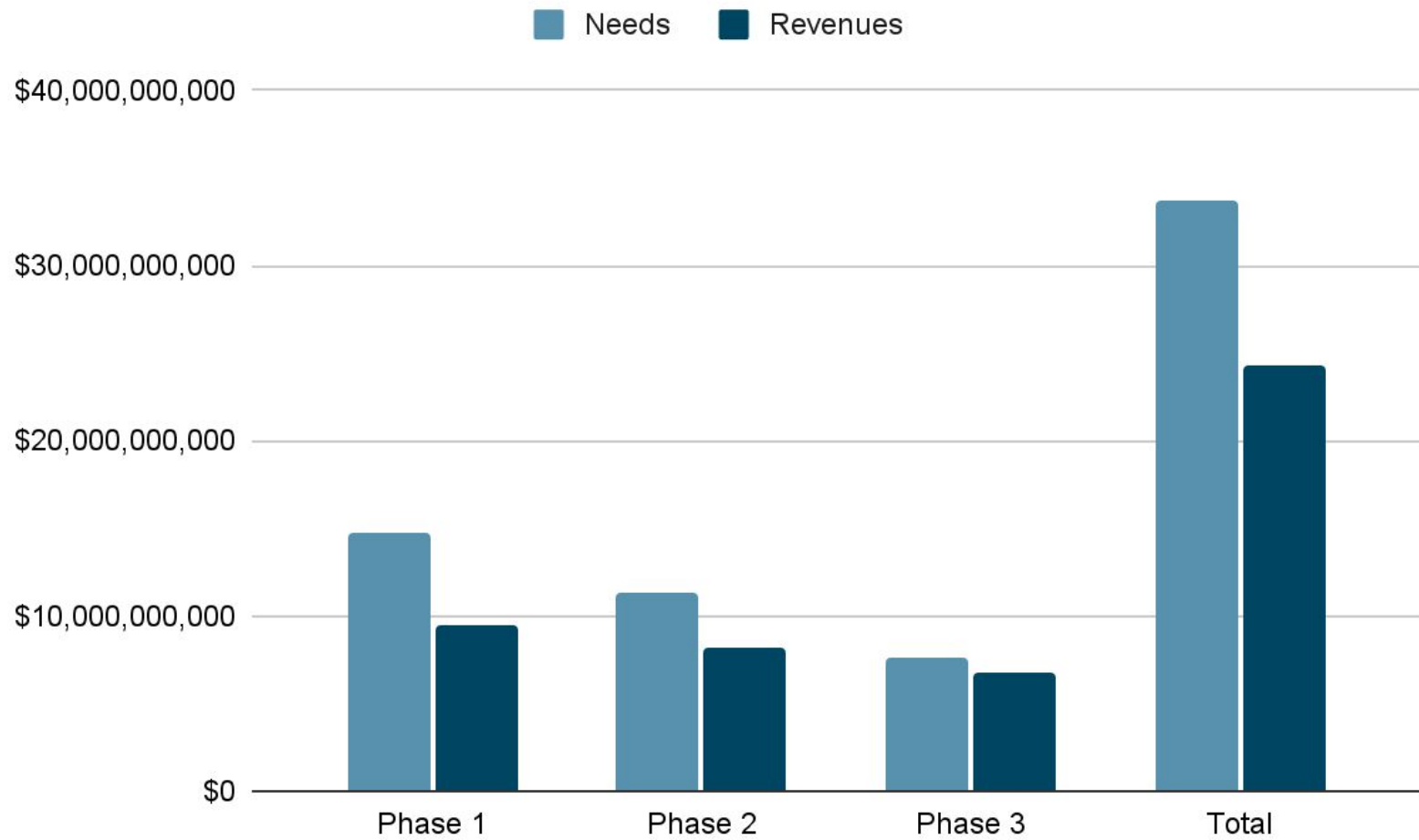
**\$17.8 B**



**\$6.0 B**







# Next Steps

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## Winter 2023

2023-2050 RTP and AQ  
Memorandum #41 -  
Public comment period:  
Jan 17th - Feb 16th

RTP Documentation



## Spring 2023

RGC TAC, RGC, and  
Regional Council Review  
  
May 25, 2023 adoption



## Summer/Fall 2023

Unified Plan Coordination  
and Outreach



# 2023-2050 Regional Transportation Plan

RGC TAC // December 14, 2022





**GUIDING OUR GROWTH**  
A STATEWIDE CONVERSATION ABOUT UTAH'S FUTURE

# **RGC TAC**


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**December 14, 2022**



# **GUIDING OUR GROWTH**

A STATEWIDE CONVERSATION  
ABOUT UTAH'S FUTURE



# **PROJECT OVERVIEW**

Governor's Office of Planning and Budget



It's not so much **IF**  
Utah will continue  
to grow, but **HOW**  
Utah will continue  
to grow.

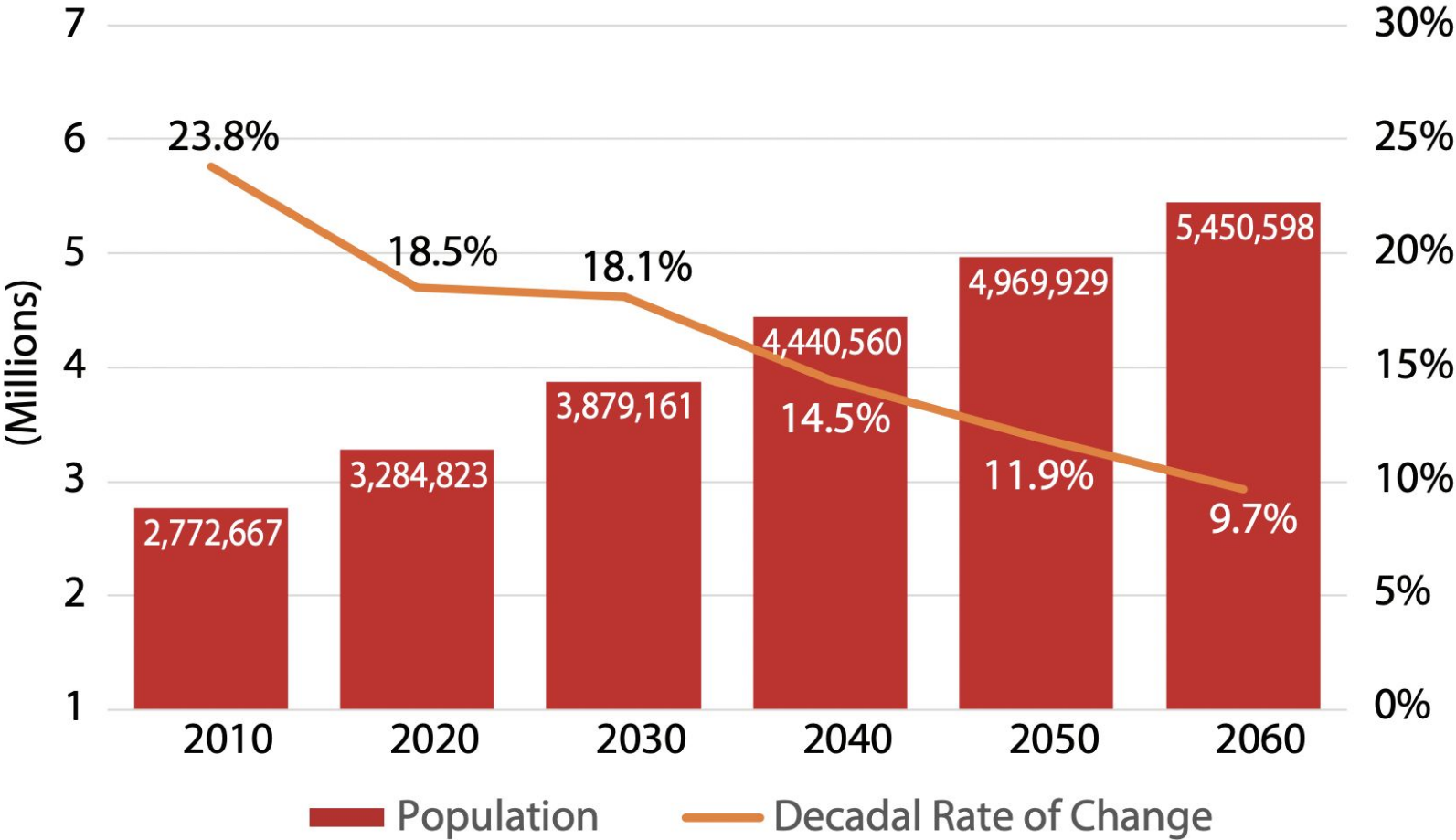
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What makes Utah great also

# MAKES UTAH GROW





# GOALS OF THIS STATEWIDE CONVERSATION ABOUT UTAH'S FUTURE

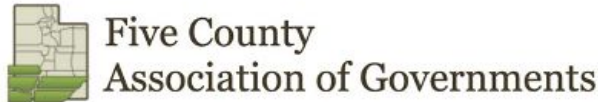
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- Utahns weigh-in on how growth should unfold
- Utahns better understand growth plans already in place
- Establish a list of Big Moves to achieve desired outcomes
- Utah communities advance those Big Moves

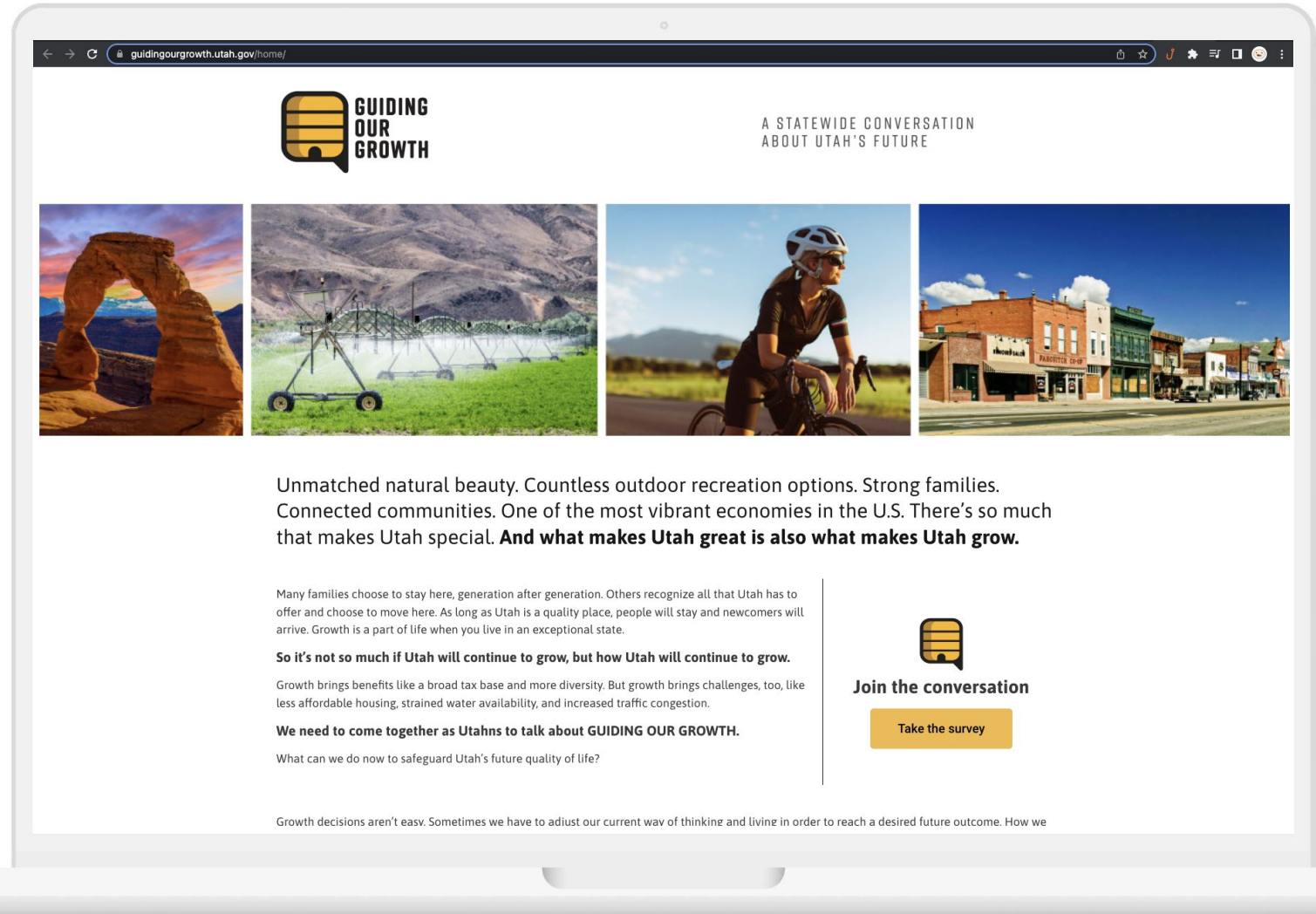


# PARTNERS

A STATEWIDE CONVERSATION  
ABOUT UTAH'S FUTURE



SHARE YOUR  
THOUGHTS  
AND IDEAS AT  
[guidingourgrowth.utah.gov](https://guidingourgrowth.utah.gov)





A decorative pattern of light gray hexagons of various sizes is located in the top right corner of the slide, extending towards the center.

# **SCENARIOS**



# SCENARIOS

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- ⬢ What are **options** for how growth might unfold? and how would they affect my quality of life?
- ⬢ Target audiences:
  - Grass tops (e.g., city councilors)
  - General public



# Scenarios test “what-if we do this” as growth occurs

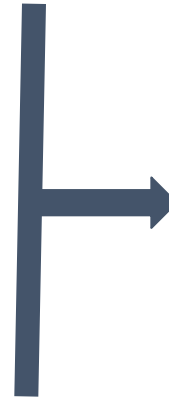
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## 1. TEST GROWTH OPTIONS such as

- Keep growth out of existing communities
- Grow more in existing areas

## 2. WEIGH OUTCOMES such as

- Household affordability
- Water use



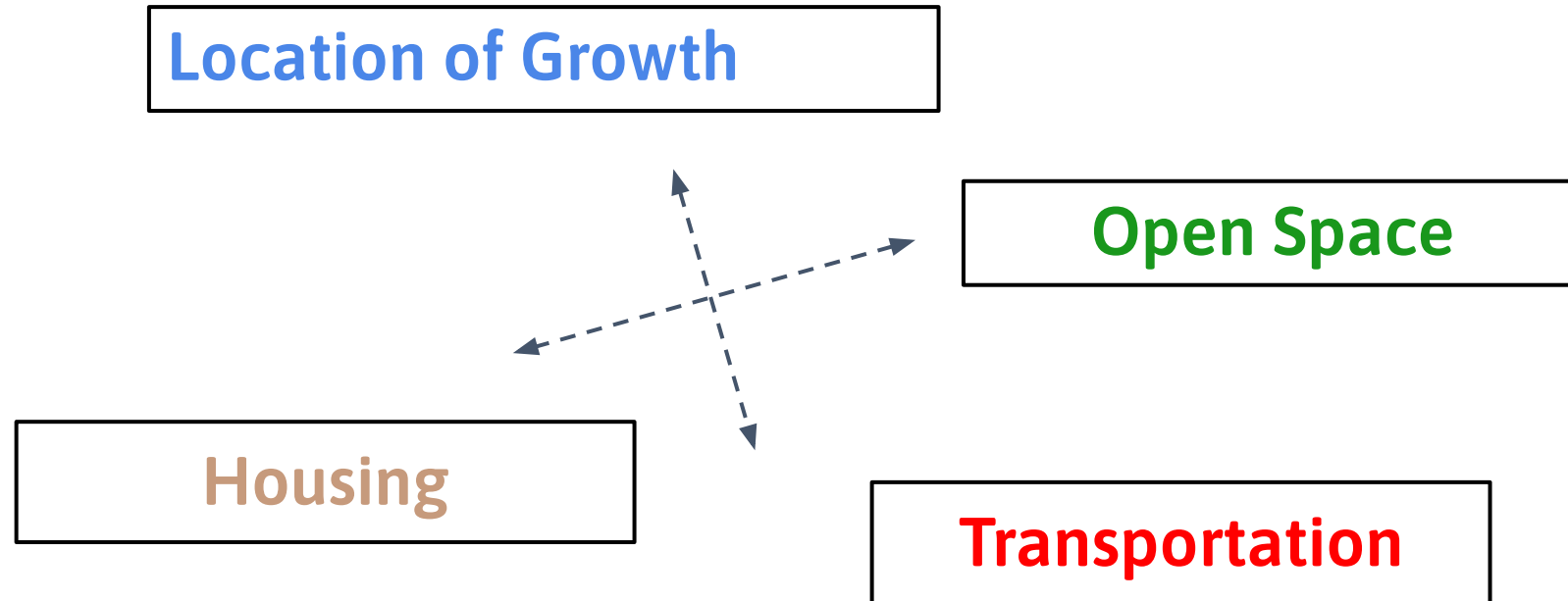
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## 3. IDENTIFY BIG IDEAS to accomplish desired results

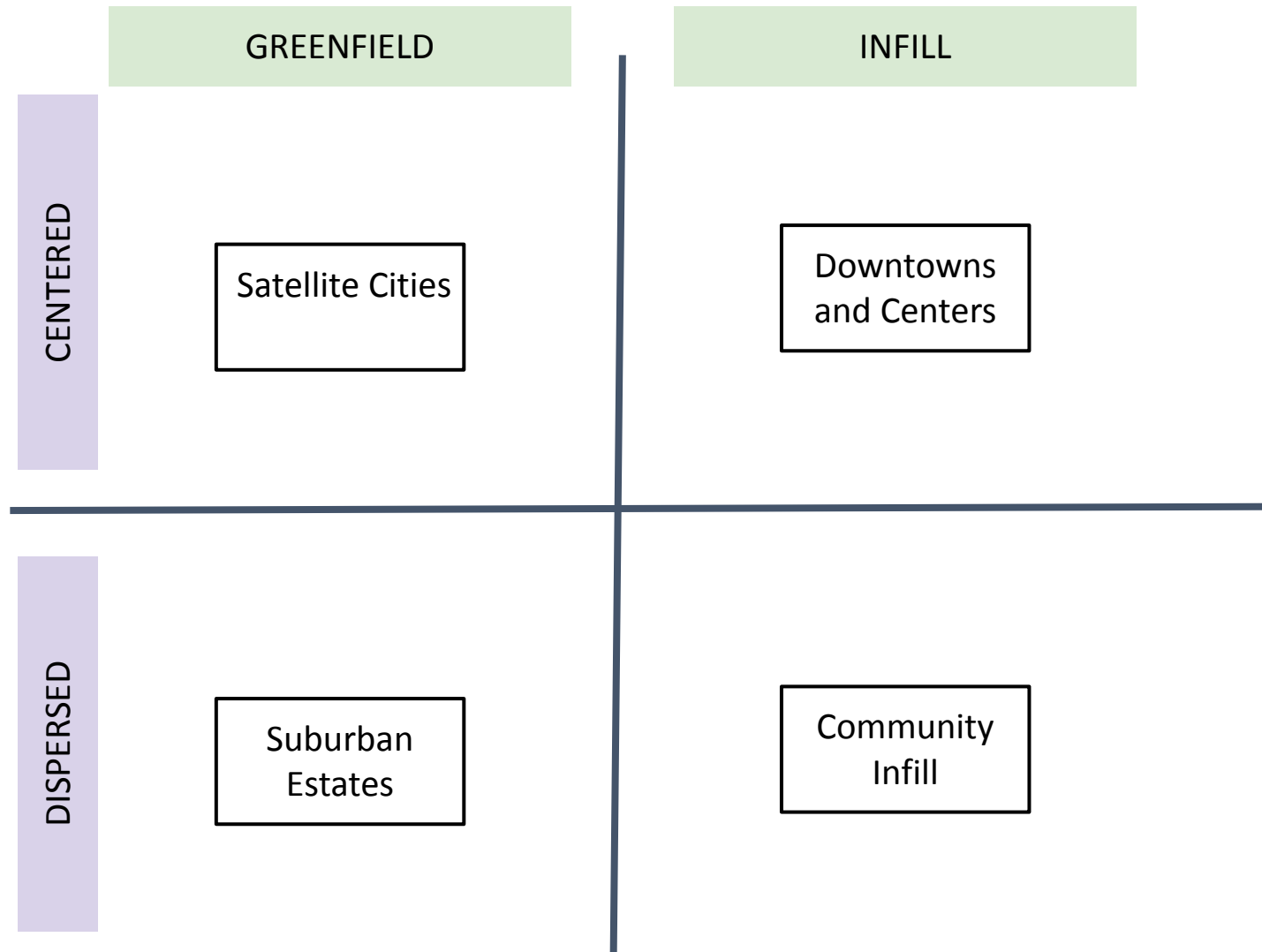


# Explore how pieces fit

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# Overview of urban area scenarios (DRAFT)





