A *Vision* without *Action* is *Hallucination*
Wasatch Front’s shared growth strategy that clarifies needed action
Wasatch Choice 2050

- From scratch
- Grassroots-developed
Wasatch Choice 2050

- Coordinate the building blocks of great metropolitan areas
Presentation Outline

- The local opportunities within Wasatch Choice 2050
- Overview of the draft Preferred Scenario
- How to get involved
The opportunities within Wasatch Choice 2050

1. Consider how your community can affect regional infrastructure
2. Coordinate with adjacent communities
3. Plan across silos
4. Inform local planning with metropolitan issues
The transit investment catch 22

• “With 25% more riders, we’d get BRT!”
• “So, all station areas need to increase densities”
• “But I’ll only increase densities if the other cities do as well”
• “But I’ll only increase densities if I know we’ll get the BRT”
Presentation Outline

• The local opportunities within Wasatch Choice 2050
• Overview of the draft Preferred Scenario
• How to get involved
Process

Explore
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
- Draft & Evaluate Preferred Scenario
- We Are Here
- Adopt Preferred Scenario

Prioritize
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

Stakeholder Input

WASATCH FRONT REGIONAL COUNCIL
The Preferred Scenario

For example…

“What are the things transportation needs to do to support your land use and economic development vision”
Explored in “Small Areas”
Mixed-use centers

What mixed use centers do you support?

Should NEW mixed use centers be actively explored?

How do the other elements support these centers?

• Transportation
• Economic development
Job centers

What job centers do you support?

Should NEW job centers be actively explored?

How do the other elements support these job centers?
Planning to aid economic development?

- Utah’s Targeted Industry Clusters

![Pie chart showing different industry clusters in Utah.](image-url)
Industry clusters with Transit potential mobility profile
Industry clusters with a Freight emphasis mobility profile
Job centers

What job centers do you support?

Should NEW job centers be actively explored?

How do the other elements support these job centers?
Regional green infrastructure

Ideas for collaboration on parks, open space or agricultural preservation?
Road investments

How might proposed roads affect...?

Congestion?
Access to destinations?

How do they support land use and economic development goals?
Transit investments

How might proposed transit affect:

Ridership and mode?
Access to destinations?

How do they support land use and economic development goals?
Bicycling backbone

Consider cross-town bicycling backbone with adjacent communities
Using the Preferred Scenario

• Scale detailed enough to inform
  • Local land use decisions
  • Local, regional, and state economic development decisions
  • Local, regional, and state transportation decisions

• Clarifies key strategies in each location
  • Based on the particular objectives, contexts, and existing conditions in each area
Presentation Outline

• The local opportunities within Wasatch Choice 2050
• Overview of the draft Preferred Scenario
• How to get involved
### Who and how is the vision built?

**Preferred Scenario**

- **Local elected/appointed**
  - Small Area Meeting #3

- **Local gov. staff**
  - Small Area Meeting #4

- **Stakeholders**
  - Organization meetings

- **Residents**
  - Online input & Consortium event

**Working out the details**

- **Local elected/appointed**
  - Individual local meetings

- **Local gov. staff**
  - TAC meetings

- **Stakeholders**
  - Organization meetings

- **Residents**
  - Online input
The vision tied to implementing regional plans
Wasatch Front’s Vision

• Local opportunities are within Wasatch Choice 2050

• Draft Preferred Scenario explores transportation’s interaction with significant mixed use and job centers

• How to get involved
  • Small area meeting
  • Individual meetings
  • Technical committees
  • Online engagement
WASATCH CHOICE
2050
Regional Growth Committee

October 11, 2017
RTP Process Overview

• WFRC’s RTP process
  – Creating a vision - input on needs
  – Project selection technical evaluation
  – Project phasing technical evaluation
  – Financial constraints

• 2019 – 2050 RTP to be adopted in May 2019
### Phasing criteria

- Enables data-driven decision-making, while maintaining flexibility
- Informs WFRC program funding eligibility
- Interagency collaboration: UDOT, UTA, RGC TAC

