

ID	Project Description	PIN	County	Funding Source	Project Status	Project Cost (\$)	Forecast Start Year	Detailed Description	Comment	Response	Comment Method
1	Polk Avenue; 36th Street to Franklin	16946	Weber	WFRC OGDEN/ LAYTON CMAQ	Scoping	\$1,039,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	This neighborhood has been under construction for the past 15 months and this area is not passable. It would be nice to do everything at once and not ruin our neighborhood for another year in the near future. Any type of coordination would be greatly appreciated. If the money is already anticipated, finish the entire project now. Thanks	There has been a lot of work taking place near and around 36th Street with the Ogden Bus Rapid Transit and the Polk Avenue reconstruct projects. The Polk Street project just reached it's substantial completion milestone, so this project should be wrapping up soon.	Interactive Map
2	Riverfront Parkway; 11050 S to 11400 S, Widen	15914	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$1,841,000	2024	Widen Existing Facility	Is this project truly necessary? The three-lane section can already handle a relatively high amount of capacity and according to a 2021 SJC traffic count, it only carries about 6,100 trips per day. Each project has an opportunity cost and the more negatively impactful road widening we do means the less development of other beneficial travel modes. Outside of Daybreak and the Jordan River Parkway, South Jordan (and surrounding communities for that matter) is generally a terrible place to get around without a car. These roadway projects force people to drive and create a spiraling need for the most expensive and inherently dangerous mode of travel. Please plan and fund more trails and comfortable/safe protected bike lanes! Quit with the on-street bike lanes, which in my opinion are a joke and don't really convince most people to want to use them. Rebuilding or building new roads with a narrower section and protected bike lanes can be cheaper, safer, and supports true choice in mobility.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
3	Phase I Welby Jacob Canal Ped/ Bike Trail	20322	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$1,390,000	2028	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	This project should be a priority to help provide more meaningful mobility options. I would caution that the design of the project should prioritize the five design principles of the Crow manual that include Cohesion, Directness, Safety, Comfort, and Attractiveness. With this being an isolated segment, connections from here to the regional network should be prioritized. In my opinion, on-street bike lanes do not count as connections since only a small percentage of people are willing to use them and they are less safe and much less comfortable to use. The other concern I have is how people will be able to safely and conveniently cross major road corridors. At-grade crossings deter people from wanting to use these types of facilities, and often trails are clunky at traffic signals and designed with tight turning radii, bad geometry, and lack of good visibility. Please get the design of this stuff right to accommodate cyclists and pedestrians well!	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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4	Riverfront Parkway; 11050 S to 11400 S, Widen	15914	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$1,841,000	2024	Widen Existing Facility	This is a follow-up to my previous comment because I realized Riverfront Parkway in this location a two lanes with shoulders. I stand behind the comment and urge us to think about things in a better way!	Thank you for your comment. Please see response to your previous comment.	Interactive Map
5	SR-60; Round-About at Ritter Drive, Riverdale	14850	Weber	WFRC OGDEN/ LAYTON CMAQ	Scoping	\$618,000	2022	This project will modify an existing roadway and could include turn lanes, improved signal operations and better access.	I agree that this would be a significant improvement to this intersection. A lot of people like to believe that Ritter Dr is their "secret" entrance/exit to Riverdale, but too many people who pass through the intersection seem to follow the rule of "who ever has the most guts gets to go next." Plus, with the inevitable arrival of housing where the Motor-Vu now sits, traffic will only get heavier at that intersection, so a round-a-bout is the most economical option to manage the coming traffic.	Thank you for your comment.	Interactive Map
6	300 West; 5000 South to Riverdale City Boundary	17795	Weber	WFRC OGDEN/ LAYTON STP	Scoping	\$3,024,000	2025	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.	May I recommend some sort of speed control measures, like speed humps or photo radar be added to this project? A lot of people like to believe that 300 is their "secret back door" into South Ogden, and a lot of commuters speed along that road, well over the posted limit of 30 MPH in their rush to get to work.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
7	I-84/ US-89 Interchange Reconstruction	19507	Various	REGION 1 - Region 1 MASTER PIN	Scoping	\$60,000,000	2023	New Capacity	Two words: MERGE LANES on 84. When ever I have to merge from 89 onto 84, I have to say a silent prayer that either there is no one coming up in the right lane, or that the drivers on the freeway know to shift left pre-emptively. It's terrifying!	UDOT is currently studying this interchange and have identified the Weber River bridge and this on ramp as critical improvements in this project.	Interactive Map
8	1700 So; 12th Str to Ogden Boundary Line	19620	Weber	WFRC OGDEN/ LAYTON STP	Scoping	\$5,075,000	2027	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, including additional lanes, widened shoulders and auxiliary lanes.	This project should be expanded to include an underpass at one end of the road, to allow traffic at least one unobstructed means of entry or exit from the neighborhood and business. Too often, the train will stop and block both ends of the road, which can make residents late to work, and prevent emergency services from getting to the homes here.	Due to the cost and complexity, a grade separated crossing cannot be added to the current project. However, Weber County is currently studying all at grade crossings in Weber County to better understand delays and when trains are stopping on the tracks. From that study, a priority list for future grade separated crossings will be developed.	Interactive Map
9	Point of the Mountain Transit Environmental Study	19678	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$8,000,000	2027	This project includes planning cooperative agreements with transit organizations.	I would really like to see light rail extend here into Utah Valley. BRT is also a good possibility, but only if it is VERY well done, with dedicated lanes on 80-100% of the route.	UDOT with assistance from UTA is currently conducting further analysis on transportation options in this corridor. The final mode should be determined by late 2022 or early 2023. WFRC will share these comments with UTA.	Interactive Map

