

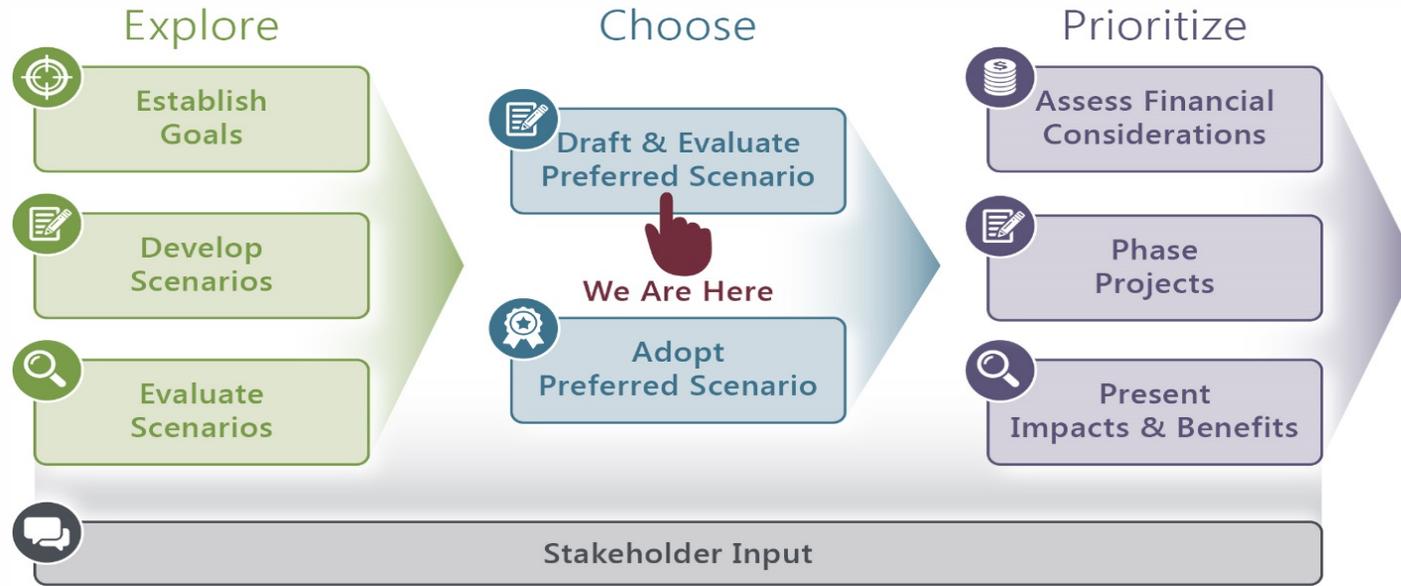


# WASATCH CHOICE

— 2050 —

## Wasatch Choice 2050 Update

March 22, 2018



# REGIONAL TRANSPORTATION PLAN

2019-2050

*The Regional Transportation Plan  
is an element of*



# Vision Workshops





# Wasatch Choice 2050 Key Strategies



1. Provide Transportation Choices



2. Support Housing Options



3. Preserve Open Space



4. Link Development and  
Transportation Decisions

# Key Strategy: Link Development & Transportation Decisions



Photo courtesy of Google Maps.

# Wasatch Choice 2050 Draft Vision

Wasatch Choice Interactive Map

Draft Wasatch Choice 2050 Vision

Click the Pushpin to Leave a Comment

Wasatch Front Regional Council (WFRC) needs your input again to help shape the Draft Vision. We invite you to evaluate the Draft Vision and provide your feedback on the proposed projects, land use, and economic areas via the interactive map. Once the Draft Vision will be accepted during the public comment period, which continues through March 14, 2020.

To learn how to provide feedback, please click on the information icon located at the top right corner of the screen.

