

Welby Jacob Canal Trail Project



Welby Jacob Canal Trail Project

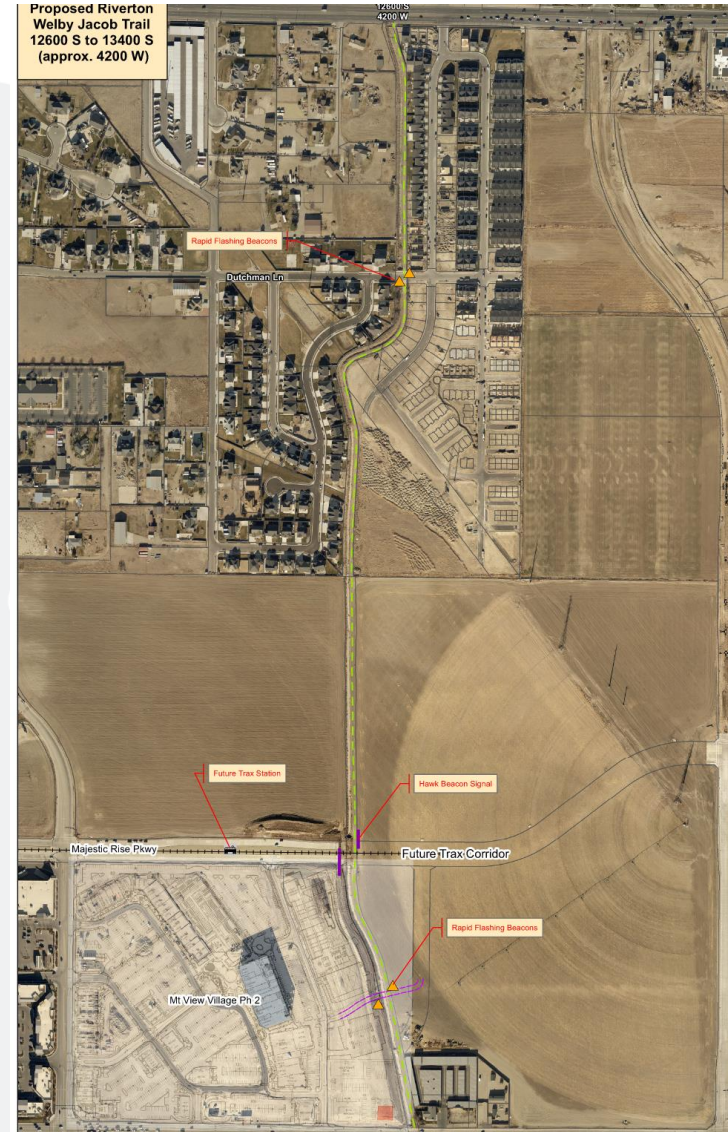
Presentation Outline

- Project description
- Project responsibilities
- Timeline
- Challenges
- Funding

Welby Jacob Canal Trail Project

Project Boundary

- 11800 S to 13800 S
- WJC maintenance road
- City limits
- Length – 2.70 miles



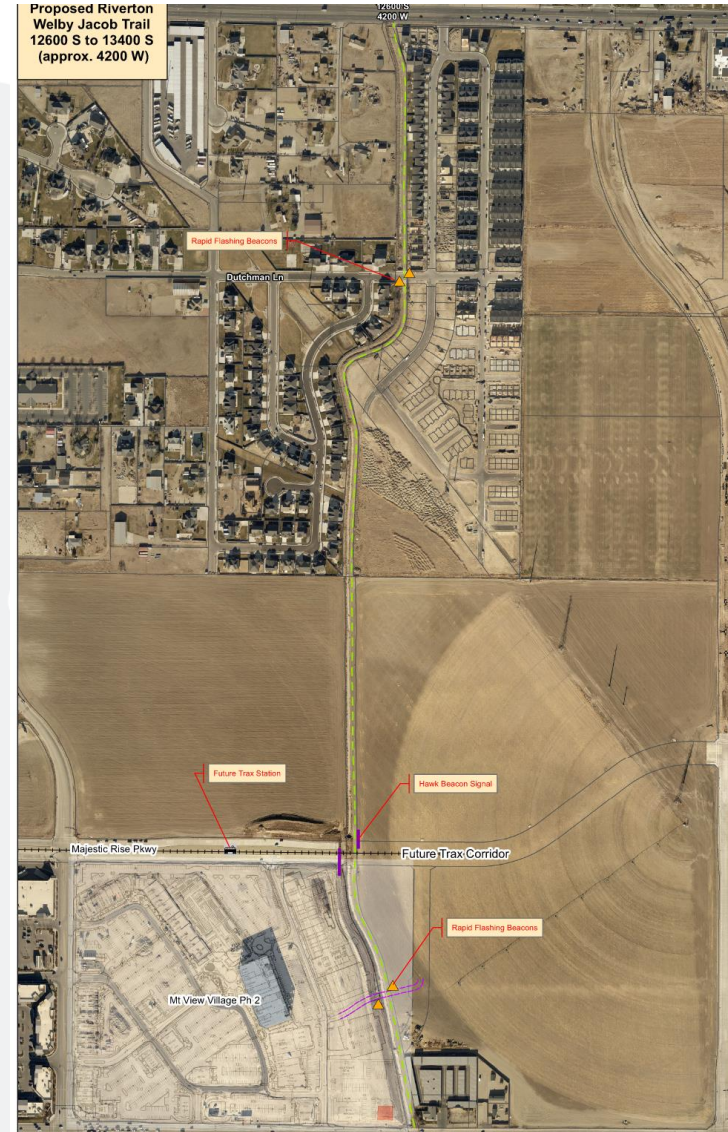
Welby Jacob Canal Trail Project



Welby Jacob Canal Trail Project

Major Road Crossings

- 11800 South
- 12600 South
- 13200 South
- 13400 South
- 13800 South



Welby Jacob Canal Trail Project

RRFB (solar powered)

