



# Access to Opportunity

## Informing Transportation Project Decisions

April 17, 2018

# Wasatch Choice 2050



Livable and healthy communities



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user friendly streets

## Access to economic and educational opportunities



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Sustainable environment, including water, agricultural, and other natural resources



Ample parks, open spaces, and recreational opportunities

# What is access to opportunity (ATO)?

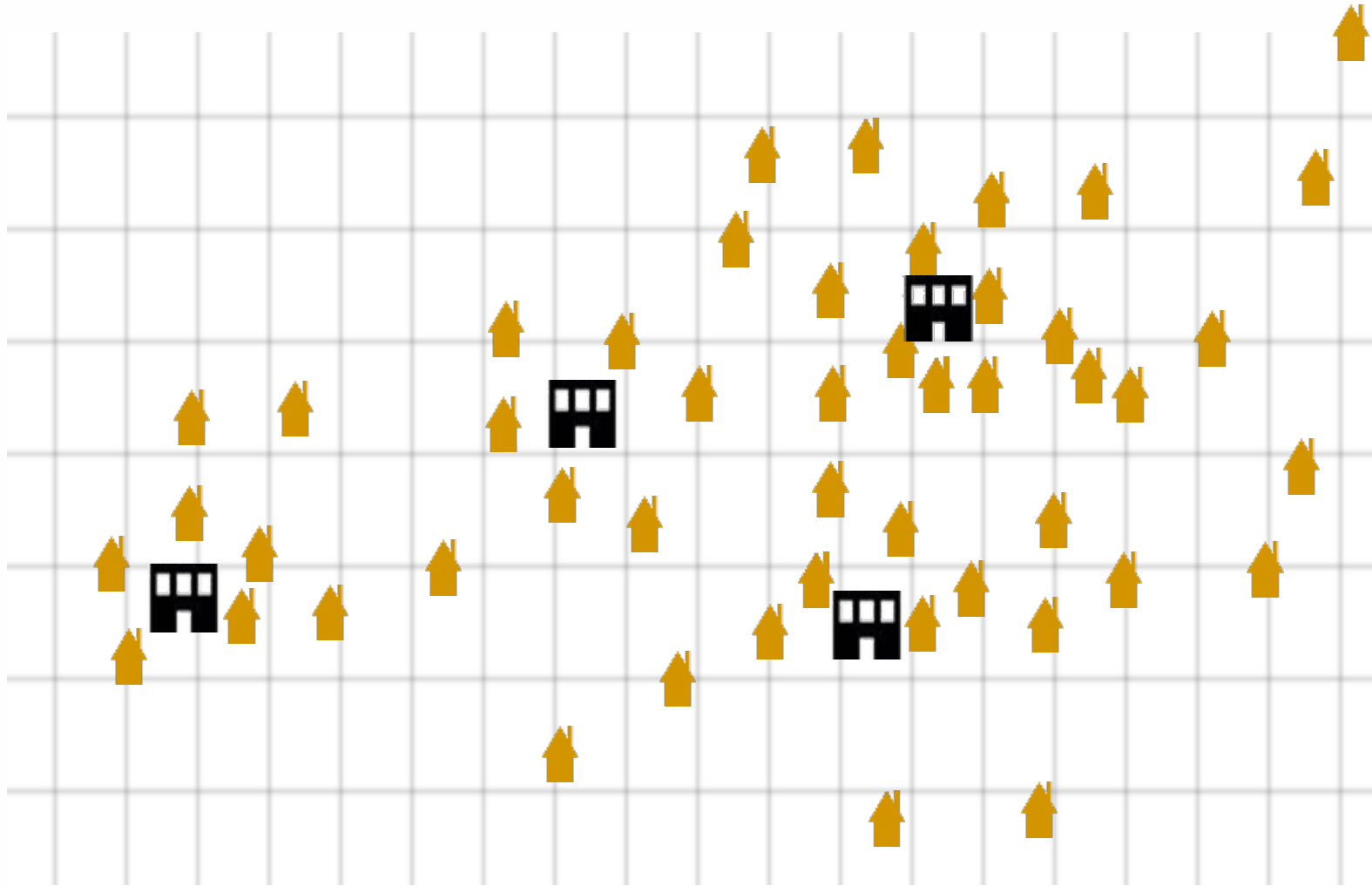
How many valued destinations can be reached in a reasonable period of time?



# How to improve ATO?

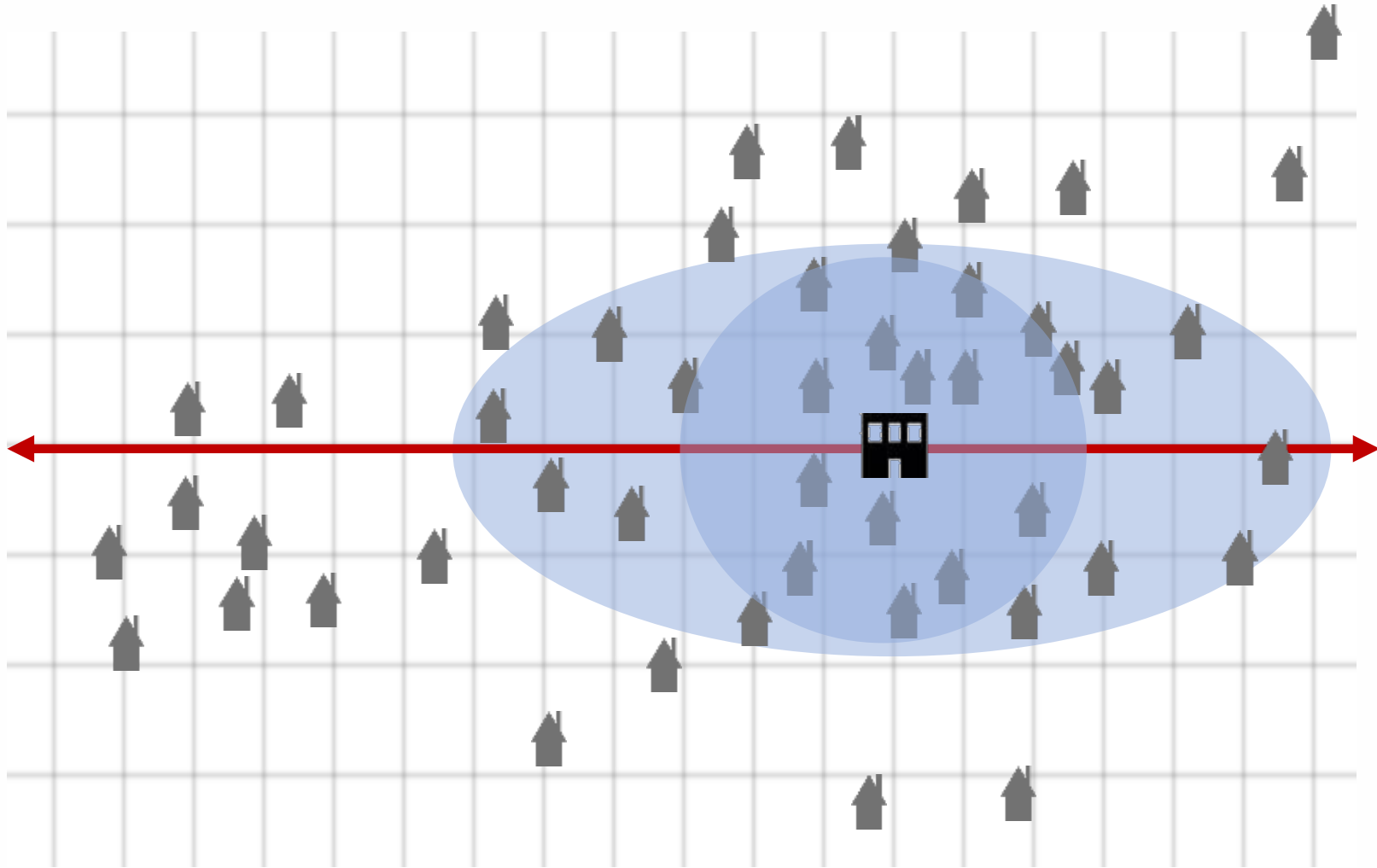
**Destinations  
Nearby**

**Housing  
Locations**



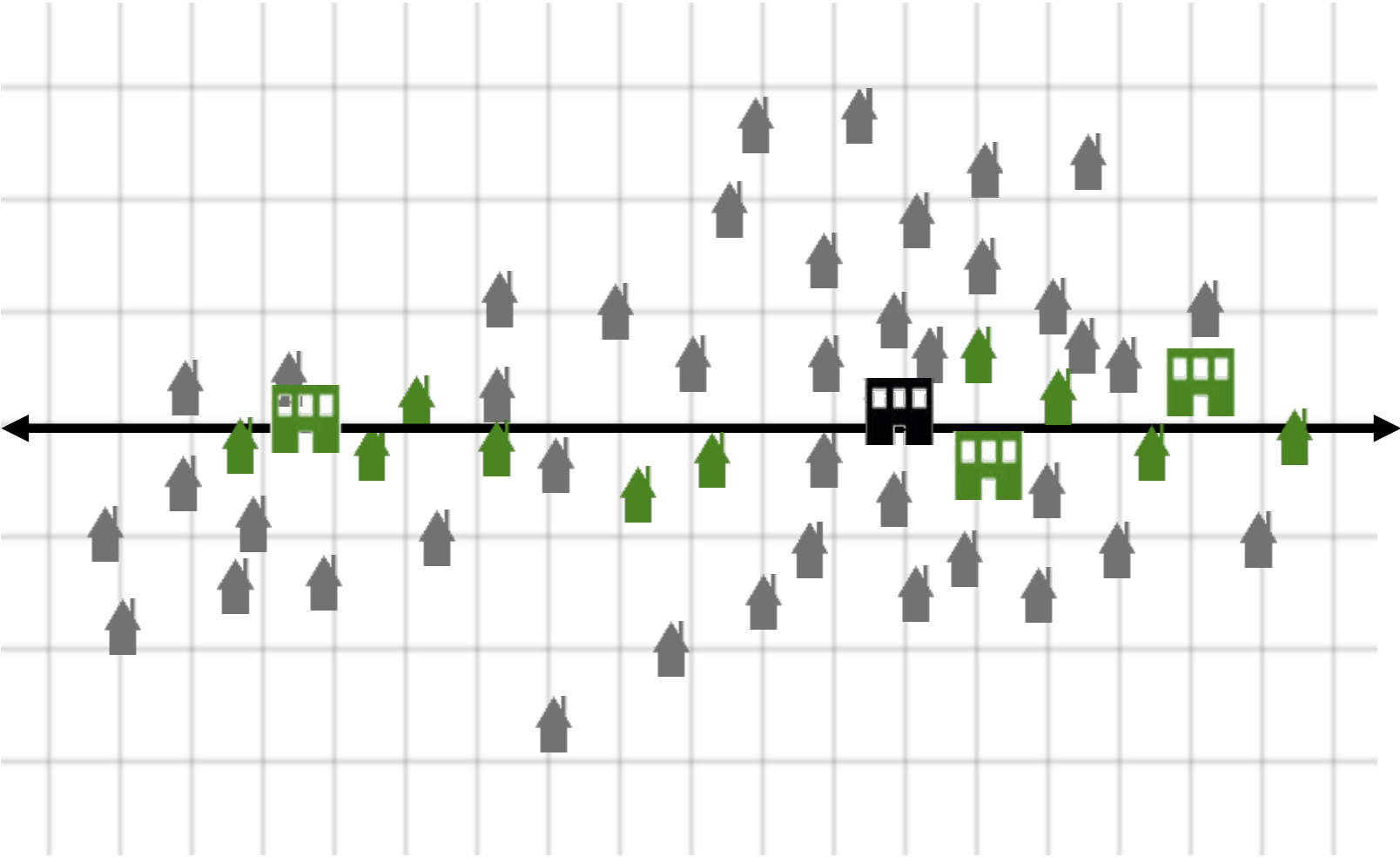
# How to improve ATO?

