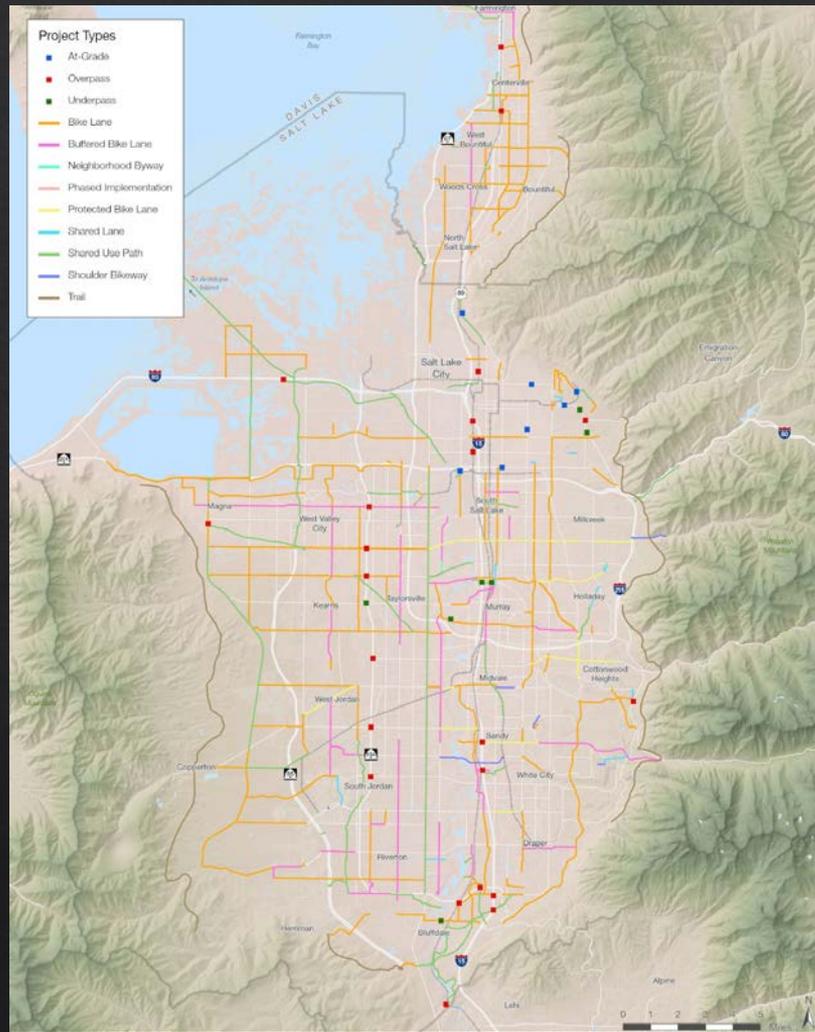
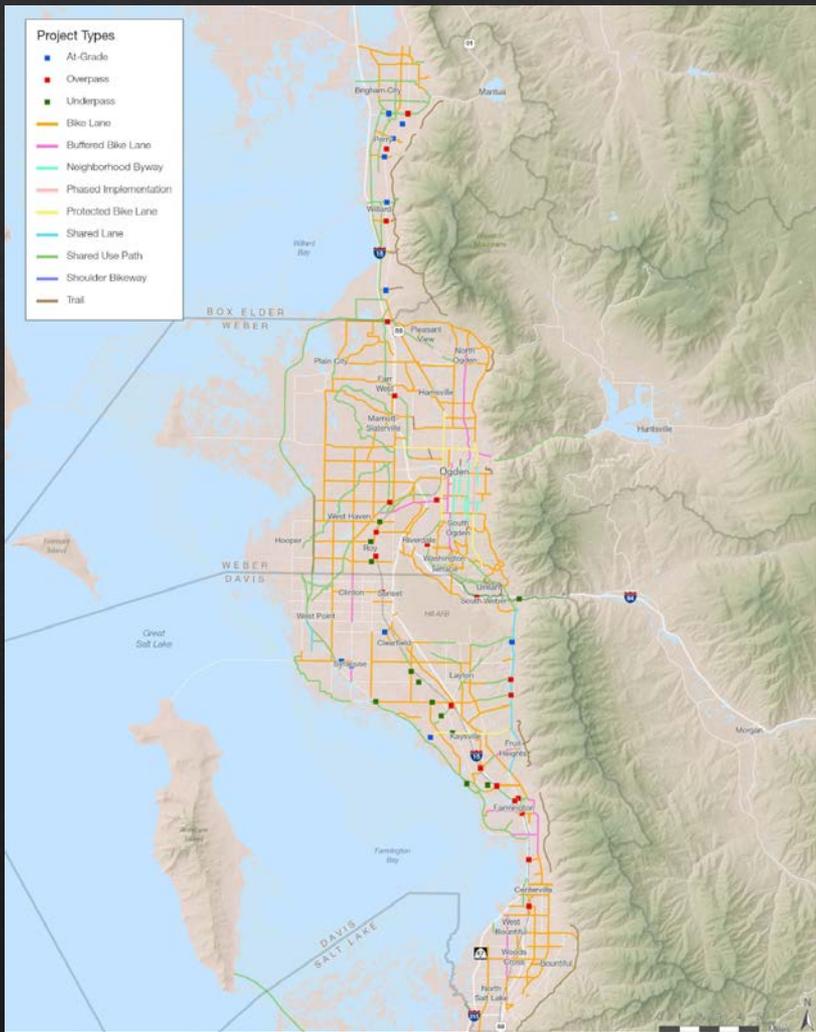