<table>
<thead>
<tr>
<th>Phasing the Preferred Scenario</th>
<th>2019-2050 Proposed Measure</th>
<th>Roadway</th>
<th>Transit</th>
<th>Active Transportation</th>
<th>RTP Amendment</th>
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<tbody>
<tr>
<td>Safety improvements</td>
<td>Sidewalk connection to station or stop</td>
<td>Safety improvements</td>
<td>Existing users</td>
<td>Roadway – Safety Improvements</td>
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<tr>
<td>Safe, user friendly streets</td>
<td>Bicycle connection to station or stop</td>
<td>Level 3</td>
<td>Level 3</td>
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<td>Delay or vehicle hours traveled ( (VHT) )</td>
<td>Street connectivity</td>
<td>Fills a gap or increases connectivity</td>
<td>Travel time savings</td>
<td>Roadway – Change in vehicle hours of delay or vehicle hours traveled ( (VHT) )</td>
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<tr>
<td>Manageable and reliable traffic conditions</td>
<td>Level 3</td>
<td>Level 3</td>
<td>Level 3</td>
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<td>Job and education access ( (ATD) )</td>
<td>Job and education access ( (ATD) )</td>
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<td>Roadway/Transit – Job and education access ( (ATD) )</td>
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<td></td>
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<td>Access to economic and educational opportunities</td>
<td>Strategic cluster and/or freight center connection</td>
<td>Strategic cluster connection</td>
<td>Roadway/Transit – Strategic Cluster and/or freight center connection</td>
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<tr>
<td>Planning/environmental study</td>
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<td>Considered in regional plan development</td>
<td>Roadway/Transit – Planning/environmental study</td>
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<tr>
<td>Fiscal responsibility communities and infrastructure</td>
<td>Deficient bridge replacement</td>
<td>Deficient pavement replacement</td>
<td>Level 2</td>
<td>Level 3</td>
<td></td>
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<tr>
<td>Quality transportation choices</td>
<td>Existing ridership</td>
<td>Connection to transit</td>
<td>Roadway – Supports multi-model choices</td>
<td></td>
<td></td>
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<tr>
<td>Housing choices and affordable mode options</td>
<td>Level 2</td>
<td>Level 3</td>
<td>Level 3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Interagency Collaboration**

- UDOT
- UTA
- RGC TAC
Phasing criteria

- Roadway weighting would vary between three scales.

- All projects will have two scores:
  - Benefits score (out of 100)
  - Benefit/cost score (total score / project cost)
Updates from 2015 Plan

- Refinements made to Access to Opportunities (ATO) measure – roadway and transit
- New measure: Strategic Cluster connection – all modes

30 minute auto trip

30 minute transit trip

Job Accessibility

<table>
<thead>
<tr>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
</tr>
<tr>
<td>6500</td>
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<td>21000</td>
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<td>25000</td>
</tr>
<tr>
<td>50000</td>
</tr>
<tr>
<td>75000</td>
</tr>
<tr>
<td>90000</td>
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</table>

Access to economic and educational opportunities
Updates from 2015 Plan

• Service to Vulnerable Communities – transit and active transportation

• Impacts on Vulnerable Communities – roadway

Areas with concentrations of low income, minority, zero-car households
Updates from 2015 Plan

• Sidewalk or bicycle lane connection to station or stop – transit

• Safety improvements – roadway and active transportation

Image source: Toole Design Group
Updates from 2015 Plan

• New measure: street connectivity – transit

• System connectivity – active transportation

Image source: Utah Street Connectivity Guide, 2017
RTP Amendment Considerations

- Mitigates safety issues
- Improves traffic conditions through management and reliability
- Project Readiness
- Supports Wasatch Choice 2050 Center
- Improves access to job and educational opportunities (ATO) and freight
- Supports transportation choices
- Serves or does not impact vulnerable communities and/or elderly populations
- Air Quality Conformity
2019-2050 RTP
Draft RTP Phasing Criteria and Amendment
Technical Considerations

October 12, 2017
2015-2040 RTP
Amendment Number 5
RGC Release for Public Comment

October 12, 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
RTP And Amendment Process Overview

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS

Receive and WFRC Staff Review of Request

WFRC Staff Determines Level of Amendment

Level 1
Staff Modification

WFRC Executive Director Approval per adopted procedure

Level 2
Board Modification For Non-Regionally Significant Projects

TAC Review and Recommendation to RGC

Level 3
Full Amendment For Regionally Significant Projects

Air Quality Conformity Determination

RGC Review and Release for Public Comment
Technical Considerations for Future Amendments

Why Technical Considerations?

• Direction from RGC in May 2017
  – Will provide additional information to inform decisions
  – Tied to the WC2050 Goals and the RTP evaluation and phasing criteria

• Considerations reviewed by UDOT, UTA, RGC TACs, and now RGC

• Technical Considerations for Level 2 and 3 amendments:
  – Mitigates safety issues
  – Improves traffic conditions through management and reliability
  – Project Readiness
  – Supports Wasatch Choice for 2050
Amendment #5 Overview

• 8 total requests for approximately $194 million
• Projects seeking Weber County Sales Tax Funding
  – Three projects. (~$5.5 million)
• Funding source unknown
  – One UTA and UDOT sponsored project. (~$34.5 million)
  – One Salt Lake County project. (~$100 million)
• Utah State Correctional Facility Funding
  – Two projects to serve the new Utah State prison. (~$30 million)
• Partially funded and seeking STP funds
  – One municipality/UDOT project. (~$24 million)
1100 North – Harrisville City

**Request:** Harrisville City

**Level of Request:** 2

**Scope:**
- 1100 North from 140 West to 140 East
- Three-lane facility
- New construction - Phase 1

**Benefits:**
- Provides a link between two arterial streets and decreases the amount of traffic between residential neighborhoods
- Provides access to Highway 89 on the west and Washington Boulevard on the east

**Cost:** $420,000

**Funding Source:** Potential Weber County 3rd Quarter Sales Tax and Corridor Preservation funding

**Technical Considerations:**

<table>
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<tr>
<th>Category</th>
<th>Value</th>
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<tbody>
<tr>
<td>Safety Index</td>
<td>4 out of 10</td>
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<tr>
<td>Vehicle Hours Traveled and/or Connectivity</td>
<td>106 hr added per day</td>
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<td>Project Readiness</td>
<td>Corridor preserved and preliminary engineering is underway</td>
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<tr>
<td>Support Wasatch Choice 2050</td>
<td>No identified centers</td>
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<tr>
<td>Air Quality Conformity Analysis</td>
<td>Not required</td>
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</table>

Links Highway 89 to Washington Blvd.
1100 North – Harrisville City
3600 West – Plain City

Request: Plain City

Level of Request: 2

Scope:
• Operational improvements on 3600 West from 2600 North to 1975 North
• Phase 1 project

Benefits:
• Provides for added shoulders and a consistent cross-section
• Safety improvements
• Improved access for adjoining properties
• Center turn lane at intersections for improved mobility

Cost: $3.5 million

Funding Source: Potential Weber County 3rd Quarter Sales Tax

Technical Considerations:

Safety Index
1.5 out of 10

Vehicle Hours Traveled
3 hrs reduced per day
and/or Connectivity
Connects two minor east/west arterials

Project Readiness
Corridor preserved and preliminary engineering is underway

Support Wasatch Choice 2050
No identified centers

Air Quality Conformity Analysis
None required
3600 West – Plain City
Depot Drive – Weber County

**Request:** Weber County

**Level of Request:** 2

**Scope:**
- Extension of Depot Drive from 12th Street to Weber County Sheriff’s Complex and Jail.
- New construction – Phase 1