- 11800 South
- 13800 South
- Local Streets



Welby Jacob Canal Trail Project

Hawk Signal

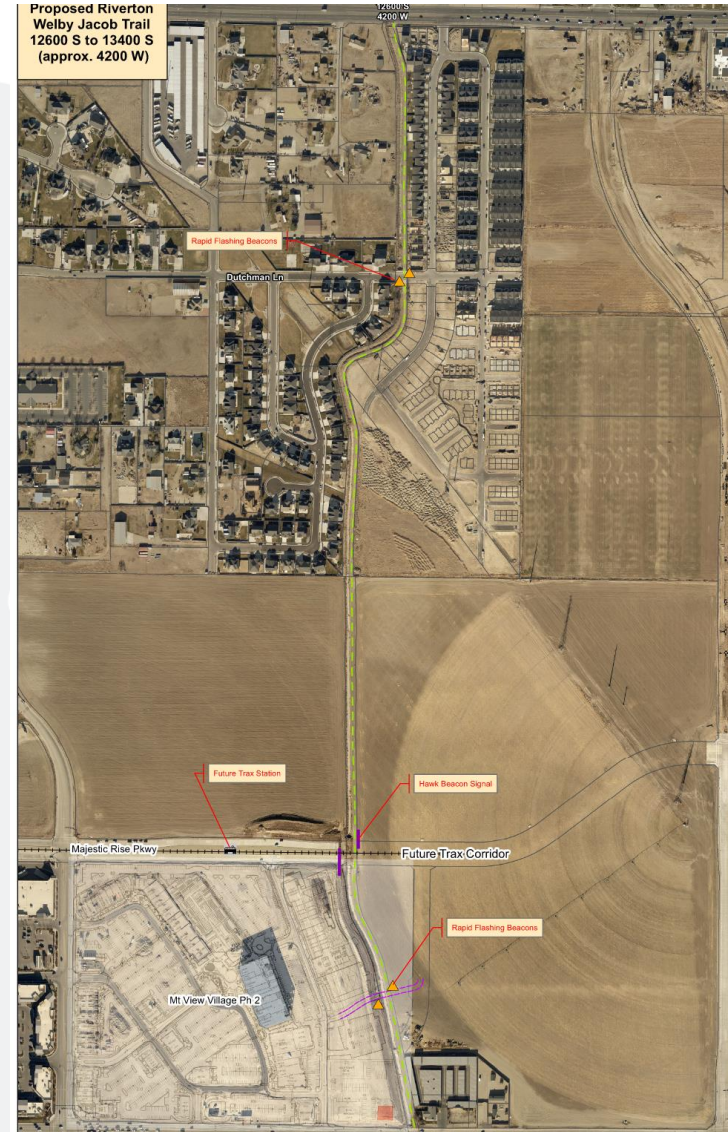
- 12600 South
- 13200 South



Welby Jacob Canal Trail Project

Pedestrian Bridge

- 13400 South



Welby Jacob Canal Trail Project

Project Responsibilities

- 11800 South to 13200 South
 - City managing internal design and construction
- 13200 to 13800 South
 - Awarded Utah Trail Network (UTN) funds
 - Includes the 13400 South pedestrian bridge
 - UDOT/UTN managing design and construction

Welby Jacob Canal Trail Project



Welby Jacob Canal Trail Project

Project Timeline (11800 South to 13200 South)

- City design complete and out to bid
- Anticipated construction 2025 season

Welby Jacob Canal Trail Project

Project Timeline (13200 South to 13800 South)

- Preliminary Design Report – March 2024
- Anticipate design completion & bid fall 2025
- Construction anticipated 2026 season

Welby Jacob Canal Trail Project

Current Challenges

- UTN standards development
- UDOT methodology and standards
- Use of existing bridge versus new bridge

Welby Jacob Canal Trail Project

Future Challenges

- Major road crossing (12600 South)
- Neighbors lack of comfort with a backyard trail

Welby Jacob Canal Trail Project

Project Funding

- County fourth quarter funds - \$4.0M
- One time appropriation - \$1.05M
- UTN - \$4.0M
- All State/Local funds

Welby Jacob Canal Trail Project

CMAQ Funding

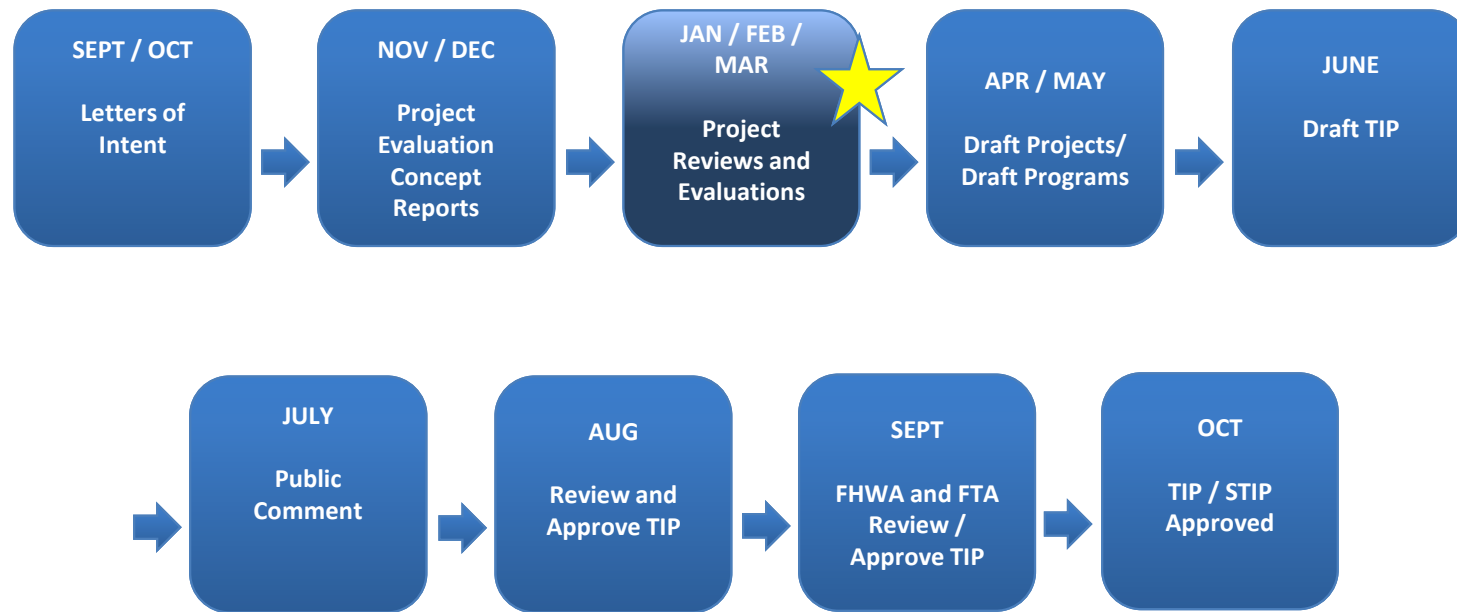
- Awarded \$1.3M in 2021
- City will formally relinquish the funds this year

