

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



Utah's Unified Transportation Plan ▾

Delivering Quality of Life: Utah's Transportation Vision ▾

What is the Unified Transportation Plan? ▾

Planning for Transportation in Context ▾

Transportation in Utah is more than just a way to get from one place to another. It's an integral part of our quality of life. Because of past investments in transportation and because of how we work together to plan and build the system, we are able to move freely both within and across our communities. Transportation is a key element of what makes Utah great.

[View the Interactive Map](#)

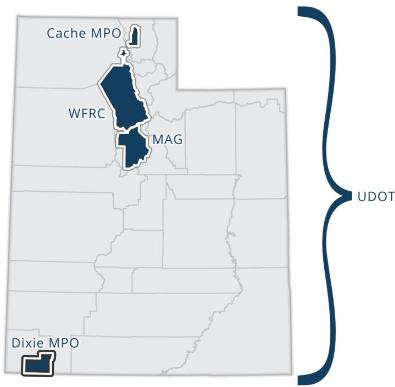
HOW WE GROW MATTERS

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, established through a broad collaboration with partnering agencies statewide. This vision is based on recognition of Utah's growth challenges and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.

Local Planning Meets Statewide Collaboration

Once these groups complete their four-year planning process, they come together to create the UTP, a uniquely collaborative effort in which all the individual entities agree on a shared time horizon and a statewide revenue estimate to inform their individual planning efforts. This ensures that local-level planning is generally guided by the same set of assumptions statewide, reducing redundancies and ensuring the efficient allocation of resources.

Funding decisions are then made through each individual organization, and projects are financed by fuel taxes, vehicle registration fees, auto-related sales taxes, federal funding and grants, and more. Utah legislators traditionally prioritize statewide transportation system efficiency and their support provides important and reliable funding.



Utah's Unified Transportation Plan 2023-2050

UTAH'S UNIFIED
TRANSPORTATION PLAN

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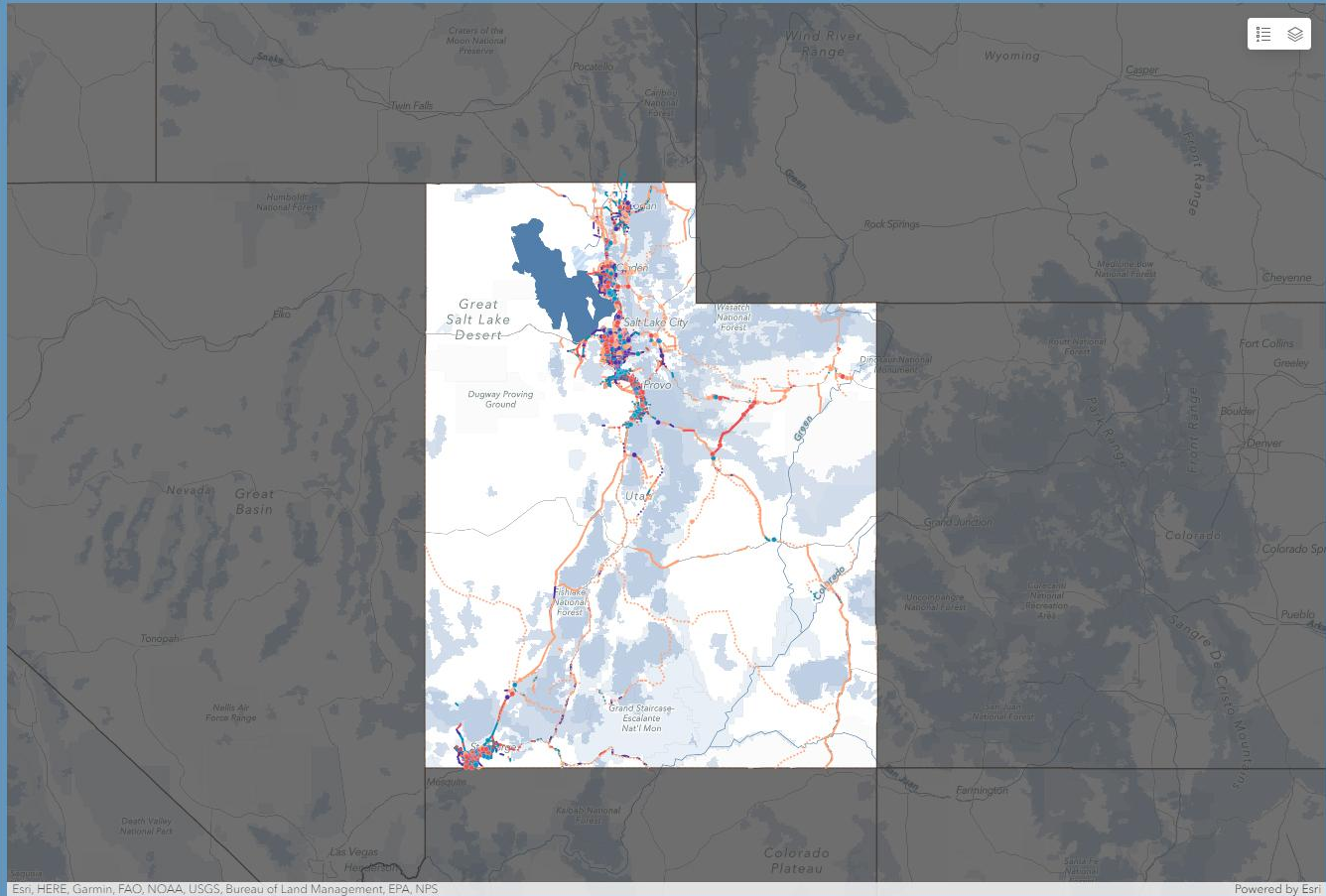
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2	2
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Planning Area

Cache MPO

Dixie MPO

MAG

UDOT

WFR

Mode

Active Transportation

Highway

Transit

Phase

Phase 1 (2023-2032) Assumed ...

Phase 2 (2033-2042) Assumed ...

Phase 3 (2043-2050) Assumed ...

Needs with No Assumed Funding

UDOT Region

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Utah's Unified Transportation Plan 2023-2050

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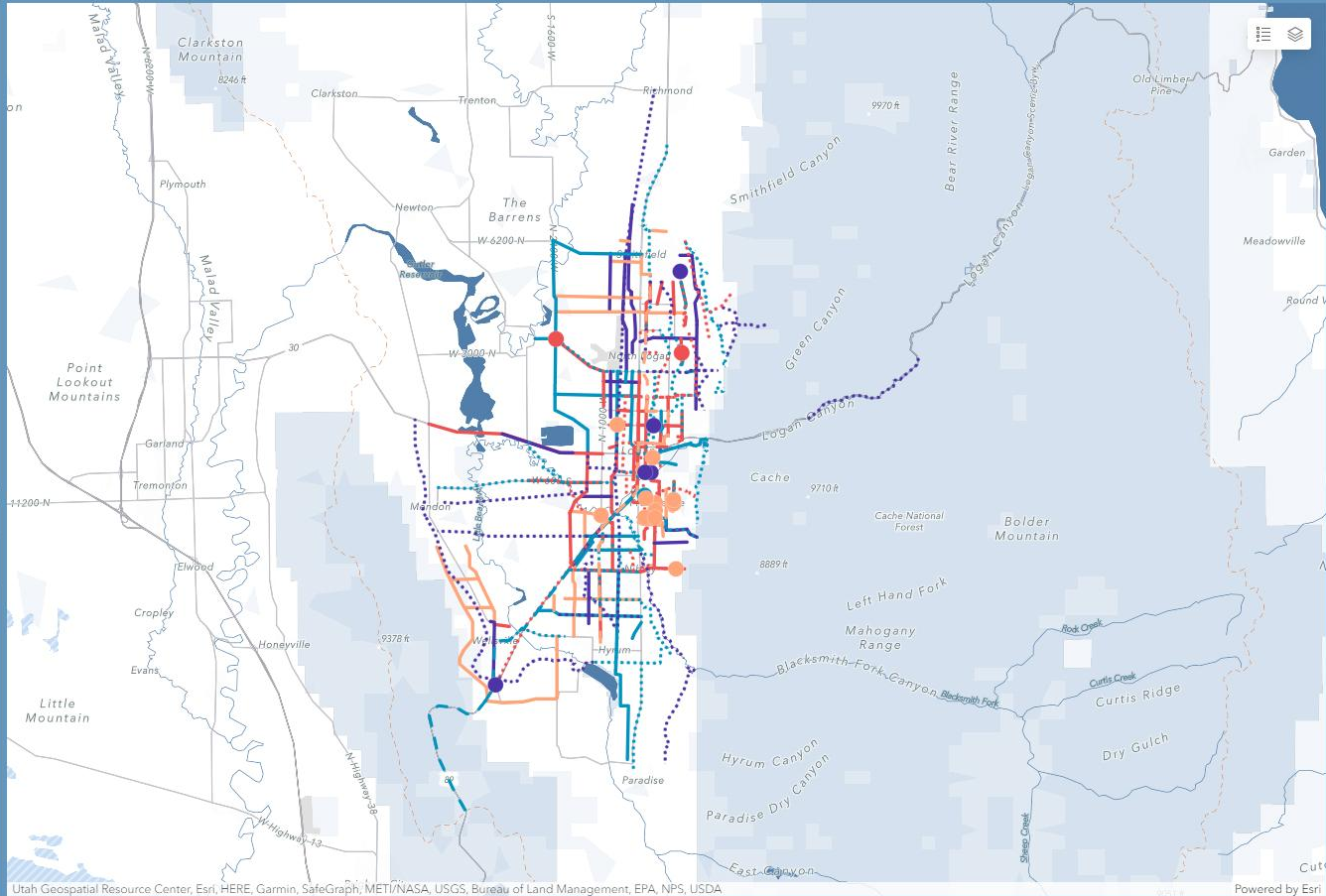
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Transit

Phase

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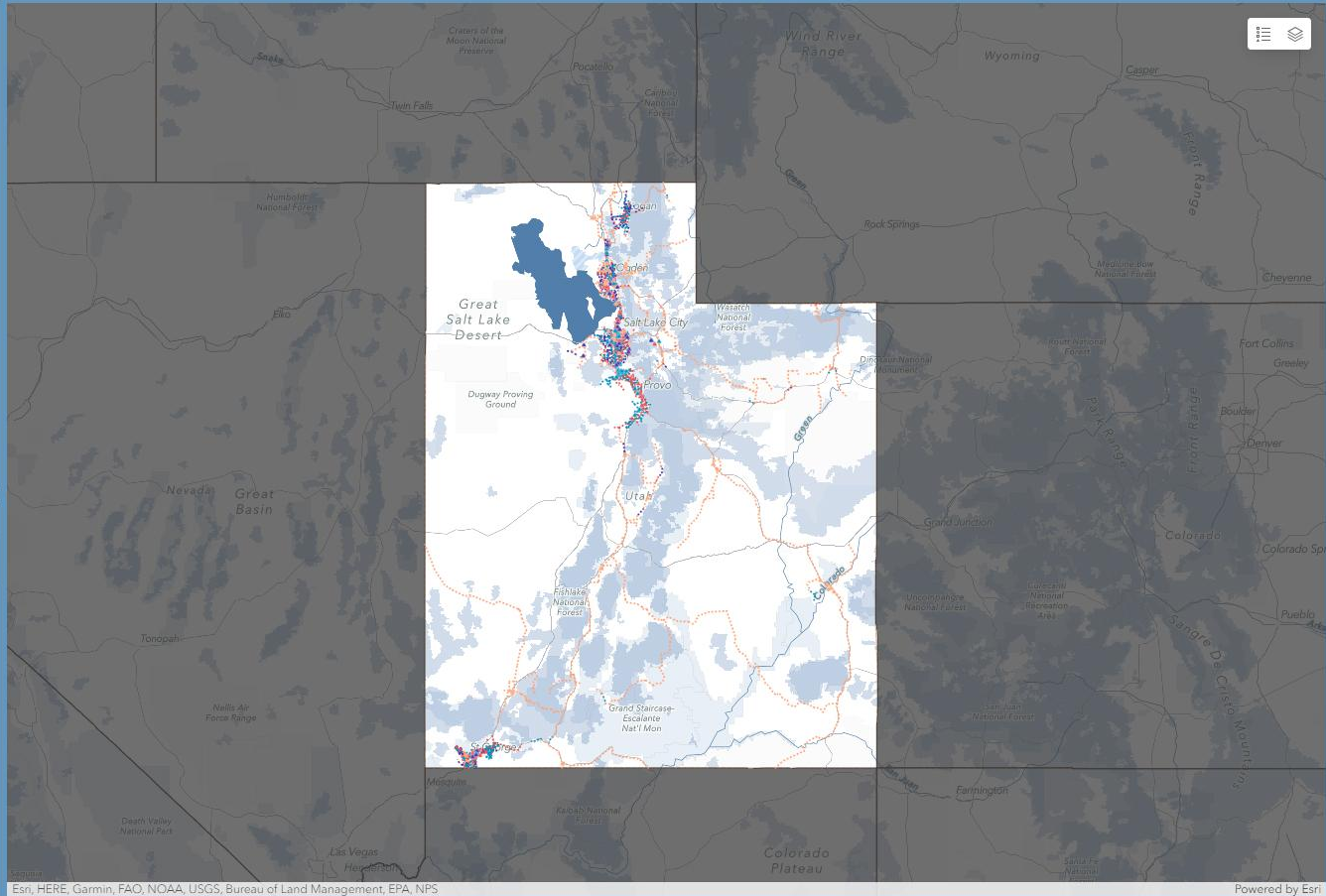
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Planning Area

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Mode

Active Transportation

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Transit

Phase

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Phase 2 (2033-2042) Assumed ...

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UDOT Region

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UTAH'S UNIFIED TRANSPORTATION PLAN

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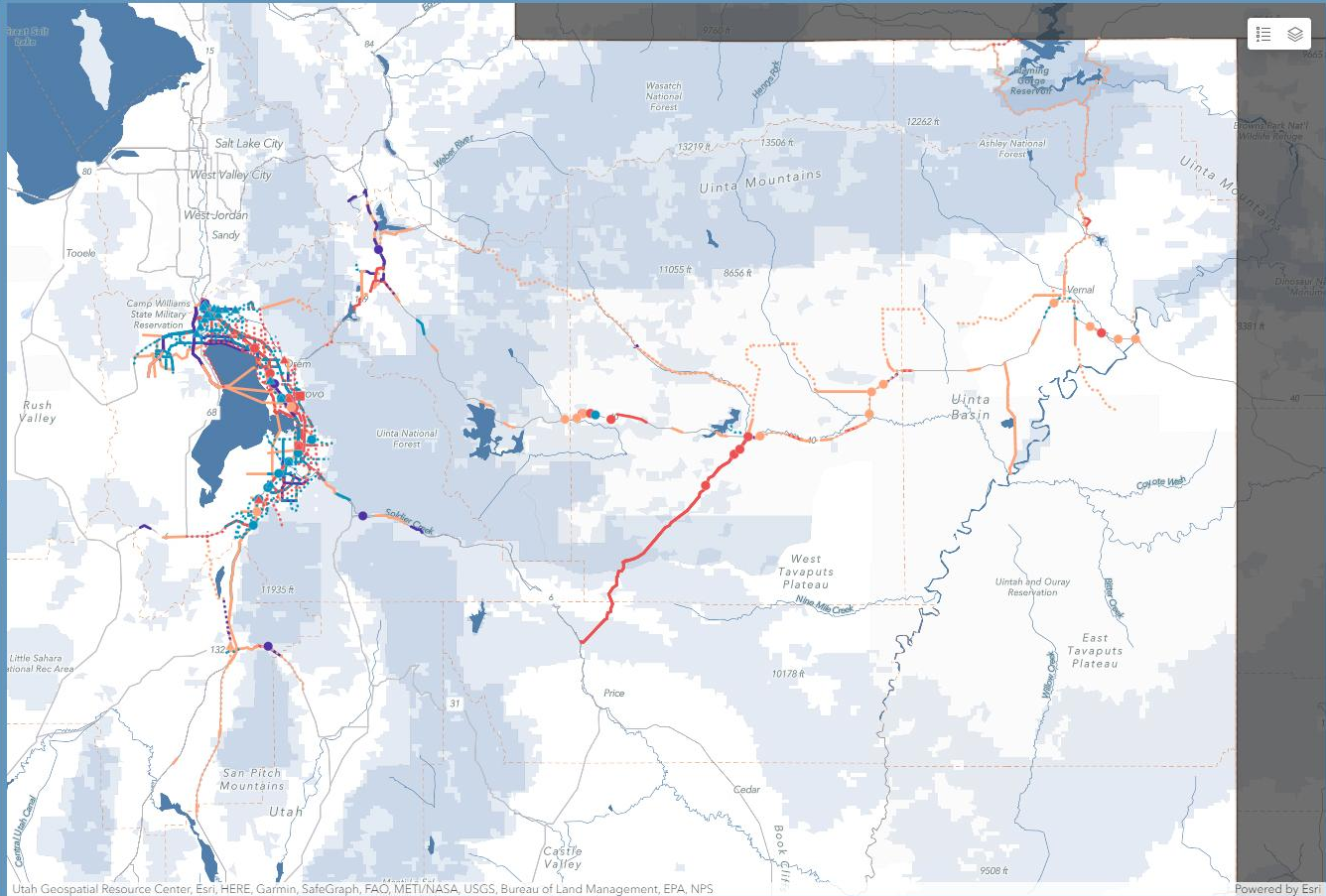
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Mode

Active Transportation
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Phase

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— OTAH'S UNIFIED — TRANSPORTATION PLAN

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Cache MPO
Dixie MPO
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UDOT
WFR

- Active Transportation
- Highway
- Transit

Phase 1 (2023-2032) Assumed ...

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Phase 3 (2043-2050) Assumed ...

