2015-2040 RTP
Approval of Amendment #3

January 26, 2017

WASATCH FRONT REGIONAL COUNCIL
RTP And Amendment Process Overview

• 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
Amendment #3

Regional Growth Committee
December 15, 2016
• Motion to Release to Public Comment

Public Comment Period
Dec. 16, 2016 to Jan. 15, 2017
• Salt Lake COM December 15

Regional Growth Committee
January 19, 2017
• Review Comments
• Motion to Council

Wasatch Front Regional Council
January 26, 2017
• Approval

We’re Here
Bangerter Highway Interchange at 6200 South

Request: Utah Department of Transportation

Scope:
• Bangerter Highway Interchange at 6200 South
  o New Construction; Phase 3 to 1

Benefits:
• Provide better traffic flow along Bangerter Highway
• Moving towards a consistent grade separated facility from 5400 South to I-15
• Thorough review of active transportation crossing through interchange

Total Cost: $64.0 Million

Funding Source: Requesting TIF
**Bangerter Highway Interchange at 12600 South**

**Request:** Utah Department of Transportation

**Scope:**
- Bangerter Highway Interchange at 12600 South
  - New Construction; Phase 2 to 1

**Benefits:**
- Provide better traffic flow along Bangerter Highway
- Moving towards a consistent grade separated facility from 5400 South to I-15
- Thorough review of active transportation crossing through interchange

**Total Cost:** $49.2 Million

**Funding Source:** Requesting TIF
Bangerter Highway Interchange at 9800 South

Request: Utah Department of Transportation

Scope:
• Bangerter Highway Interchange at 9800 South
  o New Construction; Phase 2 to 1

Benefits:
• Provide better traffic flow along Bangerter Highway
• Moving towards a consistent grade separated facility from 5400 South to I-15
• Thorough review of active transportation crossing through interchange

Total Cost: $43.1 Million

Funding Source: Requesting TIF
I-80 from I-215 East to Lambs Canyon

Request: Utah Department of Transportation

Scope:
• This project is a widening project in the east bound direction in Parleys Canyon on I-80 from I-215 on the east to Lambs Canyon.
• New Construction; Phase 1 to 2

Benefits:
• Project would provide an additional uphill passing lane from I-215 East Belt interchange up to Lambs Canyon.
• Project may require the widening of several bridges and increased rock fall mitigation.

Cost: $44.9 million
2015-2040 RTP
Approval of Amendment #3

January 26, 2017
Wasatch Choice 2050 Scenario Workshops

WFRC Council Meeting
January 26, 2017
The Wasatch Choice 2050 Vision and RTP

WASATCH CHOICE
2050

REGIONAL TRANSPORTATION PLAN
2015-2040

WASATCH FRONT REGIONAL COUNCIL
Wasatch Choice 2050 Process

**Explore**
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

**Choose**
- Draft & Evaluate Preferred Scenario
- Adopt Preferred Scenario

**Prioritize**
- Assess Financial Considerations
- Phase Projects
- Plan Impacts & Benefits

**REGIONAL TRANSPORTATION PLAN**
2019 - 2050

The Regional Transportation Plan is an element of

**Wasatch Front Regional Council**
Small Areas
Wasatch Choice 2050 Scenarios: Exploring key questions for our region

Scenario 1: Current Path

Scenario 2

Scenario 3
New ideas explored in each area
Participants will explore the fate of a few corridors in each area.
Wasatch Choice 2050 Goals: Access to Opportunity

WFRC Council

January 26, 2017
Wasatch Choice 2050 Goals:  
*What do we want?*

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- 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
An approach utilized by our partners
Access to Opportunity:
How many valued destinations can be reached in a reasonable period of time

“How many job opportunities are within 30 minutes?”

“how many skilled laborers are within 30 minutes?”
Potential Workforce
Labor access within 30 minutes
Labor access within 30 minutes

Transportation Improvement
Labor access within 30 minutes
Labor access within 30 minutes

Infill Development
Analyzing Access

>760,000 jobs within 30 minutes

130,000 jobs within 30 minutes

>760,000 jobs within 30 minutes

Job Accessibility via Auto

- 0
- 1 - 150,000
- 150,000 - 300,000
- 300,000 - 450,000
- 450,000 - 600,000
- 600,000 - 750,000
- 750,000 - 900,000
Analyzing Access: by Transit

- >160,000 jobs within 30 minutes
- < 15,000 jobs within 30 minutes

Job Accessibility via Transit:
- 0 jobs
- 1 - 15,000
- 15,000 - 45,000
- 45,000 - 95,000
- 95,000 - 150,000
- 150,000 - 235,000
Access to Opportunity helps answer “where”

For example...

**Transportation:**
Which areas would have their job access increased the most by transportation?

**Affordable Housing:**
*Which TODs are the most effective?*

**Business recruitment:**
*Where would growth improve access to potential business development?*
Comparing Subareas

Region’s jobs accessible within 30 minutes by car

Access to economic and educational opportunities

- Box Elder
- North Weber
- East Weber
- West
- North Davis
- South Davis
- Northwest SLCo
- Northeast SLCo
- Southwest SLCo
- Southeast SLCo

Auto 2014
Auto 2050
Comparing Subareas

Region’s jobs accessible within 30 minutes by transit

Access to economic and educational opportunities

- Box Elder
- North Weber
- East Weber
- West...
- North Davis
- South Davis
- Northwest SLCo
- Northeast SLCo
- Southwest SLCo
- Southeast SLCo

Transit 2014

Transit 2050
Methods to increase ATO

Better speed

Bring growth near transportation

Reduce necessary travel distance
Comparing Subareas

Development near transit

- Box Elder
- North Weber
- East Weber
- West Weber/North Davis
- South Davis
- North Davis
- Northwest SLC
- Northeast SLC
- Southwest SLC
- Southeast SLC
Comparing Subareas

Jobs / Housing Balance

- Box Elder
- North Weber
- East Weber
- West Weber/North Davis
- North Davis
- South Davis
- Northwest SLCo
- Northeast SLCo
- Southwest SLCo
- Southeast SLCo

Housing poor

Job poor
Do those that need access the most have it?
A definition of Vulnerable Communities?

(1) low-income households
   AND/OR
(2) minority, zero-car households
Where are Vulnerable Communities?

Ogden – Layton Urbanized Area

Salt Lake City – West Valley City Urbanized Area
“The relationship between transportation and social mobility is stronger than that between mobility and crime, elementary-school test scores or the percentage of two-parent families in a community”
How accessible are jobs for Vulnerable Communities currently?

Low job accessibility and vulnerable communities

Ogden – Layton Urbanized Area

Salt Lake City – West Valley City Urbanized Area
How does this affect decision-making?
Wasatch Choice 2050 Goals: Access to Opportunity

Regional Growth Committee

January 19, 2017
Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

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

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach