

2023-2050 RTP: Amendment 1

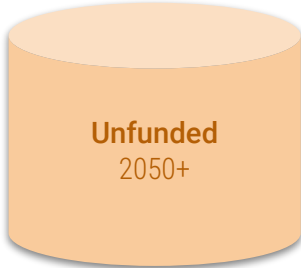
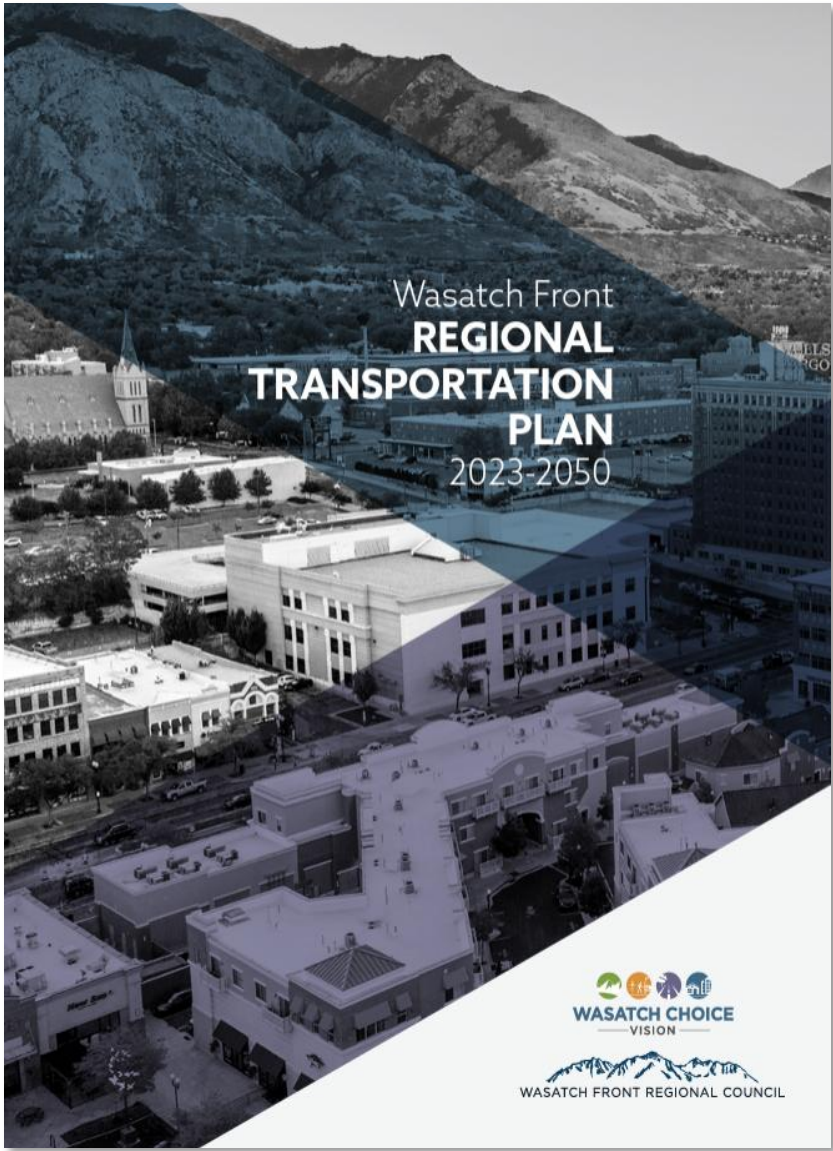
Regional Growth Committee

May 16, 2024

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



Regional Transportation Plan Process Overview



TRANSPORTATION
IMPROVEMENT PROGRAM



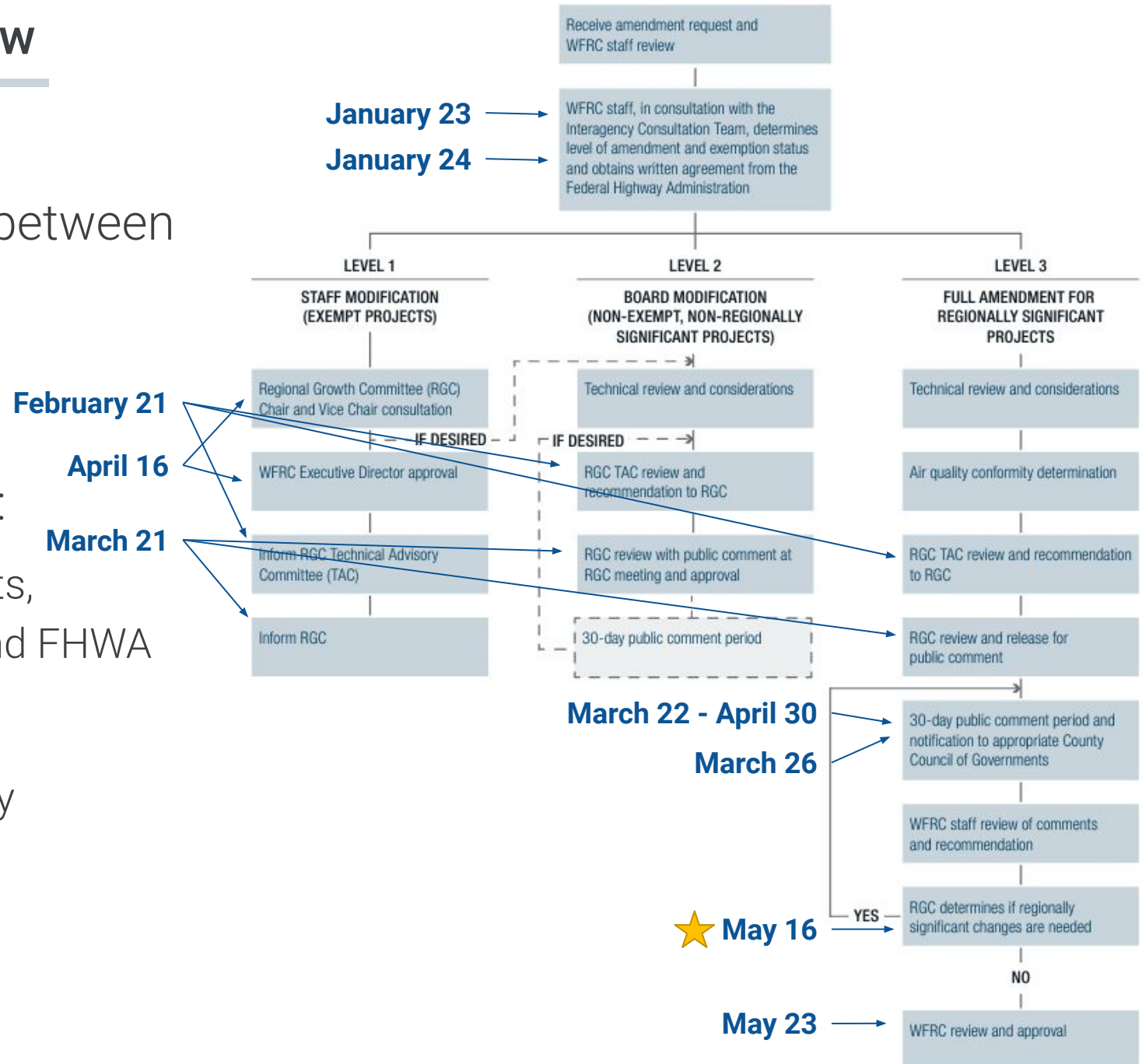
OTHER TOP
PRIORITIES

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










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

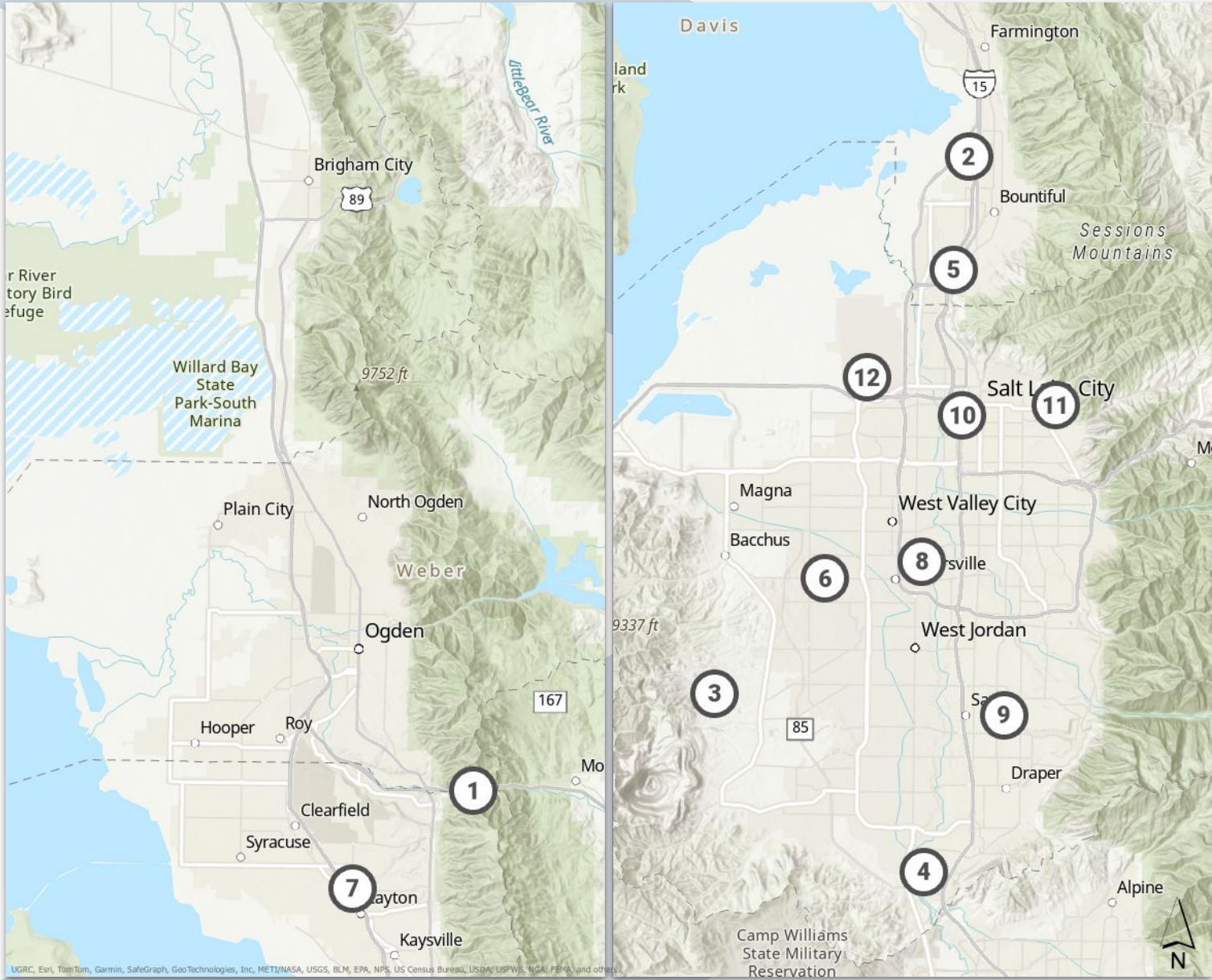


Technical Considerations

Impacts of the Amendment

	TECHNICAL CONSIDERATION	BOX ELDER COUNTY	WEBER COUNTY	DAVIS COUNTY	SALT LAKE COUNTY
	Safety benefits	Improvements to I-15 will increase safety by adding passing lanes	N/A	<ul style="list-style-type: none">Additional trails/shared-use pathsImproved interchanges and intersectionsNew grade-separated crossings	<ul style="list-style-type: none">Additional trails/shared-use pathsImproved interchanges and intersectionsNew grade-separated crossings
	Vehicle hours traveled	NB 31,000 VHT <u>Build 31,000 VHT</u> similar VHT	NB 172,000 VHT <u>Build 172,000 VHT</u> similar VHT	NB 261,000 VHT <u>Build 267,000 VHT</u> +6,000 VHT	NB 953,000 VHT <u>Build 957,000 VHT</u> +4,000 VHT
	Connectivity improvements & transportation choices	N/A	N/A	<ul style="list-style-type: none">Increased AT networkImproved transit connectivityImproved community connections	<ul style="list-style-type: none">Increased AT networkImproved transit connectivityImproved community connections
	Project readiness	N/A	N/A	<ul style="list-style-type: none">I-15 EIS and Davis-SLC Connector study completed	<ul style="list-style-type: none">I-15 and Point of the Mountain EISsDavis-SLC Connector study completed
	Provides improved access to urban, town, or job centers	Improved access to Wasatch Choice industrial and special districts	N/A	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces	Enhanced multi-modal connections to multiple centers, districts, and parks/public spaces
	Access to opportunities	NB 72,500 <u>Build 72,700</u> +200	NB 149,000 <u>Build 149,200</u> + 200	NB 224,600 <u>Build 227,900</u> +3,300	NB 323,200 <u>Build 323,700</u> +900
	Serves or does not adversely impact identified vulnerable communities	No impact	No impact	<ul style="list-style-type: none">Improved road and AT connections in Centerville, Bountiful, Layton, and Woods CrossNew grade-separated crossings over FrontRunner in LaytonImproved roadway connectivity and safety in Bountiful and NSL	<ul style="list-style-type: none">Improved AT connections in Kearns, Magna, SLC, and TaylorsvilleNew grade-separated crossings over FrontRunner in Murray and SLCImproved roadway connectivity SLC and Herriman

Level 1 Amendments

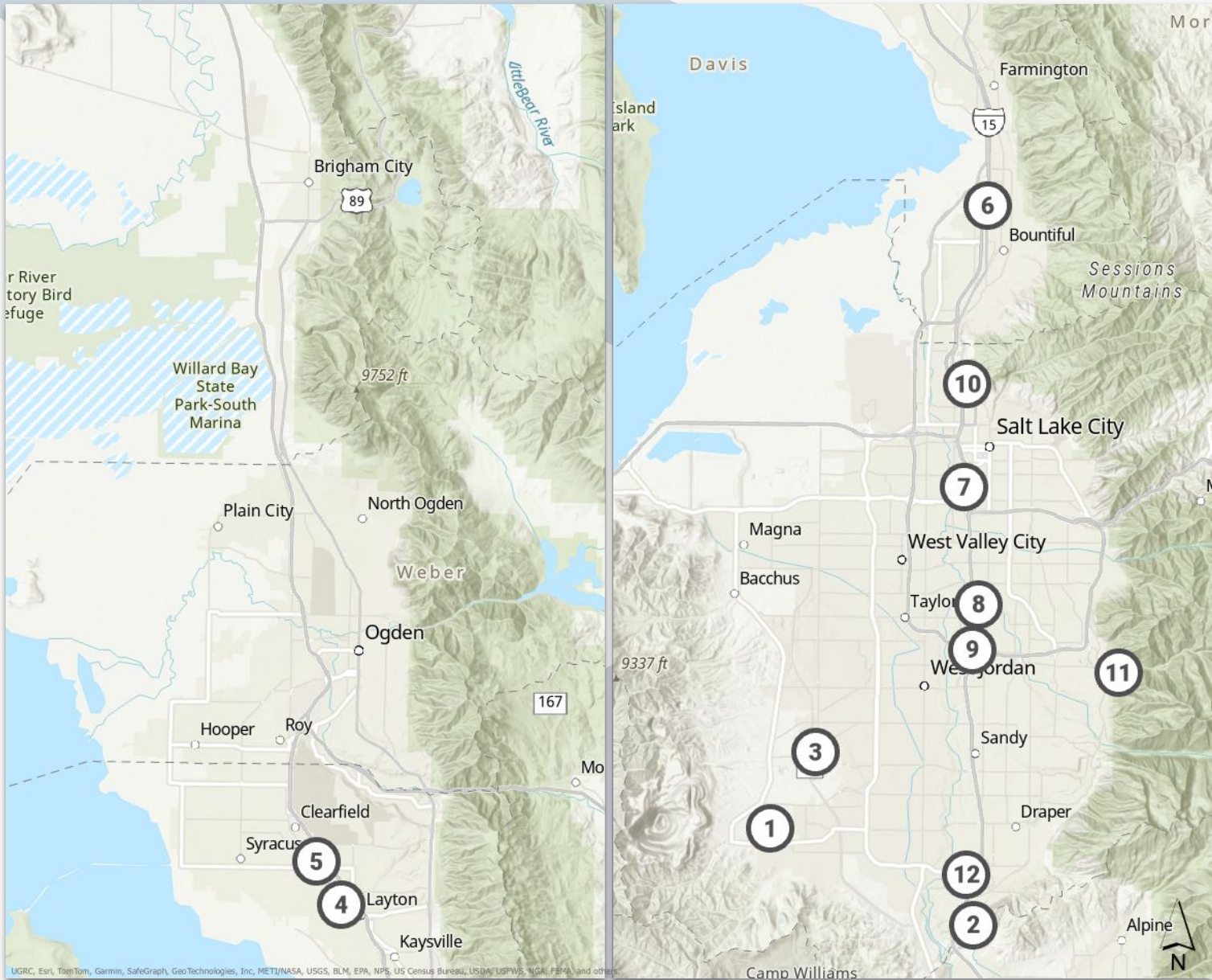


Amendment 1 Projects: Level 1

Approved on April 16

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 1			
UDOT	Weber Canyon shared-use path	Weber River Parkway to Morgan County line	Project removal
WFRM	Porter Lane bike lane	Legacy Parkway Trail to 640 West	Extent update
Salt Lake County	Bonneville Shoreline Trail West	2600 South to existing Bonneville Shoreline Trail	Alignment change
Bluffdale	Perry Farms to Independence overhead pedestrian/bike crossing	FrontRunner and UP Railroad Tracks @ Cinch Way	Phase change
UDOT	I-15	Four new and six existing active transportation projects impacted by I-15 EIS	Four modified projects and six new projects, including facility type changes and connections to/from I-15 identified projects
Kearns	Kearns Active Transportation Plan	City-wide; four new projects	New local active transportation plan
Layton	Layton Active Transportation Plan	City-wide; 31 new projects and 5 modified projects	New local active transportation plan
Taylorsville	Taylorsville Active Communities Plan projects	City-wide; 10 new, 5 modified projects, and 2 removed	New local active transportation plan
White City	Walk White City	City-wide; three new projects	New local active transportation plan
UTA	400 West - American Spur TRAX Extension	Spot locations between 400 West and 200 South to 200 West and 1300 South	Phase change (needs-based)
UTA	Orange Line	Research Park to the Salt Lake Central Station	Phase change (needs-based)
UTA	Orange Line TRAX Reconfiguration	Airport TRAX Station to Salt Lake Central Station	Phase change (needs-based)

Level 2 Amendments

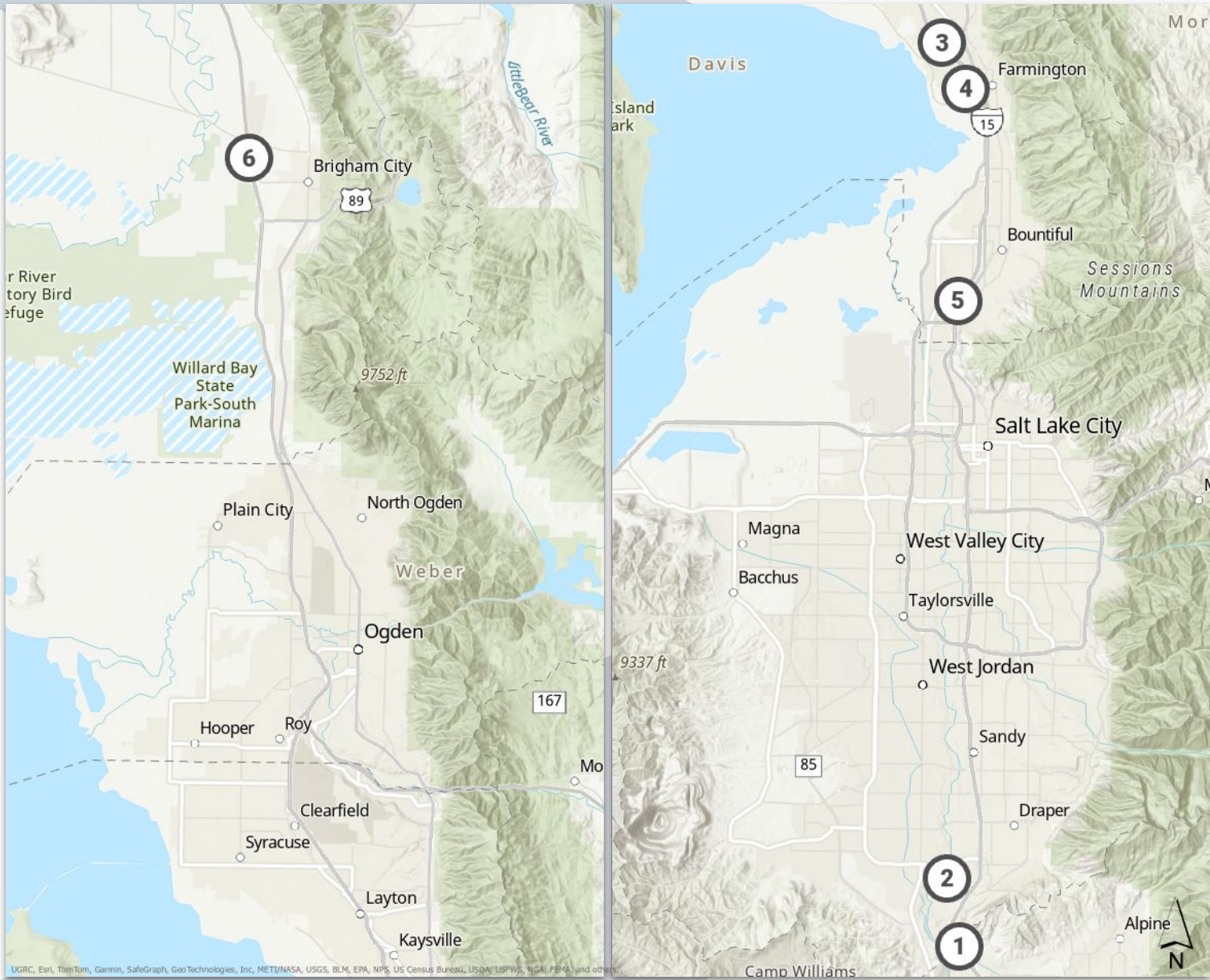


Amendment 1 Projects: Level 2

Approved by RGC on March 21

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
LEVEL 2			
Herriman/UDOT	12600 South	6400 West to future U-111	Project description change
Bluffdale	Freedom Point Way	Porter Rockwell Boulevard to Pony Express Road	New project
South Jordan	Grandville Avenue	10200 South to Old Bingham Highway	New project
UTA	Hill Field Road Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Gordon Avenue Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Pages Lane Overpass	@ FrontRunner Railroad Crossing	New project
UTA	1700 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Vine Street Overpass	@ FrontRunner Railroad Crossing	New project
UTA	5900 South Overpass	@ FrontRunner Railroad Crossing	New project
UTA	Davis-SLC Community Connector	Davis County Line to Research Park	Alignment change
UDOT	Big Cottonwood Canyon	Mouth of Canyon to Brighton	New project
UDOT/UTA	Point Innovative Mobility Zone with Dedicated Shuttles	Draper FrontRunner Station to Point of the Mountain Development	New project

Level 3 Amendments



Amendment 1 Projects: Level 3

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
LEVEL 3			
UDOT/UTA	Point of the Mountain Transit	Draper FrontRunner Station to Utah County Line	Mode, alignment change, and phase
UDOT/UTA	FrontRunner Station @ Point of the Mountain development (Bluffdale)	@ FrontRunner	New project
Farmington City	Fixed guideway station, stop, or terminal	North Station Park	New project
Farmington City	Fixed-guideway innovative mobility zone	Park Lane to Shepard Lane	New project
UDOT	I-15	Farmington to 2600 South	Project description change
UDOT	I-15	2600 South to Salt Lake/Davis County Line	Project description change
UDOT	I-15	Salt Lake/Davis County Line to 400 South	Project description change
UDOT	I-15 (Davis County)	Operational improvements	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Parrish Lane	Remove; incorporated into I-15 project
UDOT	I-15 Interchange	@ Warm Springs	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-89	Remove; incorporated into I-15 project
UDOT	I-215 Interchange	@ I-15/US-89	Remove; incorporated into I-15 project
UDOT	I-15	3000 North to US-91	New project

Point of the Mountain Transit

Level 3 Request // UDOT/UTA

SCOPE

Updated mode, phase, and alignment of project T-S-6 from bus rapid transit to light rail transit following the Point of the Mountain EA.

Change from Phase 1 to Phase 2.

COST (2023)

Capital cost: \$622 Million
O&M (per year): \$3.3 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from Transit Transportation Investment Fund (TTIF), local funds, and/or federal funds

BENEFITS

Ability to increase frequency and provide additional service



FrontRunner Station @ Point of the Mountain Development

Level 3 Request // UDOT/UTA

SCOPE

New FrontRunner Station at the Point of the Mountain development.