# Example graphics: areas

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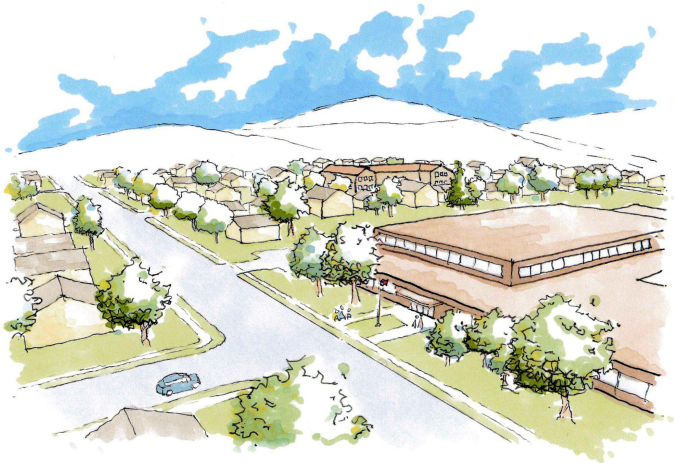






# Example graphics: community types

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# Scenarios test “what-if we do this” as growth occurs

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**1. TEST GROWTH OPTIONS**



**2. WEIGH OUTCOMES**



**3. IDENTIFY BIG IDEAS to accomplish desired results**



# OUTCOMES

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- ⬢ What are the outcomes that we want to measure?  
e.g. travel time, water use, open space  
preservation

# INPUT SUMMARY



## **Stakeholders want a future in which we:**

- ⬢ Meet water needs
- ⬢ Have household affordability
- ⬢ Can “get there” (access to opportunities)
- ⬢ Preserve community identity
- ⬢ Have great access to the outdoors/ recreation
- ⬢ Rural: strengthen our economy
- ⬢ Rural: maintain our farmland





# DRAFT outcomes to measure for each scenario

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- 1 Household affordability
- 2 Mix of housing by type (single family large lot, small lot/townhouse, apartment/condo)
- 3 Water usage
- 4 Air quality
- 5 Access to open space and recreation
- 6 Loss of farmland and open land
- 7 Traffic congestion
- 8 Access to opportunities (workers within a reasonable commute of job centers)
- 9 Availability of transportation choices (transit and bicycling)
- 10 Local infrastructure expenses
- 11 “Sustainability”



# THE TIMELINE

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## ⬢ **Now – Spring 2023:**

Gather Initial Input

## ⬢ **Spring – Summer 2023:**

Explore Scenarios

## ⬢ **Fall 2023:**

Identify Big Moves to achieve desired outcomes

# INVITATION TO GET MORE INVOLVED

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**Next Technical Committee Meeting will be on 1/25/23 at 2:30 pm**



**GUIDING  
OUR  
GROWTH**

**A STATEWIDE CONVERSATION  
ABOUT UTAH'S FUTURE**

# Park City

## Mobile Active Transportation Tour

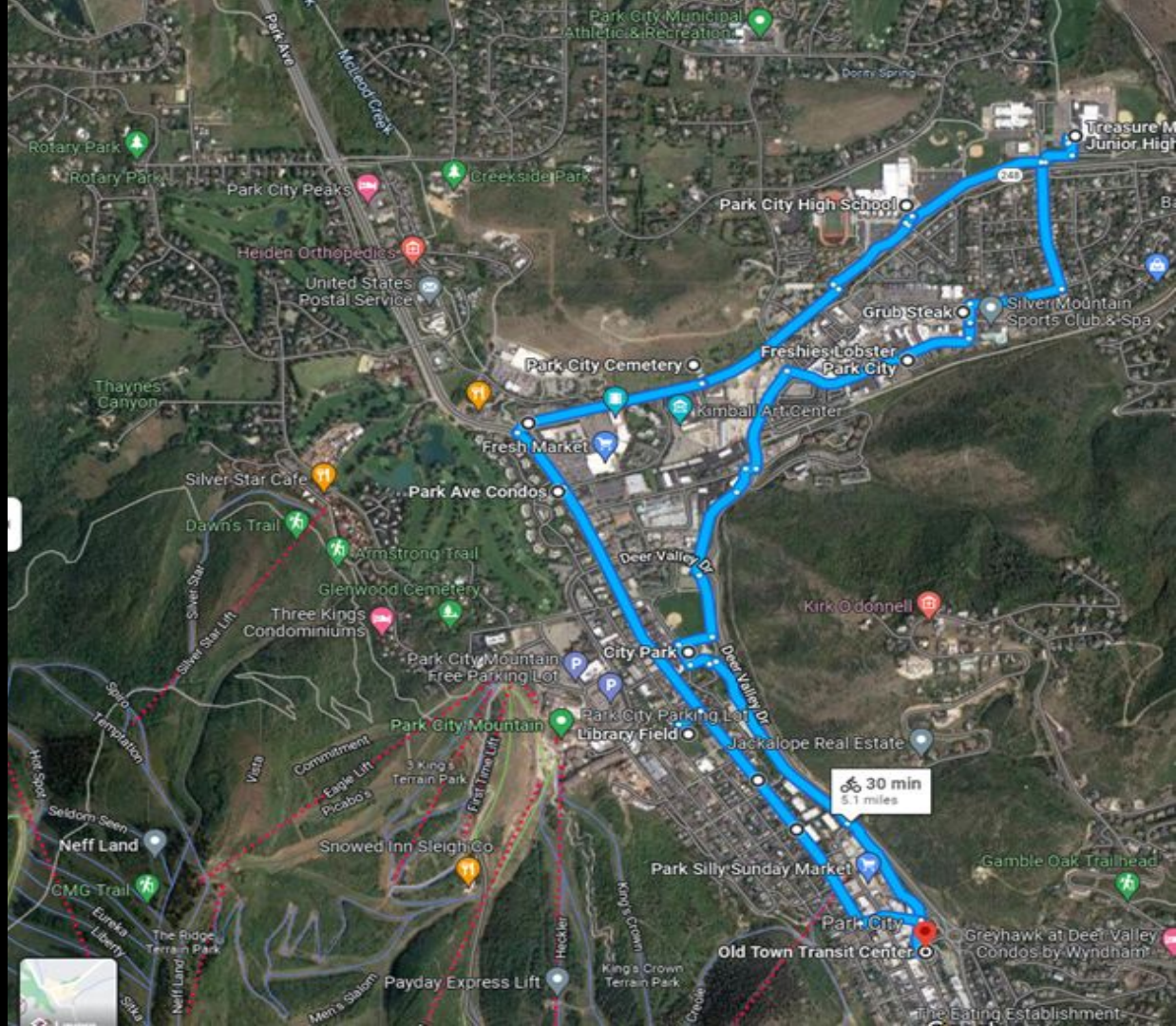


*When:*  
Tuesday, October 4  
@ 2pm

*Where:*  
City Hall,  
445 Marsac Ave

*How:*  
RSVP by September 27  
by clicking [here](#)

Please join Park City Municipal Corporation, Bike Utah, and WFRC for a bicycle tour of Park City's urban active transportation network. Along the way, we will discuss the city's successes, challenges, and future opportunities. Bicycles available upon request.



































