



# WASATCH CHOICE

— 2050 —

## Regional Growth Committee

October 11, 2017



WASATCH FRONT REGIONAL COUNCIL

A ***Vision*** with out ***Action*** is  
***Hallucination***





# WASATCH CHOICE

— 2050 —

Wasatch Front's shared growth strategy  
that clarifies needed action

# Wasatch Choice 2050

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- From scratch
- Grassroots-developed





# Wasatch Choice 2050

- Coordinate the building blocks of great metropolitan areas



# Presentation Outline

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



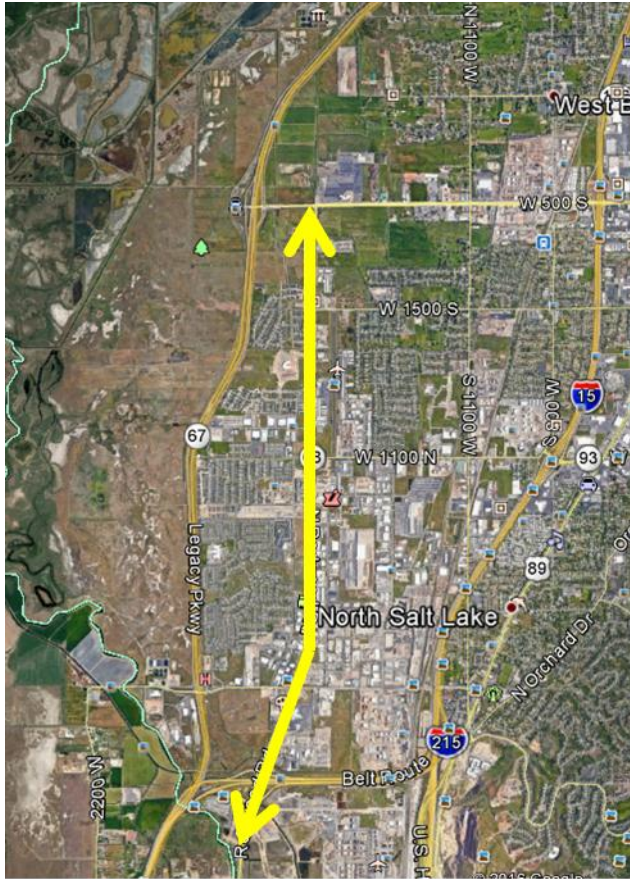
# The opportunities within Wasatch Choice 2050

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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

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- “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”

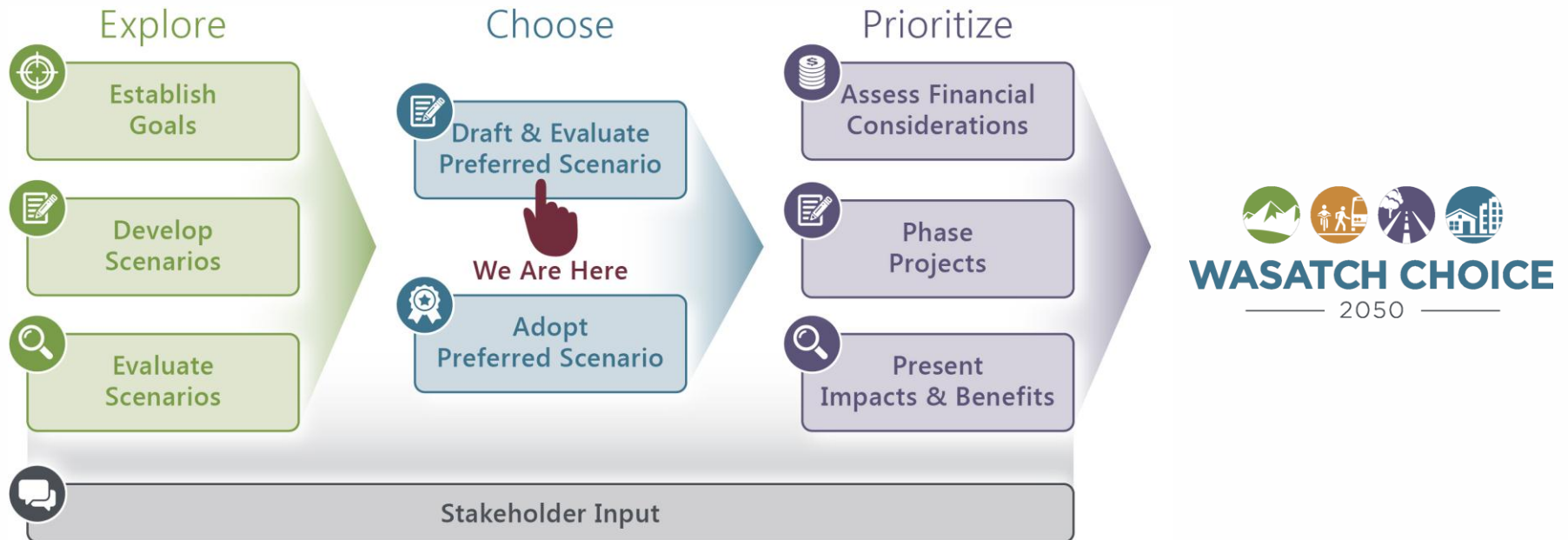
# Presentation Outline

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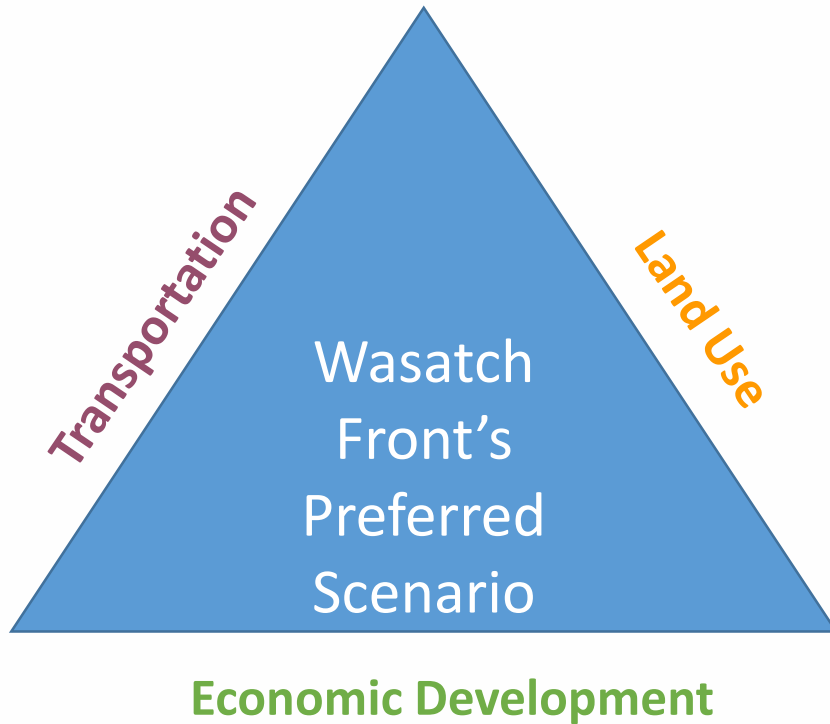
# Process





# The Preferred Scenario

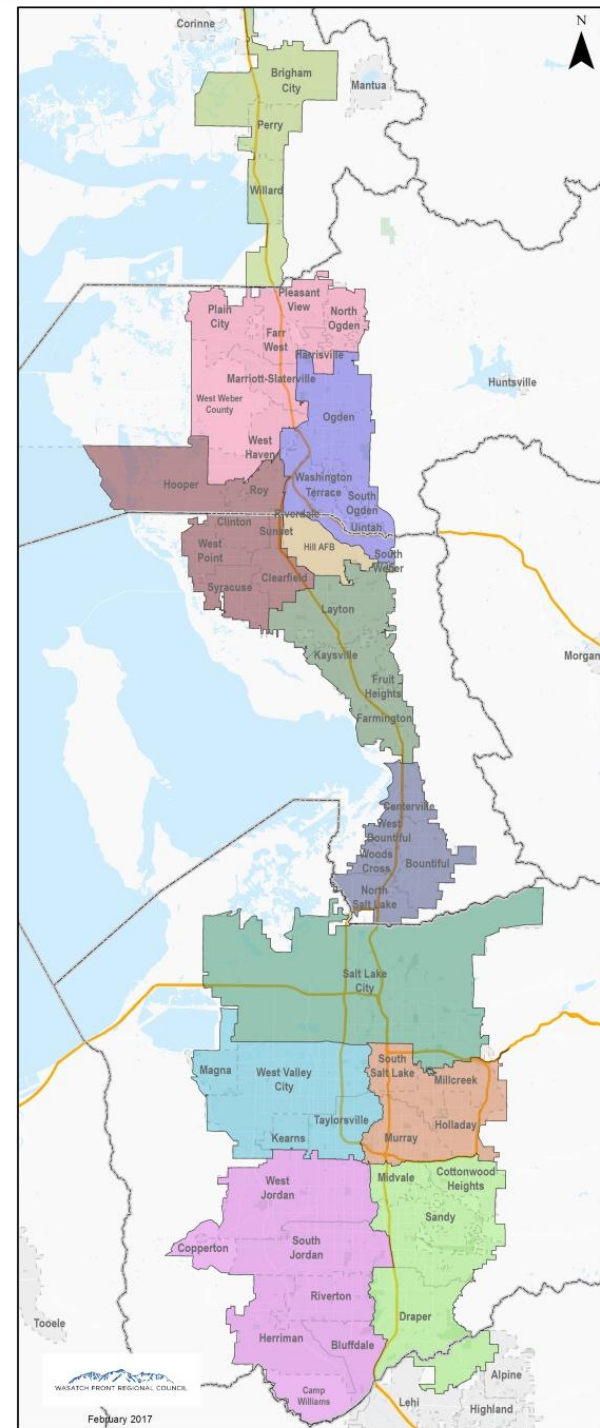
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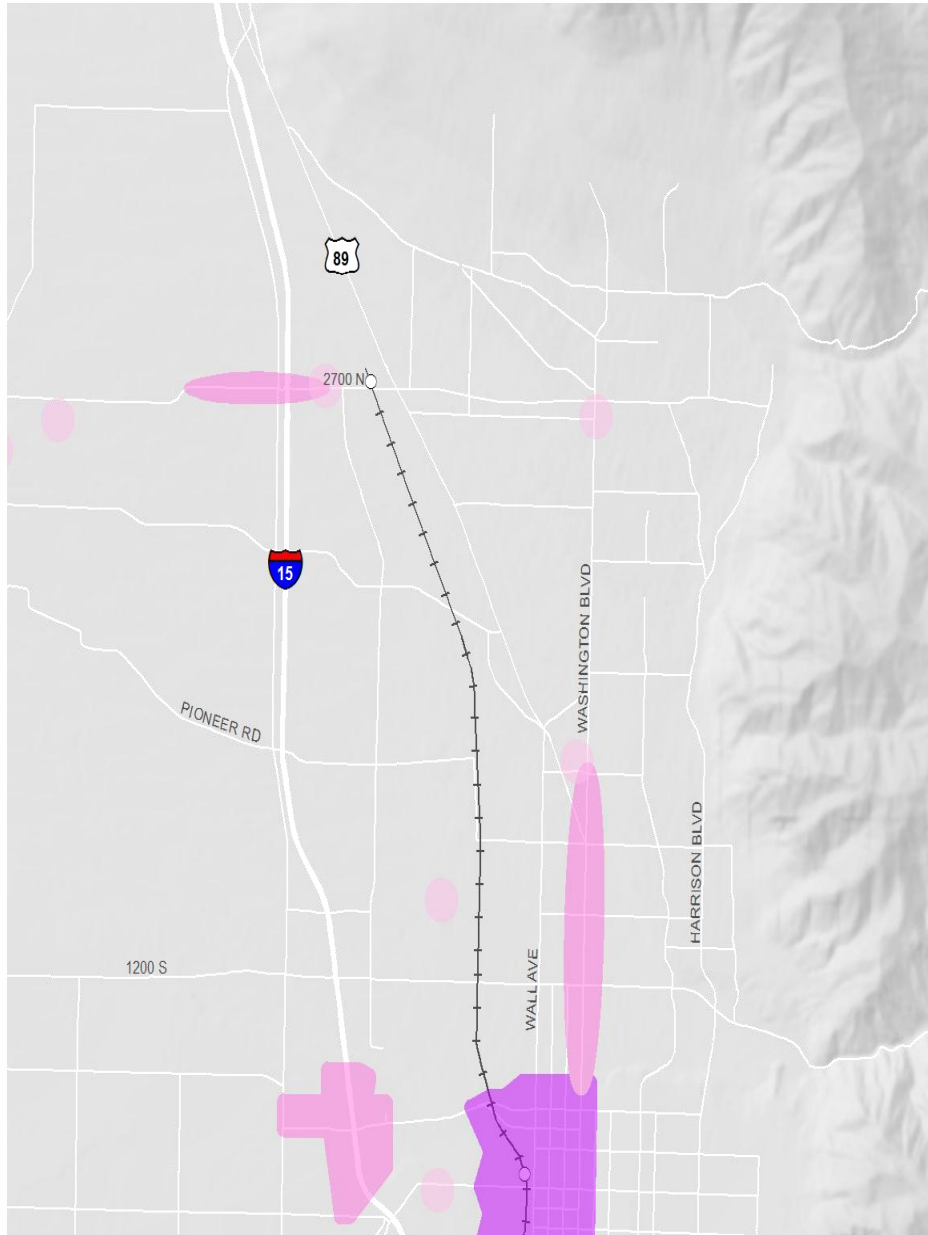
For example...

“What are the things transportation needs to do to support your land use and economic development vision”

# Explored in “Small Areas”



# Mixed-use centers



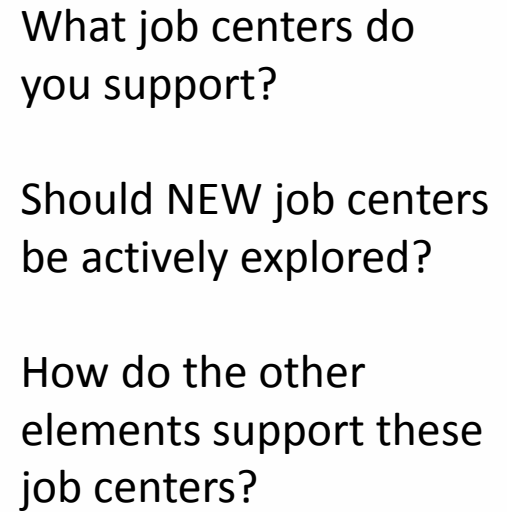
What mixed use centers do you support?

Should NEW mixed use centers be actively explored?

How do the other elements support these centers?

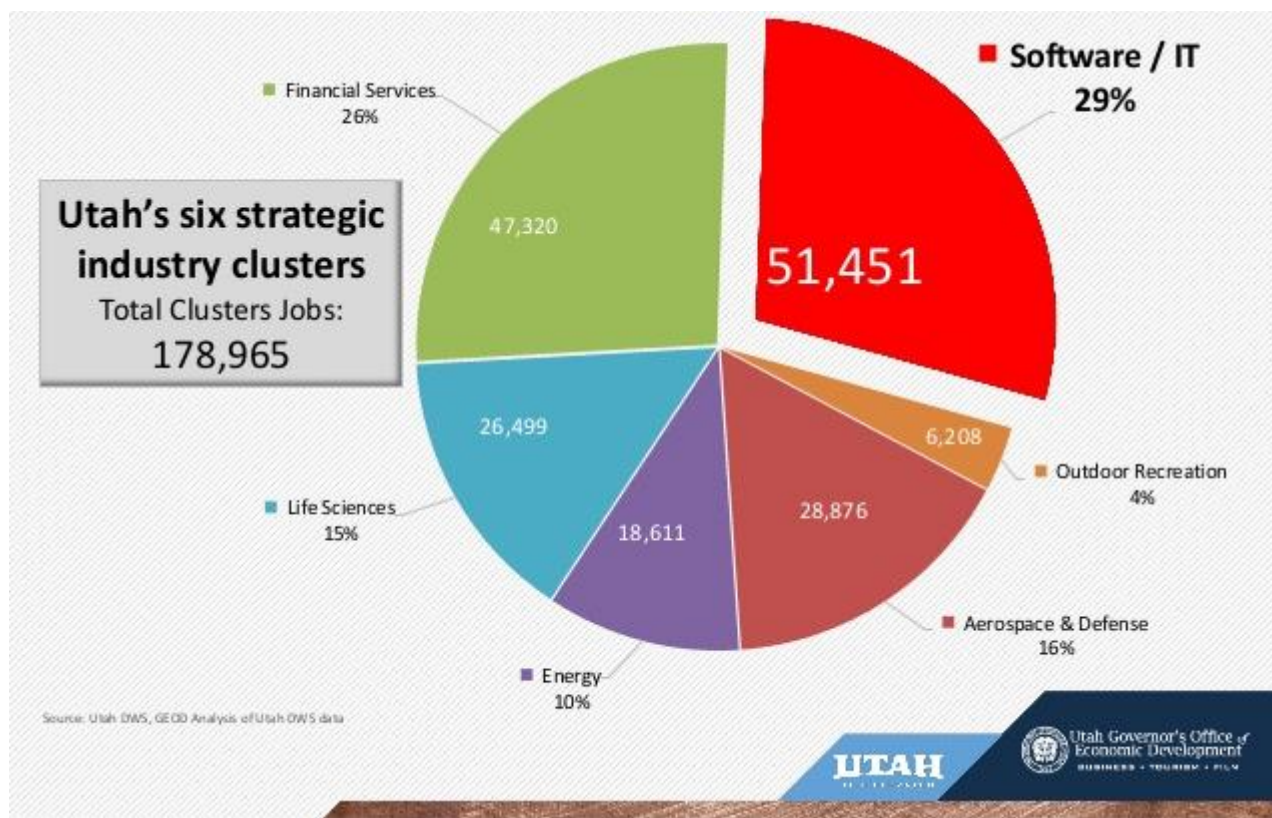
- Transportation
- Economic development

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# Planning to aid economic development?