**Centers**

**Job Areas**

**Open Space**

**Roadways**

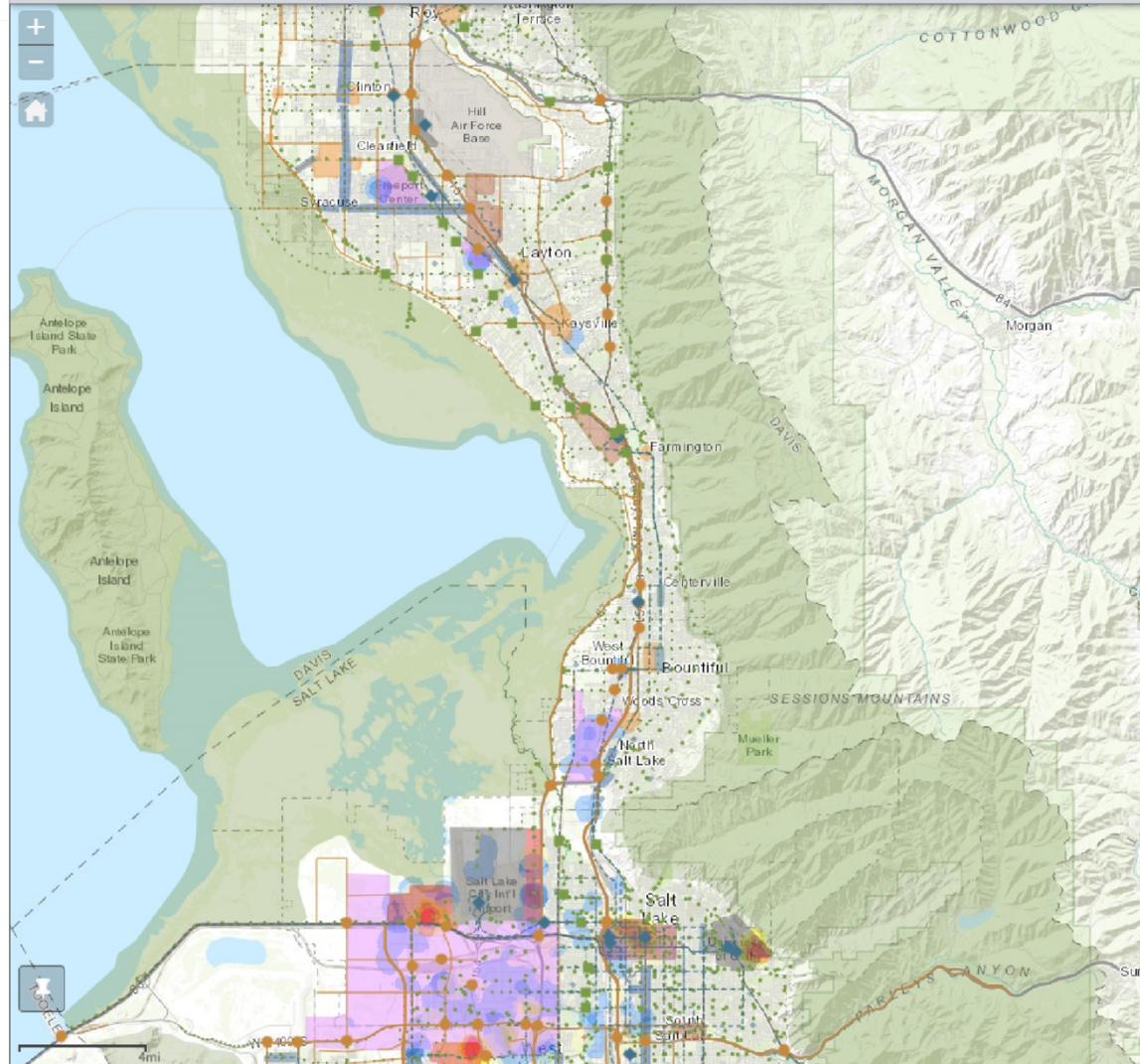
**Transit**

**Active Transportation**

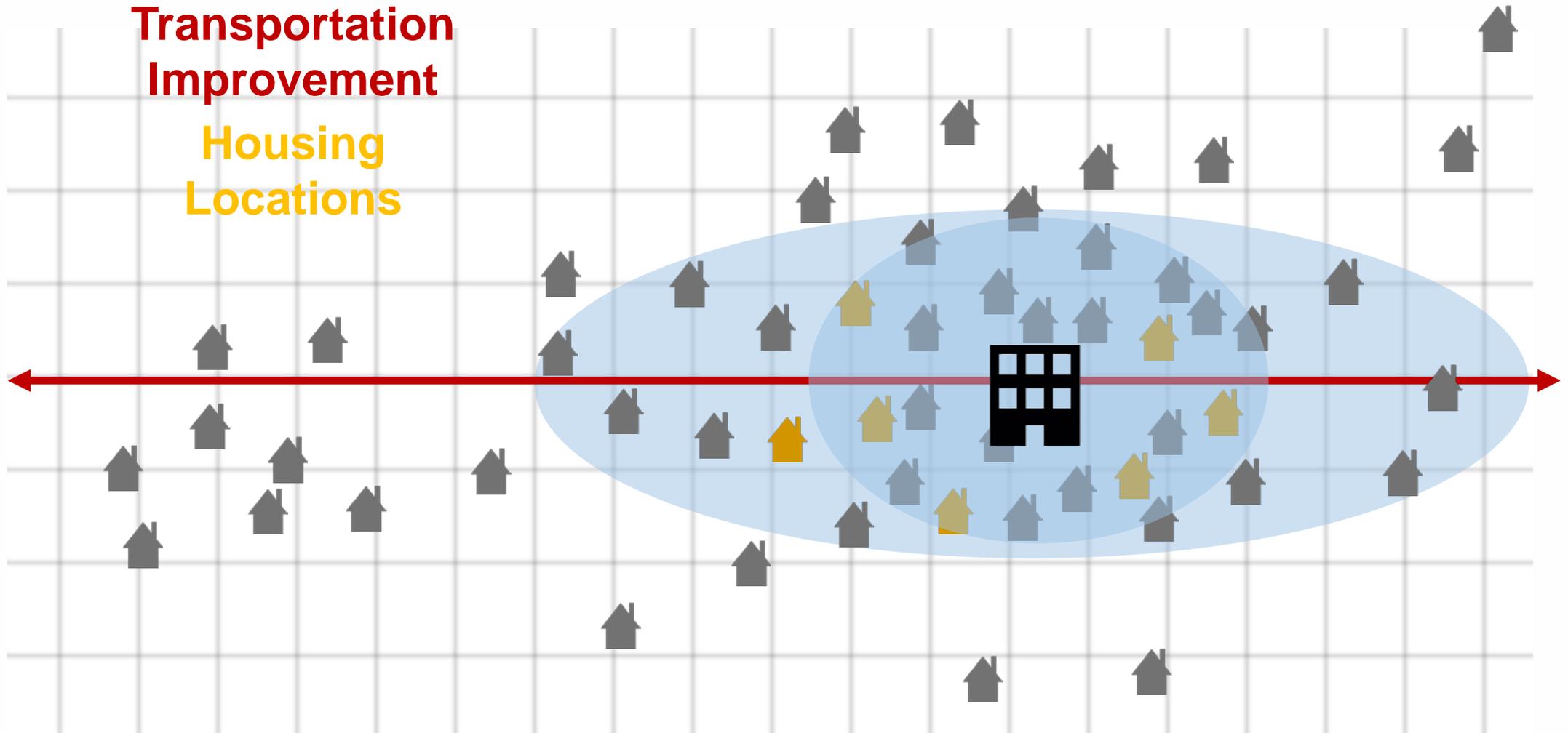
Why are we performing the WC2050 Vision process?  
Where are we in the WC2050 Vision process?  
How will we use the feedback received?

