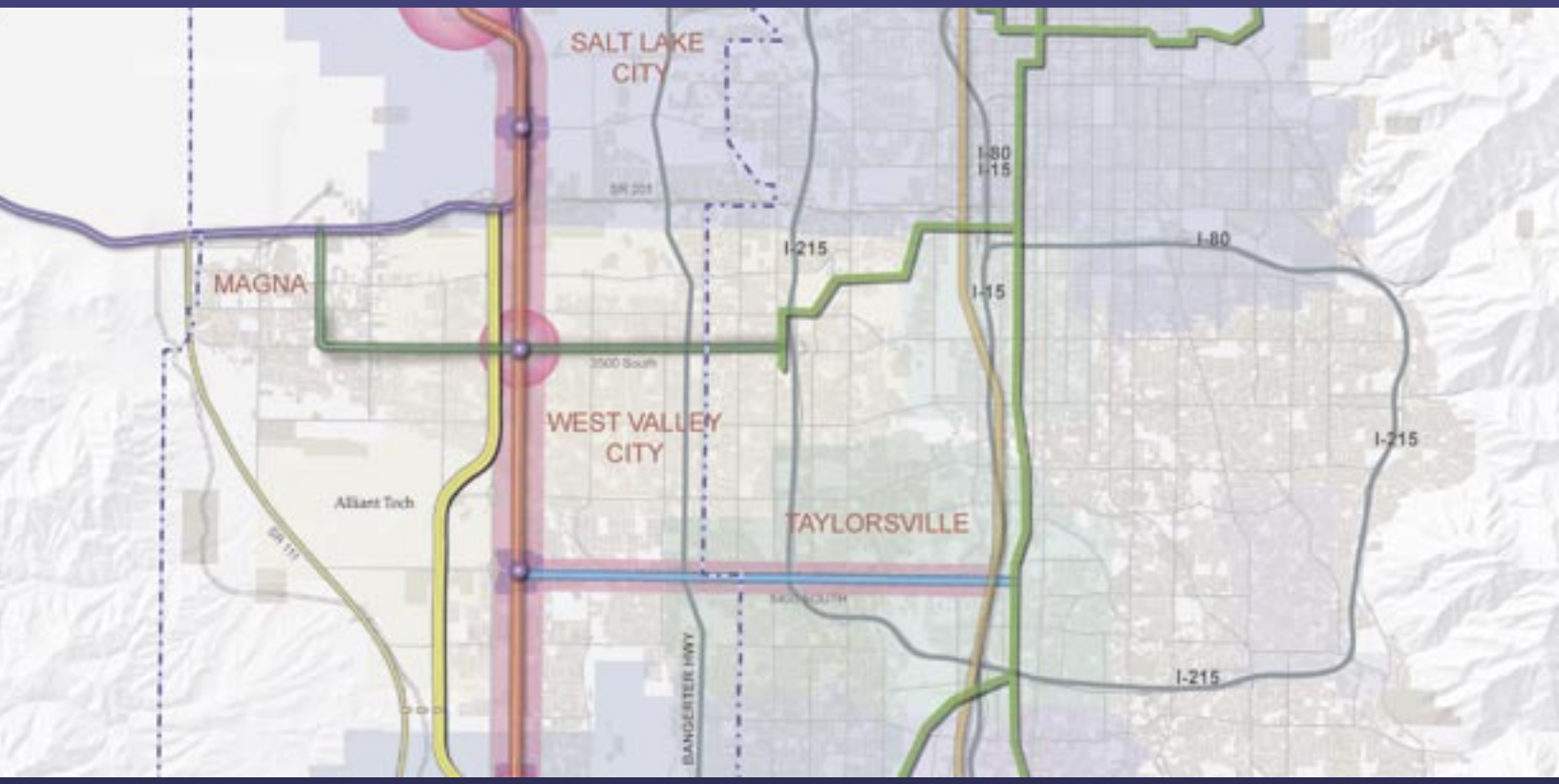
APPENDIX 3A

Mountain View Corridor Growth Choices Study

MOUNTAINVIEW CORRIDOR



MOUNTAIN VIEW CORRIDOR

GROWTH CHOICES STUDY

Mountain View Corridor Growth Choices Process

Helping Solve Our Community's Transportation Problems

The Mountain View Corridor Growth Choices Process is an opportunity for the communities in western Salt Lake County and northern Utah County to consider how changes in their existing land-use plans could help solve the area's significant transportation challenges. The Growth Choices Study also brings community leaders together with key stakeholders to look for common goals and to consider working as a team toward a single vision.

The Mountain View Corridor EIS Growth Choices Study will help find solutions to the area's transportation challenges.

Growth Choices is notable in that it outlines innovative strategies for planning transportation improvements in a multi-jurisdictional area.

PARTICIPANTS

Participants in this process include: The Utah Department Of Transportation (UDOT), The Wasatch Front Regional Council (WFRC), The Mountainlands Association of Governments (MAG), Utah Transit Authority (UTA), The Federal Highway Administration (FHWA), The Federal Transit Administration (FTA) and Envision Utah.

Growth Choices . . .

- *Combines land-use and transportation strategies; growth patterns can be shaped to work with or influence transportation strategies.*
- *Uses the principles of scenario planning to explore the effects of different land use and transportation strategies.*
- *Uses a wide-ranging public awareness program, including workshops or charettes to engage the public in developing scenarios and strategies.*
- *Develops a set of measurable criteria to evaluate different scenarios and uses a consistent set of criteria to inform the selection of a final strategy;*
- *Helps define options to be considered in the Environmental Impact Statement.*

Mountain View Corridor Growth Choices Stakeholder Committee Members

Mayor Bryan Holladay
Growth Choices Stakeholder Committee Chair
City of West Jordan

John Njord, Executive Director
Utah Department of Transportation

Darrell Cook, Executive Director
Mountainland Association of Governments

Chuck Chappell, Executive Director
Wasatch Font Regional Council

John Inglish, General Manager
Utah Transit Authority

Jim Clark, Vice Chair
Envision Utah

Mayor Ted Barratt
American Fork City

Mayor Wayne Mortimer
Bluffdale City

Mayor Kenneth Greenwood
Lehi City

Mayor Jim A. Danklef
Pleasant Grove City

Mayor Mont Evans
City of Riverton

Mayor Ross "Rocky" Anderson
Salt Lake City Corporation

Mayor Kent Money
City of South Jordan

Paul D. Isaac, Acting City Manager
West Valley City

Mayor Lynn Crane
Herriman City

Commissioner Gary Herbert
Utah County Government

Mayor Timothy Parker
City of Saratoga Springs

Mayor Kelvin Bailey
Town of Eagle Mountain

Deputy Mayor Alan Dayton
Salt Lake County Government Center

Mayor Janice Auger
City of Taylorsville

Mayor Larry A. Ellertson
Lindon City

Councilman Michael Jensen
Salt Lake County

Vicki Varela, Vice President for Public Policy
Kennecott Land

Jim Sorenson Jr., President
Sorenson Development Company

Bishop M. David Burton,
Office of the Presiding Bishopric
The Church of Jesus Christ of Latter-day Saints

David Nicponski,
Director Government and Community Affairs
ATK Aerospace

Greg Gagon,
Director of Development
Thanksgiving Point

Roger Borgenicht, Chair
Future Moves Coalition

John Milliken, Co-Chairman
Milcon Inc.

Nina Dougherty
Sierra Club-Southwest Region

Mary Gracia, President
Great Salt Lake Audubon

Raymond Jenson, Assistant Administrator
Jordan School District

Collette Tomlinson, Board Member
Southwest Valley Chamber of Commerce

Heather Miller, Executive Director
Lehi Chamber of Commerce

Robert Grow, Esq.,
Founding Chair of Envision Utah
O'Melveny & Myers

Jess Agraz, Executive Director
Transportation Management Association of Utah
Salt Lake Chamber of Commerce Representative

