



WASATCH CHOICE

VISION

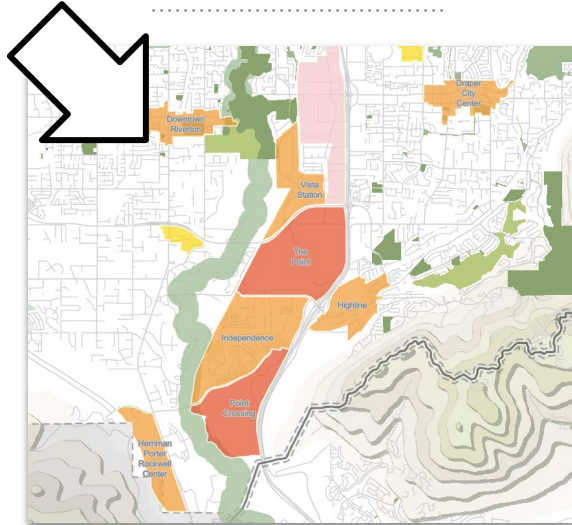
LAND USE UPDATE



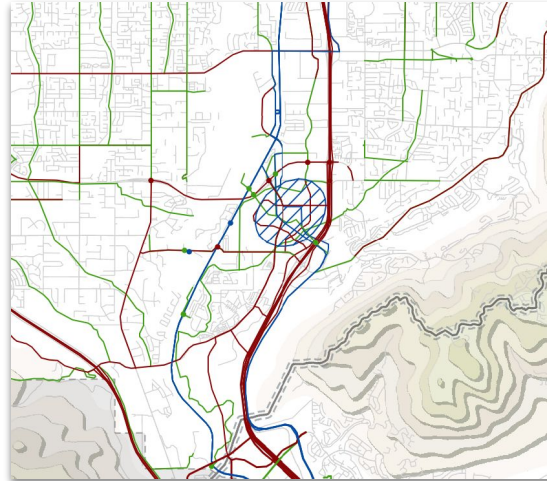
WASATCH CHOICE

— VISION —

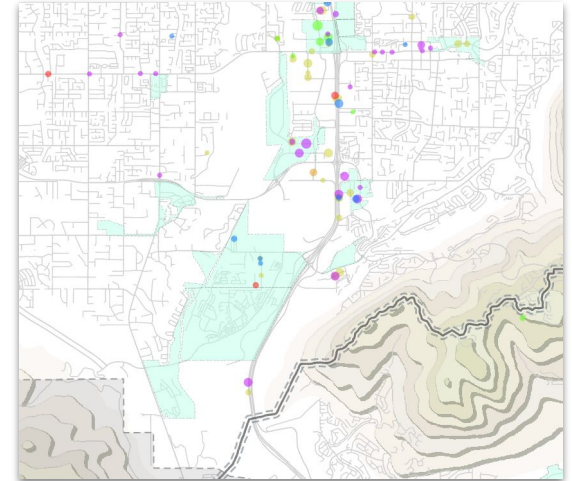
Local Land Use Aspirations



Regional Transportation Plan



Desired Economic Opportunities



Wasatch Choice Vision Land Use Update

Wasatch Choice Map [@wherematters](#)

Vision Transportation Centers & Land Uses Economic Opportunities Parks & Public Spaces SLC 2034 +



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.

Key Strategies

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

Transportation choices
Provide people with real choices in how they get around - by driving, transit, biking, and walking - so people can easily reach their destinations.

Housing options
Support housing types and locations that meet the needs of all residents.

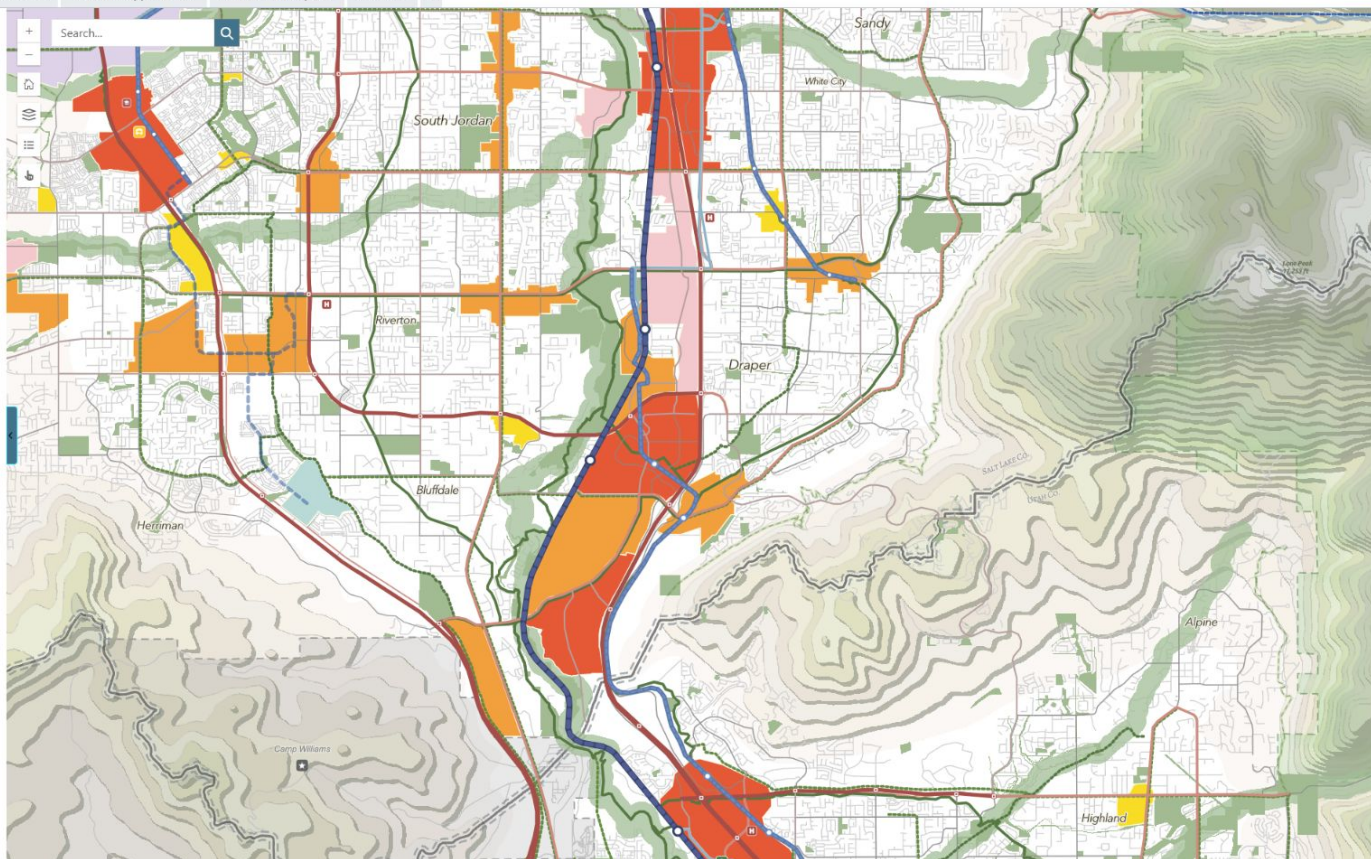
Parks and public spaces
Ensure ample and convenient parks, public spaces, and open land for gathering and recreation.

City and town centers
Create and enhance city and town centers as the hearts of our communities - walkable areas where activity is focused, with places to live, work, and play.

Goals and Benefits

The Vision is designed to improve quality of life now and for generations to come.

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- Clean air
- Housing choices and affordable living expenses



- Filter [reset](#) [X](#)
- ☒ Transportation
 - ☒ Roads
 - ☒ Transit
 - ☒ Bike/Ped
 - ☒ Land Use
 - ☒ Centers
 - ☒ Other Land Uses
 - ☒ Parks & Public Spaces

Map Features Found: [X](#)

