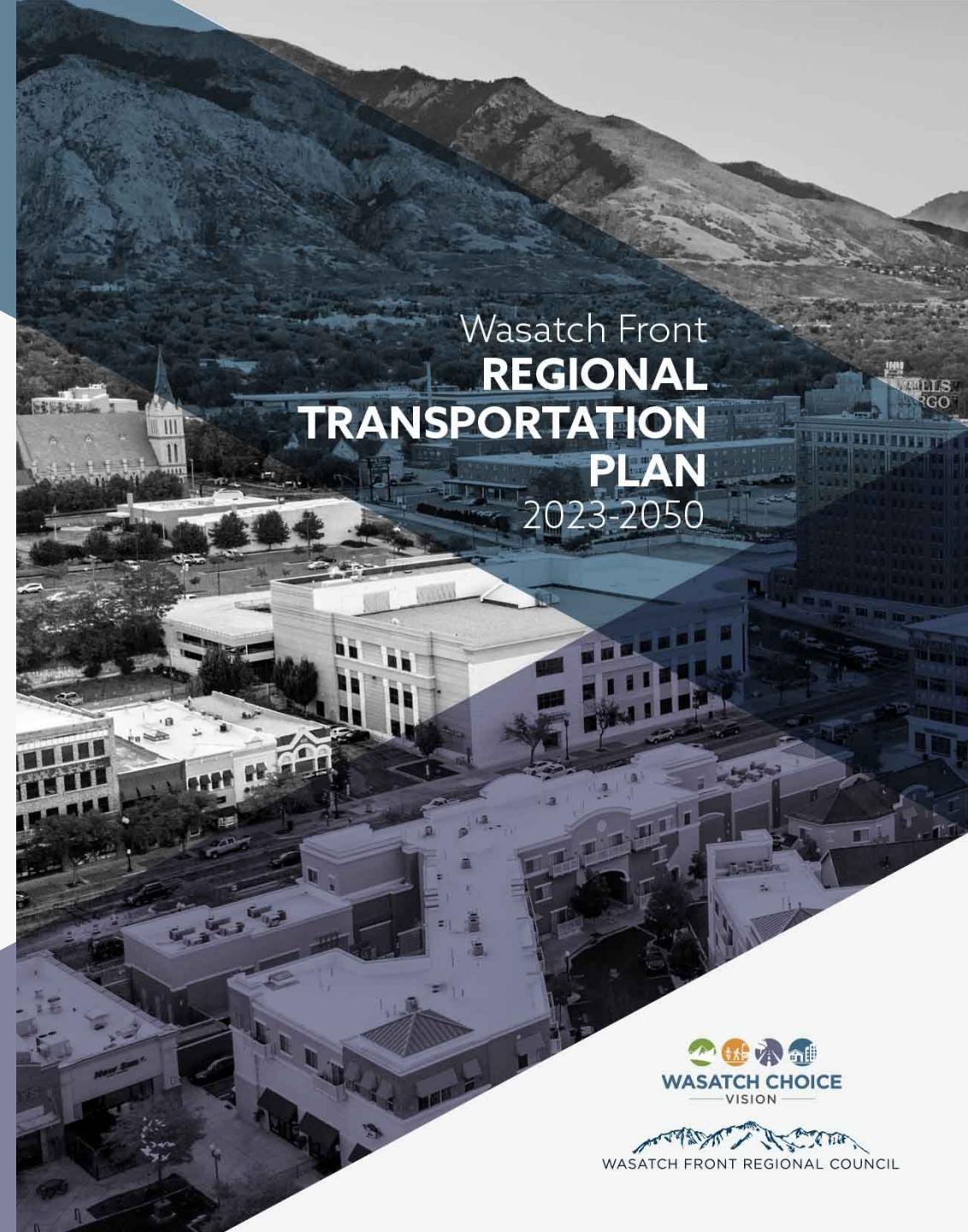


# 2023-2050 RTP: Amendment 1

Regional Growth Committee

May 16, 2024

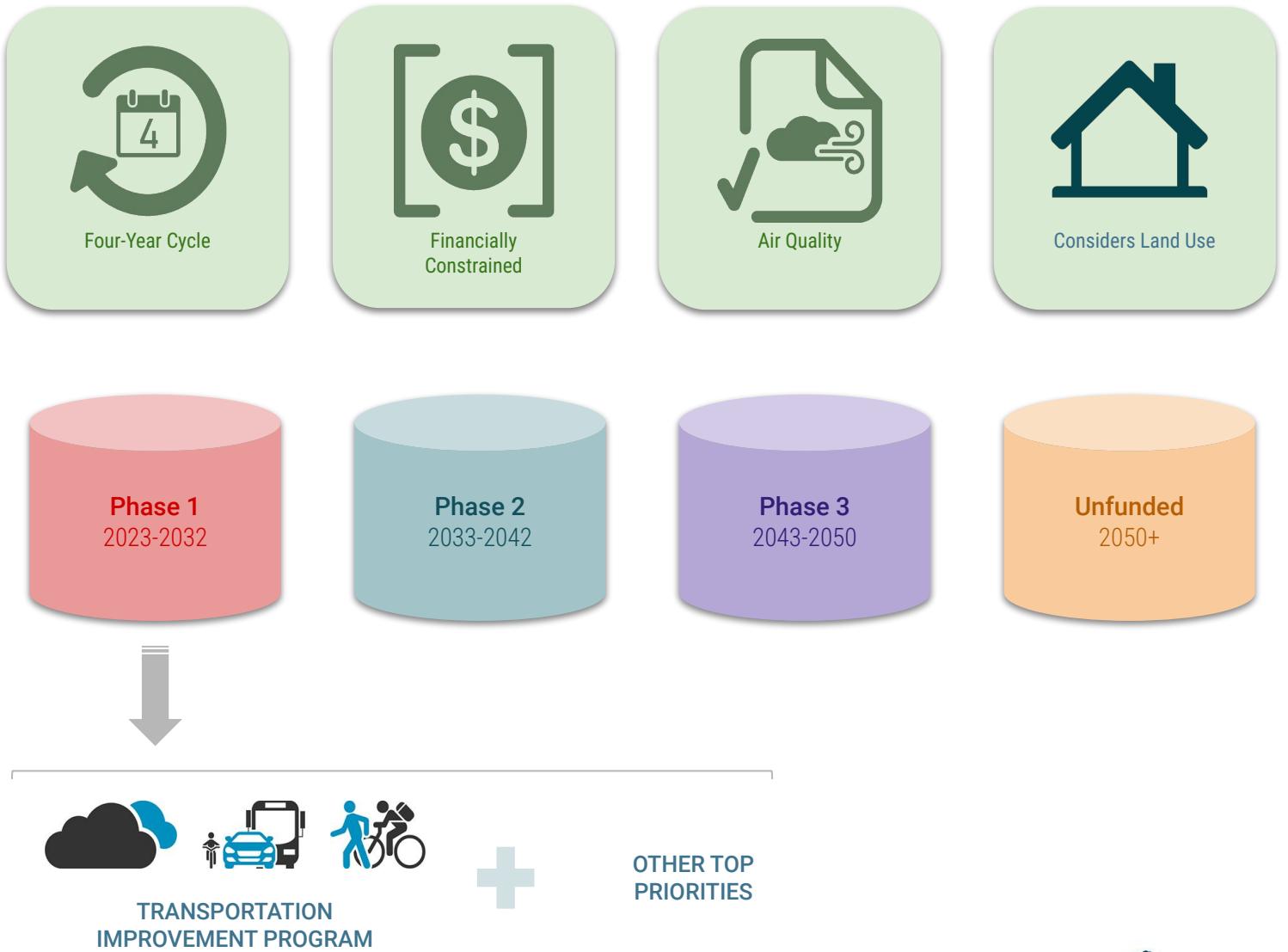
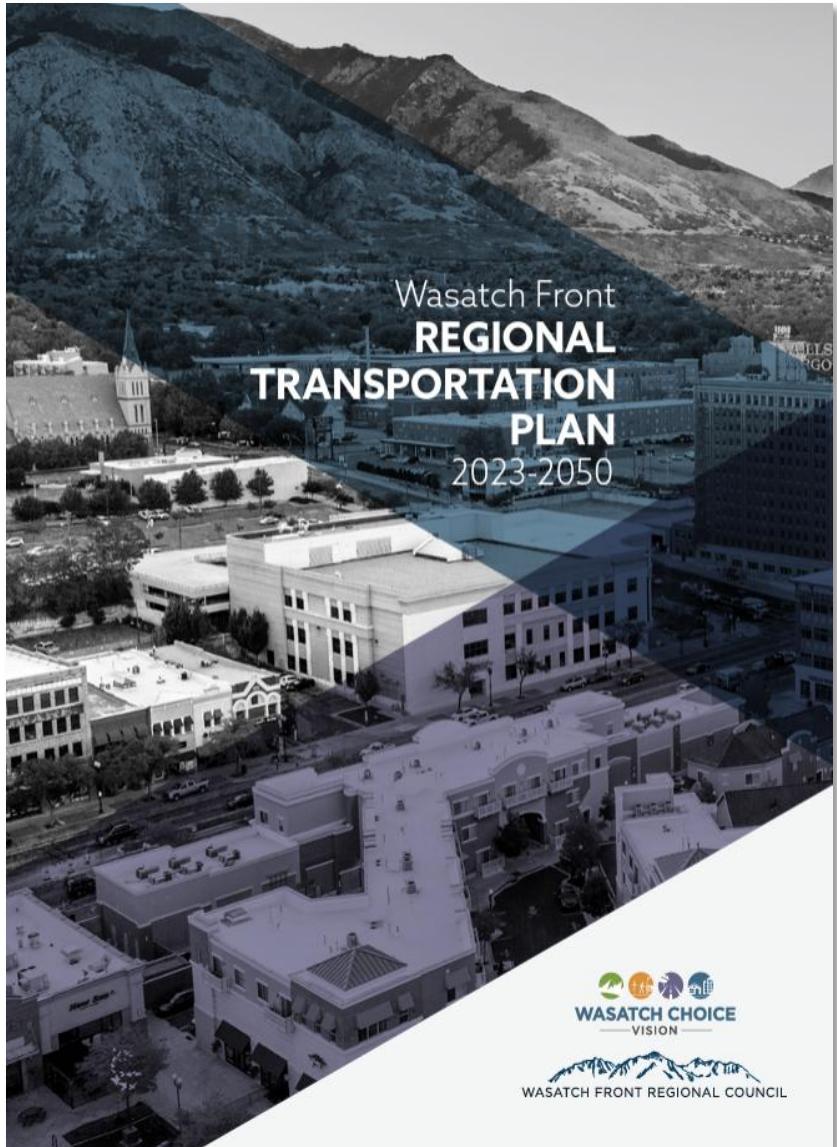