Colonel Scot Olson
Utah National Guard Headquarters

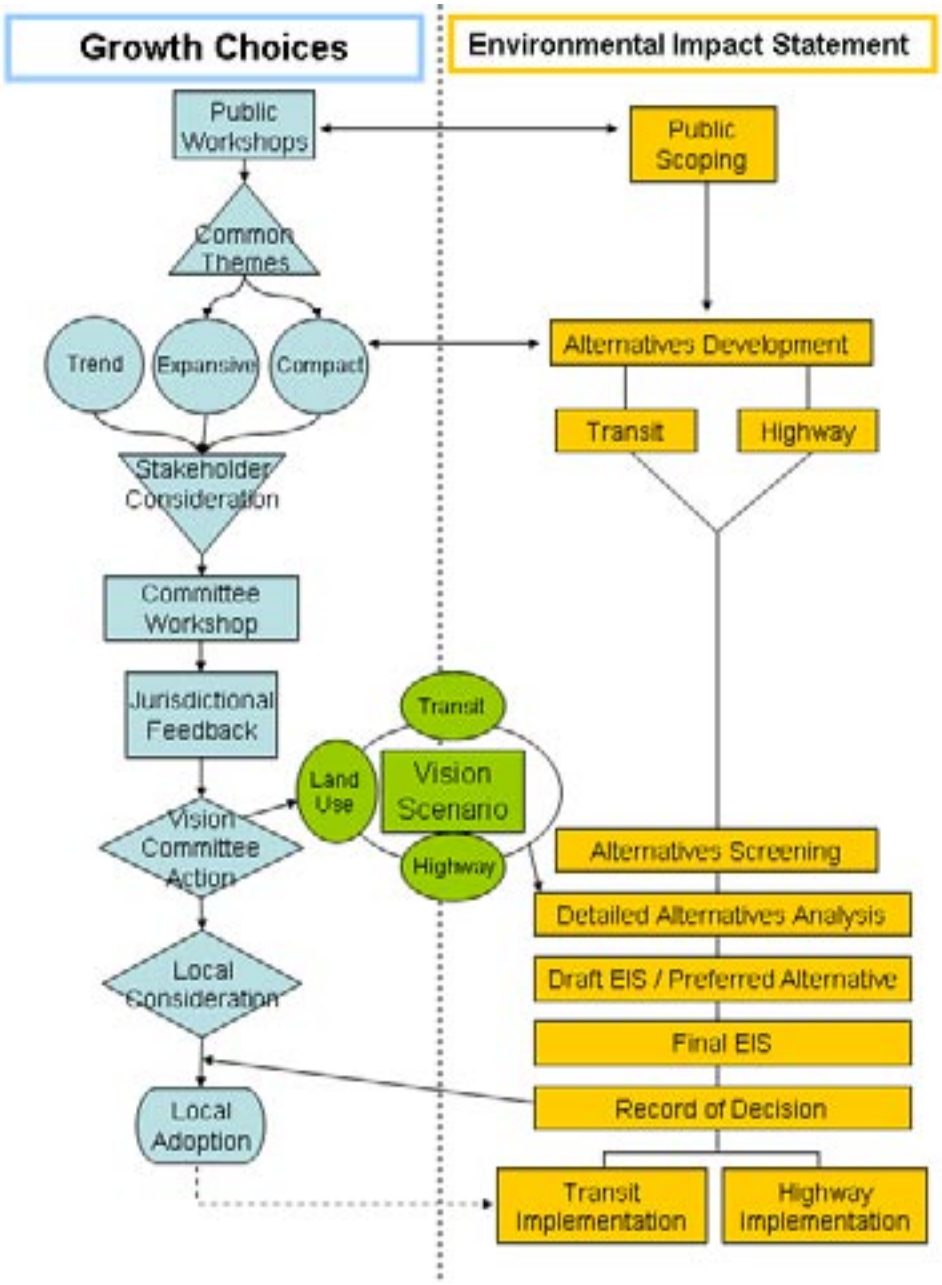
Representative David Hogue

David White
Planning & Development Services Division

Mountain View Corridor Growth Choices Process Overview

The Growth Choices process has run concurrently with the EIS. Public workshops were held in May and June of 2003, from these workshops, common themes were identified and used to create two new scenarios to compare against a Trend scenario. The Stakeholder Committee considered the elements of these three scenarios as they worked as a group to build an initial draft of the vision. This was taken to jurisdictions in the study area for feedback and modification. This revised vision map and a voluntary agreement was signed by representatives of 10 jurisdictions in March of 2004; 12 additional individuals or organizations endorsed the vision at that time. This vision is being considered by elected officials from each of the ten jurisdictions for potential action.

The process has been an opportunity for cities and counties to consider how roadways, public transportation, and development strategies might be knit together throughout a corridor to help solve transportation problems. Representatives from the Stakeholder Committee that signed the vision agree that there are benefits to work as a coordinated team: "We acknowledge that individual, uncoordinated efforts are less likely to achieve the goals outlined in the Mountain View Vision."



Seeking Citizen Voices Through Public Workshops

Sponsors of the Growth Choices process were committed to ensuring that there was significant opportunity for public involvement. As part of that commitment, six public workshops were held in the Mountain View Corridor during May, June and July 2003. One of these workshops was conducted in both Spanish and English for the Hispanic community in the northern part of the corridor.

● *At the workshops, participants made maps showing their vision of the Mountain View Corridor's future.*

Participants worked in groups of six to ten people to create their preferred vision of new growth and transportation. Using a map representing the area as it is today, participants placed paper chips representing a variety of developments, such as single-family subdivisions, office parks, mixed-use town and village centers, and transit-oriented developments. Participants were instructed to place enough development chips on the base map to represent expected growth from now through 2030 to acknowledge that growth can't simply be ignored. Color-coded tape was also available to represent a variety of transportation ideas ranging from boulevards to freeways to light rail to bus-rapid-transit. Using the colored tape, participants mapped their preferred improvements and additions to the regional transportation system.

WORKSHOP DEVELOPMENT TYPES

The workshops gave participants the opportunity to grapple with the trade-offs of low-density development versus compact growth, and to consider how transportation solutions fit with their visions of the future. At the workshops, participants were challenged to find ways to accommodate the household and job growth that is forecast for the Mountain View Corridor in 2030. The development type stickers represent a range of ways in which jobs and housing could be accommodated. Each development type has a unique density of households and jobs and a different combination of retail, office, and residential space.

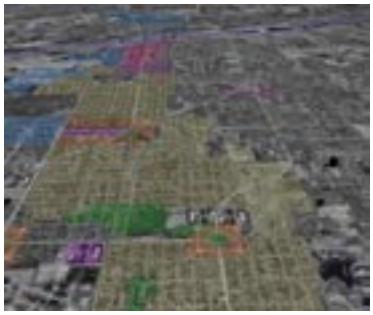
● ***Each development type is based on a common, distinctive type of development, and contains a specific density of households and jobs.***

Creating Scenarios

The workshop maps were entered into a Geographic Information System (GIS) so that all of the maps could be compiled and summarized and the location, type, and number of development type stickers placed on each workshop map could be identified. A composite map was also made of the transportation networks each group envisioned.

Once the results were summarized, common themes or patterns began to emerge. Using these common themes, two scenarios for transportation and growth were formed: the Expansive and the Compact scenarios. In addition, a Trend Scenario was created to illustrate what growth and transportation might look like in 2030 if recent land development patterns continued and existing transportation plans were implemented.

● *Existing Conditions.*



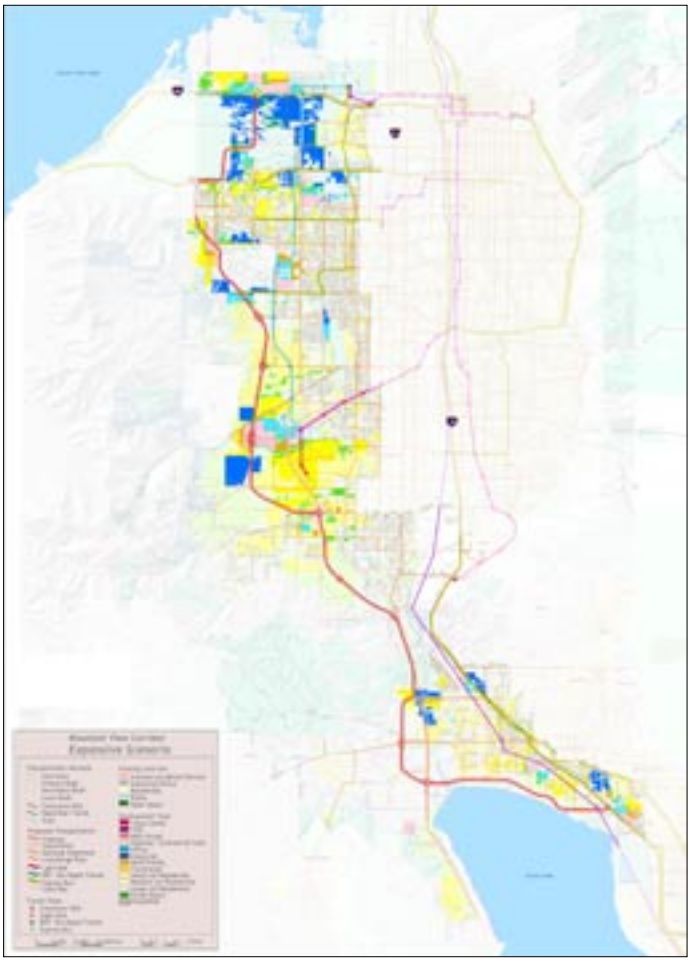
● *Future Scenarios: different growth choices today can lead to a variety of plausible futures.*

Scenario planning shows us that the future is not fixed – there are many possible outcomes.

SCENARIO PLANNING

The long-term future is inherently difficult to predict. Planning for an unpredictable future requires a process that can examine a variety of divergent potential outcomes. Scenario planning is a method widely used in business and military settings to help planners learn about the forces that are shaping the future of an area. By building several plausible futures, it is possible to determine which strategies work and which do not work. The idea behind scenario planning is that, given a long time horizon, getting the right prediction is not possible or even necessary. Rather, finding the strategies that work in any scenario will help determine the best course of action.

Three Possible Futures
For the Mountain View Corridor



Trend Scenario

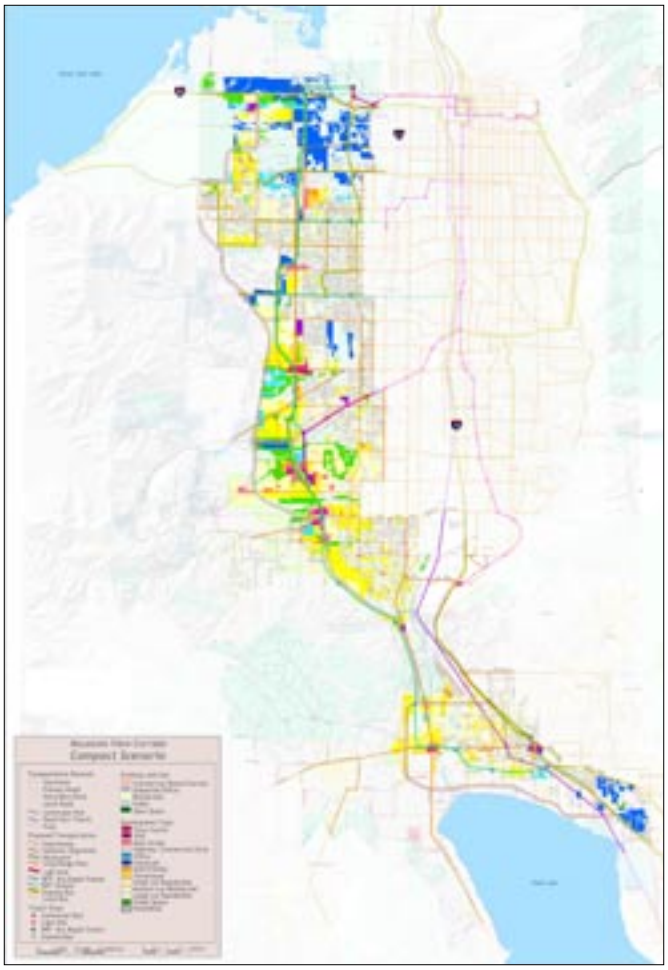
The Trend scenario presents how the Mountain View Corridor might look if it continued to grow the same way as it has over the past ten years. Most new residents would live in single-family houses in neighborhoods built on previously undeveloped land, and jobs and services would be scattered throughout the corridor. New development would spread outward, making some trips longer, and increasing the average time that people would spend traveling between home, jobs, schools and shopping.

