

2015-2040 RTP

Amendment Number 4

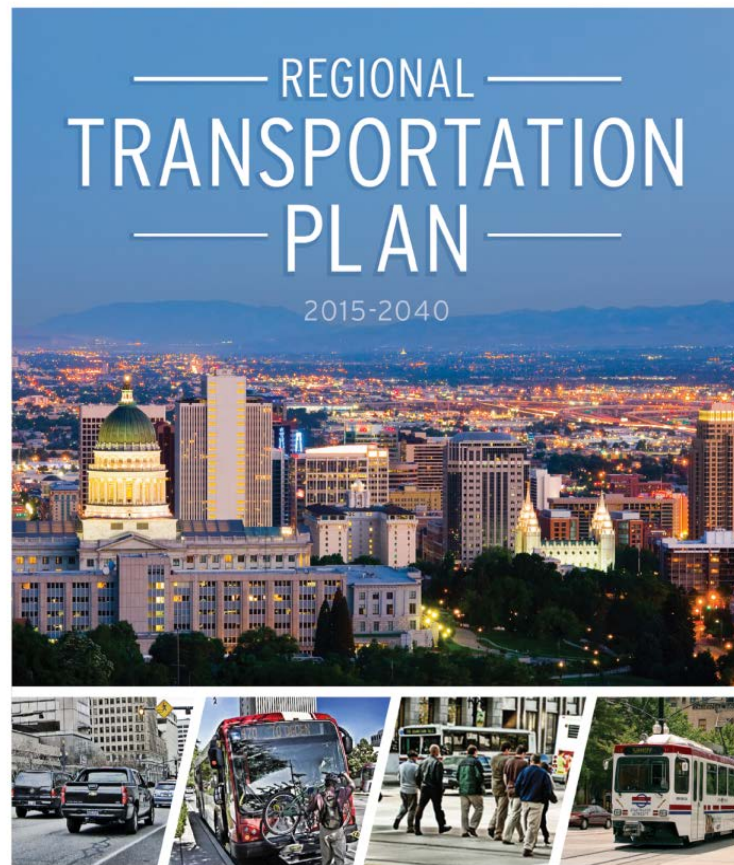
RGC Release for Public Comment

———— May 18, 2017 ————



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

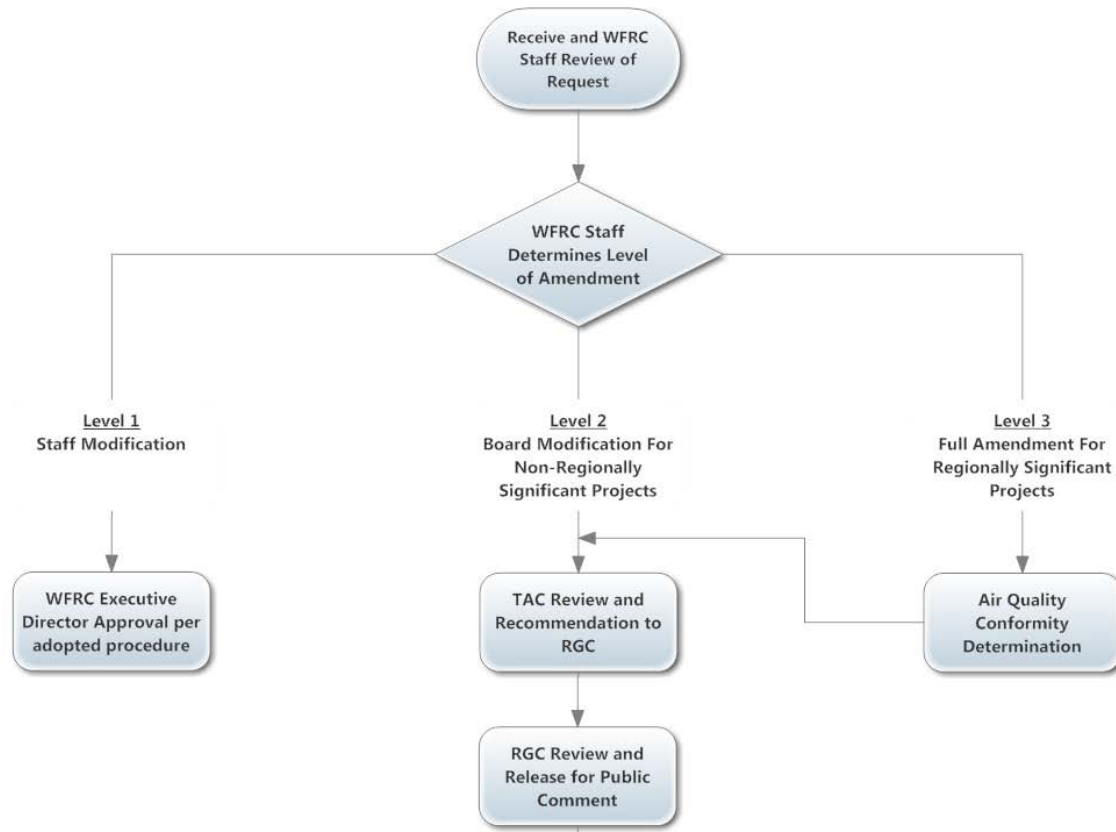



WASATCH FRONT REGIONAL COUNCIL

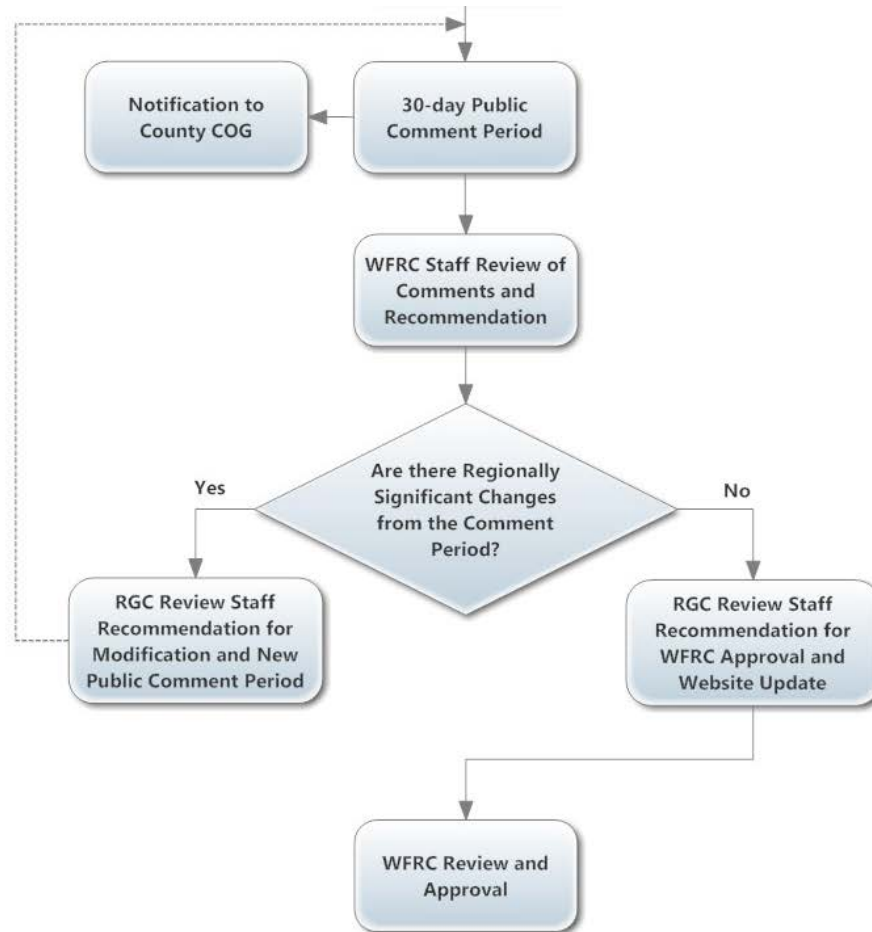

WASATCH FRONT REGIONAL COUNCIL

RTP And Amendment Process Overview

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



RTP And Amendment Process Overview



Amendment #4 Overview

- 17 total requests for approximately \$150 million
- Projects guided by State requirements
 - Ten seeking Corridor Preservation Funds. (~\$33 million)
 - One seeking Weber County-administered sales tax revenue. (~\$5 million)
- Major capacity projects
 - Three could utilize funding from the WFRC-administered Surface Transportation Program (STP) funds. (~\$24 million)
 - Three UDOT projects could be financed through the Transportation Investment Fund (TIF). (~\$88 million)
- For information only
 - Two additional UDOT projects may also be funded with the TIF. Neither requires amendment into the 2015-2040 RTP; both are included for information only.

Projects Guided by State Requirements for Inclusion in the RTP



Local funding

Corridor Preservation Requests

1. Operational Improvements on 6000 West – Herriman City
2. Operational Improvements on 6400 West – Herriman City
3. Operational Improvements on 7300 West – Herriman City
4. Widening of Riverfront Parkway – South Jordan
5. Operational Improvements on 2700 West – South Jordan
6. Operational Improvements on Bengal Blvd. – Cottonwood Heights
7. Widening of Fort Union Blvd. – Cottonwood Heights
8. Widening of Vine Street – Murray
9. New Construction of Depot Street – Clearfield
10. Operational Improvements on 8000 West - Salt Lake County

Weber County Sales Tax

11. Operational Improvements on 1200 West – Marriot-Slaterville

Major Capacity Projects



Lone Peak Parkway – Draper City

Request: Draper City

Scope:

- Widening of Lone Peak Parkway from 12300 South to 12650 South.
- From three to five lanes.
- Existing Project move from Phase 2 to Phase 1.

Benefits:

- Realignment and providing a consistent cross section to Bangerter Hwy.
- Provide better traffic flow along Lone Peak Parkway.
- Connection to the FrontRunner Station.

Total Cost: \$6 Million

Funding Source: Surface Transportation Program Fund and Corridor Preservation Fund



I-215 Frontage Road – Taylorsville City

Request: Taylorsville City and the Utah Department of Transportation

Scope:

- New road construction from 4100 South to 4700 South.
- Move from Phase 2 to Phase 1.

Benefits:

- Provide congestion and safety improvements on 4700 South and 2700 West.
- Provide improved access to development between 2700 West and I-215.