Welby Jacob Canal Trail Project

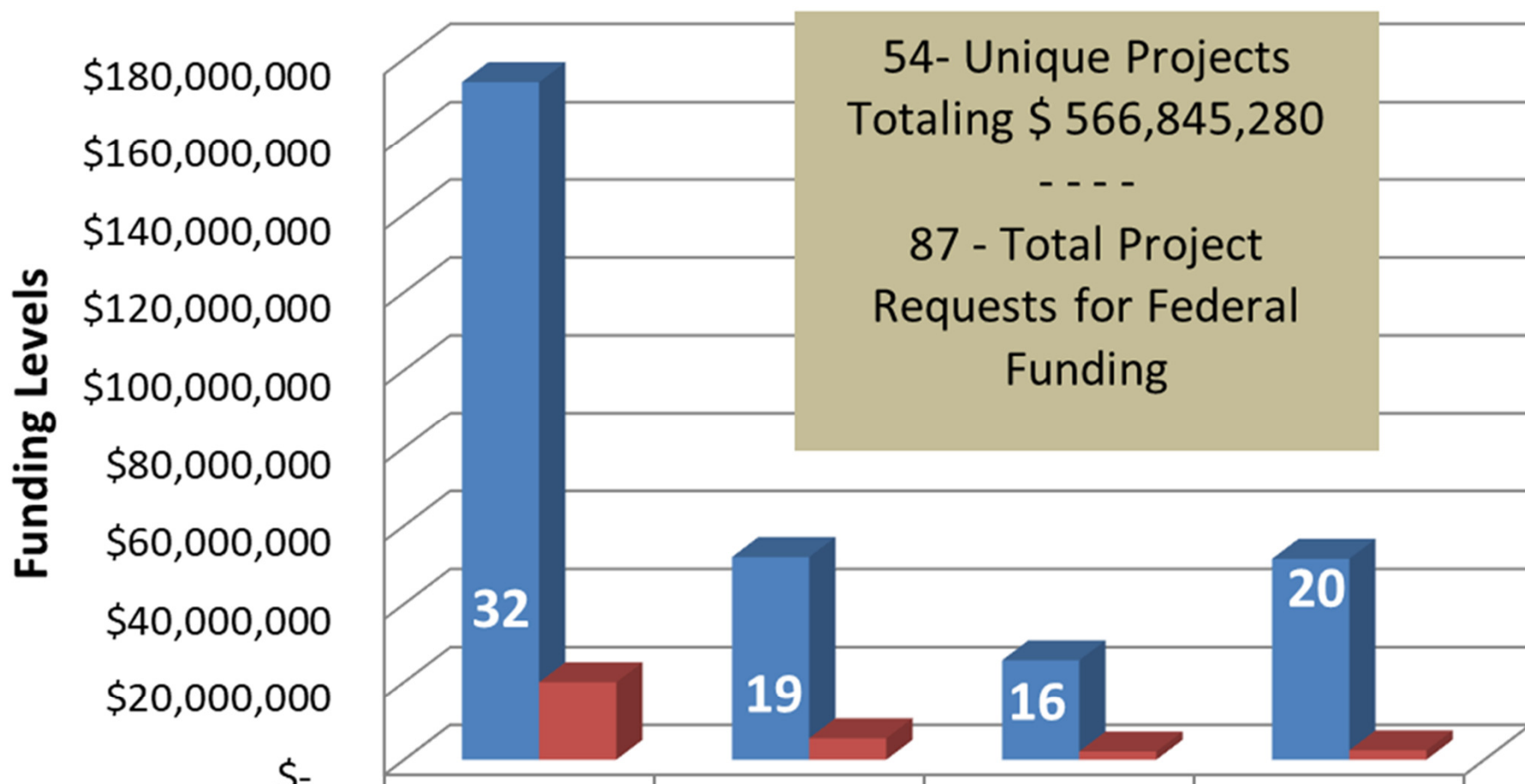
QUESTIONS?



Process for New Projects & The Draft TIP



Salt Lake/ West Valley Urban Area

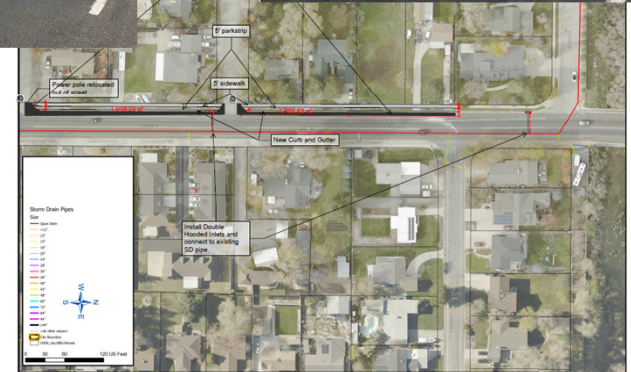
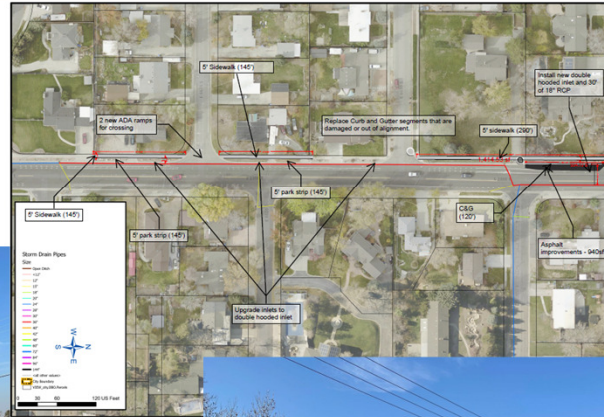


	STP	CMAQ	TAP	CRP
Requested	\$174,063,075	\$52,026,608	\$25,618,119	\$51,562,881
Available	\$20,000,000	\$5,500,000	\$2,100,000	\$2,400,000

Cottonwood Heights – 2300 East – Sidewalk Connection

Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)