COST (2023)

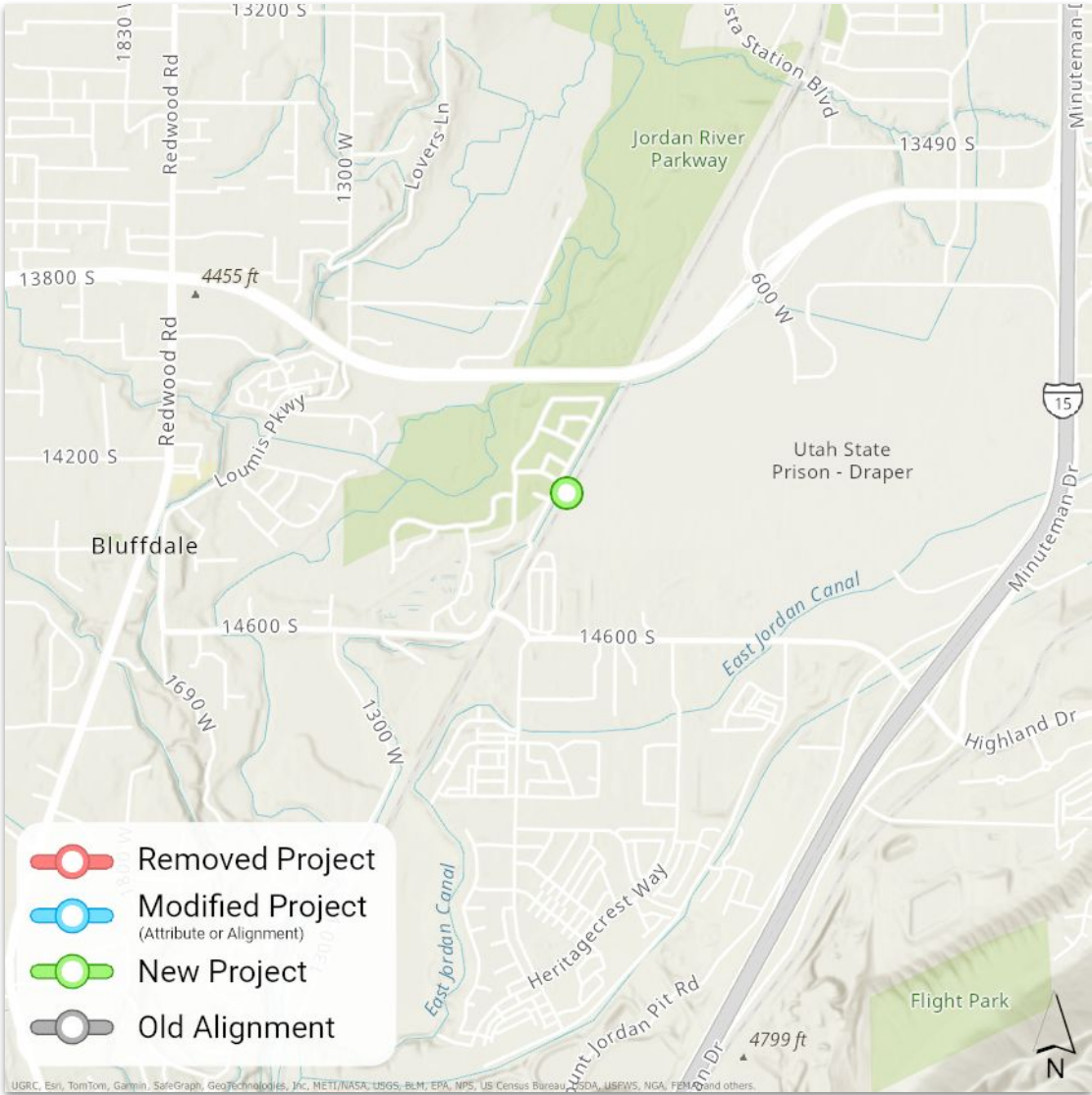
\$120 Million

FUNDING SOURCES

This project has an approved one-time Legislative appropriation, additional funds could come from TTIF, local funds, and/or federal funds

BENEFITS

Enhanced mobility and accessibility



North Farmington Station, Stop, or Terminal

Level 3 Request // Farmington

SCOPE

New station, stop, or terminal in North Station Park that connects the fixed-guideway innovative mobility zone to the Farmington FrontRunner Station.

COST (2023)

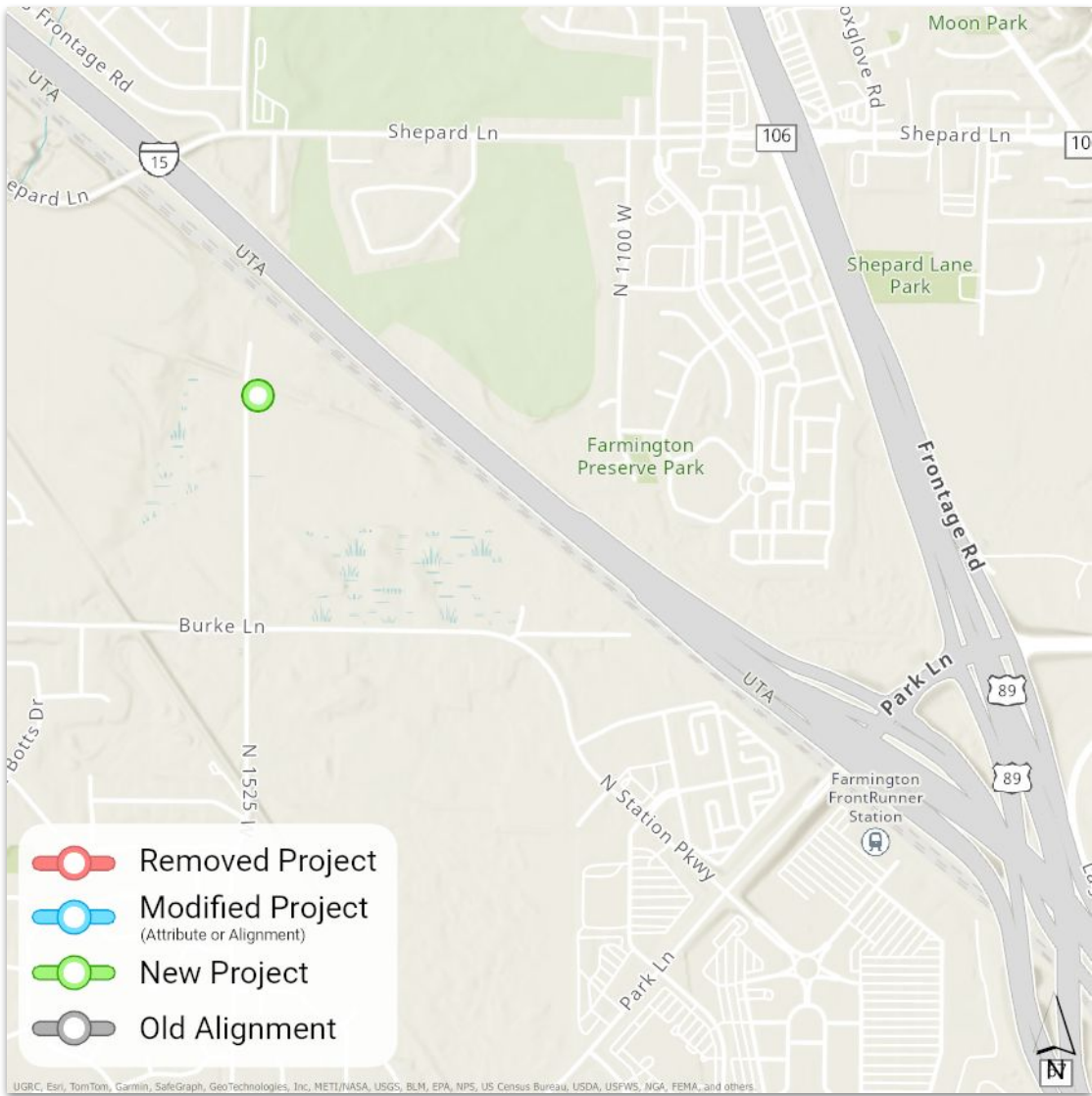
\$3 Million

FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local options sales taxes

BENEFITS

Increases access to opportunities



Farmington Fixed-Guideway Innovative Mobility Zone

Level 3 Request // Farmington City

SCOPE

New fixed-guideway innovative mobility zone from the Farmington FrontRunner Station to the North Farmington station, stop, or terminal.

COST (2023)

Capital cost: \$1 Million
O&M (per year): \$447,000

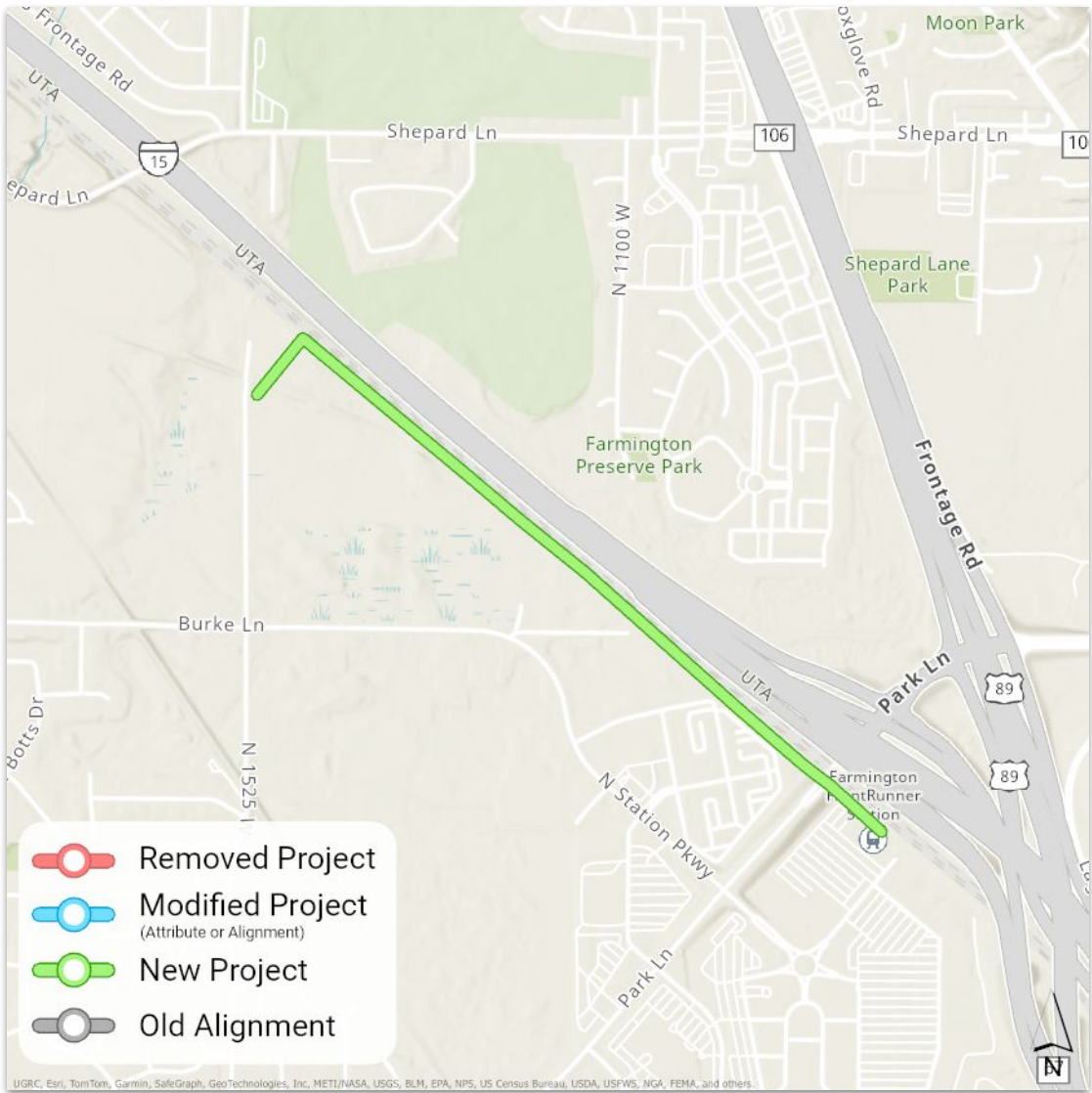
FUNDING SOURCES

Potential funding sources include HTRZ, TTIF, federal funds, and/or local option sales taxes

BENEFITS

Increased access to opportunities

Ability to provide additional service



I-15

Level 3 Request // UDOT

SCOPE

- Per the I-15 Farmington to Salt Lake City EIS - modification of the original widening project from 4GP+2HOT lanes to 5GP+1HOT lane, as well as interchange improvements along the I-15 mainline.
- Modified project segments: R-D-45a from Farmington to 2600 South in Bountiful, R-D-45b from 2600 South to Davis County line, and R-S-4 from the Davis County line to 400 South in Salt Lake City.
- Interchange projects R-D-72, R-D-78, R-D-79 and R-S-217 and Managed Motorways project R-D-44 are being removed from the RTP and will be incorporated into the overall I-15 project.

BENEFITS

- Improved safety and mobility
- Better connectivity
- Replacing aging infrastructure

COST (2023)

\$2.6 Billion

FUNDING SOURCES

Transportation Investment Fund (TIF)



I-15

Level 3 Request // UDOT

SCOPE

New operational project R-B-17 will add two miles of passing lanes in both direction between WFRC's northern MPO boundary and US-91 in Box Elder County.

COST (2023)

\$10 Million

FUNDING SOURCES

TIF

BENEFITS

Increased safety

Reduced vehicle and freight congestion

Increased highway efficiency



Public Comments

“I make a motion to recommend approval of the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 42 for Amendment #1 to the 2023-2050 RTP by the Wasatch Front Regional Council at the May 23, 2024 meeting.”

2023-2050 RTP: Amendment 1

Regional Growth Committee

May 16, 2024

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





Building our new Olympic Legacy: permanent changes that leverage the Olympics

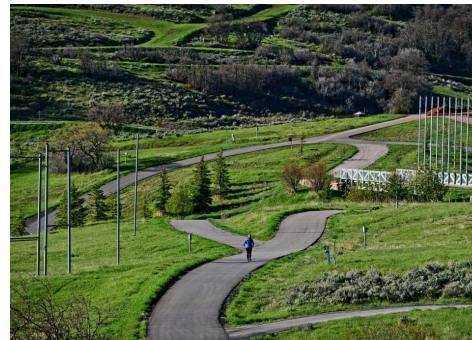
May 16, 2024



When the world shines the spotlight on us (again) what will they see?