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10	MVC from 2100 N to Porter Rockwell	12413	Various	REGION 3 - Region 3 MASTER PIN	Scoping	\$350,600,000	2023	This project will build a four lane freeway from Porter Rockwell Blvd in Salt Lake County to 2100 North in Utah County. Includes a grade separated intersection at Redwood Rd and 2100 N.	<p>PLEASE DO NOT DO THIS!</p> <p>We need BRT or TRAX on Redwood, not a new freeway! All this will do is continue to encourage car-dependent development in Eagle Mountain and Saratoga Springs.</p> <p>I realize there are serious traffic issues there - I find myself in them frequently. But please understand that there are far more sustainable solutions than continuing to build freeways. We need to build transit oriented town centers in both the aforementioned towns, then build the rapid transit needed to connect them with both Salt Lake and Provo.</p> <p>Further freeways will only result in more parking lots, wider collectors and residential streets, more pollution, raised heat and noise levels, destruction of natural land, and more greenhouse gasses. Plus, high capital costs pale in comparison with maintenance costs over the lifetime of the road.</p> <p>Please reconsider this! This comment may fall on deaf ears, but I plead with you to give real priority to environmental and fiscal sustainability.</p>	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 degree to which transit capacity can be increased.	Interactive Map
11	Anthem Park Blvde - Bike Lanes; 11800 S to 13400 S	20344	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$125,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	Glad to see this. I'm not sure if this is part of the plan yet, but can we please put in some inexpensive barriers to protect me and others who use these routes frequently? Paint doesn't do much, although it's better than nothing at all.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
12	Midas Creek Trail over Welby Jacob Canal	14945	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$336,000	2018	Transportation Alternatives	<p>Hi, I'd use this trail nearly daily if it had a grade separated connection under Bangerter Highway, or at least joined up with protected lanes on 11800 S. I appreciate the small improvements that are making this trail an excellent asset! Thanks for doing these!</p> <p>Some of the trail also needs repaving - it's a little hard on my bike at the moment. Is there a regular maintenance schedule?</p>	Thank you for your comment. WFRC staff will continue to work with the project sponsor and surrounding jurisdictions to improve the bicycle and pedestrian facilities along the Wasatch Front through the Transportation Improvement Program process.	Interactive Map
13	Foothill Drive; 1300 East to Parley's Interchange	20338	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$584,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	There are no safe and connected pathways for peds/bikes on this roadway. Multiple conflicts exist. Moving this work ahead in the priority list for the safety and health of non-motorized users is strongly suggested.	WFRC is currently working with UDOT and Salt Lake City to move design and construction of improvements along as quickly as possible.	Interactive Map

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14	I-15; 24th Street Interchange	15683	Weber	REGION 1 - Region 1 MASTER PIN	Scoping	\$96,000,000	2023	TIF - Transportation Investment Fund	Please provision for a separated mixed-use path for active transportation and assess a larger study area. Please plan to integrate a PROTECTED bike lane (concrete barrier or grade separation) where a mixed use path is not possible. Please look at the effects of induced demand on Ogden's CBD and how it would decrease walkability. Please consider a speed limit lower than 45 mph due to noise effects, deterring active transit, and increased death rates.	Because of multiple factors and the age of the original Environmental Assessment, UDOT is starting a new Environmental Assessment document. The current design has a grade separated bike path as part of the design and the new Assessment will be looking at all modes of transportation.	Interactive Map
15	Ogden/WSU Bus Rapid Transit (BRT)	18855	Weber	REGION 1 - Region 1 MASTER PIN	Scoping	\$4,000,000	2021	TIF - Transportation Investment Fund	Please consider revising the plan to make this a paid service after three years due to the following: -The expense of collecting the fare is generally greater than the revenue generated from the fare. -Charging a fare causes significant ridership loss. -Collecting a fare causes scheduled travel times to be lengthened because of the additional time needed for passengers to deposit the fare. -Charging a fare makes it more difficult for UTA to meet its mission of reducing the dependency on the automobile and supporting efforts to improve air quality, by reducing ridership. -Collecting fares creates real and perceived barriers to using public transit, known as "Hassle Factors." -Charging a fare makes it more difficult for UTA to provide a balanced transportation with enhanced public transportation options by reducing ridership.	Current resources only allow UTA to commit to three years of no-fare service on the OGX. Continued fare elimination could be considered if resources are found to offset needed revenues. Changes to fare practices system-wide are also being evaluated in a current study being conducted by WFRC, UTA, MAG and UDOT.	Interactive Map
16	I-15; SR-97 (5600 South) Environmental Study	15685	Weber	REGION 1 - Region 1 MASTER PIN	Scoping	\$3,000,000	2018	Evaluating existing and long-term transportation needs and potential solutions on 5600 South between 3500 West and I-15.	Please consider separating active transportation modes wherever possible. The D&RGW Rail Trail crossing is dangerous as it stands and needs either a HAWK signal (one that signals above the street rather than just from the sides). A painted buffer for cyclists is not enough when your speed limit is 45 mph and your road design conveys a higher speed than that to drivers. Deaths WILL happen due to this speed differential. Please include grade-separated paths or concrete barriers for bike lanes. Please add more HAWKS because there are not enough safe places to cross along 5600 S for active transportation.	UDOT is currently in the design phase of this project and they are looking at ways to separate the D&RGW Rail Trail from 5600 South traffic.	Interactive Map
17	4000 South SRTS Rail Crossing; 2550 W - 2350 W	19628	Weber	WFRC OGDEN/ LAYTON STP	Scoping	\$250,000	2027	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 D&RGW Rail Trail crossing is dangerous. Please consider integrating an elevated crossing or at least a HAWK with light signals above the street rather than from the sides. Drivers frequently do not stop for active transportation crossings. The rail crossing across active train tracks is also precarious for bicycles/wheelchairs.	WFRC staff will continue to work with project sponsors to improve safety on bicycle and pedestrian facilities.	Interactive Map

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18	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$365,000,000	2028	Widen Existing Facility	How much wider does the freeway need to get? Maybe we should break the cycle of "just one more lane" and focus the money on expanding Trax and Frontrunner as serious transportation contenders	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 degree to which transit capacity can be increased.	Interactive Map
19	300 W; 400 S to 2100 S - Separated Bike Lanes	18845	Salt Lake	REGION TWO MASTER PIN	Scoping	\$3,500,000	2023	Transportation Alternatives	A+ for separated bike lanes. Hopefully there will also be infrastructure for things like protected intersections for safe exchanges at intersections and ease/safety of turning left to more easily access the opposite side of the street	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
20	Bluffdale Reimbursement for Porter Rockwell	15135	Salt Lake	REGION TWO MASTER PIN	Scoping	\$8,559,000	2020	TIF - Transportation Improvement Funds	Is there any news on getting a bus system in Bluffdale around Porter Rockwell Blvd?	Bus service is allocated as demographics and land use patterns result in transit needs, and as resources allow. Currently the UTA On Demand service in the area is serving the area well. As growth, street, and land use changes occur, future changes will be considered.	Interactive Map
21	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$365,000,000	2028	Widen Existing Facility	Upgrading SR-201 to handle east-west through traffic on I-80 without requiring it to merge onto I-15 has got to be a part of any serious attempt to address congestion on I-15 south of downtown. Widening the freeway without first fully separating I-80 and I-15 is just wasting money.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
22	600/700 N Active Transportation Improvements	18844	Salt Lake	REGION TWO MASTER PIN	Scoping	\$4,000,000	2023	Transportation Alternatives	Making the 6th North overpass friendly to pedestrians and bikes probably isn't going to happen. Figuring out how to better use the new 3rd north overpass would be a better use of money.	This is a Salt Lake City project to add active transportation facilities along the 600N/700 N corridor from 2200 W to 300 W. The active transportation facilities across the I-15 interchange are also being considered as part of the I-15; Farmington to Salt Lake City project including alternate active transportation routes across I-15.	Interactive Map

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23	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$13,675,000	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 action is covered under NEPA is then made. These studies take into account several factors including, for example, air quality, threatened and endangered species, wetlands, historical and archaeological. This EIS will focus on mobility and safety to address traffic congestion at key intersections, parking at trailheads, and avalanche mitigation and identify solutions that can be implemented to address these immediate needs.	Stadler - a local Salt Lake City railcar manufacturer - submitted a proposal to build a cog railway for cheaper than the proposed gondola. This proposal deserves to be, at the very least, studied in detail. So far UDOT has been studiously ignoring it.	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
24	Point of the Mountain Transit Environmental Study	19678	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$8,000,000	2027	This project includes planning cooperative agreements with transit organizations.	Echoing the other comment. TRAX and UVX are good; nobody likes the city bus. If you want middle-class suburbanites, i.e. the people in this area, to take it (and you should), do it right.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
25	TRAX Rail Trail Design	19689	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$160,000	2027	To help UDOT make good informed decisions a study is sometimes required. Teams involved with studies will include subject area experts, public meetings, periods of public comment and final reports and recommendations.	I would love this trail so much! Right now I have to ride on a bunch of side streets and dodge cars if I want to ride on the Jordan River trail. This trail would be safe and awesome, please make it happen!	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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26	Utah Lake Distribution Canal Trail So. Segment	20340	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$167,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	I live right next to this canal and would love having it paved so I can ride to work more safely. One day I would like to have my kids ride their bikes to school without having to worry about them getting hit by a car, canal trails would help that dream come true. If we don't have funding to pave canal trails, could we at least make sure they are open and accessible to walk on or ride a bike on? The gravel base is pretty good as is already. Problem is that many entrances have chains blocking entrance and say they are a restricted area. I just want a safe place to ride my bike to work, canal trails would be a huge help.	WFRC will continue to work with local governments, transportation agencies, and others to plan and identify potential funding for additional bicycle infrastructure.	Interactive Map
27	SR-209 (9000 S); Redwood Rd to State St.	14412	Salt Lake	REGION TWO MASTER PIN	Scoping	\$41,600,000	2022	Widen Existing Facility	Widening 90th south won't fix congestion, waste of money. Please put more money towards alternative modes of transportation other than cars. Instead we should put in dedicated and grade separated bike lanes on 90th and 98th. Tons of people bike there everyday with the bad infrastructure that is there, with safer infrastructure it will be used even more.	WFRC appreciates the work of the State Legislature, the State Transportation Commission, UDOT and local governments that has funded protected bicycle facilities. WFRC will continue to work with transportation agencies and local governments to help facilitate solutions to address presently unfunded needs.	Interactive Map
28	MVC from 2100 N to Porter Rockwell	12413	Various	REGION 3 - Region 3 MASTER PIN	Scoping	\$350,600,000	2023	This project will build a four lane freeway from Porter Rockwell Blvd in Salt Lake County to 2100 North in Utah County. Includes a grade separated intersection at Redwood Rd and 2100 N.	Please don't build this. We need more public transit like BRT and trax on the southern part of redwood and other existing corridors like Mountain View. Another highway will just cause more congestion. Public transit coupled with planned mixed use developments are the answer.	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 degree to which transit capacity can be increased. Please note that the Wasatch Choice Vision encourages integration of land use, transportation, and economic development.	Interactive Map
29	Point of the Mountain Transit Environmental Study	19678	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$8,000,000	2027	This project includes planning cooperative agreements with transit organizations.	Trax extension or BRT that ties in with Front Runner/trax with dedicated lanes is much needed here. I would love to travel to the point of the mountain using public infrastructure. Right now I take my bike and front Runner but having more options in a quickly growing area is what we need. Please give me more options than just driving my car everywhere.	UDOT with assistance from UTA is currently conducting further analysis on transportation options in this corridor. The final mode should be determined by late 2022 or early 2023. WFRC will share these comments with UTA. Also see response to previous comment.	Interactive Map

