

Active Transportation Committee Goals - 2020



1. **Plan:** continue adoption and refinement of active transportation plans that coordinate local and regional plans



2. **Build:** fund and construct priority projects through
 1. shared awareness of and advocacy for funding opportunities, and
 2. partnering across agencies



3. **Educate:** increase support for AT through
 1. choosing to bike and walk and inviting others to do the same (e.g. get out of your car challenge)
 2. sharing successes
 3. highlighting economic and health benefits



4. **Coordinate:** collaborate on policy issues of
 1. e-bike adoption
 2. facility maintenance
 3. regional wayfinding

Transportation and Land Use Connection

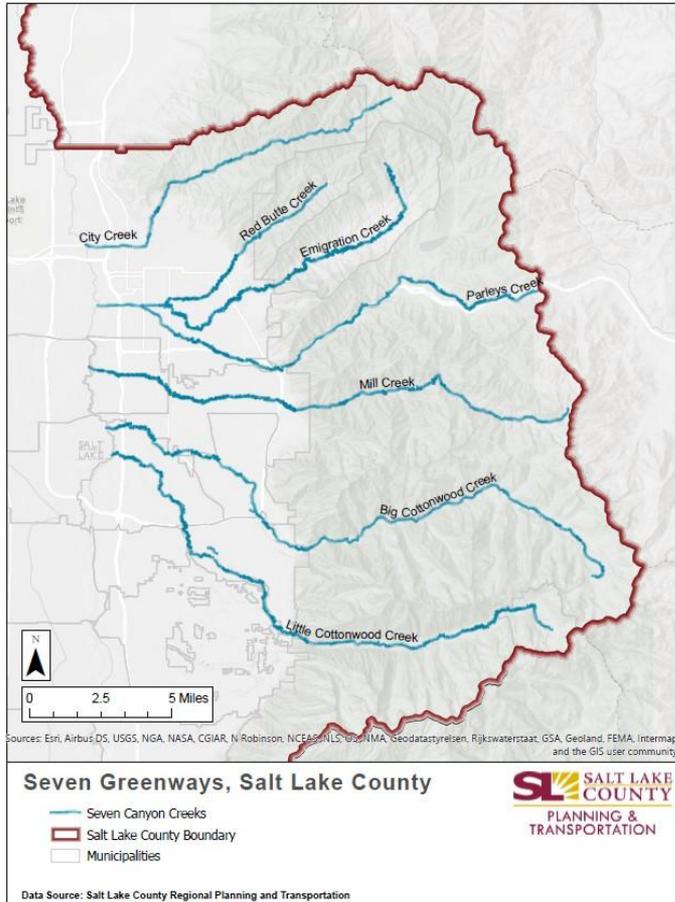
2020 Active Transportation Applications



WASATCH FRONT REGIONAL COUNCIL



Seven Greenways Vision



Kearns and Magna Metro Active Transportation Plan

Figure 2-1: Existing Zoning Map

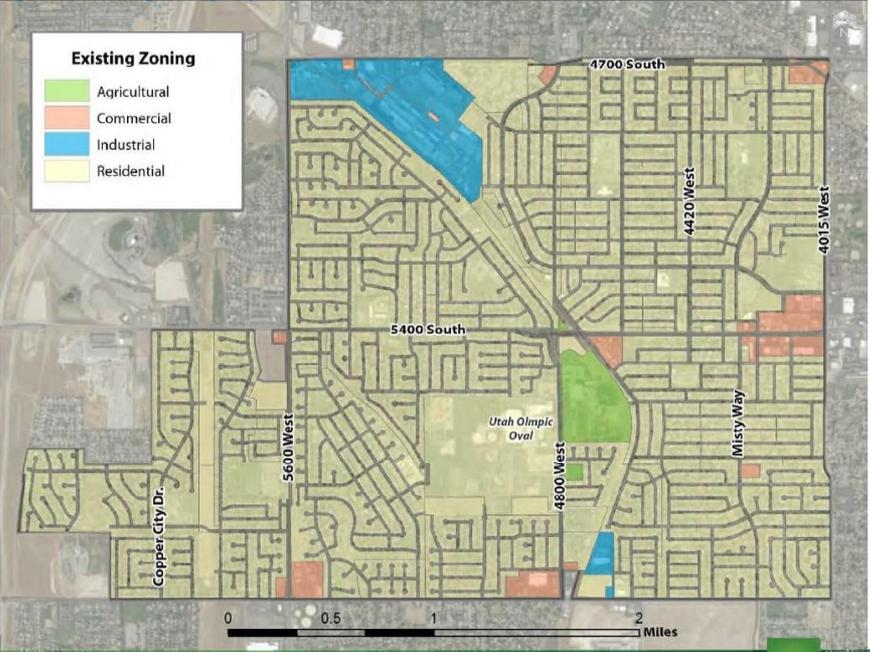


Figure 2-1: Existing zoning map



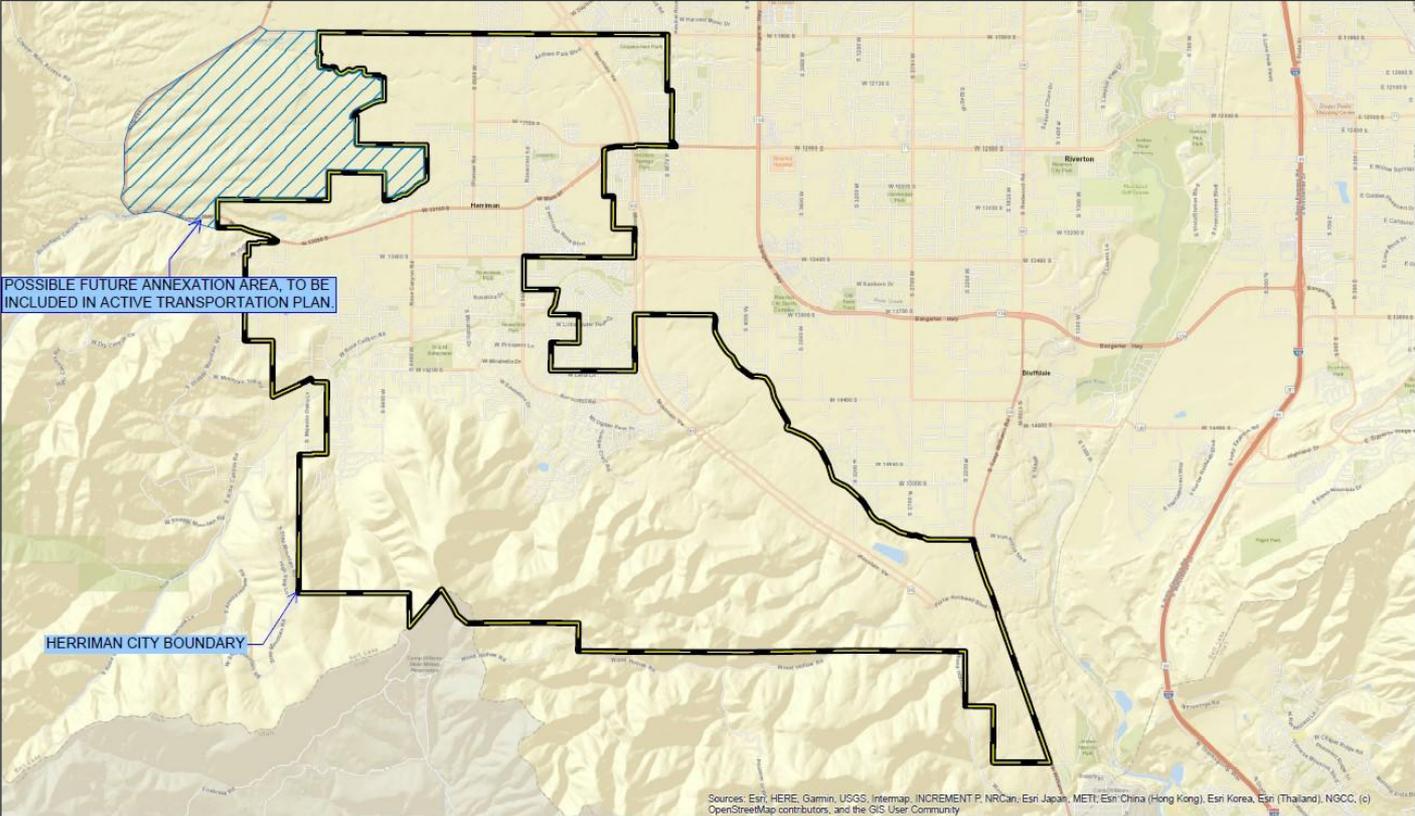
Taylorville Active Communities Plan

Taylorville Active Community Plan

- Mid Valley BRT Corridor
- Commercial Centers Study Areas
- Trails
 - Existing
 - Partially completed



Herriman Active Transportation Plan



POSSIBLE FUTURE ANNEXATION AREA, TO BE INCLUDED IN ACTIVE TRANSPORTATION PLAN.

HERRIMAN CITY BOUNDARY

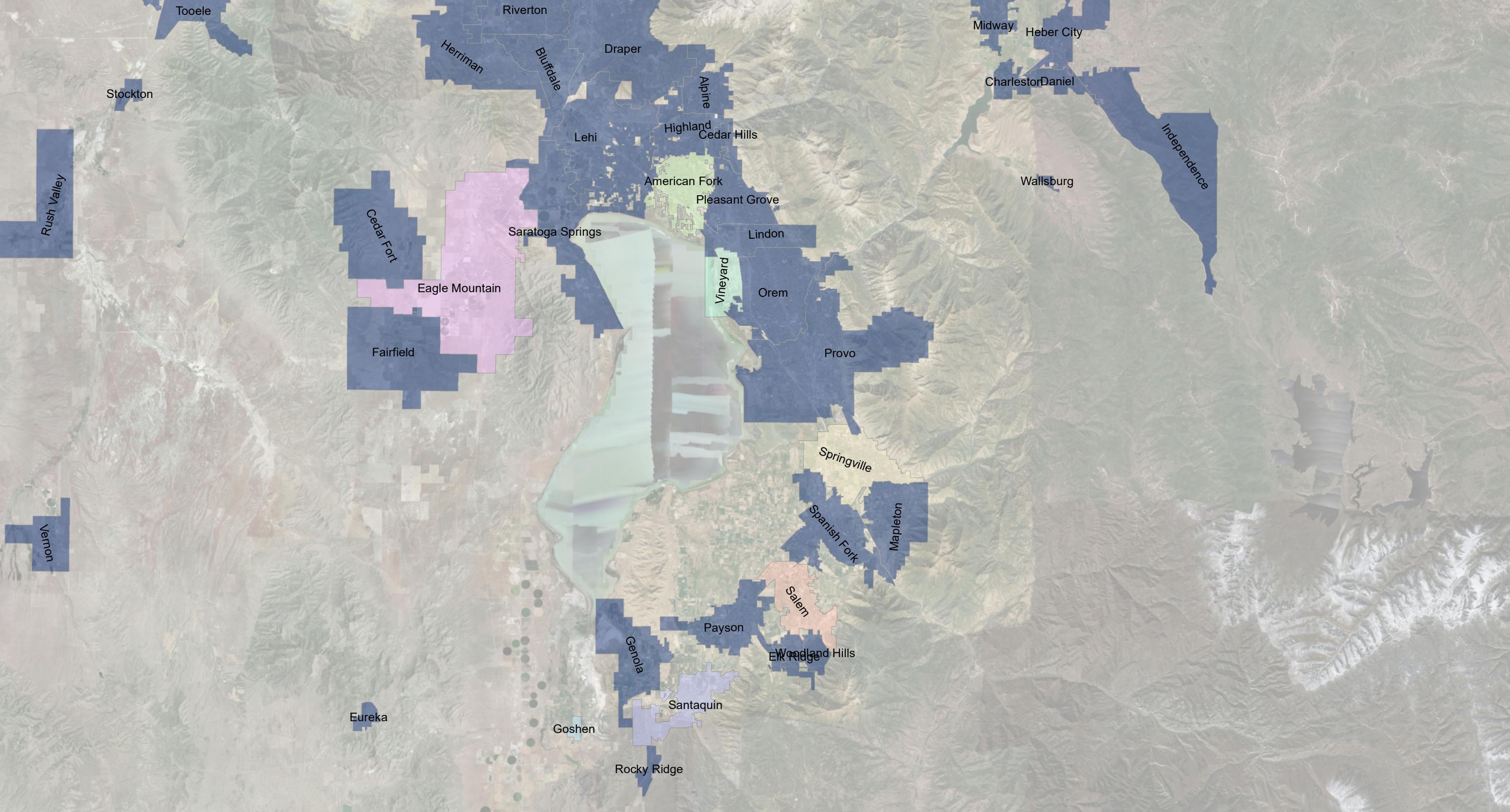
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



HERRIMAN CITY ENGINEERING DEPARTMENT
Active Transportation Plan Boundaries



WASATCH FRONT REGIONAL COUNCIL



Tooele

Stockton

Rush Valley

Vernon

Eureka

Goshen

Rocky Ridge

Santaquin

Genola

Payson

Salem

Woodland Hills

EW Ridge

Spanish Fork

Mapleton

Springville

Provo

Orem

Vineyard

Lindon

Pleasant Grove

American Fork

Cedar Hills

Highland

Lehi

Alpine

Bluffdale

Draper

Herriman

Riverton

Midway

Heber City

Charleston

Daniel

Wallsburg

Independence

Cedar Fort

Eagle Mountain

Fairfield

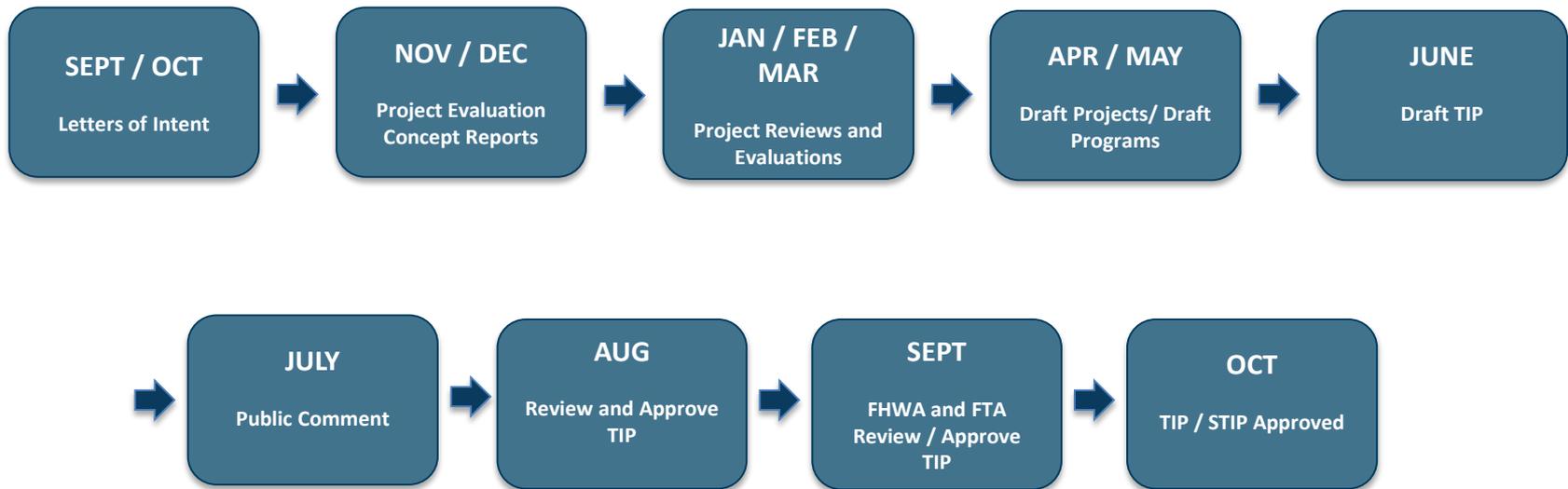
Saratoga Springs

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- **Surface Transportation Program**
- **Congestion Mitigation Air Quality**
- **Transportation Alternatives Program**

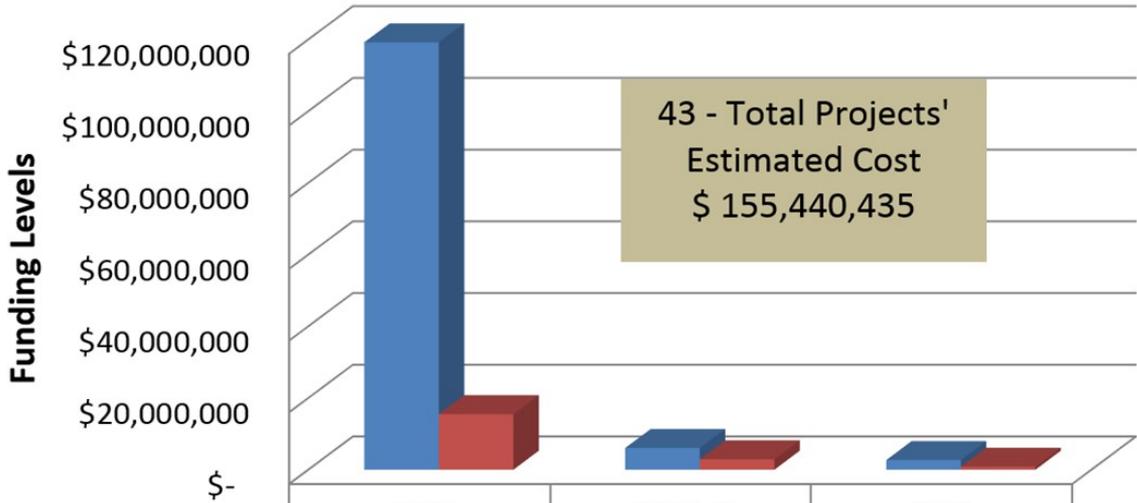


Process for New WFRC Projects & the Draft TIP



- CMAQ
- STP
- TAP

Ogden/ Layton Urban Area



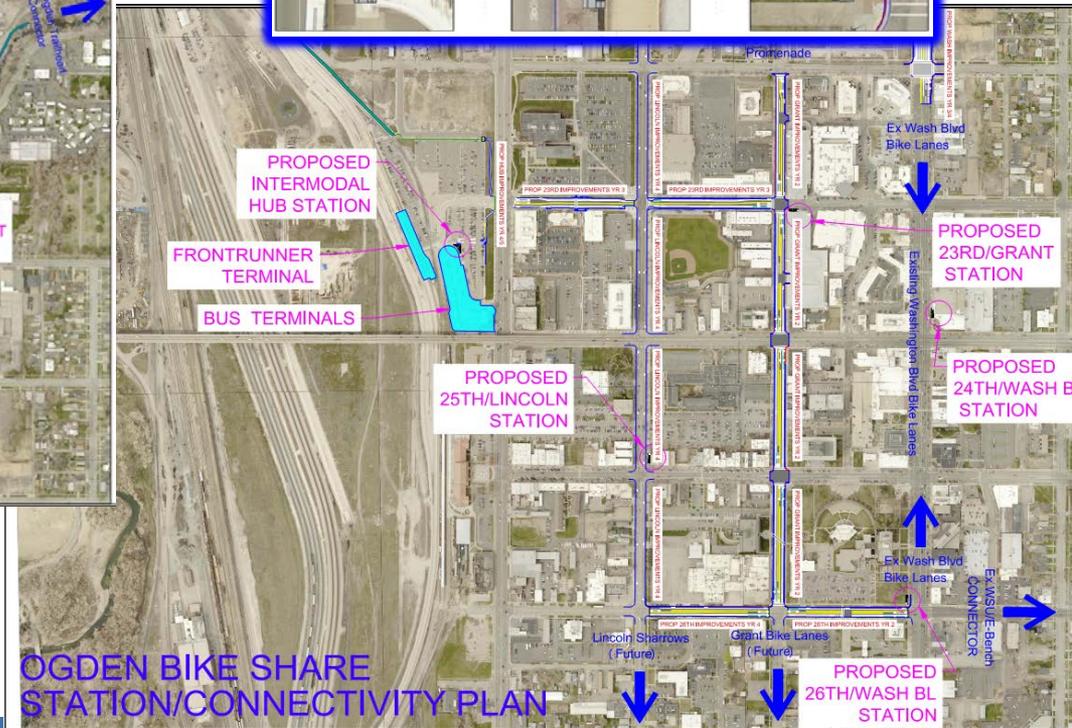
	STP	CMAQ	TAP
■ Requested	\$119,192,673	\$6,062,250	\$2,702,494
■ Available	\$15,487,803	\$2,890,334	\$830,160

Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD)

