Planning and Designing for Walking and Bicycling in Every Community

Panel Discussion
IT IS A 6 MINUTE WALK TO THE GROCERY STORE
About Alta Planning + Design

We are active transportation industry specialists.

We are shaping the field.

We are your partner for change.
About Alta Planning + Design
Small Town and Rural Multimodal Networks

www.ruraldesignguide.com
About the Panel

Bret Millburn, Davis County Commissioner

Dr. David Harding, Provo City Councilmember

Jen McGrath, UTA Active Transp. Planner

Jordan Mathis, TriCounty Health Dept Director

Marc Mortensen, St. George Director of Support Services

Stanley Smith, Town of Springdale Mayor
Why walking and bicycling?

- Increases personal freedom
- Improves air quality
- Adds transportation capacity
- Improves community health
- Reduces oil dependence
- Improves traffic safety
Why walking and bicycling?

• Improves land use
• Builds community
• Improves equity
• Fosters social interactions
• Creates places for people
• Creates more jobs than road-only projects
Why walking and bicycling?

FUN!
People are what is important

Remember, everything that you plan and design is ultimately for people.
“First, we tend to think of capacity only in vehicular terms. How many cars move past a spot per hour or per day? Again, only cars. But cars, in the sense of spatial efficiency, are the least efficient way to move lots of people around.”
A Short History of Traffic Engineering

1800

1900

1920

1950 - present
People are what is important

Amount of space required to transport the same number of passengers by car, bus, or bicycle.

Photo: Urban Ambassadors (Des Moines, IA)
“Lots of people means lots of economic activity happening. It means lots of value. Therefore, moving lots of cars isn’t necessarily a good thing, but moving lots of people is.”
People are what is important

“In other words, never take economic development advice from traffic engineers.”

“The Accommodation of the Grid”
by Patrick Kennedy
What do people want?

- Bike Lanes
- Need Protected Facilities

- Interested but Concerned: 60%
- No Way No How: 33%

- Strong & Fearless: <1%
- Enthused & Confident: 7%

60% of the state = 1,713,000 potential riders
(at about 4 trips per day per person)
How to Frame the Discussion

1. Use data to make economic case for active transportation

2. Express community benefits as monetized value

3. Integrate benefit-cost arguments into how we talk to constituents, funders, staff
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Stanley Smith, Town of Springdale Mayor
Davis County
Bret Millburn, Davis County Commissioner

- New plans
- Legacy and D&RGW Rail Trail
- Quality of life
- Prop 1
- WFRC Active Transportation Committee
Provo

Dr. David Harding, Provo City Councilmember

- Advocacy and sustainable change
- Community
- Walking and bicycling renaissance
- Bicycle Friendly Community
Utah Transit Authority

Jen McGrath, UTA Active Transportation Planner

- Benefits study
- First/last mile
- TIGER
- Prop 1
TriCounty Health Dept
Jordan Mathis, TriCounty Health Dept Director

- Health benefits
- Rural needs
- Active transportation planning
St. George
Marc Mortensen, St. George Director of Support Services

- New plan
- Active Transportation Committee
- Bike with Pike, programs
- Recreation
- Demographics
Springdale
Stanley Smith, Town of Springdale Mayor

- Main Street
- Tourism and rural needs
- FLAP funding
- Transit/walk to tourism
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• Decisions need to start at the local level
• Modify your general plans to include AT
• Be an example

What is Active Transportation?
• Human Powered
• Sidewalks
• Bike Lanes
• ADA Access
• First/Last Mile Transit Connections
The Problem – No Funding Source

• People want more access
• Proposition 1 is a game changer
• We have local & political support
• Collaboration with UDOT & UTA
What choices do I have outside a car?

You can’t buy happiness but you can buy a Harley-Davidson and that’s kind of the same thing.
Active Transportation
Regional Level
Active Transportation Committee 2017 Goals

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
Regional Bicycle Map

• Collaborative Process to update map:
  • Local Communities
  • MPO
  • UDOT
  • UTA
  • Advocacy Organizations

• Includes Mountainland Association of Governments

• Includes Tooele Rural Planning Area
Technical Assistance

• Help Communities achieve their goals
  • Local Active Transportation Plans
  • Complete Streets Policies
  • Downtown Master Plans
  • Form Based Code/Code Revisions
Fund and Construct Priority Projects
“Golden Spoke” Regional Trail

• 100+ Miles
• Separated, Safe, Multi-use
• Final bridge at North Temple, SLC
• October 2017 event to celebrate completion
What’s Next?

Davis County:
• East/West Connectivity
• Local subdivision connections
• High quality active transportation attract Economic Development
• Outdoor recreation booming
• Collaboration and relationships are key to success.
• Get something on the ground to build on.

Regional:
• Active Transportation focused on user comfort level
• First and Last mile connections to transit
• Local Active Transportation Plans
• Help locals implement their plans
• www.wfrc.org/committees/active-transportation-committee