

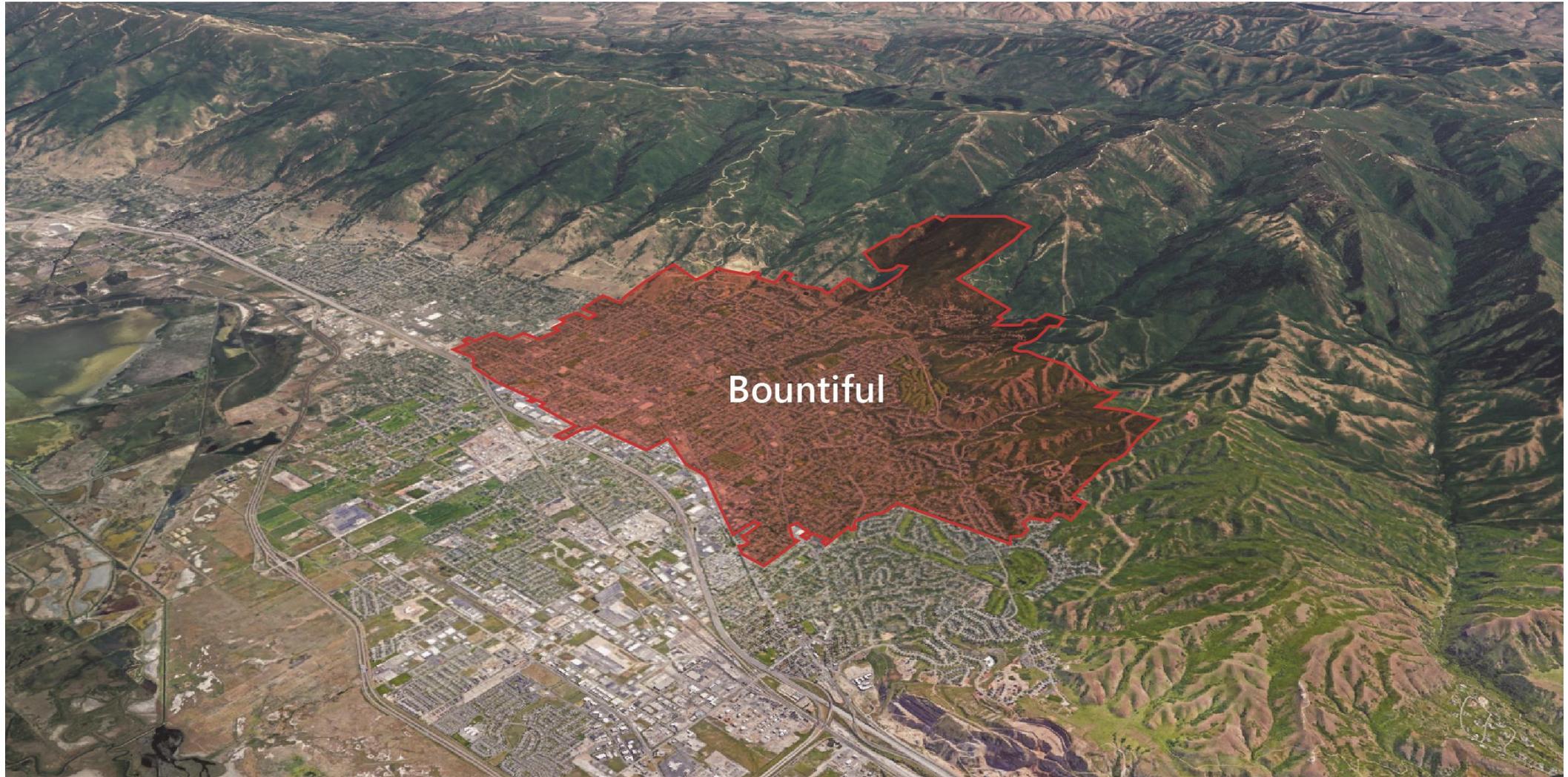


# Wasatch Choice 2050 Draft Vision

Regional Growth Committee January 18, 2018



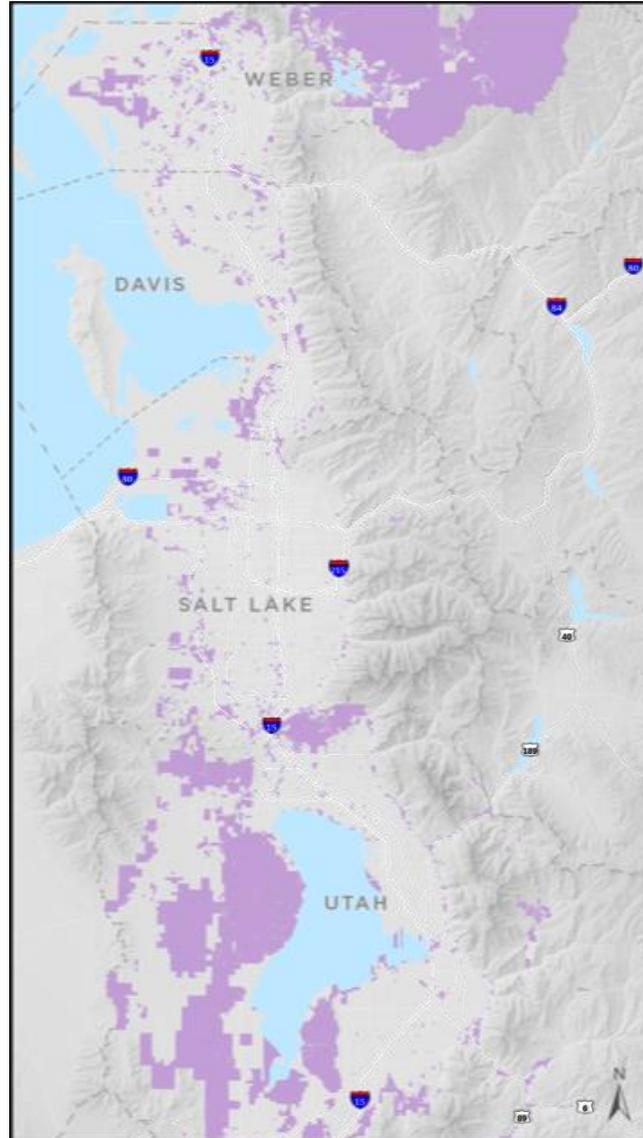
# Growth and Change



Adding the rough equivalent of a Bountiful or Draper every year

# Limited Space

Vacant buildable land – pieces that are 10 acres or larger



In about 15 years, almost all major pieces of vacant land between Ogden and Provo will be under development.

# More Time Traveling



Existing Conditions



Current Path

# How do we respond?

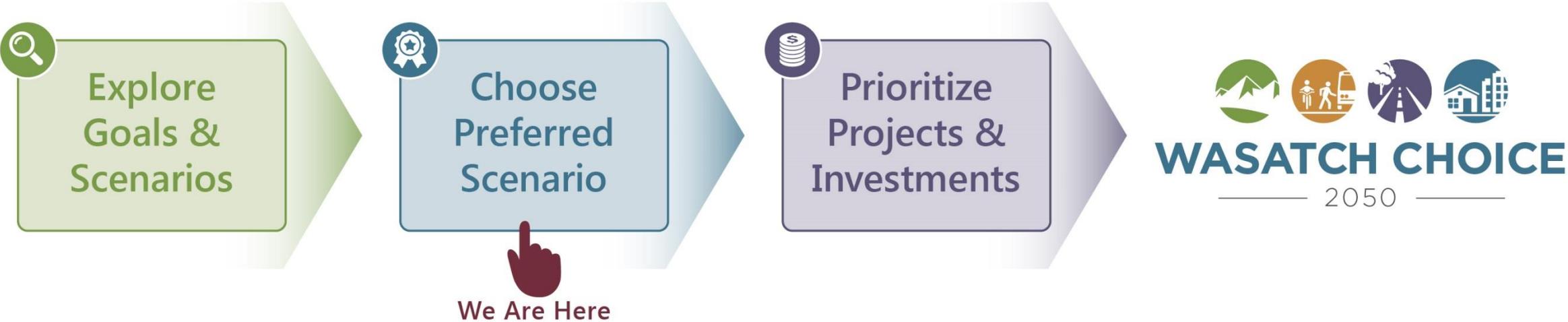
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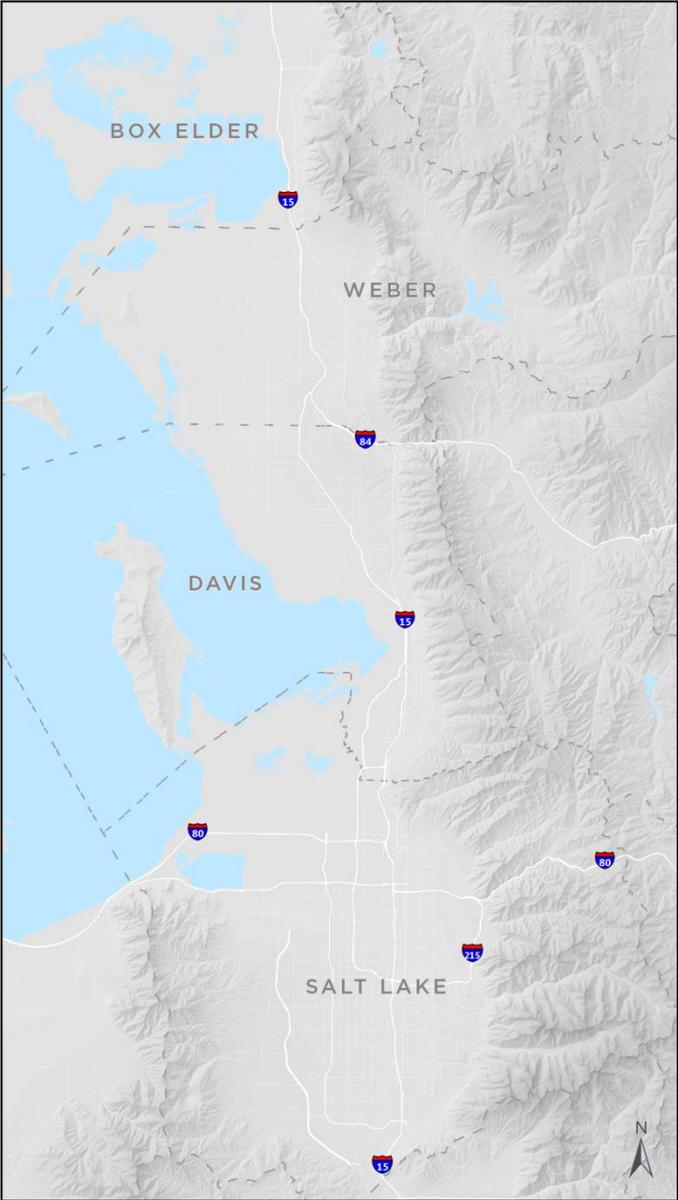
# WASATCH CHOICE