OGDEN BIKE SHARE STATION/CONNECTIVITY PLAN



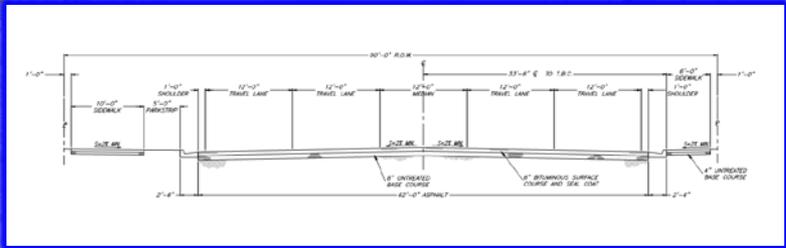
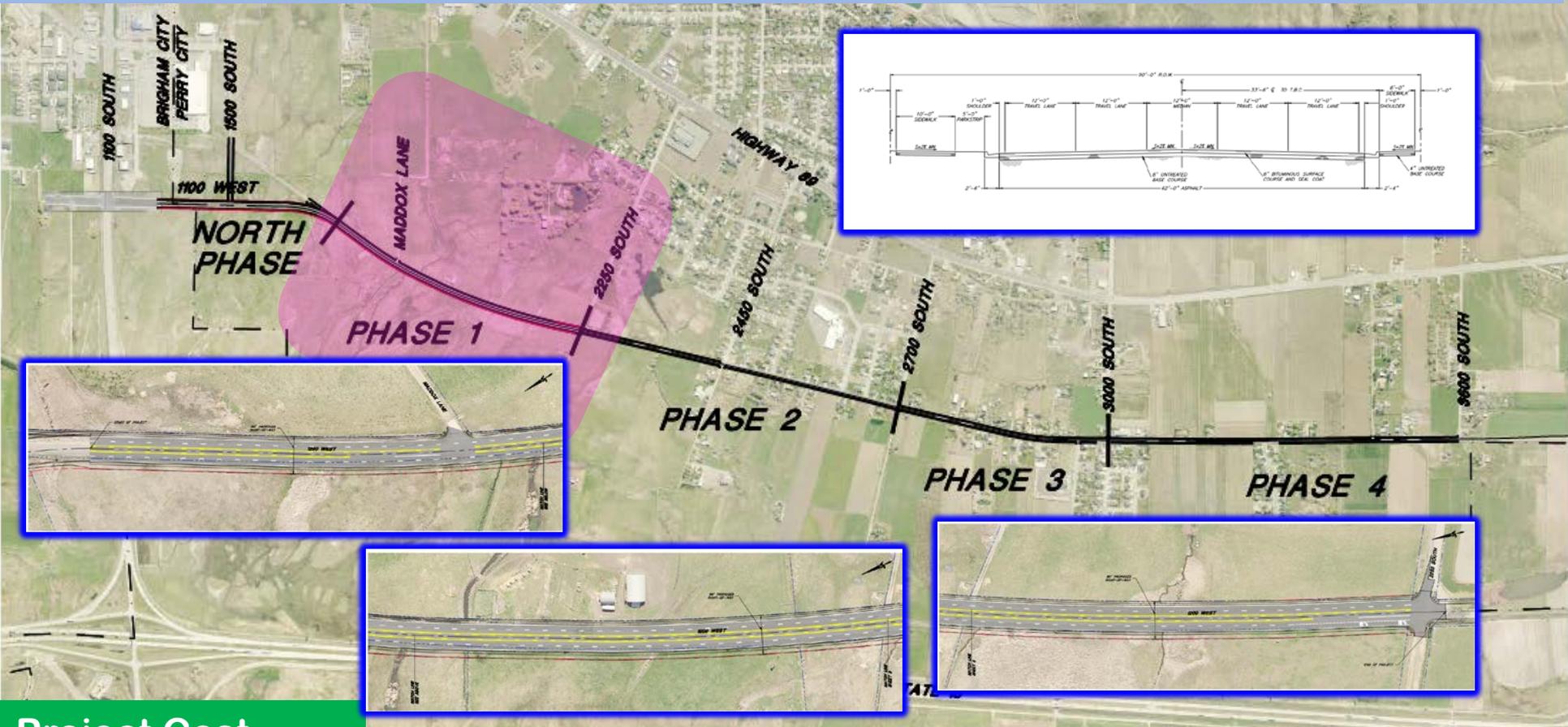
Project Cost –
\$ 435,200

Funds Request –
\$ 405,737

Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. The bikeshare program will also promote physical activity all while offering a zero emission transportation option to visitors and citizens.

Perry City – 1200 West Roadway Widening Phase I – Widening Project Type – New Capacity

1600 South to 2250 South – (0.521 miles)

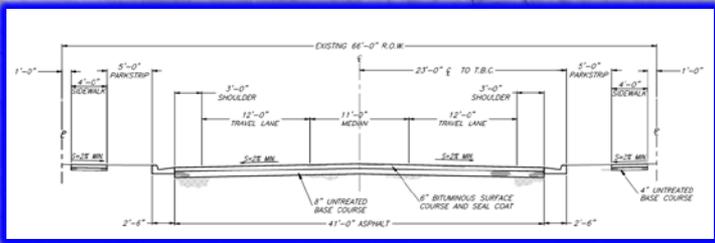
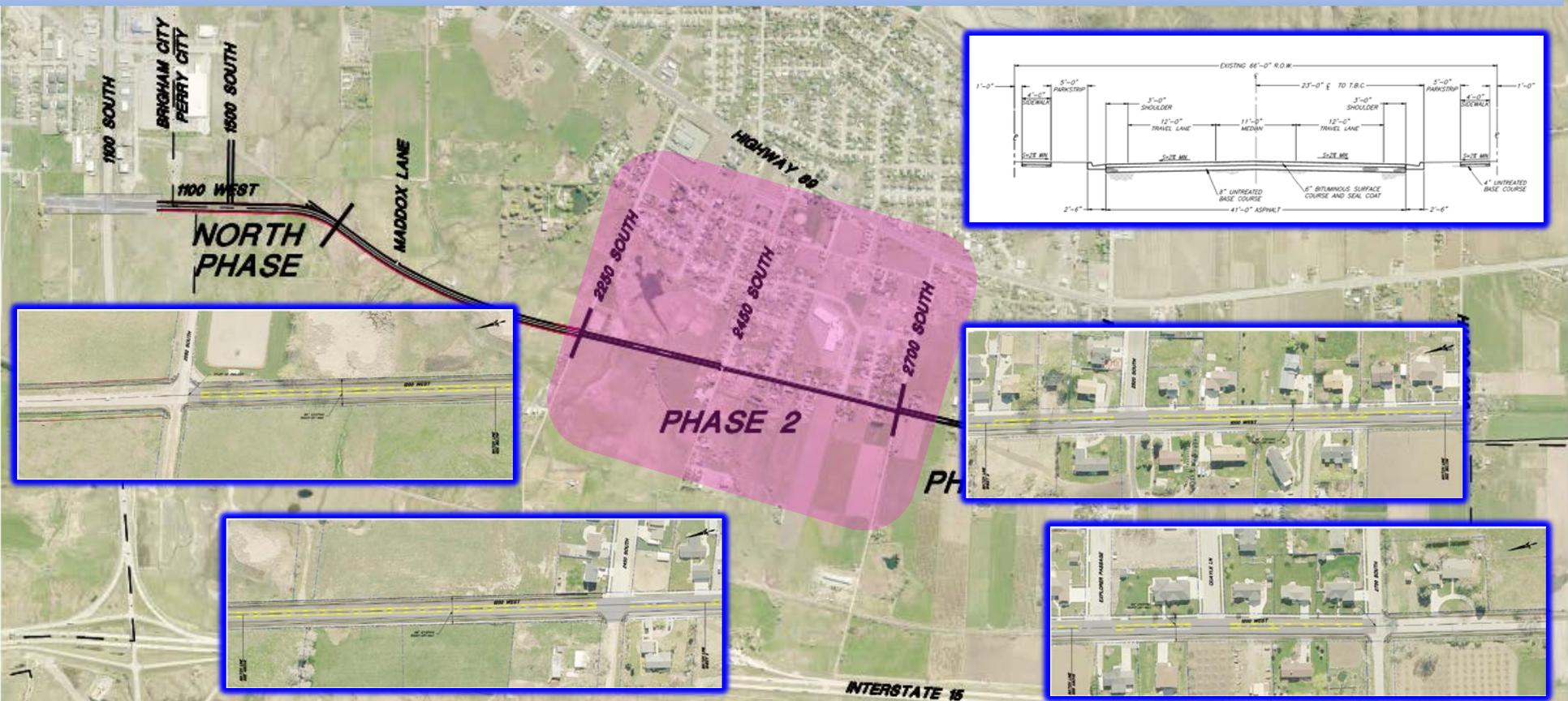


Project Cost –
\$ 4,987,800
Funds Request –
\$ 4,533,588

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 2 – Widening Project Type – New Capacity

2250 South to 2700 South – (0.393 miles)



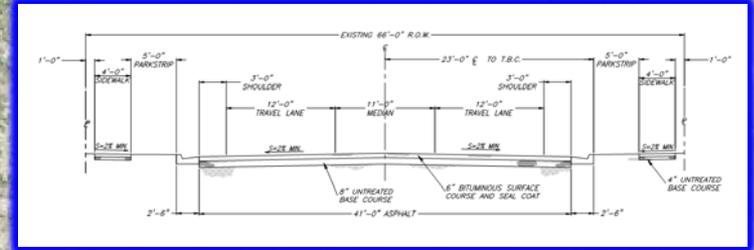
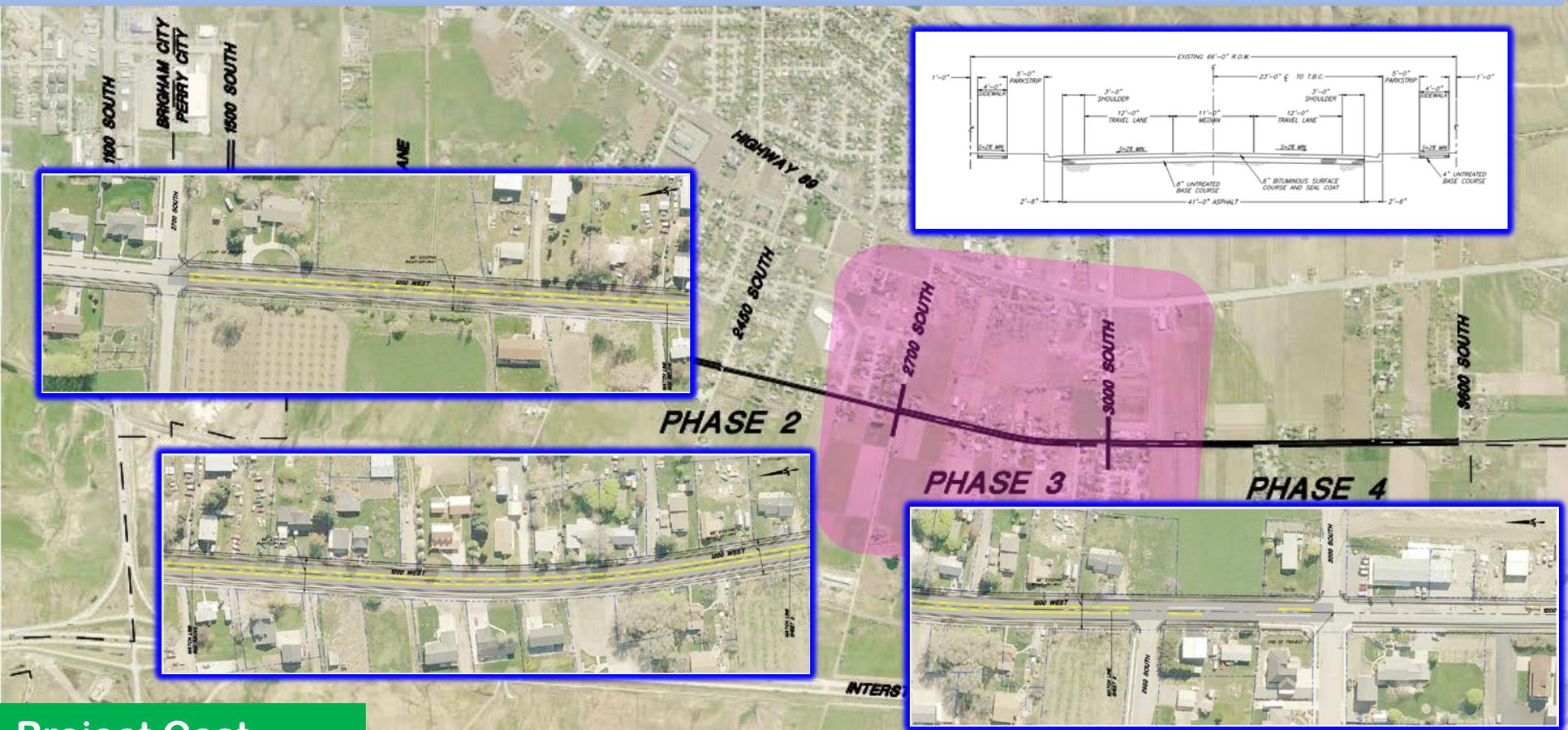
**Project Cost –
\$ 2,894,500**

**Funds Request –
\$ 2,582,005**

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 3 – Widening Project Type – New Capacity

2700 South to 3000 South – (0.459 miles)



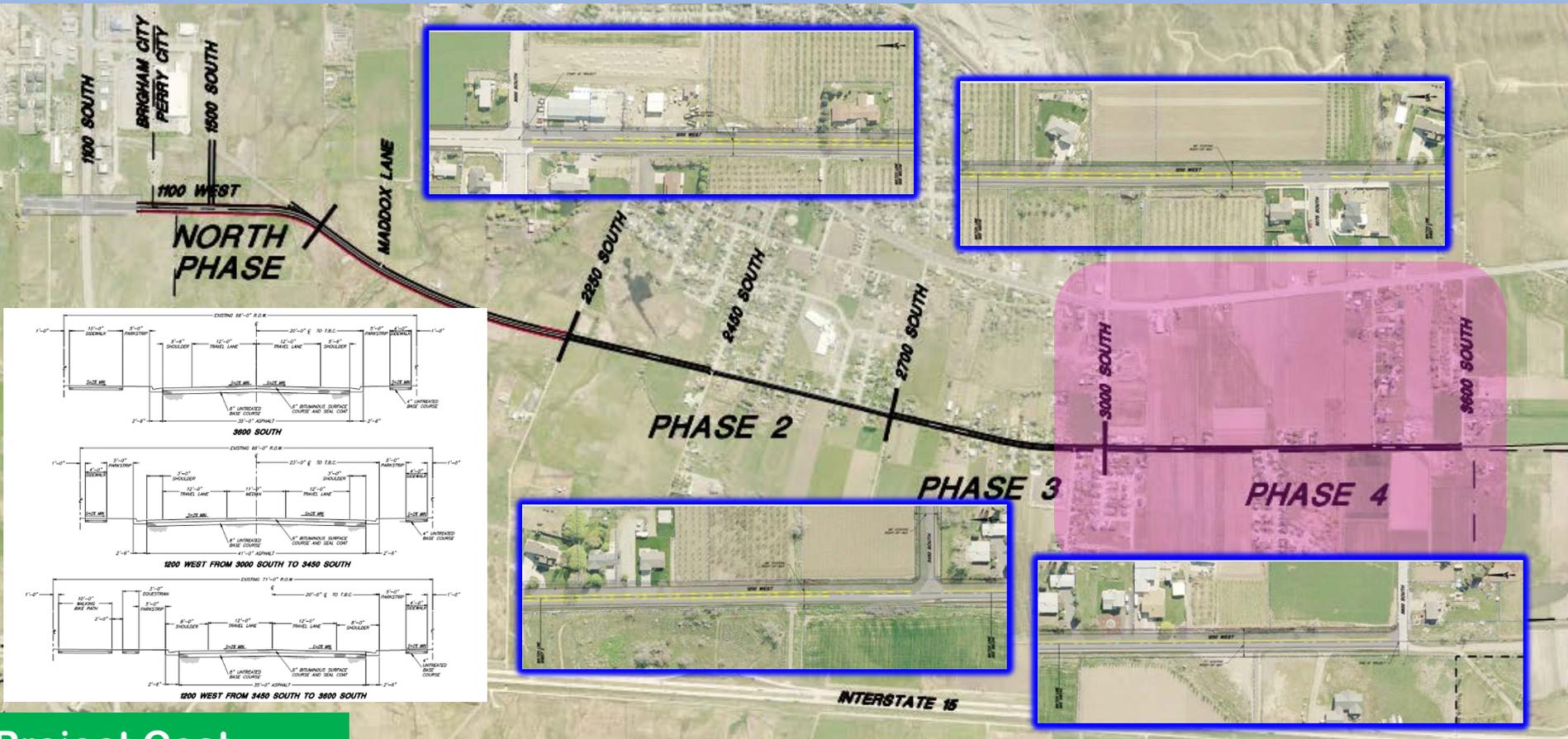
Project Cost –
\$ 2,276,200

Funds Request –
\$ 2,005,564

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 4 – Widening Project Type – New Capacity

3000 South to 3600 South – (0.753 miles)



**Project Cost –
\$ 3,486,600**

**Funds Request –
\$ 3,134,020**

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Farmington City – SR-106 (200 East) – Reconstruct & Minor Widening

Project Type – Reconstruction

Glovers Lane to Lund Lane – (0.88 miles)

Figure 3: SR – 106 (200 East) Existing Conditions

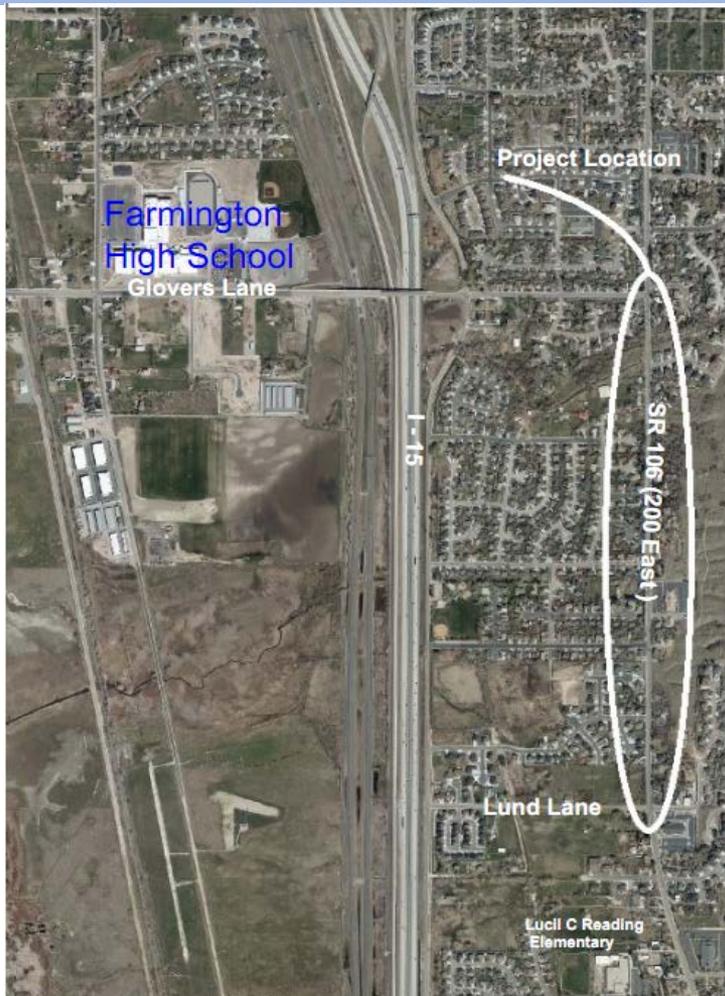
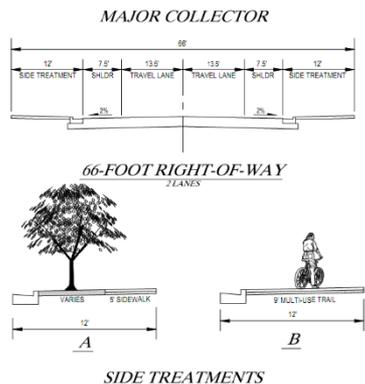


Figure 1: SR – 106 (200 East) Existing Conditions



Figure 5: SR – 106 (200 East) Existing Conditions



Figure 4: SR – 106 (200 East) Existing Conditions



Figure 2: SR – 106 (200 East) Existing Conditions



Project Cost –
\$ 2,293,000

Funds Request –
\$ 2,119,118

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.

Clinton City – 1300 North Reconstruct & Minor Widening

Project Type – Reconstruction

1000 West & 1500 West – (0.7 miles)



Project Cost –
\$ 3,002,300

Funds Request –
\$ 2,799,044

This project will widen 1300 N between 1000 W to 1500 W and will connect onto a CMAQ funded project at the intersection of 1500 West. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.

Kaysville City – Crestwood Road – Reconstruct w/ Minor Widening

Project Type – Reconstruction

400 East to US-89 – (1.3 miles)



Crestwood Rd will serve as one of Kaysville's two accesses for the future US-89 freeway/frontage road system. Kaysville plans to widen Crestwood and install curb/sidewalk to enhance vehicle and pedestrian traffic efficiency and to provide access to the east frontage road bike route.

Project Cost –
\$ 2,260,400
Funds Request –
\$ 2,107,371

North Salt Lake – Main Street Sidewalk – New Construction

Project Type – Bike & Pedestrian

I-15 Overpass to Pacific Avenue - (0.25 miles)



Project Cost –
\$ 366,200

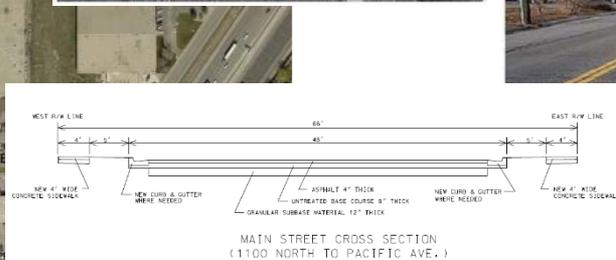
Funds Request –
\$ 274,650

There are currently no pedestrian facilities in this location which is located near a developing Town Center, a residential neighborhood (vulnerable community), and along a bus route. Pedestrians have been observed walking in the street, which is extremely unsafe, particularly with semi-truck traffic sharing the roadway.

North Salt Lake – Main Street – Reconstruct with Minor Widening

Project Type – Reconstruction

Pacific Avenue to 1100 North - (0.5 miles)



Project Cost –
\$ 3,231,600

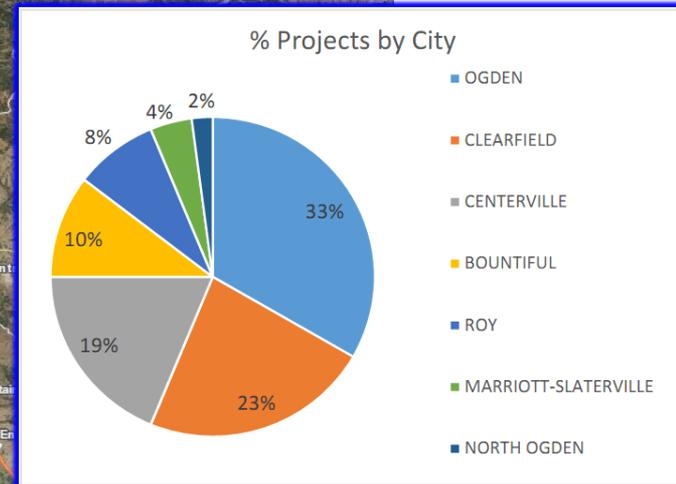
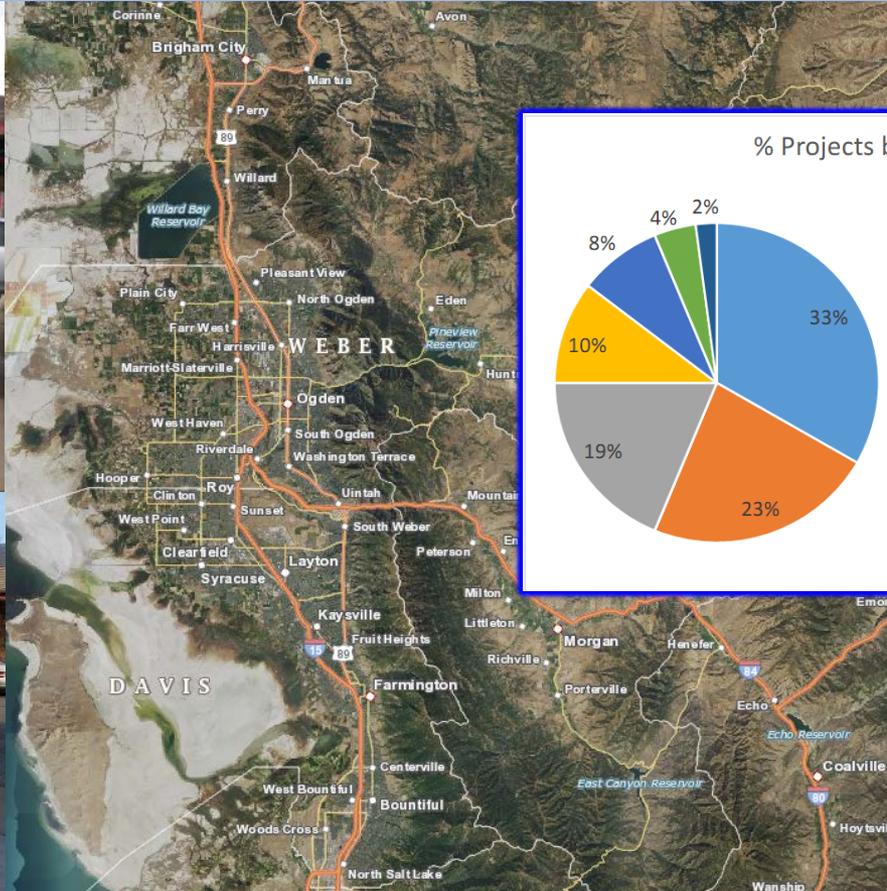
Funds Request –
\$ 3,005,388

The pavement condition on Main Street is very poor. The rail crossing is unsafe because the tracks are at an oblique angle, so the road needs to be widened to improve safety. Nearby commercial growth and a developing Town Center require that pedestrian and cyclist facilities be constructed.

UTA – Weber & Davis County – Bus Stop Improvement Program

Project Type – Transit

Ogden\ Layton Urbanized Area



**Project Cost –
\$ 571,000**

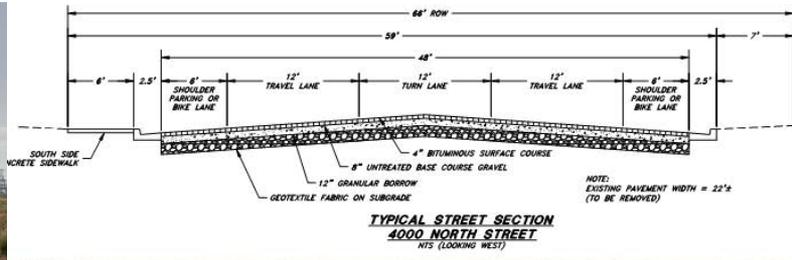
**Funds Request –
\$ 532,343**

UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.

Farr West – 4000 North Widening – Reconstruct with Minor Widening

Project Type – Reconstruction

SR-126 to 2800 West – (0.625 miles)



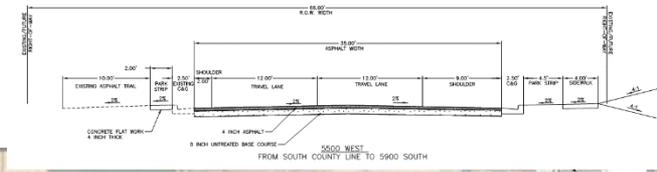
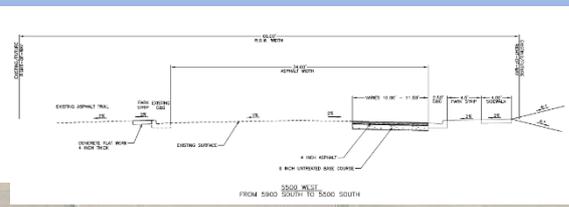
**Project Cost –
\$ 7,100,600**

**Funds Request –
\$ 2,844,046**

This project proposes to widen the 4000 North corridor and includes a bike lane. The corridor is on the northern edge of the city and is widely used for access by Plain City and is a connection for a trail head west of project location. UDOT is also working on improving the 400 North and SR-126 intersection.

Hooper – 5500 West – Reconstruct w/ Minor Widening Project Type – Reconstruction

5500 South (SR-97) to Weber/ Davis County Line – (0.77 miles)



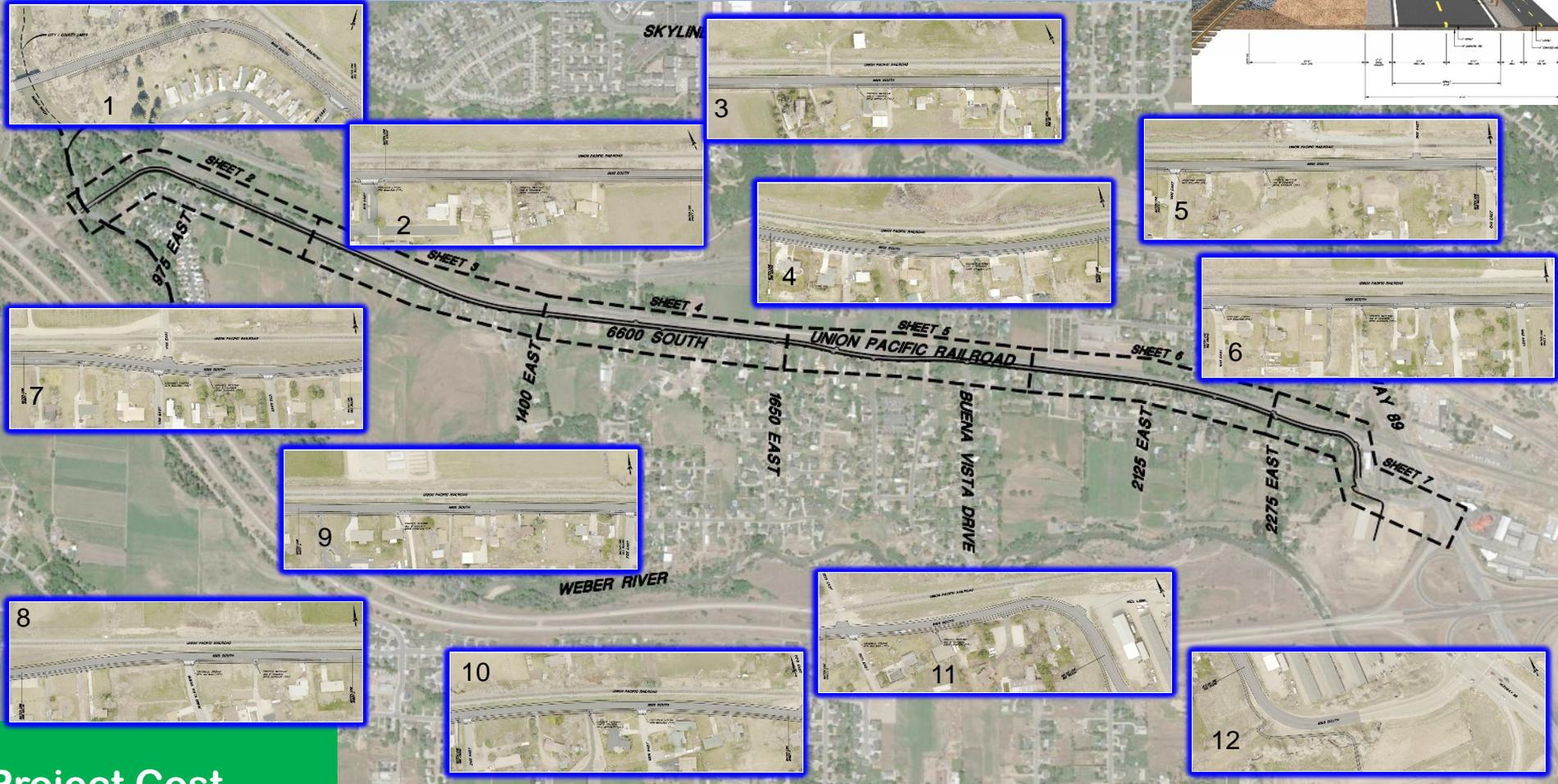
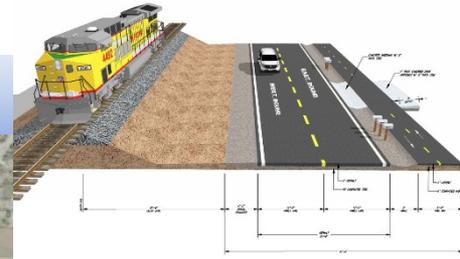
**Project Cost –
\$ 2,471,100**
**Funds Request –
\$ 1,846,980**

The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway terminus at 1800 North (SR-37).

Uintah City – 6600 South Roadway – Reconstruct w/ Minor Widening

Project Type - Reconstruction

West City Limits (835 East) to Highway 89 (2425 East) – (2.386 miles)



Project Cost –
\$ 9,527,300

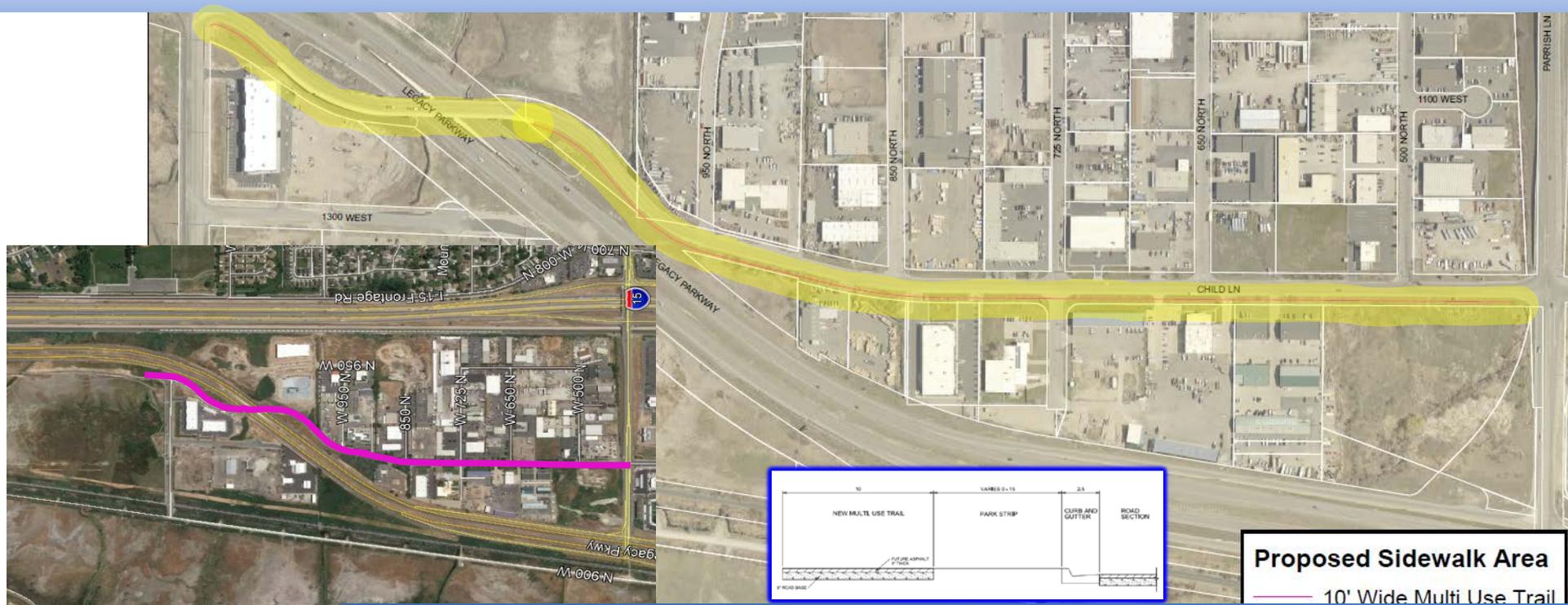
Funds Request –
\$ 8,624,055

Project consists of widening 6600 South to include a separated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistent alignments along the railroad for a better use of the combined corridor.

Centerville City – 1250 West – Multi-Use Trail

Project Type – Capital Improvement

Parrish Ln to 1275 North – (0.8 miles)



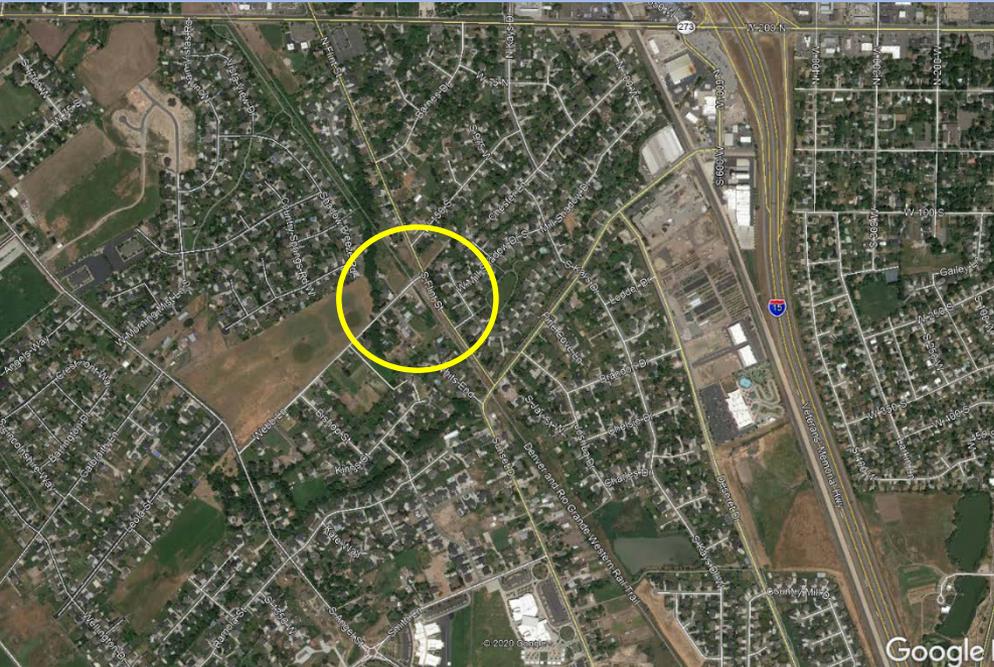
This trail will complete the connection from the constructed ped/ bike bridge over I-15 and walkway along Parrish Lane with the walkway over the Legacy Bridge and over to the Legacy Trail system. The timing for this project is very good and there is much synergy at this time for this project as a development has recently been approved for the NW corner of 1250 West and Parrish Lane. The developer will be required to construct the multi-use trail along his frontage on 1250 West in the next year or two.

**Project Cost –
\$ 466,200**

**Funds Request –
\$ 378,700**

Kaysville City – Flint Street – Trailhead Project Type – Capital Improvement

Web Lane to Old Mill Lane – (0.23 miles)



**Project Cost –
\$ 209,500**

**Funds Request –
\$ 195,317**

A parking lot and right of way improvements to create a trailhead at the D&RGW rail trail in Kaysville City.

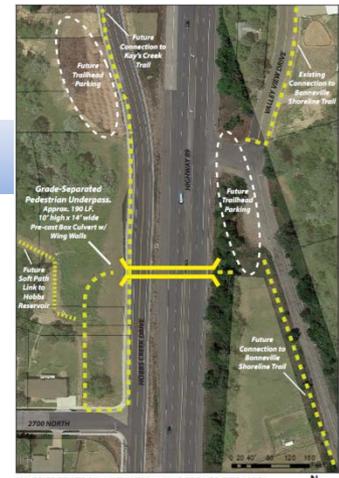
Layton City – Kay's Creek Trail – New Trail Underpass

Project Type – Capital Improvement

Hobbs Creek Drive to Valley View Drive – (0.037 miles)

Project Cost –
\$ 790,500

Funds Request –
\$ 395,250

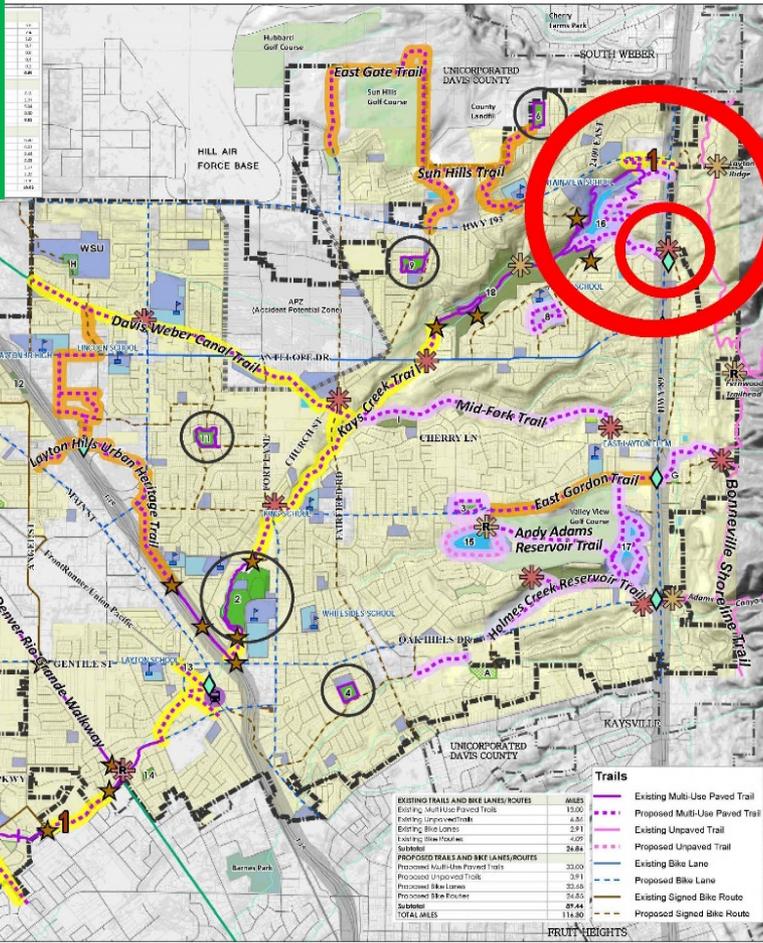


MAP 4:
TRAIL IMPROVEMENT GOALS

- Priority Trails**
- Regional Transportation Trails**
 - Kay's Creek Trail, Davis Weber Canal Trail, Utah Power & Light Corridor Trail
 - Recreational Trails**
 - Andy Adams Reservoir Trail, Andy Adams Park Walking Trail, Oak Forest Park Walking Trail, Holmes Creek Reservoir Trail, Mid-Fork Trail
 - Inner-City Connecting Trails**
 - Sun Hills Trail, East Gordon Trail, Herit Trail, Shorelands Trail

- Layton
- Hill AF
- Public
- Public
- Private
- Church
- Open
- Detent
- Propot
- Pond/
- Resid
- Public
- Existin
- Existin
- Future
- Proposed Pedestrian Bri
- Trail Access Point
- FrontRunner Station

Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Map



Kay's Creek Trail is a regional connecting, 10' wide asphalt trail which purpose is to serve as a commuter route, recreational trail and safe-routes-to-school. The proposed east & west trail connections of the underpass is an important part of infrastructure needed to provide a safe, grade-separated crossing across Highway 89..

