



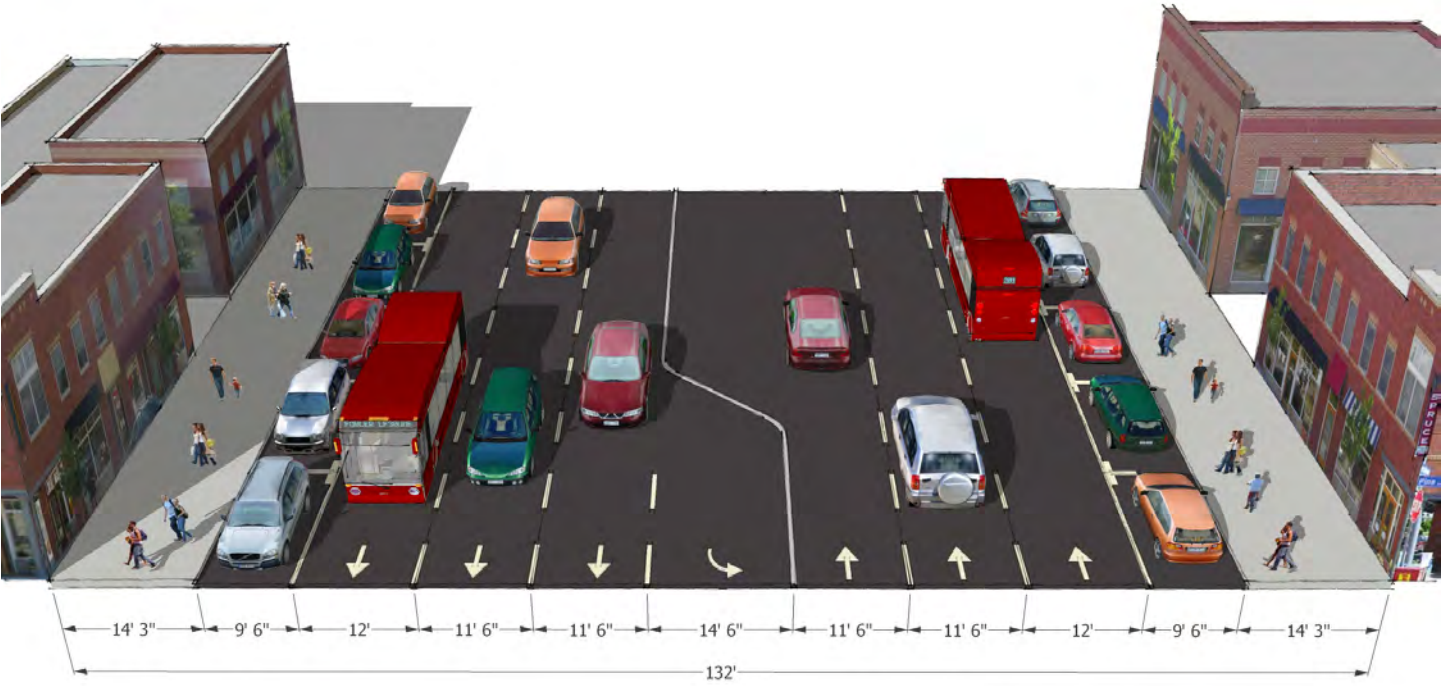
Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

