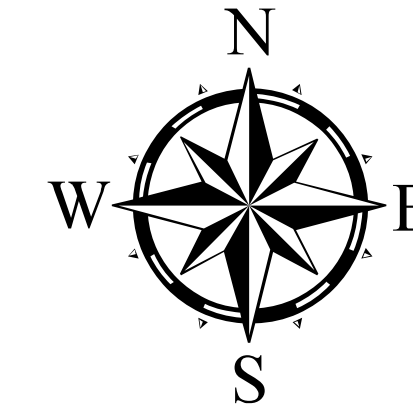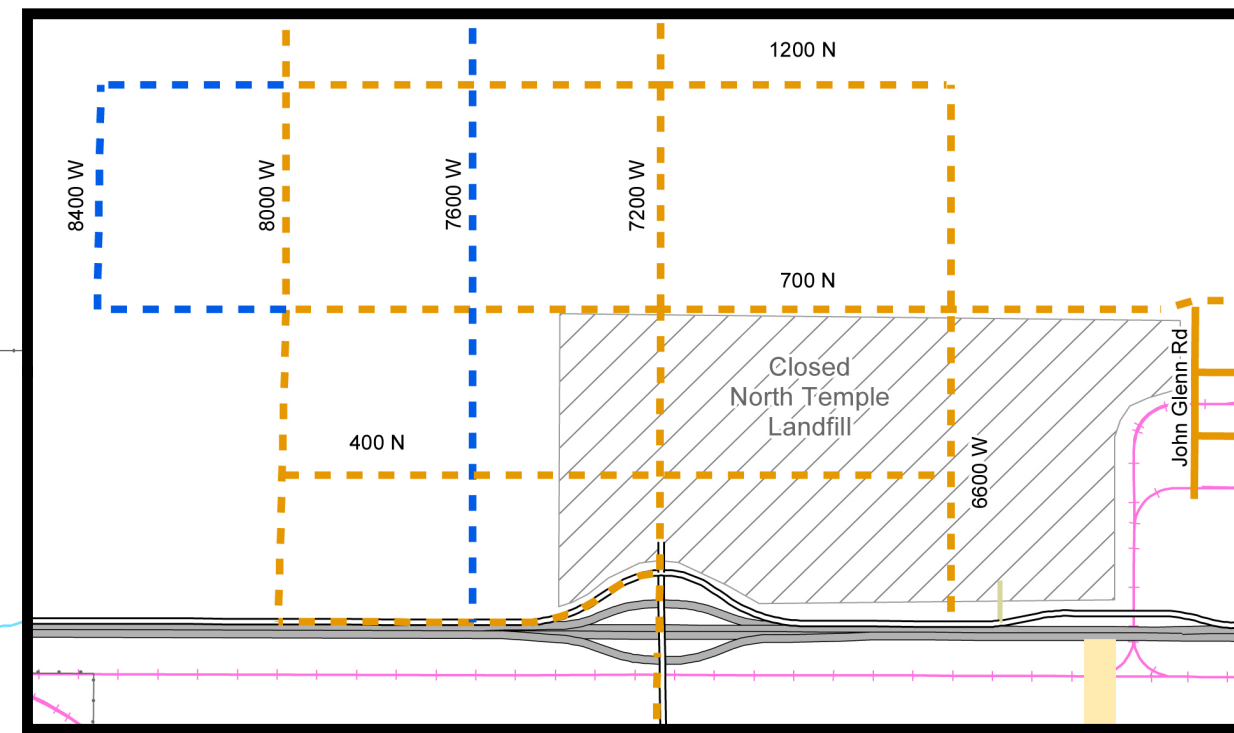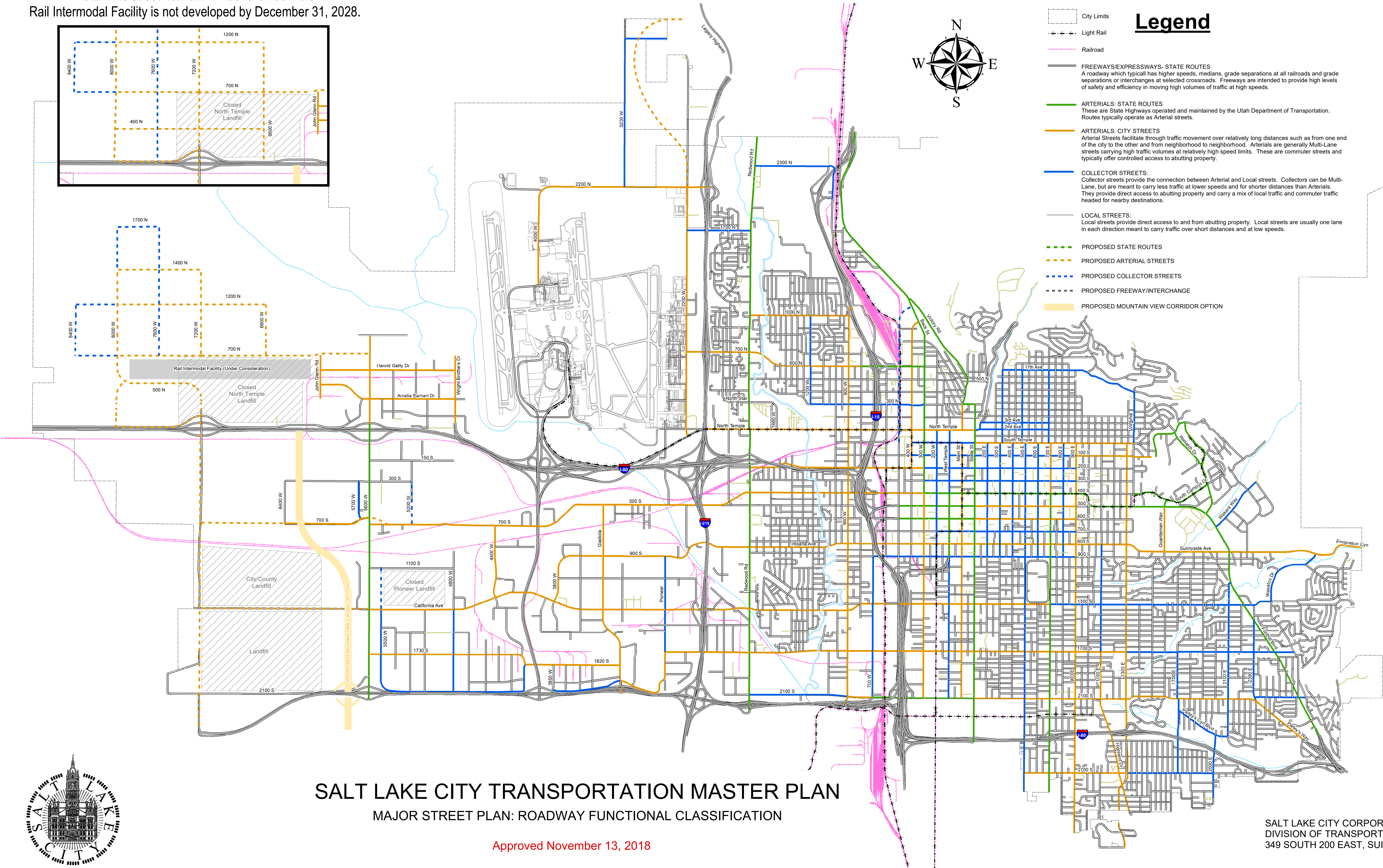Note: This street network will be followed if the
Rail Intermodal Facility is not developed by December 31, 2028.

SALT LAKE CITY TRANSPORTATION MASTER PLAN

MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION

Approved November 13, 2018

Legend

- City Limits
- Light Rail
- Railroad

FREEWAYS/EXPRESSWAYS- STATE ROUTES
A roadway which typicall has higher speeds, medians, grade separations at all railroads and grade separations or interchanges at selected crossroads. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds.

ARTERIALS: STATE ROUTES
These are State Highways operated and maintained by the Utah Department of Transportation. Routes typically operate as Arterial streets.

ARTERIALS: CITY STREETS
Arterial Streets facilitate through traffic movement over relatively long distances such as from one end of the city to the other and from neighborhood to neighborhood. Arterials are generally Multi-Lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets and typically offer controlled access to abutting property.

COLLECTOR STREETS:
Collector streets provide the connection between Arterial and Local streets. Collectors can be Multi-Lane, but are meant to carry less traffic at lower speeds and for shorter distances than Arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.

LOCAL STREETS:
Local streets provide direct access to and from abutting property. Local streets are usually one lane in each direction meant to carry traffic over short distances and at low speeds.

- PROPOSED STATE ROUTES
- PROPOSED ARTERIAL STREETS
- PROPOSED COLLECTOR STREETS
- PROPOSED FREEWAY/INTERCHANGE
- PROPOSED MOUNTAIN VIEW CORRIDOR OPTION