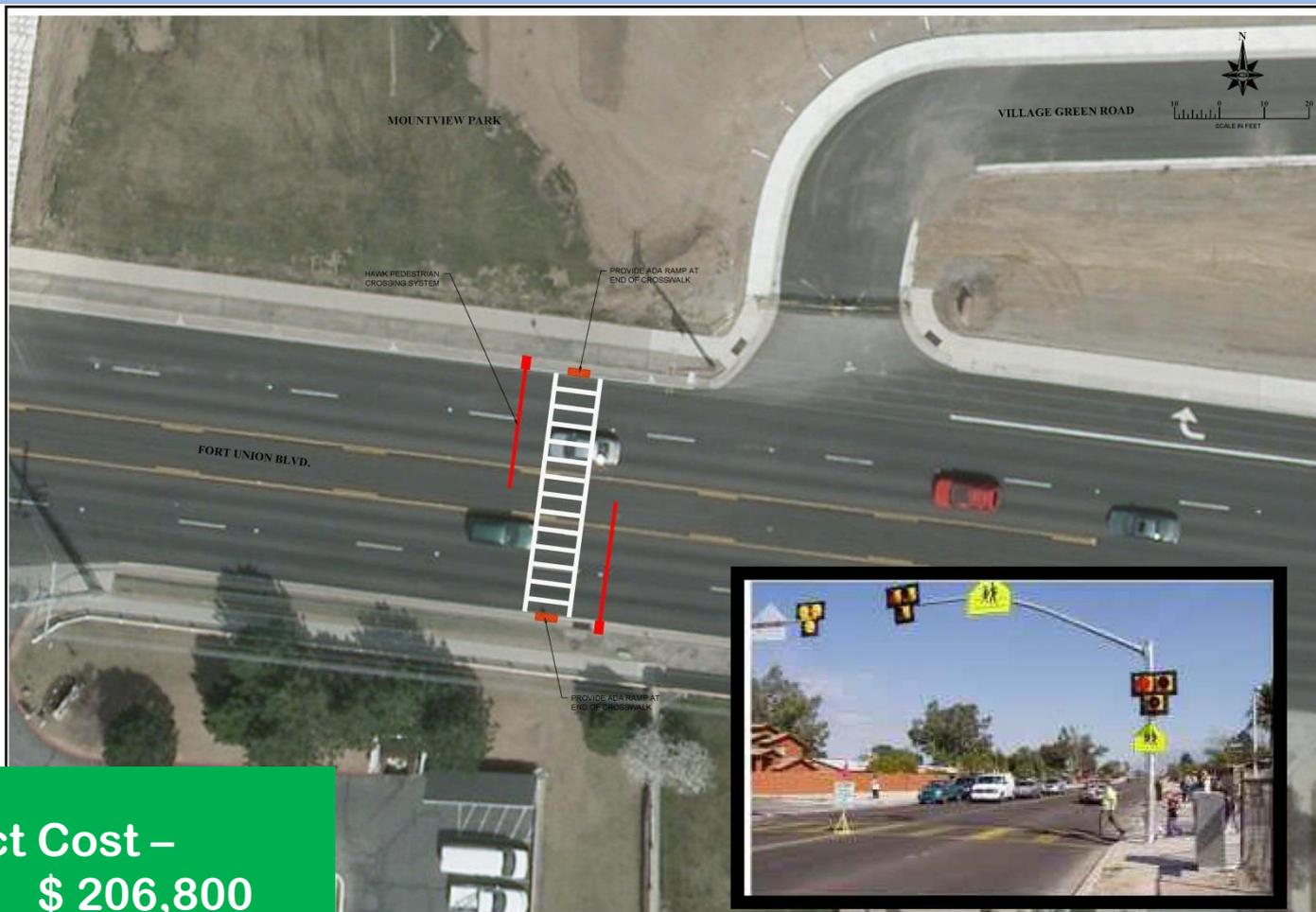


Cottonwood Heights – HAWK Pedestrian Crossing on Fort Union Blvd.

Project Type – Capital Improvement

At West Side of Mountview Park Entrance (Approx. 1600 East)



CONSULTING ENGINEERS AND SURVEYORS

GILSON

1000 S. 1000 E. SUITE 100
COTTONWOOD HEIGHTS, UT 84303
PHONE: 435.734.1111
FAX: 435.734.1112
WWW.GILSONENGINEERS.COM

DATE: JULY 2014

PROJECT: HAWK PEDESTRIAN CROSSING SYSTEM

SCALE: AS SHOWN

PROJECT LOCATION: COTTONWOOD HEIGHTS, UT 84303

PROJECT NUMBER: CHC-050

EXHIBIT: HAWK PEDESTRIAN CROSSING EXHIBIT

APPROXIMATE LOCATION ON FORT UNION BLVD.
COTTONWOOD HEIGHTS, UT 84303

SCALE: A

CHC-050

EX-1

Project Cost –
\$ 206,800

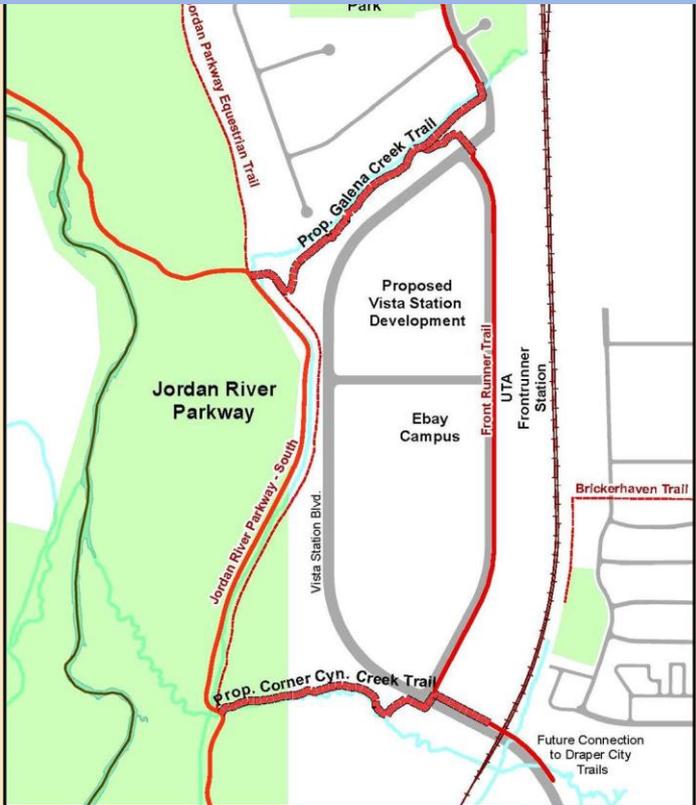
Funds Request –
\$ 192,800

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.

Draper City – Vista Station Trails

Project Type – Capital Improvements

Jordan River Parkway Train to Draper UTA FrontRunner Station



Vista Station Trails



Gap between existing Jordan River Parkway Trail and Vista Station Blvd., due to wetlands and topography