Utah State Highway Main Streets

APA | FEB. 28, 2020





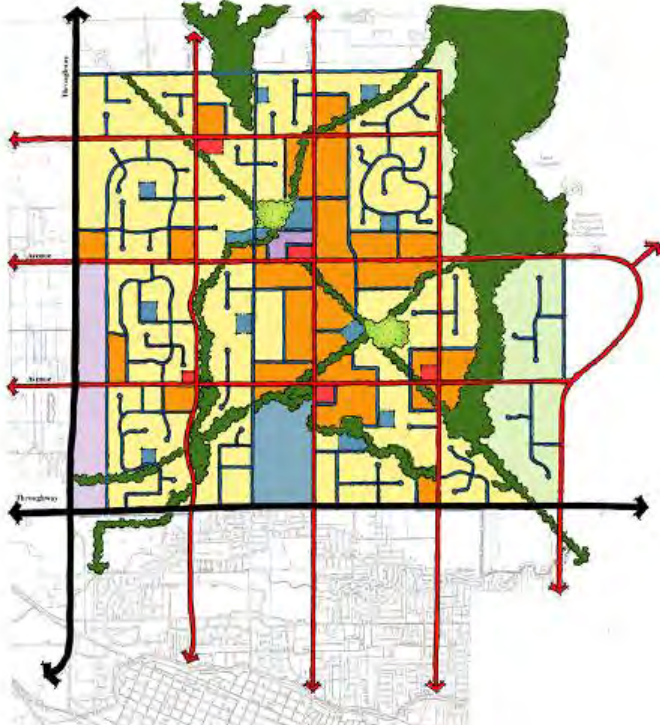




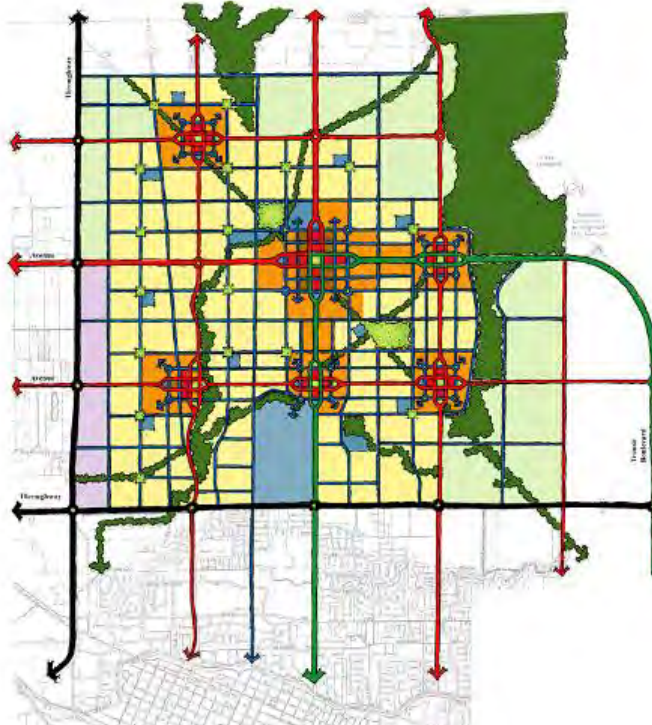
#WhereMatters

Same number of homes
Same number of jobs

Weak centers



Strong centers



Strong Centers:

- Shorter driving distances
- More walk, bike, transit
- Able to “get there” more easily
- More affordable
- Cleaner air
- Healthier municipal budgets



WASATCH CHOICE 2050

VISION FOR OUR FUTURE
 Utah is growing... and we have a plan. Our future quality of life depends on the choices we make today. Wasatch Choice 2050 is our comprehensive vision for transportation investments, development patterns, and economic opportunities. The Vision map and key strategies show how advancing this Vision can enhance quality of life now as we grow.

Key Strategies

The Wasatch Choice 2050 Vision is built on four key strategies:

1. Invest in transportation
2. Support housing solutions
3. Revitalize downtown
4. Link economic development with transportation and housing decisions

Benefits of the Vision

Implementing the Wasatch Choice 2050 Vision provides high quality of life now and for generations to come.

- 1. Faster and better connectivity
- 2. Access to economic and educational opportunities
- 3. Sustainable and viable traffic conditions
- 4. Quality transportation choices
- 5. Safe, user-friendly streets
- 6. Clear air
- 7. Housing choices and affordable living expenses
- 8. Fairly responsible construction and infrastructure
- 9. Sustainable environment
- 10. Ample open space and recreational opportunities

Regional Land Uses

A thriving region requires great places, from a bustling metropolitan center to quiet open spaces.



Transportation Modes

As our region continues to grow, we need choices for how to move around.



Partners of the Vision

The Wasatch Choice 2050 Vision is built on community vision and public input, shaping the shared future for the region. The following organizations facilitated the process:

- 2018-2020 Wasatch Four Regional Councils
- 2018-2020 Metropolitan Association of Governments
- 2018-2020 Chairmen of Commission
- 2018-2020 Governor Stutz
- 2018-2020 Alan C. Gordon Policy Institute
- 2018 Metropolitan Research Center at the University of Utah
- 2018 Utah Association of Counties
- 2018 Utah Department of Transportation
- 2018 Utah League of Cities and Townes
- 2018 Utah Transit Authority

wfrc.org/wc2050



WASATCH CHOICE 2050



METROPOLITAN CENTER

URBAN CENTER

CITY CENTER

NEIGHBORHOOD CENTER

EMPLOYMENT

INDUSTRIAL

RESIDENTIAL

OPEN SPACE

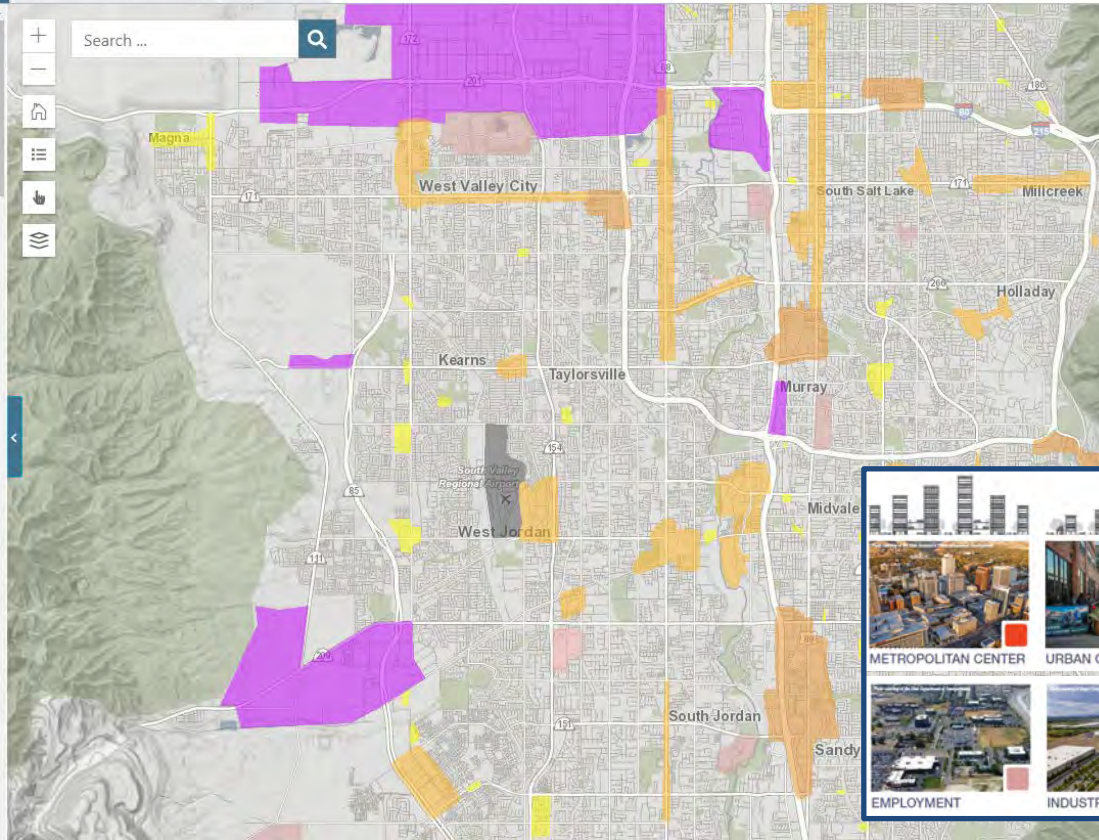
A key strategy of the Wasatch Choice 2050 Vision is to support housing options.

Rooted in local input, the Wasatch Choice Vision identifies a framework of regionally significant land uses for the coming decades. All land use decisions are the purview of cities, towns, and counties working with landowners. Wasatch Choice represents the expressed vision of these local governments.

Centers

The regionally significant land uses include a hierarchy of centers. Centers are the hearts of a community. They vary in scale but in all cases are more intense than their surrounding area, are walkable, and offer a mix of uses. Because of these traits, residents within or near centers drive shorter distances and are more apt to walk, bike, and ride transit. Overall, this means less traffic congestion and reduced air emissions.

Centers are locations where communities anticipate welcoming more intense buildings, even as they may maintain lower levels of intensity elsewhere. Typically, they are good candidate locations for providing a variety of housing options, including units that impact housing affordability.



UDOT Paradigm Shift

What words describe the community of your dreams?