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30	Layton FrontRunner Station Parking	14044	Davis	WFRC SALT LAKE/ WEST VALLEY STP	STIP	\$2,145,232	2021	New Construction of Parking Structure for the Layton Station	Allow for bus movements left and right out of station on Main Street.	Plans are currently being developed and involve moving the access such that it will align with access to future development across Main Street. This should allow for a signal and full left and right turn options for buses.	Interactive Map
31	Kay's Creek Trail Overpass @ Layton FrontRunner	20317	Davis	WFRC OGDEN/ LAYTON CMAQ	Scoping	\$6,000,000	2028	This project will build a new bridge. The bridge will be built to current design standards that will provide for improved safety and mobility.	Review options on SR 109 to connect this project to other trails on the east side of the city.	WFRC staff will continue to work with project sponsors to enhance and expand bicycle and pedestrian facilities.	Interactive Map
32	Layton FrontRunner Station Parking	14044	Davis	WFRC SALT LAKE/ WEST VALLEY STP	STIP	\$2,145,232	2021	New Construction of Parking Structure for the Layton Station	Review design of station platform for future four + car higher loading. Possible mid platform connection to make access to main street crossing easier and trail overpass. Maintain access from Gentile Street.	Current FrontRunner Forward planning efforts are focusing on capital improvements needed to allow increased frequency rather than longer consists. A mid-platform crossing is not likely, but can be considered in planning/design. Access to Gentile Street is desirable, and is likely to remain.	Interactive Map
33	Davis/ Salt Lake Connector Design	19626	Various	WFRC OGDEN/ LAYTON STP	Scoping	\$4,700,000	2027	This project includes planning cooperative agreements with transit organizations.	Work with Lagoon to determine better bus access. Either Park Lane entrance or easier way to make U-Turns on Lagoon drive for busses. Current Lagoon shuttle has a confusing routing.	Changes to the street network and parking locations may allow for a more direct routing to/from Lagoon. UTA will adjust routing when feasible.	Interactive Map
34	Park Lane & 326 West Sidewalk - Farmington	16954	Davis	WFRC OGDEN/ LAYTON TAP	Scoping	\$99,000	2020	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	Also need sidewalks on Lagoon Drive.	WFRC will continue to work with local governments, transportation agencies, and others to plan and identify potential funding for additional pedestrian infrastructure.	Interactive Map
35	I-15 Ramp Destination Sensors in Davis County	17812	Davis	REGION 1 - Region 1 MASTER PIN	Scoping	\$250,000	2020	This project uses a strategic partnership with local communities and agencies and allows for the support of each others projects using funding.	Eastbound Park Lane to NB-15 Onramp sensors to balance turning, ramp meters, and blocked intersections.	WFRC will continue to work with UDOT and local governments to improve safety and operations in this area.	Interactive Map
36	200 No/ I-15 Interchange Left Turn Lanes (NB & SB)	19682	Davis	WFRC OGDEN/ LAYTON CMAQ	Scoping	\$906,000	2027	This project will modify an existing roadway and could include turn lanes, improved signal operations and better access.	Improved connections from Park and Ride to freeway. Sometimes 472 has to wait awhile to make turns in all directions.	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
37	I-15; SR-232 to I-84	13822	Various	REGION 1 - Region 1 MASTER PIN	Under Construction	\$163,758,000	2019	Extend the I-15 Express Lanes from Layton Parkway to I-84.	Will this project ever end?	This project is nearing completion and should reach the substantial completion milestone in September 2022.	Interactive Map

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38	SLC Emigration Creek Trail; Connor St - Wasatch Dr	14939	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$480,000	2023	Transportation Alternatives	This trail is a great addition that will help the Bonneville Golf Course become more of a green connector and less of a "green wall" (as it is now). SLC's new park master plan calls for trails like this one, and the East Bench Master Plan called for something similar. I'm enthusiastic about this option.	Thank you for your comment.	Interactive Map
39	Foothill Drive; 1300 East to Parley's Interchange	20338	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$584,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	This is an extremely dangerous and unpleasant street for pedestrians and cyclists. Crossings are also dangerous, and the waiting time after pressing the "beg button" takes is very long	WFRC is currently working with UDOT and Salt Lake City to move design and construction of improvements along as quickly as possible.	Interactive Map
40	Davis/ Salt Lake Connector Design	19626	Various	WFRC OGDEN/ LAYTON STP	Scoping	\$4,700,000	2027	This project includes planning cooperative agreements with transit organizations.	It'd be great if there was a bus lane/BRT in this area providing rapid transit between this area and downtown Salt Lake	Studies together with UDOT and WFRC have been completed on this corridor; for more information, see https://www.rideuta.com/Current-Projects/Davis-SLC-Community-Connector. Based on those studies the current mode choice for the project is corridor based BRT (core route/enhanced bus) without any exclusive lanes.	Interactive Map
41	TSP/ Preemption for Transit, Freight, & Snow Plows	18803	Various	WFRC OGDEN/ LAYTON STP	Scoping	\$ 500,000	2026	Utah roads contain detection equipment that allows the system to measure the number of vehicles at an intersection or along the interstate and pavement temperatures. These systems require periodic preservation and rehabilitation. 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 install or repair components of the ATMS systems.	I like this project, but maybe add a bus/emergency vehicle lane.	The funding for this current project is limited to preemption equipment. UDOT, WFRC and UTA continuously work on opportunities to maximize the transit facilities along corridors identified in the regional transportation planning process.	Interactive Map

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42	Layton FrontRunner Station Parking	14044	Davis	WFRC SALT LAKE/ WEST VALLEY STP	STIP	\$ 2,145,232	2021	New Construction of Parking Structure for the Layton Station	Maybe instead of building more parking, more bus routes and more TOD would be a better idea to get people out of cars and lower congestion	UTA aspires to accommodate a variety of transit riders. This station is a good example, with TOD users coming from Kay's Crossing and other planned development, the Farmington/Layton Circulator providing bus connections, and the park and ride lot providing automobile access. The construction of additional parking capacity will meet an immediate need for transit access while creating opportunity to support TOD, bus service, and first/last mile active transportation efforts.	Interactive Map
43	TSP/ Preemption Equipment for Transit Vehicles	18819	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 255,000	2026	This project includes planning cooperative agreements with transit organizations.	I love this project! But it would be cool to have a bus lane too	The funding for this current project is limited to preemption equipment. UDOT, WFRC and UTA continuously work on opportunities to maximize the transit facilities along corridors identified in the regional transportation planning process.	Interactive Map
44	33/35 MAX Expansion and Optimization	14046	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$ 3,003,326	2021	Transit Service Expansion	I also love this project, but lower the frequency to less than 15 minutes on peak times	WFRC staff will work with UTA to ensure that this comment is considered in the project development process.	Interactive Map
45	1300 W; 6400 S to 4800 S - Active Transportation	18847	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 2,800,000	2025	Transportation Alternatives	It'd be a great place to put in protected bike infrastructure and connect it with a canal trail	1300 West has been identified as the preferred bike corridor in this area, and bicycle and pedestrian infrastructure are being expanded and improved as projects are programmed on 1300 West.	Interactive Map
46	1300 W & Shield's Lane Intersection Improvements	19676	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 3,776,000	2027	This project will modify an existing roadway and could include turn lanes, improved signal operations and better access.	It needs a protected bike light	WFRC staff will work with the project sponsor to ensure that this comment is considered in the project development process.	Interactive Map
47	Point of the Mountain Transit Environmental Study	19678	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 8,000,000	2027	This project includes planning cooperative agreements with transit organizations.	Rapid Transit is definitely needed here. And it should be the anchor of the place, not an afterthought. After all, it's not a good place if you can't get to it by public transit	UDOT with assistance from UTA is currently conducting further analysis on transportation options in this corridor. WFRC will share these comments with UTA.	Interactive Map
48	MVC; Old Bing Hwy to Porter Rockwell	18452	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 490,046,000	2028	New Capacity	There better be a transit corridor or you've locked us into car dependent sprawl for another 100 years. And committed climate arson	UDOT, WFRC and UTA continuously work on opportunities to maximize the transit facilities along corridors identified in the regional planning process.	Interactive Map

