Executive Report
February 11, 2020
Abstract

Utah’s Transportation Vision (UVision) is a process for collaborating with partnering agencies to establish a shared vision for transportation statewide. After convening a Stakeholder Committee of agency executives for input and discussion, the statewide transportation vision as defined by the Utah Department of Transportation is a Pathway to Quality of Life. To add further definition to the vision, the Stakeholder Committee also agreed on a Quality of Life Framework which serves as the statewide initiatives to implement the vision. The Framework includes four pieces: Good Health, Strong Economy, Better Mobility and Connected Communities.

A Technical Committee of staff from the same representative agencies identified five Shared Ideas and a series of associated Potential Actions that fit within the Framework. While implementation of the Framework resides with individual agencies, the Quality of Life Framework provides guidance for statewide, regional and area-specific planning and policies for aligned transportation decision-making.
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Overview

As Utah’s population continues to grow at a record pace, transportation infrastructure plays a key role in keeping Utah moving, facilitating robust economic development and thriving communities. In the 2018 legislative session, with the recommendation of the Transportation Governance and Funding Task Force, lawmakers passed a comprehensive transportation bill that addressed funding mechanisms and transportation oversight to continue integrated, long-term planning. S.B. 136 directed the Utah Department of Transportation (UDOT) to develop statewide strategic initiatives across all modes of transportation in collaboration with local, regional and statewide partners.

Recognizing that Utah’s transportation system is owned, maintained and operated by many different entities, UDOT convened a committee of stakeholders at the executive and staff levels in order to develop the statewide vision for transportation. The Stakeholder Committee of executives provided direction for the vision and statewide initiatives. The Technical Committee of staff further developed the statewide initiatives and identified Shared Ideas and Potential Actions for how to achieve the vision.

The Stakeholder Committee reviewed goal statements from existing plans and documents in combination with the list of considerations named in S.B. 136, including attention to air quality, return on investment, sustainability and economy. After agreement on Quality of Life as the vision, the committee identified four areas that comprise quality of life to guide transportation policies, planning and decision-making. Known as the Quality of Life Framework, the four areas are Good Health, Strong Economy, Better Mobility and Connected Communities. These initiatives function across modes and are scalable to local, regional and statewide transportation decisions.

The vision and Quality of Life Framework are intended to guide policy decisions and state investments in transportation. The defined Quality of Life Framework demonstrates support for actions that stakeholders and partnering agencies are already engaging in as part of their respective missions. It also provides a blueprint for investing in transportation solutions that support the Pathway to Quality of Life.

Stakeholder & Technical Committee Participants

- Utah Transit Authority (UTA)
- Wasatch Front Regional Council (WFRC)
- Utah Department of Transportation (UDOT)
- Mountainland Association of Governments (MAG)
- Cache Metropolitan Planning Organization
- Dixie Metropolitan Planning Organization
- Utah League of Cities and Towns (ULCT)
- Utah Avalanche Center (UAC)
- Salt Lake Chamber
- Envision Utah
- Utah’s Governor’s Office of Economic Development (GOED)
- Economic Development Corporation of Utah
- Utah Clean Air Partnership (UCAIR)
- Bike Utah
- Governor’s Office
- Kem C. Gardner Policy Institute
- Utah Trucking Association
- Cache Valley Transit District
- Suntran
- Basin Transit District
- Utah Department of Environmental Quality (DEQ)
- Utah Transportation Commission
- Park City Transit
- Salt Lake Airport
- Federal Highway Administration (FHWA)
- Get Healthy Utah
Based on the recommendation of the Transportation Governance and Funding Task Force, and in response to S.B. 136, UDOT convened a Stakeholder Committee comprised of agencies named in the bill and consulted existing, adopted plans as a starting point.

Executive leadership from UDOT met with invited stakeholder representatives individually to outline the intent of UVision and to gather initial input. Concurrently, UDOT gathered existing plans and analyzed goal statements already defined in adopted plans. The individual stakeholder meetings yielded identification of additional plans that were incorporated into the goal analysis. Documentation of the plans consulted are located in Appendix A. The results of the goal analysis are located in Appendix B.