Existing trail to FrontRunner Station



Existing cross walk to existing FrontRunner Trail

Project Cost –
\$ 504,900

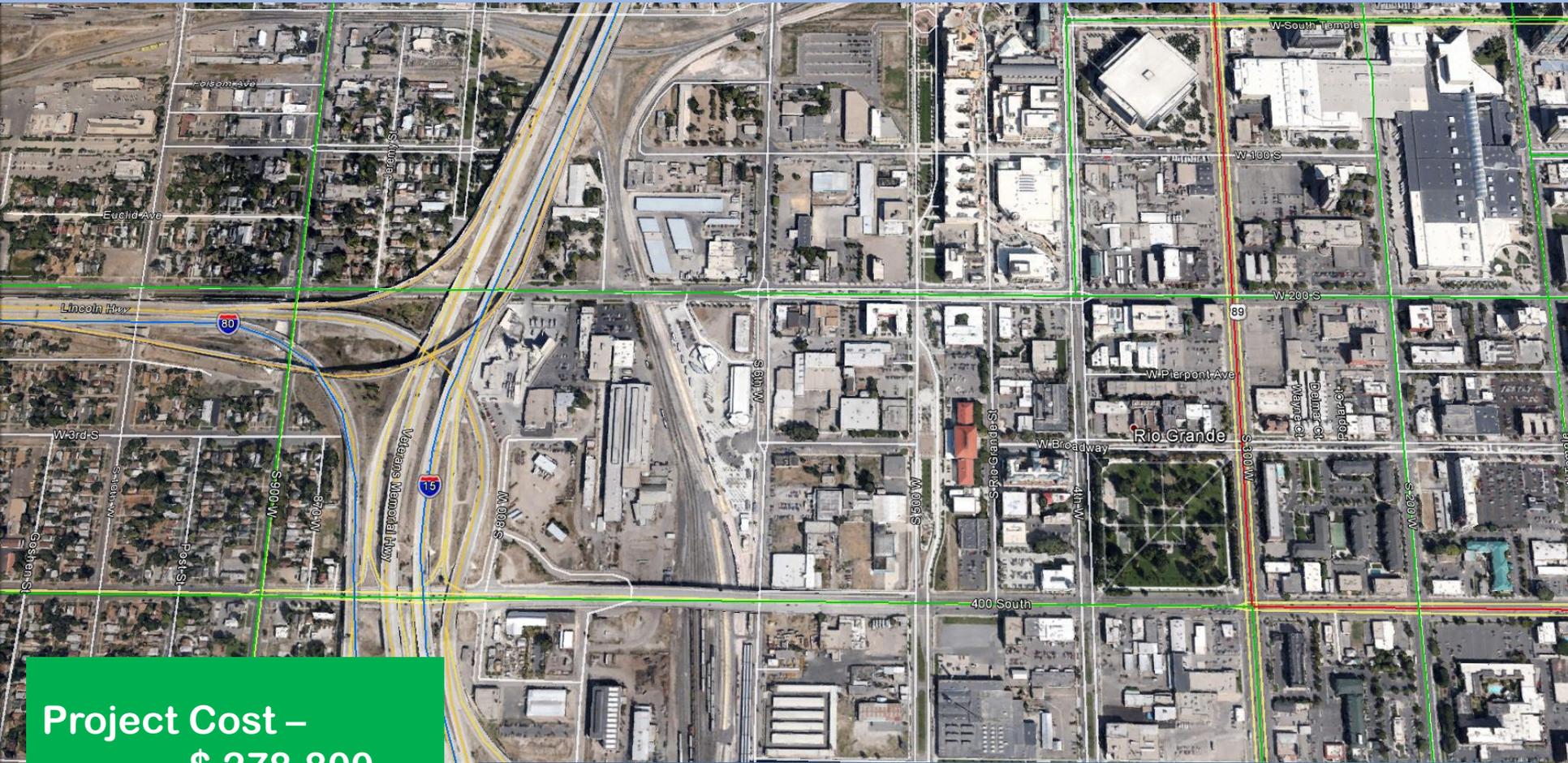
Funds Request –
\$ 470,718

The project will consist of two 1/2 mile multi-use trails which will provide a critical access loop from the Jordan River Parkway Trail to the new Frontrunner station, the recently completed eBay campus, Galena Hills Park, and the future high density development planned in the area.

UTA/Salt Lake City – Salt Lake Central Station Area Bike/Ped Improvements

Project Type – Capital Improvement

Enhance Walkability and Bike ability



Project Cost –
\$ 278,800

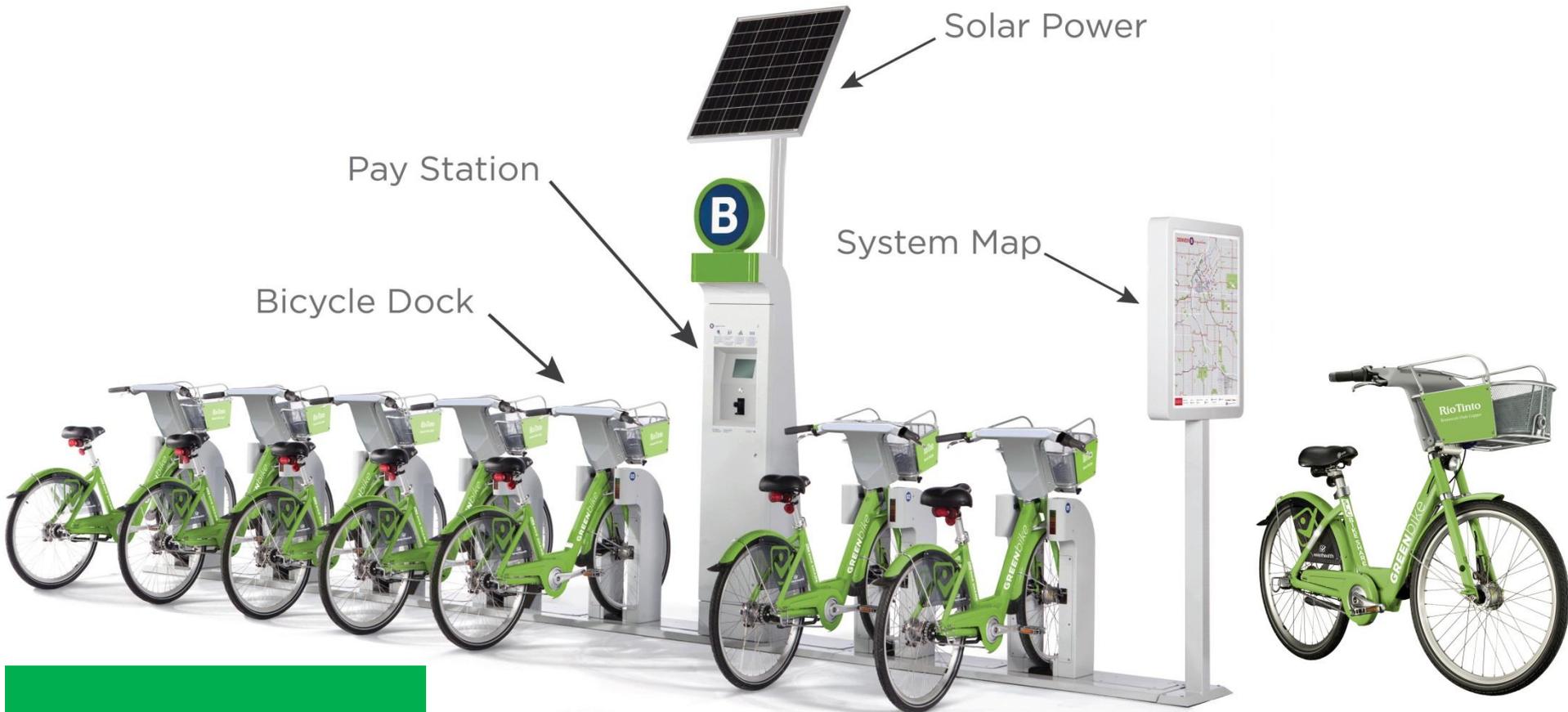
Funds Request –
\$ 259,925

The SL Central Station is a major transit hub connecting riders to TRAX, FrontRunner, Amtrak, and local & intercity bus service. Bike & pedestrian activity is concentrated in this area, as riders access the station from areas near downtown. Improvements could be made to enhance walkability and bike-ability at this location.

Salt Lake City – Bike Share Program

Project Type – Capital Improvement

600 West to 700 East/North Temple to 400 South



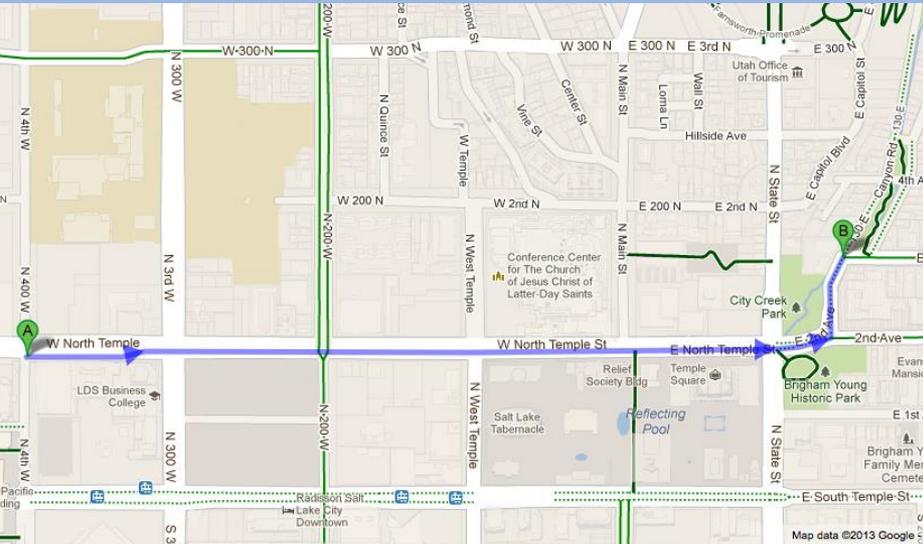
Project Cost –
\$ 2,001,200

Funds Request –
\$ 248,178

The Bike share program provides high-quality bicycles for commuters to link local destinations with regional transit. A network of bike share stations within a dense urban area provides a fast, flexible, and affordable transit option for the last mile of regional transit trips.