RTP Update



Project implementation language developed with UDOT

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.

Project implementation language developed with UDOT

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.





TRANSPORTATION AND LAND USE CONNECTION

2019 Awards

April 10th, 2019 | Alex Roy



PROGRAM GOALS

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



\$1,239,500

2019 Region-Wide TLC Funding

\$303,500

2019 Local Match

\$1,543,000

2019 Project Total Budgets

- **15 awards**

- 9 Salt Lake Urbanized Area
- 6 Ogden/Layton Urbanized Area

- 3 Active Transportation Plans with 13 communities



2019 AWARDS



Ogden/Layton Urbanized Area

Clearfield, Syracuse, West Point, Clinton,
Sunset

North Davis Communities Active
Transportation Implementation Plan

Kaysville

General Plan Update

North Salt Lake City

Town Center Branding and Wayfinding

Ogden & South Salt Lake

Utah Parking Modernization Case Studies
South Ogden City Comprehensive General
Plan

South Ogden City

South Weber City

Weber River Parkway to Bonneville
Shoreline Trail



2019 AWARDS



Salt Lake Urbanized Area

Alta	Commercial Core Prioritization Plan
Magna	Magna Metro Township General Plan
Millcreek, Cottonwood Heights, Holladay, Midvale, Murray, and Taylorsville	Mid Valley Active Transportation Plan
Murray City	Fashion Place Small Area Plan
Sandy & Draper	Sandy/Draper Active Transportation Plan
South Jordan, Riverton, West Jordan, Herriman, Bluffdale, Copperton	Southwest Salt Lake County Visioning Project
South Salt Lake City	Jordan River / 3300 South - Neighborhood Master Plan
South Salt Lake City & Ogden City	Utah Parking Modernization Case Studies
Taylorsville	20/20 Vision