**Transportation  
Improvement**

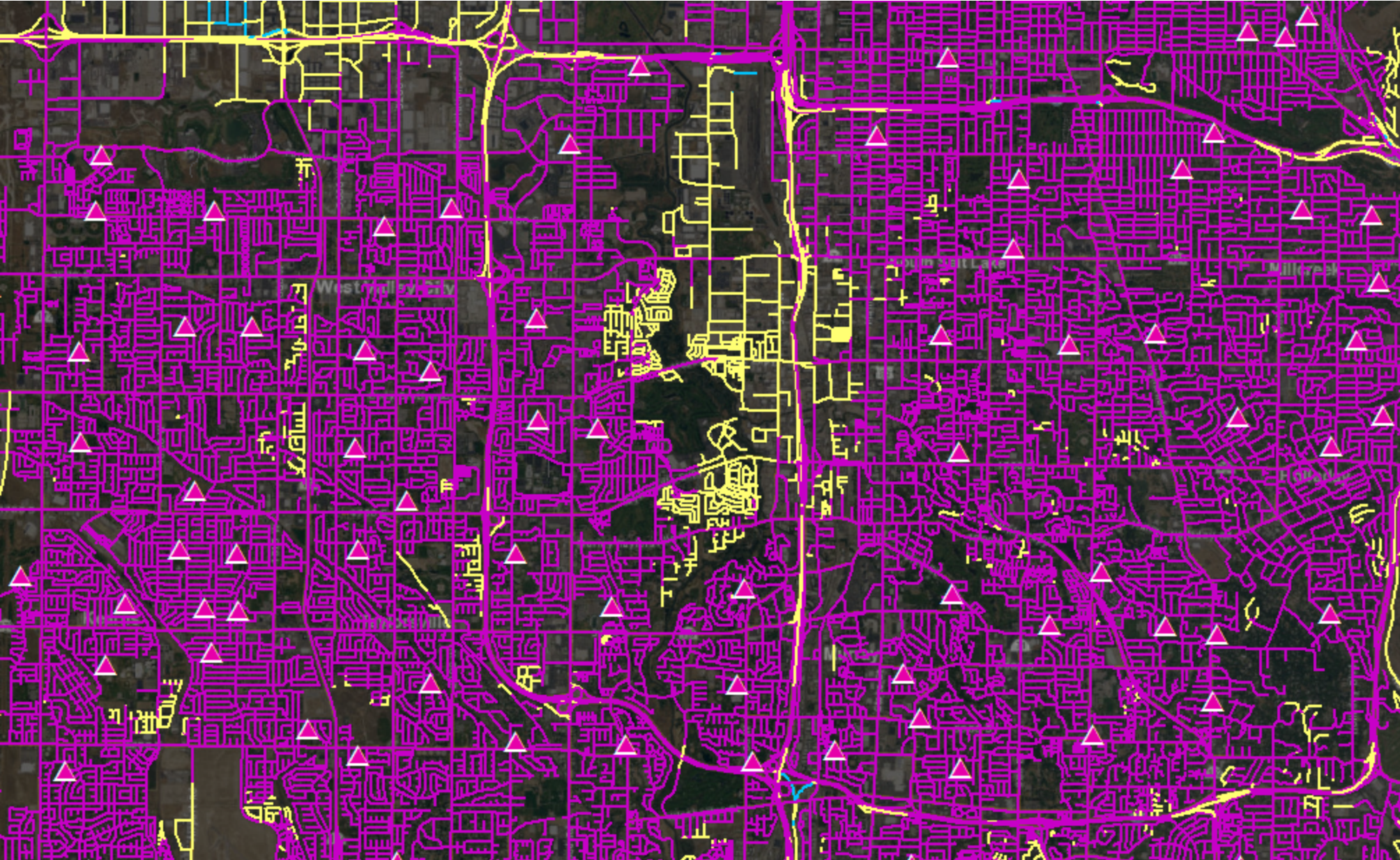


# How to improve ATO?

Development  
Decisions



# Access is dynamic by mode

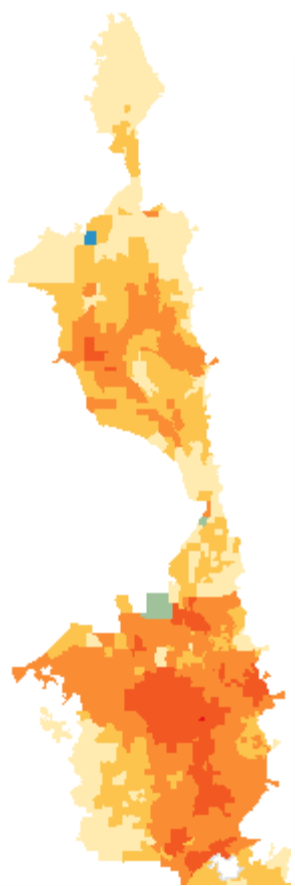


## Drive Time

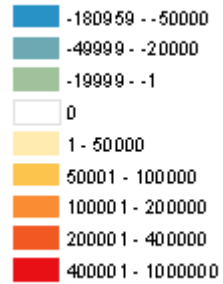
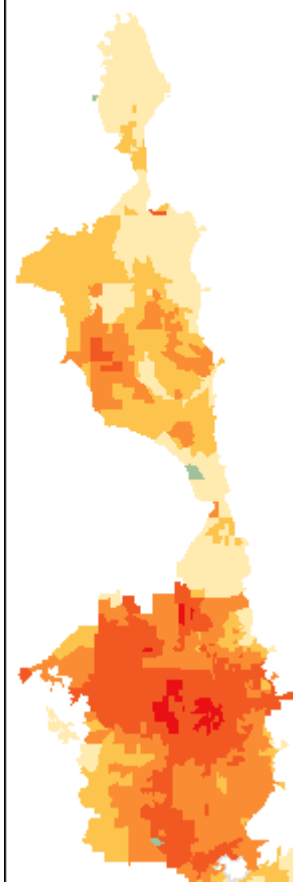
- Travel Time
- 0 - 5 Minutes
  - 6 - 10 Minutes
  - 11 - 15 Minutes
- Elementary Schools
- ▲

# System-level ATO

Existing Plans Funded through 2050 vs. Funded through 2024



WC2050 Vision vs. Existing Plans Funded through 2024



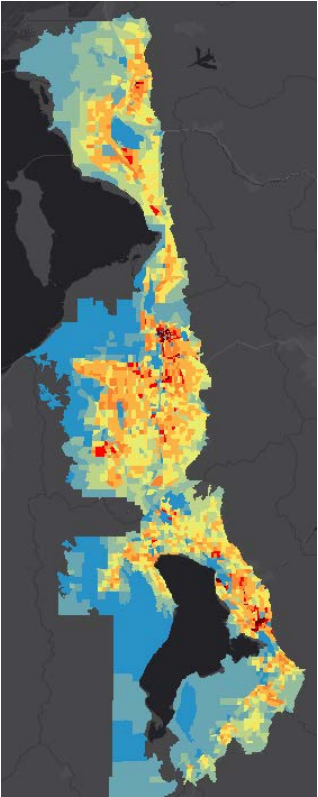
Destination Access

2015	2050		
Existing Conditions	Existing Plans Funded through 2024	Existing Plans Funded through 2050	Draft WC2050 Vision
458K	290K	412K	457K
91K	51K	63K	75K

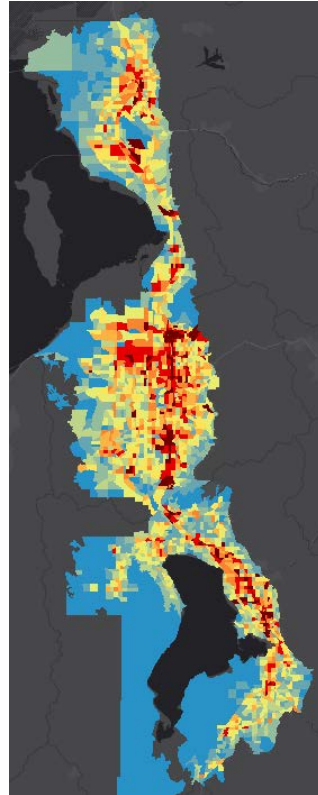


# Phasing and programming

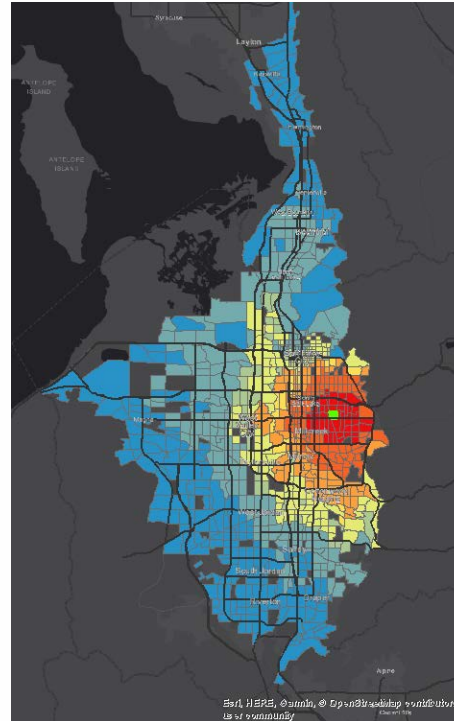
Where are  
HOUSEHOLDS  
in 2030?



Where are  
JOBS  
in 2030?



Travel Time  
Improvements  
from Project

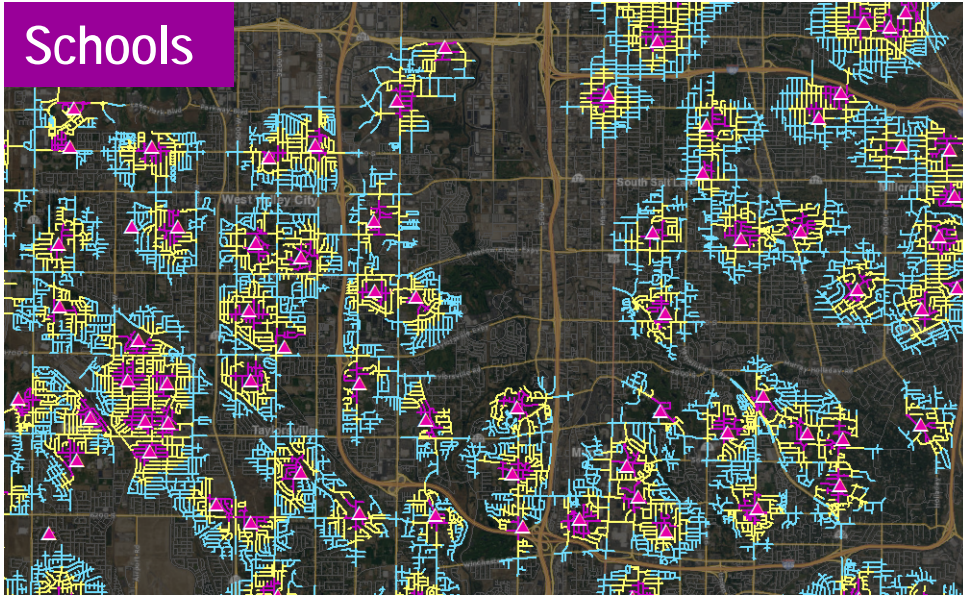


Project Benefit

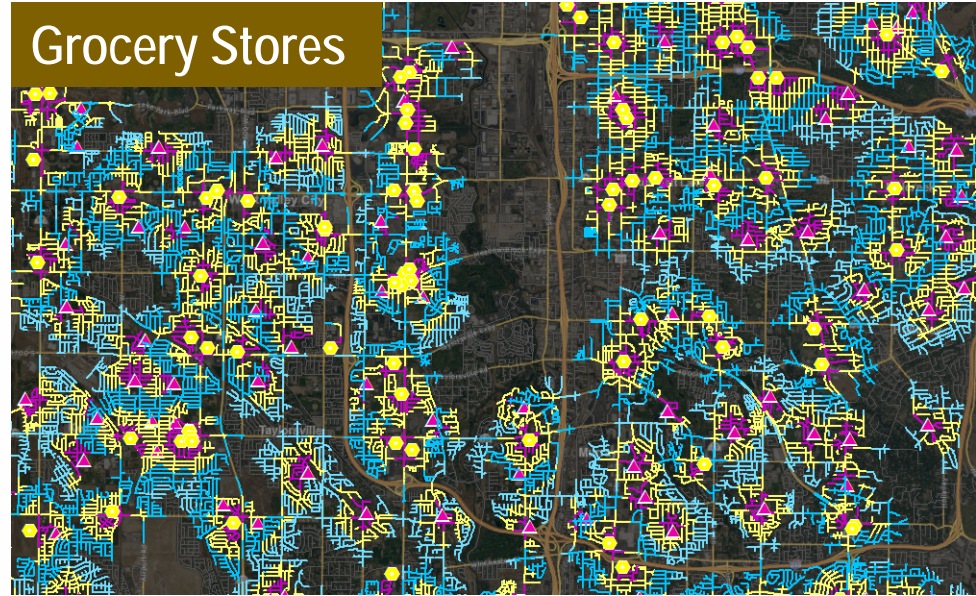
- ATO is key component in decision making
- Incorporating into phasing **now** and working to incorporate in programming

# Further decision making

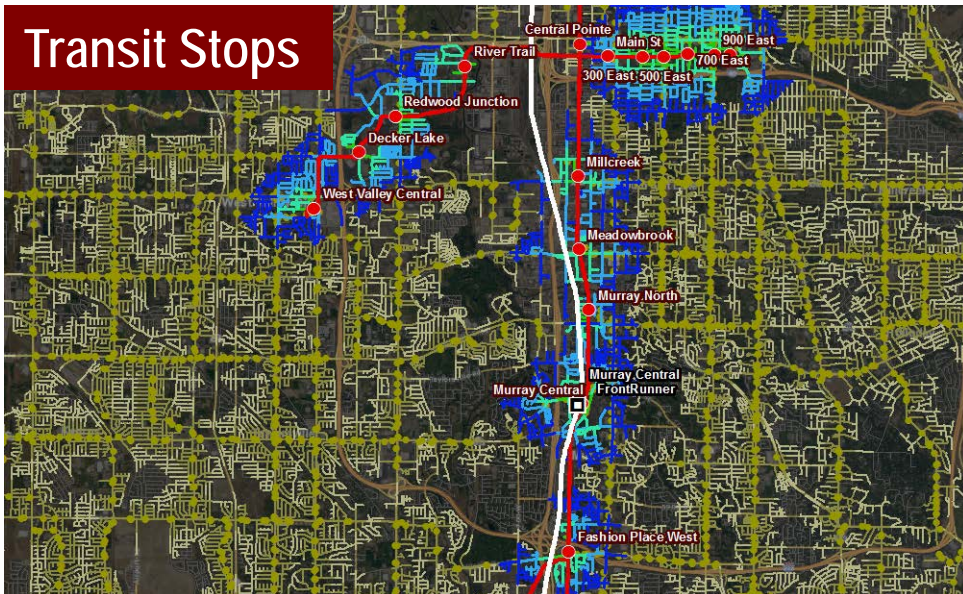
Schools



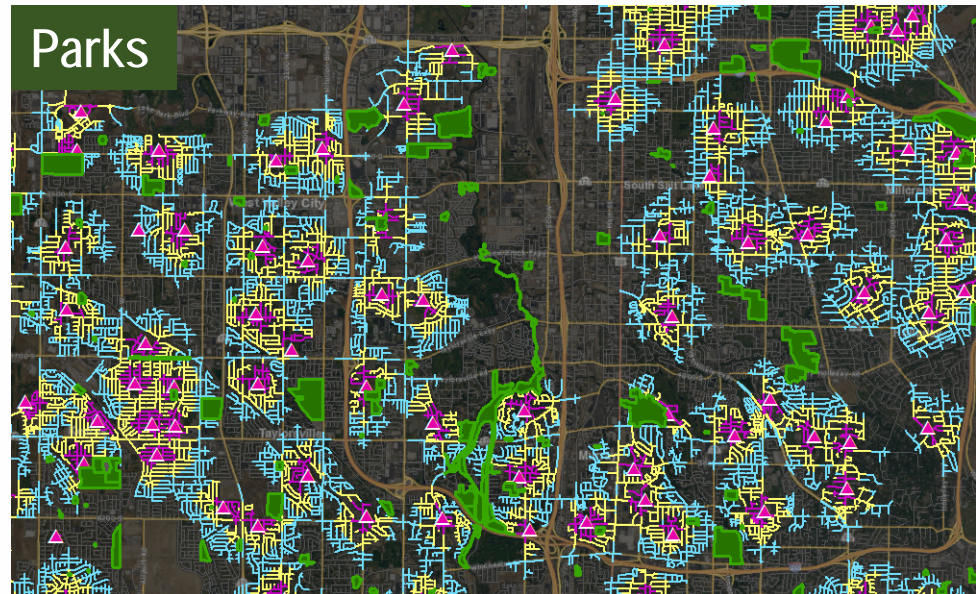
Grocery Stores



Transit Stops



Parks

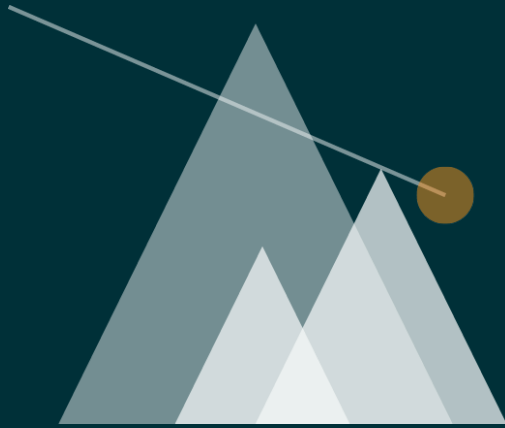




# Access to Opportunity

## Informing Transportation Project Decisions

April 17, 2018



STATE OF UTAH

**POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION**

2050 Vision for the Point of the Mountain

Prepared by Envision Utah

# Purposes of the Effort (HB 318)

- Maximizing job creation
- Ensuring a high quality of life for residents in and surrounding the project area
- Strategic residential and commercial growth
- Preservation of natural lands and expansion of recreational opportunities
- Provision of a variety of community and housing types that match workforce needs
- Planning for future transportation infrastructure and other investments to enhance mobility and protect the environment

## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

Scenarios & Vision

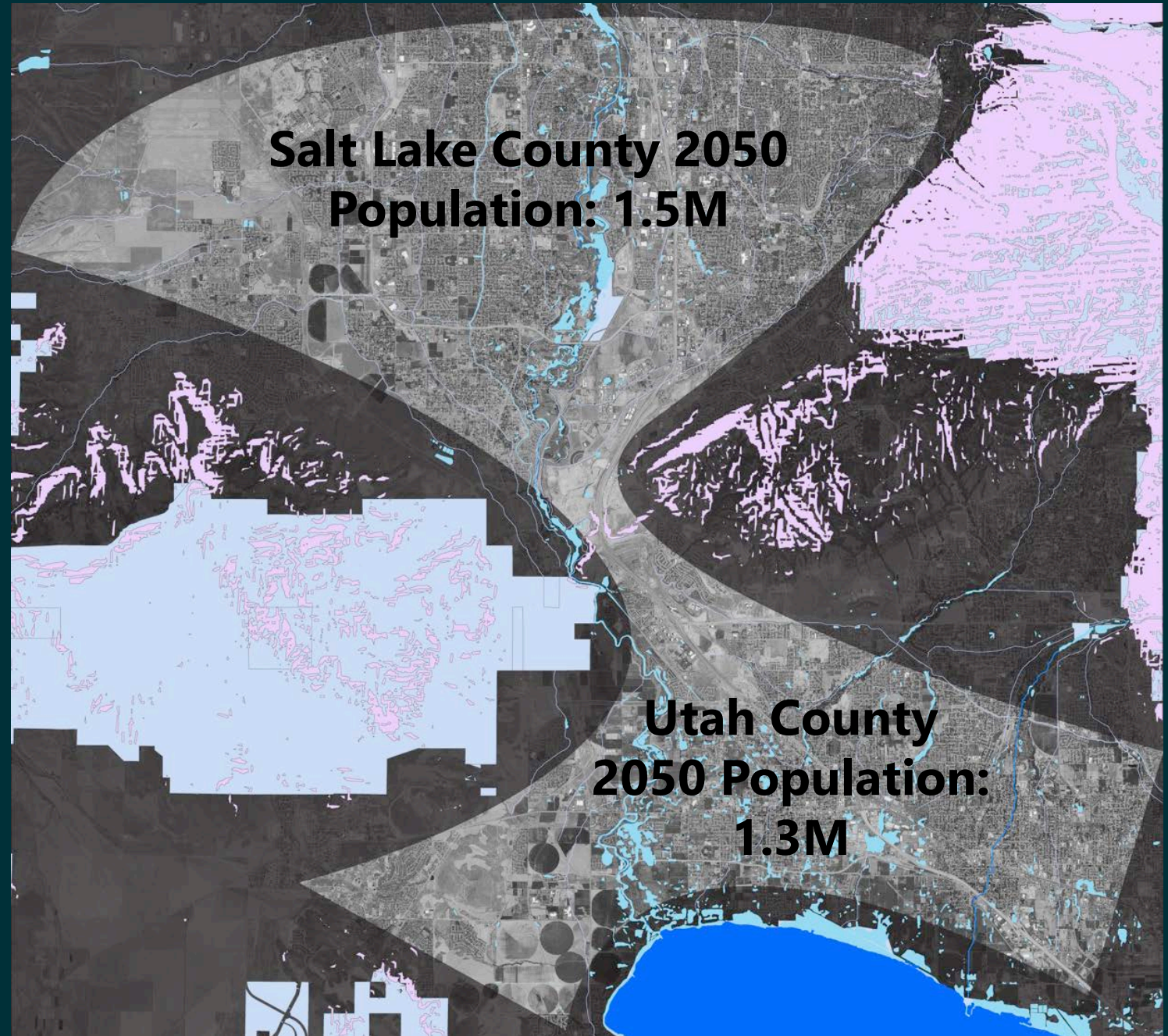
**COMPLETED**

## Phase 3

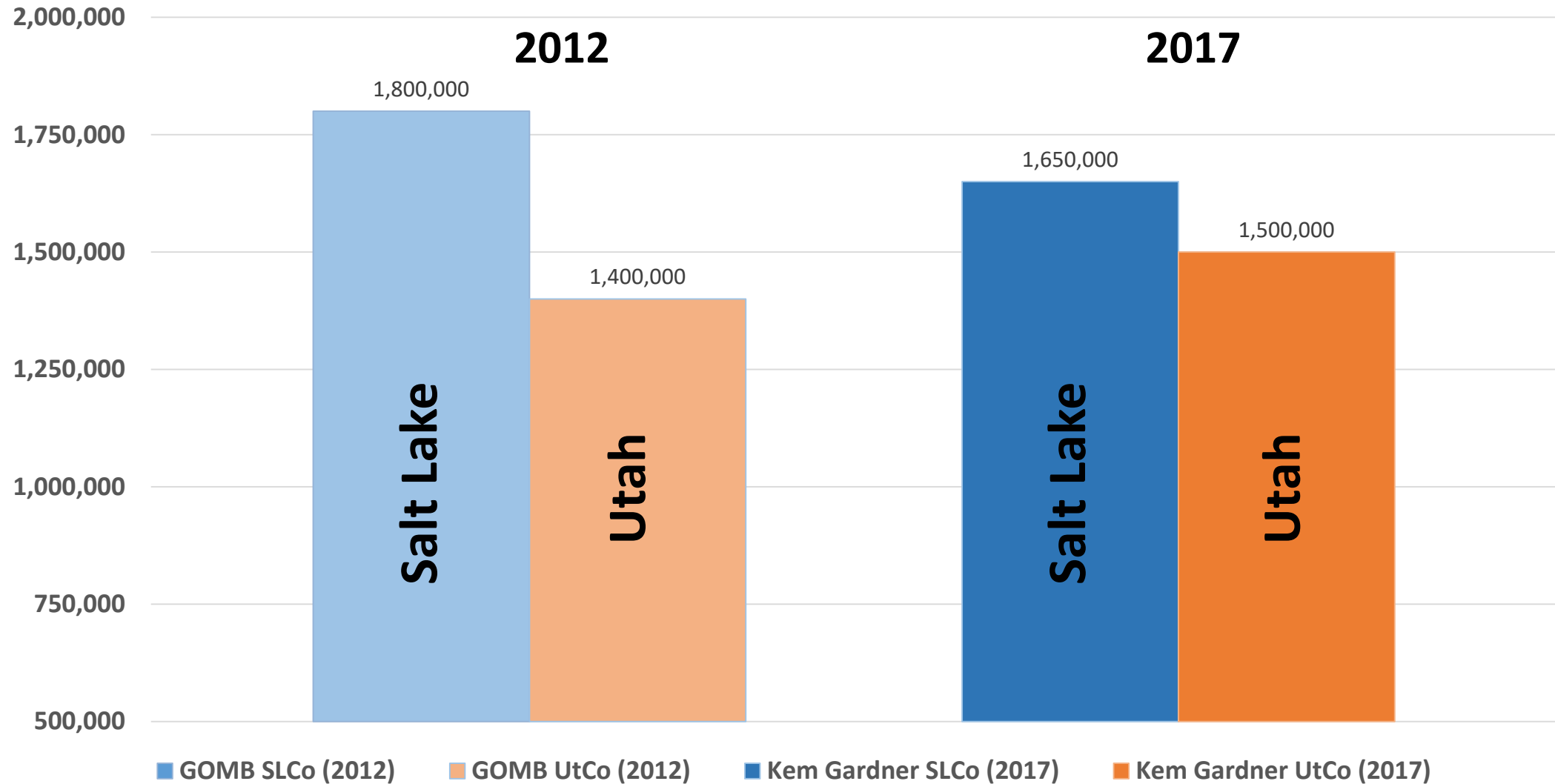
Financing

**NOW**

# The Bottleneck Between the State's Two Largest Counties is a State-Level Issue



# New 2060 Population Growth Projections for Salt Lake/Utah County





# REGIONAL VISION FOR THE POINT OF THE MOUNTAIN



STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION



## JOBS



**1 Highly-trained workforce**  
The quality of Utah's workforce is the number one factor in attracting, retaining, and growing high-paying "innovation economy" jobs. The desired workforce is diverse and highly educated, with a focus on in-demand fields. While a portion of this workforce will undoubtedly be generated by attracting workers from out of state, Utahns can fill the bulk of these jobs if they have the required skills.

## ENVIRONMENT

**2 Improved air quality & reduced resource use**  
Employers and Utahns increasingly demand a sustainable approach to natural resources like air, water, and energy. The Point of the Mountain can demonstrate sustainability by facilitating electric vehicle use, promoting non-automobile travel, reducing air emissions and energy use in buildings, using water-wise landscaping, and implementing new technologies.



**3 Connected trails, parks, and open space**  
The Point of the Mountain is already home to extensive open spaces and trails, paragliding, and the Jordan River. Continued implementation of thoughtful and ambitious trail, park, and open space planning will establish a world-class network for people and wildlife, connecting the mountain ranges and the Jordan River.

## COMMUNITY DESIGN

**4 Vibrant urban centers**  
Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.



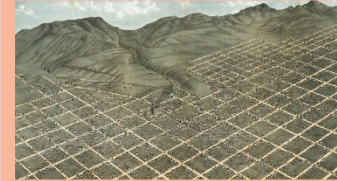
**5 Jobs close to where people live**  
Jobs and housing in close proximity reduce commuting distances, decrease traffic volumes during peak hours, improve air quality, lower travel times and expenditures, and enhance quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

**6 A variety of community and housing types**  
A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.



LEGEND	
Major Centers	Light blue shaded area
TRAX Line	Solid blue line
New TRAX Line	Dashed blue line
FrontRunner	Solid purple line
Transit Corridor	Dashed purple line
Rapid Transit	Dashed pink line
Camp Williams	Light green shaded area
Microtransit Circulator	Dotted black line
North-South Boulevard	Solid dark blue line
Freeways	Solid orange line
Major Roads	Solid yellow line
Open Space	Light green shaded area
Trail Connections	Thin green line

**7 New north-south boulevard**  
A new north-south road from Bangor Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.

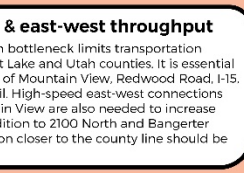


**8 Connected street network**  
Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

**9 World-class public transit**  
Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts "innovation economy" employers and employees. As connected, shared, and autonomous vehicles revolutionize travel, FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or "micro-transit" options will improve local mobility.



**10 North-south & east-west throughput**  
The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangor Highway, a new connection closer to the county line should be explored.



**11 Catalytic center at the prison site**  
The Draper prison site's 700 acres hold tremendous opportunity for catalyzing growth in high-paying jobs by (1) establishing a nationally-known research and university presence, (2) attracting marquee employers, and (3) creating a high-quality urban center that attracts employers and employees.

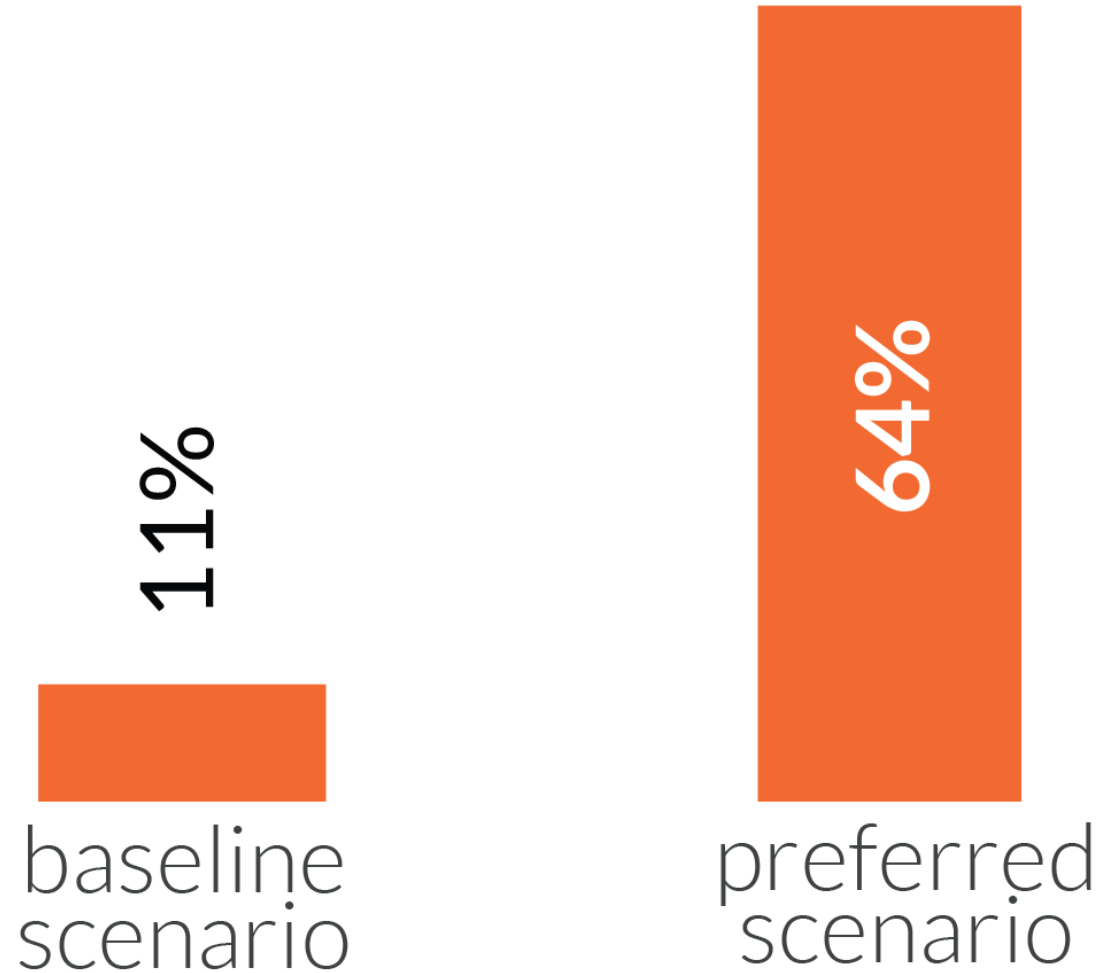


**12 Research and university presence**  
Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a "wow" factor to brand the area and the state as a place to be.

