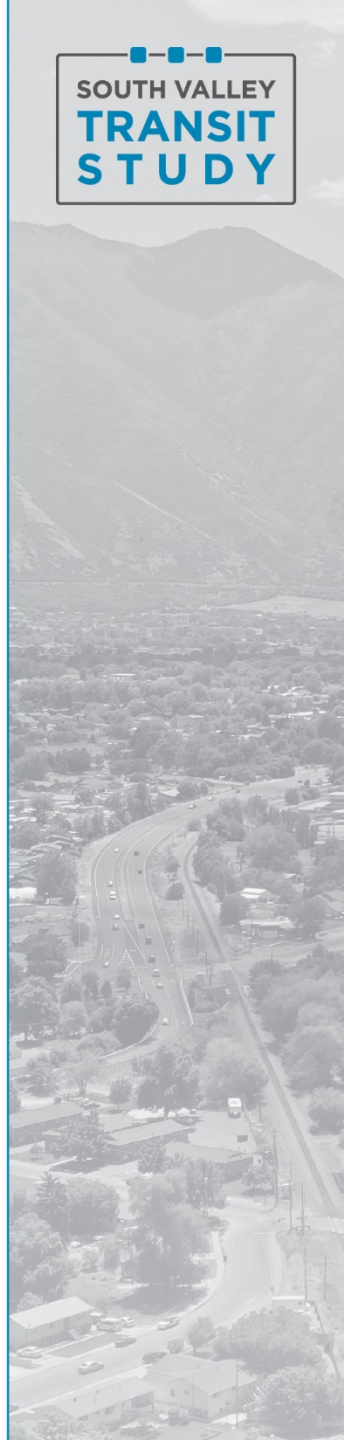


South Valley Transit Study

Executive Committee/TAC Workshop #1

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



Welcome and Introductions

➤ Welcome

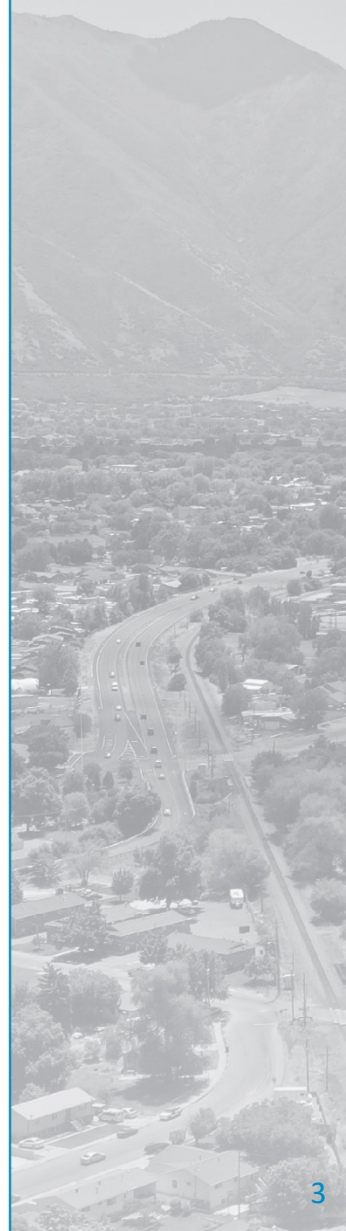
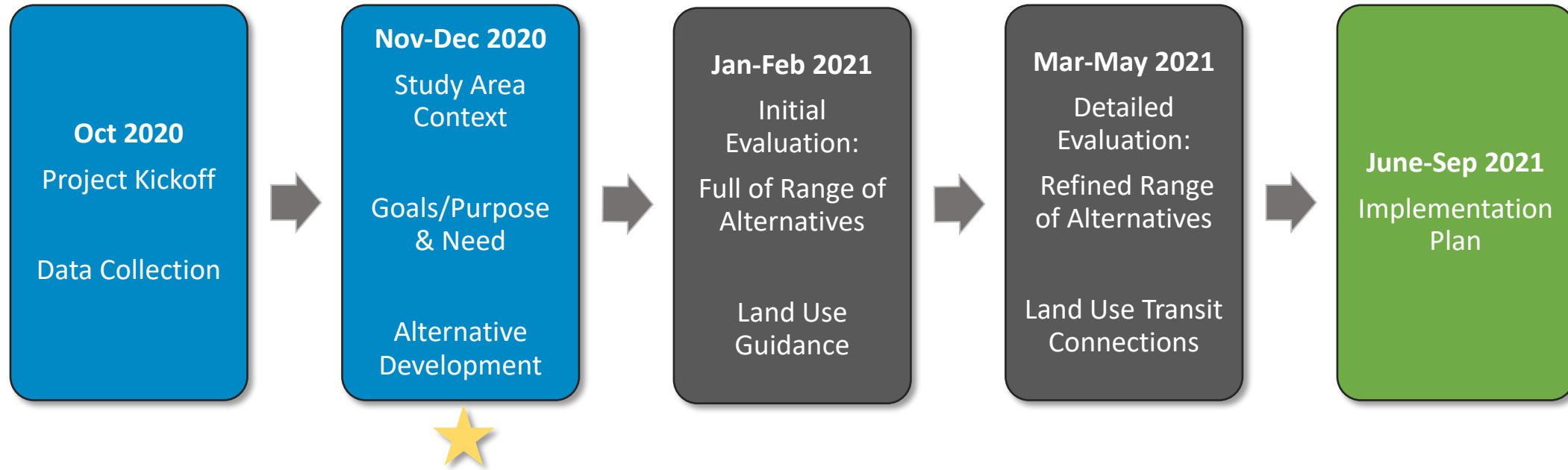
➤ Introductions