Click a feature on the map for more information

Wasatch Choice Land Uses



NEIGHBORHOOD CENTERS



CITY CENTERS



URBAN CENTERS



METROPOLITAN CENTERS



EMPLOYMENT DISTRICTS



INDUSTRIAL DISTRICTS



RESIDENTIAL AREAS



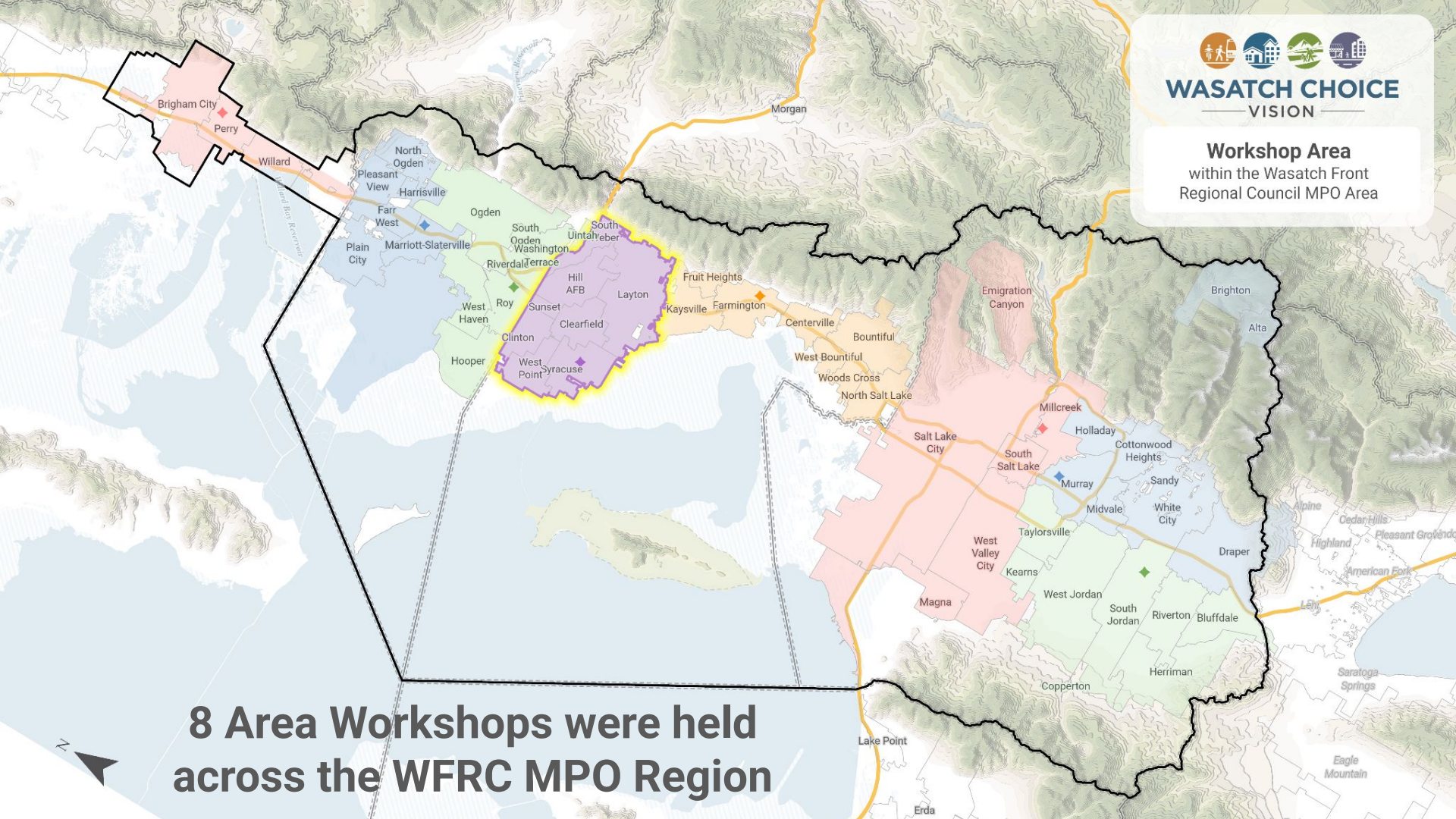
PARKS & PUBLIC SPACES



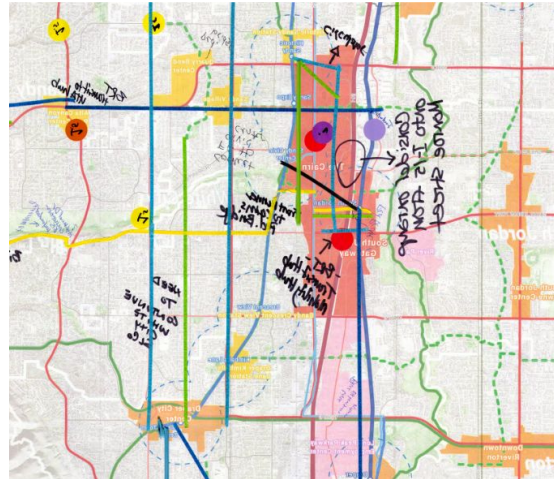
WASATCH CHOICE
— VISION —

Workshop Area
within the Wasatch Front
Regional Council MPO Area

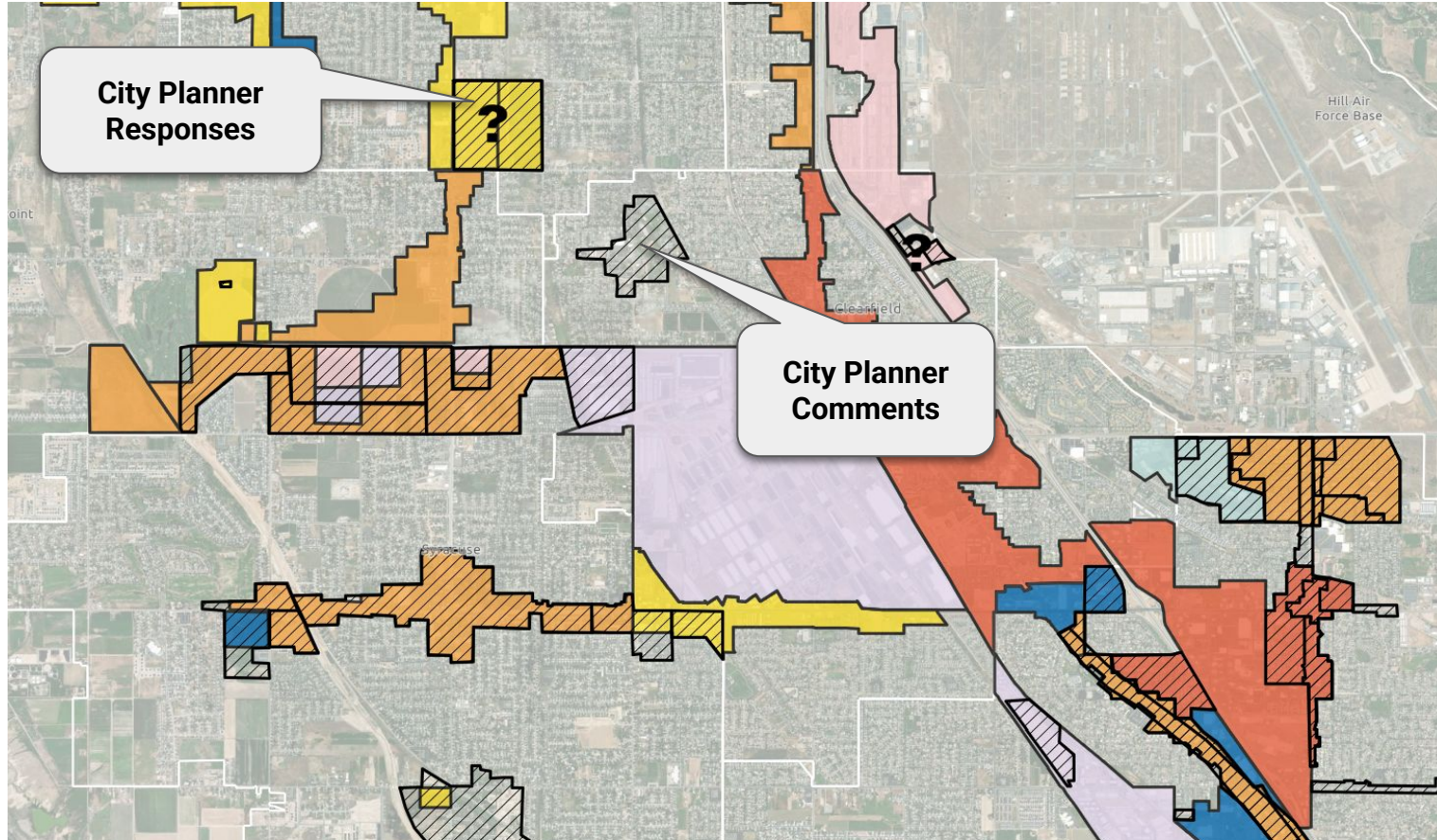
**8 Area Workshops were held
across the WFRC MPO Region**



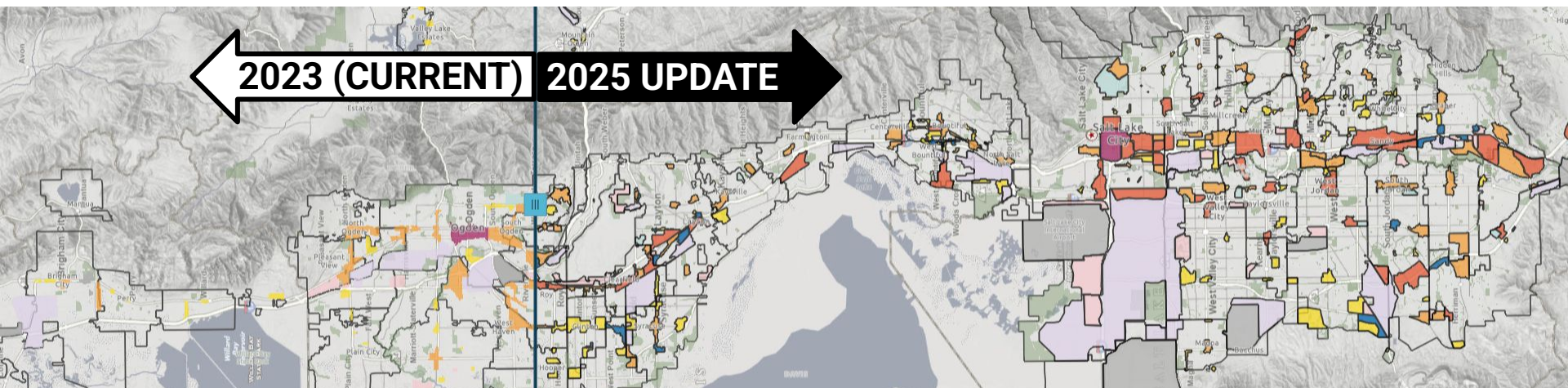
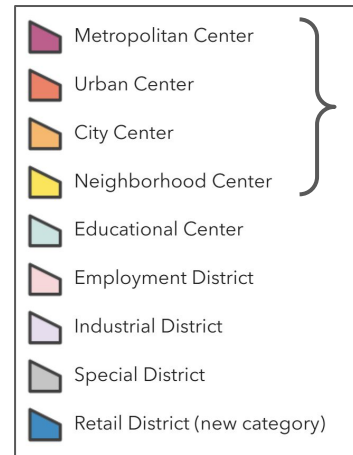
2024 Fall Workshops: Listening to Communities



BOUNDARY COORDINATION With City and County Staff, and Elected Officials

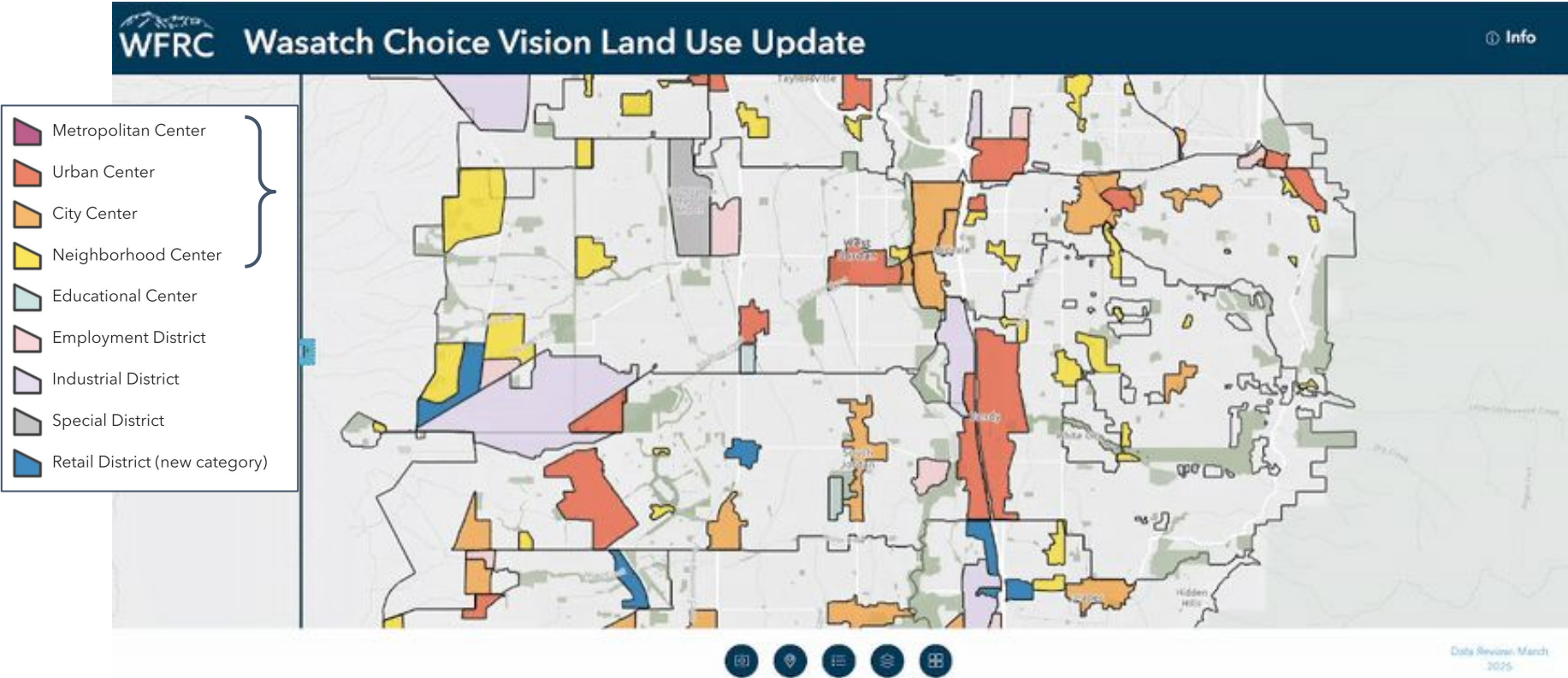


Wasatch Choice Vision 2025 Land Use Update



Wasatch Choice Vision Land Use Layer - 2025 Update

Level 1 Request // WFRC



Neighborhood Center

1-3 Stories

Standard Bus



City Center

1 - 4 Stories

Enhanced Bus



Urban Center

2-8 Stories

Bus Rapid Transit



Wasatch Choice Vision Land Use Layer - 2025 Update

Level 1 Request // WFRC

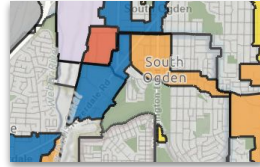
FALL 2024
Workshop Input



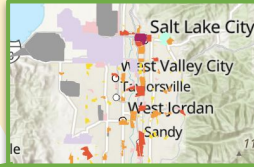
JAN-FEB 2025
Planner Review



MAR-APR 2025
Community Review



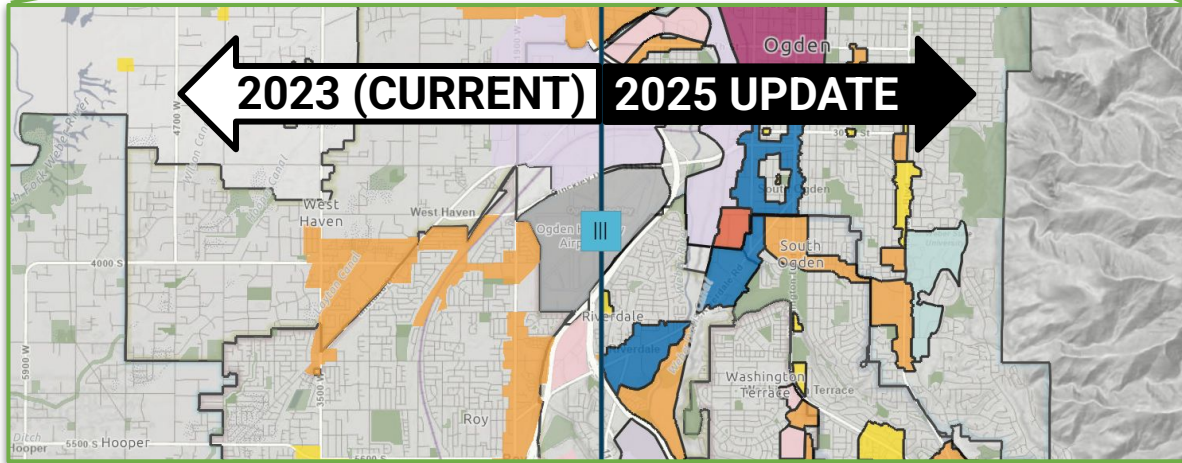
MAY 2025
Land Use Amendment



SUMMER 2025
Population & Jobs



FALL 2025 WORKSHOPS
Review Preferred Scenario



- Metropolitan Center
- Urban Center
- City Center
- Neighborhood Center
- Educational Center
- Employment District
- Industrial District
- Special District
- Retail District (new category)



