Wasatch Front Economic Development District

- May 22, 2017 -

Integrating Economic Development
The Wasatch Choice 2050 Vision & Transportation Plan
The Transportation Improvement Program
PRESENTATION OVERVIEW

1. WFRC and WFEDD
2. Integrating Economic Development with Transportation and Land Use
3. Vision & Long Range Transportation
4. Short Range Transportation
5. Opportunity to Integrate Further
The WFRC enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.
What is the Wasatch Front Economic Development District?

Building an economy that lifts all boats.

WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

MISSION STATEMENT

The WFEDD supports economic development plans, promotes long-term economic competitiveness, and attracts federal monies in order to implement local plans.
INTEGRATING ECONOMIC DEVELOPMENT
INTEGRATING ECONOMIC DEVELOPMENT

Three Key Strategies

1. ACCESS TO OPPORTUNITY
Coordinate transportation investments and land use decisions to enhance access to jobs/educational institutions and workers/customers

2. ECONOMIC CLUSTERS
Consider the needs of Utah’s economic clusters when planning and investing in transportation and community development

3. FISCAL SUSTAINABILITY
Foster efficient growth by facilitating opportunities for centered development, infill and redevelopment, and maximizing existing infrastructure
A person's ability to reach jobs, shopping, training, recreation, and other services in a reasonable amount of time.
Wasatch Choice 2050 Vision and 2019-2050 Regional Transportation Plan Scenarios

Ted Knowlton
INTEGRATING ECONOMIC DEVELOPMENT

Transportation

Land Use

Economic Development
Employee Survey
Top Reasons You Chose to Move to/Stay in Utah

1. Family / friends who live here
2. Cost of living
3. Job opportunity
4. Utah culture (family friendly, good people, low crime, etc.)
5. Access to outdoor recreation (skiing, hiking, biking, etc.)
6. Scenery/beauty
7. Neighborhood/home that I like
Top Reasons You Might Choose to Move Away from Utah

- Air quality
- Low salaries
- Utah culture
- Weather
- Traffic congestion
- Not enough diversity in the workforce / people
- Lack of entertainment / restaurants / night life
Wasatch Choice for 2040 Vision

• What is the future we want to achieve by coordinating:
  • Local development
  • Regional infrastructure
  • Developed collaboratively
  • Adopted by WFRC as the foundation for WFRC planning
• A from-scratch, grass-roots vision

• Developed area-by-area

• Bridges gap from regional vision to local planning
WFRC’s Vision and Goals

WASATCH CHOICE
2050

- 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
- Clean air
- Ample parks, open spaces, and recreational opportunities
- Sustainable environment, including water, agricultural, and other natural resources
- Fiscally responsible communities and infrastructure
Wasatch Choice for 2050

Process Overview

Explore
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
- Draft & Evaluate Preferred Scenario
- Adopt Preferred Scenario

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

We Are Here

Stakeholder Input

REGIONAL TRANSPORTATION PLAN
2019-2050

The Regional Transportation Plan is an element of

WASATCH CHOICE
2050
### Scenarios

<table>
<thead>
<tr>
<th>Land Use</th>
<th>General plans, extrapolated trends</th>
<th>Regional centers</th>
<th>Dispersed village/town centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>2015-2040 RTP projects</td>
<td>Capital-intensive projects</td>
<td>Service-intensive projects</td>
</tr>
<tr>
<td>Roadway</td>
<td>2015-2040 RTP projects</td>
<td>Connectivity and management</td>
<td>Capacity-focused investments</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>Priority bicycle routes</td>
<td>Centers-based, Local bicycle connectivity</td>
<td>Separated regional bicycle facilities</td>
</tr>
</tbody>
</table>
Your opinions on transportation
Transit Service

If transit service is improved in your part of the county, which of the following do you favor? Select your first choice.

1. Additional bus routes
2. More frequent bus service on existing routes
3. Additional fixed-guideway transit routes (TRAX, BRT)
4. More frequent service on existing fixed-routes
5. Amenities like shelters, information kiosks
Transit Service

If transit service is improved in your part of the county, which of the following do you favor? Select your 2\textsuperscript{nd} choice.