Total Cost: \$14.5 Million

Funding Source: Surface Transportation Program Fund and other funding sources



Main Street – Kaysville and Layton City

Request: Kaysville City

Scope:

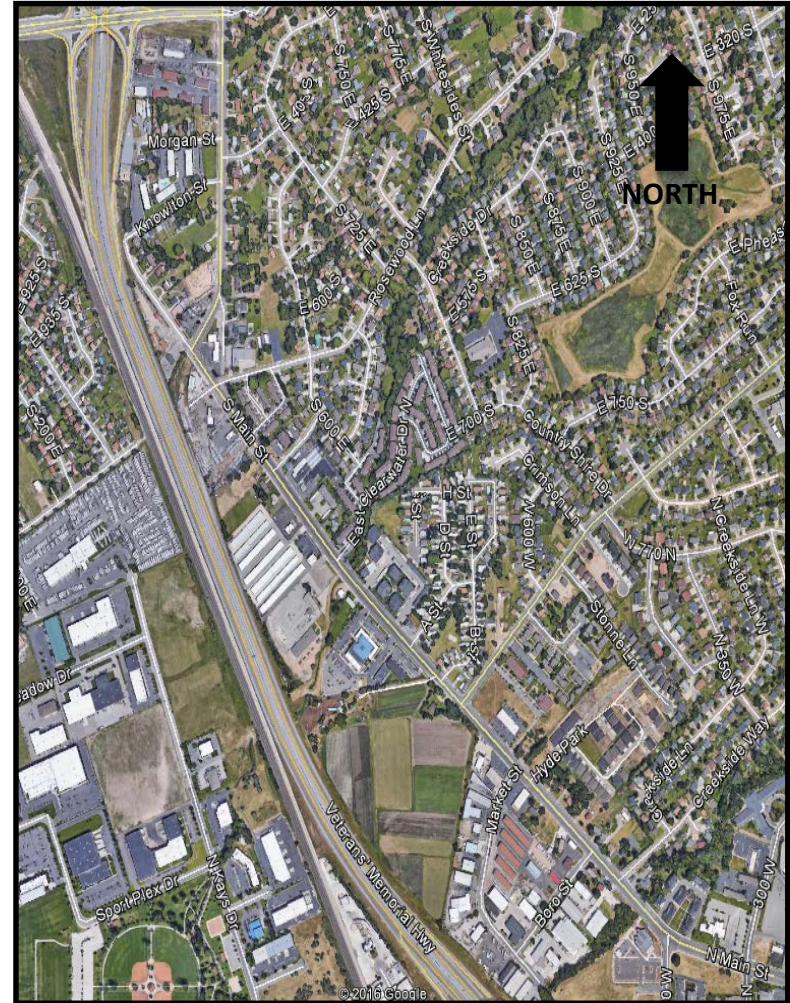
- Widen from 300 West to Layton Parkway.
- From three to five lanes.
- New project into Phase 1.

Benefits:

- Provides a consistent cross section from Main Street to Layton Parkway.
- Provide better traffic flow and addresses increased traffic volumes along Main Street.

Cost: \$3.1 Million

Funding Source: Surface Transportation Program Fund



Bangerter Hwy Interchange at 4700 S - UDOT

Request: Utah Department of Transportation

Scope:

- Upgrade current intersection at Bangerter Highway and 4700 South to an interchange.

Benefits:

- Will provide a continuous freeway cross section from I-215 to 4700 South.
- Will help with East / West traffic flow.
- Improve Safety.

Cost: \$44.3 Million

Funding Source: Transportation Investment Fund



Bangerter Hwy Interchange at 13400 S - UDOT

Request: Utah Department of Transportation

Scope:

- Upgrade current intersection at Bangerter Highway and 13400 South to an interchange.

Benefits:

- Will provide a continuous freeway cross section from I-215 to 4700 South.
- Will help with East / West traffic flow.
- Improve Safety.

Cost: \$43.2 Million

Funding Source: Transportation Program Investment Fund



US Highway 89 - UDOT

Request: Utah Department of Transportation

Scope:

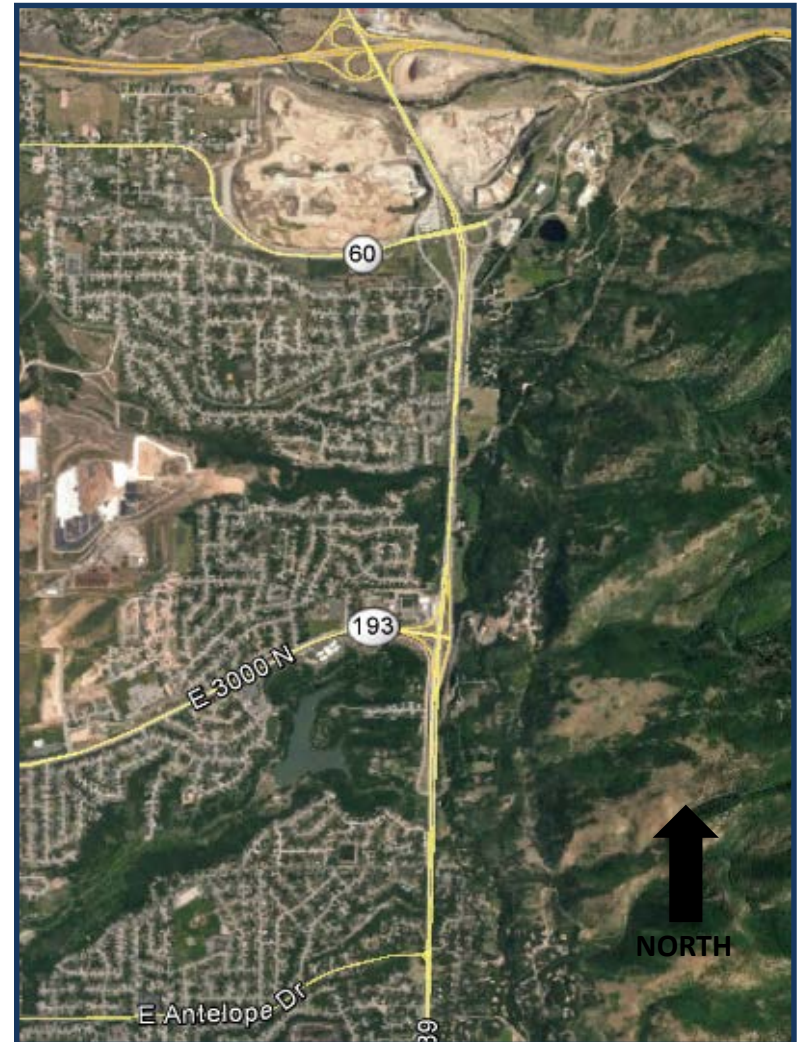
- Widening of US Highway 89 from Antelope Drive to I-84.
- From four to six lanes.
- Move from Unfunded to Phase 1.

Benefits:

- Improved traffic flow along this major arterial.
- Improved safety.
- Part of the overall plan to upgrade this facility to a north / south freeway.

Cost: Funded

Funding Source: Transportation Investment Funds



For Information Only



I-15 Braided Ramp - UDOT

Request: Utah Department of Transportation

Scope:

- Not being amended in the WFRC RTP, but will be amended in the Statewide LRP.
- New Construction of a northbound braided ramp on I-15 between I-215 and 9000 South.

Benefits:

- Provide better traffic flow and addresses increased northbound traffic volumes along I-15.
- Relieves congestion at 7200 South and 9000 South interchanges.

Cost: \$130 Million

Funding Source: Transportation Investment Fund



SR-201 Extension - UDOT

Request: Utah Department of Transportation

Scope:

- Not being amended into the WFRC RTP, but will be amended in the Statewide LRP.
- New Construction extending SR-201 from the SR-201/I-80 connection and SR-36.

Benefits:

- Parallel facility to I-80, allowing for emergency bypass.
- Provide better traffic flow and addresses increased traffic volumes on I-80.

