RTP Update
Previous:

The identified solution for certain active transportation facilities cannot be implemented with paint or resurfacing until a complete redesign or reconstruction of the facility occurs, and/or additional right-of-way can be acquired. During project development, solutions for the facility based on current context will be identified.
Current:

The planned active transportation solution may evolve over time. During project development, context sensitive solutions will be considered to build out the preferred solution. Further jurisdiction coordination, deployment of interim designs, or phased implementation may be necessary until complete redesign or reconstruction of the roadway and AT facility occurs, and/or additional right-of-way can be acquired.
The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.
2019 AWARDS

- 15 awards
  - 9 Salt Lake Urbanized Area
  - 6 Ogden/Layton Urbanized Area
- 3 Active Transportation Plans with 13 communities

2019 Region-Wide TLC Funding: $1,239,500
2019 Local Match: $303,500
2019 Project Total Budgets: $1,543,000
<table>
<thead>
<tr>
<th>Ogden/Layton Urbanized Area</th>
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</thead>
<tbody>
<tr>
<td>Clearfield, Syracuse, West Point, Clinton, Sunset</td>
<td>North Davis Communities Active Transportation Implementation Plan</td>
</tr>
<tr>
<td>Kaysville</td>
<td>General Plan Update</td>
</tr>
<tr>
<td><strong>North Salt Lake City</strong></td>
<td><strong>Town Center Branding and Wayfinding</strong></td>
</tr>
<tr>
<td>Ogden &amp; South Salt Lake</td>
<td>Utah Parking Modernization Case Studies</td>
</tr>
<tr>
<td>South Ogden City</td>
<td>South Ogden City Comprehensive General Plan</td>
</tr>
<tr>
<td>South Weber City</td>
<td>Weber River Parkway to Bonneville Shoreline Trail</td>
</tr>
</tbody>
</table>
2019 AWARDS

Salt Lake Urbanized Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Plan/Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alta</td>
<td>Commercial Core Prioritization Plan</td>
</tr>
<tr>
<td>Magna</td>
<td>Magna Metro Township General Plan</td>
</tr>
<tr>
<td>Millcreek, Cottonwood Heights, Holladay, Midvale, Murray, and Taylorsville</td>
<td>Mid Valley Active Transportation Plan</td>
</tr>
<tr>
<td>Murray City</td>
<td>Fashion Place Small Area Plan</td>
</tr>
<tr>
<td>Sandy &amp; Draper</td>
<td>Sandy/Draper Active Transportation Plan</td>
</tr>
<tr>
<td>South Jordan, Riverton, West Jordan, Herriman, Bluffdale, Copperton</td>
<td>Southwest Salt Lake County Visioning Project</td>
</tr>
<tr>
<td>South Salt Lake City</td>
<td><strong>Jordan River / 3300 South - Neighborhood Master Plan</strong></td>
</tr>
<tr>
<td>South Salt Lake City &amp; Ogden City</td>
<td>Utah Parking Modernization Case Studies</td>
</tr>
<tr>
<td>Taylorsville</td>
<td>20/20 Vision</td>
</tr>
<tr>
<td>Clearfield, Syracuse, West Point, Clinton, and Sunset</td>
<td>North Davis Communities Active Transportation Implementation Plan</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>South Weber City</td>
<td>Weber River Parkway to Bonneville Shoreline Trail</td>
</tr>
</tbody>
</table>
## ACTIVE TRANSPORTATION PLANS

| Millcreek, Cottonwood Heights, Holladay, Midvale, Murray, and Taylorsville | Mid Valley Active Transportation Plan |
| Sandy and Draper | Sandy / Draper Active Transportation Plan |

![Image of people walking on a trail](image-url)
Transportation Alternative Program (TAP) Projects Recommended for FY2021 for the 2020 - 2025 TIP

Active Transportation Committee Meeting

April 10, 2019
Process for New Projects & The Draft TIP

- **SEPT / OCT**
  - Letters of Intent

- **NOV / DEC / JAN**
  - Project Evaluation Concept Reports

- **FEB / MAR**
  - Project Reviews and Evaluations

- **APR / MAY**
  - Draft Projects/Draft Programs

- **JUNE**
  - Draft TIP

- **JULY**
  - Public Comment

- **AUG**
  - Review and Approve TIP

- **SEPT**
  - FHWA and FTA Review / Approve TIP

- **OCT**
  - TIP / STIP Approved
Salt Lake/ West Valley Urban Area

46 - Total Projects' Estimated Cost $308,656,703

<table>
<thead>
<tr>
<th></th>
<th>STP</th>
<th>CMAQ</th>
<th>TAP</th>
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<tbody>
<tr>
<td>Requested</td>
<td>$131,105,187</td>
<td>$20,371,768</td>
<td>$4,470,209</td>
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<tr>
<td>Available</td>
<td>$24,600,000</td>
<td>$4,241,976</td>
<td>$1,260,376</td>
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</table>
Eligible Projects for TAP Funding

1. On-road and off-road trail facilities
2. Infrastructure-related projects
3. Conversion of abandoned railroad corridors
4. Construction of turnouts, overlooks, and viewing areas
5. Community improvement activities
6. Vegetation management
7. Archaeological activities relating to transportation project
8. Any environmental mitigation activity
9. Reduce vehicle-caused wildlife mortality
Recommended Project Types

- Larger bicycle or pedestrian infrastructure projects
- Smaller bicycle or pedestrian infrastructure projects
- Smaller planning studies
Evaluation Criteria

1. Regional Priority
2. Fills Gap or Completes Connection
3. Provides Access to a Transit Station, a School, or an Existing Activity Center
4. Supports a Wasatch Choice 2040 Center or Community
5. Provides Non-Motorized Safety Benefits
6. Sponsor’s Match Exceeds Minimum
7. Innovative Approach
8. Community Support
9. Diversity of Users Accommodated
10. Cost Effectiveness
**Project Selection Considerations**

- Recommendations are based on data, sound engineering and the project environment
  - Project Evaluation Scores
  - Field Review Comments
  - Equity of Funding
  - Sponsor’s Project History
  - Project Synergy
  - Project Timing Efficiencies
  - Complete Systems
  - Professional Considerations
  - Project Costs
North Salt Lake – Redwood Rd Westside Connector – Bike/ Ped Facility

Project Type – Capital Project

Center Street to 1100 North – (0.34 miles)

There is no continuous pedestrian/cyclist route on Redwood Road, and due to traffic speeds it is unsafe to cycle on the road. Several sections of a multi-use trail have been installed, but there are still about 0.34 miles of trail missing, making the trail unusable in its current state.

Recommended Funding $ 182,600

Project Cost – $ 229,600
Funds Request – $ 182,600
Roy City – 3100 West - Sidewalk Project
Project Type – Safe Routes to School
4800 South to 6000 South – (2.12 miles)

The project consists of constructing sidewalk along the west side of 3100 West between 4100 south and 6000 South. The construction of this sidewalk will improve pedestrian access throughout this portion of the city consistent with the Complete Streets Plan and Transportation Masterplan.

Project Cost – $301,700
Funds Request – $271,530

Recommended Funding $271,530
Ogden City – 20th at Lincoln Traffic Signal
Project Type – Capital Improvement

150’ N & S Intersection & 150’ E & W of Intersection – (0.03 miles)

A signal at 20th/Lincoln will offer a second option to eastbound 20th by incentivizing through movement at 21st/Wall. Additionally, a signal here will improve safety by providing gaps for pedestrians and vehicles. Ogden City foresees Grant deterring commuter/through activity and is prepared for Lincoln to serve as the local N/S conduit within the CBD of the City.

Project Cost – $407,100
Funds Request – $379,539

Recommended Funding $239,000
Magna Metro Township – 2820 South Sidewalk – Construct Sidewalk
Project Type – Safe Routes to School

Construct sidewalk, curb, and gutter on the north side of 2820 South Street from existing sidewalk at 7584 W to 7630 W. Sidewalk will improve safety of access for students walking to Pleasant Green Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail.

Project Cost – $199,000
Funds Request – $185,528

Recommended Funding $185,528
This project will develop a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. The project is intended to extend the trail northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system.
West Valley – Cross Towne Trail  
Project Type – Capital Improvement  
2700 West to Bangerter Highway – (1.25 miles)

Project Cost – $ 1,991,900  
Funds Request – $ 1,836,072

This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.

Recommended Funding $ 451,458
Millcreek – 4500 South (SR-266) – Construct Sidewalk
Project Type – Capital Improvement

1500 East to 1630 East – (0.133 miles)

Construct sidewalk, curb and gutter on the south side of 4500 South between 1500 East and 1630 East. There is little to no shoulder and pedestrians are often seen close to the travel lane.

Project Cost – $357,600
Funds Request – $333,390

Recommended Funding $333,390
This project fills the gaps between transit stops and local destinations by providing bicycles which can be used to cover the final distance between transit stops and to reduce short car trips taken in the downtown area. Bike share stations are ideally located a quarter-mile or 5 minute walking distance apart - making people more likely to use them due to convenience. Stations cannot be isolated from the network, and must be within easy riding distance from other stations.
26

18-21%

$8.5M - $9.9M
The 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.
This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of $79 Million, with the remainder of the costs coming from this request along with programmed local and state funding.
Harrisville City – West Harrisville Road – Reconstruct w/ Minor Widen
Project Type - Reconstruction

Highway 89 to 750 West – (0.62 miles)

Project will widen the south side of the West Harrisville Road. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements, bike lanes, and increase safety and capacity.

Project Cost – $ 3,460,200
Funds Request – $ 3,109,407

Recommended Funding $ 3,109,407
West Jordan – 1300 West – Reconstruct and Widen

Project Type – Capacity

9400 South to 6600 South – (3.452 miles)

Widen to 80-foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.

Recommended Funding $ 4,800,000

Project Cost – $ 17,161,600

Funds Request – $ 4,800,000
The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Specifically however, the funding that would be applied to the scope of this project would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources.
The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.
Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. The city council has also allocated funding to support that service. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with SLC and partnering entities in the area that may have property available.
2019 Active Transportation Legislative Bills/Appropriations

SB 72 Transportation Governance

SB 139 Motor Assisted Transportation Amendments (e-scooters)

SB 34 Affordable Housing Amendments

Appropriation: Technical Planning Assistance

Appropriation: Youth BEST and Governor’s 1,000 Miles Campaign

HB 208 Safe Routes to School

HB 161 Utah Yield, aka “Idaho Stop”

HB 13 Distracted Driver Amendments
May is Bike Month!