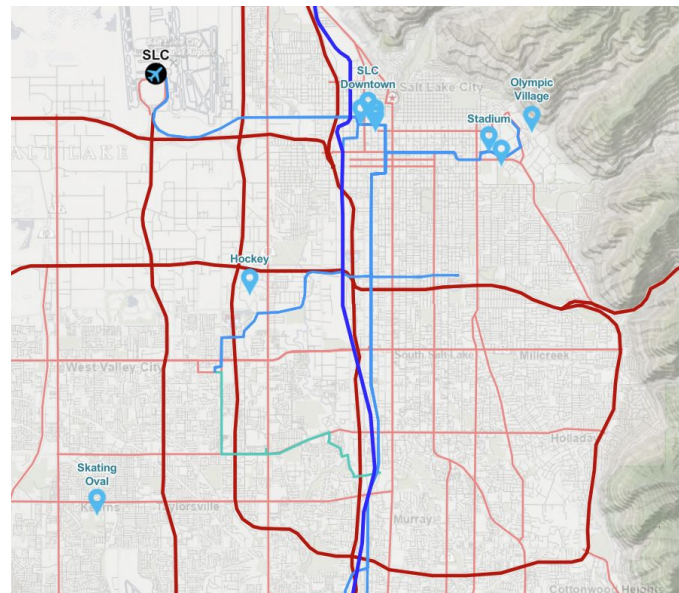
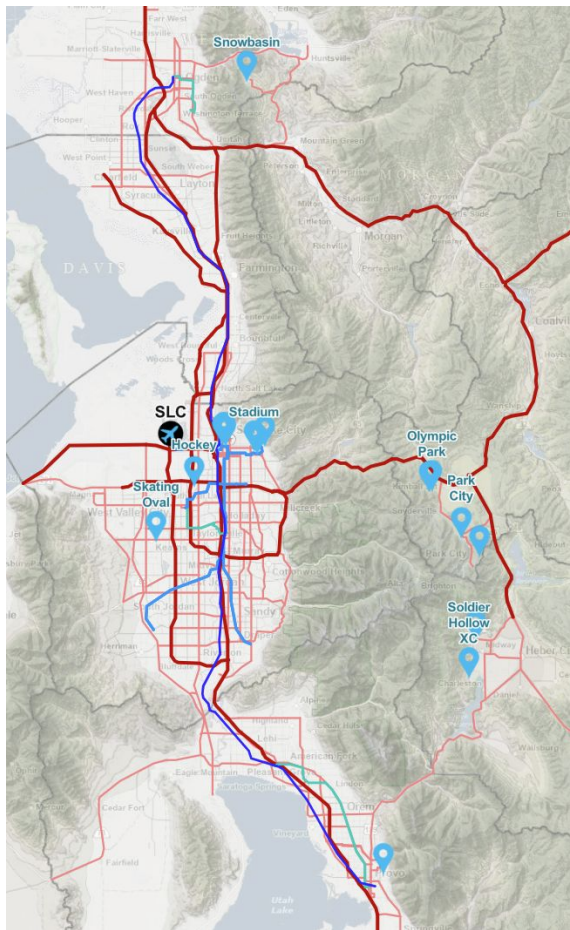
The Olympic Games is a catalyst for long-term change



How do we make the most of it?

What permanent changes are part of our legacy?

In our region 90% of communities are not hosting an event

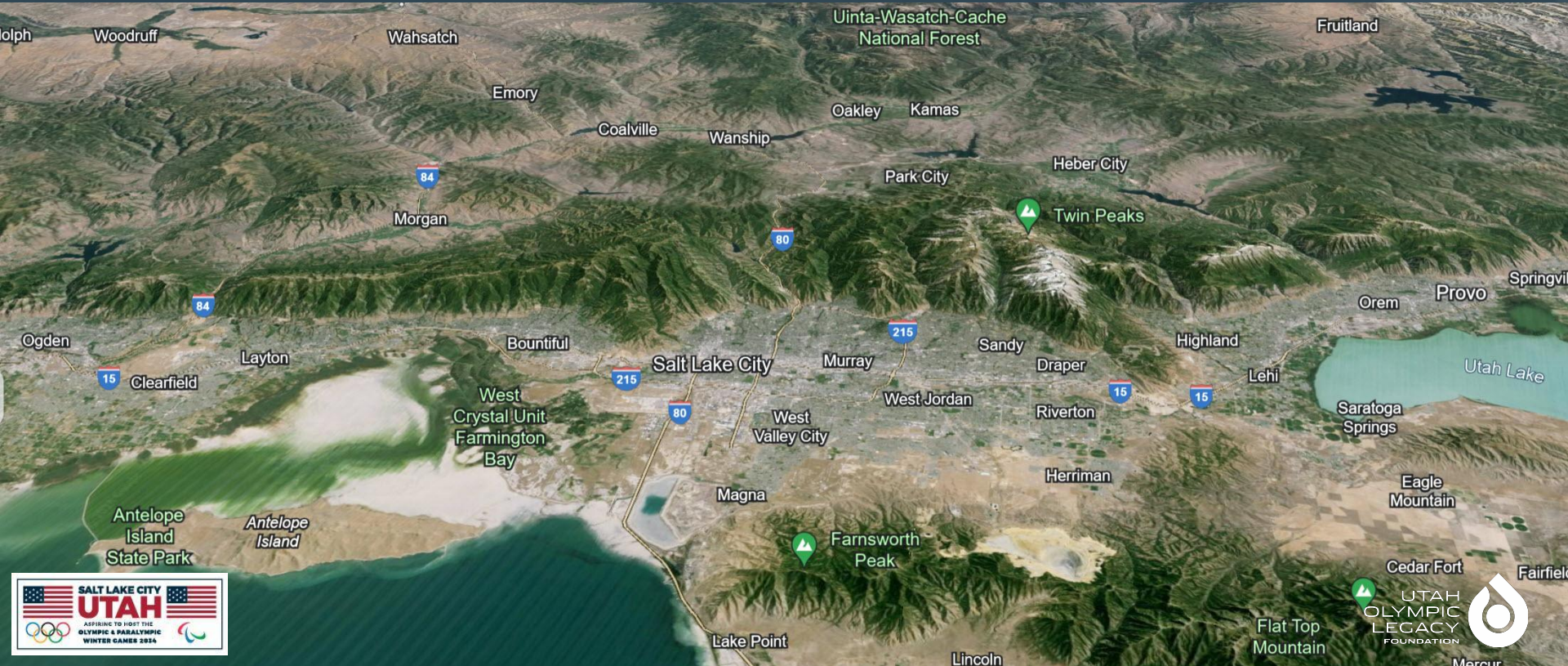


Colin Hilton, Chief Executive Officer

Utah Olympic Legacy Foundation

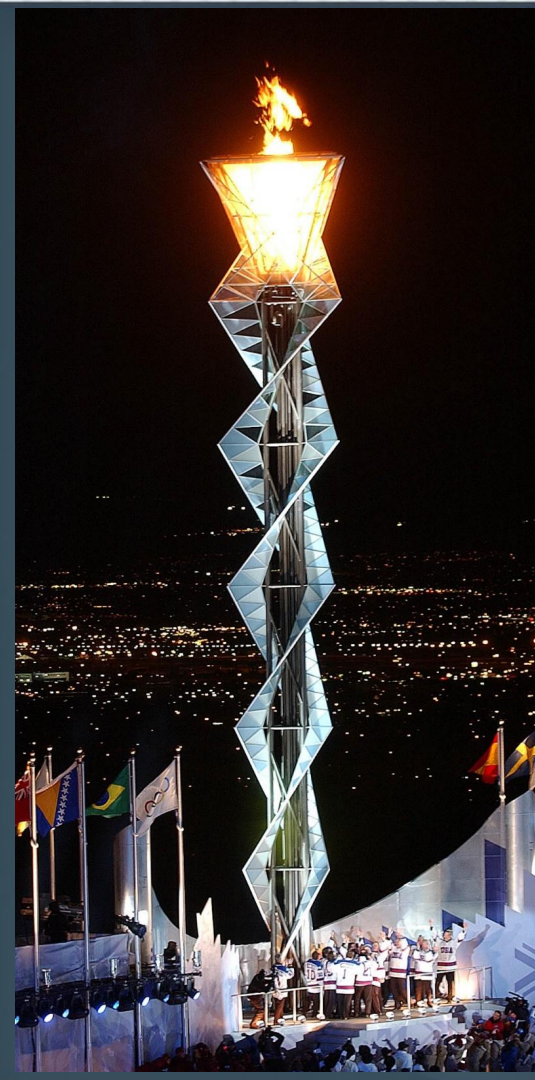


“Elevating Communities” as a Vision for SLC-Utah 2034 Olympic & Paralympic Winter Games

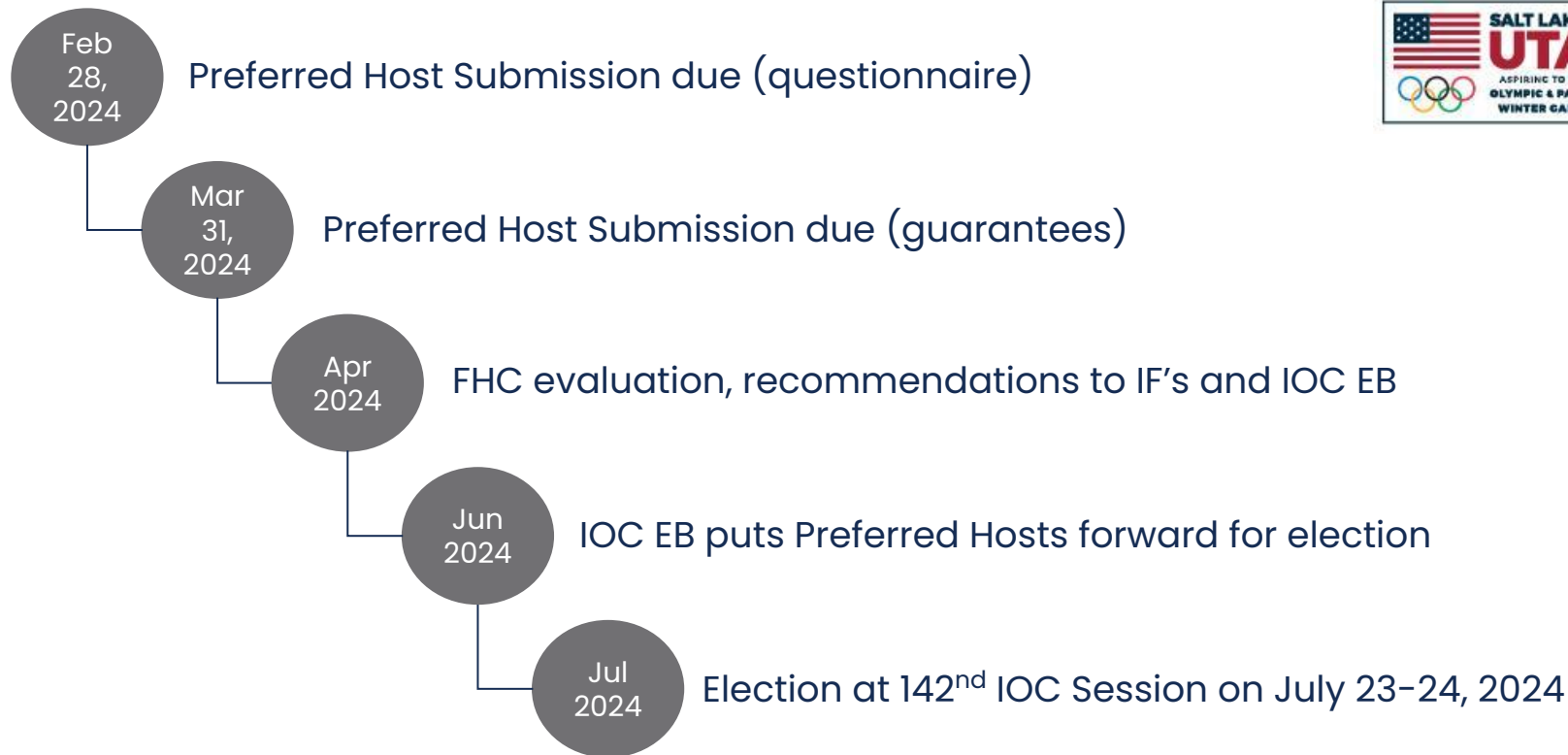


2002 Games Impacts

- Utah Overcame Major Obstacles to Stage a Great Games
Excellent Planning, A Little Luck, Great Collaboration
- Increased Infrastructure Improvements
- Boosted Athlete Training in Utah
- Prompted Major Event Hosting
- Elevated International Awareness & Image of Utah
- Generated Pride, Sense of Community, Civic Benefits



ELECTION TIMELINE



Utah2034 Future Games

- 100% use of existing or temporary venues
- Utah loves the Games / winter sport – extremely high public support!
- Long run-up to a next Games allows for opportunities to advance key community initiatives
- Utah is excited and ready to engage new generations of Utahns in hosting a worldwide event
- Games to be planned in partnerships with IOC, IPC, IF's, Utah Cities and Counties, USOPC, State of Utah



The impact of the Olympic and Paralympic Winter Games needs to extend far beyond the Games themselves. Over the next 10 years, the Games can be a catalyst to expand the reach of sport, and build more unity, and more hope —and create lasting change for generations to come.

