



DRAPER

Local Community Highlight

Todd Draper
Bret Millburn
Todd Taylor

WFRC - RGC-TAC
April 17, 2024

DRAPER CITY
COMMUNITY DEVELOPMENT



Overview

- Pre-Pandemic, Pandemic, and Post Pandemic
- The Point
- Station Area Planning
- Ordinance Updates
- Questions?

The Point

- Late 2023 demolition was completed
 - 70% of all materials are being recycled
 - 100% of concrete from old buildings have been recycled onsite
- 2024 – Installation of backbone infrastructure
 - Natural gas lines underway
 - Other infrastructure including roads will follow shortly
- 2025 – Anticipated vertical construction

Station Area Plans

- Draper Town Center – Drapertowncenterstation.org
 - Township + Range – lead consultant
 - Robust process
 - Stakeholder Committee
 - Developed 10 Guiding Principles
 - Two Public Open Houses
 - Public surveys
 - Currently identifying final touches prior to presenting to Planning Commission and City Council
- Kimball Lane TRAX Station
 - Anticipate starting late 2024

Study Area

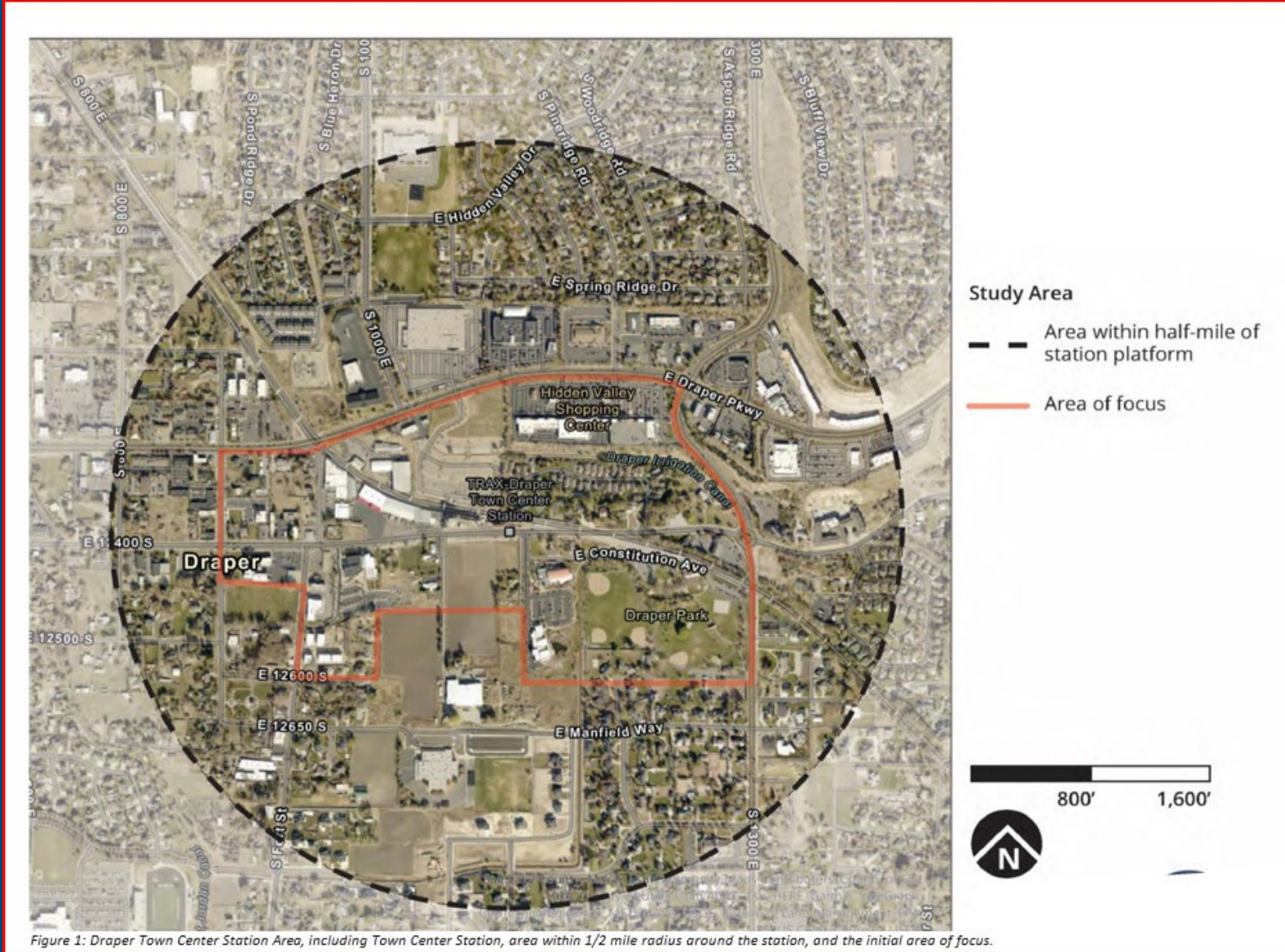
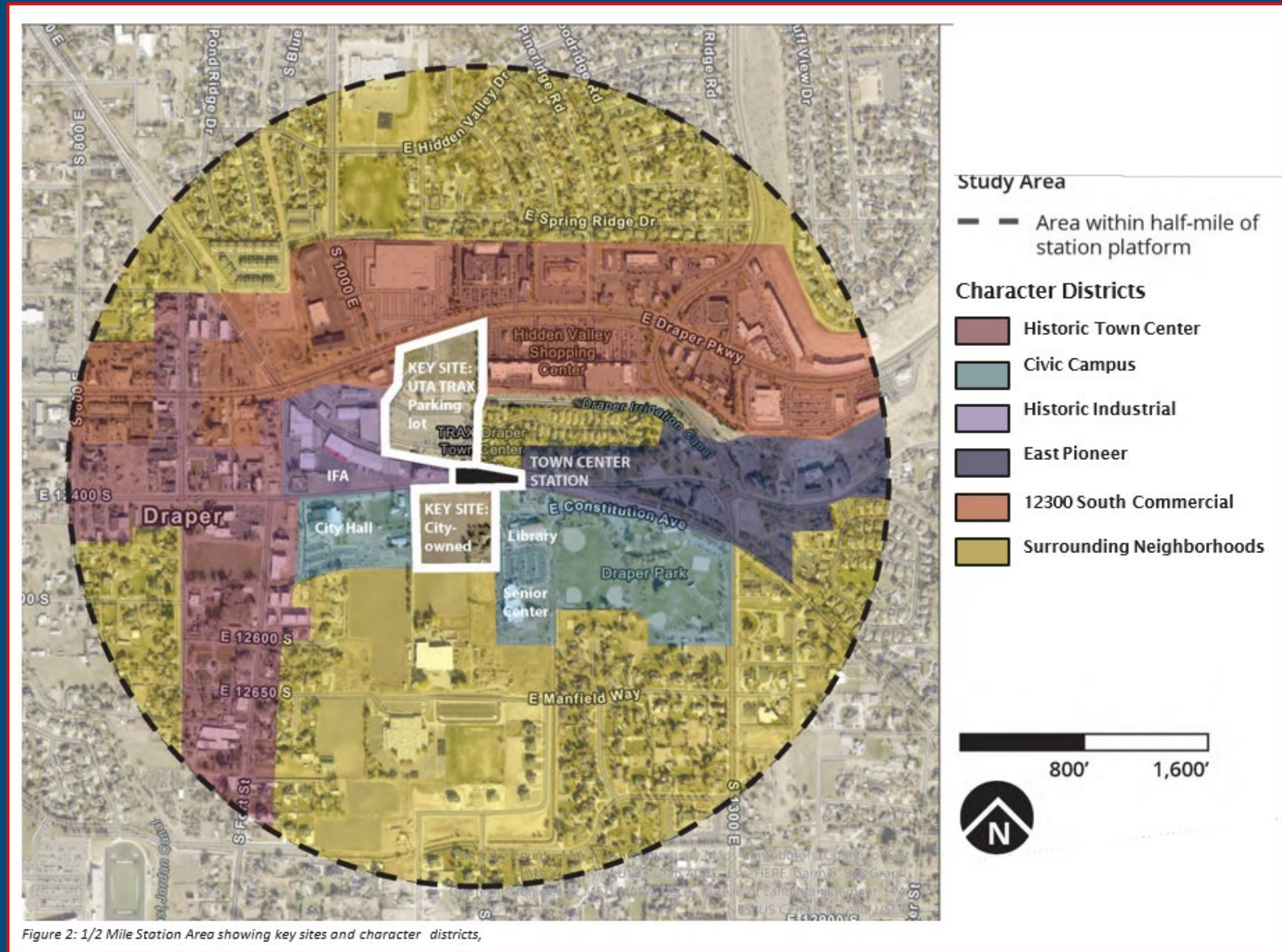
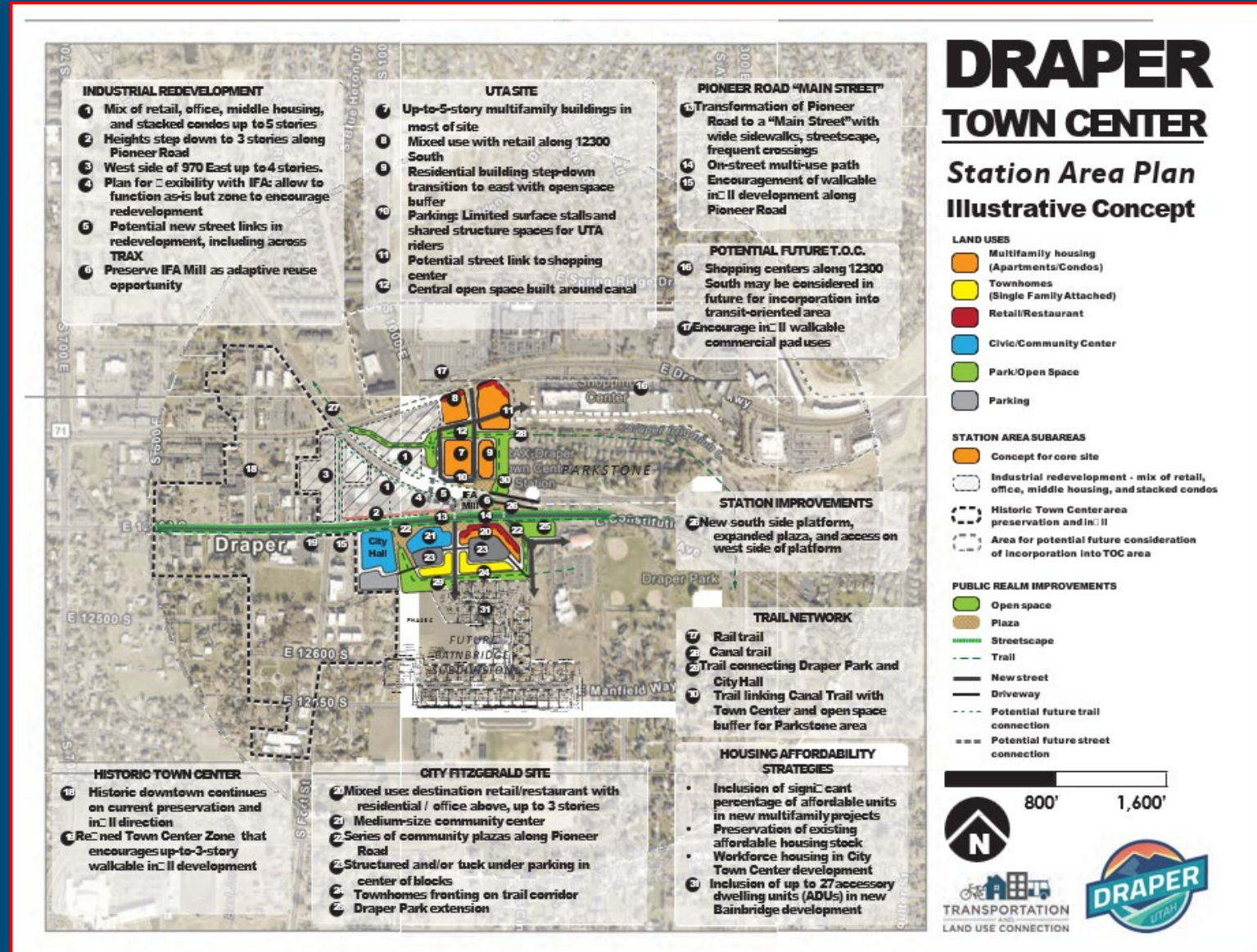


Figure 1: Draper Town Center Station Area, including Town Center Station, area within 1/2 mile radius around the station, and the initial area of focus.

Character Districts



Illustrative Concept



Local Community Highlight



Todd Taylor, Planner

Regional Growth Committee TAC
April 17, 2024

Zoning and Subdivision Code Update

2001

Last Comprehensive Code Update 

2019

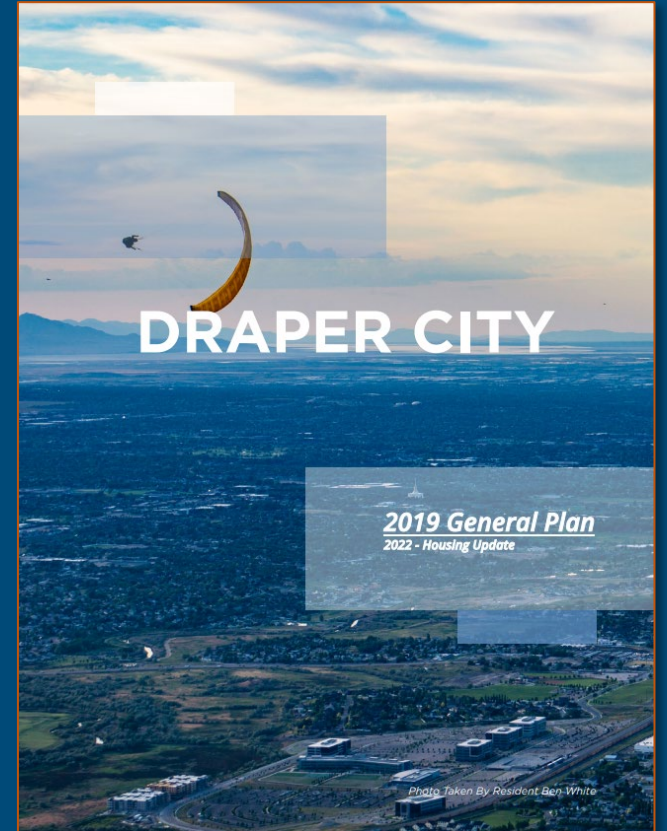
General Plan Update 

2022

Moderate Income Housing Plan 

2023

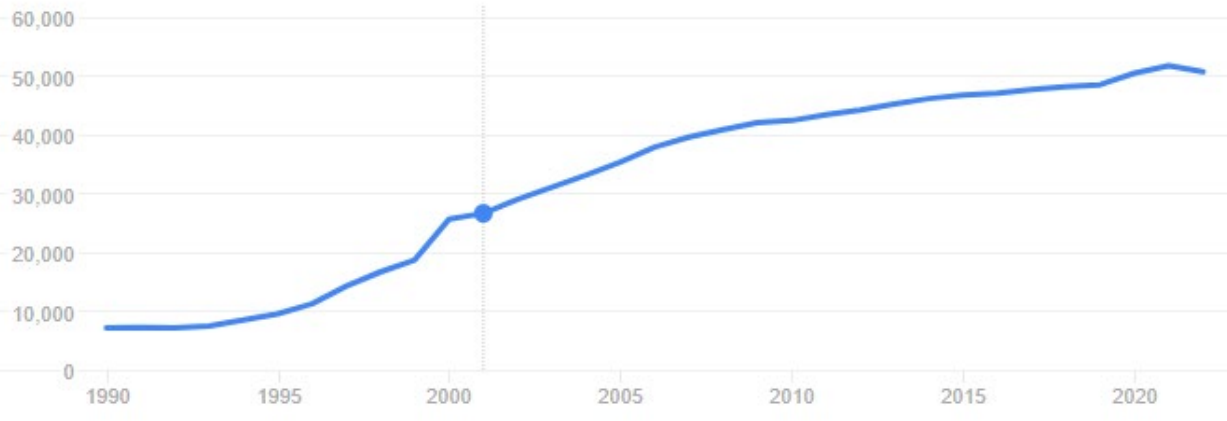
Consultant Contract 



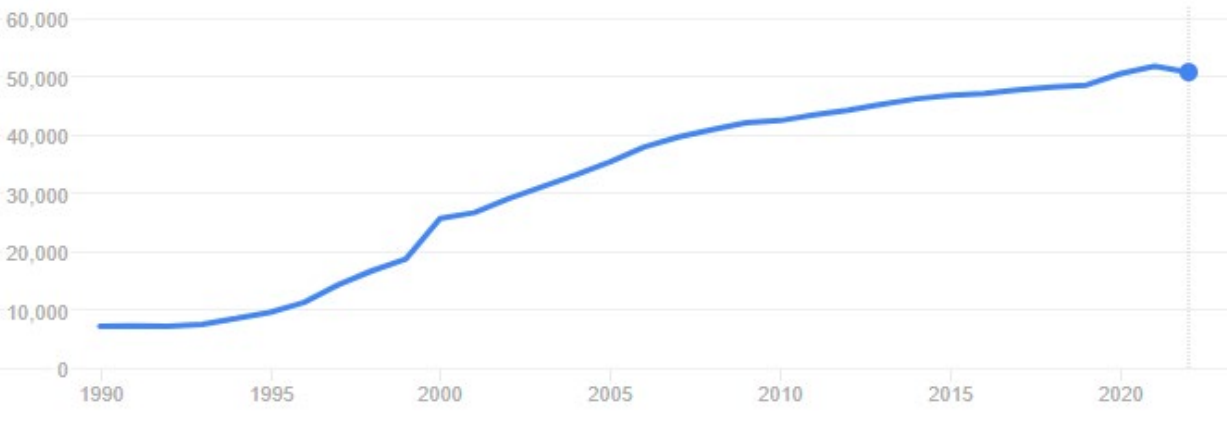
Growth



26,622 (2001)



50,731 (2022)



2001



DRAPER CITY

COMMUNITY DEVELOPMENT



12300 South 700 East



2023



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12300 South 700 East



2001



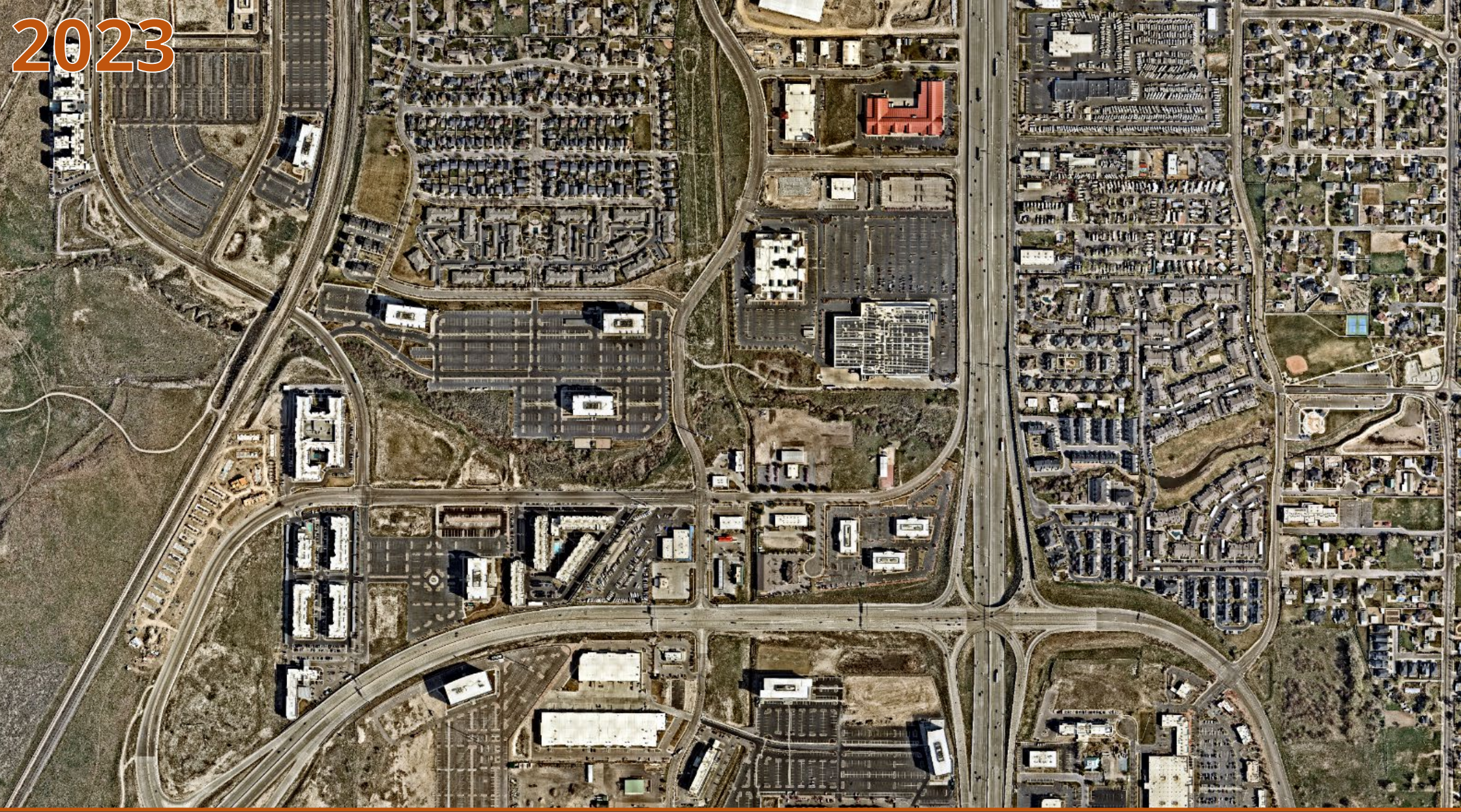
DRAPER CITY
COMMUNITY DEVELOPMENT



I-15 and Bangerter in 2001



2023



DRAPER CITY
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I-15 and Bangerter in 2023



Public Outreach

Webpage 

Online Survey 

Joint City Council /
Planning Commission 

Open House 

DRAPER CITY
COMMUNITY DEVELOPMENT



About the Project

Why is the City rewriting its Zoning and Subdivision Codes?

