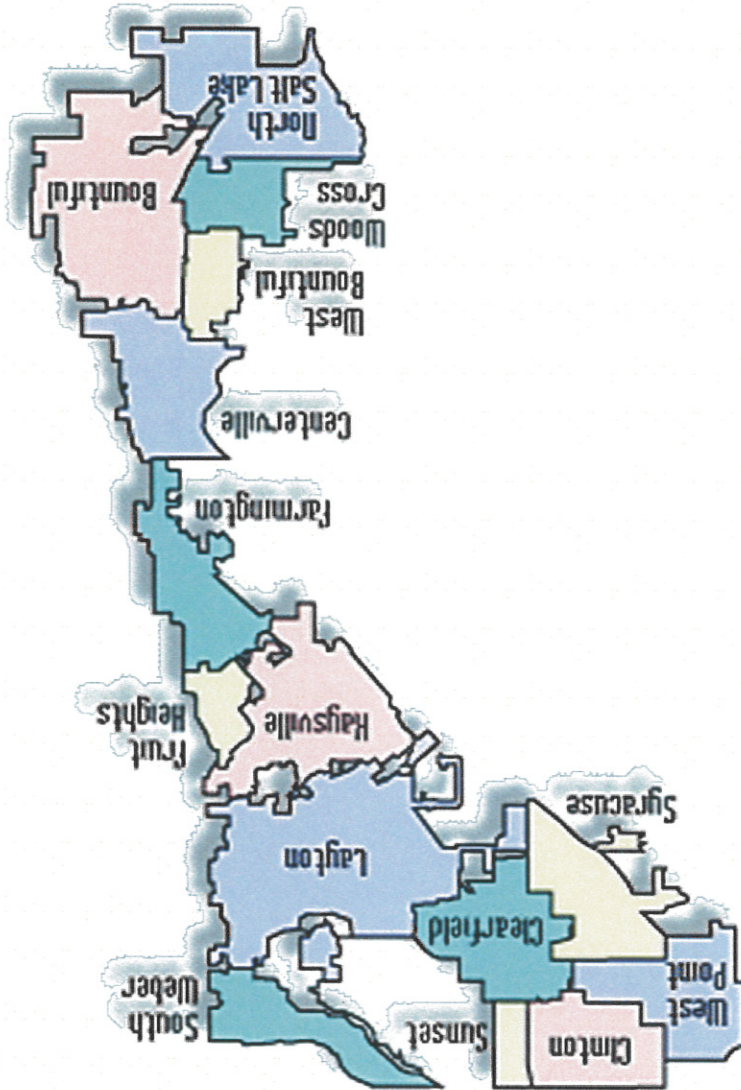


Davis County Transportation

Strategic Plan

June 16, 2004





This summary report presents the updated Davis County Transportation Strategic Plan. The original plan was completed in 1994 and updated in 1996 (see Appendix E). The Plan has been used during the past eight years as a guide to prioritize transportation needs in Davis County. The plan was a useful tool for local communities, Davis County, and the State to understand the "large scale" transportation needs in Davis County. To continue to provide accurate and complete information to stakeholders and policy makers, Davis County and participating communities commissioned an update to the Transportation Strategic Plan.

Background

Located just north of Salt Lake City along I-15, Davis County is the smallest county in land area but one of the largest in the State in population. With its close proximity to Salt Lake City and diversified economy, Davis County has become one of the fastest growing places in Utah to live. This trend is anticipated to continue for the next 30 years. By the year 2030, the Governor's office of Planning and Budget predicts the population of Davis County to expand from its current population of 250,000 to approximately 390,000, having an annual average increase of 5,000 people per year. This rapid increase in growth will continue to cause heavy burdens upon the County's and local community's infrastructure, especially the transportation system, to function at a high level of efficiency and to maintain its optimal condition. This updated Strategic Transportation Plan identifies specific areas of improvement that presently concern local officials and seeks to establish real priorities for solutions.

Purpose

An up to date, broad transportation system is imperative to accommodate the anticipated growth and maintain mobility throughout Davis County. The transportation system must not only meet the needs of Davis County residents but the needs of those that pass through the system from adjacent counties. This plan establishes a general transportation strategy that focuses the County's energy and efforts on the growing task of providing infrastructure that will lead to the economic vitality of the County and local communities and produces a sound road network that will efficiently facilitate travel. This plan determines the future vision of transportation that serves the projected land use and socio-economic needs of the county and encourages connectivity between neighboring Counties while limiting the impacts of major corridors on the overall quality of life enjoyed by residents of Davis County. This plan examines the possibilities of creating and improving Mass Transit Services.



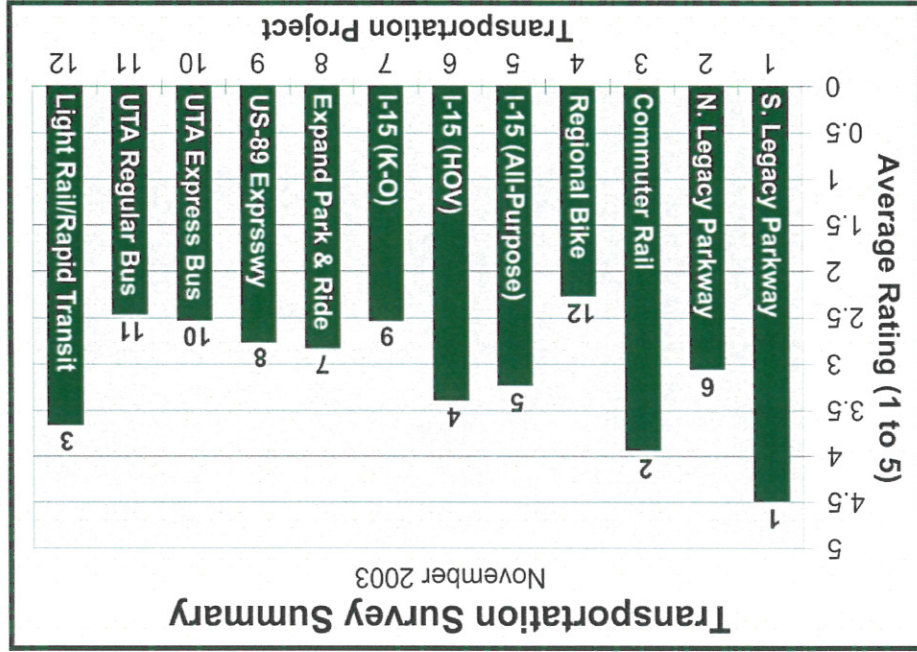
Scope of Work

The work completed in preparing the updated Transportation Plan consisted of:

- Reporting current and future population and employment (See Appendix A)
- Reporting current and future traffic and WFRFC improvements (See Appendix B)
- Reporting current and future regional transit plans (See Appendix C)
- Surveying stakeholders regarding transportation needs (See Appendix D - Sample)
- Prioritizing transportation needs

Transportation Needs Identification

A series of meetings were held with the Davis County Transportation Committee to review current needs from local communities, transportation plans as programmed by UDOT and WFRFC, and transit plans as programmed by UTA. After reviewing the transportation related information, the Transportation Committee was given a survey asking for a ranking of thirteen transportation needs. The transportation Committee not only completed the survey but also obtained completed surveys from respective stakeholders from the different local communities. The following Table summarizes the results of the survey.





The survey results show the transportation needs for Davis County are:

1. South Legacy Parkway Transit
2. Commuter Rail
3. - South Davis LRT/BRT
4. - Regular/Express Bus Improvements
5. - Park & Ride Expansions
6. 1-15 Expansion/Interchange Reconstruction
7. North Legacy Parkway
8. Highway 89 (I-15 to I-84)
9. East-West Routes
10. 1800 North- Clinton
11. 800 North- Clinton
12. 200 South- West Point
13. 2000 West- Syracuse
14. E. Antelope Dr.- Layton
15. E. Gordon Ave.-Layton
16. Gentile Street- Syracuse
17. Syracuse Road- Syracuse
18. South Bluff Road- Syracuse
19. Phillips St.- Kaysville
20. W. 200 North- Kaysville
21. W. 500 South- West Bountiful

South Legacy Parkway

The number one transportation need in Davis County is the construction of the South Legacy Parkway from Farmington to North Salt Lake City. This road is an important part of a long-term solution to address pressing transportation needs in Davis County. UDOT studies indicate that due to the increased population growth in Davis and adjacent northern Utah counties, future expansion efforts to I-15 will not satisfy the Davis County regional transportation needs. UDOT indicates that the South Legacy Highway can be a critical alternate route that will alleviate traffic congestion on I-15 and improve safe and efficient travel in Davis County.



Transit

The second transportation priority for Davis County is commuter rail, south Davis LRT/BRT, regular/express bus improvements, park & ride expansions. The transit improvements are a long term solution for an efficient multi modal transportation system in Davis County. Transit systems will provide alternative transportation means for an increasing population of commuters seeking to travel in Davis County without the reliance of a vehicle. will satisfy the increasing traffic demand. The transit systems are needed to provide a reliable and efficient means for commuters traveling to Salt Lake County. The transit improvements will reduce car traffic on Davis County freeways which will help reduce air quality concerns associated with traffic congestion.

I-15 Expansion/Interchange Reconstruction

The expansion of I-15 and interchange reconstruction is the third priority addressing the transportation needs for Davis County. Historically, along the Wasatch Front the travel demand has grown at a compounded annual rate of 4% per year. At this rate the number of trips in 2030 will be more than double today's rate. I - 15 at its current condition insufficiently carries the current traffic demand and will not be adequate to handle the expected future demands. A wider and improved I-15 corridor is needed to decrease congestion, improve air quality and reduce the existing dangerous traveling environment. Improved interchanges will reduce the number of delays accessing the freeway and improve the safe and efficient movement of traffic.

North Legacy Parkway

Another priority to address Davis County transportation needs is the construction of the North Legacy Highway. This northern transportation connection will be between Farmington City and Clinton. The Parkway is needed to allow the efficient travel of services and goods in the County. This Parkway would provide an alternative to avoid the stop-and-go congestion associated with I-15. The Parkway will improve the air quality for Davis County and reduce traffic on I-15.

Highway 89 (I-15 to I-84)

Highway 89 is one of two vital north-south transportation routes in Davis County. The expansion and improvement of this highway is recommended to reduce congestion and correct safety problems. It is recommended that this road is improved to eliminate conflict with cross traffic. Vertical alignment, cross sections, clear zones and road side barrier deficiencies should be corrected to provide a safer highway.

East-West Routes

In addition to transportation needs identified above, additional east-west travel improvements are recommended to improve the efficient and safe travel on and off the major north/south transportation systems and improve efficient movement of goods and services to the local areas of the County. East-West routes should be improved to accommodate the rapidly growing commercial and residential developments. The critical east-west transportation corridors are shown of the following figure (Figure 1).

The East-West Routes were compiled based on recommendations from the Transportation Committee. Once the corridors were identified a discussion was held with the Transportation Committee to limit the list to only those routes that are important from a county-wide perspective. The list was reduced to the 13 corridors shown on Figure 1. The 2000 West corridor does not travel in a east-west direction, however, it was identified as a critical transportation link with the other East-West routes.





Summary

In summary the critical transportation needs in Davis County consist of:

1. South Legacy Parkway
2. Transit
- Commuter Rail
- South Davis LRT/BRT
- Regular/Express Bus Improvements
- Park & Ride Expansions
3. I-15 Expansion/Interchange Reconstruction
4. North Legacy Parkway
5. Highway 89 (I-15 to I-84)
6. East-West Routes
- 1800 North-Clinton
- 800 North-Clinton
- 200 South-West Point
- 2000 West-Syracuse
- E. Antelope Dr.-Layton
- E. Gordon Ave.-Layton
- Gentile Road-Syracuse
- Syracuse Road-Syracuse
- South Bluff Road-Syracuse
- Phillips St.-Kaysville
- W. 200 North-Kaysville
- W. 500 South-West Bountiful

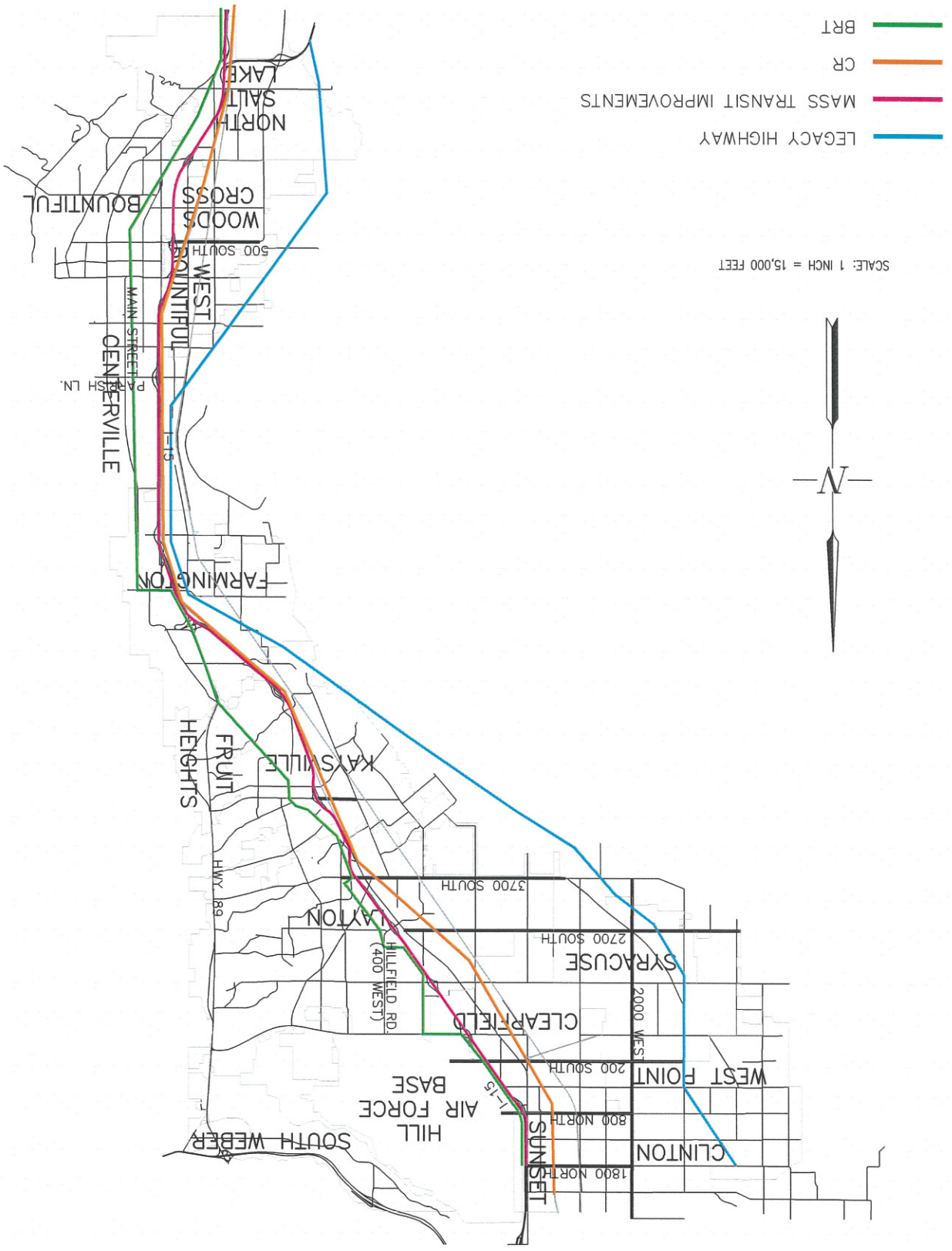
These transportation needs are critical to provide a balanced multi modal transportation system, decrease congestion, increase safe travel, reduce poor air quality and facilitate the efficient

The following Figure 2 shows the conceptual transportation improvements. utilization of this proposed plan. growth that Davis County will not be able to handle the future travel demands without the movement of people and goods in Davis County. It is very clear from the current population

Davis County Transportation Strategic Plan
June 16, 2004

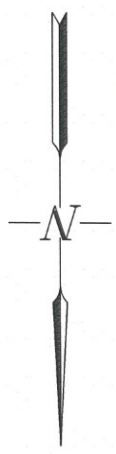


FIGURE 2



- BRT
- CR
- MASS TRANSIT IMPROVEMENTS
- LEGACY HIGHWAY

SCALE: 1 INCH = 15,000 FEET



Chapter 3: Results

Regional/County Projections

Population
 The population of the Urbanized Areas is projected to grow by 56%, from 1.4 million in 2002 to 2.1 million in 2030. The bulk of the state's population resides, and will continue to reside, in the Wasatch Front region. The region's population is dominated by Salt Lake County, with two-thirds of the region's population.

Davis County, at about 387,000, is calculated to be approaching buildout. According to Davis County studies, the buildout population is projected around 400,000. Davis County has the smallest land area of any county in the state and will be the first in the state to have to deal with countywide buildout.

In the course of generating these projections and disaggregating them to the TAZ level, it was observed that, even with major developments being proposed for the western part of the county, the holding capacity of Salt Lake County is looming. The holding capacity was calculated at approximately 1.5 million, which represents significant infill and redevelopment above the status quo. This will need to be taken into account in the next round of projections. Table 3 shows the projected county populations.

Table 3

Population	2002	2005	2010	2015	2020	2025	2030
Davis County	250,007	262,241	292,201	323,992	347,412	367,903	386,672
Salt Lake County	923,931	967,390	1,077,556	1,195,554	1,283,784	1,361,753	1,431,843
Weber County	199,825	211,207	237,877	265,905	286,919	305,140	320,770
Urbanized Areas Total	1,373,763	1,440,838	1,607,634	1,785,451	1,918,115	2,034,796	2,139,285

Households

Table 4 shows the projected number of households in each county. Utah is following the national trend toward smaller household sizes. This translates to faster household growth than population growth. Comparing Tables 3 and 4, the population growth rate through 2030 is approximately 2%, while the household growth rate for the same period is approximately 2.5%.

Table 4

Households	2002	2005	2010	2015	2020	2025	2030
Davis County	75,923	82,149	95,281	108,371	119,094	128,890	138,092
Salt Lake County	306,767	326,570	371,312	418,735	458,906	494,941	528,491
Weber County	67,032	71,436	81,414	91,518	99,699	107,071	113,835
Urbanized Areas Total	449,722	480,155	548,007	618,624	677,699	730,902	780,418

Employment
 The total, non-agricultural, non-construction employment in the region is projected to grow 56%, or 1.9% annually, from 695,464 in 2002 to 1,085,599 in 2030. Table 5 below shows the county employment totals. Salt Lake County clearly dominates the economic landscape of the region, with 75% of the employment. Recent analysisⁱⁱⁱ of data from the 2000 Census by the Bureau of Economic and Business Research shows the impact on commuting of the amount of employment in Salt Lake County. An additional 49,014 workers commute to Salt Lake County each day for work. The majority of these commuters are from Davis (25,481), Utah (10,084), Tooele (5,375), and Weber (4,341) counties. As these counties continue to grow, these numbers will also increase.

Table 5

Employment*	2002	2005	2010	2015	2020	2025	2030
Davis County	89,427	95,717	107,043	117,105	124,346	130,252	135,653
Salt Lake County	521,928	558,355	625,207	688,346	733,665	771,221	804,882
Weber County	84,109	91,914	105,901	118,930	128,904	137,440	145,064
Urbanized Areas Total	695,464	745,986	838,151	924,381	986,915	1,038,913	1,085,599

* These numbers differ from the GFB projections because Non-Farm Proprietors are removed and military employment at Hill AFB has been added.

City Projections

Population

Table 6 below presents the city population projections. The south Davis County cities exhibit the signs that they are approaching buildout. Layton City is projected to surpass Ogden and will remain the largest city in Davis County. West Jordan and Sandy are projected to become Cities of the First Class, surpassing the 100,000 mark before 2010. Salt Lake County will be home to four First Class Cities, Salt Lake City, West Valley City, Sandy, and West Jordan.

The fastest growing cities will be in areas with limited development today. Bluffdale, Herriman, Syracuse, North Ogden, South Jordan, and Riverton all are projected to grow at high rates. On the other hand, cities such as Bountiful, Murray, South Salt Lake, Centerville, and Washington Terrace all are at or approaching buildout and are not projected to grow much. Much of the projected growth in these cities is projected to come from infill, redevelopment, and/or neighborhood recycling, where young families move in as the elderly population passes away.

Table 6

Population	2002	2005	2010	2015	2020	2025	2030
Alta	368	397	461	518	560	601	631
Bluffdale	5,230	6,723	10,591	17,516	28,282	43,620	46,279
Bountiful	42,034	42,280	42,449	42,897	43,582	44,381	45,181
Centerville	15,077	15,294	15,335	15,718	16,281	17,055	17,874
Clearfield	26,444	26,158	26,436	27,369	28,226	28,893	29,501
Clinton	16,276	17,715	18,862	19,640	20,730	21,803	22,916
Draper	28,555	32,185	40,719	44,916	47,208	49,145	51,309
Farmington	12,551	12,785	14,256	16,553	19,472	21,811	22,773
Farr West	3,335	3,567	4,142	4,868	5,610	6,410	7,212
Fruit Heights	4,731	4,855	5,433	6,593	7,976	9,388	10,039
Harrisville	3,896	4,215	4,990	5,982	7,034	8,202	9,420
Herriman	3,223	9,097	15,000	21,242	28,307	31,338	37,415
Holladay	25,548	25,885	26,578	28,535	30,065	31,409	32,883
Hooper	4,296	4,722	5,570	6,251	6,818	7,362	7,765
Huntsville	652	687	822	922	1,006	1,086	1,145
Kaysville	20,549	21,524	26,273	31,703	34,020	36,859	40,015
Layton	59,603	61,452	70,957	79,593	83,797	89,087	95,035
Marricott-Staterville	1,454	1,556	1,755	2,062	2,377	2,716	3,058
Midvale	27,698	28,558	29,581	30,678	31,310	31,781	32,270
Murray	45,979	47,715	50,609	52,666	53,323	53,647	53,974
North Ogden	15,602	17,571	22,237	28,500	31,272	33,428	35,192
North Salt Lake	9,110	9,570	11,930	13,429	13,644	13,894	14,144
Ogden	77,725	79,831	84,508	89,782	94,597	98,942	103,244
Plain City	3,490	3,937	4,996	6,421	7,952	8,542	8,996
Pleasant View	5,785	5,890	6,161	6,642	7,023	7,364	7,605

Remainder of Davis County	4,447	4,321	4,312	4,489	4,726	5,004	5,319
Remainder of Salt Lake County	170,926	161,732	166,715	207,744	242,068	273,647	304,853
Remainder of Weber County	13,119	13,795	19,889	24,778	27,285	28,496	28,011
Riverdale	7,708	7,828	8,267	8,953	9,509	10,015	10,390
Riverton	28,935	37,046	56,167	61,961	63,298	64,216	65,195
Roy	34,442	34,805	35,683	36,585	37,508	38,455	39,427
Salt Lake City	184,092	185,336	187,259	191,317	193,130	195,062	197,079
Sandy	93,399	99,967	108,000	113,290	119,292	121,310	122,357
South Jordan	32,218	37,689	48,118	59,217	68,610	79,535	92,474
South Ogden	14,512	15,714	17,368	18,744	20,014	21,352	22,490
South Salt Lake	22,190	22,252	23,240	25,246	25,903	26,324	26,829
South Weber	4,867	5,308	6,516	8,324	10,870	11,127	11,371
Sunset	5,217	5,212	5,180	5,182	5,211	5,254	5,296
Syracuse	11,037	16,395	22,942	29,560	34,386	36,994	38,781
Taylorville	59,656	60,001	63,876	70,171	72,134	73,445	74,996
Utintah	1,135	1,308	1,570	1,734	1,878	2,018	2,135
Washington Terrace	8,532	8,870	9,804	10,914	11,967	12,673	13,234
West Bountiful	4,478	4,520	4,631	5,071	5,647	6,366	7,202
West Haven	4,143	5,412	7,953	11,685	14,217	17,297	21,044
West Jordan	83,577	96,310	126,021	139,360	144,941	148,596	152,393
West Point	6,412	7,323	8,173	8,658	9,327	10,173	11,134
West Valley City	112,168	116,496	124,621	131,179	135,354	138,078	140,904
Woods Cross	7,173	7,531	8,407	9,212	9,519	9,814	10,092

Households
 Table 7 shows the household projections by city. These track with the population projections, but as was mentioned above, the growth rate in households is projected to outpace that of population. As the number of households increases to accommodate population, more units will be needed. This translates to additional land being needed for development, or higher densities to accommodate the additional housing units.

Table 7
Households

	2030	2025	2020	2015	2010	2005	2002
Bluffdale	14,681	13,577	8,663	5,281	2,972	1,504	1,152
Bountiful	17,407	16,746	16,062	15,400	14,831	14,169	13,644
Centerville	5,742	5,382	5,031	4,749	4,523	4,342	4,154
Clearfield	12,544	12,043	11,498	10,867	10,224	9,671	9,435
Clinton	7,296	6,810	6,337	5,867	5,497	4,964	4,429
Draper	14,971	14,102	13,297	12,598	11,287	8,730	7,616
Farmington	6,747	6,360	5,592	4,704	4,001	3,498	3,354
Farr West	2,304	2,015	1,738	1,512	1,291	1,102	1,010
Fruit Heights	2,910	2,675	2,230	1,804	1,485	1,258	1,194
Harrisville	2,990	2,575	2,184	1,850	1,550	1,299	1,181
Herriman	11,046	9,139	8,142	5,981	4,079	2,425	847
Holladay	12,322	11,585	10,898	10,137	9,297	8,877	8,620
Hooper	3,373	3,325	3,080	2,569	1,917	1,289	1,211
Huntsville							
Kaysville	11,705	10,607	9,602	8,799	7,164	5,692	5,301
Layton	32,133	29,601	27,293	25,401	22,181	18,567	17,523
Marriott-Slaterville	891	784	680	587	501	440	405
Midvale	13,163	12,228	12,293	11,768	11,179	10,552	10,051
Murray	22,227	21,603	20,984	20,189	18,940	17,477	16,591
North Ogden	9,444	8,886	8,250	7,488	5,863	4,593	4,016
North Salt Lake	5,073	4,881	4,680	4,483	3,874	2,990	2,761
Ogden	37,843	35,858	33,966	32,081	30,355	28,417	27,226
Plain City	2,336	2,198	2,030	1,633	1,276	997	870
Pleasant View	2,258	2,157	2,031	1,893	1,756	1,653	1,598
Remainder of Davis County*	3,441	3,210	3,000	2,807	2,635	2,491	2,428
Remainder of Salt Lake County	107,226	94,677	82,184	69,003	54,803	52,395	54,512
Remainder of Weber County	7,765	7,831	7,477	6,809	5,556	3,884	3,677
Riverdale	3,644	3,471	3,261	3,051	2,827	2,649	2,565
Riverton	16,509	16,067	15,632	15,107	13,528	8,778	6,806
Roy	11,809	11,321	10,950	10,626	10,406	10,049	9,770
Salt Lake City	91,108	88,216	85,319	82,234	78,737	75,916	73,818
Sandy	37,142	36,337	35,216	32,881	30,931	28,166	25,942
South Jordan	27,389	23,216	19,773	16,185	12,327	9,137	7,602
South Ogden	7,810	7,330	6,797	6,323	5,875	5,255	4,771
South Salt Lake	13,539	13,039	12,569	11,962	10,885	10,200	9,962
South Weber	3,625	3,479	3,305	2,464	1,884	1,481	1,320

* Includes households at Hill AFB.						
Sunset	1,705	1,764	1,835	1,891	1,957	2,025
Syracuse	2,875	4,397	6,419	8,491	10,128	11,134
Taylorville	17,965	18,354	19,926	22,253	23,347	24,186
Uintah	310	363	440	484	527	571
Washington Terrace	2,819	2,973	3,309	3,659	4,025	4,296
West Bountiful	1,238	1,292	1,382	1,551	1,775	2,050
West Haven	1,153	1,518	2,215	3,204	3,880	4,748
West Jordan	22,365	26,270	35,906	40,818	43,325	45,182
West Point	1,617	1,899	2,200	2,385	2,627	2,925
West Valley City	31,302	32,999	36,119	38,740	40,786	42,317
Woods Cross	2,026	2,191	2,542	2,855	3,021	3,182
						3,334

Employment

The city level employment projections, that are approximations of TAZ boundaries to city boundaries, are show in Table 8. As such, the trends may not be in line with the population trends. Cities outside of the TAZ area are not shown. Employment centers include the retail centers near Layton Hills Mall, Hill Air Force Base, Freeport Center in Clearfield, the office centers in Sandy and Holladay, Salt Lake City CBD, Salt Lake International Airport and International Center, University of Utah, Ogden, Weber State University, and the retail area in Riverdale. On the whole, employment growth is projected to outpace population growth.

Table 8

Employment	2002	2005	2010	2015	2020	2025	2030
Bluffdale	1,941	2,086	2,695	5,021	7,532	9,675	10,222
Bountiful	9,391	9,811	10,505	11,021	11,297	11,624	12,011
Centerville	5,242	5,613	6,280	6,959	7,519	7,881	8,390
Clearfield	12,307	13,589	15,843	17,838	18,965	20,025	20,586
Clinton	3,085	3,204	3,425	3,624	3,726	3,801	3,892
Draper	11,549	13,416	15,842	17,463	18,270	19,434	20,449
Farmington	4,878	5,157	6,058	6,901	7,201	7,360	7,534
Farr West	2,028	2,466	3,244	3,969	4,691	5,561	6,222
Fruit Heights	811	826	856	876	875	875	884
Harrisville	2,163	2,593	3,467	4,434	5,254	6,308	7,273
Herriman	386	444	549	2,970	5,898	6,255	6,662
Holladay	4,302	4,481	4,684	4,827	4,939	5,043	5,167
Hooper	523	588	705	830	928	1,040	1,140
Kaysville	5,077	5,400	6,194	6,705	7,012	7,399	7,679
Layton	15,401	16,448	18,291	19,860	21,024	22,327	23,252
Marrriott-Staterville	362	439	602	797	940	1,132	1,112
Midvale	19,233	20,034	21,085	21,865	22,402	23,330	24,142
Murray	34,202	35,751	37,161	38,489	39,661	41,424	42,943
North Ogden	1,470	1,619	1,871	2,101	2,301	2,435	2,579
North Salt Lake	5,386	6,284	7,559	8,922	9,933	10,523	11,446
Ogden	53,120	57,332	64,711	71,175	76,007	79,772	82,959
Plain City	493	554	672	794	914	1,048	1,122
Pleasant View	850	1,084	1,434	1,787	2,205	2,739	3,373
Remainder of Davis County*	17,066	17,364	17,989	18,472	18,610	18,788	19,067
Remainder of Salt Lake County	49,066	51,287	54,146	56,846	62,606	66,256	69,539
Remainder of Weber County	3,209	3,637	4,415	5,190	5,697	6,073	6,459
Riverdale	4,822	5,208	5,866	6,505	6,932	7,348	7,756
Riverton	3,847	4,095	6,077	11,514	13,404	13,764	14,145
Roy	6,206	6,655	7,471	8,234	8,745	9,112	9,485
Salt Lake City	236,801	247,319	260,928	271,861	282,766	296,208	308,549
Sandy	29,761	32,162	36,412	37,907	39,115	40,669	42,247
South Jordan	6,815	8,055	15,065	23,057	32,036	33,656	35,088
South Ogden	3,156	3,407	3,871	4,249	4,445	4,543	4,645

South Salt Lake	34,149	36,007	38,574	40,332	42,378	44,767	47,125
South Weber	791	918	1,094	1,078	1,078	1,079	1,092
Sunset	1,275	1,294	1,336	1,362	1,355	1,349	1,357
Syracuse	1,556	1,707	2,001	2,423	3,287	3,548	3,752
Taylorville	14,528	14,801	15,100	15,302	15,522	15,893	16,245
Uintah	130	137	148	158	164	168	172
Washington Terrace	2,498	2,646	2,910	3,138	3,298	3,383	3,468
West Bountiful	2,008	2,200	2,515	2,815	2,940	3,116	3,217
West Haven	3,090	3,562	4,529	5,586	6,401	6,799	7,321
West Jordan	22,993	26,062	33,175	43,203	47,883	51,461	54,475
West Point	1,155	1,203	1,290	1,471	1,845	1,906	1,990
West Valley City	50,576	60,498	81,756	95,645	101,160	106,199	111,183
Woods Cross	3,996	4,696	5,808	6,777	7,677	8,649	9,505

* Includes employment at Hill AFB.

CURRENT AND FUTURE POPULATION AND EMPLOYMENT

APPENDIX A

*Davis County Transportation Strategic Plan
June 16, 2004*



**CURRENT AND FUTURE TRAFFIC VOLUMES
AND WFRG 2030 PROJECTS**

APPENDIX B

*Davis County Transportation Strategic Plan
June 16, 2004*

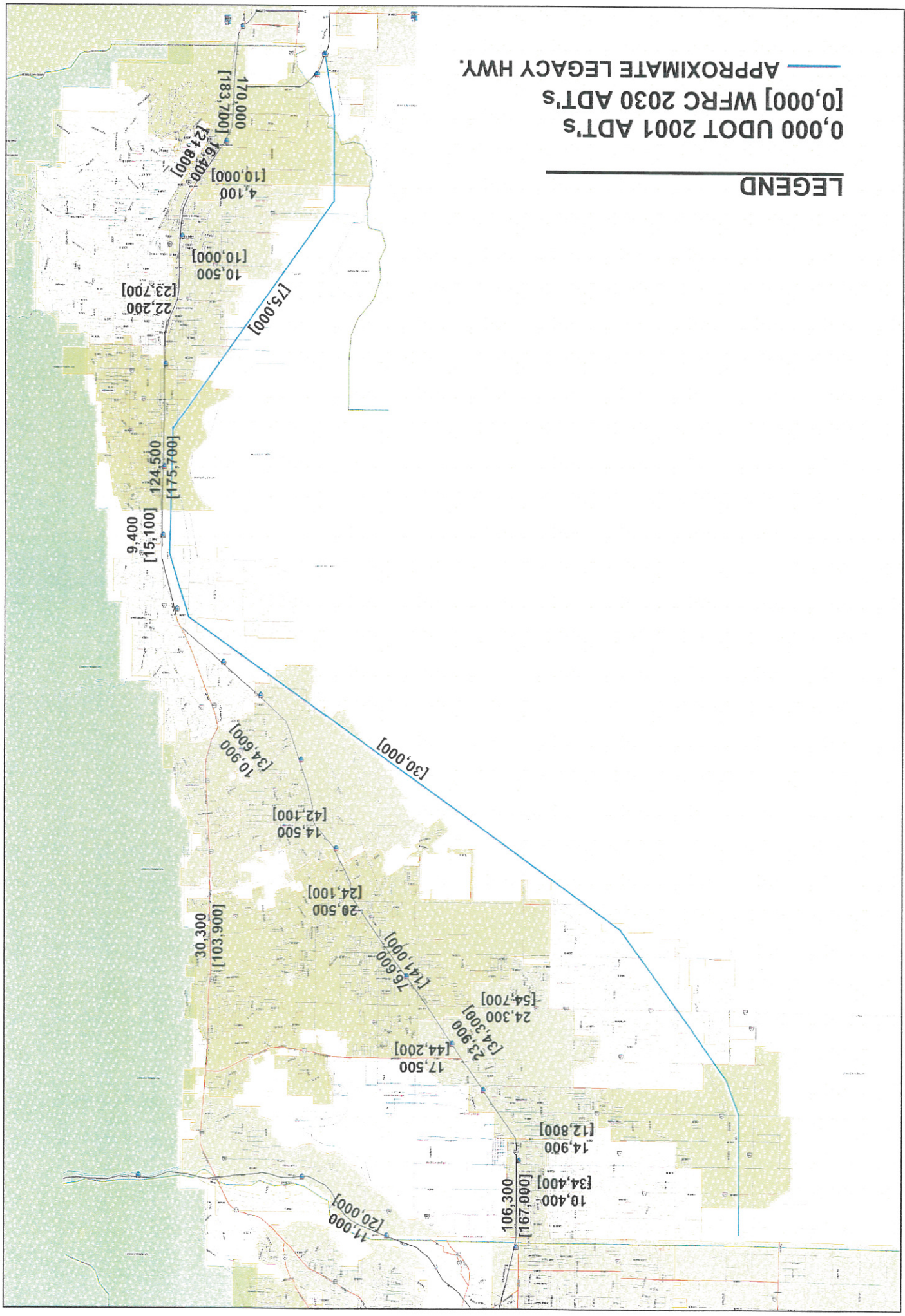


Table VI-3 WASATCH FRONT URBAN AREA 27-YEAR NEW CAPACITY SUMMARY PROJECT LIST (Continued)

ID	STREET	FROM	TO	TYPE	LENGTH (MILES)	FUNC CLASS	BIKE CLASS	2030 LANES	ROW (FT.)	PHASE	
										1=04-2012	2=13-2022
DAVIS COUNTY, EAST-WEST FACILITIES											
127	2300 North (Clinton)	RR Structure		Rmv or Repl	0.2	Collector	0	2	66		1
128	1800 North	Main Street (Sunset)	2000 West (Clinton)	Widening	2.0	M. Arterial	3	4	84		3
129	1800 North (Clinton)	2000 West	5000 West	Widening	3.0	M. Arterial	3	4	84		2
130	700 South	State Street (Clearfield)	South Main Street	Widening	0.6	Collector	3	4	106		1
131	200 South/700 S Conn	200 South (Clearfield)	700 South (Clearfield)	New Construction	0.7	Collector	0	2	106		1
132	200 South	500 West (Clearfield)	2000 West	Widening/NC	1.6	Collector	3	4	106		1
133	200 South (Syracuse)	2000 West	Legacy Parkway	New Construction	1.3	Collector	3	2	106		2
135	Syracuse Road(SR-108)	1000 West	2000 West	Widening	1.0	M. Arterial	2	4	106		1
136	Syracuse Road(SR-127)	2000 West	4500 West	Widening	2.5	M. Arterial	2	4	106,84		2
139	Antelope Drive	2200 East	US-89	New Construction	0.6	M. Arterial	2	2	84		2
140	Gordon Avenue (1000 N.)	1600 East	US-89	New Construction	1.3	Collector	0	4	84		2
137	Hill Field Road Extension	2200 West	3200 West (Layton)	New Construction	2.1	M. Arterial	0	4	110		2
141	Gentile St (Layton)	SR 126	Fairfield Road	Widening	1.0	M. Arterial	3	4	84		1
142	Gentile St (Layton)	Fairfield Road	1350 East (Oakhill Drive)	Widening	0.3	M. Arterial	3	4	84		2
143	Oakhills Drive(SR-109)	1350 East	US-89	Widening	1.5	M. Arterial	3	4	84		2
144	700 South (Layton)	1-15	2700 West (Layton)	New Construction	3.1	M. Arterial	0	4	84		2
145	200 North (Kaysville)	700 East	US-89	Widening	0.6	M. Arterial	3	4	80		1
146	200 North (Kaysville)	1-15	Legacy Parkway	Widening	3.0	M. Arterial	3	4	80		2
90	Parrish Lane (Centerville)	1-15	Legacy Parkway	Widening/NC	0.6	M. Arterial	3	4	110		1
92	500 South	1-15	Legacy Parkway	Widening	2.0	M. Arterial	0	4	106		1
DAVIS COUNTY, NORTH-SOUTH FACILITIES											
157	Legacy Parkway	5500 South (Roy)	1-15/US-89	ROW Purch.	17.7	P. Arterial	1	-	320		1
158	Legacy Parkway	Weber Co. Line	Syracuse Road	New Construction	4.5	P. Arterial	1	4	320		2
159	Legacy Parkway	Syracuse Road	Gentile St (Layton)	New Construction	3.0	P. Arterial	1	4	320		3
227	Legacy Parkway	Gentile St (Layton)	1-15/US-89 (Farmington)	New Construction	9.4	P. Arterial	1	2	320		1
228	Legacy Parkway	Gentile St (Layton)	1-15/US-89 (Farmington)	Widening	9.4	P. Arterial	1	4	320		2
94	Legacy Parkway	1-15/US-89 (Farmington)	1-215	New Construction	12.0	P. Arterial	1	4	300		1
155	2000 West (SR-108)	Syracuse Road(SR-108)	Weber County Line	Widening	4.5	M. Arterial	3	4	106		1
156	2700 West (Layton)	Hill Field Road Extension	Legacy Parkway	New Construction	1.4	M. Arterial	0	4	106		2
93	Redwood Road	500 South (Davis Co.)	Salt Lake Co. Line	Widening	4.3	M. Arterial	3	4	106		2
147	1-15	Weber Co. Line	Hillfield Road (SR-232)	Widening	6.4	Freeway	0	8	240		3
138	1-15 Interchange	@ Hillfield Road		Upgrade	0.0	Freeway	0	-	-		2
148	1-15 Interchange	@ South Layton Interchange		Upgrade	0.0	Freeway	0	-	-		1
86	1-15	US-89 (Farmington)	500 S. (Davis Co)	Widening	7.1	Freeway	0	10	200		3
149	1-15 Interchange	@ Glovers Lane or Lund Lane		New Construction	0.0	Freeway	0	-	-		3
89	1-15 Interchange	@ Parrish Lane		Widening	0.0	Freeway	0	-	-		1
87	1-15	500 S. (Davis Co)	1-215	Widening	3.6	Freeway	0	10	200		2
150	Main Street	200 North (Kaysville)	1-15 (Layton)	Widening	1.5	M. Arterial	3	4	106		1

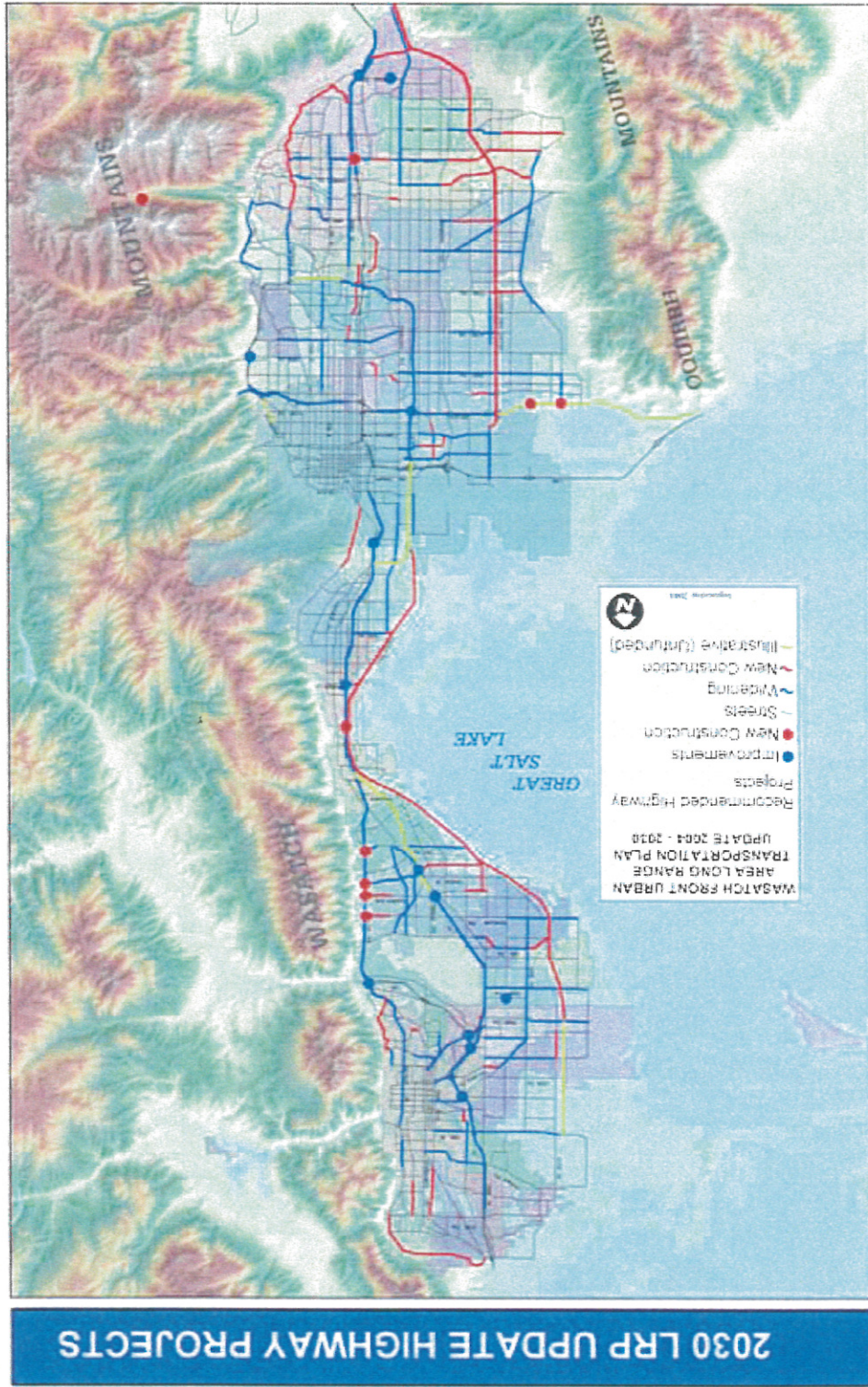
Table VI-3 WASATCH FRONT URBAN AREA 27-YEAR NEW CAPACITY SUMMARY PROJECT LIST (Continued)

ID	STREET	FROM	TO	TYPE	LENGTH (MILES)	FUNC CLASS	BIKE CLASS	2030 LANES	2030 ROW (FT.)	PHASE 1=04-2012 2=13-2022 3=23-2030
151	Fort Lane (Layton)	Main Street	Gordon Avenue (1000 N.)	Widening	1.6	Collector	0	4	84	1
152	Fairfield Road	200 North (Kaysville)	Gentile St (Layton)	Widening	1.6	Collector	3	4	80	2
153	Fairfield Road	Gentile St (Layton)	SR-193	Widening	2.9	Collector	3	4	92	2
154	Church Street	Gordon Avenue (1000 N.)	SR-193	Widening	2.1	Collector	0	4	66, 84	2
91	Bountiful Blvd.	Eaglewood	Beck Street	New Construction	3.1	Collector	2	2	66	2
160	US-89	I-15 (Farrington)	I-84	Widening	11.1	P. Arterial	1.3	6	150	3
166	US-89 Interchange	@ Antelope Drive		New Construction	0.0	P. Arterial	1	-	-	2
165	US-89 Interchange	@ Gordon Avenue		New Construction	0.0	P. Arterial	1	-	-	2
164	US-89 Interchange	@ Oakhills Drive (SR-109)		New Construction	0.0	P. Arterial	1	-	-	2
163	US-89 Interchange	@ 400 North (Fruit Heights)		New Construction	0.0	P. Arterial	1	-	-	1
WEBER COUNTY, EAST-WEST FACILITIES										
171	Mountain Road	2700 North	US-89	New Construction	5.6	M. Arterial	1	4	80	3
174	Pioneer Road	I-15	1200 West	Widening	0.9	Collector	3.0	4	106	2
175	Pioneer Road / 2nd Street	1200 West	Wall Avenue	Widening	1.8	Collector	3.0	4	84	1
176	2nd Street	Wall Avenue	Washington Blvd.	Widening	0.4	Collector	3.0	4	84	2
177	12th Street (SR 39)	1200 West	Wall Avenue	Widening	1.6	P. Arterial	3	6	150	2
178	1200 South	I-15	Legacy Parkway	Widening	4.4	P. Arterial	3	4	110	3
180	24th Street	I-15	Lincoln Avenue	Widening	1.7	P. Arterial	3	4	100	3
181	Hinckley Drive	I-15	Wall Avenue	Widening	0.8	P. Arterial	3	6	125	1
184	40th Street	Wall Avenue	Garnery Avenue	Widening	1.6	M. Arterial	3	4	84	1
185	4000 South (SR-37)	1900 West (SR-126) (Roy)	4700 West (W. Haven)	Widening	3.5	Collector	3	4	84	2
186	Midland Drive (SR-108)	SR-126 @ SR-79	3500 West (Roy)	Widening/NC	2.6	M. Arterial	3	4	100	1
187	4800 South	1900 West (SR-126) (Roy)	3500 West (Roy)	Widening	2.0	Collector	3	4	80	1
188	5900 South	3500 West (Roy)	5900 West (Hooper)	Widening	3.1	M. Arterial	3.0	4	84	2
189	5600 South Conn.	I-15	I-84	New Construction	1.2	M. Arterial	0	-	-	2
190	Edgewood Drive	Adams Avenue	Glassman Way	New Construction	0.4	Collector	0	2	66	1
WEBER COUNTY, NORTH-SOUTH FACILITIES										
212	Legacy Parkway	5500 South (Roy)	12th Street	ROW Purch.	5.7	Various	1	-	220	1
213	Legacy Parkway	5500 South (Roy)	Davis Co. Line	New Construction	0.8	P. Arterial	1	4	320	2
191	4700 West	4000 South	4800 South	New Construction	1.0	M. Arterial	0	4	100	2
200	3500 West (SR-108)	Midland Drive	Davis County Line	Widening	1.6	M. Arterial	3	4	100	1
208	I-15	2700 North	450 North	Widening	2.6	Freeway	0	6	220	3
230	I-15	450 North	12th Street	Widening	1.8	Freeway	0	6	220	2
209	I-15	12th Street	31st Street	Widening	4.8	Freeway	0	8	220	1
210	I-15	31st Street	Davis Co. Line	Widening	4.1	Freeway	0	8	220	3
179	I-15 Interchange	@ 24th Street		Upgrade	0.0	Freeway	0	-	-	1
211	I-15 Interchange	@ I-84		Upgrade	0.0	Freeway	0	-	-	3
* 229	I-15 Interchange	@ Riverdale Road (SR-26)		Upgrade	0.0	Freeway	0	-	-	1

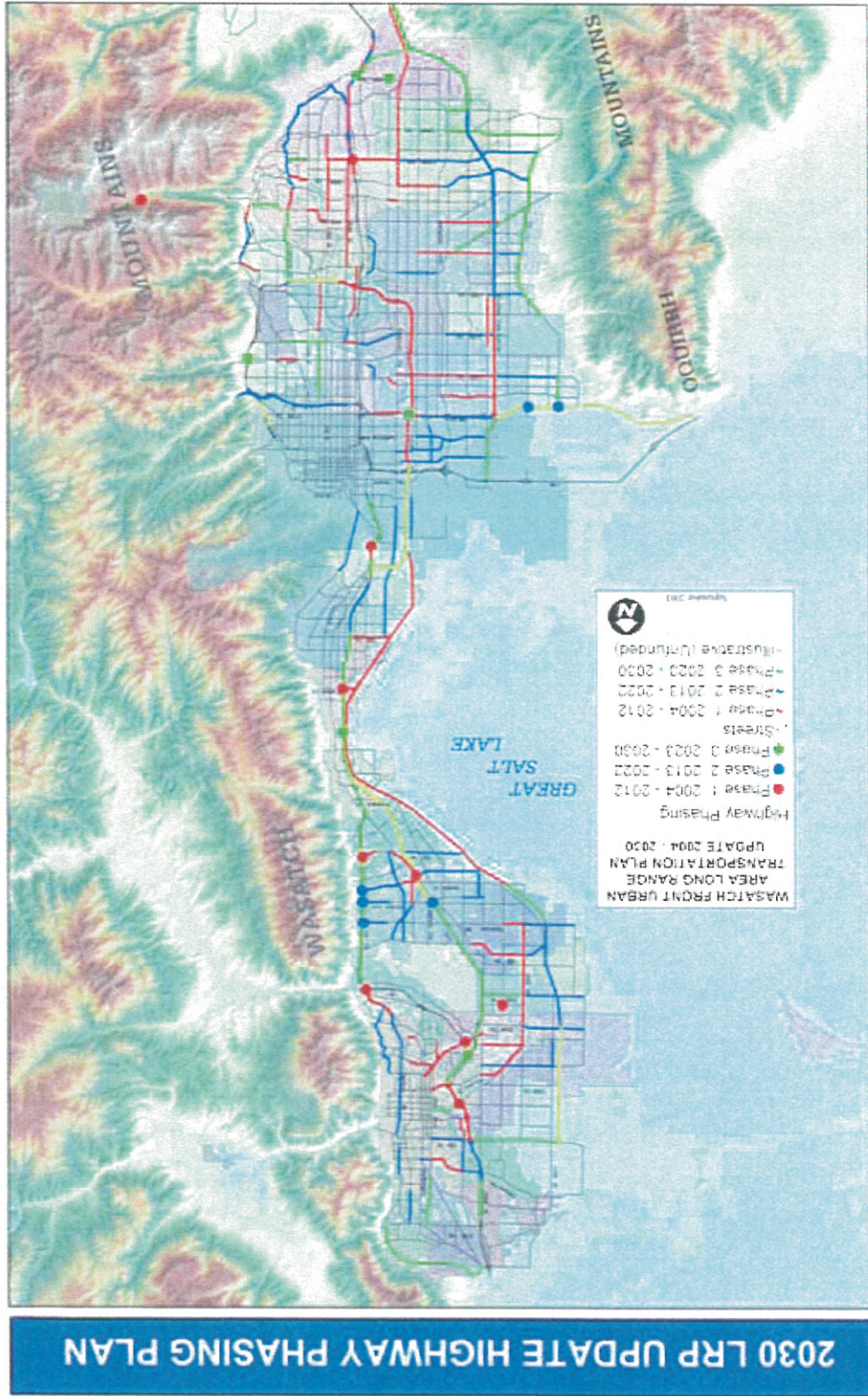


0,000 UDOT 2001 ADT'S
 [0,000] WFRC 2030 ADT'S
 APPROXIMATE LEGACY HWY.

LEGEND



Map VI-1



Map VI-2

UTA 2030 TRANSIT PROJECTS

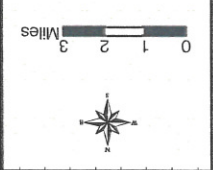
APPENDIX C

*Davis County Transportation Strategic Plan
June 16, 2004*





Draft
Environmental
Impact Statement
and Section 4(f)
Evaluation

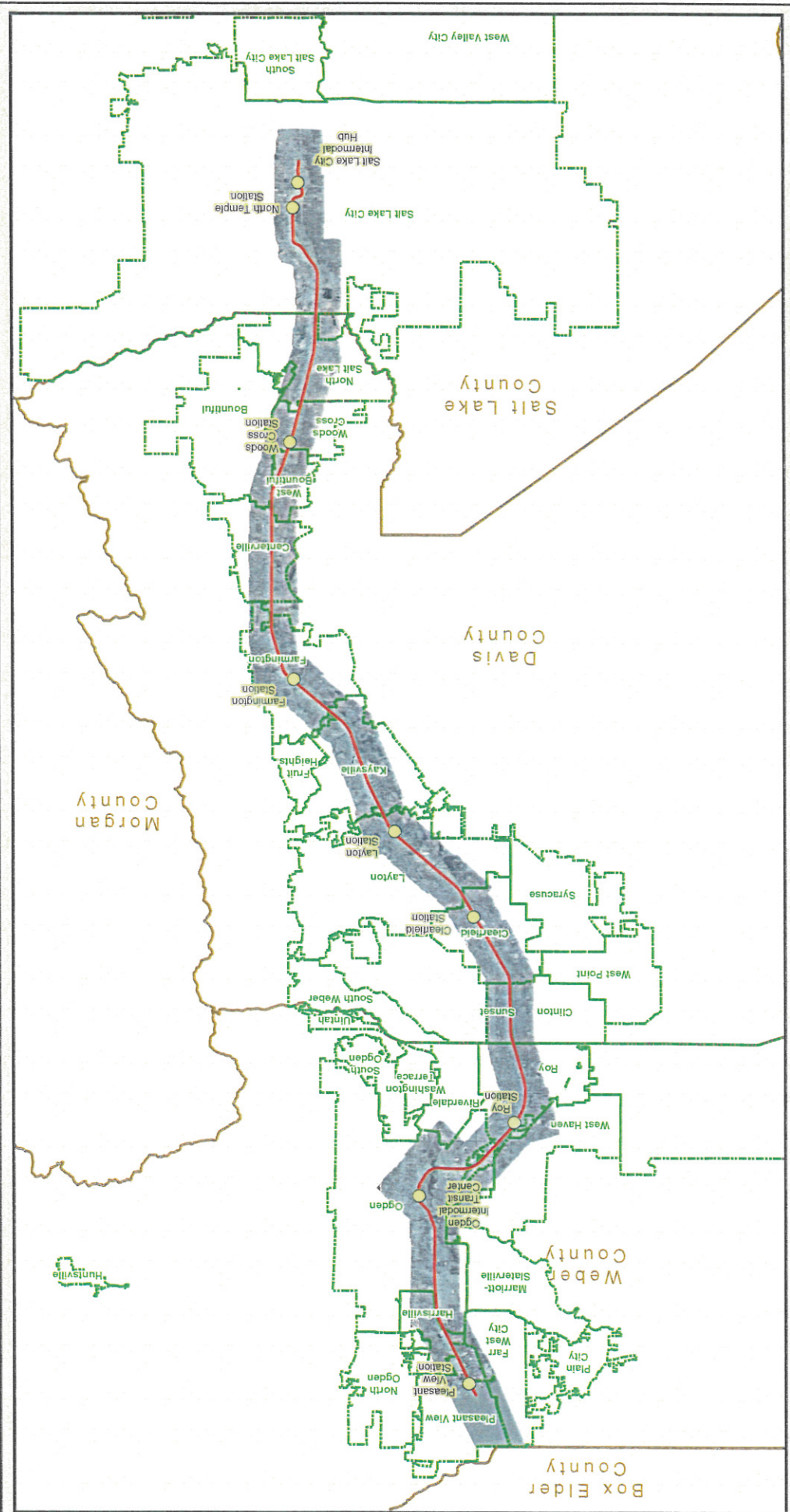


Data Sources
UTR, Geographic Imagery, Fall 2002
Utah AGRC, County and Municipal Boundaries
Utah, Proposed UTA Commuter Rail Alignment
and Station Locations

Created by: RGS
Reviewed by: BCW
File Path: \\utahmapserver\...
Map 3, proposed, station locations
Print Date: 02/08/2004

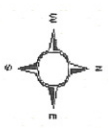
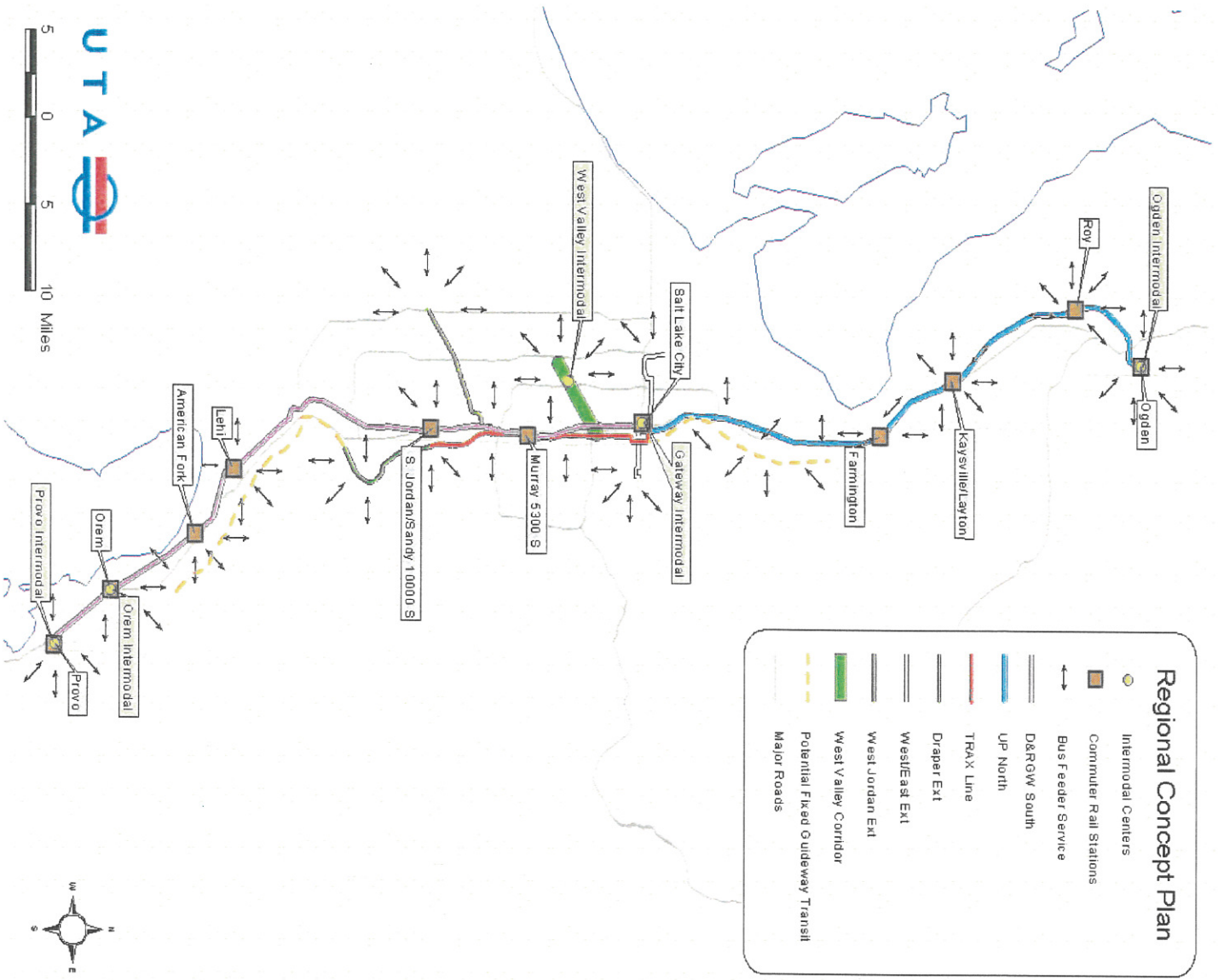
- Legend**
- Proposed Station Location
 - Proposed UTA Commuter Rail Alignment
 - Municipal Boundary
 - County Boundary

ES-3
Proposed Station Locations



Regional Concept Plan

	Intermodal Centers
	Commuter Rail Stations
	Bus Feeder Service
	D&RGW South
	UP North
	TRAX Line
	Draper Ext
	West/East Ext
	West Jordan Ext
	West Valley Corridor
	Potential Fixed Guideway Transit
	Major Roads



**SAMPLE SURVEY AND
SURVEY SUMMARY**

APPENDIX D

*Davis County Transportation Strategic Plan
June 16, 2004*



SURVEY DAVIS COUNTY TRANSPORTATION NEEDS

Name (Optional) _____ City/Organization _____

Suppose you had limited funds with which to implement the following proposed transportation projects. Please prioritize them from least important (1) to most important (5).

1.	1	2	3	4	5	South Legacy Parkway (Farmington to Salt Lake)			
2.	1	2	3	4	5	North Legacy Parkway (Farmington to Weber County)			
3.	1	2	3	4	5	Commuter Rail (Salt Lake to Ogden)			
4.	1	2	3	4	5	Regional Bikeway connecting each city			
5.	1	2	3	4	5	Reconstruct I-15, with an additional all-purpose lane in each direction, Salt Lake to Kayville			
6.	1	2	3	4	5	Reconstruct I-15, with an HOV Lane in each direction, Salt Lake to Kayville			
7.	1	2	3	4	5	Reconstruct I-15, Kayville to Ogden			
8.	1	2	3	4	5	Expand/add Park and Ride lots			
9.	1	2	3	4	5	Complete US-89 reconstruction to expressway, Farmington to South Ogden			
10.	1	2	3	4	5	Expand express bus service			
11.	1	2	3	4	5	Expand regular bus service			
12.	1	2	3	4	5	Light rail or rapid transit system, Farmington to Salt Lake			
13.	1	2	3	4	5	East-west road expansions – please specify and rank which roads			
1.	1	2	3	4	5	_____			
2.	1	2	3	4	5	_____			
3.	1	2	3	4	5	_____			

Comments: _____

TRANSPORTATION SURVEY SUMMARY

November 2003

Organization	# of Resp.	November 2003											
		1 S Legacy	2 N Legacy	3 Comm. Rail	4 Reg. Bike	5 Reconst. I-15 w/ All-purpose SLC - Kaysville	6 Reconst. I-15 with HOV SLC - Kaysville	7 Reconst. I-15 Kysvl. - Ogden	8 Park & Ride	9 US-89 Expswy.	10 UTA Express	11 UTA Regular	12 LR/Rapid Transit SLC - Farmington
Bountiful	3	4.67	2.00	2.33	1.33	3.67	3.33	2.00	2.00	1.67	1.33	1.67	4.67
Centerville	11	5.00	3.45	3.82	2.60	2.91	3.22	2.11	2.56	3.00	2.00	2.40	4.00
Clearfield	8	4.50	3.63	4.75	2.00	3.63	3.25	3.38	3.00	2.88	2.25	2.63	3.13
Clinton													
Farmington	5	4.20	2.20	4.80	2.60	3.60	3.40	2.40	3.40	2.80	3.20	2.80	4.40
Fruit Heights	13	4.85	3.15	3.54	2.38	3.62	3.00	3.00	2.69	3.08	2.85	2.46	3.15
Kaysville	6	4.83	3.17	3.67	1.33	4.33	4.17	3.50	3.67	3.17	3.00	2.83	2.50
Layton	5	4.40	3.60	4.60	2.80	3.20	3.00	3.20	3.20	4.20	3.20	3.20	3.80
North Salt Lake	9	4.22	3.00	3.33	3.14	3.33	3.50	2.44	2.22	3.22	2.56	2.56	4.11
South Weber													
Sunset	7	4.20	5.00	4.86	2.00	2.71	3.14	1.50	2.43	2.67	1.57	1.43	3.29
Syracuse	13	4.31	4.23	3.23	2.23	3.08	2.38	3.15	2.62	2.92	2.85	2.08	3.31
West Bountiful	14	4.21	2.71	3.14	2.50	3.92	3.54	3.07	2.50	2.71	2.36	2.64	3.79
West Point													
Woods Cross	14	5.00	2.62	4.14	2.54	3.00	3.15	2.23	2.46	2.67	2.77	2.33	3.50
Davis County	1	4.00	1.00	5.00	2.00	1.00	5.00	1.00	4.00	1.00	3.00	3.00	4.00
TOTAL		58.39	39.76	51.21	29.46	42.00	44.09	32.99	36.74	35.98	32.93	32.02	47.64
AVERAGE		4.49	3.06	3.94	2.27	3.23	3.39	2.54	2.83	2.77	2.53	2.46	3.66
RANK		1	6	2	12	5	4	9	7	8	10	11	3
UDOT													
UTA													
WFRFC	1	4.00	5.00	5.00	2.00	3.00	5.00	4.00	4.00	3.00	4.00	2.0	3.0

August 26-27, 1994

PacifiCorp
Community Services Department

Prepared by:

DRAFT

1994
STRATEGIC PLAN

DAVIS COUNTY
TRANSPORTATION

RECEIVED

DEC 3 0 2002

HORROCKS ENGINEERS

PROJECTS PRIORITIZED

PROJECT #1 EXPAND I-15

PROJECT #2 HIGHWAY 89

PROJECT #3 WEST DAVIS HIGHWAY

PROJECT #4 ALTERNATIVE TRANSPORTATION/TRANSPORTATION DEMAND

PROJECT #5 MASS TRANSIT

PROJECT #6 ESTABLISH EAST/WEST CORRIDORS

PROJECT #7 PROMOTE INTERCHANGES AS ALREADY IDENTIFIED

PROJECT #8 EXTEND BOUNTIFUL BOULEVARD

PROJECT #9 PEDESTRIAN WALKWAYS

Growth Comparison: I-15 Traffic Volumes in South Davis County vs. Regional Population

Year	I-15			Population					
	AWKDT *	% Inc.		Davis Co.	% Inc.	S.L. Co.	% Inc.	State of Utah	% Inc.
1960	15,900			64,760		383,035		890,627	
1965	21,500	35%		86,000	33%	436,000	14%	991,000	11%
1970	29,950	39%		99,028	15%	458,607	5%	1,059,273	7%
1975	38,050	27%		117,200	18%	528,000	15%	1,234,000	16%
1980	46,150	21%		148,000	26%	625,000	18%	1,474,000	19%
1985	60,050	30%		170,000	15%	697,000	12%	1,643,000	11%
1990	79,450	32%		188,000	11%	728,000	4%	1,729,000	5%
Yrly Avg		6.18%			3.93%		2.28%		2.36%
1991	83,750	5%		195,000	4%	746,000	2%	1,770,205	2%
1992	90,250	8%		201,000	3%	765,000	3%	1,820,000	3%

* UDOT continuous count station #315 south of Lagoon, Average Weekday Traffic.
 Population estimates: Utah Demographic Report, June 1993, Governor's Office of Planning and Budget.

OPB Draft Projections June, 1994

Year	Salt Lake County	Davis County	Weber County	Tooele County	Morgan County	Total
1995	811,631	214,521	175,573	26,624	6,333	1,234,682
2000	876,453	235,345	191,415	26,291	6,809	1,336,313
2005	959,969	258,990	209,281	30,596	7,416	1,466,252
2010	1,063,548	287,765	230,996	36,010	8,217	1,626,536
2015	1,177,149	318,986	254,351	42,333	9,143	1,801,962
2020	1,284,003	348,095	275,713	49,088	10,072	1,966,971

2015 Summary

	Population	Dwelling Units	Cars	Total Non Ag/Con Employment	Retail Trade Emp.	Industrial Emp.
WFRC Total	1,664,800	640,099	1,101,249	821,144	N.A.	164,964
Salt Lake - Ogden Urban Area	1,605,831	617,538	1,058,662	801,376	150,831	160,453
Ogden Urban Area	400,082	149,969	265,872	164,745	30,098	31,556
Salt Lake Urban Area	1,205,749	467,569	792,790	636,631	120,733	128,897
North Davis Co.	184,292	63,636	120,501	64,896	12,203	11,295
South Davis Co.	117,051	38,546	74,442	34,334	9,842	5,649
Davis Co. Total	301,343	102,182	194,943	99,230	22,045	16,944
Salt Lake City	175,322	85,123	106,806	255,581	31,200	54,560
Remaining Salt Lake County	919,059	346,328	615,752	348,255	79,886	68,716
Salt Lake County Total	1,094,381	431,451	722,558	603,836	111,086	123,276
Ogden City	81,255	39,039	55,049	71,857	11,579	15,036
Remaining Weber County	140,944	49,826	95,069	30,622	6,496	7,056
Weber County Total	222,199	88,865	150,118	102,479	18,075	22,092
Tooele County	38,616	14,813	27,848	14,077	N.A.	2,387
Morgan County	8,261	2,788	5,782	1,522	N.A.	247

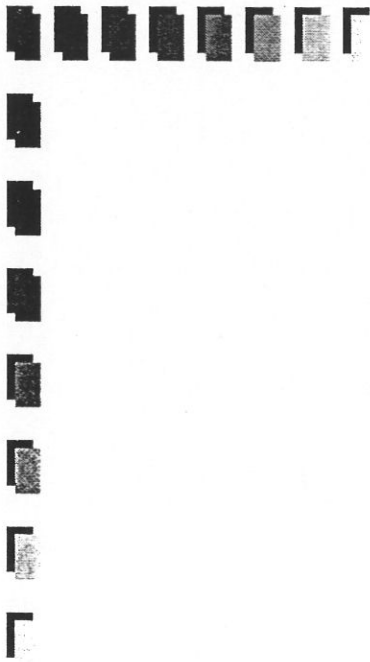
CRITERIA

- ◆ What is needed for Davis County?
- ◆ What has the most impact to the most population?
 - Areas without major access
 - Areas needing upgrading
- ◆ Funded or studied projects already in the mill
- ◆ Potential to lose critical corridors
- ◆ What we can impact
- ◆ Is it doable?
- ◆ Ability to fund
- ◆ Safety
- ◆ Relieve existing gridlock.

Davis County Council of Governments
Transportation Task Force

Strategic Plan Update
Summary of
Worksession

September 9, 1996



Acknowledgments

This summary presents the findings of a workshop held with selected Davis County local government and civic leaders on August 24, 1996. The workshop addressed strategic issues related to transportation in Davis County. Assistance in the workshop and the preparation of this summary report was provided by TC Bott and Company.

Introduction

This report presents the findings of a Davis County Transportation Strategic Worksession held on August 24, 1996. Attendance at the worksession included Davis County local government and civic leaders as well as selected State legislators. The intent of the worksession was to:

- Revisit key elements of the Transportation Strategic Plan which had been developed a few years ago,
- Modify the main aspects of the strategy, given current circumstances affecting transportation
- Re-prioritize transportation projects that are deemed critical for the future of transportation services within Davis County

This report includes the following sections:

- I Future Vision of Transportation
General values that should guide the development of transportation services
- II General Transportation Strategy
Main elements of the overall strategy to improve transportation services
- III Prioritization of Transportation Projects
Rank priority of specific transportation projects that are currently being developed or under consideration
- IV Improving Transit Services
Strategies for improving the transit services in Davis County
- V Funding Plan
Preferred funding plan for transportation services

VI. Observations

Observations regarding the various viewpoints expressed

I. Future Vision of Transportation

The main themes that are the underlying basis for the Transportation Strategy for the County and which represent the general "hope and desire" of the worksession participants, cluster around the following five elements: (See Illustration #1 Vision- "I Would be Proud if...")

Transportation Funding
Adequate funding should be made available now and in the future for improvements to and development of transportation services.

Alternative Transportation Routes
Develop alternative routes to the current transportation system including the "West Highway", East-West feeder system etc.

Reduce Traffic Congestion
Reduce the traffic congestion that exists on all routes within the County.

Planning
Develop transportation plans that anticipate future needs and creatively solve current and future problems.

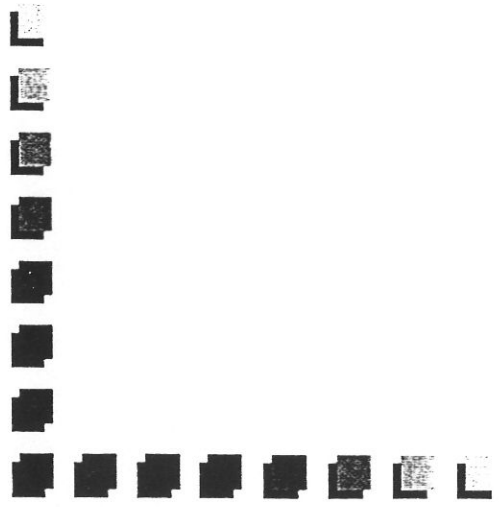
On Going Improvements
Make regular improvements to the transportation system and do not delay regular maintenance of the services.

Vision

" I would be proud if..." "

Please complete the following sentence; " I would be proud of transportation within Davis County in the next five years if..."

- Adequate funding was available to complete the expansion of I-15
- West Highway was constructed
- Alternative transportation modes were made available
- Air quality is improved
- Traffic is reduced
- A long range plan is drafted
- Funding plan is developed
- East / West feeder routes are developed
- Regular improvements continue to be made
- US 89 is upgraded



II. General Transportation Strategy

The Transportation Strategy consists of key elements which are inter-related and when synergistically addressed, provide a comprehensive solution to the various aspects of the transportation needs of the County. The main elements of the strategy consist of the following prioritized elements: (See Illustration #2 General Transportation Strategy)

Priority #1. Build "West Davis Highway" and Add More Lanes to I-15
The highest priority of the strategy is to add transportation capacity by constructing a new "West Highway" that would present an alternative route system. Also, add additional lanes to the I-15 system to increase the capacity of the main North-South freeway .

Priority #2 Carpool Incentives
Offer incentives to people who use car pools. No specific incentives were determined, except that they should be significant enough to promote the use of carpools.

Priority #3 Increase Bus Service and Provide Rail Transit Service
Increase the bus service that is available within the county, primarily focusing on transportation to Salt Lake City. Also develop a rail transit service that is alternative transportation mode into Salt Lake valley.

Priority #4 Change Land Use Patterns
Change the land use patterns and the patter of development, residential mix and residential density to minimize transportation needs within the County.

It should be noted that Penalizing Single Passenger Vehicles was felt by all participants to not be an effective means of managing traffic and should not be a significant part of the overall Transportation Strategy.

General Transportation Strategy

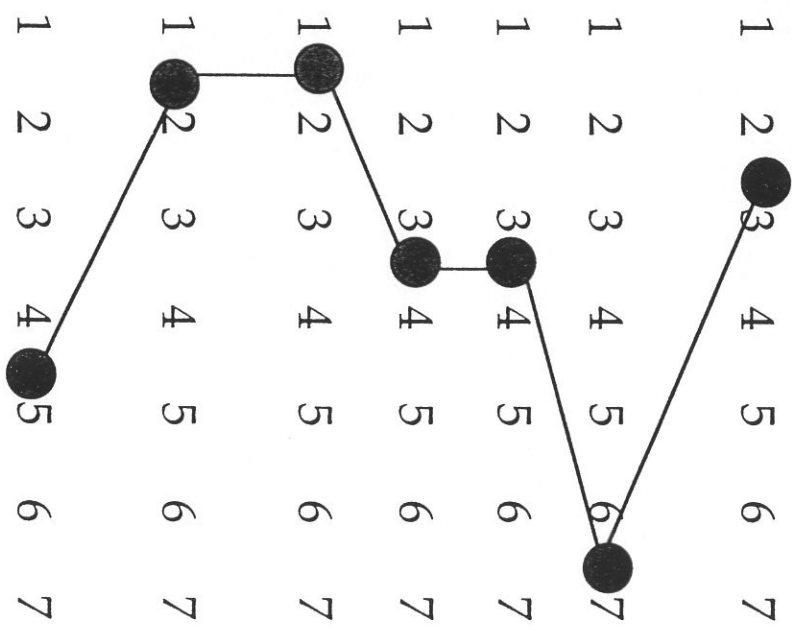
The following are general transportation strategies. The point circled indicates the groups assessment of the degree of emphasis each strategy should receive.

Strategies

1. Provide incentive for people to carpool.
2. Penalize single-passenger travelers.
3. Provide more bus service.
4. Provide rail transit service.
5. Build another north-south roadway east of I-15 (West Davis Highway).
6. Add more lanes to I-15 between Salt Lake City and Ogden.
7. Change land-use patterns to minimize transportation need (mixed commercial-residential, higher density residential.)

Greatest Emphasis

Least Emphasis



Improving Transit Services

If transit service in Davis County is to be improved, which would be the best solution? Please rank from 1 (most favored) to 4 (least favored).

3.2

Improve existing UTA bus service by adding more routes and increasing the frequency of buses on all routes.

1.2

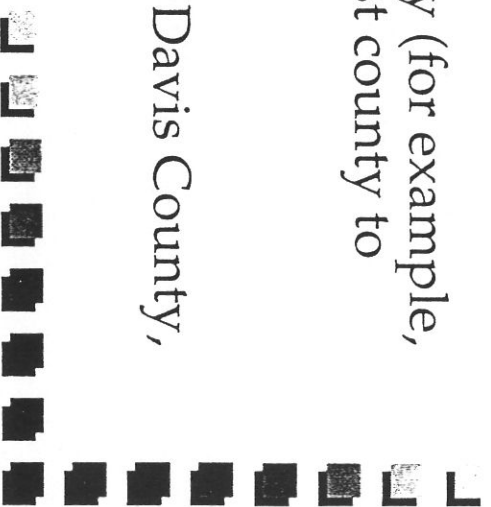
Expand express bus service by constructing more park and ride lots and adding routes and increasing the frequency of express buses.

3.4

Expand bus service within Davis County (for example, from east bench to the mall, or from west county to Bountiful etc.)

2.2

Implement a rail transit system through Davis County, trying to Salt Lake City.



III. Prioritization of Transportation Projects

A number of transportation projects have been, over the years, identified and discussed at length. These projects were presented to the worksession participants for a priority ranking. The ranking is presented in the attached illustration. (See Illustration #3 Prioritization of Projects)

IV. Improving Transit Services

Improvements to the mass transit services available within Davis County were discussed. After discussion, the priority elements of the improvement plan consist of two major areas of emphasis. (See Illustration #4 Improving Transit Services)

Priority #1 Expand Express Bus Service

Expand the express bus service made available within the county by adding routes and increasing the frequency of the bus service.

Priority #2 Rail Transit System

Implement a rail transit system connecting Davis County with Salt Lake City

Although two other options were discussed, their relative ranking places them in a low priority and should not be considered viable options to the transit improvement plan. These were the efforts to adding more bus routes and the frequency of those routes and expanding bus service to areas of Davis County that are not currently served.

V. Funding Plan

A viable funding plan for transportation services is an essential element of the overall Transportation Strategy. After considering seven funding

options, the following items were ranked in terms of their priority of most favored. (See Illustration #5 Transportation Funding)

Priority #1 Shift Car Sales and Property Tax
Shift the tax revenue generated from automobile sales and property tax on vehicles to the Transportation fund.

Priority #2 Increase Statewide Gasoline Tax
Increase the statewide gas tax up to 10 cents per gallon.

Priority #3 User Fees
Investigate toll roads or higher transit fees for use of the transit system.

Priority #4 Increase Local Gas Tax
Increase the local gas tax up to 15 cents per gallon

Priority #5 Increase Motor Vehicle Registration Fees
Increase the registration fee for motor vehicles.

Priority #6 Increase Local Sales Tax
Increase local sales tax.

The option of increasing local property tax was least favored and should not be considered a part of the overall funding plan.

VI Observations

Two significant observations can be made based on the worksession and the opinions expressed.

Observation #1 Wide Range of Opinions

Although this report presents a summary viewpoint, the opinions expressed on all of the issues ranges from one end of the spectrum to other. Opinions are greatly shaped by where the

Prioritization of Projects

Following is a list of projects from the current Davis County Transportation Strategic Plan. The number indicates the priority rank for each project with 1 (most important) to 10 (least important).

2	<input type="text" value="2"/>	Adding lanes to I-15 through Davis County
4	<input type="text" value="4.75"/>	Upgrade of Highway 89 to an expressway
1	<input type="text" value="1.25"/>	Construction of the West Davis Highway
5	<input type="text" value="5.75"/>	Promote alternative transportation programs (carpooling, bicycling, work at home, staggered work hours etc..)
3	<input type="text" value="3.5"/>	Expand mass transit in Davis County (buses, rail)
4	<input type="text" value="4.75"/>	Improve east- west road corridors <i>Be more specific</i>
6	<input type="text" value="7.75"/>	Add/Modify interchanges on I-15 (for example, Glover Lane, Burke Lane, Burton Lane etc.)
8	<input type="text" value="8.25"/>	Extend Bountiful Boulevard into Salt Lake City
7	<input type="text" value="8"/>	Establish/ Improve/ Expand pedestrian walkways.

• ~~USE PAGE HISTORY~~

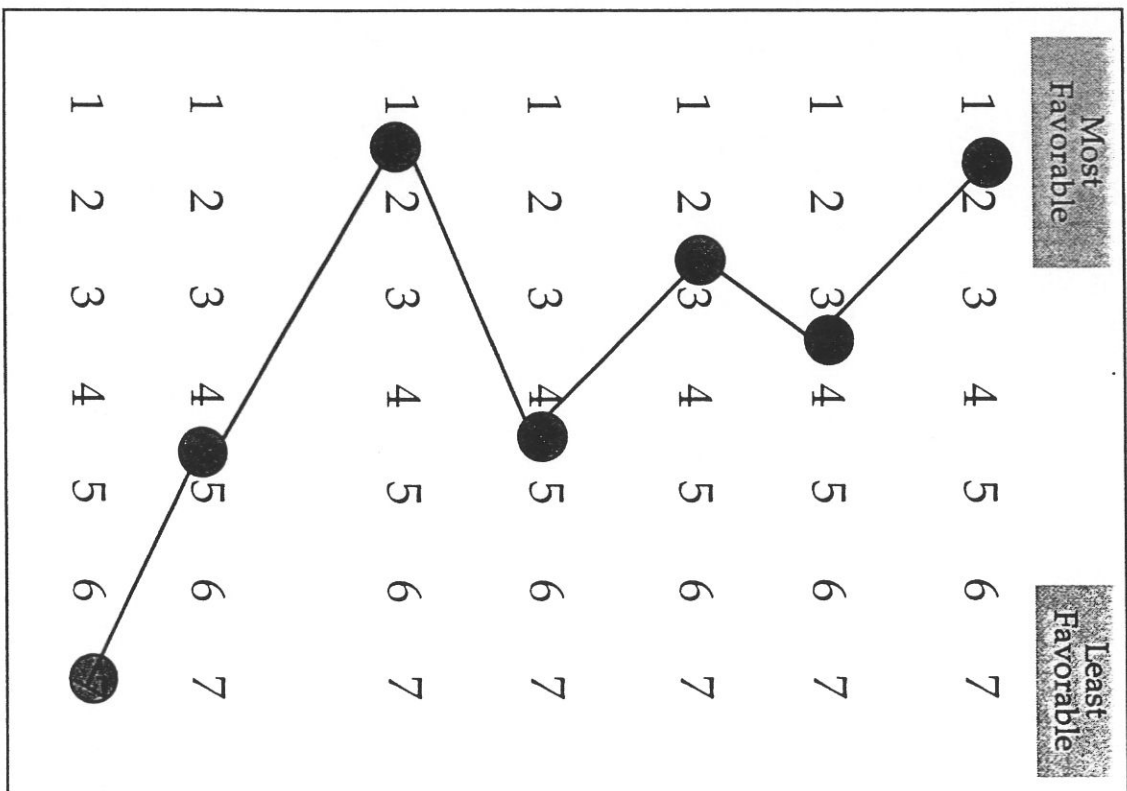
• PUT THE FOCUS BACK ON DAVIS CO.

APRIL 17th
OPEN HOUSE
WOODS/CALIFF 11.5.

Transportation Funding

The following are transportation funding mechanisms. The point circled corresponds to the preference given to each funding alternative.

Strategies
1. Statewide gasoline tax of up to 10 cents per gallon.
2. Local gasoline tax of up to 15 cents per gallon.
3. User fees (toll roads or higher transit fares).
4. Increase motor vehicle registration fees.
5. Shift automobile related sales taxes, vehicle property taxes to transportation funds.
6. Increase local sales tax.
7. Increase local property tax.



participant lives in Davis County and their personal transportation experiences. In order for a strategic plan to be fully developed and implemented throughout the County, these diverse opinions will need to coalesce and a greater degree of consensus be developed. This can only be accomplished through a fully participative strategic planning process that educates and informs participants as well as forms agreement on key areas.

On Going Transportation Forum

Although the degree of participation in the worksession was extremely high, and the level of input excellent, the commitment to some on going forum for transportation issues was lacking. There is an extreme need for such a forum to be initiated and empowered through the voluntary involvement of community and civic leaders. The organization, function and activities of such a forum need to be fully defined and instigated in order to accomplish real improvement in the County's transportation services.