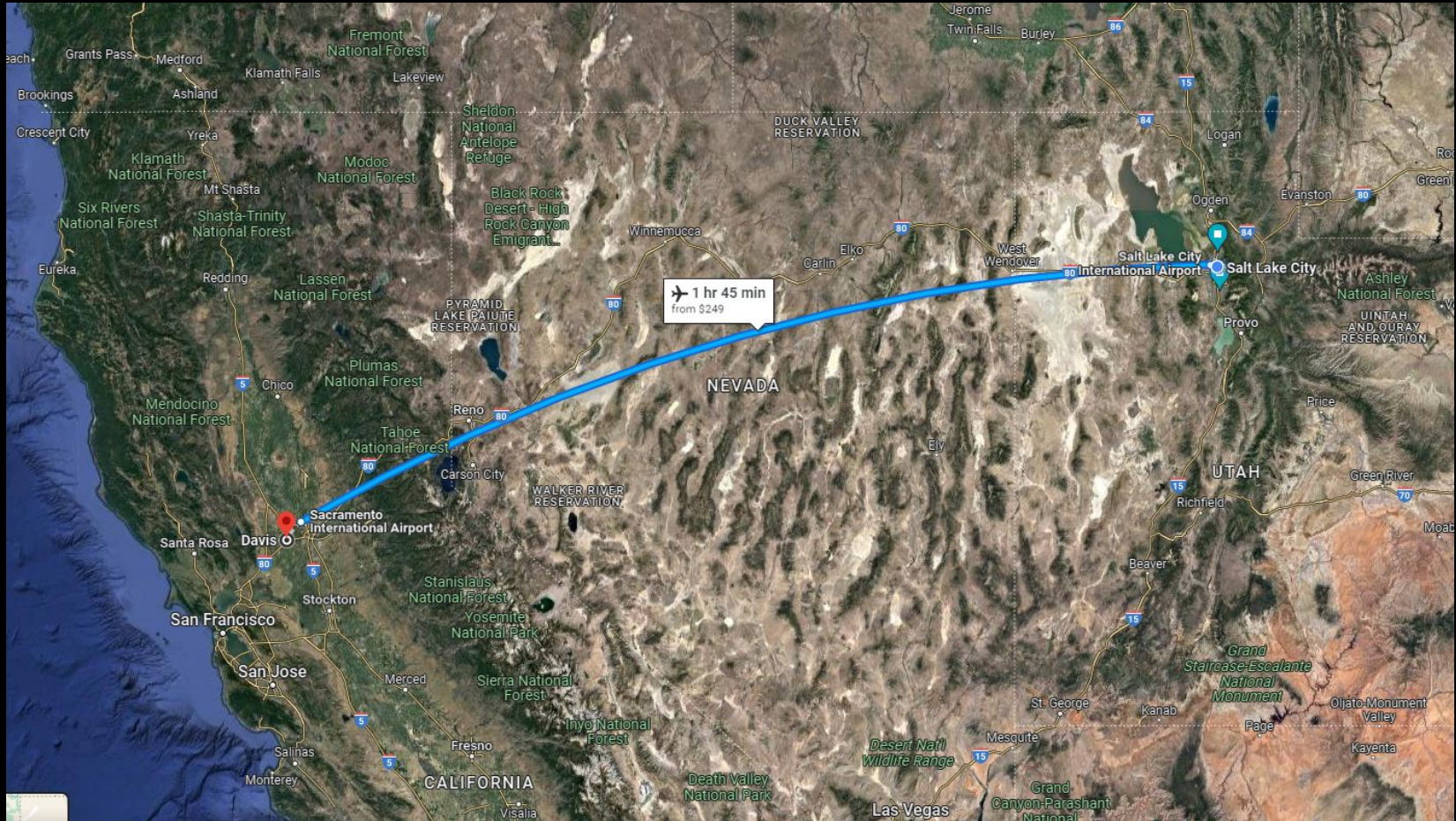








# Out of State MATT 2023: Davis, CA







# DAVIS, CA

TOTAL POPULATION

69,289

POPULATION DENSITY

6999

TOTAL AREA (sq. miles)

9.9

# OF LOCAL BICYCLE  
FRIENDLY BUSINESSES 9

# OF LOCAL BICYCLE  
FRIENDLY UNIVERSITIES 1

# Davis, California: Taking bicycling seriously for 55 years

By Ruth Rosas | Mar 31, 2022 | 1 COMMENT



A bike path in Davis, California

# Davis, CA



# Mobile Active Transportation Tour

*When:*  
Monday, April 10

*Where:*  
Davis, California

*How:*  
Email [hugh@wfrc.org](mailto:hugh@wfrc.org) for  
more information

Please join the City of Davis, University of California – Davis, Bike Utah, and WFRC for a bicycle tour of the City of Davis. Davis has been known for years as one of the best bicycling communities in the nation. Come and experience what makes Davis great and how your community can mimic their success.

# Advanced Air Mobility



# Project Objectives

**SB-122, SB-166**



- Existing Infrastructure/Asset Documentation
- Comprehensive UAM/AAM Program/Process
- Policies and Regulations to Support AAM

# Advanced Air Mobility in Utah



- 2022 - Zipline Partnership with Intermountain HealthCare (IHC) for Household Medical Delivery

- 2022 - Walmart Partners with DroneUp to Start UAS Delivery in Utah



# Emerging Use Cases



Air Cargo



Passenger Air Mobility



Emergency Services

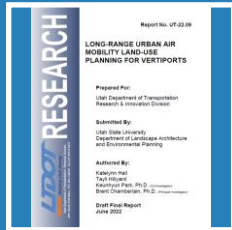
# Building On Utah Research on AAM



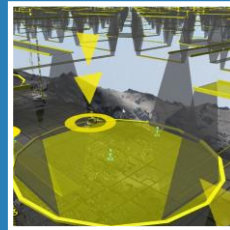
**Strategic Deployment of Drone Centers and Fleet Size Planning for Drone Delivery in Utah**



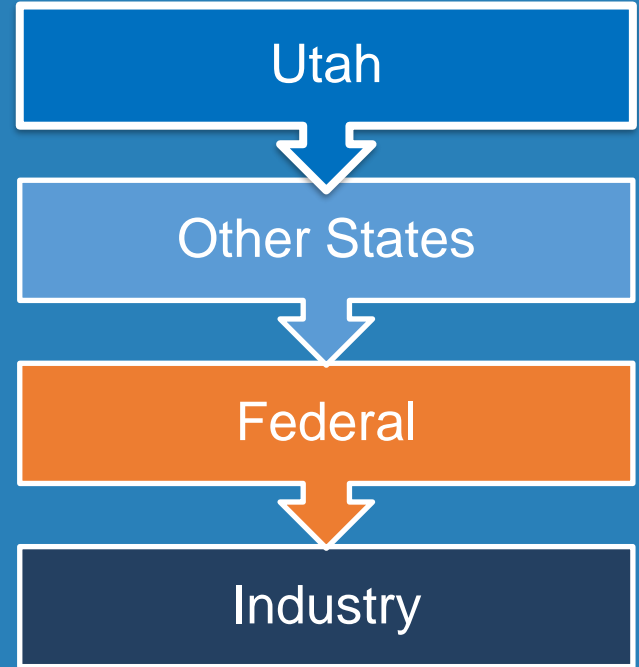
**Airports as Connected Activity Centers**



**Long-Range Urban Air Mobility Land-Use Planning for Vertiports**

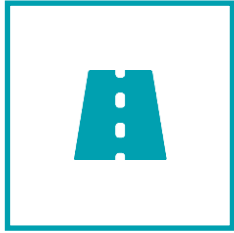


**AAM Corridor Simulation**



# Utah Advanced Air Mobility Study

## Infrastructure & Planning



What Complementary  
Infrastructure Currently Exists?