Draper City's current Zoning and Subdivision Code has provided the foundation for development activity in the City since its last comprehensive update in 2001. Since that time the population size of our City has more than doubled. Additionally, recent planning processes like the 2019 General Plan, 2022 Moderate Income Housing Plan, and new Town Center Station Area Plan are unable to be fully implemented without changes to the Zoning and Subdivision Code. Extensive changes mandated by our State Legislature also have created unintended impacts to the development patterns of the City. Accordingly, it has become increasingly necessary to amend provisions in the code that have become diminished in appropriateness, applicability, or clarity. To better achieve Draper's goals for today and for the future, the city is seeking to develop a new, more user-friendly, Zoning and Subdivision Code.

What are Zoning and Subdivision Codes?

Zoning codes are the means by which local governments regulate land use. Local governments receive the authority to establish and adjust zoning codes by the state zoning enabling act to manage how land is developed and used in order to protect public health, safety, and welfare. There are several approaches to zoning, including but not limited to those detailed below.

- Euclidean Zoning.** Euclidean zoning is the traditional approach to zoning that divides a community into zoning districts based on the types of uses that are desirable in different areas and establishes rules for how land in each district can be developed and used. Euclidean zoning districts keep high intensity uses that may impact surrounding properties, like manufacturing, away from less intense uses, like homes and schools. Each district establishes different rules that limit development activity, including which use types are allowed and how they are permitted as well building size, where on a lot a building can be located, how much open space must be left over, and how much parking lots to be provided.
- Form Based Zoning.** Form based zoning also divides a community into zoning districts, however, unlike Euclidean zoning, form based zoning districts are based on the types of urban form and development patterns that are desirable in different areas. The foundation of form based zoning districts in many communities is the rural to urban transect, which defines a series of areas that transition from rural areas utilized for agriculture to dense downtowns and urban cores. Form based zoning primarily regulates what development looks like and secondarily how development is utilized. This is accomplished by establishing standards for different building types and how building footprints relate to the public realm.

What will the rewritten Zoning and Subdivision Code do?

With the rewritten Zoning and Subdivision Code we aim to provide a "user friendly," easy-to-read document all users can understand and interpret, including residents, staff, developers, and elected and appointed officials. It will integrate more graphics, illustrations, and tables to clarify regulations and standards, allowing regulations to be applied and enforced fairly and consistently. When finished, the rewritten Zoning and Subdivision Code will help to streamline the development review process, making both beneficial redevelopment, and innovative approaches to land use more straightforward.

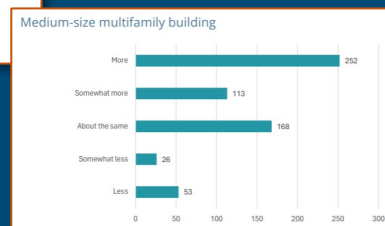
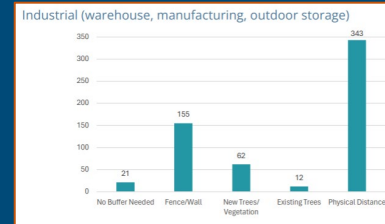
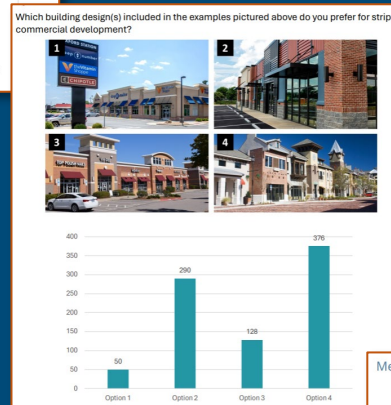
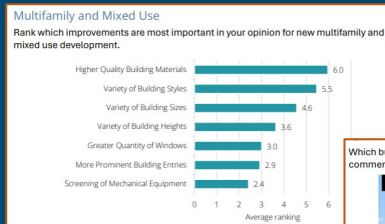
The rewritten Code will also integrate subdivision regulations into the zoning code rather than remain as a separate Title in the Municipal Code.



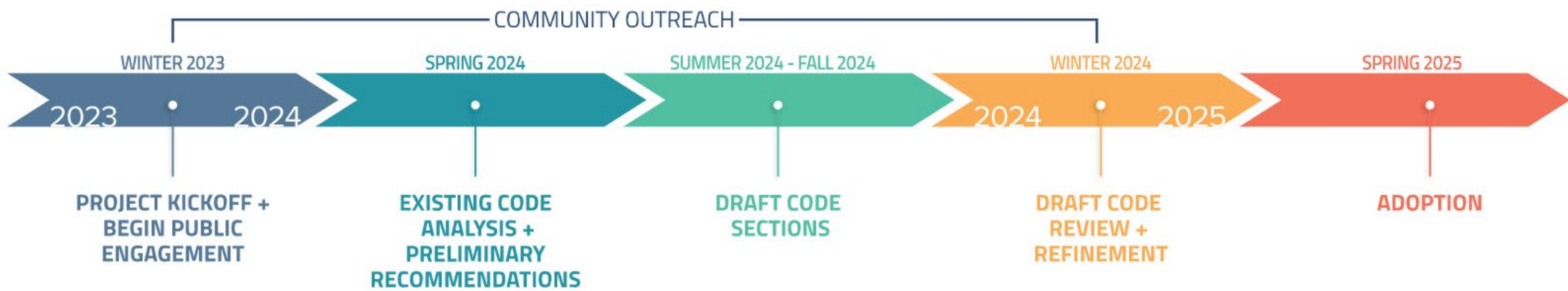
Public Outreach



Design Standards, Buffers, Visual Preference, Buffers, Housing Types and Location, Parking, Sustainability



DRAPER CITY COMMUNITY DEVELOPMENT



Questions or Comments?

Contact:

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801-576-6510

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Regional Growth Committee
Technical Advisory Committee



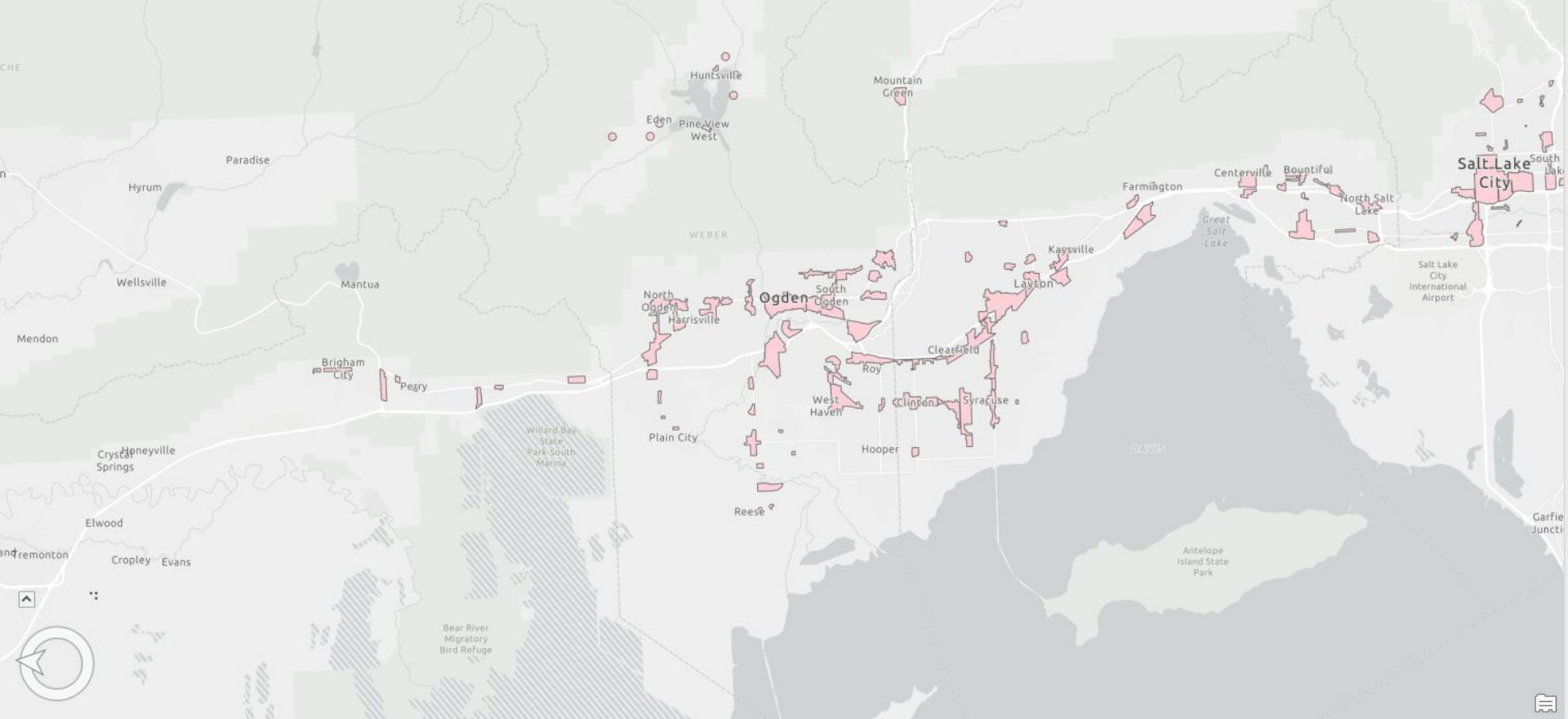
What is the Beehive Bikeways initiative?

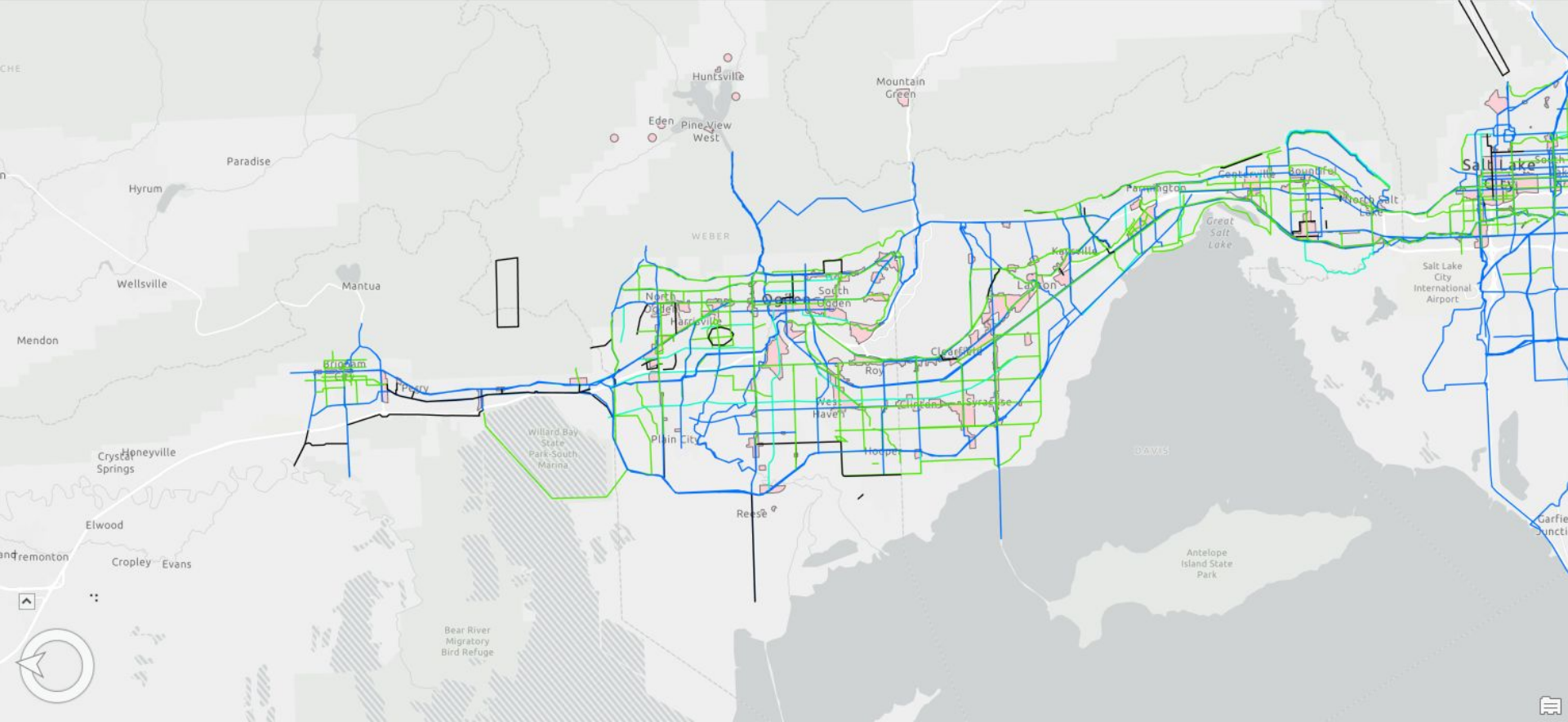
Network of people-friendly bikeways

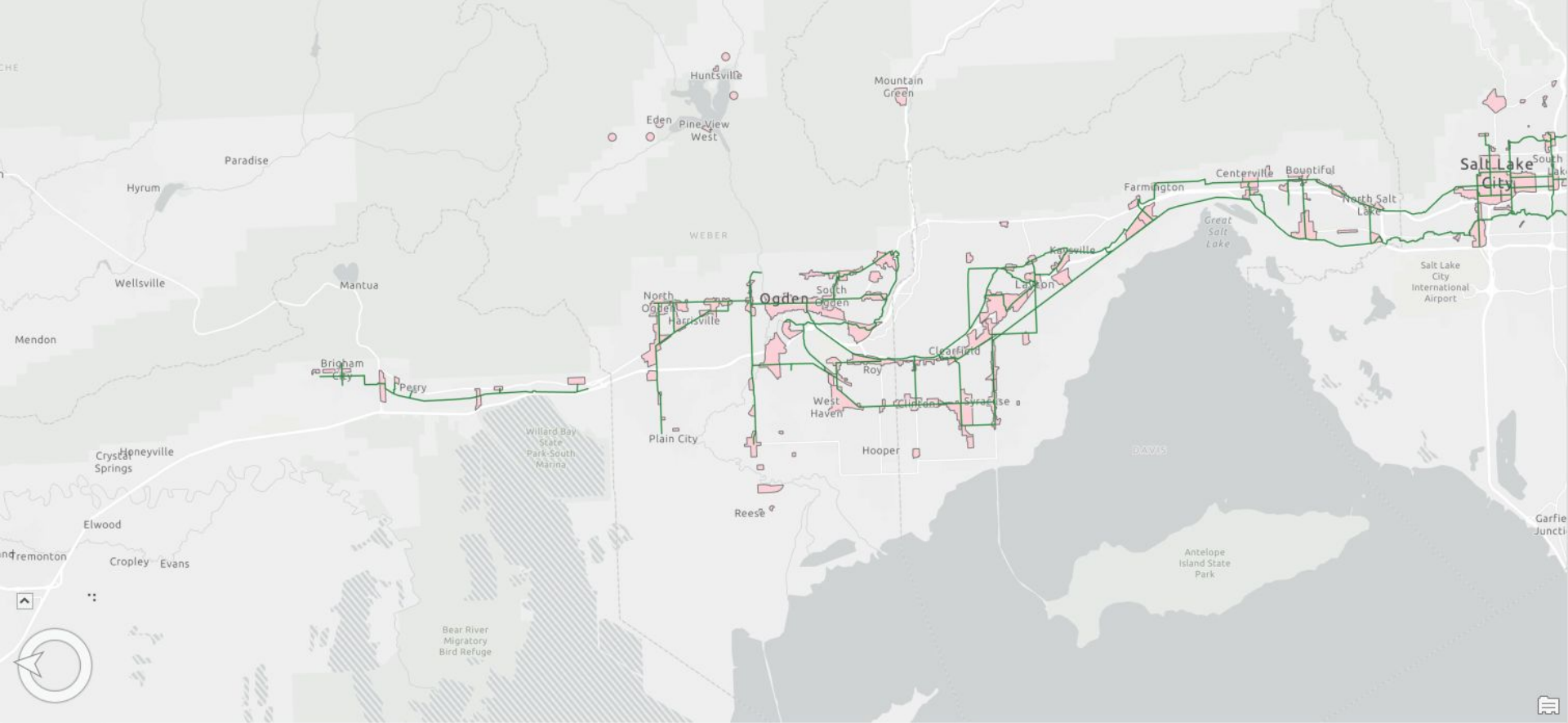
Connections to everyday destinations (i.e. Wasatch Choice Centers)

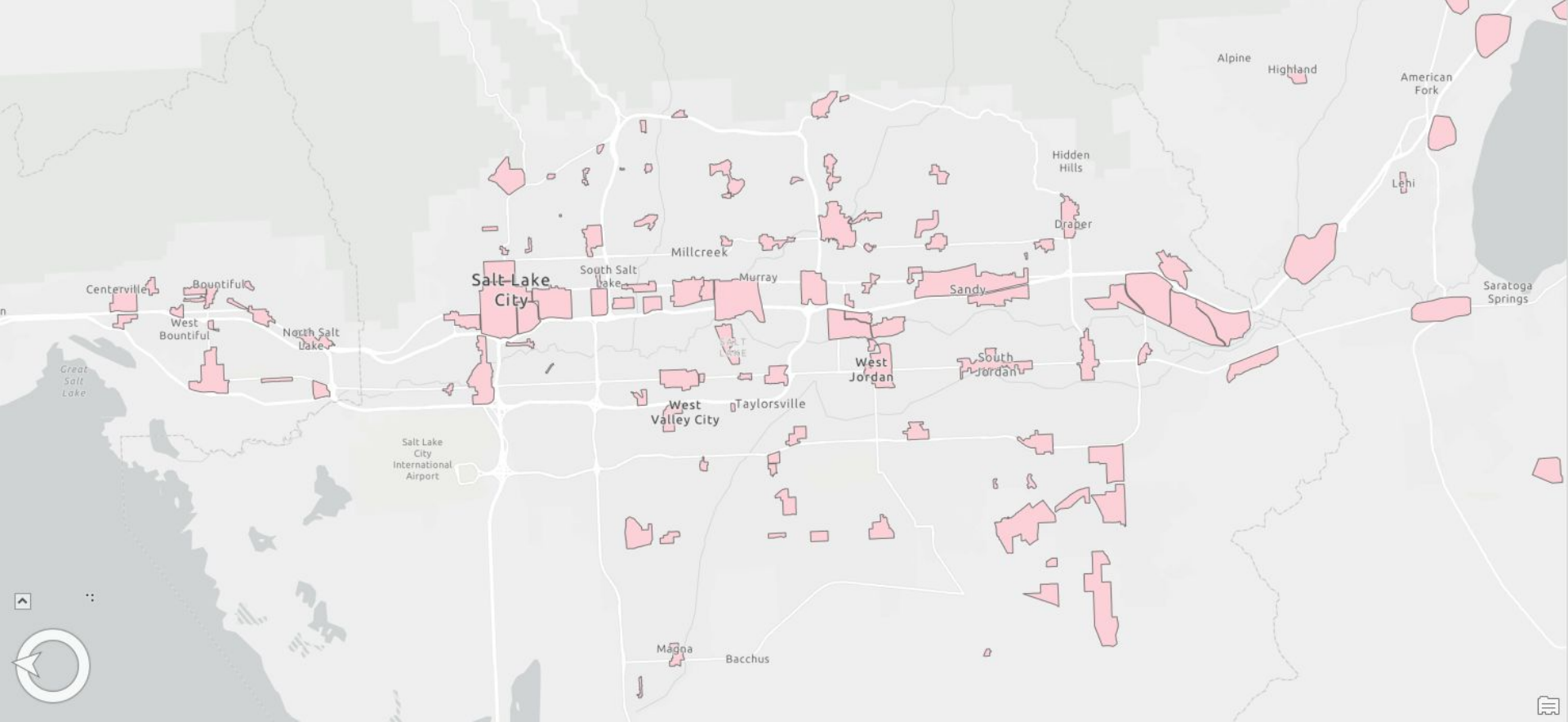
More people to travel by bike for more reasons, more often