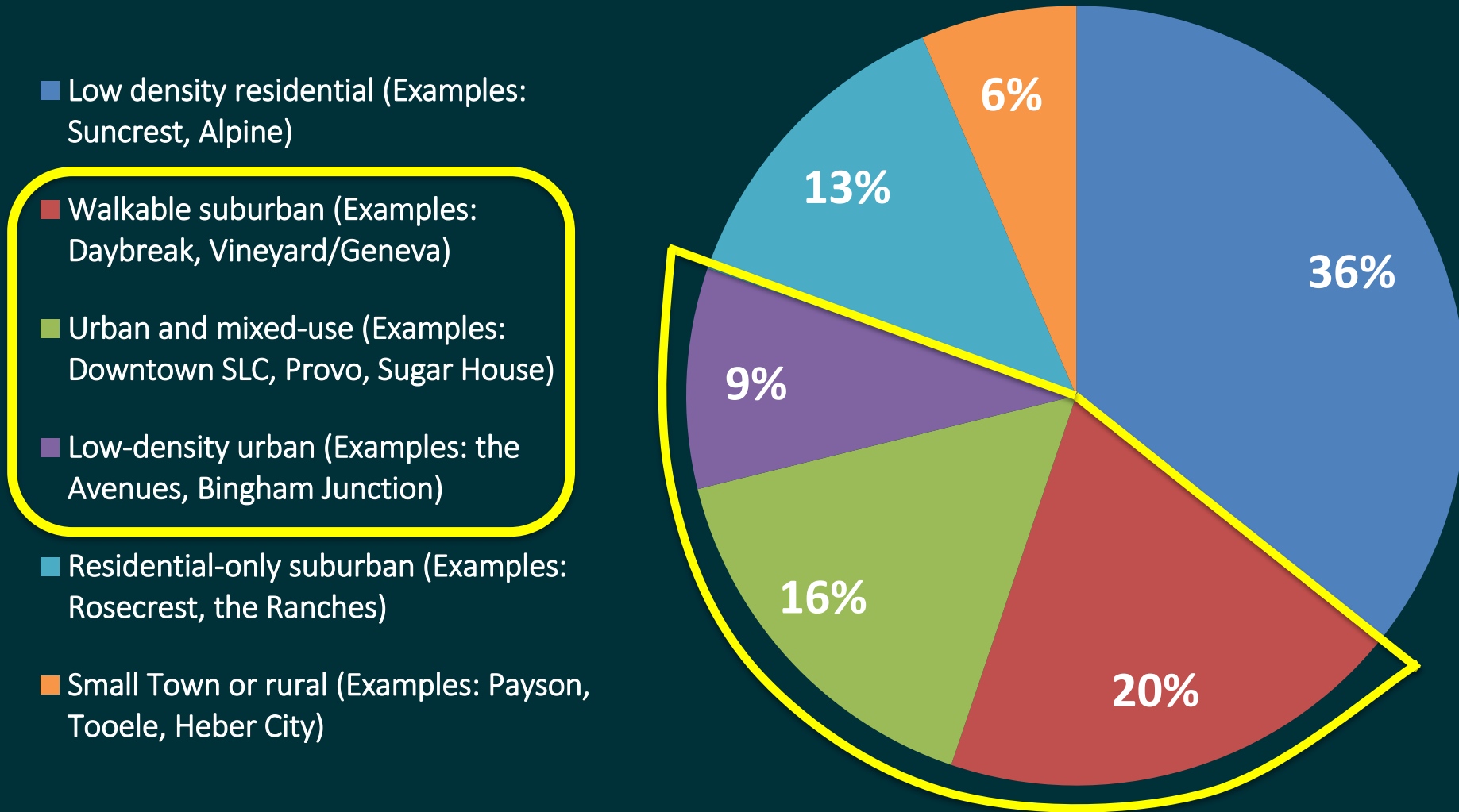
## TRANSPORTATION

## PRISON SITE

# Percent of Households Within Half a Mile of a Center



# Ideal Housing Choices

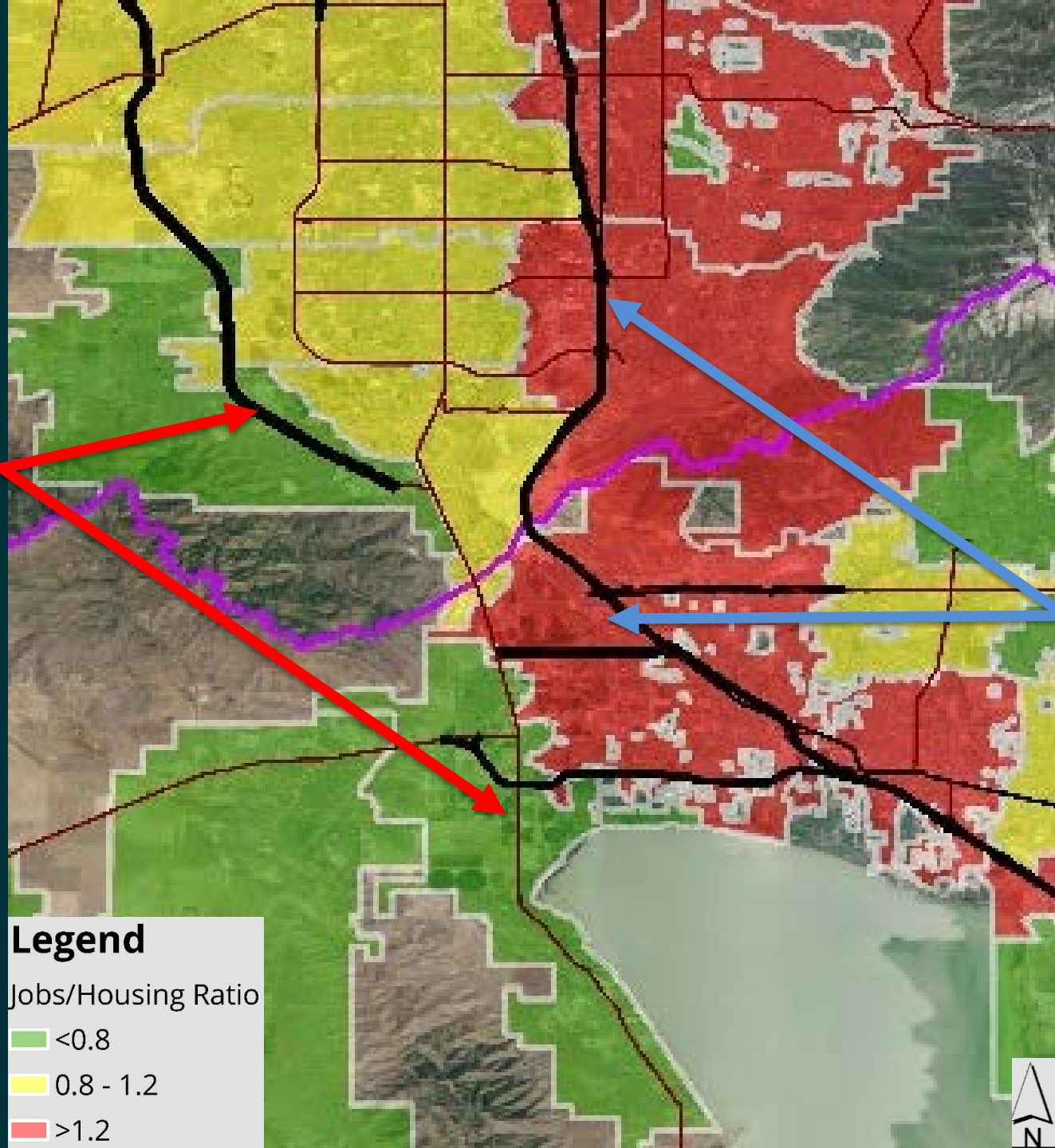


A growing number of employees in the region (45%) say they want to live somewhere more walkable than traditional suburban.

# Jobs/Housing Imbalance

Housing is rapidly locating in western SLCo and UTCo

Lack of jobs/housing balance creates east-west traffic congestion.

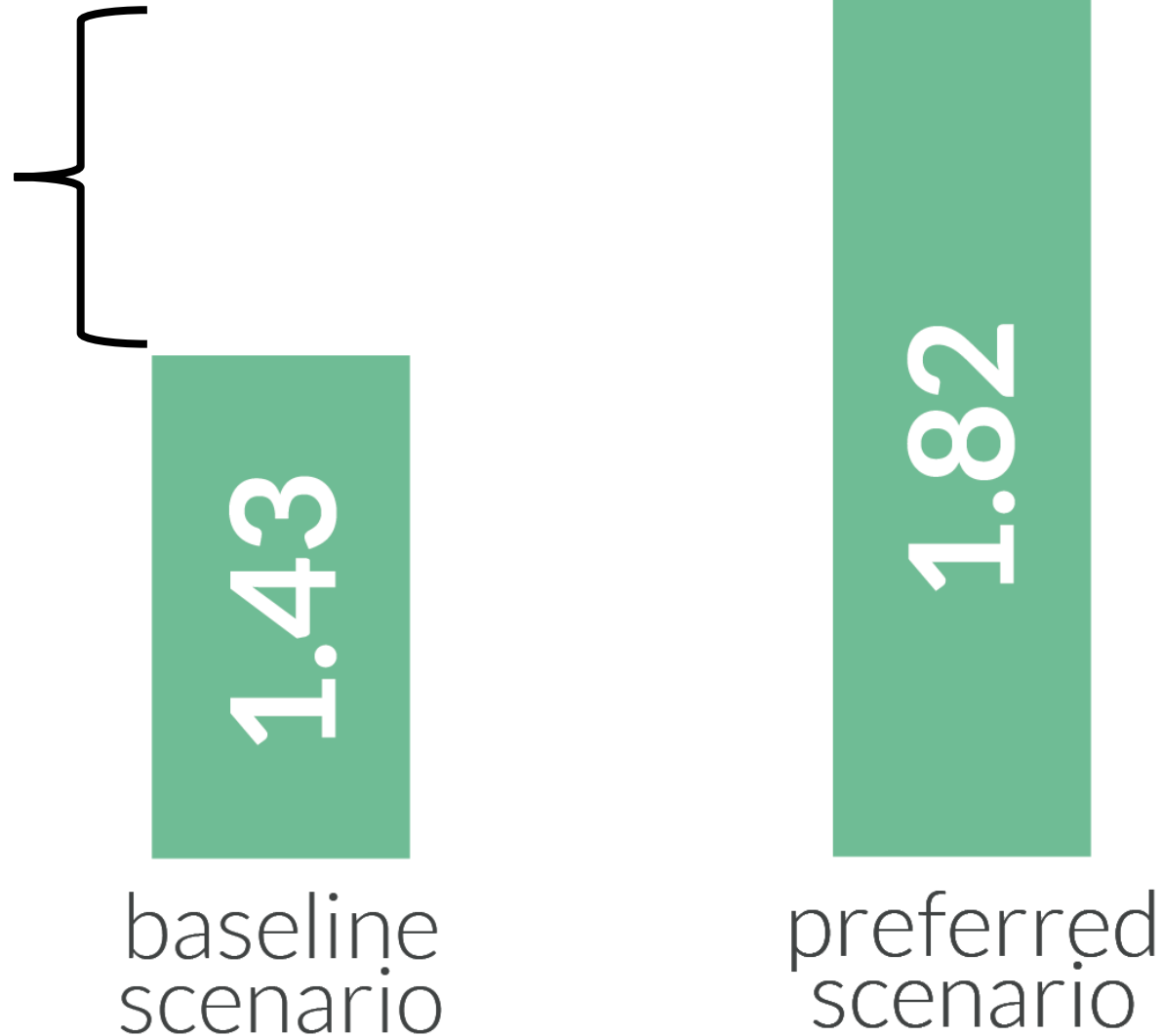


However, jobs continue to locate near/around I-15

# Study Area Daily Trip Internal Capture

(in millions of trips captured)

**400,000 trips per day  
≈ 3 eight-lane  
freeways of traffic**



# Daily Regional Vehicle Miles Traveled

(in millions)



baseline  
scenario



preferred  
scenario

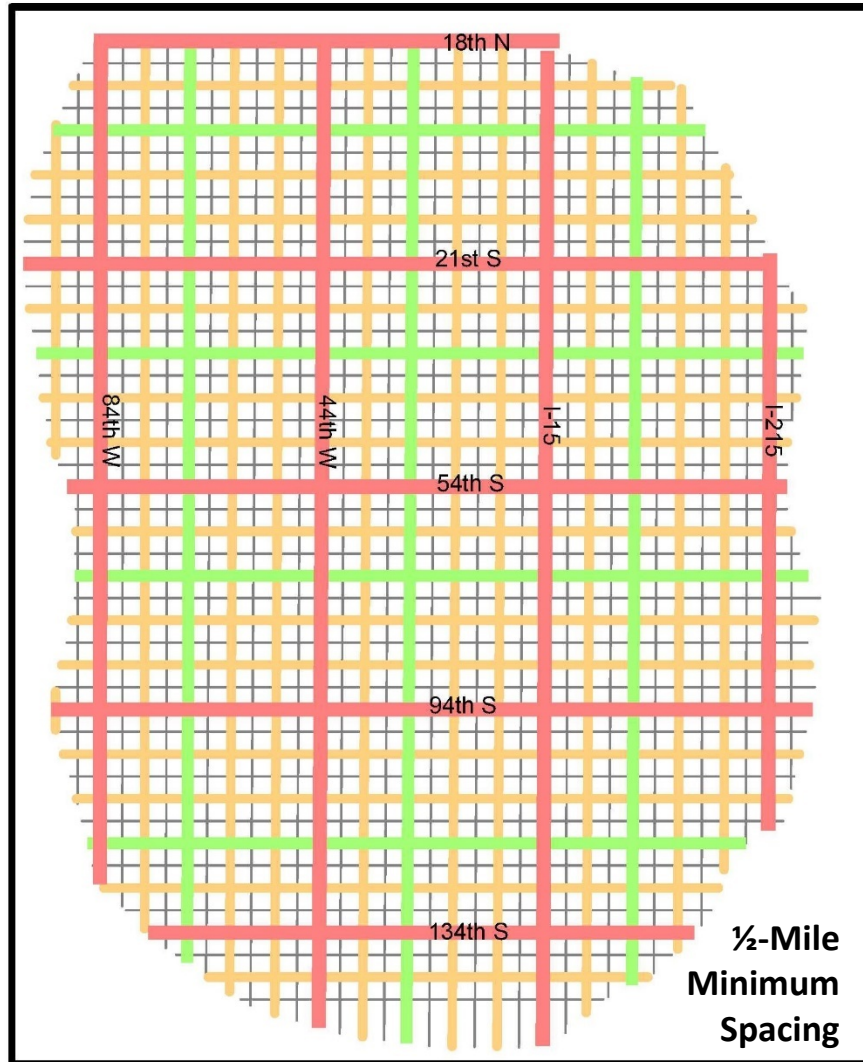
Preferred  
scenario  
accommodates  
more jobs and  
households with  
less driving