In the Trend Scenario, the Powerline Corridor would have a freeway near 5800 west in Salt Lake County, running just north of Utah Lake. Bus rapid transit would accompany the freeway in Salt Lake County, running from the Salt Lake Airport and connecting to existing light rail at 140th south.

Expansive Scenario

The Expansive scenario tests two of the common themes from the public workshops. First, about half of the workshop groups delineated growth that is lower density than existing trends. Second, about half of the workshop groups explored improving State Route 111 to a freeway. In this scenario, most new development would be single family homes, big box retail and office parks built on previously undeveloped land.

In the Expansive Scenario, the Powerline Corridor near 58th West would function as an expressway, SR-111 would function as a freeway until it meets Redwood Road and would run to I-15 just north of Utah Lake. Bus Rapid Transit would follow the same alignment as in the Trend Scenario.



Above: In the Trend and Expansive scenarios, housing options would be more limited to single-family neighborhoods that are distant from shops and businesses. Below: The Compact Scenario emphasizes mixed use villages and town centers that allow residents to more easily walk to their destinations.

Compact Scenario

Another common theme from the public workshops was the use of mixed use villages and town centers. The Compact scenario is based on compact nodes of development next to potential transit stations. Although most new residents would continue to live in single-family houses, there would be more townhouses, apartments and condominiums available. More housing would locate near jobs and services. More residents would be able to walk or ride their bike to shopping or jobs, and there would be greater walking access to transit.

In the Compact Scenario, SR-111 would be improved to an expressway running along Redwood road and north of Utah Lake to I-15. A boulevard with bus rapid transit (BRT) service would be built on the Powerline Corridor, continuing to Utah County running along Lehi's Main Street until it reaches a Commuter Rail station.

Results
Comparing the Scenarios

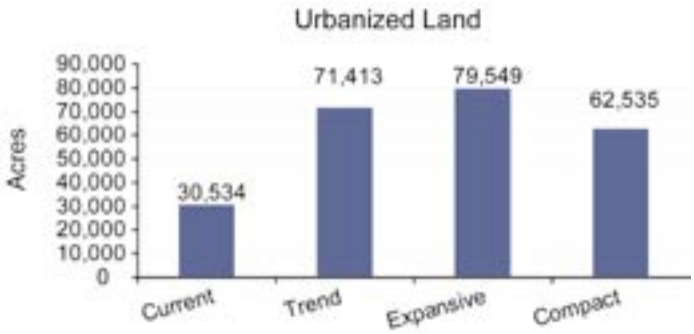
The three scenarios – Trend, Compact, and Expansive – were analyzed to determine the impact that each would have on the way the Mountain View Corridor looks and functions in the year 2030.

Land Use

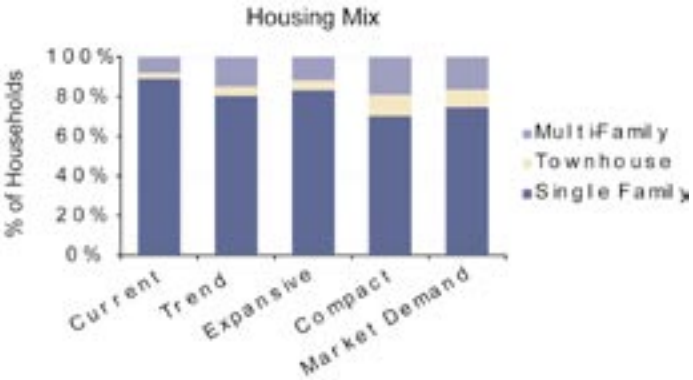
All of the scenarios would more than double the current amount of developed land in the Mountain View Corridor. The Expansive Scenario would increase the amount of urbanized land by nearly 50,000 acres (160 percent higher than the current amount of development), while the Compact Scenario would urbanize 32,000 additional acres – 9,000 fewer acres than the Trend Scenario.

Housing

While each scenario assumes the same number of households in 2030, the three scenarios provide a substantial difference in household mix. The housing mix indicates the extent to which people have housing choices. Currently housing in the Mountain View Corridor study area is 89 percent single family, 8 percent multi-family, and 3 percent duplex or townhouse. Both the Trend and the Expansive scenarios increase the number of multi-family and townhouse units slightly (6-9 percent), while the Compact Scenario would increase the percentage of multi-family and townhouse development by nearly 20 percent.



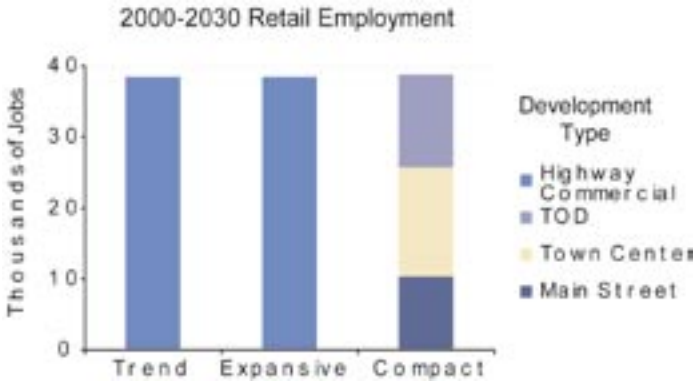
● *Above: The type of development that we build has a great impact on the amount of land that is preserved as natural areas. Below: In the Compact scenario, less land would be paved over.*



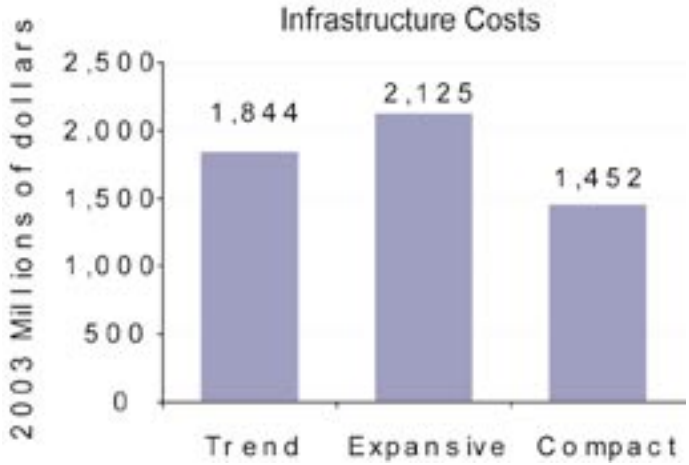
● *'Market Demand' is an estimate of the housing wants and needs of the expected 2030 population.*

Economy

The assumption made in both the Trend and Expansive scenarios is that the primary type of commercial development currently being built – big box retail along major arterials and at the exits and entrances of expressways and freeways – will continue to be built. The Compact Scenario explores additional development types, such as main street, town center and transit-oriented development. These more mixed-use forms of development would create a much more pedestrian-friendly environment than highway commercial forms of development.



The Compact Scenario would reduce infrastructure costs by about $400 million by directing new development into areas that are near or already have supportive infrastructure such as streets, sidewalks, and sewer and water systems. The Expansive Scenario would cost nearly $300 million more than the Trend Scenario; more miles of streets, sidewalks and pipelines must be constructed per household when housing is more spread-out.



● *In the Trend and Expansive scenarios, all new retail stores are illustrated as auto-oriented.*

Results
Comparing the Scenarios

● *The quality and quantity of our water supply depends greatly on the development choices we make.*

Environment

Environmental considerations, such as the amount of open space, are another way to compare scenarios. Land that is not developed is available as farmland or open space and is important for preserving water quality and healthy streams and rivers. When too much land is paved over, storm water cannot soak back into the ground and instead runs directly into streams, carrying contaminants with it. Open space also provides habitat for many species of plants and animals. The Compact Scenario is estimated to increase the amount of land that remains undeveloped by about 9,000 acres as compared to the Trend Scenario. The Expansive scenario illustrates 8,000 fewer conserved acres than does the Trend scenario.

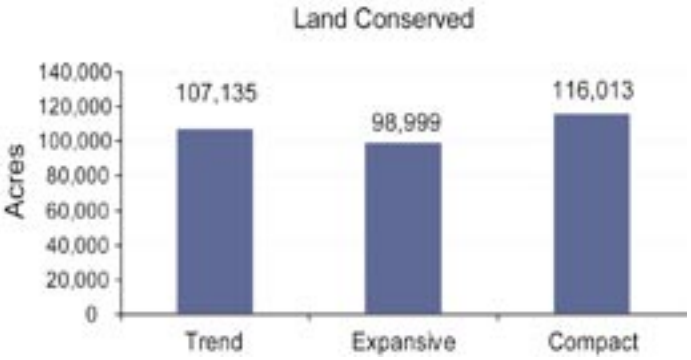
The amount of water used for irrigation can vary greatly depending upon the type of development. Less dense development typically includes lawns and other landscaping that is typically watered regularly for maintenance. The Compact Scenario illustrates 19 percent less water use than the Trend scenario in 2030, saving 56 million gallons per year. In contrast, the Expansive Scenario would use 3 percent less water than the 2030 Trend Scenario, or about 9 million gallons less.

Transportation

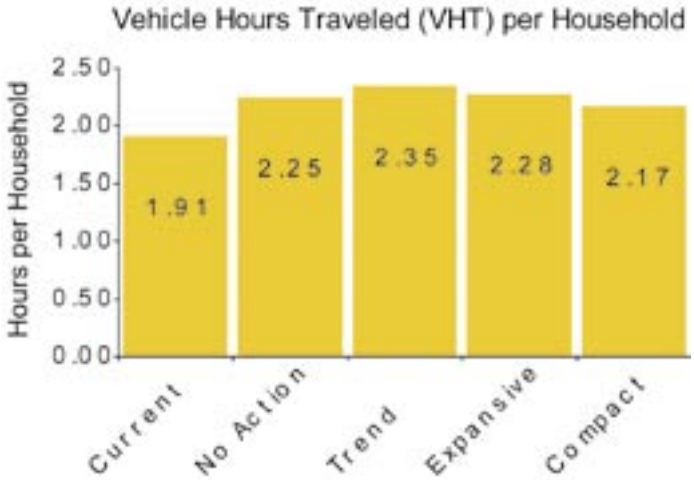
The transportation results compare the Trend, Expansive, and Compact scenarios with a "No Action" scenario, which maintains the same land-use and transportation assumptions of the Trend Scenario but is absent the freeway in the Power Corridor. "Vehicle Hours of Travel" represents the amount of time Mountain View Corridor area residents would spend driving each day. The Trend Scenario shows an increase of more than 4 percent in driving time compared to the No Action option, while the Compact Scenario shows a decrease in driving time of 3 percent compared to the No Action Scenario.