**Benefits:**
- Provides connection to the Weber Area Justice Multi-Use Facility
- Project will redesign the intersection of 12th Street (SR-39) and Depot Road
- Widening will incorporate a deceleration lane

**Cost:** $1.6 million

**Funding Source:** Potential Weber County 3rd Quarter Sales Tax

**Technical Considerations:**

<table>
<thead>
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<tbody>
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<td>Project Readiness</td>
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<td>Support Wasatch Choice 2050</td>
<td>No identified centers</td>
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<tr>
<td>Air Quality Conformity Analysis</td>
<td>None required</td>
</tr>
</tbody>
</table>

**Support Wasatch Choice 2050**

No identified centers

**Air Quality Conformity Analysis**

None required
Depot Drive – Weber County
5600 West Transit – Utah Transit Authority

Request: Utah Transit Authority

Level of Request: 3

Scope:
• Amendment need for EA update
• Replace Phase 1 BRT on 5600 West from 6200 South to 2700 South with Phase 1 Express Bus/Core Route on 5600 West from Old Bingham LRT Station to the International Center, Salt Lake International Airport, and downtown SLC

Estimated Cost: $34.5 million total
$22.6 million for roadside improvements
$11.9 million for buses
$6.7 million for operating costs

Technical Considerations:
Bus Accidents
• 2 minor incidence on Flex Rt

First Last Mile Connections
• 15 east-west connections at major intersections and an existing striped bicycle lane on portions

Project Readiness
• Updated EA

Support Wasatch Choice 2050
• Boulevard Community

Connections to Strategic Clusters
• Manufacturing IT, Software, Finance, and Aerospace

Job and Education Access (ATO)
• Yes

Existing Ridership
• N/A

Projected Ridership

<table>
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<tr>
<th>From</th>
<th>to 2700 South</th>
<th>to Airport</th>
<th>to Airport &amp; Downtown</th>
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<tr>
<td>6200 South</td>
<td>200-300</td>
<td>600-900</td>
<td>1,600-3,200</td>
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<tr>
<td>Old Bingham</td>
<td>500-700</td>
<td>1,100-1500</td>
<td>2,200-3,900</td>
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</tbody>
</table>

Serves Vulnerable Community
• Yes

Air Quality Conformity Analysis
• Yes
5600 Transit – Utah Transit Authority

[Map showing routes between International Center, SLC Airport, and Downtown SLC along 5600 West.]
# 7200 West – Salt Lake County

**Request:** Salt Lake County

**Level of Request:** 2

**Scope:**
- New construction of 7200 West from 700 North to SR-201
- Three-lane facility with preservation of ROW for future five-lane facility
- Phase 2 project

**Benefits:** Provides access to the new Utah State Correctional Facility

**Cost:** $100 million (refined cost from upcoming study)

**Funding Source:** Unknown

**Technical Considerations:**

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<th>Safety Index</th>
<th>2 out of 10</th>
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<tbody>
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<td>Connectivity to the Northwest Quadrant</td>
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<tr>
<td>Project Readiness</td>
<td>Corridor preserved but preliminary engineering has not been completed</td>
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<tr>
<td>Support Wasatch Choice 2050</td>
<td>Connection to job centers – Utah State Prison site and International Center</td>
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<tr>
<td>Air Quality Conformity Analysis</td>
<td>None required</td>
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</table>
7200 West – Salt Lake County
### 8000 West – Salt Lake County

<table>
<thead>
<tr>
<th><strong>Request:</strong></th>
<th>Salt Lake County</th>
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</thead>
<tbody>
<tr>
<td><strong>Level of Request:</strong></td>
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</table>