Project Cost –
\$ 1,909,000

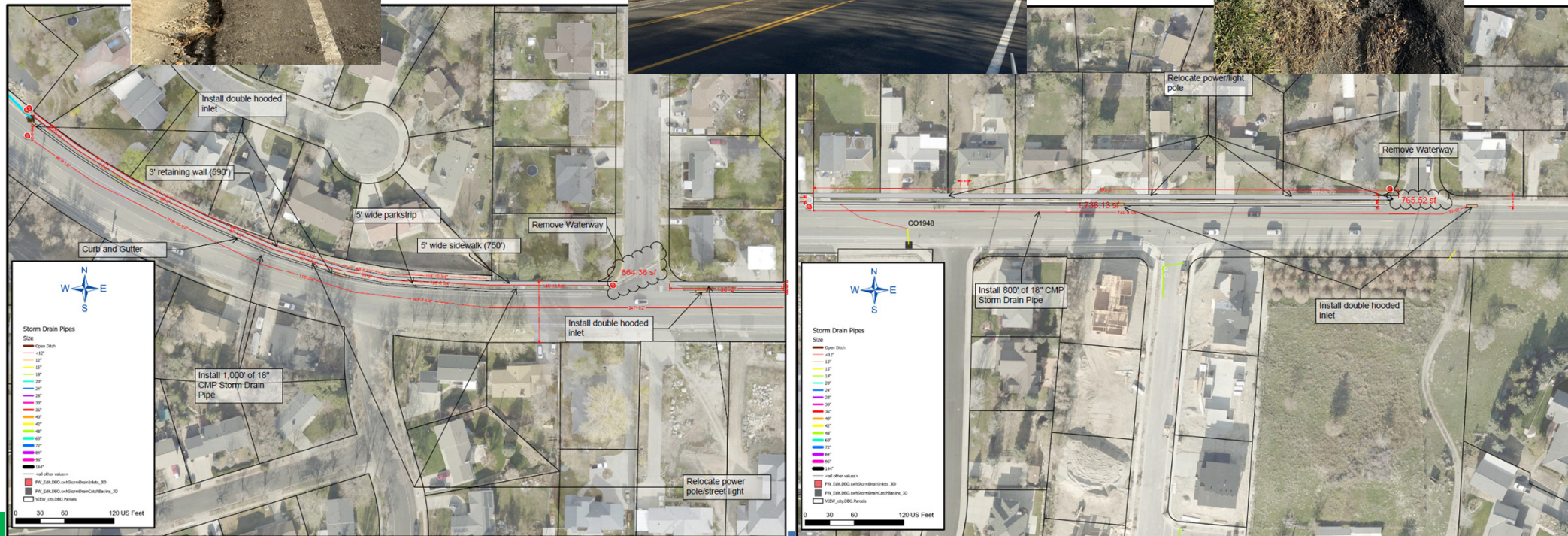
Funds Request –
\$ 1,779,761

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

Cottonwood Heights – Bengal Boulevard – Pedestrian Trail

Project Type – Ped & Bike

2600 East to Pamela Drive – (0.33 miles)



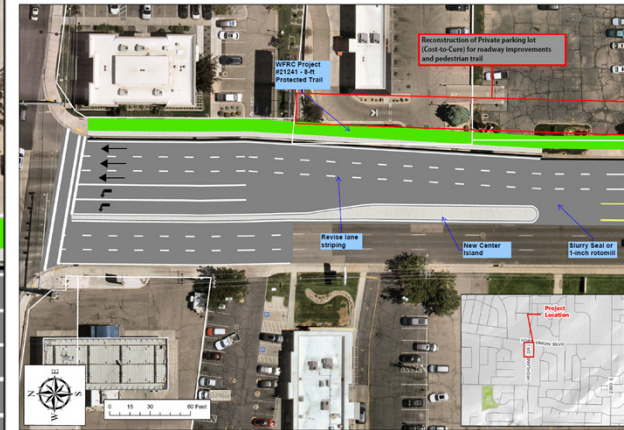
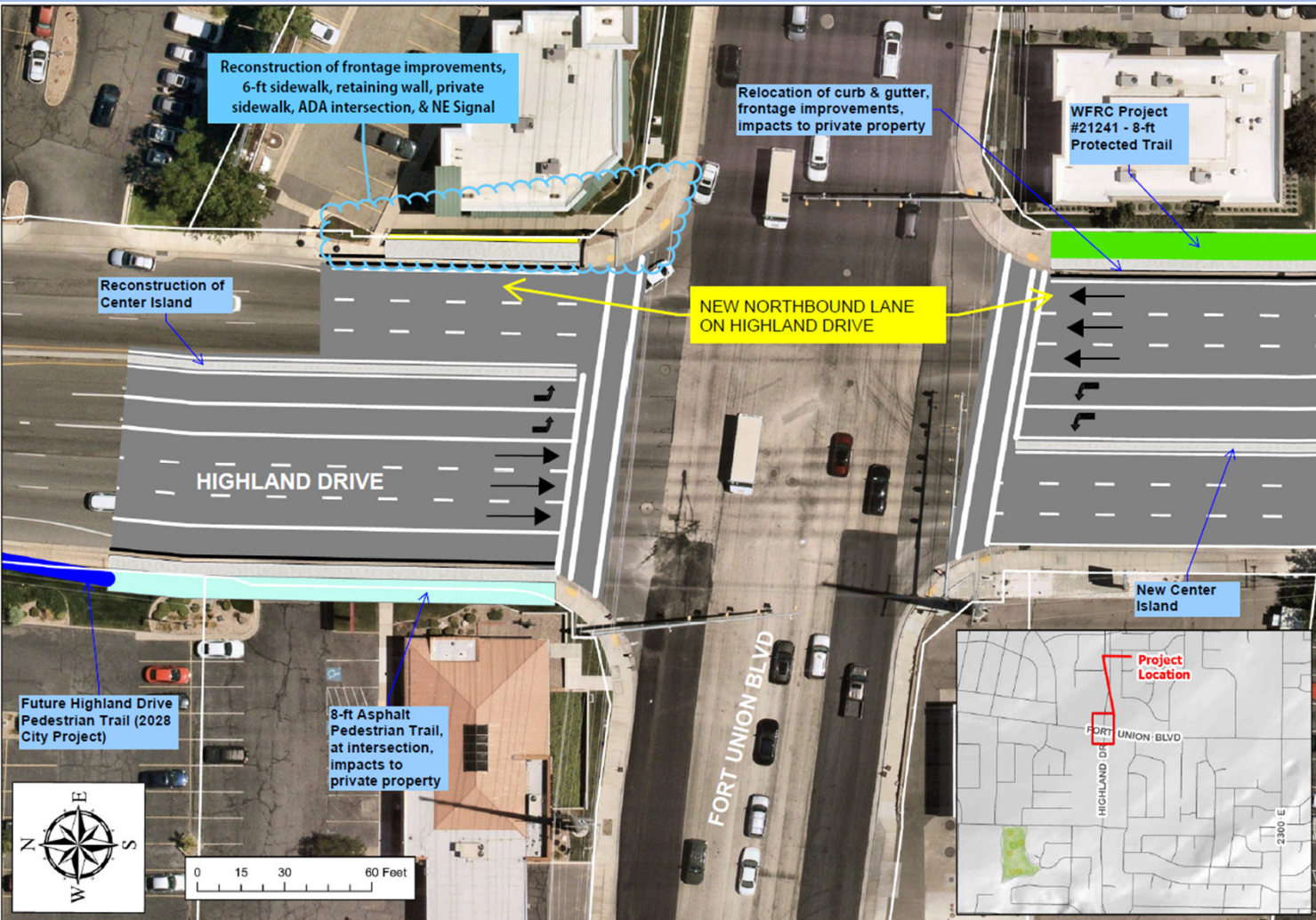
Project Cost –
\$ 4,813,000

Funds Request –
\$ 4,487,160

This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.