➤ Meeting Purpose

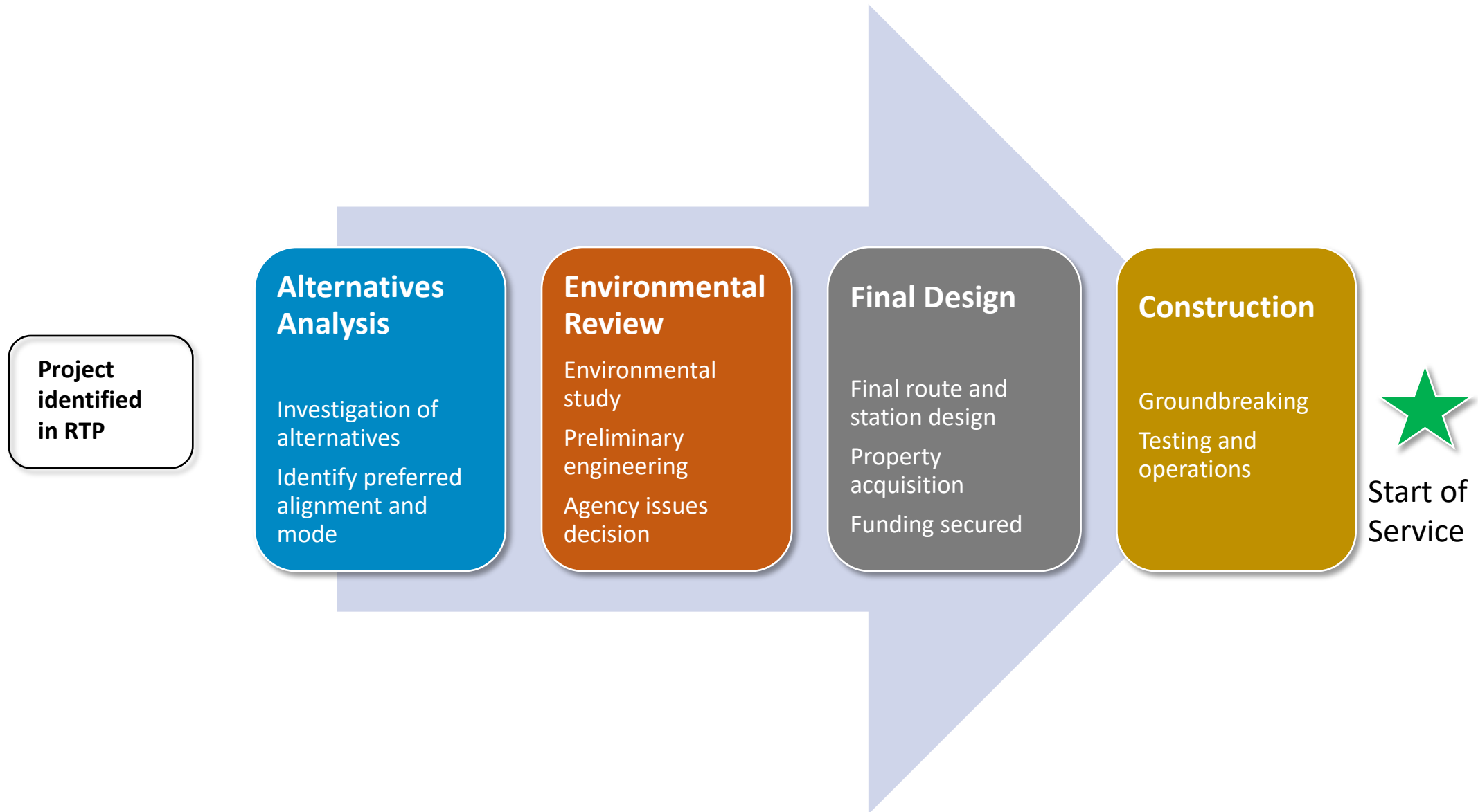
- Provide study area context
- Review what we've heard from cities
- Present and discuss transit study and project goals



Transit Study Process and Schedule



Example Project Development Process

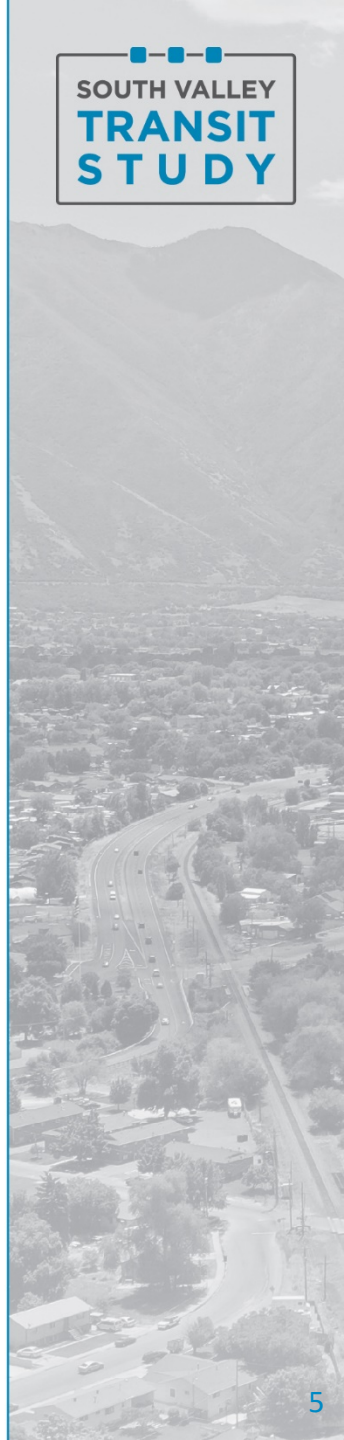


Study Area Context

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

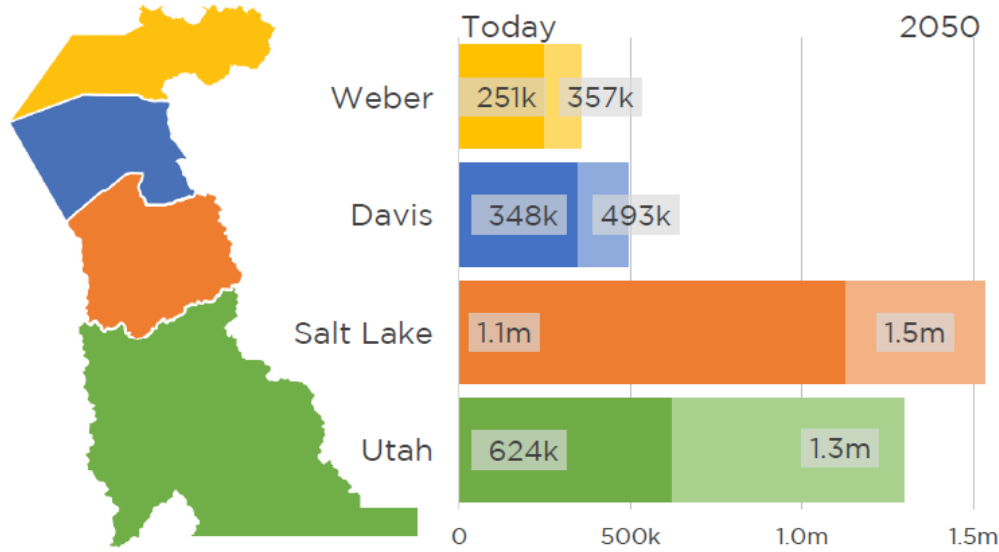
➤ **Key context for discussion**

- Population and employment growth
- Transportation context
- Land use and community goals