North Salt Lake – Orchard Drive - Sidewalk Project Type – Capital Improvement

3800 South to Eaglewood Drive – (0.05 miles)



**Project Cost –
\$ 55,900**

**Funds Request –
\$ 37,900**

Currently, there are pedestrian facilities for the entire length of Orchard Drive in North Salt Lake with the exception of the proposed project area, which contains a bus stop and is nearby a local elementary school. Sidewalk is needed to provide pedestrian access to those facilities.

Farr West City – Willard Canal Corridor Trail – Access Gates

Project Type – Capital Improvement

1400 North to 4000 North – (4.2 miles)

RECOMMENDED CORRIDOR TYPE: Trail Bikeway - paved shared use trail for bikes and pedestrians, Gravel trail for equestrians.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle and equestrian use along existing canal access and maintenance road banks

CORRIDOR CONNECTIONS: Box Elder Canal Trail, 4000 N, 3300 N, 2700 N, 1900 N, SR 126, Marriott Slaterville Canal Trail.

AREAS OF CONCERN: Safety crosswalks will be needed at 3300 N. and 1900 N. Flashing crosswalks or pedestrian overpass needed at 2700 N. and State road 126. Pedestrian overpass needed at I-15

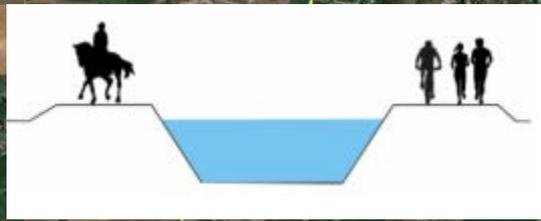
LEVEL OF DIFFICULTY: Easy

APPROXIMATE CORRIDOR LENGTH: 5.08 miles
8.17 k.m.

RESPONSIBLE ENTITIES: Farr West City, Utah Department of Transportation, U.S. Bureau of Reclamation.



EXISTING CONDITIONS: Gravel covered service roads that are on each side of the Willard Canal.



**Project Cost –
\$ 40,000**

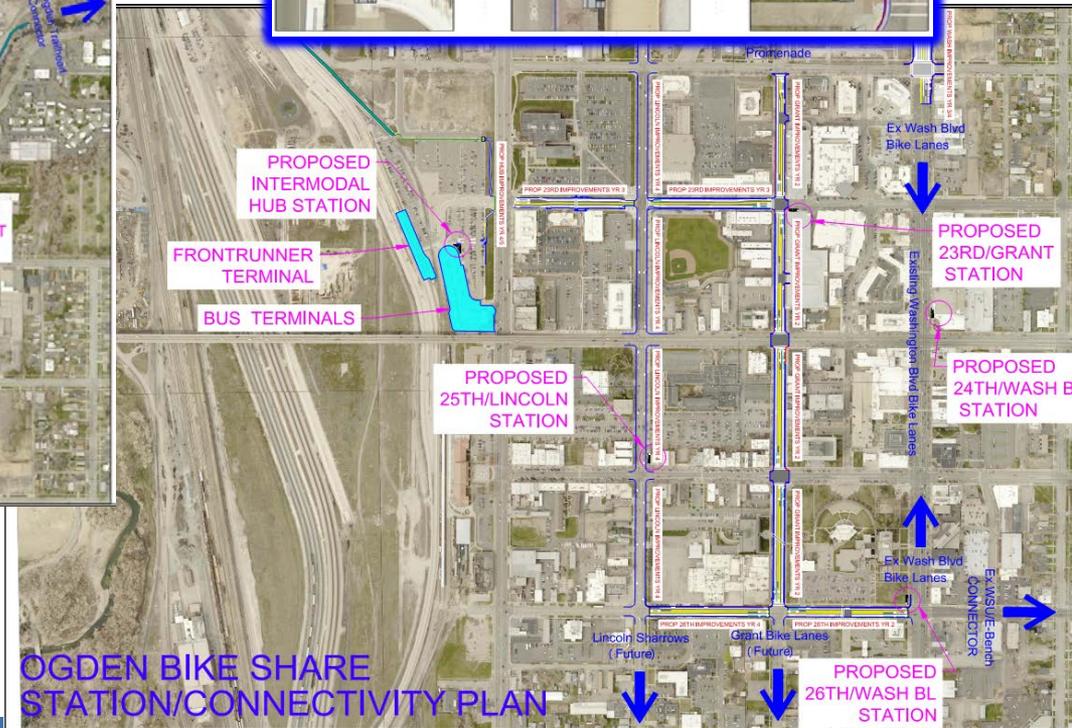
**Funds Request –
\$ 30,000**

This project will improve access along the Willard Canal Corridor Trail by replacing locked gates with Bike/Ped friendly openings in 8 locations along the natural pathway on the bank of the Willard Canal including new lockable gates for maintenance vehicles.

Ogden City – Bike Share Program Project Type - Capital Improvement

Various Areas in the Ogden Central Business District (CBD)

OGDEN BIKE SHARE STATION/CONNECTIVITY PLAN



Project Cost –
\$ 435,200

Funds Request –
\$ 405,737

Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. The bikeshare program will also promote physical activity all while offering a zero emission transportation option to visitors and citizens.

Riverdale City – SR-60 Parallel Trail – Study

Project Type – Planning & Study

475 East (South Weber City) to 1050 West (Riverdale City) – (4 miles)



**Project Cost –
\$ 75,000**

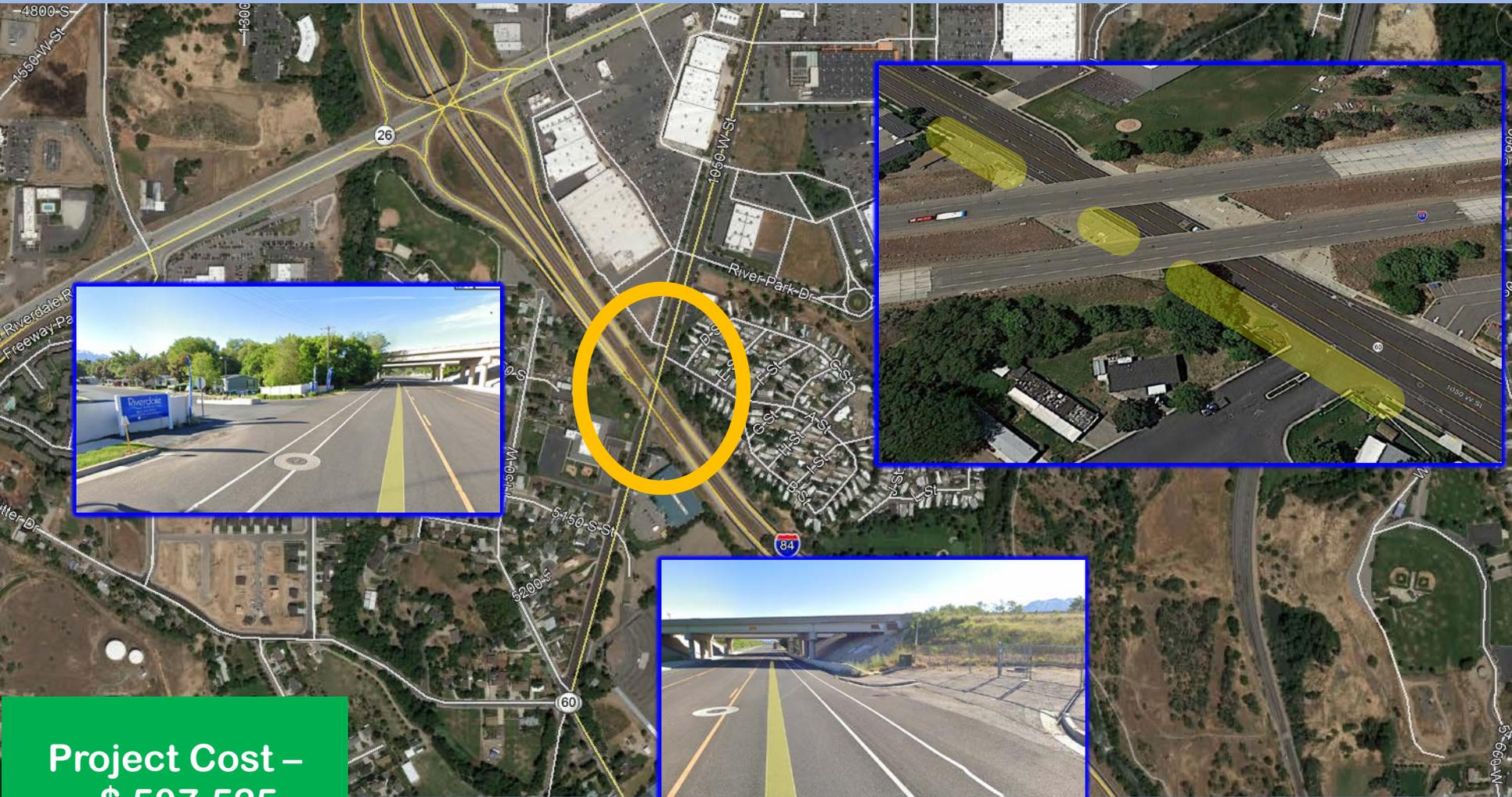
**Funds Request –
\$ 69,923**

Planning study/Feasibility Study of parallel trail system to SR-60 South Weber Drive

Riverdale City – 1050 West & I-84 – Sidewalk Construction

Project Type – Capital Improvement

1050 West to Interstate 84 Overpass – (0.07 miles)



**Project Cost –
\$ 507,525**

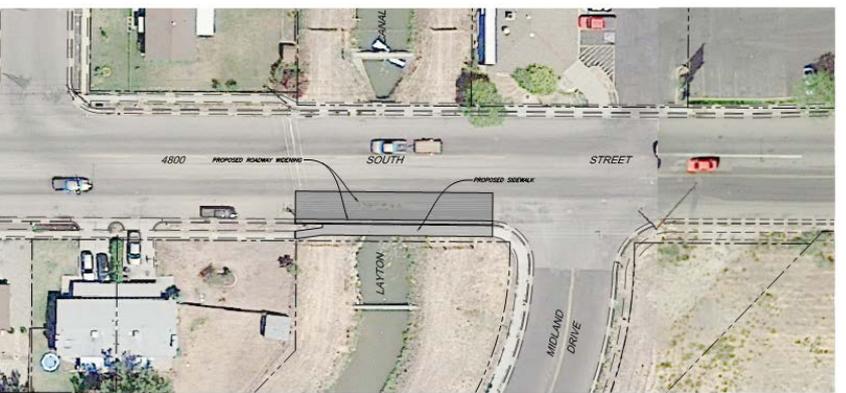
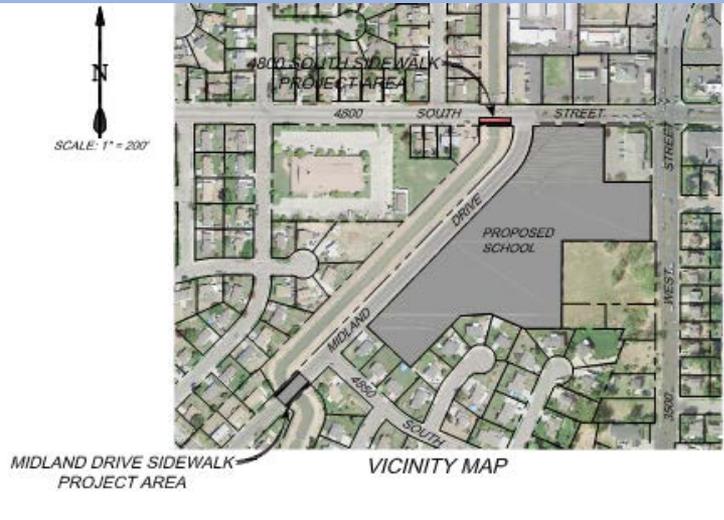
**Funds Request –
\$ 480,000**

Construct new curb/gutter with sidewalk under the I-84 overpass structure. Project would require modification of overpass structure retaining slope to provide space for new sidewalk installation.

Roy City – 4800 South Widening – Ped Access

Project Type – Safe Routes to School

Midland Drive to Layton Canal – (0.1 miles)



Project Cost –
\$ 426,100

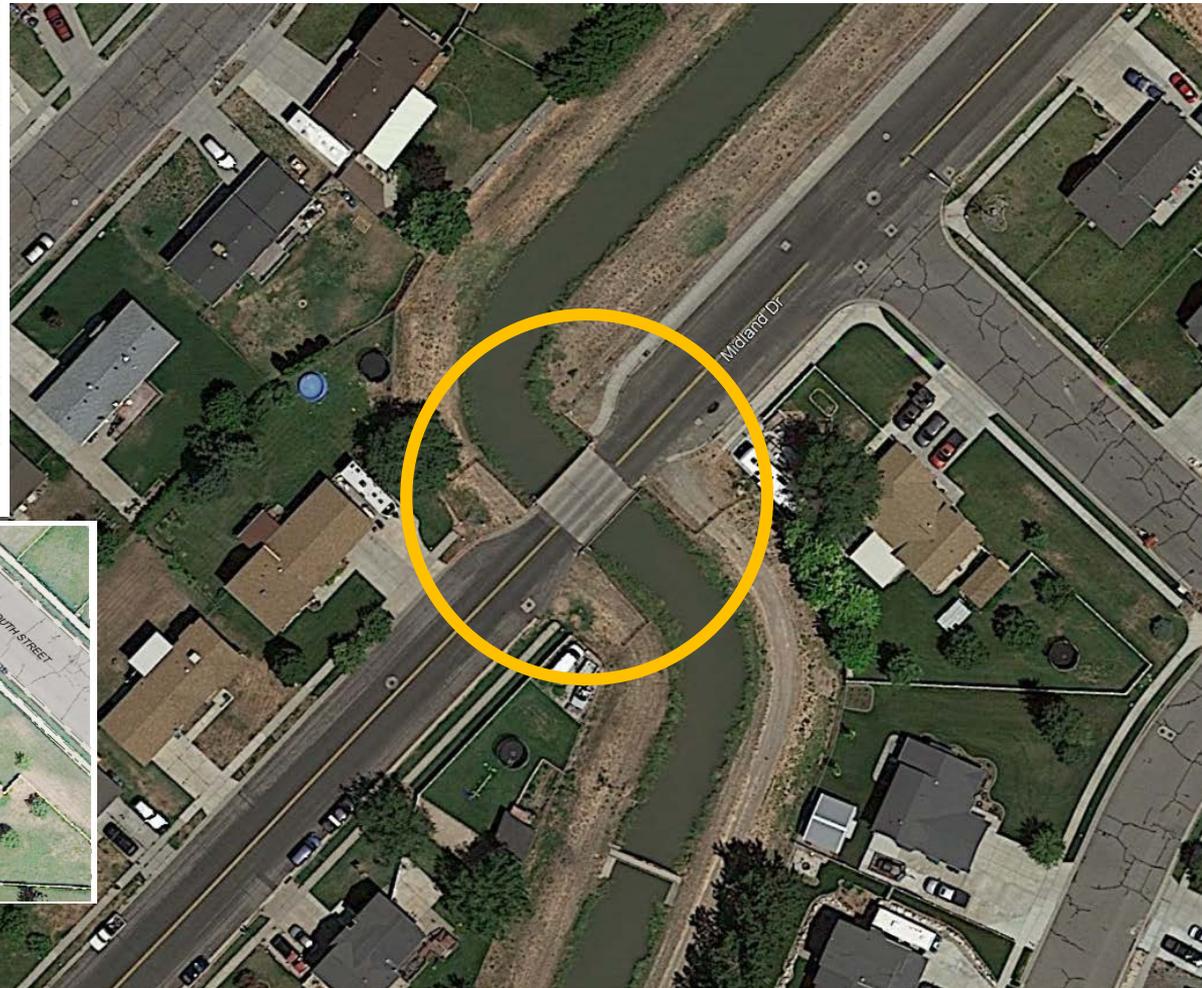
Funds Request –
\$ 397,253

The existing canal crossing was constructed when the areas surrounding 4800 South were used for agricultural purposes. The development of this area requires a wider canal crossing. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal.

Roy City – Midland Drive Widening – Ped Access

Project Type – Safe Routes to School

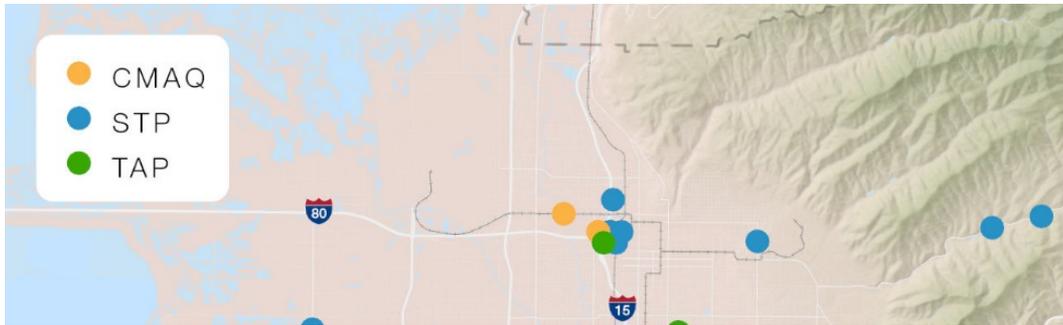
4850 South to Layton Canal – (0.1 miles)



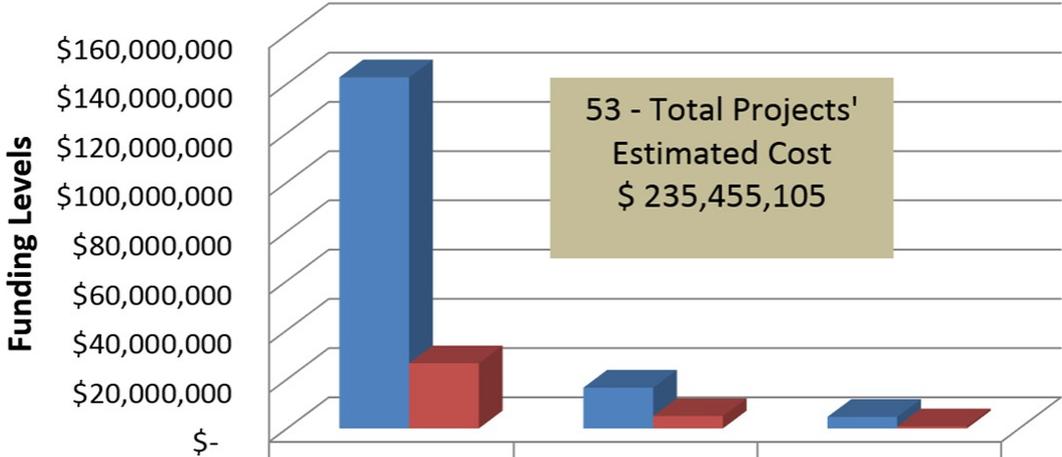
Project Cost –
\$ 335,100

Funds Request –
\$ 312,414

The existing canal crossing was constructed when the areas surrounding Midland Drive were predominately used for agricultural purposes. The widening of Midland Drive near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal, which will improve pedestrian safety along Midland Dr.



