# **RECOMMENDED IMPROVEMENTS**

The purpose of the 2030 RTP is to address the transportation needs for the Wasatch Front Region. The planning process evaluated long-range capacity needs and developed a list of recommended highway, transit, and other improvements through the year 2030. The process considered the Wasatch Front's travel demand, examined various transportation alternatives, designated transportation improvements, and provided proper construction phasing. The 2030 RTP relied on extensive public review and input that helped generate recommended projects that can be implemented using estimated available funding between 2007 and 2030. The 2030 RTP also makes general policy for transportation systems, enhancements, regional freight movement, bicycle routes, pedestrian amenities, multi-purpose trails, safety, and homeland security.

# **OVERVIEW OF TRANSPORTATION RECOMMENDATIONS**

The WFRC staff developed and refined three general transportation system alternatives that formed the basis for recommended highway and transit projects found in this chapter of the 2030 RTP. These system alternatives helped identified needed capacity improvements to the Wasatch Front Region's highways, arterial streets, and transit network. Once a preferred alternative was selected, as discussed in Chapter 5, the WFRC staff refined the selected transportation system alternative to define and select highway and transit projects as described in Chapter 6. This process focused on individual highway and transit projects, their type, length, width, class, technology, general corridor alignment, station spacing, and other important characteristics.



In January 2007, the WFRC staff presented to the Wasatch Front Regional Council a draft 2030 RTP highway and transit projects list and corresponding maps for review and comment. This project list and the maps were also distributed to other elected officials, regional planners and engineers, and interested members of the general public. Briefings on the draft 2030 RTP projects were presented to the WFRC Transportation Coordination Committee and its Technical Advisory Committees, the Regional Growth Committee and its Technical Advisory

Committees, the Weber, Davis, and Salt Lake County councils of governments, the Wasatch Front Regional Council, and individual city planners and engineers. As a result of this effort, the WFRC staff received comments regarding the recommended capacity improvements for the highway and transit networks. In a number of cases, changes to the draft 2030 RTP projects list and maps were made to include facilities that needed to be part of the region's overall plan.

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Wasatch Front Regional Council

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### **Highway Recommendations**

Recommended highway improvements in the 2030 RTP include a balance of freeway, highway, arterial and collector road projects. The projects add needed capacity through the construction of new facilities or the widening of existing roads. Two new freeways, the Mountain View Corridor and a connection between Mountain View Corridor and I-15 along Bangerter Highway are proposed to serve the growing travel demand in Salt Lake County. Approximately 73 miles of additional capacity improvement on existing freeways, such as I-15, the 2100 South Freeway, and I-80, are also recognized and recommended.

The 2030 RTP includes both new or widened freeway and arterial streets throughout the Wasatch Front region. Selected Salt Lake County east-west major facilities include the widening and new interchange improvements to SR-201, and the widening of 3100 South, 3500 South, 4700 South, 5400 South, 7000 South, 9000 South, 10400 South, 11400 South, and 12600 South. The north-south corridors in Salt Lake County include new construction or improvements to I-15 from 10400 South to the Utah County line and from 600 North to the Davis County line, SR-111 (8400 West), 6400 West, the Mountain View Corridor, 5600 West, Redwood Road, Bingham Junction Blvd, State Street, 900 East, 2000 East and Highland Drive, Wasatch Blvd, and Foothill Blvd. Selected Highway improvements in Davis County include 1800 North (Clinton), 200 South / 700 South (Clearfield), interchange improvement to US Highway 89, and the North Legacy Corridor. Weber County freeway and arterial street improvements include Pioneer Road, Riverdale Road, Wall Avenue (Harrisville), 2600 North, Skyline Drive (North Ogden and Pleasant View), Harrison Blvd. (Ogden), and the widening of sections of I-15.

### **Transit Recommendations**

Major WFRC transit improvements recommended by the 2030 RTP include four new extensions of UTA's current TRAX light rail system to serve the growing transportation needs of the Wasatch Front Region. New bus rapid transit lines would be implemented as well. Approximately 31 additional miles of light rail transit, and 260 miles of bus rapid transit and enhanced bus service would be added to the existing system. In addition, the 2030 RTP includes a 27-mile commuter rail line linking Salt Lake with Utah County. It is recommended that bus service increase by 25 percent over the next 23 years. This increase in transit will translate into greater service



coverage, more frequent service, and longer hours of operation. The 2030 RTP also identifies needed transit hubs, intermodal centers, park-and ride lots, and needed paratransit service.

### Highway And Transit Project Phasing

During February 2007, the WFRC staff focused on further defining highway and transit projects by assigning each to a specific phase for eventual construction. The 2030 RTP was developed within the constraints of financial feasibility. Thus, the list of highway and transit facility improvements contains only those projects that can be funded over the next 23 years. Reasonable assumptions



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were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities as discussed in Chapter 7, Financial Plan.

Project phasing for highways followed a process approved by the Regional Growth Committee and the Wasatch Front Regional Council. The phasing of highways utilized UDOT's ranking criteria and took into account delay, volume/capacity, congestion management criteria, and cost. Transit phasing used quantifiable measures of new alignment boardings, regionally significant transit activity, right-of-way preservation, and cost. To coincide with anticipated financing and revenue streams, the implementation of the 2030 RTP has been divided into four separate phases.

- Phase 1 (2007-2015)
- Phase 2 (2016-2025)
- Phase 3 (2026-2030)
- Unfunded Needs or "Illustrative Projects"

# **PROJECTS COMPLETED OR UNDER CONSTRUCTION**

During the 3-years since the previous 2004 -2030 LRP Update was adopted, a number of highway projects have been completed or are currently underway. These projects include SR-201 from the Jordan River to 3200 West, Legacy Parkway through Davis County, portions of I-215, and I-15 from 10600 South to the Utah County Line. Highway improvement and new construction projects within the Wasatch Front Region that have been completed, deleted, modified, or are currently under construction are listed in Table 8-1.

### TABLE 8-1

### HIGHWAY PROJECTS COMPLETED, DELETED, MODIFIED, OR UNDER CONSTRUCTION FROM THE 2030 LRP UPDATE

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Salt La	ke Are	a Projects From 2004 Plan - Con	npleted, Deleted, Modified, Or Under	Construction	
Salt Lake	2	Indiana Avenue Redwood Road to Pioneer Road	Widening - 2 to 4 Lanes	Collector / 1.1 Miles Bike Class - 2	Deleted
Salt Lake	3	Indiana Avenue Pioneer Road to California Avenue	New Construction - 0 to 4 Lanes	Collector / 1.7 Miles Bike Class - 2	Deleted
Salt Lake	8	SR-201 Jordan River to 3200 West	Widening - 4 to 6 Lanes	Freeway / 2.6 Miles Bike Class - 0	Completed
Salt Lake	47	Porter Rockwell Road (N/S) I-15 Int. to Porter Rockwell Rd (E/W)	New Construction - 0 to 4 Lanes	P. Arterial / 1.2 Miles Bike Class - 0	Modified
Salt Lake	104	2700 South 4800 West to 5600 West	New Construction - 0 to 4 Lanes	M. Arterial / 1.4 Miles Bike Class - 2	Completed
Salt Lake	17	3900 South 2300 East to Highland Drive	Widening - 2 to 4 Lanes	M. Arterial / 1 Miles Bike Class - 3 / Transit Project	Deleted
Salt Lake	22	6200 South 2700 West to 5600 West	Widening - 2 to 4 Lanes	M. Arterial / 3.5 Miles Bike Class - 2,3	Completed
Salt Lake	98a	I-215 Legacy Parkway to 2200 North	Widening - 4 to 6 Lanes	Freeway / 1.5 Miles Bike Class - 0	Under Construction
Salt Lake	99	I-215 300 East to 2000 East	Widening - 6 to 8 Lanes	Freeway / 3.5 Miles Bike Class - 0	Deleted
Salt Lake	112	7000 South 3000 East to Wasatch Blvd.	Widening - 2 to 4 Lanes	M. Arterial / 1 Miles Bike Class - 0	Deleted
Salt Lake	26	7800 South Redwood Road to Bangerter Highway	Widening - 2 to 4 Lanes	M. Arterial / 2.2 Miles Bike Class - 2	Completed
Salt Lake	28	9000 South / 9400 South 700 East to 1300 East	Widening - 2 to 4 Lanes	P. Arterial / 1.3 Miles Bike Class - 1 / Transit Project	Completed
Salt Lake	29	9400 South 2100 East to Wasatch Blvd.	Widening - 2 to 4 Lanes	P. Arterial / 2.1 Miles Bike Class - 1	Deleted
Salt Lake	31	9800 South/10000 South 1300 West to Redwood Road	New Construction - 0 to 2 Lanes	Collector / 0.5 Miles Bike Class - 2	Completed

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Sail Lake Area Projects From 2004 Plan - Completed, Deleted, Modified, Or Under Construction Construction Completed         Completed           Sail Lake 3re         376         Hote Same Transmission         Midming 2 to 4 Lanse         Midming 2 to 4 Lanse         Completed           Sail Lake 7a         1200 South South Construction Constructi	COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Satu Lake         11400 South         Wedening: -2:0 + Lanes         M. Annual / 12 Miles         Completed           Satu Lake         41         1200 South 1200 South         Widening: -2:0 + Lanes         P. Annual 7.1 2 Miles         Completed           Satu Lake         7         Montain View Control         Row Purchase         P. Annual 7.1 2 Miles         Completed           Satu Lake         7         Montain View Control         Row Purchase         Montain View Control	Salt La	ke Are	a Projects From 2004 Plan - Com	pleted, Deleted, Modified, Or Under	Construction Continued	
Sait Late         1         200 Gast State         Sait Late         Participant         Widening - 42 to 4 Lance         Participant         Mountain State         Completed           Sait Late         79         Mountain View Corridor         ROW Purchase         Preveny / 25.5 Miles         Mountain View Corridor         Mountain View Corridor <td>Salt Lake</td> <td>37b</td> <td>11400 South</td> <td>Widening - 2 to 4 Lanes</td> <td>M. Arterial / 1.2 Miles</td> <td>Completed</td>	Salt Lake	37b	11400 South	Widening - 2 to 4 Lanes	M. Arterial / 1.2 Miles	Completed
Salt Lake         7         Monthmitty San Denrifs         Proves (2) 25,5 Mes         Monthmetry           Salt Lake         231         Monthmitty Wer Corrider         New Construction - 0 to 2 Lanes         Proves (2) 25,5 Mes         Monthmetry           Salt Lake         231         Monthmetry Wer Corrider         New Construction - 0 to 2 Lanes         Bie Class - 0         Deleted           Salt Lake         249         Month 7 200 North         Wideming - 2 to 4 Lanes         Bie Class - 0         Deleted           Salt Lake         240         Month 500 East         Wideming - 6 to 8 Lanes         Proves (7) 1.4 Mins         Deleted           Salt Lake         240         Month 500 East         Usering - 6 to 8 Lanes         Proves (7) 1.4 Mins         Deleted           Salt Lake         240         Soft Danes 500 East         Usering - 6 to 8 Lanes         Proves (7) 1.8 Mins         Completed           Salt Lake         241         Soft Danes 500 East         Usering - 6 to 1 Lanes         Proves (7) 3.8 Mins         Completed           Salt Lake         25         His many rest (300 West Soft Danes         Wideming - 6 to 1 Lanes         Monthmetry (3 Mins)         Completed           Salt Lake         25         His many rest (300 West Soft Danes         Wideming - 2 to 4 Lanes         Man Tri Mins Mins (Constructin a many	Salt Lake	41	12300 South/12600 South	Widening - 4/2 to 4 Lanes	P. Arterial / 6.4 Miles	Completed
Sait Lale         The second control         New Construction         Descend         Descend         Descend         Descend         Descend           Sait Lale         74         2200 West         Widering - 2 to 4 Lanes         Collector / 2 Miles         Descend           Sait Lale         88         12-15         (Internet) - 10 / 2 Lanes         Collector / 2 Miles         Descend           Sait Lale         98         12-15         (Internet) - 10 / 2 Lanes         Freeway / 13 Miles         Descend           Sait Lale         94         12-15         (Internet) - 10 / 2 Miles         Descend         Freeway / 13 Miles         Descend           Sait Lale         40         12-15         Bec Street         Upgrade - 41 / 6 Lanes         Bite Class - 0         Completed           Sait Lale         54         14         Totol South 500 South         Widering - 6 to 1 Lanes         Bite Class - 0         Descend         Completed           Sait Lale         54         14         Totol South 500 South         Widering - 4 to 6 Lanes         Bite Class - 0         Descend         Descend         Completed           Sait Lale         59         145         Bite Street         Widering - 4 to 6 Lanes         Miles         Completed         Bite Street         Completed	Salt Lake	78	Mountain View Corridor	ROW Purchase	Freeway / 25.5 Miles	Modified
Salt Lake         7         2800 Weat         Users         Deleted           Salt Lake         7         2000 Vertition Salt Lake to Lagacy Parkway         Midering - 2 to 4 Lanes         Freeway, 14 Millins         Deleted           Salt Lake         98         Freeway, 14 Millins         Deleted         Bible Class - 2         Deleted           Salt Lake         99         Freeway, 13 Millins         Deleted         Bible Class - 0         Completed           Salt Lake         99         Freeway, 12 Millins         Deleted         Bible Class - 0         Completed           Salt Lake         49         Freeway, 12 Millins         Deleted         Bible Class - 0         Completed           Salt Lake         51         Bangorter Hwy, to Utah Co. Line         Widening - 6 to 9 Lanes         Freeway, 13 Millins         Completed           Salt Lake         52         H3         Bangorter Hwy, to Utah Co. Line         Widening - 6 to 9 Lanes         Bible Class - 0         Completed           Salt Lake         57         Main Street 7300 Weat         Widening - 4 to 6 Lanes         Bible Class - 0         Completed           Salt Lake         58         Salt Bangorter Hymway         Widening - 2 to 4 Lanes         Millins         Deleted           Salt Lake         59	Salt Lake	231	Mountain View Corridor	New Construction - 0 to 2 Lanes	Freeway / 3.4 Miles	Modified
Sait Lue         Parameter         Parameter         Parameter         Parameter         Parameter         Parameter         Parameter         Parameter         Parameter           Sait Lue         See         Para         Parameter	Salt Lake	74	2200 West	Widening - 2 to 4 Lanes	Collector / 2 Miles	Deleted
Sait Lake         Solution         Delived         Products         Other         Delived           Sait Lake         Set         2200 North Store         Bio Class - 0         Completed           Sait Lake         44         143 fs Bock Street         Widering - 6 to 8 Lances         Bio Class - 0         Completed           Sait Lake         44         143 fs Bock Street         Widering - 6 to 9 Lances         Bio Class - 0         Completed           Sait Lake         54         143 fs Bock Street         Widering - 6 to 9 Lances         Bio Class - 0         Completed           Sait Lake         54         143 fs Bock Street         Widering - 6 to 9 Lances         Bio Class - 0         Completed           Sait Lake         57         Bio South 0 Sangener Highway         Widering - 6 to 9 Lances         Bio Class - 0         Completed           Sait Lake         58         Sait Saite South         Widering - 4 to 6 Lances         Like Solution / 14 Mios         Deleted           Sait Lake         59         Sait Saite South / 14 Mios South         Widering - 2 to 4 Lances         Bio Class - 0         Completed           Sait Lake         59         South A Canaton Drive         Widering - 2 to 4 Lances         Bio Class - 0         Completed           Sait Lake         59         <	Salt Lake	98b	1-215	Widening - 4 to 8 Lanes	Freeway / 1.4 Miles	Deleted
Salt Lake         Salt Sale         Weising - 6 to 8 Lanes         PP Lass: - 0         Completed           Salt Lake         44         H3         Upgrade - 4 to 6 Lanes         Bike Class - 0         Completed           Salt Lake         51         H3         Dock Street         Upgrade - 4 to 6 Lanes         Bike Class - 0         Completed           Salt Lake         51         H3         Dock Street         Widering - 6 to 7 Lanes         Fireway / 3 Mikes         Completed           Salt Lake         54         H3         Dock Street         Widering - 6 to 7 Lanes         Bike Class - 0         Completed           Salt Lake         54         H3         Dock Street         Widering - 6 to 7 Lanes         Bike Class - 0         Completed           Salt Lake         57         To 200 South to 7200 South         Widering - 4 to 6 Lanes         Bike Class - 0         Deleted           Salt Lake         58         Dock South to Class - 0         Bike Class - 0         Deleted           Salt Lake         59         Salt Salt Sale         Salt Salt Sale         Deleted         Deleted           Salt Lake         59         Salt Salt Sale         Salt Salt Sale         Deleted         Deleted         Deleted           Davis         127         Salt	Salt Lake	98c	I-15 (North Salt Lake) to Legacy Parkway	Widening - 6 to 8 Lanes	Freeway / 3.3 Miles	Deleted
Salt Lake         July South to 300 East         Upgnder - 4 to 6 Lanes         Bits Class - 0         Completed           Salt Lake         51         H15         Discover and the set of the set	Salt Lake	54c	1-215	Widening - 6 to 8 Lanes	Freeway / 5.4 Miles	Completed
Salt Lake         F1 to book Stretu House         Widening - 6 to 10 Lanes         Bits Class - 0 Filter Clas	Salt Lake	49	4700 South to 300 East I-15	Upgrade - 4 to 6 Lanes	Freeway / 1.2 Miles	Completed
Jamit Call         Joint To Stress of Completed         Bite Class - 0         Completed           Salt Lake         52         Engrater Hwy to Utah Co. Line         Widering -6 to 9 Lanes         Freeway / 3 Miles         Completed           Salt Lake         57         Engrater Hwy to Utah Co. Line         Widering -6 to 9 Lanes         Freeway / 3 Miles         Deleted           Salt Lake         58         Engrater Hwy to Utah Co. Line         Widering -6 to 9 Lanes         Bite Class - 0         Deleted           Salt Lake         58         Engrater Hwy to Utah Co. Line         Widering -2 to 4 Lanes         P. Antral /1 Miles         Deleted           Salt Lake         58         Too 05 South to Canation Dive         Widering -2 to 4 Lanes         P. Antral /1 Miles         Completed           Davis         127         Z300 North (Clancin)         Remove or Replace         Collector / 2 Miles         Completed           Davis         127         Z300 North (Clancin)         Widering -2 to 4 Lanes         Bite Class -2         Deleted           Davis         144         Stracuse Rod (SH-27)         Widering -2 to 4 Lanes         Bite Class -3         Deleted           Davis         142         Gentile St. Layon         Widering -2 to 4 Lanes         M. Antral /1 Miles         Deleted           Davis	Salt Laka	E1	I-215 to Beck Street	Widening - 6 to 10 Lanes	Freeway / 3.8 Miles	Completed
Salt Lake         25         Bangetter Hwy, to Ulah Co, Line         Bible Class - 0         Completed           Salt Lake         57         5200 South to 7200 South         Widening/NC - 20 to 4 Lanes         Bible Class - 0         Deleted           Salt Lake         58         State Street         Widening/NC - 20 to 4 Lanes         Bible Class - 0         Deleted           Salt Lake         58         State Street         Widening/NC - 20 to 4 Lanes         Bible Class - 0         Deleted           Davis         127         2300 North (Clinton)         Remove or Replace         Collector / 32 Miles         Completed           Davis         127         2300 North (Clanton)         Remove or Replace         Collector / 02 Miles         Completed           Davis         134         Syncuse Road (SR-100)         Widening - 2 to 4 Lanes         M. Artinal / 0.95 Miles         Completed           Davis         148         Gentle St. (Layton)         Widening - 2 to 4 Lanes         M. Artinal / 0.95 Miles         Deleted           Davis         141         Gentle St. (Layton)         Widening - 2 to 4 Lanes         M. Artinal / 0.95 Miles         Deleted           Davis         142         Gentle St. (Layton)         Widening - 2 to 4 Lanes         M. Artinal / 0.95 Miles         Deleted           Davis	Salt Lake	50	10600 South to Bangerter Highway I-15	Widening - 6 to 9 Lanes	Bike Class - 0 Freeway / 3.9 Miles	Completed
Solit Lake         For South to 7200 South         Modenting To Construction         Detected         Detected           Saft Lake         56b         State Street         Widening - 4 to 8 Lance         Mid. Arterial / 1 8 Miles         Detected           Saft Lake         56b         State Street         Widening - 2 to 4 Lance         Bite Street         Completed           Option - Layton Area Projects From 2004 Plat - Completed, Doteled, Modified, Or Under Construction         Detected         Disk Train and Structure         Completed           Davis         127         2200 North Clinton)         Remov or Repiace         Collector / 0.2 Miles         Completed           Davis         136         Structure Road (Structure)         Widening - 2 to 4 Lance         Bite Class - 2         Deteted           Davis         136         Structure Road (Structure)         Widening - 2 to 4 Lance         Bite Class - 3         Deteted           Davis         141         Gentile St. (Layton)         Widening - 2 to 4 Lance         Bite Class - 3         Deteted           Davis         144         Gentile St. (Layton)         Widening - 2 to 4 Lance         Mide Class - 3         Deteted           Davis         144         Gentile St. (Layton)         Widening - 2 to 4 Lance         Mide Class - 3         Deteted           Da	Sall Lake	52	Bangerter Hwy. to Utah Co. Line	Widening/NC - 2/0 to 4 Lanes	Bike Class - 0 Collector / 3.1 Miles	Completed
Sait Lake         Bits         State Street         Widening - 2 to 4 Lanes         M. Arterial / 1.8 Miles         Deleted           Sait Lake         58         State Street         Widening - 2 to 4 Lanes         P. Andreial / 1.8 Miles         Completed           Back Lake         59         700 East         Widening - 2 to 4 Lanes         P. Andreial / 1.8 Miles         Completed           Davis         127         200 North (Clinton)         Remove or Replace         Bite Class - 0         Completed           Davis         134         Street (Clearchel) to 1000 West         Widening - 2 to 4 Lanes         M. Arterial / 0.95 Miles         Completed           Davis         1368         Street (Clearchel) to 1000 West         Widening - 2 to 4 Lanes         M. Arterial / 0.95 Miles         Deleted           Davis         141         Sertizes Carolise to 4.00 West         Widening - 2 to 4 Lanes         M. Arterial / 0.05 Miles         Deleted           Davis         144         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Arterial / 1.0 Miles         Deleted           Davis         140         Setta to 2.8 /9         Widening - 2 to 4 Lanes         M. Arterial / 1.0 Miles         Deleted           Davis         140         Setta to 2.8 /9         Widening - 2 to 4 Lanes         M. Arterial / 1.0 Miles <td>Salt Lake</td> <td>57</td> <td>5200 South to 7200 South</td> <td></td> <td>Bike Class - 0</td> <td>Deleted</td>	Salt Lake	57	5200 South to 7200 South		Bike Class - 0	Deleted
Sait Lake         580         700 East 9400 South to Carnation Drive         Widening - 2 to 4 Lanes         P. Arterial / 1 Miles Bike Class - 2         Completed           Ogden - Layton Area Projects From 2004 Plan - Completed, Deleted, Modified, Or Under Construction         Bike Class - 2         Completed           Davis         127         2300 North (Clinton) Rational Structure         Remove or Replace         Collector / 0.2 Miles Bike Class - 0         Completed           Davis         134         Syracuse Road(SR-108) Man Structure         Widening - 2 to 4 Lanes         M. Arterial / 0.95 Miles Bike Class - 2         Completed           Davis         144         Gernite St. (Layton) Farified hoad to 350 East (Oakhills Dr) Farified hoad to 1550 East (Oakhills Dr) Hoad to 150 East (Oakhills Dr) Hoad to 150 East (Oakhills Dr) Hoad to 150 East (Oakhills Dr) Farified hoad to 1530 East (Oakhills Dr) Hoad to 150 East (Oakhills Dr) Hoad East 1         Deleted Bike Class - 0         Deleted Bike Class - 0           Davis         90         Pertrait Law (Construction - 0 to 4 Lanes         M. Arearial / 1.5 Miles Bike Class - 0         Construction Under Construction           Davis         152         Biff East (Dakhills Dr) Hoav	Salt Lake	58b	State Street 10000 South to 114000 South	Widening - 4 to 6 Lanes	M. Arterial / 1.8 Miles Bike Class - 0	Deleted
Ogden - Layton Area Projects From 2004 Plan - Completed, Deleted, Modified, Or Under Construction           Davis         127         2300 North (Clinton) Rafrada Structure         Remove or Replace         Collector/ 0.2 Miles Bike Class - 0         Completed           Davis         134         Syracuse Read(SR-109) Main Street (Dearlied) to 1000 West         Widening - 2 to 4 Lanes         M. Arterial / 1.5 Miles         Completed           Davis         136         Syracuse Read (SR-127) North Legacy Corridor to 4500 West         Widening - 2 to 4 Lanes         M. Arterial / 1.5 Miles         Deleted           Davis         141         Gernite St. (Layton) Services Read (SR-127)         Widening - 2 to 4 Lanes         M. Arterial / 1.5 Miles         Deleted           Davis         142         Gernite St. (Layton) Gernite St. (Layton)         Widening - 2 to 4 Lanes         M. Arterial / 1.5 Miles         Deleted           Davis         143         Oakhins Drive (SR-109)         Widening - 2 to 4 Lanes         M. Arterial / 0.5 Miles         Deleted           Davis         9ab         Davis to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Arterial / 0.5 Miles         Under Construction           Davis         9ab         Babe Class - 3         Medrany - 2 to 4 Lanes         M. Arterial / 0.5 Miles         Construction           Davis         9ab         Babe Class -	Salt Lake	59b	700 East 9400 South to Carnation Drive	Widening - 2 to 4 Lanes	P. Arterial / 1 Miles Bike Class - 2	Completed
Davis         127         2300 North (Clinton) Railroad Structure         Remove or Replace         Collector / 0.2 Miles Bike Class - 0         Completed           Davis         134         Synacuse Road (SR-126) Main Struet (Clearfield to 1000 West Main Struet (Clearfield to 1000 West Main Struet (Clearfield to 1000 West Morth Legacy Control to 4500 West         Widening - 2 to 4 Lanes         M. Anterial / 1.9 Miles         Deleted           Davis         144         Gentile St. (Layton) SR-126 to Fairfield Road         Widening - 2 to 4 Lanes         M. Anterial / 1.9 Miles         Deleted           Davis         142         Gentile St. (Layton) SR-126 to Fairfield Road to 1350 East (Oakhills Dr.) Fairfield Road to 1350 East (Oakhills Dr.) 1350 East to US-99         Widening - 2 to 4 Lanes         M. Anterial / 1.9 Miles         Deleted           Davis         143         Gentile St. (Layton) SR-126 to East Old St.         Widening - 2 to 4 Lanes         M. Anterial / 0.3 Miles         Deleted           Davis         90b         Parish Lane (Centerville) New Construction - 0 to 4 Lanes         M. Anterial / 0.3 Miles         Construction           Davis         92b         Doi South         New Construction - 0 to 4 Lanes         M. Anterial / 0.3 Miles         Construction           Davis         93b         Ferkwood Read to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Anterial / 0.4 Miles         Construction	Ogder	ı - Lay	ton Area Projects From 2004 Pla	n - Completed, Deleted, Modified, Or	r Under Construction	
Davis         134         Syracuse Road (SR-108)         Widening - 2 to 4 Lanes         M. Anterial / 0.35 Miles Bike Class - 2         Completed           Davis         136b         Syracuse Road (SR-127)         Widening - 2 to 4 Lanes         BM. Anterial / 1.7 Miles Bike Class - 2         Deleted           Davis         141         Gentile 51, (Layton)         Ser.120 to Fairfield Road         Widening - 2 to 4 Lanes         M. Anterial / 1.7 Miles Bike Class - 3         Deleted           Davis         142         Gentile 51, (Layton)         Ser.120 to Fairfield Road         Widening - 2 to 4 Lanes         M. Anterial / 10.3 Miles Bike Class - 3         Deleted           Davis         142         Gentile 51, (Layton)         Widening - 2 to 4 Lanes         M. Anterial / 10.3 Miles Bike Class - 3         Deleted           Davis         143         Oshbills Drive (SR-109)         Widening - 2 to 4 Lanes         M. Anterial / 10.3 Miles Bike Class - 1         Construction           Davis         90b         Parish Lane (Conterville)         New Construction - 0 to 4 Lanes         M. Anterial / 10.3 Miles Bike Class - 1         Construction           Davis         92b         Rodword Road to Lagocy Parkway Legacy Parkway         New Construction - 0 to 4 Lanes         M. Anterial / 12 Miles Bike Class - 1         Construction           Davis         192         Parifield Road to 1325	Davis	127	2300 North (Clinton) Bailroad Structure	Remove or Replace	Collector / 0.2 Miles Bike Class - 0	Completed
Davis         136b         Syracuse Road (SR-127)         Widening - 2 to 4 Lanes         M. Artenial / 1.7 Miles         Deleted           Davis         141         Gentile St. (Layton)         Widening - 2 to 4 Lanes         Bike Class - 2         Deleted           Davis         142         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Artenial / 1.7 Miles         Deleted           Davis         142         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Artenial / 1.5 Miles         Deleted           Davis         142         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Artenial / 1.5 Miles         Deleted           Davis         143         Oakhills Drive (SR-109)         Widening - 2 to 4 Lanes         M. Artenial / 0.3 Miles         Deleted           Davis         90b         Parrish Lane (Centerville)         New Construction - 0 to 4 Lanes         M. Artenial / 1.5 Miles         Under           Davis         92b         500 South Redwood Road to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Artenial / 1.6 Miles         Under           Davis         93b         Redwood Road         Widening - 2 to 4 Lanes         M. Artenial / 2.0 Miles         Diske Class - 3           Davis         152         Fairfield Road         Widening - 2 to 4 Lanes <td< td=""><td>Davis</td><td>134</td><td>Syracuse Road(SR-108) Main Street (Clearfield) to 1000 West</td><td>Widening - 2 to 4 Lanes</td><td>M. Arterial / 0.95 Miles Bike Class - 2</td><td>Completed</td></td<>	Davis	134	Syracuse Road(SR-108) Main Street (Clearfield) to 1000 West	Widening - 2 to 4 Lanes	M. Arterial / 0.95 Miles Bike Class - 2	Completed
Davis         141         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Anterial / 1 Miles         Deleted           Davis         142         Gentile St. (Layton)         Widening - 2 to 4 Lanes         M. Anterial / 1.5 Miles         Deleted           Davis         143         Oakhills Drive (SR-109)         Widening - 2 to 4 Lanes         M. Anterial / 1.5 Miles         Deleted           Davis         90b         Parish Lane (Centervile)         New Construction - 0 to 4 Lanes         M. Anterial / 1.5 Miles         Under           Davis         92b         South         New Construction - 0 to 4 Lanes         M. Anterial / 1.5 Miles         Under           Davis         92b         South         New Construction - 0 to 4 Lanes         M. Arterial / 1.5 Miles         Under           Davis         94         Legacy Parkway         New Construction - 0 to 4 Lanes         Bike Class - 0         Construction           Davis         93         Redwood Road to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Arterial / 1.6 Miles         Duder           Davis         93b         Redwood Road to Legacy Parkway         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles         Deleted           Davis         152         Fairfield Road         Widening - 2 to 4 Lanes         M. Arterial / 1.6 M	Davis	136b	Syracuse Road (SR-127) North Legacy Corridor to 4500 West	Widening - 2 to 4 Lanes	M. Arterial / 1.7 Miles Bike Class - 2	Deleted
Davis         142         Fairfield Road to 1350 East (Oakhills Dr.) 1350 East to US-89         Widening - 2 to 4 Lanes         M. Arterial / 1.3 Miles Bike Class - 3         Deleted           Davis         143         Oakhills Drive (SR-109) 1350 East to US-89         Widening - 2 to 4 Lanes         M. Arterial / 1.5 Miles Bike Class - 3         Deleted           Davis         90b         Parish Lane (Centervile) 1250 West to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Arterial / 0.5 Miles Bike Class - 3         Under Construction           Davis         92b         500 South Redwood Road to Legacy Parkway         New Construction - 0 to 4 Lanes         M. Arterial / 0.5 Miles Bike Class - 0         Under Construction           Davis         94         Legacy Parkway Legacy Parkway         New Construction - 0 to 4 Lanes         M. Arterial / 1.6 Miles Bike Class - 3         Completed Bike Class - 3         Duder Construction           Davis         93b         Redwood Road 2000 North (to 1215         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles Bike Class - 3         Deleted           Davis         152         Fairfield Road 2000 North (to SR-193         Widening - 2 to 4 Lanes         M. Arterial / 2.9 Miles Bike Class - 3         Deleted           Davis         152         Gordin Avenue (1000 N.) to SR-193         Widening - 2 to 4 Lanes         Bike Class - 1         Completed <t< td=""><td>Davis</td><td>141</td><td>Gentile St. (Layton) SR-126 to Fairfield Road</td><td>Widening - 2 to 4 Lanes</td><td>M. Arterial / 1 Miles Bike Class - 3</td><td>Deleted</td></t<>	Davis	141	Gentile St. (Layton) SR-126 to Fairfield Road	Widening - 2 to 4 Lanes	M. Arterial / 1 Miles Bike Class - 3	Deleted
Davis144Oakhills Drive (SR-109) 1250 West to Legacy ParkwayWidening - 2 to 4 LanesM. Arterial / 1.5 Miles Bike Class - 3DeletedDavis90bParrish Lane (Centrville) 1250 West to Legacy ParkwayNew Construction - 0 to 4 LanesM. Arterial / 0.3 Miles Bike Class - 3Under ConstructionDavis92b500 South Redwood Road to Legacy ParkwayNew Construction - 0 to 4 LanesM. Arterial / 0.5 Miles Bike Class - 0Under ConstructionDavis94Legacy Parkway L-15/US-89 (Farmington) to 1-215New Construction - 0 to 4 LanesM. Arterial / 0.5 Miles Bike Class - 1Under ConstructionDavis93Redwood Road 2600 North to 1-215Widening - 2 to 4 LanesM. Arterial / 1.6 Miles Bike Class - 3DeletedDavis152Fairfield Road 200 North (Kaysvile) to Gentile St.Widening - 2 to 4 LanesM. Arterial / 2.9 Miles Bike Class - 3DeletedDavis152Fairfield Road Gentile St.Widening - 2 to 4 LanesM. Arterial / 2.9 Miles Bike Class - 3DeletedDavis154Gordon Avenue (1000 N) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 3DeletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Widening - 2 to 4 LanesCollector / 1.1 Miles Bike Class - 3CompletedDavis162US-89 Interchange @ Sheppard LaneNew Construction - 0 to 4 LanesBike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew Constru	Davis	142	Gentile St. (Layton) Fairfield Road to 1350 East (Oakhills Dr.)	Widening - 2 to 4 Lanes	M. Arterial / 0.3 Miles Bike Class - 3	Deleted
Davis90bParrish Lane (Centerville) 1250 West to Legacy ParkwayNew Construction - 0 to 4 LanesM. Arterial / 0.3 Miles Bike Class - 3Under ConstructionDavis92b500 South Redwood Road to Legacy Parkway ParkwayNew Construction - 0 to 4 LanesM. Arterial / 0.5 Miles Bike Class - 0Under ConstructionDavis94Legacy Parkway L-15/US-89 (Farmington) to I-215New Construction - 0 to 4 LanesFireeway / 12 Miles Bike Class - 1Under ConstructionDavis93bRedwood RoadWidening - 2 to 4 LanesM. Arterial / 2 MilesCompletedDavis152200 North to 1/215Widening - 2 to 4 LanesM. Arterial / 2.9 MilesDeletedDavis152Fairfield Road Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 MilesDeletedDavis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 MilesDeletedDavis161US-Seg InterChange @ Sheppard LaneNew ConstructionFireeway Bike Class - 1CompletedDavis162US-Seg InterChange @ Sheppard LaneNew ConstructionFireeway Bike Class - 3CompletedWeber1752700 North (SR-124)Widening - 2 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber1762700 North (SR-134)New ConstructionFireeway Bike Class - 3CompletedWeber1772700 North (SR-134)New Construction - 0 to 4 LanesM. Arteri	Davis	143	Oakhills Drive (SR-109) 1350 East to US-89	Widening - 2 to 4 Lanes	M. Arterial / 1.5 Miles Bike Class - 3	Deleted
Davis92b500 South Redwood Road to Legacy ParkwayNew Construction - 0 to 4 LanesM. Arterial / 0.5 Miles Bike Class - 0Under ConstructionDavis94Legacy Parkway 1-15/US-88 (Farmington) to 1-215New Construction - 0 to 4 LanesFreeway / 12 Miles Bike Class - 1Under ConstructionDavis93bRedwood Road 2600 North to 1-215Widening - 2 to 4 LanesM. Arterial / 2 Miles Bike Class - 3CompletedDavis152Fairfield Road 200 North (Kaysville) to Gentile St.Widening - 2 to 4 LanesM. Arterial / 1.6 MilesDeletedDavis153Gentile St. (Layton) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 MilesDeletedDavis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 3DeletedDavis161US-89 Interchange @ Buke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 3CompletedWeber1722700 North 200 North (SR-134)Widening - 2 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1762700 North 200 Next (SR-134)New Construction - 0 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber177Pioneer Road / 2nd Street 1200 West to Wall AvenueNew Construction - 0 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber176 <td>Davis</td> <td>90b</td> <td>Parrish Lane (Centerville) 1250 West to Legacy Parkway</td> <td>New Construction - 0 to 4 Lanes</td> <td>M. Arterial / 0.3 Miles Bike Class - 3</td> <td>Under Construction</td>	Davis	90b	Parrish Lane (Centerville) 1250 West to Legacy Parkway	New Construction - 0 to 4 Lanes	M. Arterial / 0.3 Miles Bike Class - 3	Under Construction
Davis94Legacy Parkway 1-15/US-89 (Farmington) to 1-215New Construction - 0 to 4 LanesFreeway / 12 Miles Bike Class - 1Under ConstructionDavis93b2600 North to 1-215Widening - 2 to 4 LanesM. Arterial / 2 Miles Bike Class - 3CompletedDavis152Fairfield Road 200 North (Kaysville) to Gentile St.Widening - 2 to 4 LanesM. Arterial / 1.6 Miles Bike Class - 3DeletedDavis153Fairfield Road Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 Miles Bike Class - 3DeletedDavis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 0DeletedDavis161US-89 Interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 3CompletedWeber1722700 North 100 North (SR-126) to US-89Widening - 2 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber173US-89 to 400 East (N. Ogden)New Construction - 0 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber176Pioneer Road / 2nd Street Wall AvenueWidening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3DeletedWeber176Inoe Road / 2nd Street Wall Avenue to Washington Bivd.Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3.0DeletedWebe	Davis	92b	500 South Redwood Road to Legacy Parkway	New Construction - 0 to 4 Lanes	M. Arterial / 0.5 Miles Bike Class - 0	Under Construction
Davis93bRedwood Road 2600 North to I-215Widening - 2 to 4 LanesM. Arterial / 2 Miles Bike Class - 3CompletedDavis152Fairfield Road 200 North (Kaysville) to Gentile St.Widening - 2 to 4 LanesM. Arterial / 1.6 Miles Bike Class - 3DeletedDavis153Fairfield Road Gentile St. (Layton) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 Miles Bike Class - 3DeletedDavis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 3DeletedDavis161US-89 Interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-134) US-89 to 400 East (N. Ogden)Widening - 2 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1732700 North (SR-134) US-89 to 400 East (N. Ogden)New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber1762700 North (SR-139) US-89 to 400 East (N. Ogden)Widening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3DeletedWeber176200 West to Wall AvenueWidening - 2 to 4 LanesCollector / 1.6 Miles Bike Class - 3,0DeletedWeber176201 Street / 315 Street Wall Avenue to Washington Blvd.Widening - 0 to 4 LanesP. Arterial / 1.6 Miles Bike Class - 3Deleted <td>Davis</td> <td>94</td> <td>Legacy Parkway I-15/US-89 (Farmington) to I-215</td> <td>New Construction - 0 to 4 Lanes</td> <td>Freeway / 12 Miles Bike Class - 1</td> <td>Under Construction</td>	Davis	94	Legacy Parkway I-15/US-89 (Farmington) to I-215	New Construction - 0 to 4 Lanes	Freeway / 12 Miles Bike Class - 1	Under Construction
Davis152Fairfield Road Suffield Road 200 North (Kaysville) to Gentile St.Widening - 2 to 4 LanesM. Arterial / 1.6 Miles Bike Class - 3DeletedDavis153Fairfield Road Gentile St. (Layton) to SR-193Widening - 2 to 4 LanesM. Arterial / 2.9 Miles Bike Class - 3DeletedDavis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 0DeletedDavis161US-89 Interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-124) US-89 to 400 East (N. Ogden)Widening - 2 to 4 LanesM. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1752700 North (SR-126) to US-89New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber175170 North (SR-134) US-89 to 400 East (N. Ogden)Widening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3CompletedWeber1762nd Street US-NeretWidening - 2 to 4 LanesCollector / 0.4 MilesDeletedWeber17712th Street (SR-39) 1200 West to Wall AvenueWidening - 2 to 4 LanesCollector / 1.4 Miles Bike Class - 3,0DeletedWeber18230th Street / 31st Street Wall Avenue to Washington Bivd.Widening - 2 to 4 LanesP. Arterial / 1.6 Miles Bike Class - 3,0DeletedW	Davis	93b	Redwood Road	Widening - 2 to 4 Lanes	M. Arterial / 2 Miles	Completed
Davis153Fairfield Road Gentile St. (Layton) to SR-193Widening - 2 to 4 LanesDirectorial (Layton)Davis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 0DeletedDavis161US-89 Interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-134) 1900 West (SR-126) to US-89Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1732700 North US-89 to 400 East (N. Ogden)New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber175Pioneer Road / 2nd Street Wall AvenueWidening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3,0DeletedWeber1762nd Street Wall Avenue to Washington Blvd.Widening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber18230th Street / 31st Street Wall AvenueWidening - 0 to 4 LanesP. Arterial / 1.6 Miles Bike Class - 3DeletedWeber18230th Street / 31st Street Wall Avenue to Washington Blvd.Widening - 0 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3DeletedWeber18230th Street / 31st Street W	Davis	152	Fairfield Road	Widening - 2 to 4 Lanes	M. Arterial / 1.6 Miles	Deleted
Davis154Church Street Gordon Avenue (1000 N.) to SR-193Widening - 2 to 4 LanesCollector / 2.1 Miles Bike Class - 0DeletedDavis161US-89 Interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 Interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-134) 1900 West (SR-126) to US-89Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1732700 North 1900 West (SR-126) to US-89New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber1732700 North US-89 to 400 East (N. Ogden)New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber175Pioneer Road / 2nd Street Widening - 2 to 4 LanesWidening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber1762nd Street Widening - 2 to 4 LanesWidening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber17712th Street (SR-39) 1200 West to Wall AvenueWidening - 0 to 4 LanesP. Arterial / 1.6 Miles Bike Class - 3DeletedWeber18230th Street / 31st Street Wall Avenue to Washington Blvd.Widening - 0 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3CompletedWeber18330th Street / 31st Street Washington Blvd.Widening - 2 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3 <t< td=""><td>Davis</td><td>153</td><td>Fairfield Road</td><td>Widening - 2 to 4 Lanes</td><td>M. Arterial / 2.9 Miles</td><td>Deleted</td></t<>	Davis	153	Fairfield Road	Widening - 2 to 4 Lanes	M. Arterial / 2.9 Miles	Deleted
Davis161US-89 interchange @ Burke LaneNew ConstructionFreeway Bike Class - 1CompletedDavis162US-89 interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-134) 1900 West (SR-126) to US-89Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1732700 North 1900 West (SR-126) to US-89New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber1732700 North 1200 West to Wall AvenueNew Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber175Pioneer Road / 2nd Street 1200 West to Wall AvenueWidening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3,0DeletedWeber1762nd Street Widening - 2 to 4 LanesWidening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber17712th Street (SR-39) 1200 West to Wall AvenueWidening - 4 to 6 LanesP. Arterial / 1.6 Miles Bike Class - 3DeletedWeber18230th Street / 31st Street Wall Avenue to Washington Blvd.Widening - 2 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3CompletedWeber18330th Street Washington Blvd.Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3CompletedWeber184b40th StreetWidening - 2 to 4 LanesP. Arterial / 0.6 MilesCompletedWeber184b40th Street <td>Davis</td> <td>154</td> <td>Church Street Gordon Avenue (1000 N.) to SB-193</td> <td>Widening - 2 to 4 Lanes</td> <td>Collector / 2.1 Miles Bike Class - 0</td> <td>Deleted</td>	Davis	154	Church Street Gordon Avenue (1000 N.) to SB-193	Widening - 2 to 4 Lanes	Collector / 2.1 Miles Bike Class - 0	Deleted
Davis162US-89 interchange @ Sheppard LaneNew ConstructionFreeway Bike Class - 1CompletedWeber1722700 North (SR-134) 1900 West (SR-126) to US-89Widening - 2 to 4 LanesP. Arterial / 1.1 Miles Bike Class - 3CompletedWeber1732700 North US-89 to 400 East (N. Ogden)New Construction - 0 to 4 LanesM. Arterial / 1.9 Miles Bike Class - 3CompletedWeber175Pioneer Road / 2nd Street 1200 West to Wall AvenueWidening - 2 to 4 LanesCollector / 1.8 Miles Bike Class - 3,0DeletedWeber1762nd Street Wall Avenue to Washington Blvd.Widening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber1771200 West to Wall AvenueWidening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber1772nd Street Wall Avenue to Washington Blvd.Widening - 2 to 4 LanesCollector / 0.4 Miles Bike Class - 3,0DeletedWeber18230th Street / 31st Street Wall Avenue to Washington Blvd.Widening - 0 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3CompletedWeber18330th Street30th StreetWidening - 2 to 4 LanesP. Arterial / 0.4 Miles Bike Class - 3CompletedWeber184b40th StreetWidening - 2 to 4 LanesP. Arterial / 0.6 MilesCompletedWeber184b40th StreetWidening - 2 to 4 LanesM. Arterial / 0.6 MilesCompleted	Davis	161	US-89 Interchange	New Construction	Freeway Bike Class - 1	Completed
Weber       172       2700 North (SR-134) 1900 West (SR-126) to US-89       Widening - 2 to 4 Lanes       P. Arterial / 1.1 Miles Bike Class - 3       Completed         Weber       173       2700 North US-89 to 400 East (N. Ogden)       New Construction - 0 to 4 Lanes       M. Arterial / 1.9 Miles Bike Class - 3       Completed         Weber       175       Pioneer Road / 2nd Street 1200 West to Wall Avenue       Widening - 2 to 4 Lanes       Collector / 1.8 Miles Bike Class - 3,0       Deleted         Weber       176       2nd Street Wall Avenue to Washington Blvd.       Widening - 2 to 4 Lanes       Collector / 0.4 Miles Bike Class - 3,0       Deleted         Weber       176       2nd Street Wall Avenue to Washington Blvd.       Widening - 4 to 6 Lanes       P. Arterial / 1.6 Miles Bike Class - 3       Deleted         Weber       182       30th Street / 31st Street Wall Avenue to Washington Blvd.       Widening - 0 to 4 Lanes       P. Arterial / 0.4 Miles Bike Class - 3       Completed         Weber       183       30th Street / Washington Blvd.       Widening - 2 to 4 Lanes       P. Arterial / 0.4 Miles Bike Class - 3       Completed         Weber       183       30th Street       Widening - 2 to 4 Lanes       P. Arterial / 0.6 Miles       Completed         Weber       184b       40th Street       Widening - 2 to 4 Lanes       M. Arterial / 0.6 Miles       Completed	Davis	162	US-89 Interchange	New Construction	Freeway Bike Class - 1	Completed
Weber       173       2700 North US-89 to 400 East (N. Ogden)       New Construction - 0 to 4 Lanes       M. Arterial / 1.9 Miles Bike Class - 3       Completed         Weber       175       Pioneer Road / 2nd Street 1200 West to Wall Avenue       Widening - 2 to 4 Lanes       Collector / 1.8 Miles Bike Class - 3,0       Deleted         Weber       176       2nd Street Wall Avenue to Washington Blvd.       Widening - 2 to 4 Lanes       Collector / 0.4 Miles Bike Class - 3,0       Deleted         Weber       177       12th Street (SR-39) 1200 West to Wall Avenue       Widening - 4 to 6 Lanes       P. Arterial / 1.6 Miles Bike Class - 3       Deleted         Weber       182       30th Street / 31st Street Wall Avenue to Washington Blvd.       Widening - 0 to 4 Lanes       P. Arterial / 0.4 Miles Bike Class - 3       Completed         Weber       182       30th Street / 31st Street Wall Avenue to Washington Blvd.       Widening - 2 to 4 Lanes       P. Arterial / 1.1 Miles Bike Class - 3       Completed         Weber       183       30th Street Washington Blvd.       Widening - 2 to 4 Lanes       M. Arterial / 1.0 Miles Bike Class - 3       Completed         Weber       184b       40th Street       Widening - 2 to 4 Lanes       M. Arterial / 0.6 Miles       Completed	Weber	172	2700 North (SR-134) 1900 West (SR-126) to US-89	Widening - 2 to 4 Lanes	P. Arterial / 1.1 Miles Bike Class - 3	Completed
Weber       175       Pioneer Road / 2nd Street 1200 West to Wall Avenue       Widening - 2 to 4 Lanes       Collector / 1.8 Miles Bike Class - 3,0       Deleted         Weber       176       2nd Street Wall Avenue to Washington Blvd.       Widening - 2 to 4 Lanes       Collector / 0.4 Miles Bike Class - 3,0       Deleted         Weber       177       12th Street (SR-39) 1200 West to Wall Avenue       Widening - 4 to 6 Lanes       P. Arterial / 1.6 Miles Bike Class - 3       Deleted         Weber       182       30th Street / 31st Street Wall Avenue to Washington Blvd.       Widening - 0 to 4 Lanes       P. Arterial / 0.4 Miles Bike Class - 3       Completed         Weber       183       30th Street / 31st Street Washington Blvd. to Harrison Blvd.       Widening - 2 to 4 Lanes       P. Arterial / 0.6 Miles Bike Class - 3       Completed         Weber       184b       40th Street       Widening - 2 to 4 Lanes       Midening - 2 to 4 Lanes       Midening - 0 to 4 Lanes       Midening - 0 to 4 Lanes       Completed	Weber	173	2700 North	New Construction - 0 to 4 Lanes	M. Arterial / 1.9 Miles	Completed
Weber         176         2nd Street Wall Avenue to Washington Blvd.         Widening - 2 to 4 Lanes         Collector / 0.4 Miles Bike Class - 3,0         Deleted           Weber         177         12th Street (SR-39) 1200 West to Wall Avenue         Widening - 4 to 6 Lanes         P. Arterial / 1.6 Miles Bike Class - 3         Deleted           Weber         182         30th Street / 31st Street Wall Avenue to Washington Blvd.         Widening - 0 to 4 Lanes         P. Arterial / 0.4 Miles Bike Class - 3         Completed           Weber         183         30th Street Washington Blvd.         Widening - 2 to 4 Lanes         P. Arterial / 0.4 Miles Bike Class - 3         Completed           Weber         183         40th Street Completed         Widening - 2 to 4 Lanes         Midening - 0.6 Miles         Completed           Weber         184b         40th Street Completed         Widening - 2 to 4 Lanes         Midening - 0.6 Miles         Completed	Weber	175	Pioneer Road / 2nd Street	Widening - 2 to 4 Lanes	Collector / 1.8 Miles	Deleted
Weber         182         30th Street / 31st Street / washington Blvd.         Widening - 4 to 6 Lanes         P. Arterial / 1.6 Miles Bike Class - 3         Deleted           Weber         182         30th Street / 31st Street / washington Blvd.         Widening - 0 to 4 Lanes         P. Arterial / 0.4 Miles Bike Class - 3         Completed           Weber         183         30th Street / washington Blvd.         Widening - 2 to 4 Lanes         P. Arterial / 0.6 Miles Bike Class - 3         Completed           Weber         183         30th Street / washington Blvd.         Widening - 2 to 4 Lanes         P. Arterial / 0.6 Miles Completed         Completed           Weber         184b         40th Street / washington Blvd.         Widening - 2 to 4 Lanes         Midening - 0.6 Miles         Completed	Weber	176	2nd Street Wall Avanua to Washington Blvd	Widening - 2 to 4 Lanes	Collector / 0.4 Miles	Deleted
Weber     182     30th Street / 31st Street     Widening - 0 to 4 Lanes     P. Arterial / 0.4 Miles     Completed       Weber     183     30th Street     Widening - 2 to 4 Lanes     P. Arterial / 1.1 Miles     Completed       Weber     183     30th Street     Widening - 2 to 4 Lanes     P. Arterial / 0.6 Miles     Completed       Weber     184b     40th Street     Widening - 2 to 4 Lanes     Midening - 0 to 4 Lanes     Midening - 2 to 4 Lanes     Completed	Weber	177	12th Street (SR-39) 1200 West to Wall Avenue	Widening - 4 to 6 Lanes	P. Arterial / 1.6 Miles	Deleted
Weber         183         30th Street         Widening - 2 to 4 Lanes         P. Arterial / 0.6 Miles         Completed           Weber         184b         40th Street         Widening - 2 to 4 Lanes         M. Arterial / 0.6 Miles         Completed	Weber	182	30th Street / 31st Street Wall Avenue to Washington Blud	Widening - 0 to 4 Lanes	P. Arterial / 0.4 Miles Bike Class - 3	Completed
Weber         184b         40th Street         Widening - 2 to 4 Lanes         M. Arterial / 0.6 Miles         Completed	Weber	183	30th Street	Widening - 2 to 4 Lanes	P. Arterial / 1.1 Miles	Completed
	Weber	184b	40th Street	Widening - 2 to 4 Lanes	Bike Class - 3 M. Arterial / 0.6 Miles	Completed

