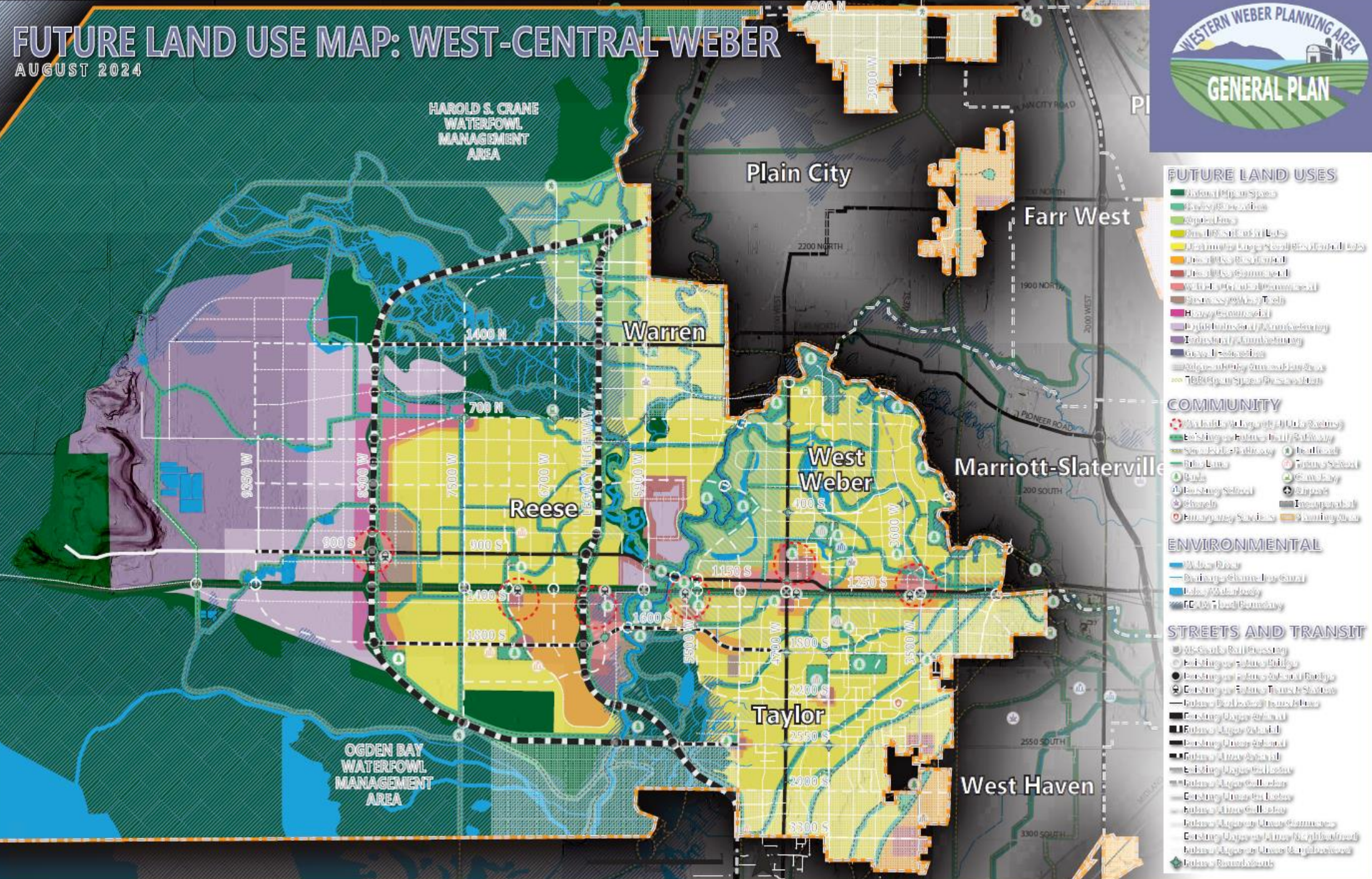


Weber County Active Transportation Highlights

FUTURE LAND USE MAP: WEST-CENTRAL WEBER

AUGUST 2024



FUTURE LAND USES

- Active Open Space
- Ecology/Open Space
- Ag/Open Space
- Residential Single-Family
- Residential Single-Family Medium Density
- Residential Medium Density
- Residential Commercial
- Workforce Housing/Commercial
- Business/Professional
- Heavy Industrial
- Light Industrial/Professional
- Industrial/Professional
- Community Center
- Community Center/Office
- TRB Open Space/Professional

COMMUNITY

- Water/Waterway/Utility/Service
- Existing/Future Rail/Station
- Senior Center/Pathway
- Healthcare
- Library
- Public Library
- Public School
- Private School
- Church
- Emergency Services
- Healthcare
- Private School
- Public Library
- Approve
- Incompatible
- Outstanding

ENVIRONMENTAL

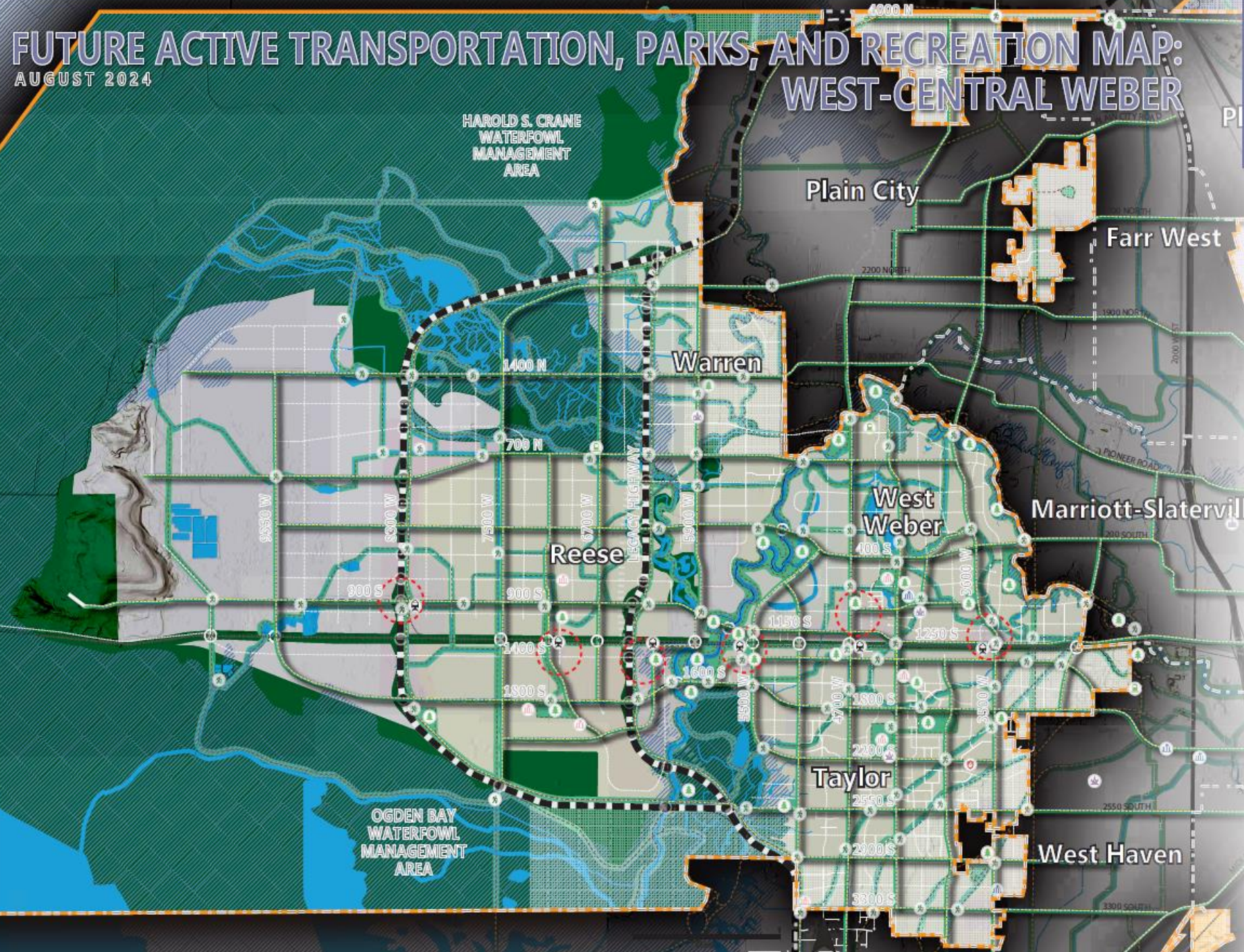
- Water Course
- Drainage Channel/Levee
- Levee/Waterway
- CEQA Flood Boundary

STREETS AND TRANSIT

- At-Grade Rail Crossing
- Existing/Future Bridge
- Existing/Future Railroad Bridge
- Existing/Future Transit Station
- Future Rail/Transit/Transit Line
- Existing Major Road
- Future Major Road
- Existing Minor Road
- Future Minor Road
- Existing Major Local Road
- Future Major Local Road
- Existing Minor Local Road
- Future Minor Local Road
- Existing Major Collector
- Future Major Collector
- Existing Minor Collector
- Future Minor Collector
- Existing Major Arterial
- Future Major Arterial
- Existing Major Freeway
- Future Major Freeway
- Existing Major Expressway
- Future Major Expressway
- Existing Major Interchange
- Future Major Interchange
- Future Roundabout

FUTURE ACTIVE TRANSPORTATION, PARKS, AND RECREATION MAP: WEST-CENTRAL WEBER

AUGUST 2024



FUTURE LAND USES

- National Riparian System
- Forest/Preservation
- Wetlands
- Rural/High Density Urban
- High Density Urban/Service/Industrial
- Medium Density Urban/Industrial
- Low Density Urban/Community
- Agricultural/High Quality
- Business/Community
- Historic/Community
- Light Industrial/Community
- Industrial/Community
- Utility/Community
- High Density Urban/Service
- TBD/Other/Space Reservation

COMMUNITY

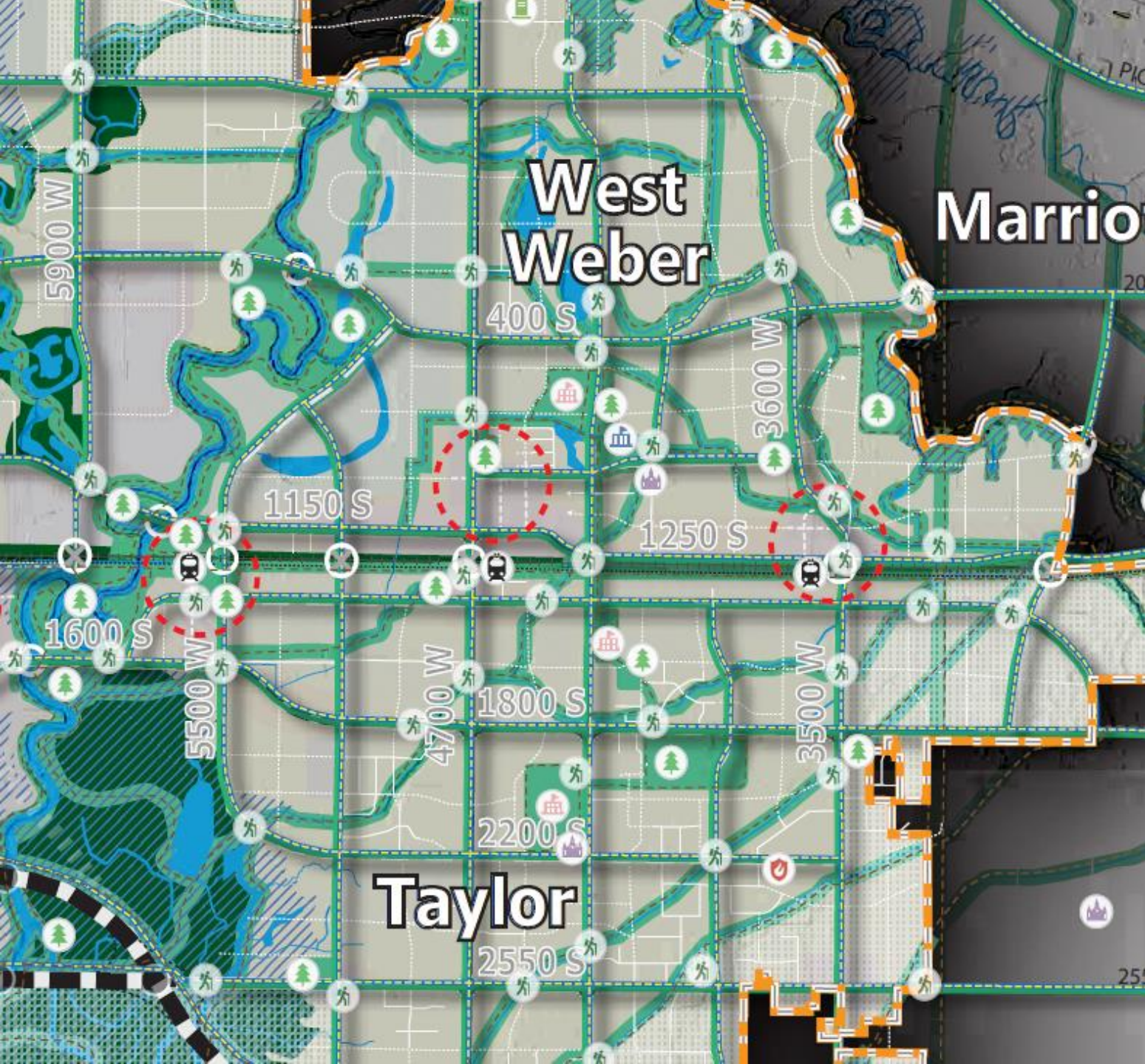
- Adult Day Care Center/Child Care Center
- Existing or Future Health Facility
- Senior Center/Retirement
- Child Care
- Park
- Open Space/Recreation
- Church
- Emergency Services
- Middle School
- Primary School
- Community
- Daycare
- Inexpensive
- Premium

ENVIRONMENTAL

- Water River
- Wetlands/Channel/Inlet/Canal
- Lake/Waterbody
- REU/LEU/High Boundary

