



## Transportation Planning Principles Workshop

Thursday January 30, 2020 6:30-8:30pm  
2001 South State Street, South Building, S1-120 and South Atrium

### PARTICIPANTS

32 members of Greater Salt Lake Municipal Services District (MSD) Planning Commissions, Councils, General Plan Steering Committees, and some members of the public who are residents of MSD areas.

### STAFF AND SPEAKERS

MSD Staff: Lupita McClenning, Wendy Gurr, Mikala Jordan, Max Johnson, Daniel Quintanilla, Alex Rudowski, Travis Hair, Kate Davies

Speakers: Ted Knowlton, Deputy Director, Wasatch Front Regional Council; Jon Larsen, Director, Division of Transportation Planning, Salt Lake City

Other staff: Three Salt Lake County staff members also sat in on presentations and some of the discussions but did not participate in the activities.

### OBJECTIVES

- To provide background information on transportation trends and innovations to key MSD decision makers;
- To produce a suite of key transportation principles that can be used to guide transportation planning across MSD; and
- To produce a suite of key transportation principles that can be used to link MSD to surrounding areas.

### BACKGROUND AND SCOPE

At this workshop we started to develop a suite of transportation planning values and principles that can sit across the entire jurisdiction of the MSD, with the understanding that these may be prioritised and implemented differently in each Metro Township or Area based on future local open houses, surveys, and other types of engagement with the communities of these areas.

Definitions:

**Values** are beliefs about desirable states or modes of conduct that guide behaviour and prioritization.

**Principles** clarify the overarching values that are to be used and evaluated for all decisions, thus forming the foundation for implementing strategies that require a unified management approach.

These values and principles will ultimately be linked to outcomes and performance indicators (see example, Table 1). This process will help to ensure that planning decisions are made based on the values held by MSD communities.

**Table 1:** Example of possible MSD-wide transportation values, principles, outcomes and indicators

Value	Principle	Outcome	Performance Indicator
Good health	All individuals living within a community, regardless of age or ability, should be able to access key destinations without having to drive	Increase walkability measures to key destinations in and near to MSD communities	Percent of major corridors that are walkable

## EXPERT PRESENTATIONS

Ted Knowlton, Deputy Director, Wasatch Front Regional Council

Ted encouraged workshop participants to think big - What are your Townships' overall issues and how does transportation help address them?

He outlined some current trends in transportation planning, particularly the decline in investments in suburban living, and the rising interest and investment in features such as walkability and a short commute.

He outlined how mapping out "Access to Opportunities" can help re-think transportation planning, linking it more specifically to housing and economic development plans: See for examples

<https://wfdc.org/wasatch-choice-map/#currentTabIndex=2&scale=144448&sideBarClosed=false&x=12463593&y=4961808>

Ted also outlined some of the specific features that residents are usually looking for in terms of walk- and bike-ability, emphasizing that small improvements can often make a big difference.

Finally, Ted explained how these new ways of planning for and implementing transportation options are being supported across Utah, pointing in particular to UDOT's new approach to programming investments, which aligns with a set of core values (see Figure 1).



**Figure 1:** Core values outlined in the most recent draft UDOT transportation vision

<https://uvision.utah.gov/>

### **Jon Larsen, Director, Division of Transportation Planning, Salt Lake City**

Jon discussed some of the transportation innovations that could change the way that we move around future urban environments. He emphasized that change is the only certainty!

In order to deal with change, he suggested relying on two key principles:

- 1) Timeless investments are the stable foundation of the system.
- 2) Flexibility provides opportunity for innovation and growth.

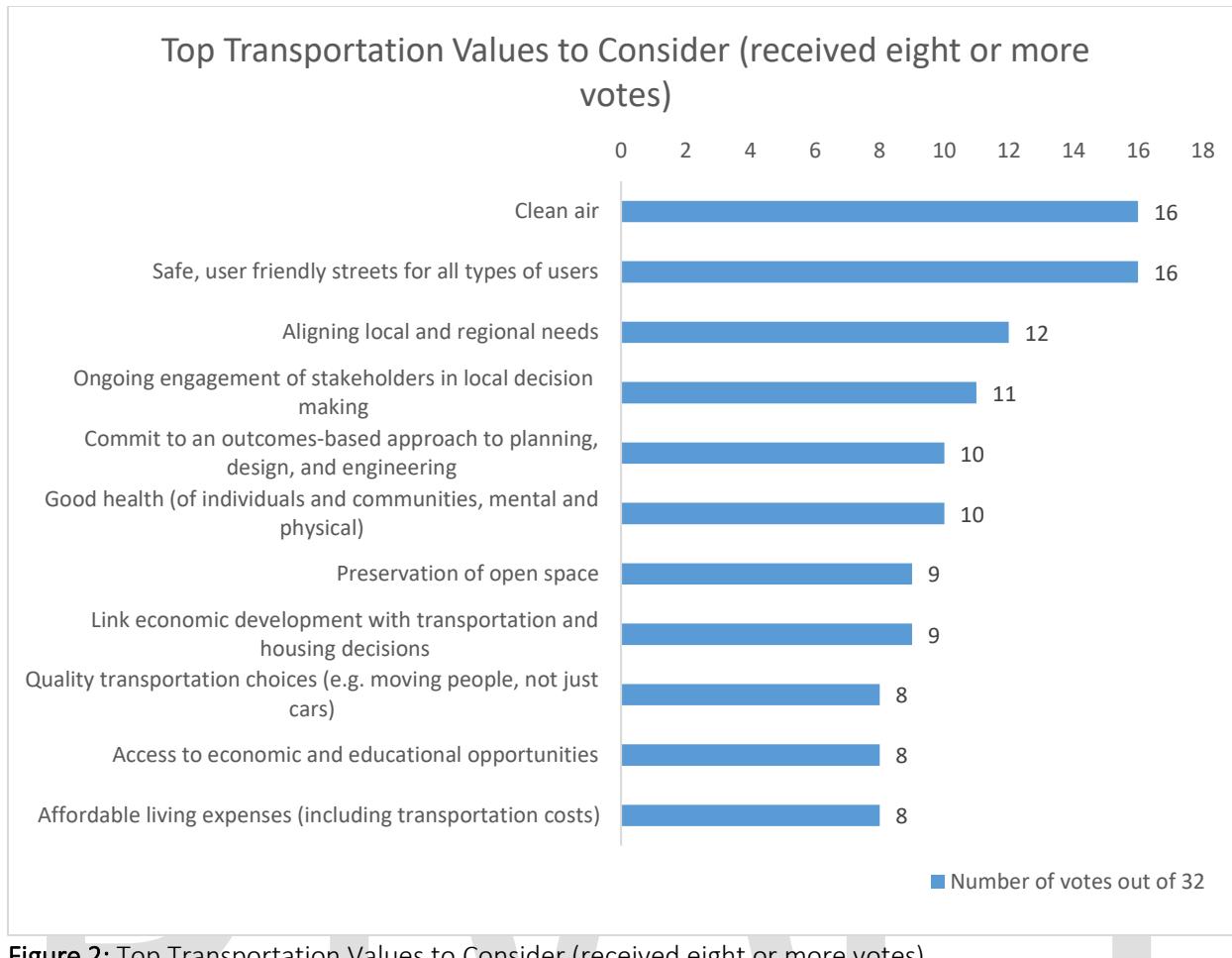
He encouraged planning for “the original mode” (walking), which never goes out of style, pointing out that “People-First” streets age well. He encouraged everyone to consider how streets function (street typologies) to do much more than just move vehicles – they also move people, they can help make a place unique and vibrant, they can enhance the livability and sustainability of an area, and they can provide access to a variety of services and service providers. Transportation planning should develop thoughtful designs that balance those needs and match them to the surrounding context.

He finished by describing some of the many street design options that are out there which could be embraced and reimagined for MSD communities (see for examples *Street Design* by Dover & Massengale).

### **BREAKOUT SESSION 1: VALUES**

Participants counted off into five small groups and were assigned to a facilitator who would guide them through two short activities (Breakout Session 1: Values, and Breakout Session 2: Principles). Participants were given an initial list of potential transportation values to consider (Appendix A). These could be added to or otherwise adapted as needed with the breakout group. Participants were asked to consider which THREE values on the list were MOST important in terms of planning for future transportation across the MSD. After describing why these three values were most important to them and listening to others in their group, participants could change their votes to come up with a final group tally of their top transportation values.

These top transportation values were collected from all five groups and combined into a total tally for the whole group. The top transportation values to emerge from this process (those that received eight or more votes across all groups) are shown in Figure 2.



**Figure 2: Top Transportation Values to Consider (received eight or more votes)**

## BREAKOUT SESSION 2: PRINCIPLES

Five of the top values that emerged from Breakout Session 1 were then given back to the groups (one value per group) to discuss some principles that might help to clarify the values and how transportation plans could be implemented in alignment with those values (Figure 3). Some ideas regarding principles that emerged from these discussions are outlined below:

### Group A: Clean air

- Develop programs that support emissions reductions (e.g. increased transit and micro mobility options, consider a range of ways to reduce trips)
- Provide resourcing for education and outreach (e.g. implement an effective campaign for carpooling and other clean air transportation options)
- Develop an app for schools – support carpooling or walking as a group

### Group B: Safe, user friendly streets for all types of users

- Encourage non-impacting modes of travel
- Consider ages and stages of mode users (child-elderly)

- All actions and projects are prioritized to improve safety and mode choice
- Respect the beauty and sustainability of the environment
- Wherever possible, physically separate different traffic streams
- All users respect the roads and trails
- Where possible, use natural means of traffic calming
- Sidewalk inventory
- How our streets could incorporate movement