WASATCH CHOICE

VISION

LAND USE UPDATE

Wasatch Choice Vision Land Use Layer - 2025 UPDATE

Level 1 Request // WFR

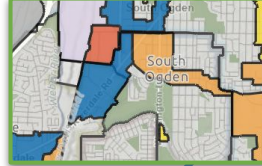
FALL 2024
Workshop Input



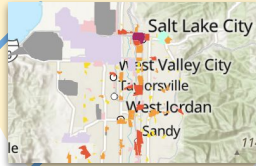
JAN-FEB 2025
Planner Review



MAR-APR 2025
Community Review



MAY 2025
Land Use Amendment



**WE ARE
HERE !**



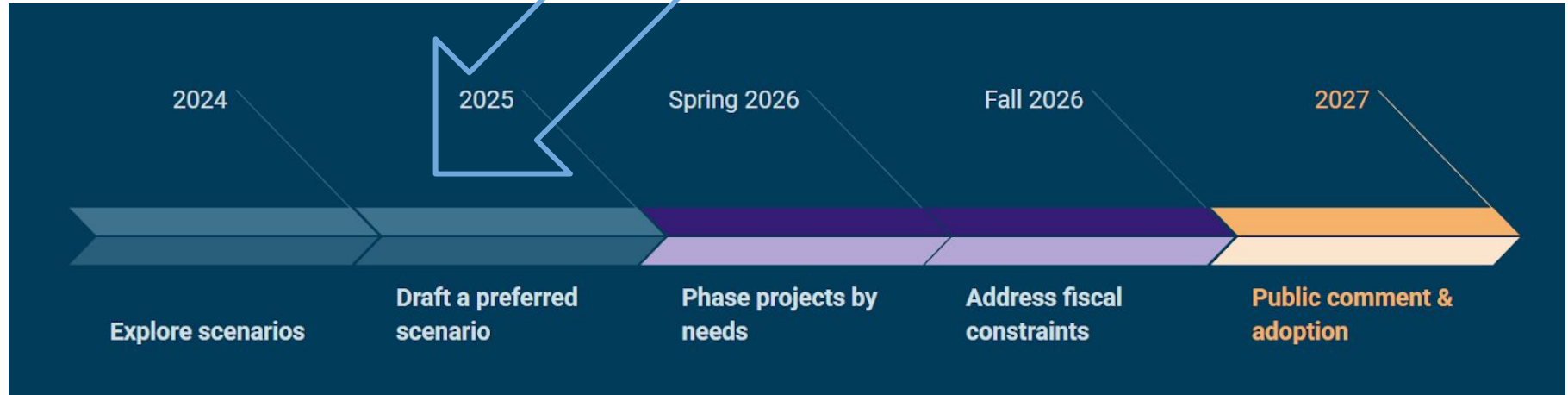
SUMMER 2025
Population & Jobs



FALL 2025 WORKSHOPS
Review Preferred Scenario



RTP PROCESS



2023-2050 RTP: Amendment 3

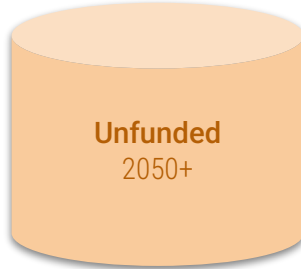
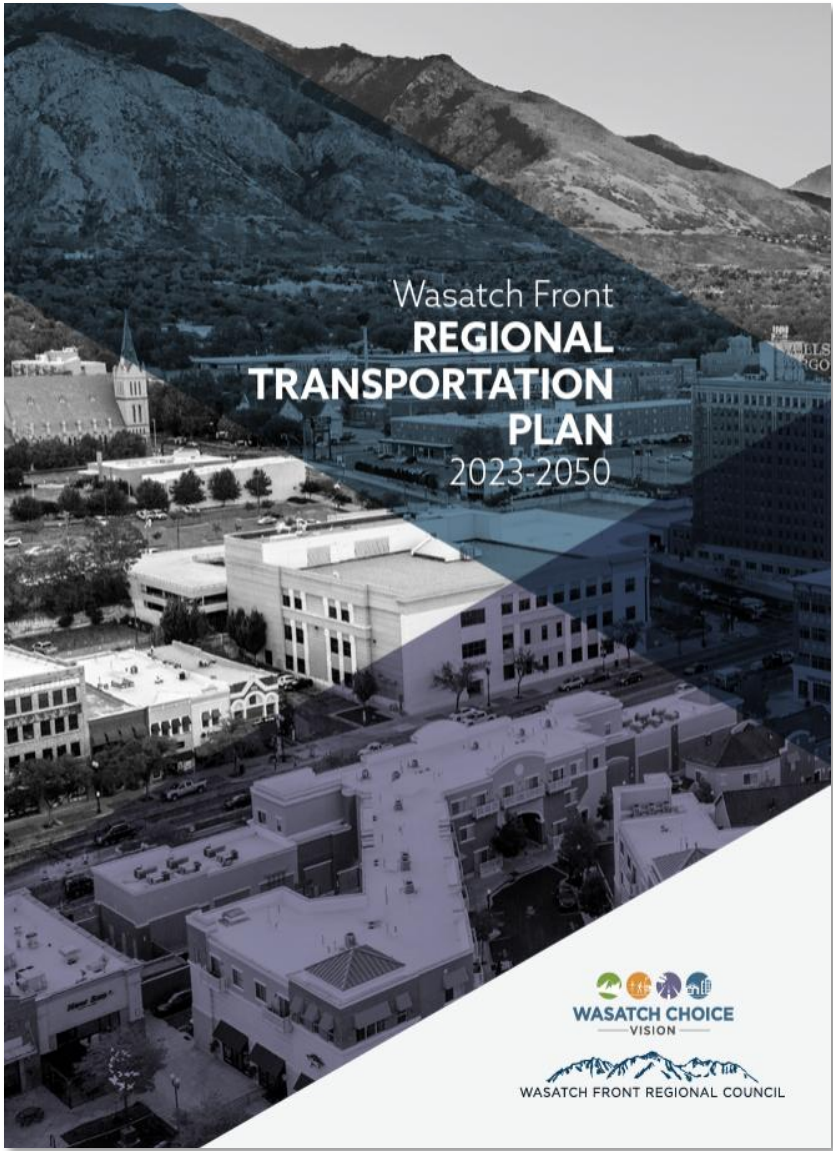
Regional Growth Committee

May 15, 2025

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



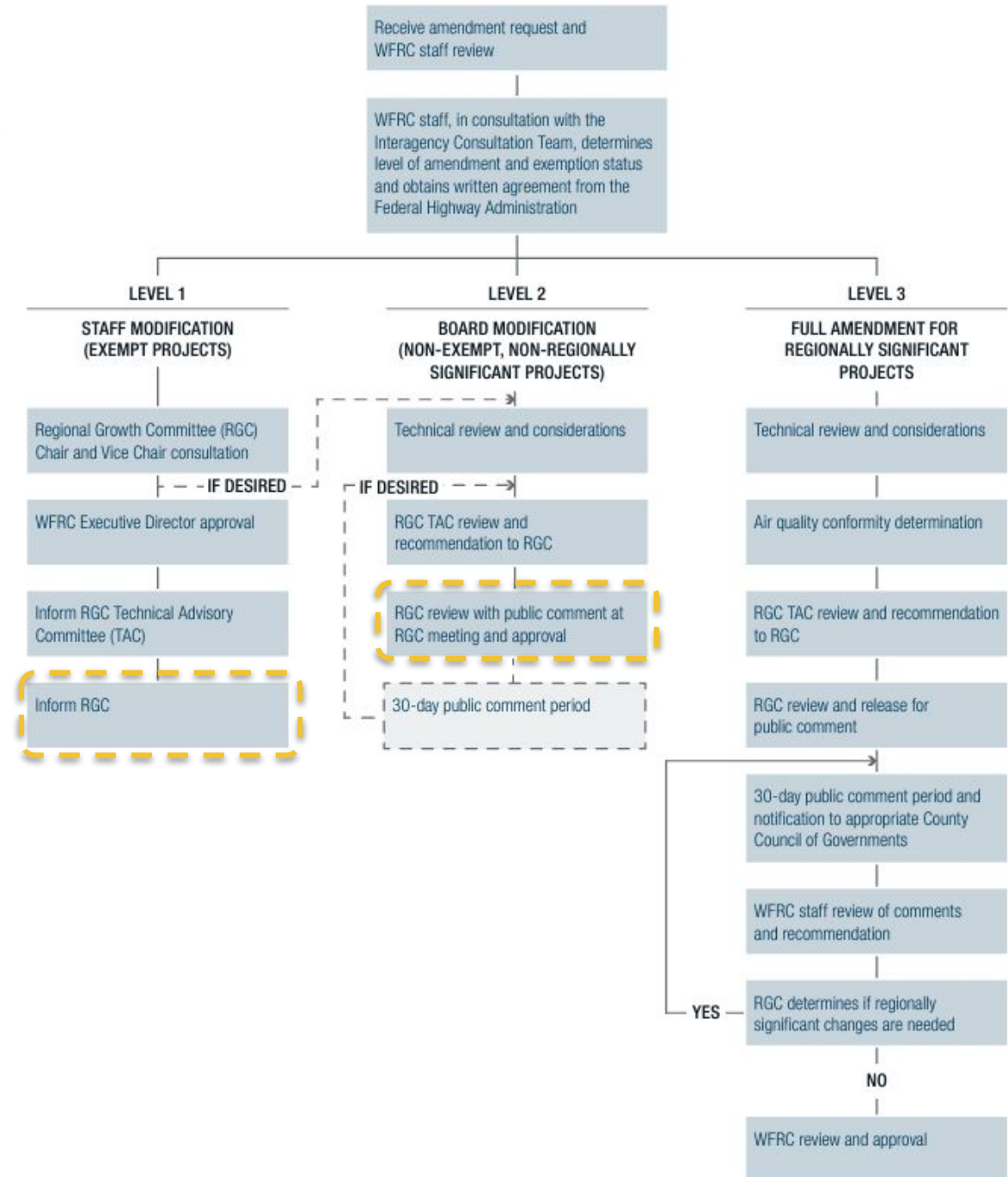
OTHER TOP
PRIORITIES

RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Consultation with project applicants, Interagency Consultation Team, and FHWA
- Review financial constraints
- Modeling and air quality conformity
- Public review and input



		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON-REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency Consultation Team could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Functional classification change	-	Collectors and minor arterials	Principal arterials and freeways
	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	Operational projects	Operational projects without modifications to signalized intersections	Operational projects with modifications to signalized intersections	-
	New construction or widening projects	-	Collectors and minor arterials	Principal arterials and freeways, including new intersection and interchanges
Transit	Needs-based phasing	All changes that only modify needs-based phasing	-	-
	Corridor preservation	-	All corridor preservation projects	-
	New construction, operational, or point projects	-	Non-fixed guideway transit	Fixed guideway transit facilities and stations
Active Transportation		Any active transportation project	-	-
Land Use		Wasatch Choice Vision land use centers	-	-