— 2050 —

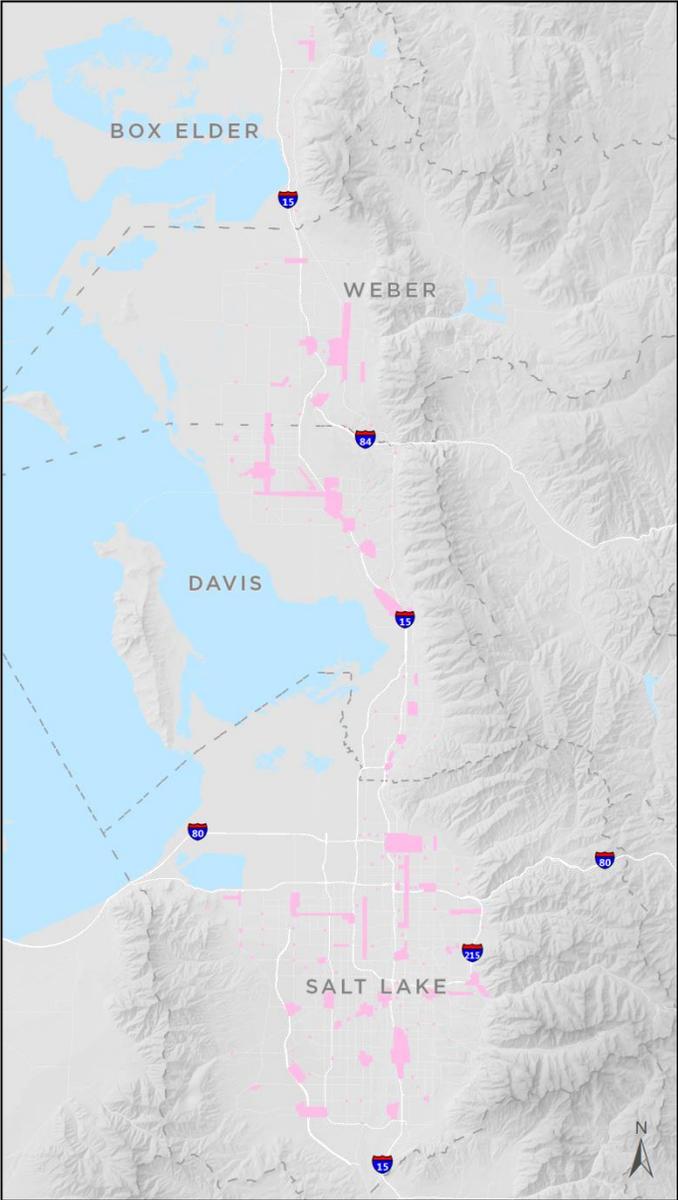
# Wasatch Choice Vision: Process



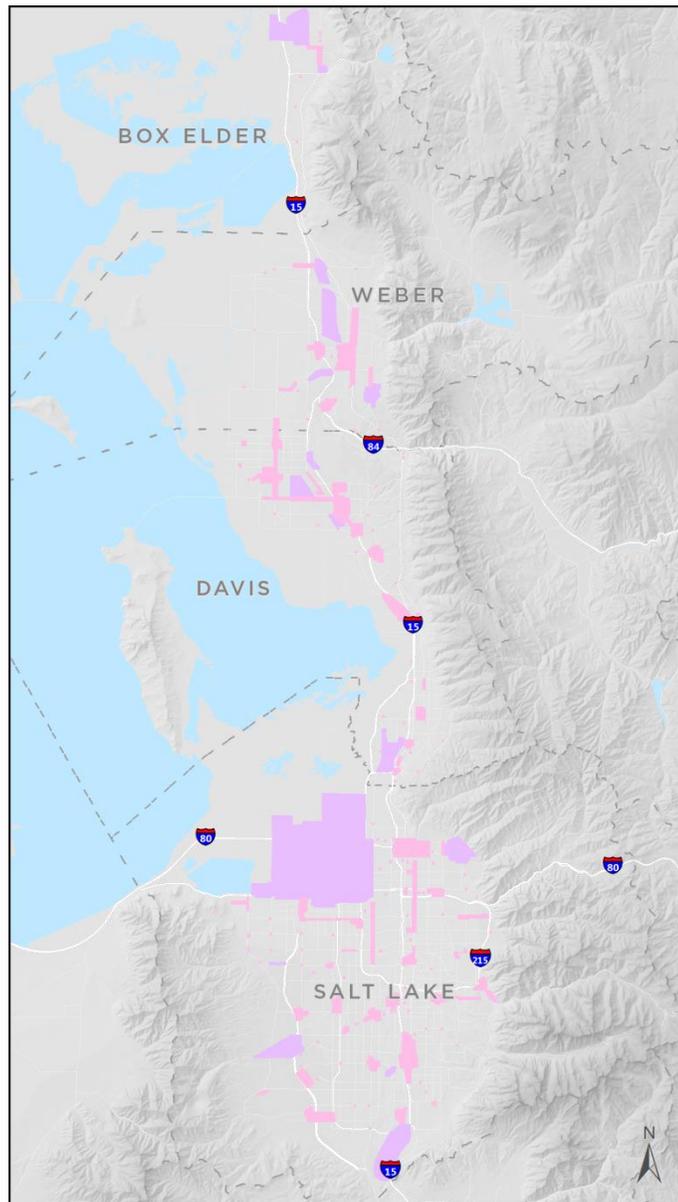
# The draft elements came through the collaborative process...



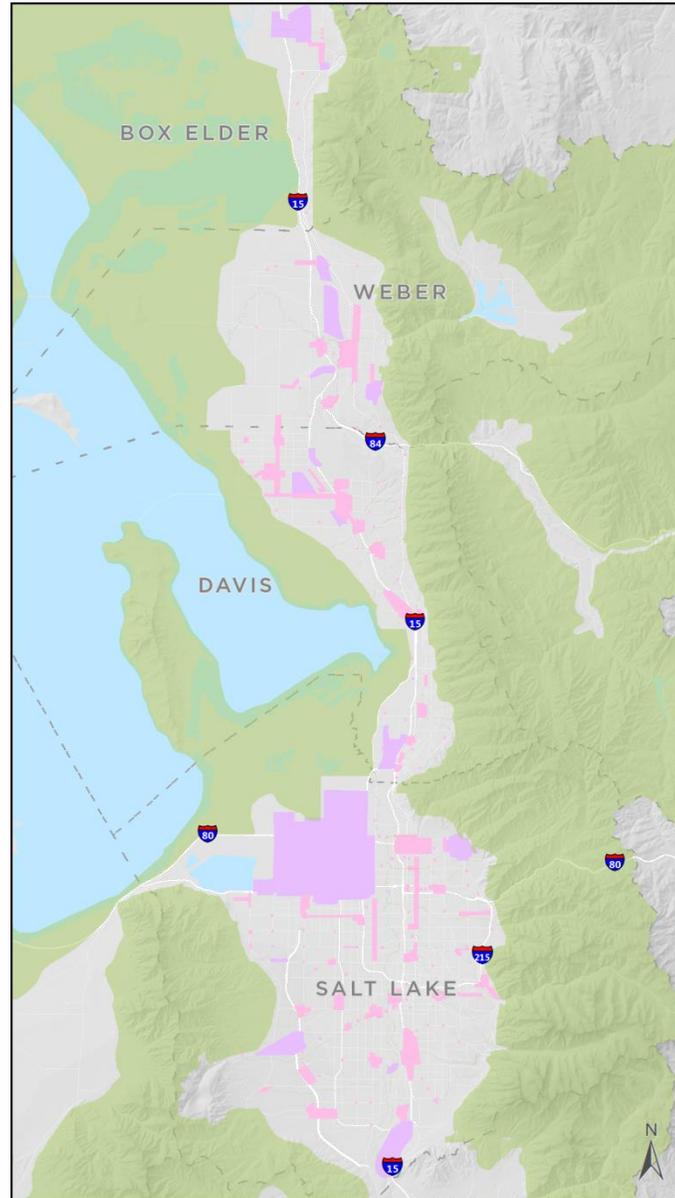
# Centers



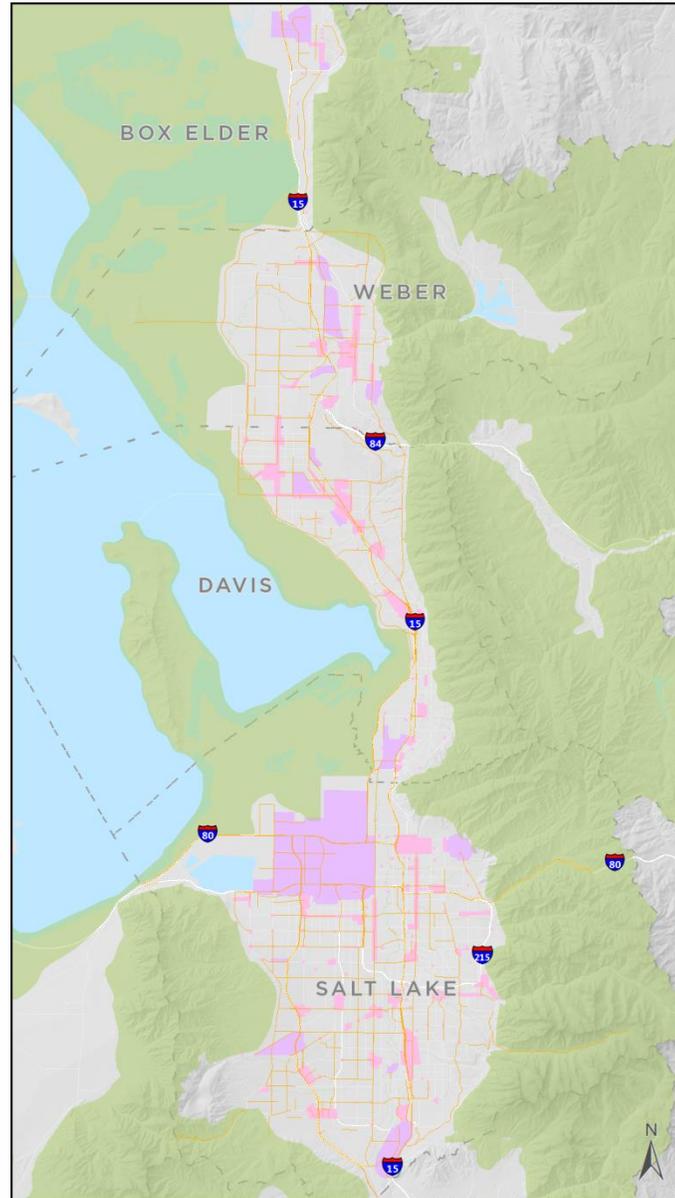
# Centers Job Areas



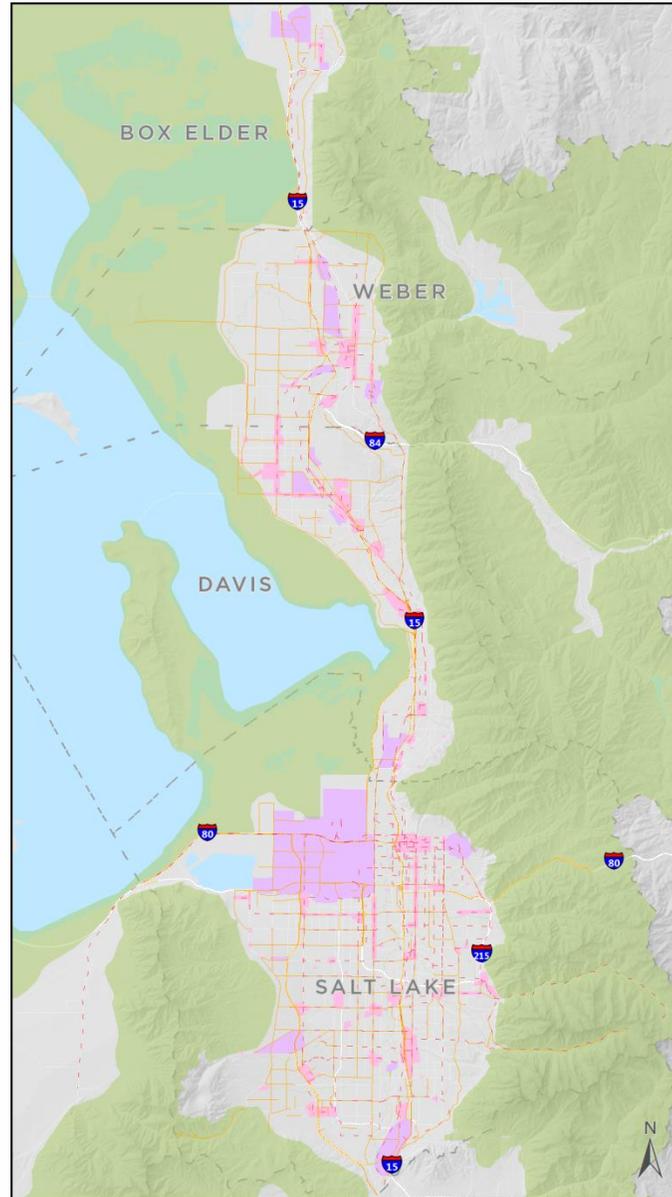
# Centers Job Areas Open Space



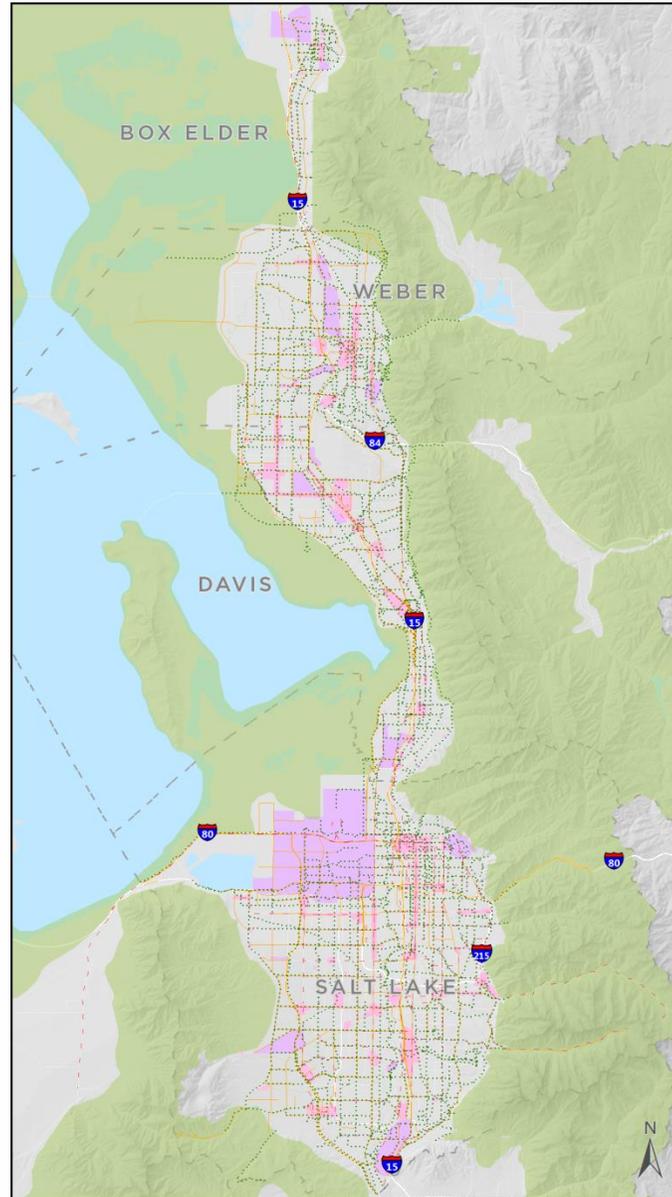
Centers  
Job Areas  
Open Space  
Roads