Cottonwood Heights – Highland Drive – Widening Project Type - Capacity

7101 South to 6990 South – (0.2 miles)



**Project Cost –
\$ 3,825,000**

**Funds Request –
\$ 3,566,000**

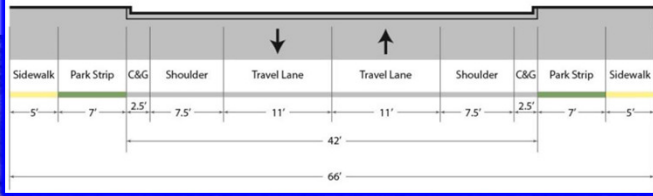
NB Highland Dr bottlenecks into two lanes at Fort Union Blvd, causing significant delays (74.7 sec/vehicle). The project will widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane to enhance capacity and traffic flow.

Draper – Fort Street – Reconstruction & Minor Widening

Project Type - Reconstruction

13200 South 13800 South – (0.83 mile)

PLANNED CROSS SECTION
FORT STREET; 13200 S TO 13800 S



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

Project Cost –
\$ 9,513,300

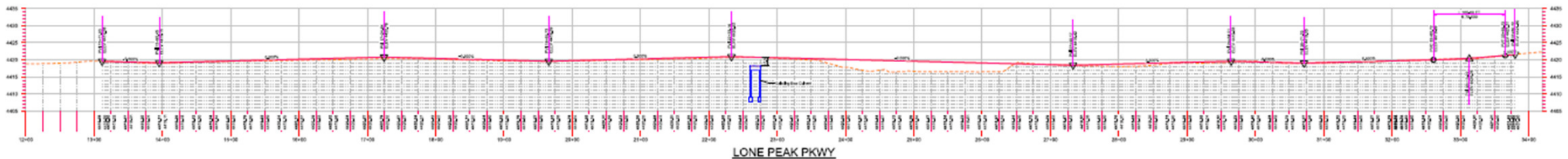
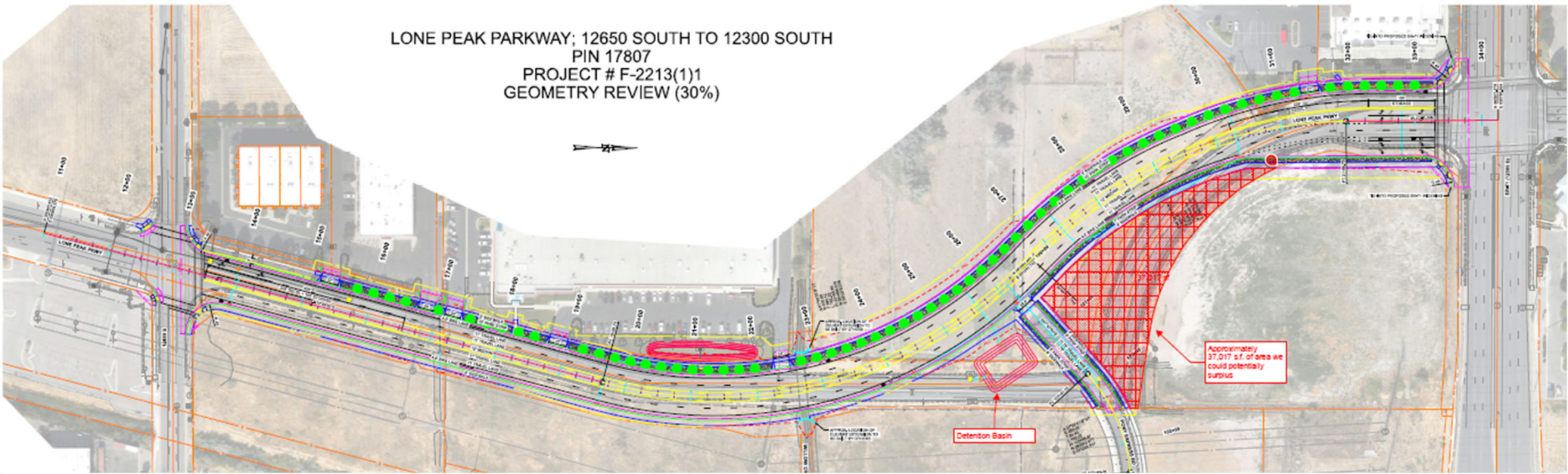
Funds Request –
\$ 8,771,358

Fort Street is a north/south collector that runs through the heart 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.

Draper – Lone Peak Parkway – Reconstruction & Minor Widening

Project Type - Reconstruction

12300 South to 12650 South – (0.4 miles)



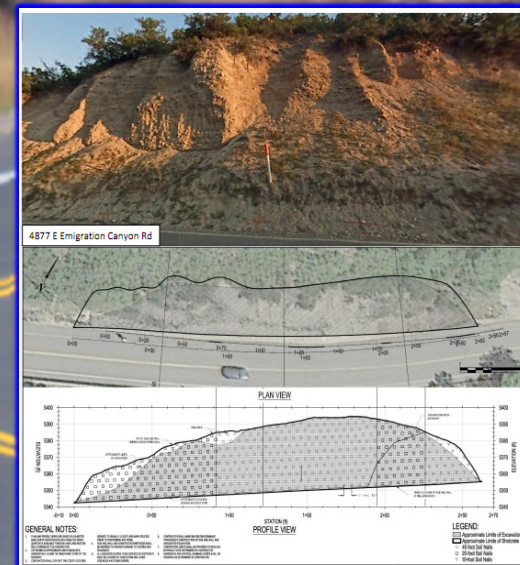
Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.