WASATCH CHOICE  
VISION



WASATCH FRONT REGIONAL COUNCIL

# Regional Transportation Plan Process Overview

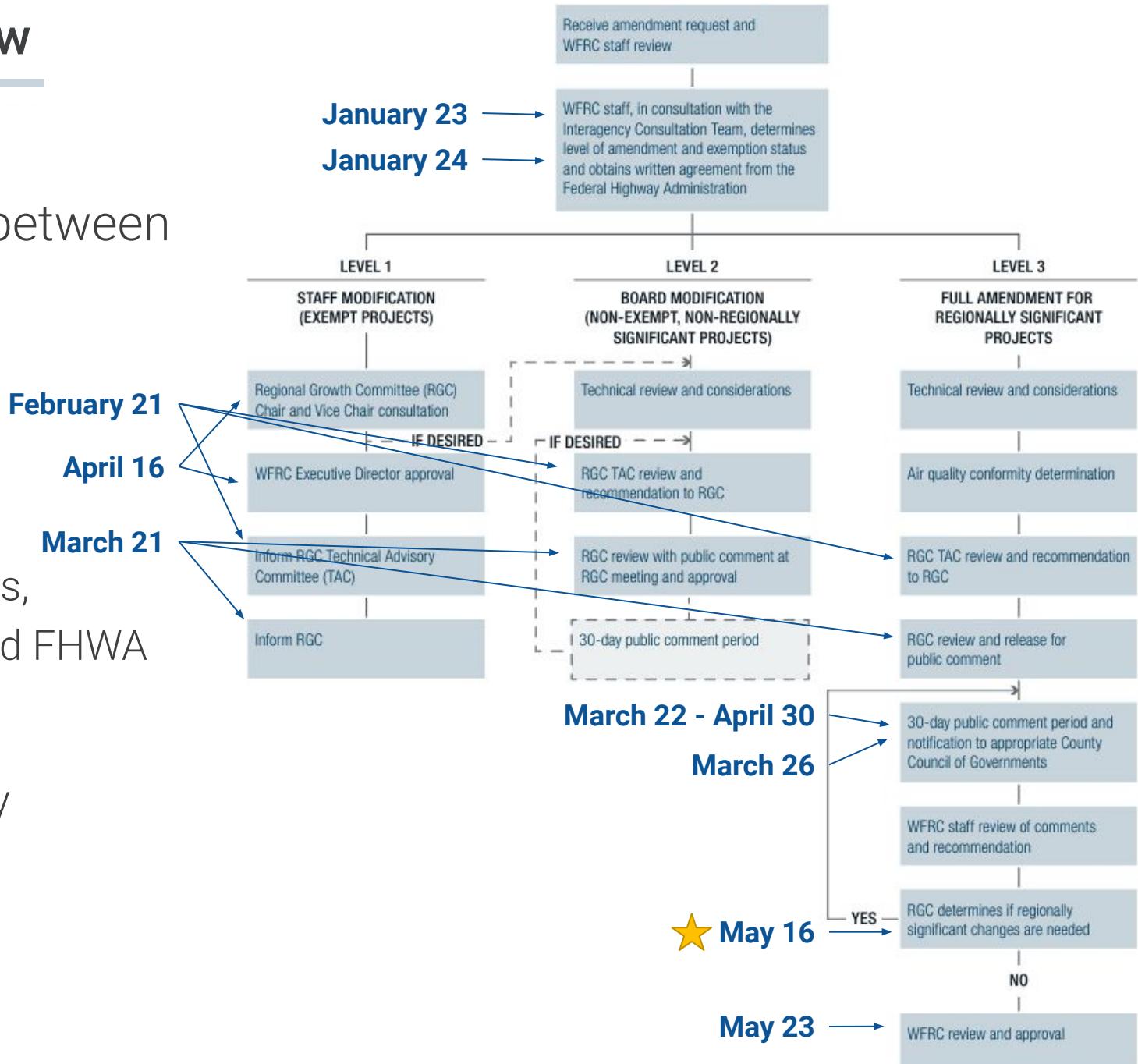


# RTP Amendment Process Overview

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



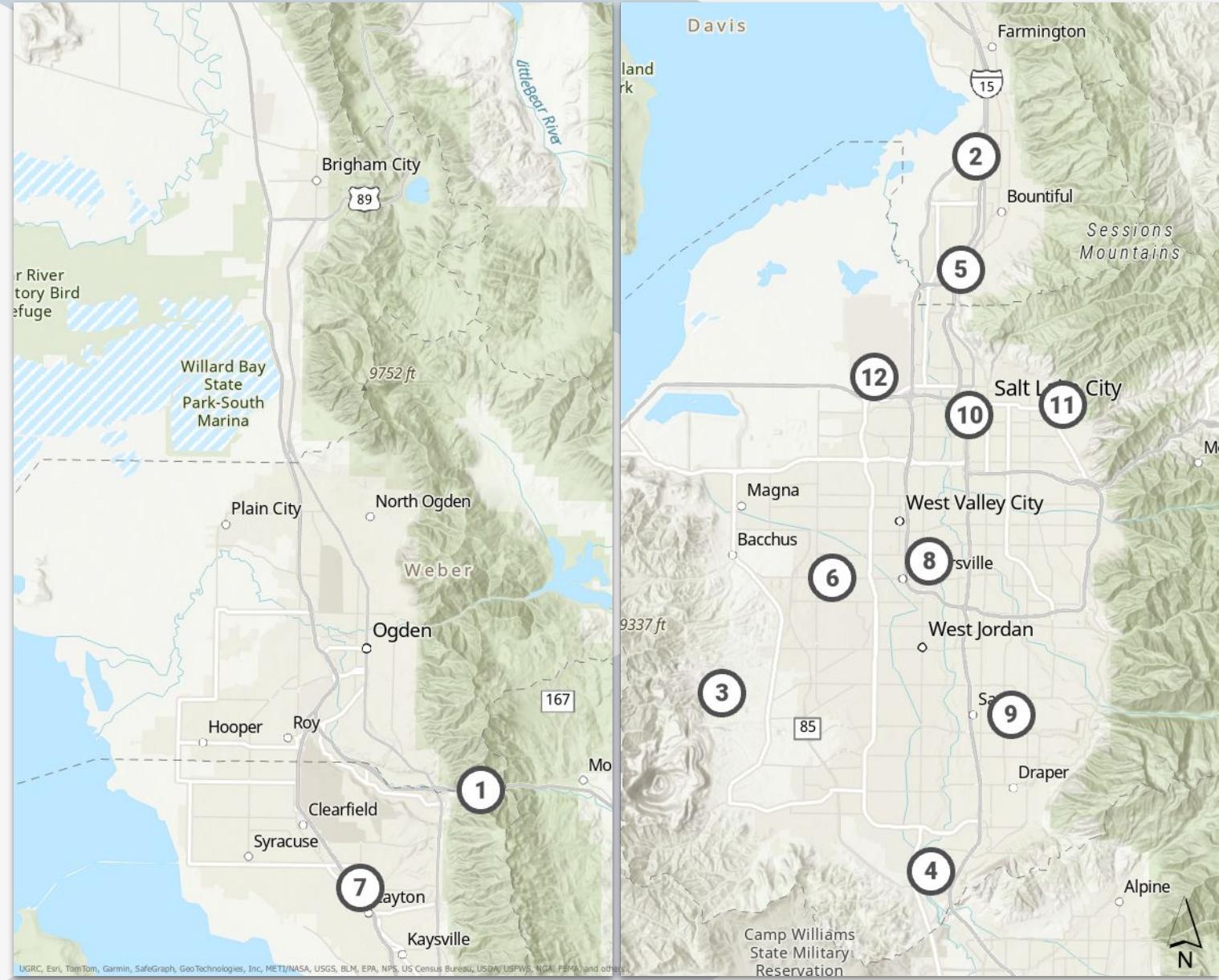
		LEVEL 1 STAFF MODIFICATION (EXEMPT PROJECTS)	LEVEL 2 BOARD MODIFICATION (NON-EXEMPT, NON- REGIONALLY SIGNIFICANT)	LEVEL 3 FULL AMENDMENT (NON-EXEMPT, REGIONALLY SIGNIFICANT)
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee or the Interagency 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
 <b>Safety benefits</b>	Improvements to I-15 will increase safety by adding passing lanes	N/A	<ul style="list-style-type: none"> <li>Additional trails/shared-use paths</li> <li>Improved interchanges and intersections</li> <li>New grade-separated crossings</li> </ul>	<ul style="list-style-type: none"> <li>Additional trails/shared-use paths</li> <li>Improved interchanges and intersections</li> <li>New grade-separated crossings</li> </ul>
 <b>Vehicle hours traveled</b>	NB <u>31,000 VHT</u> Build <u>31,000 VHT</u> similar VHT	NB <u>172,000 VHT</u> Build <u>172,000 VHT</u> similar VHT	NB <u>261,000 VHT</u> Build <u>267,000 VHT</u> +6,000 VHT	NB <u>953,000 VHT</u> Build <u>957,000 VHT</u> +4,000 VHT
 <b>Connectivity improvements &amp; transportation choices</b>	N/A	N/A	<ul style="list-style-type: none"> <li>Increased AT network</li> <li>Improved transit connectivity</li> <li>Improved community connections</li> </ul>	<ul style="list-style-type: none"> <li>Increased AT network</li> <li>Improved transit connectivity</li> <li>Improved community connections</li> </ul>
 <b>Project readiness</b>	N/A	N/A	<ul style="list-style-type: none"> <li>I-15 EIS and Davis-SLC Connector study completed</li> </ul>	<ul style="list-style-type: none"> <li>I-15 and Point of the Mountain EISs</li> <li>Davis-SLC Connector study completed</li> </ul>
 <b>Provides improved access to urban, town, or job centers</b>	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
 <b>Access to opportunities</b>	NB <u>72,500</u> Build <u>72,700</u> +200	NB <u>149,000</u> Build <u>149,200</u> + 200	NB <u>224,600</u> Build <u>227,900</u> +3,300	NB <u>323,200</u> Build <u>323,700</u> +900
 <b>Serves or does not adversely impact identified vulnerable communities</b>	No impact	No impact	<ul style="list-style-type: none"> <li>Improved road and AT connections in Centerville, Bountiful, Layton, and Woods Cross</li> <li>New grade-separated crossings over FrontRunner in Layton</li> <li>Improved roadway connectivity and safety in Bountiful and NSL</li> </ul>	<ul style="list-style-type: none"> <li>Improved AT connections in Kearns, Magna, SLC, and Taylorsville</li> <li>New grade-separated crossings over FrontRunner in Murray and SLC</li> <li>Improved roadway connectivity SLC and Herriman</li> </ul>

# Level 1 Amendments

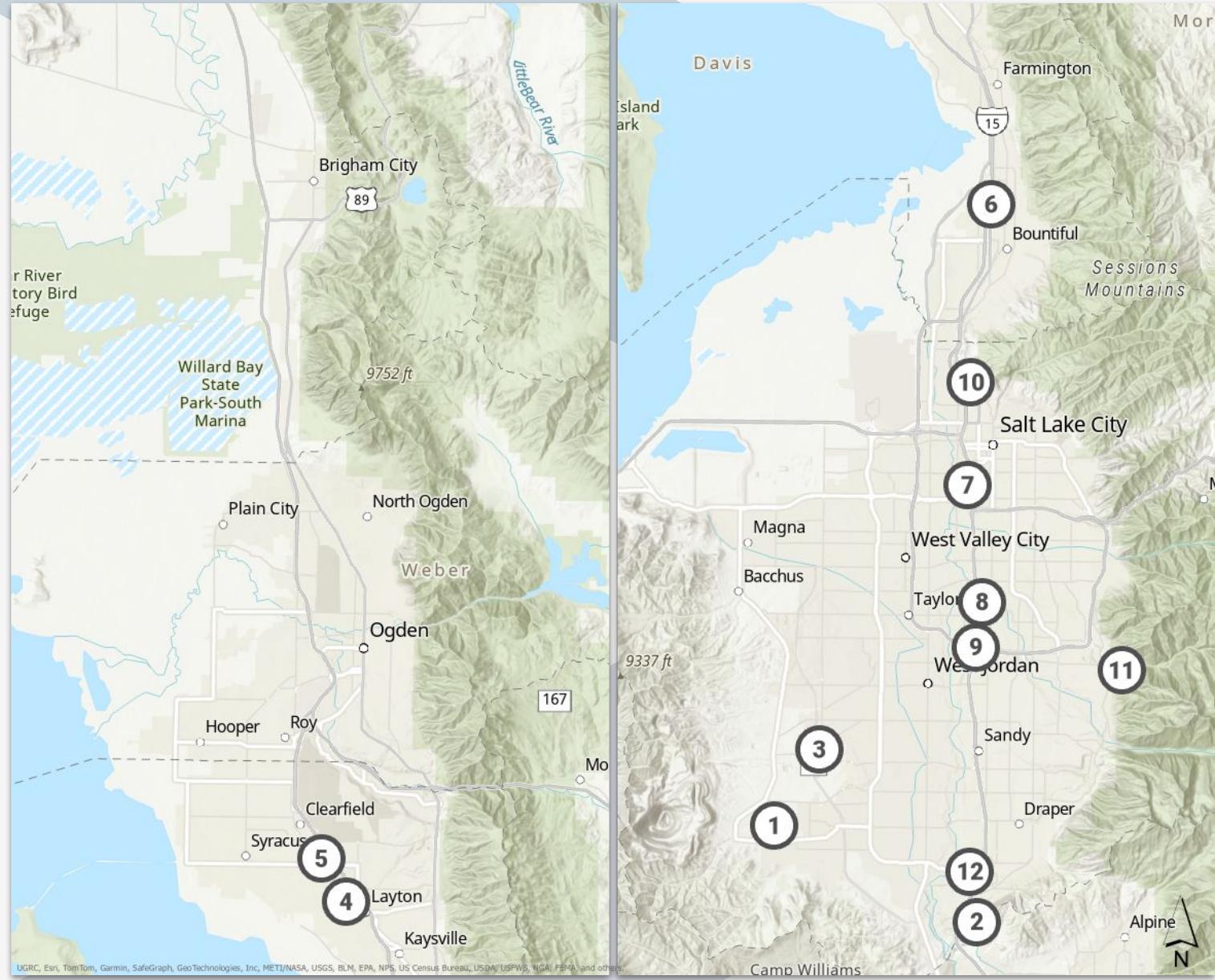


# Amendment 1 Projects: Level 1

**Approved on April 16**

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
<b>LEVEL 1</b>			
UDOT	Weber Canyon shared-use path	Weber River Parkway to Morgan County line	Project removal
WFRC	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

