

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
1	5300 South & College Dr Intersection - Murray	15921	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$1,842,000	2023	This project will make operational and safety improvements to the intersection. This may include widening, adding additional lanes or turn lanes or updating signals and signal timing.	This would be a good place to install bike lanes, it connects to a neighborhood and to employment centers.	This section of 5300 South is not part of the Regional Bicycle Plan.	Interactive Map
2	Vine Str; 1300 E to Van Winkle - Recon & Widen	14923	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$4,827,000	2022	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, widening	Install bike lanes. This is a good route that isn't quite as busy as some of the larger arterials that could support physical separation in bike facilities.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
3	SR-71 (700 E/ 900 E); Van Winkle to 90th South	14942	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$3,510,000	2022	UDOT is committed to providing the highest degree of accessibility and safety for pedestrians and bicyclists. Through the construction of sidewalks and ADA ramps, trails, bike paths and striping of shoulders where appropriate for bike lanes.	This should be the bicycle freeway of Salt Lake County, it has a large right of way and ample opportunities for grade/physical separation of bicycles.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
4	7200 South and 300 West Intersection	17841	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	STIP	\$323,000	2025	This project will modify an existing roadway and could include turn lanes, improved signal operations and better access.	The dip from the south side is awful and impedes traffic flows, this should be remedied and be moved up to 2021. There is a large apt complex going in and a need for this intersection to be functional is important and necessary to make it successful.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
5	7800 So Jordan River Pedestrian Bridge at 1100 W	14947	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$348,000	2020	UDOT is committed to providing the highest degree of accessibility and safety for pedestrian and bicyclists. Through the construction of sidewalks and ADA ramps, trails, bike paths and striping of shoulders where appropriate for bike lanes.	The underpass for pedestrians and cyclists in this location is fairly shallow, and feels unsafe. Would be nice to get something a bit better here.	This project is to construct a new pedestrian bridge over the Jordan River. WFRC staff will make the local jurisdictions aware of these concerns.	Interactive Map
6	TSP/ Preemption Equipment for Transit Vehicles	18819	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Funding	\$255,000	2026	This project includes planning cooperative agreements with transit organizations.	Duplicate		Interactive Map
7	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study	6552	Davis	1800 NORTH (SR-37) 2000 West to I-15 Environmental Study	Scoping	\$2,376,000	0		The 1800 north upgrade needs to be accomplished with or prior to the 1800 North freeway on and off ramp finishes construction. Otherwise there will be far more traffic leaving the freeway for a road not capable of the traffic increase	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map
8	I-15; 1800 North Interchange	15682	Davis	REGION 1 - Region 1 MASTER PIN	STIP	\$90,000,000	2024	New Interchange on Existing Freeway	This is a needed project but must be coordinated with the 1800 North upgrade and the 1800 N railroad overpass. This combined project will avoid over filling 1800 N when it's undersized.	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
9	SR-108; Corridor Preservation	13051	Various	State Corridor Preservation Program	Scoping	\$667,000	2015	This project will allow UDOT to preserve a right of way for future transportation projects. It allows the department to assist home and property owners before actual design or construction occurs.	The biggest traffic problem on this 2000 W has been the section from 1300 N thru 5600s in Roy. The upgrade from 3 to a 5 lane has been needed for many years. Yet improvements on either end have only helped increase the traffic problems. Lights at 300N and 800N have allowed traffic to pile up at 2800n south beyond 1300 N.	Funding is in place for the section of SR-108 from 300 North to 1800 North and construction is anticipated to start in 2023. WFRC will continue to work with UDOT and local jurisdictions for further improvements along SR-108.	Interactive Map
10	300 North; 2000 West to 3000 West	18810	Davis	WFRC OGDEN/ LAYTON STP	Funding	\$3,313,000	2026	Reconstruct & Widening	This should be one of the last projects to be worked in the area. There is not a need to upgrade this road since greater traffic issues are available on other roads	Thank you for your comment.	Interactive Map
11	Highland Drive Improvements	8110	Salt Lake	Highland Drive Improvements	Substantially Complete	\$6,321,000	2017		Ok this. Next: extend Highland Drive from 9400 S (SR-209) to Sego Lily Dr. and draft a proposal to bridge over (or tunnel under) the Dimple Dell Regional Park. A major N-S artery is much needed, one, to relieve pressure on Wasatch Blvd.	An environmental study is anticipated to begin in the next few years to evaluate potential N-S improvements in this area.	Interactive Map
12	I-15; 1800 North Interchange	15682	Davis	REGION 1 - Region 1 MASTER PIN	STIP	\$90,000,000	2024	New Interchange on Existing Freeway	I have previously been assured that once the engines on the trains were electric eliminating the thrust, and when a double rail line is installed, that it would be possible to have a front runner stop on 1800 North, Sunset, Utah. With the new growth west on 1800 North I believe it would take many cars off the road thus ensuring transportation services for the residents and elderly. ETA would also improve. I know UDOT would have to be involved. Concerning the over pass over the rail line I now see "under passes" being installed rather than over passes. I would propose that an underpass go now on 1800 North, Sunset, Utah to include a bike and pedestrian lane. Please consider this option. Thank you.	A FrontRunner Station in Sunset was considered in one of the scenarios during the Future of FrontRunner Study. The modeling results showed low boardings at the Sunset Station. Any additional stations to the system would have to be analyzed with respect to the net new riders to the system versus the impact on operations, existing riders and the adjacent stations. WFRC staff will work with UDOT, UTA, and local jurisdictions to ensure that an underpass is considered in the project development process.	Interactive Map
13	I-15; SB 12300 South to SR-201	12587	Salt Lake	I-15 SOUTH BOUND FROM SR-201 TO 12300 SOUTH	Under Construction	\$203,109,000	2018	UDOT is adding a lane to southbound I-15, as well as widening 7200 South from I-15 west to Bingham Junction in Midvale. Modifications to the I-15 interchange at I-215 are also being made to increase traffic flow in this area.	Currently, the situation in said area is MUCH worse than before you started construction. I am hopeful you are not leaving all the "merging" lanes as these have caused considerable traffic slowing in the area just as the "merge" lane from the 80s did before you fixed it.	The striping configuration on southbound I-15 as of September 8, 2020 is the permanent striping configuration.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
14	1300 East/ Richmond; 2100 So. to City So. Boundary	16924	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$4,976,000	2024	This project will fully reconstruct the existing roadway. Reconstruction could include the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping.	This is showing as forecasted for 2024, but it was just rebuilt in 2019.	Salt Lake City accomplished significant asphalt patching to maintain the facility until the project funding becomes available to reconstruct the road.	Interactive Map
15	I-15; Pages Lane to Lagoon	15678	Davis	REGION 1 - Region 1 MASTER PIN	STIP	\$40,000,000	2024	High Volume	I'm happy to see this on the list, but it really needs to happen before 2024. The road is in really bad shape and will only get worse if it waits until 2024. The freeway buckling last year should cause concern. I'm really hoping this gets moved up. It seems like this stretch of road has been neglected for a long time.	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map
16	SR-71 (700 E/ 900 E); Van Winkle to 90th South	14942	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$3,510,000	2022	UDOT is committed to providing the highest degree of accessibility and safety for pedestrian and bicyclists. Through the construction of sidewalks and ADA ramps, trails, bike paths and striping of shoulders where appropriate for bike lanes.	Thank you for prioritizing this project. There are several places along this route that can really use safety improvements. Given the central position of this North/South route, it would be good to keep in mind East/West bike connector points along this route, and to plan for right of way as you do this project.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
17	SR-108; 300 North to 1800 North	15680	Davis	REGION 1 - Region 1 MASTER PIN	Scoping	\$60,000,000	2023	Widen Existing Facility	Residents of Clinton as well as West Point and Roy can't wait another three years for this narrow, over-capacity, dangerous road to be widened. 1800 N and 2000 W already has double the number of accidents than surrounding neighborhoods along this street.	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map
18	West Davis Corridor	11268	Davis	REGION 1 - Region 1 MASTER PIN	Advertised	\$788,908,000	2020	New Capacity	The destruction of the man-made Larapin Pond is unnecessary and the likelihood of the more important wetland designation to the west does not seem to be established by observation. Straightening this northern segment of the West Corridor would be shorter and less expensive presumably.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
19	1800 No. (SR-37) 2000 W, to I-15 Enviro. Study	6552	Davis	1800 NORTH (SR-37) 2000 West to I-15 Environmental Study	Scoping	\$2,376,000	0		Mitigation of the splitting Sunset City in two should provide for extra amenities keeping the image of Sunset together as well as safe access for school children crossing to be dangerous 1800 North.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
20	West Davis Corridor	11268	Davis	REGION 1 - Region 1 MASTER PIN	Advertised	\$788,908,000	2020	New Capacity	Besides moving the end of the road at 1800 North further west, it could be adjusted so that the impact on 4325 West isn't as great by placing the end of the middle and between of 4325 West and the private driveway without having to take and spend taxpayer money on a resident home in the process.	WFRC staff will work with UDOT and local jurisdictions to ensure that this comment is considered in the project development process.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
21	Ogden-WSU Bus Rapid Transit (BRT) - Construction	16934	Weber	WFRC OGDEN/ LAYTON STP	STIP	\$79,536,000	2024	New Capacity	As density is increased along this route, care should be taken to provide preservation of historic properties. In particular, there are many homes along 25th St that should be preserved.	Impacts to historic properties along the alignment were reviewed during the Environmental Assessment (EA). Consultations with the Utah State Historic Preservation Office (SHPO) regarding the impacts and mitigations were documented and included in the EA. The UTA and Federal Transit Administration will continue to coordinate with SHPO on design changes and any potential impact to historic properties within the project area.	Interactive Map
22	300 North Pedestrian/ Bicyclist Safety Overpass	14932	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$5,092,000	2021	UDOT is committed to providing the highest degree of accessibility and safety for pedestrian and bicyclists. Through the construction of sidewalks and ADA ramps, trails, bike paths and striping of shoulders where appropriate for bike lanes.	The pedestrian bridge is sorely needed at this location. The high school students have become desensitized to the danger of the trains and do not wait for stopped trains. I have seen students jump stopped trains many times over the last few years. A bridge over the tracks will help provide a safe route at a location that consistently has stopped trains for 10-20 minutes multiple times throughout the day.	Thank you for your comment.	Interactive Map
23	Ogden-WSU Bus Rapid Transit (BRT) - Construction	16934	Weber	WFRC OGDEN/ LAYTON STP	STIP	\$79,536,000	2024	New Capacity	With the current bus service much under utilized, what was the justification for a bus system able to provide a transportation rate of 240 per hour? We're other forms of transportation considered? What is the current number of passengers per day? Will this project be paid for with tax money?	The Ogden/WSU Bus Rapid Transit will replace and improve upon the existing route 603. This is a successful route for UTA, providing a connection from the FrontRunner station to Weber State University and McKay-Dee Hospital. In 2019, route 603 had 1,500 average weekday boardings. The Ogden/WSU BRT project is the result of many years of planning and public outreach. Based on previous studies, bus rapid transit was selected as the locally preferred alternative. Funding is coming from a variety of local and federal sources.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
24	Larsen Lane; N. Harrisville Rd to Washington Blvd	11993	Weber	REGION 1 - Region 1 MASTER PIN	Under Construction	\$3,794,000	2014	Harrisville City is reconstructing and widening Larsen Lane. Improvements will extend the life of the roadway and promote safe mobility.	Study ways to connect Pioneer Road to Wall / US-89 to reduce the load on 12th Street and 2700 N from I-15.	A project to connect Pioneer Road to Wall Avenue is included in the Regional Transportation Plan. Funding has not yet been identified.	Interactive Map
25	Skyline Drive; 1100 W to 4300 N (Pleasant View)	17954	Weber	WFRC OGDEN/ LAYTON STP	STIP	\$32,338,000	2023	New Capacity	This will be a welcome traffic help. Existing roads (like 1100 W and 1325 W) were designed by housing developers and did not give the needed arteries to the city.	Thank you for your comment.	Interactive Map
26	500 West Phase II; 2010 South to 2800 South	17794	Davis	WFRC OGDEN/ LAYTON STP	STIP	\$3,991,000	2025	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	Connect all the way to Gentile.	Connecting this road to Gentile Street is included in the Regional Transportation Plan. Funding has not yet been identified.	Interactive Map
27	Porter Rockwell (Bridge)	15670	Salt Lake	REGION TWO MASTER PIN	Advertised	\$67,096,000	2021	New Capacity	Design to allow for double tracking of FrontRunner.	The design of the Porter Rockwell bridge allows for a future UTA track line.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
28	Ogden-WSU Bus Rapid Transit (BRT) - Construction	16934	Weber	WFRC OGDEN/LAYTON STP	STIP	\$79,536,000	2024	New Capacity	Where can details of proposed bus route be obtained? Why must Harrison Blvd be widened for the buses? Can't Weber students walk to Harrison Blvd for the bus service? What is the projected yearly cost for bus replacement and service? Proposed bus service on 25th Street is in a low population density area, Why? Will the bus route use Weber Dee parking for travel?	A project overview can be found on UTA's website (https://rideuta.com/About-UTA/Active-Projects/Ogden-WSU-BRT). The Ogden/WSU Bus Rapid Transit includes exclusive bus lanes on Harrison Blvd to allow for improved reliability and faster service. One of the goals of this project is to provide premium service for Weber State University students. The University's master plan has identified transit service through campus for many years now. Currently route 603, which this project will be replacing, provides service on 25th Street in Ogden. The Ogden/WSU BRT is the result of many years of planning and public outreach. Based on previous studies, 25th Street was selected as the preferred alignment. This project will connect to the Dee Events Center and will be replacing the WSU Shuttle. The operations of the Ogden/WSU BRT will be funded by existing funds from route 603 and passenger fares, with additional funding allocated from dedicated Weber County sales tax for transportation.	Interactive Map
29	Ogden-WSU Bus Rapid Transit (BRT) - Construction	16934	Weber	WFRC OGDEN/LAYTON STP	STIP	\$79,536,000	2024	New Capacity	This is a big waste of taxpayers money. What is wrong with the current bus route? Norm Tarbox at WSU just wants UTA to pay for transportation between the main campus and the Dee Event Center.	Thank you for your comment.	Interactive Map
30	SR-39; Ogden to Pineview Reservoir Bridge Rehab	12446	Weber	REGION 1 - Region 1 MASTER PIN	Under Construction	\$5,580,000	2019	Replacing one and rehabilitating two bridges in Ogden Canyon to improve safety and plan for future improvements to the canyon.	Ogden Canyon has always needed a bike/pedestrian pathway to connect the City of Ogden to Ogden Valley. This should be a high priority and ought to be reflected in current and long-range planning.	A shared use path connecting Ogden City and Ogden Valley is included in the Regional Transportation Plan. UDOT and WFRC will continue to work with local jurisdictions to identify potential funding sources.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
31	SR-108; 300 North to 1800 North	15680	Davis	REGION 1 - Region 1 MASTER PIN	Scoping	\$60,000,000	2023	Widen Existing Facility	This widening should continue further north to at least the city/county boundary, yet a better logical termini would be to 5600 S in Roy. Stopping at 1800 N (SR 37) will be a vehicle congestion mistake right in the middle of the busiest intersection along this northern leg of SR 108.	WFRC will continue to work with UDOT and local jurisdictions for further improvements along SR-108.	Interactive Map
32	I-15; SR-97 (5600 South) Environmental Study	15685	Weber	REGION 1 - Region 1 MASTER PIN	Active	\$3,000,000	2018	Evaluating existing and long-term transportation needs and potential solutions on 5600 South between 3500 West and I-15.	With the study presented to the public and the study approval expected in the fall, it is important to understand that the study may have not included a full accounting of the 2500 plus employees scheduled to arrive at the Roy Innovation Center located directly east of the 5600 South / I-15 Interchange. The design proposal of the I-15 / SR-97 study is not the issue, but rather the timing of when the project completion will be needed. By 2024 the center should be fully staffed with a good chance all of the 1 million plus square feet of the office / lab space will be completed. Pushing back the start date of this project beyond 2025 / 2026 will be a major traffic challenge for Roy City, Hill AFB, the Roy Innovation Center and the Air Force Museum. Northrup Grumman who will be occupying this center for the next 30 plus years, will face traffic delays. Consideration should be given to identify this project in the 2021 -2026 TIF package.	WFRC will continue to work with project sponsors to address transportation needs as rapidly as fiscally possible.	Interactive Map
33	SR-209 (9000 S); Redwood Rd. to 700 West	14412	Salt Lake	REGION TWO MASTER PIN	Scoping	\$5,000,000	2021	Widen Existing Facility	This small, yet important east/west corridor improvement is appreciated, but insufficient. We need an E/W project that is significant and extends from I-15 to the Mountain View Corridor (at least Bangerter Highway). I also don't understand the importance of the green E/W project (126th south?) that is in such close proximity to Bangerter Highway on the south end. Overall, there are many N/S projects, and not enough E/W projects in the 7800 - 11400 South area.	UDOT conducted a study back in 2008 to evaluate ways to alleviate congestion in the east/west directions. A copy of this study can be found at the following location: https://drive.google.com/file/d/1W9s8Ifg6GWbm74uvJKuG1qISFumkwOyS/view The study showed significant improvements in the east/west directions by constructing additional north/south facilities with a significantly lower cost. (See pages S-13 and S-14). In addition, east/ west improvements in this area continue to be evaluated as part of the development of the Regional Transportation Plan and as part of other transportation studies.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
34	Beck Street Protected Bicycle Facility Design	14952	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$55,000	2018	UDOT is committed to providing the highest degree of accessibility and safety for pedestrian and bicyclists. Through the construction of sidewalks and ADA ramps, trails, bike paths and striping of shoulders where appropriate for bike lanes.	Please consider upgrading the Beck street "bike lane" All the way from here to Wall Street in SLC. DCFS would be all over me if I allowed my kids to ride this "bike lane".	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
35	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base. According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Express for commuters and recreationalists, Frequent and Free.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
36	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecks at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South. Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
37	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.	The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
38	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.	The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map
39	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	Please don't widen the road. This will not solve the problem of limited parking and or too many people in there he canyon	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
40	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.	The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map
41	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	I strongly encourage WFRC to prioritize funding for transit options that get people out of their cars, and I oppose any funding for adding more lanes to Wasatch Blvd south of Bengal Blvd through Cottonwood Heights. As a regular user of this corridor for my work commute as well as recreation, I would gladly sit in traffic for the next several years if it meant that my tax dollars were going toward a mass transit system that could efficiently get me to work and up and down the canyons. As the Wasatch Front grows, we need to fund and develop more mass transit. We do NOT need more lanes of cars.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
42	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	<p>“According to WFRC’s 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.”</p>	The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map
43	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	<p>I strongly encourage WFRC to prioritize funding for transit options that get people out of their cars, and I oppose any funding for adding more lanes to Wasatch Blvd south of Bengal Blvd through Cottonwood Heights. As a regular user of this corridor for my work commute as well as recreation, I would gladly sit in traffic for the next several years if it meant that my tax dollars were going toward a mass transit system that could efficiently get me to work and up and down the canyons. As the Wasatch Front grows, we need to fund and develop more mass transit. We do NOT need more lanes of cars.</p>	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
44	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottleneaking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South." "Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base." "According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long t	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map
45	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$ 100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	There is no reason to expand Wasatch Blvd or Little Cottonwood Canyon Road. Wasatch is the gateway to the canyons and should be treated as such. Creating better ambiance, safety and mass transportation on Wasatch Blvd and in LCC should be a priority. We should make it a better place with less traffic, noise and a safe corridor for recreation it's. Preserve it for this generation and future generations.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
46	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	Please reconsider widening wasatch Blvd as it would cause a bottleneck effect and create a multi-lane parking lot. Please utilize the buses and public transit already in place. The canyons are dead ends. There is no place for people to go, there must be a capacity limit. Encourage people to ride the bus. There is very limited parking up there as well.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
47	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	For little cottonwood canyon and Wasatch Blvd, I would recommend reducing traffic on the road by pushing public transit and HOV only usage at peak travel times. Widening the road will not solve traffic issues and only make them worse. More rapid bus transit on this part of the road would really help reduce traffic and make getting up and down the canyon (and Wasatch Blvd) easier. The most this road could take in expansion is a "bus only" lane.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
48	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	The options offered by WFRC include the expansion and reconstruction of Wasatch Blvd. only between Big and Little Cottonwood Canyons. How then are the roads in the Canyons themselves? I do not see a single proposal to expand them. In fact, we get at the beginning of Canyons "bottlenecks", where multi-lane roads run into single-lane. I live in this area for 25 years, and we only have problems for the last 3-4 years and mainly during the weekend of the ski season (this is about 20-25 days a year). And these problems arise not because of the road to Wasatch Blvd, but because of cars with Wasatch Blvd. cannot enter Canyons in the same way that problems arise in the Canyons themselves. Check out the lines at the entrance to Big Little Cottonwood Canyon on the weekend of the ski season! These lines start back on I215, although from Interstate 215 to Big Little Cottonwood Canyon we have a 4-lane road (2 lanes in each direction)	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
49	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	I think the WFRC should develop and propose alternatives to the Wasatch Blvd extension. And I believe that these options should be primarily based on green technologies. For example, as the main option, take the bus delivery of skiers to resorts and these buses must be powered by liquefied gas or electricity. And during the ski season at Canyons, only electric or hybrid cars are allowed.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
50	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	<p>Creating a wider road at Wasatch Blvd through C.H. that's car dependent will create induced demand further polluting and fracturing the C.H. community, and create exponential bottlenecking/ parking lot conditions at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.</p> <p>As a resident within the Top of the World neighborhood, we see and face the impact of the bottlenecking at the base of SR-210 as is during ski season when it's closed. Creating more lanes will further exacerbate the problem and make it impossible for residents to utilize Wasatch Boulevard to get home, to work/school etc.</p> <p>The focus needs to be on efficient, consistent transit & a dedicated bus lane for canyon access, along with sufficient parking for said transit users. This would reduce pollution, traffic and environmental impact and contribute to the ideal that Utah is focused on "green initiatives".</p>	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
51	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	Duplicate		Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
52	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$ 100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	Alternative strategies to expanding roadways need to be investigated, such as trains. Do not ruin the nature that is drawing tourists to our community.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
53	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$ 100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	Duplicate		Interactive Map
54	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	Nature and the surrounding beauty allow for tourists and the like to enjoy our community. By expanding a roadway, we would bring increased pollution, trash and congestion rather than solving a problem. This essentially just kicks the problem down the line a couple years as opposed to providing an actual solution. It is time for our leaders to think creatively regarding our issues and become frontrunners for other communities experiencing similar issues. Alternative strategies such as buses, trains, electric vehicles, gondolas etc need to be introduced as an eco-friendly solution.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
55	Main St Sidewalk; I-15 to Pacific Avenue	18813	Davis	WFRC OGDEN/ LAYTON STP	Funding	\$ 366,000	2026	Transportation Alternatives	We were under the understanding that this project only extended as far north as Pacific Avenue. Is this a mapping error or has the project been expanded further north for funding?	Currently the limits of the project are I-15 to Pacific Avenue. This was an error on the map. Thank you for pointing this out.	Interactive Map
56	1100 North Street: Redwood Road to 110 East	10013	Davis	REGION 1 - Region 1 MASTER PIN	Closed	\$ 2,372,000	2012	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	Why is this still showing on the map if it was done in 2015/2016?	Projects remain on the TIP project tables until they are completely closed out. However, the automatic removal did not occur in this case. Thank you for bringing this to our attention.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
57	MVC; Utilities Transmission Location	7704	Various	MVC; SALT LAKE COUNTY	Active	\$ 82,405,000	2021	Relocation of Rocky Mountain Power transmission Lines (138kv and 245 kv) and Kern River gas prior to segment roadway construction. Also includes right of way needed to accomplish these utility relocations.	The building of the Mountain View corridor will create more auto dominated sprawl, additional air pollution, and a reduction in farmland and open space. These utilities will serve increase auto oriented development - making some developers and real estate owners rich, but burdening current Wasatch Front residents with more air pollution, more congestion and more cost to citizens to maintain and construct. Covid quarantine has shown that a large segment of the population can work from home and additional freeway infrastructure is not needed. Pedestrian, cycling and mass transit infrastructure should be provided in existing residential communities first.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map
58	MVC; Salt Lake County PM	7703	Salt Lake	MVC; SALT LAKE COUNTY	Active	\$444,676,000	2021	Contractors and consultants provide a variety of services including engineering, administration and right of way to help the Department.	The building of the Mountain View corridor will create more auto dominated sprawl, additional air pollution, and a reduction in farmland and open space. These utilities will serve increase auto oriented development - making some developers and real estate owners rich, but burdening current Wasatch Front residents with more air pollution, more congestion and more cost to citizens to maintain and construct. Covid quarantine has shown that a large segment of the population can work from home and additional freeway infrastructure is not needed. Improved Pedestrian environments, Cycling, and mass transit should be constructed and improved in existing transit corridors such as State Street. No billboards should be allowed along this corridor since they distract from the spiritual and scenic beauty of the mountains and are a safety hazard to distract drivers.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to more extensively enhance transit and active transportation.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
59	TSP/ Preemption for Transit, Freight, & Snow Plows	18818	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Funding	\$ 690,000	2026	ATMS otherwise know as Advanced Traffic Management System is the Department's system of applying technology (cameras, variable message signs, road weather information systems, etc.) to minimize traffic congestion and improve safety. This project will ins	Put a Trax line down 700 East in Salt Lake County where you can easily connect to the largest employers in the state - the University of Utah and the Central Business District. Zoning along the corridor should be adjusted to form based zoning and should allow for increased residential densities - "missing middle" type housing should be encouraged. Pedestrian and cycling amenities should be improved and street trees added to provide shade for active transportation users. 700 East is currently auto dominated, high speed and a danger to pedestrians and cyclist who try to cross it. Consider a multi-way boulevard to spur positive residential growth along the corridor. More pedestrian crossings are needed. Creeks with paths should be daylighted and constructed where possible in areas near the corridor so active transportation users can access their communities and reduce daily auto trips and miles.	Every four years, a Regional Transportation Plan (RTP) is developed that plans for and phases implementation of future capital transportation projects, such as new TRAX lines. UTA is currently leading a study to explore future light rail line scenarios that will inform which projects are included in the next RTP. The public is invited to watch for updates on this Future of Light Rail study, and provide input during the public engagement periods.	Interactive Map
60	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	The solution for the traffic on Wasatch Blvd and in Big and Little Cottonwood Canyons is not to build more roads or widen existing roads. That only encourages more cars on the road. We need fewer cars, not more. Increased bus service is the answer. Find a financial way to encourage, perhaps force people to use the bus, and increase the bus service exponentially. Getting more cars OFF the road will be better for the environment and the aesthetics of the beautiful Cottonwood Canyons. Unfortunately, the Ikon pass has brought more visitors to the Cottonwood Canyons. That horse is already out of the barn. Don't make the problem worse by adding more cars to the equation. Vastly increasing bus service is the answer. And by the way, adding a gondola only adds a new bottleneck point.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
61	Main Street (SR- 106); Park Lane to Shepard Lane	16933	Davis	WFRC OGDEN/ LAYTON STP	STIP	\$ 1,986,000	2024	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	I hope this project includes adding sidewalks to the street for pedestrian safety.	Yes, this project is to widen the east side of the roadway for curb, gutter, sidewalk, and shoulder.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
62	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	We have lived above the intersection of Big Cottonwood Rd and Wasatch for over 25 years. I have a daily view of traffic year round. Traffic is not a problem for most of the year. It flows at or above speed limits regularly. The winter snow season is when there is congestion on fresh snow days and during avalanch prevention. The ski parking lot at the base of the canyon is full by 8 daily. This tells me that the ski bus is being used and even more people would use it if there were more places to park. People also do ride share from this lot. We have noticed that when roads have been widened in other areas it promotes more traffic and makes the problem worse not better. There is no way to enlarge the canyons or the canyon roads. Controlling the numbers of people using the roads or how they use them is imperative if you want to preserve quality of life and nature in this area. Therefore we only support a plan to increase bus usage and NOT a road widening plan.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
63	500 West; 2000 S. to D St., Extension, Clearfield	14843	Davis	WFRC OGDEN/LAYTON STP	Scoping	\$ 6,748,000	2022	New Capacity	This project will continue north into Freeport Center to C Street.	Yes. The project will extend to C Street within the Freeport Center for traffic distribution and connection to the 500 West corridor, eventually extending into Layton.	Interactive Map
64	Main Street (SR-106); Park Lane to Shepard Lane	16933	Davis	WFRC OGDEN/LAYTON STP	STIP	\$ 1,986,000	2024	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	It was not intended to reconstruct this road only widen the asphalt; install curb, gutter, and sidewalk; install drainage facilities.	Yes, this project is to widen the east side of the roadway for curb, gutter, sidewalk, and shoulder.	Interactive Map
65	Main Street (SR-106); Park Lane to Shepard Lane	17793	Davis	WFRC OGDEN/LAYTON STP	STIP	\$ 2,287,000	2025	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	It was not intended to reconstruct this road only widen the asphalt; install curb, gutter, and sidewalk; install drainage facilities.	Yes, this project is to widen the west side of the roadway for curb, gutter, sidewalk, and shoulder.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
66	20th St.; Washington to Monroe Reconstruction	14840	Weber	WFRC OGDEN/ LAYTON STP	Scoping	\$ 2,666,000	2022	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	Project remains underway, nearly all utility work is complete and crews will focus on road restoration until complete.	Correct. This project will reconstruct with minor widening, including improvements to drainage, curb, gutter, and sidewalk.	Interactive Map
67	7800 S. Widening	14830	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 5,559,000	2022	Widen Existing Facility	There is a development planned on the north side of 7800 South, west of MVC. Walking students will need to cross 7800 South to access Fox Hollow ES. Please take pedestrian crossings at 6200 West and 6400 West into account when designing this facility.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
68	4100 South; Bangerter Highway to 5460 West	14831	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Under Construction	\$ 26,118,000	2022	This West Valley City project will improve safety, mobility and roadway aesthetics. Reconstruction will include new pavement; new or repaired curb, gutter and sidewalks; pedestrian crossing improvements; lighting, landscaping, signs and signal upgrades:	this is an important location to accommodate cyclists. It connects to Mountain View Corridor and to the Utah Salt Lake Canal trail.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
69	1300 East/ Richmond; 2100 So. to City So. Boundary	16924	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 4,976,000	2024	This project will fully reconstruct the existing roadway. Reconstruction could include the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping.	Please put in a bikeway along this section of 1300 East. With the volume of cars on this section, a raised bikeway at the same height of the sidewalk would be recommended. At the very least a protected bikeway. There are no shoulders in this area, so it makes it hard bike on with a higher volume of cars. I will do it early in the morning to connect with the new bike lanes north of 2100. Also, please consider a planted median if you are going to keep it, it would help with traffic calming.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
70	1300 East; 2100 S to Highland Dr, Reconstruct, SLC	15908	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 3,901,000	2023	This project will fully reconstruct the existing roadway. Reconstruction could include the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping.	Please put in a bikeway along this section of 1300 East. With the volume of cars on this section, a raised bikeway at the same height of the sidewalk would be recommended. At the very least a protected bikeway. There are no shoulders in this area, so it makes it hard bike on with a higher volume of cars. I will do it early in the morning to connect with the new bike lanes north of 2100. Also, please consider a planted median if you are going to keep it, it would help with traffic calming.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
71	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre	15911	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 4,359,000	2023	This project will improve safety in small localized areas as determined by crash and traffic evaluation.	I am excited to see that the reconstruction of 900 East is extending south. Do not miss the opportunity to put in curb bulbs in locations where the sidewalk is not right up against the curb. It really was a unfortunate that the northern section doesn't have any. If there must be on street parking, make sure there is enough width to accommodate the width of a vehicle. There are many times the cars are parked into the bike lane when they are less than 1' from the curb. Also, this is mainly a residential street and people put their trash cans into the street which usually means they put them in the bike lane. This negates the whole reason for a bike lane and forces people riding bikes into the vehicle lane. This is dangerous and is very unpleasant to have people driving cars either yelling/honking or trying to "teach you a lesson" by driving too close. These things can be mitigated by providing a concrete pad in the park strip for the trash cans to wait on and PI outreach and education.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
72	I-80/ I-215 East Interchange Study	14552	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 4,686,000	2020	Upgrade Existing Interchange	Please put in noise walls when you expand the road. I understand that auxiliary lanes do not normally qualify for evaluation, but it is insanely loud along Parley's Trail. It is unhealthy and any widening will put all of that noise and uncomfortableness even closer to the trail. Even better, consider putting a lid on I-80 at the Sugarhouse Park location and expand the park!!!	When a project is created to build the preferred alternative the UDOT Noise Policy will be followed for identifying noise wall locations.	Interactive Map
73	1300 West; 6600 South to 9400 South	14039	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 15,551,000	2021	This project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, wideni	Protected bikeways!	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
74	Highland Dr. Corridor Feasibility Study	14828	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 184,000	2022	Planning studies allow UDOT to incorporate new solutions that may include the latest design and construction techniques, safety improvements and concepts to improve mobility.	Please add bikeways.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
75	ROW desc. for Big and Little Cottonwood Canyons	15050	Salt Lake	REGION S - Statewide MASTER PIN	Active	\$ 100,000	2017	This project will purchase property for new construction or the widening of existing facilities.	Stop the expansion of Wasatch Boulevard and the canyon roadways as well as further expansion and land development at the entrances to and up the canyons. Salt Lake area residents and tourists travel up the canyons to get away from the busy high density life of the city, not be immersed in more traffic and developed land. Preserve this incredible resource that is the cornerstone of Salt Lake living and tourism. Find alternative means to transport visitors up the canyons. Those means must not be the creation of massive parking lots at the entrances to the canyons, but more creative means of getting people from population and transportation centers in the valley up the canyons. Additionally, the entrances to both canyons need to be protected from further significant high density development. High density development including high rise buildings will be a blight on the landscape and further degrade the quality of life for all existing residents and the tourism experience.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	Interactive Map
76	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 8,481,000	2022	The National Environmental Policy Act (NEPA) of 1969 requires UDOT to perform an Environmental Assessment (EA) or Environmental Impact Statement (EIS). The process begins with UDOT developing a proposal; a determination of whether or not the proposed act	Duplicate		Interactive Map
77									Please consider a bike path adjacent to the Midvalley Highway similar to that near the Legacy Highway.	A multi-use path adjacent to the Midvalley Highway is in the Tooele Valley Rural Planning Organization Transportation Plan. Funding has not yet been identified.	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
78									I propose we skip improvements for 1 year and invest solely in free/quent development in public transit. Make this so absurdly easy to use and time efficient for commuters that most people have no choice, but to you use it. If we really want to improve the Wasatch front, then we should focus on air quality and reductions in vehicle usage. I hope this receives consideration. Thanks.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to more extensively enhance transit and active transportation.	General Form
79									While not a construction project, allow for funding flexibility to buy available land that will help the FrontRunner double tracking if it becomes available before construction. Any projects that are near or intersect the FrontRunner line should allow for double tracking once construction starts.	WFRC staff will work with UTA, UDOT, and local jurisdictions to ensure that this comment is considered in project development processes.	General Form
80									I am not familiar enough with the specific projects to provide specific comments but am very supportive of projects that increase access to public transportation and provide walking and bicycling space/routes. I would like to provide a specific comment on HWY 89, if it's applicable. Hwy 89 through Logan Canyon has become extremely congested and there are many accidents every year because of excessive speed. May commercial trucks use this route, although there are other viable routes in existence. I would suggest that banning commercial vehicles over a specific size range or length be implemented. These vehicles often go slow on inclines and cause other vehicles to try to execute dangerous passes in increasingly heavy traffic. Perhaps this is not relevant to the current survey but I thought I'd mention it!	Thank you for your comments. The comment on Highway 89 has been referred to UDOT, which is the agency with primary responsibility for transportation planning in Logan Canyon.	General Form
81									Where can I find the executive summary for the \$35M?	Already responded.	General Form
82									What about Utah County plans for 2021-2026? Is there some other entity that runs long-range planning for Utah County?	The entity with responsibility for regional long-range transportation planning in Utah County is the Mountainland Association of Governments.	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
83									Do NOT widen Wasatch Blvd	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	General Form
84								<p>"A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South."</p> <p>"Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base."</p> <p>"According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency."</p>		UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
85									<p>A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottleneaking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.</p> <p>Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.</p> <p>According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.</p>	<p>UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area. The RTP is updated every four years and we would welcome your participation in the regional transportation planning process. Both the RTP and the TIP include transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of existing and anticipated funding; a significant portion of both existing and anticipated revenues are restricted for particular transportation modes. This in particular limits the ability to more extensively enhance transit and active transportation.</p>	General Form
86									<p>We don't need anymore automobiles on Wasatch Blvd!!! I am a senior citizen without an auto! I have to depend on public transportation or friends and relatives to go anywhere. I live close enough to the Blvd to get all the exhaust flumes that I care about. We need more and better public transportation here in Cottonwood Heights, especially during ski season! If the ski industry is so important, then come up with a better solution than more congestion and pollutions caused by autos. Please!</p>	<p>UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.</p>	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
87									Utah must improve it's public transportation system in residential areas. With Wasatch Blvd serving as a gateway to Big and Little Cottonwood Canyons as well as a major area used by cyclists, neighborhood children, and hikers, a high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base. We MUST improve in public transportation by considering electric rail lines and a superior bussing system.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	General Form
88									My wife and I moved to Cottonwood Heights east of Wasatch from New York 9 years ago. We were taken by the proximity to the mountains and the quiet charm of our neighborhood. The lady thing we want is a multi-lane road destroying that. Please keep Wasatch untouched. If this is about Canton access the answer is public transportation not more cars on the road	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	General Form
89									Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	General Form
90									Duplicate		General Form
91									Please do not expand Wasatch. The expansion will not do any good because everything funnels into a two lane highway. Instead focus on improving mass transit.	UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
92									<p>Hi there, I wanted to comment and express my concerns for the potential changes along Wasatch Blvd. and at the mouth of LCC. I live right off Wasatch around 8800 South and the road is already a problem for our neighborhood. We have a hard time getting out of our street due to traffic (especially during ski season), we cannot get to school or the park safely without driving because of the speeding traffic and lack of pedestrian options. We notice a lot of noise and air pollution (have a sensor) because of the already-busy road.</p> <p>Because of all this, I ask that instead of widening the road, you consider the home owners that live along this stretch. Please use different options to help aid with public transit, keep the road as is, consider options to help us travel by foot or bike with our children along Wasatch, and lower the speed limit.</p> <p>Thank you for your consideration.</p>	<p>UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.</p>	General Form
93									Duplicate		General Form
94									<p>I'm living near the Wasatch Blvd in Cottonwood Heights and I'm strongly against the widening of the Wasatch Blvd. A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the our Cottonwood Heights community, and create bottlenecking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.</p>	<p>UDOT is currently conducting an environmental impact process evaluating transportation options for accessing and traveling in the Cottonwood Canyons. WFRC will share these comments with UDOT and continue to encourage balanced solutions in the area.</p>	General Form
95									<p>Should the Orchard Drive sidewalk WFRC TAP project be shown on this map? It was completed in 2019.</p>	<p>Projects remain on the TIP project tables until they are completely closed out. However, the automatic removal did not occur in this case. Thank you for bringing this to our attention.</p>	General Form

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
96									<p>I am shocked and dismayed that hundreds of millions of dollars are being spent on new freeways and freeway widening at the periphery like the Mountain View Corridor and West Davis Corridor and others and our existing corridors such as State Street are not being improved dramatically. Freeway expansion and new freeways in open space and farm areas heavily favor white and higher income communities and will encourage development further away from disadvantaged groups and burden them with long commutes that are only accessible by car. This shows hurtful racism (even if no animus is intended) since areas like the State Street corridor is a community heavily populated by minority and disadvantaged groups. State Street should be improved to allow for more residential and jobs for lower and middle income families to have greater access to jobs without cars. Re-make State Street into a beautiful multi-way boulevard. UDOT needs to allow a reduction in lanes on State Street so the street can be slower speed, less dangerous for a pedestrian to cross, more beautiful with shade trees, and more pedestrian friendly. In some areas such as in Murray and South Salt Lake it is extremely dangerous to cross. Then it will redevelop with more family friendly residential and other uses. The State can buy up land along State Street and have it redeveloped within its role of providing safe and sustainable transportation corridors. Form based zoning should be encouraged by all municipalities along the State Street corridor to improve the amount and variety of housing types available. The state government needs to be a partner in good growth, not a promoter of more sprawl to build economic and social equity, and to improve the quality of our existing communities.</p> <p>Every freeway widening and additional mile means more square miles of sprawl. Funding should focus on the redevelopment of the State Street corridor. Jump start it with something cool - like a big monument that is on axis with the State capital (think Arc de Triomphe).</p> <p>If we want healthier, wealthier families and more time for families to be together - we must coordinate land use and transportation in more compact walkable communities. The State legislature can help stop the bulldozing of our open space and farms. They can stop funding bigger freeways and road widening and fund transit and active transportation and limit cities that sprawl. 34% of trips in Sweden are walk/bike and they're healthier, happier, and wealthier for it. We need State funding to retrofit vast auto-dominated communities. Preserve existing farms and open space. Farm preservation, urban stream daylighting and more nature corridors can make the region more beautiful for future generations.</p> <p>Put a Trax line down 700 East in Salt Lake County where you can easily connect to the largest employers in the state - the University of Utah and the Central Business District. Zoning along the corridor should be adjusted to form-based zoning and should allow for increased residential densities - "missing middle" type housing should be encouraged. Pedestrian and cycling amenities should be improved and street trees added to provide shade for active transportation users.</p> <p>We need good leadership.</p> <p>Smartest to "dumbest"</p> <ol style="list-style-type: none"> 1. Urban revitalization 2. Urban infill 3. Urban extension 4. Suburban retrofit 5. Suburban extension 6. New neighborhoods on existing infrastructure 7. New neighborhoods requiring new infrastructure 8. New neighborhoods in environmentally sensitive areas <p>Despite the Covid-19 challenges, housing cost can be addressed through reduction in vehicle miles travelled so families can put less income towards transportation. Housing costs have jumped 67% in the last seven years. Since Covid has proven many can work effectively from home, shift legislative funding away from expensive new and expanded highways that were being designed for peak demand and focus on growing housing units and employment centers in Smart Growth areas listed above.</p> <p>One of the best ways to improve air quality is to reduce vehicle miles traveled with low tech solutions - walking and biking. Utahns logged over 10 billion miles in their cars last year. Quarantine has spurred a tremendous growth in cycling and walking. Active transportation should see parity in funding.</p> <p>Daylight City Creek and other creeks and canals in the valley and add trails and sidewalks to make active transportation more accessible to more people.</p>	<p>For a number of years, the Wasatch Front Regional Council has been involved with local governments, transportation agencies, and others in developing and refining the Wasatch Choice Regional Vision. WFRC works with local communities, in response to their interests, to encourage centered development and stronger ties between land use and transportation. This encompasses promoting investment in all modes of travel, including transit, biking, walking, and driving. One of the studies reflective of these efforts was Life on State, which developed recommendations for a holistic approach to the State Street corridor. Proposed improvements include decreased travel lane width, curb bulb-outs, and raised islands, among others.</p>	<p>General Form</p>