ACTIVE TRANSPORTATION PLANS



Clearfield, Syracuse, West Point, Clinton,
and Sunset

North Davis Communities Active
Transportation Implementation Plan

South Weber City

Weber River Parkway to Bonneville
Shoreline Trail



ACTIVE TRANSPORTATION PLANS

Millcreek, Cottonwood Heights, Holladay,
Midvale, Murray, and Taylorsville

Mid Valley Active Transportation Plan

Sandy and Draper

Sandy / Draper Active Transportation Plan



TLC Program



**TRANSPORTATION
AND
LAND USE CONNECTION**



Alex Roy, Transportation Planner

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wfrc.org/tlc

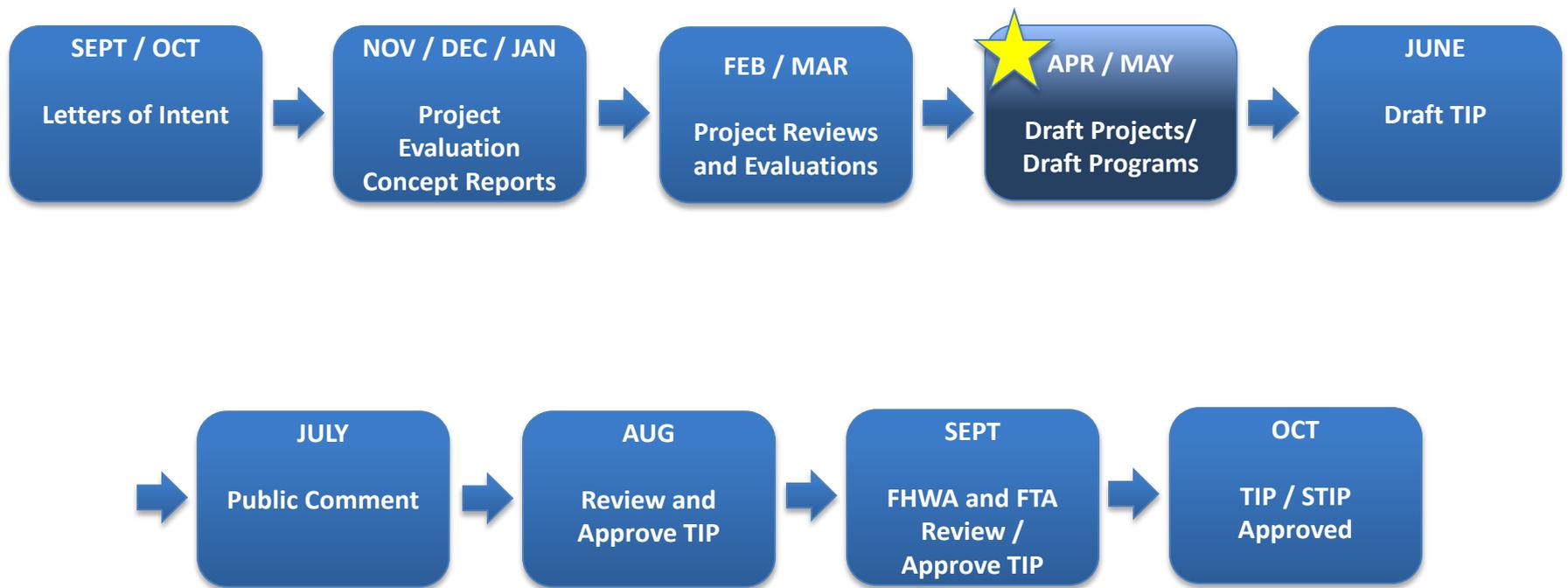
**Transportation Alternative Program (TAP)
Projects Recommended for FY2021**
for the
2020 - 2025 TIP