S.B. 136 also requires annual reporting on the vision and statewide initiatives. As such, UDOT designed UVision to be responsive to key issues of the day with the ability to make adjustments and adapt the vision of the Pathway to Quality of Life and the Quality of Life Framework as needed over time.

UDOT expects to convene the Stakeholder Committee annually to review how agencies are acting on the Framework and discuss possible refinements to the vision and initiatives. A thorough, more in-depth review is anticipated to occur every three to four years in advance of the transportation long-range planning cycle. Long-range plans are updated and adopted every four years.
The first Stakeholder Committee meeting took place on December 3, 2018 at the State Capitol, where Governor Gary Herbert kicked off this initiative. A brief recap of the meeting is as follows:

- UDOT reviewed S.B. 136 language and its requirements with the Committee.
- Goal statements from existing Stakeholder plans with a prepared word-cloud was shown to the Committee.
- The Committee reviewed a frequency chart of the existing goal statements.
- The Committee reviewed a comparison chart of existing goals statements from stakeholders’ plans and the list of factors for consideration that were included in S.B. 136.
- The Committee participated in a polling prioritization activity to prioritize and discuss potential goals that combine existing goal statements from stakeholders with the factors for consideration listed in S.B. 136.
- Discussion following the polling activity focused on quality of life, key factors contributing to quality of life and the role of transportation in maintaining and improving the quality of life.

Following the Stakeholder Committee meeting, UDOT researched the topic of quality of life, reviewing several sources that give definition to factors and measures. Statewide research from the Utah Foundation was also reviewed, which maintains a quality of life index. UDOT executive leaders held individual follow-up conversations with several committee members to relay what was learned in the quality of life research and confirm this direction as a statewide vision. Furthermore, quality of life is part of UDOT’s mission statement, “Innovating transportation solutions that strengthen Utah’s economy and enhance quality of life.”

The first Technical Committee meeting was held February 21, 2019, at the Calvin Rampton Complex. During this meeting, the vision of Quality of Life was introduced along with four outcome areas giving additional definition to the concept. The majority of time was spent in discussion to brainstorm a long list of ideas to achieve the outcome areas of Good Health, Strong Economy, Better Mobility and Connected Communities. Notes from the Technical Committee discussion are located in Appendix C.
In order to process the long list of ideas and begin to formulate actionable statements from the Technical Committee discussion, a focus group of transportation agencies was invited to review and discuss the notes. This focus group assisted in developing actionable statements that could describe the steps needed to achieve the vision of Quality of Life and the four identified outcome areas.

The Technical Committee members were then invited to participate in sub-working group meetings on March 27, 2019, at the Calvin Rampton Complex. The purpose of the sub-working group meetings was to refine the long list of ideas in each outcome area to an agreed-upon set of statements, later defined as Shared Ideas and Potential Actions. The sub-working group meetings were scheduled to cover each of the four identified outcome areas at a specific time during the day. Technical Committee members self-selected the topics with which they wanted to engage and could attend all sub-working groups.

A series of focus groups with UDOT employees was conducted to gather additional input and further refine the statements. The focus groups allowed a check for internal understanding and agreement with the vision and outcomes along with the actionable statements that give meaning to how transportation could contribute to quality of life.

The Technical Committee was convened again on June 20, 2019, at the Calvin Rampton Complex to present the resulting set of Shared Ideas and Potential Actions. Instead of speaking about outcomes, the four areas of Good Health, Strong Economy, Better Mobility and Connected Communities were referred to as the Quality of Life Framework. This Framework is a method to guide decision-making that helps achieve the vision of Quality of Life. Participating agencies were encouraged to adopt the Quality of Life Framework in their decision-making processes and to share stories of how they use it. The Shared Ideas and Potential Actions provide a common understanding to work from while respecting the autonomy of individual agency responsibilities and missions.

After this work with the Technical Committee, the Stakeholder Committee of executives reconvened June 25, 2019, at the State Capitol to confirm agreement with the vision of Pathway to Quality of Life and the Quality of Life Framework. The Shared Ideas were presented as examples of how the Framework can be acted upon. In addition, UDOT discussed the application of the Framework to a new project prioritization process under development as an initial example. Attendees voiced their support for The Vision and Framework, which UDOT is now carrying forward.