Operational layers

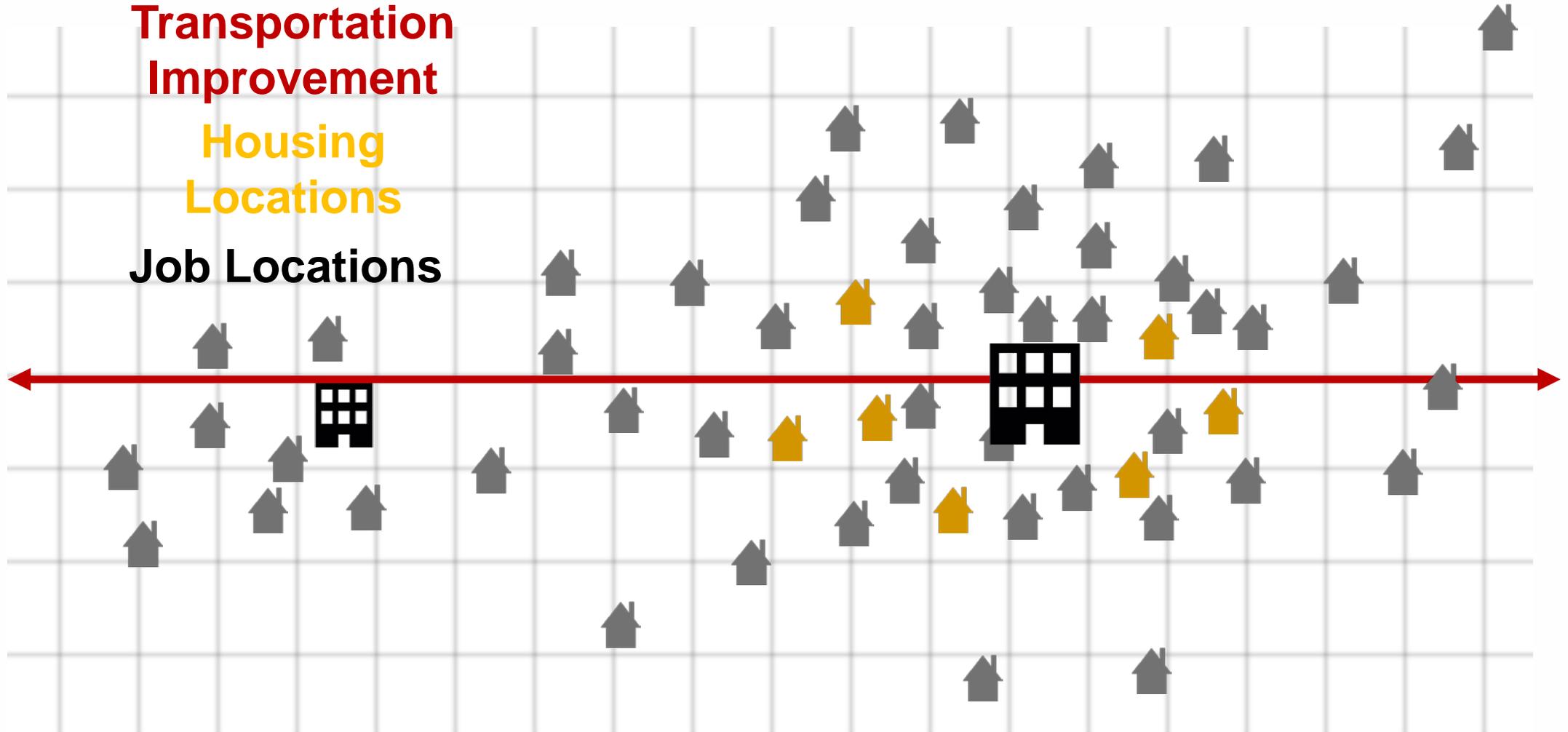
- Active Transportation Point Projects
- Transit Point Projects
- Roadway Point Projects
- Transit Line Projects
- Roadway Line Projects
- Active Transportation Line Projects
- Active Transportation Lines - ATP
- Centers
- Conserved Land
- RPO Boundaries
- Economic Clusters