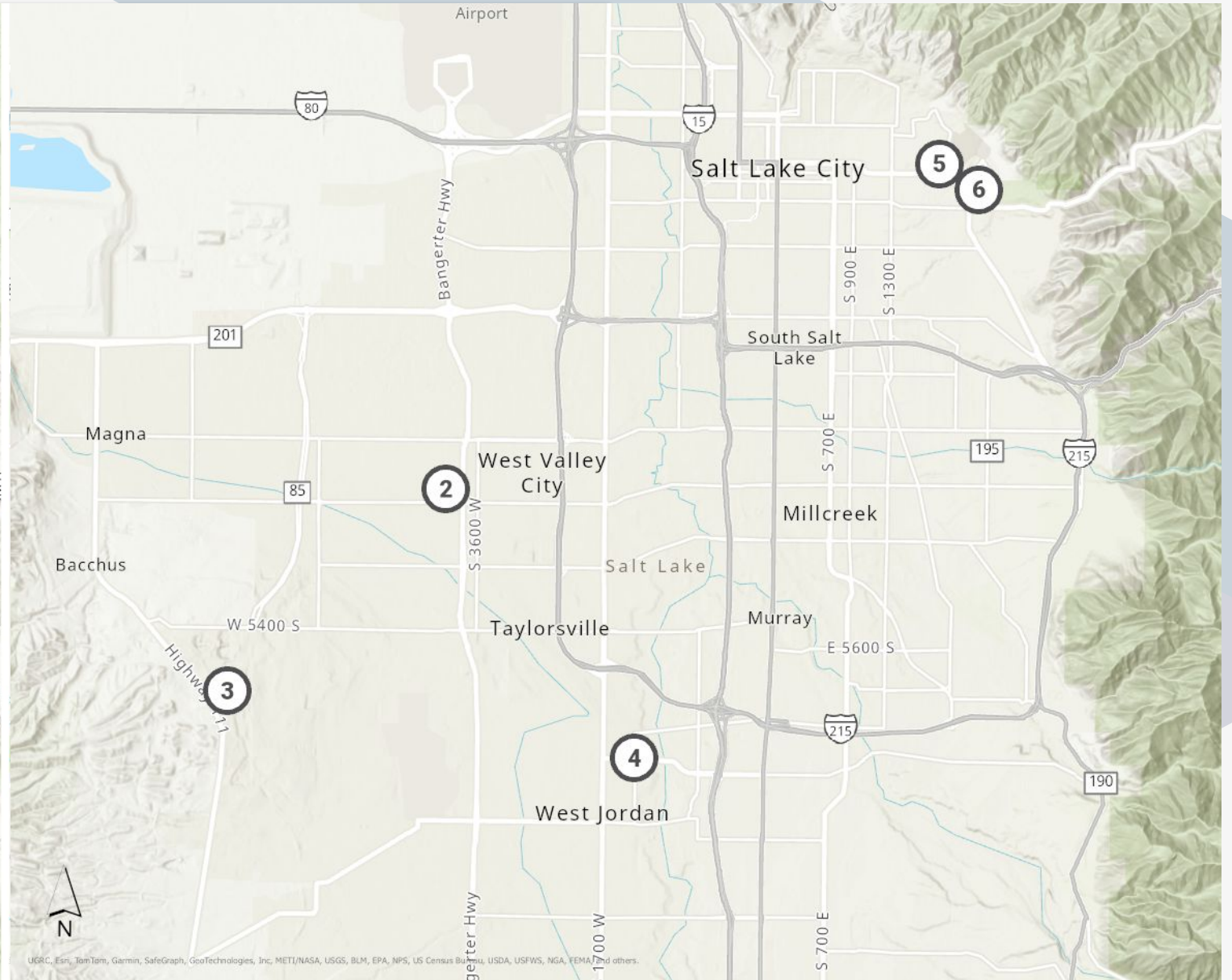
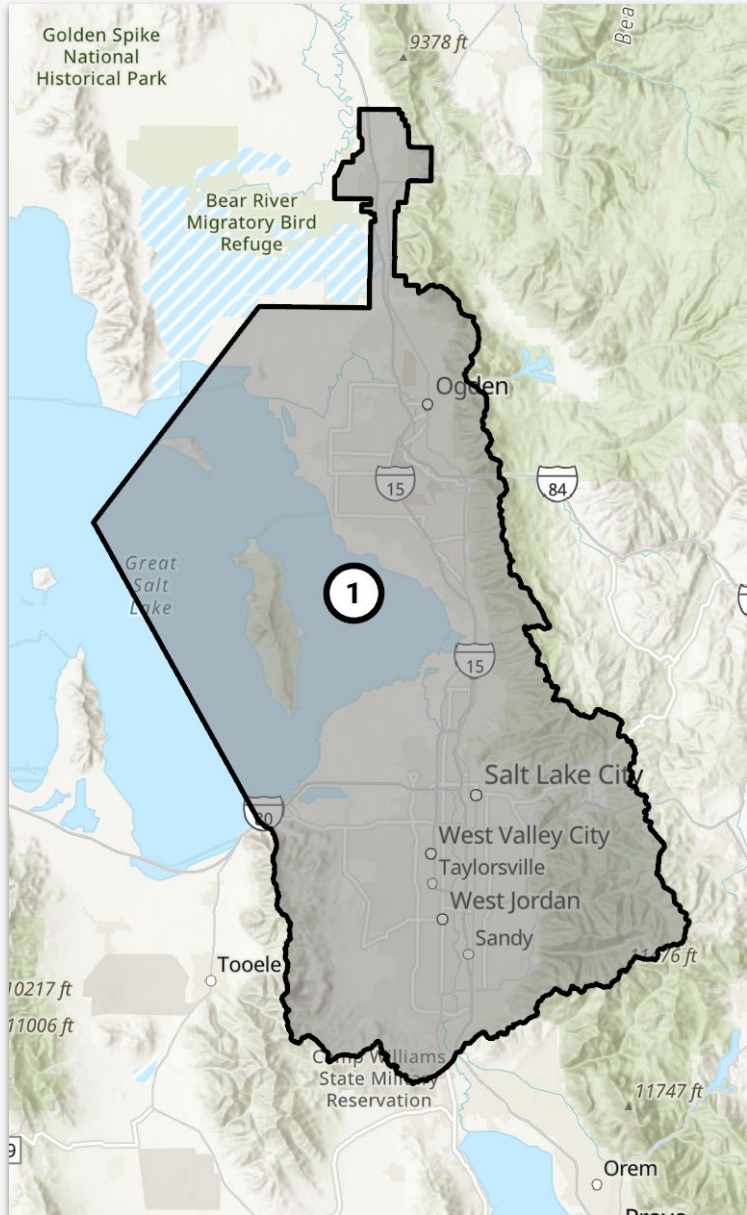
Amendment 3 Projects: Level 1 - Staff Modifications

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 1			
WFRC	Wasatch Choice Vision Land Use Layer	All counties	Update land use layer
West Valley City	4000 West	3100 South to 4700 South	Update fiscally constrained phase from 2 to 1
West Valley City	6200 South	SR-111 to MVC	Update fiscally constrained phase from 3 to 1
West Jordan City	1300 West	6235 South and Four B Lane	Update fiscally constrained phase from 2 to 1
University of Utah	South Campus Mobility Hub	Campus Center Drive / South Campus Drive	Update needs phase and fiscally constrained phase from 2 to 1
University of Utah	Research Park Mobility Hub	Blackhawk Way/ Komas Drive	Add new project as needs phase 1 and fiscally constrained phase 1

Amendment 3 Projects: Level 2 - Board Modification

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 2			
West Valley City	South Frontage Road	Beagley Road to Parkway Blvd	Needs phase 3 to 1 and fiscally constrained phase unfunded to 1
West Valley City	6200 South	Mountain View Corridor to SR-111	Needs phase 2 to 1 and fiscally constrained phase 3 to 1
West Jordan	6700 West	8600 South to Old Bingham Hwy / 10200 South	Needs phase 2 to 1 and fiscally constrained phase 3 to 1
Riverton	2700 West	13400 South to Bangerter Hwy	Needs phase 2 to 1 and fiscally constrained phase 3 to 1
Brigham City	1200 West	Promontory Road (SR-13) to Forest Street	Widen from 2 lanes to 5 lanes and needs phase 2 to 1 and fiscally constrained phase 2 to 1

Level 1 Amendments



Wasatch Choice Vision Land Use Layer - 2025 Update

Level 1 Request // WFRC

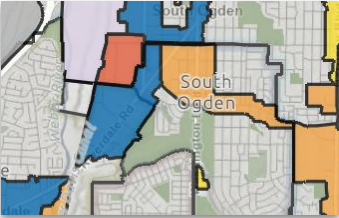
FALL 2024
Workshop Input



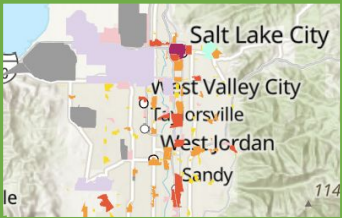
JAN-FEB 2025
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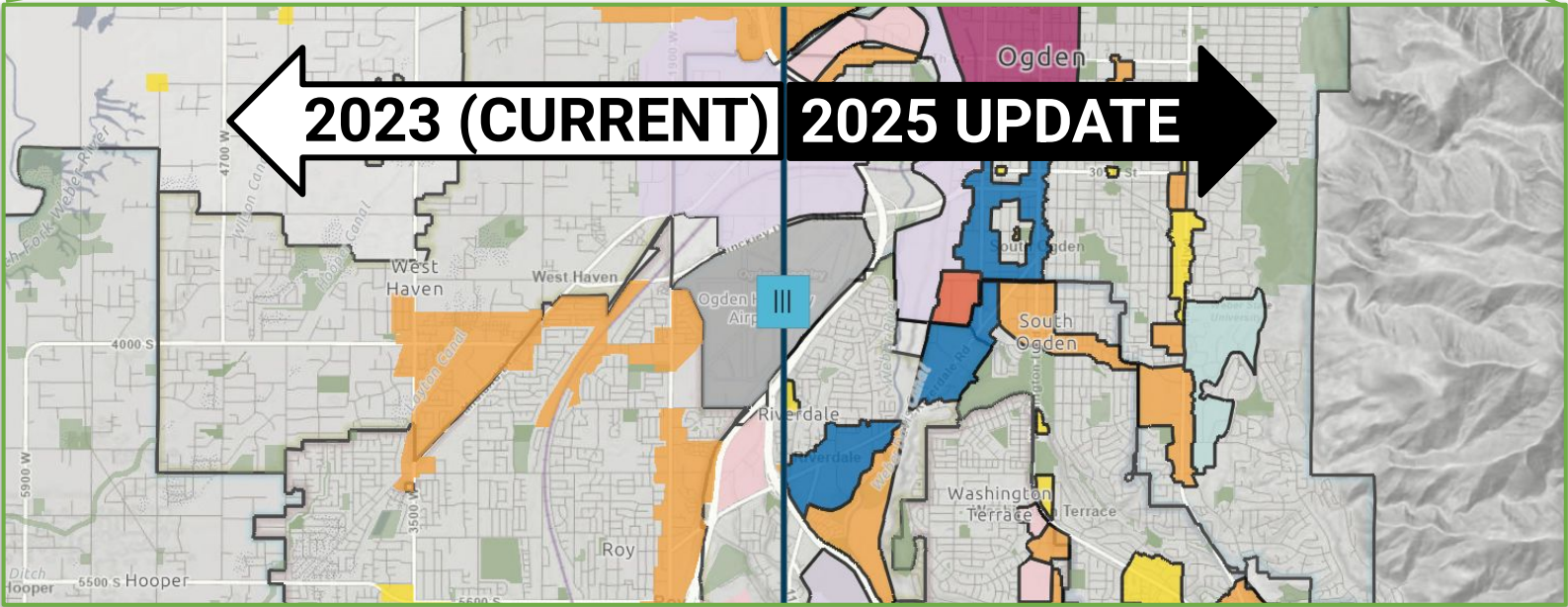


WE ARE
HERE !

SUMMER 2025
Population & Jobs



FALL 2025 WORKSHOPS
Review Preferred Scenario



- Metropolitan Center
- Urban Center
- City Center
- Neighborhood Center
- Educational Center
- Employment District
- Industrial District
- Special District
- Retail District (new category)

6200 South Sidepath

Level 1 Request // West Valley City

SCOPE

Project A-S-176 is 0.7 miles, from SR-111 to Mountain View Corridor. This amendment will move the project from Phase 3 Fiscal Constraint to Phase 1 Fiscal Constraint.

COST (2023)

Cost is included in roadway project.

FUNDING SOURCES

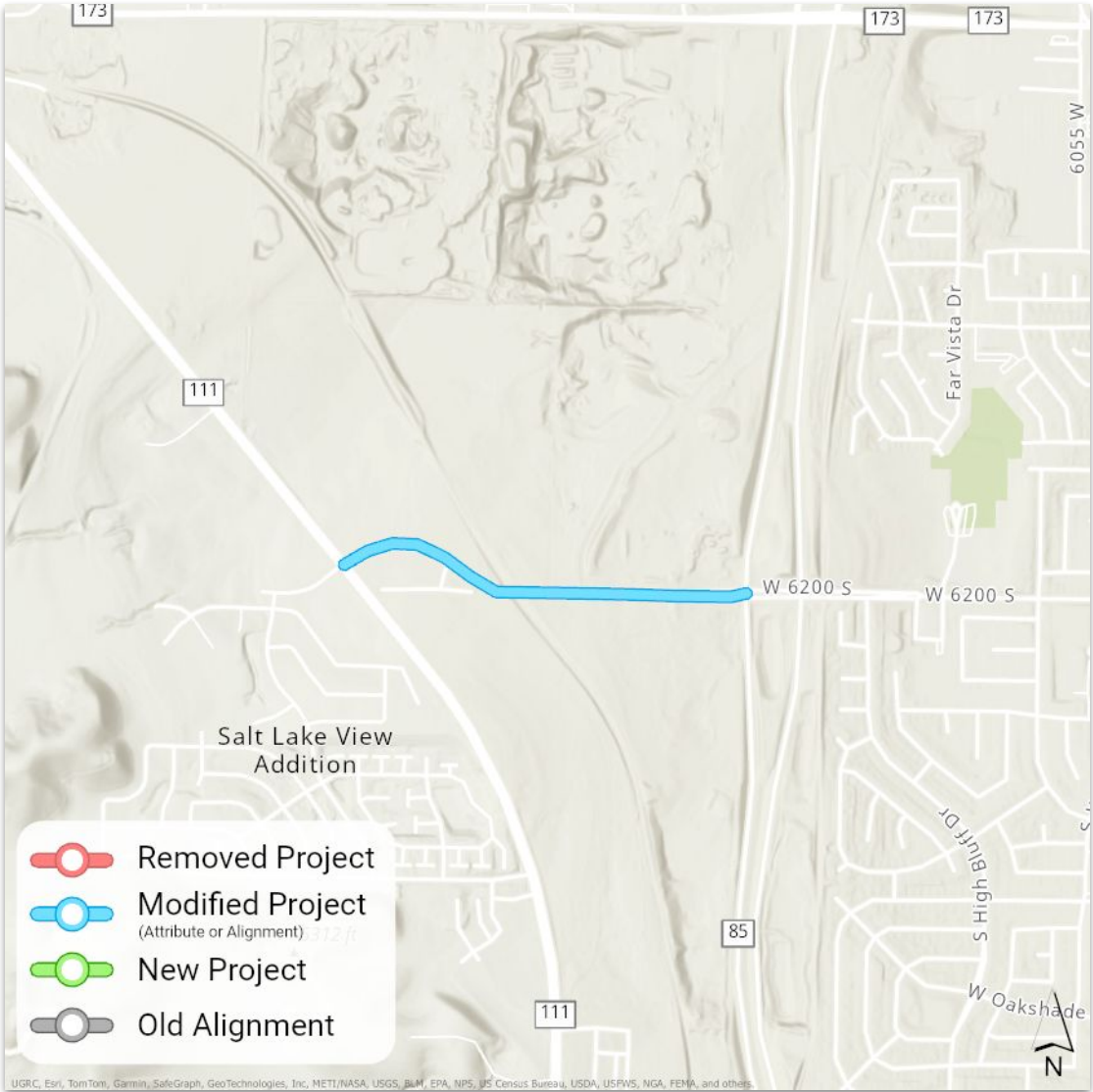
Project will be built with roadway project R-S-84, which has received CFCHP funds. Potential additional funding sources include Federal funds, City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

BENEFITS

Provides a separated walking and biking facility from vehicle travel lanes, which is safer for people walking and biking.