The Vision

Wasatch Front Population Growth

![Wasatch Front Population Growth](chart)

Counties Included: Box Elder, Davis, Salt Lake, Utah, Weber

Source: Kem C. Gardner Policy Institute, The University of Utah; Utah’s Long-Term Demographic and Economic Projections Summary; Research Brief, July 2017

Utah Quality of Life Index

![Utah Quality of Life Index](chart)

While year-to-year variation is small, the index has seen a decrease since 2013.

Source: Utah Foundation, Quality of Life Index, 2018
The Vision/Implementation

With a Pathway to Quality of Life as the statewide transportation vision, the Quality of Life Framework provides definition to what is meant by quality of life. The Framework is intentionally broad and open to interpretation so that individual agencies can identify their own methods of implementing the Framework. However, the committee discussions provide some definition that may help build understanding:
- 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.
- Strong Economy recognizes the vital role of transportation in business and commerce.
- Better Mobility addresses traditional transportation objectives to move people and reduce delay.
- 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.

Many Shared Ideas and Potential Actions cross more than one area of the Framework, indicating a potential for strong contribution to quality of life.

The Shared Ideas that resulted from Technical Committee discussion are:
- Reliable and reasonable travel time for people and goods.
- Safe and equitable transportation choices that improve air quality and leverage emerging technologies.
- Incentives and disincentives to promote travel behaviors that reduce single occupant trips.
- Community walkability, bike-ability and connectivity to transit and roadways.
- Strengthened connections between the transportation system and the communities it serves.

These ideas demonstrate transportation-specific actions that have general agreement from the stakeholder groups and can advance the vision of Quality of Life across modes at local, regional and statewide levels. A complete list of the Shared Ideas and Potential Actions are located in Appendix D.

Implementation

The Quality of Life Framework is the primary tool to act upon in order to align transportation policies, planning and decision-making across modes and locations. Information about the UVision Framework is available on a web landing page UVision.utah.gov. The web page will be updated with regular posts about how UDOT and partnering stakeholder agencies are acting upon and implementing the Framework.

UDOT’s first implementation of the Quality of Life Framework is using it to update the project prioritization process. As part of the Program Development process, UDOT uses a model to prioritize projects based on defined data analytics. The data-driven tool provides a basis for Transportation Commission discussion of what projects to fund in the upcoming programming cycle. In order to align with the vision of Quality of Life, the new prioritization model is structured around the Quality of Life Framework, identifying criteria and measures that address Good Health, Strong Economy, Better Mobility and Connected Communities. The Quality of Life Framework provides a consistent structure across all modes with consistent evaluation criteria.
The vision of a Pathway to Quality of Life and the initiatives defined by the Quality of Life Framework can be incorporated in all types of transportation decision-making. UDOT is incorporating the framework into key decision-making processes and encourages partnering agencies to also adopt the Framework as a useful tool for quality of life considerations prior to making policies, plans and other transportation-related decisions.
Other ways the vision is being implemented include:

**Wasatch Choice 2050 Vision**

Wasatch Front Regional Council (WFRC) – joined by our many partners – facilitated the creation of a blueprint to guide growth in our region: the Wasatch Choice 2050 Vision. The Vision considers how future transportation investments, development patterns and economic opportunities can contribute to enhanced quality of life into the future.

**Getting Healthy Utah Working to Improve Quality of Life**

Get Healthy Utah is currently working with multiple agencies, including the Utah Department of Health, Utah Department of Transportation, Wasatch Front Regional Council and Utah Transit Authority to identify appropriate health data that can be used to optimize transportation and funding choices that influence the health of residents, reduce the burden of health care costs and create a better quality of life for all Utahns.

**2nd Annual Move Utah Summit**

Over 400 hundred attendees gathered at the Little America Hotel on September 26th to participate in the 2nd Annual Move Utah Summit. The Summit, organized by the Utah Department of Transportation’s (UDOT) Move Utah program, is the only event of its kind in Utah. It brings together hundreds of health and transportation experts, state and local officials and policymakers to collaborate on improving the health and well-being of individuals and communities.
## Appendices

<table>
<thead>
<tr>
<th>Organization</th>
<th>Plan</th>
<th>Link</th>
<th>Goal Statement</th>
<th>Key Words</th>
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</thead>
<tbody>
<tr>
<td>Cache MPO</td>
<td>RTP</td>
<td>Cache RTP</td>
<td>Goal # 1: Provide increased mobility for persons and freight through a balanced and inter-connected transportation system. Goal # 3: Protect and preserve existing transportation systems and opportunities. Goal # 4: Provide a transportation system that protects the environment and improves the quality of life.</td>
<td>mobility, balanced, interconnected, freight, multimodal, safety, preserve, protect, environment, quality</td>
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<tr>
<td>Dixie MPO</td>
<td>RTP</td>
<td>Dixie RTP</td>
<td>1. Plan regionally, implement locally. 2. Maintain air and water quality and conserve water. 3. Guard our ‘signature’ scenic landscapes. 4. Provide rich, connected natural recreation and open space. 5. Build balanced transportation that includes a system of public transportation, connected roads, and meaningful opportunities to bike and walk. 6. Get ‘centered’ by focusing growth on walkable, mixed-use centers. 7. Direct growth inward. 8. Provide a broad range of housing types to meet the needs of all income levels, family types, and stages of life. 9. Reserve key areas for industry to grow in the “economic pie”. 10. Focused public land conservation should sustain community goals and preserve critical lands.</td>
<td>air quality, preserve, recreation, balanced, growth, conservation</td>
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<tr>
<td>WFRC</td>
<td>CEDS</td>
<td>CEDS</td>
<td>1. Increase public support and awareness regarding the benefits of a green infrastructure approach and an interconnected green infrastructure network. 2. Collaboratively map an interconnected network by identifying and prioritizing the region’s existing green infrastructure assets and resources. 3. Identify existing green infrastructure lands and propose objectives and strategies to plan, design, and manage the region’s green infrastructure network. 4. Bring together local and regional stakeholders that play a part in planning, engineering, studying, managing, and maintaining green infrastructure. 5. Support an interconnected green infrastructure network in order to provide environmental, social, recreational, psychological, public health, and economic benefits. 6. Encourage the incorporation of green infrastructure planning and implementation strategies into existing plans and studies.</td>
<td>green infrastructure, interconnected, collaborative, support, awareness</td>
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<td>WFRC</td>
<td>RTP</td>
<td>2040 RTP</td>
<td>Safety &amp; health, infrastructure preservation, mobility, cost efficiency, economic vitality, environmental stewardship, community and sustainable urban form</td>
<td>safety, health, infrastructure, preservation, mobility, cost efficiency, economic vitality, environmental stewardship, community, sustainable</td>
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<tr>
<td>(Various)</td>
<td>Unified Plan</td>
<td>Unified Plan</td>
<td>Air quality, economic vitality, mobility and accessibility, preservation of infrastructure, safety, visioning</td>
<td>air quality, economic vitality, mobility, accessibility, preservation, infrastructure, safety, visioning</td>
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<tr>
<td>(Various)</td>
<td>Wasatch Choice 2040</td>
<td>Wasatch Choice 2040</td>
<td>Health &amp; safety, well-maintained, mobility, efficient, collaboration, regional economy, environment, sense of community, integrate land use and transport, housing for all</td>
<td>health, safety, well-maintained, mobility, efficient, collaboration, economy, environment, community, integrated</td>
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<tr>
<td>(Various)</td>
<td>Wasatch Choice 2050</td>
<td>Wasatch Choice 2050</td>
<td>Livable and healthy communities, access to economic and educational opportunities, manageable and reliable traffic conditions, quality transportation choices, safe and user-friendly streets, clean air, housing choices and affordable living expenses, fiscally responsible communities and infrastructure, sustainable environment, including water, agriculture, and other natural resources, ample parks, open spaces, and recreational opportunities</td>
<td>community, economic opportunities, manageable, quality, safety, user-friendly, air quality, affordable, responsible, sustainable, recreational opportunities</td>