# ITE Ideal Spacing vs. SL County Actual

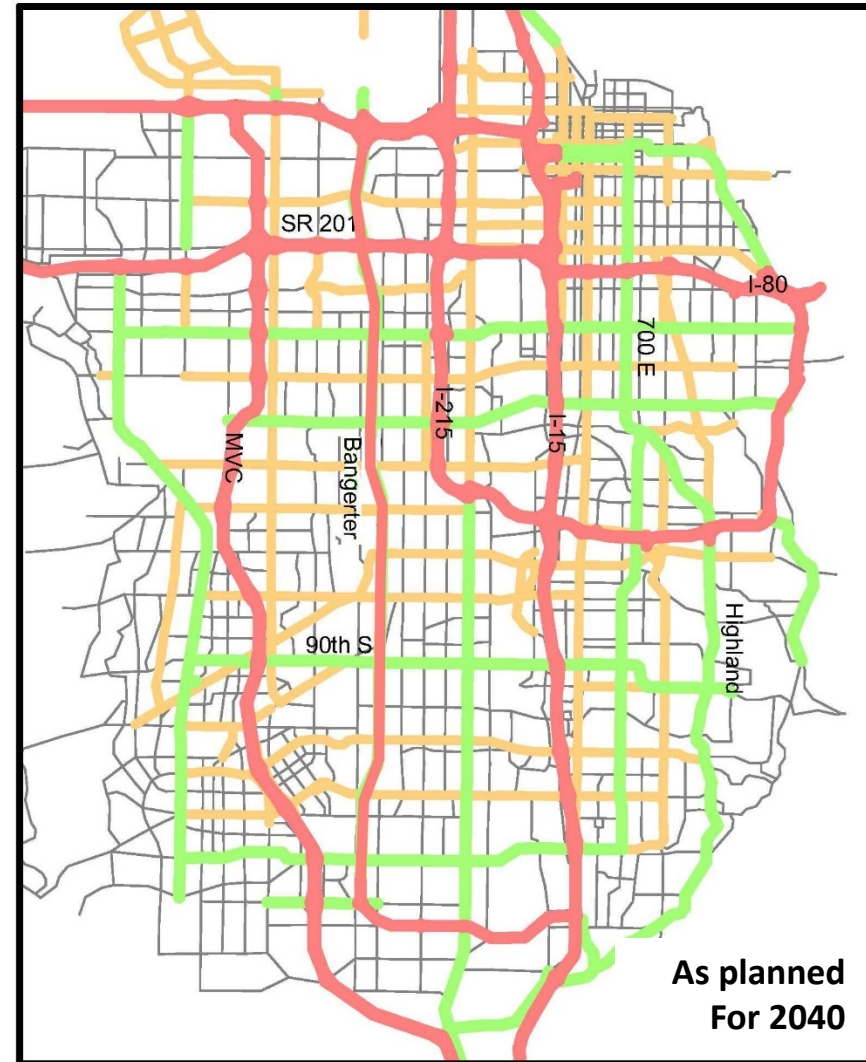
Freeways 5-miles (pink)  
Arterials 1-mile (green, orange)  
Collectors ½ mile (grey)



Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37

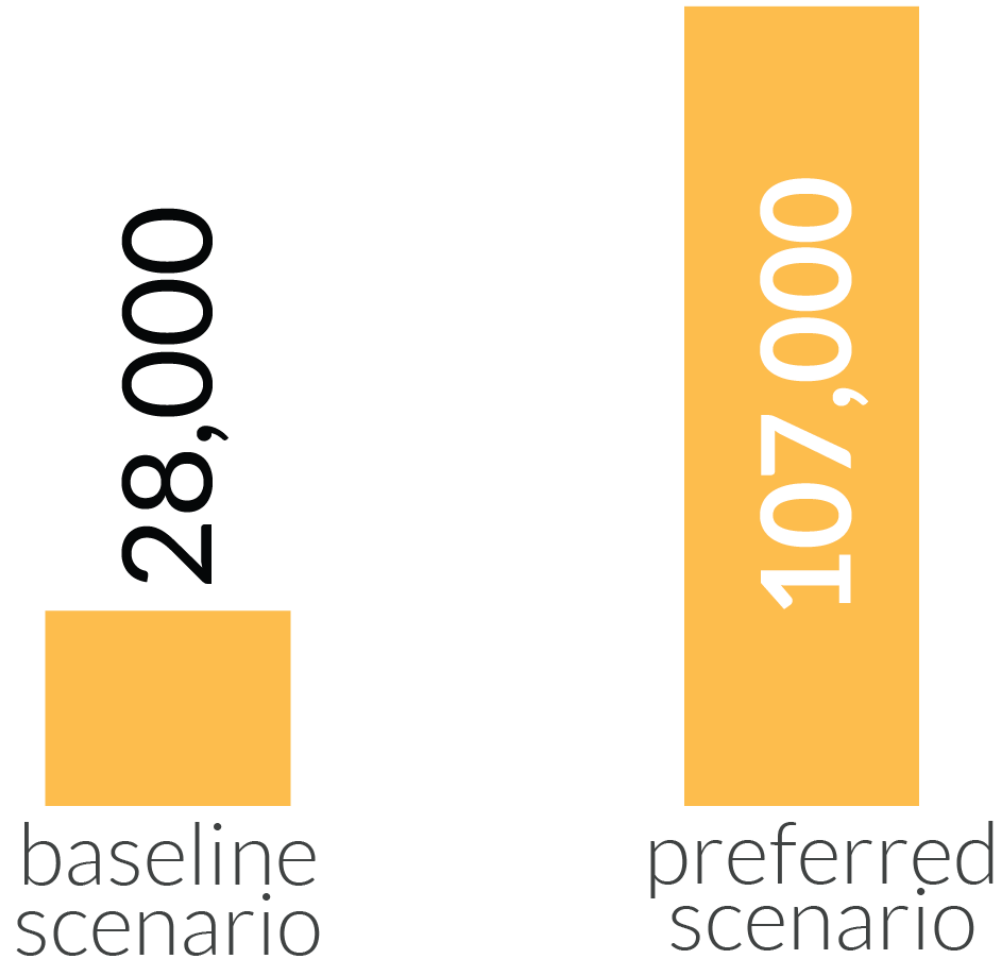


0 2.5 5 10 15 Miles



0 2.5 5 10 15 Miles

# FrontRunner Regional Daily Ridership

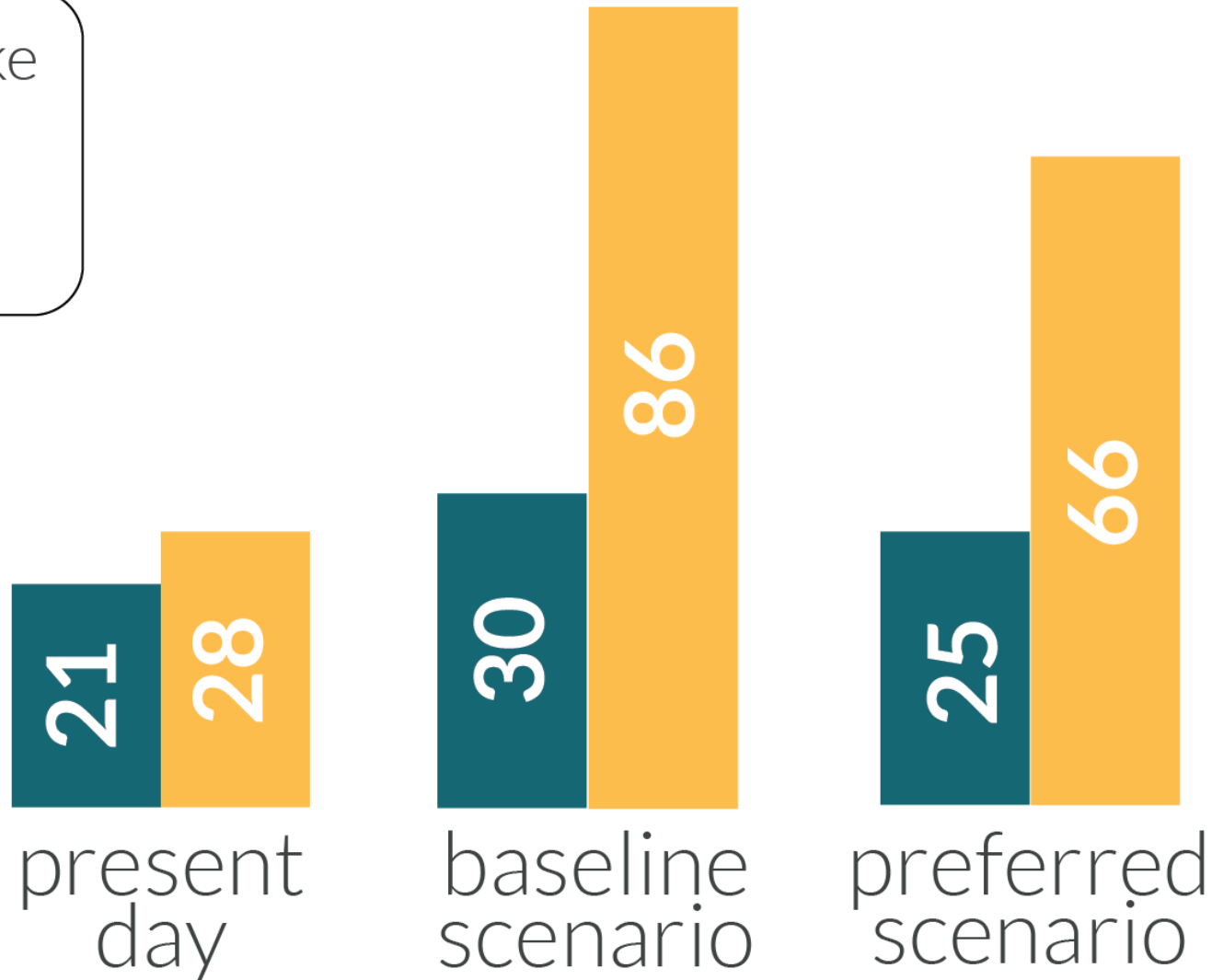


## How?

- Land Use
- Additional transit connections
- Free fares
- Double-tracking, allowing 15 minute headways

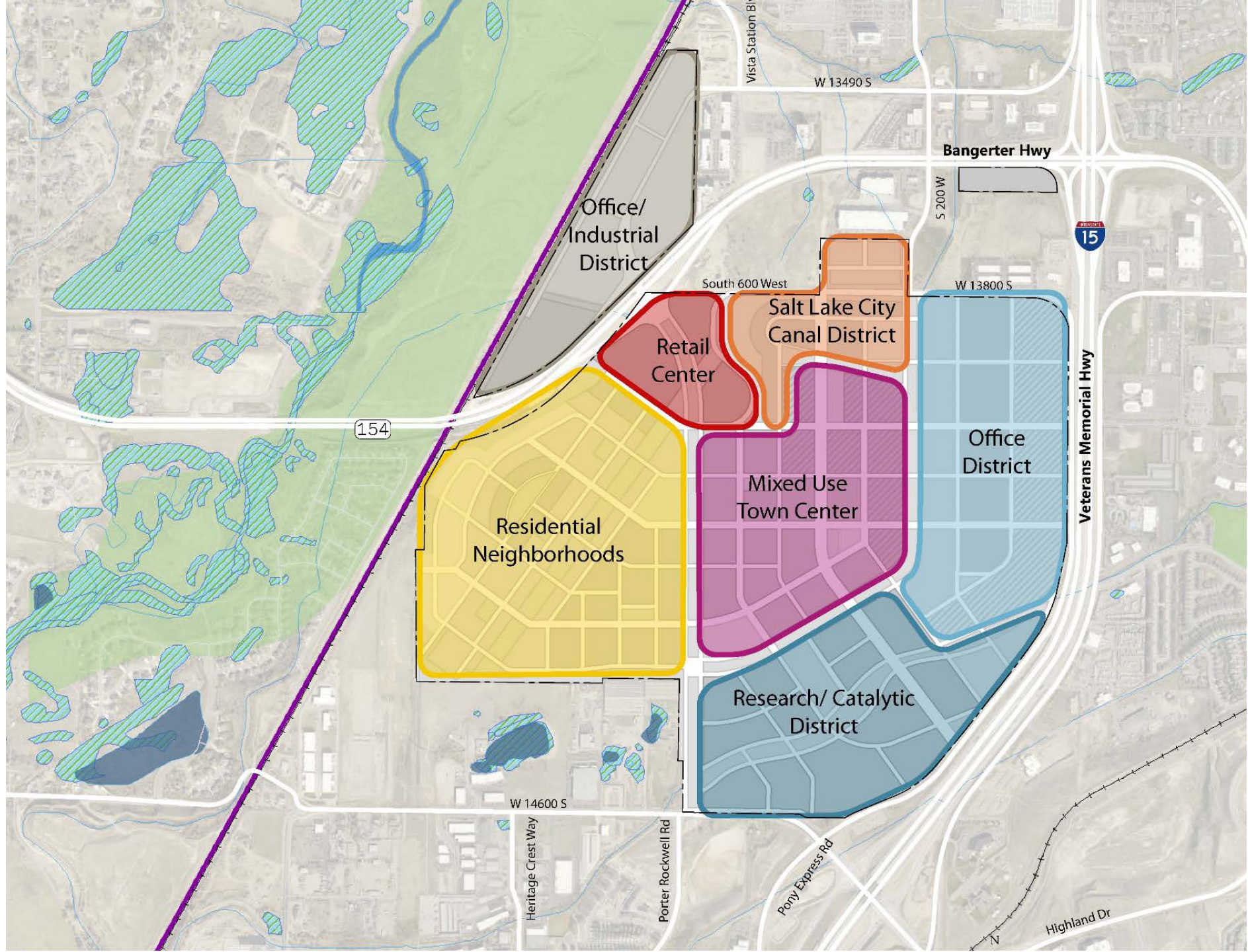


# Minutes from Draper Prison Site to Key Destinations During PM Peak Time



# KEY ELEMENTS

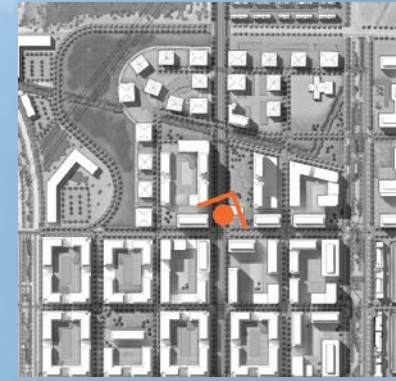
- Walkable Districts
- Integrated Transportation and Land Use