34

OUR VISION: ELEVATE

Elevate **OUR COMMUNITIES**

Elevate **WINTER SPORT**

Elevate **THE GAMES EXPERIENCE**

ELEVATE The GAMES EXPERIENCE FOR ALL STAKEHOLDERS

Athlete Experience / Athlete Family Services

Unique Geography = Compact Games

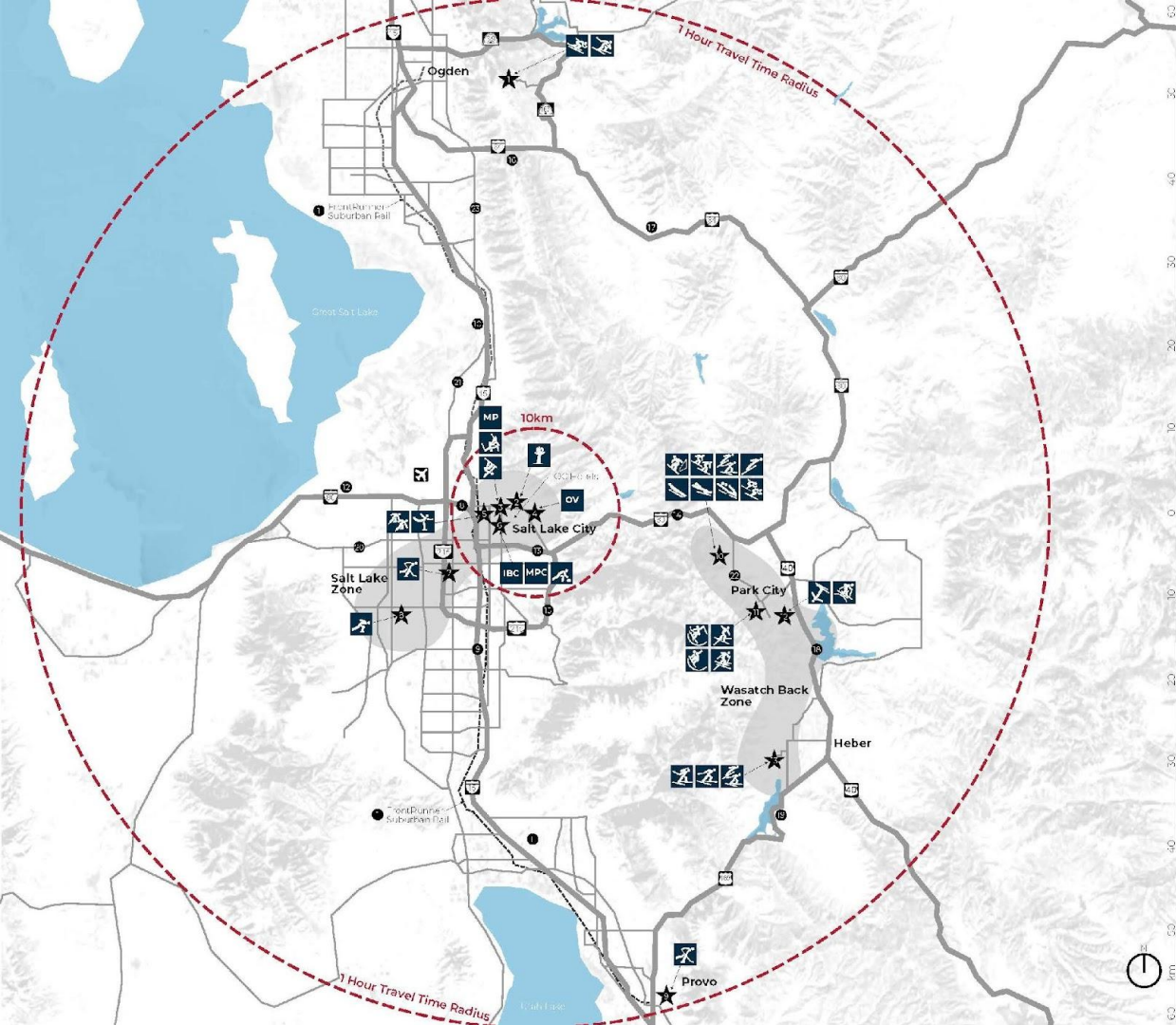
Bring Sport to the People

Bring Unity to a World Divided

Partnership Approach

Olympic Winter Games Concept Map

Map A



★ Snowbasin

- Alpine Skiing (Speed)
- Alpine Skiing (Technical)

★ Rice-Eccles Stadium

- Opening and Closing Ceremonies

★ Block 85

- Snowboard Big Air
- Freestyle Skiing Big Air
- Medals Plaza

★ University of Utah

- Olympic Village

★ Delta Center

- Figure Skating
- Short Track Speed Skating

★ Salt Palace Convention Center

- IBC International Broadcast Center
- MPC Main Press Center
- Curling

★ Maverik Center

- Ice Hockey

★ Utah Olympic Oval

- Speed Skating

★ Peaks Ice Arena

- Ice Hockey

★ Utah Olympic Park

- Ski Jumping
- Nordic Combined
- Bobsleigh
- Luge
- Skeleton
- Snowboard Parallel Giant Slalom
- Snowboard Cross
- Freestyle Skiing Ski Cross

★ Park City Mountain

- Snowboard Halfpipe
- Snowboard Slopestyle
- Freestyle Skiing Halfpipe
- Freestyle Skiing Slopestyle

★ Deer Valley Resort

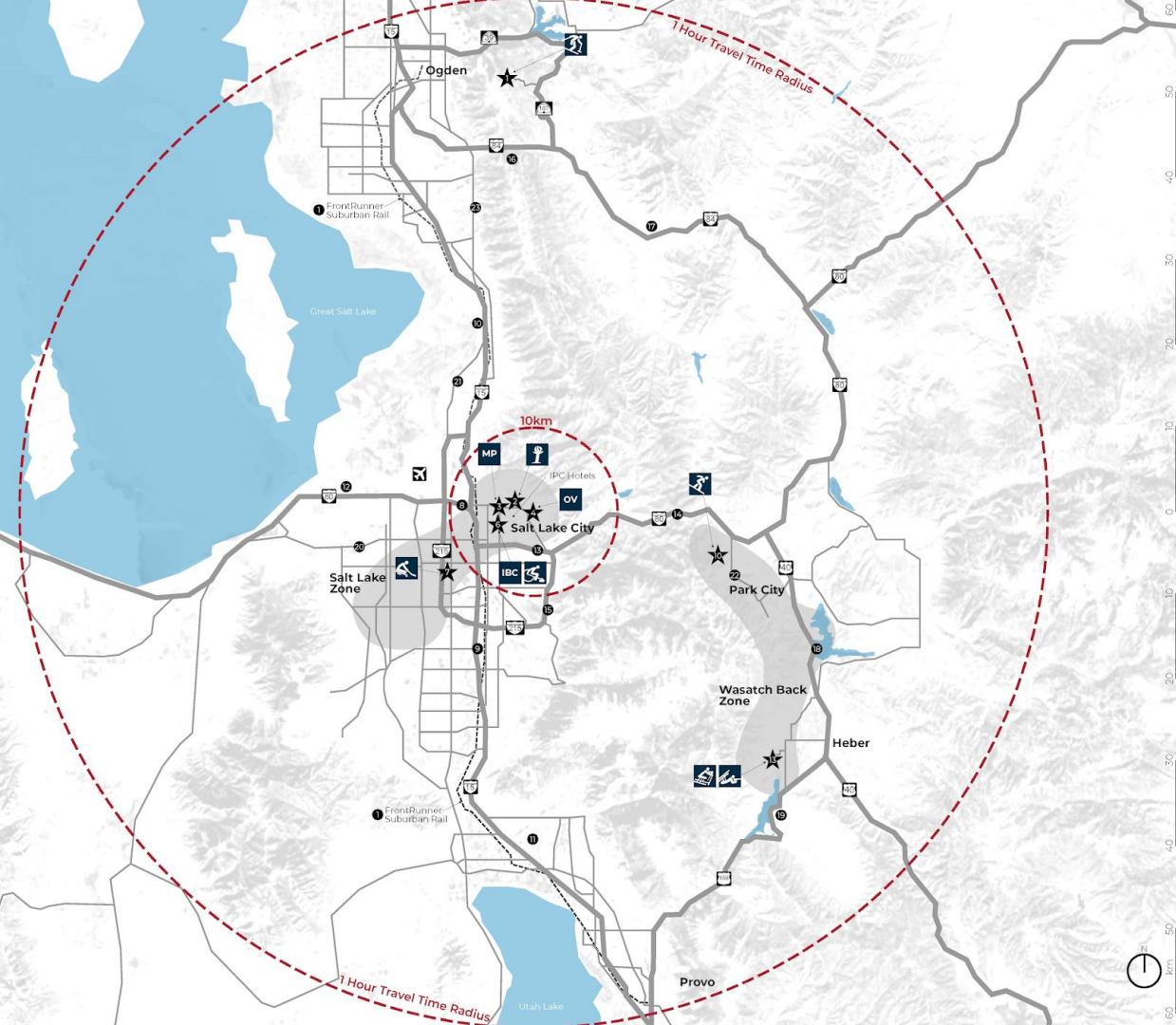
- Freestyle Skiing Aerials
- Freestyle Skiing Moguls

★ Soldier Hollow

- Nordic Combined
- Biatlon
- Cross-Country Skiing

Paralympic Winter Games Concept Map

Map B



- Snowbasin**
 - Para Alpine Skiing
- Rice-Eccles Stadium**
 - Opening and Closing Ceremonies
- Block 85**
 - Medals Plaza
- University of Utah**
 - Olympic Village
- Salt Palace Convention Center**
 - International Broadcast Center
 - Wheelchair Curling
- Maverik Center**
 - Para Ice Hockey
- Utah Olympic Park**
 - Para Snowboard
- Soldier Hollow**
 - Para Cross-Country Skiing
 - Para Biathlon