Connects a future shared use path on SR-111 to the existing Mountain View Corridor Trail.

Is the first phase of building a sidepath along 6200 South to Redwood Road, part of which is identified as a Beehive Bikeway.



1300 West/Temple Drive Buffered Bike Lane

Level 1 Request // West Jordan

SCOPE

Project A-S-173 is four miles, from 6235 South to Four B Lane. This amendment will move the project from Phase 2 Need and Fiscal Constraint to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$760,000

FUNDING SOURCES

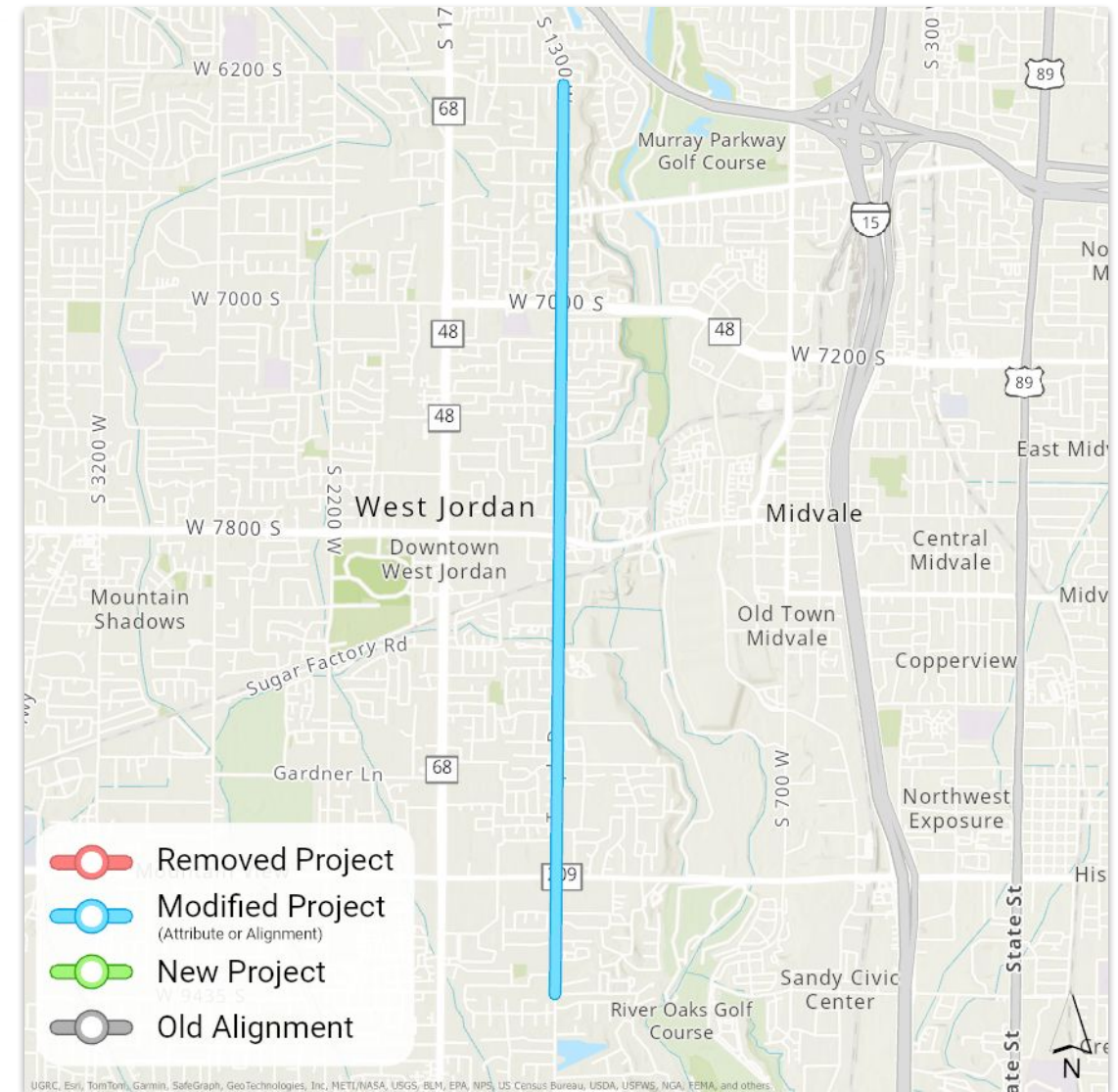
Project has received CFCHP funds. Potential additional funding sources include Federal funds, City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

BENEFITS

Provides a dedicated bike lane, with a buffer from vehicle traffic, which is safer for people biking.

Connects to existing bike lanes at Four B Lane, the southern terminus of the project.

Provides an alternative north/south route to Redwood Road.



South Campus Mobility Hub

Level 1 Request // University of Utah

SCOPE

Project T-S-55 is a mobility hub near the University South Campus Station. This amendment will move the project from Phase 2 Need and Fiscal Constraint to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$16,380,000

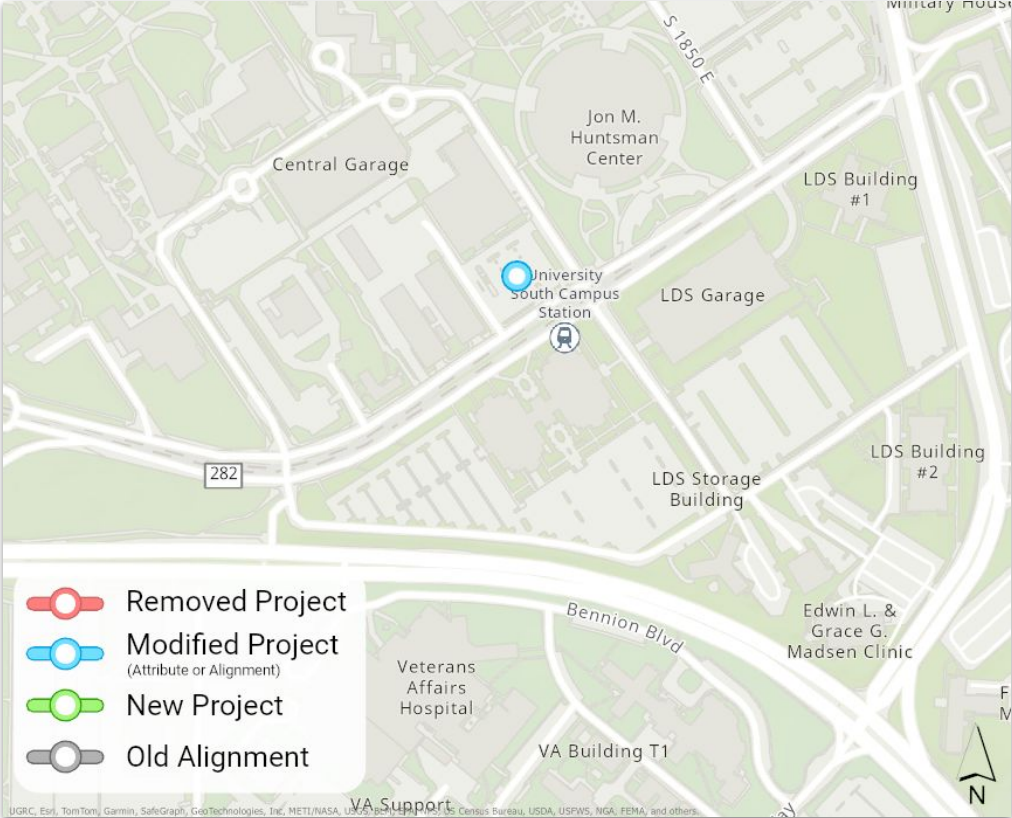
FUNDING SOURCES

Potential funding from local, state, and University sources.

BENEFITS

Supports connectivity improvements & transportation choices.

Provides improved access to urban, town, or job centers.



Research Park Mobility Hub

Level 1 Request // University of Utah

SCOPE

This project is a request for a new mobility hub in Research Park at southeast corner of Blackhawk Way and Komasa Dr. This amendment will add the project to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$16,380,000

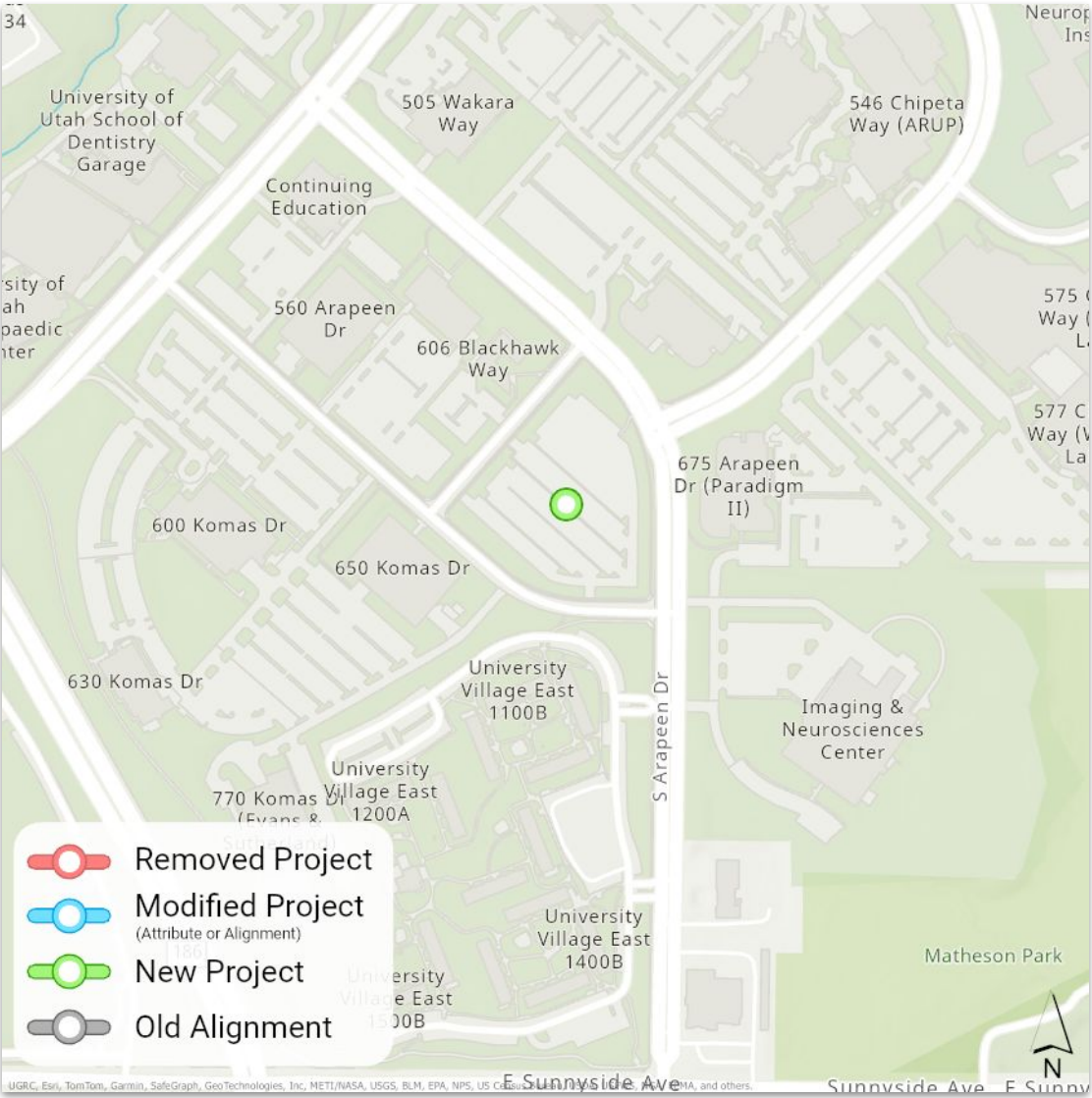
FUNDING SOURCES

Potential funding from local, state, and University sources.

