



2023 Project Descriptions

These are the 2023 Transportation and Land Use Connection (TLC) Recipients. The TLC program is administered by the Wasatch Front Regional Council and provided in partnership with Salt Lake County, Utah Department of Transportation, and Utah Transit Authority. For more information please visit wfrc.org/tlc. *Projects with an “*” indicate that they are funded in part through our partnership with Intermountain Healthcare.*

SALT LAKE COUNTY URBANIZED AREA

Brighton Neighborhood Nodes and Design Plan

The Brighton Neighborhood Nodes Design Plan will review existing land use and transportation patterns and recommend tools or designs to increase amenities, commercial vitality, walking facilities, and sustainability in the Brighton Loop, Solitude Village, and Silver Fork areas. The plan aims to create a new town hall or public event space in the Brighton Loop, identify land that can be used to expand amenities to residents, promote growth in areas with existing infrastructure where resources are available, and explore options to reuse non-developable properties or preserve them for open space. The plan will identify policies, such as commercial zoning updates and design standards, to implement these land use desires. Additionally, this plan will leverage the recommendations of the Central Wasatch Commission's Mobility Hub Study in order to effectively connect land use and transportation, create multimodal transportation opportunities, and allow a user to park once or step off the bus and access all destinations in the Town.

Cottonwood Heights Town Center Master Plan; Canal Trail Feasibility Study*

Cottonwood Heights is pursuing a master plan for ten acres at 2330 E. Fort Union Boulevard. The property will redevelop as part of a formal Community Reinvestment Area. The city seeks to create a plan for a mixed-use town center with a variety of retail and commercial uses, housing options (including affordable units), walkable design, active transportation connections and infrastructure, public transit access, and public open space. The project will include a detailed implementation plan. Upon completion, the city will be able to adapt a largely vacant, deteriorating, auto-oriented strip mall into a vibrant public space for Cottonwood Heights community members and visitors to enjoy.

Cottonwood Heights would also like to study the feasibility of implementing a trail along the East Jordan Canal. This section of the Canal has been identified as a priority by the city and will connect neighborhoods to the Union Park Commercial Center and into Midvale. This study will examine opportunities and barriers to implementing a trail, as well as identify what infrastructure is needed to encourage walking and biking along the trail through a pedestrian focus design, along with safety and other amenities that will address barriers.

Draper River to Range Corridor - Draper City Connections

This effort will result in a plan for a high comfort and high safety trail connection from the Jordan River through The Point development to the Wasatch Mountains. The study will identify obstacles to implementing the plan concept and develop a general game plan to overcome those obstacles. The city wants this process to help align stakeholders on where and how trails designed within The Point development can connect to Draper's other destinations. The city also desires collaborative work with regional partners to understand and build on anticipated transportation projects that relate to The Point and the Point of the Mountain Transit. Anticipated deliverables include a plan map, conceptual cross sections, planning level cost estimates, and an implementation game plan.

Holladay General Plan Update and Data Visualization

Holladay will update its general plan to cultivate future development and sustain community prosperity through 2040. Along with a general plan document, the project will create two new, invaluable tools – an interactive story map and dynamic visuals – that will make the plan easy to use and aid the city in achieving desired outcomes. The updated plan will include and integrate two new elements into the plan framework: sustainability and alternative energy, and diversity, equity and inclusion. The plan will also provide a vision for land use, urban design, and neighborhood preservation; the transportation network; economic stability and resilience; moderate-income housing; parks, recreation, trails, and open space; public services and facilities; natural resources; and, small area master plan integration.

Midvale Master Transportation Plan

Midvale City desires to evaluate its existing transportation network and identify improvements needed now as well as those needed for future growth based on the current land uses as identified in the city's general plan. The project will gather data, analyze current and future conditions, and propose a vision for Midvale's transportation network. The project should consider motorized and non-motorized corridors and make recommendations to ensure safe interactions between motorized and non-motorized users. Additionally, project prioritization criteria will be developed to aid the city in plan implementation and future capital improvement planning.

Millcreek Master Trail and Sidewalk Implementation Plan

In order to fulfill the Millcreek Together General Plan vision to enhance and improve pedestrian connectivity, this project will create a Sidewalk and Trails Master Plan. By developing a meaningful sidewalk and trail system, the city can better accommodate existing and future residents and provide safe connectivity to adjacent cities and regional trail systems. The plan will prioritize areas of need, such as new sidewalks in neighborhoods with missing or substandard sidewalk connections. It will also identify existing trails and future trails that connect pedestrians to transit facilities, including bus shelters, park and ride locations, and future transit connections. The project will include a master plan for street furniture, lighting, and other pedestrian-oriented improvements at key intersections. Furthermore, this Sidewalk and Trails Master Plan will coordinate with and build upon the facilities planned in the Mid-valley Active Transportation Plan.