What Infrastructure is needed to make  
AAM a reality?



How to Achieve Utah's AAM Goals?



# Regulatory

## Potential Aviation Regulation

### Defining AAM

Consider Defining:  
Vertiport  
Aerial Transit Corridor  
Unmanned Traffic  
Management

### Avigation Easement

Agreements with Property  
Owners to Ensure Safe Flight  
of Aircraft

### State Licenses & Permitting

Division of Aeronautics  
Licensing and Supervision of  
Vertiports

### Unmanned Aircraft Registration

Registration and Associated Fee Schedule for  
Unmanned Aircraft

### AAM Restricted Account

Unique Account Allowing Distinct Separation of  
Aviation Revenue and Expenditure Streams

# Regulatory

## Potential General Regulations and Local Processes



Zoning Language to Include Take-Off and Landing Operations



Local Vertiport Overlay Zone



Municipal Permitting and Business Licensing



Stakeholder Innovation Task Force



Encourage State and Municipal Agencies to Develop Innovation Incubators



Municipal Land-Use Planning for AAM



# AAM Industry Timeline



## 2021-2022

- Initial Air Cargo Operations
- Certifications, Testing, and Evaluation for Passenger Air Mobility Aircraft



## 2025-2029

- Commercialization of AAM Operations
- Initial Vertiport Construction
- Initial Emergency Services Use Cases for AAM



## 2023 - 2024

- Aircraft Type Certifications from FAA
- BVLOS for Air Cargo
- Air Cargo Operations Grow Across Regions



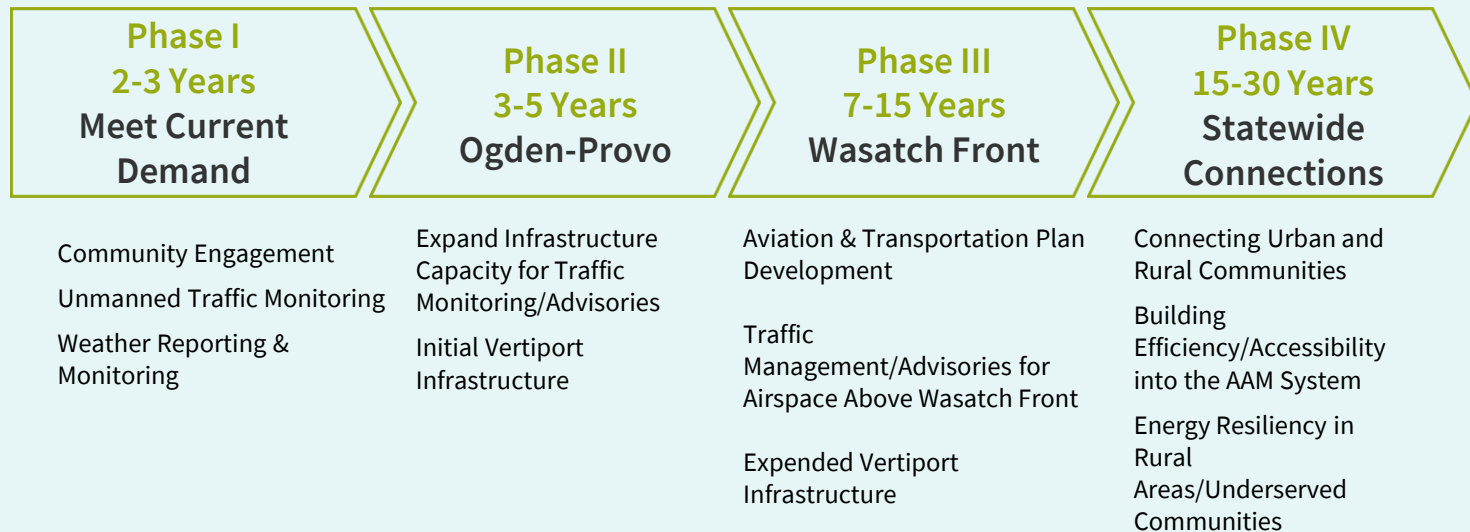
## 2030-2040

- Multiple City Deployment of AAM
- AAM Integration for Ground and Air Services for Multimodal Transportation Solutions





# Phased Approach



# Phase I

2 -3 Years

MEET CURRENT DEMAND

- Community Engagement
- Unmanned Traffic Monitoring
- Weather Reporting and Monitoring

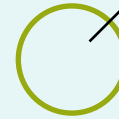


# Phase I - Cost Estimate



\$1.9m

State Investment



\$3.6m

Private Industry  
Investment Forecast



# Phase II

3-5 Years

OGDEN-PROVO

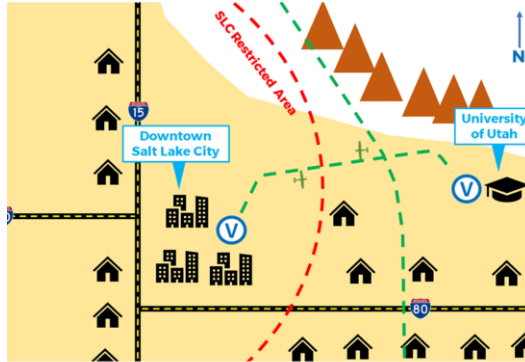
- Expand Infrastructure for Traffic Management/Advisories
- Initial Vertiport Infrastructure