Cost: \$100 Million

Funding Source: Transportation Investment Fund



2015-2040 RTP

Amendment Number 4

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WASATCH CHOICE

— 2050 —

Update

May 18, 2017



WASATCH FRONT REGIONAL COUNCIL

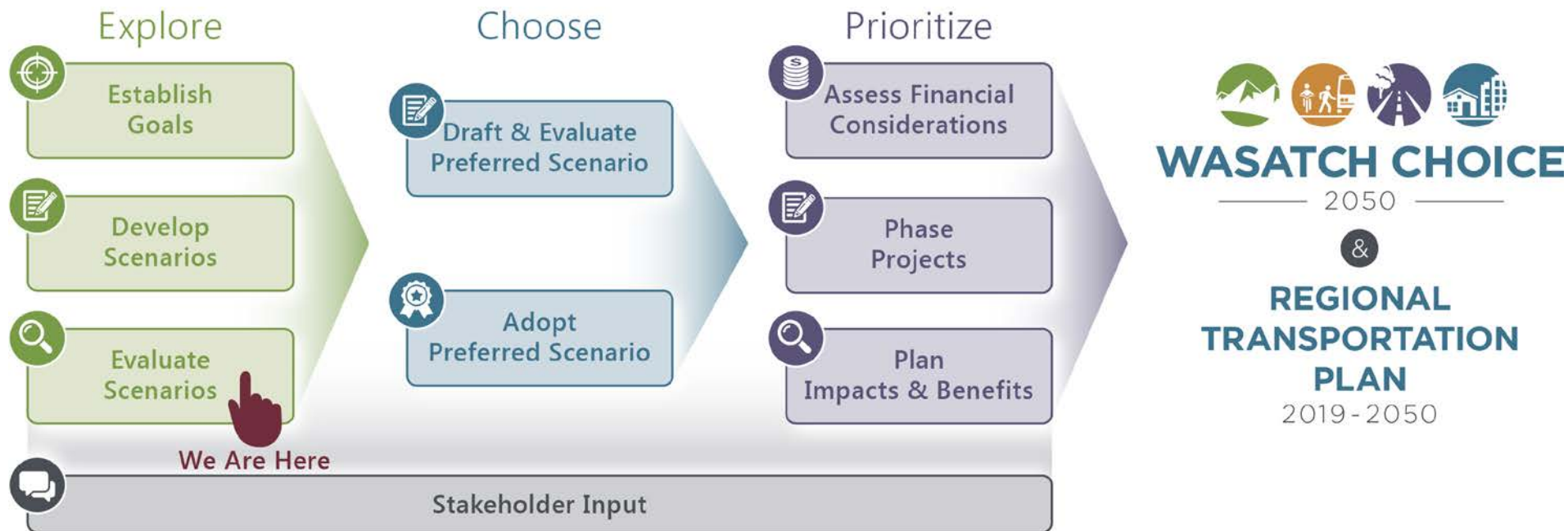
The Wasatch Choice 2050 Vision and RTP



WASATCH CHOICE 2050



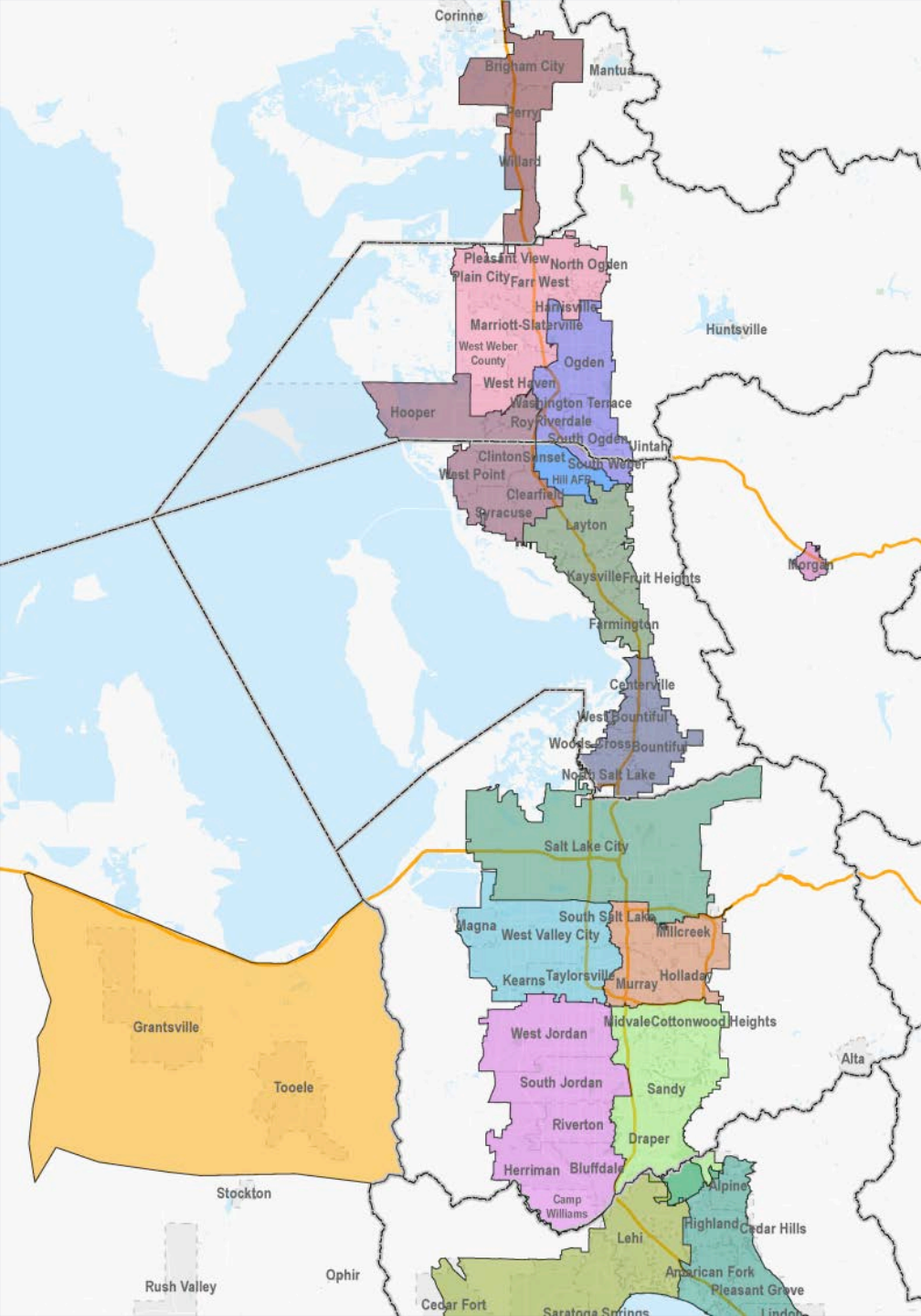
Wasatch Choice 2050 Process



Outreach

- Scenario Workshops
- Stakeholders
 - Special interest groups
 - Resource agencies
 - Community organizations
 - Public
- Online visualization tool: wasatchchoice.com/scenarios
- Webinar





10 Scenario Workshops

Feedback gathered

- Responses to 3 scenarios
 - Land use and centers
 - Transportation systems
- Keypad polling on preferences
 - Transit service
 - Active transportation networks
 - Driving patterns



Active Transportation: Regarding bicycle and pedestrian networks, where should the funding resources be spent?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
1. Multi-use paths or trails separated from traffic.	1 and 2	Last (tie)		1 and 2 (tie)	1 and 2		1	2	2	1 and 2
2. On-street bicycle routes with greater separation from traffic.						1 and 2				
3. On-street bicycle lanes adjacent to traffic.			Last		Last		Last (tie)	Last		Last
4. Bicycle connections to transit stops and stations.										
5. Wider, multi-use sidewalks.	Last	Last (tie)		Last		Last	Last (tie)		Last	
6. Complete missing sidewalk connections.		1 and 2	1 and 2	2 (tie)			2	1	1	

Active Transportation: Regarding bicycle and pedestrian networks, where should the funding resources be spent?

1. Multi-use paths or trails separated from traffic.
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider, multi-use sidewalks.
6. Complete missing sidewalk connections.

Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
1 and 2	Last (tie)		1 and 2 (tie)	1 and 2		1	2	2	1 and 2
					1 and 2				
		Last		Last		Last (tie)	Last		Last
Last	Last (tie)		Last		Last	Last (tie)		Last	
	1 and 2	1 and 2	2 (tie)			2	1	1	

Roads: Regarding driving patterns, what approach do you favor?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
1. Widen many roads	Last	Last	Last	Last (tie)	Last	Last	Last	Last		Last
2. Add lanes on the freeway				Last (tie)						
3. Widen a few roads										
4. Improve road network connectivity	2	2	2	1 and 2	2 (tie)	1 (tie) and 2	2	2	1 and 2	1 (tie) and 2
5. Reduce necessary travel distances	1	1	1		1 and 2	1 (tie)	1	1	Last	1 (tie)

Roads: Regarding driving patterns, what approach do you favor?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
1. Widen many roads	Last	Last	Last	Last (tie)	Last	Last	Last	Last		Last
2. Add lanes on the freeway				Last (tie)						
3. Widen a few roads										
4. Improve road network connectivity	2	2	2	1 and 2	2 (tie)	1 (tie) and 2	2	2	1 and 2	1 (tie) and 2
5. Reduce necessary travel distances	1	1	1		1 and 2	1 (tie)	1	1	Last	1 (tie)

Transit Service:

If transit service is improved in your part of the county, which of the following do you favor?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/ Weber	Weber East	Weber North	Box Elder
1. Additional bus routes			1	1 and 2			1		1	
2. More frequent bus service on existing routes		1 and 2	2		2	2	2	Last (tie)	2 (tie)	2
3. Additional fixed-route transit service (TRAX, BRT)	1				1	1		Last (tie)	2 (tie)	1
4. More frequent service on existing fixed-routes	2		Last						2 (tie)	
5. Amenities like shelters, information kiosks	Last	Last		Last	Last	Last	Last	1 and 2	Last	Last

Transit Service:

If transit service is improved in your part of the county, which of the following do you favor?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
1. Additional bus routes			1	1 and 2			1		1	
2. More frequent bus service on existing routes		1 and 2	2		2	2	2	Last (tie)	2 (tie)	2
3. Additional fixed-guideway transit service (TRAX, BRT)	1				1	1		Last (tie)	2 (tie)	1
4. More frequent service on existing fixed-guideways	2		Last						2 (tie)	
5. Amenities like shelters, information kiosks	Last	Last		Last	Last	Last	Last	1 and 2	Last	Last

Which scenario do you prefer for active transportation?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
Scenario 1										
Scenario 2										
Scenario 3										



Active Transportation	Priority bicycle routes	Centers-based, local bicycle connectivity	Separated regional bicycle facilities
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Which scenario do you prefer for roads?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
Scenario 1										
Scenario 2										
Scenario 3										



Roadway	2015-2040 RTP projects	Connectivity and management	Capacity-focused investments
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Which scenario do you prefer for transit?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
Scenario 1										
Scenario 2										
Scenario 3										



Transit	2015-2040 RTP projects	Capital-intensive projects	Service-intensive projects
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Which scenario do you prefer for new growth?

	Salt Lake SE	Salt Lake NE	Salt Lake NW	Salt Lake SW	Davis South	Davis North	Davis/Weber	Weber East	Weber North	Box Elder
Scenario 1										
Scenario 2										
Scenario 3										



Land Use	General plans, extrapolated trends	Regional centers	Dispersed village/town centers
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Which scenario do you prefer overall?

[illegible]

Scenario Results by mode



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



Getting to the Preferred Scenario

1. Review scenario workshop and stakeholder feedback
2. Technical evaluation
3. Incorporate relevant planning efforts
4. Future RGC and TAC meetings
 - June 21: TACs refine the preferred scenario
 - August: RGC review
 - October: RGC review
 - Spring 2018: Local workshops to refine the scenario



WASATCH CHOICE

— 2050 —

Update

May 18, 2017



WASATCH FRONT REGIONAL COUNCIL

Resilient Aging in Utah

Keith Diaz Moore, Dean
College of Architecture + Planning

Changing Demographics 1950

NEXT AMERICA

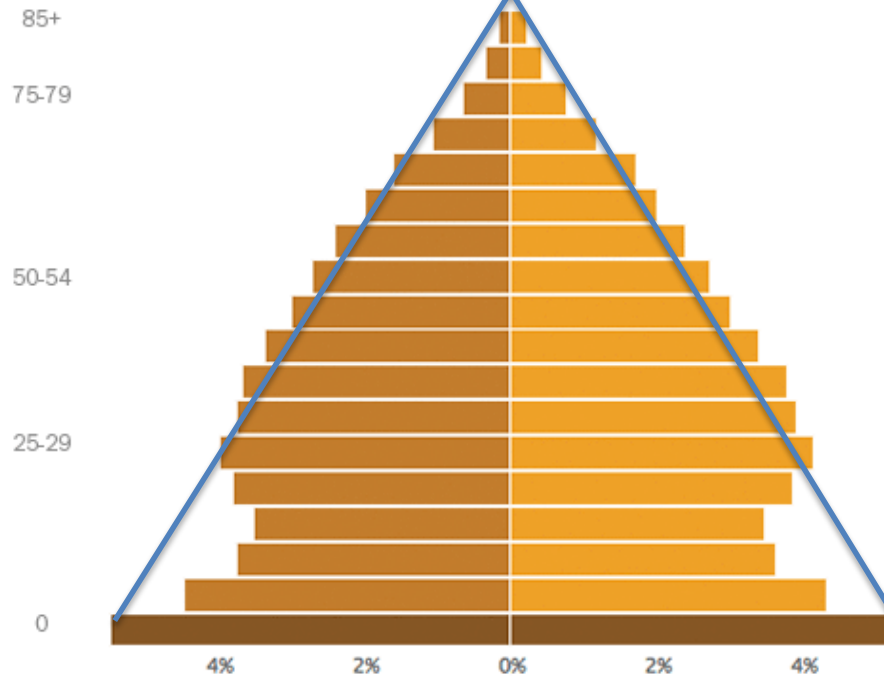
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