# MIXED-USE TOWN CENTER

## LIGHT RAIL TRANSIT



# OFFICE DISTRICT

## DEDICATED TRANSIT



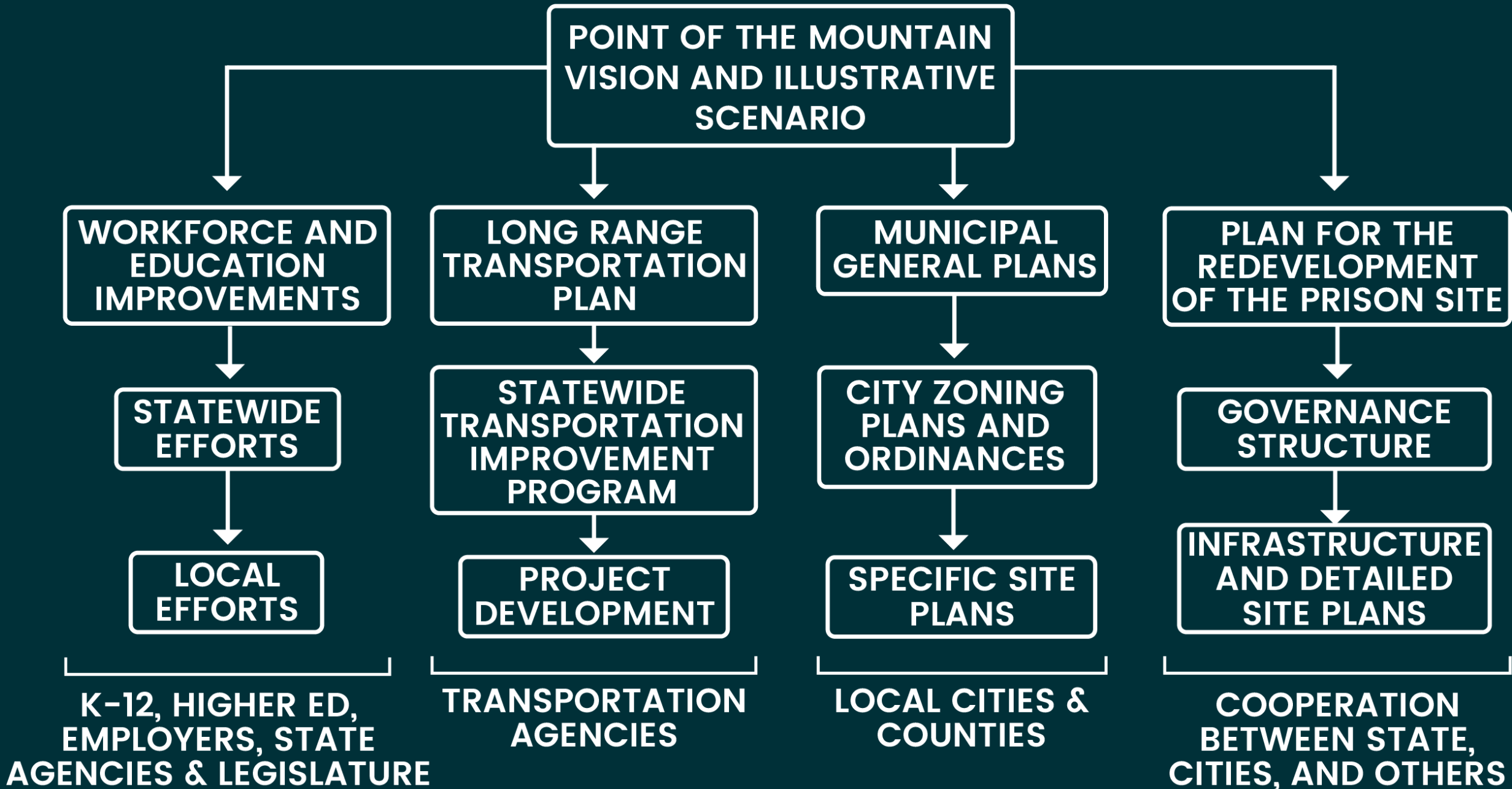


# HB 372

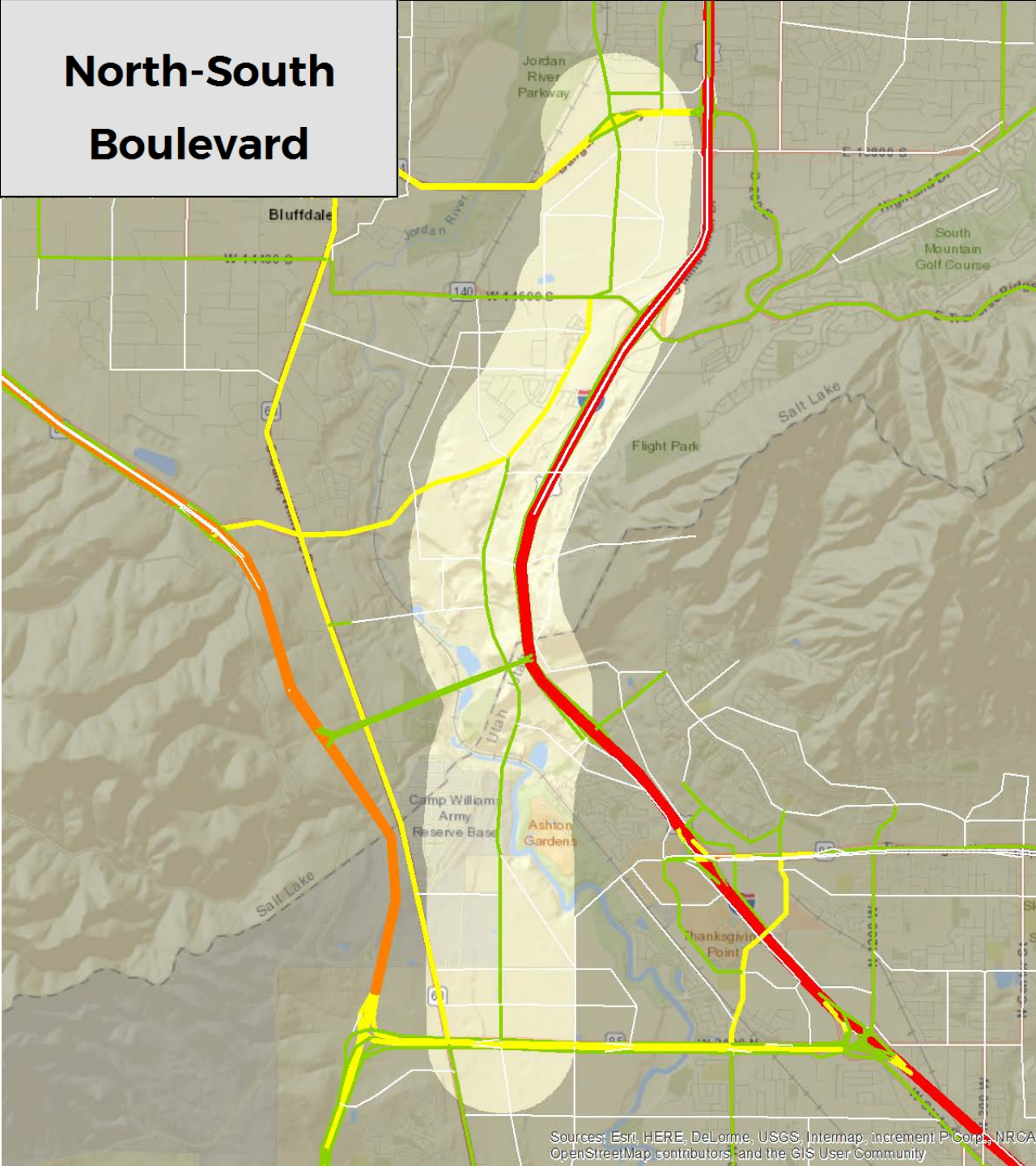
- Creates “Point of the Mountain State Land Authority”
- Authority governs management, planning, development & sale of state lands at prison site
  - Guided by Development Commission’s work
- 11 member board
  - 4 (incl. 1 cochair) appointed by Legislature
  - 4 (incl. 1 cochair) appointed by Governor (1 GOED, 1 DFCM)
  - 2 appointed by mayors of Draper and Salt Lake County
  - 1 appointed by USHE
- Staff support and assistance from DFCM & GOED

This Vision is 12 Signature Elements, 21  
Goals, and 126 Strategies



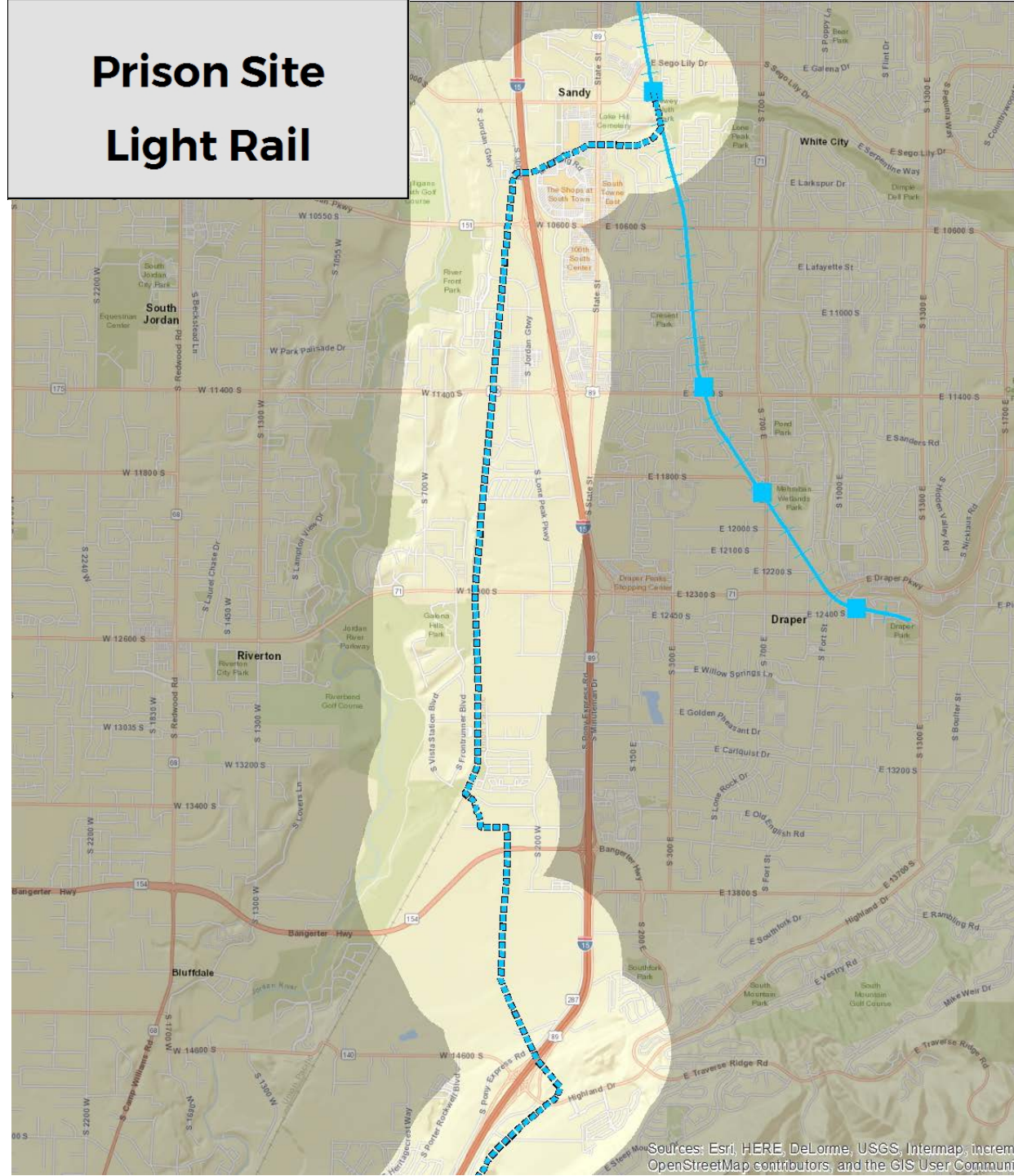


# North-South Boulevard



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCIA, OpenStreetMap contributors, and the GIS User Community

# Prison Site Light Rail



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCIA, OpenStreetMap contributors, and the GIS User Community



STATE OF UTAH

**POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION**

# 2015-2040 RTP

## Amendment 6

Presentation to Regional Growth Committee

————— May 17, 2018 —————

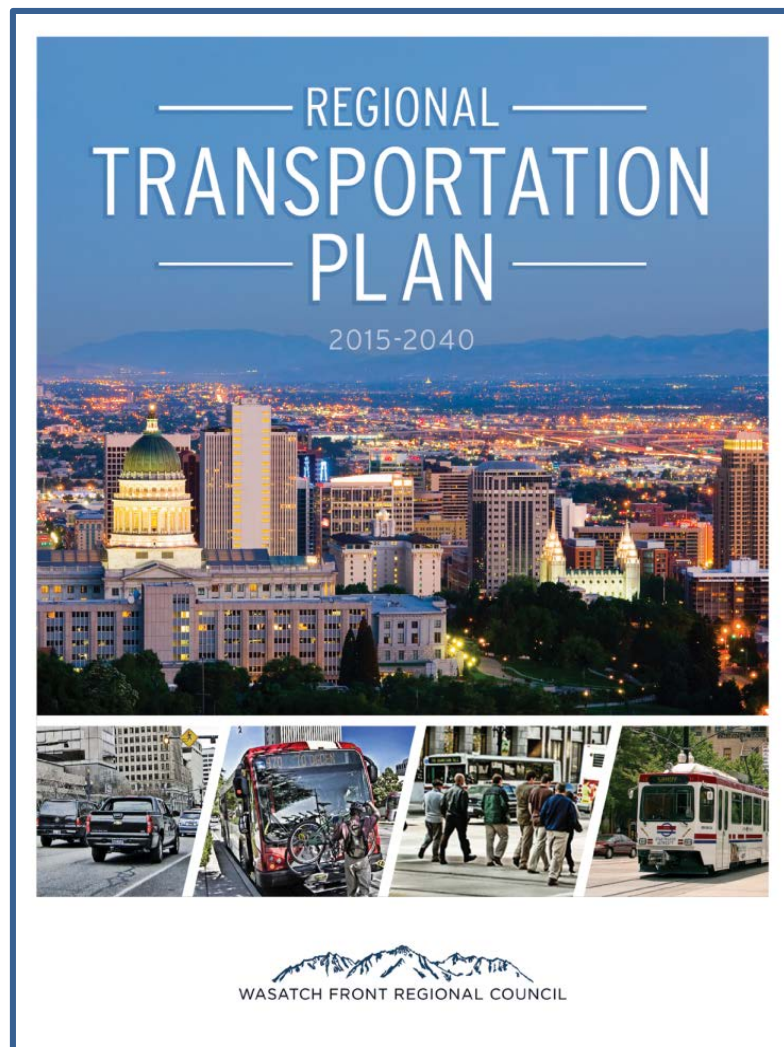


WASATCH FRONT REGIONAL COUNCIL

# RTP And Amendment Process Overview

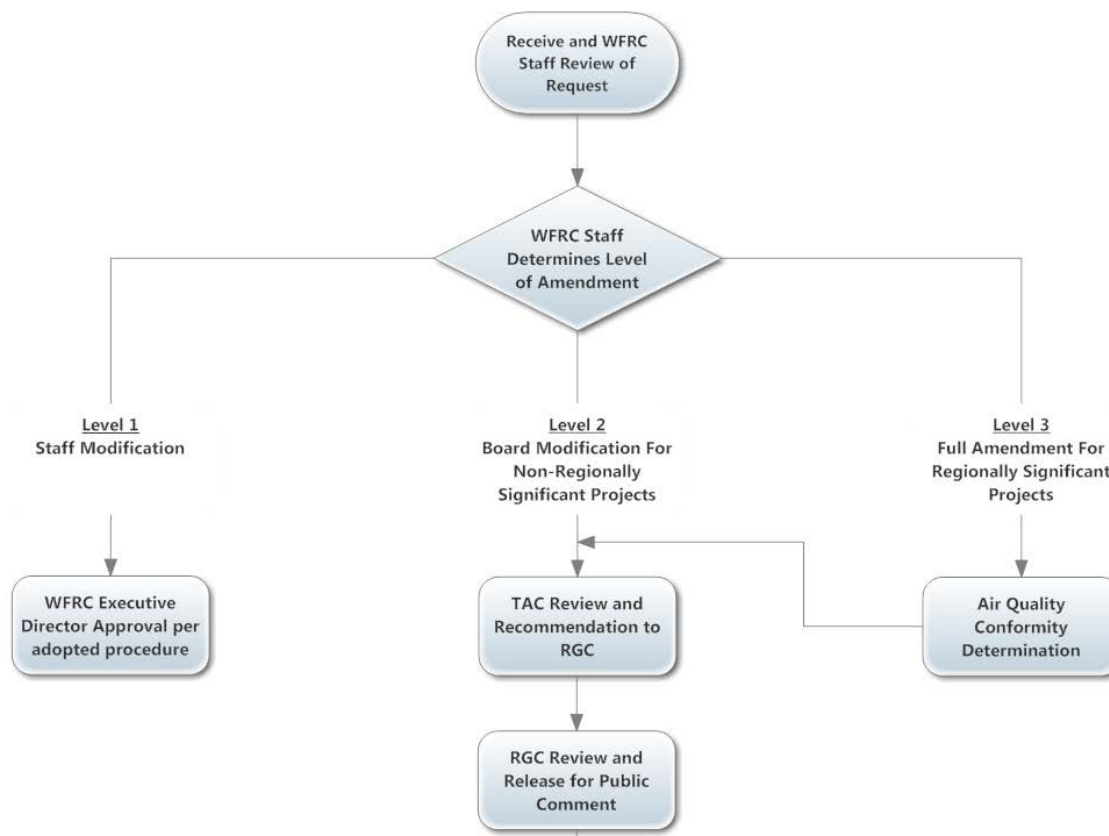
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- RTP is updated every four years
  - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
  - Financial constraints
  - Public review and input
  - Modeling and Air quality conformity
- Proposed requests reviewed annually beginning in March



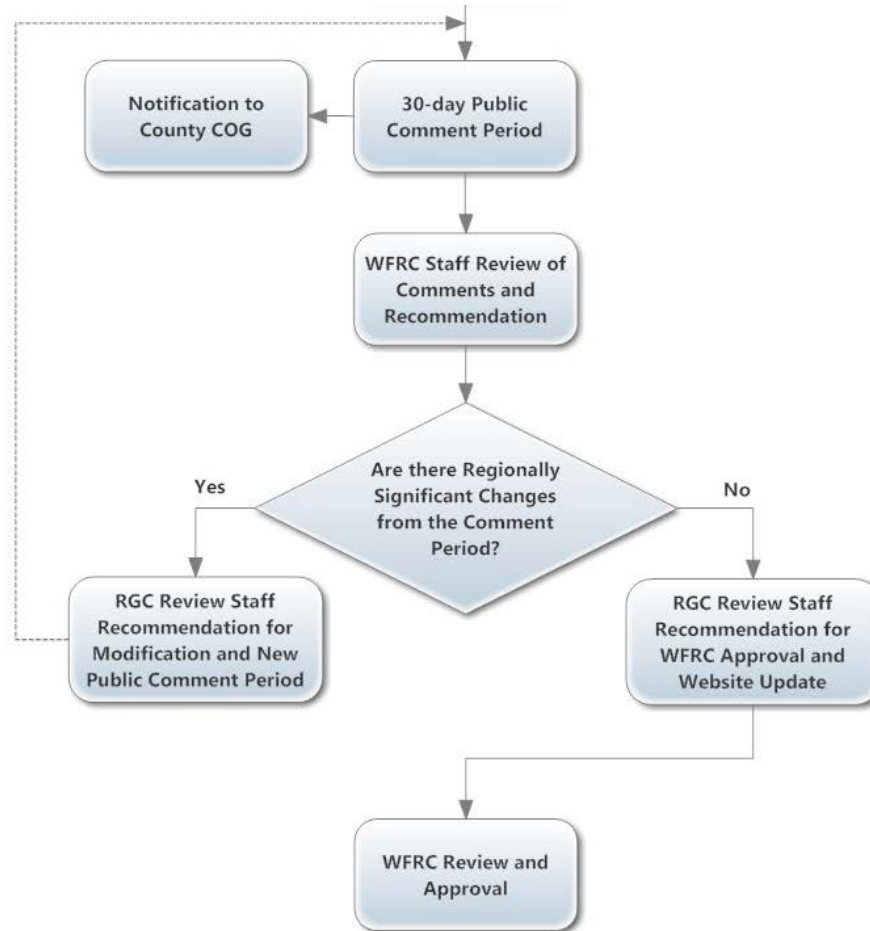
# RTP And Amendment Process Overview

## REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



# RTP And Amendment Process Overview

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# Level 3 Request

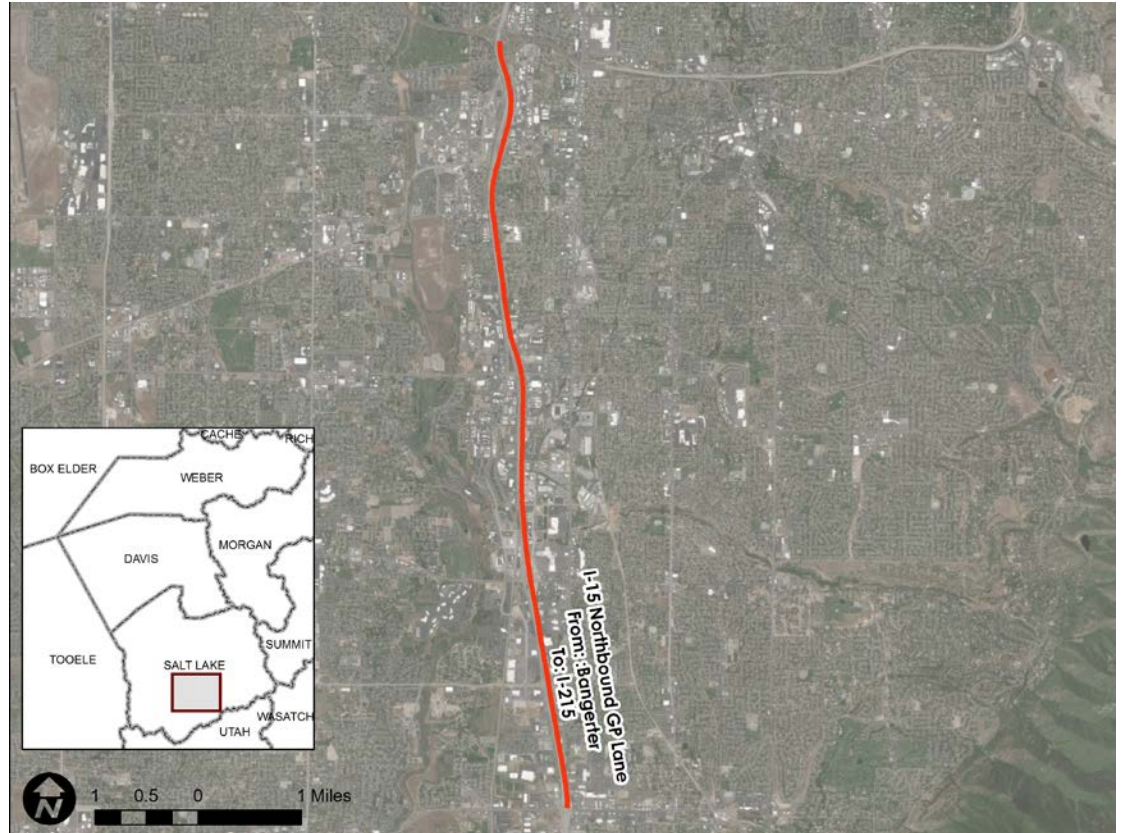
## 1-15 – UDOT

### Scope:

- Widening of one additional general purpose lane northbound on I-15 from Bangarter Highway to I-215.
- New Project to the RTP - Phase 1.

### Benefits:

- The additional lane is needed to ensure the safe movement of autos as they change lanes along I-15.
- The additional lane will be part of the planned I-15 connector / distributor system.



### Funding Source:

This project is funded through the Transportation Investment Fund.

### Cost:

\$135 Million



# Level 3 Request

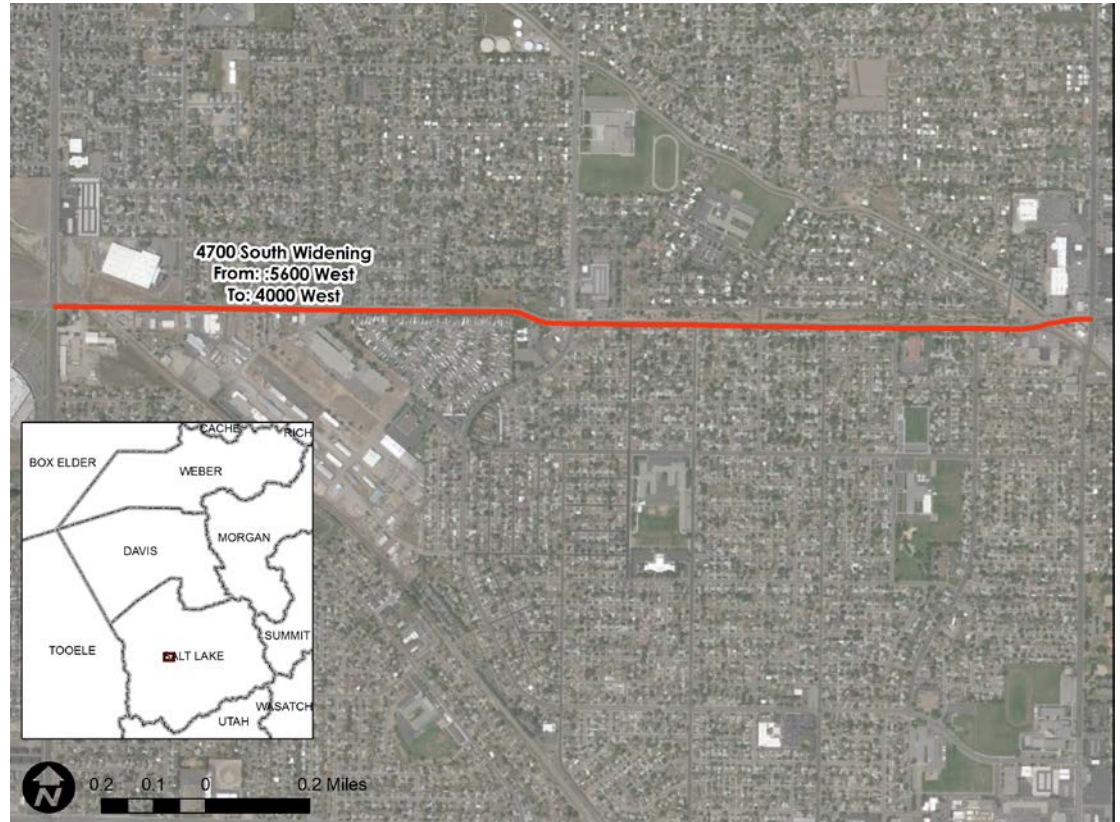
## 4700 South – West Valley City and Kearns

### Scope:

- The widening of 4700 South to 5 lanes from 4000 West to 5600 West.
- New construction – Move from Phase 2 to Phase 1.

### Benefits:

- Capacity improvement for east / west traffic flow.
- Two lanes in each direction with a center turn lane.
- Uniform geometrics and horizontal geometry. Improvements to steep 12 percent cross slopes.
- Four foot shoulder and bicycle lane are also planned.
- Project is being developed multi-jurisdictionally.



### Funding Source:

Possible local and STP funds.

### Cost:

\$15 Million

## Level 2 Request

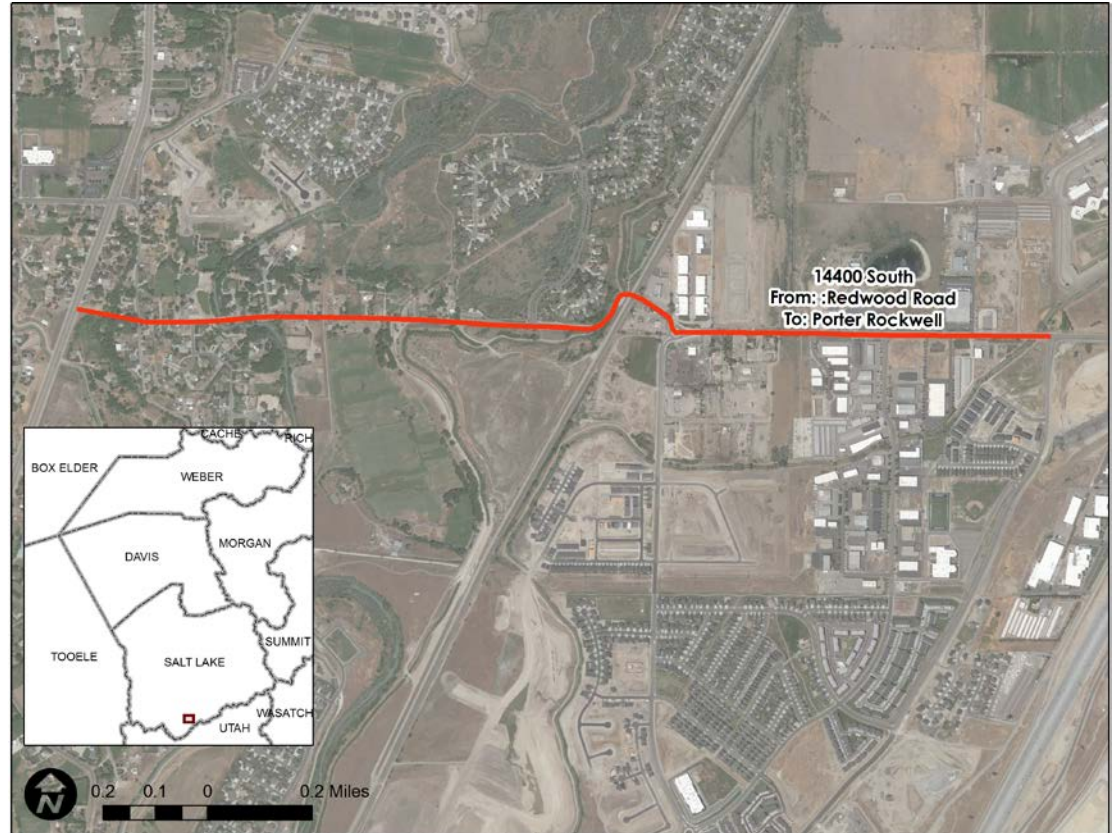
# 14600 South – Bluffdale City

### Scope:

- Operational improvements on 14600 South from Redwood Road to Porter Rockwell Blvd.
- Redefine the project from widening to operational improvements and a new operational segment.
- Modified project – Move from unfunded to Phase 1.

### Benefits:

- Major collector that connects Redwood Road to I-15 Freeway at 14600 South interchange.
- Will include center turn lanes, bicycle, and pedestrian elements.
- Links communities and commuters, along with recreational traffic.
- Improvements to existing geometric configuration and improved safety.



### Funding Source:

Possible Salt Lake County preservation, STP, and local funds.

### Cost:

\$6.12 million

# Level 2 Request

## 700 South – Salt Lake City

### Scope:

- New construction of the 700 South railroad bridge near 4800 West.
- New construction of 700 South from 5600 West to approximately 5300 West.
- New Project to the RTP - Phase 1.

### Benefits:

- A new bridge on 700 South and 4800 West will improve safety for both automobiles and trains.
- No future stopping of auto traffic by train traffic that has come to a complete stop.
- Realignment of 700 South will move the intersection approximately 400 feet to the north improving sight lines and safety.



### Funding Source:

Possible UP Railroad, Salt Lake City, Salt Lake County, or other grant funds.

### Cost:

\$21.3 million

# Level 2 Request

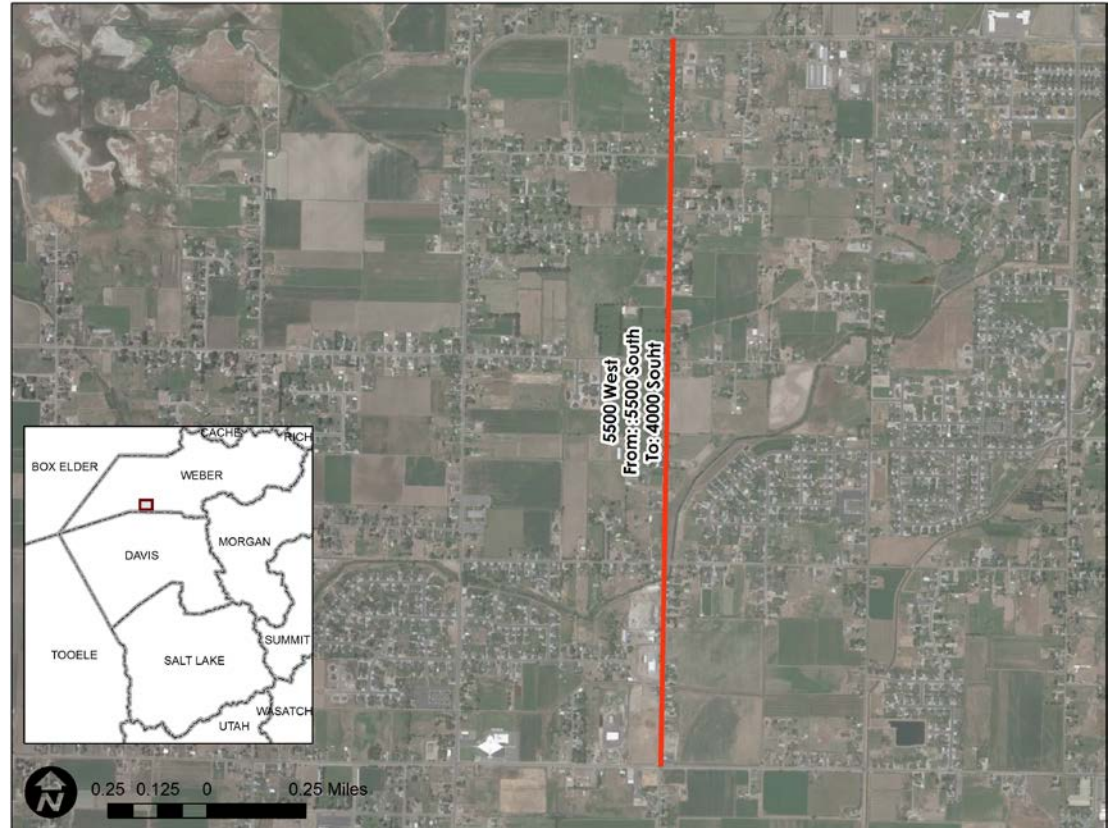
## 5500 West – Hooper City

### Scope:

- Operational improvements on 5500 West from 3500 South to 5500 South.
- Functional classification change to Major Collector.
- New Project to the RTP - Phase 1.

### Benefits:

- Widening of a country roadway from two narrow travel lanes to 12-foot lanes.
- Widening will also include 9-foot paved shoulders and curb, gutter, and sidewalk.
- This facility will help address near and future traffic and safety concerns in a growing area of the City.



### Funding Source:

Possible Local and STP funding sources.

### Cost:

\$3.9 million

## Level 2 Request

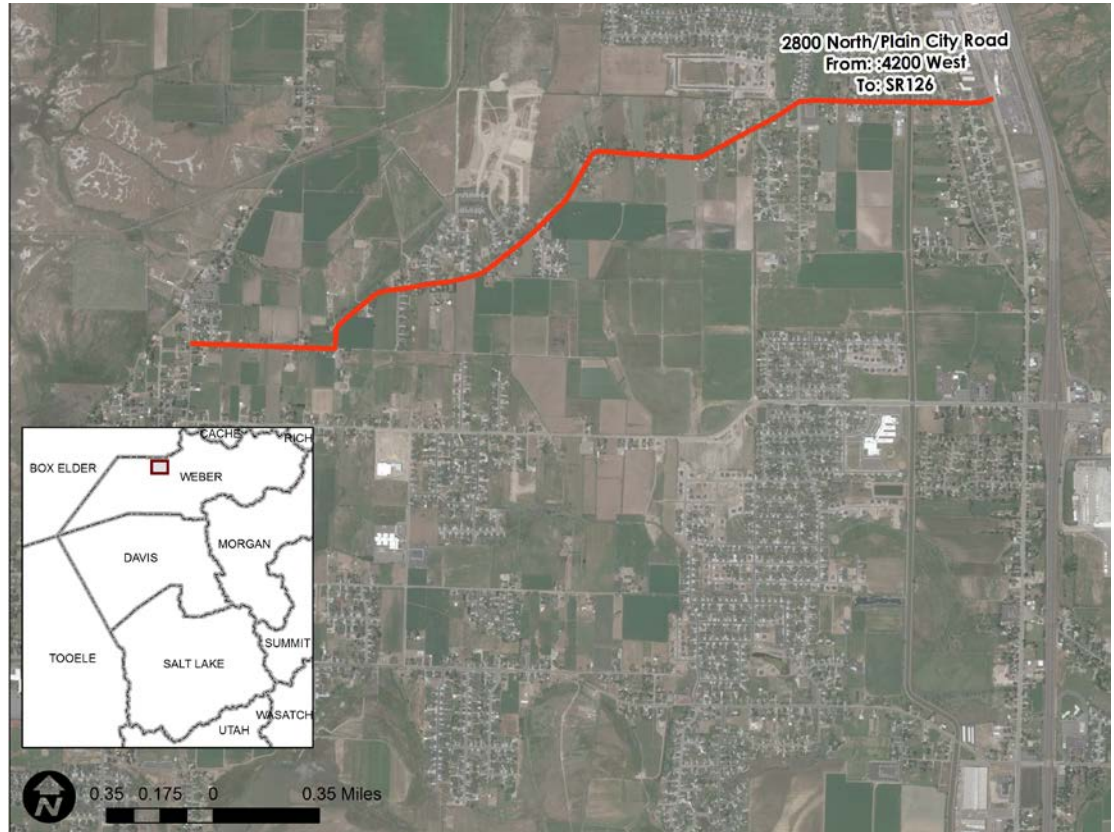
# 2800 North / North Plain City Rd. – Plain City

### Scope:

- Operational improvements on 2800 North and North Plain City Road from 4200 West to SR-126.
- Functional classification change to a Minor Collector.
- New Project to the RTP - Phase 1.

### Benefits:

- This project will provide for increased safety with the addition of shoulder and the reconfiguration of the street cross-section.
- Center turn-lane at intersections will improve mobility and traffic flow.
- Project is being developed in close cooperation with Farr West City.



### Funding Source:

Possible local and STP funds.






### Cost:

\$7.4 Million

# Technical Considerations for Level 3 Requests

Project	Safety Index	Vehicle Hours Traveled	Project Readiness	Support WC2050	Connections to Clusters	Job and Education Training (ATO)	Multimodal Transportation Choices	Vulnerable Communities	Air Quality Conformity
<b>I-15 North Bound UDOT</b>	<b>7.5 of 10</b>	NB 1,403,430 Build <u>1,393,320</u> -10,110	Preliminary engineering complete. Some right-of-way will need to be acquired.	Supports Village and Town Centers near I-15.	Economic Clusters include Energy, Finance Service, Life Sciences, Software and IT.	Draper Crossing, SLCC Miller Campus, Sandy Downtown, South Town Mall and Auto Mall.	Within Proximity to UTA Front Runner service and east/west Core Bus Routes.	Impacts Vulnerable Communities	Required
<b>4700 South West Valley City</b>	<b>6 of 10</b>	NB 893,930 Build <u>890,330</u> -3,600	Preliminary engineering complete. Some right-of-way will need to be acquired. EIS approved.	Supports a Village Center at 5600 West.	None.	Mostly residential land use with some small commercial businesses located at intersections.	Supports Core Bus Route on 5600 West. Proposed bicycle route.	Impacts Vulnerable Communities	Required

# Technical Considerations for Level 2 Requests

Project	Safety Index 	Vehicle Hours Traveled 	Connectivity 	Project Readiness 	Support WC2050 
<b>14600 South Bluffdale City</b>	<b>4 of 10</b>	No Build 192,740 VHT Build <u>192,490 VHT</u> -250 VHT	Connects Redwood Road with I-15 at 14600 South.	Preliminary engineering complete. Some right-of way will need to be acquired.	Connection to Jordan River Parkway and Urban Center in Draper City.
<b>700 South Salt Lake City</b>	<b>3 of 10</b>	NA  NA	East / West connectivity will improve with new bridge.	Preliminary engineering. Some right-of-way will need to be acquired.	Connection to Industrial Area in Salt Lake City.
<b>5500 West Hooper City</b>	<b>2 of 10</b>	No Build 50,460 VHT Build <u>50,390 VHT</u> -70 VHT	Connects North / South portions of Hooper City.	Preliminary engineering completed. No right-of-way needed.	Passes near Village Center in Hooper City
<b>2800 North / North Plain City Road Plain City</b>	<b>1.5 of 10</b>	No Build 44,950 VHT Build <u>44,920 VHT</u> -30 VHT	Connects Plain City to SR-126.	No engineering completed to date. Some additional right-of way will need to be acquired.	Terminates near Industrial Center between I-15 and US-89.



# Next Steps - Amendment 6

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- **Review by Councils of Government**
  - Salt Lake County COG - May 24
  - Weber County COG - June 4
- **30-Day Public Review and Comment Period**
  - June 30 through August 4
- **Review by Regional Growth Committee**
  - August 16
- **Adopted by the Wasatch Front Regional Council**
  - August 23





# 2015-2040 RTP

## Amendment 6

Presentation to Regional Growth Committee

————— May 17, 2018 —————



WASATCH FRONT REGIONAL COUNCIL