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<tr>
<td>MAG</td>
<td>TransPlan 40</td>
<td>TransPlan 40</td>
<td>Transportation in Utah County is evolving from a rural to an urban system, and major facilities such as freeways, expressways, light rail, and bus rapid transit will be needed to supplement today’s more limited choices focused on single occupant vehicles. This evolution will focus on funding new capacity, building an intermodal transportation system, and taking care of what we have and making it work better.</td>
<td>evolving, supplement, funding, multimodal, preservation</td>
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<td>EDCUtah/Goed</td>
<td>Strategic Plan</td>
<td>Strategic Economic Development Plan</td>
<td>1. Position Salt Lake City to compete against cities in capturing job opportunities for all residents while seeking sustainable growth. 2. Cultivate connectivity throughout Salt Lake City by enhancing the arts, commercial districts, and housing opportunities. 3. Secure Salt Lake City as a global, vital, and innovative community. 4. Position the SLC DED as the authority on economic opportunities in Salt Lake City.</td>
<td>sustainable growth, vibrancy, innovative, community, economic opportunities</td>
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<td>UDOT</td>
<td>LRP</td>
<td>UDOT LRP</td>
<td>Zero fatalities, preserve infrastructure, optimize mobility, strengthen the economy</td>
<td>safety, infrastructure, preservation, optimization, mobility, economy</td>
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<td>UDOT</td>
<td>Regional Plans</td>
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<td>Envision</td>
<td>Your Utah, Your Future</td>
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<td>1. Develop an interconnected pattern of mixed-use neighborhood, village, town, and urban centers that bring destinations and opportunities closer to people. 2. Build a balanced transportation system that makes it convenient to get around with or without a car. 3. Provide a variety of neighborhoods Utahns can choose from, while allowing the housing market to provide a variety of housing opportunities in all communities. 4. Connect communities with a system of trails and parks. 5. Plan development so that future roads, public transportation, power lines, water lines, job centers, etc., can be accommodated easily and inexpensively.</td>
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<td>Envision</td>
<td>Point of the Mountain Commission</td>
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<td>Safety, sustainable/maintained, ridership, implement RTP, customer SVC, investment per rider, community development, sustainability, revenue development</td>
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<td>diverse, air quality, recreational opportunities, urban, proximity, interconnected, variety, network, public transit</td>
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<td>UTA</td>
<td>2040 Strategic Plan</td>
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<td>Environment, economy, quality of life, transportation choices, funding</td>
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<td>Effective and efficient government, qualified workforce, thriving communities, equitable and competitive revenue</td>
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<td>Salt Lake Chamber / Transportation Coalition</td>
<td>Transportation Coalition Landing Page</td>
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<td>Effective and efficient government, qualified workforce, thriving communities, equitable and competitive revenue</td>
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<td>environment, economy, quality, funding</td>
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<td>GOMB</td>
<td>Life Elevated 2020</td>
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<td>A well-functioning transportation system is critical to a strong economy. Good roads cost less, and through proactive preservation we maximize the value of our infrastructure investment for today and the future. Roads are only one aspect of transportation. With Utah's population projected to nearly double by 2050, the governor believes in a robust system that includes funding for bridges, mass transit, and other modes of transportation. It is also imperative that everyone pay their fair share for using Utah's roads, highways and mass-transit. Public safety is priority one. That's why the governor remains committed to working with law enforcement and transportation stakeholders to achieve zero crashes, zero injuries, zero fatalities and zero tolerance for drunk or distracted drivers.</td>
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<td>Governor's Office</td>
<td>Statement of Principles</td>
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<td>proactive, preservation, maximize value, investment, funding, safety</td>
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### Review Existing Plans – Comparison

