



2023-2050 Regional Transportation Plan

RGC TAC // April 26, 2023

Wasatch Choice Vision



Economic Development

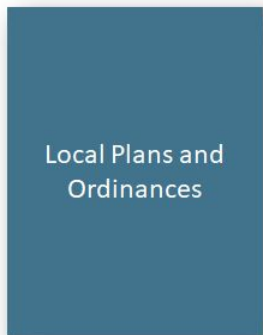
Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances



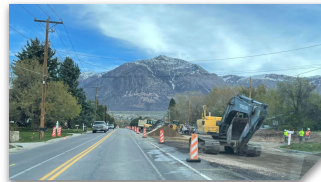
Transportation

Regional
Transportation
Plan



-  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
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample open space and recreational opportunities

What is included in the Regional Transportation Plan?



Cities &
Counties



U T A



Regional Transportation Plan Overview



Four-Year Cycle



Financially Constrained



Air Quality




Considers Land Use

Phase 1
2023-2032

Phase 2
2033-2042

Phase 3
2043-2050

Unfunded
2050+

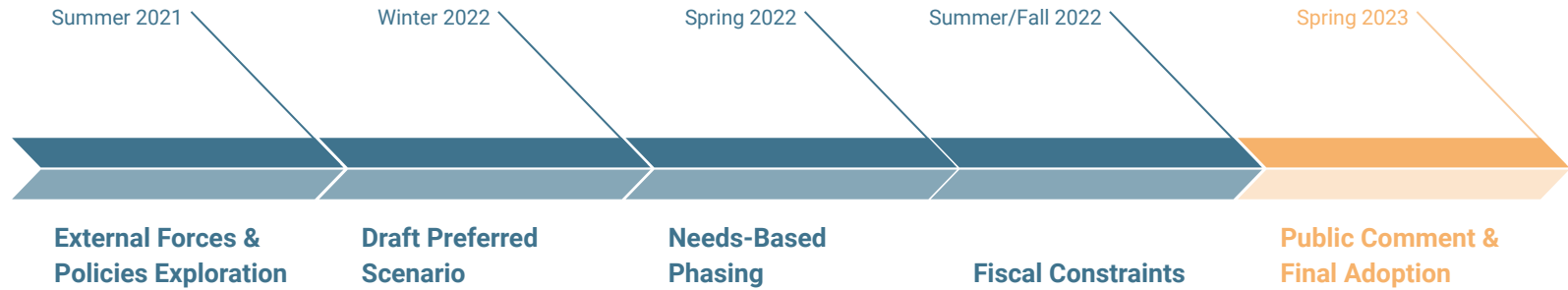


TRANSPORTATION
IMPROVEMENT
PROGRAM

+

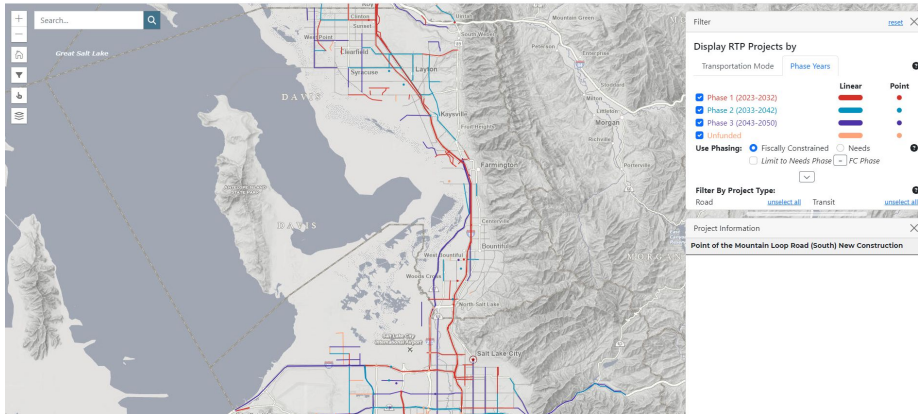
OTHER TOP
PRIORITIES

RTP Development Timeline



Public Comment Summary

Draft 2023 RTP Map



3200 total comments (2020-2023)

Comment period:

January 27th - February 26th

- Interactive map
- Draft 2023-2050 RTP
- Draft AQ Conformity Memorandum #41

Over 1600 comments



Little Cottonwood Canyon EIS Interest

RTP and EIS FAQ



bit.ly/wfrceis

2023-2050 Regional Transportation Plan and the Little Cottonwood Canyon Environmental Impact Statement



WFRC is developing the 2023-2050 Regional Transportation Plan (RTP). Questions have been raised about how the RTP reflects the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). This sheet addresses those frequently asked questions.

What is the Regional Transportation Plan?

The RTP is the long-term strategy for our region's future transportation system, from now to 2050. WFRC works in partnership with local governments, transportation agencies, community organizations, and residents to develop the Plan, which identifies transportation needs and roadway, transit, and pedestrian/bicycle facilities. The RTP is part of the federally established planning and project development process. Federal regulations require all regionally significant transportation projects to be included in the RTP.

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed environmental study and process, under the National Environmental Policy Act (NEPA), to evaluate potential impacts of certain types of proposed transportation projects. UDOT has assumed the federal responsibility for conducting NEPA environmental studies on transportation projects in Utah.

What's the role of WFRC, as a Metropolitan Planning Organization (MPO), with regard to an EIS?

The MPO is required to include in the RTP all regionally significant transportation elements currently identified in an EIS or other NEPA environmental process. The MPO is then responsible for verifying that the RTP – with the EIS elements included – satisfies regional air quality and fiscal requirements. This is pursuant to federal regulations, legal guidance, and decades of consistent practice.

What does the draft 2023-2050 RTP show for Little Cottonwood Canyon (LCC)?

All the transportation-related elements from UDOT's final EIS are reflected in the draft RTP, including:

- Phase 1 (2023-2032): enhanced bus service, tolling/congestion-based pricing, roadway improvements, and a mobility hub
- Phase 2 (2032-2042): avalanche snow sheds and trailhead improvements
- Phase 3 (2042-2050): gondola and base station parking

If the EIS for Little Cottonwood Canyon changes, the RTP will also be changed.

Does the RTP approve or fund a gondola?

No. The draft 2023-2050 RTP does not approve or provide funding for a gondola in LCC, nor does it allocate future funds for the project. It simply reflects the EIS at this point in time, and reflects the EIS cost estimates for projects. In the recently concluded 2023 Utah Legislative Session, funding was provided for projects identified in Phase 1 of the LCC EIS, including enhanced bus service, tolling, a mobility hub, and resort bus stops for Big and Little Cottonwood Canyons.

What happens to public comments submitted during the RTP comment period?

WFRC reviews and considers public input throughout the development of the RTP. Comments relating to the LCC EIS process and outcomes are shared with UDOT as the EIS lead agency. All public comments will be published in the final RTP document.

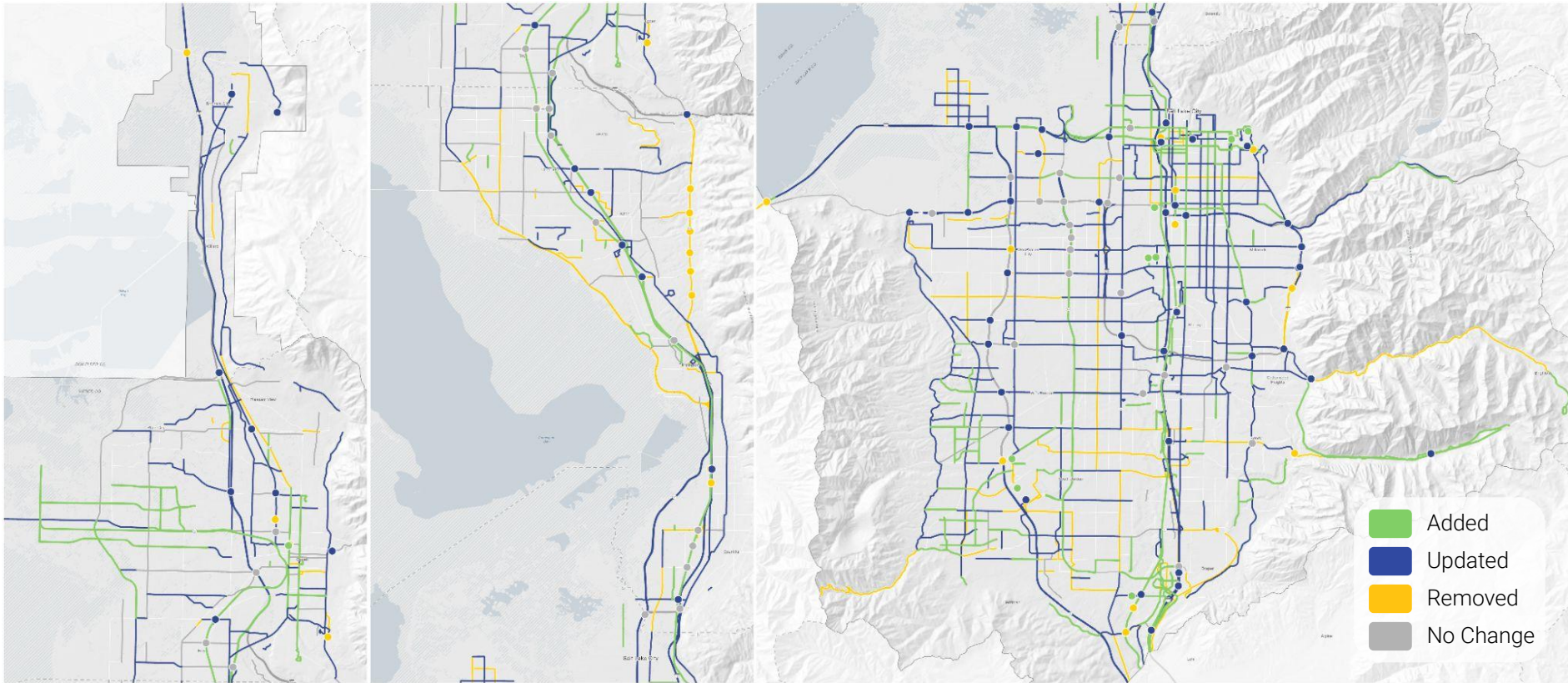
What happens next in the Regional Transportation Plan process?

WFRC is scheduled to finalize and adopt the RTP in May 2023.

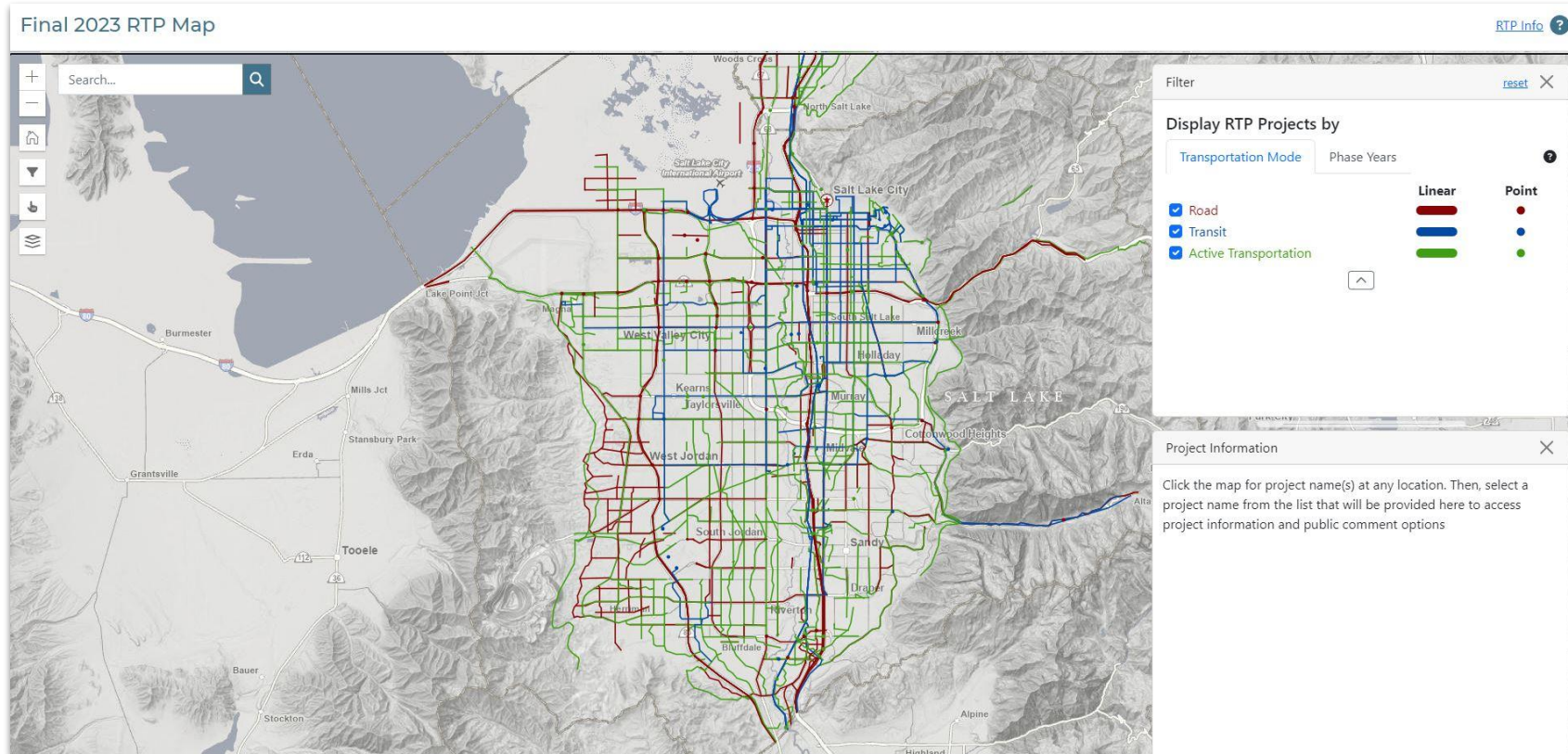
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wfrc.org

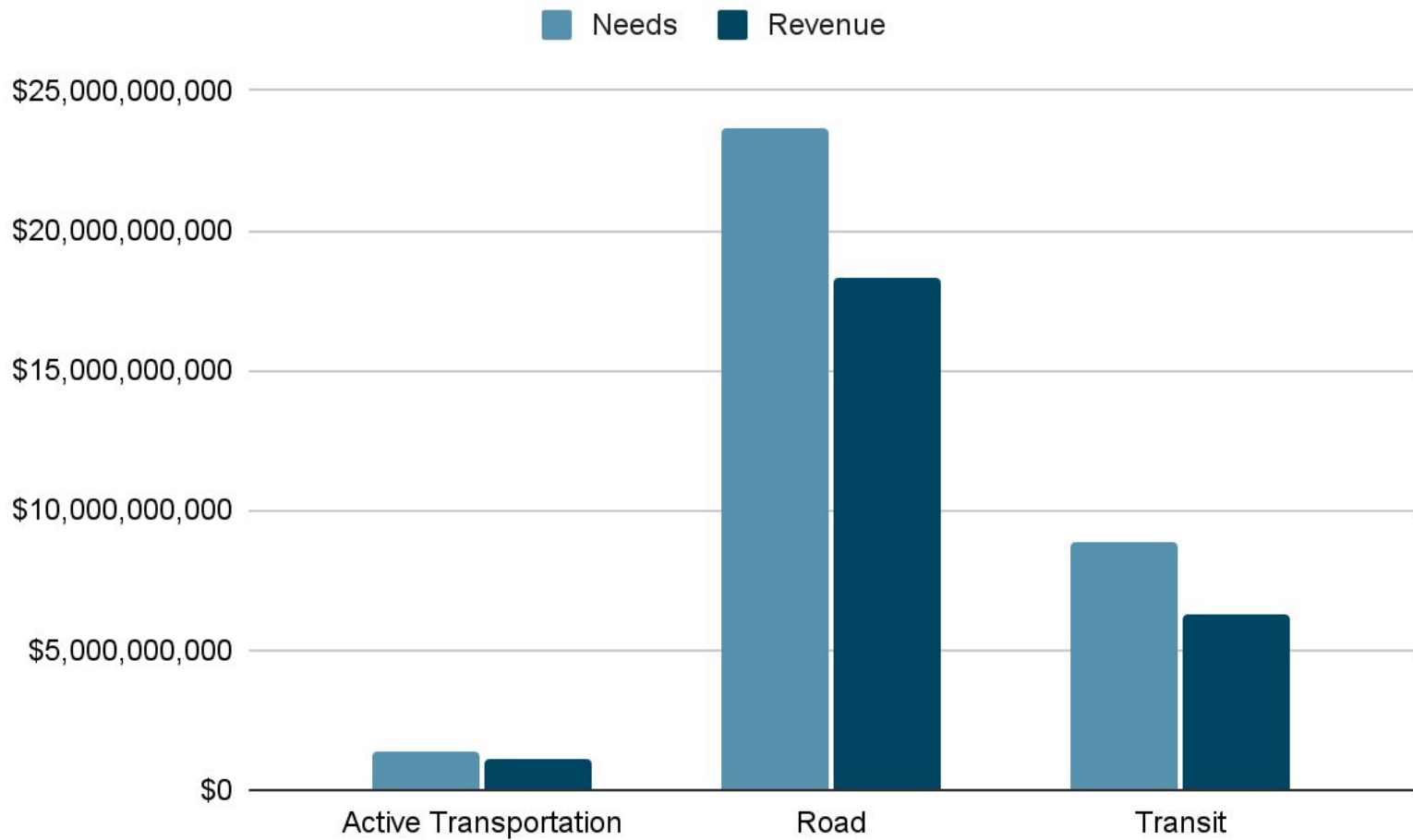
Improvements and changes from the 2019 RTP to the 2023 RTP



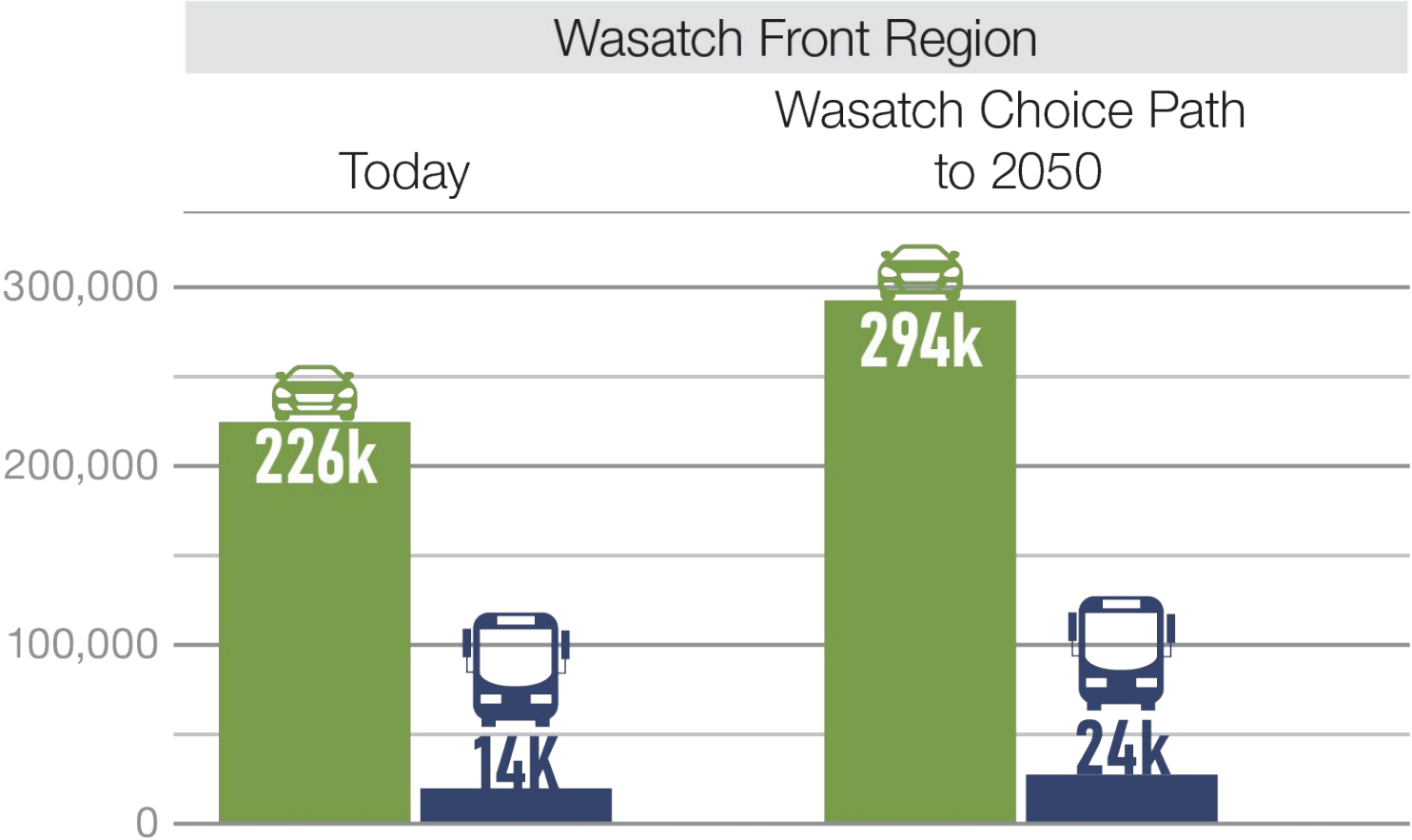
2023-2050 RTP Interactive Map



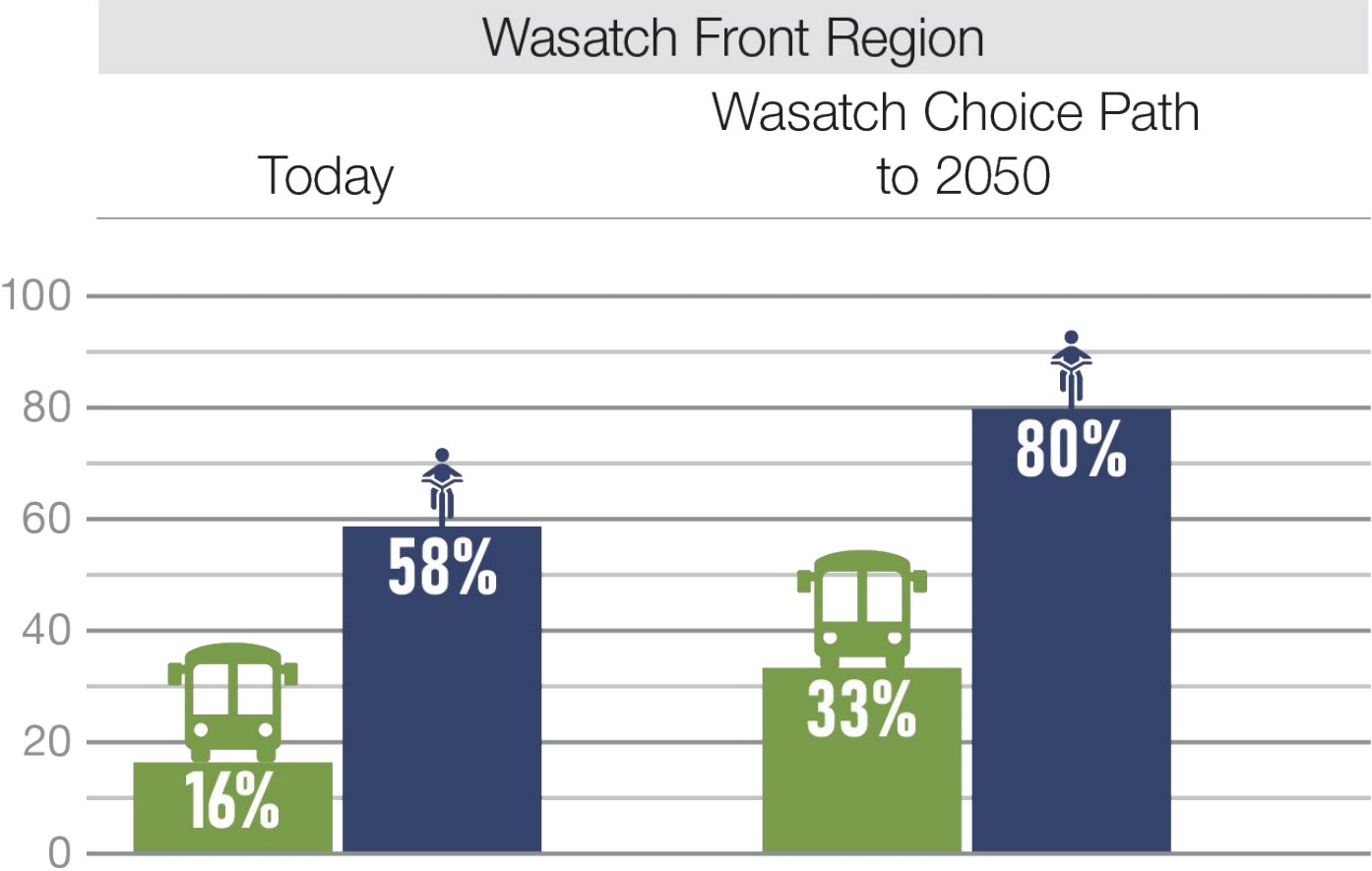
wfrf.org/testing/rtp-2023-final-map/



Number of Jobs Accessible to the Average Household



Number of Households Nearby High-Quality Transit and Bikeways

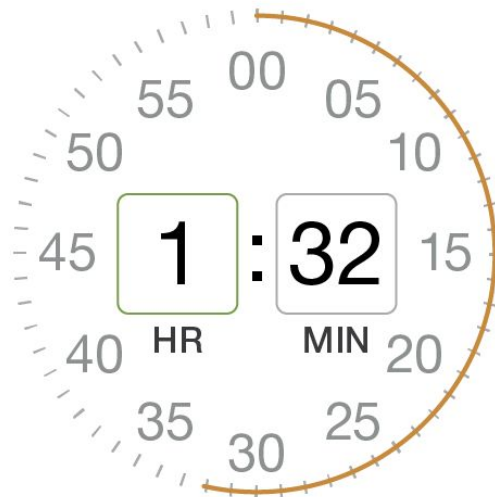
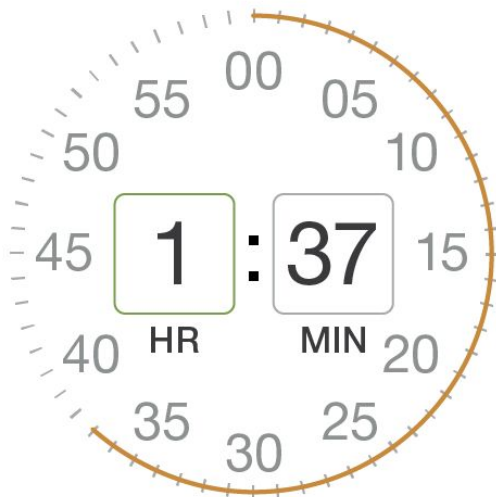


Minutes Driving per Household per Day

Wasatch Front Region

Today

Wasatch Choice Path
to 2050



Vehicle Miles Traveled per Household per Day

Wasatch Front Region

Today

Wasatch Choice Path
to 2050



Next Steps



Winter 2023

Review Public Comments
Finalize RTP Documentation
and Appendices



Spring 2023

RGC and Regional Council
Review - May
May 25, 2023 adoption



Summer/Fall 2023

Unified Plan Coordination
and Outreach

Public Comment Period

Draft Motion to the Regional Growth Committee

“I move that we recommend that the Regional Growth Committee make a recommendation to the Wasatch Front Regional Council to adopt the financially constrained 2023-2050 Regional Transportation Plan and draft Air Quality Memorandum #41.”



2023-2050 Regional Transportation Plan

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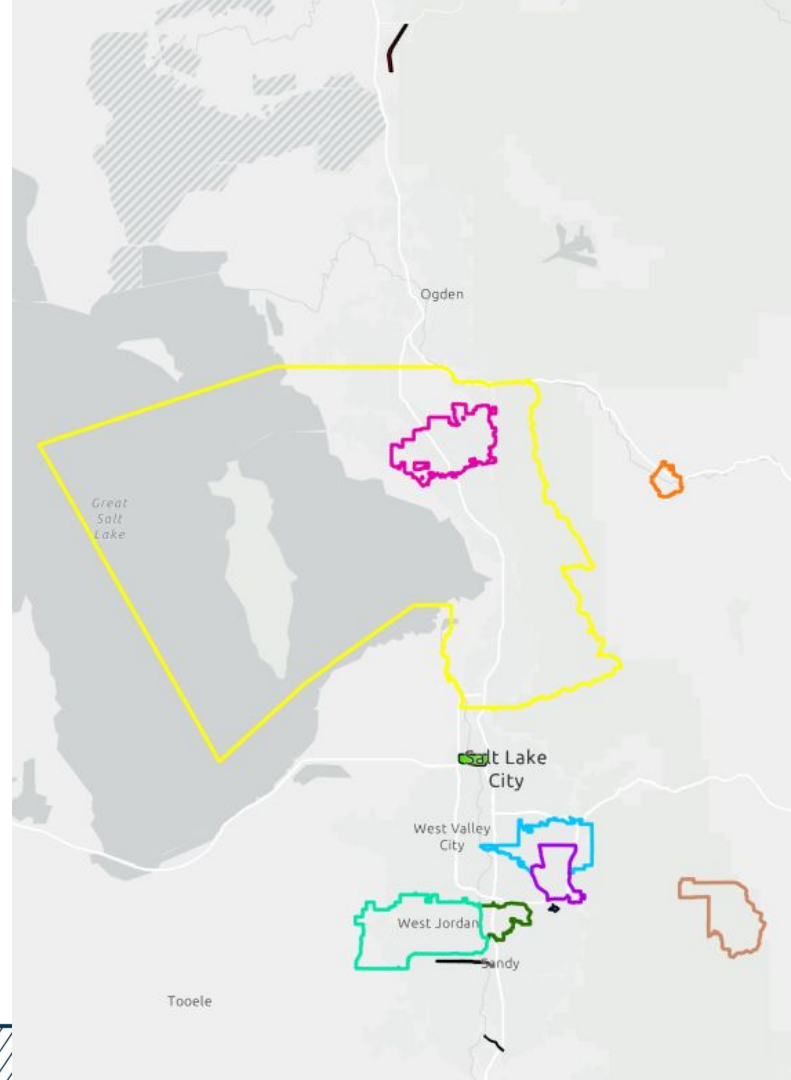


TRANSPORTATION AND LAND USE CONNECTION

2023 Awards

**Regional Growth Committee Technical
Advisory Committee
April 26th, 2023**

**Mikala Jordan
Community Planner**



2023 Awards



TRANSPORTATION
AND
LAND USE CONNECTION

\$2,101,745

Region-Wide TLC + IHC Funding

\$254,255

Local Match

\$2,356,000

Total

- **13 awards**
- **2 regional, WFRC-led efforts**



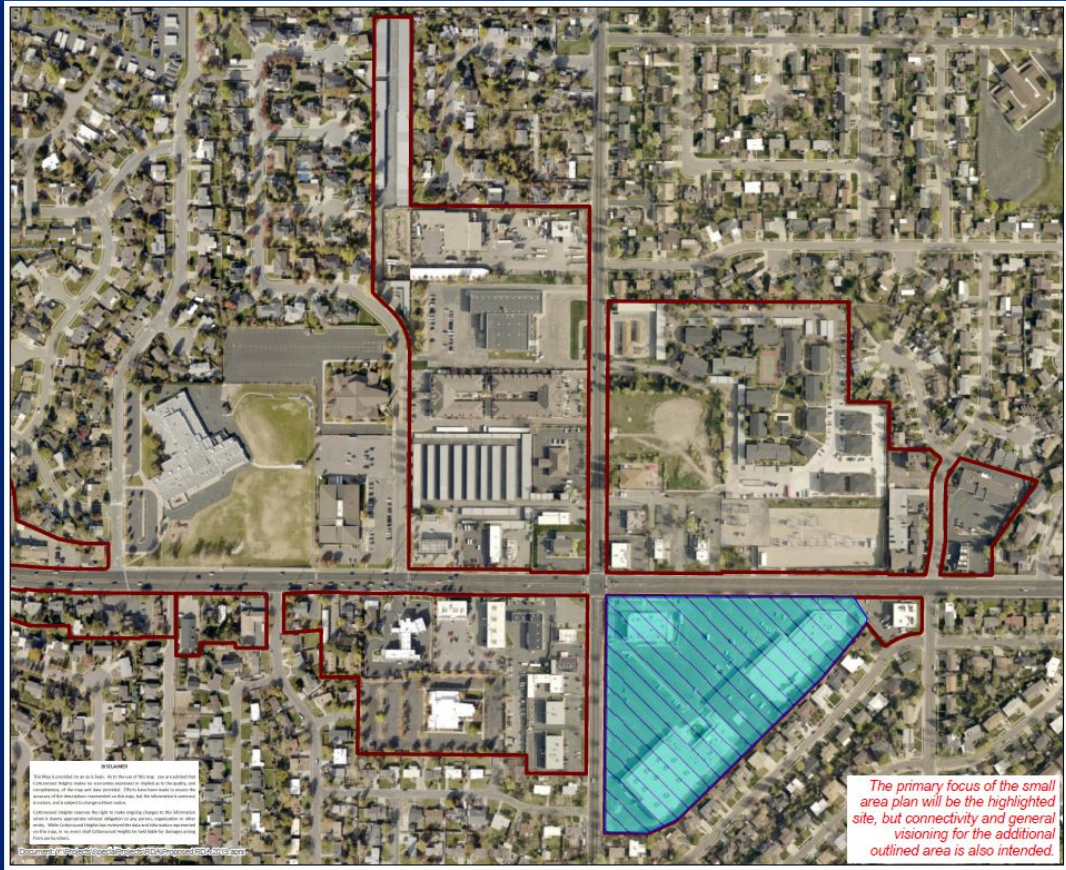
Cottonwood Heights Town Center Master Plan; Canal Study*



Retail Area

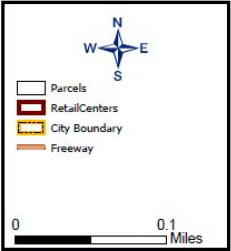
Published:
03 December 2021
Sources:
Utah State AGRC
Cottonwood Heights

Cottonwood Heights
2277 E Bengal Blvd
Cottonwood Heights, UT 84015
(801) 944-7200

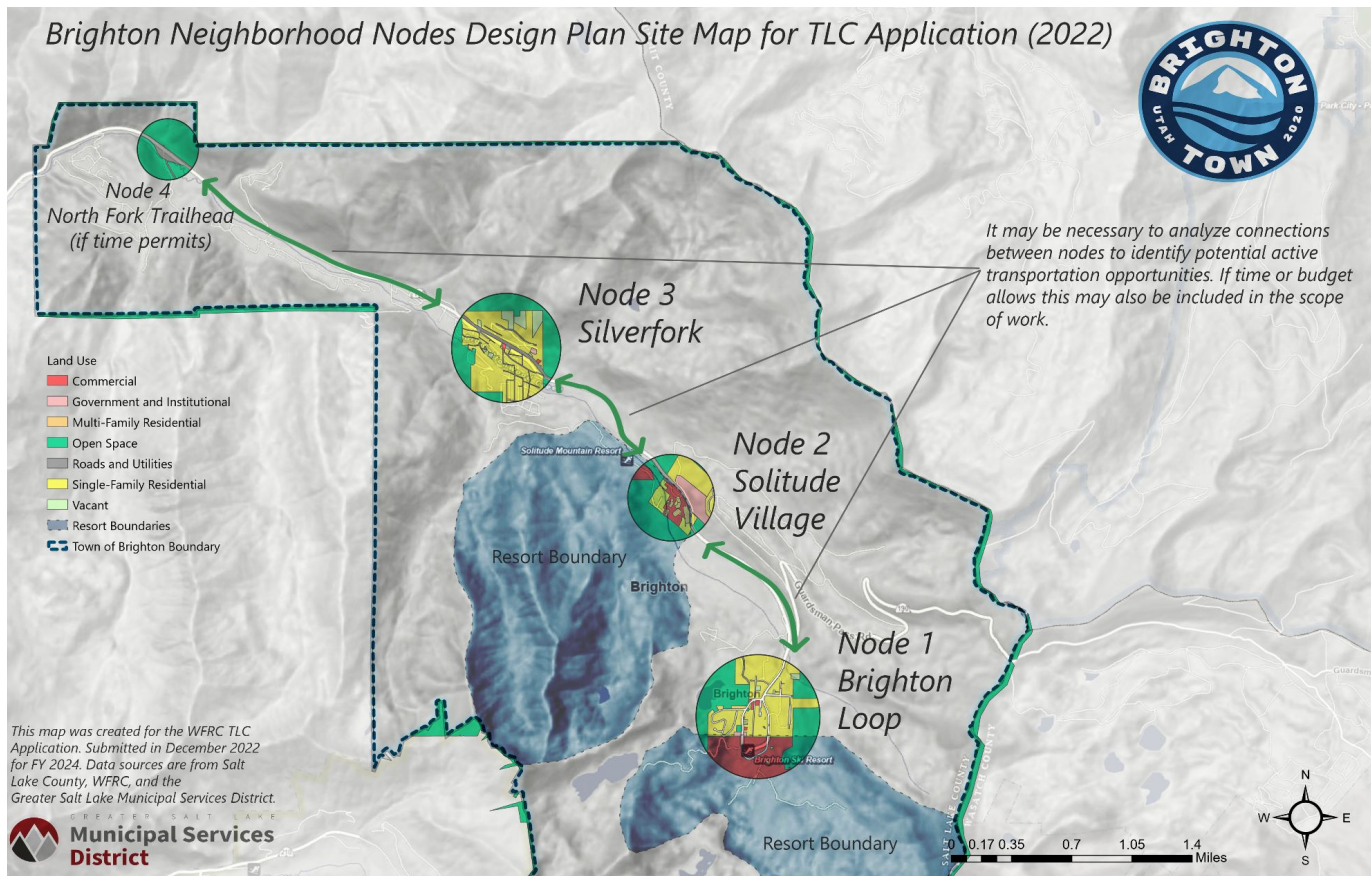


Cottonwood Heights
Fort Union Blvd and 2300 E
Retail Area

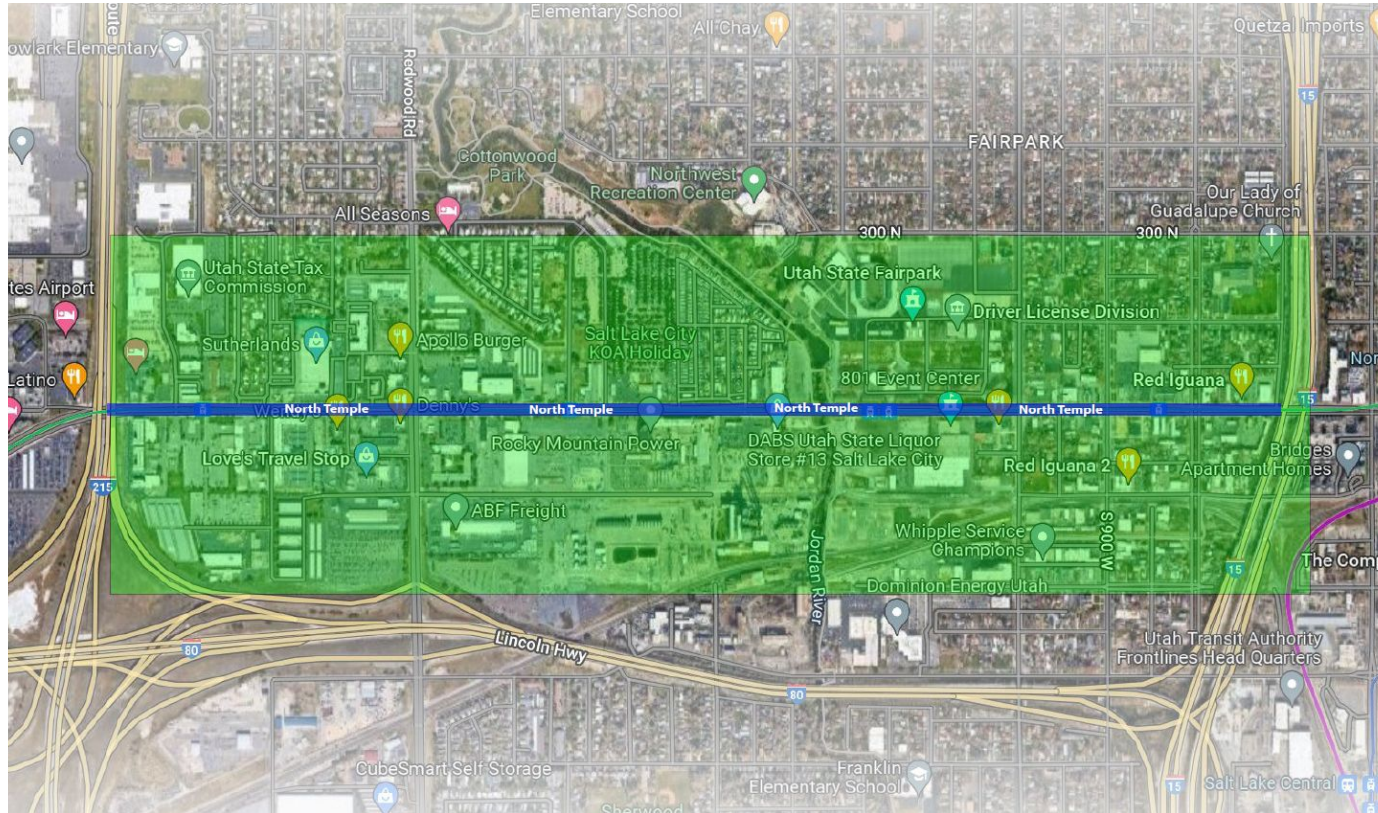
Total acreage:
72.71



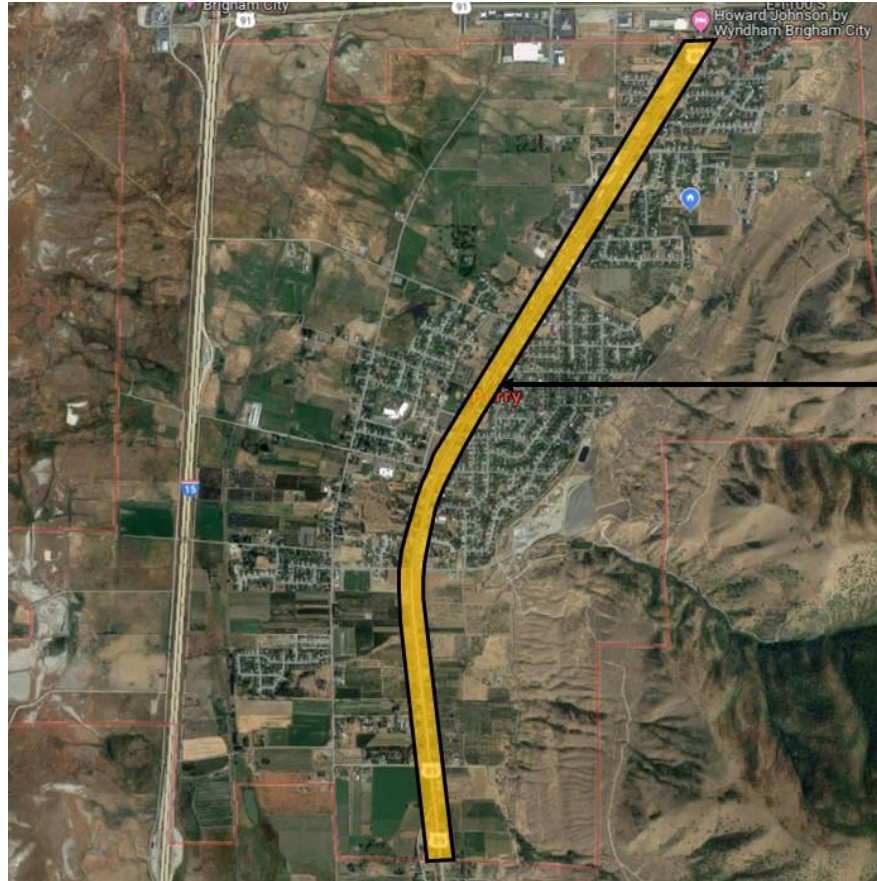
Brighton Neighborhood Nodes Design Plan



SLC North Temple Economic Revitalization Plan

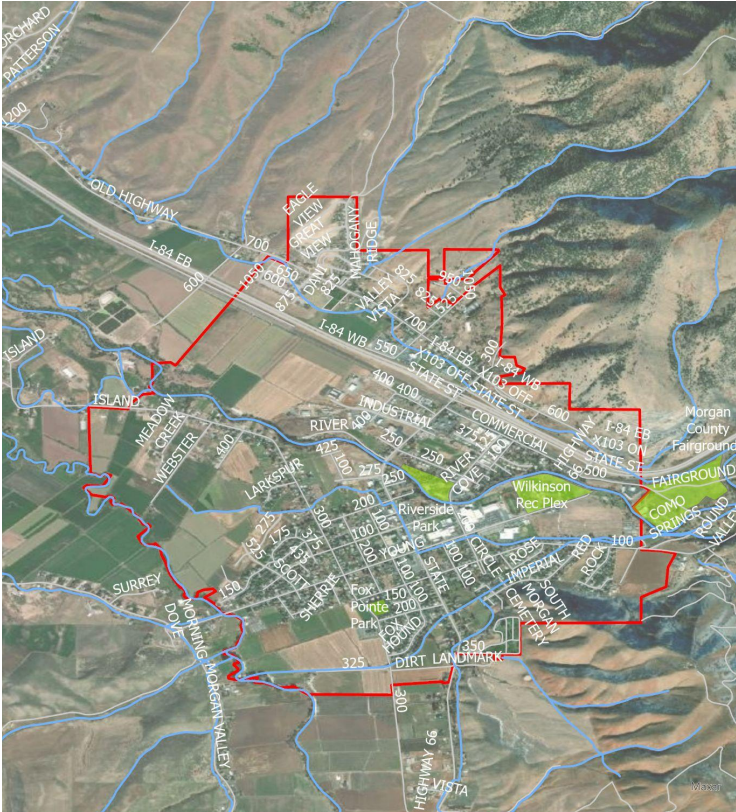


Perry Highway 89 Master Plan

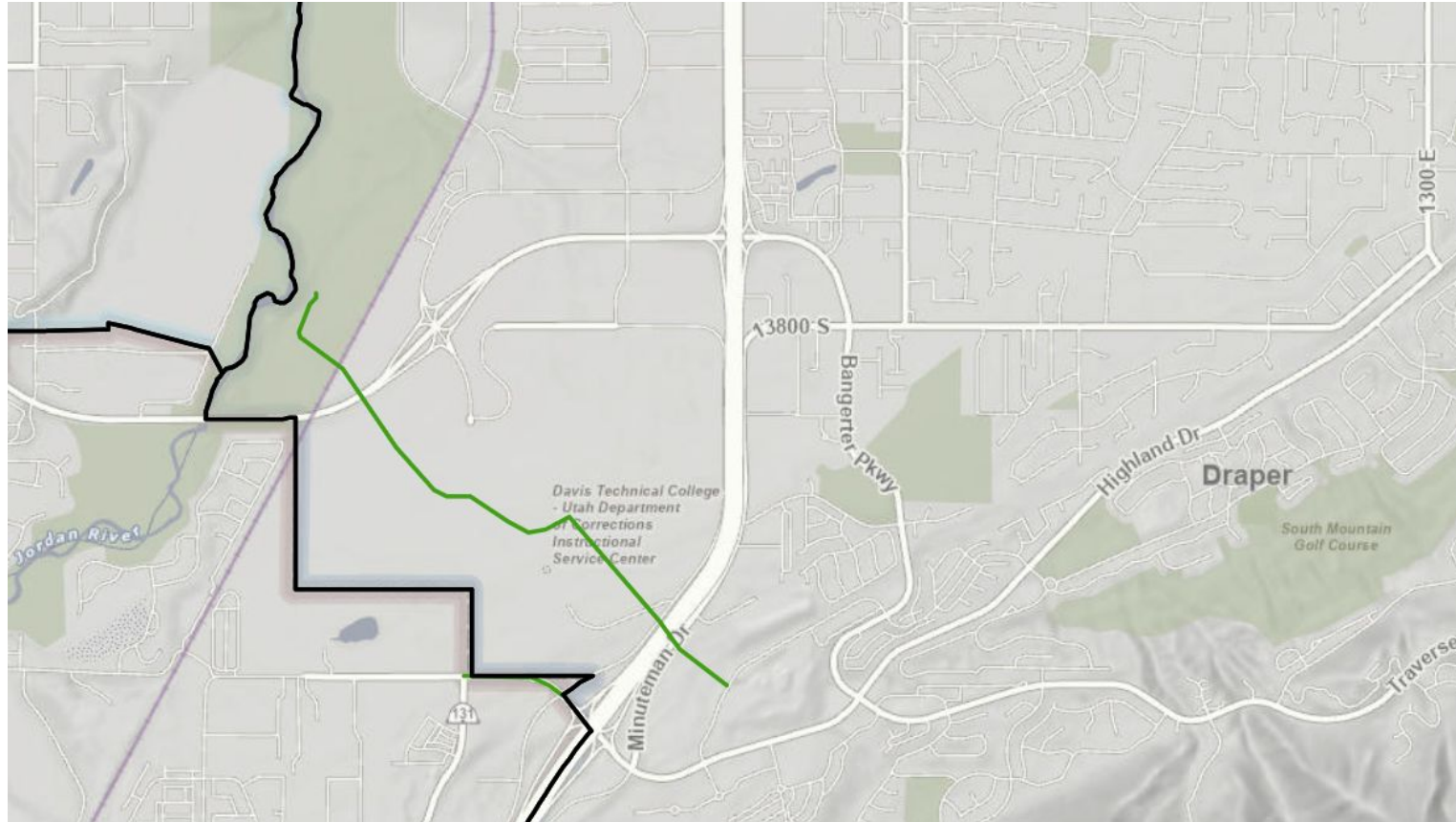


**PROJECT
AREA**

Morgan City Downtown Plan & Design Standards; Parks & Trails Plan



Draper River to Range Corridor Study



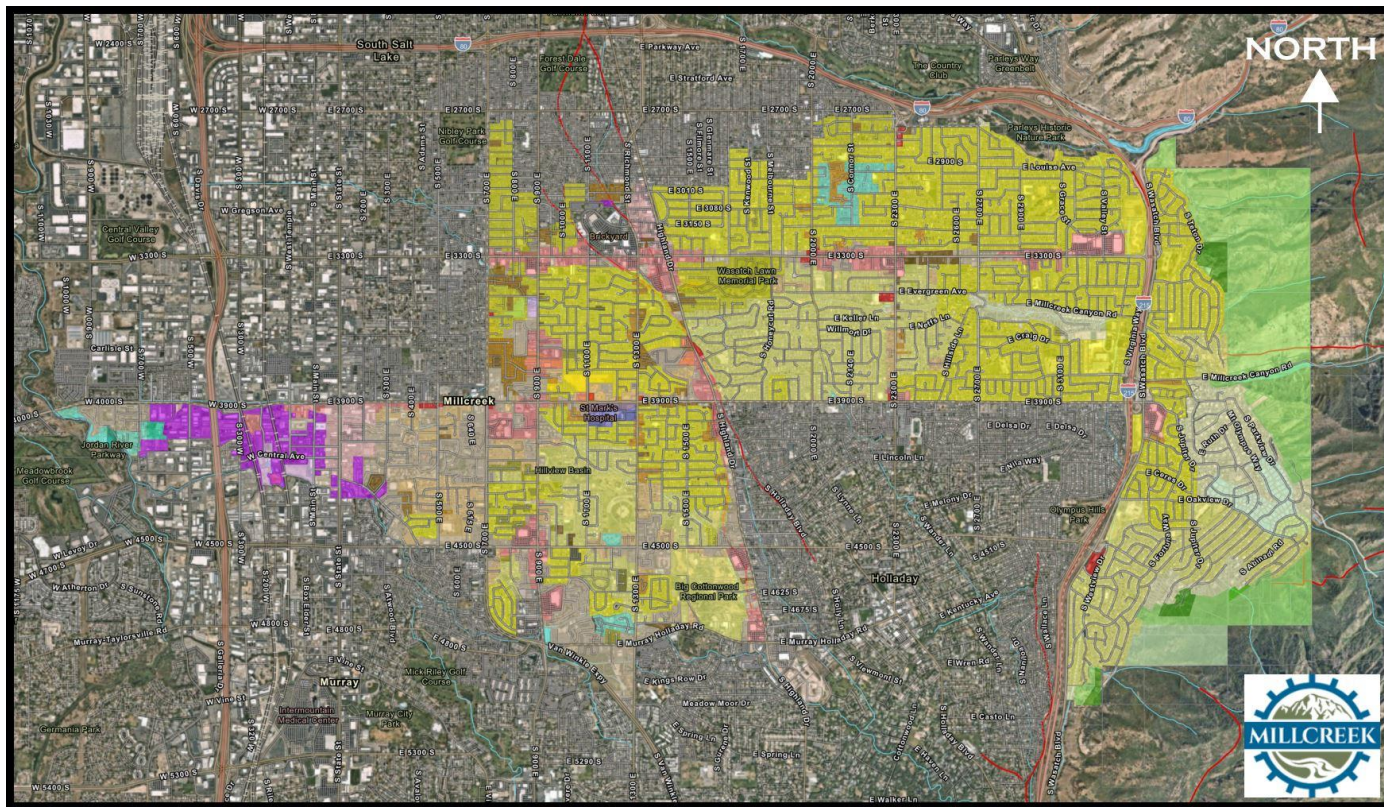
Midvale Master Transportation Plan

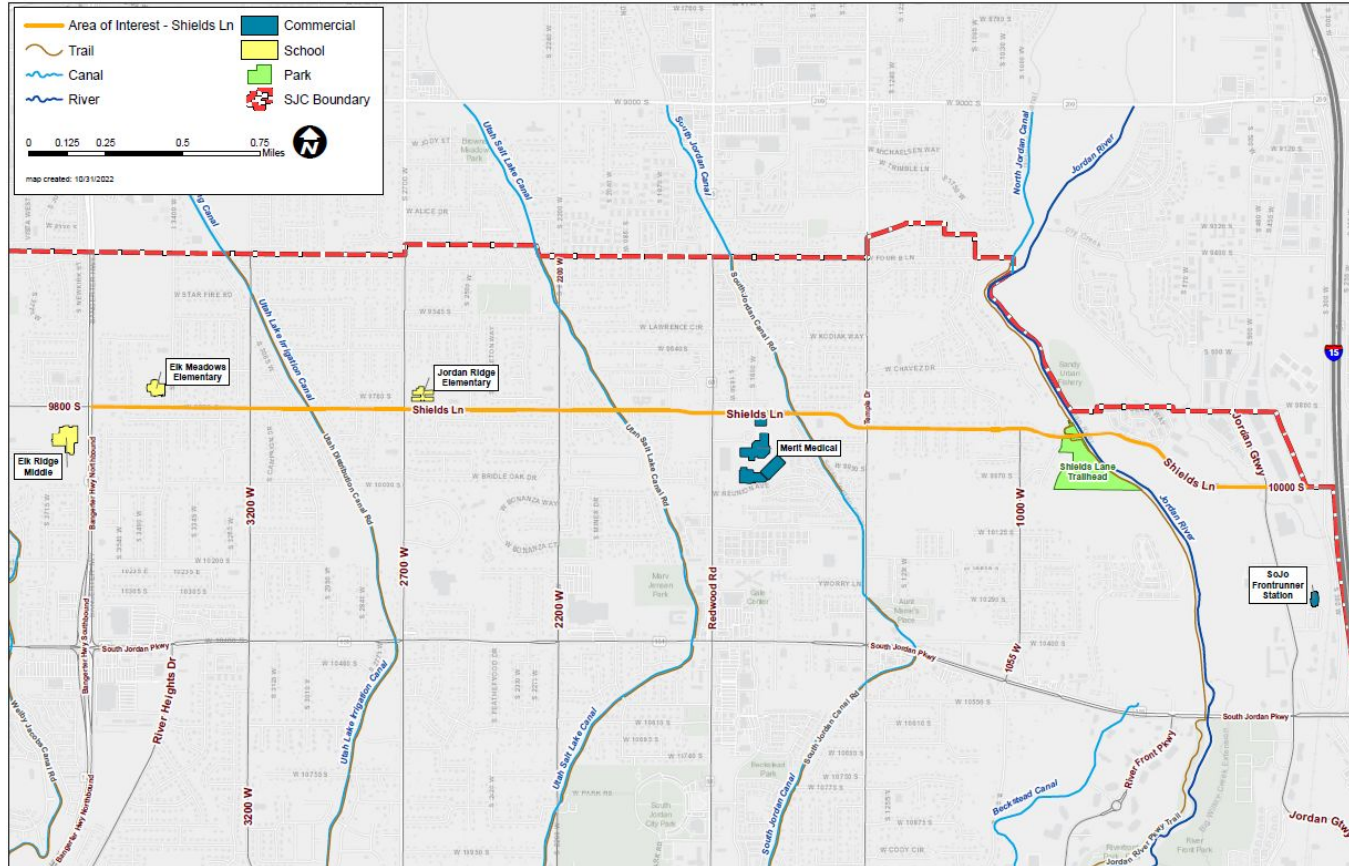


SOURCE: MHTN

State Street Connection to UTA's Midvale Center TRAX Station

Millcreek Master Trail & Sidewalk Implementation Plan





West Jordan Safe Street Study & Implementation Plan



Davis County Active Transportation Plan*



Holladay General Plan Update with Data Visualization



City Home
Collective

Layton Long Range Economic Development Plan



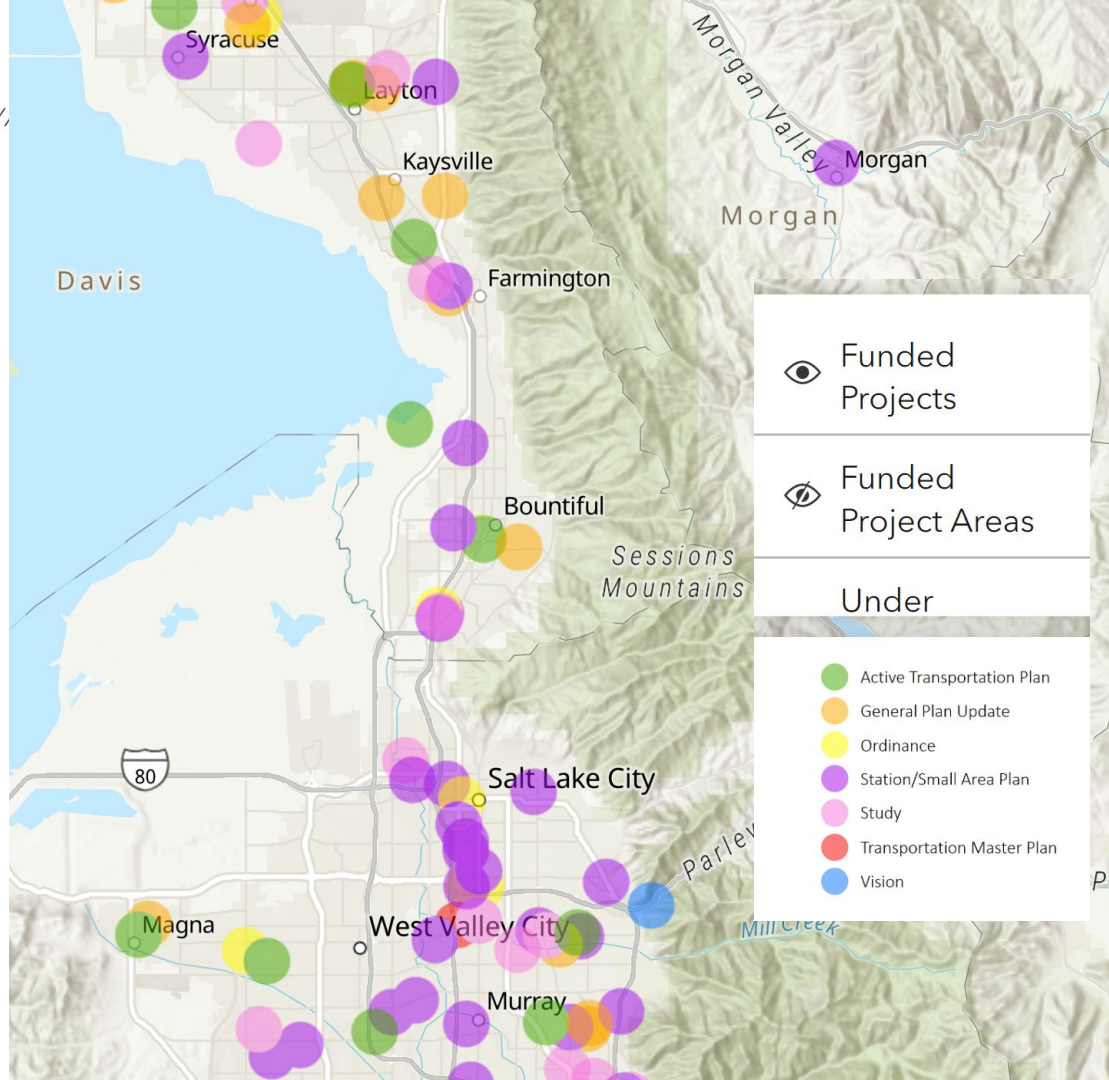
TLC Projects Map

WFRC.ORG/TLC



Transportation and Land Use Connection Projects Map

The Transportation and Land
Use Connection **interactive**
map shows the location of and
contains information for all of
the projects awarded to date.





TRANSPORTATION AND LAND USE CONNECTION

Ordinance Assistance

**Regional Growth Committee Technical
Advisory Committee
April 26th, 2023**

**Mikala Jordan
Community Planner**

TRANSPORTATION AND LAND USE CONNECTION'S Ordinance Assistance Opportunity

Mission

The Transportation and Land Use Connection program supports local governments in their planning efforts to implement the Wasatch Choice Vision. The new Ordinance Assistance opportunity lowers the barrier to entry for local governments to receive WFRC assistance in auditing and suggesting updates to ordinances that implement the Wasatch Choice Vision.

Transportation and Land Use Connection Goals

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunities.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

About Ordinance Assistance

The Ordinance Assistance opportunity aims to help communities in implementing their planning goals through local ordinances. The program provides technical assistance regarding ordinances related to parking, subdivisions, street connectivity, zoning, and more. Undertaking audits and updates to these ordinances is a time consuming and technical effort. Communities with limited staff capacity may struggle to make much-needed ordinance audits and updates following new studies and planning documents, or to ensure consistency across separately updated sections of code. This opportunity is intended to enhance local staff capacity in these areas.

Communities can receive assistance for the following:

- Identification of barriers in the existing code,
- Identification of opportunities to clarify and/or add to the existing code, and/or
- Recommendations to modernize and update the code to meet community goals.

Wasatch Front Regional Council staff will work with local staff, appointed officials, and/or elected officials to understand the community's ordinance needs and conduct the audit at **no-cost** to the local communities. This program aims to provide timely assistance to jumpstart communities' ordinance updates, rather than produce finalized, adoption-ready code language. *As such, complete code rewrites are beyond the scope of this program, but are a great fit for the [Transportation and Land Use Connection program](#).*



WASATCH FRONT REGIONAL COUNCIL



TRANSPORTATION
AND
LAND USE CONNECTION

wfrc.org/tlc

WFRC staff provide assistance to member communities to implement planning goals through local ordinances:

- Identification of barriers/conflict points
- Identification of opportunities/clarifications
- Recommendations to update/modernize

Sounding Committee



Example Opportunities

What do your street network requirements look like?

What are your parking requirements in your centers?



Receiving Assistance



<https://wfrc.org/programs/transportation-land-use-connection/>

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[Studies](#)

[Public In](#)

Ordinance Assistance - New in 2023!

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Reach out to WFRC staff Mikala Jordan at mikala@wfrc.org for more information.

 [LEARN MORE](#)

 [APPLICATION](#)

After Being Awarded

WFRC staff will:

- Set up a meeting(s) to discuss your ordinance assistance needs and goals
- Collaborate on a scope for the assistance
- Begin reviewing



TRANSPORTATION AND LAND USE CONNECTION

Ordinance Assistance

Contact: Mikala Jordan,
mikala@wfrc.org

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WASATCH FRONT REGIONAL COUNCIL



TRANSPORTATION
AND
LAND USE CONNECTION

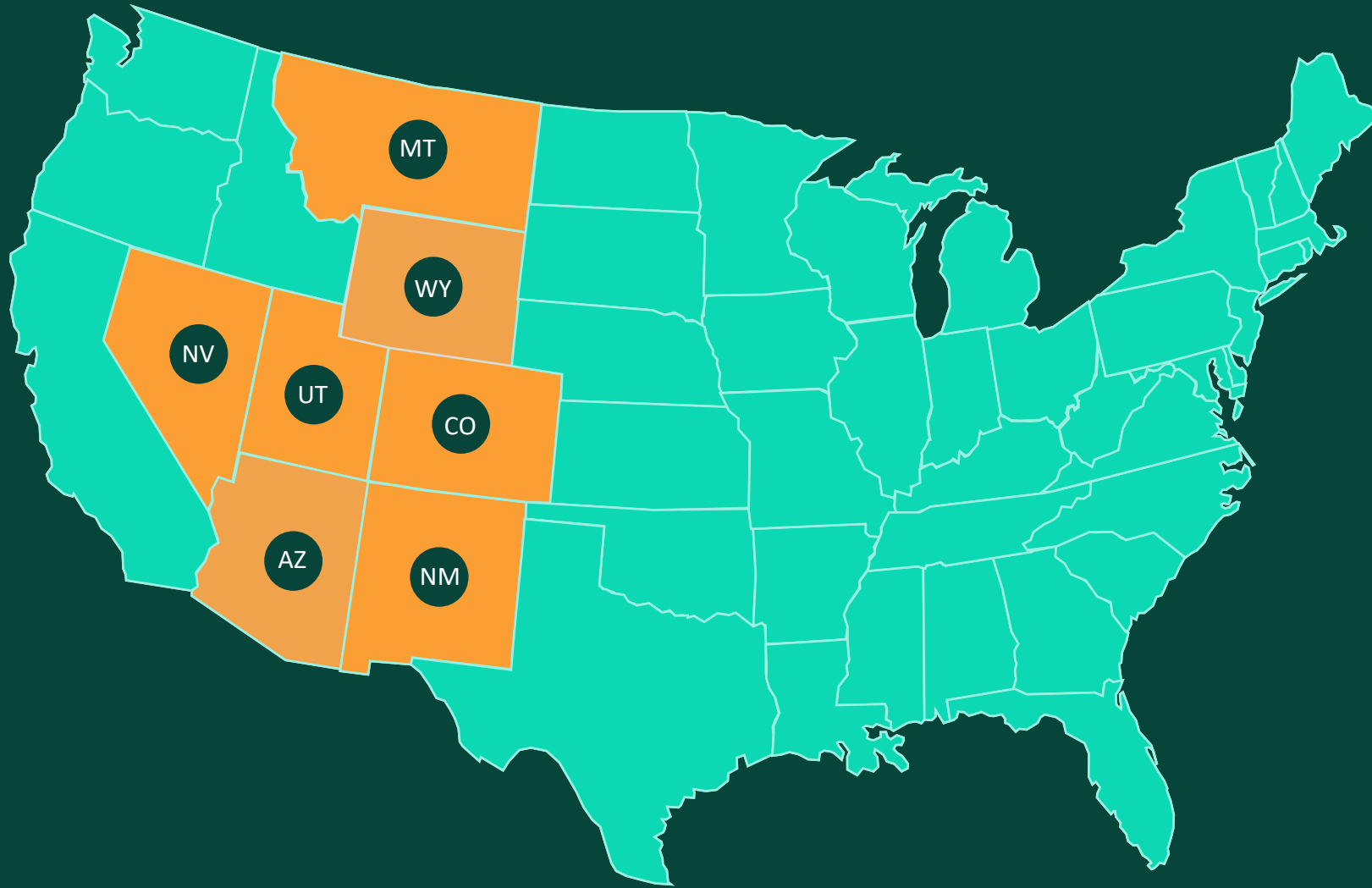
wfrc.org/tlc

Growing Water Smart in Utah

John Berggren, Senior Regional Water Policy Analyst

Lindsay Rogers, Water Policy Analyst

Chelsea Benjamin, Water Policy Fellow



Western Resource Advocates

- Federal & Regional Collaboration
- State Legislatures
- State Agencies & Commissions
- Local Governments
- Electric Utilities
- Diverse Coalitions & Communities

WRA works across seven states in the **Interior West** to
protect our climate, land, air, and water.





Why integrate water & land use planning?

- Historically **siloed**, leading to inefficiencies
- Significantly **reduce the water demand** of new and redevelopment
- Empowers communities to improve water efficiency within their **own context**
- Align water supply and demand to **increase resilience** to drought and climate change





- Water adequacy requirements
- Conservation-oriented tap fees

- Building and plumbing codes
- Landscape regulations

Planning & Policy Making

- Comprehensive Plans
- Capital Improvement Plans
- Water Efficiency Plans

Pre-Development

Development Review

- Zoning and subdivision regulations
- Annexation policies
- Planned development policies
- Process incentives

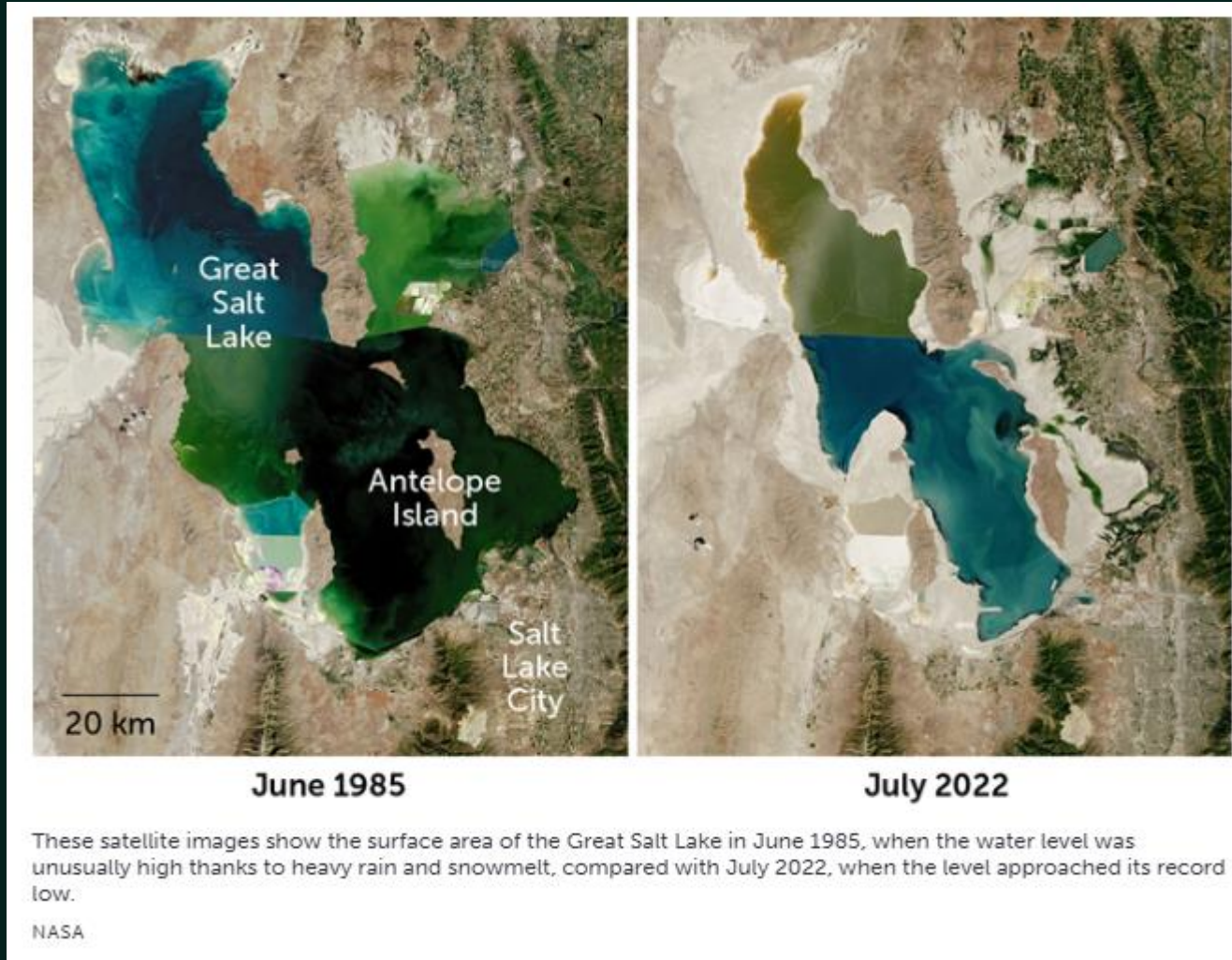
Building & Construction

- Water conservation rate structuring
- Conservation incentives & education

Post-Occupancy

- Outdoor watering restrictions
- Water budgets and auditing

Why integrate water and land use planning in Utah?





Recent state legislation

- SB110 — requires water to be integrated into a general plan
- SB118 — specifies that for a city to receive funding for landscape conversion, it must adopt water efficient landscaping standards



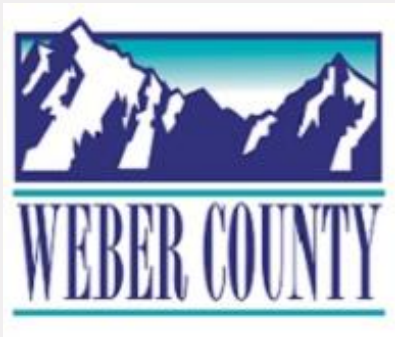
Utah Growing Water Smart Workshop

- Funded by UT DWR
- First workshop held in November 2022
- 5 city and county teams participated
- Next workshop will be June 2023
- Two workshops per year



A Center of the Lincoln Institute of Land Policy





- 42 Community leaders participated in the workshop
- 18% of Utah's residents live within these five jurisdictions

The Workshop

- 3-day
- Community teams of 5-7 planners, water managers & elected officials
- Develop 12-month action plan
- Follow-up technical assistance



2022

UTAH GROWING WATER SMART

The Water-Land Use Integration Guidebook

Ensuring a Prosperous Future and Healthy
Watersheds Through the Integration of Water
Resources and Land Use Planning

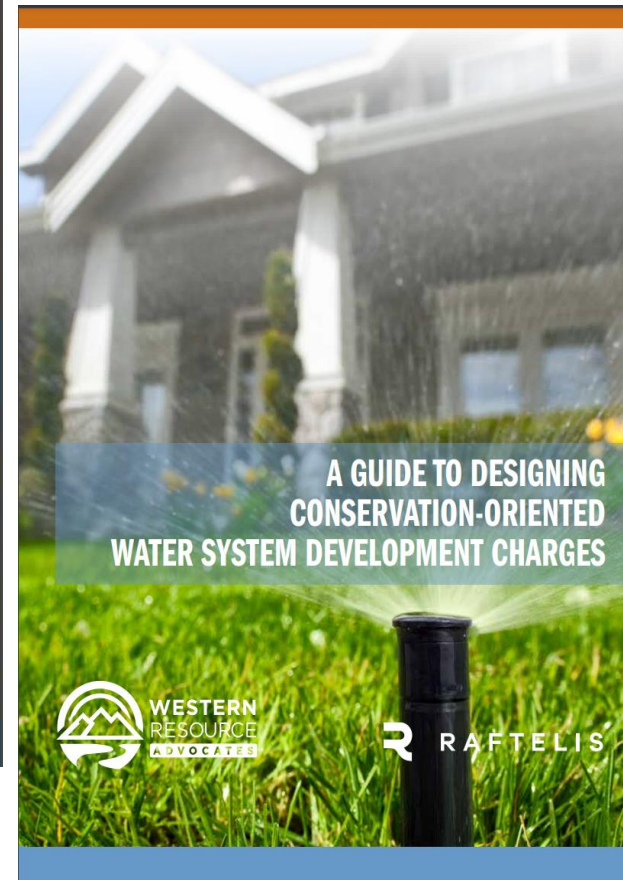
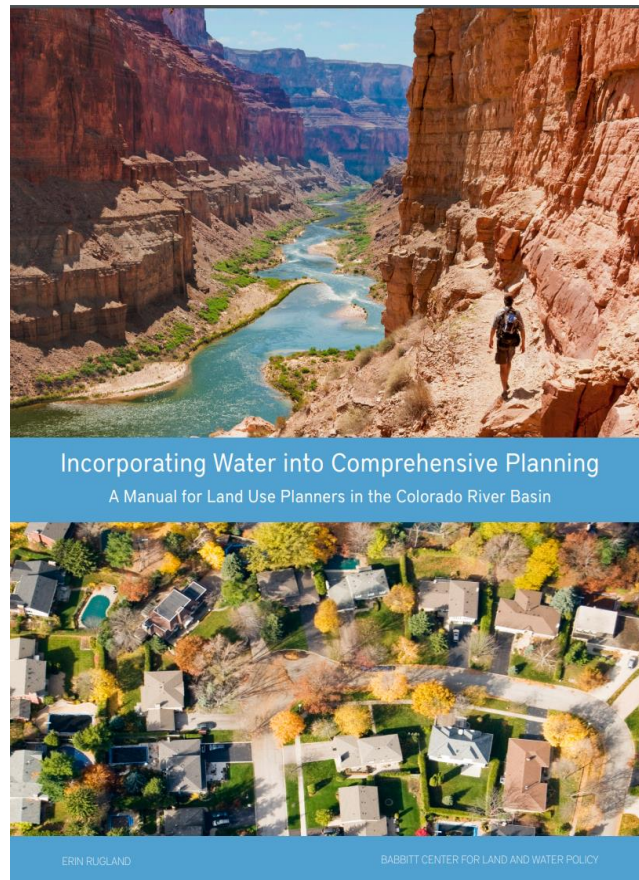
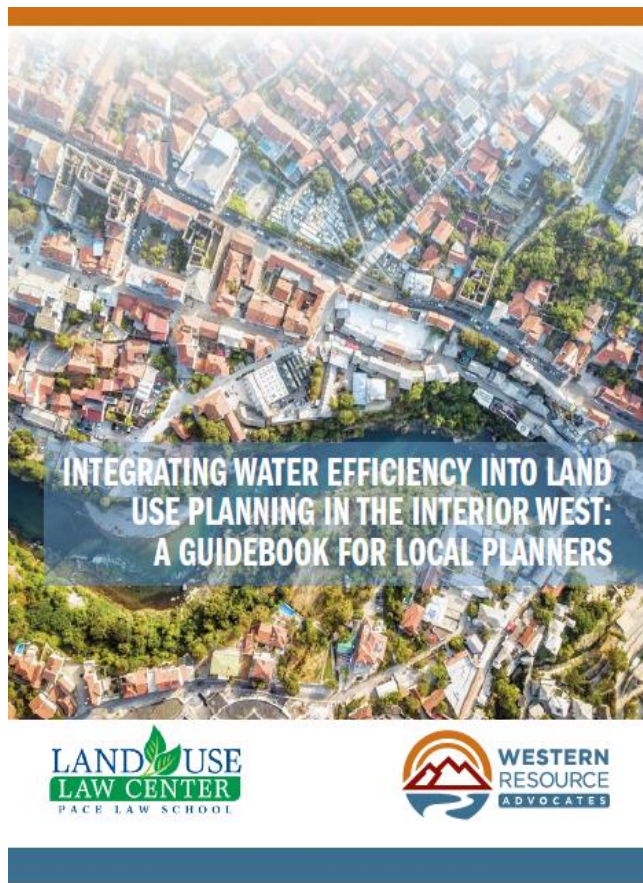
Section 1: PLANNING AND GOAL SETTING

Section 2: WATER SMART LAND USE AND DEVELOPMENT POLICIES

Section 3: WATERSHED RESILIENCE & WATER SMART INFRASTRUCTURE

Section 4: WATER CONSERVATION AND EFFICIENCY TOOLS

Additional Land-Water Integration Resources





SB110 Implementation

Resources:

- [Babbitt Center Guide](#)
- [Presentation from the Babbitt Center](#)
- Nick Yeiter, Water Conservation Specialist, Utah Division of Water Resources
nickyeiter@utah.gov



Thank You!

wra

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Chelsea.Benjamin@westernresources.org

EMAIL: Lindsay.Rogers@westernresources.org

waterandland@utah.gov

WEBSITE: WESTERNRESOURCEADVOCATES.ORG

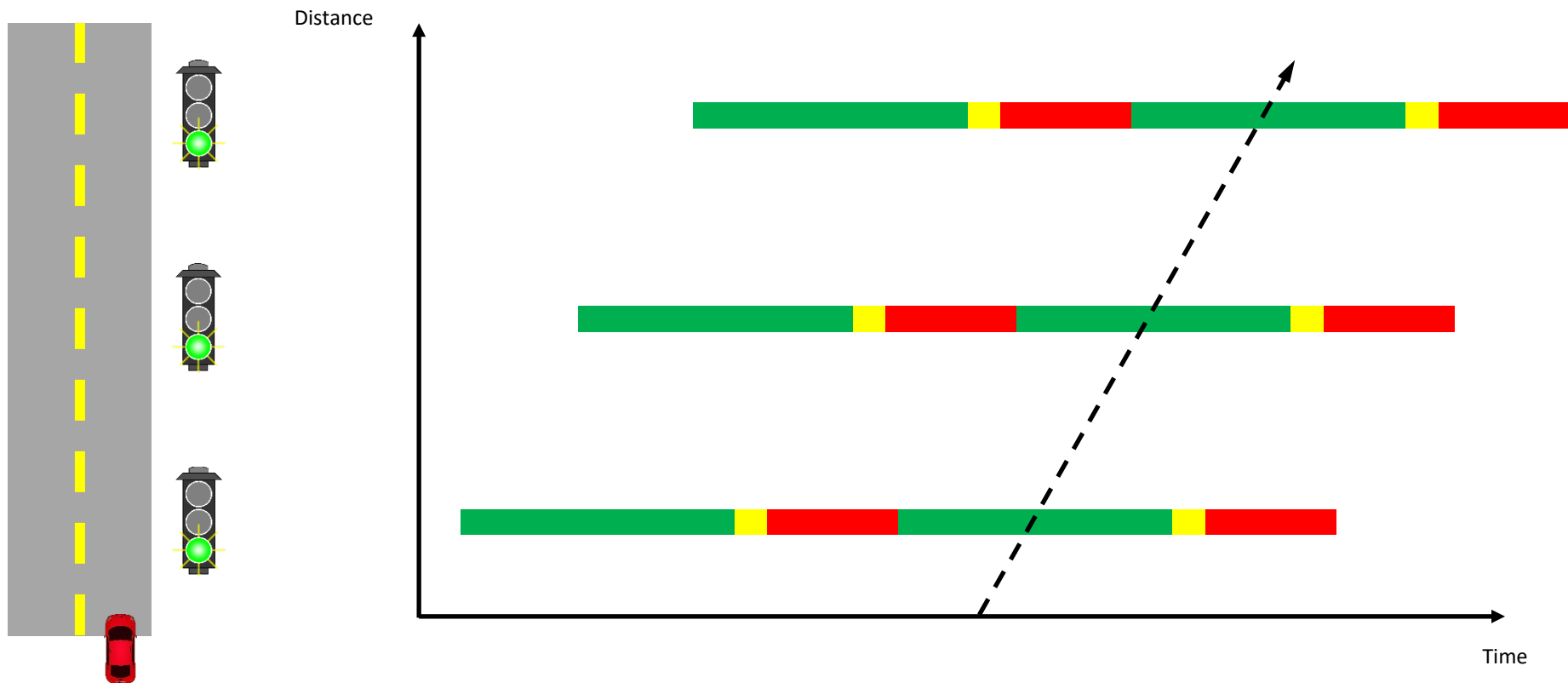
Questions?

Regional Transit Signal Priority Study

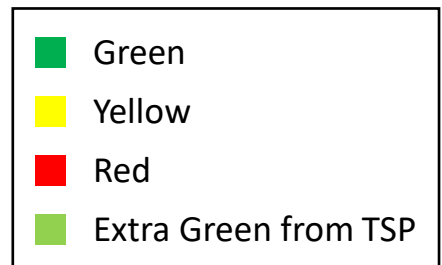
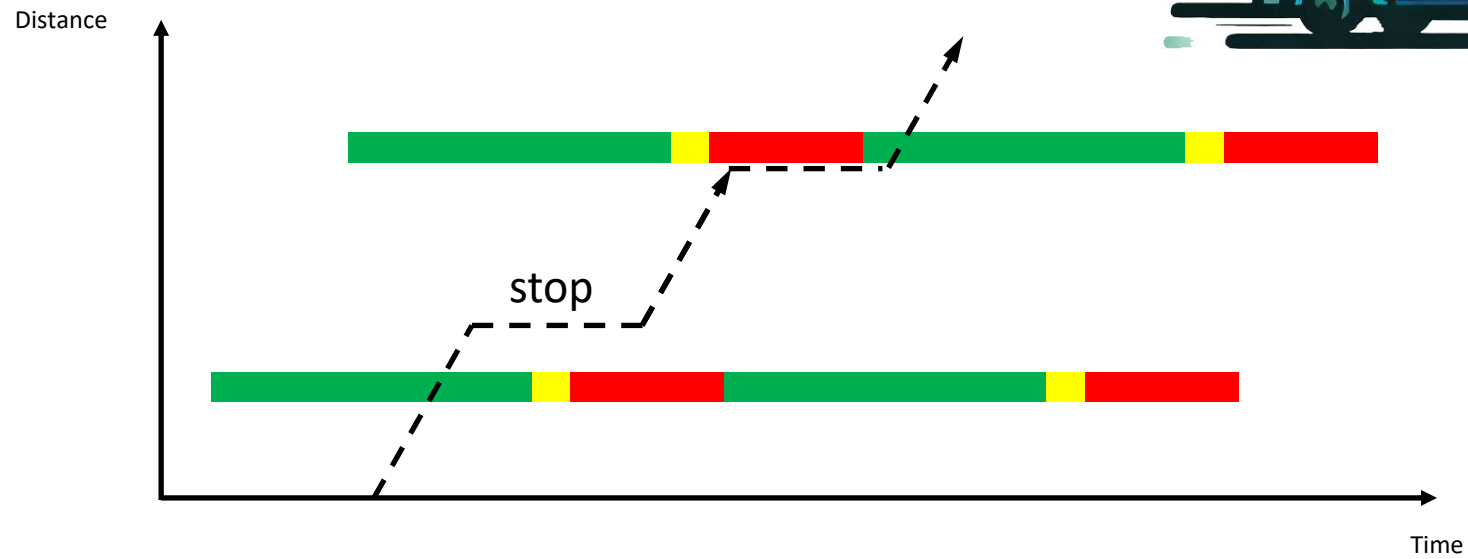
- Transit Signal Priority (TSP) is an operational strategy that facilitates the movement of transit vehicles through traffic-signal controlled intersections
- Provide extra green time to transit vehicles
- Modifies signal timing as bus is approaching to extend green or provide early green



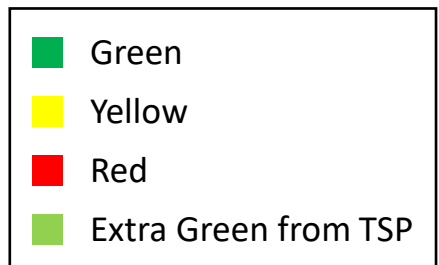
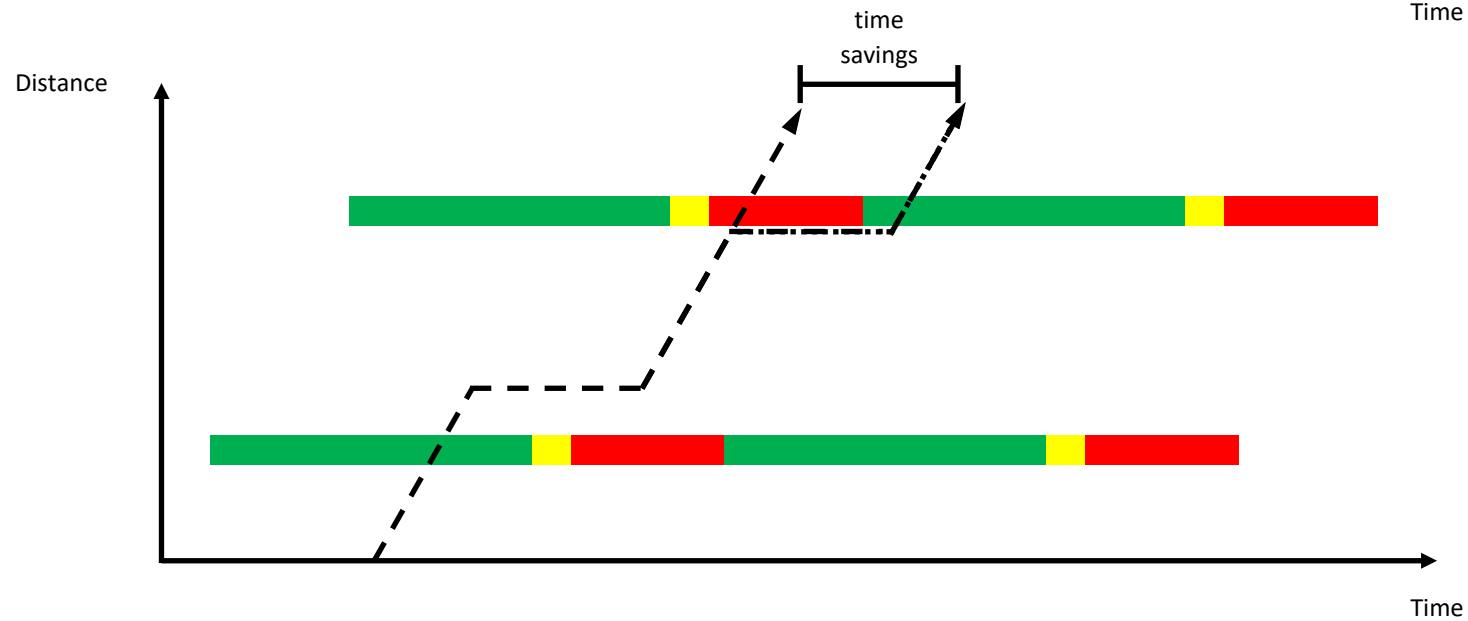
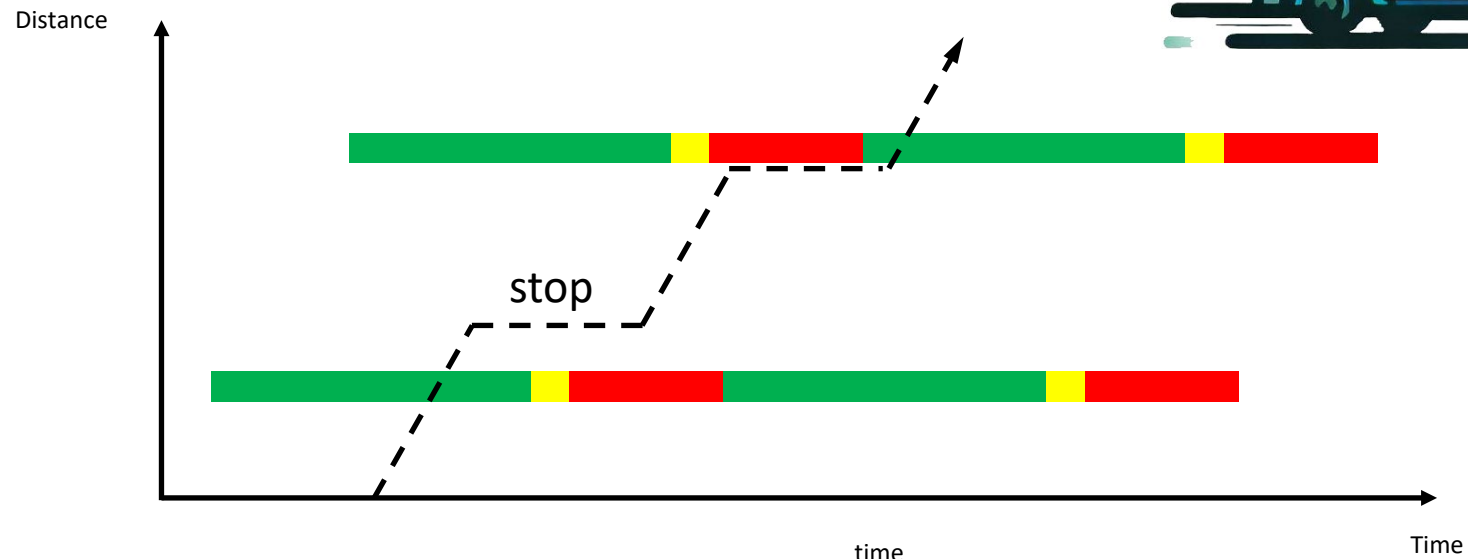
Ideal Signal Coordination & TSP



TSP Example – Green Extension

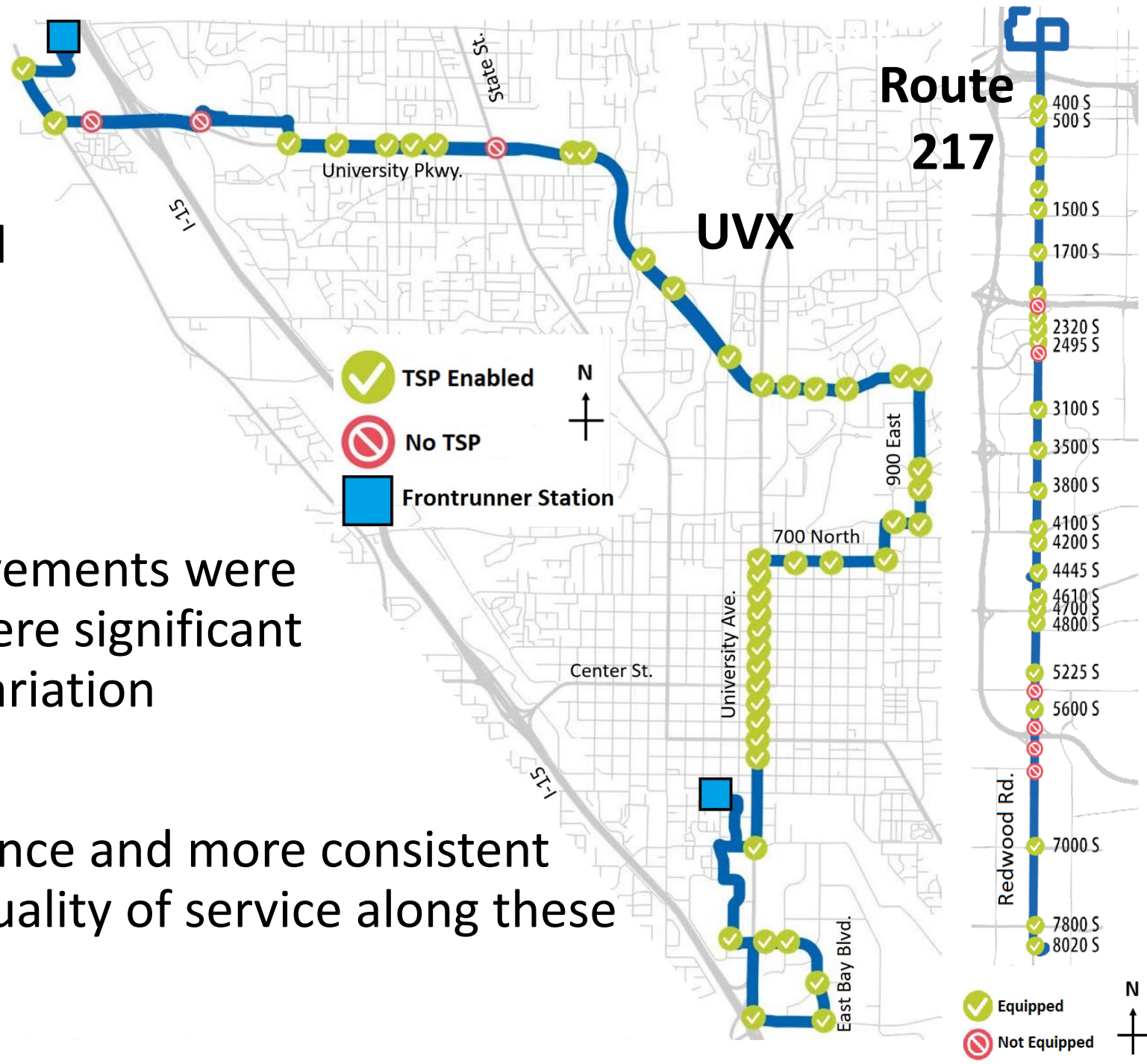


TSP Example – Green Extension



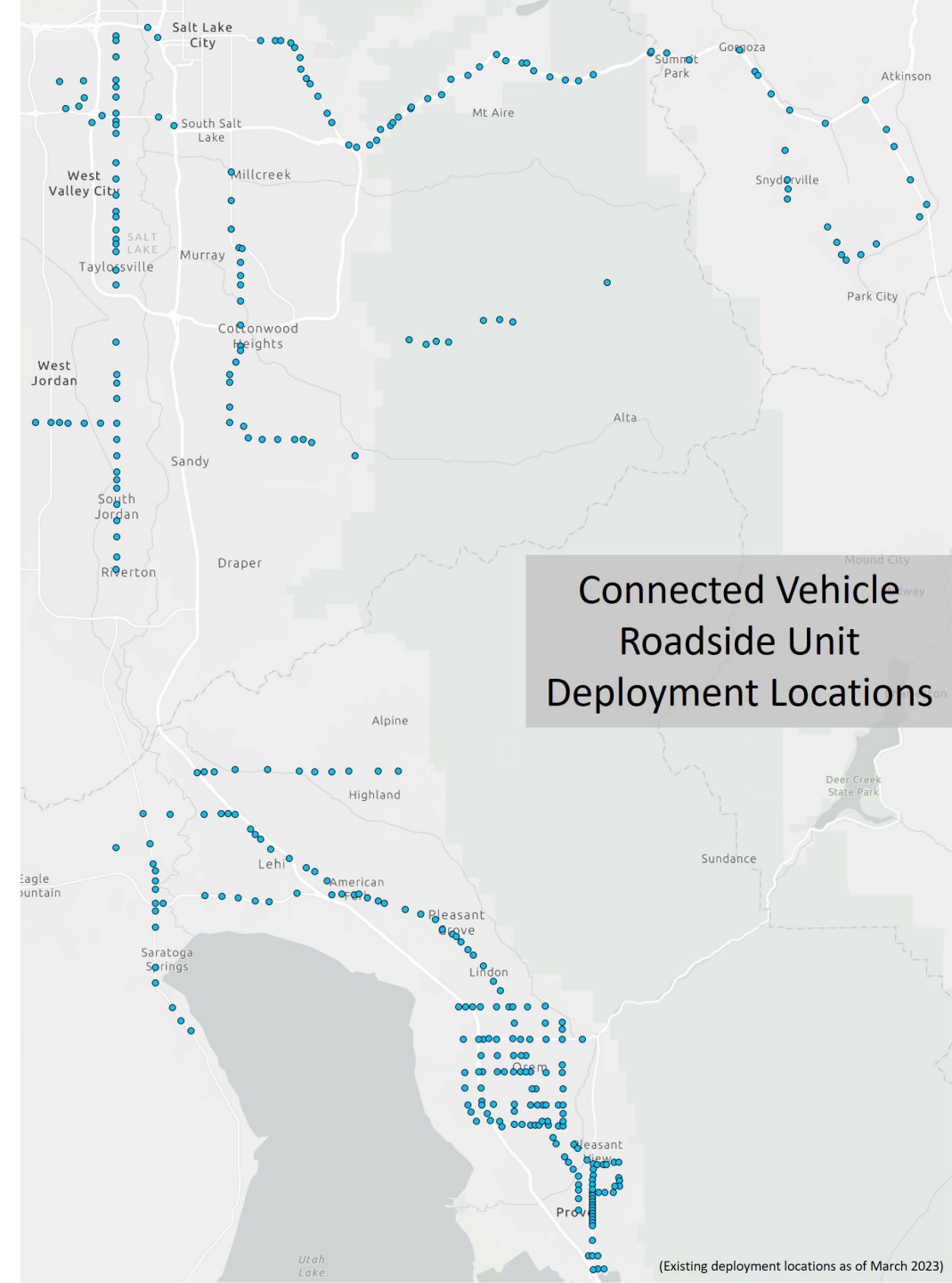
TSP in Utah

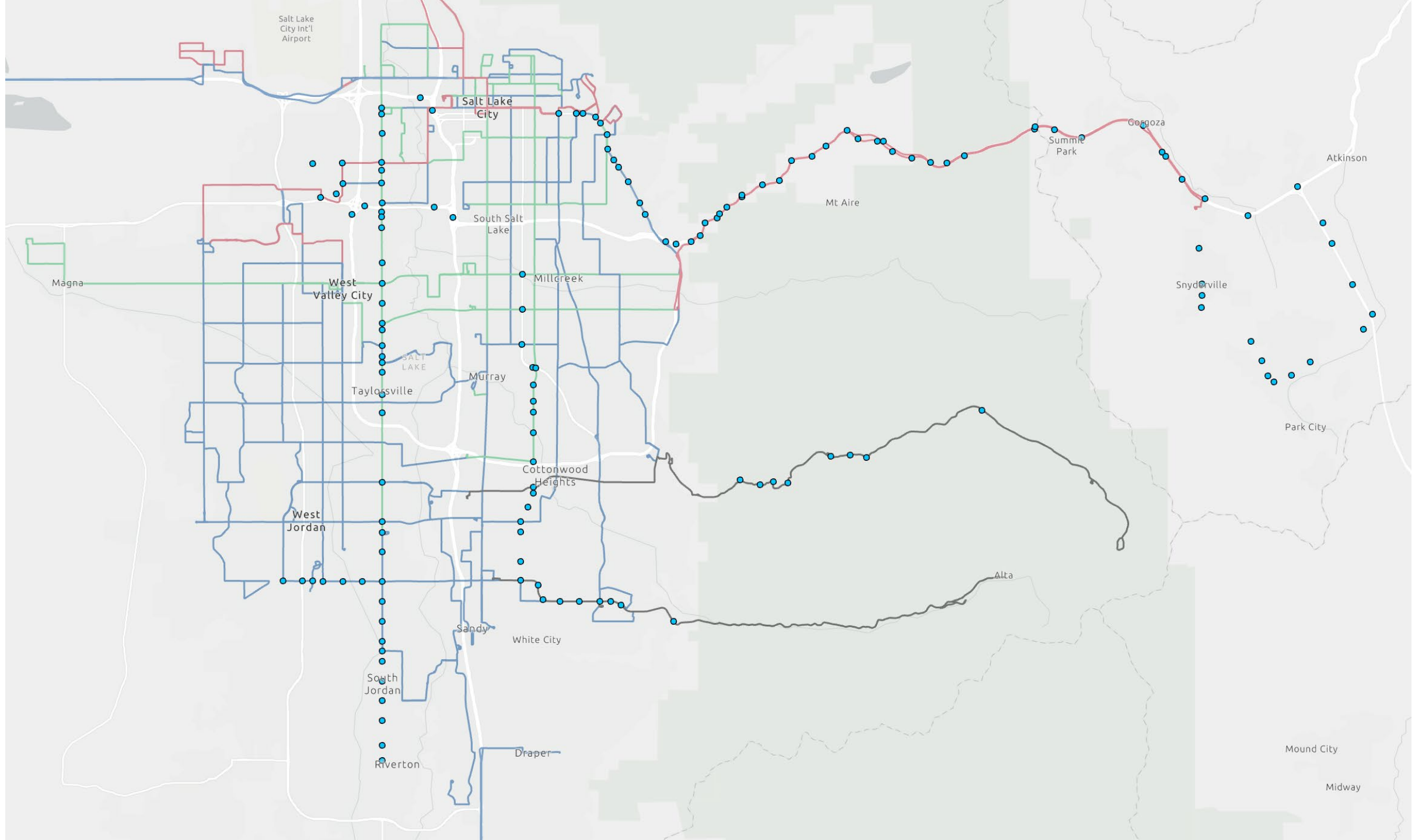
- Substantial and meaningful improvements in on-time performance
 - Route 217 → +10%
 - UVX → +6%
- Average travel time improvements were more modest, but there were significant reductions in travel time variation
- Improved schedule adherence and more consistent travel times improve the quality of service along these routes

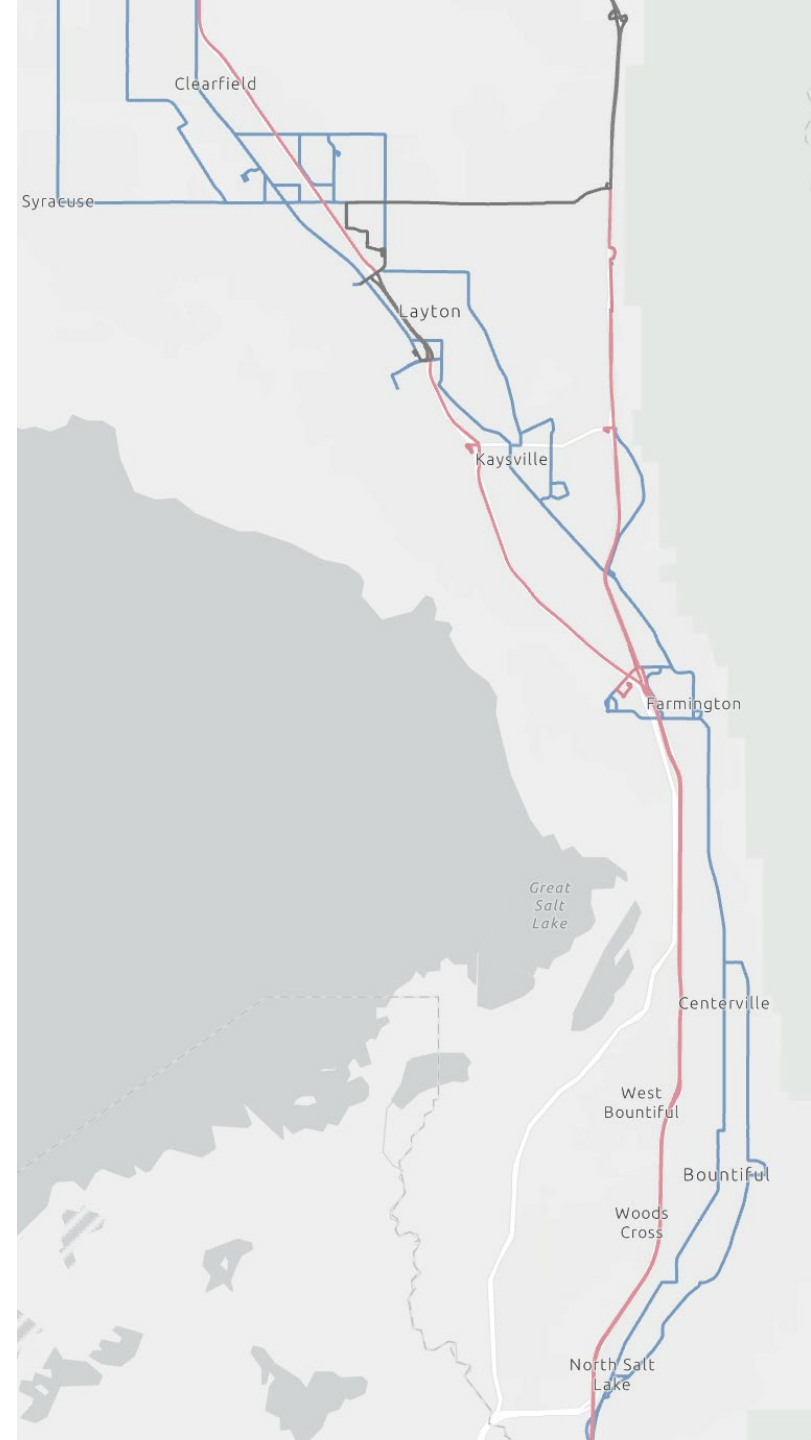
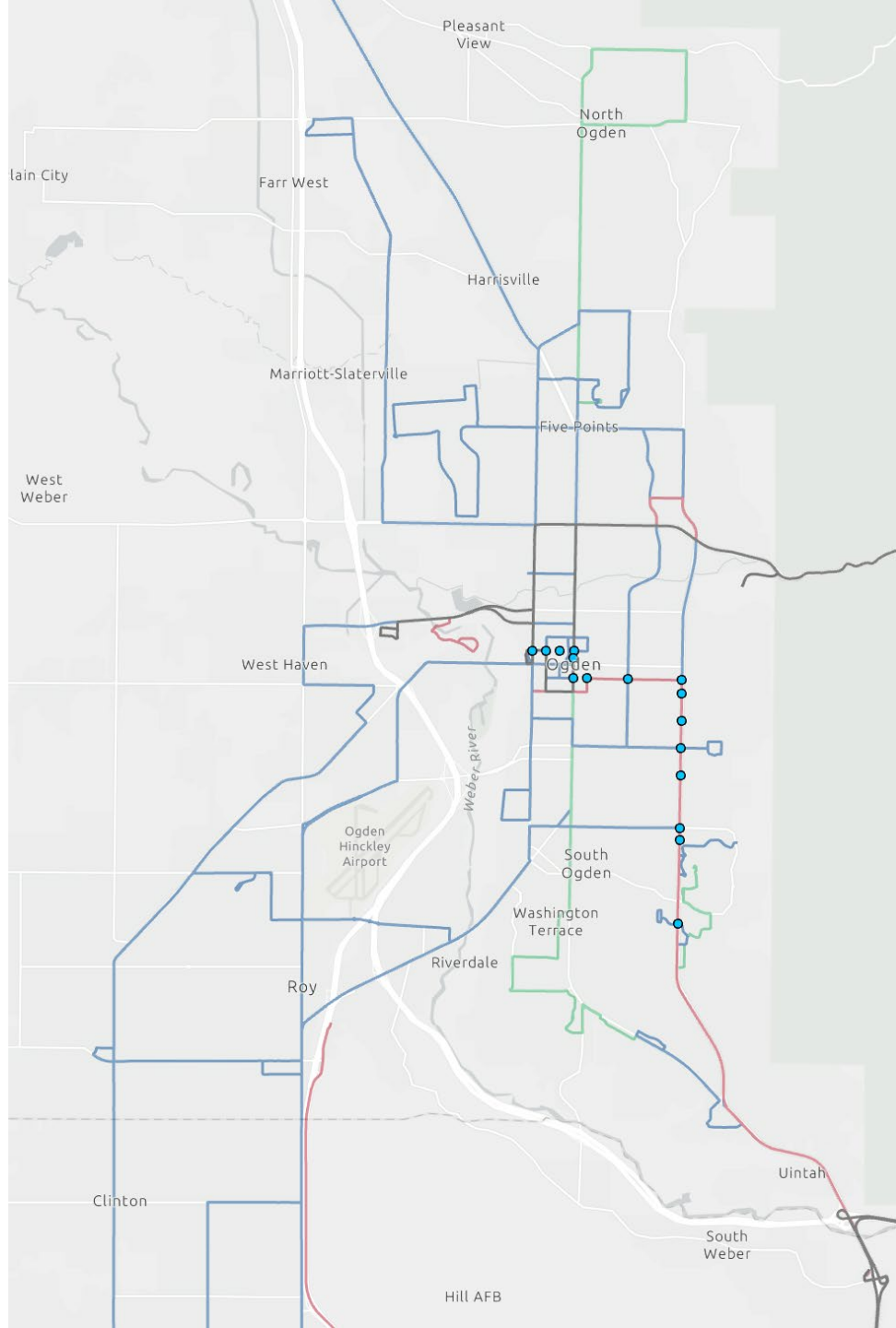


Utah's Connected Vehicle Ecosystem

- 334 roadside units
 - 282 at signalized intersections capable of granting TSP and preemption
- 230 vehicles
 - 69 UTA buses
 - 66 snowplows
 - 20 emergency vehicles
 - 75 other fleet vehicles
- In addition to TSP and preemption, curve speed warning and icy road alerts can be received by equipped vehicles
- Long-term benefits will improve safety and reduce crashes







Regional TSP Deployment Guidebook

- Full potential of connected vehicle technology is still being discovered
- Benefits from TSP and Preemption have been proven and are available now
- Effective TSP implementation requires shared long-term objectives and strategies between regional, state, and local agencies
- Final product will be a deployment guidebook that will help cities:
 - Understand the existing TSP system
 - Prepare for TSP implementation
 - Gain insights into future benefits from connected vehicle technologies
 - Develop partnerships among state, regional, and local jurisdictions



Thank you!

Lauren Victor - lauren@wfrc.org

Michael Sheffield - michael.sheffield@wgcg.us