



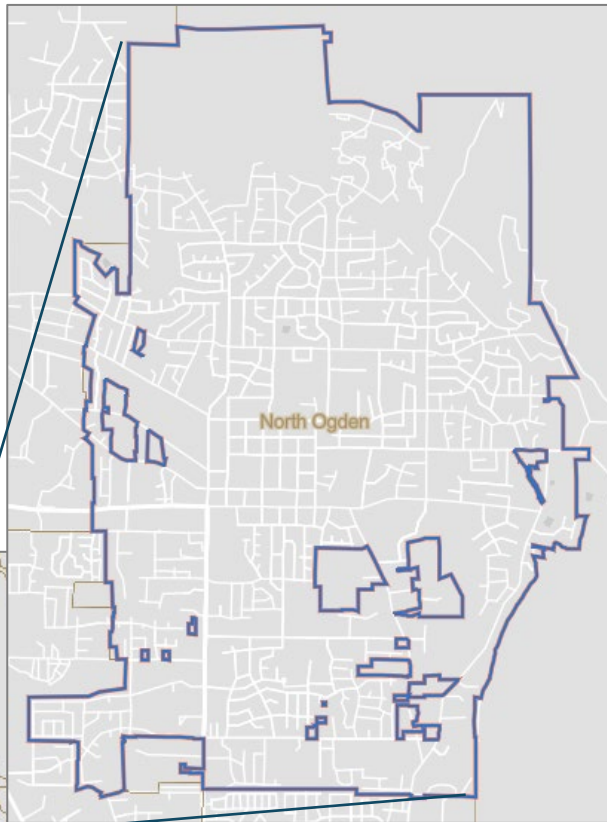
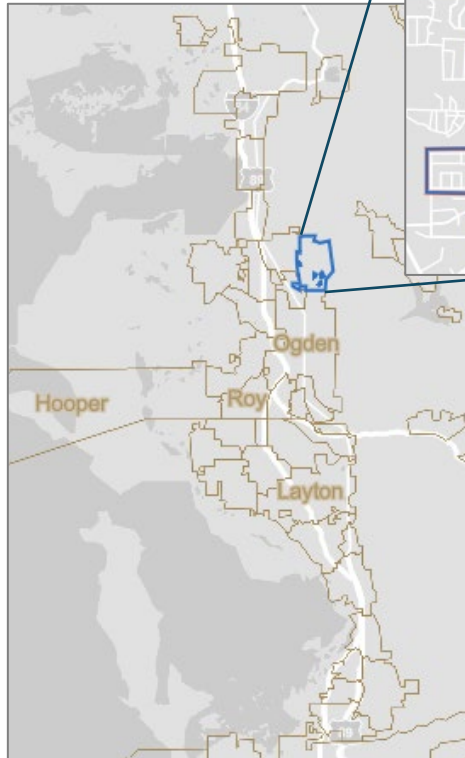
# North Ogden

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WFRC RGC TAC

Community Spotlight

July 31, 2024



### Populations and People

Total Population

**20,916**

*P1 | 2020 Decennial Census*



### Employment

Employment Rate

**67.1%**

*DP03 | 2022 American Community Survey 5-Year Estimates*



### Families and Living Arrangements

Total Households

**6,487**

*DP02 | 2022 American Community Survey 5-Year Estimates*



### Income and Poverty

Median Household Income

**\$101,766**

*S1901 | 2022 American Community Survey 5-Year Estimates*



### Housing

Total Housing Units

**6,829**

*H1 | 2020 Decennial Census*



### Race and Ethnicity

Hispanic or Latino (of any race)

**2,078**

*P9 | 2020 Decennial Census*



### Education

Bachelor's Degree or Higher

**34.7%**

*S1501 | 2022 American Community Survey 5-Year Estimates*

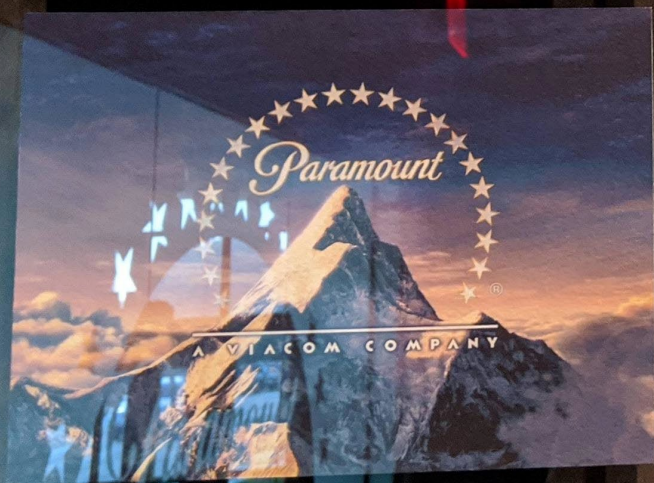


### Health

Without Health Care Coverage

**5.4%**

*S2701 | 2022 American Community Survey 5-Year Estimates*



## Iconic Logo

### 1916 - Present

Needing a name for his flourishing film distribution company, W.W. Hodkinson spotted a local apartment building named "Paramount" - it was a perfect fit.

Not long after, in a conference with founder Adolph Zukor, Hodkinson sketched Utah's Ben Lomond Mountain on the back of an envelope. This mountain from his childhood, combined with the scripted word "Paramount," became the beginnings of the logo we know today.

The logo would not be complete, however, until Zukor purchased the company and contributed the halo of contracted "movie" stars in 1916, finally creating the most iconic Hollywood logo in history.

*Pictured Top Left: Ben Lomond Mountain, Utah*

*Pictured Bottom Left: Viacom Paramount Logo, Present*



The history of the original storm drain is found in the local papers along the way. Following the opening of Ames Middle School in 1943, the City Council approved funds to install the "drain". The contractor hired was the property of engineer and architect James D. ... The contract for the drain was awarded to the property of the ... The drain was installed and built ... by the office of Ames Middle School. The project is from the Ames Middle School in the ... and is a ...

Mayor Gary A. Harris  
City Administrator - Jay ...

City Council 1943  
Caleb ... Wayne ...  
Caleb ...  
Scott ...

Installation of "Drain" Work  
1-2-44  
Lillian ... - St. ...



# Active Transportation and Wayfinding System Plan



# Aknowledgements

## Mayor and City Council

Mayor S. Neal Berube  
Ryan Barker  
Blake Cevering  
Jay D Dalpias  
Chris Pulver  
Christina Watson



## City Staff

Scott Hess, CED Director  
Ryan Nunn, Planner 1  
Eric Casperson, City Engineer  
Jon Call, City Manager

## Trails Committee

Sarah Lansing, Chair

## Consulting Group

Kai Tohinaka, Project Manager  
Michael Baker  
Jinger Hendricks  
Ian Kilpatrick  
Fred Young



## WFRC Staff

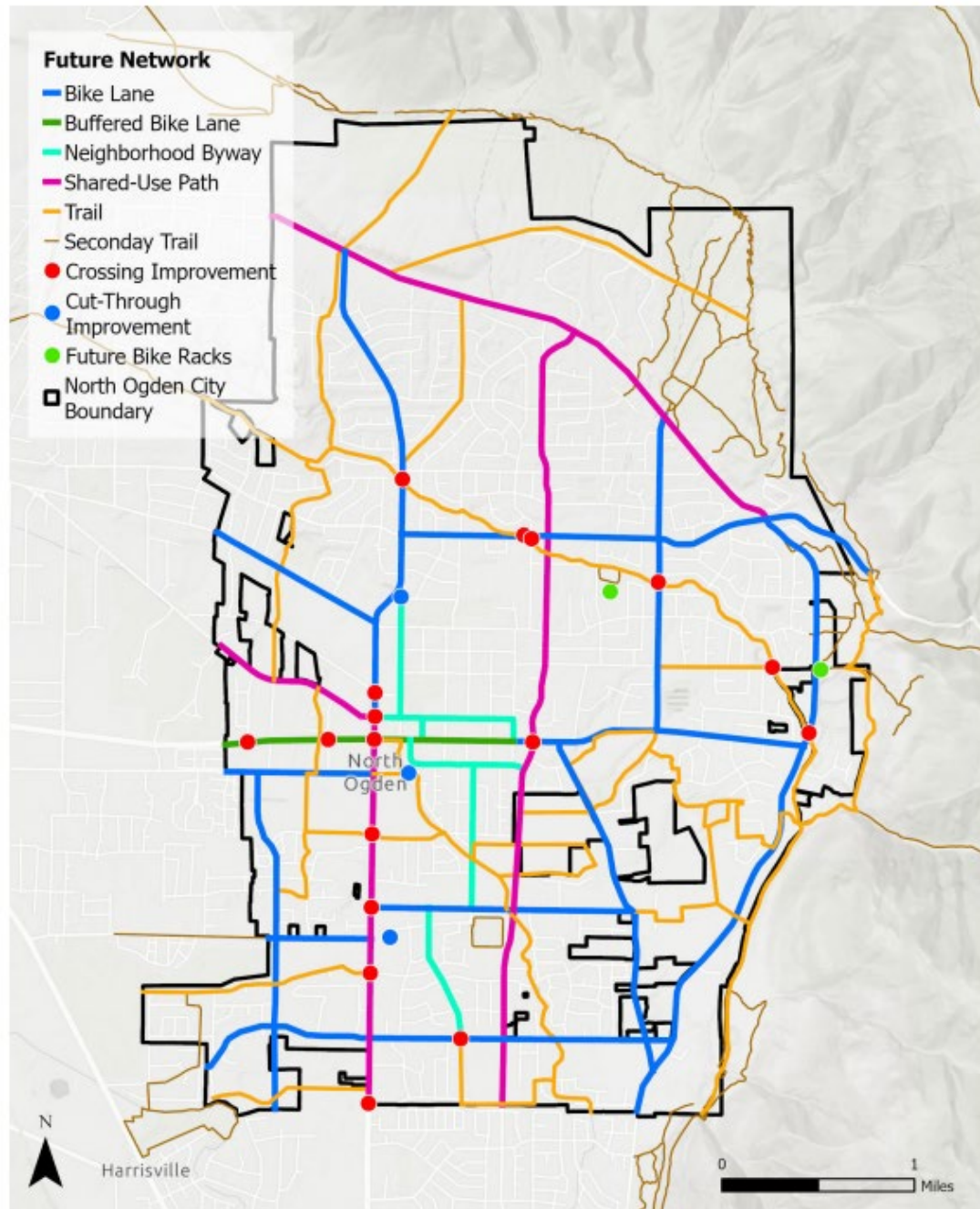
Christy Dahlberg



## Funding Allocation

\$90,000 (10% city match)



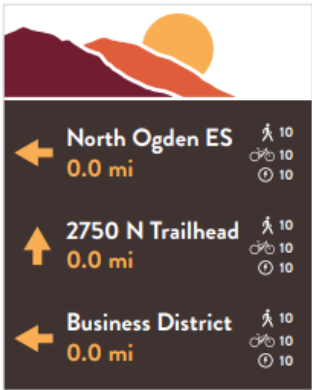


## Wayfinding and System Plan

- Focus on connecting the community
- East/West and North South
- Hillside challenges
- Sub-regional connections

Figure 1: Future Active Transportation Network





**Decision Sign**

- Size: 24" W x 30" H
- Directional arrows
- Destination and mileage font size: 140pt (this font ensures a font height of approx. 1.35")
- Destination character limit: 17 characters (this includes spaces and it is recommended not go over this 17 character limit or the font height will decrease, making readability more difficult)
- Distance icons: keep as-is for consistency
- Distance font size: 80pt (this font ensures a font height of approx. 0.79")



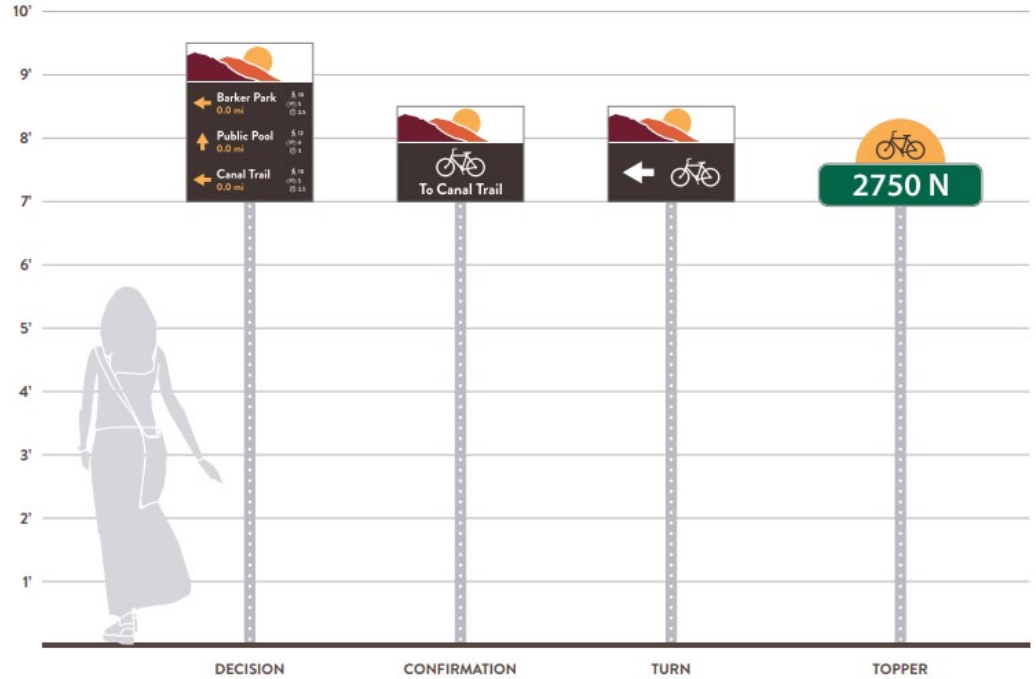
**Confirmation Sign**

- Size: 24" W x 24" H
- Keep the bike icon as-is for consistency
- Destination font size: 190pt (this font ensures a font height of approx. 1.85")

**Turn Sign**



**Sign Topper**



# NORTH OGDEN SOUTH TOWN COMMERCIAL AREA PLAN



JANUARY 2024





## ACKNOWLEDGMENTS

*The following contributed  
the North Ogden South Town  
Commercial Plan:*

### STEERING COMMITTEE

**Jay D Dalpiaz**, North Ogden City  
**Scott Hess**, North Ogden City  
**Jon Call**, North Ogden City  
**Eric Casperson**, North Ogden City  
**Cody Watson**, North Ogden City  
**Terry Bexell**, North Ogden City  
**Christy Dahlberg**, WFRC  
**Christopher Chesnut**, UDOT

### PLANNING TEAM

**Ryan Wallace**, MHTN  
**Logan Hunt**, MHTN  
**Melissa Fryer**, MHTN  
**Emily Seang**, MHTN  
**Chris Hupp**, PSOMAS  
**Dylan Cindrich**, PSOMAS  
**Susan Becker**, ZBPF  
**Phil Fancher**, ZBPF



**2050 NORTH**

**2050 NORTH**

**2000 NORTH**

**WASHINGTON BOULEVARD**

**450 EAST**

**PROJECT  
AREA**

**COLDWATER CREEK**

**1900 NORTH**





NORTH OGDEN  
CANYON

2700 N

WASHINGTON BOULEVARD

COLDWATER CREEK

COLDWATER  
CANYON

2600 N

PROJECT  
AREA

COLDWATER  
CREEK  
WATERSHED





The Cannery

Urban Orchard

Kirt's Drive-In

Farmers Market

2000 NORTH

PREFERRED PLAN

1900 NORTH

WASHINGTON BOULEVARD

Coldwater Commons

Food Truck Plaza

Festival Street



3100 N. Crossing near  
Bates Elementary School

1050 E. Crossing  
connects to an existing  
Bike Lane

2750 N. Crossing provides  
access to the 2750  
Trailhead for mountain  
trail and recreation access

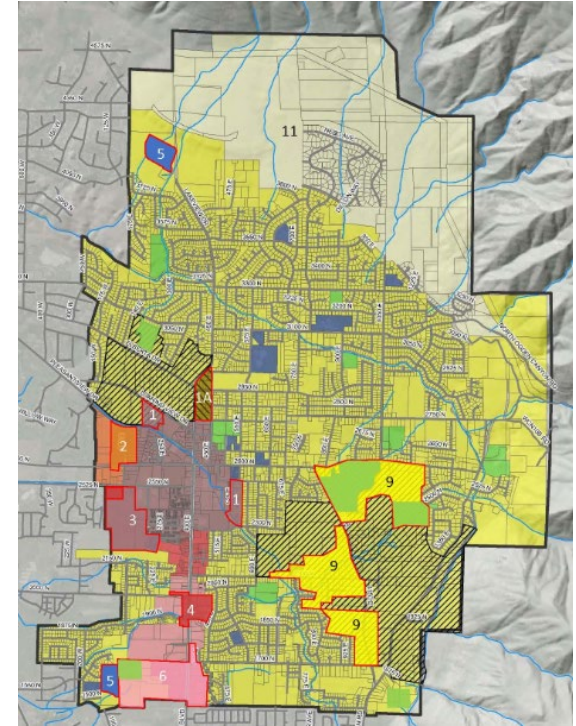
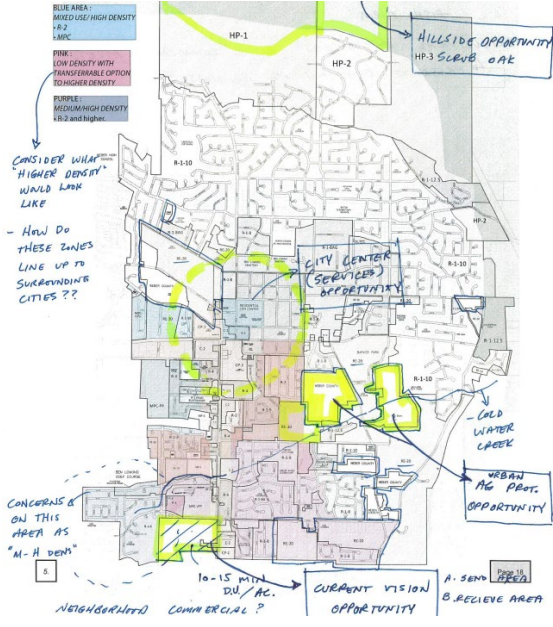
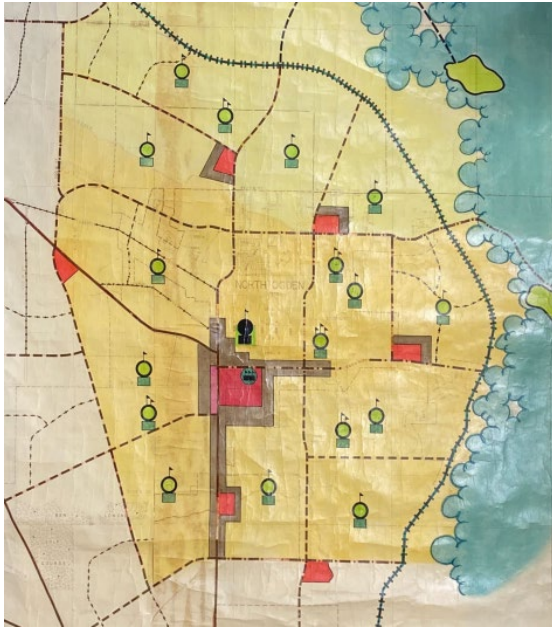
Mountain Road Crossing  
is a major roadway with  
few existing pedestrian  
amenities



Transportation Alternatives Program

Provides funding for the planning and  
construction of bicycle and pedestrian  
facilities.

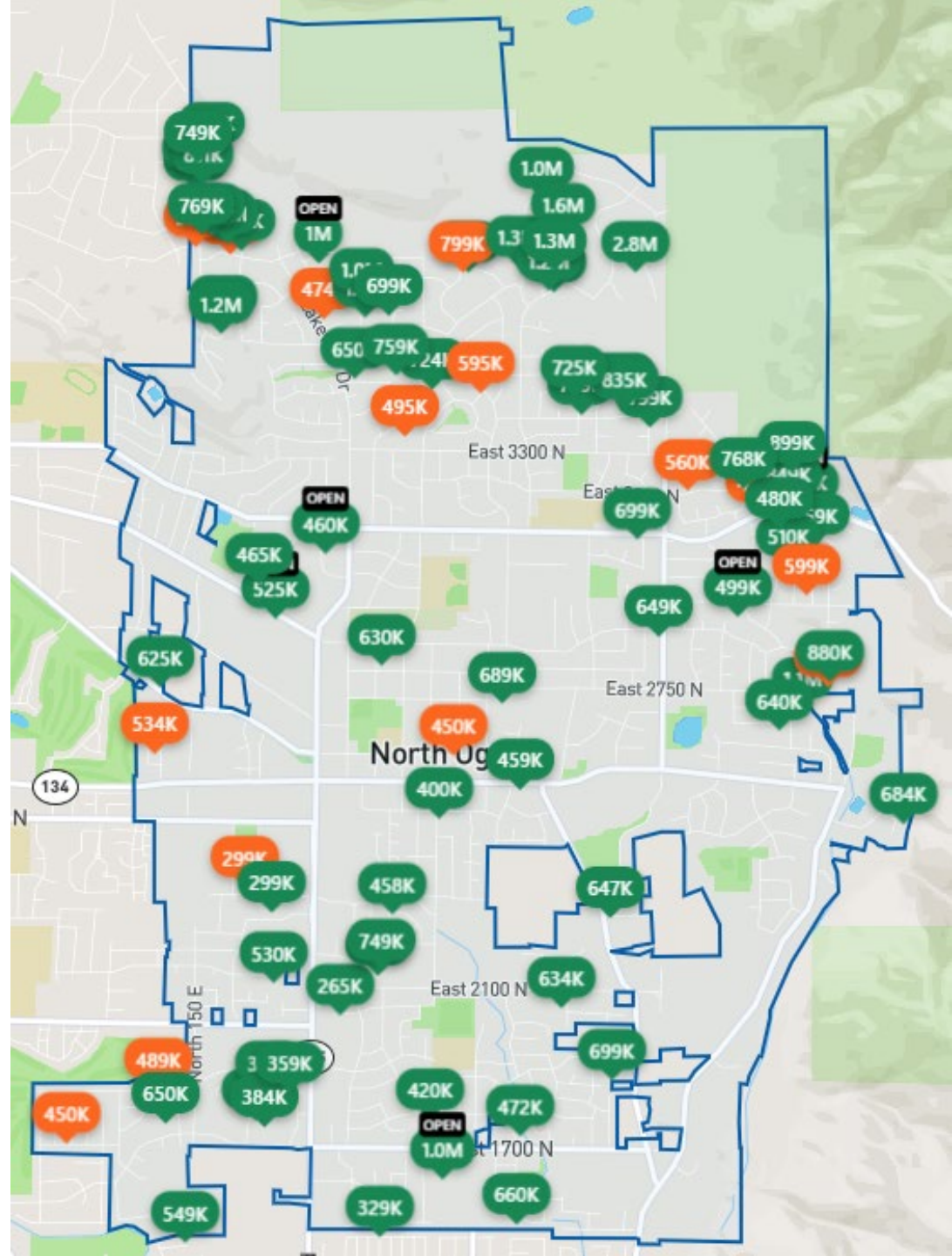
# General Plan and Housing





# Utah Real Estate North Ogden Listings 7/31/2024

- **90** Active Listings
- \$265,000 to \$299,900 (3)
- \$329,000 to \$400,000 (7)
- \$420,000 to 599,900 (22)
- \$625,000 to 799,000 (27)
- \$811,000 to 2,200,000 (31)



<b>Home Price:</b>	<b>*Income Needed:</b>	<b>*Mortgage:</b>
\$265,000 - \$299,900	<b>\$52,823 - \$62,277</b>	\$1,233 - \$1,416
\$360,000 - \$389,900	\$62,974 - \$69,467	\$1,618 - \$1,752
\$429,900 - \$599,900	\$78,153 - \$115,068	\$1,946 - \$2,428
\$613,000 - \$799,000	\$117,913 - \$158,303	\$2,484 - \$3,594
\$895,000 - \$2,200,000	\$179,149 - \$462,531	\$4,001 - \$9,723

Weber County Area Median Income: \$74,345

**Base Salaries of North Ogden Employees:**

Administrative Assistant: \$13.78 - 17.02 = **\$28,662 - \$35,401**

Public Works Storm Water\*: \$14.54 - \$19.86 = **\$30,243 - \$41,308**

**\*5-years of experience to reach \$50,000 range**

Police: \$26.58 - \$32.50 = \$55,300 to \$67,600

*Assumptions:*

- 20% down payment
- 6.5% mortgage rate
- Insurance and taxes not included

\*<https://www.dollartimes.com/income-needed-for-house/>

# Other North Ogden Projects

- Public Safety Building



- Water Works Park





# Scott Hess

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CED Director

[shess@nogden.org](mailto:shess@nogden.org)

801-737-9841

[northogdencity.com](http://northogdencity.com)

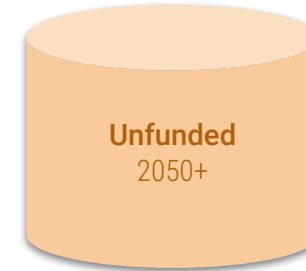
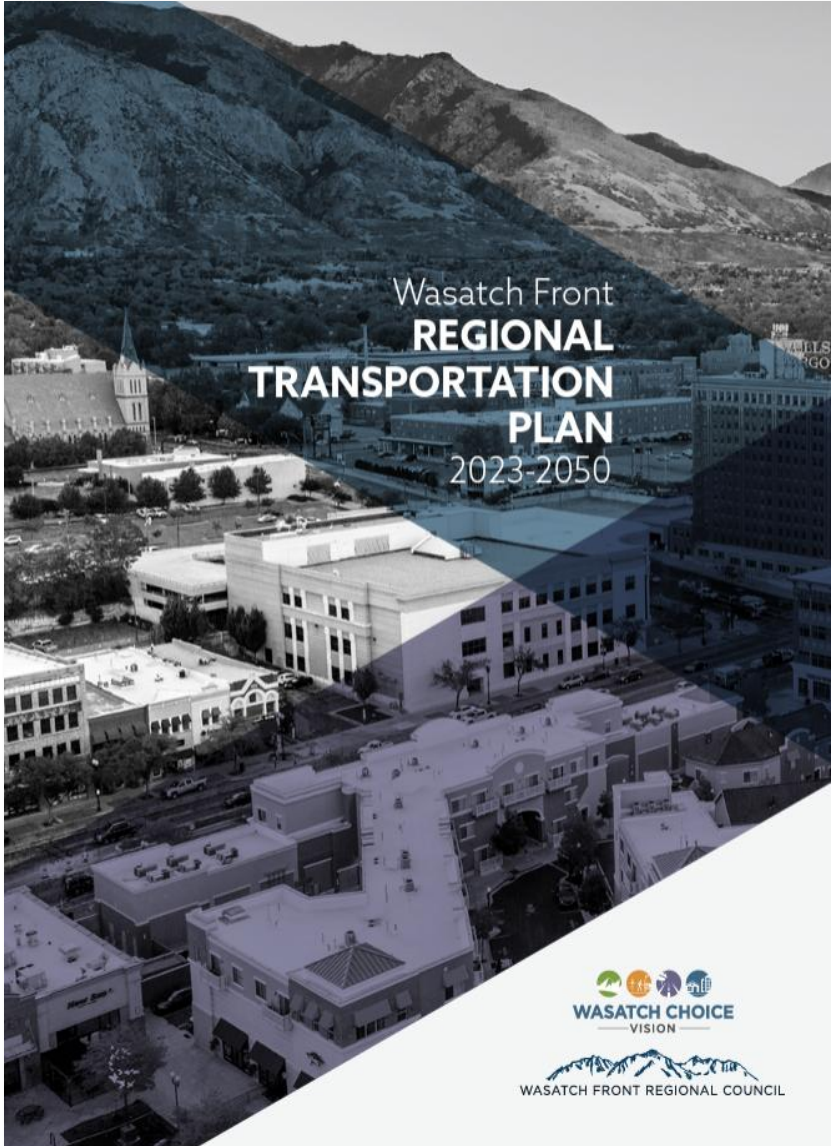
# 2023-2050 RTP: Amendment 2

Regional Growth Committee Technical Advisory Committee  
July 31, 2024

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



# Regional Transportation Plan Process Overview



TRANSPORTATION  
IMPROVEMENT PROGRAM



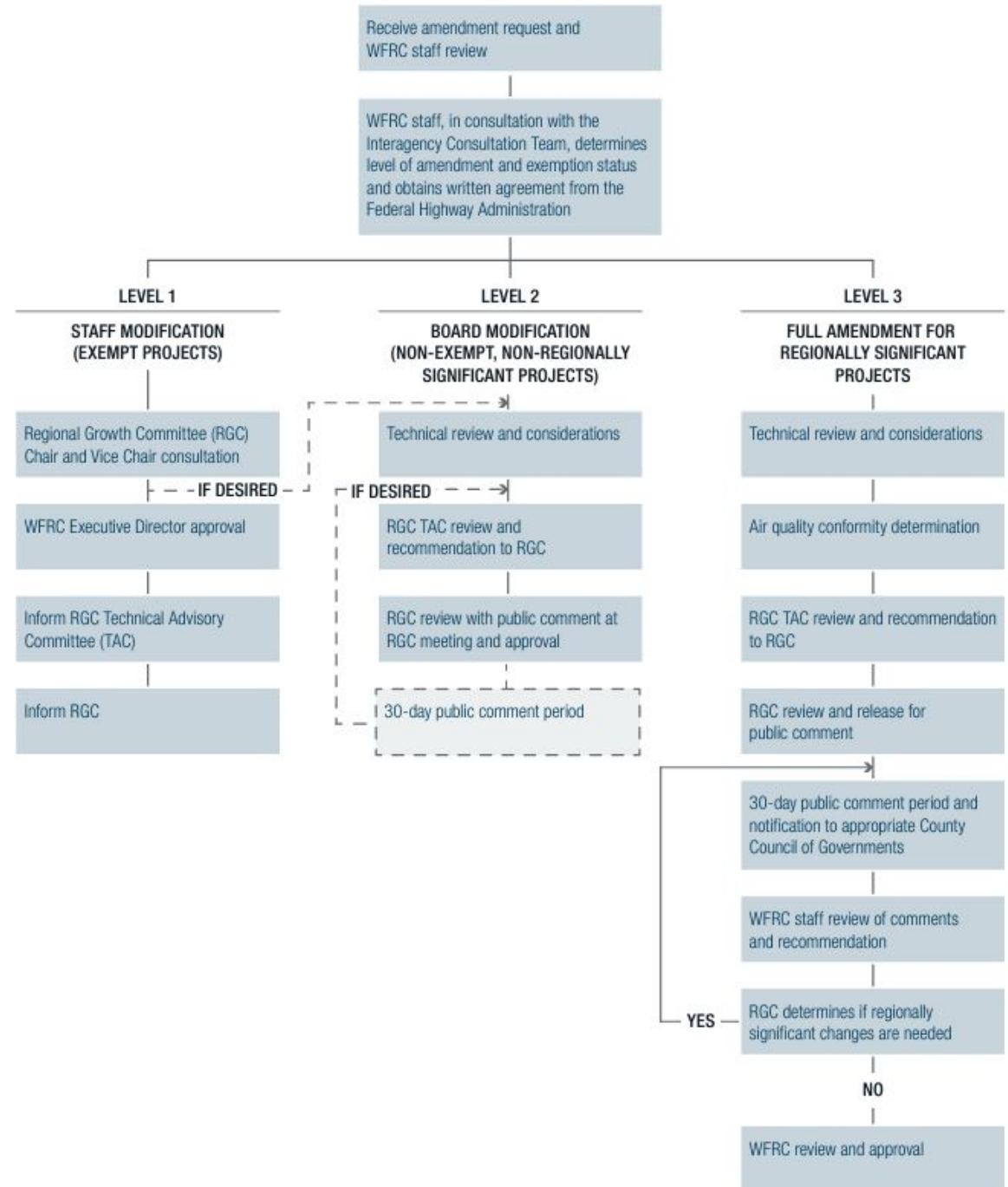
OTHER TOP  
PRIORITIES

# 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



		<b>LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)</b>	<b>LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON- REGIONALLY SIGNIFICANT)</b>	<b>LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)</b>
		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	-
<b>Roadway</b>	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
<b>Transit</b>	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
<b>Active Transportation</b>		Any active transportation project	-	-
<b>Land Use</b>		Wasatch Choice Vision land use centers	-	-