Salt Lake/ West Valley Urban Area



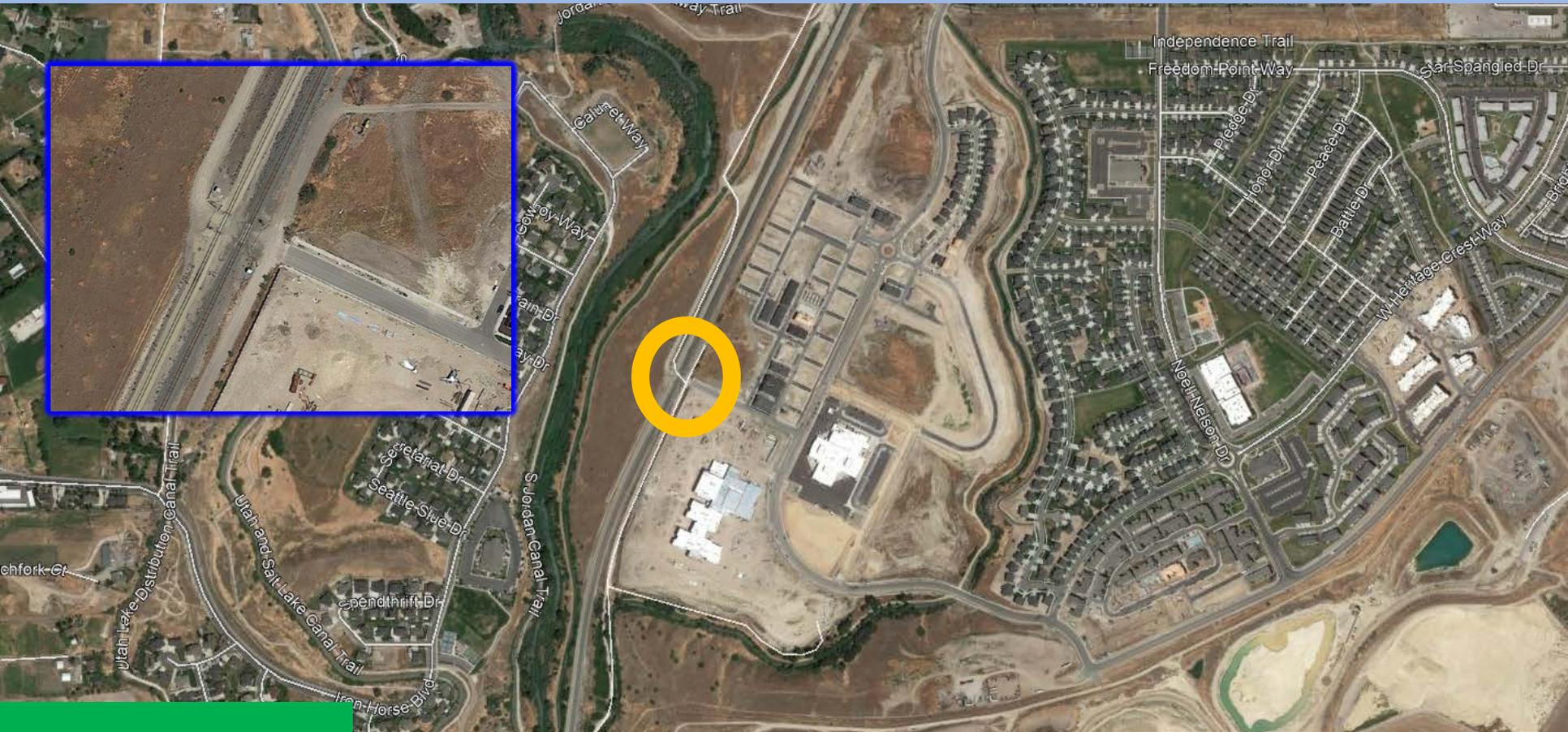
	STP	CMAQ	TAP
Requested	\$142,610,916	\$16,580,311	\$4,702,334
Available	\$26,455,980	\$5,003,378	\$827,561



Bluffdale – Day Ranch Jordan River Parkway Trail Connection

Type – Ped and Bike

1330 West Cinch Way to 1360 Cinch Way – (0.1 miles)



Project Cost –
\$ 6,341,700
Funds Request –
\$ 4,528,834

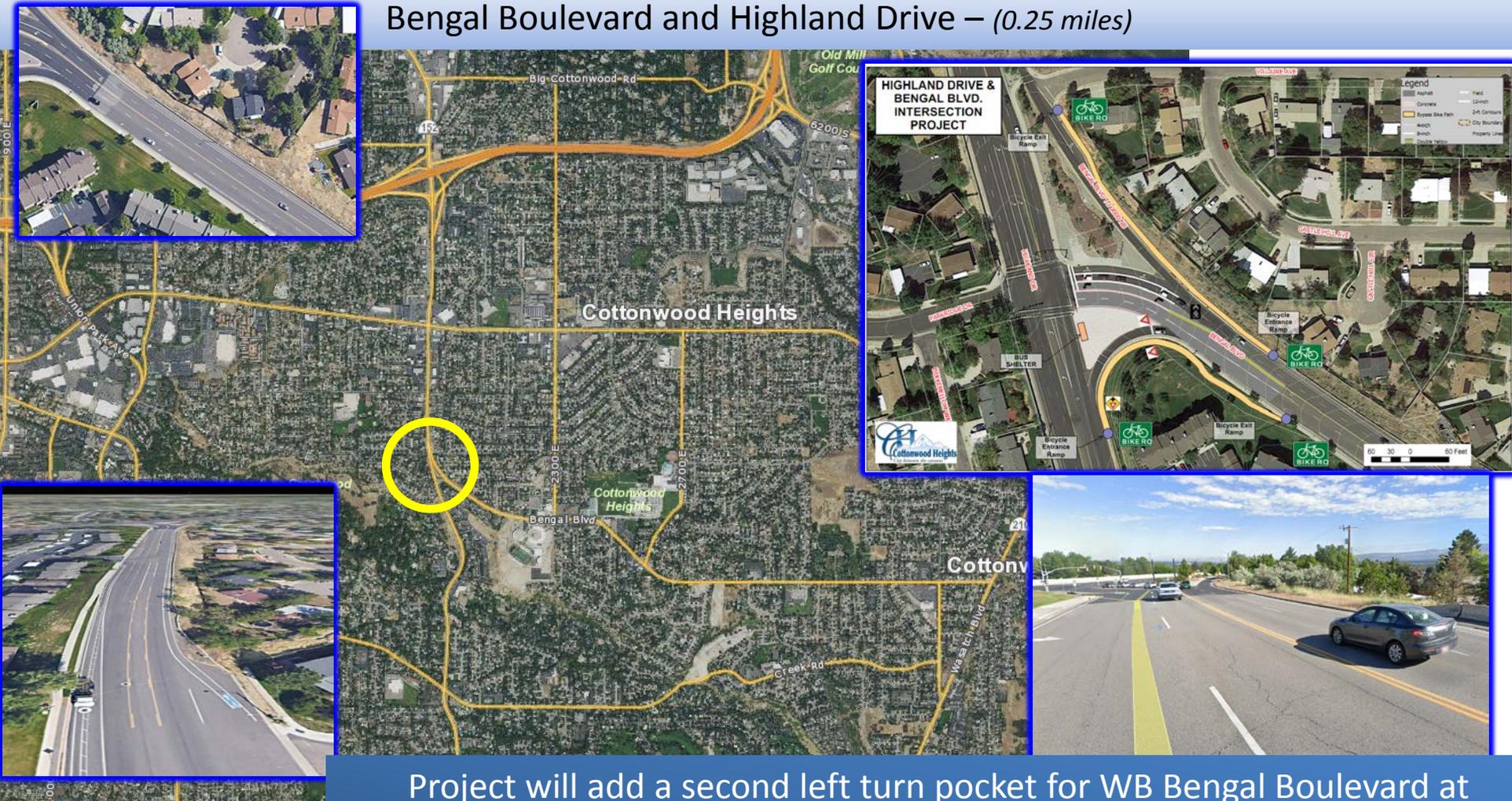
This application is for a pedestrian/bike bridge over the UP and UTA rail road tracks that will connect the Bonneville Shoreline Trail to the Jordan River Parkway, while also connecting the rapidly growing Day Ranch, Parry Farms, and Independence communities to schools and parks on each side of the tracks.

Cottonwood Heights – Bengal Blvd. & Highland Dr. - Intersection Improvements

CMAQ & STP

Project Type – Operations

Bengal Boulevard and Highland Drive – (0.25 miles)



Project will add a second left turn pocket for WB Bengal Boulevard at existing intersection and widen south side of Bengal Boulevard roadway to accommodate merging traffic from Highland Drive. Install bypass bike lanes at intersection to connect Type II Bike Lanes on Highland Drive with Type II Bike Lanes on Bengal Boulevard.

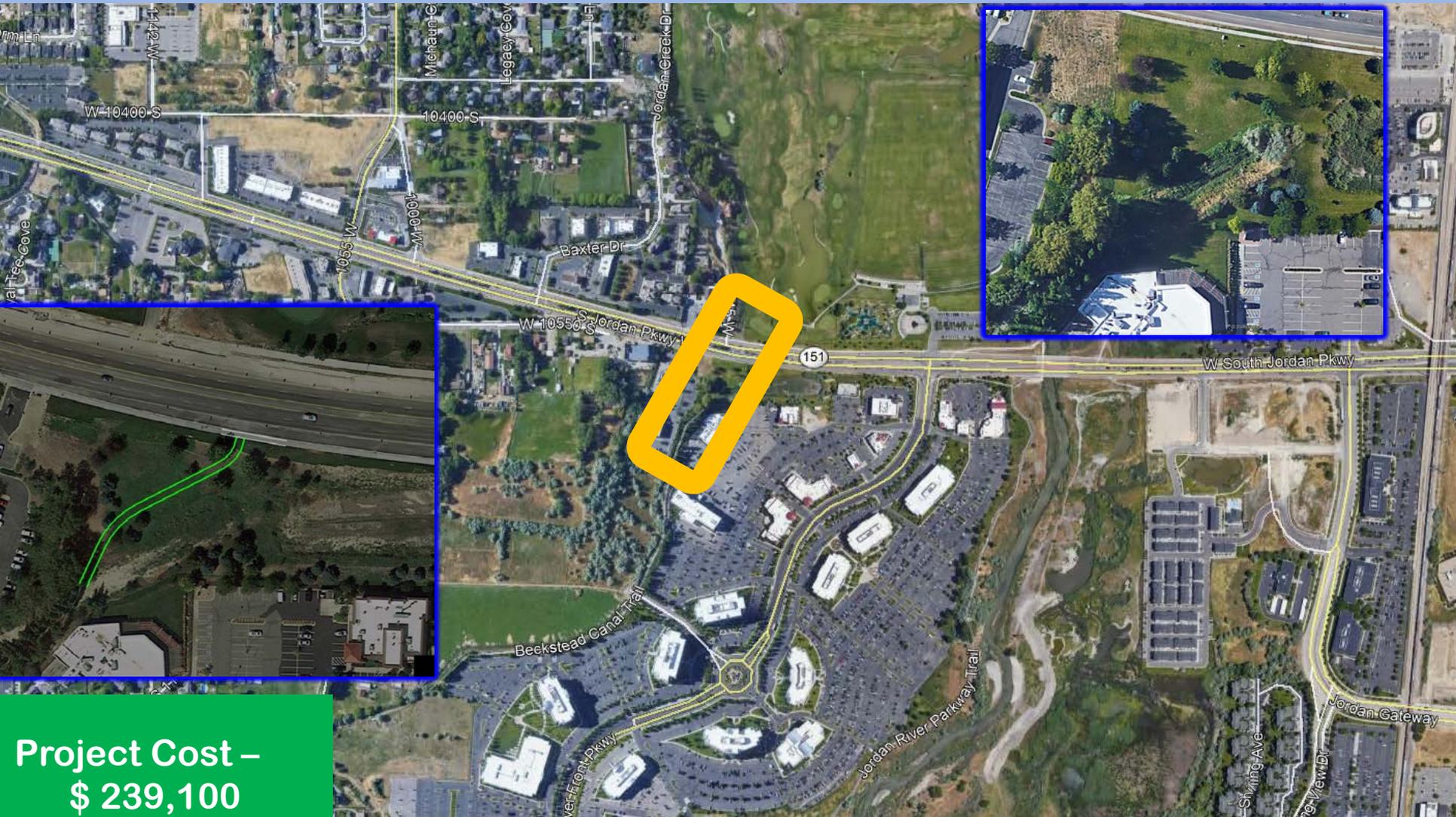
**Project Cost –
\$ 1,657,000
Funds Request –
\$ 1,544,821**

UDOT/ So Jordan – Beckstead Canal Trail Extension

CMAQ & STP

Project Type – Ped & Bike

10700 South – SR-171 (10600 South)– (0.05 miles)



Project Cost –
\$ 239,100

Funds Request –
\$ 222,913

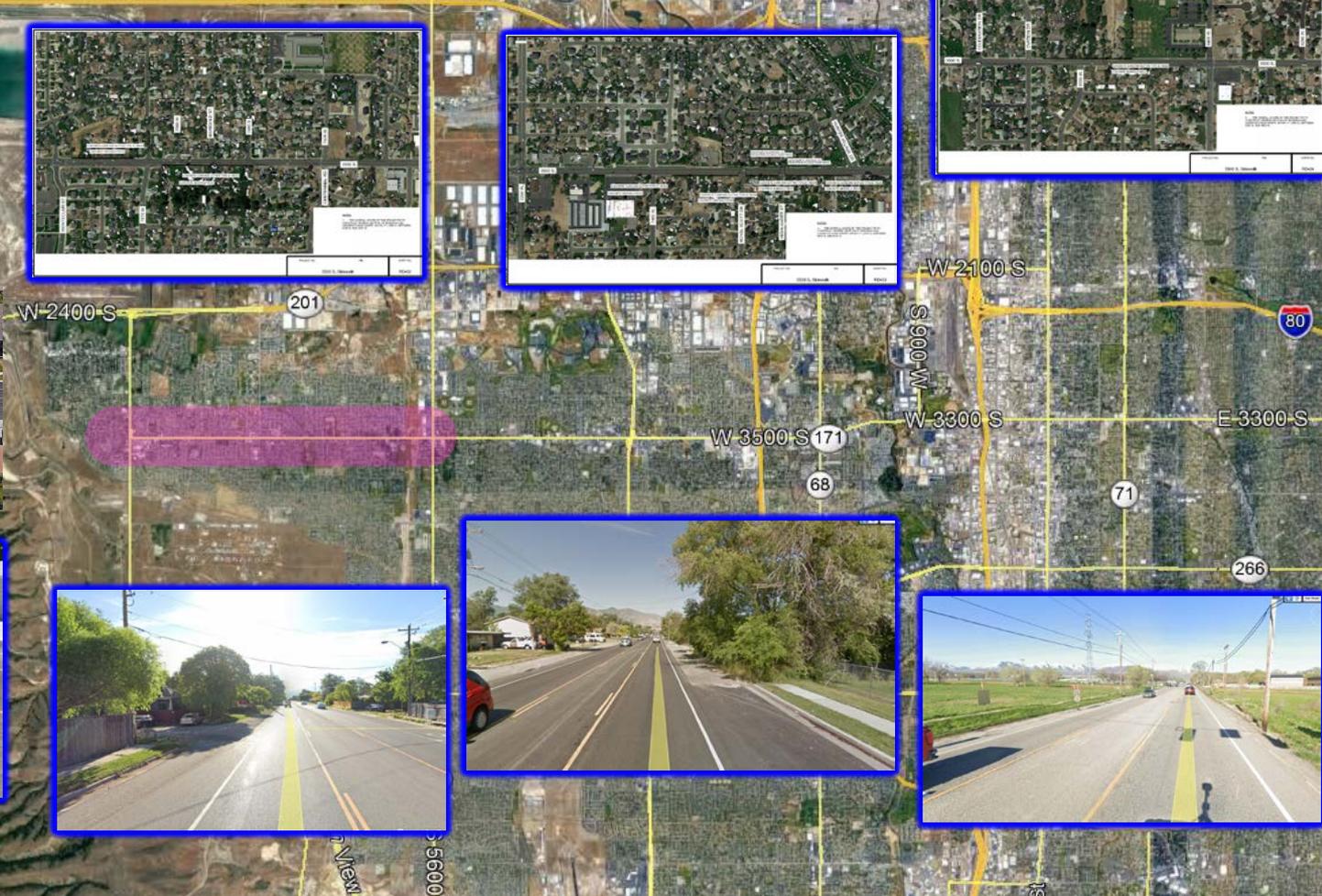
Construct new shared use path to connect the existing Beckstead Canal Trail to 10600 S.

UDOT/ Magna/ West Valley – 3500 South (SR-171) – Sidewalk Improvements

CMAQ & STP

Project Type – Ped & Bike

5600 West to 8400 West – (3.01 miles)



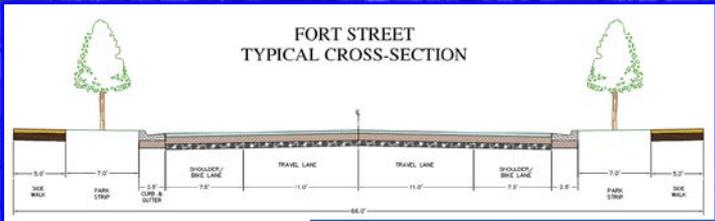
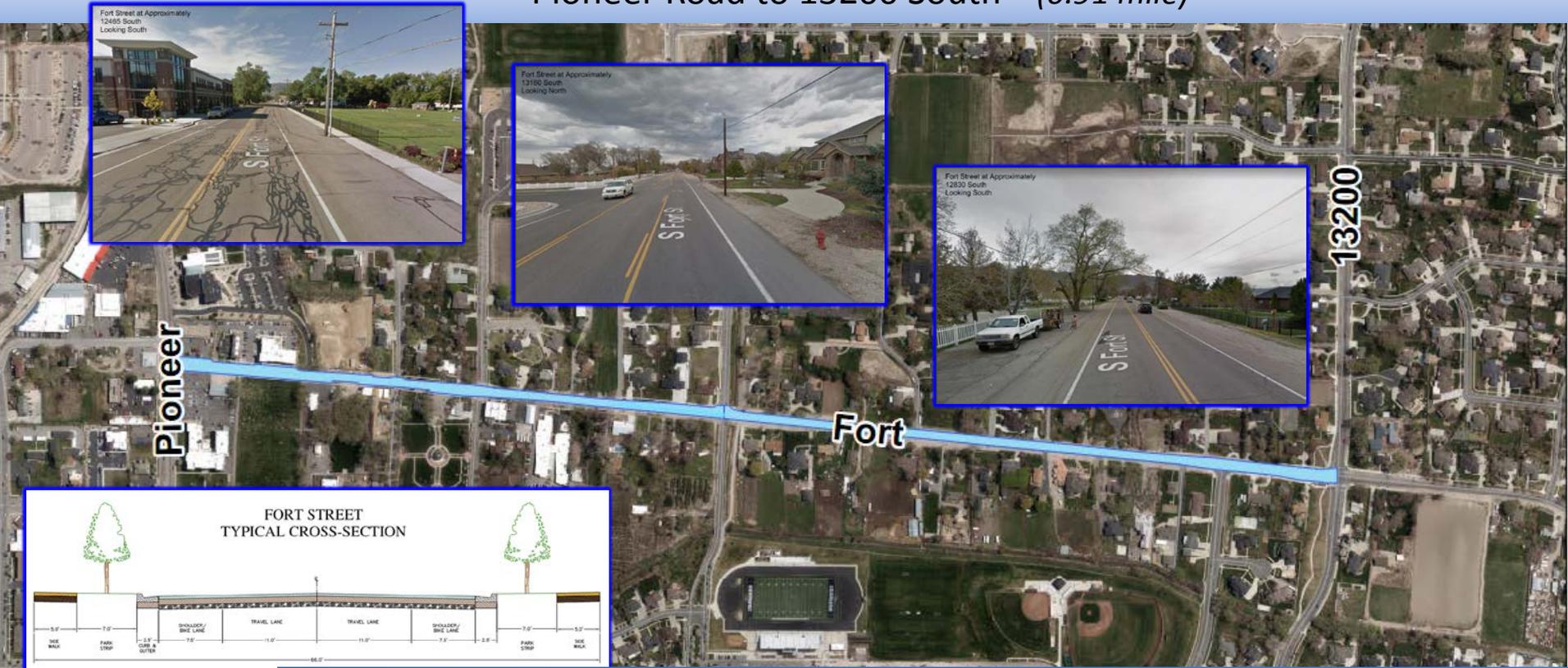
Project Cost –
\$ 2,054,100
Funds Request –
\$ 500,000

To improve the sidewalk and pedestrian facilities on SR-171 (3500 S) between 6000 W. and 8400 W. The overall scope for this project would be to construct missing sections of sidewalk and either add or reconstruct pedestrian ADA ramps.

