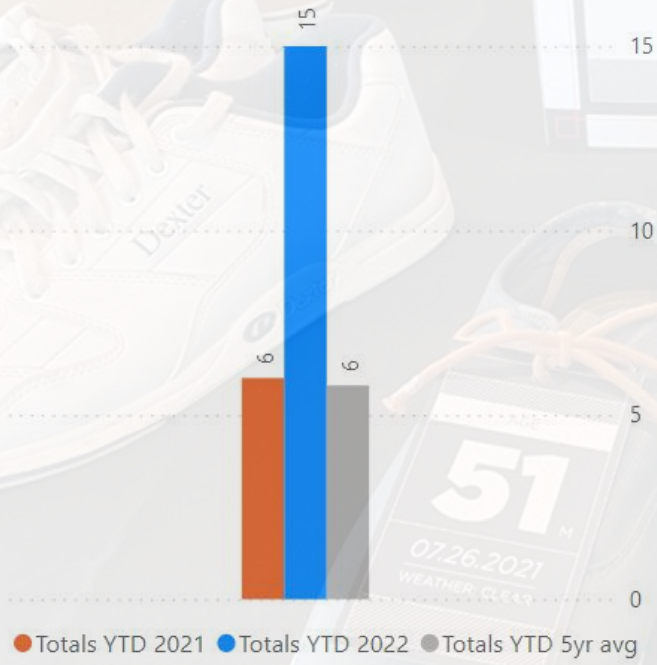
# Walking and Bicycling Safety Resources

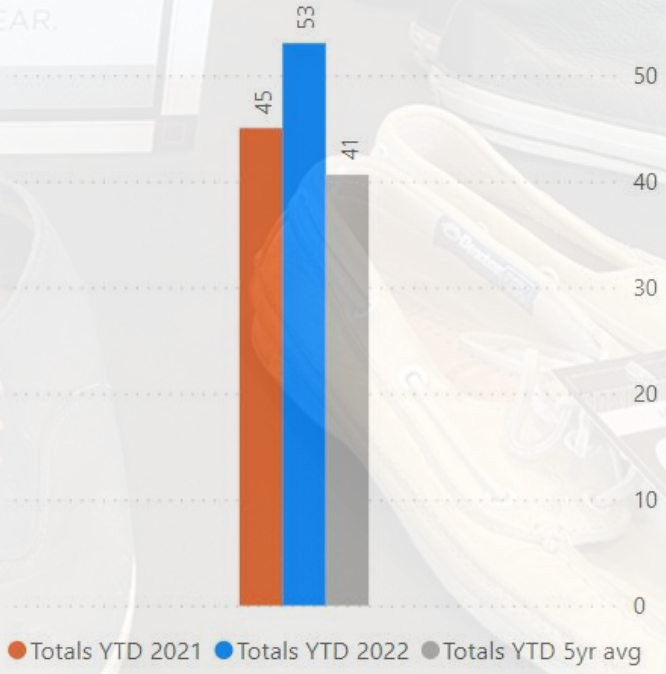

Trans Com TAC 18 January 2023

# Safety Snapshot

## Bicyclist Fatalities 2022




## Pedestrian Fatalities 2022



# THE SAFE SYSTEM APPROACH

# THE 6 SAFE SYSTEM PRINCIPLES

Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

Safety is proactive

Redundancy is crucial

# THE 5 SAFE SYSTEM ELEMENTS

Safe road users

Safe vehicles

Safe speeds

Safe roads

Post-crash care

# WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

| Traditional approach | | Safe System approach |
|---|---|---|
| Prevent crashes | → | Prevent death and serious injuries |
| Improve human behavior | → | Design for human mistakes/limitations |
| Control speeding | → | Reduce system kinetic energy |
| Individuals are responsible | → | Share responsibility |
| React based on crash history | → | Proactively identify and address risks |

# Safe Transportation for Every Pedestrian (STEP)

# Proven Safety Countermeasures

## PEDESTRIAN/BICYCLIST


Crosswalk Visibility Enhancements


Bicycle Lanes


Rectangular Rapid Flashing Beacons

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Road Diets (Roadway Reconfiguration)

Walkways

| Roadway Configuration | Posted Speed Limit and AADT | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle AADT <9,000 | | | | | | Vehicle AADT 9,000–15,000 | | | | | | Vehicle AADT >15,000 | | | | | |
| | ≤30 mph | | | 35 mph | | | ≥40 mph | | | ≤30 mph | | | 35 mph | | | ≥40 mph | | |
| **2 lanes** (1 lane in each direction) | ❶ | 2 | | ❶ | | | ① | | | ❶ | | | ❶ | | | ① | | | ① | | | ① | | |
| | 4 | 5 | 6 | | 5 | 6 | | 5 | 6 | 4 | 5 | 6 | | 5 | 6 | | 5 | 6 | 4 | 5 | 6 | | 5 | 6 | | 5 | 6 |
| | | | | 7 | | 9 | ❼ | | ❾ | | | | 7 | | 9 | ❼ | | ❾ | 7 | | 9 | 7 | | 9 | | | ❾ |
| **3 lanes with raised median** (1 lane in each direction) | ❶ | 2 | 3 | ❶ | | ❸ | ① | | ❸ | ① | | 3 | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ |
| | 4 | 5 | | | 5 | | | 5 | | 4 | 5 | | | 5 | | | 5 | | 4 | 5 | | | 5 | | | 5 | |
| | | | | 7 | | 9 | ❼ | | ❾ | 7 | | 9 | ❼ | | ❾ | ❼ | | ❾ | 7 | | 9 | ❼ | | ❾ | | | ❾ |
| **3 lanes w/o raised median** (1 lane in each direction with a two-way left-turn lane) | ❶ | 2 | 3 | ❶ | | ❸ | ① | | ❸ | ① | | 3 | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ |
| | 4 | 5 | 6 | | 5 | 6 | | 5 | 6 | 4 | 5 | 6 | | 5 | 6 | | 5 | 6 | 4 | 5 | 6 | | 5 | 6 | 5 | 6 | |
| | 7 | | 9 | 7 | | 9 | | | ❾ | 7 | | 9 | ❼ | | ❾ | | | ❾ | 7 | | 9 | | | ❾ | | | ❾ |
| **4+ lanes with raised median** (2 or more lanes in each direction) | ❶ | | ❸ | ❶ | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ |
| | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | | | 5 | |
| | 7 | 8 | 9 | 7 | 8 | 9 | | 8 | ❾ | 7 | 8 | 9 | ❼ | 8 | ❾ | | 8 | ❾ | ❼ | 8 | ❾ | | 8 | ❾ | | 8 | ❾ |
| **4+ lanes w/o raised median** (2 or more lanes in each direction) | ❶ | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ | ① | | ❸ |
| | | 5 | 6 | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ | | 5 | ❻ |
| | 7 | 8 | 9 | 7 | 8 | 9 | | 8 | ❾ | 7 | 8 | 9 | ❼ | 8 | ❾ | | 8 | ❾ | ❼ | 8 | ❾ | | 8 | ❾ | | 8 | ❾ |