GAMES CONCEPT LOCKED IN



All major comp
and non-comp
venues under
contract



Approx. 22,000 rooms
under contract



48 NGB undertakings

SALT LAKE VALLEY CLUSTER

SALT LAKE CITY ZONE



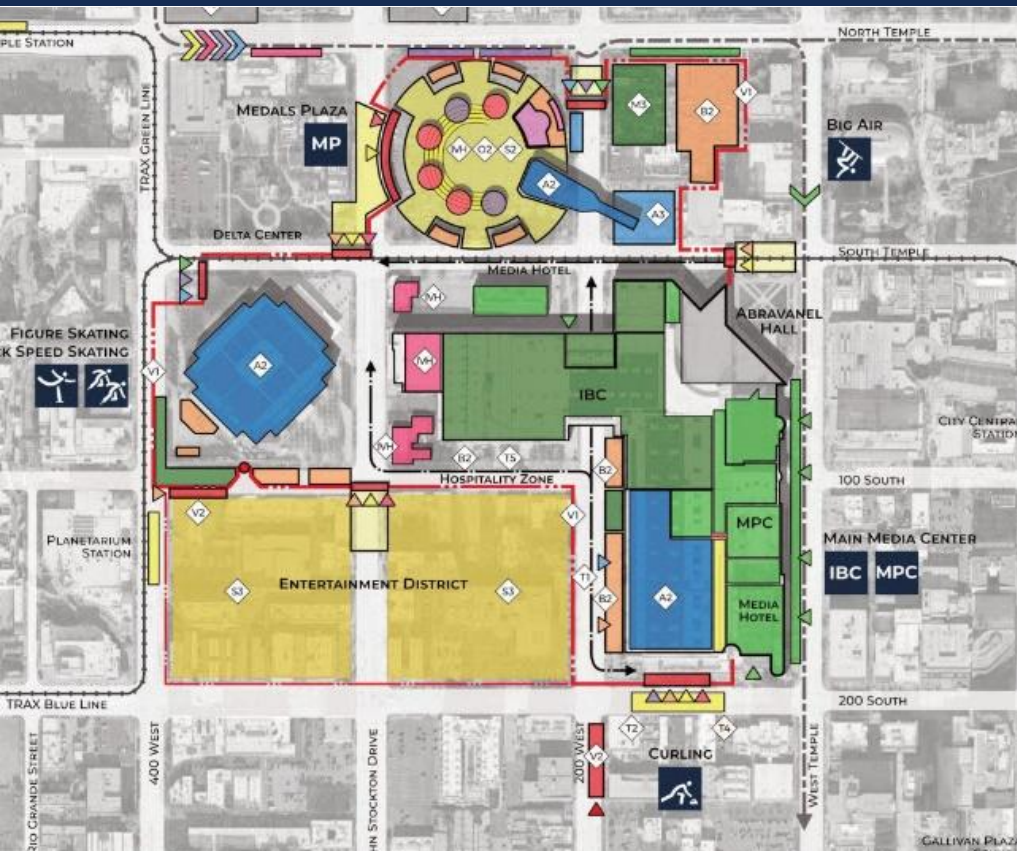
SALT LAKE VALLEY CLUSTER

SALT LAKE CITY ZONE



SALT LAKE VALLEY CLUSTER

SALT LAKE CITY ZONE



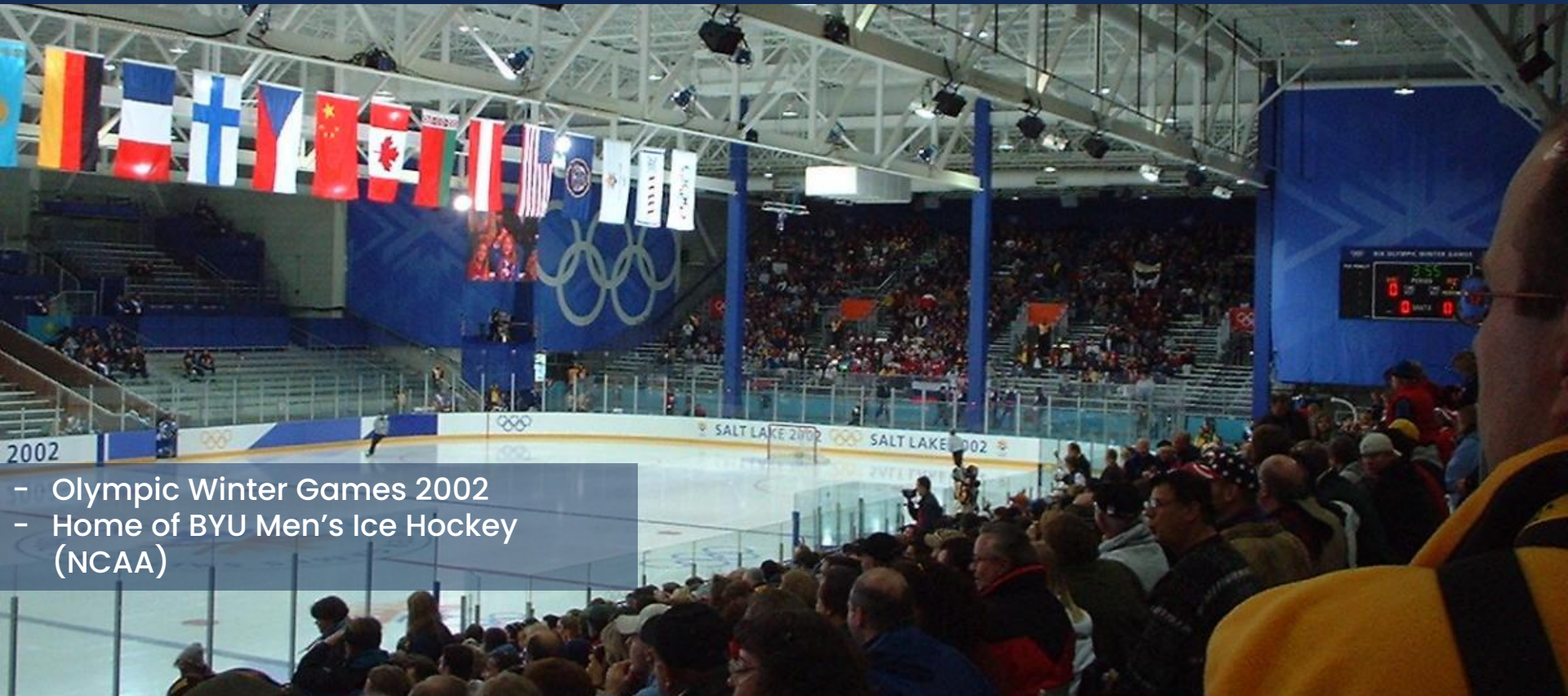
- Delta Center
 - Figure Skating / Short Track
- Block 85
 - Medals Plaza
 - Big Air
- Salt Palace
 - Curling
 - IBC/MPC
- Sport & Entertainment District
- Hotels

SALT LAKE VALLEY CLUSTER

DELTA CENTER



PROVO PEAKS ARENA – HOCKEY



- Olympic Winter Games 2002
- Home of BYU Men's Ice Hockey (NCAA)

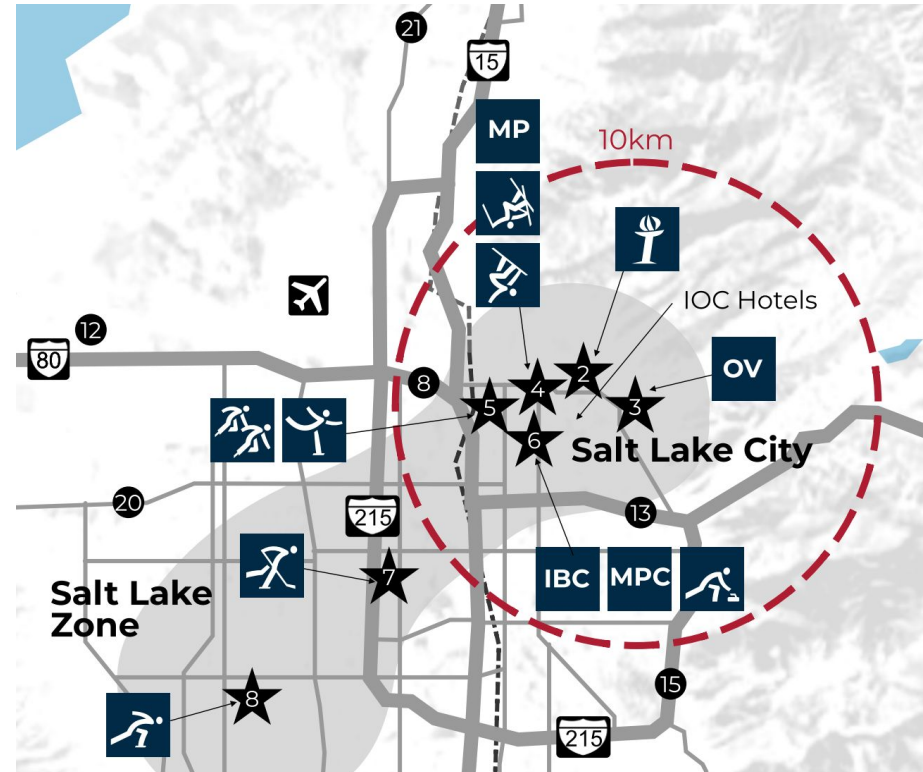
SNOWBASIN RESORT – ALPINE SKIING

- Olympic & Paralympic Winter Games 2002
- 2017, 2018 University Alpine Competitions
- Regular FIS Alpine Skiing Competitions



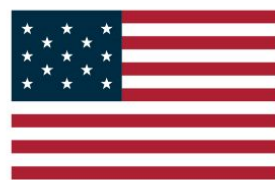
Possible State/City/County Planned Efforts Tied to Games

- Depends on the Community
 - Local gov't priorities
- Possible Community Initiatives
 - Air quality, public transit, environmental sustainability
 - Traditional economic development
- Possible Infrastructure Improvements
 - Transportation elements
 - Gathering locations
- Other Public Benefits
 - Affordable housing?
 - Other?





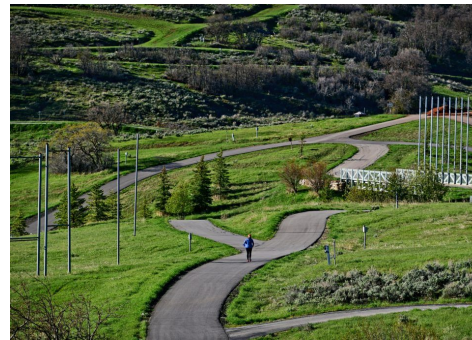
SALT LAKE CITY
UTAH



ASPIRING TO HOST THE
OLYMPIC & PARALYMPIC
WINTER GAMES 2034



The Olympic Games is a catalyst for long-term change



How do we make the most of it?

What and how to build the next Olympic legacy

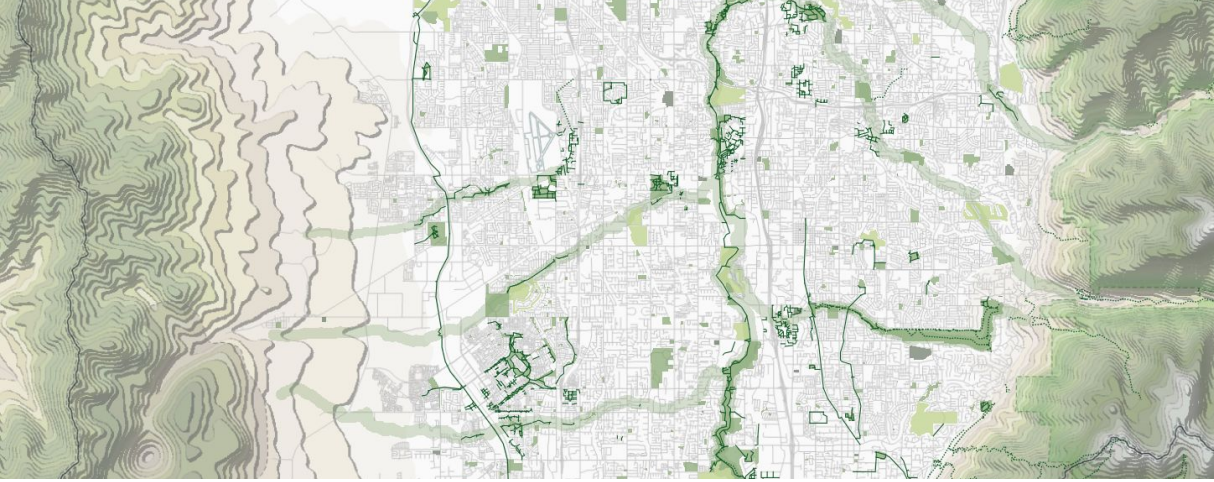
1. Olympic venues and closely related infrastructure
2. Broader physical changes
 - a. Transportation
 - b. Parks and public spaces
 - c. City and town centers (our gathering places)

“Use Olympics to leverage better transportation”

When you think of that sentence, what kinds of things generally come to mind?



“Use Olympics to leverage better parks and public spaces”



Parks and Public Space Considerations

1 Utilizing Public Assets

2 Exploring Partnerships



*Creative public asset utilization:
trail along power lines*



*Bingham Creek Regional Park, jointly run
by South Jordan and Salt Lake County.*

Photo credit: Gregory Wallin

“Use Olympics to leverage better parks and public spaces”

E.g. are there collaborative projects or actions we could explore?



City and Town Centers: the face of Utah for the olympics

**Downtown Salt
Lake City**



**Fairbourne
Station,
West Valley**



**Main Street
Park City**



**Downtown
Provo**



...and where we will celebrate after the olympics

Example City & Town Centers:

Holladay Village



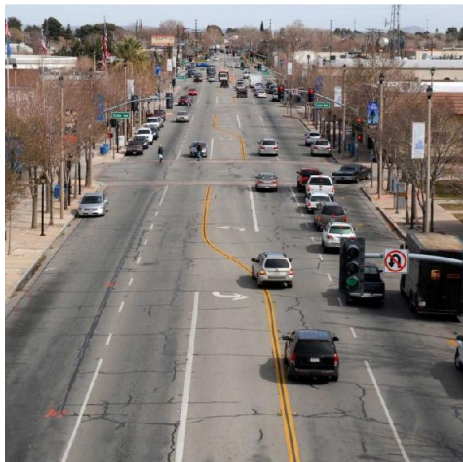
Millcreek City Center



Vineyard's "Utah City"



Some ways
infrastructure
can enliven
centers



The link between centers and sports facilities

UTAH | SPORTS | BUSINESS

What Smith Entertainment Group, Salt Lake have in mind with new Delta Center district

Preliminary plans for the 'sports, entertainment, culture and convention district' were announced on Tuesday

Published: May 7, 2024, 10:29 p.m. MDT



[VIEW COMMENTS](#)



[SHARE](#)



Vision Graphics crews install an NHL banner on the Delta Center in Salt Lake City on Thursday, April 18, 2024. Jazz owner Ryan Smith bought the Arizona Coyotes and they will relocate to Salt Lake City. | Jeffrey D. Allred, Deseret News



Kaysville's Downtown - what are the kinds of things that can help?

We will continue to be a thriving community where our peaceful way of life is preserved; downtown is the vibrant heart of our city; our neighborhoods are connected by a robust network of parks and trails; and innovation, adaptation and inclusion drive us forward.

Guiding Principles



Enrich our city center and downtown

We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.