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49	Little Cottonwood Canyon (EIS)	16092	Salt Lake	RECREATION AND TOURISM PROJECTS	Scoping	\$ 13,675,000	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 action is covered under NEPA is then made. These studies take into account several factors including, for example, air quality, threatened and endangered species, wetlands, historical and archaeological. This EIS will focus on mobility and safety to address traffic congestion at key intersections, parking at trailheads, and avalanche mitigation and identify solutions that can be implemented to address these immediate needs.	As long as it isn't the gondola or just letting more cars up the canyon, I will be satisfied	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	700 North; 2200 West to Redwood Rd (1700 West)	19633	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 4,681,000	2027	This project will reconstruct the pavement, improve drainage and provide enhanced mobility and safety.	It'd be great if there was a bus lane and protected bike lane so that people in this redlined area could have equitable access to public transit and non-car transportation alternatives	WFRC staff is currently working with Salt Lake City to enhance mobility in this area by improving the transit and bicycle infrastructure.	Interactive Map
51	Brigham City Park n Ride Lot 1100 So (HWY 91)	19681	Box Elder	WFRC OGDEN/ LAYTON CMAQ	Scoping	\$ 1,582,000	2027	This project includes planning cooperative agreements with transit organizations.	Express service to Brigham City would be amazing as a precursor to Frontrunner Service	Bus service is allocated as demographics and land use patterns result in transit needs, and as resources allow. Route 630 is currently provided for both local service in Brigham City, and from Brigham City to Ogden Station. Demand from this new park-and-ride will be monitored. As growth, street, and land use changes occur, future changes will be considered.	Interactive Map

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52	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 365,000,000	2028	Widen Existing Facility	Seriously!? Another lane? How many millions of taxpayer money will you spend before you realize that adding lanes doesn't help? Take the money and use it somewhere else, like coating the valley in protected bike lanes, or double tracking the Frontrunner	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 degree to which transit capacity can be increased.	Interactive Map
53	SR-209 (9000 S); Redwood Rd to State St.	14412	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 41,600,000	2022	Widen Existing Facility	Please don't widen this stroad, it'll divide our community more, waste our money, and not even solve congestion.	When developing projects, UDOT is required to consider the impacts and benefits to all stakeholders and does their best to balance the needs of the community and region.	Interactive Map
54	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 365,000,000	2028	Widen Existing Facility	This section of I-15 is already excessively wide, and it is shocking that further widening is being considered. Taking alternative steps to reduce demand will be infinitely more effective and economical. Really, ample evidence exists to suggest that road widening will only worsen the problem despite its 9-figure price tag. Further, as a resident of Salt Lake City's west side, I strongly oppose any project which increases the impact of the highway on the community. I-15 currently serves as a socioeconomic barrier which segregates the city, and any changes to the highway should serve to mitigate this 'Berlin Wall' effect first and foremost.	When developing projects, UDOT is required to consider the impacts and benefits to all stakeholders and does their best to balance the needs of the community and region.	Interactive Map
55	Foothill Drive; 1300 East to Parley's Interchange	20338	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$ 584,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	I hope UDOT includes a dedicated bike lane on Foothill when they re-stripe. The road is plenty wide enough.	This is a Salt Lake City project to complete 40% design and cost estimates to improve several pedestrian and bicycle crossings across Foothill Drive.	Interactive Map
56	Electrified Truck Parking Facility John Glenn Rd	19683	Salt Lake	WFRC SALT LAKE/ WEST VALLEY CMAQ	Scoping	\$ 9,682,000	2027	Other	Are there plans for facilities for the drivers while the trucks are charging?	There will be facilities for the drivers. However, the Congestion Mitigation Air Quality funds will be applied solely toward the electrified truck parking.	Interactive Map

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57	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 365,000,000	2028	Widen Existing Facility	We all know extra lanes equals more traffic and congestion. I would rather see expanded trax/frontrunner lines and head times.	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 degree to which transit capacity can be increased.	Interactive Map
58	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 365,000,000	2028	Widen Existing Facility	We don't need to widen I-15. This project value would pay for much-needed transit expansion.	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 degree to which transit capacity can be increased.	Interactive Map
59	TSP/ Preemption Equipment for Transit Vehicles	18819	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 255,000	2026	This project includes planning cooperative agreements with transit organizations.	Love this project, but let's put a dedicated bus lane on 700 East too.	The funding for this current project is limited to preemption equipment. UDOT, WFRC and UTA continuously work on opportunities to maximize the transit facilities along corridors identified in the regional transportation planning process.	Interactive Map
60	Beck Street Protected Bicycle Facility Design	14952	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Under Construction	\$ 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.	Beck Street really, really needs protected/separated bike lanes for people who bike commute between Southern Davis County and Salt Lake City. It is so, so dangerous for cyclists to only be separated by a painted white line from such high speed traffic.	WFRC will continue to work with transportation agencies and local governments to help facilitate solutions to address presently unfunded needs.	Interactive Map

