
I. OVERVIEW

The Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030 (2030 LRP Update) has been developed in response to growing regional transportation needs and future demand. The 2030 LRP Update meets federal government requirements (under 23 CFR, Part 450 of the Code for Federal Regulations) for metropolitan areas with a population of 200,000 or greater to adopt a long range transportation plan for a minimum twenty-year period, with an update every three years. The planning policies and recommendations of the 2030 LRP Update are prepared under the guidelines of the Transportation Equity Act for the 21st Century (TEA-21). The Salt Lake and Ogden/Layton Urbanized Areas have been treated in the past as two separate and distinct geographic jurisdictions. These two Urbanized Areas have been combined into the larger, more complete Wasatch Front Urban Area for the purposes of this report. This document, Technical Report Number 43, details the 2030 LRP Update planning process, improvement projects, impacts, and supercedes its predecessor, the 2002-2030 Long Range Transportation Plan.

The Wasatch Front Regional Council (WFRC) is responsible for developing an area-wide long range transportation plan for Salt Lake, Davis, and Weber Counties. The WFRC worked in close cooperation with representatives from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), the Utah Division of Air Quality (DAQ), and the cities and counties located within its jurisdiction to develop new transportation facilities and upgrades to the existing transportation systems and infrastructure. The purpose of the 2030 LRP Update is to identify needed highway, transit, and other transportation improvements in the region. The WFRC works with the cities and counties in the urbanized areas, as well as the state highway agency and public transportation providers, to ensure a coordinated transportation system and establish funding priorities.

Projected population and vehicle miles traveled for 2030 will cause average weekday delays to increase by 182 percent. The Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030 includes approximately 1,220 lane-miles of capacity improvements to the highway system. Major public transit improvements recommended by the 2030 LRP Update include adding to the existing system ten light rail transit extensions equaling 35 miles, three commuter rail lines totaling 66 miles, and 15 bus rapid transit or enhanced bus lines equaling 175 miles to serve the growing transportation needs of the Wasatch Region. Of the 175 miles of bus rapid transit, or enhanced bus lines, approximately 46 miles are anticipated to have bus lanes. The number of bus route miles is recommended to double over the next 27 years. This increase in the public transportation system will translate into greater service coverage, more frequent service, and longer hours of operation. Primary transportation corridors have been identified for priority or high-frequency bus transit service.

Finally, the 2030 LRP Update was developed within the constraint of financial feasibility. The list of highway and transit facility improvements contain only those projects that can be funded over the next 27 years. Reasonable assumptions were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities. To coincide with anticipated financing and revenue streams, the implementation of the 2030 LRP Update was divided into three separate phases: Phase 1 (2004-2012); Phase 2 (2013-2022); and Phase 3 (2023-2030). The Wasatch Front Urban Area Financial Plan Update, Technical Report 44, documents the revenues and costs of highway and transit improvements. A separate appendices document supports the planning process, public involvement, and recommendations of the 2030 LRP Update.

ABSTRACT

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2004-2030
Technical Report 43

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ABSTRACT: The Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030 (2030 LRP Update) is the Salt Lake and Ogden/Layton Urbanized Areas' fiscally constrained plan for highway, transit, and other facility improvements to meet projected travel demand over the next 27 years. Developed in accordance with federal guidelines, the 2030 LRP Update includes highway and transit facilities identified by region-wide planners, engineers, elected officials, various transportation committees, stakeholders, state agencies, and the general public that would best serve the needs of the Wasatch Front Region and its two urbanized areas. The planning process and the steps used to develop the 2030 LRP Update are presented, along with an analysis and evaluation of four highway and transit alternatives that contributed to the final recommendations. Social, economic, and environmental impacts of the 2030 LRP Update recommendations were examined, analyzed and documented. The 2004-2030 Long Range Transportation Plan Update also includes recommendations for a regional bicycle network. The financial aspects of the 2030 LRP Update include projected revenues over the next 27-year period to cover the estimated costs for recommended highway and transit improvements.

SUPPORT DOCUMENTS: Wasatch Front Urban Area Financial Plan Update: 2004-2030
Technical Report 44

Wasatch Front Urban Area Long Range Transportation Plan Update:
2004-2030 Appendices

Air Quality Memorandum
Report Number 18