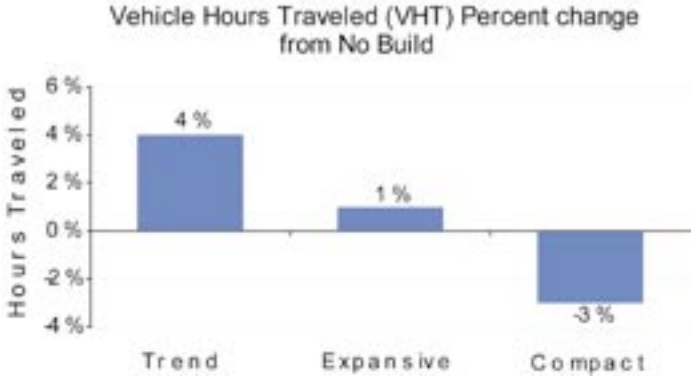
The Compact and the Expansive scenarios both reduce congestion time dramatically in comparison to the No Action and the Trend scenarios, while the Compact Scenario represents a decrease of more than 40 percent from the No Action Scenario.

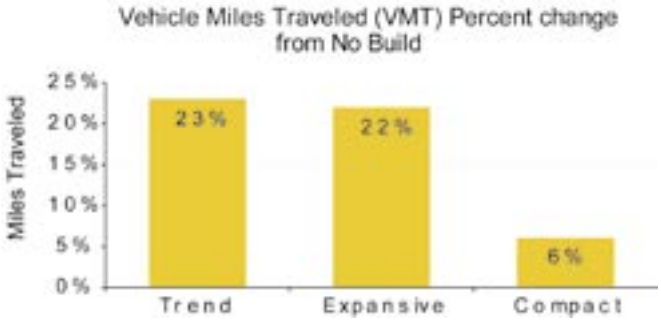
Both the Trend and the Expansive scenarios would increase average driving distances by 22 percent, while the Compact Scenario is estimated to increase trip length by 5 percent.

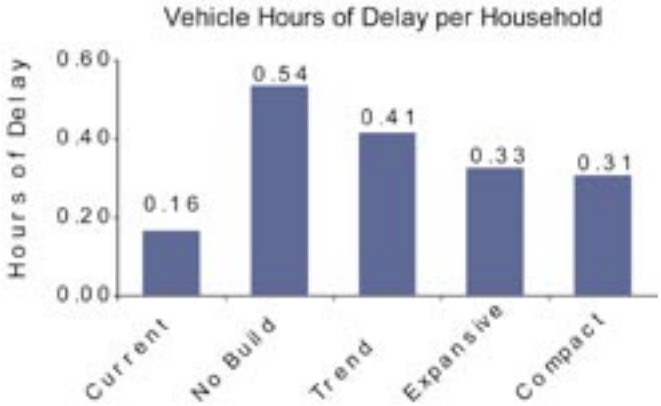


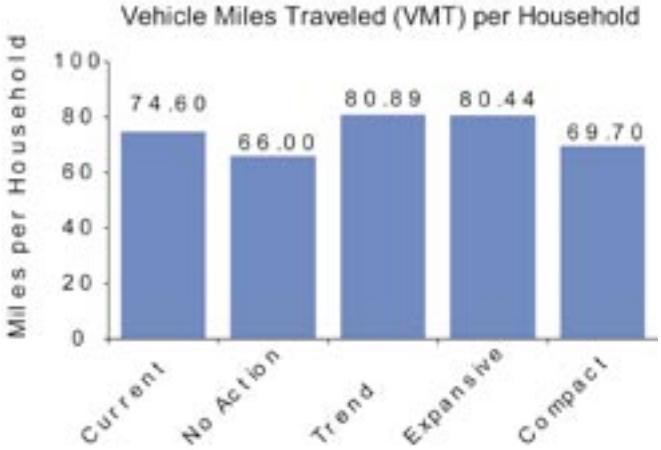
● *The Compact and the Expansive scenarios both reduce congestion time in comparison to the No Build and the Trend scenarios.*

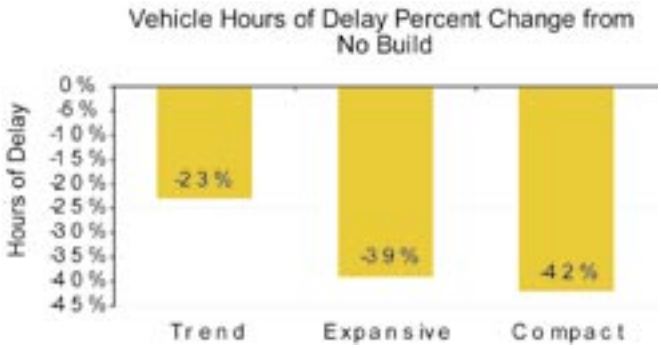








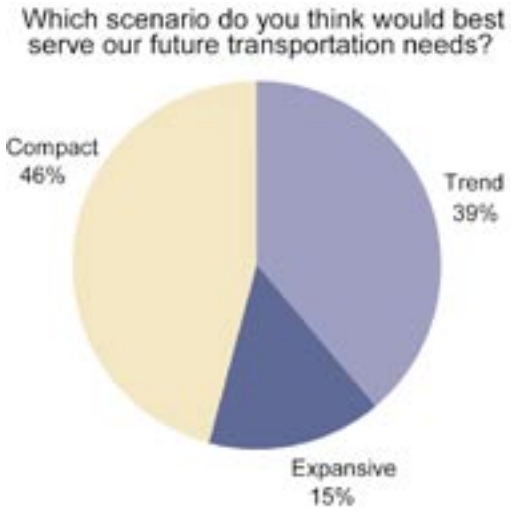


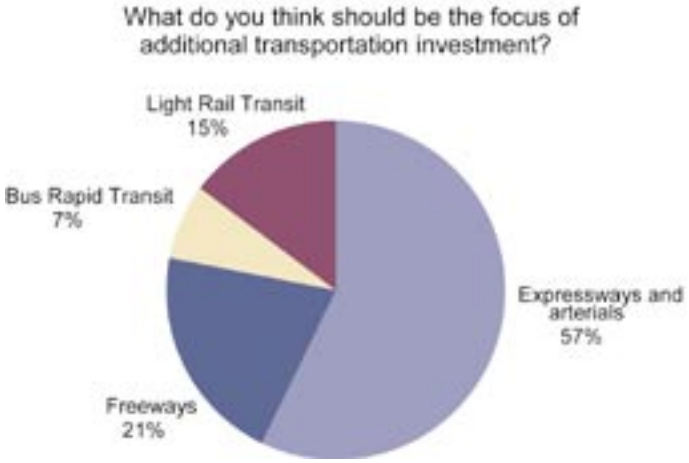


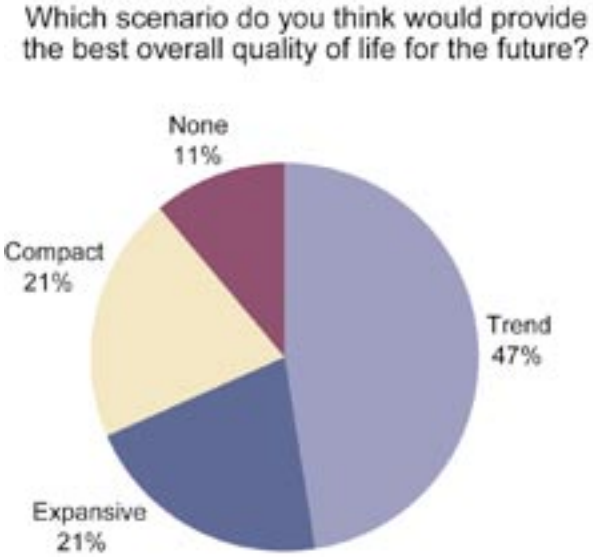
Citizen Survey

A series of open houses was held in November 2003 to provide citizens with an opportunity to learn about the scenarios for the corridor and to offer their input into the process. At these open houses, participants received a newsletter with information about possible options for the corridor as well as a survey to fill out that asked for their opinions and preferences. The purpose of the survey was to see which scenario people preferred for the corridor.

Survey results are based on 85 returned surveys. The survey is not based on a random sample, most responses came from residents who attended open houses.





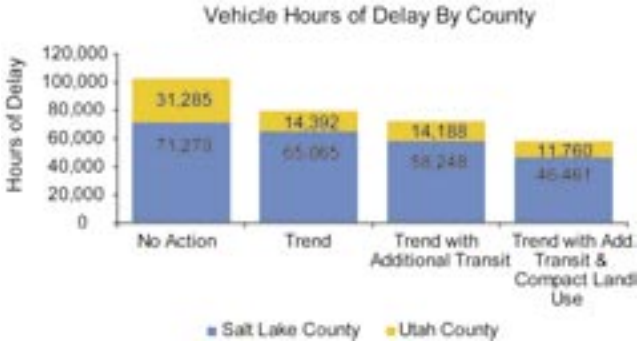


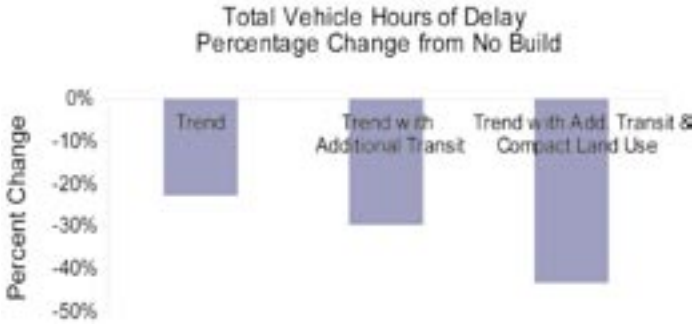
Testing the Scenarios

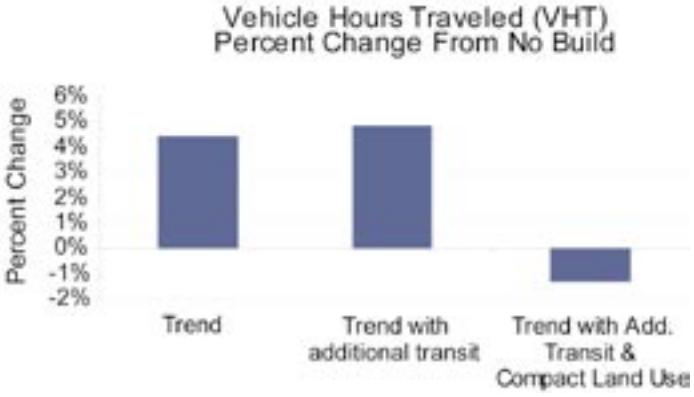
After reviewing and discussing the Compact, Expansive, and Trend scenarios, the Stakeholder Committee elected to create a composite scenario that blended some ideas from the three scenarios with new land use and transportation ideas. As background to creation of this composite scenario, an experiment was developed to isolate the effects of differing land-use patterns from transportation improvements. Four scenarios were tested:

- No Action (Trend Scenario's land use, no freeway)
- Planned Improvements (Trend's land use and power corridor freeway)
- Transit Enhancements (Trend's land use, power corridor freeway, and transit enhancements)
- Compact Land Use (Compact's land use, power corridor freeway, and transit enhancements)

As with the previous scenario evaluations, these tests showed that the land use strategies that emphasize employment and residences where people can walk or bike to public transportation can be effective in improving mobility.