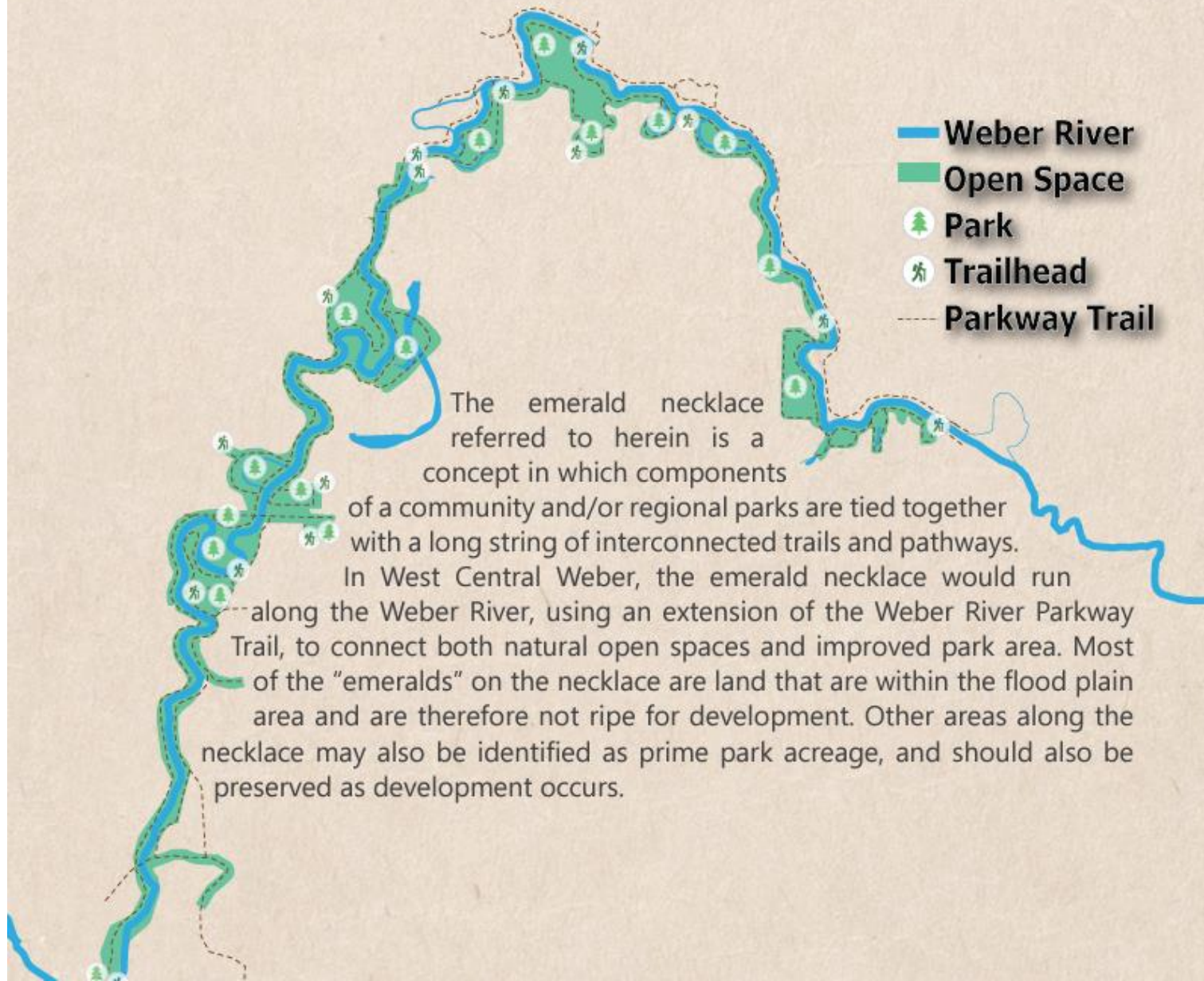
STREETS AND TRANSIT

- At-Grade Rail Crossing
- Existing or Future Bridge
- Existing or Future Culvert/Underpass
- Existing or Future Transit Station
- Future Rail/Transit Station
- Existing Major Arterial
- Future Major Arterial
- Existing Minor Arterial
- Future Minor Arterial
- Existing Major Collector
- Future Major Collector
- Existing Minor Collector
- Future Minor Collector
- Existing Light Urban Community
- Existing Major Urban Neighborhood
- Future Light Urban Community
- Future Major Urban Neighborhood
- Future Boardwalk

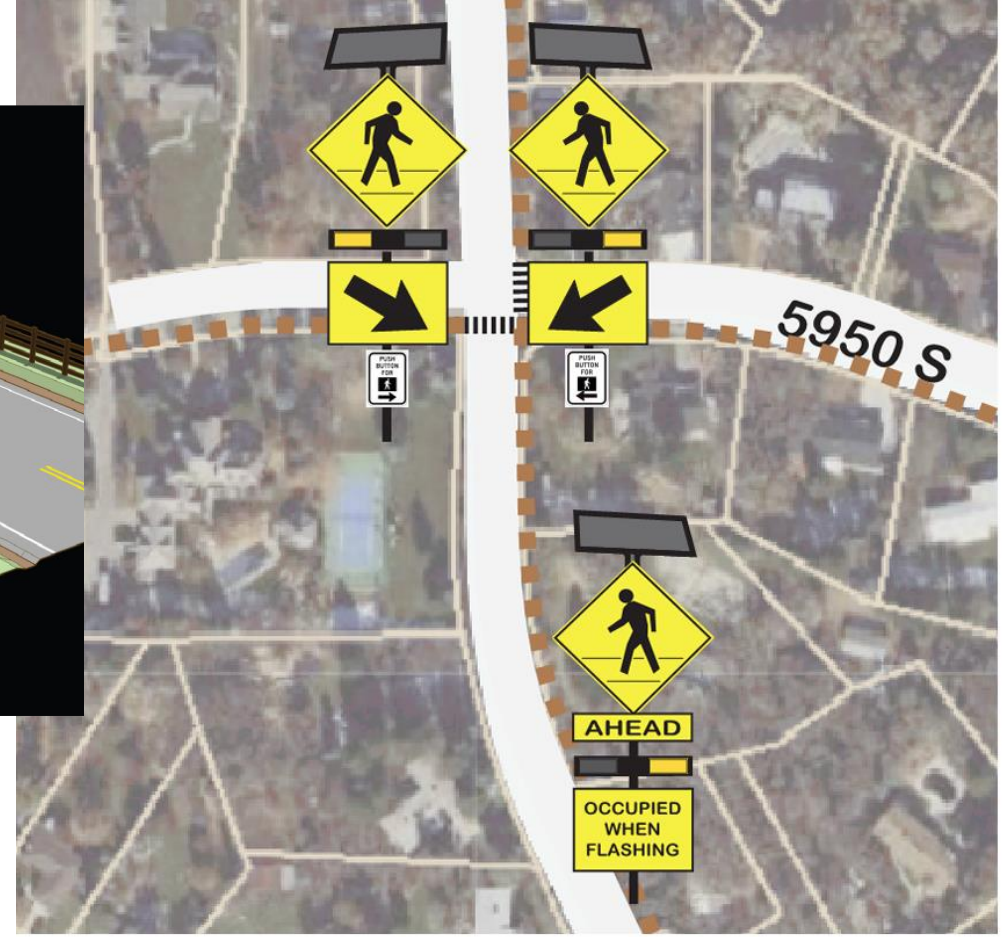
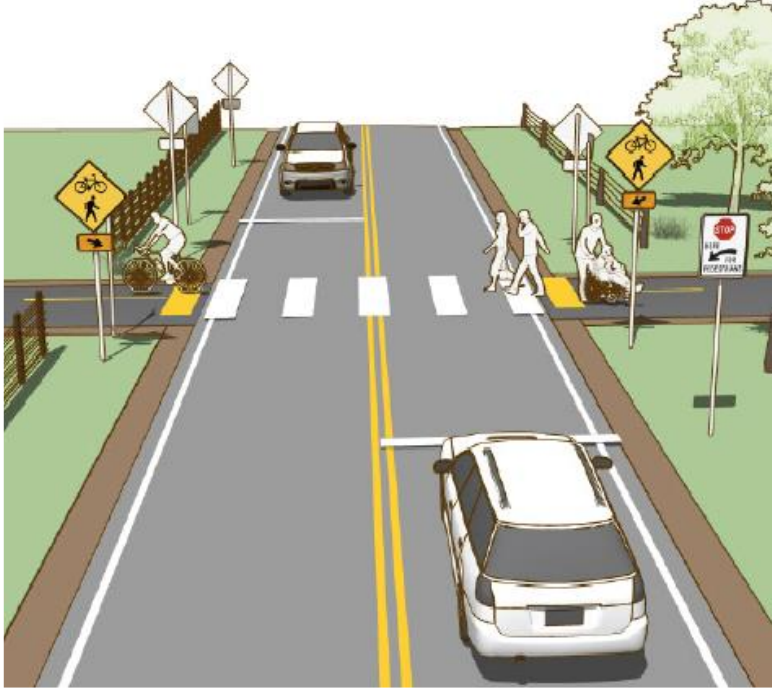
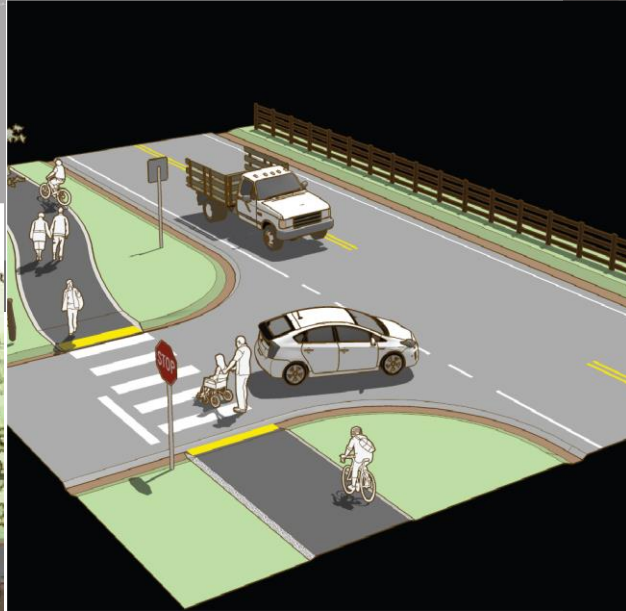


-  Walkable Village (1/4 Mile Radius)
-  Existing or Future Trail/Pathway
-  Streetside-Pathway
-  Bike Lane
-  Park
-  Existing School
-  Church
-  Emergency Services
-  Trailhead
-  Future School
-  Cemetery
-  Airport
-  Incorporated
-  Planning Area

EMERALD NECKLACE CONCEPT



The emerald necklace referred to herein is a concept in which components of a community and/or regional parks are tied together with a long string of interconnected trails and pathways. In West Central Weber, the emerald necklace would run along the Weber River, using an extension of the Weber River Parkway Trail, to connect both natural open spaces and improved park area. Most of the "emeralds" on the necklace are land that are within the flood plain area and are therefore not ripe for development. Other areas along the necklace may also be identified as prime park acreage, and should also be preserved as development occurs.



IMPLEMENTATION TOOLS

- REZONES AND DEVELOPMENT AGREEMENTS
- CLUSTER SUBDIVISIONS
- CONNECTIVITY INCENTIVIZED SUBDIVISIONS

IMPLEMENTATION TOOLS

CONNECTIVITY INCENTIVIZED SUBDIVISIONS

- Voluntary.
- Allowed density = gross area/zone's minimum lot area.
- Reduced lot standards.
- Provide street intersections every 660 feet, and pathway intersections every 400 feet.
- Reconfigure streets and pathways according to community planner's discretion.

3500 WEST CORRIDOR

Given the existing railroad crossing on 3500 West near 1200 South, it is likely that the 3500 West/3600 West corridor will also become a critical north/south connection between Marriott Slaterville and Plain City on the north, and West Haven on the South.



IMPLEMENTATION TOOLS

Street Adjacent Pathways

Unless real-world context dictates otherwise, place pathway on the north side and east side of streets for optimal winter sun exposure.



IMPLEMENTATION TOOLS



Mid-Block Pathways

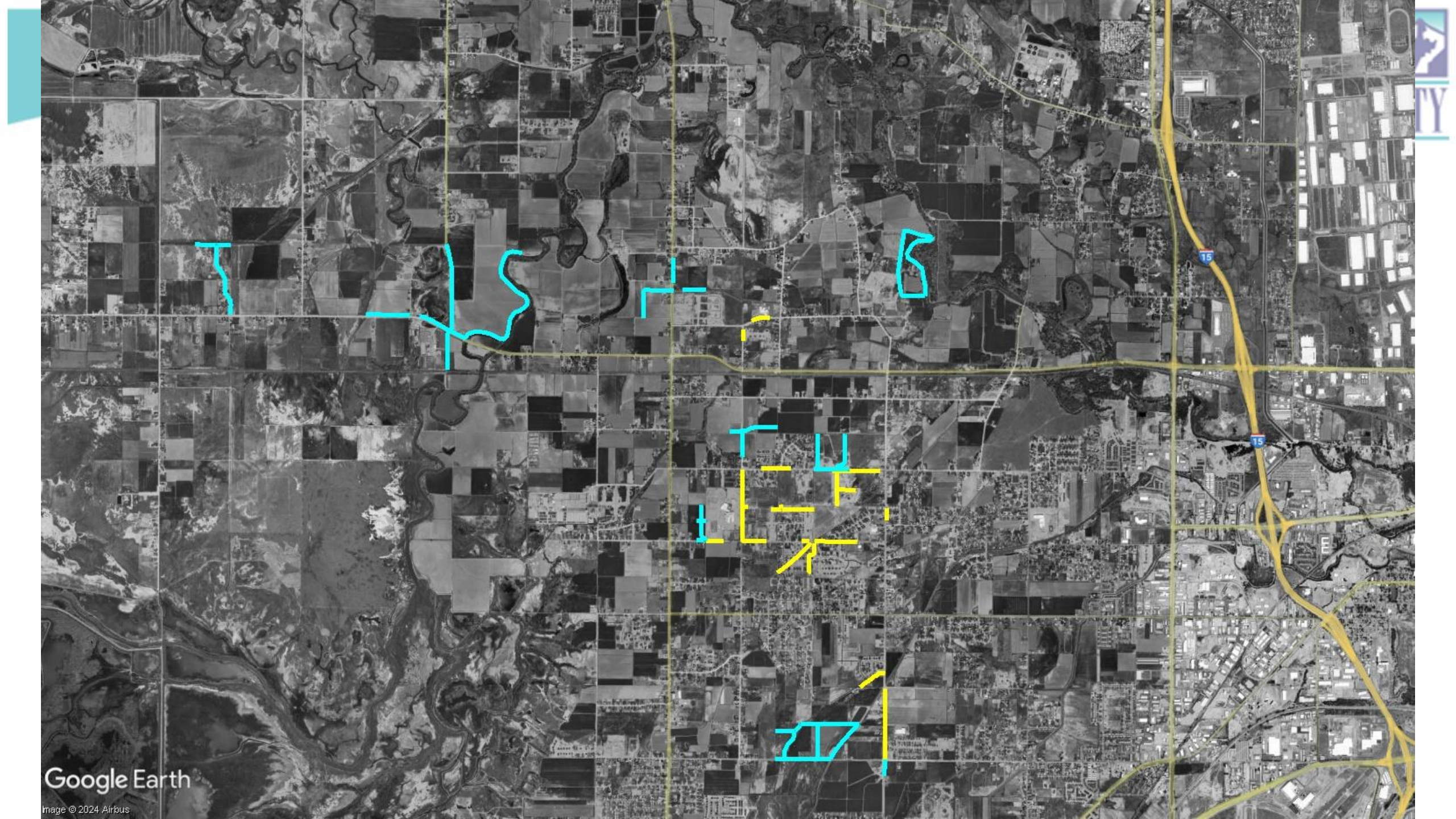
30-foot right of way with no
fence restrictions

