Scenario Planning Perspectives (1) from Utah

MARC Scenario Planning Workshop

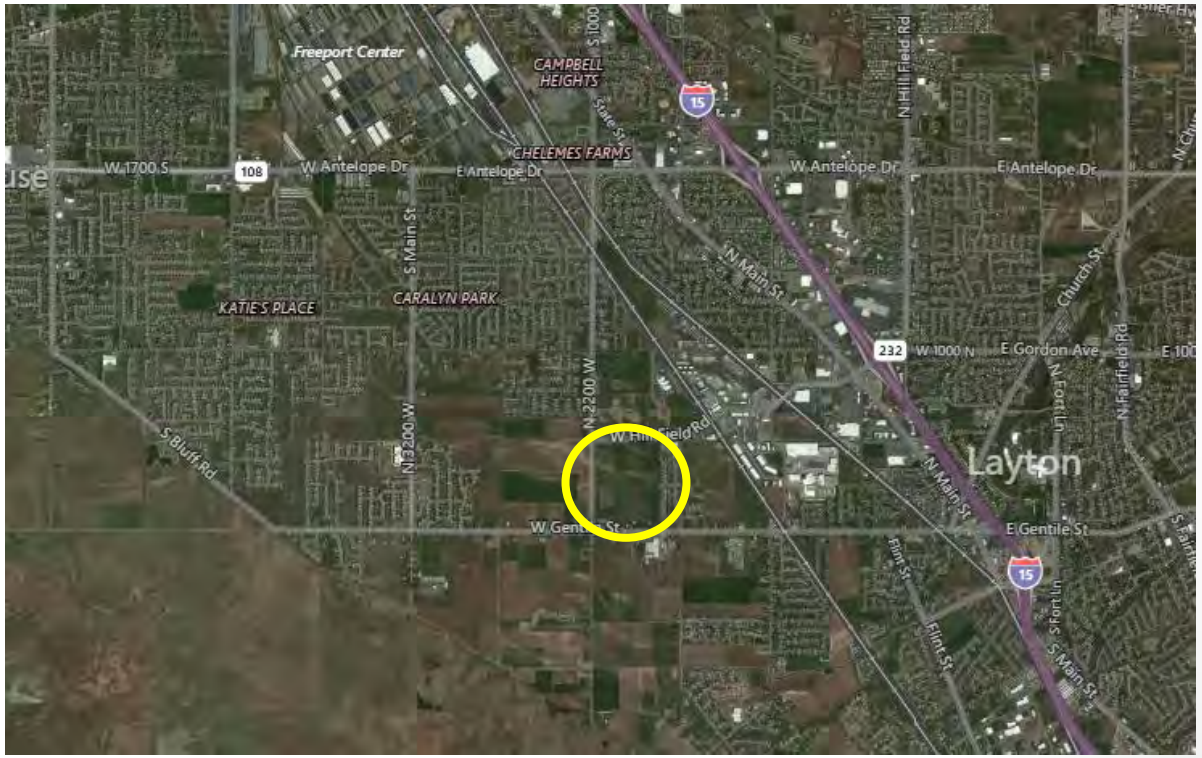
Ted Knowlton, WFRC
January 31, 2017

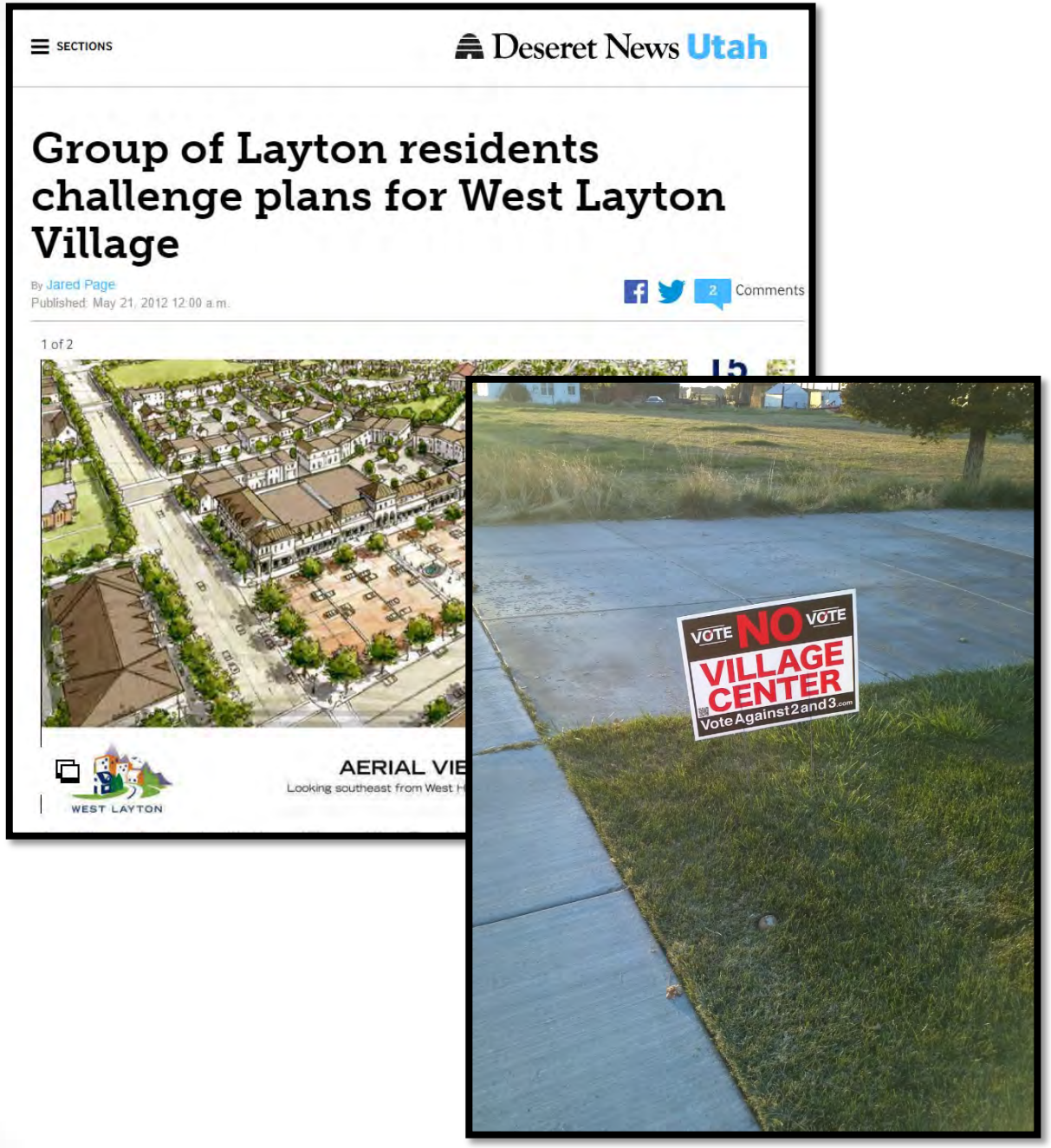
WASATCH FRONT REGIONAL COUNCIL

DAVIS | MORGAN | SALT LAKE | TOOELE | WEBER

West Layton Village Proposal

"A vibrant, walkable community that offers a healthy mix of homes, shops, businesses, trails and parks"





Referendum Results

- For 48%
- Against: 52%

“an urban nightmare of crime, pollution, traffic jams, overburdened schools, the loss of family farms and the end of the area's rural feel”

Traditional Planning Approach

Decide – through analysis and research

Educate – the public about the solution

Announce – the plan

Defend – the plan and yourself

Traditional Planning Approach

D

E

A

D

West Layton Village Impacts

Discussion that informed voting

LOCAL	REGIONAL
Change from the norm	Housing affordability
Local traffic	Lower driving distances
School impacts	Cleaner air
People not like us?	Transit supportiveness
Places to shop	Less impact on farmland
Lifecycle housing	Reduced Greenhouse Gases

Utah Faced Serious Challenges in 1997

- A million new residents by 2020
- Air quality problems
- New water sources needed
- Infrastructure needs outstripping resources

Envision Utah
How we grow matters.

- Founded in 1997
- Nonprofit, nonpartisan, voluntary
- Partnership of business, government, & community

The Premise of Envision Utah

- The “public” has the right to choose its future—public officials should serve that vision
- The “public” will make good choices if presented with real options