Respond at [PollEv.com/udot](https://www.poll-ev.com/udot) Text UDOT to 22333 once to join, then text your message





**Good
Health**

**Better
Mobility**



**UTAH'S
TRANSPORTATION
VISION** *Pathway to Quality of Life*



**Strong
Economy**

**Connected
Communities**



UDOT's new approach to programming investments

TIF - Highway



TTIF - Transit



TIF - Active



TTIF - First/Last Mile



UDOT's new approach to programming investments



Community of Your Dreams

Jeff Sanders, Region Planning Manager
Utah Department of Transportation



Approach to Transportation Challenges

- Population growth
- Hiring planners
- “Moving people not cars”
- Changing funding priorities
- Governor Herbert:

We need to boldly reimagine our roads to safely accommodate cars, mass transit, bikes, pedestrians, and even those scooters. We should make commuting by transit as easy as commuting by car





MISSION

Innovating transportation solutions that strengthen Utah's economy and enhance quality of life.



Words that Describe the Community of Your Dreams



Quality of Life Framework



Good Health

Encompasses the health of individuals and communities, recognizing the role of active transportation in mental and physical health as well as environmental conditions contributing to health such as air quality and water quality.



Better Mobility

Captures traditional transportation objectives to reduce delay. It's thinking that goes beyond just moving cars to moving people. Public transit, walking and biking need to become real options for more Utahns.



Strong Economy

Recognizes the vital role of transportation in business and commerce. Not just at the intra-state and inter-state level, but also how transportation can help inter-city and intra-city economies.



Connected Communities

Points to the intersection of transportation and land use as well as the need for intermodal connections between walking, biking, transit, and vehicle travel.



Quality of Life Framework

- Broadens UDOT's scope and expands vision
- Guide the type of projects we do
- Provide a shared language for how UDOT communicates about transportation improvements
- Communities can define for themselves what it means to have a high quality of life



TORREY, UTAH



TOQUERVILLE, UTAH



Designing the Community of Your Dreams

- To what extent can transportation improvements build the community of your dreams?
- “Solutions Development”: A UDOT planning process
- Planning studies that examine a corridor/area in a broad sense to better understand the transportation needs
 - “How should this corridor function given its context?”
 - Define problems, needs, and opportunities
 - Establish goals and evaluation criteria based on community input
 - Identify strategies (e.g., active transportation, Main Street enhancement)

GIVE ME A LEVER
AND A PLACE TO
STAND...





Moab!!

Nephi



Ephraim



Fairview





Castle Dale

Marysvale



A wide, paved road stretches into the distance under a clear blue sky. On the right side of the road, there is a gravel area with a green metal shed and a chain-link fence. Two people are riding ATVs on the gravel. A utility pole stands near the center of the road. The road is lined with lush green trees on both sides. In the distance, a white bus and a dark pickup truck are visible on the road.

Mona

Elsinore



Torrey



State highway: Moving people and freight throughout the state

Main Street: Gathering, economic development, community story



Utah Rural State Highway Main Streets

- The dual roles of these corridors have often been difficult for both communities and UDOT to reconcile.
- Yet quality highways and main streets are both critical to the state's communities.



Utah Rural State Highway Main Streets

- Project goals
 - Elevate collaboration with UDOT and help locals build Main Street projects that reflect the goals and character of their communities.
 - Develop a set of tools that UDOT and rural communities can apply together when improving Main Streets that also function as state highways.



