

Executive Committee/Technical Advisory Committee Workshop #1

November 17, 2020 | 1:00 - 2:30 pm

1. Welcome and Introductions – Laura Hanson (UTA Project Manager)

- Laura kicked off the meeting with introductions and provided an overview of the study and outcomes. It was clarified that the Executive Committee is comprised of mayors and city managers and the Technical Advisory Committee focused on community development, planning, and engineering staff. Today's meeting includes both groups.

2. Transit Study Process and Schedule Overview – Claire Woodman (Parametrix)

- Claire provided an overview of the schedule. This study began last month and the goal is to complete the study in about 12 months (September 2021).
 - The study team is conducting the existing conditions analysis/study area context right now. We'll use this information to establish the project goals and develop a preliminary Purpose and Need.
 - The alternatives development and evaluation will begin in January 2021 and carry forward through the spring, and will include a focused land use analysis. UTA staff noted that a station area planning grant was received from FTA to allow more in-depth review and joint visioning with local communities to understand feasible development options around future stations.)
- Claire provided an example project development process timeline to show where this study fits into the overall schedule from project identification to construction/start of service.

3. Study Area Context and Discussion – Project Team

- Claire presented an overview of study area contextual information that has been gathered to help guide development of the project goals and Purpose and Need.
 - Very rapid growth anticipated in Utah County through 2050, specifically focused in the south part of the county.
 - Existing transit service is fairly limited; the MAG RTP includes the FrontRunner extension as a Phase 1 project need (Provo to Payson). Future of FrontRunner study evaluated improvement scenarios for expanding service through the region.
 - Began looking at travel demand data to understand where people are going when they leave their homes. Strong regional travel patterns from south Utah County communities to the north to Provo, American Fork, and Lehi.
 - Reviewing community general plans; cities are planning higher densities around proposed transit nodes/stations.

4. One-on-one Meetings Recap – Shane Marshall (Horrocks)

- Shane provided a high level summary of the consistent themes the team heard from each of the cities during the individual one-on-one meetings.
 - Strong desire for regional transit investment. Concern with making short and mid-term efforts that would take away from a future regional transit investment.
 - This effort is focused both on a transportation solution, as well as community and economic development.
 - Most communities have been planning for a FrontRunner extension; would like more definition and certainty of location/timeline.

- Feedback was received that Utah County is not the same as Salt Lake County. People move to south Utah County for different reasons. They are choosing a quality of life in this location, not prioritizing proximity to work. They tend to drive significantly further to work than other communities in the county.
- This study needs to have a strong educational public outreach component to gain consensus at the local level.
 - Cities are feeling strong development pressures; citizens may not realize the rapid growth occurring and projected and the constraints experienced/expected on I-15.
 - Get ahead of growth and help shape it proactively, rather than reacting later.

5. Project Goals – Claire Woodman (Parametrix)

- Study goal (outcome of study):
 - Define mode, alignment, and project development timeline
 - Identify local transit needs that provide access/connection to regional service
 - Facilitate planning for transit-supportive land uses
 - Provide public engagement/education
 - Define and take an actionable step toward high-capacity transit implementation
- Draft Project Goals (outcome of building the project):
 - Provide efficient and high-capacity regional transit service in the project corridor between Provo and Santaquin.
 - Support the transportation demands of population and employment growth in southern Utah County.
 - Support adopted regional plans and local plans and policies.
 - Enhance economic development in the corridor by improving access to and connections between existing and planned employment and key activity centers.
- Feedback/discussion:
 - Edit first bullet to connect to larger Wasatch Front area (emphasizing regional connection).
 - Consider potential phasing of transit.
 - *Please provide additional feedback on Project Goals.*

6. Stakeholder Engagement Overview – Megan Waters (UTA) and Beau Hunter (Horrocks)

- Collaborative approach between UTA and the project team; developing an engagement plan to leverage existing community channels, perform outreach at key milestones, and develop a strong educational program.
- Plan to launch project online in early 2021.
- Spanish Fork has developed some communications tools that they want to deploy to help with this effort. Beau is going to set up a meeting with Seth and Megan to see if what they are doing can translate or apply to the broader study area.
- *Please provide feedback on other non-technology outreach methods.*

7. Next Steps and Workshop Wrap-up – Laura Hanson (UTA)

- Reconvene group in mid-December to finalize project goals/Purpose and Need and begin discussion on initial set of alternatives.

Meeting Attendees:

Mapleton: Brian Tucker

Payson: Jill Spencer, Bill Wright

Provo: Dixon Holmes, Wayne Parker

Salem: Ryan Selle

Santaquin: Jason Bond

Spanish Fork: Dave Anderson, Seth Perrins

Springville: Troy Fitzgerald, Josh Yost

UTA: Laura Hanson, Ken Anson, Mary De La Mare-Schaefer, Paul Drake, Kerry Doane, Carolyn Gonot, Andrea Pullos, Megan Waters, Nick Wilcox

UDOT: Darren Bunker, Robert Clayton, Matt Parker, Eric Rasband

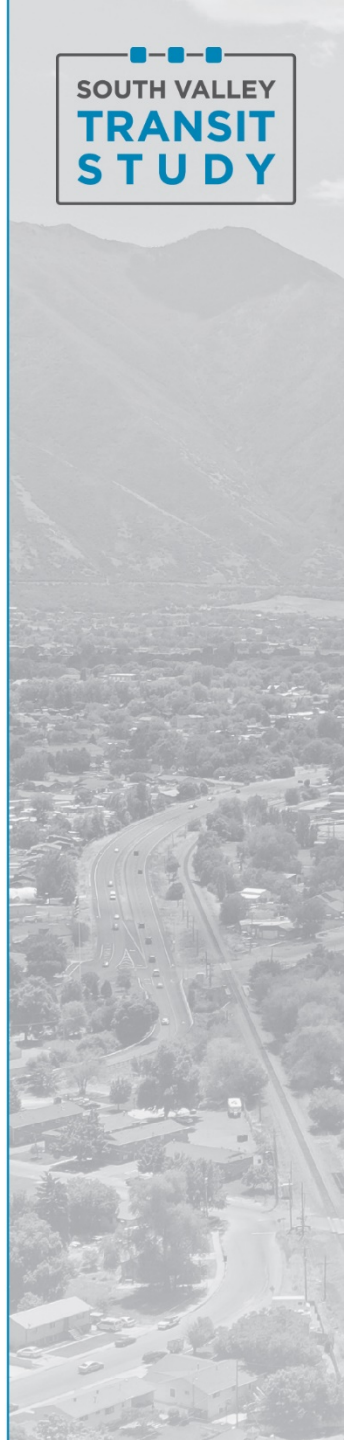
MAG: Shawn Seager, Chad Eccles, Andrew Jackson

Project Team: Claire Woodman, Ian Kilpatrick, Jackie Kuechenmeister (Parametrix); Beau Hunter, Shane Marshall, Alexis Verson (Horrocks)

South Valley Transit Study

Executive Committee/TAC Workshop #1

November 17, 2020 | 1-2:30p.m.