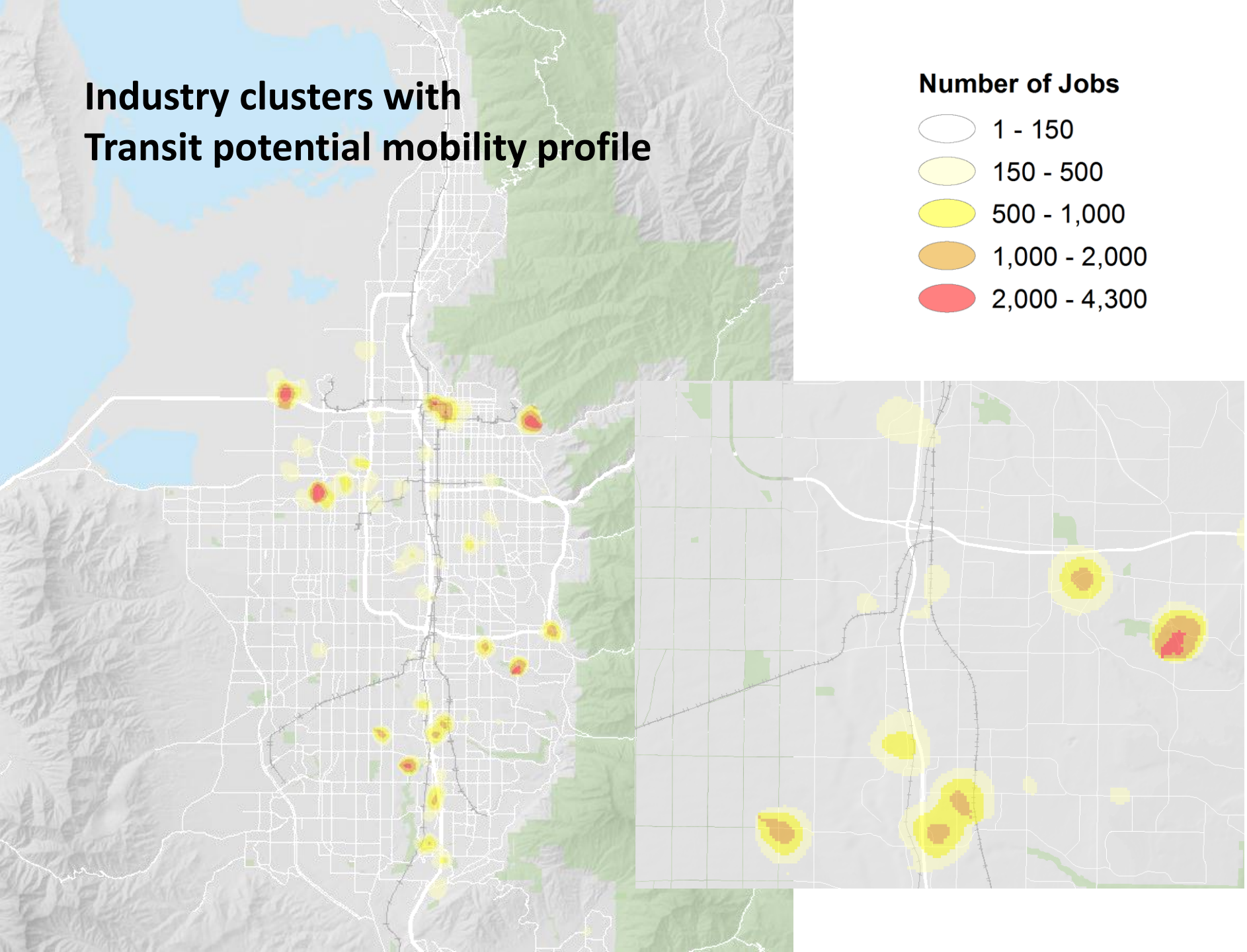
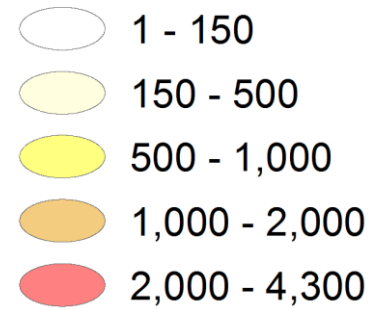
- Utah's Targeted Industry Clusters





# Industry clusters with Transit potential mobility profile

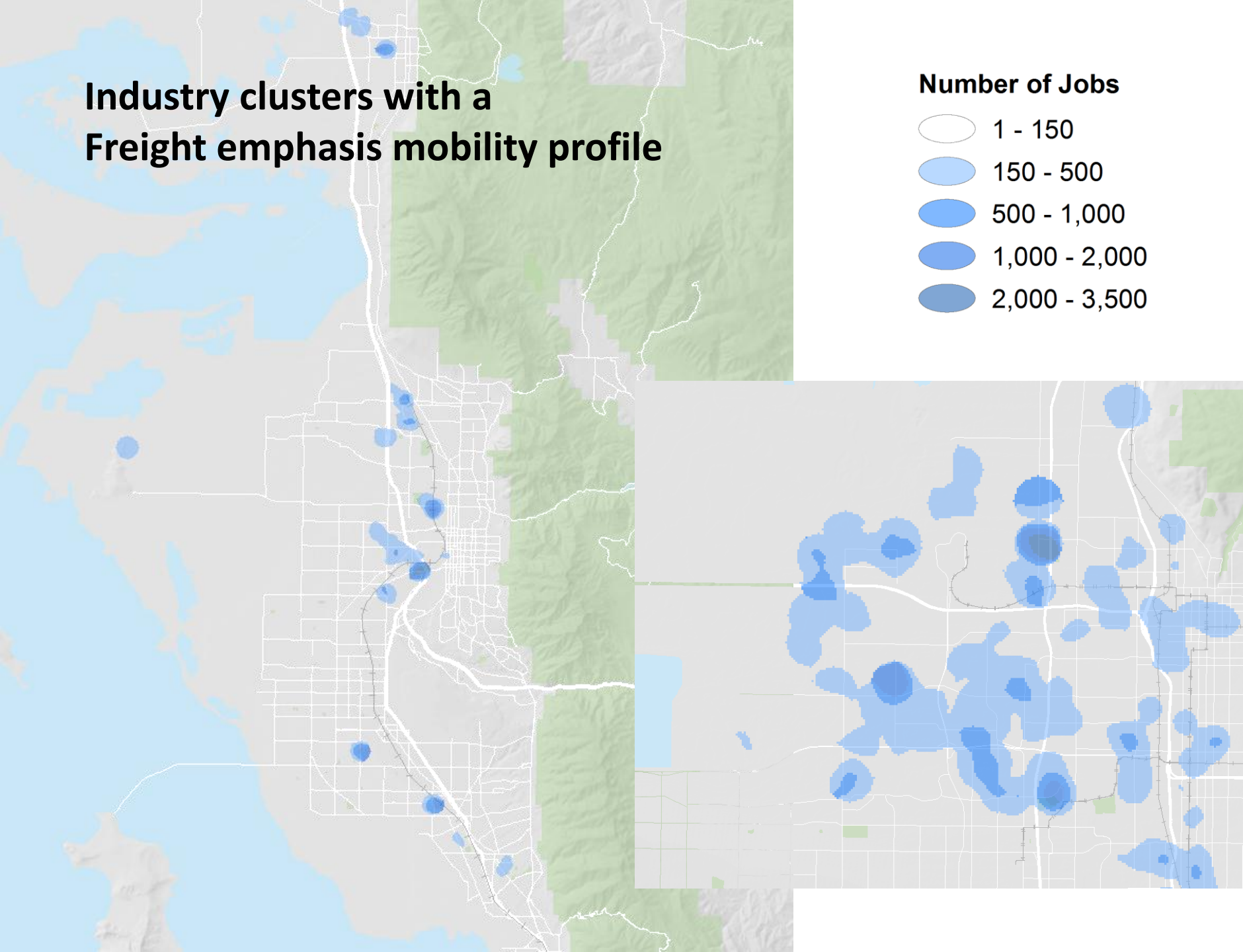
## Number of Jobs



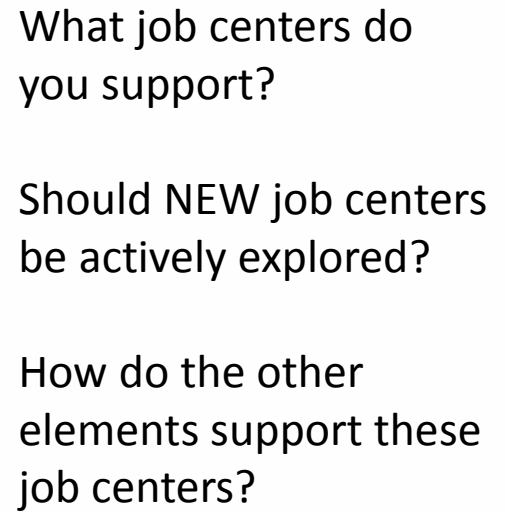


# Industry clusters with a Freight emphasis mobility profile

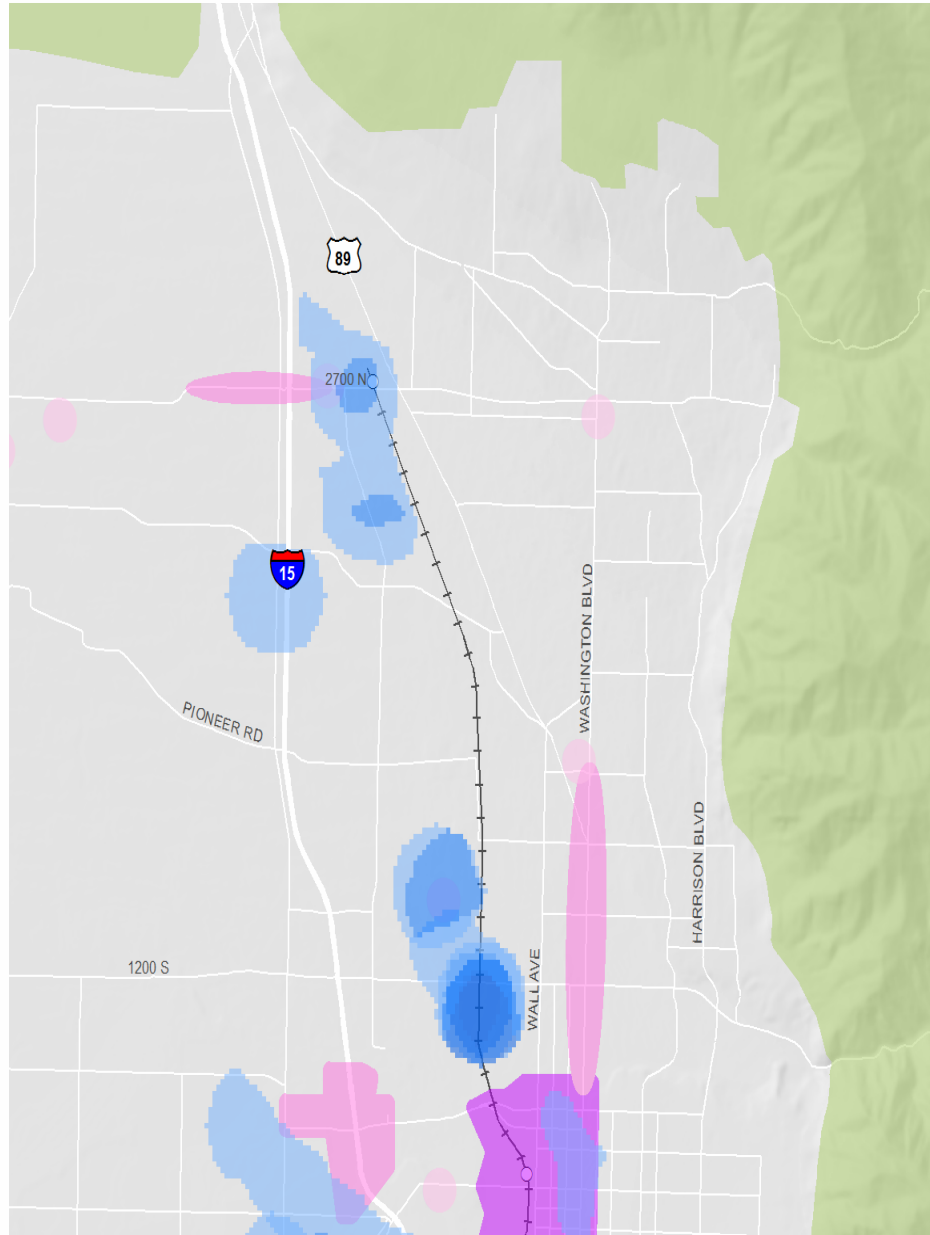
## Number of Jobs



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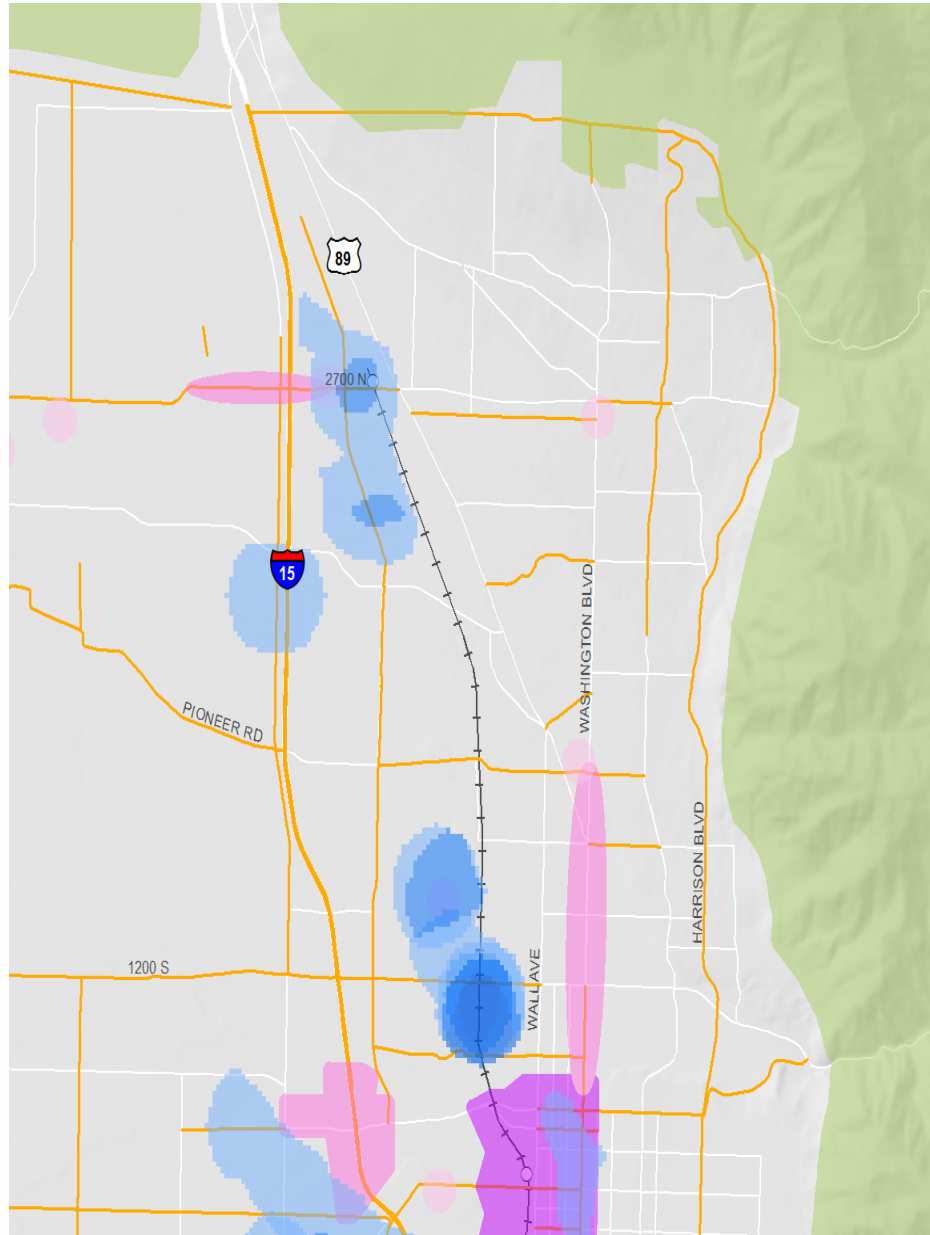


# Regional green infrastructure



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

# Road investments

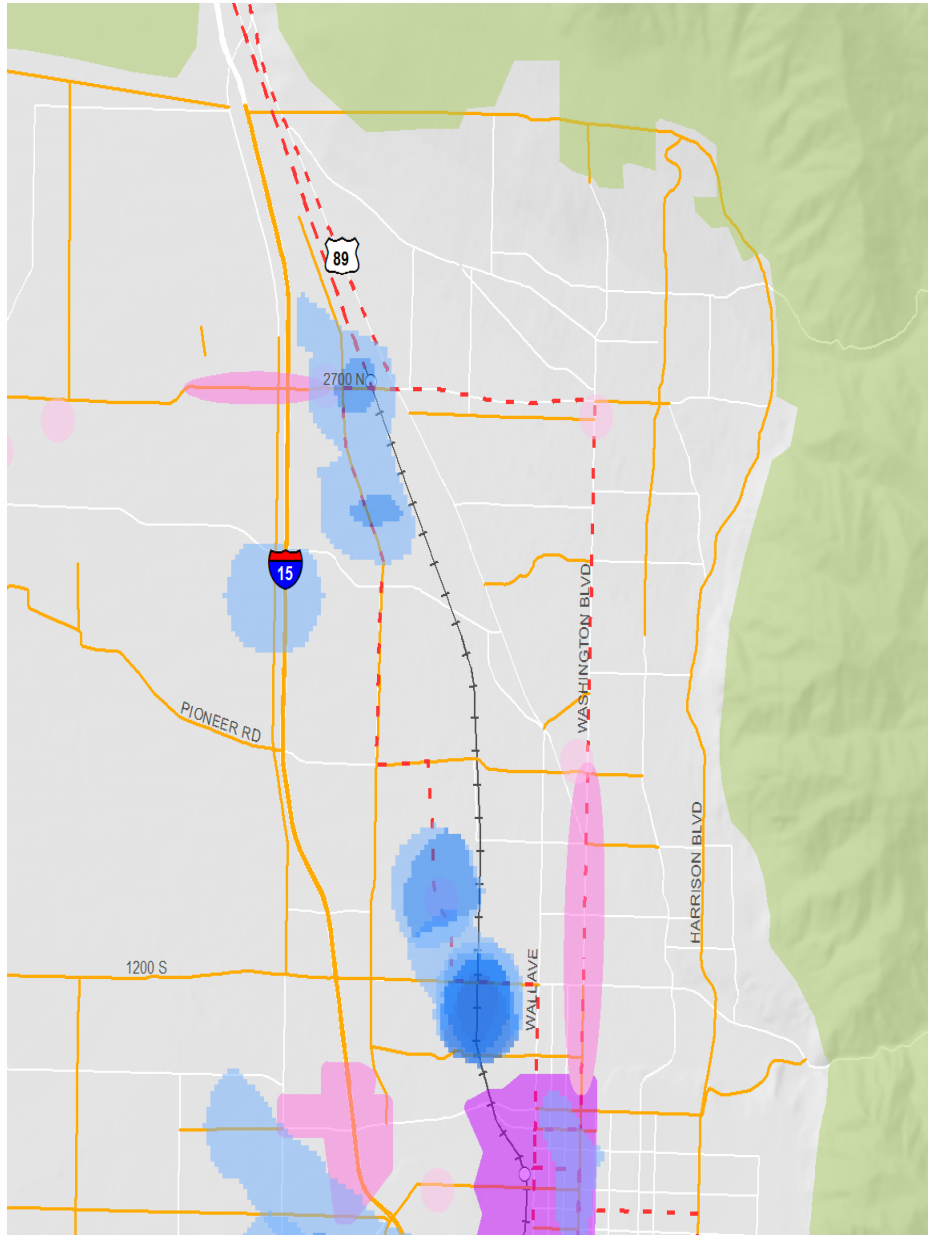


How might proposed roads affect....

Congestion?  
Access to destinations?

How do they support  
land use and economic  
development goals?

# Transit investments

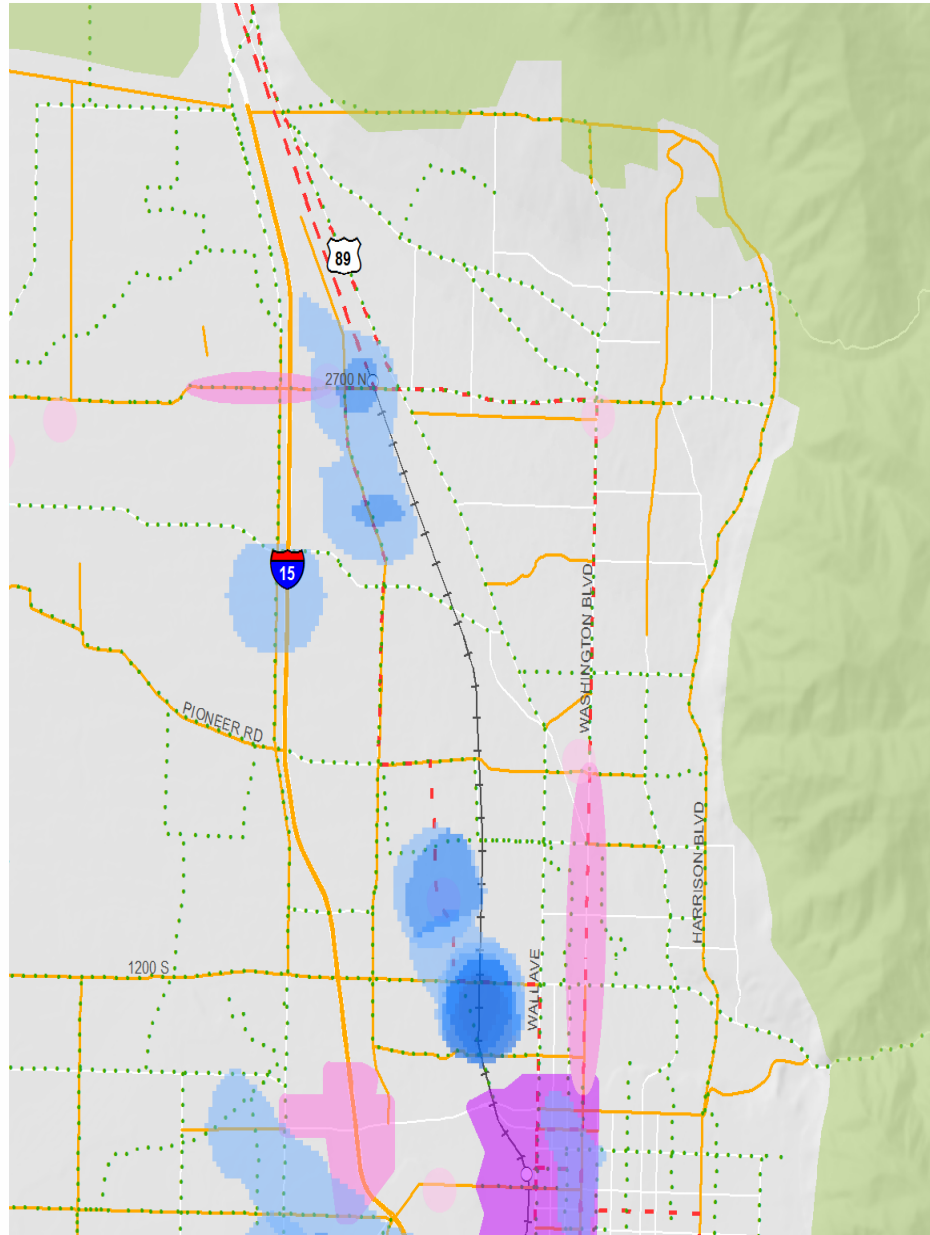


How might proposed transit affect....