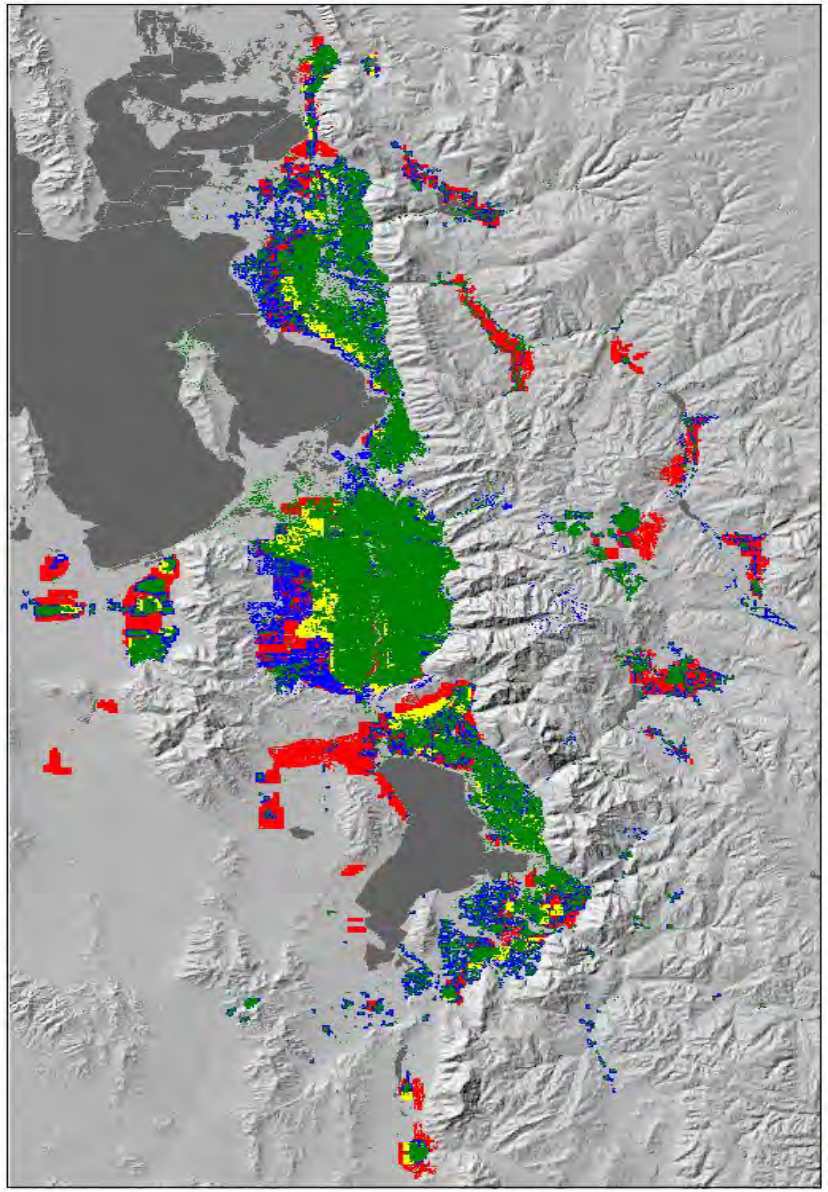
Scenarios used to explore long-term, regional implications

A

C

B

D



ENVISION UTAH
A Partnership for Quality Growth

Developed Area

- Scenario A
- Scenario B
- Scenario C
- Scenario D

Fregonese Calthorpe Associates
Regional and Urban Planning

QGET

Implications of each scenario…

Topic	Scenario A	Scenario B	Scenario C	Scenario D
Agricultural Land Consumed: 1998 - 2020	174 sq mi	143 sq mi	65 sq mi	43 sq mi
Infrastructure Cost 1998-2020 (Transportation, water, sewer, utilities)	$38 billion $$$$$	$30 billion $$$$	$22 billion $$$	$23 billion $$$
Single Family Homes vs. Condos, Apts. & Townhomes	SF 77% Condos, etc. 23%	SF 75% Condos, etc. 25%	SF 68% Condos, etc. 32%	SF 62% Condos, etc. 38%
Transportation Choices				
Walkable Communities (Walk to work, stores, school, transit)				

BROAD PUBLIC AWARENESS EFFORTS

Television, Radio and Newspaper

MORE INFO TODAY
CHANNEL 5 – 11:30 A.M.

Let's start today creating more regional public transportation choices

that will help maintain quality of life for us, our children and grandchildren

More Choices for people from every walk of life

While most of us will continue to drive automobiles, the region will benefit from a more convenient and reliable public transportation system that will give us all more choices and options, more freedom and mobility, and provide more opportunities for people from every walk of life to get to and from work, shopping and recreation. A system can include commuter rail, light rail, lower cost self-powered rail, private vans and buses, and more bus routes with more frequent service. Your locally elected officials have developed a long-term region-wide plan to create a balanced public transportation system that will accommodate residents throughout the Greater Wasatch Area, but additional funds and citizen involvement will be necessary.

Cars, buses, & rail: modes of our future transportation

Investing today saves money

A region-wide public transportation system is a key Envision Utah strategy, which as part of a package of strategies, can help preserve our quality of life and can save the region 4-½ billion dollars over the next 20 years, as well as reduce personal transportation costs to those using the system.

Opportunities will be lost and expenses will go up if we fail to move forward now

With the addition of another million people by 2020, land will become more scarce and places to build new roads or rights of way for public transportation will become more expensive and difficult to find. Increasing the capacity of rail transit is more cost effective and uses less land than adding additional lanes to our roads and highways. Developing a region-wide public transportation system can help take the pressure off critical lands we may wish to preserve.

Commercial development integrated with rail service

Regio Sprinter demonstration of lower-cost, self-powered rail along the Wasatch Front

Benefits the economy and quality of life

The benefits go beyond transportation choices. Developments for housing, shopping, work, recreation and cultural amenities can economically and aesthetically enhance key sites adjacent to public transportation routes. Communities that provide convenient and reliable public transportation exhibit a vitality that gives them a competitive edge in capturing economic development and in attracting and retaining businesses and workers.

A region-wide public transportation system also benefits non-riders by reducing the increase of congestion and time spent in traffic, resulting in more time to spend with family and friends. In addition, it helps reduce mobile emissions released, which will help keep Utah's air clean.

It's up to you!

