



South Davis County

COMMUNITY SPOTLIGHT

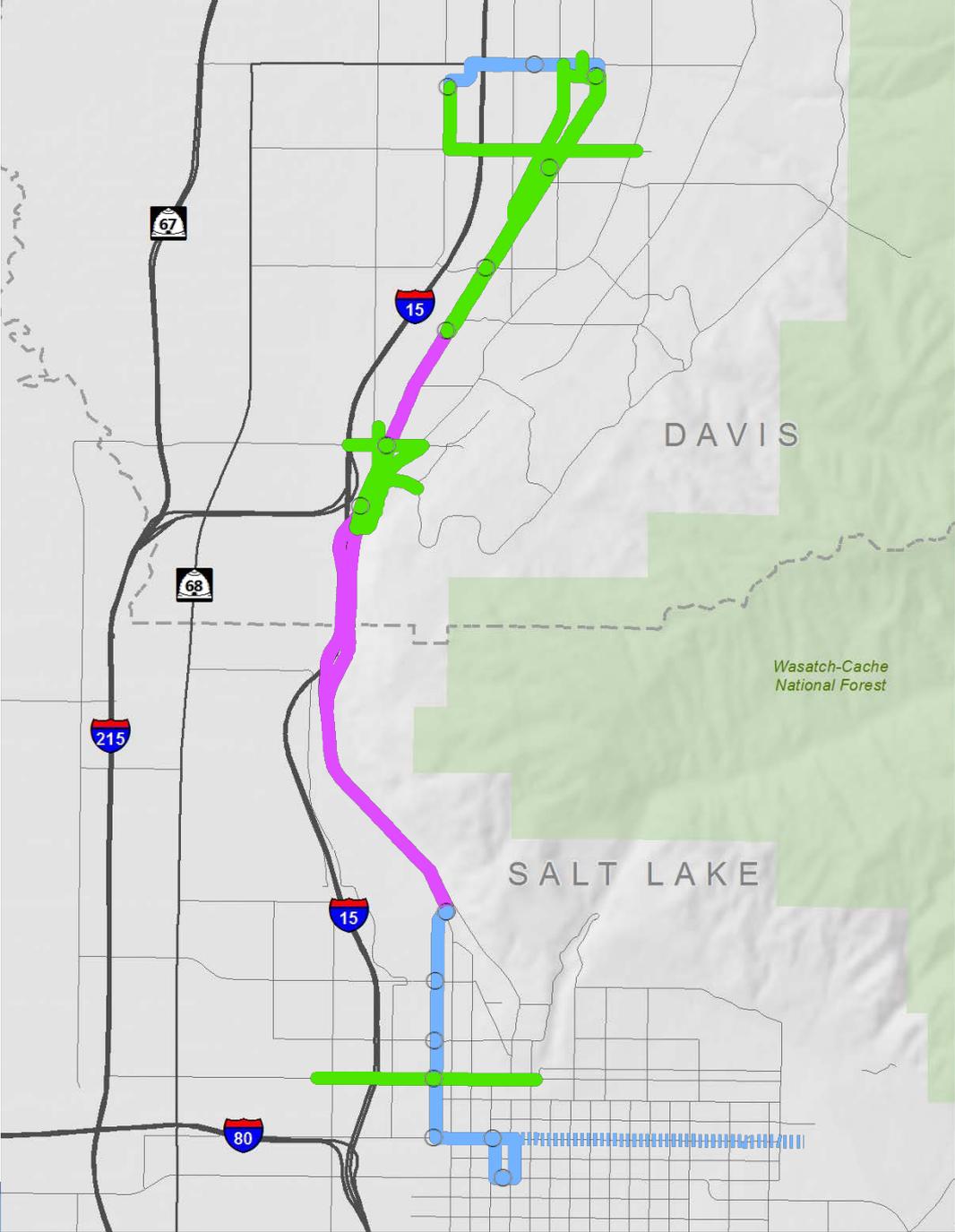
Davis/SLC Community Connector

- Bus Rapid Transit line connecting SLC & Davis County
- RTP Phase 1 Project
- Generate 3,100 average weekday riders
- Relieve congestion on I-15
- improve air quality

Davis/SLC Community Connector

LEGEND:

- Bus Rapid Transit
- Enhanced Bus
- Bike/Ped
- Stations



BRT Corridor Planning

Project Elements:

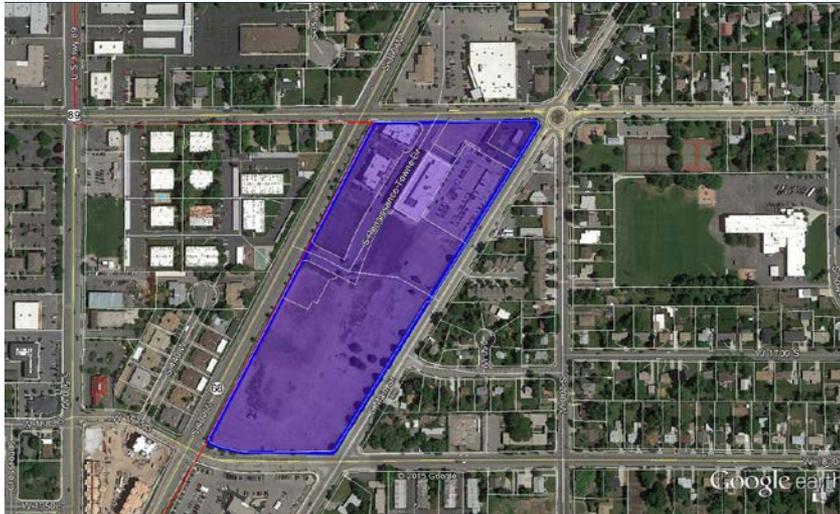
- Corridor-wide land use plan
- Form Based Code