State highway: Moving people and freight throughout the state

Main Street: Gathering, economic development, community story



Other states

- Oregon
- Colorado
- New Jersey
- Maryland



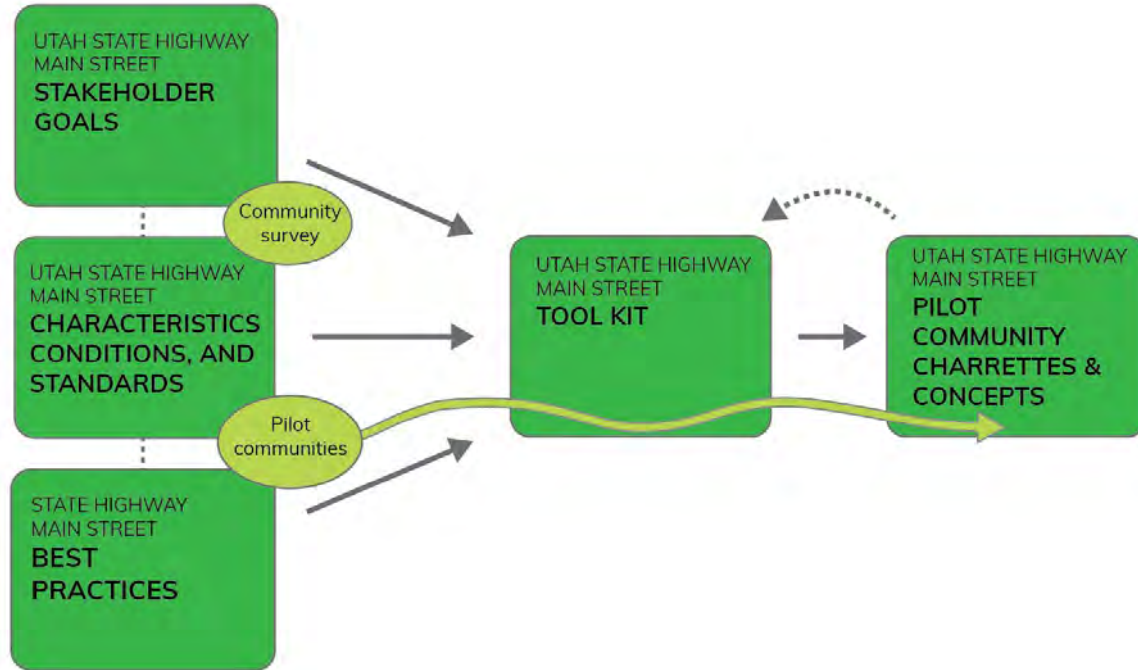
Interest throughout Utah

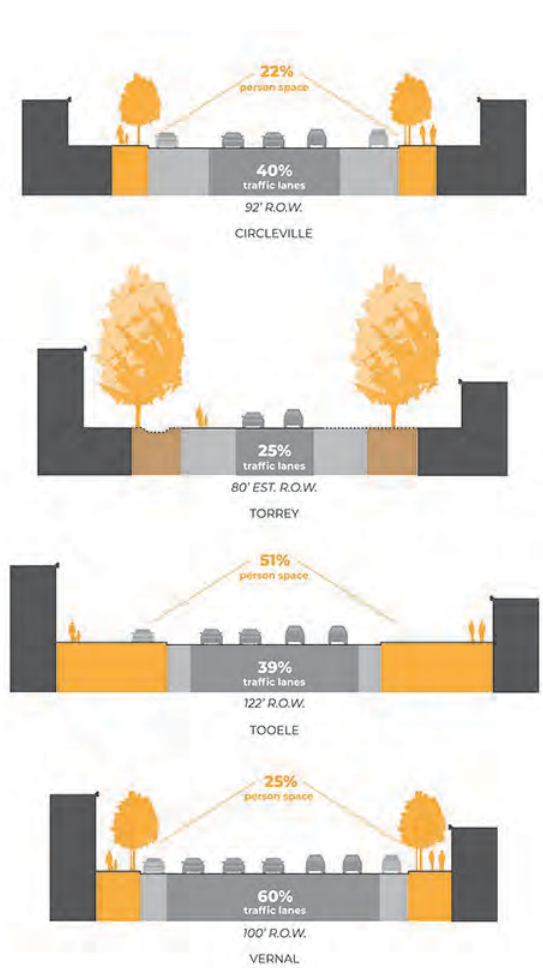
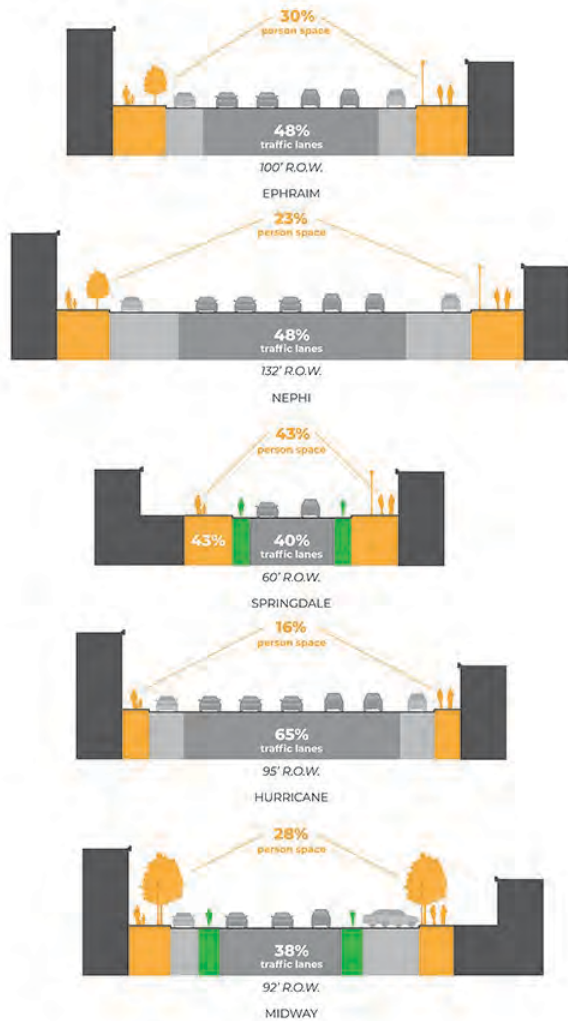
- UDOT: Community of Your Dreams
- Utah Office of Tourism
- Main Streets Working Group