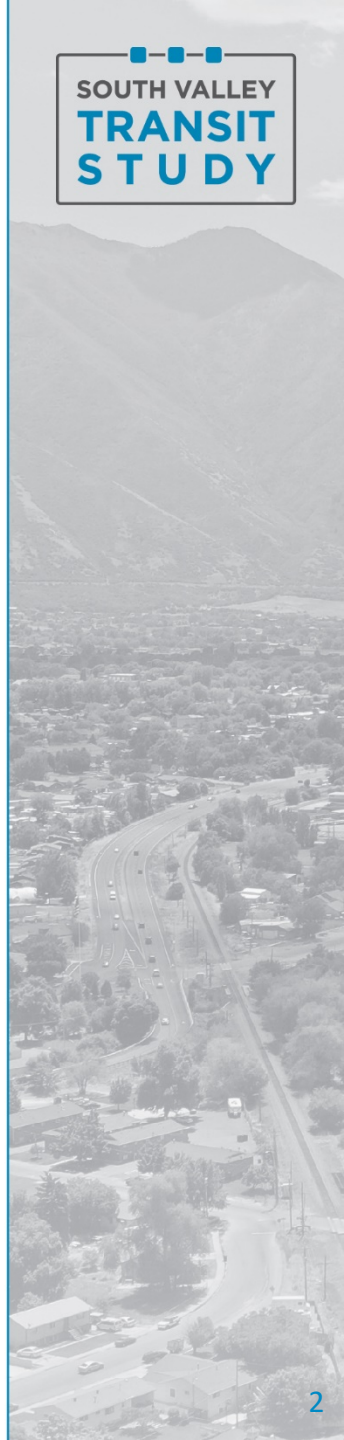
Welcome and Introductions

➤ Welcome

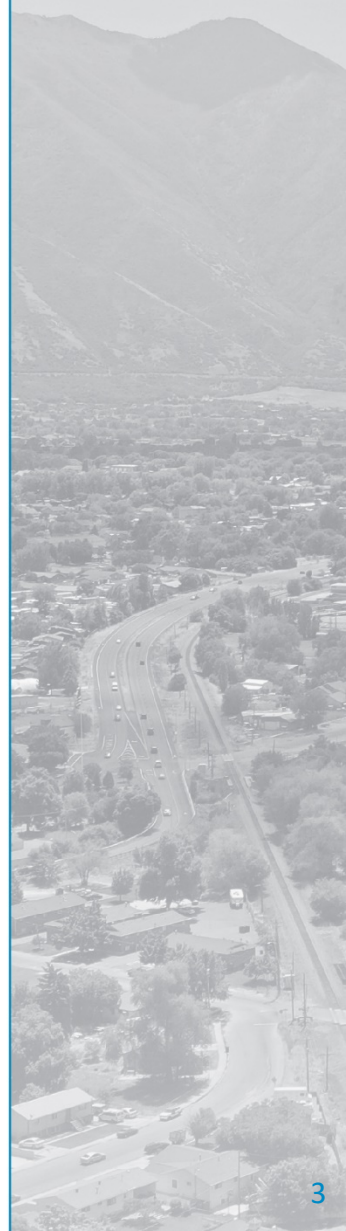
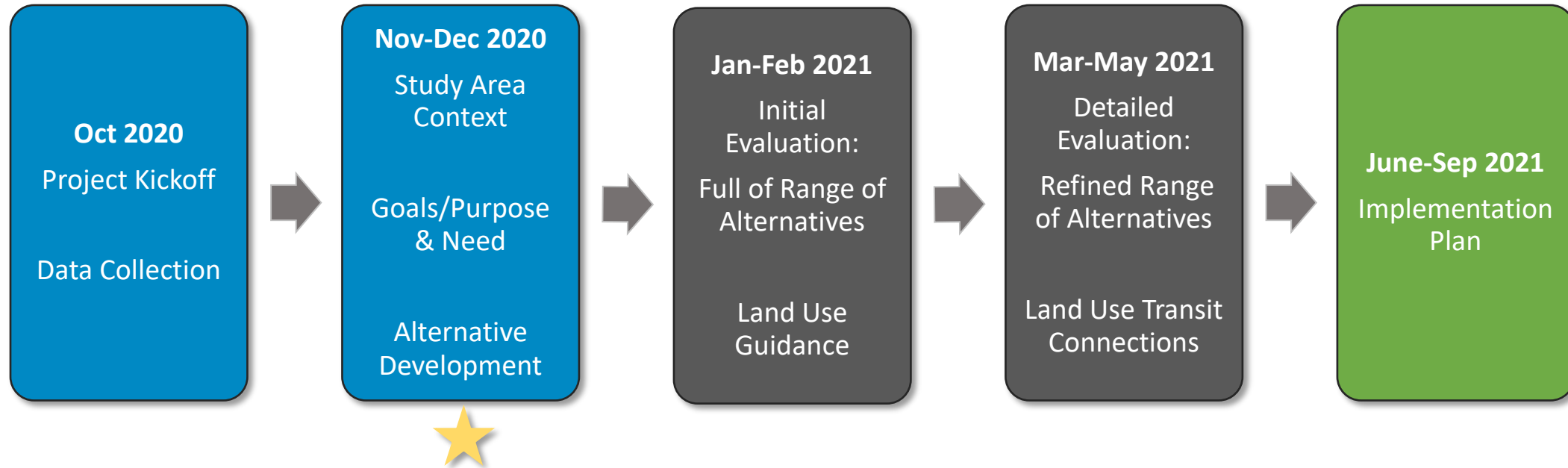
➤ Introductions

➤ Meeting Purpose

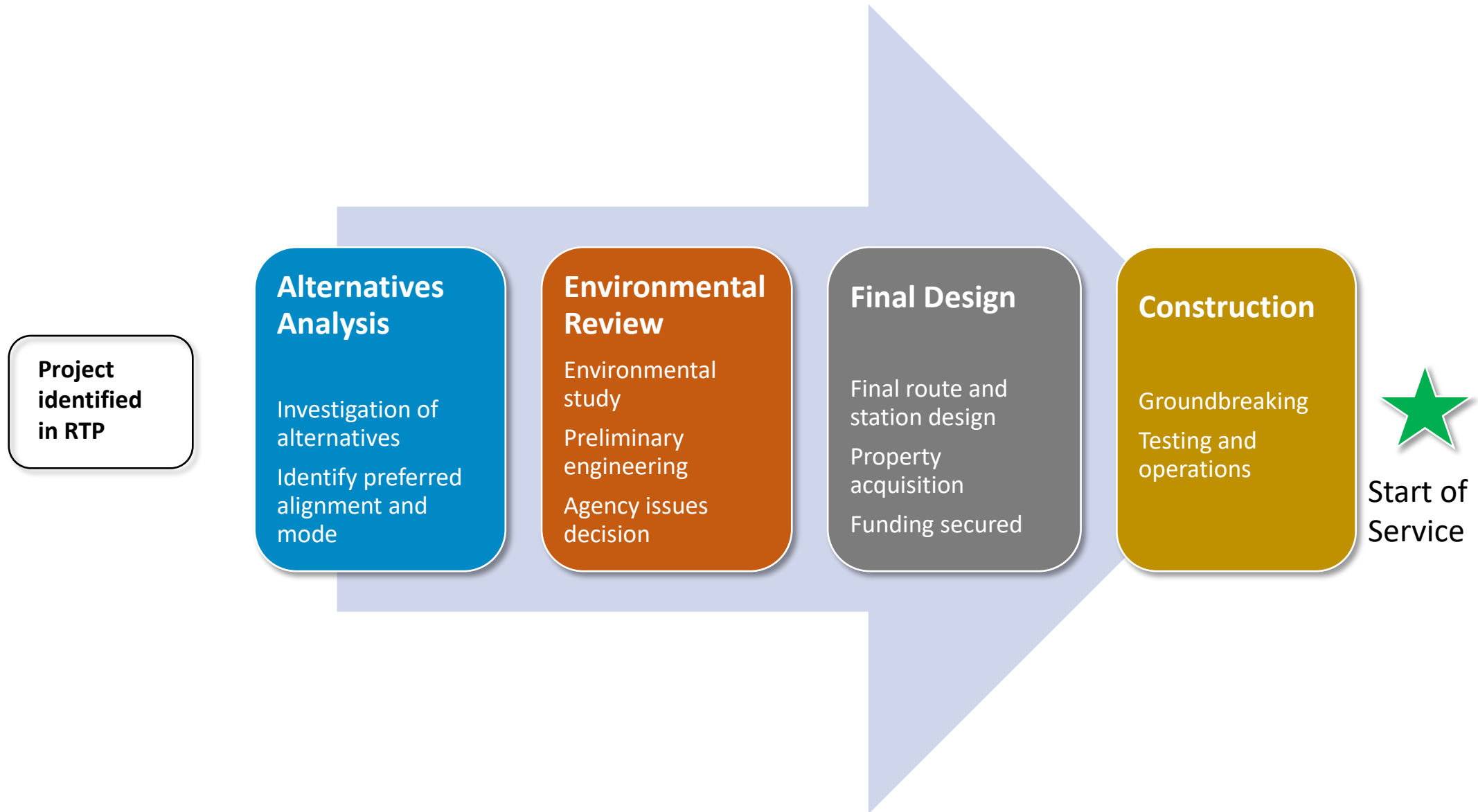
- Provide study area context
- Review what we've heard from cities
- Present and discuss transit study and project goals



