

The **T**ransportation **I**mprovement **P**rogram

TIP 
2024-2029



Transportation Improvement Program - To Day . . .

4a - Report on an Approved Board Modification

- Regional Council – March 28, 2024

4b - Approve a New Board Modification

- To the 2024-2029 TIP

4cdef - Review New Projects

- To Be Included in the Draft Programs
- STP, CMAQ, TAP, and CRP
- for the Draft 2025-2030 TIP



Transportation Improvement Program ...

1. Six Year Program of Highway, Transit and Active Transportation Projects
2. Implements the Long Range Plans and Meets The Short Range Needs of the Wasatch Front
3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding



Report on 4a - 2024-2029 TIP Board Modification #5

Regional Council Meeting

March 28, 2024

2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Project

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Big Cottonwood Canyon	21798	Big Cottonwood Canyon; SR-190 at Ft Union	Intersection Modification Including Merge Lane and Dual Left Turns and Bike Lanes	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$15,000,000	\$0	<i>New Project</i>	\$15,000,000	2024
Salt Lake	UDOT	Big Cottonwood Canyon	21207	Big and Little Cottonwood Canyons Program	Enhanced Bus, Tolling, Mobility Hub and Bus Stops	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$176,800,000	\$191,800,000	<i>Funding Transfer</i>	\$15,000,000	2024

The intersection of SR-190 and Fort Union Boulevard is at the mouth of Big Cottonwood Canyon (BCC). This intersection sees significant traffic congestion and queuing from traffic heading southbound to go eastbound up Big Cottonwood Canyon. This project will widen SR-190 to two lanes eastbound for 1/2 mile up BCC, and will construct intersection modifications which include dual SB left turns and bike lane improvements. The SB left turn movement is the major source of congestion at the mouth of the canyon, and adding another turn lane will improve safety and reliability while reducing congestion. In addition, the bridge structure on the north leg of the intersection will be widened to accommodate the additional turn lane and a northbound bike lane. The canyon improvement funding will come from the Big and Little Cottonwood Canyons program to reduce congestion.

Salt Lake	UDOT	SR-210	21731	SR-210 Barrier Replacement (Little Cottonwood Canyon Road)	Install Concrete Barrier to Replace Missing Guardrail at mile post 8.2 - 8.4	ST_TRANS_SOL (State Transportation Solutions Program)	\$2,000,000	\$0	<i>New Project</i>	\$2,000,000	2024
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The scope of this project is to install a concrete barrier on Little Cottonwood Canyon Road, at milepost 8.2 to milepost 8.4. The existing section of guardrail was taken out during the 2022/2023 winter by an avalanche that crossed the road. The project will install concrete barrier instead of replacing the original guardrail. This will add resiliency to the barrier and extend the useful life.

Additional Funding

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Holladay City Bridge	17440	Holladay City Bridge over the Jordan and Salt Lake Canal	Replace the Bridge	BFP - (Bridge Formula Program)	\$1,800,000	\$997,000	<i>Additional Funding</i>	\$748,000	2024
						LOCAL_GOVT Local Government Funds				\$55,000	

The scope of this project is to replace the bridge carrying 5600 South over the Jordan and Salt Lake Canal in Holladay City (035131D). During design it was determined that there would be impacts to several utilities in the vicinity of the bridge, increasing the overall replacement cost. In addition, coordination with the canal owner and requirements for the canal approval increased the cost of the project. The preliminary assumption was to use a cast in place culvert. In order to accommodate maintenance of traffic and limit the impacts to the traveling public, it was decided to change to a precast box culvert. This project requires an additional local match of \$55,000. Holladay City is in support of increasing the project value and will provide the additional match funding.

2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

Additional Funding

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	18254	I-15 Bridge Deck Preservation	Repair bridge decks and approach slabs along I-15 from 11400 South to 300 North	ST_BRIDGE (State Construction - Bridge Program)	\$3,750,000	\$2,000,000			2024
						ST_TRANS_SOL (State Transportation Solutions Program)		\$1,000,000	Additional Funding	\$750,000	

The scope of this project is to repair bridge decks and approach slabs along I-15 from 11400 South to 300 North in Salt Lake County. The bid was opened on February 1st and with the current project funding, the Department is not able to award the project. The increased costs are due to higher traffic control and mobilization costs than originally estimated. This additional funding will cover the higher bid prices and allow the Department to award the project.

Various	UDOT	I-15	16363	Express Lane Technology Enhancements	Test and Implement an Innovative Tolling Method known as "Tolling As a Service"	ST_TRANS_SOL (State Transportation Solutions Program)	\$6,018,212	\$1,718,212	Additional Funding	\$3,500,000	2024-2029
						Restricted Tollway Fund				\$800,000	

The contracts managing the Express Lanes will end in 2027. Procuring, testing and accepting new systems takes several years to perform. UDOT needs to prepare procurement contracts now so that the new contracts and systems will seamlessly transition in 2027. These funds provide the opportunity to test and implement an innovative tolling method known as “tolling as a service” while preserving the timeline for potential deployment of more traditional tolling. The contract and systems would be set up to account for a multi-tenant system.

Salt Lake	West Valley & Kearns Metro	4700 South	21130	4700 South; 5400 West to 5600 West	Reconstruct the Existing Pavement, Improve Railroad Crossing, and Improve Intersection	HIP_Community (Federal Community Impact Funds)	\$4,285,232	\$2,145,232			2024-2029
						LOCAL_GOV Local Government Funds		\$0	Additional Funding	\$2,140,000	

This a Local Government project with Kearns Metro, via the Greater Salt Lake Municipal Service District and West Valley City. This will be the final segment of roadway reconstruction and widening between 5400 West and 5600 West. The scope of the project is to reconstruct the existing pavement, railroad crossing, and intersection widening. This project will also align east-west traffic movements across the intersection, to accommodate the additional turning lanes that are providing turning storage off of the RR crossing. The project was initially funded with federal community impact funds only, knowing that additional local funds needed to be added to complete the scope of this segment of the project.



4b - 2024-2029 TIP Board Modification

Trans Com Meeting

April 25, 2024



2024-2029 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Additional Funding

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Riverton	13400 South	14940	13400 South Bike Lanes - 2700 West to 3200 West	Construction of Bike Lanes on 13400 South	CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area)	\$1,530,000	\$280,000			2024
						STP_URB_SL Surface Transportation Program - Urban Area - Salt Lake		\$0	Additional Funding	\$600,000	
						LOCAL_GOVT Local Government Funds		\$210,900	Additional Funding	\$439,100	

Riverton City is in the process of completing their Active Transportation Plan. This includes the construction of Bike Lanes on 13400 South. With this project Riverton will widen the roadway into the existing park strips to create bike lanes between 2700 West to 3200 West. During the project design it was determined that due to increases in materials, labor, and construction cost the project was significantly underfunded and would require more than twice the funds to complete the project. Riverton has committed to a total amount of matching funds to cover 42% of the project cost while the federal funds would cover the remaining 58% of total project cost.

**Salt Lake – Riverton City – 13400 South – Bike Lanes
Construct Bike Lanes between 2700 West to 3200 West**

**Additional Funds
\$600,000 – STP
\$439,100 – Riverton City
Estimated Project Cost
\$1,530,000**

**Additional
Funding**

Project will widen the roadway to create bike lanes between 2700 West to 3200 West. Cost increases are due to increases in materials, labor, and construction cost

- Additional Funding will come from the un-programmed Salt Lake Area Urban Surface Transportation Program (STP) funds and Riverton City local government funds.

- 4c - Surface Transportation Program (STP)**
- 4d - Congestion Mitigation/ Air Quality (CMAQ)**
- 4e - Transportation Alternative Program (TAP)**
- 4f – Carbon Reduction Program (CRP)**

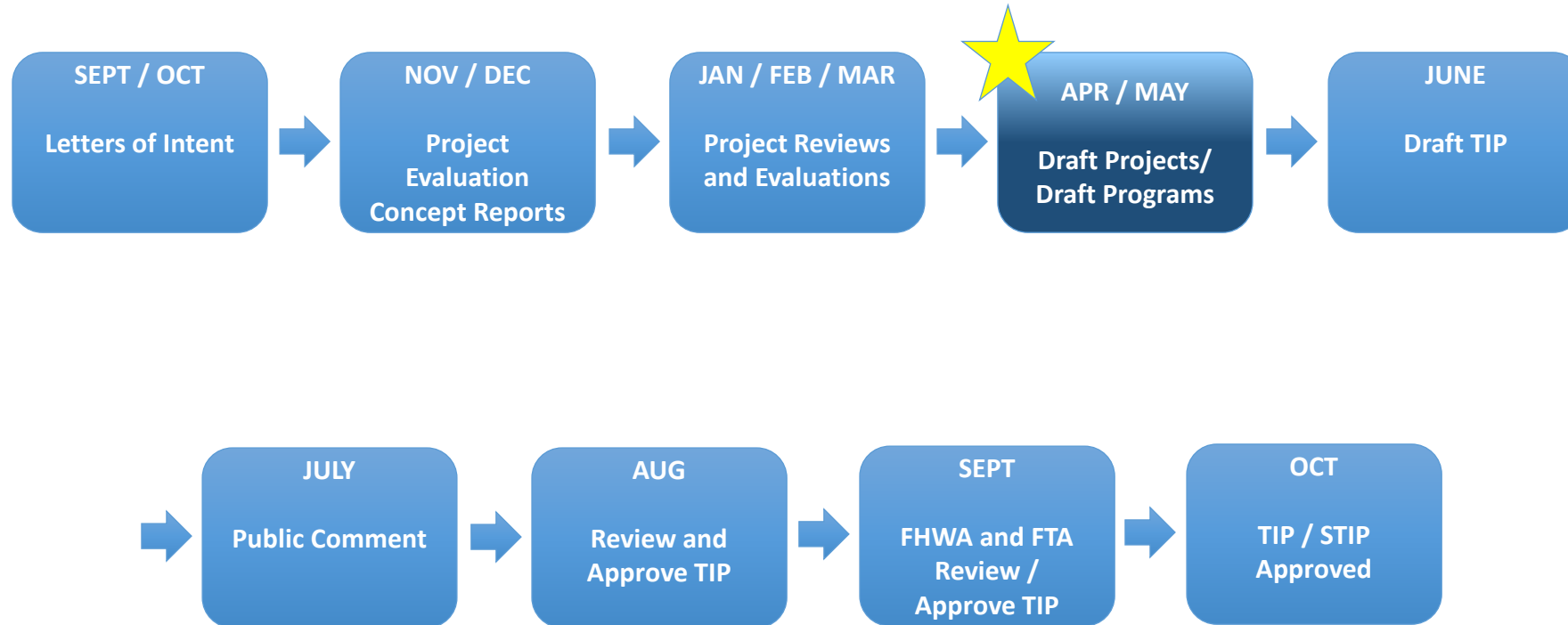
Project Recommendations *for the*
2025 - 2030 TIP

Trans Com

April 25, 2024



Process for New Projects & The Draft TIP



Brigham City to Ogden

Ogden

- 1: Ogden City Greenbike Share Expansion
- 2: 2nd Street Reconstruction Phase 2
- 18: New Mt. Ogden Ops and Admin Facility

North Ogden

- 3: 2100 North Intersection Improvements
- 4: 1700 North - Drainage & Recons
- 5: North Ogden Canal Trail Crossing

Harrisville

- 6: 750 West Widening Phase 2
- 7: 750 West Widening Phase 1

Farr West

- 8: 1200 West Harrisville Road Road
- 9: 2575 West Sidewalk and Bike La
- 10: 3300 North Widening Phase 2

Brigham

- 11: 1200 West Roadway Widening
- 12: 1200 West Roadway Widening
- 13: 1200 West Roadway Widening

Perry

- 14: 1200 West Widening Phase 1

Marriott-Slaterville

- 15: SR-126, Left Turn Lanes at 250

Taylor

- 16: Widen 2550 South Phase 2

South Ogden

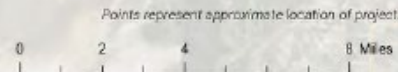
- 17: 40th St. and Chimes View Dr R

UTA

- 19: UTA New Radio System
- 20: UTA New Radio System

Funding Categories

- CMAQ
- CMAQ/CRP
- CMAQ/CRP/STP
- CMAQ/CRP/TAP
- CMAQ/STP
- CRP/STP
- TAP
- CRP
- STP

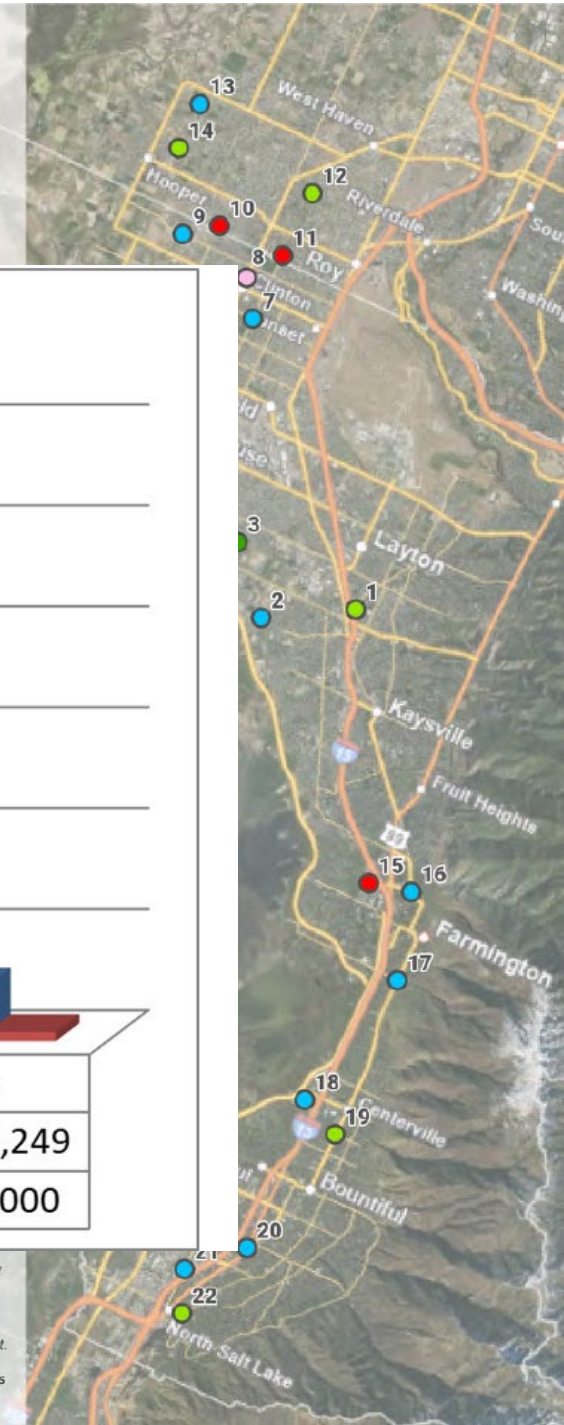


Ogden to North Salt Lake

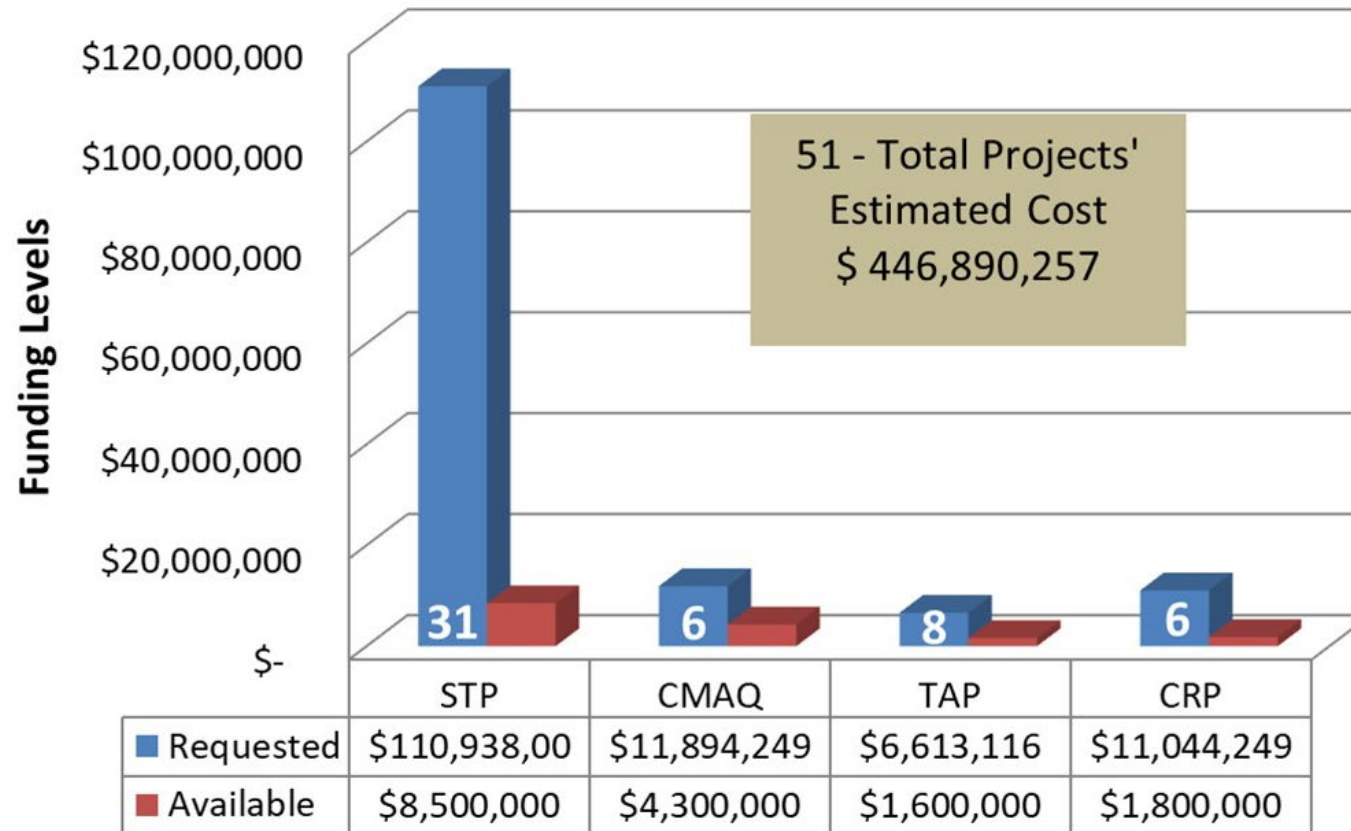
Layton

- 1: Kay's Creek Trail: Main Street to Hawthorne Drive
- 2: Layton Parkway Signal Project
- 3: West Hill Field Road Widening
- 4: Gentle Street SRTS Project