Anticipated project deliverables:

- Implementable policies
- Provide travel choices
- Walkable areas near future transit stations

Renaissance Town Center



Renaissance Town Center

- 13.6 Acres
- 430,000+ sq.ft. of development
 - Multiple story flex
 - Office
 - Medical
 - Residential
 - Commercial

All linked to Downtown Bountiful,
North Salt Lake, and SLC by BRT

UT-68



Exit Street View

© 2015 Google

© 2015 Google

Google Earth

40°52'18.54" N 111°53'21.99" W elev 4477 ft eye alt 4405 ft

City Campus



City Campus (Current City Hall Area)

- 3.75 – 4.5 Acres
- 120 Units Residential
- 20,000 acres commercial/office

Surrounded by Library, Senior Center, District Court

Grocery within walking distance

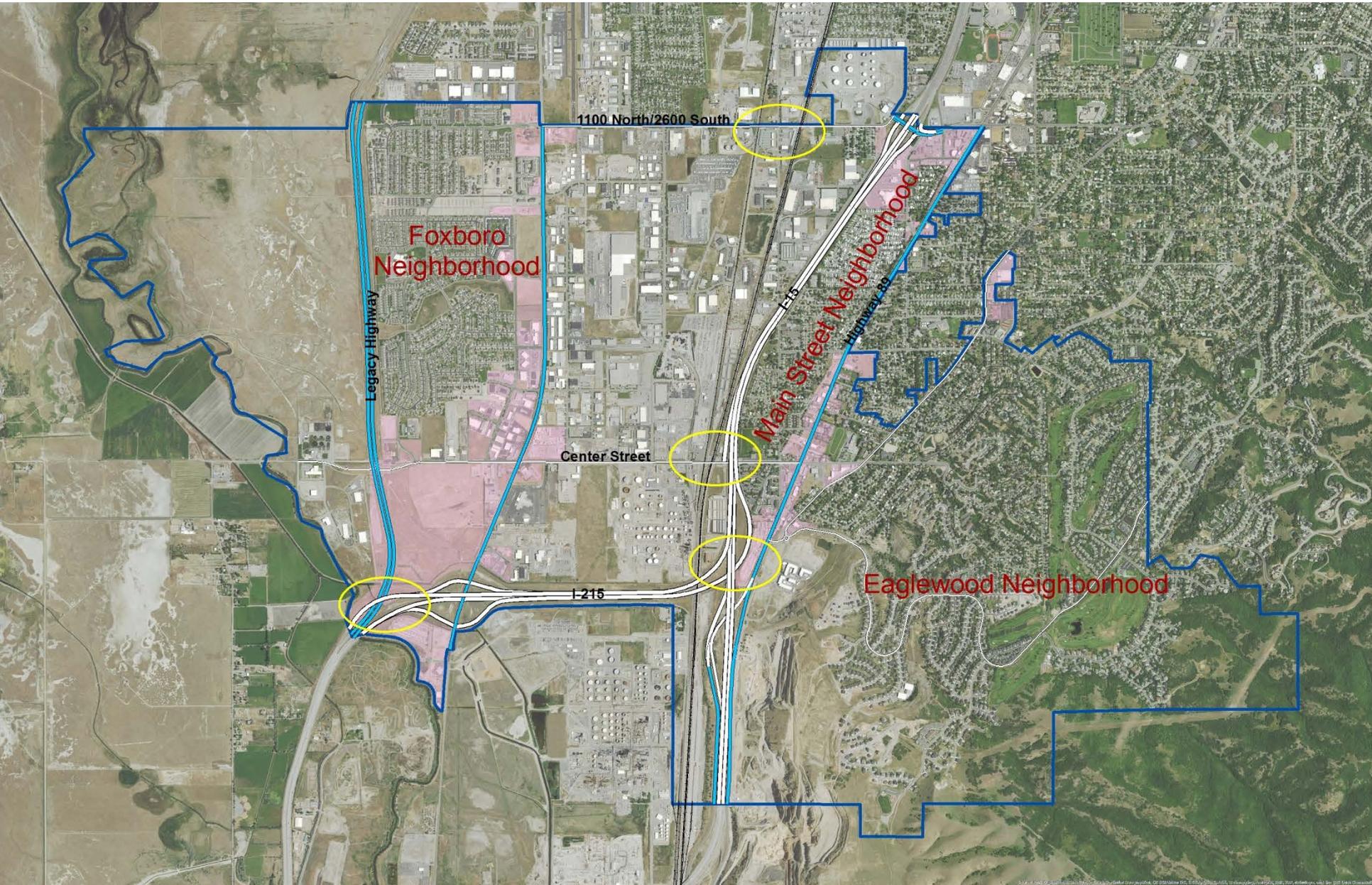


© 2013 Google

© 2013 Google

Google Earth

40°52'51.45" N 111°52'47.02" W elev 4477 ft eye alt 4433 ft



**Foxboro
Neighborhood**

**Main Street
Neighborhood**

Eaglewood Neighborhood

1100 North/2600 South

Legacy Highway

Center Street

I-215

E-15

Highway 29

NORTH SALT LAKE CHALLENGES

Highway 89

- vacant, dilapidated properties
- no landscaping
- inadequate circulation/parking
- poor pedestrian mobility
- unattractive entries/intersections
- Poor access to I-15 and I-215



Redwood Road

- very unattractive corridor
- retail buildings in industrial zones
- industrial/residential mixed uses
- very low walkability-100% auto-oriented
- difficult interchange at I-215