# Amendment 2 Projects: Level 1 - Staff Modifications

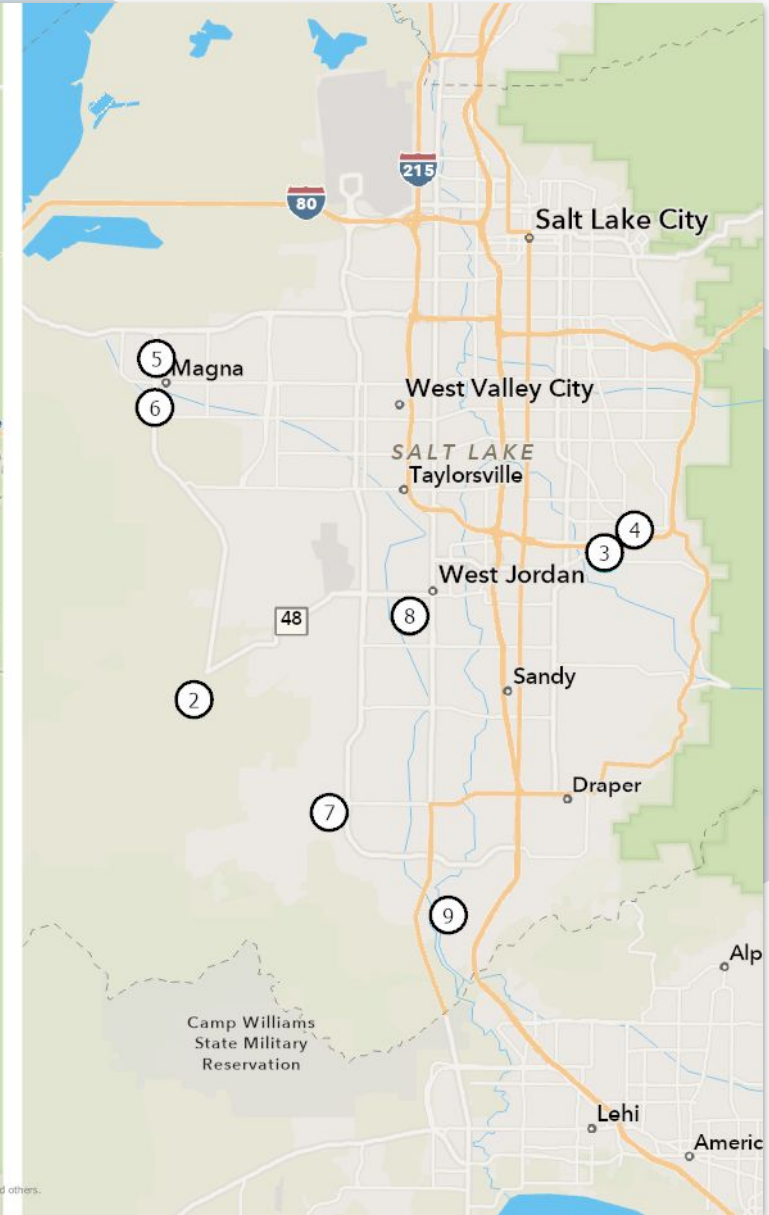
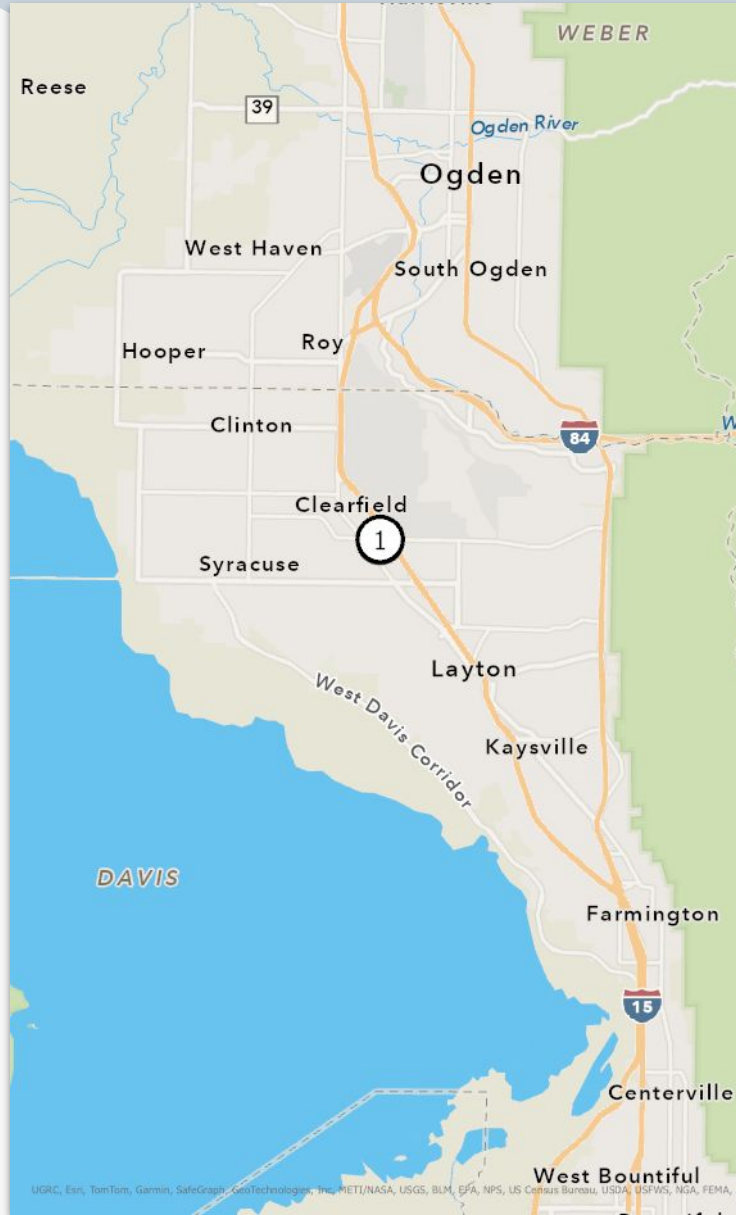
**Approved on July 30**

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
<b>LEVEL 1</b>			
Clearfield	1000 East and SR-93	Pedestrian crossing at intersection	New grade-separated crossing
Copperton	Bingham Creek Trail	Copperton to SR-111	New alignment of Bingham Creek Trail
Cottonwood Heights	East Jordan Canal Trail	North side of I-215 to Fort Union Boulevard	New shared use path
Cottonwood Heights	East Jordan Canal Trail @ I-215	Trail crossing over I-215	New grade-separated crossing
Magna	SR-111	Ritter Canal to 4100 South	New section of shared use path
Magna	SR-111 and Cordero Drive	Pedestrian crossing at intersection	Modified to at-grade crossing, cost update, Fiscal Constrained phase 2 to 1
UDOT/Riverton	Provo Reservoir Canal/Welby Jacobs Canal	11800 South to 138000 South	Fiscal Constrained phase 2 to 1
UDOT/Salt Lake Co.	Bingham Creek Trail	Bingham Creek Regional Park to Jordan River Parkway	New project extent, cost update
UDOT/Bluffdale	1300 West Jordan River Parkway	Jordan River Parkway to Cinch Way	New shared use path

# Amendment 2 Projects: Level 2 - Board Modification

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
<b>LEVEL 2</b>			
SLC/UTA	900 South	Grade-Separated Crossing over FrontRunner	New grade separated crossing
Millcreek	2000 East	Atkin Avenue to 3300 South	Fiscal Constrained phase 2 to 1
Magna	4100 South	4100 South Extension	New road project
West Valley	6800 West	5400 South to 6200 South	New road project
South Jordan	Bingham Rim Road	5600 West to 11800 South	Needs-based phasing from 3 to 1 and Fiscally Constrained phasing from unfunded to 1
Draper	Bangerter Parkway	150 East to 13800 South	New operational project

# Level 1 Amendments



UGRC, Esri, TomTom, Garmin, SafeCrest, GeoTechnologies, The, METI/NASA, USGS, BLM, EPA, NPS, US Census Bureau, USDA, USFWS, NOAA, FEMA, and others.

# 1000 East and SR-193 Overhead Pedestrian Crossing

Level 1 Request // Clearfield

## SCOPE

New grade-separated pedestrian bridge; recipient of federal funding

## COST (2023)

\$2 Million

## FUNDING SOURCES

Project has receive federal funds through Congressionally directed spending. Potential additional funding sources include Federal funds, City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active

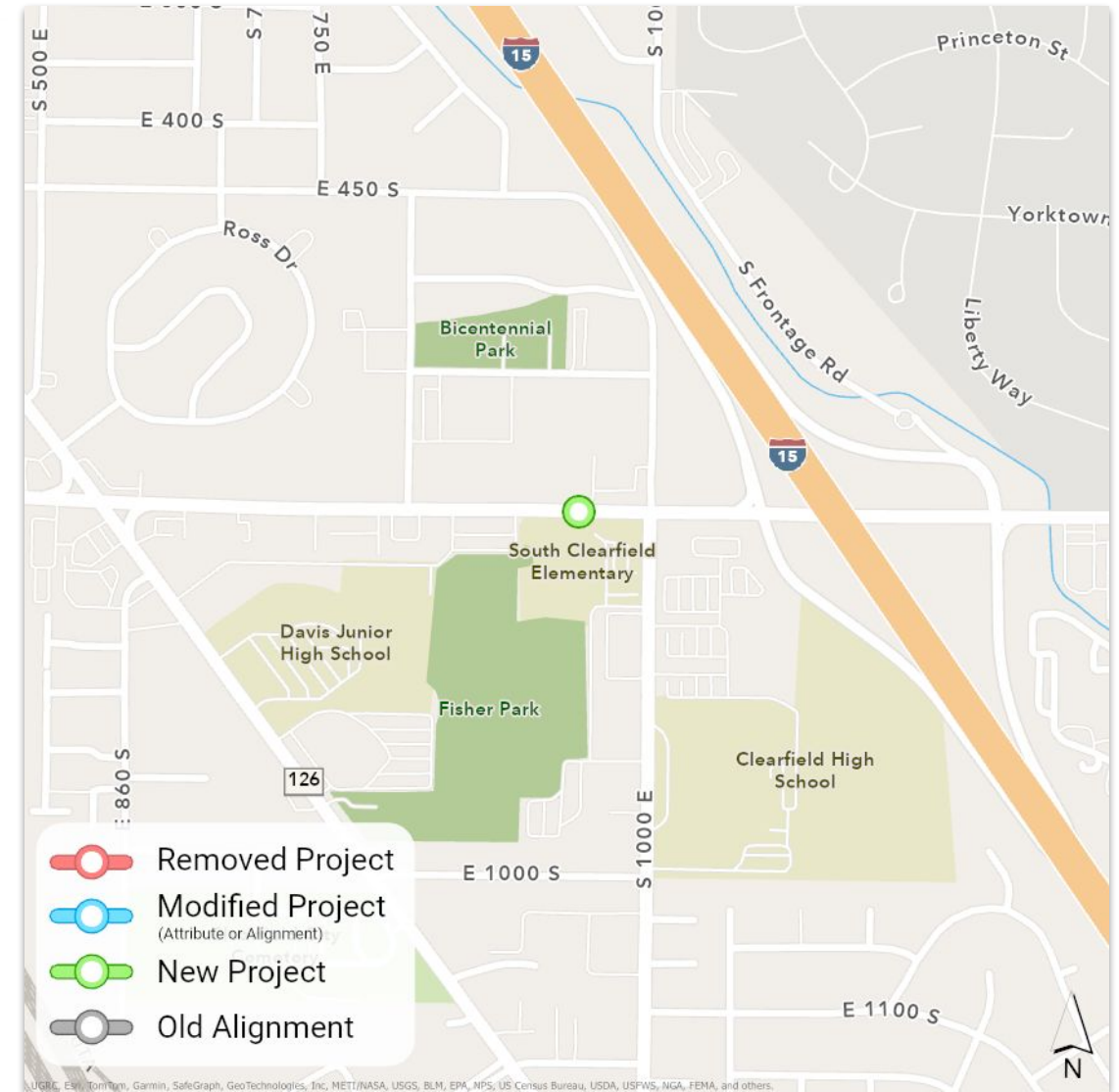
## BENEFITS

Provides a safer crossing for pedestrians over SR-193

Provides connectivity within Clearfield Downtown Center

Provides safe route to South Clearfield Elementary

Allows for efficient movement of vehicles.



# Bingham Creek Trail Shared Use Path

Level 1 Request // Copperton

## SCOPE

Realign western extent of A-S-249 from Copperton to SR-111.

New alignment from Copperton Active Transportation Master Plan.

## COST (2023)

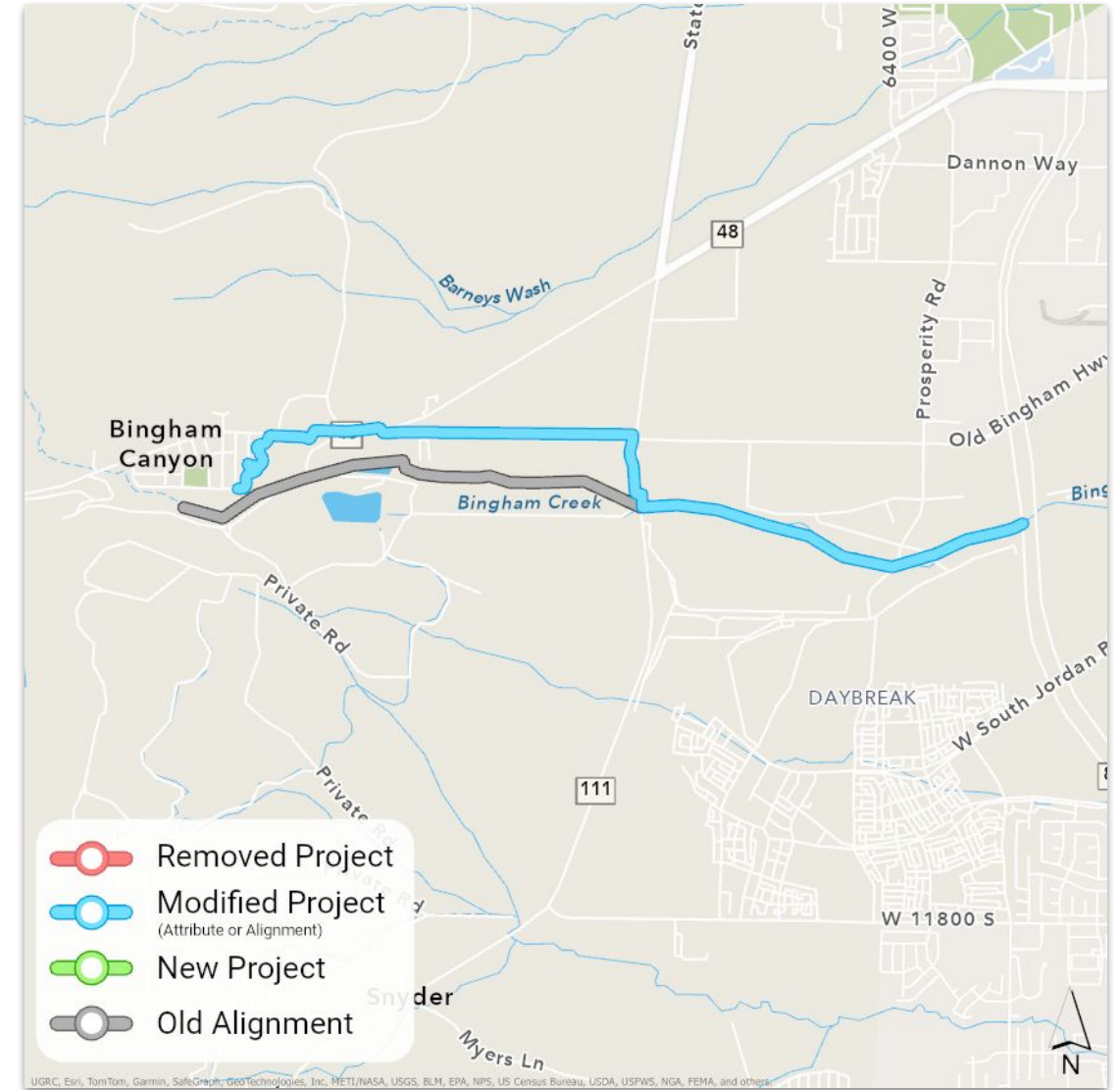
\$4 Million

## FUNDING SOURCES

Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

## BENEFITS

Reflects latest thoughts on the mid-term alignment of Bingham Creek Trail in this area. Near- and long-term alignments may be considered, but mid-term is reflected in the RTP as it avoids active mining sites while offering user separation from Bingham and Bacchus Highways.



# East Jordan Canal Shared Use Path

Level 1 Request // Cottonwood Heights

## SCOPE

New project from Highland Drive to Mountview Park

## COST (2023)

\$1.1 Million

## FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, Recreational Trails Program, and/or Utah Outdoor Recreation grants

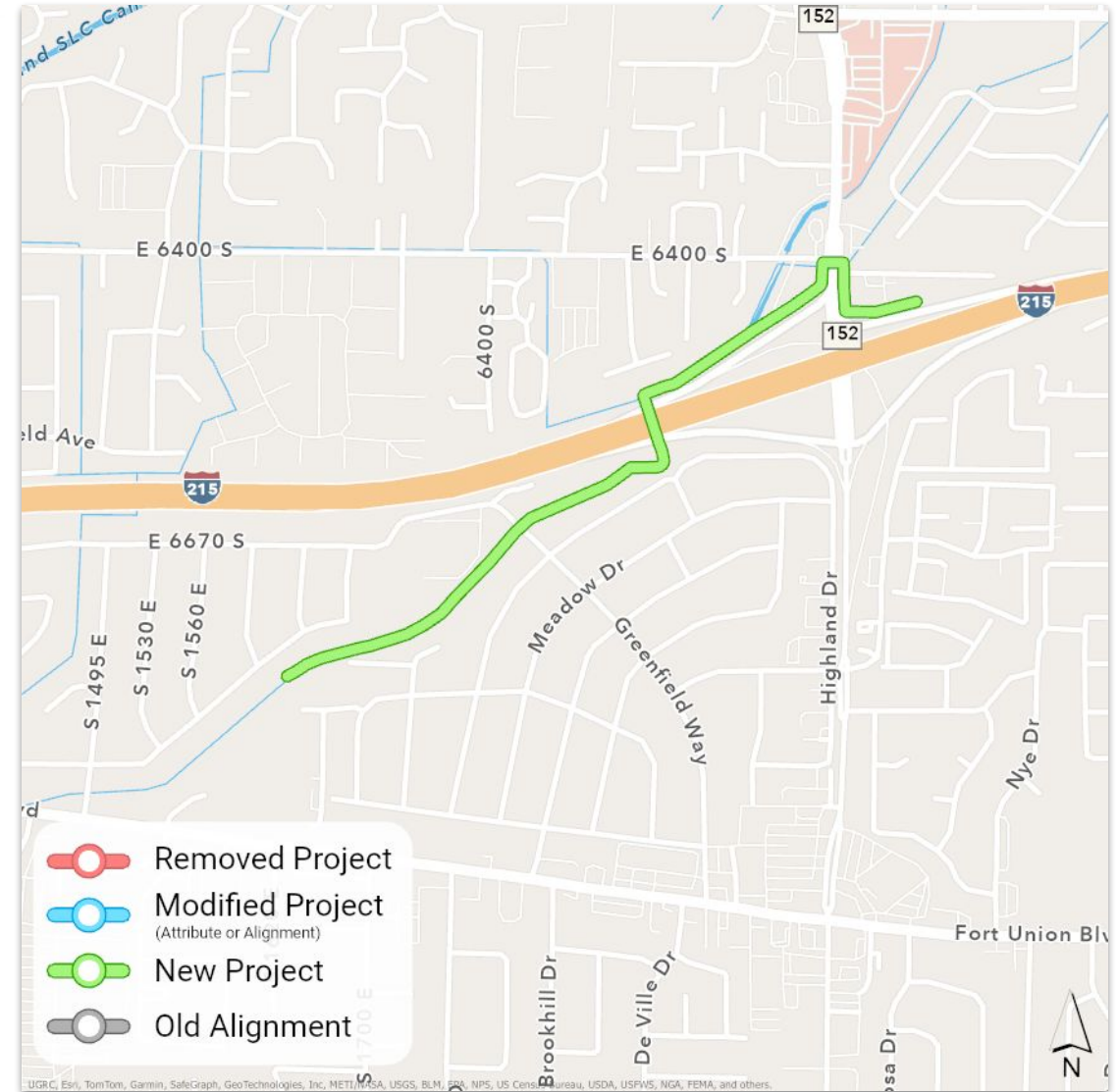
## BENEFITS

Extends existing canal trail to neighboring city.

Increases access to parks and open space

Improves access to Union Park City Center.

Ties into planned I-215 Trail.



# East Jordan Canal Overhead Crossing @ I-215

Level 1 Request // Cottonwood Heights

## SCOPE

New East Jordan Canal overhead crossing just west of Highland Drive.

## COST (2023)

\$6.3 Million

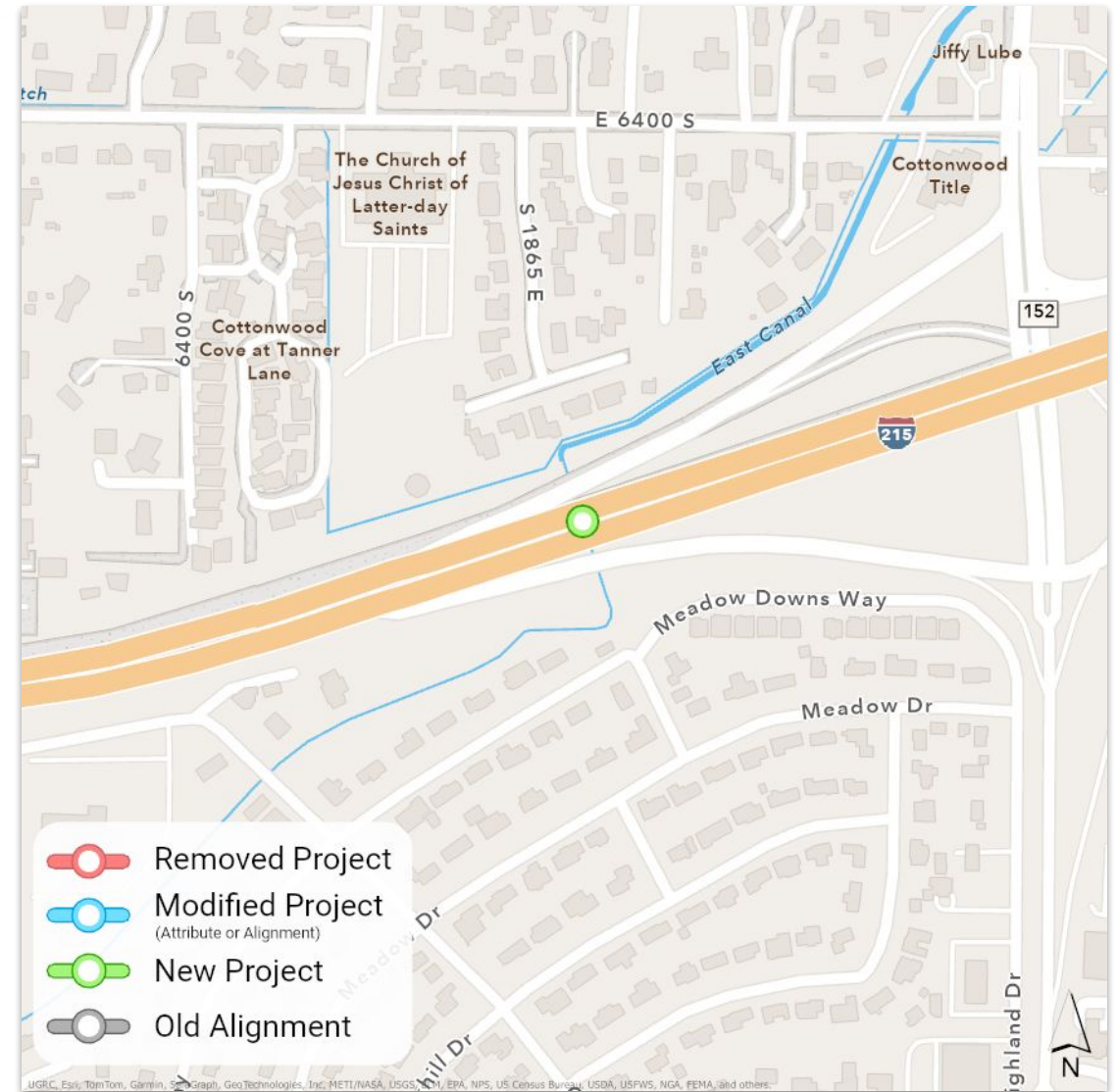
## FUNDING SOURCES

Potential funding sources include City funds, County funds, TAP, Recreational Trails Program, and/or Utah Outdoor Recreation grants

## BENEFITS

Increased safety with avoidance of interchange.

Overcome major barrier of I-215.



# SR-111 Shared Use Path

Level 1 Request // Magna

## SCOPE

Combines projects A-S-107 and A-S-96 into one project showing single shared use path from Ritter Canal to 4100 South. A-S-107 (bike lane) will be removed and A-S-96 will remain with new extents.

Combines projects into fiscally constrained phase 1.

## COST (2023)

\$2.9 Million

## FUNDING SOURCES

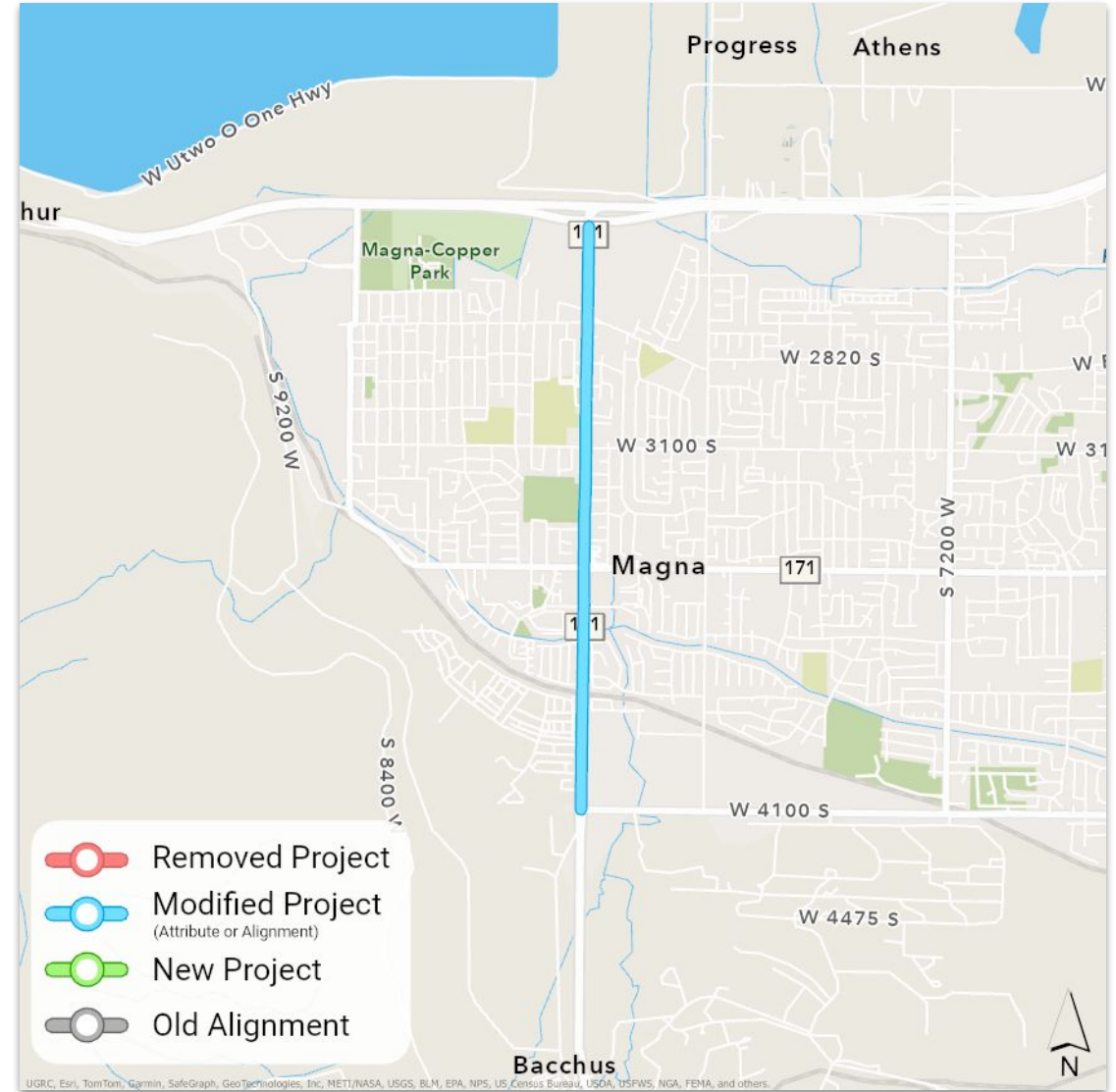
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, and/or TIF Active.

## BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network





# SR-111 and Cordero Drive At-Grade Crossing

Level 1 Request // Magna

## SCOPE

Modifies project A-S-357 to an at-grade crossing based on new traffic signal being installed.

Update to fiscally constrained phase 1 and update cost.

## COST (2023)

\$200 Thousand

## FUNDING SOURCES

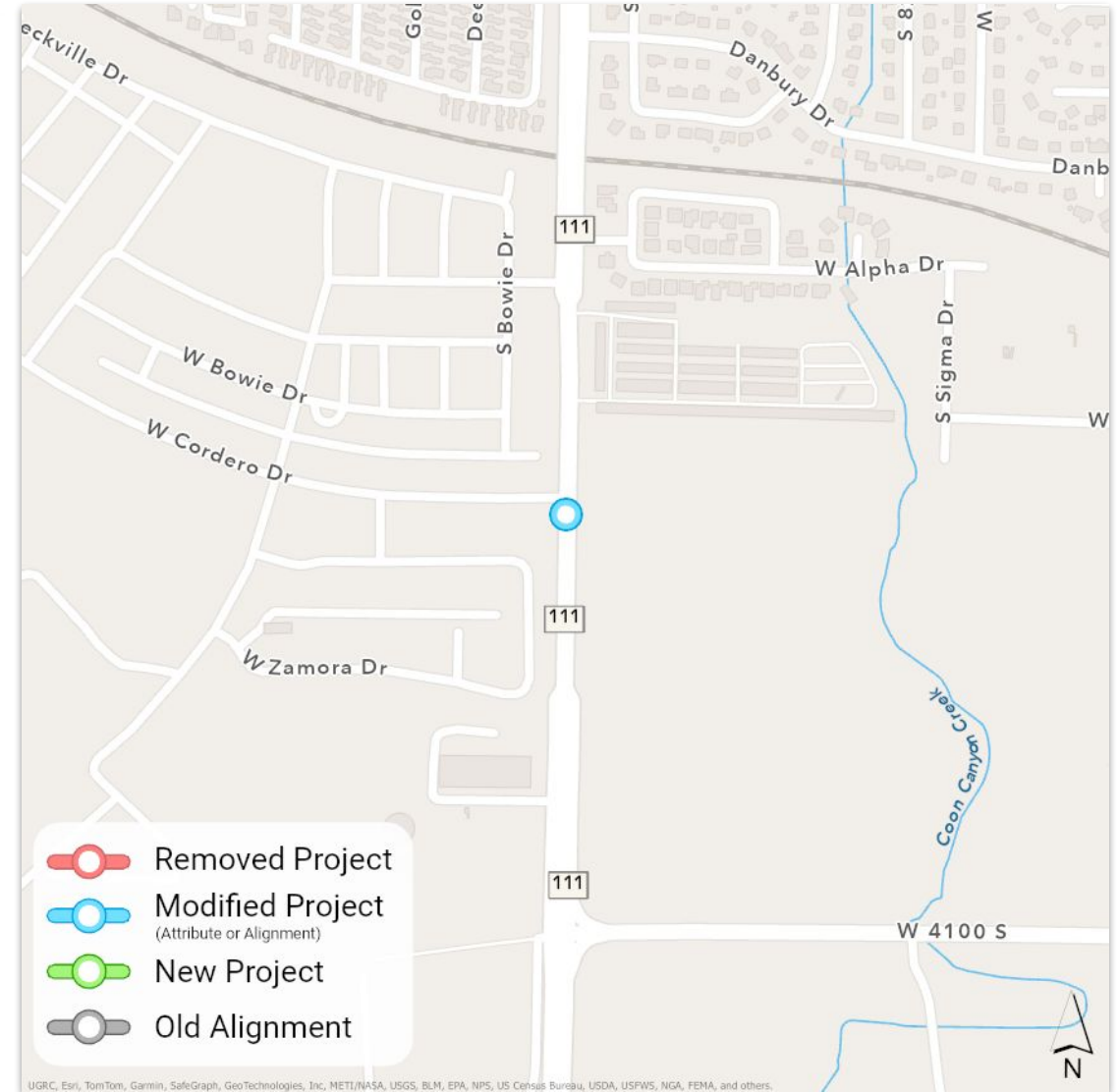
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

## BENEFITS

Increased safety

Increased access to the regional AT network

Improve access to new high school



# Provo Reservoir Canal/Welby Jacobs Canal Shared Use Path

Level 1 Request // UDOT/Riverton

## SCOPE

Modifies project A-S-273 from fiscally constrained phase 2 to 1 based on state funding received via Utah Trail Network.