<table>
<thead>
<tr>
<th>Goal Factors</th>
<th>Mentioned in S.B. 136</th>
<th>Not Mentioned in S.B. 136</th>
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<tbody>
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<td><em>Economy</em></td>
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<td>Mobility</td>
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<td>Environment</td>
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<td>Access, Connectivity, Regional/Long-term Planning &amp; Collaboration, Sustainability (Center/Smart Growth)</td>
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<td>Corridor Preservation, Asset Management, Long-term Maintenance &amp; Operations (Preservation)</td>
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<td>Multi-Modal, Transportation Choices (Balance)</td>
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### Review Existing Plans – Themes

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<thead>
<tr>
<th>Existing Organization/Agency Goals</th>
<th>Times Mentioned</th>
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<tr>
<td>Economy</td>
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<td>Freight</td>
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Good Health

- Active Transportation
- First/Last Mile
  - Local support/$$ from the state
- Network of transportation
- Welcomes general population/broad cross section
- Where are the destinations?
- Transit/Air quality benefits
- Electric vehicle charging stations
  - Infrastructure (I-15)
- Built environment & transportation interplay
  - Street connectivity
  - Street design
- 60% of people will make clean air choice if it saves time & money
  - How do we incentivize?
- 3 components of quality transit
  - Quality of transit system
  - Street system
  - Land use
  - Local community decisions
- Double travel times
- Job/housing mix
  - Active transportation mix
- Hiking trails/recreation destination
- Healthy food access
  - If no car, how?
- Neighborhood destinations
  - School, stores
  - Safe routes to school (need more $$)
- School district site selectors (Charter and Private Schools)
  - Criteria
  - Walking/bike distance
  - Not required to coordinate w/city or county
- Economic impact of transportation
  - Health impacts are a hue economic impact
- Personal benefit moves people & decision makers to make decisions or change behaviors
- Attract new businesses
  - Healthy lifestyles
  - Air quality
- How do we measure good health?
  - ROI
  - Improved models
  - Macro-trends

### Strong Economy
- One care household
  - Maintenance, purchase savings
- Multi-modal choices, access & reliability
- Where we live & where we work
- Airport – big economic boost (St. George)
- Recreation facilities
  - Access
  - Function
  - Handling large groups
- Cache Valley
  - Arterial roads are I-15
  - Freight
    - Union Pacific – departure?
  - Connectivity
  - Economic exchange
- People centric & company centric balance
- Air quality affects recruitment
- Protect ability to move goods and services
  - Rail infrastructure
- Urban setting
  - Accessibility? Hurt or help?
  - Congestion or job access?
  - Mobility vs. proximity?
- Travel time reliability
  - Challenge to businesses & economy
- Telework
  - Productivity increase?
  - Air quality benefits
- Transportation plays large role in Utah’s ranking as best place to live & work
- Are things (delays, congestions) bad enough yet?
- Loss productivity time traveling?
  - Much less than other locations
- Household budget rethink
  - Cost of transportation
- Replace w/transit, bike sharing & car sharing
  - Development include space or allocation for transit, bike & car sharing
- Cost of auto ownership vs. transit cost
  - Costs more to drive a vehicle
- Pricing to use roads
- Can’t continue to widen everything
  - Induces growth, congestion?
- Travel demand management
  - Incentive to travel at non-peak travel times or to avoid heavy travel times
- Support growth, type of & location

Better Mobility
- Connected street grid
  - Distribute trips
  - Walking, biking, transit works better
- Growth areas don’t have street grids
- Streets designed as:
  - High volume
  - Low volume
  - Through streets
  - Complete streets
    - Ideal?
  - Different uses
  - Micro & macro view
  - First/last mile
  - Safety for various modes
- Share streets
- Communication of uses
- Embrace new technologies, methods of transportation
  - 7 passenger van vs. 40-person bus
- Local governments, planning decisions
  - Mobility & land use
- Balance & choice
  - Investments in walk, bike, transit & roads?
  - Are there choices or is it even viable?
- Cities protect choice to plan
- Sales tax incentive affects land use
  - How do you change incentives?
  - Impact on rural communities
• Access to transit from your home to jobs
• Transit passes expensive?
  o Incentive
• Free fare/Reduced fare
• Strategy to get people to use transit
  o Choice
  o Pricing
  o Land use
  o Mode neutral
• Movement of people & cost of movement
  o Person throughput
• Seat utilization
  o Car
  o Transit
  o Fill seats
• Value ladders for behavior change
• Multiple modes (mode revolution)
• Individual choices & behavior
  o Strategies to facilitate decision making
• Bike lockers
• Sidewalks
• How do we catch up w/investment in active transportation and roads?
• Federal thinking is changing, now cars & active transportation funding is related and integrated
• Build roads that discourage other choices

Connected Communities
• Street connectivity
  o Incentivize local, good behavior
  o Help decision making of size & scope of local roads
    ▪ Policy
    ▪ Funding
  o Local road network
    ▪ Help from state?
• Changing narrative & paradigm of street design
• Transportation is the backbone
• Street network lasts longer than housing
• Accessibility to destinations
Better speed, Mobility, Proximity, Density