NORTH SALT LAKE CHALLENGES

- East/West connectivity disrupted by daily and constant rail stops
- Infrequent bus service on Highway 89 – low ridership
- Low opportunity for biking and walking (last mile traveled) within the Town Center and Highway 89 corridor

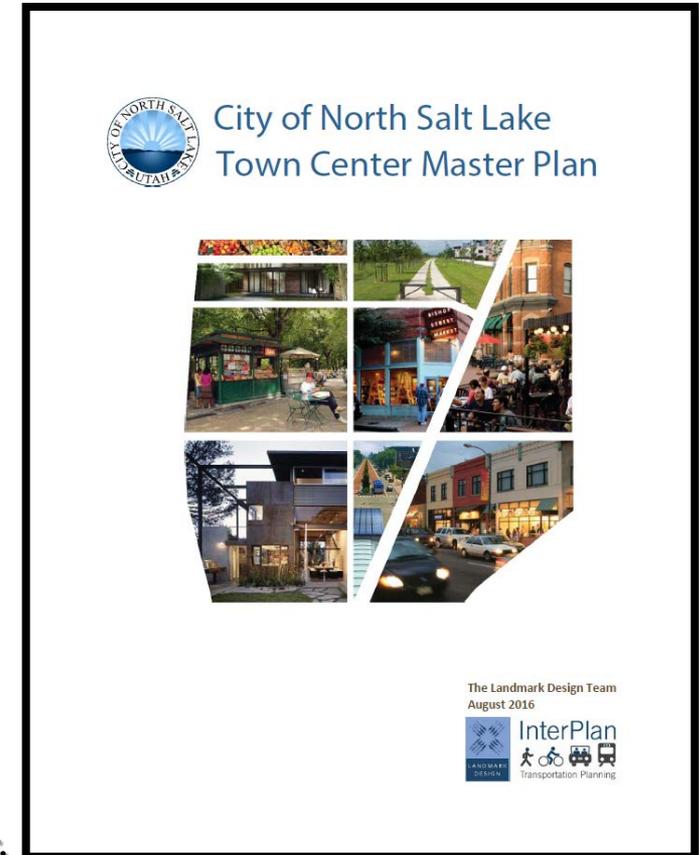


TOWN CENTER MASTER PLAN



City's adopted goals and objectives:

- Encourage intensity of activity in the Town Center.
- Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.
- The transformation of Hatch Park into a community gathering place.
- The inclusion of mixed-uses throughout the area, including dining and entertainment activities.
- The development of additional public open spaces, including pedestrian corridors and plazas.
- A Form-Base Code should be established for the Town Center.





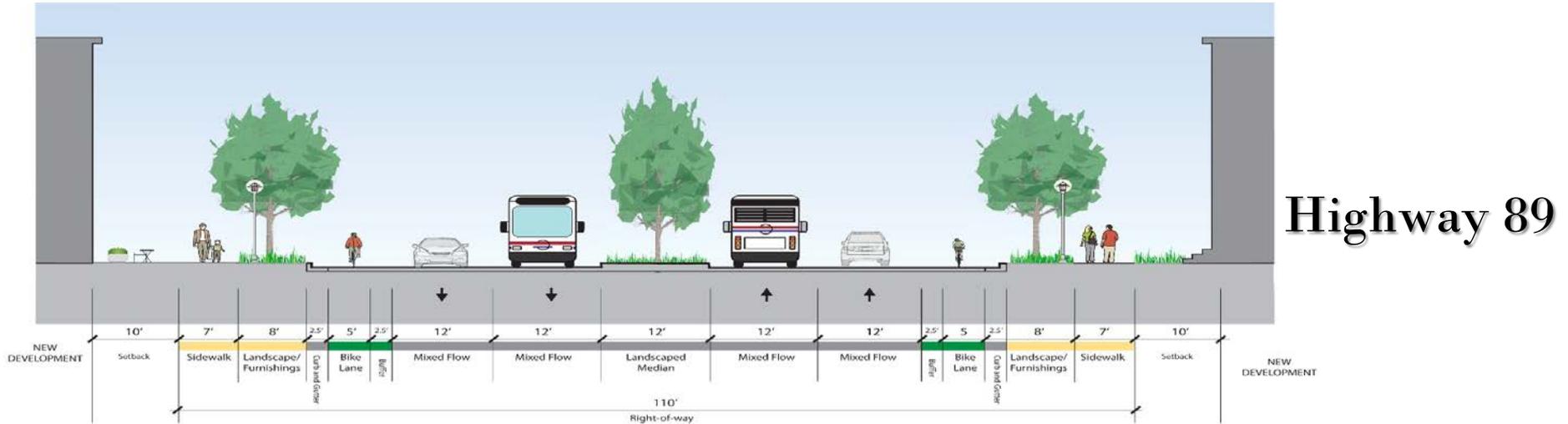
Open Space, Trail, Bike Path and Pedestrian Mobility Plan in the Town Center

Trails connect from the Bonneville Shoreline Trail west to the Legacy Nature Preserve and Jordan River and Legacy Parkway Trail systems.