## COST (2023)

\$7 Million

## FUNDING SOURCES

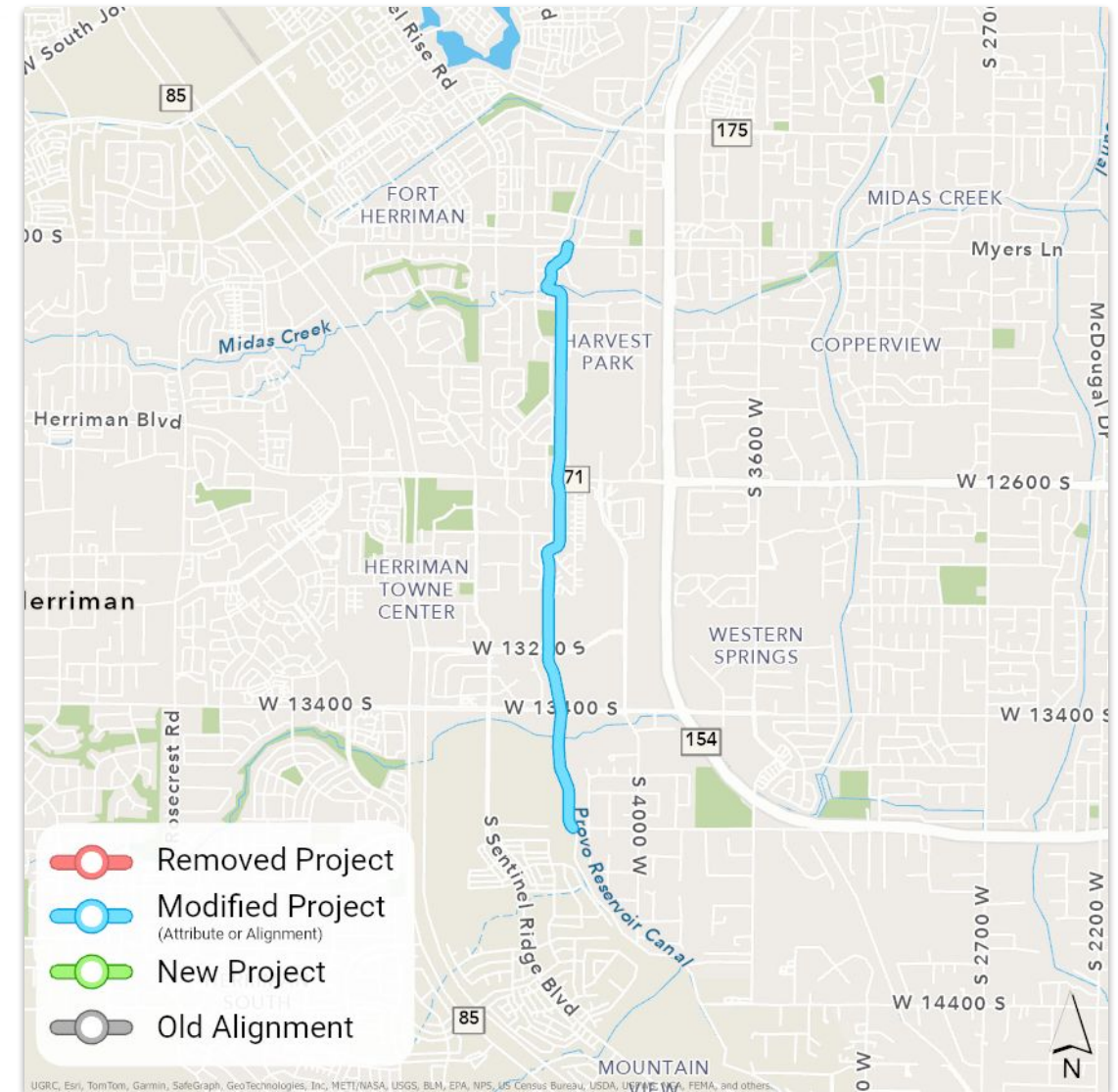
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

## BENEFITS

Increased connectivity

Increased safety

Increased access to the regional AT network



# Bingham Creek Trail Shared Use Path

Level 1 Request // UDOT/Salt Lake County

## SCOPE

Modifies project A-S-211 by extending western extent to Bingham Creek Regional Park based on state funding from Utah Trail Network.

Cost and mileage update.

## COST (2023)

\$12 Million

## FUNDING SOURCES

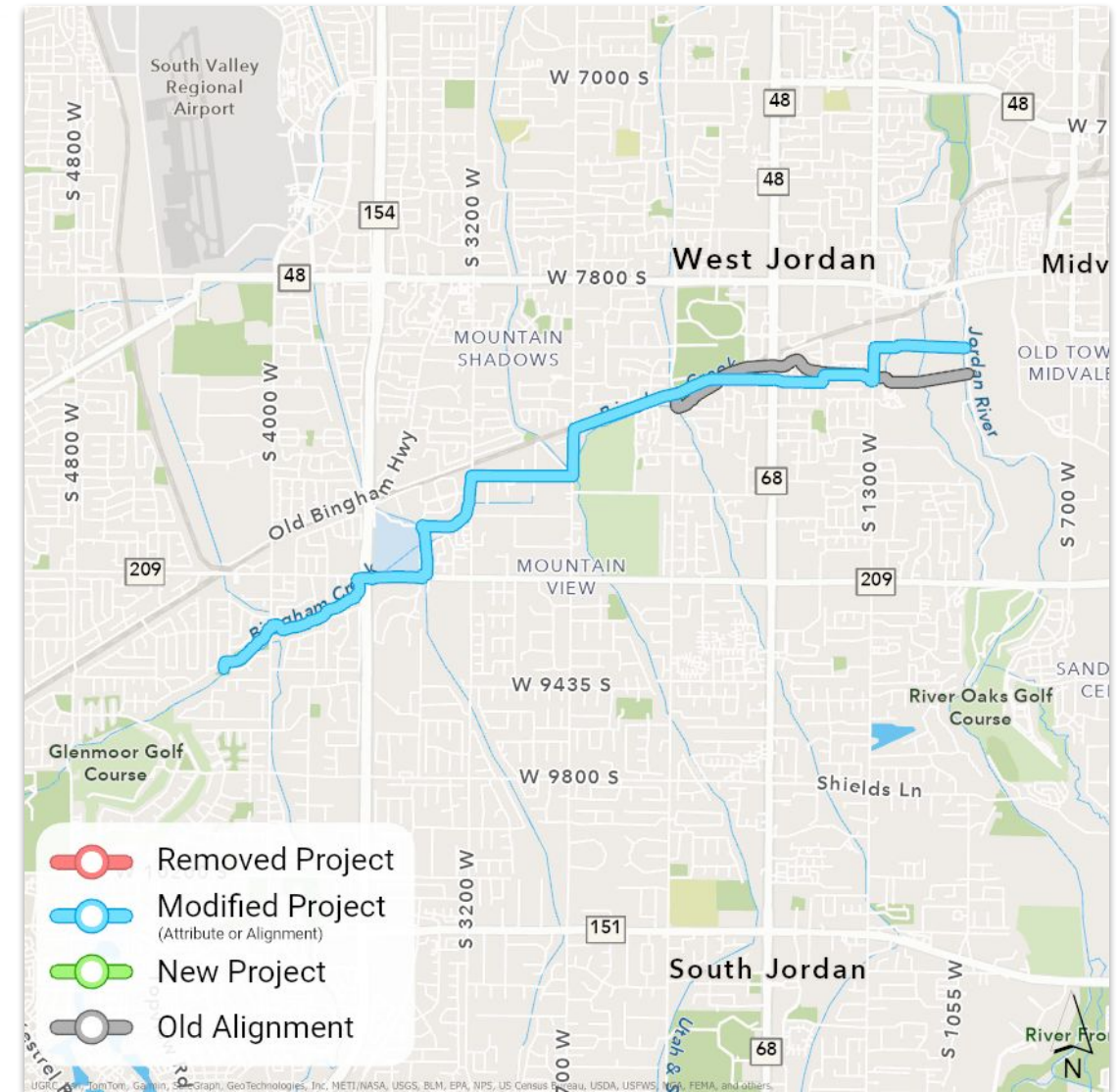
Potential funding sources include City funds, County funds, STP, CMAQ, TAP, CRP, TIF Active, TTIF FLM, and/or ATIF

## BENEFITS

Increased connectivity

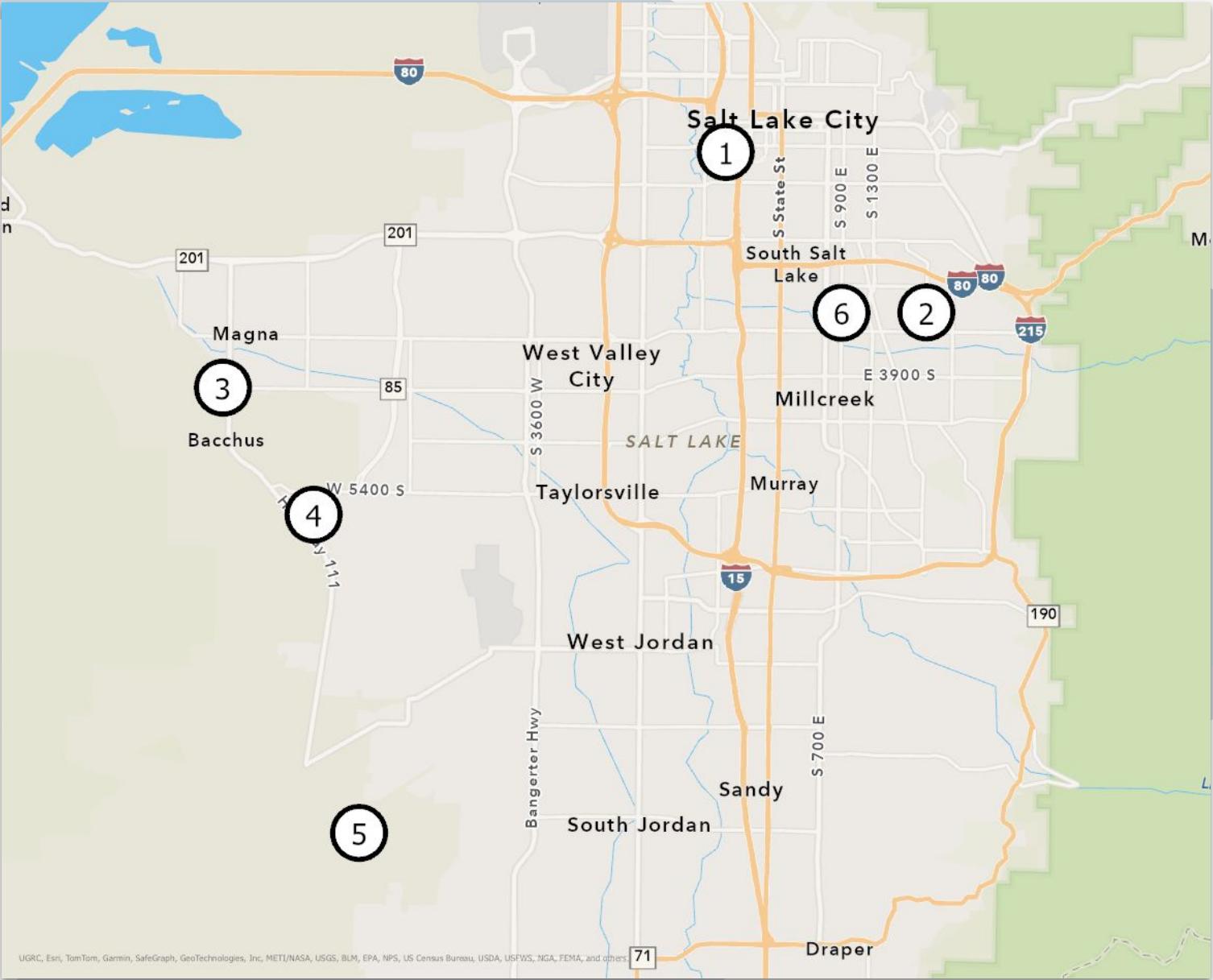
Increased safety

Increased access to the regional AT network





# Level 2 Amendments



# FrontRunner Crossing at 900 South

Level 2 Request // UTA/SLC

## SCOPE

New grade-separated crossing project in Salt Lake City on 900 South. This project is a part of the FrontRunner Forward Study. Project recommended in needed and fiscally constrained phase 1.

## COST (2023)

\$32 Million

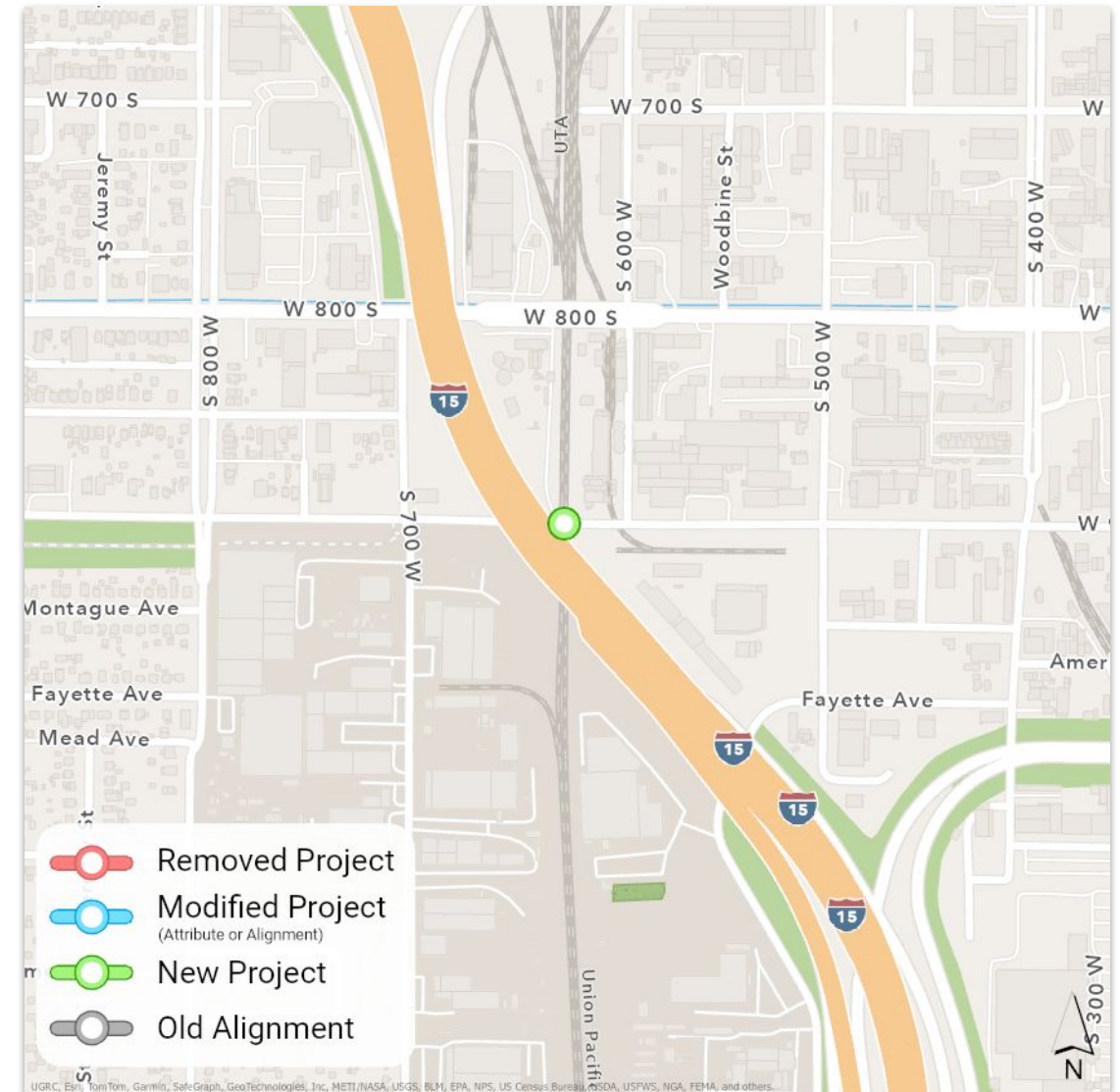
## FUNDING SOURCES

Potential funding sources include City funds, County funds, and/or federal funds.