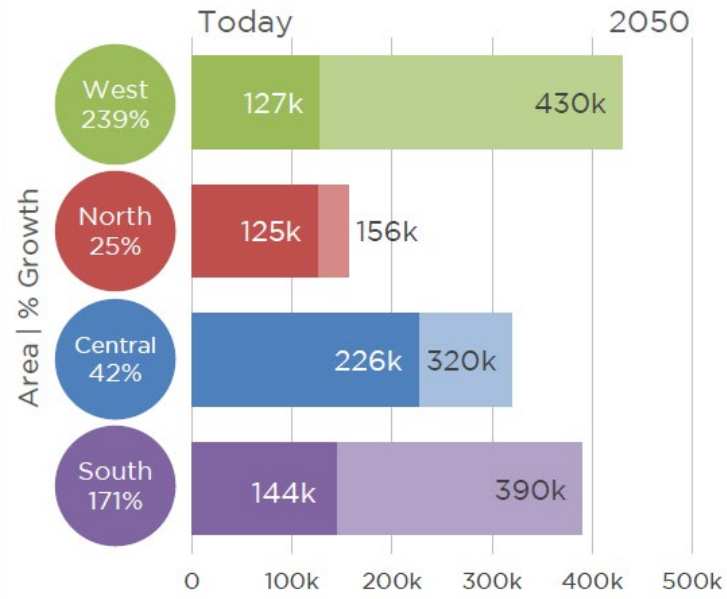
Population Growth

Population Wasatch Front Counties

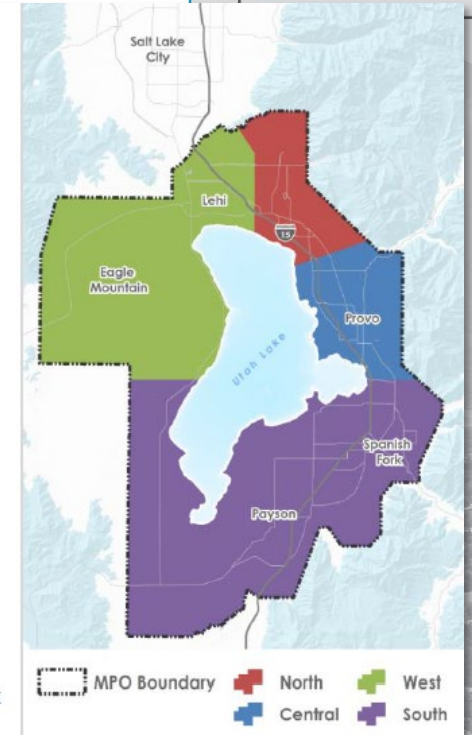


MAG TransPlan 2050

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

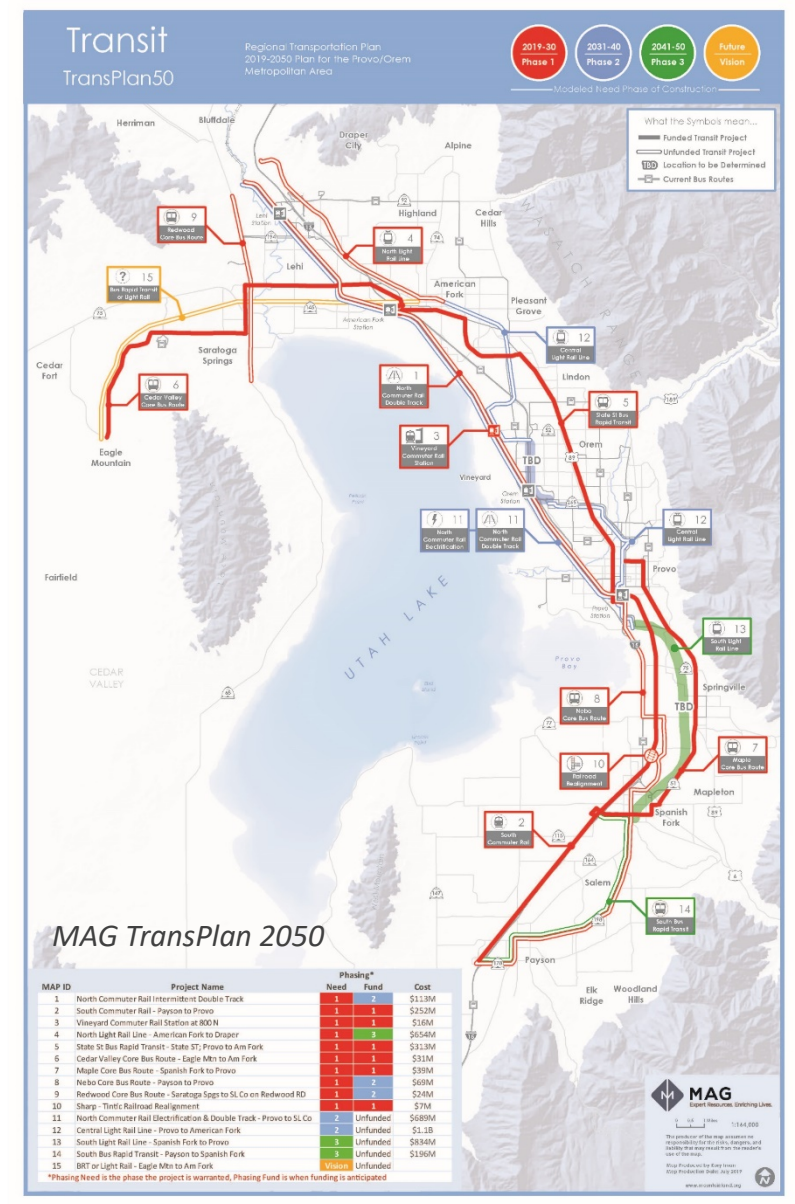
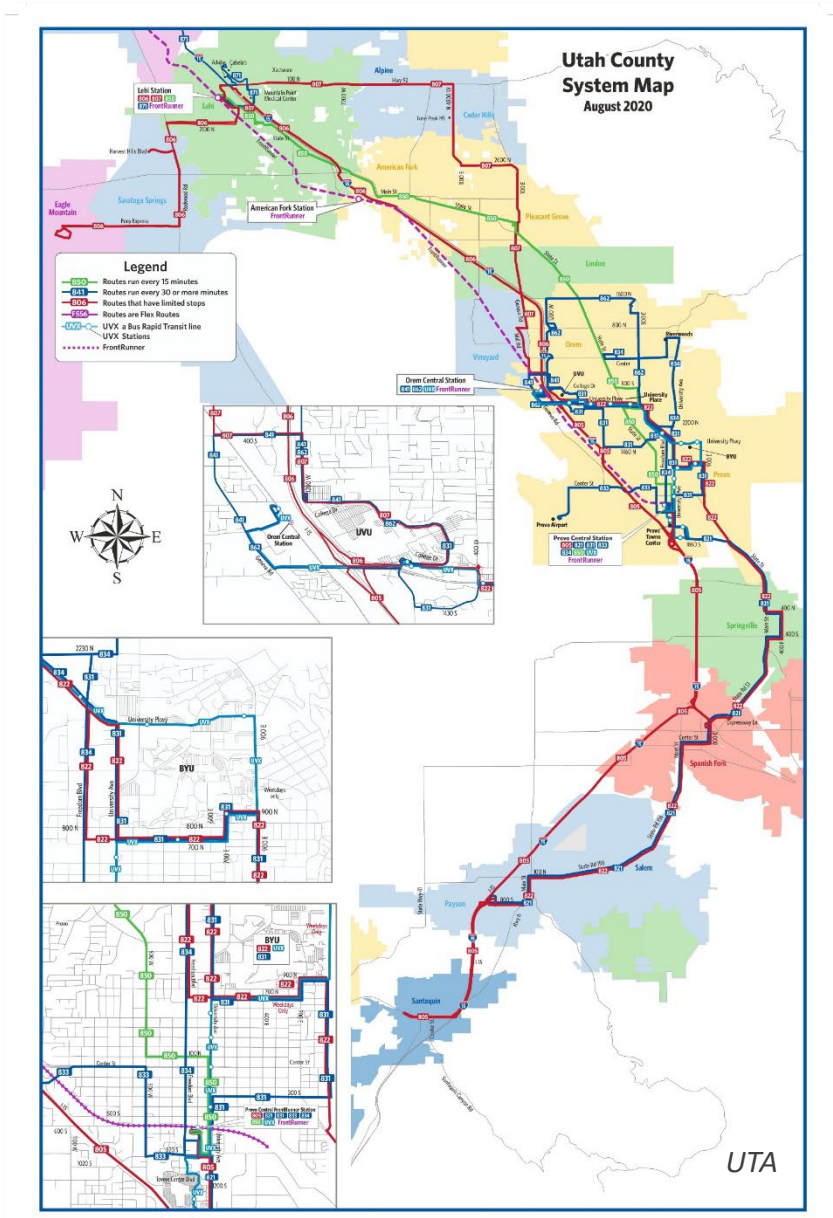
2 = WFRC MAG Travel Demand Model