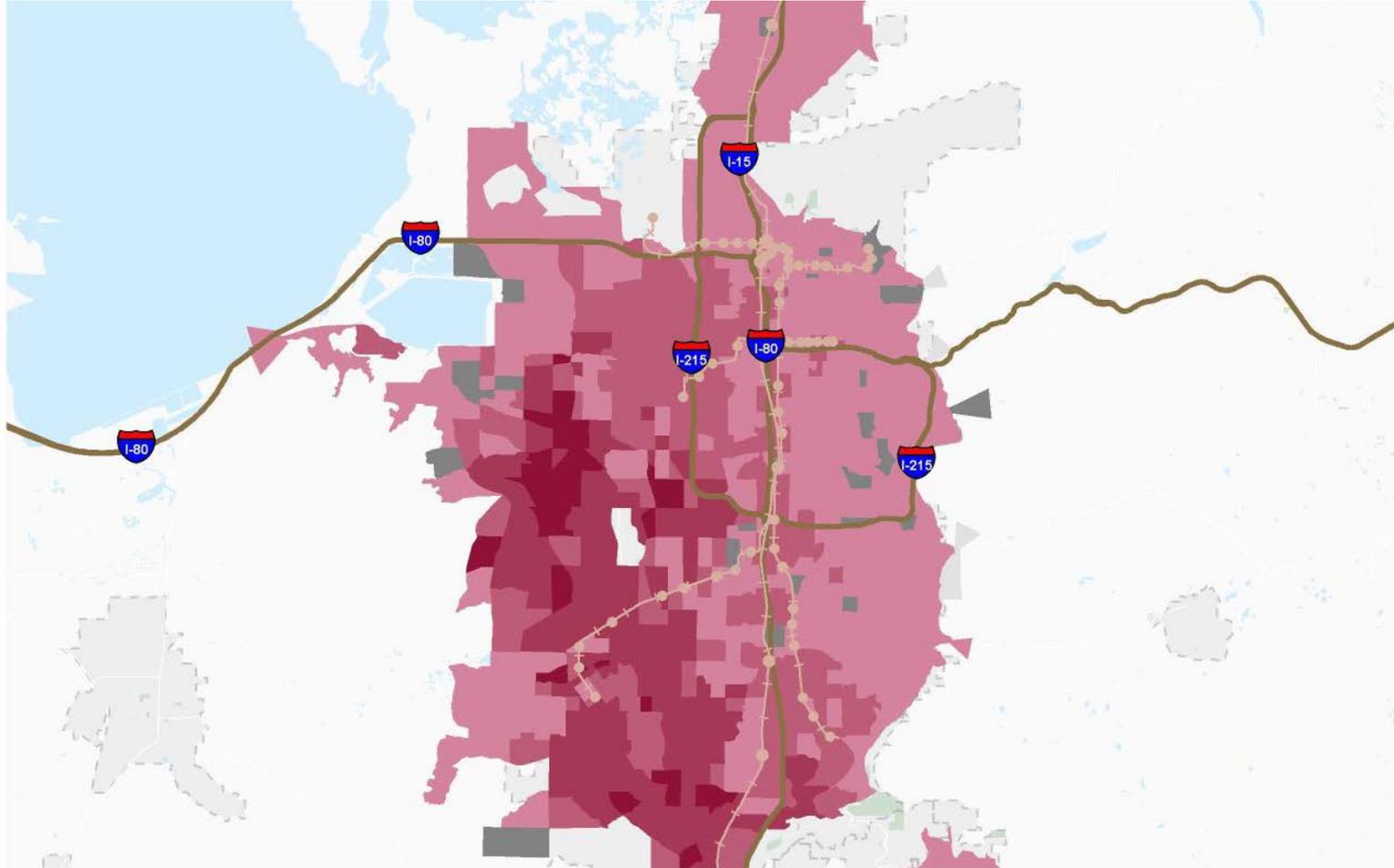
# Improving Access to Opportunity: “where can I get to soon”



# Improving Access to Opportunity: “where can I get to soon”



# Improving Access to Opportunity: “where can I get to soon”



# Milestones for 2018

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April 18: TAC reviews Vision Workshop results

