

# 2015-2040 RTP

## Amendment #2

August 18, 2016

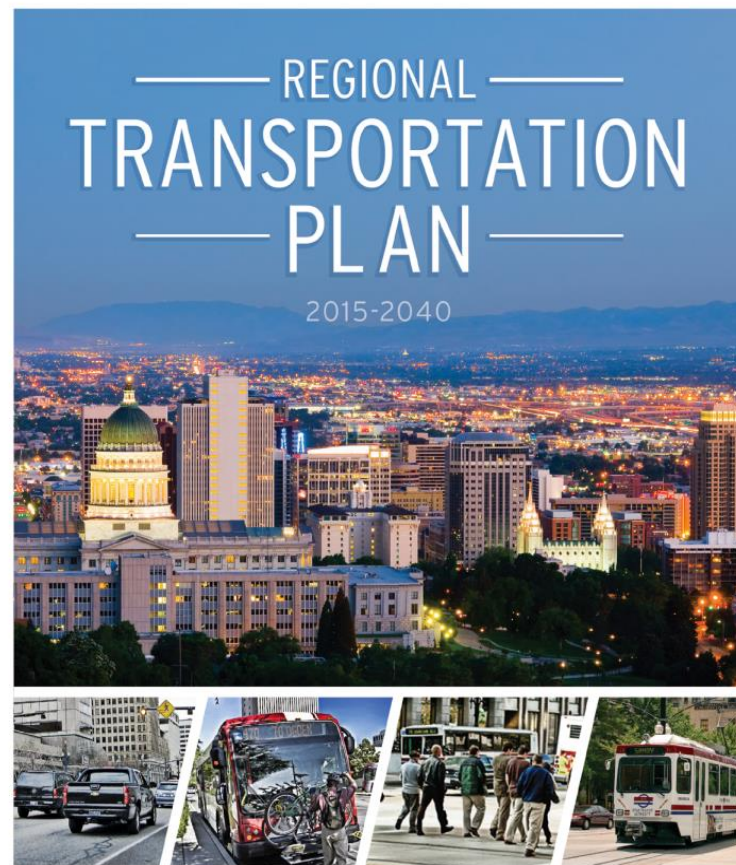


WASATCH FRONT REGIONAL COUNCIL

# 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



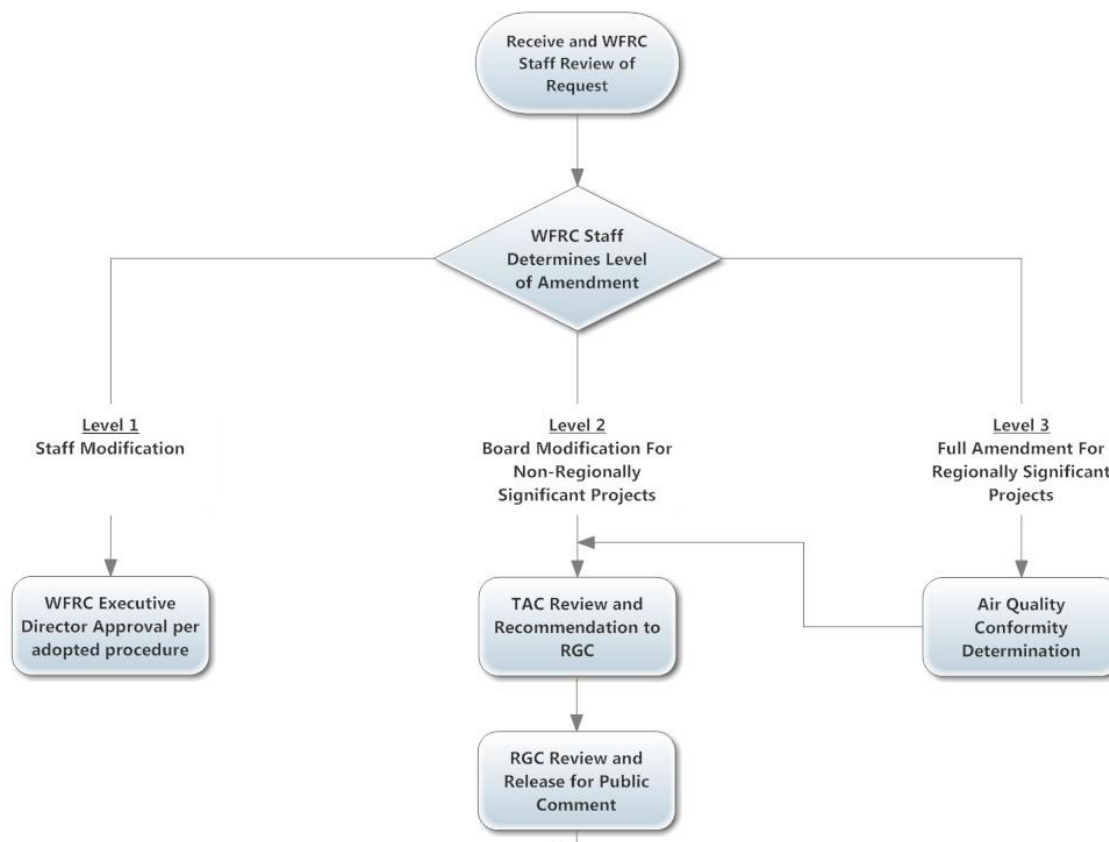
  
WASATCH FRONT REGIONAL COUNCIL

  
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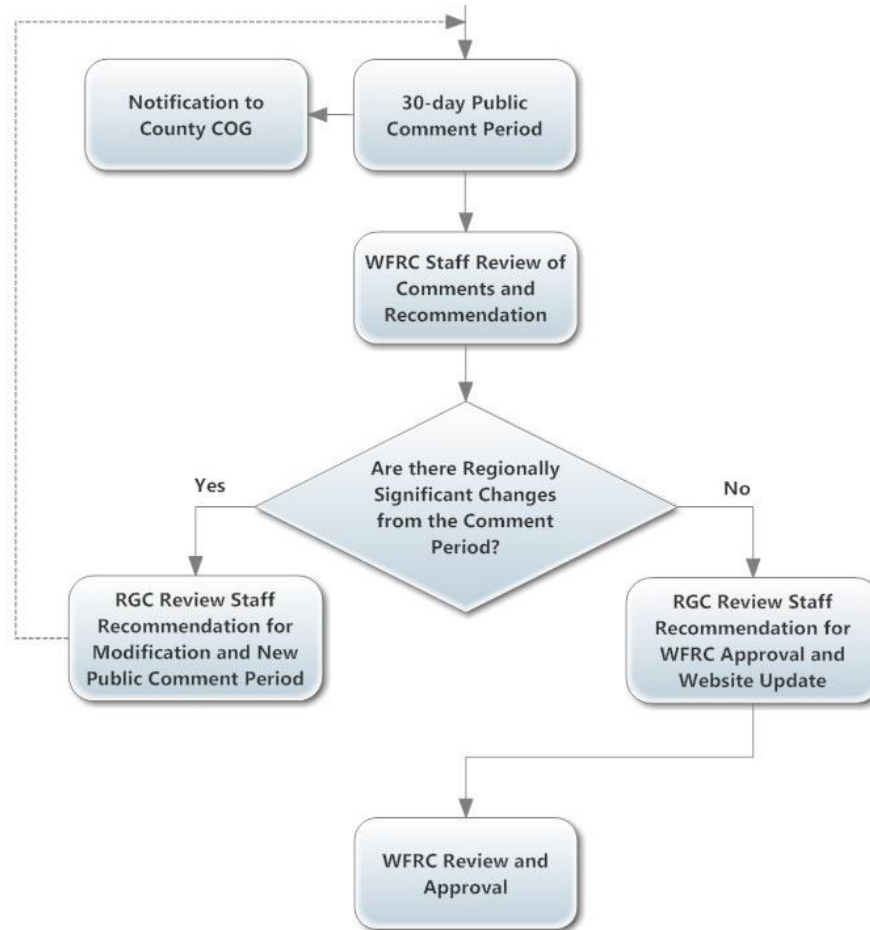
# RTP And Amendment Process Overview

## REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



# RTP And Amendment Process Overview

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# 9000 South – I-15 to 700 East

**Request:** Utah Department of Transportation

**Scope:**

- Currently in Phase 1 -“Operational Project.”
- Proposed - “Widening Project” through restriping.

**Benefits:**

- Improve failing condition during peak traffic periods.
- Improve eastbound cues at TRAX crossing of 9000 South.
- Improve merging and weaving.



**Cost:** \$14 Million

**Funding Source:** Combined with an existing Maintenance and Preservation Project

# Redwood Road – 9000 South to Bangerter Hwy

**Request:** Utah Department of Transportation

**Scope:**

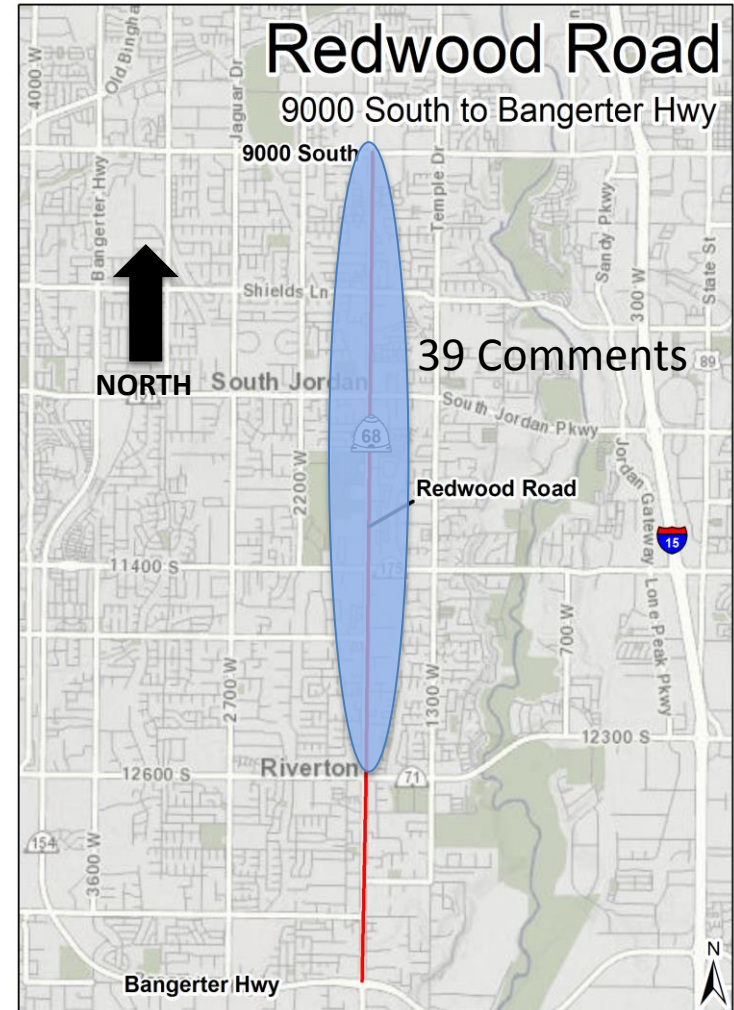
- 9000 South to 11400 South
  - Operational Improvements; Phase 2 to 1
- 9000 South to Bangerter Hwy
  - Widening from 5 to 7 lanes; Phase 3 to 1
- Coordinate with an existing funded project from 12600 South to Bangerter Hwy

**Benefits and Issues:**

- Consistent corridor cross-section
- Reduces community disruption, economy of scale
- Potentially removes 3 miles of bike lanes and parking and would conflict with Priority Bike Plan
- Should coordinate with the transit and land use studies

**Total Cost:** \$41 Million

**Funding Source:** Requesting TIF



# Valley Drive – From 20<sup>th</sup> Street to SR-39

**Request:** Ogden City

**Scope:**

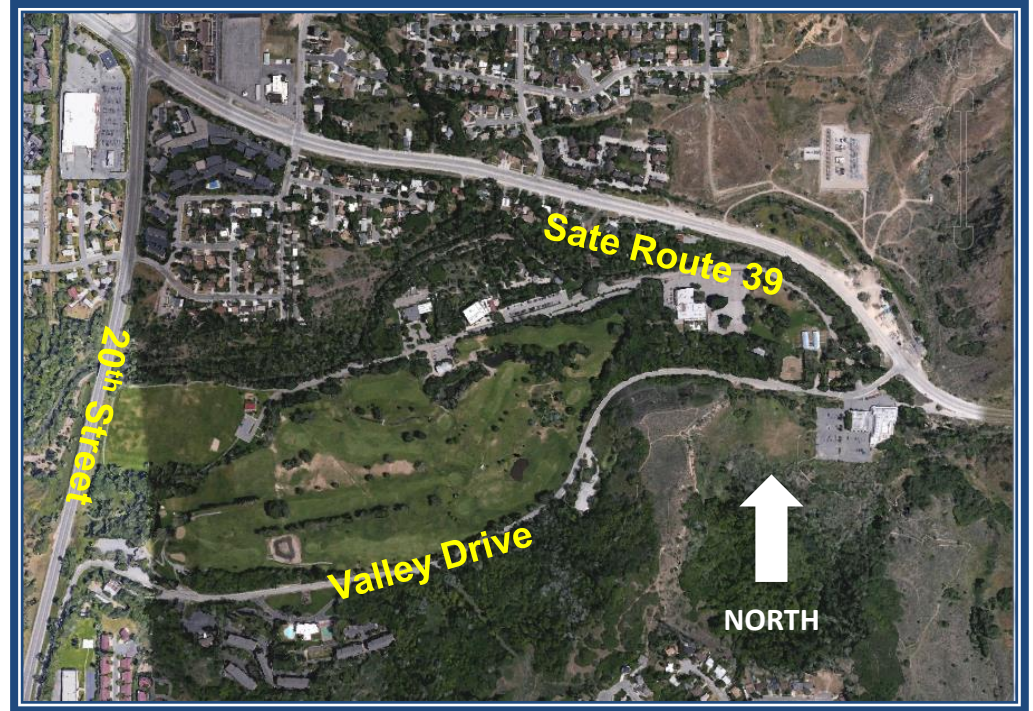
- New “Operational Project”

**Benefits:**

- Traffic count place volumes above 5,000 vehicle per day.
- Storm drainage, pedestrian /cyclist geometrics, and shoulders will be addressed.
- Improves traffic connections between Harrison Blvd / 20<sup>th</sup> Street and the mouth of Ogden Canyon.

**Cost:** \$5 Million

**Funding Source:** Requesting Federal and County Funds



# 2<sup>nd</sup> Street – From Washington Blvd to Monroe

**Request:** Ogden City

**Scope:**

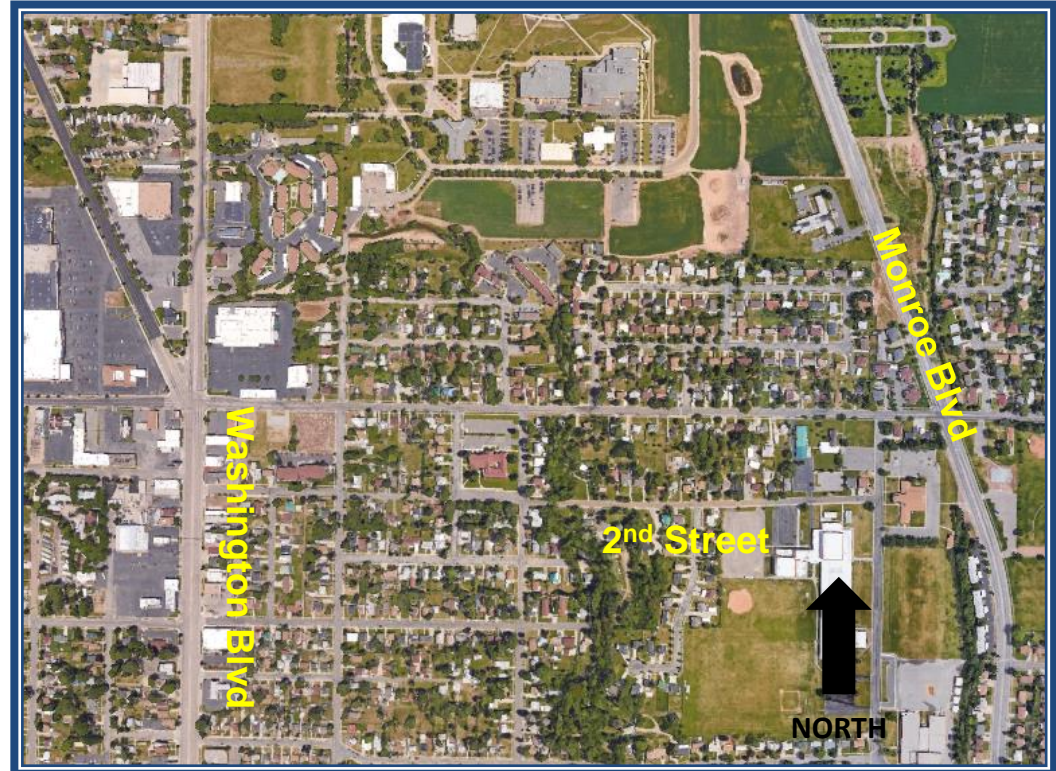
- This request is for a new operational project on 2<sup>nd</sup> Street from Washington Blvd. to Monroe Blvd.