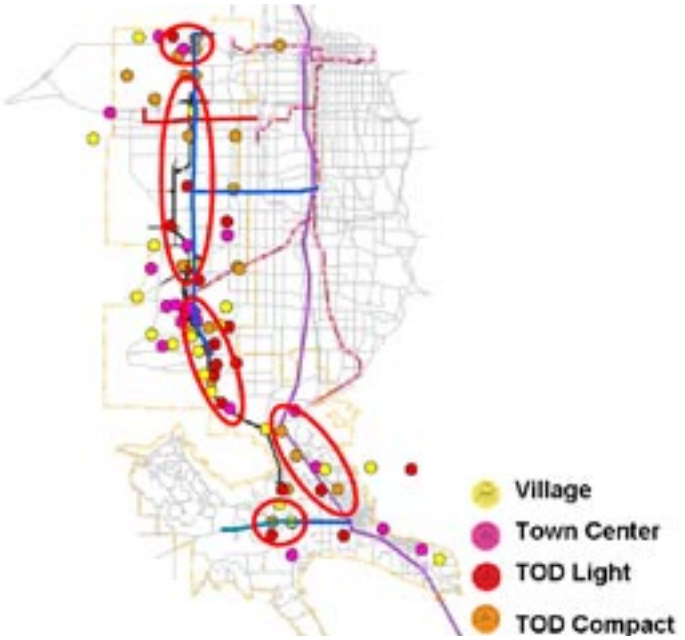




Final Stakeholder Workshop

A stakeholder workshop was held in December 2003 to work toward consensus on a vision scenario for the Mountain View Corridor. This workshop consisted of only four development types: compact transit-oriented development, light transit-oriented development, town center and village. Transportation elements included freeways, expressways, boulevards, fixed-guideway bus rapid transit, in-traffic bus rapid transit, and light rail or DMU (Diesel Multiple Units—a type of commuter rail). The purpose of this workshop was to uncover areas of potential agreement about transit and land use connections. Each stakeholder representing a jurisdiction had the opportunity to invite two additional stakeholders to the workshop.

The results indicated areas of commonality among the stakeholder workshop group: a freeway in the Powerline corridor, more public transportation enhancements, and a variety of walkable centers near transit stations. From these themes, a common vision scenario and implementation strategy could be crafted.



Above: The Stakeholder Workshop confirmed that compact land use, a Powerline corridor freeway, and other transportation enhancements were widely supported. Below: The Stakeholder Workshop used only four mixed-use development types, ranging in intensity from 8 dwelling units/acre to 24 dwelling units/acre.

VILLAGE
Single-Family homes, Duplexes, or some Townhouse with small shops such as a pharmacy, laundromat or bakery.

TRANSIT ORIENTED DEVELOPMENT: LIGHT
Townhouse type residential with a retail node centered around a transit station.

TOWN CENTER
Commercial center with a mix of uses, large enough to serve several neighborhoods.

TRANSIT ORIENTED DEVELOPMENT: COMPACT
High intensity commercial center with a mix of uses centered around a transit station.

Results & Lessons Learned

The Growth Choices process provides some understanding of how land use and transportation strategies might affect the long-term mobility and quality of life of residents in the Mountain View Corridor Study area.

LAND USE

Land use can have a dramatic impact on transportation, especially hours of travel and average delay.

Even when the same transportation system was put in place, land uses that were based on compact mixed-use centers generated fewer vehicle miles traveled, which resulted in less delay and less time spent traveling. When transportation systems were put in place that matched the land uses, this effect was magnified.

Most of the transportation benefit came from shorter car trips, more of which were on local streets. The compact mixture of land uses placed potential destinations closer to homes, which reduced the distance and time traveled. This resulted in less impact on the transportation system.

In addition to shortening car trips, the compact mixed centers had higher rates of walking and transit use.

● *Centers that are mixed-use and compact tend to generate fewer automobile trips, in part because they encourage walking.*

LESSONS LEARNED

The extensive public input received during this process did not yield a single preferred land use and transportation scenario. Similarly, the scenario study and modeling did not have a single preferred land use that out performed all others. However, there were many lessons learned from these exercises that can help the Mountain View Corridor as well as local plans for creating better land use and transportation performance. These lessons can be used to devise strategies that will guide future decisions about this area.

There is a great deal of interest and support for the kinds of land use that reduce travel length and delay, both from political leaders and the public.

While not universal, much of the input received centered on creating the kinds of land uses that reduce travel and make communities more self-contained. There was continued support for residential areas of single-family housing, which made up the bulk of the land use forecast for this area. But in many scenarios, citizens and political leaders opted to develop centers and corridors that were more walkable than the trend scenario, were more dispersed in the corridor, and were mixed in uses. These varied in size and density, with a general trend of smaller and less dense centers in the southern part of the corridor. However, these centers also were viewed as community defining areas similar to the historic function of town centers.

● *Citizens as well as political leaders supported the development of more mixed-use, compact centers that help reduce travel length and delay.*

Land use near potential transit stations can help justify timelier funding for transit and may support higher capacity modes of transportation.

There were many ideas about high capacity transit, ranging across the spectrum from commuter rail, light rail, streetcar and bus rapid transit in a variety of applications. However, only the most transit-oriented scenarios had the ridership to justify the more expensive and higher capacity transit systems. Increases in housing and jobs within walking distance of transit stations would increase ridership and also could increase the likelihood that higher capacity transit could be funded.

● *Land use and transportation must support each other for either to be successful.*

Having more jobs and a variety of housing, distributed in several centers provides a better mix of jobs and housing in the corridor. Providing a wider range of housing types that match the income expected from jobs has a beneficial effect on transportation.

In addition to the transportation benefits of mixed-use centers, they also provide an opportunity for a greater variety of housing types compared with recent housing trends in the study area. The result is more housing choice, improving the ability of families to meet their housing needs. All scenarios are predominately single-family detached housing, but having a greater variety of housing in mixed-use areas means more people will be able to live near where they shop and work.

● *A variety of housing types that match the income of the nearby jobs has a beneficial effect on transportation.*

The land use patterns that produced less congestion also had a more equitable distribution of tax receipts from sales tax and property tax.

Compared to the Trend land use, the more even distribution of jobs in several centers also provides a more equitable distribution of tax income from sales and property taxes. The development of mixed-use centers, which was primarily responsible for the reduction in congestion, also results in tax revenue being generated from those centers. As a result, more jurisdictions can expect a better balance of revenue and expenditures for services demanded by households. Nevertheless, the jurisdictions where the centers are located can receive disproportionate revenue, at the expense of nearby cities that do not have a suitable site. To remedy this, some form of limited income redistribution should be studied.

The land use patterns that produced less congestion also had reduced land coverage and lower environmental impact.

Primarily because the compact land use scenarios had higher densities and were more efficient in the way they consumed land, there was less land area covered with hard surfaces that can't absorb rain during times of flooding, less loss of open space land, and more accessibility to open space land than in the Trend Scenario.

Above: Compact development patterns use land more efficiently, resulting in a much lower environmental impact. Below: How will the development of the Kennecott Mining Company's land affect the Mountain View Corridor? This Growth Choices Study aimed to find out what type of future the area's residents desire.

The eventual disposition of the Kennecott lands will have a major impact on the corridor.

The development of the vast holdings of the Kennecott Mining Company will have a major impact on the corridor, while plans for areas now considered industrial will be one of the largest shaping forces in the corridor. The Kennecott lands (in the Sunrise development in West Jordan, and in land adjacent to I-80 in Salt Lake City) will have a major impact on the corridor and will contain some of the best locations for new compact mixed use centers.

TRANSPORTATION

While many options were tested, there is a need for a major north-south transportation corridor, with a freeway on the Powerline corridor providing the Stakeholder's representative choice.

While other solutions are feasible, this appeared to offer the best combination of transportation and land use. This freeway provides a major north-south route. In addition to the transportation advantages, it also would bring job-producing land uses into the area instead of their current locations far removed from the freeway. It would be difficult to produce the desirable distribution of jobs and mixed-use centers without the attraction a freeway provides.

● *Above: Along with a north-south freeway, transit is an important part of the transportation solution in the Mountain View corridor.*

The planned transit system is very robust and is improved by the land uses that lower congestion, especially in trips toward downtown Salt Lake.

