Our region is among the fastest growing areas in the United States. The way we grow will largely determine our quality of life for generations to come. Through the Wasatch Front Regional Council (WFRC), local governments and community members from Davis, Morgan, Salt Lake, Tooele and Weber counties in Utah have come together to plan for our future.
As one of the fastest growing regions in America, population along the Wasatch Front is projected to increase by 60 percent by the year 2040. The Wasatch Front Regional Council’s (WFRC) mission is to ensure that transportation plans address this rapid growth while preserving our quality of life.

The Wasatch Front Regional Council consists of local governments and community leaders from Davis, Morgan, Salt Lake, Tooele and Weber counties. WFRC collaborates with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA) and other interested parties to plan for the region’s long-term growth and transportation needs.

Sources: Governor’s Office of Planning and Budget (GOPB), 2012 Baseline Projections and the U.S. Census Bureau, 1990, 2000, 2010
The Wasatch Choice for 2040 is a 30-year vision for growth that maintains a high quality of life on the Wasatch Front and Wasatch Back. The vision was created in partnership with Mountainland Association of Governments (MAG) and Envision Utah after extensive public input.

The Wasatch Choice for 2040 (shown on the following page) will create opportunities for growth to occur in centers across the region. The vision is based on regional growth principles (listed below) and implementation strategies by which these centers will provide choices for housing, employment, retail and recreation near regional transportation systems.

Implementing the Wasatch Choice for 2040 Vision will improve mobility and air quality, strengthen the economy and also enhance our quality of life now and for future generations.

**GROWTH PRINCIPLES**

The Growth Principles are a common-sense foundation for local and regional actions that will foster a high quality of life. These principles were adopted in 2005 by the elected officials and community leaders who make up the Wasatch Front Regional Council.

1. Provide public *infrastructure* that is efficient and adequately maintained.
2. Provide regional mobility through a variety of interconnected *transportation* choices.
3. Integrate local *land use* with regional transportation systems.
4. Provide *housing* for people in all life stages and incomes.
5. Ensure public *health* and safety.
6. Enhance the regional *economy*.
7. Promote regional *collaboration*.
8. Strengthen sense of *community*.
9. Protect and enhance the *environment*.
The Greater Wasatch is one region, stretching from Weber County south to Utah County and from Tooele County east to the Wasatch Back. We compete economically with other regions, comprise one job and housing market, and share the same air and water. Where and how we shape tomorrow’s neighborhoods, communities, and economic centers within our region will dramatically affect the quality of our lives, including how much time and money we spend getting around, the quality of the air we breathe, and the choices we have available to live, work, shop, and play.

**Greenspace**

Greenspace rings our valleys, connects our cities, and provides space for civic and social functions in our towns and neighborhoods. The Wasatch Choice for 2040 affirms that our natural resources and working lands provide immense benefits. We should safeguard them to preserve our regional food system, protect our water quality, and maintain our recreational opportunities. These lands also provide needed wildlife habitat, help to clean our air, and provide relief from our urban environment. Even closer to home, our parklands and greenways provide critical gathering spaces, recreational amenities, and connection to the natural world.

**Regional Greenways**

The Wasatch Front Greenway Trail and the Provo River Parkway.

**Regional Connections**

Links between greenways and greenways and major population centers.

**Centers**

Centers are historical and emerging regional destinations of economic activity. The vision suggests that these centers should expand to provide ever-broadening choices for residents to live, work, shop and play; a mix of all of these activities is welcome. Centers should work with the long-term market, helping to provide opportunities to residents who want to live close to work, walk or bike to shop, and have both great transit and road access — desperately needed as our population ages, gas prices and congestion increase, and housing prices inch upward.

**Metropolitan Center**

Downtown Salt Lake City is the metropolitan center, serving as the hub of business and cultural activity in the region. It has the most intensive form of development for both employment and housing, with high-rise development common in the central business district, and it will continue to serve as the finance, commerce, government, retail, tourism, arts, and entertainment center for the region.
Urban Center
Urban centers are the focus of commerce and local government services benefiting a market area of a few hundred thousand people. Urban centers will be served by high-capacity transit and major streets. They are characterized by two- to four-story employment and housing options.

Town Center
Town centers provide localized services to tens of thousands of people within a two- to three-mile radius. One- to three-story buildings for employment and housing are characteristic.

Station Community
Station communities are geographically small, high-intensity centers surrounding high-capacity transit stations. Station communities vary in their land use: some feature employment, others focus on housing, and many will include a variety of shops and services.

Main-Street Community
Main streets are linear town centers. Each has a traditional commercial identity but on a community scale. Main-street communities prioritize pedestrian-friendly features, but also benefit from good auto access and often transit.

Boulevard Community
A boulevard community is a linear center coupled with a transit route. Unlike a main street, a boulevard community may not necessarily have a commercial identity, but may vary among housing, employment, and retail along any given stretch.

Corridors
Corridors combine a mix of uses—retail, offices, and residences—with multiple transportation options (sidewalks, bike lanes, roadways, and public transportation). Two types of corridors are identified in the Vision: Boulevard Communities and Main Streets. Examples of Boulevard Communities might include State Street or Redwood Road—with higher traffic volumes, yet envisioned as multi-modal boulevards with public transportation systems supporting increased residential, office, and commercial development. Main Street examples might include Magna or Lehi—more historic in character with lower traffic volumes, wider sidewalks, and more on-street parking.
Following the regional growth principles outlined in the Wasatch Choice for 2040 Vision, the 2011-2040 Regional Transportation Plan (RTP) addresses our region’s transportation needs over the next 30 years. Updated every four years by WFRC, the RTP is the plan for all regionally significant road and highway, public transit capacity-expansion and preservation projects in the Wasatch Front. The RTP also incorporates other modes of transportation, including bicycle, pedestrian, trucking and transportation for seniors and persons with disabilities.

