Access to Opportunity
Informing Transportation Project Decisions
April 17, 2018
Access to economic and educational opportunities
What is access to opportunity (ATO)?

How many valued destinations can be reached in a reasonable period of time?
How to improve ATO?

Destinations
Nearby

Housing
Locations
How to improve ATO?

Transportation Improvement
How to improve ATO?
Access is dynamic by mode

Drive Time

Travel Time
- 0 - 5 Minutes
- 6 - 10 Minutes
- 11 - 15 Minutes

Elementary Schools
System-level ATO

Existing Plans Funded through 2050 vs. Existing Plans Funded through 2024

WC2050 Vision vs. Existing Plans Funded through 2024

<table>
<thead>
<tr>
<th></th>
<th>2015 Existing Conditions</th>
<th>2050 Existing Plans Funded through 2024</th>
<th>2050 Existing Plans Funded through 2050</th>
<th>Draft WC2050 Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>458K</td>
<td>290K</td>
<td>412K</td>
<td>457K</td>
<td></td>
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<tr>
<td>91K</td>
<td>51K</td>
<td>63K</td>
<td>75K</td>
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</tbody>
</table>

Legend:
- 0: 0 - 10000
- 1: 1 - 10000
- 2: 10001 - 20000
- 3: 20001 - 40000
- 4: 40001 - 100000
Phasing and programming

Where are HOUSEHOLDS in 2030?

Where are JOBS in 2030?

Travel Time Improvements from Project

• ATO is key component in decision making

• Incorporating into phasing now and working to incorporate in programming

→ Project Benefit
Further decision making

- Schools
- Grocery Stores
- Transit Stops
- Parks
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
Phase 1
Listening & Research
COMPLETED

Phase 2
Scenarios & Vision
COMPLETED

Phase 3
Financing
NOW
The Bottleneck Between the State’s Two Largest Counties is a State-Level Issue

Source: Kem C. Gardner Policy Institute
New 2060 Population Growth Projections for Salt Lake/Utah County

![Graph showing population growth projections for Salt Lake and Utah counties from 2012 to 2017.]

- **Salt Lake**
  - 2012: 1,800,000
  - 2017: 1,650,000
- **Utah**
  - 2012: 1,400,000
  - 2017: 1,500,000

Percent of Households Within Half a Mile of a Center

Baseline Scenario: 11%
Preferred Scenario: 64%
A growing number of employees in the region (45%) say they want to live somewhere more walkable than traditional suburban.
However, jobs continue to locate near/around I-15.

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

Housing is rapidly locating in western SLCo and UTCo.
Study Area Daily Trip Internal Capture (in millions of trips captured)

400,000 trips per day
≈ 3 eight-lane freeways of traffic

Baseline scenario: 1.43
Preferred scenario: 1.82
Preferred scenario accommodates more jobs and households with less driving.
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
FrontRunner Regional Daily Ridership

- **Baseline scenario**: 28,000
- **Preferred scenario**: 107,000

**How?**

- Land Use
- Additional transit connections
- Free fares
- Double-tracking, allowing 15 minute headways
Minutes from Draper Prison Site to Key Destinations During PM Peak Time

- **Present Day**: 21 (Salt Lake City), 28 (Provo)
- **Baseline Scenario**: 30 (Salt Lake City), 86 (Provo)
- **Preferred Scenario**: 25 (Salt Lake City), 66 (Provo)
KEY ELEMENTS

- Walkable Districts
- Integrated Transportation and Land Use
MIXED-USE TOWN CENTER
LIGHT RAIL TRANSIT
HB 372

- Creates “Point of the Mountain State Land Authority”
- Authority governs management, planning, development & sale of state lands at prison site
  - Guided by Development Commission’s work
- 11 member board
  - 4 (incl. 1 cochair) appointed by Legislature
  - 4 (incl. 1 cochair) appointed by Governor (1 GOED, 1 DFCM)
  - 2 appointed by mayors of Draper and Salt Lake County
  - 1 appointed by USHE
- Staff support and assistance from DFCM & GOED
This Vision is 12 Signature Elements, 21 Goals, and 126 Strategies
2015-2040 RTP
Amendment 6
Presentation to Regional Growth Committee

May 17, 2018
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
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
- RGC Review and Release for Public Comment

Level 3: Full Amendment For Regionally Significant Projects
- Air Quality Conformity Determination
RTP And Amendment Process Overview

1. Notification to County COG
2. 30-day Public Comment Period
3. WFRC Staff Review of Comments and Recommendation
4. Are there Regionally Significant Changes from the Comment Period?
   - Yes: RGC Review Staff Recommendation for Modification and New Public Comment Period
   - No: RGC Review Staff Recommendation for WFRC Approval and Website Update
5. WFRC Review and Approval
Scope:

- Widening of one additional general purpose lane northbound on I-15 from Bangerter Highway to I-215.
- New Project to the RTP - Phase 1.

Benefits:

- The additional lane is needed to ensure the safe movement of autos as they change lanes along I-15.
- The additional lane will be part of the planned I-15 connector / distributor system.

Funding Source:

This project is funded through the Transportation Investment Fund.

Cost:

$135 Million
Level 3 Request

4700 South – West Valley City and Kearns

Scope:

- The widening of 4700 South to 5 lanes from 4000 West to 5600 West.
- New construction – Move from Phase 2 to Phase 1.

Benefits:

- Capacity improvement for east / west traffic flow.
- Two lanes in each direction with a center turn lane.
- Uniform geometrics and horizontal geometry. Improvements to steep 12 percent cross slopes.
- Four foot shoulder and bicycle lane are also planned.
- Project is being developed multi-jurisdictionally.

Funding Source:
Possible local and STP funds.

Cost:
$15 Million
Level 2 Request
14600 South – Bluffdale City

**Scope:**
- Operational improvements on 14600 South from Redwood Road to Porter Rockwell Blvd.
- Redefine the project from widening to operational improvements and a new operational segment.
- Modified project – Move from unfunded to Phase 1.

**Benefits:**
- Major collector that connects Redwood Road to I-15 Freeway at 14600 South interchange.
- Will include center turn lanes, bicycle, and pedestrian elements.
- Links communities and commuters, along with recreational traffic.
- Improvements to existing geometric configuration and improved safety.

**Funding Source:**
Possible Salt Lake County preservation, STP, and local funds.

**Cost:**
$6.12 million
**Level 2 Request**

**700 South – Salt Lake City**

**Scope:**
- New construction of the 700 South railroad bridge near 4800 West.
- New construction of 700 South from 5600 West to approximately 5300 West.
- New Project to the RTP - Phase 1.

**Benefits:**
- A new bridge on 700 South and 4800 West will improve safety for both automobiles and trains.
- No future stopping of auto traffic by train traffic that has come to a complete stop.
- Realignment of 700 South will move the intersection approximately 400 feet to the north improving sight lines and safety.

**Funding Source:**
Possible UP Railroad, Salt Lake City, Salt Lake County, or other grant funds.

**Cost:**
$21.3 million
Level 2 Request
5500 West – Hooper City

Scope:
- Operational improvements on 5500 West from 3500 South to 5500 South.
- Functional classification change to Major Collector.
- New Project to the RTP - Phase 1.

Benefits:
- Widening of a country roadway from two narrow travel lanes to 12-foot lanes.
- Widening will also include 9-foot paved shoulders and curb, gutter, and sidewalk.
- This facility will help address near and future traffic and safety concerns in a growing area of the City.

Funding Source:
Possible Local and STP funding sources.

Cost:
$3.9 million
# Level 2 Request

## 2800 North / North Plain City Rd. – Plain City

### Scope:
- Operational improvements on 2800 North and North Plain City Road from 4200 West to SR-126.
- Functional classification change to a Minor Collector.
- New Project to the RTP - Phase 1.