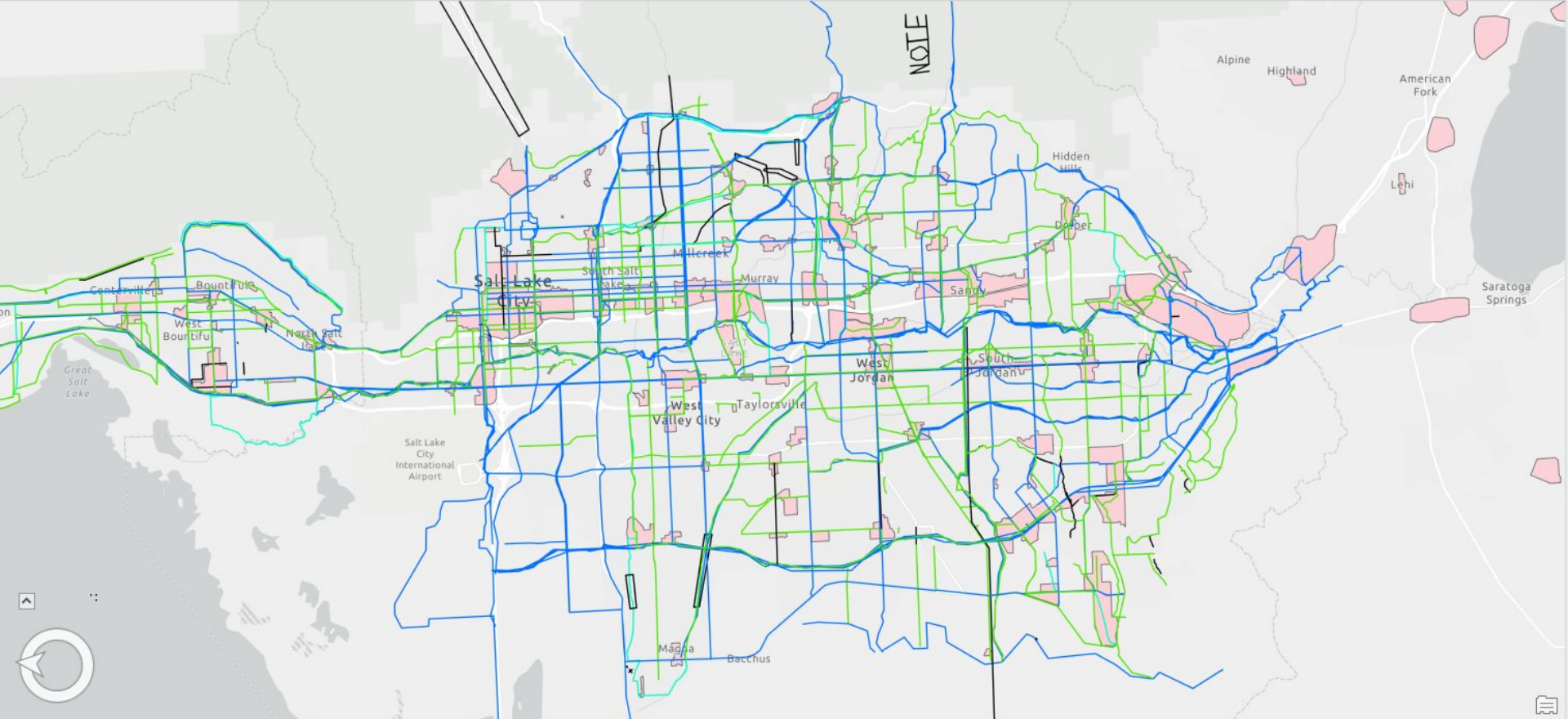


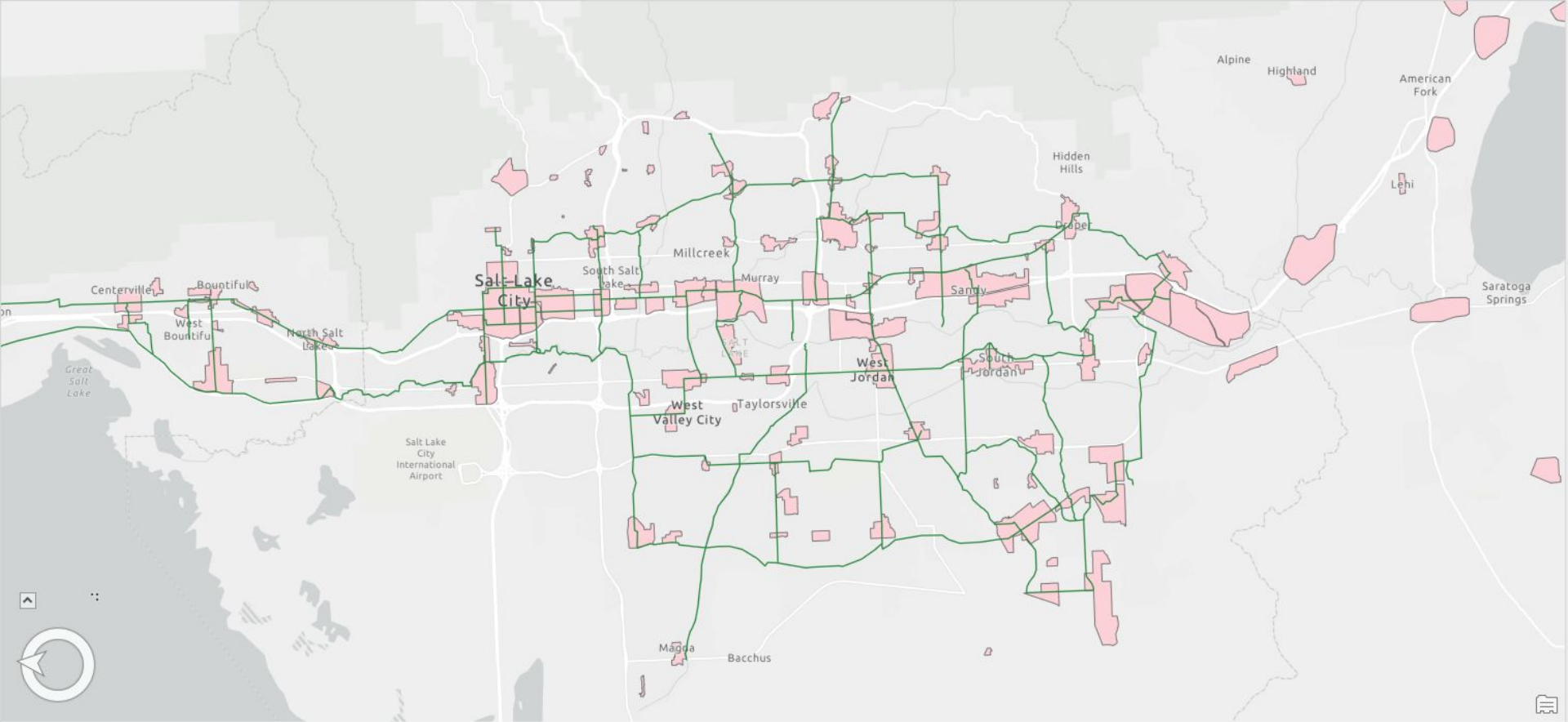












Development of the Beeways

Discussion and initial drafting at
WFRC 2023 Fall Workshops

Refine draft map with cities





Home

About

Committees

Vision & Plans

Wasatch Choice Vision

Comprehensive Economic Development Strategy

Parks and Public Spaces

Beehive Bikeways

Regional Transportation Plan

Transportation Investment Decision-Making Process

Utah's Unified Transportation Plan

Archived Plans

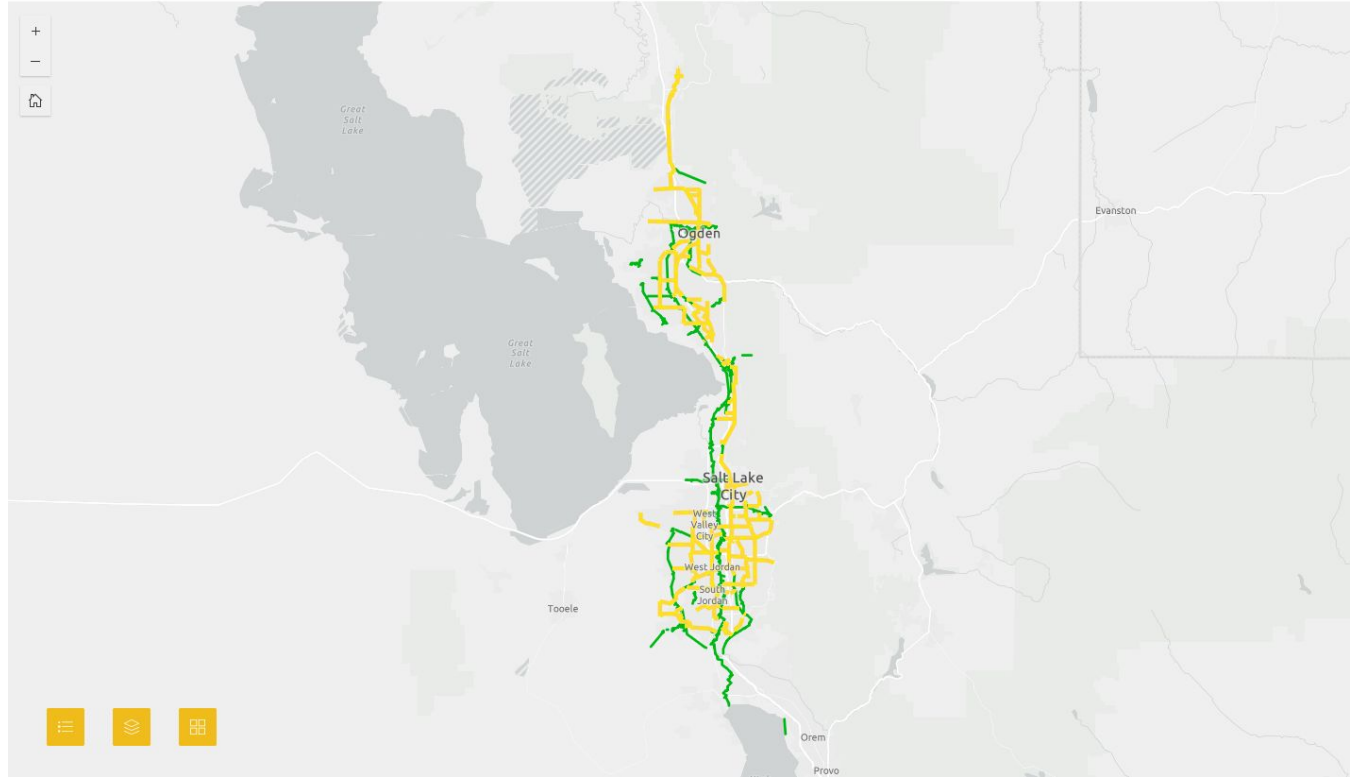
Archived Visions

Programs

Maps & Data



Beehive Bikeways



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**Identify resources for
development and implementation**





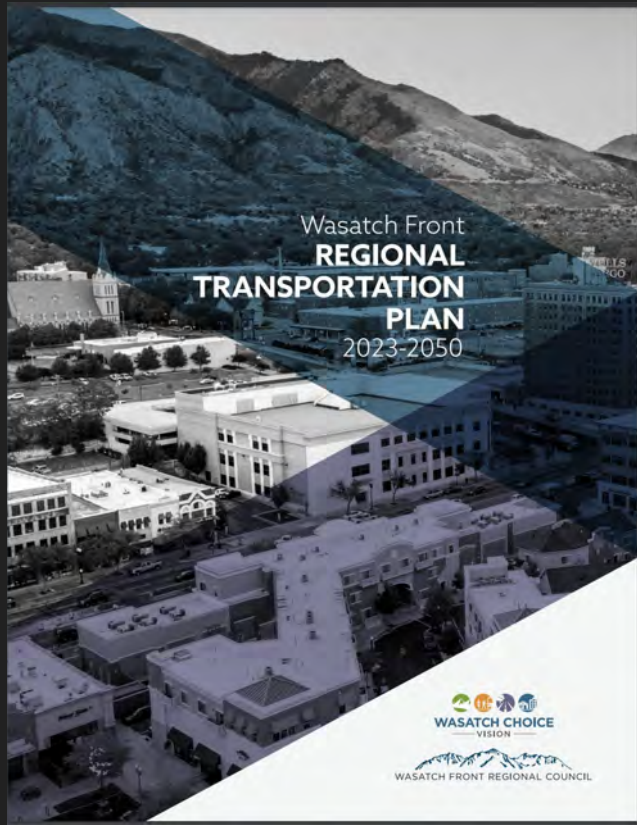
3D Visuals and Metrics

Potential visual and information resources to support mixed-use centers discussions with city officials, neighborhoods and public / private partnerships.

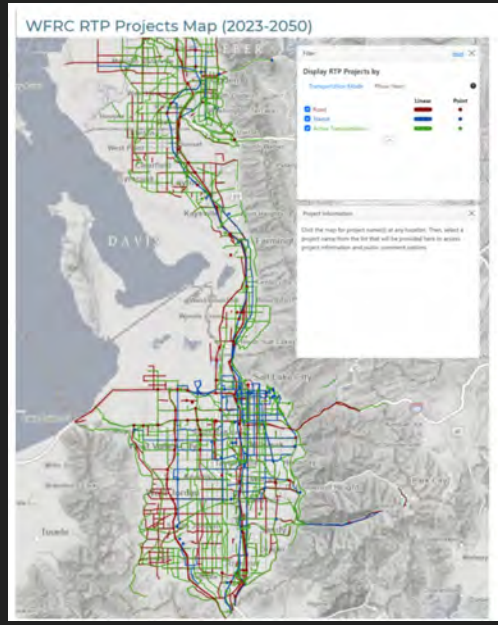



Tim Watkins, AICP
Community Planner
WASATCH FRONT REGIONAL COUNCIL

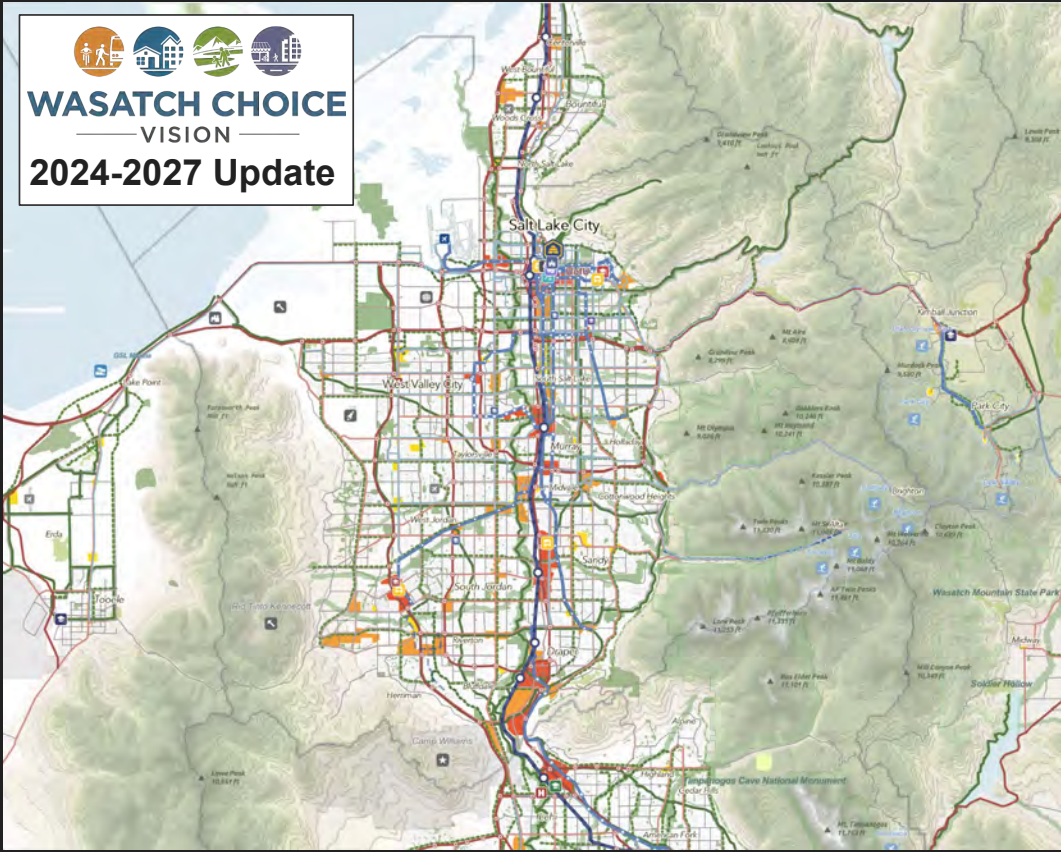
- tim@wfr.org 41 N Rio Grande Street
- wfrc.org Suite 103
- 435.764.1787 Salt Lake City, UT 84101



Centers Strategy Increase Transportation Choices



WASATCH CHOICE
VISION
2024-2027 Update



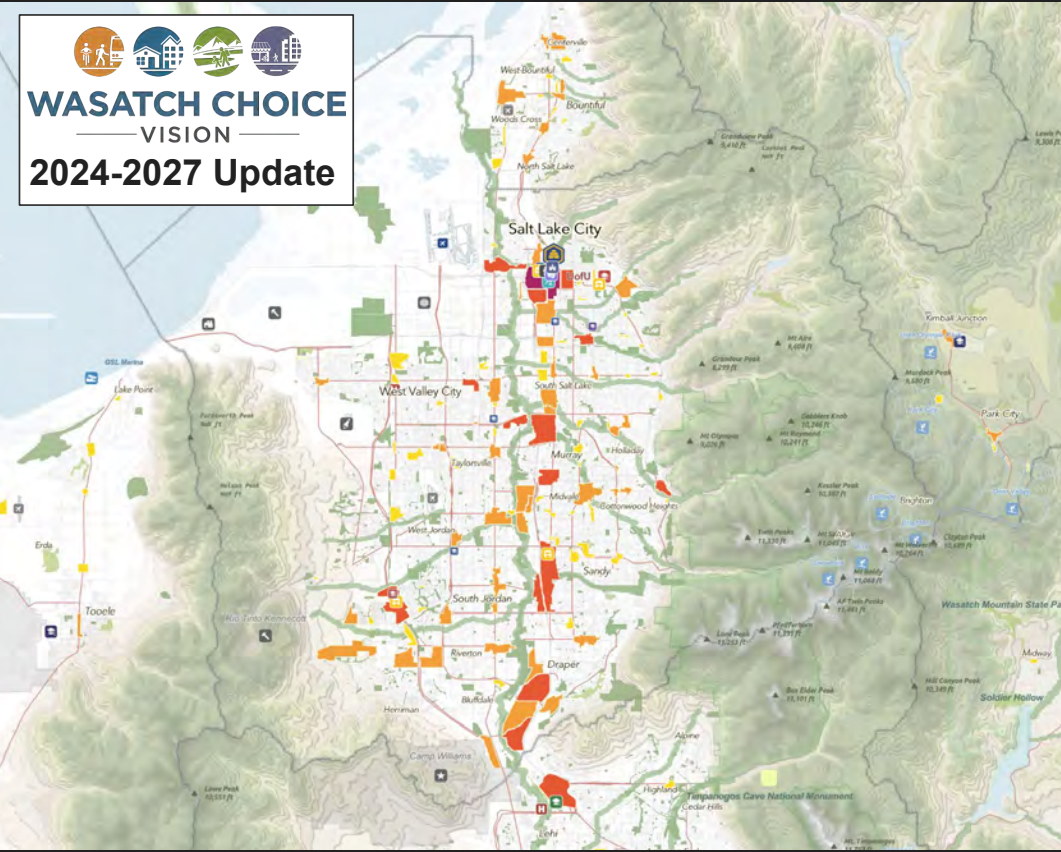
Centers Strategy
Increase Transportation Choices

Transportation choices is a Wasatch Choice Vision key strategy for a thriving region and communities.

Transportation Choices include driving, public transportation, and active transportation.



WASATCH CHOICE
VISION
2024-2027 Update



City and Town Centers

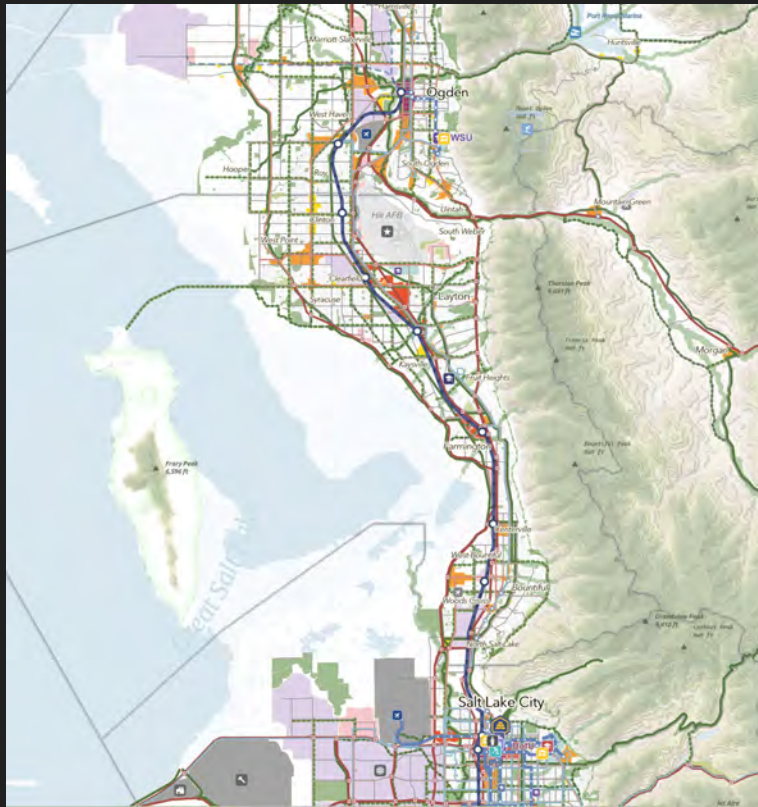


Development Intensity

Center Type	FAR	DUA
Metropolitan	1.0 and up	40 and up
Urban	0.75 to 4.0	20 to 100
City	0.5 to 1.5	10 to 50
Neighborhood	0.35 to 1.0	6 to 25

Benefits. Residents within or near centers don't need to drive as far and can more easily choose to walk, bike, and ride transit. Overall this means less traffic congestion and reduced air emissions. Centers enable people to more easily reach destinations and interact with friends and family.

WASATCH CHOICE
VISION
2024-2027 Update



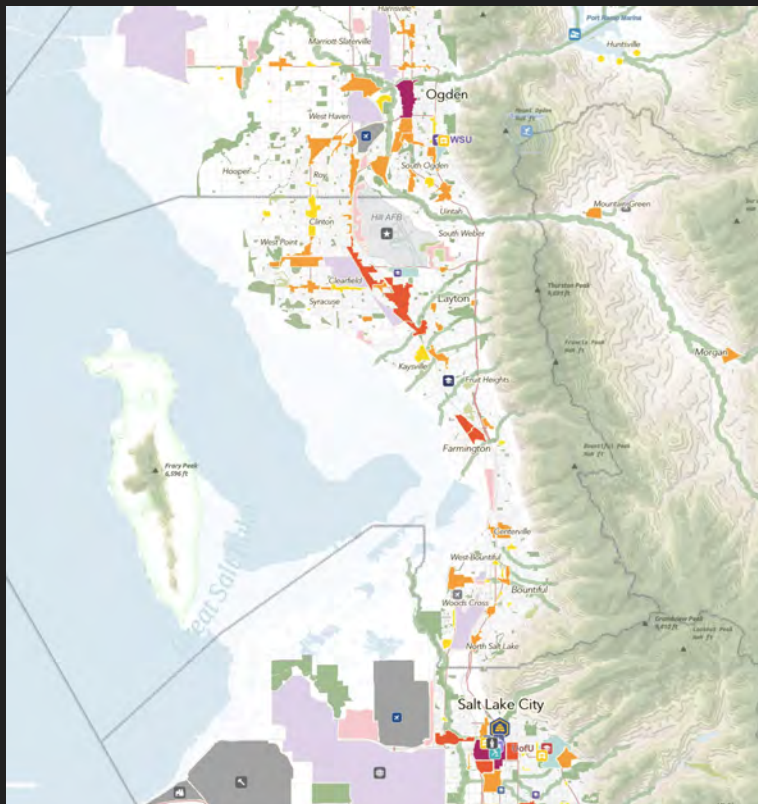
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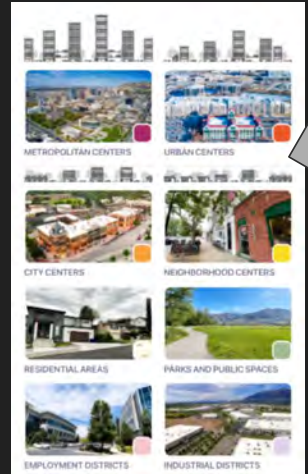
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WASATCH CHOICE
VISION
2024-2027 Update



City and Town Centers



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Examples of 3D Models to Visualize a Range of Center Types



A.



B.



C.



D.





Online Panoramic (Interactive Models)



Panoramic Views within Models

Cross-Impact Metrics (Concepts)

Development Intensity

Transit Demand	2	2-3	2-4	3-5	3-7	4-12
Rail Transit	3	4	6	8	9	10
BRT Service	2	3	4	6	8	9
Frequent Bus Service	1	2	3	4	6	8
Basic Bus Service	0.5	1	2	3	4	6
Ride Sharing - Van Pool	0.25	0.5	1	2	3	4
No Transit	-	-	-	-	-	-

Development Intensity

Fiscal & Economic	2	2-3	2-4	3-5	3-7	4-12
Tax Revenues per Acre	\$	\$	\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
Retail Demand per Acre	\$	\$	\$	\$\$\$	\$\$\$\$	\$\$\$\$\$

*brings desired services to community

Water Use

Water Use per Unit	Housing Density (DU/Ac)					
	3	6	12	24	36	50
Water Use per Unit	10	8	6	3	2	1
% Outdoor Water Use	60%	40%	20%	12%	7%	5%

Infrastructure Efficiency

Cost per Unit	Development Intensity (FAR)					
	.25	.55	.75	1	1.5	2
Cost per Unit	\$\$\$\$	\$\$\$	\$\$	\$	\$	\$



Tentative Schedule

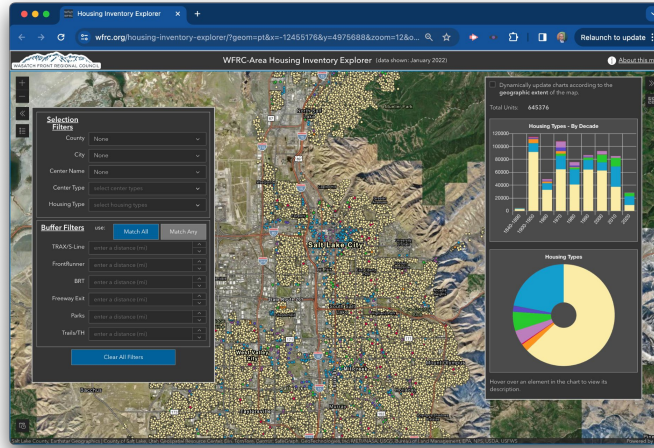
• Engage & Collect Feedback
 • WFRC / Consultant Analysis & Deliverables

	Q2 '24			Q3 '24			Q4 '24			Q1 '25			Q2 '25		
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	<i>Pre-workshop Preparation</i>	•	•	•											
Centers '[V]isuals & [M]etrics'		V&M	V&M	V&M	M	M									
Webinars				•	•										
<i>City to City Meetings</i>				•	•	•	•	•	•						
Workshops & Online Scenarios							•	•							
Draft WCV - REMM Modeling										•	•	•			

LAND USE FOCUS

TRANSPORTATION FOCUS





Housing Inventory Explorer

Josh Reynolds
Bert Granberg

WFRC Analytics

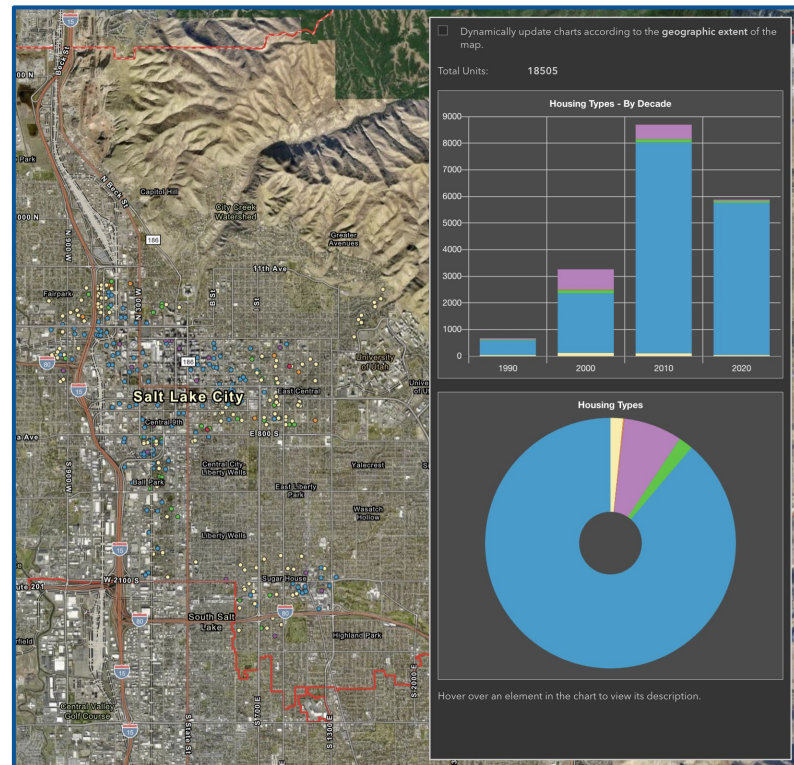


Quick Background - Why a Housing Inventory?

- **A great stat:** *"80% of new housing units, in Salt Lake City, built in the last 25 years, are within a 10-minute walk of a transit station"*
- Recent trends for new units **are key** to future land use forecasts
- Dwelling Unit per Acre (DUA calculations with Assessor parcel data are problematic

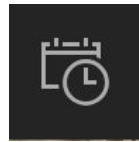


Web map and Dataset



Key Features

Filter Panel



Time Slider

WASATCH FRONT REGIONAL COUNCIL

WFRC-Area Housing Inventory Explorer

 (data shown: January 2022) About this map

Dynamically update charts according to the geographic extent of the map.

Units in View: 17945

Selection Filters

County:

City:

Center Name:

Center Type:

Housing Type:

Buffer Filters

use:

TRAX/S-Line:

FrontRunner:

BRT:

Freeway Exit:

Parks:

Trails/TH:

Housing Types - By Decade

Decade	Units
1840-1890	~1300
1900-1950	~1200
1960	~1800
1970	~3000
1980	~3800
1990	~3200
2000	~1500
2010	~2200
2020	~500

Housing Types

Hover over an element in the chart to view its description.

Year Built:

Earthstar Geographics Powered by Esri

Key Features

Symbology



Click any button to change the layer symbology accordingly:

Housing Type

Built Decade

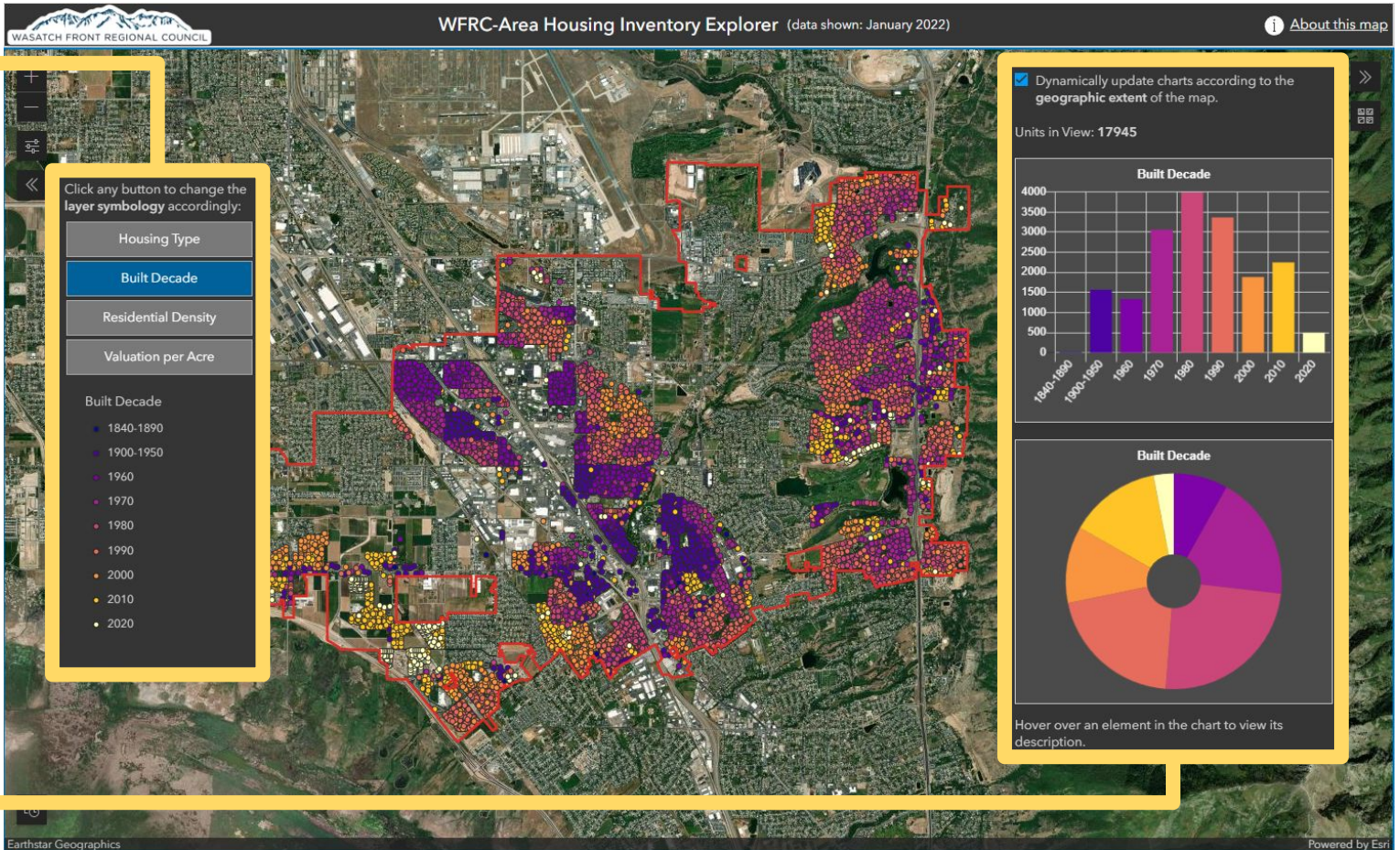
Residential Density

Valuation per Acre

Built Decade

- 1840-1890
- 1900-1950
- 1960
- 1970
- 1980
- 1990
- 2000
- 2010
- 2020

Interactive Charts



Demo

What percentage of Ogden housing units, built in the last 25 years, are within a 10-minute walk of a transit station?

More Ideas to Explore...

- What percent of housing units are near **parks, trails, or trailheads**?
- How does **residential density** vary within your city?
- How has the rate of **condo** or **townhome** development changed over time?
- How has the distribution of **single family home value** changed across decades?



Closing Thoughts...

What's Next?

- Filter by *subregion* (i.e SW SLCo)
- Jan 2024 update, late this year
- Utah & Washington counties

Questions?

- Josh Reynolds
jreynolds@wfrfc.org

wfrfc.org/housing-inventory-explorer

Additional Resources:

- [Downloadable HUI data](#)
- [Statewide TAZ & City Area Household and Jobs forecast viewer](#)
- [U of U Gardner Policy Center Housing, Construction, and Real Estate database](#)

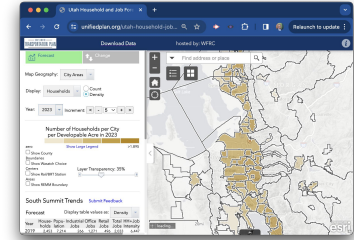
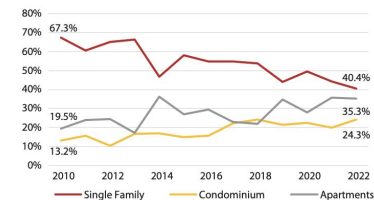


Figure 2: Share of Utah Residential Building Permits Issued by Type of Unit, 2010-2022



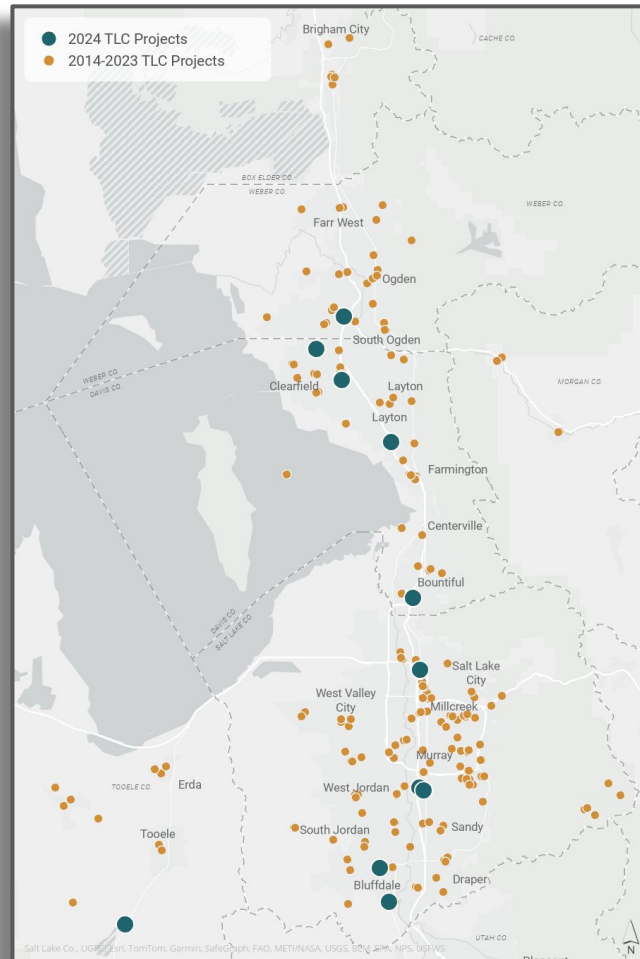


TRANSPORTATION AND LAND USE CONNECTION

2024 Awarded Projects

Regional Growth Committee -
Technical Advisory Committee
April 17, 2024

Matt Ryan
Community Planner

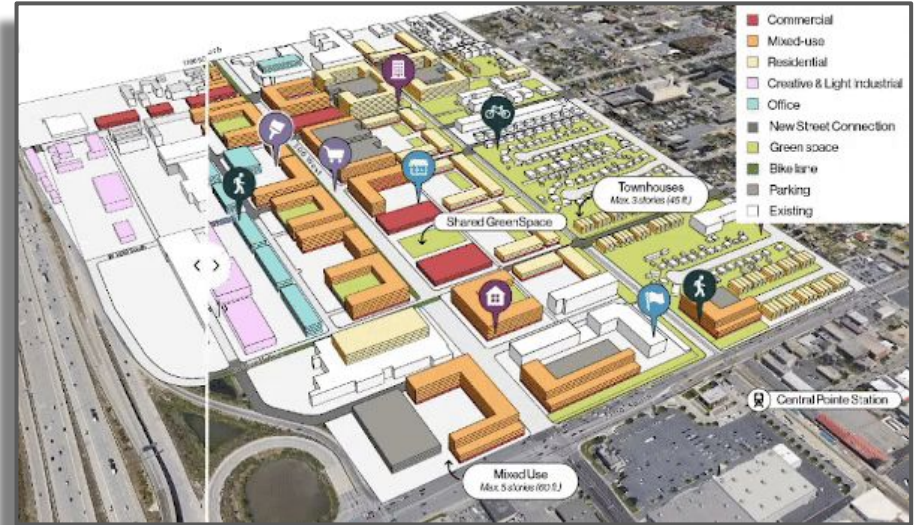


About the TLC Program

Technical Assistance for:

- Plans, Studies
- Policies, Ordinances
- Implementation Strategies

“Implementing the Wasatch Choice Vision and achieving community objectives”



The future of Central Pointe in South Salt Lake City

2024 TLC Awarded Project Summary

\$1,767k

Total Project Funding

\$214k

Local Match

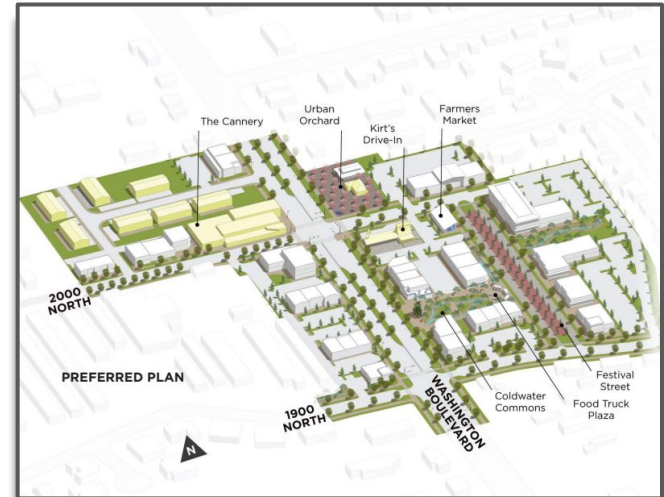
\$1,552k

TLC

11 project awards

- 5 Salt Lake - West Valley Urban Area
- 5 Ogden - Layton Urban Area
- 1 - Rural Planning Organization Area

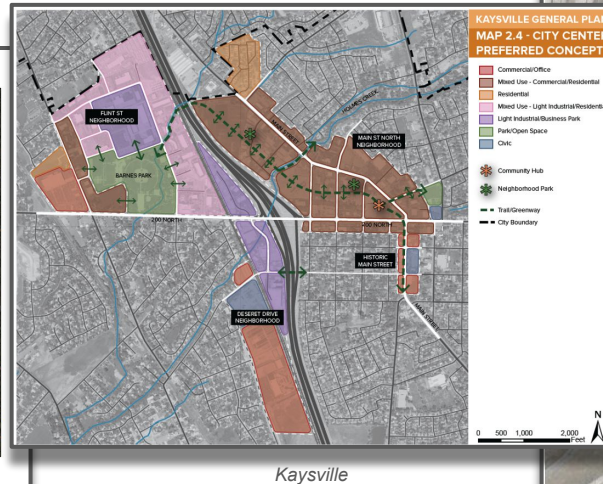
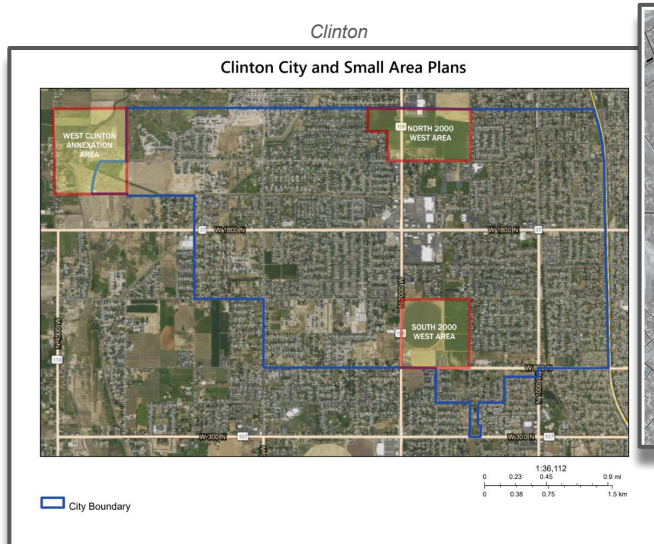
Made in collaboration with UDOT's Technical Planning Assistance Program



North Ogden South Town Commercial Area Plan (2022)

Small Area Plans and Urban Centers

- **Clinton General and Small Area Plans**
 - \$260k TLC, \$280k total
- **Kaysville Center Small Area Plan**
 - \$130,500 TLC, \$140k total
- **North Salt Lake Town Center Urban Design Standards**
 - \$75k TLC, \$100k total

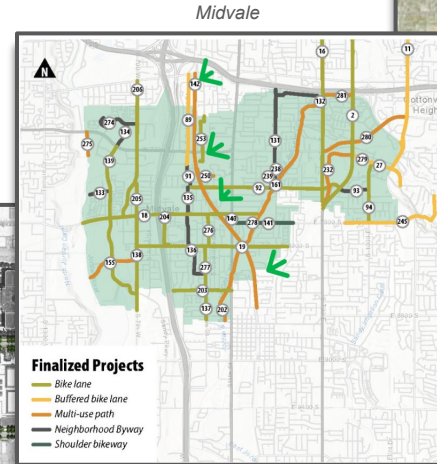


Corridor/Trail Plans

- Salt Lake City 500 South and 600 South Grand Boulevards Concept Development
 - \$180k TLC, \$200k total
- Midvale Porter Rockwell Trail Plan
 - \$65k TLC, \$75k total
- Davis & Weber Counties 3-Gate Trail Implementation Study and Market Analysis
 - \$186,400 TLC, \$200k total



Salt Lake City



3-Gate Trail

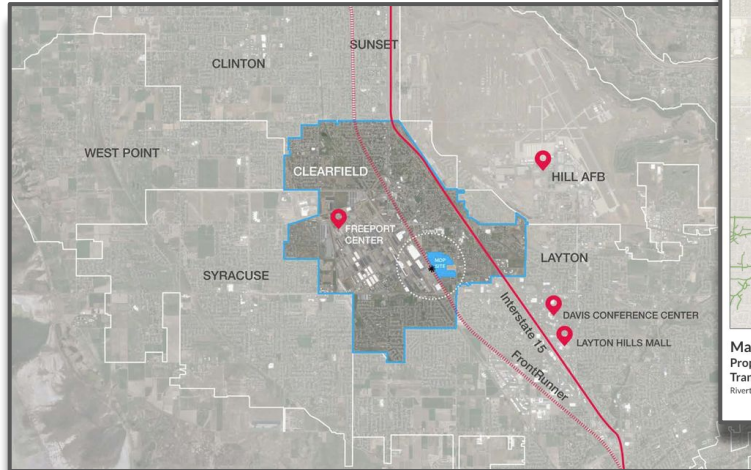
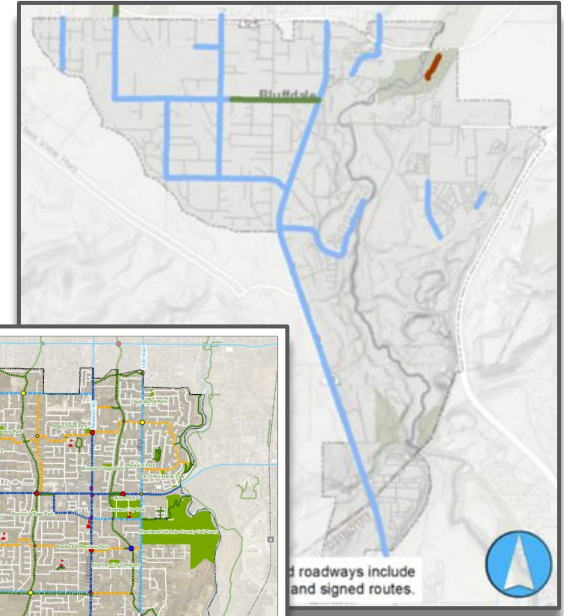
Transportation Plans



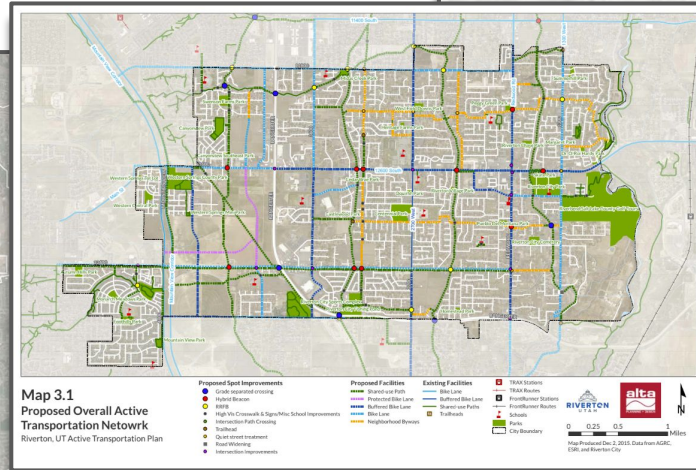
TRANSPORTATION
AND
LAND USE CONNECTION

- **Bluffdale Active Transportation Plan**
 - \$80k TLC, \$96k total
- **Riverton Combined AT and Transportation Master Plan Updates**
 - \$220k TLC, \$246k total
- **Clearfield Transportation Master Plan**
 - \$106k TLC, \$130k total

Bluffdale



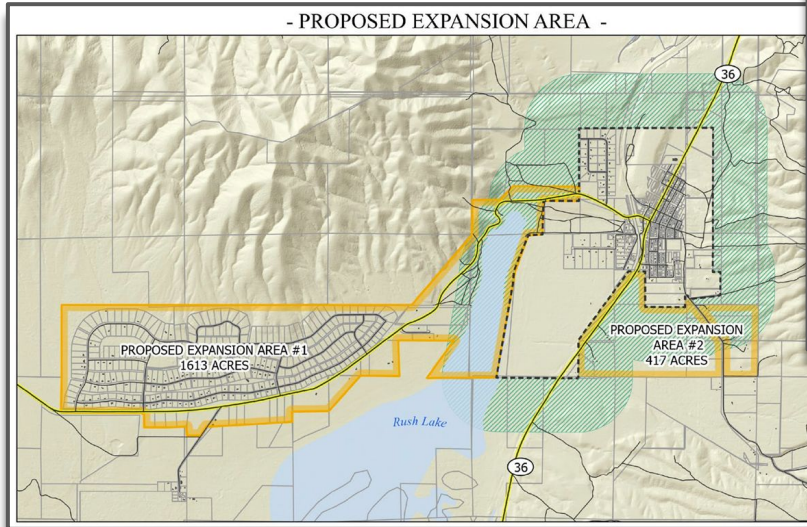
Clearfield



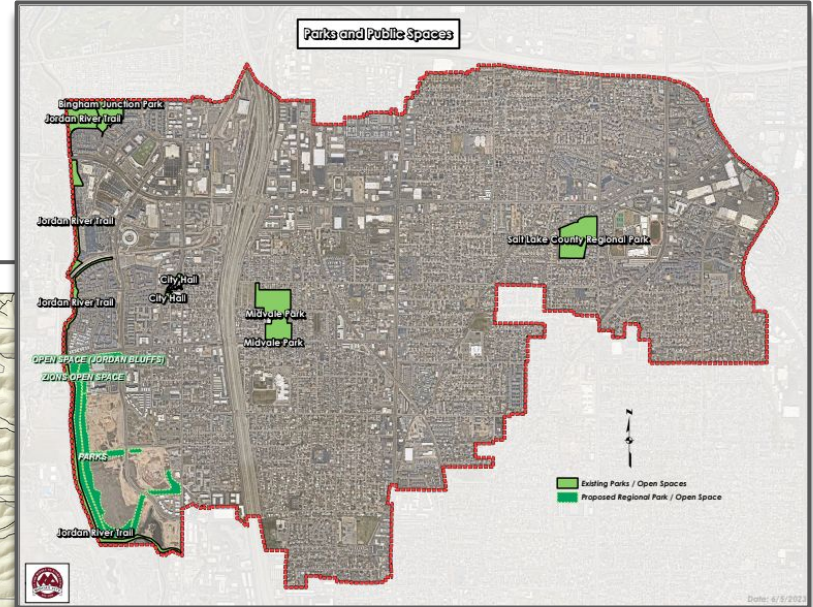
Riverton

City-Wide Plans

- **Stockton Town Comprehensive General Plan, Code Updates**
 - \$139,845 TLC, \$150k total
- **Midvale Parks & Open Space Master Plan**
 - \$110k TLC, \$150k total



Stockton Town



Midvale

NEW TLC Project Map

WFRC Transportation and Land Use Connection (TLC) Projects About the Map

INSTRUCTIONS

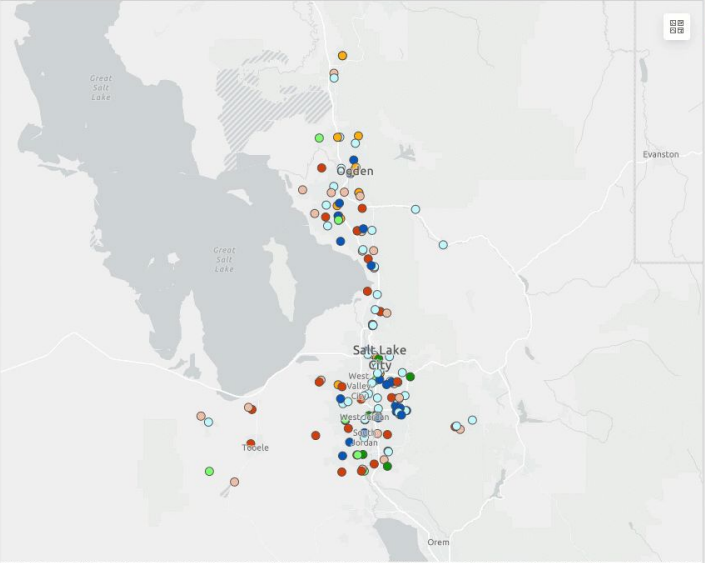
Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.

- Select a Project Status**
All Statuses
- Select a Project Type**
All Types
- Select a Year**
All Years

LEGEND

- Active Transportation Plan
- General Plan Update
- Ordinance
- Parks and Open Space Plan
- Station/Small Area Plan
- Study
- Transportation Master Plan
- Vision

Last Updated: March 2024



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To view project information and area, select the coordinating project from the project list on the right-hand side.

Funded 16	Under Contract 27	Complete 110
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All Projects

SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

- Alta
Core Active Transportation Implementation Plan
- Bluffdale
Bluffdale Active Transportation Plan
- Copperton
Active Transportation Plan and Connectivity Ordinance
- Davis County
Active Transportation Plan
- Draper
River to Range Corridor - Draper City Connections
- Herriman
Active Transportation Plan
- Hooper, Marriott-Slaterville, North Ogden, Plain City, Roy, Weber County, West Haven

Select a project from the list above to view details.

wfrc.org/tlc

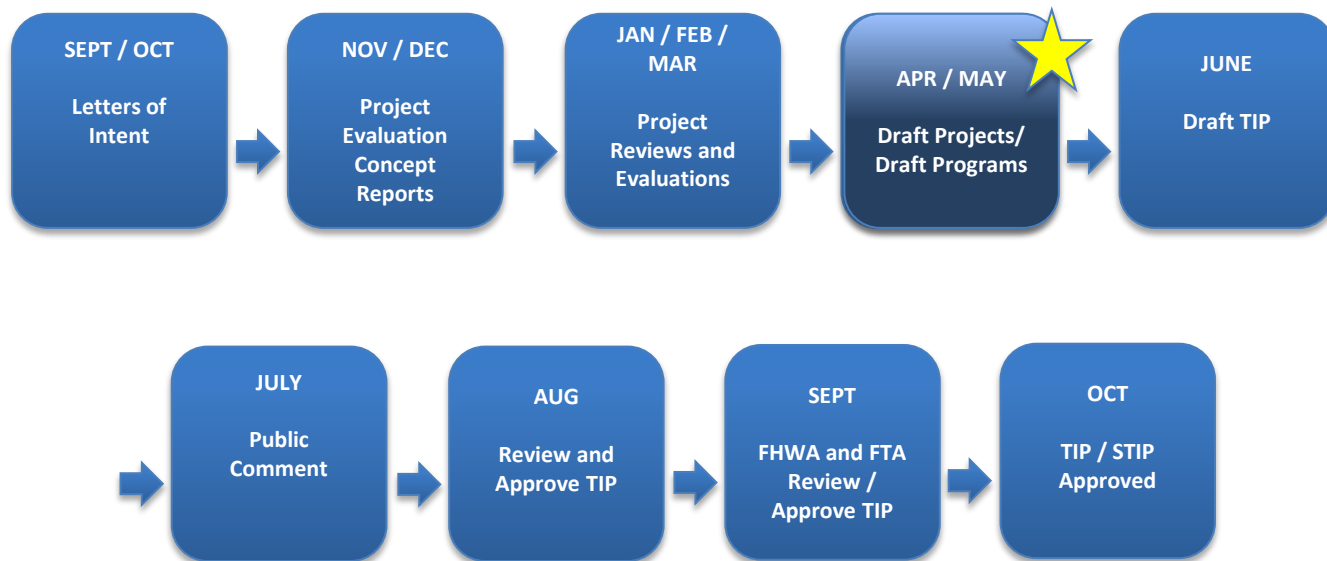
View the map:





The Transportation **I**mprovement **P**rogram

Process for New Projects & The Draft TIP



West Jordan to Bluffdale

West Jordan

1: 1300 West; 6600 South to 7800 South (Phase 3)

South Jordan

2: Jordan River Trail Connector to Frontrunner Station
 3: 4000 W Capacity Improvement

Herriman

4: 6400 West Extension
 5: 12600 S & Herriman Main S Intersection Improvements
 11: Porter Rockwell Park and

Riverton

6: Construction of Electric Vehicle Charging Stations next to Riverton City Hall
 7: Replacement of up to 40 ADA Ramps
 8: 1300 West Complete Street