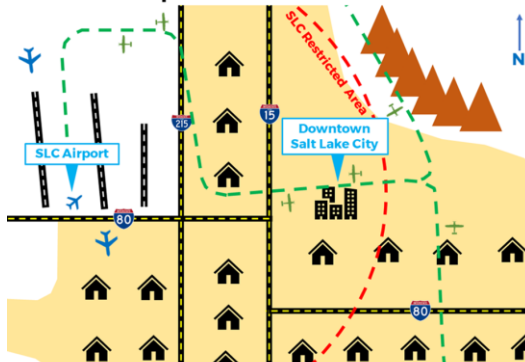
# Salt Lake Vertiport Considerations

**Downtown Salt Lake City - UU Case Example**



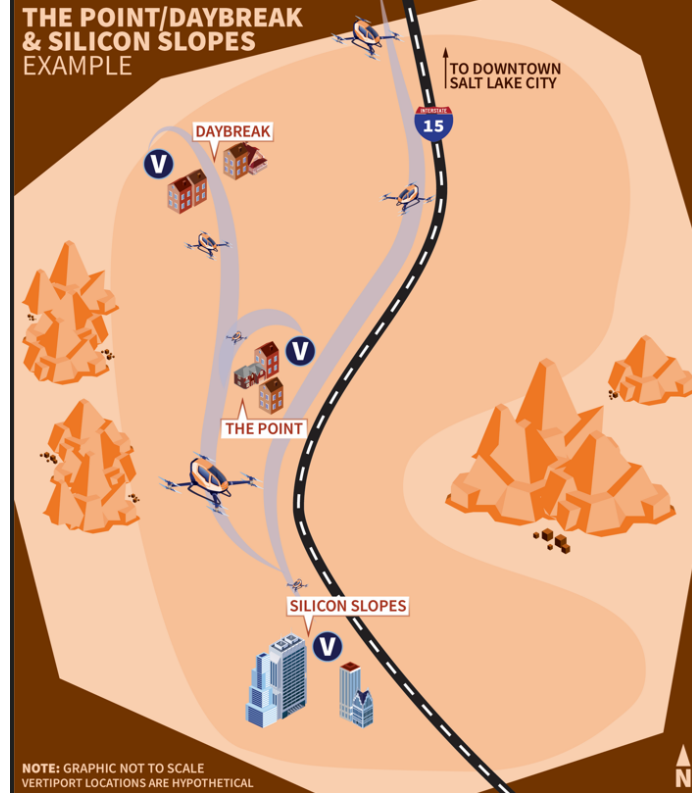
Note: Graphic not to scale. Vertiport locations are hypothetical.

**SLC Case Example**



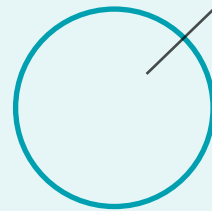
Note: Graphic not to scale. Actual paths near SLC depend on runways in use.

**THE POINT/DAYBREAK & SILICON SLOPES  
EXAMPLE**



NOTE: GRAPHIC NOT TO SCALE  
VERTIPORT LOCATIONS ARE HYPOTHETICAL

## Phase II - Cost Estimate



**\$12.2m**

**State Investment**



**\$52.5m**

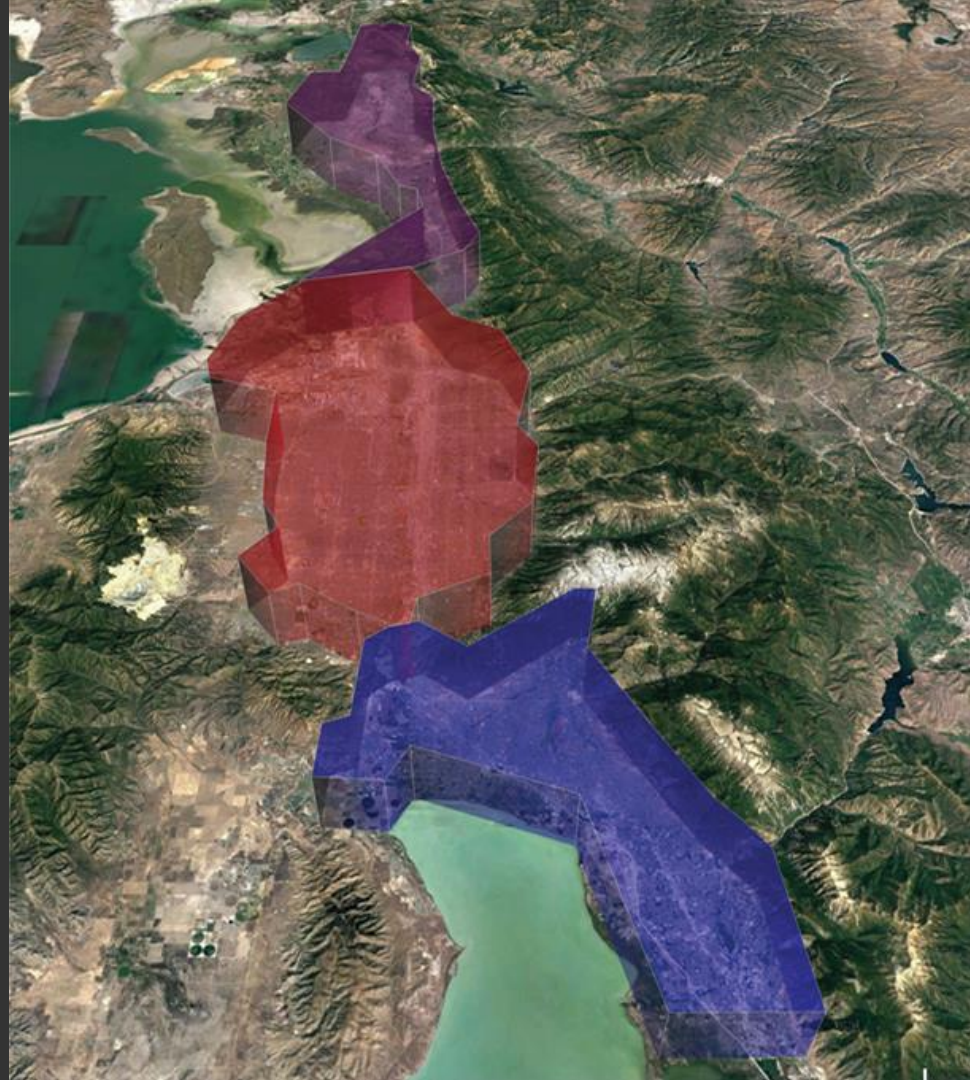
**Private Industry  
Investment Forecast**

# Phase III

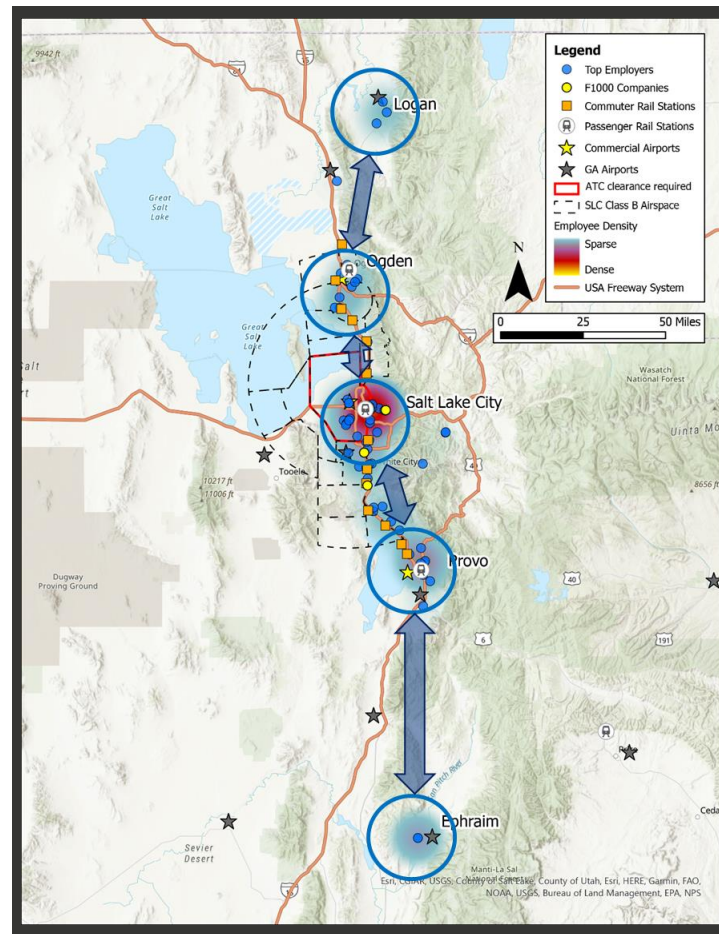
7-15 Years

WASATCH FRONT


- Aviation & Transportation Plan Development
- Traffic Management/Advisories for Airspace Above Wasatch Front
- Expanded Vertiport Infrastructure