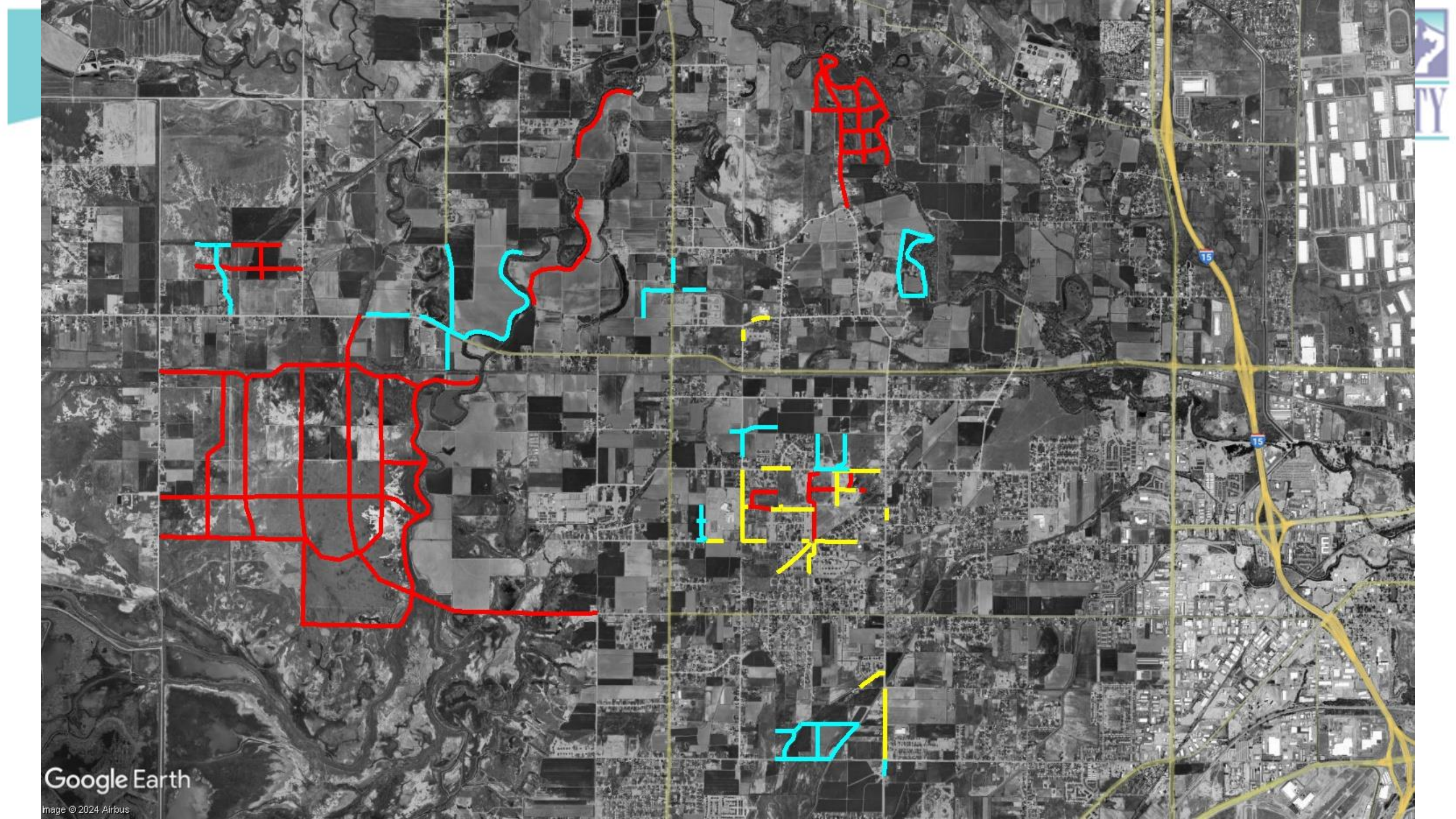
Or

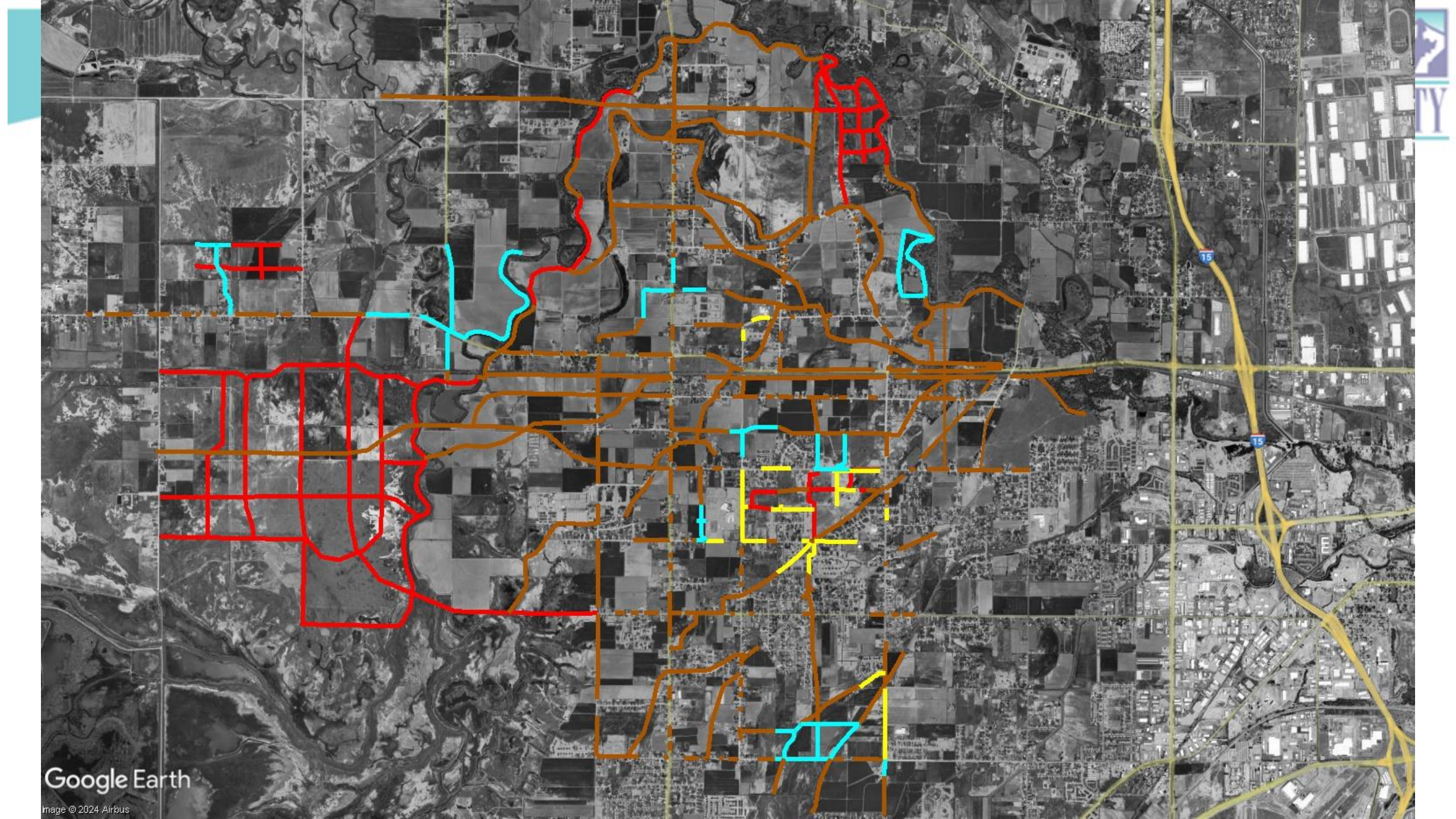
15-foot right of way with
fences that are 30 percent
open (evenly distributed)

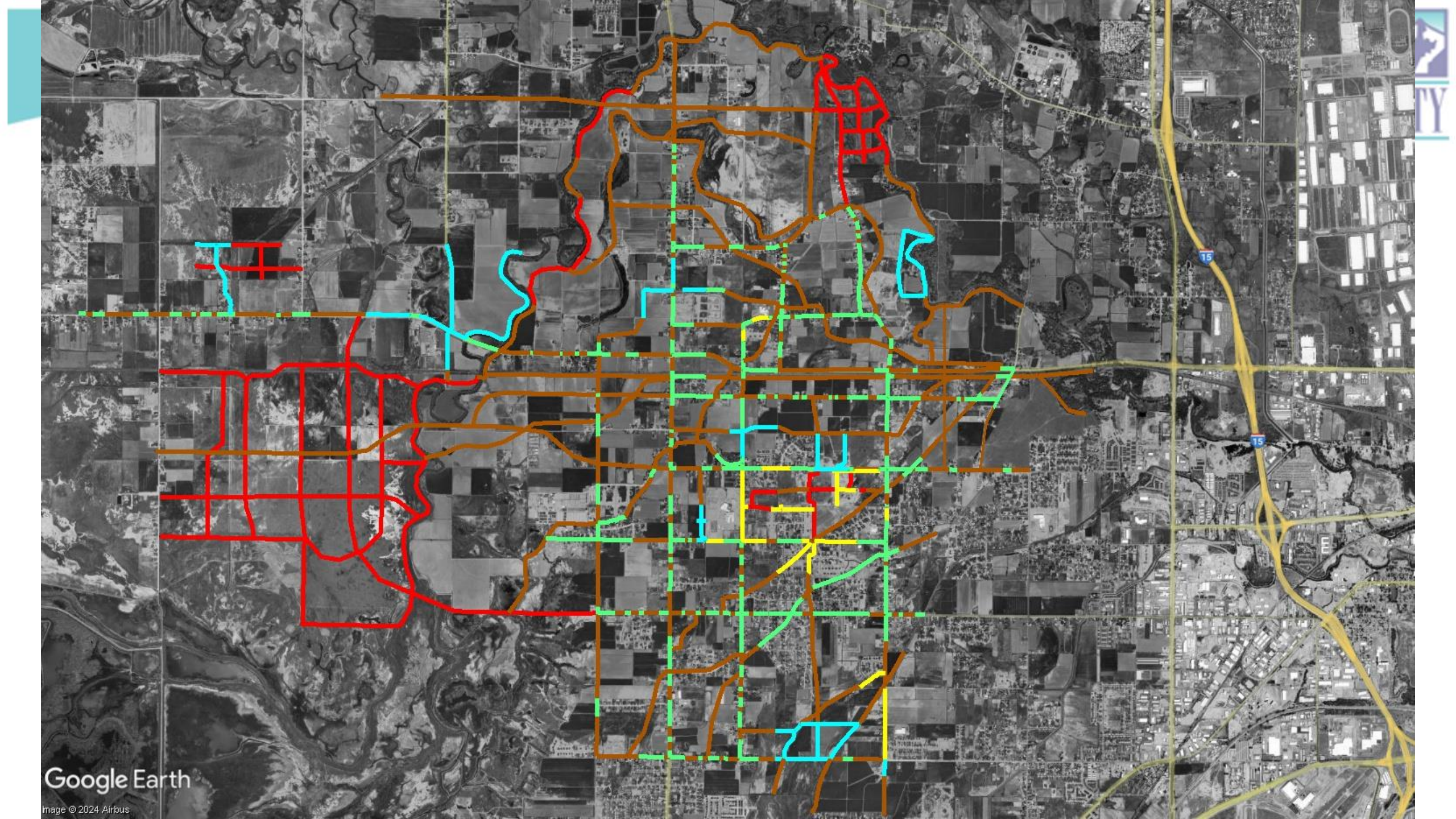
SUCSESSES?













"Life is sweeter on the bikeways."



The Beehive
Bikeways will enable
more people to travel
by bike for more
reasons, more often.