Salt Lake City North Temple Economic Revitalization Plan

This effort will provide a path forward that combines existing plans for the area, a needs assessment driven by community engagement, and a proposed strategy that encompasses the interests of people and businesses within the North Temple area. The North Temple corridor currently faces challenges which this plan shall address, such as disjointed priorities and efforts in the area, safety concerns, lacking economic opportunity for businesses and residents, and the lack of a unified vision that links current and future projects to achieve a singular set of goals. This plan should consider how opportunities will arise as housing density increases in nearby neighborhoods and as large scale developments catalyze change.

South Jordan Shield's Lane Solutions Development Study

Shield's Lane is one of three major east to west routes in South Jordan City. The corridor has three schools and intersects with six trails. The Transportation Master Plan indicates a need to widen Shield's Lane from three to five lanes in 2040, but this road expansion would severely impact the corridor's walkability and livability, and is not desired by the elected officials. This study will analyze land use, trail connections, destinations, traffic data, and transit connections to develop context sensitive, multimodal solutions that align with the desire of the community. This study will produce an analysis on travel time impacts if the road is not widened to five lanes, explore strategies for enhancing walking and biking along the corridor, and examine accessibility to the FrontRunner station.

West Jordan Safe Street Study and Implementation Plan

This effort will study context-specific, long-term solutions to increase city-wide street safety and promote traffic calming city-wide. To make implementable recommendations, the study will utilize case studies and known best practices, weight pros and cons, and also factor in West Jordan's demographics, existing transportation conditions, existing land uses, and other local attributes. This effort will also include one or more of the following resources: a parking study component that evaluates where parking is a barrier to safety versus where it is helpful to safety; a compilation of streetscape cross-sections available for adoption into roadway standards; and/or, ordinance language that the city could adopt that relates to implementing the study's recommendations.

OGDEN-LAYTON URBANIZED AREA

Davis County Active Transportation Plan*

Davis County aims to develop a regional, high-quality, active transportation network that supports Governor Cox's statewide trail system initiative. To do so, Davis County will align and build upon the existing active transportation plans that have been developed in fourteen of Davis County's fifteen municipalities. This effort will create seamless connectivity from one plan to the other, ensuring include, widespread, easy, comfortable, and efficient walking and bicycling routes. The plan will also include all active transportation needs for the unincorporated county and emphasize east-west connections that tie into the county's north-south trail system. The plan will propose realistic recommendations that build a system where users experience the natural environment in a manner that encourages people to make active transportation an integral part of their daily lives.

Layton Long Range Economic Development Plan

As the economic leader in Davis County and second largest economic driver in Utah north of Salt Lake City, Layton needs a long term economic development plan with a detailed understanding of the current economic environment for retail, office and industrial uses based on actual market demand and market realities. This effort will produce a data and vision-based, graphically rich, long range economic development plan. The plan will analyze the positive, negative, and neutral effects of several new or recent infrastructure projects and economic drivers in north Davis County and the southern portion of Weber County. It will include tangible examples of real business development using best practices, case studies, graphics, and data. The end product will help elected and appointed officials visualize possibilities and implement proposed and preferred spatial and economic outcomes.

Perry Highway 89 Master Plan

The intent of this effort is to develop a master plan for the Highway 89 corridor through Perry City. The project would meet the standards for a UDOT Corridor Agreement while also broadening the scope to include additional planning aspects. The master plan will address safety, pedestrian and bicycle improvements, appropriate design for future land uses, aesthetics, design concepts, and implementation strategies, including responsible parties. This project would include close coordination with UDOT, UTA, the public, and other stakeholder groups, in order to find mutually beneficial planning solutions.

RURAL PLANNING ORGANIZATION (RPO) AREA: MORGAN COUNTY

Morgan City Downtown Plan and Design Standards; Parks and Trails Plan*

This project will be supported in part by WFRC staff

Morgan seeks to promote quality buildings, smart growth principles, balanced landscapes, recreation amenities, and walkable development within its three square mile boundaries. To achieve these objectives, Morgan wants to develop an integrated master plan consisting of a downtown small area plan, character design standards, and a city-wide parks and trails plan. The proposed planning effort will focus on the city's main transportation corridors, areas and corridors for outdoor recreation, and strategies for smart growth land uses. The Downtown Master Plan will address the needs of businesses, landowners, tourism, and residents for the downtown and supporting adjacent neighborhoods, including an adjacent master planned development. The Character Design Standards for the downtown and master planned development will promote walkability and reflect community identity. The parks and trails plan will address pedestrian and cyclist connectivity, safety, and opportunities as well as identify needs and opportunities related to parks and open space facilities.