Transit Study Process and Schedule



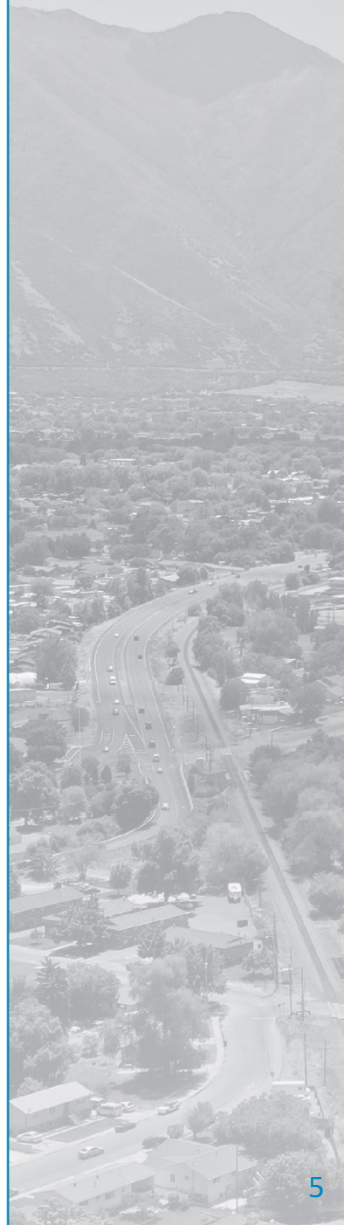
Example Project Development Process



Study Area Context

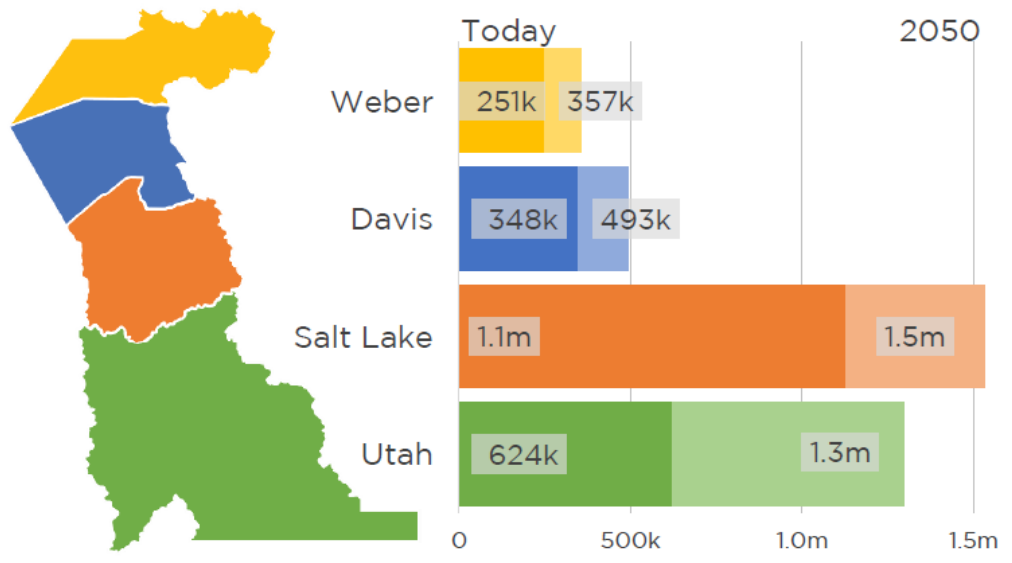
- **Guides understanding of transportation and community needs and development of supportable project goals**

- **Key context for discussion**
 - Population and employment growth
 - Transportation context
 - Land use and community goals



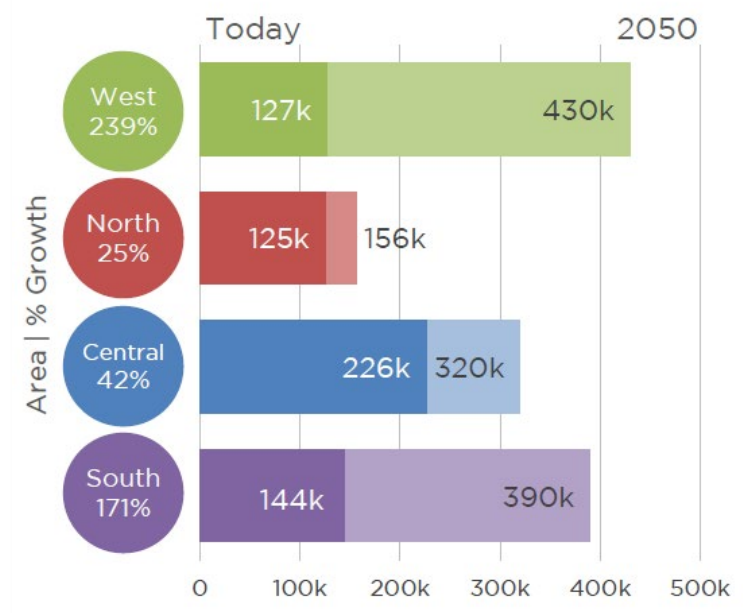
Population Growth

Population Wasatch Front Counties

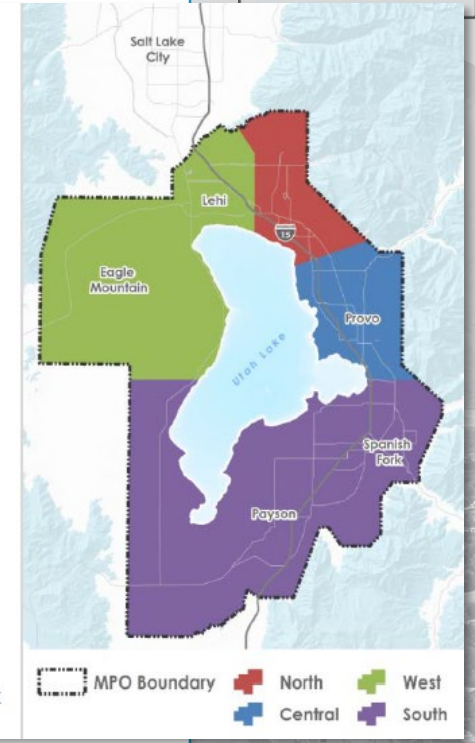


MAG TransPlan 2050

Population by Sub-County Area



MAG TransPlan 2050



- Rapid Growth in Utah County (108% change)
- South County growing even faster (171% change)



Population and Employment Growth

	Population			Employment		
	2019	2050	% change	2019	2050	% change
State of Utah ¹	3,260,765	5,017,232	54%	2,113,031	3,214,743	54%
Salt Lake County ¹	1,164,057	1,531,282	32%	948,858	1,341,790	41%
Davis County ¹	359,674	493,263	37%	193,153	289,191	50%
Utah County ¹	661,286	1,297,515	96%	365,174	689,992	89%
Study Area²	161,714	381,917	136%	77,600	164,069	111%