**Scope:**
- New construction of 8000 West from 1400 North to the northern I-80 Frontage Road
- Phase 1 project

**Benefits:** Provides one of two accesses to the new Utah State Correctional Facility

**Cost:** $15 million

**Funding Source:** Utah State Correctional Facility funding

<table>
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<tr>
<th><strong>Technical Considerations:</strong></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety Index</strong></td>
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<td><strong>Connectivity</strong></td>
<td>Connectivity to the Northwest Quadrant</td>
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<tr>
<td><strong>Project Readiness</strong></td>
<td>Corridor preserved but preliminary engineering has not been completed</td>
</tr>
<tr>
<td><strong>Support Wasatch Choice 2050</strong></td>
<td>Connection to job center – Utah State Prison site</td>
</tr>
<tr>
<td><strong>Air Quality Conformity Analysis</strong></td>
<td>None Required</td>
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</table>
8000 West – Salt Lake County
# 700 N, 7200 W, 1400 N – Salt Lake County

**Request:** Salt Lake County

**Level of Request:** 2

**Scope:**
- New construction of 700 North from 5600 West to 7200 West
- New construction of 7200 West from 700 North to 1400 North
- New construction of 1400 North from 7200 West to 8000 West
- Phase 1 project
- Three-lane facility

**Benefits:**
- Provides one of two accesses to the new Utah State Correctional Facility

**Cost:** $15 million

**Funding Source:** Utah State Correctional Facility funding

<table>
<thead>
<tr>
<th>Technical Considerations</th>
<th>Value</th>
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<tbody>
<tr>
<td><strong>Safety Index</strong></td>
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<td>Connection to job center – Utah State Prison site</td>
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<tr>
<td><strong>Air Quality Conformity Analysis</strong></td>
<td>None required</td>
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</table>
700 N, 7200 W, 1400 N – Salt Lake County
**Wasatch Boulevard – Cottonwood Heights**

**Request:** Cottonwood Heights

**Level of Request:** 3

**Scope:**
- Change from Phase 2 to Phase 1
- Widening of Wasatch Blvd. from Bengal Blvd. to 9600 South from 2 to 4 lanes

**Benefits:**
- More efficient local traffic circulation
- Major connection between Big and Little Cottonwood ski resorts
- Increased access to both Knudsen Corner development and proposed new develop at the gravel pit.

**Total Cost:** $24 million

**Funding Source:** Existing funds and potential STP Funds

<table>
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<th><strong>Technical Considerations:</strong></th>
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<td>IT, Software, and Finance</td>
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<td><strong>Job and Education Access (ATO)</strong></td>
<td>Knudsen Corner</td>
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<td><strong>Supports Multimodal Transportation Choices</strong></td>
<td>Existing bike route and future enhanced bus</td>
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<td><strong>Impacts Vulnerable Community</strong></td>
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<td><strong>Air Quality Conformity Analysis</strong></td>
<td>Yes</td>
</tr>
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</table>
2015-2040 RTP
Amendment Number 5
RGC Release for Public Comment

October 12, 2017
Purposes of the Effort (HB 318)

- Maximizing job creation
- Ensuring a high quality of life for residents in and surrounding the project area
- Strategic residential and commercial growth
- Preservation of natural lands and expansion of recreational opportunities
- Provision of a variety of community and housing types that match workforce needs
- Planning for future transportation infrastructure and other investments to enhance mobility and protect the environment
Small Advisory Groups

• Convened by the Commission to help frame scenarios and final vision as they relate to specific topic areas
  • Environment, Recreation, and Entertainment
  • Education, Workforce Development, and Technology
  • Transportation, Infrastructure, and Air Quality
  • Housing, Commercial Development, and Air Quality
  • Economics and Finance
The Study Area

Includes:
• Bluffdale
• South Jordan
• Riverton
• Herriman
• Draper
• Lehi
• Saratoga Springs
• Sandy
• Salt Lake County
• Utah County
• State
Phase 1  
Listening & Research  
COMPLETED

Phase 2  
Scenarios  
Now  ○ Baseline  
Fall  ○ Alternatives  
Winter  ○ Preferred