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COUNTY	ID #	PROJECT	DESCRIPT	ION	PHASE
Ogden	ı - Lay	ton Area Projects From 2004 Pl	an - Completed, Deleted, Modified,	Or Under Construction Cor	tinued
Weber	184b	40th Street Gramercy Avenue to Harrison Blvd.	Widening - 2 to 4 Lanes	M. Arterial / 0.6 Miles Bike Class - 3	Completed
Weber	181	Hinckley Drive I-15 to Wall Avenue	Widening - 4 to 6 Lanes	P. Arterial / 0.8 Miles Bike Class - 3	Deleted
Weber	187	4800 South 1900 West (SR-126) to 3500 South	Widening - 2 to 4 Lanes	Collector / 2 Miles Bike Class - 3	Deleted
Weber	190	Edgewood Drive Adams Avenue to Glassman Way	New Construction - 0 to 2 Lanes	Collector / 0.8 Miles Bike Class - 0	Deleted
Weber	197	1900 West (SR-126) Weber River to 12th Street	Widening - 2 to 4 Lanes	M. Arterial / 0.4 Miles Bike Class - 3	Completed
Weber	199	300 West 4400 South to 5000 South	Widening - 2 to 4 Lanes	Collector / 0.5 Miles Bike Class - 0	Deleted
Weber	208	I-15 2700 North to 450 North	Widening - 4 to 6 Lanes	Freeway / 2.6 Miles Bike Class - 0	Under Construction
Weber	230	I-15 450 North to 12th Street	Widening - 4 to 6 Lanes	Freeway / 1.8 Miles Bike Class - 0	Under Construction
Weber	209	I-15 12th Street to I-84	Widening - 4 to 8 Lanes	Freeway / 4.8 Miles Bike Class - 0	Under Construction
Weber	211	I-15 Interchange @ I-84	Upgrade	Freeway Bike Class - 0	Deleted
Weber	195	1200 West 17th Street to 12th Street	Widening - 2 to 4 Lanes	Collector / 0.6 Miles Bike Class - 3	Deleted
Weber	194	1100 West / 1200 West Weber River to 17th Street	New Construction - 0 to 4 Lanes	Collector / 0.3 Miles Bike Class - 3	Deleted
Weber	193	1100 West 20th Street to Weber River	Widening - 2 to 4 Lanes	Collector / 0.3 Miles Bike Class - 0	Deleted
Weber	198	300 West Riverdale Road to 4400 South	Widening - 2 to 4 Lanes	Collector / 0.5 Miles Bike Class - 0	Completed
Weber	202	Harrison Blvd. 400 North to 7th Street	Widening - 2 to 4 Lanes	Collector / 1 Miles Bike Class - 3	Deleted
Weber	206b	Skyline Drive US-89 to Country Hills Drive	New Construction - 0 to 2 Lanes	Collector / 3.6 Miles Bike Class - 0	Completed
Weber	207	Skyline Drive Country Hills Drive to 36th Street	Widening - 2 to 4 Lanes	Collector / 0.9 Miles Bike Class - 3	Completed

### Transit

In a similar manner to the highways projects listed previously, several of the major transit projects recommended in the previous *Long Range Transportation Plan Update: 2004-2030* have changed. These projects include the Salt Lake City and Ogden Intermodal Centers, the Salt Lake to Weber County commuter rail line, and the extension of TRAX light-rail from what was previously known as the Delta Center, now the Energy Solutions Arena, to the Salt Lake Intermodal Center. Table 8-2 lists the transit projects from the 2004-2030 LRP Update that have been completed, deleted, modified, or are currently under construction.

### **TABLE 8-2**

### TRANSIT PROJECTS COMPLETED, DELETED, MODIFIED, OR UNDER CONSTRUCTION FROM THE 2030 LRP UPDATE

PROJECT	FROM	то	STATUS
Ogden Intermodal Center	Wall Avenue Near 24 <sup>th</sup> Street		Being Expanded
Salt Lake Intermodal Center	600 West 200 South		Being Expanded
Salt Lake to Weber County CRT	Salt Lake Intermodal Center	Pleasant View	Under construction
Salt Lake Intermodal Center LRT Extension	Energy Solutions Arena	Salt Lake Intermodal Center	Under construction

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# **HIGHWAY SYSTEM IMPROVEMENTS**

The 2030 RTP includes new or widened arterial streets and freeway improvements identified as needed to serve the existing and developing areas of the Wasatch Front Region. Approximately 1,070 lane miles of capacity improvements are planned for the next 23 years. Highway facilities that will be constructed or improved include approximately 339 lane miles of freeway, 334 lane miles of principal arterials, 295 lane miles of minor arterials, and 102 lane miles of collector roads. Major projects in the 2030 RTP include the construction of the North Legacy Corridor through Davis and Weber Counties, the widening of US Highway 89 in Davis County, portions of I-15 in Salt Lake, Davis, and Weber Counties, the Mountain View Corridor in Salt Lake County, and the reconstruction of I-80 from State Street to the mouth of Parleys Canyon. Due to financial constraints, not all of the new capacity needs for the 2030 can be met by the 2030 RTP. By identifying expected highway revenue and expected construction and maintenance costs, the WFRC staff developed a list of new capacity highway projects for which funding will likely be available beginning in 2007 and continuing through 2030.

In addition to freeway improvements in Salt Lake County, the 2030 RTP also includes improvements to the existing arterial street system. Projects to improve the east-west flow include the widening or the new construction of California Avenue, 3500 South, 4100 South, 4500 / 4700 South, 5400 South, 7000 / 7200 South, 7800 South, 9000 / 9400 South, 10400 South, 11400 / 11800 South,12600 South, and 14600 South. Major arterial projects designed to improve north-south traffic flow in Salt Lake County include 8000 West, SR-111, 5600 West, New Bingham Highway, 4800 West, 4000 West, Gladiola Street, 3200 West, Redwood Road, Bingham Junction Blvd, State Street, 700 East, 900 East, Highland Drive, Foothill Drive, and Wasatch Blvd. A number of important interchanges are also scheduled for improvement, including 7200 West and 8400 West on SR-201, 10400 South, 11400 South, Bangerter Highway, and 14600 South on I-15.

Several important upgrades are planned for arterial streets in Davis County. These facilities include Redwood Road and 500 South in Bountiful, 200 North in Kaysville, Antelope Drive, Gordon Avenue, 700 South and Fort Lane in Layton, 1800 North in Sunset and Clinton, and Syracuse Road and 200 / 700 South in Clearfield. Weber County arterial streets that the 2030 RTP recommends to be improved or built include 2000 West from Syracuse Road to Midland Drive, 1900 West in Roy, Riverdale Road in Riverdale, Adams Avenue in Washington Terrace, Harrison Blvd. and 24<sup>th</sup> Street in Ogden, Wall Avenue in Harrisville, Monroe Blvd. in North Ogden, Skyline Drive in Pleasant View and North Ogden, 1200 South in Marriott-Slaterville, and Hinckley Drive in Roy and West Haven.

The region's two major metropolitan centers of Salt Lake and Ogden pull a growing number of work, shopping and entertainment related trips from Davis County. Travel between Salt Lake and Ogden Cities is channeled through a geographically constricted area bordered by the Great Salt Lake on one side and the Wasatch Mountains on the other. Salt Lake, Davis and Weber Counties continue to experience considerable population growth and the need for improved north-south transportation capacity will become more apparent over the next 23 years. Upgrades of existing highways, along with the construction of new facilities, will be needed.

### **Highway Projects List**

The 2030 RTP's Highway Project List provides details on which sections of corridors will require new construction and which sections of roadways will need capacity improvements or new construction by 2030. Each project description includes the type of improvement, number of lanes, current right-of-way width, proposed 2030 right-of-way width, functional classification, length of improvement, class of bicycle lane, sponsor for the improvement, and states whether or not the project includes a



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transit way of some type. The 2030 RTP Highway Projects List is shown as Table 8-3. Each highway project is further described in Appendix F.

### **Highway Project And Phasing Maps**

The 2030 RTP identifies highway improvement projects that increase capacity to meet travel demand through either the construction of additional travel lanes to existing roads or the construction of new highways. These improvements projects are graphically illustrated as Map 8-1. Illustrative projects, shown as yellow lines on the map, represent those facilities that meet identified needs but remain unfunded for the period of 2007-2030. The 2030 RTP would include these highway projects if adequate funding sources could be identified.

The recommended phasing of 2030 RTP highway improvements and new construction is shown as Map 8-2. Highway improvements fall into one of three categories. Highway improvement projects that will best satisfy the Wasatch Front Region's immediate travel demand, and which can be funded, are scheduled in Phase 1, or between the years 2007 and 2015. Phase 2 highway projects and improvements are those scheduled between 2016 and 2025. Finally, Phase 3 improvements are those which will be constructed between 2026 and 2030. Phase 1 highway improvements include projects listed on the current Wasatch Front Regional Council's Transportation Improvement Plan for 2007-2012. Non funded projects are included as part of the recommended phasing map.

#### Future Right-Of-Way Map

The 2030 RTP also identified a future right-of-way street and highway system that will serve the anticipated travel demand of the Wasatch Front Region beyond the year 2030. The comprehensive plans of individual cities and counties along the Wasatch Front were gathered and reviewed to obtain information concerning existing and future highway and street networks within their jurisdictional boundaries. This information was complied and mapped by the WFRC staff and presented in graphical form.

The 2030 RTP includes recommendations of future right-of-way widths for all existing and proposed freeway, principal arterials, minor arterials, and collector streets. Recommended right-of-way widths vary from community to community and are shown as a range. For example, principal arterials are identified as facilities that will eventually be widened to widths of 126 to 150 feet. The Wasatch Front's future right-of-way information is presented on Map 8-3.