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

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- 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

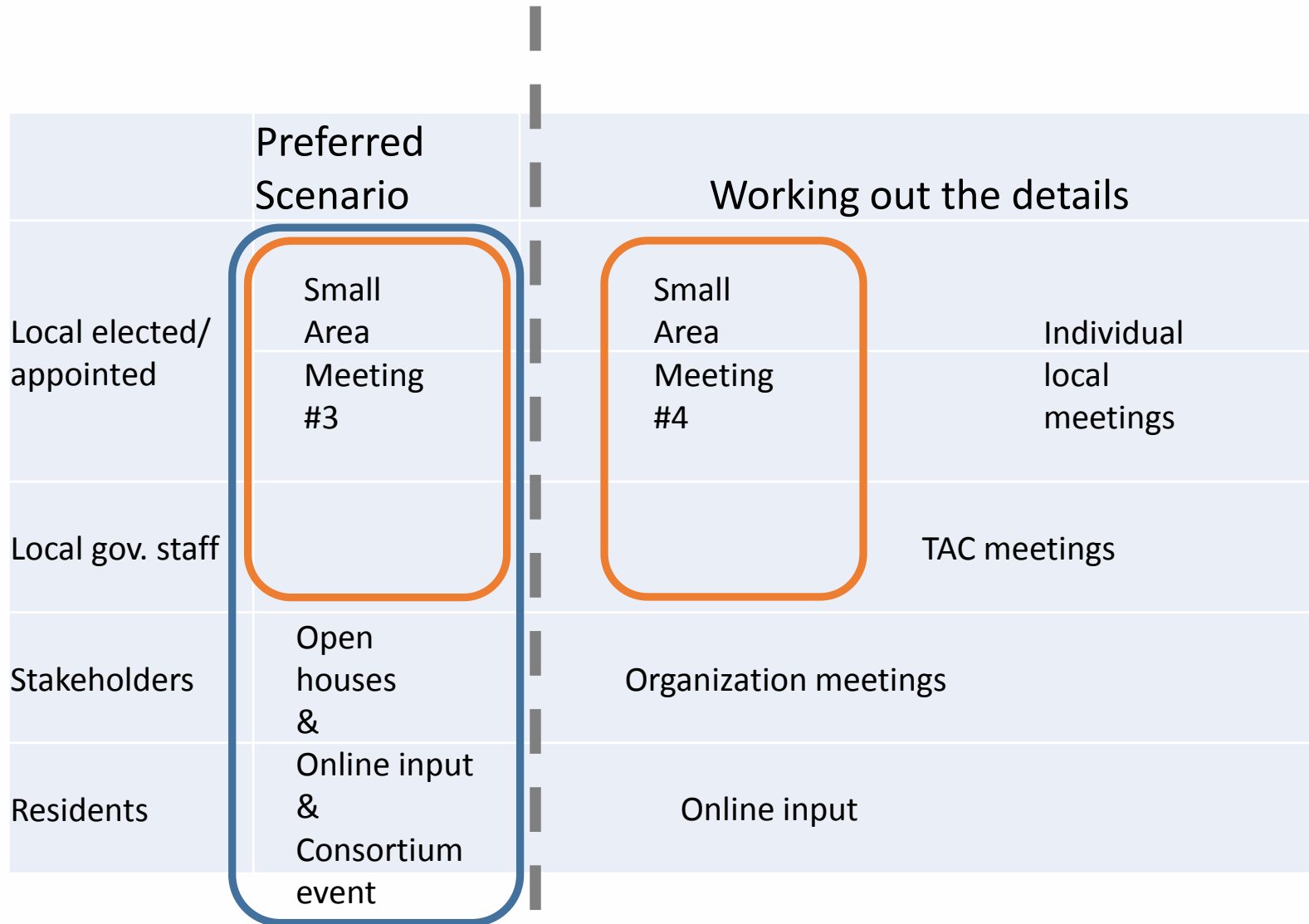
# Presentation Outline

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



# Who and how is the vision built?





# WASATCH CHOICE

— 2050 —

## Economic Development

Comprehensive  
Economic Development  
Strategy

## Land Use

Transportation  
and Land Use  
Connection

## Transportation

Regional  
Transportation  
Plan

The vision tied to implementing regional plans

# Wasatch Front's Vision

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- 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



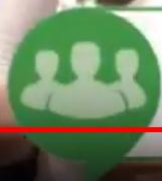
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# WASATCH CHOICE

— 2050 —



Wasatch Choice 2050

# **2019-2050 RTP**

## **Draft RTP Phasing Criteria and Amendment Technical Considerations**

———— October 12, 2017 ————

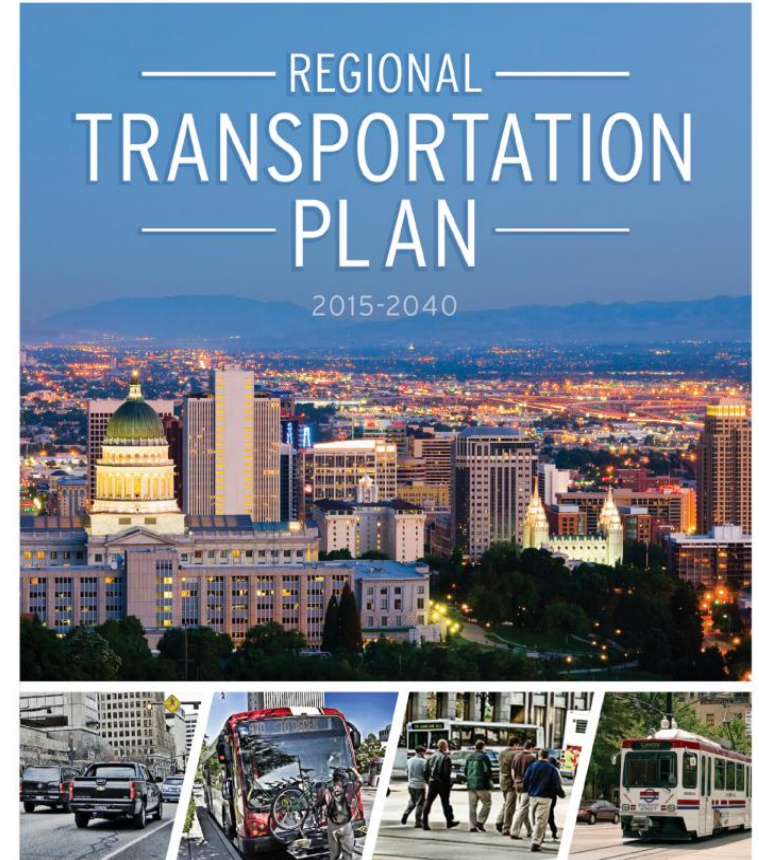


WASATCH FRONT REGIONAL COUNCIL

# RTP Process Overview

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- 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

**WASATCH CHOICE 2050** DRAFT (OCTOBER 4, 2017) **Phasing the Preferred Scenario**













Weighted Criteria  
 ■■■■■■■■  
 Example: 20% shown

2019-2050 Proposed Measure	Roadway	Transit	Active Transportation	RTP Amendment
<p>A cost-benefit analysis will be performed after all projects have been evaluated based on the phasing criteria and weighting. All projects will have two scores: benefit score (out of 100) and cost-benefit score.</p> <p><b>Safe, user friendly streets</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway projects are categorized in three scales based on the intent of the project.</p> <p>C: Within a community            CR: Community to region            RR: Region to region</p> <p>Safety improvements</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Sidewalk connection to station or stop            Bicycle connection to station or stop</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Safety improvements            Existing users</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>RTP amendments are evaluated using two levels of technical considerations.</p> <p>Level 2: Not regionally significant and does not require air quality conformity analysis.            Level 3: Regionally significant and must meet air quality conformity.</p> <p>Roadway – Safety improvements            Transit – Reported accidents            Transit – Existing and planned first/last mile connections</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Manageable and reliable traffic conditions</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Delay or vehicle hours traveled (VHT)</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Street connectivity            Travel time savings</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Fills a gap or increases connectivity            Multi-modal, trail, separated pathway consideration</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway – Change in vehicle hours of delay or vehicle hours traveled (VHT)            Roadway – Increases connectivity</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Access to economic and educational opportunities</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Job and education access (ATO)            Strategic cluster and/or freight center connection            Project on UDOT Freight Plan</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Job and education access (ATO)            Strategic cluster connection</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Job and education access (ATO)</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway/Transit – Job and education access (ATO)            Roadway/Transit – Strategic Cluster and/or freight center connection</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Fiscally responsible communities and infrastructure</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Planning/environmental study            Corridor being preserved            Deficient bridge replacement            Deficient pavement replacement</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Planning/environmental study and/or corridor being preserved</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Considered in regional plan development</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway/Transit – Planning/environmental study            Roadway/Transit – Corridor being preserved</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Livable and healthy communities</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves Wasatch Choice 2050 center            Maintains desired community character</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves Wasatch Choice 2050 center            Population and employment density</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves Wasatch Choice 2050 center            Latent demand</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway/Transit – Serves Wasatch Choice 2050 center</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Quality transportation choices</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Project promotes transit (phased together)            Project promotes active transportation</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Existing ridership            Future ridership</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Connection to transit            Connection to bike share</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway – Supports multi-modal choices            Transit – Existing and projected ridership</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>
<p><b>Housing choices and affordable living expenses</b></p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves vulnerable communities</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves vulnerable communities</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Serves vulnerable communities</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>	<p>Roadway/Transit – Serves vulnerable communities</p> <p>             C ■■■■■■■■            CR ■■■■■■■■            RR ■■■■■■■■         </p>



# 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)

Manageable and reliable traffic conditions	CR ■■■■■■■■■■ RR ■■■■■■■■■■	■■■■■■■■■■	■■■■■■■■■■	Level 2 ■ Level 3 ■
 Access to economic and educational opportunities	Job and education access (ATO) Strategic cluster and/or freight center connection Project on UDOT Freight Plan	Job and education access (ATO) Strategic cluster connection	Job and education access (ATO)	Roadway/Transit – Job and education access (ATO) Roadway/Transit – Strategic Cluster and/or freight center connection
 Fiscally responsible communities and infrastructure	Planning/environmental study Corridor being preserved Deficient bridge replacement Deficient pavement replacement	Planning/environmental study and/or corridor being preserved	Considered in regional plan development	Roadway/Transit – Planning/environmental study Roadway/Transit – Corridor being preserved
 Livable and healthy communities	Serves Wasatch Choice 2050 center Maintains desired community character	Serves Wasatch Choice 2050 center Population and employment density	Serves Wasatch Choice 2050 center Latent demand	Roadway/Transit – Serves Wasatch Choice 2050 center
 Quality transportation choices	Project promotes transit (phased together) Project promotes active transportation	Existing ridership Future ridership	Connection to transit Connection to bike share	Roadway – Supports multi-modal choices Transit – Existing and projected ridership
 Housing choices and affordable living expenses	Serves vulnerable communities	Serves vulnerable communities	Serves vulnerable communities	Roadway/Transit – Serves vulnerable communities
 Clean air	Considered in regional plan development	Emissions and cold starts avoided	Considered in regional plan development	Roadway/Transit – Air quality conformity
 Ample parks, open spaces, and recreational opportunities	Screened in project selection	Screened in project selection	Screened in project selection	Reviewed in project pre-screening
 Sustainable environment, including water, agricultural, and other natural resources	Screened in project selection	Screened in project selection	Screened in project selection	Reviewed in project pre-screening
Total Weighted Criteria	 R	 CR	 RR	 CR

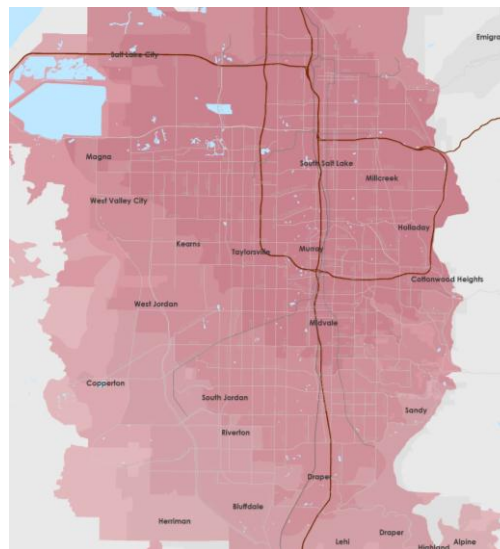
WASATCH CHOICE 2050

# Updates from 2015 Plan

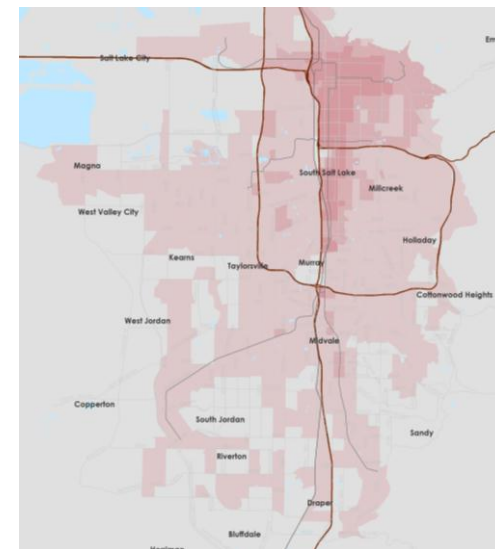


Access to economic and educational opportunities

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

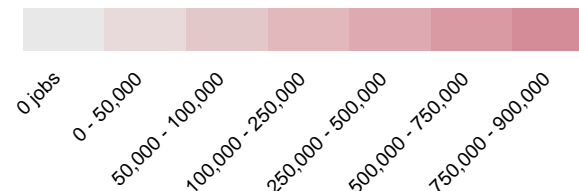


30 minute auto trip



30 minute transit trip

Job Accessibility



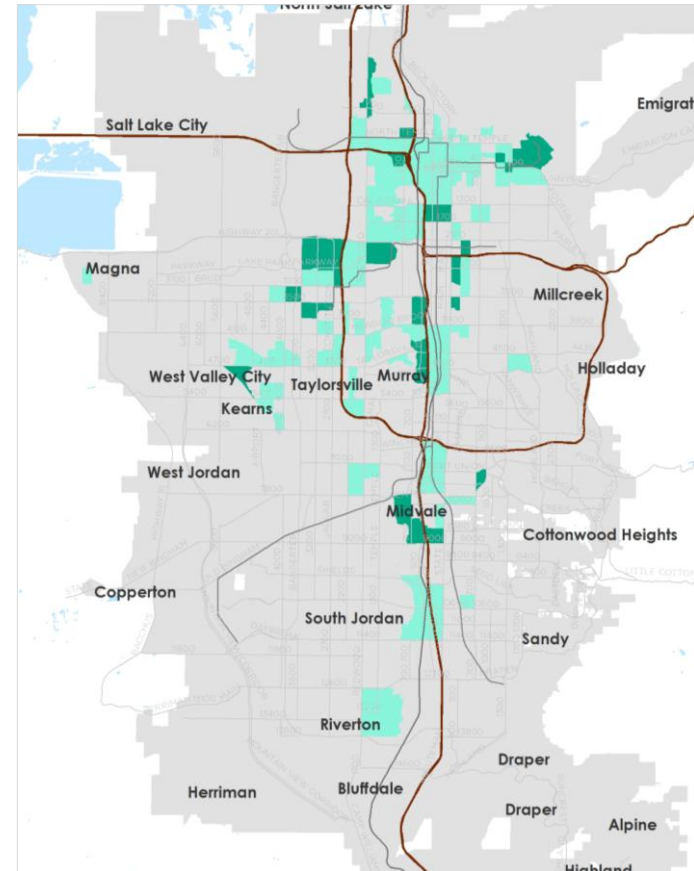
WASATCH FRONT REGIONAL COUNCIL

# Updates from 2015 Plan



Housing choices and  
affordable living expenses

- 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

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- Sidewalk or bicycle lane connection to station or stop – transit
- Safety improvements – roadway and active transportation

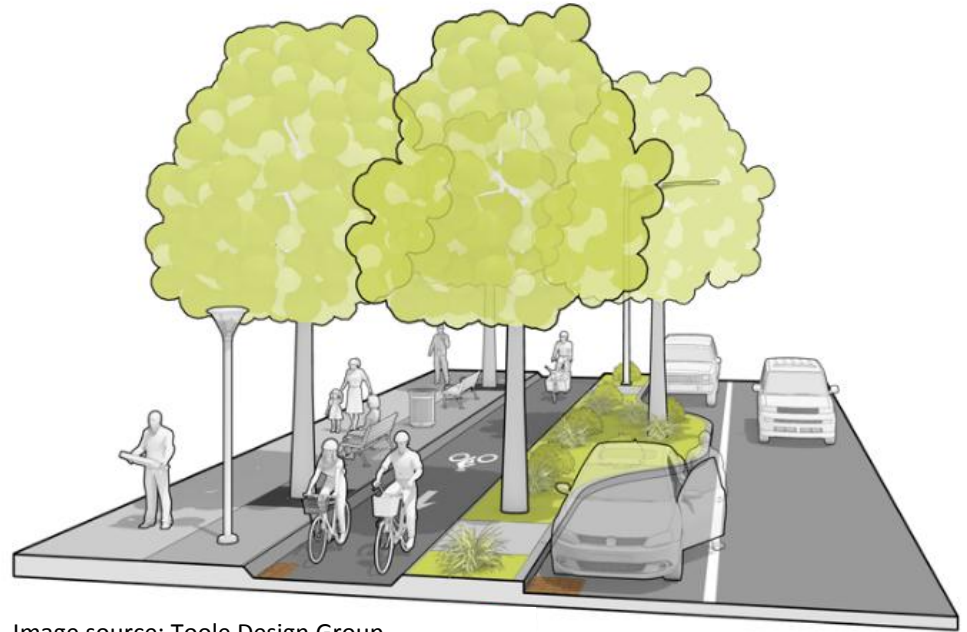


Image source: Toole Design Group

# Updates from 2015 Plan



Manageable and reliable  
traffic conditions

- New measure: street connectivity – transit
- System connectivity – active transportation

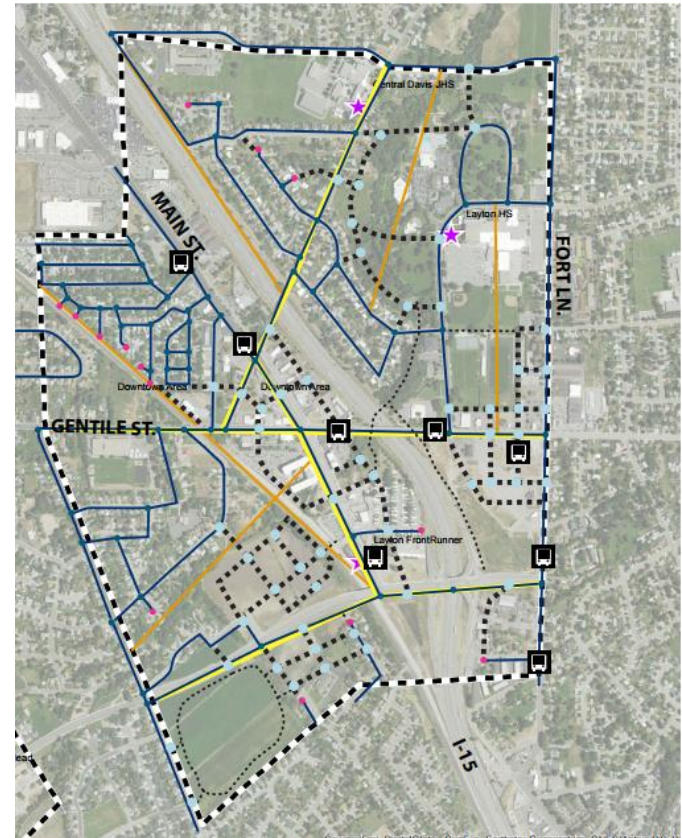


Image source: Utah Street Connectivity Guide, 2017



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# RTP Amendment Considerations

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- 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 ————