Centers  
Job Areas  
Open Space  
Roads  
Transit



Centers  
Job Areas  
Open Space  
Roads  
Transit  
Bicycling





**WASATCH CHOICE**

— 2050 —

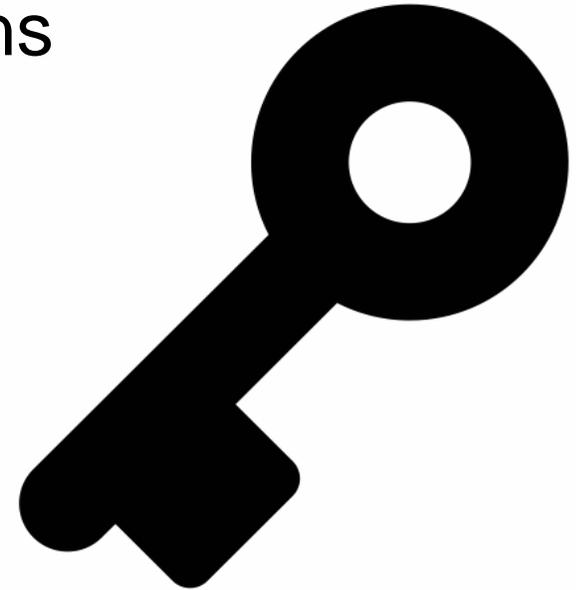
## **Wasatch Choice Draft Vision: Key Strategies**



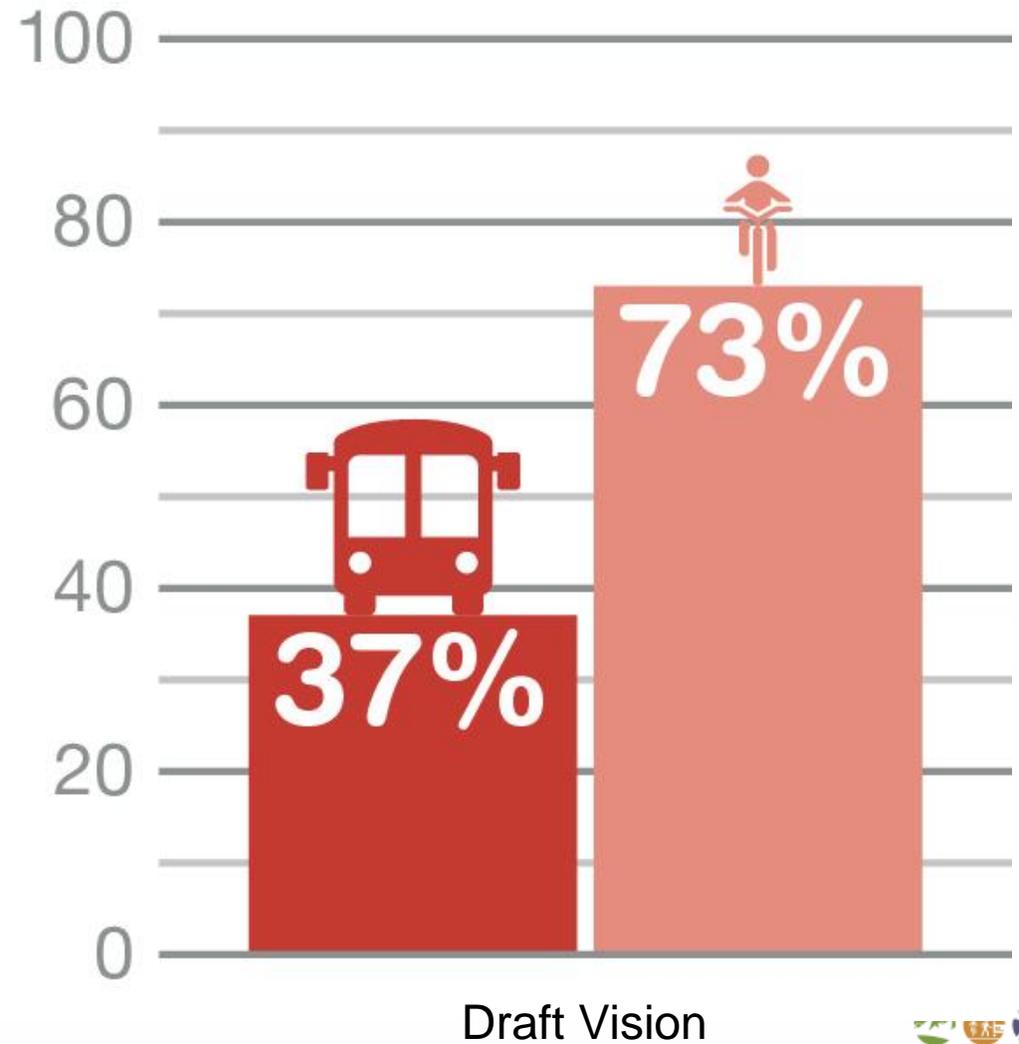
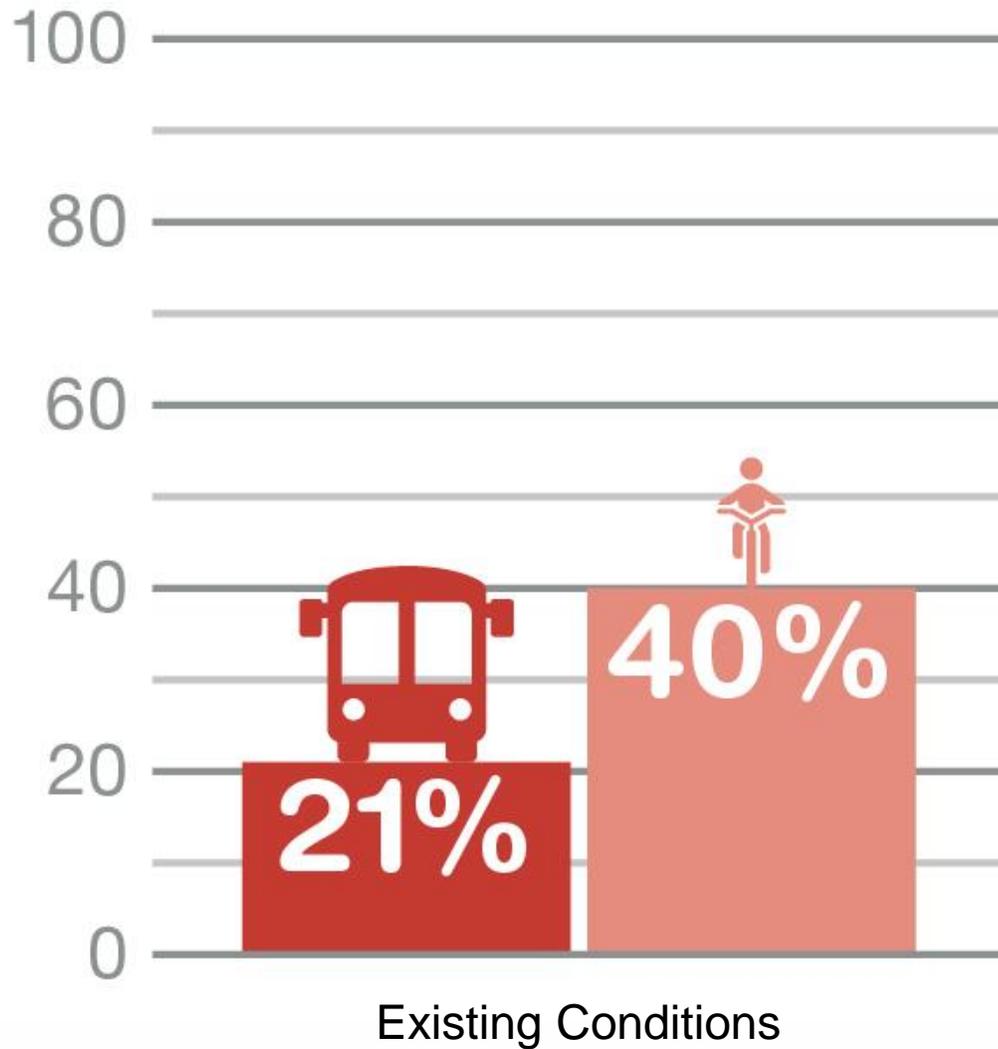
# Key Strategies

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- Provide Transportation Choices
- Support Housing Options
- Preserve Open Space
- Link Development and Transportation Decisions



# Key Strategy: Provide Transportation Choices



# Key Strategy: Provide Transportation Choices



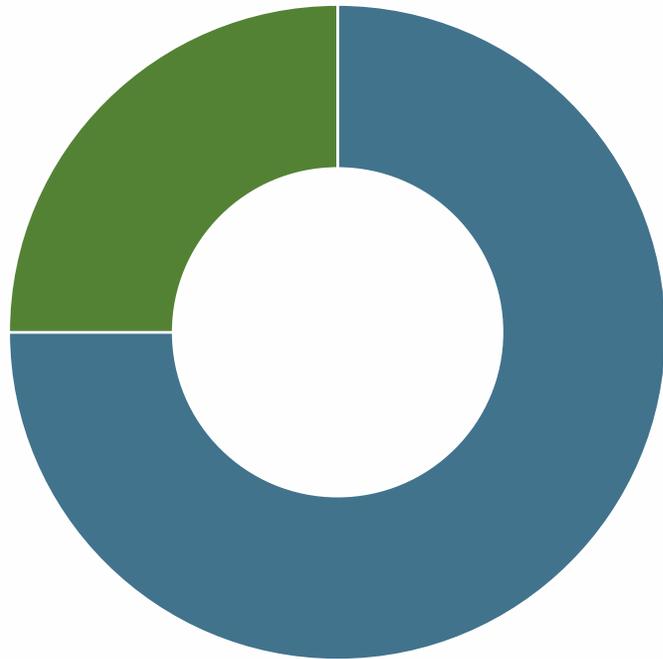
Current Path



Draft Vision

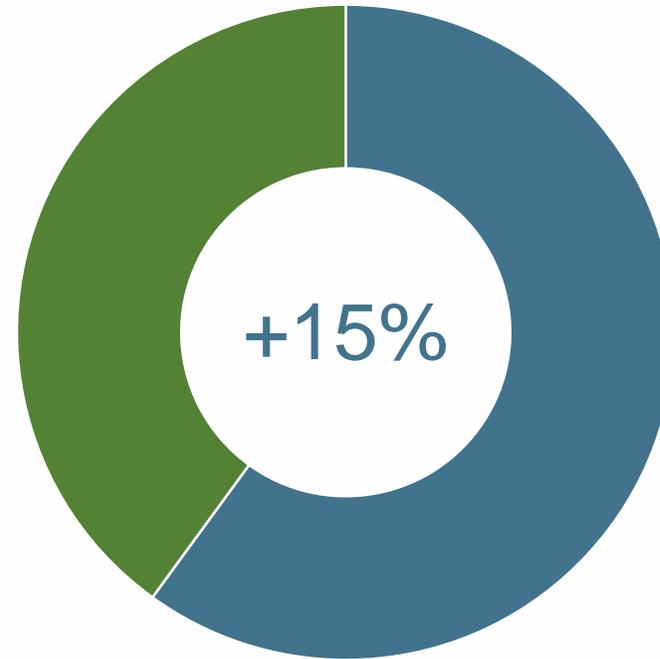
# Key Strategy: Support Housing Options

## Current Path



- Single-Family: 75%
- Multi-Family/Townhouse: 25%

## Draft Vision



- Single-Family: 60%
- Multi-Family/Townhouse: 40%

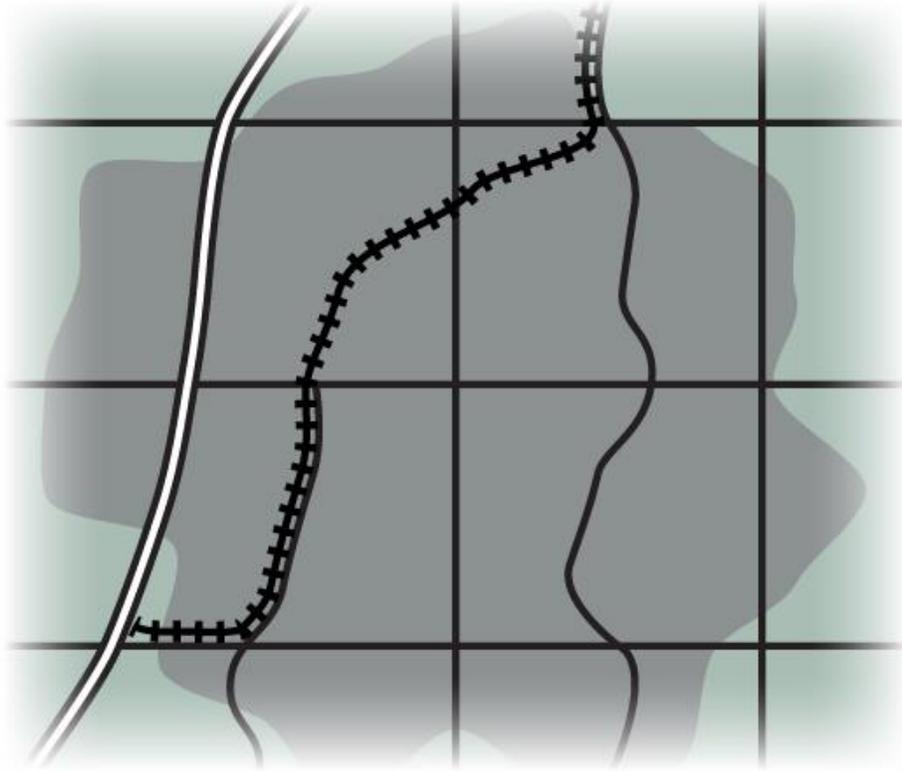
# Key Strategy: Preserve Open Space



Photo courtesy of GOED.