Passengers boarding commuter rail

Learn more about these and other Envision Utah strategies today

11:30 A.M. ON KSL/CHANNEL 5

ENVISION UTAH

www.EnvisionUtah.org

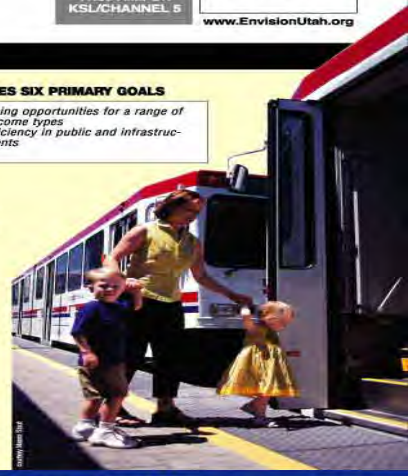
Facts and information

Envision Utah's Quality Growth Strategy through the year 2020

ENVISION UTAH'S QUALITY GROWTH STRATEGY IDENTIFIES SIX PRIMARY GOALS

- *Increase mobility and transportation choices*
- *Enhance air quality*
- *Preserve critical lands*
- *Conserve and maintain the availability of water resources*
- *Provide housing opportunities for a range of family and income types*
- *Maximize efficiency in public and infrastructure investments*

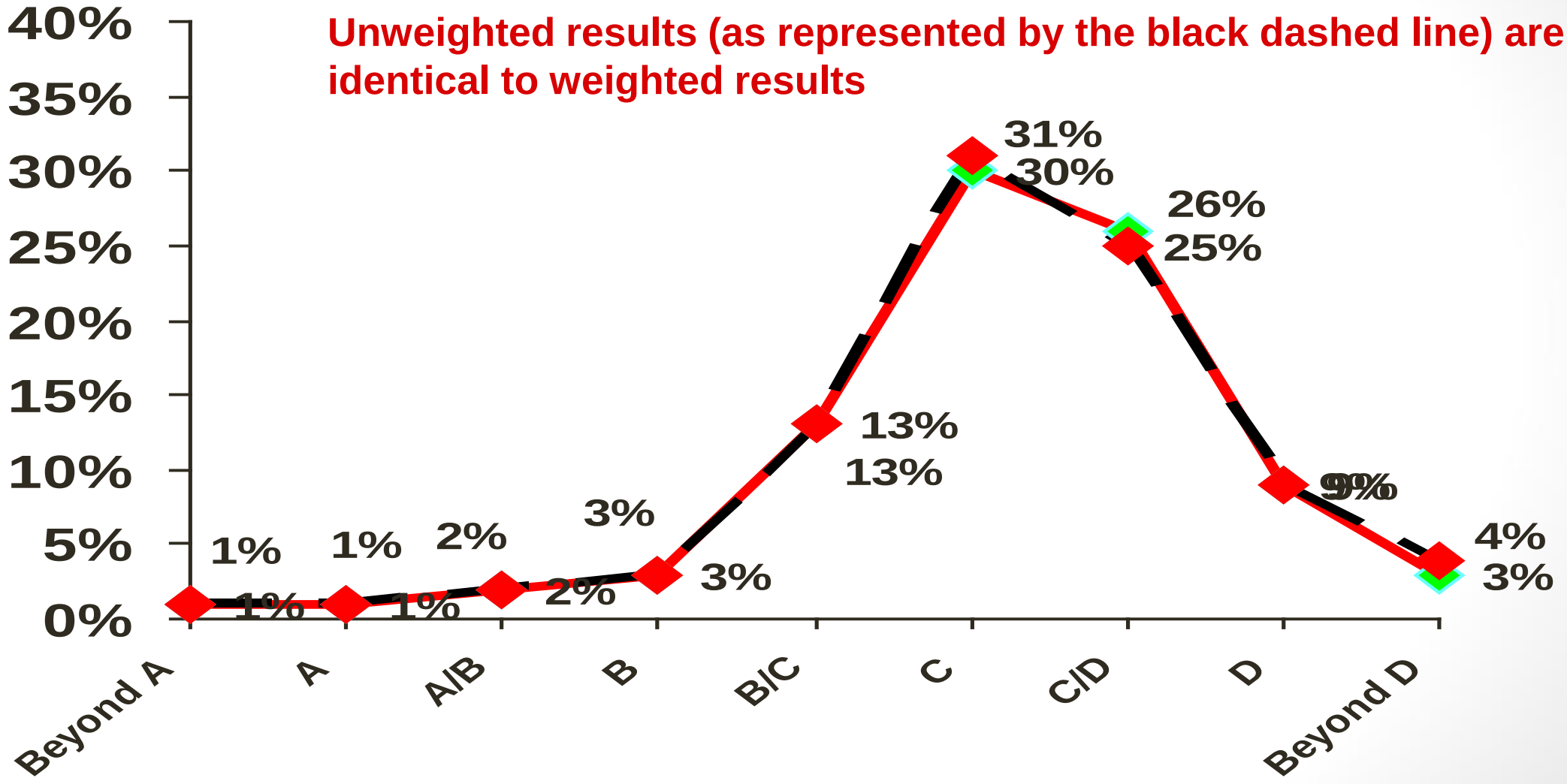
- The Wasatch Front Regional Council and the Mountainland Association of Governments (your local elected officials) have in place a 20-year long-range transportation plan that includes major improvements to our region-wide public transportation system.
- The implementation of Envision Utah's Quality Growth Strategy, which includes promoting a region-wide transportation system, will reduce total infrastructure costs by $4.5 billion dollars over the next 20 years. This translates into a $3.5 billion savings in both regional and sub-regional roads, approximately $0.5 billion savings in regional water, an additional investment of $1.5 billion in public transportation projects, and $2 billion in savings in other infrastructure costs. *(Quality Growth Efficiency Tools Scenario Review (QUEST) Strategy Analysis)*, Governor's Office of Planning and Budget
- In a poll conducted in Salt Lake, Davis, and Weber Counties, 80% of residents favor the expansion of the public transportation system, including the expansion of light rail, building commuter rail, increased bus service, van-pooling and rideshare. *(Dan Jones and Assoc. Survey, July 12-22, 2000)*
- Envision Utah's Quality Growth Strategy shows that through the implementation of a region-wide public transportation system, accompanied by changes in land use patterns, 171 square miles less land will be converted to urban use over the next 20 years compared to baseline projections. This also allows for the conservation of 110 square miles of agricultural land.
- According to information gathered from the Wasatch Front Regional Council, once a facility is in place, either rail or highway, it costs approximately 20% of the initial capital costs to double the capacity of the rail transit, but costs 100% of the initial capital costs to double the capacity of the highway.
- Some $2.4 billion worth of investment has occurred along the [Portland] MAX line since the decision to build. *(A Work in the Field of Dreams*, Tri-Met, Portland Oregon, September, 1998)
- A 1998 Texas Transportation Institute Report on congestion stated that between 1988 and 1994, the Salt Lake Area experienced the greatest growth in congestion in the country. Since 1982, congestion of Utah roads has increased by over 59%.
- QGET's transportation modeling for Envision Utah's Quality Growth Strategy resulted in a reduction in vehicle miles traveled of 2.4 million per day. At the same time, average speeds increased by 12.5%, commute times declined by 5.2%, transit trips increased by 37.5%, and total emissions were reduced by 3.5 percent, a total of 93 tons per day due to a reduction in mobile emissions of 7.3 percent. This reduction is a result of more transit trips, shorter trip times, and higher average peak speeds.