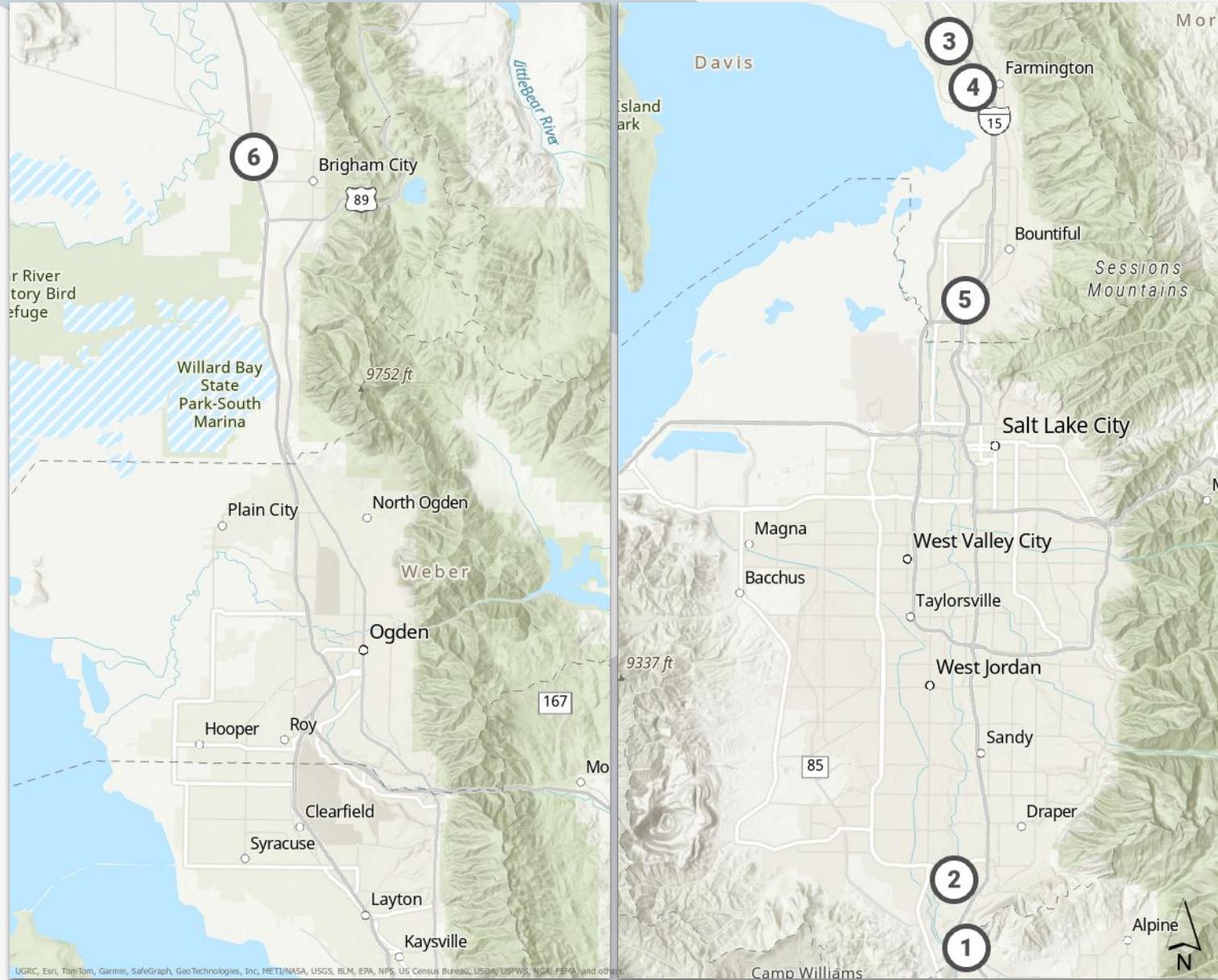


# Amendment 1 Projects: Level 2

**Approved by RGC on March 21**

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	AMENDMENT TYPE
<b>LEVEL 2</b>			
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
<b>LEVEL 3</b>			
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)

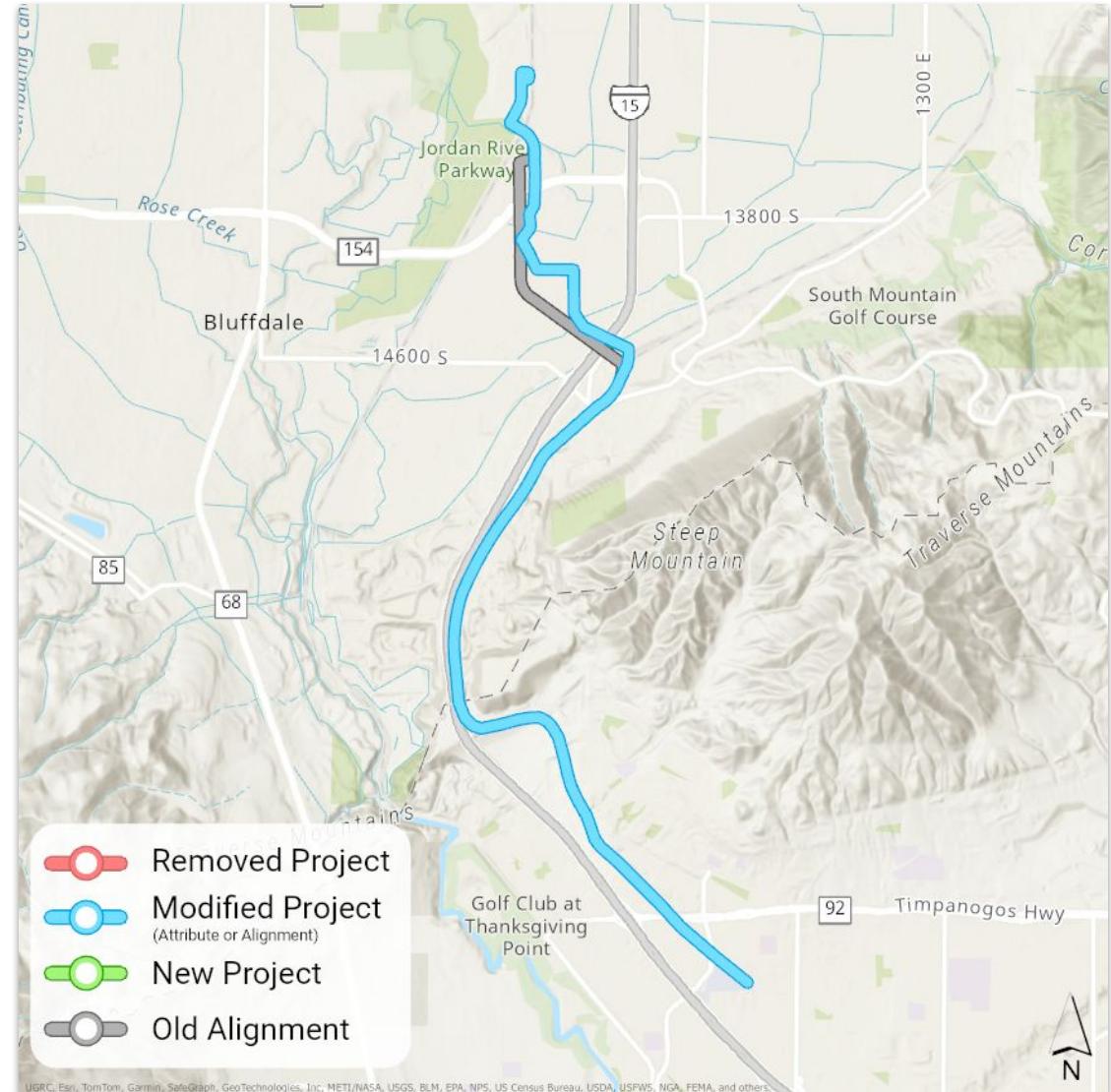
Capital cost: \$622 Million  
O&M (per year): \$3.3 Million