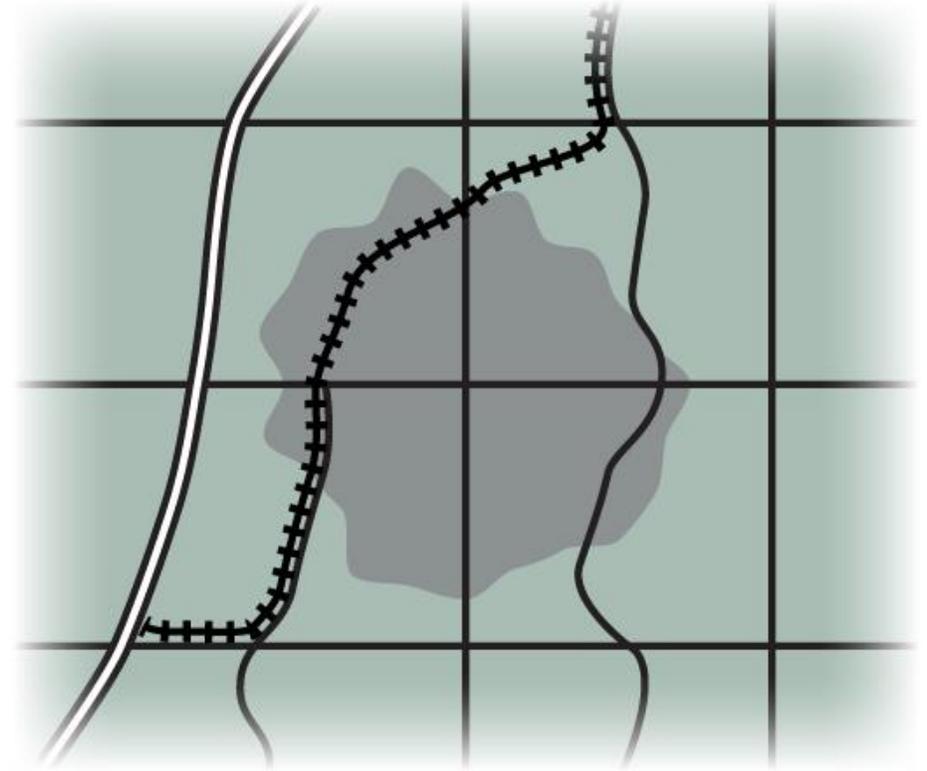


# Key Strategy: Preserve Open Space



Current Path

27,400  
Acres  
Saved



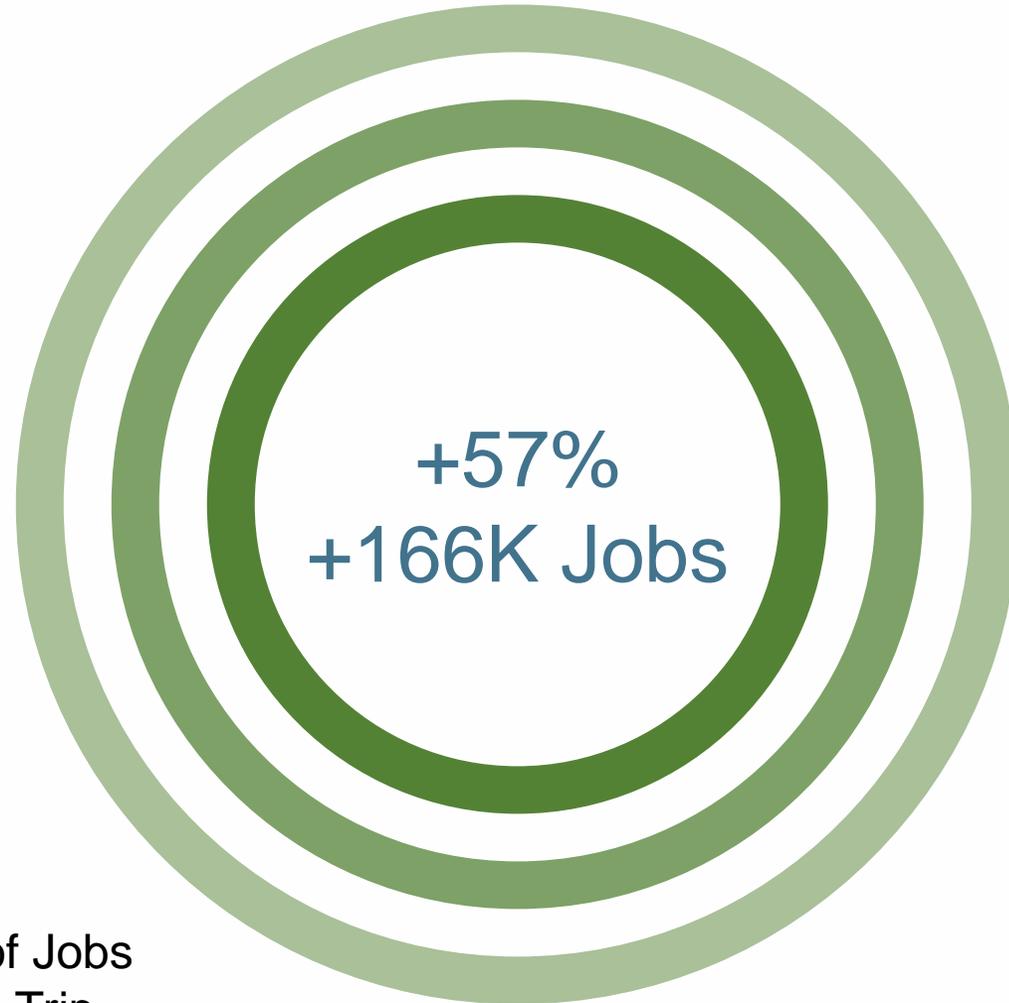
Draft Vision

# Key Strategy: Link Development & Transportation Decisions



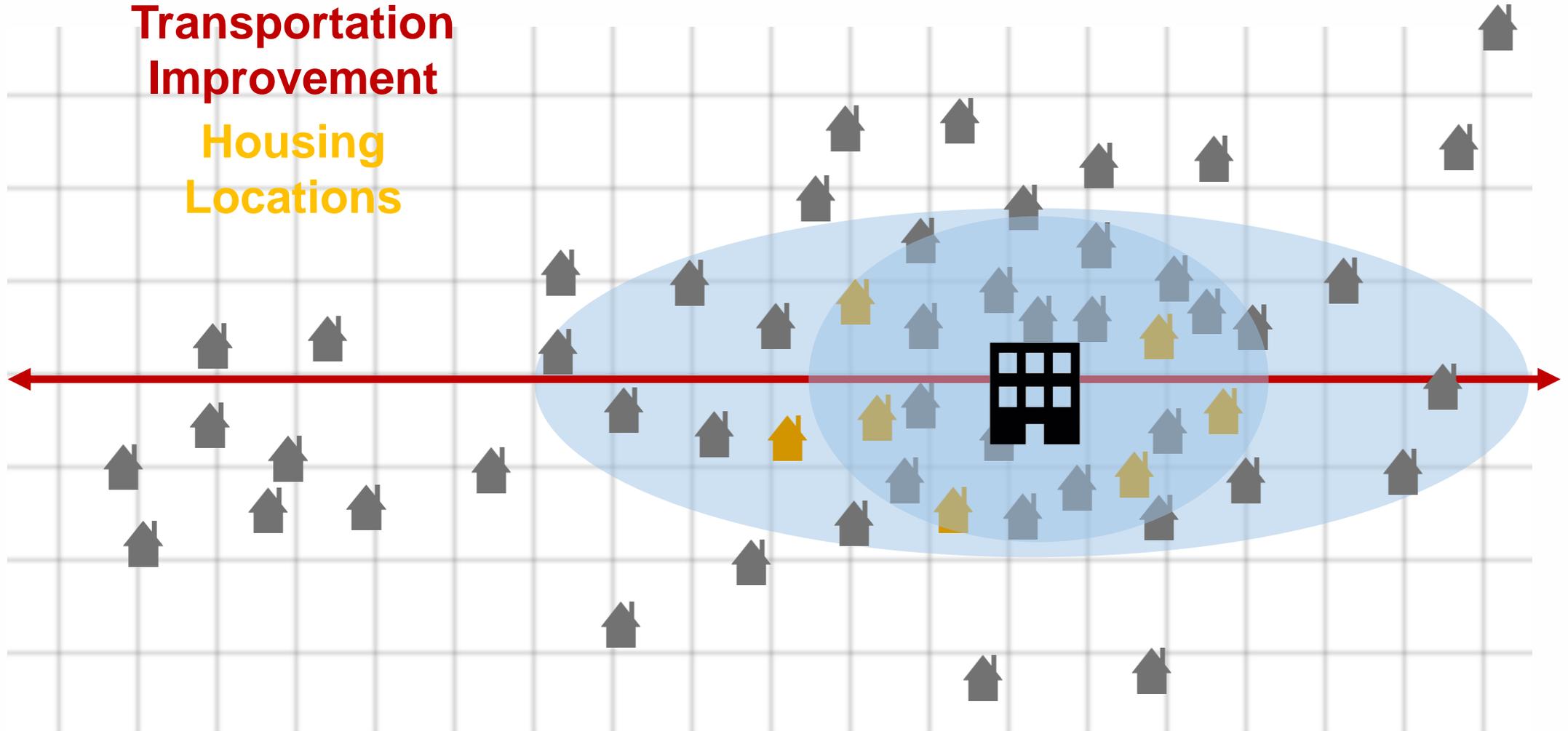
# Key Strategy: Link Development & Transportation Decisions

*“Where can I get to soon?”*

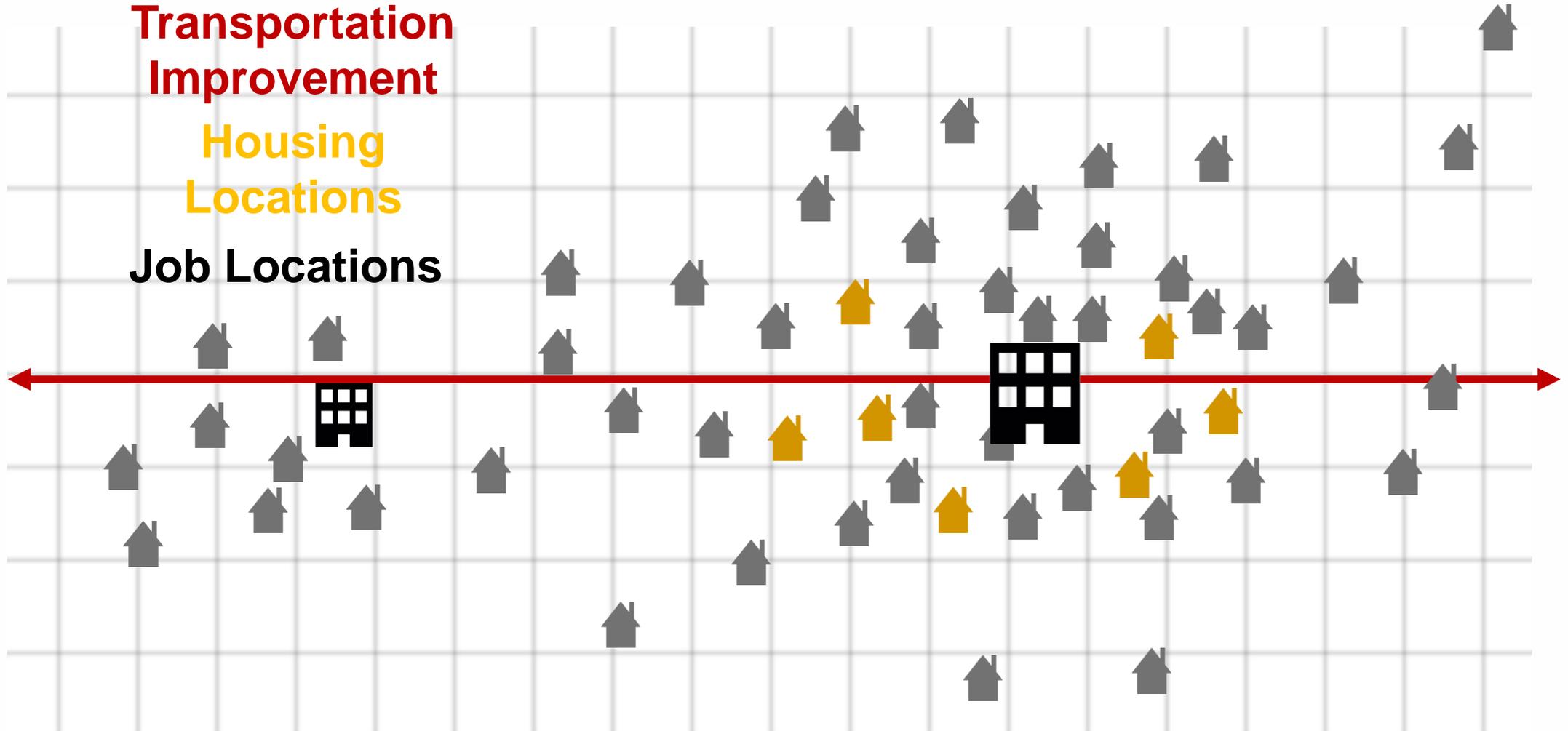


Average Number of Jobs  
Within 30-Minute Trip

# Improving Access to Opportunity



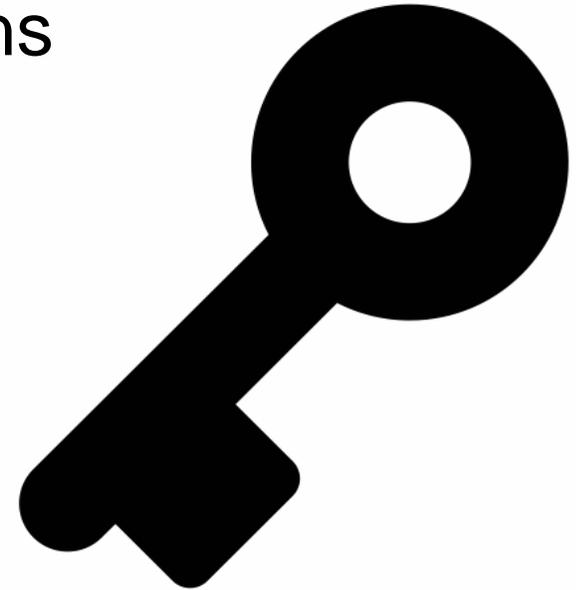
# Improving Access to Opportunity



# Key Strategies

---

- Provide Transportation Choices
- Support Housing Options
- Preserve Open Space
- Link Development and Transportation Decisions





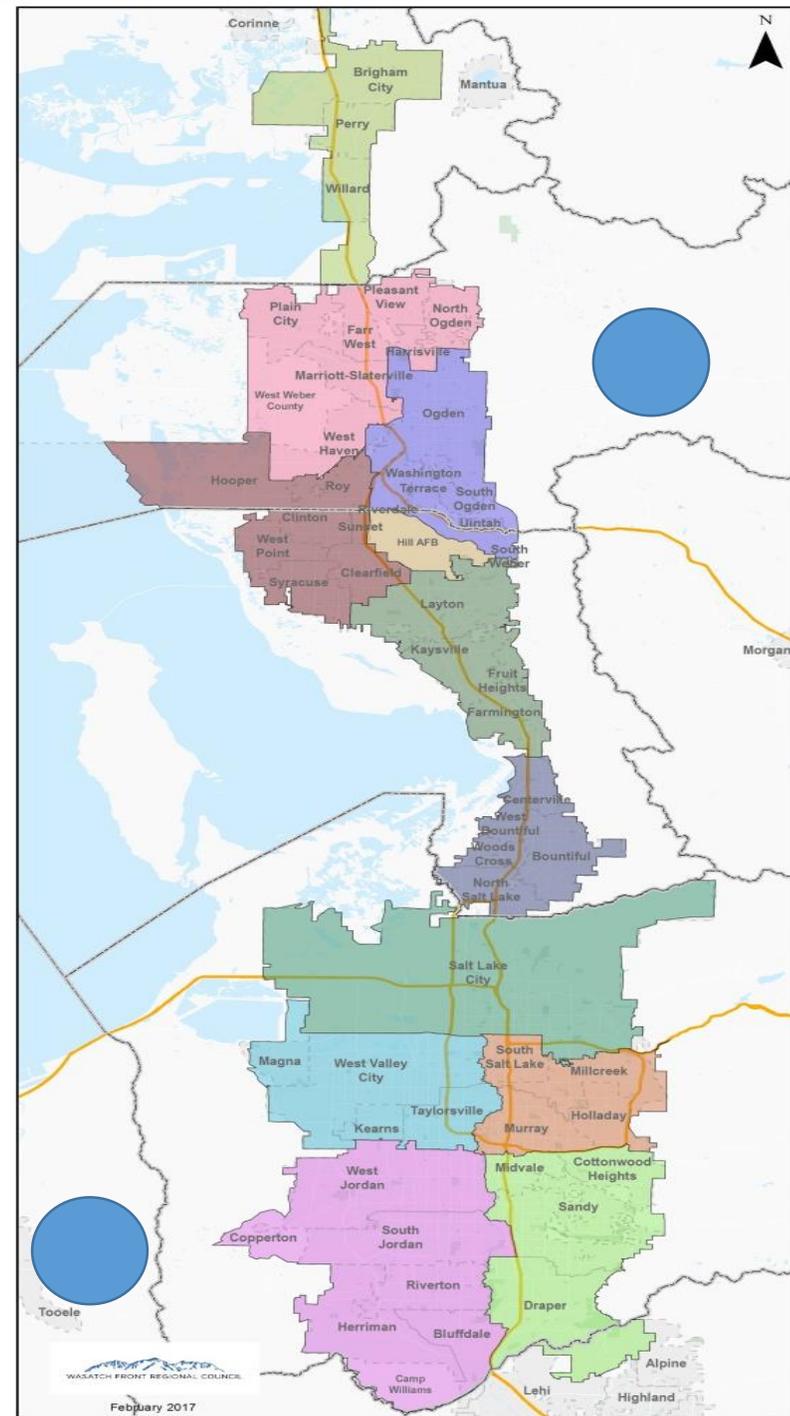
**WASATCH CHOICE**

— 2050 —

# Wasatch Choice Draft Vision: How to make it better?



# Vision Workshops



# Feedback being sought

---

## **1. Convey your local interest in land use concepts**

“No interest”

“Interested in exploring during our next general plan update”

“Interested in exploring in the next few years”

“Already exploring”

“Already implementing”

- Modify the shape and classification of a land use concept

## **2. Provide feedback on road, transit, and active transportation projects**

- Issues, concerns, suggested modifications

# Wasatch Choice Vision: Interactive Feedback

Wasatch Choice Interacti X

Secure | <https://arcc.is/yr9C5>

Español

WASATCH FRONT REGIONAL COUNCIL

## Wasatch Choice Interactive Map

Building on community values through an extensive public input process, Wasatch Choice 2050 (WC2050) aims to establish a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. This locally-driven, regionally-significant process will produce a strategy for future growth and a framework to identify, select, and prioritize 2019-2050 Regional Transportation Plan projects.

### Provide Feedback

Wasatch Front Regional Council (WFRC) needs your input again to refine and finalize the Draft Vision. We invite you to evaluate the Draft Vision and provide your feedback on the proposed projects, land use, and economic areas via the interactive map. Comments regarding the Draft Vision will be accepted during the public comment period, which continues through March 16, 2018.

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

[Why are we performing the WC2050 Vision process?](#)

[Where are we in the WC2050 Vision process?](#)

[How will we use the feedback received?](#)

Draft Preferred Scenario

Map showing the Draft Preferred Scenario for the Wasatch Choice 2050 Vision. The map displays the Wasatch Front region, including Salt Lake City, Provo, Ogden, and surrounding areas. Key features include the Great Salt Lake, Wasatch Mountain State Park, and various planning zones highlighted in orange, purple, and blue. The map is powered by Esri, HERE, Garmin, USGS, NGA, EPA, USDA, and NPS.

# The vision guides coordinates implementing plans





# Wasatch Choice 2050 Draft Vision

Regional Growth Committee January 18, 2018



# **2015-2040 RTP**

## **Amendment Number 5**

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

———— January 18, 2018 ————

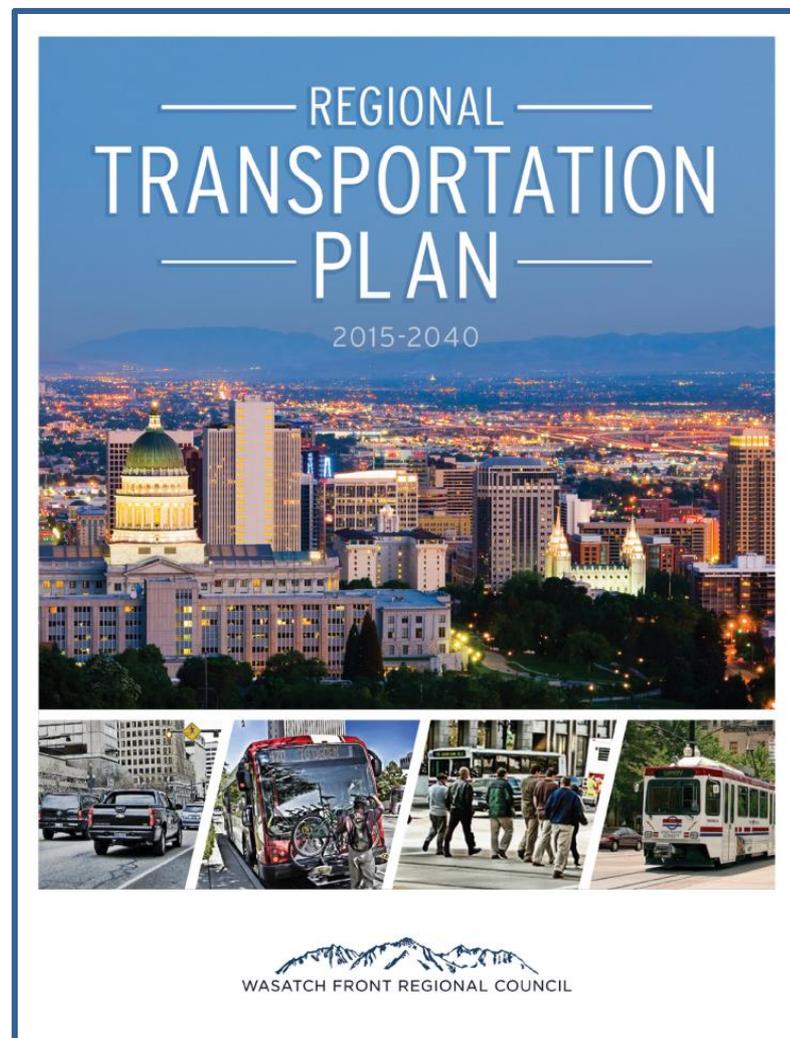


WASATCH FRONT REGIONAL COUNCIL

# RTP And Amendment Process Overview

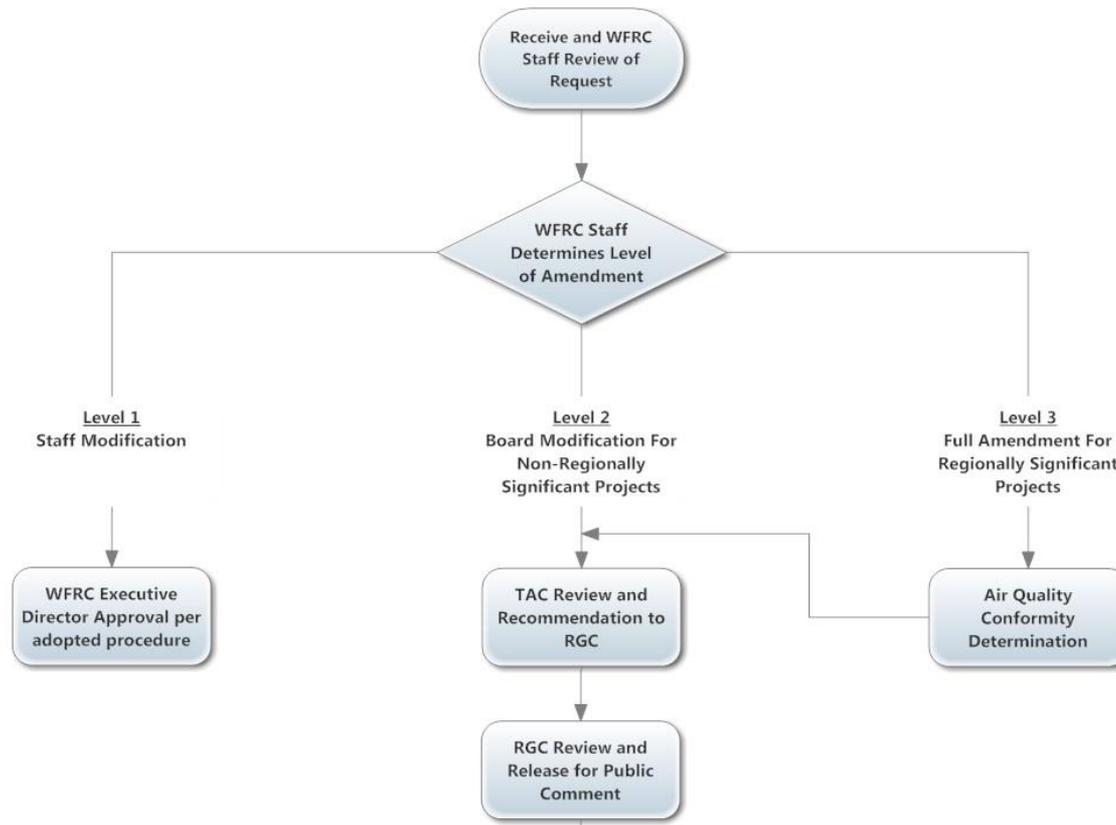
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- RTP is updated every four years
  - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
  - Financial constraints
  - Public review and input
  - Modeling and Air quality conformity
-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



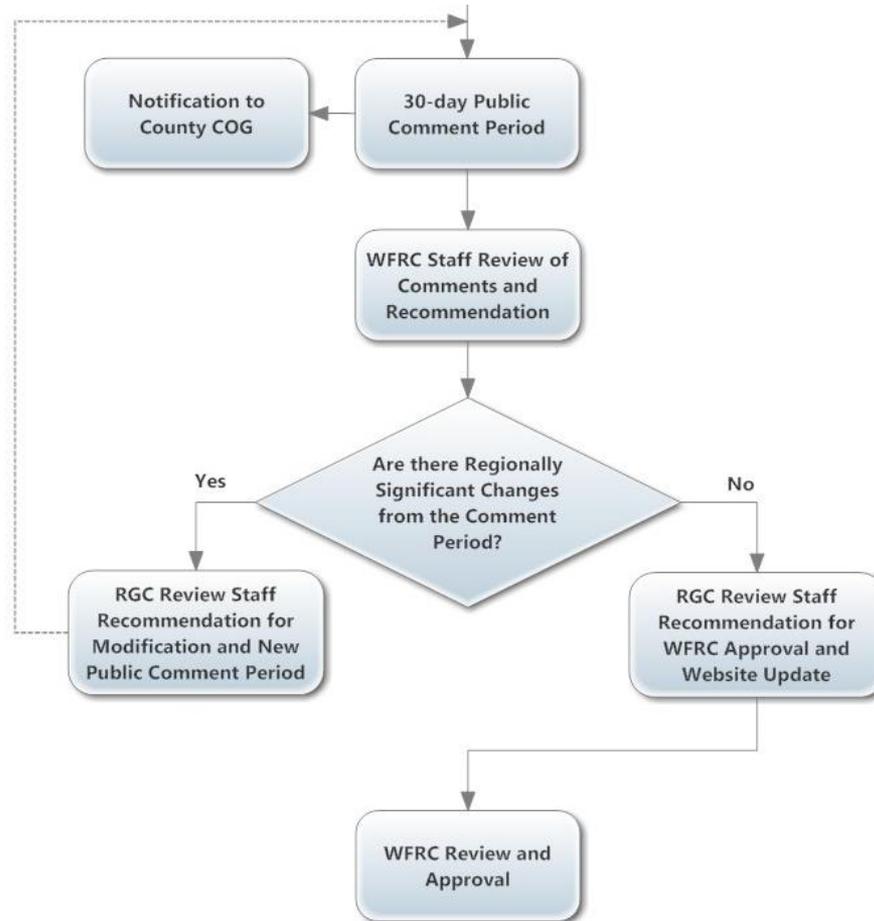
# RTP And Amendment Process Overview

## 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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- 9 total requests for approximately \$196 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)
- UDOT Project
  - One phasing change (~\$2 million)

# 1100 North – Harrisville City

## Scope:

- 1100 North from 140 West to 140 East.
- Three-lane facility.
- New construction - Phase 1.



# 1100 North – Harrisville City

## Level 2 Request

### 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.

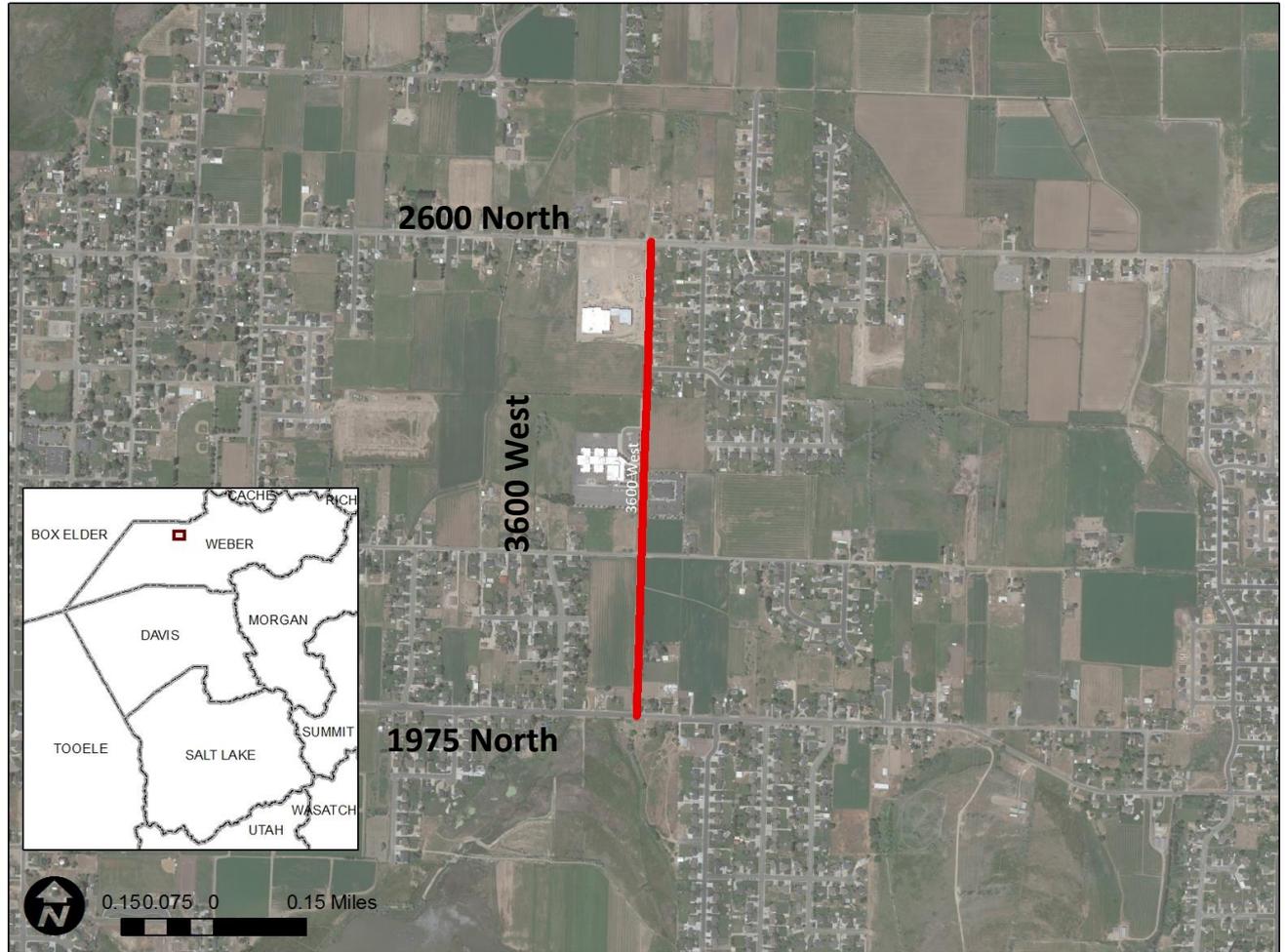
### Technical Considerations:

	<b>Safety Index</b>	4 out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	106 hours added per day. Links Highway 89 to Washington Blvd.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	No identified centers.
	<b>Air Quality Conformity Analysis</b>	Not required.

# 3600 West – Plain City

## Scope:

- Operational improvements on 3600 West from 2600 North to 1975 North.
- Phase 1 project.



# 3600 West – Plain City

## Level 2 Request

### 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.

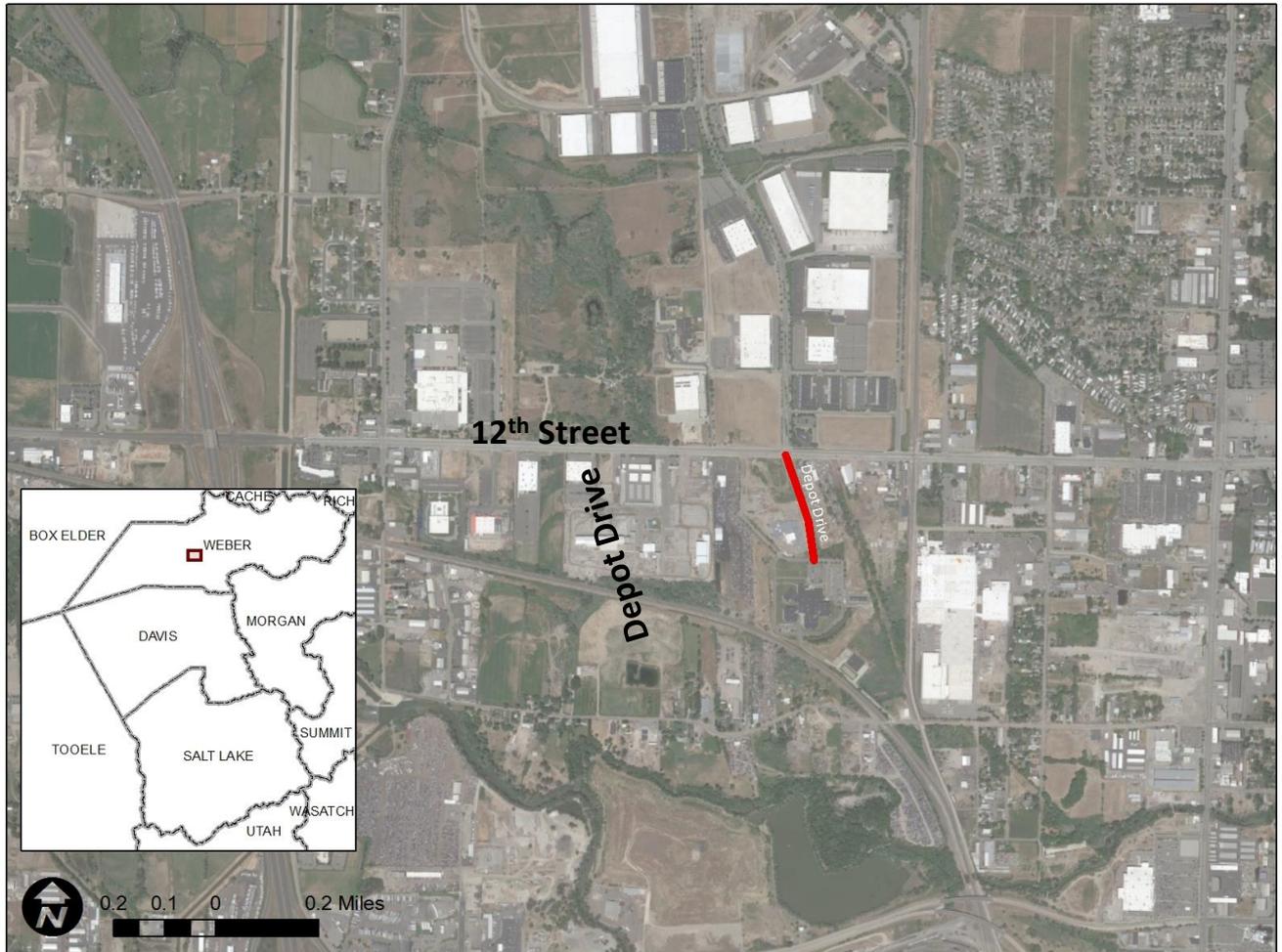
### Technical Considerations:

	<b>Safety Index</b>	<b>1.5</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	3 hours reduced per day. Connects two minor east/west arterials.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	No identified centers.
	<b>Air Quality Conformity Analysis</b>	Not required.

# Depot Drive – Weber County

## Scope:

- Extension of Depot Drive from 12<sup>th</sup> Street to Weber County Sheriff's Complex and Jail.
- New construction – Phase 1.



# Depot Drive – Weber County

## Level 2 Request

### 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.

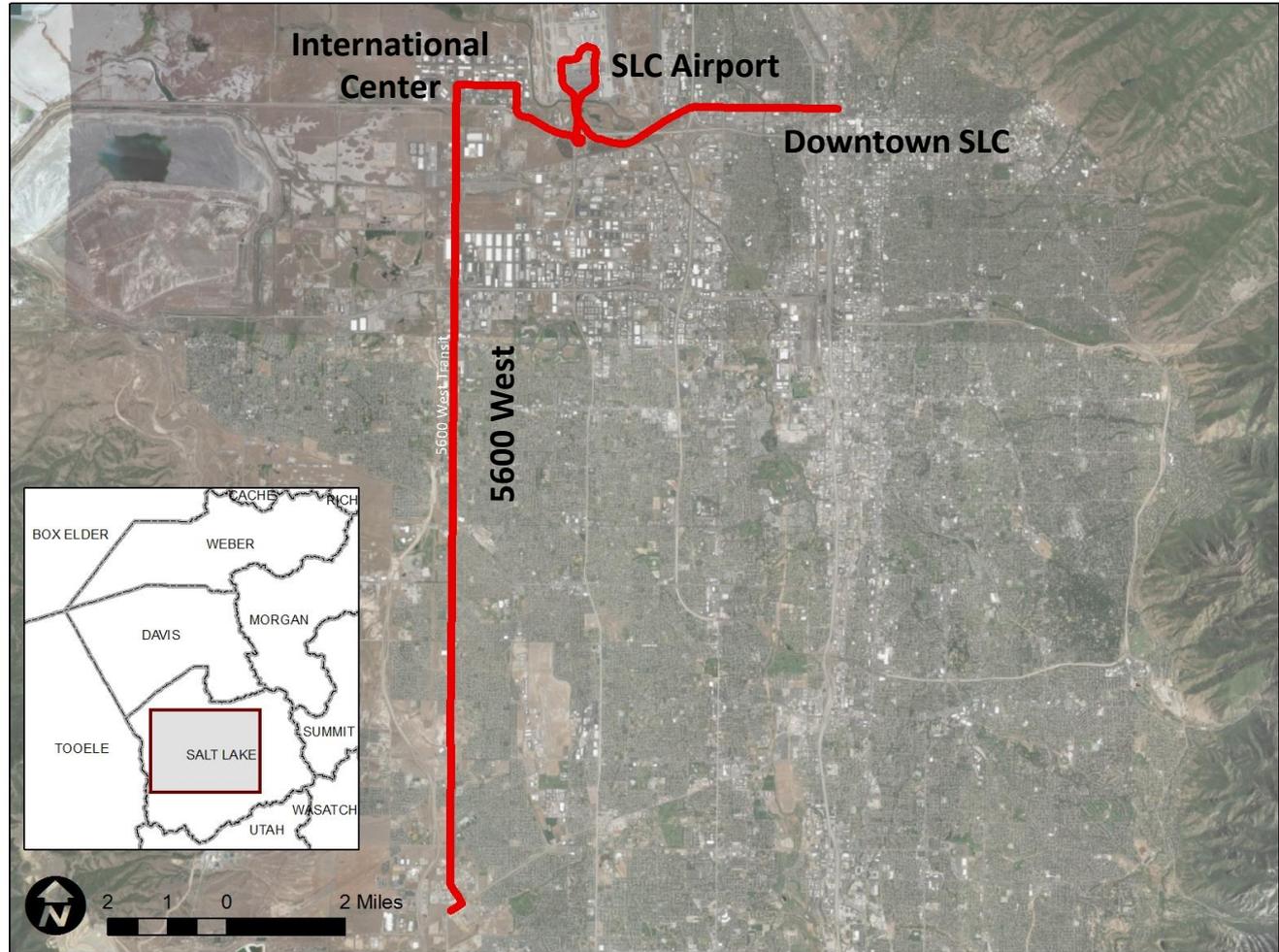
### Technical Considerations:

	<b>Safety Index</b>	<b>1.5</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	N/A Provides connection to employment center.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	No identified centers.
	<b>Air Quality Conformity Analysis</b>	Not required.

# 5600 Transit – Utah Transit Authority

## 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.



# 5600 West Transit – Utah Transit Authority

## Technical Considerations:

	<b>Bus Accidents</b>	2 minor incidence on Flex Rt.			
	<b>First Last Mile Connections</b>	106 hr added per day. Links Highway 89 to Washington Blvd.			
	<b>Project Readiness</b>	Updated EA.			
	<b>Support Wasatch Choice 2050</b>	Boulevard Community.			
	<b>Connections to Strategic Clusters</b>	Manufacturing IT, Software, Finance, and Aerospace.			
	<b>Job and Education Training (ATO)</b>	Yes			
	<b>Existing Ridership</b>	N/A			
	<b>Projected Ridership</b>	<b>From</b>	<b>to 2700 South</b>	<b>to Airport</b>	<b>to Airport &amp; Downtown</b>
		6200 South	200-300	600-900	1,600-3,200
		Old Bingham	500-700	1,100-1,500	2,200-3,900
	<b>Serves Vulnerable Community</b>	Yes			
	<b>Air Quality Conformity Analysis</b>	Not required.			

## Level 3 Request

### Cost:

\$34.5 million total  
 \$22.6 million for roadside improvements  
 \$11.9 million for buses  
\$ 6.7 million for operating costs

### Funding Source:

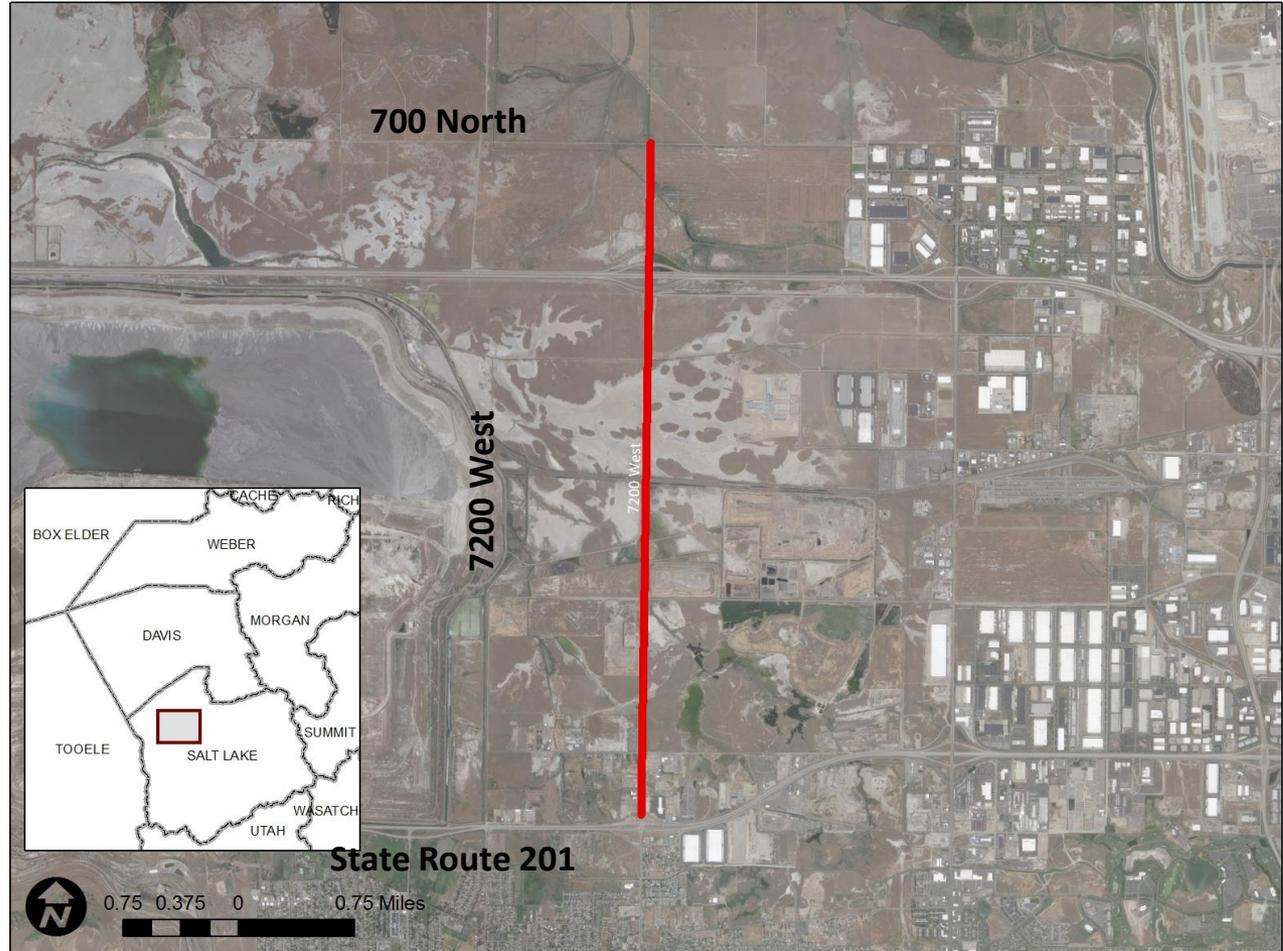
Unknown



# 7200 West – Salt Lake County

## 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.



# 7200 West – Salt Lake County

## Level 2 Request

### Benefits:

Provides access to the new Utah State Correctional Facility.

### Cost:

\$100 million (refined cost from upcoming study)

### Funding Source:

Unknown.

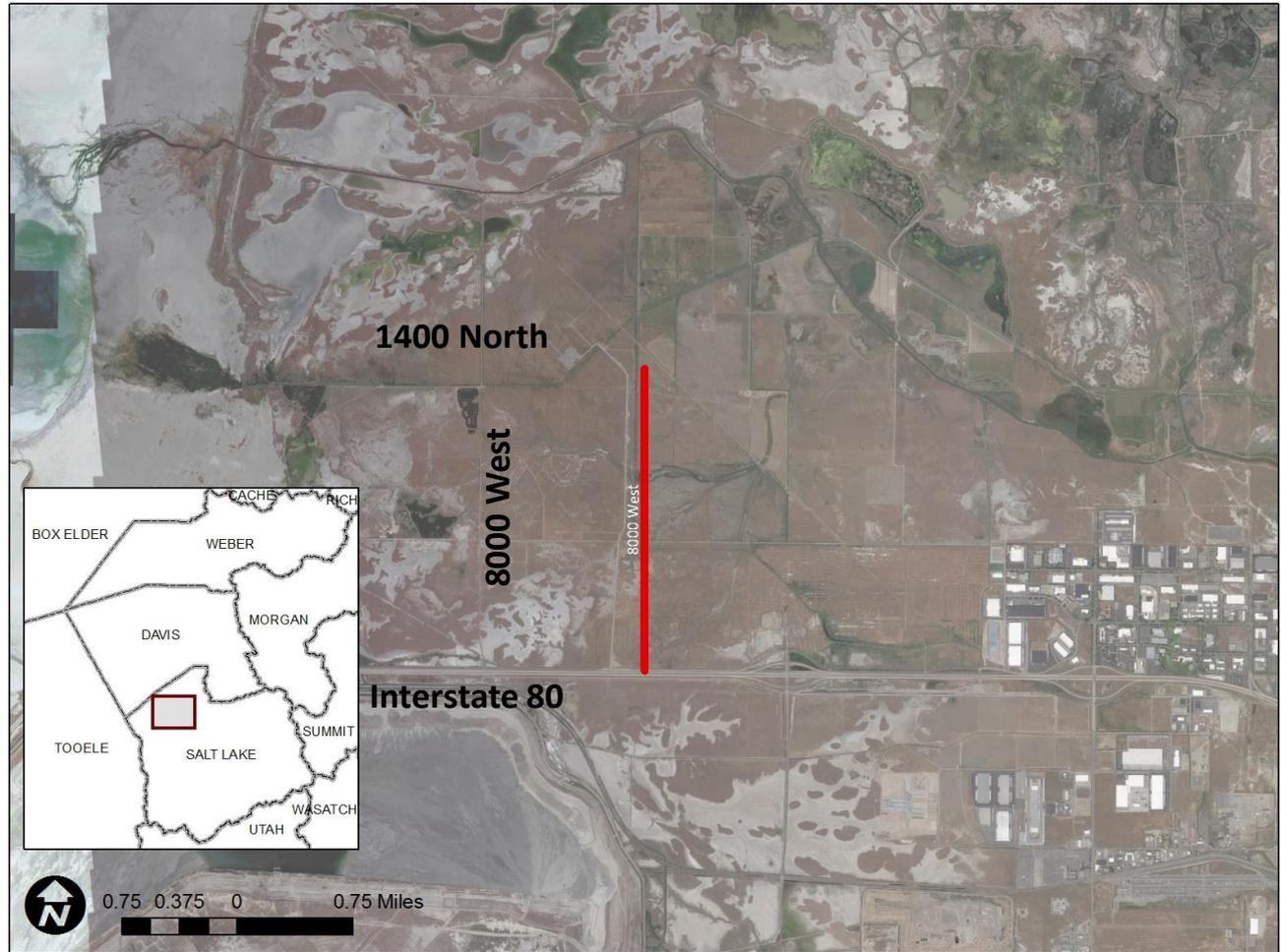
### Technical Considerations:

	<b>Safety Index</b>	<b>2</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	1104 hours added per day. Connectivity to the Northwest Quadrant.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	Connection to job centers—Utah State Prison Site and International Center.
	<b>Air Quality Conformity Analysis</b>	Not required.

# 8000 West – Salt Lake County

## Scope:

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



# 8000 West – Salt Lake County

## Level 2 Request

### Benefits:

Provides one of two accesses to the new Utah State Correctional Facility.

### Cost:

\$15 million

### Funding Source:

Utah State Correctional Facility funding.