Envision Utah *Keeping Utah beautiful, prosperous and neighborly for future generations*

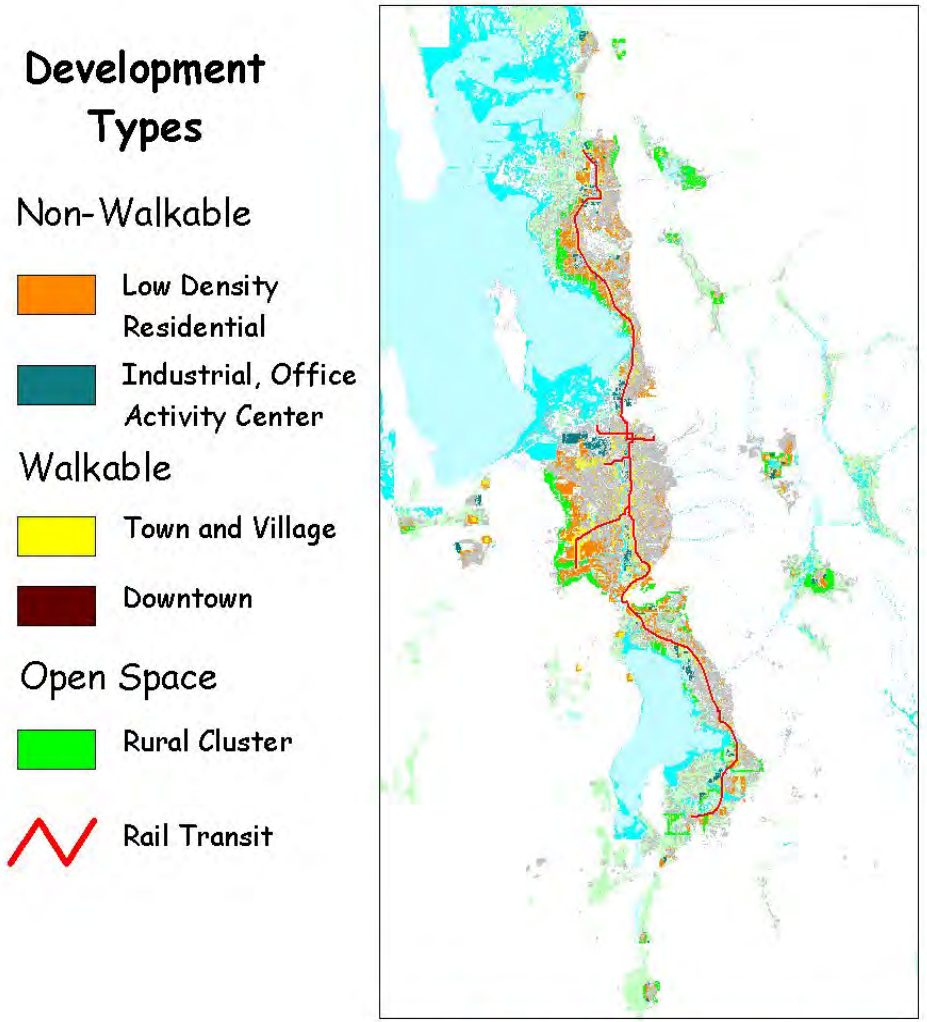
Paid for with private funds by the Coalition for Utah's Future, sponsors of Envision Utah