Draper – Fort Street – Reconstruction & Minor Widening

Project Type - Reconstruction

Pioneer Road to 13200 South – (0.91 mile)



The existing roadway consists of intermittent curb, gutter and sidewalk. As a result of the cross section inconsistencies the road experiences drainage and safety issues, Fort Street is identified in the safe walking routes for Canyon School District but lacks continuous sidewalk. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, parkstrips, and sidewalks. This will improve the drainage and provide safer travel for pedestrians and vehicles.

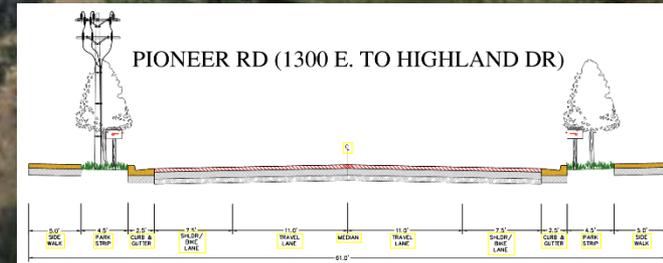
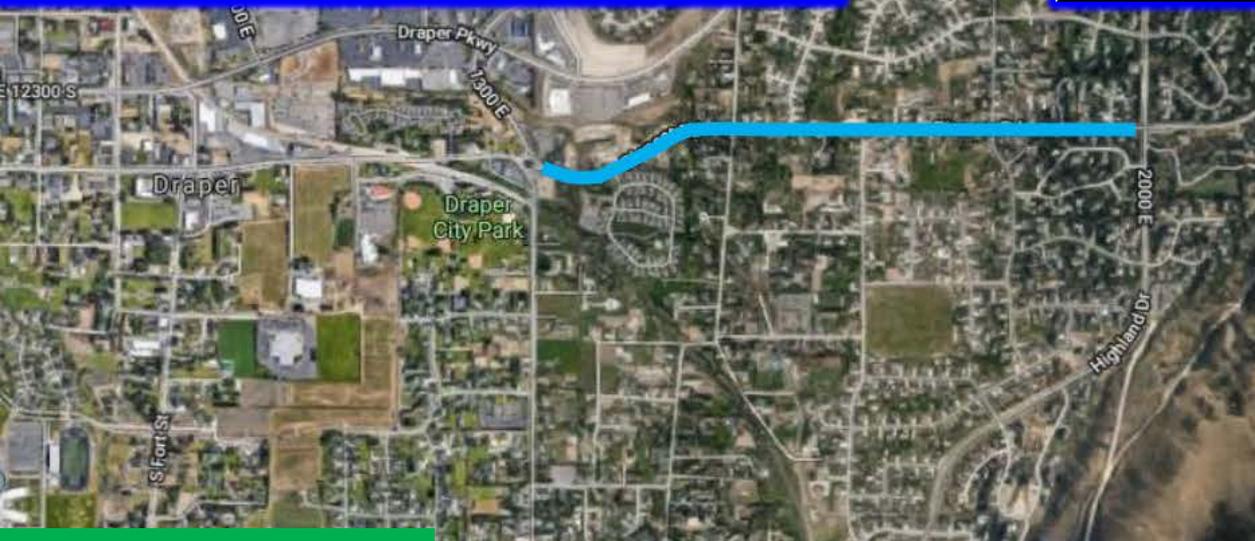
Project Cost –
\$ 4,451,100

Funds Request –
\$ 3,734,467

Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1300 East to Highland Drive – (1 mile)



Project Cost –
\$ 7,480,000

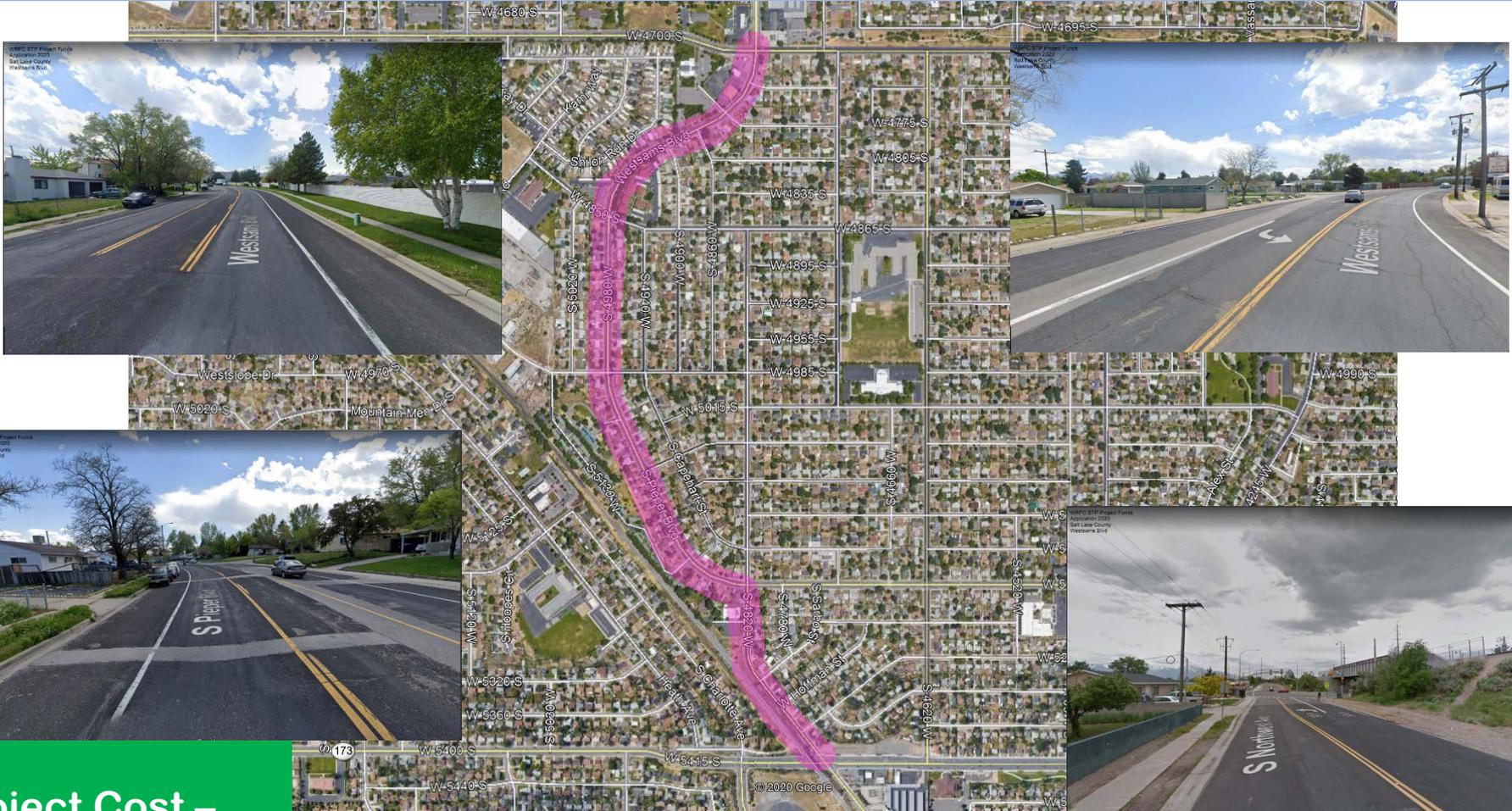
Funds Request –
\$ 5,770,000

Pioneer Road is an East-West collector road that has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks.

Kearns – Westsam's Boulevard – Reconstruction

Project Type – Operations

4715 South to 5415 South – (1.2 miles)



Project Cost –
\$ 548,300

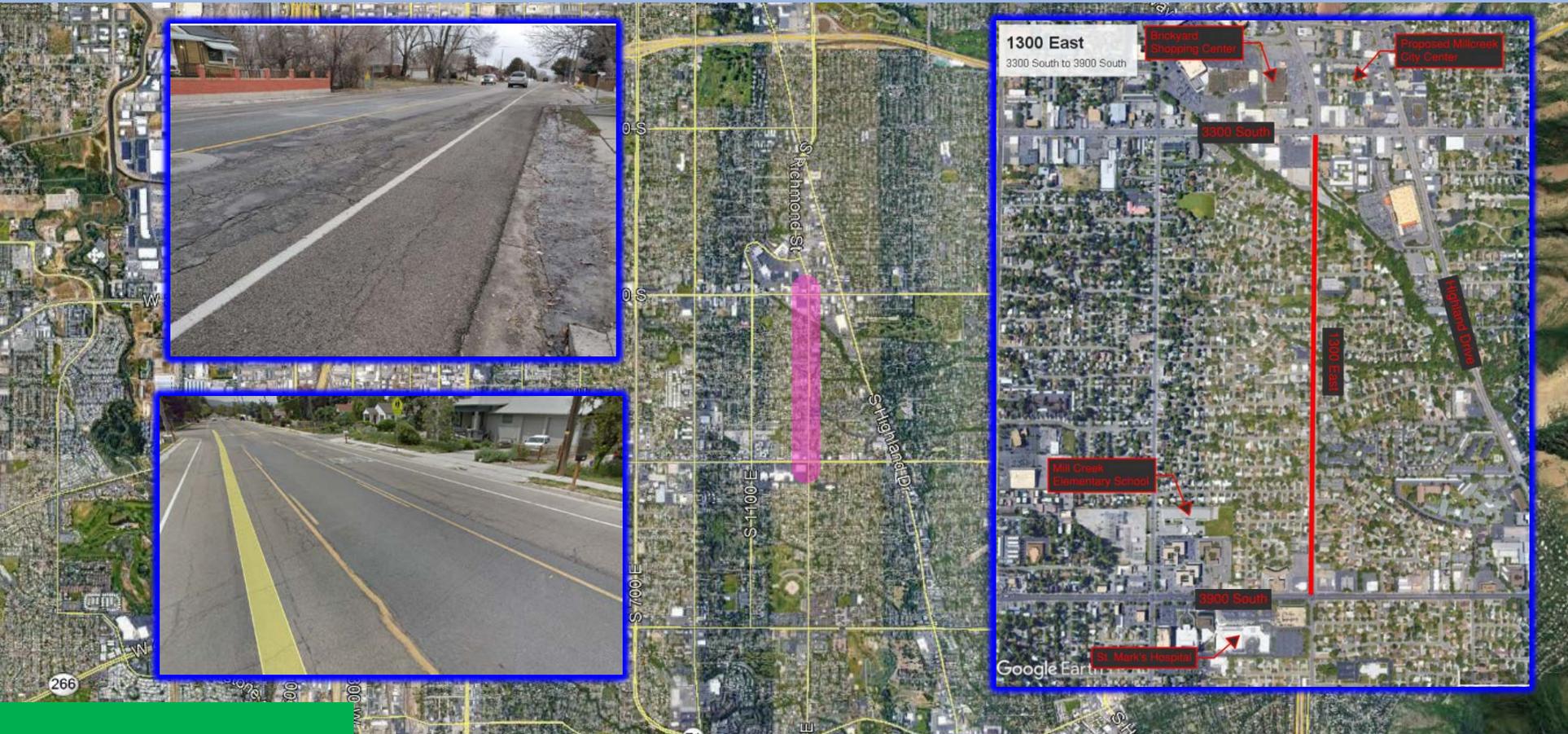
Funds Request –
\$ 511,180

This project would add traffic calming elements to this street to slow traffic down by adding raised crosswalks and striping to narrow travel lanes. The narrow the travel lanes allows the addition of bike lanes for the length of the project, on street parking will remain.

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to 3900 South – (0.9 miles)



Project Cost –
\$ 7,432,900

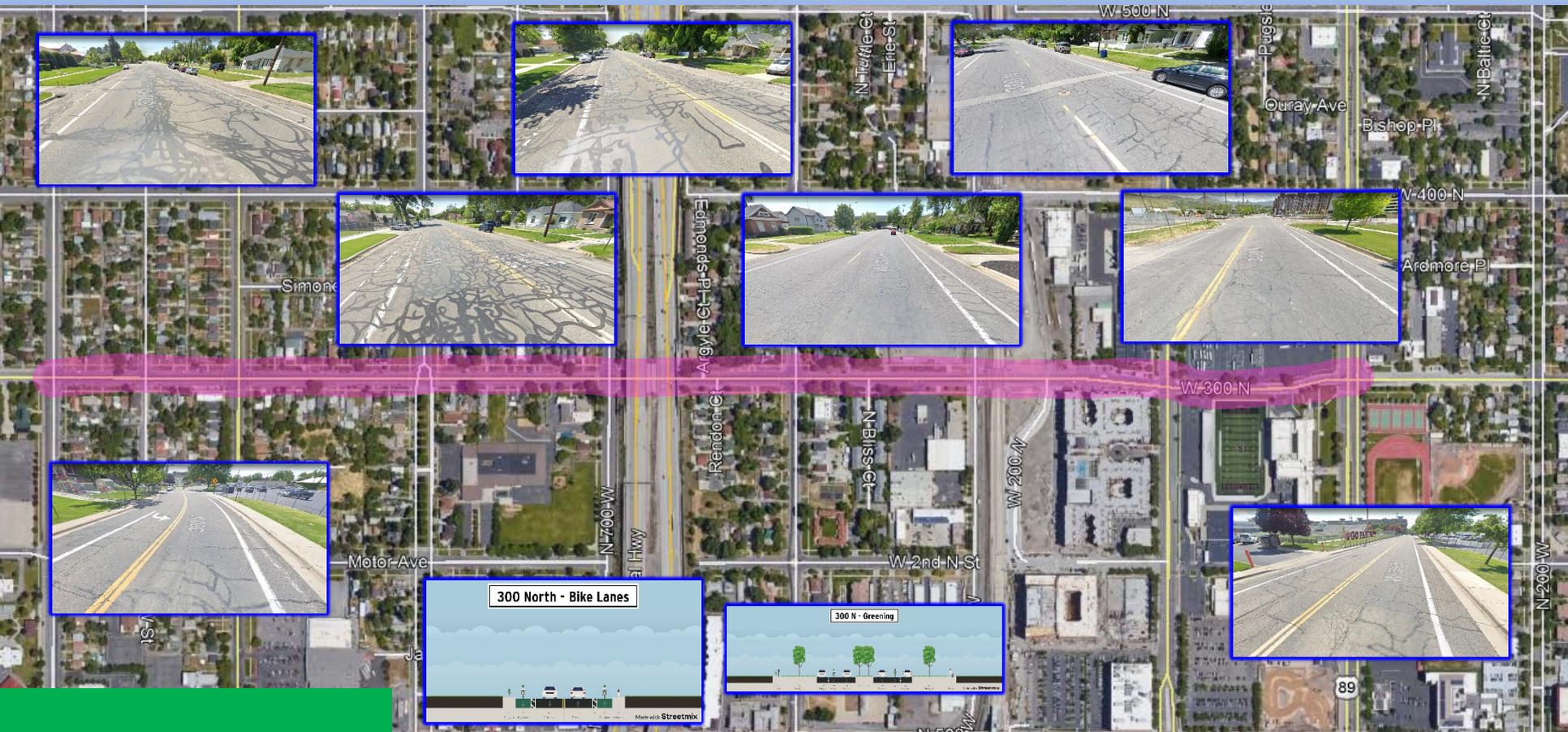
Funds Request –
\$ 6,929,693

1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South.

Salt Lake City – 300 North - Reconstruction

Project Type - Reconstruction

300 West to 1000 West – (1.05 miles)



Project Cost –
\$ 10,792,000

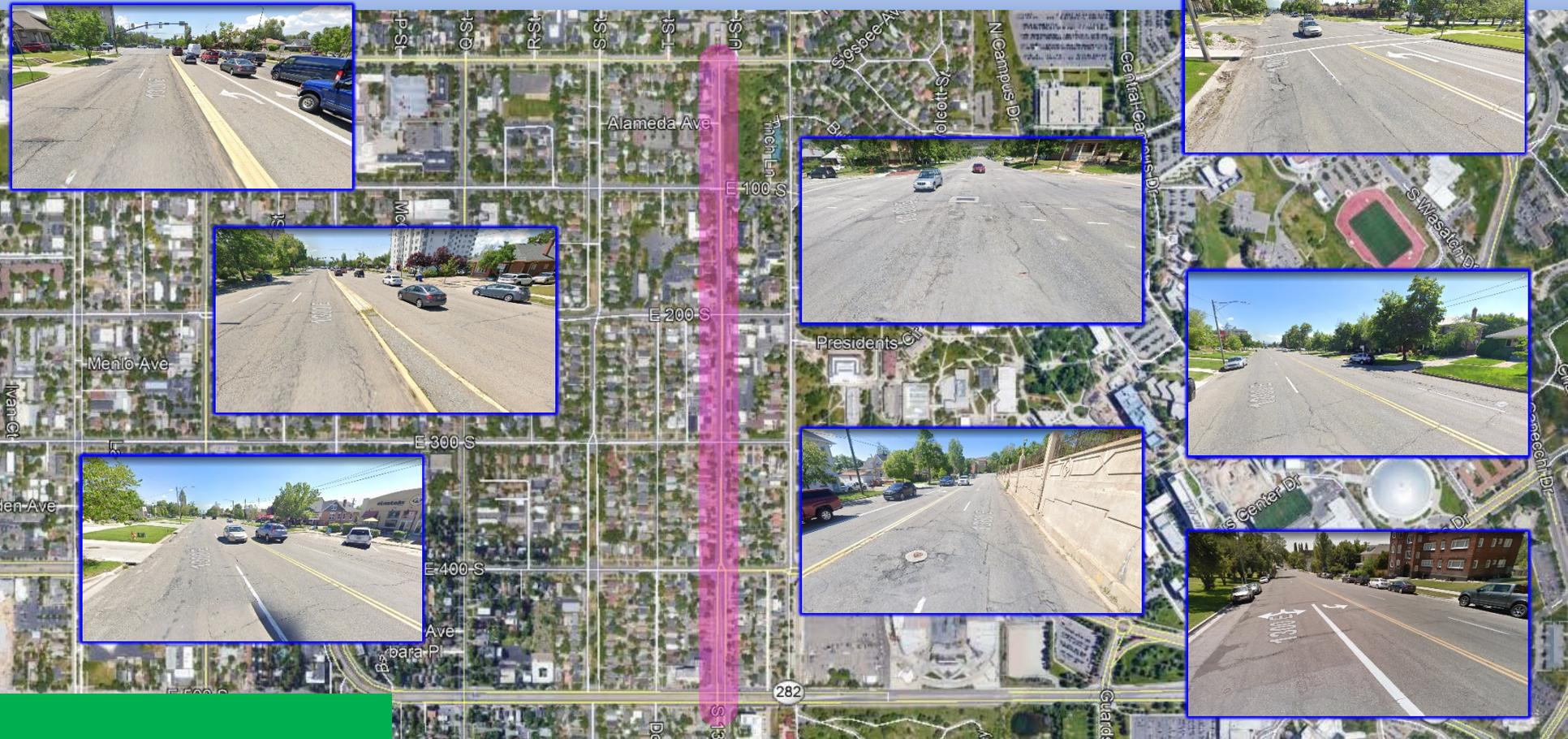
Funds Request –
\$ 9,969,084

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.

Salt Lake City – 1300 East - Reconstruction

Project Type - Reconstruction

South Temple to 500 South – (0.75 miles)



Project Cost –
\$ 15,998,900

Funds Request –
\$ 14,915,774

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.