1 = Kem C. Gardner Policy Institute

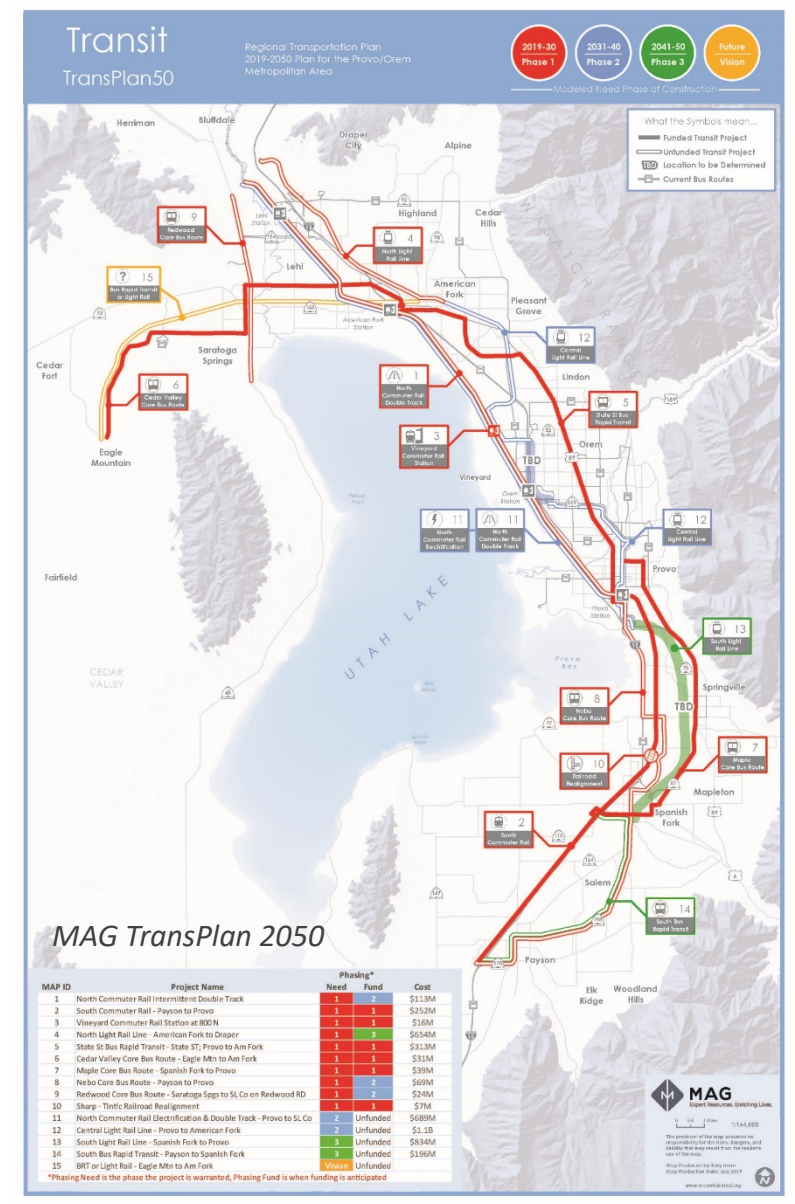
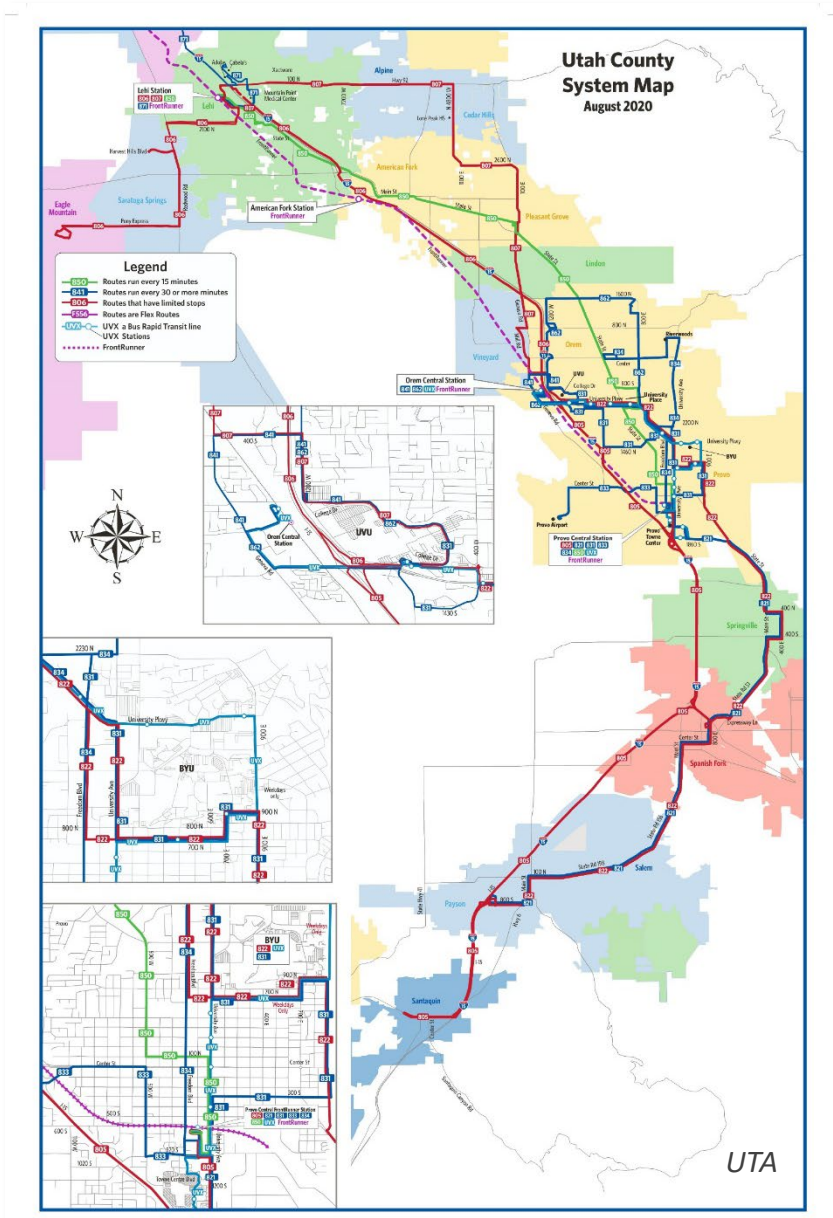
2 = WFRC MAG Travel Demand Model

- Similar population trends in study area
- Employment growing rapidly, not as fast as population



Existing and Future Transportation

- Existing transit service limited
- High-capacity transit backbone in MAG RTP



Future of FrontRunner

- **Primary goal to develop phased investment strategies to achieve regional expectations for electrification**
- **Future of FrontRunner study**
 - Evaluated improvement and expansion scenarios to identify the most effective scenario in terms of affordability, improved reliability, faster travel times, additional service, or a combination of incremental investments
 - System-wide view with focus on operations, ridership, and cost
 - Four scenarios developed, included a range of assumptions on:
 - Peak/off-peak headways
 - Future extensions (all included extension to at least Payson)
 - Double-tracking
 - Electrification