## 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.

## BENEFITS

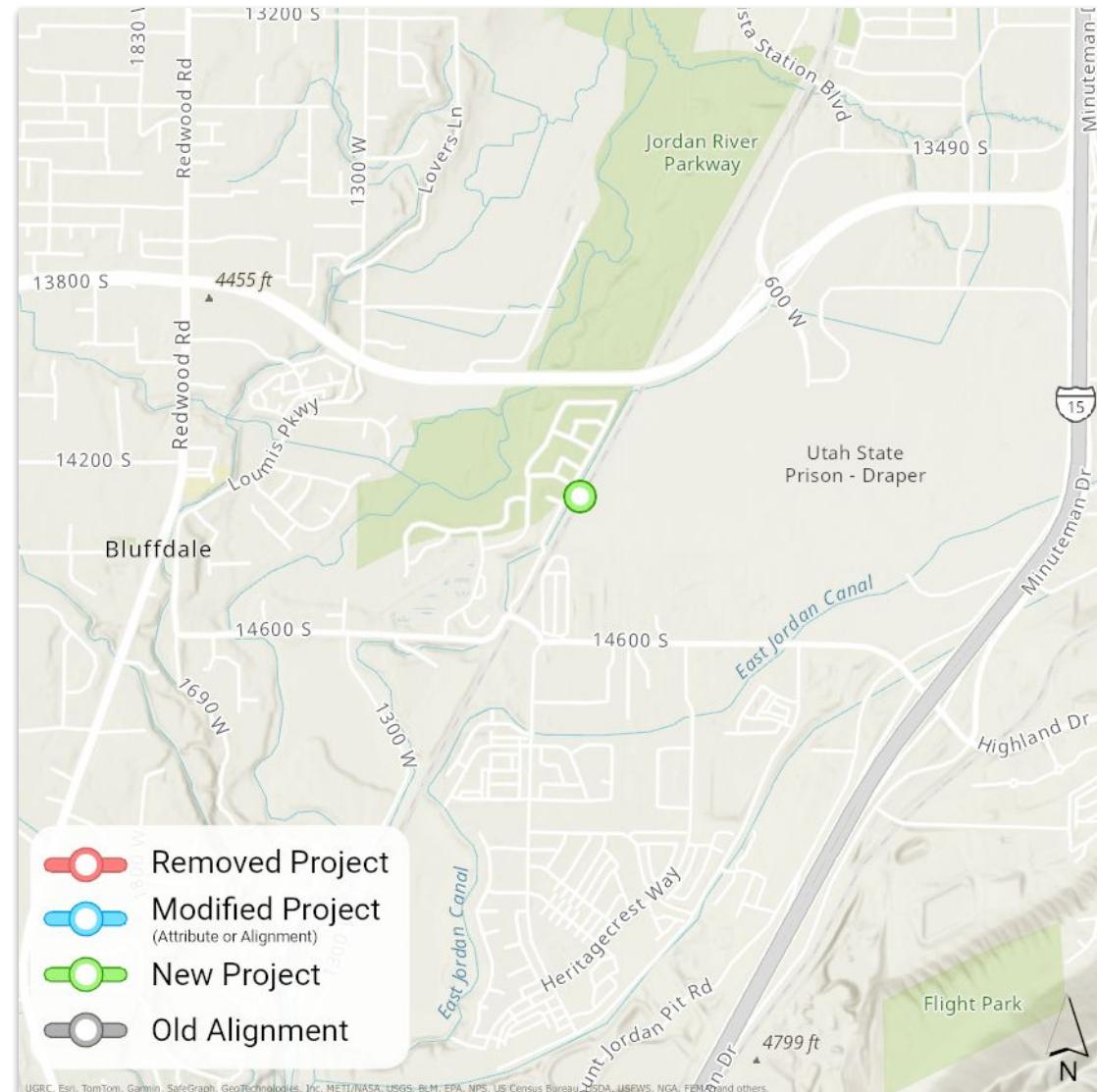
Enhanced mobility and accessibility

## 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



# 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)

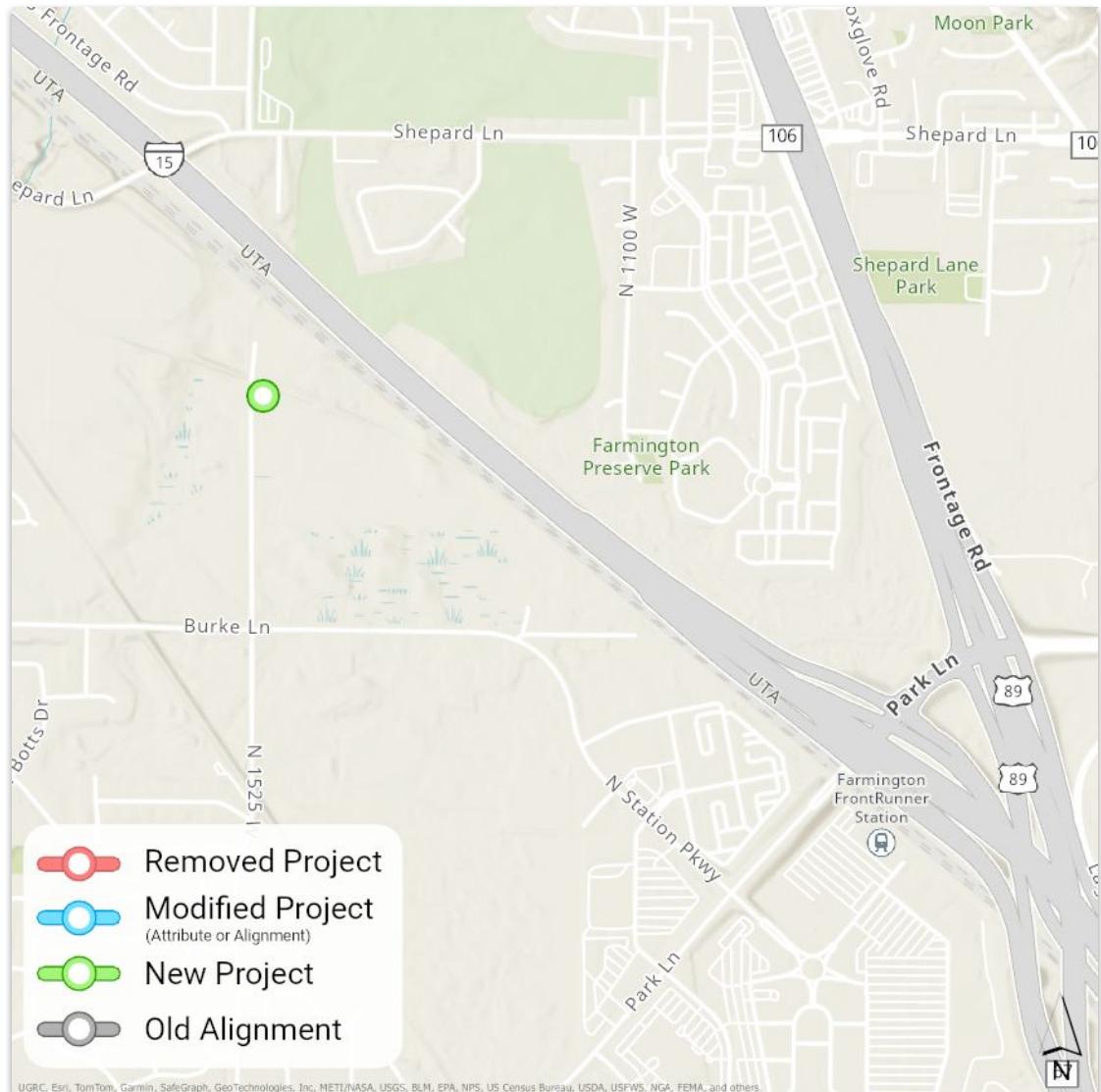
\$3 Million

### 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)

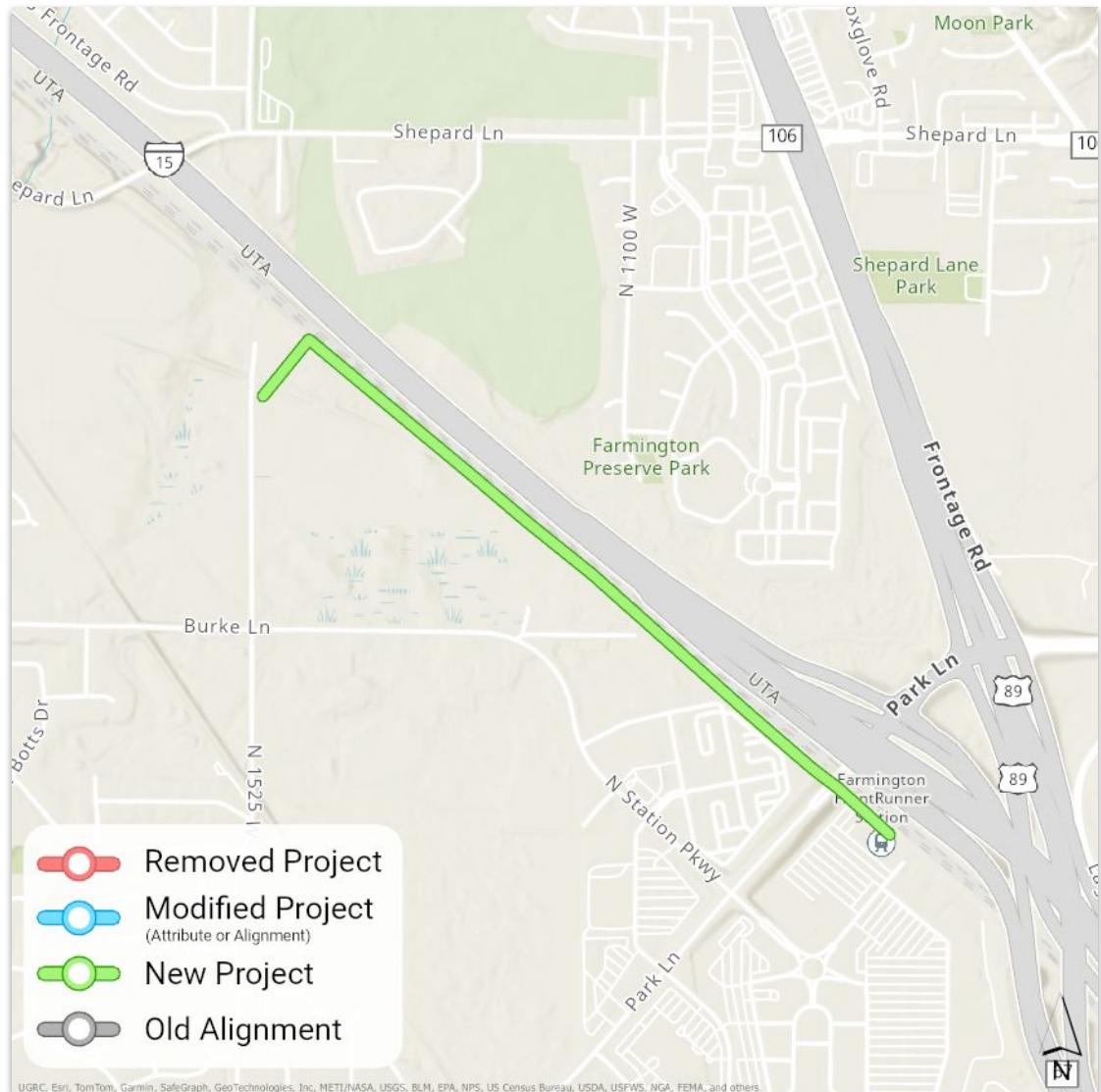
Capital cost: \$1 Million  
O&M (per year): \$447,000

### 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)



UGRC, Esri, TomTom, Garmin, SafeGraph, Geo Technologies, Inc, METI/NASA, USGS, BLM, EPA, NPS, US Census Bureau, USDA, USGS, FEMA, and others.