**Project Cost –
\$ 13,155,000**

**Funds Request –
\$ 4,314,591**

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

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



**Project Cost –
\$ 4,048,700**

**Funds Request –
\$ 3,774,603**

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

Herriman City – 12600 South Herriman Main St – Intersection Imps

Project Type – Operations

4972 West to 5010 West – (0.1 mile)

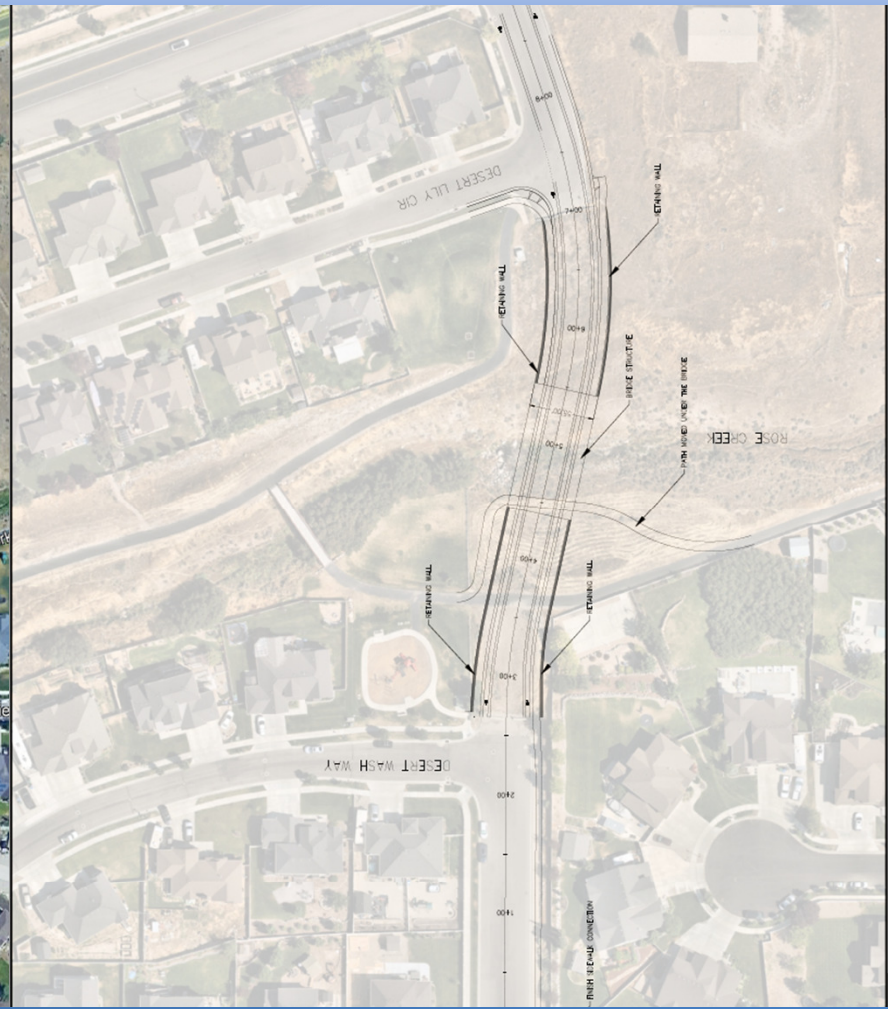
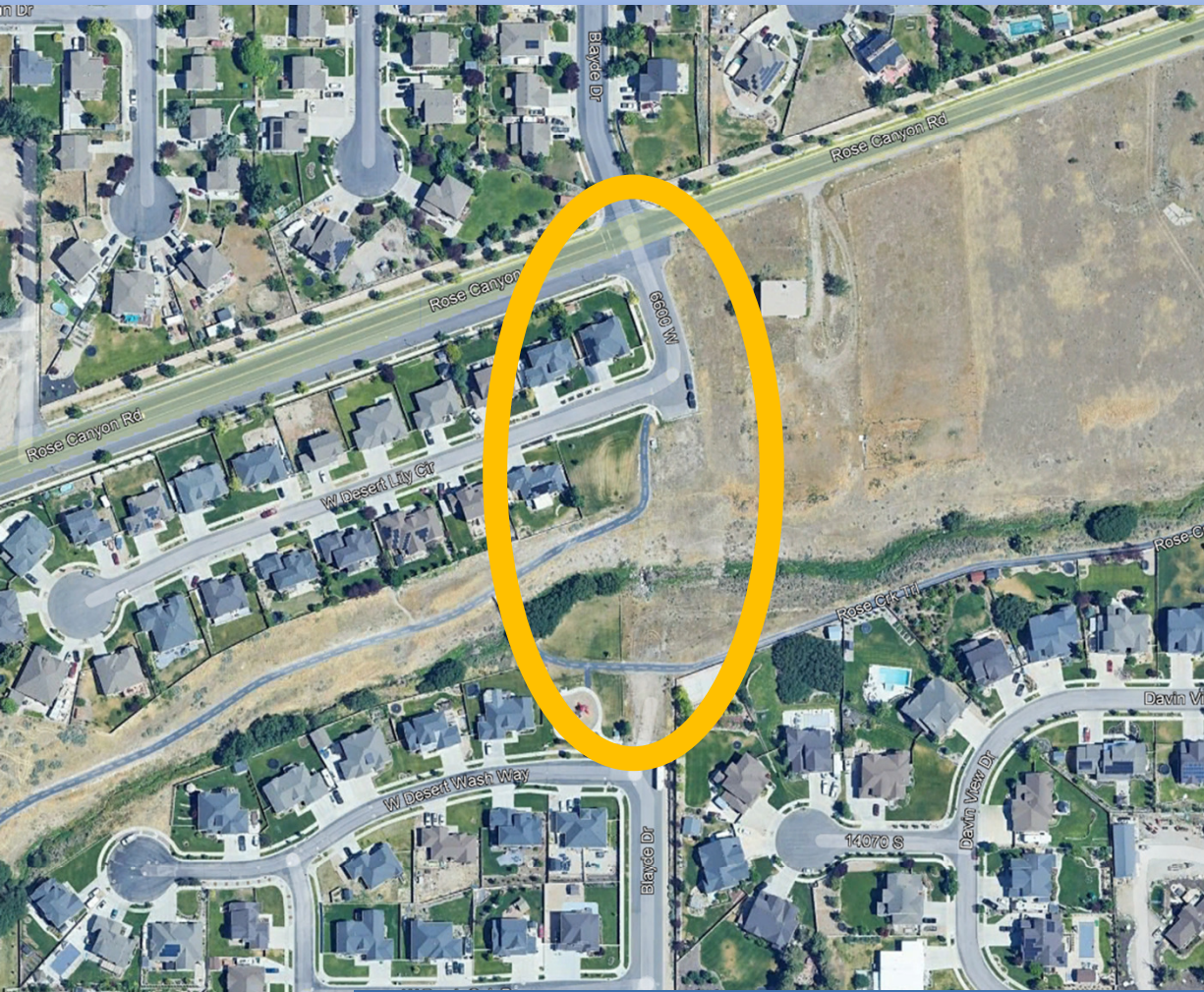


This project constructs a free right/acceleration lane from Herriman Main St to 12600 S and an additional left turn 12600 to Main

Herriman City – 6600 West Bridge Over Rose Creek

Project Type – New Construction

6622 South to 6612 South – (0.1 miles)



**Project Cost –
\$ 5,602,900**

**Funds Request –
\$ 5,052,900**

This project constructs a bridge over Rose Creek providing a new connection for a new section of Herriman City. This project aims to provide a planned connection for a residential area, potential walking routes for the elementary school, bike routes, and provides an alternative route in case of wild fire or road closure for the area.