Review of project

- Process





Community survey

- Survey overview
 - Sent to ~180 local jurisdictions
 - Received 120 responses representing 76 jurisdictions in all parts of the state.
 - Largest communities were those on edge of Wasatch Front metro area or Cache Valley: Logan, Brigham City, Heber, Santaquin
 - Smallest communities: 200 or fewer people – Torrey, Hatch, Fairfield, Alton, Antimony, Brian Head



Community survey results

- We asked about:
 - Your Main Street in general
 - Your Main Street projects
 - The future of your Main Street
 - Working with UDOT
 - Main Streets in general



Community survey results

- Top Main Street assets
 - Historic buildings
 - Businesses
 - Access



Community survey results

- Is Main Street the heart of the community?
 - People feel strongly that Main Street is the heart of their community – 55 percent of people said 5 out of 5. Nearly 90 percent said it was at least a 3.



Community survey results

- What stands out?
 - Some show satisfaction with what is there – Scenic setting, parks, small town/rural feel, representation of the community, events, longevity, history, authenticity
 - Some show potential - Tourism opportunity, vacant/underutilized properties, space/width
 - Some show negativity - Just under a third (29 percent) mentioned something negative, including traffic, danger, desolation



Community survey results

- Challenges

- Nearly 2/3 of respondents identified traffic-related safety as a top challenge.
- Other top challenges were economic development (53 percent) and lack of beautification (52 percent)
- Active transportation facilities garnered a lot of attention. 43 percent identified lack of quality walking facilities as a top challenge and 39 percent identified lack of quality bicycling facilities as a top challenge.



Community survey results

- Improvements

- Nearly 80 percent of communities say they have made some recent effort to improve Main Street.
- Even if it is just moving the annual parade back to Main Street, like in Smithfield, or encouraging businesses to improve their outdoor appearance, like in Huntington.



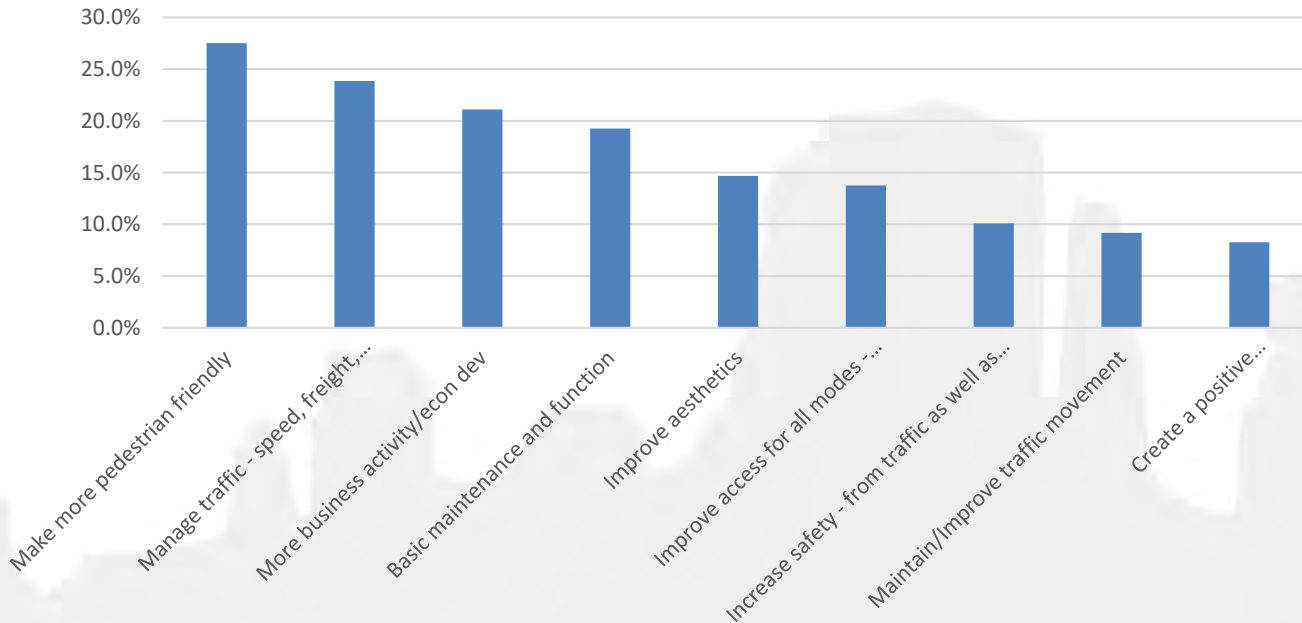
Community survey results

- Improvements
 - Over half of the improvements are pedestrian or streetscape – trees/landscape, streetscape, sidewalks, and pedestrian crossings.
 - Tend to be smaller type improvements, less with lane configurations or much in the right-of-way.
 - Traffic calming is rare even though traffic safety is a major issue.



Community survey results

What are your community's top goals and needs for your Main Street?



Region Outreach

- Met with planners/engineers at all four UDOT regions
- Takeaways:
 - Communication is paramount
 - So is early involvement
 - Funding is communities' biggest obstacle
 - Sometimes communities lack a Main Street vision
 - Speed management, pedestrian crossing locations are biggest conflicts with UDOT
 - Lack of a framework for flexibility



Utah State Highway Main Street DRAFT Goals

- Set of Draft Goals developed from feedback from 76 communities and all UDOT Regions
- Goals can be used by both UDOT and communities when developing State Highway Main Street plans and projects
- Help understand tradeoffs on Main Streets



Utah State Highway Main Street DRAFT Goals

- 1) Create a pedestrian-supportive environment.
- 2) Manage traffic for maximum safety.
- 3) Tell the story of the community.
- 4) Provide access to all users.
- 5) Maintain good street condition.
- 6) Move the traffic through the community.
- 7) Complement, support, and catalyze business activity.



Obstacles to the goals

(Identified by both communities and UDOT)

- Funding
- Community motivation and agreement, and lack of vision
- Friction between community and UDOT, including:
 - Disagreement on approaches to traffic and safety;
 - Lack of communication and collaboration; and
 - Difficulty for communities to obtain funding.



Working with UDOT on your State Highway Main Street

Ways to overcome the obstacles to the Goals (each will have associated guidance):

- Create a robust community vision
- Increase communication and collaboration with UDOT
- Take a broader more flexible approach to traffic and safety
- Strengthen funding and resources



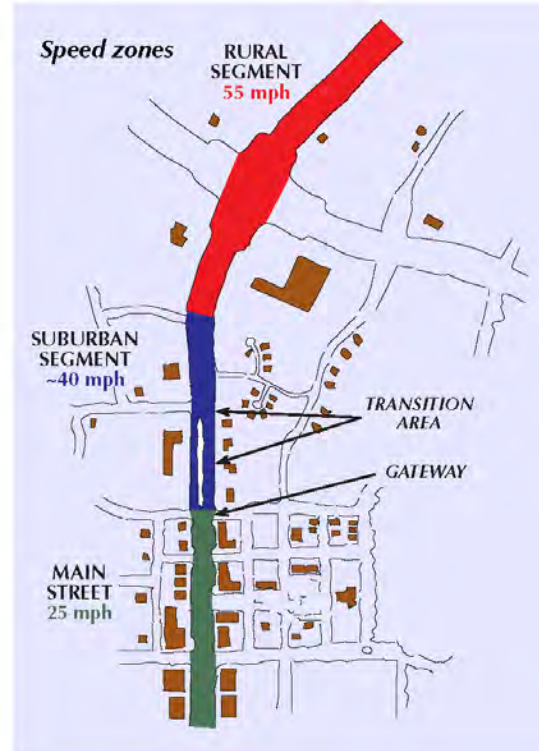
Design Guide

- Main Street in your town
- The street network
- The cross section
- Traffic and roadway
- Urban design and beautification
- Moving people
- Intersections and street crossings
- Utilities
- Maintenance