# 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

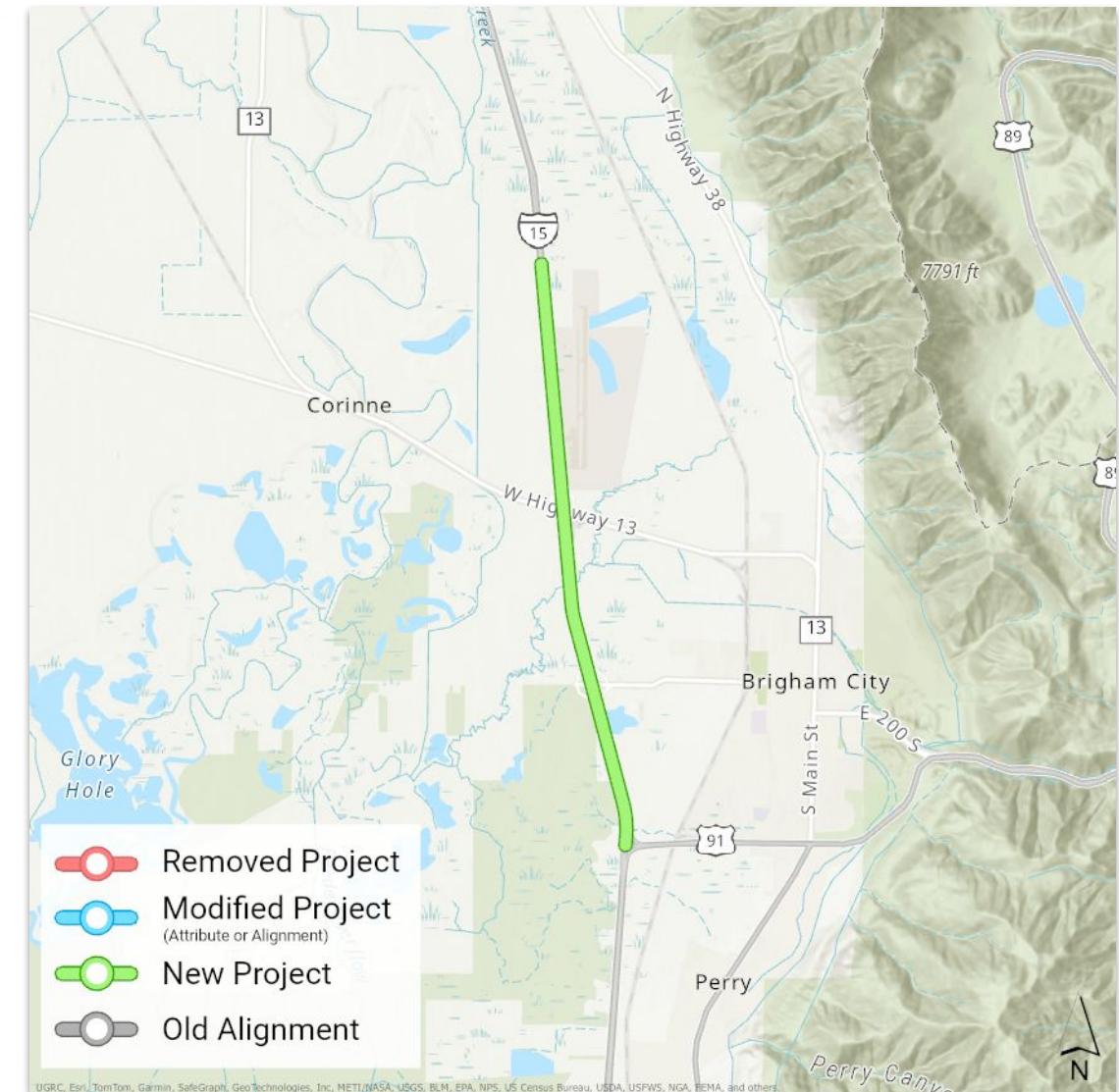
TIF

### BENEFITS

Increased safety

Reduced vehicle and freight congestion

Increased highway efficiency



# Public Comments

## Suggested Motion

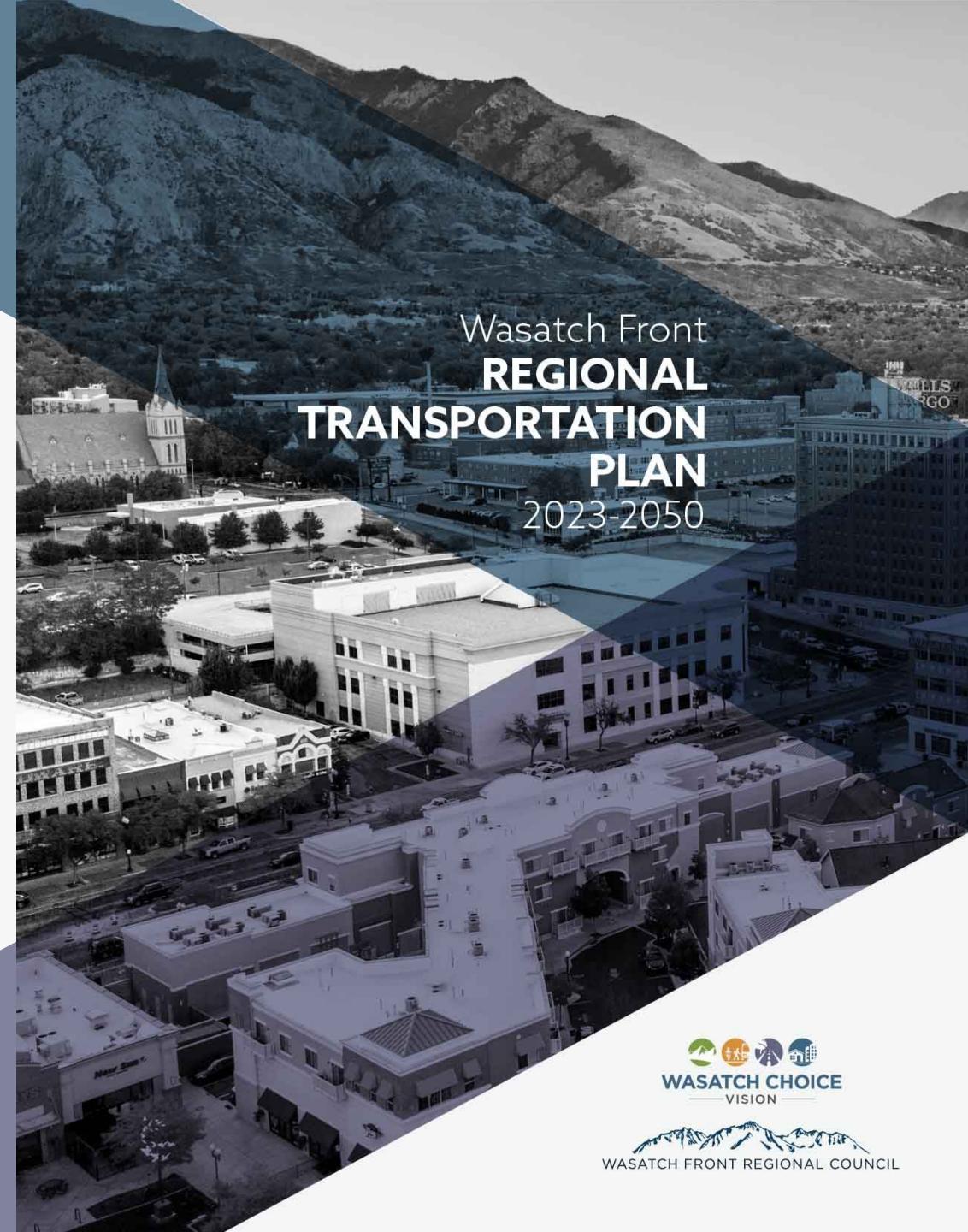
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*“I make a motion to recommend approval of the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 42 for Amendment #1 to the 2023-2050 RTP by the Wasatch Front Regional Council at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

# 2023-2050 RTP: Amendment 1

Regional Growth Committee

May 16, 2024



WASATCH CHOICE  
VISION



WASATCH FRONT REGIONAL COUNCIL



# 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?



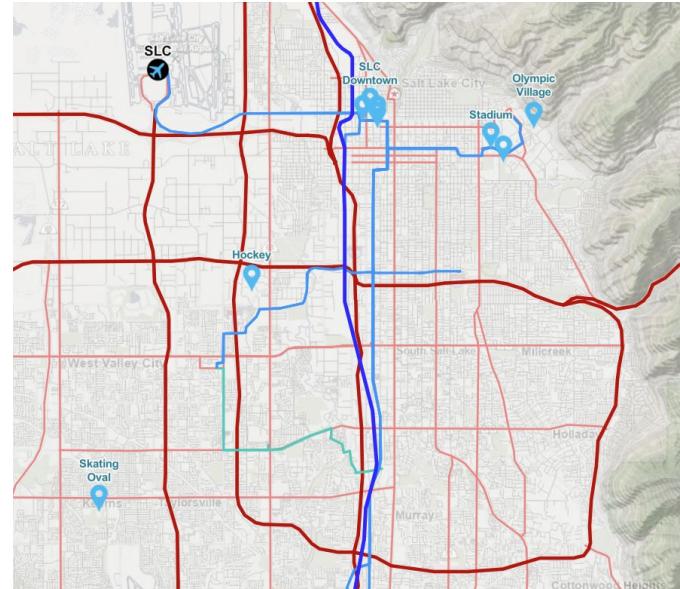
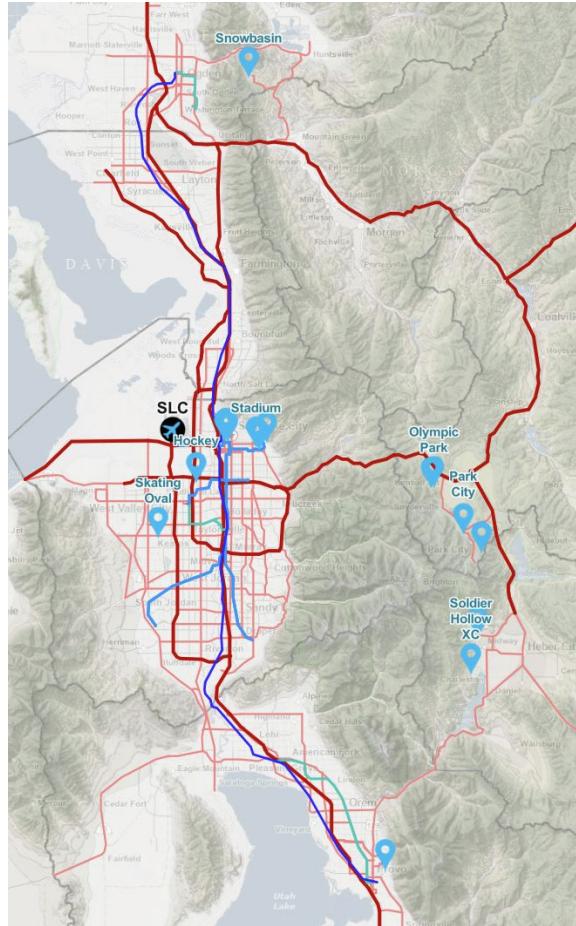
# The Olympic Games is a catalyst for long-term change