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61	I-15 NB; I-215 to 600 South	19211	Salt Lake	REGION TWO MASTER PIN	Scoping	\$ 365,000,000	2028	Widen Existing Facility	Widening roads is proven to create induced demand and will not improve our air quality. No highway should be widened in the US until our carbon dioxide emissions are reduced to sustainable levels. Congestion on the highway will encourage people to find alternative transportation or work from home methods.	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 degree to which transit capacity can be increased.	Interactive Map
62	Foothill Drive; 1300 East to Parley's Interchange	20338	Salt Lake	WFRC SALT LAKE/ WEST VALLEY TAP	Scoping	\$ 584,000	2024	This project will improve the bike and pedestrian trail system thereby providing better mobility and access to the community.	Please narrow the traffic lanes and widen the planting strip to 8' or more and sidewalk to 6' (peds and bikes can share a 6' sidewalk). Reduce the shoulder and reduce lane width. This is a residential neighborhood with speeds in excess of 50 mph consistently. Narrower lanes and street trees and more beautiful street will slow traffic and help indicate to commuters that this is a residential community that this arterial street goes through. Street trees are essential to improving the pedestrian experience and will help slow traffic.	This is a Salt Lake City project to complete 40% design and cost estimates to improve several pedestrian and bicycle crossings across Foothill Drive.	Interactive Map
63	700 East (SR-71); 2100 South to 1300 South	20316	Salt Lake	WFRC SALT LAKE/ WEST VALLEY STP	Scoping	\$ 2,986,000	2028	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.	700 East is a neighborhood killer as a auto arterial. It is high speed and too wide. Too many accidents with pedestrians and vehicles. This should be a prime location for transit and livability. Multi-way boulevard with lots of shade trees and a street car service down 700 east would get great ridership. It could connect to LRT at 400 south and folks could go downtown or the University. Cities want to up the densities and add missing middle housing along this corridor as well and the tax revenue for the development could pay for the street car service from Ft. Union BLVD to 400 South. It is a mix-use corridor so it would improve walkability for a large population. Walkability health benefits will also offset transit costs. Just adding bike lanes without access lanes and medians for protection will be unsafe for cyclists. It's like cycling on Redwood Rd. Nuts. See St. Kilda Road in Melbourne for a more humane boulevard.	This project will improve safety for pedestrians and cyclists by providing a grade-separated pathway.	Interactive Map

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64									<p>I live in Herriman and commute by bike to work in South Jordan, using 11800 as my main route.</p> <p>Protected bike lanes would be especially appropriate along 11800S, since its somewhat of a residential street, as well as being a collector. For a relatively low investment, this would do so much to reduce traffic congestion, as safe, interconnected bike infrastructure does so much to encourage less confident riders to get on a bike, rather than drive.</p> <p>Protected lanes could connect with infrastructure throughout Daybreak, the buffered lanes on Herriman Main Street, and the Midas creek trail and other bike/ped trails running north parallel to Mountain View Parkway.</p> <p>We also desperately need protected or separated bike lanes on Redwood road. As it stands, it's currently VERY dangerous. Even an experienced bike commuter like me knows to stay clear of that one.</p> <p>An alternative to lanes on Redwood could be to pave the three canal trails running north/ south through South Jordan and Riverton. These are a huge opportunity! They would need grade separated crossings at the busiest intersections, but converting even just one of those to a realistic bike/ped commuter trail would be such a huge quality of life upgrade for the many road users outside of a car, in addition to providing recreational access and opportunity to residents throughout these communities.</p>	<p>WFRC appreciates the work of the State Legislature, the State Transportation Commission, UDOT and local governments that has funded protected bicycle facilities. WFRC will continue to work with transportation agencies and local governments to help facilitate solutions to address presently unfunded needs.</p>	General
65									I don't see the signals and change of roads on 400 N at the new Amazon plant.	Local operational improvements are not always identified in the TIP.	General Form
66									Consider adding a trax stop on the airport line at roughly 2200 West. The airport hotels and Northrop Grumman facility in the area would generate significant ridership, and the Parking Spot lot could potentially be used as a park and ride later in the game.	Room has been left in the constructed track for a possible future station at this location. UTA will work with WFRC and SLC through the normal long range planning and programming processes as to when the station would be considered.	General Form
67									The Rio Grande Plan is well-discussed elsewhere. I would like to see it addressed and incorporated into the WFRC's and UDOT's plans. Even if it is unfeasible for one reason or another, it deserves a serious study detailing why that is and what parts of it can be incorporated.	WFRC will work to ensure this comment is considered in the regional transportation planning process.	General Form

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68									<p>I like the initiatives that are underway to improve SLC infrastructure. I think there's a big opportunity to convert some of the massive roads with many lanes to include an off the road or at least curb protected bike lanes to make biking a viable option for commuters that aren't hard-core and for mothers to safely transport kids.</p> <p>Also, adding some arms for mass transit to go east and cover some of the suburbs like Millcreek and Cottonwood Heights would be useful too.</p>	<p>Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions. WFRC will work with UTA and local governments to ensure this suggestion is considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.</p>	General Form
69									Map does not show FrontRunner improvements and corridor preservation.	<p>Thank you. We will include the corridor preservation efforts on the map. Also, UTA is currently performing a study to determine the locations of the double tracking and station improvement priorities.</p>	General Form
70									<p>Talk of electric buses seems premature when we haven't even electrified FrontRunner. Start with that - there are no questions about the lifetimes of batteries there, and a locomotive burns more diesel than a bus. Trip times would also benefit from improved acceleration.</p>	<p>Electrification of FrontRunner is an extremely expensive capital endeavor. Timing of such an expense is being considered in the FrontRunner Forward studies, as well as in the WFRC and MAG long range planning processes. Electric bus purchases are much more cost feasible, especially when UTA is selected for federal discretionary funding for such vehicles. Electric buses purchased now reduce particulate and other emissions in our airshed, and reduce energy consumption over the entire life cycle of the vehicle (including manufacture to disposal).</p>	General Form