Salt Lake City – Complete Street & Bike Connection Project Type – Planning/Study

North Temple at 400 West to 3rd Ave at Canyon Road



**Project Cost –
\$ 50,000**

**Funds Request –
\$ 37,500**

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.

Sandy – Sandy Canal Trail

Project Type – Capital Improvements

11400 South 880 East

		
1. Dark until activated	2. Flashing yellow light for 3–6 s	3. Steady yellow light for 3–6 s
		
4. Steady red light during pedestrian interval	5. Alternating flashing red lights during pedestrian clearance interval	



Project Cost –
\$ 199,800

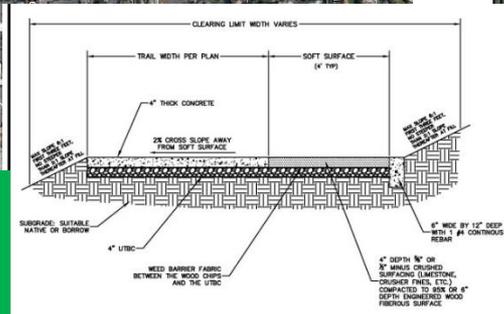
Funds Request –
\$ 186,274

Install HAWK signal for crossing major arterial (11400 S).

Sandy – Dry Creek Trail

Project Type – Capital Improvements

10200 South to 10000 South



Project Cost –
\$ 77,300

Funds Request –
\$ 72,067

Install 544 feet of trail to complete the trail between
10200 South to 10000 South

South Salt Lake 300 West – Parley's Trail

Project Type – Capital Improvement

Haven Avenue to Andy Avenue



Project Cost –
\$ 239,135

Funds Request –
\$ 160,100

This project will allow trail users to safely cross 300 West as part of the Parley's Trail regional trail system by installing pedestrian activated beacons on 300 West at Haven Ave., bike lanes from east of the existing TRAX crossing at Haven Ave. to 300 West, and installing a 10 foot wide trail along the west side of 300 West from Haven Ave. to Andy Avenue.

West Jordan – 7800 South – Gardner Village Bridge

Project Type – Capital Improvement

North-side of 7800 South - East Bank Jordan River to West Bank Jordan River



Project Cost –
\$ 668,200

Funds Request –
\$ 622,963

The current Jordan River Bridge at 7800 South does not accommodate pedestrian or bicycle traffic, and the need for this link to the TRAX station and Gardner Village, a regular tourist attraction in the Salt Lake Valley, is needed. Recent development has surrounded the area, and continues to increase. Also, at some point in the future, the vehicle bridge will need replacement, and having this alternative in place will help the public during the reconstruction of that facility.