#### **Group C: Aligning local and regional needs**

- Be aware of existing authority (e.g. UT is a property rights state)
- Need to educate about issues that cross boundaries
- Need to have a strong vision - what your community should be and the ability to protect this
- Local economies need to be connected to this vision (what do you want and why)
- Ordinances need to reflect values, but also be flexible/provide options
- Connectivity of sidewalk infrastructure – improve economies of scale, connect to amenities
- Evaluation and monitoring – crucial to include this from the beginning

#### **Group D: Ongoing engagement of stakeholders in local decision making**

- Outreach needed – use multiple ways to connect with a range of audiences, conduct a baseline survey, try to connect with people when they are out having fun
- Recognize and appreciate diversity – plan for ESOL, different ways and venues to connect
- Keep it positive (overall) so that people stay engaged
- Outcomes focussed efforts needed so that people can see progress
- Public spaces should be managed by the public – to build a sense of ownership and connectedness can have services days etc
- Have more MSD-wide events! The cooperative nature is awesome, helps to build a collective identity and sense of purpose

#### **Group E: Quality transportation choices**

- Multi-modal choices
- Stronger and more robust Trax infrastructure
- Incentives for clean transportation solutions
  - Electric, trails, walkable neighbourhoods
- Safe user-friendly streets for all users – design is key
- Choices should evoke a sense of place
- Carefully consider how to design streets for traffic capacity e.g.
  - Widen streets and increase speeds
  - Control for street width and decrease speeds



**Figure 3:** Discussing principles in breakout groups.

## NEXT STEPS

Transportation planning open houses are being organized for your local communities so that we can clarify how these values and principles could be prioritized and implemented at the local level. We will also use these initial values and principles to guide future Steering Committee efforts as appropriate.

## SAVE THE DATE

Copperton – March 4<sup>th</sup>, 6:30pm, Bingham Canyons Lion Club 8725 West Hillcrest Street

Emigration – March 11<sup>th</sup>, 6:00pm, Emigration Canyon Fire Station 5025 Emigration Canyon Rd

Kearns – March 16<sup>th</sup>, 6:00pm, Kearns Athletic Training and Event Center 5658 South Cougar Lane, Second Floor Meeting Room

Magna – March 19<sup>th</sup>, 6:30pm, Magna Webster Center 8952 West Magna Main

White City – March 24<sup>th</sup>, 6:00pm, Government Center (Tentative)

Unincorporated Areas – *To Be Determined*

Brighton – Welcome to the MSD! *To Be Determined*

## WORKSHOP EVALUATIONS

Thank you to everyone who provided feedback on the workshop! Your input is extremely valuable to us and will be used to improve future workshops.

## RESOURCES

The initial list of values and principles that were given to participants for discussion and scoring (Appendix A) were derived from the following sources:

Draft UDOT Statewide Rural Long-Range Transportation Plan 2019-2050  
<https://www.udot.utah.gov/main/uconowner.gf?n=10385322369402804>

UTA Mission and Vision <https://www.rideuta.com/About-UTA/Mission-and-Vision>

WFRC Wasatch Choice 2050 <https://wfrc.org/vision-plans/wasatch-choice-2050/>

LEED v4.1 Cities and Communities Existing Guide <https://www.usgbc.org/articles/leed-link-leed-v41-guides>

Jean Crowther, Alta Planning + Design, "Complete Streets 2.0: Responding to the Fast Pace of Change in Transportation" <https://blog.altaplanning.com/complete-streets-2-0-responding-to-the-fast-pace-of-change-in-transportation-7e080b82efce>

DRAFT

## APPENDIX A - Transportation Values to Consider

### *Environmental*

- Clean air
- Clean water
- Sustainability
- Preservation of open space
- Natural resource conservation/restoration
- Reduction of light pollution
- Resilience to climate change
- Responsible use of materials
- Good nutrient management practices
- Increase energy efficiency
- Mitigate emissions (e.g. GHG)
- Good health and clean air

### *Social & Cultural*

- Good health (of individuals and communities, mental and physical)
- Connected communities
- Safe, user friendly streets for all types of users
- Good access to key destinations/services
- Good access to open space and recreational opportunities
- Preserve/revive high priority sites (e.g. historic structures, focus on growth and redevelopment for infill)
- Quality transportation choices (e.g. moving people, not just cars)
- Manageable and reliable traffic conditions
- Point to point access for micro-mobility and shared vehicles
- Multimodal infrastructure (both the travel lanes and the on-street parking)
- Utilization of digital infrastructure
- Adaptive, flexible components
- Growth management (e.g. establish measures to control growth/sprawl)

### *Economic*

- Strong economy
- Access to economic and educational opportunities
- Affordable living expenses (including transportation costs)
- Support housing options
- Fiscally responsible communities and infrastructure
- Link economic development with transportation and housing decisions
- Low carbon economy

### *Process*

- Ongoing engagement of stakeholders in local decision making
- Commit to an outcomes-based approach to planning, design, and engineering
- Environmental justice
- Equitable, inclusive, and inviting process
- Aligning local and regional needs