Needs with No Assumed Funding

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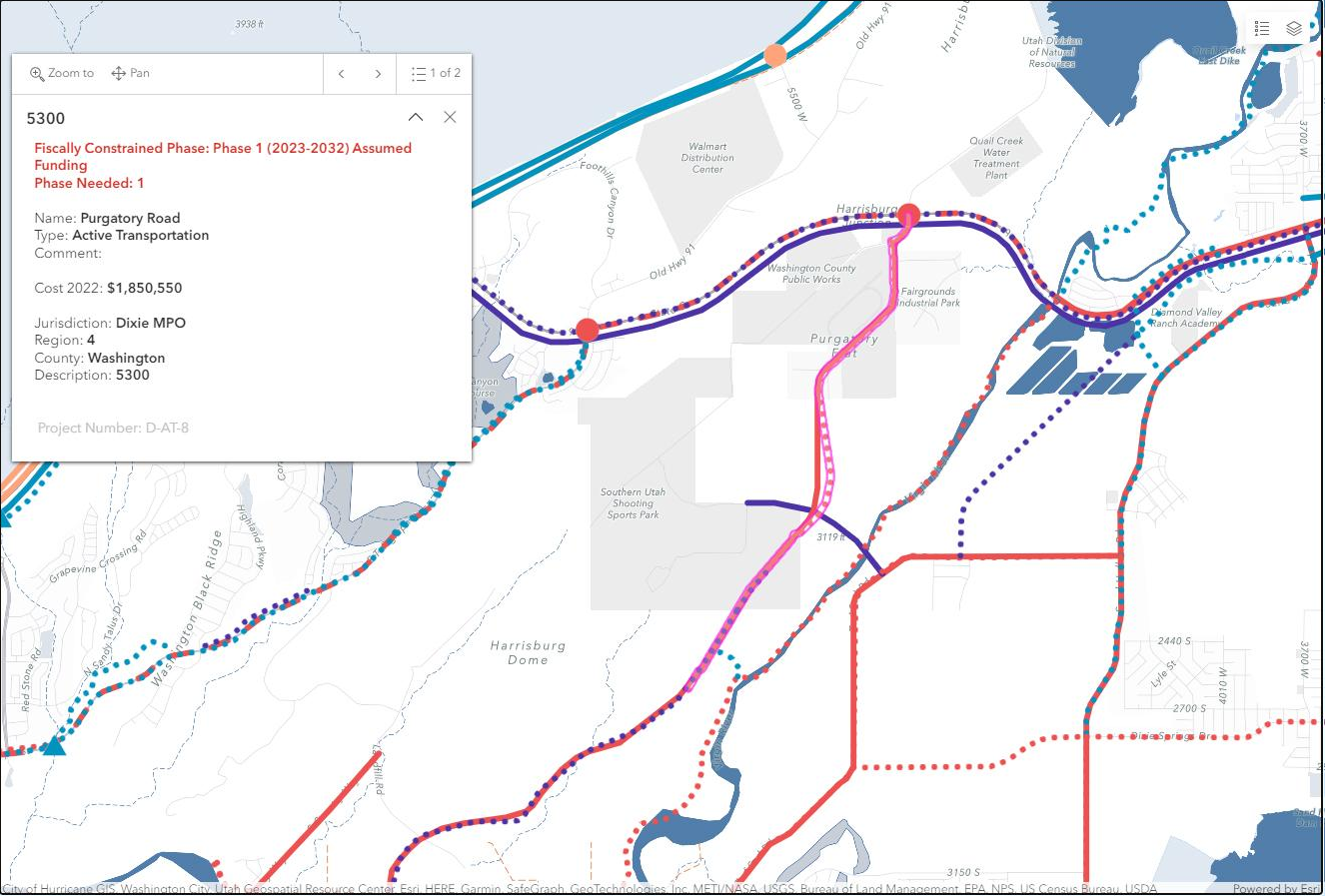
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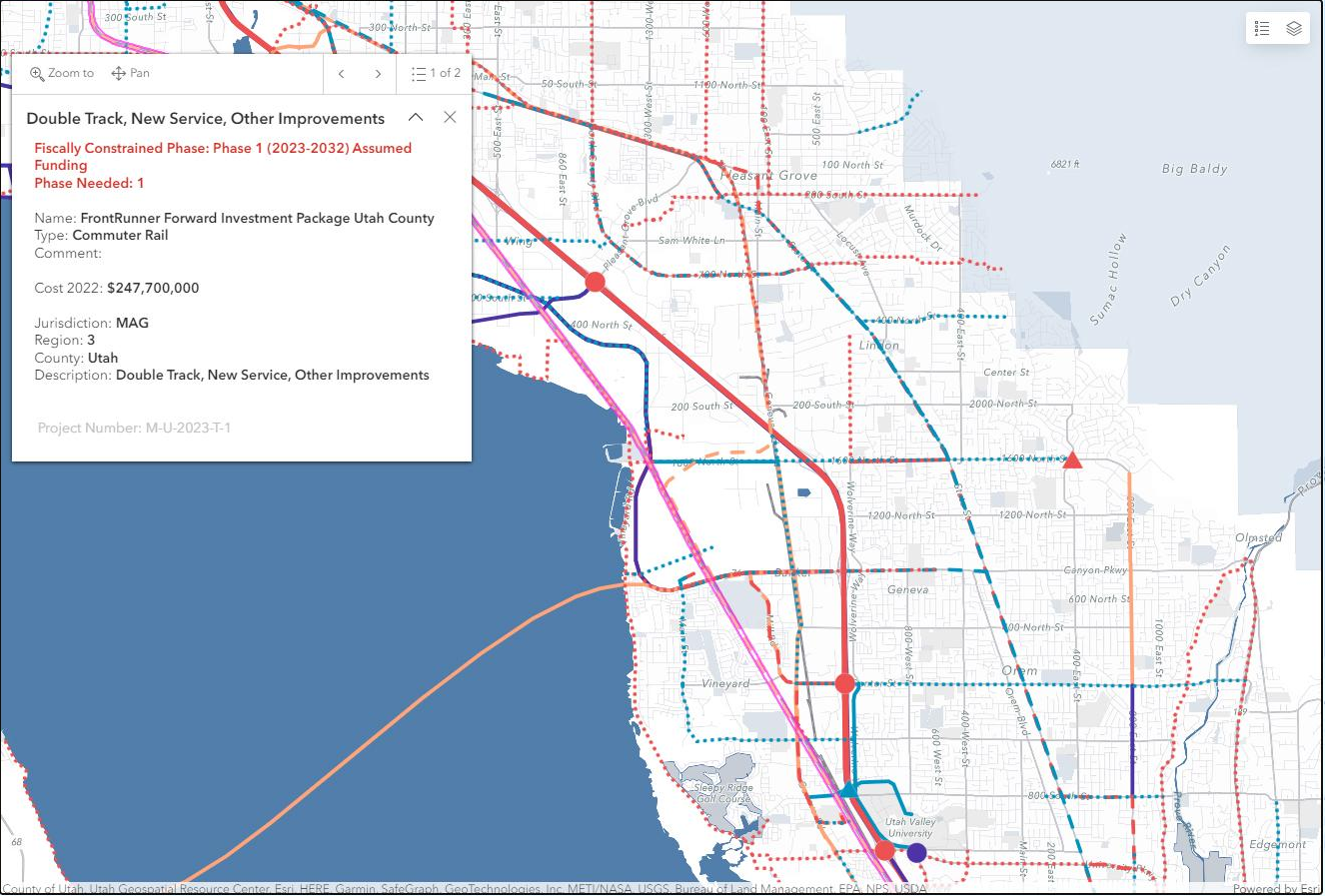
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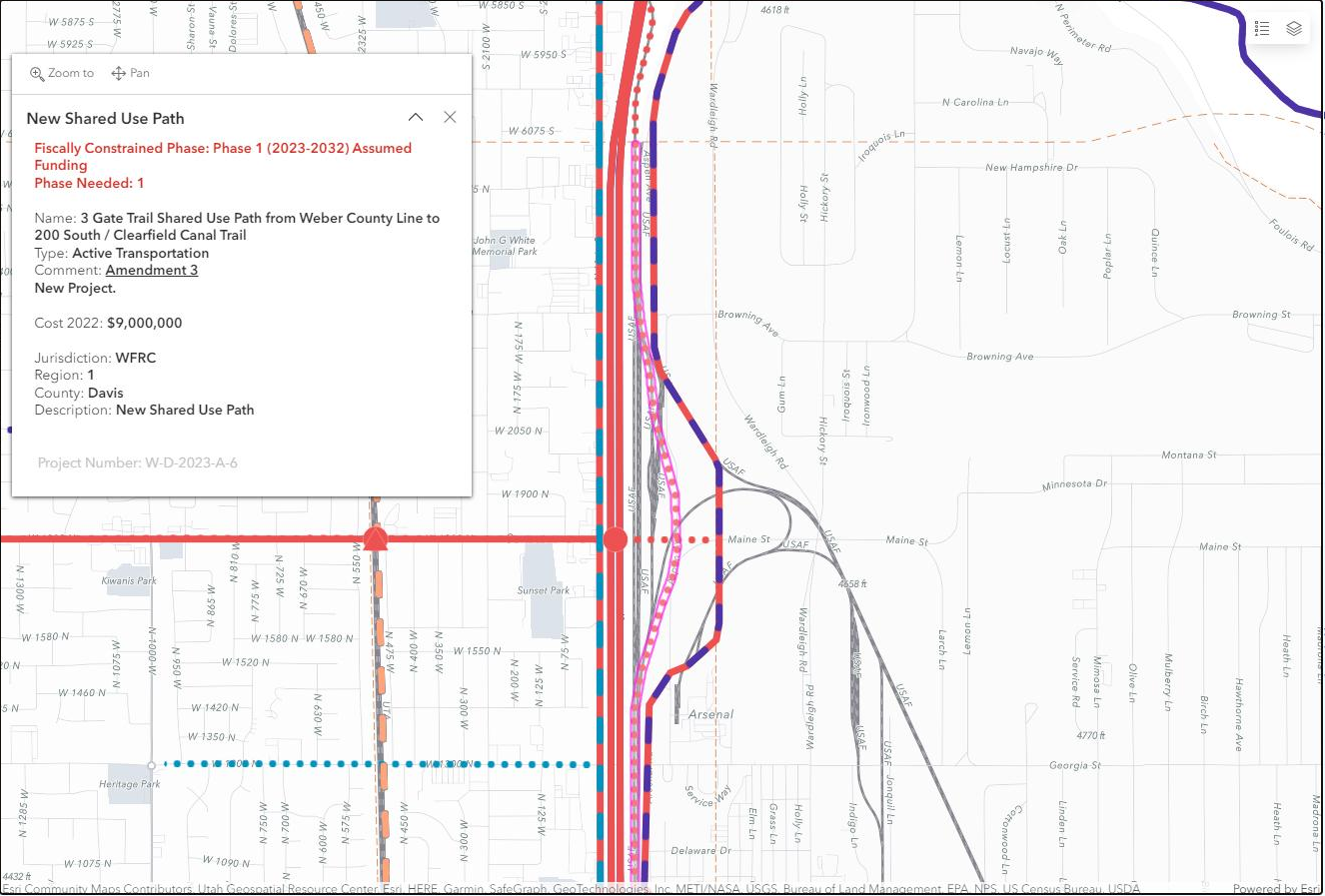
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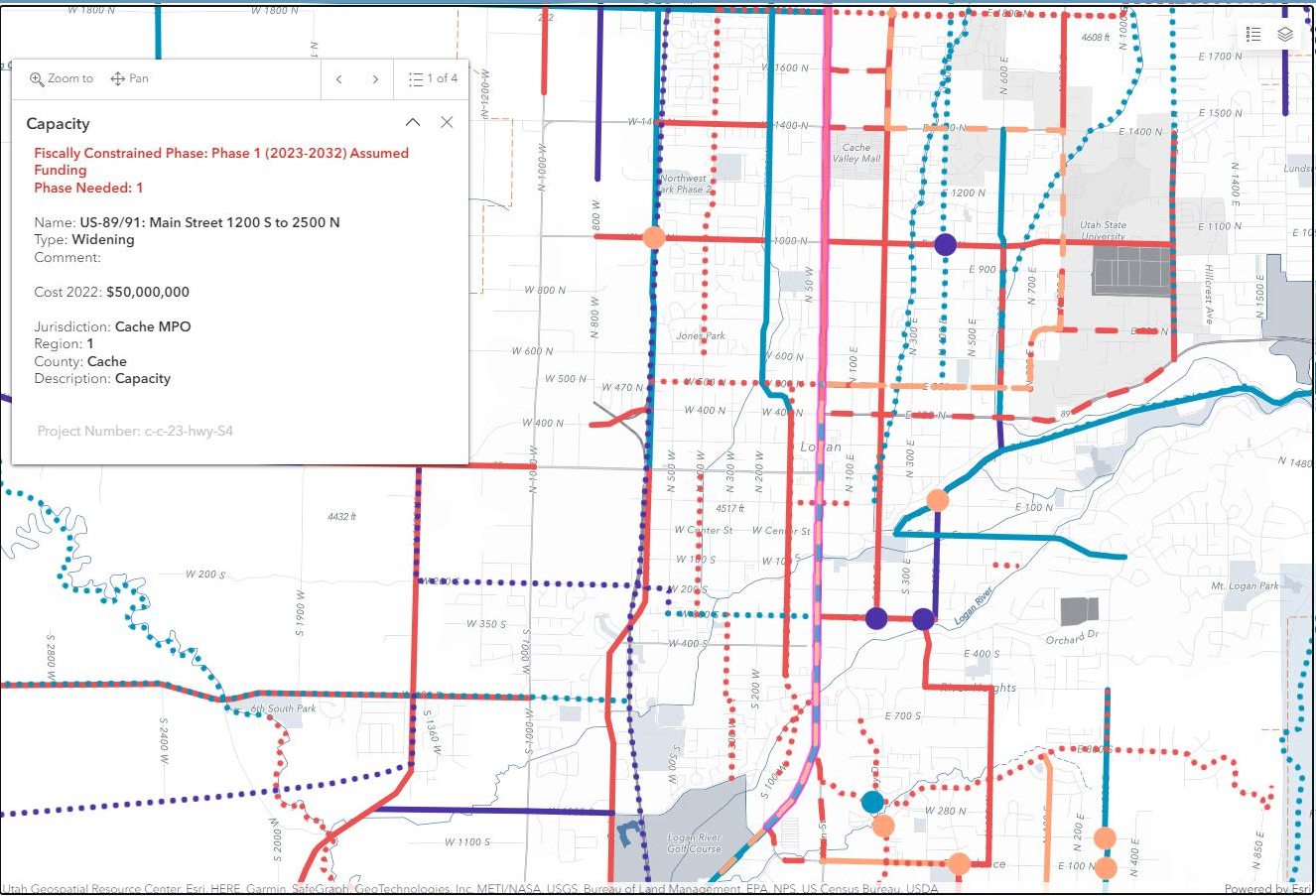
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Zoom to [] Pan []

< > 1 of 4

Capacity

Fiscally Constrained Phase: Phase 1 (2023-2032) Assumed Funding Phase Needed: 1

Name: US-89/91: Main Street 1200 S to 2500 N
Type: Widening
Comment:

Cost 2022: \$50,000,000

Jurisdiction: Cache MPO
Region: 1
County: Cache
Description: Capacity

Project Number: c-c-23-hwy-S4

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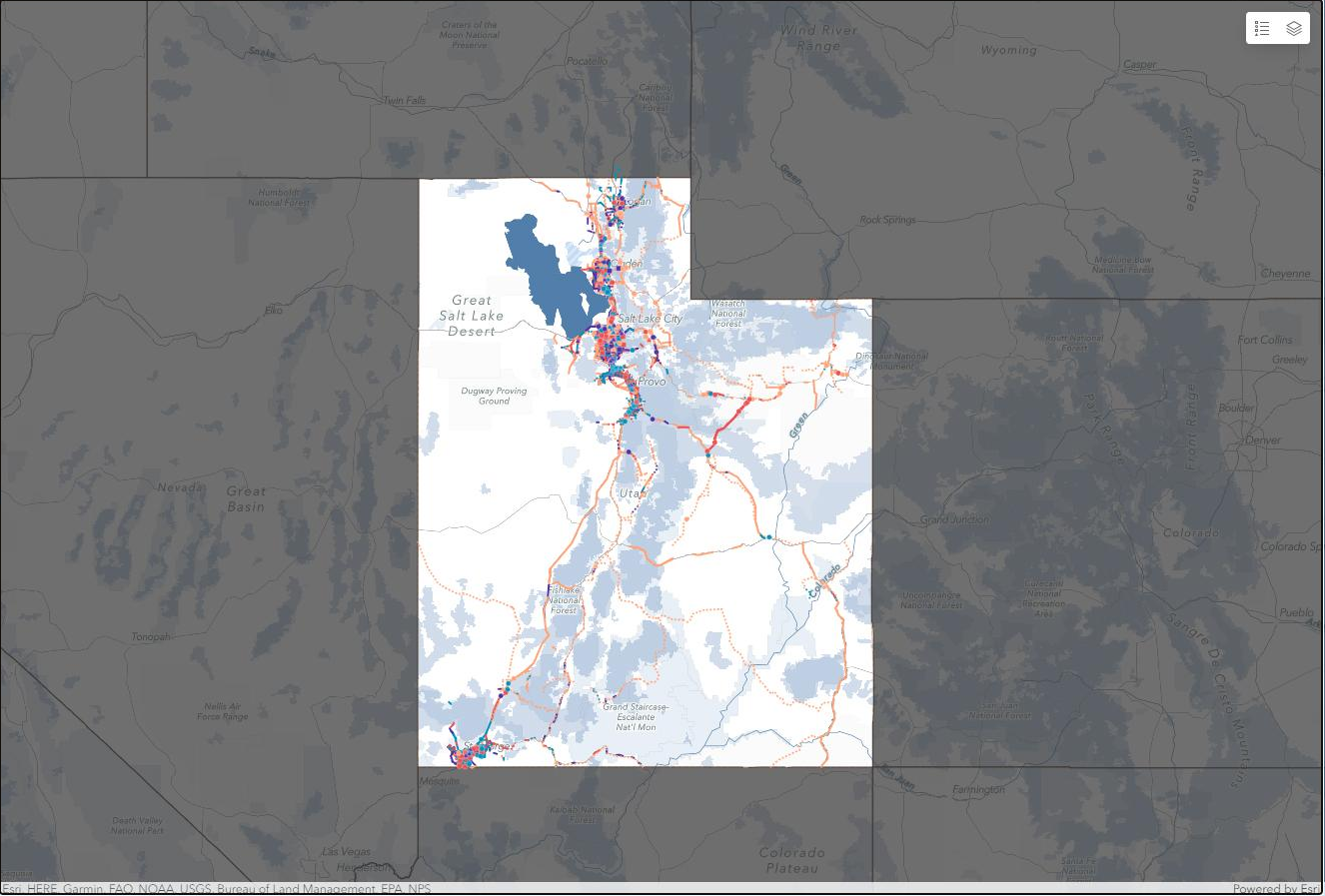
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— UTAH'S 2023-2050 UNIFIED —

TRANSPORTATION PLAN



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Delivering Quality of Life: Utah's Transportation Vision ▾

What is the Unified Transportation Plan? ▾

Planning for Transportation in Context ▾



Funding the Plan

An important aspect of Utah's Unified Transportation Plan is analyzing and ultimately determining how transportation projects in Utah should be funded. This includes projecting what funding sources will be used for which projects and in what order. Utah's transportation planners and policymakers take great care in funding the Unified Plan in a fiscally responsible and efficient way.

