



UTAH COLLABORATIVE ACTIVE TRANSPORTATION STUDY

WHAT IS ACTIVE TRANSPORTATION?

Active transportation means using human energy to get around, often through walking or bicycling. It can also mean skateboarding, using a wheelchair, taking public transit, or other efforts that harness the power of the human body.

WHY IS ACTIVE TRANSPORTATION IMPORTANT IN UTAH?

Many people rely on walking and biking to get to school, work, transit, shopping, and other places. As Utah continues to grow, it becomes more and more important to provide walking and biking facilities that are safe, comfortable, and accessible for a wide range of people.

WHAT'S COLLABORATIVE ABOUT UCATS?

UCATS is a partnership among transportation agencies across the Wasatch Front, who agree that active transportation is important to a healthy and vibrant community. UCATS partners also support the Wasatch Choice for 2040, a regional vision for accommodating growth sustainably while preserving Utah's high quality of life.

WHAT ARE THE UCATS PROJECT AREAS?

- 1 23rd Street and Grant Ave Cycle Tracks; Ogden
- 2 Roy/Ogden Feasibility Study; Roy/Ogden
- 3 SR-108 Bike Lanes and Station Improvements; Roy, Clinton, West Point, Syracuse, UTA, & UDOT
- 4 Layton/Syracuse Feasibility Study; Layton/Syracuse
- 5 Fort Lane/Main Street Bike Lanes; Layton, Kaysville, Farmington, & UDOT
- 6 Bountiful/West Bountiful Feasibility Study; Bountiful/West Bountiful
- 7 US-89/Main Street Intersection Improvements; North Salt Lake & UDOT
- 8 Salt Lake Central Station Improvements; Salt Lake City & UTA
- 9 700/800/900 East Bike Lanes; Salt Lake City, Salt Lake County, Murray, Cottonwood Heights, Midvale, Sandy, & UDOT
- 10 3900/4100 South Bike Lanes & Station Improvements; Salt Lake County, West Valley City, & UTA
- 11 4800 South Bike Lanes & Intersection Improvements; Murray & Holladay
- 12 2700 West Bike Lanes & Station Improvements; Salt Lake City, Salt Lake County, West Valley City, Taylorsville, West Jordan, South Jordan, Riverton, Bluffdale, & UTA
- 13 Main Street/Box Elder Bike Lanes & Station Improvements; Salt Lake City, South Salt Lake, Salt Lake County, Murray, UDOT & UTA



- 14 Winchester Street Bike Lanes; Murray
- 15 Porter Rockwell Trail Feasibility Study; Murray, Midvale, & UTA
- 16 Sego Lily Drive Bike Lanes; Sandy, South Jordan, & UDOT
- 17 11400 South Bike Lanes; Sandy, South Jordan, & UDOT
- 18 Historic Utah Southern Rail Trail Feasibility Study; Lehi, American Fork, & Pleasant Grove
- 19 200 South American Fork Cycle Tracks; American Fork
- 20 State Street Bike Lanes; Pleasant Grove, Lindon, Orem, & UDOT
- 21 Orem Central Station Pedestrian Bridge; Orem & UTA
- 22 900 East Buffered Bike Lanes; Provo
- 23 500/300 West Bike Lanes; Provo
- 24 Provo Central Station Improvements; Provo & UTA
- 25 US-89 Buffered Bike Lanes; Provo, Springville, & UDOT

WHY ARE THE UCATS PROJECTS IMPORTANT?



Increased safety for cyclists, pedestrians, and drivers
Increased retail sales in commercial districts
Increased property values near walkable communities



Reduced greenhouse gas emissions
Reduced vehicle miles traveled

A potential **6.5%** reduction in vehicle miles traveled per person for every **5%** increase in a community's walkability

Increased transit ridership through better bike facilities:
Caltrain ridership increased by **4%** after installing bike racks

Bike commuting increases as more bike lanes are added to the transportation system, leading to fewer cars and less congestion.