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)*
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)*

| Pedestrian Crash Countermeasure for Uncontrolled Crossings | Safety Issue Addressed | | | | |
|---|---|---|---|---|---|
| | Conflicts at crossing locations | Excessive vehicle speed | Inadequate conspicuity/ visibility | Drivers not yielding to pedestrians in crosswalks | Insufficient separation from traffic |
| **Crosswalk visibility enhancement** | ✓ | ✓ | ✓ | ✓ | ✓ |
| High-visibility crosswalk markings* | ✓ | | ✓ | ✓ | |
| Parking restriction on crosswalk approach* | ✓ | | ✓ | ✓ | |
| Improved nighttime lighting* | ✓ | | ✓ | | |
| Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line* | ✓ | | ✓ | ✓ | ✓ |
| In-Street Pedestrian Crossing sign* | ✓ | ✓ | ✓ | ✓ | |
| Curb extension* | ✓ | ✓ | ✓ | | ✓ |
| **Raised crosswalk** | ✓ | ✓ | ✓ | ✓ | |
| **Pedestrian refuge island** | ✓ | ✓ | ✓ | | ✓ |
| **Pedestrian Hybrid Beacon** | ✓ | ✓ | ✓ | ✓ | |
| **Road Diet** | ✓ | ✓ | ✓ | | ✓ |
| **Rectangular Rapid-Flashing Beacon** | ✓ | | ✓ | ✓ | ✓ |

*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

# FHWA Bikeway Selection Guide

Bill Schultheiss, PE
Director of Sustainable Safety

U.S. Department of Transportation
Federal Highway Administration

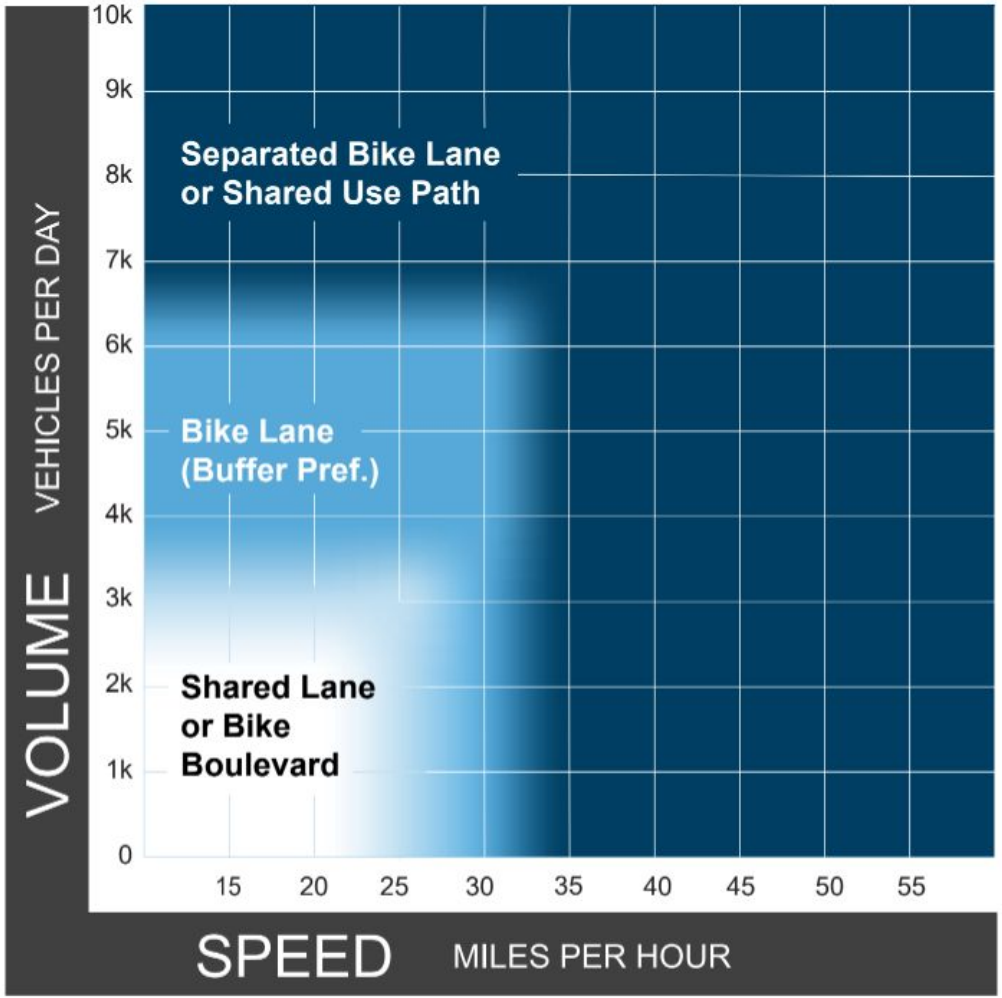
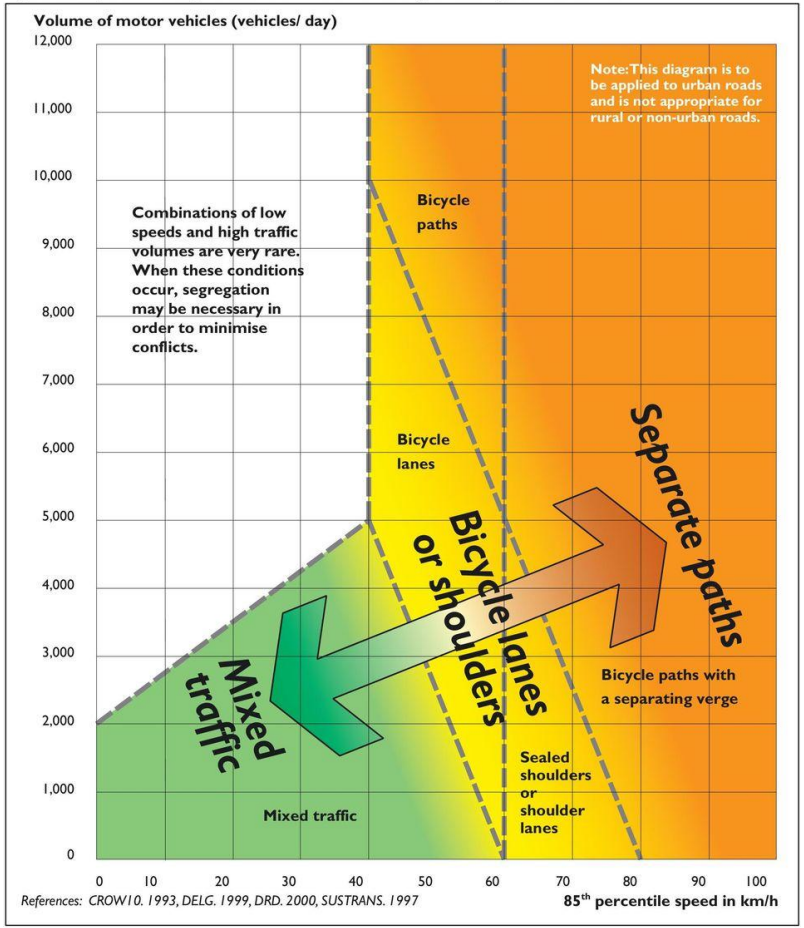
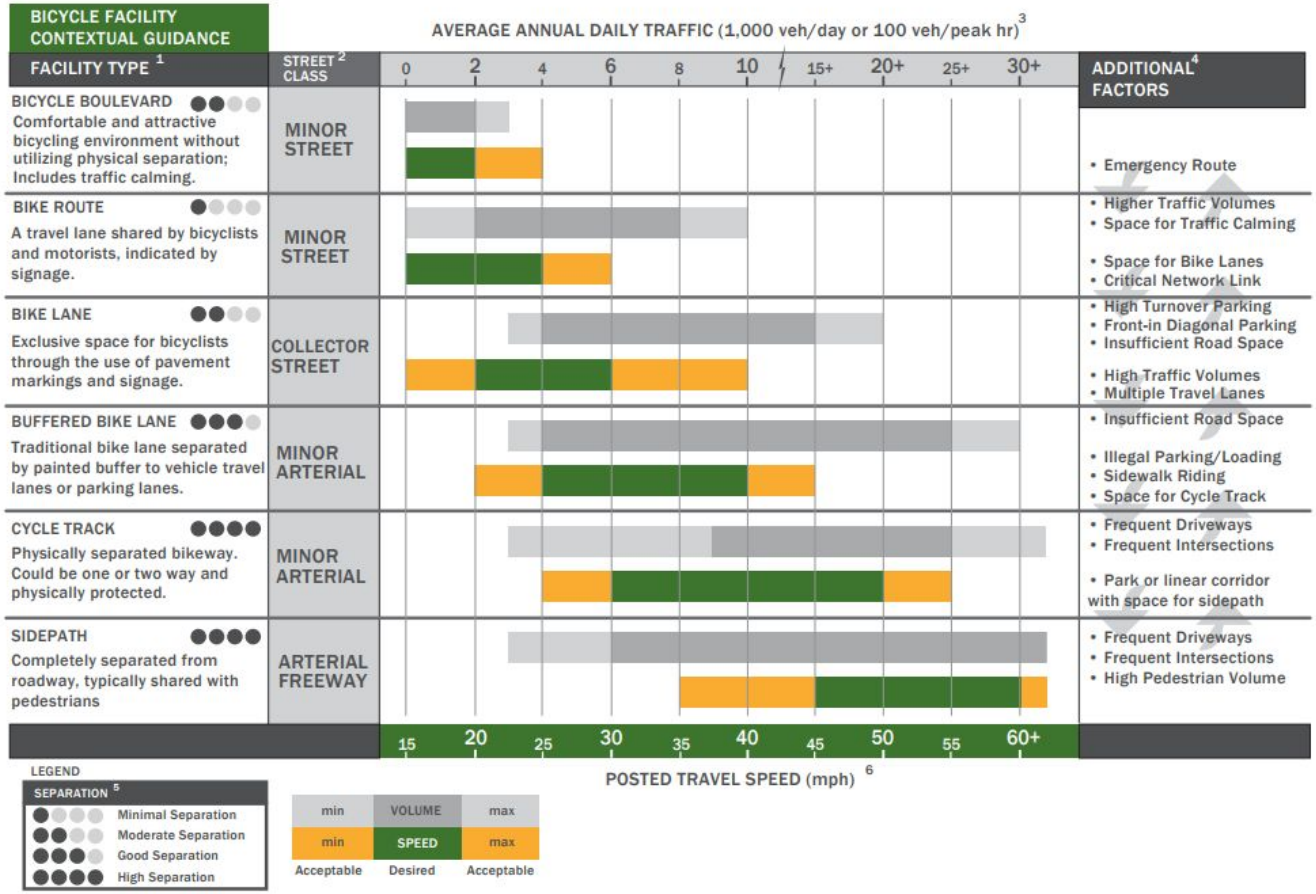