Bluffdale

Sandy

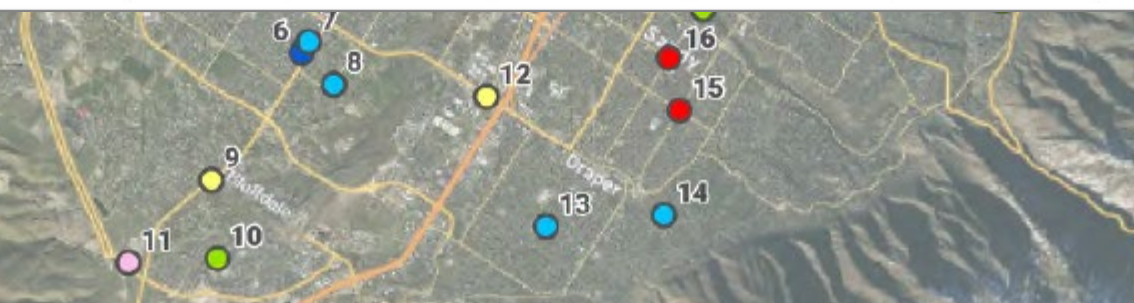
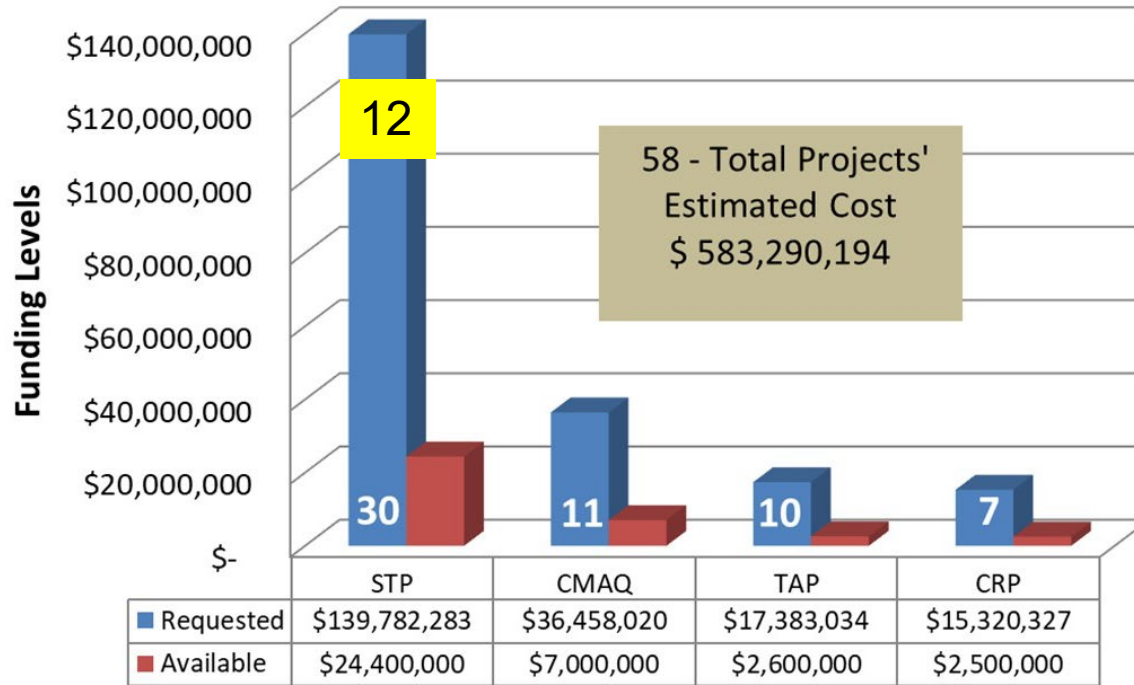
15: 11400 S 1300 E Intersection Improvements
 16: 11000 South 1000 East Roundabout
 17: Monroe Phase III

White City

Funding Categories

- CMAQ
- CMAQ/CRP
- CMAQ/CRP/STP
- CMAQ/CRP/TAP
- CMAQ/STP

Salt Lake/ West Valley Urban Area

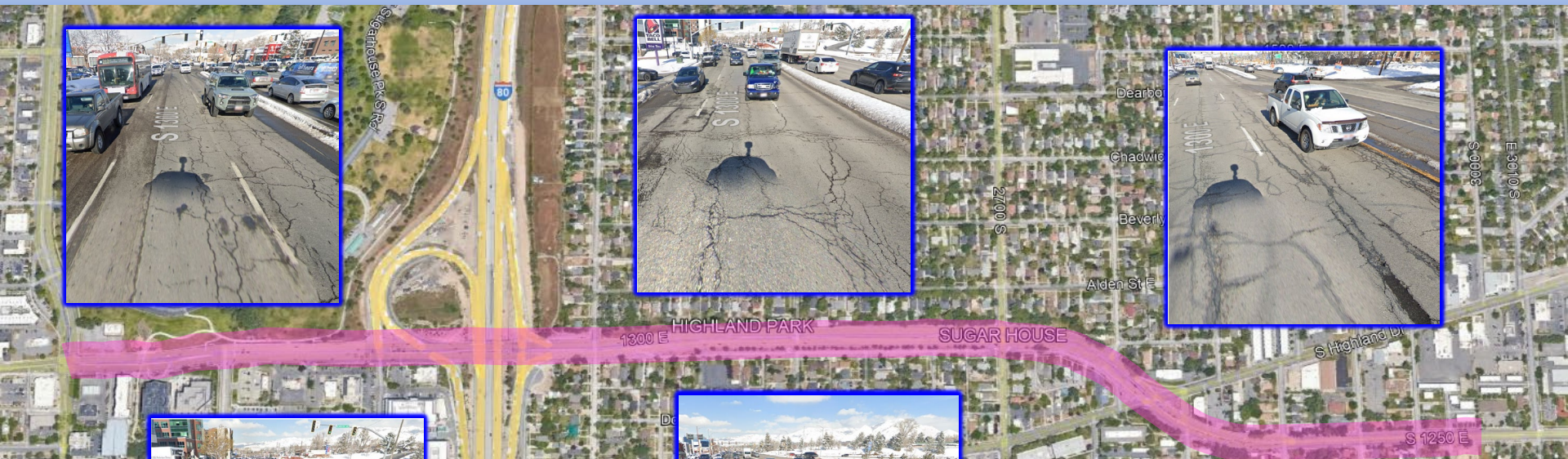




Salt Lake City – 1300 East Reconstruct

Project Type – Reconstruction

2100 South to Southern City Boundary – (1.387 miles)



Recommended Funding \$ 3,500,000



**Project Cost –
\$ 16,800,000**

**Funds Request –
\$ 5,000,000**

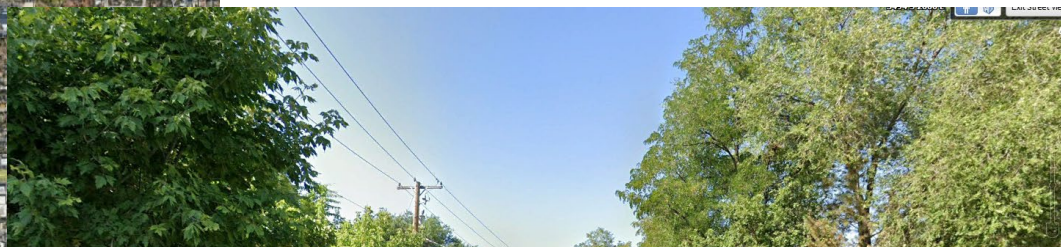
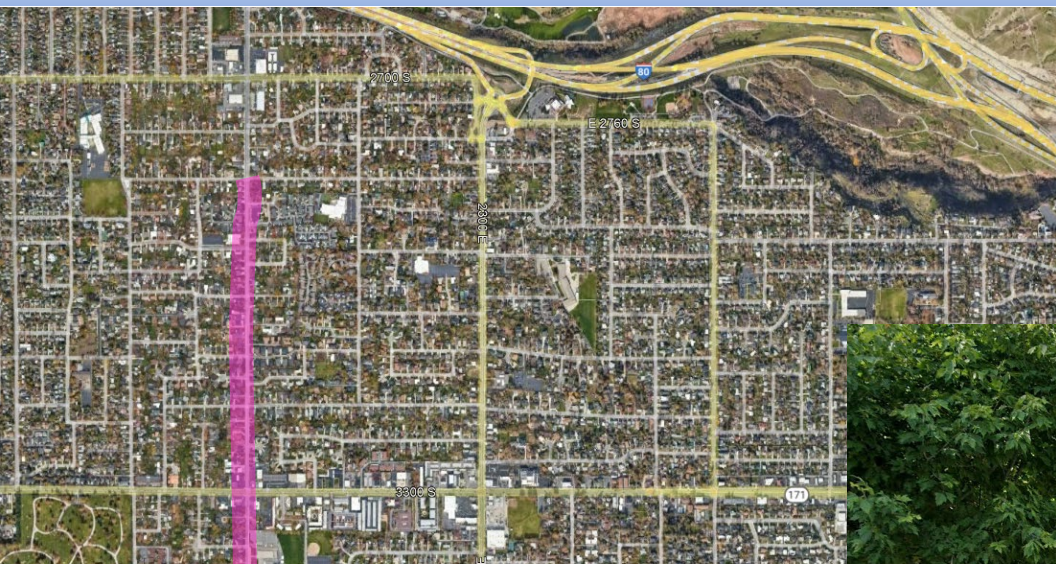
This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.



Millcreek City – 2000 East - Reconstruction

Project Type – Reconstruction

3300 South to Atkin Avenue – (0.7 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 2,878,000
Funds Request –
\$ 2,683,159**

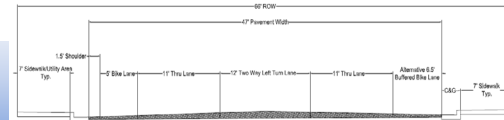
2000 E connects central Millcreek with the 3300 S SR #171 major arterial to Salt Lake City via an existing underpass at Interstate #80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from 3300 S SR #171 to Atkin Ave. This is Phase II to the project, Phase I connects 3300 S to Siggard Dr.

Murray – 5600 South – Reconstruction

Project Type – Reconstruction

900 East to 1300 East – (0.58 miles)

5600 South: 900 East to 1300 East Typical Section



Recommended Funding \$ 2,500,000



**Project Cost –
\$ 9,880,100**

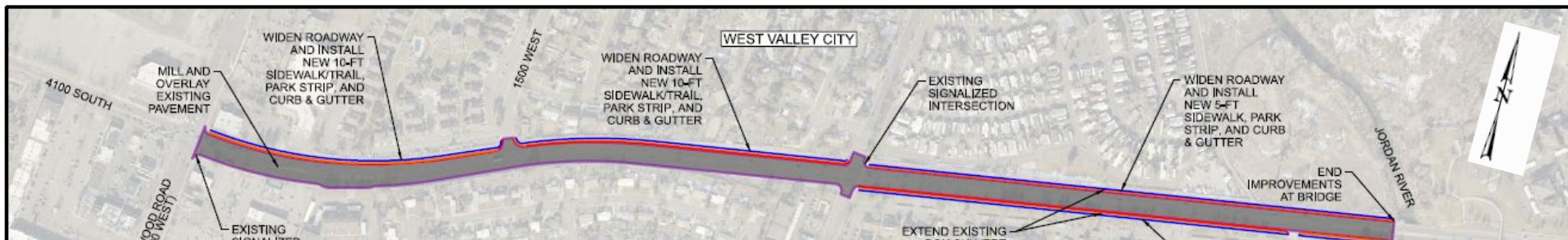
**Funds Request –
\$ 3,812,606**

This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.

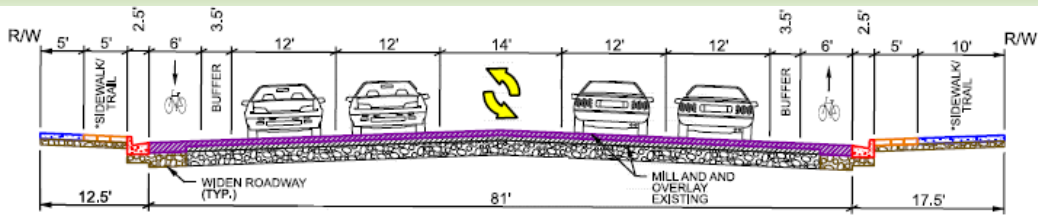


West Valley City / Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Recommended Funding \$ 2,000,000



Project Cost – \$ 10,887,000

Funds Request – \$ 6,833,672

This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

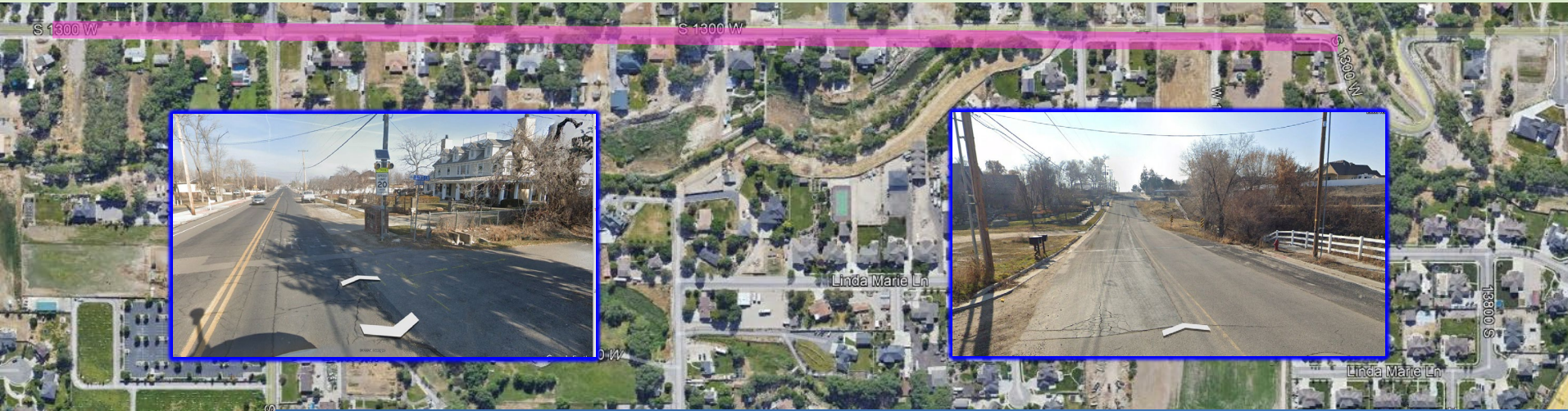
Riverton – 1300 West – Reconstruct w/ Minor Widening

Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)



Recommended Funding \$ 1,400,000



**Project Cost –
\$ 9,493,000**

**Funds Request –
\$ 8,293,000**

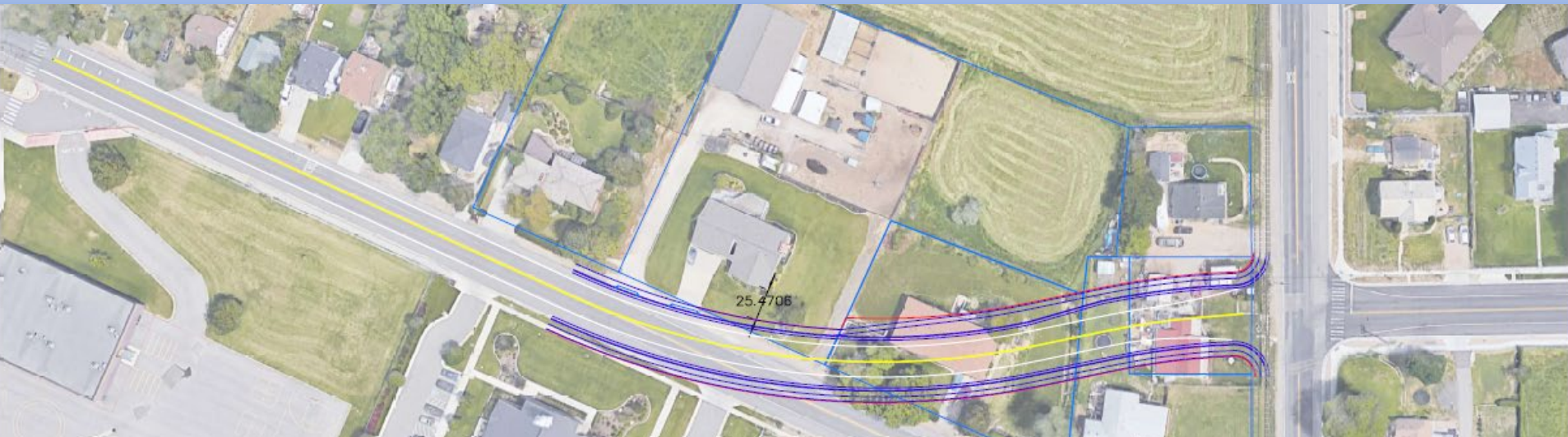
The 1300 West design will include adding bike lanes, park strip, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane. A storm drain system will be added to address localized flooding. The existing canal turnout will be piped, and the overhead power lines may be moved to allow full utilization of the Right-of-Way.



Magna – 2700 South & 8000 West Intersection Realignment

Project Type – Operations

2700 South & 8000 West – (0.1 miles)



Recommended Funding \$ 2,216,194



**Project Cost –
 \$ 6,044,400**

**Funds Request –
 \$ 2,216,194**

This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). This project has received funding for construction and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 2700 S & 8000 W Intersection Realignment project.



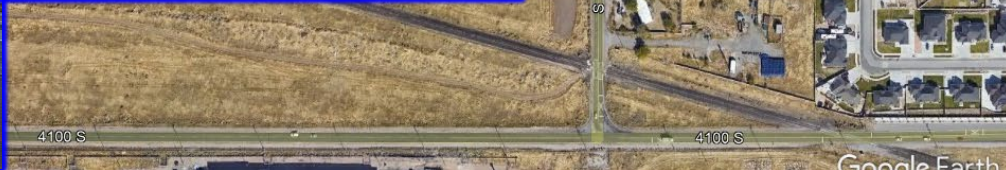
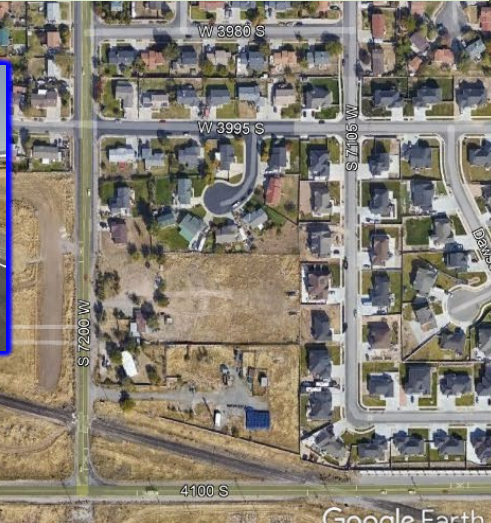
West Valley – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

4100 South to 3900 South– (0.33 miles)



Recommended Funding \$ 2,000,000



Project Cost – \$ 5,981,000

Funds Request – \$ 5,582,067

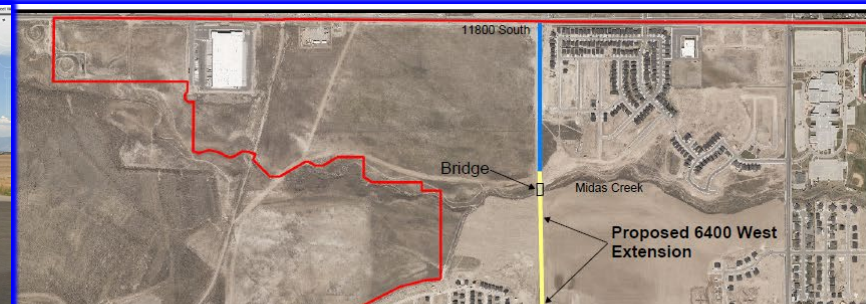
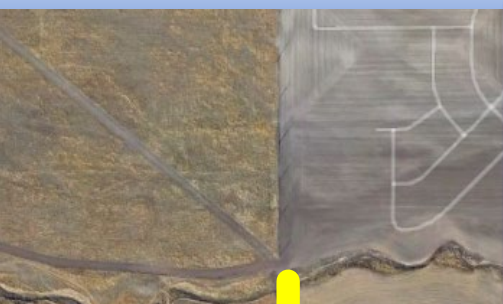
This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.



Herriman City – 6400 West – New Construction

Project Type – Capacity

Herriman Blvd (12600 So) to Midas Creek (Approx. 12100 So) – (0.5 mile)



Recommended Funding \$ 2,700,000



Herriman City

6400 West Extension Project

Legend

- Herriman City Limits
- To Be Built By Developer
- 6400 W Extension Project

**Project Cost –
\$ 9,220,000**

**Funds Request –
\$ 6,520,000**

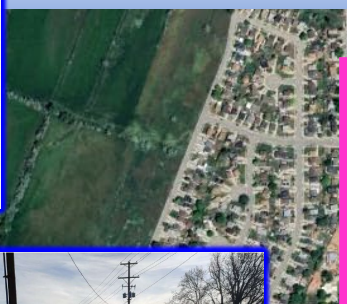
This project will construct the final 0.5 miles of 6400 West and close the last remaining gap between Herriman and South Jordan along 6400 west, and will be a critical collector for the Olympia Hills Development. It will also provide an additional crossing of Midas Creek. ROW has been acquired for this project by the city.