LTK
LTK Engineering Services

Future of FrontRunner Final Report

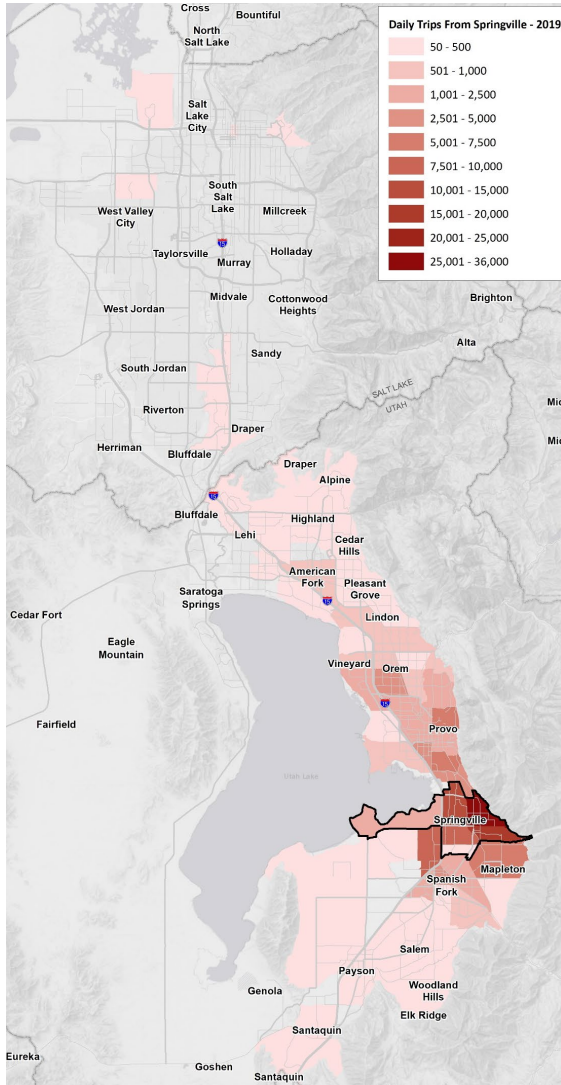


Prepared for
UTA

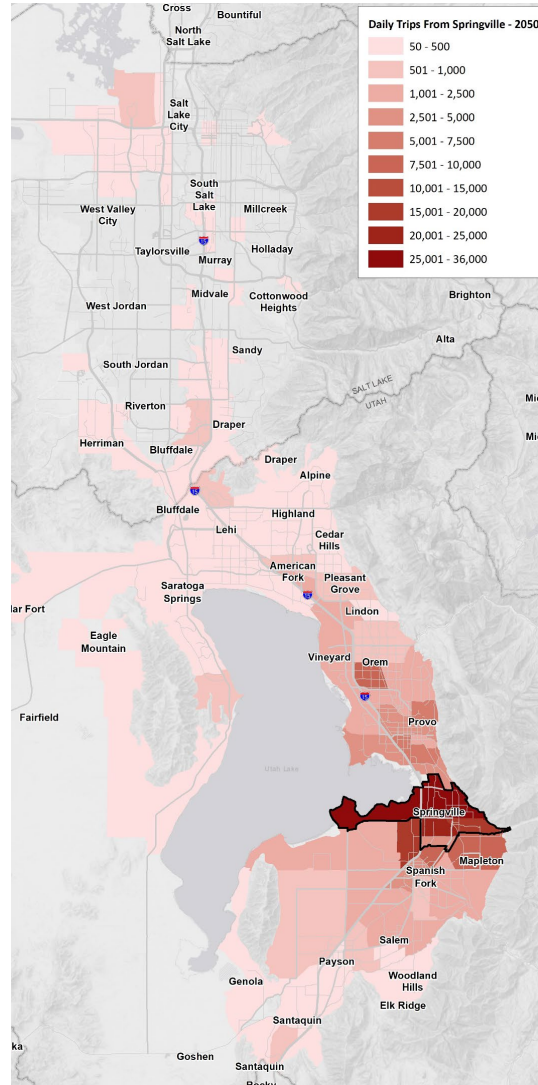
by
LTK Engineering Services

Travel Patterns – Where are people going? Starting in Springville

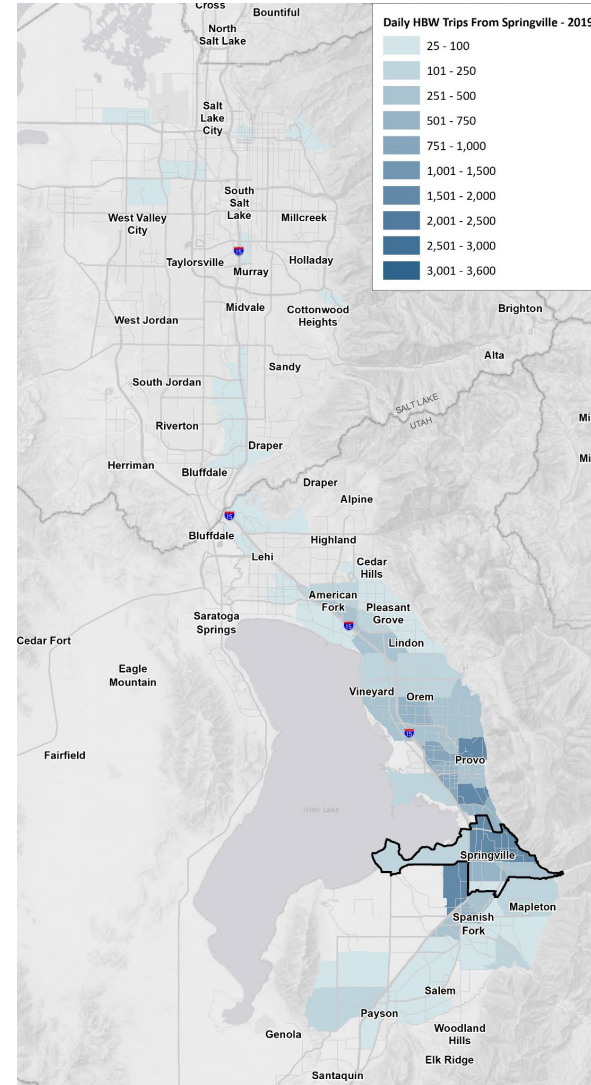
ALL trip types – 2019



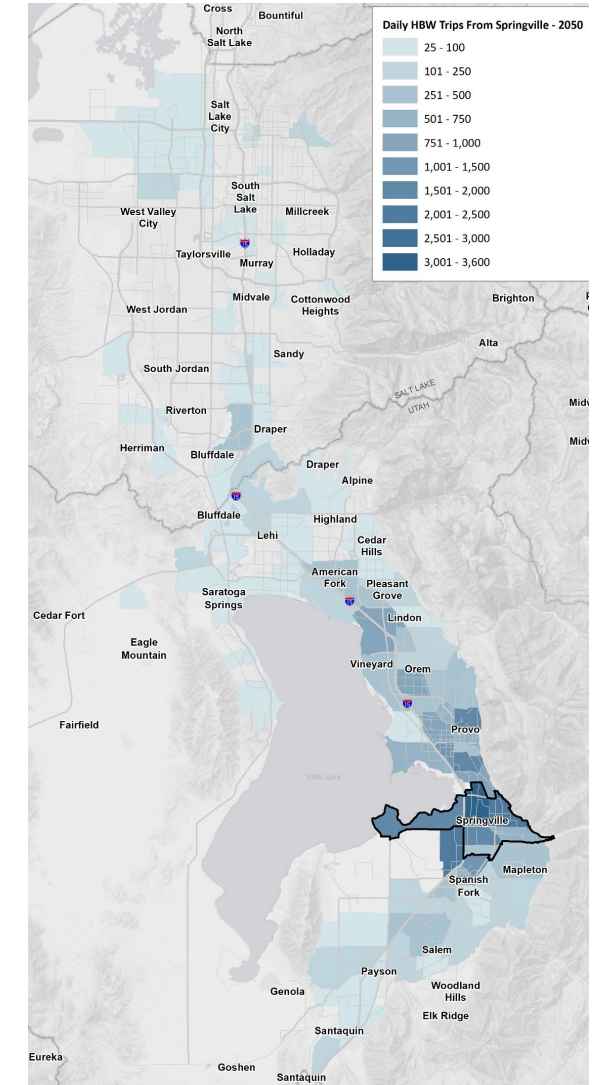
ALL trip types – 2050



WORK trips only – 2019



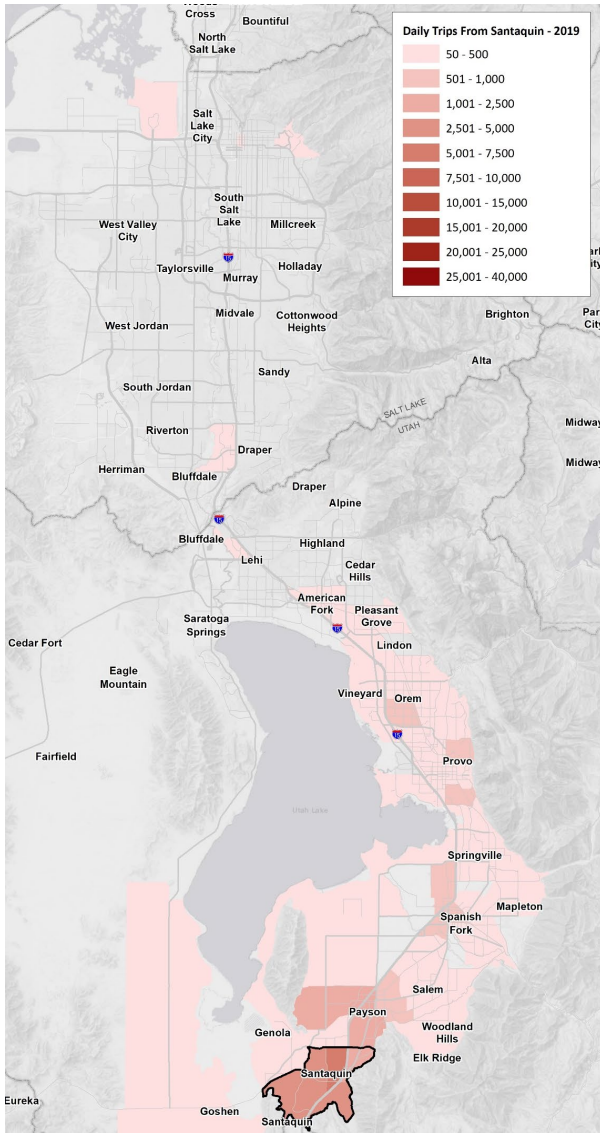
WORK trips only – 2050



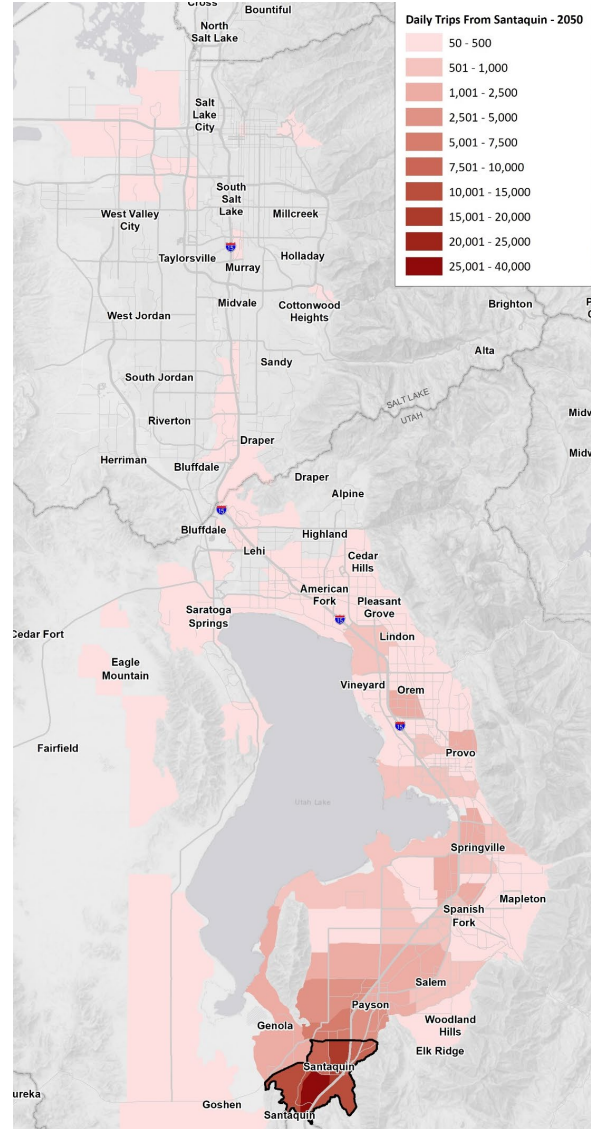
Note: Map shading used to illustrate general travel patterns and is based on number of total trips relative to each map set.