# Wasatch Front Aerial Corridor Considerations



## Phase III - Cost Estimate



\$22.3m

State Investment

\$96.8m

Private Industry  
Investment Forecast

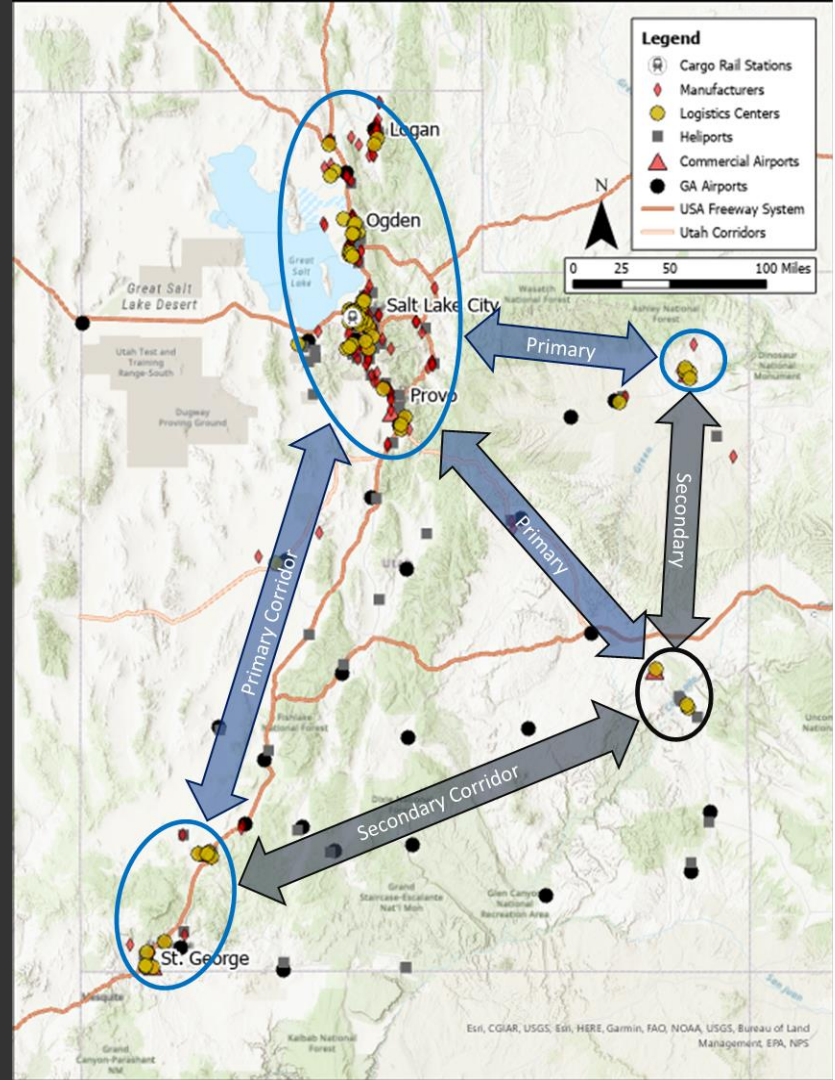


# Phase IV

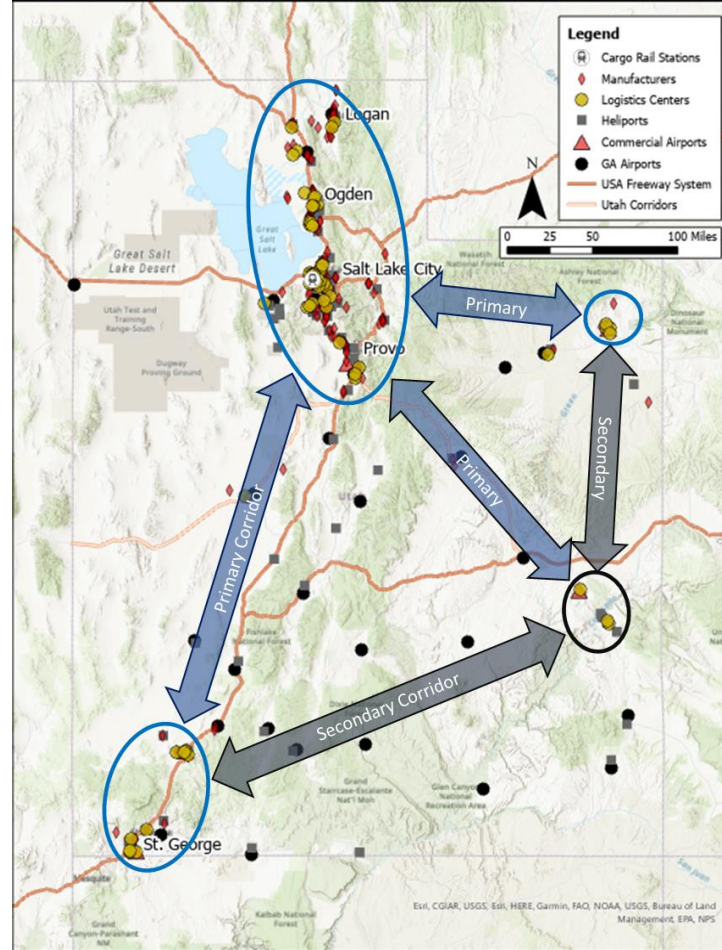
15-30 Years

## STATEWIDE CONNECTIONS

- Connecting Urban and Rural Communities
- Building Efficiency/Accessibility into the AAM System
- Energy Resiliency in Rural Areas/Underserved Communities



# Statewide Aerial Corridor Considerations



## Phase IV - Cost Estimate



131.4m

State Investment

297.2m

Private Industry  
Investment Forecast

# Key Take-Aways

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1

**Potential \$1.3B Economic Impact for Greater Salt Lake Market -Phase 1 & 2**

2

**Greater Community Access**

3

**Positive Environmental Impact**

4

**Major Driver for Advances in Autonomy**

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5

**Loss of Economic Development Opportunity**

6

**Reactive Rather than Proactive to AAM Aviation Policies and Investments**