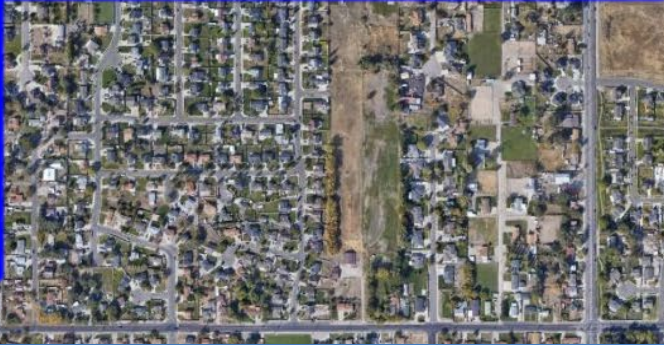
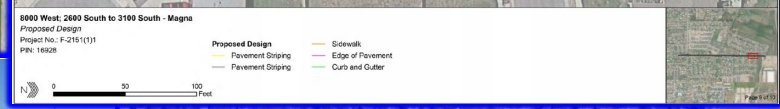
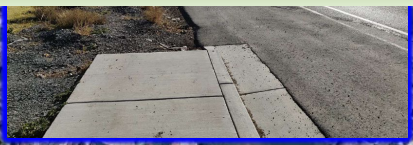
Magna – 8000 West – Reconstruct with Minor Widening

Project Type – Reconstruction

2502 South to 3100 South – (0.83 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 8,055,800**

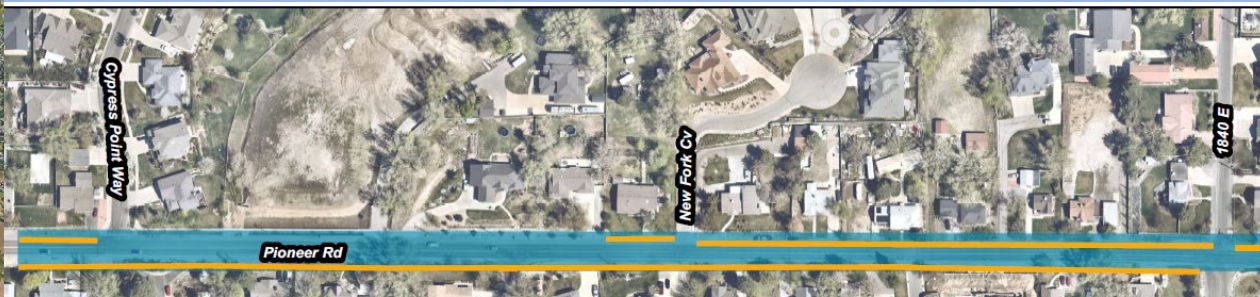
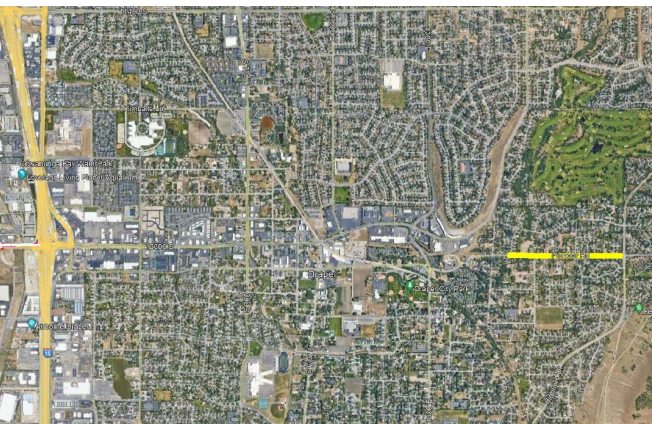
**Funds Request –
\$ 3,757,262**

This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area. This project is also needed to complete the curb, gutter, and sidewalk through this corridor and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 8000 West Sidewalk Project.

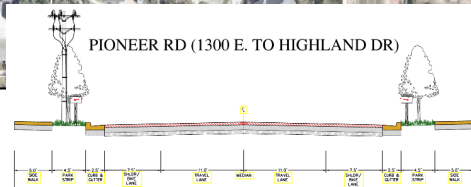


Draper – Pioneer Road – Reconstruction & Minor Widening Project Type - Reconstruction

1650 East to Highland Drive – (0.6 miles)



Recommended Funding \$ 3,000,000



- ADD CURB, GUTTER, PARK STRIP & SIDEWALK
- RECONSTRUCT & WIDEN TO 2-LANE RESIDENTIAL MINOR COLLECTOR

**Project Cost –
\$ 4,605,100**

**Funds Request –
\$ 4,293,335**

The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.



UTA – TechLink TRAX Environmental & Concept Design

Project Type - Other

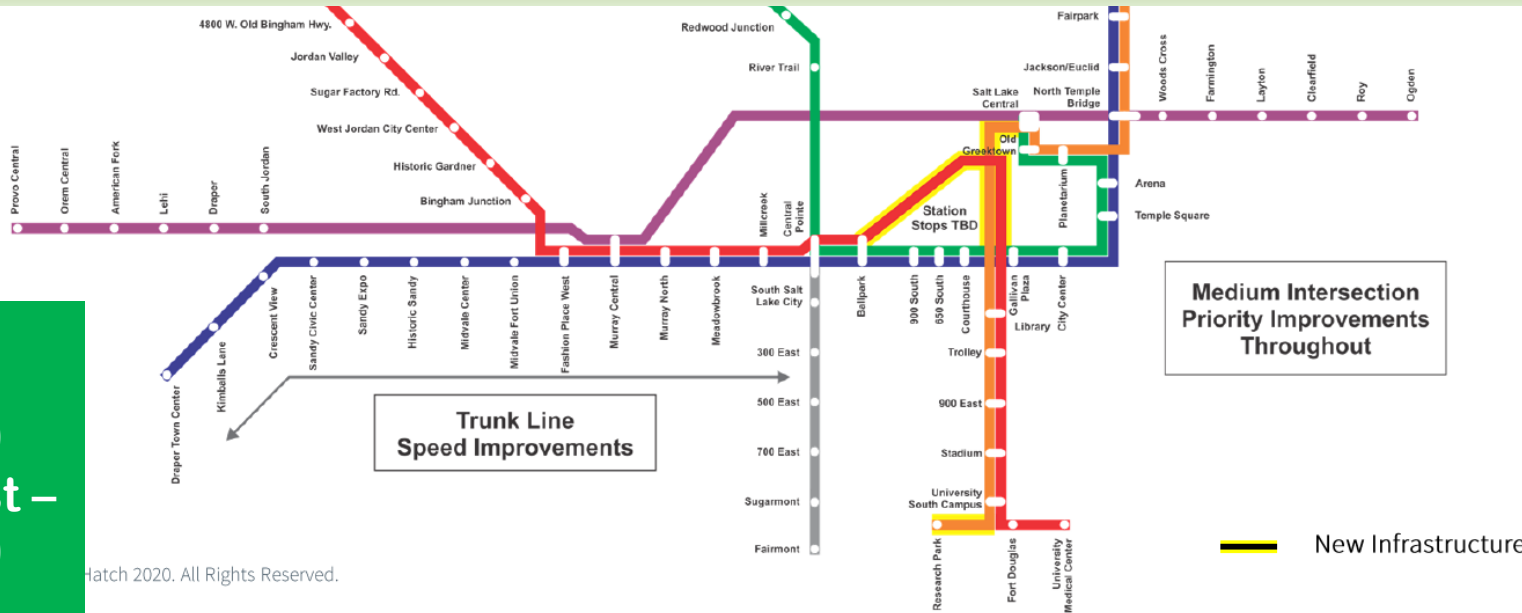
Salt Lake International Airport to U of U Research Park

Light Rail Strategic Plan – Proposed 2040 Network

Future of Light Rail Study



Recommended Funding \$ 2,000,000



Project Cost – \$ 3,800,000
Funds Request – \$ 2,000,000

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Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations, supports the long range transportation growth demand, and provide sustainable transportation options that minimize impacts to environment.



GSLMSD – Unincorporated SL County – 1300 East Galaxie Drive

Project Type - Capacity

Intersection 1300 East & Galaxie Drive ()8800 South) – (0.02 miles)



Recommended Funding \$ 80,800

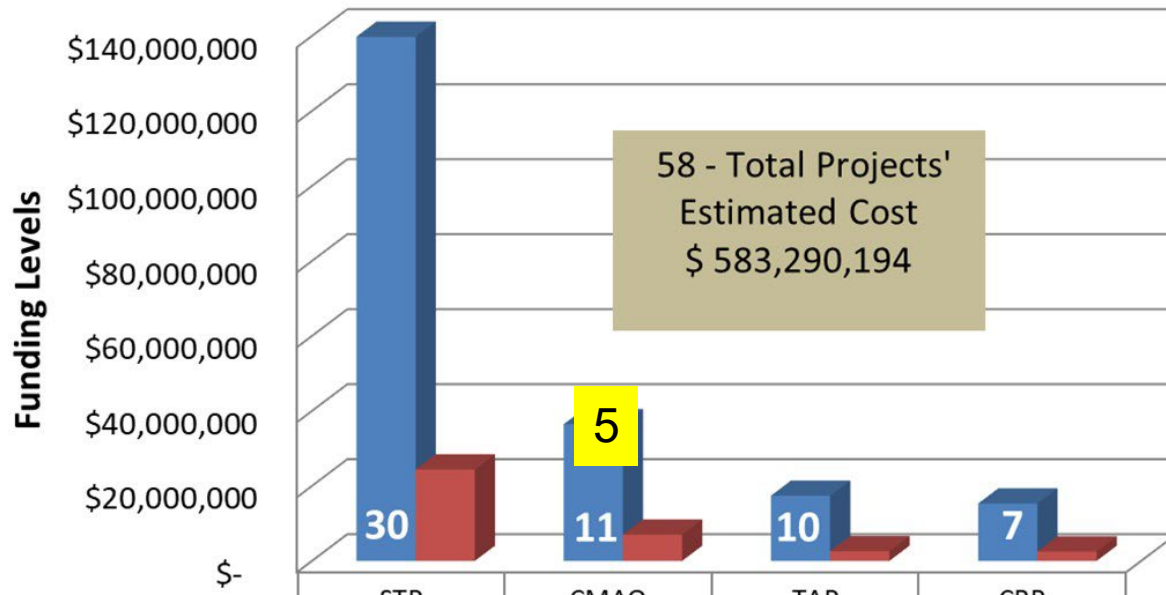
**Project Cost –
\$ 86,600**

**Funds Reque:
\$ 80,800**

Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn

PRELIMINARY
FOR CONSTRUCTION
11/27/2023

Salt Lake/ West Valley Urban Area



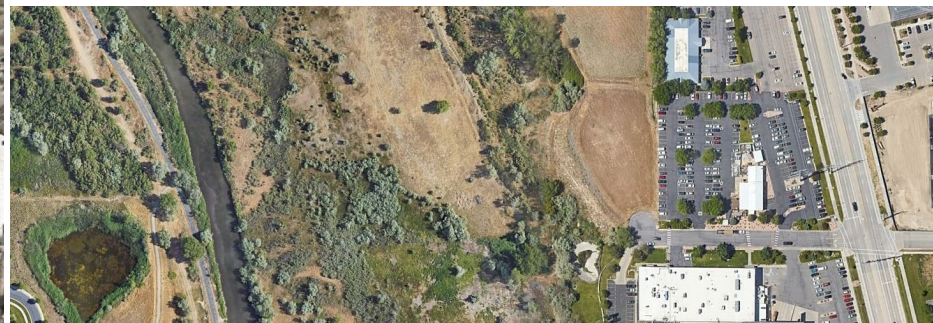
	STP	CMAQ	TAP	CRP
Requested	\$139,782,283	\$36,458,020	\$17,383,034	\$15,320,327
Available	\$24,400,000	\$7,000,000	\$2,600,000	\$2,500,000



South Jordan – Jordan River Trail Connection to Frontrunner Station

Project Type – Bike & Ped

10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)



Recommended Funding \$ 1,450,000



Project Cost – \$ 1,585,000
Funds Request – \$ 1,450,000

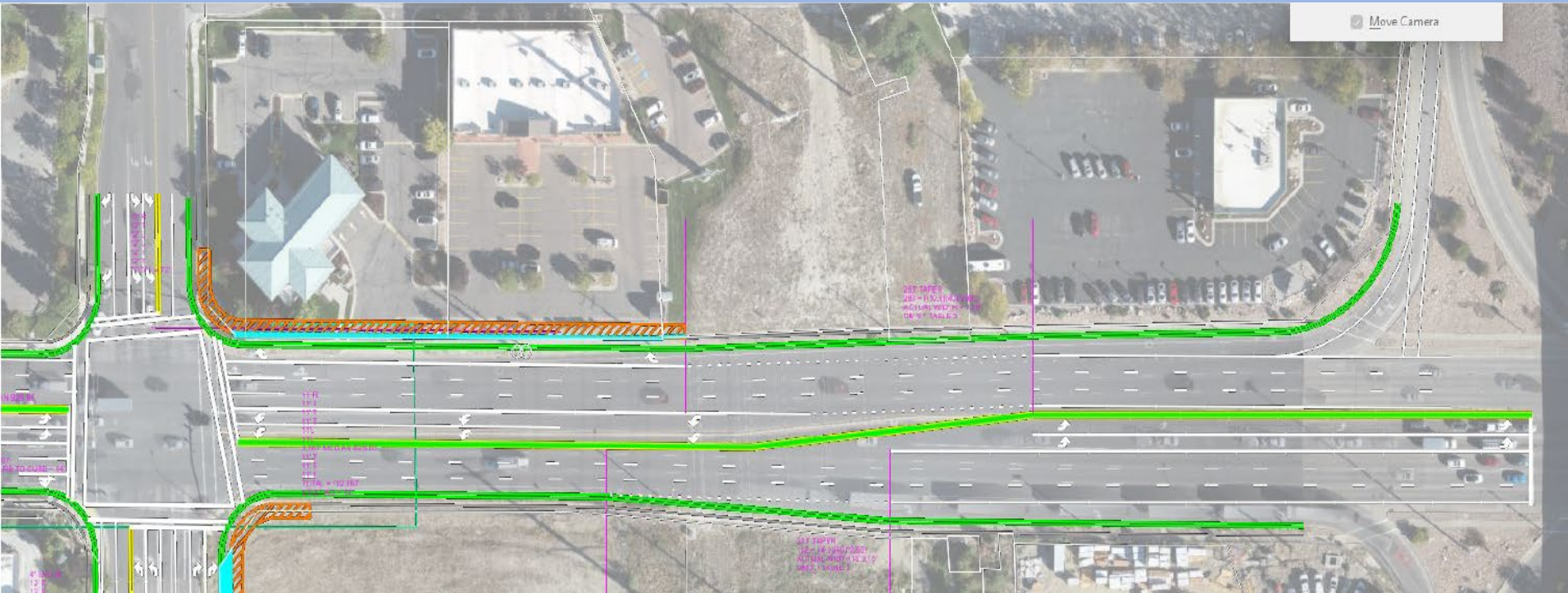
The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.



UDOT - Draper – 12300 South @ Lone Peak Pkwy – Turn Lanes

Project Type – Operations

SB I-15 Off Ramp to 265 West – (0.4 mile)



Recommended Funding \$ 1,500,000

**Project Cost –
\$ 6,379,200**

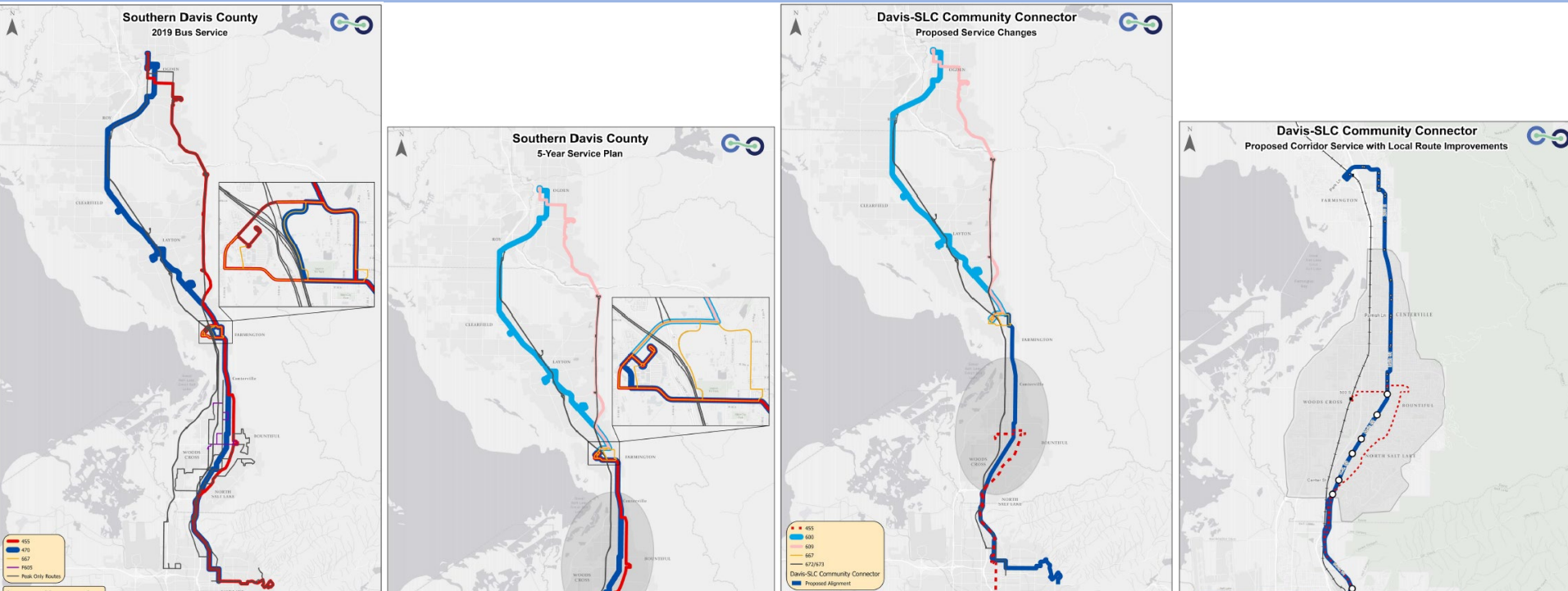
**Funds Request –
\$ 4,161,041**

This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



Recommended Funding \$ 1,000,000



The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**



Salt Lake City – Sunnyside Avenue – Round-about

Project Type – Intersection

Sunnyside Ave at Crestview Drive – (0.2 miles)

Recommended Funding \$ 762,000



Emigration Canyon

- Location is east of Hogle Zoo and at the mouth of Emigration Canyon.
- Rotary Park.
- 9-Line Trailhead area.
- Bonneville Shoreline Trail connection.
- UTA bus turnaround.
- 40 MPH posted speed – Traffic Calming needed.
- HAWK to the west.



**Project Cost –
\$ 820,000**

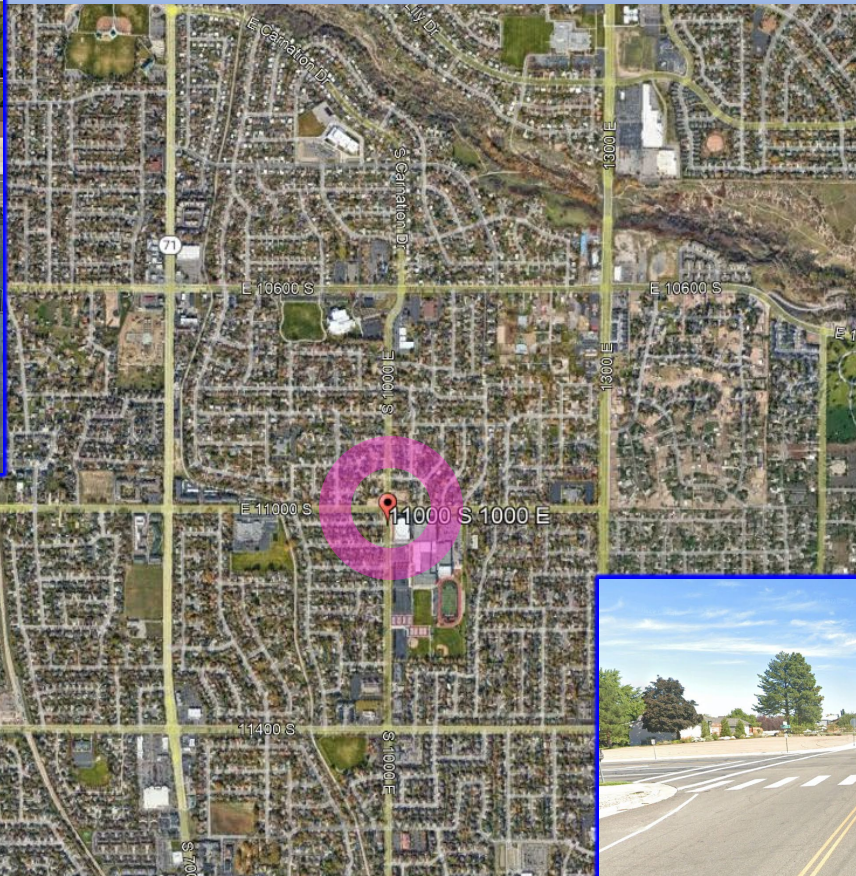
**Funds Request –
\$ 762,000**

Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, “This Is the Place” State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.



