



WASATCH FRONT REGIONAL COUNCIL

DAVIS | MORGAN | SALT LAKE | 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.

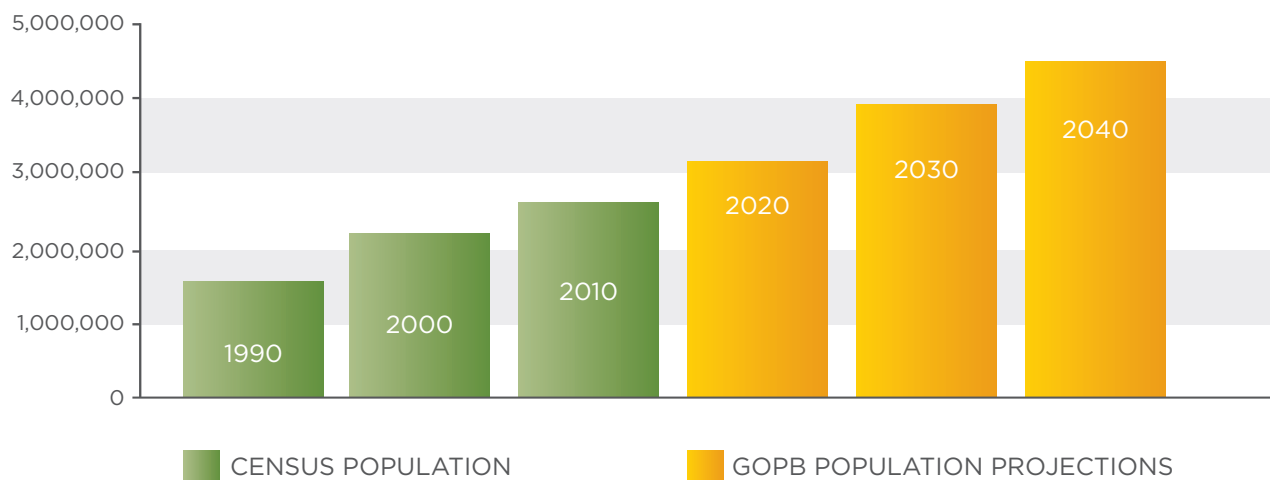
MAINTAINING QUALITY OF LIFE FOR A BOOMING POPULATION

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.

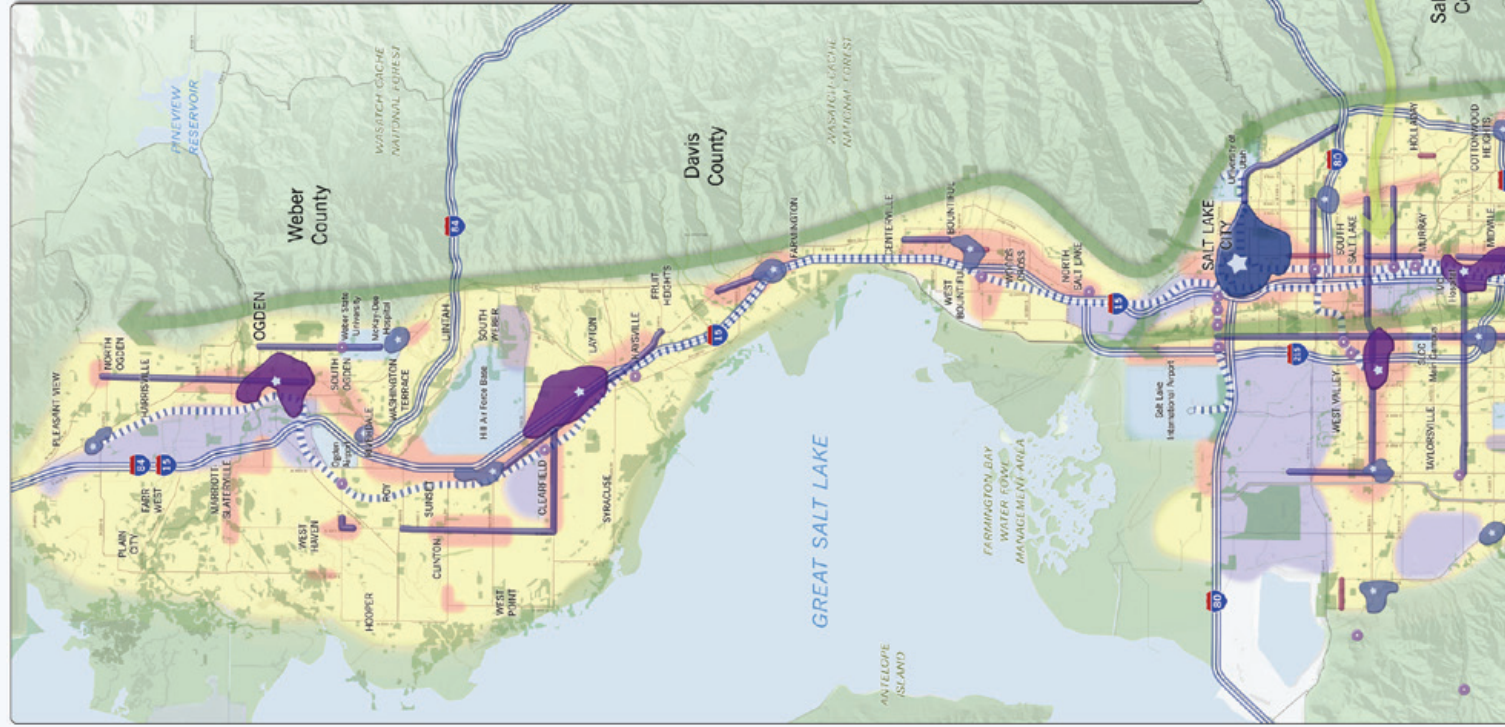
Implementing the Wasatch Choice for 2040 Vision will improve mobility and air quality, strengthen the economy and also enhance our quality of life now and for future generations.



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

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 Bonneville Shoreline Trail, the Jordan River Parkway, and the Provo River Parkway

Regional Connections

Links between greenways and greenways and major population centers

Green Context

The Wasatch and Ogden Mountains, the Great Salt Lake, and Utah Lake

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

Floor Area Ratio 1 to 10
20 to 200 Housing Units per Acre

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.

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

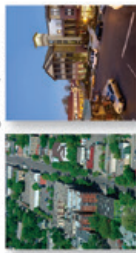


Town Center



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.

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



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.

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



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.

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



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.

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



Corridors

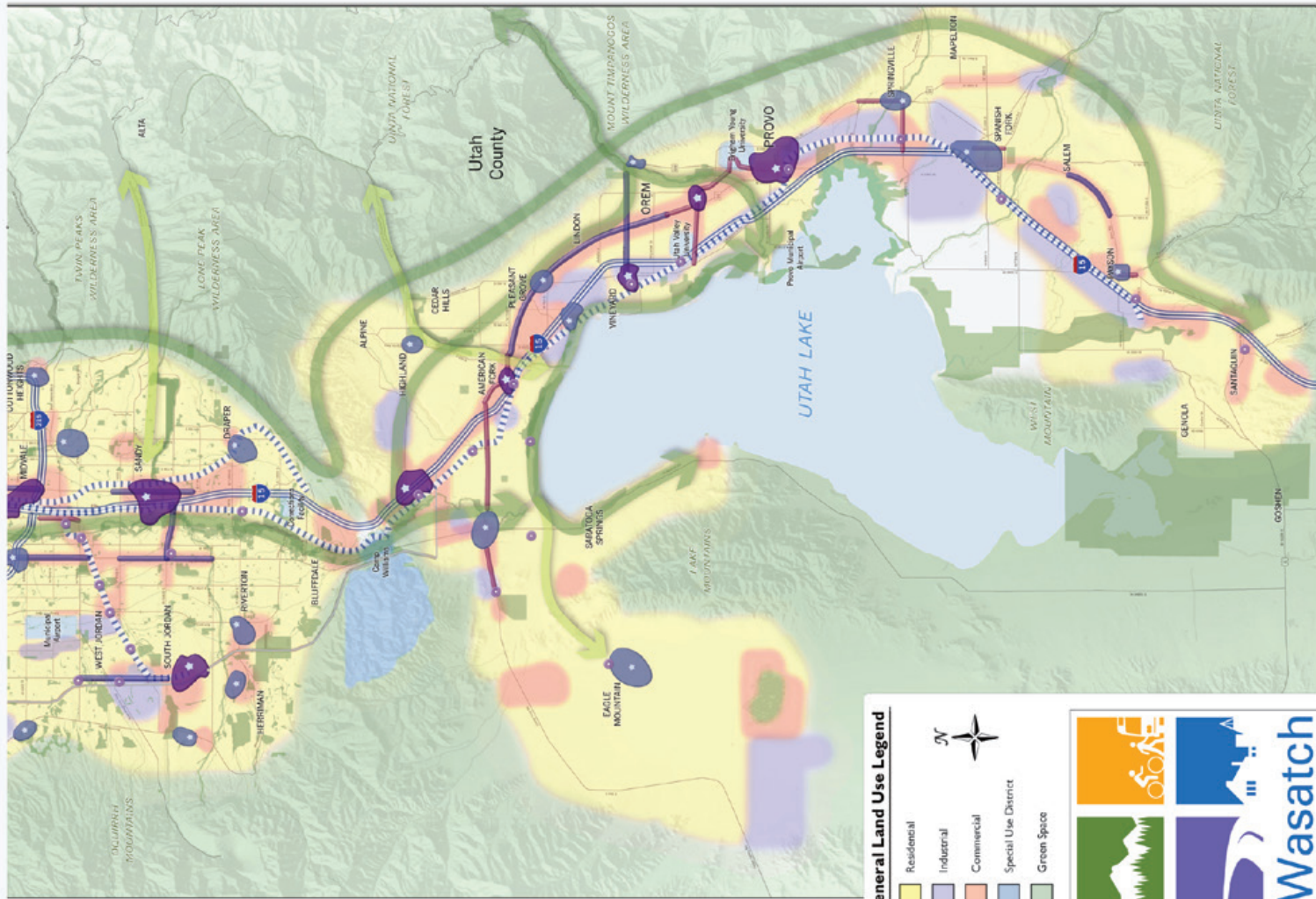


Corridors combine a mix of uses—retail, offices, and residences—with multiple transportation options (sidewalks, bike lanes, roadways, and public transportation). Two types of corridors are identified in the Vision: Boulevard Communities and Main Streets. Examples of Boulevard Communities might include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



Commuter Rail / TRAX

Freeways



General Land Use Legend

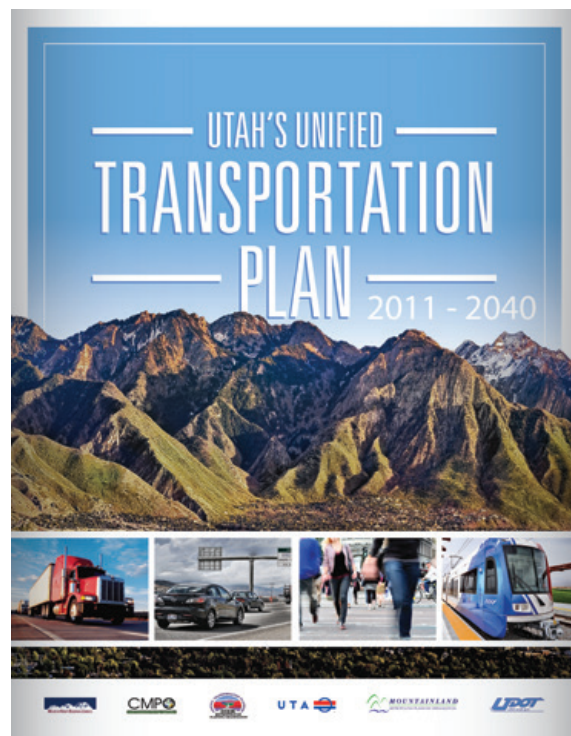


UTAH'S REGIONAL TRANSPORTATION PLANS

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

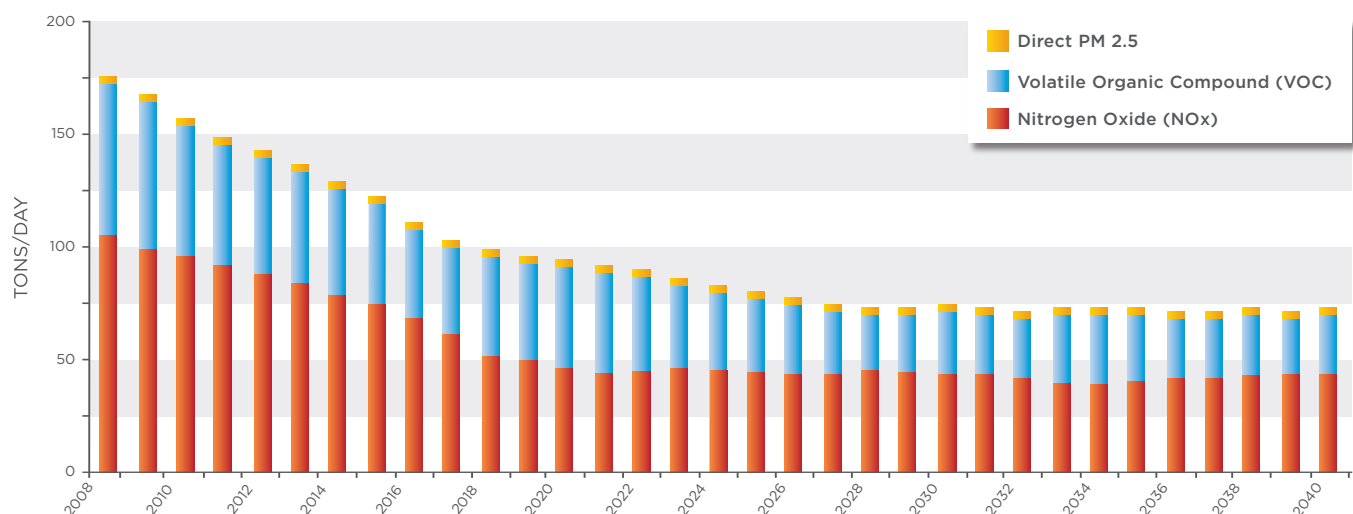
Air quality along the Wasatch Front has improved markedly over the past two decades due, in part, to newer vehicles that emit substantially lower pollution. However, continuing to improve our air quality remains a challenge now and in the future. Given this, WFRC approves its transportation plans with 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 PM_{2.5} (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 PM_{2.5} 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 PM_{2.5} and PM_{2.5} precursors (NO_x-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

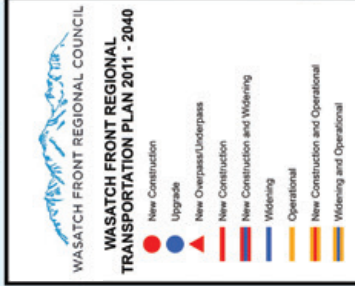
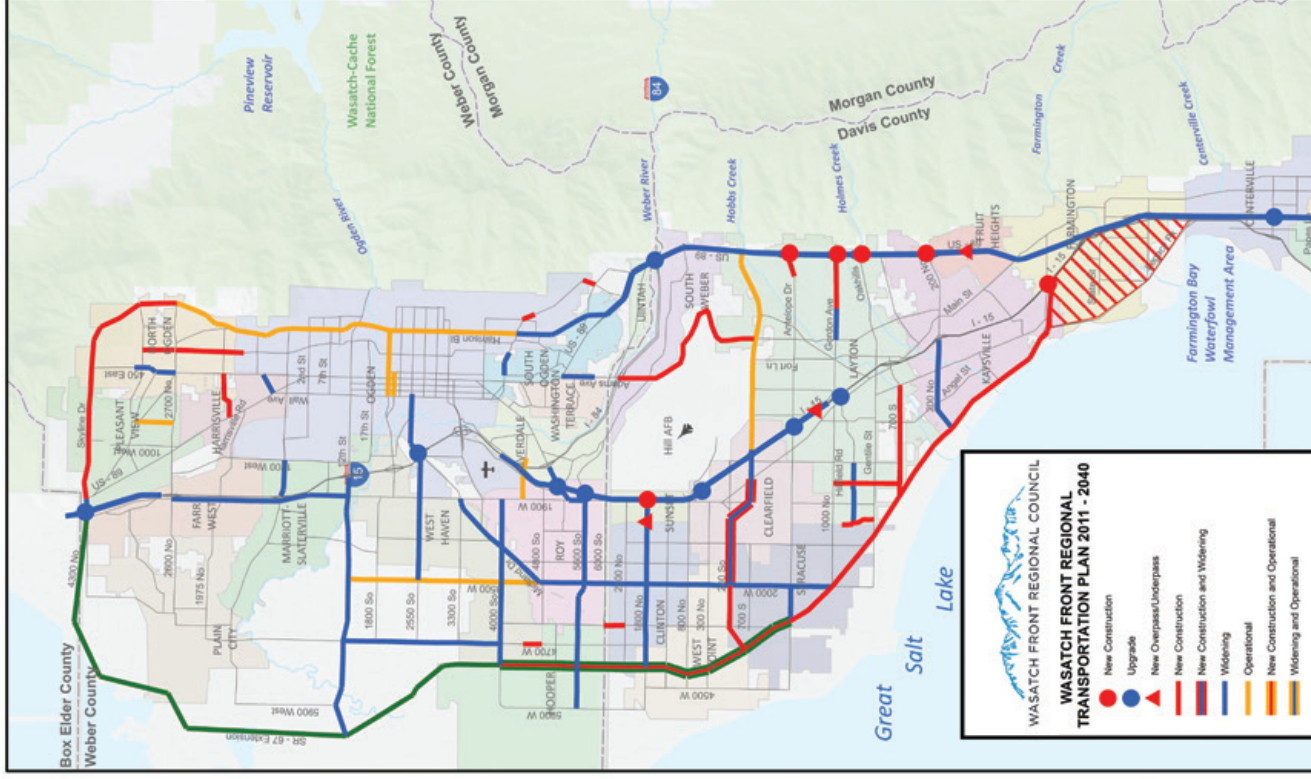
PHASE 1: 2011-2020 PHASE 2: 2021-2030 PHASE 3: 2031-2040 UNFUNDED: 2040+

FACILITY	FROM	TO	PHASE
WEBER COUNTY, NORTH-SOUTH FACILITIES			
SR-67 (N. Legacy Corridor) I-15 (North)	4000 S.	450 E.	1
SR-67 (N. Legacy Corridor) 4000 S.	Davis County Line	2600 N.	2
SR-67 (N. Legacy Corridor) 5500 S.	Davis County Line	400 E.	3
SR-67 (N. Legacy Corridor) 4000 S.	5500 S.	400 E.	3
4700 W.	4800 S.	1200 W.	1
4700 W.	4000 S.	4000 S.	3
3500 W. (SR-108)	Midland Dr.	4700 W.	2
3500 W. (SR-126)	Midland Dr.	4700 W.	2
1900 W. / 2000 W. (SR-126)	Rivendale Rd.	4700 W.	2
1900 W. / 2000 W. (SR-126)	1200 S.	4700 W.	2
I-15	Box Elder County Line	Davis County Line	1
I-15	Elberta Dr.	2600 N.	2
I-15	US-89 / Washington Blvd.	2600 N.	2
I-15	3300 N.	2600 N.	1
I-15	3100 N.	1300 N.	3
I-15	12th St.	Country Hills Dr.	2
I-15	2600 N.	12th St.	2
I-15	Country Hills Dr.	US-89	2
I-15	Harrison Blvd.	US-89	2
I-15	1 Fern Dr. / 2 Oplen City	14800 S. / 2 Eastwood Blvd.	1

FACILITY	FROM	TO	PHASE
WEBER COUNTY, SPOT FACILITIES			
I-15 Interchange	SR-26	SR-26	1
I-15 Interchange	24th St.	24th St.	2
I-15 Interchange	5600 S.	5600 S.	3
I-15 Interchange	US-89 (Pleasant View)	US-89	Unfunded
US-89 Interchange	I-84	I-84	3

FACILITY	FROM	TO	PHASE
DAVIS COUNTY, NORTH-SOUTH FACILITIES			
West Davis Corridor	Syracuse Rd.	I-15 / US-89 / Legacy Pkwy.	1
West Davis Corridor	Webster County Line	Syracuse Rd.	1
West Davis Corridor	Webster County Line	Syracuse Rd.	2
3000 W.	6000 S. (Weber County)	2300 N.	1
2000 W. (SR-108)	Syracuse Rd. (SR-108)	Syracuse Rd.	1
3500 W. (Layton)	700 N.	West Davis Corridor	3
2700 W. (Layton)	Gentle St.	Layton Pkwy.	3
Redwood Rd.	Gordon Ave.	Layton Pkwy.	2
I-15	Webster County Line	Hill Field Rd. (SR-232)	1
I-15	US-89 (Farmington)	I-215	1
Fairfield Rd. Extension	I-84	SR-193	Unfunded
US-89	I-84	Antelope Dr.	2
US-89	Antelope Dr.	I-15 (Farmington)	3

FACILITY	FROM	TO	PHASE
DAVIS COUNTY, SPOT FACILITIES			
I-15 Interchange	500 W. Railroad Crossing	500 W.	1
I-15 Interchange	1800 N.	1800 N.	1
I-15 Interchange	Shepard Ln.	Shepard Ln.	1
I-15 Interchange	Hillfield Rd.	Hillfield Rd.	2
I-15 Interchange	650 N.	650 N.	3
I-15 Interchange	Syracuse Rd.	Syracuse Rd.	3
I-15 Interchange	Parrish Ln.	Parrish Ln.	3
I-15 Interchange	400 N. / 500 W.	400 N. / 500 W.	3
I-15 Interchange	500 S.	500 S.	3



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

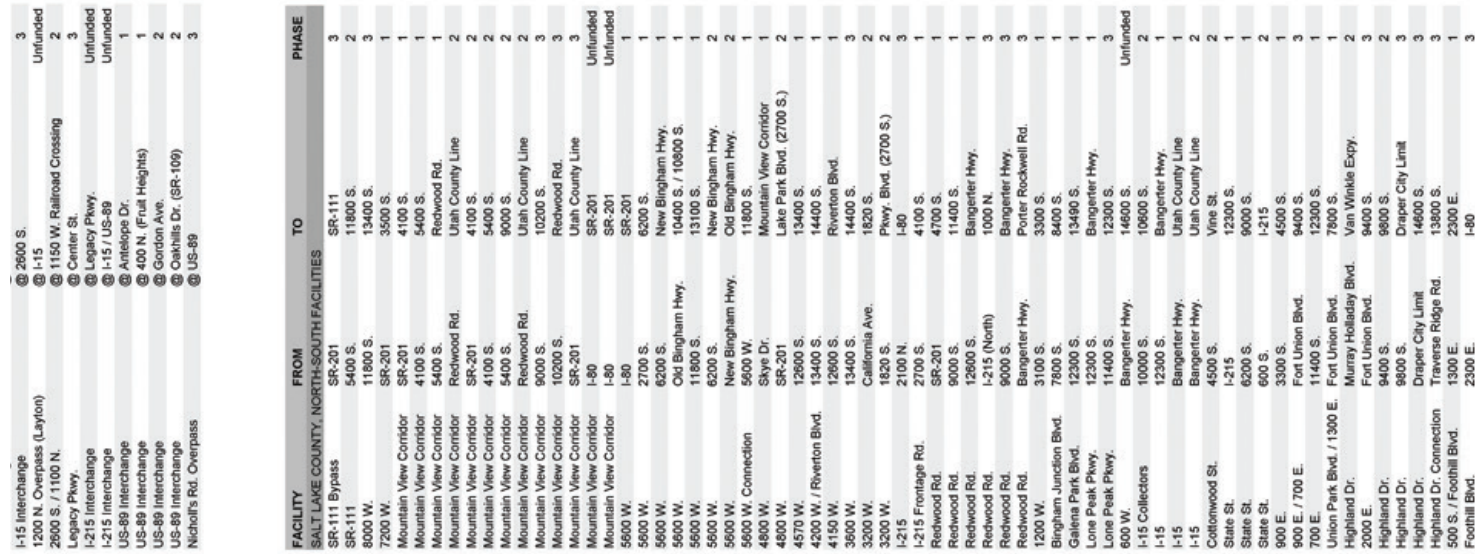
PHASE 1: 2011-2020 PHASE 2: 2021-2030 PHASE 3: 2031-2040 UNFUNDED: 2040+

FACILITY	FROM	TO	PHASE
WEBER COUNTY, EAST-WEST FACILITIES			
Skyline Dr. (North)	US-89	450 E.	1
Skyline Dr. (North)	450 E.	2600 N.	2
1700 N.	US-89	400 E.	3
Larsen Ln.	US-89 / Wall Ave.	400 E.	3
Pioneer Rd. (400 N.)	I-15	1200 W.	1
1200 S.	4700 W.	I-15	2
1200 S.	SR-67 (N. Legacy Corridor)	4700 W.	2
20th St.	Wall Ave.	Harrison Blvd.	1
21st St.	Wall Ave.	Adams Ave.	1
24th St.	I-15	Lincoln Ave.	2
25th St.	I-15	3500 W.	3
Country Hills Dr.	Adams Ave.	Gramercy Ave.	1
4000 S. (SR-37)	SR-67 (N. Legacy Corridor)	1900 W. (SR-126)	2
Midland Dr. (SR-108)	3500 W.	1900 W. (SR-126)	1
4400 S.	1900 W. (SR-126)	Cozy Dale Dr. (1300 W.)	Unfunded
Rivendale Rd. (SR-26)	1900 W. (SR-126)	I-84	1
5600 S. / 5500 S.	5600 W. (Hooper)	3500 W.	2
5600 S.	3500 W.	1900 W. (SR-126)	2

FACILITY	FROM	TO	PHASE
DAVIS COUNTY, EAST-WEST FACILITIES			
1800 N.	2000 W.	SR-128	1
1800 N.	West Davis Corridor	2000 W.	2
SR-193 Extension	2000 W.	State St.	1
SR-193 Extension	West Davis Corridor	2000 W.	2
SR-193	2000 W.	I-15	Unfunded
SR-193	I-15	US-89	1
Syracuse Rd. (SR-127)	West Davis Corridor	2000 W.	1
Antelope Dr.	Oak Forest Dr. (2500 E.)	US-89	1
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)	3
Layton Pkwy.	West Davis Corridor	Flint St.	1
200 N. (Kaysville)	Redwood Rd.	I-15	3
2600 S. / 1100 N.	Redwood Rd.	I-15	1
Center St.	Redwood Rd.	US-89	1

FACILITY	FROM	TO	PHASE
SALT LAKE COUNTY, EAST-WEST FACILITIES			
Sports Complex Blvd. (2400 N.)	I-215 E. Frontage Rd.	Redwood Rd.	1
700 S. / 500 S.	5600 W.	2700 W.	3
California Ave.	Mountain View Corridor	4800 W.	3
I-80	I-215 (East)	I-215 (East)	2
I-80	I-215 (East)	Summit County Line	3
2100 S.	I-15	1300 E.	1
SR-201	Mountain View Corridor	I-15	2
SR-201	SR-111 Bypass	Mountain View Corridor	2
SR-201	I-80 (West)	SR-111 Bypass	3
SR-201	Plow Blvd. (2700 S.)	5600 W.	3
3300 S. / 3500 S.	I-215 (West)	Highland Dr.	1
3500 S.	Mountain View Corridor	4000 W.	1
3500 S.	7200 W.	Mountain View Corridor	2
3500 S.	SR-111 Bypass	7200 W.	3
4100 S.	SR-111	Mountain View Corridor	3
4700 S.	4000 W.	2700 W.	1
4700 S.	6400 W.	4000 W.	2
4500 S. / 4700 S.	Redwood Rd.	I-15	3

FACILITY	SALT LAKE COUNTY, SPOT FACILITIES	PHASE
SR-201 Interchange	② I-80	2
SR-201 Interchange	② 8400 W.	2
SR-201 Interchange	② 7200 W.	2
SR-201 Interchange	② SR-111 Bypass	3
SR-201 Interchange	② I-215	3
SR-111 Railroad Structure	② 4300 S.	1
I-80 Interchange	② I-215 / Foothill Dr.	2
I-80 Interchange	② 9600 W.	Unfunded
5600 W. Railroad Crossing	② 750 S.	1
4800 W. Overpass	② SR-201	2
Bangerter Hwy. Interchange	② 7800 S.	1
Bangerter Hwy. Interchange	② 600 W.	1
Bangerter Hwy. Interchange	② 13400 S.	2
Bangerter Hwy. Interchange	② I-15	2
Bangerter Hwy. Interchange	② SR-201	3
Bangerter Hwy. Interchange	② 8200 S.	3
Bangerter Hwy. Interchange	② 7000 S.	3
Bangerter Hwy. Interchange	② 9000 S.	3
Bangerter Hwy. Interchange	② 9600 S.	3
Bangerter Hwy. Interchange	② 10400 S.	3
Bangerter Hwy. Interchange	② 11400 S.	3
Bangerter Hwy. Interchange	② 12600 S.	3
Bangerter Hwy. Interchange	② 2700 W.	3
Bangerter Hwy. Interchange	② Redwood Rd.	3
Bangerter Hwy. Interchange	② California Ave.	Unfunded
Bangerter Hwy. Interchange	② Lake Park Blvd. (2700 S.)	Unfunded
Bangerter Hwy. Overpass	② 3100 S.	Unfunded
Bangerter Hwy. Interchange	② 3500 S.	Unfunded
Bangerter Hwy. Overpass	② 4100 S.	Unfunded
Bangerter Hwy. Interchange	② 4700 S.	Unfunded
Bangerter Hwy. Interchange	② 5400 S.	Unfunded
2700 W. Overpass	② SR-201	Unfunded
I-215 Interchange	② 5400 S.	3
I-215 Interchange	② Redwood Rd. (South)	3
I-215 Interchange	② 4500 S. (East)	Unfunded
I-15 Interchange	② 14600 S.	2
I-15 Interchange	② 100 S. (HCV Ramps)	3
I-15 Interchange	② I-215 (South)	3
I-15 Interchange	② I-15	3
13900 S. Overpass	② DSR0W	Unfunded
14600 S. Railroad Structure	② Little Cottonwood Canyon Rd.	3
Avalanche snow shed over	② Whitepine Clute	3



2040 REGIONAL TRANSPORTATION PLAN

MAJOR TRANSIT 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+

WEBER COUNTY PROJECTS*				
Project and Major Stops	From	To	Phase	
1. Pleasant View - Brigham City Commuter Rail	Pleasant View	Brigham City	Unfunded	3
2. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
3. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
4. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3

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

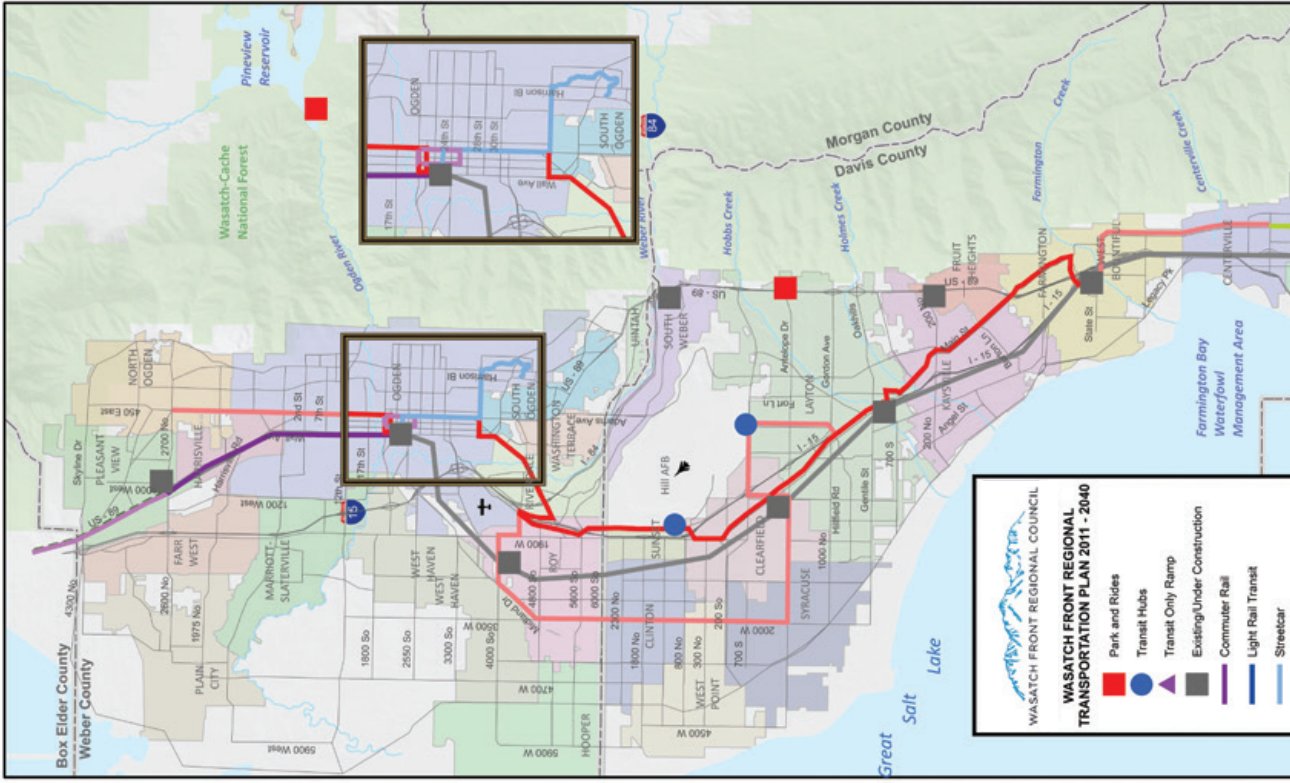
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DOWNTOWN SLC PROJECTS* (SEE MAP INSET)				
Project and Major Stops	From	To	Phase	
1. Downtown SLC Streetcar and Bus Rapid Transit	Downtown SLC	Brigham City	Unfunded	3
2. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
3. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
4. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3

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

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SALT LAKE COUNTY, NORTH-SOUTH PROJECTS*				
Project and Major Stops	From	To	Phase	
1. SLC - Foothill Drive - Wasatch Drive Corridor	Foothill Drive	Wasatch Drive	Unfunded	3
2. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
3. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
4. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3



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DOWNTOWN OGDEN PROJECTS* (SEE MAP INSET)				
Project and Major Stops	From	To	Phase	
1. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
2. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
3. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3

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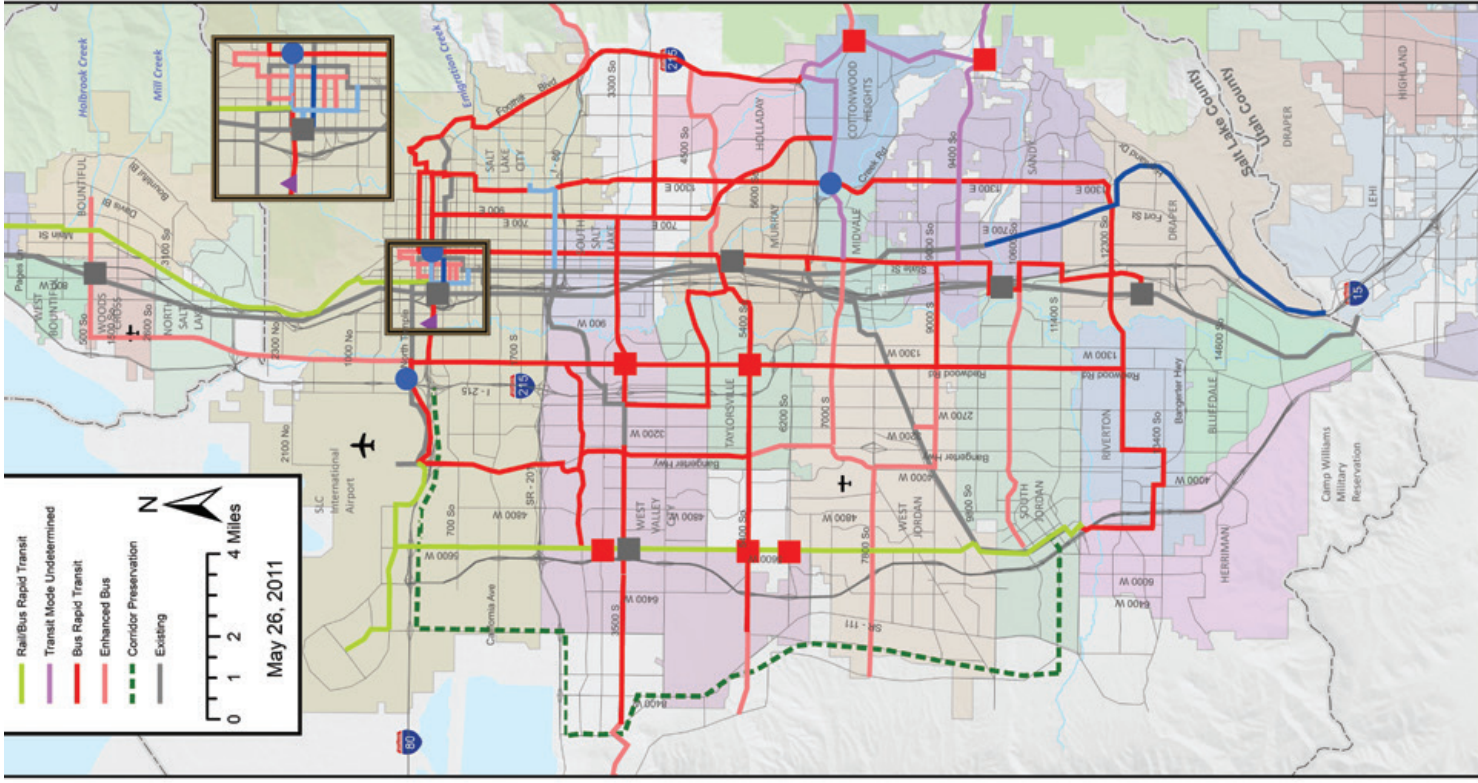
DAVIS COUNTY PROJECTS*				
Project and Major Stops	From	To	Phase	
1. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
2. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
3. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3

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+

INTERCOUNTY PROJECTS*				
Project and Major Stops	From	To	Phase	
1. Ogden - Pleasant View Commuter Rail Improvements	Ogden	Pleasant View	Unfunded	3
2. Ogden - Weber State University Streetcar	Ogden	Weber State University	Unfunded	3
3. Ogden Valley Park-And-Ride	Ogden Valley Park	And-Ride	Unfunded	3

22. 1300 East (South) Bus Rapid Transit				
Murray FrontRunner - Fashion Place West TRAX Station - Midvale - Fort Union				
Bus Rapid Transit (BRT 3)	1000 East Pioneer Rd			3
23. 2700 East Bus Rapid Transit				
SL Central - South Salt Lake City - Midvale - Murray - Holladay - Cottonwood Heights - Fort Union				
Bus Rapid Transit (BRT 3)	200 S. 700 E.			3
24. State Street Bus Rapid Transit				
Salt Lake Central - Capitol - South Salt Lake City - Mill Creek - Murray FrontRunner Station				
Enhanced Bus (BRT 1)	200 S. 300 W.			2
Bus Rapid Transit (BRT 3)	600 S. State Street			Unfunded
Enhanced Bus (BRT 1)	600 S. State Street			1
Bus Rapid Transit (BRT 3)	600 S. State Street			2
Bus Rapid Transit (BRT 3)	Interstate 80			2
Enhanced Bus (BRT 1)	Winchester St			2
Bus Rapid Transit (BRT 3)	9000 S.			1
Enhanced Bus (BRT 1)	Draper FrontRunner			3
25. Draper Line TRAX Extension (North)				
10000 South TRAX Station - 12600 South TRAX Station				
Light Rail	10000 S. TRAX Station			1
26. Draper Line TRAX Extension (South)				
Light Rail	12600 South TRAX Station - Utah Co			3
Light Rail	Draper TRAX			3
27. Redwood Road Bus Rapid Transit				
Downtown Salt Lake - Salt Lake Central - I 80 - Airport East Hub - West Valley City				
Enhanced Bus (BRT 1)	14000 S. Interstate 15			3
Bus Rapid Transit (BRT 3)	14000 S. Interstate 15			3
Enhanced Bus (BRT 1)	Interstate 80			3
Enhanced Bus (BRT 1)	SR-201			3
Corridor Preservation	9000 S.			1
Bus Rapid Transit (BRT 3)	12600 S.			2
Bus Rapid Transit (BRT 3)	SR-201			2
Corridor Preservation	12000 S.			2
Enhanced Bus (BRT 1)	12000 S.			2
Bus Rapid Transit (BRT 3)	12000 S.			3
28. Bangert Highway Corridor				
Downtown Salt Lake - Salt Lake Central - I 80 - Airport E. Hub - International Center - West Valley City - Kearns				
Bus Rapid Transit (BRT 3)	1400 S. Bangert Hwy			Unfunded
Enhanced Bus (BRT 1)	1400 S. Bangert Hwy			Unfunded
29. 5600 West Corridor				
Salt Lake CBD - SL Central - I 80 - Airport E. Hub - International Center - West Valley City - Kearns				
Corridor Preservation	2700 S.			1
Bus Rapid Transit (BRT 3)	No. Temple/Interstate 80			3
Bus Rapid Transit (BRT 3)	Interstate 80/Wright Brothers			3
Bus Rapid Transit (BRT 3)	2700 S.			1
Corridor Preservation	6200 S.			3
Bus Rapid Transit (BRT 3)	11800 S.			3
Bus Rapid Transit (BRT 3)	11800 S.			Unfunded
30. West Bench Corridor Preservation (N. of 11400 S.)				
East Airport Transit Hub - Northeast Quadrant - Little Valley - 11400 South				
Corridor Preservation	11400 S. 8400 W.			Unfunded
31. West Bench Corridor Preservation (11400 South)				
Corridor Preservation	Daybreak TRAX Station			1



13. Park City Corridor				
SL Central - 200 S. - U of U - Medical Center - Foothill - Interstate 80 - Summit Co. Line				
Operations only	Salt Lake Central			1
SALT LAKE COUNTY, EAST-WEST PROJECTS*				
Project type	From	To	Phase	
32. Northwest Quadrant Corridor				
SL CBD - Salt Lake Central - Interstate 80 - Airport East Hub - International Center - N.W. Quadrant				
Rail	5600 W./Amelia Earhart	N.W. Quadrant	Unfunded	
33. Sugarhouse Streetcar (First Phase)				
Sugarhouse - South Salt Lake - North/South TRAX Line				
Streetcar	2100 S. TRAX	Highland Dr/Sugarmond	1	
34. Sugarhouse Streetcar (Western Segment)				
Westminster College - Sugarhouse - South Salt Lake - North/South TRAX Line				
Streetcar	Highland Dr/Sugarmond Dr	1700 S.1100 E.	3	
35. Parkway Boulevard Bus Rapid Transit				
SL CBD - SL Ctr - Interstate 80 - Airport E. Hub - Decker Lake - Lake Park - West Valley - Kearns				
Bus Rapid Transit (BRT 3)	Redwood Rd/Parkway Blvd	5600 W./Parkway Blvd	3	
36. 3900/3500 South Corridor				
East Mill Creek - Holladay - South Salt Lake City - West Valley City - West Bench				
Enhanced Bus (BRT 1)	Wasatch Drive	Millcreek TRAX Station	2	
Bus Rapid Transit (BRT 3)	Highland Drive	Millcreek TRAX Station	3	
Bus Rapid Transit (BRT 3)	Millcreek TRAX Station	Redwood Rd	3	
Bus Rapid Transit (BRT 3)	Redwood Rd	Constitution Blvd	3	
Bus Rapid Transit (BRT 3)	3600 W.	6000 W.	1	
Bus Rapid Transit (BRT 3)	6000 W.	9200 W.	2	
Enhanced Bus (BRT 1)	9200 W./3500 S.	Little Valley	3	
37. Taylorsville Murray Holiday Extension, Enhanced Bus (BRT 1)				
Downtown Murray - Holiday - Wasatch Drive				
Enhanced Bus (BRT 1)	Box Elder/4800 S.	3900 S./Wasatch Dr	2	
38. Taylorsville Murray Corridor Central Segment				
Murray CBD - Murray FrontRunner Station - Sorensen Research Park - SLCC Redwood Campus				
Enhanced Bus (BRT 1)	Box Elder/4800 S.	SLCC Redwood Campus	1	
Bus Rapid Transit (BRT 3)	Box Elder/4800 S.	SLCC Redwood Campus	2	
39. Taylorsville Murray Bus Rapid Transit West Valley City Extension				
SLCC Redwood Campus - American Express - West Valley City				
Enhanced Bus (BRT 1)	4500 S./Redwood Rd	W. Valley Intermodal Ctr	1	
Bus Rapid Transit (BRT 3)	4500 S./Redwood Rd	W. Valley Intermodal Ctr	2	
40. 5400 South Corridor				
Murray FrontRunner - Taylorsville - Kearns - USANA Amphitheater - West Bench				
Enhanced Bus (BRT 1)	Murray FrontRunner	6400 W.	2	
Bus Rapid Transit (BRT 3)	Murray FrontRunner	6400 W.	2	
Bus Rapid Transit (BRT 3)	6400 W.	7200 W.	2	
Enhanced Bus (BRT 1)	7200 W.	8400 W.	3	
41. Fort Union Boulevard Corridor				
Big Cottonwood Canyon - Cottonwood Corp Center - Ft Union - Midvale - Fashion Pl West TRAX				
Mode Undetermined	Mouth of Big Cottonwood Cyn	State St/Ft Union Blvd	3	
Mode Undetermined	Mouth of Big Cottonwood Cyn	State St/Ft Union Blvd	Unfunded	
42. Big Cottonwood Canyon Corridor				
Mouth of Big Cottonwood Canyon - Brighton				
Enhanced Bus (BRT 1)	Brighton Ski Resort	Mouth of Big Cottonwood Cyn	Unfunded	
43. 7000 South/7800 South Enhanced Bus (BRT 1)				
Murray FrontRunner Station - Brigham Junction - Jordan Landing - West Bench				
Corridor Preservation	State St	Bangerter Hwy	1	
Enhanced Bus (BRT 1)	State St	Bangerter Hwy/7000 S.	3	
Enhanced Bus (BRT 1)	Bangerter Hwy/7000 S.	8400 W./7800 S.	3	
44. 9000 South West Side Corridor				
Sandy/South Jordan FrontRunner Station - Mid-Jordan TRAX Station				
Bus Rapid Transit (BRT 3)	State St	Redwood Rd	3	
Enhanced Bus (BRT 1)	Redwood Rd	Mid-Jordan TRAX	3	
45. Little Cottonwood Canyon Corridor				
Alta - Mouth of Little Cottonwood Canyon				
Bus Rapid Transit (BRT 3)	Gov's Bypass Rd (Alta)	Mouth Little Cottonwood Cyn	Unfunded	
46. 9400 South Corridor				
Mouth of Little Cottonwood Canyon - Sandy - Sandy/South Jordan FrontRunner				
Mode Undetermined	Mouth Little Cottonwood Cyn	State St	3	
Mode Undetermined	Mouth Little Cottonwood Cyn	State St	Unfunded	
47. 10200/10400 South Enhanced Bus (BRT 1)				
South Jordan FrontRunner Station - Daybreak TRAX Station				
Enhanced Bus (BRT 1)	Jordan Gateway/10600 S.	Daybreak North TRAX	3	
48. 12300/12600 South Bus Rapid Transit				
Draper TRAX - Draper FrontRunner Station - Riverton - Herriman - Daybreak TRAX Station				
Enhanced Bus (BRT 1)	Draper TRAX	Pony Express Rd	2	
Bus Rapid Transit (BRT 3)	Draper TRAX	700 East	2	
Corridor Preservation	700 East	Pony Express Rd	Unfunded	
Bus Rapid Transit (BRT 3)	700 East	Redwood Rd/12600 S.	2	
Enhanced Bus (BRT 1)	Daybreak TRAX Station	Redwood Rd/12600 S.	3	
Bus Rapid Transit (BRT 3)	Daybreak TRAX Station	Redwood Rd/12600 S.	3	

*Project segments shared by two or more projects are typically only shown in one project

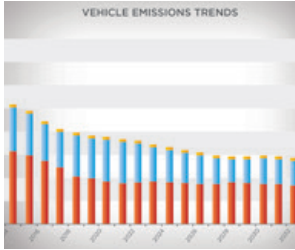
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Quality of Life for a
Booming Population



Wasatch Choice
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