May 17: RGC reviews proposed final Vision Scenario

May 24: Council adopts final Vision Scenario

October/ November: local workshops to review project phasing

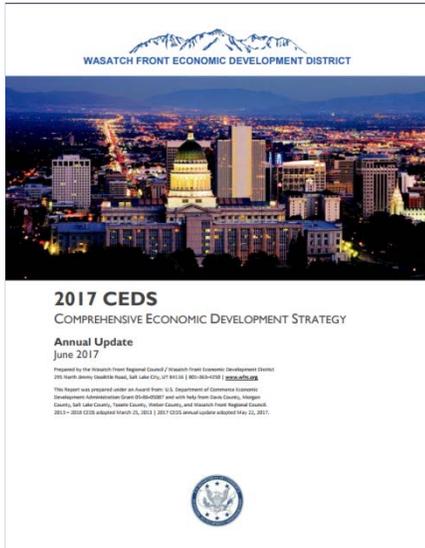


# WASATCH CHOICE

— 2050 —

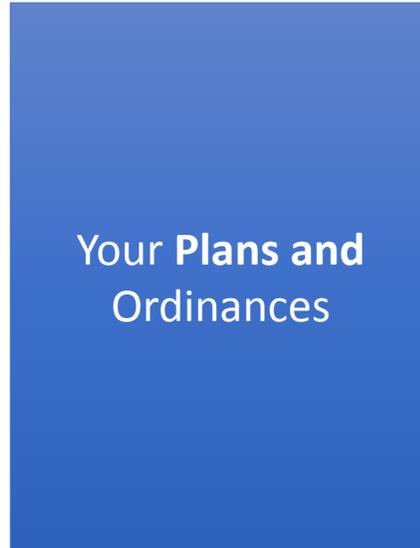
## Economic Development

Comprehensive  
Economic Development  
Strategy



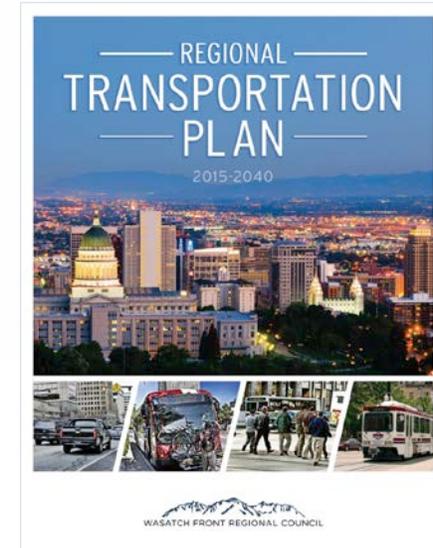
## Land Use

Transportation  
and Land Use  
Connection



## Transportation

Regional  
Transportation  
Plan





# WASATCH CHOICE

— 2050 —

## Wasatch Choice 2050 Update

March 22, 2018



# Performance Measures and Targets



WASATCH FRONT REGIONAL COUNCIL



# Performance Measures

Goals	Key Objectives	Key Performance Measures
<b>Safety</b>	Reduce the number of fatal and serious injuries on the transportation system	Fatalities + serious injuries per capita
<b>Economic Vitality</b>	Increase the number of jobs and services that Utahns can reach within a certain travel time	Increase the number of jobs and services that Utahns can reach within a certain travel time
<b>State of Good Repair</b>	Keep infrastructure in good condition	Cost/benefit savings from proper maintenance
<b>Air Quality</b>	Reduce emissions that adversely affect health, quality of life and the economy	Key mobile source ozone and PM <sub>2.5</sub> emissions
<b>Mobility &amp; Accessibility</b>	Reduce the likelihood of driving long distances daily	Vehicle miles traveled per capita
	Increase the share of trips using non-single-occupant vehicle modes	Commute mode split percentages

# Fixing America's Surface Transportation Act

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- The FAST Act is the latest federal transportation act that funds transportation and dictates transportation planning policy.
- A element of the FAST Act is performance measures.
- WFRC and UDOT are required to report on specific performance measures and set targets for those measures.

# Performance Measures

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- Safety
- Infrastructure Condition
  - Pavement
  - Bridge
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability

## Federal Safety and Infrastructure (Pavement and Bridge) Condition Performance Measures Table

<i>Performance Measure Topic</i>	<b>FHWA Measures</b>	<b>Threshold (level of performance)</b>	<b>UDOT's Target for 2018</b>	<b>% occurring within WFRC</b>	<b>Penalty</b>
<i>Safety</i>	Number of fatalities	5-year average	271	40%	If not met, use obligation authority equal to the 2018 HSIP for only highway safety improvement projects & an implementation plan for FY 2021
	Rate of fatalities per 100M VMT	5-year average	0.91	-	
	Number of serious injuries	5-year average	1,445	51%	
	Rate of serious injuries per 100M VMT	5-year average	4.87	-	
	Number of non-motorized fatalities and non-motorized serious injuries	5-year average	Fatalities – 46 Serious injuries - 162	Fatalities – 66% Serious injuries – 69%	
<i>Infrastructure Condition - Pavement</i>	<b>GOOD/ INTERSTATE</b> Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		2-year: 60% 4-year: 60%	24.3% of state-wide NHS interstate occurs within WFRC	If minimum condition level is not met for three consecutive years, State DOT must obligate NHPP & transfer STP funds not less than 2009 Interstate maintenance with a 2% increase after 2009 into the next fiscal year.
	<b>POOR/ INTERSTATE</b> Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting	Not to exceed 5%	2-year: 5% 4-year: 5%		
	<b>GOOD/ NHS- Non- interstate</b> Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		2-year: 35% 4-year: 35%	27.8% of state-wide NHS non-interstate occurs within WFRC	
	<b>POOR/ NHS- Non- interstate</b> Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting		2-year: 5% 4-year: 5%		
<i>Infrastructure Condition - Bridge</i>	Percentage of bridge deck area in good condition (NHS)		2-year: 40% 4-year: 40%	42.1% of state-wide NHS bridges are within WFRC	If minimum condition level is not met for three consecutive years, State DOT will set aside and obligate NHPP funds for eligible bridge projects equal to 2009 Bridge program.
	Percentage of bridge deck area in poor condition (NHS)	Not to exceed 10%	2-year: 10% 4-year: 10%		