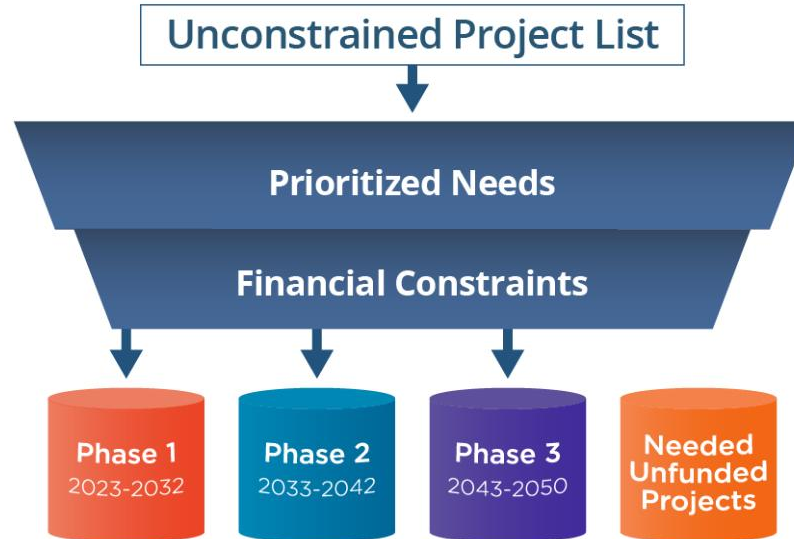
Prudent Funding and Project Phasing

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Prudent Funding and Project Phasing

Utah's transportation agencies work together to develop funding projections for the duration of the Unified Plan. The goal is to then create a financially constrained Plan that's fiscally prudent and meets transportation needs. Because resources are limited, not all transportation needs can be met.

The process begins with an Unconstrained Needs-Based Project List. Projects are then prioritized based on critical needs, agency goals, and new and existing revenue assumptions. This leads to the Fiscally Constrained Project List. Ultimately, projects are planned to be constructed in three phases: Phase 1 (2023-2032), Phase 2 (2033-2042), and Phase 3 (2043-2050). Each project is modeled when it is needed, but because of limited resources projects may be moved to a later phase, or even moved beyond the planning time horizon and considered "unfunded."

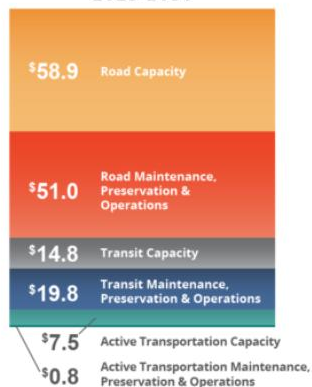


Needs and Prioritization

Utah's 2023-2050 Unified Transportation Plan estimates a total transportation funding need of \$153 billion in today's dollars. This includes funding to operate Utah's current transportation system and to preserve and maintain the infrastructure in good condition. It also includes the funding needed to meet growing travel demands by increasing roadway capacity by building new state and local roads and widening and making operational enhancements to existing roads; increasing transit capacity by building new transit lines, upgrading existing lines, and providing more frequent rail and bus service; and increasing "active transportation" options by constructing new biking and walking trails and improving existing trails.

For planning purposes, Utah's Unified Transportation Plan assumes that all the existing revenue sources (revenue sources that are currently in place today, or their equivalents) will generate \$94.4 billion (in today's dollars) between 2023 and 2050. So, of the \$153 billion of transportation funding needs that have been identified, current revenue sources will cover \$94.4 billion. The Plan then assumes that an additional \$18.4 billion in revenue will be generated from new sources that will be adopted or established, allowing for a total fiscally constrained Plan of \$113B. This would still leave \$39.8 billion as the remaining amount needed in order to fund all of Utah's transportation needs.

\$153 Billion Transportation Needs 2023-2050



\$113 Billion Prioritized Needs 2023-2050



All totals in billions, sum total rounded. Long-range projections for active transportation needs, maintenance, and funding are planning-level estimates and are subject to further refinement.

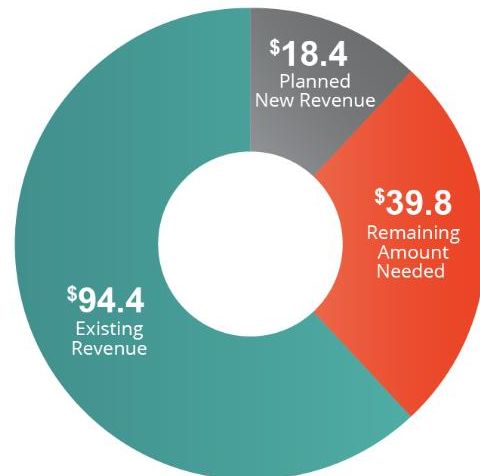
Revenue Sources

The Unified Transportation Plan Financial Model assumes that current revenue sources for transportation will remain in place or be replaced by equivalent sources. For example, the Unified Plan assumes that the revenues coming from transportation user fees such as the current motor fuel tax — or a replacement such as a road usage charge — will continue and grow gradually over time. The Unified Plan makes projections about the growth of those revenue sources, based on historical trends and economic analysis. The Unified Plan also makes projections about revenues that would be generated from new sources or increases to existing sources, such as additional local option transportation sales taxes. These projections are based on reasonable and prudent assumptions reflecting historical trends, economic assumptions, and policy implementation. Importantly, the Unified Plan does not assume that revenues will be available to meet all transportation needs.

For planning purposes, Utah's Unified Transportation Plan assumes that existing revenue, from the following sources or options, will generate \$94.4B (in today's dollars between 2023 and 2050):

- State motor fuel and diesel taxes (or equivalent replacement sources)
- Vehicle registration fees
- Local option transportation sales taxes
- Federal funding
- State auto-related sales taxes
- One-time legislative appropriations (for base year)

Revenue 2023-2050



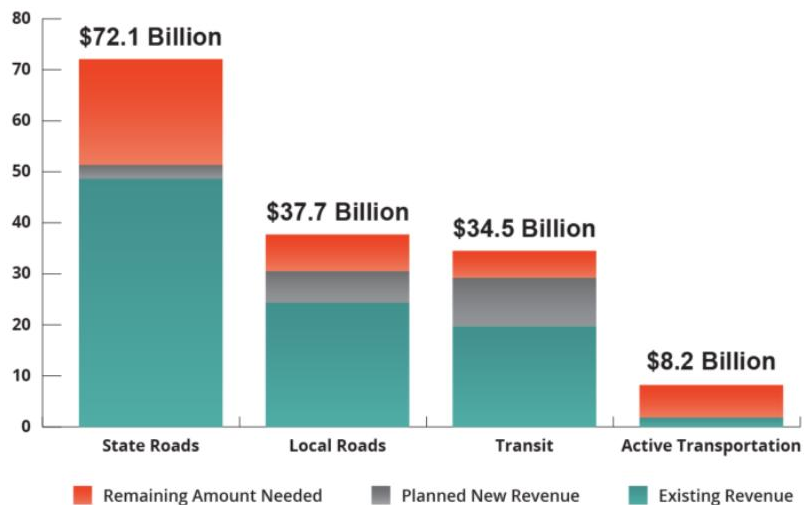
All totals in billions

For planning purposes, Utah's Unified Transportation Plan assumes that new revenue, from the following sources or options, will generate \$18.4B (in today's dollars between 2023 and 2050):

- Statewide motor fuel and diesel tax increases (or equivalent replacement sources)
- Statewide vehicle registration fee increase
- Local community vehicle registration fee increase
- Local community sales tax increase
- Limited financing or bonding
- Federal grant funding for eligible transit projects

The specific funding mechanisms will depend on decisions by federal, state, and local policymakers. The Unified Plan — in an attempt to be prudently and fiscally conservative in its assumptions — does not assume significant private contributions to transportation (other than developer-paid impact fees), nor does it assume the use of value-capture techniques, such as Transportation Reinvestment Zones or tax increment financing. However, these are potential additional sources, among others, to potentially generate revenue for infrastructure investment. It's important to note that the majority of revenue assumed in the plan is for planning purposes. Future action to program projects from the plan, with actual funding, still needs to occur. A project being listed on the fiscally constrained list doesn't guarantee it will be selected for funding.

Most funding sources that are available for transportation are prescribed by federal or state law or constitution to be used for a particular category of investment, such as state roads, local roads, or transit. The Unified Plan identifies needs and revenue estimates in each of these categories, and revenues are estimated and/or assumed to be available in these categories. The actual availability of funding will depend on a variety of factors, including tax policy and evolving economic conditions.



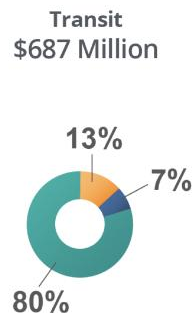
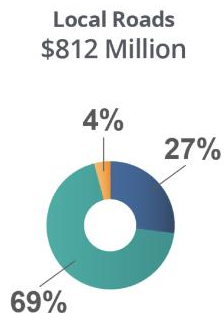
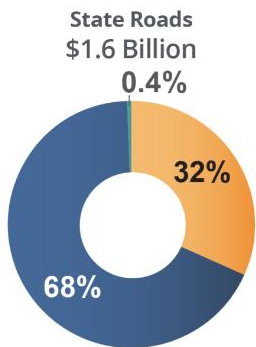
Funding Today's Transportation


Utah benefits from a significant mix of funding from federal, state, and local sources. Passage of the federal [Infrastructure Investment and Jobs Act \(IIJA\)](#) provides steady formula funding sources and an array of new discretionary grant programs. In addition, the Utah State Legislature continues to invest in transportation statewide and has expanded allocations for transit and a new dedicated funding source for the statewide Utah Trail Network. Local governments use sales tax and general funds for their transportation systems. This financial support allows state and local leaders to move forward with high-priority projects that will help maintain and improve quality of life for all Utahns.


Below is an example of how these funding sources are allocated for state roads, local roads, transit systems, and 'active transportation.' This is a snapshot of the breakdown of the \$3.2 billion in statewide funding sources for the maintenance, operation, and construction of Utah's transportation systems in 2024 (not including potential one-time funding additions or grants).

Funding Snapshot: 2024

Total Transportation Budget: \$3.2 Billion



 Federal funding sources included federal motor fuel tax, discretionary grants, and other formula programs

 State funding sources include state motor fuel tax, vehicle registration, and state sales tax

 Local funding sources include options sales tax, general fund contributions, and transit fare box

Maintenance Savings

Keeping infrastructure in good condition through consistent maintenance saves investment dollars in the future. Part of the annual funding in Utah's Unified Transportation Plan goes toward maintenance and ensures the longevity of Utah's transportation system.





Delivering Quality of Life: Utah's Transportation Vision

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, a process through which partnering agencies collaborate to establish a shared vision for transportation statewide. This vision is based on recognition of Utah's growth challenges, both current and forecasted, and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.

Under direction from the governor, state legislative leaders, and local officials, the transportation community worked with its partners and stakeholders to define the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas—better mobility, good health, connected communities, and a strong economy—and provides guidance for transportation industry partners, public stakeholders, business communities, and policy makers at all levels. The Pathway also facilitates these partners' ability to work together to answer Utah's big transportation questions and to plan and invest for the future—all with the common goal to keep Utah moving while maintaining and even enhancing the quality of life we all prize.

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Good Health

Good health encompasses the well being and safety of individuals and communities. Transportation options and actions impact both, with leaders recognizing the role of active transportation, like walking and biking, in mental and physical health and acknowledging how travel choices impact environmental conditions that affect health, like air and water quality. Working closely with the Utah Department of Health and Human Services (UDHHS), transportation leaders identify communities whose overall health is negatively impacted by limited transportation choices. The Unified Plan addresses these inequities as part of a holistic approach to transportation planning.