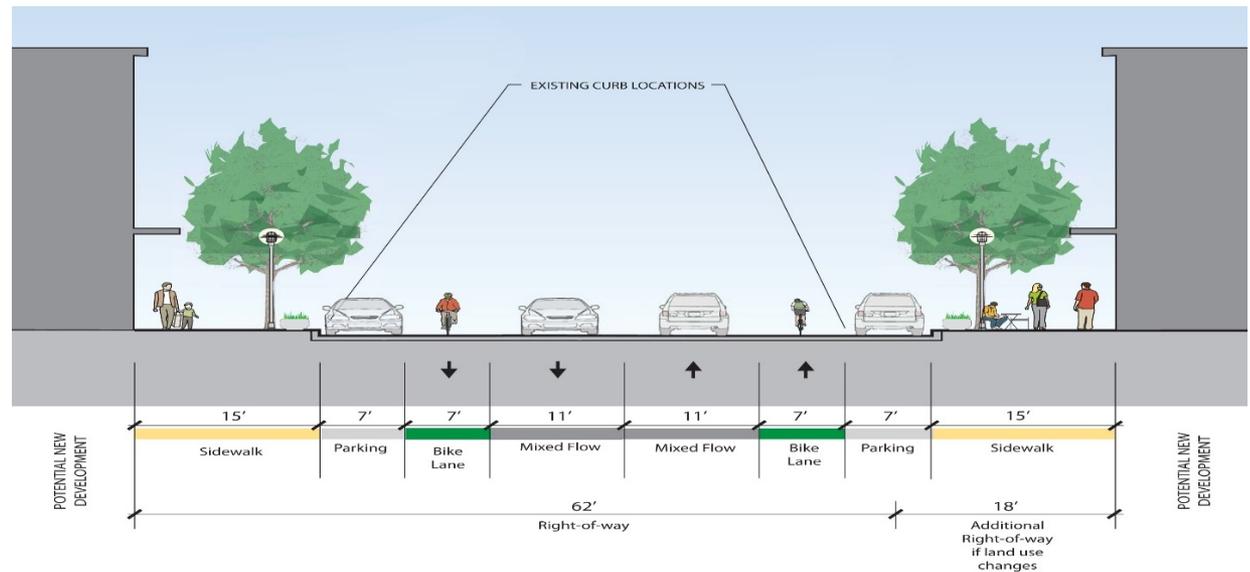
Connections also to the CBD for biking commuters.

Hatch Park expansion a central focus of the Town Center.

URBAN DESIGN SOLUTIONS



Center Street



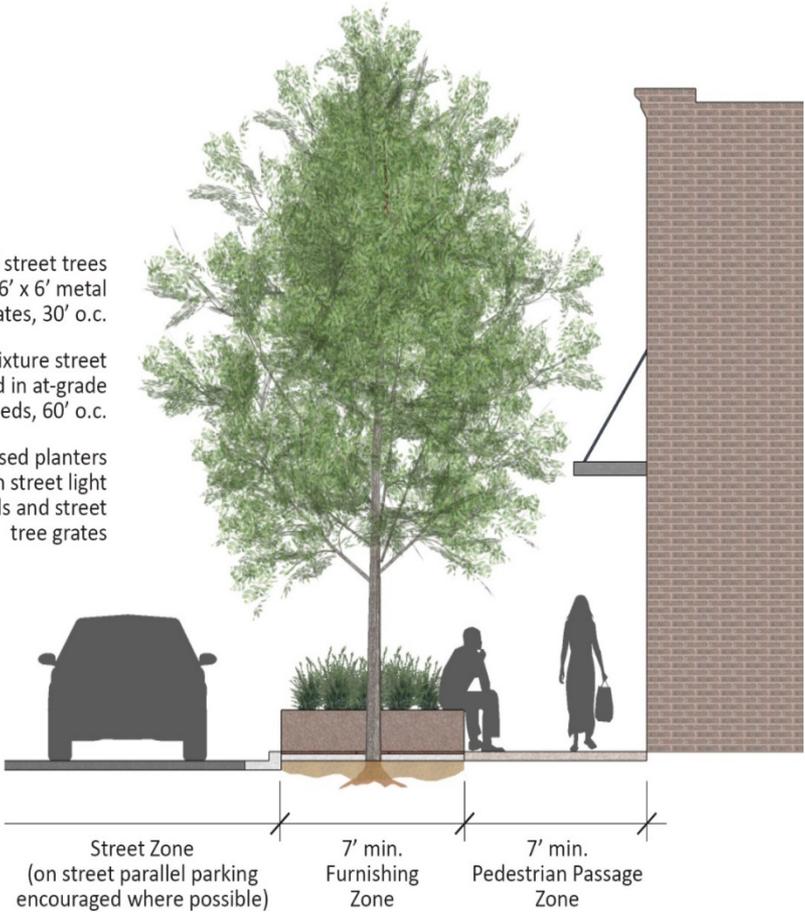
NEW STREETScape STANDARDS



Vase-shaped street trees planted in 6' x 6' metal tree grates, 30' o.c.

Double-fixture street lights located in at-grade planting beds, 60' o.c.

Alternate raised planters between street light planting beds and street tree grates



POTENTIAL STREETScape EXAMPLES



Example of on-street parallel and angled parking integrated into mixed-use development



Storefront building type (3-story example)



STREET LIGHTING STANDARDS PEDESTRIAN SPACE



IMPROVED ARCHITECTURE

SOUTH ENTRY OF HIGHWAY 89

214 apartments in four buildings – structured parking
11,000 sq. ft. of ground floor retail in first building located on Highway 89



IMPROVED ARCHITECTURE

CENTER STREET/HIGHWAY 89

128 apartments – structured
parking
23,000 square feet of retail
(under consideration)



HIGHWAY 89 CORRIDOR

68 townhome rental units in two projects on the east side of Highway 89 (under construction)



