

SECTION VII

SALT LAKE/ WEST VALLY AND THE OGDEN/ LAYTON URBANIZED AREAS

Transportation Alternatives Program (TAP)

Program Tables and Project Descriptions

The Transportation Alternatives Program (TAP) funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other not-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, transportation projects to achieve compliance with the Americans with Disabilities Act of 1990, and other projects as provided for in federal legislation.

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/ WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
URBAN AREA TRANSPORTATION ALTERNATIVES PROGRAM

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Finalizing of Year		Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2014	2015	2016	2017	2018	2019	2020		
SALT LAKE/ WEST VALLEY URBAN AREA																			
Salt Lake	Salt Lake City			12006	200 West - Enhanced/ Separated Bikeway; North Temple to 900 South	Construct a Separated-On-Street Bike Path	2013	\$ 212,000	\$ 85,000	\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay City			12007	City-wide Bicycle Trails Improvement Project	1) Improve Bicycle Routes (Emphasis at Intersections), 2) Enhance Bicycle Commuting by providing Route Info, 3) Innovative Signage	2013	\$ 145,000	\$ 108,000	\$ -	\$ 108,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City			12008	Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 14,160,000	\$ 233,075	\$ 233,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Midvale City			12009	700 West; 7200 South to 7800 South	Construct Non-Motorized Infrastructure	2013	\$ 332,000	\$ 309,000	\$ -	\$ 309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan City			12011	Welby Jacob and Bingham Creek; North City Limit to South City Limit	Trail Design to Plan for a City-wide Multi use Trail System	2013	\$ 40,000	\$ 37,292	\$ -	\$ 37,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy City		New	13134	Dry Cree Trail; 10200 South to 10000 South (544 feet)	Constructs a Bicycle/ Pedestrian Facility	2014	\$ 77,300	\$ 72,067	\$ -	\$ -	\$ 72,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		New	13135	Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 2,001,200	\$ 176,111	\$ -	\$ -	\$ 176,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County		New	13136	Parley's Trail - 2300 East Tunnel Crossing; I-80/ 2300 East Off-ramp	Construct a Grade Separated Crossing for Bicycle and Ped	2014	\$ 1,224,600	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights		New	13137	HAWK Pedestrian Crossing on Fort	Install a High Intensity Activated Crosswalk	2014	\$ 206,800	\$ 192,800	\$ -	\$ -	\$ 192,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		New	13138	Salt Lake City; North Temple Complete Street & Bike Connection - Plan/ Study	Develop a corridor plan for a complete street and seperated family friendly bikeway on North Temple through the heart of downtown Salt Lake	2014	\$ 50,000	\$ 37,500	\$ -	\$ -	\$ 37,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Funds Apportioned											\$900,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	
Funds Available					Table was updated on		New Project					\$ 666,925	\$827,633	\$99,155	\$99,155	\$99,155	\$99,155	\$99,155	\$99,155
Funds Scheduled								Project Completed		Total	\$ 539,292	\$ 728,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Balance											\$ 233,075	\$ 127,633	\$99,155	\$99,155	\$99,155	\$99,155	\$99,155	\$99,155	

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/ WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
URBAN AREA TRANSPORTATION ALTERNATIVES PROGRAM

County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated as of May '12	Finalizing of Year	Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development		
					Location/ Limits					Concept/ Type of Improvement	2014	2015	2016	2017	2018	2019	2020	
OGDEN/ LAYTON URBAN AREA																		
Davis	West Point			12012	200 South Trail; 2000 West to 4000 West	New Construction of Trail from Emigrant Trail to the D&RGW Rail/ Trail	2013	\$ 431,000	\$ 367,000	\$ -	\$ 367,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake			12013	Center Street Trail; Redwood Road to Legacy Parkway	New Construction of Trail from Foothills east to the Legacy Parkway Trail	2013	\$ 236,000	\$ 192,000	\$ -	\$ 192,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Ogden			12014	Ogden City Bicycle Study; Municipal Boundaries of Ogden City	Produce a Comprehensive Bicycle Facilities Master Plan	2013	\$ 100,000	\$ 93,000	\$ -	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	West Haven		New	13139	River Parkway Trail; 1800 South to City Cemetery	New Construction of Bike/ Ped Trail	2014	\$ 459,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	West Point		New	13140	Emigrant Trail; 1300 North to 2425 North	New Construction of Bike/ Ped Trail to complete a gap in the Emigrant Trail between West Point and Hooper	2014	\$ 347,800	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Funds Apportioned											\$700,000	\$350,000	\$0	\$0	\$0	\$0	\$0	
Funds Available						Table was updated on	New Project					\$700,000	\$398,000	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)
Funds Scheduled							Project Completed			Total	\$ 652,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Balance											\$ -	\$48,000	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	

Salt Lake/ West Valley Urbanized Area

Projects

200 WEST – ENHANCED / SEPERATED BIKEWAY; NORTH TEMPLE TO 900 SOUTH – PIN 12006
Construct a Separated On-Street Bike Path

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct a Separated On-Street Bike Path		3,359	4,812
Functional Classification:	Minor Arterial	Bicycle Plan:	Regional Priority Plan	
Project Identification:	NEWPROJ(12006)	Year added to TIP:	2013	
Length:	1.5 miles			

The project is in the Salt Lake City Metropolitan center, which is designated as a hub for business and cultural activity in the region. This project seeks to provide quality multi-modal transportation infrastructure appropriate to our region's largest downtown area, to support the diverse business, commercial, arts, tourism, and government activity in our state's capital city. This project will provide an urban bikeway appropriate for all types of bicyclists, including families and children. This approach makes urban bicycling appropriate to all types of people, not just the strong and fearless road warriors.

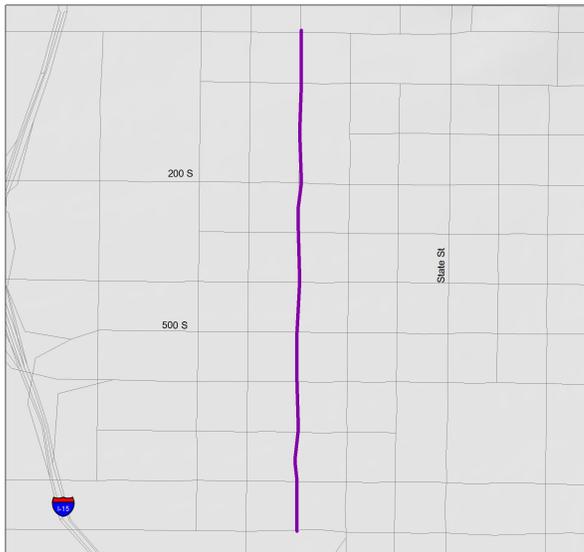
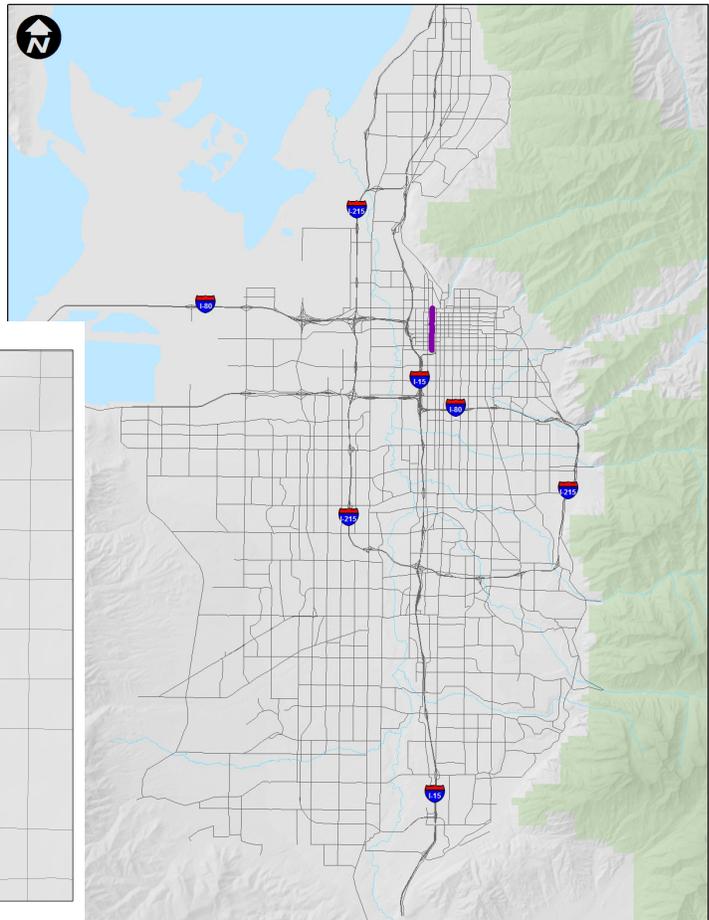
The 200 West Enhanced / Separated Bikeway will extend from North Temple to 900 South. 200 West already has bike lanes, but bike lanes don't provide enough separation to make the average person feel safe riding a bicycle in downtown traffic. 200 West links the existing 9 Line Corridor (900 S), featuring a new multi-use trail and buffered bike lanes, to the bike lanes continuing north on a residential street section of 200 W and Beck St. / U.S. 89. Taking advantage of 200 West's wide pavement (90' wide for much of the segment) and light traffic volumes, and transit connections at cross streets this project is a prime candidate to create a separated cycle-track (an "on-street bike path") in the model of the 300 East Cycle Track prototype, as defined in the new Urban Bikeway Design Guide from the National Association of City Transportation Officials (NACTO). The project will reprioritize space from a 5-lane section to a 3-lane section. The project is part of the City's initial cycle track network accessing Temple Square and into the downtown core. Bicycle traffic signals and signal phasing will also be used through this project.