Design Guide

- Main Street in your town
 - Overall structure
 - Community context



Design Guide

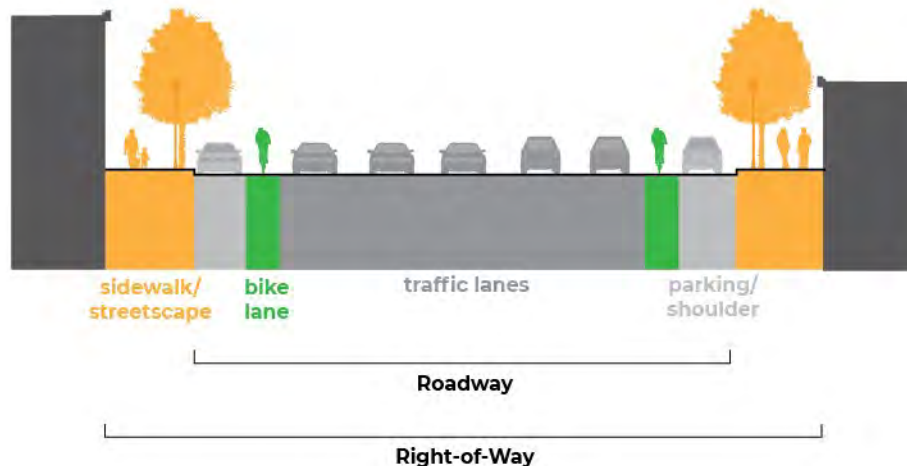
- The street network
 - Connected streets
 - Traffic distribution
 - Bypasses

Four system alternatives to help main street.



Design Guide

- The cross section
 - Finding a balance
 - Reconfiguring lanes/road diets
 - Creative use of the parking lane/shoulder
 - Informal street edge



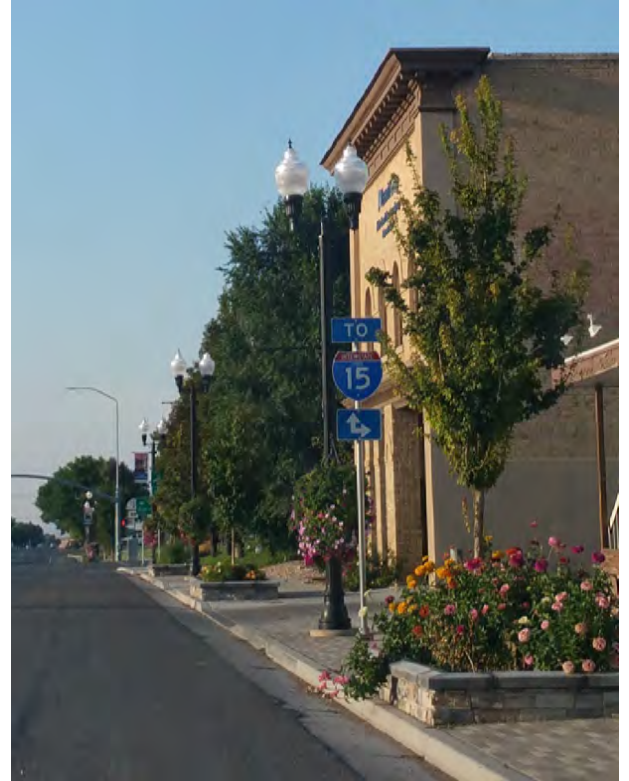
Design Guide

- Traffic and roadway
 - Access management
 - Speed management and traffic calming
 - Trucking
 - Medians
 - Auto parking



Design Guide

- Urban design and beautification
 - Pedestrian realm and public space
 - Trees and landscape
 - Streetscape
 - Wayfinding
 - Community heritage
 - Views and natural features
 - Public art



Design Guide

- Moving people
 - Bicyclist experience and facilities
 - Transit and shared mobility



Design Guide

- Intersections and street crossings
 - Urban design at major intersections
 - Pedestrian and bicycle crossings
 - Traffic management at intersections



Design Guide

- Utilities
- Maintenance



Next Steps

- Develop the Toolkit/Design Guide
- Work with 3-4 communities for “pilot” projects – day-long charrettes to test the Toolkit
- Stay tuned!



Thank you!