Community Well-Being Index

Transportation partners work closely with UDHHS to address overall community health. In fact, UDHHS launched a website tool that allows all Utahns to better understand the health of their community. This tool, called the [Utah Healthy Places Index](#), ranks overall community health based on life expectancy and examines many factors related to these rankings, including transportation. Using this tool, transportation planners can determine which communities' transportation situation needs improvement. This analysis may impact transportation planning and project prioritization in the future.



The Human Side: Nick

Purchasing an electric bike completely changed how Salt Lake City resident Nick gets around. He rides almost every day, even in the winter months. It's actually quicker than his driving commute used to be because he can avoid most traffic lights. He uses his e-bike to get to the grocery store, the hardware store, the gym, the library, restaurants, trailheads, and more. A cargo basket on the back

Safety

If transportation facilities are not safe, then community and individual health is at risk. The Unified Plan partners support the goal of [Zero Fatalities](#), an initiative committed to preventing all serious injuries and deaths on Utah's roadways. One life lost is one too many. Planning for improvements to the transportation system can increase safety for drivers, cyclists, transit users, and pedestrians and by doing so enable more people to choose to walk and bike. Consistent maintenance also protects those who travel in Utah. By keeping infrastructure in good condition we can safeguard travelers and save investment dollars in the future.

Air Quality

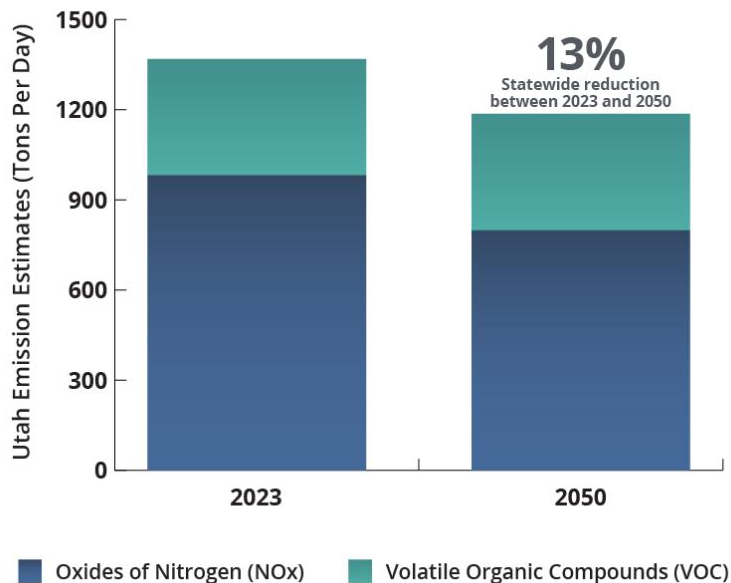
A transportation system that incorporates all modes of travel provides choices for how people get around. A balanced system reduces the number of vehicles on the road, consequently reducing emissions. In addition, advances in cleaner fuel and vehicle technology will significantly improve air quality.

Over the past four years, significant improvements in emissions standards and technology have resulted in dramatic emissions decreases for our mobile sector. Those decreases are now in the baseline emissions calculations, but a 13 percent emissions decrease is still expected statewide through 2050, including a 28 percent reduction along the Wasatch Front.

Using an e-bike is good for Nick's mental health, too. He notices more of the world around him as he rides instead of whizzing by at a 30-miles-per-hour car pace. This "biking mindset" means Nick has also started riding his regular bike more. He loves to use his regular bike for exercise, to travel up the canyons, and for casual rides through his 15th and 15th neighborhood.

Biking in Utah has come a long way since Nick rode to the corner store as a kid, and the convenience of an e-bike has especially changed the way he thinks about his transportation options.

Projected Vehicle Emissions Reduction



In addition to technological and fleet advancements that contribute to fewer mobile source emissions, public transit agencies are in a unique position to be key partners in addressing air quality issues. Through a series of pilot zero-fare transit days, like [Free Fare February](#), the Utah Transit Authority, in partnership with the Utah Division of Air Quality, demonstrated that increasing ridership on transit reduces air pollutants. This is why transit plays such an important role in the Unified Plan. Increased walking and biking have also had a key impact on reducing emissions statewide.

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



Utah's Unified Transportation Plan ▾

Delivering Quality of Life: Utah's Transportation Vision ▾

What is the Unified Transportation Plan? ▾

Planning for Transportation in Context ▾



Better Mobility

Utah communities come in various sizes, and the ability to move about is a critical concern. Better mobility can be accomplished when vehicle hours traveled are reduced, the share of trips using non-single occupant vehicles is increased, and reliability of the system is improved.

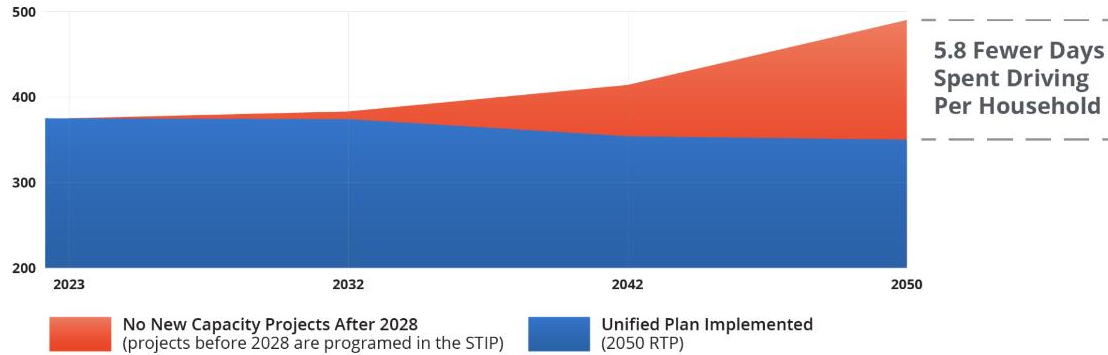
Drive Time Impacts

By implementing the Unified Plan, the average Utah household will spend fewer days driving each year. Reduced time spent driving is attributed to how the plan improves mobility with high efficiency road and transit projects and how it coordinates these transportation improvements closely with

Drive Time Impacts

By implementing the Unified Plan, the average Utah household will spend fewer days driving each year. Reduced time spent driving is attributed to how the plan improves mobility with high efficiency road and transit projects and how it coordinates these transportation improvements closely with the land use surrounding them.

Driving Time Saved by Implementing the Unified Plan



Active Transportation

Active Transportation, like walking and biking, has great potential to serve not only those desiring a more active lifestyle, but also those who cannot drive or do not have access to a vehicle. The young, the elderly, and lower-income residents whose transportation costs are quite high in relation to income can especially benefit from Active Transportation options.

According to the Council on Active Transportation of the American Association of State Highway Transportation Officials, Active Transportation (or AT) is using human-powered means of travel, which includes walking, bicycling, and the use of mobility aids; and may also incorporate other human-scale modes like electric-powered, electric-assisted, or micro-mobility devices such as e-bikes and e-scooters.

AT is occupying a more useful and attractive space in our transportation system. Leaders and residents throughout Utah have embraced AT as integral to improving air quality, reducing congestion, lowering travel costs, and improving health and the quality of life for individuals and communities. Great strides have been made to improve access and safety for pedestrians and bicyclists, especially with the creation of the statewide [Utah Trail Network](#).

In fact, between now and 2050, Utah will add 4,700 active transportation miles, roughly equal to the distance between Salt Lake City and London. Effective integration of AT with transit and roadways creates a more balanced transportation system for all residents. Better access to employment and recreational opportunities benefits everyone, and no community should be overlooked in this effort.



AT in Action: Utah Trail Network

In October 2022, Governor Spencer Cox and UDOT Executive Director Carlos Braceras [announced](#) their vision for a statewide trail network in Utah. The ultimate goal of the network is to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.

During the 2023 legislative session, Utah senators and representatives put their support behind this vision and passed [Senate Bill 185](#), which allocated \$90 million to create the state's Active Transportation Investment Fund (ATIF) for planning, designing, constructing, and maintaining a statewide network of paved pedestrian or non-motorized trails designed to accommodate transportation throughout the state. They also allocated \$45 million per year to support this vision into the future.

Meeting the Needs of Our Growing Communities



Meeting the Needs of Our Growing Communities

Transportation needs vary throughout Utah. While some of Utah's more urban communities have mature transportation systems, others communities are relatively new and growing. It can be a challenge to accommodate the growing transportation demands across the state. While we can't simply build our way out of congestion, the Unified Plan works to increase highway connectivity, make transit more efficient, provide first-mile/last-mile solutions that connect people to transit, and improve walking and biking facilities to better support transportation choice. This approach caters to the needs of communities throughout the state, whether they are more mature, growing urban, or rural.

The question of where and how growth unfolds is primarily addressed by local governments as they work with landowners. There is no one-size-fits-all approach. Each community has its own distinct vision for the future. The transportation agencies of the Unified Transportation Plan have coordinated this plan with those local desires for how and where growth unfolds.

A Transportation System for All

Transportation is more than just single-rider vehicle travel. In the future, we must take a more holistic look at transportation as an integrated system. This includes the connection between modes – driving, taking transit, walking, and biking, not to mention connected and autonomous vehicles and drone deliveries – as well as the context around those modes such as land use, economy, housing, wellness, and needs of diverse populations.

Serving All Users

The Unified Plan recognizes a need to incorporate diversity, equity, and inclusion (DEI) in transportation decision-making throughout our region and state. All users, from those who travel by car to those who walk or bike to those with varying physical and economic situations, need to be considered in transportation planning. Expanding transportation options benefits those with limited income by providing better access to opportunities, like jobs, education, healthcare, and more.



The Human Side: Andres

Andres, a native Venezuelan, lives in Taylorsville, attends the University of Utah, and works at Amazon on the weekends. Sometimes it's not feasible for him to carpool or travel in the family car, so he uses public transit, including TRAX or UTA buses. A typical day for Andres involves connecting by bus to the TRAX Red Line and riding it to the University of Utah for class. On the weekends, Andres takes one of two evening bus routes to get to his job. After his overnight shift, he catches another bus to travel home.

Andres's schedule is very demanding, but he says it's worth it to achieve his goals. He looks forward to completing his bachelor's degree in the next few years and then pursuing a master's degree in public administration or attending law school. In the meantime, Utah's transportation system will help Andres get where he needs to go now, so later he can reach his dreams.

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



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Planning for Transportation in Context ▾

Strong Economy

Transportation plays a vital role in the success of business and commerce. A well-functioning transportation system is the backbone of a robust economy. It connects people to jobs and other destinations and facilitates efficient movement of goods and services within communities and across the state.

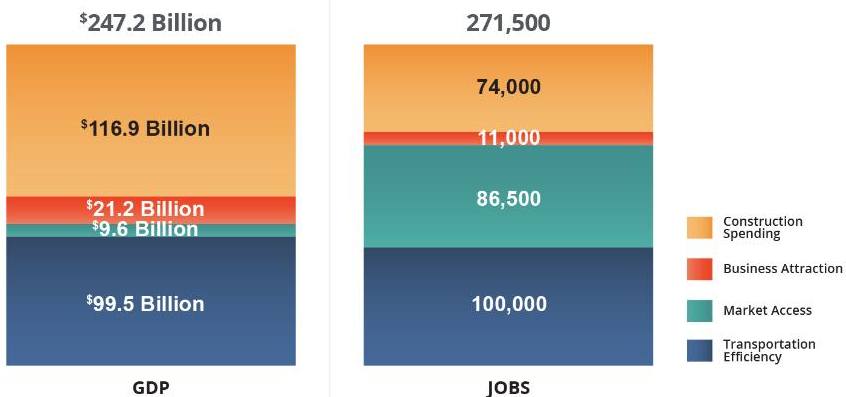
Jobs are plentiful in Utah with an [annual job growth of 3.0%](#) for the fiscal year ending in June 2023, according to the Utah Department of Workforce Services. According to rankings by *US News and World Report* in July 2023, Utah's economy is the [best in the nation](#). It is also one of the fastest-growing states. This translates to an economic environment that is expected to have long-term stability and sustainability. However, this growth places additional demands on the transportation system, and we need to plan to accommodate and help sustain this growth.

Economic Impact

An economic analysis commissioned by the project partners identified specific benefits that can be expected from investing in the 2023-2050 Unified Plan. The analysis found that each dollar invested in transportation improvements outlined in the Unified Plan will increase 2.5 times through economic growth and jobs added. Implementing the Unified Plan will result in \$247.2 billion in total GDP increases in Utah's economy in 2050. This number includes \$116.9 billion stimulated from construction spending and \$99.5 billion created by efficiencies in the transportation system. \$9.6 billion can be attributed to enhanced access to markets for Utah companies, and \$21.2 billion from new businesses relocating to Utah.