Phase 3  
Financing  
NEXT YEAR
Key Findings: Transportation & Infrastructure
Transportation & Infrastructure
Finding #1:

Transportation is viewed as the biggest challenge.
# Top Perceived Challenges

## Public Input

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Count</th>
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<tbody>
<tr>
<td>Congestion</td>
<td>87</td>
</tr>
<tr>
<td>Lack of corridors/additional roads/connections</td>
<td>22</td>
</tr>
<tr>
<td>Preserving recreation/open space</td>
<td>20</td>
</tr>
<tr>
<td>Managing/directing growth</td>
<td>13</td>
</tr>
<tr>
<td>Preserving beauty of the area</td>
<td>12</td>
</tr>
<tr>
<td>Inversion/air quality</td>
<td>10</td>
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</tbody>
</table>

## Stakeholder Input

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation -- congestion</td>
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<tr>
<td>Funding (transportation)</td>
<td>29</td>
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<tr>
<td>Land use coordination between markets, developers, cities, public</td>
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<tr>
<td>Air quality</td>
<td>19</td>
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<tr>
<td>Protecting the feel of the area, preserving open space</td>
<td>19</td>
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<tr>
<td>Water supply &amp; distribution</td>
<td>15</td>
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</tbody>
</table>

Results from first online public survey (339 open-ended responses)

Results from December stakeholder kickoff (stakeholders brainstormed issues, voted with stickers)
Transportation & Infrastructure
Finding #2:

Infrastructure investment decisions should take into account the impact on economic growth.
Example: When is Mountain View completed?

However, jobs will continue to locate near/around I-15

Housing is rapidly locating in western SLCo and UTCo

Lack of jobs/housing balance creates east-west traffic congestion.
Transportation & Infrastructure
Finding #3:
Utahns and transportation experts place high priority on a connected street network.
How important are these transportation solutions?

- Build more road connections to disperse traffic from a few main roads
- Provide more rail (TRAX/FrontRunner) routes and stations
- Provide more convenient and safe walking and biking routes
- Increase bus/Frontrunner frequency so buses/trains come more often
- Design development so destinations are closer to where people live
- Widen existing roads
- Encourage carpooling and other ways to use roads more efficiently

Results from second online public survey (616 responses)
ITE Ideal Spacing vs. SL County Actual

Freeways 5-miles (pink)
Arterials 1-mile (green, orange)
Collectors ½ mile (grey)

½-Mile Minimum Spacing

As planned For 2040

Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37
Transportation & Infrastructure
Finding #4:
Utahns and employers want greatly expanded public transportation.
80% of maps from the public workshops included TRAX extensions.
How important are these transportation solutions?

- Build more road connections to disperse traffic from a few main roads
- Provide more rail (TRAX/FrontRunner) routes and stations
- Provide more convenient and safe walking and biking routes
- Increase bus/Frontrunner frequency so buses/trains come more often
- Design development so destinations are closer to where people live
- Widen existing roads
- Encourage carpooling and other ways to use roads more efficiently

Results from second online public survey (616 responses)
Scenarios
Phase 1
Listening & Research

Phase 2
Scenarios
- Now - Baseline
- Fall - Alternatives
- Winter - Preferred

Phase 3
Financing

Next Year

Completed
Stakeholder/Expert Involvement

Experts in Key Fields:

- Cities and counties
- Transportation agencies
- Market demand experts
- Land use experts
- Universities
- Major landowners
- Developers
- Governor’s Office
- Legislature
- Environmental experts
- Special interest groups like paragliders
- And more
The Specifics of Transportation Scenarios Were Developed Alongside:

- WFRC
- MAG
- UTA
- UDOT
- Fehr & Peers
- WSP/Parsons Brinckerhoff
<table>
<thead>
<tr>
<th><strong>SCENARIO</strong></th>
<th><strong>THEME</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Regional Transportation Plan without Transit</td>
</tr>
<tr>
<td>B</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>C</td>
<td>Regional Transportation Plan + Additional Road Investments</td>
</tr>
<tr>
<td>D</td>
<td>Regional Transportation Plan + Additional Road and Transit Investments</td>
</tr>
</tbody>
</table>
Scenario A: RTP Scenario w/o Transit

- **Theme:**
  - Assumes the RTP is built, but does not assume funding for most unfunded projects. A few key road projects were added.