# Recommendation

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WFRC staff recommends Council agrees to the statewide targets set by UDOT for:

1. Safety
2. Infrastructure Condition – Bridge
3. Infrastructure Condition - Pavement



# Performance Measures and Targets



WASATCH FRONT REGIONAL COUNCIL





# TRANSPORTATION — AND — LAND USE CONNECTION

## 2018 Awards

March 22<sup>nd</sup>, 2018 | Megan Townsend



# PROGRAM GOALS



Mission: TLC supports local governments in their planning efforts, implementing the Wasatch Choice Vision.

## Goals:

- Maximize the value of **investment** in public **infrastructure**.
- Enhance **access to opportunity**.
- Increase **travel options** to **optimize mobility**.
- Create **communities with opportunities** to live, work, and play.



# 2018 AWARDS



**\$904,922**

2018 Region-Wide TLC Funding

**\$281,525**

2018 Region-Wide Match

**\$1,186,447**

Total 2018 Region-Wide Funding

- 
- **13 awards**
    - 7 Salt Lake Urbanized Area
    - 5 Ogden/Layton Urbanized Area
    - 1 Tooele County
  - 3 multi-jurisdictional



# 2018 AWARDS



## Ogden/Layton Urbanized Area

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Ogden Railyard Master Plan Study

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Plain Transportation and Trails Master Plan

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Roy Ordinance and General Plan Update

---

South Davis (North Salt Lake, Centerville, Bountiful) Active Transportation Plan

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Woods Cross Station Area Plan

## Tooele County

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Grantsville City General Plan Update

## Salt Lake Urbanized Area

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Holladay Canal Trails Study

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Salt Lake County + Jordan River

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Commission Blueprint Jordan Plan Update

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Millcreek Town Center Plan

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Salt Lake City Street Typology Plan

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South Jordan + West Jordan Active Transportation Plan (Phase 2)

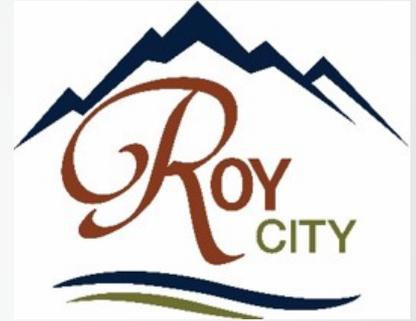
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West Jordan Center Station Area Plan

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West Valley Active Transportation Plan





# Focus Roy City

# Roy City

- Demographics
  - 38,000 Population
  - Land Area of Nearly 8 Square Miles
  - Median Property Value \$156,900
  - Median Household Income \$62,598
  - Median Age 30.5
  - The population density is 4,830 per sq mi
    - 14,256% higher than the Utah average (37)
    - 5,231% higher than the national average (93).



# Background

- **Challenge:** Move the City's Economic Development, Housing Development, and Transportation Development forward after many years of a perception that we have always been a bedroom community and always will be.



# Focus Roy City Objective

- Focus Roy City is a vision and action plan to enhance Roy, support prolonged economic prosperity in the city, and build a more attractive place for the Roy community to live, work and play.



## Two Focus Areas

Frontrunner  
Station  
Area

Downtown  
Business  
Area

# Focus Roy City Assessment

- Existing Land Use Patterns
- Existing Housing
- Existing Transportation
- Existing Economic Conditions and Market Trends



# Community and Stakeholder Engagement



# Implementation Strategies and Recommendations

- Update General Plan to Support Mixed Use Activity Centers
- Promote the Frontrunner Station as a Site for Transit-Oriented Development
- Implement Pedestrian & Transit Friendly Development Standards
- Soft Transitions Between Single Family Zones and Other Uses
- Create Open Spaces Alongside Development in Activity Centers