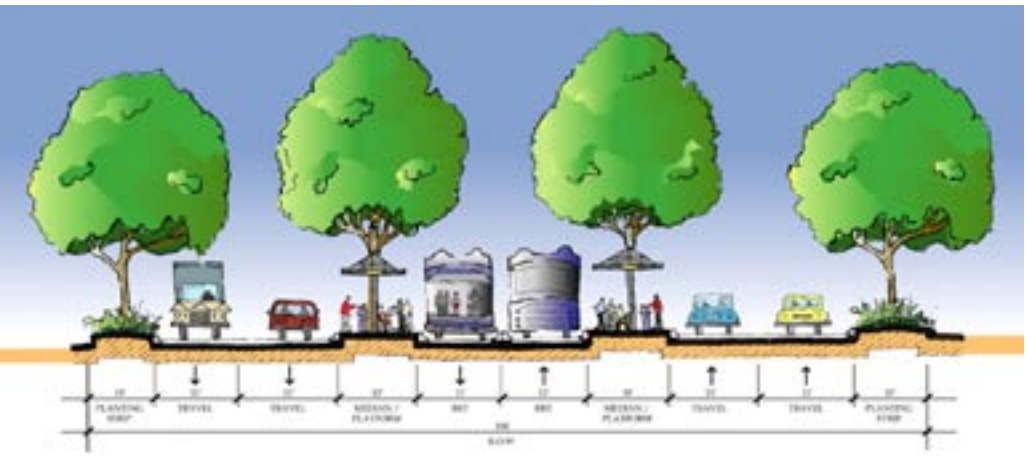
The land use patterns that produced the most efficient travel options also produced the best patronage of the overall public transportation system. For example, overall ridership to downtown Salt Lake City was higher for the Vision scenario than for the Trend scenario.

There is a need for additional east-west transit and a major north-south corridor around 56th West.

Especially when jobs centers are located in mixed-use centers along the corridor, there is a significant transit benefit. In addition, feeder routes to the major transit systems that provide service to destinations in downtown Salt Lake City showed significant patronage. In addition to the east-west routes and feeder lines, there appears to be significant ridership generated on a north-south route, primarily when the mixed-use centers are located along this line. In the various workshops and public input received during this process, north-south transit was popular, particularly in a light rail format. At this time, transit ridership projection do not appear to justify a light rail system, but a fixed-guideway format such as bus rapid transit or a streetcar system seems to be a feasible option to pursue at this time.

The addition of the Powerline corridor freeway allows the rethinking of 56th West as a local boulevard.

56th West now serves as a major north-south arterial. With the addition of a freeway paralleling most of its route, the 56th West corridor could become a local arterial, providing better access to local land uses. It is feasible to consider this as a potential boulevard along part of its route, especially where mixed-use centers develop near freeway interchanges. In this case, the corridor could be designed as a multi-modal street, with better pedestrian environments and high capacity transit service. This might involve transferring the road from state to local control, since 56th West currently is under UDOT's jurisdiction for most of its length.



SR-111 should be the subject of more detailed study, assuming the Powerline corridor is built.

Given the role of the new freeway, SR-111 probably will not be needed as a similar facility. However, given that in these scenarios significant north-south traffic was generated on this route, its eventual design should be planned with the preferred scenario in mind. The Kennecott land development to the west will also greatly affect this route. Since the Bangerter Expressway was frequently mentioned as a design that should not be repeated, a revised expressway or parkway design should be considered.

SR-111 should be rerouted around downtown Magna.

Downtown Magna sits astride the current alignment for SR-111. Given its potential as a traditional main street, rerouting SR-111 to the west on currently undeveloped land should be seriously considered.

The convergence of commuter rail, new employment centers, and the east-west boulevards in Northern Utah County can provide for a major development area in the Lehi-American Fork-Saratoga Springs area.

There is significant potential for this area to develop as a major hub of activity in Northern Utah County, providing transportation, employment and tax revenue benefits to this area. Developing major road and transit investments should be coordinated with compatible land uses that take the best advantage of this.

A boulevard treatment on 56th West would allow it to provide mobility as well as local access. The street could become a multi-modal corridor if high-capacity transit, such as a streetcar or bus rapid transit, was also added.

Vision for the Mountain View Corridor

The Mountain View Corridor Growth Choices study was initiated to stimulate discussions and develop consensus on the transportation and land use options for western Salt Lake County and northern Utah County. After a comprehensive and thought-provoking process, a land use-transportation vision for this area emerged. This vision – called the Mountain View Vision Voluntary Agreement – contains a set of principles central for the future of the Mountain View Corridor. Participating jurisdictions may sign the voluntary agreement to show their support and to demonstrate their willingness to work within their jurisdiction toward the vision and principles.

Many jurisdictions working toward the same goals - as a team - are much more likely to achieve those goals than jurisdictions working in an uncoordinated fashion.

MOUNTAIN VIEW VISION
Voluntary Agreement

The Mountain View Vision was created collaboratively by representatives from jurisdictions in the area, other regional stakeholders and the broader public. Given the emergence of this consensus land use and transportation vision for the Mountain View area, We, the jurisdictions in the Mountain View Area, as represented in the Growth Choices Stakeholder Committee, support implementation of The Mountain View Vision to coordinate the activities, policies, and investments of state, regional and local governments.

We agree that the Mountain View Vision will provide a flexible and dynamic framework for local decisions on growth and development, which in turn support improved mobility and the transportation preferences delineated in the Vision Map. We agree that it is appropriate for local jurisdictions to apply the Mountain View Corridor Vision as each sees fit. Even while working toward common goals, jurisdictions will retain local control of general plans and zoning of land within their boundary. General plans will translate the vision into specific goals, policies and programs and provide implementation strategies.

We agree that the vision is a dynamic document. We may reconvene to consider important new information from the Mountain View Corridor Environment Impact Statement (EIS) to modify the Mountain View Vision.

PRINCIPLES OF AGREEMENT

We agree to the following principles:

1. Using teamwork to work toward a common vision

We value a coordinated effort by local, regional, state and other regulating entities based on the values and well being of the Mountain View area. We acknowledge that individual, uncoordinated efforts are less likely to achieve the goals outlined in the Mountain View Vision. We therefore agree to work as a coordinated team to implement and benefit from the Mountain View Vision. The Mountain View Vision will act as a guide for future land use and transportation planning and coordination among voluntarily participating jurisdictions.

2. Implementing pedestrian-oriented, mixed-use centers and corridors

We agree to undertake a local plan to implement new or expanded mixed-use centers and corridors as delineated on the Vision Map, when practical given the timing of EIS decisions and the timing of jurisdictional plan updates. Mixed-use centers, known as village centers and town centers, and mixed-use corridors, also known as main streets, are integral to the vision by providing transportation mobility benefits and by helping to support the transportation elements delineated in the Vision Map. The exact location and design of mixed-use centers and corridors will be developed in later planning functions led by local governments.

To further support anticipated long-term transportation mobility benefits including a reduction in traffic congestion (delay), and an increase in the number of trips from walking, bicycling, and public transportation use, we agree that local plans to implement mixed-use centers and corridors will incorporate provisions for pedestrian orientation of future development and, when appropriate, transit orientation of development. Moreover, where streets do not currently exist, local plans will include provisions for interconnected street patterns or walking routes to enable ease of pedestrian movement.

3. Providing a variety of housing choices

We agree that the mixed-use centers and corridors delineated in the Vision Map will incorporate a variety of housing types and choices so that people can live near future jobs and public transportation opportunities. While the predominant housing type in the mixed-use centers and corridors may be single-family detached housing, we principally support a variety of housing types in these areas.

4. Providing a balanced transportation system

We desire a balanced transportation system for our future that will involve more transportation choices. The phasing and implementation of transportation investments over the next decade will affect land use development patterns, future travel needs, and the availability and effectiveness of other viable transportation choices. The sequencing of transportation investments should be studied to recommend the most effective and cost efficient way to meet future travel needs, reduce the rate of growth of vehicle miles traveled, and improve air quality. Studies also should recommend the best way to encourage the types of land uses throughout the corridor that will support these improvements.

The Mountain View Vision Map represents preferred transportation solutions for representatives of affected jurisdictions that sign this document. We recommend that the north-south public transportation system be designed to preserve a right-of-way that will allow the system to evolve over time into a high capacity public transportation system.

5. Protecting the environment

Planning for adequate open space is important to the jurisdictions in the Mountain View Corridor. More intensive development opportunities in mixed-use centers, as delineated in the Vision Map, afford opportunities to preserve open space elsewhere in the Mountain View area. The Mountain View Corridor jurisdictions value protected open space and will work toward continued enhancement of additional open space needs through entitlement or purchase. Open space will be designed to accommodate the area's future population. Protection of the stream corridors in the Mountain View Area will be planned for and encouraged.

6. Supporting the Mountain View Corridor Vision EIS Alternative

We desire that the land use elements of the Mountain View Corridor Vision and the transportation elements within the purview of the Mountain View Corridor Environmental Impact Statement (EIS) be considered together as an alternative for consideration in the EIS process.

7. Including transportation elements in future MAG and WFRC long-range plans

Some transportation elements of the Mountain View Vision may be beyond the scope of potential solutions examined in the Mountain View Corridor EIS process. For these transportation elements, we support their inclusion in future Mountainlands A.O.G. and Wasatch Front Regional Council long-range transportation plans.

MOUNTAIN VIEW VISION MAP
What the map is and is not

The map delineates transportation preferences that are feasible but may or may not represent the eventual transportation decisions from the Mountain View Corridor EIS.

The EIS process incorporates additional technical and cost-benefit analysis that might alter the transportation elements in the vision map. The map delineates the approximate location and type of pedestrian-oriented mixed-use centers endorsed by the vision. The actual location, size, land uses, and densities that are implemented by individual jurisdictions may vary from the map.

LOCAL APPROVAL

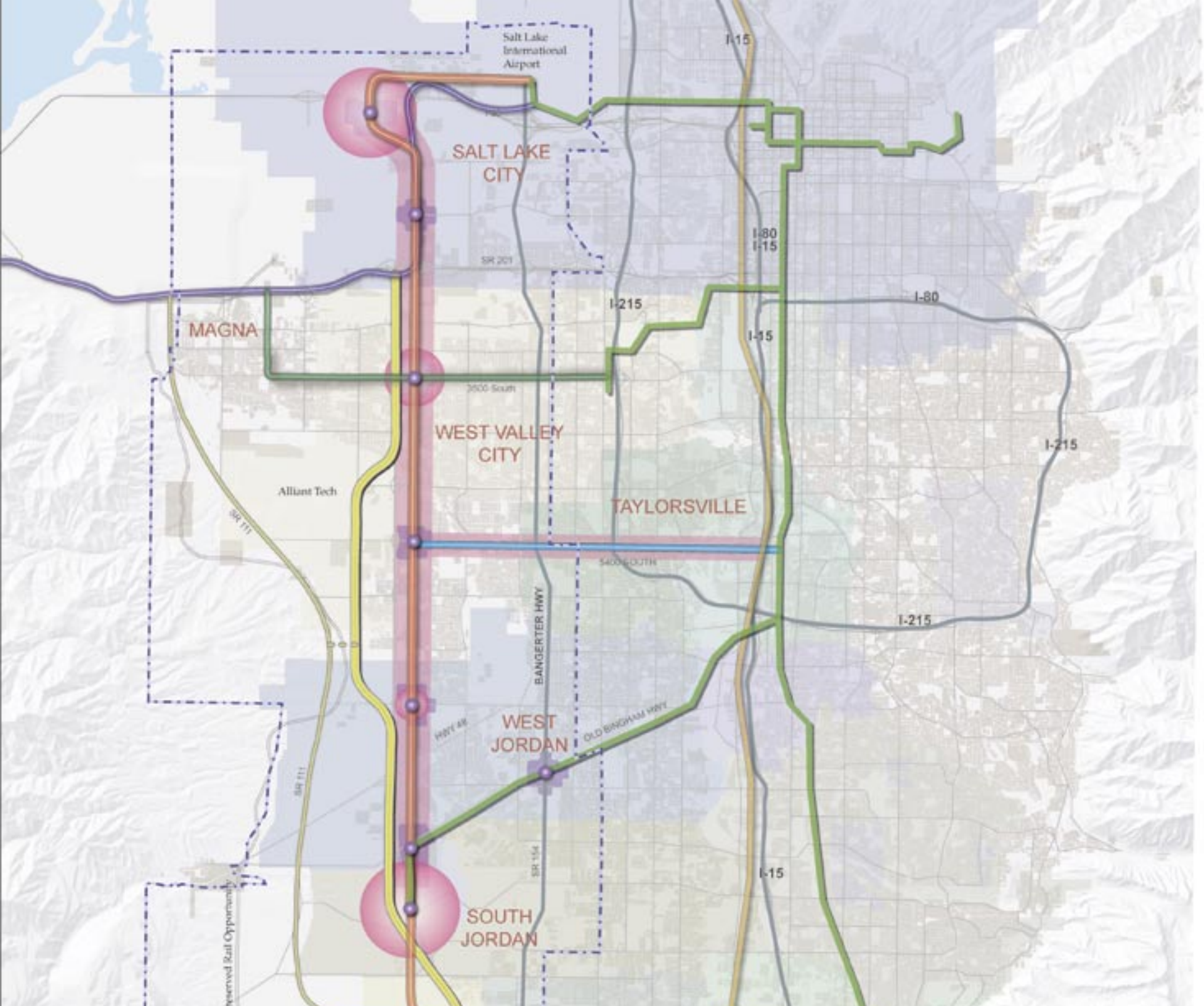
We support completion of local resolutions to approve the Mountain View Vision in each signatory's jurisdiction within the following nine months. Through passage of a resolution, the jurisdiction will approve the Mountain View Vision and will intend to implement its provisions in good faith.

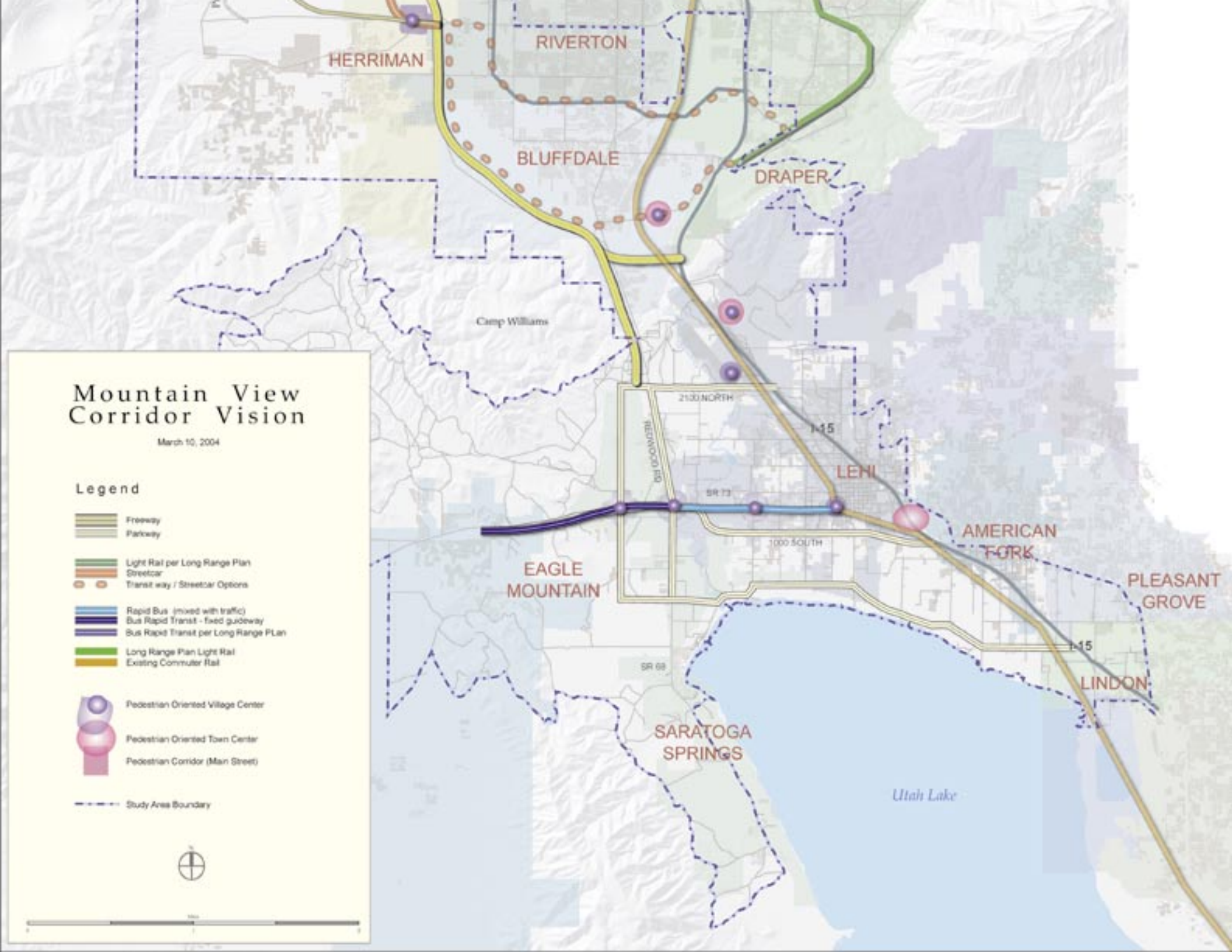
AGREEMENT
Signatories

By signing this agreement, I support the Mountain View Corridor Vision as contained in this document. I agree to take the Mountain View Vision to my jurisdiction for appropriate consideration.

ENDORSERS

By signing, I support the work of the Stakeholder Committee as contained in the Mountain View Vision.


Salt Lake International Airport
I-15
SALT LAKE CITY
SR 201
I-80
I-15
I-215
I-80
MAGNA
I-15
2600 South
WEST VALLEY CITY
I-215
Alliant Tech
TAYLORSVILLE
SR 111
5400 SOUTH
I-215
BANGERTER HWY
WEST JORDAN
OLD BINGHAM HWY
SR 111
SR 154
I-15
SOUTH JORDAN


Mountain View Corridor Vision
March 10, 2004
Legend
Freeway
Parkway
Light Rail per Long Range Plan
Streetcar
Transit way / Streetcar Options
Rapid Bus (mixed with traffic)
Bus Rapid Transit - fixed guideway
Bus Rapid Transit per Long Range PLan
Long Range Plan Light Rail
Existing Commuter Rail
Pedestrian Oriented Village Center
Pedestrian Oriented Town Center
Pedestrian Corridor (Main Street)
Study Area Boundary
HERRIMAN
RIVERTON
BLUFFDALE
DRAPER
Camp Williams
2100 NORTH
REDWOOD RD
I-15
LEHI
SR 73
1000 SOUTH
AMERICAN FORK
EAGLE MOUNTAIN
PLEASANT GROVE
I-15
SR 68
LINDON
SARATOGA SPRINGS
Utah Lake

Vision for the Mountain View Corridor

Above and Right: The Vision transportation changes will be supported by development that is compact, mixed-use, and transit-oriented.

MOUNTAIN VIEW CORRIDOR VISION MAP

The Vision Map assumes there will be a new six-lane freeway from the Utah County Line to SR-201 with a potential connection with I-15 in South Bluffdale.

The Vision Map supports U111 as an eventual parkway/expressway, routed around Magna. Transportation results show that a potential parkway running from Salt Lake County to the Pleasant Grove/Lindon I-15 interchange would attract 35,000 to 50,000 vehicles a day. At 2100 North and 1000 South in Lehi, two new 5-lane arterials would provide east-west connections.

For public transportation, the Vision Map Vision Map shows a streetcar as a representative example of a fixed-guideway transit system from126th South to the Salt Lake International Airport, with service continuing to the Salt Lake Inter modal Center, downtown. The transportation modeling shows these 19 miles of new track to have 12,400 daily boardings, given 10-minute headways and an average speed of 25 mph.

A light rail line is shown to connect Magna to the streetcar and to the light rail line that is currently in the long-range plan. A rapid bus is shown to run along 5400 South, connecting to the streetcar. Transportation modeling results show that another 15-mile BRT line along SR-73 will gather 800 daily boardings. The vision supports a separate, dedicated separate right-of-way from SR-68 (Redwood Road) to Eagle Mountain. From SR-68 to I-15 the BRT would share a lane with traffic.

Finally, the Vision Map illustrates land use concepts supported in the Growth Choices process. The map shows mixed-use villages and town centers supporting the potential streetcar, BRT and commuter rail lines.

FUTURE TRANSPORTATION OPTIONS

Each type of transit has benefits and drawbacks. Considerations include speed, frequency of service, accessibility, and cost.

Light Rail Transit

Light Rail Transit (LRT) uses overhead electric lines to power rail cars at-grade or in exclusive rights-of-way. Routes connect central urban areas to nearby suburbs with frequent service (about every 15 minutes). Stations can be anywhere from a few blocks to a mile and one-half apart. LRT vehicles can operate as single or multiple-unit trains.