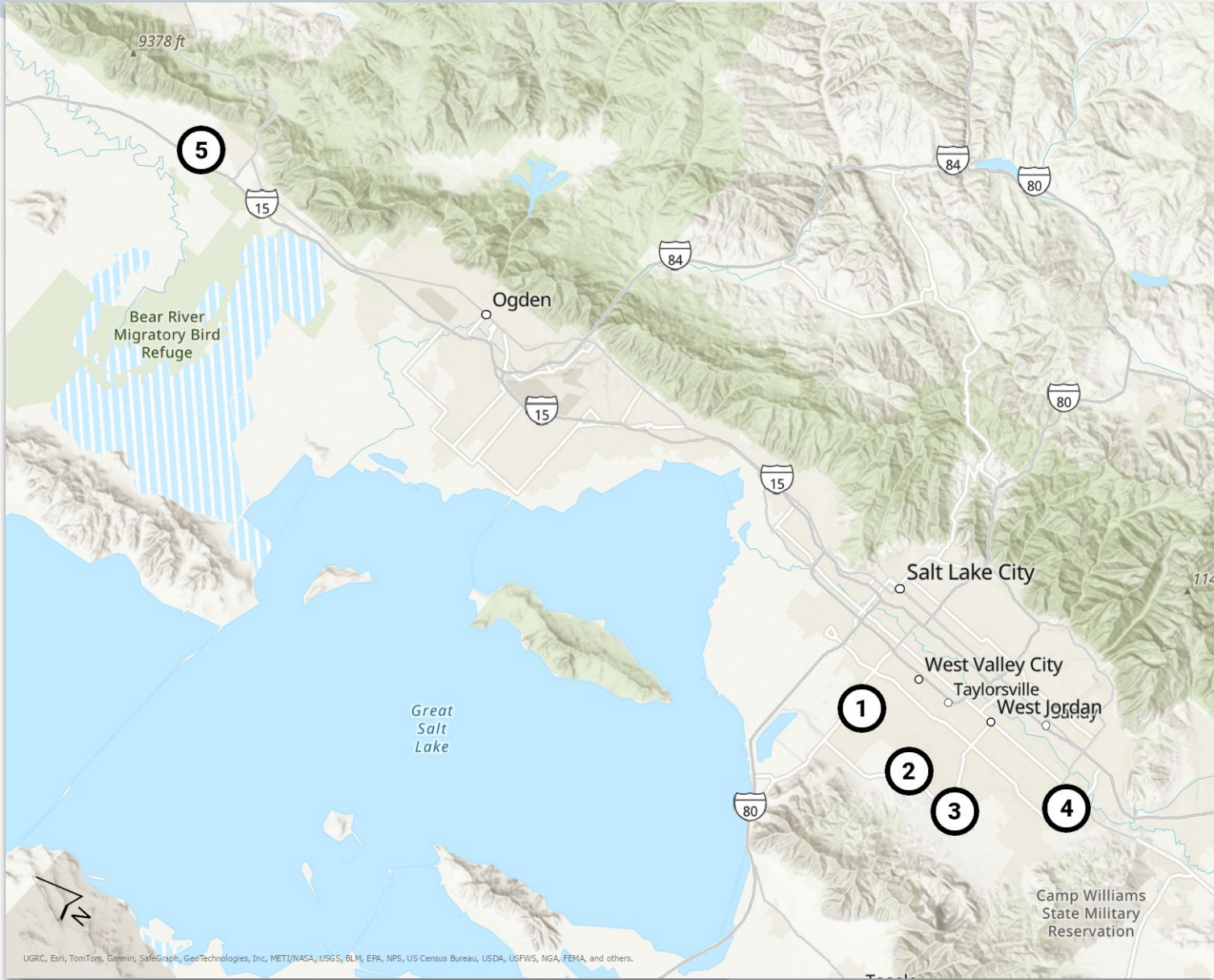
BENEFITS

Supports connectivity improvements & transportation choices.

Provides improved access to urban, town, or job centers.



Level 2 Amendments



South Frontage Road New Construction

Level 2 Request // West Valley City

SCOPE

Project R-S-59 is a 0.3 mile new construction project of the southern frontage road to MVC connecting Beagley road to Parkway Boulevard. This amendment will move the project from Phase 3 Need and Unfunded Fiscal Constraint to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$5 Million

FUNDING SOURCES

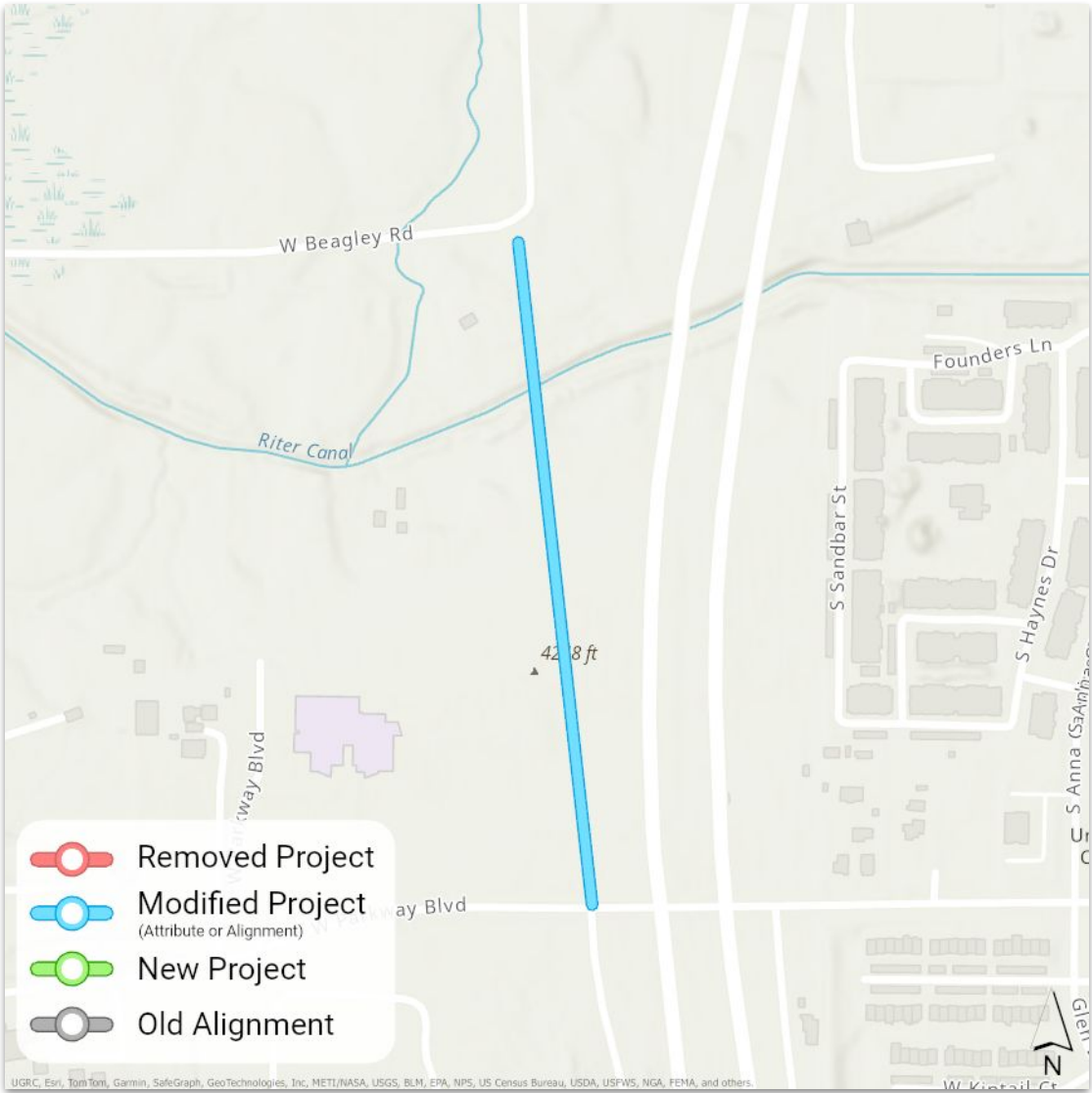
Potential funding from local and state funds.

BENEFITS

Creates a connection to the current frontage road system to the north.

Enhances access to the warehouse/employment areas to the west.

Allows for more efficient truck travel.



6200 South Widening

Level 2 Request // West Valley City

SCOPE

Project R-S-84 is a 0.7 mile widening project of 6200 South from SR-111 to Mountain View Corridor. This amendment will update the project from 3 lanes to 5 lanes and move the project from Phase 2 Need and Phase 3 Fiscal Constraint to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$7 Million

FUNDING SOURCES

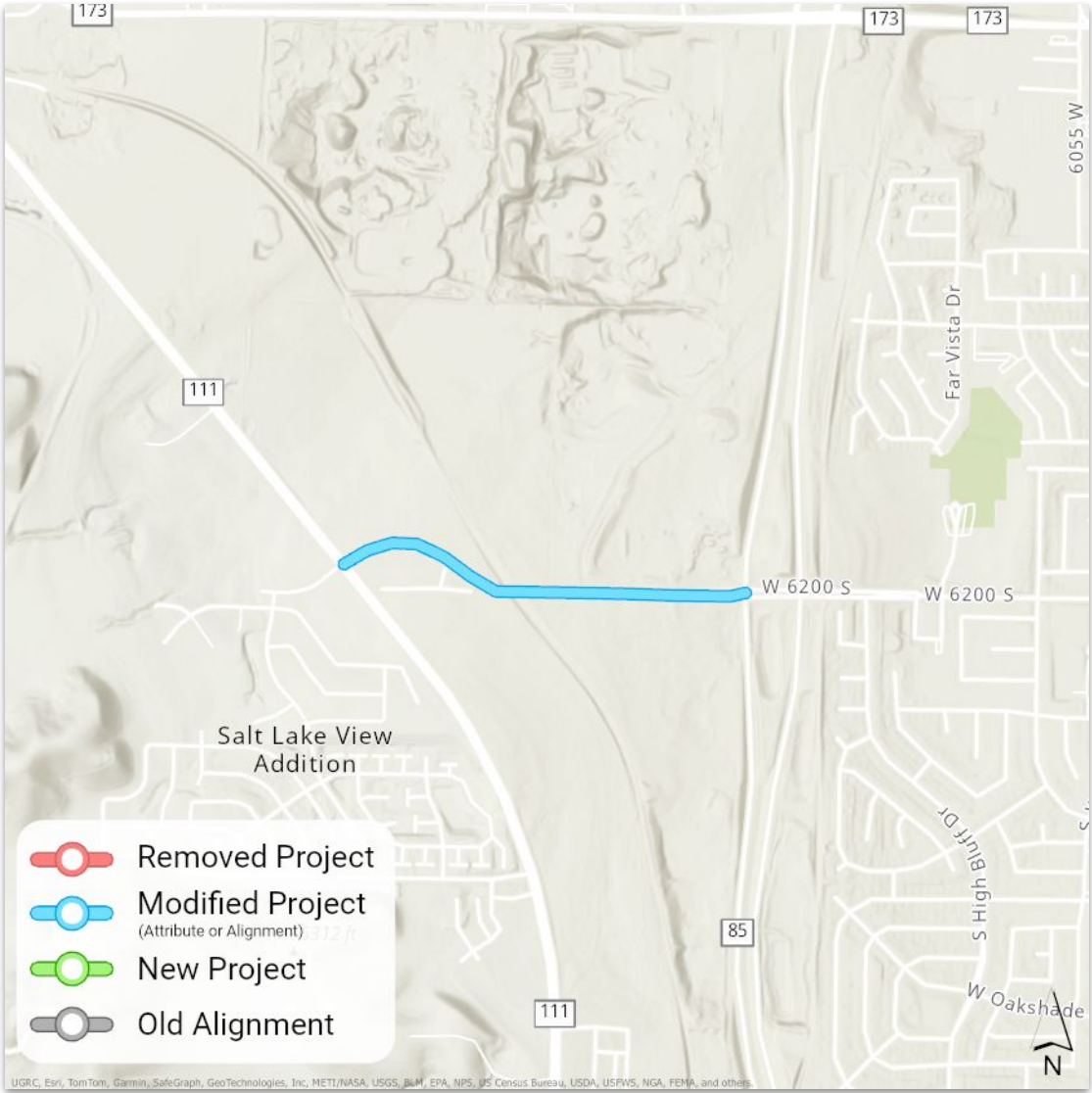
Partial funding from CFCHP. Potential additional funding sources include city funds, county funds, and/or federal funds.

BENEFITS

Increases mobility.

Enhances a connection between two regionally significant corridors.

Reduces delay.



6700 West New Construction

Level 2 Request // West Jordan

SCOPE

R-S-125 is a two mile new construction project on 6700 West connecting 8600 South to Old Bingham Hwy /10200 South. The amendment will be a 3 lane collector road in Phase 1 Need and Fiscal Constraint.