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# **2015-2040 RTP**

## **Amendment Number 5**

### **RGC Release for Public Comment**

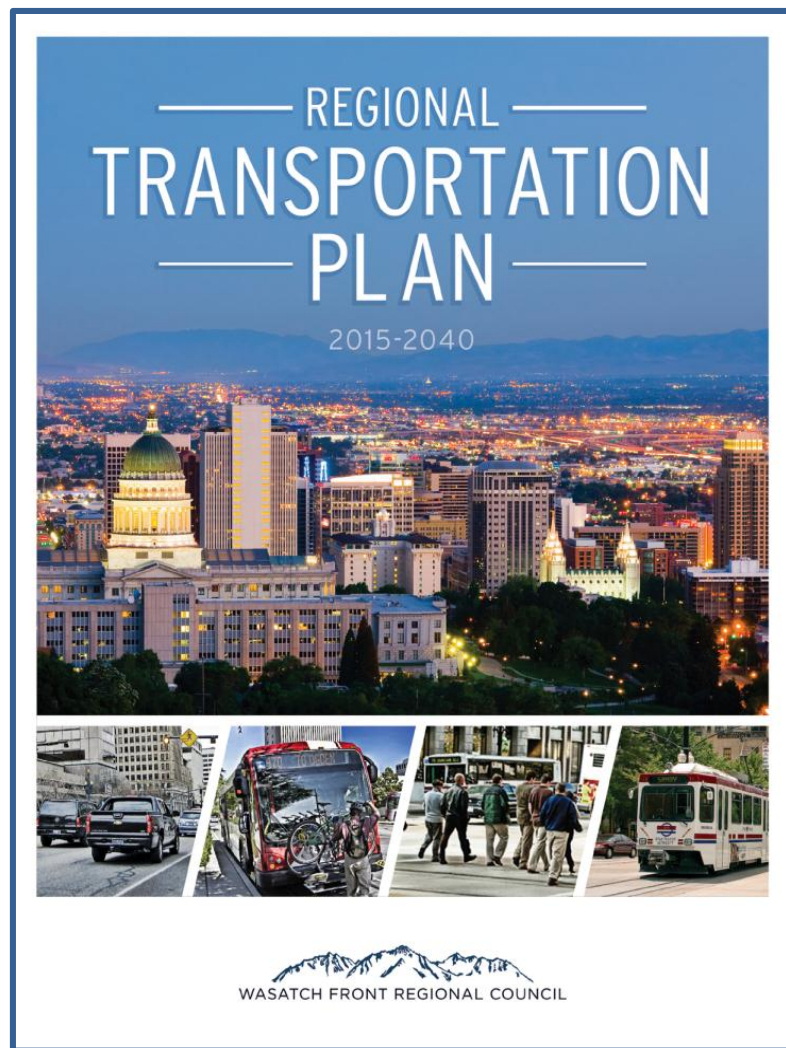
———— October 12, 2017 ————



# RTP And Amendment Process Overview

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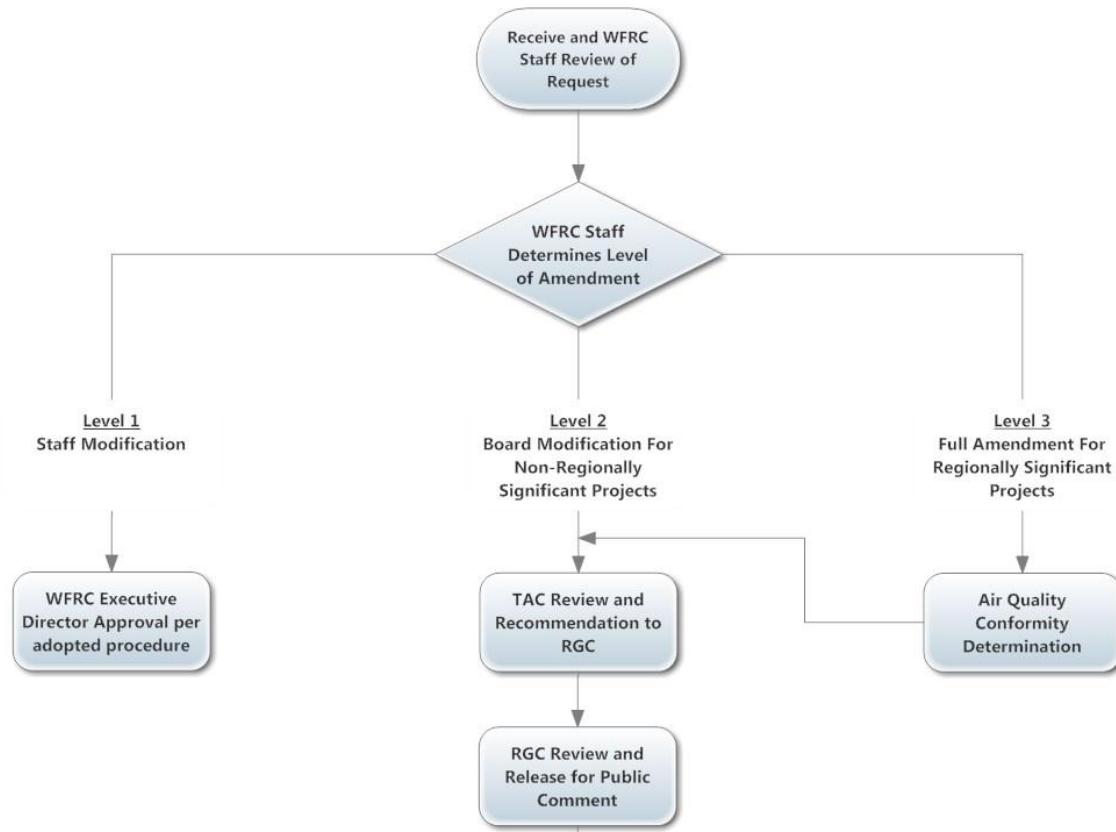
- RTP is updated every four years
  - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
  - Financial constraints
  - Public review and input
  - Modeling and Air quality conformity
- Proposed requests reviewed annually beginning in March



# RTP And Amendment Process Overview

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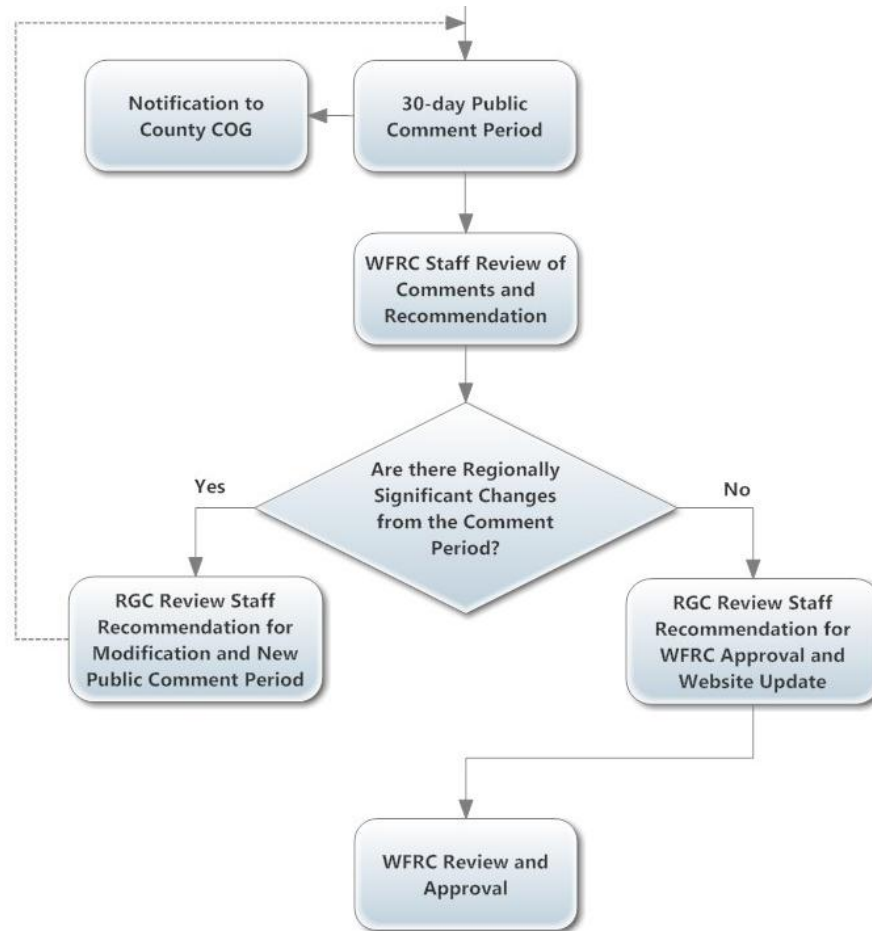
## REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS





# RTP And Amendment Process Overview

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# Technical Considerations for Future Amendments

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## 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

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- 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

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**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 3<sup>rd</sup> Quarter Sales Tax and Corridor Preservation funding

**Technical Considerations:**

Safety Index

4 out of 10

Vehicle Hours Traveled  
and/or Connectivity

106 hr added per day

Links Highway 89 to  
Washington Blvd.

Project Readiness

Corridor preserved and  
preliminary engineering is  
underway

Support Wasatch Choice 2050

No identified centers

Air Quality Conformity Analysis

Not required



# 1100 North – Harrisville City



# 3600 West – Plain City

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**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 3<sup>rd</sup> Quarter Sales Tax

**Technical Considerations:**

Safety Index

1.5 out of 10

Vehicle Hours Traveled and/or Connectivity

3 hrs reduced per day

Connects two minor east/west arterials

Project Readiness

Corridor preserved and preliminary engineering is underway

Support Wasatch Choice 2050

No identified centers

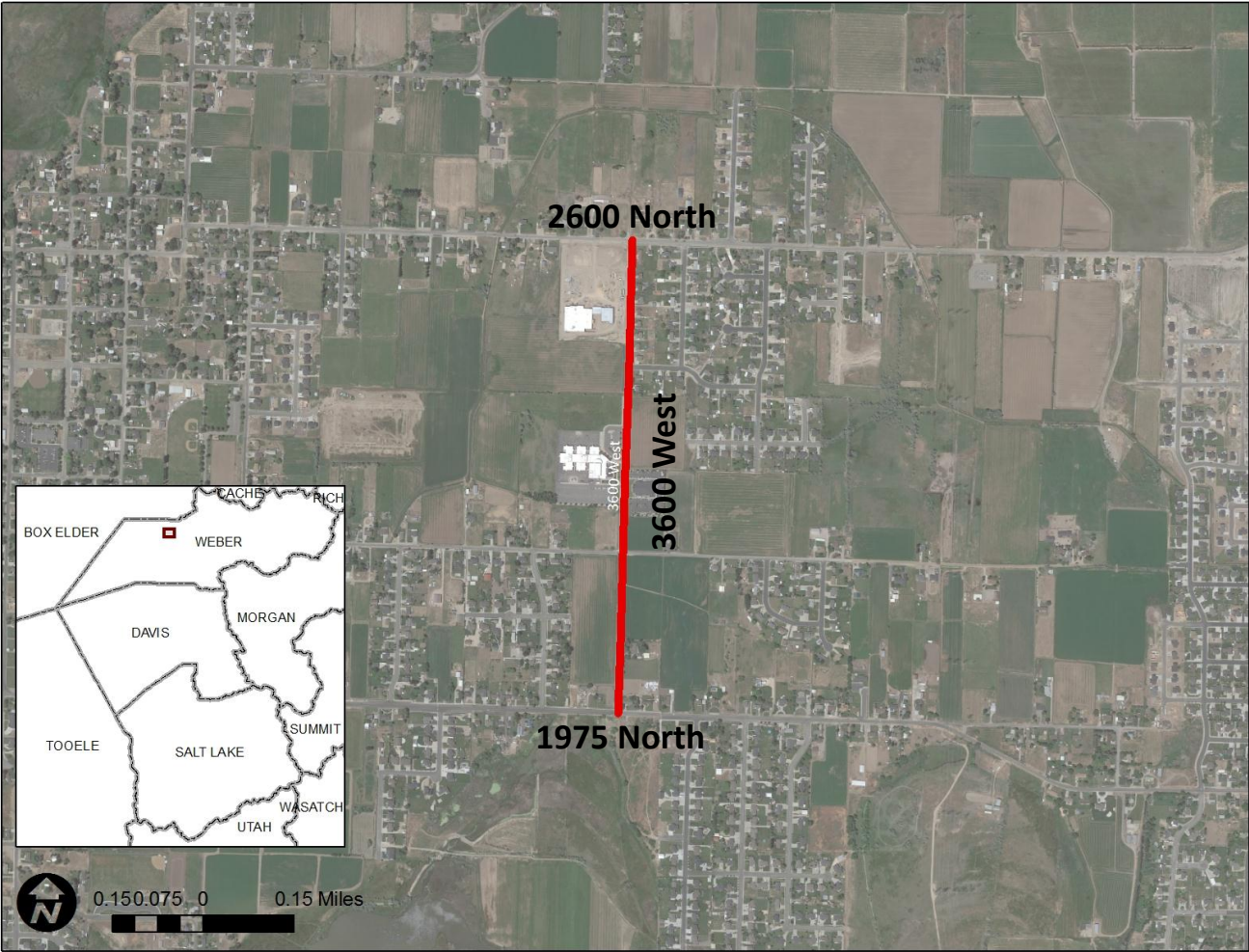
Air Quality Conformity Analysis

None required





# 3600 West – Plain City





# Depot Drive – Weber County

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**Request:** Weber County

**Level of Request:** 2

**Scope:**

- Extension of Depot Drive from 12<sup>th</sup> 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 12<sup>th</sup> Street (SR-39) and Depot Road
- Widening will incorporate a deceleration lane

**Cost:** \$1.6 million

**Funding Source:** Potential Weber County 3<sup>rd</sup> Quarter Sales Tax

**Technical Considerations:**

Safety Index

1.5 out of 10

Vehicle Hours Traveled  
and/or Connectivity

N/A

Provides connection to  
employment center

Project Readiness

Corridor preserved and  
preliminary engineering is  
underway

Support Wasatch Choice 2050

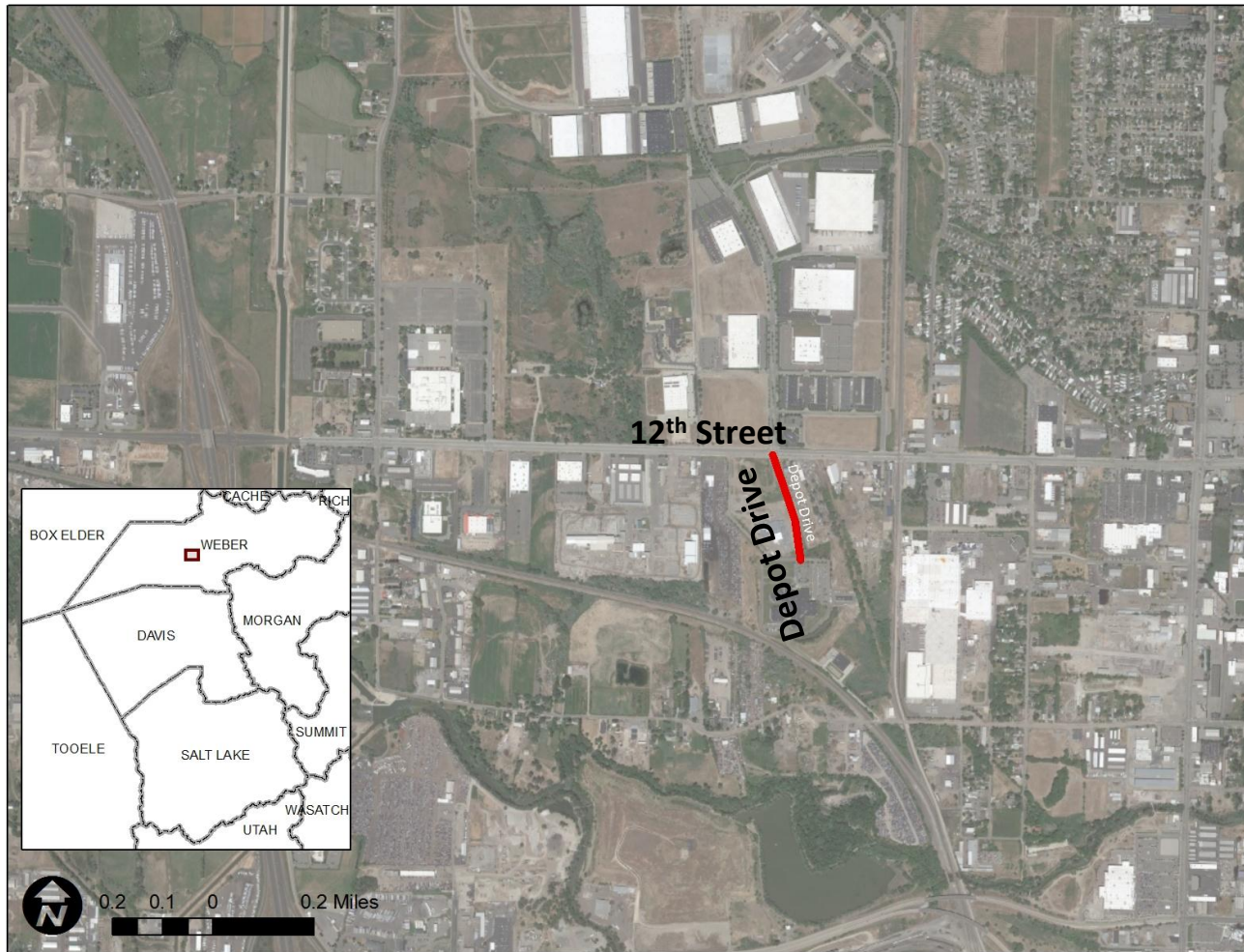
No identified centers

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

**Funding Source:** Unknown

**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

From	to 2700 South	to Airport	to Airport & Downtown
6200 South	200-300	600-900	1,600-3,200
Old Bingham	500-700	1,100-1,500	2,200-3,900