- 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

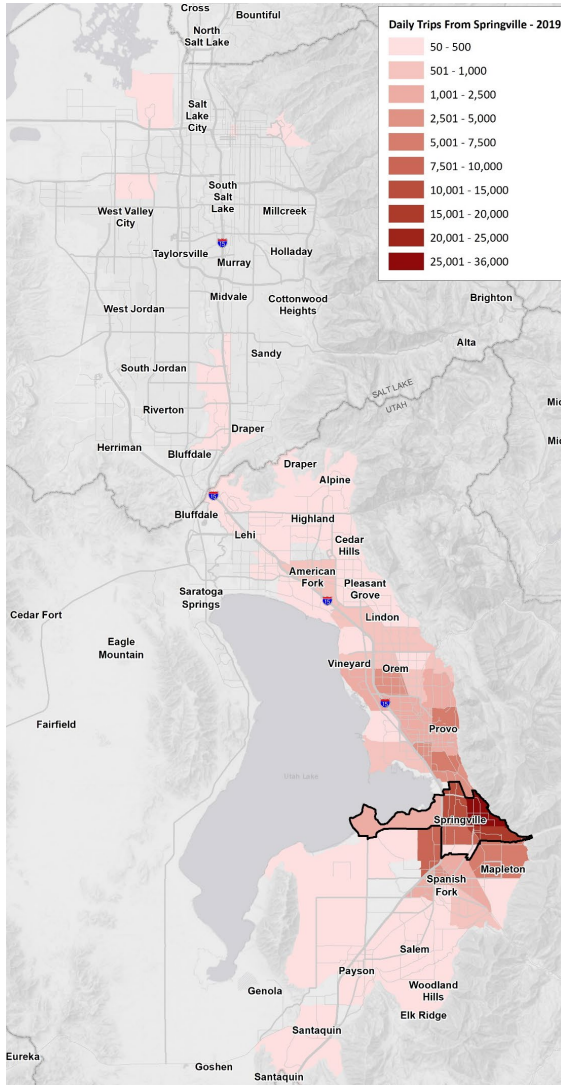


Prepared for
UTA

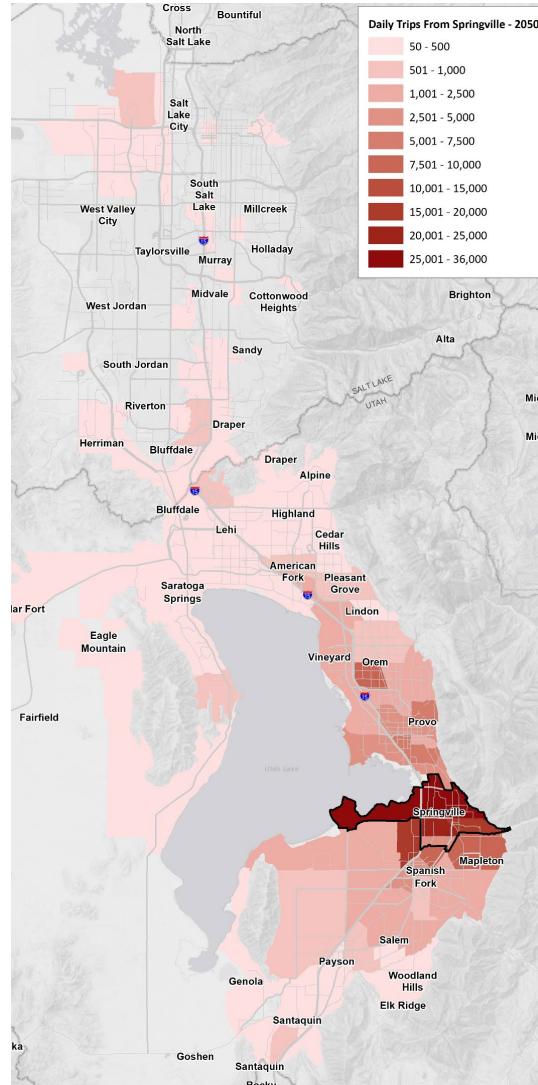
by
LTK Engineering Services

Travel Patterns – Where are people going? Starting in Springville

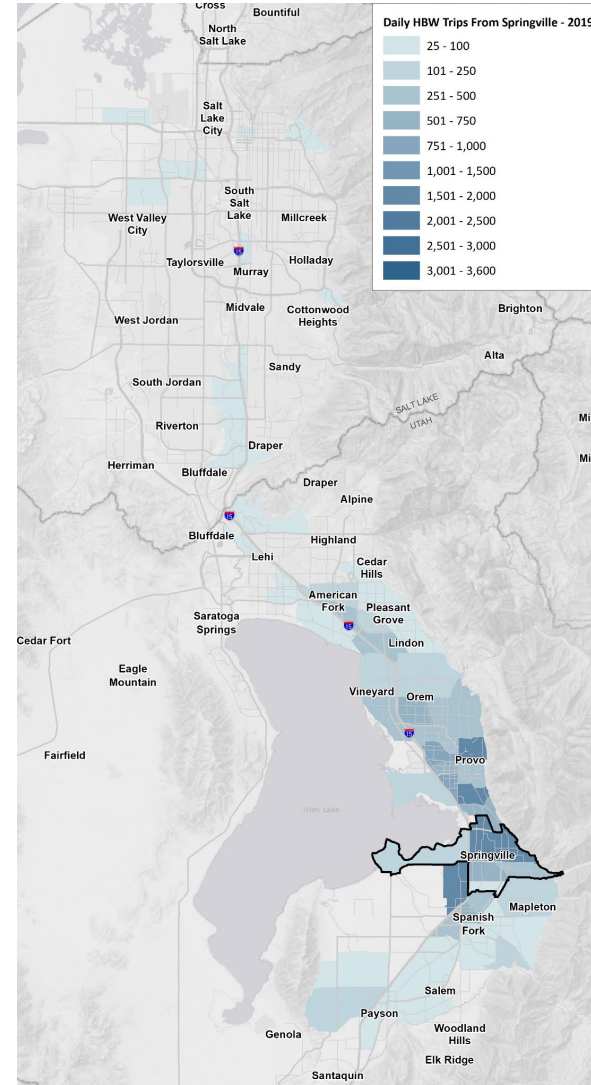
ALL trip types – 2019