Sandy – 11000 South/ 1000 East - Round-about Project Type – Operations

11000 South & 1000 East – (0.05 miles)

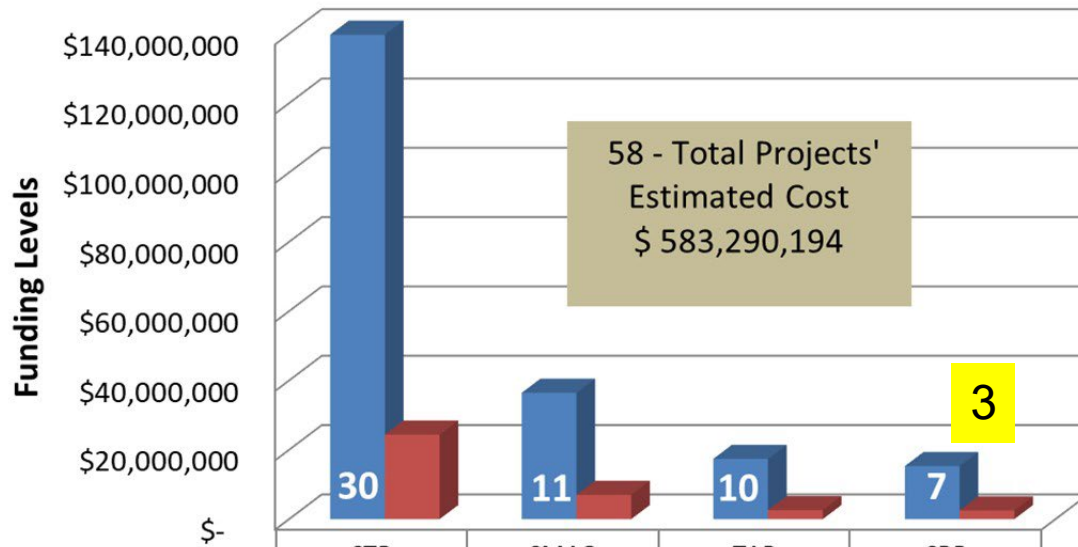


Recommended Funding \$ 2,100,000

Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

Salt Lake/ West Valley Urban Area



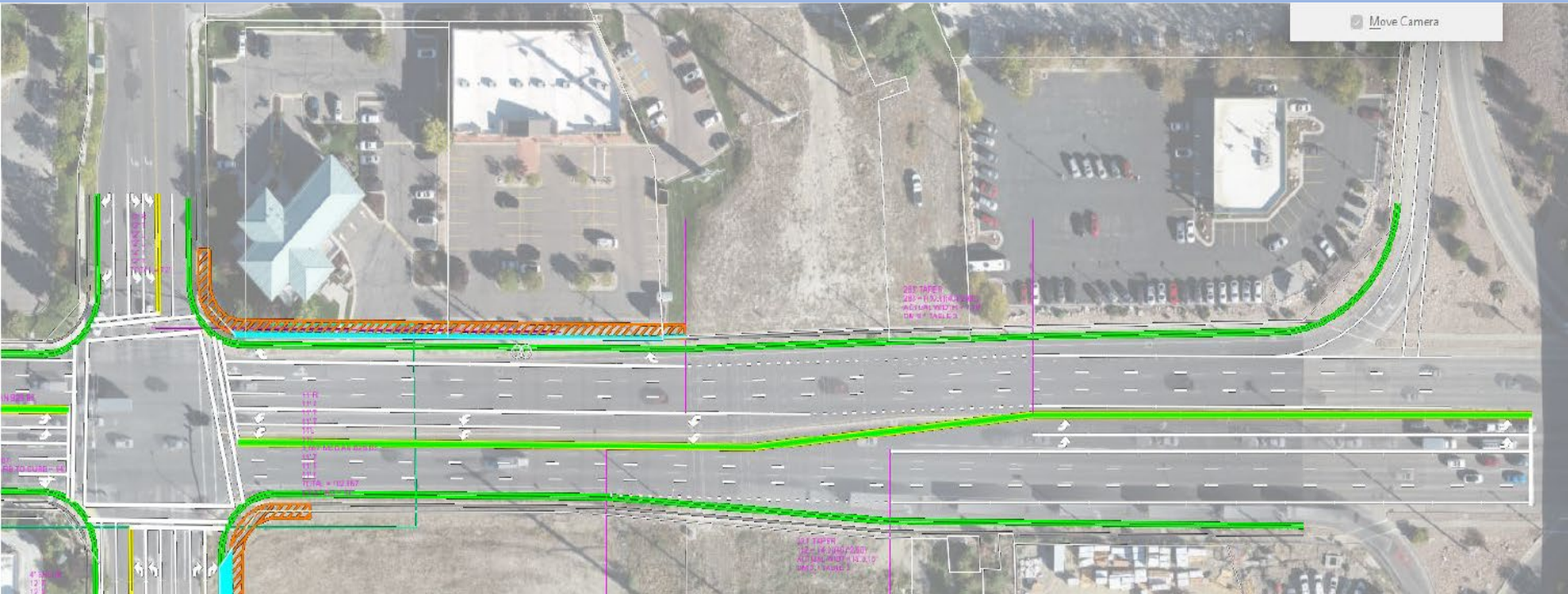
	STP	CMAQ	TAP	CRP
Requested	\$139,782,283	\$36,458,020	\$17,383,034	\$15,320,327
Available	\$24,400,000	\$7,000,000	\$2,600,000	\$2,500,000



UDOT - Draper – 12300 South @ Lone Peak Pkwy – Turn Lanes

Project Type – Operations

SB I-15 Off Ramp to 265 West – (0.4 mile)



Recommended Funding \$ 1,000,000

**Project Cost –
\$ 6,379,200**

**Funds Request –
\$ 4,161,041**

This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.



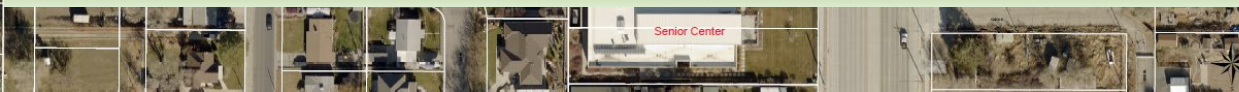
Riverton City – Electric Vehicle Charging Stations

Project Type – Other

Riverton City Hall – (0.01 miles)



Recommended Funding \$ 385,000



**Project Cost –
\$ 425,000**

**Funds Request –
\$ 385,000**

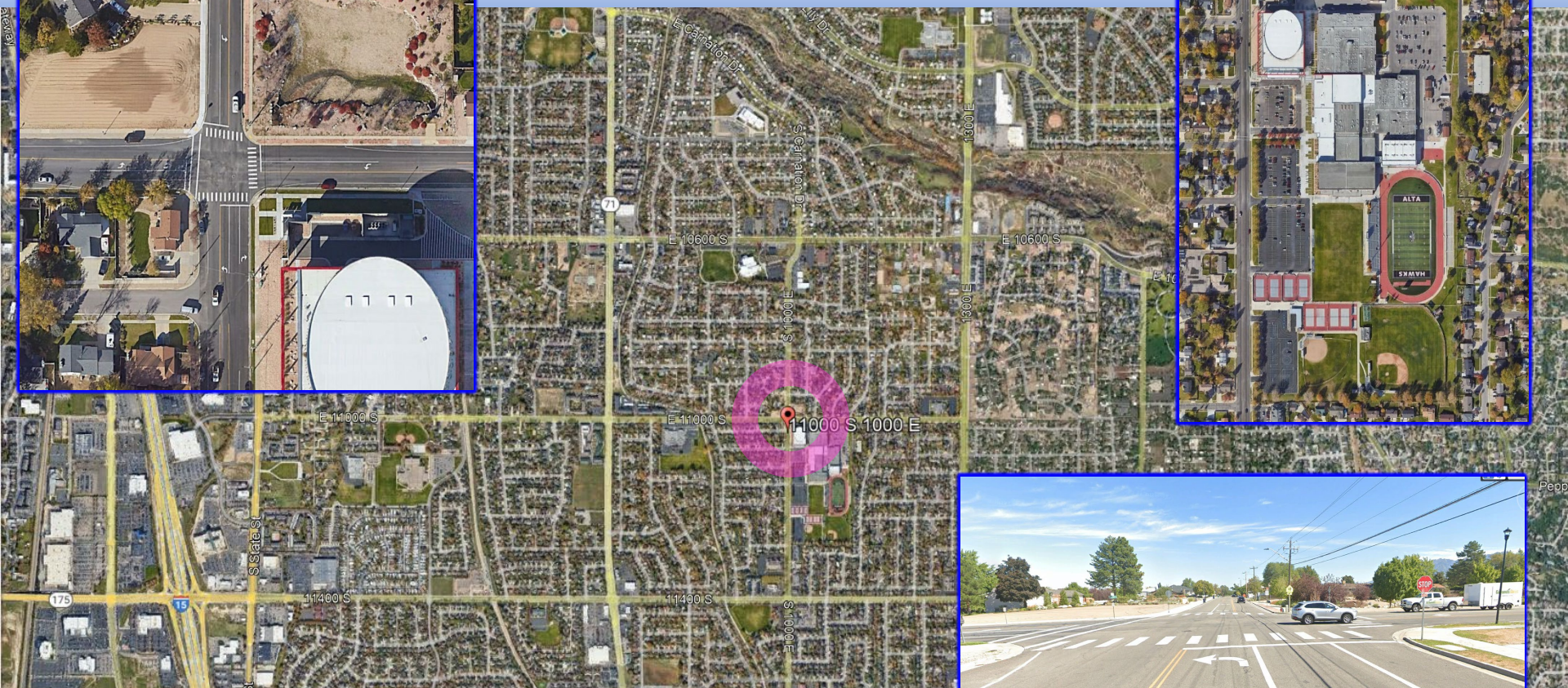
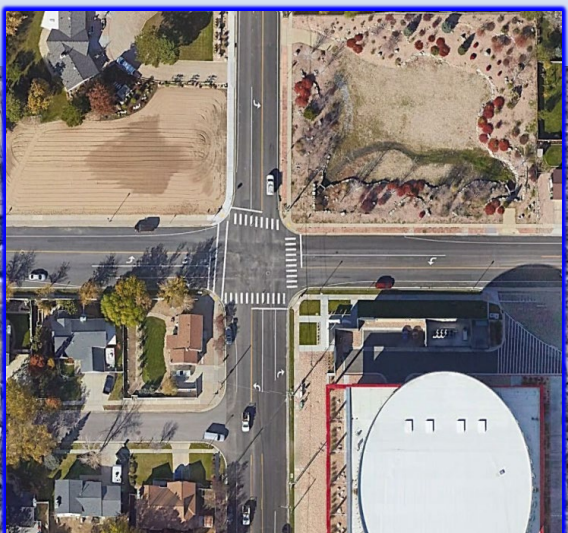
This project will construct up to four electric car charging stations in the parking area adjacent to Riverton City Hall. This parking area is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheater and a park. All these facility users will have access to the charging stations.



Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.05 miles)

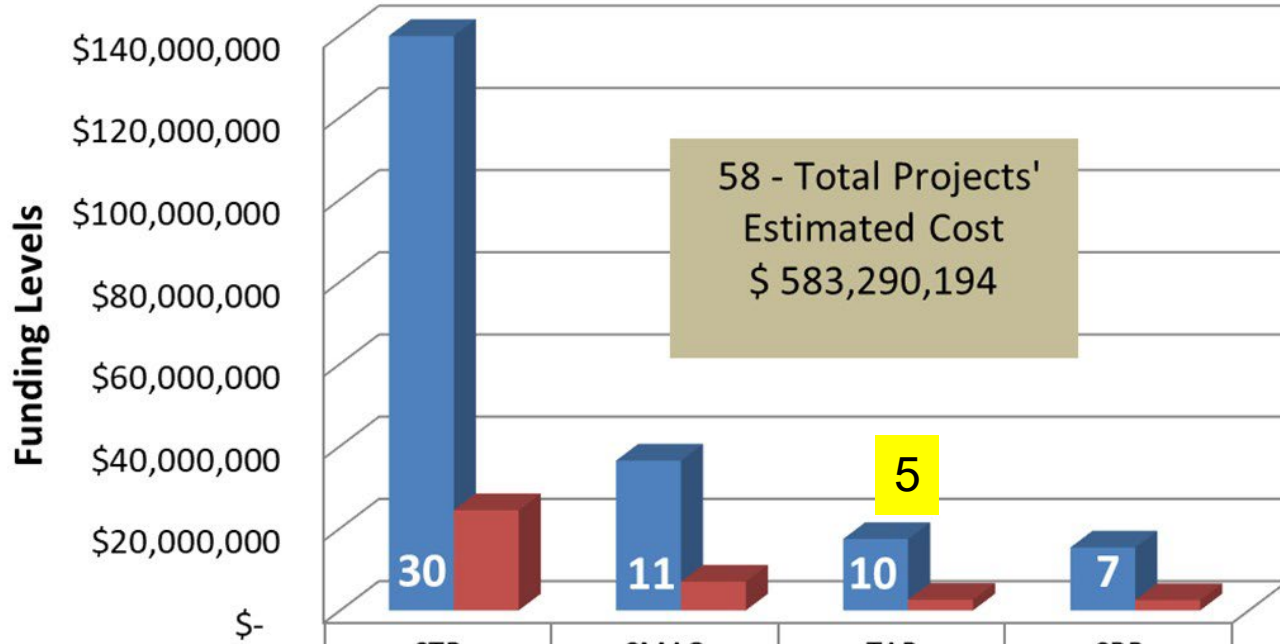


Recommended Funding \$ 1,100,000

**Project Cost –
\$ 3,456,167**
**Funds Request –
\$ 3,219,325**

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP	CRP
Requested	\$139,782,283	\$36,458,020	\$17,383,034	\$15,320,327
Available	\$24,400,000	\$7,000,000	\$2,600,000	\$2,500,000



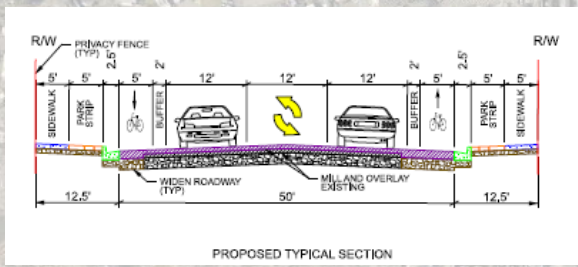
West Valley City – 1300 West Bike Lanes – Bike Route Expansion

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Recommended Funding \$ 745,000



**Project Cost –
\$ 9,585,000**

**Funds Request –
\$ 6,585,000**

This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.



GSLMSD - White City – Larkspur Drive – Bike\ Ped Safety Improvements

Project Type – Safe Routes to School

700 East to Carnation Drive – (1 mile)



Recommended Funding \$ 277,288



**Project Cost –
\$ 299,000**

**Funds Request –
\$ 277,288**

Improving pedestrian safety including two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.



Millcreek – 3776 So/ 2700 E Crosswalk – Bike\ Ped Facility

Project Type – Capital Improvement

3776 South 2700 East – (0.03 miles)



Recommended Funding \$ 376,276



**Project Cost –
\$ 403,600**

**Funds Request –
\$ 376,276**

This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, crosswalk, rehabilitation of a neighborhood trail into an ADA accessible route leading to a local elementary school, and ADA ramps.



Holladay City – 2700 East Ped Improvements Phase II – Bike\ Ped Facility

Project Type – Capital Improvement

Morningside Drive to Melony Drive – (0.3 miles)



Recommended Funding \$ 700,000



**Project Cost –
\$ 971,000**

**Funds Request –
\$ 905,263**

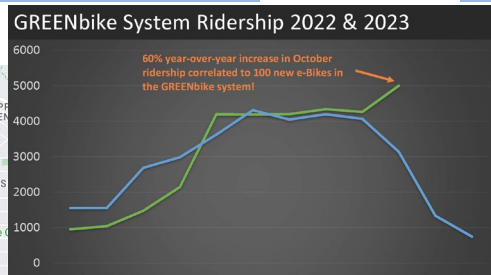
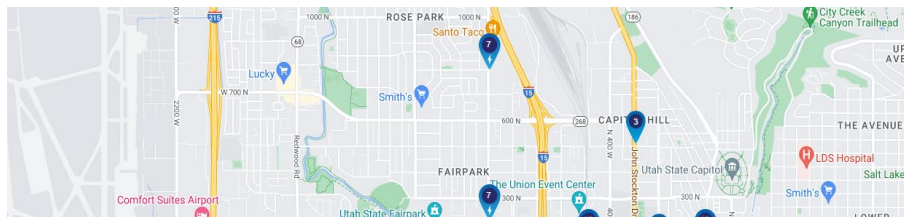
No continuous sidewalk exists on 2700 E, which is an important collector used to access schools, transit, and recreation. This project is Phase 2 of a 3-phase 2700 E project to fill-in sidewalk on the east and west sides plus enhance safe crossings.

Salt Lake City – Bike Share (GREENbike) Expansion

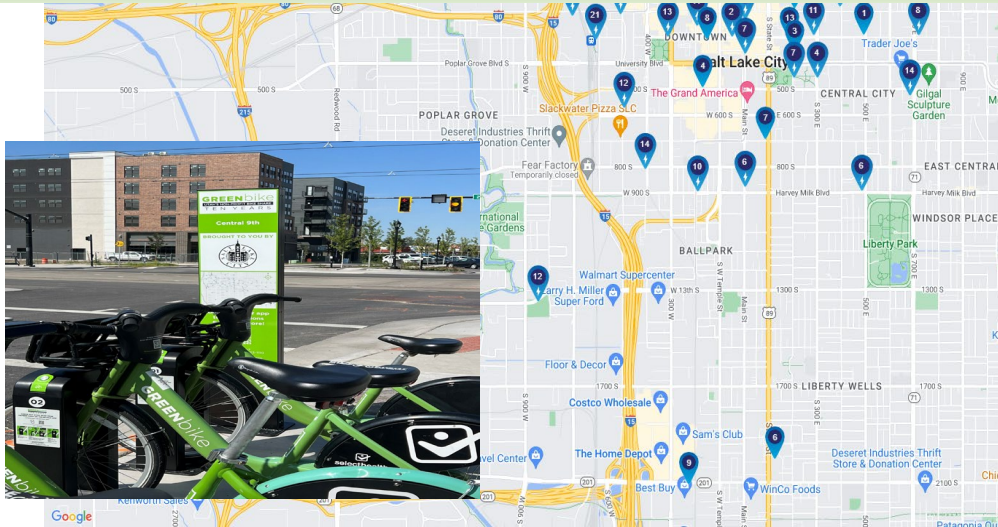
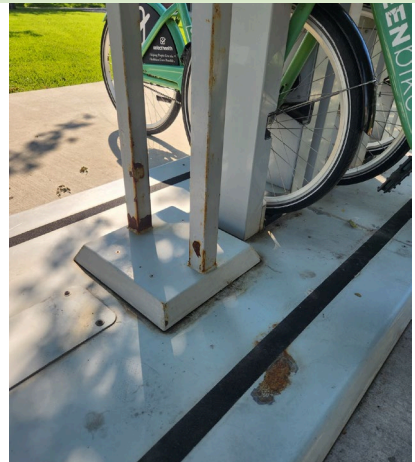
Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)



Recommended Funding \$ 459,810



Project Cost – \$ 493,200

Funds Request – \$ 459,810

GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.