LRT systems are attractive to passengers due to their reliable, fast, smooth, and quiet service. They are attractive to developers because of the fixed nature of the tracks and stations, and thus can spark reinvestment along the line. LRT can also accommodate greater passenger volumes than express and local buses, but they require significant initial capital investment to construct. Generally, LRT systems cost more than bus systems but are just a fraction of heavy rail line costs. However, the cost is highly variable and depends on many factors, such right-of-way acquisition and grade separation.

A Diesel Multiple Unit (DMU) is like light rail but each car is self-propelled by diesel fuel.

Bus Rapid Transit

Combining the high-capacity service characteristics of rail transit with the flexibility of buses, bus rapid transit (BRT) connects cities or serves a corridor with high frequency, high speed, and limited stops. It can operate in common lanes with other traffic, high-occupancy-vehicle (HOV) lanes, reserved bus lanes, or even in its own right-of-way. BRT is generally less expensive than LRT, but more expensive than a traditional bus line. A BRT without a fixed guideway travels with traffic and is affected by congestion. Rapid bus also travels with traffic, but has signal priority and the ability to travel at higher speeds than normal buses.

Commuter Rail

Using locomotives and multiple passenger cars, commuter rail trains run on conventional railroad tracks and typically travel longer distances. Trains generally run every 30 minutes during morning and afternoon rush hours. With several miles between stops, commuter rail can connect a central urban area to communities 10 to 50 miles away.

Modern Streetcar

Streetcar systems are making a comeback. Streetcars are LRT vehicles that operate on the street mixed in with automobile traffic. Streetcar cars tend to be shorter than LRT cars, and since streetcars intermingle with pedestrians and cars, their speeds are generally slower. Many cities are looking to streetcars to provide circulation within a busy, vibrant neighborhood or to link destination points in an urban area. As proven in Portland, Oregon, where the streetcar was sponsored by local "redevelopers," streetcars can act as catalysts for reinvestment, distinguishing and adding value to revitalizing neighborhoods. Because streetcars do not need a grade-separated right-of-way, streetcar capital costs are substantially less than LRT lines that operate in an exclusive right-of-way.

These photo simulations represent plausible futures. How these areas change over time will be decided by private landowners operating within guidelines established by local cities and counties.

West Valley City, 3500 South

Existing Conditions

Stage I Improvements

Stage II Improvements

Kearns, 5400 South & 5600 W.

Existing Conditions

Stage I Improvements

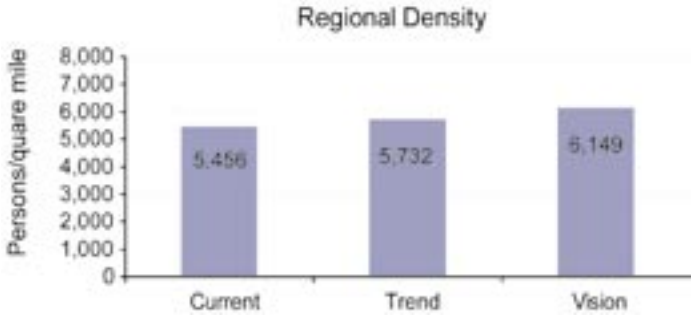
Stage II Improvements

MEASURING THE VISION

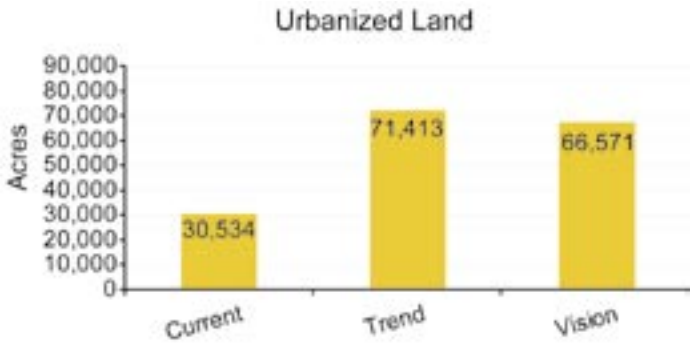
Both the Trend Scenario and the Vision would more than double the number of acres of land that are currently urbanized in the Mountain View Corridor. The Vision Scenario, however, would retain nearly 5,000 vacant acres that the Trend Scenario would develop. The Vision is more compact than the Trend, by creating walkable development centers near public transportation.

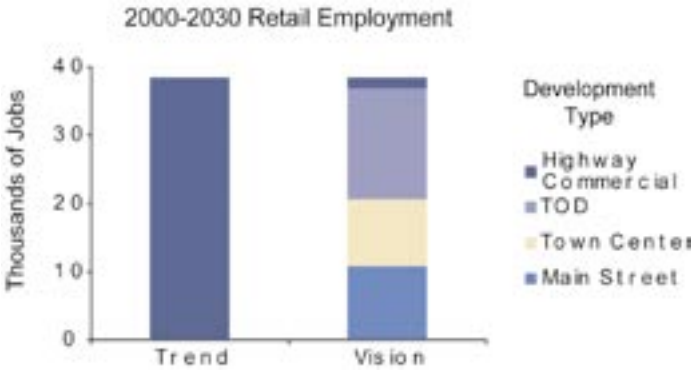
The Vision calls for more multi-family and townhouse housing units than the current situation or the Trend Scenario. While currently nearly 90 percent of housing in the corridor is single-family housing, the Trend Scenario calls for 80 percent of all homes to be single family, and the Vision Scenario would be 70 percent single family.

The Vision provides a mix of retail options – from big box retail to main street-type development.



The Vision also has a more diverse range of retail employment. While the Trend provides only big-box commercial development along major roads, commercial areas in the corridor under the Vision Scenario could be highway commercial, a vibrant main street, an active town center, or a development near a transit station.

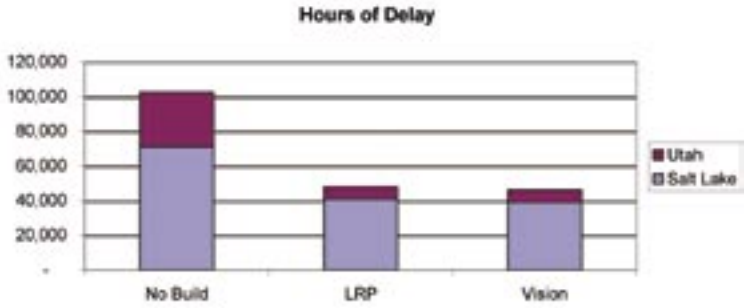


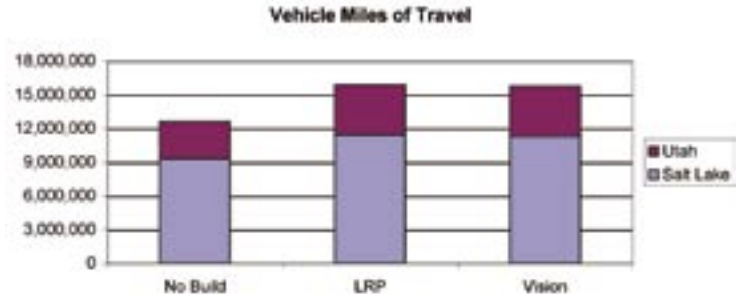


The Vision reduces the amount of congestion in the Mountain View Corridor. It reduces the hours of delay by more than 50 percent when compared to the No Build Scenario and even reduces congestion by 4 percent compared to the Long Range Plan. This demonstrates that the interaction between land use and the transportation system can make a difference in how the transportation system performs.

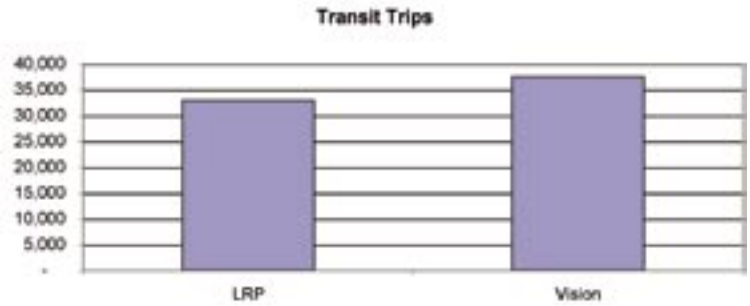
The Long Range Plan and the Vision have two different approaches to transportation, yet they both keep traffic moving more quickly than the No Build or "No Action" approach.

The Vision's strategy is to increase the transportation choices for corridor residents so that people can drive, walk, bike, or take transit to their destinations. The Vision results in 14 percent more transit trips, substantially increasing transit ridership compared to the Long Range Plan.





● The Vision provides some relief from congestion.
Right: Transit use increases 14 percent in the Vision.



Next Steps

Those jurisdictions that choose to support the vision should undertake the following next steps to take the vision to reality:

Identify and plan for location and expansion of new mixed-use centers

Planning for new mixed-use centers jointly between jurisdictions allows for coordination with transportation investments, the opportunity to share ideas, and can lead to economies of scale. Timely planning of the walkable centers will ensure that the MPOs, the Federal Transit Administration, and the EIS team consider these plans in analyzing the appropriate form of public transportation investments to build.

Planning for mixed-use centers should be coordinated with transportation investments.

Develop specific land use and transportation plans for 56th West, 35th South, U111, and SR-73

These key corridors should be planned in conjunction with the land uses adjacent to them, with specific designs that will accommodate their use as multi-modal corridors. These corridors all have a variety of mixed-use centers, some pedestrian areas, and innovative transit services conceived in the Vision which should be fleshed out with a coordinated land use-transportation design.

Creating specific plans that are coordinated with each other will ensure that the transportation and land use will continue to support and benefit each other.

Develop transportation and transit concepts ready for new Regional Transportation Plan

Plans for specific areas in the next few years should allow for refinement of transportation investments that would be included in the 2007 Long Range Transportation Plan to be adopted by WFRC and MAG.

Continue the corridor-wide collaboration to implement the Vision.

The relationships and cooperative agreements initiated by this process should continue for the next few years, perhaps including joint marketing and economic development as well as joint planning activities.

Continuing the planning process will help ensure the livability of the Mountain View Corridor in the coming decades.