Choosing a Scenario
(Weighted vs. Unweighted Results)



The Vision: "The Quality Growth Strategy"

- Grow inward
- Protect the Wasatch Back
- Build Rail Transit
- Walkable Communities
- Conserve Critical Lands



Quality Growth Strategy

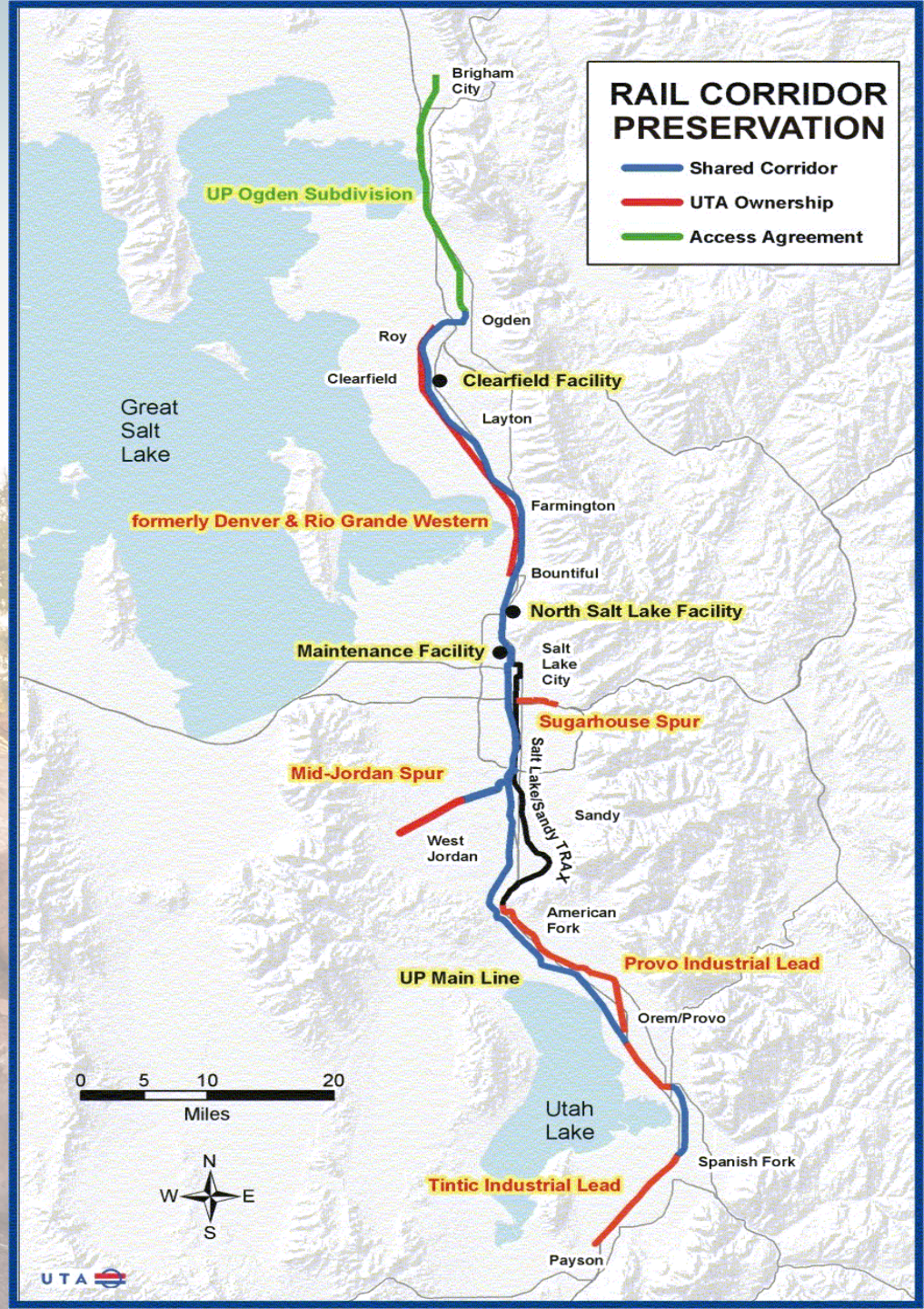
ENVISION UTAH
A Partnership for Quality Growth