## BENEFITS

Increases mobility

Increases safety for all travel modes



# 2000 East

Level 2 Request // Millcreek

## SCOPE

Project R-S-63 is an operational project from Atkin Avenue to 3300 South. This project will reconstruct sidewalks, ADA ramps, storm drains, bus stops as well as creating new bike lane over a soon to be piped irrigation ditch.

Change fiscally constrained phases from 2 to 1.

## COST (2023)

\$12.4 Million

## FUNDING SOURCES

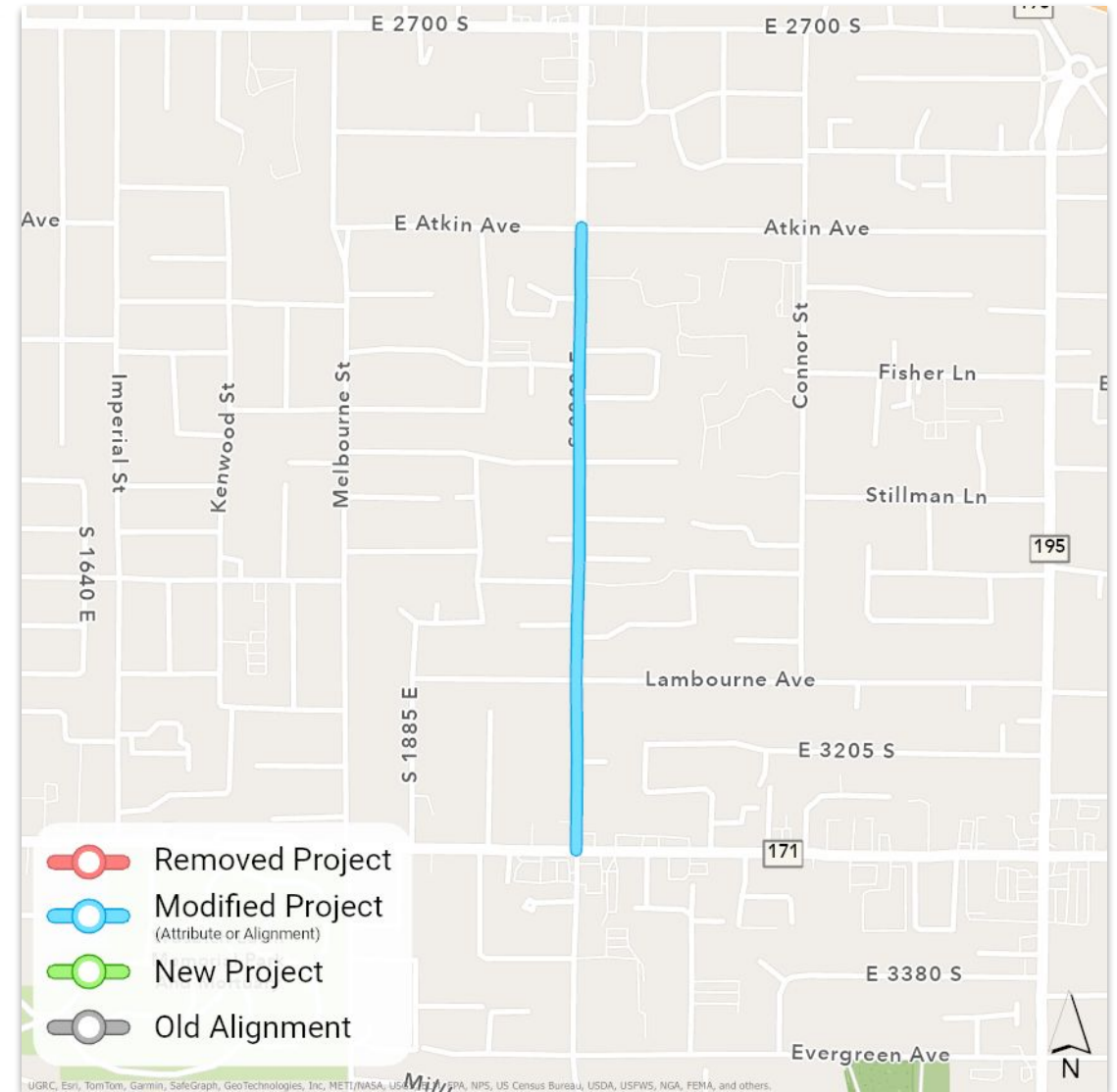
STP funds and local match

## BENEFITS

Safer environment

Reconstruction of dysfunctional facilities

Updated facilities and more alternatives to car travel



# 4100 South

Level 2 Request // Magna

## SCOPE

New project extending 4100 South approximately 0.3 miles with two through lanes, turn lanes at the intersections, and a signalized four-way intersection.

## COST (2023)

\$3 Million

## FUNDING SOURCES

This project has an approved one-time Counties of the First Class Highway Projects Fund.

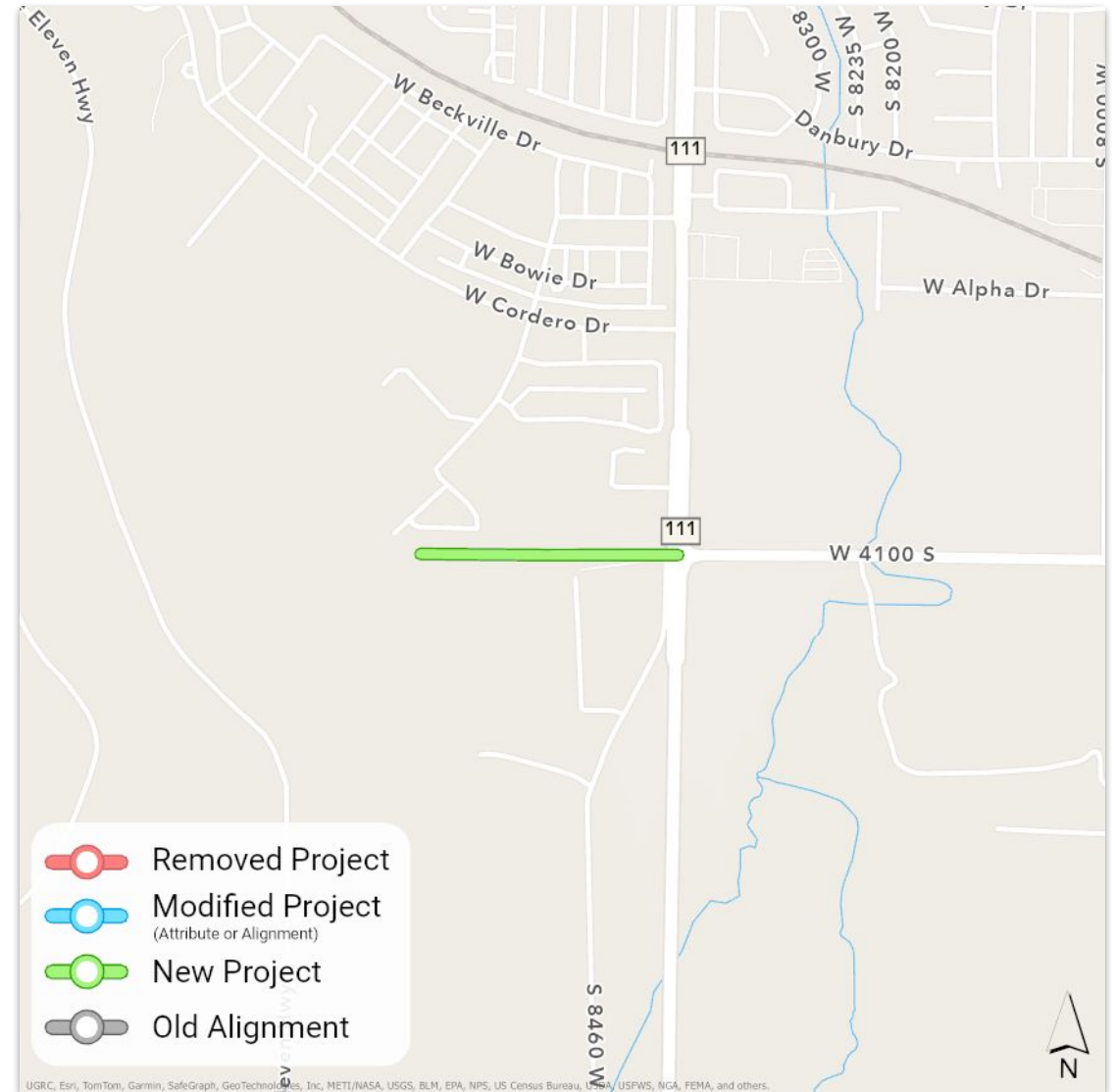
Additional funds could come from city, county, and STP funds.

## BENEFITS

Connection to new local roads

New signalized intersection

Improved connectivity





# 6800 West

## Level 2 Request // West Valley

### SCOPE

New project is 66' collector construction project on 6800 West from 5400 South to 6200 South. This project is on West Valley's Major Street Plan.

### COST (2023)

\$18 Million

### FUNDING SOURCES

This project has an approved one-time Counties of the First Class Highway Projects Fund.

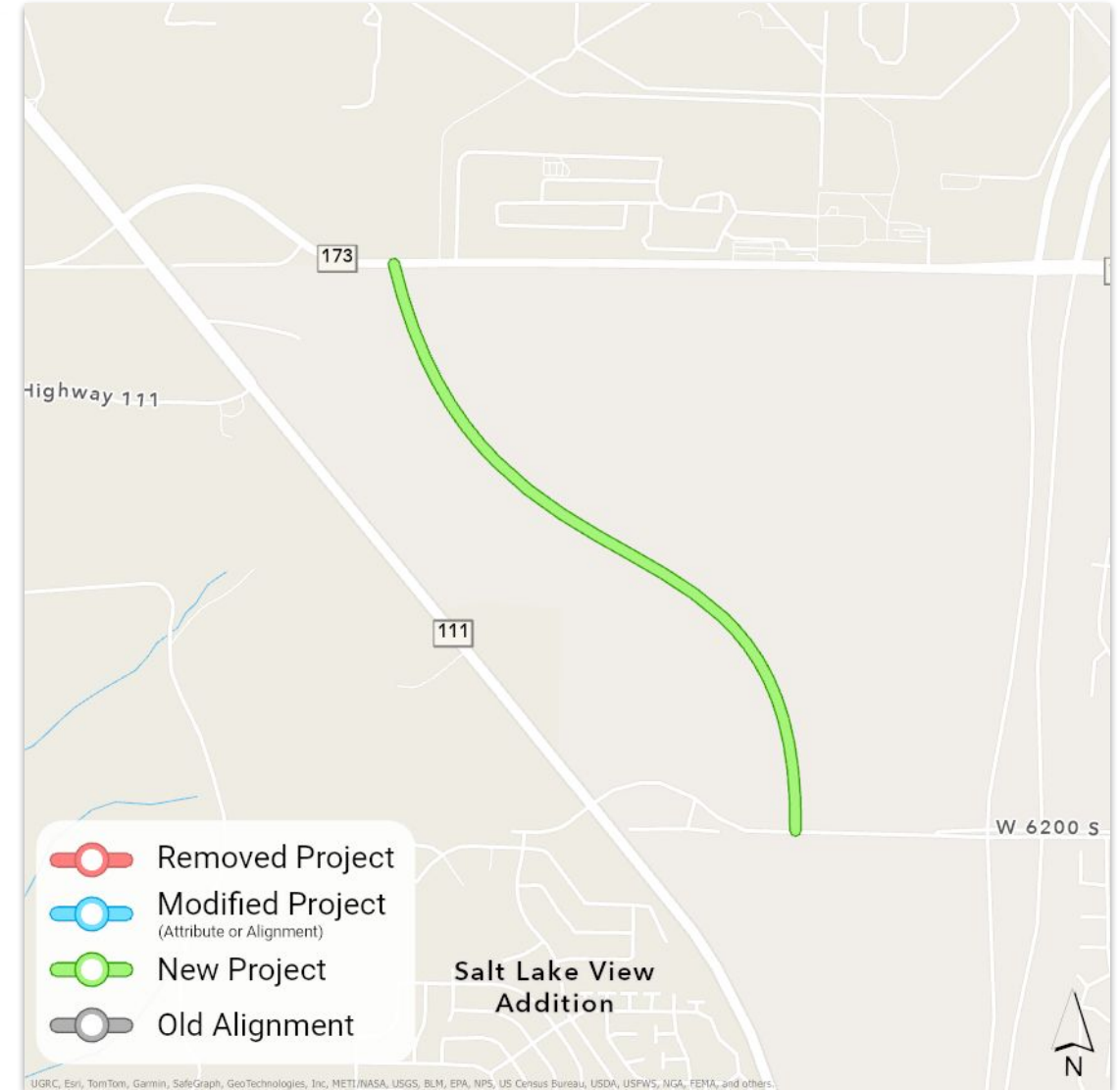
Additional funds could come from city, county, and STP funds.

### BENEFITS

Improved Connectivity

Reduced travel times

Alternate Route



# Bingham Rim Road

Level 2 Request // South Jordan

## SCOPE

Project R-S-153 is a collector on Bingham Rim Road from 5600 West to 11800 South. This is a new construction project.

Changes needed phase from 3 to 1 and fiscally constrained phase from unfunded to 1.

## COST (2023)

\$51.2 Million

## FUNDING SOURCES

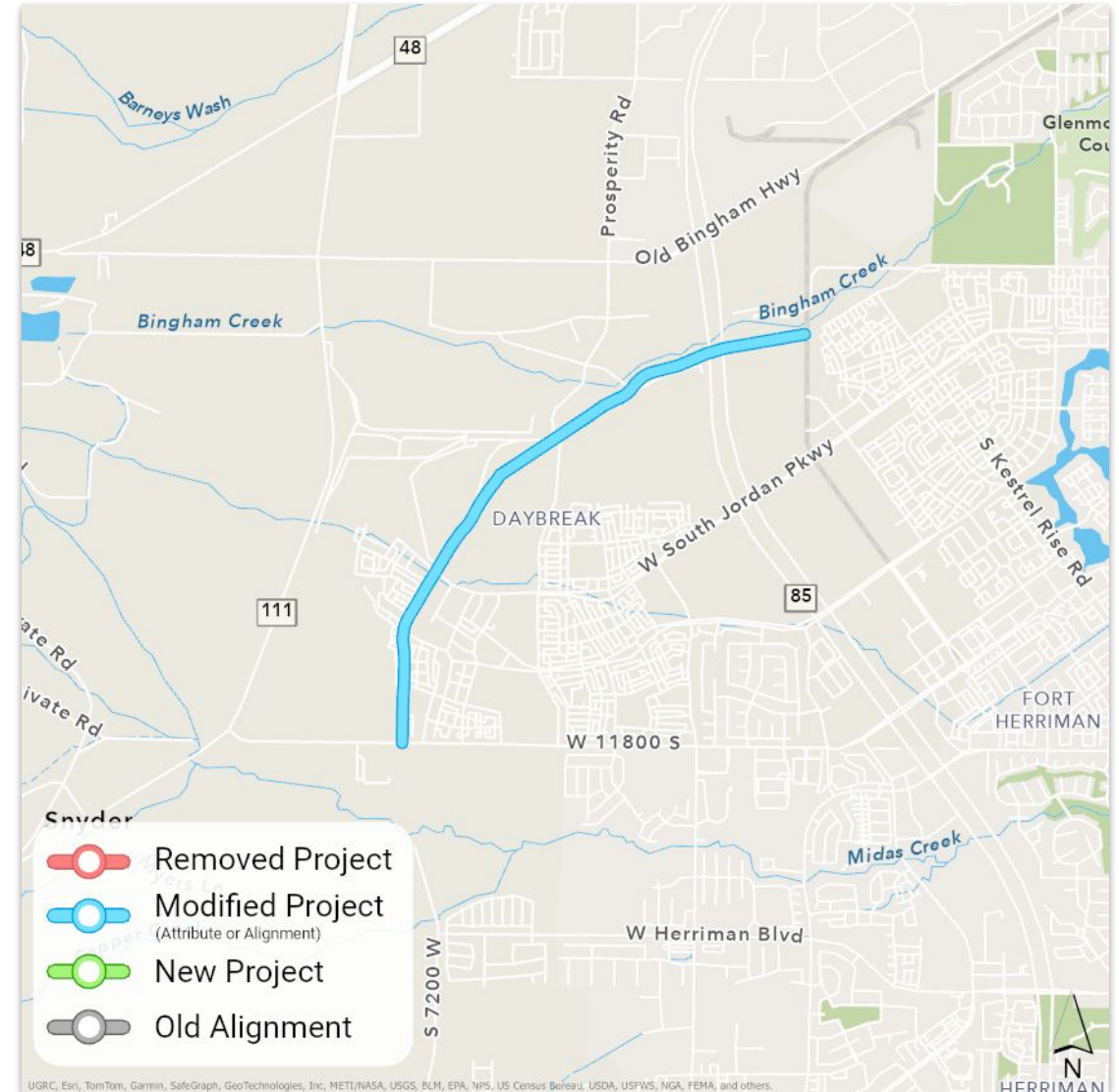
This project has an approved one-time Counties of the First Class Highway Projects Fund.