**Benefits:**

- UDOT lists AADT at 9,000 vehicle per day
- Three schools are located on or near this road.
- Future improvement on this roadway would restore sidewalks, make ITS improvements, and widen intersection at traffic signals.

**Cost:** \$4 Million

**Funding Source:** Requesting Federal and County Funds





# 17<sup>th</sup> Street – From Wall Avenue to Washington

**Request:** Ogden City

**Scope:**

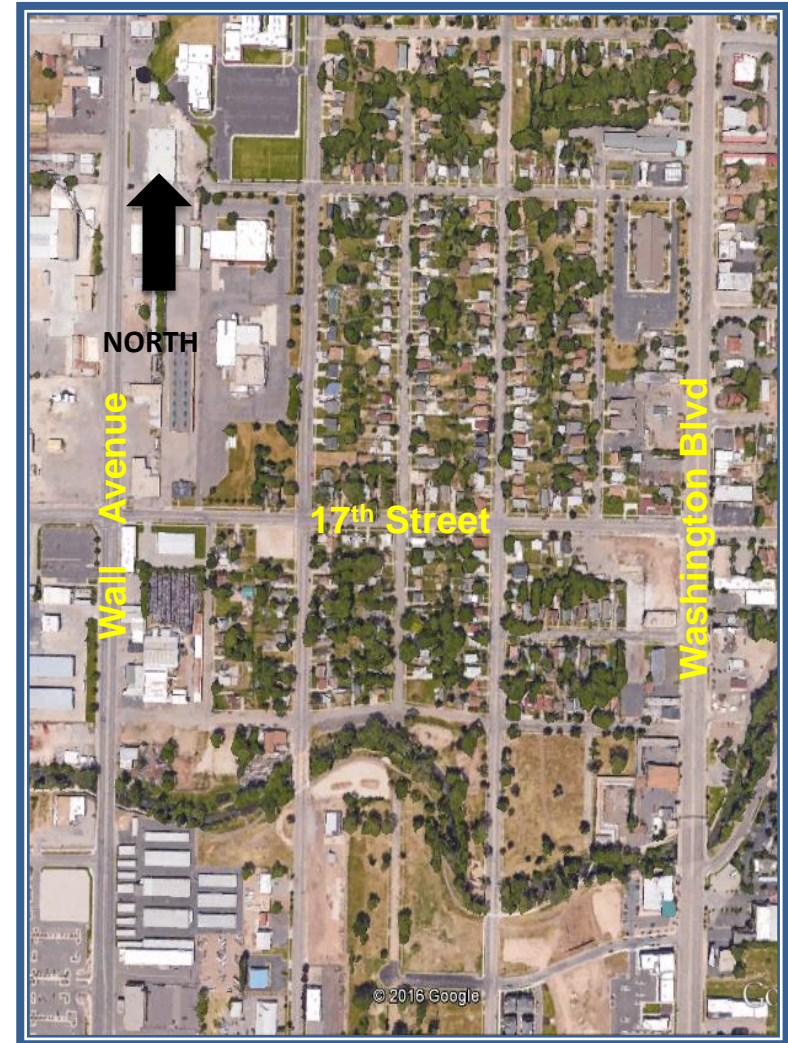
- This project is a new operational project on 17<sup>th</sup> Street from Wall Avenue to Washington Blvd.

**Benefits:**

- Project would look to make improvement on the roadway section to handle truck traffic that serves a number of freight outlets including State Grain Station and the Bishop's Storehouse.
- Widen turning lanes at intersections.
- Includes improvements to active transportation elements.

**Cost:** \$3 million

**Funding Source:** Requesting Federal and County Funds



# 26<sup>th</sup> Street – From Wall Avenue to Washington

**Request:** Ogden City

**Scope:**

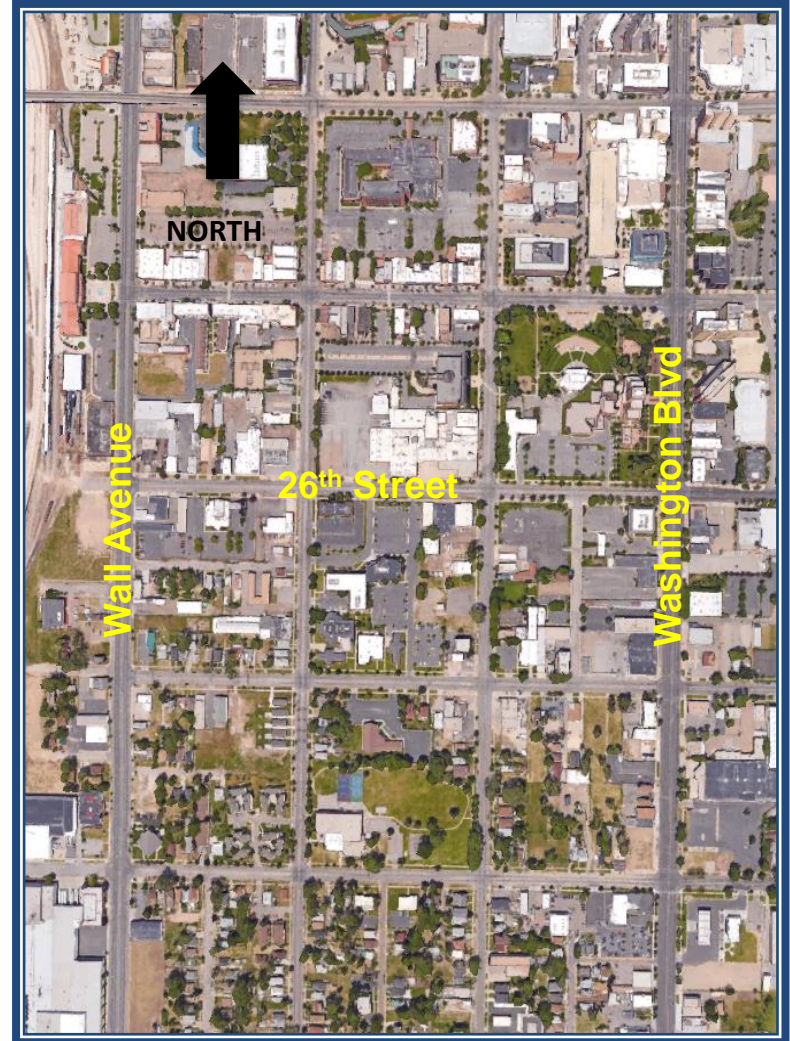
- New “Operational Project”

**Benefits:**

- Improved east / west traffic flow prior to and after 26<sup>th</sup> Street.
- Improvement to this roadway would benefit motorists, bicyclists, and pedestrians.

**Cost:** \$4 Million

**Funding Source:** Requesting Federal and County Funds



# 2600 North – From Washington to Fruitland Dr.

**Request:** North Ogden City

**Scope:**

- New “Widening Project”

**Benefits:**

- Improved connectivity to I-15
- Economic growth benefits to commercial districts along Washington Blvd. and Skyline Drive.
- Improved LOS, which is currently E.
- North Ogden City has teamed up with developer to complete 1700 North, a Phase 2 project.

**Cost:** \$13 Million

**Funding Source:** Requesting Federal and County Funds



# Wall Avenue Extension – North to Larsen Lane

**Request:** Harrisville City

**Scope:**

- This project is requested to be removed.
- With the extension of 2700 North to serve Pleasant View and North Ogden, the Wall Avenue Extension is no longer important.
- The Extension would divide Harrisville City with another major street and require the removal of a number of homes and businesses.
- This project has been omitted in the latest update to Harrisville’s Transportation Plan.

**Cost:** N/A

**Funding Source:** N/A



# 14000 South – From 2700 West to 3600 West

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**Request:** Bluffdale City

**Scope:**

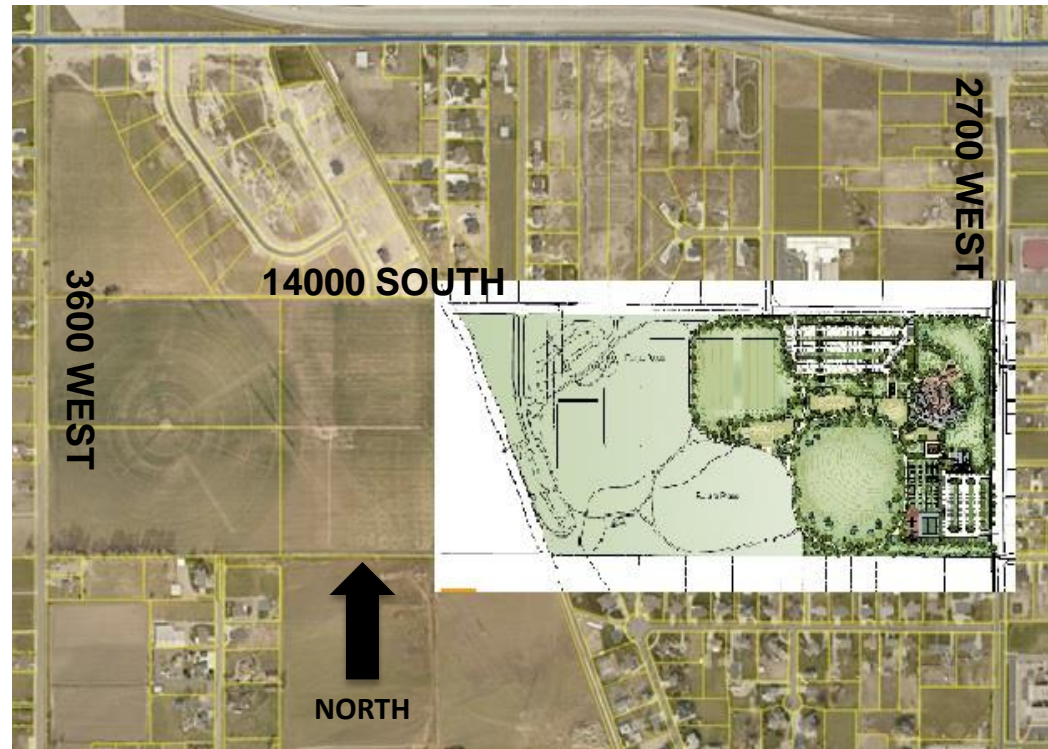
- New Construction Project as a two lane collector.

**Benefits:**

- Provide access to a regional park.
- Provides a key network connection in this area of Bluffdale.

**Cost:** \$4.5 Million

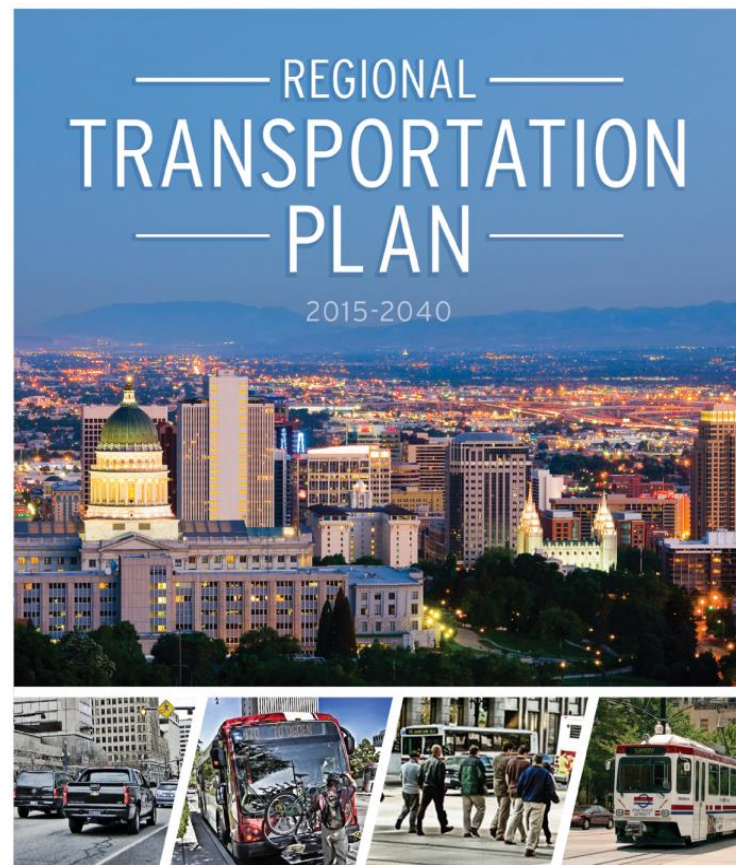
**Funding Source:** County and Local Funds



# RTP Amendment #2 Public Comments

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- Meets Air Quality Conformity and Financial Constrains
- Comment Period
  - May 23 to June 24, 2016
  - 39 Comments on the Redwood Road project
- Recommendation to the Wasatch Front Regional Council (WFRC) for Approval



  
WASATCH FRONT REGIONAL COUNCIL

  
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# 2015-2040 RTP

## Amendment #2

August 18, 2016



WASATCH FRONT REGIONAL COUNCIL

# Plan Development

Wasatch Choice 2050 Vision and  
Regional Transportation Plan

———— August 18, 2016 ————



WASATCH FRONT REGIONAL COUNCIL



# The Wasatch Choice for 2040 Vision and 2015 to 2040 Regional Transportation Plan

## Building The Future We Want

**Vision**

**Challenge and Opportunity**

**Growth Principles for a Bright Future**

**Growth Principles Come to Life**

**Envision Utah's 21st Strategy**

**General Land Use Legend**

## The Greater Wasatch Vision for 2040

## Wasatch CHOICE for 2040

**Highlights**

**Vision Benefits**

**Centers**

**Corridors**

**Building the Wasatch Choice for 2040**

# REGIONAL TRANSPORTATION PLAN

## 2015-2040

WASATCH FRONT REGIONAL COUNCIL

# The Wasatch Choice 2050 Vision and RTP

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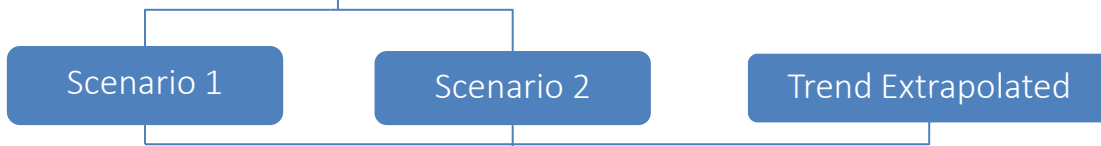
## **WASATCH CHOICE**

— 2050 —

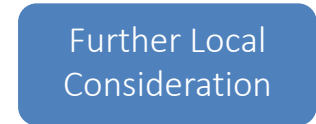
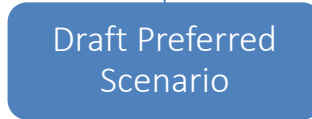
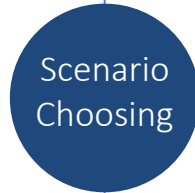


# Wasatch Choice 2050 Process

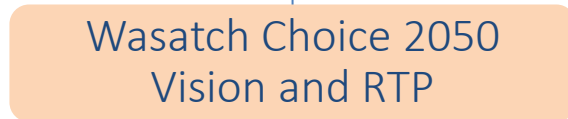
Round 1  
2016/2017



Round 2  
2017



Round 3  
2018



# Today's Update

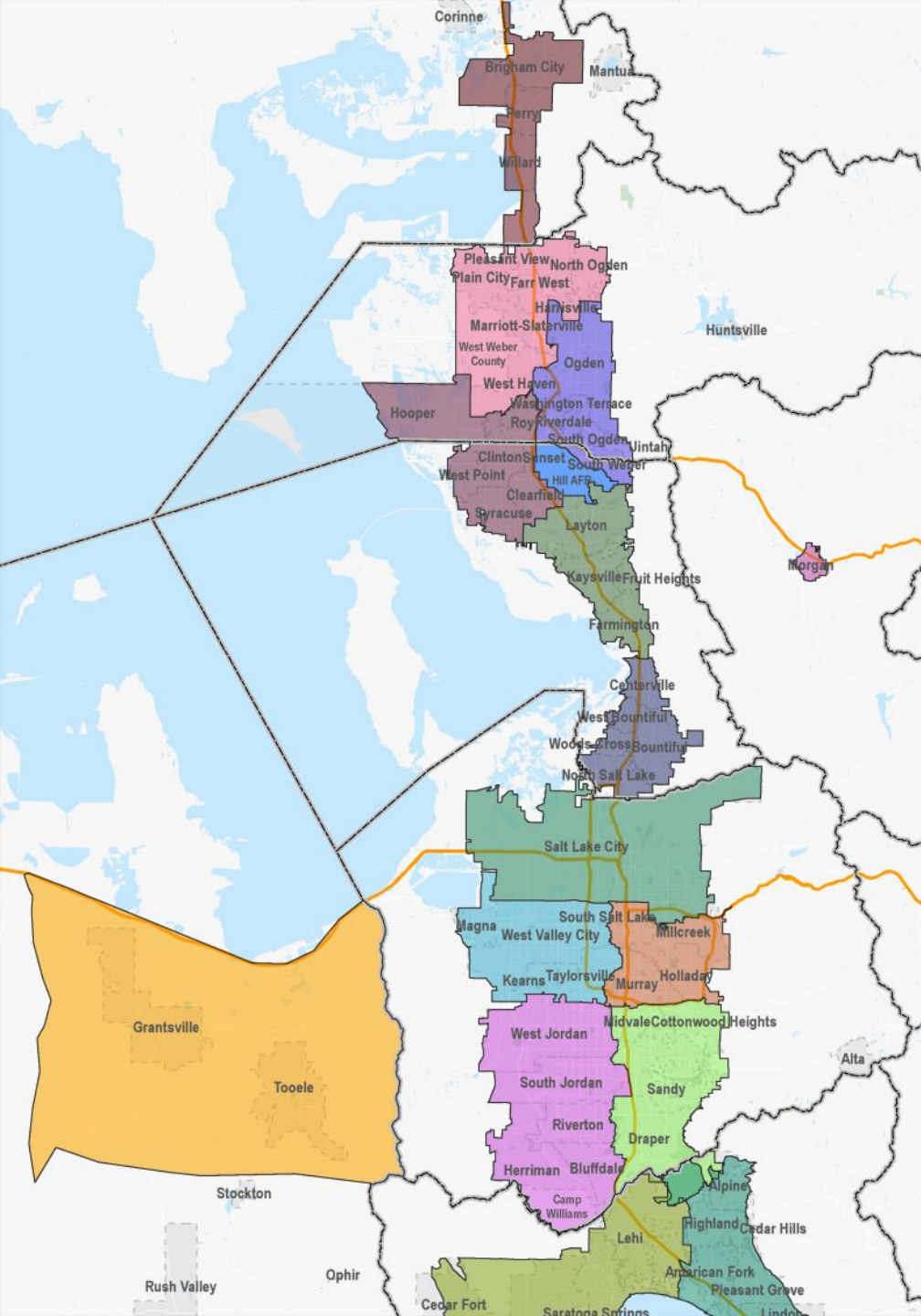
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- What we heard at the Small Area Meetings
- How are we developing scenarios
- Where do we go from here



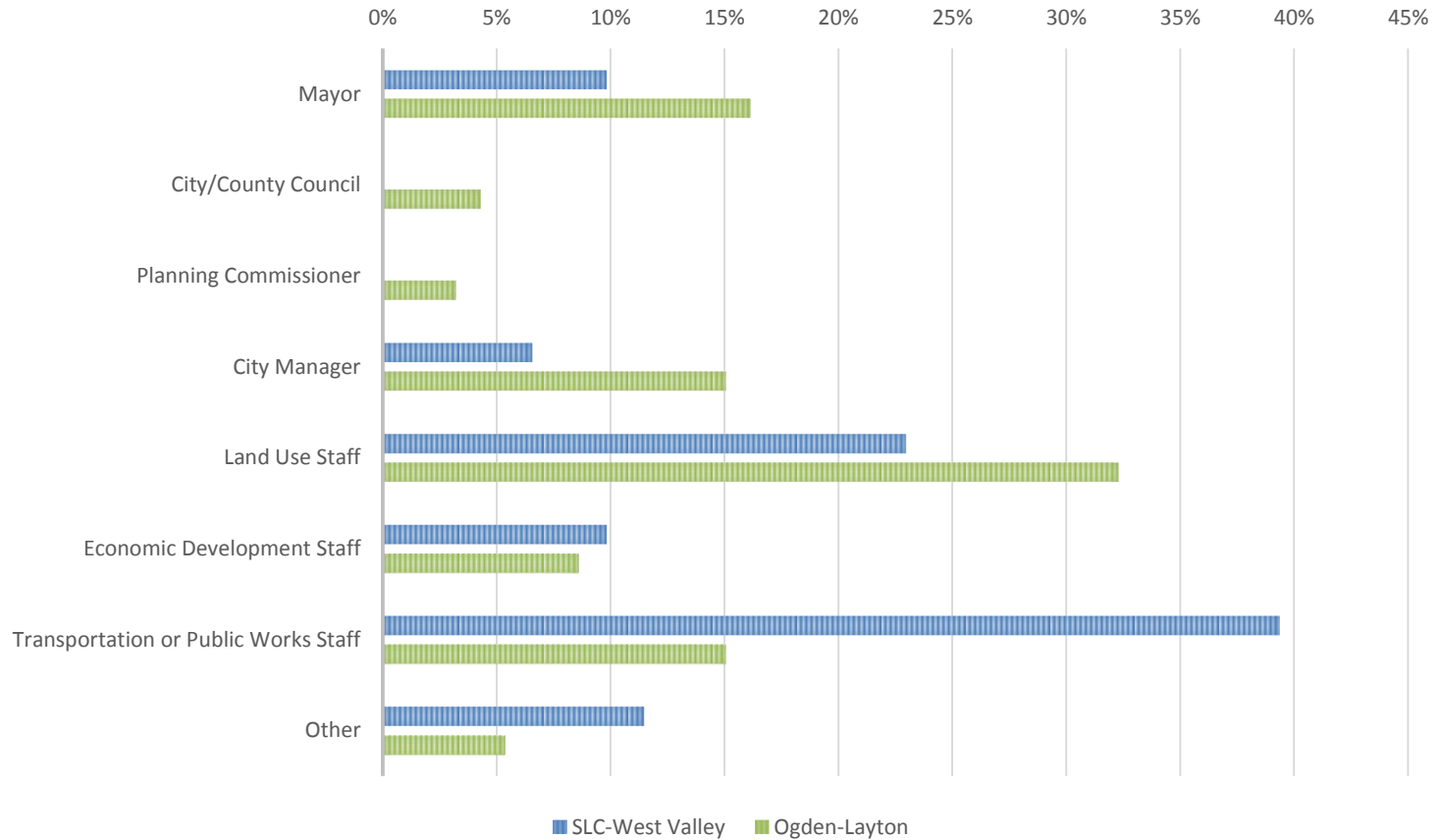
—— Small Area Meeting Feedback ——





# Small Area Meetings

# Small Area Meeting Participants



# Small Area Meeting Polling:

## “What outcomes are most important for this area?”

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- Quality job opportunities within a reasonable commute
- A low cost of living (housing plus transportation expenses)
- Parks and green spaces for recreation
- Manageable traffic conditions on the roads
- Quality public transportation
- Walkable streets and bike lanes, paths, and trails
- The availability of water
- Safe streets
- Fiscally self-sufficient communities
- Air quality





# Small Area Meeting Polling Results

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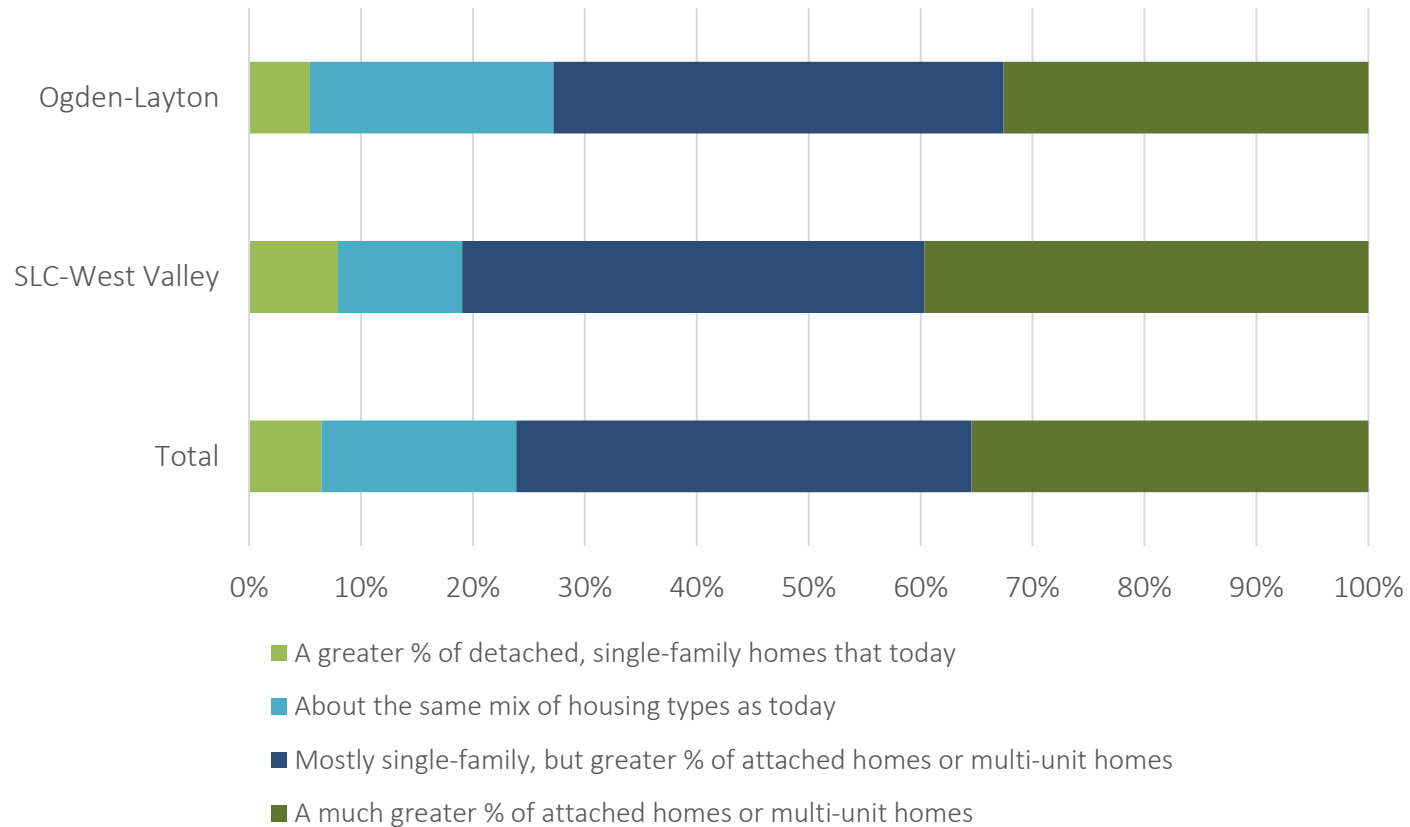


1. Quality job opportunities within a reasonable commute
2. The availability of water
3. Air quality (SLC-WV)  
Fiscally self-sufficient communities (Ogden-Layton)



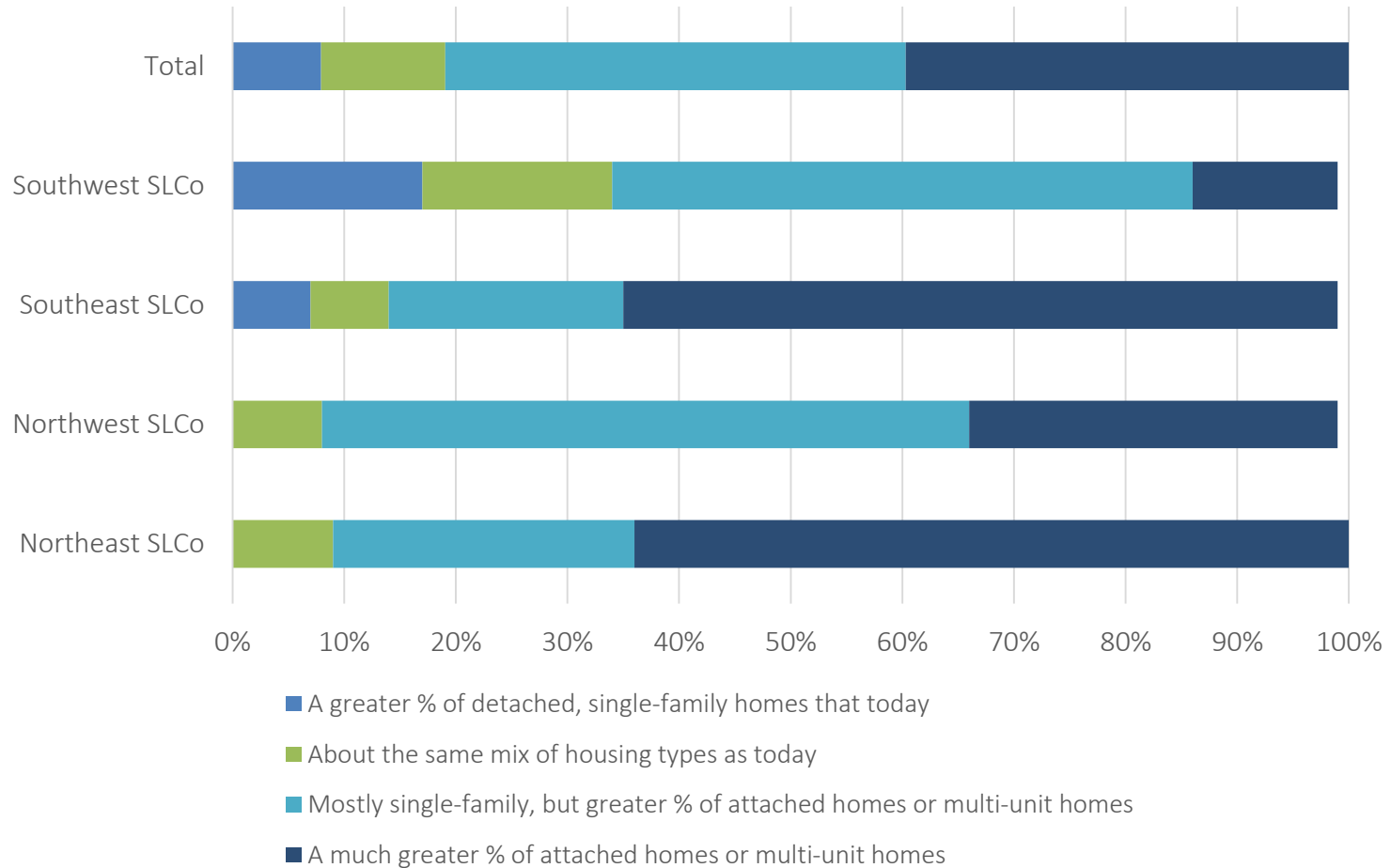
# Small Area Meeting Polling:

“With regard to the mix of available housing, this area should offer?”



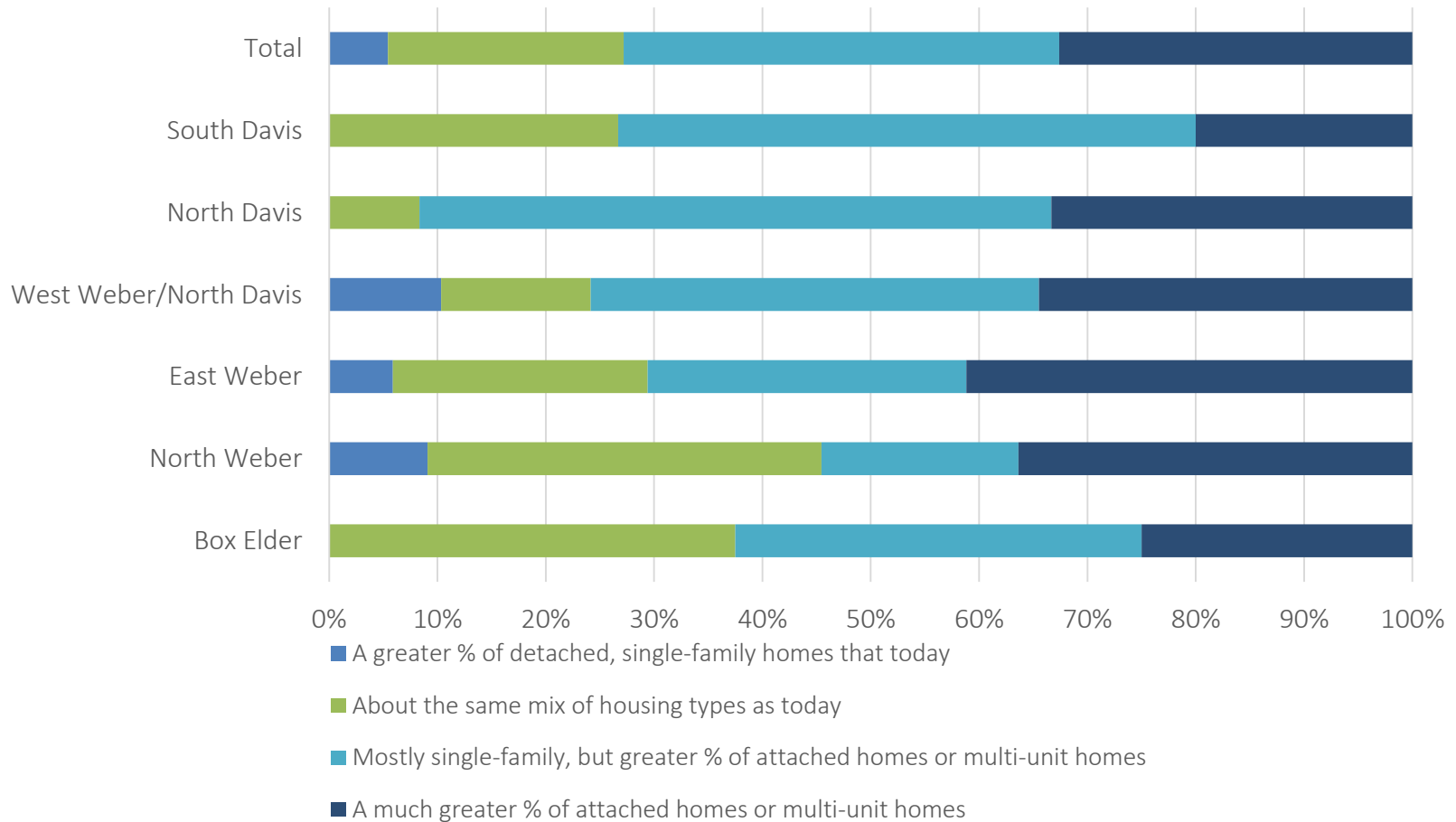
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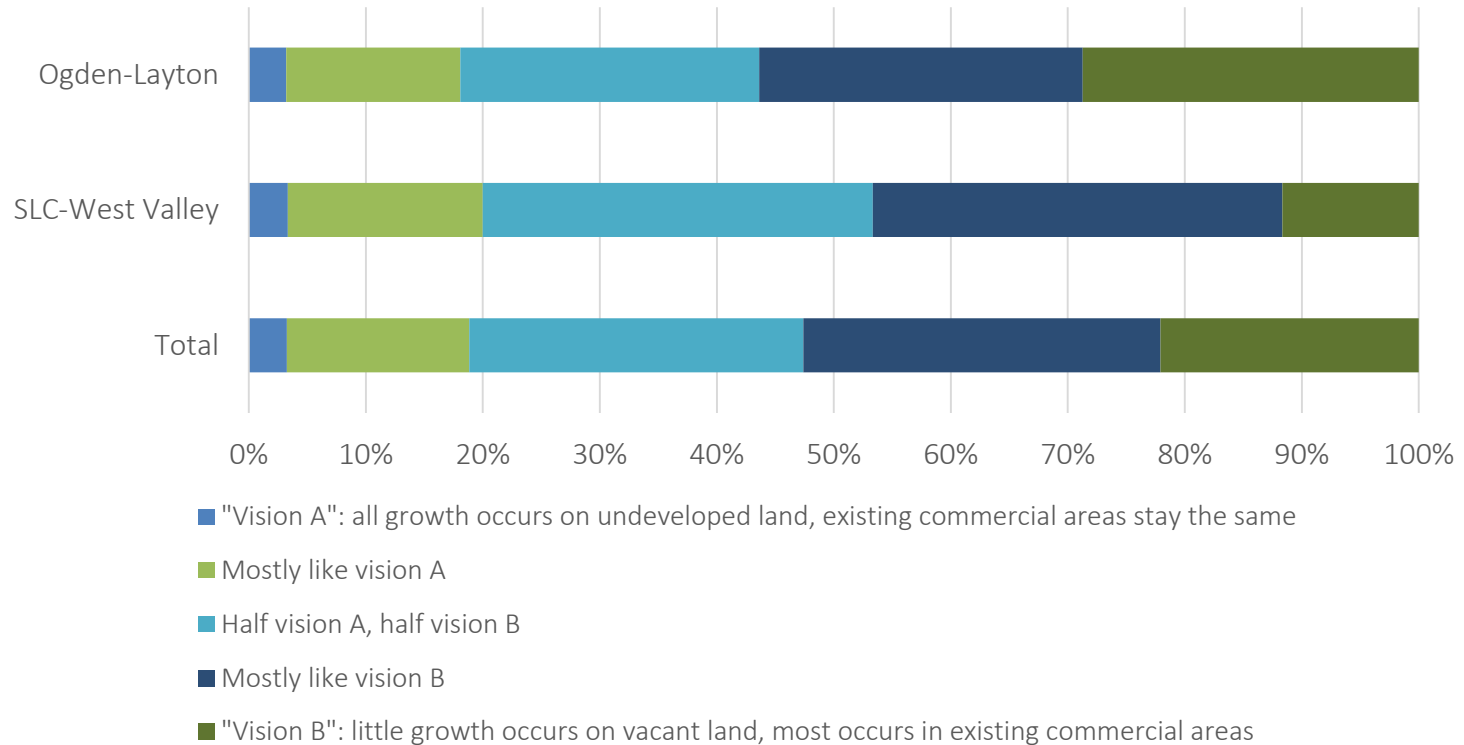


# Small Area Meeting Polling:

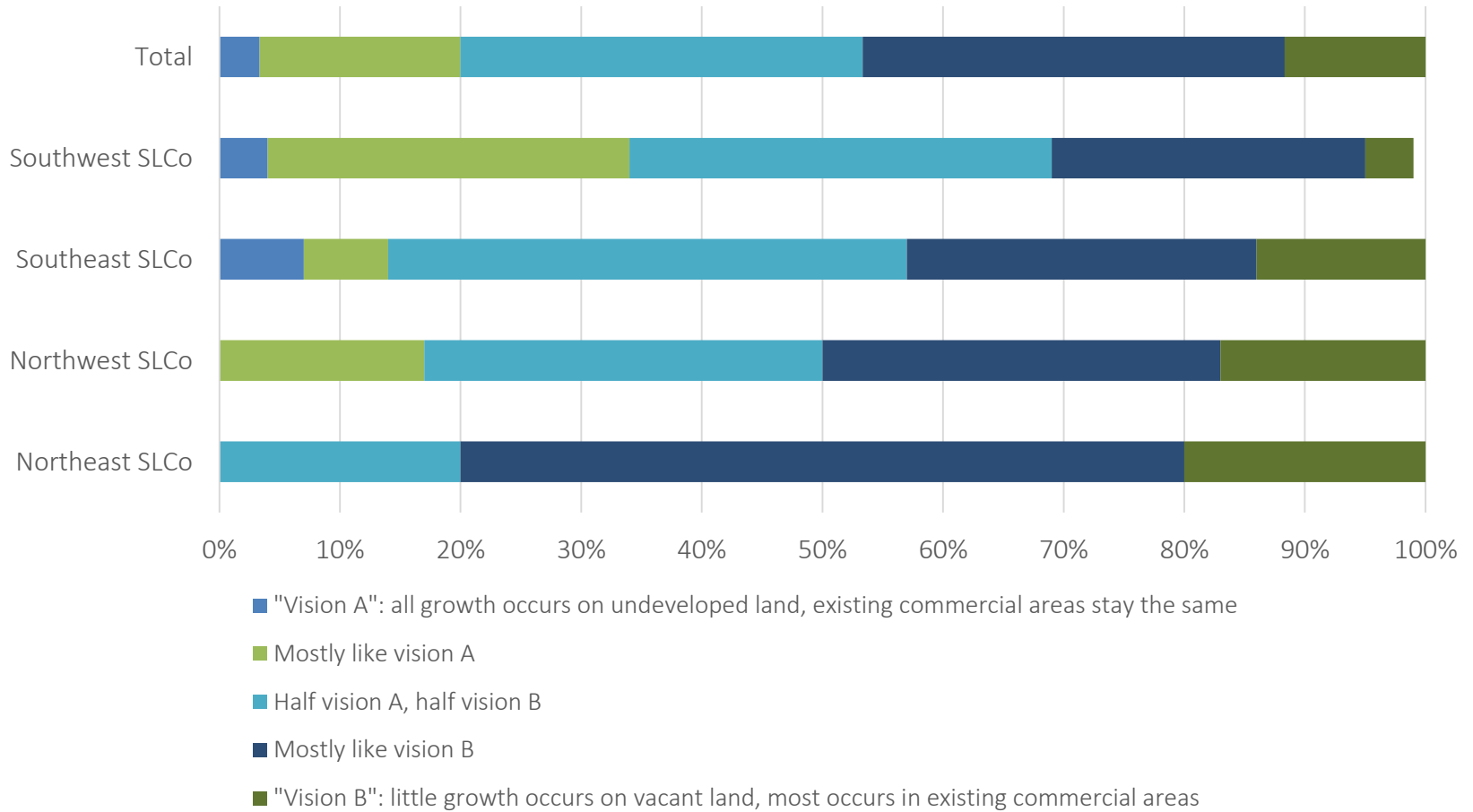
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# Small Area Meeting Polling: “How should growth in this area occur?”



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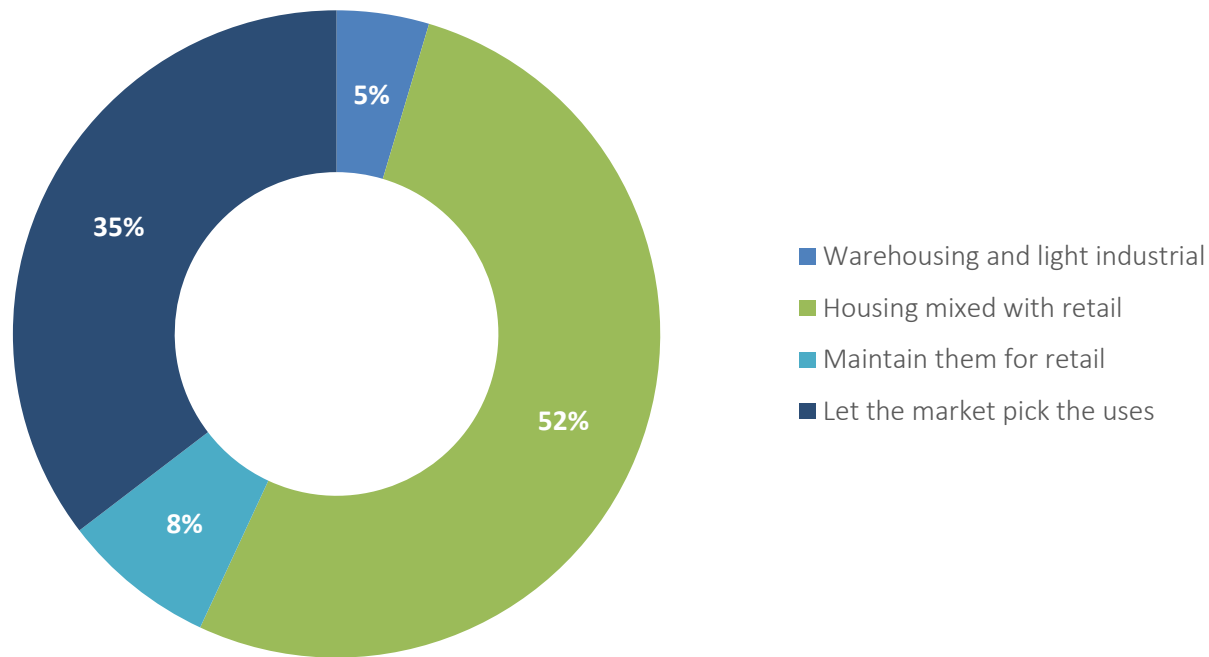


# Small Area Meeting Polling: “How should growth in this area occur?”



# Small Area Meeting Polling: “What should happen to retail areas over time?”

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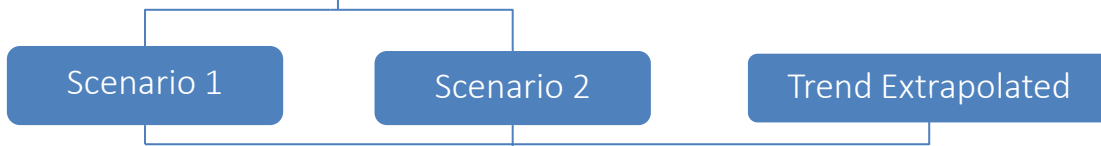
# Scenario Development

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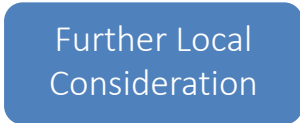
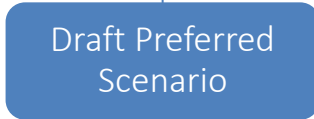
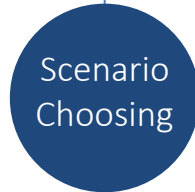


# Scenario Development

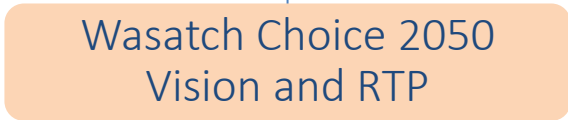
Round 1



Round 2

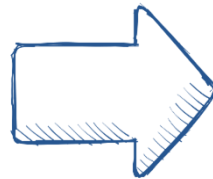


Round 3



# Scenario Development

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# Scenario Themes

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- General Plans
- 2015-2040 RTP
- Extrapolated Trends



- Dominant centers
- Capital-intensive transit projects
- Local roadway investments
- Connectivity

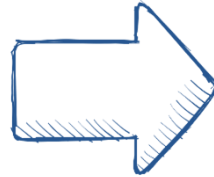


- Dispersed centers
- Service-intensive transit projects
- Regional roadway investments
- Connectivity



# Scenario Development

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## Next Steps

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WASATCH FRONT REGIONAL COUNCIL

# Next Steps

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- Develop shared goals for the Region



# Wasatch Choice 2050 Goals: Working Draft

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1. Economic opportunities accessible within a reasonable commute
2. Livable and healthy communities
3. Manageable and reliable traffic conditions
4. Quality transportation choices
5. Safe streets for all anticipated users
6. Clean air
7. A range of housing choices and affordable living
8. Ample parks, open spaces, and recreational opportunities
9. A sustainable natural environment
10. Efficient infrastructure in a state of good repair



# Next Steps

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- Develop shared goals for the Region
- Performance measures
- Second set of small area meetings in early 2017



# Plan Development

Wasatch Choice 2050 Vision and  
Regional Transportation Plan

———— August 18, 2016 ————



WASATCH FRONT REGIONAL COUNCIL

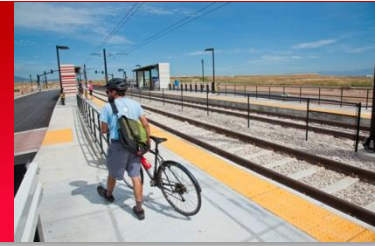


## TIGER AWARD OVERVIEW

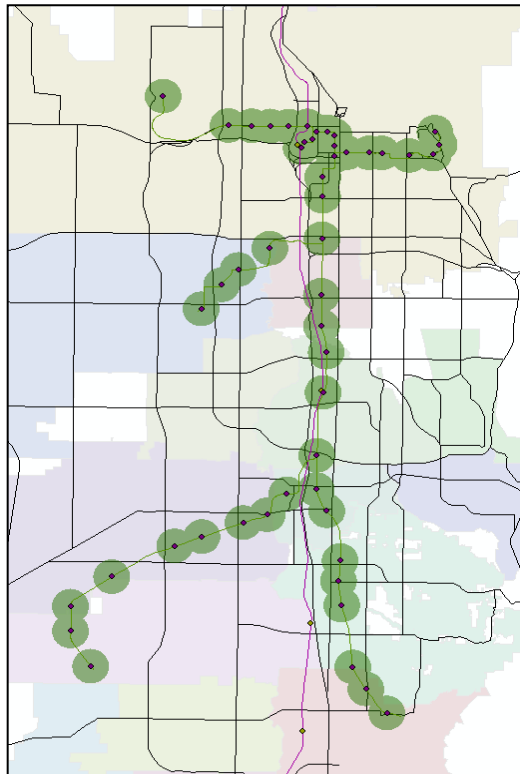
Regional Growth Committee Meeting – August 17, 2016

Jennifer K. McGrath, Utah Transit Authority, Active Transportation Planner

# First/Last Mile



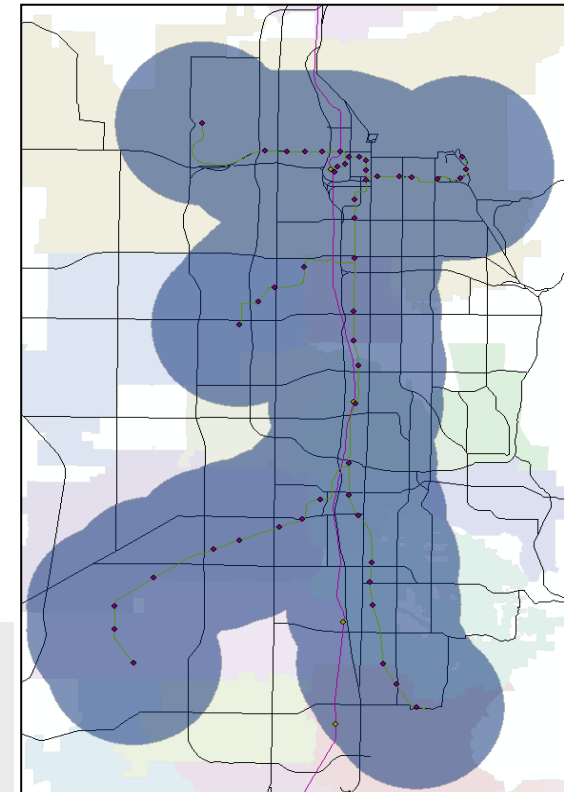
## Making the Case: Bicycles + Transit = Success



Within Walking Distance:

- 163,000 Jobs
- 61,000 people

Light Rail 15 Minute  
Walk Buffer (0.5 miles)



Within Biking Distance:

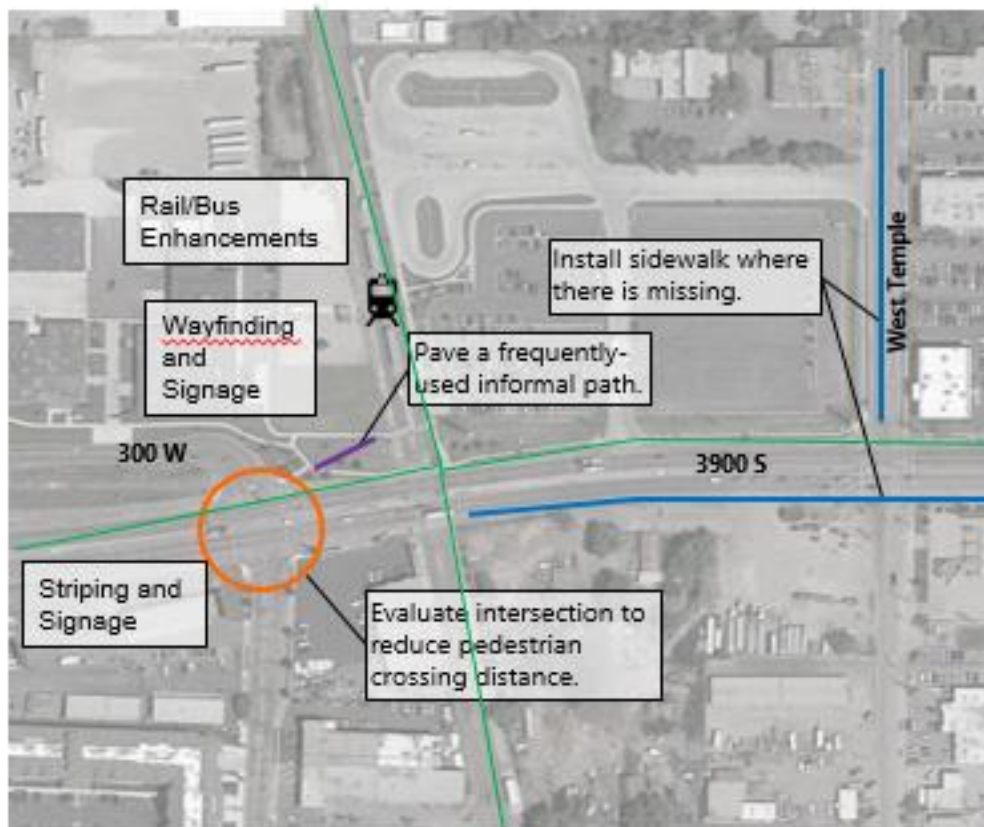
- 573,000 Jobs
- 597,000 people

Light Rail 15 Minute  
Bike Buffer (2.5 miles)

# Site Specific Example



## CASE STUDY: MEADOWBROOK (SUBURBAN NON-RESIDENTIAL)



## Project Elements

- Striping and Signage
- Pedestrian Network Improvements
- Bicycle Network Improvements
- Rail/Bus Enhancements
- Wayfinding and Information

# TIGER 2016



## 2016 Transportation Investment Generating Economic Recovery (TIGER) Proposed Project

### Project Goal

Reduce and *remove barriers* to transit access and transportation corridors in order to connect communities, employment centers, educational institutions, public services, and other community resources. This project will *improve safety* for pedestrians and cyclists, with an emphasis on developing mobility for *transportation disadvantaged communities* and the creation of *ladders of opportunity*.

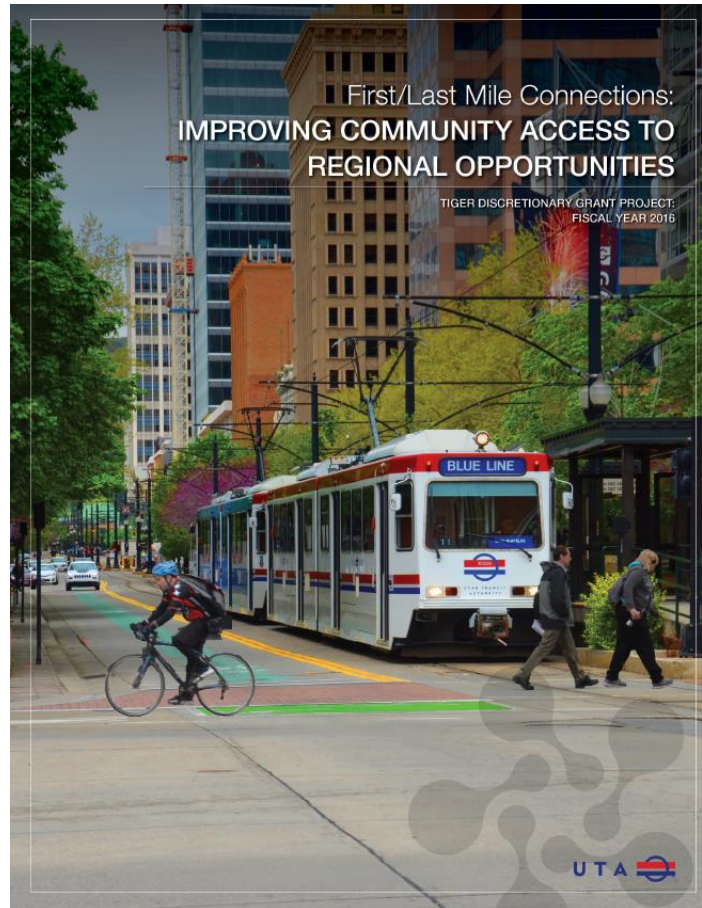
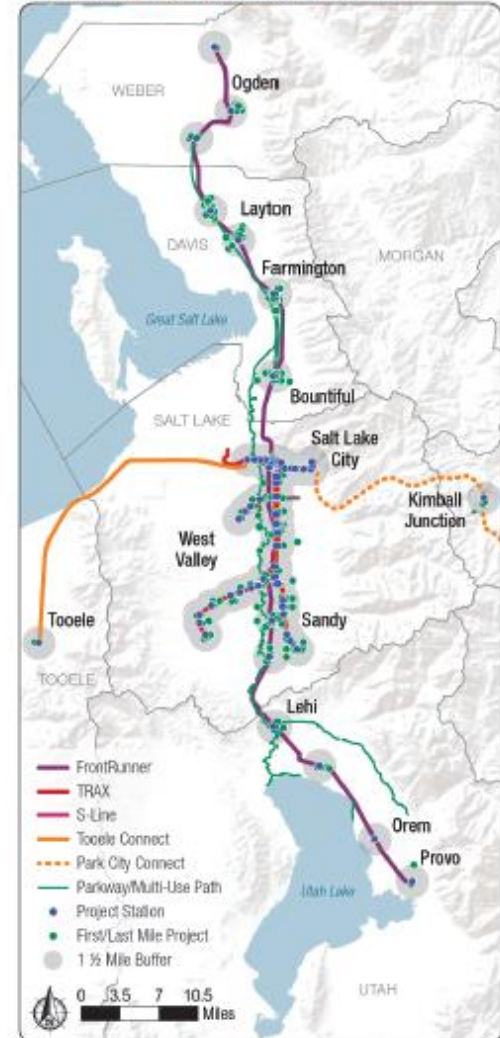


Figure 1: Total Project Area with Stations, Transit Lines, and Active Transportation Corridors

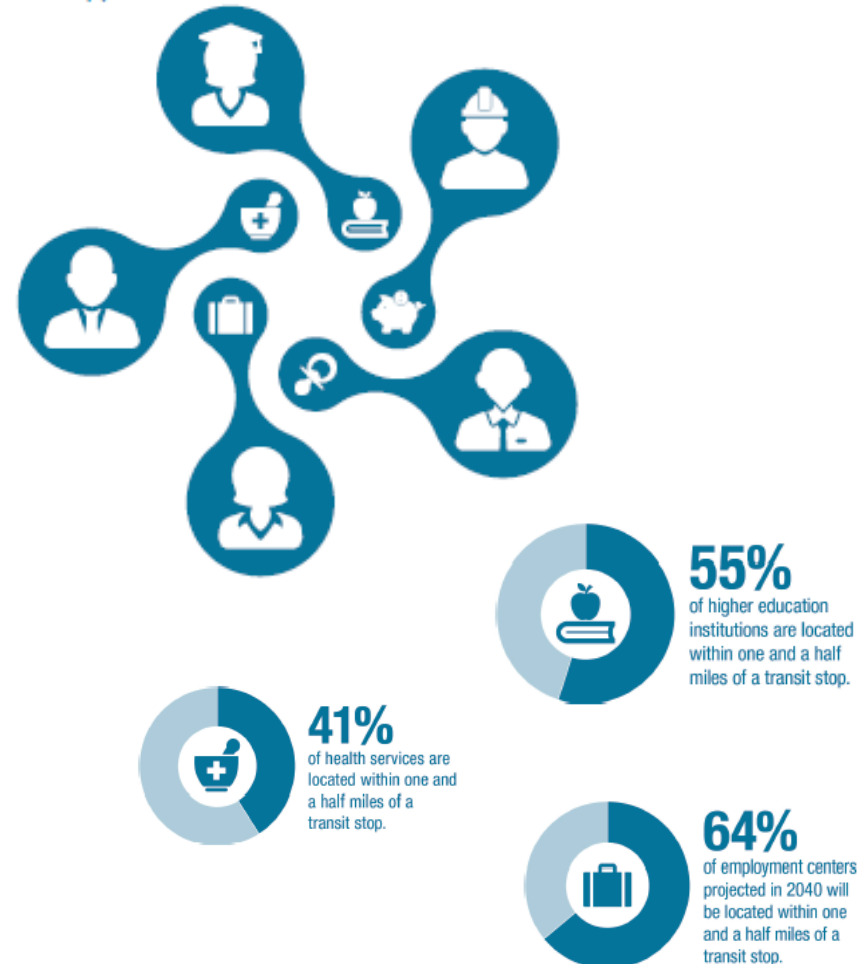


# TIGER 2016 Goals

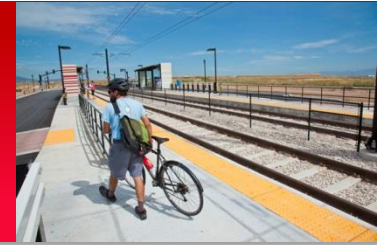


- Safety
- Ladders of Opportunity
  - Ethnic Minorities
  - Disabled Populations
  - Low Income
- Access Improvements via Transit
  - Education
  - Jobs
  - Human Services

*Figure 9: Ladders of Opportunity: Increasing Connectivity to Employment, Education, Services, and Opportunities*



# REGIONAL Impact

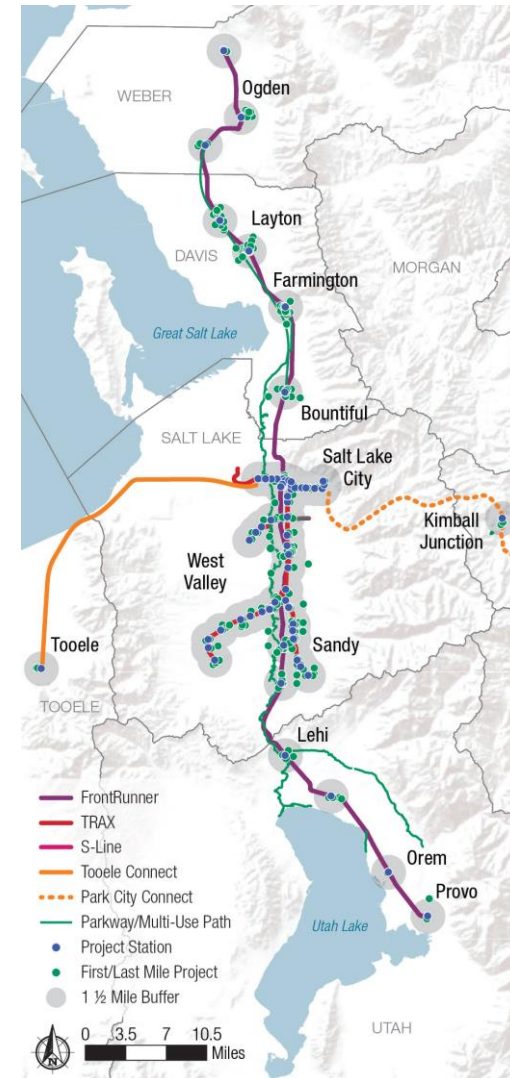


- 2 MPOs
- 6 Counties
- 26 Cities



- UDOT
- UTA

	Total Projects	Estimated Costs
Weber County	28	\$5,047,900
Davis County	117	\$3,617,489
Salt Lake County	162	\$28,422,234
Utah County	30	\$47,891,492
Summit County	2	\$2,100,000
Tooele County	2	\$515,000
Jordan River Commission	2	\$213,227
<b>Total</b>	<b>343</b>	<b>\$87,807,342</b>





# NATIONAL TIGER 2016 Overview



- 585 Applications
- Project totals of over \$9.3 Billion
- Available Funding: \$500 Million
- 2/3 of Awarded Applications - Not First-Time Submissions
- UTA Award – 4% of Total Awarded Funds

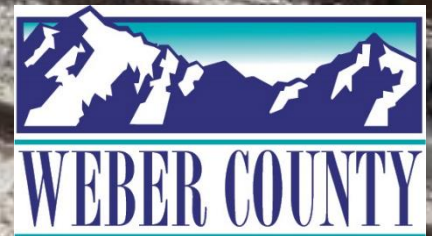


# NEXT STEPS

- Meet with Partners to Refine the Project List
- Set Up Appropriate Program Management Team
- Develop New Budget and Schedule
- Work with Partners to Implement and Track Projects



# THANK YOU!



Jennifer K. McGrath  
Utah Transit Authority  
Active Transportation Planner  
[jmcgrath@rideuta.com](mailto:jmcgrath@rideuta.com) or 801.237.1998

# Transportation, Land Use, and Economic Development Linkages

———— August 18, 2016 ————



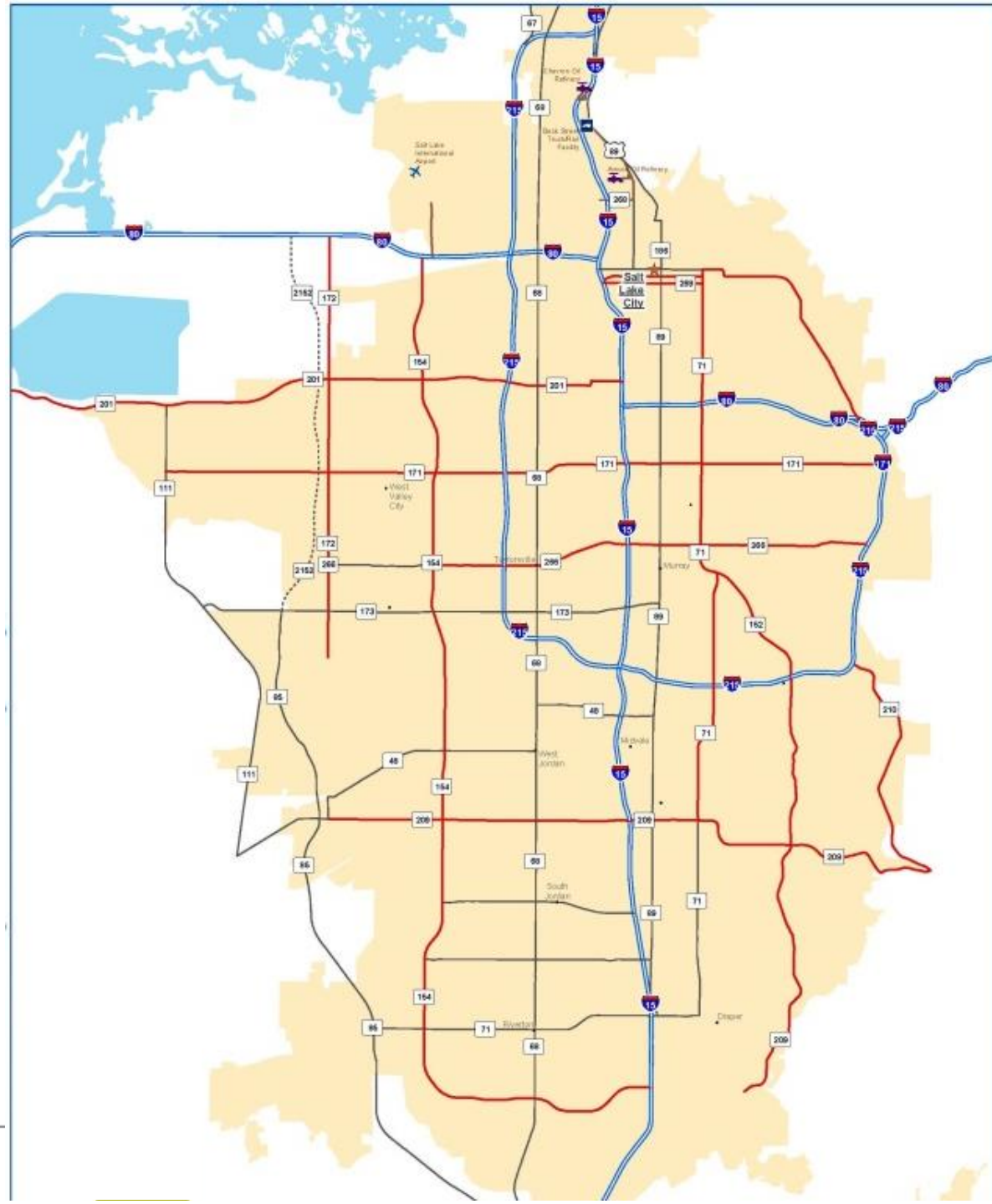
WASATCH FRONT REGIONAL COUNCIL

## **Mission Statement**

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

## Transportation....

- serves growth
- affects growth





# The Wasatch Choice 2050 Vision and RTP

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## **WASATCH CHOICE**

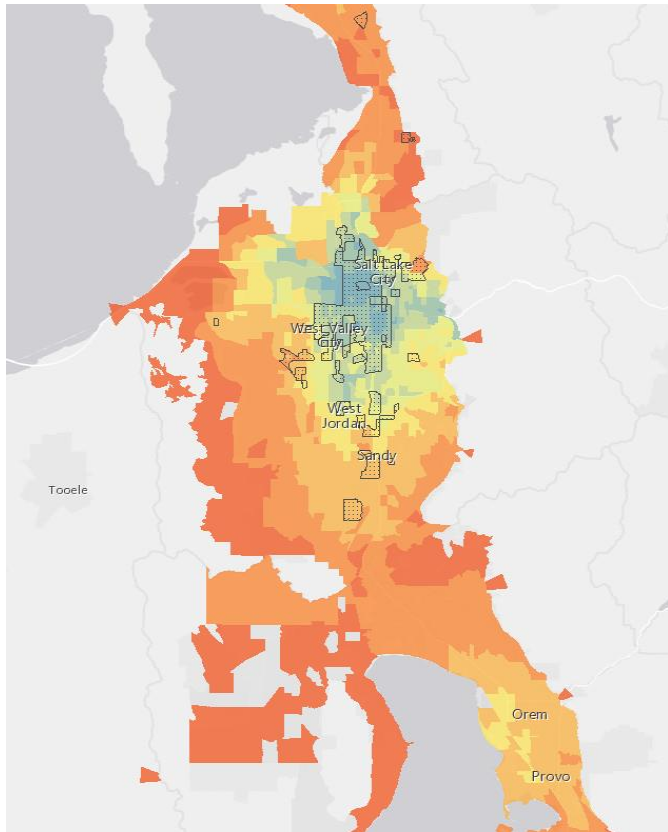
— 2050 —





# Transportation, land use, economic development linkages

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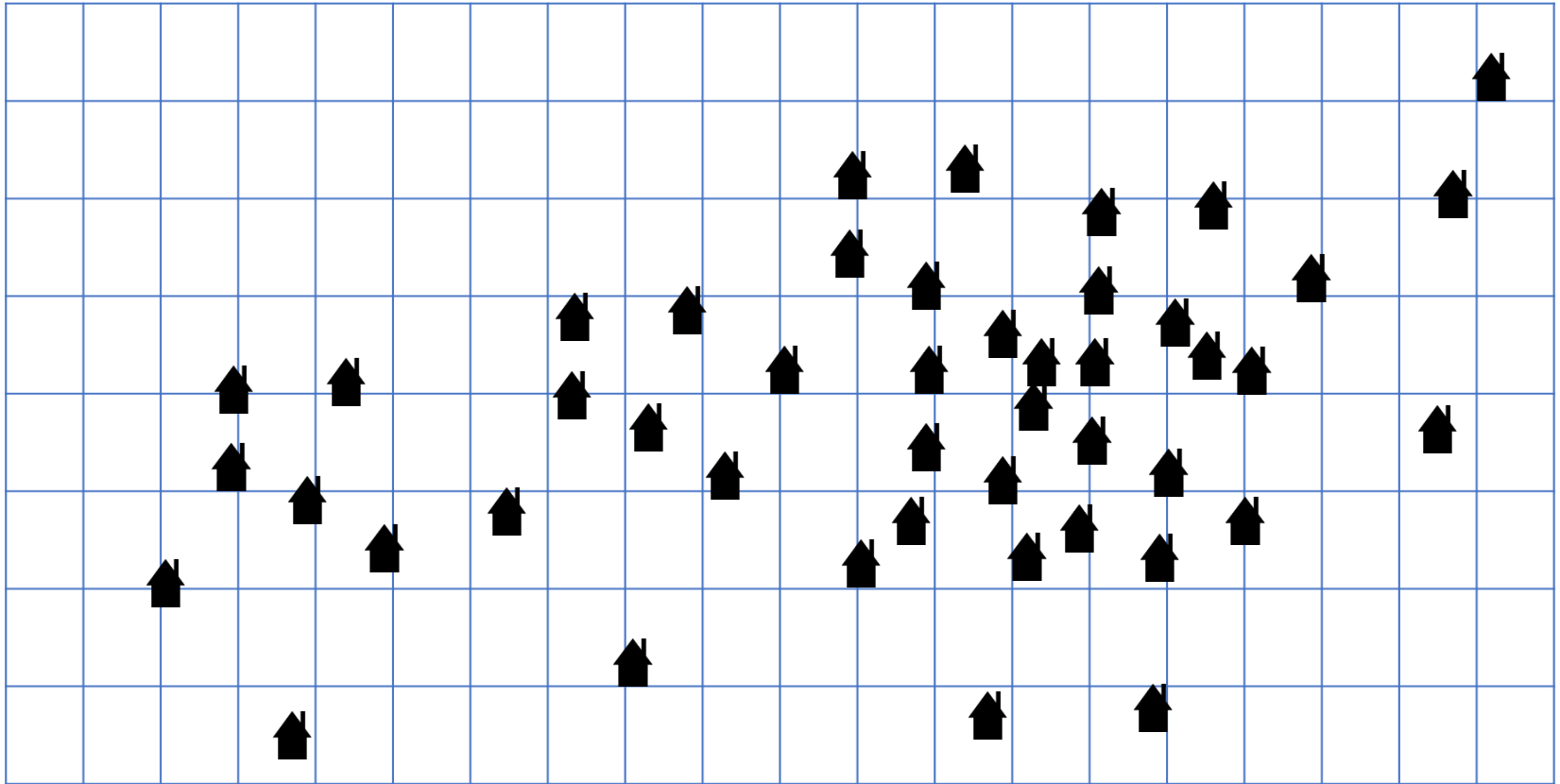
Example: Access to Opportunities

“How many job opportunities can be reached in 30 minutes?”



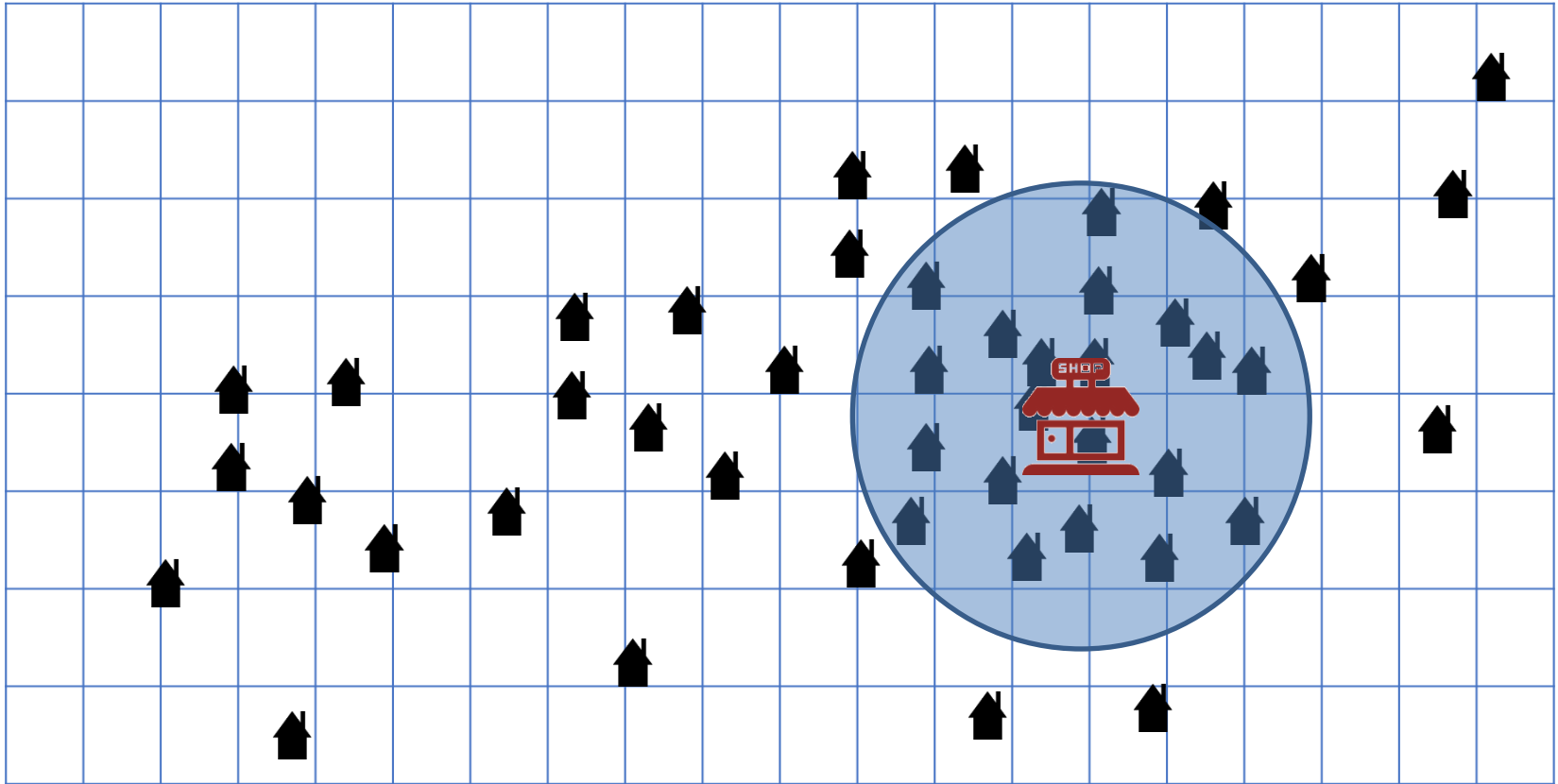
# Access to Opportunity

## Potential Workforce



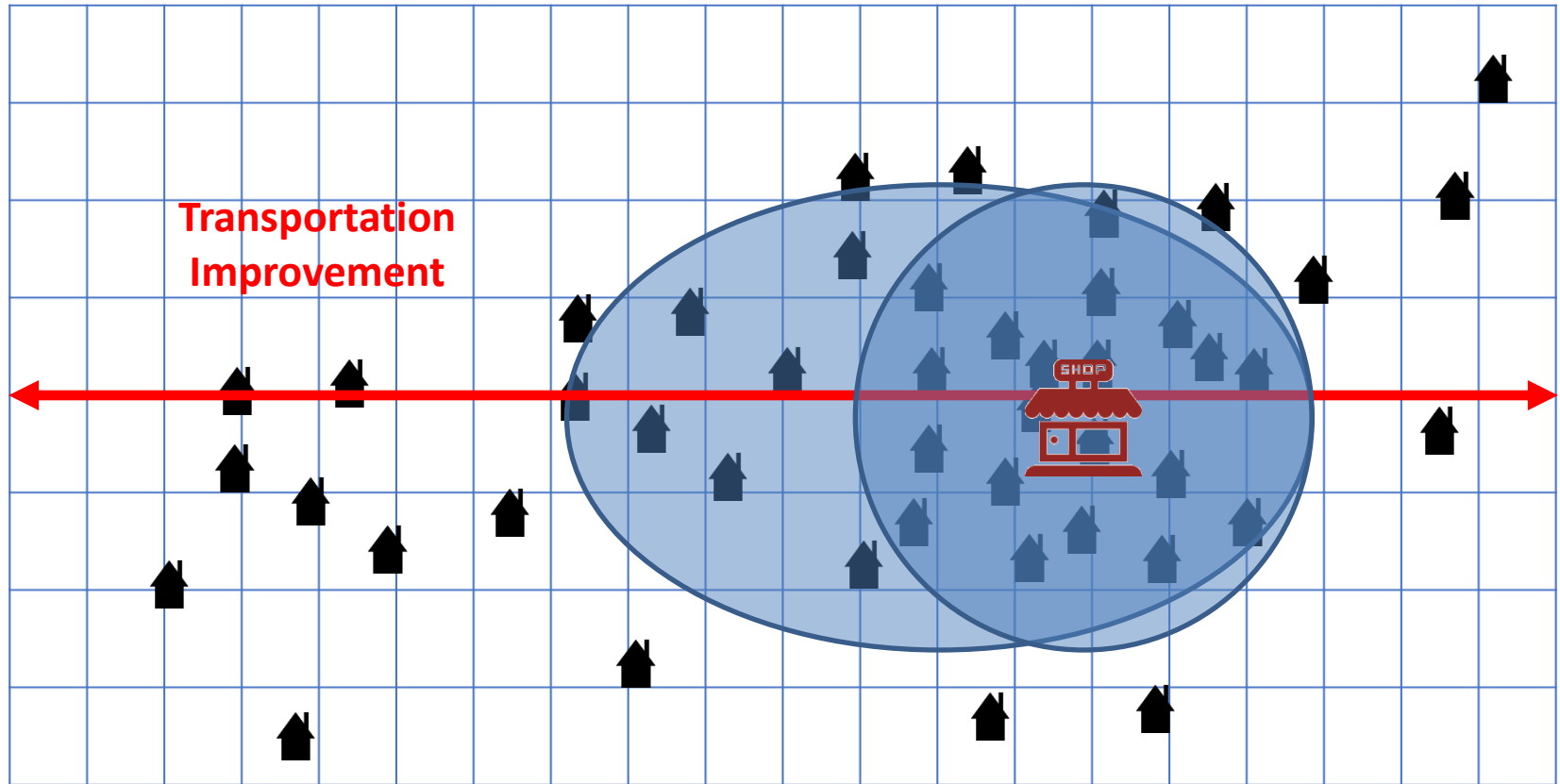
# Access to Opportunity

Workforce access within 20 minutes



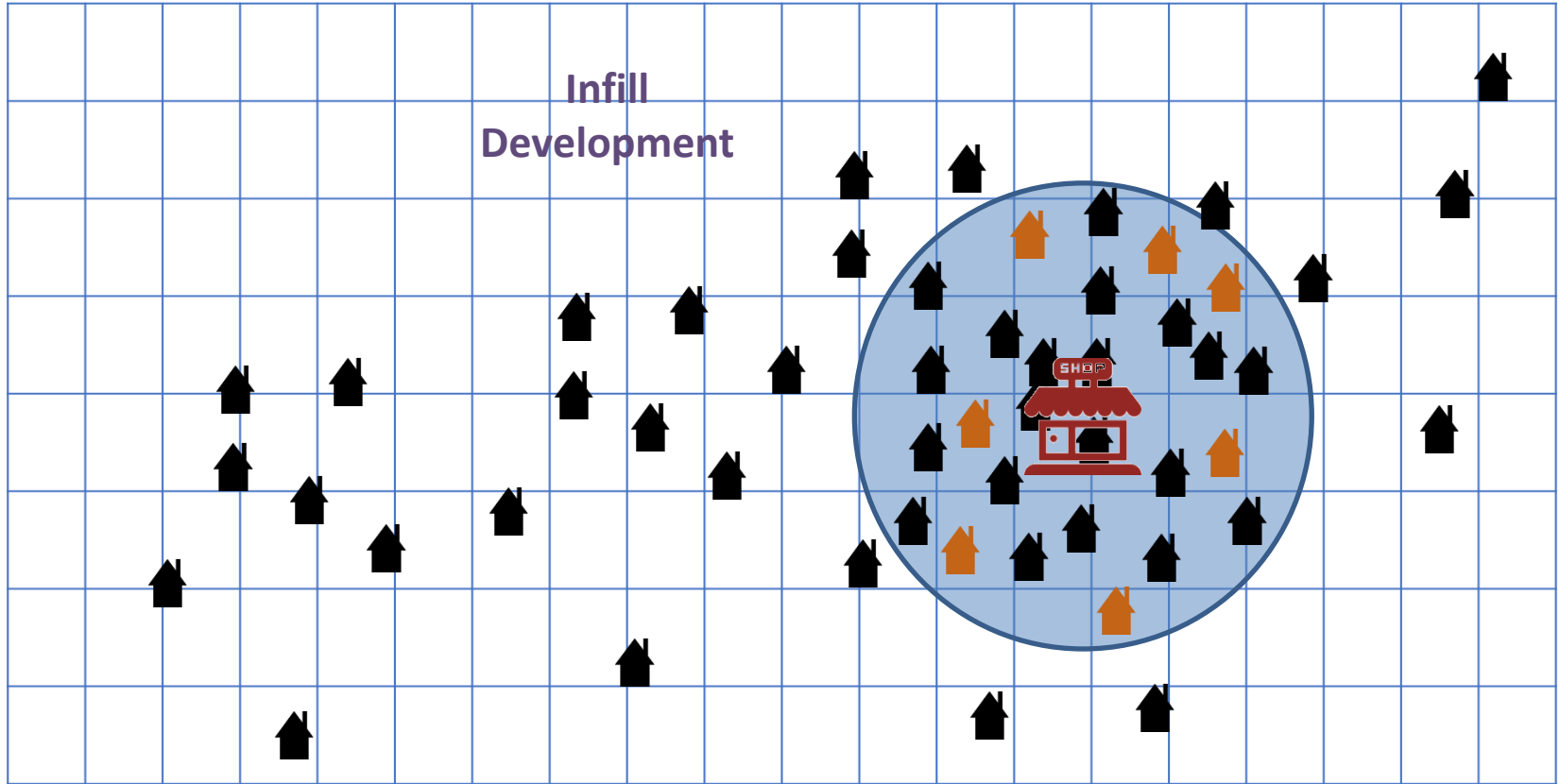
# Access to Opportunity

Workforce access within 20 minutes



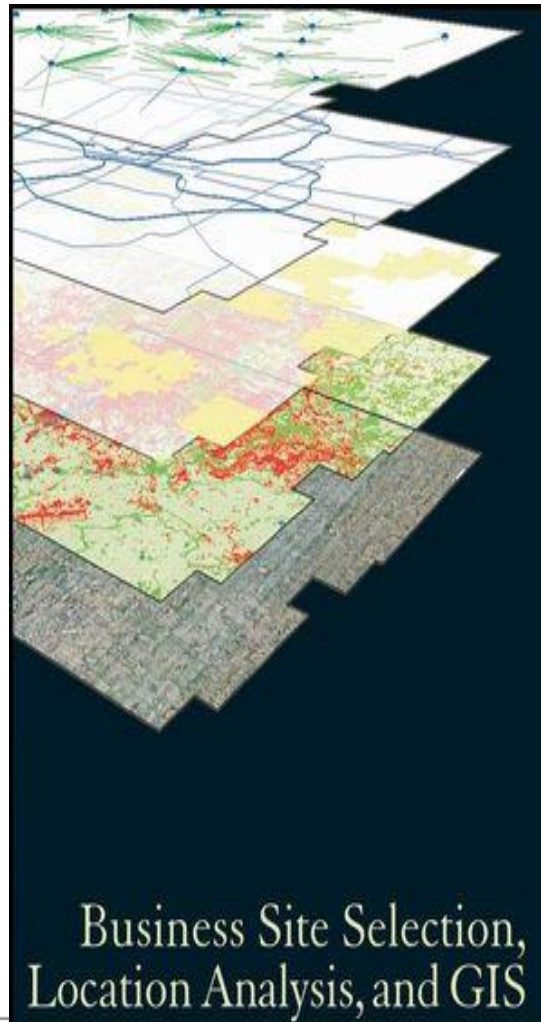
# Access to Opportunity

Workforce access within 20 minutes



# Example: Business Relocation

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# Transportation, Land Use, and Economic Development Linkages

———— August 18, 2016 ————



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# Integrating Economic Development

— Regional Growth Committee —

August 2016

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# Wasatch Front Regional Council

## MISSION STATEMENT

*The Wasatch Front Regional Council*

*enhances quality of life by developing and implementing visions and plans*

*for a well-functioning multi-modal transportation system,*

*livable communities, a strong economy, and a healthy environment.*

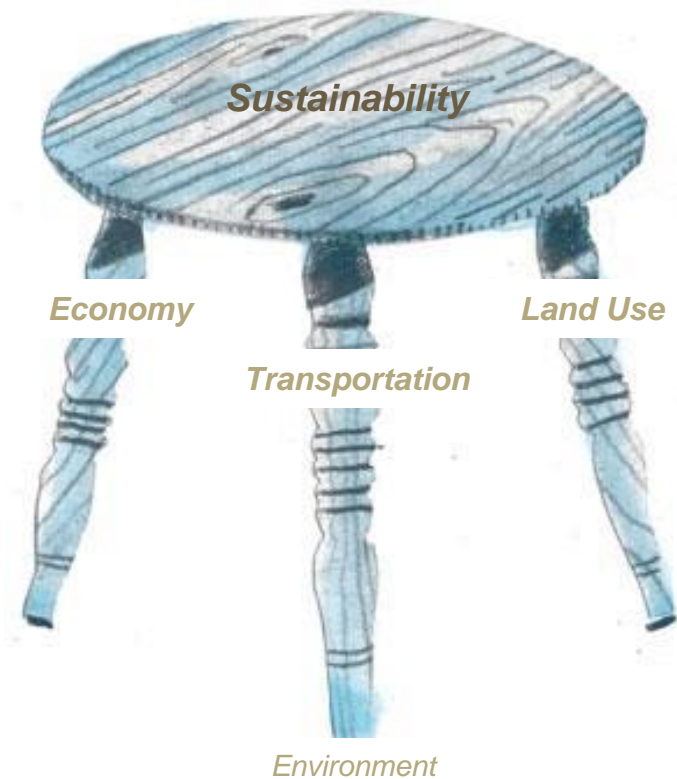


WFRC is uniquely positioned to effectively integrate transportation, land use, and economic development.

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# Wide-Ranging Support

- US Economic Development Administration - *new Office of Economic Development Integration*
- Governor's Office of Economic Development
- Economic Development Corporation of Utah
- Utah Transit Authority
- Utah Department of Transportation
- Local Governments
- Wasatch Front Regional Council
  - *Wasatch Front Economic Development District*
  - *Wasatch Choice 2050 Vision and Regional Transportation Plan*
  - *Transportation Improvement Program*
  - *Transportation and Land Use Connection Program*

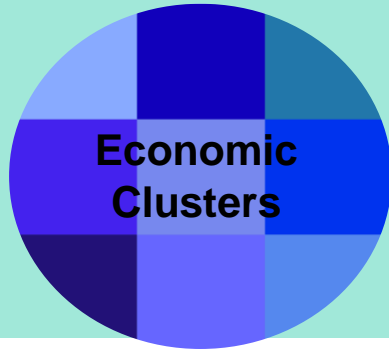


# 3 Strategies...

1. COORDINATE TRANSPORTATION INVESTMENTS with ECONOMIC CLUSTER LOCATIONAL and SERVICE NEEDS
2. COORDINATE TRANSPORTATION INVESTMENTS TO IMPROVE ACCESS TO OPPORTUNITY
3. ENSURE FISCAL SUSTAINABILITY THROUGH EFFICIENT GROWTH AND INFRASTRUCTURE INVESTMENTS



# Strategies for Integrating Economic Development, Transportation, and Land Use



COORDINATE TRANSPORTATION INVESTMENTS with ECONOMIC CLUSTER LOCATIONAL & SERVICE NEEDS

- Locational: Coordinate preferred mode of access i.e. car, rail, truck, bike or pedestrian
- Service: Preferred characteristics and amenities for the built and natural environment
- Service: Proximity to workforce, consumers, and allied businesses



COORDINATE TRANSPORTATION INVESTMENTS TO IMPROVE ACCESS TO OPPORTUNITY

- Address transportation infrastructure needs that encourage coordination with housing, jobs, services, and educational institutions



ENSURE FISCAL SUSTAINABILITY THROUGH EFFICIENT GROWTH AND INFRASTRUCTURE INVESTMENTS

- Reduce travel demand
- Use existing infrastructure to meet demand
- Increase local revenue
- Mitigate infrastructure cost increases

# Steps toward Integration

## Step 1

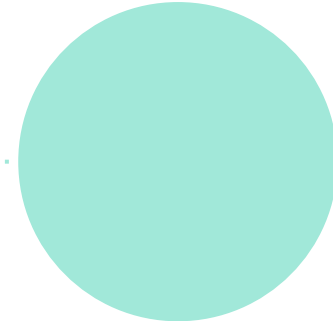
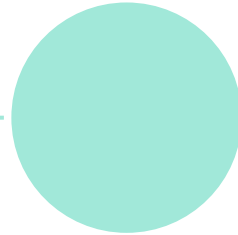
WFRC Program  
Managers continue to  
instill actions and  
measures into their  
respective programs