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71									Why is extending Frontrunner to Brigham City not in this plan? That should be the absolute minimum; Logan or even Pocatello or Rexburg ought to be on the agenda. Same for Payson / Nephi on the other end.	Right of way (ROW) preservation for potential future transit to Brigham City is currently in the long range transit plan and ROW is in the process of being purchased in Weber and Box Elder Counties. Commuter Rail to Payson is also currently in the Mountainland long range transit plan but funding has not yet been identified.	General Form
72									A one-seat Trax connection between the U of U and the airport is needed. That's a far more logical pairing than the U of U and deepest suburbia.	Direct connections from the Airport to the University are on the long range plan, and are being evaluated in the soon-to-start Tech Link Corridor study, which will look at this and other light rail connections in the downtown area.	General Form
73									It's all good	Thank you for your comment.	General Form
74									Travel from Ogden to 5th E 2nd S. Takes 1 1/2 hours each way. 3 hours lost.	Longer distance transit commutes that require transfers do take some time to complete. UTA is constantly looking at ways to improve travel times, while also considering system efficiency for most of the riders most of the time. That means that one-seat express rides cannot be provided between all locations in the travel area.	General Form

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75									Hi there! I just moved from Ontario Canada and I would love to leave a general comment about transportation in SLC. First, I am so glad that there are multiple projects underway to improve how we get around the city. Increased public transit and improved walking/biking infrastructure is a great move! That said, I am disappointed to see that lane widenings and resurfacing is a large part of this plan. I understand that, right now, so many people drive because they have to. Updating roadways will improve traffic flow/congestion for a brief time and, more importantly it seems, make drivers happy. I think this is the wrong approach. People drive because other options aren't available. If road updates included constructing dedicated and protected bike/bus lanes instead of another lane for cars, that would strongly encourage people to use alternatives. We (as a species) cannot afford to continue relying on fossil fuels and personal/private vehicles for all transit. The Salt Lake is drying up and the mountains are on fire. We need drastic change. Roadway expansions for cars will make this problem worse and its "benefits" will be expensive and short lived (induced demand).	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 degree to which transit capacity can be increased.	General Form
76									1) The City of Holladay and Millcreek are studying Wasatch Blvd from 3300 S to SR190 for active transportation improvements. This is a WFRC - TLC grant. The study is expected to be complete by the first quarter in 2023. 2) The city of Holladay will be studying the feasibility of an active transportation route along I-215 from 6200 S to Highland Drive. This is a WFRC - TLC grant. The study is expected to start in Sept 2022.	Thank you for your comment.	General Form
77									11400 S + 2700 W - always under construction. Would like to understand the worth of the work done and when it will be completed. Rail to St. George.	UDOT currently has no projects scheduled for this location. Whenever a project is created it has a specific purpose and need that needs to be achieved by that specific scope of work.	Open House
78									Via / On Demand service in Bluffdale. Will there be fixed route service there in the future?	Bus service is allocated as demographics and land use patterns result in transit needs, and as resources allow. Currently the UTA On Demand service in the area is serving the area well. As growth, street, and land use changes occur, future changes will be considered.	Open House
79									Any FrontRunner projects in the six-year plan?	Double-tracking in several locations to improve FrontRunner travel times is included in the six-year plan.	Open House

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80									Restrooms at SL Intermodal Center. More communication between train operators so connections aren't missed. 2100 N freeway needed soon to alleviate E-W traffic.	Public restrooms are currently not programmed for FrontRunner stations due to security and maintenance issues. While connections between FrontRunner and TRAX and major bus lines are attempted in scheduling, not all connections are possible when planning for a complex system, and holding at one point for a late connection will adversely affect schedule and reliability at many other points along the system. The Mountainland Association of Governments is the entity responsible for regional transportation planning in Utah County. The comment regarding the 2100 N freeway will be shared with them.	Open House
81									FR Sunday service would be helpful, even if infrequent.	WFRC will work with UTA and local governments to ensure this request is considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.	Open House
82									More transit-oriented and bicycle transportation projects in SLC	Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.	Open House
83									What transit service will come south of Provo and how far down will it go?	The Mountainland Association of Governments is the entity responsible for regional transportation planning in Utah County. This comment will be shared with them.	Open House
84									Beck St bike project - is it under construction as shown on the interactive map?	This project is to design a protected bicycle facility for Beck Street. Funding has not yet been identified for construction.	Open House
85									Better bus service on Wall Ave that goes all the way up and down the route. Connections with Washington Blvd bus routes needed.	Route 607 in the current UTA Five-Year Service Plan will provide additional connections to Wall Ave. This route will be implemented as resources become available.	Open House

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86									More frequent FrontRunner service. Looking forward to double tracking. FR service to Brigham City will be needed eventually.	WFRC will work with UTA and local governments to ensure this request is considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.	Open House
87									Train service to Pleasant View.	The Long Range Plan includes future service to Pleasant View and UTA is currently working on securing the right-of-way. Funding to implement has not yet been identified.	Open House
88									More bus service would be nice west of Ogden Station in West Weber as growth comes. Service to current + future residential + industrial areas would give people more opportunities.	WFRC will work with UTA and local governments to ensure this request is considered as transit improvements are evaluated in terms of ridership, access, costs, and other relevant considerations.	Open House