

## PUBLIC COMMENT SUMMARY

### WFRC 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2025-2030 TIP was available for public review and comment from June 29, 2024 through August 3, 2024. The following summarizes the [comments](#) received.

#### *TIP Public Comments and Responses - Summary*

Comment	Response
Support was expressed for additional safe bicycle infrastructure, as well as requests made to safely accommodate bicyclists and pedestrians in several specific roadway projects.	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.
A number of comments were made in favor of FrontRunner strategic double tracking.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance strategic double-tracking of FrontRunner, which is also included in the WFRC RTP.
Requests were made for more transit service and improvements to existing service.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, available funding, and other relevant considerations.
A number of commenters asked that more funding be spent on expanding transit instead of on road widening or new construction.	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 can be expanded.
Many comments were made in support of the citizen-proposed Rio Grande Plan to take railroad lines underground in downtown Salt Lake City.	WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process.
A number of comments were made in support of implementing enhanced bus service in Big and Little Cottonwood Canyons, and against a gondola.	The TIP includes funding toward enhanced bus service, mobility hubs, and tolling in these canyons, and does not include funding toward a gondola.