

DAVIS | MORGAN | SALTLAKE | TOOELE | WEBER

# WASATCH CHOICE FOR 2040 VISION 2011-2040 REGIONAL TRANSPORTATION PLAN



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.

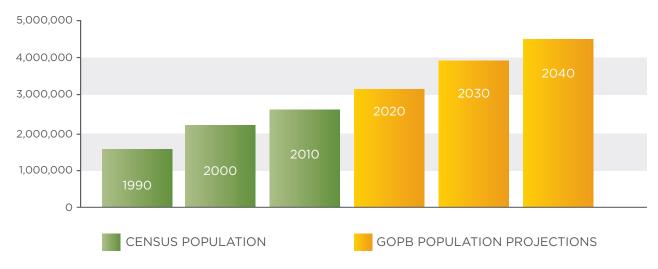
# MAINTAINING QUALITY OF LIFE FOR A BOOMING POPULATION

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.



### UTAH'S POPULATION GROWTH WILL CREATE CHALLENGES



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 VISION

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.

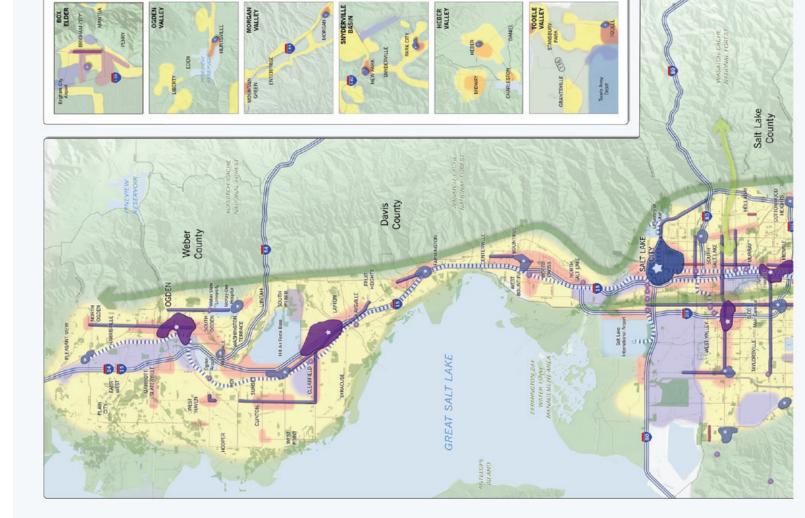
Implementing the Wasatch Choice for 2040 Vision will improve mobility and air quality, strengthen the economy and also enhance our quality of life now and for future generations.



## **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 Wasatch Choice for 2040

# Vision Map

and how we shape tomorrow's neighborhoods, communities, and economic centers within money we spend getting around, the quality of the air we breath, and the choices we have regions, comprise one job and housing market, and share the same air and water. Where and from Tooele County east to the Wasatch Back. We compete economically with other our region will dramatically affect the quality of our lives, including how much time and The Greater Wasatch is one region, stretching from Weber County south to Utah County available to live, work, shop, and play.



# Greenspace

Greenspace rings our valleys, connects our cities, and provides space working lands provide immense benefits. We should safeguard them for civic and social functions in our towns and neighborhoods. The Wasatch Choice for 2040 affirms that our natural resources and

to preserve our regional food system, protect our water quality, and our parklands and greenways provide critical gathering spaces, recreational amenities, 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, connection to the natural world.









# Centers

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-Centers are historical and emerging regional destinations of economic

term market, helping 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

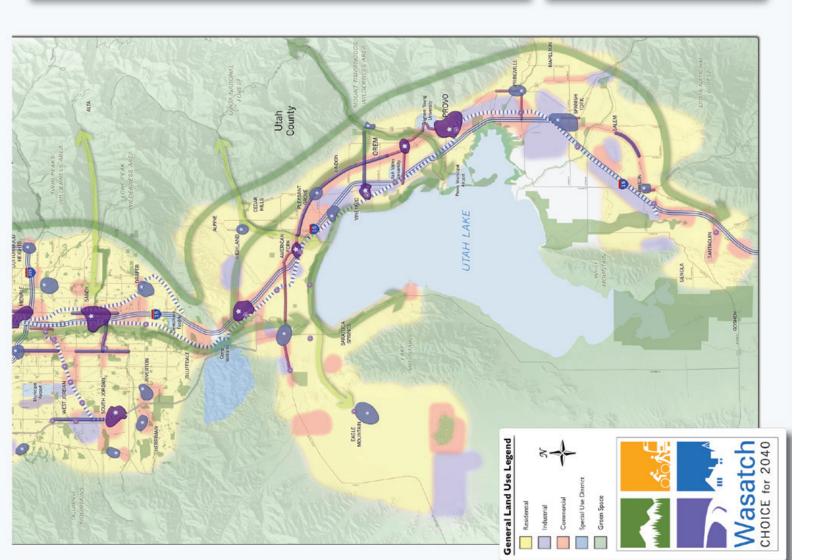


development for both employment and region. It has the most intensive form of metropolitan center, serving as the hub of business and cultural activity in the Downtown Salt Lake City is the



common in the central business district. It will continue to serve as the finance, commerce government, retail, tourism, arts, and entertainment center for the region.

housing, with high-rise development



# Urban Center

Roor Area Ratio 0.75 to 4 20 to 100 Housing Units per Acre

and major streets. They are characterized by two- to four-story area of a few hundred thousand people. Urban local government services benefiting a market centers will be served by high-capacity transit Urban centers are the focus of commerce and employment and housing options.





radius. One- to three-story buildings for employment

and housing are characteristic.