New condos in the Town Center



Goals Recommendation

Wasatch Choice 2050 Regional Goals

————— October 27, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

Today's Objective

- Adopt goals for Wasatch Choice 2050

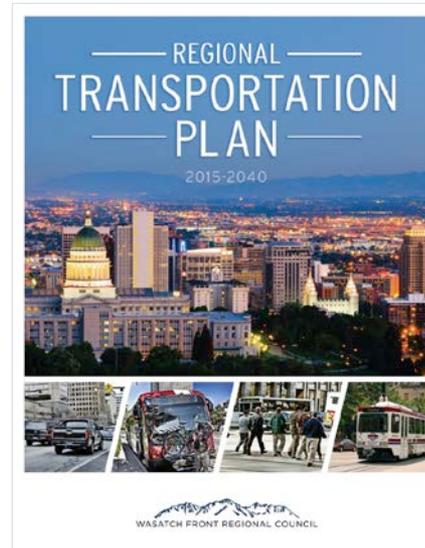


The Wasatch Choice 2050 Vision and RTP



WASATCH CHOICE

— 2050 —



Goal development steps

- Feedback on “desired outcomes” from cities in 2015
- Feedback compared to partner goals to become 1st draft
- Refined by RGC in May, August and October
- Also discussed with:
 - UTA,
 - UDOT,
 - RGC TACs
 - MAG and Envision Utah
- RGC-recommended draft considered today

Goal Alignment

Proposed Goal	Similar Partner Goal				
	WC2040 Growth Principles	UDOT	UTA	Federal	Unified Plan
Livable and healthy communities					
Access to economic and educational opportunities					
Manageable and reliable traffic conditions					
Quality transportation choices					
Safe, user-friendly streets					
Housing choices and affordable living expenses					
Fiscally-responsible communities and infrastructure					
Ample parks, open spaces, and recreational opportunities					
A sustainable environment including water, agricultural, and other natural resources					
Clean air					

Wasatch Choice 2050 Goals: Introductory Language

- Wasatch Choice 2050 is the shared vision for the Wasatch Front...
- The following goals for Wasatch Choice 2050 can inform decisions made by Wasatch Choice 2050 partners, including transportation agencies, local governments and other public entities, and private sector and community-based organizations...
- The Wasatch Front Regional Council will utilize these goals to inform organizational activities, including the development of transportation, land use and economic development plans and projects. WFRC will measure the performance and impact of various plans and projects on several scales: on the region as a whole; on various subregions; and on vulnerable communities within the region.

Wasatch Choice 2050 Goals: Steps

- Adopt goals
- Translate goals into
 - Scenario Evaluation Criteria*
 - Project Selection and Phasing Criteria
 - Transportation Investment Program Criteria
 - Progress Monitoring Measures



Wasatch Choice 2050 Goals: Proposed Draft

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Housing choices and affordable living expenses
- Fiscally efficient communities and infrastructure
- Ample parks, open spaces, and recreational opportunities
- A sustainable environment including water, agricultural, and other natural resources
- Clean air



WASATCH CHOICE 2050 PROPOSED GOALS: WFRC Potential Usage

Goal	Scenario Evaluation
Livable and healthy communities	Areas with high walk potential
Access to economic and educational opportunities	Destination access by auto and transit
	Freight travel time
Manageable and reliable traffic conditions	Vehicle hours of travel
	Delay from congestion
Quality transportation choices	Transit ridership
	People with access to more than one viable transportation mode
Safe, user-friendly streets	
Housing choices and affordable living expenses	Household housing plus transportation expenses
Fiscally-efficient communities and infrastructure	Local revenues versus expenses
Ample parks, open spaces, and recreational opportunities	Access to parks, open space, and places to recreate per capita
A sustainable environment including water, agricultural, and other natural resources	Urban water use
	Loss of greenfields/productive agriculture
Clean air	Key mobile source ozone and PM2.5 emissions

Wasatch Choice 2050 Goals: Proposed Draft

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
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Goals Recommendation

Wasatch Choice 2050 Regional Goals

————— October 27, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

Scenarios Development

Wasatch Choice 2050 Vision and
Regional Transportation Plan

————— October 27, 2016 —————



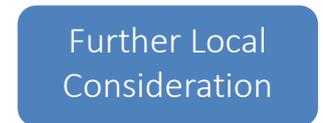
WASATCH FRONT REGIONAL COUNCIL

Wasatch Choice 2050 Process

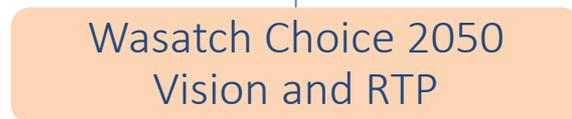
Round 1
2016/2017



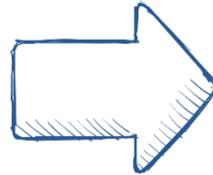
Round 2
2017



Round 3
2018



Scenario Development



Scenario Development



Land Use	General plans, extrapolated trends	Regional centers	Dispersed village/town centers
Transit	2015-2040 RTP projects	Capital-intensive projects	Service-intensive projects
Roadway	2015-2040 RTP projects	Connectivity and management	Capacity-focused investments
Active Transportation	Priority bicycle routes	Centers-based, local bicycle connectivity	Separated regional bicycle facilities