**Active Transportation
Committee Meeting**

April 10, 2019

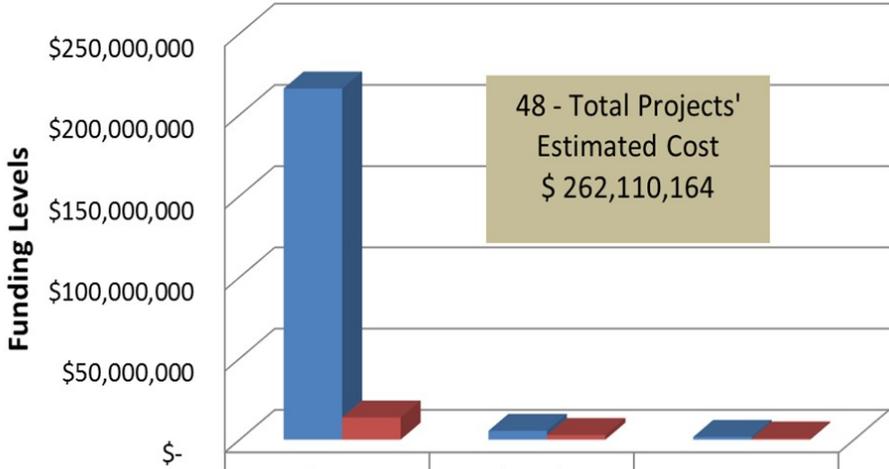


Process for New Projects & The Draft TIP



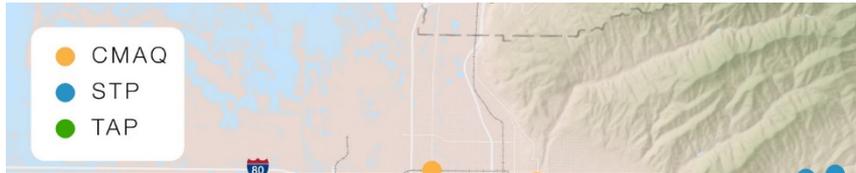


Ogden/ Layton Urban Area

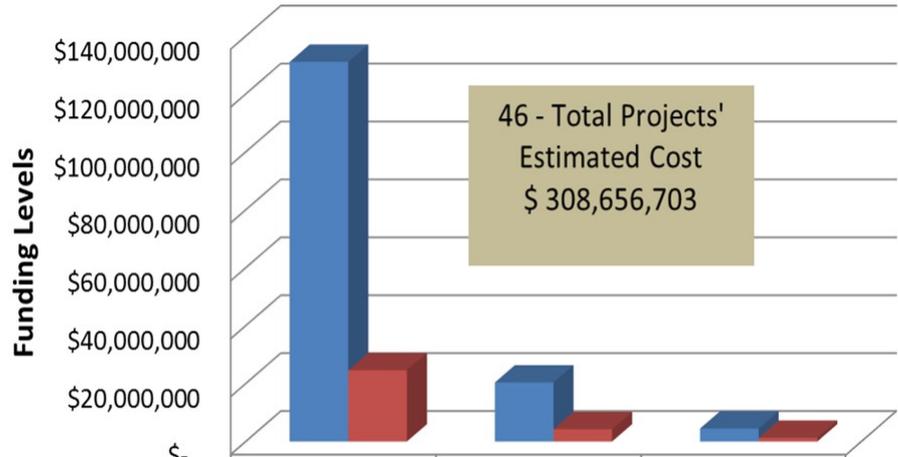


	STP	CMAQ	TAP
Requested	\$216,067,695	\$5,397,998	\$1,634,307
Available	\$13,622,935	\$2,772,568	\$693,000





Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP
Requested	\$131,105,187	\$20,371,768	\$4,470,209
Available	\$24,600,000	\$4,241,976	\$1,260,376

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



Project Selection Considerations

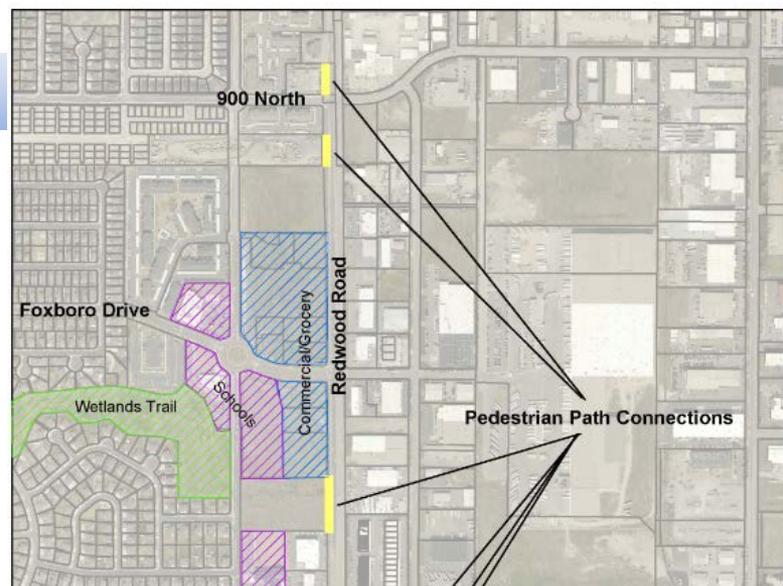
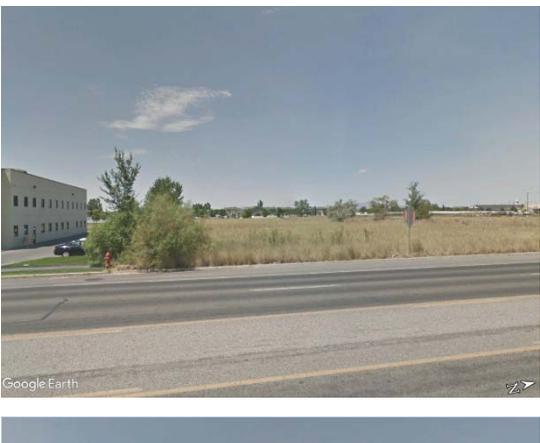
- Recommendations are based on data, sound engineering and the project environment
 - Project Evaluation Scores
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Professional Considerations
 - Project Costs



North Salt Lake – Redwood Rd Westside Connector – Bike/ Ped Facility

Project Type – Capital Project

Center Street to 1100 North – (0.34 miles)



Recommended Funding \$ 182,600



**Project Cost –
\$ 229,600**

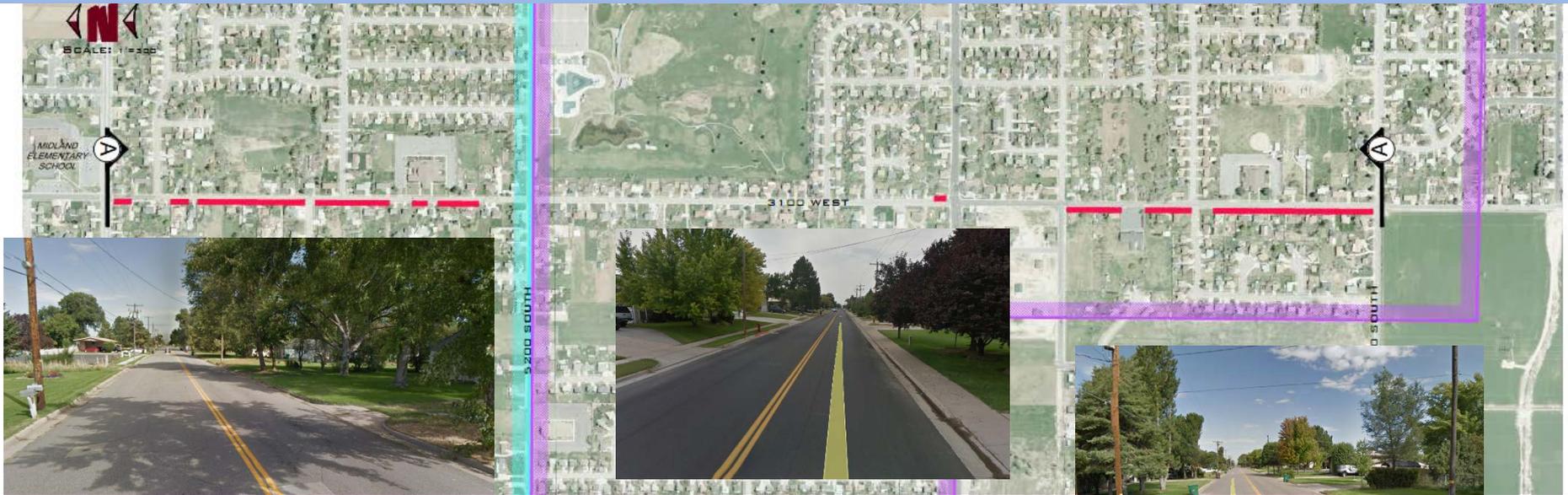
**Funds Request –
\$ 182,600**

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.