Additional funds could come from city, county, STP funds, and developer funds.

## BENEFITS

Connection to TRAX on Grandville Ave

New and improved connectivity



# Bangerter Parkway

Level 2 Request // Draper

## SCOPE

New project at the end of Bangerter Parkway from 150th East to 13800 South. This operational project will add turn lanes

## COST (2023)

\$3.45 Million

## FUNDING SOURCES

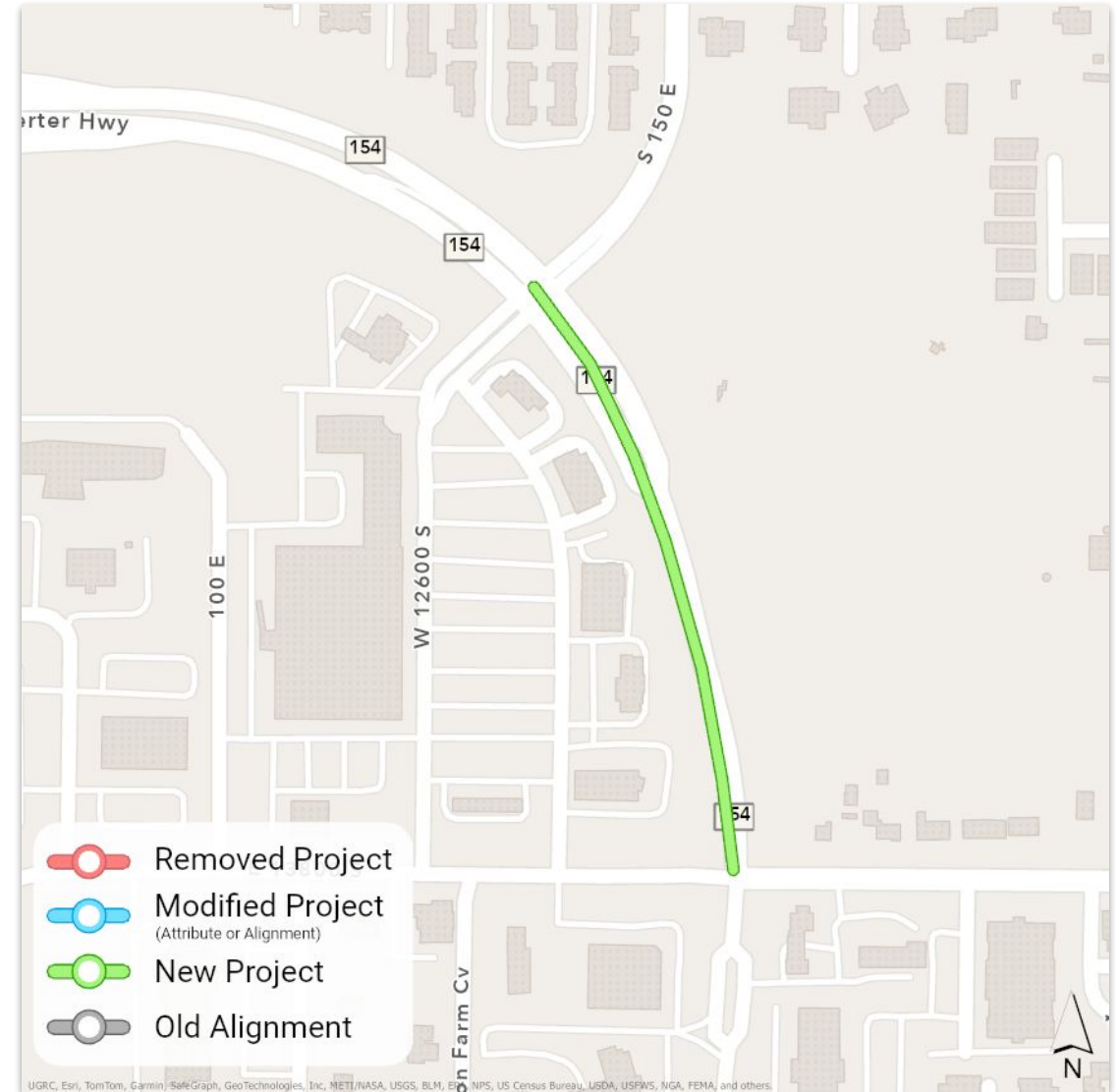
This project has an approved one-time Counties of the First Class Highway Projects Fund.

Additional funds could come from city, county, and STP funds.

## BENEFITS

More turn lanes






Reduced travel times





# Technical Considerations

# Impacts of the Amendment

TECHNICAL CONSIDERATION	900 SOUTH	2000 EAST	4100 SOUTH	6800 WEST	BINGHAM RIM ROAD	BANGERTER PARKWAY
 <b>Safety benefits</b>	New grade-separated crossing	Enhanced multi-modal facilities	New road eliminates turning movements and improves existing intersections	Provides alternative route to SR-111	Connection to MVC frontage roads and eventual grade separation at MVC	New turn lanes offer greater protection
 <b>Vehicle hours traveled</b>	Similar modeled VHT, benefit is increased reliability	NB 367 VHT <u>Build 367 VHT</u> similar VHT	NB 63 VHT <u>Build 62 VHT</u> -1 VHT	NB 683 VHT <u>Build 652 VHT</u> - 31 VHT	NB 750 VHT <u>Build 642 VHT</u> -108 VHT	NB 863 VHT <u>Build 813 VHT</u> -50 VHT
 <b>Connectivity improvements</b>	Increased connectivity due to decreased train delays  Allows for additional transit service	Increased AT connectivity with new bike lanes	Project extends street network to serve new development areas	Provides additional connectivity in a limited-access area	Provides improved access in a fast-growing area	Project increases access to local communities
 <b>Project readiness</b>	Included in FrontRunner Forward Study	Approved STP funding	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund	Approved funding from the Counties of the First Class Highway Projects Fund
 <b>Provides improved access to urban, town, or job centers</b>	Enhanced multi-modal connections to multiple urban and city centers, parks, and trails	Enhanced multi-modal connections to neighborhood center, park, and trails	Improved access to Magna, industrial areas, and regional transportation options	Improved access to industrial areas and regional transportation options	Will improve access to multiple urban and city centers and employment and industrial districts	Does not directly tie to urban, town, or job centers

## Suggested Motion

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

# Next Steps

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MEETING DATE	LEVEL1	LEVEL 2
<b>July 31</b> Regional Growth Committee Technical Advisory Committees	Inform RGC TACs	RGC TAC review and recommendation to RGC
<b>August 15</b> Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval

# 2023-2050 RTP: Amendment 2

Regional Growth Committee Technical Advisory Committee  
July 31, 2024

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







# 2027-2055 RTP: Strategies Testing

Regional Growth Committee

Technical Advisory Committee

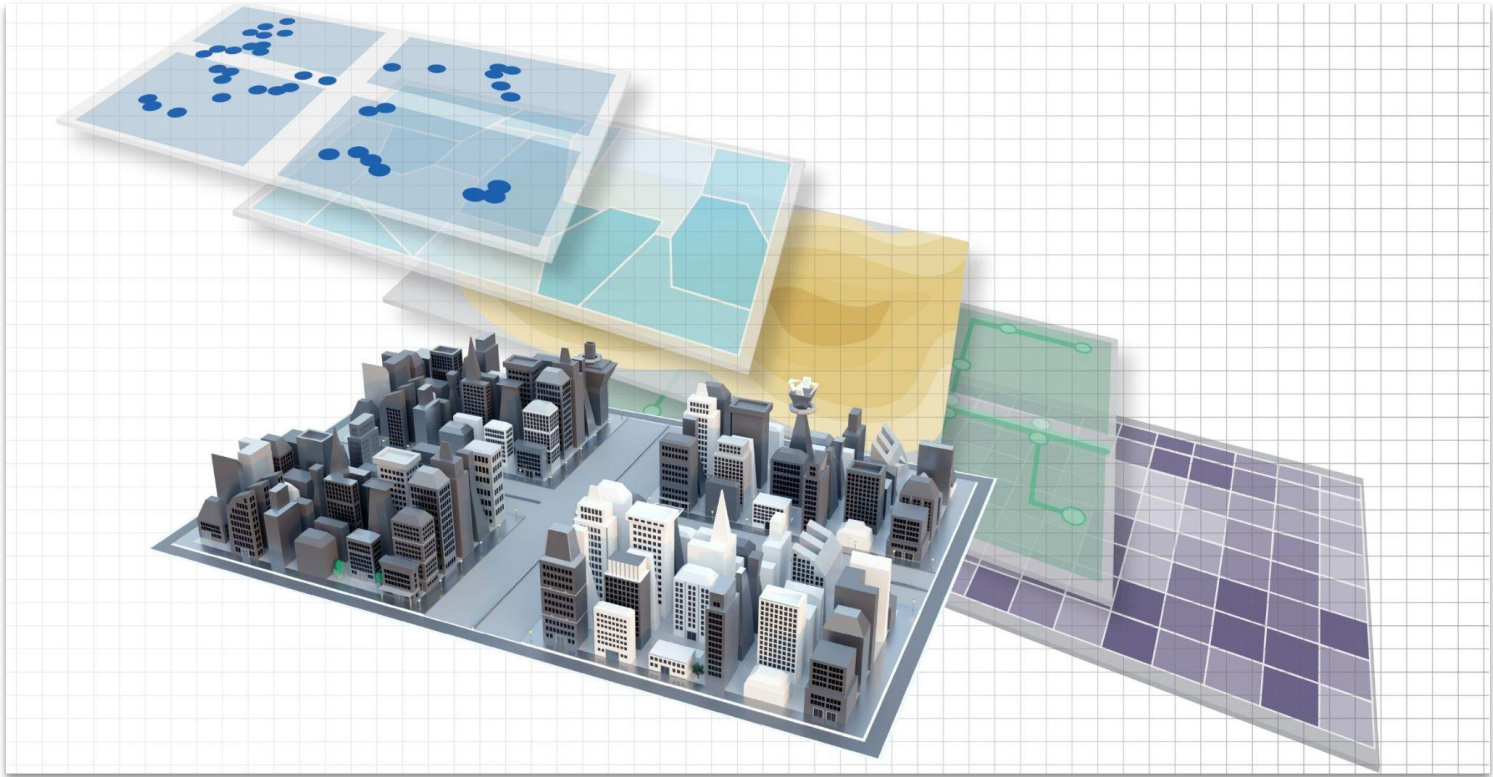
July 31, 2024

# Overview

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- 1** RTP Process
- 2** Whats and whys for scenarios testing
- 3** Strategy testing process
- 4** Strategies by mode
- 5** Next steps

# What and Why?



# Why We Test Strategies



## EXPLORING IDEAS TO BETTER OUR TRANSPORTATION NETWORK



- 1 The future is not certain, strategies help prepare for it

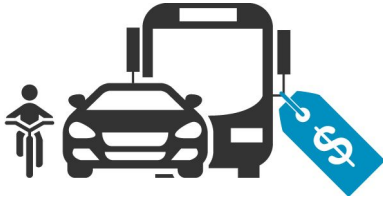


- 2 Examine potential decisions and consequences



- 3 Explore active transportation, road, and transit strategies

## FOCUS AREAS + STRATEGIES



1

Provide transportation  
choices



2

Optimization and  
enhancement



3

Local and regional  
connectivity

# Strategy Testing Process

Summer 2024	Fall & Winter 2024	Spring 2025
<ul style="list-style-type: none"><li>● Create initial strategies plan</li><li>● Run strategies through the Travel Demand and Bike Models</li><li>● Outreach to local communities and transportation agencies</li><li>● Perform additional modeling iterations to test strategies</li></ul>	<ul style="list-style-type: none"><li>● Gather feedback at workshops to test additional ideas</li><li>● Run revised plans in the Travel Demand and Bike Models</li><li>● Combine strategies and ideas to start forming a preferred scenario</li></ul>	<ul style="list-style-type: none"><li>● Create a draft preferred scenario</li><li>● Outreach to local communities, transportation agencies, and other stakeholders</li></ul>

# Roadway Strategy

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## Highway Optimization

Exploring different congestion management practices to reduce VMT and VHT on highway systems.



## Local Connectivity and Optimization

Looking for connectivity over highways, safer streets in centers, options for less congested arterials and collectors.



# Transit Strategy

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## Fixed Guideway Network

Testing extensive Bus Rapid Transit, Street Car, and Light Rail enhancements



## Bus Network

Testing extensive Core Routes and Local Bus networks

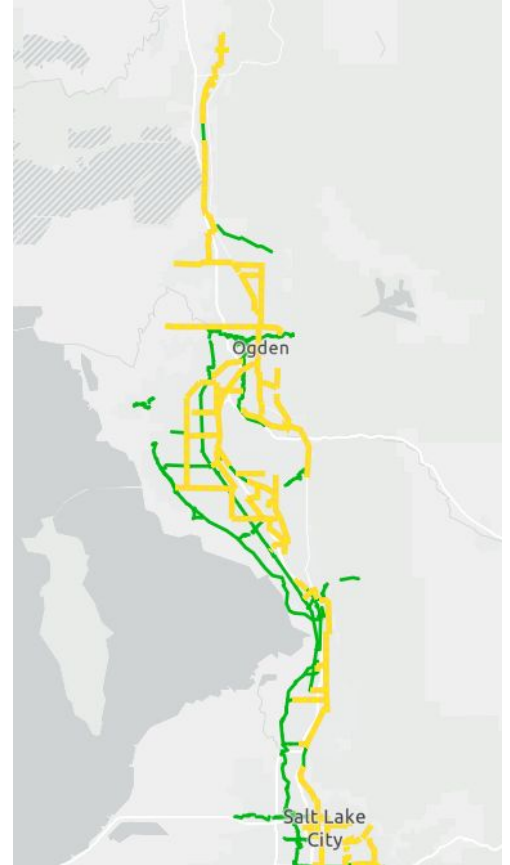




# Active Transportation Strategy

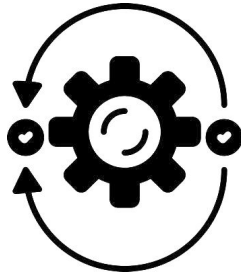
## Beehive Bikeways

Difference in number of bicycle trips between 2023 RTP and 2023 RTP + Beehive Bikeways.



# Looking Ahead

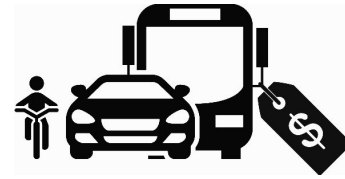
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**1** Strategy Testing



**2** Preferred Scenario

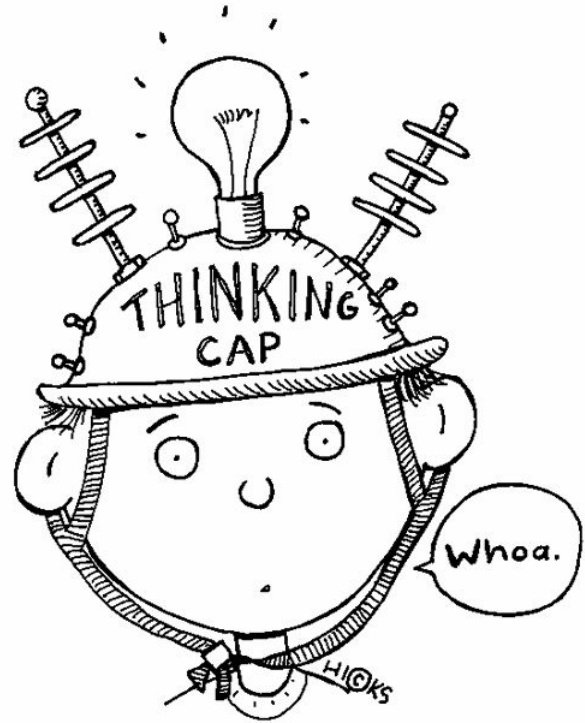


**3** Needs based and fiscally constrained phasing

# Discussion

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- New projects
- Innovative Ideas
- Rooted in reality
- Transportation Networks
- Connectivity between communities
- Phasing of current projects for the future



# Contact Information

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Long Range Planning Group - **[longrange@wfrc.org](mailto:longrange@wfrc.org)**

Google Form - found both on [wfrc.org](http://wfrc.org) and in the follow up email.