Holladay City – Highland Drive - Reconstruction

Project Type – Reconstruction

Arbor Lane to Van Winkle Expressway – (0.1 miles)

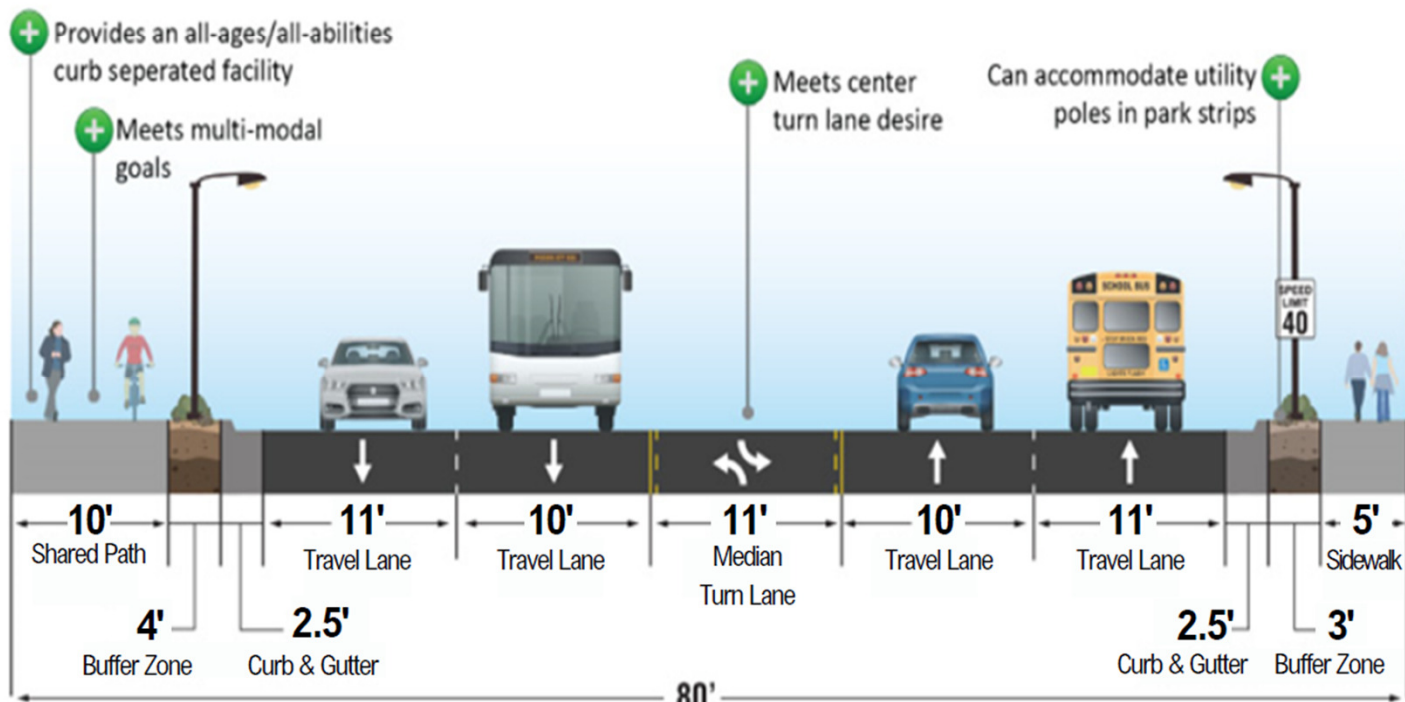


City of Holladay

HIGHLAND DRIVE RECONSTRUCTION & COMPLETE STREET PROJECT

FROM ARBOR LANE TO VAN WINKLE EXPRESSWAY

Cross-Section



**Project Cost –
\$ 15,109,000**

**Funds Request –
\$ 5,000,000**

Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts and to meet the City's multimodal transportation goals. The project scope is informed from the Highland Drive Master Plan, Highland Drive Corridor Study, and a 2023 Traffic Analysis.