*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*

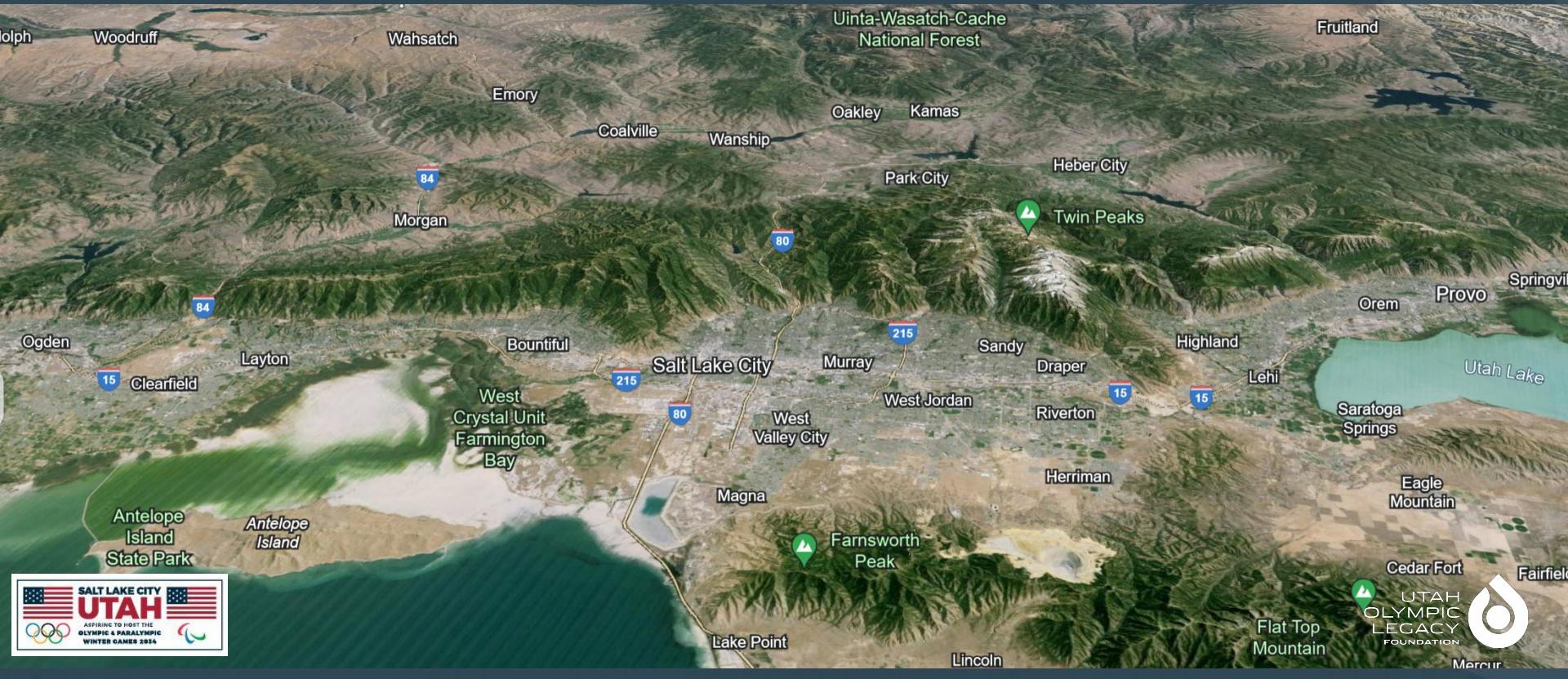


# Colin Hilton, Chief Executive Officer

## Utah Olympic Legacy Foundation



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

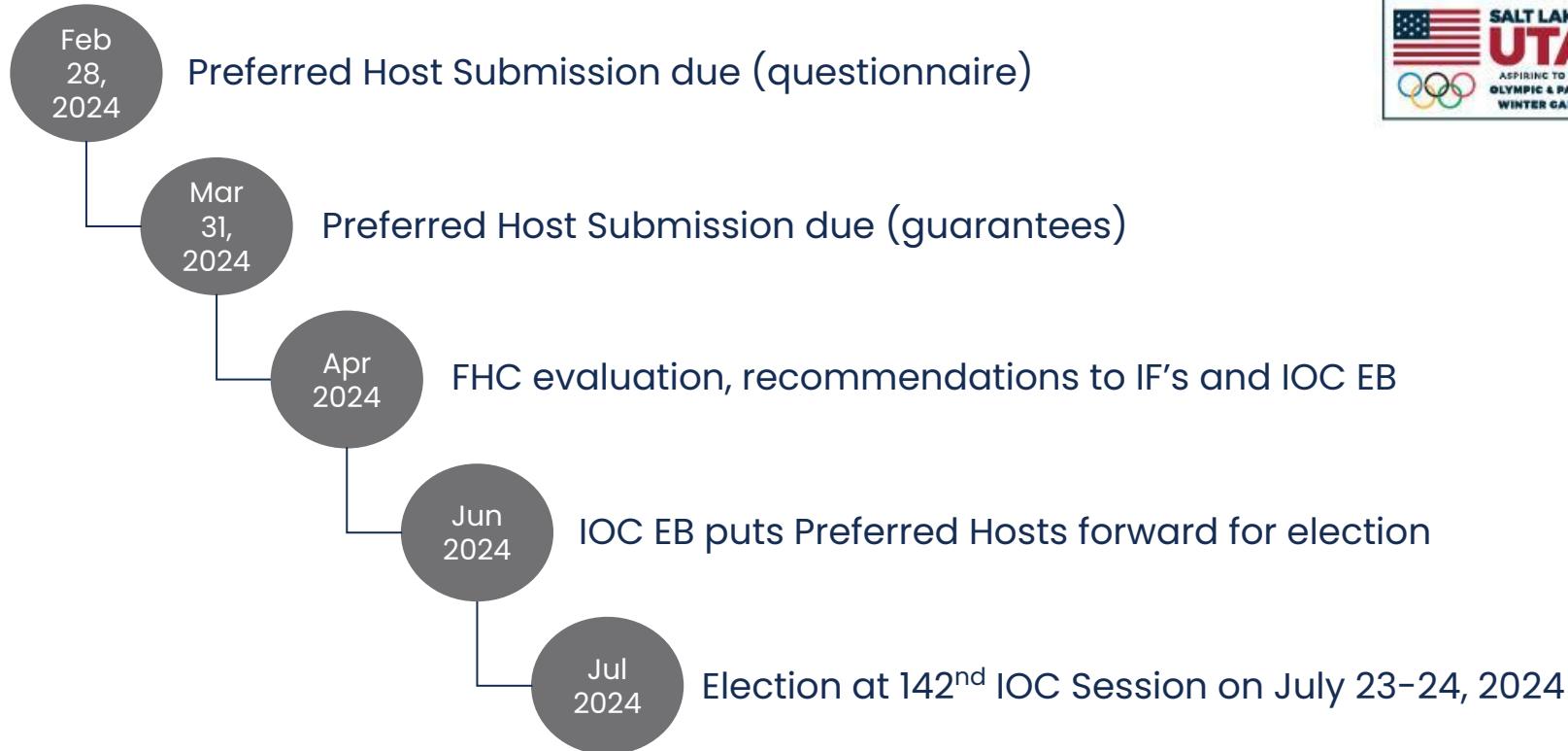


# 2002 Games Impacts

- 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.**

21

# OUR VISION: *ELEVATE*

*Elevate* OUR COMMUNITIES

*Elevate* WINTER SPORT

*Elevate* THE GAMES EXPERIENCE

# ELEVATE The GAMES EXPERIENCE FOR ALL STAKEHOLDERS



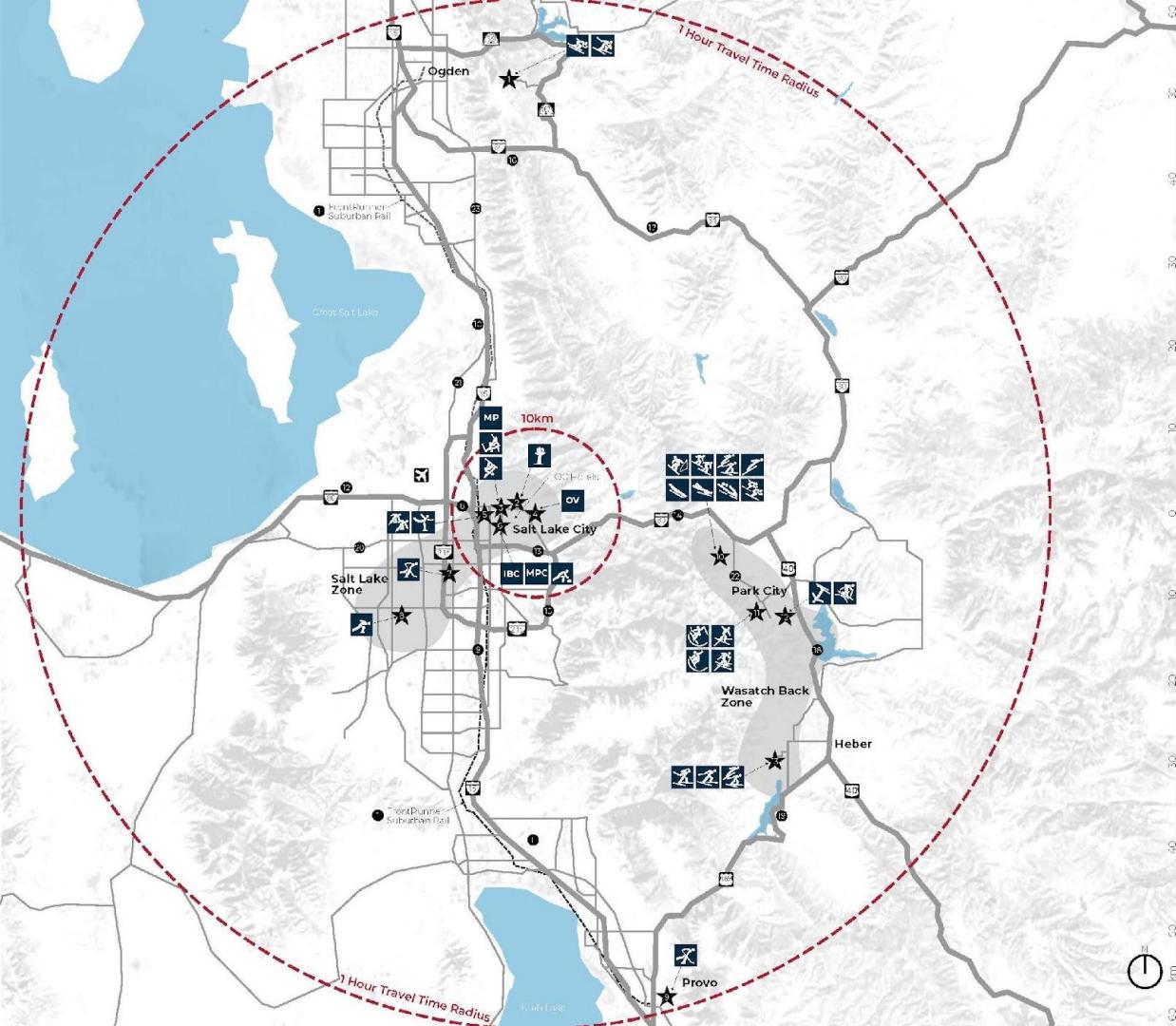
**Athlete Experience / Athlete Family Services**

**Unique Geography = Compact Games**

**Bring Sport to the People**

**Bring Unity to a World Divided**

**Partnership Approach**



## Olympic Winter Games Concept Map

Map A

### 1 Snowbasin

Alpine Skiing (Speed)

Alpine Skiing (Technical)

### 2 Rice-Eccles Stadium

Opening and Closing Ceremonies

### 3 Block 85

Snowboard Big Air

Freestyle Skiing Big Air

MP Medals Plaza

### 4 University of Utah

OV Olympic Village

### 5 Delta Center

Figure Skating

Short Track Speed Skating

### 6 Salt Palace Convention Center

IBC International Broadcast Center

MPC Main Press Center

Curling

### 7 Maverik Center

Ice Hockey

### 8 Utah Olympic Oval

Speed Skating

### 9 Peaks Ice Arena

Ice Hockey

### 10 Utah Olympic Park

Ski Jumping

Nordic Combined

Bobsleigh

Luge

Skeleton

Snowboard Parallel Giant Slalom

Snowboard Cross

Freestyle Skiing & Cross

### 11 Park City Mountain

Snowboard Halfpipe

Snowboard Slopestyle

Freestyle Skiing Halfpipe

Freestyle Skiing Slopestyle

### 12 Deer Valley Resort

Freestyle Skiing Aerials

Freestyle Skiing Moguls

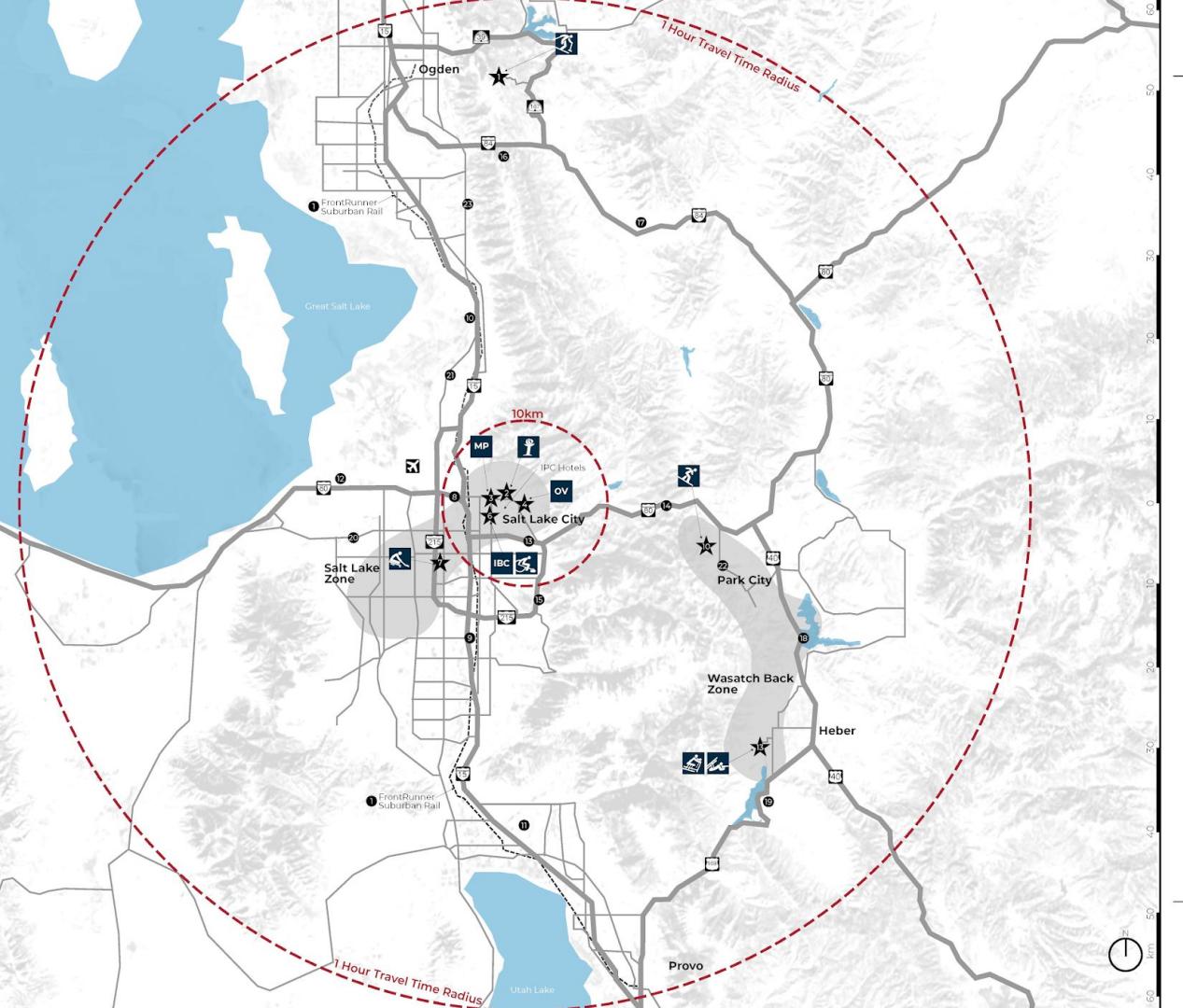
### 13 Soldier Hollow

Nordic Combined

Biathlon

Cross-Country Skiing





## Paralympic Winter Games Concept Map Map B

- 1 Snowbasin**  
Para Alpine Skiing
- 2 Rice-Eccles Stadium**  
Opening and Closing Ceremonies
- 3 Block 85**  
MP Medals Plaza
- 4 University of Utah**  
OV Olympic Village
- 6 Salt Palace Convention Center**  
IBC International Broadcast Center
- 7 Maverik Center**  
Wheelchair Curling
- 10 Utah Olympic Park**  
Para Ice Hockey
- 11 Utah Olympic Park**  
Para Snowboard
- 13 Soldier Hollow**  
Para Cross-Country Skiing
- 14 Soldier Hollow**  
Para Biathlon