Salt Lake City – Parleys Way - Reconstruction

Project Type - Reconstruction

2300 East to Wilshire Drive – (0.76 miles)



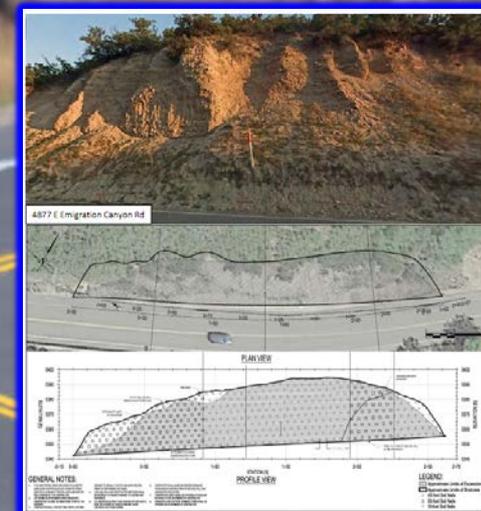
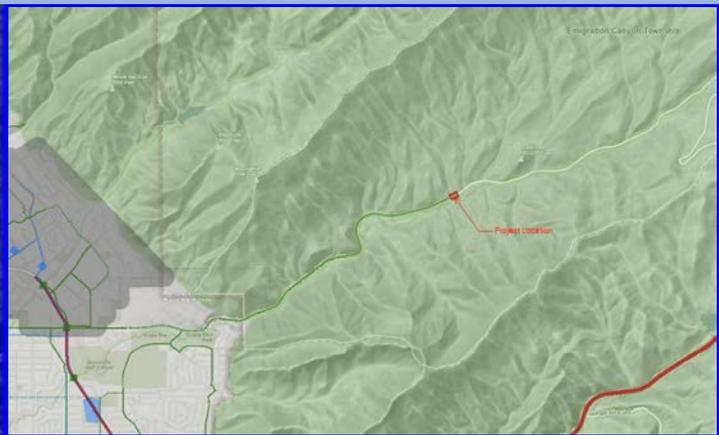
Project Cost –
\$ 9,501,100

Funds Request –
\$ 8,771,172

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E Project Type – Reconstruction

4858 East to 4909 East (Emigration Canyon Road) – (0.06 miles)

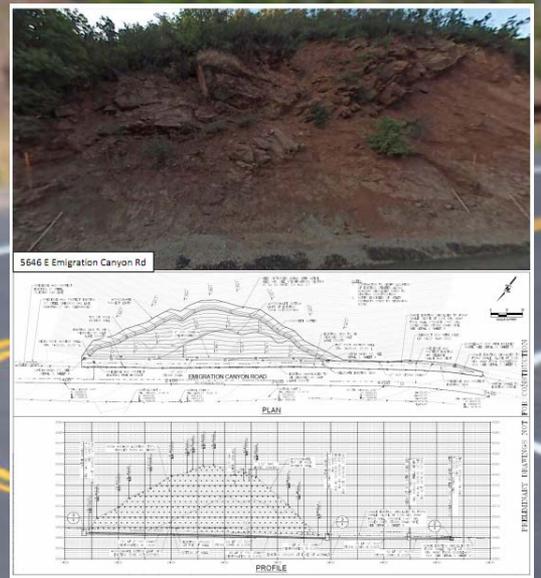
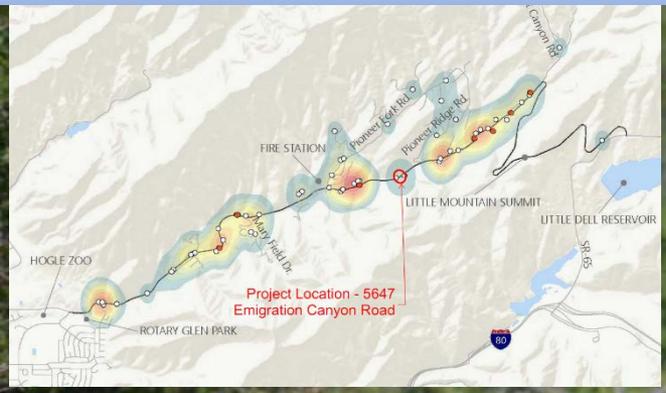


The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

**Project Cost –
\$ 3,574,300
Funds Request –
\$ 3,332,320**

Emigration Metro – Emigration Canyon Slope Mitigation – 5647 E Project Type – Reconstruction

5647 East to 5696 East (Emigration Canyon Road) – (0.06 miles)



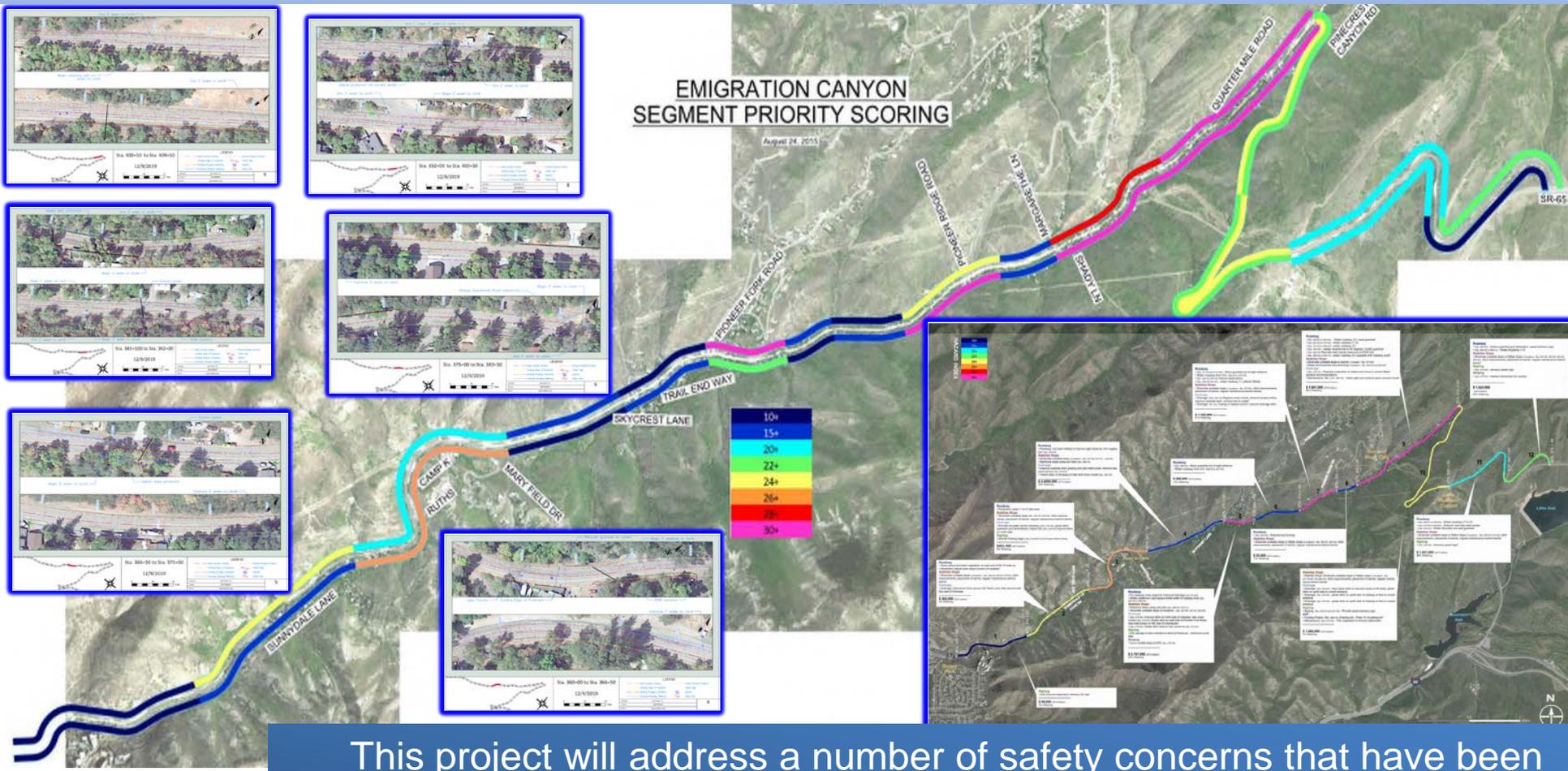
**Project Cost –
\$ 3,067,800
Funds Request –
\$ 2,860,110**

The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

Emigration Metro – Emigration Canyon Road - Safety Improvements

Project Type – Other

6265 Emigration Canyon to 9698 Emigration Canyon – (0.947 miles)



This project will address a number of safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular and bicyclists.

Project Cost –
\$ 2,578,000
Funds Request –
\$ 2,403,469

Magna Metro Township – 8000 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

SR-201 to 3100 South – (0.98 miles)



**Project Cost –
\$ 2,679,000**

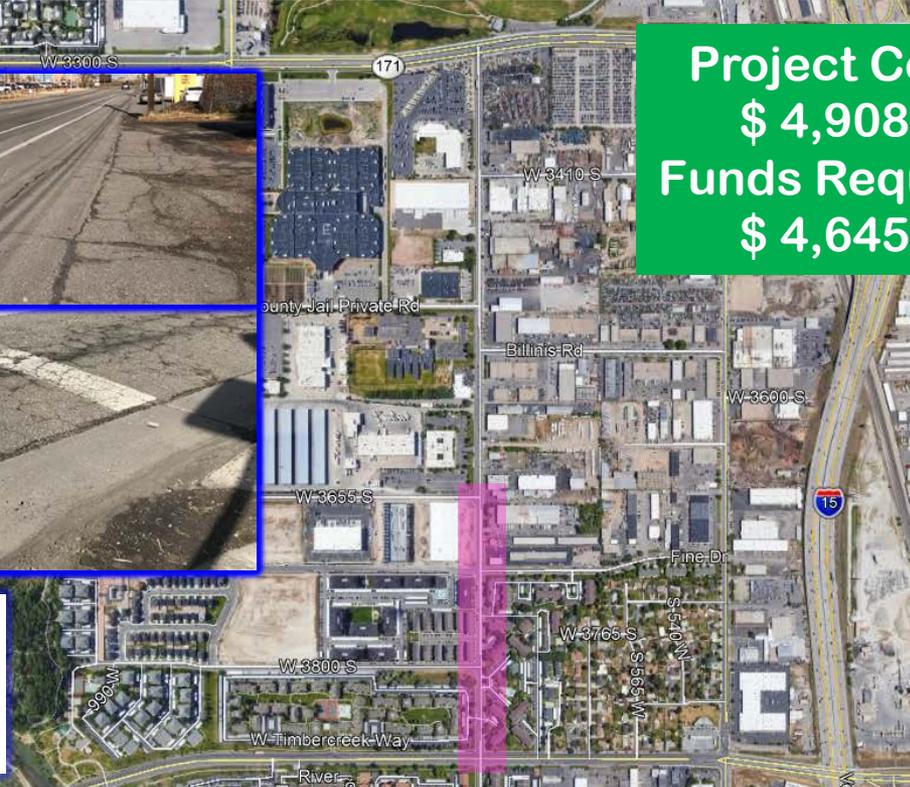
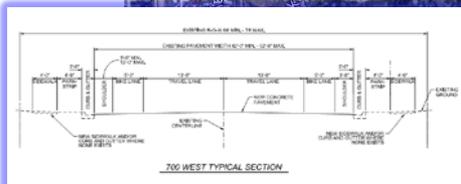
**Funds Request –
\$ 2,497,632**

This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area. This project is part of the previously awarded 8000 West Sidewalk Project to complete the curb, gutter and sidewalk through the corridor.

South Salt Lake – 700 West – Recon. w/ Minor Widen Project Type – Reconstruction

Carlisle Street (3655 So) to 3900 South – (0.32 miles)

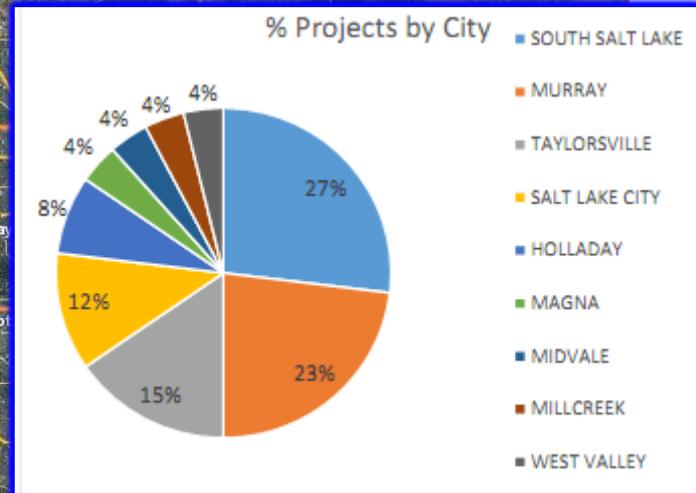
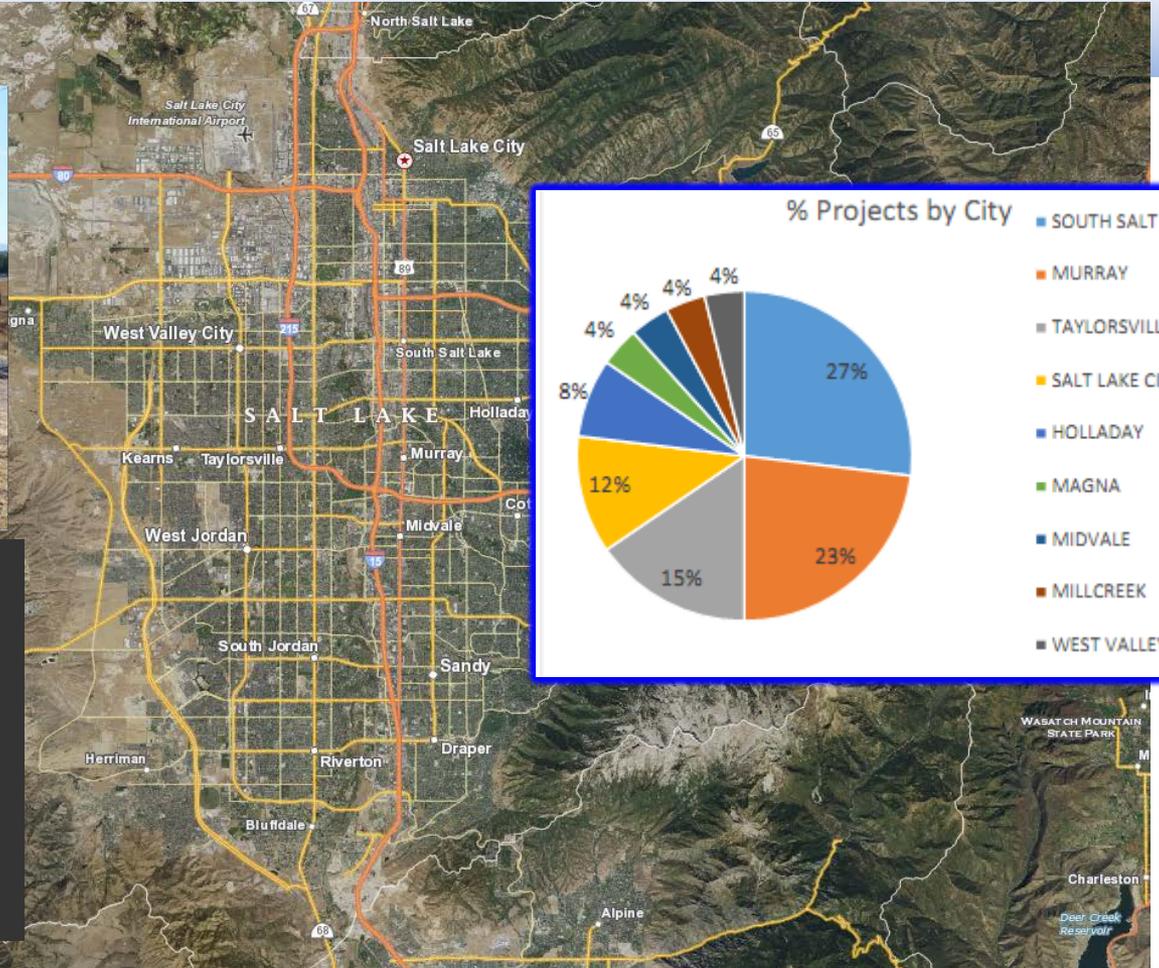
**Project Cost –
\$ 4,908,805
Funds Request –
\$ 4,645,371**



700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerated pavement deterioration. This project is Phase 2 of the overall project from 3300 South to 3900 South that will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes, and add dual left turn lanes from southbound 700 South to eastbound 3900 South.

UTA – Salt Lake\ West Valley Area – Bus Stop Improvement Program

Project Type – Transit



Project Cost –
\$ 650,000

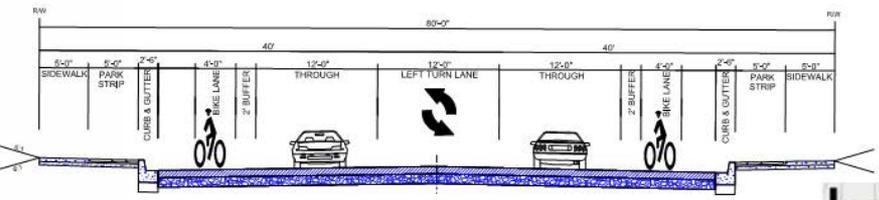
Funds Request –
\$ 605,995

UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.

West Valley – 1300 West – Bike Lanes & Sidewalks

Project Type – Ped & Bike

3900 South to 3300 South– (1.07 mile)



1300 WEST IDENTIFIED AS A NORTH-SOUTH BIKE ROUTE IN UDOT WESTSIDE BICYCLE CONNECTIVITY STUDY TO CONNECT UTAH-SALT LAKE AND DAVIS COUNTIES.



Project Cost –
\$ 4,610,000

Funds Request –
\$ 4,297,903

The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks..

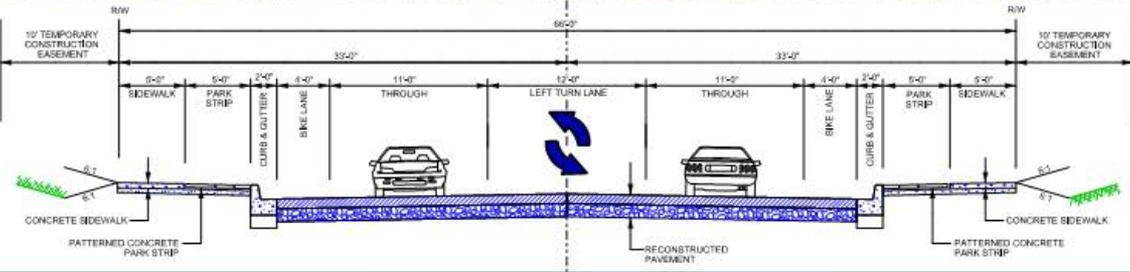
West Valley – 3650 South – Reconstruct with Minor Widening

Project Type – Reconstruction

3200 West to 2700 West – (0.5 miles)



- 3650 SOUTH - ACCESS TO WVC CITY CENTER
- ACCESS TO UTA INTERMODAL HUB
- ACCESS TO UTA LIGHT RAIL - GREEN LINE
- ACCESS TO GRANGER LIBRARY
- ACCESS TO FAIRBOURNE STATION URBAN CENTER
- ACCESS TO VALLEY FAIR MALL
- ACCESS TO GRANGER HIGH SCHOOL
- ADDS BIKE LANES
- ADDS CENTER TURN LANE
- ADDS STREET SCAPE
- BUS ACCESS GREATLY IMPROVED



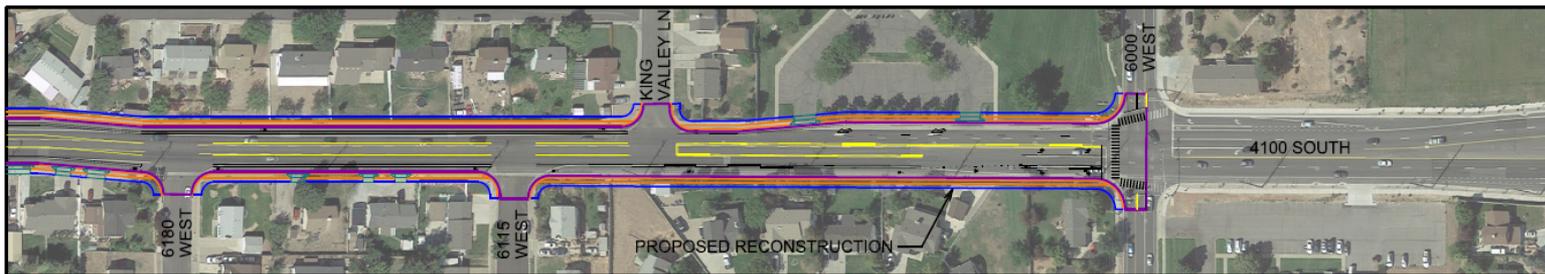
3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.

Project Cost –
\$ 5,869,100
Funds Request –
\$ 5,471,762

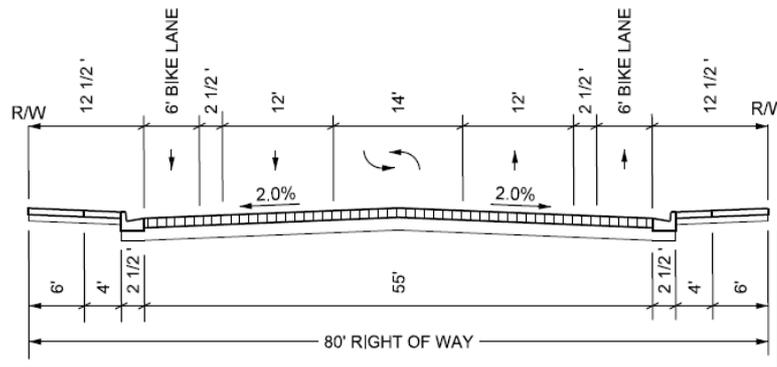
West Valley – 4100 South – Reconstruct with Minor Widening

Project Type – Reconstruction

6400 West to 6000 West – (0.57 miles)



WEST VALLEY CITY 4100 SOUTH WIDENING AND RECONSTRUCTION PROJECT



**Project Cost –
\$ 6,515,600**

**Funds Request –
\$ 6,074,494**

The purpose of this project is to reconstruct the pavement on 4100 South between 6000 West and 6400 West.