### Highway Functional Classification Map

The 2030 RTP's "Wasatch Front Urban Area Future Functional Classification," shown as Map 8-4, graphically illustrates the Wasatch Front Region's (1) freeways, (2) principal arterials, (3) minor arterials, and (4) collector streets. Freeway systems are the largest traffic facilities built with complete control of access and high design speeds and provide the greatest mobility for regional traffic. Principal arterial streets serve the major centers of activity of a metropolitan area and the longest projected trips. Minor arterials interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length as a somewhat lower level of travel mobility than principal arterials. These facilities place more emphasis on land access than the higher system, and offer movement within communities, but ideally should not penetrate identifiable neighborhoods. Finally, collector streets provide for both land access service and local traffic movements within residential, commercial, and industrial areas. This particular road classification may penetrate neighborhoods distributing trips form arterial streets through the areas to the ultimate destination. Conversely, collector roads can also be expected to collect traffic from local streets and channel it onto the arterial system. A more complete description of various highway and street functional classifications can be found in Appendix H.

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### **TABLE 8-3**

### 2030 RTP HIGHWAY PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPT	PHASE	
Salt Lake	Coun	ty, East-West Facilities			
Salt Lake	4	California Avenue	Widening - 4 to 6 Lanes BOW: 2006 - 110 ft. / 2030 - 110 ft.	M. Arterial / 2.1 Miles / Local Bike Class - 2	3
Salt Lake	5	California Avenue Bangerter Hwy, to 4800 West	Widening - 4 to 6 Lanes BOW: 2006 - 110 ft / 2030 - 110 ft	M. Arterial / 0.8 Miles / Local Bike Class - 2	3
Salt Lake	6	California Avenue	Widening - 2 to 6 Lanes ROW: 2006 - 110 ft / 2030 - 110 ft	M. Arterial / 1 Miles / Local Bike Class - 2	3
Salt Lake	7a	I-80 State Street to 1200 East	Widening - 6 to 8 Lanes	Freeway / 1.8 Miles / UDOT	1
Salt Lake	7b	I-80	Widening - 6 to 8 Lanes	Freeway / 3.5 Miles / UDOT	3
Salt Lake	233	I-80 Interchange East Bound	Upgrade - 1 to 2 Lanes ROW: 2006 - 260 ft / 2030 - 260 ft	Freeway / 0.6 Miles / UDOT Bike Class - 0	1
Salt Lake	9	SR-201 3200 West to Mountain View Corridor	Widening - 4 to 6 Lanes	Freeway / 3.4 Miles / UDOT Bike Class - 2.3	1
Salt Lake	100	SR-201 Mountain View Corridor to 8400 West	Widening - 4 to 6 Lanes	Freeway / 3.3 Miles / UDOT Bike Class - 2 / Transit Brainst	3
Salt Lake	234	SR-201	Widening - 2 to 4 Lanes	Freeway / 3.3 Miles / UDOT	1
Salt Lake	10	SR-202 to 1-80	Upgrade	Freeway / UDOT	3
Salt Lake	235	SR-201 Overpass	New Construction - 0 to 4 Lanes	Freeway / UDOT	2
Salt Lake	11	@ 4800 West SR-201 Interchange	ROW: 2006 - 300 ft. / 2030 - 300 ft.	Bike Class - 2 Freeway / UDOT	2
Salt Lake	12	© 7200 West SR-201 Interchange	New Construction	Freeway / UDOT	2
Salt Lake	236	© 8400 West SR-201 Interchange	Upgrade	Freeway / UDOT	1
Salt Lake	295	@ I-80 Western East / West Study	ROW: 2006 - 300 ft. / 2030 - 300 ft. Study	UDOT	1
Salt Lake	13	3100 South	New Construction - 0 to 4 Lanes	Collector / 0.5 Miles / Local	1
Salt Lake	14	1400 West to 3300 South 3500 South	ROW: 2006 - 0 ft. / 2030 - 88 ft. Widening - 4 to 6 plus Transit Lanes	Bike Class - 0 P. Arterial / 1.5 Miles / UDOT	1
Salt Lake	15	2700 West to 4000 West 3500 South	ROW: 2006 - 100 ft. / 2030 - 106 ft. Widening – 4/2 to 6 plus Transit Lanes	Bike Class - 0 / Transit Project P. Arterial / 2.3 Miles / UDOT	1
Salt Lake	16	4000 West to Mountain View Corridor 3500 South	ROW: 2006 - 80 ft. / 2030 – 106 ft. Widening - 2 to 4 plus Transit Lanes	Bike Class - 0 / Transit Project P. Arterial / 3.3 Miles / UDOT/Local	2
Salt Lake	237	4100 South	ROW: 2006 - 66 ft. / 2030 - 106 ft. Widening - 2 to 4 Lanes	Bike Class - 0 / Transit Project M. Arterial / 1.8 Miles / Local	2
Salt Lake	18	Mountain View Corridor to 7200 West 4500 South	ROW: 2006 - 76 ft. / 2030 - 86 ft. Widening - 2 to 4 Lanes	Bike Class - 2,3 P. Arterial / 2.7 Miles / UDOT	-
Salt Lake	297	2700 East to 900 East 4500 South	ROW: 2006 - 80 ft. / 2030 - 106 ft. Re-stripe - 2 to 4 Lanes	Bike Class - 0 P. Arterial / 0.7 Miles / UDOT	3
Salt Lake	19	I-215 to 2700 East 4500 South	ROW: 2006 - 80 ft. / 2030 - 106 ft. Widening - 4 to 6 Lanes	Bike Class - 2 P. Arterial / 0.7 Miles / UDOT	1
Salt Lake	20	I-15 to State Street 4500 South/4700 South	ROW: 2006 - 150 ft. / 2030 - 150 ft. Widening - 4 to 6 plus Transit Lanes	Bike Class - 0 P. Arterial / 2.1 Miles / UDOT/Local	2
Salt Lake	238	I-15 to Redwood Road 4700 South	ROW: 2006 - 150 ft. / 2030 - 150 ft. Widening - 4 to 6 Lanes	Bike Class - 3,0 / Transit Project P. Arterial / 1.5 Miles / Local	1
Salt Lake	21	2700 West to 4000 West 4700 South	ROW: 2006 - 150 ft. / 2030 - 150 ft. Widening - 2 to 4 Lanes	Bike Class - 3 P. Arterial / 2.3 Miles / Local	2
Salt Lako	220	4000 West to 6400 West 5400 South	ROW: 2006 - 80 ft. / 2030 - 80-106 ft. Widening - 4 to 6 plus Transit Lanes	Bike Class - 3 M. Arterial / 6.8 Miles / UDOT	2
Salt Lake	239	I-15 to Mountain View Corridor 5400 South	ROW: 2006 - 86-110 ft. / 2030 - 110 ft. Widening - 2 to 4 plus Transit Lanes	Bike Class - 0,3 / Transit Project M. Arterial / 2.4 Miles / UDOT	2
Salt Lake	240	Mountain View Corridor to SR-111 6200 South	ROW: 2006 - 70 ft. / 2030 - 110 ft. Widening/NC - 2/0 to 4 Lanes	Bike Class - 3 / Transit Project M. Arterial / 1.8 Miles / Local	2
Salt Lake	23	5600 West to SR-111 7000 South / 7200 South	ROW: 2006 - 0 ft. / 2030 - 106 ft. Widening - 4 to 6 Lanes	Bike Class - 3 M. Arterial / 2.6 Miles / Local	2
	300	State Street to Redwood Road 7000 South	ROW: 2006 - 90 ft. / 2030 - 106 ft. Widening - 3 to 4 Lanes	Bike Class - 2 M. Arterial / 1.9 Miles / Local	3
Sait Lake	24	Redwood Road to Bangerter Hwy. 7800 South	ROW: 2006 - 56 ft. / 2030 - 90 ft. Widening - 2 to 4 Lanes	Bike Class - 2 M. Arterial / 2.8 Miles / UDOT/Local	1
Salt Lake	27	Bangerter Hwy. to MVC	ROW: 2006 - 66 ft. / 2030 - 116 ft.	Bike Class - 2	2

COUNTY	ID #	PROJECT	DESCRIPTI	PHASE	
Salt Lake	Coun	ty, East-West Facilities Continu	ed		
Salt Lake	222	7800 South Mountain View Corridor to SB-111	Widening - 2 to 4 Lanes BOW: 2006 - 25-72 ft / 2030 - 116 ft	M. Arterial / 1.4 Miles / Local Bike Class - 1	2
Salt Lake	25	New Bingham Hwy.	Widening - 2 to 4 Lanes	M. Arterial / 2.3 Miles / UDOT	3
Salt Lake	241	9000 South	Widening - 4 to 6 Lanes	P. Arterial / 4.1 Miles / UDOT	2
Salt Lake	30a	I-15 to Bangerter Hwy. 9000 South	ROW: 2006 - 106 ft. / 2030 - 106 ft. Widening - 2 to 6 Lanes	Bike Class - 1,2 P. Arterial / 0.7 Miles / Local	2
Oalt Lake	004	Bangerter Hwy. to Old Bingham Hwy. 9000 South	ROW: 2006 - 106 ft. / 2030 - 106 ft. New Construction - 0 to 6 Lanes	Bike Class - 2 P. Arterial / 1.8 Miles / Local	-
Salt Lake	300	Old Bingham Hwy. to MVC 9000 South	ROW: 2006 - 106 ft. / 2030 - 106 ft. New Construction - 0 to 4 Lanes	Bike Class - 2 P. Arterial / 1.7 Miles / Local	2
Salt Lake	242	Mountain View Corridor to SR-111	ROW: 2006 - 0 ft. / 2030 - 116 ft.	Bike Class - 2	2
Salt Lake	32	1300 East to Highland Drive	ROW: 2006 - 84 ft. / 2030 - 84 ft.	Bike Class - 1	1
Salt Lake	243	10600 South/10400 South I-15 to Redwood Road	Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	M. Arterial / 2.2 Miles / UDOT Bike Class - 3,2	2
Salt Lake	33	10400 South Redwood Road to Bangerter Hwy.	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	M. Arterial / 2 Miles / UDOT Bike Class - 2	1
Salt Lake	34	10400 South/10800 South	New Construction - 0 to 4 Lanes	M. Arterial / 5 Miles / Local	2
Salt Lake	37a	11400 South	Widening – 4/2 to 6 Lanes	M. Arterial / 1 Miles / Local	1
Salt Lake	38	11400 South	ROW: 2006 - 50 ft. / 2030 - 106 ft. Widening/NC - 2/0 to 4 Lanes	Bike Class - 2 M. Arterial / 2.3 Miles / Local	1
Oalt Lake	00	700 West to Redwood Road 11400 South	ROW: 2006 - 20 ft. / 2030 - 106 ft. Widening - 2 to 4 Lanes	Bike Class - 2 M. Arterial / 2.4 Miles / Local	
Salt Lake	39	Redwood Road to Bangerter Hwy.	ROW: 2006 - 80 ft. / 2030 - 106 ft.	Bike Class - 2 M. Arterial / 4.9 Miles / Local	2
Salt Lake	40a	Bangerter Hwy. to 4800 West	ROW: 2006 - 80 ft. / 2030 - 106 ft.	Bike Class - 0	2
Salt Lake	40b	4800 West to 11800 South	ROW: 2006 - 0 ft. / 2030 - 110 ft.	Bike Class - 0 / Transit Project	2
Salt Lake	40c	11800 South 5600 West to SR-111	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.	M. Arterial / 2.4 Miles / Local Bike Class - 1	2
Salt Lake	244	12300 South/12600 South 700 East to 700 West	Widening - 4 to 6 Lanes BOW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 2 Miles / UDOT Bike Class - 2	2
Salt Lake	42	12600 South	Widening - 2 to 4 Lanes	P. Arterial / 2 Miles / Local Bike Class 2	1
Salt Lake	43	12600 South	New Construction - 0 to 4 Lanes	P. Arterial / 3.5 Miles / Local	2
Salt Lake	44	4800 West to 8000 West MVC / Bangerter Hwy. Connector	ROW: 2006 - 0 ft. / 2030 - 106 ft. New Construction - 4 to 6 Lanes	Freeway / 0.9 Miles / UDOT	2
Oalt Lake		Mountain View Corridor to Bangerter Hwy. 13400 South	ROW: 2006 - 60 ft. / 2030 - 150 ft. Widening - 2 to 4 Lanes	Bike Class - 0 / Transit Project Collector / 0.9 Miles / Local	-
Salt Lake	299	Mountain View Corridor to Bangerter Hwy.	ROW: 2006 - 66 ft. / 2030 - 106 ft. Widening - 2 to 4 Lanes	Bike Class - 2 / Transit Project	
Salt Lake	245a	6400 West to Mountain View Corridor	ROW: 2006 - 66 ft. / 2030 - 106-120 ft.	Bike Class - 2	3
Salt Lake	246	@ I-15	ROW: 2006 - 150 ft. / 2030 - 150 ft.	Bike Class - 0	2
Salt Lake	247	Bangerter Highway Interchange @ Redwood Road	New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft.	Freeway / UDOT Bike Class - 0 / Transit Project	2
Salt Lake	302	Bangerter Highway Interchange @ 2700 West	New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft.	Freeway / UDOT Bike Class - 0	2
Salt Lake	248	Bangerter Highway Interchange	New Construction BOW: 2006 - 150 ft / 2030 - 150 ft	Freeway / UDOT Bike Class - 0 / Transit Project	2
Salt Lake	249	14400 South	New Construction - 0 to 2 Lanes	Collector / 0.5 Miles / Local	2
Salt Lake	250	14400 South/15000 South	New Construction - 0 to 4 Lanes	Collector / 0.7 Miles / Local	2
Calt Lake	051	4000 West to Mountain View Corridor 14400 South/15000 South	ROW: 2006 - 0 ft. / 2030 - 106 ft. New Construction - 0 to 4 Lanes	Bike Class - 0 Collector / 2.1 Miles / Local	-
Salt Lake	251	Mountain View Corridor to 5600 West	ROW: 2006 - 0 ft. / 2030 - 106 ft. Remove or Replace - 2 to 2 Lanes	Bike Class - 0 M. Arterial / UDOT	2
Salt Lake	45	D&RG RR Structure	ROW: 2006 - 60 ft. / 2030 - 106 ft.	Bike Class - 2	2
Salt Lake	46	I-15 to Mountain View Corridor	ROW: 2006 - 0 ft. / 2030 - 167 ft.	Bike Class - 0,1	3
Salt Lake	48	Avalanche Snowshed Over Little Cottonwood Canyon Road @ W	New Construction	M. Arterial / UDO ſ Bike Class - 2,3	2
Salt La	ke Col	unty, North-South Facilities			
Salt Lake	84	8400 West SR-201 to 3500 South	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.	P. Arterial / 1.5 Miles / UDOT Bike Class - 2	2
Salt Lake	293	SR-111 BB Structure @ 4300 South	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 0.3 Miles / UDOT Bike Class - 2	1

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COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Salt La	ke Col	unty, North-South Facilities Cor	ntinued		
Salt Lake	85	SR-111 5400 South to 11800 South	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 8.5 Miles / UDOT/Local Bike Class - 2	2
Salt Lake	252	8000 West 11800 South to 13400 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 – 66 ft.	Collector / 1.8 Miles / Local Bike Class - 0	3
Salt Lake	255b	6400 West 12600 South to 13400 South	New Construction - 0 to 2 Lanes BOW: 2006 - 0 ft. / 2030 - 80 ft.	M. Arterial / 1 Miles / Local Bike Class - 1	3
Salt Lake	79	Mountain View Corridor	New Construction - 0 to 4 plus HOV Lanes BOW: 2006 - 0 ft / 2030 - 328 ft	Freeway / 3.1 Miles / UDOT Bike Class - 1 / Transit Project	3
Salt Lake	80	Mountain View Corridor SB-201 to 6200 South	New Construction - 0 to 6 plus HOV Lanes BOW: 2006 - 0 ft / 2030 - 328 ft	Freeway / 6.1 Miles / UDOT Bike Class - 1 / Transit Project	1
Salt Lake	81	Mountain View Corridor 6200 South to 10800 South	New Construction - 0 to 6 plus HOV Lanes BOW: 2006 - 0 ft / 2030 - 328 ft	Freeway / 5.4 Miles / UDOT Bike Class - 1 / Transit Project	1
Salt Lake	82a	Mountain View Corridor 10800 South to 12600 South	New Construction - 0 to 6 plus HOV Lanes BOW: 2006 - 0 ft. / 2030 - 328 ft.	Freeway / 3 Miles / UDOT Bike Class - 1 / Transit Project	1
Salt Lake	82b	Mountain View Corridor 12600 South to 13400 South	New Construction - 0 to 6 plus HOV Lanes BOW: 2006 - 0 ft. / 2030 - 328 ft.	Freeway / 1.1 Miles / UDOT Bike Class - 1 / Transit Project	1
Salt Lake	303	Mountain View Corridor Interchange @ 13400 South	New Construction ROW: 2006 - 0 ft. / 2030 - 328 ft.	Freeway / UDOT Bike Class - 1 / Transit Project	2
Salt Lake	83a	Mountain View Corridor 13400 South to Porter Rockwell Road	New Construction - 0 to 6 Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft.	Freeway / 4 Miles / UDOT Bike Class - 1	2
Salt Lake	83b	Mountain View Corridor Porter Rockwell Road to Utah Co. Line	New Construction - 0 to 6 Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft.	Freeway / 2.8 Miles / UDOT Bike Class - 1	2
Salt Lake	256	5600 West I-80 to SR-201	Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft.	M. Arterial / 3.1 Miles / UDOT Bike Class - 2 / Transit Project	1
Salt Lake	77	5600 West 4400 South to 7000 South	Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.	M. Arterial / 3.5 Miles / UDOT Bike Class - 2,0 / Transit Project	1
Salt Lake	257	5600 West 7000 South to New Bingham Hwy.	New Construction - 0 to 4 plus Transit Lanes ROW: 2006 - 0 ft. / 2030 – 106 ft.	M. Arterial / 2.1 Miles / Local Bike Class - 0 / Transit Project	2
Salt Lake	258	5600 West New Bingham Hwy. to Old Bingham Hwy.	Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.	M. Arterial / 1.5 Miles / Local Bike Class - 0 / Transit Project	2
Salt Lake	259	5600 West 11800 South to 14400 South	New Construction - 0 to 2 plus Transit Lanes ROW: 2006 - 0 ft. / 2030 – 86 ft.	M. Arterial / 3.2 Miles / UDOT Bike Class - 0 / Transit Project	3
Salt Lake	260	4800 West California Avenue to SR-201	Widening - 2 to 4 Lanes ROW: 2006 - 50 ft. / 2030 - 86 ft.	Collector / 1 Miles / Local Bike Class - 3	3
Salt Lake	261	<b>4800 West</b> SR-201 to Parkway Blvd. (2700 S.)	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 – 86 ft.	Collector / 0.9 Miles / Local Bike Class - 2	2
Salt Lake	262	4800 West Parkway Blvd. (2700 S.) to 3500 South	Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft.	Collector / 1.1 Miles / Local Bike Class - 2	2
Salt Lake	263	4800 West 9000 South to 11800 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 86 ft.	Collector / 3.5 Miles / Local Bike Class - 2	3
Salt Lake	75	Gladiola (3400/3200 W) 500 South to California Avenue	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft.	Collector / 1.2 Miles / Local Bike Class - 2	3
Salt Lake	76	3200 West California Avenue to 1820 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 – 84 ft.	Collector / 0.7 Miles / Local Bike Class - 2	2
Salt Lake	265	3200 West 1820 South to 3500 South	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66 ft.	Collector / 1.3 Miles / Local Bike Class - 2	2
Salt Lake	266	2700 West Overpass over SR-201	New Construction - 0 to 4 Lanes ROW: 2006 - 66-110 ft. / 2030 - 66-110 ft.	Collector / 0.3 Miles / Local Bike Class - 2	3
Salt Lake	54a	I-215 SR-201 to 4700 South	Widening - 6 to 8 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft.	Freeway / 4 Miles / UDOT Bike Class - 0	1
Salt Lake	54b	I-215 I-80 (West Side) to SR-201	Widening - 6 to 8 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft.	Freeway / 2.8 Miles / UDOT Bike Class - 0	2
Salt Lake	267	Redwood Road 9000 South to 12600 South	Widening - 4/2 to 6 Lanes ROW: 2006 - 66-106 ft. / 2030 - 106 ft.	P. Arterial / 4.5 Miles / UDOT Bike Class - 3,2 / Transit Project	3
Salt Lake	73	Redwood Road 12600 South to Bangerter Hwy.	Widening - 2 to 6 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.	P. Arterial / 1.5 Miles / UDOT Bike Class - 2 / Transit Project	2
Salt Lake	101a	Redwood Road Bangerter Hwy. to Porter Rockwell Road	Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft.	P. Arterial / 2.3 Miles / UDOT Bike Class - 2	1
Salt Lake	101b	Redwood Road Porter Rockwell Road to Utah Co. Line	Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 106 ft.	P. Arterial / 2.5 Miles / UDOT Bike Class - 2	1
Salt Lake	71	900 West/Fine St. 3300 South to 700 West	Widening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 – 80 ft.	Collector / 0.9 Miles / Local Bike Class - 2,0	1
Salt Lake	70	Bingham Junction Blvd. 7000 South to 8400 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft.	M. Arterial / 2.8 Miles / Local Bike Class - 2	1
Salt Lake	88	I-15 I-215 to Beck Street	Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft.	Freeway / 1.1 Miles / UDOT Bike Class - 0	1
Salt Lake	50	I-15 Beck Street to 600 North	Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft.	Freeway / 2.9 Miles / UDOT Bike Class - 0	1
Salt Lake	269	I-15 Interchange @ 100 South (HOV Ramps only)	New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.	Freeway / UDOT Bike Class - 0	2

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### 2030 RTP HIGHWAY PROJECT TYPE



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### **2030 RTP HIGHWAY PHASING**





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### WASATCH FRONT URBAN AREA FUTURE RIGHT-OF-WAY



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### MAP 8-4 WASATCH FRONT URBAN AREA FUTURE FUNCTIONAL CLASSIFICATION





### TABLE 8-3 (Continued)

### 2030 RTP HIGHWAY PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPTION				
Salt Lake County, North-South Facilities Continued							
Salt Lake	292	I-15 (Northbound) @ 10600 Interchange	Widening – 3 plus HOV to 4 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / UDOT Bike Class - 0	1		
Salt Lake	221a	I-15 12300 South to Bangerter Hwy.	Widening – 7 plus HOV to 8 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / 1.6 Miles / UDOT Bike Class - 0	2		
Salt Lake	221b	I-15 Bangerter Hwy. to Utah County Line	Widening - 6/7 plus HOV to 10 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / 3.9 Miles / UDOT Bike Class - 0	2		
Salt Lake	36	I-15 Interchange @ 11400 South	New Construction ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / UDOT Bike Class - 0	1		
Salt Lake	53	I-15 Interchange @ 14600 South	Upgrade ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / UDOT Bike Class - 0 / Transit Project	2		
Salt Lake	58a	State Street 6200 South to 9000 South	Widening - 4 to 6 Lanes ROW: 2006 - 100 ft. / 2030 - 100 ft.	M. Arterial / 3.5 Miles / UDOT Bike Class - 0	1		
Salt Lake	271	900 East/700 East Fort Union Blvd. to 9400 South	Re-stripe - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 3 Miles / UDOT Bike Class - 2	2		
Salt Lake	59a	700 East Carnation Dr. (10142 S.) to 12300 South	Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft.	P. Arterial / 2.9 Miles / UDOT Bike Class - 2	1		
Salt Lake	61	900 East Van Winkle Express to Fort Union Blvd.	Widening - 4 to 6 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft.	P. Arterial / 3 Miles / UDOT Bike Class - 2	3		
Salt Lake	63	2000 East Fort Union Blvd. to 9400 South	Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 3.1 Miles / Local Bike Class - 2	3		
Salt Lake	64	Highland Drive 9400 South to Sego Lily	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 1.2 Miles / Local Bike Class - 2	1		
Salt Lake	65a	Highland Drive Sego Lily to 10600 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft.	P. Arterial / 0.6 Miles / Local Bike Class - 2	2		
Salt Lake	65b	Highland Drive 10600 South to Draper City Limit	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft.	P. Arterial / 1.5 Miles / Local Bike Class - 2	2		
Salt Lake	65c	Highland Drive Draper City Limit to Traverse Ridge Road	Widening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft.	P. Arterial / 5 Miles / Local Bike Class - 2	3		
Salt Lake	66	Highland Drive Traverse Ridge Road to 14600 South	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 0.8 Miles / Local Bike Class - 2	2		
Salt Lake	65d	Highland Drive Connection Traverse Ridge Road to 13800 South	Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	P. Arterial / 1.8 Miles / Local Bike Class - 3	3		
Salt Lake	102	Foothill Drive 2300 East to I-80	Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.	P. Arterial / 2.4 Miles / UDOT Bike Class - 0 / Transit Project	1		
Salt Lake	67	I-80 to I-215 Ramp (Parley's) I-80 Eastbound to I-215 Southbound	Widening - 1 to 2 Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft.	Freeway / 0.5 Miles / UDOT Bike Class - 0	3		
Salt Lake	68	Wasatch Boulevard 7000 South to North Little Cottonwood Rd	Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 150 ft.	P. Arterial / 2.2 Miles / UDOT Bike Class - 2 / Transit Project	2		
Salt Lake	69	Wasatch Boulevard N. Little Cottonwood to Little Cottonwood	Widening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 80 ft.	Collector / 1.1 Miles / Local Bike Class - 2 / Transit Project	3		
Davis C	ounty	, East-West Facilities					
Dovio	204	North Davis East / West Study	Study	UDOT	- 1		
Davis	304	Weber County Line to Syracuse Road	Widening Ote 4 Lence	M. Asterial / 2 Miles / LIDOT	-		
Davis	128	Main Street (Sunset) to 2000 West	ROW: 2006 - 66 ft. / 2030 - 84 ft.	Bike Class - 3	1		
Davis	129	1800 North (Clinton) 2000 West to 5000 West	Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 84 ft.	M. Arterial / 3 Miles / UDOT Bike Class - 3	2		
Davis	130	200 South/700 South Connection State Street to 500 West	Widening/NC - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft.	M. Arterial / 1.2 Miles / Local Bike Class - 2,1	1		
Davis	132	200 South 500 West (Clearfield) to 2000 West	Widening - 2 to 4 Lanes ROW: 2006 - 0-70 ft. / 2030 - 106 ft.	M. Arterial / 1.6 Miles / Local Bike Class - 2	1		
Davis	133	200 South (Syracuse) 2000 West to North Legacy Corridor	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft.	M. Arterial / 1.4 Miles / Local Bike Class - 2	2		
Davis	272	Syracuse Road (SR-108) I-15 to Main Street (Clearfield)	Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft.	M. Arterial / 2 Miles / UDOT Bike Class - 2,3 / Transit Project	3		
Davis	135	Syracuse Road (SR-108) 1000 West to 2000 West	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.	M. Arterial / 1 Miles / UDOT Bike Class - 3 / Transit Project	1		
Davis	139	Antelope Drive Oak Forest Dr. (2500 East) to US-89	New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 – 84 ft.	M. Arterial / 0.3 Miles / Local Bike Class - 2 / Transit Project	2		
Davis	273	Gordon Avenue (1000 N.) Fairfield Road to 1600 East	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft.	Collector / 0.7 Miles / Local Bike Class - 0	2		
Davis	140	Gordon Avenue (1000 N.)	New Construction - 0 to 4 Lanes BOW: 2006 - 0 ft / 2030 - 84 ft	Collector / 1.3 Miles / Local Bike Class - 0	2		
Davis	137	Hill Field Road Extension 2200 West to 3200 West (Layton)	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft.	M. Arterial / 1 Miles / Local Bike Class - 1	3		

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COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Davis C	ounty	, East-West Facilities Continue	ł		
Davia	144	700 South / 900 South (Layton)	New Construction - 0 to 4 Lanes	M. Arterial / 3.1 Miles / Local	2
Davis	144	I-15 to 2700 West (Layton)	ROW: 2006 - 0 ft. / 2030 – 84 ft.	Bike Class - 2	2
Davis	146	200 North (Kaysville)	Re-stripe - 2 to 4 Lanes	M. Arterial / 2.1 Miles / Local	2
		Parrish I ane (Centerville)	Widening - 2 to 4 Lanes	M Arterial / 0.3 Miles / Local	
Davis	90a	I-15 to 1250 West	ROW: 2006 - 100 ft. / 2030 - 100 ft.	Bike Class - 0	1
Davie	020	500 South	Widening - 2 to 4 Lanes	M. Arterial / 1.8 Miles / UDOT	1
Davis	520	I-15 to Redwood Road	ROW: 2006 - 66-80 ft. / 2030 - 106 ft.	Bike Class - 2 / Transit Project	•
Davis	274	I-215 Interchange	Upgrade	Freeway / UDOT	3
		@ Legacy Parkway	ROW: 2006 - 300 π. / 2030 - 300 π.	BIKE Class - 0 Freeway / LIDOT	
Davis	275	@ I-15	ROW: 2006 - 300 ft. / 2030 - 300 ft.	Bike Class - 0	3
Davis C	ounty	, North-South Facilities			
		North Legacy Corridor	ROW Purchase	P. Arterial / 16.3 Miles / UDOT	
Davis	157	Weber County Line to I-15/US-89	ROW: 2006 - 0 ft. / 2030 - 320 ft.	Bike Class - 1	1
Davis	158	North Legacy Corridor	New Construction - 0 to 2 Lanes	P. Arterial / 16.3 Miles / UDOT	2
Davis	130	Weber County Line to I-15/US-89	ROW: 2006 - 0 ft. / 2030 - 320 ft.	Bike Class - 1	-
Davis	159	North Legacy Corridor	Widening - 2 to 4 Lanes	P. Arterial / 16.3 Miles / UDOT	3
		North Legacy Connector Study	ROW: 2006 - 320 II. / 2030 - 320 II.	P Arterial / 2.5 Miles / LIDOT	
Davis	294	North Legacy Corridor to Legacy Parkway	olddy	Bike Class - 1	1
Davia	155	2000 West (SR-108)	Widening - 2 to 4 Lanes	M. Arterial / 4.4 Miles / UDOT	
Davis	100	Weber Co. Line to Syracuse Road	ROW: 2006 - 66 ft. / 2030 - 106 ft.	Bike Class - 3 / Transit Project	1
Davis	156	2700 West (Layton)	New Construction - 0 to 4 Lanes	M. Arterial / 1.4 Miles / Local	3
		Hill Field Rd Ext. to North Legacy Corridor	ROW: 2006 - 0 ft. / 2030 - 106 ft.	Bike Class - 1	
Davis	93a	500 South (Davis Co.) to 2600 South	BOW: 2006 - 100 ft / 2030 - 106 ft	Rike Class - 3 / Transit Project	3
		Sheep Road	Study	Collector / 3.1 Miles / Local	
Davis	304	Parrish Lane to Glovers Lane		Bike Class - 0	1
Davis	147	I-15	Widening - 6 to 6 plus HOV Lanes	Freeway / 6.3 Miles / UDOT	2
Bavio	1-17	Weber County Line to Hill Field Road	ROW: 2006 - 240 ft. / 2030 - 240 ft.	Bike Class - 0	_
Davis	169	I-15 Hill Field Pead (SP, 222) to US 89	Widening - 6 to 6 plus HOV Lanes	Freeway / 7.5 Miles / UDOT	1
		Interchange	New Construction	Freeway / UDOT	
Davis	279	@ 1800 North	ROW: 2006 - 240 ft. / 2030 - 240 ft.	Bike Class - 0	2
Davis	138	I-15 Interchange	Upgrade	Freeway / UDOT	2
Buvio	100	@ Hill Field Road	ROW: 2006 - 180 ft. / 2030 - 180 ft.	Bike Class - 0 / Transit Project	-
Davis	148	South Louton Interchange	Upgrade	Freeway / UDOT	1
		I-15	Widening - 8 to 8 plus HOV Lanes	Freeway / 7.1 Miles / UDOT	
Davis	86	US-89 (Farmington) to 500 S. (Davis Co)	ROW: 2006 - 200 ft. / 2030 - 200 ft.	Bike Class - 0	3
Davie	80	I-15 Interchange	Upgrade	Freeway / UDOT	1
Davis	00	@ Parrish Lane	ROW: 2006 - 200 ft. / 2030 - 200 ft.	Bike Class - 0	•
Davis	87	I-15	Widening - 8 to 8 plus HOV Lanes	Freeway / 3.5 Miles / UDOT	2
		500 S. (Davis Co) to I-215	ROW: 2006 - 200 ft. / 2030 - 200 ft.	Bike Class - 0	
Davis	290	@ 500 South	ROW: 2006 - 200 ft. / 2030 - 200 ft.	Bike Class - 0 / Transit Project	3
Davia	150	Main Street	Re-stripe - 2 to 4 Lanes	M. Arterial / 1.5 Miles / Local	- 1
Davis	150	I-15 (Layton)/Fort Lane to 200 North	ROW: 2006 - 100 ft. / 2030 - 100 ft.	Bike Class - 3 / Transit Project	1
Davis	151	Fort Lane (Layton)	Widening - 2 to 4 Lanes	Collector / 1.6 Miles / Local	1
		Main Street to Gordon Avenue (1000 N.)	ROW: 2006 - 80 ft. / 2030 - 80 ft.	Bike Class - 0	
Davis	91	Eaglewood to Beck Street	$ROW \cdot 2006 - 0 \text{ ft} / 2030 - 72 \text{ ft}$	Bike Class - 0	3
		US-89	Widening - 4 to 6 Lanes	Freeway / 10.6 Miles / UDOT	-
Davis	160	I-15 (Farmington) to I-84	ROW: 2006 - 120 ft. / 2030 - 150 ft.	Bike Class - 3	3
Davis	166	US-89 Interchange	New Construction	Freeway / UDOT	2
Buvio	100	@ Antelope Drive	ROW: 2006 - 120 ft. / 2030 - 150 ft.	Bike Class - 3 / Transit Project	-
Davis	165	US-89 Interchange	New Construction	Freeway / UDO I Bike Class	2
		US-89 Interchange	New Construction	Freeway / UDOT	
Davis	164	@ Oakhills Drive (SR-109)	ROW: 2006 - 120 ft. / 2030 - 150 ft.	Bike Class - 3	2
Devás	160	US-89 Interchange	New Construction	Freeway / UDOT	4
Davis	103	@ 400 North (Fruit Heights)	ROW: 2006 - 120 ft. / 2030 - 150 ft.	Bike Class - 3	<u>'</u>
Weber (	Count	y, East-West Facilities			
\A/ - I-	000	Western Weber East / West Study	Study	UDOT	_
weber	306	1200 South to Davis County Line			1
Weber	171	Skyline Drive (North)	New Construction - 0 to 2 Lanes	Collector / 5.6 Miles / Local	1
113001		2600 North to US-89	ROW: 2006 - 0 ft. / 2030 - 80 ft.	Bike Class - 3	•