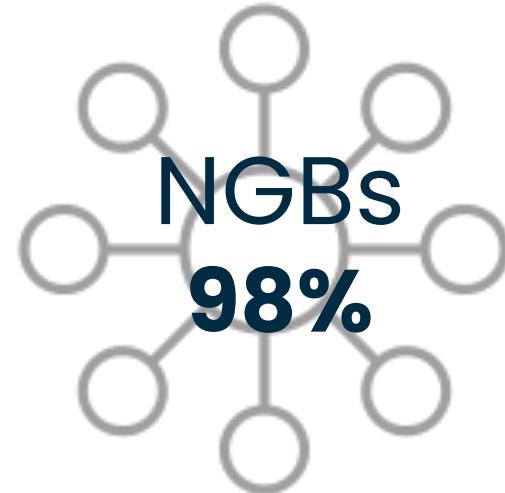
# GAMES CONCEPT LOCKED IN



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



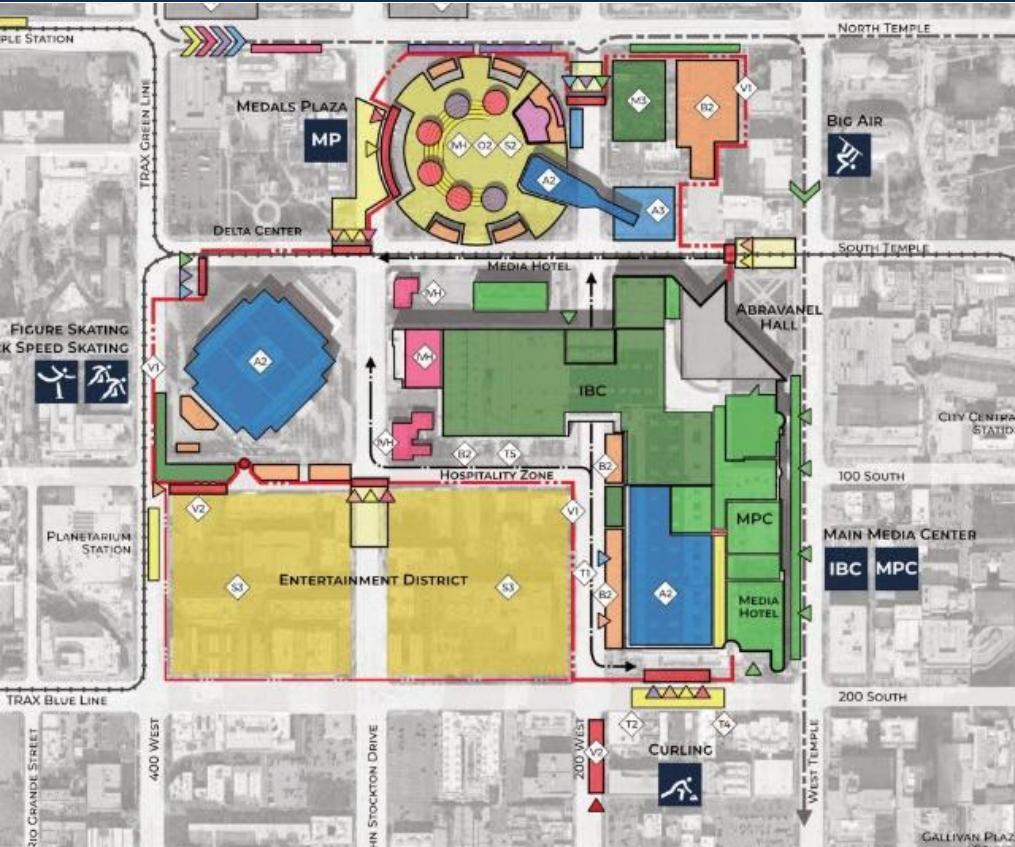
# SALT LAKE VALLEY CLUSTER

## SALT LAKE CITY ZONE



# SALT LAKE VALLEY CLUSTER

## SALT LAKE CITY ZONE

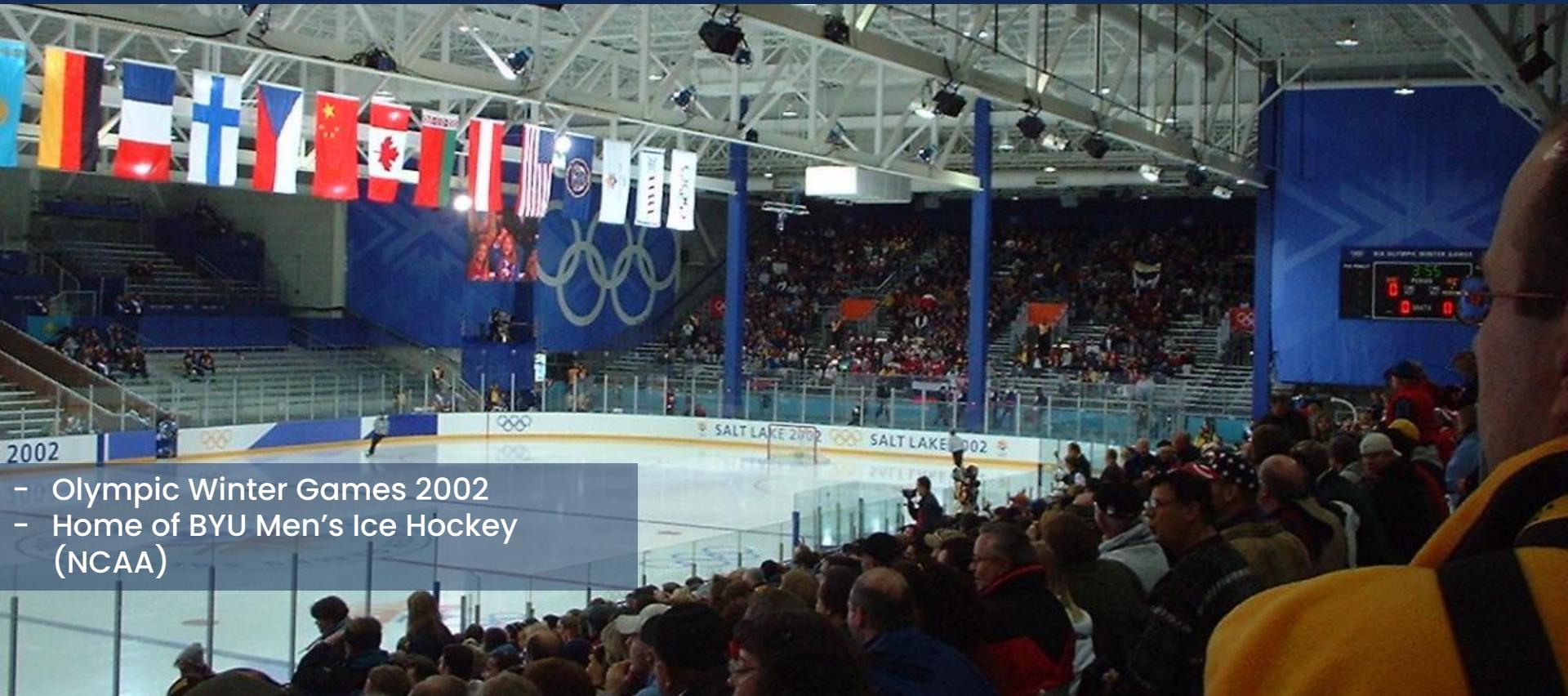


- Delta Center
  - Figure Skating / Short Track
- Block 85
  - Medals Plaza
  - Big Air
- Salt Palace
  - Curling
  - IBC/MPC
- Sport & Entertainment District
- Hotels

# SALT LAKE VALLEY CLUSTER DELTA CENTER



# PROVO PEAKS ARENA – HOCKEY



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

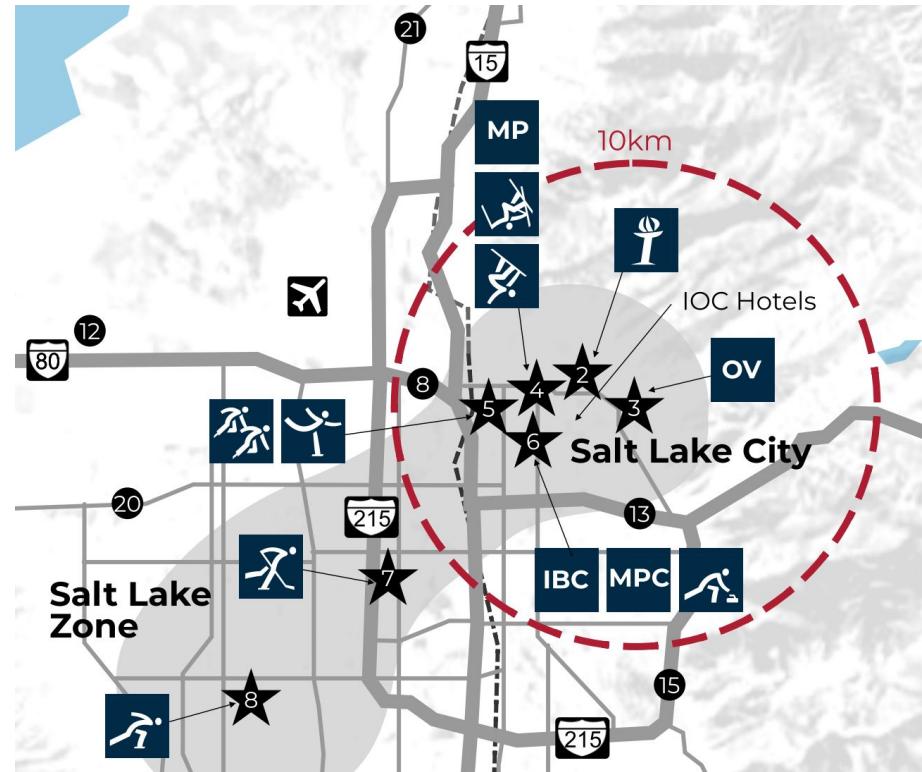
# SNOWBASIN RESORT – ALPINE SKIING

- 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

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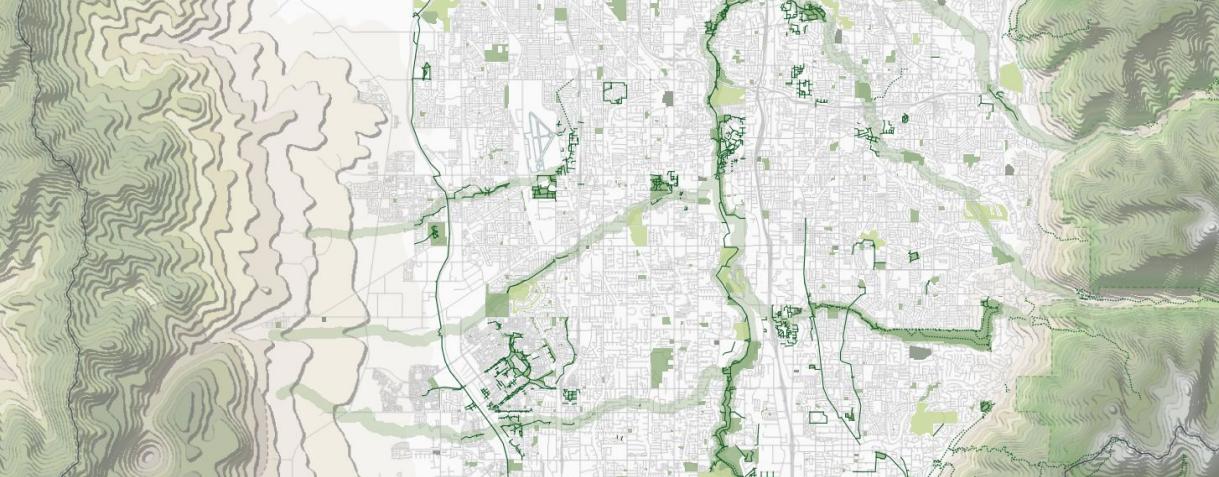
1. Olympic venues and closely related infrastructure
2. Broader physical changes
  - a. Transportation
  - b. Parks and public spaces
  - c. City and town centers (our gathering places)

# “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



Main Street Park City



Fairbourne Station, West Valley



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.



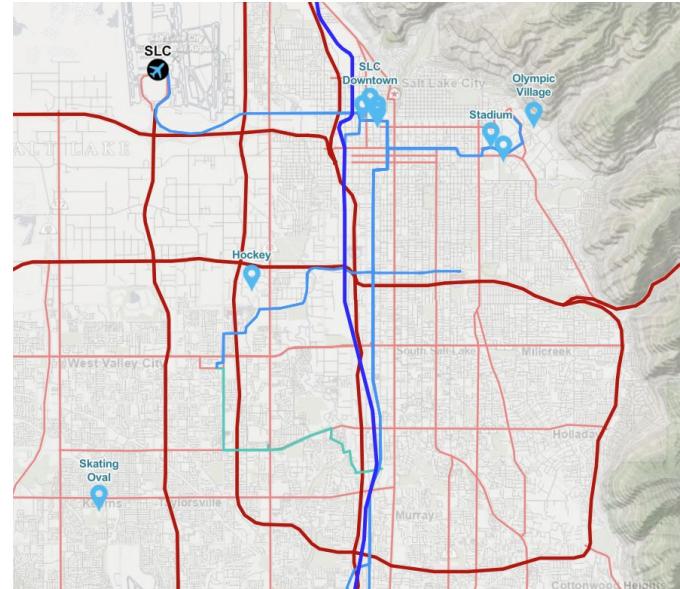
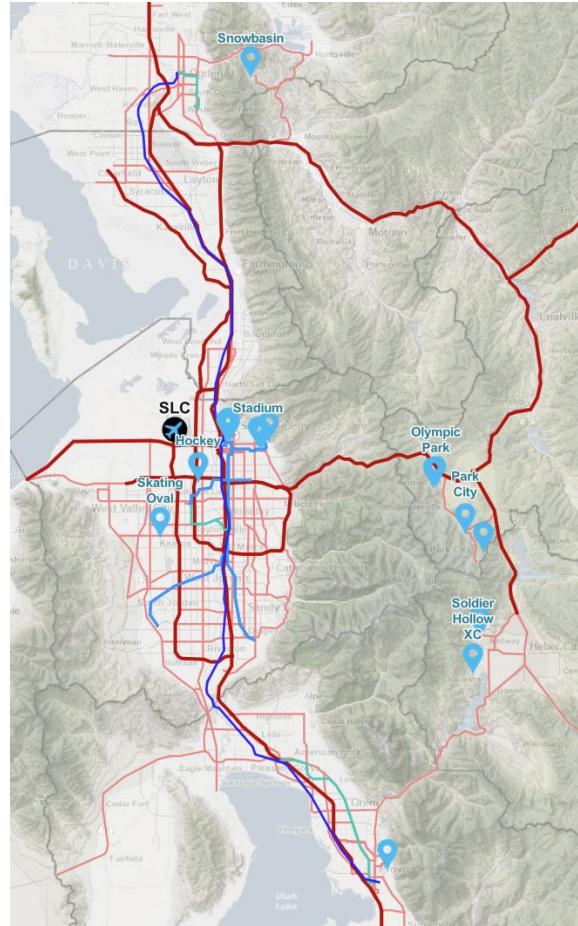
# “Use Olympics to leverage more vibrant centers”