Roy City – 3100 West - Sidewalk Project

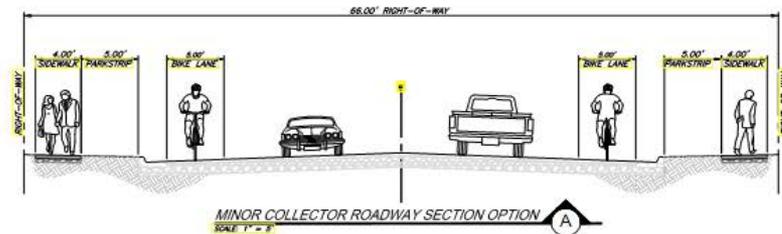
Project Type – Safe Routes to School

4800 South to 6000 South – (2.12 miles)



Recommended Funding \$ 271,530

- LEGEND**
- PROPOSED SIDEWALK
 - MIDLAND ELEMENTARY SCHOOL BOUNDARY
 - ROY ELEMENTARY SCHOOL BOUNDARY



**Project Cost –
\$ 301,700**

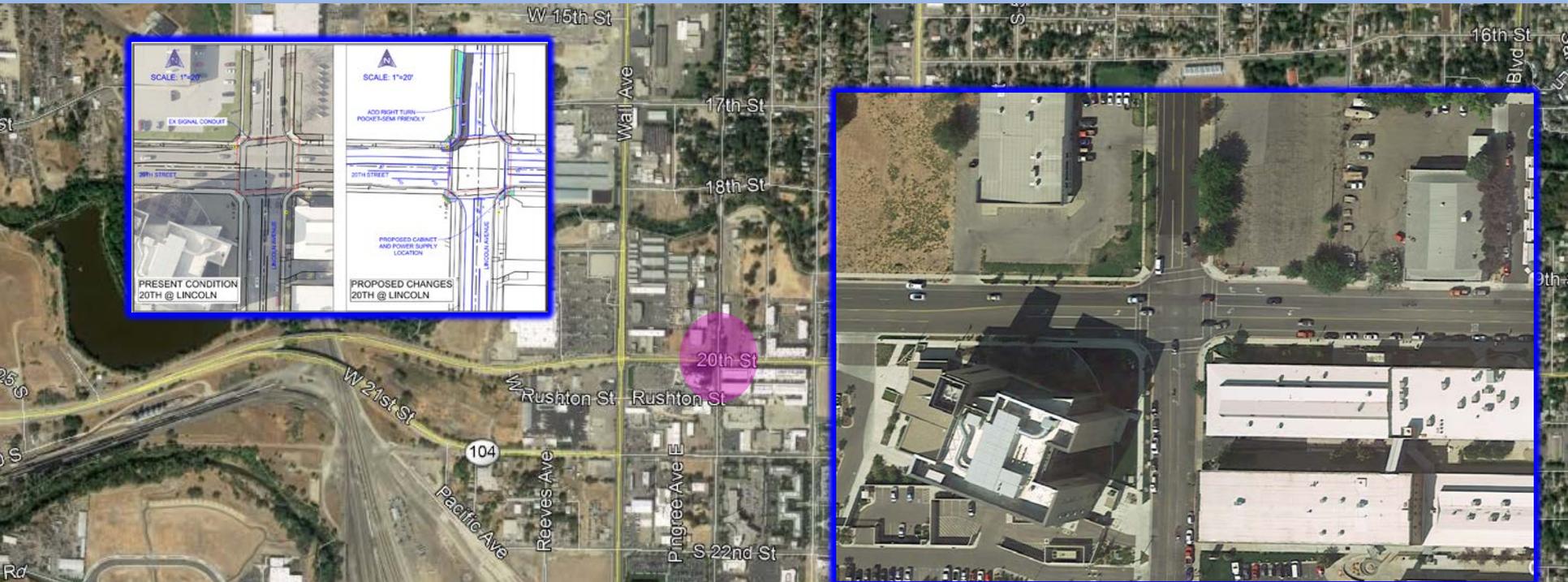
**Funds Request –
\$ 271,530**

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.

Ogden City – 20th at Lincoln Traffic Signal

Project Type – Capital Improvement

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



Recommended Funding \$ 239,000

**Project Cost –
\$ 407,100**

**Funds Request –
\$ 379,539**

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.

Magna Metro Township – 2820 South Sidewalk – Construct Sidewalk

Project Type – Safe Routes to School

7584 West to 7630 West – (0.09 miles)



2820 South Sidewalk - North Side
7584 West to 7630 West
West end of project @ 7584 West, looking west



2820 South Sidewalk - North Side
7630 West to 7584 West
East end of project @ 7630 West, looking east



Recommended Funding \$ 185,528

7584 West to 7630 West



**Project Cost –
\$ 199,000**

**Funds Request –
\$ 185,528**

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.

Magna Metro Township – Utah & Salt Lake Canal - Trail Extension

Project Type – Capital Improvement

7200 W/ 3930 S to 8575 W/ 3680 S – (1.85 miles)

**Project Cost –
\$ 100,000**

**Funds Request –
\$ 90,000**



Trail corridor before development (Typical of project area)



Trail street crossing pre-construction



Trail street crossing post-construction



Recommended Funding \$ 90,000



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)



Recommended Funding \$ 451,458



**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.

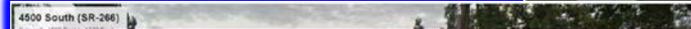


WIDENED ROADS TO ACCOMMODATE BIKE LANES



Millcreek – 4500 South (SR-266) – Construct Sidewalk Project Type – Capital Improvement

1500 East to 1630 East – (0.133 miles)



Recommended Funding \$ 333,390



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

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.

Salt Lake City – Bike Share Program

Project Type – Capital Improvement

Salt Lake City Proper



LEGEND

■ FOOD/DRINK	■ HOTEL
■ SHOPPING & ENTERTAINMENT	■ RESIDENTIAL

GREENbike
SLC'S NON-PROFIT BIKE SHARE

2017: 33 STATIONS/350 ACTIVE BIKES



Recommended Funding \$ 200,000



Project Cost – \$ 375,416

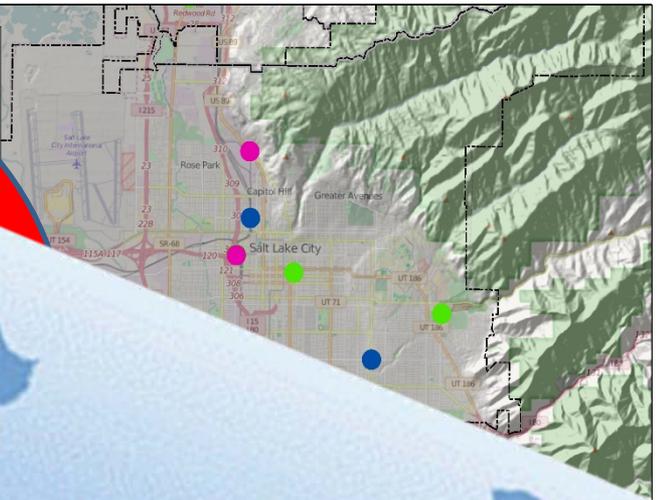
Funds Request – \$ 350,000

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.