Town centers provide localized services to tens of

Town Center

thousands of people within a two- to three-mile

20 to 100 Housing Units per Acre Floor Area Ratio 0.5 to 2.5



Floor Area Radio 0.5 to 1.5 10 to 50 Housing Units per Acre



Floor Area Ratio 0.35 to 1.0 0 to 50 Housing Units per Acre



# Station Community

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

# Main-Street Community

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

# **Boulevard Community**

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

# Corridors

public transportation). Two types of corridors are identified in the Vision: Communities might include State Street or Redwood Road—with higher Corridors combine a mix of uses—retail, offices, and residences—with multiple transportation options (sidewalks, bike lanes, roadways, and Boulevard Communities and Main Streets. Examples of Boulevard

commercial development. Main Street examples might include Magna traffic volumes, yet envisioned as multi-modal boulevards with public transportation systems supporting increased residential, office, and or Lehi-more historic in character with lower traffic volumes, wider sidewalks, and more on-street parking.





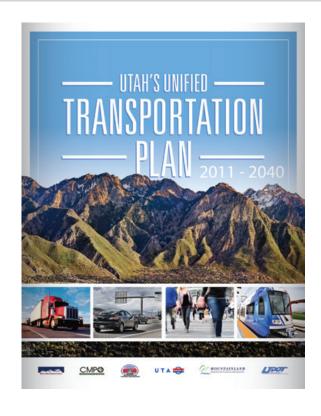
Commuter Rail /TRAX

### UTAH'S REGIONAL TRANSPORTATION PLANS

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.



## IMPROVING AIR QUALITY

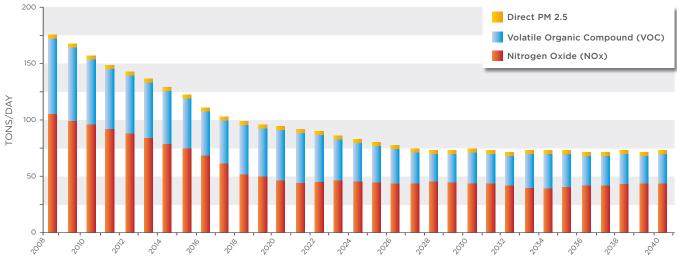
Air quality along the Wasatch Front has improved markedly over the past two decades due, in part, to newer vehicles that emit substantially lower pollution. However, continuing to improve our air quality remains a challenge now and in the future. Given this, WFRC approves its transportation plans with 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.

# 2040 REGIONAL TRANSPORTATION PLAN

# MAJOR ROAD PROJECTS

# SEE WWW.WFRC.ORG FOR PHASE BY PHASE MAPS AND MORE INFORMATION

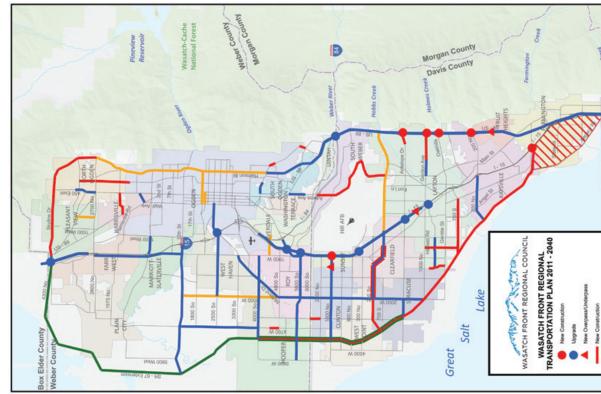
# PHASE 1: 2011-2020 PHASE 2: 2021-2030 PHASE 3: 2031-2040 UNFUNDED: 2040+

FACILITY	FROM	10	PHASE
WEBER COUNTY, NORTH-SOUTH FACILITIES	SOUTH FACILITIES		
SR-67 (N. Legacy Corridor) 1-15 (North)	1-15 (North)	4000 S.	-
SR-67 (N. Legacy Comidor)	4000 S.	Davis County Line	-
SR-67 (N. Legacy Corridor) 5500 S.	5500 S.	Davis County Line	8
SR-67 (N. Legacy Corridor)	4000 S.	5500 S.	eo
4700 W.	4600 S.	4800 S.	-
4700 W.	1200 S.	4000 S.	69
3500 W. (SR-108)	Midland Dr.	Davis County Line	-
3500 W.	1200 S.	Midland Dr.	8
1900 W. (SR-126)	Riverdale Rd.	5600 S.	-
1900 / 2000 W. (SR-126)	2700 N.	1200 S.	es
1-15	1-84	Davis County Line	-
-15	Box Elder County Line	2700 N.	60
600 W.	Elberta Dr.	2600 N.	8
Adams Ave.	US-89 / Washington Blvd. Washington Terrace City	Washington Terrace City	2
450 E. / 400 E.	3300 N.	2800 N.	-
Monroe Blvd.	3100 N.	1300 N.	63
Harrison Blvd.	12th St.	Country Hills Dr.	-
Harrison Blvd.	2600 N.	12th St.	04
Harrison Blvd.	Country Hills Dr.	US-89	es
US-89	Harrison Blvd.	1-84	2
Skyline Dr	1 Fern Dr. / 2 Onden City	1 Fem Dr / 2 Onden City 1 4800 S / 2 Eactwood Blud	

FACILITY		PHASE
WEBER COUNTY, SPOT FACILITIES		
I-15 Interchange	@ Riverdale Rd. (SR-26)	-
I-15 Interchange	@ 24th St.	2
I-15 Interchange	@ 5600 S.	en
I-15 Interchange	@ US-89 (Pleasant View)	Onfunded
US-89 Interchange	@ I-84	60

DAVIS COUNTY, NORTH-SOUTH FACILITIES	H-SOUTH FACILITIES		
West Davis Corridor	Syracuse Rd.	I-15 / US-89 / Legacy Pkwy.	-
West Davis Corridor	Weber County Line	Syracuse Rd.	-
West Davis Corridor	Weber County Line	Syracuse Rd.	2
3000 W.	6000 S. (Weber County)	2300 N.	-
2000 W. (SR-108)	Weber County Line	Syracuse Rd. (SR-108)	-
2000 W.	Syracuse Rd. (SR-108)	West Davis Corridor	60
3650 W. (Layton)	700 N.	Gentile St.	es
2700 W. (Layton)	Gordon Ave.	Layton Pkwy.	es
Redwood Rd.	500 S.	2600 S.	2
1-15	Weber County Line	Hill Field Rd. (SR-232)	-
1-15	US-89 (Farmington)	1-215	-
Fairfield Rd. Extension	1-84	SR-193	Onfunded
US-89	1-84	Antelope Dr.	2
US-89	Antelope Dr.	I-15 (Farmington)	60

FACILITY		PH
DAVIS COUNTY, SPOT FACILITIES		
1800 N. Overpass	@ 500 W. Railroad Crossing	
I-15 Interchange	@ 1800 N.	
I-15 Interchange	@ Shepard Ln.	
I-15 Interchange	@ Hillfield Rd.	
I-15 Interchange	@ 650 N.	
I-15 Interchange	@ Syracuse Rd.	
I-15 Interchange	@ Pamish Ln.	
I-15 Interchange	@ 400 N. / 500 W.	
I-15 Interchange	@ 500 S.	



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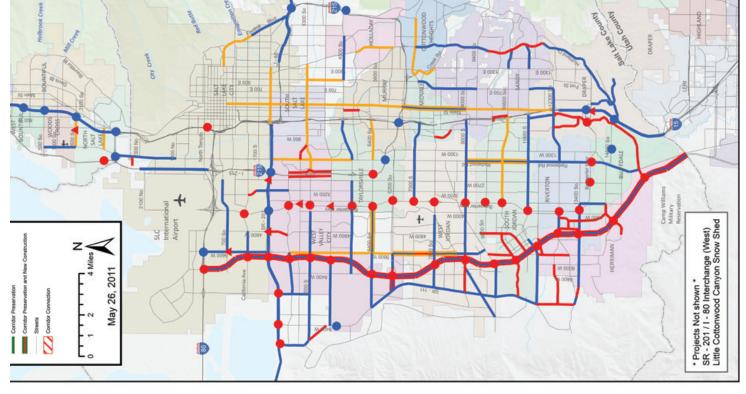
PHASE 1: 2011-2020	PHASE 1: 2011-2020 PHASE 2: 2021-2030 PHASE 3: 2031-2040 UNFUNDED: 2040+	PHASE 3: 2031-2040	UNFUND	ED: 2040+
FACILITY	FBOM	1	ı	DHASE
WEBER COUNTY, EAST-WEST FACILITIES	T-WEST FACILITIES			
Skyline Dr. (North)	US-89	450 E.		-
Skyline Dr. (North)	450 E.	2600 N.		2
1700 N.	US-89	400 E.		60
Larsen Ln.	US-89 / Wall Ave.	400 E.		60
Pioneer Rd. (400 N.)	1-15	1200 W.		-
1200 S.	4700 W.	1-15		2
1200 S.	SR-67 (N. Legacy Comidor)	idor) 4700 W.		en
20th St.	Wall Ave.	Harrison Blvd.	- 5	-
21st St.	Wall Ave.	Adams Ave.		-
24th St.	1-15	Lincoln Ave.		2
2550 S.	1-15	3500 W.		es
Country Hills Dr.	Adams Ave.	Gramercy Ave.	· i	-
4000 S. (SR-37)	SR-67 (N. Legacy Corridor)	(dor) 1900 W. (SR-126)	128)	2
Midland Dr. (SR-108)	3500 W.	1900 W. (SR-126)	126)	-
4400 S.	1900 W. (SR-126)	Cozy Dale Dr.(1300 W.)	(1300 W.)	Unfunded
Riverdale Rd. (SR-26)	1900 W. (SR-126)	1-84		-
5600 S. / 5500 S.	5900 W. (Hooper)	3500 W.		2
5600 S	3500 W.	1900 W. (SR-126)	126)	2

FACILITY	FROM	10	PHASE
DAVIS COUNTY, EAST-WEST FACILITIES	VEST FACILITIES		
1800 N.	2000 W.	SR-126	-
1800 N.	West Davis Corridor	2000 W.	2
SR-193 Extension	2000 W.	State St.	-
SR-193 Extension	West Davis Corridor	2000 W.	2
SR-193 Extension	2000 W.	1-15	Unfunded
SR-193	1-15	0S-89	-
Syracuse Rd. (SR-127)	West Davis Corridor	2000 W.	-
Antelope Dr.	Oak Forest Dr. (2500 E.)	US-89	-
Gordon Ave. (1000 N.)	Fairfield Rd.	1600 E.	2
Gordon Ave. (1000 N.)	1600 E.	US-89	2
Hill Field Rd. Extension	3650 W. (Layton)	2200 W. (Layton)	63
Layton Pkwy.	West Davis Corridor	Flint St.	-
200 N. (Kaysville)	West Davis Corridor	1-15	6
2600 S. / 1100 N.	Redwood Rd.	115	-
Center St.	Redwood Rd.	US-89	-

FACILITY	FROM	10	PHASE
SALT LAKE COUNTY, EAST-WEST FACILITIES	EST FACILITIES		
Sports Complex Blvd. (2400 N.)	I-215 E. Frontage Rd.	Redwood Rd.	-
700 S. / 500 S.	5600 W.	2700 W.	63
California Ave.	Mountain View Corridor	4800 W.	en
1-80	1300 E.	I-215 (East)	2
1-80	I-215 (East)	Summit County Line	es
2100 S.	1-15	1300 E.	-
SR-201	SR-111 Bypass	Mountain View Corridor	8
SR-201	Mountain View Corridor	1-15	8
SR-201	I-80 (West)	SR-111 Bypass	es
Pkwy. Blvd. (2700 S.)	7200 W.	5600 W.	es
3300 S. / 3500 S.	I-215 (West)	Highland Dr.	-
3500 S.	Mountain View Corridor	4000 W.	-
3500 S.	7200 W.	Mountain View Corridor	N
3500 S.	SR-111 Bypass	7200 W.	es
4100 S.	SR-111	Mountain View Corridor	eò
4700 S.	4000 W.	2700 W.	-
4700 S.	6400 W.	4000 W.	8
4500 S./4700 S.	Redwood Rd.	1-15	eo

I-15 Interchange	@ 2600 S.	es
1200 N. Overpass (Layton)	@ 1-15	Unfunded
2600 S. / 1100 N.	@ 1150 W. Railroad Crossing	2
Legacy Pkwy.	@ Center St.	e
-215 Interchange	@ Legacy Pkwy.	Unfunded
I-215 Interchange	@ I-15 / US-89	Unfunded
US-89 Interchange	@ Antelope Dr.	-
JS-89 Interchange	@ 400 N. (Fruit Heights)	
JS-89 Interchange	@ Gordon Ave.	2
JS-89 Interchange	@ Oakhills Dr. (SR-109)	2
Victori's Rd. Overpass	@ US-89	63

SR-111 Dipleas SR00 W. 117200 W. 117200 W. Mountain Vew Corridor SI Mountain Vew Corridor Mountain Vew Corridor Mountain Vew Corridor SI	107-10		•
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View Corridor	5400 8	80008	
View Corridor	Redwood Rd	Utah County Line	2
View Corridor	80008	10200 S.	60
View Corridor	10200 S.	Redwood Rd.	60
View Corridor	SR-201	Utah County Line	es
View Corridor	1-80	SR-201	Unfunded
View Corridor	-80	SR-201	Unfunded
	-80	SR-201	-
	2700 S.	6200 S	-
W	6200 S.	New Bincham Hwy	
W	Old Binoham Hwy.	10400 S / 10800 S	
	11800 S	13100 S	
	8200 8	New Bincham Hwv	
	New Rinnham Hwy	Old Ringham Hwy	
W Connection	5600 W	11800 S	
W.	Skve Dr.	Mountain View Corridor	
	SR-201	Lake Park Blvd (2700.S.)	
. 3	12800 8		
/ Riverton Rivel	13400 S	14400 S	
W	12600 S	Riverton Blurt	
	13400 S.	14400 S.	en
	California Ave.	1820 S.	2
	1820 S.	Pkwv. Blvd. (2700 S.)	2
	2100 N.	1-80	60
I-215 Frontage Rd. 27	2700 S.	4100 S.	-
Redwood Rd. Si	SR-201	4700 S.	-
Redwood Rd. 90	9000 S.	11400 S.	-
Rd.	12600 S.	Bangerfer Hwy.	-
Rd.	1-215 (North)	1000 N	en
	9000 S.	Bangerter Hwy.	60
	Bangerter Hwv.	Porter Rockwell Rd.	en
	3100 S.	3300 S.	+
Junction Blvd.	7800 S.	8400 S	-
	12300 S.	13490 S.	-
	12300 S.	Banderter Hwy.	٠
	11400 S.	12300 S.	en
	Bangerter Hwv.	14600 S.	Unfunded
llectors	10000 S.	10600 S.	2
	12300 S.	Bangerter Hwy.	-
	Bangerter Hwy.	Utah County Line	-
1-15 BA	Bangerter Hwy.	Utah County Line	8
Cottonwood St. 45	4500 S.	Vine St.	2
State St.	1-215	12300 S.	-
State St. 62	6200 S.	9000 S.	-
	600 S.	1-215	N
900 E. 33	3300 S.	4500 S.	-
900 E. / 700 E. Fo	Fort Union Blvd.	9400 S.	60
	11400 S.	12300 S.	-
INd. / 1300 E.	Fort Union Blvd.	7800 S.	
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500 S	300 E	2300 E.	65
5400 S.	Mountain View Corridor	Bangerter Hwv.	-
5400 S.	5600 W.	Bangerter Hwy.	-
5400 S.	Redwood Rd.	1-15	-
5400 S.	SR-111	Mountain View Corridor	8
5400 S.	SR-111	Mountain View Corridor	60
\$200 S.	SR-111	Mountain View Corridor	-
3200 S.	Mountain View Corridor	5600 W.	-
3200 S.	SR-111	Mountain View Corridor	Unfunded
7000 S. / 7200 S.	Bingham Junction Blvd.	1-15	-
7000 S.	Bangerter Hwy.	Redwood Rd.	8
7000 S. / 7200 S.	Redwood Rd.	Bingham Junction Blvd.	eo
Fort Union Blvd.	Union Park Blvd.	3000 E.	-
7800 S.	SR-111	New Bingham Hwy.	-
New Bingham Hwy.	10200 S.	9000 S.	Unfunded
9000 S.	SR-111	5600 W.	-
9000 S.	Bangerter Hwy.	1-15	2
9000 S.	5600 W.	Bangerter Hwy.	60
10200 S.	SR-111	Mountain View Corridor	-
10400 S. / 10800 S.	Mountain View Corridor	4800 W.	-
10400 S. / 10800 S.	SR-111	Mountain View Corridor	8
10600 S. / 10400 S.	Bangerter Hwy.	1-15	-
10600 S.	1300 E.	Highland Dr.	-
11800 S.	SR-111	5600 W.	2
11400 S.	11800 S. / 5600 W.	Valdania St. (5200 W.)	-
11400 S.	1300 E.	Highland Dr.	69
11400 S.	Bangerter Hwy.	1-15	Unfunded
Herriman Pkwy. (12800 S.)	8000 W.	6000 W.	60
12600 S.	Mountain View Corridor	Bangerter Hwy.	2
12300 S. / 12600 S.	Redwood Rd.	700 E.	2
Riverton Blvd.	4570 W.	13400 S.	-
13400 S.	Mountain View Corridor	Bangerter Hwy.	-
13400 S.	8000 W.	Mountain View Corridor	60
Juniper Crest	4800 W.	Mountain View Corridor	-
Juniper Crest / 14400 S.	Mountain View Corridor	3600 W.	-
fraverse Ridge Rd.	Highland Dr.	Mike Weir Dr.	en
Porter Rockwell Rd.	Redwood Rd.	14600 S.	-

SALT LAKE COUNTY, SPOT FACILITIES           SR-201 Interchange         81-80           SR-201 Interchange         87-20 W.           S000 W. Rainoid Crossing         87-20 W.           S000 W. Rainoid Crossing         87-20 S.           Bangater Hwy, Interchange         87-20 S.	PACIFIE		
♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥ ♥	SALT LAKE COUNTY, SPOT FACIL	ı	
<b>● 8 ● 9 ● 9 ● 9 ● 9 ● 9 ● 9 ● 9 ● 9 ● 9 </b>	SR-201 Interchange	09-1-00	2
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SR-201 Interchange	@ 8400 W.	2
0         0	SR-201 Interchange		2
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SR-201 Interchange		60
0         0	SR-201 Interchange		60
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SR-111 Railroad Structure	@ 4300 S.	-
0         0	I-80 Interchange		2
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	I-80 Interchange		Onfunded
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5600 W. Railroad Crossing		-
# # # # # # # # # # # # # # # # # # #	4800 W. Overpass		2
<b>● 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 </b>	Bangerter Hwy, Interchange		-
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bangerter Hwy. Interchange	@ 600 W.	-
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bangerter Hwy, Interchange		8
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		@1-15	2
<b>● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● </b>			60
<b>● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● </b>		@ 6200 S.	60
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8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		@ California Ave.	Unfunded
888888888888		@ Lake Park Blvd. (2700 S.)	Unfunded
000000000000000000		@ 3100 S.	Unfunded
0 0 0 0 0 0 0 0 0 0 0 0		@ 3500 S.	Unfunded
0000000000	Bangerter Hwy. Overpass	@ 4100 S.	Unfunded
88888888	Bangerter Hwy, Interchange	@ 4700 S.	Unfunded
<b>9 8 9 9 9 9 9</b>	Bangerter Hwy. Interchange	@ 5400 S.	Unfunded
8 8 8 8 8 8	2700 W. Overpass		Onfunded
8888	I-215 Interchange	@ 5400 S.	es
888	I-215 Interchange	@ Redwood Rd. (South)	eo
888	I-215 Interchange		Unfunded
8 8	I-15 Interchange		2
	I-15 Interchange	@ 100 S. (HOV Ramps)	e
	I-15 Interchange	@ I-215 (South)	e
13800 S. Overpass @ I-15	13800 S. Overpass	@1-15	es
14600 S. Railroad Structure @ D&RGW	14600 S. Railroad Structure	@ D&RGW	Unfunded
	And the same of th	1 10 10 10 10 10 10 10 10 10 10 10 10 10	4

# 2040 REGIONAL TRANSPORTATION PLAN

# MAJOR TRANSIT PROJECTS

# SEE WWW.WFRC.ORG FOR PHASE BY PHASE MAPS AND MORE INFORMATION

UNFUNDED: 204	
PHASE 3: 2031-2040	
PHASE 2: 2021-2030	
PHASE 1: 2011-2020	

WEBER COUNTY PROJECTS*	ECTS*		
Project and Major Stops	From	12	Phase
Meanan Linker the	Light	2	LINGS
<ol> <li>Pleasant View – Brigham City Commuter Rail</li> </ol>	nam City Commuter Rail		
Corridor Preservation			23
Commuter Rail	Pleasant View FrontRunner Box Elder County Line		Unfunde
2. Ogden - Pleasant Vier	2. Ogden - Pleasant View Commuter Rail Improvements	nts	
Downtown Ogden - Pleas	Downtown Ogden - Pleasant View FrontRunner Station		
Commuter Rail	Ogden Intermodal Center	Pleasant View FrontRunner	2
3. Ogden - Weber State University Streetcar	University Streetcar	17.00	
Ogden Infermodal Center	Ogden Intermodal Center - Ogden - S. Ogden - WSU - McKay Dee Hospital	oKay Dee Hospital	
Enhanced Bus (BRT1)	Ogden Intermodal Center	Washington/27th St	-
Bus Rapid Transit (BRT 3)		Washington/36th St	-
Enhanced Bus (BRT1)	Washington/36th St	Harrison/Edvalson Av	-
Bus Rapid Transit (BRT 3)	Hamison/Edvalson Av	McKay-Dee Hospital	-
Streetcar	Ogden Intermodal Ctr	Washington/36th St	N
Streetcar	Washington/36th St	Harrison/Edvalson Av	N
Streetcar	Harrison/Edvalson Av	McKay-Dee Hospital	2
4. Ogden Valley Park-And-Ride	nd-Ride		
Doct and side	Many Diameters Days		•

20th/Lincoln Av 20th/Washington Blvd 23rd/Washington Blvd

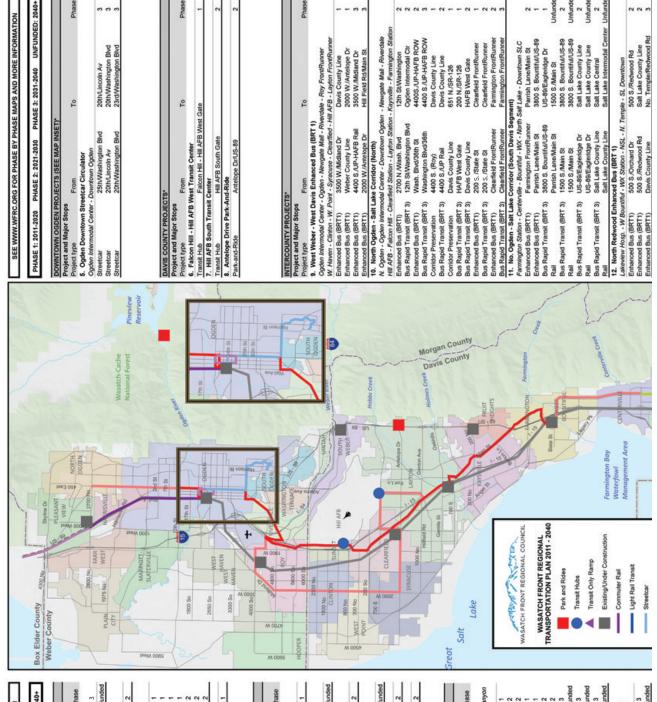
	CONTROL SECTION (SECTION SECTION)		
Project and Major Stops		1	i
Project type	From	To	Phase
14. 200 South Streetc	14. 200 South Streetcar and Bus Rapid Transit		
Salt Lake Central - Downtown Salt Lake	wnfown Saft Lake		
Streetcar & BRT	600 W./200 S.	200 S./200 E.	-
15. Downtown Salt Lake City Branded Bus	ake City Branded Bus	100000 10000	
Various Locations in Do	Various Locations in Downtown Salt Lake City		
Enhanced Bus (BRT1)	Enhanced Bus (BRT1) 200 West, 400 South, 500 South	30 South	Unfunder
<ol> <li>University TRAX I University TRAX Line a</li> </ol>	<ol> <li>University TRAX Line to SL Central TRAX Connection University TRAX Line at 400 SouthMain - Salt Lake Central</li> </ol>	nection	
Light Rail	400 S./Main St	Salt Lake Central	2
<ol> <li>S.W. Downtown SLC Streetca Granary District - Salf Lake Central</li> </ol>	<ol> <li>S.W. Downtown SLC Streetcar (Granary Line) Granary District - Salt Lake Central</li> </ol>		
Streetcar	800 S./400 W.	Salt Lake Central	Unfunder
18. Salt Lake Downto	18. Salt Lake Downtown Bus Transit Center		
Transit Hub	200 SJState St	200 SJState St	2
19. Interstate-80 Tran	19. Interstate-80 Transit Only Freeway Ramps		2
Transit Only Ramps	Near 900 W/200 S.		2

Project and Major Stops			
Project type	From	10	Phase
20. SLC - Foothill Drive - Wasatch Drive Corridor	Wasatch Drive Corridor		
SL Central - Salt Lake City -	University of Utah - Medical	SL Central - Salt Lake City - University of Utah - Medical Center - Research Park - Parley's Carryon	y's Canyon
1-215 - Cofforwood Corpora	te Center - Big Cottonwood C	1-215 - Cottonwood Corporate Center - Big Cottonwood Canyon - Little Cottonwood Canyon	iyon
Enhanced Bus (BRT1)	Salt Lake Central	Medical DriResearch Rd	-
Bus Rapid Transit (BRT 3)	Salt Lake Central	200 S./200 E.	N
Bus Rapid Transit (BRT 3)	200 S./200 E.	Medical DriResearch Rd	8
Bus Rapid Transit (BRT 3)	Medical Dr/ Research Rd	Wakara Way/Arapeen Dr	-
Enhanced Bus (BRT1)	Medical Dr/ Research Rd	Arapeen Dr/Chipeta	-
Bus Rapid Transit (BRT 3)	Wakara Way/Arapeen Dr	Arapeen Dr/Chipeta Way	8
Enhanced Bus (BRT1)	Arapeen Dr/Chipeta Way	I-80/1-215/Foothill Dr	N
Bus Rapid Transit (BRT 3)	Arapeen Dr/Chipeta Way	I-80/1-215/Foothill Dr	69
Bus Rapid Transit (BRT 3)	I-80/I-215/Foothill Dr.	I-215 Ramp/3300 S.	Unfunded
Bus Rapid Transit (BRT 3)	I-215 Ramp/3300 S.	I-215 Ramp/3900 S.	e
Bus Rapid Transit (BRT 3)	I-215 Ramp/3900 S.	6200 S.A-215	Unfunded
Mode Undetermined	6200 S./I-215	Little Cottonwood Canyon	en
Mode Undetermined	6200 S./I-215	Little Cottonwood Canyon	Unfunded
21. 1300 East (North) Bus Rapid Transit	Rapid Transit		
Medical Center - University Cottonwood Heights - Midva	Medical Center - University of Utah - Sugar House - Milkreek - Holl Cottonwood Heights - Midvale - Fashion Place West TRAX Station	Medical Center - University of Utah - Sugar House - Milkreek - Holladay - Murray - Fort Union Cottonwood Heidhts - Midvale - Fashion Place West TRAX Station	Union
Enhanced Bus (BRT1)	1300 E /200 S.	Ft Union/Union Park	en
Bus Rapid Transit (BRT 3) 1300 E /200 S.	1300 E /200 S.	1300 East/Fort Union	Unfunded

3800 S. Bountiful/US-89
3800 S. Bountiful/US-89
Lake County Line
Salt Lake County Line
Salt Lake Central
Salt Lake Central

Lake - Downfown SLC Parrish Lane/Main St

US-89/Eagleridge Dr 1500 S./Main St

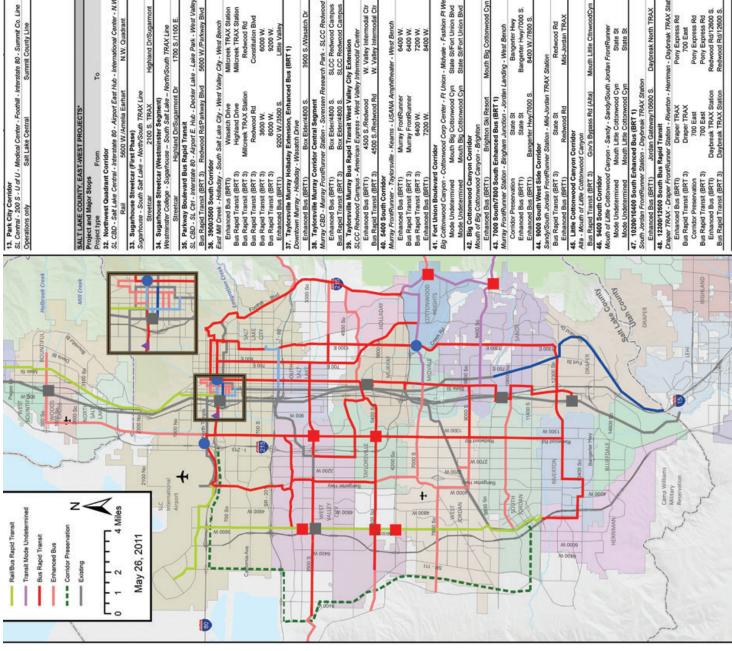


Davis County Line 2000 W./Antelope Dr 3500 W./Midland Dr Hill Field Rd/Main St.

4400 S./UP-HAFB Rail 2000 W./Antelope Dr

Dus Rapid Hallise (Dr. 1 o)	Ft Union/Union Park	1000 East/Pioneer Rd	60
700 East Bus Rapid Transit Central - South Salt Lake City	t Bus Kapid Transit South Salt Lake City - Milkreek - Murray - Holladay - Cotforwood Heights - Fort Union	aday - Cottonwood Heights	- Fort Union
Bus Rapid Transit (BRT 3)	200 S./700 E.	VanWinkle Expressway/Ft. Union Blvd	en
State Street Bus Rapid Transit	d Transit		1
irai - Capitor. dy FrontRum	Sant Lake Central - Capitol - South Sant Lake City - Mill Creek - Muray Frontikumer Sanoon Midvale - Sandy Frontikumer Station - Draper Frontikumer Station	or - nurray Provincumer Station	non
Enhanced Bus (BRT1)	200 S./300 W.	600 S./State Street	2
Bus Rapid Transit (BRT 3)	200 S.	600 S.	Unfunded
Enhanced Bus (BRT1)	600 S./State Street	Winchester St	-
Bus Rapid Transit (BRT 3)	600 S.	Interstate 80	8
Bus Rapid Transit (BRT 3)	Interstate 80	Winchester St	2
Bus Rapid Transit (BRT 3)	Winchester St.	9000 S.	2
Enhanced Bus (BRT1)	9000 S.	Draper FrontRunner	-
Bus Rapid Transit (BRT 3)	9000 S.	Draper FrontRunner	100
TRAX Station	<ol> <li>Draper Line I KAX Extension (North)</li> <li>10000 South TRAX Station - 12600 South TRAX Station</li> </ol>		
	10000 S. TRAX Station	12400 S.	
ine TRAX Exi	Draper Line TRAX Extension (South)		
12600 South TRAX Station - Utah Co	- Oran Co		
	Draper TRAX	14600 S./Interstate 15	en e
Digiti Rail 14000 S./III See Ranid Transit	14000 S/Interstate 15	oran county time	,
alt Lake - Salt West Jordan -	Downtown Self Lake - Self Lake Central - 1 80 - Airport East Hub - West Valley City Tovorowile - West Jordan - South Jordan - Riverton - Drane Fronk Tunner Station	Hub - West Valley City or FrontRunner Station	
Bus Rapid Transil (BRT 3)	200 S./600 W.	Transit Ramp to Interstate	en
Bus Rapid Transit (BRT 3)	Interstate 80	East Airport Hub	60
Bus Rapid Transil (BRT 3)	Interstate 80	SR-201	60
Enhanced Bus (BRT1)	N. Temple	9000 S.	-
Corridor Preservation	9000 S.	12600 S.	-
Bus Rapid Transit (BRT 3)	SR-201	12600 S.	
Corridor Preservation	12600 S.	12300 S./Pony Express Rd	
Enhanced Bus (BRT1)	12600 S.	12300 S/Pony Express Rd	2
Bus Rapid Transil (BRT 3) 12600 28. Bangerter Highway Corridor	12600 S.	12300 S./Pony Express Rd	,
It Lake - Salt.	Downtown Salt Lake - Salt Lake Central - I 80 - Salt Lake International Airport	itemational Airport	
Vest Valley Cit	Lake Park - West Valley City - Taylorsville - Jordan Landing - West Jordan - Mid-Jordan TRAX	- West Jordan - Mid-Jordan	TRAX
Bus Rapid Transit (BRT 3) Enhanced Rus (RRT1)	L-80/Bangerter Hwy Rangerter Hwy/5400 S	Bangerter Hwy/5400 S. Mid. lordan TRAX	Unfunded
5600 West Corridor			
8 ×	- i 80 - Airport E. Hub - International Center - West Valley City - Kearns	onal Center - West Valley Ci	ty - Kearns
Corridor Preservation	SL International Airport	2700 S.	-
Bus Rapid Transit (BRT 3)	East Airport Hub	No. Temple/Interstate 80	e
Bus Rapid Transit (BRT 3)	Interstate 80/Wright Brothers	2700 S.	e
Bus Rapid Transit (BRT 3)	2700 S.	6200 S.	-
Corridor Preservation	6200 S.	11800 S.	-
Bus Rapid Transit (BRT 3)	6200 S.	11800 S.	en
nch Corridor	West Bench Corridor Preservation (N. of 11400S.)	11800 S.	Outringed
Transif Hub - A	East Airport Transif Hub - Northwest Quadrant - Little Valley - 11400 South	y - 11400 South	
Corridor Preservation	11400 S./8400 W.	Airport East Transit Hub	Onfunded
<ol> <li>West Bench Corridor Preservi 11400 South/8400 West - Daybreak</li> </ol>	<ol> <li>West Bench Corridor Preservation (11400 South)</li> <li>11400 South/8400 West - Daybreak</li> </ol>		

SALT LAKE COL	SALT LAKE COUNTY, SPOT PROJECTS*	
Project and Major Stops	r Stops	
Project type	From To	Phase**
49. East Airport Transit Hub	Transit Hub	
Transit Hub	1950 W./Redwood Rd	2
50. 3500 South F	50. 3500 South Redwood Rd Park-And-Ride	L
Park-and-Ride	3500 S./Redwood	3
51. 5400 South F	51. 5400 South Redwood Rd Park-And-Ride	F-0
Park-and-Ride	Park-and-Ride 5400 S./Redwood	6
52. 3100 South/5	52. 3100 South/5600 West Park-And-Ride	
Park-and-Ride	3100 S./5600 W.	89
53. 6200 South/5	53. 6200 South/5600 West Park-And-Ride	100
Park-and-Ride	6200 S./5600 W.	8
54. 5400 South/5	54. 5400 South/5600 West Park-And-Ride	
Park-and-Ride	5400 S /5600 W.	60
55. Fort Union Transit Center	ransit Center	
Transit Hub	Union Park Avenue/Ft Union Blvd.	3
56. Little Cotton	56. Little Cottonwood Canyon Park-And-Ride	
Park-and-Ride	Mouth of Little Cottonwood Cyn	3
57. Big Cottonw	57. Big Cottonwood Canyon Park-And-Ride	100
Park-and-Ride	Mouth of Big Cottonwood Cvn	en



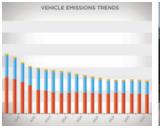
SALT LAKE COUNTY, EAST-WEST PROJECTS*		
Project and Major Stops	To	000
est Quadrant C		200
SL CBD - Salf Lake Central - Interstate 80 - Airport East Hub	- International Center - N.W.	drant
- 1	N.W. Quadrant Unfunded	papur
ouse Streetcar (F		
Sugarnouse - South Saft Lake - North/South TRAX Line	Highland DelSugamon	
Stranten / Mantminetar S.	and an arrangement of the state	
strainster College - Suparhouse - South Saft Lake -	North/South TRAX Line	
Highland Do'Sugarmont I	1700 S./1100 E. 3	69
evard Bus		
	.ake - Lake Park - West Valley - Ke	arms
is Rapid Transit (BRT 3) Redwood Rd/Parkway Bh	d 5600 W./Parkway Blvd 3	3
Έ.		
- South Sa		
	Milicroek TRAX Station 2	N
3)	Milicroek I RAX Station 3	9 0
3) Milo		9 0
Bus Rapid Transit (BRT 3) Redwood Rd	Constitution Bivd 3	n •
Bus Rapid Transit (BRT 3) 5000 W.	9200 W.	- 6
920	. **	4 69
Holladay		
Downtown Murray - Holladay - Wasatch Drive		
Enhanced Bus (BRT1) Box Elder/4800 S.	3900 S./Wasatch Dr. 2	2
38. Taylorsville Murray Corridor Central Segment		
Murray CBD - Murray FrontRunner Station - Sorensen Research Park - SLCC Redwood		
9	SLCC Redwood Campus 1	
	ood Campus	2
39. Taylorsville Murray Bus Rapid Transit West Valley City Extension	City Extension	
Cohested Bus (BDT4) 4500 c (Barbasod M. Vellas Informati	outal Cir	
3) 4	W Valley Intermodal Ctr 2	- 0
400 South Corridor		
ray FrontRunner - Taylorsville - Keams - USANA	Amphitheater - West Bench	
Enhanced Bus (BRT1) Murray FrontRunner	6400 W. 2	2
Bus Rapid Transit (BRT 3) Murray FrontRunner	6400 W. 3	8
		2 0
Enhanced Bus (BR11) /200 W.	0400 W. 3	,
Cofformood Caryon - C	nion - Michale - Fashion Pt Wast TRAX	XX
Mode Undetermined Mouth Big Cottonwoo	03	69
Mode Undetermined Mouth Big Cottonwood	State St/Fort	papur
Canyon		1
Enhanced Bus (BRT1) Brighton Ski Resort	Mouth Big Cottonwood Cyn Unfunded	pepur
200	Acceptant Makes Barrell	
Consider Department Statement - Dargmann Junetical - Science	COCCUST CONTAINS - PROSE DESIGNA	
	Bancerter Hwv/7000 S. 3	- 69
Banger	200	3
unner Statio	Station	
Bus Rapid Transit (BRT 3) State St	Redwood Rd 3	no
45 Little Cottonwood Carvon Corridor	MIG-Softdall LKAX	,
Bus Rapid Transit (BRT 3) Gov's Bypass Rd (Alta)	Mouth Little CttnwoodCyn Unfunded	papur
46. 9400 South Corridor		
Ö	Jordan FrontRunner	
Mouth	State St	0
47 10200/10400 South Enhanced Bus (BRT 1)	oritinged	pegur
South Jordan FrontRunner Station - Daybreak TRAX Station		
Enhanced Bus (BRT1) Jordan Gateway/10600 S.	Daybreak North TRAX 3	69
	200	
ontRunner S	- Daybreak TRAX Station	
Draper	Pony Express Rd 2	2 4
Consider Descendation 700 East		90
30	Poerv Express Rd Linfraded	inded
	839 27 <b>.</b>	2
Bus Rapid Transit (BRT 3) Daybreak TRAX Station	Redwood Rd/12800 S. 3	9



## A VISION FOR THE WASATCH FRONT









Wasatch Choice for 2040 Vision

Utah's Transportation Plans

Maintaining — Quality of Life for a Booming Population

Improving
Air Quality

# **GET INVOLVED!**

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