Design

The Results

FUTURE TRANSIT

- $185 million acquisition
- Purchased 175 miles of rail right-of-way
- Created nine future transit corridors



Average Single Family Lot Size

1998

.32 acres

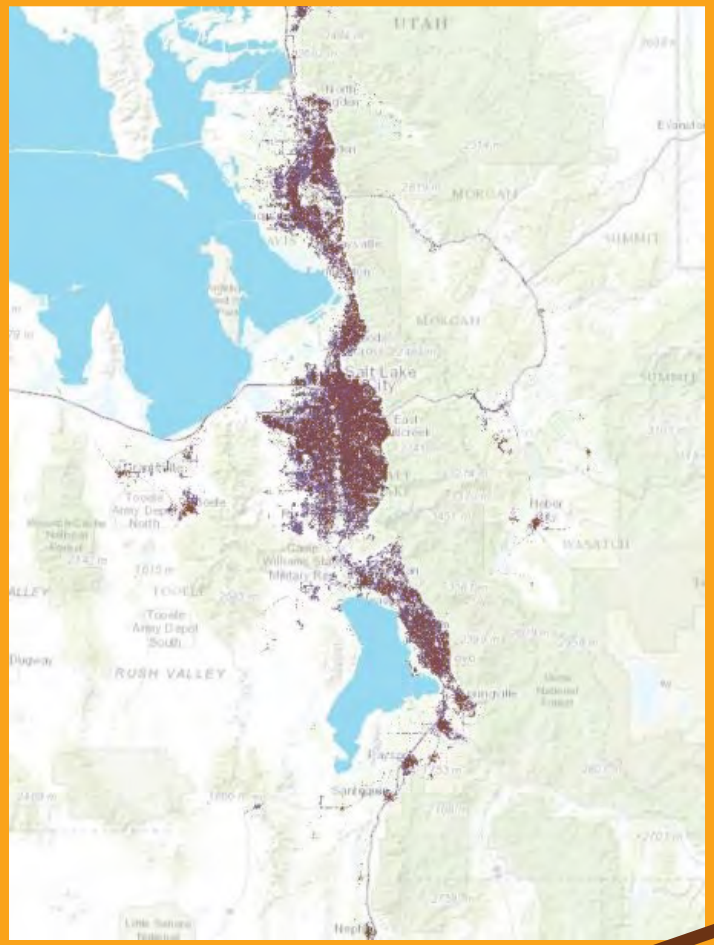
2013

.25 acres

22% Decrease

Source: Salt Lake County Assessor 2012, Weber County Assessor 2013, Davis County Assessor 2012, Utah County Assessor 2012, lots <5 acres