# Implementation Strategies and Recommendations

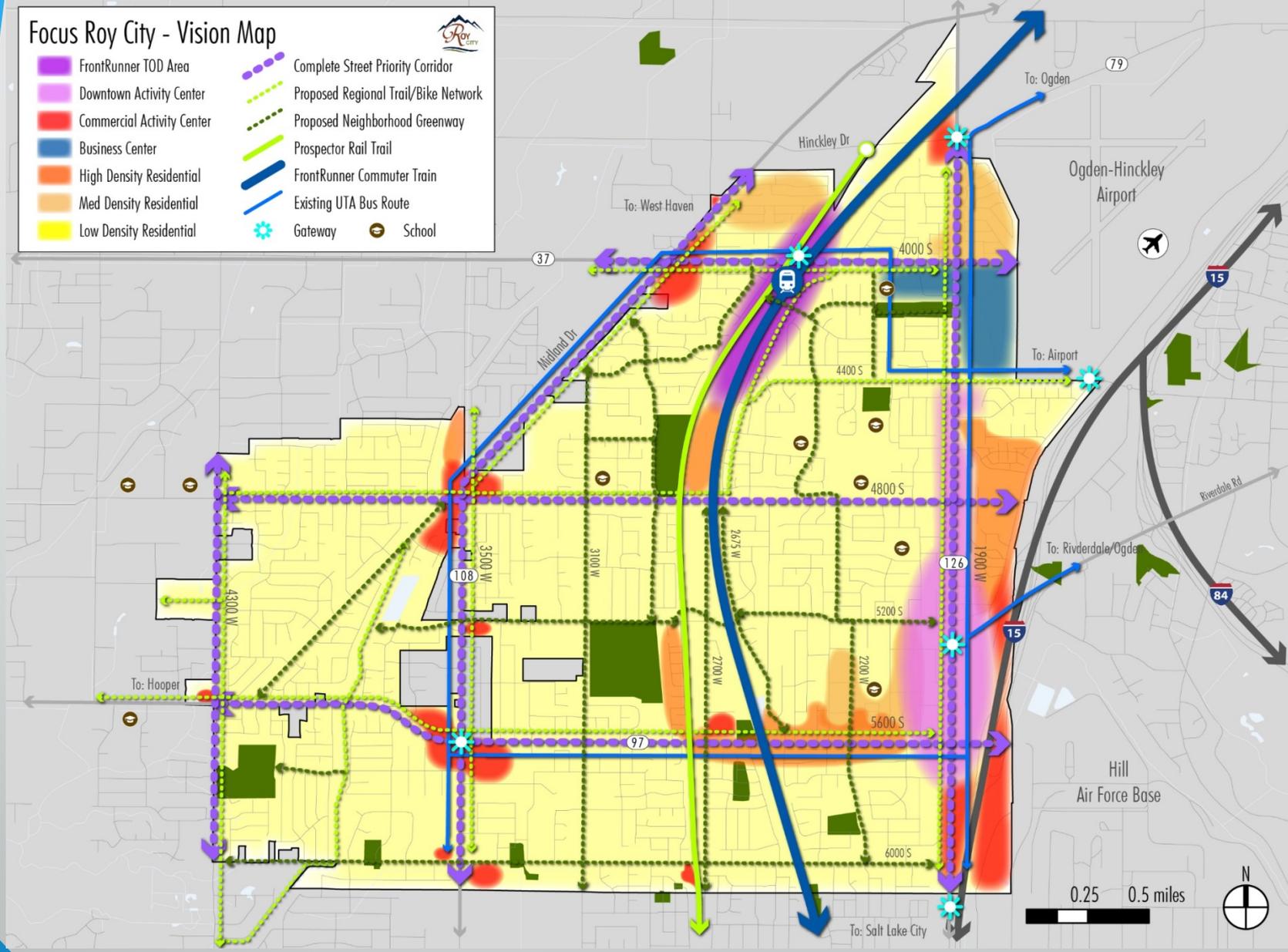
- Improve Safety Conditions for Bicyclists and Pedestrians Along Major Corridors
- Implement Traffic Calming Interventions
- Improve Connectivity to the Denver and Rio Grande Western Rail Trail
- Improve Wayfinding at Key Gateways
- Complete Regional Trail and Bike Network
- Develop Neighborhood Greenway Network



# Focus Roy City - Vision Map



- FrontRunner TOD Area
- Downtown Activity Center
- Commercial Activity Center
- Business Center
- High Density Residential
- Med Density Residential
- Low Density Residential
- Complete Street Priority Corridor
- Proposed Regional Trail/Bike Network
- Proposed Neighborhood Greenway
- Prospector Rail Trail
- FrontRunner Commuter Train
- Existing UTA Bus Route
- ✿ Gateway
- School



0.25 0.5 miles

# TLC Program

**Megan Townsend, Program Lead**  
**mtownsend@wfrc.org**  
**(801)363-4250 x. 1101**  
**<http://www.wfrc.org/tlc>**



# 2018-2023 TIP Board Modification

Wasatch Front Regional Council

March 22, 2018

Ben Wuthrich

Wasatch Front Regional Council



WASATCH FRONT REGIONAL COUNCIL

## 2018-2023 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Scope Adjustments and Additional Funding

##### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT and North Ogden	450/ 400 East	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks	STP_URB_O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)	\$13,786,000	\$3,600,000	<i>Additional Funding</i>	\$1,000,000	2017 - 2019
						STP_FLX_ST (STP Flexible (Any Area) Statewide)		\$2,000,000	<i>Additional Funding</i>	\$2,466,000	
						Local Funds (Weber Area Council of Government (WACOG) Funds)		\$2,650,000			
						Local Funds (North Ogden City Funds)		\$2,070,000			