PROJECT COST

Estimated Total Cost:	\$ 200,000
Federal Funds to be Obligated:	\$ 80,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 80,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Salt Lake City

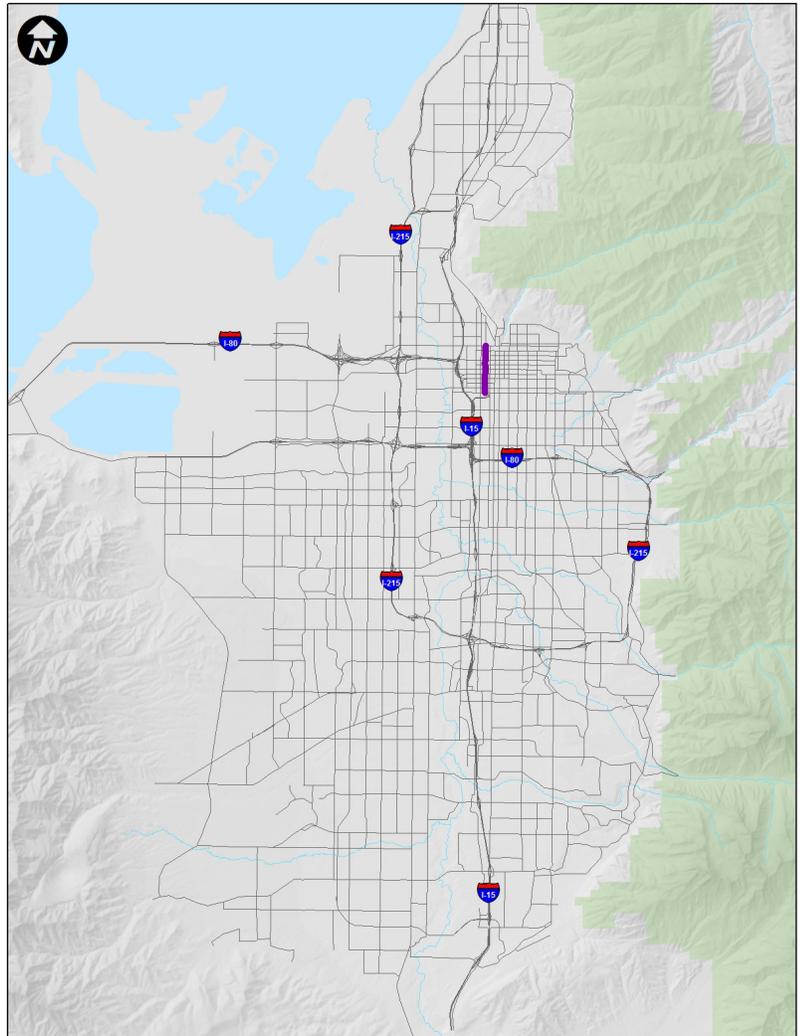


HOLLADAY CITY-WIDE BICYCLE TRAILS IMPROVEMENT PROJECT – PIN 12007
Improve Bicycle Routes

PROJECT DESCRIPTION

Sponsor:	Holladay City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Improve various routes within Holladay City limits		425	500
Functional Classification:	Various	Bicycle Plan:	Regional Priority Plan	
Project Identification:	NEWPROJ(12007)	Year added to TIP:	2013	
Length:	10.45 miles			

This project primarily implements the 2040 "Corridors", specifically helping Holladay fulfill its role as a "Main Street Community" that accommodates multiple transportation options like bike lanes, roadways, and public transportation. It will support the "Greenways" objective as Holladay is adjacent to a "Regional Greenspace Connection." The bicycle route improvements provide important links between population centers and greenways. The project targets the City's main bicycle routes that provide important connections to transit, regional trails and neighboring communities. The project routes provide connections to the Jordan River Parkway Trail, Salt Lake County's 2300 East and 2000 East Routes, Wasatch Boulevard Trail, Cottonwood Trail, and the future Bonneville Shoreline Trail. The project will address safety concerns by decreasing points of conflict and making alternative transportation more visible. In 2012, the Unified Police District reported 10 bike-ped accidents along the project routes. As adopted in Holladay's General Plan, the project goals include: (1) increase the safety of cyclists by improving bicycle routes (emphasis at intersections), (2) enhance bicycle commuting by providing more route info including connections to regional routes & transit, and (3) promote bicycling with innovative signage. Through these links, cyclists may access Neff's Canyon, Tolcate Canyon, Heughs Canyon, and Pete's Rock Trail Head. The project not only satisfies industry bike route design standards but also embraces innovative approaches to delineating markings and signage. Unique branding features - color, size, and graphics - will not only increase way finding for cyclists but also promote bicycling and make motorists more aware of the presence of cyclists and pedestrians. "Connection" signage along the bicycle routes will also highlight transit stops, promoting the use of bicycling and transit together and creating a more complete alternative transportation offering for the community. The enhanced route information will focus on navigation, caution, connections (including transit), and points of interest. The project will complement existing transit services in Holladay, and will use design standards that provide for both bike lanes and bus turnouts alike.



PROJECT COST

Estimated Total Cost:	\$ 145,000
Federal Funds to be Obligated:	\$ 108,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 108,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Holladay City

GREENbike BIKE SHARE EXPANSION – PIN 12008
Construct Additional Bike Docking Stations and Purchase Additional Bicycles

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct additional bike docking stations and purchase additional bicycles		0	2,800
Functional Classification:	N/A	Bicycle Plan:	Local Plan	
Project Identification:	NEWPROJ(12008)	Year added to TIP:	2013	
Length:	Various			

The GREENbike bike share program stated in April 2013, with the launch of 10 stations, dozens of docks, and over 100 bikes. This project would build four new stations, expand docks at existing stations, and purchase additional bikes. This project demonstrates an innovative approach to accommodating the first-mile and last-mile public transit trips, by providing a convenient and fast way to travel between transit stops and local destinations without needing a car. This system also avoids the time drain of a long walk, the cost of a taxi ride, and the hassle of lugging a bicycle on a bus or train.

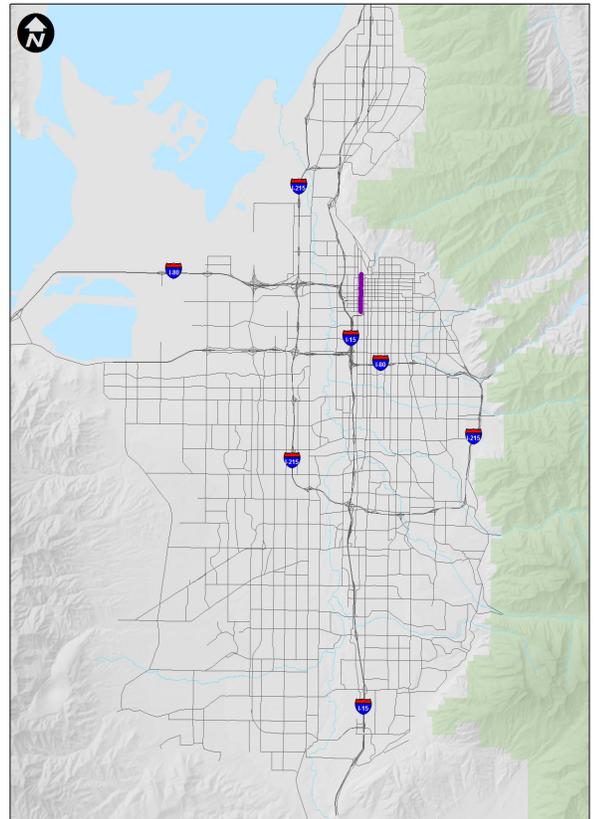
SLC Bike Share programs provide high-quality bicycles for commuters to link local destinations with regional transit with a fast, flexible, and affordable option. The system will connect multiple satellite systems by rail transit, extending the project's reach. The functional city bikes are regularly redistributed to be available for commuters throughout the day. This project accommodates pedestrian traffic providing a supplement to walking, allowing pedestrians to easily cover greater distances as part of a walking trip. A person can walk to a Bike Share station, cover a portion of their journey by bicycle, and then resume their walking trip after dropping off the bike. Bike Share also fosters an environment that deters excessive motor vehicle usage, creating a more walkable and pedestrian friendly community in which to live, work and play. The resource also allows for individuals to continue to use their car if they so desire, but offers a hassle-free alternative that can eliminate the redundant and therefore unnecessary short-distance local automobile trips after they have traveled their main daily commute in a personal vehicle. Bike Share allows individuals that would never consider giving up their car for the day to experience the best possible scenario of riding a bike for transportation.

PROJECT COST

Estimated Total Cost:	\$ 14,200,000
Federal Funds to be Obligated:	\$ 233,075
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 233,075

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Salt Lake City



700 WEST; 7200 SOUTH to 7800 SOUTH – PIN 12009
Construct Non-Motorized Infrastructure

PROJECT DESCRIPTION

Sponsor:	Midvale City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct Non-Motorized Infrastructure		9,000	15,000
Functional Classification:	Collector	Bicycle Plan:	Local Plan	
Project Identification:	NEWPROJ(12009)	Year added to TIP:	2013	
Length:	0.75 miles			

The intent of this project is to install fundamental infrastructure on 700 West to safely transport non-motorized commuters along one of the highest accident prone areas in Salt Lake County and integrate adjacent neighborhoods, Jordan River trail, and public transit with historic Midvale City. The solution for this area is to reduce 700 West from a five-lane industrial road to a three-lane road with on-street parking, tree-lined park strip, exterior lighting, bike lanes and sidewalks, to integrate two adjacent neighborhoods, and provide safe commuter streets. Vehicular traffic from 700 West will be diverted from a street that doesn't have the capacity to accommodate high traffic volumes to Bingham Junction Boulevard which was specifically designed to safely transport high-vehicular traffic counts.

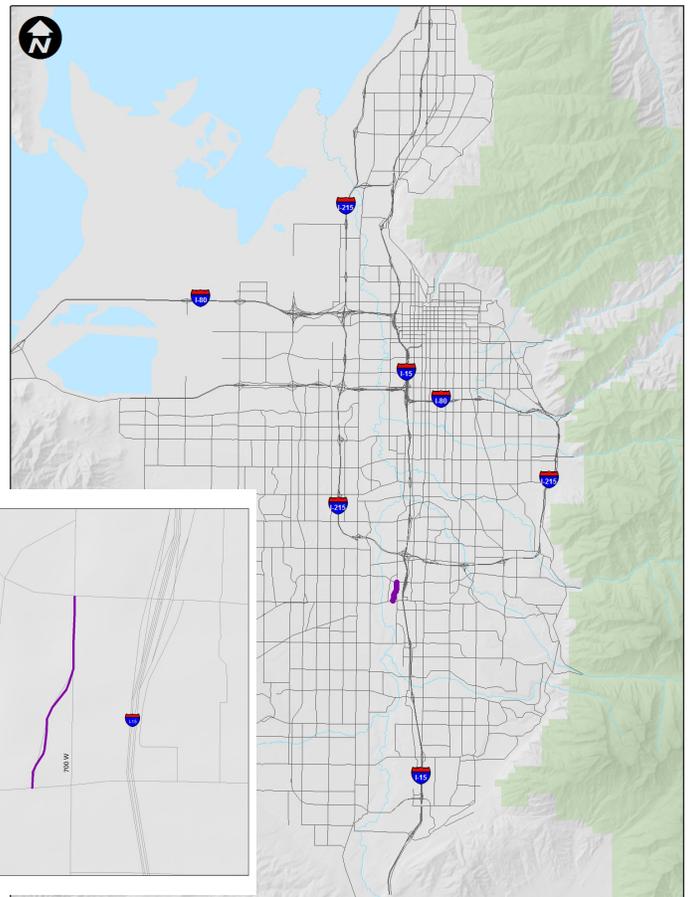
Currently, the deficiency of basic pedestrian amenities on 700 West forces non-motorists (residents, low-income families, homeless, joggers and bicyclists from the nearby Jordan River trail, local consumers, children walking to and from schools, parks and other recreation amenities, and foot traffic from nearby light rail stations) to travel along the shoulder of the road dodging large volumes of motorized traffic commuting at very high speeds. The installation of non-motorized infrastructure along 700 West will assist in Midvale City's efforts in revitalizing historic Midvale City. This plan includes beautification efforts, providing bike lanes and pedestrian pathways within Historic Midvale, and the construction of a new City Hall. This project will safely transport non-motorized vehicles in one of the highest accident prone areas in Salt Lake County and it has been ranked in 2012, by the Utah Department of Transportation as a high priority to resolve. The Wasatch Front Regional 2040 Plan regards it critical to improve transportation and pedestrian infrastructure within this area within the next five years. The Bingham Junction area was a vacant 345-acre superfund site, which is currently being redeveloped as a mixed use community with a number of developments already constructed. The development build-out for the Bingham Junction superfund site will include 2,500 residential units, 400,000 square feet of commercial space, and 1.1 million square feet of office space. There are currently 490 affordable housing residential units within the area. This area includes a light rail station, the Jordan River trail, high density residential and recent commercial development including a 95,000 square foot grocery store (WINCO). Holden Street is the last segment within the area that hasn't transitioned from an industrial thoroughfare to a mixed use corridor separating the newly constructed Bingham Junction area from Historic Midvale.

PROJECT COST

Estimated Total Cost:	\$ 332,000
Federal Funds to be Obligated:	\$ 309,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 309,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Midvale City



WELBY JACOB AND BINGHAM CREEK; NORTH CITY LIMIT TO SOUTH CITY LIMIT – PIN 12011
Trail Design to Plan for a City-Wide Multiuse Trail System

PROJECT DESCRIPTION

Sponsor:	South Jordan City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Trail Design to Plan for a City Wide Multiuse Trail System		N/A	N/A
Functional Classification:	N/A	Bicycle Plan:	Regional Plan	
Project Identification:	NEWPROJ(12011)	Year added to TIP:	2013	
Length:	3.5 miles			

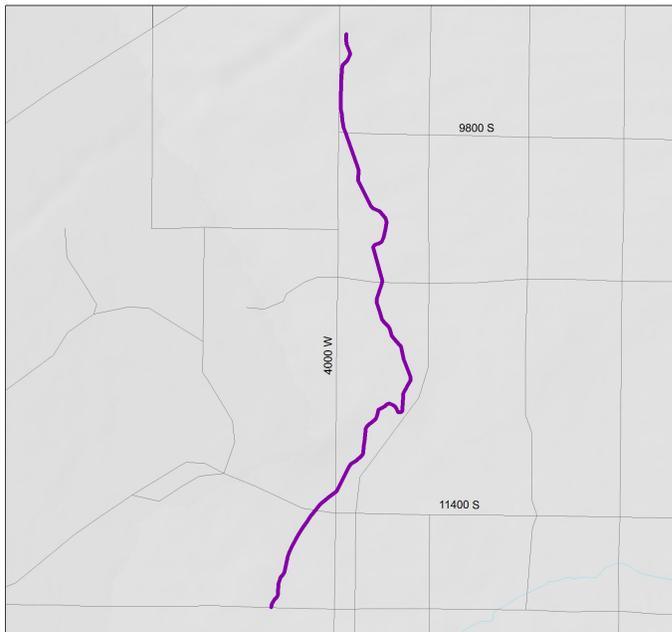
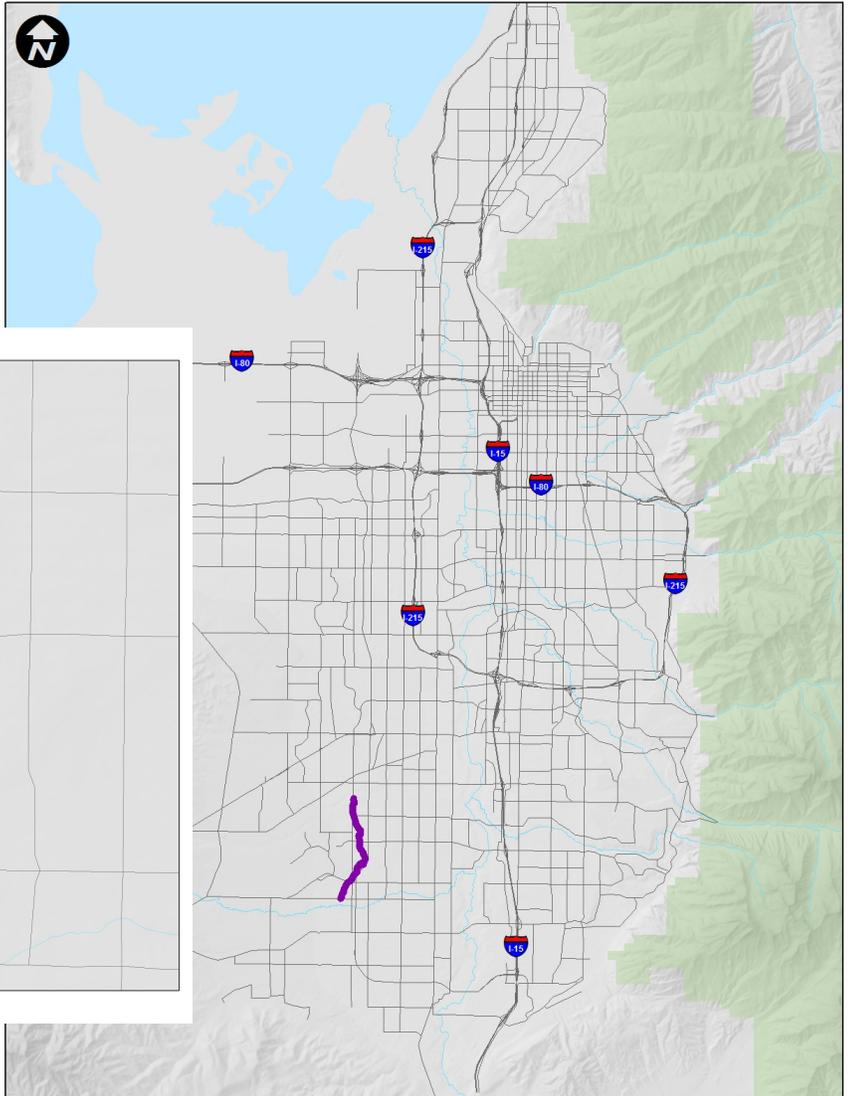
This project will design and complete the engineering for a multiuse trail parallel to the Welby Jacob and Bingham Creek Canal from the north city boundary to south city boundary. Coordination with West Jordan to the north and Riverton to the South will be completed with this project. The trail design will accommodate all types of uses such as jogging, running, walking, and biking between neighborhoods, parks and open space areas. Several areas along the Welby Jacob Canal and Bingham Creek have existing trail segments, this design would incorporate the existing facilities and the gaps in between. This project will give South Jordan City the opportunity to include bike and pedestrian facilities with proposed development submittals adjacent to the canal.

PROJECT COST

Estimated Total Cost:	\$	40,000
Federal Funds to be Obligated:	\$	37,292
Federal Funds Obligated to Date:	\$	0
Federal Funds Available FY 2015:	\$	37,292

SOURCE OF FUNDS

Federal: Transportation Alternative Program
 Non-Federal: South Jordan City



2015 – 2020 Transportation Improvement Program (TIP)

DRY CREEK TRAIL; 10200 SOUTH to 10000 SOUTH – PIN 13134
Construct a Bicycle/ Pedestrian Facility

PROJECT DESCRIPTION

Sponsor:	Sandy City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct Non-Motorized Infrastructure		9,000	15,000
Functional Classification:	Not Applicable	Bicycle Plan:	Regional Plan	
Project Identification:	NEWPROJ(13134)	Year added to TIP:	2014	
Length:	0.10 miles			

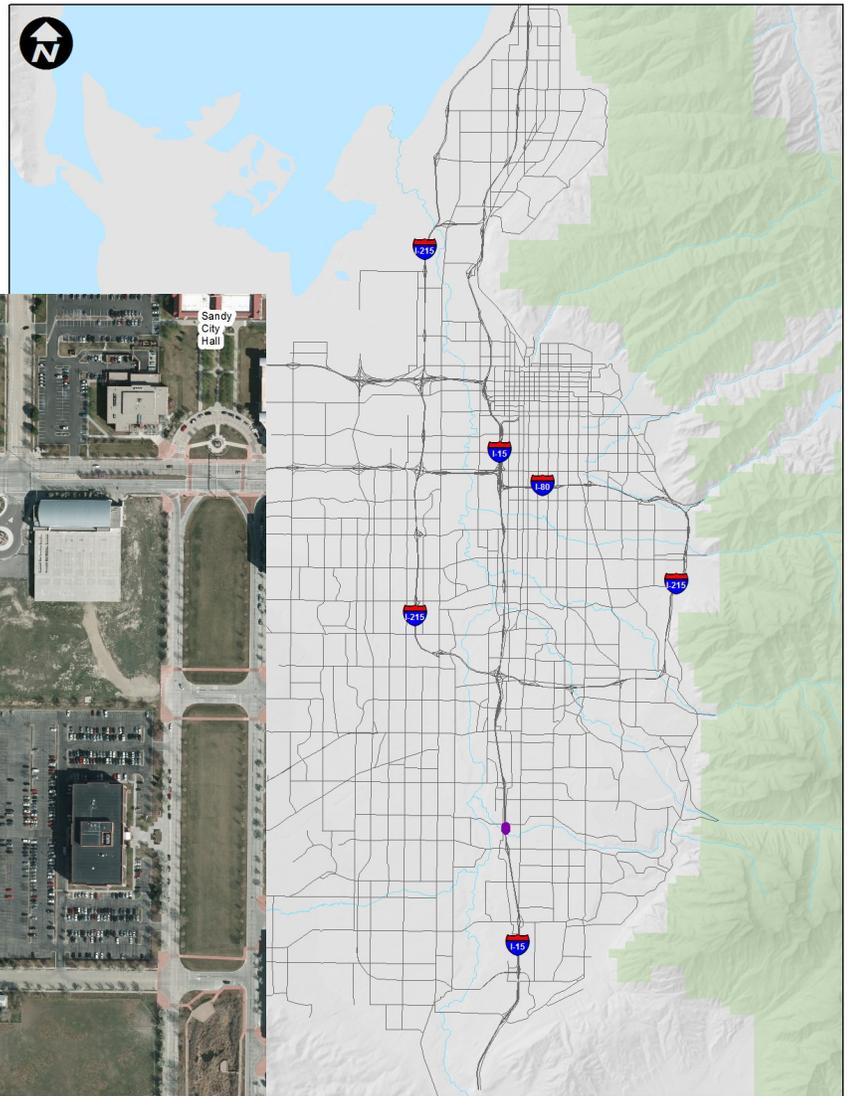
This project will install 544 feet of trail to complete the trail between 10200 South to 10000 South. This trail is part of the backbone for non-motorized traffic in the Sandy City down town area. This trail will provide an alternative access and mode of transportation to pedestrian and bicycle traffic through and around Sandy City complex and office area. In future phases this project will continue to the south and east having connections with the Mall and residential development to the east.

PROJECT COST

Estimated Total Cost:	\$ 77,300
Federal Funds to be Obligated:	\$ 72,067
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 72,067

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Sandy City



GREENbike BIKE SHARE EXPANSION – PIN 13135
Construct Additional Bike Docking Stations and Purchase Additional Bicycles

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct additional bike docking stations and purchase additional bicycles		108	2,800
Functional Classification:	N/A	Bicycle Plan:	Local Plan	
Project Identification:	NEWPROJ(13135)	Year added to TIP:	2014	
Length:	Various			

The GREENbike bike share project demonstrates an innovative approach to accommodating the first-mile and last-mile public transit trips, by providing a convenient and fast way to travel between transit stops and local destinations without needing a car. This system also avoids the time drain of a long walk, the cost of a taxi ride, and the hassle of lugging a bicycle on a bus or train.

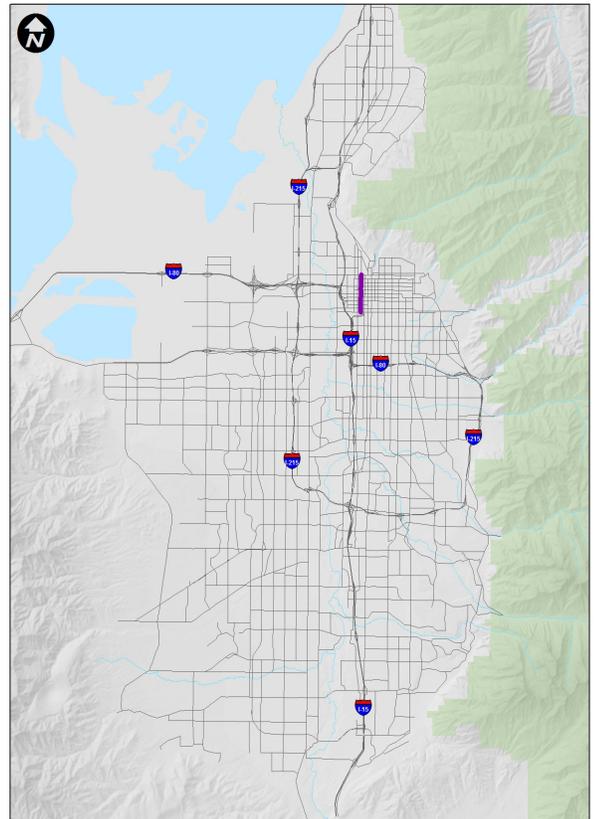
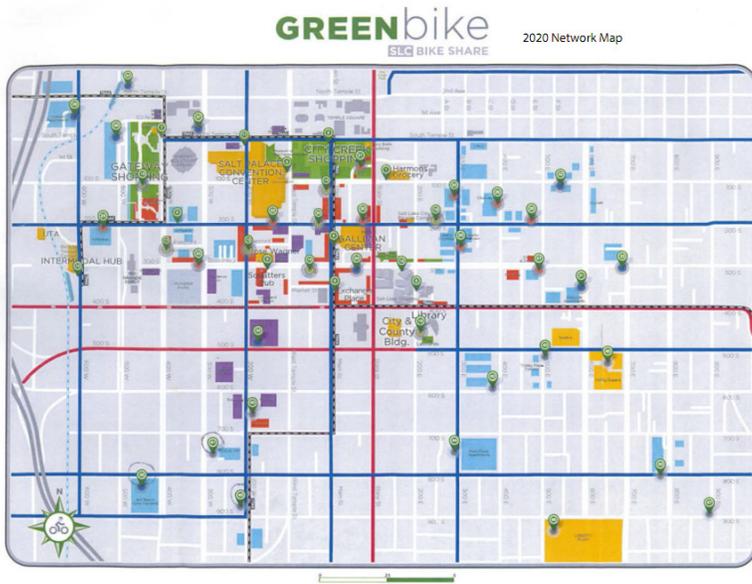
SLC Bike Share programs provide high-quality bicycles for commuters to link local destinations with regional transit with a fast, flexible, and affordable option. The system will connect multiple satellite systems by rail transit, extending the project's reach. The functional city bikes are regularly redistributed to be available for commuters throughout the day. This project accommodates pedestrian traffic providing a supplement to walking, allowing pedestrians to easily cover greater distances as part of a walking trip. A person can walk to a Bike Share station, cover a portion of their journey by bicycle, and then resume their walking trip after dropping off the bike. Bike Share also fosters an environment that deters excessive motor vehicle usage, creating a more walkable and pedestrian friendly community in which to live, work and play. The resource also allows for individuals to continue to use their car if they so desire, but offers a hassle-free alternative that can eliminate the redundant and therefore unnecessary short-distance local automobile trips after they have traveled their main daily commute in a personal vehicle. Bike Share allows individuals that would never consider giving up their car for the day to experience the best possible scenario of riding a bike for transportation.

PROJECT COST

Estimated Total Cost:	\$	2,001,200
Federal Funds to be Obligated:	\$	176,111
Federal Funds Obligated to Date:	\$	0
Federal Funds Available FY 2015:	\$	176,111

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Salt Lake City



PARLEY’S TRAIL; 2300 EAST TUNNEL CROSSING – PIN 13136
I-80/ 2300 East Off-ramp
Construct a Grade Separated Crossing

PROJECT DESCRIPTION

Sponsor:	Salt Lake County	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct a Grade Separated Crossing for Bicycle and Pedestrian Infrastructure		250	1,000
Functional Classification:	Not Applicable	Bicycle Plan:	Regional Plan	
Project Identification:	NEWPROJ(13136)	Year added to TIP:	2014	
Length:	0.08 miles			

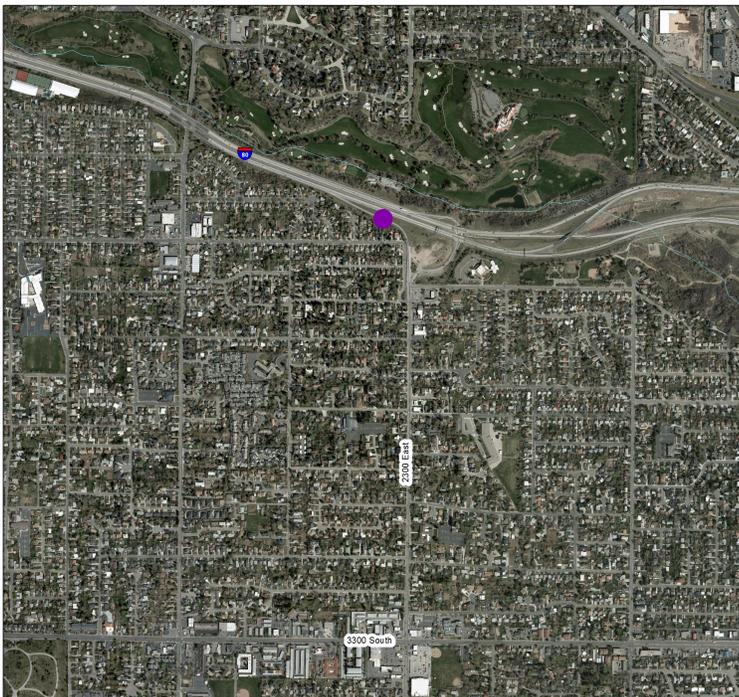
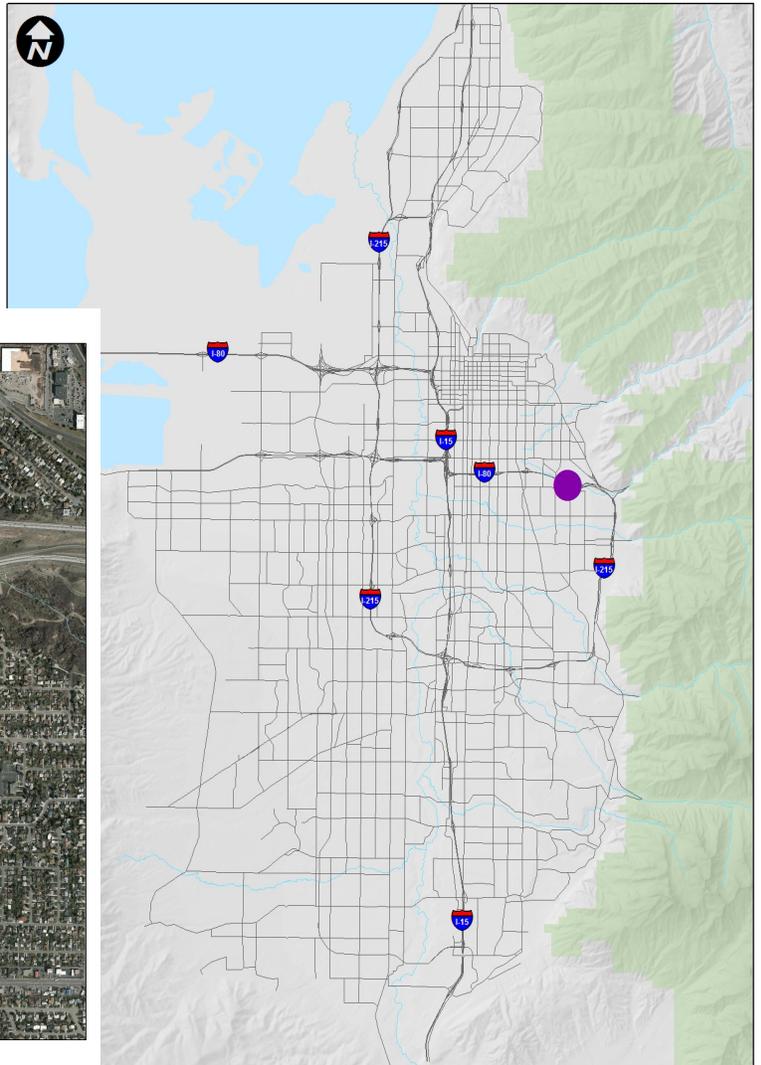
This project springs from a local and regionally based strategic plan. Improvements to this corridor are a top priority to improve the quality of life for our County. The local and regional population have demonstrated a consistent use for this corridor. It will significantly improve safety and mobility for an active transportation major arterial in a densely populated area of the County. Both commuting and recreational use are provided for by the grade separated crossing at the I-80 freeway off ramp. This grade separation helps encourage additional use of the larger corridor by all age groups linking multiple community areas to parks, transit and between the Millcreek/Sugar House down town commerce areas. This project follows sound transportation policy of preventing conflicts by separating high speed traffic movements interacting with slower active transportation users.

PROJECT COST

Estimated Total Cost:	\$ 1,224,600
Federal Funds to be Obligated:	\$ 250,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 250,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Salt Lake County



HAWK PEDESTRIAN CROSSING ON FORT UNION BLVD – PIN 13137
West Side of Mountview Park Entrance (approx. 1600 East)
Bicycle/ Pedestrian Facility

PROJECT DESCRIPTION

Sponsor:	Cottonwood Heights	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Install a HAWK Crossing Signal Infrastructure		2,000	3,500
Functional Classification:	Not Applicable	Bicycle Plan:	Local Bicycle or Pedestrian Plan	
Project Identification:	NEWPROJ(13137)			
Length:	0.01 miles	Year added to TIP:	2014	

Install a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East); including ADA accessible ramps on each side of street, traffic signs, and painted crosswalk.

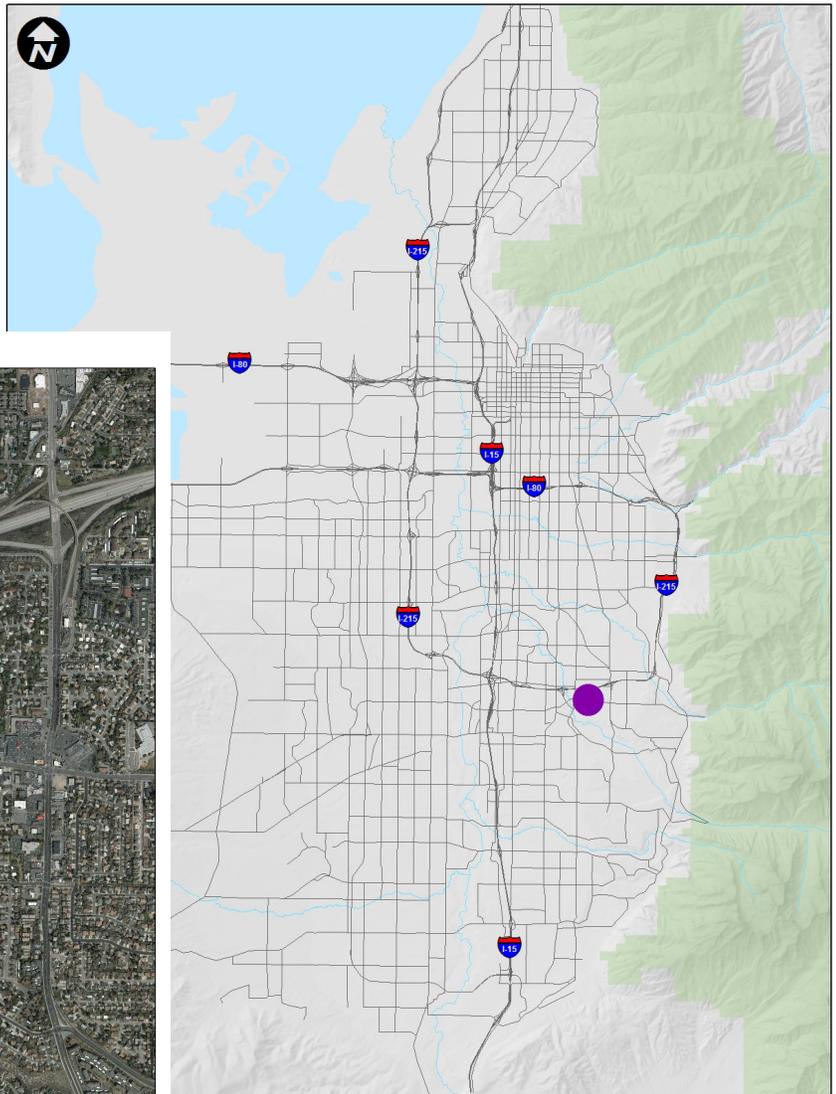
The entrance to the park off of Fort Union Boulevard is not signalized and is at a mid-block location. This does not encourage pedestrian usage of the park; most people using the park drive their cars. This project would provide a safe, protected crosswalk on the street for the neighborhood adjacent to the park. This HAWK pedestrian crossing system is activated by those wanting to cross the street; which minimizes the delays for the major street traffic.

PROJECT COST

Estimated Total Cost:	\$ 206,800
Federal Funds to be Obligated:	\$ 192,800
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 192,800

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Cottonwood Heights



NORTH TEMPLE COMPLETE STREET CONNECTION – PIN 13138
400 West to 3rd Avenue
Planning/ Study

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Planning Study		7,634	10,935
Functional Classification:	Not Applicable	Bicycle Plan:	Regional Priority Bike Plan	
Project Identification:	NEWPROJ(13138)	Year added to TIP:	2014	
Length:	0.9 miles			

Develop a corridor plan for a complete street and separated family-friendly bikeway on North Temple through the heart of downtown Salt Lake– connecting west to the Grand Boulevard and east to Memory Grove/Avenues. The plan will also improve pedestrian crossings, bus stops, & bus shelters and consider a separate bus lane.

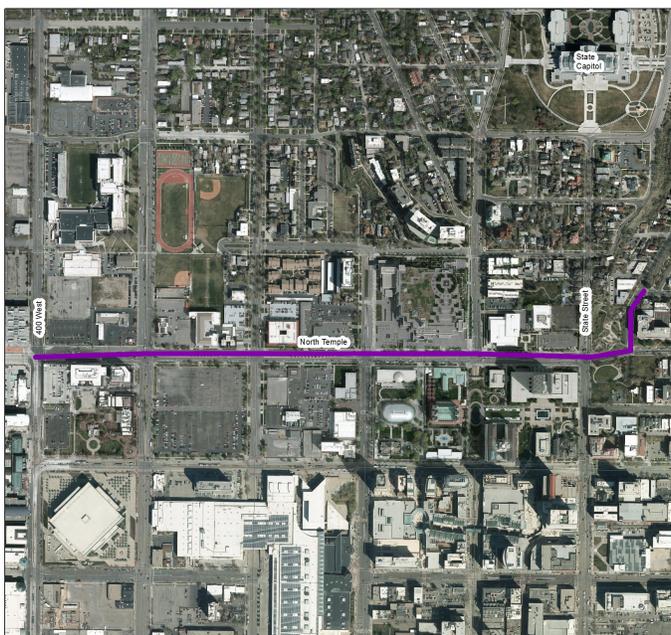
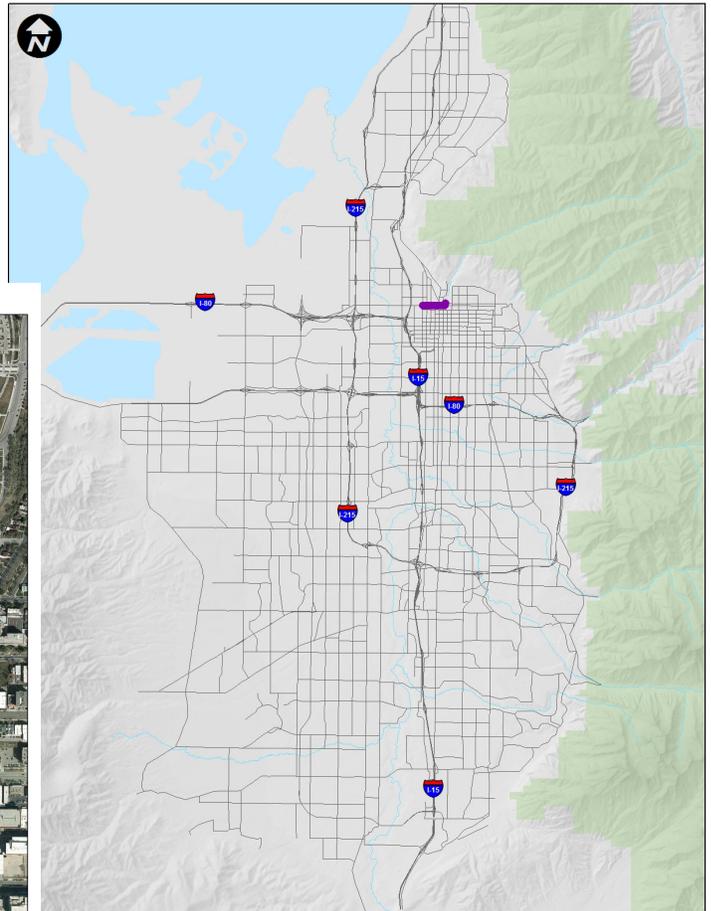
The downtown portion of North Temple is a complex street with intensive commuter bus service, heavy pedestrian use, and a key connection for bicyclists between the existing Memory Grove/City Creek trail and the North Temple Grand Boulevard. With the new Airport TRAX line and grade-separated bikeway to the west, the section of North Temple between State St. and 400 West, already identified as a regional priority bikeway in the Wasatch Choice 2040 plan, will become even more important as a local and regional connection. This project will complete the planning and design needed to make this section of North Temple into a Complete Street appropriate to multi-modal, family-friendly access for visitors and tourists accessing Temple Square. In addition to serving this often-visited area of the City, the street will support multi-modal commuting with a vital “last mile” connection between transit and downtown employment centers.

PROJECT COST

Estimated Total Cost:	\$ 50,000
Federal Funds to be Obligated:	\$ 37,500
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 37,500

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Salt Lake City



Ogden/ Layton Urbanized Area

Projects

2015 – 2020 Transportation Improvement Program (TIP)

200 SOUTH TRAIL; 2000 WEST TO 4000 WEST – PIN 12012
New Construction of Trail from Emigrant Trail to the D&RGW Rail Trail

PROJECT DESCRIPTION

Sponsor:	West Point City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	New Construction of Trail from Emigrant Trail to the D&RGW Rail Trail		0	2,000
Functional Classification:	N/A	Bicycle Plan:	Regional Priority Plan	
Project Identification:	NEWPROJ(12012)	Year added to TIP:	2013	
Length:	1.9 miles			

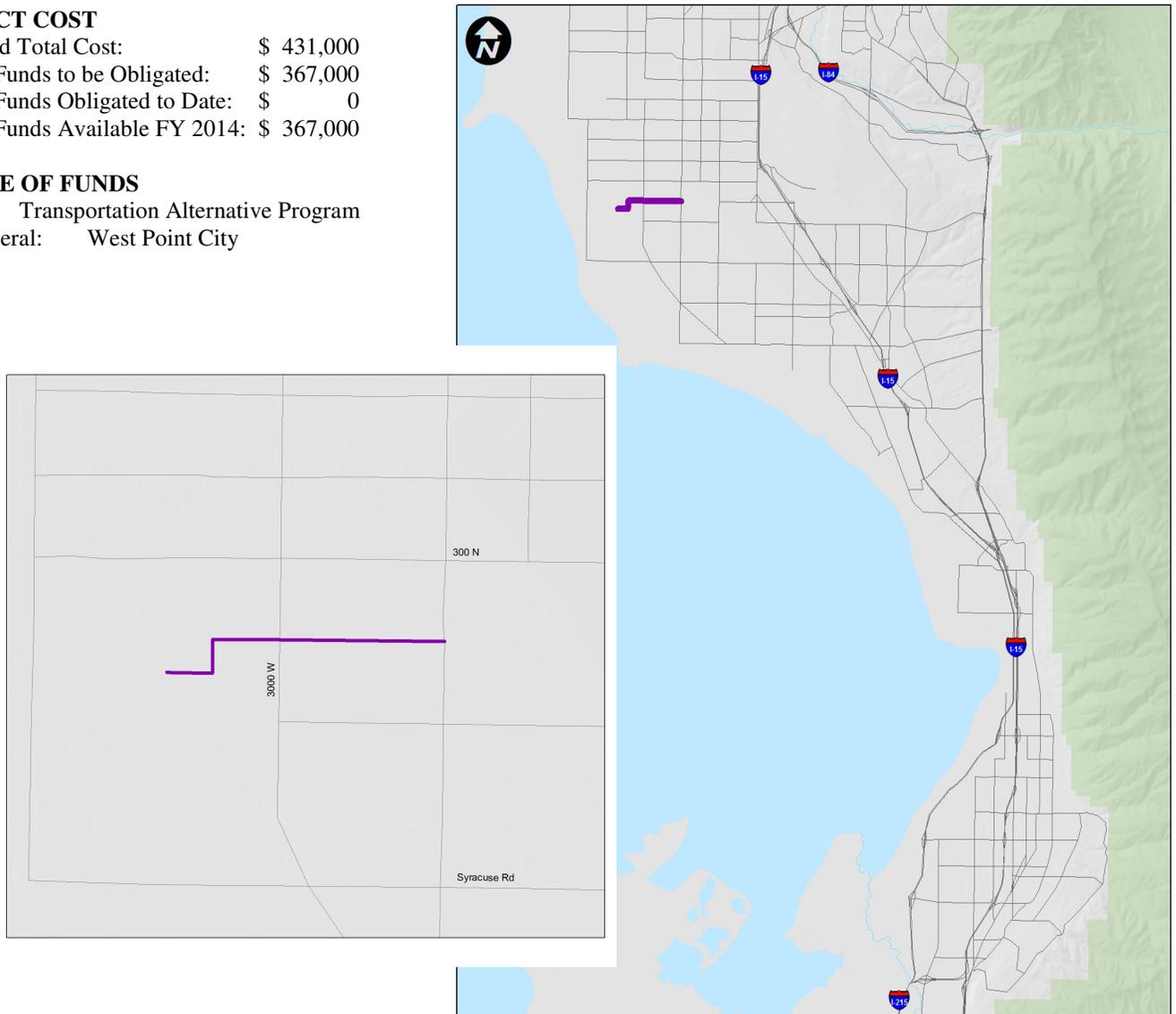
This project will connect the north/south Emigrant Trail located in the western portion of Davis County near the shores of Great Salt Lake to the D&RGW rail/ trail in Clearfield. The eastern half of the project is being funded and built by the State as part of the SR-193 extension. The Davis County Drainage Channel will be used as the right-of-way. This will provide a significant multiuse path that can be used for commuting, allowing users’ access to the FrontRunner station in Clearfield and recreational resources throughout the area. This trail is intended as a safe walking path away from roadways

PROJECT COST

Estimated Total Cost:	\$ 431,000
Federal Funds to be Obligated:	\$ 367,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2014:	\$ 367,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	West Point City



CENTER STREET TRAIL; REDWOOD ROAD TO LEGACY PARKWAY – PIN 12013
New Construction of Trail

PROJECT DESCRIPTION

Sponsor:	North Salt Lake City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	New Construction of Trail		N/A	N/A
Functional Classification:	Collector	Bicycle Plan:	Regional Priority Plan	
Project Identification:	NEWPROJ(12012)	Year added to TIP:	2013	
Length:	0.35 miles			

This segment of the trail will complete North Salt Lake City’s Center Street trail from the foothills east of I-15 to the Legacy Parkway and Jordan River Trail systems on the west side. This is a high priority connection for the City's residents and is one of the principal east-west trails in South Davis County. It is a critical link that serves the City's two main population centers (east side foothills and west side of Redwood Road). This trail connection could be used to access the Jordan River (Chevron Mile) trail segment that leads into downtown Salt Lake City or to the Legacy/ D&RGW trail that goes north as far as Roy City in Weber County. City staff has learned through some of its general plan workshops that there are residents who would cycle into Salt Lake City for commuting purposes if there was an uninterrupted trail that would provide that destination.

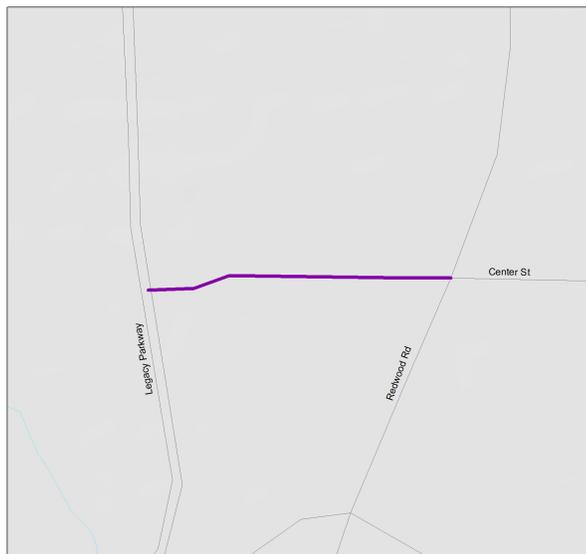
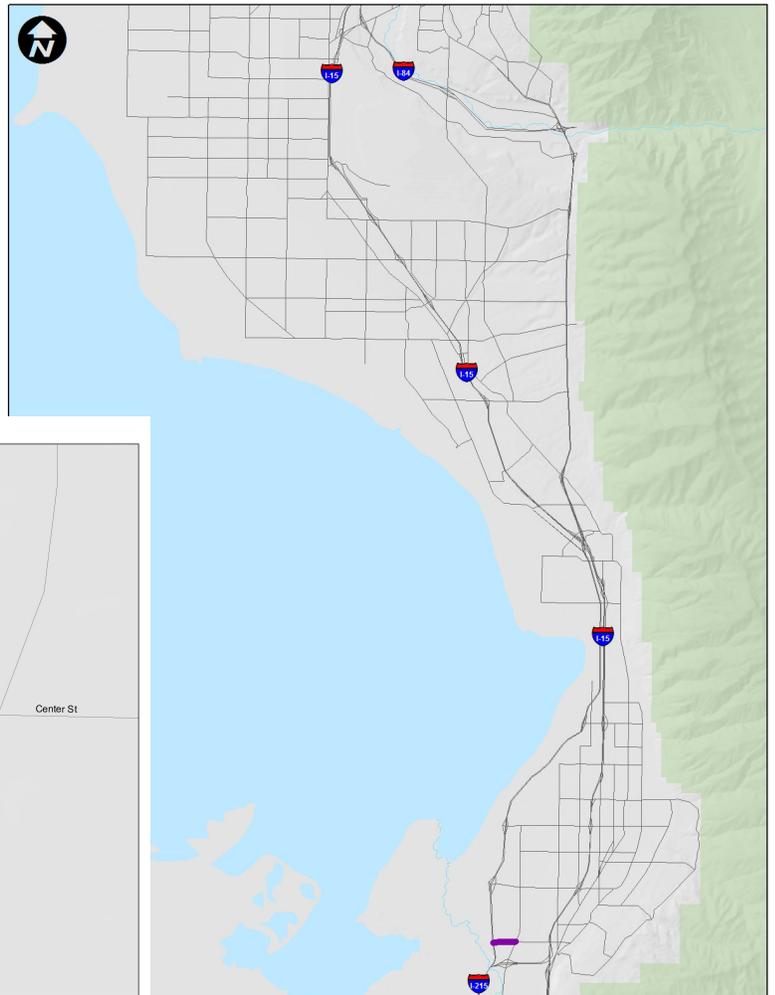
This trail project is one of the last trail links in North Salt Lake needed in order to complete a large and regional trail system that serves South Davis County and North Salt Lake County. There are numerous regional trails that traverse the City including the Jordan River Trail system, the Legacy Parkway trail, Bonneville Shoreline trail and the Great Western Trail. This segment will connect to those systems completing a piece of the regional trail system that will benefit trail users who may originate or terminate their use of the trail system many miles away.

PROJECT COST

Estimated Total Cost:	\$ 236,000
Federal Funds to be Obligated:	\$ 192,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2014:	\$ 192,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	North Salt Lake City



OGDEN CITY BICYCLE STUDY; MUNICIPAL BOUNDARIES OF OGDEN CITY – PIN 12014
Produce a Comprehensive Bicycle Facilities Master Plan

PROJECT DESCRIPTION

Sponsor:	Ogden City	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Produce a Comprehensive Bicycle Facilities Master Plan		N/A	N/A
Functional Classification:	N/A	Bicycle Plan:	Regional Plan	
Project Identification:	NEWPROJ(12014)			
Length:	N/A	Year added to TIP:	2013	

This project will produce a comprehensive Bicycle Facilities Master Plan for the City of Ogden and detail ways to connect existing and planned facilities between and among Ogden and its surrounding communities. The Plan will incorporate connections to multiple transportation modes. This planning process and resulting guiding documents will transform the way Ogden plans for its future. It will inform decisions and allow for the completion of connections and gaps in the future within Ogden and with their neighboring communities. The use of the bicycle to connect to and augment other modes of transportation is enormous. One of the primary purposes of this project is to identify the existing plans and projects of neighboring communities and how best to connect to them. This plan will inform and direct all efforts to make desirable transportation connections in our municipality. The project will specifically target transit connections and to help fill the "last mile" issues for individuals wanting to take advantage of transit. Bicycling and transit can function wonderfully well together when the network is designed appropriately and that is what this master planning process will provide.

Ogden City is committed to developing a strong bicycle culture and in making this excellent and flexible form of transportation an easier choice for visitors and residents alike. Ogden realizes that it absolutely must develop and maintain world class bicycle and pedestrian infrastructure if it is to compete on the global stage for outdoor recreational economic development and tourism and to improve the quality of life of residents. Although there is already extensive support for this kind of study and planning in Ogden, it is expected that the public involvement and open nature of the process will result in even wider acceptance and support for non-motorized transportation among citizens.

PROJECT COST

Estimated Total Cost:	\$ 100,000
Federal Funds to be Obligated:	\$ 93,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2014:	\$ 93,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	Ogden City

RIVER PARKWAY TRAIL – PIN 13139
1800 South to City Cemetery
Bicycle/ Pedestrian Trail Facility

PROJECT DESCRIPTION

Sponsor:	West Haven	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct a Bicycle/ Pedestrian Trail Facility		150	500
Functional Classification:	Not Applicable	Bicycle Plan:	Local Bicycle or Pedestrian Plan	
Project Identification:	NEWPROJ(13137)	Year added to TIP:	2014	
Length:	0.54 miles			

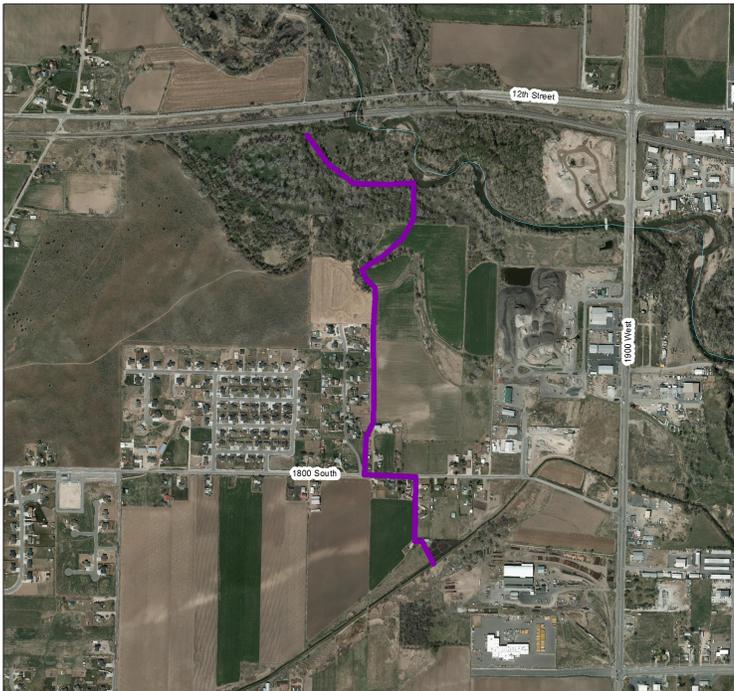
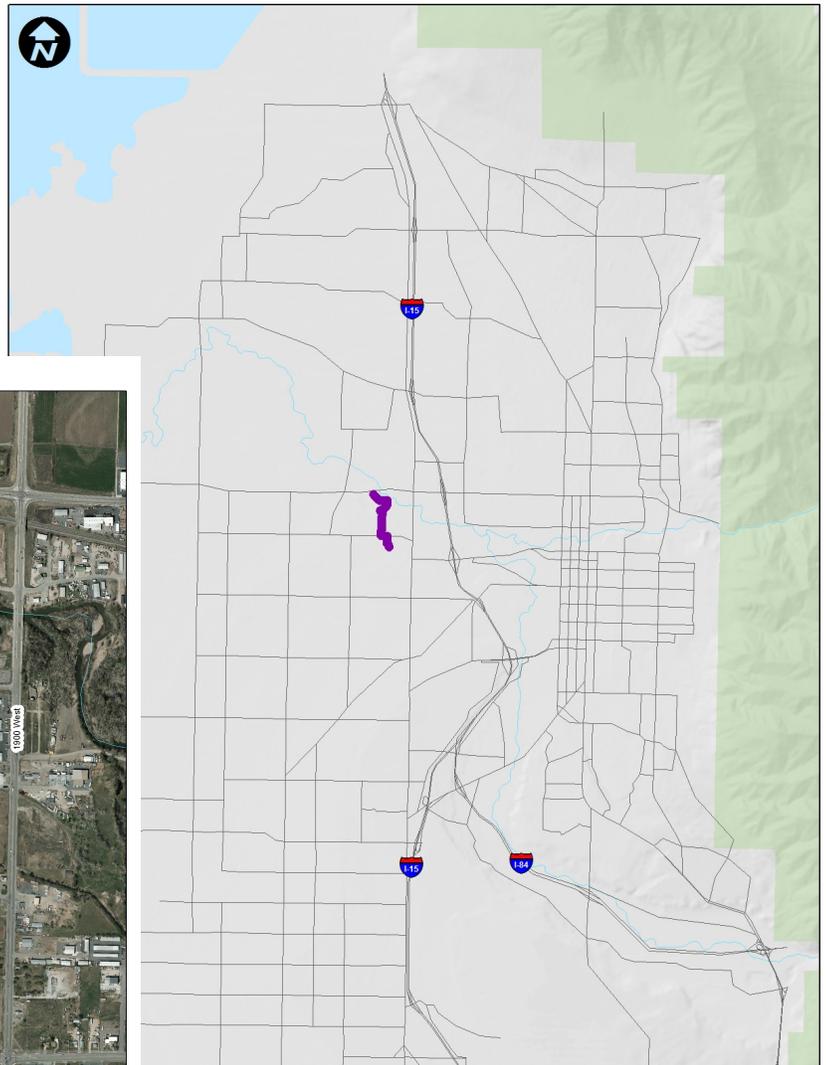
The proposed phase of the River Parkway will extend the existing trails system from the West Haven City Cemetery and future Weber River Park to 1800 South. In the 2009 Capital Facilities Plan for Park and Recreation Facilities, West Haven City master planned the completion of the River Parkway Trail system. The proposed phase of the River Parkway will extend the existing trails system from the West Haven City Cemetery and existing Weber River Parkway Trail to 1800 South. A phase of the River Parkway Trail System, partially funded by the State Parks and Recreation, has recently been completed. The River Parkway Trail is supported by the Weber Pathways and surrounding Cities within Weber County. The River Parkway Trail System is master planned to connect to the Hooper Slough Trail, running through West Haven and Hooper to the Great Salt Lake. It also is master planned to connect to the Denver and Rio Grande Western Rail Trail that runs to Davis County.

PROJECT COST

Estimated Total Cost:	\$ 459,000
Federal Funds to be Obligated:	\$ 150,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 150,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	West Haven



EMIGRANT TRAIL – PIN 13139
1300 North to 2425 North
Bicycle/ Pedestrian Trail Facility

PROJECT DESCRIPTION

Sponsor:	West Point	Estimated Daily Users	Current (2013)	Project (2040)
Type of Work:	Construct a Bicycle/ Pedestrian Trail Facility		500	2,000
Functional Classification:	Not Applicable	Bicycle Plan:	Regional Priority Bike Plan	
Project Identification:	NEWPROJ(13139)	Year added to TIP:	2014	
Length:	1.2 miles			

This trail will complete a gap in an existing Emigrant trail between West Point and Hooper that will run from Hooper through Syracuse. It will continue even further in the future and provides an excellent opportunity for biking and walking. It provides an alternative transportation route and could become a significant bike commuting route. It will also connect to Clinton's east/west trail that connects to the D&RG trail. This interconnectivity of the trails will provide users with more options and makes the bike commuting a reality.

PROJECT COST

Estimated Total Cost:	\$ 347,800
Federal Funds to be Obligated:	\$ 250,000
Federal Funds Obligated to Date:	\$ 0
Federal Funds Available FY 2015:	\$ 250,000

SOURCE OF FUNDS

Federal:	Transportation Alternative Program
Non-Federal:	West Point