1950

FEMALE



PEW RESEARCH CENTER

Changing Demographics 1960

NEXT AMERICA

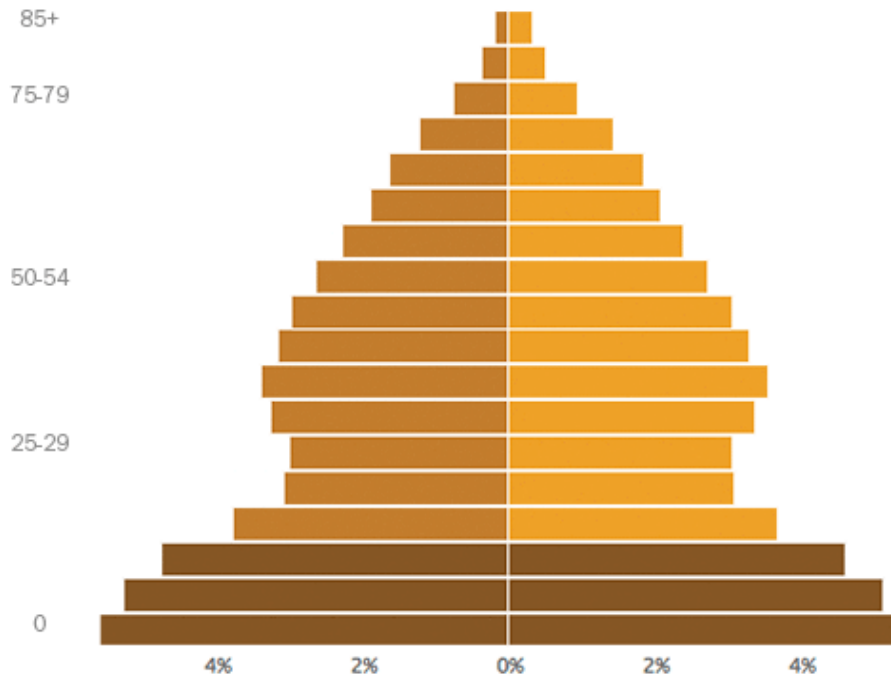
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

1960

FEMALE



PEW RESEARCH CENTER

Changing Demographics 1970

NEXT AMERICA

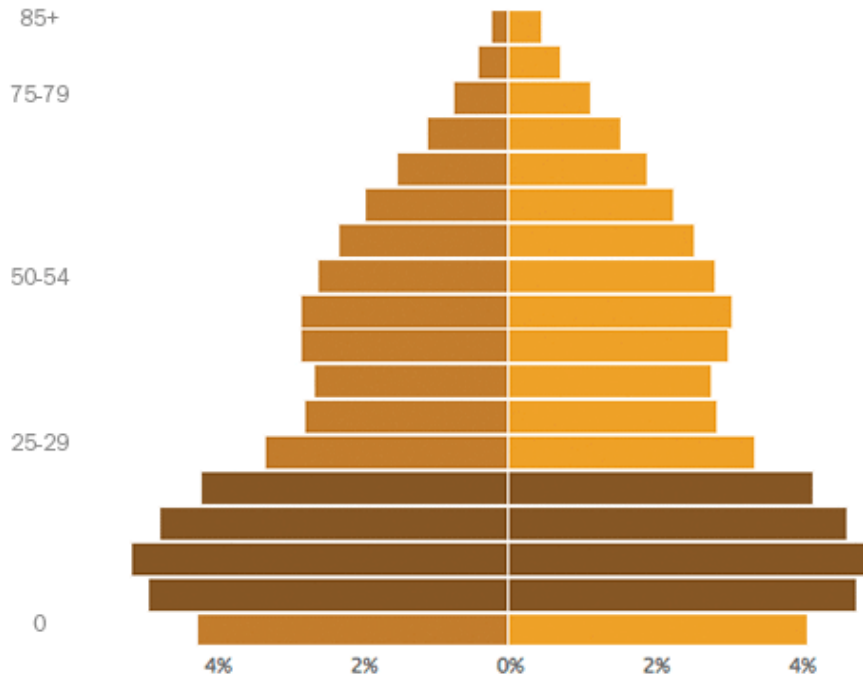
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

1970

FEMALE



PEW RESEARCH CENTER

Changing Demographics 1980

NEXT AMERICA

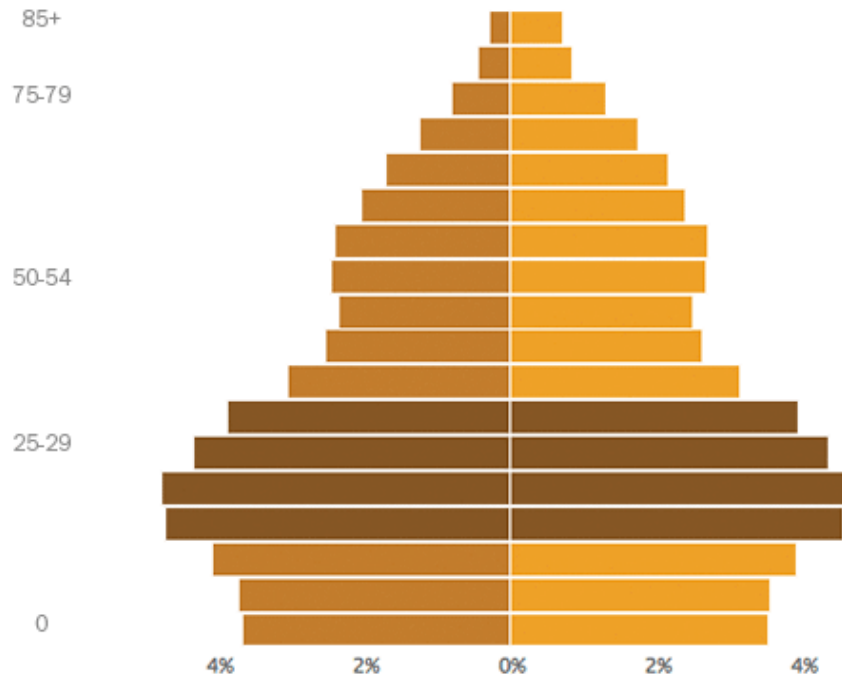
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

1980

FEMALE



PEW RESEARCH CENTER

Changing Demographics 1990

NEXT AMERICA

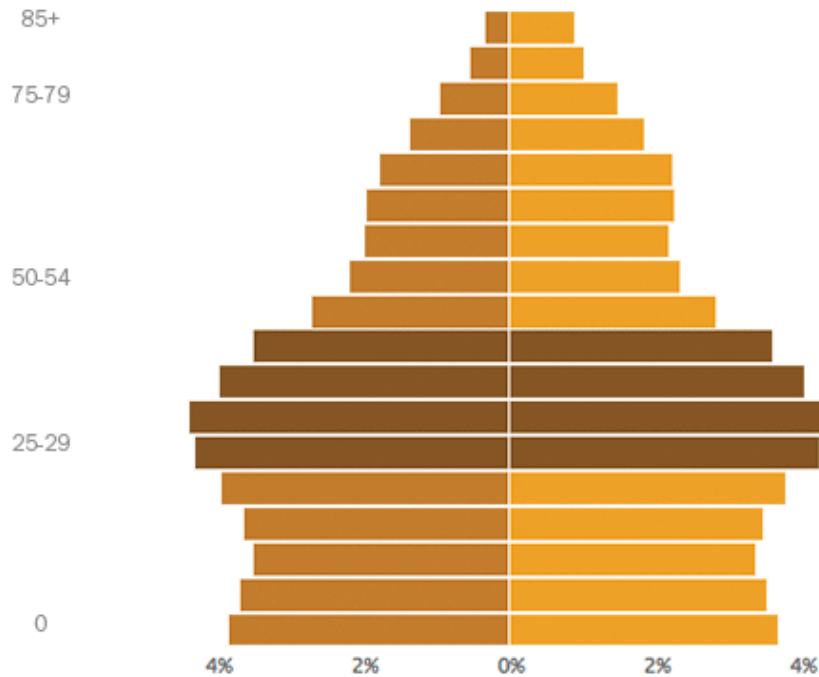
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

1990

FEMALE



PEW RESEARCH CENTER

Changing Demographics 2000

NEXT AMERICA

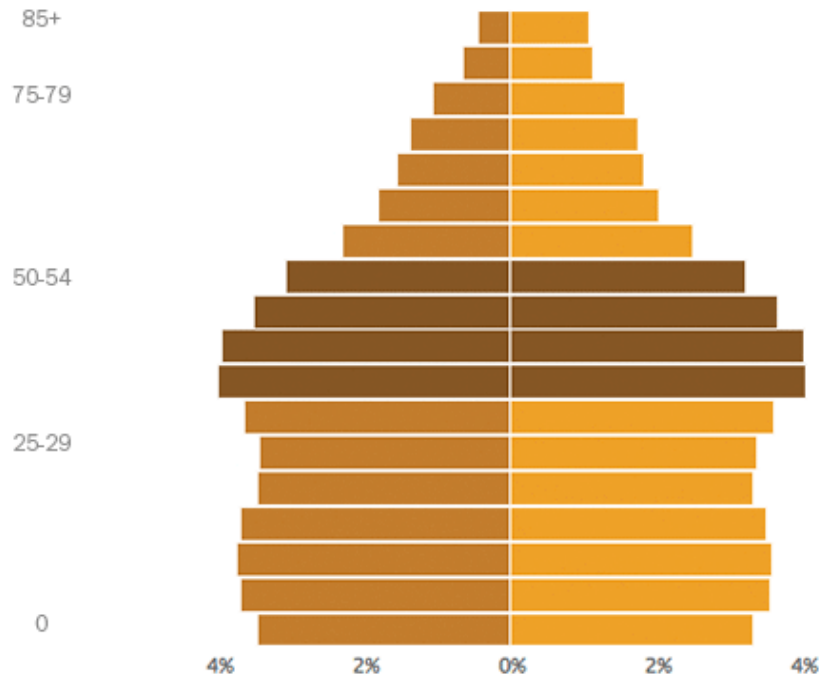
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2000

FEMALE



PEW RESEARCH CENTER

Changing Demographics 2010

NEXT AMERICA

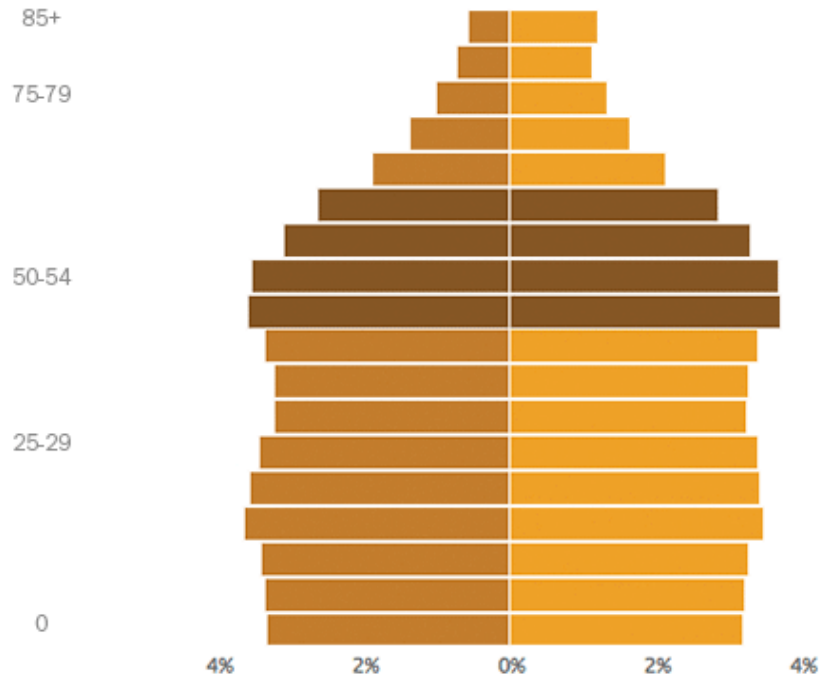
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2010