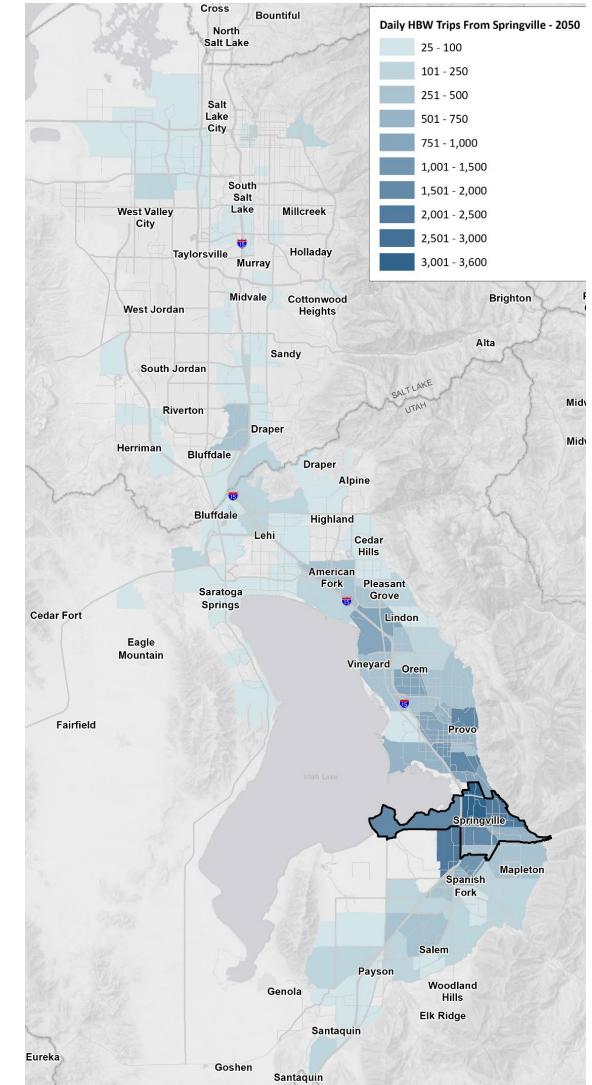
ALL trip types – 2050



WORK trips only – 2019



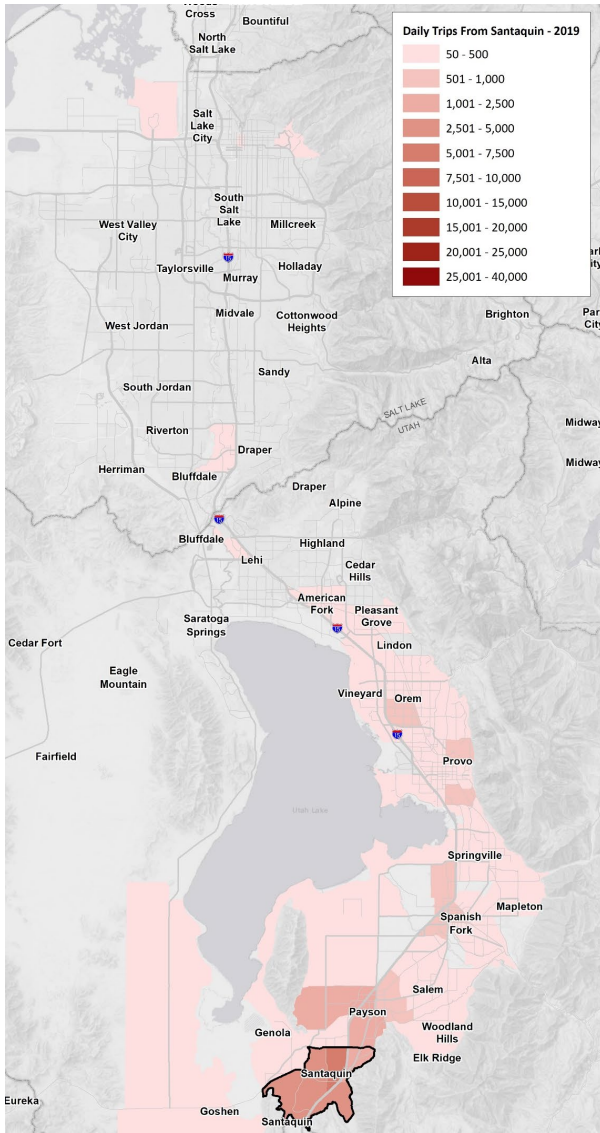
WORK trips only – 2050



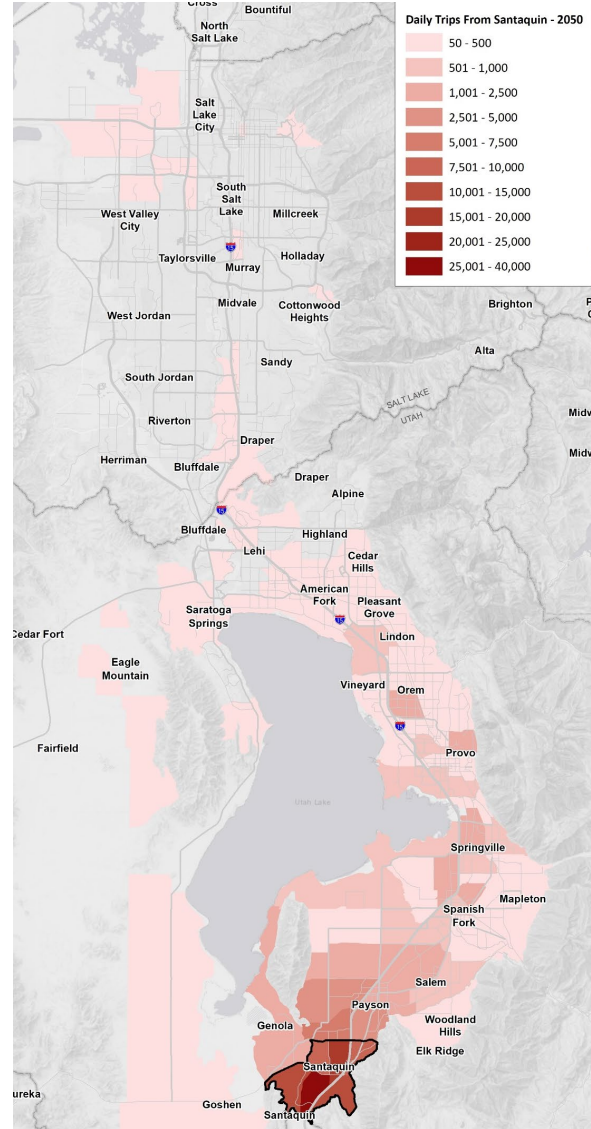
Note: Map shading used to illustrate general travel patterns and is based on number of total trips relative to each map set.