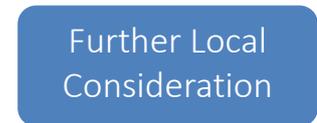


Wasatch Choice 2050 Process

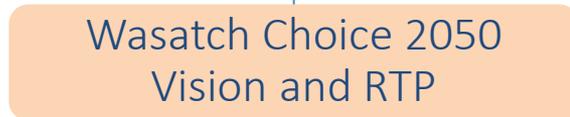
Round 1
2016/2017



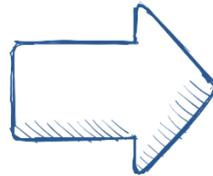
Round 2
2017



Round 3
2018

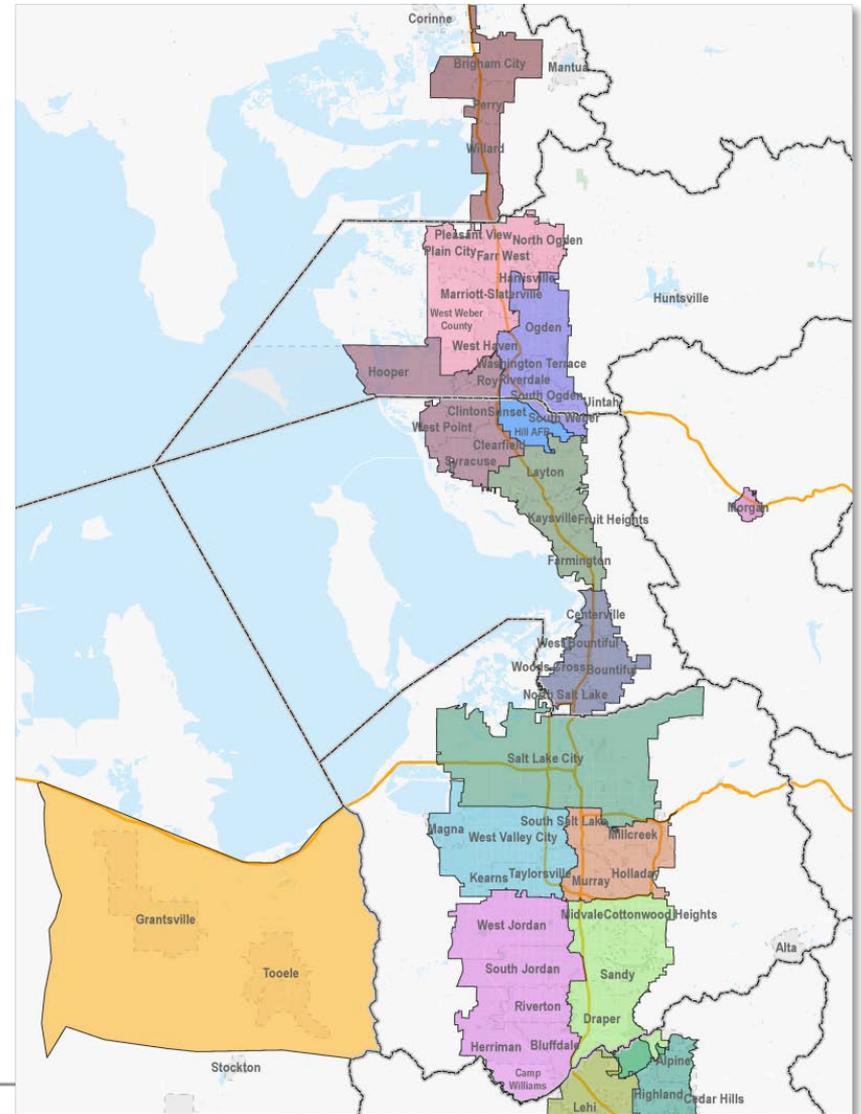


Scenario Development



2017 WC2050 Scenario Workshops

- January/February 2017
- Land use and transportation scenarios with goals-based performance measures
- Detailed commenting through visualization tool
- Requesting participation from a variety of key staff



Scenarios Development

Wasatch Choice 2050 Vision and
Regional Transportation Plan

————— October 27, 2016 —————



WASATCH FRONT REGIONAL COUNCIL

2017-2022 TIP Board Modification

Regional Council
October 27, 2016

Ben Wuthrich
Wasatch Front Regional Council

2017-2022 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Scope and Funding

Urban Area

Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
SR-103	11092	650 North (SR-103) & I-15 Interchange/ Intersections	Intersection Improvements and Ramp Rehabilitation Work	CMAQ_PM 2.5 WFRC (Congestion Mitigation/ Air Quality (CMAQ) - WFRC)	\$6,966,500	\$2,321,229			2017, 2018
				CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ) - WFRC)		\$725,000			
				STP_FLX_ST (STP Flexible (Any Area) Statewide)		\$1,495,271			
				STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))		\$1,325,000			
				STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (UDOT))		\$0	Additional Funding	\$1,100,000	

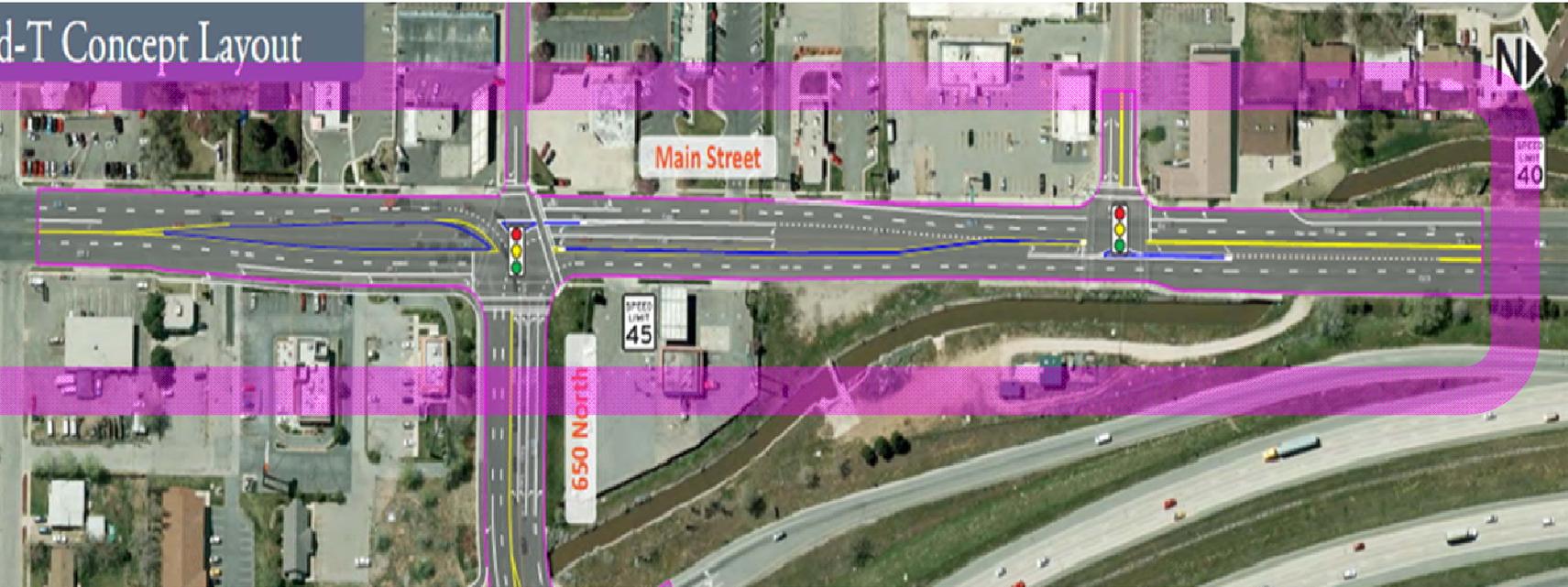
Funds are to cover the cost of increased rehabilitation work on the off ramps and to cover the cost of the redesign of the Main Street intersection to accommodate the concerns of several businesses. The additional funds come from the cost savings on the I-15, South Davis Operational Upgrades Project.