FEMALE



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Changing Demographics 2020

NEXT AMERICA

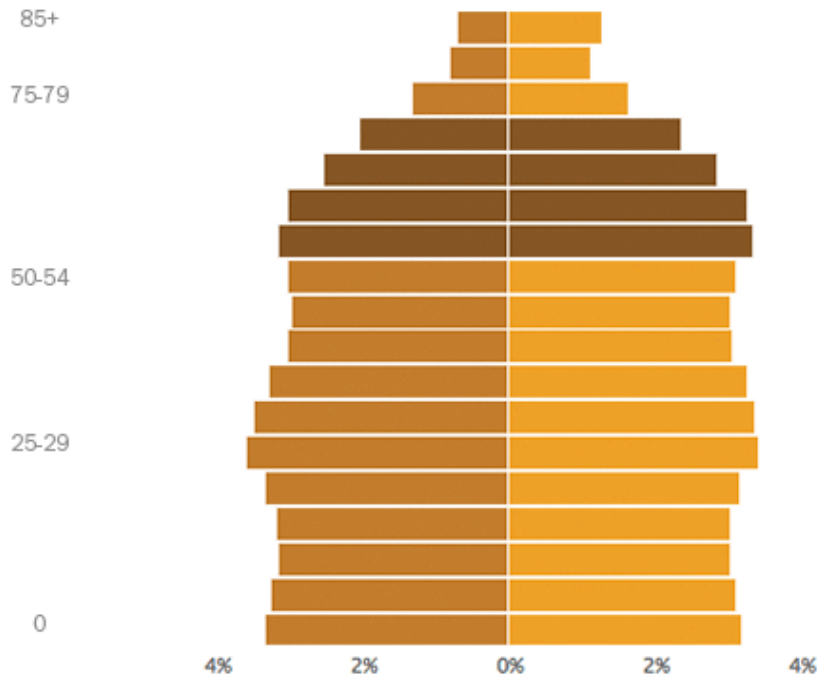
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2020

FEMALE



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Changing Demographics 2030

NEXT AMERICA

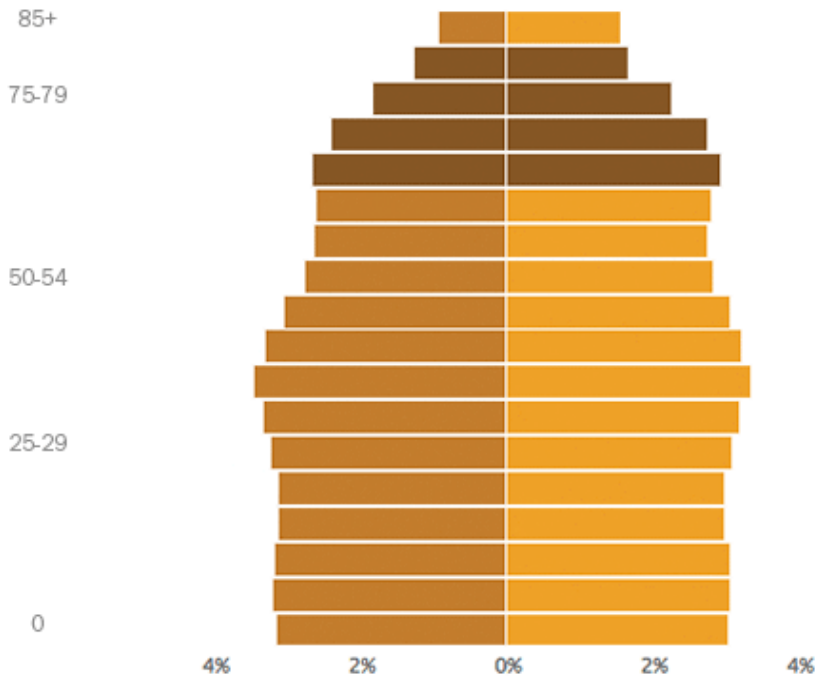
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2030

FEMALE



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Changing Demographics 2040

NEXT AMERICA

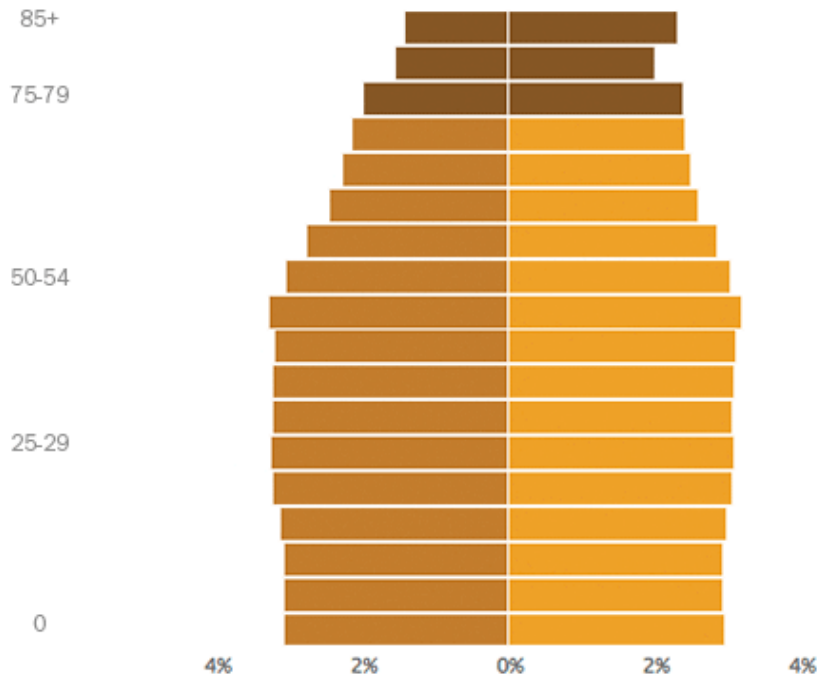
Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2040

FEMALE



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Changing Demographics 2050

NEXT AMERICA

Percent of U.S. Population by Age Group, 1950-2060

■ Baby Boomers

MALE

2050

FEMALE

85+

75-79

50-54

25-29

0

4%

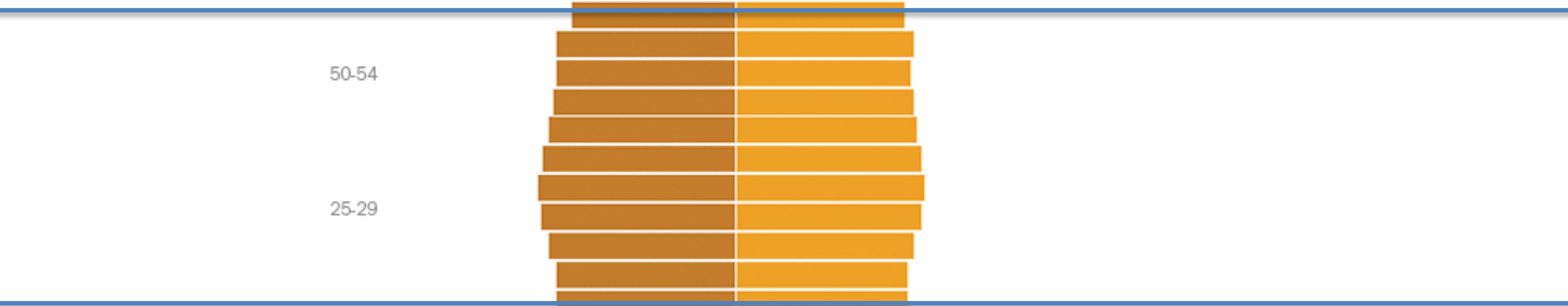
2%

0%

2%

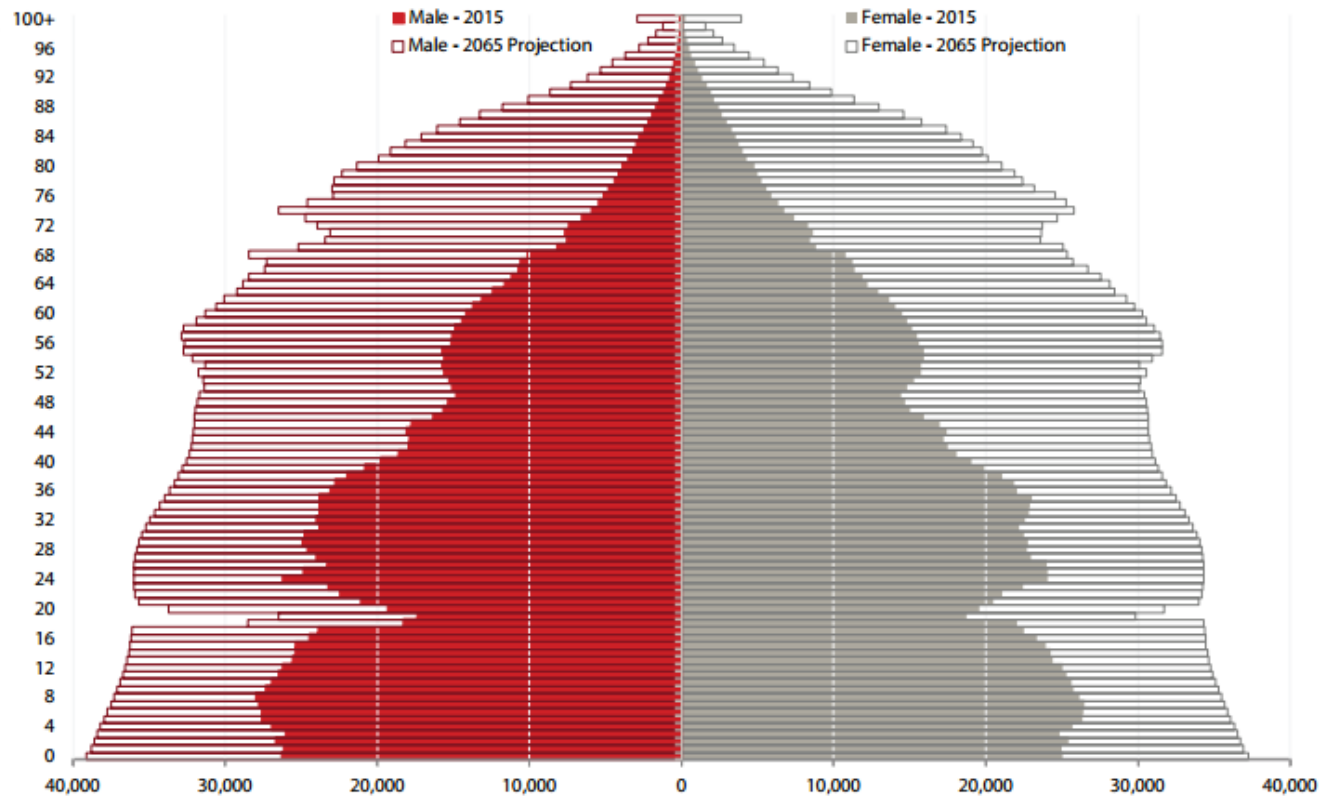
4%

PEW RESEARCH CENTER



Changing Demographics

Figure 1
Utah Population Pyramid: 2015 and 2065



Source: Kem C. Gardner Policy Institute 2015-2065 State Projections



a Wirthlin inspired consultancy



**Envision
Utah** *How we grow matters.*

Utah Health Priorities Research

Prepared for and in conjunction with Envision Utah

March 2017

Dee Allsop, PhD
571.926.8852, x307
dallsop@heartandmindstrategies.com

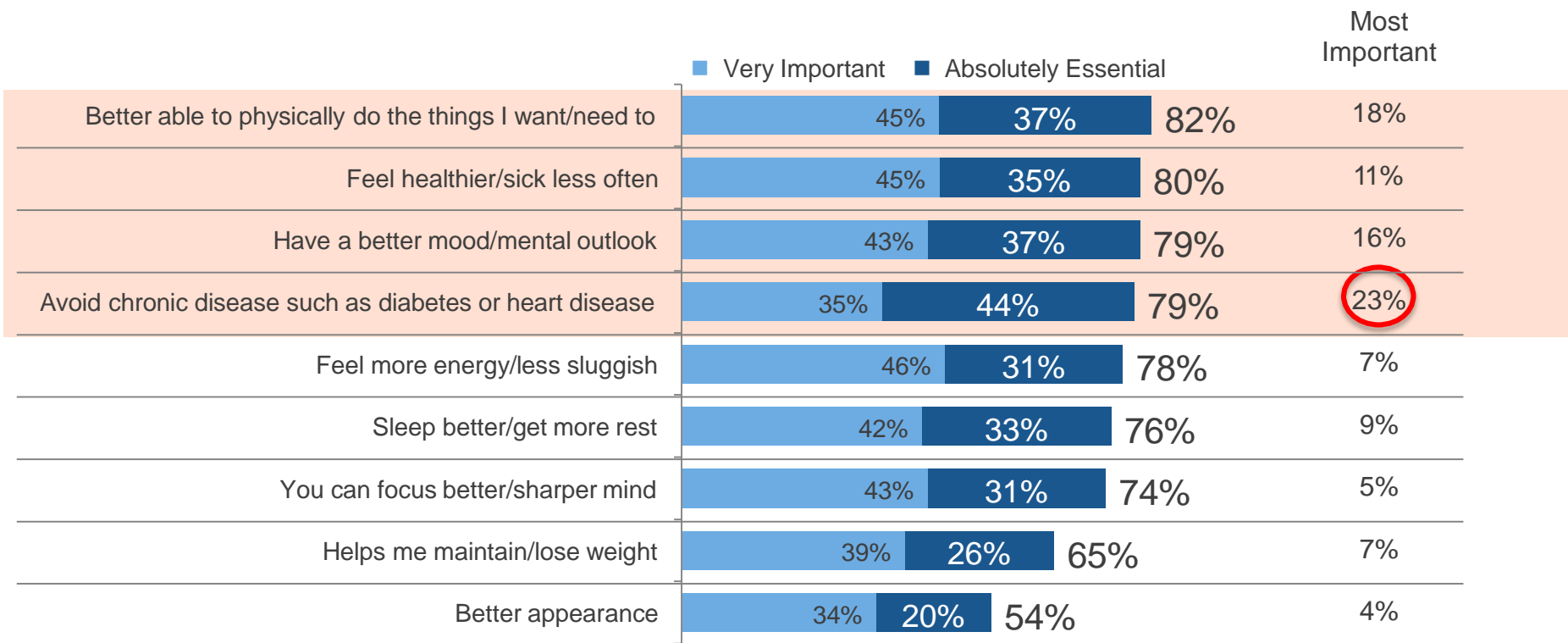
A decorative graphic on the right side of the slide consisting of several overlapping squares in shades of gray, blue, and red. A red crosshair is superimposed over the squares.

WITH INNOVATIVE RESEARCH WE
YOU UNDERSTAND HOW TO ENGAGE
THE HEARTS AND MINDS OF PEOPLE
WITH INNOVATIVE RESEARCH WE
YOU UNDERSTAND HOW TO ENGAGE
THE HEARTS AND MINDS OF PEOPLE



KEY FINDINGS: UTAHNS AND HEALTH

Avoiding chronic disease is the most important reason to eat well and exercise; having greater physical ability and feeling better are also top reasons



Base: All Respondents (n=1012)
 Q600. There are different benefits or consequences that are connected to eating right and being physically active. Thinking about your own personal situation, for each of the following, please rate how important it is to you personally using the five response options:
 Q601. You rated each of the items below as ...". Please select the one item that you think is most important for you personally."



DOES AIR POLLUTION CAUSE DEMENTIA?

Scientists now suspect that a major cause of
Alzheimer's and Parkinson's could be the air we breathe.

BY AARON REUBEN

PHOTOGRAPHS BY MACIEK JASIK

July/August 2015 Issue

The most impactful initiatives increase opportunity for exercise and healthy eating

Most Influential Health Strategies (1)

■ Good amount of impact/influence
Influential (Top 2 Box)

■ One of most impactful/influential

Category

Require daily physical activity during school for all students

29% 59% 89%

Schools

Increase the availability of affordable or free recreational opportunities for physical activity

38% 49% 88%

Community

Promote safe walking and biking in neighborhoods and communities

45% 40% 85%

Community

Encourage school districts to promote physical activity programs before and after school

43% 42% 84%

Schools

Increase the availability of fresh fruits and vegetables through things like farmers markets

47% 36% 83%

Community

Encourage employers to promote physical activity for employees (exercise release policies; walking at work; walking, biking, public transit to work)

47% 35% 81%

Workplace

Support land use development policies that preserve and promote open spaces for recreation, physical activity, and community gardens

45% 32% 77%

Public Policy

BASE: n=1012

Q1005 – Q1025. Thinking about some of the things that can be done in the <strategy>, how important and influential do you think each of the following strategies is?

SALT LAKE COUNTY INITIATIVE ON AGING

Partnership for a Greater Salt Lake

November 2016





Services

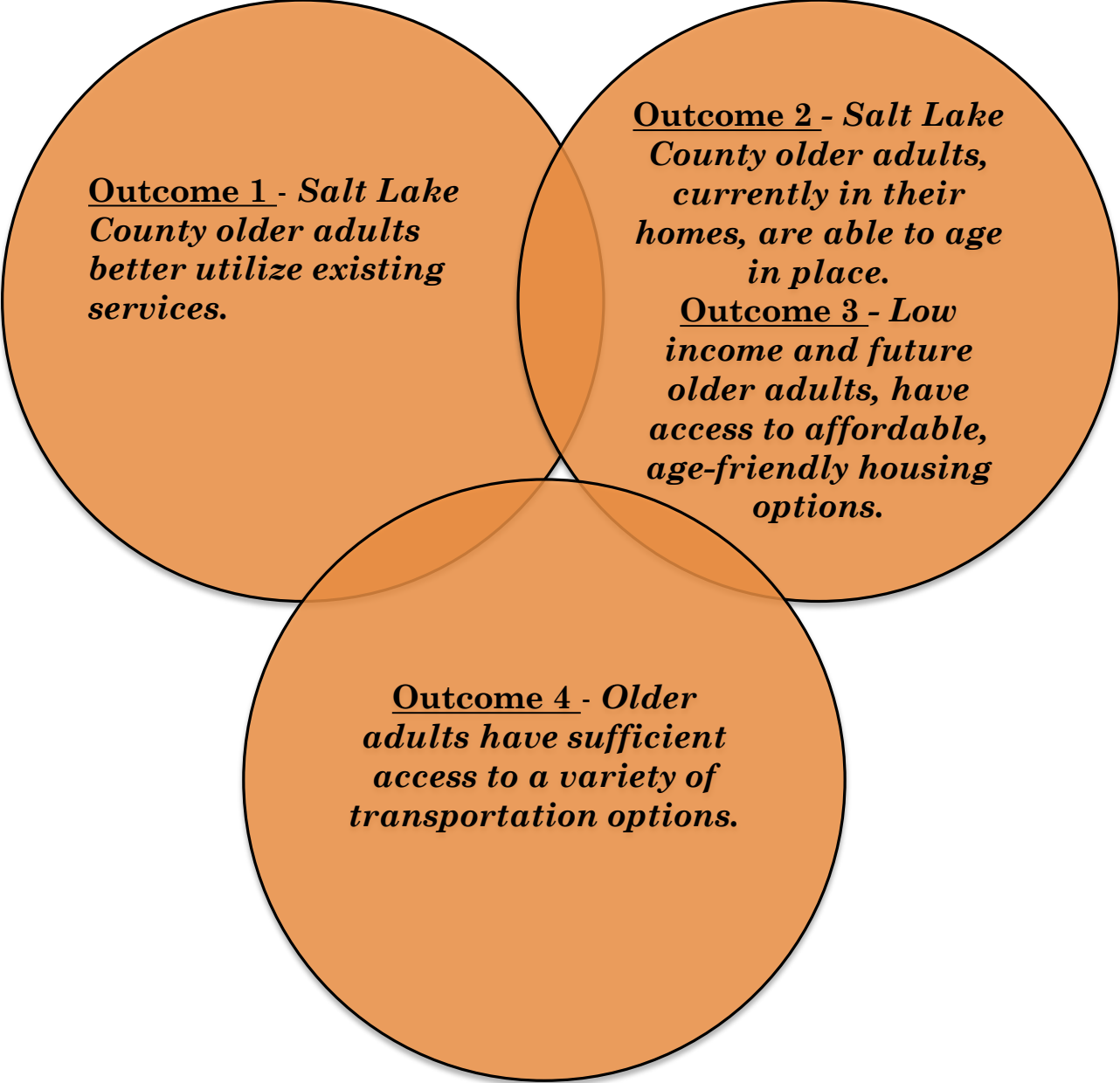


Housing



Mobility





Outcome 1 - Salt Lake County older adults better utilize existing services.

Outcome 2 - Salt Lake County older adults, currently in their homes, are able to age in place.

Outcome 3 - Low income and future older adults, have access to affordable, age-friendly housing options.

Outcome 4 - Older adults have sufficient access to a variety of transportation options.



Services (*Access*)

- Aging-Friendly Community Initiatives (AFCI's)
 - Access: Service “Concierge” services (fragmentation)
 - Ground-up Community Responses
- Food + Service Deserts
 - Mixed-use, mixed-income and Density (“Centers?”)



Food deserts

**MORE THAN 1 MILE FROM THE
NEAREST GROCERY STORE.**

\$16.33



\$10.38



Housing (*Belonging*)

- Visitability
 - At least 1 no-step entrance
 - Accessible doors and hallways
 - Accessible 1st floor half-bath and a room that could serve as a bedroom
 - Reinforcement in bathroom walls for future grab bar installation
- Housing Diversity
 - Affordability and Fixed Income

Mobility (*Connection*)

- Environmental Convoy
 - individuals go through life embedded in a personal network of places from whom they give and receive psycho-social and functional support







Connectivity

10 minute walk (grocery, pharmacy, bank, restaurant/café, health service, park)





Garden Walk



Food Cart & Truck Vendors



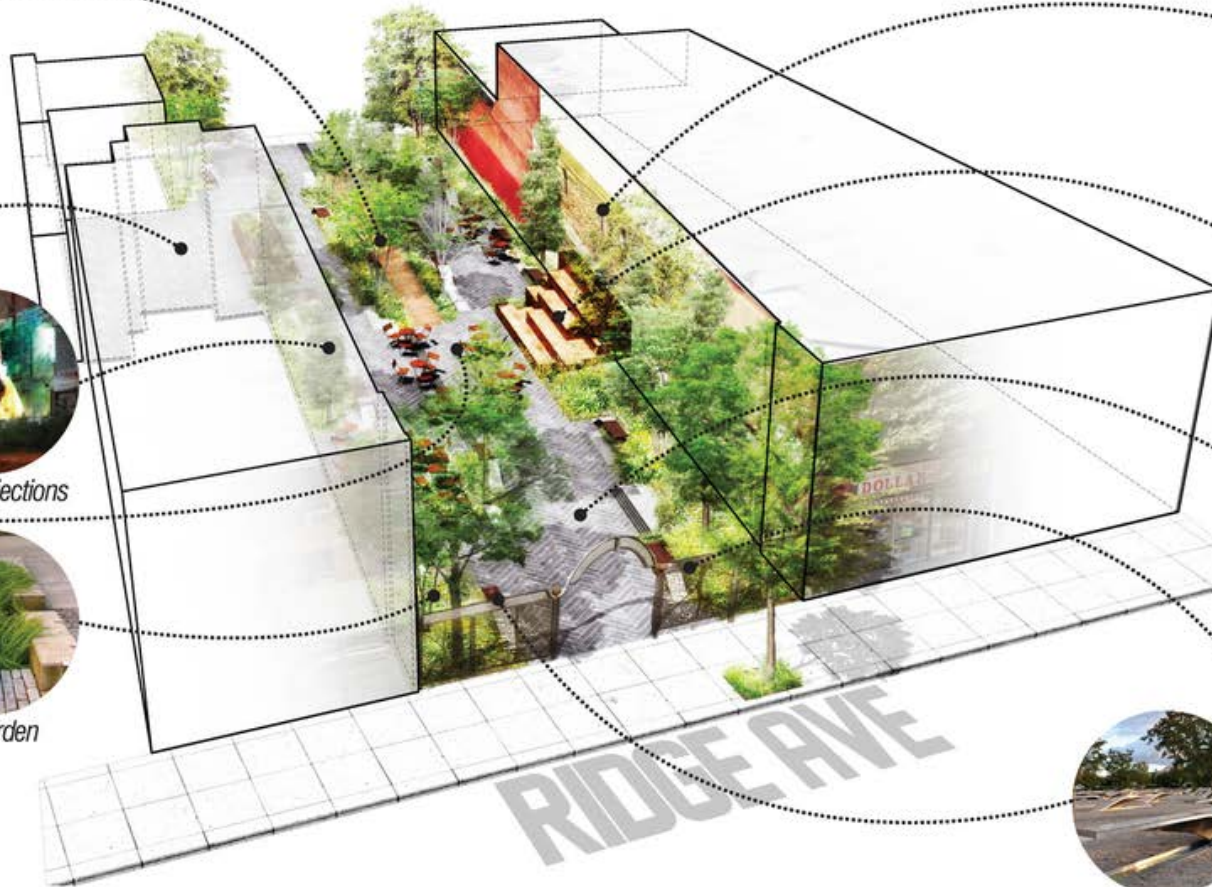
Programmed Activities
(Yoga, Farmers Market, etc...)



Movie Projections



Rain Garden



History Mural



Stadium Style Seating



Permeable Pavers



Artistic Entrance



Comfortable Seating





Planning for the Lifespan



Services
(Access)



Housing
(Belonging)



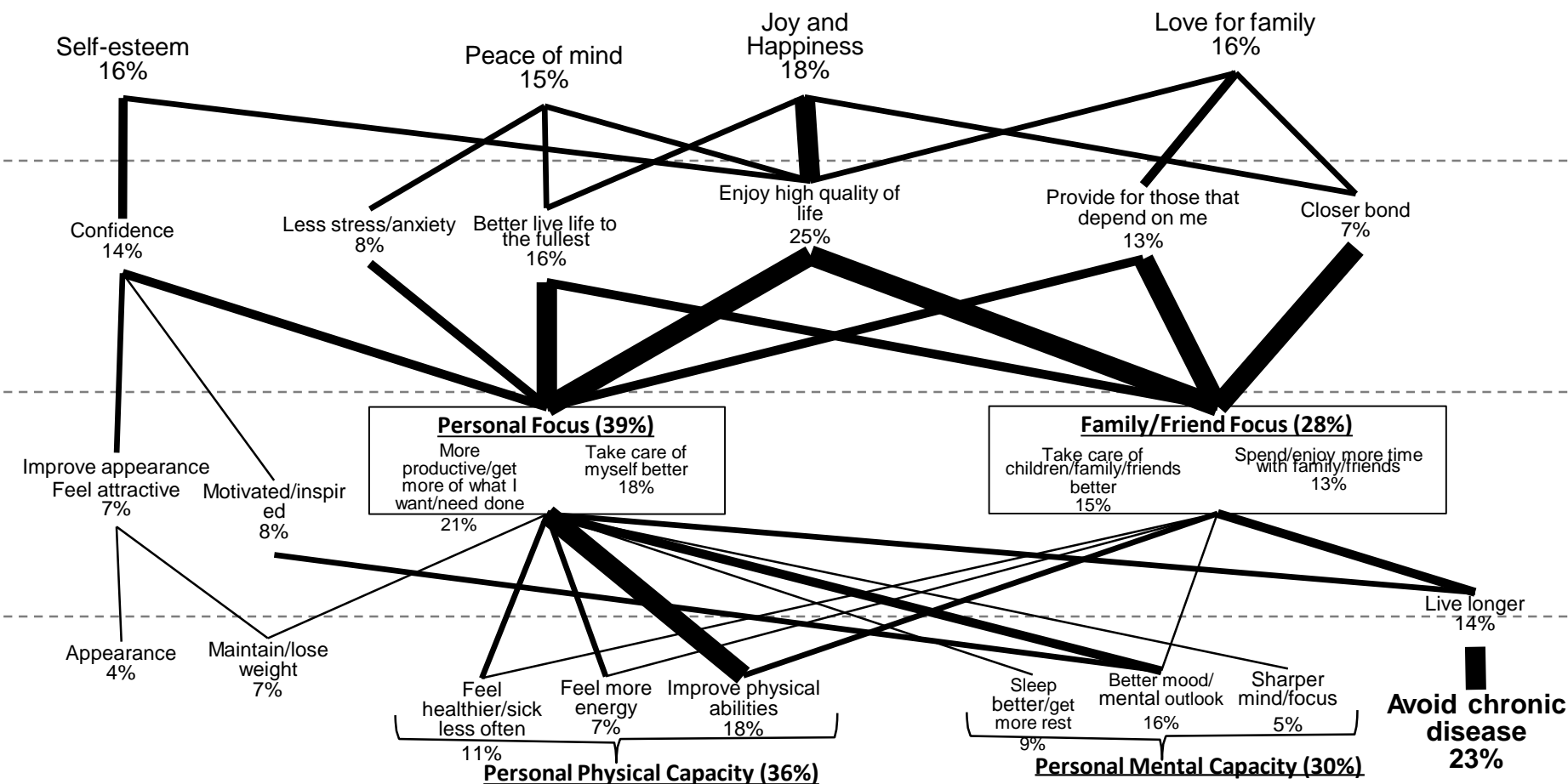
Mobility
(Connection)



College of Architecture + Planning

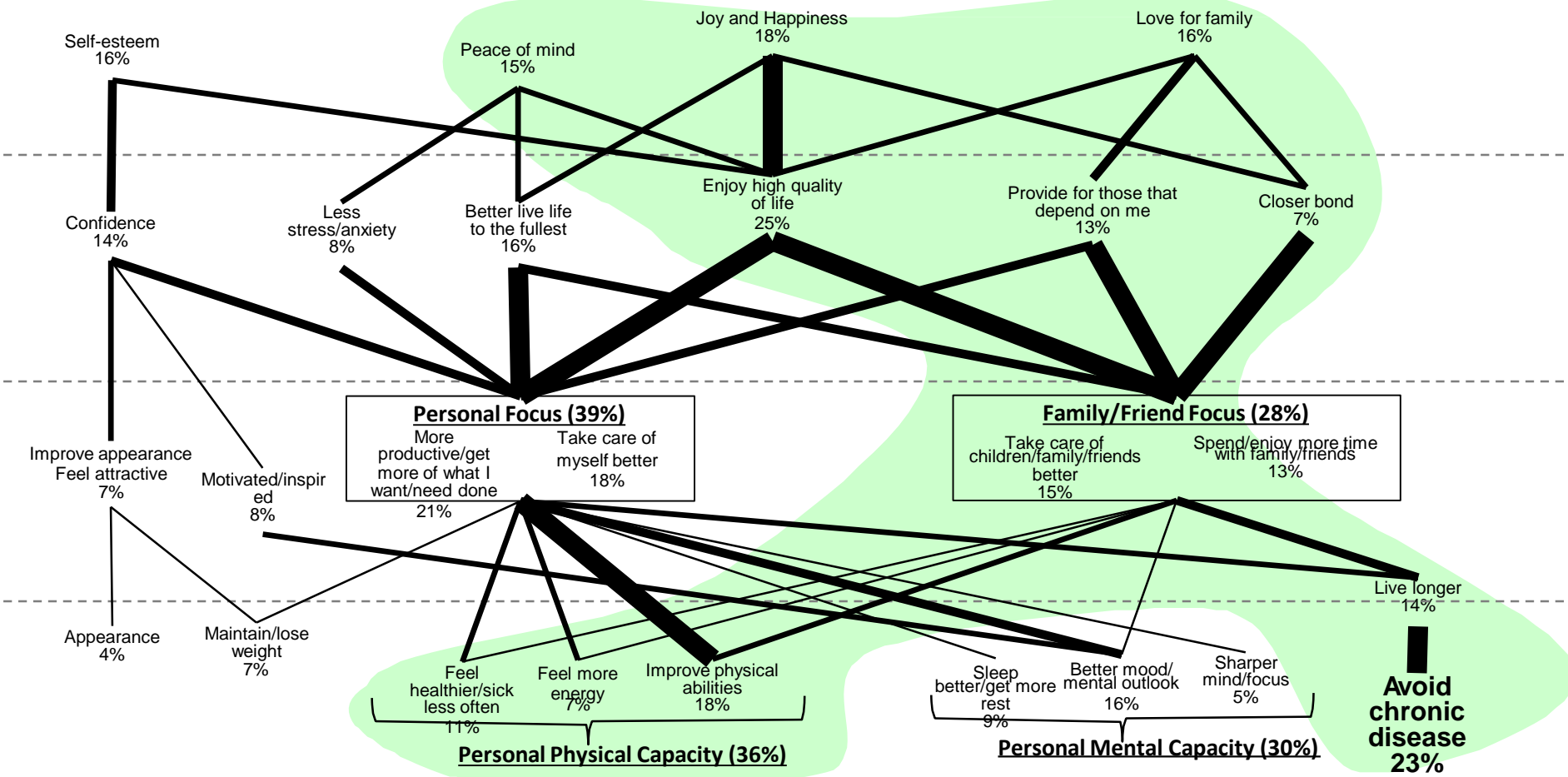
Thank you!