### Benefits:
- This project will provide for increased safety with the addition of shoulder and the reconfiguration of the street cross-section.
- Center turn-lane at intersections will improve mobility and traffic flow.
- Project is being developed in close cooperation with Farr West City.

### Funding Source:
Possible local and STP funds.

### Cost:
$7.4 Million
## Technical Considerations for Level 3 Requests

<table>
<thead>
<tr>
<th>Project</th>
<th>Safety Index</th>
<th>Vehicle Hours Traveled</th>
<th>Project Readiness</th>
<th>Support WC2050</th>
<th>Connections to Clusters</th>
<th>Job and Education Training (ATO)</th>
<th>Multimodal Transportation Choices</th>
<th>Vulnerable Communities</th>
<th>Air Quality Conformity</th>
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<tbody>
<tr>
<td>I-15 North Bound UDOT</td>
<td><strong>7.5 of 10</strong></td>
<td>NB 1,403,430 Build 1,393,320 -10,110</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired.</td>
<td>Supports Village and Town Centers near I-15.</td>
<td>Economic Clusters include Energy, Finance Service, Life Sciences, Software and IT.</td>
<td>Draper Crossing, SLCC Miller Campus, Sandy Downtown, South Town Mall and Auto Mall.</td>
<td>Within Proximity to UTA Front Runner service and east/west Core Bus Routes.</td>
<td>Supports Village and Town Centers near I-15.</td>
<td><strong>Required</strong></td>
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<tr>
<td>4700 South West Valley City</td>
<td><strong>6 of 10</strong></td>
<td>NB Build 893,930 890,330 -3,600</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired. EIS approved.</td>
<td>Supports a Village Center at 5600 West.</td>
<td>None.</td>
<td>Mostly residential land use with some small commercial businesses located at intersections.</td>
<td>Supports Core Bus Route on 5600 West. Proposed bicycle route.</td>
<td>Impacts Vulnerable Communities</td>
<td><strong>Required</strong></td>
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<tr>
<td>Project</td>
<td>Safety Index</td>
<td>Vehicle Hours Traveled</td>
<td>Connectivity</td>
<td>Project Readiness</td>
<td>Support WC2050</td>
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<td>14600 South</td>
<td>4 of 10</td>
<td>No Build</td>
<td>192,740 VHT</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired.</td>
<td>Connection to Jordan River Parkway and Urban Center in Draper City.</td>
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<td>Bluffdale City</td>
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<td>Build</td>
<td>192,490 VHT -250 VHT</td>
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<tr>
<td>700 South</td>
<td>3 of 10</td>
<td>NA</td>
<td>East / West connectivity will improve with new bridge.</td>
<td>Preliminary engineering. Some right-of-way will need to be acquired.</td>
<td>Connection to Industrial Area in Salt Lake City.</td>
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<tr>
<td>Salt Lake City</td>
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<tr>
<td>5500 West</td>
<td>2 of 10</td>
<td>No Build</td>
<td>50,460 VHT</td>
<td>Preliminary engineering completed. No right-of-way needed.</td>
<td>Passes near Village Center in Hooper City</td>
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<td>Hooper City</td>
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<td>Build</td>
<td>50,390 VHT -70 VHT</td>
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<tr>
<td>2800 North / North</td>
<td>1.5 of 10</td>
<td>No Build</td>
<td>44,950 VHT</td>
<td>No engineering completed to date. Some additional right-of-way will need to be acquired.</td>
<td>Terminates near Industrial Center between I-15 and US-89.</td>
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<td>Plain City Road</td>
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<td>Build</td>
<td>44,920 VHT -30 VHT</td>
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Air quality conformity not required for level 2 requests.
Next Steps - Amendment 6

• **Review by Councils of Government**
  - Salt Lake County COG - May 24
  - Weber County COG - June 4

• **30-Day Public Review and Comment Period**
  - June 30 through August 4

• **Review by Regional Growth Committee**
  - August 16

• **Adopted by the Wasatch Front Regional Council**
  - August 23
2015-2040 RTP
Amendment 6
Presentation to Regional Growth Committee

May 17, 2018