# RTP Strategies Testing 2027-2055

RGC TAC // July 31, 2024



# PLANNING TECHNICAL ASSISTANCE

## Transportation and Land Use Connection

- ❑ TLC ideas and upcoming funding

## Station Area Planning

- ❑ SAP map review, and technical assistance

**Regional Growth Committee TACs**

**JULY 31, 2024**

Meg Townsend, Community and Economic Development Director



WASATCH FRONT REGIONAL COUNCIL

## Technical Assistance for...



**PLANS, STUDIES**



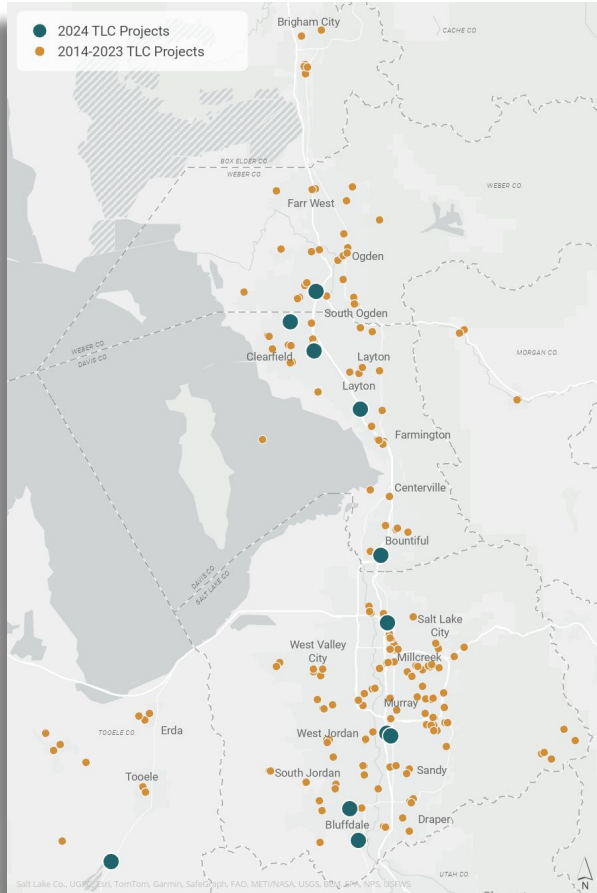
**POLICIES, ORDINANCES**



**IMPLEMENTATION STRATEGIES**



...implementing the Wasatch Choice Vision and achieving community objectives



**\$1,767k** *in project funds!*

**\$1,552k** *tlc*

**\$214k** *local match*

## 11 PROJECTS

- 5 Salt Lake - West Valley Urbanized Area
- 5 Ogden - Layton Urbanized Area
- 1 Rural Planning Organization Area

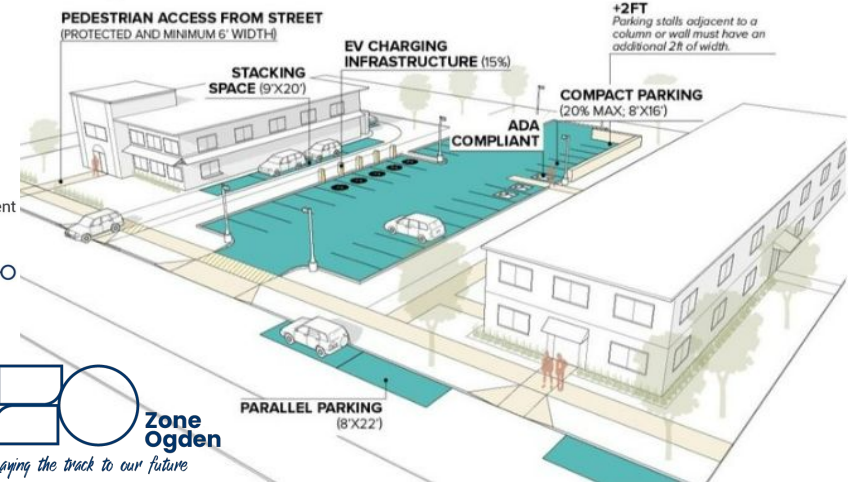
**September letter of intent deadline**





- Community gathering spaces/centers—the core of downtown
- Ordinance to increase interest in a center

## Parking Standards



3

### ADOPTION

JANUARY - APRIL 2025



- Final Document Refinement
- **Final Public Outreach**
- **Adoption Hearings**

2

### DRAFTING

SEPTEMBER 2023 - DECEMBER 2024



- Drafting the Unified Development Ordinance
- **Community Advisory Committee Meetings**
- **Community Forums and/or Workshops**
- **PC and CC Work Sessions**

1

### ASSESSMENT

JUNE - SEPTMEBER 2023



- Branding and Website Launch
- Project Kickoff and **Community Listening Sessions**
- Review Existing Code
- **PC and CC Joint Work Session**
- Code Assessment Report

## Wasatch Choice Great Streets Typology



### Wasatch Choice Great Streets

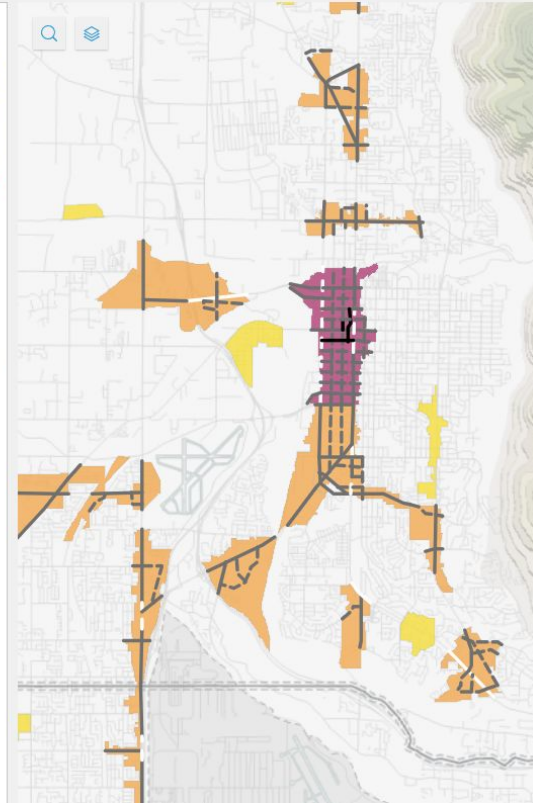
Is a framework to improve the fit between regional transportation planning decisions and the places they serve. When streets and their context complement one another, the benefits include better safety, quality of places, stronger economies, and better access to opportunities. Each typology will provide starting guidance about the role of that type of street based on function and context.

For more information about Complete Streets, visit [Wasatch Choice: Complete Streets](#).

If you would like to provide general feedback, please use the button below and fill out the attached form.

For other questions, contact  
Julie Bjornstad ([julieb@wfric.org](mailto:julieb@wfric.org))  
or Ted Knowlton ([ted@wfric.org](mailto:ted@wfric.org))

[Leave Feedback](#)



- Beehive Bikeways
- Street Connectivity
- Parking study or ordinance
- Great Streets Framework



### INSTRUCTIONS

Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.

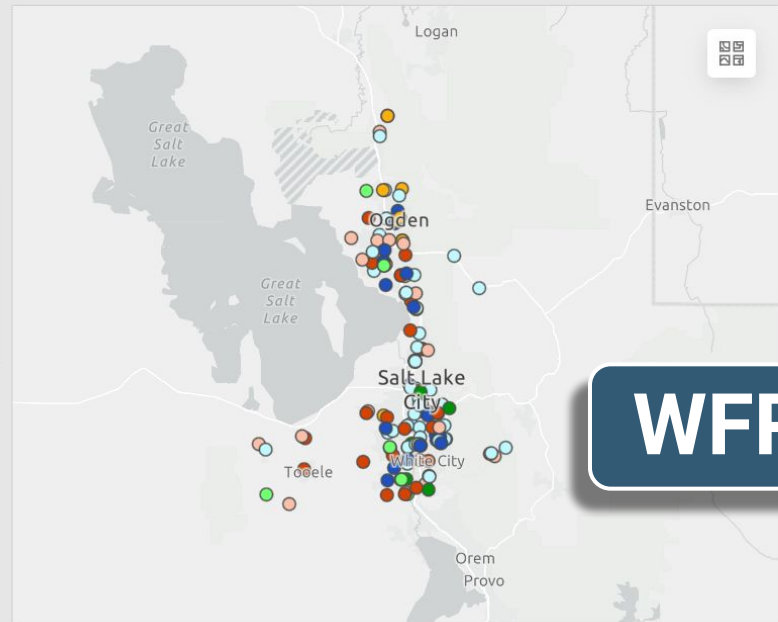
Select a Project Status  
All Statuses

Select a Project Type  
All Types

### LEGEND

- Active Transportation Plan
- General Plan Update
- Ordinance
- Parks and Open Space Plan
- Station/Small Area Plan
- Study
- Transportation Master Plan
- Vision

Last Updated: March 2024



Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Managemen... Powered by Esri

To view project information and area, select the coordinating project from the project

<b>Funded</b> <b>15</b>	<b>Under Contract</b> <b>25</b>	<b>Complete</b> <b>113</b>
----------------------------	------------------------------------	-------------------------------

### All Projects

#### SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

- Alta  
Core Active Transportation Implementation Plan

WFRC.ORG/TLC

#### Complete: Downtown Form-Based Code

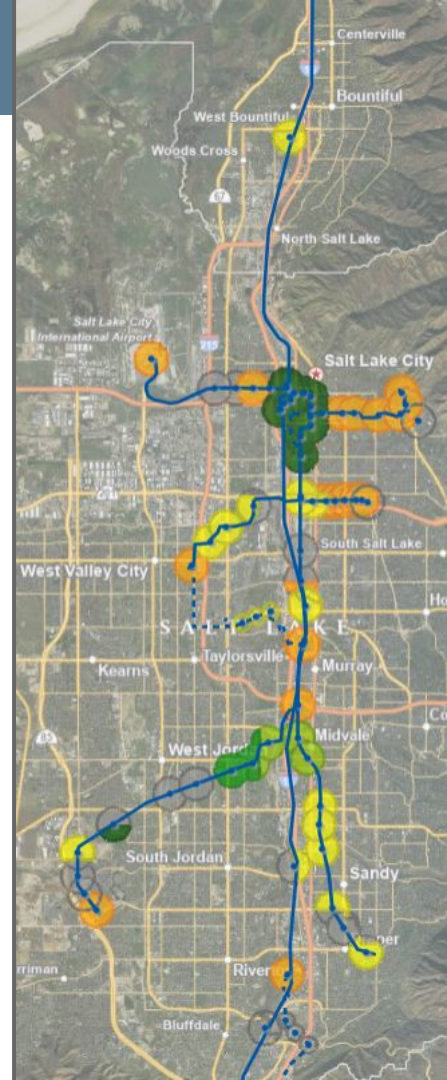
Project Status	Complete
Project Name	Downtown Form-Based Code
Project Type	Ordinance
Year	2017
Community	Clearfield
Plan Link	View

## GOALS:

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

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

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



# Station Area Planning Requirements

## SAP COMPONENTS

1. Vision
2. Map (rail: ½ mile radius or BRT: ¼ mile radius)
3. 5-Year Implementation Plan
4. Statement describing how 4 objectives are met
5. Public / Stakeholder Engagement

MPOs administer technical assistance in partnership with UTA | \$5M from GOEO, shared with MAG



## Of the 127 station areas\*



**27**

Stations where station area planning has not begun



**24**

Stations with planning that pre-dates HB462



**48**

SAPs being prepared for adoption



**4**

SAPs submitted for certification review

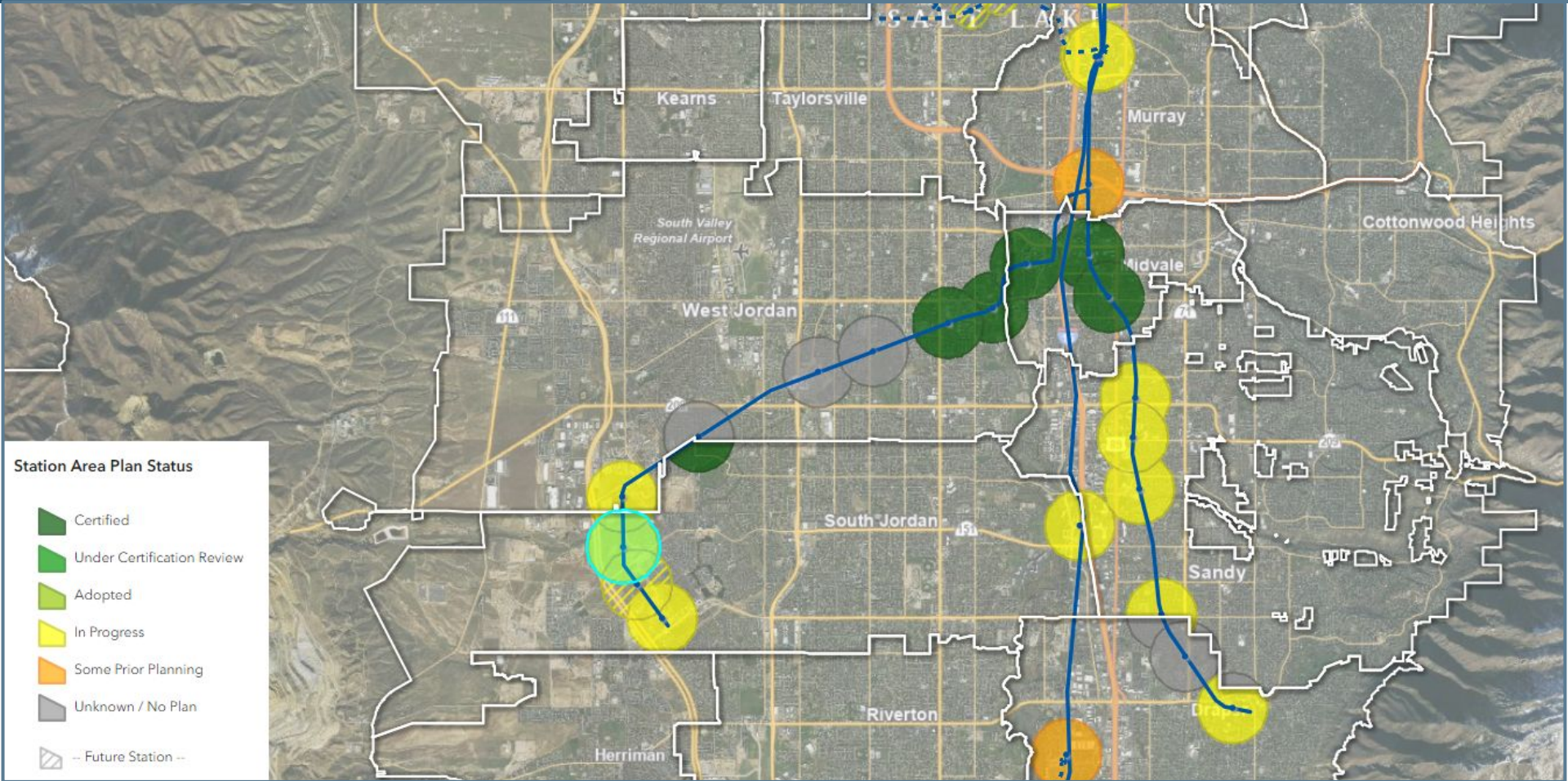


**24**

SAPs certified by MPO  
*see list of stations/plans below*



**22** applications approved and projects awarded



## *Apply for technical assistance!*

- No local match requirement
- Rolling application
- Up to 4 SAPs need to be certified by December 2025
- WFRC staff admin support
- <\$2 million remaining

 [Application for SAP Technical Assistance](#)

**Meg Townsend**  
**[mtownsend@wfrc.org](mailto:mtownsend@wfrc.org)**

**Byron Head**  
**[bhead@wfrc.org](mailto:bhead@wfrc.org)**