Serves Vulnerable Community

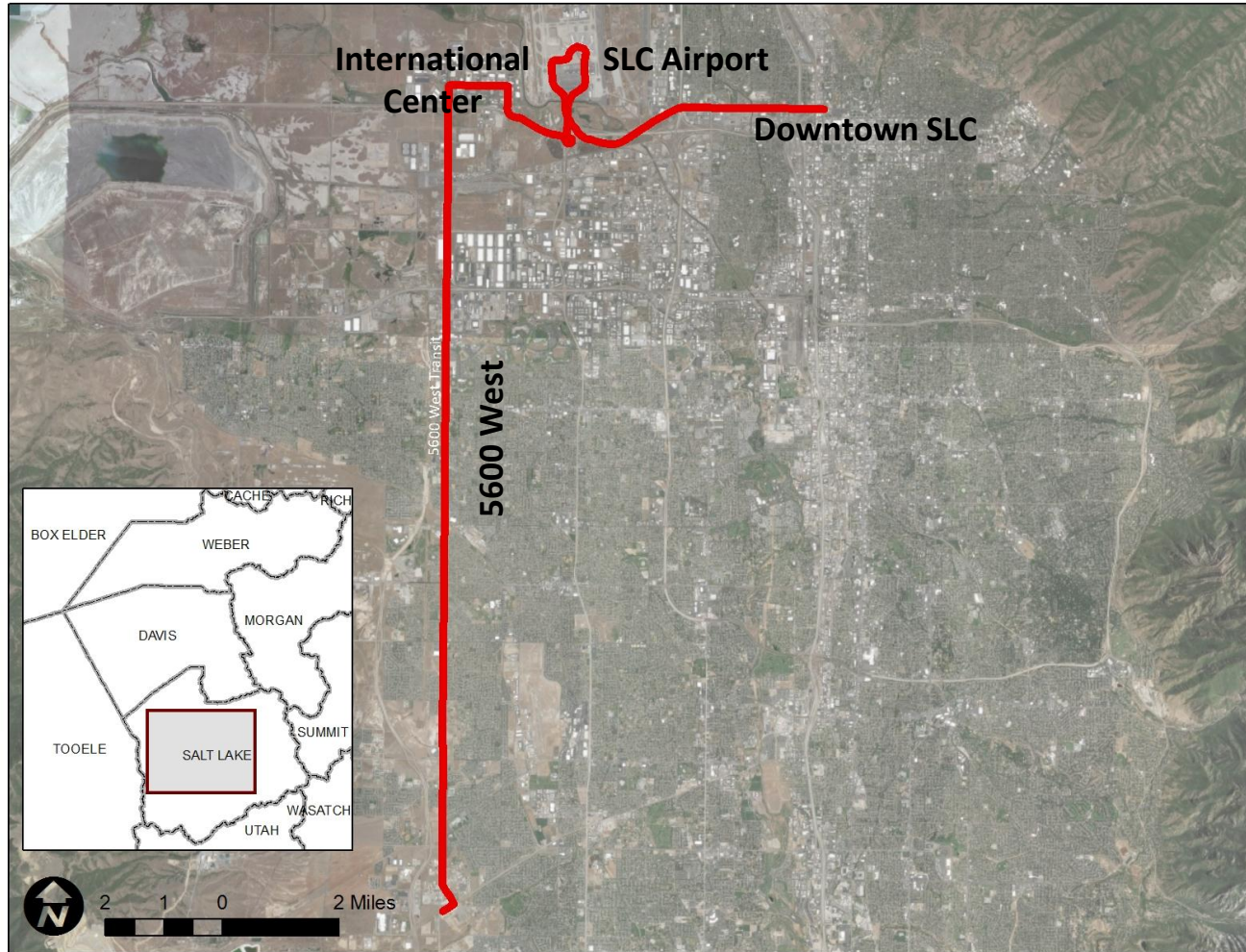
Yes

Air Quality Conformity Analysis

Yes



# 5600 Transit – Utah Transit Authority



# 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:**

Safety Index

2 out of 10

Vehicle Hours Traveled  
and/or Connectivity

1104 hrs added per day

Connectivity to the  
Northwest Quadrant

Project Readiness

Corridor preserved but  
preliminary engineering  
has not been completed

Support Wasatch Choice 2050

Connection to job centers  
– Utah State Prison site  
and International Center

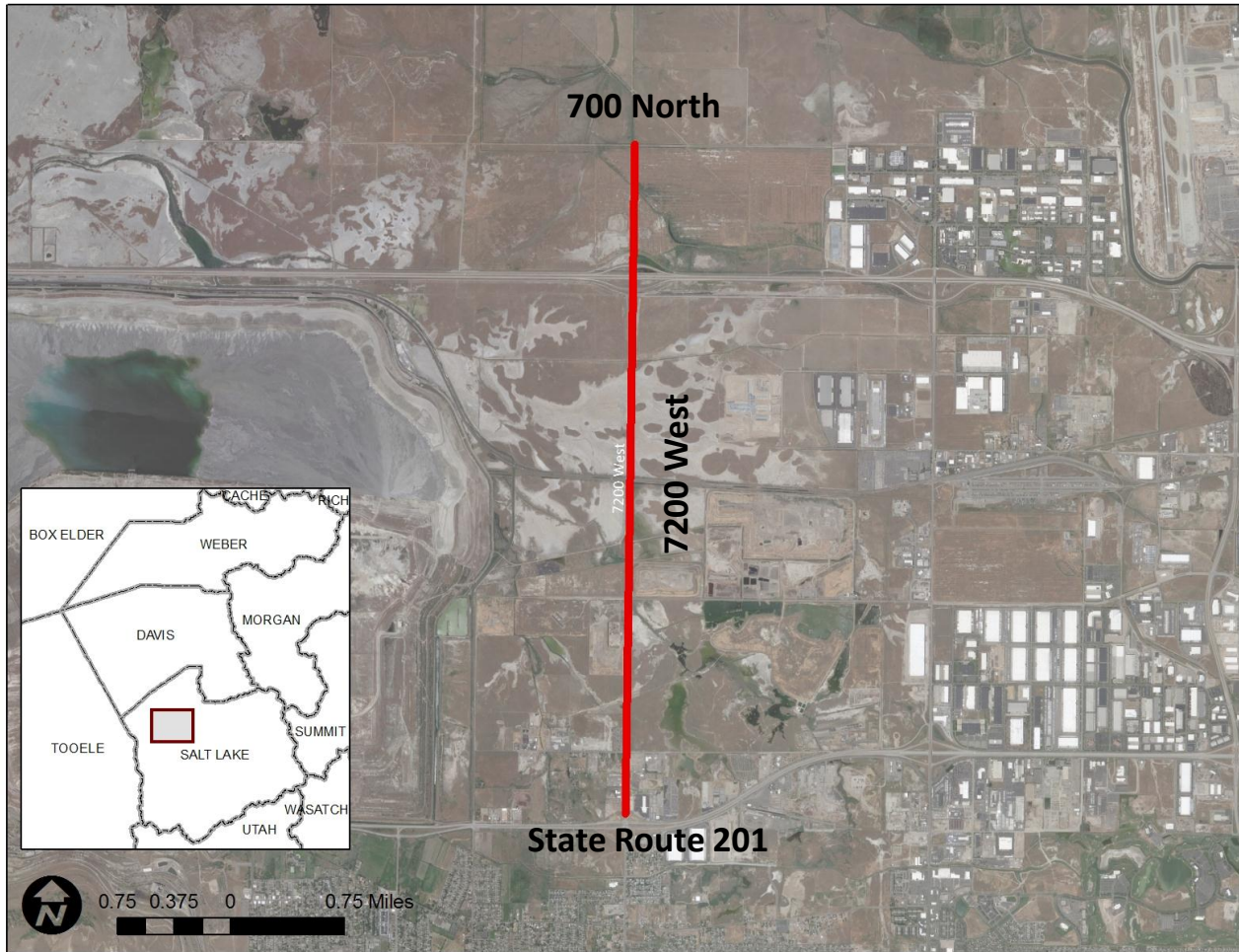
Air Quality Conformity Analysis

None required



# 7200 West – Salt Lake County

---



# 8000 West – Salt Lake County

---

**Request:** Salt Lake County

**Level of Request:** 2

**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

**Technical Considerations:**

Safety Index

2 out of 10

Vehicle Hours Traveled and/or Connectivity

N/A

Connectivity to the Northwest Quadrant

Project Readiness

Corridor preserved but preliminary engineering has not been completed

Support Wasatch Choice 2050

Connection to job center – Utah State Prison site

Air Quality Conformity Analysis

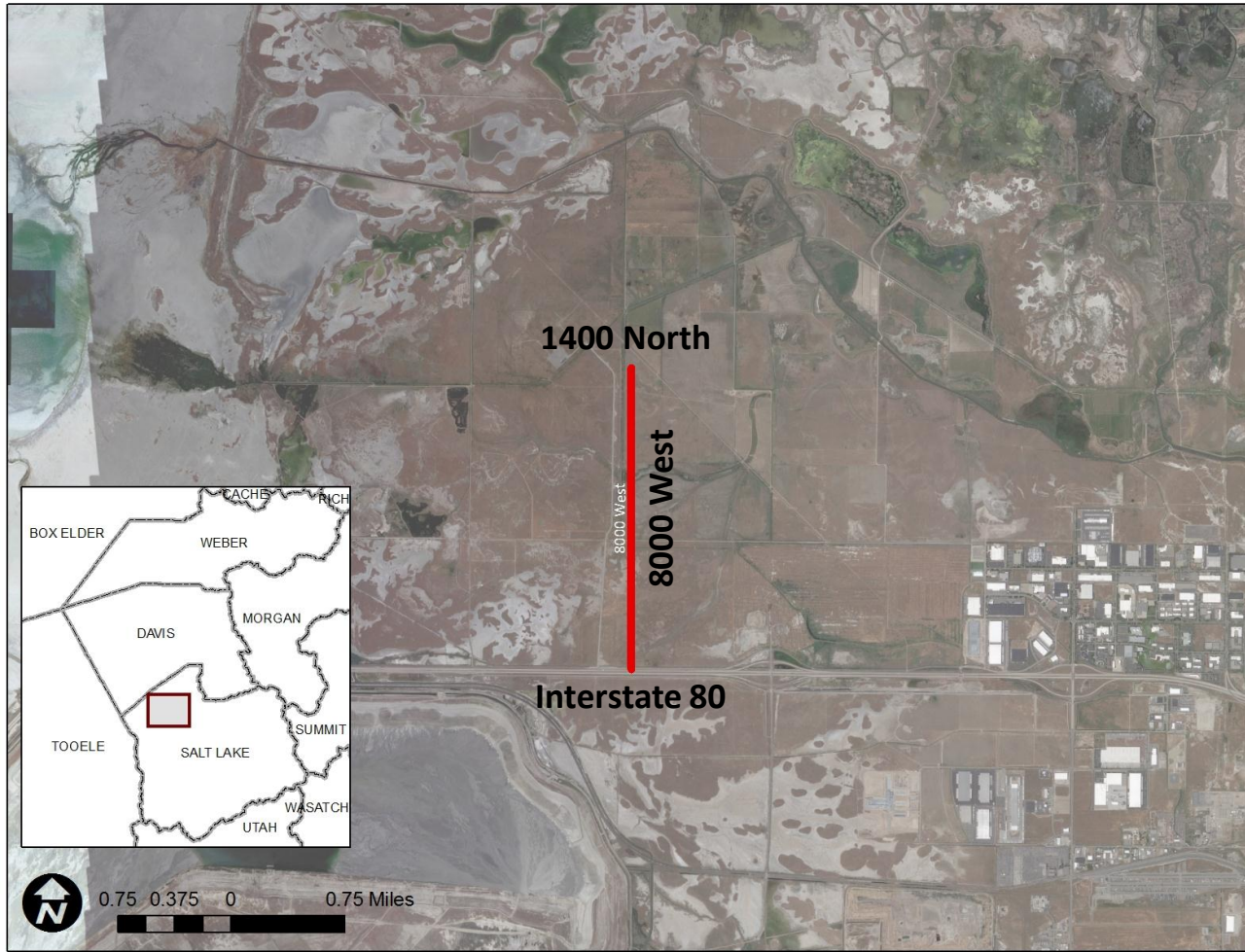
None Required





# 8000 West – Salt Lake County

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# 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:** \$15million

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

**Technical Considerations:**

Safety Index

2 out of 10

Vehicle Hours Traveled and/or Connectivity

135 hrs added per day

Connectivity to the Northwest Quadrant

Project Readiness

Corridor preserved but preliminary engineering has not been completed

Support Wasatch Choice 2050

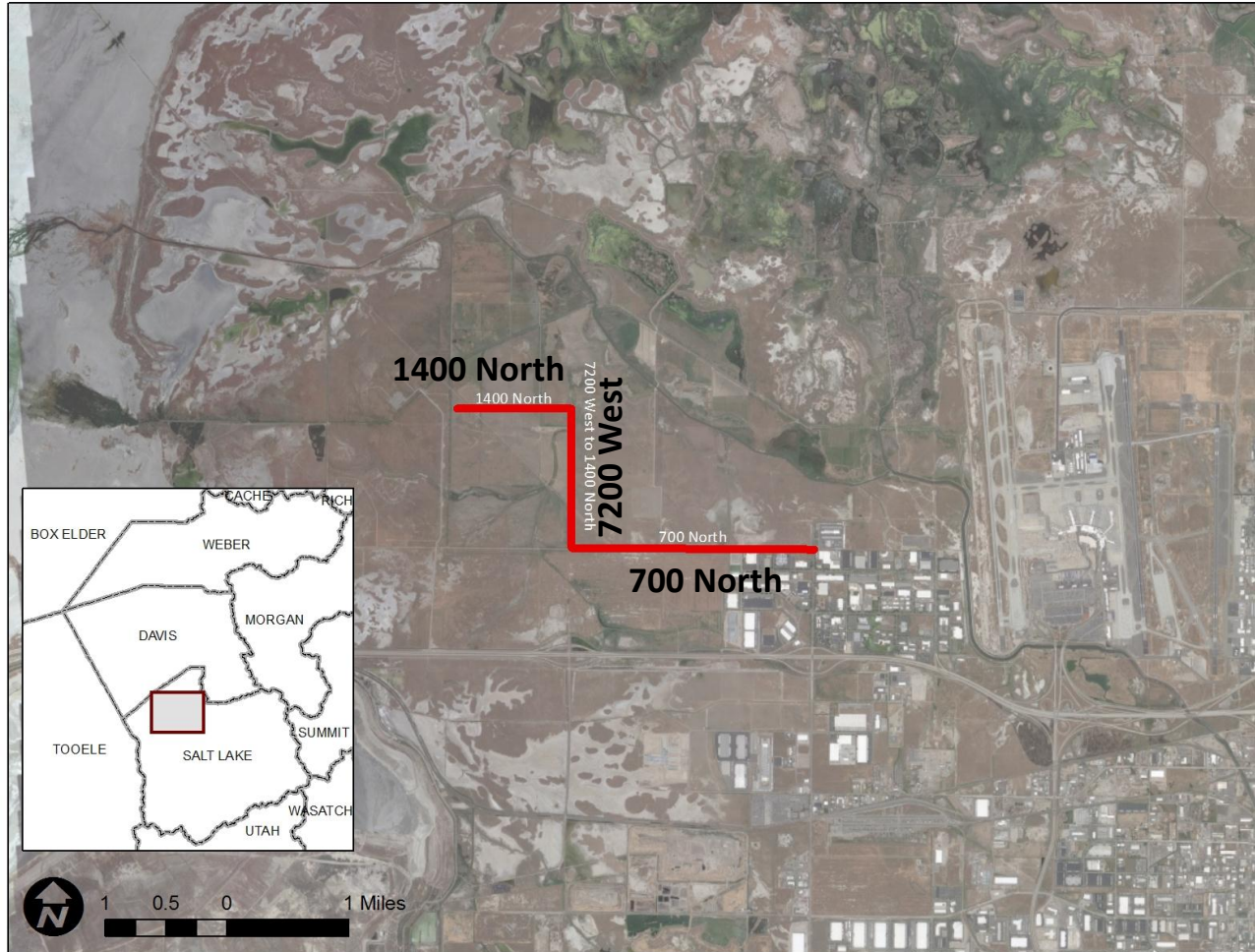
Connection to job center – Utah State Prison site

Air Quality Conformity Analysis

None required



# 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

**Technical Considerations:**

Safety Index

4.5 out of 10

Vehicle Hours Traveled and/or Connectivity

2 hrs increased per day

Connection between canyon resorts

Project Readiness

Updated Environmental Assessment

Support Wasatch Choice 2050

Connects Gravel Pit Town Center

Connections to Clusters

IT, Software, and Finance

Job and Education Access (ATO)

Knudsen Corner

Supports Multimodal Transportation Choices

Existing bike route and future enhanced bus

Impacts Vulnerable Community

No

Air Quality Conformity Analysis

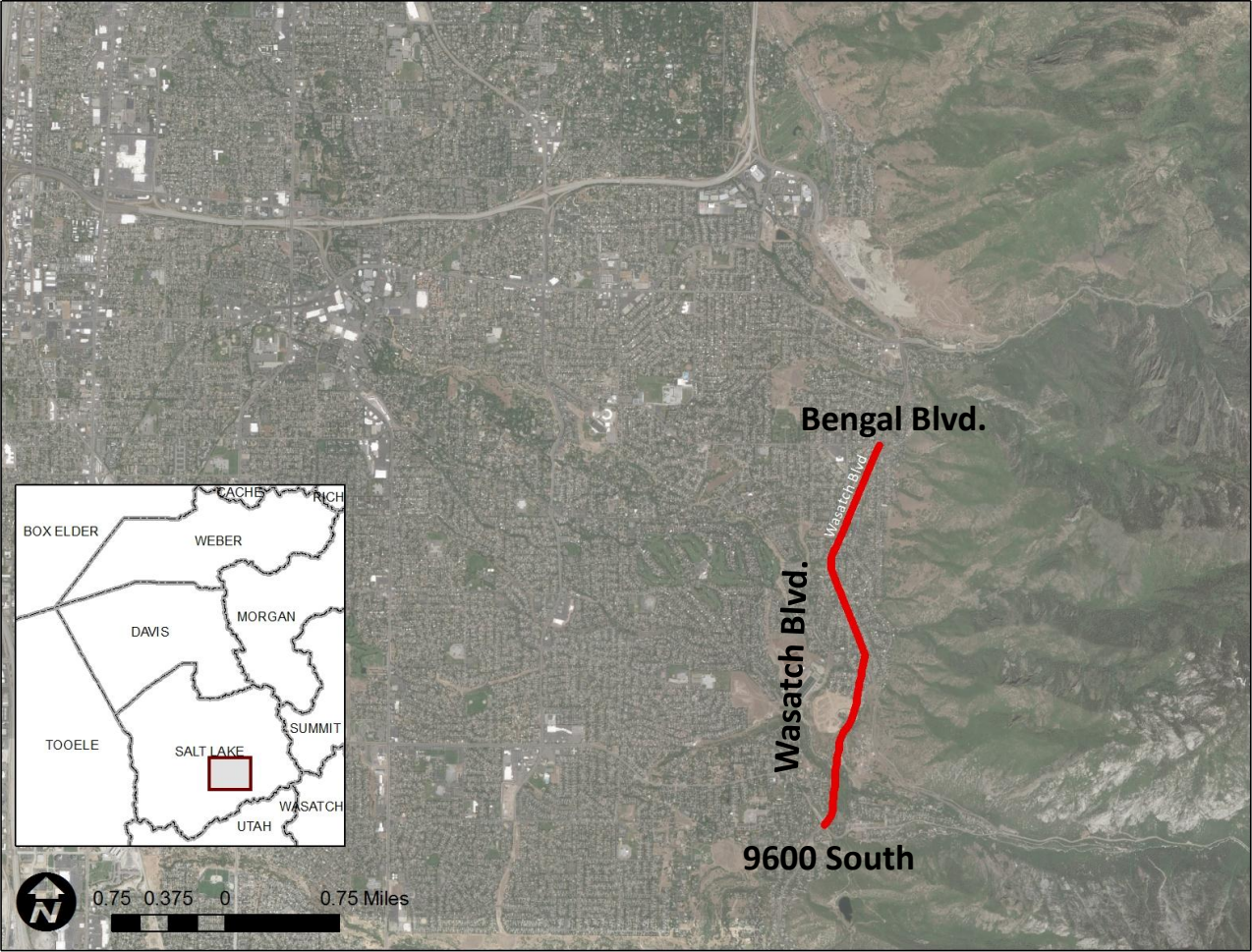
Yes





# Wasatch Boulevard – Cottonwood Heights

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# **2015-2040 RTP**

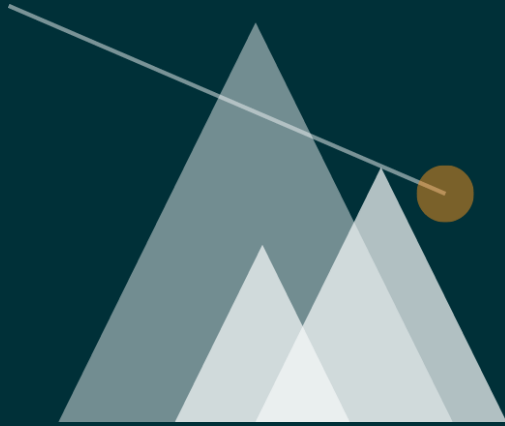
## **Amendment Number 5**

### **RGC Release for Public Comment**

———— October 12, 2017 ————







STATE OF UTAH  
**POINT OF THE MOUNTAIN**  
DEVELOPMENT COMMISSION

Prepared by Envision Utah

# 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

Point of the Mountain



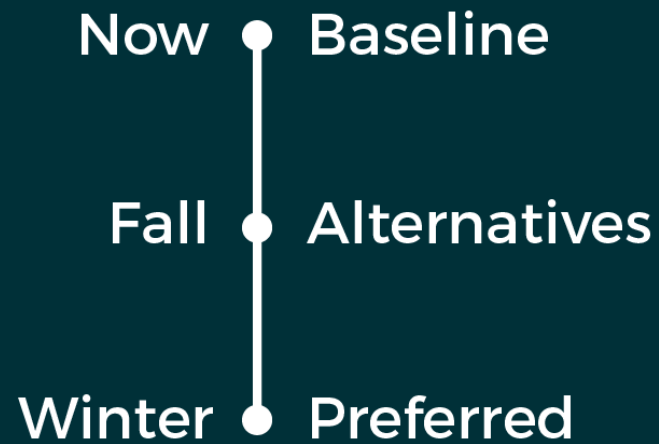
## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

Scenarios



## 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

Congestion	87
Lack of corridors/additional roads/connections	22
Preserving recreation/open space	20
Managing/directing growth	13
Preserving beauty of the area	12
Inversion/air quality	10

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

## Stakeholder Input

Transportation -- congestion	46
Funding (transportation)	29
Land use coordination between markets, developers, cities, public	21
Air quality	19
Protecting the feel of the area, preserving open space	19
Water supply & distribution	15

Results from December stakeholder  
kickoff (stakeholders brainstormed  
issues, voted with stickers)