Separated Bike Lanes



Sidepaths



Urban Trails



METROPOLITAN CENTERS



URBAN CENTERS



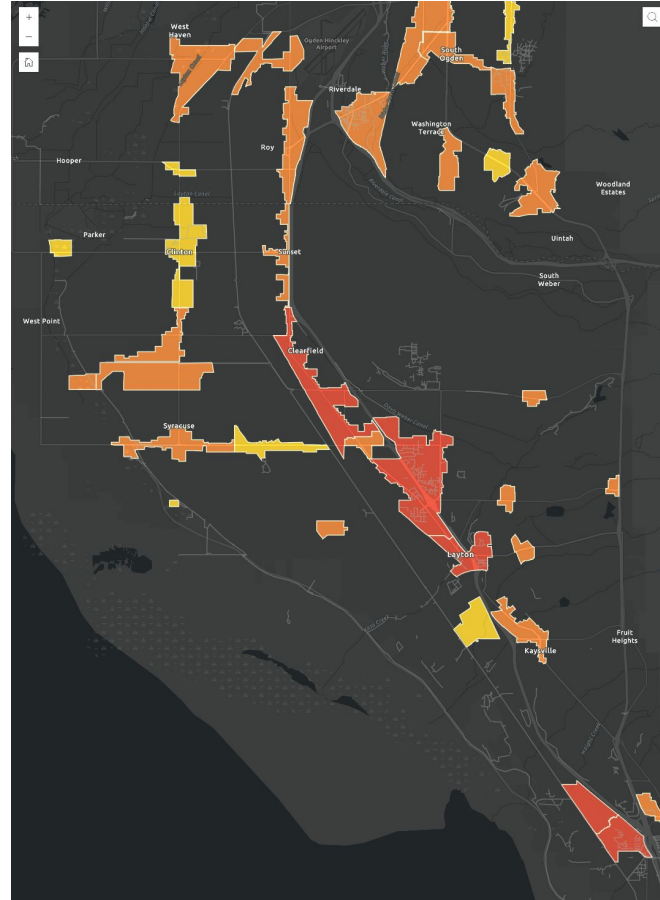
CITY CENTERS



NEIGHBORHOOD CENTERS



Centers

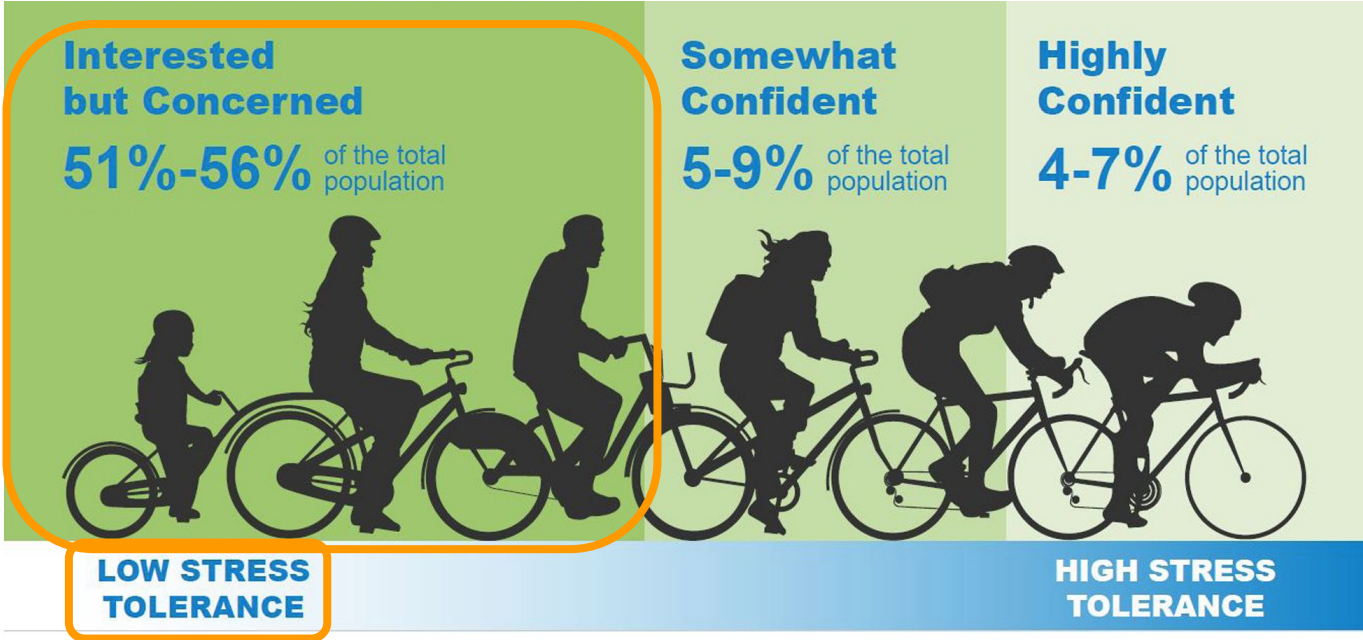


Centers + Existing Regional Trails



Centers + Existing Regional Trails + Beehive Bikeways

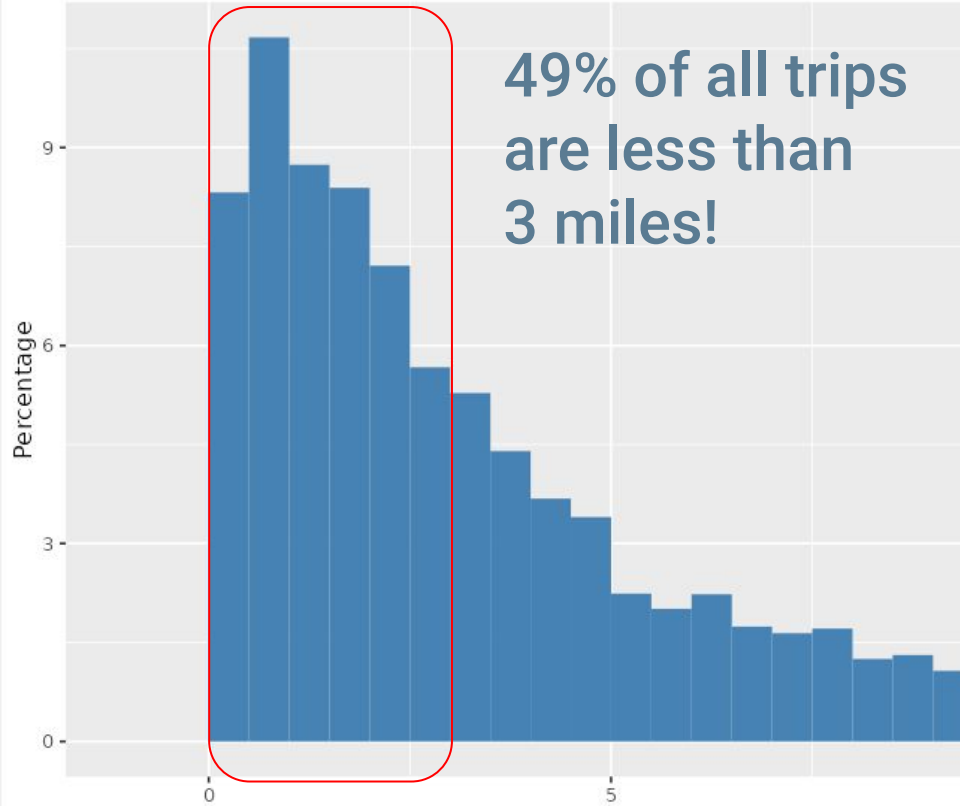




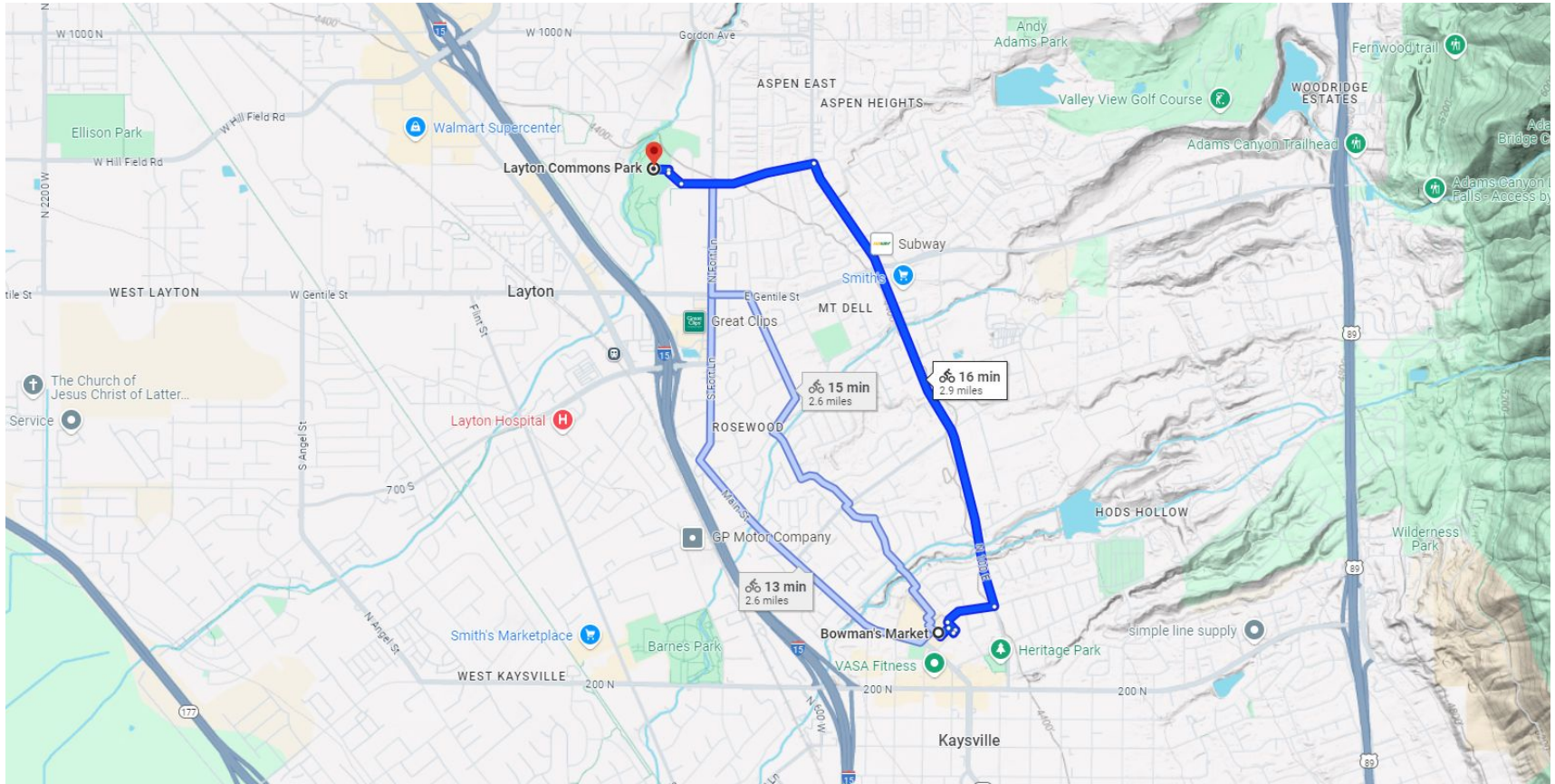




Trip Length Histogram

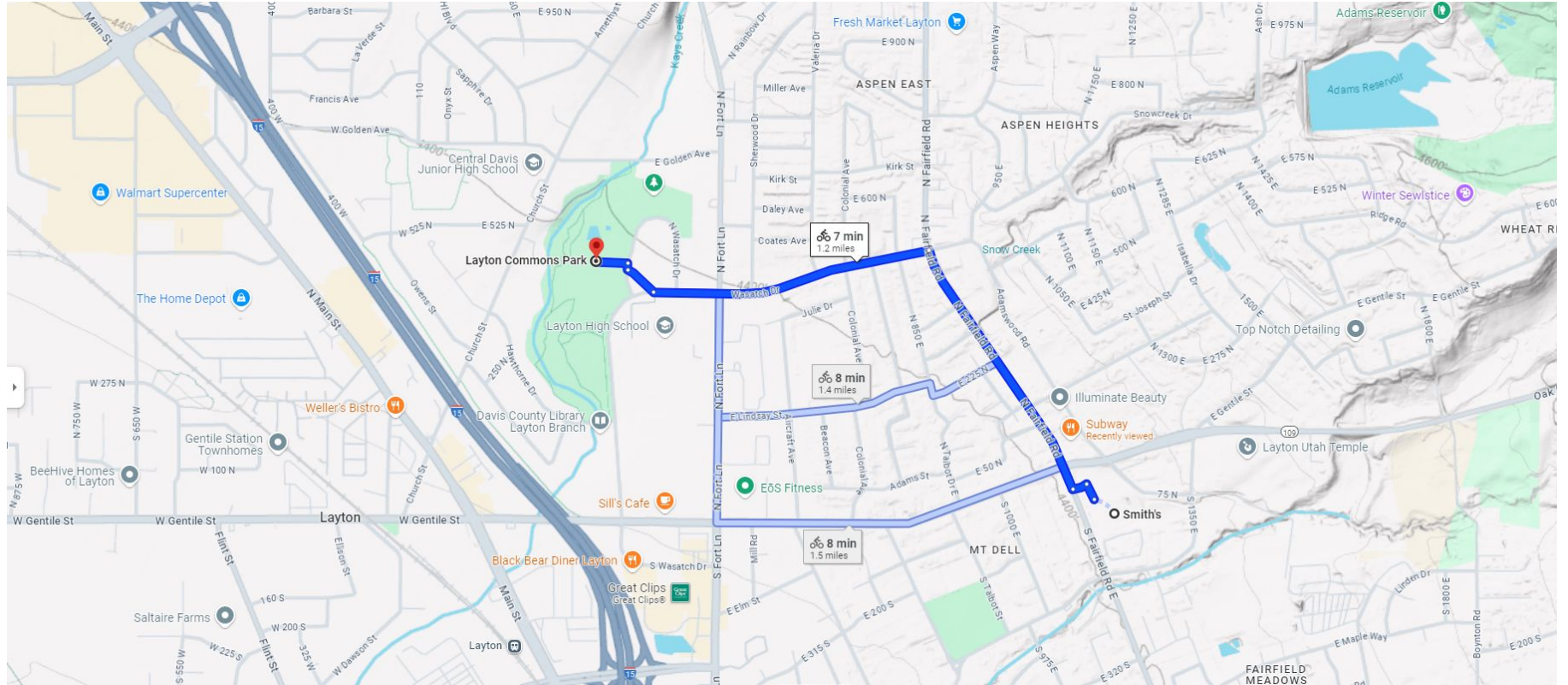


Layton Commons Park to Bowman's Market





Layton Commons to Smith's Grocery Store



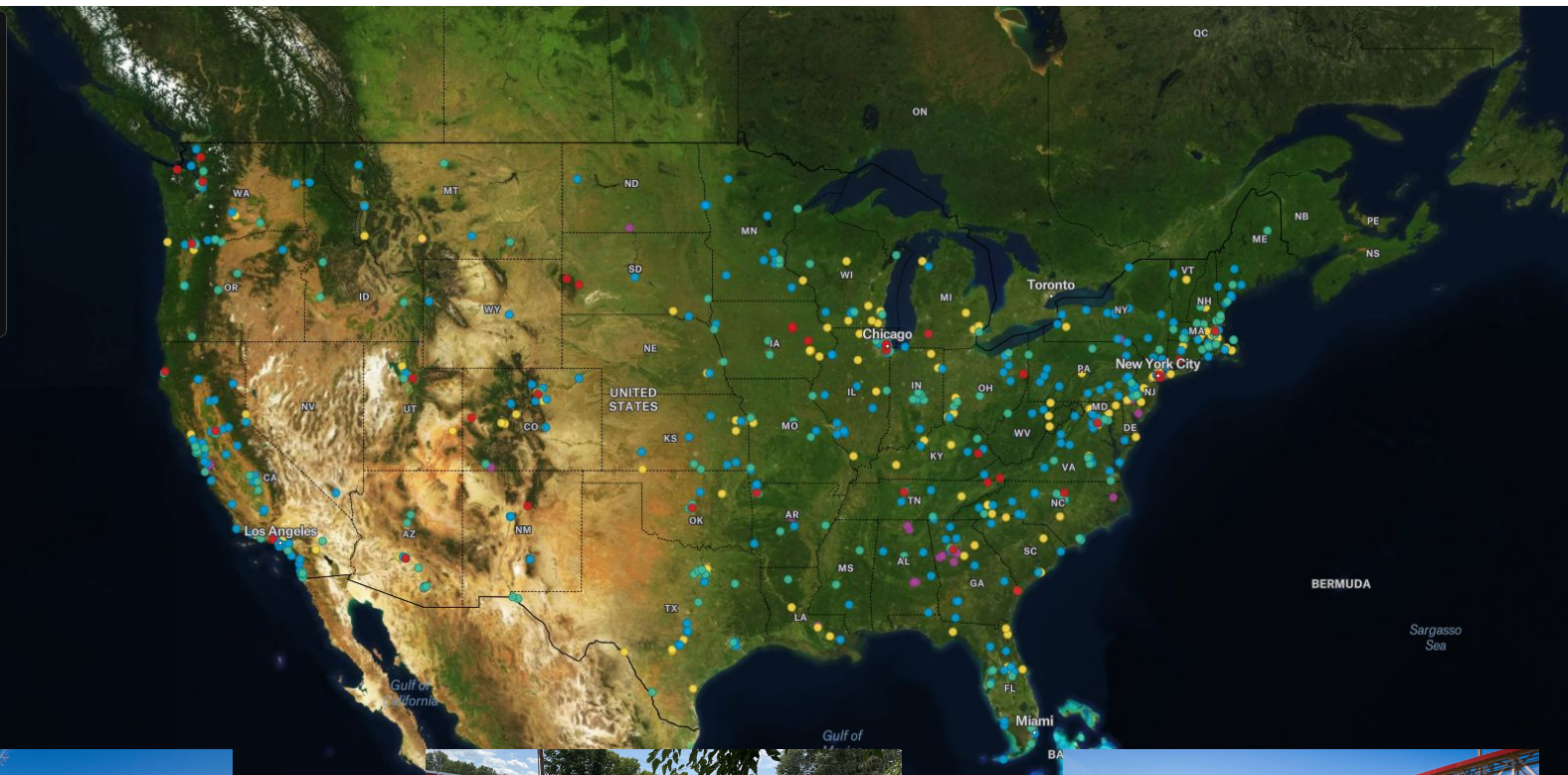
National Bike Project Tracker

● Untitled Spreadsheet Project Tra...

US Bike Infrastructure Projects

Status

- Other
- Proposed
- Approved
- Funded
- Completed



Separated Bike Lanes



Sidepaths



Urban Trails



**Technical Assistance to Governments
(TAG) Program**



How - construction funding



Congestion Mitigation and Air Quality Program



Surface Transportation Program



Transportation Alternatives Program



Carbon Reduction Program





- City meetings
 - Wasatch Choice Workshops
 - Performance Measures
 - Prioritization
 - Incorporation into Regional Transportation Plan
-
- What project is your community ready to move forward? Let's talk!



NO PARKING



"Life is sweeter on the bikeways."



UTA MICROMOBILITY PARKING STUDY

TAC Meeting

September 10, 2024



Micromobility & Transit

What is micromobility?

- A new and emerging form of transportation with prolific popularity in Utah and across the country
- Includes small, low speed vehicles such bikes, e-bikes, scooters, electric scooters, electric skateboards, etc.
- Shared mobility devices or personal devices



Benefits of Micromobili ty

Reduces road congestion

Serves first and last mile connections to public transit

Reduces air pollution since most micromobility devices are zero emission vehicles

Offers a more affordable transportation option compared to owning a personal vehicle

Issues with Micromobili ty

It is still relatively new transportation mode

Obstruction of sidewalks and access paths

Lack of parking regulations

Safety

Study Background

Purpose

- Develop parking management recommendations at fixed rail transit stations

Strategy

- Research best practices
- Coordinate with partners and private micromobility companies
- Collect data on local policies and public-private partnerships
- Examine existing infrastructure conditions



Study Background

Goals

- Promote the usage of micromobility as a First/Last Mile connector
- Maintain clear access to and through transit stations
- Build confidence and predictability for users
- Design for safety and accessibility for all





Polling Activity

We would like to understand what effect micromobility has or could have in your city:

- Opportunities and Barriers
- Existing Policy
- Existing Infrastructure



Polling Activity INSTRUCTIONS

Join by phone or computer

1. Search Menti.com
2. Code to be provided

Thank you!

Contact:

Dede Murray

Project Manager

Dede.Murray@rideuta.com





FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2024



WASATCH FRONT REGIONAL COUNCIL

Capital Transportation Improvement Programs

- Surface Transportation Program (STP) **\$29M - \$33M**
- Congestion Mitigation Air Quality (CMAQ) **\$7M - \$8M**
- Carbon Reduction Program (CRP) **\$3M - \$4M**
- Transportation Alternatives Program (TAP) **\$2M - \$3M**

Planning Assistance Programs

- Transportation & Land Use Connection Program (TLC) **\$2M**
- Station Area Plan Technical Assistance (SAP) **\$5M over 2 years.**

Other Federal Grants

- Community Development Block Grant Program (CDBG) **\$1M**
 - Mandatory How to Apply Workshop held each fall
- Community Impact Board (CIB) **N/A**
 - Ongoing application cycle
- Wasatch Front Economic Development District (WFEDD) **\$100K+**
 - Ongoing application cycle

WFRC Funding Program Deadlines

Surface Transportation Program - **STP**

Congestion Mitigation Air Quality - **CMAQ**

Carbon Reduction Program - **CRP**

Transportation Alternatives Program - **TAP**

Transportation & Land Use Connection Program - **TLC**

Deadlines apply to:

We're Here



For more information...



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

The [Congestion Mitigation Air Quality \(CMAQ\)](#) provides funding for transportation projects that improve air quality.

The [Transportation Alternatives Program \(TAP\)](#) funds construction and planning of bicycle and pedestrian facilities.

The [Carbon Reduction Program \(CRP\)](#) provides funding for transportation projects that reduce on-road carbon dioxide emissions.

The [Transportation and Land Use Connection \(TLC\)](#) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis from 2022 to 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

The [Community Development Block Grant \(CDBG\)](#) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties, excluding the entitlement city of Ogden.

The [Community Impact Board](#) Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The [Wasatch Front Economic Development District \(WFEDD\)](#) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of intent due September 26, 2024

Application due December 12, 2024

Ben Wuthrich STP, CMAQ, TAP, CRP
(801) 647-3228
bwuthrich@wfrc.org

Megan Townsend TLC, SAP
(801) 404-8925
mtownsend@wfrc.org

Christy Dahlberg CDBG, CIB
(801) 363-4250 x5005
christy@wfrc.org

Marcia White WFEDD
(801) 556-5081
mwhite@wfrc.org



High Level Process and Goals for the Wasatch Choice Vision and 2027-2050 Regional Transportation Plan (RTP)

Key process and substantive goals for the Wasatch Choice Vision and 2027-2050 RTP:

- 1 Regularly engage and communicate with partner agencies, stakeholders, and the public.
- 2 Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
- 3 Coordinate transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
- 4 Identify strategies to increase the resiliency of our region in the face of future uncertainty and dynamic external forces.
- 5 Explore policy approaches that optimize the performance of the transportation system.
- 6 Forecast and measure impacts on quality of life to inform decision-making.
- 7 Plan a balanced transportation system, including new projects, system enhancements, maintenance and operations, while maintaining funding flexibility to respond to changing circumstances.



WASATCH FRONT REGIONAL COUNCIL

**High Level Process and Goals for the Wasatch Choice Vision and
2027-2050 Regional Transportation Plan (RTP)**

Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.



WASATCH FRONT REGIONAL COUNCIL

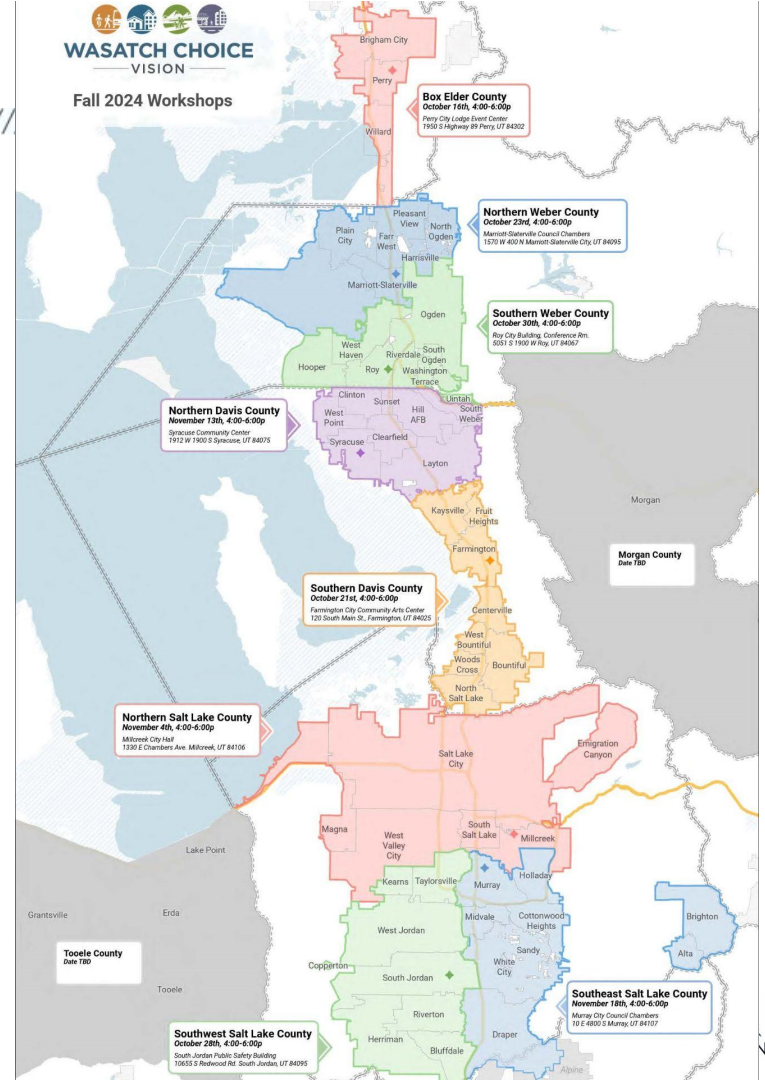
Process of Identifying Aspirations

DRAFT

Audience	When	What
General Public	Fall 2024	Online idea collection
Local Gov Stakeholders	Fall 2024	Workshops
Private Sector / Non-Profits	Fall 2024	Individual meetings
Agency Partners	Ongoing	Worksessions
Refinement of ideas in 2025		

Wasatch Choice Fall Workshops

- Local elected officials
- Key local staff
- County officials
- UDOT
- UTA
- Others



Workshop Objectives

- 1** Put ideas on the table to improve our transportation system & Identify our eventual aspirations for roads and transit
- 2** Explore updates to our Wasatch Choice city and town centers.
- 3** Provide input on a draft in-town trail system map that is based on workshop results from a year ago. (Beehive Bikeways)

What is our Centers Strategy locally and regionally?



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.

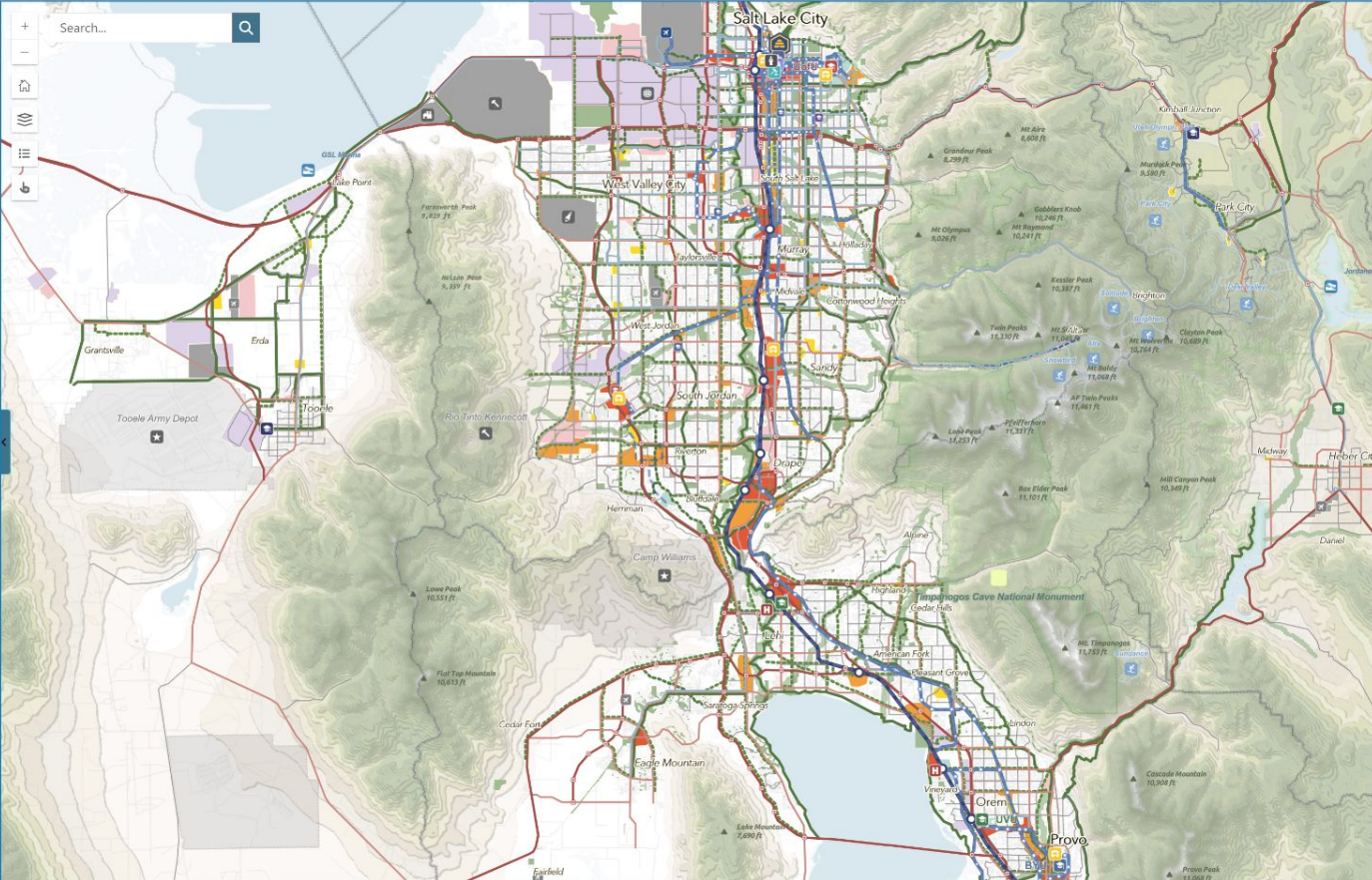
Parks and public spaces
Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.

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



Filter reset

- Transportation
 - Roads
 - Transit
 - Bike/Ped
- Land Use
 - Centers
 - Other Land Uses
 - Parks & Public Spaces

Map Features Found:

Click a feature on the map for more information

Wasatch Choice Map #wherematters

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



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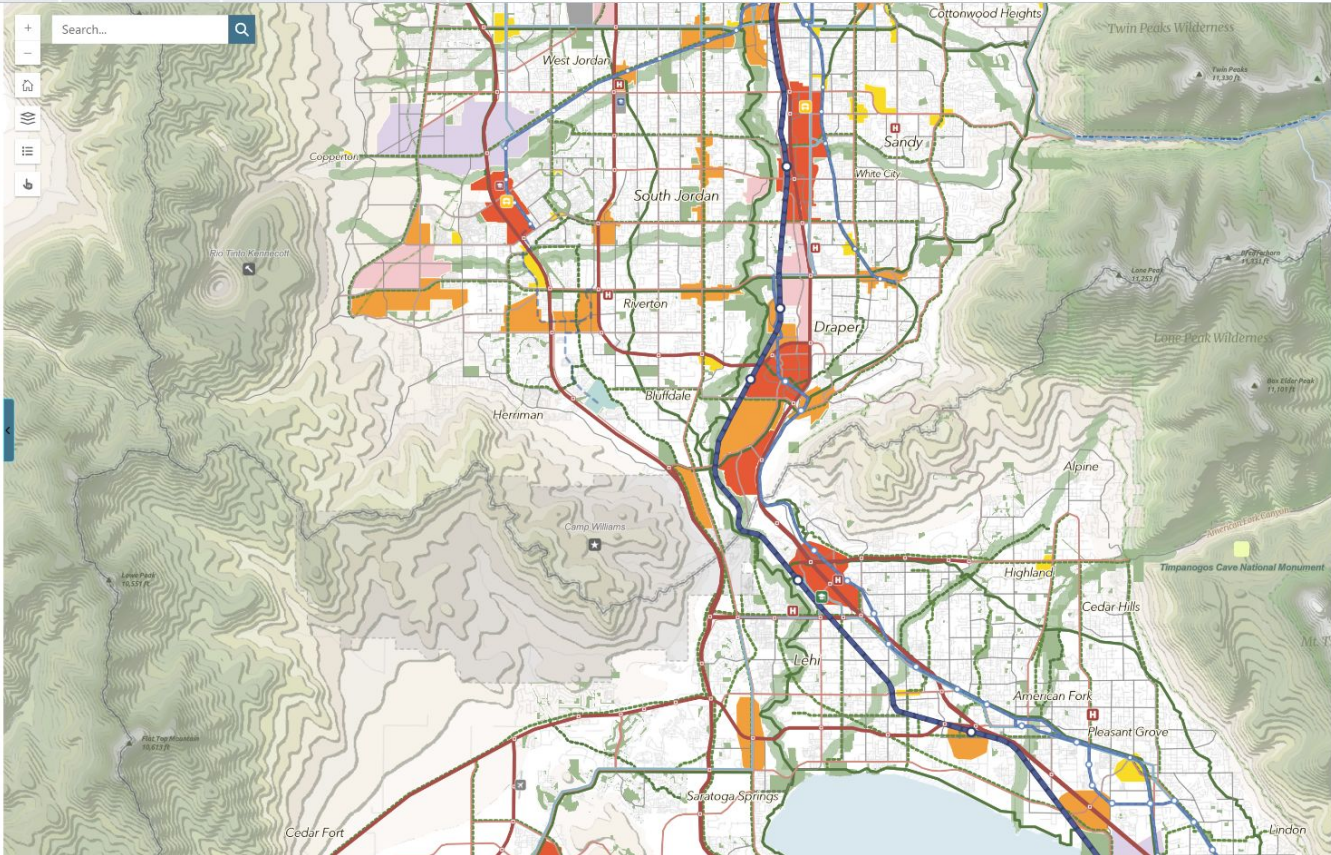
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Filter RESET

- 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

New Centers resources under development

1. Centers effect on transportation planning
2. Centers menu (clarifying definitions and options)
3. Understanding the detailed recipe for making a center
4. Detailing the benefits (and disadvantages) of centers

Webinar on 9/30 @ noon:

“A menu of city and town centers: which is right for your community?”

Mixed-use
Centers
Visualization

Examples







Potential for Mixed-use Centers

Community Planner Questionnaire

Summer 2024

*74 Statewide
Responses to
Date*



Small Community Mixed Use Options (< 10,000 pop.)

Which building examples could contribute to the **desired character of a main street or mixed-use center** in your community? (check all that apply)

35%

48%

40%

70%



38%

33%

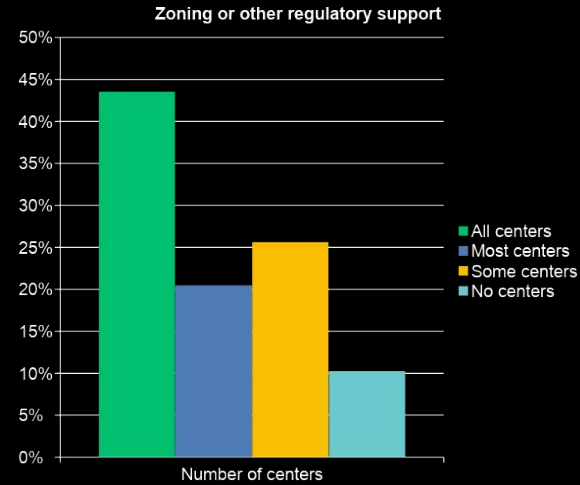
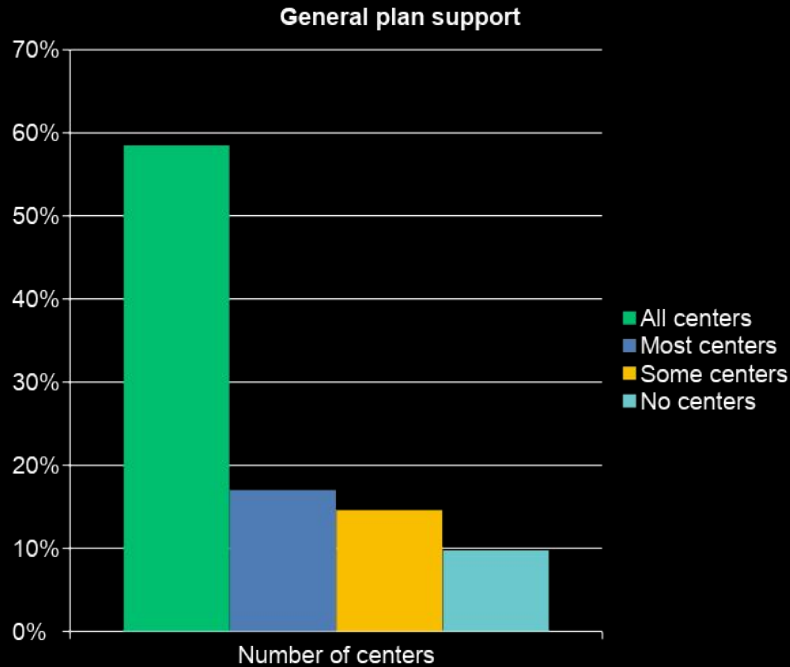
50%

35%

63%

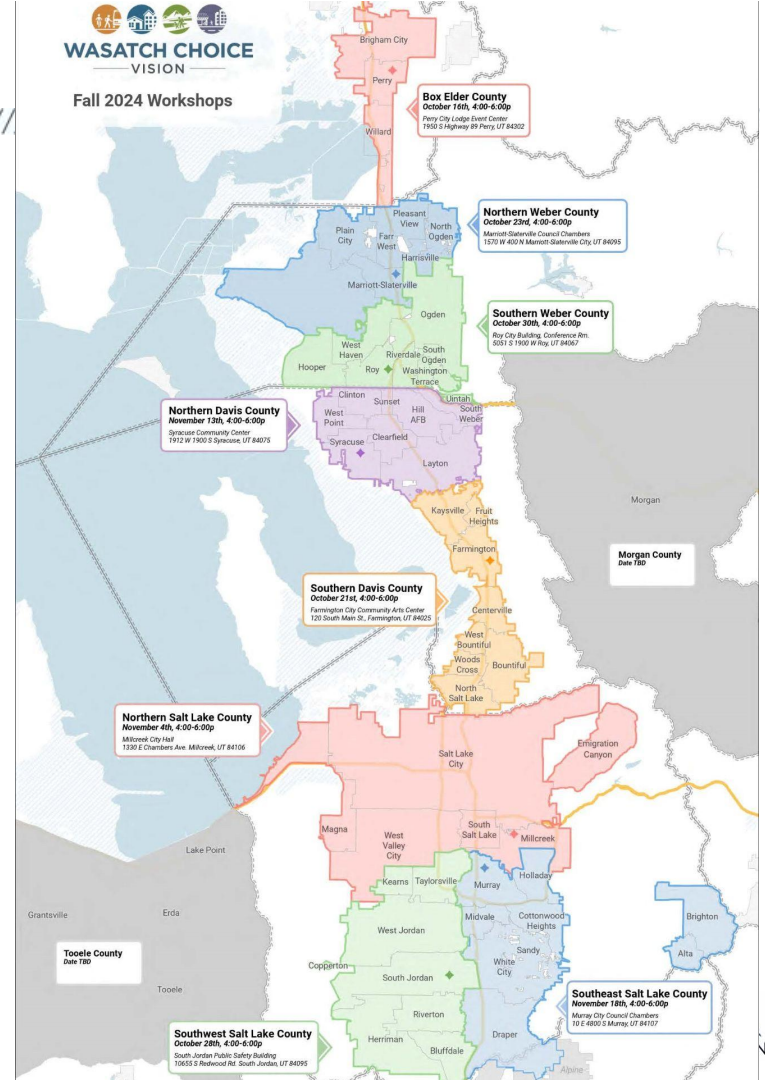
None of the above: 8%

How many of these centers are supported by your community's adopted **general plan**, and **current zoning** or other regulatory support?

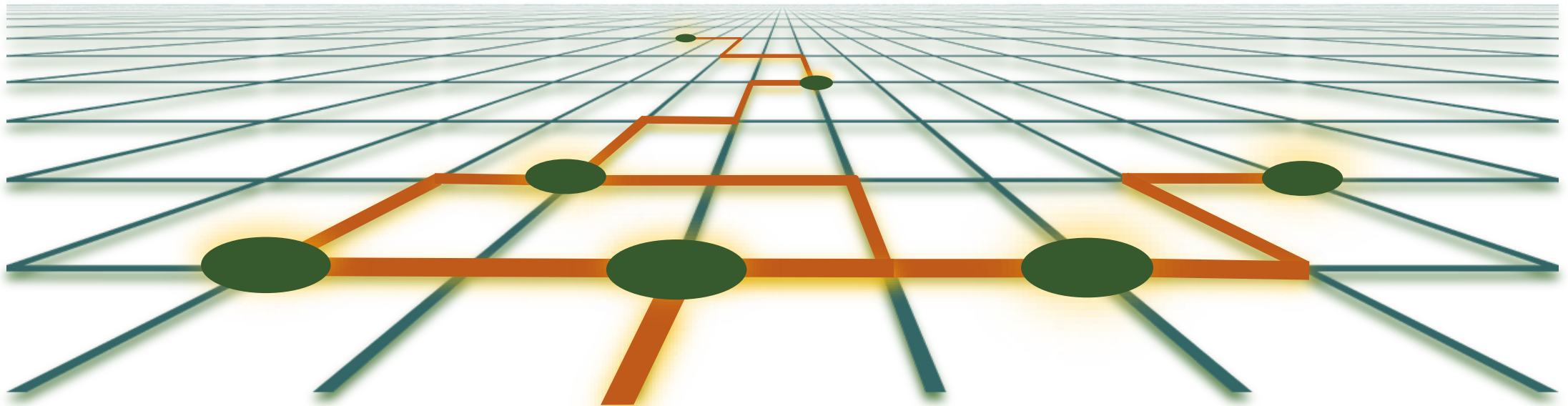


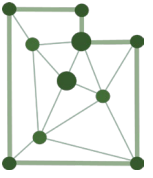
Wasatch Choice Fall Workshops

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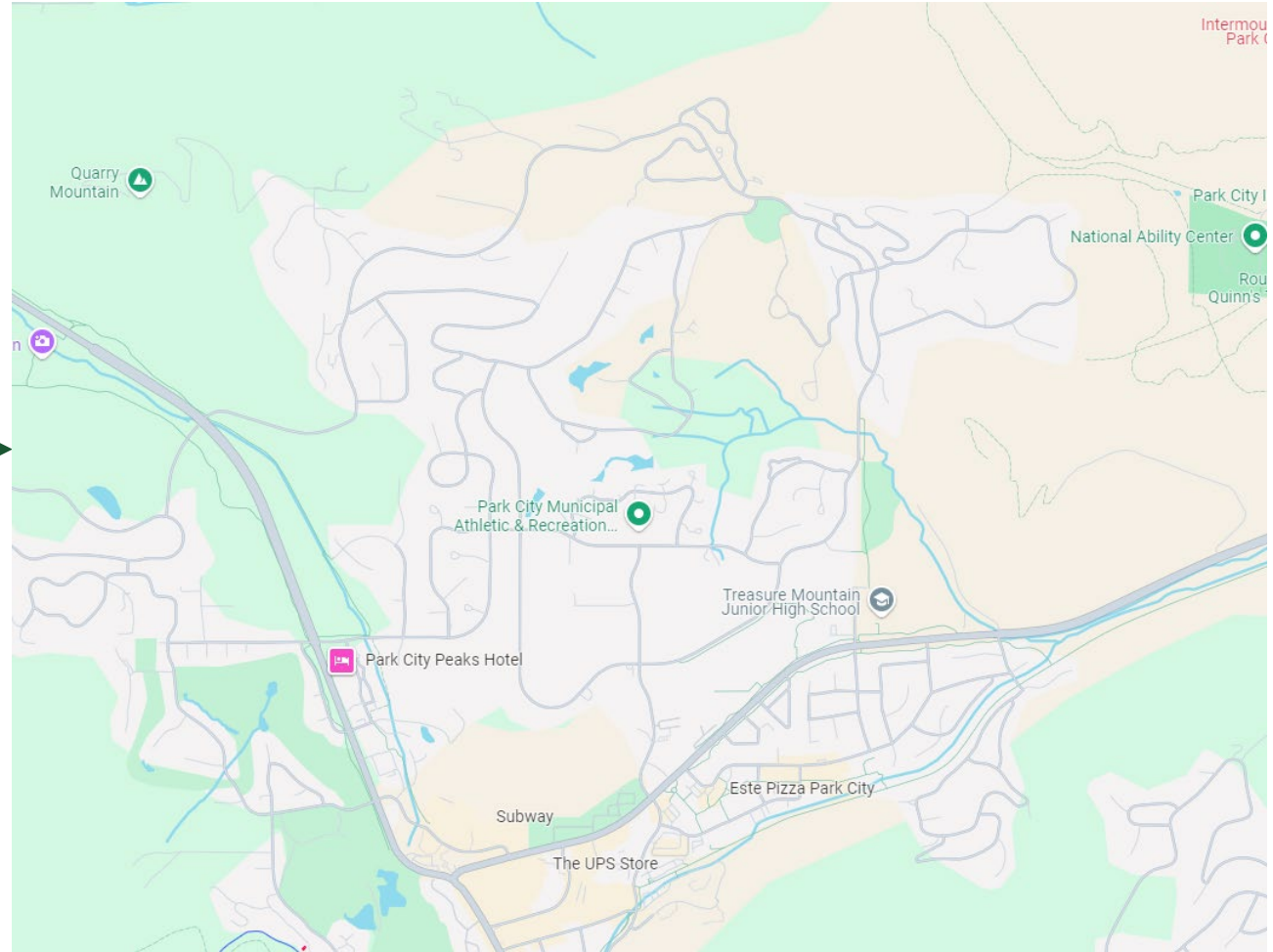


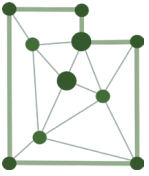
Statewide MPOs Regional Roadway Grid Study





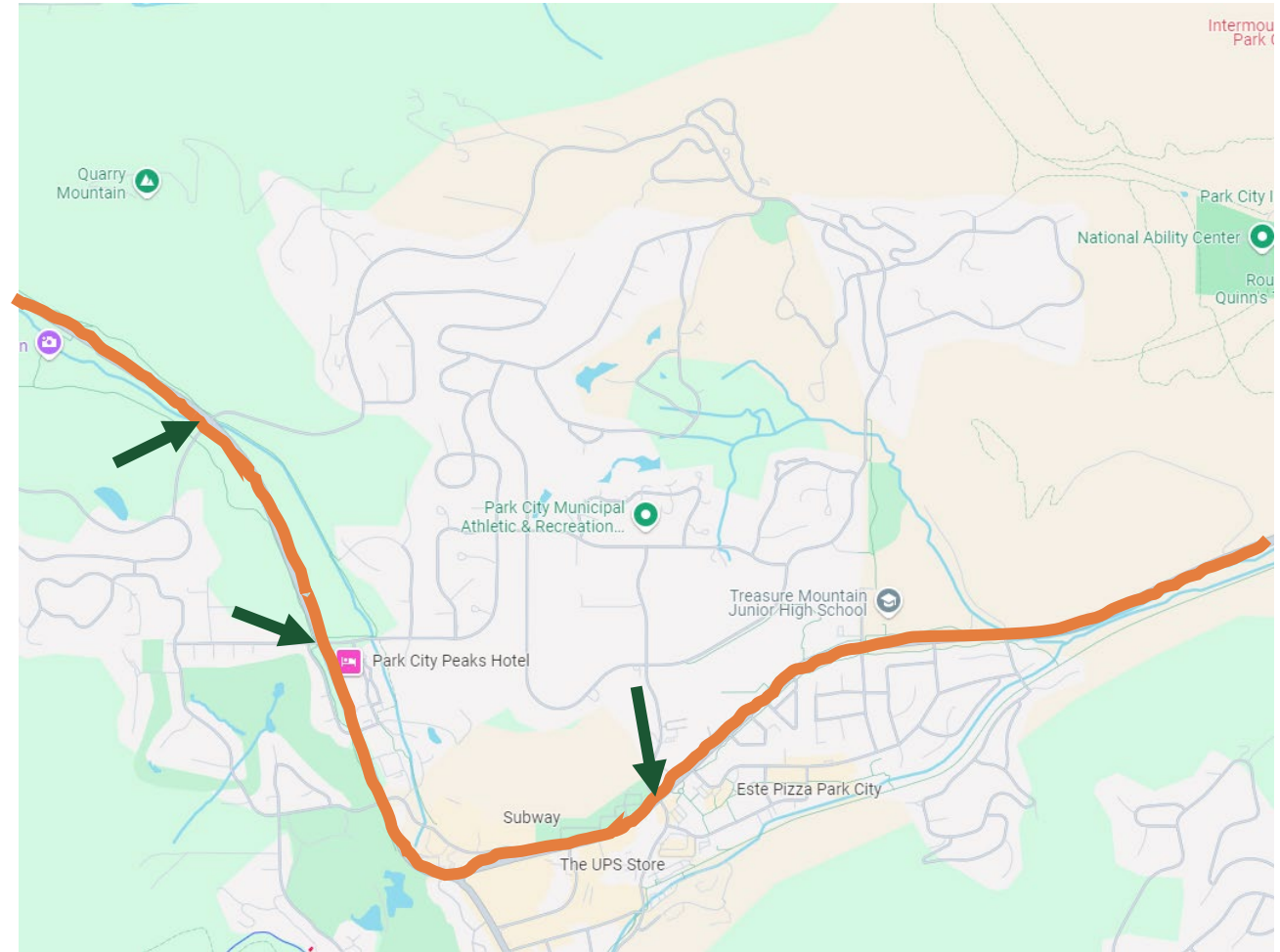
Road Networks, Then and Now

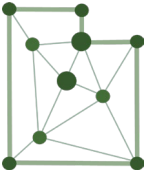




What happens without a grid network?

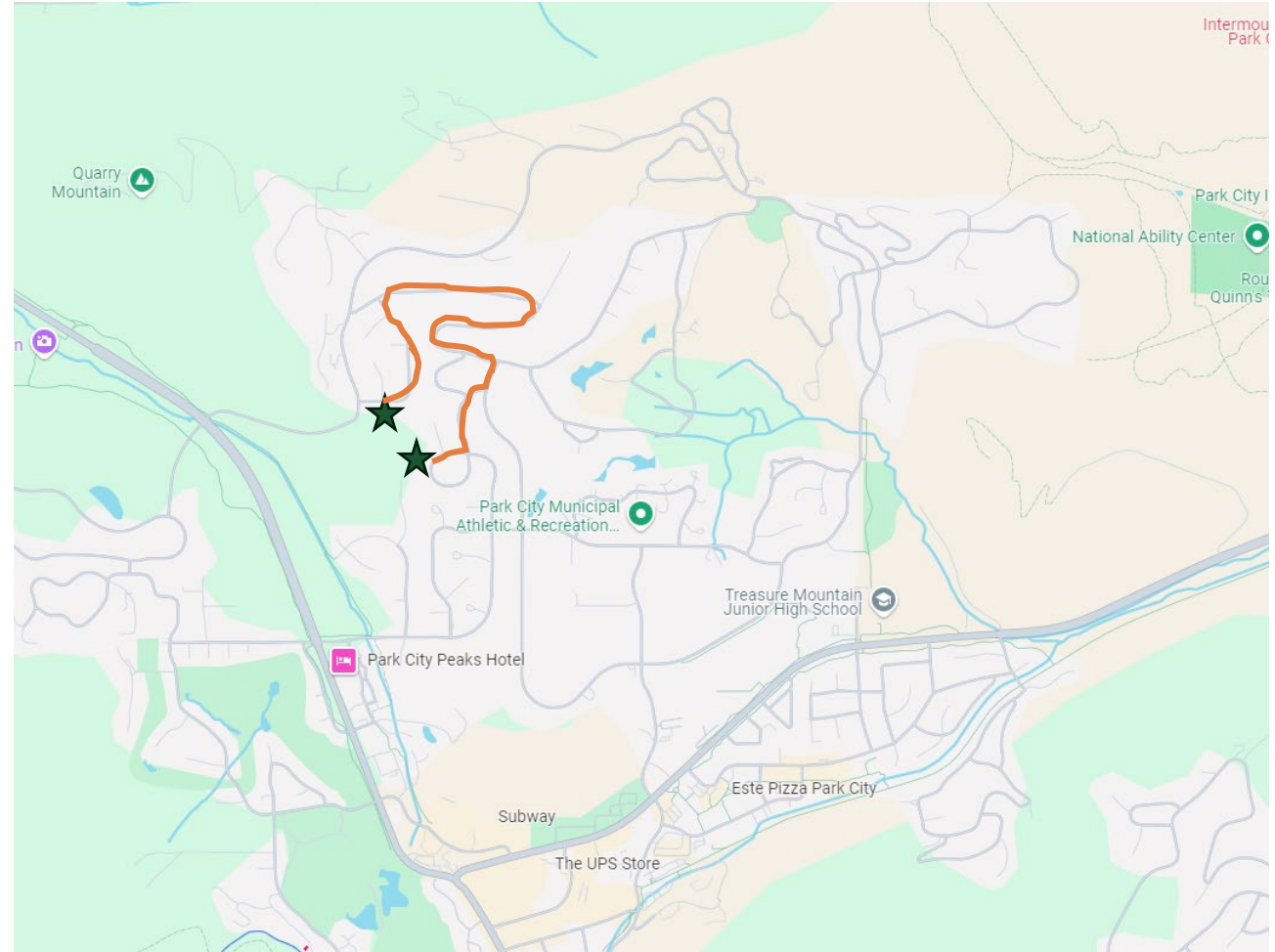
- Dependent on one or a few facilities for most/all trips
- Regional facilities become congested with local traffic
- Limited access points

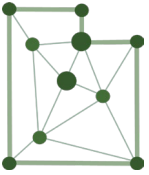




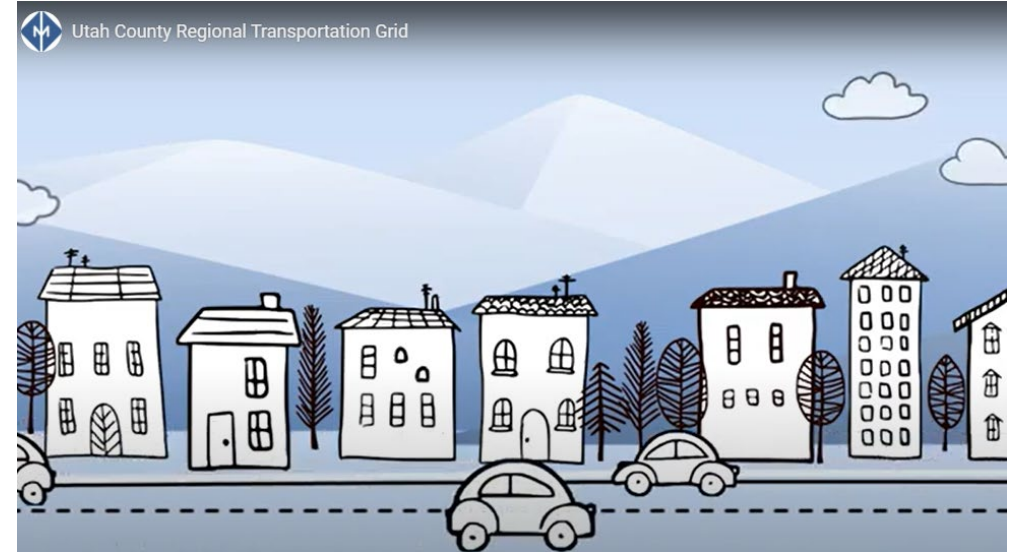
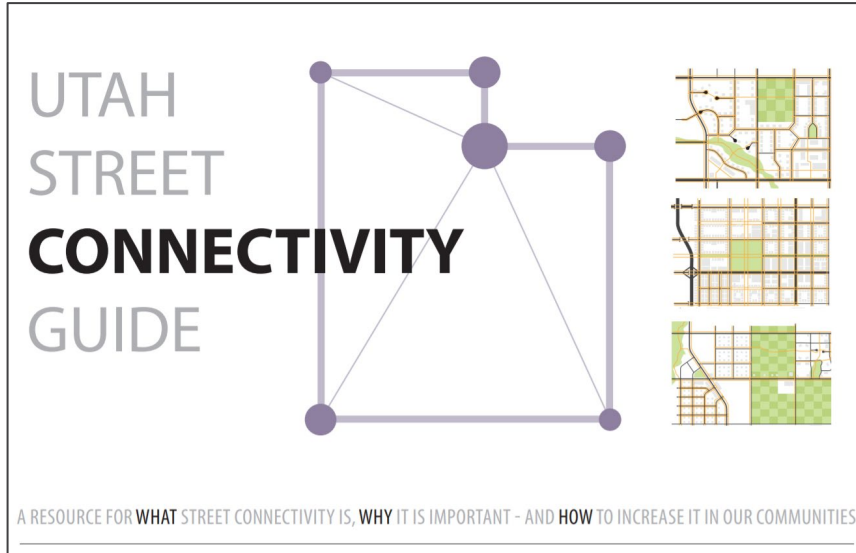
What happens without a grid network?

- Lack of resiliency
- More out-of-direction travel
- Difficult environment for biking, walking, transit

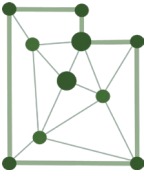




Building On Prior Studies



Building on prior efforts to **identify new, regionally significant connections and projects** to improve mobility for all four of Utah's MPO regions



Study Goals

Assess Connectivity and Grid Function

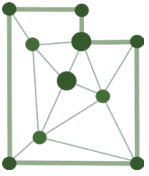
We will assess how each of our MPO regions perform as a regional grid network and where connectivity challenges exist now and in the future.

Develop Solutions

Develop, test, and prioritize new and improved connections that help each region's network function better and realize grid network benefits.

Path to Implement

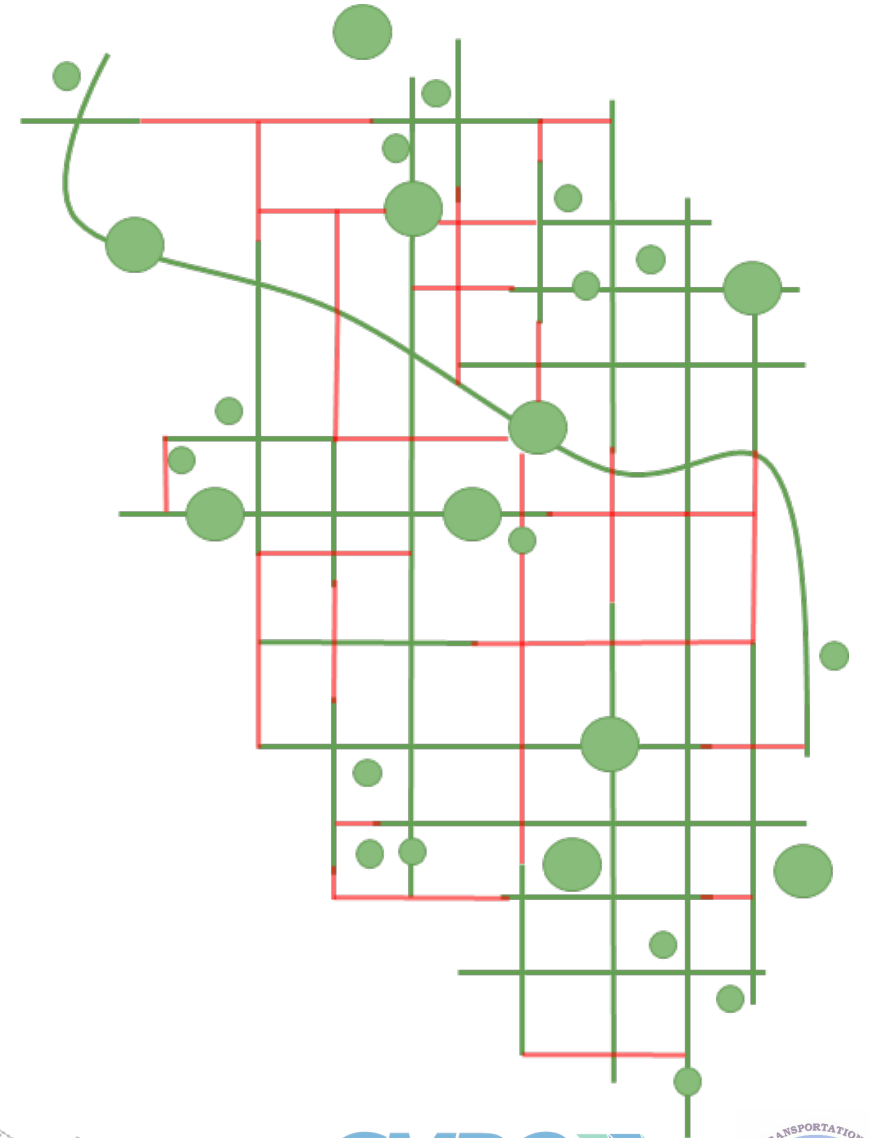
Prepare each region with a toolbox to formalize recommendations in regional plans, including cost estimates and funding / ownership options.

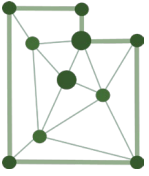


Seeking Opportunities

Identifying Network Gaps

The study will highlight areas with current and future connectivity deficiencies, identifying key gaps in the network, and develop potential new connections

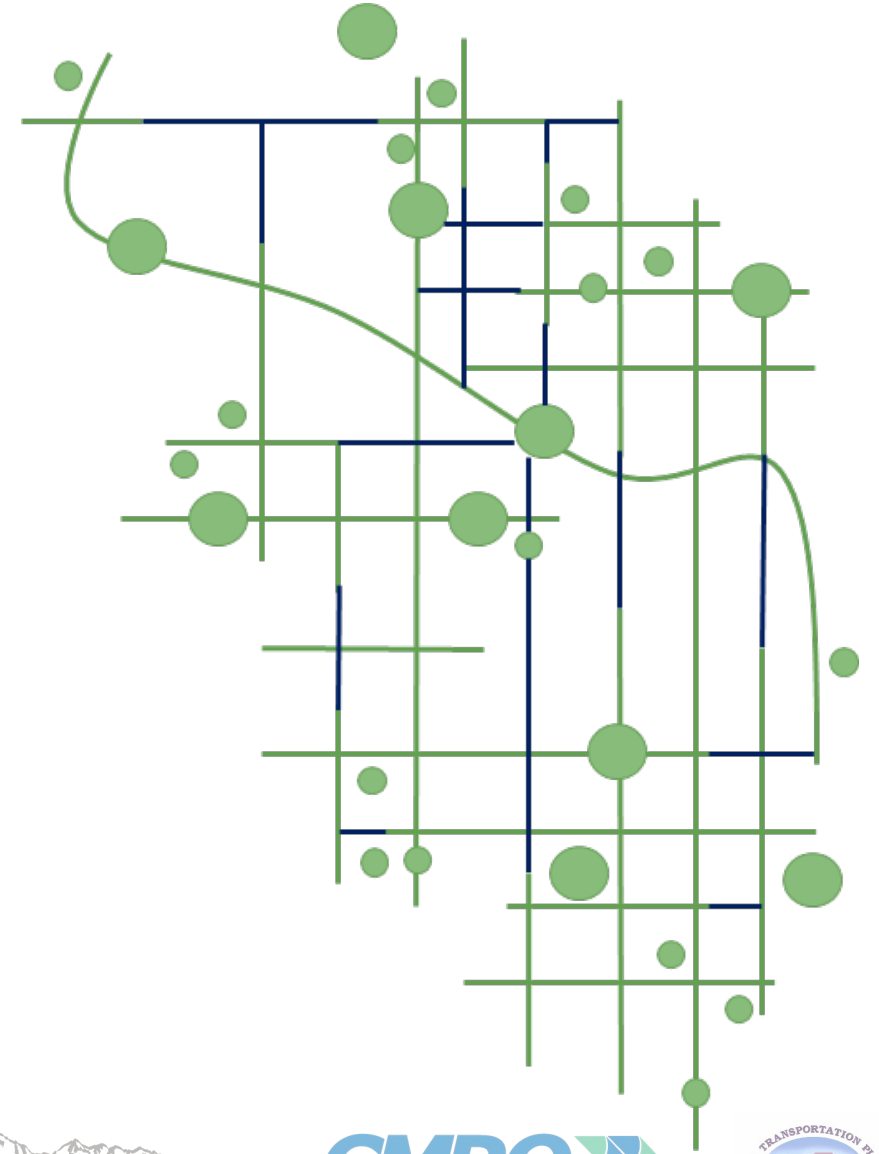


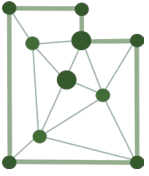


Defining Steps Forward

A Path for Implementation

Based on regional priorities, the study will provide each MPO with a set of prioritized projects, as well as recommendations around roadway ownership, funding, and typologies.





Timeline

Fall 2024

Winter/Spring 2025

Summer 2025

Fall 2025

Ongoing

Plan Review

Network Analysis
Gaps & Projects

Project Prioritization
Ownership Criteria

Project Lists
Funding
Storymap

Integration Into
Regional Plans

Outreach Throughout:

- MPO-level Steering Committee
- MPO Technical Advisory Committee updates
- Sharing directions and lessons learned through statewide conferences (ULCT, APA, Utah Transportation Conference, Cache Summit...)

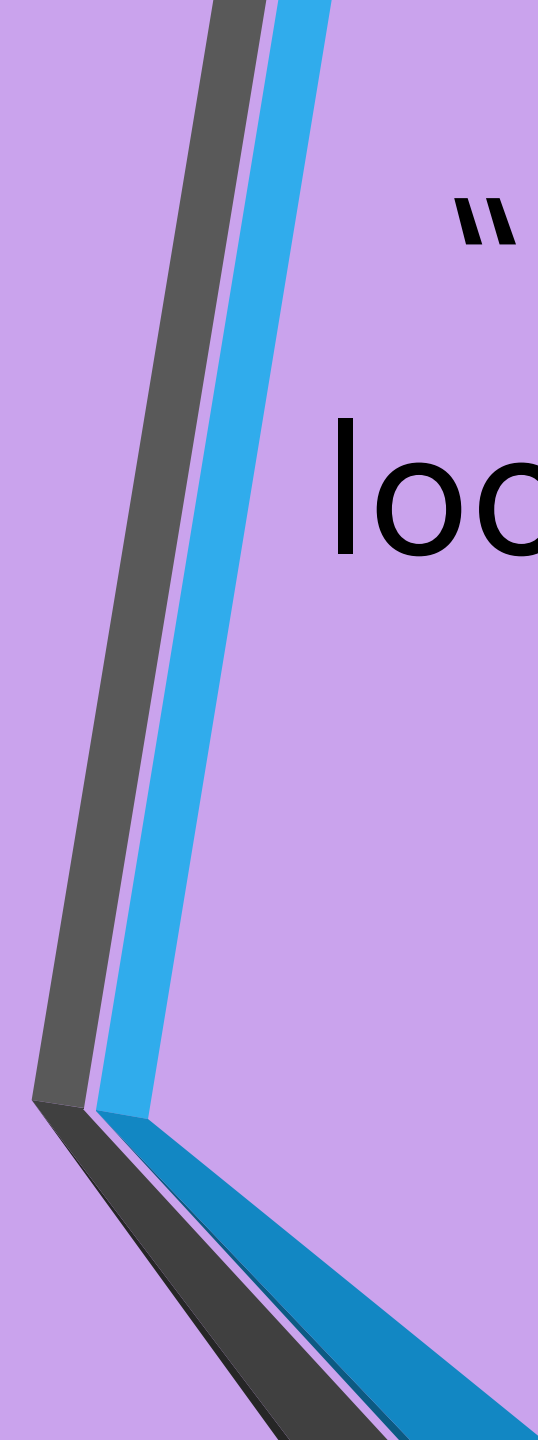


2025 UTAH LEGISLATIVE SESSION LAND USE TOPICS

September 11, 2024

WHO'S PLAYING?

- Land Use Task Force
- Commission on Housing Affordability
- Unified Economic Opportunity Commission
- Legislative Policy Committee – ULCT
- Property Rights Coalition
- Homebuilders Association
- Utah Housing Coalition
- APA Utah
 - Rep. Steven Whyte
 - Sen. Lincoln Fillmore
 - Rep. Ray Ward
 - Steve Waldrip



“Maybe now we need to look at things not everyone agrees on.”

- UEOC member

Utah Housing Policy Legislative Audit



Complete List of Audit Recommendations

This report made the following seven recommendations. The numbering convention assigned to each recommendation consists of its chapter followed by a period and recommendation number within that chapter.

Recommendation 1.1

We recommend that the Legislature consider requiring the creation of a state-level strategic plan for housing in Utah. This plan should define success and include goals that specifically address the current housing shortage and forecasted population growth.

Recommendation 1.2

We recommend that the Legislature consider amending the land use, development, and management acts at both the county and city level to clearly emphasize housing production and affordability as primary goals of land use regulations.

Recommendation 1.3

We recommend that with information gathered from strategic planning, the Legislature consider the range of state-level policy options presented in this chapter to create a program to set and manage state-level housing production targets.

Recommendation 2.1

We recommend that the Legislature consider whether to expand the moderate-income housing plan requirements to include forecasting benchmarks for household growth.

Recommendation 2.2

We recommend that the Legislature consider options to increase zoning density on a wide scale within the state.

Recommendation 2.3

We recommend that the Legislature consider policy options to craft additional penalties and incentives associated with housing planning and targets to better ensure local government compliance.

Recommendation 3.1

We recommend that as part of any statewide housing strategic planning, the Legislature consider metrics to better track both actual and potential housing production.

Identified Issues

- 1) Standardize parking requirements
 - a) Standard parking stall size
 - b) Tandem = 2 spots
 - c) Can't require garages /carports
 - d) Single family house = 2 parking spots only
- 2) More flexibility or state mandates around external ADUs
- 3) Expedite admin review (identical plans, plan reviews, inspections)
- 4) Change how cities require bonding
- 5) Upzone all residential areas by at least one unit per acre
 - a) minimum lot size allowed in all residential zones

Other topics discussed

- Impact Fees – comprehensive study done
- First-time homebuyers financing
- Statewide housing plan and production targets
- Publicly owned land for housing
- State land use appeals board
- Missing middle zoning
- Gravel pits
- Annexation