Square Miles of Developed Land

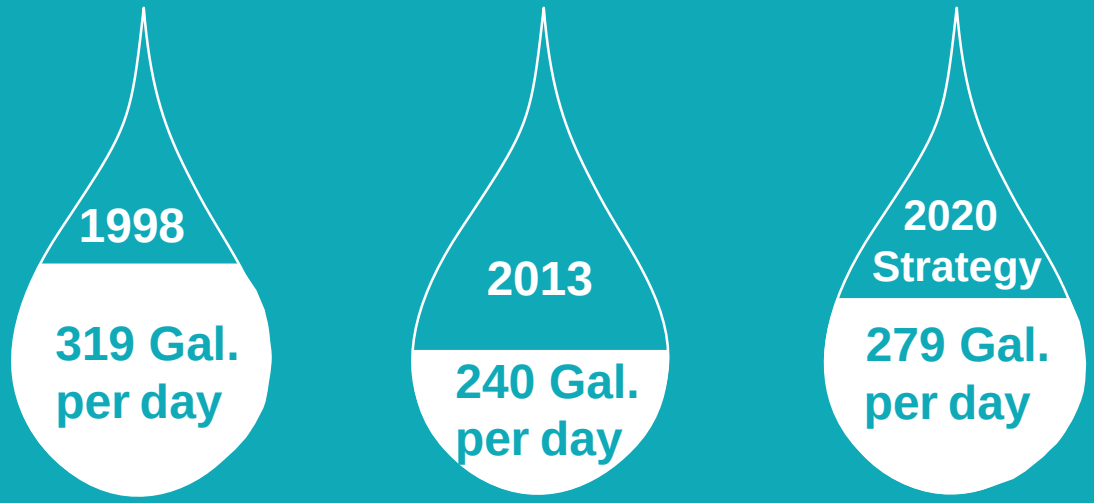


Source: National Land Cover Data

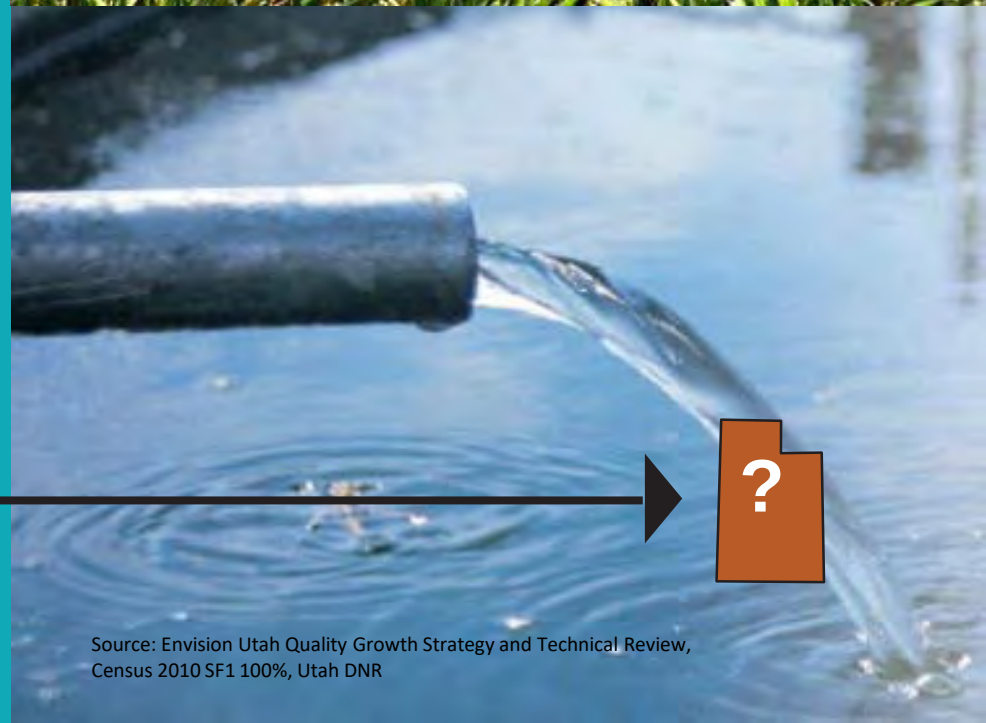
Infrastructure Savings

- Capital costs
- Maintenance costs

Because we saved
200 square miles!



25% Decrease



Source: Envision Utah Quality Growth Strategy and Technical Review, Census 2010 SF1 100%, Utah DNR

Envision Utah

How we grow matters.

Neutral

Values

Stake-holders

Scenar ios

Public Input

Vision

A process to create lasting change

Neutral

Neutral Faciliation Stance:

Present choices and consequences
Empower participants
Stand up for the results of the process

Values

Values research

- Why people care
- How to talk about issues

Stakeh
olders

Prominent, Balanced Stakeholders

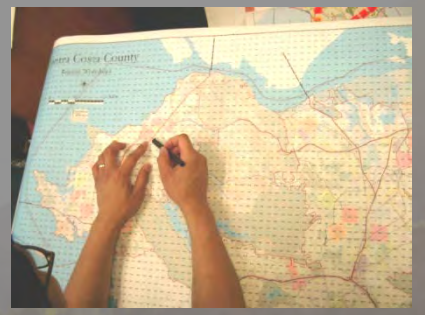
A process to create lasting change

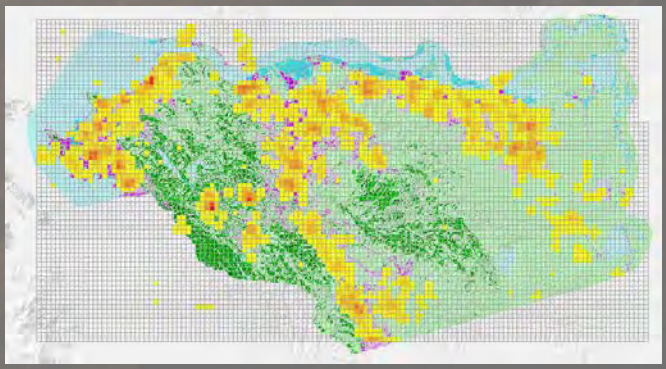
Scenarios

Use scenarios to ask important questions.
Model potential choices and their outcomes.

Meaningful and Transparent Public Engagement

Public Input





A Vision captures imagination and motivates action

Clear near-term strategies are tied to the vision

Vision

Scenario Planning in Utah

Motivation
Create a strongly supported regional vision
Bridge local actions with the regional vision

Envision Utah
How we grow matters.

WASATCH CHOICE
2050

Scenario Planning in Utah

Motivation	Approach
Think regionally	Broad, regional scenarios
Create shared vision	Trust the public
Understand market interactions between infrastructure and development	Use model to forecast development
Explore the fit between Infrastructure and Development	Explore urban design of key corridors
Clarify the gap between the vision and local actions	Refined, small area scenarios

Envision Utah How we grow matters.

WASATCH CHOICE 2050

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