# Transportation & Infrastructure

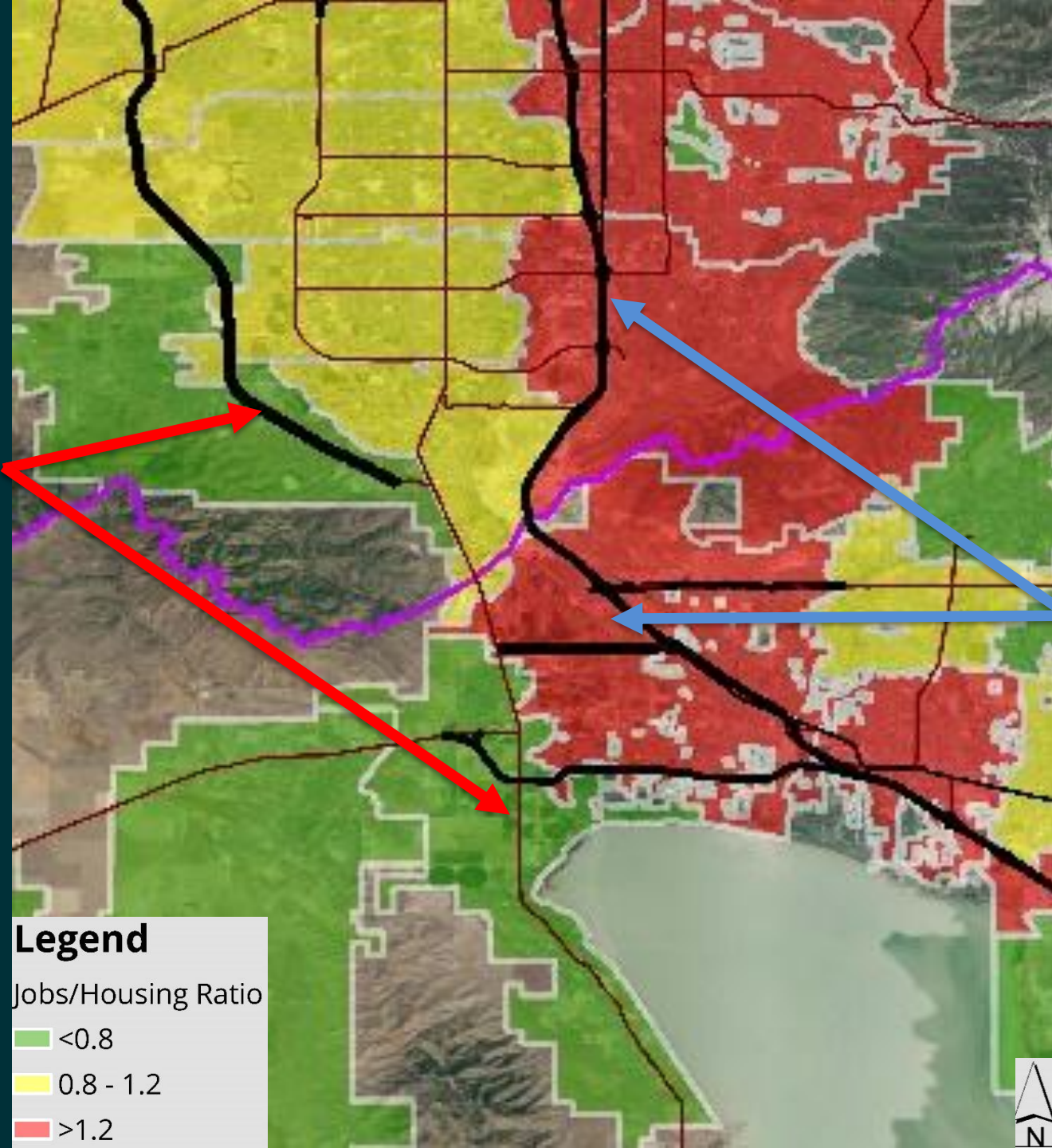
## Finding #2:

Infrastructure investment decisions should take into account the impact on economic growth.

# Example: When is Mountain View completed?

Housing is rapidly locating in western SLCo and UTCo

Lack of jobs/housing balance creates east-west traffic congestion.



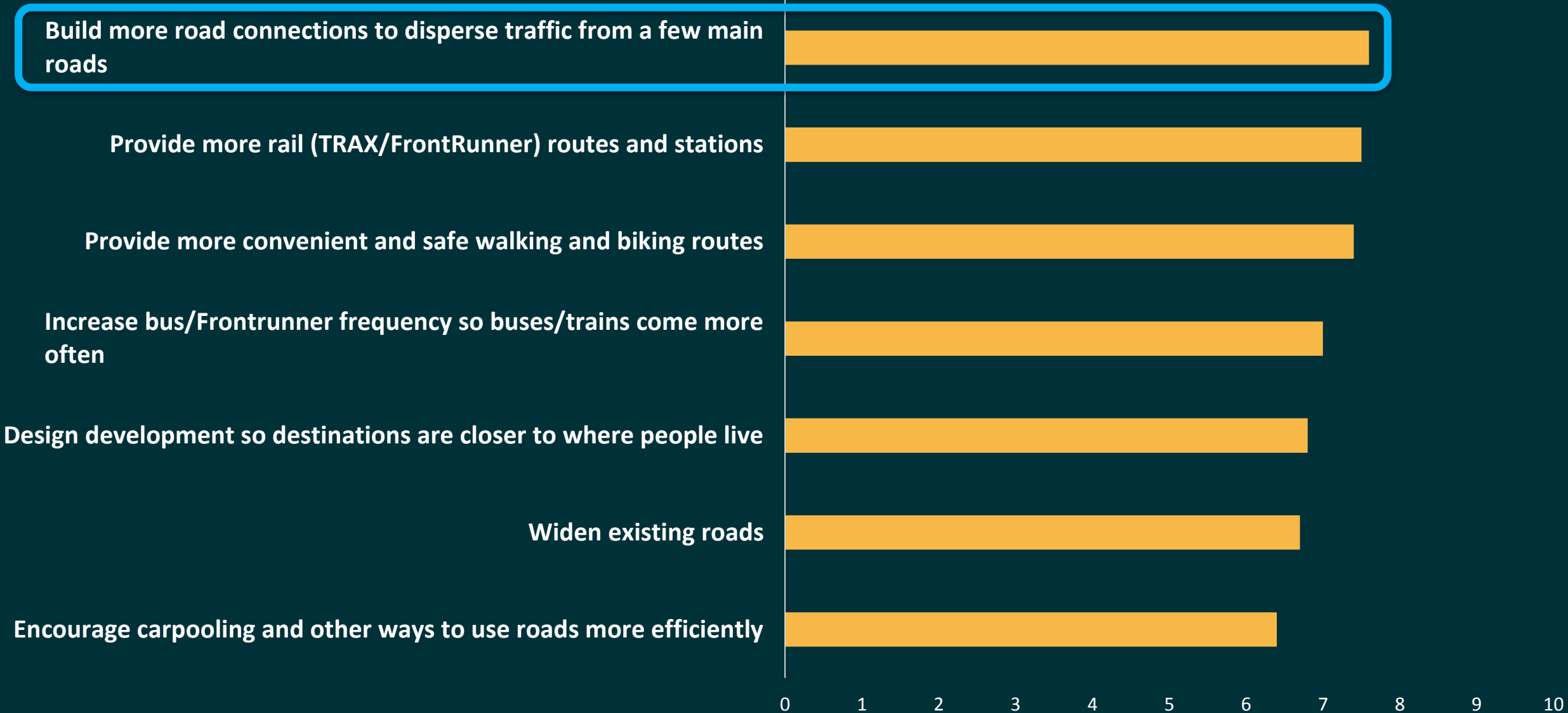
However, jobs will continue to locate near/around I-15

# Transportation & Infrastructure

## Finding #3:

Utahns and transportation experts place high priority on a connected street network.

# How important are these transportation solutions?



Results from second online public survey (616 responses)

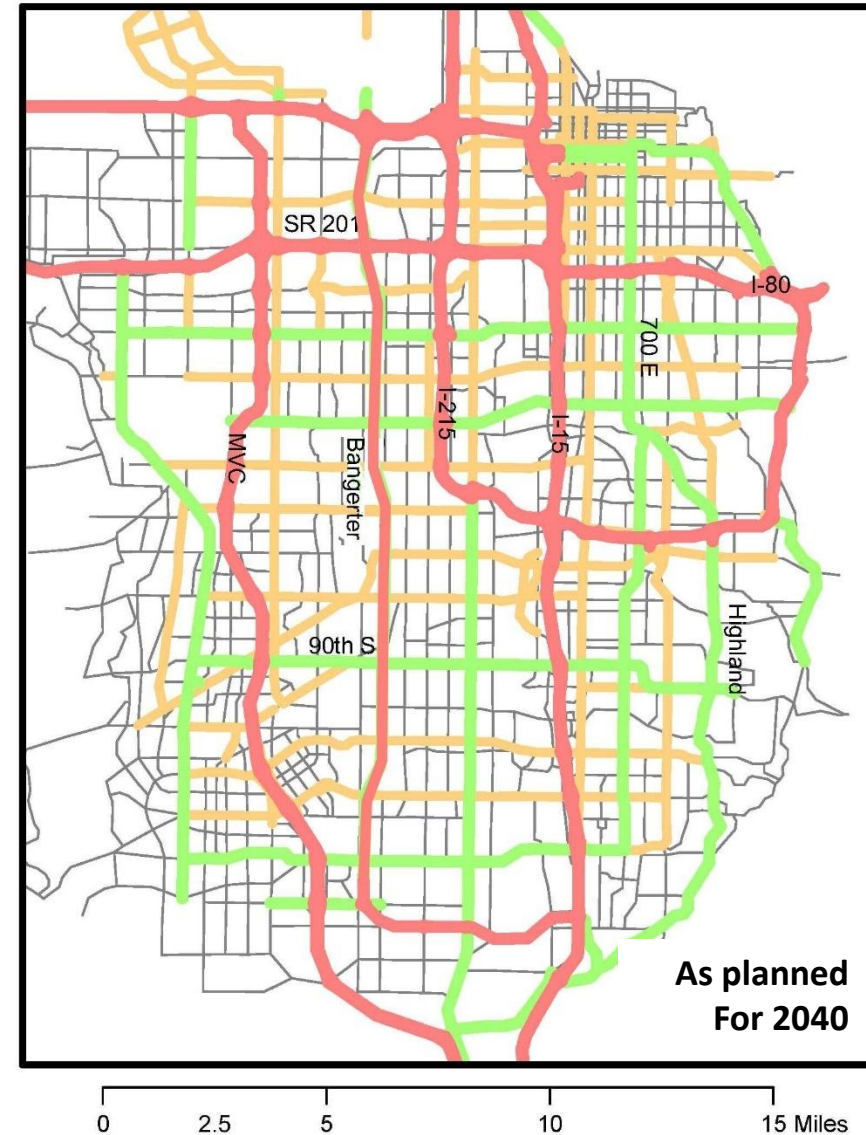
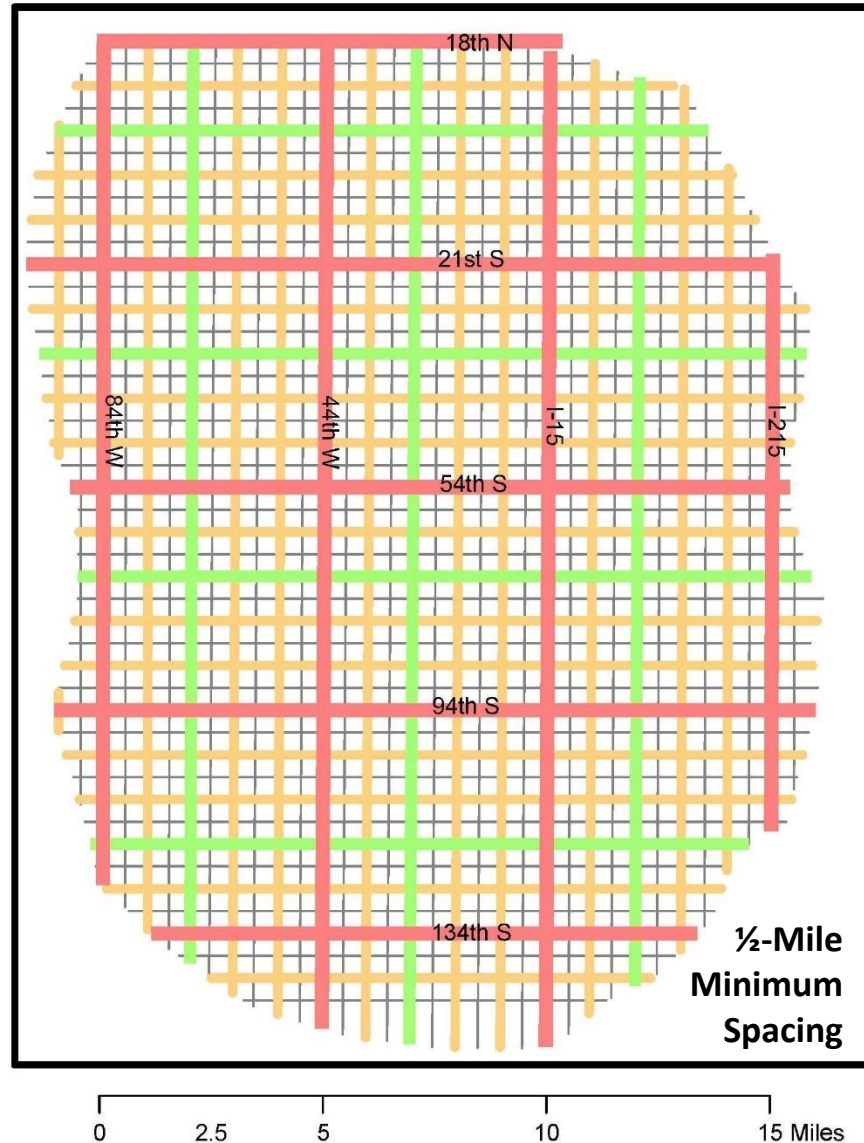


# ITE Ideal Spacing vs. SL County Actual

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



Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37



# Transportation & Infrastructure

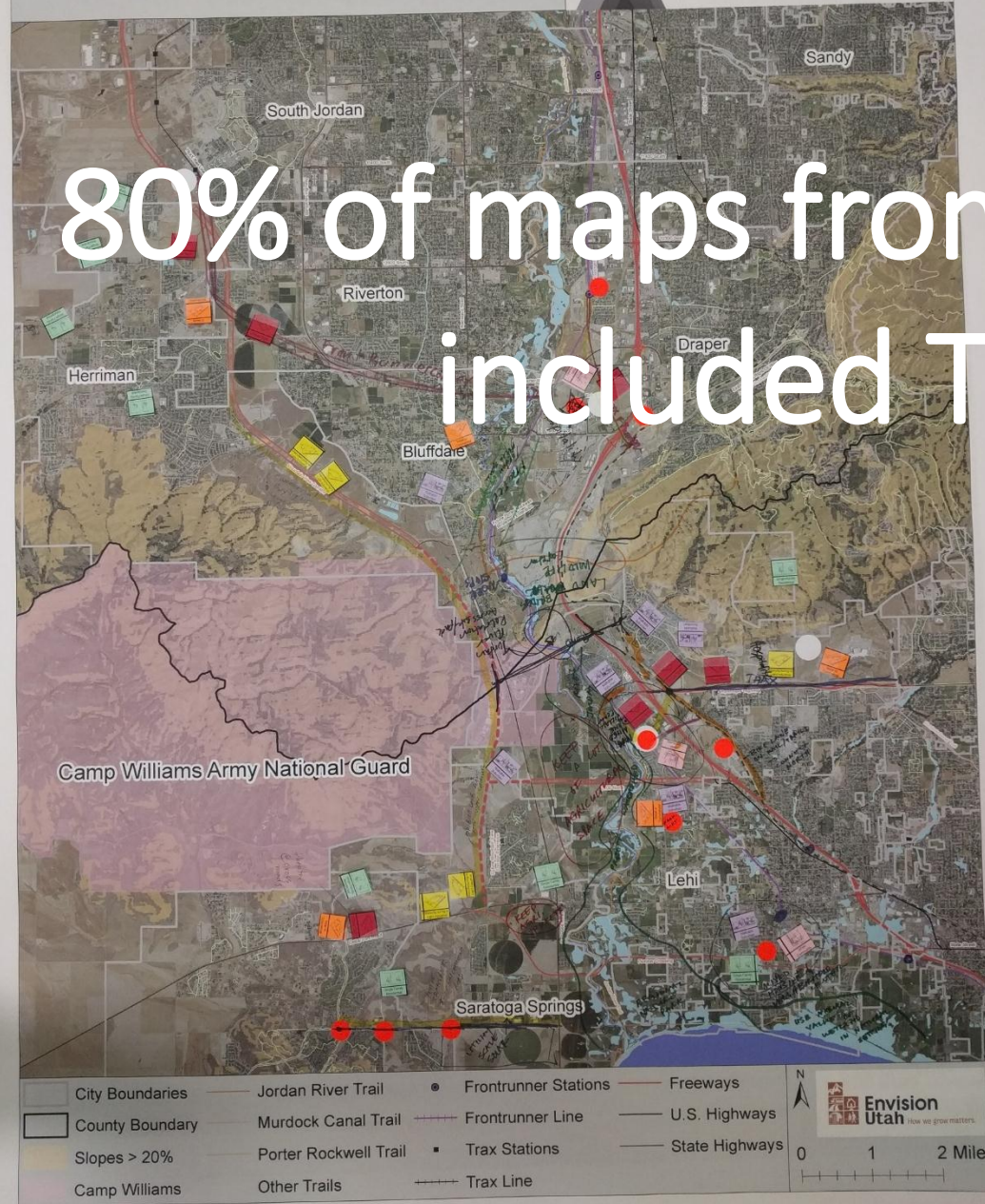
## Finding #4:

Utahns and employers want greatly  
expanded public transportation.



# Point of the Mountain

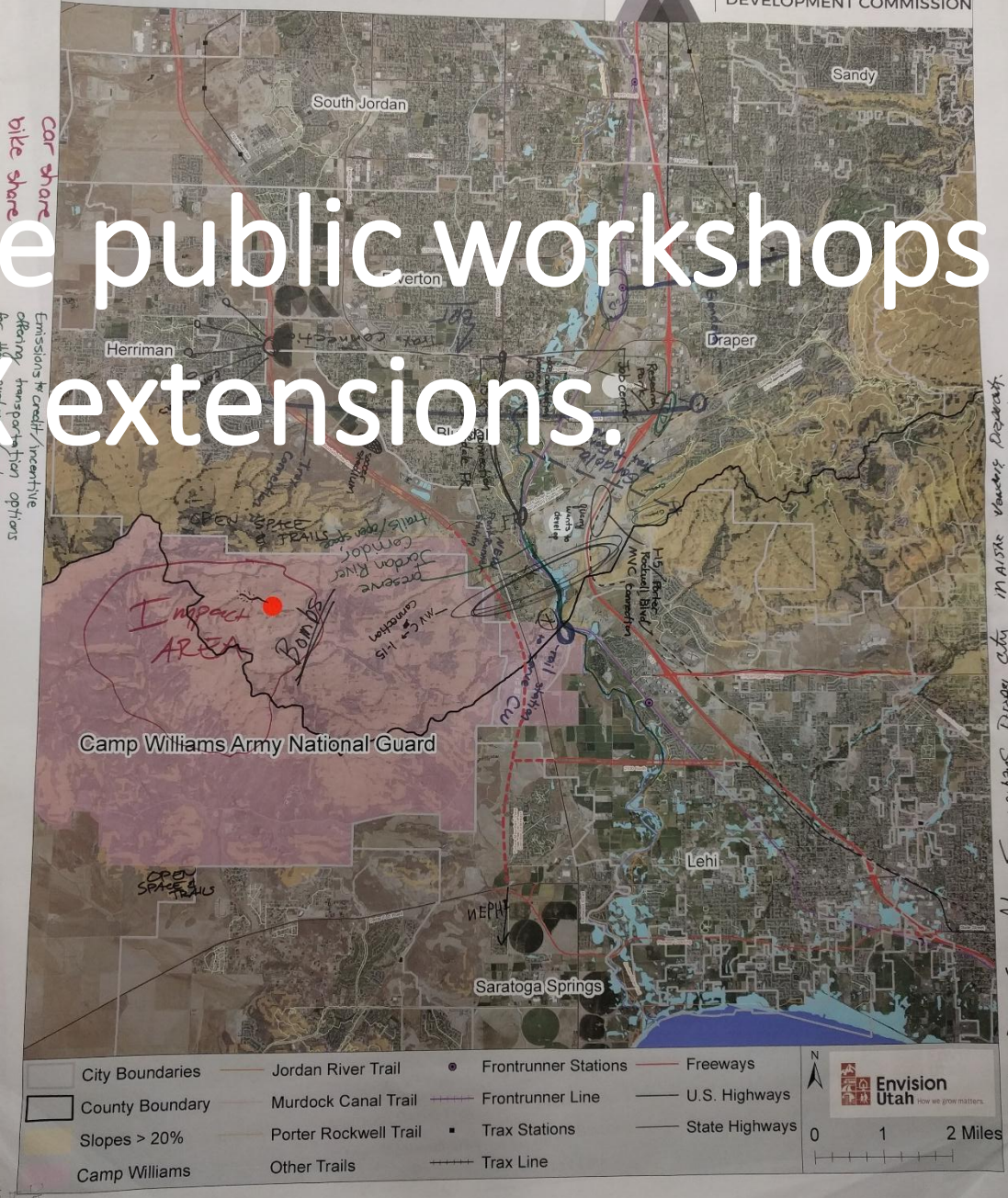
STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION



# Point of the Mountain

STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION

Car share  
bike share  
Emissions to credit/incentive  
offering transportation options  
for their workers/employees

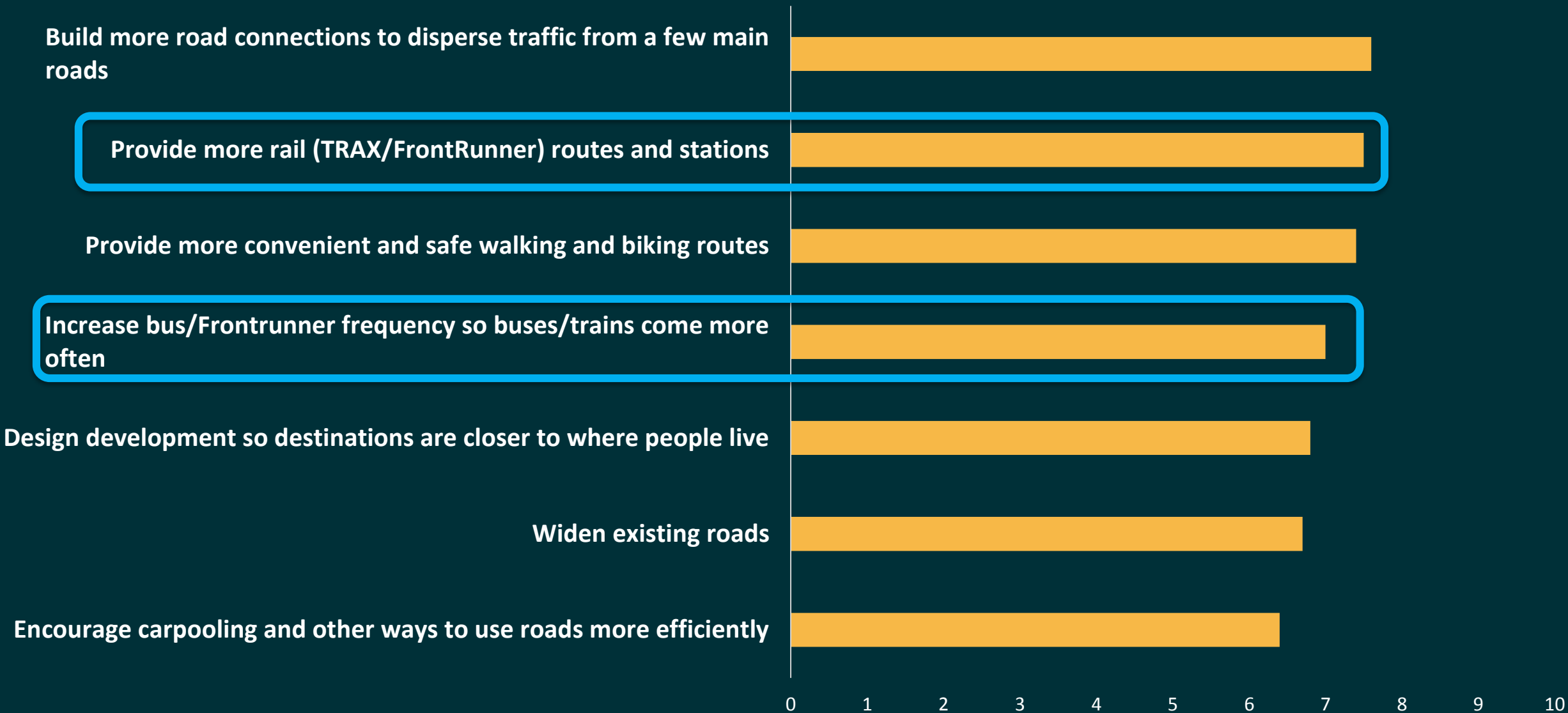


80% of maps from the public workshops included TRAX extensions.

Trax extension  
major  
Dore Eisen, Alan Summers, Diego City, Marie Vander, David Robbins, " " "



# How important are these transportation solutions?



Results from second online public survey (616 responses)

# Scenarios

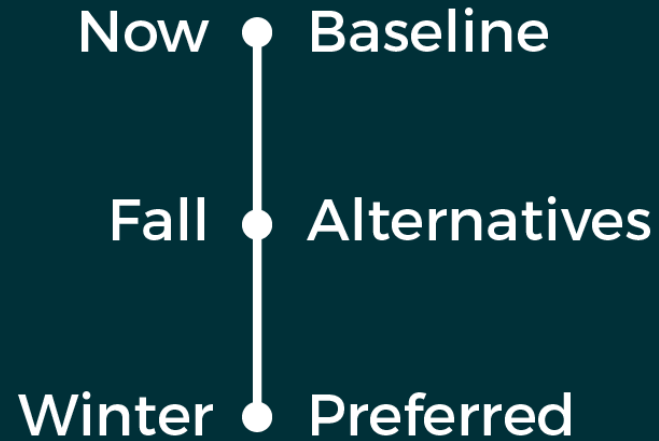
## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

Scenarios



## Phase 3

Financing

**NEXT  
YEAR**



# 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

# Transportation Scenarios

SCENARIO	THEME
A	Regional Transportation Plan without Transit
B	Regional Transportation Plan
C	Regional Transportation Plan + Additional Road Investments
D	Regional Transportation Plan + Additional Road and Transit Investments

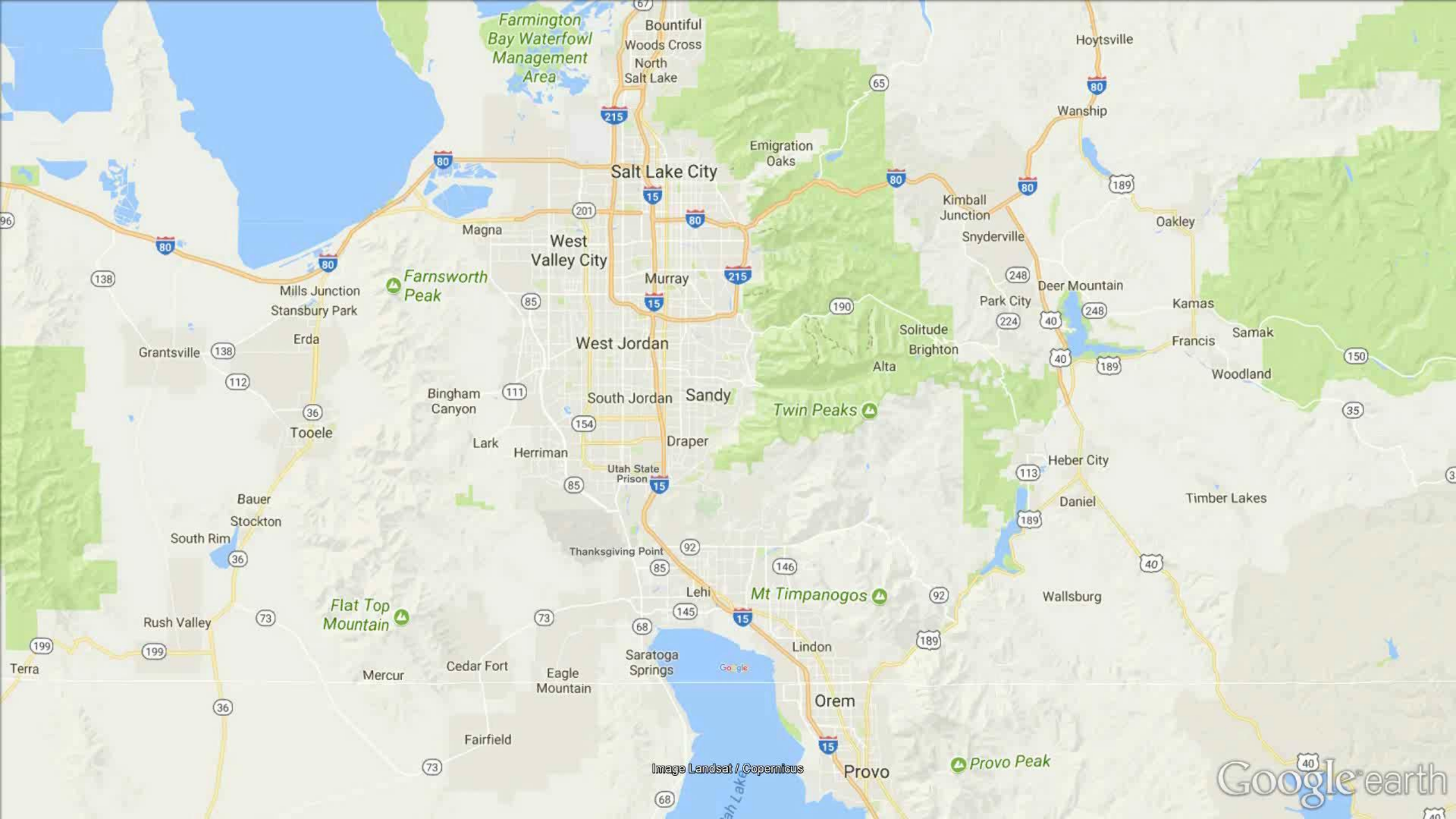
# Scenario A: RTP Scenario w/o Transit

- 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.

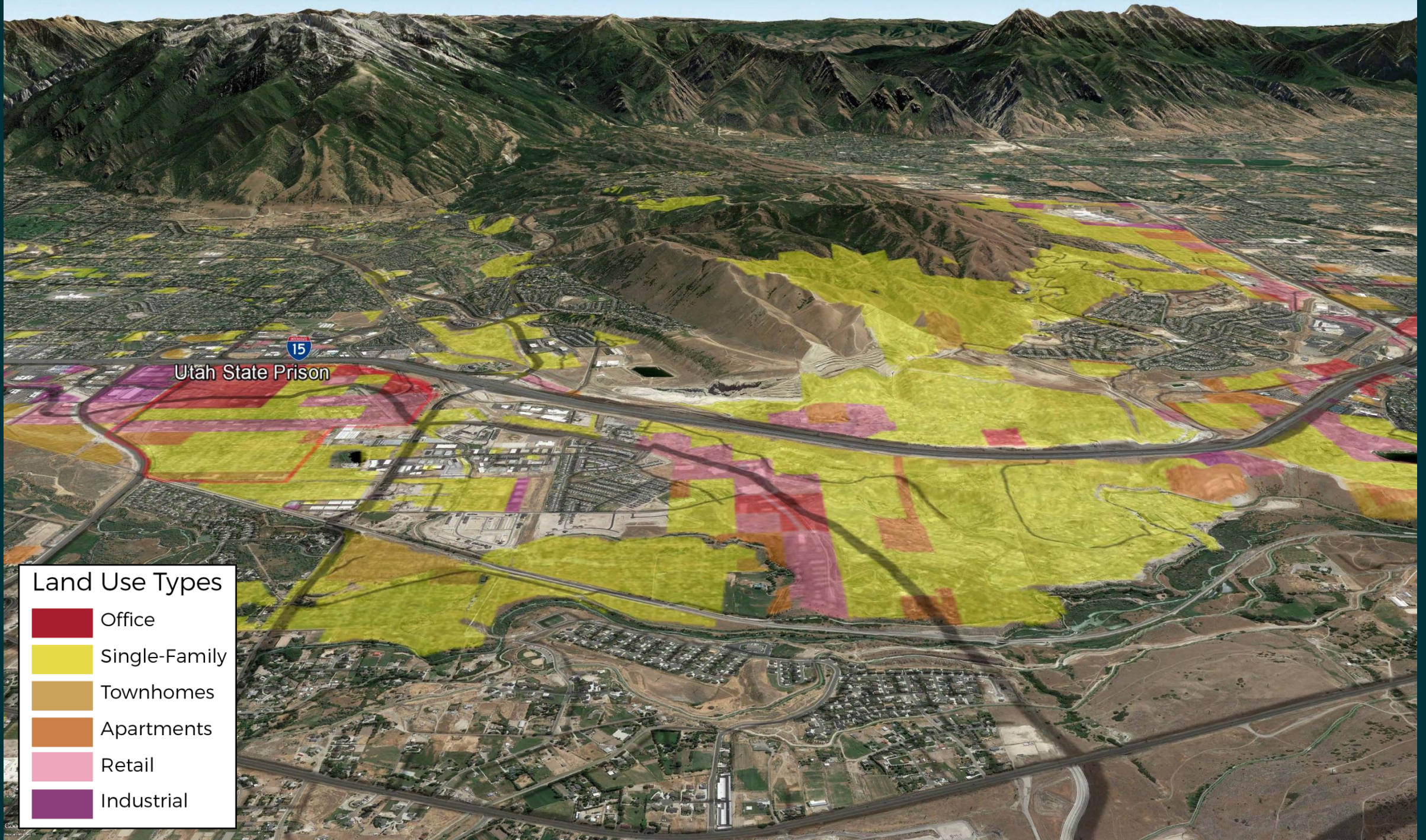
(All data is preliminary and may change as models and scenarios are refined.)











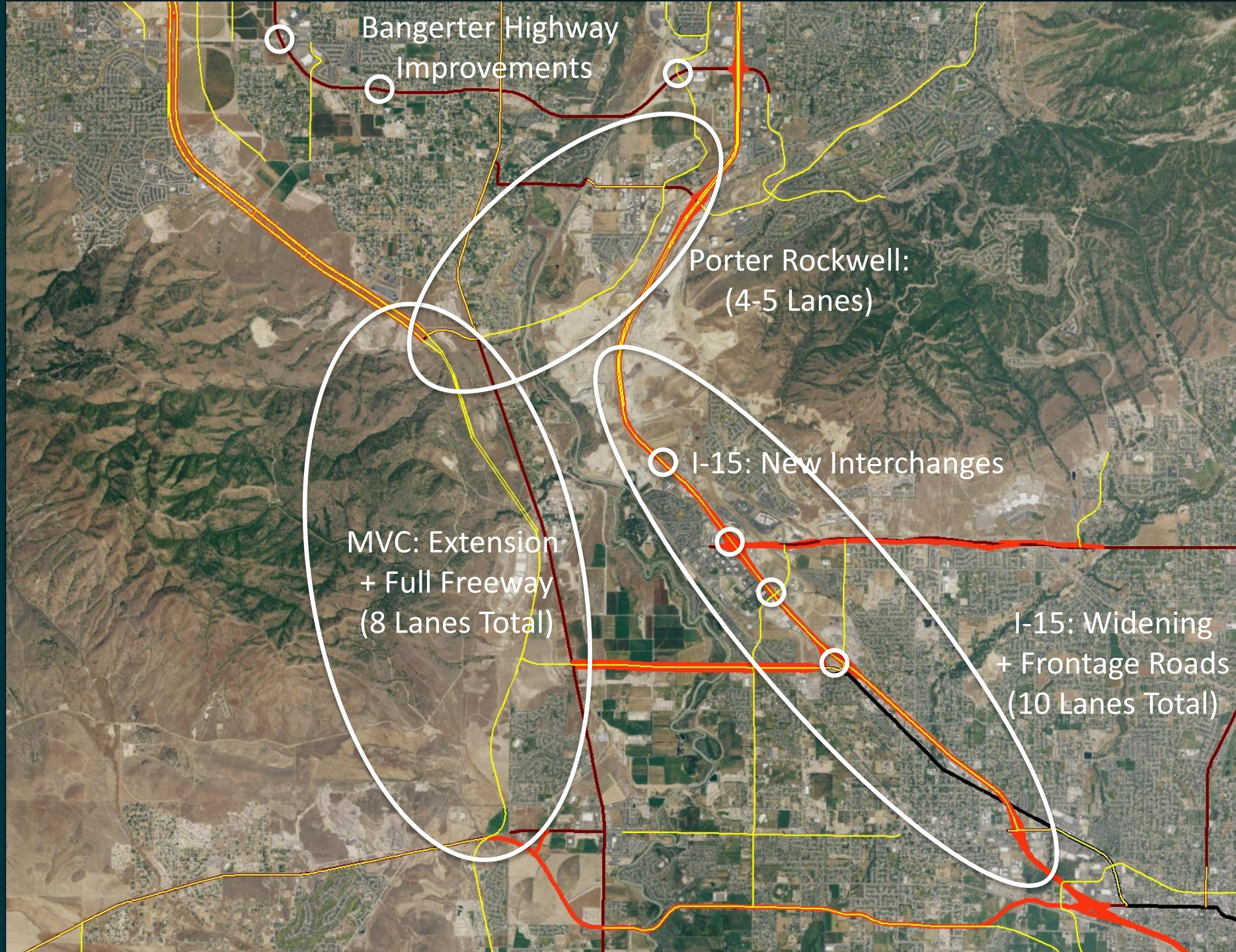
### Land Use Types

- Office
- Single-Family
- Townhomes
- Apartments
- Retail
- Industrial









Bangerter Highway  
Improvements

Porter Rockwell:  
(4-5 Lanes)

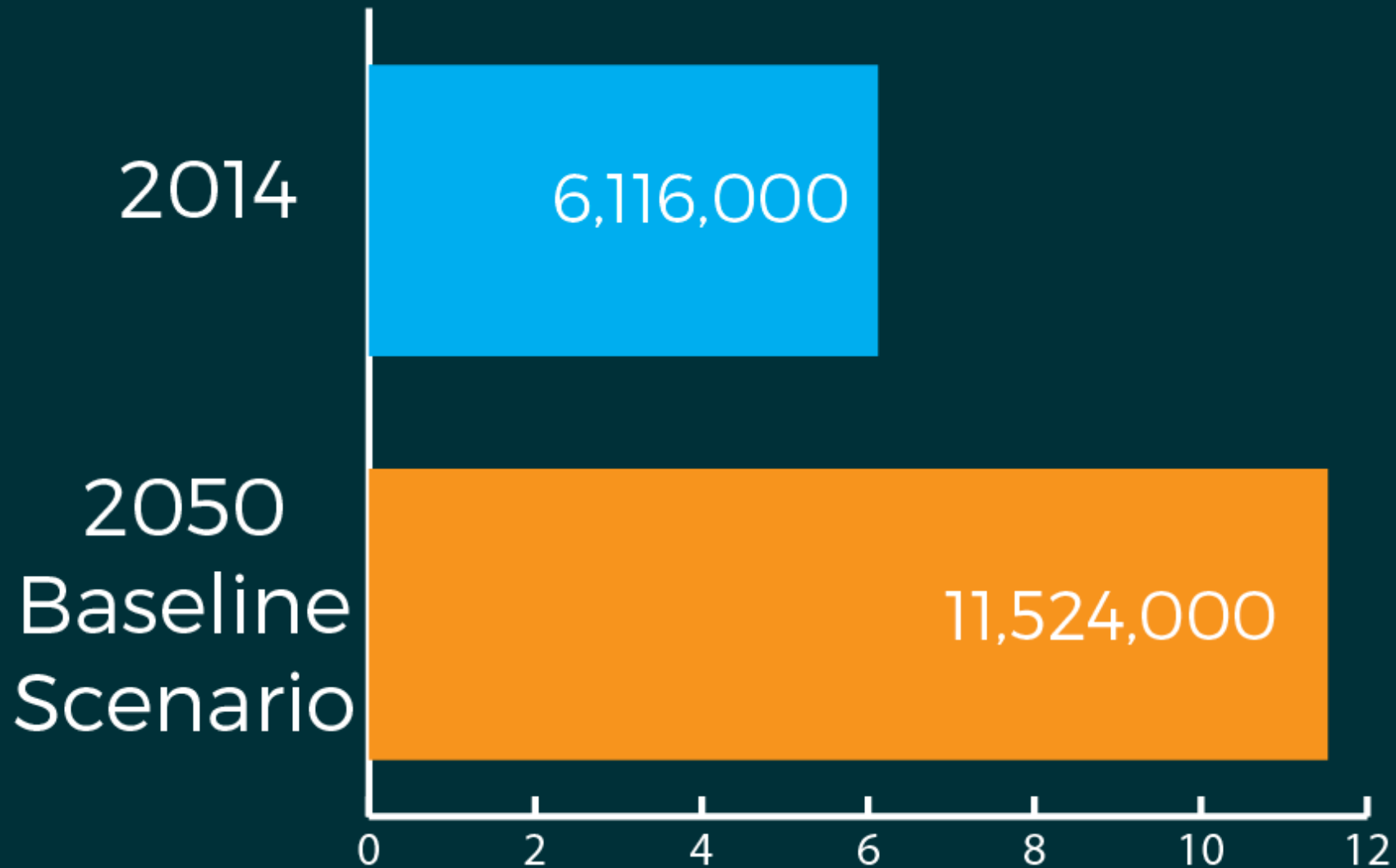
I-15: New Interchanges

MVC: Extension  
+ Full Freeway  
(8 Lanes Total)