1. Additional bus routes
2. More frequent bus service on existing routes
3. Additional fixed-guideway transit routes (TRAX, BRT)
4. More frequent service on existing fixed-routes
5. Amenities like shelters, information kiosks
If transit service is improved in your part of the county, which of the following is your lowest priority? Select your last choice.

1. Additional bus routes
2. More frequent bus service on existing routes
3. Additional fixed guideway transit routes (TRAX, BRT)
4. More frequent service on existing fixed routes
5. Amenities like shelters, information kiosks
Active Transportation

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your first choice?

1. Multi-use paths or trails separated from traffic.
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider, multi-use sidewalks.
6. Complete missing sidewalk connections.
Active Transportation

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your second choice?

1. Multi-use paths or trails separated from traffic.
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider, multi-use sidewalks.
6. Complete missing sidewalk connections.
Active Transportation

Regarding bicycle and pedestrian networks, where should the funding resources be spent? Which option is your last choice?

1. Multi-use paths or trails separated from traffic.
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider, multi-use sidewalks.
6. Complete missing sidewalk connections.
Regarding driving patterns, what approach do you favor? Which option is your first choice?

1. Widen many roads
2. Add lanes on the freeway
3. Widen a few roads
4. Improve road network connectivity
5. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)
Regarding driving patterns, what approach do you favor? Which option is your second choice?

1. Widen many roads
2. Add lanes on the freeway
3. Widen a few roads
4. Improve road network connectivity
5. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)
Regarding driving patterns, what approach to you favor? Which option is your last choice?

1. Widen many roads
2. Add lanes on the freeway
3. Widen a few roads
4. Improve road network connectivity
5. Reduce necessary travel distances (mixing homes and jobs, TOD, etc.)
Scenarios

<table>
<thead>
<tr>
<th></th>
<th>Land Use</th>
<th>General plans, extrapolated trends</th>
<th>Regional centers</th>
<th>Dispersed village/town centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Which Scenario do you Favor for New Growth?

1. Scenario 1, current plans
2. Scenario 2, focus on regional centers
3. Scenario 3, focus on village centers
### Scenarios

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1: General plans, extrapolated trends</th>
<th>2: Regional centers</th>
<th>3: Dispersed village/town centers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>2015-2040 RTP projects</td>
<td>Capital-intensive projects</td>
<td>Service-intensive projects</td>
</tr>
<tr>
<td>Roadway</td>
<td>2015-2040 RTP projects</td>
<td>Connectivity and management</td>
<td>Capacity-focused investments</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>Priority bicycle routes</td>
<td>Centers-based, Local bicycle connectivity</td>
<td>Separated regional bicycle facilities</td>
</tr>
</tbody>
</table>
Which Scenario do you Favor Overall?

1. Scenario 1
2. Scenario 2
3. Scenario 3
Next steps

1. Draft preferred scenario

2. Transportation plan refinement and phasing

3. Locally-desired centers strategy
   • Investments
   • Regulatory obstacles
Transportation Improvement Program Overview

Wayne Bennion
Transportation Improvement Program

- Six-year program of highway, transit, and other transportation projects for the region
- Major highway and transit capacity projects come from RTP
- Includes federal, state, and locally funded projects
- Updated annually
Transportation Improvement Program

- Made available for public review
- Must be approved by the MPO
- Must be approved by State Transportation Commission for inclusion in the Statewide Transportation Improvement Program (STIP)
Ties with Economic Development

- Access to opportunity
- Attract businesses
- Retain businesses
- Movement of Goods, Services, Employees
TIP Interactive Map Screenshot
Process for New Projects & The Draft TIP

**SEPT / OCT**
- Letters of Intent

**NOV / DEC / JAN**
- Project Evaluation Concept Reports

**FEB / MAR**
- Project Reviews and Evaluations

**APR / MAY**
- Draft Projects/Draft Programs

**JUNE**
- Draft TIP

**JULY**
- Public Comment

**AUG**
- Review and Approve TIP

**SEPT**
- FHWA and FTA Review / Approve TIP

**OCT**
- TIP / STIP Approved
Integration Opportunities...

GOALS

- 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

Wasatch Choice 2050
Wasatch Front Economic Development District

- May 22, 2017 -

THANK YOU