Travel Patterns – Where are people going? Starting in Santaquin

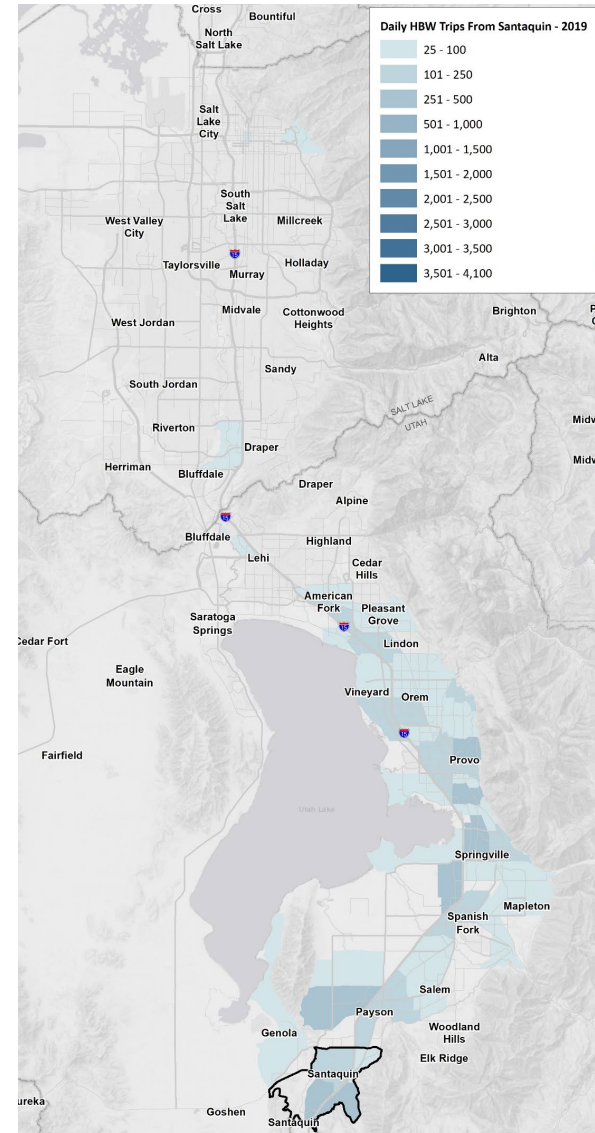
ALL trip types – 2019



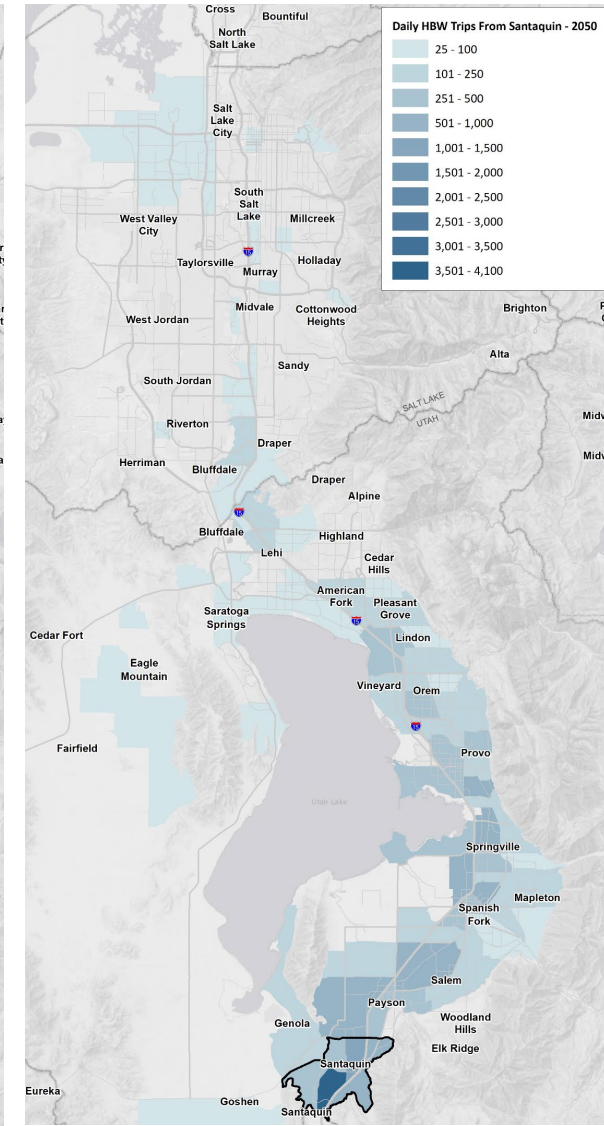
ALL trip types – 2050



WORK trips only – 2019

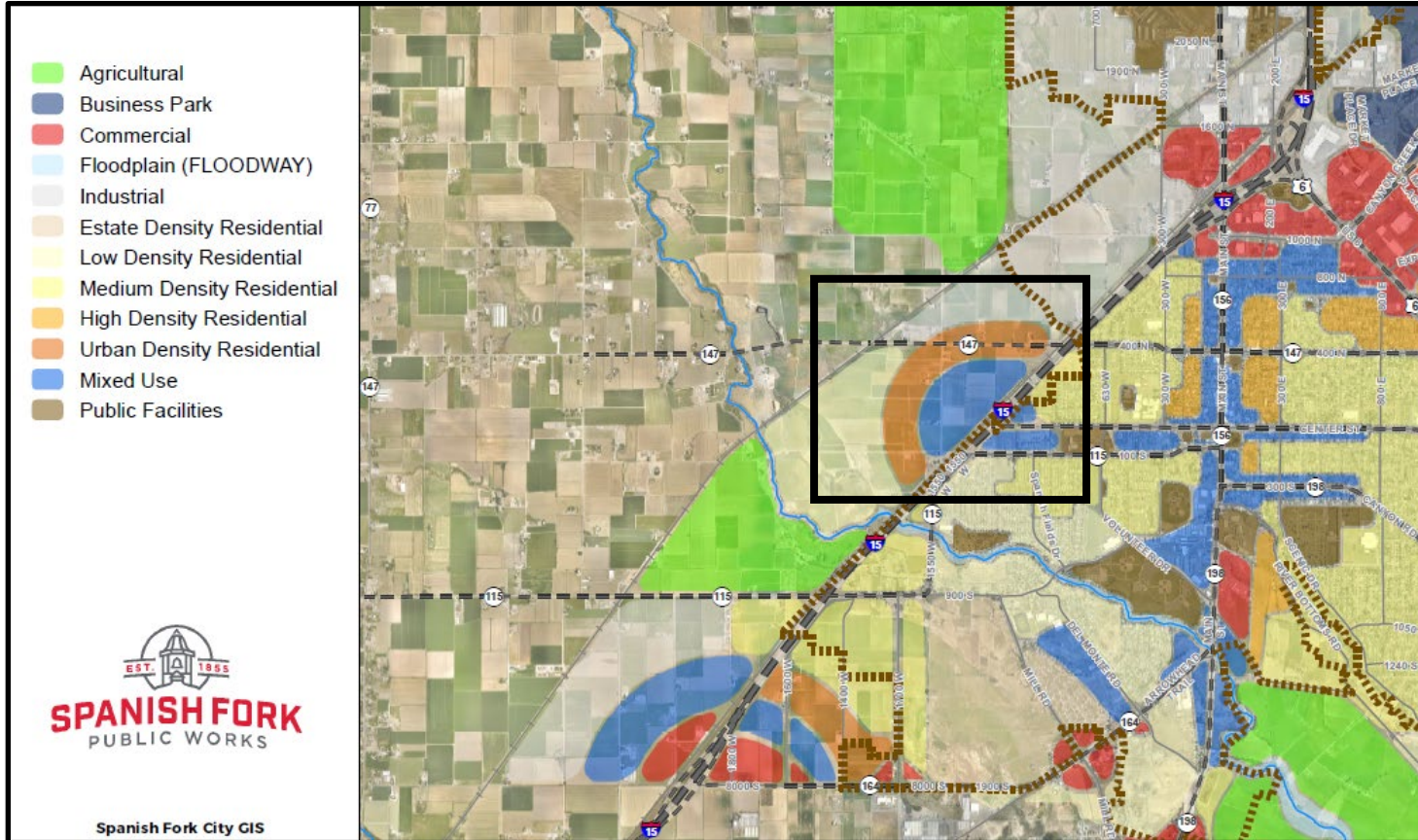


WORK trips only – 2050