VOLUME
VEHICLES PER DAY
10k
9k
8k
7k
6k
5k
4k
3k
2k
1k
0
Separated Bike Lane
or Shared Use Path
Bike Lane
(Buffer Pref.)
Shared Lane
or Bike
Boulevard
15
20
25
30
35
40
45
50
55
SPEED
MILES PER HOUR

**Figure 3.2: Separation of bicycles and motor vehicles according to traffic speed and volume.**

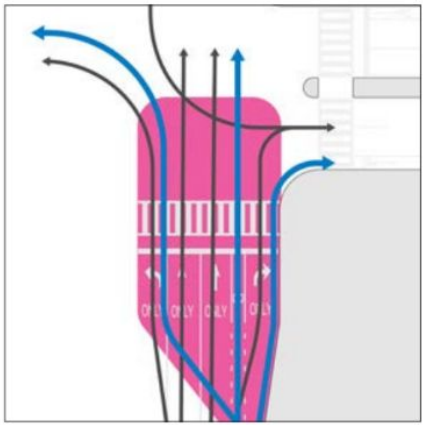



BICYCLE FACILITY CONTEXTUAL GUIDANCE
AVERAGE ANNUAL DAILY TRAFFIC (1,000 veh/day or 100 veh/peak hr) 3
FACILITY TYPE 1
STREET CLASS 2
0 2 4 6 8 10 15+ 20+ 25+ 30+
ADDITIONAL FACTORS 4
BICYCLE BOULEVARD
Comfortable and attractive bicycling environment without utilizing physical separation; Includes traffic calming.
MINOR STREET
• Emergency Route
BIKE ROUTE
A travel lane shared by bicyclists and motorists, indicated by signage.
MINOR STREET
• Higher Traffic Volumes
• Space for Traffic Calming
• Space for Bike Lanes
• Critical Network Link
BIKE LANE
Exclusive space for bicyclists through the use of pavement markings and signage.
COLLECTOR STREET
• High Turnover Parking
• Front-in Diagonal Parking
• Insufficient Road Space
• High Traffic Volumes
• Multiple Travel Lanes
BUFFERED BIKE LANE
Traditional bike lane separated by painted buffer to vehicle travel lanes or parking lanes.
MINOR ARTERIAL
• Insufficient Road Space
• Illegal Parking/Loading
• Sidewalk Riding
• Space for Cycle Track
CYCLE TRACK
Physically separated bikeway. Could be one or two way and physically protected.
MINOR ARTERIAL
• Frequent Driveways
• Frequent Intersections
• Park or linear corridor with space for sidepath
SIDEPATH
Completely separated from roadway, typically shared with pedestrians
ARTERIAL FREEWAY
• Frequent Driveways
• Frequent Intersections
• High Pedestrian Volume
15 20 25 30 35 40 45 50 55 60+
POSTED TRAVEL SPEED (mph) 6
LEGEND
SEPARATION 5
Minimal Separation
Moderate Separation
Good Separation
High Separation
min VOLUME max
min SPEED max
Acceptable Desired Acceptable