Funding Program

Proposed Projects

- CMAQ
- STP
- TAP



26

18-21 %

\$ 8.5M - \$9.9M

Farmington City – SR-106 (Main Street) – Reconstruct & Minor Widening

Project Type – Reconstruction

Park Lane to Shepard Lane – (0.61 miles)



Figure 5: SR-106 (Main Street) Existing Conditions



and install curb, gutter, storm drain on the west side of SR-106 (Main Street)

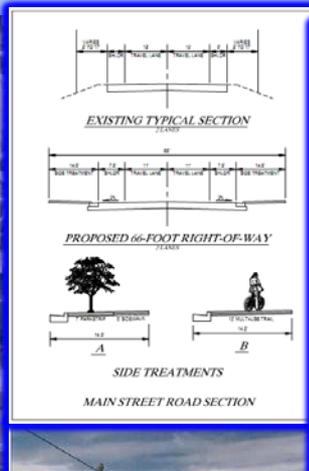


Figure 1: SR-106 (Main Street) Existing Conditions

Recommended Funding \$ 2,053,670



Figure 7: SR-106 (Main Street) Existing Conditions



Park Lane



Figure 3: SR-106 (Main Street) Existing Conditions

Figure 4: SR-106 (Main Street) Existing Conditions



Figure 8: SR-106 (Main Street) Existing Conditions

Project Cost – \$ 2,287,800

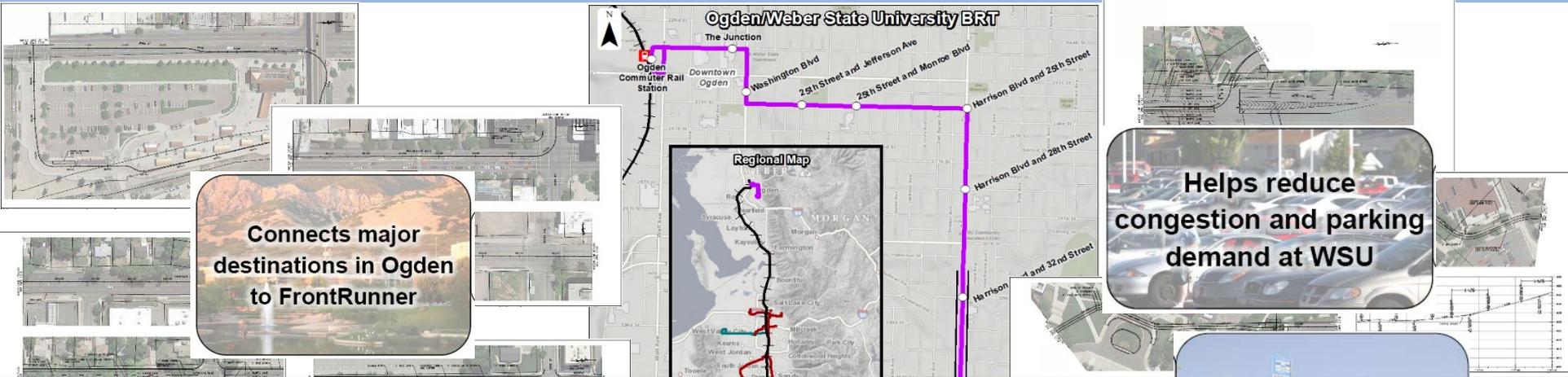
Funds Request – \$ 2,053,670

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.

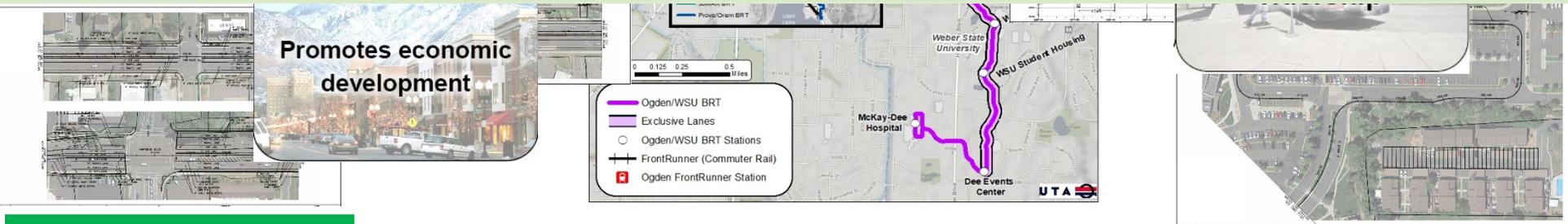
UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