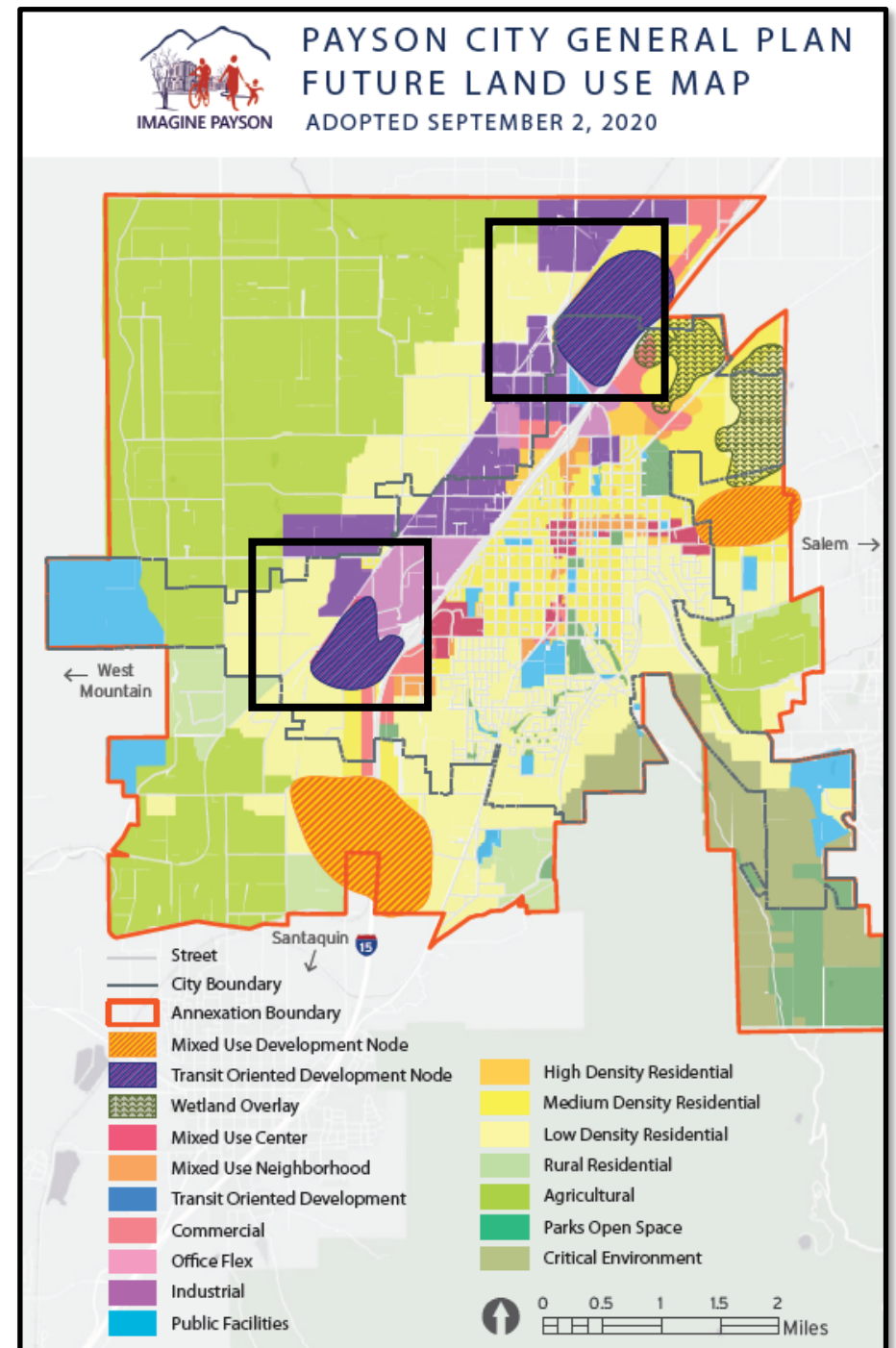


Note: Map shading used to illustrate general travel patterns and is based on number of total trips relative to each map set

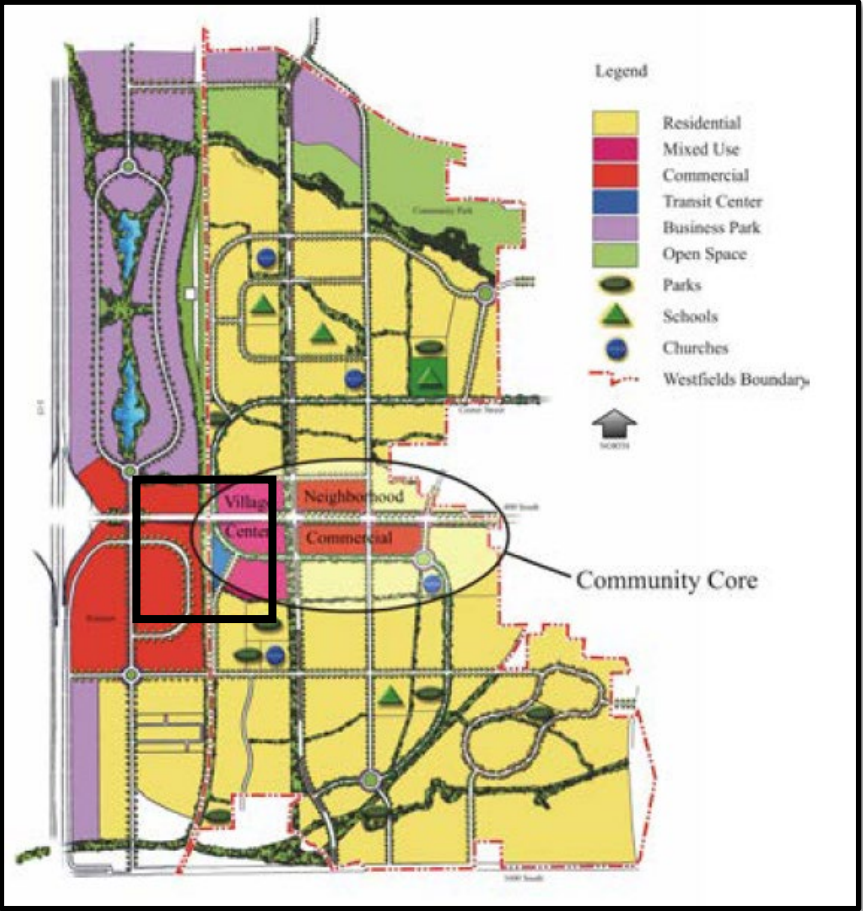
Community Land Use



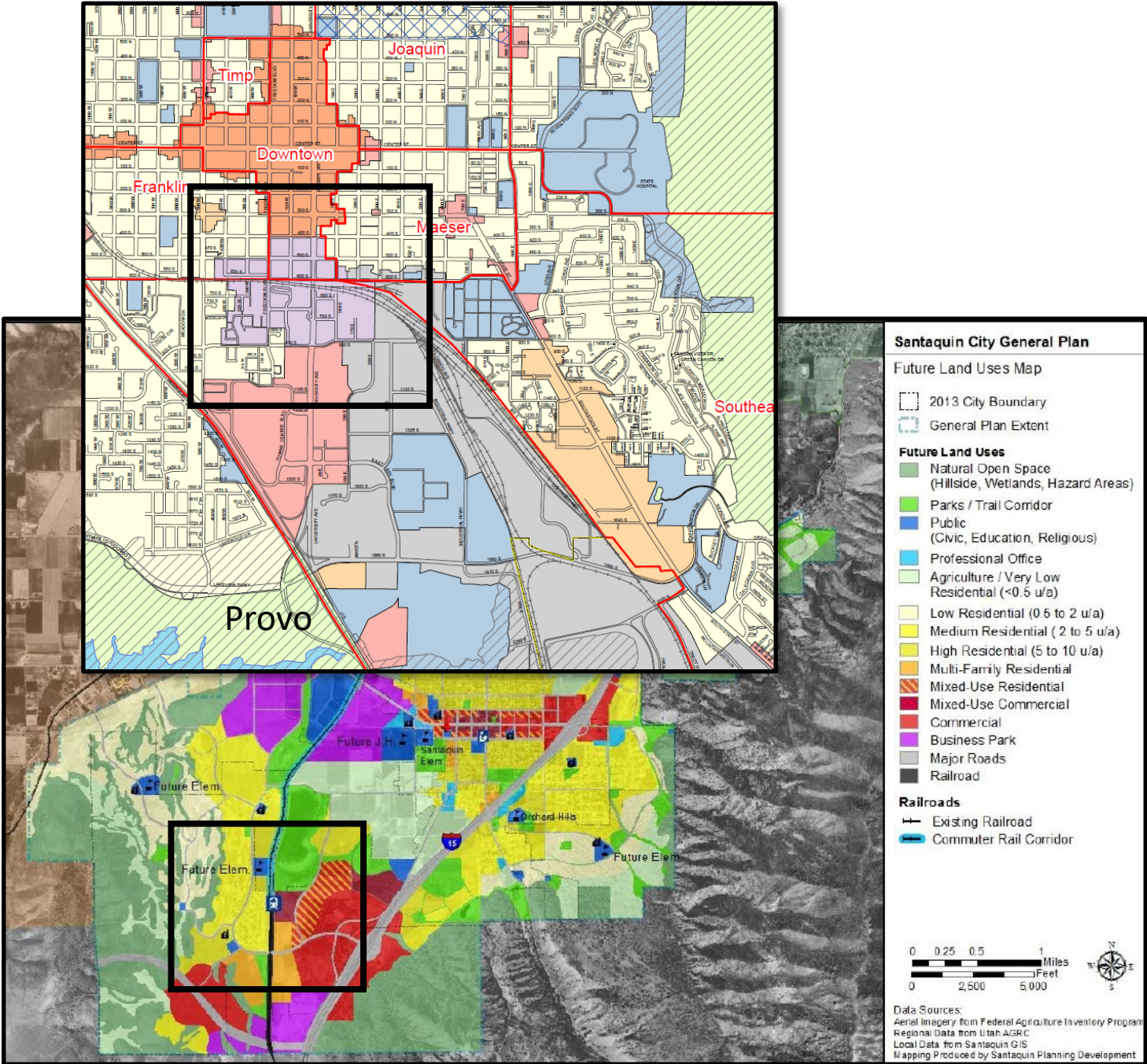
➤ Cities planning for higher densities around transit