- **Roads:**
  - New projects include (see map on next slide):
    - MVC Extension
    - Porter Rockwell Blvd. Completed
    - I-15 Widening

- **Transit**
  - No new transit projects.
Assumptions

• Development patterns and housing mix similar to recent past (post-recession).
• Transportation infrastructure according to current funded plans, plus a few strategic projects.
• Buildings to current energy codes.
• Utah’s workforce in software, programming, etc. grows with population.
• Parks and trails according to current plans and funding sources.

(All data is preliminary and may change as models and scenarios are refined.)
MVC: Extension + Full Freeway (8 Lanes Total)

I-15: Widening + Frontage Roads (10 Lanes Total)

I-15: New Interchanges

Porter Rockwell: (4-5 Lanes)

Bangerter Highway Improvements
Vehicle Miles Traveled in the Study Area

- **2014**: 6,116,000
- **2050 Baseline Scenario**: 11,524,000
Pass-Through Traffic

Types of Trips that Use I-15 at the Point of the Mountain in 2014

- Trip Starts and Ends Outside Study Area: 63%
- Trip Either Starts or Ends inside Study Area: 30%
- Trip Starts and Ends inside Study Area: 7%

Types of Trips that Use I-15 at the Point of the Mountain in the 2050 Baseline Scenario

- Trip Starts and Ends Outside Study Area: 69%
- Trip Either Starts or Ends inside Study Area: 30%
- Trip Starts and Ends inside Study Area: 2%
District to District Travel
(Trips that Originate in the Study Area)

2014 Travel
- % Stay in Study Area: 68%
- % Go to Utah County: 1%
- % Go to Salt Lake Co.: 9%
- % Go to Davis or Weber: 1%
- % Go to Salt Lake CBD: 22%

2050 Baseline Travel
- % Stay in Study Area: 60%
- % Go to Utah County: 1%
- % Go to Salt Lake Co.: 9%
- % Go to Davis or Weber: 1%
- % Go to Salt Lake CBD: 29%
Figure
Volume to Capacity - POM (2014)

Figure
Volume to Capacity - Baseline POM (2050)
Air Quality

Automobile emissions in the study area decrease by 3.4 tons per day.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>NOx</th>
<th>PM2.5</th>
<th>SO2</th>
<th>VOC</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>6.43</td>
<td>0.25</td>
<td>0.03</td>
<td>0.43</td>
</tr>
<tr>
<td>Baseline</td>
<td>3.40</td>
<td>0.08</td>
<td>0.04</td>
<td>0.17</td>
</tr>
</tbody>
</table>
**Air Quality**

**BUT** emissions from new buildings add 3 tons per day in 2050.

<table>
<thead>
<tr>
<th>Building Type</th>
<th>New Buildings</th>
<th>Tons NOx/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>48,483</td>
<td>1.86</td>
</tr>
<tr>
<td>Townhomes/Condos</td>
<td>4,695</td>
<td>0.31</td>
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<tr>
<td>Apartment</td>
<td>998</td>
<td>0.49</td>
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<tr>
<td>Suburban Office</td>
<td>121</td>
<td>0.10</td>
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<tr>
<td>Retail</td>
<td>652</td>
<td>0.21</td>
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<tr>
<td>Industrial</td>
<td>32</td>
<td>0.02</td>
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<tr>
<td><strong>Total</strong></td>
<td>54,981</td>
<td><strong>2.98</strong></td>
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</tbody>
</table>

All buildings built to code with ultra low-NOx water heaters.