The analysis also found that implementing the Unified Plan will result in 271,500 new jobs in Utah's economy in 2050, including 74,000 construction jobs and 100,000 jobs created by efficiencies in the transportation system. 86,500 new jobs will be attributed to enhanced access to markets for Utah companies and 11,000 jobs from new businesses relocating to Utah, in part because of a well-functioning transportation system.

Economic Impact Created by Unified Plan Investment



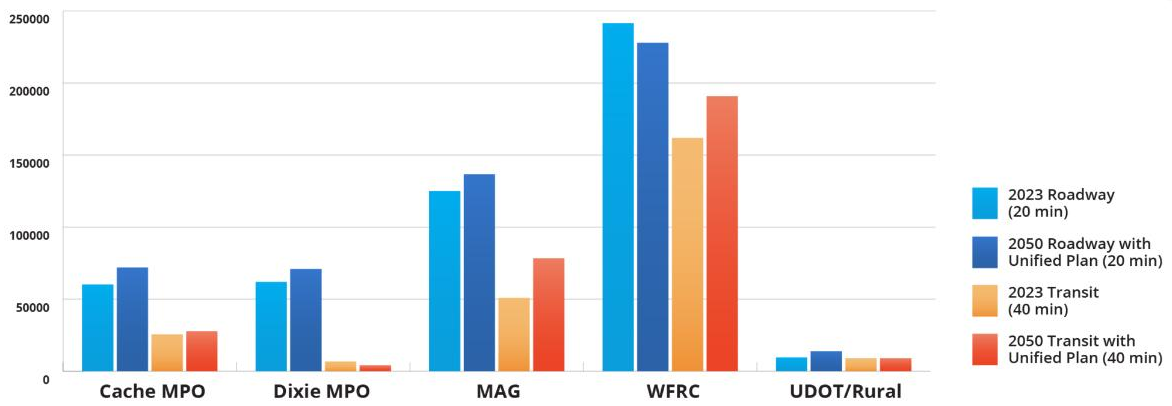
The Human Side: Shibu

Shibu is originally from New Delhi, India, and has been in the United States for two years. He loves attending Ensign College and decided to pursue higher education in the United States because he sees it as the land of opportunity. He still runs one of his companies in India and works part-time in the sales and marketing department at Ensign College.

Shibu doesn't have a driver's license, so he uses his free UTA Student Ed Pass to go everywhere. He says he loves FrontRunner because he gets to meet new people and visit his friends in Sandy and Provo. Shibu's experience traveling by train in Utah has changed the way he views transportation. Although he never used the Metro Train or buses in India,

Experience traveling by train in Utah has changed the way he views transportation. Although he never used the Metro Train or buses in India because he had his own car, he now plans to take advantage of the public transit benefits he has experienced in Utah when he returns home.

Job Access Impacts

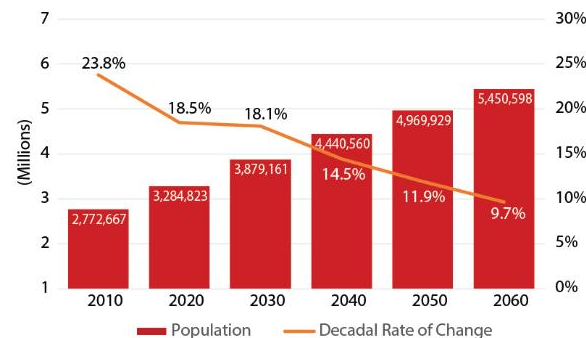


UDOT/Rural Transit only includes Summit County

Population Growth and Increased Mobility Demands

Utah is growing, aging, urbanizing, diversifying, and changing. The state's population is projected to climb from the current population of 3.4 million to 5.4 million by 2060. That works out to more than 50,000 new people per year well into the future. How will we continue to get around with ease? We're not just growing, either; we're diversifying. We are expecting to see large increases in both older and younger segments of our population. This growth has brought Utah many new opportunities, such as record low unemployment and tax revenue sufficient to invest in infrastructure. However, it has also brought challenges, such as traffic congestion. Transportation is also closely related to housing affordability and access in Utah. This is a top concern of many Utahns. How can we meet the variety of transportation and housing needs we'll face as our population changes and grows? This is another factor addressed by the Unified Plan.

Figure 1: Utah Historical and Projected Total Population, 2010–2060



Source: Kem C. Gardner Policy Institute, 2020–2060 Projections



The Human Side: Norval

When Norval first delivered Utah petroleum in 1979, he endured rough travel on dirt roads through high-desert oil fields in uncomfortable and unreliable trucks. Fortunately, equipment, roadways, and transportation technologies evolved over 40 years, and Norval's work conditions are more comfortable and efficient these days. When Norval delivers propane from Roosevelt in his powerful big rig to places like Craig, Colorado, or Sundance Ski Resort, he doesn't worry about holding up traffic on steep inclines since there are passing lanes that allow other vehicles to get by. Norval also uses the UDOT traffic app to view live roadway camera images before heading on his deliveries. He can delay distant routes and stick closer to home if he sees questionable road

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Connected and Livable Communities

Where we place jobs, housing, recreation, and educational facilities relative to transportation options makes a big difference in the type and cost of trips people make. Access to Opportunities (ATO) is an important element of connecting individuals to their communities. People are more likely to walk, bike, or take a short trip to get to work or school when they live in a centered location. Including recreation opportunities in a central location near housing, jobs, and schools encourages better health and reduces burden on the transportation system. When Utahns have better access to opportunities, particularly when communities are built around town centers, their quality of life improves and the transportation system functions better.



The Human Side: Anna

Anna is a middle school science teacher in Utah County who has been teaching for more than 15 years. On most days she travels to school by riding her bike to the FrontRunner station, taking the train to the station closest to her school, and then biking the three remaining miles.

Anna and her family have benefited from an array of transportation options in their area, including driving, riding public transit, walking, and biking. Over the past few years, Anna's family has gone from a three-car to a one-car household, and their travel habits have changed. They leverage carpooling and take turns driving. They also ride a recently purchased e-bike. Anna now chooses her mode of transportation based on needs, like when she runs errands on the weekends and can drive her car or ride the Utah Valley Express (UVX) bus

Land Use and Transportation Integration

Transportation and land use are intricately connected in the planning process in a variety of ways, including intermodal connections between walking, biking, transit, and vehicle travel. For instance, the Wasatch Front is physically constrained by mountains and lakes. In addition, many of the region's remaining open areas are rapidly being developed. These constraints mean that it is essential to use innovative thinking about where and how we build in order to accommodate the additional growth coming to the region. While many valleys in Utah run out of large pieces of vacant land, infill development and land reinvestment are important strategies to absorb the demands of growth. Communities leveraging infill development can benefit from manageable commuting times being closer to transportation and job centers and can reduce costs due to the need for less new infrastructure. Infill development also holds potential to provide transit choices for residents, improving air quality. One example of this type of planning is the [Wasatch Choice Vision](#). Wasatch Choice Vision is a shared vision for transportation investments, development patterns, and economic opportunities along the Wasatch Front. The Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow. [Wasatch Choice envisions](#) transportation investments and inter-related land and economic development decisions that achieve desired local and regional outcomes. Ultimately, the question of where and how growth unfolds is one primarily for local governments as they work with landowners. There is no one-size-fits-all. Every community has their own distinct vision for the future, for the places they want to create and how much or little they want to enable land reinvestment to occur. The transportation agencies of the Unified Transportation Plan have coordinated this plan with those local desires for how and where growth unfolds.

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



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Transportation in Utah is more than just a way to get from one place to another. It's an integral part of our quality of life. Because of past investments in transportation and because of how we work together to plan and build the system, we are able to move freely both within and across our communities. Transportation is a key element of what makes Utah great.

[View the Interactive Map](#)

HOW WE GROW MATTERS

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, established through a broad collaboration with partnering agencies statewide. This vision is based on recognition of Utah's growth challenges and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.



Implementing the Wasatch Choice Vision

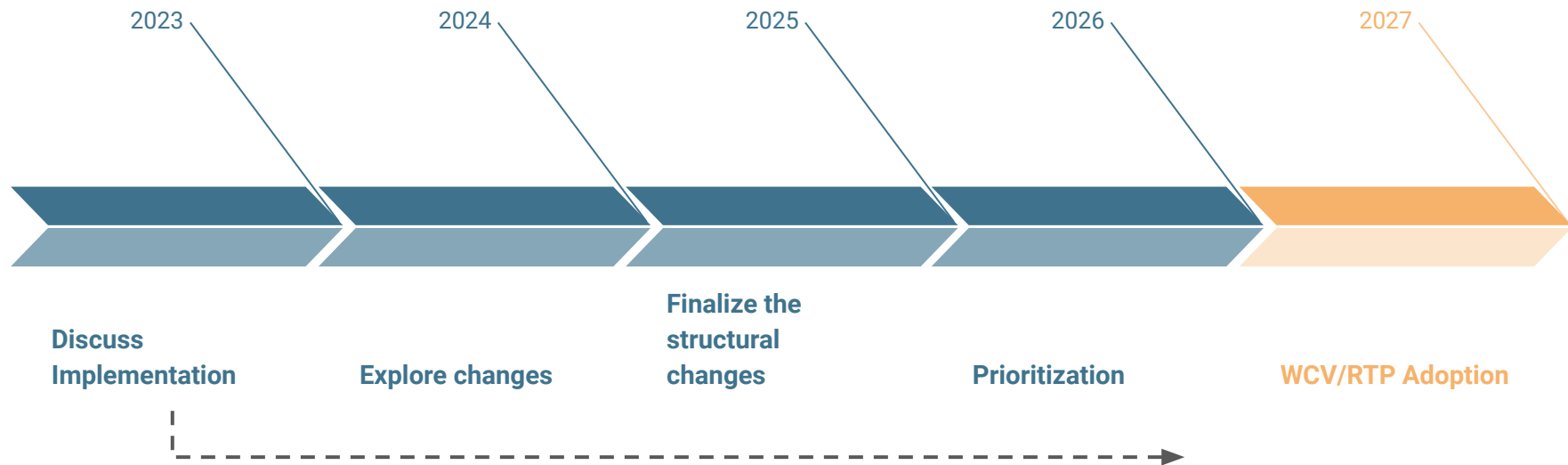
Regional Growth Committee, October 19, 2023

Implementing the Wasatch Choice Vision

1. Fall Workshop Preview
2. WCV Economic Element:
the Comprehensive Economic
Development Strategy
3. Discuss implementation
 - a. Priority issues?
 - b. Actions?



