CITY COUNCIL MEETING STAFF REPORT

DATE OF MEETING: August 4, 2026

NAME OF APPLICANT: Cooper Jenkins

AGENDA ITEM: Workforce Housing – 41 West Main Street
Legislative Development Agreement

ITEM: 5

Cooper Jenkins is proposing a workforce housing project at 41 West Main Street. The proposal is to finish the basement of an existing commercial building with six workforce housing units. The proposal is to adopt a legislative development agreement because the proposal does not comply with current code. Utah State law allows for a city and a developer to approve a development agreement for affordable housing. The property is zoned C-2.

BACKGROUND:

Cooper Jenkins is proposing a workforce housing project at 41 West Main Street by converting the basement of the existing commercial building into residential units. The building was constructed approximately 25 years ago, and the basement was originally designed with utilities stubbed for six residential units.

The proposed units would each be less than 900 square feet. Five would be studio apartments, and one would be a one-bedroom apartment. Monthly rents would range from $1,300 to $1,400, with all utilities included.

In addition to the housing proposal, the developer is requesting that the City lease water rights for the project and waive building permit fees. In exchange, the developer is proposing a 20-year deed restriction that would require the units to remain available at the agreed-upon affordable rental rates for the duration of the agreement.

Utah law authorizes municipalities to use Legislative Development Agreements (LDAs) to facilitate affordable and moderate-income housing by offering development incentives, such as density bonuses, height increases, fee waivers, or other forms of assistance. Because Utah municipalities cannot require developers to include affordable housing units, the State has established a voluntary framework that allows affordable housing commitments to be negotiated in exchange for meaningful development incentives.

Under this framework, a municipality may provide direct development incentives in exchange for the developer voluntarily recording a deed restriction that preserves affordable or moderate-income housing for a specified period. This approach enables the City to secure long-term affordability while ensuring that any incentives provided are supported by a legally enforceable agreement.

The Midway General Plan recognizes the City's shortage of moderate-income housing and supports policies that encourage the development of housing to address this need. The proposed workforce housing project is consistent with several goals and objectives identified in the Moderate-Income Housing chapter of the General Plan (pages 43-47), including:

- Create development code specific to facilitating the inclusion of Moderate Income and Service worker attainable housing components in development plans in designated higher-density areas.
- Apply the density bonus provisions in the Development Code for additional moderate-income housing units when they supply housing for clearly expressed community needs.
- Consider allowing moderate-income housing to use M&I water, leased by Midway, to lower development costs.
- Consider workforce housing to mitigate the impact of commercial developments upon the housing needs of the City.
- Negotiate with developers to create workforce housing for developments in the Resort Zone.
- Encourage increased moderate-income housing in central residential zones adjacent to commercial centers.
- Encourage discussions about moderate-income housing to explain and educate the community about the need for affordable housing in terms of providing housing for persons who work in Midway, but cannot afford to live here, and persons who live in Midway but cannot afford to purchase a home.
- Moderate income housing is an investment in a vital community and insurance of a locally-based work-force.

In 2023, the City of Midway received a grant from the Mountainland Association of Governments (MAG) to retain a consultant to study housing affordability and transportation within the community. The purpose of the study was to better understand the relationship between local housing availability, workforce needs, and transportation impacts. The study identified several significant findings that support the need for additional workforce and moderate-income housing in Midway, including the following:

- On an average day, approximately 928 employees commute into Midway from outside the city for work.
- Providing housing opportunities for these employees could reduce commuter traffic, improve housing and employment accessibility, and strengthen the connection between where people live and work.
- Many individuals employed in essential community services face long commutes to work in Midway. Expanding housing opportunities for these workers would improve their quality of life while enhancing the resiliency and overall well-being of the community.
- The study identified essential workers as including employees in the hospitality industry, seasonal workers, teachers, emergency medical personnel, firefighters, law enforcement officers, and others who provide critical services to the community.
- Historically, Midway home values have generally followed trends in surrounding communities. However, in 2023, Midway home values appreciated at a faster rate than the county average for the first time since 2009.
- Midway is experiencing a high and rapidly rising concentration of non-working families which indicates a high demand for vacation homes, second homes, and retirement estates.
- Consistent with statewide and national trends, housing affordability has become an increasing challenge for households across a broad range of income levels in Midway.
- In 2021, only 19.5 percent of employees at The Homestead resided in Midway.
- In 2021, only 15.9 percent of employees at Zermatt Utah Resort resided in Midway.

These findings demonstrate the growing disconnect between employment opportunities and housing availability within Midway. They also reinforce the objectives of the City's General Plan by highlighting the need for additional workforce and moderate-income housing to support local businesses, reduce commuter traffic, and maintain a healthy, year-round community.

The Midway General Plan clearly identifies the need to expand housing opportunities that are attainable for essential workers, service-sector employees, and other moderate-income households. Likewise, the Midway Mobility Study demonstrates the need for additional housing options for individuals who work in Midway but are unable to live within the community.

Recognizing that municipalities in Utah cannot require developers to construct affordable housing, the Utah Legislature has authorized cities to enter into Legislative Development Agreements that provide development incentives in exchange for long-term affordable housing commitments. Through an LDA, the City may offer incentives that improve a project's financial feasibility while securing deed restrictions that preserve workforce housing for an agreed-upon period.

Potential incentives available to the City include the following:

- Increased Residential Density. One of the most effective incentives available is allowing a higher residential density than would otherwise be permitted under the zoning ordinance. The C-2 and C-3 commercial zones currently allow only one residential dwelling per mixed-use project or per acre, creating an opportunity for the City to negotiate additional density through a Legislative Development Agreement. Allowing additional residential units can significantly improve a project's financial viability while directly increasing the supply of workforce housing.

- Municipal and Industrial (M&I) Water. The City may lease its municipal and industrial water to qualifying moderate-income housing projects, reducing development costs by eliminating the need for the developer to acquire additional water rights. If the affordability commitment is limited to a specified term, the LDA could provide that the water lease terminates when the deed restriction expires. At that time, the developer could be required to dedicate the necessary water rights to serve the project at market-rate status, allowing the City's leased water to be reallocated to future affordable housing projects.

- Building Permit and Development Fees. The City may waive, reduce, pay, or defer certain development and building permit fees to improve project feasibility. The agreement may also provide that deferred fees become payable if the project no longer qualifies as workforce or moderate-income housing before the end of the affordability period.

- Impact Fees. Under Utah law, impact fees cannot be waived. However, the City may choose to pay the required impact fees using another lawful funding source, such as the General Fund or other available revenues. Similar to other incentives, the LDA could require reimbursement of those costs if the affordability restrictions terminate or the units are converted to market-rate housing before the end of the agreed-upon affordability period.

These incentives are intended to balance the public benefit of creating long-term workforce housing with the City's responsibility to ensure that public resources are used to achieve measurable and lasting affordability outcomes. A Legislative Development Agreement provides the legal mechanism to document these commitments and ensure that both the developer and the City fulfill their respective obligations throughout the term of the agreement.

POSSIBLE FINDINGS:

1. The proposed project advances the goals and policies of the Midway General Plan.

2. The project addresses a documented community need.

3. The proposed Legislative Development Agreement provides a lawful mechanism for achieving long-term workforce housing.

4. The requested development incentives are reasonably related to achieving the public purpose of workforce housing.

5. The project promotes the public health, safety, and general welfare by increasing housing opportunities for Midway's workforce.

ALTERNATIVE ACTIONS:

1. Approval. This action can be taken if the City Council finds that the proposed language is an acceptable amendment to the City's Municipal Code.

   a. Accept staff report
   b. List accepted findings

2. Continuance. This action can be taken if the City Council would like to continue exploring potential options for the amendment.

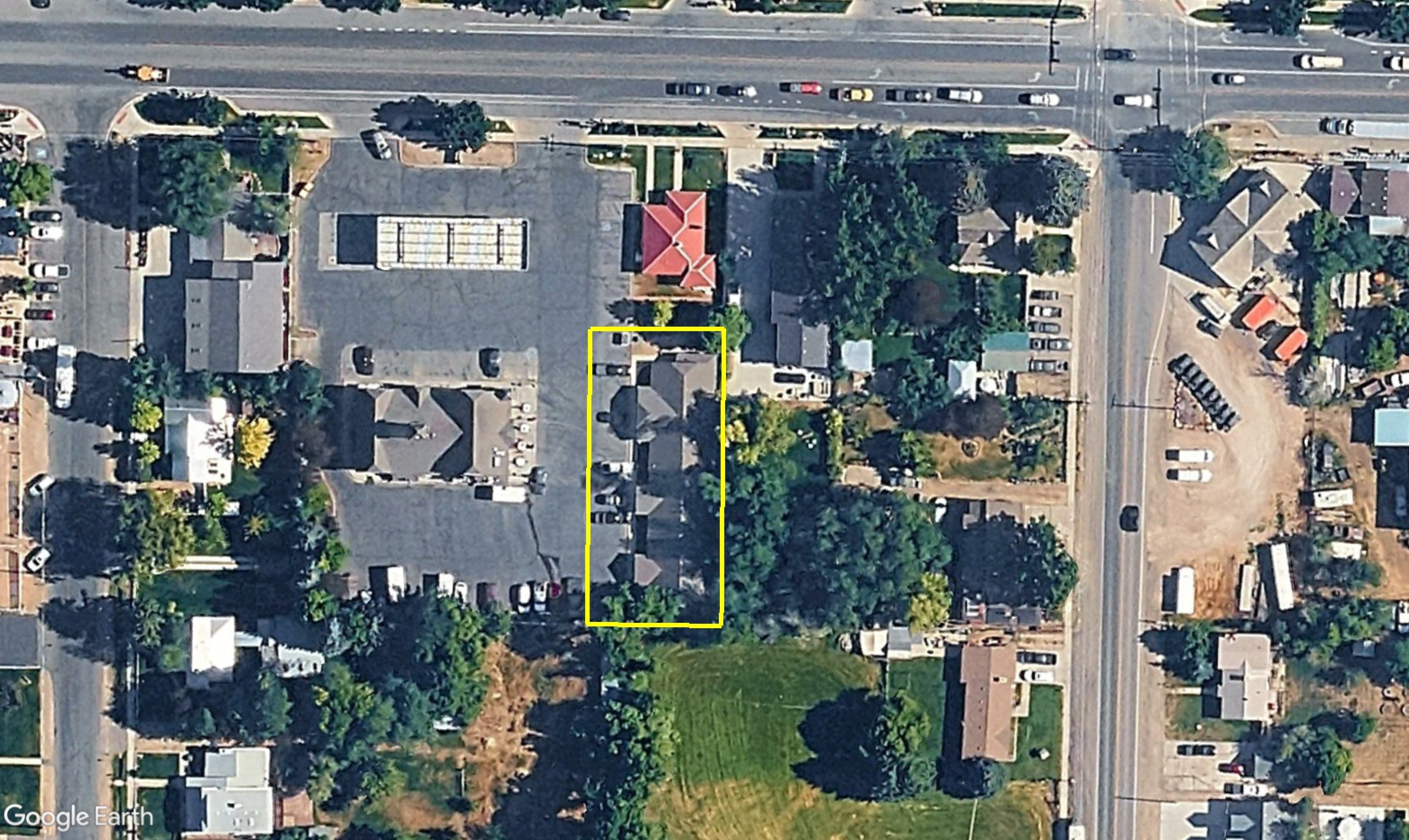
   a. Accept staff report
   b. List accepted findings
   c. Reasons for continuance
      i. Unresolved issues that must be addressed
   d. Date when the item will be heard again

3. Denial. This action can be taken if the City Council finds that the proposed amendment is not an acceptable revision to the City's Municipal Code.

   a. Accept staff report
   b. List accepted findings
   c. Reasons for denial


Midway
Google Earth


Midway
Google Earth


Google Earth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Executive Summary - Workforce Housing Apartments

41 W Main St, Midway, Utah 84049

This document provides a conceptual overview of the apartment floor plans proposed for completion and rental at 41 W Main St in Midway, Utah. The project is intended to provide quality housing options that support the local workforce and help address the growing shortage of attainable housing in the Midway area.

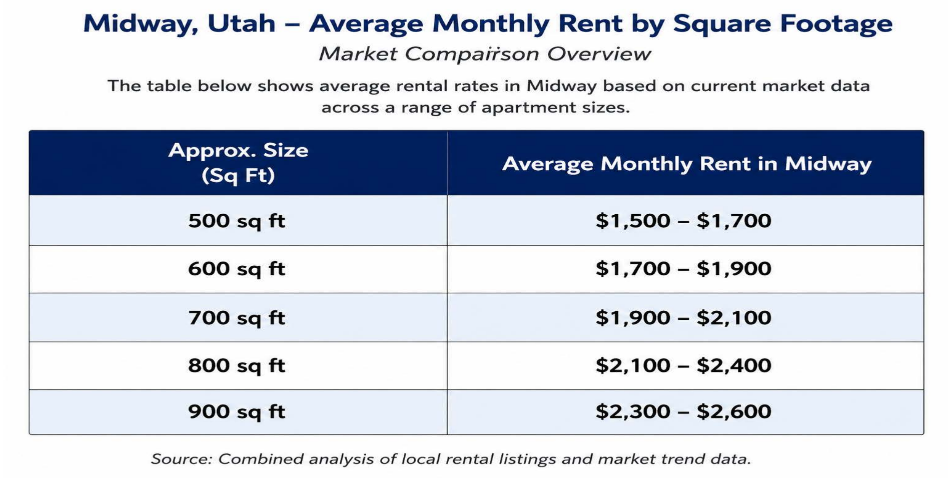
A major objective of this project is maintaining reasonable rental pricing for workforce housing and apartment rentals. The ownership group recognizes the increasing difficulty local employees face in securing housing close to their workplaces. These apartments are intended to provide practical and well-designed living spaces that remain attainable for working individuals and families.

Another key motivator for this project is the operational need for employee housing associated with several local businesses in Midway. At present, staffing has become increasingly difficult because many employees are forced to commute significant distances due to limited local housing availability. Providing nearby apartment options will improve employee retention, reduce commuting burdens, support local businesses, and strengthen the long-term workforce serving the community.

Additionally, there is an option being considered to divide the North 1 unit into two separate apartments, increasing the total apartment count from five units to six units. This option would further improve housing availability and flexibility while continuing to support workforce-oriented rental pricing. The pricing will include utilities.

Estimated Market Rent Analysis (Based on Market Analysis of Midway)

Unit	**Approx. Size**	**Estimated Monthly Rent**
North 1/2	683 sq ft/699 sqft	$1,300 each
North 2 (Office)	831 sq ft	$1,400
North 3	510 sq ft	$1,300
North 4	857 sq ft	$1,300
North 5	660 sq ft	$1,400



Midway, Utah – Average Monthly Rent by Square Footage

Market Comparison Overview

The table below shows average rental rates in Midway based on current market data across a range of apartment sizes.

Approx. Size (Sq Ft)	Average Monthly Rent in Midway
500 sq ft	$1,500 – $1,700
600 sq ft	$1,700 – $1,900
700 sq ft	$1,900 – $2,100
800 sq ft	$2,100 – $2,400
900 sq ft	$2,300 – $2,600

Source: Combined analysis of local rental listings and market trend data.

We intend to sign the following as a 20 year deed agreement on the property.

$8,000 Rent total

$1,333 Average per unit

$52,470 annually is 55% AMI in Midway Utah.

Federal Government Standard is 30 percent of income to be considered affordable or workforce housing. 30% of a 5% AMI in Midway would be $15,741 ($1,350 monthly) currently. We are below 55% AMI. We plan to sign a deed locking in annually scaling AMI% up to 80% AMI but starting at 55% (assuming 30% of income for housing) for rent price with a 20 year deed term.

We also propose that the city lease the water shares as part of this affordable housing initiative, as well as waiving property taxes.

We will also be adding patio areas and community spaces at the top of both staircases for tenants to be able to BBQ, eat outside, have gatherings, etc.

Another benefit is these apartments will inflict zero design or aesthetic changes to Midway, as they are all located in the basement. You will get the benefits of workforce housing, without the impact of the giant ugly apartment buildings in vineyard you see when you go to the movies.

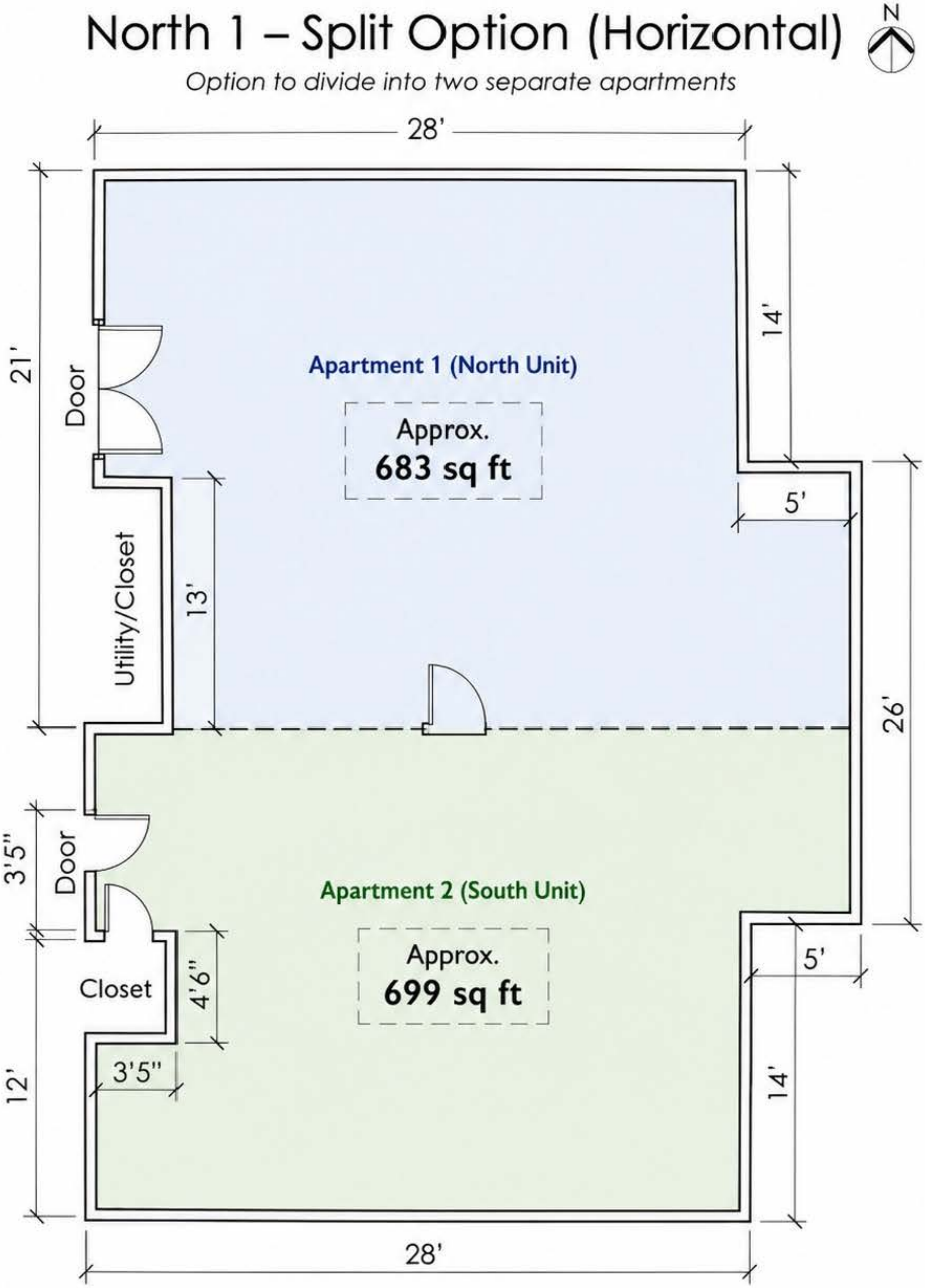
These apartments will provide the ability for workforce employees to be able to walk to work, as opposed to long commutes daily.

We also have a signed letter guaranteeing the needed parking for these apartments. All units have individual power meters, and impact fees are assumed to have been paid when building was built.

We intend to spend near $100,000 to finish these apartments and make them high quality living conditions for workforce level employees in Midway.

North 1 – Split Option (Horizontal)

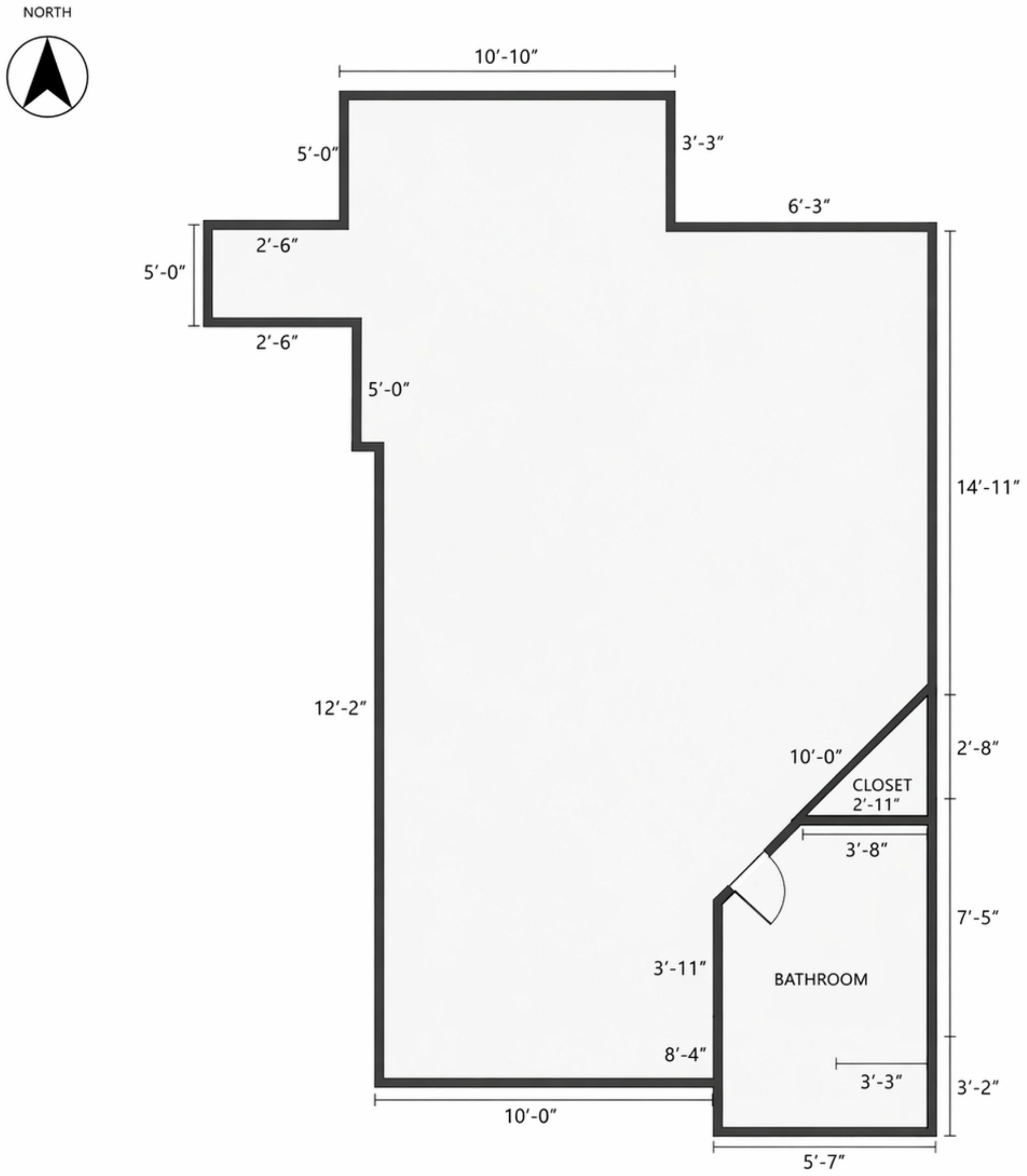
Option to divide into two separate apartments



Apartment 1 (North Unit)	Apartment 2 (South Unit)	Total Area (Both Units):
Approx. 683 sq ft	Approx. 699 sq ft	**1,382 sq ft (Estimated)**

*All dimensions are approximate.

North 2 Floor Plan



FLOOR PLAN

North 2″ Andy's Office
Plano, TX 75024

TOTAL SQUARE FOOTAGE

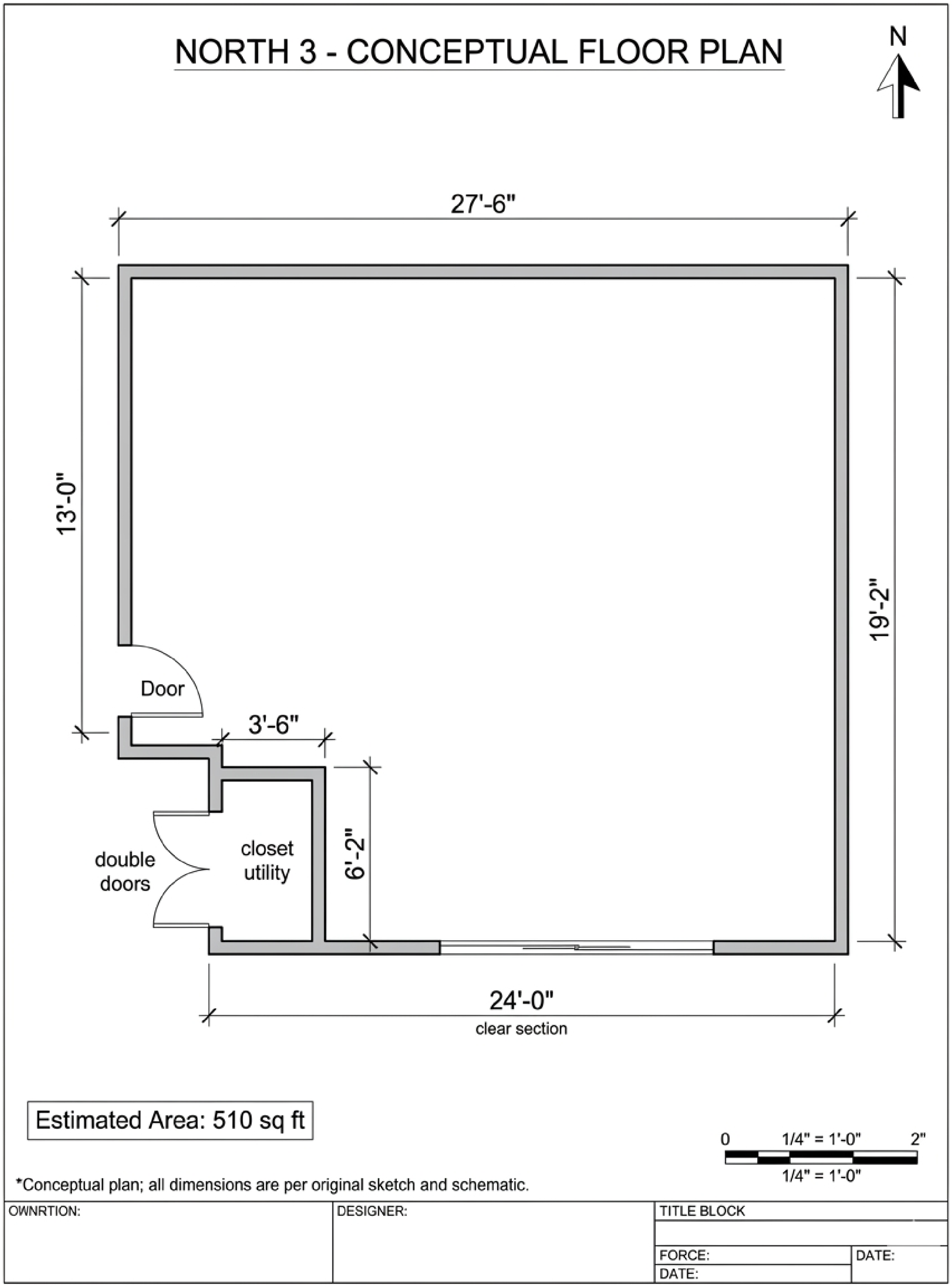
831 SQ FT

(Calculated Interior Area)

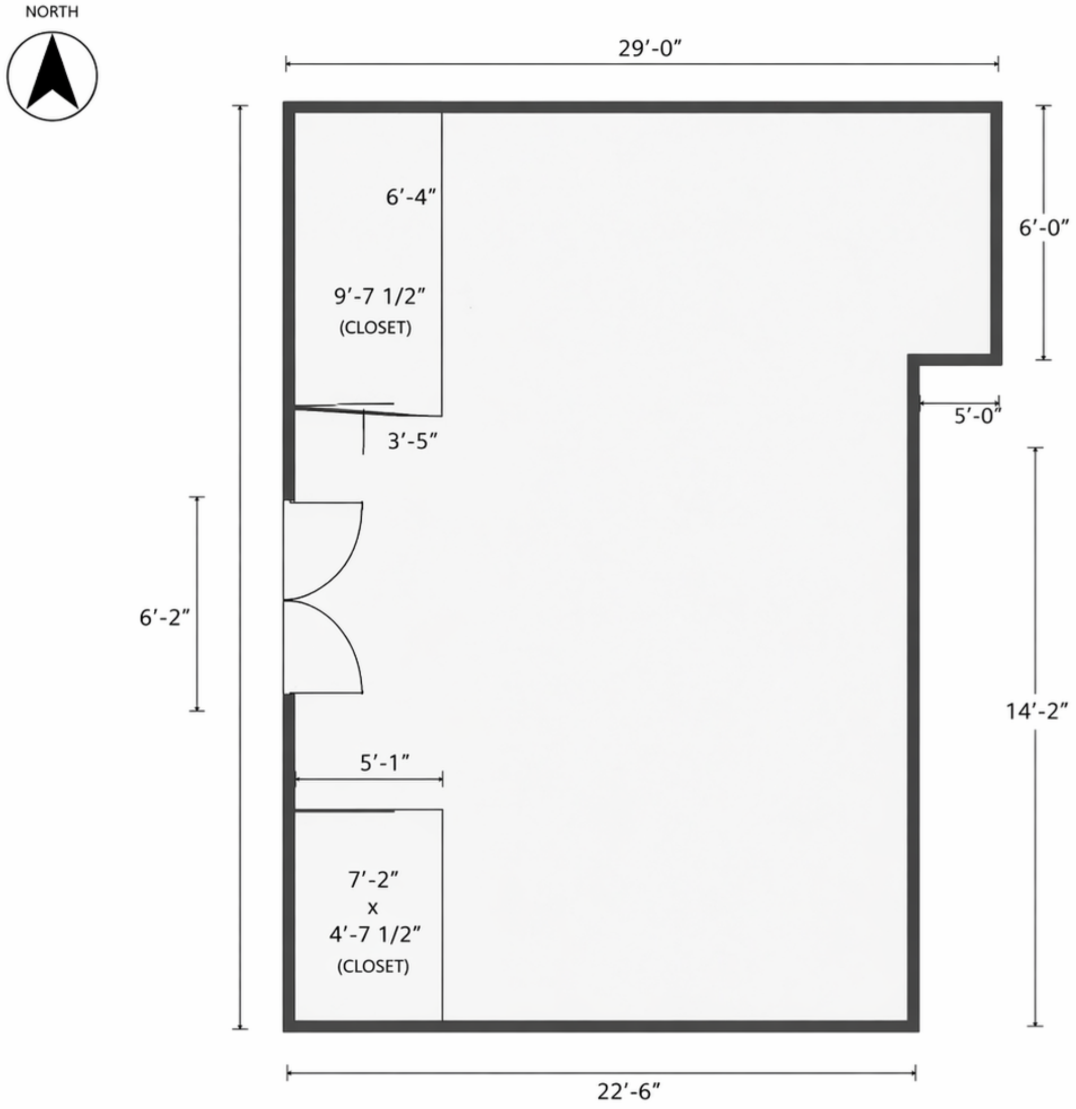
NOTES

- All dimensions are approximate
- Interior measurements are to inside face of walls
- Drawn to scale

North 3 Floor Plan



North 4 Floor Plan



FLOOR PLAN

11074 4th Street
Plano, TX 75024

TOTAL SQUARE FOOTAGE

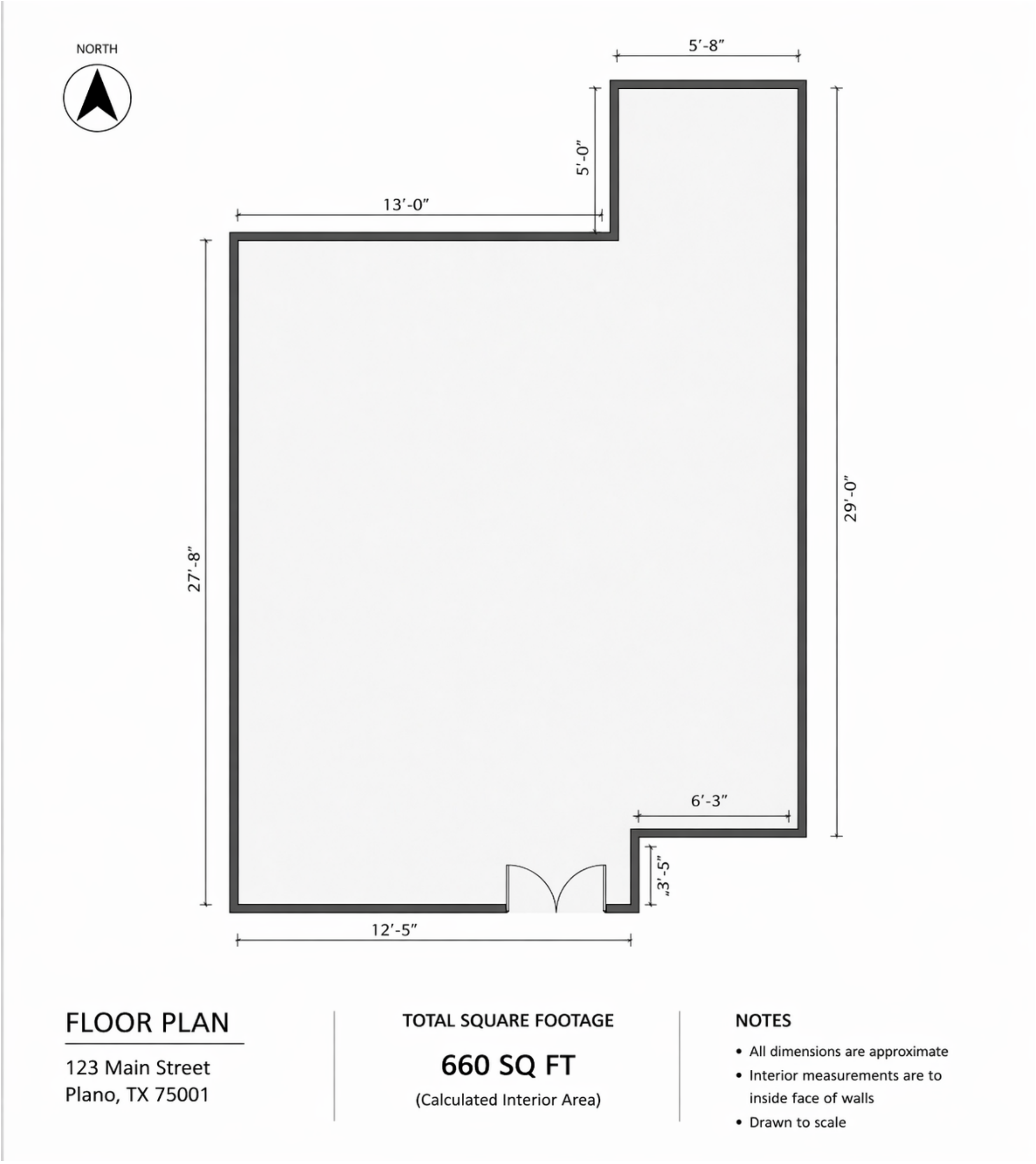
857 SQ FT

(Calculated Interior Area)

NOTES

- All dimensions are approximate
- Interior measurements are to inside face of walls
- Drawn to scale

North 5 Floor Plan



FLOOR PLAN

123 Main Street
Plano, TX 75001

TOTAL SQUARE FOOTAGE

660 SQ FT

(Calculated Interior Area)

NOTES

- All dimensions are approximate
- Interior measurements are to inside face of walls
- Drawn to scale

MIDWAY
MOBILITY BLUEPRINT

City Council Update

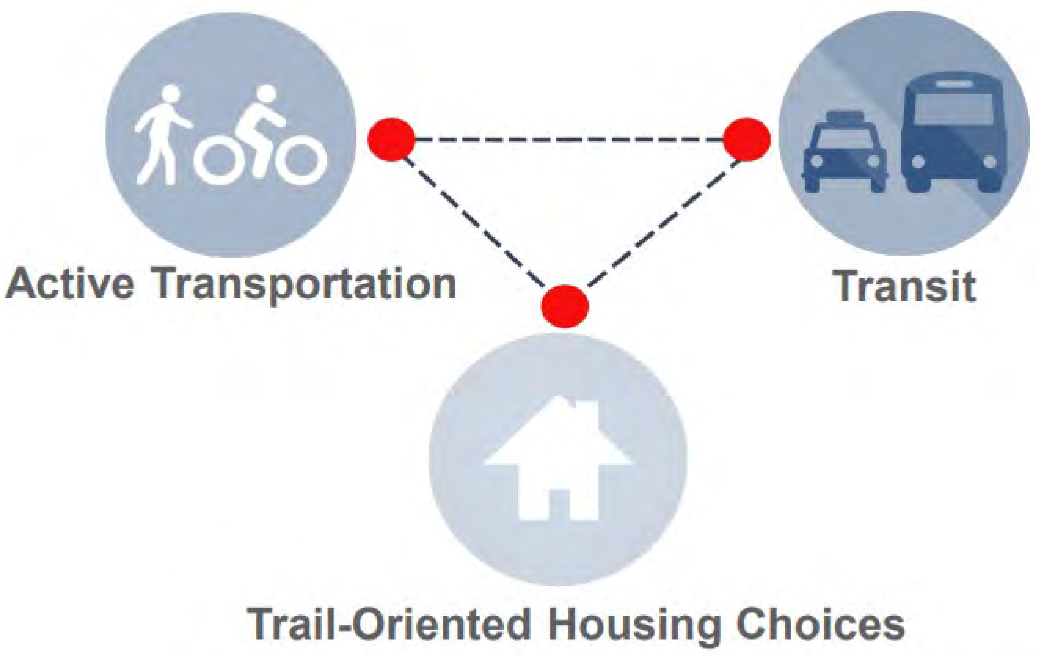
June 2024

Today's Agenda

1. Study Overview
2. Summary of Public Survey Findings
3. Summary of Recommendations
4. Council Discussion and Direction on Next Steps

Study Overview

1. This plan focused on identifying opportunities to increase housing options for residents, with an emphasis on essential workers.
2. The plan also focused on connecting the identified trail-oriented housing with safe and comfortable walking, biking, and transit networks.



What is Trail-oriented Housing?

Supporting our Essential Workers

- Support the ‘Missing Middle’ housing gap for employees that support our community
- Future housing will be high-quality, and scaled appropriately
- Context sensitive, fitting in with the Swiss architecture and ranching community

*Missing Middle: a range of multi-unit or clustered housing types, **compatible in scale with single-family homes***

What is Active Transportation?

Supporting Healthy and Active Transportation Networks

- Connecting trail-oriented housing areas with destinations in Midway through active transportation networks
- High-quality, comfortable, and connected paths, trails, sidewalks and bike lanes
- This effort was focused on connecting gaps in the network, and recommending ways to calm traffic in town

Active Transportation: human-powered transportation that includes bike lanes sidewalks, multi-use trails, and helps create a vibrant community by providing safe, comfortable, and affordable ways to get around.

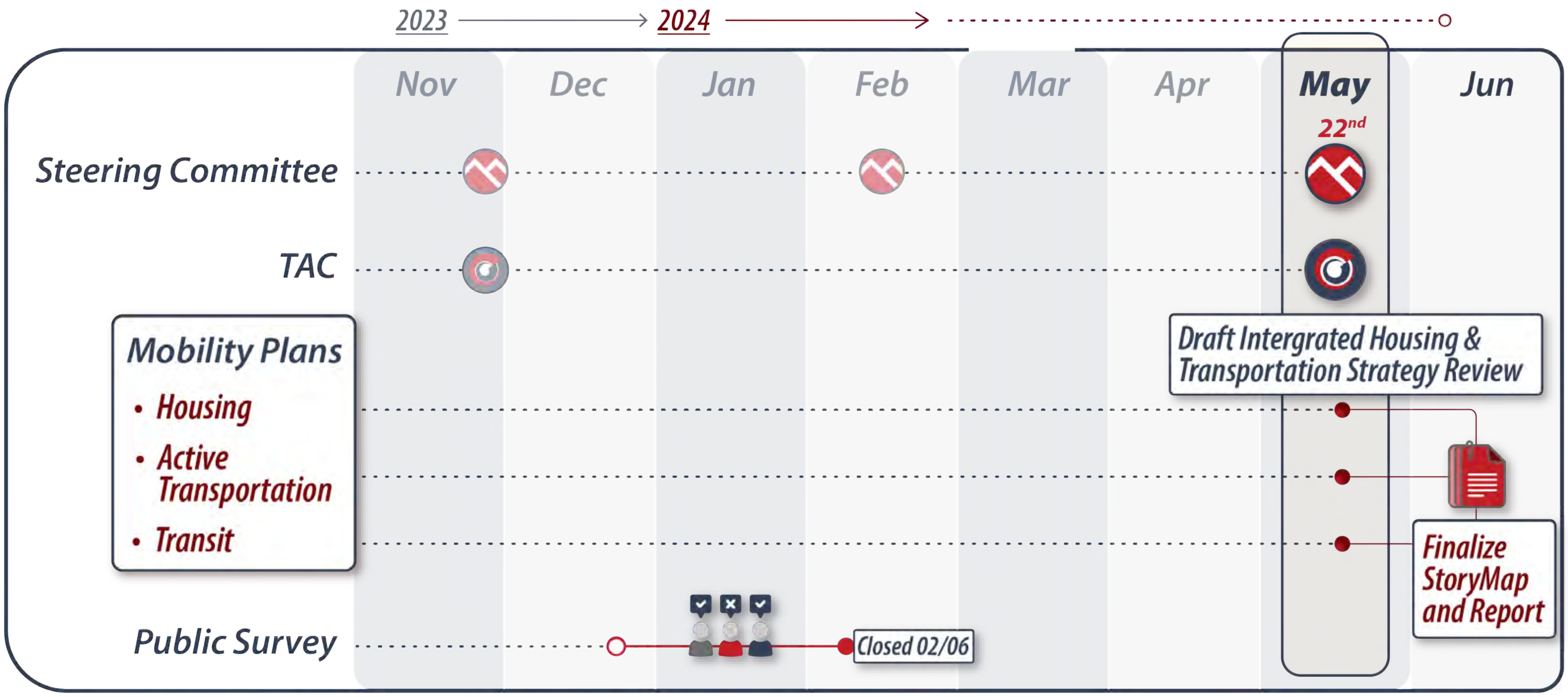
What is Transit?

Supporting Affordable and Convenient Travel Options for our Essential Workers

- Midway is looking ahead at ways to support people who live and work in Midway with transit options
- Short term goals of growing micro-transit ridership (already high!)
- Long term goals of local circulator, and connection into the High Valley Transit District and transit connections to Heber

Transit: currently, transit operating in Midway is on-demand micro transit. Future transit that supports essential workers may grow transit service.

Study Overview

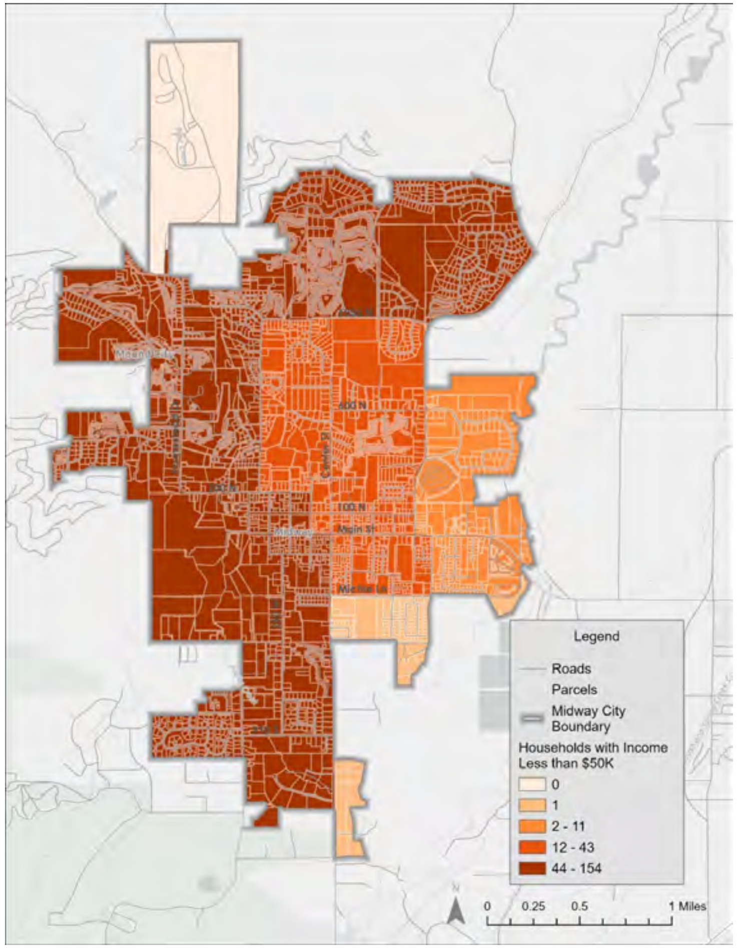


Community Profile

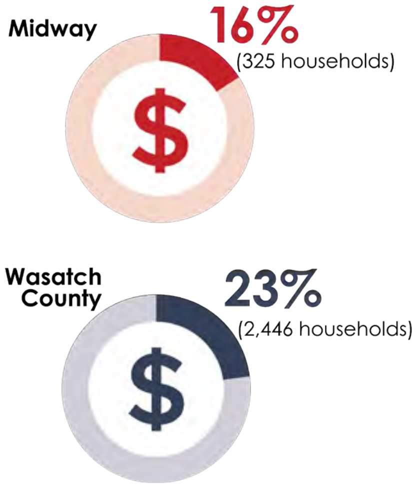
Who are we planning for, and what are their needs?

Low-Income Households

No-Vehicle Households



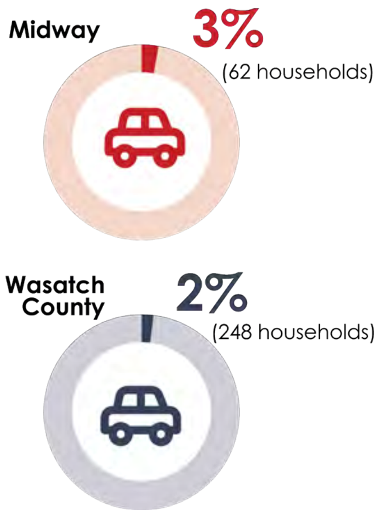
Low-Income Households



Midway 16% (325 households)

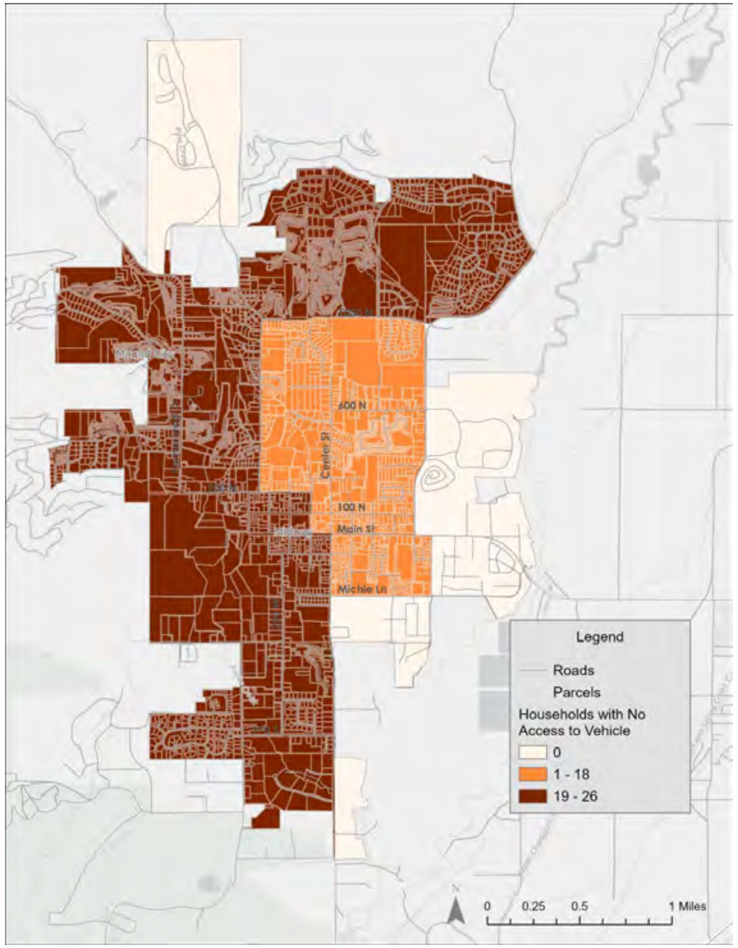
Wasatch County 23% (2,446 households)

No Vehicle Households



Midway 3% (62 households)

Wasatch County 2% (248 households)

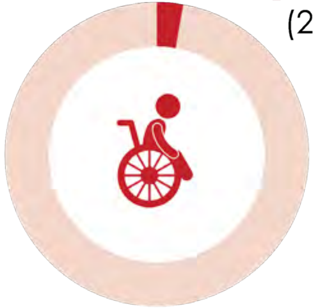


Source: American Community Survey 2017-2021

Population with a Disability

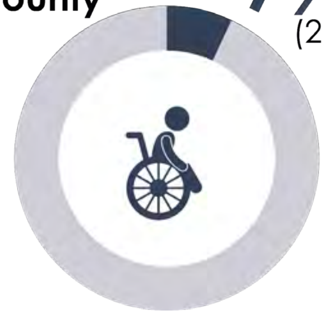
Midway

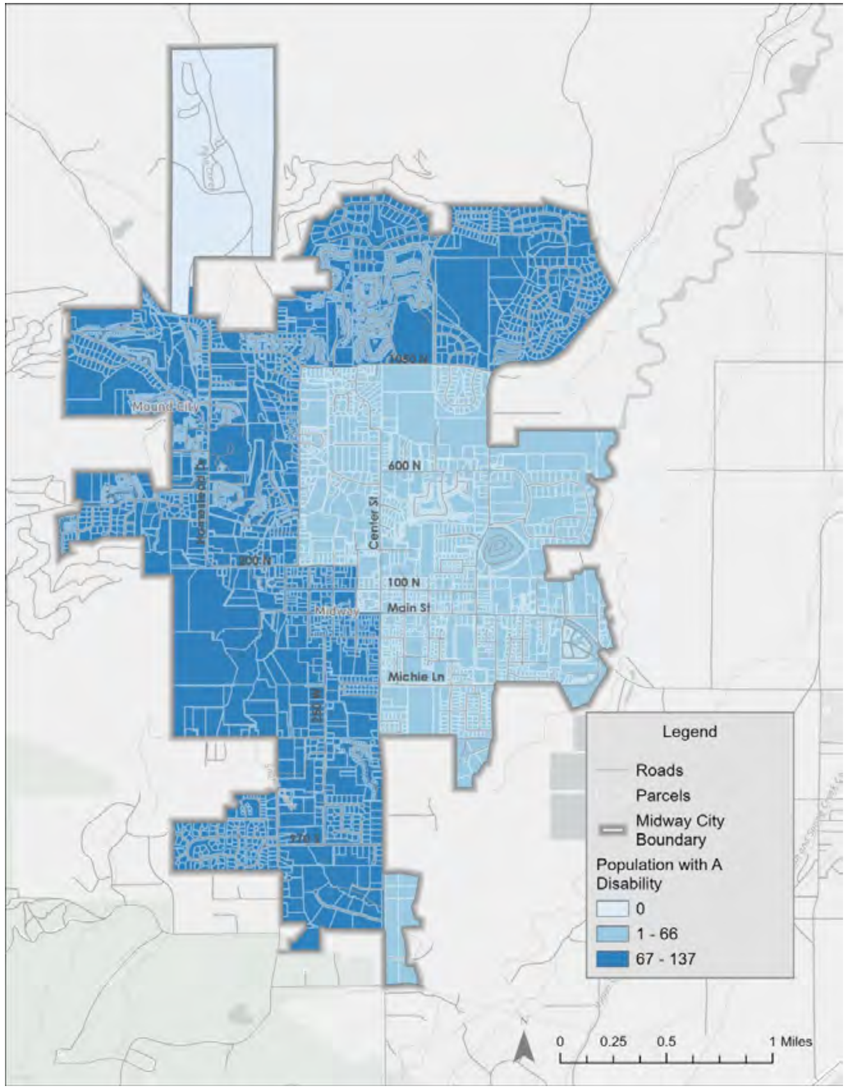
3%
(203 people)



Wasatch County

7%
(2,599 people)





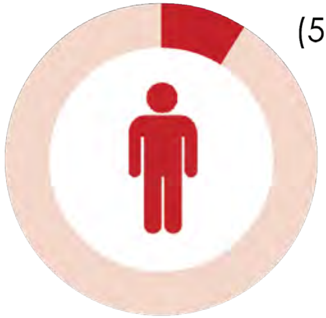
Source: American Community Survey 2017-2021

Minority Population

Midway

9%

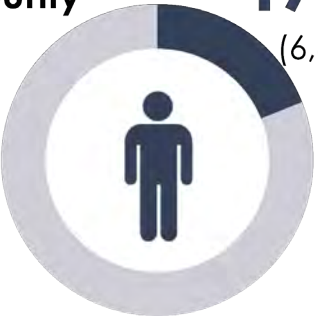
(554 people)

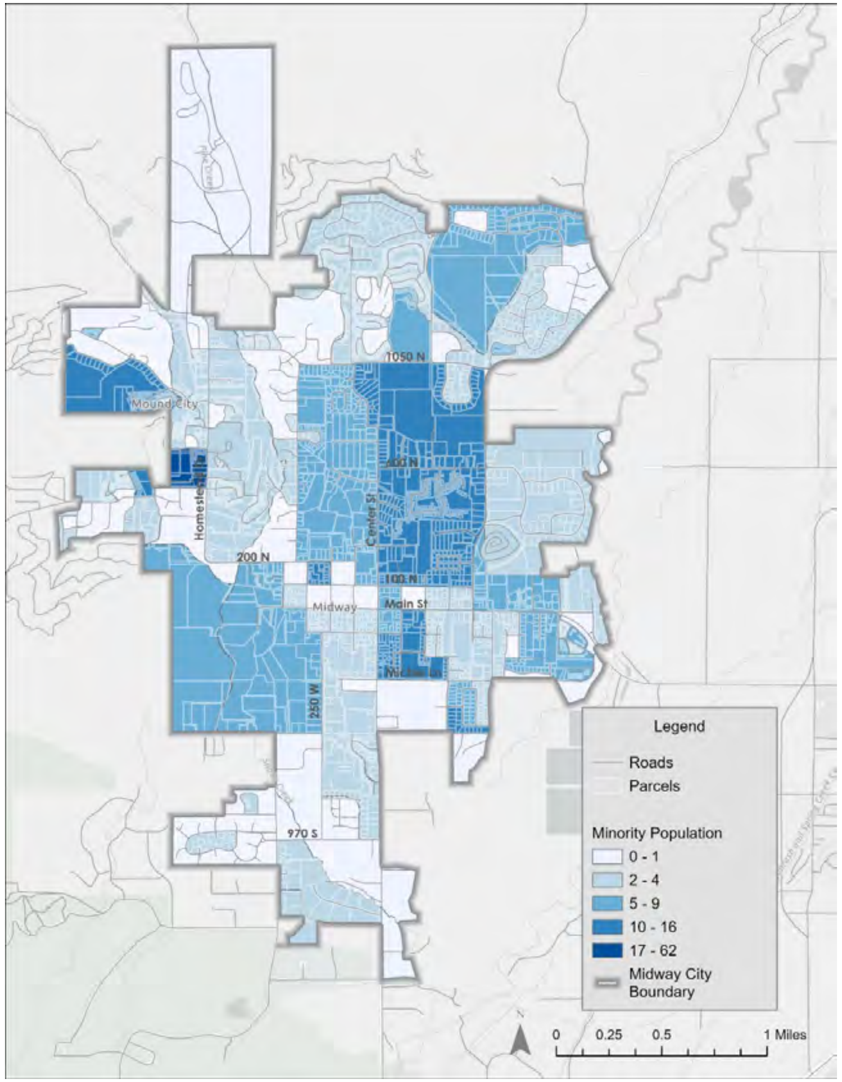


Wasatch County

19%

(6,620 people)

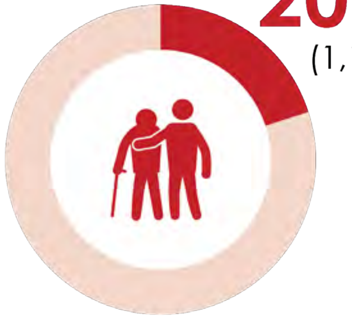




Source: American Community Survey 2017-2021

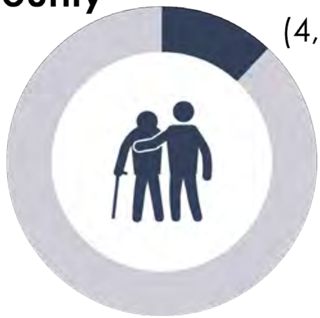
Senior Population

Midway

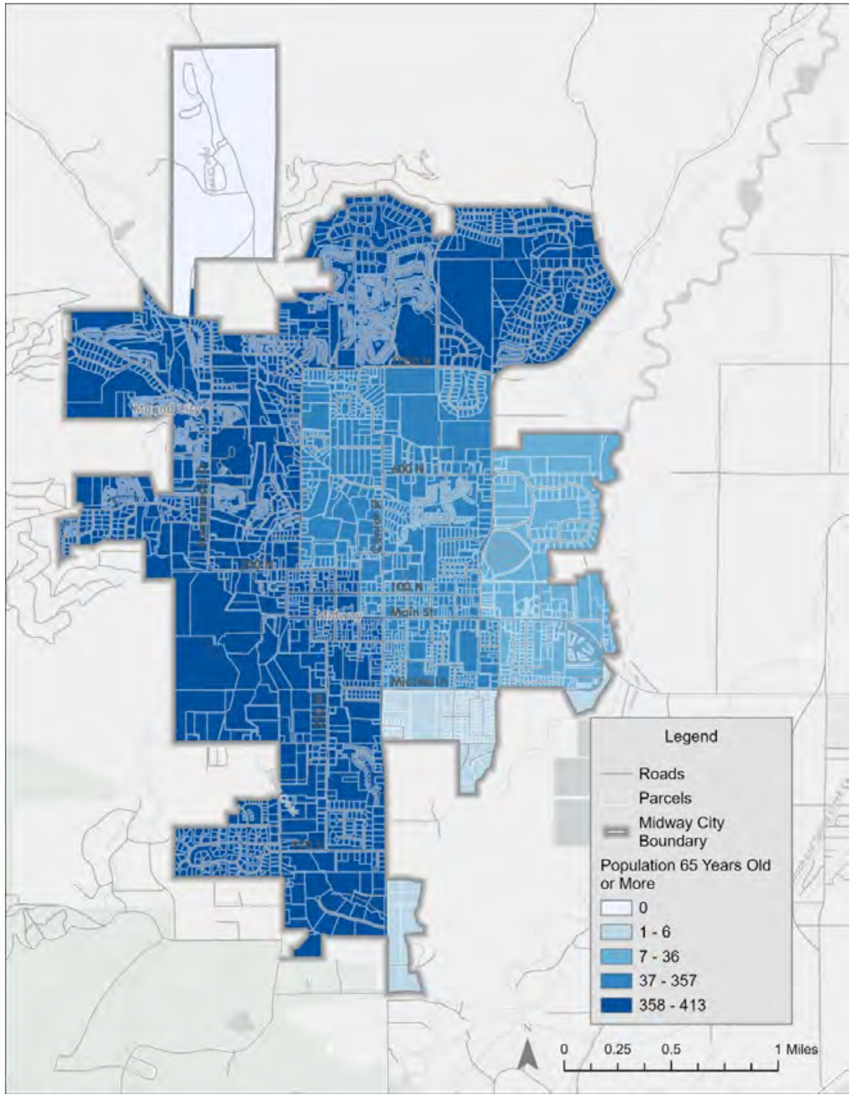


20%
(1,153 people)

Wasatch County



12%
(4,022 people)



Source: American Community Survey 2017-2021

Housing Profile

Who needs housing in Midway?

Current Household Demographics

Midway vs. County & Peers

- Significantly higher median age, lower household size
  - *More retirees, dependent population*
- Lower poverty, higher income, higher educational attainment
  - *High socioeconomic status*
  - Housing implications:
    - *Higher monthly costs, home values*

Sources: Midway: US Census Bureau ACS 5-Year Estimates 2021

Projected Household Growth

- Growth in **Midway** is anticipated to keep pace with peer cities and the larger County through 2050
  - ***Population doubling by 2050***
- Household size will likely **decrease** in Wasatch County and its cities through 2050
  - *2023:* ***3.03*** *persons/HH*
  - *2050:* ***2.56*** *persons/HH*
  - ***Households more than doubling (2.25x) by 2050***

Sources: Mountainland AOG 2017 - Population Projection; Kem C. Gardner Policy Institute 2022 – Household Growth

Household Demographics

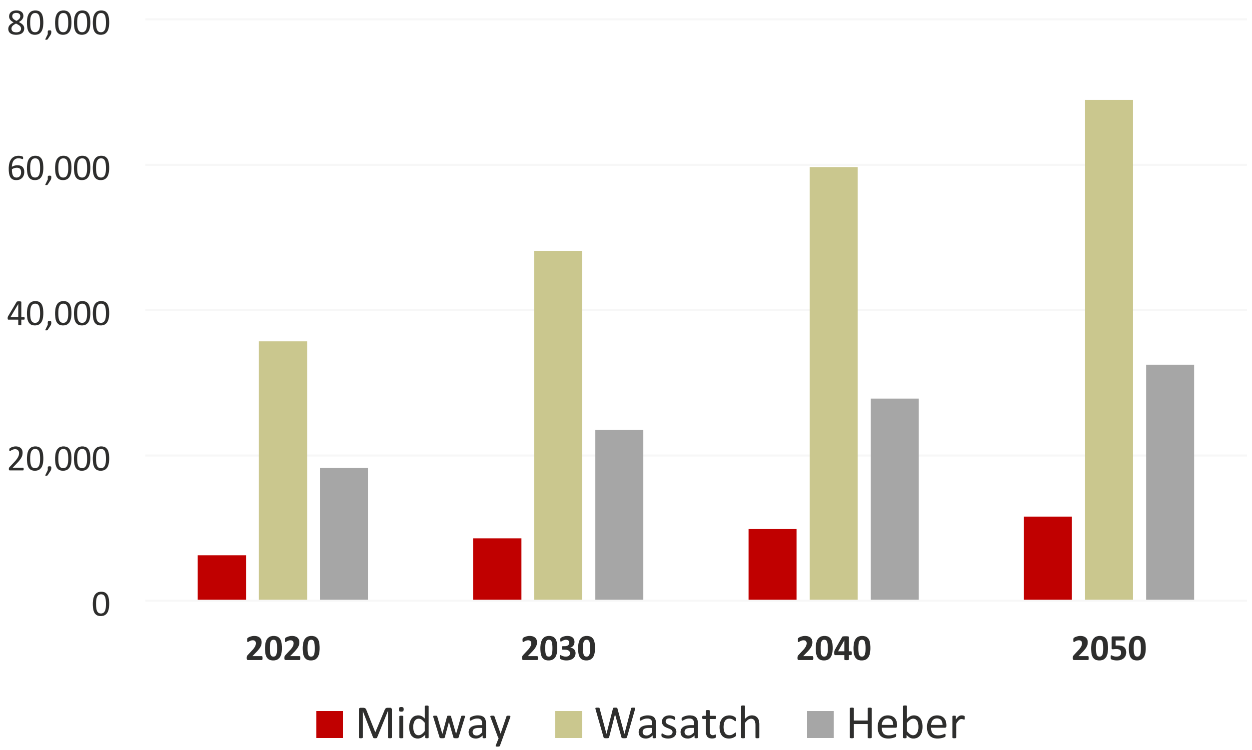
Demographic Category	Midway	Heber City	Wasatch County	State of Utah
Median Age	41.2	28.1	34.5	31.3
Average Household Size	2.89	3.58	3.18	3.08
Median Household Income	$108,672	$86,365	$94,044	$79,133
Median Home Value	$609,900	$381,200	$490,500	$339,700
Median Monthly Housing Costs	$2,713	$1,874	$2,214	$1,682
Owner-Occupied Housing Unit Rate	81.3%	77.4%	76.7%	70.5%
Median Gross Rent	$2,788	$1,276	$1,487	$1,171
Persons in Poverty	2.5%	4.8%	4.9%	8.2%
Bachelor’s Degree or Higher Rate (25 or older)	54.7%	38.1%	44.2%	35.4%

Household Growth

Projected Population

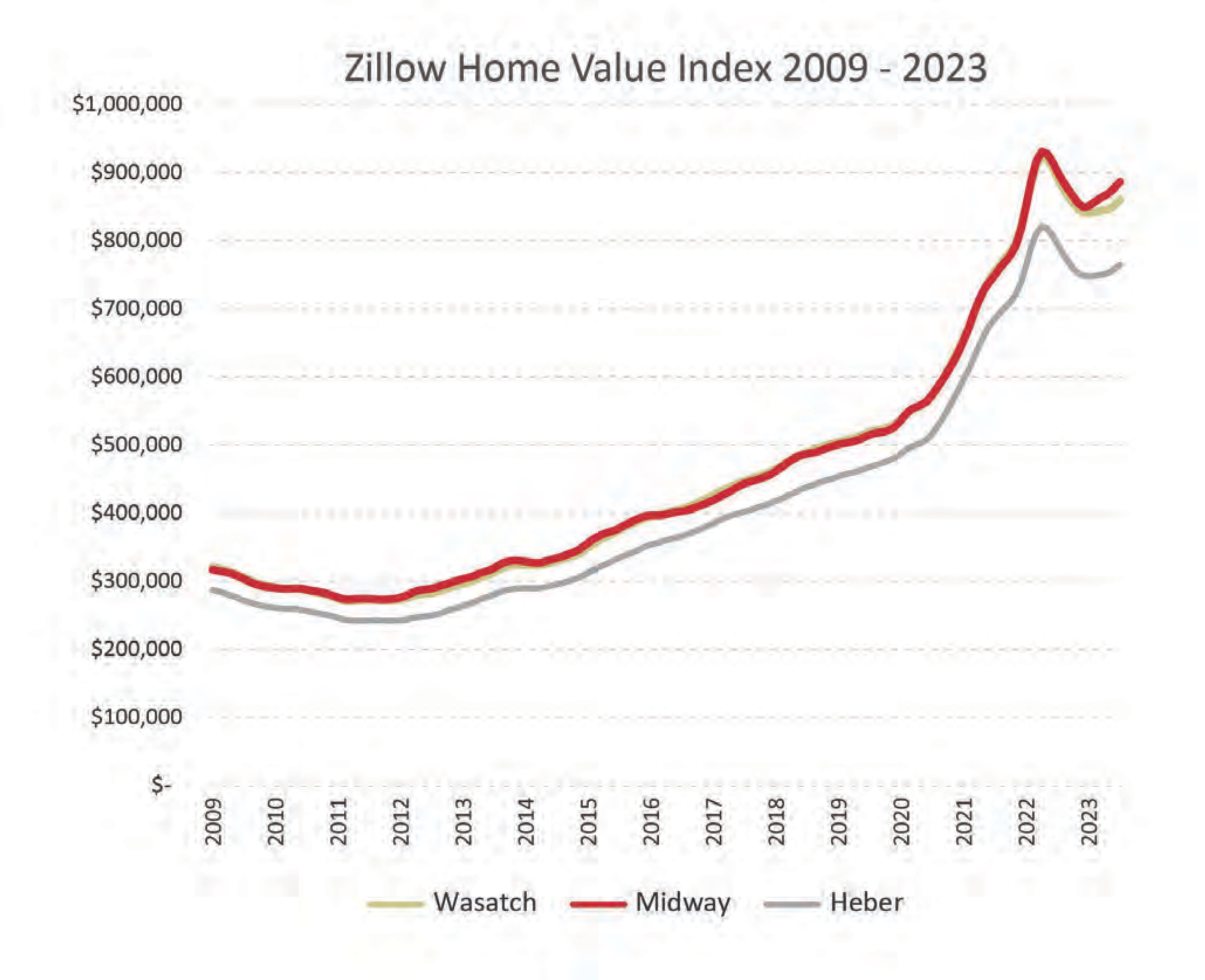
Source: Mountainland AOG 2017

	Midway	Wasatch	Heber
2020	**6,277**	35,713	18,250
2030	**8,577**	48,168	23,500
2040	**9,877**	59,665	27,800
2050	**11,577**	68,904	32,500
Δ	**84.4%**	92.9%	78.1%



Historical Housing Costs

Midway home values have historically tracked those of surrounding areas, but **in 2023 home values appreciated faster than the County's** for the first time since 2009.



Unique Challenges for Housing in Midway

Are vacation homes influencing housing costs in Midway?

A **high** and **rapidly rising** concentration of **non-working families** indicates a high demand **for vacation homes, second homes**, and **retirement estates**.

Families with no workers in the last 12 months

Year	Midway	Wasatch	Heber
2021	21%	10%	5%
2018	15%	10%	5%
2015	12%	9%	5%

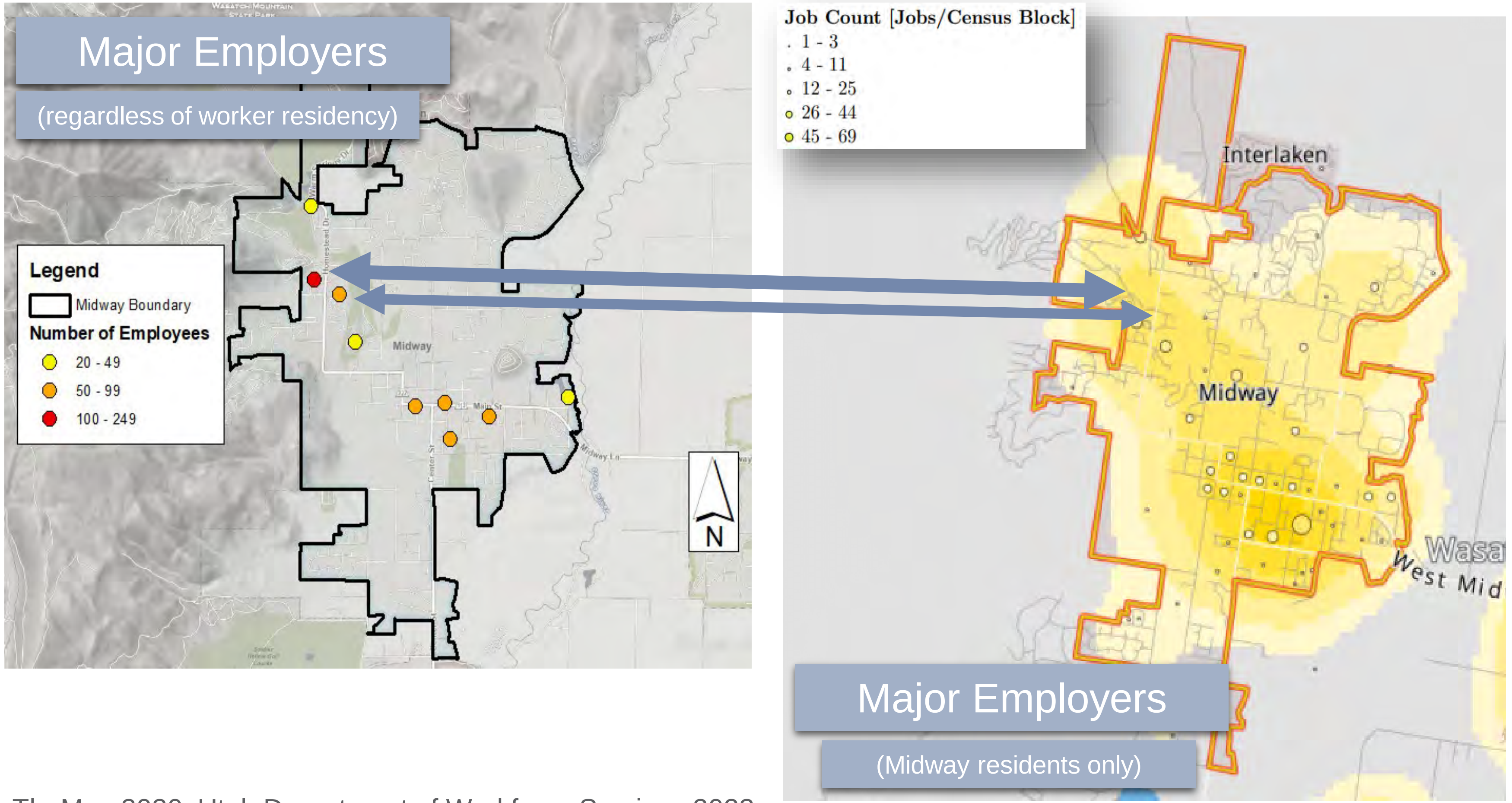
Source: US Census Bureau's American Community Survey 5-year Estimates - S2302

Unique Opportunities for Housing in Midway

Jobs & Housing Access:

Large resorts rely on **workers from outside** of Midway to meet staffing needs.

Suitable housing for these employees **could reduce traffic** congestion and **strengthen jobs and housing accessibility.**



Major Employers

(regardless of worker residency)

Major Employers

(Midway residents only)

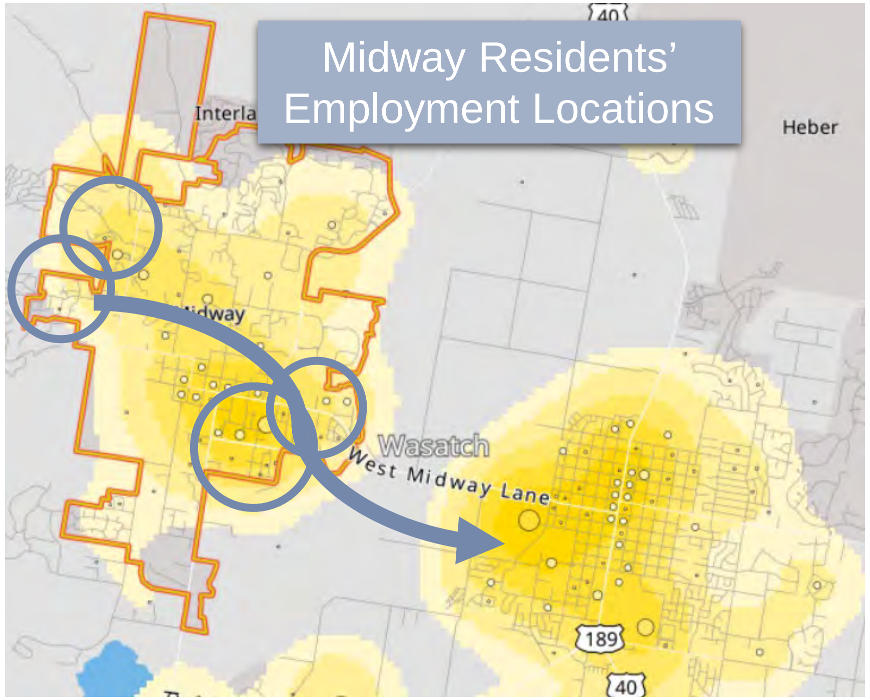
Sources: ZPFI Visualization, US Census Bureau OnTheMap 2020, Utah Department of Workforce Services 2023

Unique Opportunities for Housing

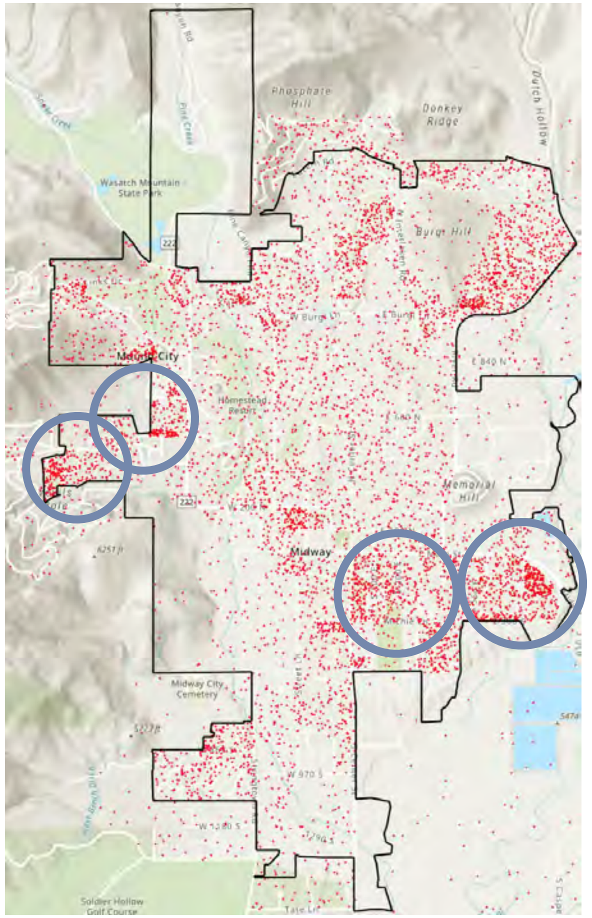
Jobs & Housing Access:

Midway has minimal residential clustering, however, **existing residential clusters moderately align with employment centers off SR-113.**

Locating new housing development for workforce housing along transit-employment corridors can strengthen jobs and housing accessibility.



Midway Residents' Employment Locations



Sources: ZPFI Visualization, US Census Bureau OnTheMap 2020 and Decennial Census 2020, ESRI

Unique Opportunities for Housing in Midway

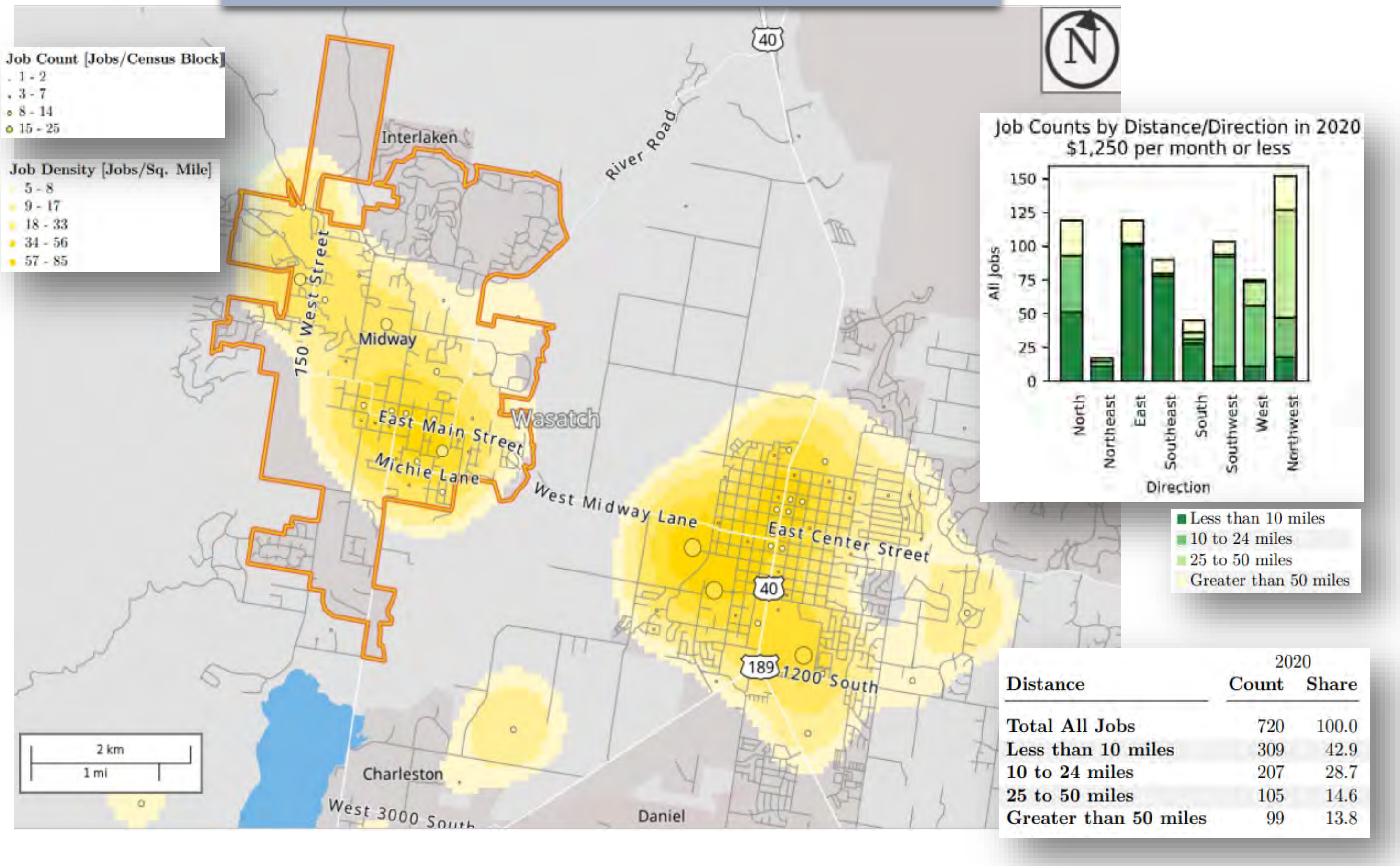
Many lower-income residents:

- work close to home
- and work closer to SR-113

Residents earning ≤ $1,250 per month:

- 43% work within 10 miles of home
- roughly 1 in 4 work within 1 mile of SR-113 in Midway or Heber City

Workers that live in Midway only – Nonresident workers not shown



	2020	
Distance	**Count**	**Share**
Total All Jobs	720	100.0
Less than 10 miles	309	42.9
10 to 24 miles	207	28.7
25 to 50 miles	105	14.6
Greater than 50 miles	99	13.8

Sources: ZPFI Visualization, US Census Bureau OnTheMap 2020

Essential Worker Housing Affordability

Household Income	**Example Occupations**		**Households in Income Range**	**Housing Units in Affordability Range**	**Total Shortage or Surplus of Affordable Units**
	1-worker household	**2-worker household**			
Less than $14,999	*1 full-time worker (at $7.25/hour)*	*2 parttime workers*	75	21	**-54**
$15,000 to $24,999	**Lifeguard, Ski Patrol**	*1 fulltime + 1 parttime, or 2 parttime workers*	38	17	**-21**
$25,000 to $34,999	**Cashier, Food Prep, Childcare Provider**	*1 fulltime + 1 parttime, or 2 parttime workers*	131	38	**-93**
$35,000 to $49,999	**Retailer, Bus Driver, Firefighter**	**Lifeguard, Ski Patrol, Food Prep**	96	52 to 60	**-44 to -36**
$50,000 to $74,999	**Teacher, Med Tech, Postman, Police**	**Cleaner, Cashier, Substitute Teacher**	363	132 to 197	**-231 to -166**
$75,000 to $99,999	**Engineer, Architect, Accountant**	**Retailer, Farm worker**	244	141 to 315	**-103 to +71**
$100,000 to $149,999	**Manager, Vet, Dentist, Lawyer**	**Welder, Paramedic, Electrician**	388	506 to 680	**+118 to +292**
$150,000 or More	**Chief Executive**	**Professor, Therapist, Architect**	699	1,063	**+364**

Sources: ZPFI; US Census Bureau ACS 5-Year Estimates, 2021; Bureau of Labor Statistics' May 2022 State Occupational Employment and Wage Estimates for the State of Utah. Affordability defined as 30% of gross monthly income spent on housing per HUD.

Commuting Profile

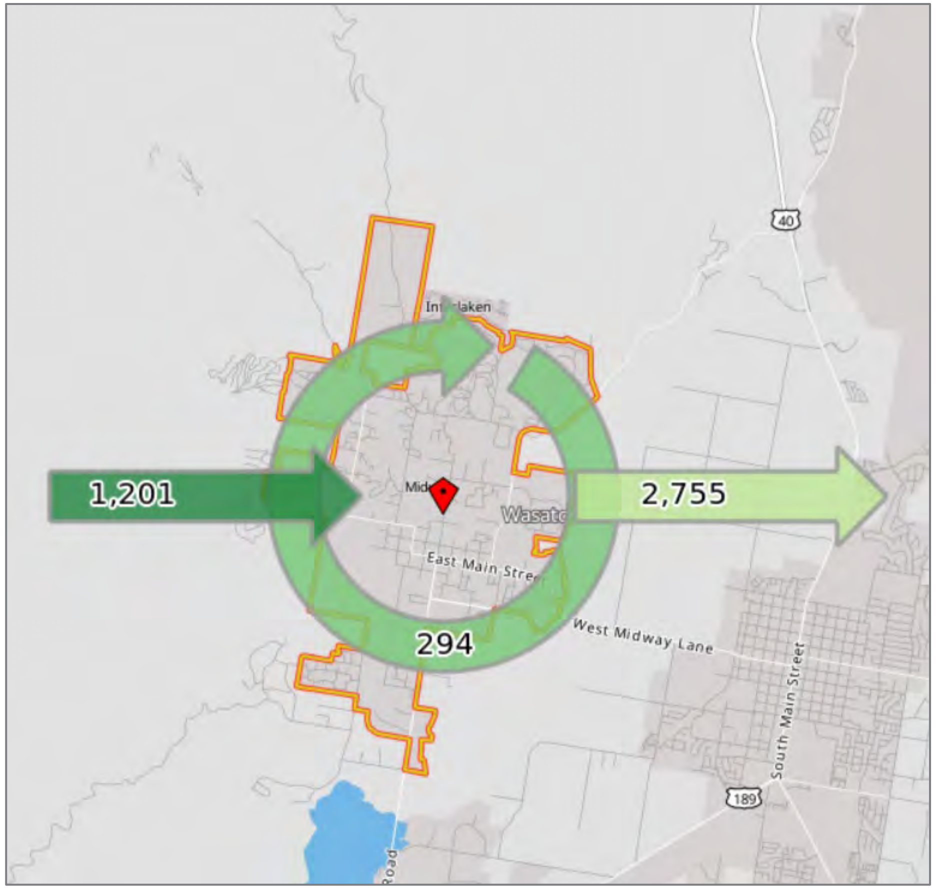
Where do people live and work in relation to Midway?

Commuter Patterns in 2021

Inflow – 1,201 workers travel to Midway who live outside

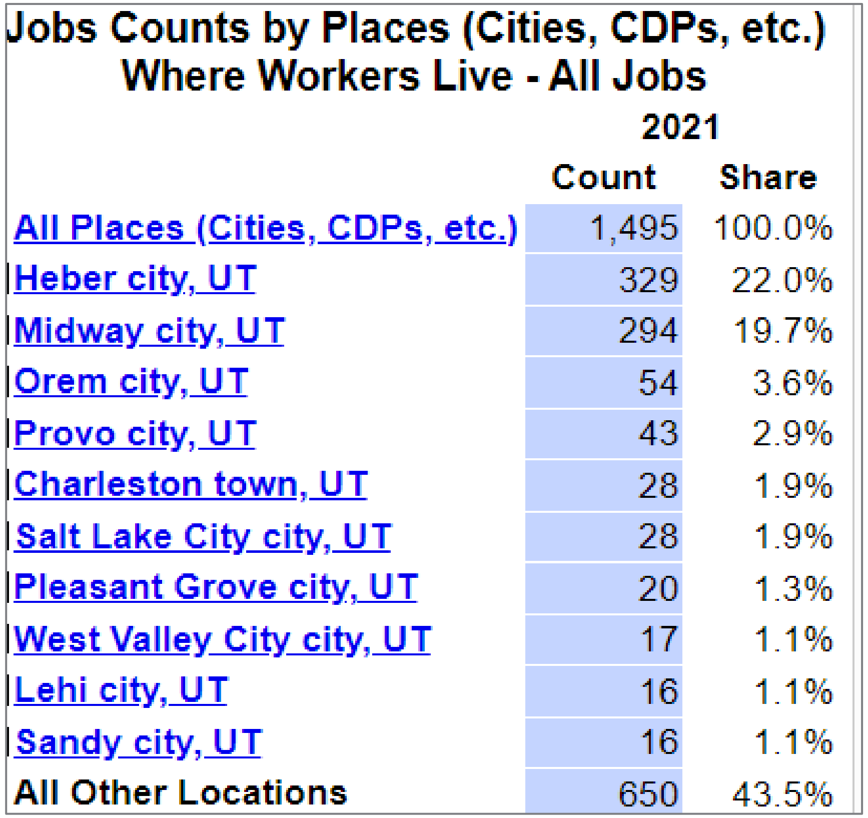
Outflow - 2,755 workers who live in Midway travel outside for work

Interior - 294 workers employed and live in Midway



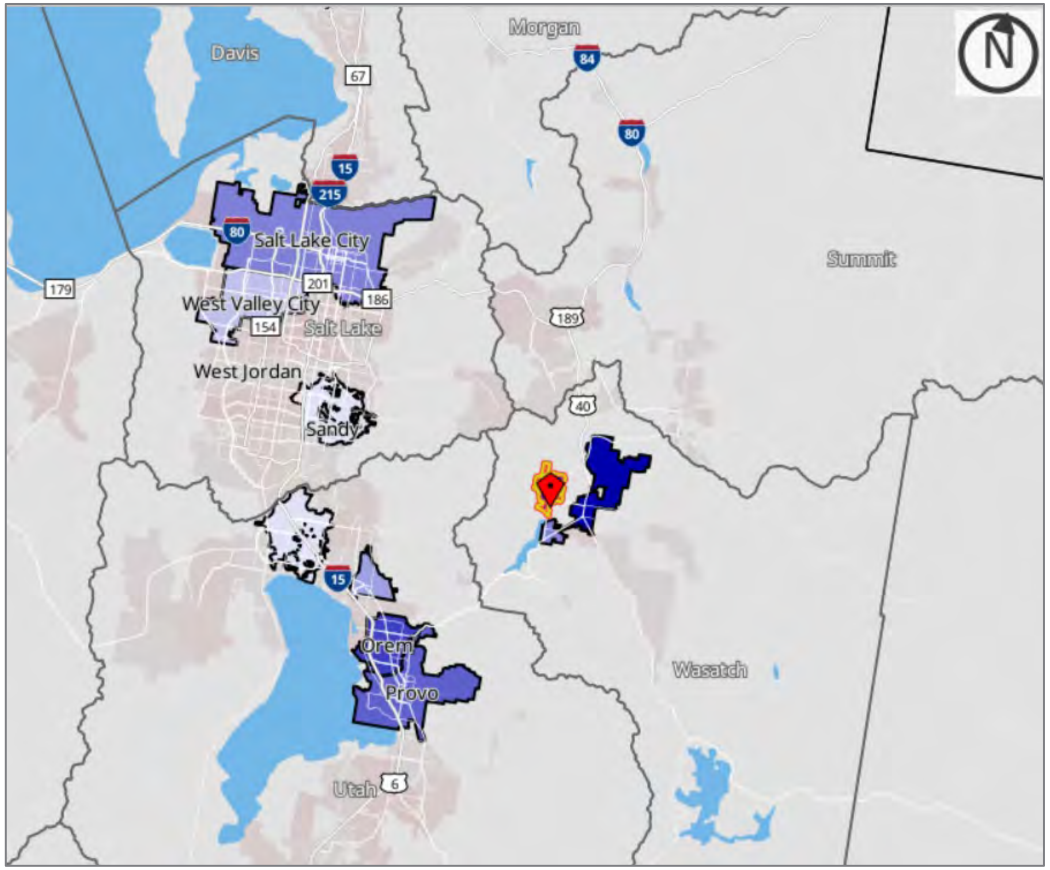
Source: Longitudinal Employer-Household Dynamics (LEHD) data, 2021

Where Do People Who Work in Midway Live?



Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

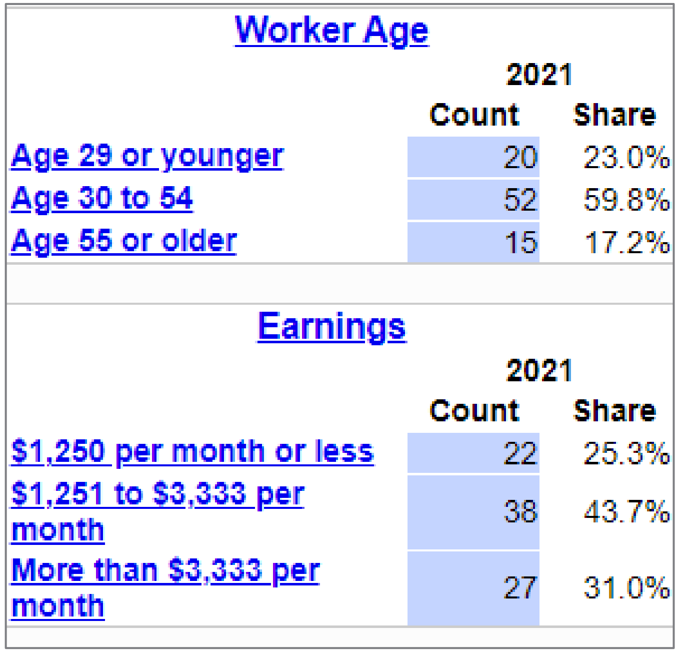
	2021	
	Count	**Share**
All Places (Cities, CDPs, etc.)	1,495	100.0%
Heber city, UT	329	22.0%
Midway city, UT	294	19.7%
Orem city, UT	54	3.6%
Provo city, UT	43	2.9%
Charleston town, UT	28	1.9%
Salt Lake City city, UT	28	1.9%
Pleasant Grove city, UT	20	1.3%
West Valley City city, UT	17	1.1%
Lehi city, UT	16	1.1%
Sandy city, UT	16	1.1%
All Other Locations	650	43.5%



Source: Longitudinal Employer-Household Dynamics (LEHD) data, 2021

Homestead Resort Employee Characteristics

Total jobs in 2021 in Homestead Resort: 87

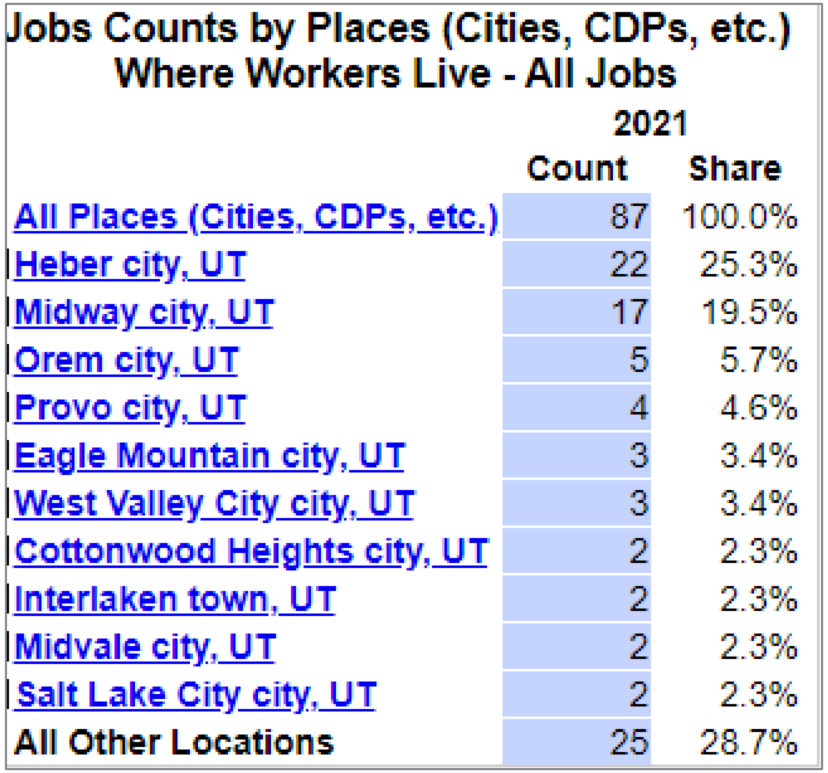


Worker Age

	2021	
	Count	Share
Age 29 or younger	20	23.0%
Age 30 to 54	52	59.8%
Age 55 or older	15	17.2%

Earnings

	2021	
	Count	Share
$1,250 per month or less	22	25.3%
$1,251 to $3,333 per month	38	43.7%
More than $3,333 per month	27	31.0%



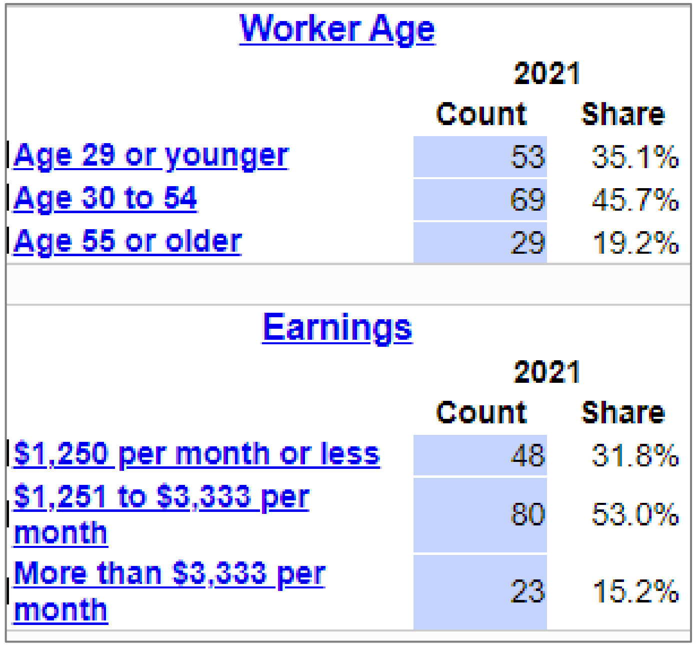
Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2021	
	Count	Share
All Places (Cities, CDPs, etc.)	87	100.0%
Heber city, UT	22	25.3%
Midway city, UT	17	19.5%
Orem city, UT	5	5.7%
Provo city, UT	4	4.6%
Eagle Mountain city, UT	3	3.4%
West Valley City city, UT	3	3.4%
Cottonwood Heights city, UT	2	2.3%
Interlaken town, UT	2	2.3%
Midvale city, UT	2	2.3%
Salt Lake City city, UT	2	2.3%
All Other Locations	25	28.7%

Source: Longitudinal Employer-Household Dynamics (LEHD) data, 2021

Zermatt Employee Characteristics

Total jobs in 2021 at Zermatt Resort: 151

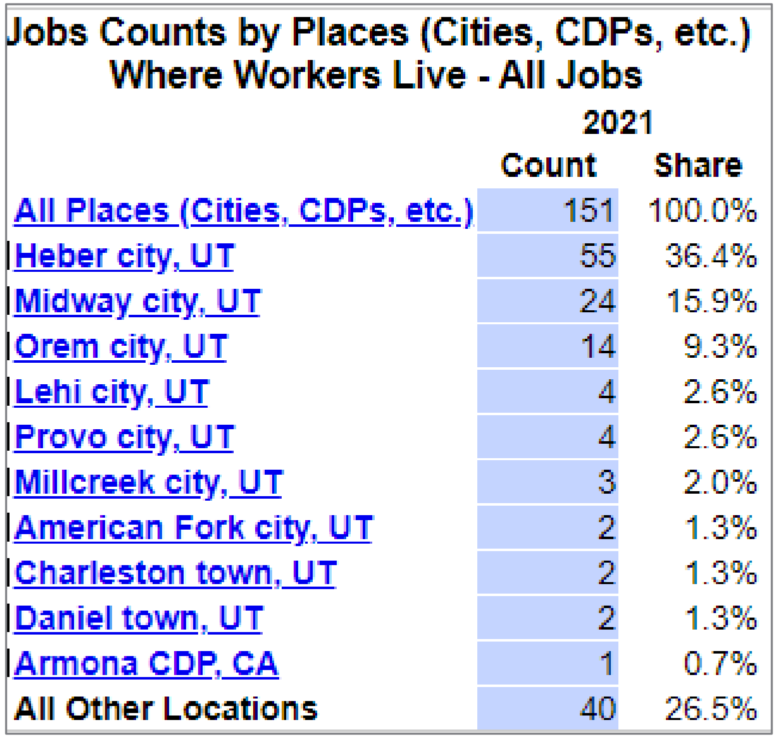


Worker Age

	2021	
	Count	**Share**
Age 29 or younger	53	35.1%
Age 30 to 54	69	45.7%
Age 55 or older	29	19.2%

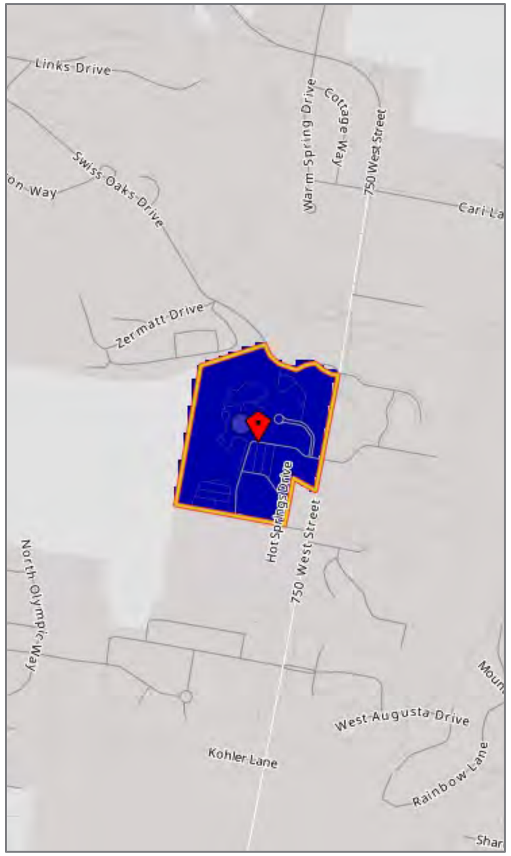
Earnings

	2021	
	Count	**Share**
$1,250 per month or less	48	31.8%
$1,251 to $3,333 per month	80	53.0%
More than $3,333 per month	23	15.2%



Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2021	
	Count	**Share**
All Places (Cities, CDPs, etc.)	151	100.0%
Heber city, UT	55	36.4%
Midway city, UT	24	15.9%
Orem city, UT	14	9.3%
Lehi city, UT	4	2.6%
Provo city, UT	4	2.6%
Millcreek city, UT	3	2.0%
American Fork city, UT	2	1.3%
Charleston town, UT	2	1.3%
Daniel town, UT	2	1.3%
Armona CDP, CA	1	0.7%
All Other Locations	40	26.5%



Source: Longitudinal Employer-Household Dynamics (LEHD) data, 2021

Active Transportation & Transit Profile

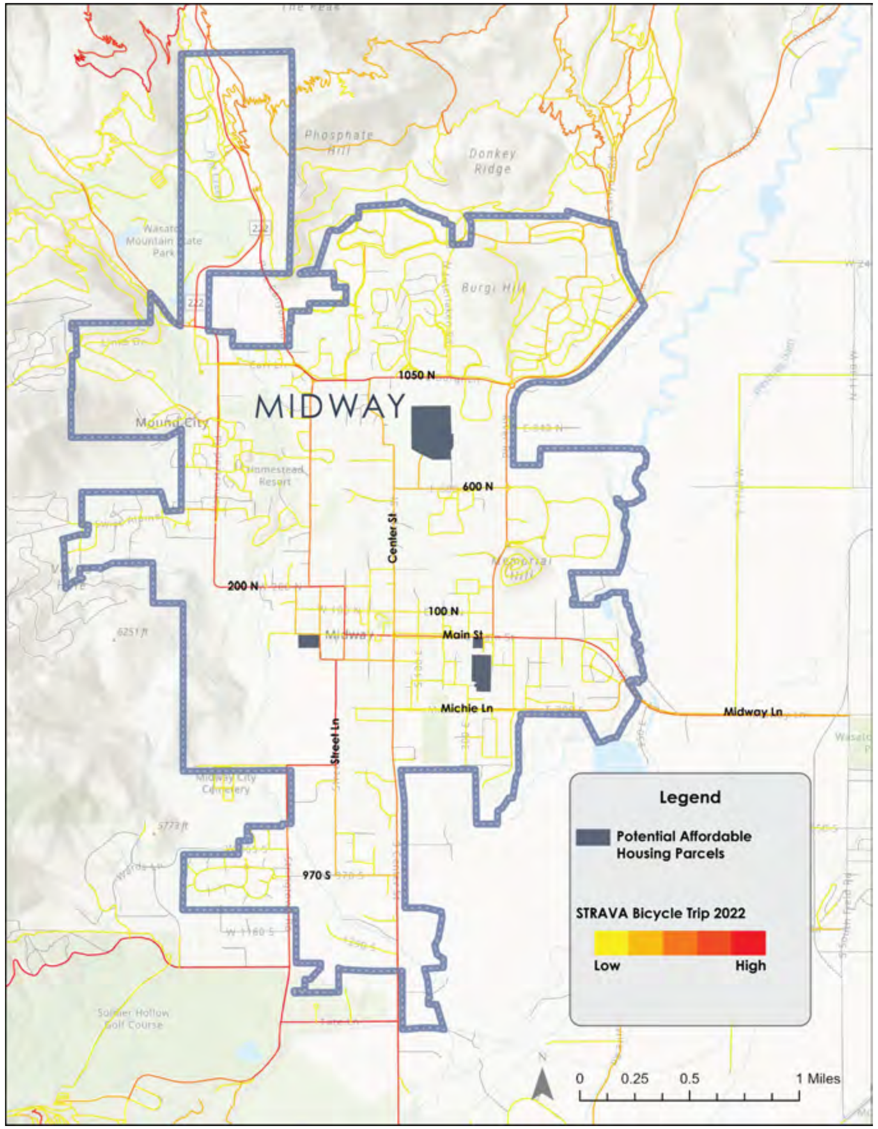
How are people using the active transportation network?

How are people in Midway currently using transit?

Active Transportation STRAVA Data

The most utilized streets for biking are:

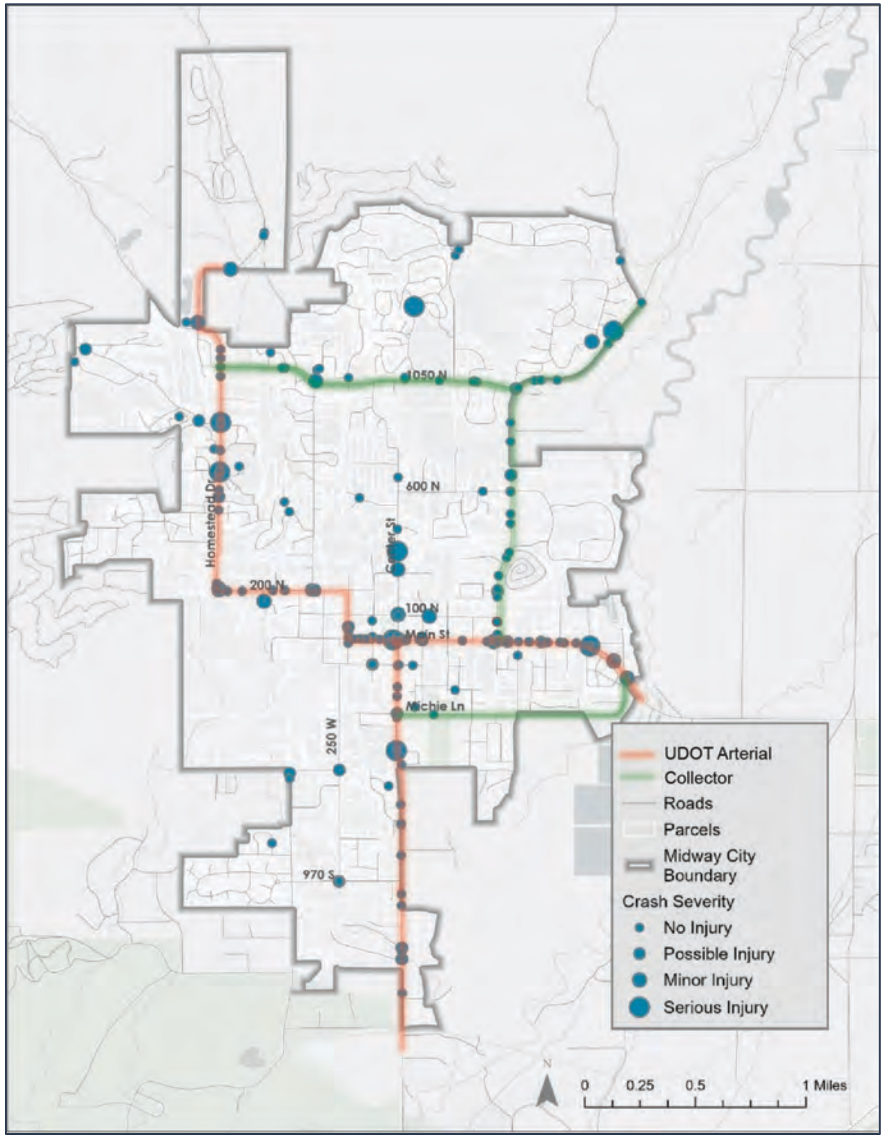
- **1050 North/Pine Canyon Road**
    - 3,035 annual trips
- **750 West**
    - 3,845 annual trips
- **250 West**
    - 6,050 annual trips
- **Main Street**
    - 4,935 annual trips



Source: STRAVA Bicycle Trip 2022

Safety Analysis (2018-2022)

- 8 crashes resulted in a serious injury
- 14 involved a minor injury
- 23 involved possible injury
- 156 reported as no injuries / property damage only
- 1 pedestrian-involved crash ending in fatality
- 3 bicycle-involved crashes occurred; two with possible injury and one with no injury



High Valley Transit Service

Wasatch Micro Transit Area

Popular destinations are:

- Wasatch Mountain State Park
- Utah Valley University
- Soldier Hollow Nordic Club

2023 ridership overview:

- 80,386 Passengers
- 3.6 passenger utilization average
- 43.8% shared rides
- 92.0% met demand (service was available)
- 3.1 miles average trip distance
- 145 ft average pick up walk distance

Source: High Valley Transit

High Valley Transit Service

Wasatch Micro Transit Service

Most popular routes within Wasatch Back Zone

- Midway Main Street
- Red Ledges Golf Course
- UVU Wasatch Campus
- Soldier Hollow
- Deer Creek Reservoir
- Many micro transit rides travel along SR-189 in Heber

Source: High Valley Transit

Public Survey

We asked people how they felt about the current and future state of transit, active transportation, and housing in Midway

Public Survey Findings

211 responses

Open to the public from 12/22/23 to 02/05/24

Major Themes:

Respondents bike daily or more than once a week and have good access to pathways

People would like to take transit to recreational and social activities

Starter homes, full-time residential, and moderate-income housing stock is important

MIDWAY
MOBILITY BLUEPRINT

Grüezi!

(Translation: A Swiss "Hello!")

MIDWAY'S MOBILITY BLUEPRINT is a new study being conducted by Midway City that will identify opportunities to expand housing, transit, and active transportation (walking and biking accommodations) options in Midway.

We want to hear from anyone that visits, works, or lives in Midway!

VISIT OUR WEBSITE AND TAKE THE SURVEY TO BE ENTERED INTO A RAFFLE FOR A

$50 GIFT CARD

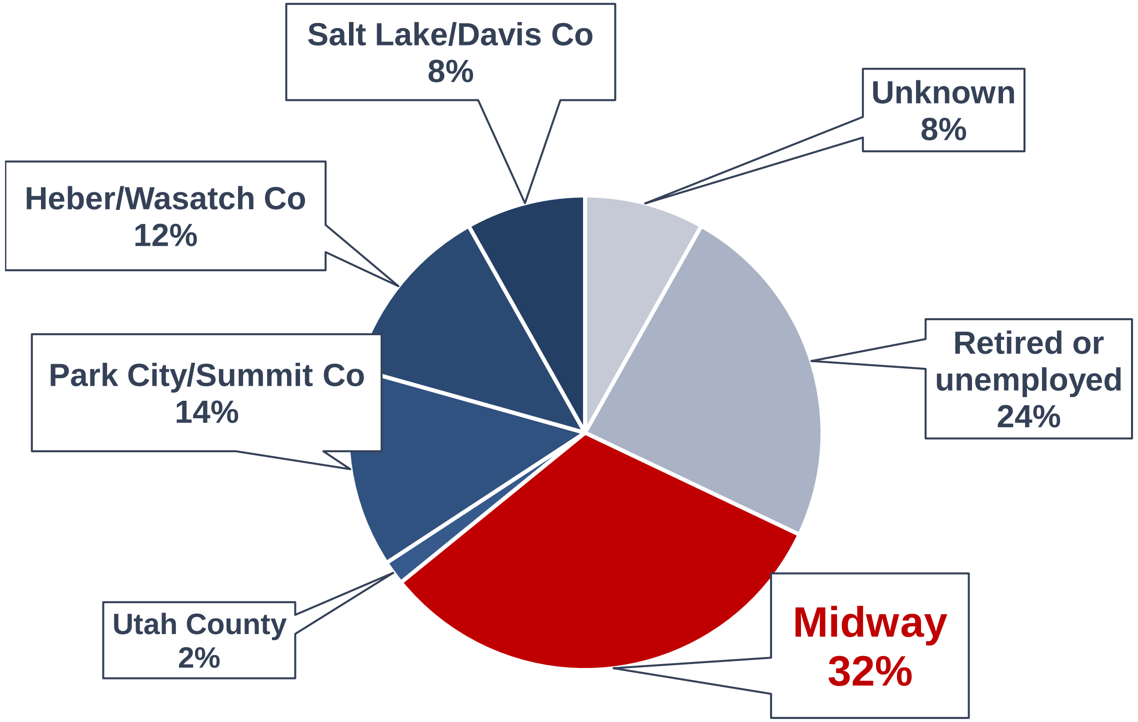
CONTACT INFORMATION

Phone
(385) 545-5003

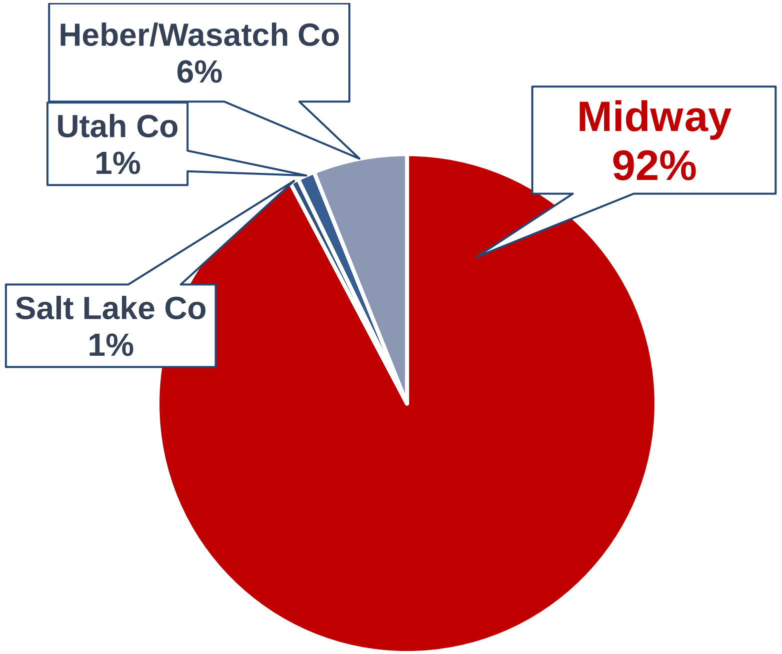
Website
tinyurl.com/MidwaysMobilityBlueprint

Public Survey Findings

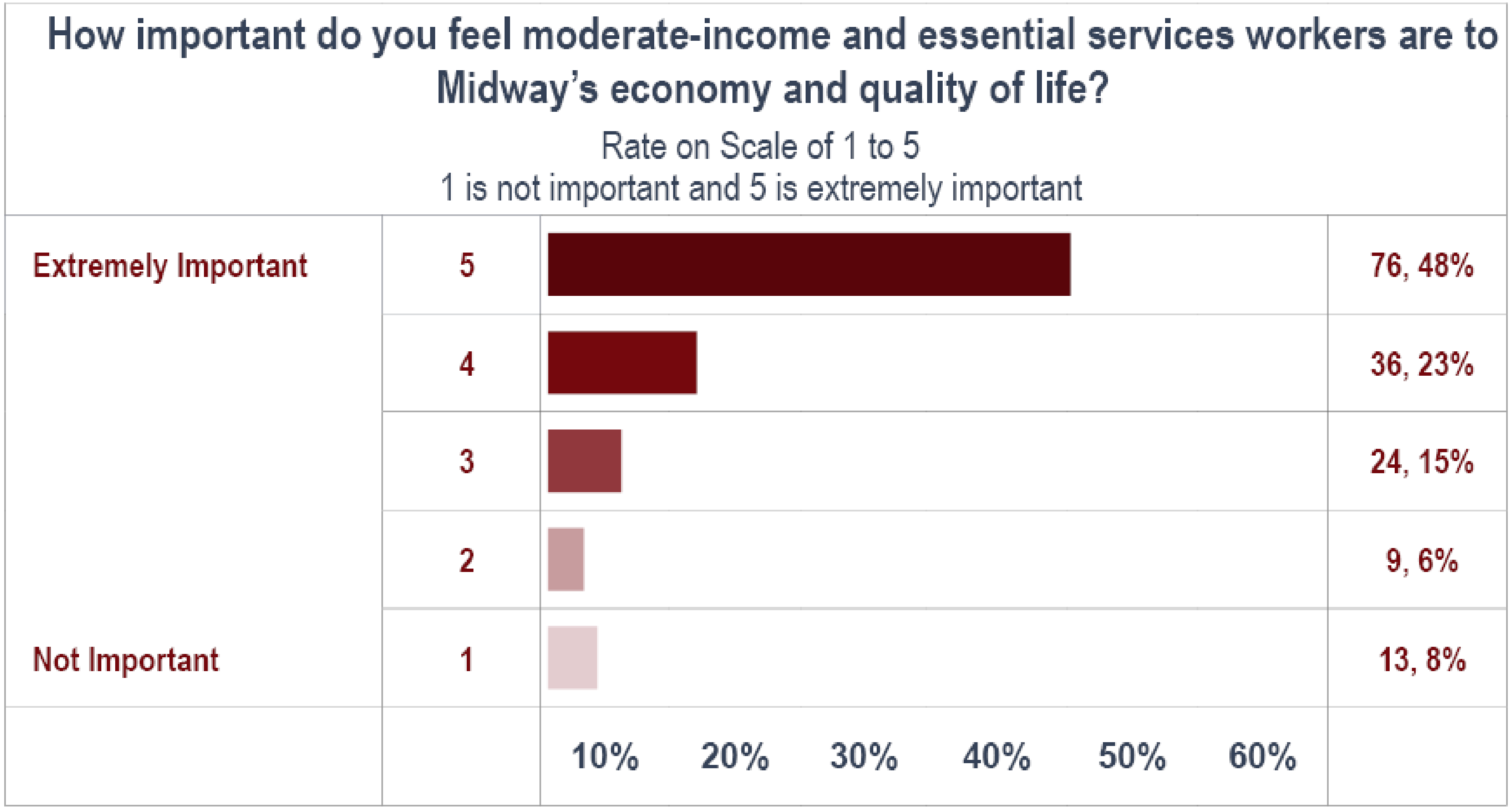
Where do you work?



Where do you live?



Public Survey Findings



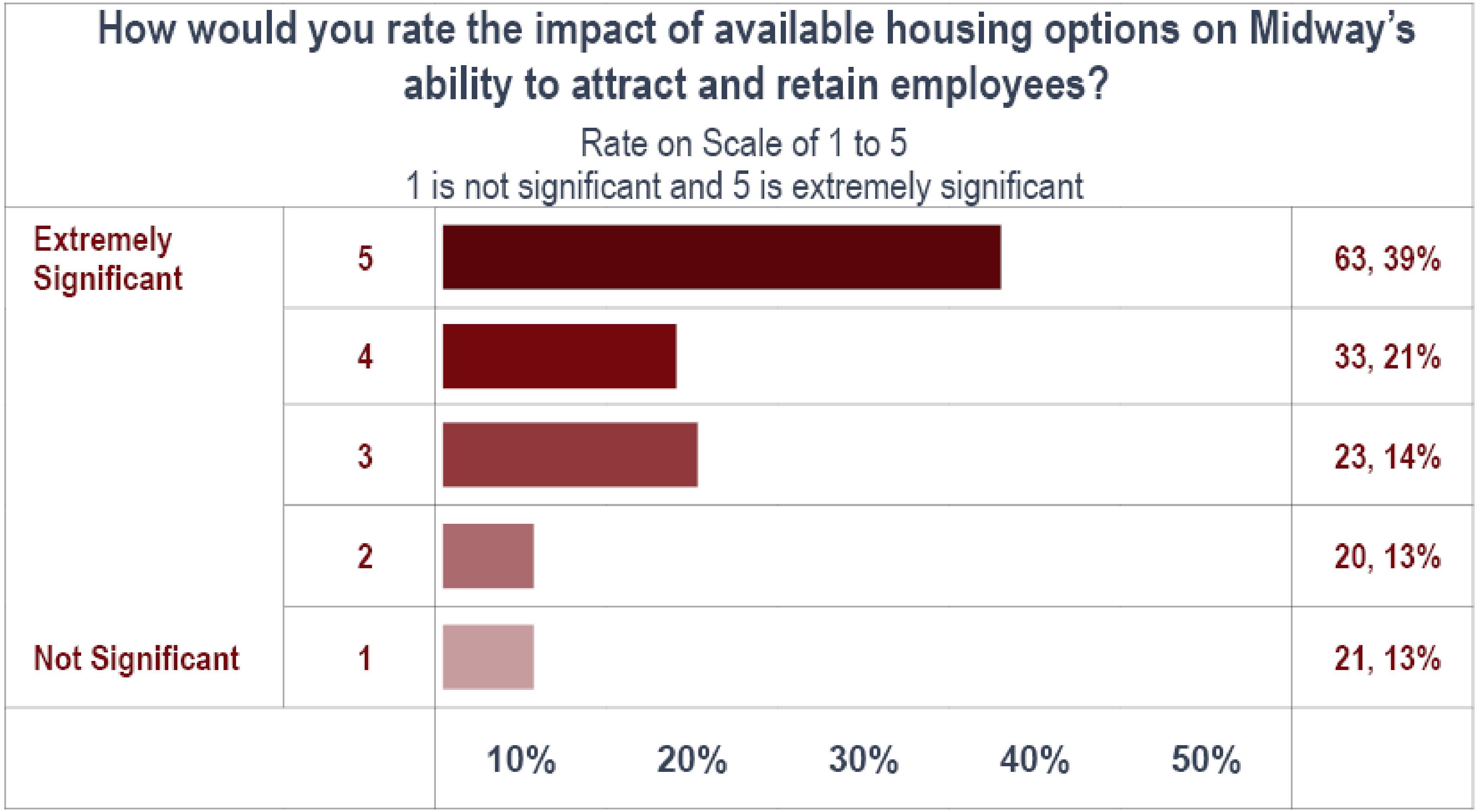
How important do you feel moderate-income and essential services workers are to Midway's economy and quality of life?

Rate on Scale of 1 to 5
1 is not important and 5 is extremely important

Respondents feel essential workers are extremely important to Midway's economy.

Jobs & Housing

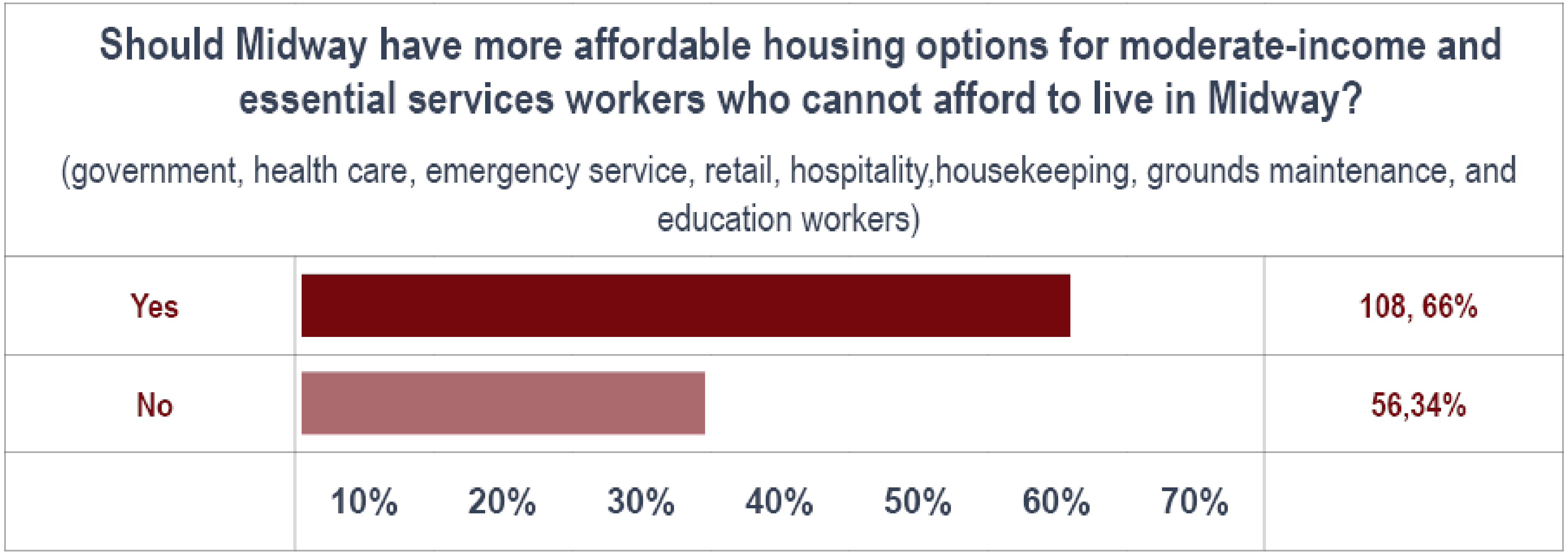
Public Survey Findings



People view the lack of available housing as an extremely significant issue.

Jobs & Housing

Public Survey Findings



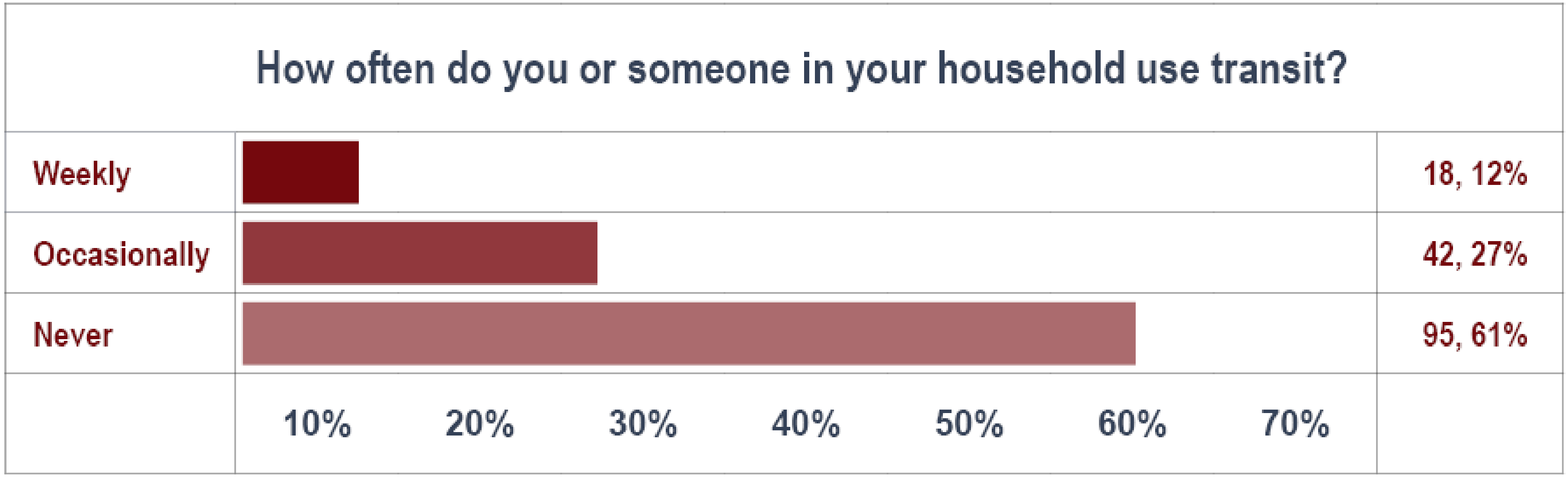
Should Midway have more affordable housing options for moderate-income and essential services workers who cannot afford to live in Midway?

(government, health care, emergency service, retail, hospitality,housekeeping, grounds maintenance, and education workers)

Most respondents are in favor of more affordable housing options.

Jobs & Housing

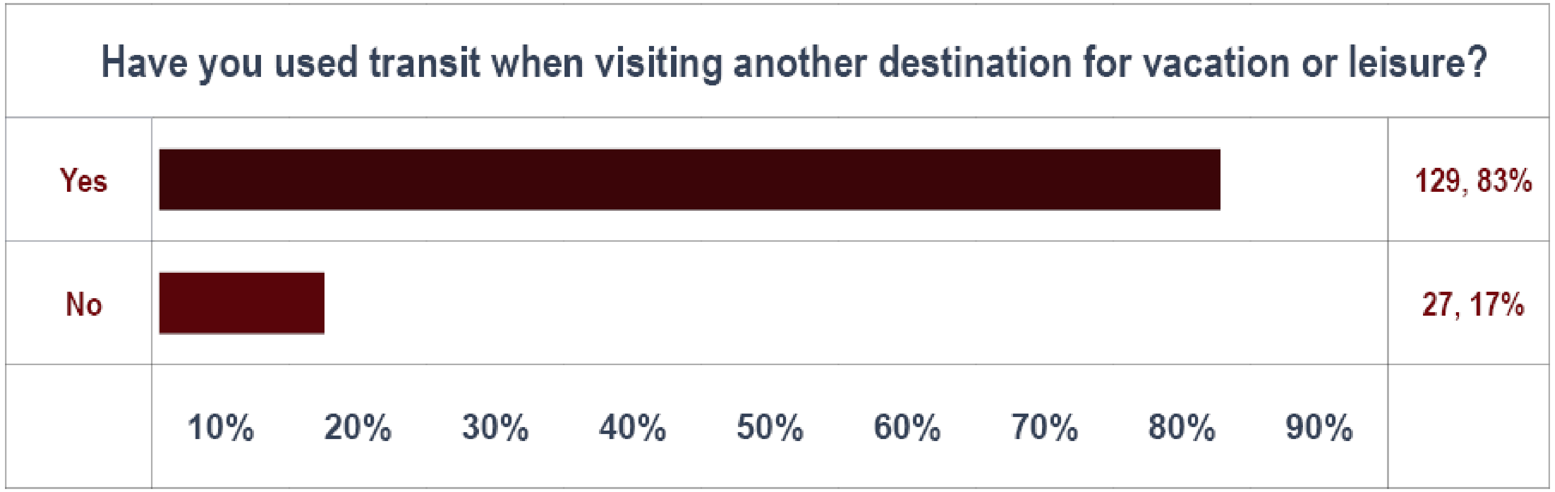
Public Survey Findings

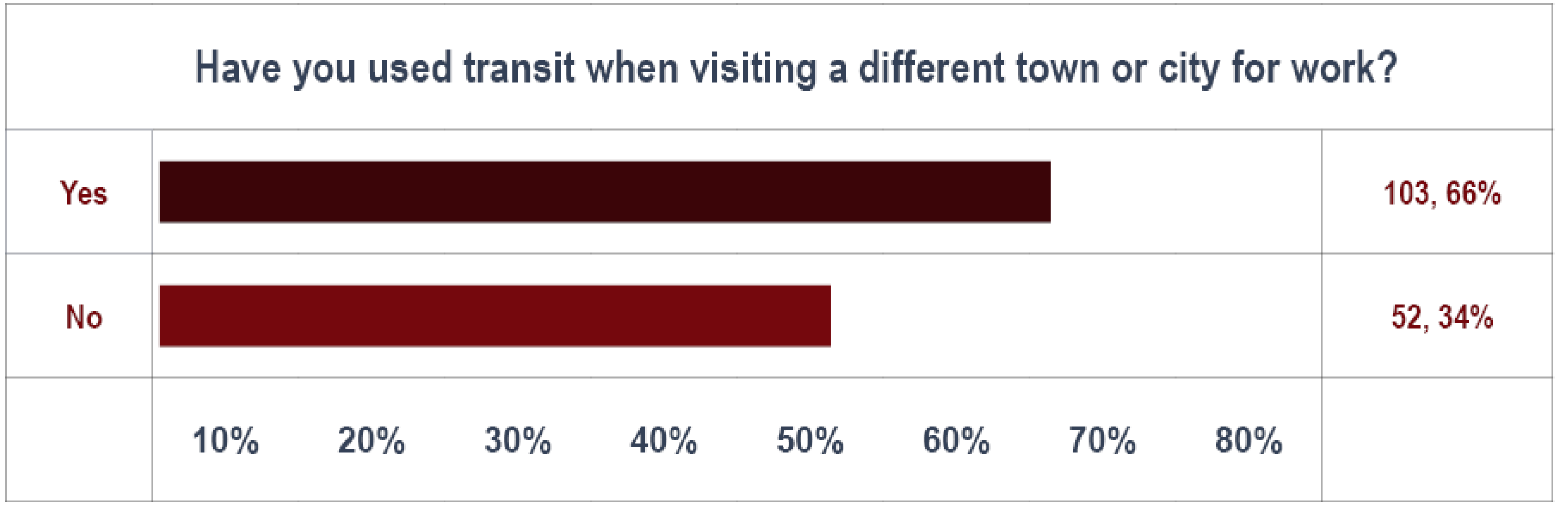


Several people use transit weekly, and over twice as many use it occasionally.

Transportation

Public Survey Findings

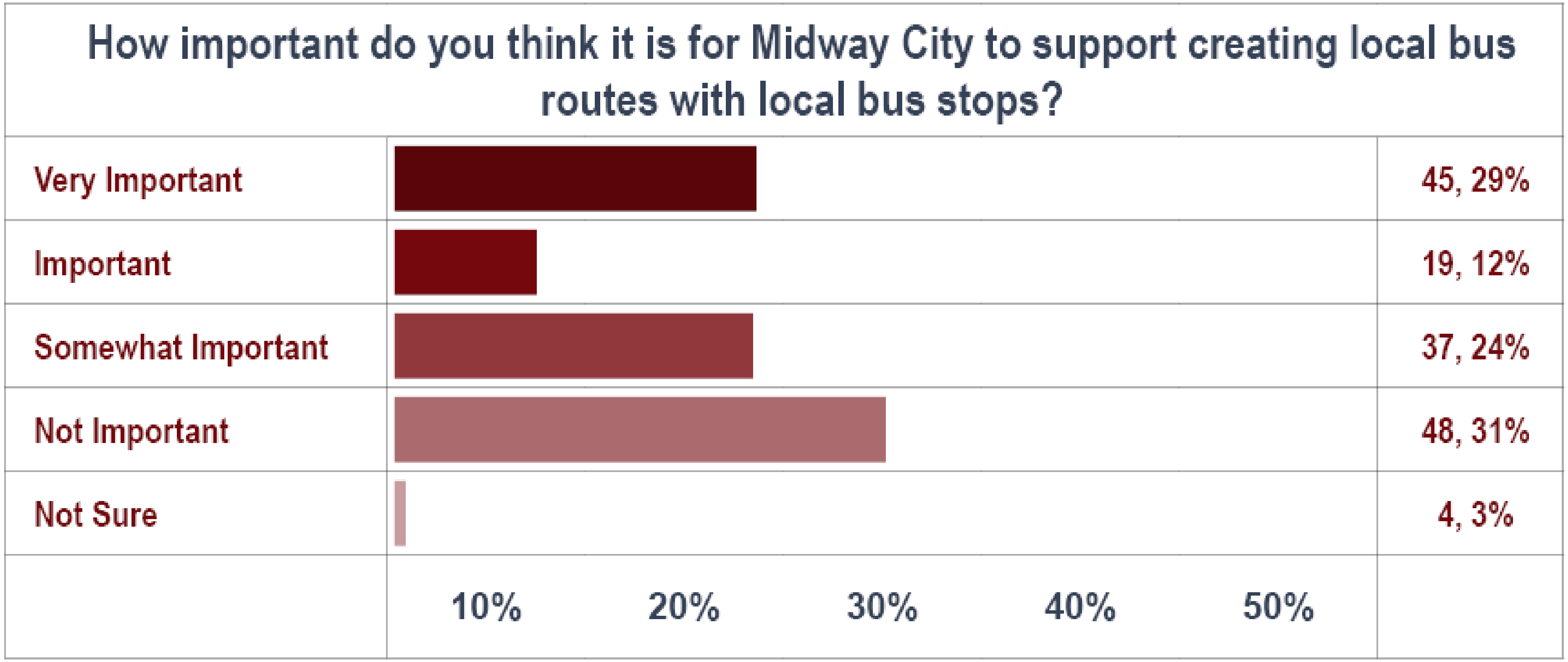




More than half of respondents have used transit while traveling, either on vacation or for work.

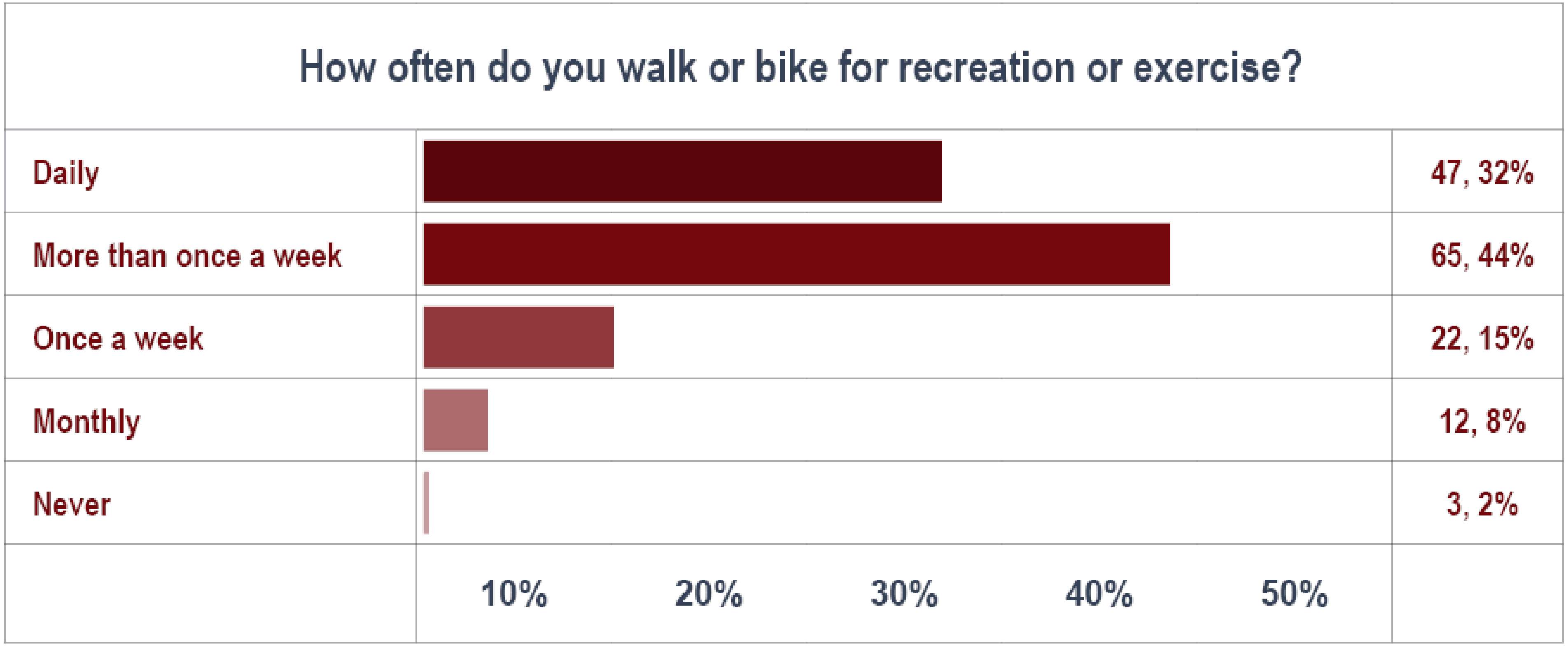
Transportation

Public Survey Findings



More respondents think creating local bus routes is important than respondents who think it is not important to do so.

Public Survey Findings

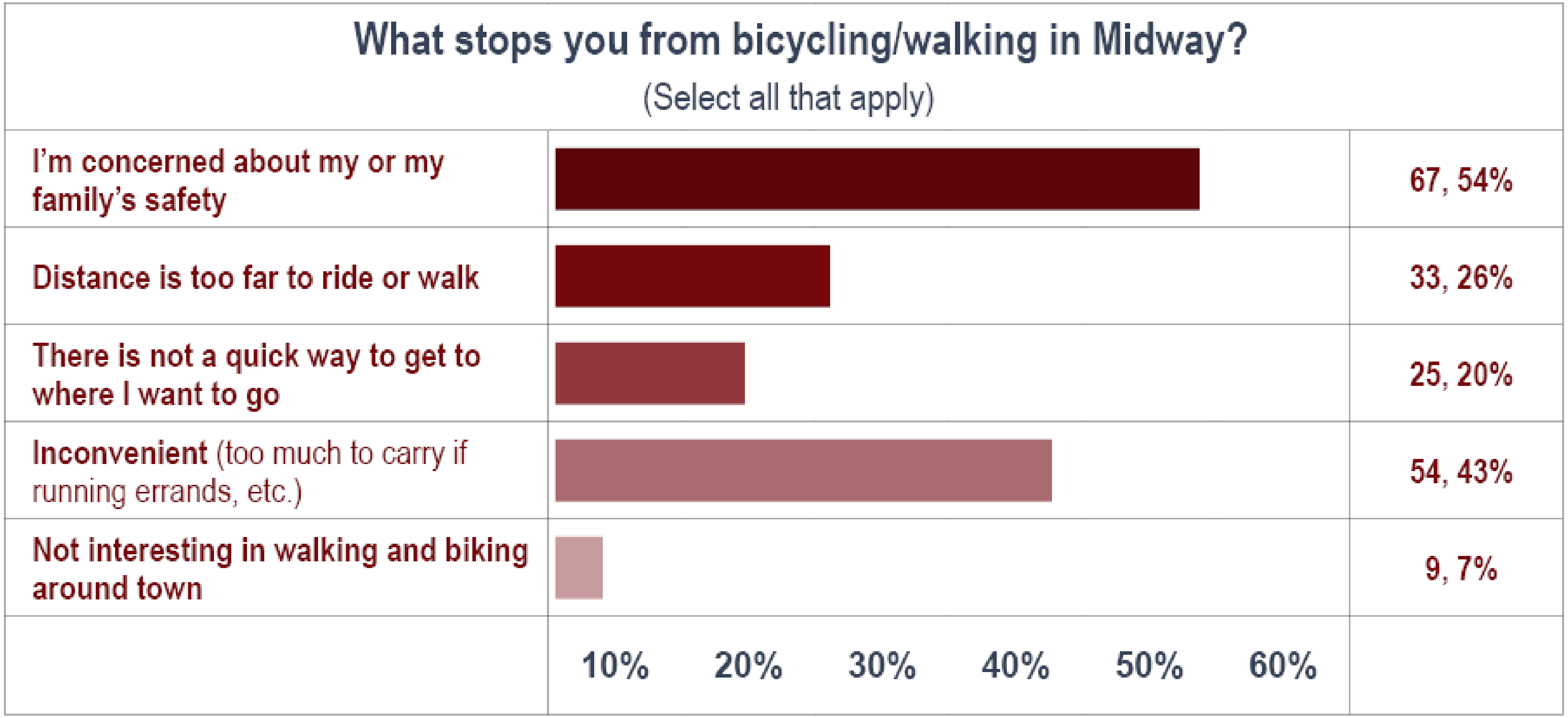


How often do you walk or bike for recreation or exercise?

Most respondents walk or bike more than once a week.

Active Transportation

Public Survey Findings

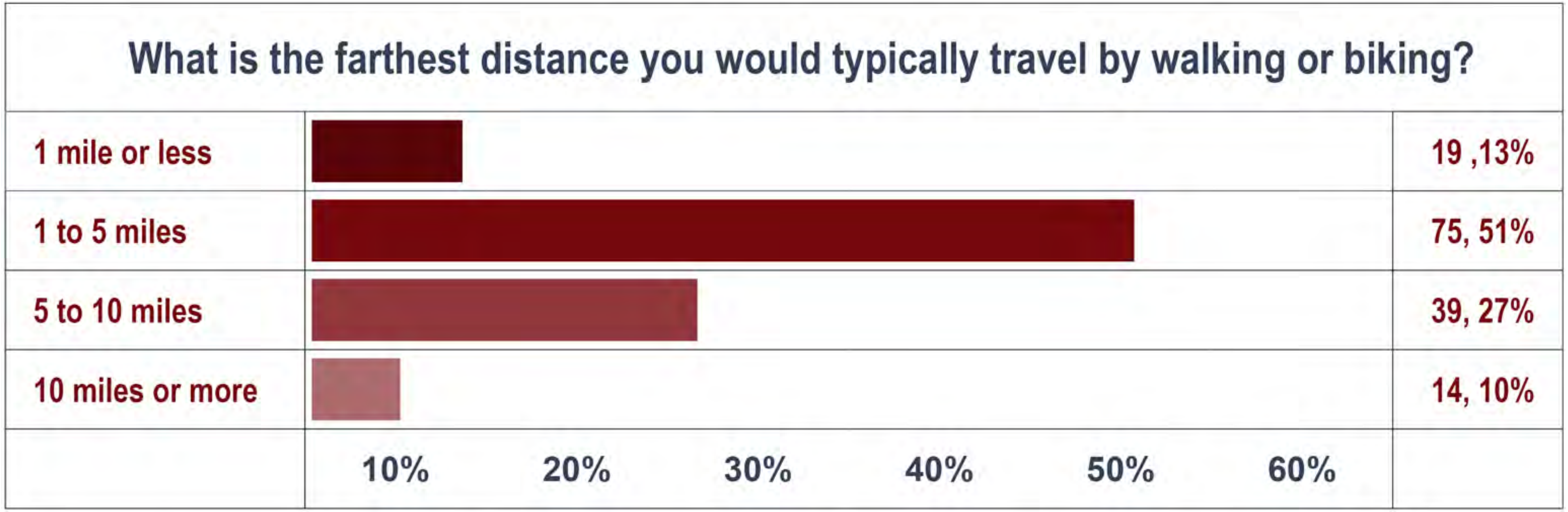


What stops you from bicycling/walking in Midway?
(Select all that apply)

Safety is a top concern that prevents people for walking or biking in Midway.

Active Transportation

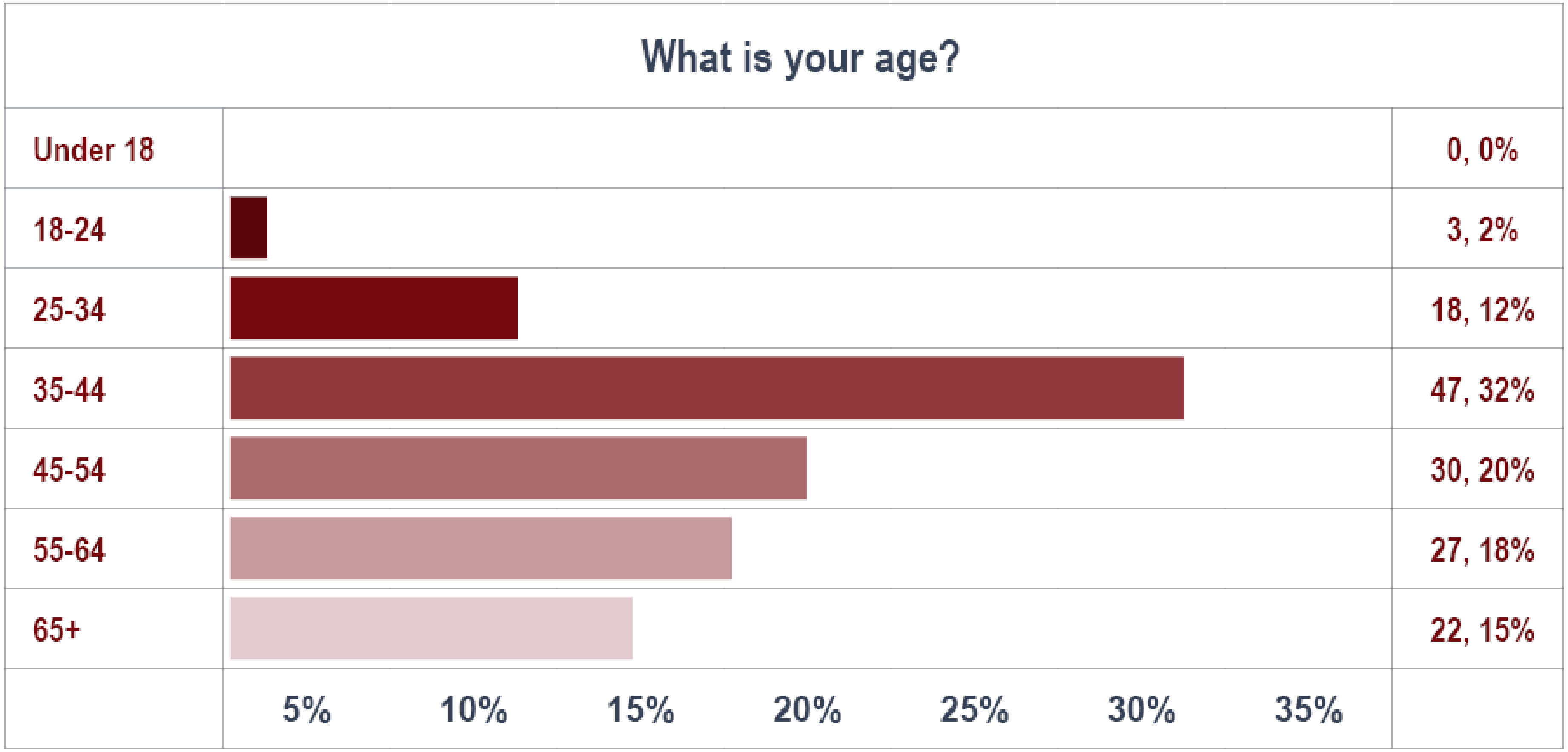
Public Survey Findings



Over 50% of people who responded will travel between 1 to 5 miles when walking or biking.

Active Transportation

Public Survey Findings



Most people who took the survey were between 25 and 64.

Housing Discussion

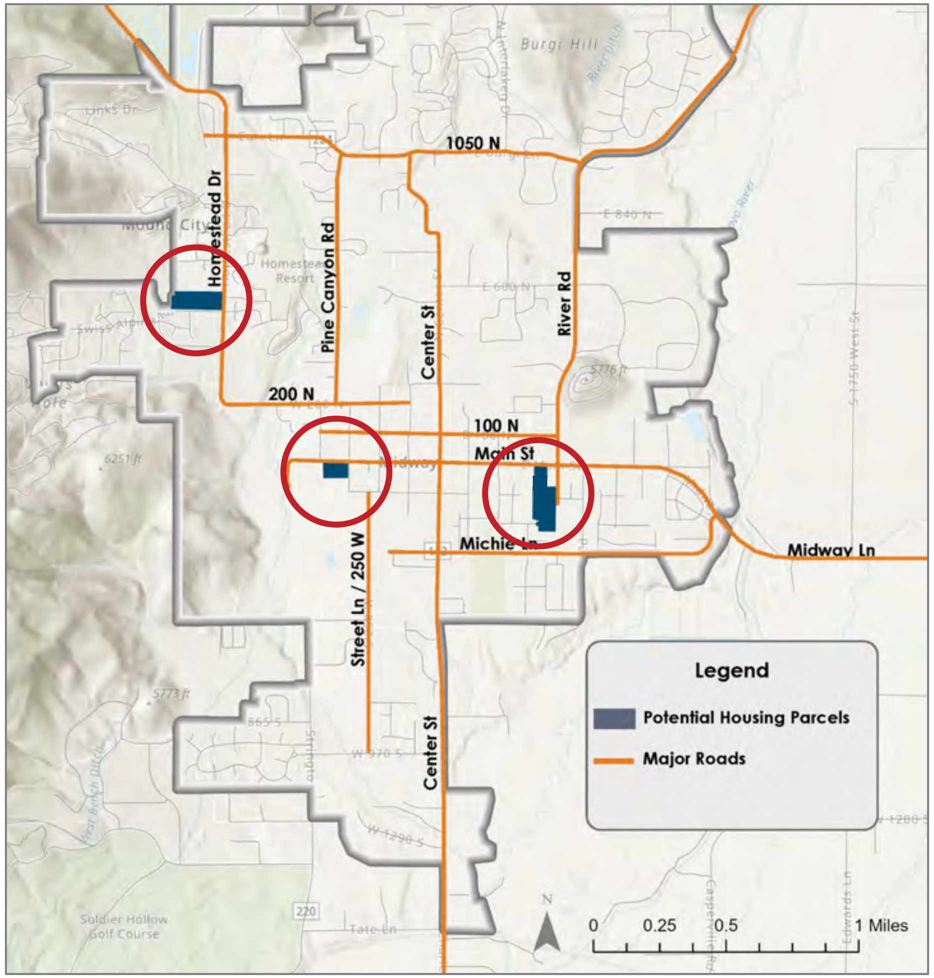
Supporting our Essential Workers

- What does affordability mean in Midway?
- Who needs this type of housing in Midway?
- What tools does the City have to aid in adding attainable housing choices?

Trail-oriented Housing Opportunities

Three locations identified to support ‘Missing Middle’ housing for essential workers.

- Inputs from City staff based on feasibility, land use, and ownership



Economic Development Tools for Housing

New: First Home Investment Zones (FHIZ)

Requirements:

- Zone of 10 to 100 acres
  - 51+% residential
- 30 units per acre or more overall
- 25+% of FHIZ units owner-occupied
- 12+% of FHIZ units affordable (= 80% of County median price)

- City receives **60%** of the tax increment for **25 out of 45 years.**

New: Home Ownership Promotion Zones (HOPZ)

Requirements:

- 10 acres or less
- 6+ units/acre
- 60% of units affordable (80% of County median home price)

- City receives up to **60**% of the tax increment for **15 years.**

Incentives and Concessions

Water Rights:

- Municipal code requires 0.8 acre-feet per unit (ERU)
  - Going rate: $10,000+ per acre-foot *(if available at all)*

Impact Fees:

- Waivers offset development costs

Streamlined Permitting Process:

- Speed reduces cost of holding land for developers

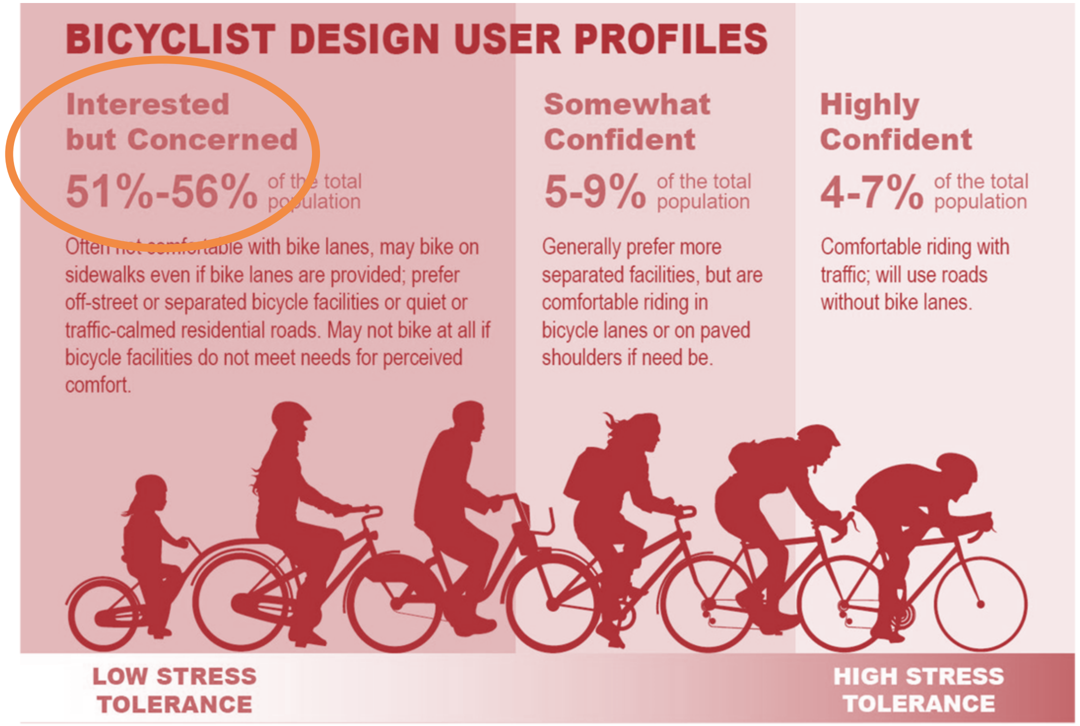
Council Discussion

MIDWAY
MOBILITY BLUEPRINT

Active Transportation Discussion

Supporting Active and Healthy Networks

- What can we supplement the existing active transportation plan with to make sure we are connecting people with places?
- How can we help advance the City’s desire to calm traffic in town and especially on Main Street?
- How do we coordinate with UDOT to achieve that?



BICYCLIST DESIGN USER PROFILES

Interested but Concerned
51%-56% of the total population
Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

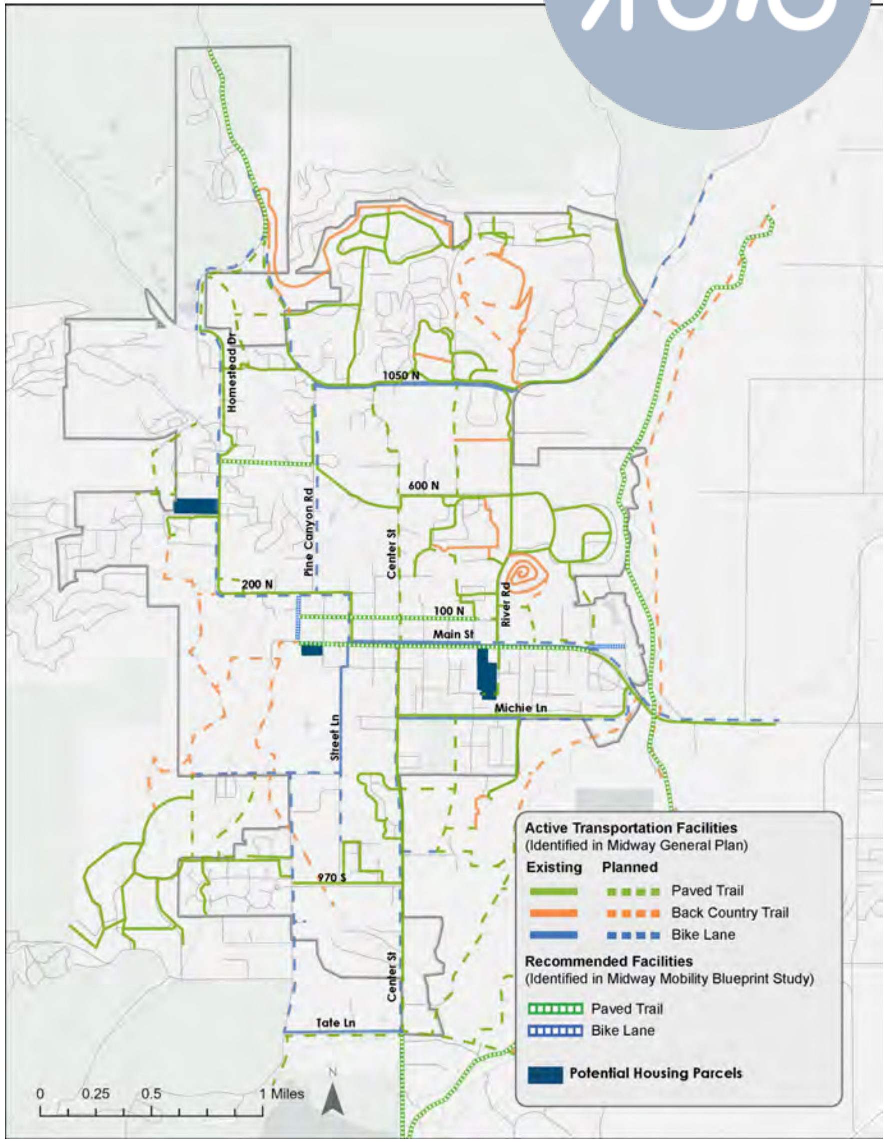
Somewhat Confident
5-9% of the total population
Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident
4-7% of the total population
Comfortable riding with traffic; will use roads without bike lanes.

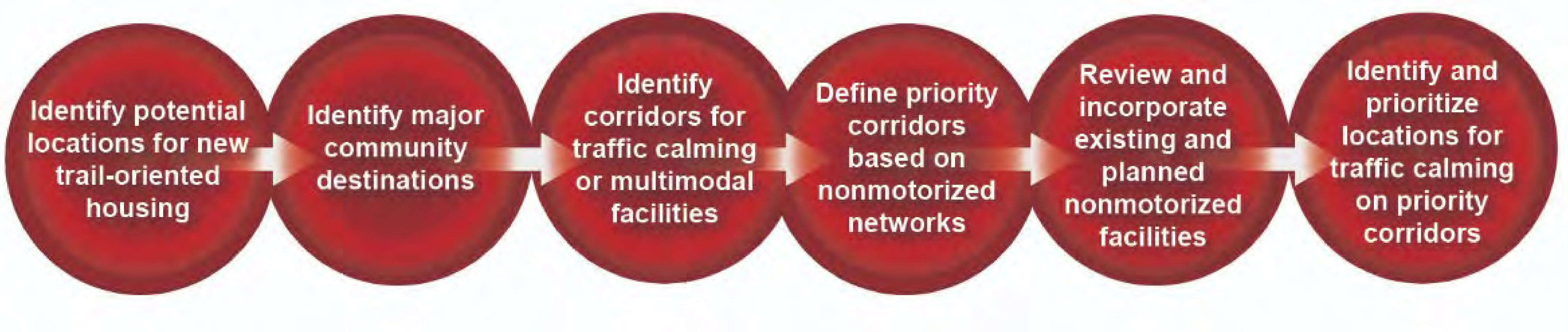
LOW STRESS TOLERANCE
HIGH STRESS TOLERANCE

Active Transportation Recommendations

- Paved trail along Main Street (Hamlet Circle to 500 West)
- Paved trail along 100 North (300 East to 400 West)
- Paved trail along Provo River
- Paved trail along Bluff Road (Pine Canyon Road to Homestead Drive)
- Paved trail along Pine Canyon Road (Warm Springs Road to northern Midway boundary)
- Bike lane along Main Street (Johnson Mill Road to Haueter Lane)
- Bike lane along 400 West (200 North to Main Street)

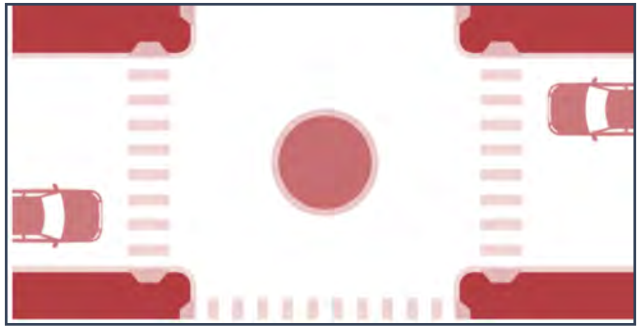


Identifying Traffic Calming Projects

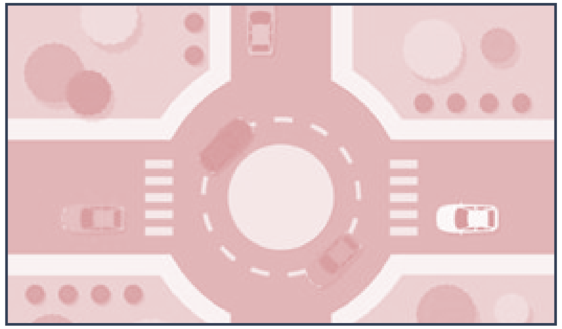


1. Identify potential locations for new trail-oriented housing
2. Identify major community destinations
3. Identify corridors for traffic calming or multimodal facilities
4. Define priority corridors based on nonmotorized networks
5. Review and incorporate existing and planned nonmotorized facilities
6. Identify and prioritize locations for traffic calming on priority corridors

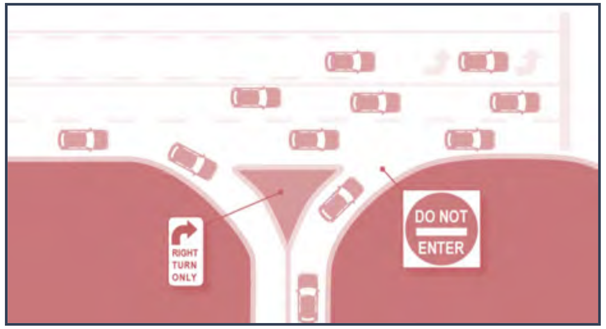
Traffic Calming Recommendations



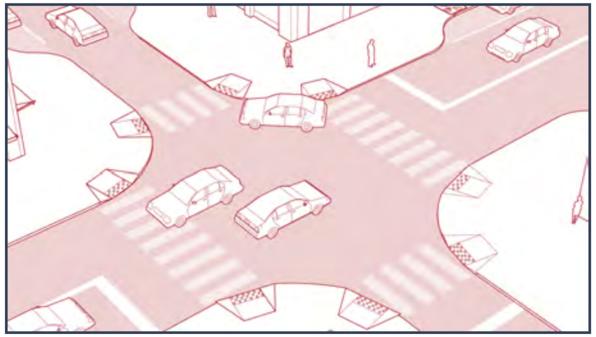
Mini Roundabout



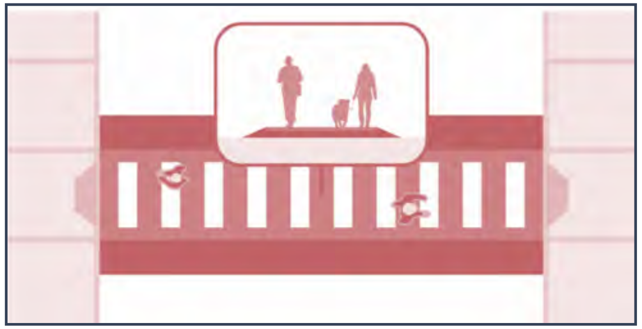
Roundabout



Right-In Right-Out



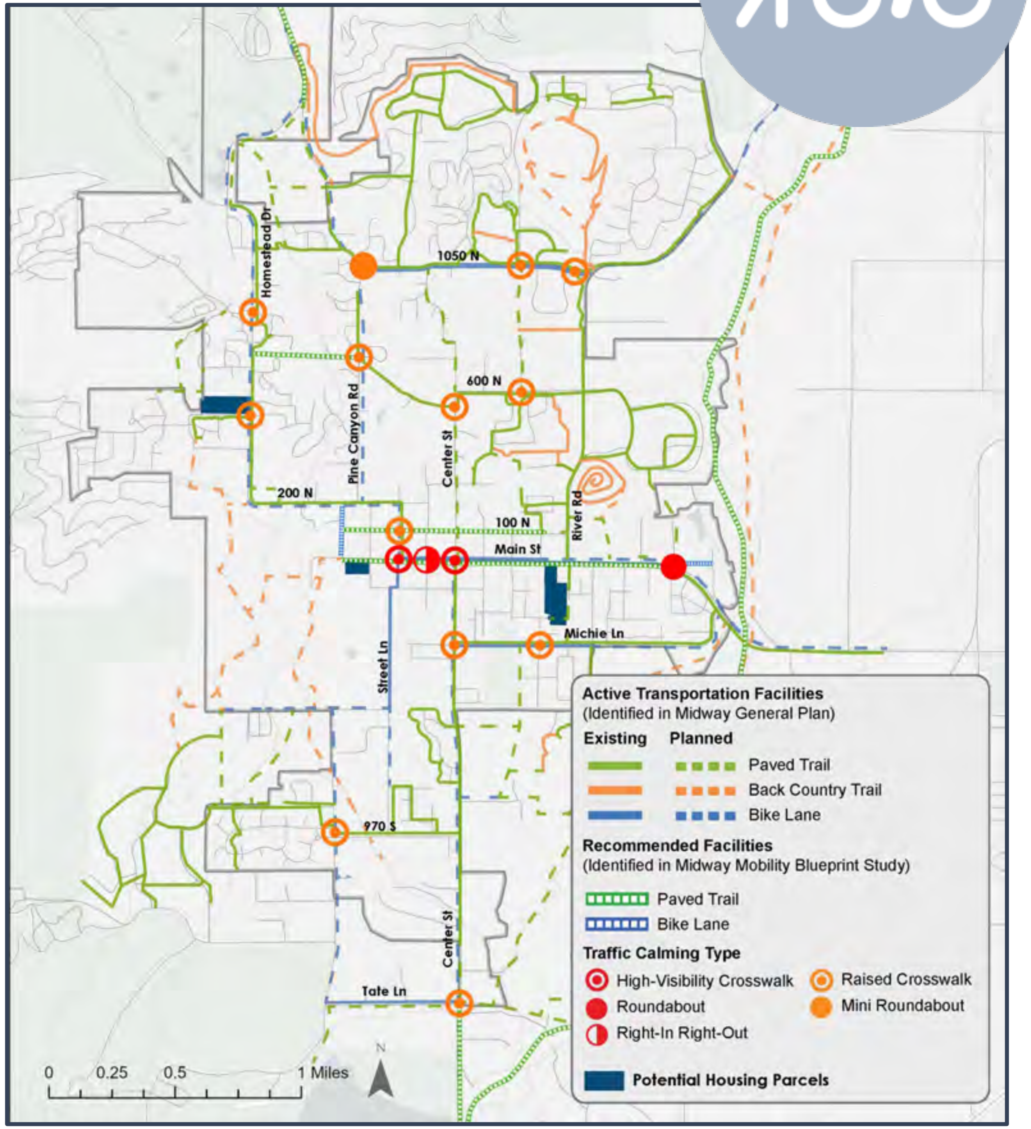
High-Visibility Crosswalk



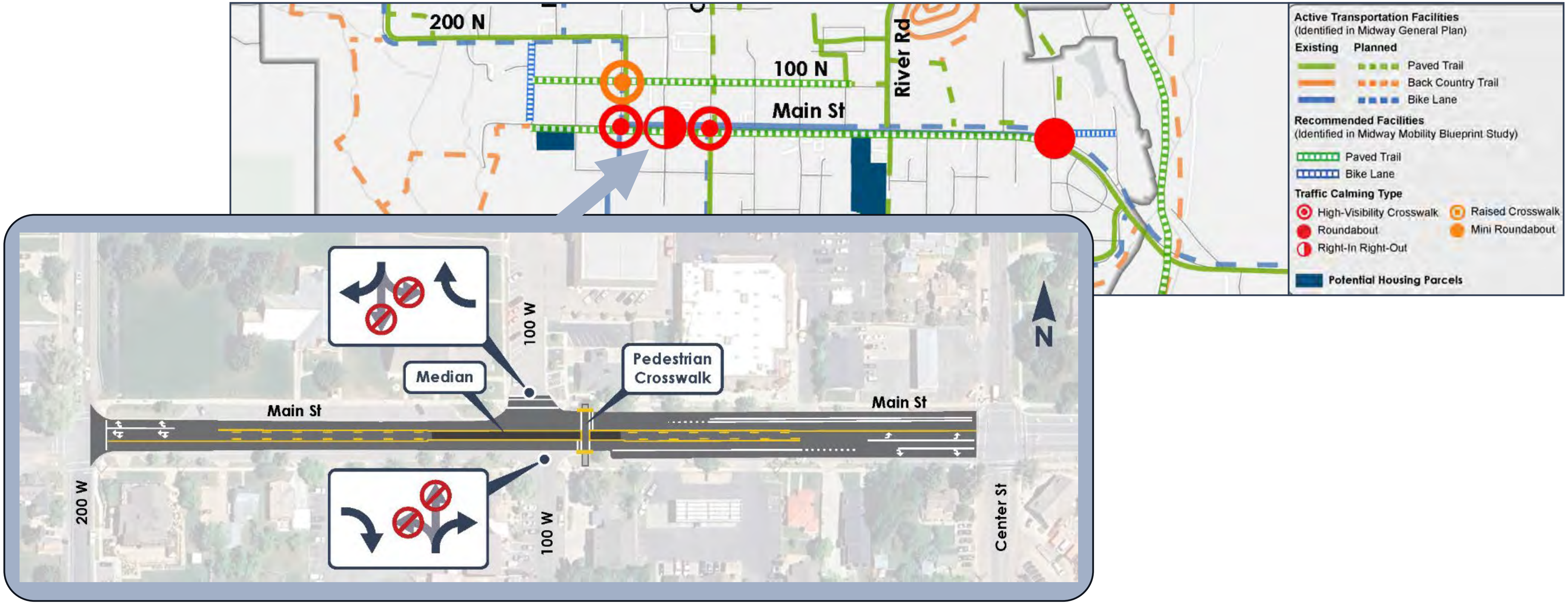
Raised Crosswalk

Traffic Calming Recommendations

- Raised crosswalks at 12 intersections
- High-visibility crosswalks at two intersections
- Roundabout at one intersection
- Mini roundabout at one intersection
- Right-in right-out at one intersection



Main Street Traffic Calming

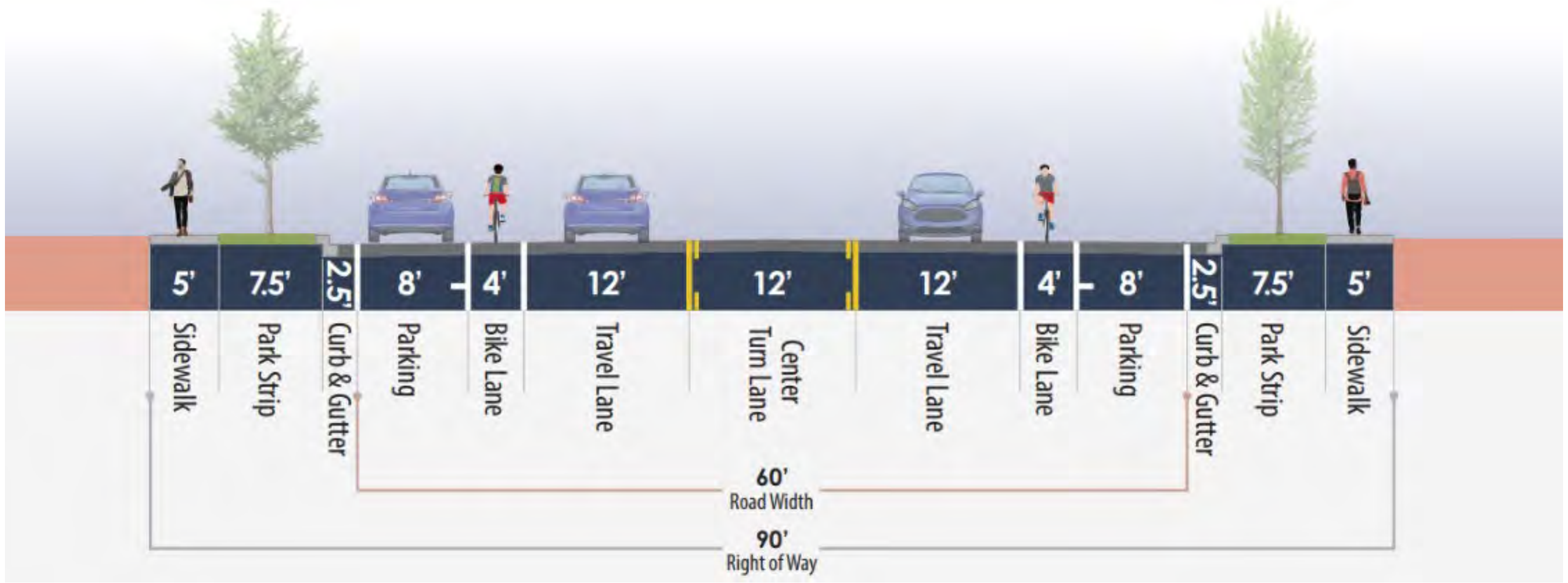


Main Street Traffic Calming

- What user should Main Street be designed for, primarily?
- Is through-traffic access important on Main Street?
- What are the opportunities for reimagining Main Street?
- Is Midway interested in exploring cross section changes?
- What does a partnership with UDOT look like for making changes?

Main Street

Active Transportation Recommendations

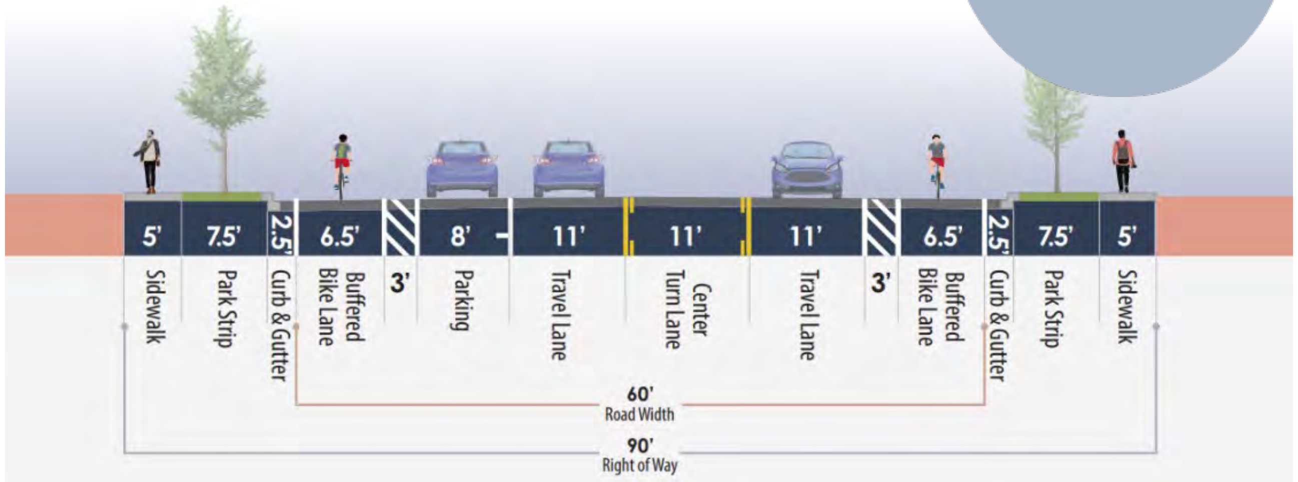


Existing cross section

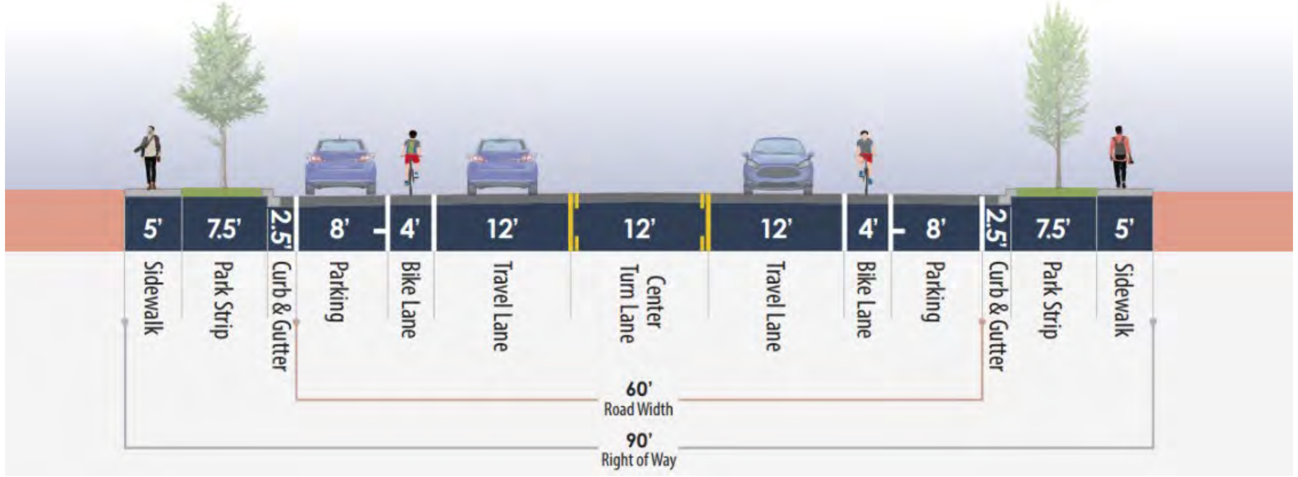
- **Posted speed:** 35 mph
- **Average Daily Traffic:** 12,747

Main Street Concept 1

- Reduced travel lane widths
- Buffered bike lanes
- Parking reduced to one side of Main Street



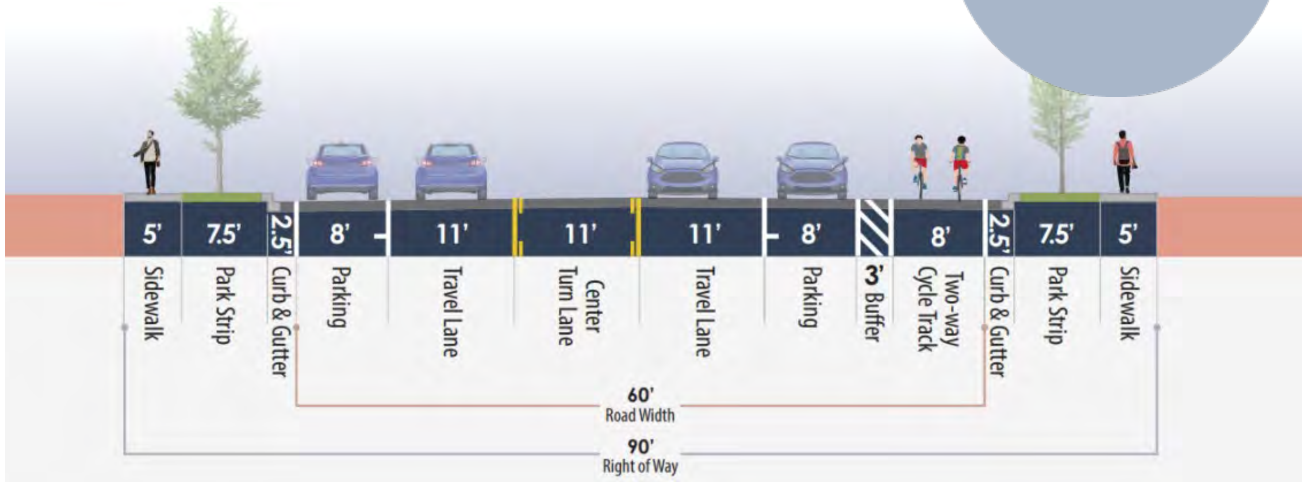
Proposed: concept 1



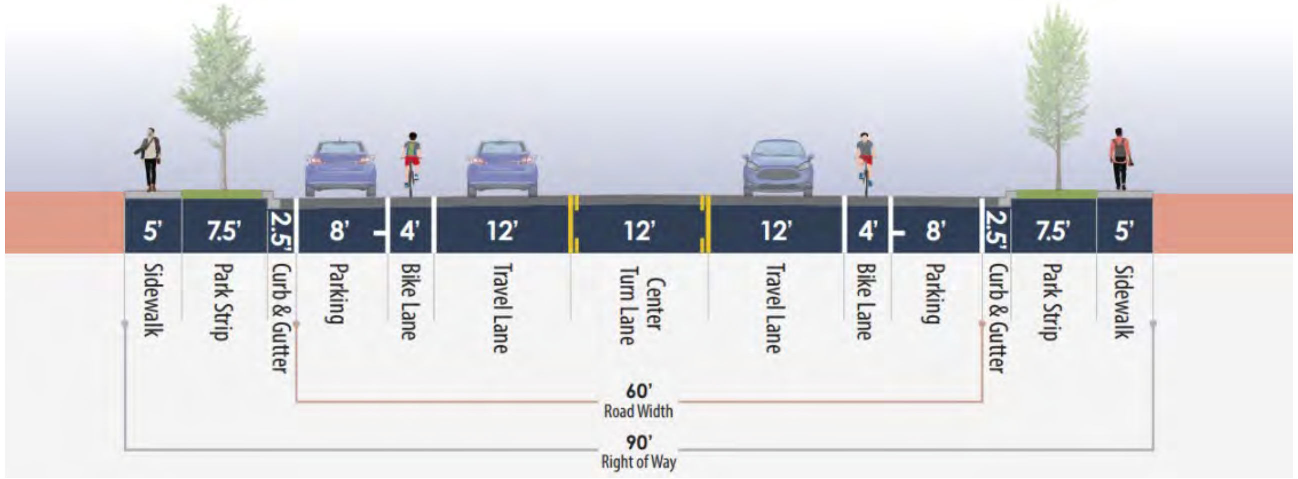
Existing cross section

Main Street
Concept 2

- Reduced travel lane widths
- Two-way buffered cycle track
- Parking on both sides of Main Street



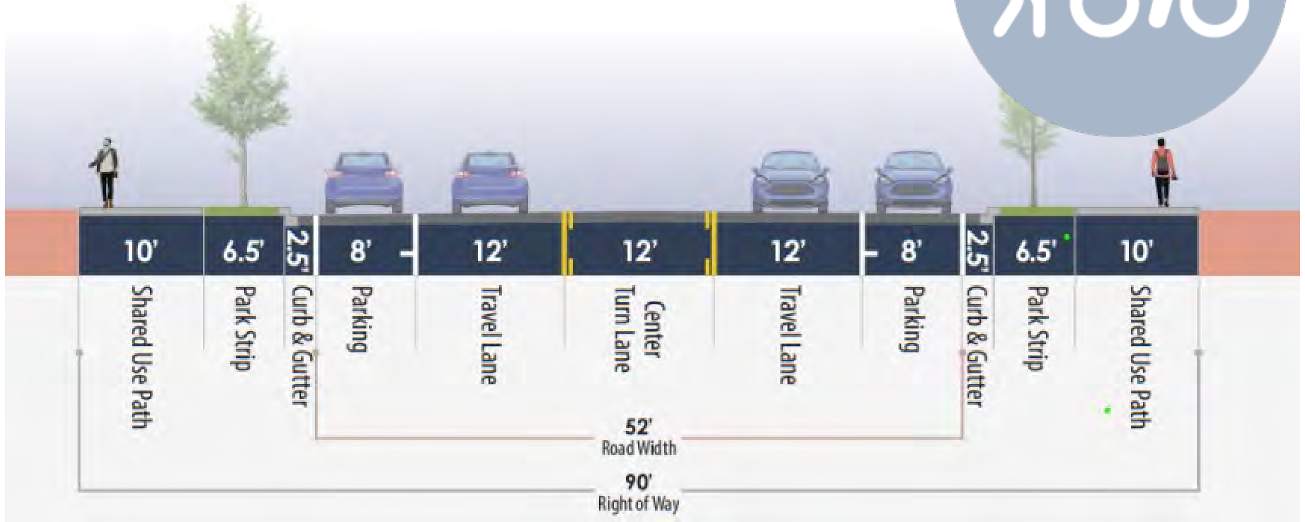
Proposed: concept 2



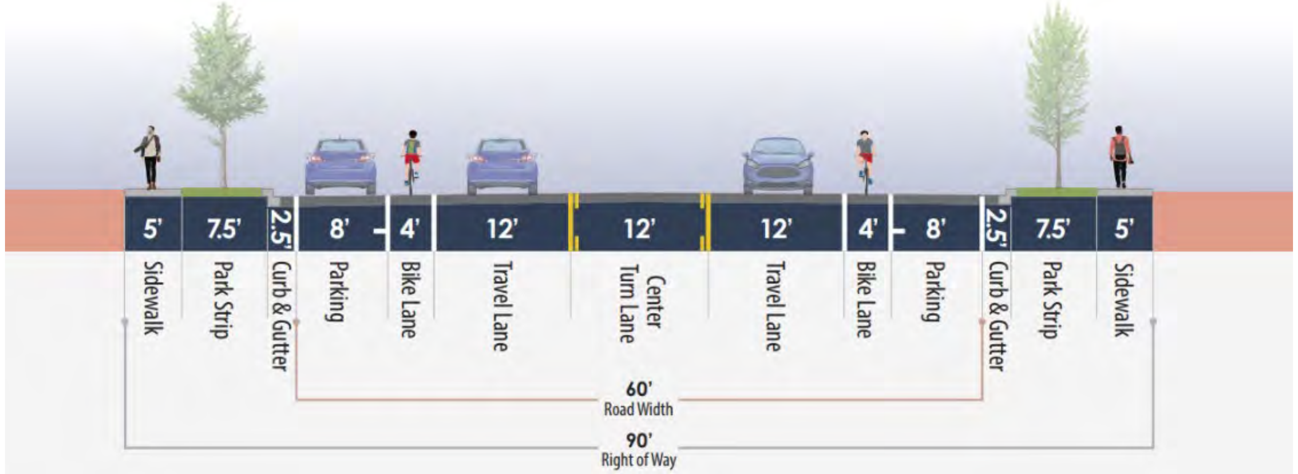
Existing cross section

Main Street
Concept 3

- Reduced curb-to-curb width
- Two-way buffered cycle track
- Parking on both sides
- Maintains existing lane widths



Proposed: concept 3



Existing cross section

Council Discussion

Transit Strategy Discussion

Supporting Affordable and Convenient Travel Options for our Essential Workers

- What type of transit can Midway feasibly support?
- What transit can Midway grow into?
- How can Midway leverage funding sources and regional resources to achieve future transit goals?

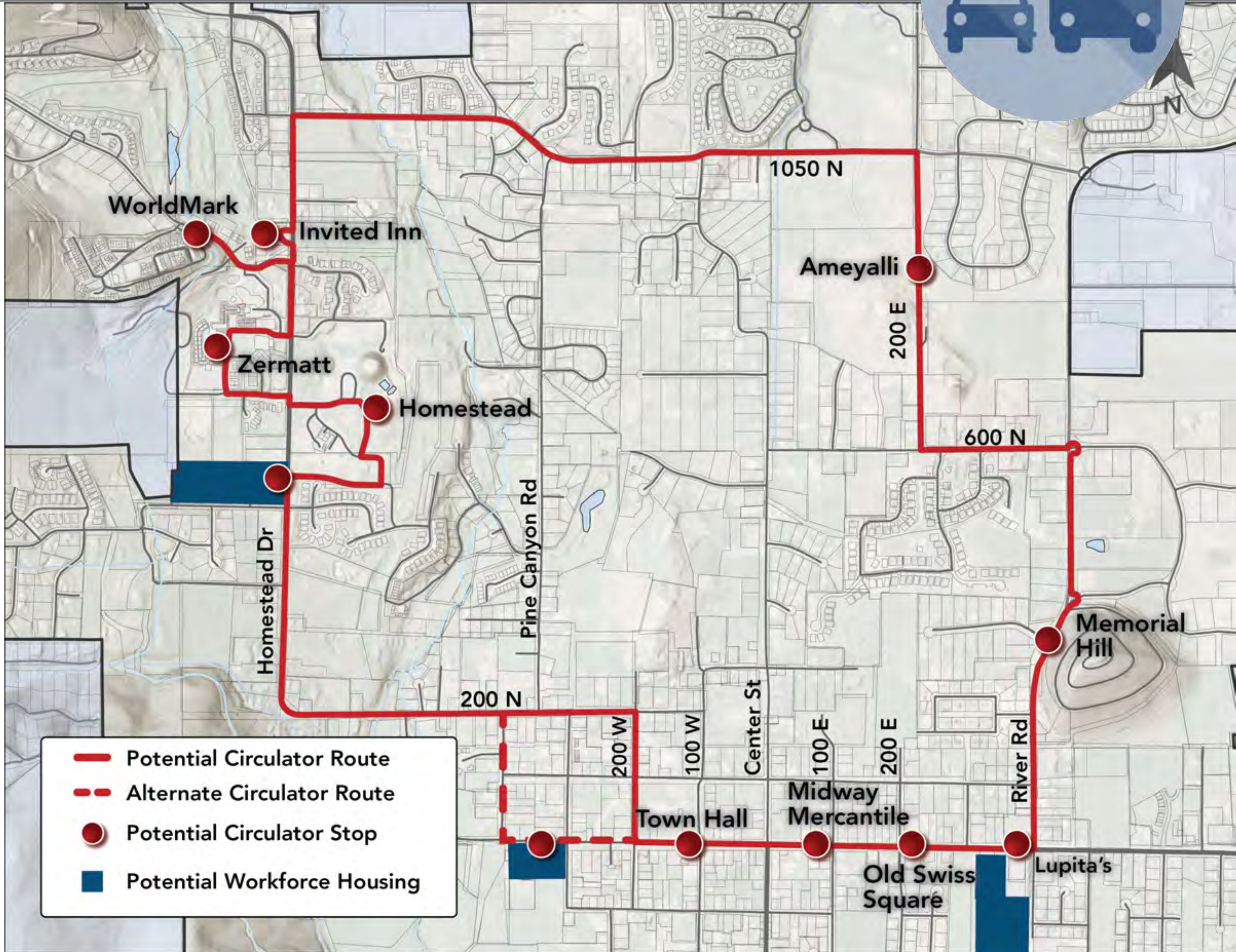
Transit Strategies

Local Strategies

- Launch a pilot circular during peak tourist season between downtown and the Midway resorts
- Collaborate with resorts and other large employers to build public private partnerships to fund a circulator
- Look at transit holistically and plan to accommodate tourists/visitors, residents, and workers in with a balanced approach
- Coordinate with developers to accommodate future transit facilities/hubs within new developments
- Align transit growth with other city plans including considering where to preserve and integrate passenger pickup locations for on-demand service, local shuttle service, or future fixed route service around trail-oriented development, the active transportation network, and downtown locations.

Potential Transit Circulator Route

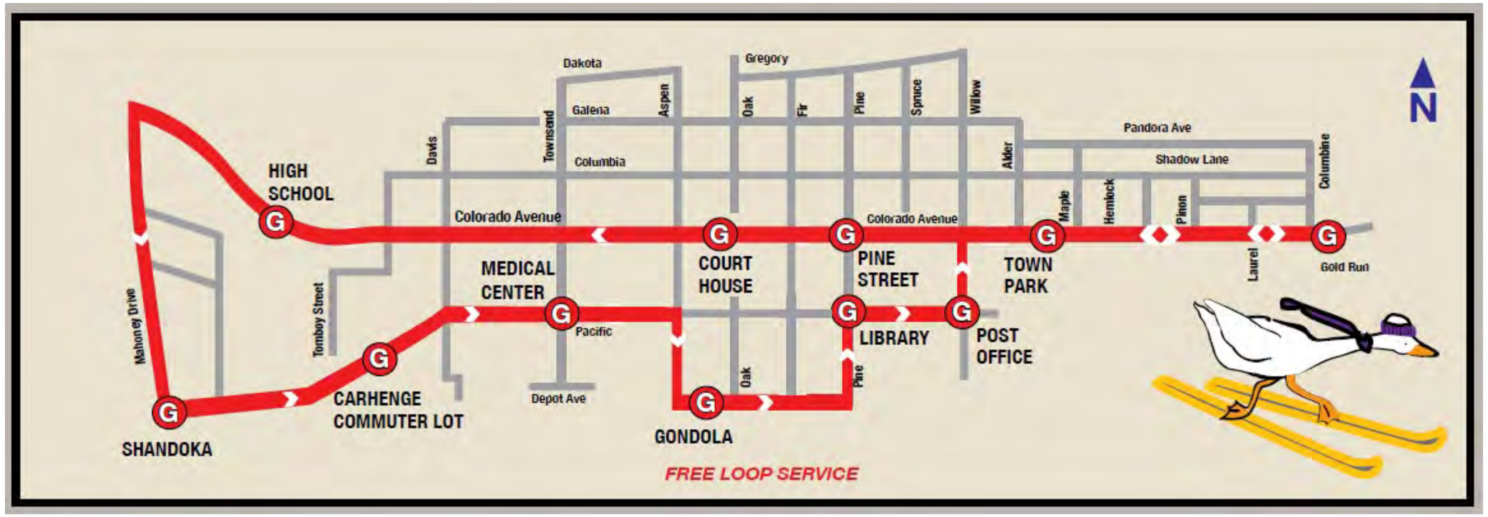
- Proposed “hub” locations
- Midway Resorts
- Main Street nodes
- Housing parcel locations



Transit Circulator Example

Telluride, Colorado

- 2.5-mile loop
- Part of Regional and on-demand transit network



Telluride, Co

Passenger Trips

- 196,384 one-way boarding passenger trips in 2022
- 4 shuttles operating at peak level service

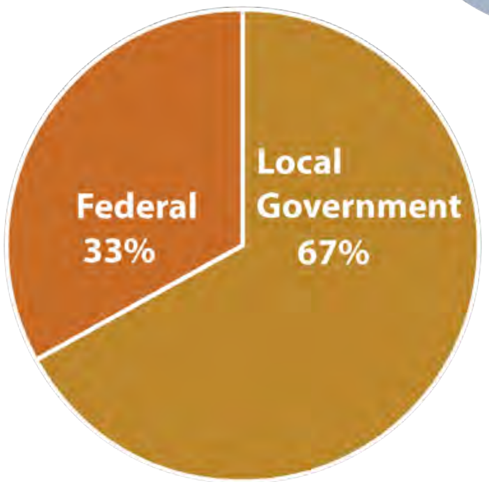
Year	Annual Passenger Trips	Vehicles Operated in Maximum Service	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
2022	196,384	4	71,197	9,244
2021	164,758	4	195,840	11,640
2020	174,817	4	66,969	9,582
2019	351,148	4	105,366	14,307
2018	301,154	7	195,565	16,927
2017	307,440	7	188,929	16,891
2016	267,683	4	95,947	12,862

Telluride, Co

Operating Expense

- Expense per passenger trip = **$7.65**

Year	Operating Expense per Vehicle Revenue Miles	Operating Expense per Vehicle Revenue Hours	Passenger Trip per Vehicle Revenue Miles	Passenger Trip per Vehicle Revenue Hours	Operating Expense per Passenger Trip	Total Operating Expense
2022	$21.11	$161.57	2.8	21.2	$7.65	$1,502,816
2021	$8.15	$137.09	0.8	14.2	$9.69	$1,595,693
2020	$13.44	$93.96	2.6	18.2	$5.15	$900,302
2019	$10.28	$75.70	3.3	24.5	$3.08	$1,083,036
2018	$4.37	$50.49	1.5	17.8	$2.84	$854,709
2017	$5.14	$57.54	1.6	18.2	$3.16	$971,869
2016	$10.39	$77.51	2.8	20.8	$3.72	$996,885

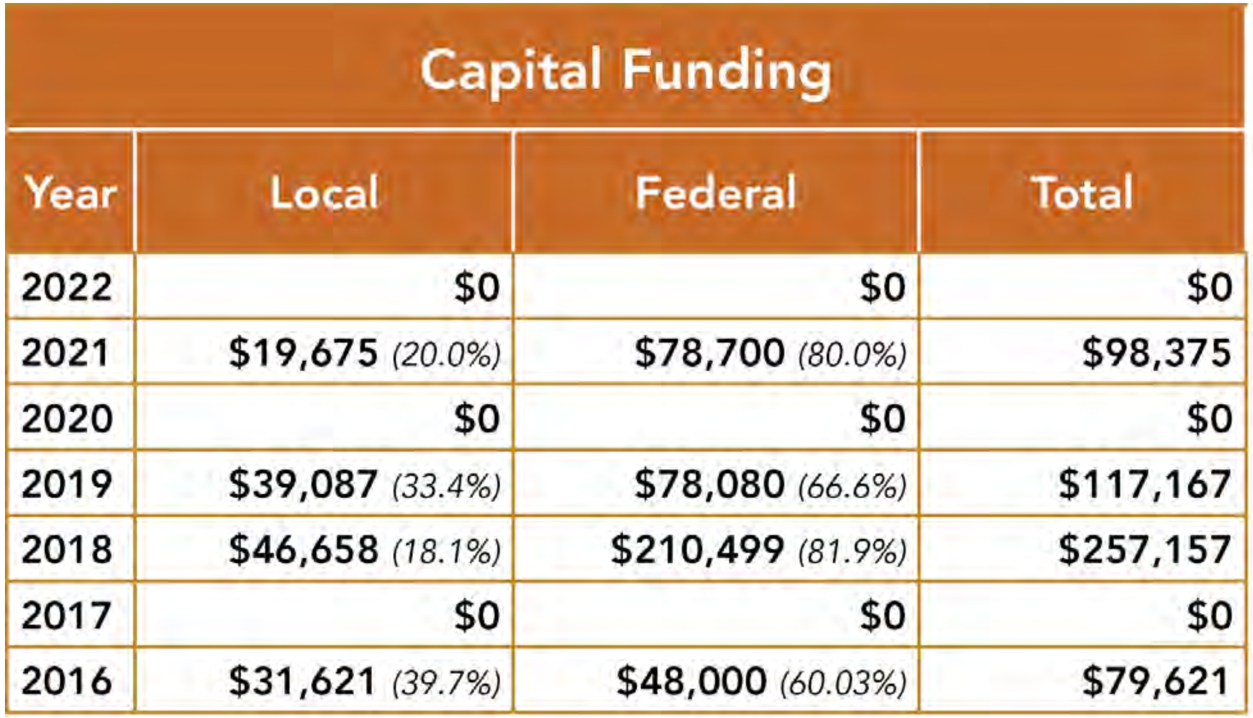


●	**Federal**	**$494,785**
●	**Local Government**	**$1,008,031**
	Total Operating Funds	**$1,502,816**

Telluride, Co

Capital Expense

- Average Fleet Age = 4.9 yrs



Capital Funding			
Year	Local	Federal	Total
2022	$0	$0	$0
2021	$19,675 *(20.0%)*	$78,700 *(80.0%)*	$98,375
2020	$0	$0	$0
2019	$39,087 *(33.4%)*	$78,080 *(66.6%)*	$117,167
2018	$46,658 *(18.1%)*	$210,499 *(81.9%)*	$257,157
2017	$0	$0	$0
2016	$31,621 *(39.7%)*	$48,000 *(60.03%)*	$79,621

Transit Strategies

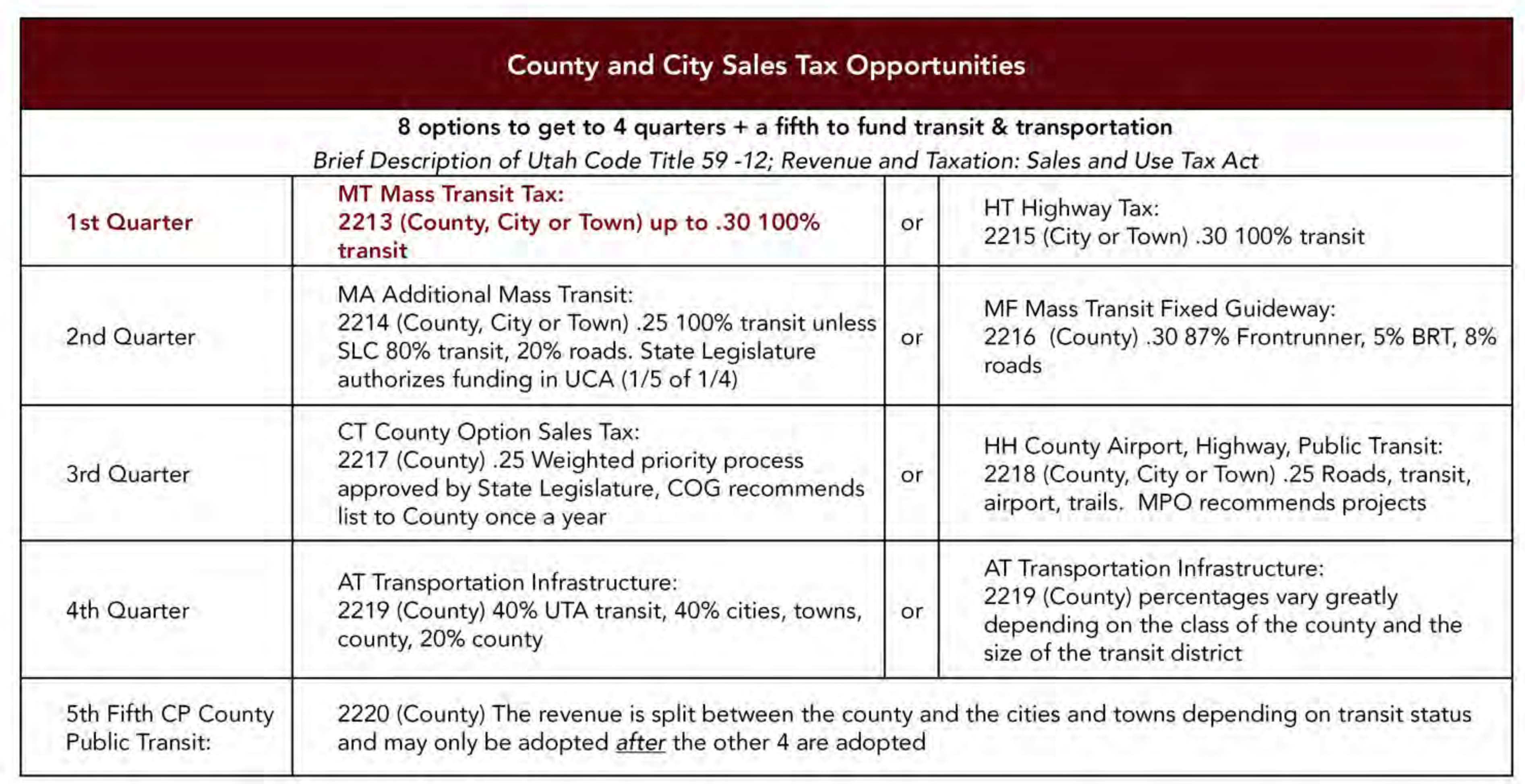
Regional Strategies

- Work with High Valley Transit on the Short Range Transit Plan (5-year transit plan, kicking off summer 2024)
- Get incorporated into the High Valley Transit District
- Coordinate with High Valley Transit on the option for a future fixed bus route between Heber and Midway

Transit Funding Strategies

Utah Code Title 59-12 provides various buckets transportation money can go into, including transit.

Midway would be able to generate about $250,000 a year from ¼ cent transportation sales tax (using separate sales taxes under state code).



County and City Sales Tax Opportunities

8 options to get to 4 quarters + a fifth to fund transit & transportation

Brief Description of Utah Code Title 59 -12; Revenue and Taxation: Sales and Use Tax Act

1st Quarter	**MT Mass Transit Tax: 2213 (County, City or Town) up to .30 100% transit**	or	HT Highway Tax: 2215 (City or Town) .30 100% transit
2nd Quarter	MA Additional Mass Transit: 2214 (County, City or Town) .25 100% transit unless SLC 80% transit, 20% roads. State Legislature authorizes funding in UCA (1/5 of 1/4)	or	MF Mass Transit Fixed Guideway: 2216 (County) .30 87% Frontrunner, 5% BRT, 8% roads
3rd Quarter	CT County Option Sales Tax: 2217 (County) .25 Weighted priority process approved by State Legislature, COG recommends list to County once a year	or	HH County Airport, Highway, Public Transit: 2218 (County, City or Town) .25 Roads, transit, airport, trails. MPO recommends projects
4th Quarter	AT Transportation Infrastructure: 2219 (County) 40% UTA transit, 40% cities, towns, county, 20% county	or	AT Transportation Infrastructure: 2219 (County) percentages vary greatly depending on the class of the county and the size of the transit district
5th Fifth CP County Public Transit:	2220 (County) The revenue is split between the county and the cities and towns depending on transit status and may only be adopted <u>*after*</u> the other 4 are adopted		

Transit Funding Strategies

There are several opportunities for funding rural transit in Midway. Local taxes within the county and cities can be directed to funding transit, however, a choice must be made between the two because taxes from both the city and county cannot be combined to fund transit.

Percentage of Sales Tax	Jurisdiction	Transportation Sales Tax
19%	Wasatch County	$324,532
2%	Charleston	$30,396
2%	Daniel	$32,659
60%	Heber	$993,517
1%	Independence	$12,818
0%	Interlaken	$6,614
13%	**Midway**	**$224,212**
1%	Wallsburg	$12,575
2%	Hideout	$27,690
100%		**$1,665,013**

Council Discussion

Next Steps

- Finalize recommendations presented today
- Develop online StoryMap (website) content
- Finalize memorandums with recommended actions
- Seek funding to partner with UDOT on formal Main Street Study