Community Land Use

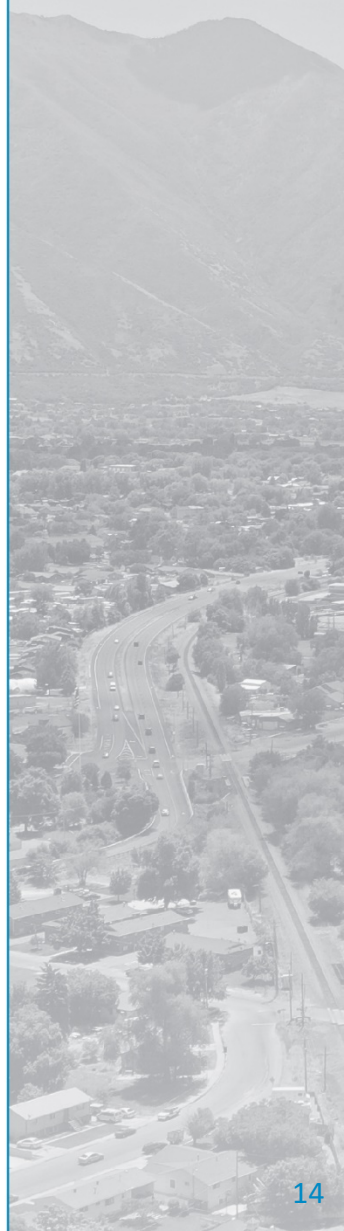


Springville Community Core – Village Center



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

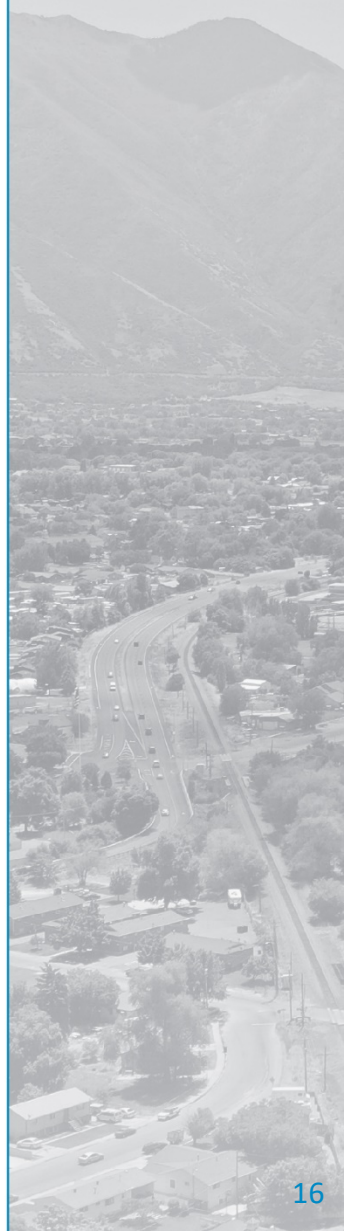
➤ **Project Goals = What are we trying to achieve with the project?**

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

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

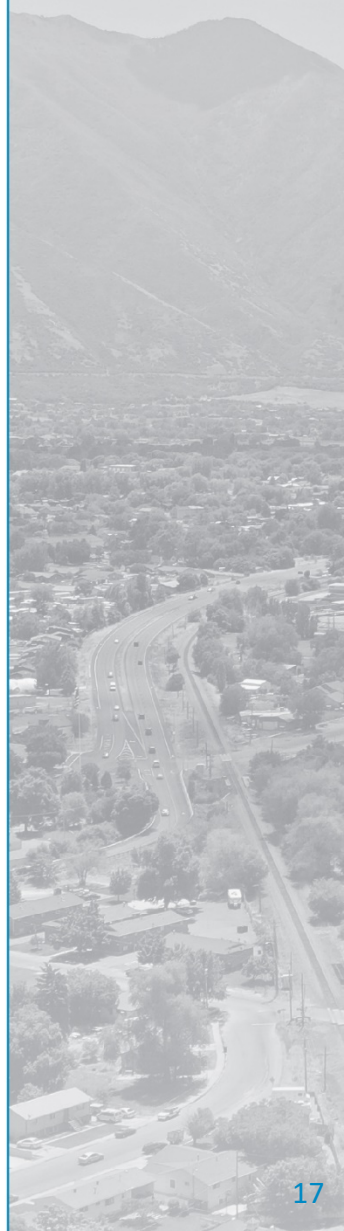
➤ **Forms the basis of “Purpose and Need”**

- Drives alternative development and evaluation



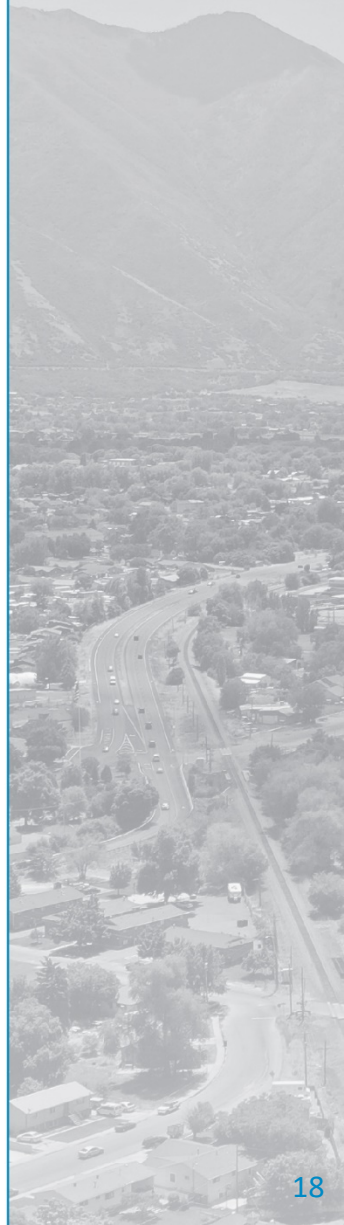
DRAFT Project Goals

- 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