COST (2023)

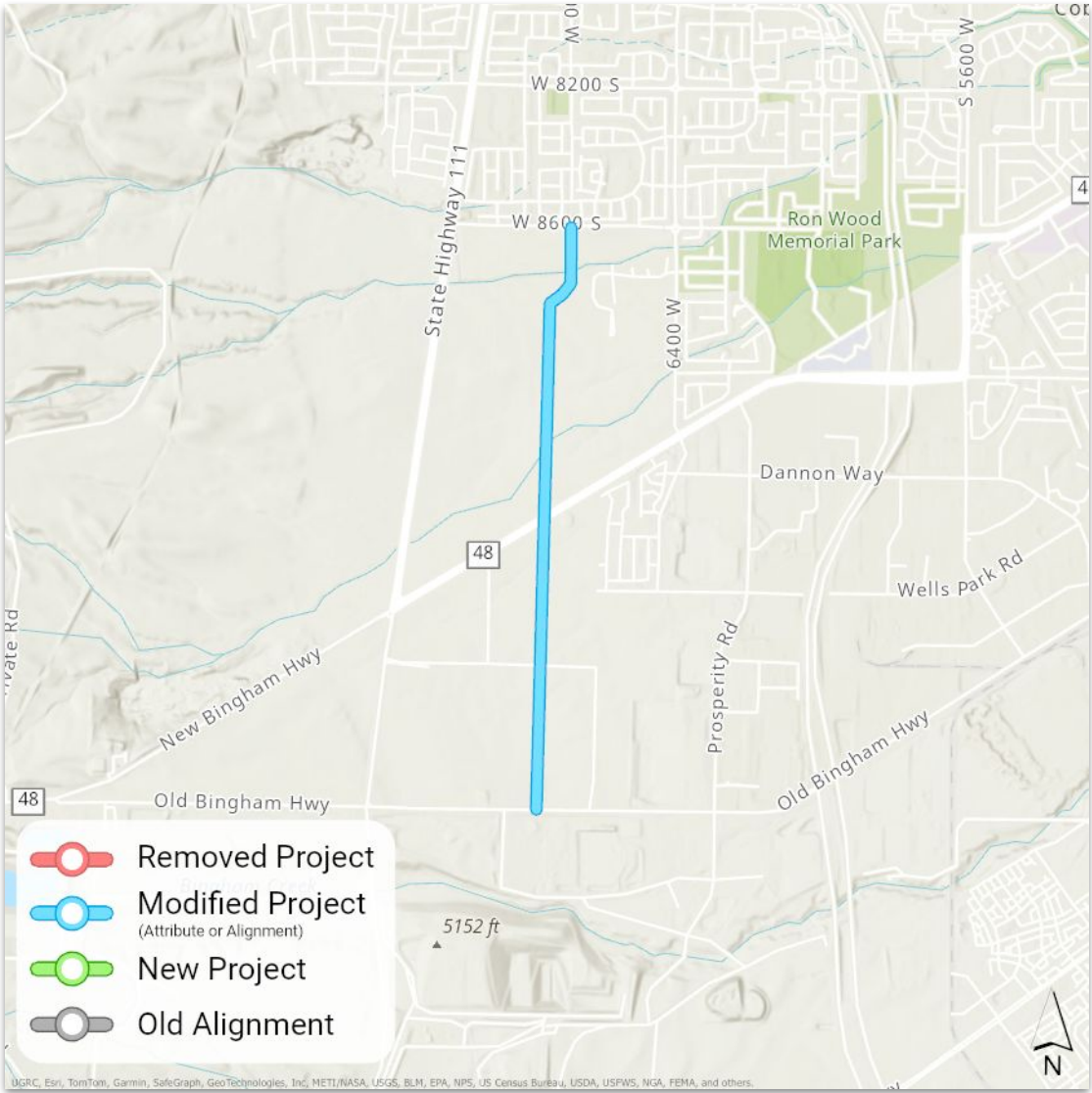
\$42.4 Million

FUNDING SOURCES

Partial funding from CFCIB grant and further potential funding sources include city funds, county funds, and/or federal funds.

BENEFITS

- Enhances mobility.
- Increases connectivity.
- Prepares for future growth demands.



2700 West Widening

Level 2 Request // Riverton

SCOPE

R-S-192 is a 0.5 mile widening project on 2700 West from 13400 South to Bangerter Hwy. This amendment will update the project from 3 to 5 lanes and move the project from Phase 2 Need and Phase 3 Fiscal Constraint to Phase 1 Need and Fiscal Constraint.

COST (2023)

\$11.6 Million

FUNDING SOURCES

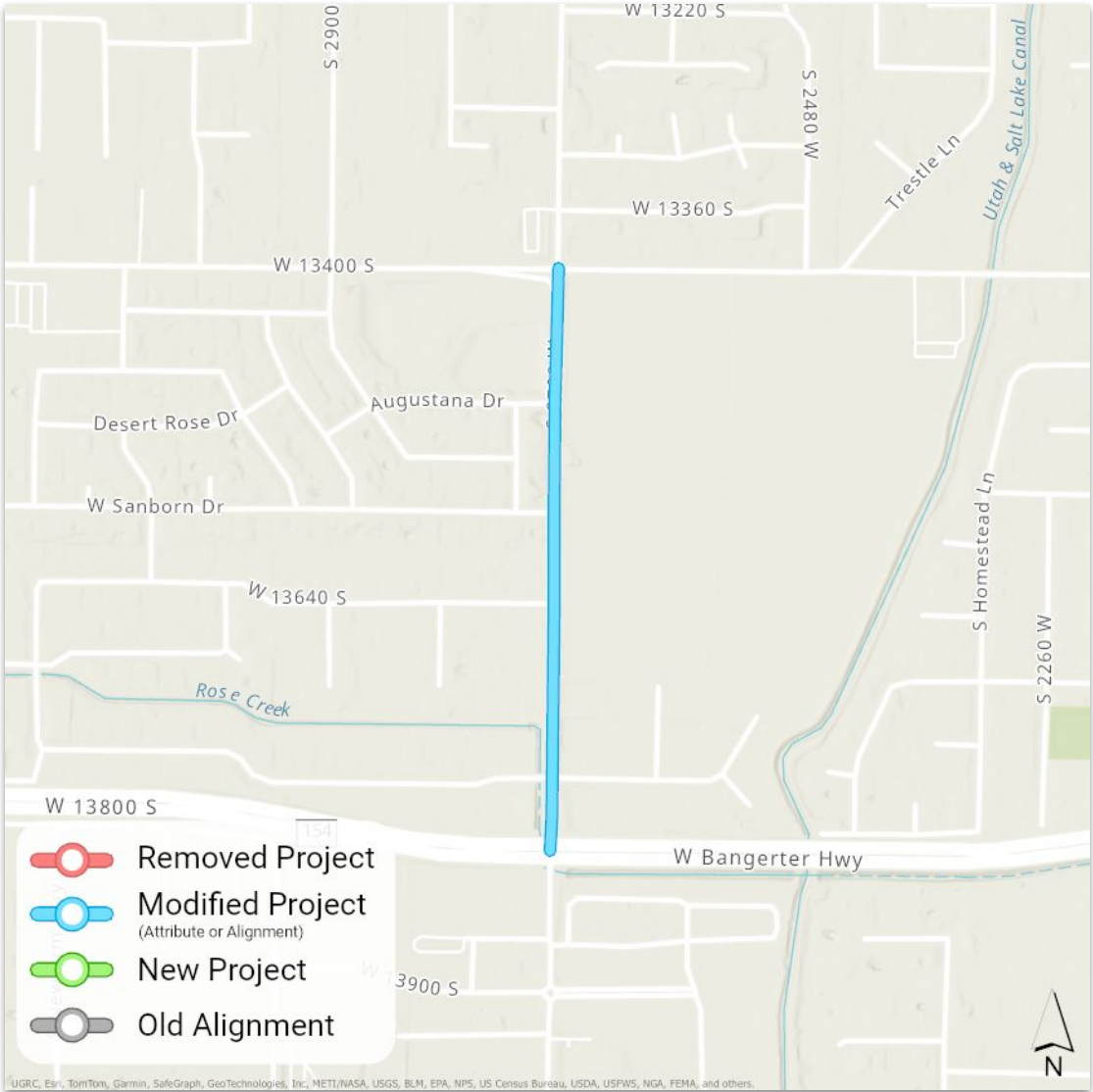
Partial funding from CFCIB grant and further potential funding sources include city funds, county funds, and/or federal funds.

BENEFITS

Increases mobility.

Provides consistent cross-section and enhanced multi-modal facilities.

Meets future growth assumptions.



1200 West Widening

Level 2 Request // Brigham City

SCOPE

R-B-3 is a 1.6 mile widening project of 1200 West from Forest Street to Promontory Road / SR-13. This amendment will update the project from 2 to 5 lanes changing it from an operational project to a widening project and move the project from Phase 2 Need and Fiscal Constraint to Phase 1 Need and Fiscal constraint.

COST (2023)

\$5.6 Million

FUNDING SOURCES

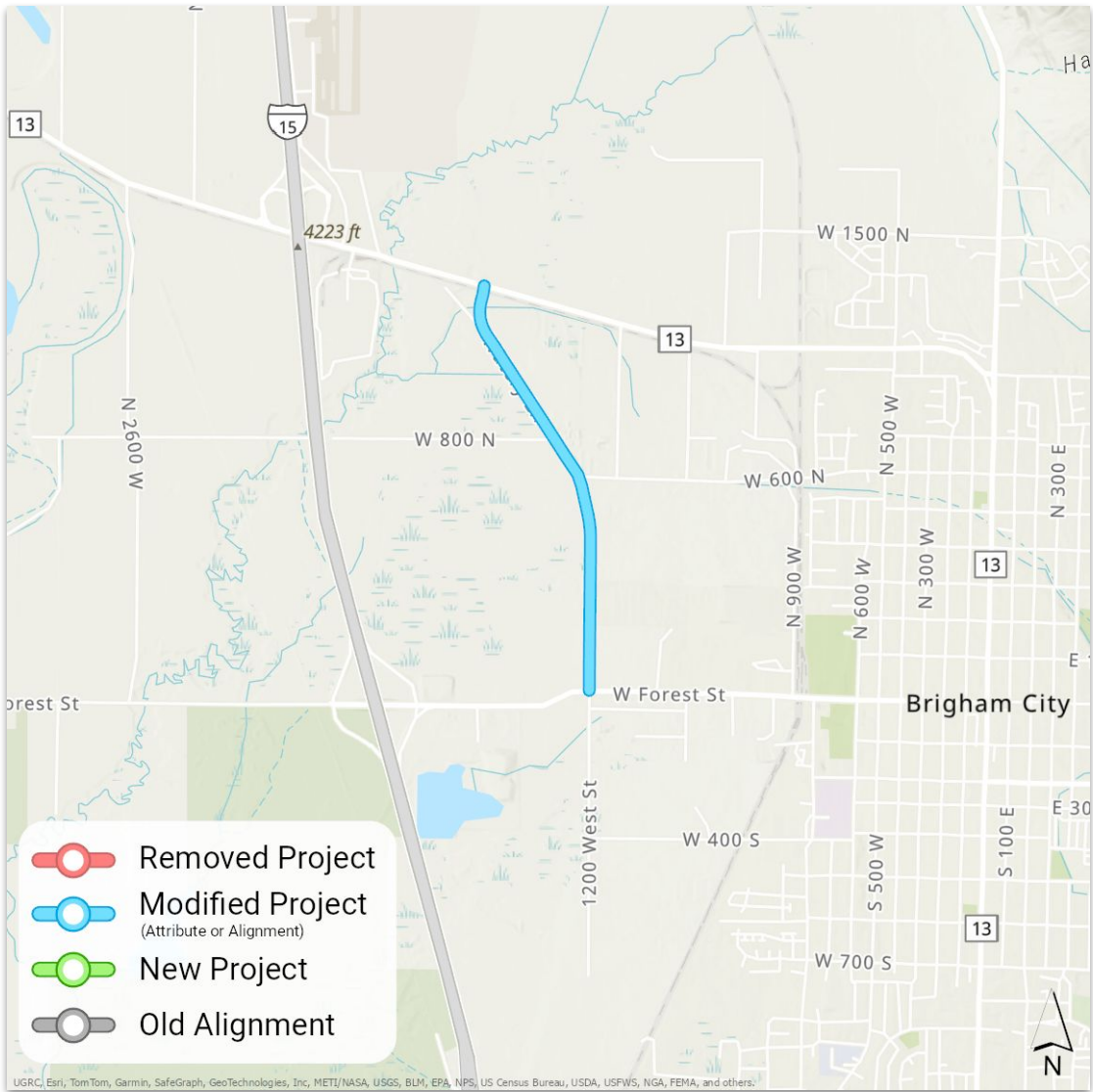
Partial STP funding and further potential funding sources include city funds, county funds, and/or federal funds.

BENEFITS

Increases mobility.

Meets the need for future growth assumptions.






Enhances travel corridor.