Cottonwood Heights – 1300 East – HAWK Ped Crossing

Project Type – Capital Improvement

Park Center Drive to Park Center – (0.01 miles)

PROJECT



**Project Cost –
\$ 291,900**

**Funds Request –
\$ 272,138**

Install a HAWK Pedestrian Crossing System on 1300 East, east of the Union Park Corporate Center; including ADA accessible ramps on each side of street, traffic signs, and painted crosswalk.

Cottonwood Heights – Creek Road – Construct Sidewalk

Project Type – Capital Improvement

2680 East to 2780 East – (0.1 miles)



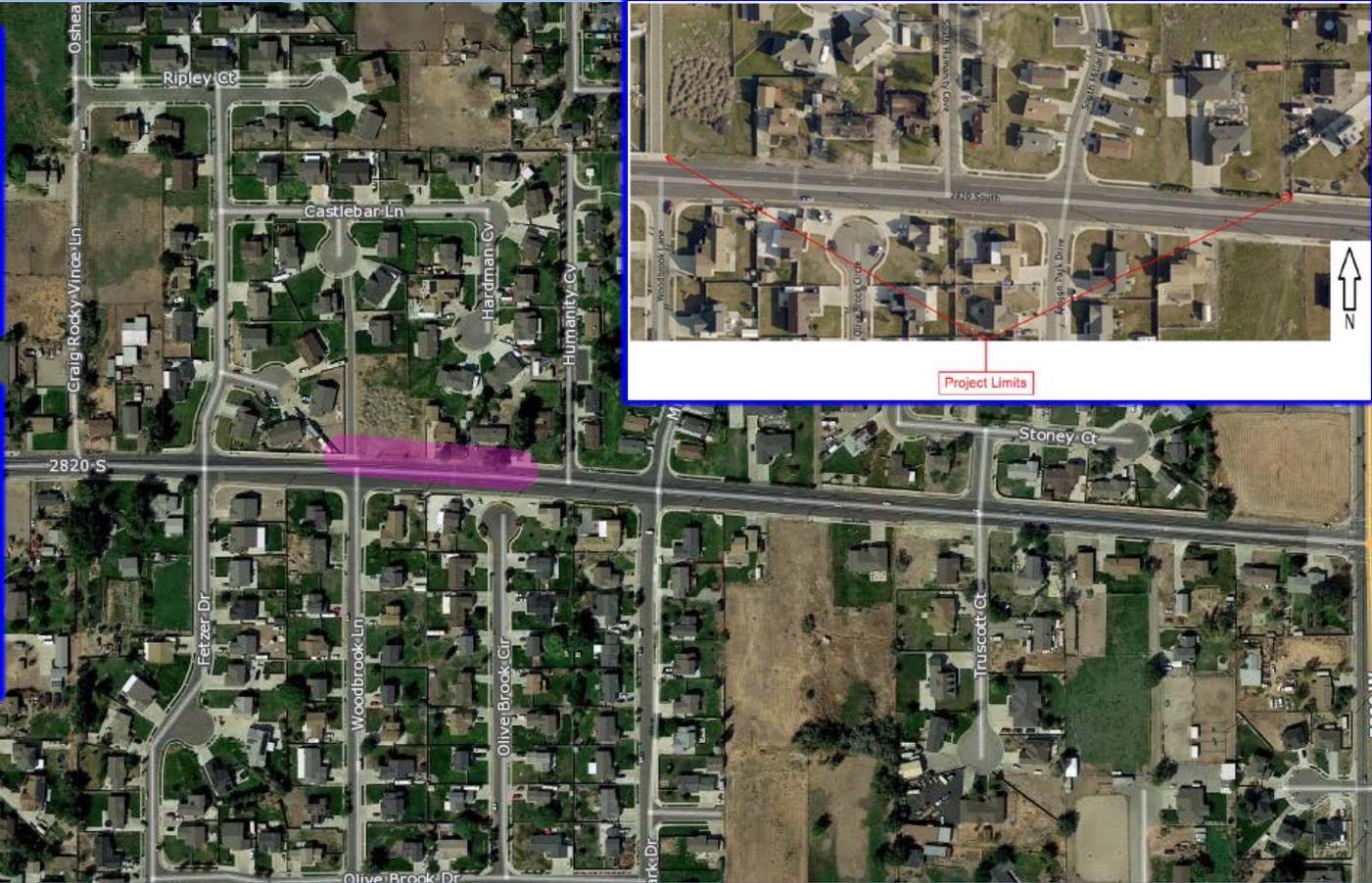
**Project Cost –
\$ 291,400**

**Funds Request –
\$ 271,672**

Project will install sidewalk on north side of Creek Road along a steep hill. Project will widen the existing roadway on Creek Road to install continuous Type II Bike Lanes on both sides of the road.

Magna Metro Township – 2820 South Sidewalk – Construct Sidewalk Project Type – Safe Routes to School

7563 West to 7440 West – (0.1 miles)



**Project Cost –
\$ 224,900**

**Funds Request –
\$ 209,674**

Construct sidewalk, curb, and gutter on the North side of 2820 South Street from existing sidewalk at 7440 W to 7563 W. Sidewalk will improve safety of access for students walking to Lake Ridge Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail.

Millcreek – 1300 East – Construct Sidewalk

Project Type – Capital Improvement

4240 South to 4400 South – (0.2 miles)

Project Cost –
\$ 431,200

Funds Request –
\$ 402,008



Figure 2: No sidewalk on East side of 1300 East. Vegetation & mailbox force pedestrians into travel way.



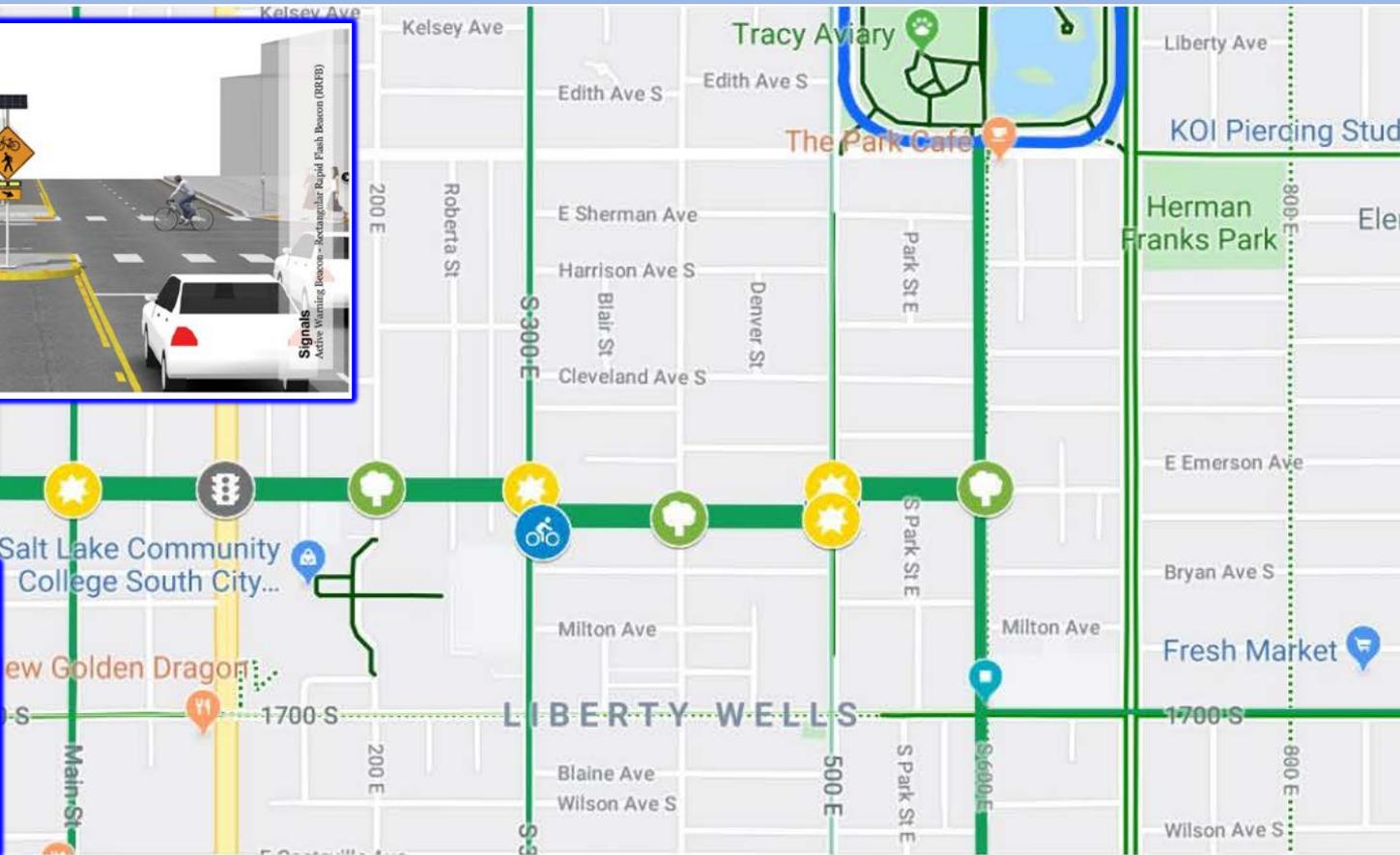
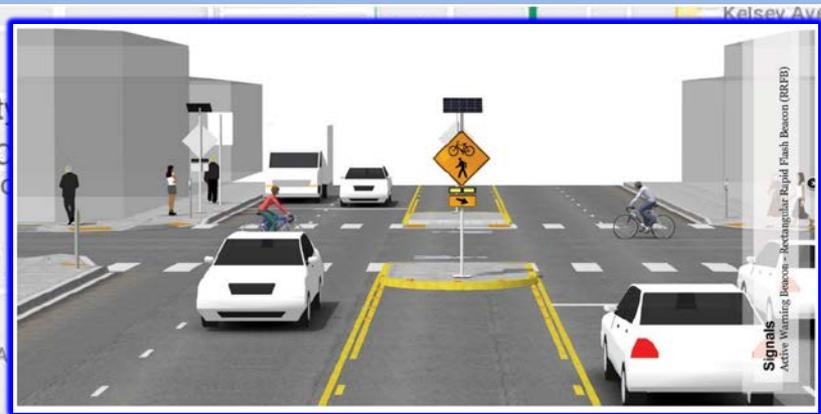
Figure 3: No sidewalk across from Larry H. Miller softball complex. Looking North.

This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parking lot is full. There is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.

Salt Lake City – Kensington East-West Byway – Ped & Bike

Project Type – Capital Improvement

West Temple to 600 East – (1.1 miles)



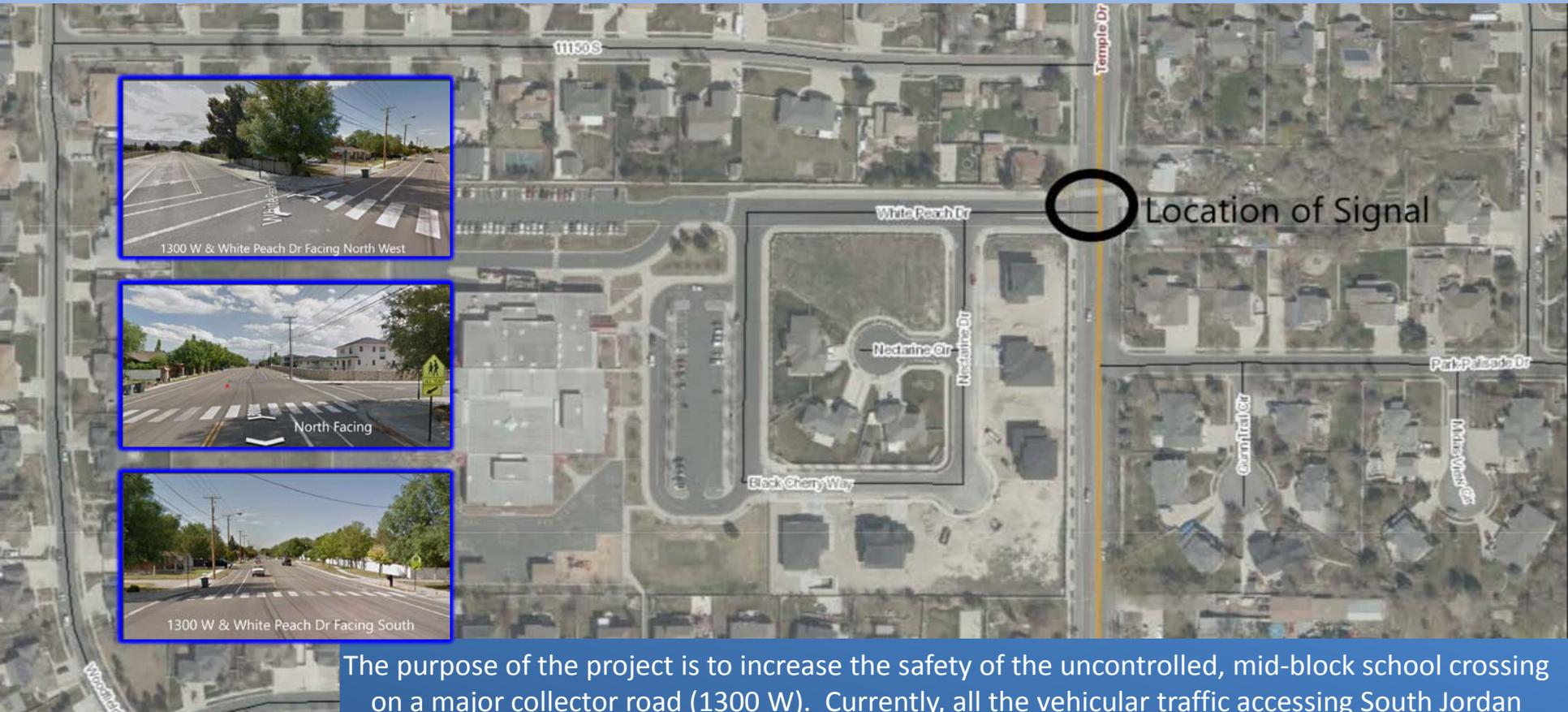
This project will enhance bike /ped use of and connectivity on low volume local streets as a through route, improving crossings at larger streets. The all ages & abilities route is in SLC's ATIP and SLC's Ped Bike Master Plan. An east-west route is needed as parallel arterial routes are not comfortable walking or biking.

Project Cost –
\$ 538,600

Funds Request –
\$ 502,137

South Jordan – Traffic Signal – Safe Routes to School Project Type – Capital Improvement

1300 West & White Peach Drive (11170 South) – (0.15 miles)



Location of Signal

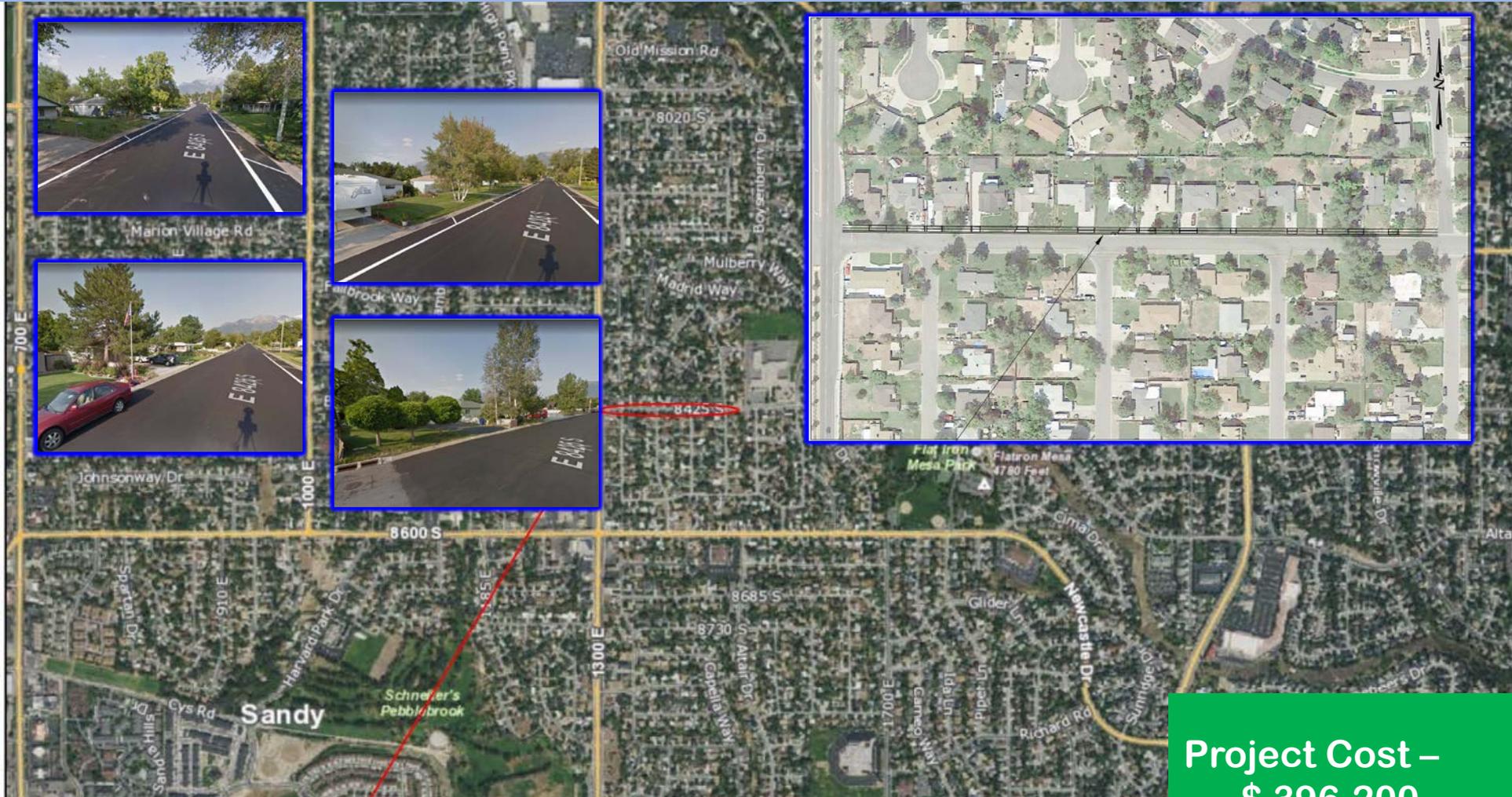
The purpose of the project is to increase the safety of the uncontrolled, mid-block school crossing on a major collector road (1300 W). Currently, all the vehicular traffic accessing South Jordan Elementary goes through a single T-intersection located at 1300 W and White Peach Dr (11170 S). The intersection is controlled by a single stop sign on White Peach Drive. The challenges with vehicles accessing the school is compounded by the school crossing located on the north side of the intersection. This configuration creates conflicting movements between the vehicles and pedestrians and is a major safety concern for the School District, City and Community. The City has counted 118 kids using this crosswalk and the time they use the crosswalk coincides with the pick/up-drop/off at the school - making this a dangerous intersection.

**Project Cost –
\$ 460,800**

**Funds Request –
\$ 429,604**

Salt Lake County – 8425 South Sidewalk – Safe Routes to School Project Type – Capital Improvement

1300 East to 1475 East – (0.2 miles)



Construct sidewalk, curb, and gutter on the north side of 8425 South from 1300 East to 1475 East. Sidewalk will improve safe walking area for students going to and from the school.

UTA – Bike Capacity on Transit – Bus Bike Rack

Project Type – Capital Improvement

Salt Lake City Proper



Project Cost –
\$ 63,700

Funds Request –
\$ 59,388

All 2006-2012 model year UTA buses have racks that hold two bikes. System-wide, this is about 145 buses. These are often filled and biking passengers are turned away. New UTA buses have racks that accommodate three bikes. These funds will pay for 49 (the estimated number of these buses attributable to the Salt Lake Urbanized Area) 3 spot racks to replace existing 2 spot racks on UTA current fleet.

White City – Poppy Lane - Safe Routes to School Project Type – Capital Improvement

Sego Lily Drive to Galena Drive – (0.2 miles)



Project Cost –
\$ 861,900

Funds Request –
\$ 803,549

Construct sidewalk, Curb, and Gutter on both sides of Poppy Lane from Sego Lily Drive to Galena Drive for students to walk to Bell View Elementary