



Welcome!

WiFi: WFRC_Guest
Password: wasatchchoice

1969 – 2019 | 50 Years of Serving our Region

Transportation Improvement Program





TIP



Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit, & Active Transportation Projects
 - Four Years Funded - Two Years Concept
2. In the Urban Areas
 - Salt Lake/ West Valley - Ogden/ Layton
3. Funded by
 - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA



Transportation Improvement Program will . . .

1. Implement the Long Range Plans
 - Highway, Transit, & Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
 - Of the Wasatch Front Area
3. Provide for the Maintenance
 - Of the Existing Transportation System





Transportation Improvement Program's Dynamics . . .

1. Periodic Modifications due to
 - Project Timing & Funding Amounts
2. Modifications Require Board Action
 - WFRC or Trans Com as Delegated
3. Updated Annually with
 - New Projects/ Funding Strategies





Transportation Improvement Program - Today . . .

- 4a. Report on Approved Board Modification
 - WFRC – March 28, 2019

- 4b. Approve New Board Modification
 - To the 2019-2024 TIP

- 4cde. Review New Projects
 - To Be Included in the Draft Programs
 - STP, CMAQ, and TAP
 - *for the* Draft 2020-2025 TIP

**4a - Report on
2019-2024 TIP
Board Modification #5**

Regional Council Meeting
March 28, 2019



2019-2024 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-85	17330	Mountain View Corridor (SR-85) from MP 6.52 (approx. Rosecrest Drive) to MP 20.84 (approx. 4100 South)	Various Highway Safety Improvements	HSIP (Highway Safety Improvement Program)	\$2,514,000	\$0	<i>New Project</i>	\$2,514,000	2019

Although Mountain View Corridor is providing many benefits, this road has also experienced numerous crashes in recent years. For this reason Region Two requests approval to add a new safety project on Mountain View Corridor which would include various improvements: Crash cushions, dynamic driver feedback speed limit signs, two new free right turns, dual red lens signal heads, curve delineation signs, and new sidewalks. The funding for this project would come from the existing budget of the federal Highway Safety Improvement Program (HSIP).

4b - 2019-2024 TIP Board Modification

Trans Com Meeting
April 17, 2019



**2019-2024 Transportation Improvement Program (TIP) (Amendment Six)
Board Modification**

Additional Funding\ Change in Scope

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	West Haven	River Parkway Trail	12166	River Parkway Trail; D&RGW Rail to 1800 South	New Construction of Bike/ Ped Trail	CMAQ_WFRC (Congestion Mitigation\ Air Quality - WFRC)	\$1,697,712	\$136,009	Additional Funding	\$389,000	2019
						Local_Govt (Local Government Funds)		\$107,975		\$28,248	
						TAP_URB_WFRC (Transportation Alternatives Program - WFRC)		\$1,036,481			

This project will complete the section of trail that will connect D&RGW Trail to the Ogden/ Weber River Parkway Trail System. The northern half of the trail has been completed and it is anticipated that this, the southern portion of the trail, will begin construction this summer. Reasons for the additional funding include project design & development, inflation in property values increasing the right of way costs, increase to labor and material cost, challenges in finalizing alignment, and installation of a pedestrian signalized crossing. The additional funds for this request are available from the unprogrammed balance in the CMAQ program.

Salt Lake\ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Valley City	4100 South	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction including curb, gutter, sidewalk, storm drain system, water lines, and signals	Local_Govt (Local Government Funds)	\$26,118,479	\$4,230,000	Additional Funding	\$5,400,000	2019
						Local_Match (Local Government Matching Funds)		\$815,311			
						L_Betterment (Local Government Betterment CO-OP)		\$4,445,485			
						STP_HIF_SL (Highway Infrastructure - Salt Lake)		\$3,421,462			
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC)		\$7,806,221			

This project will fully reconstruct the roadway, the storm drain system, water lines, and signals. Bids were opened on March 19, 2019 and the bid exceeded the estimate by 29%. Additional funds are required due to escalation in construction costs and cost increases on items associated with working in an urban corridor. West Valley City will provide the additional funding.

Salt Lake	UTA	U of U	16932	University of Utah Hospital Stop Expansion Project	Change of Project Scope Prior - Expand the Bus Parking for End of Line at the Hospital Proposed - Construct End of Line Bus Parking at Student Union Building	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC)	\$399,400	\$372,361	Change in Scope	No Additional Funding	2019
						Local_Match (Local Government Matching Funds)		\$27,039			

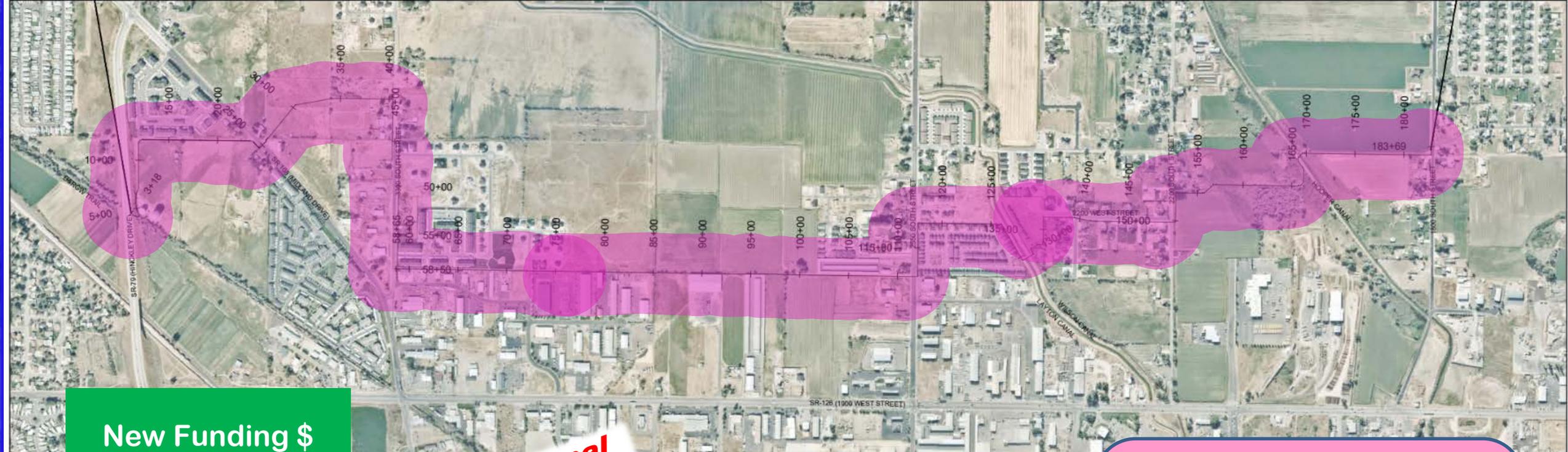
This project was originally programmed to expand the bus parking facilities at the University of Utah Medical Center for the end of line bus layovers. However, the Medical Center is proposing to cease bus layovers and reduce bus parking at the Hospital Loop location. This proposed project scope change will not change funding amounts but will now construct the improvements near the Student Union Building on the U of U campus. The improvements will provide the following: space for 7 buses to layover at one time, - twenty-four hour restroom access for the bus operators - seven days a week, - space for UTA standard hub signage and amenities such as shelters and benches, - ADA accessible sidewalks and bus stop drop-off/ pick-up areas, etc. ¹¹
The University is supporting the project with matching funds.

Weber – River Parkway Trail; D&RGW Rail to 1800 South New Construction of Bike/ Ped Trail

STA 3+18.09
BEGIN PROJECT
F-LC57(30)
N 3597077.399
E 1494192.753

STA 164+68.78
END PROJECT
F-LC57(30)
N 3608925.035
E 1493909.271

WESTHAVEN CITY



New Funding \$
417,248

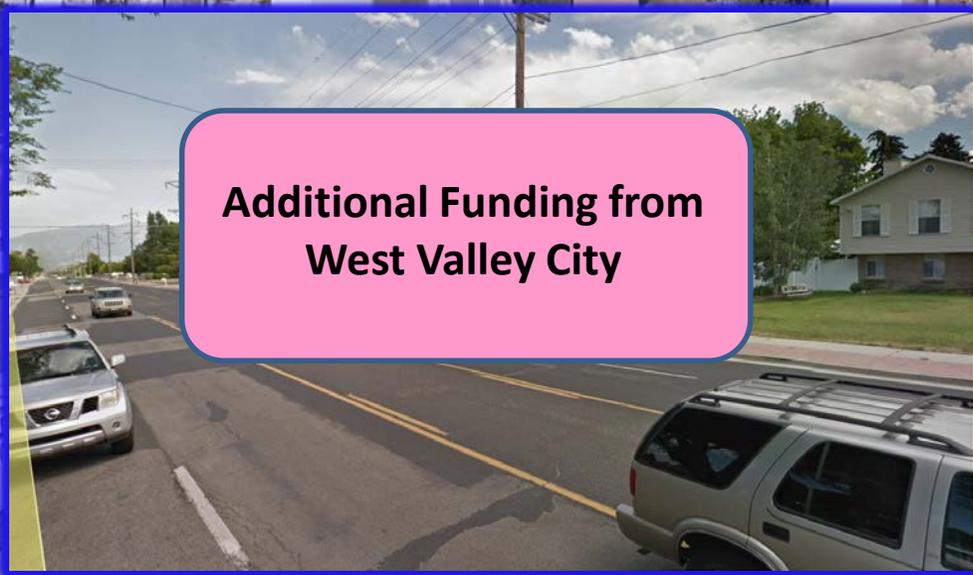
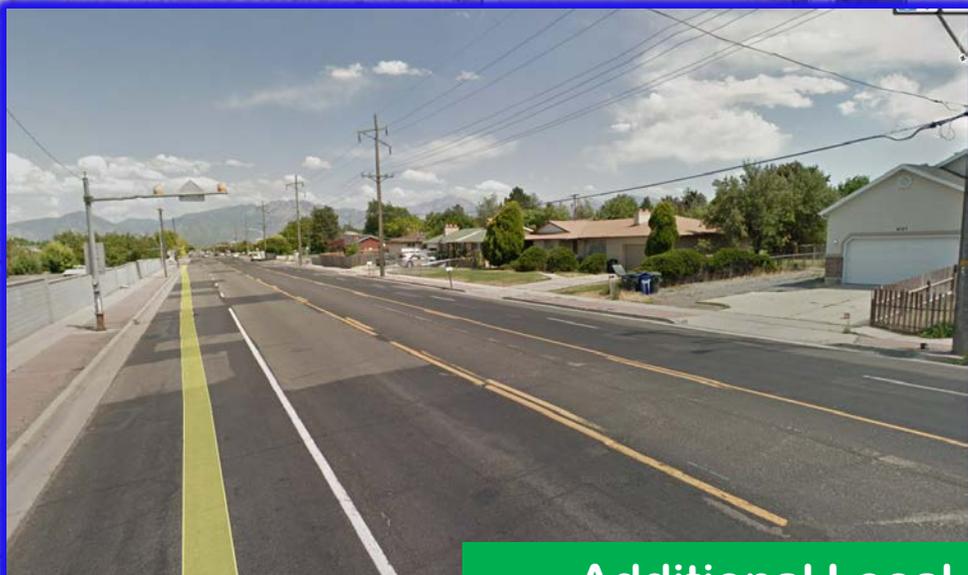
Total Project Cost
Estimate
\$ 1,697,712

**Additional
Funding**

• Project will construct the section of the trail that will connect the Ogden River to the D&RGW Rail Trail

Funding from un-programmed balance in the Congestion Mitigation/ Air Quality (CMAQ) Program and Local funds

Salt Lake – 4100 South; Bangerter Hwy to 5460 West Reconstruct with minor widening – West Valley City Project



**Additional Funding from
West Valley City**

**Additional Local
Funding
\$ 5,400,000

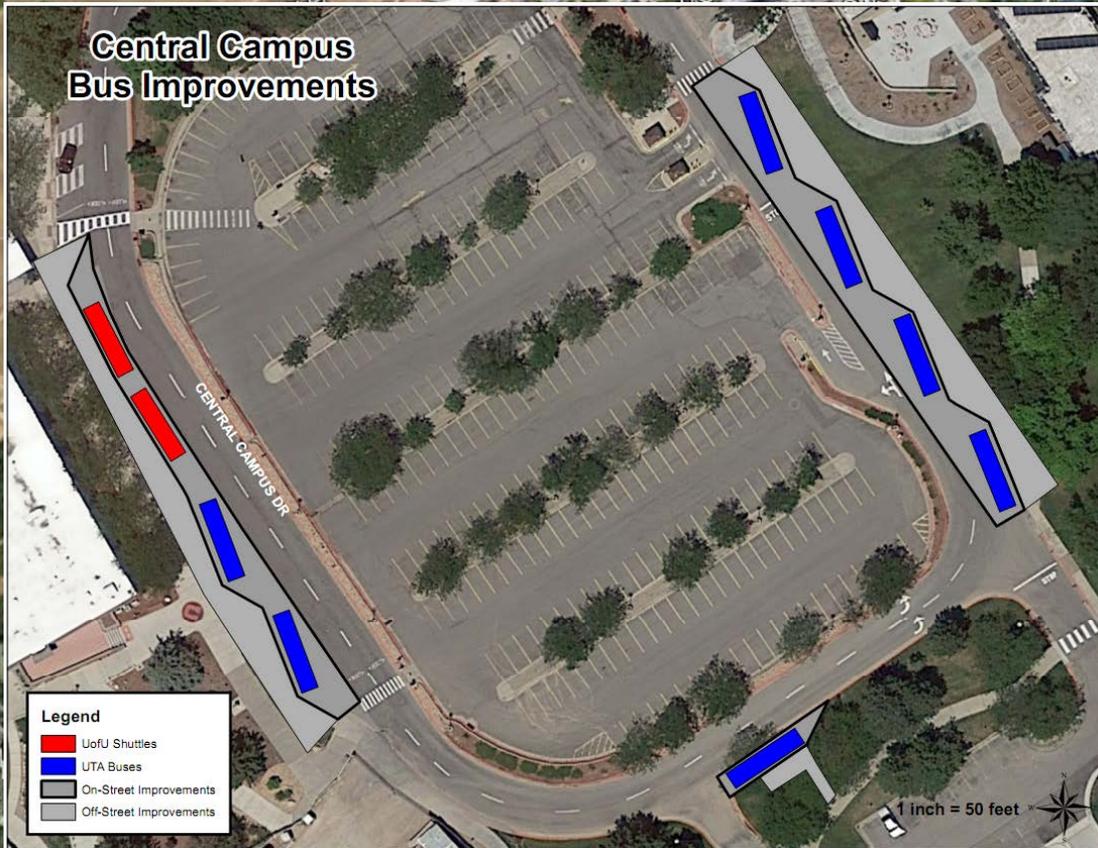
Total Project Cost
Estimate \$ 26,118,479**

**Additional Funding
needed for;**

- Reconstruct Roadway, & needed Curb, Gutter, and Sidewalk
- Replace Water Lines
- Bury Power, Improve Landscape



Scope Change - Construct End of Line Bus Parking at Student Union Building



Scope Change Improvements

- Relocation includes
 - Parking space for 7 buses
 - 24 hr Restroom Access for Drivers
 - Signage and Amenities (shelters & Benches, etc.)
 - ADA accessible Pickup/ Drop-off areas, etc.

No Additional Funding Requested
Total Project Cost Estimate \$ 400,000





- 4c - Surface Transportation Program (STP)**
- 4d - Congestion Mitigation/ Air Quality (CMAQ)**
- 4e - Transportation Alternative Program (TAP)**

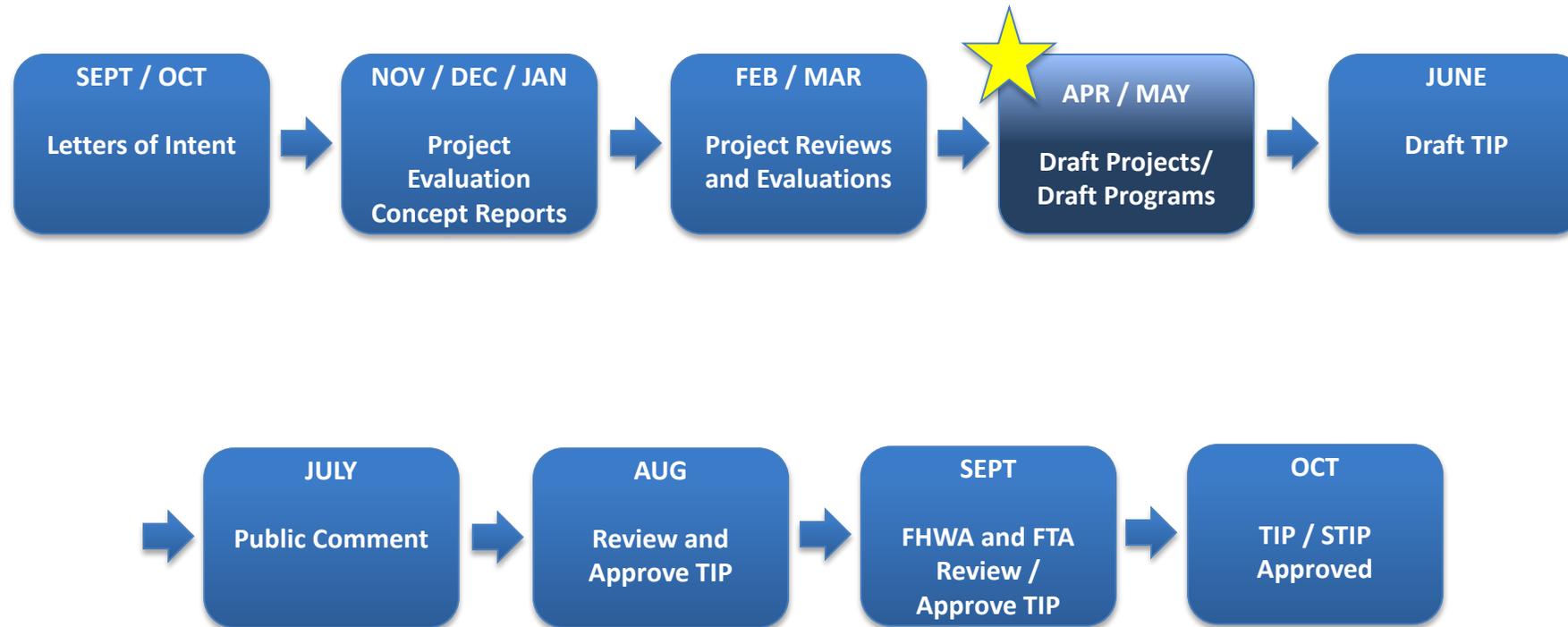
Project Recommendations *for the* **2020 - 2025 TIP**

Trans Com

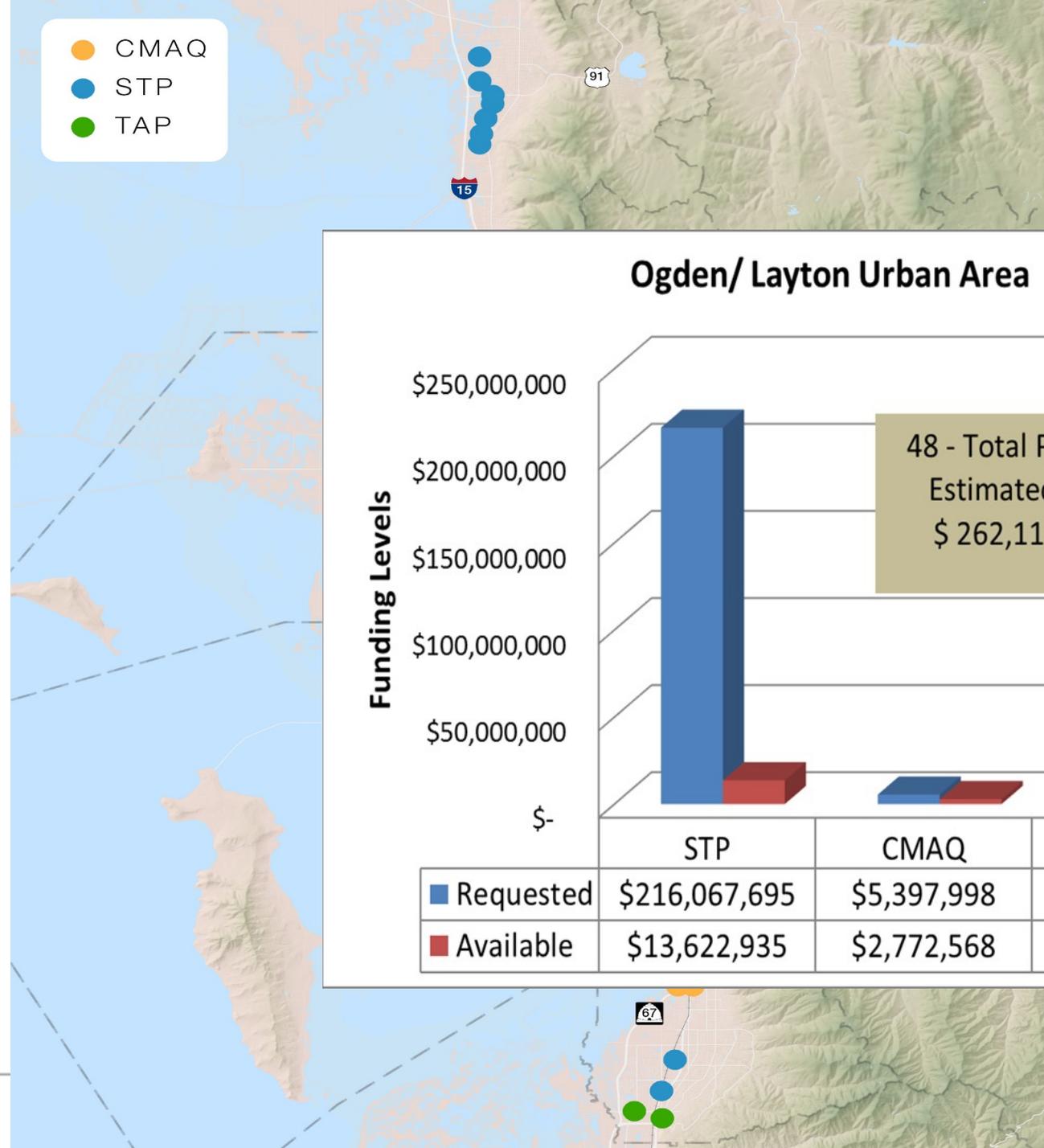
April 17, 2019



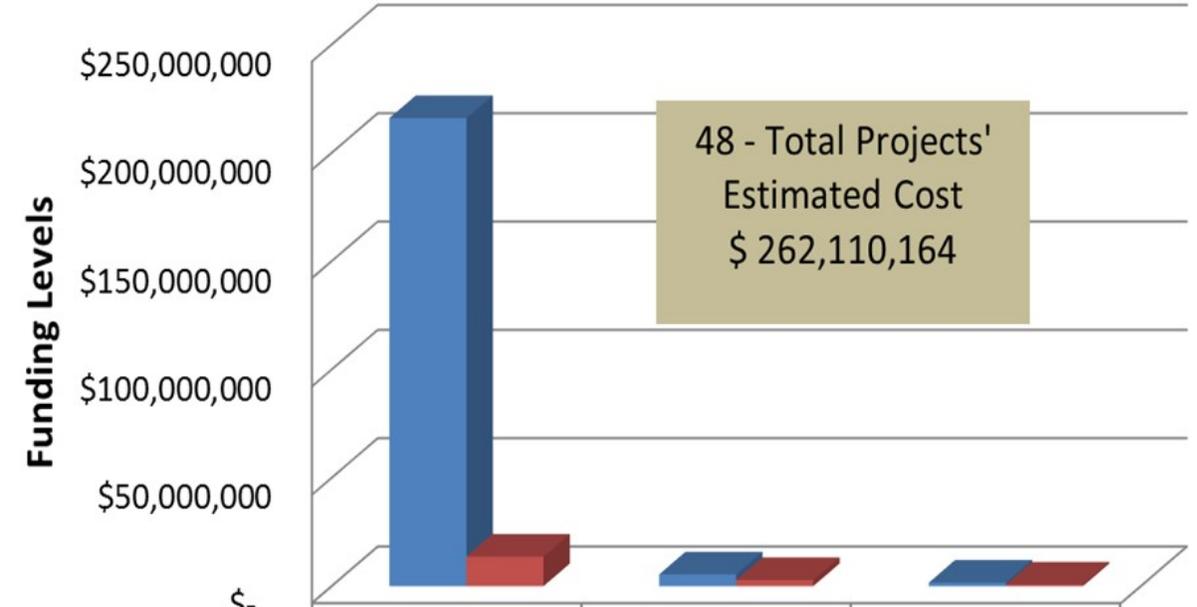
Process for New Projects & The Draft TIP



- CMAQ
- STP
- TAP



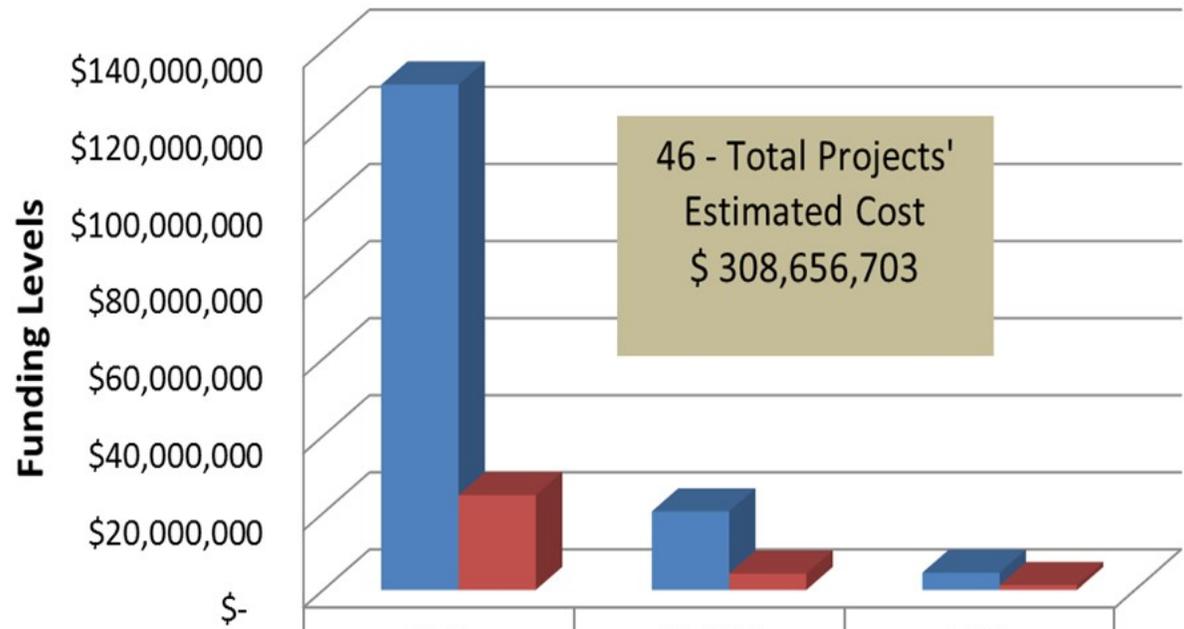
Ogden/ Layton Urban Area



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

- CMAQ
- STP
- TAP

Salt Lake/ West Valley Urban Area



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

The Evaluation Process

- **Letters of intent, concept reports, field reviews:**
All provide data for project evaluation and scoring
- **Other relevant professional considerations...**
- **Provide information and recommendations to the Technical Advisory Committees (TACs) to prioritize projects**
- **TACs recommend projects to Trans Com**



Resources for Project Selection

- Distribution of Project Scores, such as:
 - Congestion
 - Access
 - Pavement condition
 - Safety
 - Emissions / Air quality
- Other relevant professional considerations, such as:
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Project Costs



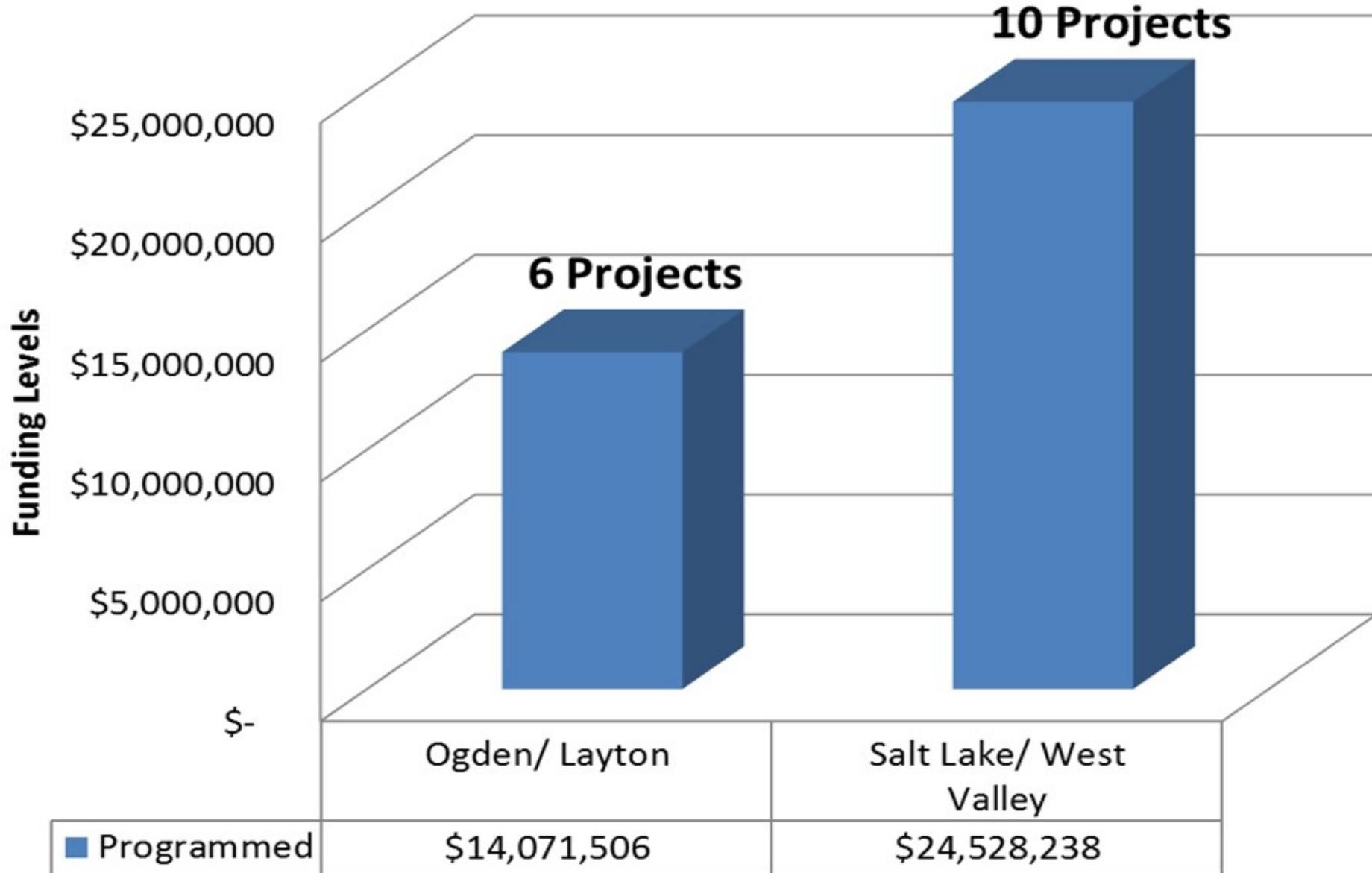
Resources for Project Selection

- Distribution of Project Scores, such as:
 - Congestion
 - Access
 - Pavement condition
 - Safety
 - Emissions / Air quality



- Other relevant professional considerations, such as:
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Project Costs

Surface Transportation Program (STP) Funds



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

Project Type – Reconstruction

Park Lane to Shepard Lane – (0.61 miles)

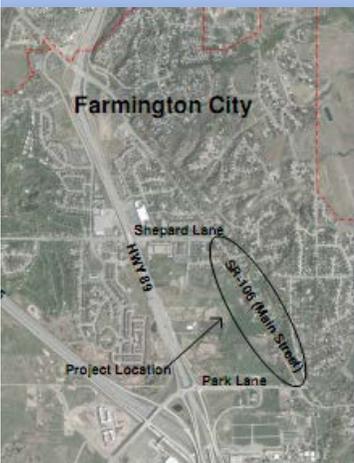


Figure 5: SR-106 (Main Street) Existing Conditions

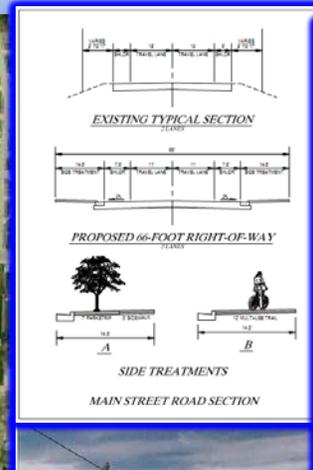
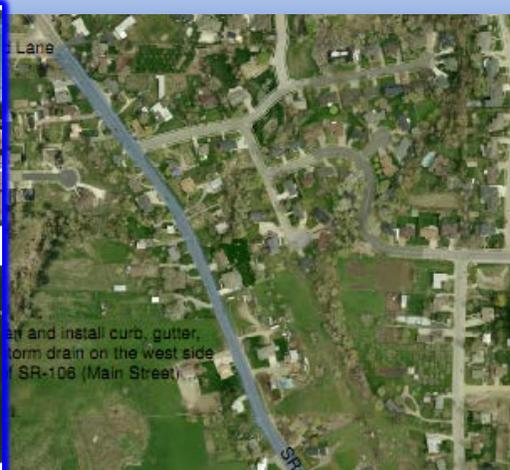


Figure 1: SR-106 (Main Street) Existing Conditions



Recommended Funding \$ 2,053,670



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



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



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

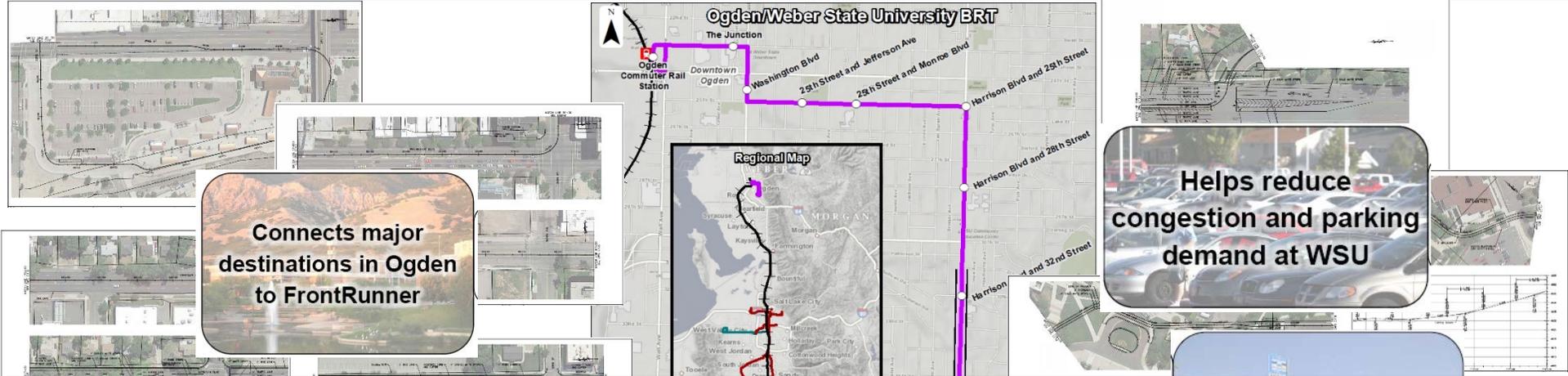
Project Cost – \$ 2,287,800
Funds Request – \$ 2,053,670

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.

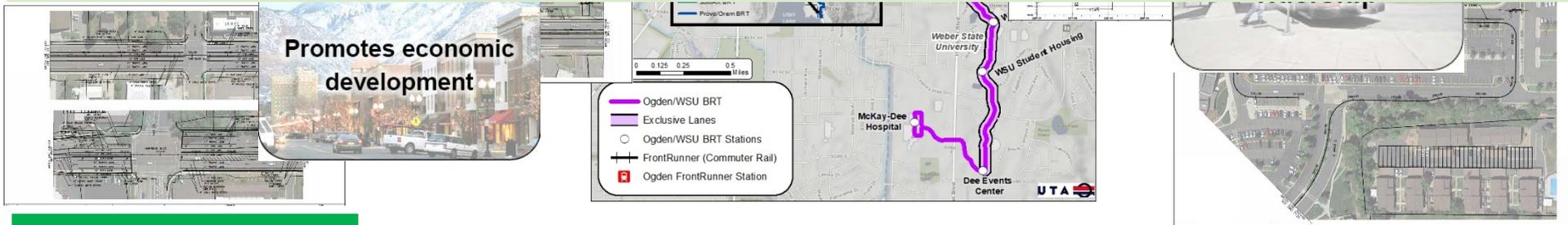
UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

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



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 79,000,000**

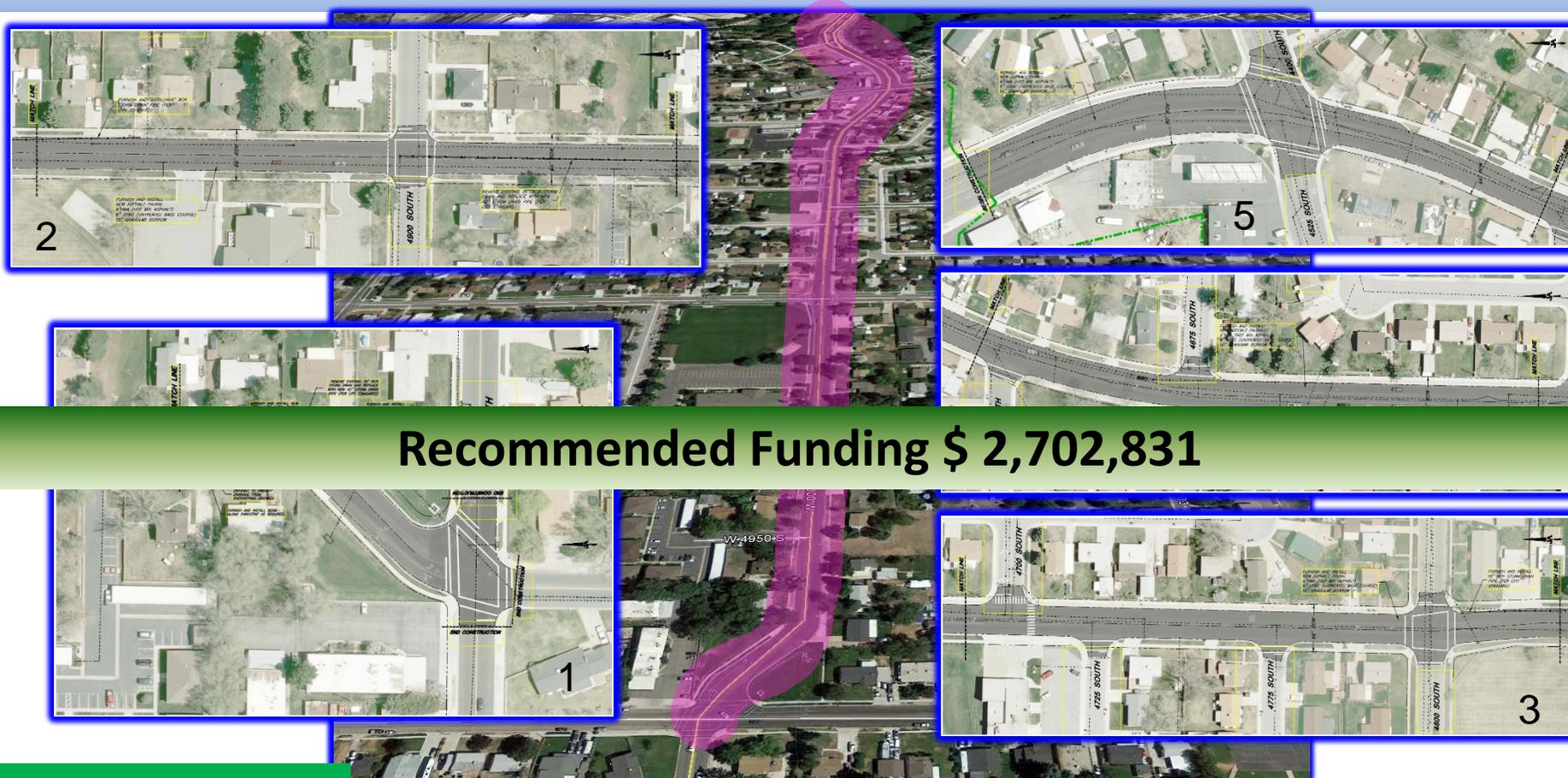
**Funds Request –
\$ 1,500,000**

This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of \$79 Million, with the remainder of the costs coming from this request along with programmed local and state funding.

Washington Terrace – 300 West - Reconstruction

Project Type - Reconstruction

5000 South to Washington Terrace/ Riverdale Boundary Line – (0.7 miles)



Recommended Funding \$ 2,702,831

**Project Cost –
\$ 3,024,100**

**Funds Request –
\$ 2,702,831**

300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance.

Woods Cross – 800 West 1500 South – Signal Project

Project Type – Operations

800 West and 1500 South – (0.25 miles)



Recommended Funding \$ 984,975

**Project Cost –
\$ 1,056,500**

**Funds Request –
\$ 984,975**

800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.

Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widen

Project Type – Reconstruction

4000 West to 5600 West – (2.01 miles)



Recommended Funding \$ 2,300,000

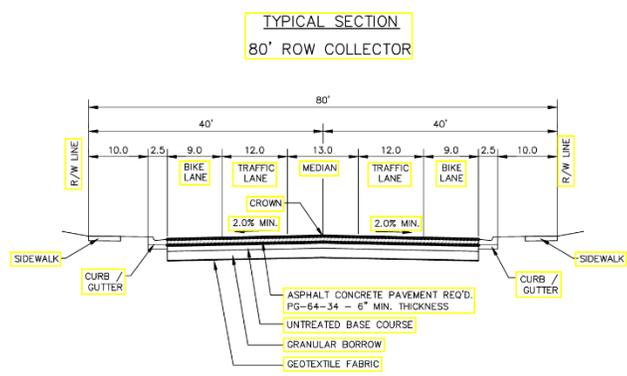
**Project Cost –
\$ 16,367,300
Funds Request –
\$ 2,300,000**

The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges, and to reconstruct the existing pavement with its various deficiencies.

West Jordan – 1300 West – Reconstruct and Widen

Project Type – Capacity

9400 South to 6600 South – (3.452 miles)



Recommended Funding \$ 4,800,000

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

**Project Cost –
\$ 17,161,600**

**Funds Request –
\$ 4,800,000**

**Project Cost –
\$ 5,767,800**

**Funds Request –
\$ 5,344,689**

West Valley – Parkway Blvd. (2700 South) - Widening Project Type – New Capacity

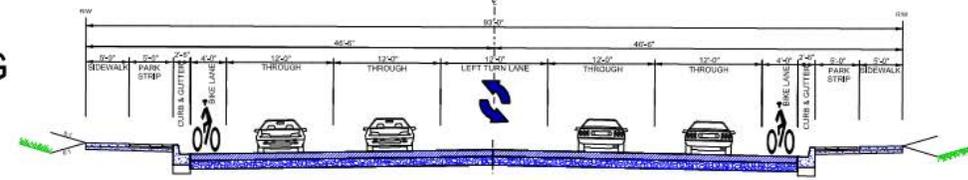
Mountain View Corridor to 6400 West – (0.5 miles)



Recommended Funding \$ 5,300,000



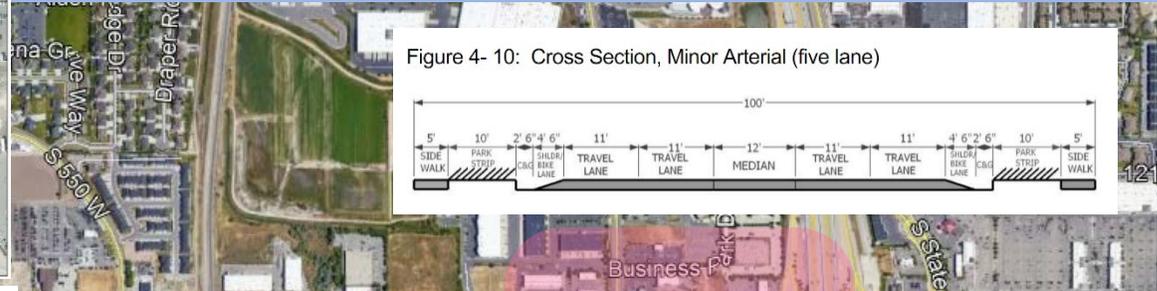
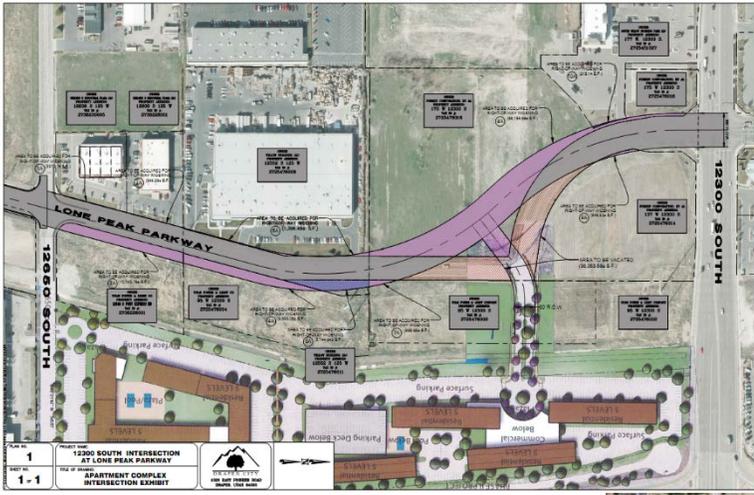
**PARKWAY BLVD
RECONSTRUCTION AND WIDENING
MOUNTAIN VIEW CORRIDOR TO 6400 WEST
WEST VALLEY CITY**



The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.

Draper – Lone Peak Parkway – Widening Project Type - Capacity

12650 South to 12300 South – (0.4 miles)



Recommended Funding \$ 3,980,000



**Project Cost –
\$ 5,140,000**

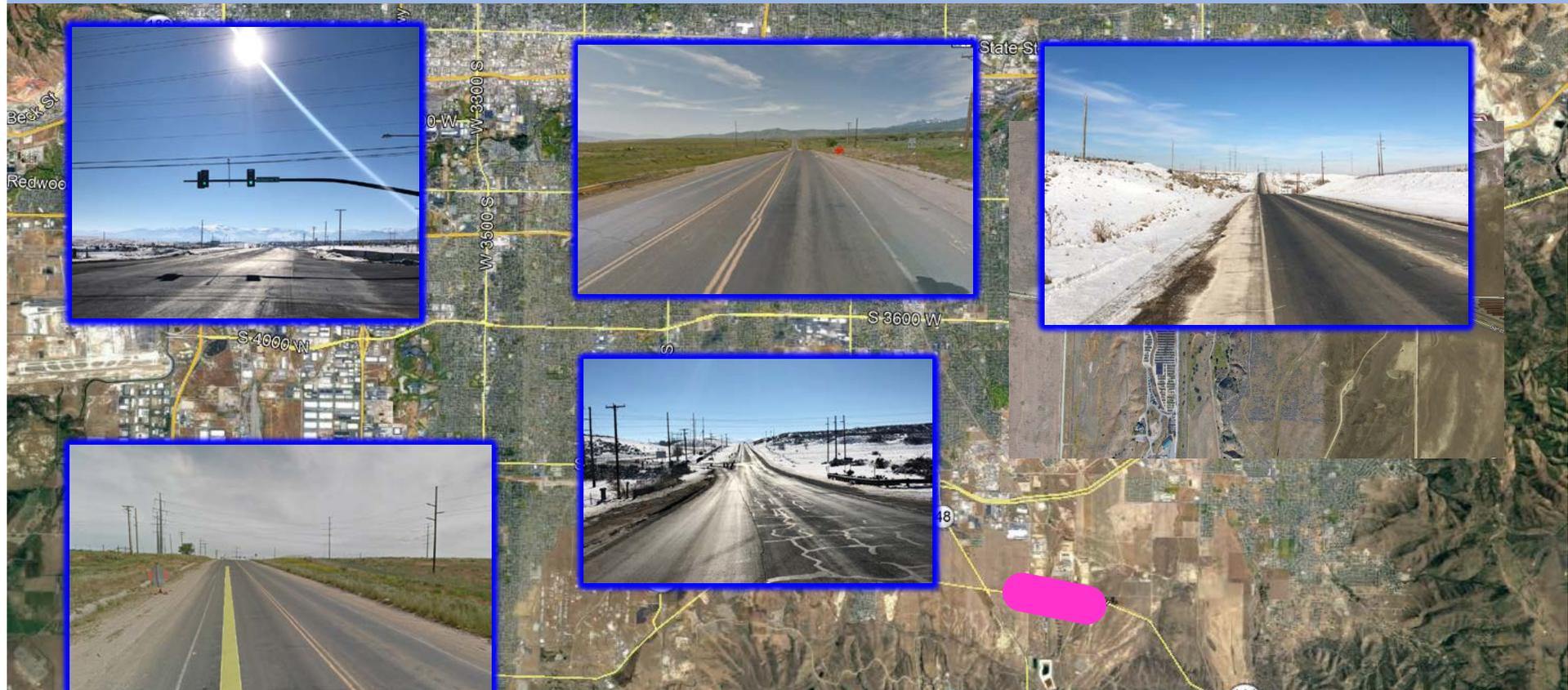
**Funds Request –
\$ 3,980,000**

Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Bangerter Highway. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.

South Jordan City – Bacchus Highway (SR-111) – Reconstruct w/ Minor Widening

Project Type – Reconstruction

10200 South to 10700 South – (0.6 miles)



Recommended Funding \$ 2,145,502

**Project Cost –
\$ 2,301,300
Funds Request –
\$ 2,145,502**

Reconstruct roadway with minor widening and improve the geometry to minimize the vertical curve to increase sight distance to the intersection of 10200 South.

UDOT/ Taylorsville – 5400 South – Intersection Improvements

Project Type - Operations

5400 South and 1900 West – (0.1 mile)



Recommended Funding \$ 364,995



**Project Cost –
\$ 406,500**

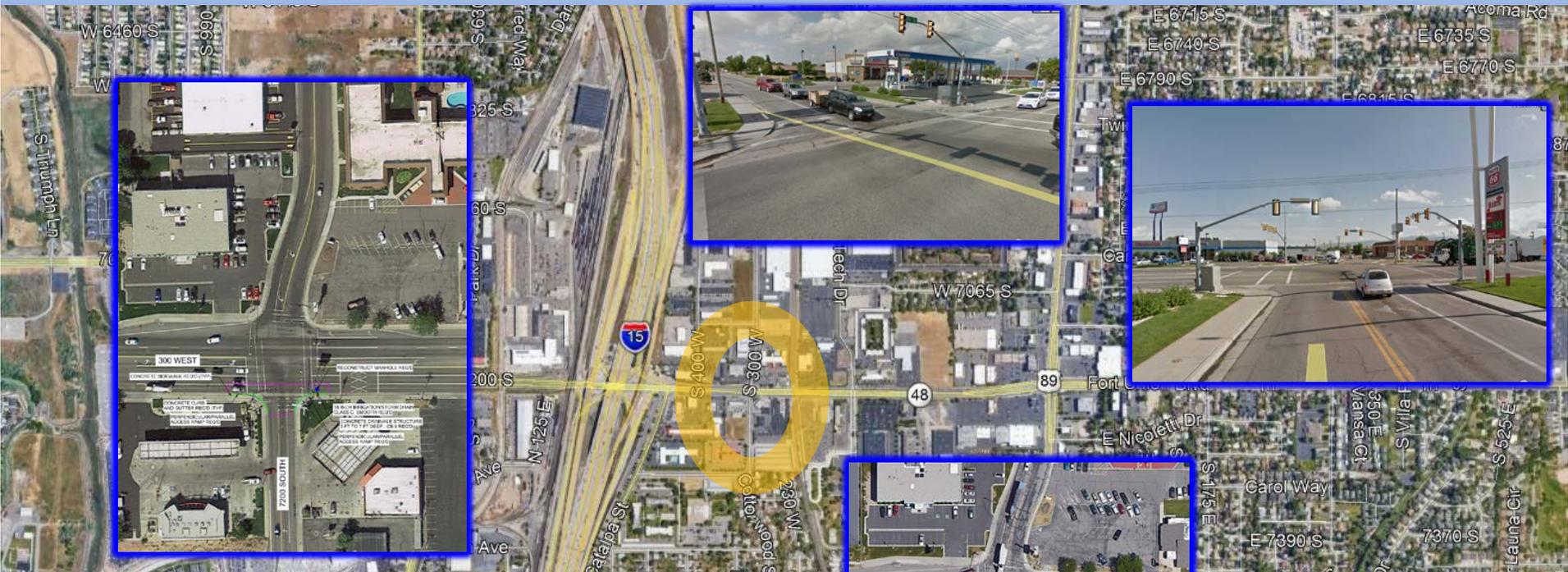
**Funds Request –
\$ 364,995**

There is a waterway on the north leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.

UDOT/ Midvale City – 7200 South – Intersection Improvements

Project Type – Operations

7200 South and 300 West



Recommended Funding \$ 287,148



**Project Cost –
\$ 323,000**

**Funds Request –
\$ 287,148**

There is a waterway on the south leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.

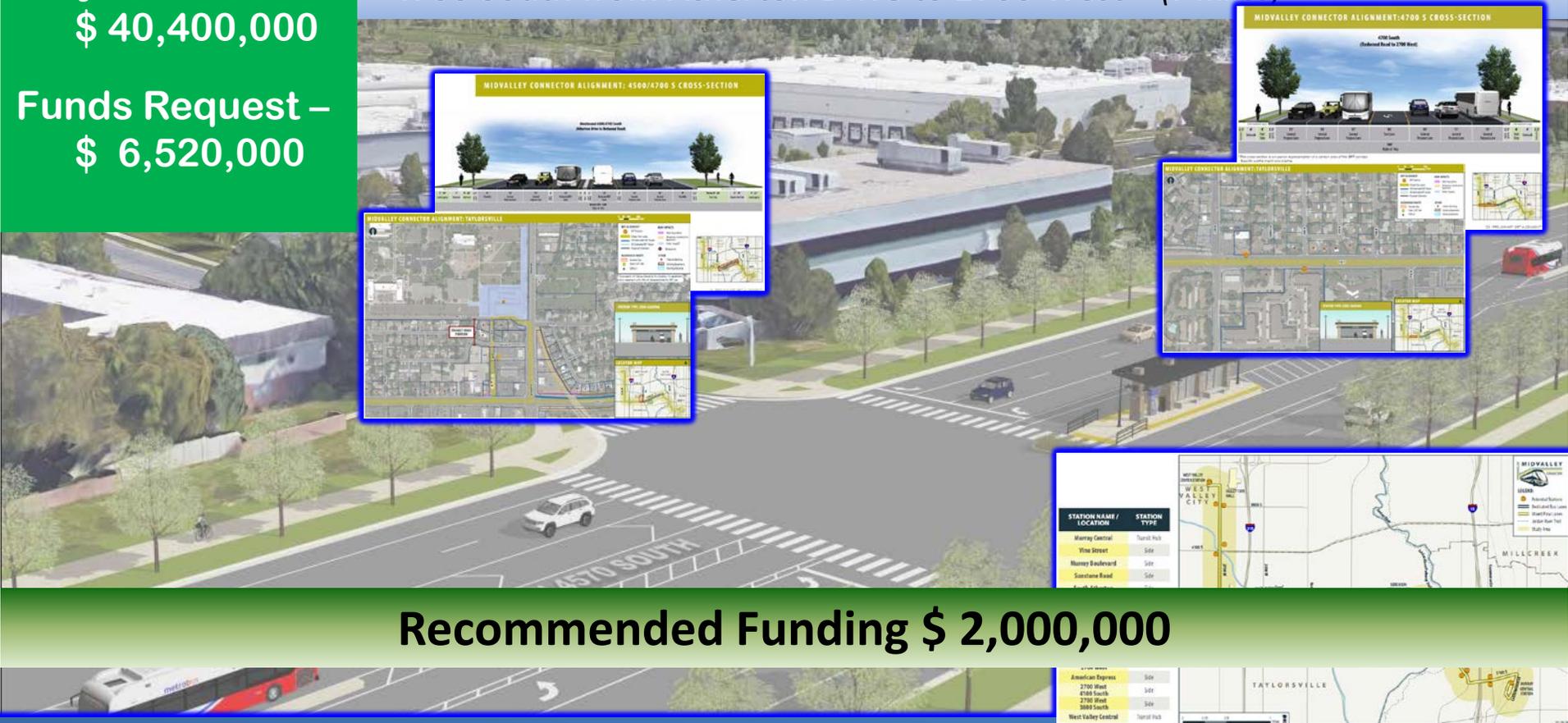
Taylorville City – Midvalley Connector BRT – Bus Service

Project Type - Tranist

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

**Project Cost –
\$ 40,400,000**

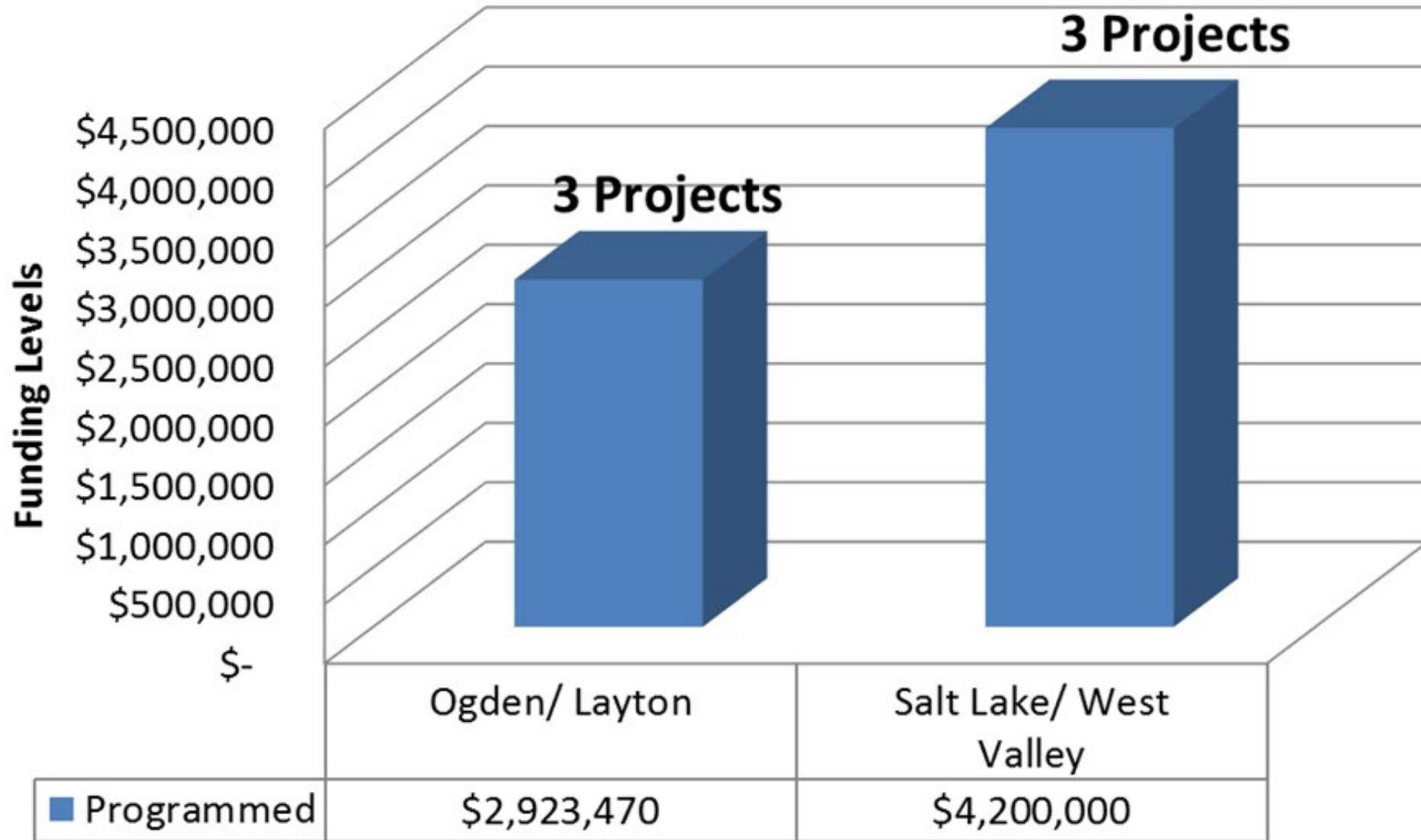
**Funds Request –
\$ 6,520,000**



Recommended Funding \$ 2,000,000

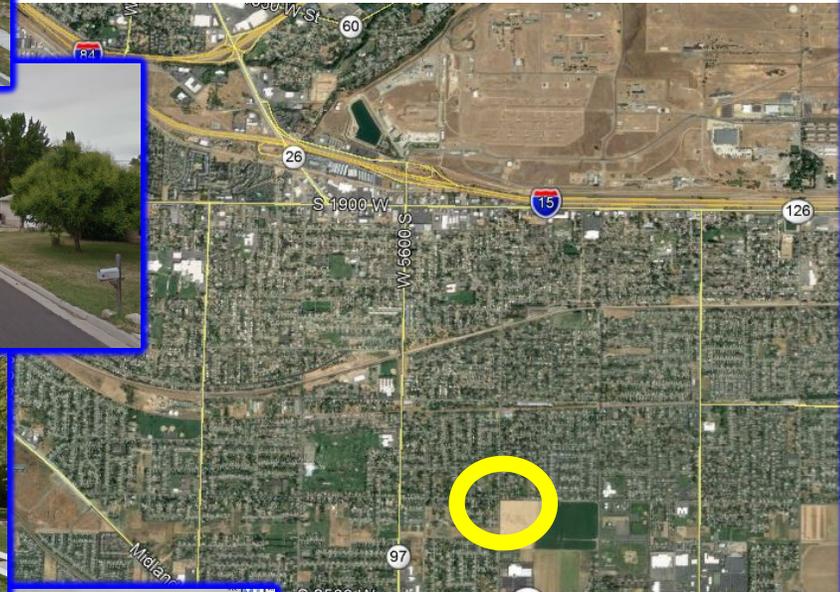
The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.

Congestion Mitigation/ Air Quality (CMAQ) Funds

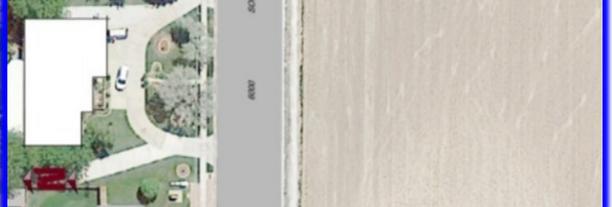


Roy City – 6000 South Roundabout Project Type – Intersection Improvement

6000 South & 3100 West



Recommended Funding \$ 673,470



**Project Cost –
\$ 760,700**

**Funds Request –
\$ 709,201**

The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. This intersection is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic speeds and movements.

Centerville City – Parrish Lane & Market Place Dr - Intersections Improvement

Project Type – Operations

Frontage Road to Market Place Drive



Recommended Funding \$ 1,400,000

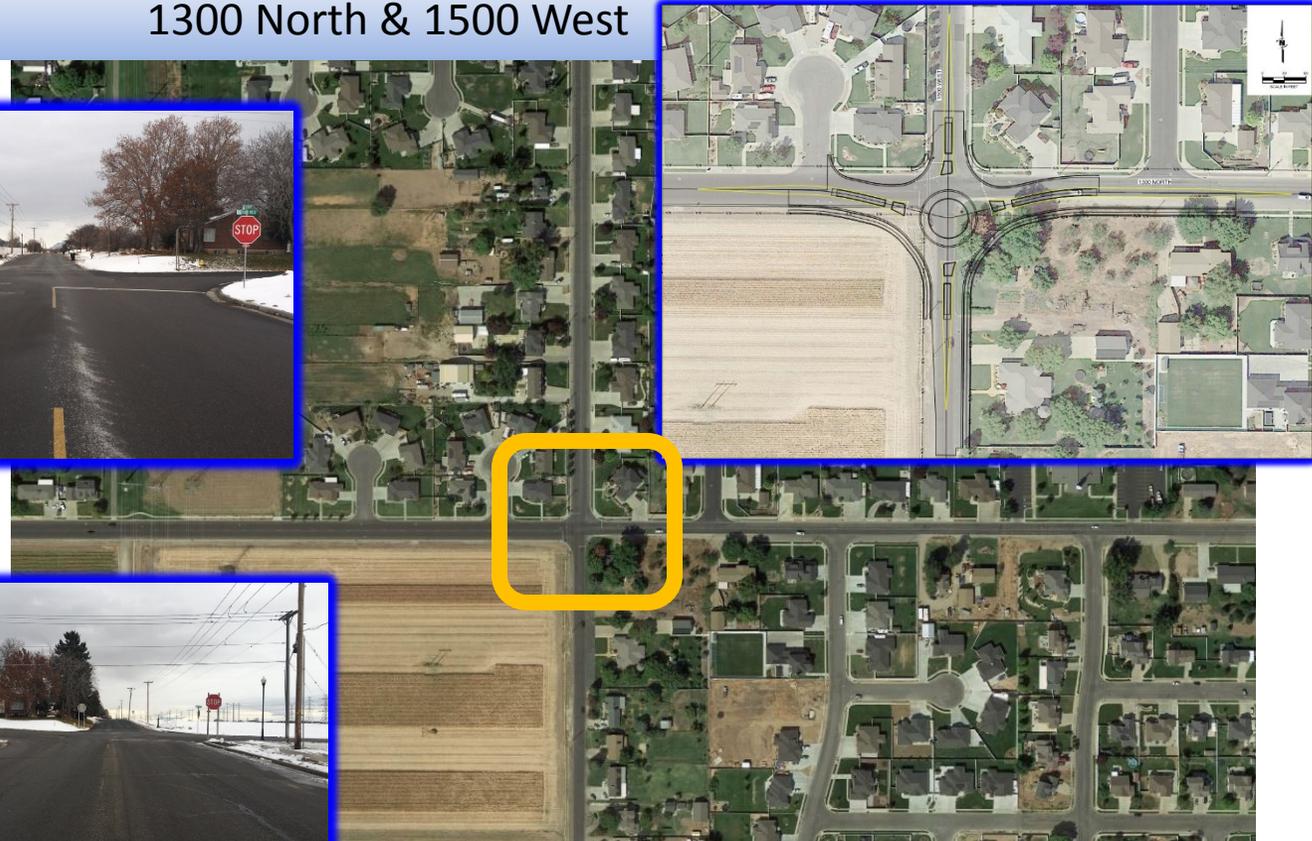
**Project Cost –
\$ 1,757,800**

**Funds Request –
\$ 1,638,797**

The Parrish Lane - Market Place Intersection is extremely congested. This project is an essential project for Centerville City and UDOT Region 1 in order to reduce congestion along Parrish Lane. This project will be built to the 2040 traffic model prepared by UDOT Region 1 traffic engineers and is in coordination with the UDOT Region 1 plans to improve the Parrish Lane - I-15 Interchange.

Clinton City – 1500 West Roundabout Project Type – Intersection Improvement

1300 North & 1500 West



Recommended Funding \$ 850,000

**Project Cost –
\$ 2,190,100
Funds Request –
\$ 1,000,000**

The 1300 N 1500 W intersection is a 4-way stop controlled intersection. Sight distance on the southeast corner is obstructed due a hill. The project would remove the obstructions and construct a roundabout at the intersection to improve safety, and mobility for pedestrians, bicyclists, vehicles, and improve air quality.

Salt Lake City – Bike Share Program

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)

LEGEND

FOOD/DRINK	HOTEL
SHOPPING & ENTERTAINMENT	RESIDENTIAL

GREENbike
SLC'S NON-PROFIT BIKE SHARE
75 Stations / 700 Bikes: 2019



Recommended Funding \$ 200,000



**Project Cost –
\$ 643,570**

**Funds
Request –
\$ 600,000**

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips, and is the most successful small (less than 50 stations) bike share program in the country. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 by biking instead of driving.

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

North Temple to Redwood Road



Recommended Funding \$ 1,400,000



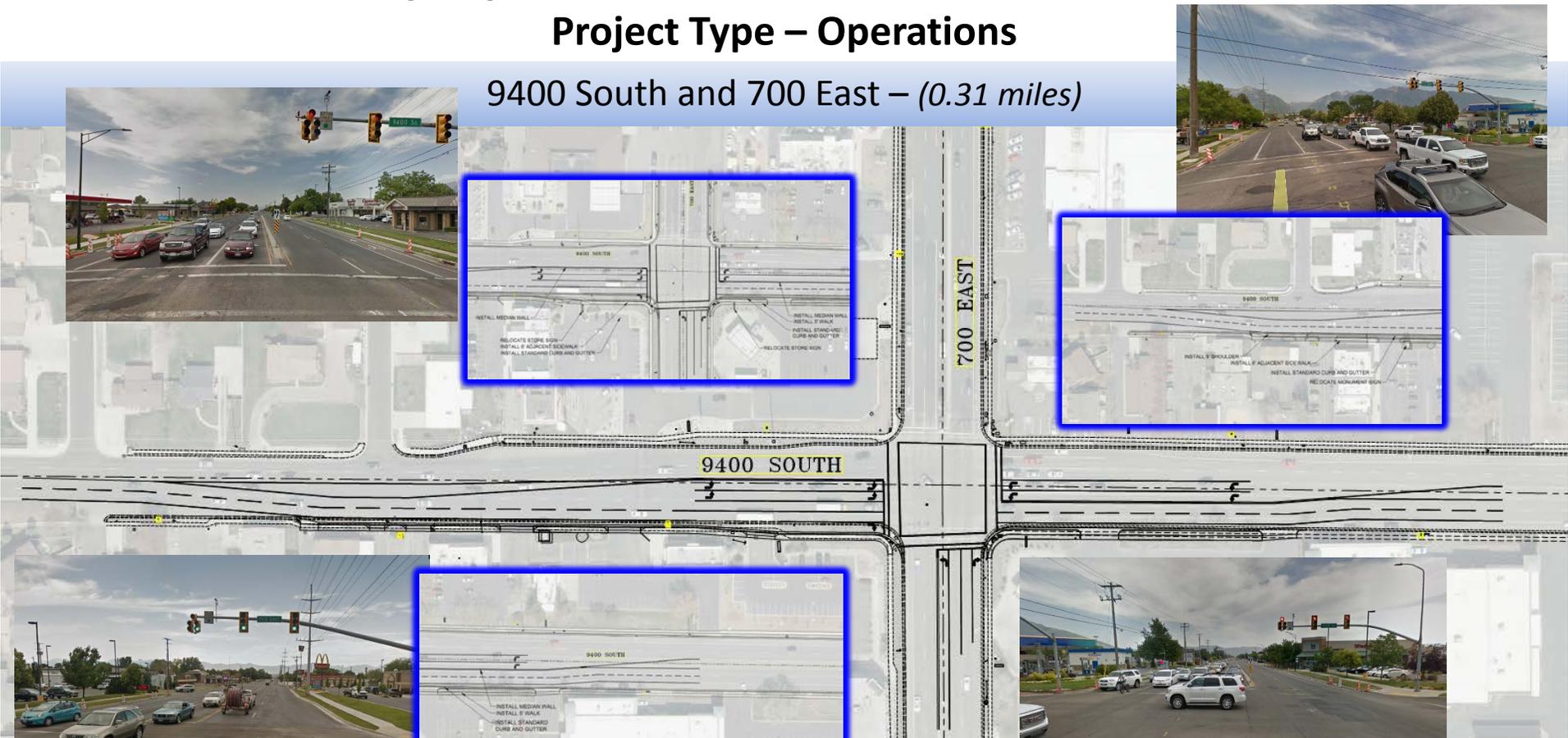
**Project Cost –
\$ 4,200,300
Funds Request –
\$ 3,915,940**

Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. The city council has also allocated funding to support that service. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with SLC and partnering entities in the area that may have property available.

Sandy City – 9400 South Dual Left Turns Intersection

Project Type – Operations

9400 South and 700 East – (0.31 miles)

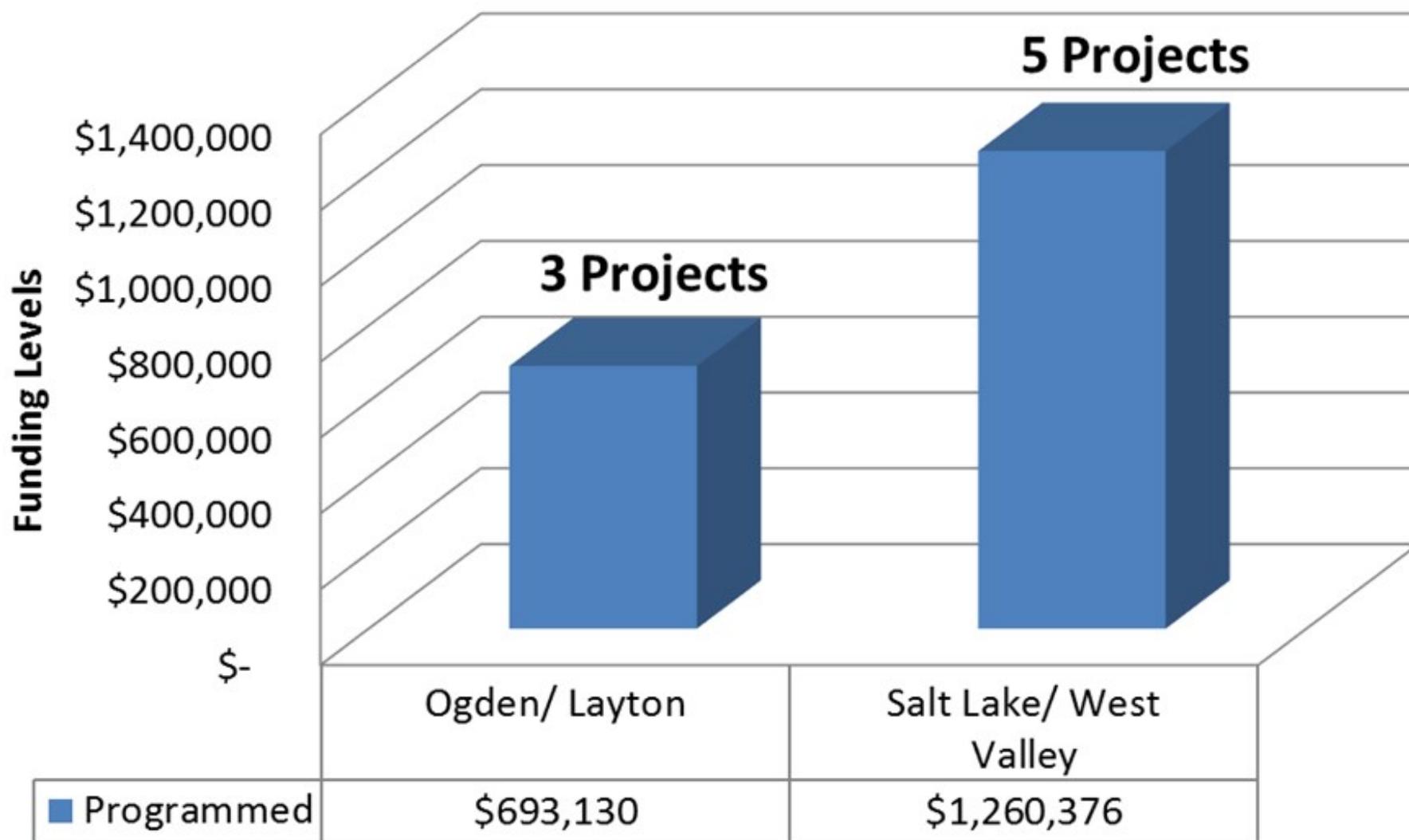


Recommended Funding \$ 2,600,000

**Project Cost –
\$ 3,446,300
Funds Request –
\$ 3,185,949**

Sandy City/ Parametrix completed a modeling analysis of 9400 South Intersection in October, 2018. The goal was to examine the existing conditions and provide improvement recommendations. The conclusion; widen 9400 South to accommodate dual left turn lanes for the Eastbound & Westbound legs to reduce the PM Peak congestion that occurs going onto the 700 East (SR-71).

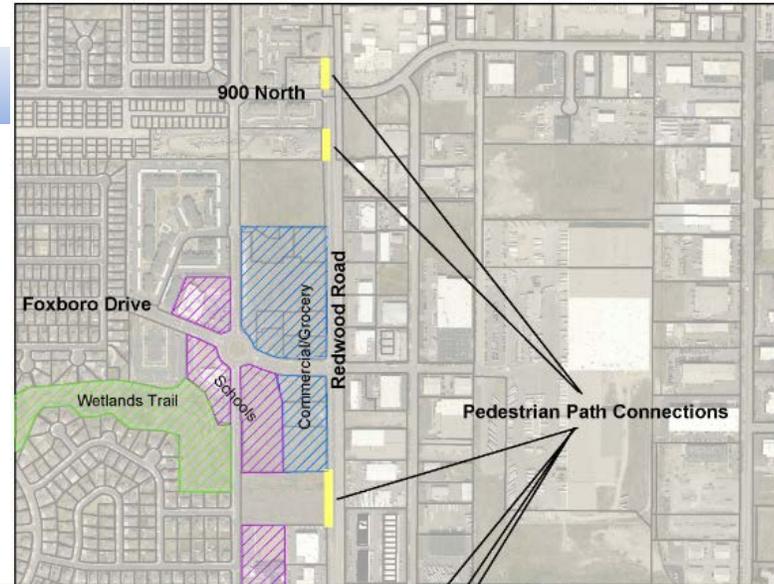
Transportation Alternatives Program (TAP) Funds



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

Project Type – Capital Project

Center Street to 1100 North – (0.34 miles)



Recommended Funding \$ 182,600



**Project Cost –
\$ 229,600**

**Funds Request –
\$ 182,600**

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

Roy City – 3100 West - Sidewalk Project

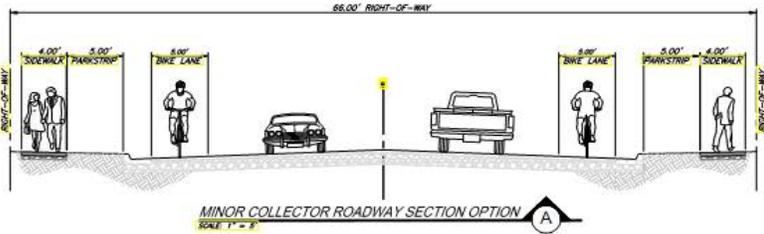
Project Type – Safe Routes to School

4800 South to 6000 South – (2.12 miles)



Recommended Funding \$ 271,530

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



**Project Cost –
\$ 301,700**

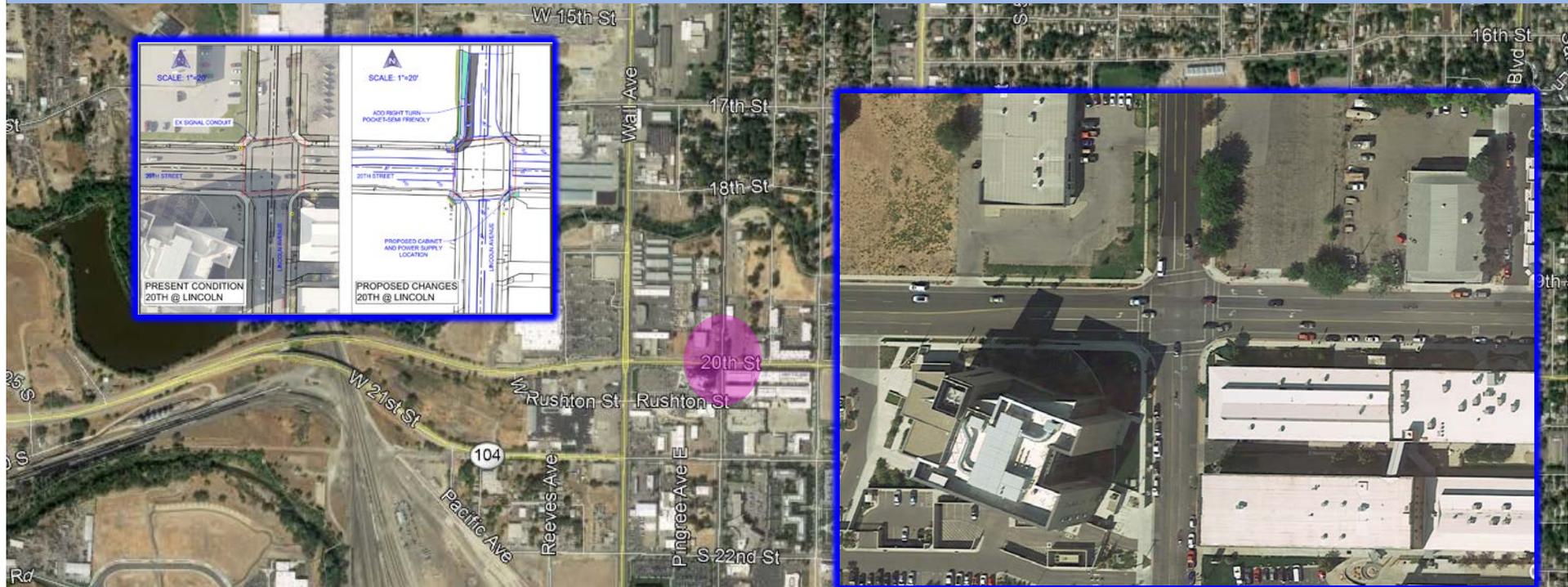
**Funds Request –
\$ 271,530**

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

Ogden City – 20th at Lincoln Traffic Signal

Project Type – Capital Improvement

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



Recommended Funding \$ 239,000

**Project Cost –
\$ 407,100**

**Funds Request –
\$ 379,539**

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

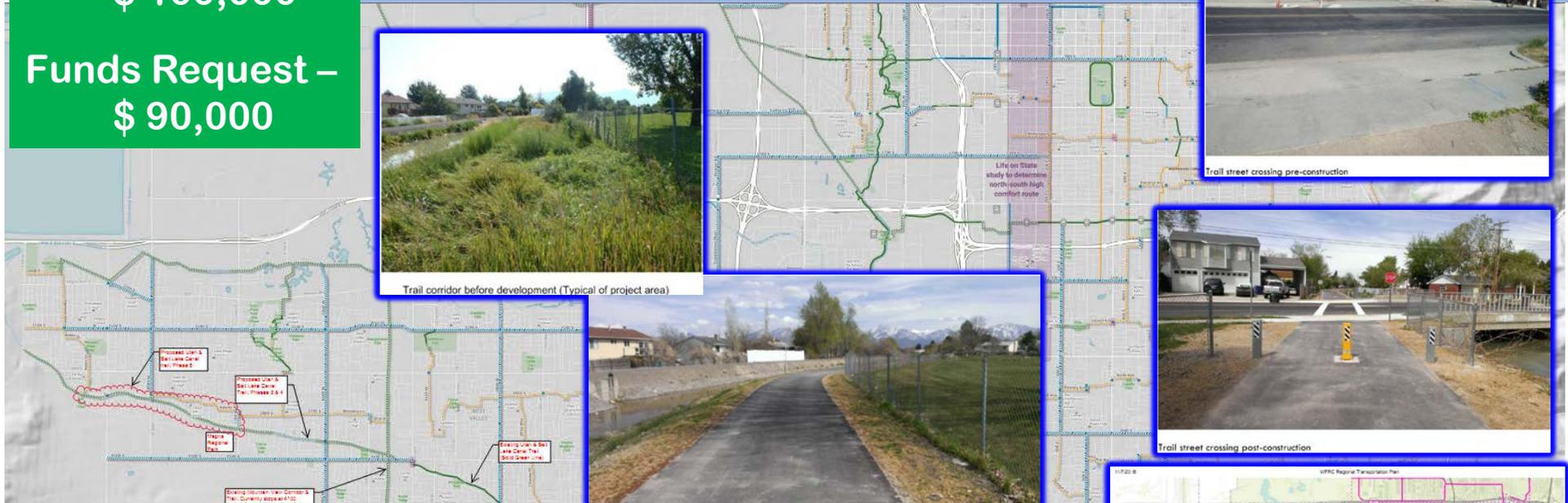
Magna Metro Township – Utah & Salt Lake Canal - Trail Extension

Project Type – Capital Improvement

**Project Cost –
\$ 100,000**

**Funds Request –
\$ 90,000**

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



Recommended Funding \$ 90,000



This project will develop a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. The project is intended to extend the trail northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system



West Valley – Cross Towne Trail

Project Type – Capital Improvement

2700 West to Bangerter Highway – (1.25 miles)



Recommended Funding \$ 451,458



**Project Cost –
\$ 1,991,900**

**Funds Request –
\$ 1,836,072**

ADD MISSING SIDEWALK



WIDENED ROADS TO ACCOMMODATE BIKE LANES



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

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

1500 East to 1630 East – (0.133 miles)



Recommended Funding \$ 333,390



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

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

Salt Lake City – Bike Share Program

Project Type – Capital Improvement

Salt Lake City Proper



LEGEND

FOOD/DRINK	HOTEL
SHOPPING & ENTERTAINMENT	RESIDENTIAL

GREENbike
SLC'S NON-PROFIT BIKE SHARE
2017: 33 STATIONS/350 ACTIVE BIKES



Recommended Funding \$ 200,000



**Project Cost –
\$ 375,416**

**Funds
Request –
\$ 350,000**

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