## Contextual Guidance for Selecting All Ages & Abilities Bikeways

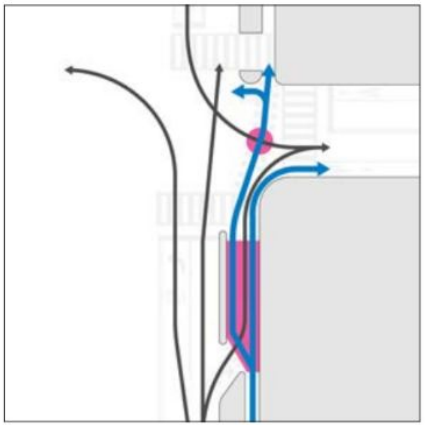
| Roadway Context | | | | All Ages & Abilities Bicycle Facility |
|---|---|---|---|---|
| Target Motor Vehicle Speed* | Target Max. Motor Vehicle Volume (ADT) | Motor Vehicle Lanes | Key Operational Considerations | |
| *Any* | | *Any* | *Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡ | **Protected Bicycle Lane** |
| < 10 mph | Less relevant | No centerline, or single lane one-way | Pedestrians share the roadway | **Shared Street** |
| ≤ 20 mph | ≤ 1,000 – 2,000 | | < 50 motor vehicles per hour in the peak direction at peak hour | **Bicycle Boulevard** |
| ≤ 25 mph | ≤ 500 – 1,500 | | | |
| | ≤ 1,500 – 3,000 | Single lane each direction, or single lane one-way | Low curbside activity, or low congestion pressure | **Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane** |
| | ≤ 3,000 – 6,000 | | | **Buffered or Protected Bicycle Lane** |
| | Greater than 6,000 | | | **Protected Bicycle Lane** |
| | Any | Multiple lanes per direction | | |
| Greater than 26 mph† | ≤ 6,000 | Single lane each direction | Low curbside activity, or low congestion pressure | **Protected Bicycle Lane, or Reduce Speed** |
| | | Multiple lanes per direction | | **Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed** |
| | Greater than 6,000 | *Any* | *Any* | **Protected Bicycle Lane, or Bicycle Path** |
| High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts | | *Any* | High pedestrian volume | **Bike Path with Separate Walkway or Protected Bicycle Lane** |
| | | | Low pedestrian volume | **Shared-Use Path or Protected Bicycle Lane** |

**Exposure Level:**
High



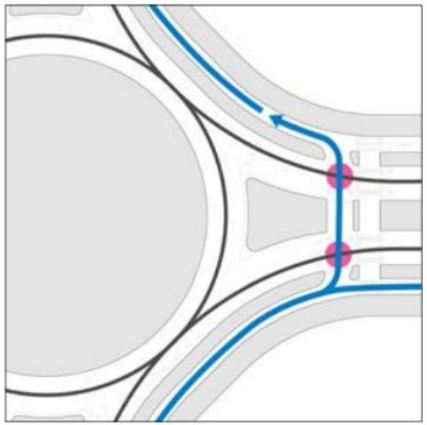
**CONVENTIONAL BIKE LANES AND SHARED LANES**

**Exposure Level:**
High to Medium



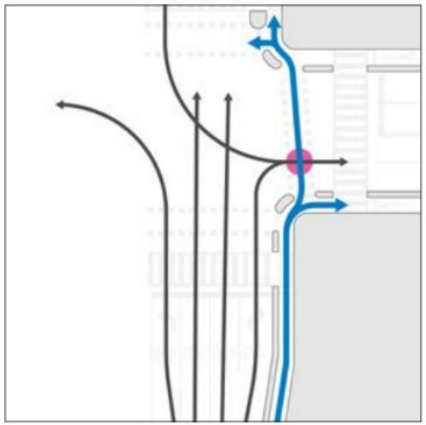
**SEPARATED BIKE LANES WITH MIXING ZONES**

**Exposure Level:**
Medium to Low



**SEPARATED BIKE LANES THROUGH ROUNDABOUTS**

**Exposure Level:**
Low



**PROTECTED INTERSECTIONS**

Source: MassDOT Separated Bike Lane Planning & Design Guide

| | Shared Lanes | Boulevards | Shoulders | Bike Lanes | One-Way Separated Bike Lanes with Mixing Zones | Separated Bike Lanes and Sidepaths with Protected Intersections |
|---|---|---|---|---|---|---|
| **Forgiveness (Safety) - Infrastructure can be designed to accommodate human error** | | | | | | |
| Relies upon perfect user (driver and bicyclist) behavior to avoid crashes | ✓ | ✓ | ✓ | ✓ | | |
| Minimal: bicyclists operating in shared space with vehicles | ✓ | | | | | |
| Moderate: application of traffic calming treatments and lower operating speeds can improve safety | | ✓ | | | | |
| Moderate: bicyclists operate in separated space from vehicles, however vehicles can encroach into the facility at any location | | | ✓ | ✓ | | |
| Moderate: bicyclists operate in separated space from vehicles except for defined entry point, followed by shared operating space | | | | | ✓ | |
| High: bicyclists operate in separated space from vehicles except for defined conflict point which can be designed to reduce motorist speed, but contraflow movement from two-way operation can increase risk | | | | | | ✓ |

| | Shared Lanes | Boulevards | Shoulders | Bike Lanes | One-Way Separated Bike Lanes with Mixing Zones | Separated Bike Lanes and Sidepaths with Protected Intersections |
|---|---|---|---|---|---|---|
| **Key Crash Types Associated with Bikeway Type** | | | | | | |
| **Right and left hooks** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Sideswipes** | ✓ | ✓ | ✓ | ✓ | | |
| **Overtaking** | ✓ | ✓ | ✓ | ✓ | | |
| **Hit from behind** | ✓ | ✓ | ✓ | ✓ | | |
| **Merging** | ✓ | ✓ | ✓ | ✓ | ✓ | |
| **Failure to yield at conflict point** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

# Safety Efforts

- Safe Streets and Roads For All (SS4A) grant application -  WFRC
- Vulnerable Road User Safety Assessment - UDOT
- Vision Zero - Salt Lake City

# Resources

- FHWA Safe System
- Safe Transportation for Every Pedestrian (STEP)
- Proven Safety Countermeasures
- FHWA Bikeway Selection Guide

## STRIPED BUFFER

1.5 ft. additional width; $8k-$16k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + |
| INSTALLATION COST | $ |
| DURABILTY | |
| AESTHETICS | |

## DELINEATOR POSTS

1.5 ft. additional width; $15k-$30k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + |
| INSTALLATION COST | $ $ |
| DURABILTY | |
| AESTHETICS | |

Credit: Green Lane Project

## TURTLE BUMPS

1.5 ft. additional width; $15k-$30k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |

## LARGE BUMPS

1.5 ft. additional width; $15k-$30k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |

Credit: Green Lane Project


## PARKING STOPS

6 in. additional width; $20k-$40k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |


## LINEAR BARRIERS

6 in. additional width; $25k-$75k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |

Credit: Green Lane Project

## PARKED CARS

11 ft. for parking + buffer; $8k-$16k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | ⛓ ⛓ ⛓ ⛓ ⛓ |
| AESTHETICS | 👁 👁 👁 👁 👁 |

## JERSEY BARRIERS

2 ft. additional width; $80k-$160k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | ⛓ ⛓ ⛓ ⛓ ⛓ |
| AESTHETICS | 👁 👁 👁 👁 👁 |

Credit: Green Lane Project

## RIGID BOLLARDS

2 ft. additional width; $100k-$200k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | ⛓ ⛓ ⛓ ⛓ ⛓ |
| AESTHETICS | 👁 👁 👁 👁 👁 |

## CAST IN PLACE CURB

12 in. additional width; $25k-$80k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | ⛓ ⛓ ⛓ ⛓ ⛓ |
| AESTHETICS | 👁 👁 👁 👁 👁 |

Credit: Green Lane Project

## 12” PRECAST CURB

1.5 ft. additional width; $400k-$600k per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |

## RAISED BIKEWAY

No additional width; $8m-$26m per lane-mile

| | |
|---|---|
| PROTECTION LEVEL | + + + + + |
| INSTALLATION COST | $ $ $ $ $ |
| DURABILTY | |
| AESTHETICS | |

Credit: Green Lane Project

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **Porjects Submitted for CMAQ Funding Consideration** | | | | | | | | | | | | | | |
| S_CMAQ_1 | 2029 | 2 | Salt Lake | Herriman City | Transit Capital | CMAQ | Herriman City | Porter Rockwell Park and Ride | Porter Rockwell Blvd | Rockwell Park Dr. | 0.1 | $ 4,209,055 | $ 3,903,410 | $ 305,645 | From the city's trafic and transportation standpoint, this project will help alleviate the continued growth and vehiclular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approcimately 60 parking spaces. | Transit | 4 |
| S_CMAQ_2 | 2029 | 2 | Salt Lake | Holladay | ATMS or ITS | CMAQ | City of Holladay | Signal Optimization Enhancements | Multiple Intersections | Multiple Intersections | NA | $ 1,152,800 | $ 1,074,755 | $ 78,045 | As recommended in recent study completed by Holladay, signal equipment at #19 targeted intersections require replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards. | Operations | 4 |
| S_CMAQ_3 | 2029 | 2 | Salt Lake | Holladay | Other CMAQ | CMAQ | City of Holladay | Highland Dr Reconstruction and Complete Street: Bike-Ped Facilities | Arbor Lane | Van Winkles Expressway | 1.37 | $ 6,566,800 | $ 5,000,000 | $ 1,566,800 | Highland Drive requires a full reconstruction with an upgraded complete street design to meet the City's multimodal transportation goals, including the addition of enhanced bicycle/pedestrian facilities - 8' buffered bike lane and 7.5' sidewalk on the east and west sides of the road. | Active Transportation | 2 |
| S_CMAQ_4 | 2029 | 2 | Salt Lake | Murray, West Valley, Taylorsville | Transit Capital | CMAQ | Utah Transit Authority | Midvalley Connector Electric Buses | Murray, UT Murray Station | West Valley, UT Central Station | 7 | $ 10,500,000 | $ 6,000,000 | $ 3,500,000 | Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications. | Transit | 1 |
| S_CMAQ_5 | 2029 | 2 | Salt Lake | Salt Lake City | Intersections & Signals | CMAQ | Salt Lake City Corporation | Salt Lake City Intersections to Roundabouts Pilot Program | 500 East 700 South | NA | NA | $ 943,300 | $ 877,269 | $ 66,031 | Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019). | Reconstruct | 5 |
| S_CMAQ_6 | 2029 | 2 | Salt Lake | Salt Lake City | Other CMAQ | CMAQ | Salt Lake City Corporation | Salt Lake City Bike Share (GREENbike) Expansion | Salt Lake City | Salt Lake City | 6 sq. | $ 690,000 | $ 641,700 | $ 48,300 | The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually. | Active Transportation | 4 |
| S_CMAQ_7 | 2029 | 2 | Salt Lake | Salt Lake City | Transit Capital | CMAQ | Salt Lake City Transportation Division | East Downtown Mobility Hub with Electric Bus Charging | 200 South at 300 East | 0 | NA | $ 6,500,000 | $ 4,000,000 | $ 300,000 | This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake. | Transit | 3 |
| S_CMAQ_8 | 2029 | 2 | Salt Lake | Salt Lake City or West Valley | Transit Capital | CMAQ | Utah Transit Authority | On-Route Charging Infrastructure Round 2 | 0 | 0 | 0 | $ 3,000,000 | $ 2,796,900 | $ 203,100 | Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below). | Transit | 6 |
| S_CMAQ_9 | 2029 | 2 | Salt Lake | Salt Lake, West Valley, West Jordan, and Kearns | Bus Service | CMAQ | Utah Transit Authority | Westside Express Operations | 5600 W. Old Bingham Highway Station | Salt Lake Central Intermodal Hub | 29 | $ 9,653,545 | $ 9,000,000 | $ 653,545 | Describe the Purpose/ Need for this Project<br>(limit 325 characters) | Transit | 3 |
| S_CMAQ_10 | 2029 | 2 | Salt Lake | Sandy | Other CMAQ | CMAQ | Sandy City | SR-209 Quarry Bend Pedestrian Bridge | 9050 S | 900 E | 0 | $ 9,982,667 | $ 3,721,592 | $ 270,248 | SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross. The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles. | Active Transportation | 3 |
| S_CMAQ_11 | 2029 | 2 | Salt Lake | Sandy | Other CMAQ | CMAQ | Sandy City | 11400 S 1300 E Intersection Improvements | 1280 E | 1350 E | 0.13 | $ 4,276,867 | $ 3,977,938 | $ 298,929 | This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity. | Operations | 2 |

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **Porjects Submitted for CMAQ Funding Consideration** | | | | | | | | | | | | | | |
| S_CMAQ_12 | 2029 | 2 | Salt Lake | Sandy | Intersections & Signals | CMAQ | Sandy City Public Works | 11000 South 1000 East Roundabout | 11000 South | 11000 South | 0.05 | $ 2,743,067 | $ 2,554,502 | $ 188,565 | 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. | Reconstruct | 4 |
| S_CMAQ_13 | 2029 | 2 | Salt Lake | Sandy/Draper | Intersections & Signals | CMAQ | Sandy and Draper Cities | 11400 S 700 E EB/WB Dual Lefts | Oak Brush Dr (605 E) | 785 East | 0.25 | $ 3,603,500 | $ 3,357,119 | $ 246,381 | This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities. | Capacity | 1 |
| S_CMAQ_14 | 2029 | 2 | Salt Lake | South Davis County to SLC | Transit Capital | CMAQ | Utah Transit Authority | Davis Salt Lake Connector Construction - SL/WV UZA | Davis County | Salt Lake City | 12.4 | $ 75,597,183 | $ 5,000,000 | $ 363,081 | The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction. | Transit | 5 |
| S_CMAQ_15 | 2029 | 2 | Salt Lake | West Jordan | Intersections & Signals | CMAQ | City of West Jordan | Redwood Rd & 6720 S Intersection Improvements | 0 | 0 | 0 | $ 1,030,000 | $ 960,269 | $ 69,731 | The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area. | Operations | 2 |
| S_CMAQ_16 | 2029 | 2 | Salt Lake | West Jorden to SLC | Transit Capital | CMAQ | Utah Transit Authority | Westside Express (5600 W) Capital | West Jordan | Salt Lake City via the airport | 29 | $ 76,040,000 | $ 5,000,000 | $ 363,081 | The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities. | Transit | 2 |
| | | | **Porjects Submitted for CRP Funding Consideration** | | | | | | | | | | | | | | |
| S_CRP_1 | 2029 | 2 | Salt Lake | Cottonwood Heights | Pedestrian | CRP | Cottonwood Heights | Highland Drive - Protected Trail Project | Fort Union Blvd | Villaire Ave | 0.53 | $ 2,094,300 | $ 1,952,516 | $ 141,784 | This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816). | Active Transportation | 3 |
| S_CRP_2 | 2029 | 2 | Salt Lake | Herriman City | Transit Capital | CRP | Herriman City | Porter Rockwell Park and Ride | Porter Rockwell Blvd | Rockwell Park Dr. | 0.1 | $ 4,209,055 | $ 3,903,410 | $ 305,645 | From the city's trafic and transportation standpoint, this project will help alleviate the continued growth and vehiclular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approcimately 60 parking spaces. | Transit | 4 |
| S_CRP_3 | 2029 | 2 | Salt Lake | Murray, West Valley, Taylorsville | Transit Capital | CRP | Utah Transit Authority | Midvalley Connector Electric Buses | Murray, UT Murray Station | West Valley, UT Central Station | 7 | $ 10,500,000 | $ 6,000,000 | $ 3,500,000 | Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications. | Transit | 1 |
| S_CRP_4 | 2029 | 2 | Salt Lake | Salt Lake City | Intersections & Signals | CRP | Salt Lake City Corporation | Salt Lake City Intersections to Roundabouts Pilot Program | 500 East 700 South | NA | NA | $ 943,300 | $ 877,269 | $ 66,031 | Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019). | Reconstruct | 5 |
| S_CRP_5 | 2029 | 2 | Salt Lake | Salt Lake City | Other CRP | CRP | Salt Lake City Corporation | Salt Lake City Electric Vehicle Car Sharing Pilot Program | Salt Lake City | Salt Lake City | 6 sq | $ 282,100 | $ 263,002 | $ 19,098 | Salt Lake City and Housing Authority of Salt Lake City are partnering to reduce on-road CO2 emissions by providing low-income residents of an affordable housing property access to electric vehicles for short-term rental for errands, appointments, and other trips difficult to complete using transit, biking, walking. | Study | 2 |
| S_CRP_6 | 2029 | 2 | Salt Lake | Salt Lake City | Transit Capital | CRP | Salt Lake City Transportation Division | East Downtown Mobility Hub with Electric Bus Charging | 200 South at 300 East | 0 | NA | $ 6,500,000 | $ 4,000,000 | $ 300,000 | This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake. | Transit | 3 |

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Porjects Submitted for CRP Funding Consideration** | | | | | | | | | | | | | | | | | |
| S_CRP_7 | 2029 | 2 | Salt Lake | Salt Lake City or West Valley | Transit Capital | CRP | Utah Transit Authority | On-Route Charging Infrastructure Round 2 | 0 | 0 | 0 | $ 3,000,000 | $ 2,796,900 | $ 203,100 | Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below). | Transit | 6 |
| S_CRP_8 | 2029 | 2 | Salt Lake | Sandy | Other CRP | CRP | Sandy City | 11400 S 1300 E Intersection Improvements | 1280 E | 1350 E | 0.13 | $ 4,276,867 | $ 3,977,938 | $ 298,929 | This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity. | Operations | 2 |
| S_CRP_9 | 2029 | 2 | Salt Lake | Sandy | Intersections & Signals | CRP | Sandy City Public Works | 11000 South 1000 East Roundabout | 11000 South | 11000 South | 0.05 | $ 2,743,067 | $ 2,554,502 | $ 188,565 | 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. | Reconstruct | 4 |
| S_CRP_10 | 2029 | 2 | Salt Lake | South Davis County to SLC | Transit Capital | CRP | Utah Transit Authority | Davis Salt Lake Connector Construction - SL/WV UZA | Davis County | Salt Lake City | 12.4 | $ 75,597,183 | $ 5,000,000 | $ 363,081 | The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction. | Transit | 5 |
| S_CRP_11 | 2029 | 2 | Salt Lake | West Jorden to SLC | Transit Capital | CRP | Utah Transit Authority | Westside Express (5600 W) Capital | West Jordan | Salt Lake City via the airport | 29 | $ 76,040,000 | $ 5,000,000 | $ 363,081 | The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities. | Transit | 2 |
| **Porjects Submitted for STP Funding Consideration** | | | | | | | | | | | | | | | | | |
| S_STP_1 | 2029 | 2 | Salt Lake | Cottonwood Heights | Reconstruction | STP | Cottonwood Heights | Fort Union Roadway and Cycle Track Project | Union Park Ave | 1300 East | 0.28409 | $ 3,883,800 | $ 3,620,867 | $ 262,933 | This project will construct dedicated, grade seperated bicyle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transporation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting Salt Lake County, Midvale City and Cottonwood Heights. The project will maintain all through and turn lanes, provide ADA accomodations, and increase safety for all users of the roadway. | Reconstruct | 1 |
| S_STP_2 | 2029 | 2 | Salt Lake | Cottonwood Heights | Reconstruction | STP | Cottonwood Heights | Fort Union Blvd Roadway Project | Pippen Drive | 3160 East | 0.8 | $ 5,692,100 | $ 5,306,745 | $ 385,355 | This project will will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accomodating bike lanes on both sides of the road, as well as intersection and ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union. The SD Improvements with curb & gutter will be constructed as a seperate city project in 2023-2024 | Reconstruct | 2 |
| S_STP_3 | 2029 | 2 | Salt Lake | Draper | Reconstruction | STP | Draper City | Fort Street | 13200 South | 13400 South | 0.83 | $ 5,917,300 | $ 5,425,800 | $ 491,500 | Fort Street is a north/south collector that runs through the heard of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks. | Reconstruct | 3 |
| S_STP_4 | 2029 | 2 | Salt Lake | Draper | Reconstruction | STP | Draper City | Pioneer Road | 1300 East | 1650 East | 0.42 | $ 4,594,300 | $ 4,192,367 | $ 401,933 | 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. | Reconstruct | 2 |
| S_STP_5 | 2029 | 2 | Salt Lake | Draper | Widening | STP | UDOT | 12300 S at Lone Peak Pkwy | SB I-15 Off Ramp | 265 W | 0.4 | $ 4,893,600 | $ 4,562,303 | $ 331,297 | 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. | Capacity | 1 |
| S_STP_6 | 2029 | 2 | Salt Lake | Emigration Canyon Metro Township | Widening | STP | GSLMSD-Emigration Canyon Metro Township | Emigration Canyon Slope Mitigation - 4909 E | 4858 E Emigration Canyon Road | 4909 E Emigration Canyon Road | 0.06 | $ 4,416,500 | $ 4,117,503 | $ 298,997 | The purpose of this 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. | other | 1 |