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



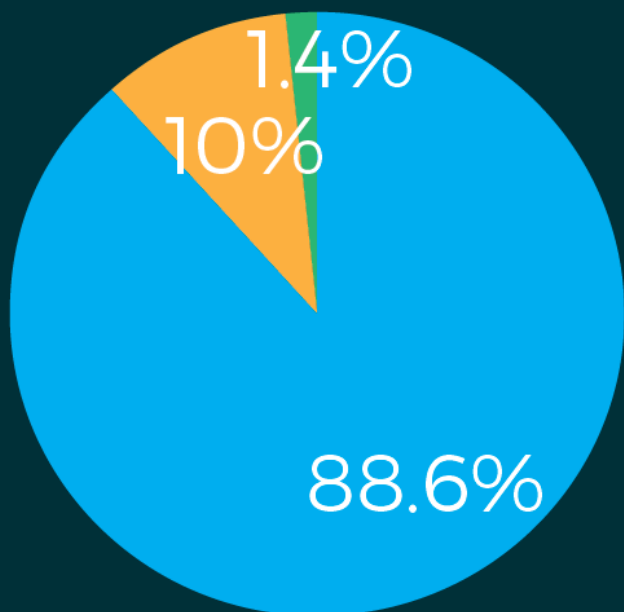
# Vehicle Miles Traveled in the Study Area



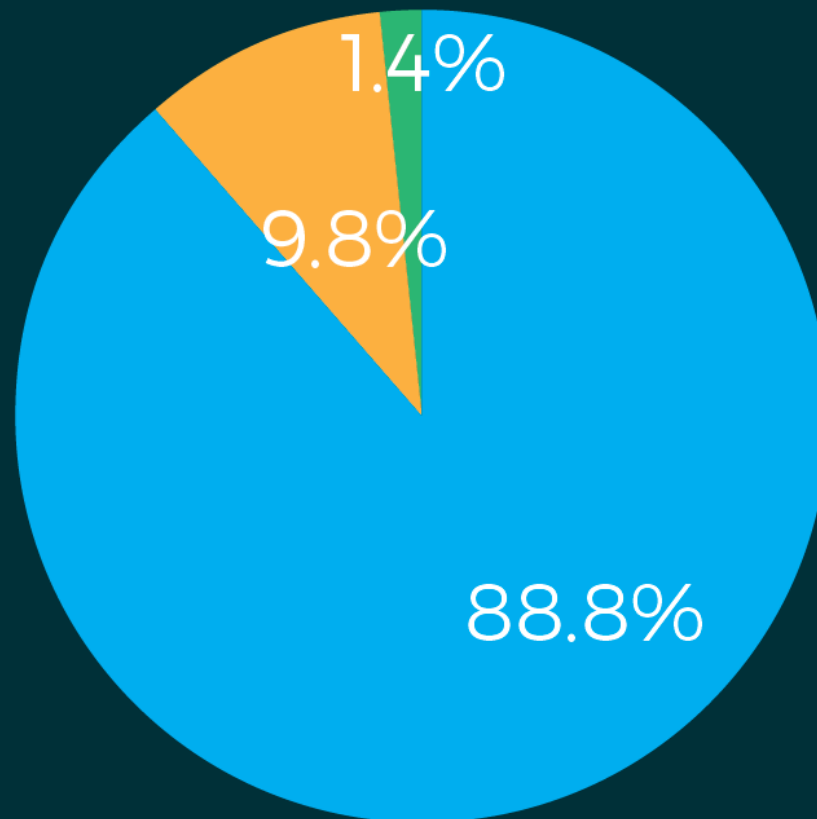


# Mode Share

2014



2050 Baseline Scenario



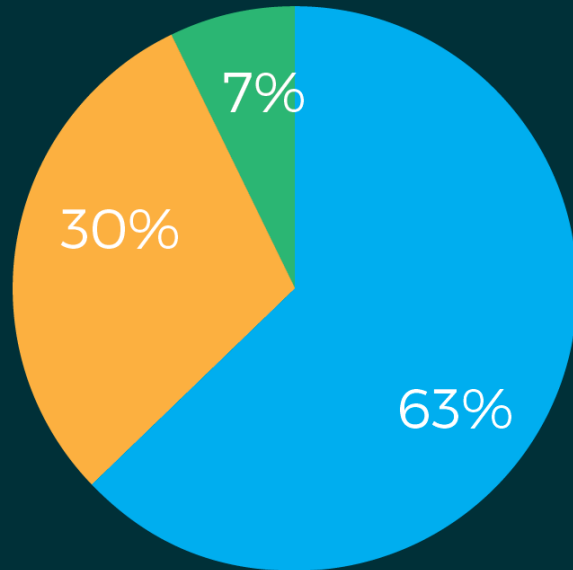
 % Automobile Trips

 % Non-Motorized Trips

 % Transit Trips

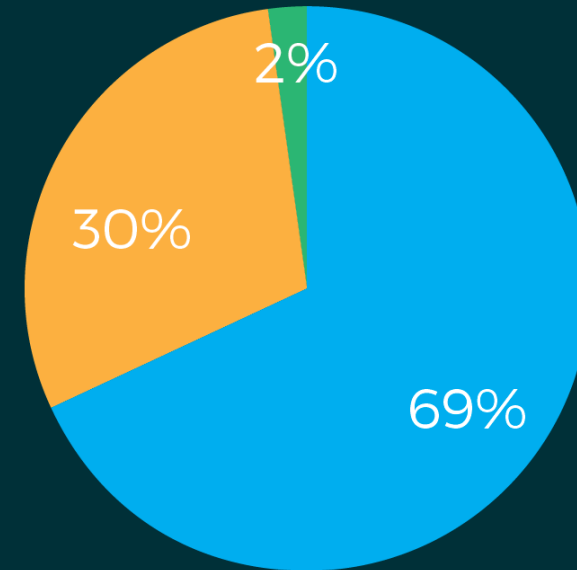
# Pass-Through Traffic

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



- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area

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

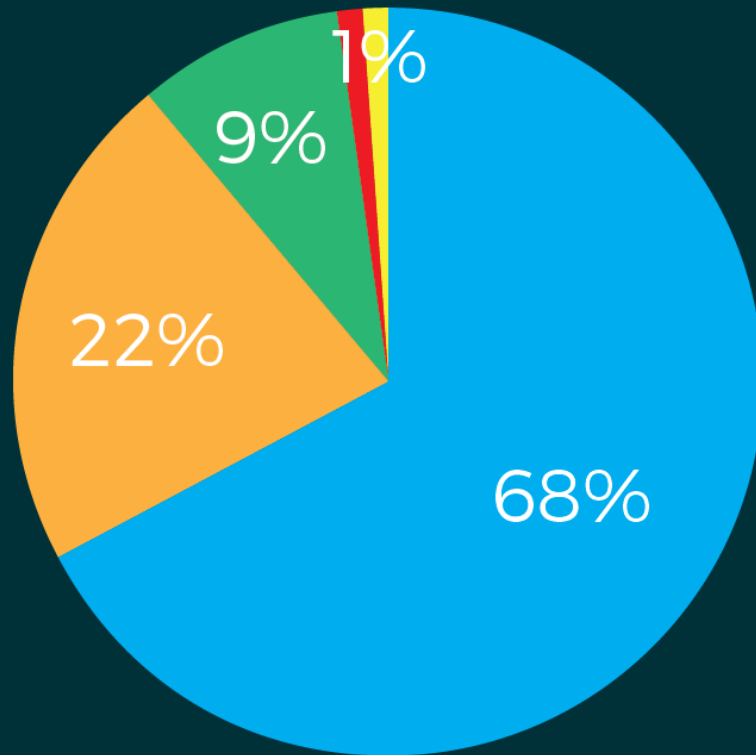


- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area

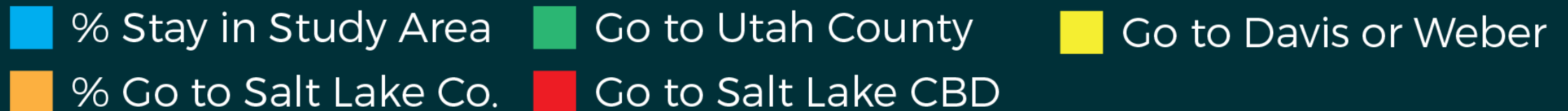
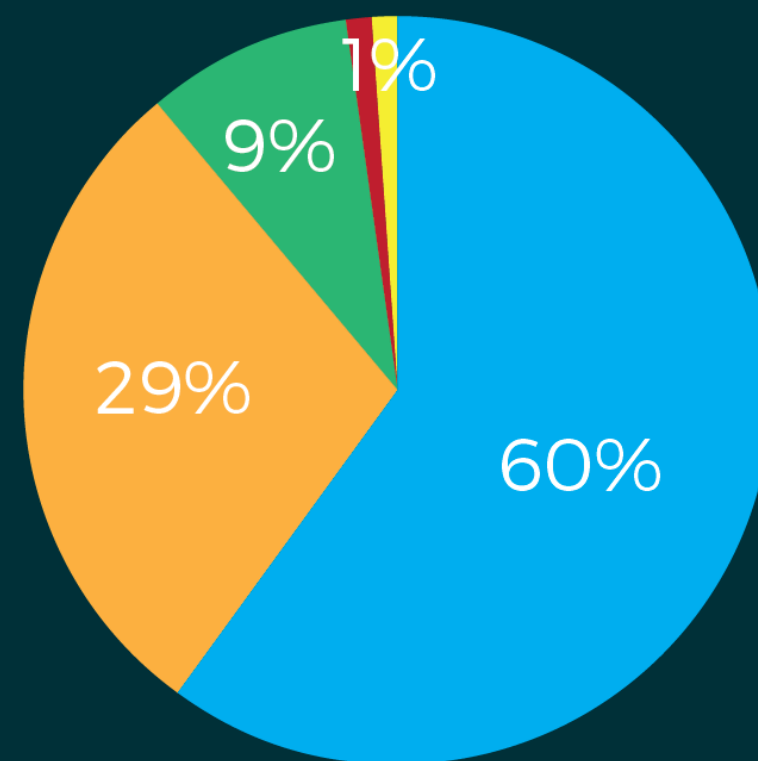
# District to District Travel

## (Trips that Originate in the Study Area)

2014 Travel



2050 Baseline Travel





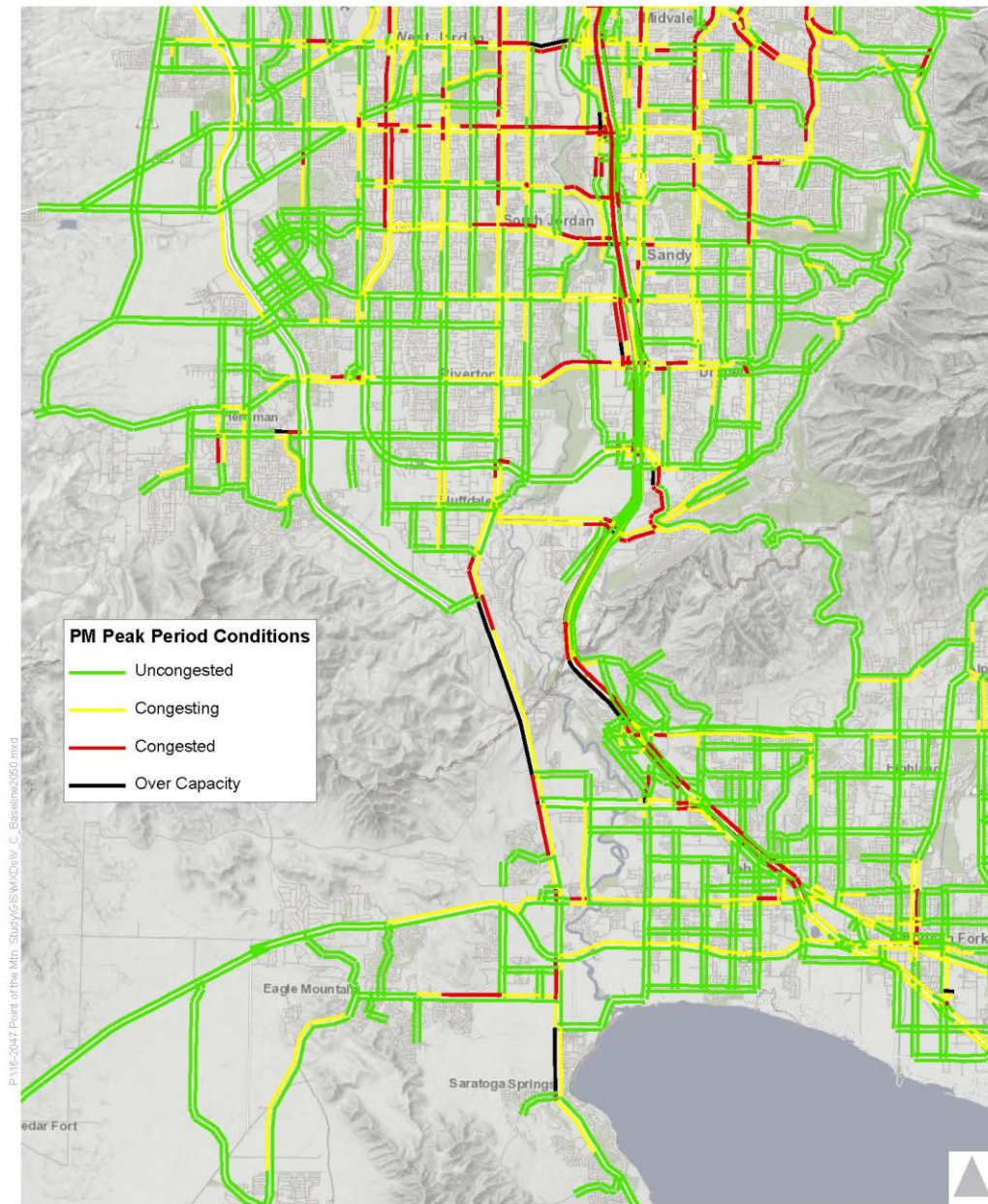


Figure  
Volume to Capacity - POM (2014)

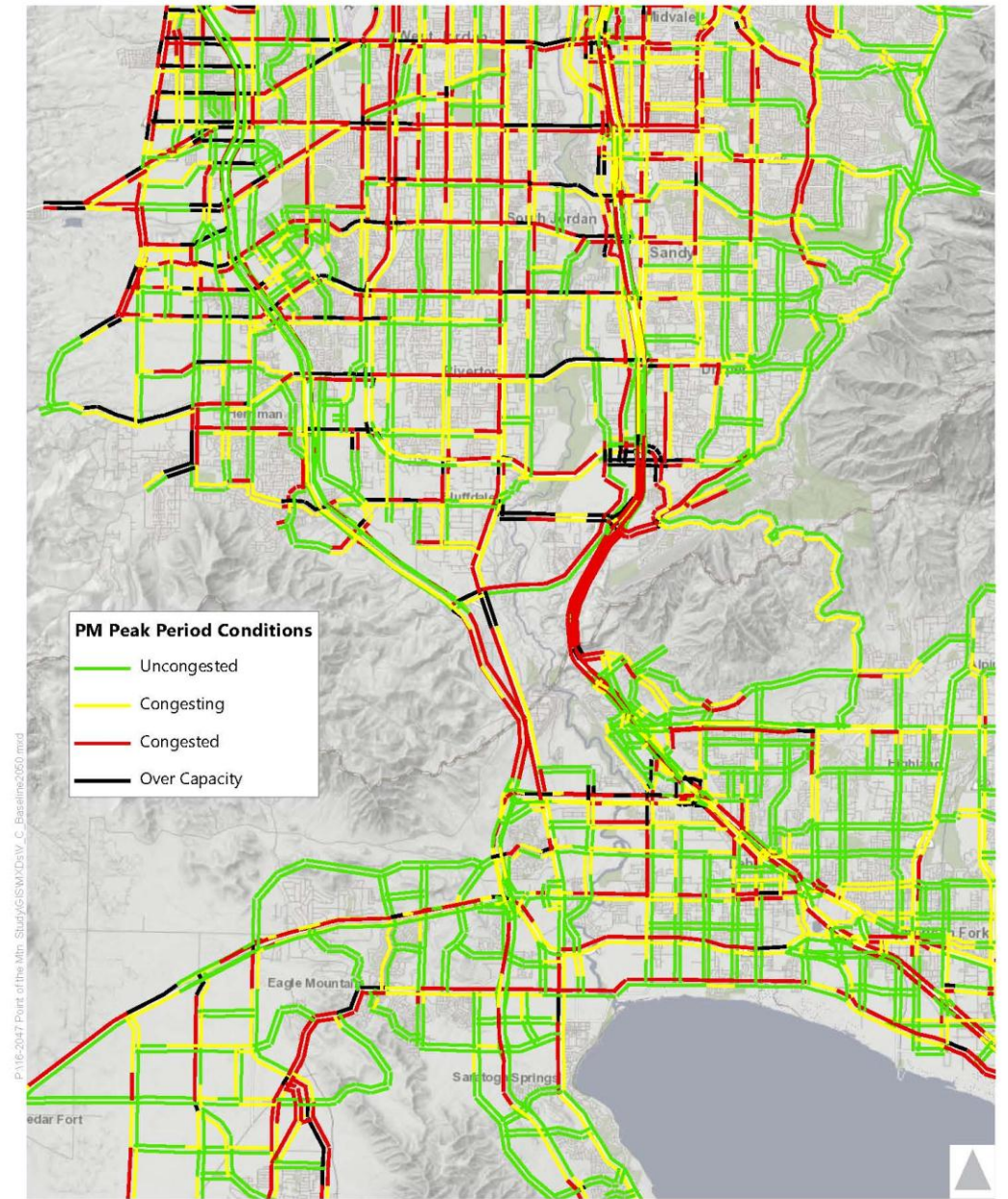


Figure  
Volume to Capacity - Baseline POM (2050)

# Air Quality

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

## Estimated Automobile Emissions

Scenario	NOx	PM2.5	SO2	VOC
2014	6.43	0.25	0.03	0.43
Baseline	3.40	0.08	0.04	0.17



# Air Quality

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

	New Buildings	Tons NOx/day
Single Family	48,483	1.86
Townhomes/Condos	4,695	0.31
Apartment	998	0.49
Suburban Office	121	0.10
Retail	652	0.21
Industrial	32	0.02
Total	54,981	2.98

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

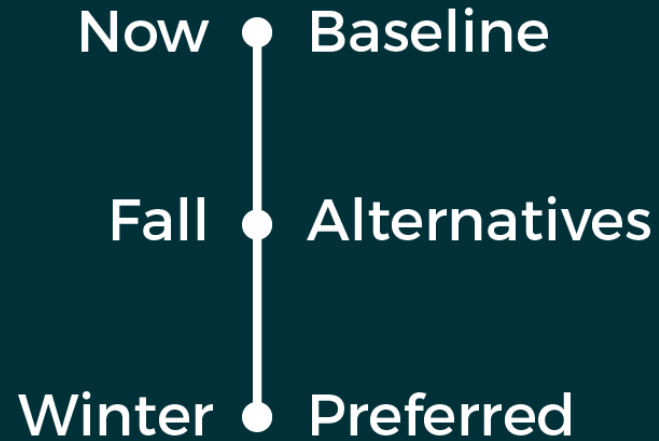
## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

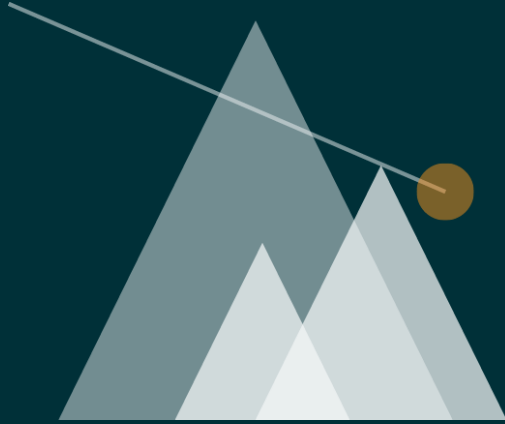
Scenarios



## Phase 3

Financing

**NEXT  
YEAR**



STATE OF UTAH

**POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION**