

ID	Project Description	PIN	County	Project Location	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
1	SR-270; 9th South Connector Bridge Rehabilitation	10891	Salt Lake	TO SR-270 WEST TEMPLE; MP .56 - 1.00 & FROM SR-270 WEST TEMPLE; MP .15 - .52	Close Out	\$ 5,395,000	2013	Preservation efforts included resurfacing, bridge repairs, and lane leveling the bridge approach.	If anything is done to this interchange, it's removing it. It creates an imposing divide in the neighborhood, sends speeding cars into the city's downtown and side streets and is generally unnecessary. Any money spent on anything but removal is wasteful spending.	Thank you for your comment.	Interactive Map
2	SR-270; 9th South Connector Bridge Rehabilitation	10891	Salt Lake	TO SR-270 WEST TEMPLE; MP .56 - 1.00 & FROM SR-270 WEST TEMPLE; MP .15 - .52	Close Out	\$ 5,395,000	2013	Preservation efforts included resurfacing, bridge repairs, and lane leveling the bridge approach.	There are two interchanges within 4 blocks of this one. This interchange takes away valuable developable land adjacent to TRAX stations in a fast growing neighborhood. It can and should be removed.	Thank you for your comment.	Interactive Map
3	SR-68; 9000 South to 12600 South (Restripe)	16424	Salt Lake	SR-68; MP 42.07 - 46.89	Under Construction	\$ 2,000,000	2019	Restriping to utilize the existing roadway shoulders and convert them into additional travel lanes.	hopefully this will include bicycle lanes	A recent study of this corridor identified 1300 West as the best facility for cyclists.	Interactive Map
4	West Davis Highway	11268	Davis	SR-67; West Davis Corridor Construction, Davis Co.	Scoping	\$799,700,000	2020	New Capacity	What does New Capacity mean?	New Capacity refers to construction of a new road.	Interactive Map
5	SR-68; Bangerter Hwy to 12600 S	11203	Salt Lake	SR-68; MP 40.82 - 42.31	Under Construction	\$ 47,764,788	2017	This project will widen the last remaining two-lane segment of Redwood Road to seven lanes to meet the immediate and future traffic needs on the corridor. Once complete, Redwood Road will provide motorists an improved, more efficient commute between Salt Lake and Utah Counties.	Bike infrastructure along this stretch is absolutely critical.	A recent study of this corridor identified 1300 West as the best facility for cyclists.	Interactive Map
6	I-15 NB; Bangerter Hwy to I-215	15669	Salt Lake	I-15; MP 294.50 - 298.30 & I-15; MP 289.50 - 299.00	Under Construction	\$165,000,000	2019	This project will change northbound I-15 to include a new general purpose lane and a collector-distributor system from 9400 S. to I-215.	Think of the transit and biking improvements that could be funded for the same price tag as this totally unnecessary road project.	The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.	Interactive Map

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7	SR-172; 5600 W. Railroad Crossing	14413	Salt Lake	SR-172; MP 6.18 - 9.21	Active	\$ 86,826,081	2019	Proposed improvements include widening 5600 W. from two to five lanes, building a bridge over the railroad tracks, and converting the I-80 interchange to a DDI.	In my opinion, this two lane stretch of road is in more need of improvement than any other section in the valley. The section has become increasingly more gridlocked during the past few years with the booming growth in the area. The growth of the area combined with the busy railroad crossing has made this area un-drivable during commute hours. I'm very glad to hear about the proposed improvements. Removing the two lane bottleneck and railroad crossing will do wonders for this part of the valley.	Thank you for your comment.	Interactive Map
8	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	SR-190; MP 2.35 - 19.93 & SR-210; MP 10.75 - 13.22 & SR-210; MP 3.87 - 13.25	Active	\$ 100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	The level of traffic congestion in the canyons during ski season is already frustrating, dangerous, and deleterious to our tourism industry. Widening the roads to encourage more cars to pour into the canyon on snowy winter mornings is not the solution. No parking awaits them at their destination, so they will try to park by the side of the road and walk up with their gear - further slowing traffic and increasing the likelihood of casualties. Investment instead should be concentrated on expanding the park-and-ride facilities in a radius around the canyon base, and making the shuttle service sufficiently frequent and easy to use that driving a personal car up the canyon is comparatively inconvenient.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
9	I-15; 200 North Kaysville South Bound Ramp Meter	16124	Davis	I-15; MP 328.00 - 328.75	Awarded	\$ 1,050,000	2018	Other - Enhancement Project	The growth in this city justifies a south bound meter ramp. Week days always has delays in the morning which can be fixed.	Thank you for your comment.	Interactive Map
10	I-15; Pages Lane to Lagoon	15678	Davis	I-15; MP 318.50 - 324.75 & I-15; MP 318.50 - 324.75	STIP	\$ 40,000,000	2024	High Volume	All lanes on this part of freeway are in horrible shape and should be moved up to a priority project instead of waiting until 2024!	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map
11	West Davis Highway	11268	Davis	SR-67; West Davis Corridor Construction, Davis Co.	Scoping	\$799,700,000	2020	New Capacity	This new project is exciting, are there any plans on how construction impacts will be mitigated?	Please contact Rex Harris at rexharris@utah.gov for information on plans for construction impacts mitigation.	Interactive Map
12	US-89; Lagoon to Cherry Hills	15489	Davis	US-89; MP 395.59 - 397.12	STIP	\$ 2,000,000	2020	Preservation High Volume	The traffic around Lagoon has been terrible this year, what is being done with the city to improve the regional mobility into this high and occasional demand on the transportation infrastructure?	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Interactive Map
13	SR-227 and SR-225 Ramp Rehabilitations	17227	Davis	SR-225; MP .55 - .75 & SR-227; MP .00 - .70	Awarded	\$ 2,972,187	2019	Rehabilitation High Volume	This road is almost unusable at some high demand times. Every avenue of approach into Lagoon needs to be redesigned.	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Interactive Map

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14	Bacchus Highway	0	Salt Lake	Cnty:FA-2030; MP .683 - 1.380	Awarded	\$ 2,145,502	0	Reconstruct existing roadway and raise sag vertical curve to increase sight distance to intersection of 10200 South Bacchus Highway.	I totally support this project. I almost died one night when I was driving south and a car at the intersection turned right because s/he couldn't see I was coming at 60 mph	Thank you for your comment.	Interactive Map
15	US-189; Wallsburg to Charleston	15731	Wasatch	US-189; MP 22.54 - 24.91	Scoping	\$ 53,054,000	2023	Widen to 4 travel lanes.	This has been procrastinated for a long time. Let's get it done and maybe save a few lives.	This comment has been referred to UDOT, which is the agency with primary responsibility for regional transportation planning in Wasatch County.	Interactive Map
16	SR-53; 24th Street Viaduct Rehab, Ogden, C-655	14263	Weber	SR-53; MP .87 - 1.66	Scoping	\$ 9,550,000	2020	Replacement and Rehabilitation - Structure	Improve pedestrian access and make it easier for busses from West Ogden to reach Intermodal Center.	This project will improve the pedestrian access ramp from the viaduct to Wall Avenue, so that it is ADA compliant and easier to access.	Interactive Map
17	SR-235, North Ogden City Main Street, Phase II	16051	Weber	SR-235; MP 2.65 - 2.84	Scoping	\$ 40,000	2018	UDOT is responsible for lighting operations and maintenance on interstate highways and specific routes throughout the state. Properly lighted roadways can provide an increased level of safety for pedestrians, cyclists and motorists alike.	Design lighting to reduce light pollution.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
18	SR-204; Wall Ave. 20th to 21st Safe Sidewalk	16826	Weber	SR-204; MP 2.52 - 2.66	Scoping	\$ 65,000	2018	Contingency Funding	Improve bike access.	The sidewalk improvements will help with active transportation needs in this area. In addition, an intersection improvement project currently scheduled to occur in the next few years will help improve bike access.	Interactive Map
19	I-80/ I-215 East Interchange Study	14552	Salt Lake	TO I-80P FROM I-15P; MP.00 - .40 & I-80; MP 122.20 - 122.74 & I-80; MP 123.24 - 128.70 & I-215; MP .00 - 1.40 & I-80; MP 122.03 - 128.67	Scoping	\$ 5,000,000	2020	Upgrade Existing Interchange	I80/1300 East interchange please upgrade the interchange for all modes. 1300 East is awful for bikes and pedestrians yet is used frequently as a connection to Sugar House Downtown, Highland Park, Sugar House Pk, and Millcreek city center	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map

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20	Midvalley Connector BRT Bus Rapid Transit	0	Salt Lake	Midvalley Connector BRT Bus Rapid Transit	Awarded	\$ 2,000,000	0	The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX Station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.	The Midvalley Connector would be extremely valuable to our business (and likely others in the area) to address challenges our employees often have with frequent and reliable access to public transit (especially those who heavily utilize trax and also our student population at SLCC)	Thank you for your comment.	Interactive Map
21	Midvalley Connector BRT Bus Rapid Transit	0	Salt Lake	Midvalley Connector BRT Bus Rapid Transit	Awarded	\$ 2,000,000	0	The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX Station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.	For this to be successful the stretch of 4700 S between 2200 W and 2700 W needs to be addressed. During peak rush hour, west bound traffic consistently backs up at this location. It can 15-20 minutes to through this section of road. Based on this bus route I am concerned that it will not be used by students at SLCC. It runs close to the school but there is still walking involved with getting on campus. I think it would be more effective if the route when through the campus.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
22	SR-113; Shoulder Widening Charleston to Midway	15574	Wasatch	SR-113; MP .00 - 3.91	Active	\$ 4,995,000	2019	Choke Point	Bike Lane in the works?	This comment has been referred to UDOT, which is the agency with primary responsibility for regional transportation planning in Wasatch County.	Interactive Map
23	US-189; Wallsburg to Charleston	15731	Wasatch	US-189; MP 22.54 - 24.91	Scoping	\$ 53,054,000	2023	Widen to 4 travel lanes.	I often see cyclists along this route. It is pretty scary at a few spots. I would love to see a bike lane to promote healthy lifestyle and safer roads for drivers and cyclists	This comment has been referred to UDOT, which is the agency with primary responsibility for regional transportation planning in Wasatch County.	Interactive Map

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24	Ogden-WSU BRT Construction	0	Weber	Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.	Awarded	\$ 1,500,000	0	This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of \$79 million, with the remainder of the costs coming from this request along with programmed local and state funding.	This follows the Route 603 bus line which turns at west from Harrison onto 25th Street. There is no signal at that intersection so, unless a signal were added for the BRT, there would be times when the bus would have to wait for an extended period of time. This isn't terribly long now, but will get worse as traffic increases with increased density planned along the BRT route. Adding a signal at 25th when there is already one at 24th and 26th would not be ideal. The route could potentially turn onto 26th then head north again at Monroe before turning onto 25th.	UTA and UDOT will review design criteria and coordinate on improvements at this location.	Interactive Map
25									I can't think of one time adding more lanes or roads reduced congestion in the long term. When I think of NoVA, NoNJ, SoCal or Atlanta it has never worked. If you make something easier more will use it. Why not use tech and tax policy to reduce congestion. Four to a vehicle you park for free or receive a monthly tax credit. Verify using tech. Express bus service to the top 10 regions on the WF for employees. You drive an electric vehicle you park for free or charge for free. More concrete uses up valuable land that could be put to use providing jobs and tax dollars. We need a new approach on how to get to work and home each day. More roads is a dated, expensive, and time consuming mode.	WFRC will continue to work with local governments, UDOT, UTA, and others to evaluate and implement cost-effective congestion reduction strategies.	General Form
26									Please increase funding for bike lanes and public transit. So much funding goes to vehicle transportation; more needs to go to mass transit and non-polluting transit such as bikes.	The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.	General Form

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27									Front runner needs to run on seperate tracks, so southbound trains don't have the delays from the north end. Having to wait for trains to share tracks is inefficient. It forces trains to keep tight schedules and they don't wait long enough for all passengers to get on. Train hosts need to stand out on the platform and make sure gets on.	Double-tracking FrontRunner is included in the Regional Transportation Plan. Funding has not yet been identified.	General Form
28									The road on bus rout 603 at 25th and mono the road realy needs to be fixed it is in bad shap.	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	General Form
29									The road from north of 12st and wall the road is narrow vary little sholder for bikes. No2 bathroom at the ogden station ther is no access to bathroom on the weekend	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	General Form
30									I am very excited to see the plan for the 4500/4700 south commuter connection that will run to Salt Lake Community College. This will be so beneficial for students and other folks who need to get to the middle of the valley. As a Taylorsville resident, I fully support this plan.	Thank you for your comment.	General Form
31									The most important thing UTA can do to combat the extreme growth in Utah is to double track the front runner all the way from Provo to Ogden. Don't waste the money putting in more single track south of Provo and north of Ogden. The most congestion you have is between Provo and Ogden. As soon as one train is delayed it throws the whole system off and everything is late. More people would consistently use the front runner if it was remotely on time and ran every 15 minutes which would be possible if it was double tracked.	Double-tracking FrontRunner is included in the Regional Transportation Plan. Funding has not yet been identified.	General Form

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32									<p>The amount we spend on highways compared to transit and active transportation is far out of balance. We are at the point of diminishing returns when it comes to the benefits freeway capacity projects. Going forward, at least half of the TIF funding should go towards transit, trails, and high comfort bike lanes.</p> <p>The double tracking and electrification of Frontrunner needs to be at the top of the priority list. This is the only way that we will be able to move additional people north/south through urban area in the future. Our air quality and economy depend on it.</p> <p>In addition, we need to invest real money into trails and protected bike lanes. The 9-Line trail, which will connect east/west across Salt Lake City is a transformative and very popular project, and will cost about \$20M total. By comparison, squeezing in one more lane onto I-15 costs \$180M, and will have a marginal benefit to travelers. We could have built 9 transformative urban trail projects in the Salt Lake valley with that money.</p>	<p>The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.</p>	General Form
33									<p>This sounds great and I'm glad you guys have plans to expand your services throughout Utah. One thing I can suggest for improvement would be to either update your Out of Service schedule to start a bit later in the day, have Frontrunner trains that run more often, or some hybrid mix of both of these. I've lived in Ogden most of my life, and living in SLC was financially out of my reach for school. Attending graduate school at the U of U was hard having to travel between Ogden and SLC. It was a bit harder with how often trains went out of service. I think I understand why you guys schedule Out of Service times for the trains, but maybe you can spread them out more throughout the day or reduce them somehow. Also, running Frontrunner on Sundays would help a ton; I had to go work on team projects quite often on Sundays as a graduate student and sitting in the 455 bus for 2.5 hours is hard. Even if it's a few hours during the day, and you have fewer trains running on Sundays, I'm sure several passengers would benefit from this.</p> <p>I'm not complaining or anything like that, these are just suggestions that would be nice to see implemented in some form. Thank you!</p>	<p>WFRC will work with the appropriate entity(ies) to evaluate potential improvements.</p>	General Form

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34									Widen Harrison Blvd. from 12th to 48th. Widen Washington to 3100 N. BRT Routing 645 to Weber State - use the routing it used to take hospital, light to monroe to Harrison back to hospital	WFRC will work with the appropriate entity(ies) to ensure these comments are considered in the regional planning and project development processes.	Comment Card
35									OK street 36th 640 by stops going to Weber by Wells Fargo needs seating there. On 36th above Harrison the sign 640 470 etc stop going west needs bigger numbers on sign	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Comment Card
36									More messages while on bus if they are going to be late. Custom service if ticket kiosk are down. Reminders to collect item, remind when services are available ie no Sunday services	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Comment Card
37									Add tickets on to the UTA app re way the RTD app in Denver is made. It's more convenient for paying	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Comment Card
38									Just feel like buses should run more often on the weekends out to the BDO and other industrial places having the bus run earlier would help with park and ride and reduce traffic	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.	Comment Card
39									Need pedestrian bike bridge across intersate 15 - Big Cottonwood - South end of the valley need to finish 900 W bridge for Parleys Trail Standards to accommodate bikes/peds on UDOT roads that make "high comfort" road.	WFRC understands the need for safe and effective transportation for cyclists in the region and will continue to work with UDOT, UTA, local governments, and other stakeholders to facilitate solutions to address the needs. However, funding has not yet been identified for many specific needs.	Comment Card
40									I am interested in developing more safe bike lanes in western Weber county, specifically on Highway 37 (39?) or 5900 west in Hooper. This road is a main travel corridor for many biking clubs and casual riders and is actually used for the tour of Utah races. But, it also has high usage for commuters, high school students, and large agricultural vehicles. Unfortunately, there are little or no shoulders to allow safe biking. I am requesting that this situation be considered and incorporated in the transportation plan. I would love to talk about this in more detail when you are available. Thank you for your time	WFRC will work with the appropriate entity(ies) to ensure that this comment is considered in the regional planning process.	E-mail