Technical Considerations

Impacts of the Amendment

TECHNICAL CONSIDERATION		SOUTH FRONTAGE ROAD WEST VALLEY	6200 SOUTH WEST VALLEY	6700 WEST WEST JORDAN	2700 WEST RIVERTON	1200 WEST BRIGHAM CITY
	Safety benefits	Removes heavy trucks from commercial and residential areas	Enhanced multi-modal facilities	Provides alternative route to SR-111 and MVC	Provides consistent cross-section and enhanced multi-modal facilities	Provides alternative route to I-15
	Vehicle hours traveled	NB 214 VHT Build 185 VHT -29 VHT	NB 499 VHT Build 465 VHT -34 VHT	NB 398 VHT Build 366 VHT -32 VHT	NB 160 VHT Build 157 VHT -3 VHT	NB 104VHT Build 102 VHT - 2 VHT
	Connectivity improvements	Increased connectivity to industrial center removes heavy trucks from neighborhood areas	Increased AT connectivity with new shared use path	Project extends street network to serve new development areas and provides network redundancy	Provides improved access in a fast-growing area	Provides improved connectivity in a limited-access area
	Project readiness	Project funds have been identified	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Infrastructure Bank	Approved funding from the Counties of the First Class Infrastructure Bank	Programmed funding from TIP, in addition to developer funding
	Provides improved access to urban, town, or job centers	Increased access to industrial center	Enhanced multi-modal connections to special district, parks, trails, and regional connections	Improved access to industrial center, new growth areas, and existing residential	Does not directly tie to urban, town, or job centers, but improves access to major regional roadway facilities	Improved access to industrial center

“I make a motion that the Regional Growth Committee approve the Level 2 - Board Modifications for Amendment #3 to the 2023-2050 RTP.”

2023-2050 RTP: Amendment 3

Regional Growth Committee

May 15, 2025

Wasatch Front
**REGIONAL
TRANSPORTATION
PLAN**
2023-2050

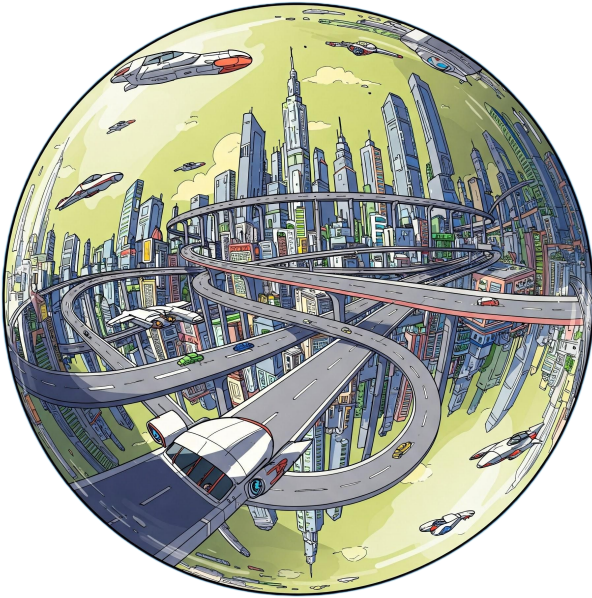




WASATCH FRONT REGIONAL COUNCIL

Planning for Emerging Transportation Technologies

Regional Growth Committee
May 15, 2025



Improving our resilience in the face of evolving external forces such as rapidly changing **transportation technologies and shifting travel behaviors**





**Autonomous
Vehicles**



**E-Bike &
Micro-Mobility
Adoption**



**Advanced Air
Mobility - Freight &
Passenger Drones**



**Transit
Innovations**



Advanced Air Mobility - Freight
& Passenger Drones



Vertiports



Cargo
Delivery



Passenger
Flight



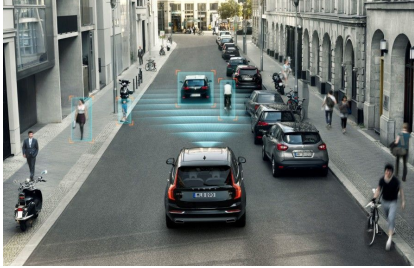
Planning



Airspace
Control



Energy



- Travel times
- Access to mobility
- Access to goods and services
- Safety
- Energy needs
- Funding & revenue

EXTERNAL FORCES



COVID-19



CONNECTED &
AUTONOMOUS
VEHICLES



E-COMMERCE
& DELIVERY



ELECTRIC VEHICLE
ADOPTION



FREIGHT
DISRUPTIONS



HIGH-TECH
TRANSIT
SYSTEMS



INTER-REGIONAL
HIGH-SPEED
TRANSIT



MICRO-MOBILITY
& E-BIKES



ON-DEMAND
TRAVEL
& SHARING
SERVICES



PASSENGER
DRONES



TELECOMMUTING

EXTERNAL POLICIES



APP DEVELOPMENT



CONGESTION
PRICING



CURBSIDE
MANAGEMENT



FARE-FREE
TRANSIT



LOCAL STREET
DESIGN
MODIFICATIONS



MANAGED LANES



PARKING
MODERNIZATION



ROAD USAGE
CHARGE



STREET
CONNECTIVITY



SUBSIDIZED
E-BIKE
PURCHASES



TRANSIT
PRIORITY

**What emerging technologies or
external forces should we prioritize
addressing?**

- Autonomous vehicles
- Freight innovations
- Managed lanes
- Transit priority
- High-speed rail
- Zero-fare transit
- E-bikes
- Parking modernization
- E-commerce & delivery
- Telecommuting
- Passenger drones & vertiports
- Delivery drones
- Electrification of aircraft

On what kinds of impacts, (such as economic, land use, environmental) should we focus?

**Are there ways you are you
addressing uncertainty in your local
planning?**



**Advanced Air
Mobility & Freight**



**Active
Transportation
Disruptions**



**Transit
Innovations**



**Policy
Responses, Street
Connectivity, &
Parking
Modernization**

STATION AREA PLANNING

ACTION: Draper - Draper Town Center TRAX

ACTION: Taylorsville - Taylorsville Expressway BRT

ACTION: West Jordan - 5600 W Old Bingham Hwy TRAX

Regional Growth Committee | May 15th, 2025

Byron Head, Community Planner



WASATCH FRONT REGIONAL COUNCIL

STATION AREA PLANNING, “SAP”



$\frac{1}{2}$ mile around
Rail stations



$\frac{1}{4}$ mile around
BRT stations



SAP PROGRESS TO DATE

Of the 127 station areas*

14

Stations where
station area planning
has not begun

22

Stations with
planning that
pre-dates HB462

48

SAPs being
prepared for
adoption

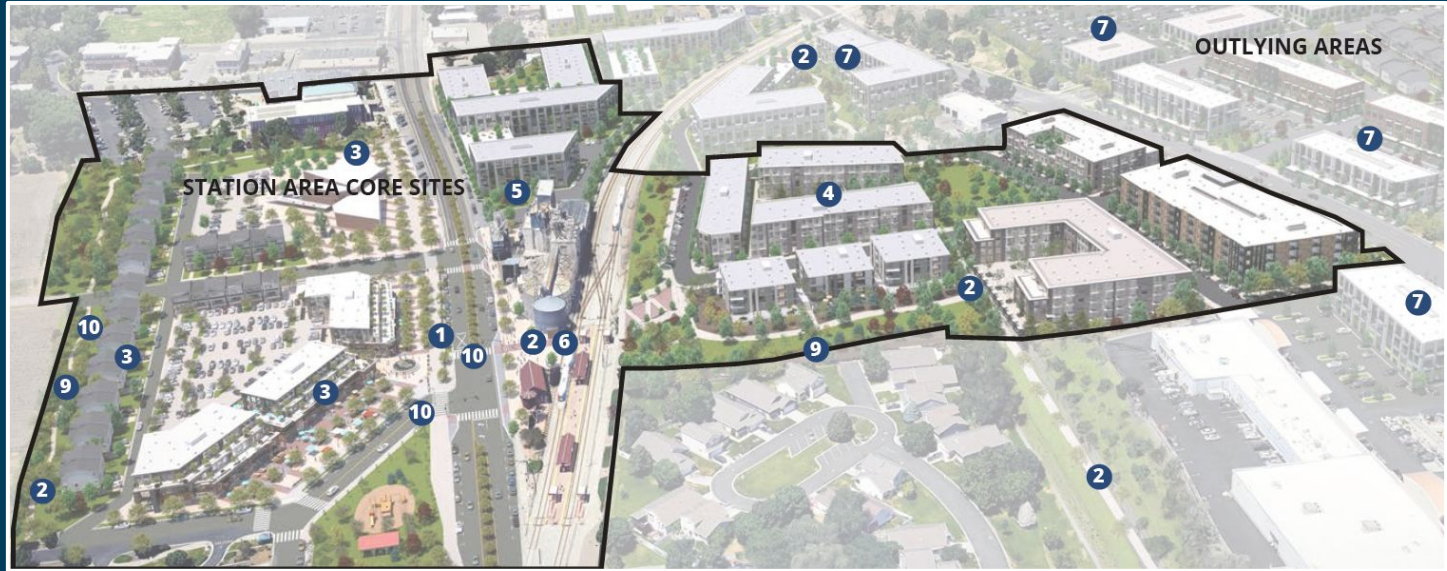
5

SAPs submitted for
certification

38

SAPs certified by
MPO

Draper - Draper Town Center TRAX



- Mixed-use redevelopment of current UTA park-and-ride
- Pioneer Rd as a “Main St”
- Potential redevelopment of surrounding commercial areas along 12300 S
- Expanded trail system

Draper - Draper Town Center TRAX

Suggested Motion

“I move to recommend the certification of the Draper Town Center Station Area Plan to the Wasatch Front Regional Council.”

Taylorsville - Taylorsville Expressway BRT

Stations

- Numerous housing types → 4,400+ new homes
- Linear park to Jordan River Trail
- Plan for HTRZ application



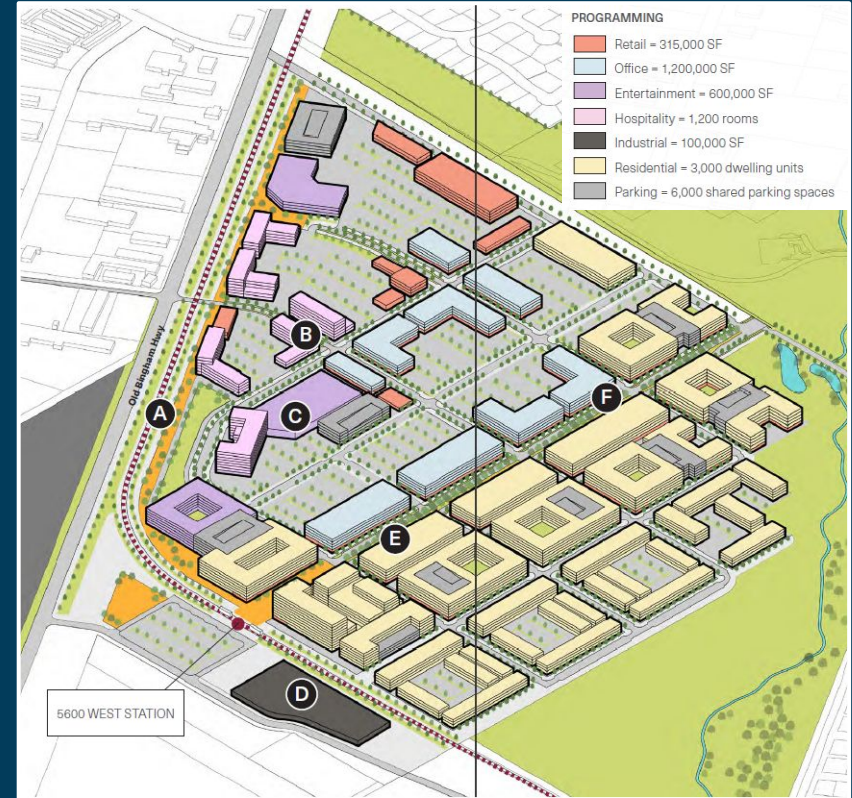
Taylorsville - Taylorsville Expressway BRT Stations

Suggested Motion

“I move to recommend the certification of the Taylorsville Expressway BRT Station Area Plan to the Wasatch Front Regional Council.”

West Jordan - 5600 W Old Bingham Hwy TRAX

- Current site of Interstate Brick
- ~3,000 new dwelling units
- “The Brickline” multimodal corridor extending from TRAX station to Bingham Creek Regional Park
- Receiving location of Jordan School District warehousing from WJ City Center station



West Jordan - 5600 W Old Bingham Hwy TRAX

Suggested Motion

“I move to recommend the certification of the 5600 W Old Bingham Hwy Station Area Plan to the Wasatch Front Regional Council.”

STATION AREA PLANNING, “SAP”

Objectives

- Increase availability and affordability of housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Plan Components

1. Vision
2. Area map
3. 5-year implementation plan
4. Statement describing how objectives are achieved
5. Public/stakeholder engagement

Draper - Draper Town Center TRAX



Plaza on south side of Pioneer Rd, looking NW

Draper - Draper Town Center TRAX



Mixed-use development at UTA site along 12300 S