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COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Weber	Count	y, East-West Facilities Continue	ed		
Weber	174	Pioneer Road (400 North)	Widening - 2 to 4 Lanes	Collector / 0.9 Miles / Local	2
webei	1/4	I-15 to 1200 West	ROW: 2006 - 80 ft. / 2030 - 80-106 ft.	Bike Class - 2	5
Weber	178	1200 South	Widening - 2 to 4 Lanes	P. Arterial / 4.8 Miles / UDOT	2
		24th Street	Widening - 2 to 4 Lanes	M Arterial / 1.6 Miles / UDOT	
Weber	180	I-15 to Wall Avenue	ROW: 2006 - 90 ft. / 2030 - 100 ft.	Bike Class - 3	2
Weber	1862	Hinckley Drive	New Construction - 0 to 4 Lanes	P. Arterial / 0.7 Miles / UDOT	1
WEDEI	Toba	1900 West (SR-126) to Midland Drive	ROW: 2006 - 0 ft. / 2030 - 110 ft.	Bike Class - 0 / Transit Project	
Weber	184a	40th Street	Widening - 2 to 4 Lanes	M. Arterial / 1 Miles / Local	1
		4000 South (SB-37)	ROW: 2006 - 66 ft. / 2030 - 84 ft.	Bike Class - 2 Collector / 3.9 Miles / LIDOT/Local	
Weber	185	1900 West to North Legacy Corridor	ROW: 2006 - 84 ft. / 2030 - 84 ft.	Bike Class - 3 / Transit Project	3
Wohor	196b	Midland Drive (SR-108)	Widening - 2 to 4 Lanes	M. Arterial / 1.8 Miles / UDOT	1
webei	1000	Hinckley Drive to 3500 West	ROW: 2006 - 66 ft. / 2030 - 100 ft.	Bike Class - 3 / Transit Project	
Weber	289	5600 South	Widening - 2 to 4 Lanes	M. Arterial / 2 Miles / UDOT	2
		1900 West (SR-126) to 3500 West	ROW: 2006 - 66 ft. / 2030 - 84 ft.	Bike Class - 2,3	
Weber	188	3500 West to 5900 West (Hooper)	BOW: 2006 - 66 ft. / 2030 - 84 ft.	Bike Class - 3.0	2
		5600 South Connection	New Construction - 0 to 2 Lanes	M. Arterial / 1.2 Miles / Local	
Weber	189	I-15 to South Weber Drive	ROW: 2006 - 0 ft. / 2030 – 66 ft.	Bike Class - 0	3
Weber	Count	v. North-South Facilities			
		North Legacy Corridor	BOW Purchase	P. Arterial / 8.5 Miles / LIDOT	
Weber	296	1200 South to L15	BOW: 2006 - 0 ft / 2030 - 220 ft	Bike Class - 1	2
		North Legacy Corridor	New Construction - 0 to 2 Lanes	P. Arterial / 8.5 Miles / UDOT	
Weber	298	1200 South to I-15	ROW: 2006 - 0 ft. / 2030 - 220 ft.	Bike Class - 1	3
Weber	212	North Legacy Corridor	ROW Purchase	P. Arterial / 6.5 Miles / UDOT	1
webei	212	Davis County Line to 1200 South	ROW: 2006 - 0 ft. / 2030 - 220 ft.	Bike Class - 1	
Weber	170a	North Legacy Corridor	New Construction - 0 to 2 Lanes	P. Arterial / 6.5 Miles / UDOT	2
		Davis County Line to 1200 South	ROW: 2006 - 0 ft. / 2030 - 220 ft.	Bike Class - 1 P. Arterial / 0.8 Miles / LIDOT	
Weber	170b	Davis County Line to 5500 South	BOW: 2006 - 220 ft / 2030 - 220 ft	Bike Class - 1	3
		3500 West (SR-108)	Widening - 2 to 4 Lanes	M. Arterial / 1.6 Miles / UDOT	
Weber	200	Midland Drive to Davis County Line	ROW: 2006 - 66 ft. / 2030 - 100 ft.	Bike Class - 3 / Transit Project	1
Weber	284	1900 West (SR-126)	Widening - 4 to 6 Lanes	M. Arterial / 0.4 Miles / UDOT	1
	-0.	5600 South to Riverdale Road	ROW: 2006 - 100 ft. / 2030 - 126 ft.	Bike Class - 3 / Transit Project	
Weber	285	I-15 Box Elder County Line to 2700 North	Widening - 4 to 6 Lanes	Freeway / 2.2 Miles / UDOT Bike Class	3
		I-15	Widening - 6 to 6 plus HOV Lanes	Freeway / 2.8 Miles / UDOT	
Weber	210	I-84 to Davis Co. Line	ROW: 2006 - 220 ft. / 2030 - 220 ft.	Bike Class - 0 / Transit Project	2
Wahar	170	I-15 Interchange	Upgrade	Freeway / UDOT	2
weber	179	@ 24th Street	ROW: 2006 - 220 ft. / 2030 - 220 ft.	Bike Class - 0	2
Weber	229	I-15 Interchange	Upgrade	Freeway / UDOT	2
		@ Riverdale Road (SR-26)	ROW: 2006 - 220 ft. / 2030 - 220 ft.	Bike Class - 0 / Transit Project	
Weber	286	Skyline Drive to 4000 North	$ROW \cdot 2006 - 0 \text{ ft} / 2030 - 60 \text{ ft}$	Bike Class - 3	3
		1100 West (Pleasant View)	New Construction - 0 to 2 Lanes	Collector / 0.6 Miles / Local	
Weber	291	Pleasant View Drive to US-89	ROW: 2006 - 0 ft. / 2030 - 66 ft.	Bike Class - 3	3
Weber	204	Riverdale Road (SR-26)	Widening - 4 to 5/6 Lanes	P. Arterial / 3.7 Miles / UDOT	1
		SR-126 to Washington Blvd.	ROW: 2006 - 99 ft. / 2030 - 120 ft.	Bike Class - 3 / Transit Project	
Weber	201	Wall Avenue	New Construction - 0 to 2 Lanes	Collector / 2.4 Miles / Local	3
			Widening - 2 to 4 Lanes	M Arterial / 0.6 Miles / Local	
Weber	287	Washington Terrace City Limits to US-89	ROW: 2006 - 86 ft. / 2030 - 86 ft.	Bike Class - 3	1
Mahan	000	450 East/400 East	Widening - 2 to 4 Lanes	Collector / 0.9 Miles / Local	•
vveber	288	3100 North to 2700 North	ROW: 2006 - 0 ft. / 2030 - 66 ft.	Bike Class - 3	2
Weber	192	Monroe Boulevard	New Construction - 0 to 4 Lanes	M. Arterial / 2 Miles / Local	3
	<u> </u>	1300 North to 2700 North	HOW: 2006 - 0 tt. / 2030 - 80 ft.	BIKE Class - 3	
Weber	203	24th Street to US-89	ROW: 2006 - 99 ft / 2020 - 99 ft	F. AILERIAI / 4.0 WILLES / UDUT Bike Class - 3 / Transit Project	2
		US-89	Widening - 4 to 6 Lanes	Freeway / 2 Miles / UDOT	
Weber	226	I-84 to Harrison Blvd.	ROW: 2006 - 120 ft. / 2030 - 150 ft.	Bike Class - 2	2
Weber	214	US-89 Interchange	Upgrade	Freeway / UDOT	<u></u>
weber	214	@ Uintah/I-84	ROW: 2006 - 150 ft. / 2030 - 150 ft.	Bike Class - 2	2
Weber	206a	Skyline Drive	New Construction - 0 to 2 Lanes	Collector / 0.2 Miles / Local	1
	1	Upden City Limits to Eastwood Blvd.	I HOW: 2006 - 0 tt. / 2030 – 80 ft.	L Bike Class - 3	

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# TRANSIT SYSTEM IMPROVEMENTS

A variety of different transit system improvements, and accompanying transit types or technologies, are included in the 2030 RTP. Recommended system improvements and new construction will help extend service and increase transit use. These recommended improvements to the Wasatch Front Region's transit system can be summarized in five general areas.

- Completion of the inter-regional commuter rail line (the FrontRunner) linking Weber County and Utah County
- Expansion of the existing light rail transit system, including four light rail extensions
- New streetcar lines
- Creation of a bus rapid transit and enhanced bus network
- Continued growth of bus service

More specifically, the recommendations call for extension of FrontRunner Commuter Rail Transit (CRT) to the Utah County line; seven extensions of the Light Rail Transit (LRT) and Streetcar (SC) system, nine Bus Rapid Transit (BRT II) lines, a well-rounded system of Enhanced Bus (BRT I) and several corridor preservation projects which will form the basis of the transit system beyond 2030. Approximately 22 additional miles of Commuter Rail Transit and 32 additional miles of Light Rail Transit and Streetcar will be constructed. Additionally, the 2030 RTP will inaugurate and fund a system consisting of 77 miles of Bus Rapid Transit and 76 miles of Enhanced Bus improvements that are designed to work together. The 2030 RTP also identifies several potential transit hubs and independent regional park-and-ride lots needed to serve the growing demand within the Wasatch Front area.

The objective of the 2030 RTP is to provide future transit improvements. Transit expands the variety of solutions to the Region's growing travel demand. To be successful, a transit system in an area as large as the Wasatch Front needs to provide a range of transit functions that trade-off the need for access against the need for speed. In much the same way the street system provides collector roads to operate at relatively slow speeds for community and neighborhood travel, arterials with higher speeds and less access for community travel, and freeways with little access but high speeds for inter-regional travel.

The 2030 RTP recommends expanding bus service with frequent stops, such as enhanced and local bus service, to act as a transit collector. It recommends building community services such as BRT II, and TRAX lines to provide for moderate speeds for longer trips, and it recommends services with very limited access such as express enhanced bus and commuter rail for inter-regional travel. The 2030 RTP calls for several 'other' projects consisting of transit hubs, independent park-and-ride lots, and corridor preservation to support the transit system.

The transit recommendations in the 2030 RTP build upon the existing Wasatch Front's transit system; appropriately expanding community, regional, and inter-regional services, as well as providing the transit hubs necessary to narrow the convenience gap between transit and the private auto. Throughout the transit planning process, a series of specific objectives, such as "continue to increase the existing regional and community bus service based upon demand," helped to guide the effort. The transit plan objectives for 2030 RTP are shown in Figure 8-1.

### FIGURE 8-1 WASATCH FRONT URBAN AREA TRANSIT PLAN OBJECTIVES FOR THE 2030 RTP

Expand the capacity of the north and south running inter-regional level transit lines through the extension of Commuter Rail to Utah County.

Improve the north and south running regional level transit system north through creation of a bus rapid transit (BRT II) line from downtown Salt Lake City into southern Davis County and south through an extension of the Sandy TRAX line to northern Utah County.

Extend the existing regional level transit system east and west in Salt Lake County by expanding the TRAX system and building several east/west bus rapid transit (BRT II) lines.

Accommodate possible future rail capacities in downtown Salt Lake City through the construction of a southwest downtown streetcar or light-rail line that would bypass Main Street.

Broaden the coverage of the regional level transit system in Salt Lake County by building north/south oriented bus rapid transit (BRT II) lines on the east and west sides of the valley.

Use BRT II to provide regional level transit links between the FrontRunner commuter rail line and Weber State University and Washington Boulevard Neighborhoods in Weber County.

Use enhanced bus (BRT I) and a Hill Air Force Base transfer center to provide quality transit links between the FrontRunner commuter rail line and the Hill Air Force Base area in northern Davis County.

Improve community service schedule reliability, service frequency, and passenger amenities through the core of the region using BRT II improvements on State Street in Salt Lake County and using a combination of BRT II and enhanced bus improvements on Route 70, which generally follows Main Street and Riverdale Road through Davis County and southern Weber County.

Introduce quality transit corridors to western Davis and Weber Counties with the hope of influencing land use development patterns and establishing corridors for additional future transit improvements.

Improve community level transit service into the Sugarhouse District via streetcar.

Continue to increase the existing regional and community bus service based upon demand. A 25 percent growth in bus revenue miles, exclusive of BRT II and enhanced bus, by 2030 is recommended.

Continue to develop high frequency community urban service grids in the urban core and demand-tailored service outside the urban core as recommended in the 2030 LRP Update and initiated by the Salt Lake System Redesign.

Implement demand-tailored, hub-and-spoke bus service in areas outside the core, including commuter shuttles serving hubs or intermodal centers.

Continue to improve access to the bus and rail transit system for persons with disabilities. Also, provide expanded paratransit service for those who cannot access regular transit service.

#### Transit Project Types

Various types of transit are recommended in the 2030 RTP. For planning purposes, each type of transit in the RTP has a specific definition, a specific package of amenities, and specific costs. However, in practice, each individual project may be tailored, within certain boundaries, to fit each corridor. Important boundaries in the tailoring the project include minimizing transfers, avoiding multiple projects all targeted at the same market, and keeping within cost constrains. This section outlines the package of amenities that were assumed with the various kinds of transit technologies. More specifics about these transit types and the details about each of the other transit project types can be found in Technical Report 47, the 2030 RTP Financial Plan.

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Ennan	ced BUS (BRTT)	
•	Station spacing:	<sup>1</sup> /4 mile (based upon demand)
٠	Station amenities:	Shelters
		Real-time vehicle arrival notification
•	Vehicle type:	Articulated bus (based upon demand)
•	Schedule:	20 minute headways (based upon demand)
•	Other:	Traffic Signal Priority
		Queue jumping lane at major traffic signals
•	Capital Investment:	Generally about \$1.3 million per mile (in 2006 dollars)
0		
Street	car	
•	Station spacing:	1/4 to 1 mile (based upon demand)
•	Station amenities:	I RAX-like platform and shelters
		Real-time venicle arrival notification
-	Vahiala tura	Fleetvie reit beend vehicles
•	Venicie type:	Electric rail based vehicles
•	Schedule.	15 minute neadways
•	Other:	Sall Lake County exclusive lanes (streets with congested speeds less
		(nan 20 mpn) Weber 8 Davie Co. evalueive lance (streets with congested speeds loss
		than 25 mph)
		Traffic Signal Priority
		Queue jumping lane at major traffic signals
•	Canital Investment:	Generally about \$24 million per mile plus \$2.5 million for each mile of
•	Oapital Investment.	exclusive right-of-way (in 2006 dollars)
		exclusive right of way (in 2000 donald)
Bus R	apid Transit (BRT II)	
•	Station spacing:	<sup>1</sup> / <sub>2</sub> to 1 mile (based upon demand)
•	Station amenities:	TRAX-like platform and shelters
		Real-time vehicle arrival notification
		Medium sized park and rides about every 3 miles
•	Vehicle type:	Specialized rubber-tired vehicles
•	Schedule:	10 minute combined headways (BRT and Enhanced Bus vehicles)
٠	Other:	Salt Lake County exclusive lanes (streets w/ congested speeds less
		than 20 mph)
		Weber & Davis Co. exclusive lanes (streets w/ congested speeds less than
		25 mph)
		Traffic Signal Priority
		Queue jumping lane at major traffic signals
•	Capital Investment:	Generally about \$7 million per mile plus \$2.5 million for each mile of
		exclusive right-of-way (in 2006 dollars)
Light-	rail Transit (TRAX)	
•	Station spacing:	about 1 mile (based upon demand)
٠	Station amenities:	Platform and shelters like the existing TRAX lines
		Real-time vehicle arrival notification
		Medium to large sized park and rides about every mile
•	Vehicle type:	Electric rail based vehicles
•	Schedule:	15 minute headways

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- Other: Exclusive lanes
  - Traffic Signal Priority or Gated crossings
- Capital Investment: Generally about \$55 million per mile (in 2006 dollars)

### Enhanced Bus on Freeways (XEB)

- Station spacing: 3 to 5 miles (based upon demand)
- Station amenities: Shelters
- Real-time vehicle arrival notification
- Vehicle type: Articulated bus (based upon demand)
- Schedule: 20 minute headways (based upon demand)
- Other: Traffic Signal Priority
  - High-occupancy-vehicle lane use where available
- Queue jumping lane at major traffic signals
- Capital Investment: Generally about \$1 million per mile (in 2006 dollars)

### Commuter Rail (FrontRunner)

- Station spacing: 5 miles (based upon demand)
- Station amenities: Shelters
  - Real-time vehicle arrival notification
    - Large park and ride lots, bus staging areas, and passenger drop-off areas
- Vehicle type: Diesel rail based vehicles
- Schedule: 20 minute headways (based upon demand)
- Other: Gated crossings
- Capital Investment: Generally about \$19 million per mile (in 2006 dollars

### **Corridor Preservation**

- Minimum 30 feet of width between stations and 45 feet of width at stations for standard transit configurations
- Minimization of permitted, unsignalized left-turns across the street center-line
- Line amenities Two 11.5 foot transit lanes
- 7 feet total for any catenary poles, curbs, and/or landscaping
  - Station amenities Two 11 foot transit lanes
    - Two 8 foot passenger platforms
    - 7 feet total for any catenary poles, curbs, and/or landscaping
- Capital Investment: Generally about \$19 million per mile (in 2006 dollars)

Additionally, the RTP recommends the construction of transit hubs, transfer centers, and regional park and rides not associated with a major investment line. The costs allocated towards these projects, in year 2006 dollars, are \$5 million each for the transit hubs and transfer center and about \$3 million for each regional park and ride lot.

The list of recommended transit projects is grouped into three different types of service levels; community, regional, and inter-regional, based upon the balance between access and the speed most appropriate for each individual project. This balance between access and speed for both highway and transit is illustrated in Figure 8-2.

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### **FIGURE 8-2**





Transit facilities emphasizing speed over land access include regional level transit such as the FrontRunner Commuter Rail and express bus and regional level transit such as TRAX Light-rail transit and the 2030 RTP recommended BRT II lines. Commuter rail and express bus services have station spacing about every five or more miles. TRAX and the proposed BRT II lines have stations about one to one-half mile apart.



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### **Community Level Transit System Improvements**

Community transit services provide speeds comparable to collector streets with station spacing generally of about 1/4 mile. Community services of regional significance specifically identified in the RTP are the enhanced bus lines and the Sugarhouse streetcar line, which are shown in Table 8-4. Community level services are only generally recommended.

### **TABLE 8-4**

### 2030 RTP COMMUNITY LEVEL TRANSIT PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPTION	PHASE
Salt Lake County				
Salt Lake	SL10	3500 South (Central) Line 3300 South TRAX Station - Valley Fair Mall	Enhanced Bus	2
Salt Lake	SL12	<b>3500 South (Hunter) Line</b> Bangerter Highway – 7200 West	Enhanced Bus	2
Salt Lake	SL22	Sugarhouse Line 2100 South TRAX Station - Highland Drive	Streetcar	3
Salt Lake	SL20	Bangerter Highway / 4000 West Airport TRAX Line - Mid-Jordan TRAX Line	Enhanced Bus	3
Davis County				
Davis	D1	Hill Connector Layton Commuter Rail Station -Hill AFB Transfer Center - Clearfield Commuter Rail Station	Enhanced Bus	1
Davis	D6	North Redwood Line North Temple - Woods Cross Commuter Rail Station - East Bountiful	Enhanced Bus	2
Davis	D8	North Davis / Riverdale Line Farmington - Layton – Roy - Riverdale - Ogden CBD - Ogden Intermodal	Enhanced Bus	3
Weber County				
Weber	W3	West Davis / Weber Line Clearfield - Syracuse – Roy – Riverdale – Ogden	Enhanced Bus	3

Although not specifically identified in the RTP, other community services generally recommended in the RTP include buses and shuttles in various operating configurations. Local bus service can provide greater access throughout the service area than other transit modes and, in general, will better serve the needs of persons dependent on transit for transportation. Currently, UTA provides higher frequency neighborhood and community bus service in two core areas of the Wasatch Front Region using a modified grid pattern. These core areas are the area within the I-215 belt route plus parts of West Valley and Midvale in Salt Lake County; and most of Ogden City. In suburban areas, service is less frequent and generally focused on downtown Salt Lake City or Ogden.

Service in the two core areas should continue to utilize the modified grid pattern of service. These service improvements will provide greater accessibility using transit within the higher density parts of the Region. Bus service outside the core areas should be demand-tailored. In such a system, feeder bus service could be focused on transit hubs where connections could be made with BRT, enhanced bus, express service, other feeder routes, or rail service. In addition, shuttle service connecting major residential or commercial centers with light rail or commuter rail stations should be provided. Overall, by the year 2030, the number of service miles of bus service should increase by about 25 percent, contingent upon the availability of funding. The actual allocation and structure of regular service will be determined by UTA and local planners.

### **Regional Transit Level System Improvements**

In addition to the community level system expansions discussed above, an interlocking system of recommended regional level transit services is listed in Table 8-5. All regional services provide speeds at least comparable to minor arterials at station spacing of about one mile in the areas outside of the downtown.

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### **TABLE 8-5**

### 2030 RTP REGIONAL LEVEL TRANSIT PROJECTS LIST

COUNTY	COUNTY ID # PROJECT		DESCRIPTION	PHASE	
Salt Lake County Core					
Salt Lake	Salt Lake COR1 Airport Line		Light-rail Transit	1	
		Energy Solutions Arena – Salt Lake Internation Airport Draper Line	Light-rail Transit		
Salt Lake	COR2	10000 South TRAX Station to 12400 South	<b>3</b> · · · · · ·	1	
Salt Lake	COR4	Mid-Jordan Line 6400 South TRAX Station – Davbreak	Light-rail Transit	1	
Salt Lake	COR5	West Valley Line	Light-rail Transit	1	
Salt Lake Count	v Outsid	e Downtown Salt Lake City			
	y outoid	3500 South (Granger) Line	Bus Rapid Transit (BRT II)		
Salt Lake	SL1	Valley Fair Mall - Bangerter Highway	, ,	I	
Salt Lake	SL7	South Temple / Foothill Line	Bus Rapid Transit (BRT II)	2	
		5400 South (West) Line	Bus Rapid Transit (BRT II) / Enhanced Bus	-	
Salt Lake	SL8	Murray Commuter Rail Transit Station - 5600 West		3	
O alta la las	01.0	Fort Union Line	Bus Rapid Transit (BRT II)	•	
Salt Lake	SL9	Murray Commuter Rail Transit Station – 6400 South TRAX Station - Union Park		2	
Salt Lako	SI 12	3900 South Line	Bus Rapid Transit (BRT II) / Enhanced Bus	2	
Jail Lake	3613	3900 South TRAX Station – Wasatch Drive		-	
Salt Lake	SL14	State Street Line State Capitol - Murray Commuter Bail Transit Station	Bus Rapid Transit (BRT II)	2	
Salt Lake	SI 15	1300 East (South) Line	Bus Rapid Transit (BRT II)	2	
Gait Lake	OL13	Fort Union - 12400 South	Due Devid Tree St (DDT II) / Eatherned Due	-	
Salt Lake	SL16	3900 South TRAX Station – SLCC - Valley Fair Mall	Bus Rapid Transit (BRT II) / Ennanced Bus	2	
Salt Lake	SI 18	Redwood Road Line	Bus Rapid Transit (BRT II)	3	
	02.0	North Temple - Mid-Jordan TRAX Line	Due Denid Trensit (DDT II)		
Salt Lake	SL21	University of Utah - Fort Union	Bus Rapio Transit (BRT II)	3	
Salt Laka	81.05	North Utah County Connector Line Light-rail Transit		•	
Salt Lake	3125	12400 South - Utah County Line		3	
Downtown Salt Lake City					
Salt Lake	CBD1	Southwest Downtown Line	Streetcar / Light-rail Transit	3	
		400 South Direct TRAX Link	Light-rail Transit		
Salt Lake	CBD2	University TRAX Line @ Main Street - Salt Lake Intermodal		3	
Davis County		Center	<u> </u>		
Davis County	1	South Davis Line (Centerville)	Bus Bapid Transit (BBT II)		
Davis	D4a	Salt Lake Central Business District - Parrish Lane		1	
Davis	D4b	South Davis Line (Farmington)	Enhanced Bus	2	
		Parrish Lane – Lagoon South Davis Line Upgrades	Bus Bapid Transit (BBT II)		
Davis	D4c	Salt Lake Central Business District - Parrish Lane		3	
Weber County					
		Weber State Line	Bus Rapid Transit (BRT II)		
Weber	W1	Ogden Intermodal Center - Downtown Ogden – WSU - McKay Dee Hospital		1	
	1	Washington Boulevard Line	Enhanced Bus		
Weber	W2	North Ogden - Ogden Intermodal Center - Ogden CBD - Newgate Mall – Riverdale - Roy		2	

### Transit Project And Phasing Maps

The 2030 RTP transit project map and the transit phasing map are shown as Maps 8-5 and 8-6 respectively. The transit technologies represented are simple placeholders and reflect the level of investment appropriate to each corridor, given current funding assumptions and the level of connectivity desired for the system as a whole. The identified transit corridors are also placeholders, as further study will be required in order to determine their optimum location and alignment. The phasing of various transit projects over the next 23 years uses the same three identified time periods as highway projects.



### 2030 RTP TRANSIT PROJECT TYPE





### **2030 RTP TRANSIT PHASING**





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### Inter-regional Transit Level System Improvements

In addition to the regional transit system expansions outlined above, it is recommended that long distance transit travel be accommodated between the Wasatch Front's two urbanized areas. The 2030 RTP identifies the need for two commuter rail lines and an "express enhanced" bus route as shown on Table 8-6. All inter-regional services provide speeds at least comparable to principle arterials at station spacing of about five miles in the areas outside of the Central Business District. Inter-regional transit level investments are generally recommended where the distance to a regional business district is greater than 15 to 20 miles.

#### **TABLE 8-6**

### 2030 RTP INTER-REGIONAL LEVEL TRANSIT PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPTION	PHASE	
Salt Lake County Core					
Salt Lake	Salt Lake COR3 FrontRunner (South) Line Salt Lake Commuter Rail Transit Station - Utah County Line		Commuter Rail Transit	1	
NOTES: - Inter-regional express bus service is not part of the RTP because it does not require major investments					

The 2030 RTP also recommends the implementation of other transit projects to preserve options for future transit system expansions and connect transit and multi-modal options. Such projects include the preservation of identified corridors throughout the Wasatch Front Region, potential park-and-ride lots, and specific locations for transit hubs Table 8-7 lists these recommendations, along with their assigned phase of construction.

### **TABLE 8-7**

### 2030 RTP OTHER TRANSIT PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPTION	PHASE		
Salt Lake County	Salt Lake County Core					
Salt Lake	CP1	900 South Line 400 West / 700 South – Interstate 215	Corridor Preservation	1		
Salt Lake	CP2	Northern West Bench Line Salt Lake International Airport – International Center – 7200 West / Interstate 80	Corridor Preservation	1		
Salt Lake	CP3	5600 West Line International Center – Old Bingham Highway and 11400 South – 12600 South	Corridor Preservation	1		
Salt Lake	CP 4	5400 South /West Bench Line Corridor Preservation		1		
Salt Lake	P&R1	Mountain View Park and Rides 3500 South, 5400 South, 7800 South, Herriman City, and Bangerter Highway / 3600 West	Park and Rides	2		
Salt Lake	P&R2	Cottonwood Ski Park and Rides Big Cottonwood, Little Cottonwood, 9400 South / 1300 East	Park and Rides	3		
Salt Lake Hul		Fort Union Transit Hub Union Park Avenue / Fort Union Boulevard	Transit Hub	3		
Davis County						
Davis	TC1	Hill AFB Transfer Center SR-193 / University Avenue in Clearfield	Transfer Center	1		
Davis	P&R3	US-89 Park and Ride Antelope Drive	Park and Ride	1		
Davis	CP5a	Bamburger Line (Layton) Interstate 15 adjacent to Layton Hills	Corridor Preservation	1		
Weber County						
Weber	CP5b	Bamburger Line (HAFB – Wall) West HAFB, Roy, East Ogden Airport – Wall Avenue	Corridor Preservation	1		

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### **Typical Cross Sections**

A typical cross section for transit facilities with exclusive rights-of-way would be about 30 feet of right-of-way width between stations flaring out to about 44 feet of right-of-way width at stations. Station widths would be 8 feet in width. An additional 11-foot wide lane to the curb side of each station would allow for both through and right hand turning vehicular traffic flow. This type of transit station and lane configuration would accommodate a BRT II, a light-rail line or a streetcar line. For a BRTII line this width of right-of-way would accommodate two 11.5-foot transit lanes and a total of 8 feet for curbs, gutter and landscaping as shown in Figures 8-3 and 8-4. For a streetcar or light-rail transit line about 30 feet of right-of-way width would accommodate two rail lanes, curbs and space for the electrical catenary poles with two feet to spare as shown in Figures 8-5.

### FIGURE 8-3

### **TYPICAL TRANSIT FACILITY CONFIGURATION**





### **FIGURE 8-4**

### A BRT II TRANSIT FACILITY



### **FIGURE 8-5**

### TYPICAL MINOR ARTERIAL WITH IN-STREET LIGHT RAIL CROSS SECTION



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# **OTHER TRANSIT SYSTEM IMPROVMENTS**

In addition to the community, regional and inter-regional level system expansions discussed above, the RTP includes 'other' projects that improve transit system connectivity and preserve corridors for use beyond the 2030 RTP planning horizon. Table 8-7 lists these other transit system improvements.