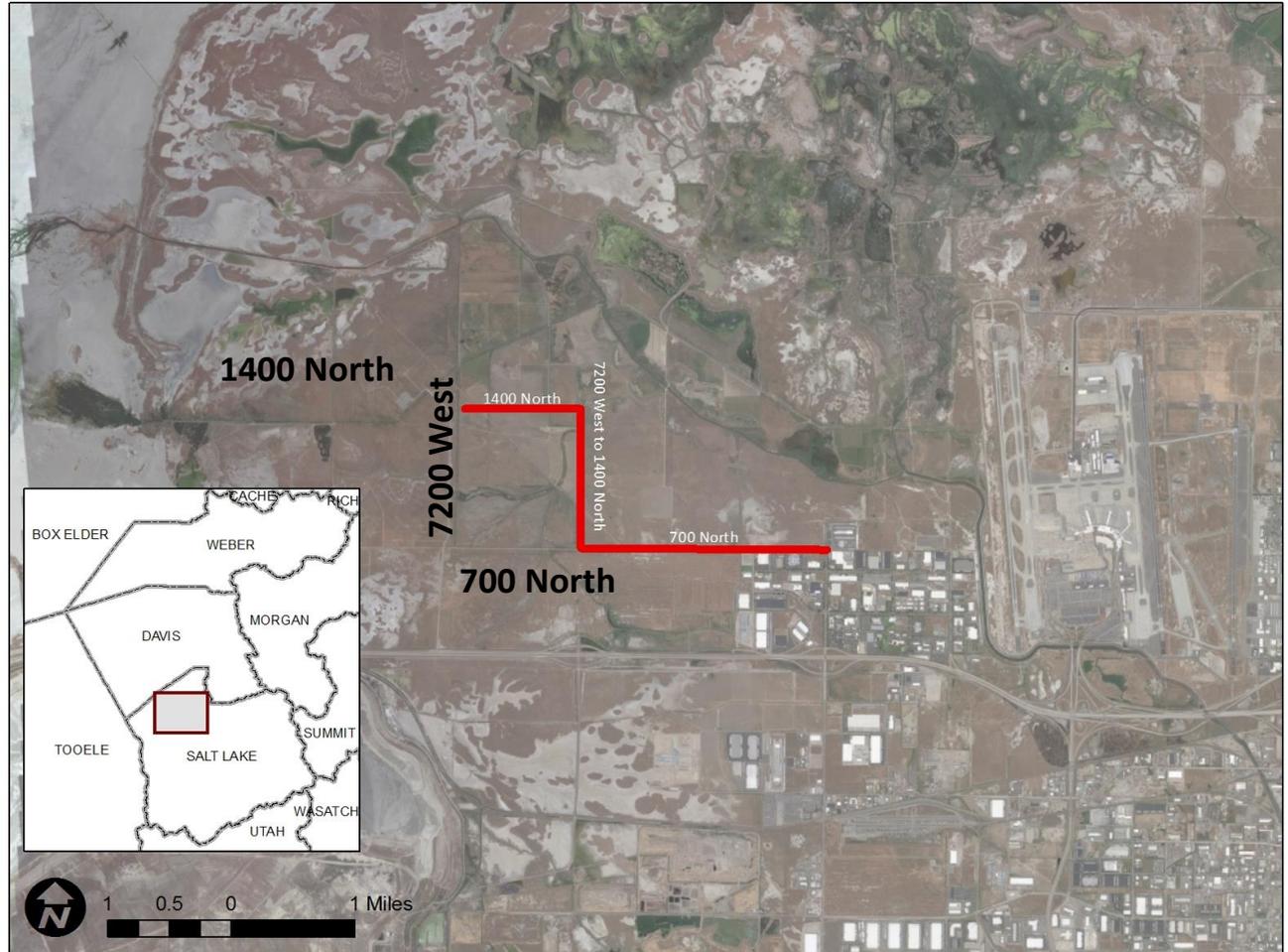
### Technical Considerations:

	<b>Safety Index</b>	<b>2</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	N/A  Connectivity to the Northwest Quadrant.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	Connection to job centers– Utah State Prison Site
	<b>Air Quality Conformity Analysis</b>	Not required.

# 700 N, 7200 W, 1400 N – Salt Lake County

## 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.



# 700 N, 7200 W, 1400 N – Salt Lake County

## Level 2 Request

### 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:

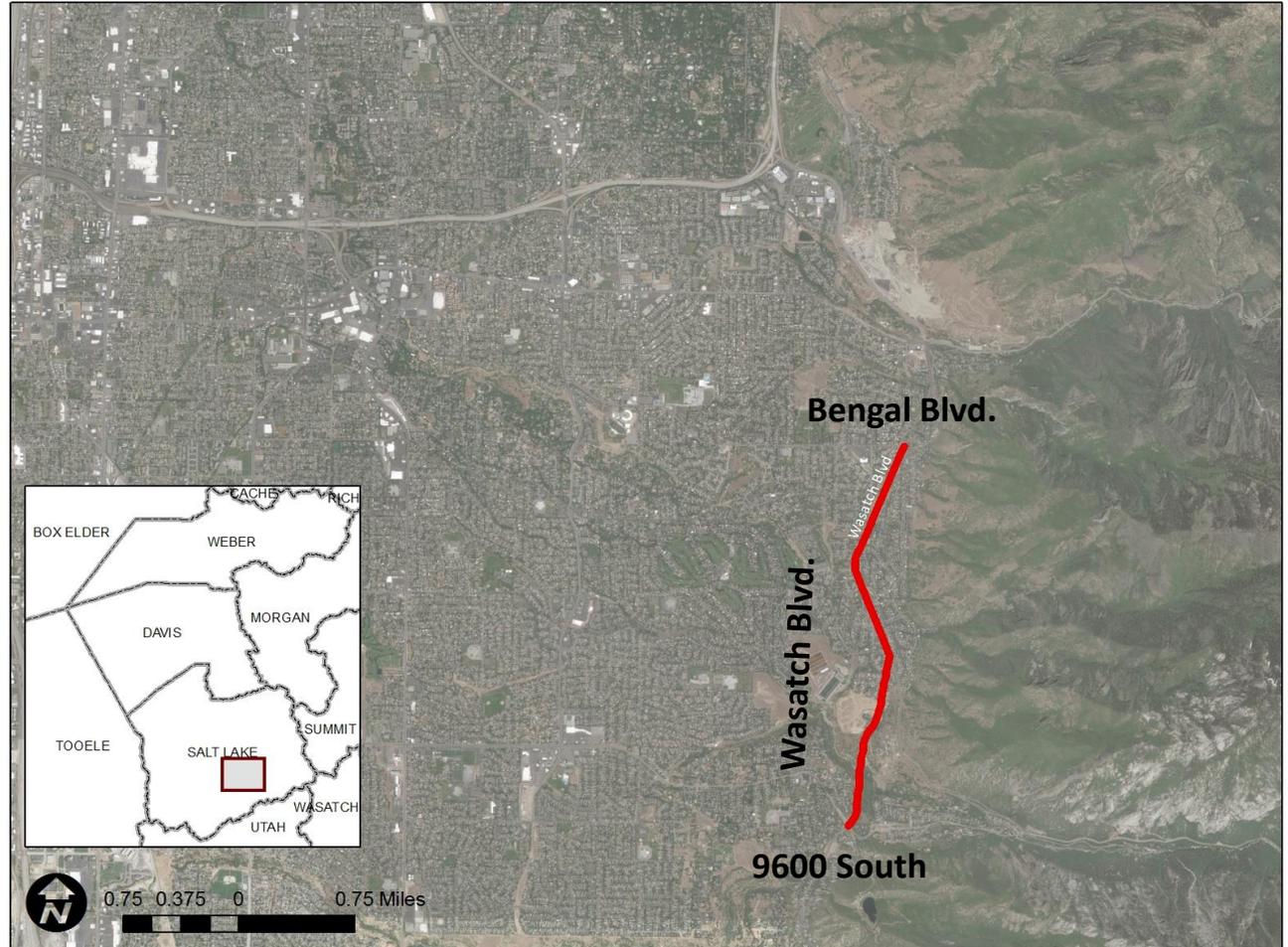
	<b>Safety Index</b>	<b>2</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	135 hours added per day. Connectivity to the Northwest Quadrant.
	<b>Project Readiness</b>	Corridor preserved and preliminary engineering is underway.
	<b>Support Wasatch Choice 2050</b>	Connection to job centers– Utah State Prison Site
	<b>Air Quality Conformity Analysis</b>	Not required.



# Wasatch Boulevard – Cottonwood Heights

## Scope:

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



# Wasatch Boulevard – Cottonwood Heights

## Level 3 Request

### Project 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.

## Level 3 Road Technical Considerations:

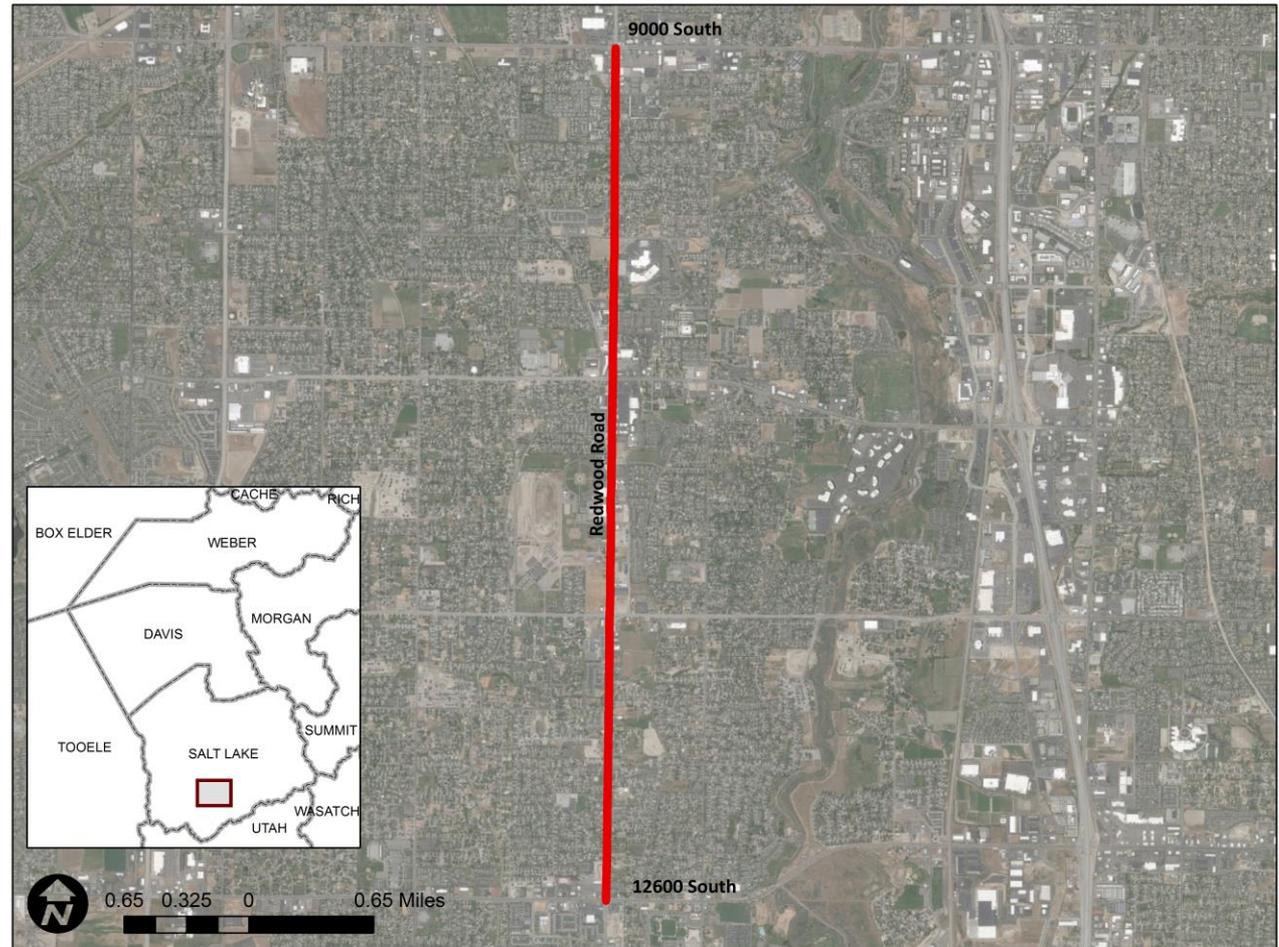
	<b>Safety Index</b>	<b>4.5</b> out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	2 hrs. increased per day. Connection between canyon resorts.
	<b>Project Readiness</b>	Updated EA.
	<b>Support Wasatch Choice 2050</b>	Connects Gravel Pit Town Center.
	<b>Connections to Clusters</b>	IT, Software, and Finance.
	<b>Job and Education Access (ATO)</b>	Knudsen Corner
	<b>Supports Multimodal Transportation Choices</b>	Existing bike route and future enhanced bus.
	<b>Impacts Vulnerable Community</b>	No
	<b>Air Quality Conformity Analysis</b>	Required.



# Redwood Road – UDOT

## Scope:

- Change from Phase 3 to Phase 1.
- Widening of Redwood Road from 9000 South to 12600 South from 5 to 7 lanes.



# Redwood Road – UDOT

## Level 3 Request

### Project Benefits:

- Additional widening through restriping
- Consistent cross-section for entire roadway.
- Alleviates near term intersection failure

### Total Cost:

\$2.3 million

### Funding Source:

Existing funds and potential STP Funds.

## Level 3 Road Technical Considerations:

	<b>Safety Index</b>	6 out of 10
	<b>Vehicle Hours Traveled and/or Connectivity</b>	Approximately 3,100 hrs. decrease in vehicle hours of travel per day when compared to the “No Build.”
	<b>Project Readiness</b>	Salt Lake County Westside Bicycle Study, Redwood Road Travel Demand Study, and Redwood Road Multimodal Transportation Study.
	<b>Support Wasatch Choice 2050</b>	South Jordan City Hall Town Center.
	<b>Connections to Clusters</b>	IT, Software, Finance, and Natural Resource and Energy Clusters.
	<b>Job and Education Access (ATO)</b>	Intermountain Home Care & Hospice and Merit Medical Systems
	<b>Supports Multimodal Transportation Choices</b>	Future vision bike route, supports 1300 West bicycle route, and Core Transit.
	<b>Impacts Vulnerable Community</b>	Yes
	<b>Air Quality Conformity Analysis</b>	Required.

# **2015-2040 RTP**

## **Amendment Number 5**

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

———— January 18, 2018 ————



WASATCH FRONT REGIONAL COUNCIL