Ogden Intermodal Hub (23rd/Wall) to Mckay Dee Hospital (48th/Harrison) – (5.3 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 79,000,000**

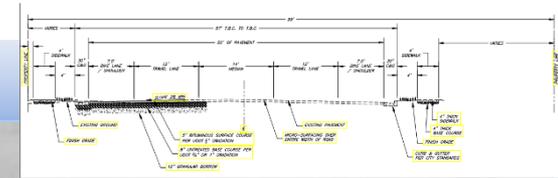
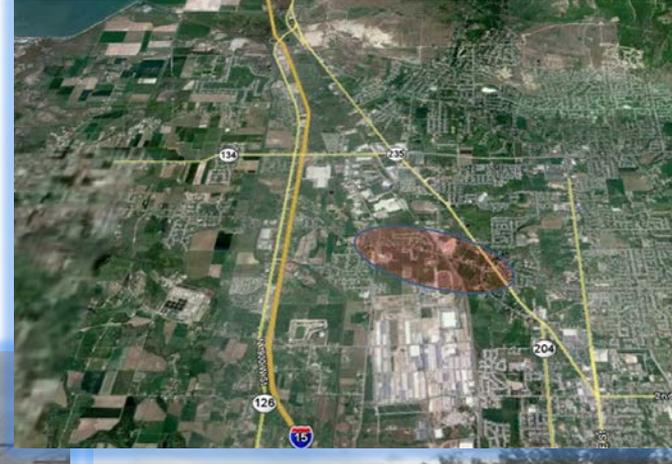
**Funds Request –
\$ 1,500,000**

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)



Recommended Funding \$ 3,109,407



**Project Cost –
\$ 3,460,200**

**Funds Request –
\$ 3,109,407**

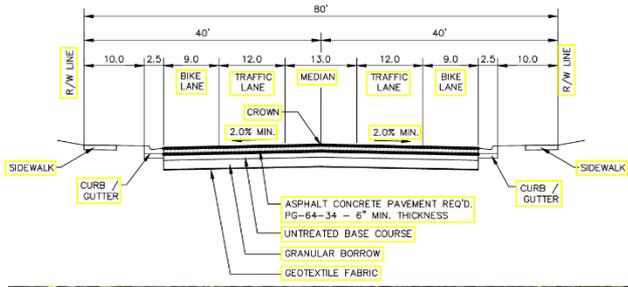
Project will widen the south side of the West Harrisville Road. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements, bike lanes, and increase safety and capacity.

TYPICAL SECTION
80' ROW COLLECTOR

West Jordan – 1300 West – Reconstruct and Widen

Project Type – Capacity

9400 South to 6600 South – (3.452 miles)



Recommended Funding \$ 4,800,000

**Project Cost –
\$ 17,161,600**

**Funds Request –
\$ 4,800,000**

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.

UDOT/ South Salt Lake – 3300 South – Intersection Improvements

Project Type - Pedestrian

3300 South and 900 West



Recommended Funding \$ 783,132

**Project Cost –
\$ 840,000**

**Funds Request –
\$ 783,132**



NOTES:

1. THE OVERALL SCOPE OF THIS PROJECT WOULD BE TO REALIGN LANES, IMPROVING PEDESTRIAN MOBILITY CROSSING, AND SIGNALS. SPECIFICALLY HOWEVER, THE FUNDING FOR THIS PROJECT WOULD LOOK AT REPLACING SIDEWALK, INSTALLING A HAWK SYSTEM, ADDING PEDESTRIAN RAMPS, AND ADDING RAISED MEDIAN. ITEMS OUTSIDE THIS WOULD COME FROM OTHER FUNDING.

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.

Taylorville City – Midvalley Connector BRT – Bus Service

Project Type - Tranist

4700 South from Atherton Drive to 2700 West – (7 miles)

Project Cost –
\$ 40,400,000

Funds Request –
\$ 6,520,000



STATION NAME / LOCATION	STATION TYPE
Murray Central	Transit Hub
Yino Street	Side
Honey Boulevard	Side
Somerset Road	Side
South Valley	Side

Recommended Funding \$ 2,000,000



American Express	Side
2700 West	Side
4700 South	Side
2700 West	Side
3600 South	Side
West Valley Central	Transit Hub

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.

UTA / Salt Lake – Salt Lake City West Intermodal Type – Transit

North Temple to Redwood Road



Recommended Funding \$ 1,400,000



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.

**Project Cost –
\$ 4,200,300
Funds Request –
\$ 3,915,940**

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!