As discussed above, the 2030 RTP recommends a variety of transit services providing different types of travel choices in much the same way as freeways, arterials, collectors, and local streets serve different types of travel choices for the automobile traveler. However, more critical to the transit traveler than for the automobile traveler are efficient transitions from one system to another. Smooth transitions are facilitated in transit through intermodal centers, transit hubs, and intercept park-and-ride lots. When fully implemented, transit riders will be able to identify specific facilities where they can make quick and easy transfers from one type of transit mode, such as commuter rail, to another. Transit hubs, intermodal centers, and park-and-ride lots allow for greater flexibility of destination and increased convenience to system patrons.

#### Transit Hubs

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Identified transit hubs are specifically designed to connect regional and inter-regional transit services with passengers originating in areas with lower trip densities and with collector and local transit services. Transit hubs allow passengers timed transfers to express or limited stop transit not otherwise directly available to them. Unlike park-and-ride lots or other transit connections, local buses serving each hub would be scheduled to depart from the hub when all of the scheduled buses have arrived. Logical places for transit hubs are commuter rail stations, light rail stations, large employment centers, and major commercial nodes. Potential transit hub locations in the Wasatch Front Region include each of the commuter rail stations as well as the Hill Air Force Base Transfer Center and a Fort Union transit hub.

#### **Intermodal Centers**

The primary function of intermodal centers is to bring different transportation modes together in one location, providing greater flexibility and convenience to passengers in transferring from one transit system to another. In this way intermodal centers perform many of the same functions as a transit hub. However, these transportation modes may also include Amtrak, interstate bus, taxi cabs, and freight delivery services, such as UPS. Intermodal centers also frequently provide passenger and neighborhood type commercial services such as dry cleaning, newspaper stands, and food and beverage establishments. Locations for intermodal centers are the Salt Lake City Gateway area, West Valley City, and downtown Ogden. It is anticipated that those centers which already exist will be expanded and new centers will be constructed prior to 2030.

#### Park-And-Ride System

The recommended park-and-ride system would locate parking lots along regional and inter-regional level transit lines. It also provides for seven park-and-ride lots in locations unassociated with major investment transit lines. A number of park-and-ride lots have been built and are currently in use throughout the Wasatch Front Region. The Utah Transit Authority's current park-and-ride lots allow transit riders to park their automobiles and commute to their destination. Additional park-and-ride lots, which will need to be identified and constructed, could be located near freeway interchanges to allow for easy transfers for those commuters that use carpools, vanpools, and express bus service. Additional park-and-ride lot located in outlying areas will help to provide access to transit service where densities do not justify regular route coverage. Such locations include the outer fringes of the developing urban area and smaller, distant towns.



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#### Paratransit System

As the population of senior citizens and persons with disabilities increases, the need to provide accessible transit to serve their need will also grow. All future public transit facilities and vehicles should be accessible. Serious consideration should be given to using low floor vehicles in serving new BRT lines as well as other UTA rail and bus vehicles, to further facilitate the mobility and independence of people with disabilities. While these services and facilities will meet the needs of persons with mobility difficulties, others with profound ambulatory concerns will need special services.

The 2030 RTP recommends that UTA expand the curbto-curb paratransit service in Salt Lake, Davis, and Weber Counties to meet increasing needs. The Utah Transit Authority's paratransit service should serve the same area as regular transit, including similar hours of operation. As much as possible, this special service should take advantage of the accessible bus and rail systems recommended in the 2030 LRP Update. The Utah Transit Authority is the general public transit system for the Wasatch Front Region but cannot provide all of the customized (non-emergency) transportation needs of persons with severe medical conditions or disabilities. Consequently, UTA should continue to coordinate its efforts closely with those of other public and private nonprofit agencies with transit resources to address the specific needs of people with disabilities.



Human service agencies are able to generate funding through donations and grants from public and private sources that are not readily available to the UTA, and they are much more familiar with their client base. Many of the vehicles utilized by the private non-profit agencies have been obtained through the Federal Transit Administration's Section 5310 Program and represent an important component of the Wasatch Front Region's specialized transit vehicle inventory. The county-based programs for the elderly include significant transportation components that are also important elements of the specialized transportation system. UTA needs to continue to work with persons requiring paratransit services, and the other agencies that serve them, to design a system that is as efficient and effective as possible.

### **Coordinated Human Services Transportation Plan**

The Wasatch Front Regional Council recognizes the value of, and supports efforts to more fully coordinate, the special transportation services provided by the many public and private non-profit human services agencies within its planning area. The Utah Department of Transportation, through its United We Ride Committee, has initiated development of a statewide human services transportation plan to help bring about a desired level of coordination. As an incentive to encourage active participation in the development of the plan, UDOT has linked participation in the federally funded Job Access Reverse Commute program, the "New Freedoms" program, and the Section 5310 vehicle acquisition program to participation in or consistency with the emerging coordinated human services transportation plan.

The WFRC has agreed to prepare the portions of the plan having to do with areas within its planning boundaries. The 2030 RTP will become the Wasatch Regional Council's guide for approving the allocation of any funding provided through the programs cited above, or any additional funding sources brought under the purview of the 2030 RTP.

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# **ILLUSTRATIVE NON-FUNDED PROJECTS**

Recognizing that a financially constrained plan will not address all new capacity needs, SAFTEA-LU allows for illustrative or non-funded projects and facilities to be identified in regional transportation plan documents. These projects will be added to the funded list if viable funding sources can be identified. Illustrative highway and transit projects for the 2030 RTP are shown in Tables 8-8 and 8-9, and on Maps 8-2 and 8-5 respectively.

### **TABLE 8-8**

### 2030 RTP UNFUNDED HIGHWAY PROJECTS LIST

Salt Lake County, East-West Facilities         Objecting 2 to 4 Lanes         Collector / 3.6 Miles / Local         Unfunded           Salt Lake 1         Son / 200 South So	COUNTY	ID #	PROJECT	DESCRIF	PTION	PHASE	
Salt Lake         1         500 <sup>+</sup> /700 South         Widening - 2 of Lanes         Collection / 38 Miles / Local         Unfunded           Salt Lake         220 <sup>-</sup> /2016/0110         California Avenue         New Construction - 0 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         200 <sup>-</sup> Fort Union Bivd.         New Construction - 0 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         300 <sup>-</sup> Fort Union Bivd.         Widening - 2 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         300 <sup>-</sup> Fort Union Bivd.         Widening - 2 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         250 <sup>-</sup> Fort Union Bivd.         Widening - 2 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         251 <sup>-</sup> Fort Union Bivd.         Widening - 2 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         251 <sup>-</sup> Fort Union Bivd.         New Construction - 0 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake         251 <sup>-</sup> Fort Union Bivd.         New Construction - 0 to 4 Lanes         M. Antenia / 1.5 Miles / Local         Unfunded           Salt Lake	Salt Lake County. East-West Facilities						
Sait Lake         Zap Up Sait Lake         Zap Up Sait Lake         Sait Lake         Zap Sait Lake         Sait Sa	Salt Laka	4	500 / 700 South	Widening - 2 to 4 Lanes	Collector / 3.6 Miles / Local	Unfunded	
Sait Lake         222         California Avenue Mountain Vec Control to 200 Vest 1000 East to 3000 East 1100 East to 3000 East 1100 East to 3000 East 1100 East to 3000 East 1100 East to 4000 East 1100 East 110 East 1100 East	Salt Lake	· ·	Surplus Canal to 5600 West	ROW: 2006 - 50 ft. / 2030 - 84 ft.	Bike Class - 3,2	Uniunaea	
Instruction         Construction         Prof. Window for 200 West         Prof. Window for 200 West         Prof. Window for 200 West         Window for 200 PS 125 ft.         Bite Cases - 2 / Transit Project         Unfunded           Salt Lake         310         Table to 9000 East         Window for 200 PS 125 ft.         Bite Cases - 2 / Transit Project         Unfunded           Salt Lake         245         T3000 South         Window for 200 PS 11 / 2000 - 96 1.2 (200 PS 11 / 200 / 201 / 200 / 201	Salt Lake	232	California Avenue	New Construction - 0 to 4 Lanes	M. Arterial / 1.5 Miles / Local	Unfunded	
Sait Lake         Or Think Sive.         Widening - 16 to Lakes         Provide Transit Project         Unfunded           Sait Lake         54         1400 Sait         2000 Fait			Mountain View Corridor to 7200 West	ROW: 2006 - 0 ft. / 2030 - 110 ft.	Bike Class - 2		
Sait Lake         Sait Lake <t< td=""><td>Salt Lake</td><td>301</td><td>1200 East to 2000 East</td><td>Widening - 4 to 6 Lanes</td><td>M. Arterial / 3.6 Miles / Local Bike Clease 2 / Transit Project</td><td>Unfunded</td></t<>	Salt Lake	301	1200 East to 2000 East	Widening - 4 to 6 Lanes	M. Arterial / 3.6 Miles / Local Bike Clease 2 / Transit Project	Unfunded	
Sait Lake         55         1'300 East to Highland Drive         ROW 2008 - 80 ft, 2030 - 106-120 ft.         Bite Class - 2.0         Unfunded           Sait Lake         2450         13400 South         RoW 2006 - 66 ft, 2030 - 106-120 ft.         Dike Class - 2         Unfunded           Sait Lake         253         1200 West         Now Construction - 0 to 4 Lanes         M. Attriat / 3.6 Miles / Local         Unfunded           Sait Lake         254         1200 West         Now Construction - 0 to 4 Lanes         M. Attriat / 3.6 Miles / Local         Unfunded           Sait Lake         254         1200 West         Now Construction - 0 to 4 Lanes         M. Attriat / 5. Miles / Local         Unfunded           Sait Lake         254         1200 West         Now Construction - 0 to 4 Lanes         M. Attriat / 5.6 Miles / Local         Unfunded           Sait Lake         254         Construction - 0 to 4 Lanes         Miles Miles / Local         Unfunded           Sait Lake         264         Construction - 0 to 4 Lanes         Miles Miles / Local         Unfunded           Sait Lake         264         Row Od Roid         Now Construction - 0 hot         Now Construction - 0 hot         Now Construction           Sait Lake         264         Sait Sait Sait Sait Sait Sait Sait Sait			11400 South	Widening/NC - 2/0 to 4 Lanes	M Arterial / 1 1 Miles / Local		
Salt Lake         2450         South         Widening - 2 to 4 Lanes         Collector / 0.9 Miles / Local         Unfunded           Salt Lake         Collector / 0.9 Miles / Local         Bike Class - 2         Unfunded           Salt Lake         Collector / 0.9 Miles / Local         Bike Class - 2         Unfunded           Salt Lake         Collector / 0.9 Miles / Local         Bike Class - 2         Unfunded           Salt Lake         253         7200 West         Row: 2006 - 0ft / 2000 - 0ft	Salt Lake	35	1300 East to Highland Drive	BOW: 2006 - 80 ft / 2030 - 80 ft	Bike Class - 2.0	Unfunded	
Sant Lake         2450         Baoo West to 6400 West         FOW: 2006 - 66 ft. / 2030 - 106 - 120 ft.         Bike Class - 2         Untunded           Sait Lake         253         7200 West         Row: Construction - 0 fs 4 Lanes         Bike Class - 3         Untunded           Sait Lake         253         7200 West         Row: Construction - 0 fs 4 Lanes         Bike Class - 3         Untunded           Sait Lake         254         7200 West         Row: 2006 - 66 ft. / 2030 - 66 ft.         Bike Class - 3         Untunded           Sait Lake         254         700 West         Row: 2006 - 66 ft. / 2030 - 66 ft.         Bike Class - 2         Untunded           Sait Lake         254         700 South to 12600 South         Row: 2006 - 66 ft. / 2030 - 66 ft.         Bike Class - 2         Untunded           Sait Lake         264         7000 South to 1000 North         Row: 2006 - 66 ft. / 2030 - 66 ft.         Bike Class - 2         Untunded           Sait Lake         270         Main Street         Widening - 2 to 4 Lanes         Bike Class - 2         Untunded           Sait Lake         270         Main Street         Row: Construction - 0 to 4 Lanes         Bike Class - 2         Untunded           Sait Lake         56         561         1000 North         Row: 2006 - 66 ft. / 2030 - 86 ft.         Bi			13400 South	Widening - 2 to 4 Lanes	Collector / 0.9 Miles / Local		
Sait Lake         County,         North-South Facilities         New Construction - 0 to 4 Lanes         M. Arterial / 3.6 Miles / Local         Unfunded           Sait Lake         253         7200 West         Row 2008 - 0 ft / 2000 - 10 ft.         Bike Class - 3         Unfunded           Sait Lake         254         Sh.201 to 3500 South         Row 2008 - 0 ft / 2000 - 86 ft.         Bike Class - 3         Unfunded           Sait Lake         255         Sh.201 to 3500 South         Row 2008 - 0 ft / 2000 - 86 ft.         Bike Class - 2         Unfunded           Sait Lake         264         Webit         Row 2008 - 0 ft / 2000 - 86 ft.         Bike Class - 2         Unfunded           Sait Lake         274         Devis County Line to 1000 North         Row 2008 - 125 ft.         Bike Class - 2         Unfunded           Sait Lake         270         Sait Lake         150 South to 900 South         Row 2008 - 125 ft.         Bike Class - 2         Unfunded           Sait Lake         270         Sait Lake         150 South to 900 South         Row 2008 - 96 ft.         Bike Class - 2         Unfunded           Sait Lake         25         Sait Lake         26         Row 2008 - 90 ft.         2008 - 90 ft. <td>Salt Lake</td> <td>245b</td> <td>8000 West to 6400 West</td> <td>ROW: 2006 - 66 ft. / 2030 - 106-120 ft.</td> <td>Bike Class - 2</td> <td>Unfunded</td>	Salt Lake	245b	8000 West to 6400 West	ROW: 2006 - 66 ft. / 2030 - 106-120 ft.	Bike Class - 2	Unfunded	
Salt Lake         253         7200 West         New Construction - 0 to 4 Lanes         M. Arterial / 36 Miles / Local         Unfunded           Salt Lake         254         7200 West         Widering - 2 to 4 Lanes         M. Arterial / 1.5 Miles / Local         Unfunded           Salt Lake         254         7200 West         New Construction - 0 to 2 Lanes         M. Arterial / 1.5 Miles / Local         Unfunded           Salt Lake         254         6400 West         New Construction - 0 to 2 Lanes         M. Arterial / 1.5 Miles / Local         Unfunded           Salt Lake         264         4000 West         Widering - 2 to 4 Lanes         Collector / 1.5 Miles / Local         Unfunded           Salt Lake         274         Redwood Road         Widering - 2 to 4 Lanes         Edit Cases - 2 / Transit Project         Unfunded           Salt Lake         270         Main Street         Widering - 2 to 4 Lanes         Edit Cases - 2 / Transit Project         Unfunded           Salt Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         56         Salt Case - 2         Unfunded         New Construction - 0 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         50         500 South o 4500	Salt La	ike Co	ounty, North-South Facilities				
Salt Lake         Construct         End to SR-201         PCW: 2006 - 0ft. / 2000 - 110 ft.         Elke Class - 3         Construct           Salt Lake         254         7200 West         Widering - 21 of 4 Lanes         M. Arterial / 1.5 Miles / Local         Bike Class - 3         Unfunded           Salt Lake         255         5600 South         PCW: 2006 - 66 ft. / 2030 - 86 ft.         Bike Class - 3         Unfunded           Salt Lake         264         4000 West         New Construction - 0 to 2 Lanes         M. Arterial / 1.5 Miles / Local         Unfunded           Salt Lake         27         Redwood Road         PCW: 2006 - 66 ft. / 2030 - 125 ft.         Collector / 1.5 Miles / Local         Unfunded           Salt Lake         27         Redwood Road         PCW: 2006 - 66 ft. / 2030 - 125 ft.         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         56         4500 South to 4500 South         PCW: 2006 - 66 ft. / 2030 - 68 ft.         Bike Class - 2         Unfunded           Salt Lake         56         56         57         58         Sold South to 4500 South (Easide)         POW Easide         POW Easide         POW Easide         POW Easide	Salt Laka	252	7200 West	New Construction - 0 to 4 Lanes	M. Arterial / 3.6 Miles / Local	Unfunded	
Salt Lake         254         2700 West         Widering - 2 to 4 Lanes         M. Arterial / 1.5 Miles / Local         Unfunded           Salt Lake         255a         6400 West         New Construction - 0 to 2 Lanes         M. Arterial / 10.5 Miles / Local         Unfunded           Salt Lake         255a         6400 West         New Construction - 0 to 2 Lanes         M. Arterial / 10.5 Miles / Local         Unfunded           Salt Lake         264         7800 South to 12000 South         POW: 2006 - 66 ft / 2300 - 86 ft.         Bile Class - 2 / Transit Project         Unfunded           Salt Lake         72         Redwood Road         Widering - 2 to 4 Lanes         M. Arterial / 2 2 Miles / UDOT         Unfunded           Salt Lake         72         Redwood Road         Widering - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         70         Bay South to 4500 South         POW: 2006 - 66 ft.         Bile Class - 2         Unfunded           Salt Lake         50         900 East         POW: 2006 - 300 ft. / 2030 - 66 ft.         Bile Class - 2         Unfunded           Salt Lake         60         9300 South to 4500 South         POW: 2006 - 300 ft. / 2030 - 66 ft.         Bile Class - 3         Unfunded           Salt Lake         51         V215 Interchange         Widering -	Sall Lake	200	I-80 to SR-201	ROW: 2006 - 0 ft. / 2030 - 110 ft.	Bike Class - 3	Unitalided	
SH:201 to 3500 South         ROW:2006 - 66 ft. / 2030 - 66 ft.         Bike Class - 3         Unfunded           Salt Lake         256a         6400 West         Now Construction - 0 to 2 Lanes         M. Arterial / 10.5 Miles / Local         Unfunded           Salt Lake         264         4000 West         ROW:2006 - 0 ft. / 2030 - 80 ft.         Bike Class - 2.1 Transit Project         Unfunded           Salt Lake         264         7800 South to 9000 South         ROW:2006 - 66 ft. / 2030 - 86 ft.         Bike Class - 2.1 Transit Project         Unfunded           Salt Lake         72         Redwood Road         Widening - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         56         Main Street         Widening - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         60         900 South to 500 South         ROW:2006 - 06 ft. / 2030 - 66 ft.         Bike Class - 2         Unfunded           Salt Lake         60         900 South release         Midning - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         60         900 South release         Widening - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         5         5         215 Interchange         Upgrade	Salt Lake	254	7200 West	Widening - 2 to 4 Lanes	M. Arterial / 1.5 Miles / Local	Unfunded	
Sait Lake         255a         6400 West         New Construction - 0 to 2 Lanes         M. Artenal / 10.5 Miles / Local         Unfunded           Sait Lake         264         4000 West         Widering - 2 to 4 Lanes         Collector / 1.5 Miles / Local         Unfunded           Sait Lake         264         4000 West         Widering - 2 to 4 Lanes         Collector / 1.5 Miles / Local         Unfunded           Sait Lake         7         Redwood Road         Widering - 2 to 4 Lanes         M. Artenal / 2.2 Miles / UDOT         Unfunded           Sait Lake         270         Main Street         Widering - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Sait Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 0.7 Miles / Local         Unfunded           Sait Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Sait Lake         59         South to 4500 South         POW: 2006 - 300 ft. / 2030 - 66 ft. 2030 - 60 ft.         Bike Class - 2         Unfunded           Davis         136a         Syracuse Road (SR-127)         Widering - 2 to 4 Lanes         Mile class - 1/2 mile / 1/1 Miles / UDOT         Unfunded           Davis         145         200 Northt (Kayswile)			SR-201 to 3500 South	ROW: 2006 - 66 ft. / 2030 - 86 ft.	Bike Class - 3		
Sait Lake         264         4000 West         The With and the With an	Salt Lake	255a	6400 West	New Construction - 0 to 2 Lanes	M. Arterial / 10.5 Miles / Local	Unfunded	
Salt Lake     264     700 South to 9000 South     Widening - 2 to 4 Larles     Collector / 1.5 Miles / Local     Unfunded       Salt Lake     72     Redwood Road     Widening - 2 to 4 Larles     M. Arterial / 2.2 Miles / UDOT     Unfunded       Salt Lake     72     Main Street     Widening - 2 to 4 Lanes     M. Arterial / 2.2 Miles / UDOT     Unfunded       Salt Lake     56     Main Street     Widening - 2 to 4 Lanes     Collector / 1.8 Miles / Local     Unfunded       Salt Lake     56     Main Street     New Construction - 0 to 4 Lanes     Collector / 1.8 Miles / Local     Unfunded       Salt Lake     56     Main Street     New Construction - 0 to 4 Lanes     Collector / 1.8 Miles / Local     Unfunded       Salt Lake     60     3000 South to 4500 South     ROW: 2006 - 60 ft. / 2030 - 66 ft.     Bike Class - 2     Unfunded       Salt Lake     50     H215 Interchange     Widening - 2 to 4 Lanes     Collector / 1.8 Miles / Local     Unfunded       Bavis     1368     284/WeSt Facilities     ROW: 2006 - 60 ft. / 2030 - 66 ft.     Bike Class - 3     Unfunded       Davis     1368     284/WeSt Facilities     ROW: 2006 - 60 ft. / 2030 - 40 ft.     Bike Class - 3     Unfunded       Davis     1368     284/WeSt Facilities     ROW: 2006 - 60 ft. / 2030 - 80 ft.     Bike Class - 3     Unfunded			5800 South to 12600 South	ROW: 2006 - 0 ft. / 2030 - 80 ft.	Bike Glass - 2, I		
Salt Lake         72         Redwood Road         Widening - 2 to 4 Lanes         Unit Vote Values - 125 ft.         Unit Values - 125 ft.         Values - 125 ft.	Salt Lake	264	7800 South to 9000 South		Bike Class 2 / Transit Project	Unfunded	
Salt Lake         72         Davis County Line to 1000 North         POW: 2006 - 125 ft. / 2030 - 125 ft.         Bike Class - 2, 3 / Transit Project         Unfunded           Salt Lake         270         Main Street         Widening - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 0.7 Miles / Local         Unfunded           Salt Lake         56         Main Street         New Construction - 0 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         60         900 East         Widening - 2 to 4 Lanes         Collector / 1.8 Miles / Local         Unfunded           Salt Lake         60         900 South or 4500 South (Eastside)         POW: 2006 - 60 ft. / 2030 - 66-86 ft.         Bike Class - 2         Unfunded           Davis         136a         Syracuse Road (SR-127)         Widening - 2 to 4 Lanes         M. Arterial / 1 Miles / UDOT         Unfunded           Davis         136a         Syracuse Road (SR-127)         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded           Davis         144         Sracuse Road (SR-127)         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded           Davis         276			Redwood Boad	Widening - 2 to 4 Lanes	M Arterial / 2 2 Miles / LIDOT		
Salt Lake       270       Main Street       Widening - 2 to 4 Lanes       Collector / 1.8 Miles / Local       Unfunded         Salt Lake       56       Main Street       New Construction - 0 to 4 Lanes       Collector / 1.8 Miles / Local       Unfunded         Salt Lake       56       Main Street       New Construction - 0 to 4 Lanes       Collector / 1.8 Miles / Local       Unfunded         Salt Lake       60       900 East       Widening - 2 to 4 Lanes       Collector / 1.8 Miles / Local       Unfunded         Salt Lake       60       900 East       Salt Lake       60       900 East       Unfunded         Salt Lake       60       900 South o 4500 South       ROW: 2006 - 80 ft. / 2030 - 66-86 ft.       Eike Class - 2       Unfunded         Davis       56       Main Street       Widening - 2 to 4 Lanes       Miles / Local       Unfunded         Davis       136a       Syncause Road (SR-127)       Widening - 2 to 4 Lanes       Miles / Local       Unfunded         Davis       145       200 West       Widening - 2 to 4 Lanes       Miles / Local       Unfunded         Davis       276       2000 West       Widening - 2 to 4 Lanes       Miles / Local       Unfunded         Davis       276       2000 West       Widening - 2 to 4 Lanes       ROW: 20	Salt Lake	72	Davis County Line to 1000 North	BOW: 2006 - 125 ft. / 2030 - 125 ft.	Bike Class - 2.3 / Transit Project	Unfunded	
Sait Lake     270     3300 South to 4500 South     ROW: 2006 - 66 ft.     Bike Class - 2     Unfunded       Sait Lake     56     Main Street     New Construction - 0 to 4 Lanes     Collector / 0.7 Miles / Local     Unfunded       Sait Lake     60     3000 South to 4500 South     New Construction - 0 to 4 Lanes     Collector / 1.1 Miles / Local     Unfunded       Sait Lake     60     3000 South to 4500 South     ROW: 2006 - 0 ft. / 2030 - 68-86 ft.     Collector / 1.3 Miles / Local     Unfunded       Sait Lake     55     L215 Interchange     Upgrade     Freeway / UDOT     Unfunded       Davis     County.     East-Vest Facilities     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / Local     Unfunded       Davis     136a     Syracuse Road (SR-127)     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / UDOT     Unfunded       Davis     145     Sou North (Kaysville)     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / Local     Unfunded       Davis     276     2000 West to North Legacy Corridor     ROW: 2006 - 86 ft. / 2030 - 86 ft.     Bike Class - 3     Unfunded       Davis     276     2000 West to North Legacy Corridor     Widening - 2 to 4 Lanes     M. Arterial / 1.5 Miles / Local     Unfunded       Davis     276     2000 West to North Legacy Corridor     Widening - 2 to 4 Lanes     M. Ar	O alta La lua	070	Main Street	Widening - 2 to 4 Lanes	Collector / 1.8 Miles / Local	Unternal and	
Salt Lake56Main Street ROW: 2006 0 to 1, 2030 - 80 ft.Collector / 0.7 Miles / LocalUnfundedSalt Lake60900 East 300 South to Vine StreetWidening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 66-86 ft.Collector / 1.8 Miles / Local Bike Class - 2UnfundedSalt Lake511275 Interchange @ 3900 South or 4500 South (Eastside)Upgrade ROW: 2006 - 300 ft. / 2030 - 66-86 ft.Bike Class - 2UnfundedDavisCounty,East-West FacilitiesUpgrade ROW: 2006 - 300 ft. / 2030 - 300 ft.M. Arterial / 1 Miles / UDOT Bike Class - 0 / Transit ProjectUnfundedDavis145200 West to North (Legacy Corridor SR-128 to US-89Widening - 2 to 4 Lanes ROW: 2006 - 68 ft. / 2030 - 80 ft.M. Arterial / 1 Miles / Local Bike Class - 3UnfundedDavis145200 West SR-128 to US-89Widening - 2 to 4 Lanes ROW: 2006 - 68 ft. / 2030 - 80 ft.M. Arterial / 1.6 Miles / Local Bike Class - 3UnfundedDavis2762000 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 68 ft. / 2030 - 80 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis277Redwood Road I-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 100 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3UnfundedDavis149@ Lund LaneROW: 2006 - 60 ft. / 2030 - 200 ft.Bike Class - 3UnfundedWeber280149@ Lund LaneROW: 2006 - 60 ft. / 2030 - 100 ft.Bike Class - 3Unfunded	Salt Lake	270	3300 South to 4500 South	ROW: 2006 - 66 ft. / 2030 - 66 ft.	Bike Class - 2	Unfunded	
Oak Eak     30     4500 South to Vine Street     ROW: 2006 - 0 ft. / 2030 - 60 ft.     Bike Class - 2     Unfunded       Salt Lake     60     900 East     300 South to 4500 South     ROW: 2006 - 60 ft. / 2030 - 66-86 ft.     Collector / 1.8 Miles / Local     Bike Class - 2     Unfunded       Salt Lake     55     @ 3900 South or 4500 South     H215 Interchange     Upgrade     Freeway / UDOT     Unfunded       Davis     Collector / 1.5 Miters / Local     Widening - 2 to 4 Lanes     M. Arterial / 1 Miles / UDOT     Unfunded       Davis     136a     Syracuse Road (SR-127)     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / Local     Unfunded       Davis     145     Soracuse Road (SR-127)     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / Local     Unfunded       Davis     145     Soracuse Road to North Legacy Corridor     ROW: 2006 - 66 ft. / 2030 - 86 ft.     Bike Class - 3     Unfunded       Davis     276     Syracuse Road to North Legacy Corridor     Widening - 2 to 4 Lanes     M. Arterial / 1.6 Miles / Local     Unfunded       Davis     276     Syracuse Road to North Legacy Corridor     Widening - 2 to 4 Lanes     M. Arterial / 0.8 Miles / UDOT     Unfunded       Davis     276     Syracuse Road to North Legacy Corridor     ROW: 2006 - 66 ft. / 2030 - 106 ft.     Bike Class - 3     Unfunded       Davis	Salt Lake	56	Main Street	New Construction - 0 to 4 Lanes	Collector / 0.7 Miles / Local	Unfunded	
Salt Lake900 EastWidening - 2 to 4 LanesCollector / 1.8 Miles / LocalUnfundedSalt Lake55-1215 InterchangeUpgradeBike Class - 2UnfundedDavisCounty,East-West FacilitiesMidening - 2 to 4 LanesMidening - 2 to 4 Lanes<	Salt Lake	50	4500 South to Vine Street	ROW: 2006 - 0 ft. / 2030 - 80 ft.	Bike Class - 2	omunded	
Salt Lake       3300 South of 4500 South       HOW: 2006 - 60 ft. / 2030 - 66 - 66 ft.       Bike Class - 2       Unfunded         Salt Lake       55       51       Firesway / UDOT       Bike Class - 0 / Transit Project       Unfunded         Davis       136a       Syracuse Road (SR-127)       Widening - 2 to 4 Lanes       M. Arterial / 1.6 Miles / UDOT       Unfunded         Davis       145       S200 North (Kaysvile)       Widening - 2 to 4 Lanes       M. Arterial / 1.6 Miles / Local       Unfunded         Davis       145       SR 126 to US-89       ROW: 2006 - 86 ft. / 2030 - 80 ft.       Bike Class - 3       Unfunded         Davis       200 West to North Legacy Corridor       Widening - 2 to 4 Lanes       M. Arterial / 1.5 Miles / Local       Unfunded         Davis       276       Syracuse Road to North Legacy Corridor       Widening - 2 to 4 Lanes       Collector / 1.5 Miles / Local       Unfunded         Davis       277       I-15 Interchange       ROW: 2006 - 86 ft. / 2030 - 106 ft.       Bike Class - 3       Unfunded         Davis       149       I-15 Interchange       ROW: 2006 - 200 ft. / 2030 - 106 ft.       Bike Class - 0       Unfunded         Weber       280       2600 North / 2700 North       ROW: 2006 - 66 ft. / 2030 - 100 ft.       Bike Class - 3       Unfunded         Weber	Salt Lake	60	900 East	Widening - 2 to 4 Lanes	Collector / 1.8 Miles / Local	Unfunded	
Salt Lake55F21s interchangeUpgradeFreewa/ / DD1InterchangeUnfundedDavis County, East-West FacilitiesDavis136aSyracuse Road (SR-127) 2000 West to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84-106 ft.M. Arterial / 1 Miles / UDOT Bike Class - 0UnfundedDavis145200 North (Kaysville) SR-126 to US-89Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 84-106 ft.M. Arterial / 1.6 Miles / Local Bike Class - 3UnfundedDavis276200 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis276200 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis278Redwood Road L-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 200 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3UnfundedDavis149L=15 Interchange L=15 to 3500 WestNew Construction ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 2. Miles / Local Bike Class - 2UnfundedWeber2802500 South L = 15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2. Miles / Local Bike Class - 3UnfundedWeber2812550 South L = 15 to 3500 WestROW: 2006 - 66 ft. / 2030 - 110 ft.Bike Class - 3UnfundedWeber191 <td< td=""><td></td><td></td><td>3300 South to 4500 South</td><td>ROW: 2006 - 60 ft. / 2030 - 66-86 ft.</td><td>Bike Class - 2</td><td></td></td<>			3300 South to 4500 South	ROW: 2006 - 60 ft. / 2030 - 66-86 ft.	Bike Class - 2		
Davis       County,       East-West Facilities         Davis       136a       Syracuse Road (SR-127)       Widening - 2 to 4 Lanes       M. Arterial / 1 Miles / UDOT       Unfunded         Davis       145       200 West to North Legacy Corridor       Widening - 2 to 4 Lanes       M. Arterial / 1 Miles / UDOT       Bike Class - 3       Unfunded         Davis       145       200 North (Kaysvile)       Widening - 2 to 4 Lanes       M. Arterial / 1.6 Miles / Local       Unfunded         Davis       276       2000 West       Sracuse Road to North Legacy Corridor       Widening - 2 to 4 Lanes       Collector / 1.5 Miles / Local       Unfunded         Davis       276       2000 West       Widening - 2 to 4 Lanes       Collector / 1.5 Miles / UDOT       Unfunded         Davis       276       2000 West       Widening - 2 to 4 Lanes       Collector / 1.5 Miles / UDOT       Unfunded         Davis       278       Redwood Road       Widening - 2 to 4 Lanes       M. Arterial / 0.8 Miles / UDOT       Unfunded         Davis       149       I-15 Interchange       New Construction       Freeway / UDOT       Unfunded         Weber       280       2600 North / 2700 North       Notto 200 f. / 2030 - 200 ft. / 2030 - 200 ft.       Bike Class - 3       Unfunded         Weber       281       2550 So	Salt Lake	55	© 2000 South or 4500 South (Epotoido)		Freeway / UDOT Bike Clease 0 / Transit Braiset	Unfunded	
DavisDavisStratumeterUnfundedDavis136aSyracuse Road (SR-127) 2000 West to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84-106 ft.M. Arterial / 1 Miles / UDOT Bike Class - 3UnfundedDavis145SR-126 to US-89Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80 ft.M. Arterial / 1.6 Miles / Local Bike Class - 3UnfundedDavis276Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis2762000 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis278Redwood Road L-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3UnfundedDavis149I+15 Interchange (@ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 2 Miles / Local Bike Class - 3UnfundedWeber2812500 South I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3UnfundedWeber1914700 West 4700 West ROW: 2006 - 66 ft. / 2030 - 100 ft.New Construction - 0 to 2 Lanes <br< td=""><td>Davis (</td><td>Count</td><td>v East-West Facilities</td><td>110W. 2000 - 300 II. / 2030 - 300 II.</td><td>Dike Class - 07 Hansit Project</td><td></td></br<>	Davis (	Count	v East-West Facilities	110W. 2000 - 300 II. / 2030 - 300 II.	Dike Class - 07 Hansit Project		
Davis136aOpticities from (PLF) 2000 West to North (Eggacy Corridor SR-126 to US-89ROW: 12006 - 66 ft. / 2030 - 84-106 ft.Bilke Class - 3UnfundedDavis145200 North (Kaysville) SR-126 to US-89Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80 ft.M. Arterial / 1.6 Miles / Local Bike Class - 3UnfundedDavis276200 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis276Redwood Road L-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.Collector / 1.5 Miles / UDOT Bike Class - 3UnfundedDavis149I-15 Interchange (PL to date)New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North 4 Und LaneWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 0UnfundedWeber281250 South 4 Und Lane 1-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber1914700 West 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber282190 West (SR-126) 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Cla	Davis	J	Syracuse Boad (SB-127)	Widening - 2 to 4 Lanes	M Arterial / 1 Miles / LIDOT		
Davis         145         200 North (Kaysville) SR-126 to US-89         Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80 ft.         M. Arterial / 1.6 Miles / Local Bike Class - 3         Unfunded           Davis         276         2000 West Syracuse Road to North Legacy Corridor         Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.         Collector / 1.5 Miles / Local Bike Class - 3         Unfunded           Davis         276         Redwood Road I -215 to Salt Lake Co. Line         Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.         Bike Class - 3         Unfunded           Davis         149         I-15 Interchange (@ Lund Lane         New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.         Bike Class - 0         Unfunded           Weber         Collector / 1.5 Miles / Local Bike Class - 0         Unfunded         Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.         Bike Class - 0         Unfunded           Weber         Collector / 1.5 Miles / Local Bike Class - 0         Unfunded         Widening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 200 ft.         Bike Class - 0         Unfunded           Weber         280         2600 North / 2700 North I -15 to 3500 West         Widening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 100 ft.         Bike Class - 2         Unfunded           Weber         191         4700 West 4000 South to 5100 South ROW: 2006 - 60 ft. / 2030 - 100 ft.         Bike Class - 3	Davis	136a	2000 West to North Legacy Corridor	BOW: 2006 - 66 ft / 2030 - 84-106 ft	Bike Class - 3	Unfunded	
Davis145SR-126 to US-89ROW: 2006 - 80 ft. / 2030 - 80 ft.Bike Class - 3UnfundedDavis2762000 West2000 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis278278Redwood Road I-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.Collector / 1.5 Miles / UDOT Bike Class - 3UnfundedDavis278Redwood Road I-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3 / Transit ProjectUnfundedDavis149149Is Interchange @ Lund LaneWew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South 4000 South to 5100 SouthWew Construction - 0 to 2 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber1914700 West 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber282190 West 1200 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber			200 North (Kaysville)	Widening - 2 to 4 Lanes	M. Arterial / 1.6 Miles / Local		
Davis County,         North-South Facilities           Davis         276         2000 West Syracuse Road to North Legacy Corridor         Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.         Bike Class - 3         Unfunded           Davis         278         Redwood Road I-215 to Salt Lake Co. Line         Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.         Bike Class - 3         Unfunded           Davis         149         Unfunded Lane         New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.         Freeway / UDOT Bike Class - 0         Unfunded           Weber         Collector / 1.5 Miles / Local Land Lane         New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.         Bike Class - 0         Unfunded           Weber         280         2600 North / 2700 North I-15 to 3500 West         Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.         Bike Class - 2         Unfunded           Weber         281         2550 South I-15 to 3500 West         Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.         Bike Class - 3         Unfunded           Weber         191         4700 West 1200 South to 5100 South ROW: 2006 - 0 ft. / 2030 - 100 ft.         Bike Class - 3,0         Unfunded           Weber         282         3500 West 1200 South to Midland Drive (SR-108)         New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.         Bike Class - 3         Unfunded <td>Davis</td> <td>145</td> <td>SR-126 to US-89</td> <td>ROW: 2006 - 80 ft. / 2030 - 80 ft.</td> <td>Bike Class - 3</td> <td>Unfunded</td>	Davis	145	SR-126 to US-89	ROW: 2006 - 80 ft. / 2030 - 80 ft.	Bike Class - 3	Unfunded	
Davis2762000 West Syracuse Road to North Legacy CorridorWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft.Collector / 1.5 Miles / Local Bike Class - 3UnfundedDavis278Redwood Road L-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3 / Transit ProjectUnfundedDavis1491-15 Interchange @ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North L 15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South L 15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 1.3 Miles / Local Bike Class - 2UnfundedWeber2812550 South L 15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / Local Bike Class - 3UnfundedWeber2812550 South L 15 to 3500 WestNew Construction - 0 to 2 Lanes ROW: 2006 - 06 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3UnfundedWeber1914700 West 1200 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2823500 West 1200 South to Midland Drive (SR-108)New Construction - 0 to 2 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.M. Arterial / 1.4.	Davis (	Count	v. North-South Facilities				
Davis276Syracuse Road to North Legacy CorridorROW: 2006 - 66 ft. / 2030 - 86 ft.Bike Class - 3UnfundedDavis278Redwood Road I-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3 / Transit ProjectUnfundedDavis149I-15 Interchange @ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber2812550 South I-15 to 3500 WestNew Construction - 0 to 2 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3UnfundedWeber1914700 West 100 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2823500 West 1200 South to 5100 SouthWidening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.4.3 Miles / UDOT Bike Class - 3UnfundedWeber2831900 West (SR-126) 1200 South to 2700 NorthWidening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 100 ft.M. Arterial / 4.3 Miles / UDOT Bike Class - 3UnfundedWeber196 </td <td>Davia</td> <td>070</td> <td>2000 West</td> <td>Widening - 2 to 4 Lanes</td> <td>Collector / 1.5 Miles / Local</td> <td>Unterrated</td>	Davia	070	2000 West	Widening - 2 to 4 Lanes	Collector / 1.5 Miles / Local	Unterrated	
Davis278Redwood Road I-215 to Salt Lake Co. LineWidening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft.M. Arterial / 0.8 Miles / UDOT Bike Class - 3 / Transit ProjectUnfundedDavis149I-15 Interchange @ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeber2802600 North / 2700 North I -15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South I -15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66-86 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber2812550 South I -15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 66-86 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber1914700 West 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2823500 WestNew Construction - 0 to 2 Lanes HOW South to 5100 SouthWidening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.Collector / 4.6 Miles / Local Bike Class - 3,0UnfundedWeber2823500 WestNew Construction - 0 to 2 Lanes ROW: 2006 - 86 ft. / 2030 - 100 ft.M. Arterial / 4.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2821900 West (SR-126) 1200 South to 2700 NorthWidening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.M. Arterial / 4.3 Mi	Davis	276	Syracuse Road to North Legacy Corridor	ROW: 2006 - 66 ft. / 2030 - 86 ft.	Bike Class - 3	Unfunded	
Davis1216I-215 to Salt Lake Co. LineROW: 2006 - 100 ft. / 2030 - 106 ft.Bike Class - 3 / Transit ProjectOmnutedDavis149I+15 Interchange @ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeberCounty,East-West FacilitiesNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2802600 North / 2700 North I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66-86 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber1914700 West 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2823500 WestNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2821200 South to 5100 SouthROW: 2006 - 0 ft. / 2030 - 100 ft.Bike Class - 3UnfundedWeber2831900 West (SR-126) 1200 South to 2700 NorthWidening - 2 to 4 Lanes ROW: 2006 - 66-66 ft. / 2030 - 126 ft.M. Arterial / 4.3 Miles / UDOT Bike Class - 3UnfundedWeber1961200 WestWidening - 2 to 4 Lanes ROW: 2006 - 66-66 ft. / 2030 - 126 ft.M. Arterial / 1.6 Miles / Local<	Davis	279	Redwood Road	Widening - 2 to 4 Lanes	M. Arterial / 0.8 Miles / UDOT	Unfunded	
Davis149I-15 Interchange (@ Lund LaneNew Construction ROW: 2006 - 200 ft. / 2030 - 200 ft.Freeway / UDOT Bike Class - 0UnfundedWeberCounty,East-West FacilitiesWeber2802600 North / 2700 North I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.M. Arterial / 2 Miles / Local Bike Class - 2UnfundedWeber2812550 South I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66-86 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber2812550 South I-15 to 3500 WestWidening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 66-86 ft.Collector / 3 Miles / Local Bike Class - 3UnfundedWeber2811914700 West 4000 South to 5100 SouthNew Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0UnfundedWeber2823500 West 1200 South to Midland Drive (SR-108)Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.Bike Class - 3UnfundedWeber2831900 West (SR-126) 1200 South to 2700 NorthWidening - 2 to 4 Lanes ROW: 2006 - 66-66 ft. / 2030 - 126 ft.M. Arterial / 4.3 Miles / UDOT Bike Class - 3UnfundedWeber1961200 South to 2700 North ROW: 2006 - 66-66 ft. / 2030 - 126 ft.M. Arterial / 1.6 Miles / Local Bike Class - 3Unfunded	Davis	270	I-215 to Salt Lake Co. Line	ROW: 2006 - 100 ft. / 2030 - 106 ft.	Bike Class - 3 / Transit Project	omanaea	
Weber       191       260 Lund Lane       HOW: 2006 - 200 ft. / 2030 - 200 ft.       Bike Class - 0         Weber       280       2600 North / 2700 North I-15 to 3500 West       Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 110 ft.       M. Arterial / 2 Miles / Local Bike Class - 2       Unfunded         Weber       281       2550 South I-15 to 3500 West       Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66-86 ft.       Collector / 3 Miles / Local Bike Class - 3       Unfunded         Weber       281       2550 South I-15 to 3500 West       New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.       M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0       Unfunded         Weber       191       4700 West 4000 South to 5100 South Bike Class - 1200 South to 5100 South ROW: 2006 - 0 ft. / 2030 - 100 ft.       Bike Class - 3,0       Unfunded         Weber       282       190 West 1200 South to Midland Drive (SR-108)       Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.       Bike Class - 3       Unfunded         Weber       283       1900 West (SR-126) 1200 South to 2700 North ROW: 2006 - 66-86 ft. / 2030 - 126 ft.       M. Arterial / 4.3 Miles / UDOT Bike Class - 3       Unfunded         Weber       196       1200 West       Widening - 2 to 4 Lanes ROW: 2006 - 66-68 ft. / 2030 - 126 ft.       M. Arterial / 1.6 Miles / Local Bike Class - 3       Unfunded         Weber       196       1200 South to 2700	Davis	149	I-15 Interchange	New Construction	Freeway / UDOT	Unfunded	
Weber         Collector         State         Weber         Collector         State         Unfunded           Weber         280         2600 North         2750 North         Widening - 2 to 4 Lanes         M. Arterial / 2 Miles / Local         Unfunded           Weber         281         2550 South         Widening - 2 to 4 Lanes         Collector / 3 Miles / Local         Unfunded           Weber         281         2550 South         Widening - 2 to 4 Lanes         Collector / 3 Miles / Local         Unfunded           Weber         281         2550 South         Widening - 2 to 4 Lanes         Collector / 3 Miles / Local         Unfunded           Weber         191         4700 West         New Construction - 0 to 2 Lanes         M. Arterial / 1.3 Miles / UDOT         Unfunded           Weber         282         3500 West         New Construction - 0 to 2 Lanes         M. Arterial / 1.3 Miles / UDOT         Unfunded           Weber         282         3500 West         New Construction - 0 to 2 Lanes         Collector / 4.6 Miles / Local         Unfunded           Weber         282         3500 West         New Construction - 0 to 2 Lanes         Collector / 4.6 Miles / Local         Unfunded           Weber         283         1900 West (SR-126)         Widening - 2 to 4 Lanes         M. Arterial / 4.3 M	Mark and	0	@ Lund Lane	ROW: 2006 - 200 ft. / 2030 - 200 ft.	Bike Class - 0		
Weber     280     2600 North / 2700 North     Widening - 2 to 4 Lanes     M. Arterial / 2 Miles / Local     Unfunded       Weber     281     2550 South     ROW: 2006 - 66 ft. / 2030 - 110 ft.     Bike Class - 2     Unfunded       Weber     281     2550 South     I-15 to 3500 West     ROW: 2006 - 66 ft. / 2030 - 66-86 ft.     Bike Class - 2     Unfunded       Weber     191     4700 West     North-South Facilities     Collector / 3 Miles / Local     Unfunded       Weber     191     4700 West     New Construction - 0 to 2 Lanes     M. Arterial / 1.3 Miles / UDOT     Unfunded       Weber     282     3500 West     New Construction - 0 to 2 Lanes     M. Arterial / 1.3 Miles / Local     Unfunded       Weber     282     3500 West     New Construction - 0 to 2 Lanes     M. Arterial / 1.3 Miles / Local     Unfunded       Weber     282     3500 West     New Construction - 0 to 2 Lanes     Collector / 4.6 Miles / Local     Unfunded       Weber     282     3500 West     Widening - 2 to 4 Lanes     Collector / 4.6 Miles / Local     Unfunded       Weber     283     1900 West (SR-126)     Widening - 2 to 4 Lanes     M. Arterial / 4.3 Miles / UDOT     Unfunded       Weber     196     1200 South to 2700 North     ROW: 2006 - 86 ft. / 2030 - 126 ft.     Bike Class - 3     Unfunded	Weber	Coun	ty, East-West Facilities				
Weber       191       4700 West       New Construction - 0 to 2 Lanes ROW: 2006 - 60 ft. / 2030 - 100 ft.       Bike Class - 2       Unfunded         Weber       191       4700 West 4000 South to 5100 South ROW: 2006 - 0 ft. / 2030 - 100 ft.       No. Arterial / 1.3 Miles / UDOT Bike Class - 3       Unfunded         Weber       282       3500 West 1200 South to Midland Drive (SR-108)       New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.       M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0       Unfunded         Weber       282       3500 West 1200 South to Midland Drive (SR-108)       New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.       Collector / 4.6 Miles / Local Bike Class - 3,0       Unfunded         Weber       282       3500 West 1200 South to Midland Drive (SR-108)       Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.       Bike Class - 3       Unfunded         Weber       283       1900 West (SR-126) 1200 South to 2700 North       Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.       M. Arterial / 4.3 Miles / UDOT Bike Class - 3       Unfunded         Weber       196       1200 West       Widening - 2 to 4 Lanes M. Arterial / 1.6 Miles / Local       Unfunded	Weber	280	2600 North / 2700 North	Widening - 2 to 4 Lanes	M. Arterial / 2 Miles / Local	Unfunded	
Weber         281         230 Solution         Wide/initig = 2 to 4 Laties         Collector / 3 Miles / LOCal         Unfunded           Weber         L15 to 3500 West         ROW: 2006 - 60 ft. / 2030 - 66-86 ft.         Bike Class - 3         Bike Class - 3         Unfunded           Weber         191         4700 West 4000 South to 5100 South         New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.         M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0         Unfunded           Weber         282         3500 West 1200 South to Midland Drive (SR-108)         Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.         Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes M. Arterial / 1.6 Miles / Local         Unfunded			1-15 to 3500 West	ROW: 2006 - 66 π. / 2030 - 110 π.	Bike Class - 2		
Weber         191         4700 West 4000 South to 5100 South         New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.         M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0         Unfunded           Weber         282         3500 West 1200 South to Midland Drive (SR-108)         Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.         Collector / 4.6 Miles / Local Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 South to 2700 North         Widening - 2 to 4 Lanes Widening - 2 to 4 Lanes         M. Arterial / 4.3 Miles / UDOT         Unfunded	Weber	281	L15 to 3500 West	BOW: 2006 - 60 ft / 2030 - 66-86 ft	Bike Class - 3	Unfunded	
Weber         191         4700 West 4000 South to 5100 South 1200 South to 5100 South         New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 100 ft.         M. Arterial / 1.3 Miles / UDOT Bike Class - 3,0         Unfunded           Weber         282         3500 West 1200 South to Midland Drive (SR-108)         Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.         Collector / 4.6 Miles / Local Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-66 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes M. Arterial / 1.6 Miles / Local         Unfunded	Weber	Coun	ty North-South Facilities			1	
Weber         191         100 Most Note         ROW: 2006 - 0 ft. / 2030 - 100 ft.         Bit. A total, / 10 Miles / 100 ft.         Unfunded           Weber         282         3500 West         Widening - 2 to 4 Lanes         Collector / 4.6 Miles / Local         Unfunded           Weber         283         1200 South to 5100 North         ROW: 2006 - 80 ft. / 2030 - 100 ft.         Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126)         Widening - 2 to 4 Lanes         M. Arterial / 4.3 Miles / UDOT         Unfunded           Weber         1200 South to 2700 North         ROW: 2006 - 66-66 ft. / 2030 - 126 ft.         Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded	Treber	J	4700 West	New Construction - 0 to 2 Lanes	M Arterial / 1.3 Miles / LIDOT		
Weber         282         3500 West 1200 South to Midland Drive (SR-108)         Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 100 ft.         Collector / 4.6 Miles / Local Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes M. Arterial / 1.6 Miles / Local         Unfunded	Weber	191	4000 South to 5100 South	BOW: 2006 - 0 ft. / 2030 - 100 ft.	Bike Class - 3.0	Unfunded	
Weber         282         1200 South to Midland Drive (SR-108)         ROW: 2006 - 80 ft. / 2030 - 100 ft.         Bike Class - 3         Unfunded           Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded			3500 West	Widening - 2 to 4 Lanes	Collector / 4.6 Miles / Local		
Weber         283         1900 West (SR-126) 1200 South to 2700 North         Widening - 2 to 4 Lanes ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         M. Arterial / 4.3 Miles / UDOT Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded	weber	282	1200 South to Midland Drive (SR-108)	ROW: 2006 - 80 ft. / 2030 - 100 ft.	Bike Class - 3	Unfunded	
Weber         1200         South to 2700 North         ROW: 2006 - 66-86 ft. / 2030 - 126 ft.         Bike Class - 3         Unfunded           Weber         196         1200 West         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded	Weber	292	1900 West (SR-126)	Widening - 2 to 4 Lanes	M. Arterial / 4.3 Miles / UDOT	Unfunded	
Weber         196         1200 West         Widening - 2 to 4 Lanes         M. Arterial / 1.6 Miles / Local         Unfunded	webei	200	1200 South to 2700 North	ROW: 2006 - 66-86 ft. / 2030 - 126 ft.	Bike Class - 3	omunueu	
	Weber	196	1200 West	Widening - 2 to 4 Lanes	M. Arterial / 1.6 Miles / Local	Unfunded	

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### **TABLE 8-9**

### 2030 RTP UNFUNDED TRANSIT PROJECTS LIST

COUNTY	ID #	PROJECT	DESCRIPTION	PHASE		
Salt Lake	Salt Lake County Outside Downtown Salt Lake City					
Salt Lake	SL6	South Temple Streetcar Line Main Street to University of Utah	Streetcar	Mode Unfunded		
Salt Lake	SL11	5600 South (East) Murray CRT Station - 5600 South -Union Park	Enhanced Bus	Project Unfunded		
Salt Lake	SL24	3500 South Streetcar West Valley TRAX Line - 7200 West	Streetcar	Mode Unfunded		
Salt Lake	SL26	600 North Line South Davis Line - 2200 West	Bus Rapid Transit (BRT II)	Project Unfunded		
Salt Lake	SL27	Redwood Road (South) Line Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station	Bus Rapid Transit (BRT II)	Project Unfunded		
Salt Lake	SL28	Mountain View Line Airport TRAX Line - Riverton/Bluffdale/Draper CRT Station	Express Enhanced Bus	Project Unfunded		
Salt Lake	SL29	Interstate 215 (East) Line Parley's Way - Fort Union	Bus Rapid Transit (BRT II)	Project Unfunded		
Salt Lake	SL30	Summit Line Foothill Line - Summit County Line	Express Enhanced Bus	Project Unfunded		
Salt Lake	SL31	Tooele Line Salt Lake City - Tooele County Line	Express Enhanced Bus	Project Unfunded		
Salt Lake	SL32	<b>3500 South (Magna) Line</b> 7200 West – U-111 / SR-201	Enhanced Bus	Project Unfunded		
Downtown Salt Lake City						
Salt Lake	CBD2	200 South Line Salt Lake Intermodal Center – 700 East	Bus Rapid Transit (BRT II)	Project Unfunded		
Salt Lake	CBD3	West Temple Branded Bus Line 900 South TRAX Station - North Temple	Bus Rapid Transit (BRT II)	Project Unfunded		
Weber County						
Weber	W4	Box Elder County CRT Extension Pleasant View CRT Station - Box Elder County Line	Commuter Rail Transit	Project Unfunded		

It should be noted that there are two ways that a transit project can be unfunded: the mode can be unfunded and the project can be unfunded. If the mode is unfunded then the project alignment continues to be funded for a future type of major transit investment but at a level less than is warranted. An example of this is the proposed 3500 South project. A streetcar is warranted for this line. However, insufficient funding was found to build a streetcar line and so a BRTII line was funded in the plan. If the project is unfunded, then no major transit investment is anticipated for that area.

# **OTHER TRANSPORTATION MODE RECOMMENDATIONS**

In addition to highway and transit system improvements, the 2030 RTP also encourages the further development of other transportation modes for moving people throughout the Wasatch Front Region. Other transportation modes, such as bicycle and pedestrian travel, are an integral part of the 2030 RTP recommendations. The seamless interfacing of other modes with highway and transit services will be a key element of the future transportation system.

Fifty-two percent of Americans say they want to walk and bike more. About one-third of Americans currently do not drive. Non-driving populations include about 21 percent of seniors, all those under 16, and many low income individuals and families. By 2030, 50 percent of Americans will be over 55. Additionally, walking and biking are important methods of maintaining a healthy weight. A healthy weight can help prevent obesity and other illnesses such as diabetes, high blood pressure, and colon cancer.

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Residents are 65 percent more likely to walk in areas with sidewalks. Yet much work has yet to be done to equip our streets with adequate facilities for pedestrians, bicyclists, or transit users. The WFRC region is working to create a continuous network of sidewalks that are wide enough to share with bikes, to make inviting areas for bus riders, and that are accessible to those in wheelchairs. Also of concern are streets that are too wide to be safely crossed.

A 2003 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors conducted by the Bureau Transportation Statistics indicated that 25 percent of walking trips take place on roads without sidewalks or shoulders and 95 percent of bike trips take place without bike lanes. Nationally, ten percent of all trips are made by pedestrians and bicyclists yet these travelers make up 13 percent of all fatalities (FMIS, NHTS, and FARS databases). By comparison, 30 percent of all trips in Germany and about 45 percent of all trips in the Netherlands are made by pedestrians and bicyclists yet these travelers have travel-related fatality rates less than 1/3 and 1/7 that of the United States. (Pucher, AJPH Sept. 2003)

These 'alternative' modes of transportation have the potential to yield large congestion and air quality benefits. In metropolitan areas 50 percent of all trips are less than three miles and 28 percent are less than one mile. Given that much of the mobile source pollution we experience comes from the first few minutes of travel when a car's catalytic converter is not fully functioning, it



follows that shifting these short trips to walking and biking could significantly improve air quality. Yet 65 percent of trips of one mile or less are taken by the automobile.

Although specific design decisions about the cross section are made during project development, broad decisions such as right-of-way width, functional classification, and the desirability of bikeways and transit lanes can be made earlier in the process. Deciding which of the elements to include and selecting the appropriate dimensions within these ranges should reflect the needs of the region and be in line with federal guidance on the matter. The most appropriate design of a public right-of-way balances the mobility needs of the people using the facility (motorists, pedestrians, bicyclists, or transit) with the physical constraints of the corridor within which the facility is located.

"Highways [should] operate as truly multimodal transportation facilities, particularly in large urban areas. Accommodating public transit and other highoccupancy vehicles (HOVs) is an important consideration. The management of the local public transit operator should be consulted during the planning stage, if possible, so that these facilities can be incorporated into the design from the beginning." *<Federal Highway Administration> <Flexibility in Highway Design> <Chapter 6 – Cross Section Elements> << http://www.fhwa.dot.gov/ environment /flex/index.htm>> (Accessed <20 March 2007>)* 

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The Regional Bicycle Plan for the Wasatch Front was developed cooperatively by city and county planners, engineers, parks and recreation departments, planning commissions, sponsors of the Wasatch Choices 2040 plan, and local bicycle advisory committees and groups. It incorporates many individual community plans and identifies facilities for bicycle travel within street rights-of-way (ROW) and separate paths or trails that will need to be considered when designs for street and other improvements are constructed. Bicycle facilities are primarily local in nature. However, the WFRC coordinates between communities where regional needs exist. The Regional Bicycle Plan for the Wasatch Front identifies an integrated regional network of bicycle routes from Herriman City in Southern Salt Lake County to Pleasant View City in Northern Weber County.

Many existing and new collector and arterial streets have been identified as bicycle routes where highway "shoulders" are, or are planned to be, wide enough to accommodate bicycle travel. These streets include 1300 South in Salt Lake City, 7800 South in West Jordan and Midvale, 14400 South in Bluffdale, 200 South in Clearfield and West Point, 500 South in West Bountiful and Woods Cross, 2400 South in Ogden, and Pioneer Road in Marriott-Slaterville. The facilities in the Plan are intended to serve major activity centers, such as Salt Lake City's Central Business District, the University of Utah, Weber State University, the Salt Lake Community College's several campuses, major employment centers, transit stations, and, on a more local level, numerous public schools. Legally defined as vehicles, bicycles are allowed on all streets except where specifically prohibited, such as urban interstate highways and some high speed principal arterials (Bangerter Highway). Therefore, all streets, unless prohibited, should be designed to accommodate the bicycle mode of travel where possible. Also, the Regional Bicycle Plan identifies other bicycle trails or paths that have their own ROW. Examples of these are the facilities associated with the Legacy Parkway, the Jordan River Parkway, the Bonneville Shoreline Trail, the Denver Rio Grande and Western Trail, the Weber River Pathway, some light rail routes, and several access roads for canals.

The Regional Bicycle Plan for the Wasatch Front identifies specific facility improvements. Class I bicycle facilities provide for bicycle travel on a ROW completely separated from the travel lanes and shoulders of any street or highway. Class I facilities may be paved or unpaved, could have steep grades, and can be shared with pedestrians. Class II bicycle facilities provide a striped and signed lane for one-way bike travel on a street, usually one with a wider shoulder to accommodate the bicycle lane. Finally, Class III bicycle facilities provide a "sign only" for designated bicycle travel on a roadway shared with motor vehicles. It is recommended that the AASHTO Guide for the Development of Bicycle Facilities, 1999, be referenced when designing a bicycle path or trail. The Regional Bicycle Plan for the Wasatch Front is shown as Map 8-7.

Recommended near-term pathway priorities include: the Weber River Pathway, the Ogden River Pathway, the Bonneville Shoreline Trail, the Denver Rio Grande and Western Trail, the Emigrant Trail, the Legacy Parkway Trail, the Parleys Canyon Trail, and the Jordan River Parkway Trail. These pathways, although in the "intermittent" stage, provide a backbone of trails for the Wasatch Front Urban Area and make it less difficult for the on-street segments of bicycle routes to connect to other areas within the region. Every opportunity should be taken advantage of to connect these recommended pathways.

As with bicycle facilities, pedestrian facilities, primarily sidewalks, are also local in nature. Pedestrians should be accommodated by providing sidewalks on all local, collector and arterial streets. Where neighborhood pedestrian patterns have been or could be disrupted due to the barrier effect of some busy arterial streets, expressways, and freeways, grade separated pedestrian walkways and/or other facilities should be considered. Pedestrian facilities should be designed with safety in mind, especially for facilities that are heavily used by both pedestrian and vehicular traffic.

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### 2030 RTP REGIONAL BICYCLE PLAN





### **Program Policies**

In previous bicycle planning efforts, policies were recommended to help with establishing priorities. These policies provide a basis for describing the role of bicycle facilities and trails in the 2030 RTP. As part of this 2030 RTP, these policies were recently reviewed to determine their relevance considering current and projected needs and conditions. The WFRC has adopted the recommended policies relating to pedestrian/bicycle planning. These bicycle and trails policies are as follows

- Bicycle paths and pedestrian facilities will be included in the Transportation Plan
- Regional planning should focus on a continuous regional system of trails, bikeways or paths, bicycle routes and lanes
- Projects must be consistent with local trails plans, general plans and AASHTO design guidelines, whenever possible. Planning and project funding should recognize safety for pedestrians, bicyclists, and motorists as a primary goal
- Projects will be prioritized and their implementation phased over the period of the 2030 RTP based on need, safety, funding, and other considerations, and coordination between local governments, WFRC, UTA, and UDOT
- Major activity centers, such as shopping centers, office and industrial employment centers, transportation centers, parks, community centers and libraries, and schools and universities, should be accessible from surrounding residential areas by bicyclists and pedestrians
- Sidewalks should be available along all transit routes within the urbanized area for pedestrian access to transit vehicles
- Barrier crossings (rivers, railroads, expressways, freeways, etc.) within urbanized areas should have provisions for both bicycle lanes and pedestrian sidewalks
- Priority consideration within the "congested corridors" should be given to implementing bicycle and pedestrian projects and programs that most clearly increase the potential benefits from these facilities and activities and that combine well with related congestion management strategies
- Priority consideration for bicycle and pedestrian facilities should also be directed to areas of the Wasatch Front Region experiencing the early stages of urbanization in order to ensure that adequate provisions for non-motorized travel are incorporated in the transportation system as facilities are constructed or upgraded
- The public should become better informed of the beneficial effects and personal well-being resulting from non-motorized travel
- Bicycle and pedestrian travel will be incorporated into congestion management programs where feasible and appropriate
- The reasons and concerns members of the public expressed for lack of interest in using nonmotorized modes, such as safety, traffic, barriers, lack of facilities, and other concerns, should be addressed in order to encourage higher usage of this mode

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Specific pedestrian facilities were not identified as part of the 2030 RTP. However, general pedestrian friendly land use and development policy recommendations for pedestrian facilities and amenities are being proposed as a guide for local governments within the Wasatch Front Region to consider as transportation facilities are planned and implemented. These policy recommendations are oriented towards local government officials who control the regulation of land use and development in their communities. Local governments are encouraged to follow pedestrian friendly urban design, site planning and subdivision design principles in evaluating new development proposals, and to incorporate pedestrian facilities in existing developments wherever practicable. Neighborhood pedestrian access can be enhanced by creating trails, connecting cul-de-sacs with walkways, and other pedestrian facilities.