Utah Health Values Map



Based on Most Important Issues

Health Values Map: Family/Friend (Social) Focus (28%)



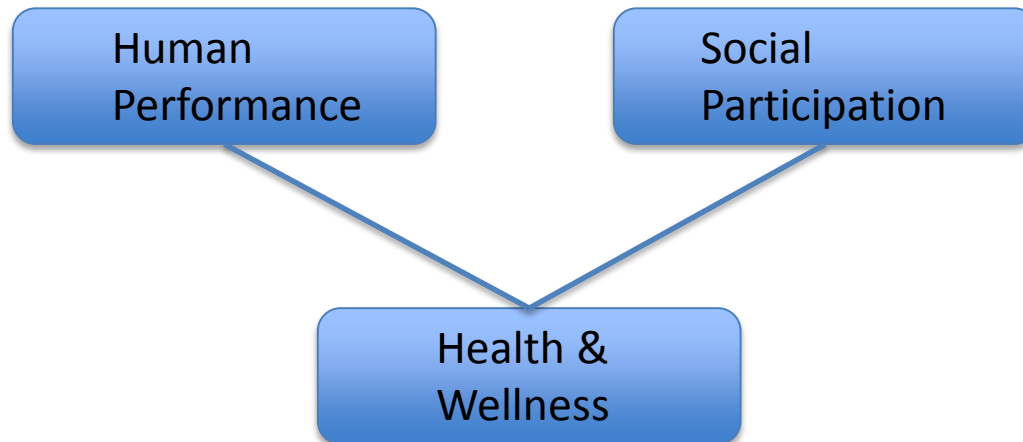
Based on Most Important Issues

Universal (Inclusive) Design

...is a process
that enables and empowers a diverse population by improving
human performance,
health and wellness, and
social participation

Universal (Inclusive) Design

...is a process
that enables and empowers a diverse population by improving
human performance,
health and wellness, and
social participation





TRANSPORTATION — AND — LAND USE CONNECTION

2017 Awards

May 18th, 2017 | Megan Townsend



PROGRAM GOALS









- Coordinate land use and regional transportation
- Support local governments
- Support Wasatch Choice growth principles, e.g.
 - Reduce travel demand
 - Improve access to opportunity

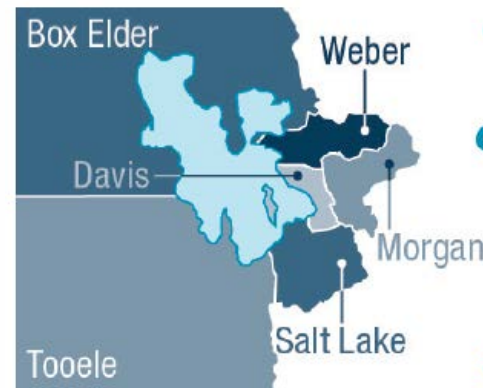
2014-2016 SUMMARY



● 2014
 ● 2015
 ● 2016

Total Investment

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



72% of communities across the region submitted applications

2017 AWARDS

- \$938,000 TLC Funds
 - \$326,500 Local Match
 - **Nearly \$1.3 Million in Total Project Funding**
-

- 16 projects
 - 4 projects implementing past TLC efforts

2017 AWARDS

Ogden/Layton Urbanized Area

Brigham City	Land Use Code
Clearfield	Form-based Code
Layton	Envisioned
North Salt Lake	Town Center Form-based Code
Perry City	General Plan
Syracuse City	Town Center Plan
West Haven	2100 South Corridor Master Plan

Tooele County

Tooele County	Active Transportation Implementation Plan
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Salt Lake Urbanized Area

Cottonwood Heights	Wasatch Blvd. Master Plan
Midvale	City Station Area Plans
Millcreek	General Plan and Zoning Implementation
Murray	Central Station Area Plan
Riverton	12600 South Small Area Plan
Salt Lake City	Central Station Area Plan
South Salt Lake	Strategic Mobility Plan
West Jordan	New Bingham Highway Connector Study

CITY WIDE PROJECTS



- Millcreek General Plan and Zoning Implementation
 - \$95,000 budget
- South Salt Lake Strategic Mobility Plan
 - \$120,000 budget
- Brigham City Land Use Code
 - \$80,000
- Perry City General Plan
 - WFRC In-House Project, \$5,000 Local Match



FORM-BASED CODES



- Clearfield City Downtown Form-Based Code
 - \$70,000 Budget
- North Salt Lake Town Center Form-Based Code
 - WFRC In-House Project, \$6,000 Local Match



STATION AREA PLANS



- Midvale City Station Area Plans
 - \$75,000 Budget



MIDVALE

In the Middle of Everything

- Murray Central Station Area Plan
 - \$85,000 Budget



MURRAY
CITY UTAH

- Salt Lake City Central Station Area Plan
 - 150,000 Budget

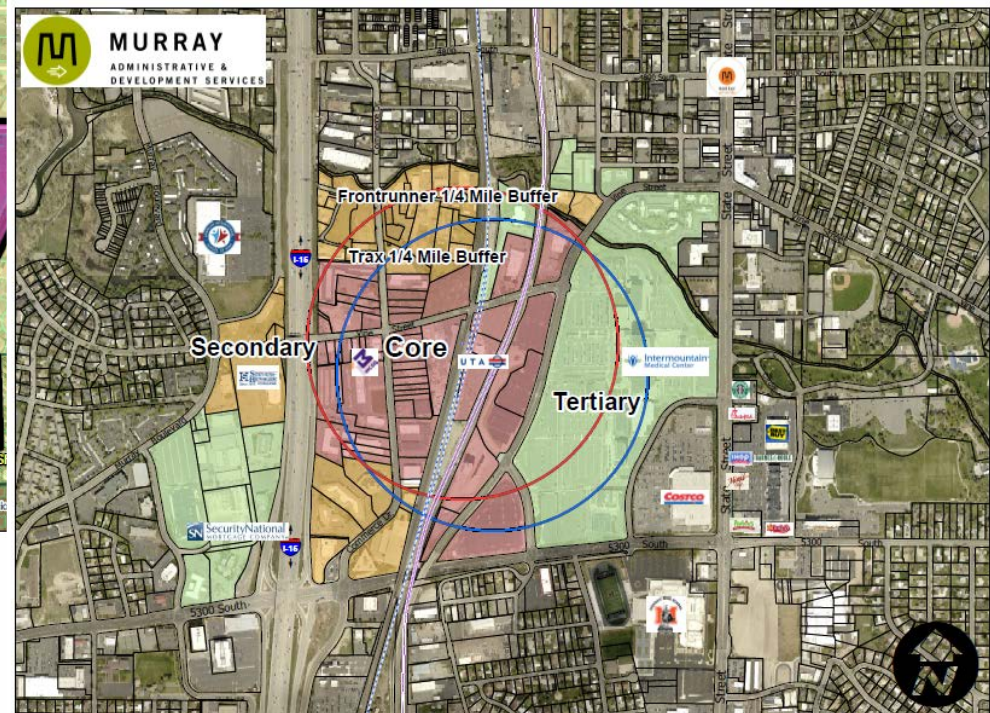
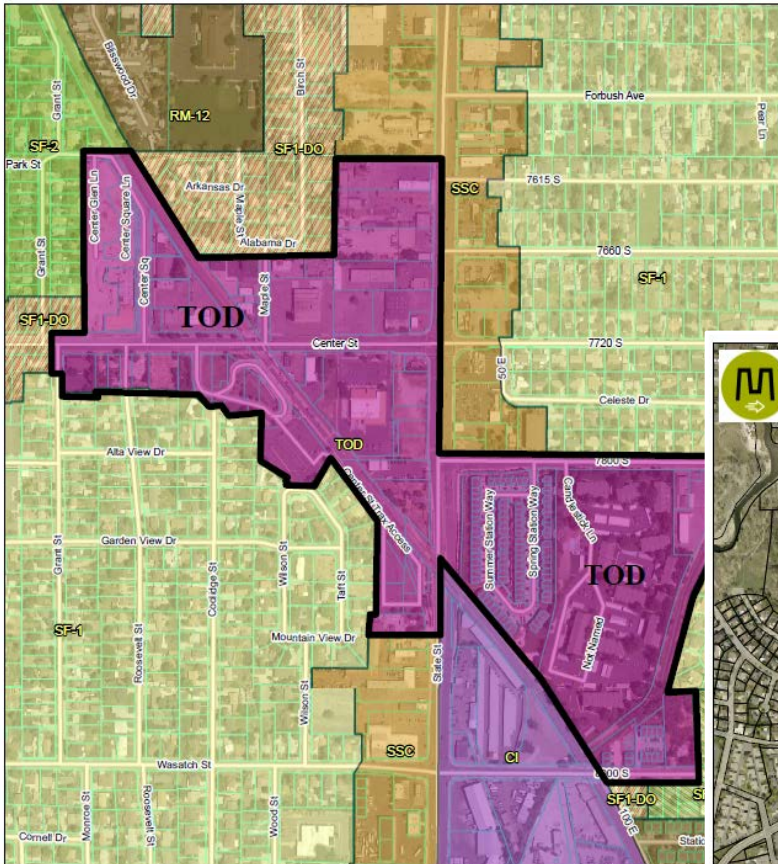


SLCRDA

MIDVALE AND MURRAY



TRANSPORTATION
AND
LAND USE CONNECTION



Station Areas

SPECIFIC AREA PLANS



- Cottonwood Heights Wasatch Blvd. Master Plan
 - \$95,000 Budget



- Riverton 12600 South Area Plan
 - \$72,000 Budget



- Layton Envisioned
 - \$97,500 Budget



- Syracuse Town Center Plan
 - \$80,000 Budget



- West Haven 2100 South Master Plan
 - \$30,000 Budget





ACTIVE TRANSPORTATION PLANS



- West Jordan New Bingham Highway Connector Study
 - \$120,000 Budget



- Tooele County Active Transportation Plan
 - \$35,000 Budget



TLC Program



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