## Step 2

Promulgate the effort  
and continue to build  
partners and support

## Step 3

Track progress and  
tell/share the story



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# Contact

LaNiece Davenport  
[ldavenport@wfrdc.org](mailto:ldavenport@wfrdc.org)  
801-363-4250 x1136  
[www.wfrdc.org](http://www.wfrdc.org)

## Wasatch Front Economic Development District Mission Statement:

*A District created  
to support economic development  
plans, promote long-term  
economic competitiveness  
and attract federal monies in  
order to implement local plans.*

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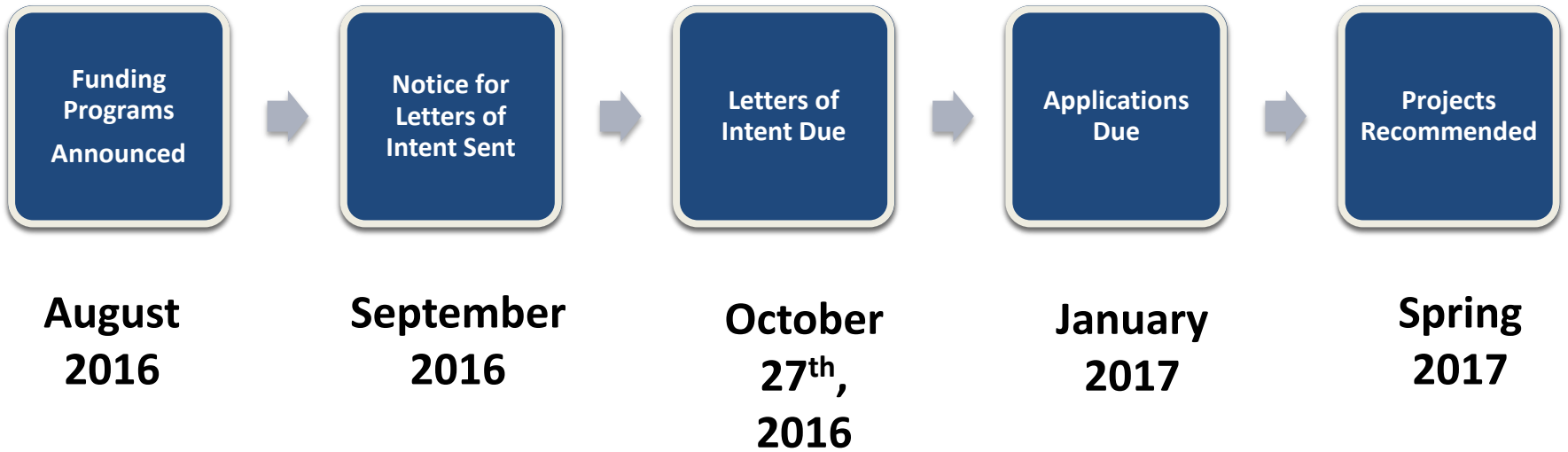
# TRANSPORTATION AND LAND USE CONNECTION





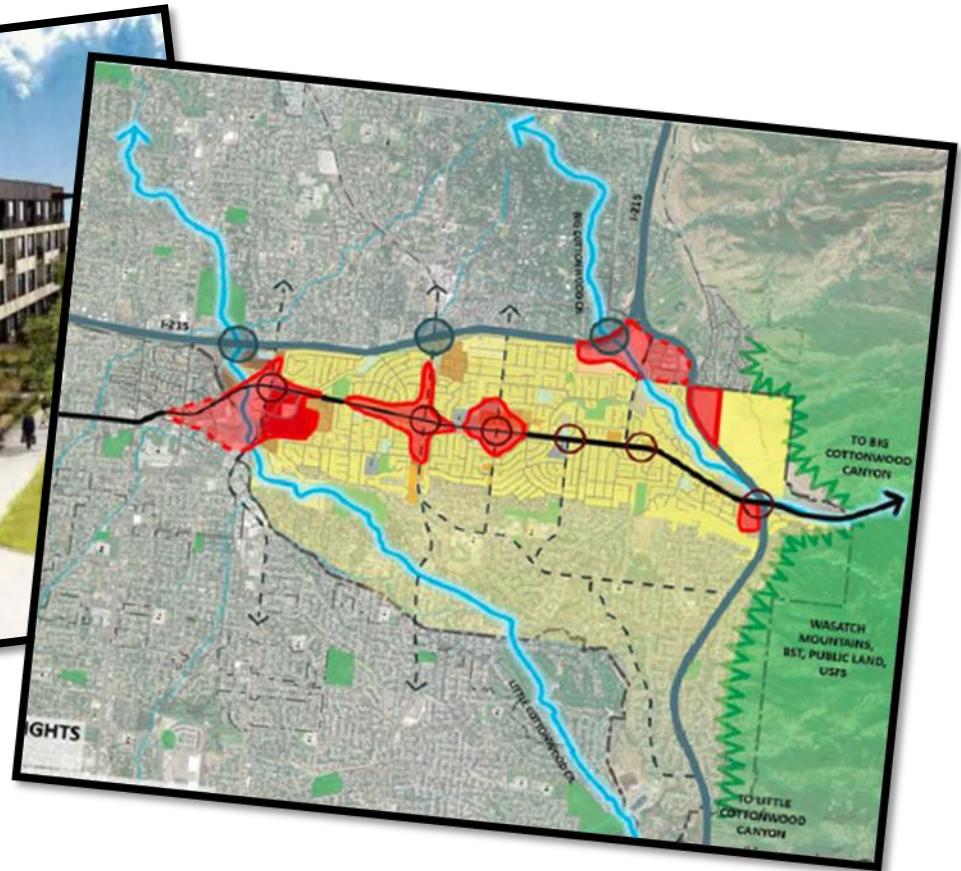
# WFRC Funding Program Deadlines

We're Here



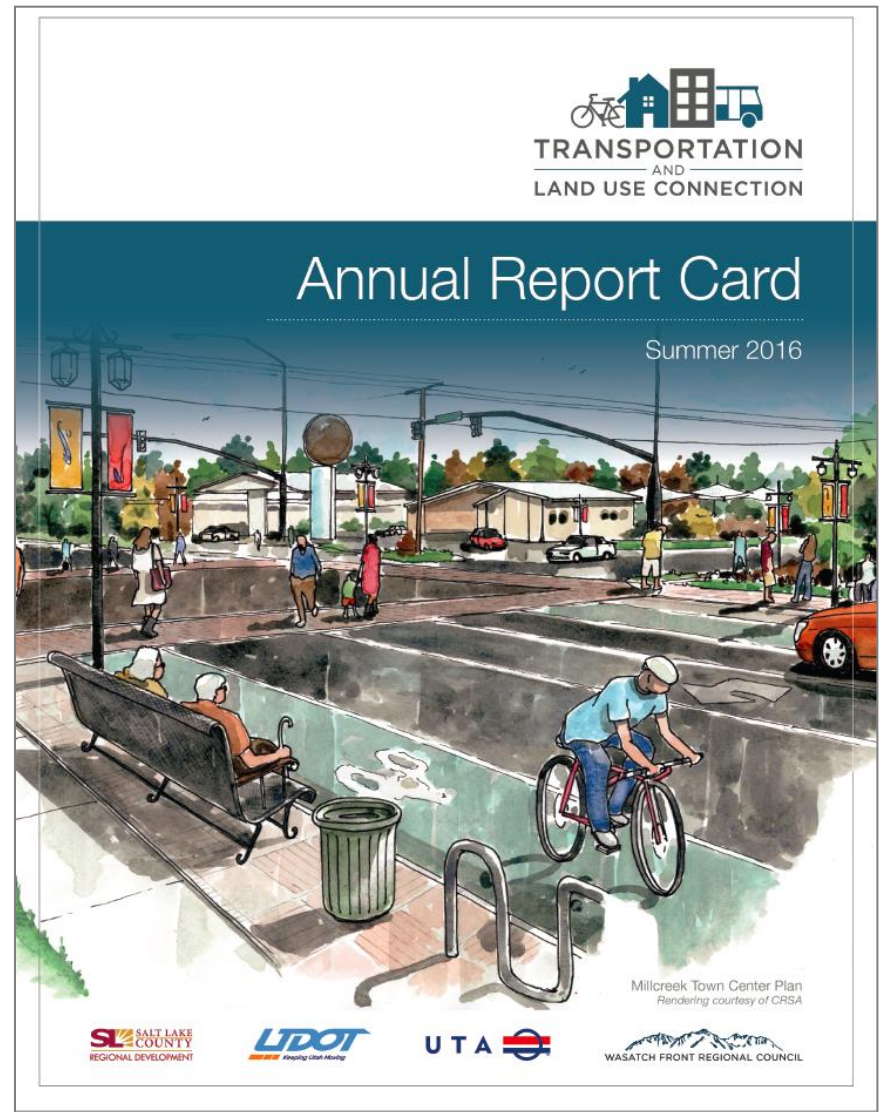
**STP, CMAQ, TAP**

# Transportation and Land Use Connection Program Objectives



# Transportation and Land Use Connection 2016 Annual Report Card

- Annual report to share the accomplishments of the program
- Highlight projects
- Short term and long term metrics



# Transportation and Land Use Connection 2016 Annual Report Card

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**72%** of  
communities  
across the  
region  
submitted  
applications



Average  
annual  
demand  
**\$1.37M**

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## PROJECTS AWARDED

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2014.....	<b>13</b>
2015.....	<b>12</b>
2016.....	<b>12</b>
<hr/>	
<b>TOTAL.....</b>	<b>37</b>

# Transportation and Land Use Connection







## 2016 Annual Report Card

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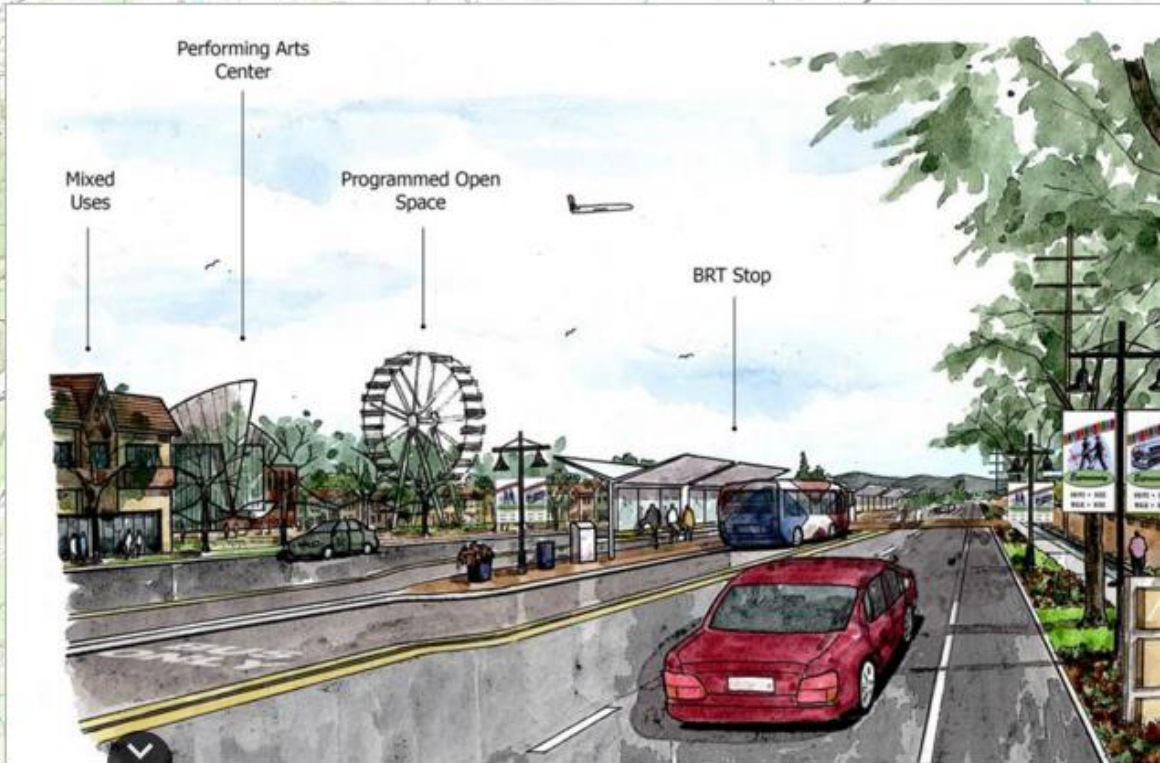
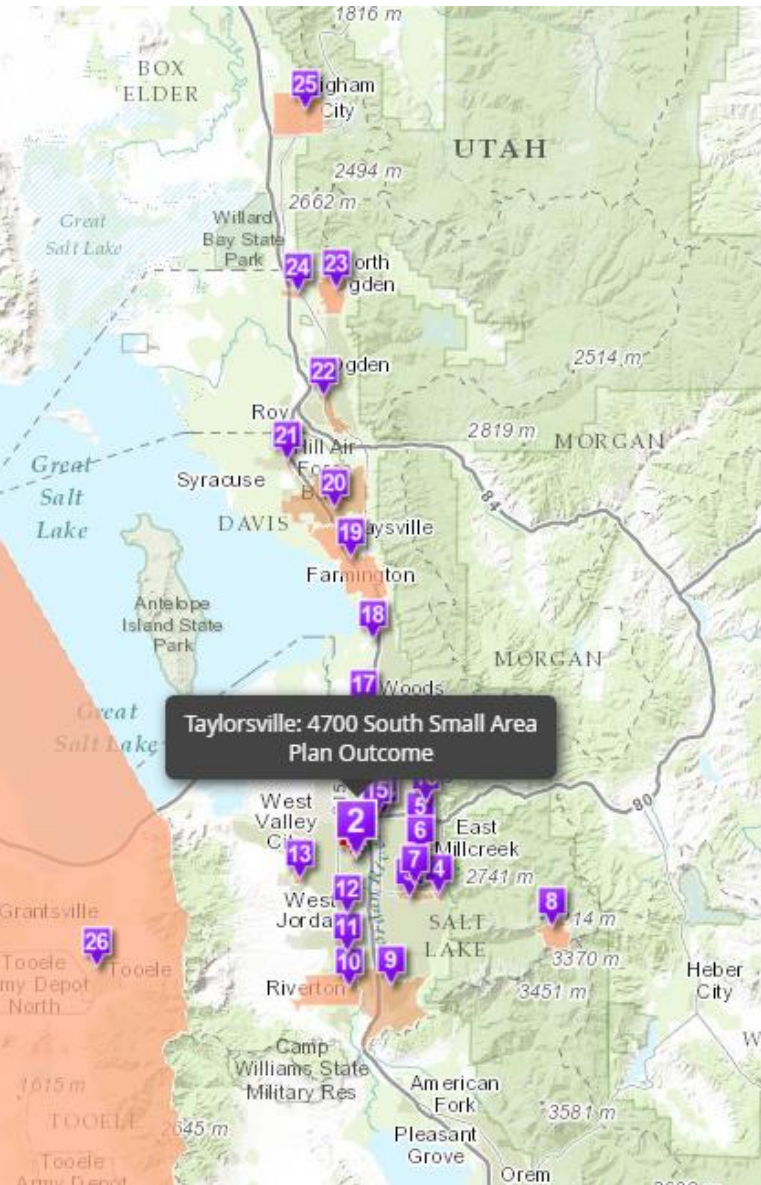
### Project Outcomes

The cumulative number and type of project deliverables generated in fiscal years 2014, 2015, and 2016.

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	<b>Small Area Plans</b>	<b>24</b>
	<b>Form-Based Codes/Zoning</b>	<b>8</b>
	<b>Active Transportation/Transportation Master Plans</b>	<b>4</b>
	<b>Complete Streets Policies</b>	<b>4</b>
	<b>Market Analyses</b>	<b>6</b>
	<b>General Plan Updates</b>	<b>3</b>

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**Taylorsville: 4700 South Small Area Plan Outcome**

This project, a corridor study and completed as of September 20, 2021, looked to implement several improvements including enhancing streetscapes and diversifying the local housing stock. The project is being implemented in partnership with Utah State College with the greater community.