Wasatch Choice Vision and RTP Schedule

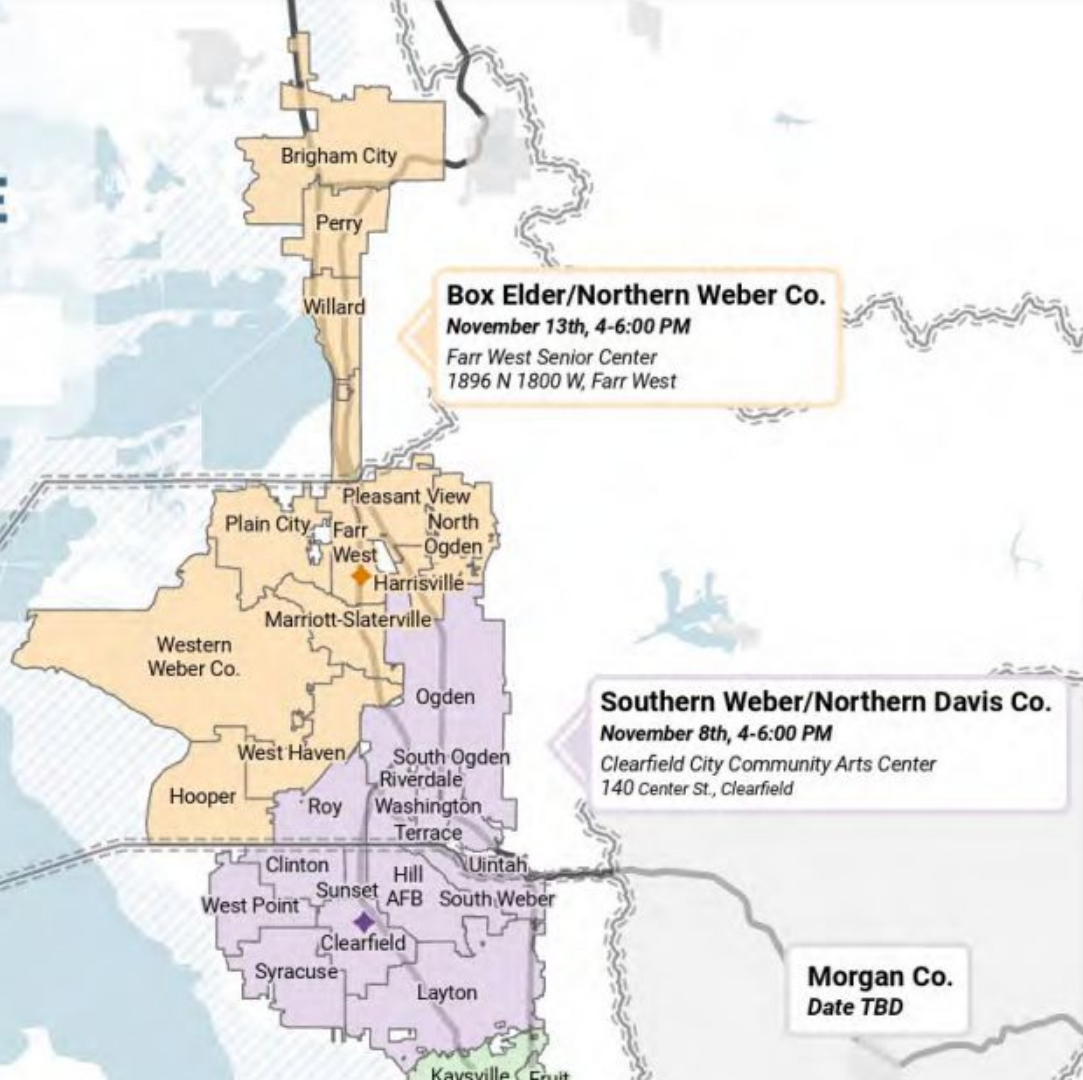




WASATCH CHOICE

— VISION —

Fall 2023 Workshops





Southern Davis Co.

November 1st, 4-6:00 PM

Davis County Administrative Offices: Room 131
28 E State St., Farmington

Northern Salt Lake Co.

November 20th, 4-6:00 PM

Murray City Hall: Council Chambers
10 E 4800 S, Murray

Tooele Co.

Date TBD

Southern Salt Lake Co.

November 6th, 4-6:00 PM

Herriman City Hall: Community Room
5355 W Main Street, Herriman



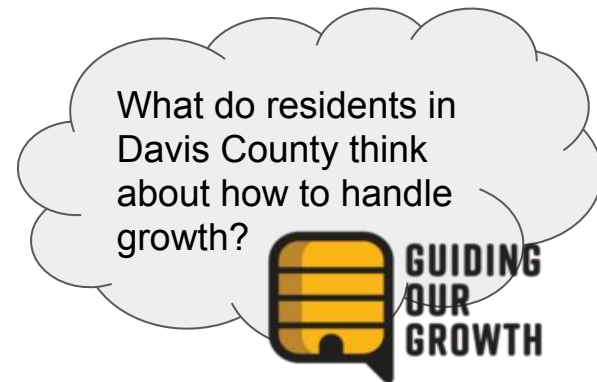
REGIONAL COUNCIL

Workshop Agenda

1 The Wasatch Choice Vision - our shared framework for collaboration

2 Discuss ways to build on the Wasatch Choice Vision

- a Transportation
- b Parks and public spaces
- c Water
- d Housing and city/town centers





[Goals & Strategies](#)

[Tools & Resources](#) ▾

[Case Studies](#)

[Partners](#)

[Wasatch Choice Map](#)



2. Discuss ways to build on the Wasatch Choice Vision

Issues

- a Transportation
- b Parks and public spaces
- c Water
- d Housing and city/town centers



GUIDING OUR GROWTH

A STATEWIDE CONVERSATION ABOUT UTAH'S FUTURE

What we've heard

Survey Results from 2023

2. Discuss ways to build on the Wasatch Choice Vision

Issues

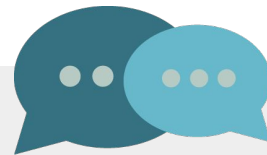
a Transportation

b Parks and public spaces

c Water

d Housing and city/town centers

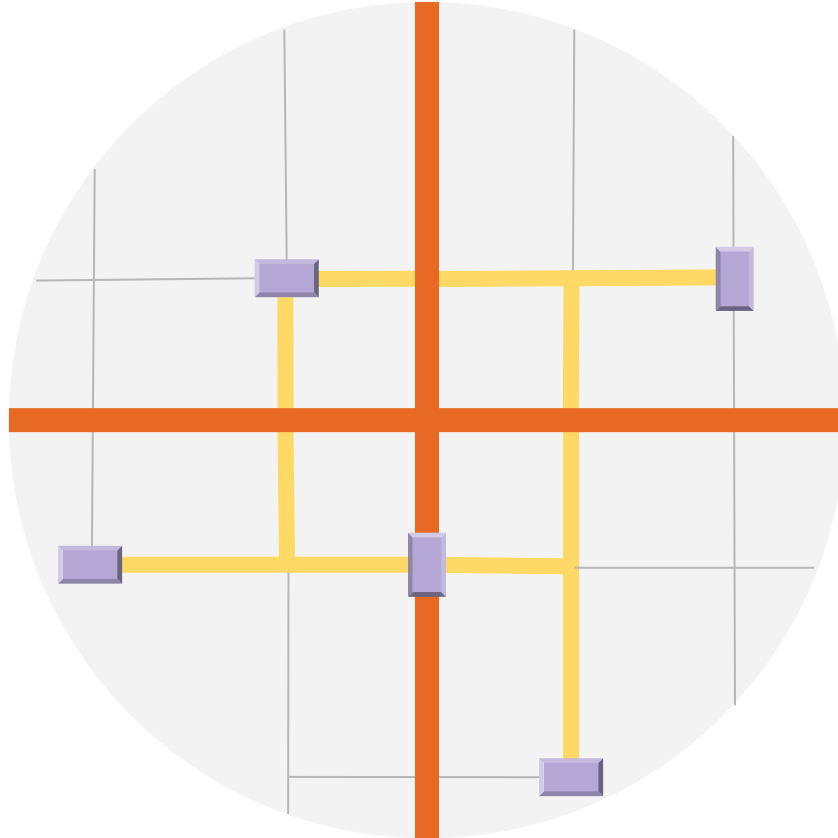
For each issue:



- *What have residents said?*
- *What are some key issues or considerations?*
- *Which “big ideas” do you consider both practical/feasible?*
- *What support would be helpful?*

Starting with the Wasatch Choice Vision Planned Walk/Bike Network.
Which routes makes sense as:

UTAH
**TRAIL
NETWORK**

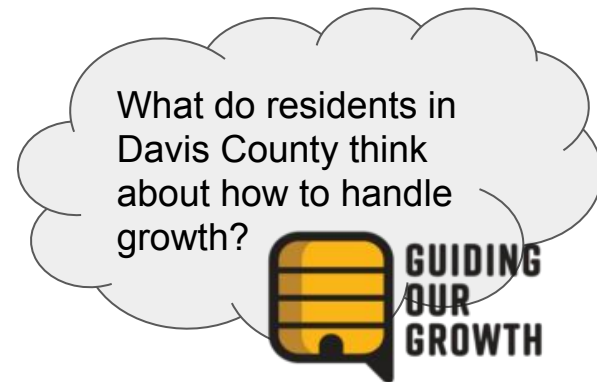


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2. **WCV Economic Element:
the Comprehensive Economic
Development Strategy**
3. Discuss implementation
 - a. Priority issues?
 - b. Actions?



What is a Comprehensive Economic Development Strategy?



WASATCH CHOICE — VISION —

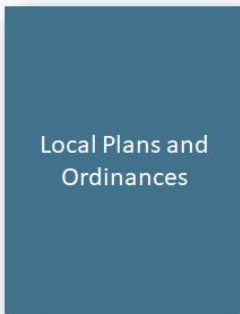
Economic Development

Comprehensive
Economic Development
Strategy



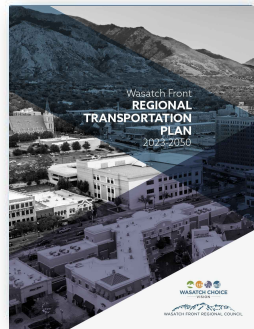
Land Use

Transportation
and Land Use
Connection



Transportation

Regional
Transportation
Plan



2023-2028 CEDS KEY ANCHORS



The CEDS: CITY AND TOWN CENTERS

WFEDD ACTIONS:

1. Identify economic benefits of City and Town Centers.
2. Provide economic development resources for Centers.



The CEDS: CITY AND TOWN CENTERS

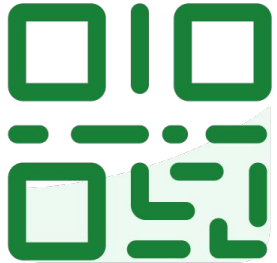
RECOMMENDATION	TASK
ACTION: Provide economic development resources for centers	Development ordinance template
	Create a pattern book (development guide)
	Provide resources for communities to articulate to developers desired projects.
	Identify opportunities for funding, capital assets, and the development of community reinvestment areas.
	Continuously support investments in improving the region's ability to expand high-speed internet coverage.

Implementing the Wasatch Choice Vision

1. Fall Workshop Preview
2. WCV Economic Element:
the CEDS
3. **Discuss implementation**
 - a. Priority issues?
 - b. Actions?



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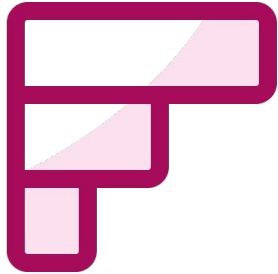


Join at slido.com
#1768549



Click **Present with Slido** or install our [Chrome extension](#) to display joining instructions for participants while presenting.

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What issue(s) that relate to the WCV should we focus on in the next year+ ?

① Click **Present with Slido** or install our [Chrome extension](#) to activate this poll while presenting.

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In the issues in which you'd like to focus, what actions should we explore?

① Click **Present with Slido** or install our [Chrome extension](#) to activate this poll while presenting.



Implementing the Wasatch Choice Vision

Regional Growth Committee, October 19, 2023

Wasatch Choice

wasatchchoice.org

WASATCH CHOICE
VISION

Goals & Strategies Tools & Resources Case Studies Partners Wasatch Choice Map



**WASATCH CHOICE
VISION**

Wasatch Choice Map

Utah is growing... and we have a plan.

Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. The Wasatch Choice Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow.

Wasatch Choice Vision key strategies for a thriving region and communities:

wasatchchoice.org



Utah Parking Modernization Guide

Regional Growth Committee // October 13, 2023





How people “get there” has changed





FAST FOOD RESTAURANT WITH DRIVE-IN WINDOW (836)

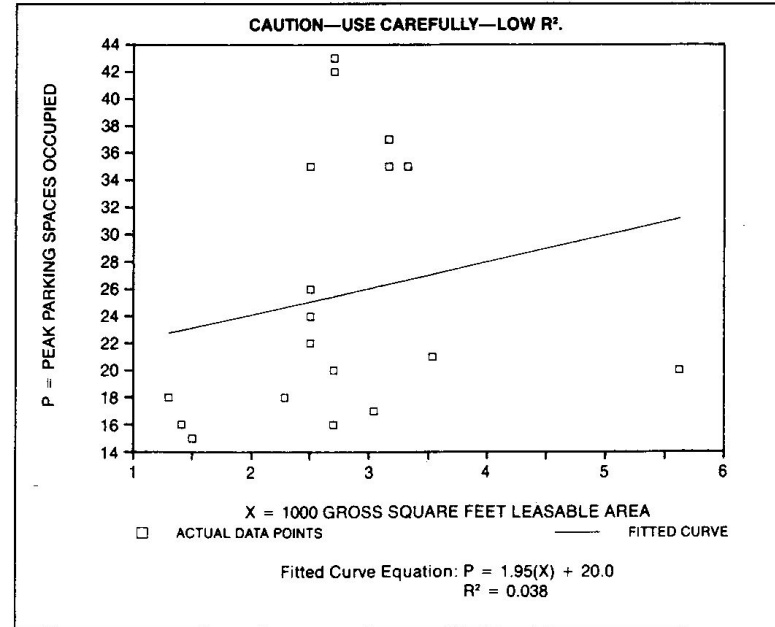
Peak Parking Spaces Occupied vs: **1,000 GROSS SQUARE FEET LEASABLE AREA**

On a: **WEEKDAY**

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average 1,000 GSF Leasable Area
9.95	3.55-15.92	3.41	18	3

DATA PLOT AND EQUATION



15-3-6 Parking Ratio Requirements For Specific Land Use Categories

- A. **RESIDENTIAL USES.** Off-Street parking shall be provided for each land Use as listed in this section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking ratio requirements are also shown below: Also refer to 15-15 Definitions for clarification of Uses.