- Incentivize local government
- What improves access to labor, jobs?
  - Quantify?
  - Carrots & $$ for local government planning
- Prioritize projects
  - Incentivize communities to work together & achieve common goals
- Tax policy
  - Redistribution of sales tax
  - Current structure is set up to fight each other for funding
- Loneliness factor
  - Green space
  - Parks
  - Connectivity to bring people together
- Parking
  - Significant impact on development & land use
- Livability
  - Walkability
  - Track in transportation
Framework for Quality of Life

<table>
<thead>
<tr>
<th>Good Health</th>
<th>Better Mobility</th>
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**Reliable and reasonable travel times for people and goods.**

**Potential Actions**

- Improve utilization of existing roadway capacity
- Implement managed lanes to improve people throughput
- Leverage technology to improve capacity at peak periods and incentivize travel during off-peak periods
- Invest in high quality transit that reduces barriers and attracts riders
- Invest in a safe and continuous active transportation network
- Provide job connectivity
## Shared Ideas

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## Shared Ideas

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- **Strong Economy**: Pathway to Quality of Life
- **Connected Communities**
Safe and equitable transportation choices that improve air quality and leverage emerging technologies.

Potential Actions

- Invest in high quality transit that reduces barriers and attracts riders
- Implement supportive infrastructure for electric vehicles, scooters, and e-bikes
- Promote safe routes to school that encourage parents to allow kids to walk and bike
- Reduce vehicle cold starts through carpooling, trip chaining, and active transportation networks

Shared Ideas

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Shared Ideas

**Incentives and disincentives to promote travel behaviors that reduce single occupant trips.**

**Potential Actions**

- Implement managed lanes to improve people throughput
- Leverage technology to improve capacity at peak periods and incentivize travel during off-peak periods
- Invest in high quality transit that reduces barriers and attracts riders
- Explore parking policy that saves land and optimizes mobility
Shared Ideas

**Good Health**

Community walkability, bike-ability, and connectivity to transit and roadways.

---

**Better Mobility**

---

**Strong Economy**

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**Connected Communities**

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Appendix D
Community walkability, bike-ability, and connectivity to transit and roadways.

Potential Actions

- Improve mental and physical health through active transportation
- Improve connectivity for and between all modes
- Invest in walkable and bikeable communities
- Develop transportation solutions based on context
- Prioritize safety for all ages and abilities
- Provide supportive infrastructure and land uses
- Provide access to community centers, civic spaces, and recreation

Shared Ideas

Good Health

Better Mobility

Strong Economy

Connected Communities

Strengthen connections between the transportation system and the communities it serves.
Shared Ideas

**Strengthen connections between the transportation system and the communities it serves.**

**Potential Actions**

- Improve proximity to destinations by strengthening mix of land uses
- Implement policies that allow transportation funds to keep pace with demand for services
- Provide access to community centers, civic spaces, and recreation
- Explore parking policy that saves land and optimizes mobility
- Promote cross-jurisdictional collaboration to create regional networks
- Evaluate fiscal policies that influence land use choices and revenue streams
- Provide job connectivity
- Provide reasonable access to affordable healthy foods
UVision shared ideas
Ways we can achieve quality of life through transportation in Utah

1. Reliable and reasonable travel time for people and goods.

2. Safe and equitable transportation choices that improve air quality and leverage emerging technologies.

3. Incentives and disincentives to promote travel behaviors that reduce single occupant trips.

4. Community walkability, bike-ability, and connectivity to transit and roadways.

5. Strengthen connections between the transportation system and the communities it serves.
### Stakeholder & Technical Committee List

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Utah Transit Authority (UTA)</td>
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<tr>
<td>Wasatch Front Regional Council (WFRC)</td>
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<tr>
<td>Utah Department of Transportation (UDOT)</td>
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<tr>
<td>Mountainland Association of Governments (MAG)</td>
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<tr>
<td>Cache Metropolitan Planning Organization</td>
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<tr>
<td>Dixie Metropolitan Planning Organization</td>
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<td>Utah League of Cities and Towns (ULCT)</td>
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<tr>
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<td>Park City Transit</td>
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UTAH'S TRANSPORTATION VISION
Pathway to Quality of Life

2020