In addition to the widening and improvements to 450 E/ 400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/ 400 East ) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. When UDOT was performing the latest studies in preparation for the project to begin, it was determined that unless more turning movement capacity (dual lefts on all legs) was part of the scope, the project would not benefit from the programmed improvements. Thus, this project needs to add a left turn lane in each direction and with the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

Davis	UDOT	SR-60	15154	South Weber Drive (SR-60); Riverdale Road (SR-26) to 1150 West (SR-168)	Pavement Rehabilitation and Sidewalk Construction	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$1,006,790	\$675,000	<i>Additional Funding</i>	\$331,790	2018
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The existing pavement on this section of road has deteriorated faster than expected and while rehabilitating the road Region One desires to add scope to this project by extending the sidewalk under the I-84 structure on the east side of SR-60, contingent upon the execution of a betterment agreement with Riverdale City. A sidewalk currently exists on the west side of SR-60. The proposed additional funding will come from Region One's 2017 Pavement Rehabilitation Program.

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Little Cottonwood Canyon	16092	Little Cottonwood Canyon	Environmental Impact Study, Phase II - Scope and Funding Addition	ST_TIF (State Transportation Investment Funds)	\$5,000,000	\$2,000,000	<i>Additional Funding</i>	\$3,000,000	2018

Phase I began the environmental impact study (EIS) process up through Alternatives Development. This phase of the study is scheduled to be completed by August, 2018. Phase II will complete the EIS process from Alternatives Development through the final Record Of Decision (ROD). Funding in the amount of \$3,000,000 is requested from the Recreational Hotspot - Transportation Investment Fund (TIF) Program.

**North Ogden – 450 East/ 400 East; 2600 North to Elberta Drive**  
**Widen Existing Roadway from 3 to 5-Lane - Including Curb, Gutter and Sidewalk**

**Additional  
Funding**

Amount Being  
Requested  
\$ 1,000,000  
---  
\$ 2,466,000

**Additional Needed  
Funding  
\$ 3,466,000  
---  
Total Project Cost  
Estimate \$ 13,796,000**





# Salt Lake - Little Cottonwood Canyon

## Environmental Impact Study, Phase II – Scope and Funding Addition



**Additional  
Funding**

Amount Being  
Requested  
\$ 3,000,000

Total Project Cost  
Estimate \$ 5,000,000



## 2018-2023 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### New Projects

#### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-68	16424	Redwood Road (SR-68); 9000 South to 12600 South	Restripe Redwood Road from 5 Lanes to 7 Lanes - Eliminate Choke Point	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,000,000	\$0	<i>New Project</i>	<b>\$2,000,000</b>	2018
								\$0			

Because the roadway width is already sufficient, this project scope will only include grinding off the existing striping and re-striping to a 7 lane configuration. It does not include any work beyond the existing curb and gutter on either side of the street. The estimate includes the grinding, the replacement of the pavement markings at the existing intersections, repair of areas where the pavement is distressed, several utility access adjustments, and both the air and noise analysis for the environmental document. The available funds will come from Region Two's debt obligation funds (funds that are returned to the Regions because of project cost savings and favorable bids).

Tooele	UDOT	SR-138	15578	SR-138, Stansbury Park Underpass Partnership	Construct Pedestrian/ Bicycle Underpass	STP_TAP_ST (Converted TAP Funds to STP)	\$1,800,000	\$0	<i>New Project</i>	<b>\$400,000</b>	2018
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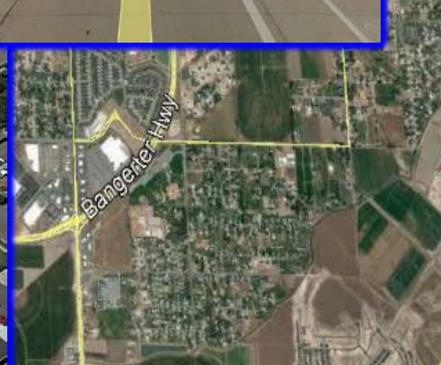
This project will construct a tunnel under SR-138 to address a growing safety concern with school kids and other pedestrians crossing in this area of increasing density and population. This project is a local government partnership with a total project value of ~\$1.8 Million. Funding is requested from Transportation Alternative Program funds.

# Salt Lake – Redwood Road (SR-68) – Re-striping 9000 South to 12600 South

**New  
Project**

**Amount Being  
Programmed  
\$ 2,000,000**

**Total Estimated  
Project Cost  
\$ 2,000,000**



# Tooele – SR-138, Stansbury Park Underpass Partnership Construct Pedestrian/ Bicycle Underpass



**New  
Project**

Amount Being  
Programmed  
\$ 400,000

Total Estimated  
Project Cost  
\$ 1,800,000