Travel Patterns – Where are people going? Starting in Santaquin

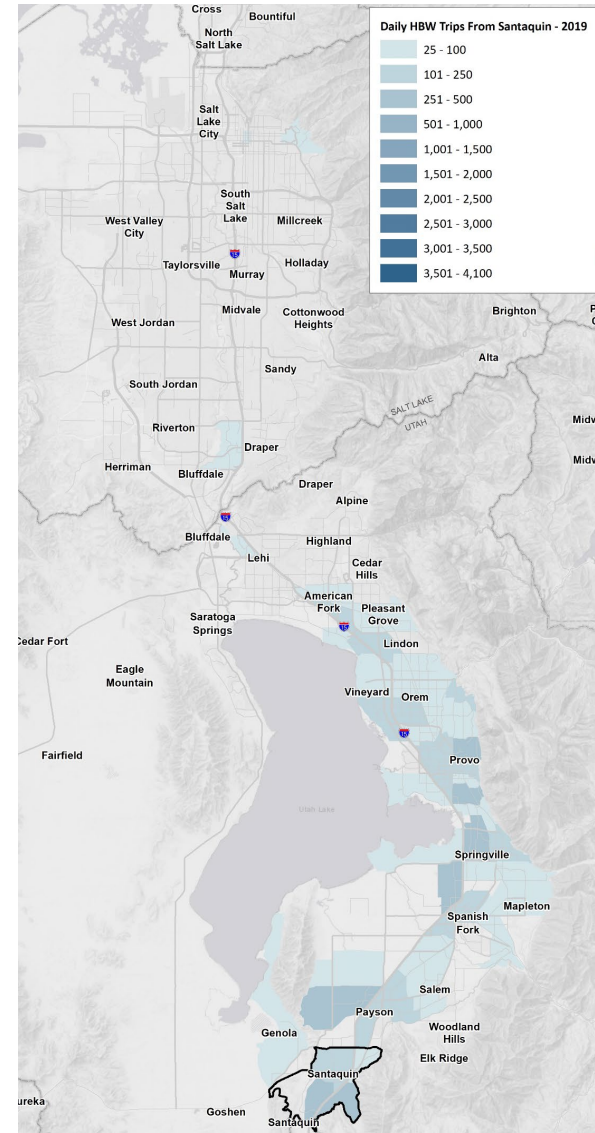
ALL trip types – 2019



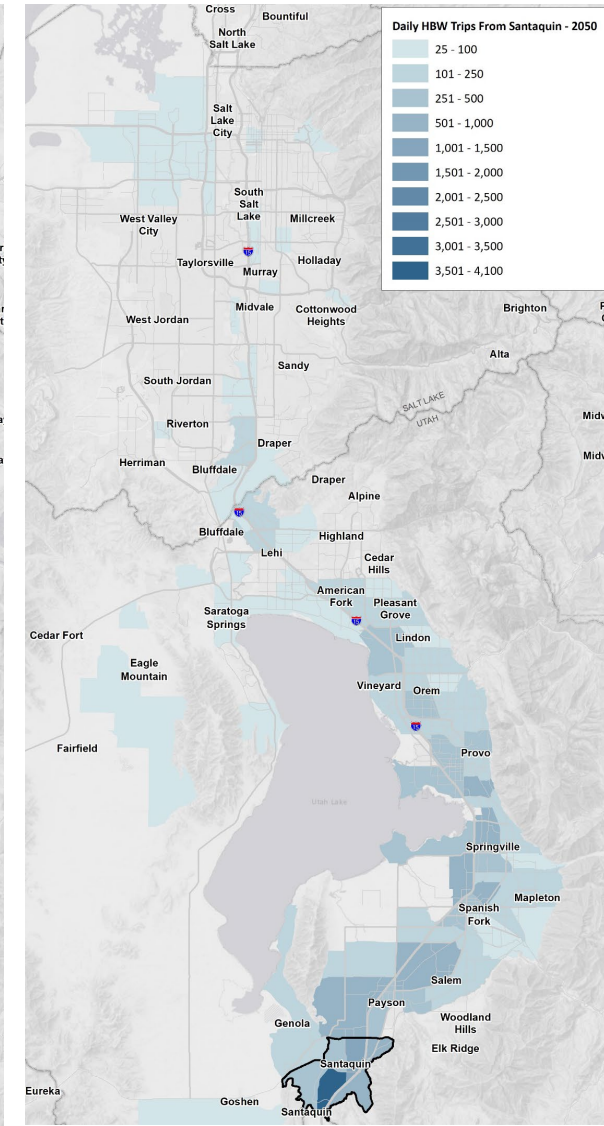
ALL trip types – 2050



WORK trips only – 2019

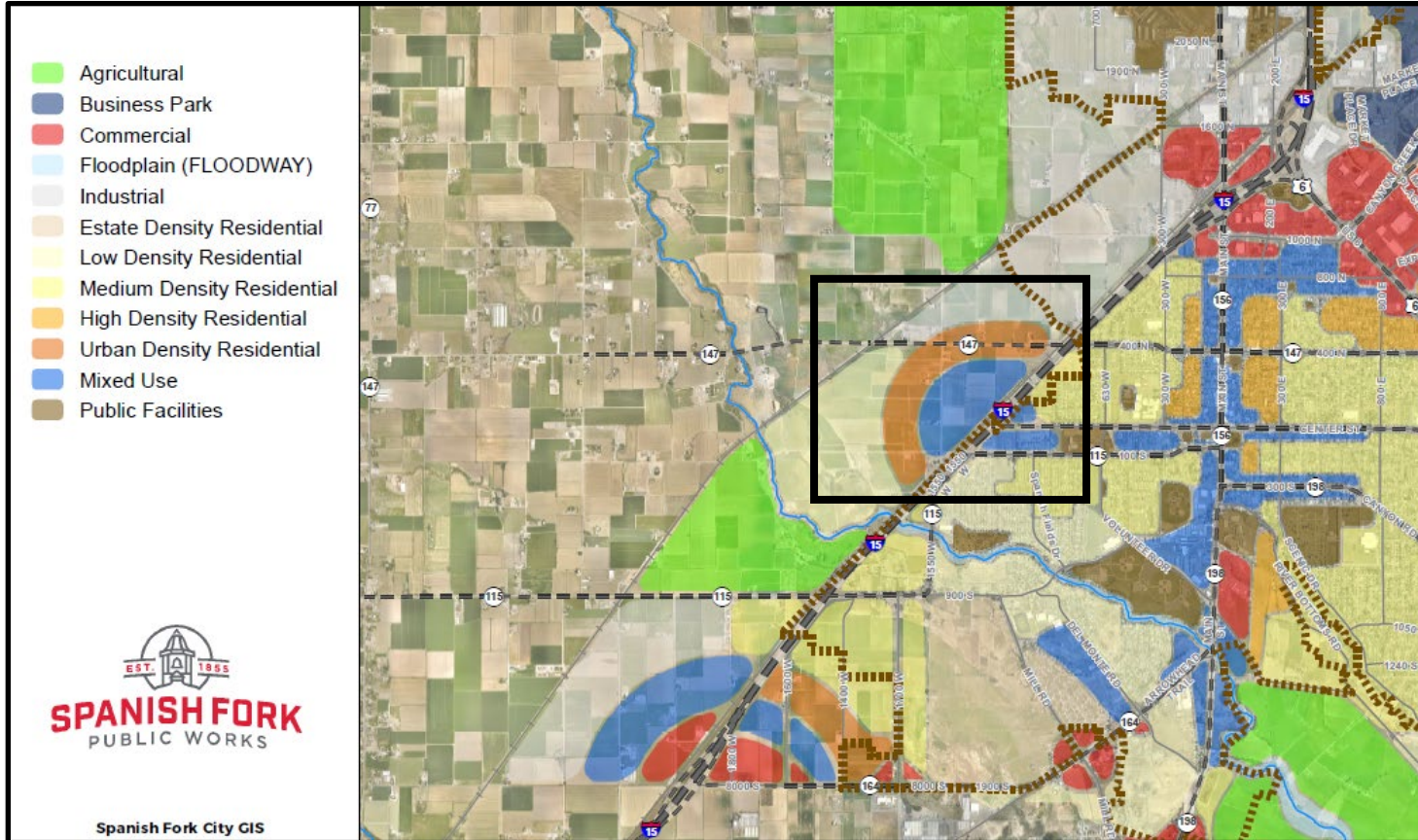


WORK trips only – 2050

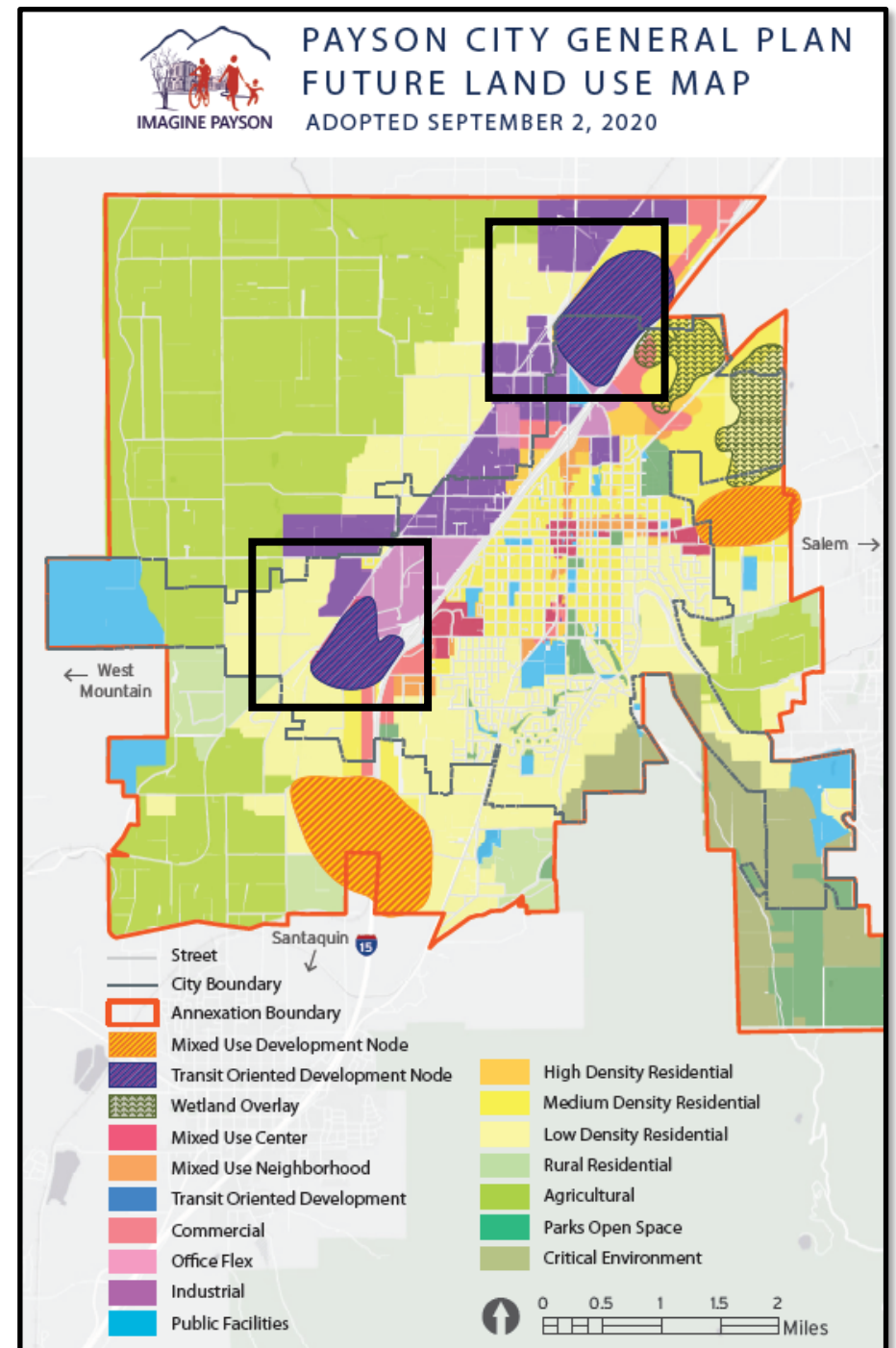


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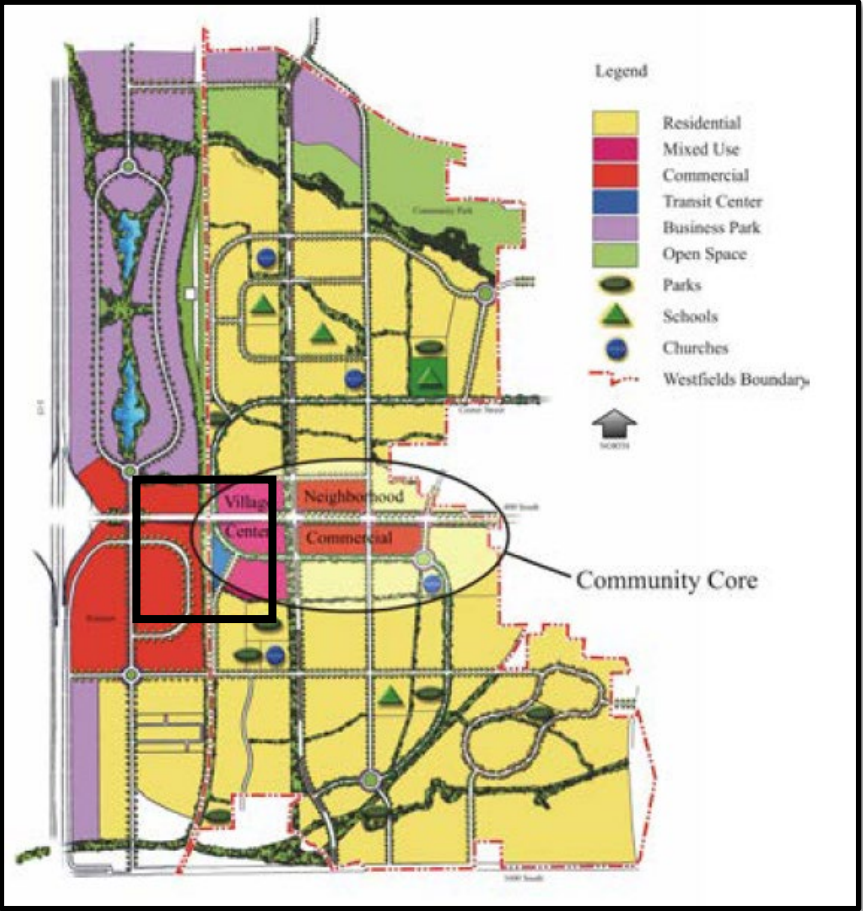
Community Land Use



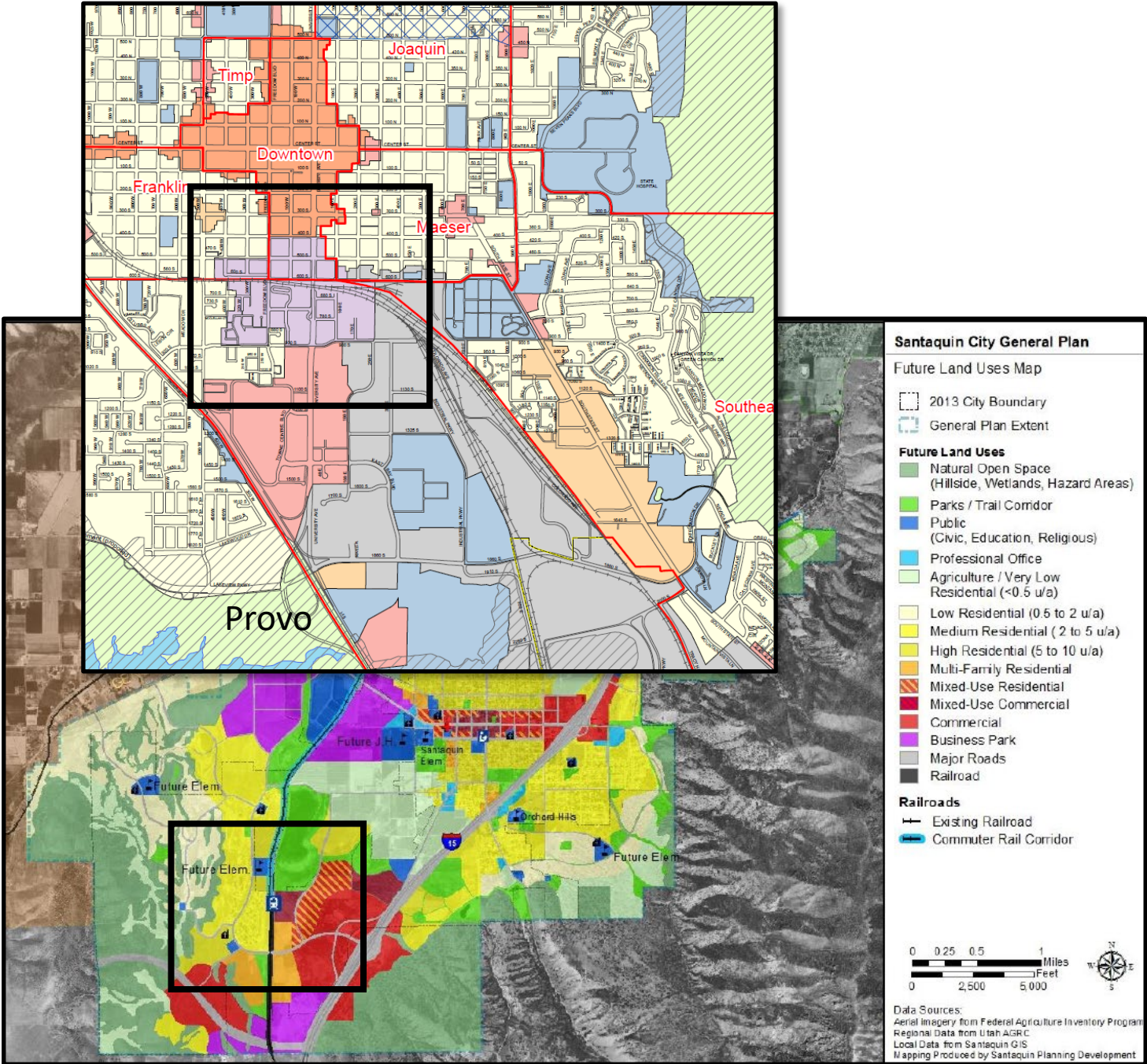
➤ Cities planning for higher densities around transit