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Porjects Submitted for STP Funding Consideration** | | | | | | | | | | | | | | | | | |
| S_STP_7 | 2029 | 2 | Salt Lake | Emigration Metro Township | Widening | STP | GSLMSD-Emigration Canyon Metro Township | Emigration Canyon Road Safety Improvements | 5655 Emigration Canyon Road | 9698 Emigration Canyon Road | 1.8 | $ 6,518,900 | $ 6,077,570 | $ 441,330 | 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 vehicals and bicyclists. | Active Transportation | 2 |
| S_STP_8 | 2029 | 2 | Salt Lake | Herriman | Other STP | STP | Herriman City | 7300 West Roadway Extension | 13000 South | 13300 South | 0.36 | $ 13,853,100 | $ 11,647,317 | $ 1,300,000 | This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development | Capacity | 3 |
| S_STP_9 | 2029 | 2 | Salt Lake | Herriman | Other STP | STP | Herriman City | 13400 S Roadway Widening | 6000 W | 6400 W | 0.5 | $ 8,910,700 | $ 7,039,518 | $ 1,300,000 | 13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will eleviate add travel lanes, add curb, bike & pedestrian facilities. | Capacity | 1 |
| S_STP_10 | 2029 | 2 | Salt Lake | Herriman | Intersections & Signals | STP | Herriman City | 12600 S & Herriman Main St Intersection Improvements | 12600 S | 12600 S | 0.1 | $ 3,868,600 | $ 2,665,073 | $ 950,000 | This project is to construct a free right/acceleration lane from Herriman Main Street to 12600 S. It will also include adding dual lefts to the intersection. | Capacity | 2 |
| S_STP_11 | 2029 | 2 | Salt Lake | Holladay | Reconstruction | STP | City of Holladay | Highland Dr Reconstruction and Complete Street | Arbor Lane | Van Winkles Expressway | 1.37 | $ 23,890,800 | $ 5,000,000 | $ 18,890,800 | A reconstruction to address drainage, utilities, and better meet the City's multimodal goals. The RTP indicates Highland Dr will be reconstructed in Phase 2; this application requests funds for that effort and to use the opportunity to design a corridor that is responsive to the vision for our community. | Reconstruct | 1 |
| S_STP_12 | 2029 | 2 | Salt Lake | Magna Metro Township | New Construction | STP | GSLMSD-Magna Metro Township | 2700 S Sidewalk | 8054 2700 South | 8000 West | 0.4 | $ 3,521,100 | $ 3,282,722 | $ 238,378 | The installation of curb, gutter and sidewalk on the north side of 2700 S from 8058 2700 South to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school. | Other | 1 |
| S_STP_13 | 2029 | 2 | Salt Lake | Millcreek | Other STP | STP | Millcreek | 2000 E: Siggard Dr to Atkin Ave | Siggard Dr | Atkin Ave | 1.3 | $ 10,254,500 | $ 9,094,120 | $ 660,380 | 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 Siggard Dr to Atkin Ave. | Other | 1 |
| S_STP_14 | 2029 | 2 | Salt Lake | Millcreek | Other STP | STP | Millcreek | 1300 East: 3300 South to E Lorraine Dr. | 3300 South | E Lorraine Dr. | 0.4 | $ 7,146,000 | $ 6,662,216 | $ 483,784 | 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 reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr. | Reconstruct | 3 |
| S_STP_15 | 2029 | 2 | Salt Lake | Murray, West Valley, Taylorsville | Transit Capital | STP | Utah Transit Authority | Midvalley Connector Electric Buses | Murray, UT Murray Station | West Valley, UT Central Station | 7 | $ 10,500,000 | $ 6,000,000 | $ 3,500,000 | Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications. | Transit | 1 |
| S_STP_16 | 2029 | 2 | Salt Lake | Salt Lake City | Reconstruction | STP | Salt Lake City Corporation | 900 West Reconstruction | North Temple | 600 North | 0.75 | $ 8,838,300 | $ 6,451,960 | $ 2,386,340 | Reconstruction of the 900 West collector will improve deteriorated pavement condition in this lower-income area; vehicle mobility to Interstate-15; pedestrian and bicycle safety; connection to TRAX and frequent bus; and access to jobs / education in the North Temple Urban Center, Downtown, Airport, and University of Utah. | Reconstruct | 1 |
| S_STP_17 | 2029 | 2 | Salt Lake | Salt Lake City | Pedestrian | STP | UDOT | SR-186 Pedestrian and Lanscape Improvements | 1700 S | Laurelhurst Dr | 0.3 | $ 81,416 | $ 1,121,184 | $ 0 | This project will construct bulb outs on the city cross streets to minimize pedestrian crossing distances, reconstruct sidewalk and driveways to better accommodate pedestrians and install landscape features. | Active Transportation | 2 |

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Porjects Submitted for STP Funding Consideration** | | | | | | | | | | | | | | | | | |
| S_STP_18 | 2029 | 2 | Salt Lake | Salt Lake City or West Valley | Transit Capital | STP | Utah Transit Authority | On-Route Charging Infrastructure Round 2 | 0 | 0 | 0 | $ 3,000,000 | $ 2,796,900 | $ 203,100 | Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below). | Transit | 6 |
| S_STP_19 | 2029 | 2 | Salt Lake | Sandy | Other STP | STP | Sandy City | 11400 S 1300 E Intersection Improvements | 1280 E | 1350 E | 0.13 | $ 4,276,867 | $ 3,977,938 | $ 298,929 | This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity. | Operations | 2 |
| S_STP_20 | 2029 | 2 | Salt Lake | Sandy | Intersections & Signals | STP | Sandy City Public Works | 11000 South 1000 East Roundabout | 11000 South | 11000 South | 0.05 | $ 2,743,067 | $ 2,554,502 | $ 188,565 | 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. | Reconstruct | 4 |
| S_STP_21 | 2029 | 2 | Salt Lake | Sandy/Draper | Intersections & Signals | STP | Sandy and Draper Cities | 11400 S 700 E EB/WB Dual Lefts | Oak Brush Dr (605 E) | 785 East | 0.25 | $ 3,603,500 | $ 3,357,119 | $ 246,381 | This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities. | Capacity | 1 |
| S_STP_22 | 2029 | 2 | Salt Lake | South Davis County to SLC | Transit Capital | STP | Utah Transit Authority | Davis Salt Lake Connector Construction - SL/WV UZA | Davis County | Salt Lake City | 12.4 | $ 75,597,183 | $ 5,000,000 | $ 363,081 | The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction. | Transit | 5 |
| S_STP_23 | 2029 | 2 | Salt Lake | South Jordan | Widening | STP | South Jordan City | Thru-U Turn Intersection at 4000 W & Daybreak Parkway | 4000 W Daybreak Parkway | 4000 W Daybreak Parkway | 0.35 | $ 5,224,000 | $ 4,870,335 | $ 353,665 | Project includes modifying the intersection of 4000 W & Daybreak Parkway with a thru-U turn for the westbound left turn movement. Over the past 18 months UDOT and South Jordan City have studied solutions for 11400 S to try and avoid or minimize a future widening. A number of alternatives have been analyzed and the Thru-U at 4000 W was identified as a change that improves travel time at a relatively low cost. | Capacity | 1 |
| S_STP_24 | 2029 | 2 | Salt Lake | South Jordan | Intersections & Signals | STP | South Jordan City | 4000 W / South Jordan Parkway Intersection Improvements | 500ft each direction of intersection | 0 | 0 | $ 5,152,400 | $ 1,575,584 | $ 361,000 | This project increases the capacity of the intersection at 4000 W & South Jordan Prkwy by adding the following lanes:<br>- One additional through lane will be added to all 4 approaches<br>- A second left turn lane will be added to the East & West approach<br>- Right turn pockets will be added to the North and South approach | Operations | 1 |
| S_STP_25 | 2029 | 2 | Salt Lake | South Salt Lake | Transit Capital | STP | Utah Transit Authority | Transit Technical Education Center (TTEC) | 2320 South 800 West | South Salt Lake | N/A | $ 7,259,774 | $ 4,000,000 | $ 3,259,774 | This project constructs a maint. training facility. The 2 major objectives: support UTA's fleet maintenance and foster development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's training programs provide hands-on education and allows for career growth. | Transit | 4 |
| S_STP_26 | 2029 | 2 | Salt Lake | West Jordan | Widening | STP | City of West Jordan | 9000 South | 6400 West | New Bingham Highway (NBH | 0.53 | $ 10,355,800 | $ 4,993,212 | $ 362,588 | The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment procceds west from MVC curving southward towards Copperton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created. | Reconstruct | 1 |
| S_STP_27 | 2029 | 2 | Salt Lake | West Jorden to SLC | Transit Capital | STP | Utah Transit Authority | Westside Express (5600 W) Capital | West Jordan | Salt Lake City via the airport | 29 | $ 76,040,000 | $ 5,000,000 | $ 363,081 | The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities. | Transit | 2 |
| S_STP_28 | 2029 | 2 | Salt Lake | West Valley City | Other STP | STP | West Valley City | 1300 West Widening and Bike Lanes | 4000 South | 3300 South | 1.06553 | $ 10,502,800 | $ 6,994,860 | $ 507,940 | This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights<br>and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been<br>identified as a bike connection between Utah and Davis Counties. | Reconstruct | 4 |

# Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| Unique Proj ID | Programming Year | UDOT Region | County | City | Project Improvement | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Project Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Porjects Submitted for STP Funding Consideration** | | | | | | | | | | | | | | | | | |
| S_STP_29 | 2029 | 2 | Salt Lake | West Valley City and Magna | Other STP | STP | West Valley City | 7200 West Widening and Reconstruction | 3500 South | Copper Hill Drive | 0.62 | $ 7,670,900 | $ 2,435,764 | $ 176,876 | This project is necessary to meet current needs, reduce flooding and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements. | Reconstruct | 1 |
| S_STP_30 | 2029 | 2 | Salt Lake | West Valley City and Taylorsville | Other STP | STP | West Valley City | 3900 South Widening and Reconstruction | Redwood Road | Jordan River Bridge | 1 | $ 9,913,000 | $ 9,241,890 | $ 671,110 | 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. | Reconstruct | 2 |

**Transportation Alternatives Program (TAP) Concept Reports Received**

| Region | County | City | Agency | Funding Type | Project Name | From Street | To Street | Project Improvement | Length | Description | Tot Cost | Fed Fund | Local Funds | Sponsor Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | Salt Lake | Cottonwood Heights | Cottonwood Heights | TAP | Highland Drive - Protected Trail Project | Fort Union Blvd | Villaire Ave | Capital Improvement | 0.53 | This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816). | 2094300 | 1952516 | 141784 | 3 |
| 2 | Salt Lake | Herriman | Herriman | TAP | Rosecrest Bike Lane Installation | 13400 South | Mtn View Corridor | Capital Improvement | 2.5 | Install Buffered Bike Lanes on Rosecrest Rd from 13400 S to Mtn View Corridor. | 417900 | 389608 | 28292 | 5 |
| 2 | Salt Lake | Kearns Metro Township | GSLMSD-Kearns Metro Township | TAP | 4220 W Sidewalk | 5415 S | 5500 S | Safe Routes to School | 0.1 | Construct curb, gutter, and sidewalk on both sides of 4220 West from approximately 5415 S to 5500 S. Sidewalk will improve safe walking area for students going to and from Kearns Jr High School. | 131000 | 122131 | 8869 | 1 |
| 2 | Salt Lake | Millcreek | Millcreek | TAP | S Birch Dr: Upland Dr to 3900 S | Upland Dr. | 3900 S | Capital Improvement | 0.16 | S Birch Dr. is heavily trafficked residental street providing access from various high priority facilities to 3900 S which is the main North-South arterial from the east to west side of the Salt Lake Valley in. This project will create a safer environment for all users with the construction of curb and gutter, sidewalk, and ADA ramps. | 913400 | 758333 | 155067 | 2 |
| 2 | Salt Lake | Unincorporated | GSLMSD-Unincroporated Salt Lake County | TAP | 8425 South Sidewalk | 700 East | 745 East | Safe Routes to School | 0.08 | Construct curb, gutter, and sidewalk on both sides of 8425 South from 700 East to 745 East. Sidewalk will improve safe walking area for pedestrians and students. | 438600 | 408907 | 29693 | 2 |
| 2 | Salt Lake | Unincorporated | GSLMSD-Unincorporated Salt Lake County | TAP | 1000 East | 8600 S | 8514 S | Safe Routes to School | 0.12 | Construct curb, gutter, and sidewalk on the west side of 1000 East from 8514 South to 8600 South. Sidewalk will improve safe walking area for students going to and from the school. | 514600 | 479762 | 34838 | 1 |
| 2 | Salt Lake | West Valley City | West Valley City | TAP | 1300 West Bike Lanes | 4000 South | 3300 South | Capital Improvement | 1 | This proposed project improves 1300 West between 4000 South and 3300 South by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 35 mph speed limit. | 10502800 | 6994860 | 507940 | 5 |
| 2 | Salt Lake | West Valley City and Taylorsville | West Valley City | TAP | 3900 South Bike Lanes | Redwood Road | Jordan River | Capital Improvement | 1 | 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. | 9913000 | 9241889.9 | 671110.1 | 3 |
| 2 | Salt Lake | White City Metro Township | GSLMSD-White City Metro Township | TAP | Bear Park Multi-Use Path | 9520 S | 9720 S | Safe Routes to School | 0.12 | Construct a multi-use path around the perimeter of Bear Park. The addition of this sidewalk will improve the safe walking area for students going to and from Glacier Hills Elementary School by providing a route through the park. Currently, students walk in Poppy Lane, where there is no sidewalk. | 555400 | 517799 | 37601 | 2 |
| 2 | Salt Lake | White City Metro Township | GSLMSD-White City Metro Township | TAP | Sego Lily Crossing at 1300 East | NW corner of intersection | midpoint of Sego Lily Drive | Capital Improvement | 0.0142 | The grades at the NW corner of Sego Lily/1300 E do not currently allow for an ADA ped ramp. A less safe but ADA compliant ped crossing about 200' west of the intersection is used instead. The project will reconstruct the NW corner of the intersection to allow an ADA compliant ped ramp and move the school crossing there. | 252100 | 230371 | 21729 | 1 |