West Valley – Cross Towne Trail Extension

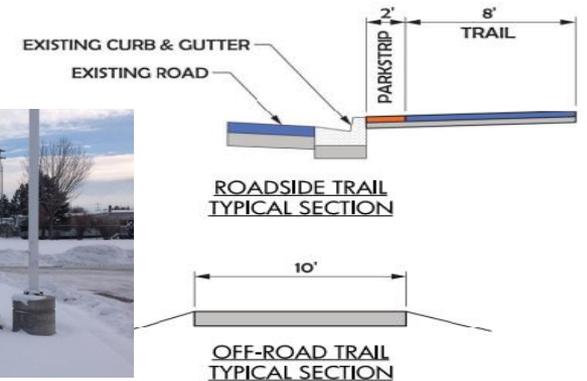
Project Type – Capital Improvement

2700 West to 3200 West



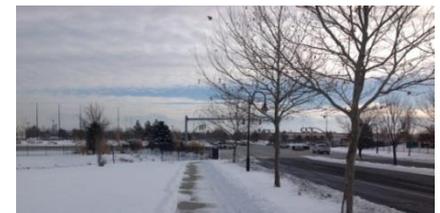
LEGEND

- EXISTING TRAIL SEGMENT
- FUTURE TRAIL SEGMENT
- MOUNTAIN VIEW CORRIDOR PROPOSED TRAIL
- PROPOSED TAP PROJECT



Project Cost –
\$ 450,700

Funds Request –
\$ 402,474

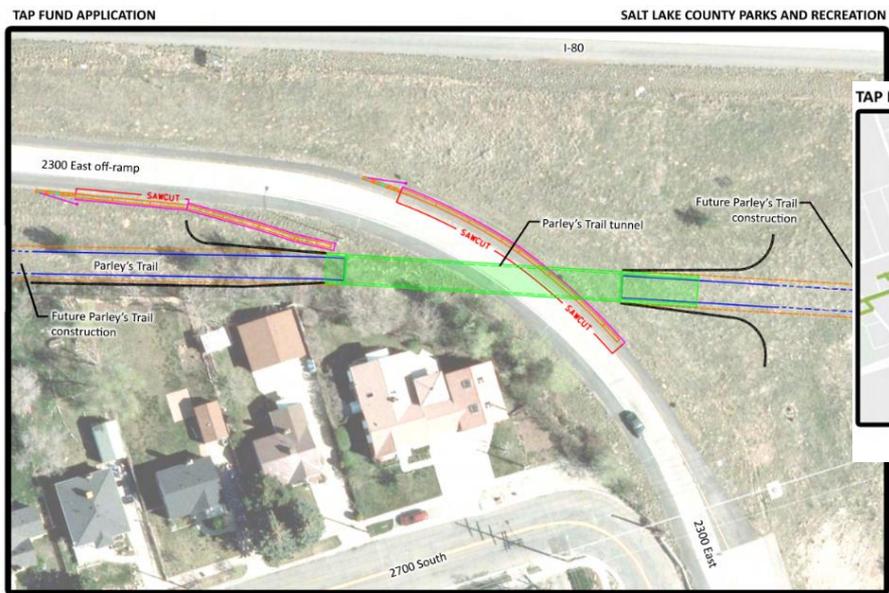


The Cross Towne Trail is an important transportation alternative in the central part of the Salt Lake Valley. The trail ultimately will run from the east boundary of the city to the west boundary. The facility provides critical connections to existing trails and transportation centers.

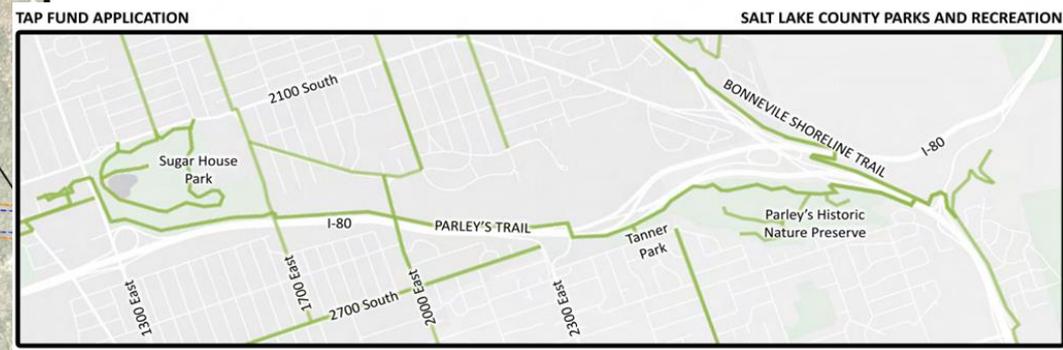
Salt Lake County – Parley’s Trail – 2300 East Tunnel Crossing

Project Type – Capital Improvements

Under the 2300 East Off-ramp from I-80



2300 East Tunnel Crossing Project Detail



REGIONAL MAP



PARLEY'S TRAIL ALIGNMENT - 2600 EAST TO 1700 EAST SEGMENT

**Project Cost –
\$ 1,224,600**

**Funds Request –
\$ 250,000**

Provide a grade separated crossing to prevent conflicts between high speed freeway off ramp and slower pedestrian and cycling traffic.