Community Land Use

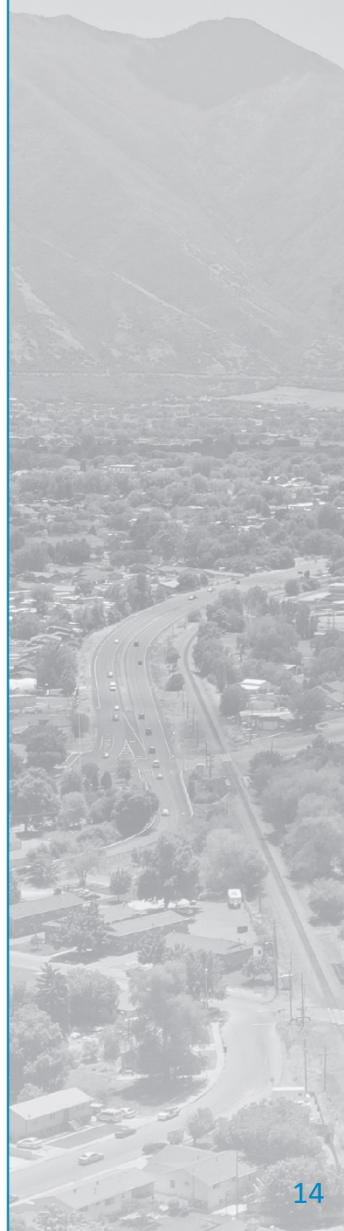


Springville Community Core – Village Center



What did we hear from city one-on-ones?

- Strong desire for regional transit investment to serve commuters and get trips off I-15.
- Concern with making short and mid-term efforts that would take away from a future transit investment.
- Interest in local service that connects to station and doesn't replace or eliminate the need for that transit investment.
- FrontRunner as both a transportation and economic development solution.
- Have been planning for a FrontRunner extension. Would like timeline and certainty of transit investment to guide planning.



Transit Study Goals

Transit Study Goals = desired outcomes of the study

- **Define mode, alignment, and project development timeline** of a regional high-capacity transit investment that serves the Provo to Santaquin corridor and is a fiscally responsible capital and operational investment.
 - If desired, identify short and mid term transit projects/service that could be implemented in support of the long-term regional high-capacity transit investment.
- **Identify local transit needs** that provide access to the regional transit investment.
- **Facilitate planning for transit supportive land uses** at identified station locations in collaborative with cities along transit corridor.
- **Provide engagement with communities** that educates the public, key stakeholders, and elected officials and provides opportunities to hear from the public.
- **Define and take an actionable step** towards a future high-capacity transit investment.



Project Goals

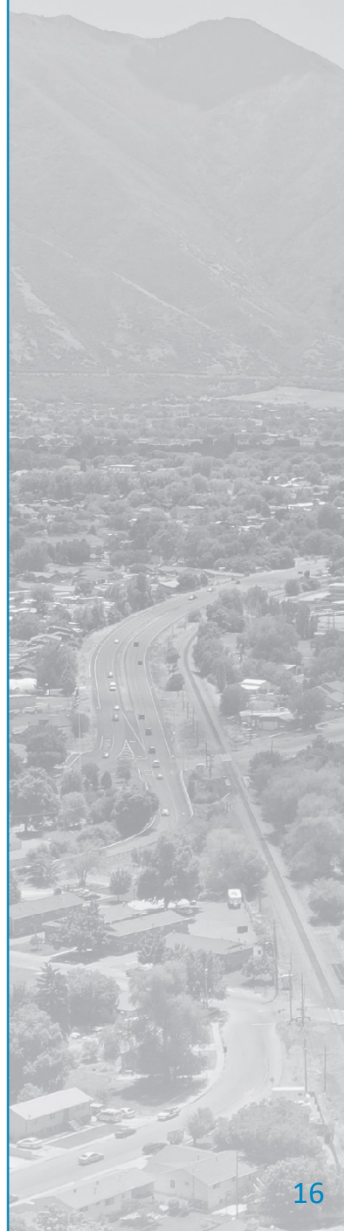
➤ **Project Goals = What are we trying to achieve with the project?**

➤ **Initial draft project goals based on:**

- Needs identified in understanding of project context and dialogue with communities

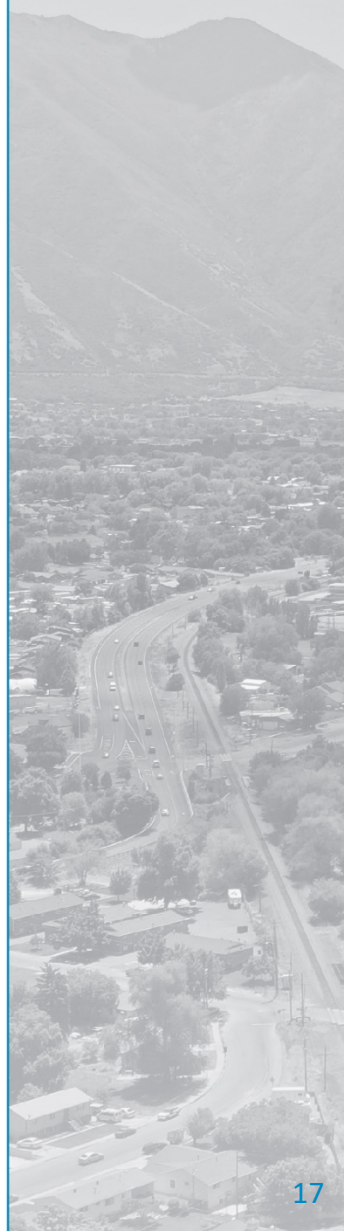
➤ **Forms the basis of “Purpose and Need”**

- Drives alternative development and evaluation



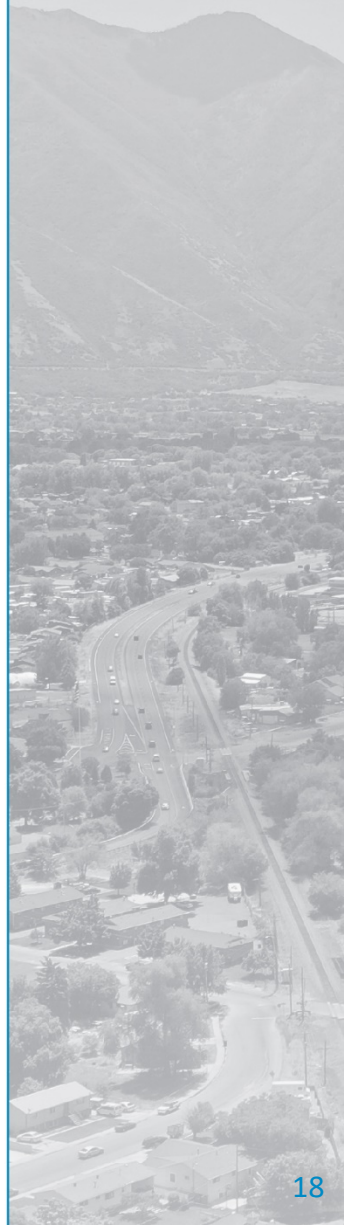
DRAFT Project Goals

- Provide efficient and high-capacity regional transit service in the project corridor between Provo and Santaquin.
- Support the transportation demands of population and employment growth in southern Utah County.
- Support adopted regional plans and local plans and policies.
- Enhance economic development in the corridor by improving access to and connections between existing and planned employment and key activity centers.



Stakeholder Engagement

- Collaborative approach between UTA and project team
- Looking to cities to help leverage existing community channels
- Outreach at key milestones
- Importance of providing both education and asking for feedback



Next Step and Wrap-up

➤ **Thank you for your time today**

➤ **Reconvene group in Mid-December**

- Finalize Project Goals/Purpose & Need
- Initial set of alternatives (corridors and modes) for evaluation

➤ **Early 2021**

- Start alternative evaluation
- Kick off land use planning process