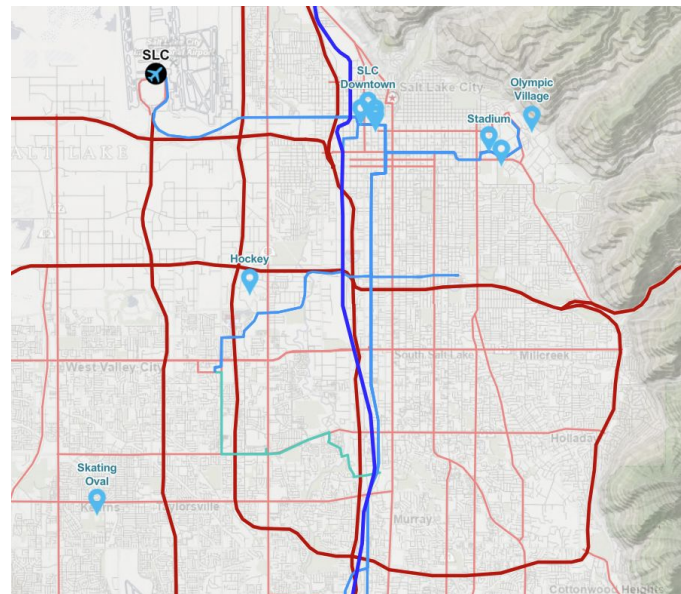
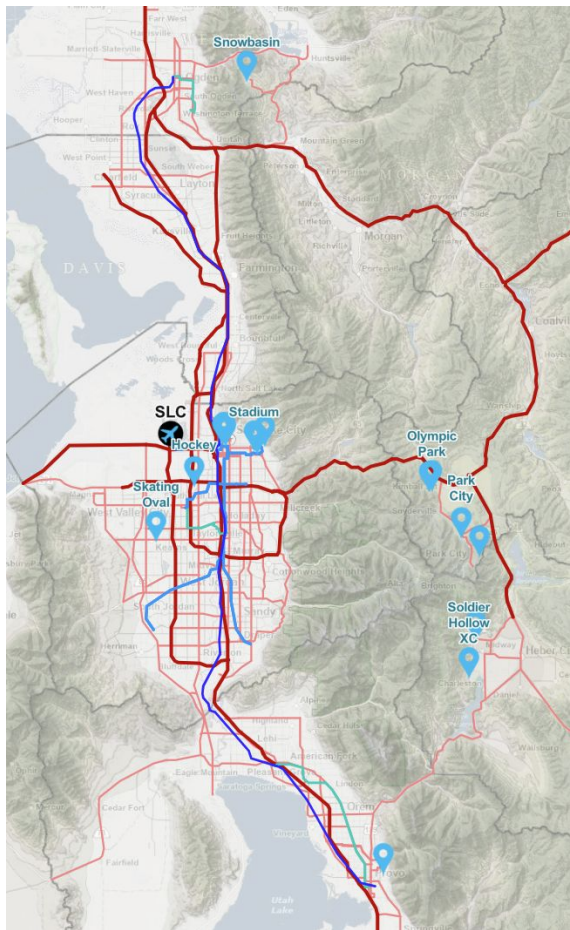
“Use Olympics to leverage more vibrant centers”

E.g., are there additional ways to use infrastructure to further catalyze centers?



What permanent changes are part of our legacy?

1. Olympic venues and closely related infrastructure



2. Broader physical changes

Potential next steps

1. Highlight around the region the catalyzing opportunity of the Olympics
2. Discuss aspirational changes with individual communities
3. Follow-up with groups of communities if there are collaborative projects
4. Fold relevant components into the Wasatch Choice Vision
5. Work together to implement the Vision

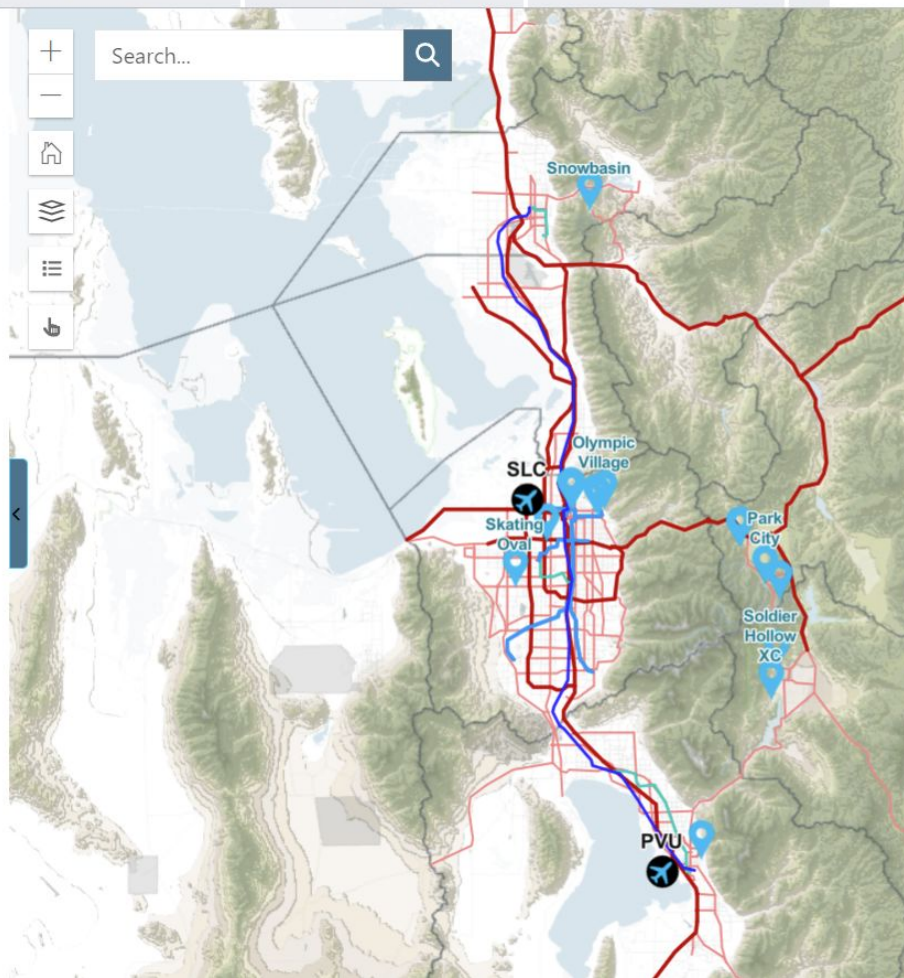
The Wasatch Choice Vision and Utah's preparations to host 2034 Olympics are mutually complementary.



Salt Lake City-Utah was designated in November 2023 as a preferred host for the 2034 Winter Olympic and Paralympic Games by the International Olympic Committee Executive Board. A final award decision is anticipated in July of 2024.

[The Salt Lake City bid](#) is strengthened by its past performance hosting the 2002 Olympics and its current readiness to host again. The vast majority of residents support the bid to host the Games again. The 2002 Olympic competition and supporting venues are actively utilized and ready for future events.

The Wasatch Front urban region and its nearby mountain communities continue to

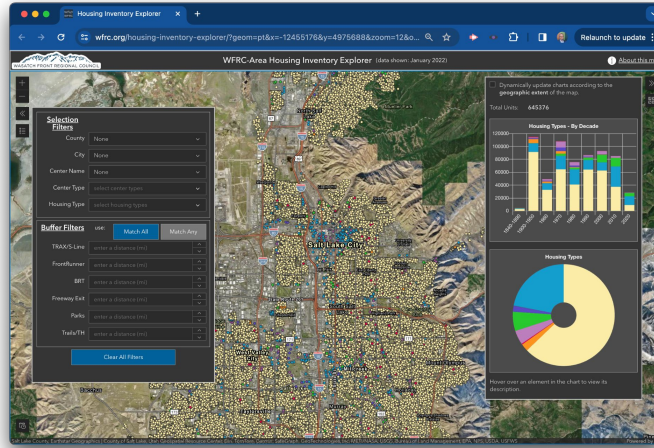




Building our new Olympic Legacy: permanent changes that leverage the Olympics

May 16, 2024





Housing Inventory Explorer

Josh Reynolds
Bert Granberg

WFRCA Analytics

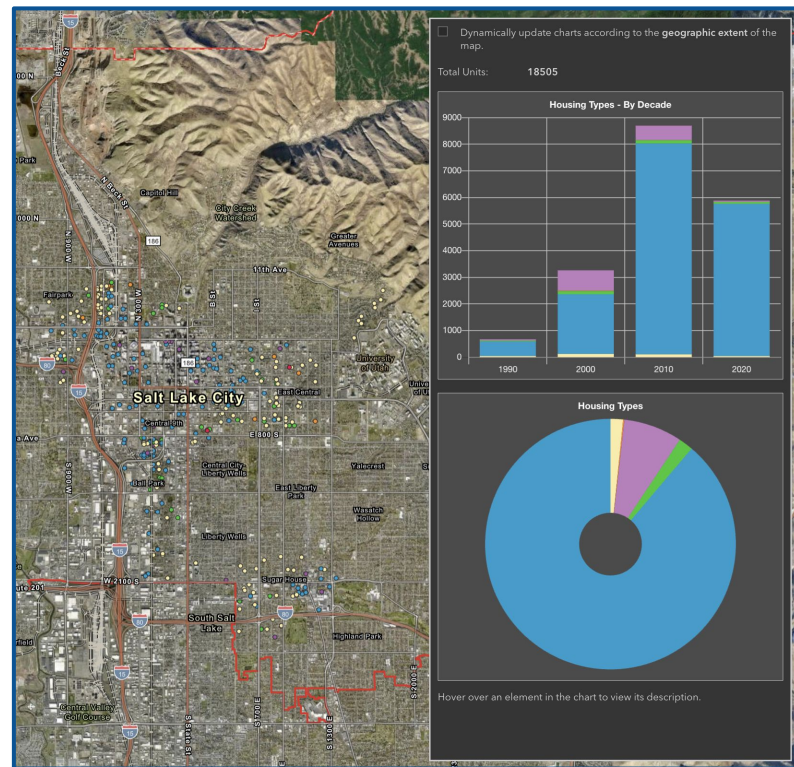


Quick Background - Why a Housing Inventory?

- **A great stat:** *"80% of new housing units, in Salt Lake City, built in the last 25 years, are within a 10-minute walk of a transit station"*
- Recent trends for new units **are key** to future land use forecasts
- Dwelling Unit per Acre (DUA calculations with Assessor parcel data are problematic



Web map and Dataset

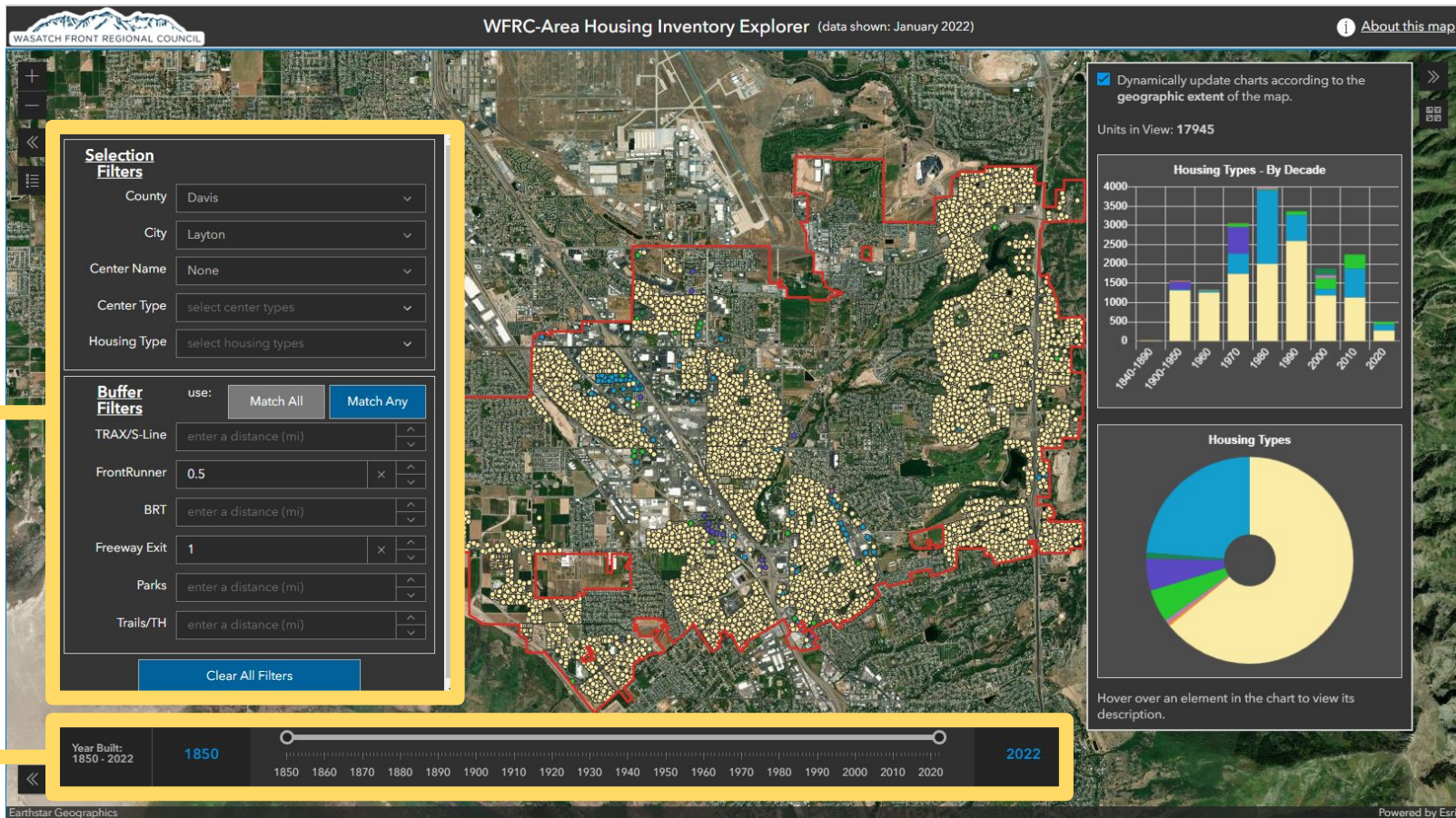


Key Features

Filter
Panel



Time
Slider



Key Features

Symbology



Click any button to change the layer symbology accordingly:

Housing Type

Built Decade

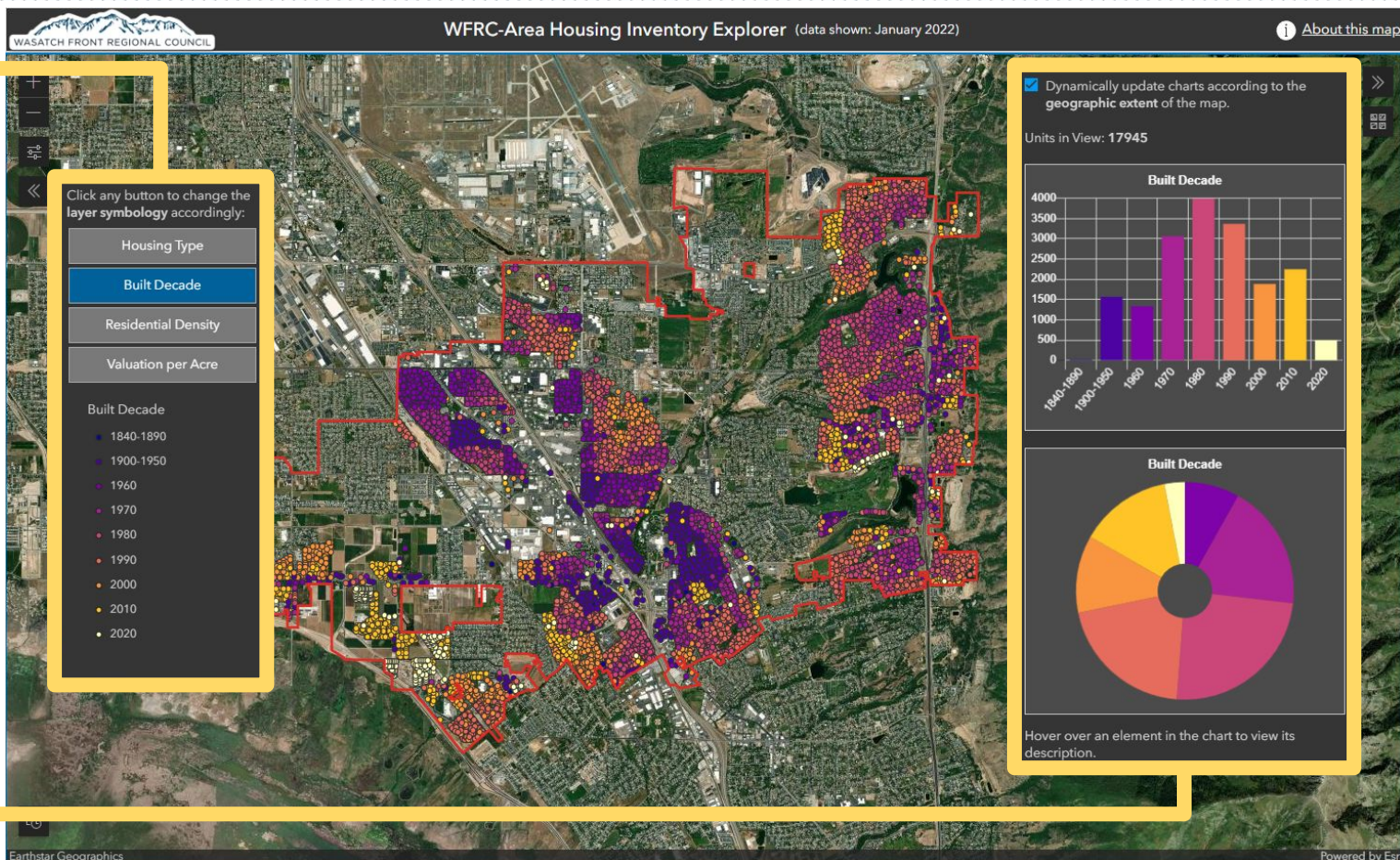
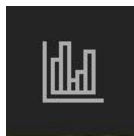
Residential Density

Valuation per Acre

Built Decade

- 1840-1890
- 1900-1950
- 1960
- 1970
- 1980
- 1990
- 2000
- 2010
- 2020

Interactive Charts



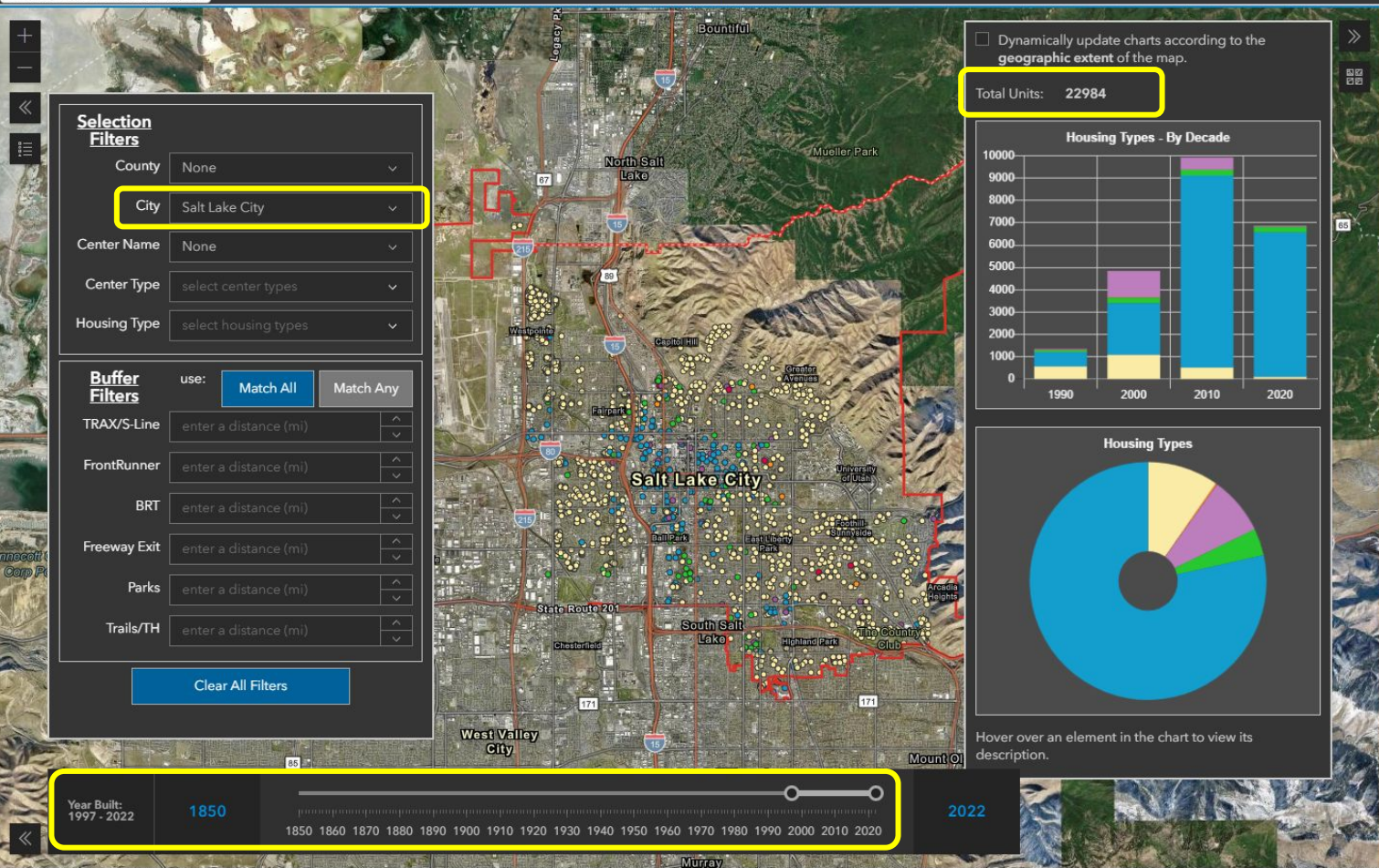
Demo

"80% of new housing units, in Salt Lake City, built in the last 25 years, are within a 10-minute walk of a transit station"



WFRC-Area Housing Inventory Explorer (data shown: January 2022)

[About this map](#)

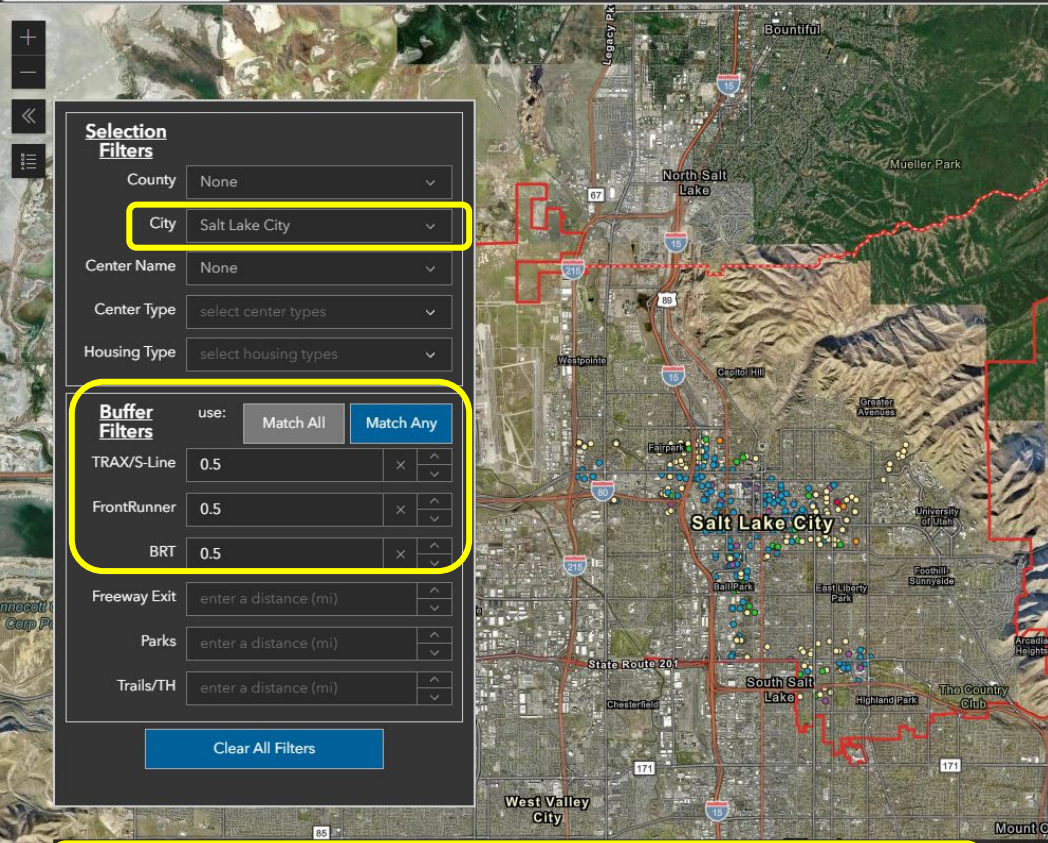


22,984



WFRC-Area Housing Inventory Explorer (data shown: January 2022)

About this map



Selection Filters

County: None

City: Salt Lake City

Center Name: None

Center Type: select center types

Housing Type: select housing types

Buffer Filters

use: Match All Match Any

TRAX/S-Line: 0.5

FrontRunner: 0.5

BRT: 0.5

Freeway Exit: enter a distance (mi)

Parks: enter a distance (mi)

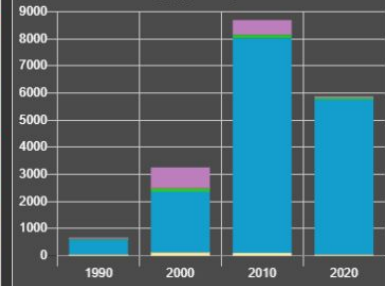
Trails/TH: enter a distance (mi)

Clear All Filters

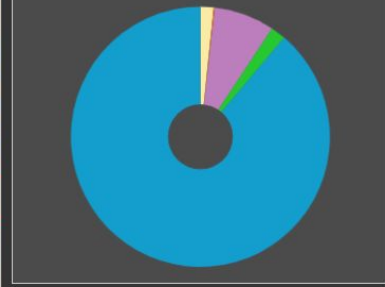
Dynamically update charts according to the geographic extent of the map.

Total Units: 18505

Housing Types - By Decade



Housing Types



Hover over an element in the chart to view its description.

Year Built: 1997 - 2022 1850



2022

$$\frac{18,505}{22,984} = 80\%$$

More Ideas to Explore...

- What percent of housing units are near **parks, trails, or trailheads**?
- How does **residential density** vary within your city?
- How has the rate of **condo** or **townhome** development changed over time?
- How has the distribution of **single family home value** changed across decades?



Closing Thoughts...

What's Next?

- Filter by *subregion* (i.e SW SLCo)
- Jan 2024 update, late this year
- Utah & Washington counties

Questions?

- Josh Reynolds
jreynolds@wfrfc.org

wfrfc.org/housing-inventory-explorer

Additional Resources:

- [Downloadable HUI data](#)
- [Statewide TAZ & City Area Household and Jobs forecast viewer](#)
- [U of U Gardner Policy Center Housing, Construction, and Real Estate database](#)

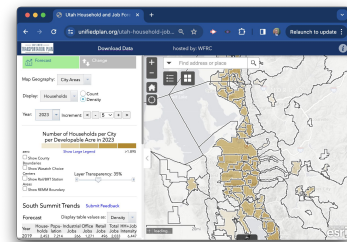


Figure 2: Share of Utah Residential Building Permits Issued by Type of Unit, 2010-2022