RESIDENTIAL PARKING RATIO REQUIREMENTS		
USE		PARKING RATIO (NUMBER SPACES)
Accessory Apartment		1 per bedroom
Lockout Unit in Single Family and Duplex Dwellings		1 per bedroom
Single Family Dwelling		2 per Dwelling Unit
Duplex Dwelling		2 per Dwelling Unit (4 total)
Triplex Dwelling		2 per Dwelling Unit (6 total)
Multi-Unit Dwelling	Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
	Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
	Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit
Dormitory		1 per 200 sf floor Area devoted to accommodations
Boarding House, Hostel		1 per 2 beds; and 1 per manager's unit
Secondary Living Quarters		1 per bedroom in addition to requirements for primary residence
Guest House		1 per Unit
Nightly Rental		Parking for the first six (6) bedrooms is based on the parking requirement for the dwelling. An additional space is required for every additional two (2) bedrooms utilized by the Nightly Rental Use. Parking for Historic Structures may be allowed on the Street adjacent to the Property, if approved by the Planning, Engineering, and Building Department

- B. **NON-RESIDENTIAL USES.** In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply: Also refer to LMC Chapter 15-15, Definitions, for clarification of Uses.

NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	PARKING RATIO REQUIREMENTS (NUMBER SPACES)

Cautions

The quality and quantity of parking demand data vary significantly by land use code. While obtaining statistically reliable data for each land use is a long-term goal, it will take substantial additional data to achieve that end.

Parking Generation is only the beginning point of information to be used in estimating parking demand. Local conditions and area type can influence parking demand. *Parking Generation's* wide array of data blends many site conditions and may not best reflect local conditions. Therefore, surveys of comparable local conditions should always be considered as one of the best means to estimate parking demand to account for local factors.

While *Parking Generation* is not the final word on parking demand or an authoritative standard, this report contains the best available

Parking context varies

urban

suburban

rural

single use

mixed use

commercial street

activity center

downtown

low intensity

high intensity

near a regional trail

near transit

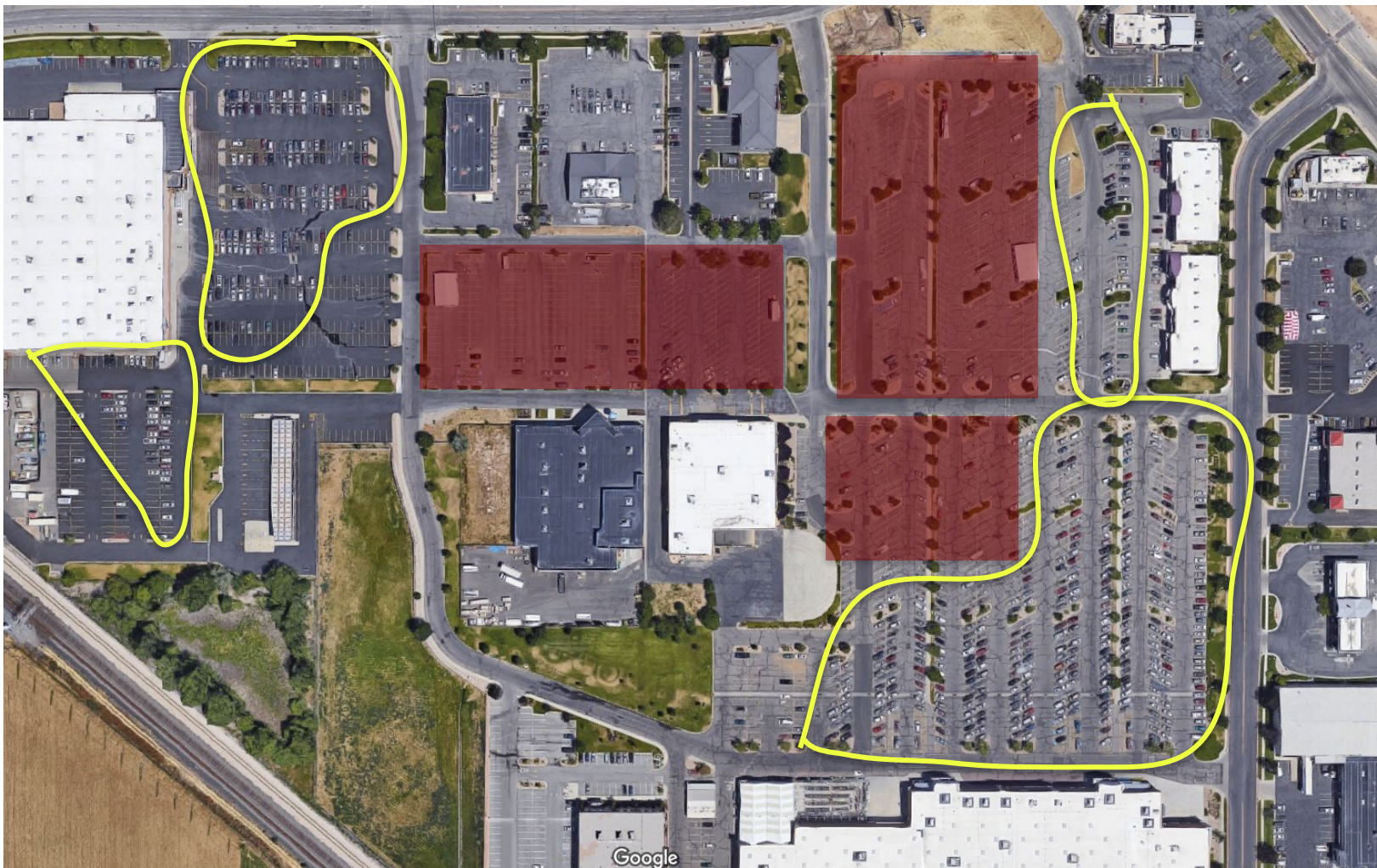
drive-only locations

small blocks

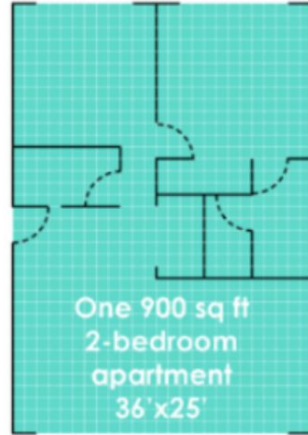
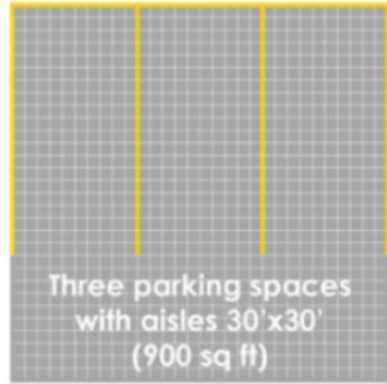
large blocks (hierarchical streets)

public “district” parking nearby

no district parking nearby



Three spaces could be



or



\$

Each parking space
increases moderate-priced
housing costs by about 12%

We will continue to be a thriving community where our peaceful way of life is preserved; downtown is the vibrant heart of our city; our neighborhoods are connected by a robust network of parks and trails; and innovation, adaptation and inclusion drive us forward.

Guiding Principles



Stay true to our heritage

We will preserve and enhance Kaysville's peaceful, small-town atmosphere through careful planning that respects the city's history and sense of place.



Improve mobility and connectivity

We will create sustainable multi-modal corridors that absorb growth, reflect our community and connect to our region.



Enrich our city center and downtown

We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.



Provide diverse housing options

We will work to preserve our existing neighborhoods while accommodating a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs of our residents.



Preserve our open space, trails and natural resources

We will encourage the preservation of open space through clustered development and the protection of foothills, natural drainages and remaining agricultural areas.

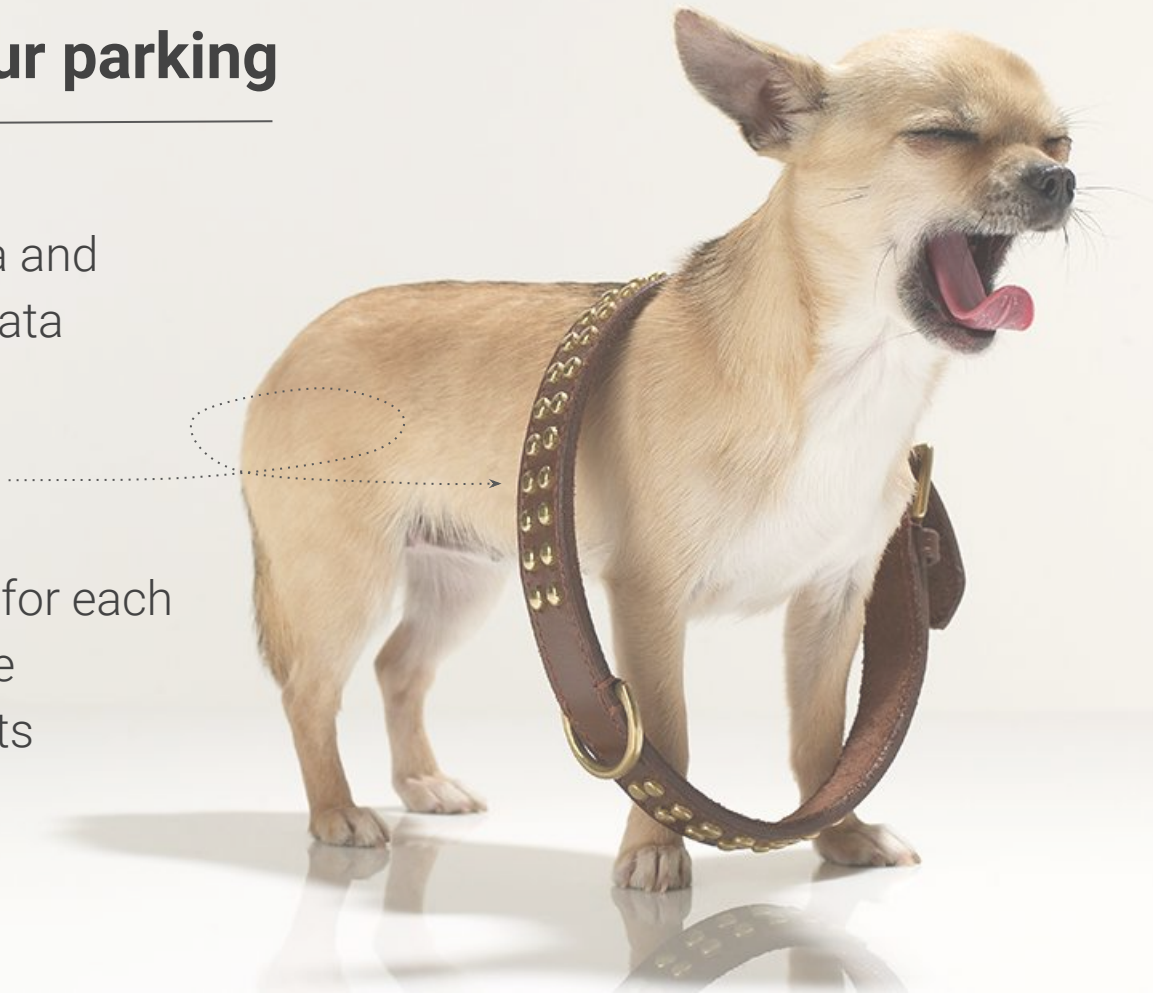


Modernize your parking

Use the latest data and
collect your own data

Move away from
one-size-fits-all

Right-size parking for each
context to increase
community benefits



wasatchchoice.org

wfrc.org