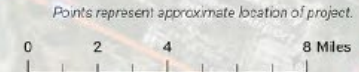
West Point



Ogden/ Layton Urban Area



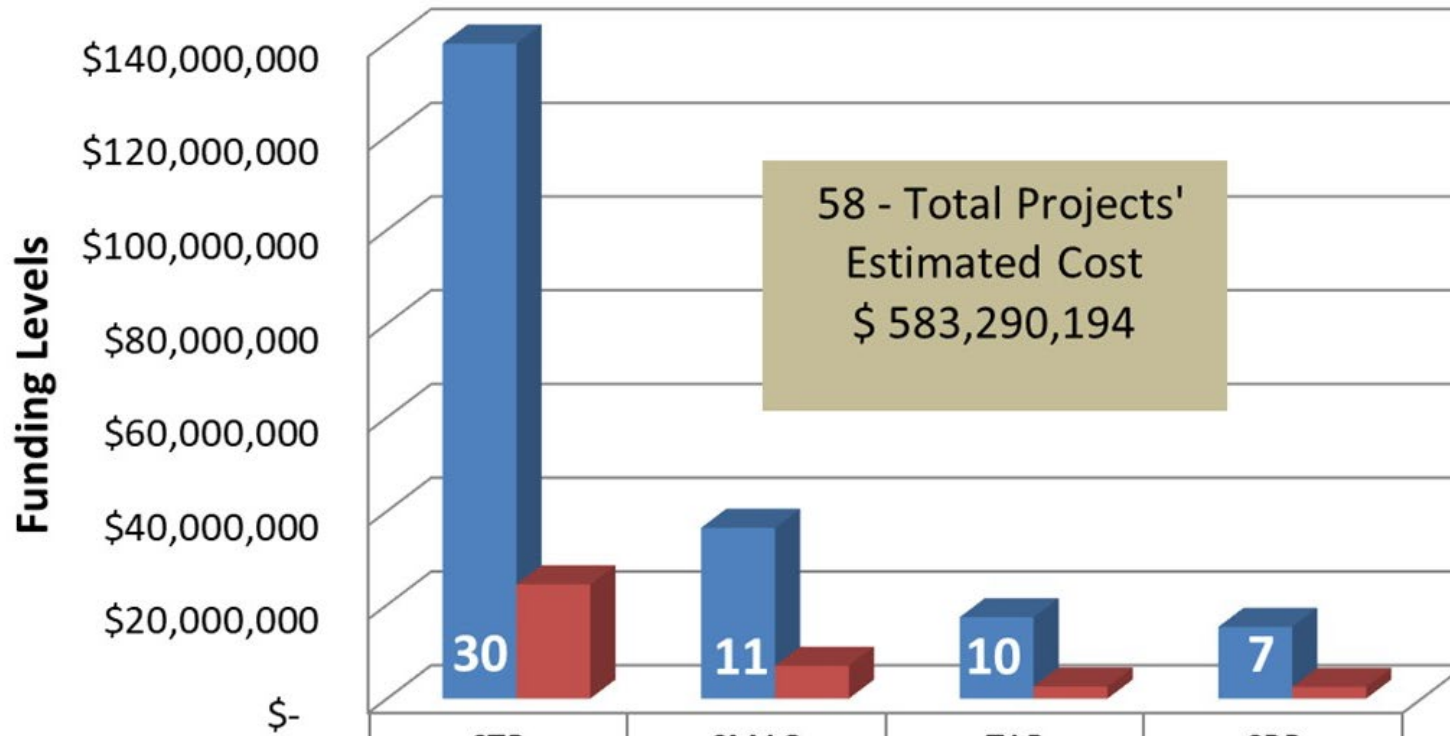
- CMAQ/STP
- CRP/STP
- TAP
- CRP
- STP



West Jordan to Bluffdale

West Jordan 1: 1300 West, 6500 South to 7800 South (Phase 3)	Riverton 6: Construction of Electric Vehicle Charging Stations next to Riverton City Hall	Sandy 15: 11400 S 1300 E Intersection Improvements 16: 11000 South 1000 East Roundabout	Funding Categories  CMAQ  CMAQ/CRP  CMAQ/CRP/STP
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Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP	CRP
Requested	\$139,782,283	\$36,458,020	\$17,383,034	\$15,320,327
Available	\$24,400,000	\$7,000,000	\$2,600,000	\$2,500,000

Project ID	County	City	Meeting Location	Meeting Who	Meeting Where	Project Improvement	Funding Type	Agency	Primary Contact	Phone	Cell Phone	Name of Project	From	To	Project Length	Project Description	Type of Project	Functional Classification	Major Improvements	Minor Improvements	Estimated Cost	Requesting Agency	Local Funds	State Funds	Federal Funds	Priority	Improvement Measure	Improvement Measure	Promote Active Transportation	Improve Quality	Project Needs	Project Priority	Total	Accumulative Project Possible	High	Low	Average	Total	Project Need	Field Project Priority	Number of Reviewers	Percent of Total	Score
Day 1 - Arrive at UTA Headquarters by 8:00 AM, Wednesday, March 6, 2024																																											
7	S	UTAH	Salt Lake	UTA Service Area	8:10 AM	Meet at UTA Lobby	Transit	UTA	Jarvie Curtis	(385) 444-0495		UTA New Radio System			0	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete IDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	Transit	MA	Pending		\$ 29,928,457	\$ 4,000,000	\$ 250,464	0		2.40	3.40	1.40	1.80	3.80	3.00	150.00	36.00	5.00	0.00	2.63	79	4	3	5	53%	15.80	
9	S	UTAH	Salt Lake	Salt Lake City	9:15 AM	Contact: Will Becker 801-535-6569	Bicycle	Salt Lake City Corporation	Will Becker	801-535-6569	801-574-9402	Bike Share (GREEN) Expansion	Salt Lake City	Salt Lake City	N/A	The project adds two bike share stations west of I-15, expands its system with 24 ebikes, and links commuters to regional transit and local destinations. GREENbike bike share has reduced the release of CO2 emissions into the Salt Lake valley airshed by 5.8 million pounds since its inception in 2013.	Active Transportation	MA	Yes		\$ 475,000	\$ 440,978	\$ 32,022	1		3.67	2.17	4.50	4.00	3.17	2.83	180.00	38.00	5.00	0.00	3.39	122	3	3	6	68%	20.33	
10	S	UTAH	Salt Lake	Salt Lake City	9:15 AM	Contact: Will Becker 801-535-6569	Capital Improvement	Salt Lake City Corporation	Will Becker	801-535-6569	801-574-9402	Bike Share (GREEN) Capital Improvements	Salt Lake City	Salt Lake City	N/A	GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 ebikes. GREENbike will continue to serve the public with sustainable travel.	Capital Improvement	MA	Identified in Local AT Plan		\$ 493,200	\$ 459,810	\$ 33,390	N		2.83	2.50	4.50	3.83	3.67	3.67	380.00	39.00	5.00	1.00	3.50	126	4	4	6	70%	21.60	
11	S	UTAH	Salt Lake	Salt Lake City	9:45 AM	Meet in the Zoo Parking lot on the SW corner of the intersection Contact: Bill Baranowski 801-535-6498	Intersections & Signals	Salt Lake City	Bill Baranowski	801-535-6498		Sunnyside Ave at Crestview Drive Roundabout			0	Salt Lake City will convert an existing 2 way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo. "This is the Place" State Park, and a trailhead for the 9 Line and Bonneville Shoreline Trail.	Reconstruct	Minor Arterial	Yes		\$ 820,000	\$ 762,000	\$ 58,000	1		2.67	3.67	2.67	2.50	3.50	3.33	180.00	41.00	5.00	1.00	3.06	110	4	3	6	61%	18.33	
12	S	UTAH	Salt Lake	Salt Lake City	9:45 AM	Contact: Bill Baranowski 801-535-6498	Intersections & Signals	Salt Lake City	Bill Baranowski	801-535-6498		Sunnyside Ave at Crestview Drive Roundabout			0	Salt Lake City will convert an existing 2 way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo. "This is the Place" State Park, and a trailhead for the 9 Line and Bonneville Shoreline Trail.	Reconstruct	Minor Arterial	Yes		\$ 820,000	\$ 762,000	\$ 58,000	N		2.67	3.67	2.67	2.50	3.50	3.33	180.00	41.00	5.00	1.00	3.06	110	4	3	6	61%	18.33	
13	S	UTAH	Salt Lake	Emigration Canyon Metro	10:10 AM	Meet at the Fire Station at 5025 Emigration Canyon Rd. Contact: Steven Kuhlmeier 385-499-3095	Widening	Utah Transit Authority	Steven Kuhlmeier	(385) 468-6674		Emigration Canyon Slope Mitigation	4858 E Emigration Canyon Road	4909 E Emigration Canyon Rd	0.06	The purpose of this project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	Other	Collector	Yes		\$ 3,516,600	\$ 3,278,526	\$ 238,074	N		1.83	4.50	2.00	1.17	3.67	3.42	180.00	5.00	0.00	2.76	99.5	4	3	6	55%	16.58		
14	S	UTAH	Salt Lake	Salt Lake City	10:40 AM	Meet at Taco Bell at Wilmington Ave / 1300 East Contact: Lynn Jacobs 801-535-6653	Reconstruction	Salt Lake City Corporation	Mark Stephens	801-535-6355	801-503-5370	1300 East Street Reconstruction	2100 South	Southern City Boundary	1.4	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.	Reconstruct	Principal Arterial	Yes		\$ 16,800,000	\$ 5,000,000	\$ 3,800,000	1		3.17	3.00	3.33	2.17	4.00	3.81	180.00	5.00	1.00	3.25	117	4	4	6	65%	19.50		

TAP Project

Form 1208

CMAQ Emissions Analysis Form (2024-2029 TIP)

UTAs to UTA (Advanced Traffic Map)

Please complete

Project Sponsor: _____

Project Contact: _____

Project Information:

Type of Project: _____

Name of Project: _____

Project Description: _____

Sheet: _____

From: _____

To: _____

Project Number: _____

Project Name: _____

Project Location: _____

Project Start Date: _____

Project End Date: _____

Project Status: _____

Project Priority: _____

Project Funding: _____

Project Cost: _____

Project Benefits: _____

Project Risks: _____

Project Comments: _____

Project Notes: _____

Project Attachments: _____

Project Reviewer: _____

Project Date: _____

2024-2029 TIP

Travel Speed

Pay, and Incentives

Community with the Buy America Requirement

2024-2029 TIP

Classified CMAQ

Concept Level Est Form Form 6

4/26/2024

Resources for Project Selection

- Distribution of Project Scores, such as:
 - Congestion
 - Access
 - Pavement condition
 - Safety
 - Emissions / Air quality
 - Project Costs
- Other relevant professional considerations, such as:
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Matching Funds



Resources for Project Selection

- Distribution of Project Scores, such as:
 - Congestion
 - Access
 - Pavement condition
 - Safety
 - Emissions / Air quality
 - Project Cost



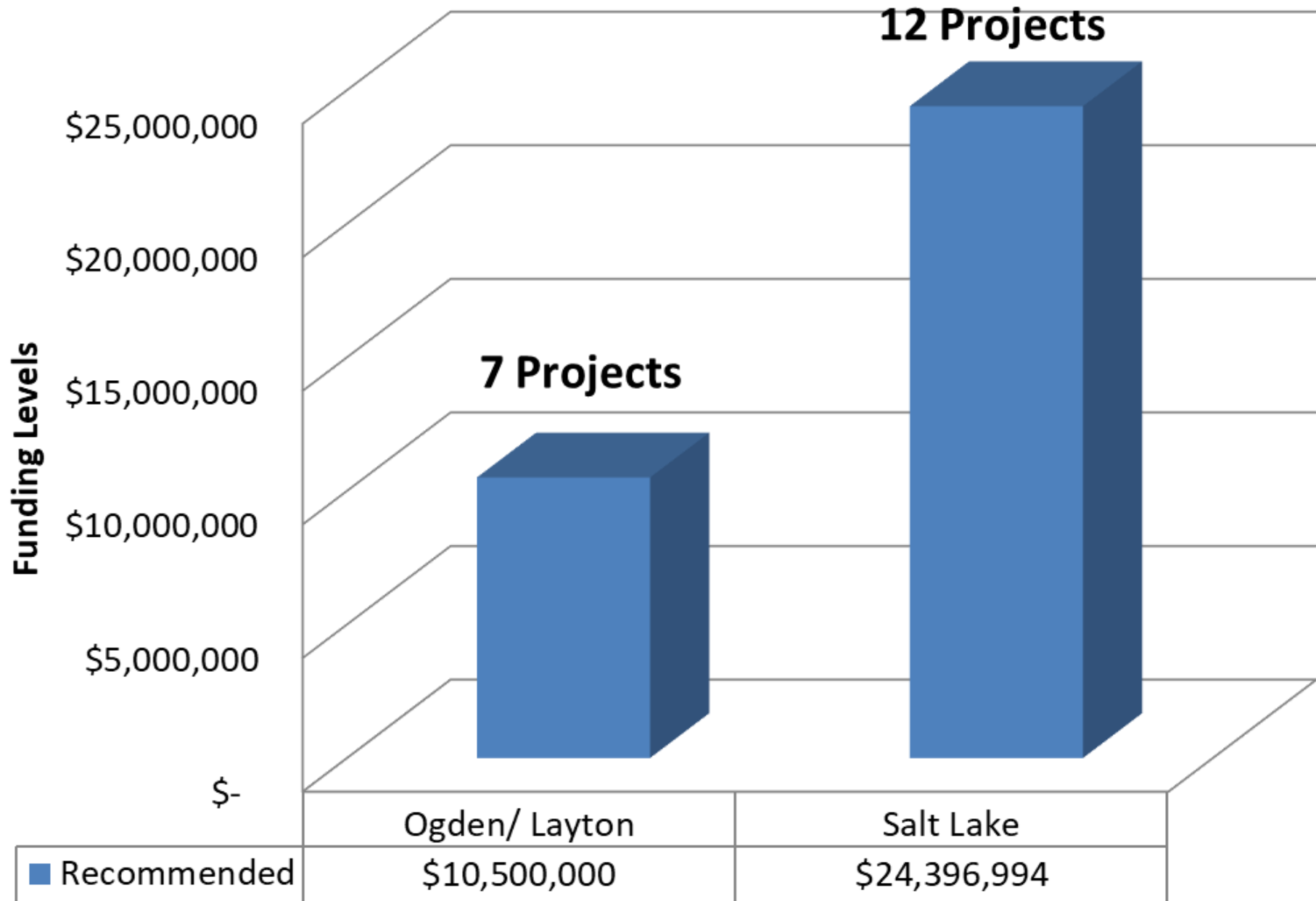
- Other relevant professional considerations, such as:
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Matching Funds

"Projects Submitted for Consideration for the Draft 2026 Transportation Alternatives Program (TAP) Funds"

"Projects Submitted for Consideration for the 2025-2030 Carbon Reduction (CRP) Program"

Cells H		###	Recommended Funding Amount		Recommended Project Information															Type P									
###	Unique Proj ID	County	Unique Proj ID	County	Running	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor	Priority	Other Project Benefits	Project Life	Reduced Daily VMT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Cost per Mile	IS Score	
Lake Urban Area																													
layton			S_CRP_6		2		2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	Minor Arterial	Operations	This project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2		- Alleviate Congestion	20.0	111.1	-	325.9			
			S_CMAQ_3		2		2	Salt Lake	UDOT	12300 S at Lone Peak Parkway	SB 1-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	Principal Arterial	Operations	This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.	1		Alleviate Congestion - Improve Safety - Add Trail Connection	20.0	99.0	-	290.4			
			S_CRP_2		2		2	Salt Lake	Riverton City	Construction of Electric Vehicle Charging Stations next to Riverton City Hall	N/A	N/A	N/A	\$ 425,000	\$ 385,000	\$ 40,000	NA	Other	This project will construct up to four electric car charging stations in the parking area adjacent to Riverton City Hall. This parking area is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheatre and a park. All these facility users will have access to the charging stations.	3		- Expand Public Charging Network	10.0	2.9	86.0	20.8			
			S_CRP_4		2		2	Salt Lake	Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	0	0	0	\$ 820,000	\$ 762,000	\$ 58,000	Minor Arterial	Operations	Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, "This Is the Place" State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.	0		- Traffic Calming - Safety Improvement	20.0	6.0	-	17.5	2		
			S_CRP_3		2		2	Salt Lake	Salt Lake City	Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 473,000	\$ 440,978	\$ 32,022	NA	Other	The project adds two bike share stations west of I-15, expands its system with 24 eBikes, and links commuters to regional transit and local destinations. GREENbike bike share has reduced the release of CO2 emissions into the Salt Lake valley airshed by 5.8 million pounds since its inception in 2013.	4		- Promote Active Transportation - First/ Last Mile	10.0	-	50	16.5	1		
			S_CRP_1		2		2	Salt Lake	Utah Transit Authority	Davis-SLC Community Connector - SI/WVC	Southern Davis County, including Farmington, Ogden, and Woodruff	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	4		- Transportation Alternatives - Transit Network	20.0	54.7	2,395	531.9			
			S_CRP_7		2		2	Salt Lake	South Jordan City	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Utrudent Dr	0.2	\$ 1,585,000	\$ 1,450,000	\$ 135,000	NA	Active Transportation	The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	1		- Safety - Promote Active Transportation - First/ Last Mile	20.0	0.9	25	11.2			
			S_CRP_5		2		2	Salt Lake	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 237,775	Collector	Operations	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	1		- Alleviate Congestion - Traffic Calming - Safety	20.0	4.6	-	13.5			
2,485,000			Suggested Program			\$ 19,980,368			Requested Federal Funds			Federal Funds Available			\$ 2,485,000														
993,850			Recommended			Available			\$ 1,600,000			\$ 6,613,116			Requested			Estimated Total Project Cost			\$ 8,133,300								

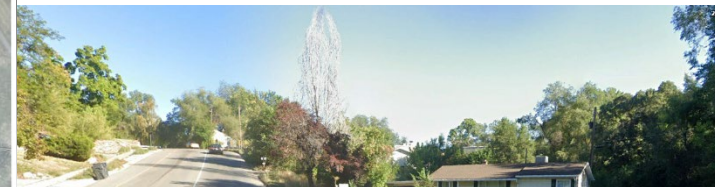
Surface Transportation Program (STP) Funds



South Ogden – 40th St & Chimes View – Reconstruction

Project Type – Reconstruction

Riverdale Road to Washington Blvd – (0.6 miles)



Recommended Funding \$ 2,000,000



South Ogden is in the design phase for a two-phase project on 40th Street and Chimes View Drive. Phase 1, funded for 2024, spans Riverdale Road to Country Club Drive. We are requesting additional funding for Phase 2 between Riverdale Road and Washington Blvd. The reconstruction project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.

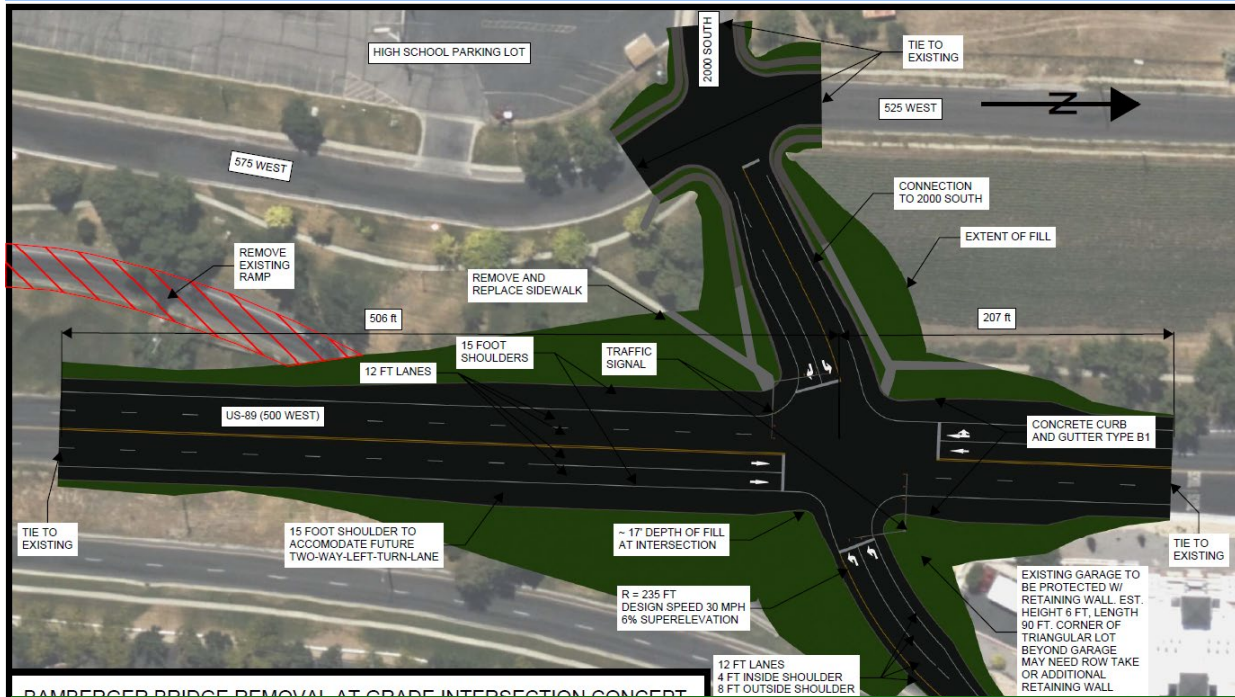
**Project Cost –
\$ 5,483,000**

**Funds Request –
\$ 5,111,801**

Bountiful – Parkin Overpass Replacement – Reconstruct & Alignment Change

Project Type – Reconstruction

200 West and 500 West (US-89)



Recommended Funding \$ 2,000,000

This project will replace UDOT's 1930's vintage railway structure which was converted to accommodate vehicle use. The existing structure has reached the end of its service life. A new at-grade, signalized intersection is proposed which could provide additional access to Woods Cross High School while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake. This project is supported by Bountiful, Woods Cross and North Salt Lake Cities.

**Project Cost –
\$ 8,081,000**

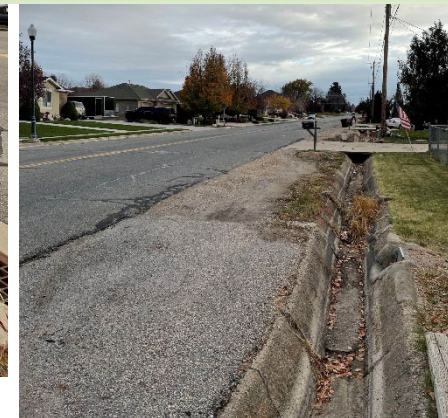
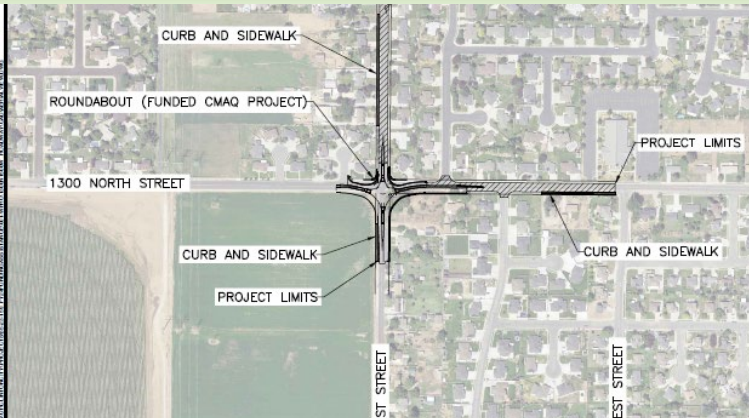
**Funds Request –
\$ 3,581,000**

Clinton – 1300 North and 1500 West – Reconstruction w/ Minor Widening - Project Type – Reconstruction

1285 West to 1750 North – (0.66 miles)



Recommended Funding \$ 1,000,000



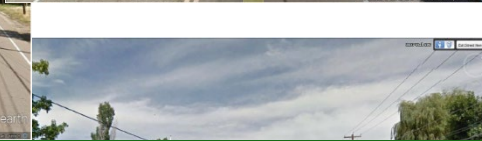
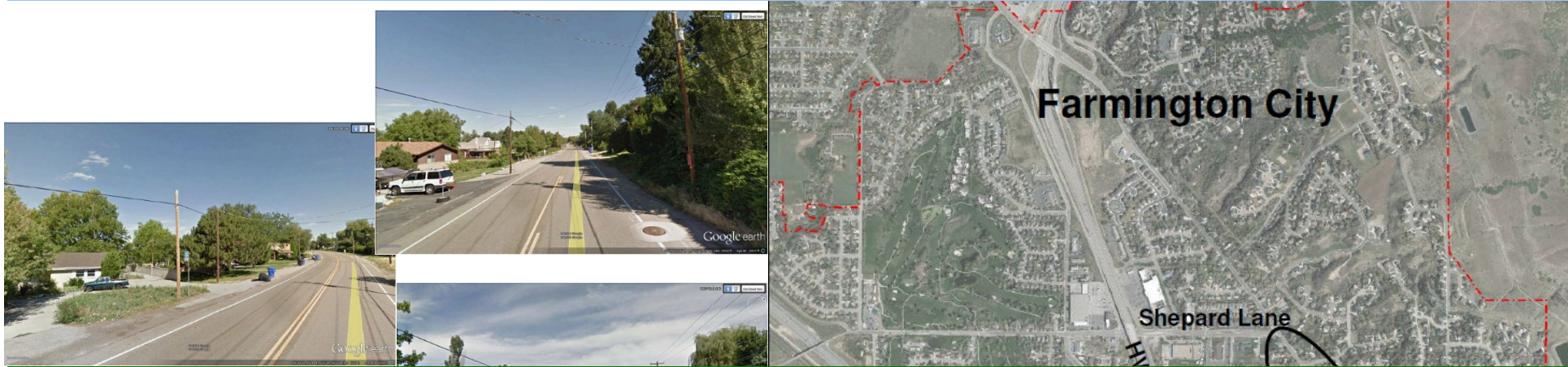
The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

**Project Cost –
\$ 4,500,000**

**Funds Request –
\$ 1,000,000**

Farmington City – SR-106 (Main Str) – Reconstruct & Minor Widening Project Type – Reconstruction

Park Lane to Shepard Lane– (0.61 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 1,900,000**

**Funds Request –
\$ 1,550,000**

Proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.

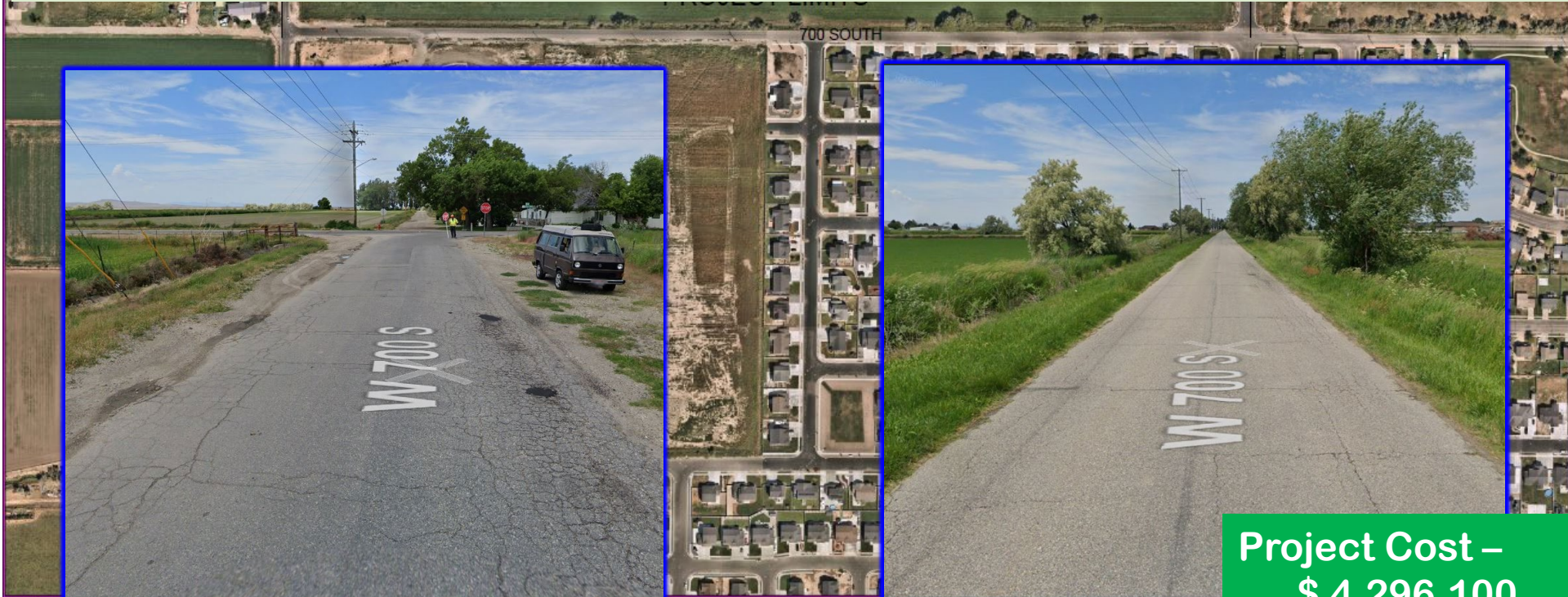
West Point – 700 South – Reconstruct with Minor Widening

Project Type – Reconstruction

4000 West to 4500 West – (0.5 miles)



Recommended Funding \$ 1,500,000



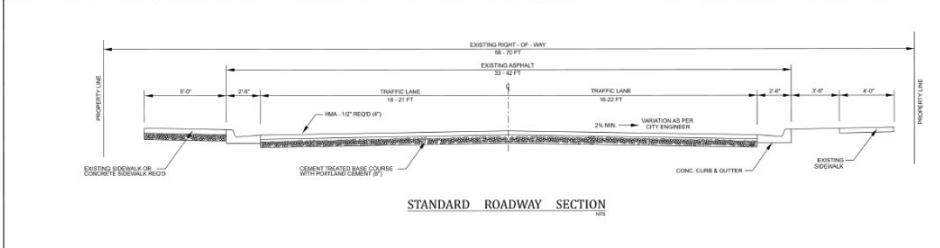
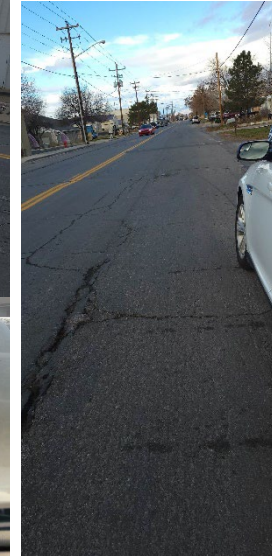
This road is a narrow two lane section and needs to be increased to a 3-lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

**Project Cost –
\$ 4,296,100**
**Funds Request –
\$ 3,072,954**

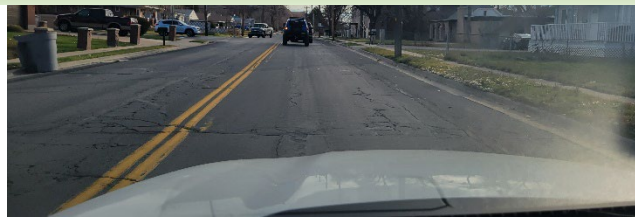
North Salt Lake – Main Street – Reconstruct with Minor Widening

Project Type – Reconstruction

350 North to Pacific Avenue



Recommended Funding \$ 1,000,000



The City has reconstructed the sections of Main Street at each end of the project. This project will complete the reconstruction of the entire length of Main Street that is in need of repair due to its high use, being an essential route for emergency response and in the event of closures at 1100 N or Center St.

**Project Cost –
\$ 1,666,000**

**Funds Request –
\$ 1,332,800**

Harrisville – 750 West Widening – Reconstruct with Minor Widening – Phase I

Project Type – Reconstruction

West Harrisville Road to US-89 – (0.521 miles)



Recommended Funding \$ 1,500,000

**Project Cost –
\$ 3,895,000**

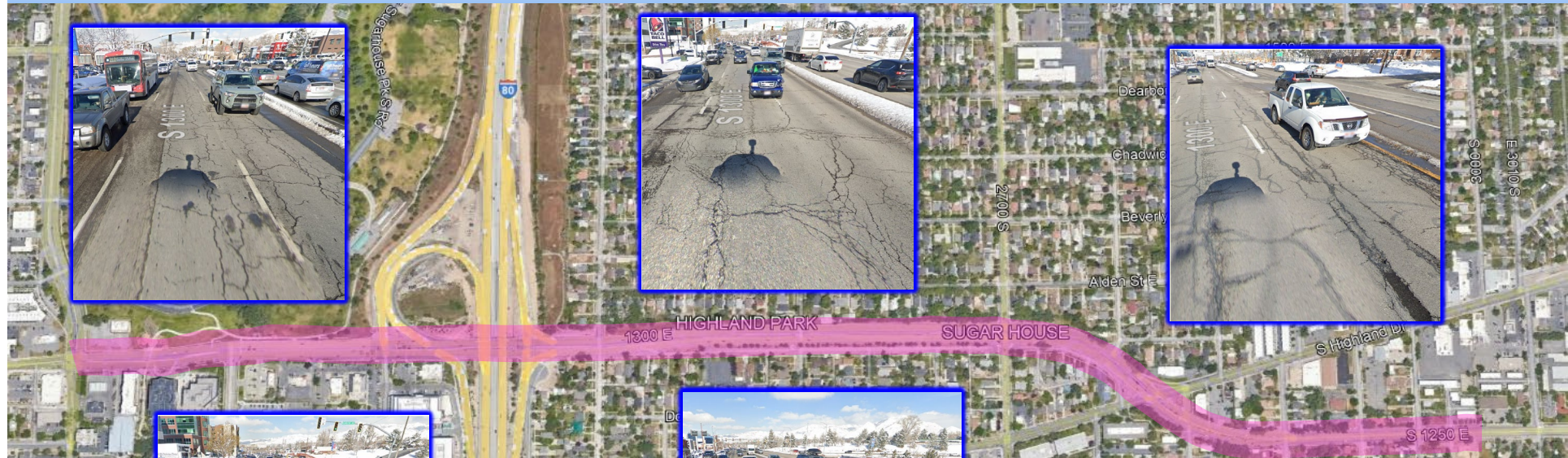
**Funds Request –
\$ 3,145,000**

The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.

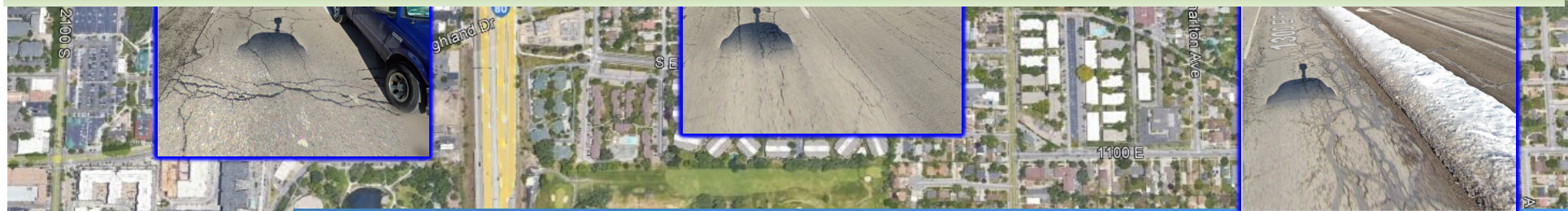
Salt Lake City – 1300 East Reconstruct

Project Type – Reconstruction

2100 South to Southern City Boundary – (1.387 miles)



Recommended Funding \$ 3,500,000



**Project Cost –
\$ 16,800,000**

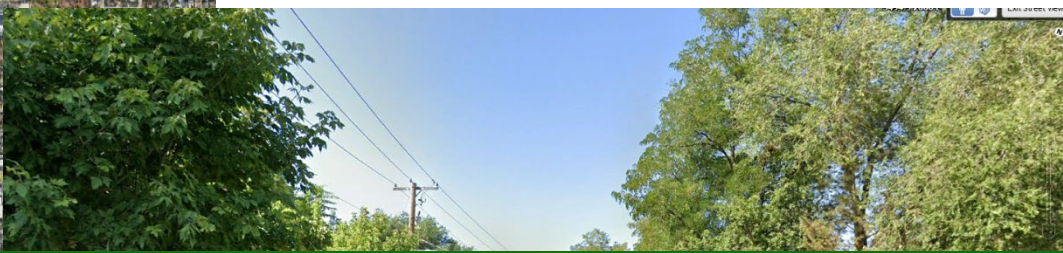
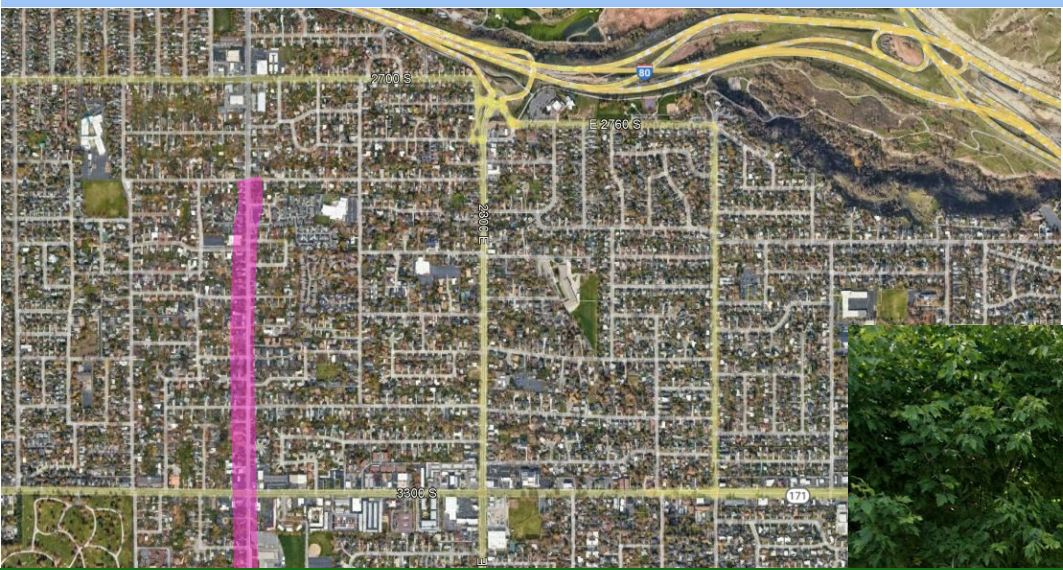
**Funds Request –
\$ 5,000,000**

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.

Millcreek City – 2000 East - Reconstruction

Project Type – Reconstruction

3300 South to Atkin Avenue – (0.7 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 2,878,000
Funds Request –
\$ 2,683,159**

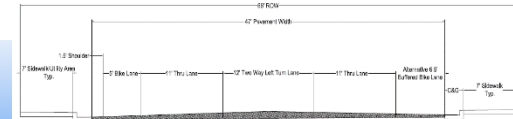
2000 E connects central Millcreek with the 3300 S SR #171 major arterial to Salt Lake City via an existing underpass at Interstate #80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from 3300 S SR #171 to Atkin Ave. This is Phase II to the project, Phase I connects 3300 S to Siggard Dr.

Murray – 5600 South – Reconstruction

Project Type – Reconstruction

900 East to 1300 East – (0.58 miles)

5600 South 900 East to 1300 East Typical Section



Recommended Funding \$ 2,500,000



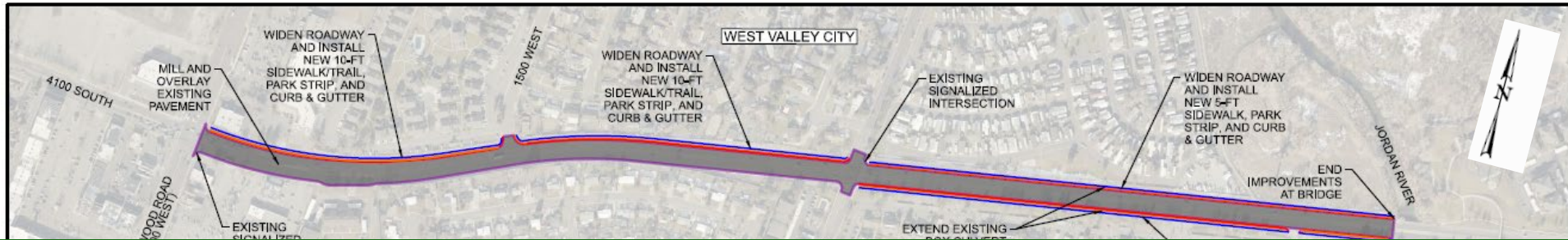
**Project Cost –
\$ 9,880,100**

**Funds Request –
\$ 3,812,606**

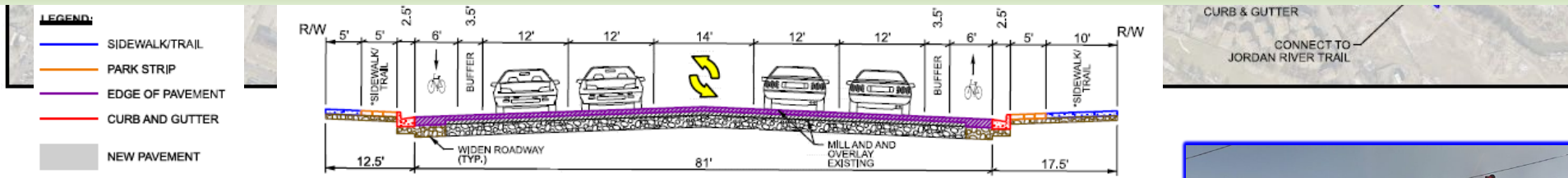
This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.

West Valley City / Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Recommended Funding \$ 2,000,000



**Project Cost –
\$ 10,887,000**

**Funds Request –
\$ 6,833,672**

This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

Riverton – 1300 West – Reconstruct w/ Minor Widening

Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)



Recommended Funding \$ 1,400,000



**Project Cost –
\$ 9,493,000**

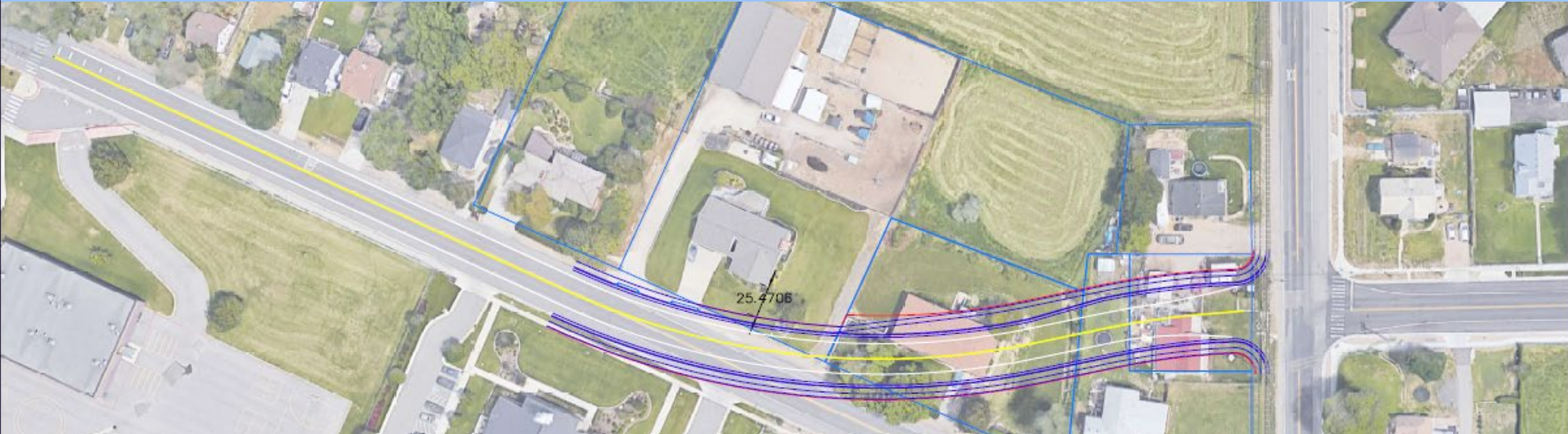
**Funds Request –
\$ 8,293,000**

The 1300 West design will include adding bike lanes, park strip, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane. A storm drain system will be added to address localized flooding. The existing canal turnout will be piped, and the overhead power lines may be moved to allow full utilization of the Right-of-Way.

Magna – 2700 South & 8000 West Intersection Realignment

Project Type – Operations

2700 South & 8000 West – (0.1 miles)



Recommended Funding \$ 2,216,194



**Project Cost –
\$ 6,044,400**

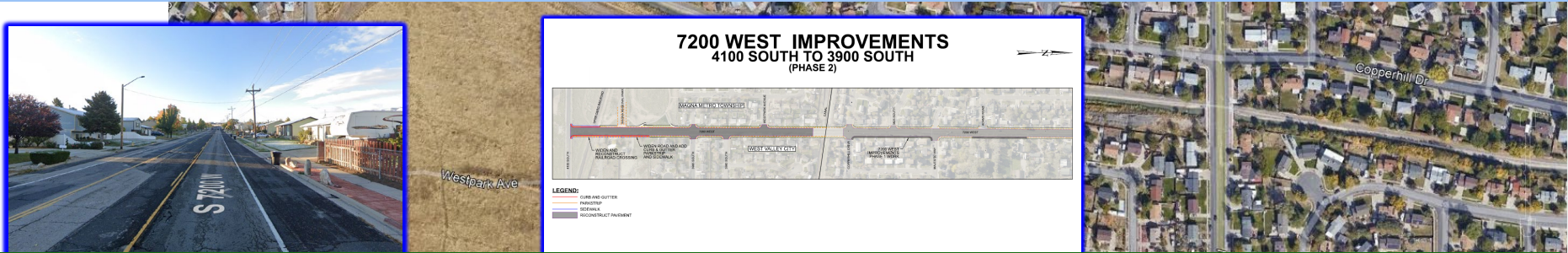
**Funds Request –
\$ 2,216,194**

This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). This project has received funding for construction and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 2700 S & 8000 W Intersection Realignment project.

West Valley – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

4100 South to 3900 South– (0.33 miles)



Recommended Funding \$ 2,000,000



**Project Cost –
\$ 5,981,000**

**Funds Request –
\$ 5,582,067**

This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.

Herriman City – 6400 West – New Construction

Project Type – Capacity

Herriman Blvd (12600 So) to Midas Creek (Approx. 12100 So) – (0.5 mile)



Recommended Funding \$ 2,700,000



**Project Cost –
\$ 9,220,000**

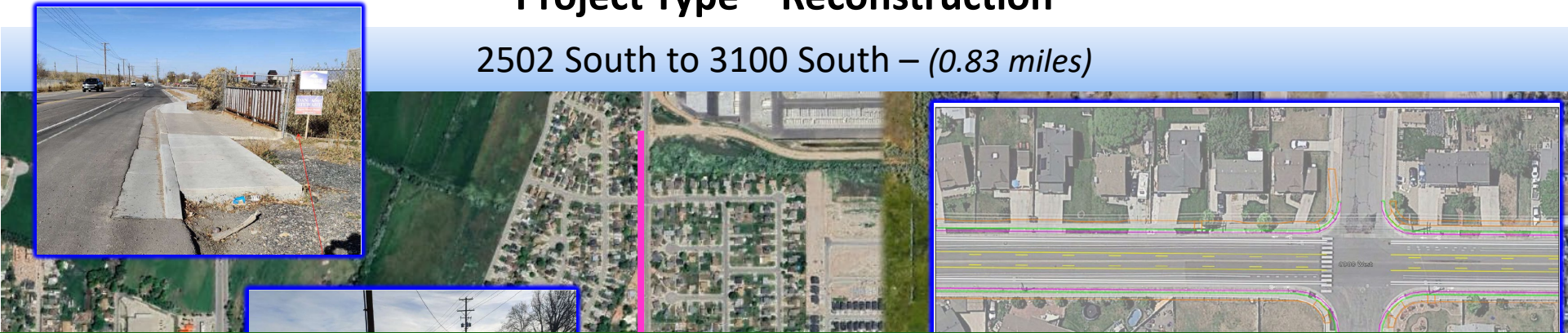
**Funds Request –
\$ 6,520,000**

This project will construct the final 0.5 miles of 6400 West and close the last remaining gap between Herriman and South Jordan along 6400 west, and will be a critical collector for the Olympia Hills Development. It will also provide an additional crossing of Midas Creek. ROW has been acquired for this project by the city.

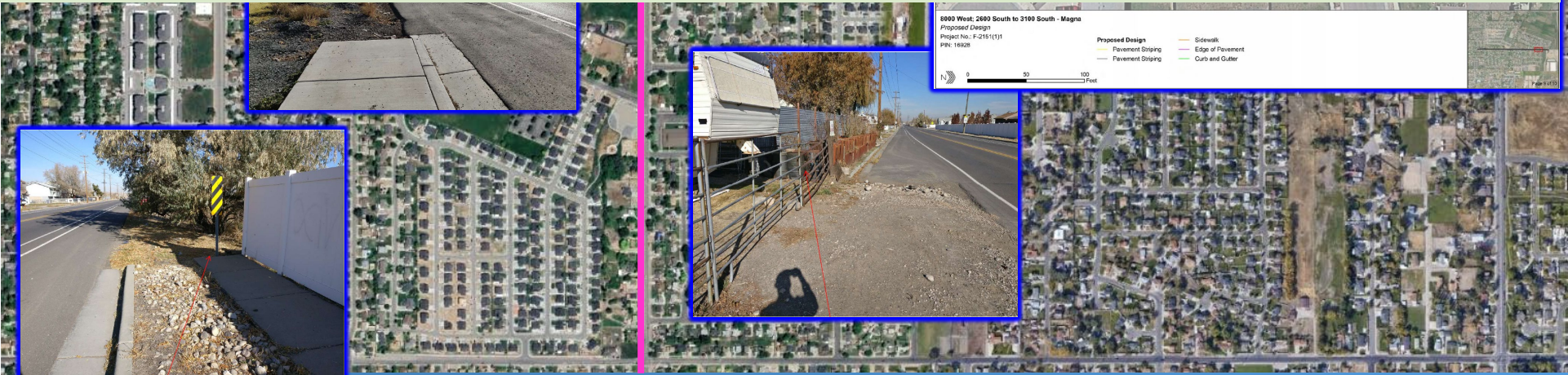
Magna – 8000 West – Reconstruct with Minor Widening

Project Type – Reconstruction

2502 South to 3100 South – (0.83 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 8,055,800**

**Funds Request –
\$ 3,757,262**

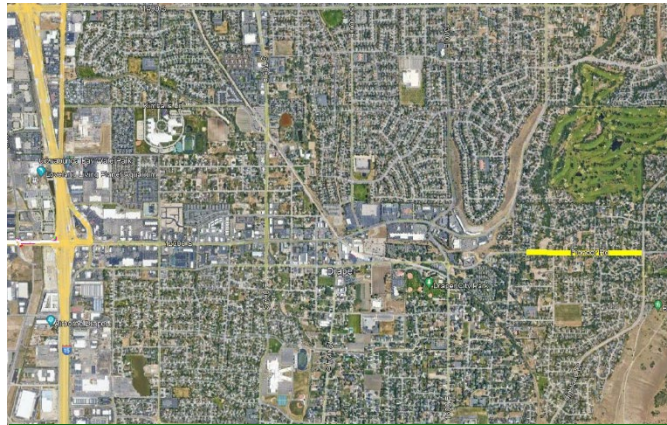
This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area.

This project is also needed to complete the curb, gutter, and sidewalk through this corridor and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 8000 West Sidewalk Project.

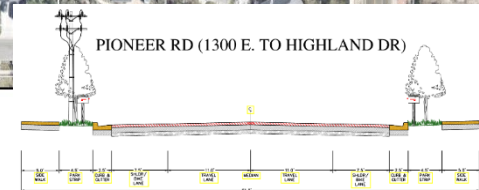
Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1650 East to Highland Drive – (0.6 miles)



Recommended Funding \$ 3,000,000



- ADD CURB, GUTTER, PARK STRIP & SIDEWALK
- RECONSTRUCT & WIDEN TO 2-LANE RESIDENTIAL MINOR COLLECTOR

**Project Cost –
\$ 4,605,100**

**Funds Request –
\$ 4,293,335**

The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.

UTA – TechLink TRAX Environmental & Concept Design

Project Type - Other

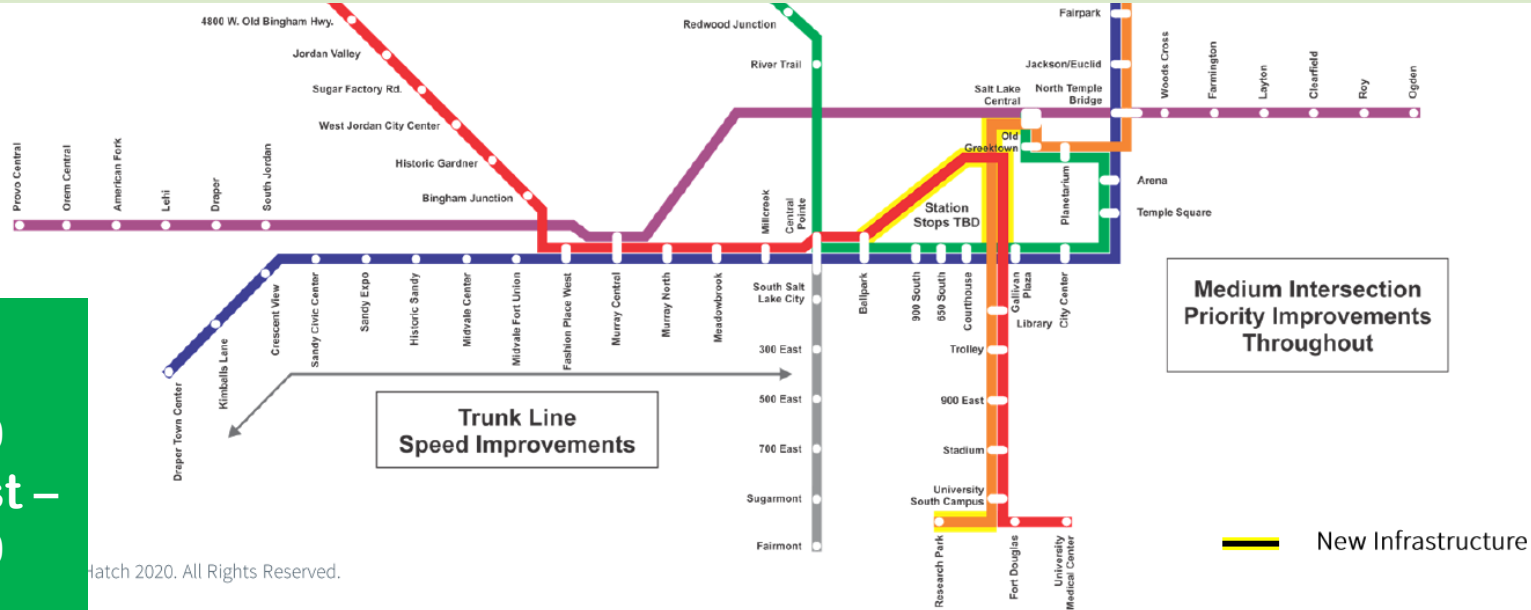
Salt Lake International Airport to U of U Research Park

Light Rail Strategic Plan – Proposed 2040 Network

Future of Light Rail Study



Recommended Funding \$ 2,000,000



Project Cost – \$ 3,800,000
Funds Request – \$ 2,000,000

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Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations, supports the long range transportation growth demand, and provide sustainable transportation options that minimize impacts to environment.

GSLMSD – Unincorporated SL County – 1300 East Galaxie Drive

Project Type - Capacity

Intersection 1300 East & Galaxie Drive ()8800 South) – (0.02 miles)



Recommended Funding \$ 80,800

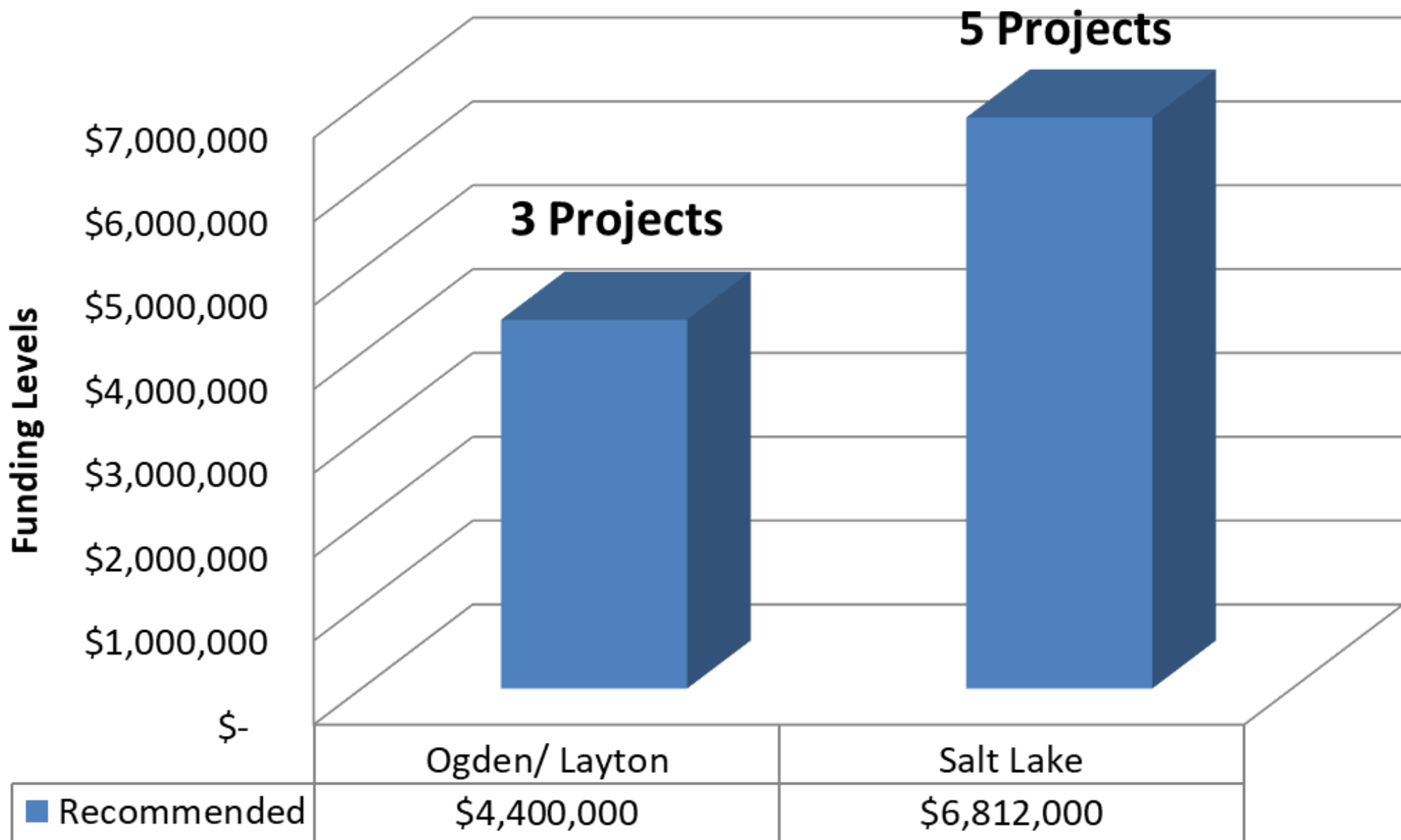
**Project Cost –
\$ 86,600**

**Funds Request –
\$ 80,800**

Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn

PRELIMINARY
FOR CONSTRUCTION
11/2/2023

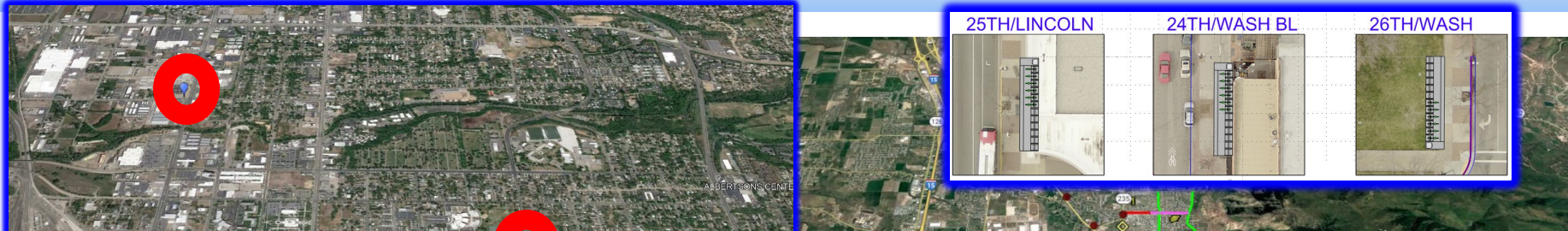
Congestion Mitigation/ Air Quality (CMAQ) Funds



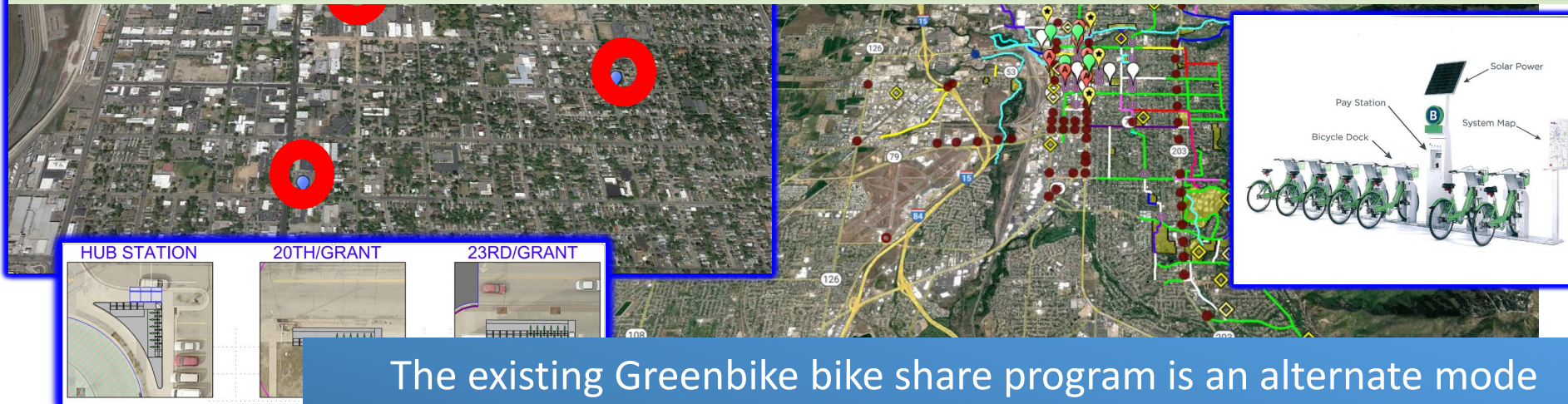
Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) *plus* 5 miles



Recommended Funding \$ 400,000



**Project Cost –
\$ 632,000**

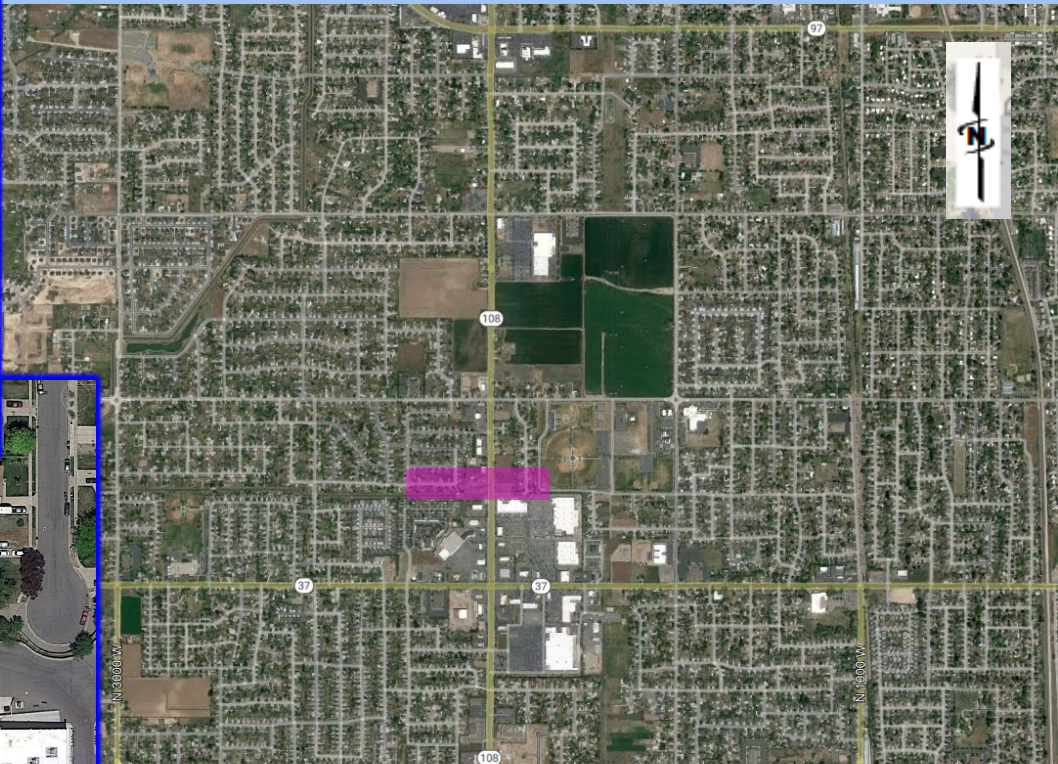
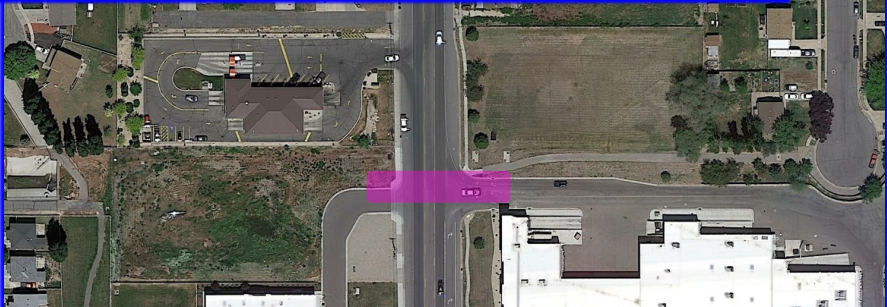
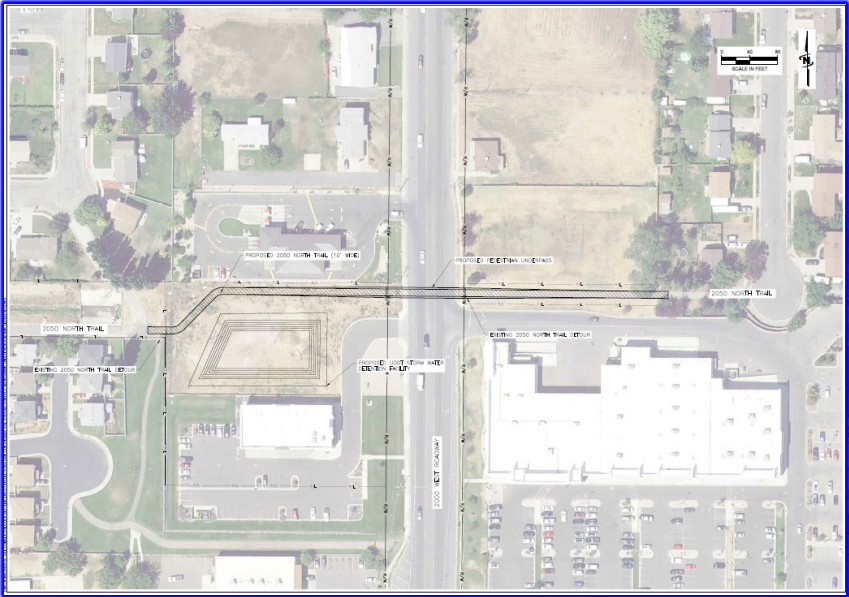
**Funds Request –
\$ 589,214**

The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the number of e-bikes and adding more stations near popular destinations with high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.

Clinton City – 2050 North Pedestrian Underpass

Project Type – Capital Improvement

2050 North 2000 West – (0.2 miles)



Recommended Funding \$ 2,000,000

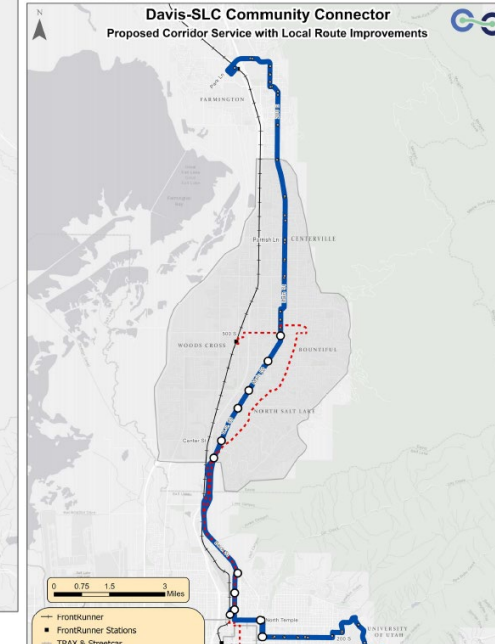
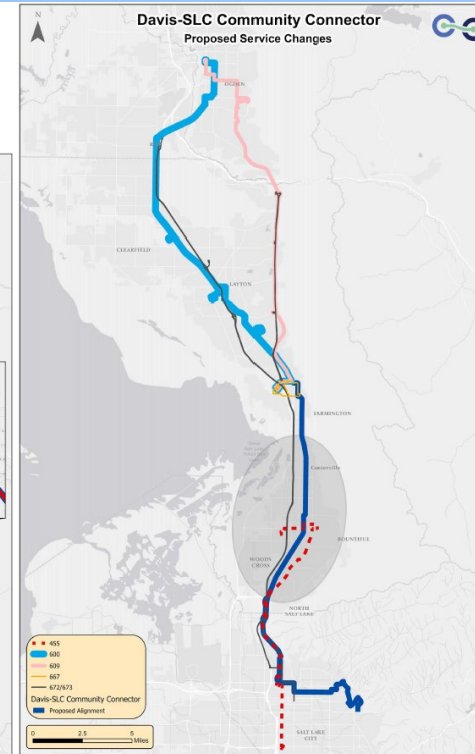
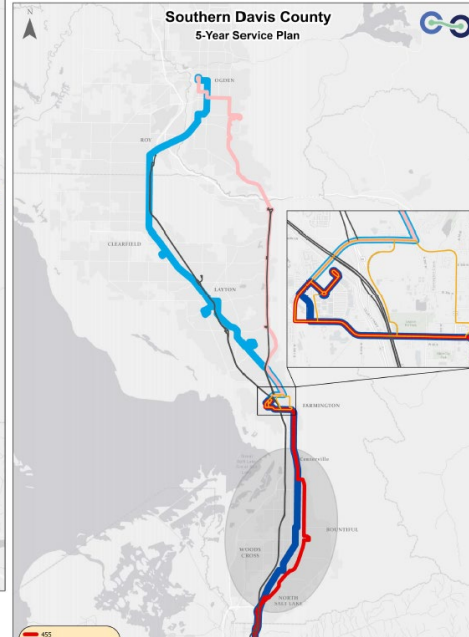
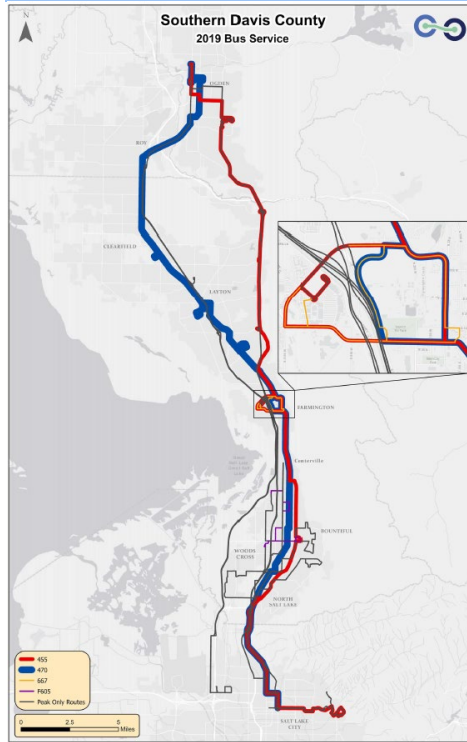
**Project Cost –
\$ 5,750,000**

**Funds Request –
\$ 2,000,000**

The purpose of the 2050 North pedestrian underpass project is to construct a pedestrian trail that crosses under 2000 West (SR-108) roadway. The underpass would complete the city-wide 2050 North trail, currently has a gap at 2000 West. Project was partially funded last year.

UTA – Davis – Salt Lake Connector Construction Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City – (26 Miles)



Recommended Funding \$ 2,000,000

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

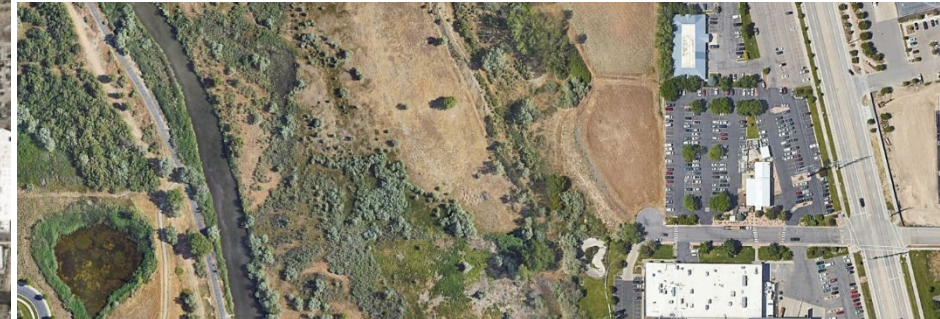
**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

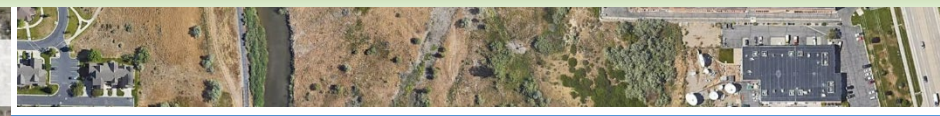
South Jordan – Jordan River Trail Connection to Frontrunner Station

Project Type – Bike & Ped

10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)



Recommended Funding \$ 1,450,000



**Project Cost –
\$ 1,585,000**

**Funds Request –
\$ 1,450,000**

The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.

UDOT - Draper – 12300 South @ Lone Peak Pkwy – Turn Lanes

Project Type – Operations

SB I-15 Off Ramp to 265 West – (0.4 mile)



Recommended Funding \$ 1,500,000

**Project Cost –
\$ 6,379,200**

**Funds Request –
\$ 4,161,041**

This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.

UTA – Davis – Salt Lake Connector Construction Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



Recommended Funding \$ 1,000,000

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Salt Lake City – Sunnyside Avenue – Round-about

Project Type – Intersection

Sunnyside Ave at Crestview Drive – (0.2 miles)

Recommended Funding \$ 762,000



- Location is east of Hogle Zoo and at the mouth of Emigration Canyon.
- Rotary Park.
- 9-Line Trailhead area.
- Bonneville Shoreline Trail connection.
- UTA bus turnaround.
- 40 MPH posted speed – Traffic Calming needed.
- HAWK to the west.



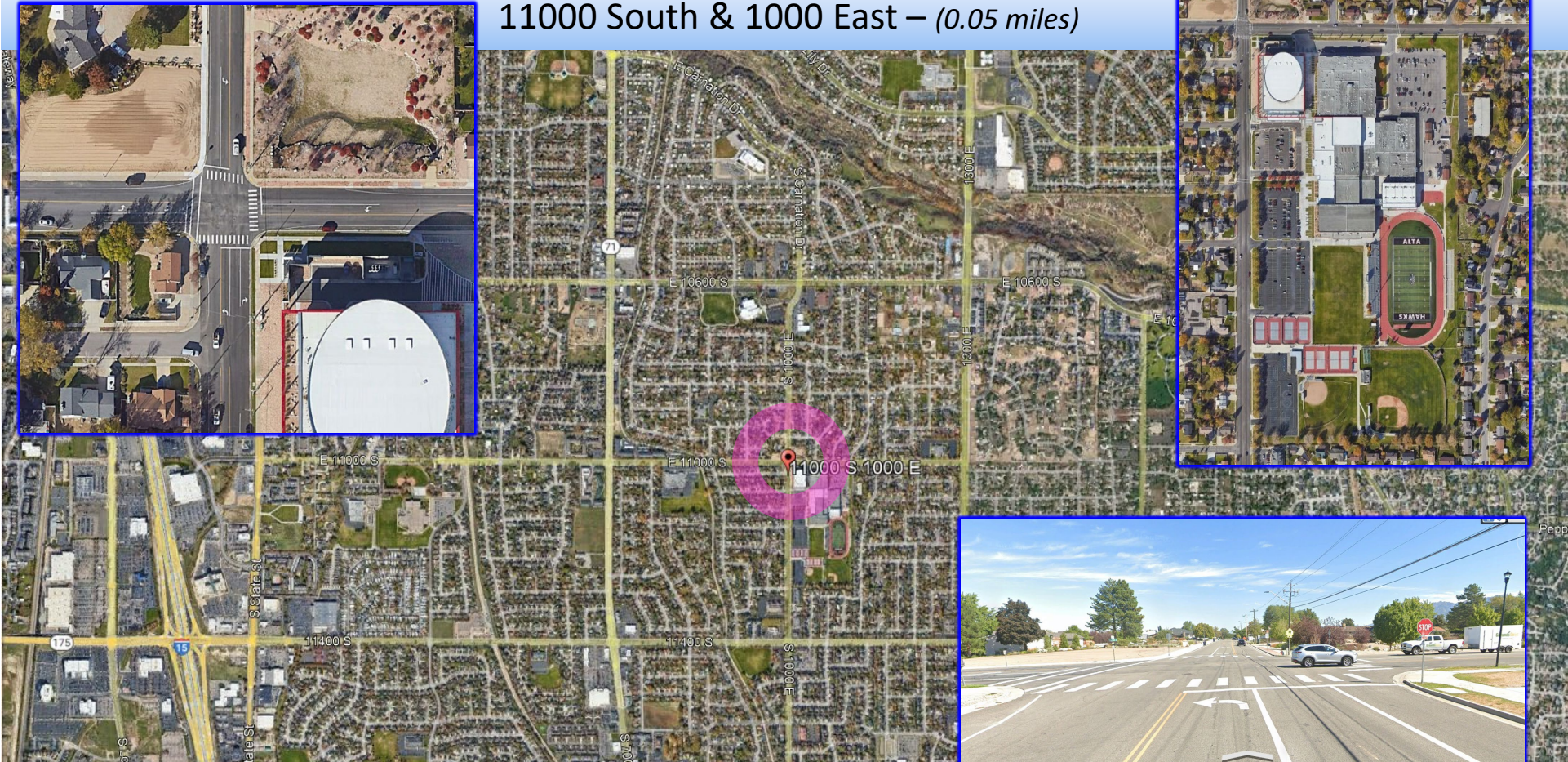
**Project Cost –
\$ 820,000**
**Funds Request –
\$ 762,000**

Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, “This Is the Place” State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.05 miles)

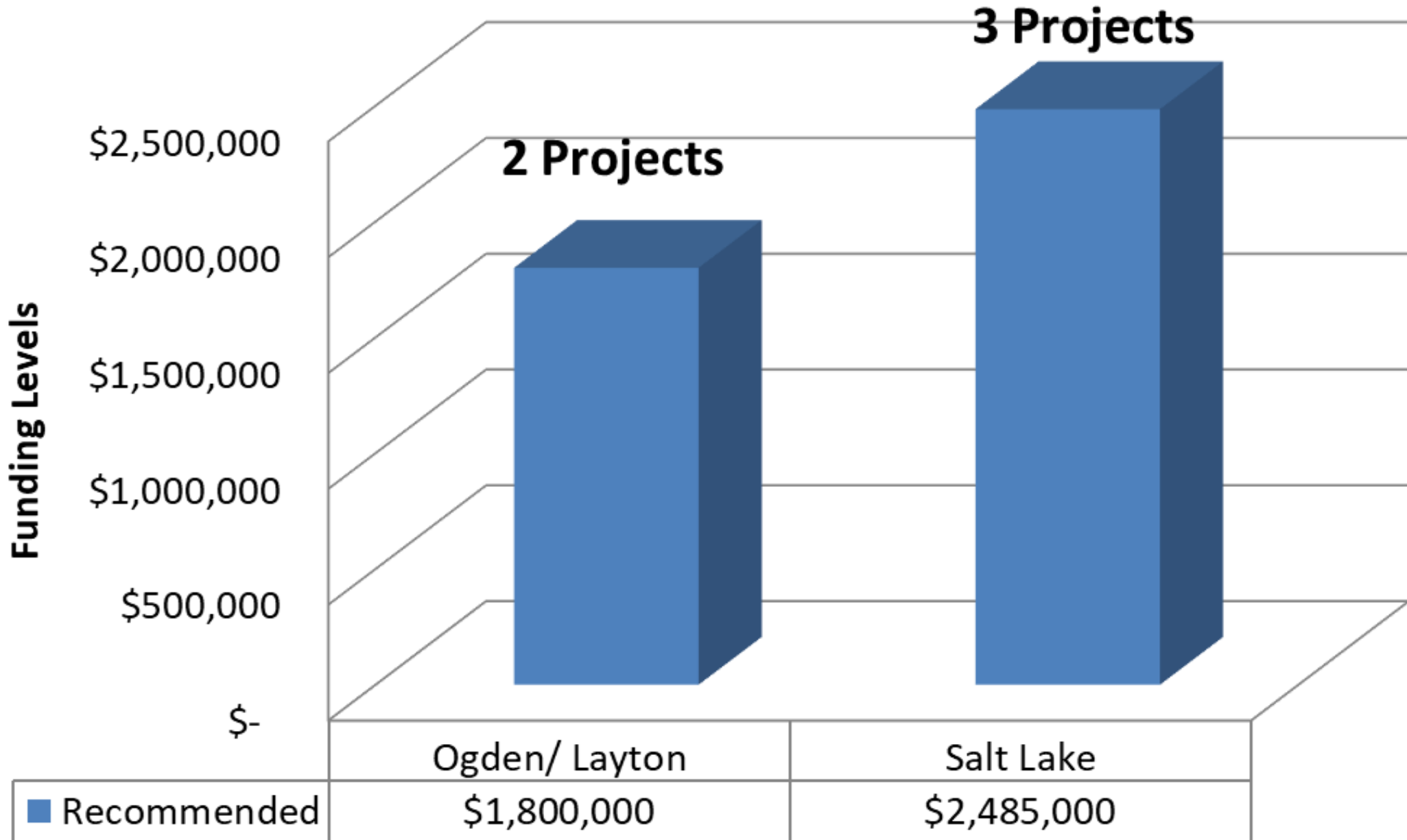


Recommended Funding \$ 2,100,000

**Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325**

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

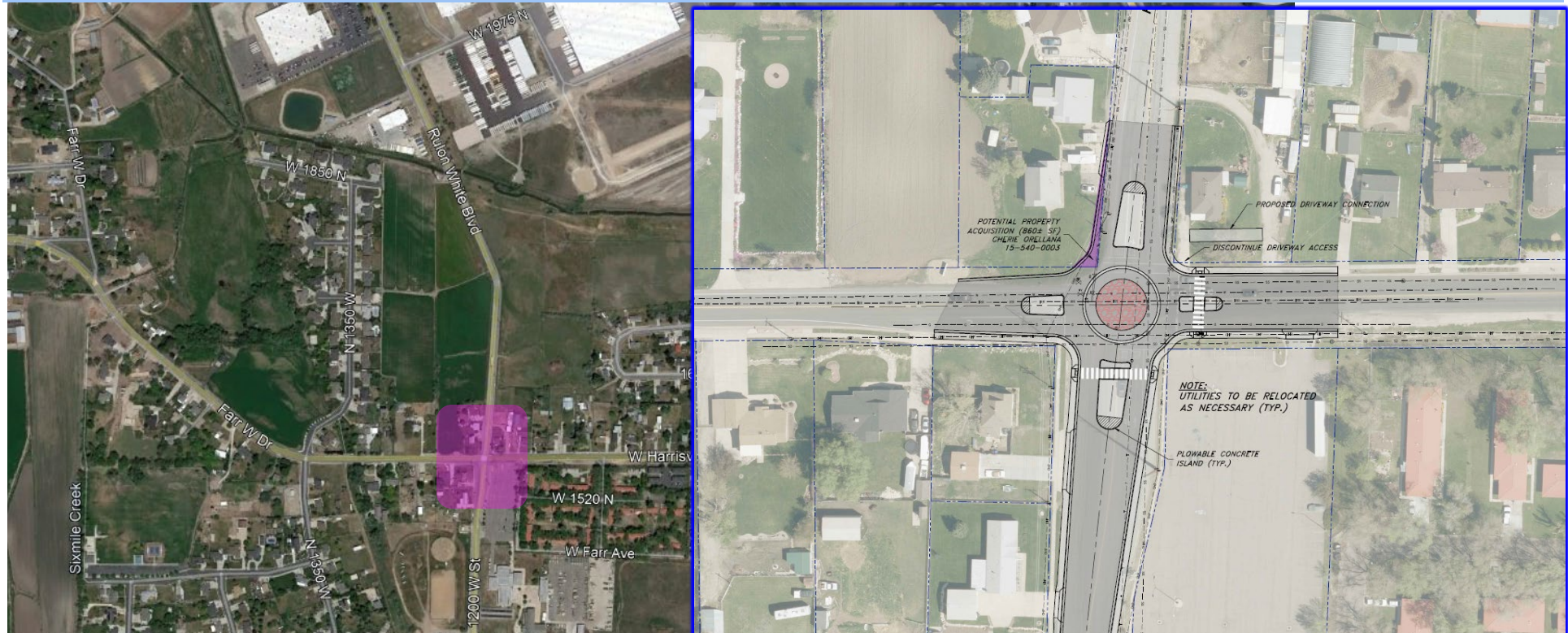
Carbon Reduction Program (CRP) Funds



Farr West – 1200 West/ Harrisville Road – Round-about

Project Type – Intersections & Signals

1200 West & Harrisville Road



Recommended Funding \$ 900,000

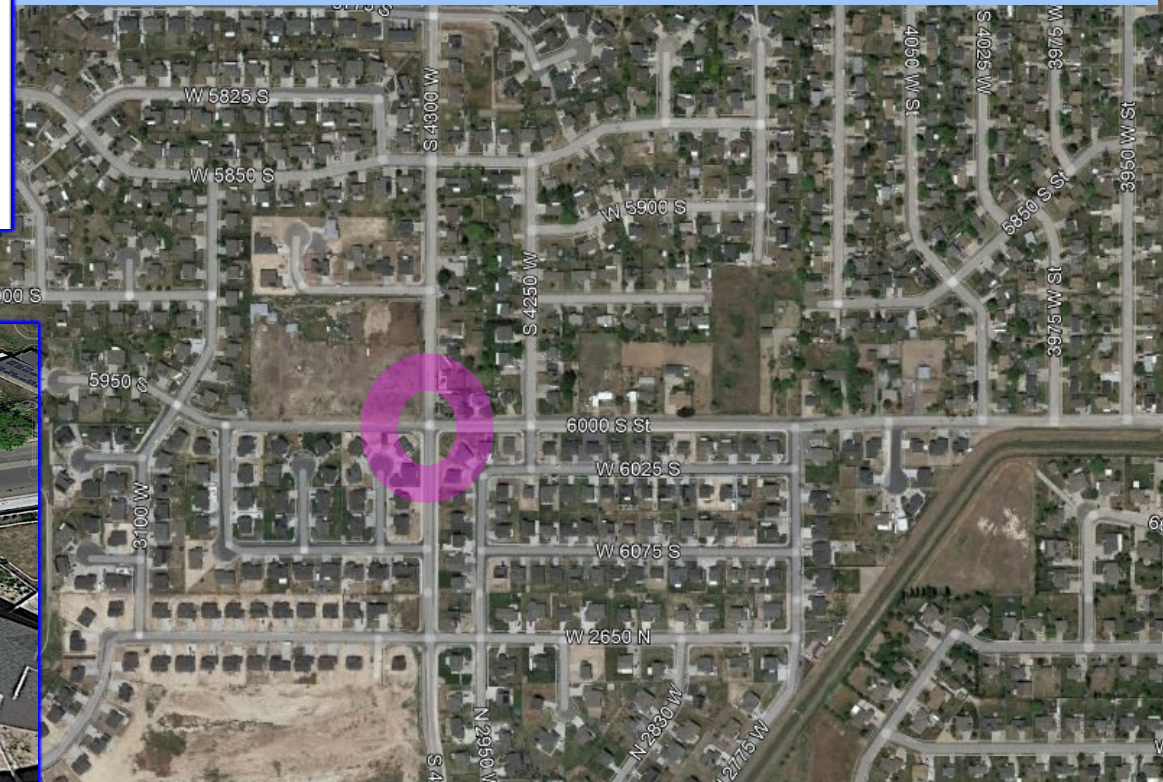
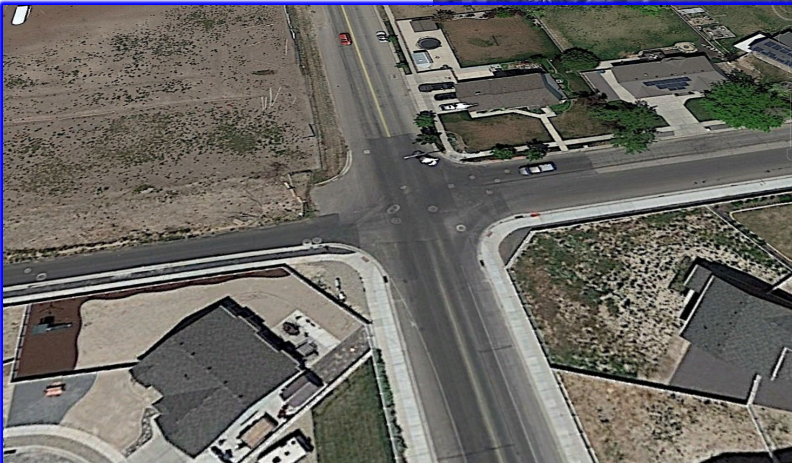
**Project Cost –
\$ 1,698,000**

**Funds Request –
\$ 1,583,000**

The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.

Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



Recommended Funding \$ 900,000

The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**

UDOT - Draper – 12300 South @ Lone Peak Pkwy – Turn Lanes

Project Type – Operations

SB I-15 Off Ramp to 265 West – (0.4 mile)



Recommended Funding \$ 1,000,000

**Project Cost –
\$ 6,379,200**

**Funds Request –
\$ 4,161,041**

This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.

Riverton City – Electric Vehicle Charging Stations

Project Type – Other

Riverton City Hall – (0.01 miles)



Recommended Funding \$ 385,000

**Project Cost –
\$ 425,000**

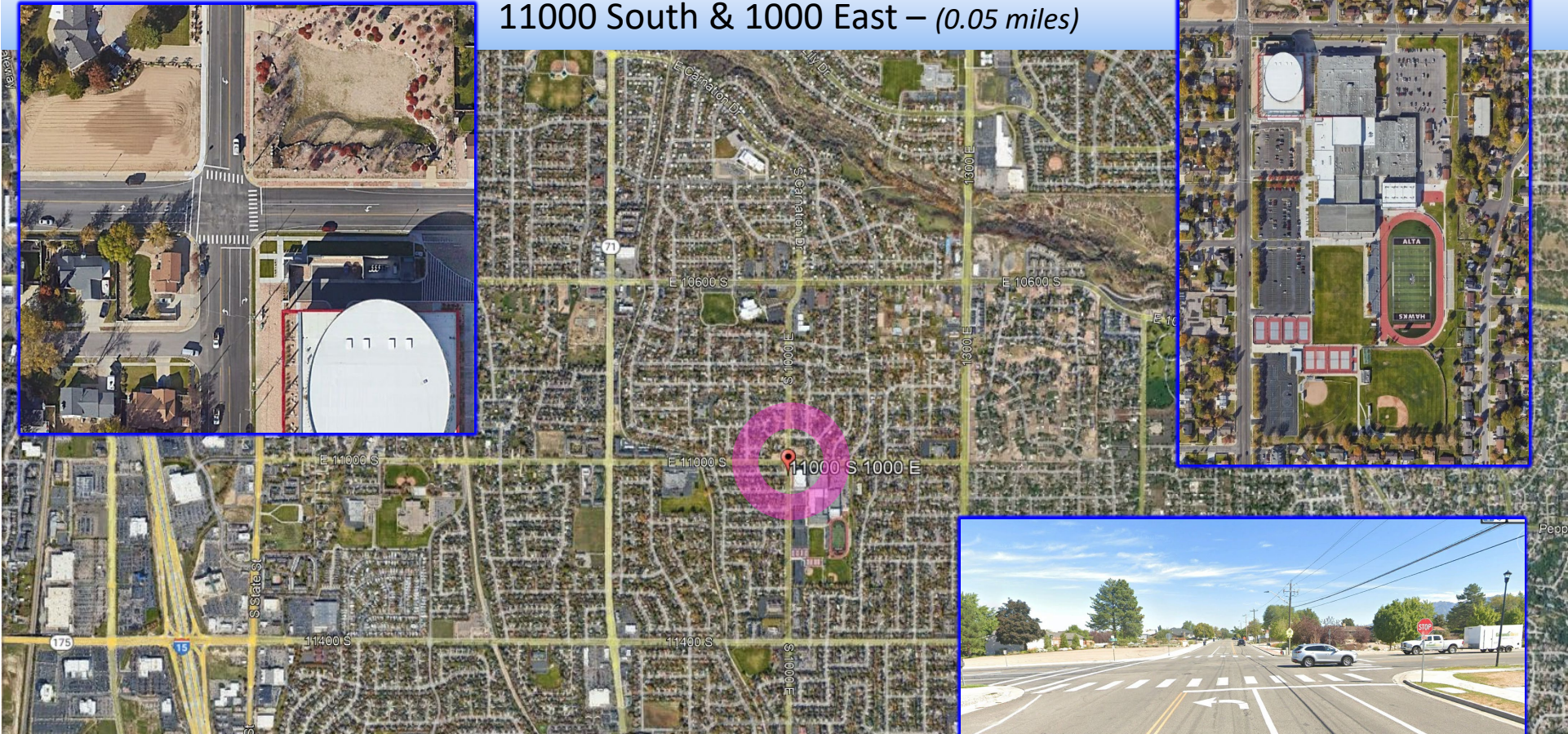
**Funds Request –
\$ 385,000**

This project will construct up to four electric car charging stations in the parking area adjacent to Riverton City Hall. This parking area is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheater and a park. All these facility users will have access to the charging stations.

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.05 miles)

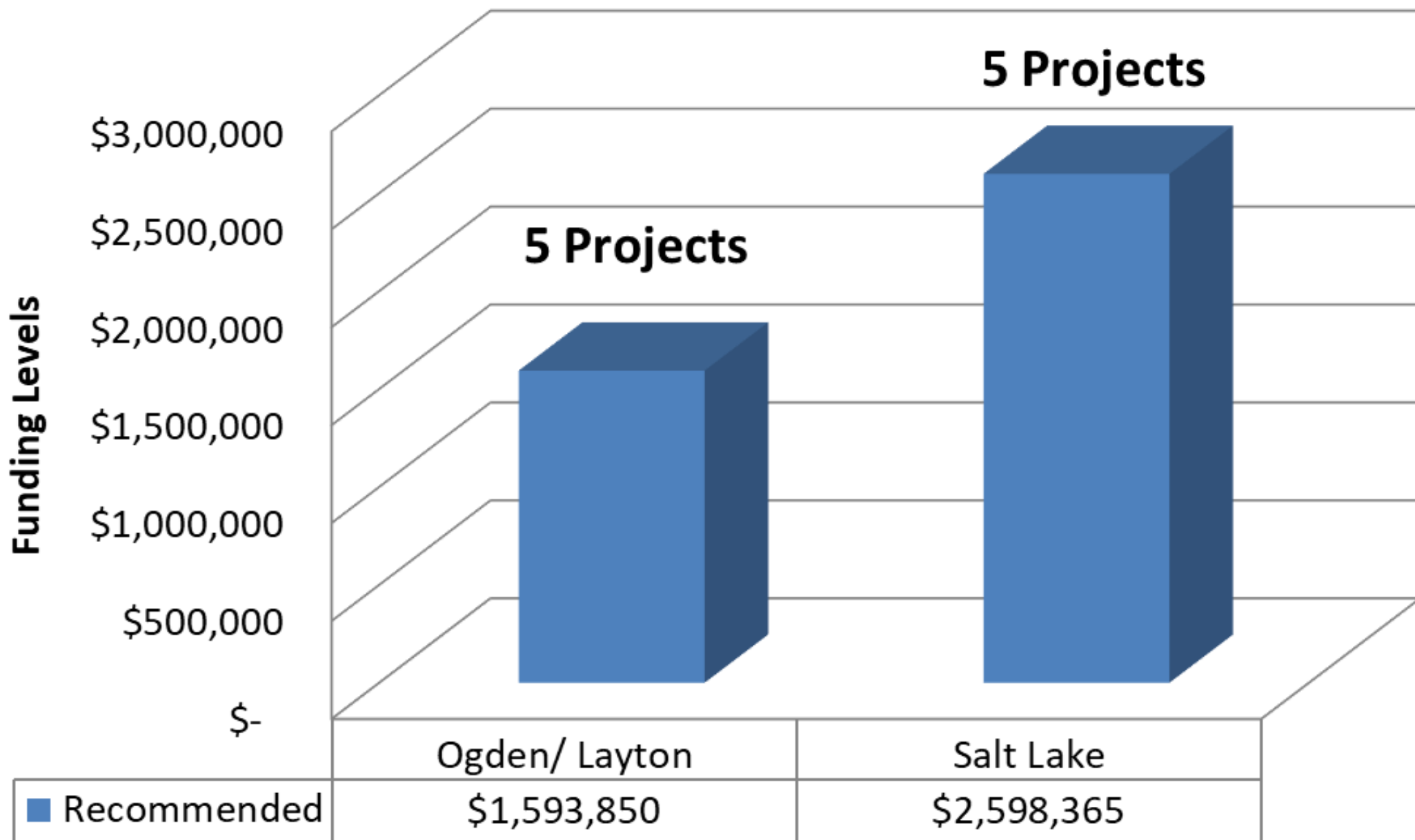


Recommended Funding \$ 1,100,000

**Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325**

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

Transportation Alternatives Program (TAP) Funds

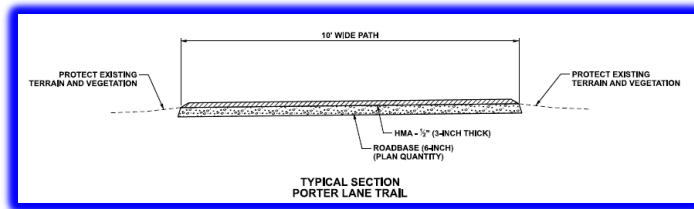
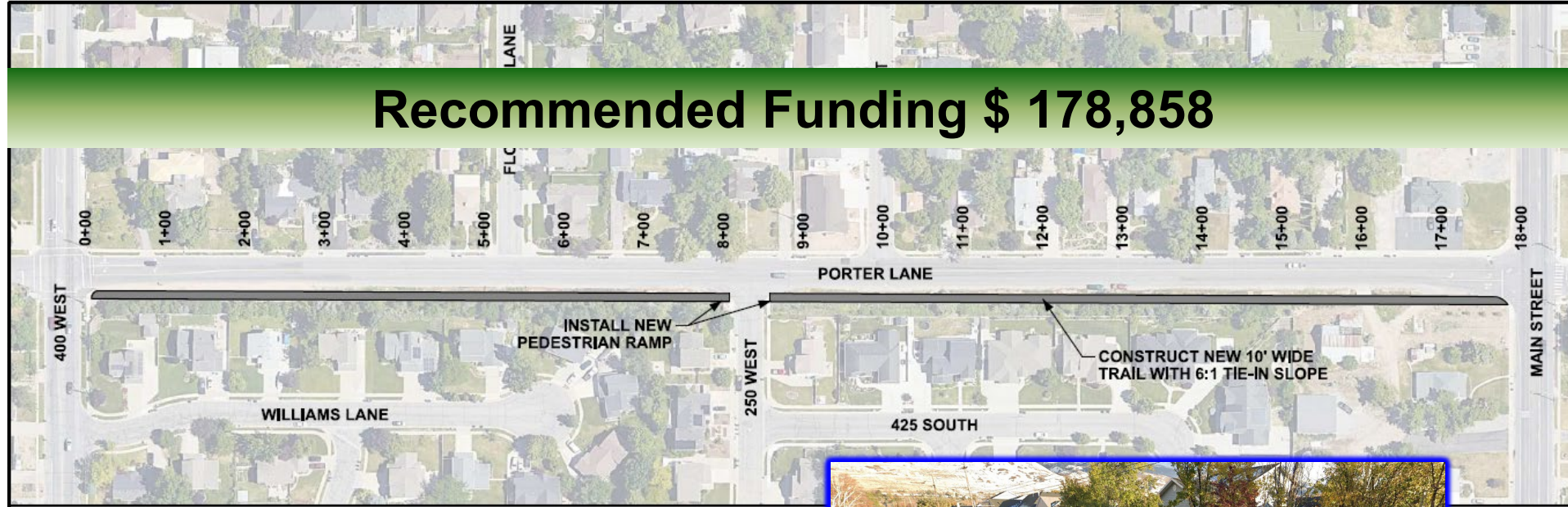


Centerville City – Porter Lane (400 So) Multi-Use Trail – New Trail

Project Type – Capital Improvement

400 West to Main Street – (0.33 miles)

Recommended Funding \$ 178,858



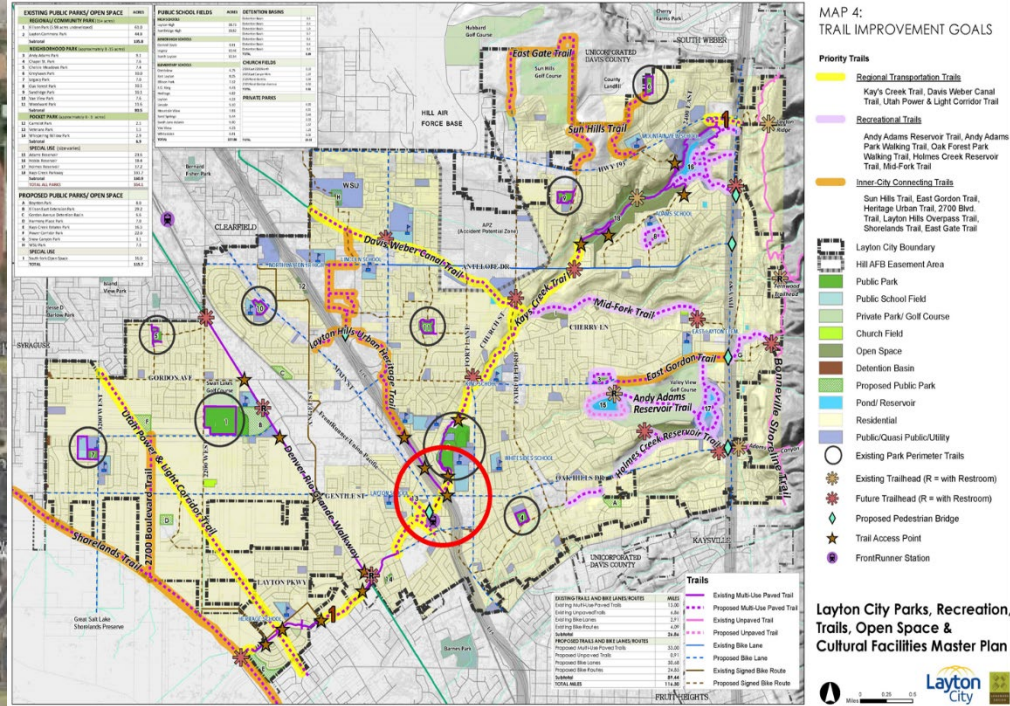
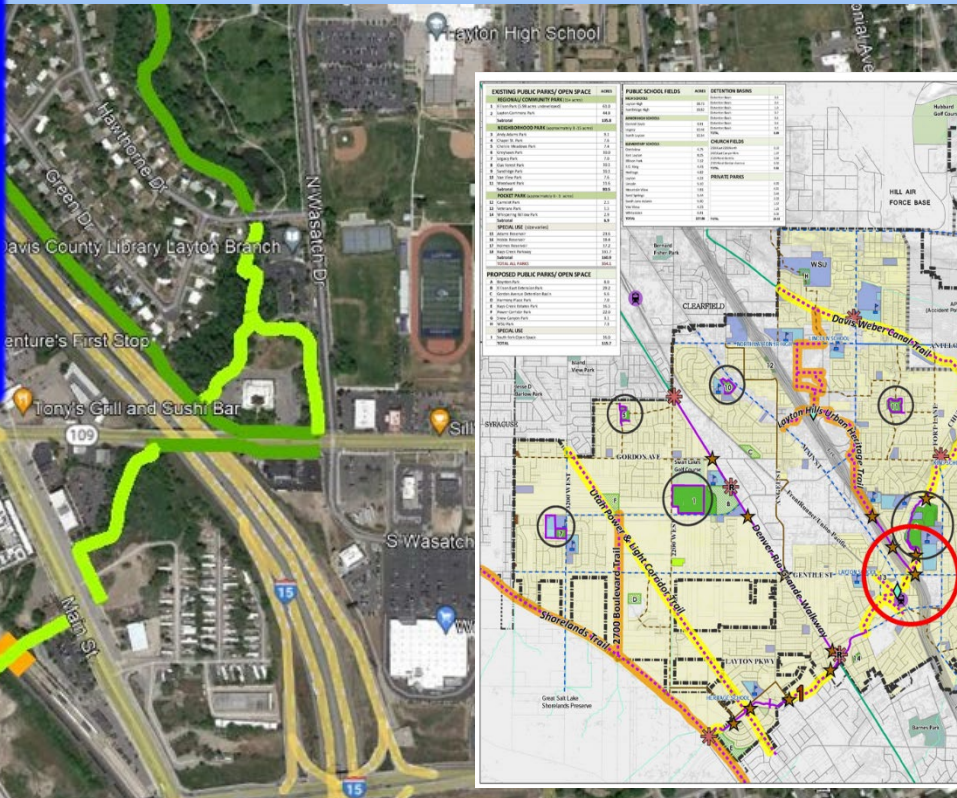
**Project Cost –
\$ 357,700**

**Funds Request –
\$ 178,858**

The purpose of this project is to construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15. This will allow commuters, residents and those seeking to access local trails and hillside for recreation as well as for school students walking to and from Centerville Jr High and JA Taylor Elementary School.

Layton City – Lay's Creek Trail – New Trail Project Type – Capital Improvement

Main Street to Hawthorne Drive – (0.59 miles)



Recommended Funding \$ 450,000

Project Cost – \$ 1,470,000
Funds Request – \$ 1,000,000

The Kay's Creek Trail has a unique regional cross-section of live, work, and play destinations. Its purpose is to connect safe-routes-to-school; and serve as a commuter route, recreational outlet, and access to downtown shopping from residence to transaction. The purpose of this project is to continue its alignment.

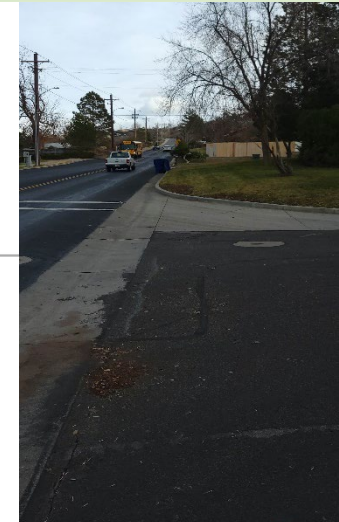
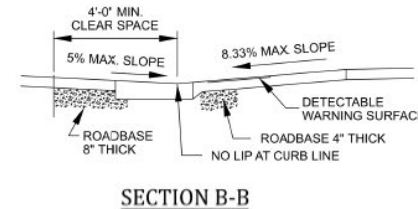
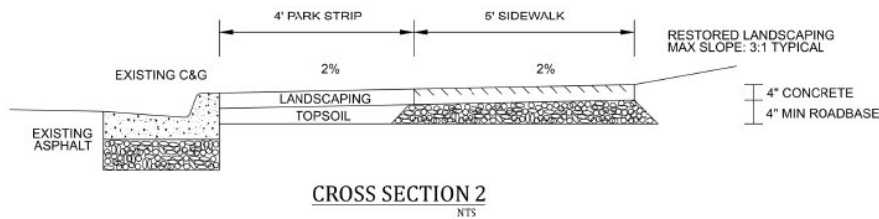
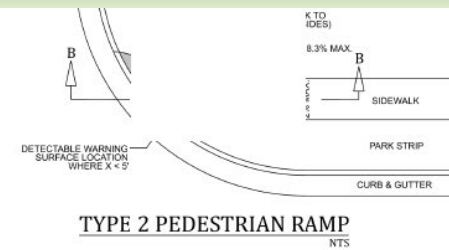
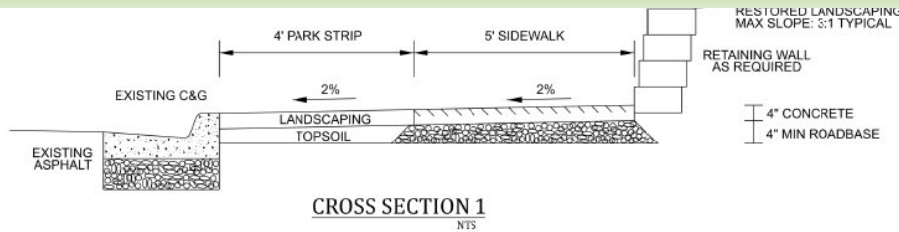
North Salt City – Center Street Sidewalk – Ped/ Bicycle Facility

Project Type – Capital Improvement

Orchard Drive to 340 East – (0.18 miles)



Recommended Funding \$ 265,000



**Project Cost –
\$ 676,000**

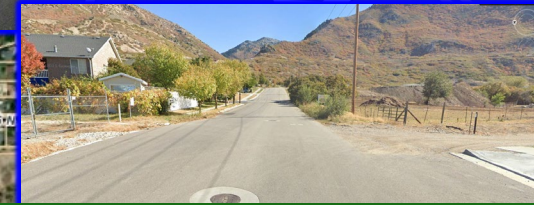
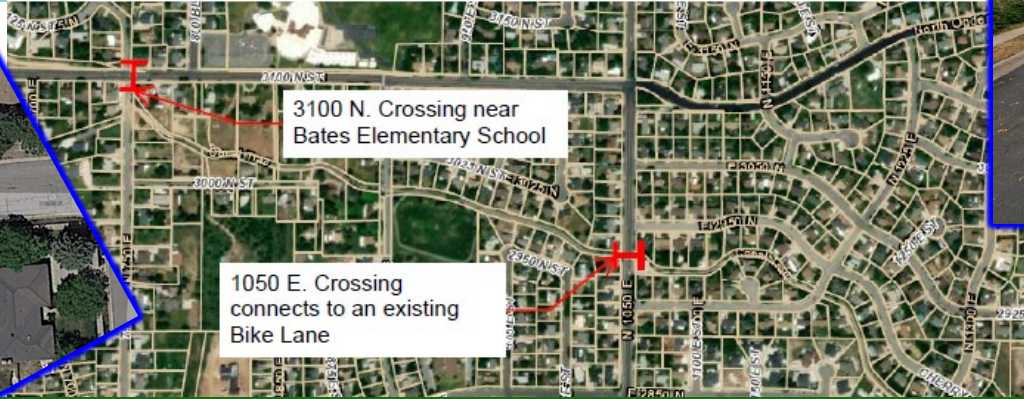
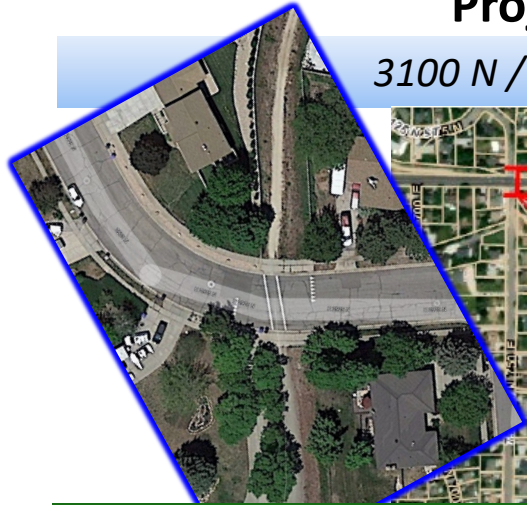
**Funds Request –
\$ 566,000**

There are no sidewalks in the neighborhood less than a 10th of a mile from Orchard Elementary. The proposed sidewalk will be a safe walking route for school children to get to the crosswalk at Center St and Orchard Dr. The sidewalk will also provide a direct connection to the City's developing Town Center and Hatch Park.

North Ogden – North Ogden Canal Trail Crossing – Bike/ Ped Facility

Project Type – Capital Improvement

3100 N / 1050 E / 2750 N / Mountain Road – (1.5 miles)



Recommended Funding \$ 300,000



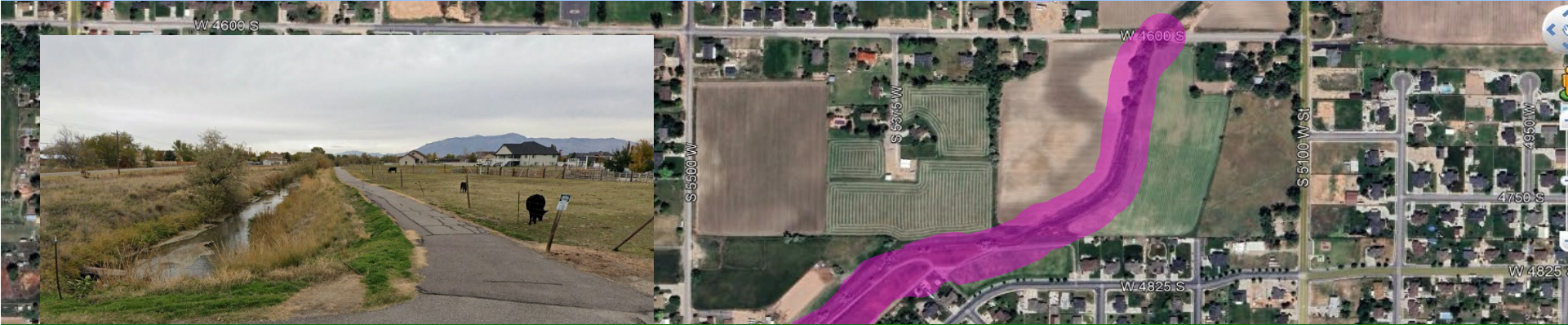
**Project Cost –
\$ 800,000**

**Funds Request –
\$ 720,000**

North Ogden Canal is a multi-city trail connecting Pleasant View, North Ogden, and Ogden City. It is heavily used, and crosses several major roads. This project is four crossing enhancements for the safety and comfort for trail users when crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.

Hooper – Hooper Slough Trail – Trail Connection Project Type – Capital Improvement

Segment A (5156 S 5725 W to 5100 S 5500 W)
Segment B (5230 W 4825 S to 5200 W 4600 S) – (1.193 miles)



Recommended Funding \$ 400,000



**Project Cost –
\$ 1,103,600**

**Funds Request –
\$ 960,100**

This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network.

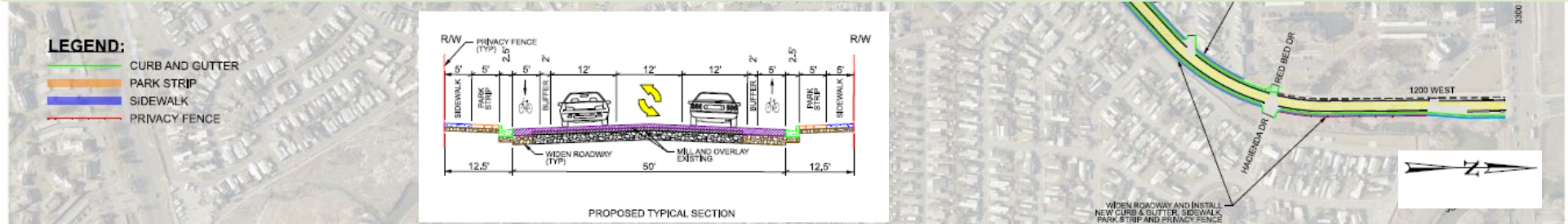
West Valley City – 1300 West Bike Lanes – Bike Route Expansion

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Recommended Funding \$ 745,000



**Project Cost –
\$ 9,585,000**

**Funds Request –
\$ 6,585,000**

This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.

GSLMSD - White City – Larkspur Drive – Bike\ Ped Safety Improvements

Project Type – Safe Routes to School

700 East to Carnation Drive – (1 mile)



Recommended Funding \$ 277,288



**Project Cost –
\$ 299,000**

**Funds Request –
\$ 277,288**

Improving pedestrian safety including two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.

Millcreek – 3776 So/ 2700 E Crosswalk – Bike\ Ped Facility

Project Type – Capital Improvement

3776 South 2700 East – (0.03 miles)



Recommended Funding \$ 376,276



**Project Cost –
\$ 403,600**

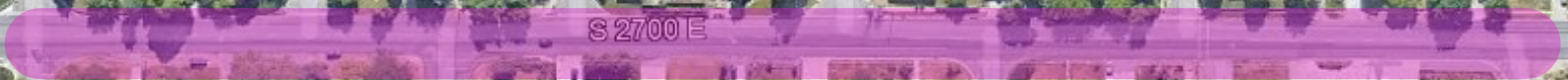
**Funds Request –
\$ 376,276**

This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, crosswalk, rehabilitation of a neighborhood trail into an ADA accessible route leading to a local elementary school, and ADA ramps.

Holladay City – 2700 East Ped Improvements Phase II – Bike\ Ped Facility

Project Type – Capital Improvement

Morningside Drive to Melony Drive – (0.3 miles)



Recommended Funding \$ 700,000



**Project Cost –
\$ 971,000**

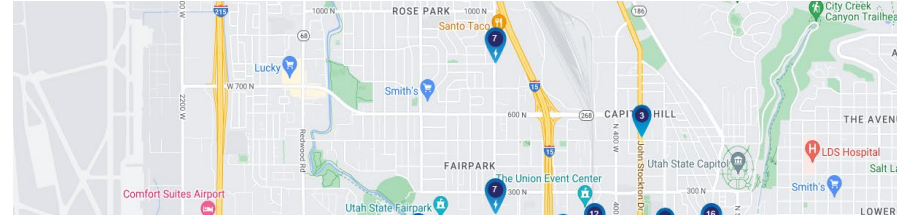
**Funds Request –
\$ 905,263**

No continuous sidewalk exists on 2700 E, which is an important collector used to access schools, transit, and recreation. This project is Phase 2 of a 3-phase 2700 E project to fill-in sidewalk on the east and west sides plus enhance safe crossings.

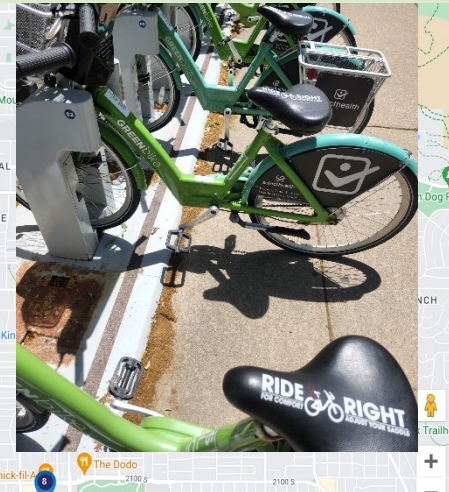
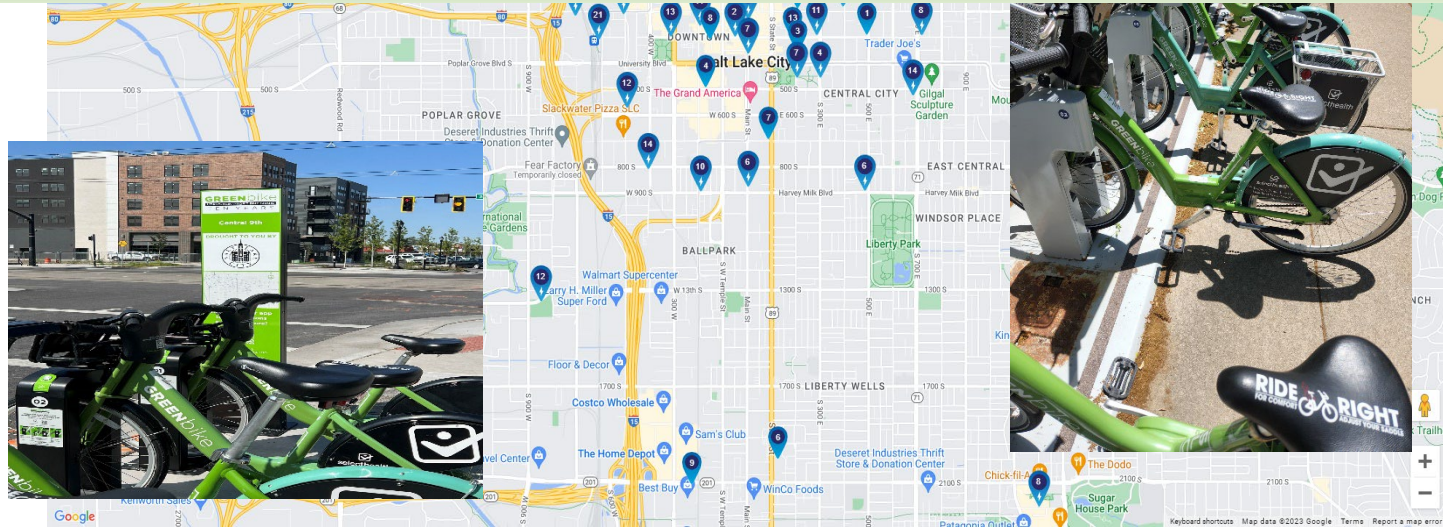
Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle

Salt Lake City Proper – (6 sq miles)



Recommended Funding \$ 459,810



Project Cost –
\$ 493,200

Funds Request –
\$ 459,810

GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.