The RTP as adopted by WFRC is then incorporated into Utah’s award-winning Unified Transportation Plan. The Unified Plan ensures that all transportation planning efforts from across the state are coordinated.

The maps on the following pages illustrate the recommended road and public transit capacity expansion projects in WFRC’s current RTP.

The first phase of the RTP is implemented through the Transportation Improvement Program (TIP), which is a six-year capital improvement program for transportation projects and studies and is updated annually by WFRC.
Air quality along the Wasatch Front has improved markedly over the past two decades due, in part, to newer vehicles that emit substantially lower pollution. However, continuing to improve our air quality remains a challenge now and in the future. Given this, WFRC approves its transportation plans with air quality in mind. The 2040 Regional Transportation Plan (RTP) must conform to the Utah State Implementation Plan (SIP) for air quality. This means that the vehicle emissions resulting from the transportation projects proposed in the 2040 RTP may not exceed the level or “budget” set for them in the SIP.

As we work now to provide transportation choices and plan our communities in a way that is consistent with the regional growth principles of the Wasatch Choice for 2040 Vision, our air quality will benefit through shorter and fewer auto trips and reduced congestion, resulting in lower vehicle emissions. Implementation of the Vision will reduce vehicle hours traveled and vehicle emissions by nine percent, compared to baseline 2040 projections.

Air quality will continue to improve in the future as a result of further reductions in emissions from new vehicles and increased use of transportation options such as public transit, carpooling, combining trips and enhanced bicycle and pedestrian opportunities. In fact, vehicle emissions are projected to decrease by 52 percent between 2008 and 2019.

A particular air quality concern for the Wasatch Front region is known as PM2.5 (particulate matter 2.5 microns in diameter or less). This fine particulate pollution occasionally reaches unhealthy levels during winter inversion conditions. The graph below shows projected PM2.5 emissions from vehicles through the year 2040, indicating that planned control measures will help meet the needs of a healthy environment for ourselves and generations to come.

**WASATCH FRONT AREA VEHICLE EMISSIONS TRENDS**– PM 2.5

*Vehicle exhaust emissions of PM2.5 and PM2.5 precursors (NOx-nitrogen oxides, VOC-volatile organic compounds) for Salt Lake, Davis, Weber, Box Elder and Tooele Counties. Source: WFRC air quality conformity analysis using the MOVES model and the regional travel demand model.*
*Projects not shown*

SR - 201 / I - 80 Interchange (West)  
Little Cottonwood Canyon Snow Shed

**SALT LAKE COUNTY: NORTH-SOUTH FACILITIES**

- **SR-111 Exit**  
  - 6800 S.  
  - 6800 W.  
  - I-15  
  - Unfunded

**BETTS ROAD: OVERPASSES**

- **US-91 Overpass**  
  - US-91

**SALT LAKE COUNTY: EAST-WEST FACILITIES**

- **US-89 Interchange**  
  - US-89

**BETTS ROAD:**

- **SR-111 Overpass**  
  - SR-111

**SALT LAKE COUNTY: INTEREXCHANGES**

- **I-15 Interchange**  
  - I-15

**LOCAL INTEREXCHANGES**

- **SR-111 Interchange**  
  - SR-111

- **US-89 Interchange**  
  - US-89

**SALT LAKE COUNTY: FACILITIES**

- **SR-111 Exit**  
  - 5000 S.

**SALT LAKE COUNTY: SPOT FACILITIES**

- **SR-201 Interchange**  
  - I-80

- **SR-89 Interchange**  
  - 1500 S.

- **SR-11 Interchange**  
  - SR-11

- **SR-89 Interchange**  
  - SR-89

**SALT LAKE COUNTY: INTERCHANGE IMPROVEMENTS**

- **SR-201 Interchange**  
  - I-80

**SALT LAKE COUNTY: OVERPASSES**

- **SR-111 Overpass**  
  - SR-111

**SALT LAKE COUNTY: RELOCATION**

- **SR-201 Interchange**  
  - I-80

**SALT LAKE COUNTY: OTHER FACILITIES**

- **SR-111 Exit**  
  - 5000 S.

- **SR-89 Interchange**  
  - SR-89

**SALT LAKE COUNTY: WILDERNESS**

- **SR-201 Interchange**  
  - I-80

**SALT LAKE COUNTY: OTHER JOINT FACILITIES**

- **SR-201 Interchange**  
  - I-80

**SALT LAKE COUNTY: WILDERNESS**

- **SR-201 Interchange**  
  - I-80
MAJOR TRANSIT PROJECTS

WEBER COUNTY PROJECTS:
Project and Major Stops

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DOWNTOWN OGDEN PROJECTS:

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DAVIS COUNTY PROJECTS:

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INTERCITY PROJECTS:

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SALT LAKE COUNTY, NORTH-SOUTH PROJECTS:

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WASATCH FRONT REGIONAL TRANSPORTATION PLAN 2011-2040

- Park and Ride
- Transit Hubs
- Transit Only Ramps
- Light Rail Transit
- Commuter Rail

MAPS AND MORE INFORMATION:
A VISION FOR THE WASATCH FRONT

Maintaining Quality of Life for a Booming Population

Wasatch Choice for 2040 Vision

Improving Air Quality

Utah’s Transportation Plans

GET INVOLVED!

Are you interested in learning more or participating in planning efforts in your area? Visit our website, www.wfrc.org, or contact us:

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