### Statewide Pedestrian And Bicycle Plan

In February of 2001, UDOT adopted the *Statewide Pedestrian and Bicycle Plan*, which is an element of the Statewide Long Range Transportation Plan. This plan was prepared in compliance with the federal guidelines of TEA-21 enacted in 1998 and subsequently supported by SAFETEA-LU in 2005. The latter Act requires state transportation agencies to develop transportation plans and programs which will provide for the development of transportation facilities, including pedestrian and bicycle facilities, for all areas of the state. The purpose of the Statewide Plan is to "provide a framework to guide UDOT and other public agencies in developing opportunities for walking and bicycling as clean, safe, convenient, cost-effective, and efficient modes of transportation."

#### Recommendations

The Statewide Pedestrian and Bicycle Plan includes recommendations regarding assessment of needs, project planning and implementation. The recommendations are as follows:

- Pedestrian Inventory UDOT should compile and maintain a comprehensive inventory to assess pedestrian planning needs. "The inventory should include existing facilities, areas with sidewalk discontinuity, and areas needing new sidewalks, rehabilitation or replacement of existing sidewalks, or retrofitting for greater accessibility;"
- Bicycle Inventory "The highway bicycling suitability characteristics map being developed for touring cyclists using rural highways will serve as the beginning point for a detailed inventory of needed improvements for safe bicycling on Utah highways." Bicycle facility needs, or deficiencies of various kinds, will be the focus of the inventory. The recommendation to inventory bicycling conditions resulted in development of a Bicycle Suitability Map that identifies shoulder width on state routes, rest areas statewide, and provides links to other travel and traffic data maps. A restrictions map was also developed that identifies the locations on urban interstate highways and principal arterials, such as Bangerter Highway, where bicyclists and pedestrians are prohibited; and
- Funding Adequate funding is a key factor for successful implementation of pedestrian and bicycle projects. Traditionally, pedestrian and bicycle improvements have been required to compete with other projects that may have a higher priority. In many instances, whenever there is a widening, reconstruction, or some other street improvement, provisions for pedestrian and bicycle facilities must be considered and funded as a part of the street improvement. In other instances, the project may only be a pedestrian and/or a bicycle facility. All federal funding programs created under SAFETEA-LU include pedestrian and bicycle facilities as eligible activities. Also, the Utah State Legislature appropriates funds for pedestrian and bicycle facilities through the Centennial Non-motorized Paths and Trail Crossings Program and the Safe Sidewalk Program.

UDOT Policy Issues for Design, Construction, Maintenance, and Operations: During the development of the Statewide Pedestrian and Bicycle Plan, a number of issues were identified to serve as the basis for further discussions relative to policy development within UDOT. These policy issues are currently being evaluated for possible adoption of policies by UDOT, or for use in developing standard procedures for planning, identification of facility needs, project concept development, environmental review, design, construction, and maintenance of state transportation facilities. These policies are intended to provide "guidance for ensuring the development of a viable pedestrian and bicycle transportation system."

The Statewide Pedestrian and Bicycle Plan provides some guidance relative to projects in which local governments and UDOT have a mutual interest, as noted in the statement below:

Projects should consider potential impacts to pedestrian and bicycle connections shown in approved local and regional master plans and evaluate reasonable accommodations that can be incorporated into the project, where the master plan has:

- considered options and feasibility;
- included consultation with UDOT in the planning process; and
- demonstrated a financial commitment to construct local walkways and bikeways connecting the requested project.

Requested accommodations beyond the reasonable scope of a state transportation project may be incorporated with funding participation by the local agency.

The Statewide Pedestrian and Bicycle Plan provides specific design, construction, maintenance, and operations guidance relative to the following categories: (A) Walkways, (B) Bikeways, (C) Combined Pedestrian/Bicycle Shared Use Paths, (D) Multi-use Trails and Equestrian Use of Trails and Shared Use Paths, (E) Designation of Bikeways and Bicycle Suitability Evaluation, (F) Bicycle and Pedestrian Travel on Interstate Freeways and Other Controlled-Access Highways, (G) Railroad Crossings, (H) Construction Zones, (I) Destination Facilities and Support Services, (J) Snow Removal, and (K) In-line Skaters.

# TRANSPORTATION SYSTEM IMPROVEMENTS

### Transportation System Management And Transportation Demand Management

The Congestion Management Process involves an evaluation of Transportation System Management and Transportation Demand Management strategies as potential mitigation to congestion instead of increased highway capacity. Corridors have been identified where TSM and TDM strategies can delay the need for new capacity. Where these strategies cannot meet the travel demand, new capacity recommendations are made (See Section 8.2). TSM and TDM strategies are also recommended for incorporation into new capacity projects in order to maximize the effectiveness of the new capacity as well as minimize the need for even more highways.

A comparison of level of service with and without implementing TSM and TDM strategies in the travel demand model has been made to identify any roadways where these strategies could be applied to delay the need for new highway capacity. These facilities are listed in Table 8-10 for Phase I of the RTP. The objective was to improve LOS from "E" or "F" to "D" or better by applying TSM and TDM. Instances where this could be accomplished were limited. Rather than successive

links in a corridor showing improvement, TSM and TDM benefits as measured by the model tend to be in isolated segments. This is not to suggest TSM and TDM should be ignored. On the contrary, there are real benefits to be gained and the costs in most cases are marginal, but there is a need to be realistic with expectations about the resulting benefits to the transportation system performance. Rapid growth along the Wasatch Front makes it difficult for highway capacity to keep up with demand by pursuing TSM and TDM alone.

### **TABLE 8-10**

Phase I

### TSM AND TDM STRATEGY RECOMMENDATIONS TO DELAY NEW CAPACITY ADDITIONS

FACILITY	FROM	то				
Ogden-Layton Urbanized Are	Ogden-Layton Urbanized Area – East/West					
2700 North – Ogden	I-15	Highway 89				
5600 South – Roy	I-15	SR-108				
Salt Lake Urbanized Area – E	East/West					
3900 South	I-15	Redwood Road				
4700 South	4000 West	4800 West				
5400 South	Redwood Road	SR-111				
6200 South	Redwood Road	4000 West				
7800 South	1300 West	New Bingham Highway				
12300 South	I-15	700 East				
Salt Lake Urbanized Area – North/South						
4000 West	7000 South	10400 South				
1300 West	6200 South	9000 South				

The modeling included only those TSM and TDM strategies that are readily quantifiable. The modeled TSM strategies include signal coordination, ramp metering, incident management, other intelligent transportation systems, and access management. Strategies that were not modeled are traditional intersection and interchange improvements, as well as more innovative approaches, such as single point urban interchanges and continuous flow intersections. Application of all these strategies is recommended system wide. For the new capacity projects in the RTP, TSM strategies are provided in writing as specific project improvements during concept development.

Modeled TDM strategies include ridesharing, vanpools, and public transit service in its various modes, plus flextime, telecommuting, and growth management. Other recommended TDM strategies throughout the region include park and ride facilities, HOV lanes, car sharing, and pedestrian and bicycle facilities. Much of the new capacity identified in the RTP is needed to address peak period demand. At other times this additional capacity is underused. Managing peak period demand can be a cost effective solution to address the imbalanced use of the transportation system.

### Intelligent Transportation Systems

As discussed briefly in Section 3.7, valuable tools to preserve the capacity ("person throughput") of highway and transit facilities involve the usage of intelligent transportation systems (ITS). These tools include technologies such as ramp metering, incident management, signal coordination, automated transit vehicle location, and passenger counting. As demand for transportation facilities continues to outpace the ability to provide them, it becomes more and more critical to implement ITS



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strategies. Additionally, in order to responsibly operate the facilities that are constructed and maximize their usefulness, it is essential to plan for ITS. This section will review benefits of current ITS technologies, discuss potential future technology, and provide recommendations for ITS strategies.

As indicated in Table 8-11, significant savings have been achieved by implementation of CommuterLink. Utah's major example of ITS. The delay reduction benefits value time conservatively at about \$12 per hour. The accident reduction benefits are based on Federal Highway Administration estimates. Incident Management Teams (IMT) in the Salt Lake and Ogden-Layton Urbanized Areas are able to reduce incident blockages by 15 to 35 minutes, with time savings generally increasing with the severity of the accident. Dynamic Message Signs (DMS) help alert drivers to traffic accidents as well as construction and inclement weather conditions. Traffic lights at freeway on-ramps improve the traffic flow on the freeways during peak periods.



While continuous green traffic lights are not possible, significant delay reduction results from coordinating and updating signal timings. Closed-circuit television

cameras are also part of *CommuterLink* and support each of the other ITS components by facilitating real-time responses to changing conditions. In addition to the delay and safety benefits, annual savings in fuel consumption, vehicle stops, and pollutant emissions total about \$35 million. The overall benefit to cost ratio is over 17:1, which translates to a very cost-effective investment.

### **TABLE 8-11**

### **ITS "COMMUTER LINK" COST SAVING BENEFITS**

COMMUTERLINK COMPONENT	ANNUAL DELAY BENEFIT	ANNUAL SAFETY BENEFIT	ANNUAL ENVIRONMENTAL BENEFIT
Incident Management Team	\$ 7,400,000	\$ 700,000	
Dynamic Message Signs	\$ 2,900,000		
Ramp Metering	\$ 5,800,000	\$ 3,300,000	
Signal Coordination	\$ 100,000,000	\$ 23,300,000	
Sub Total	\$ 116,100,000	\$ 27,300,000	\$ 35,000,000
Total		\$ 178,400,000	

Source: UDOT; values are approximate

The benefits cited above are from the ITS system in Salt Lake County. Proportional benefits are already accruing in Davis, Utah, and Weber counties among others where ITS has more recently been deployed and the system is not as mature. In all of these counties, local government, UTA, and UDOT have worked cooperatively so that *CommuterLink* is a seamless, integrated statewide system. The systems described above benefit not only private vehicles but also bus riders. There are also intelligent transportation systems that even more directly benefit transit system users.

How and wether

Automated Vehicle Location (AVL), smart card systems, and other communications improvements are among ITS applications designed specifically for the transit system. Studies have demonstrated 10 to 90 percent improvements in on-time schedule performance resulting from implementing AVL. Significant decreases in fare evasion and revenue increases come from smart card systems. These and other transit ITS improvements lead to increases in ridership by making transit more efficient and convenient.

Another benefit not quantified above is the ITS ability to provide travel information via means other than dynamic message signs. For example, even before leaving on a trip, a traveler can learn about congestion levels, transit travel times, road conditions, or construction activity through the *CommuterLink* website, via cell phone alerts, or by calling 511. Individual travel times can thus be reduced by obtaining travel information through various technologies.

Turning attention to technologies becoming available for broader implementation in the near future, the federal government is expected to decide in the next few years whether to make a commitment to support "Vehicle Infrastructure Integration" (VII). This public-private initiative would provide roadside and in-vehicle technology to enable drivers to receive route guidance needed to avoid congestion. In addition, their vehicles would be equipped with crash avoidance systems. Some of these technologies are currently available on a limited basis. Within a decade or so, wide spread use of these technologies could render some existing ITS technologies, such as dynamic message signs, obsolete.

Given that intelligent transportation systems are very cost-effective and essential to reducing both recurring and non-recurring congestion (and making both transit and highway systems more reliable), it is recommended that more funding be provided to achieve the following objectives.

- Upgrade equipment and increase numbers of trained personnel to sustain and improve maintenance and operation of ITS along the Wasatch Front
- Include the potential for Vehicle Infrastructure Integration in ITS project plans and designs to the fullest extent possible
- Continue steady, sustainable expansion of ITS, such as
  - Connecting more signals and CCTVs to CommuterLink;
  - Equipping more buses and trains with AVL;
  - Improving accessibility of real-time and historical travel information; and
  - Increasing freeway management abilities in proportion to traffic growth.

### Enhancements

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) both included a requirement that 10% of federal surface Transportation Program funding be dedicated to Transportation Enhancements (TE) activities. This program continued with enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. This legislation stresses mobility and protection of the environment, community preservation, sustainability and livability.

Enhancement projects provide opportunities to improve the transportation experience in local communities. Transportation Enhancement projects and activities are a means of creatively and sensitively integrating surface transportation facilities into the communities. Projects may provide a means of further protecting the environment and provide a more aesthetic, pleasant and improved

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interface between the community transportation system and the people located adjacent to transportation facilities.

Federal Transportation Enhancement funds are to be used for transportationrelated capital improvement projects that enhance quality of life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects must accomplish one or more of the followina.



### • Provision of facilities for pedestrians and bicycles

New or reconstructed sidewalks, walkways, or curb ramps; wide paved shoulders for nonmotorized use, bike lane striping, bike parking, and bus racks; construction or major rehabilitation of off-road shared use paths (non-motorized transportation trails); trailside and trailhead facilities for shared use paths; and bridges or underpasses for pedestrian, bicyclists or other trail users.

- **Provision of safety and educational activities for pedestrians and bicyclists** Educational activities to encourage safe walking and bicycling.
- Acquisition of scenic easements and scenic or historic sites Acquisition of scenic land easements, vistas, and landscapes; acquisition of buildings in historic districts or historic properties, including historic battlefields.
- Scenic or historic highway programs (including tourist and welcome center facilities) For projects related to scenic or historic highway programs: Construction of turnouts, overlooks, and viewing areas; construction of visitor and welcome centers; designation signs and markers.
- Landscaping and other scenic beautification Landscaping, street furniture, lighting, public art, and gateways along highways, streets, historic highways, trails, and waterfronts.
- Historic preservation
   Preservation of buildings in historic

Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.

 Rehabilitation and operation of historic transportation buildings, structures, or facilities

Restoration of historic railroad depots, bus stations, ferry terminals and piers, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges; restoration of historic canals, canal towpaths, and historic canal bridges.

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### • Preservation of abandoned railway corridors

Acquiring railroad rights-of-way; planning, designing, and constructing multiuse trails; developing rail-with-trail projects (including the conversion and use of the corridor for pedestrian or bicycle trails).

### • Inventory, control, and removal of outdoor advertising

Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.

### • Archaeological planning and research

Research, preservation planning, and interpretation of archaeological artifacts; curation for artifacts related to surface transportation and artifacts recovered from locations within or along surface transportation corridors.

### Environmental mitigation

Address water pollution due to highway runoff; or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. For existing highway runoff: soil erosion controls, detention and sediment basins, and river clean-ups. Wildlife underpasses or other measures to reduce vehicle caused wildlife mortality and/or to maintain wildlife habitat connectivity.

### • Establishment of transportation museums

Construction of new transportation museums; additions to existing museums for a transportation section; conversion of railroad stations or historic properties to museums with transportation themes.

Approximately \$2.5 million will be available annually for locally sponsored projects to enhance Utah's transportation system. The Transportation Enhancements Program is a federal reimbursement program and the actual dollar amount will be dependent upon congressional and state appropriations. The Utah Department of Transportation (UDOT) collects and administers all funds.

The Wasatch Front Regional Council has worked to include transportation enhancements as part of the 2030 RTP by serving on the Enhancement Advisory Committee (EAC) and by encouraging eligible agencies or organizations to actively pursue federal transportation enhancement funding. The WFRC will continue to encourage diverse modes of travel, increase awareness of community benefits to transportation investment, strengthen partnership between state and local governments, and promote citizen involvement in transportation decisions. The WFRC recommends that enhancement funding be primarily used for bike and pedestrian facilities and landscaping around transportation related projects.

### **Pavement Management**

The existing street and highway system is a critical asset to the communities of the Wasatch Front Region and must be maintained in a reasonable condition. Failure to do so results in significant additional vehicle maintenance costs to the traveling public and can compromise safety. A pavement management system is defined as a set of tools or methods that assist decision makers in finding cost effective strategies for maintaining the state roadway system in serviceable condition. The detailed structure of a pavement management system is separated into two levels: (1) system or network; (2) and project levels.



Network level management (administrative) decisions affect the programs for the entire roadway system. The management system considers the needs of the network as a whole and provides information for a region-wide program of new construction, maintenance, and rehabilitation. The goal of the network level is to optimize the use of funds over the entire system. The managers at this level compare the benefits and costs for several alternative programs and then identify the program/budget that will have the greatest benefit/cost ratio over the analysis period. Project level pavement management makes technical decisions for specific projects. At this level detailed consideration is given to alternative design, construction, maintenance and rehabilitation activities for specific projects. This is accomplished by comparing benefit/cost ratios of several design alternatives and selecting the design alternative that provides the desired benefits for the least total cost over the projected life of the project. Since system level analysis provides target maintenance, rehabilitation, reconstruction treatments, and costs, it is necessary for the project level management system to provide additional information before designs are finalized. (Utah Department of Transportation Pavement Management and Pavement Design Manual). In 2006, Salt Lake, Davis, and Weber Counties, there are 1,000 freeway lane miles and 3,500 arterial and collector lane miles. These numbers do not include local roads.

Pavement maintenance is a planned program of treating pavement to maximize their useful life. A renewed emphasis on pavement preservation calls for industry, federal, state and local agencies to work together to provide highway users with a higher level of quality and cost-effectiveness. Pavement preservation takes the maintenance process one step further by carefully prioritizing and timing maintenance applications to extend the life of a pavement. It includes preventive maintenance, corrective maintenance, and both minor and major rehabilitation. Figure 8-6 shows the relationship between the costs and benefits of a pavement preservation program. Figure 8-7 demonstrates the strategies of a pavement preservation program and the relationship between the serviceability over time of a section of pavement utilizing a preservation program.

PAVEMENT PRESERVATION PROGRAM COST BENEFIT



# FIGURE 8-6

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### FIGURE 8-7

**PAVEMENT SERVICEABILITY INDEX** 



All pavements require some form of maintenance due to the effects of traffic and the environment on the exposed materials. Applying a surface treatment to a pavement under light to moderate distress can greatly increase the life of that pavement. With an active Pavement Preservation program the benefits would include the following.

- The extension of the life of the pavement
- Lower costs over time Studies have shown that for every additional dollar spent on preventive maintenance treatments, up to \$4, \$6, or even \$10 may be saved, if more drastic rehabilitation is required due to delays
- More predictable costs If regular treatments are scheduled and pavements maintained, planners will be better able to predict and budget for future costs
- Better utilization of resources Planning and regularly scheduling treatments allows better use of resources, including the efficient scheduling of contractors and equipment
- Fewer premature pavement failures Many premature pavement failures are caused by pavement damage that goes untreated, such as water seeping into open cracks
- Better pavement conditions Scheduled monitoring and pavement treatments keep pavements in better overall condition than random or insufficient maintenance

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• Reduced user delays and user costs - The more extensive damage a pavement has been subjected to, the longer drivers will be delayed due to construction. Pavements that are in good condition reduce daily "wear and tear" on vehicles

Wasatch Front Regional Council, in cooperation with the Utah Department of Transportation and local governments, have estimated funding amounts to maintain the existing pavement system. WFRC will continue to work with UDOT and local agencies to identify a process to obtain the most information (pavement, safety/ crash, access, etc.) available with the limited amount of funding. The pavement data will be used by WFRC to identify and evaluate projects for urban Surface Transportation Program (STP) funding. The next step will be to coordinate with available resources to determine what data is available and the time and type of future data collection is necessary.

### Access Management

Roads serve two primary purposes. The first is to provide mobility. The second is to provide access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. Access management is a comprehensive approach to the regulation of driveways, medians, median openings, traffic signals, and freeway interchanges. The goal of access management is to limit and separate traffic conflict points. By reducing conflict, managers can increase safety and traffic operations.

With fewer new arterial roadways being constructed, the need for effective systems management strategies is greater than ever before. Access management is particularly attractive as it offers a variety of benefits to a broad range of stakeholders. By managing roadway access, government agencies can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and even improve the appearance and quality of the urban environment. Without access management, the function and character of major roadway corridors can deteriorate rapidly. Failure to manage access is associated with the following adverse social, economic, and environmental impacts.

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More "cut-through" traffic in residential areas, due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads
- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

Not only are these adverse impacts costly for government agencies and the public, but they also negatively impact corridor businesses. Closely spaced and poorly designed driveways make it more difficult for customers to safely enter and exit businesses. Access to corner businesses may be blocked by queuing traffic. Customers begin to patronize businesses with safer, more convenient access and avoid businesses in areas of poor access design. Gradually the older developed areas begin to deteriorate due to access and aesthetic problems, and investment moves to newer, better managed corridors.

After access problems have been created, they are difficult to solve. Reconstructing an arterial roadway is costly and disruptive to the public and abutting homes and businesses. Shallow property depth, multiple owners, and rights-of-way limitations common to older corridors generally preclude effective redesign of access and site circulation. In some cases, a new arterial or bypass must be

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constructed to replace the functionally obsolescent roadways, and the process begins again in a new location. Access management programs can help stop this cycle of functional obsolescence, thereby protecting both the public and private investment in major roadway corridors.

# REGIONAL FREIGHT MOVEMENT

The efficient movement of freight is a critical component of a healthy economy and the reflection of a well-planned transportation system. As a crossroads area for several modes of transportation, the Wasatch Front Region plays a major role in the movement of freight across the United States. Each year, approximately 96.4 million tons of freight valued at \$42.3 billion is shipped from Utah via all modes of freight transportation. Conversely, a total of 87.7 million tons of freight arrives in Utah annually with a value of \$54.4 billion. This makes for a yearly total of 184.1 billion tons of freight shipped to and from Utah valued at \$96.7 billion. Trucks account for almost 70% of the Region's freight tonnage, with railroads hauling approximately 25%. Pipelines move about 4% of the remainder. Air cargo, including parcel and courier service, accounts for less than one percent of the total freight volume moved to and from Utah. Map 8-8 shows the location of major freight terminals and railroad lines in the Wasatch Front region.

#### Trucking

The trucking industry is the dominant mover of regional freight. This dominance is the result of the state's highway system, the CANAMEX corridor, and the many freight distribution centers found at the crossroads of three Interstate highways in the northern Wasatch Front Region. Truck transportation works in conjunction with railroads, pipelines and air freight to provide efficient multi-modal transportation to Utah shippers. The Wasatch Front region is impacted by the following conditions.

- 100% of air cargo shipments to and from the Salt Lake City International Airport enter and leave the airport by truck. Trucking gives high-speed air cargo and next-day parcel shipments the flexibility to reach markets across the state
- Each day 160,000 barrels of crude oil and 42,000 barrels of finished product (gasoline, diesel, etc.) arrives via pipelines at the Wasatch Front Region's five oil refineries. Of this daily total of 202,000 barrels, 95,000 barrels leaves the oil facilities in the North Salt Lake and Woods Cross area by truck each day. This amounts to about 500 truck loads of petroleum products being transported daily on Utah's highways
- 100% of the 375 intermodal containers and "piggyback" trailers which arrive and depart daily by train at the Union Pacific Railroad's Beck Street intermodal facility in Salt Lake City are transported by truck to and from their points of origin and destinations in Utah. Union Pacific provides the "long haul" service while trucks provide the door-to-door pick-up and delivery service
- Nearly 80% of all Utah communities depend exclusively on truck transportation to supply their goods
- In 2001, 44 million tons, or 72.3% of all manufactured freight was transported to and from Utah by truck
- In 2000, trucking and truck-related warehousing employed 61,844 people in Utah: their employment accounts for one out of every 17 jobs in the state

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- In 2000, trucking industry activity contributed 4.5% to the State Gross Product
- Trucking use of Utah public roads accounted for 2.6 billion miles in 2000, approximately 12% of all roadway use in the state.

### Recommendations

Trucking industry representatives are quick to point out that roads designed primarily for automobile traffic will rarely be adequate for moving freight by truck. However, highways designed to move freight safely and efficiently will successfully meet the needs of motorists. Representatives of the trucking industry have identified the following specific design, policy issues, and recommendations to facilitate the movement of freight through the Wasatch Front Region.

- Redesign Hillfield Road and Antelope Drive for higher capacity
- Install advanced warning for signal changes on US Highway 89 between I-15 and I-84
- Upgrade interchanges on I-15 in North Salt Lake, Bountiful, and Woods Cross to better accommodate truck traffic
- A traffic signal is needed at Redwood Road and North Pointe Drive to better accommodate truck traffic
- Widen 5600 West to five lanes between SR-201 and I-80
- Reconfigure right turn radii at California Avenue and I-215
- Lengthen merge / acceleration lanes on I-84 eastbound to I-80 westbound
- There is a need for additional truck parking and staging areas on Salt Lake City's Westside industrial parks
- Redwood Road should be widened to five lanes form 10600 South to the Lehi area
- Construction of both Legacy Parkway and the North Legacy Corridor should be accelerated
- A feasibility study of the use of truck lanes only through the Wasatch Front region
- Improve traffic flow, turning radii, and safety at all major freeway interchanges

### Railroads

Since the completion of America's first transcontinental railroad at Promontory, Utah, on May 10, 1869, railroads have played a major role in the transportation of freight in Utah and along the Wasatch Front. By 1909, when the last major segment of the nation's east/west rail infrastructure was completed, the Western Pacific and Rio Grande Railroad line between Salt Lake City and San Francisco, Utah was firmly established as the logistical "Crossroads of the West." Although still an important rail center in the 21<sup>st</sup> Century, the Wasatch Front's overall position as the west's premier rail crossroads has been greatly diminished by changes in the rail industry as well as the mergers of western America's once-numerous railroad companies into two large systems. The on-going and potential impact of this transition in Utah's rail industry on the state's economy and transportation systems is considerable.

An almost complete lack of rail competition is the most serious problem facing Utah rail service, and those who depend on it. The railroad industry's inability to meet the cost of its own capital needs is another, more widespread challenge facing rail service nationwide. As a result of these, and other rail-service-related issues, a number of key Utah industries have been diverting more and more of their freight traffic away from rail and onto trucks. This rail-induced increase in truck traffic is beginning to impact a number of key highway segments across the state. The advantages of railroad transportation are fuel efficiency, labor costs, privately owned and maintained infrastructure, a good safety record, and relatively low cost, especially for bulk commodities. The Wasatch Front has been and will continue to be impacted by the following railroad related facts.

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### MAP 8-8 WASATCH FRONT URBAN AREA MOTOR FREIGHT FACILITIES AND RAILROADS



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- In the year 2000, Utah's railroads hauled over 135 million tons of freight. Approximately 26 million tons originated within Utah and more than 15 million tons terminated in Utah, leaving 91 million tons of freight that passed through the state
- Had rail freight been forced onto the Utah highway system, based on an average carrying capacity of 35 tons per truck, a total of 3.8 million truck movements would have been needed to transport what the trains carried.
- The average freight train carries 6,000 tons. Assuming an average carrying capacity of 35 tons for trucks, it would take 171 trucks to equal one standard freight train.
- Unit trains (i.e. one commodity trains, that are not broken up to be switched en route), which are common in Utah, can carry up to 12,000 tons of coal, not counting



the weight of the cars and locomotives. The largest coal truck on Utah highways has a total carrying capacity of 43 tons; therefore it would take 279 of those oversize coal haulers to equal one unit train.

### Recommendations

- Upgrade Union Pacific's Great Salt Lake causeway west of Ogden City for higher speeds and capacity.
- Increase the thru-train capacity of the Ogden Main Yard, along with increasing inspection tracks from two to six for rail traffic in route to and from northern California.
- Reconfigure Grant Tower in Salt Lake City and upgrade the North Yard to increase speed and capacity on Union Pacific main line serving southern California.
- Improve capacity on the Union Pacific main line between Roper Yard in South Salt Lake City and Provo.

### **Pipelines**

Pipelines work in conjunction with trucking and railroad tank car service to have a major positive impact on Utah's economy. Pipelines primarily carry liquid commodities such as crude oil and refined petroleum products, which include gasoline, diesel, and jet fuel. Solid materials, such as phosphate, can be mixed with water and also transported via slurry pipelines. Like the railroads, the pipeline industry owns, operates, and maintains its own infrastructure, with no state or federal involvement in the construction and maintenance thereof. Important issues relative to the pipeline industry in the Wasatch Front region are as follows.

• Crude oil pipelines converge in the Wasatch Front Region to supply five oil refineries from oil fields as far distance as Alberta, Canada; as well as production fields in Colorado, Wyoming, Montana, and in eastern Utah

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- Finished petroleum products also link Wasatch Front energy facilities with refineries as far away as Wyoming and Montana
- Refined fuel products leave the Wasatch Front refineries via a pipeline extending northwest through Idaho and Oregon, terminating in Spokane, Washington
- Pipelines, working with railroad tank car service, eliminate the need for nearly 2,000 trucks each day from traveling on some of Utah's busiest highways, while supporting the state's industrial economy and tax base

### Recommendations

- New, higher capacity crude oil pipelines, are needed to link Uinta Basin/Northwest Colorado oil fields with the Wasatch Front refineries.
- A crude oil pipeline is needed to link the Richfield area oil fields with the Wasatch Front refineries.

### Air Freight

Air cargo is the smallest component of the freight transportation system serving the Wasatch Front Region. The Salt Lake City International Airport (SLCIA) is a major hub for Delta Airlines. Service is also provided by nine other scheduled airlines as well as three air freight/cargo carriers. In calendar year 2001, a combined total of 238,798 tons of mail and cargo enplaned and deplaned at the SLCIA.

There are two terminals designated for air cargo, with the Air Mail Facility located at the southern most facility at SLC International. The north terminal is accessed via Interstate 215, while the main cargo and mail terminal at the south end of the airport is accessed via Interstate 80. The primary users of these facilities are United Parcel Service at the north terminal, while Federal Express and the United States Postal Service maintain operations at the south terminal. Air freight/parcel traffic to and from the SLCIA is concentrated during the Monday to Friday work week, with far less traffic on weekends and holidays.

Air freight's primary advantage is speed, and therein lies the reason why Salt Lake City, with its abundant room for terminal expansion, is not a far larger air freight center. Most of the major air freight/air parcels distribution facilities are in the Central or Eastern Time Zones, inasmuch as most parcel movements are between the major cities in the eastern third of the nation. FedEx shipments must travel to and from their distribution center in Memphis, Tennessee each night, while UPS operates out of a hub in Louisville, Kentucky. Salt Lake City is in the wrong time zone to be attractive to air freight/air parcel shippers desirous of centralizing their operations close to their major markets.

- UPS averages 30 trucks per day to and from their SLC Airport facility via Exit 25 on I-215
- Federal Express and the United States Postal Service, together, average 110 trucks to and from the SLC International Airport via Exit 115 on Interstate I-80
- Total daily truck traffic to and from the Salt Lake City International Airport totals 140 trips each weekday

### **Recommendations**

- Improve highway access between for truck traffic from the SLC International Airport
- Continue to improve connectivity between the SLC International Airport and the Union Pacific Intermodal Center on 5600 West

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### Intermodal Freight Connectivity

The transferring of different types of commodities from one transportation mode to another is an important component of the Wasatch Front Region's freight movement system. Known as "break-ofbulk" points, these locations are where goods are transferred from one type of carrier to another, such as trailers loaded off flat cars to be pulled by trucks to their final destination. The efficient intermodal connectivity of freight within the Wasatch Front Region will continue to increase in importance throughout the period of time considered in the RTP (2007-2030). Suggested improvements to freight connectivity facilities are expressed in the following recommendations.