I-15	13470	I-15; at SR-97 (5600 South), SR-108 (Antelope Dr.), SR-103 (650 North), SR-193 (Fisher Hwy)	Rehabilitation work to auxiliary lanes between the ramps	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,800,000	\$1,300,000			2017
				STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (UDOT))		\$0	Additional Funding	\$1,500,000	

Funds are to cover the cost of additional rehabilitation work on the auxiliary lanes between the ramps. The additional funds come from the cost savings on the I-15, South Davis Operational Upgrades Project.

SR-232	12297	Hillfield Road (SR-232); I-15 to Fisher Highway (SR-193)	Rehabilitation work to auxiliary lanes between the ramps	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$7,804,320	\$6,304,320			2017
				STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (UDOT))		\$0	Additional Funding	\$1,500,000	

Mid-T Concept Layout



Hourly Volumes
2011 (2020)

Map showing Main Street and NB Ramps.

Request for Additional Project Funding	Estimated Cost	\$ 6,966,500
	Additional Funding	\$ 1,100,000
	Program Year	2017, 2018

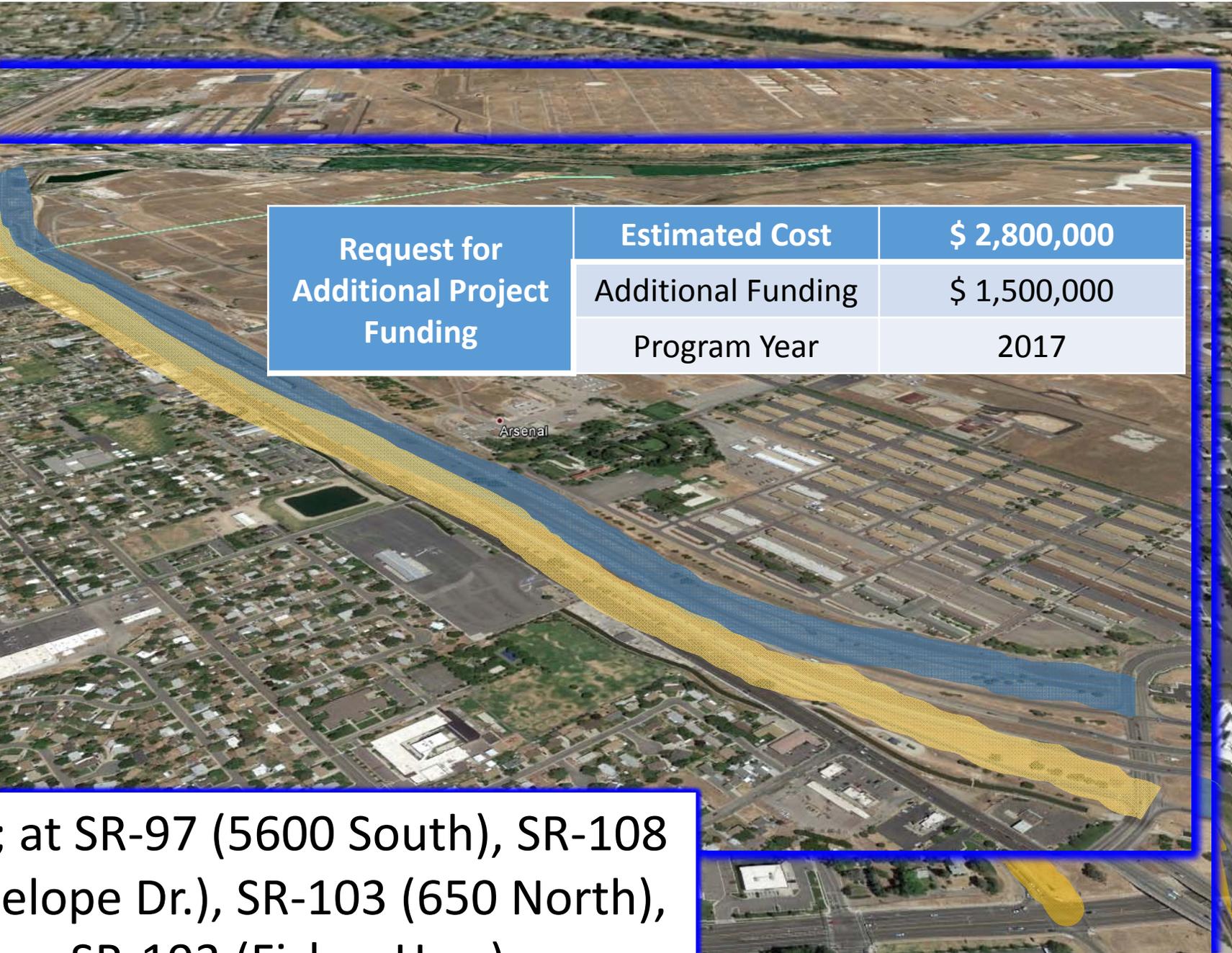
PM Intersection Operations

Scenario	Delay (sec) / LOS	
	650 North	650 North

estimates

Right-of-Way Impacts	2
Right-of-Way Acquisitions	0
Construction Costs	1.8 million
Right-of-Way Costs	0.2 million
Engineering	0.3 million
Contingency	0.5 million

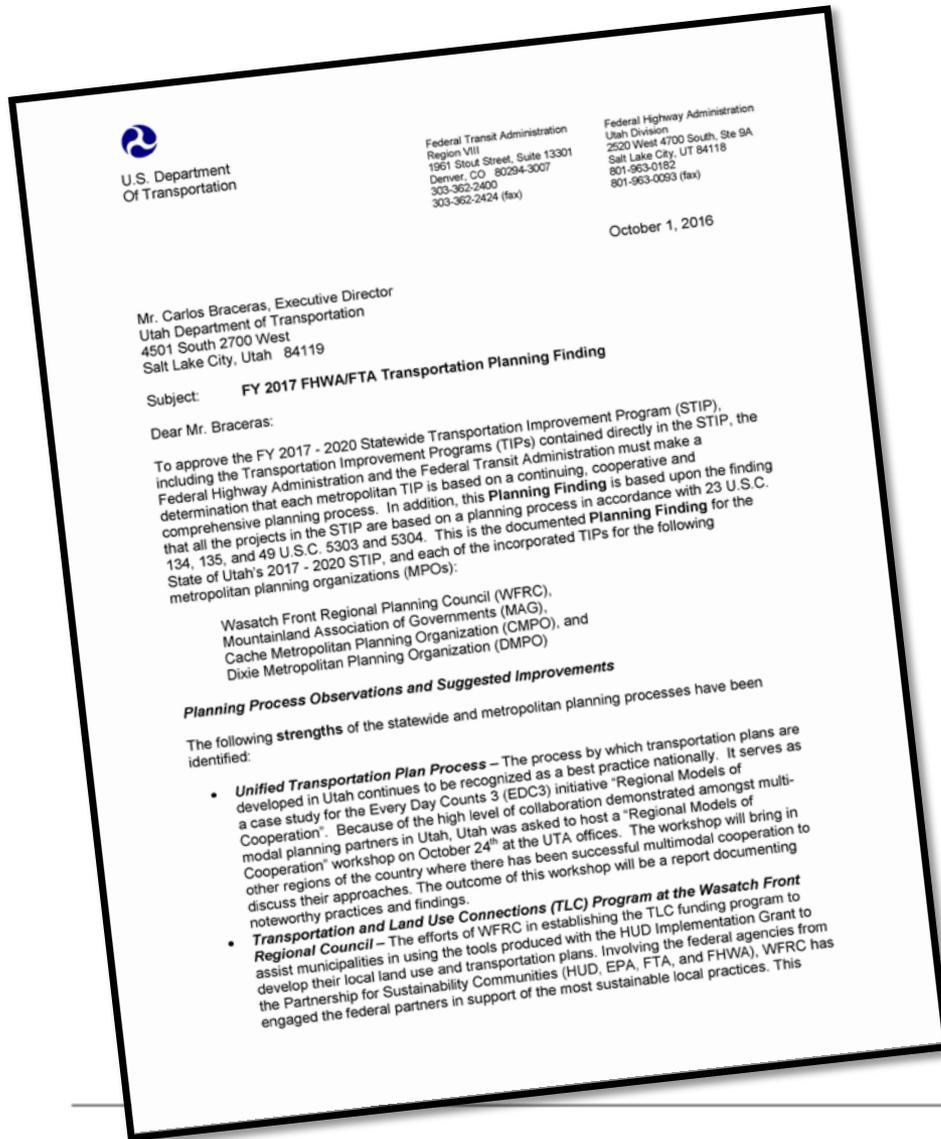
650 North Z(SR-103) & I-15



Request for Additional Project Funding	Estimated Cost	\$ 2,800,000
	Additional Funding	\$ 1,500,000
	Program Year	2017

at SR-97 (5600 South), SR-108
elope Dr.), SR-103 (650 North),
SR-102 (5100 North)

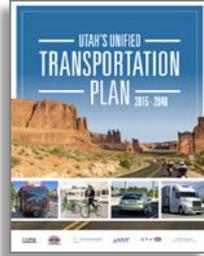
USDOT Planning Finding, FY17



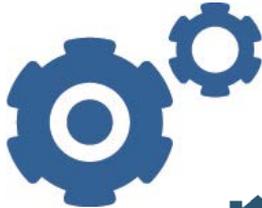
“The process by which transportation plans are developed in Utah continues to be recognized as a best practice nationally. It serves as a case study for the Every Day Counts 3 (EDC3) initiative ‘Regional Models of Cooperation.’”



STRENGTHS



Utah's Unified Transportation Plan



Performance Based Planning



Transportation and Land Use Connection



Bicycle and Pedestrian Planning



Transportation Improvement Program
Public Involvement