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

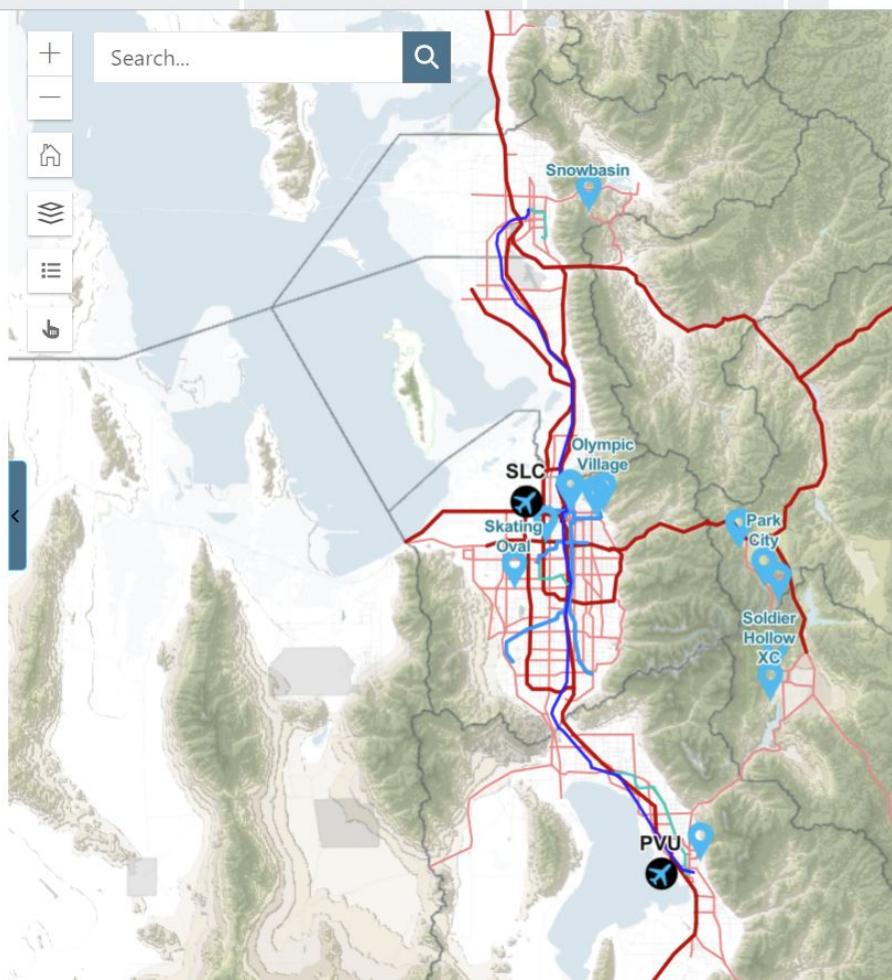
The Wasatch Choice Vision and Utah's preparations to host 2034 Olympics are mutually complementary.



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 future events.

The Wasatch Front urban region and its nearby mountain communities continue to offer unique opportunities.

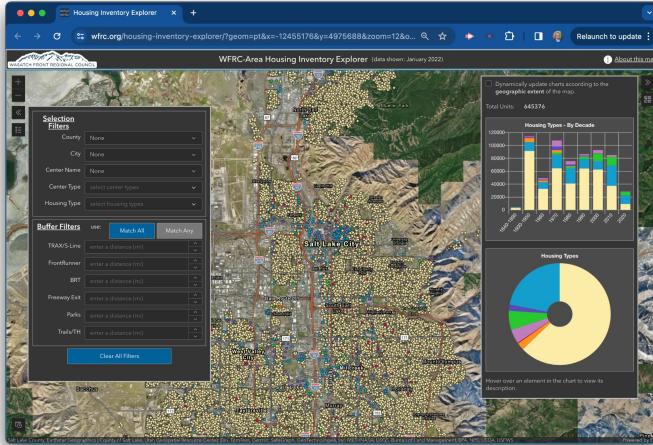




# Building our new Olympic Legacy: permanent changes that leverage the Olympics

May 16, 2024





# Housing Inventory Explorer

Josh Reynolds  
Bert Granberg

WFRC Analytics

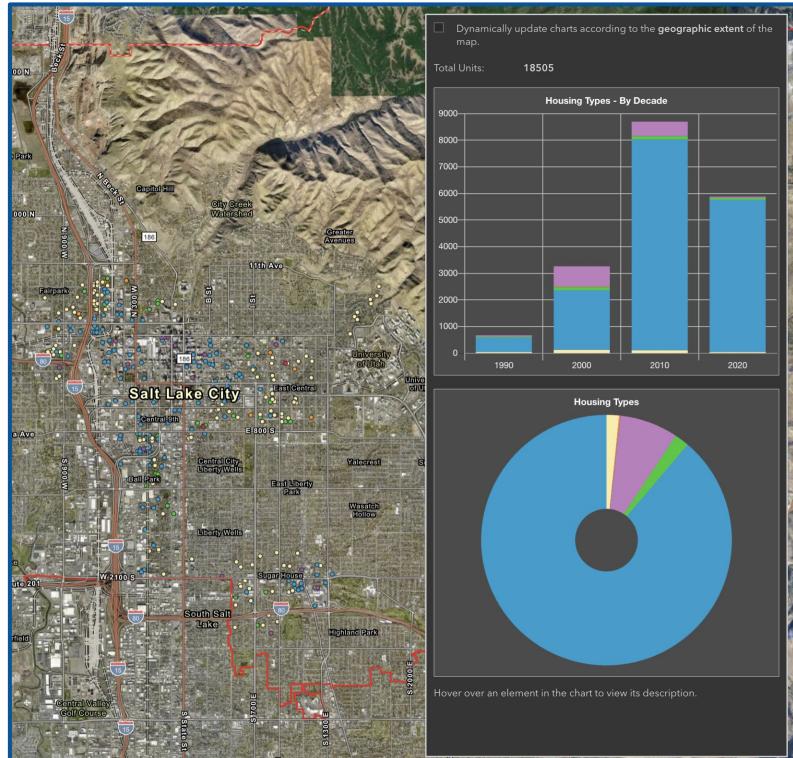


# Quick Background - Why a Housing Inventory?

- **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

WFRC-Area Housing Inventory Explorer (data shown: January 2022) [About this map](#)

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

Units in View: 17945

**Housing Types - By Decade**

Decade	Units
1840-1860	~150
1860-1880	~1500
1880-1900	~1200
1900-1920	~1500
1920-1940	~1800
1940-1960	~2200
1960-1980	~3500
1980-2000	~3800
2000-2020	~2000
2020-2022	~500

**Housing Types**

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

Year Built: 1850 - 2022

1850 2022

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

Earthstar Geographics

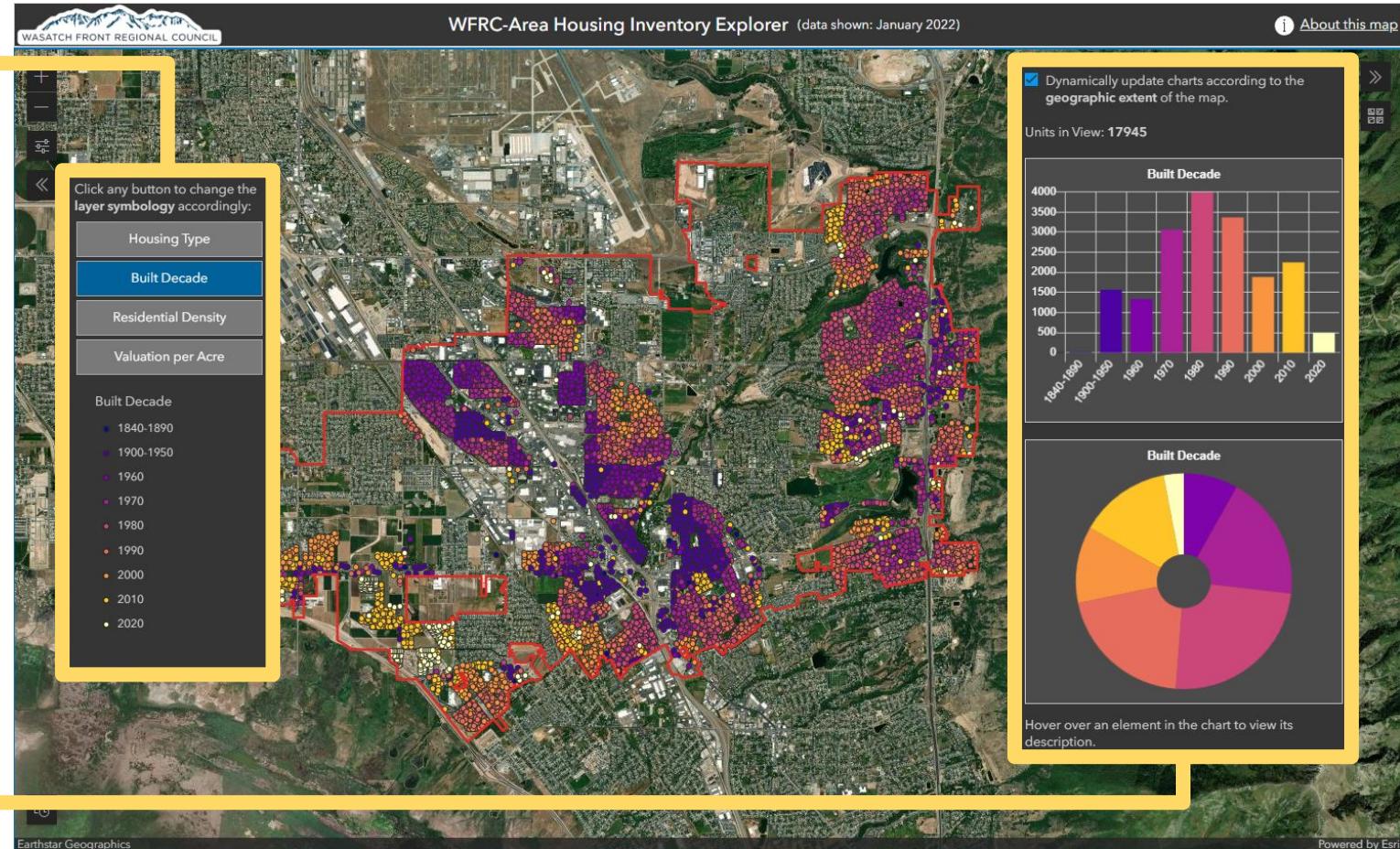
Powered by Esri

# Key Features

## Symbology



## 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.org/housing-inventory-explorer/?geom=pt&x=-12455581&y=4978242&zoom=12&cty=Salt+Lake+City&yr=1997\_2022

WASATCH FRONT REGIONAL COUNCIL

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

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

Total Units: 22984

### Housing Types - By Decade

Decade	Units
1990	~1000
2000	~4500
2010	~9500
2020	~6500

### Housing Types

22,984

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: enter a distance (mi)

FrontRunner: enter a distance (mi)

BRT: enter a distance (mi)

Freeway Exit: enter a distance (mi)

Parks: enter a distance (mi)

Trails/TH: enter a distance (mi)

Clear All Filters

Year Built: 1997 - 2022

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

Murray

Salt Lake County, Earthstar Geographics | County of Salt Lake, Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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← → C [wfrc.org/housing-inventory-explorer/?geom=pt&x=-12455581&y=4978242&zoom=12&cty=Salt+Lake+City&yr=1997\\_2022&lr=0.5&fr=0.5&op=Or&brt=0.5](https://wfrc.org/housing-inventory-explorer/?geom=pt&x=-12455581&y=4978242&zoom=12&cty=Salt+Lake+City&yr=1997_2022&lr=0.5&fr=0.5&op=Or&brt=0.5) ⭐ 🔍 🌐

WASATCH FRONT REGIONAL COUNCIL

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

[About this map](#)

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

Total Units: 18505

### Housing Types - By Decade

Decade	Units
1990	~1000
2000	~3000
2010	~8500
2020	~5500

### Housing Types

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

**18,505**  
**22,984** = 80%

**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**

Year Built: 1997 - 2022 1850

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

2022

Salt Lake County, Earthstar Geographics | County of Salt Lake, Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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# 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@wfrc.org

[wfrc.org/housing-inventory-explorer](http://wfrc.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](#)

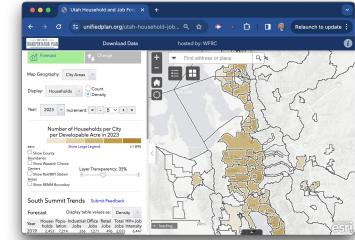


Figure 2: Share of Utah Residential Building Permits Issued by Type of Unit, 2010-2022