#### Recommendations

- Increase highway capacity on 5600 West serving the new Union Pacific Intermodal Facility located between SR-201 and I-80
- Improve highway access to all Wasatch Front oil refineries and the Pioneer Pipeline terminal for both standard and long combination (LCV) oil tank trucks
- Improve access off 900 West in South Salt Lake City to the new Union Pacific automobile transload facility at Roper Yard

## **METROPOLITAN AIRPORTS SYSTEM**

The Salt Lake City Metropolitan Airports System covers approximately 14,200 square miles, encompassing eight counties and approximately 18 percent of the land area and 82 percent of the population in the State. The system is composed of 13 airports that are home to 83 percent of the active pilots and 74 percent of the State's General Aviation airplanes.

Salt Lake City International Airport (SLCIA) is the heart of the Metropolitan Airports System (MAS). In 2001 the airport served 18.8 million passengers ranking the airport the 24th busiest in the nation and 38th busiest in the world. Delta Airlines and its regional partner Skywest airlines operate



approximately 40 percent of the scheduled daily flights from the airport. Flying hours by military organizations based in the Metropolitan Area have averaged about 40,000 flight hours/year since 1985. Military flying units are based at Hill AFB, SLCIA and Salt Lake City No.2 Airport.

Since 1978, there has been a precipitous national decline in General Aviation (GA) manufacturing. Despite this trend, the numbers of active GA airplanes and pilots have remained constant, and flight hours flown by the GA fleet have actually

increased. General Aviation activity along the Wasatch Front has paralleled the national trends. During the previous 20 years based airplanes at the 13 MAS airports reached their lowest point in 1993. Since then the number of based aircraft in the system has increased at an average of slightly over 1.8 percent annually within the 13 system airports.

The Wasatch Front Regional Council prepared the 2003 Metropolitan Airports System Plan (MASP) under the Federal Aviation Administration Planning Grant Program. The MASP is a component of

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Wasatch Front Regional Council

the Wasatch Front Regional Council's Long Range Transportation Plan. This Plan provides for the orderly and timely development of a system of airports to meet the present and future needs of the Metropolitan Area. It relates aviation to the multimodal transportation needs of the Wasatch Front Region and provides the framework for individual airport development.

The plan has three main goals:

- Develop a system of airports that meets the needs of the Wasatch Front area.
- Provide general aviation facilities that are both convenient and accessible to business and non-business general aviation aircraft owners and operators.
- Identify major existing or projected shortfalls within the MAS of airports, as well as means by which they can be corrected.

### **Aviation Forecasts**

The 2003 Metropolitan Airports System Plan (2003 MASP) forecasts are derived from socioeconomic forecasts prepared by the Governors Office of Planning and Budget; Federal Aviation Administration (FAA) national and state forecasts, and from individual airport forecasts contained in airport master plans prepared by aviation consultants. Factors that influence the demand for aviation activity at an airport include the socioeconomic characteristics of the air service area, the level of service and facilities provided at the airport versus competing airports in the Region, and its location with respect to demand generators for originating or transient users.

The Salt Lake City International Airport will continue as the predominate airport in the MAS. According to the most recent FAA Terminal Area Forecast, total operations at SLCIA are expected to grow 15 percent between the years 2003-2010, and could reach 570,978 by 2020. The number of enplaned revenue passengers is expected to increase by almost 18 percent between 2003 and 2010, and may exceed 14,000,000 in 2020. Military operations in the Metropolitan Area are very likely to continue at about the same, or slightly higher, rate for the foreseeable future.

The General Aviation forecasts in the 2030 MASP are based on FAA national forecasts rather than FAA state or local forecasts. The latter do not have sufficient statistical accuracy to produce meaningful results. National forecasts indicate slow but steady growth of the GA fleet, particularly the Turbojet segment. The number of active general aviation aircraft is expected to increase from 211,040 aircraft in 2002 to 229,490 in 2014, and then expand to 249,070 by 2030. This represents an average annual growth of 0.7 percent during the immediate forecast period and 0.5 percent over the extended forecast period. The piston engine portion of the general aviation fixed-wing aircraft fleet is forecast to increase by 0.2 percent during both the immediate and extended forecast periods. Fixed-wing turbine powered general aviation aircraft are expected to increase 2.8 percent annually between 2003 and 2014, and by 2.2 percent during the 2015 to 2030 period. The higher growth rate for the turbine portion of the fleet is based on the expectations of a greater business and corporate use of general aviation aircraft. This will occur as the U.S. economy improves and businesses look for alternatives to scheduled air service and airport security hassles.

Growth in general aviation flight hours is forecast to increase at a faster rate than the active fleet. General aviation activity is very sensitive to changes in fuel price and variations in the rate of economic growth. Based on the assumptions of sustained economic growth, relative stability in fuel prices, and the continued growth in fractional ownership programs and corporate flying, it is expected that aircraft utilization rates will return to or surpass the higher levels experienced prior to the 1990-1991 economic recession. Considering this, general aviation flight hours are forecast to increase from 29.5 million in 2002 to 35.3 million in 2014, and to 43.0 million in 2030. This represents a 1.5 and 1.2 percent annual growth, respectively. The positive forecasts for general

aviation fleet and flight hours are heavily dependent on the assumptions related to continued economic growth and price stability. However, equally important to future growth are continued investment in new aircraft technology and production by general aviation manufacturers and the success of industry programs to foster growth in the number of student pilots. If the industry falters in its efforts to stimulate the production of new general aviation products and services and the growth in the number of student pilots, the outlook for the active fleet, hours flown, and general aviation activity could be considerably lower than the current projections.

The total national pilot population is forecast to increase from 661,358 in 2002 to 935,305 by the year 2030, an average annual growth rate of 1.2 percent over the 28-year forecast period. Much of the growth results from the continuing demand for airline transport pilots. Additionally, recent industry program initiatives designed to promote the benefits of general aviation flying to businesses and the public, to stimulate growth in the number of new student pilots, and to develop an improved flight training infrastructure are also expected to contribute to the growth in the pilot population. During this same time period, the number of instrument rated pilots is expected to increase from 317,389 to 469,800. The percentage of instrument rated pilots increases from 48 percent in 2002 to

50.2 percent in 2030. Those owning GA airplanes are more likely than ever to operate them. However, significantly increased fuel costs could depress this last remaining positive aspect of General Aviation flying.

The State and Metropolitan General Aviation forecasts assume that growth in GA activity will be paced by favorable socio-economic factors, and that there will be a steady migration of aviators and airplanes to the State and, especially, the Metropolitan Area. The Plan forecasts that approximately 92 percent of the registered airplanes in



the Metropolitan Area will remain active and that utilization of these airplanes will exceed the national average out to the planning horizon. The WFRC also forecasts a slight increase in the percentage of Utah active airplanes based in the Metropolitan Area.

The 2003-2020 forecast predicts a 1.84 percent average annual growth for system GA operations, with growth in itinerant operations slightly exceeding growth in local operations, particularly after the year 2005. Average growth rates for system GA airports vary from 2.83 percent at the Provo Airport to 0.74% at Salt Lake City No. 2 Airport. Growth at the predominant system GA airports (SLCIA, Heber, Ogden and Provo) will increase approximately 2 percent per year.

MAS-wide demand for General Aviation basing will grow proportionately with the number of registered airplanes. Current system-wide demand for basing, which is only 60 percent of capacity, will increase to 75 percent of capacity by 2015 if no new facilities are built. Some high growth airports will require additional basing capacity to meet local demand. Most MAS airports will experience increased demand for transient facilities, such as ramp/hangar space and refueling and maintenance services. Protection of GA airports in the MAS from residential encroachment and incompatible use of adjacent land will be an important topic in the future. Many key airports in the

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system are threatened, and the Utah Airport Zoning Act merely encourages protection of these valuable community assets. For more detail, see the MASP report.

#### Airspace, Air Traffic Control and Flight Operations

Proper management of airspace is critical to future growth and airport development. Since the Metropolitan Area is essentially surrounded by mountains, much of the available airspace is controlled, restricted or reserved for special use. This is not a problem for the air carriers or commuter airlines, corporate flying, or military tactical and transport operations. It does however, limit the airspace available for Visual Flight Rules (VFR) flying conducted by most GA pilots and military helicopters. Air traffic control in the large volume of controlled, restricted and special use airspace in the Region is very complex. The FAA and the military exercise this control through a network of closely integrated agencies and sub-agencies. These are supported by an array of communications and navigation facilities located throughout the Region.

Flight operations throughout the Region conform to national and international standards established by the FAA. Some local procedures have been modified by formal agreement between the controlling and using organizations. Flights are conducted using Instrument Flight Rules (IFR) or VFR as appropriate to the type of airplane and equipment, pilot rating and purpose of flight. VFR flights near (within 30 nautical miles) of SLCIA are subject to special rules and procedures. All operations within the Salt Lake City Terminal Control Area, which is controlled airspace, require positive control for traffic separation. VFR pilots who choose not to enter the Class B airspace can still operate from all airports within the MAS except SLCIA; however, the amount of uncontrolled airspace available for these operations is limited. Several initiatives to improve service to VFR pilots are under consideration. These include modifications to the Class B airspace to provide more uncontrolled airspace. Proposed improvements include raising the Class B airspace over the mountainous terrain east of Salt Lake City, and expansion of uncontrolled airspace around the Bountiful Skypark Airport and Salt Lake City Airport No. 2. It is expected that these improvements will enhance safety and access to these airports while having little or no effect on other airports in the Wasatch Front Region.

### **Connections with the Surface Transportation System**

The access to the airports in the Metropolitan Area provided by the surface transportation system is generally good. SLCIA is served by I-80 for commercial flights and by I-215 for general aviation activities. UTA also operates local bus service to the airport. The 2030 RTP recommends that UTA's light rail transit system be expanded to connect the airport with downtown Salt Lake City and the rest of the light rail system.

The General Aviation airports in the Region are located along major arterial streets. The 2030 RTP recommendations include many improvements to these streets which should improve access to these airports. Among these projects are the 7800 South widening near Salt Lake Airport Number 2, the widening of Redwood Road and 500 South and the construction of the Legacy Parkway near Skypark Airport, and improvements to Hinckley Drive and I-15 near the Ogden Municipal Airport.

Besides being an airport facility, Hill Air Force Base is a major employer in the Wasatch Front Region. Many of the roadways around the Hill AFB have been improved to provide good access to the employees and others traveling to and from the Base. Future improvements included in the 203 RTP that will impact Hill Air Force Base include upgrades to US-89 and the widening of I-15. In addition, the commuter rail line planned to connect Weber and Davis Counties with Salt Lake City and eventually Utah County, will be able to serve Hill AFB. Shuttle connections between the Hill AFB and commuter rail stations in Clearfield and Layton will enhance transit service to Base. Screening for security purposes of commuter using these shuttle connections will be necessary.

# **FUTURE TECHNOLOGIES**

It is safe to say that trying to predict the future is a tricky errand at best. However, because transportation is so important to commerce and quality of life, it behooves the WFRC to attempt to look into the future in a way that allows, as much as possible, the accommodation of the future in the present. History teaches that those regions and cities that fail to quickly adapt are bypassed as the new circumstances remake the economy and the landscape.

What seems to be clear is that transportation technology changes of the future will continue to be governed by three basic principles: First, large scale change must meet a large scale need. Second, change is a product of overall technological trends. Third, transportation changes are generally adopted only after governments support them financially.

#### Meeting A Need

Some of the more pressing transportation related needs appear to be as follows: air quality, accommodation of commerce, climate stabilization, energy independence, and accommodation of population growth. It can be argued that each of these needs is growing in importance and is likely to drive changes in transportation technology.

Air quality is important to regional health in several ways. As the senior population grows so does the percentage of residents who are most susceptible to poor air quality. This growing senior population will enjoy considerable political power and may increase the pressure to resolve air

quality concerns. Additionally, advances in health research are further delineating the links between pollutants at lower concentrations and poor health. The Wasatch Front Region, with its unique geographic conditions, will need to respond to these pressures to improve air quality using the best management practices and technologies available.

Accommodation of existing and future commerce will be very important to the Wasatch Front Region. Business requires movement of people and goods. Modern business requires the ability to attract talent. This talent is highly mobile and is frequently free to relocate based upon quality of life issues. Beyond air quality needs noted above, a reasonable commute is essential to quality of life. Modern business is also more reliant upon "just in time" delivery which is, in turn, dependent upon the ability to cheaply and reliably move freight.

Climate change is a fast growing concern. Reductions in carbon dioxide and other green house gas releases is steadily becoming a global and business concern and even starting to drive the economy. Energy independence is an increasing concern for everyone. Many of America's oil wells have seen their peak performance. New oil resources are expensive to develop, environmentally damaging, and difficult to retrieve. Increasing reliance upon



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foreign oil runs counter to national interests. It can be assumed that more effort will be made to develop alternative energy resources. Utah will play an important role as these alternative resources are developed.

Utah has a particular need to accommodate rapid population growth. Utah has a perennially high growth rate and much of that growth is centered on the Wasatch Front. In 2006, Utah had the highest fertility rate in the Nation, the third longest life expectancy rate, and the sixth highest population growth rate. By 2050 it is anticipated that the Wasatch Front will have about 5 million residents. This is over twice its current population and about the current size of Philadelphia, Pennsylvania. Much of the region's road infrastructure is in place and is unlikely to be doubled. Even more congestion can be expected, resulting in less road throughput or capacity.

#### **Overall Technological Trends**

Among the most influential segments of the economy leading change are information technologies, containerization, and materials engineering. Information technologies applied to transportation include, but are not limited to, parking and transit locator services, demand-activated transit systems, computer assisted driving, telecommuting, and the provision of goods and services via the internet. This segment of the nation's economy continues to increase as technology plays and increasing role in transportation demand solutions.

Parking and transit locator services provide direct, real-time communication between the parking or transit vehicle and the user. This could allow for demand-activated transit systems in lower density areas which would provide door-to-door service and optimized routing. Computer assisted driving would improve safety and allow for more road capacity by shortening the gaps between vehicles. Telecommuting and the provision of goods and services via the Internet may ultimately eliminate many trips altogether.

Containerization, the concept of allowing trunk line and collector-distributor functions to use a single container or vehicle, has revolutionized the freight industry. A single container of goods is transported in mass by ship, downloaded to a train based upon a large common destination, and then downloaded to tractor trailer for delivery to a specific destination. Applications of this technology in the movement of people include personal rapid transit and various types of bus rapid transit. Personal Rapid Transit (PRT) generally consists of small vehicles, each carrying about the same number of persons as an automobile. These vehicles would travel over an exclusive right-of-way or guideway network, either over standard routes, or else automatically routed individually from origin to destination at network stations.

Bus rapid transit can operate in much the same way as PRT but with larger passenger capacities. Currently several BRT lines include line-haul and collector-distributor segments. A line in England operates driver-less on a fixed-guideway and then with a driver as a collector-distributor. In Boston and Seattle the fixed-guideway portion of the lines are in a tunnel. Los Angeles has a BRT with its fixed-guideway portion on a rail line that previously served as a freight railroad. In France, the fixedguidway portion is reversible allowing only the bus in the peak direction to use the guideway. Set to debut in 2009 in Korea is a bus line that operates on both magnetic railways and asphalt roads.

The use of new engineered materials holds huge promise for transportation. As lighter and stronger materials become more economically viable, vehicles will emit fewer pollutants, use less energy, and potentially take up less space. Thus far, transit has been one of the first industries to adopt some of these materials in vehicles. Some of these materials are finding a place in highway construction. For example, specialty wraps have been introduced to prolong the life of bridge support structures.



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# SAFETY AND HOMELAND SECURITY RECOMMENDATIONS

#### **Safety Recommendations**

Safety is an objective of the 2030 RTP and included in the growth principles guiding its development. Wasatch Front Regional Council recommends and encourages all projects in the RTP to be planned, designed, and implemented, with the safety of future users given high priority. As required by SAFETEA-LU, safety is a key component in transportation planning. The Federal Highway Administration (FHWA) in cooperation with the National Highway Carrier Safety Administration (NHCSA), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA) provided guidance in the form of a document titled the *"Strategic Highway Safety Plans: A Champion's Guide to Saving Lives, Interim Guidance to Supplement SAFETEA-LU Requirements."* This guide proposed that a Strategic Highway Safety Plan (SHSP) be developed to identify the State's key safety needs and guide investment decisions to reduce highway fatalities and serious injuries. The SHSP is a statewide coordinated safety plan that will establish statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders.

The Utah Safety Leadership Team, led by UDOT, has completed an initial SHSP called the *"Utah Comprehensive Safety Plan (UCSP), Working Together, Achieving Success, Zero Fatalities".* The contributing members of the Utah Safety Leadership Team included UDOT, FHWA, FMCSA, the Utah Department of Public Safety, and the Utah Local Technical Assistance Program Center (LTAP). The WFRC also participated on the Utah Safety Leadership Team. The UCSP will be continuously reviewed, revised, and updated.

The adopted UCSP is comprised of three separate and distinct areas. Each part has a different overall direction while maintaining the ultimate goal to reduce serious injury crashes and fatalities. The first section identifies "Emphasis Areas", where it is felt added attention and emphasis by safety organizations is needed for the next five years. Emphasis areas identified include reducing roadway departure crashes, increasing the use of safety restraints, reducing impaired driving, and reducing aggressive driving. The second area is the "Continuing Safety Area", where continued support and enhancement of current programs is needed. These areas include improving intersection safety, improving pedestrian safety, enhancing child safety, increasing work zone safety, enhancing safet truck travel, improving motorcycle safety, enhancing railroad crossing safety, enhancing safety Area" and contains new and innovative programs or programs that have received minimal attention in the past. Special safety areas include reducing fatigued driving, improving young driver safety, enhancing older driver safety, promoting bicycle safety, and enhancing emergency services capabilities.

The WFRC can directly help contribute to many of the programs within the UCSP. These programs include improving intersection safety, improving pedestrian safety, promoting safer truck travel, enhancing railroad crossing safety, improving the crash data system, and promoting bicycle safety. Examples of projects within the RTP that address some of these areas of concern include the following.

- SR 201 Interchanges at 7200 West and 8400 West in Salt Lake County Improve intersection safety
- BRT and Enhanced Bus Improve pedestrian safety
- 24<sup>th</sup> Street Interchange in Ogden Promote safer truck travel
- 1800 North in Clinton Includes a grade separation at the Union Pacific Railroad crossing
- Commuter Rail South Includes improvements to at grade railroad crossings

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• The Bicycle Plan – Promotes bicycle safety

#### **Homeland Security Recommendation**

Similar to safety, security plays a significant role in the development of a regional transportation plan. While many improvements to the transportation system will impact both safety and security the Regional Transportation Plan addresses security of the transportation system in several aspects. The recommended plan includes improvements at choke points, increased multimodal redundancies within the system, capacity expansion, and increases in the Intelligent Transportation System program. The 2030 RTP recommends choke point improvements on the I-15 corridor in Weber, Davis and Salt Lake Counties. In Weber and Davis Counties two additional freeway lanes are added to I-15 at the County line and in Centerville. In Salt Lake County, in addition to four freeway lanes added to I-15, the recommendation is for a new eight lane facility for the Mountain View Corridor, and two new lanes for the Redwood Road arterial.

To increase the redundancy and multimodal aspect of the transportation system a considerable amount of transit has been recommended in the RTP. Commuter Rail is extended from Salt Lake City to Provo, LRT is extended to the SLC International Airport, West Valley City, Daybreak Planned Community, and Draper City thus increasing the current rail system by over 70 miles. Bus Rapid Transit lines are also included in the Ogden Central Business District, from South Davis County to Salt Lake City and on several other major corridors throughout the region.

System capacity expansions have also been included in the Plan. Capacity has been added to the system with the expansion on I-15 throughout Davis County and on the southern end of Salt Lake County as mentioned above. Freeway capacity improvements are also included for State Route 201 and I-80 in Salt Lake County and US-89 in Davis County. Additionally, 24 significant east-west corridors and 12 north-south corridors in the region are recommended for improvements.

The Intelligent Transportation System (ITS) program is certainly a vital component to maintaining and improving the security of the regional transportation system. The ITS program recommends expansion of variable message signs and closed-circuit television (CCTV) coverage across the region and includes continued improvements to the communications networks for both highway and transit. In addition to the physical transportation infrastructure the 2030 Plan recommends continued coordination with the State Department of Public Safety Division of Homeland Security, UDOT and UTA in the development, refinement and exercise of emergency preparedness plans.

# **ACTIVE LIVING PRINCIPLES**

In 2006, a special study was conducted for the WFRC in conjunction with the preparation of the 2030 RTP. The title of the report is *Public Health and Transportation: Planning for Active Modes Along Utah's Wasatch Front.* This study looked at the people of the Wasatch Front relative to their general health, travel behavior, existing infrastructure for walking and bicycling and its influence on active living, role of urban form, specific programs, community design, and funding sources.

### Recommendations

Studies have found that communities that provide for more walking and biking improve the overall health of the people in their community. The active living report makes several recommendations for policy approaches that were adopted by the Wasatch Front Regional Council as a part of the 2030 RTP. These policy approaches are designed to increase physical activity in local environments, as well as help people adopt healthier behaviors. The following policy approaches are specifically recommended for the 2030 RTP.



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- Promote complete street designs and ordinances which provide adequate infrastructure for all modes of transportation when building new or reconstructing existing streets
- Encourage adequate active links to new transit stations/stops as well as improved access for existing transit, including safe convenient bike paths and pedestrian routes
- Incorporate bicycle parking and storage in key transit oriented locations
- Recommend a four foot paved shoulder along new or improved shared roadways to improve the safety and convenience of bicyclists and motorists
- Designate connected bicycle routes that are distinctly separate from the automobile right-ofway to serve as arterials for active modes throughout the region
- Recommend that new sidewalks provide at least a 3-foot buffer in all urban areas to separate pedestrians from faster moving vehicles, such as bikes and automobiles. Where a 3-foot buffer may not be possible, a 6-foot sidewalk next to the curb and gutter would be sufficient
- Identify appropriate locations to incorporate shared use paths along rivers, canals, utility rights-of-way, railroad or freeway corridors, within or between college campuses, parks and cul-de-sacs, and anywhere else natural barriers exist
- Incorporate proper signage, as well as specific surface treatments for active infrastructure, to define it as separate from the vehicle travel and right-of-way
- Through the use of the *Wasatch Choices 2040 Growth Principles*, encourage local communities to adopt land uses that enhance active living and to plan for active transportation choices in their general plans

# **TOOELE COUNTY**

In November, 2004 Grantsville City, Tooele City, and Tooele County established the Tooele Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. The UDOT has funded most of the work of WFRC staff in assisting the local jurisdictions in developing these plans and priorities. Both the UDOT and the UTA have been active participants in the RPO process. One of the principal products of this effort is the Tooele Valley Regional Long Range Transportation Plan, which was completed in October, 2006. This plan addresses highway and transit capacity needs and also contains recommendations related to bicycle facilities, safety, and intelligent transportation system improvements. An extensive needs assessment was conducted, including public and elected official input. Also, several alternatives were evaluated in determining how best to serve traffic moving to and from Salt Lake County. Map 8-9 on the following page includes both project type and phase of the highway projects recommended from the Tooele Valley Regional Lang Range Transportation Plan.

### Recommendations

- Construct an additional north-south high-speed facility in the Tooele Valley to address the demand for travel to and from Salt Lake County. An environmental study of the corridor is currently underway.
- Triple peak period transit service between the Tooele Valley and Salt Lake County.
- Construct several other highway capacity improvements to address travel demand within the Valley.
- As population and employment reach sustainable thresholds within the Valley, increase local bus service.

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### MAP 8-9 RECOMMENDED 2030 HIGHWAY IMPROVEMENTS FOR TOOELE COUNTY





# **MORGAN COUNTY**

At the suggestion of the Regional Council and with the support of the Morgan County Council and the Morgan City Council and Mayor, the Regional Council began a study of transportation needs in Morgan County in July 2006. Since that time, Regional Council staff members have interviewed City and County engineering and planning staffs, elected officials, senior UDOT staff with responsibility for Morgan County and visited several areas of concern. With the comments from these individuals and with the use of available socioeconomic information, the Regional Council staff prepared a brief statement of needs, planning level cost estimates, prospective benefits, and a list of transportation projects to address safety, bicycle, and roadway capacity improvements for Morgan County.

### Recommendations

- The replacement of the Mountain Green partial interchange with a full interchange at Trappers Loop Road.
- The improvement of the railroad underpass into Morgan City with a possible overpass subject to future study.
- An additional bridge over the Weber River on Young Street.
- The addition of bicycle lanes and/or shoulders on SR-66.
- The improvement of Round Valley Road on the eastern edge of Morgan City.
- A traffic study of the Croyden Exit and railroad underpass for safety purposes.
- A traffic study for a potential traffic light at the intersection of Young Street and SR-66.
- Funding for a public transit van, possibly associated with the Morgan County Senior Center or other human services organization, for the convenience of those individuals who do not own or drive a vehicle.

# PUBLIC INPUT ON RECOMMENDED IMPROVEMENTS

In addition to the comment by comment summary included in the Public Involvement Appendix to the Regional Transportation Plan: 2007-2003, a brief summary is included here describing the primary comments and responses received during the formal public comment period for the 2030 RTP which ran from April 6, 2007 through May 7, 2007. It should be noted that there were other comments not addressed in this document which related mostly to individual projects. These comments are noted and answered in the comment by comment summary in the Public Involvement Appendix A to the 2030 RTP.

- **Issue** Financial resources should be re-directed from highways to public transit.
- **Answer** The Regional Council seeks a 'balanced' transportation system which incorporates the best features of each mode. Therefore, even though current transit usage is a small proportion of all trips, transit investment accounts for 35% of capital expenses. Other, larger urban areas within the country have sought such a balance and portions of the Wasatch Front are beginning to reach that threshold where a more mature, urban transportation system is necessary.

Also, financial resources are assigned to transit or highways by federal, state or local legislative bodies and, generally, may not be re-directed by the Regional Council. The United States Congress appropriates money through the federal transportation program which proscribes the end usage of the money granted. With some small exceptions,

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these funds are earmarked for highways or transit and may be redirected by state or local agencies only in very limited circumstances. Certain funding designated for the Interstate Maintenance Program could be redirected to transit at the request of the Governor. However, given the needs for maintenance within the interstate system, this should be considered unlikely.

The Regional Council chooses to fund numerous transit projects with the federal funding it does control such as the State Street TRAX Bridge, various park and ride lots and the van pool program. The Utah State Constitution requires all taxes on liquid motor fuels be dedicated to highway construction, maintenance and operation. Any redirection of these funds to transit would require a constitutional amendment. The Utah State Legislature has appropriated certain general sales tax monies to the transportation fund for the purpose of accelerating certain high priority highway projects. Any changes in the use of those funds would require approval from the Legislature.

The Utah State Legislature has allowed the county councils of governments to pursue sales tax increases for highway or transit projects. To date, transit has received the lion's share of those funds available for local prioritization, especially in Salt Lake County. Additionally, transit is contemplated to receive a large percentage of future local sales tax monies in plans adopted by the Davis and Weber County Councils of Governments.

- **Issue** Air Quality concerns would suggest that most future road building be curtailed and future expansion of transportation facilities is mostly transit.
- Answer Air quality is better today than it was 20 years ago. The Air Quality Conformity Memorandum 21 accompanying the 2030 RTP demonstrates that mobile source pollution will continue to decrease and that total vehicular emissions 20 years from now will be less than they are today. These improvements are mostly the result of improved engine and pollution control technology, particularly in diesel engines. A small portion of this improvement will be due to increased transit usage and reduced congestion.

The Wasatch Front region has met air quality conformity targets for some time now and projected mobile source pollutants within the current 2030 RTP are no exception. Even with the tighter standards for PM 2.5, it is anticipated that when those restrictions are enforced in the next regional transportation plan due in 2011, the RTP will continue to meet air quality conformity requirements.

- **Issue** The 2030 RTP commits a grossly disproportionate 35% of capital construction funding to transit when it represents only .9% of all passenger miles traveled in the Region.
- **Answer** The Regional Council understands that the 2030 RTP proposes a very large transit plan relative to current usage. This is because the Regional Council is seeking for a 'balanced' transportation system that incorporates the best features of each mode. For example, in certain highly congested corridors, we cannot easily or inexpensively add capacity. However, we could add additional TRAX or commuter rail cars. In addition, in larger, more urbanized areas of the country, they have long since discovered that while free flow on a freeway lane may collapse under demand of more than 2200 vehicles per hour, a fixed guideway transit system will keep moving, even when it is packed. We have begun to reach that threshold in certain areas and, therefore, need the transit program as outlined.

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- **Issue** The sequencing of transit on 5600 West after the construction of the Mountain View Corridor (MVC) is contrary to the vision agreement in the MVC EIS.
- **Answer** The MVC vision agreement reads "The sequencing of transportation investments needs to be *studied* to recommend the most effective and cost efficient way to meet future travel needs..." WFRC agrees on the need for further study but does not view this as a commitment to any sequencing at this time.
- **Issue** Highways will only induce more demand and sprawl.
- **Answer** Highway construction generally follows rather than precedes demand due to funding constraints. Were new highways to be built into lightly populated areas they could indeed induce demand. Growth projections show demand keeping well ahead future highway construction.

In order to help reduce sprawl and the growth in vehicle miles traveled (VMT), the Regional Council has adopted the visioning process and the growth principles based on that process. Those growth principles, which have become the foundation for the 2030 RTP, include such elements as the creation of regional centers served by high capacity transit, encouraging contiguous development, the shifting of employment toward residential areas to minimize the need for travel. Hence, VMT is expected to increase 52% by 2030 while the population will grow 42%. This represents a considerable reduction in VMT growth compared to previous years.

- **Issue** The model used to predict transit ridership is "notoriously unable to predict transit ridership."
- Answer The travel models have recently been upgraded with 2006 data from UTA's On Board Survey. Generally, models are used only as a tool among others and are compared to actual data as it becomes available. Also, the 1993 Home Interview Survey has been updated with information from the 2000 Census and the 2001 National Household Travel Survey.
- **Issue** The plan did not specify the importance of sidewalks for pedestrian, and bike lanes. The importance of bike lane and sidewalk design, especially around transit stops, is very high.
- **Answer** The Regional Council agrees on the need for additional non-motorized transportation improvements. To this end, the bicycle portion of the 2030 Plan includes a 'complete streets' provision meaning all highway projects should provide for non-motorized travel needs.
- **Issue** East/west travel capacity is sorely needed in all three urban counties.
- Answer The Regional Council has been aware of the need for additional east/west capacity for some time now. To meet this need, the 2030 RTP calls for a dramatic expansion of east/west capacity in the form of three TRAX lines, several improved arterial streets and two freeways (SR 201 and the southern portion of the Bangerter Highway) within the western portion of Salt Lake County. East/west arterial and transit improvements are also a central element of the 2030 RTP in Davis and Weber Counties. The Regional Council is also participating in UDOT sponsored studies of east/west highway capacity

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needs for western Salt Lake County and northwestern Davis County and southwestern Weber County.

- **Issue** The Northern portion of the Legacy Highway should be completed prior to the expansion of I-15. This would not only help with north/south traffic, but also with east/west traffic attempting to access the freeway.
- **Answer** The Regional Council agrees on the need for the North Legacy Highway and encourages the early preservation of the corridor. However, the 2030 RTP must remain within the financial constraints of reasonable revenue estimates. Due to these constraints, a much less costly expansion of the portion of I-15 between Farmington and Layton is contemplated. In addition, UDOT has indicated that funding is available in the near future for this project on I-15. Lastly, the North Legacy environmental process, allocation of funding and construction could take up to ten years to complete.
- **Issue** There were a number of comments supporting the construction of a streetcar from the Ogden intermodal center to Weber State University ahead of other transit projects in Weber County.
- **Answer** The Regional Council agrees based on the latest data and ridership estimates including the recently completed corridor study. Therefore, the 2030 RTP supports the Weber State University line as the first fixed guideway transit facility in Weber County. However, due to funding constraints, the line was programmed as a bus rapid transit facility.