Kearns – 4270 W / Misty Way – Reconstruction

Project Type – Reconstruction

5400 South to Home Run Drive (approx. 5800 So) – (0.47 miles)



Project Cost –
\$ 4,060,200

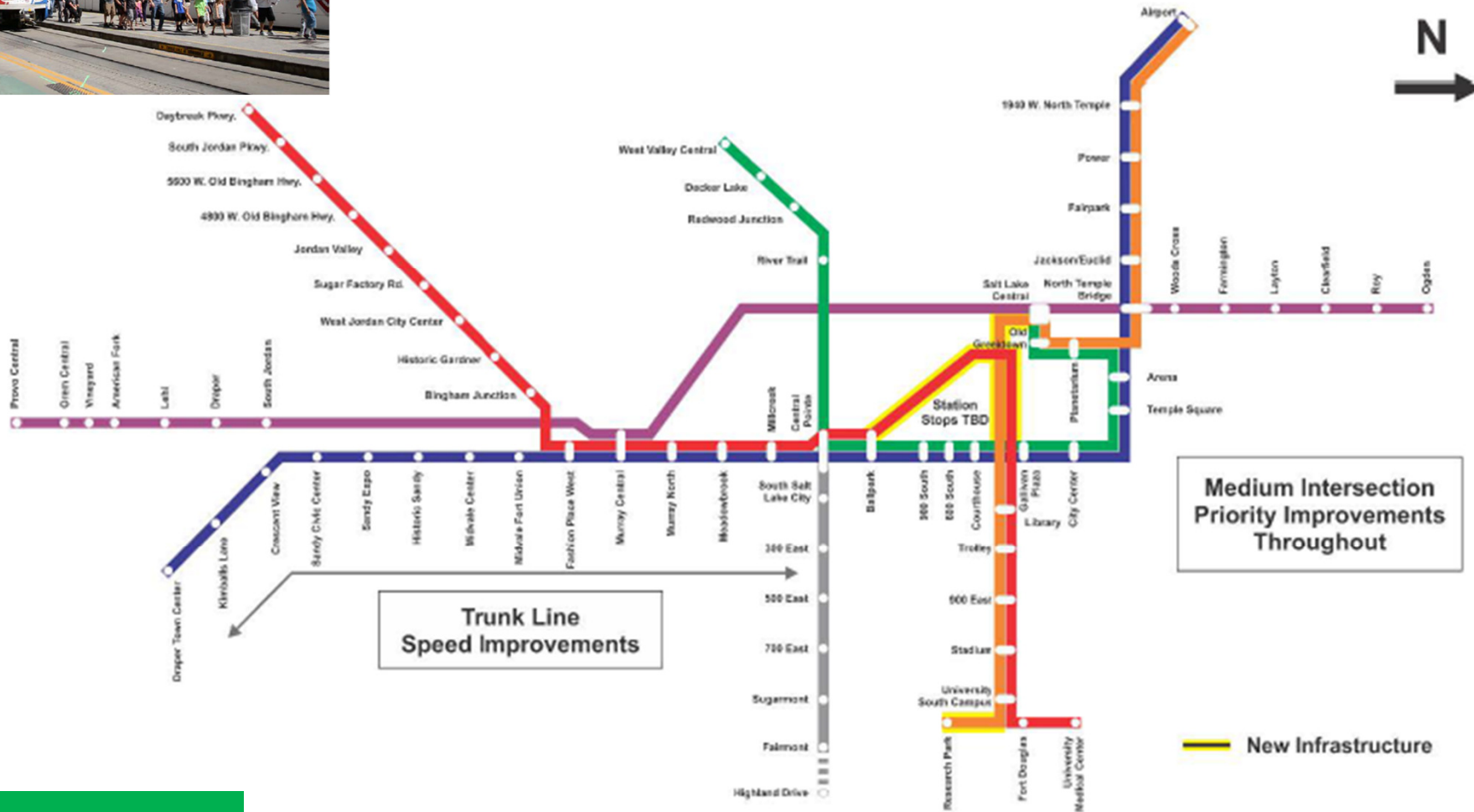
Funds Request –
\$ 3,743,371

This project would replace the existing rollover gutter and deteriorating sidewalk with 6" tall curb and gutter, new sidewalk, and ADA compliant sidewalk ramps on the East and West sides of 4270 W from 5400 S to Home Run Drive (approx. 5800 S).



UTA – Implementations & Phasing of TRAX Modernization Project Type – Transit

UTA TRAX System – Modernization and Expansion



**Project Cost –
\$ 11,000,000**

**Funds Request –
\$ 4,000,000**

This funding request is to develop the implementation and phasing of the UTA TRAX Modernization program to improve passenger accessibility, customer experience, ridership demands, and provide reliability and safety enhancements throughout the TRAX system. Activities include planning, environmental, programming, design, etc.

UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15– (0.03 miles)



Project Cost –
\$ 7,062,000

Funds Request –
\$ 3,500,000

The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)



This project aims to enhance safety and accessibility along the vital north-south corridor on the east side of Salt Lake Valley. Key improvements will include the reconstruction of outdated curbs and gutters, sidewalks, ADA-compliant ramps, and existing bus stops. A new storm drain system will also be installed to improve drainage and reduce flooding, focusing on creating a more user-friendly environment for all users.

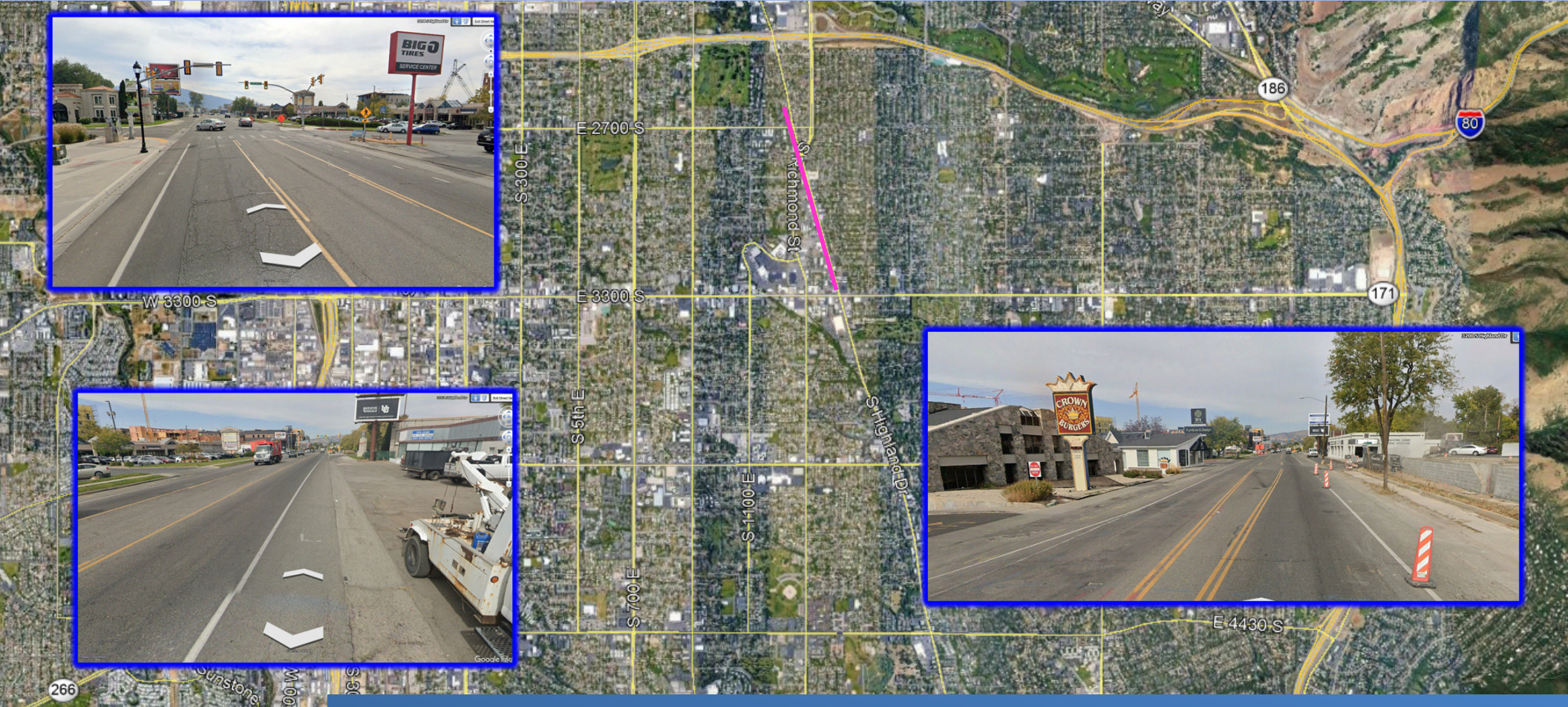
**Project Cost –
\$ 8,444,000**

**Funds Request –
\$ 4,236,371**

Millcreek City – Highland Drive - Reconstruction

Project Type – Reconstruction

City Boundary to 3300 South– (0.5 miles)



**Project Cost –
\$ 7,256,300**

**Funds Request –
\$ 6,765,048**

This project involves a complete reconstruction of Highland Drive, prioritizing the corridor for all users. The north-south roadway was part of the Local Link study affecting Salt Lake, Millcreek, and Holladay. The impetus for these improvements—including sidewalks, bike lanes, and curb ramps—arises from ongoing redevelopment projects adjacent to the roadway.

Murray City – 6400 South - Reconstruction

Project Type – Reconstruction

1300 East to Highland Drive – (1.06 miles)



6400 South at Lombardy Drive Looking West



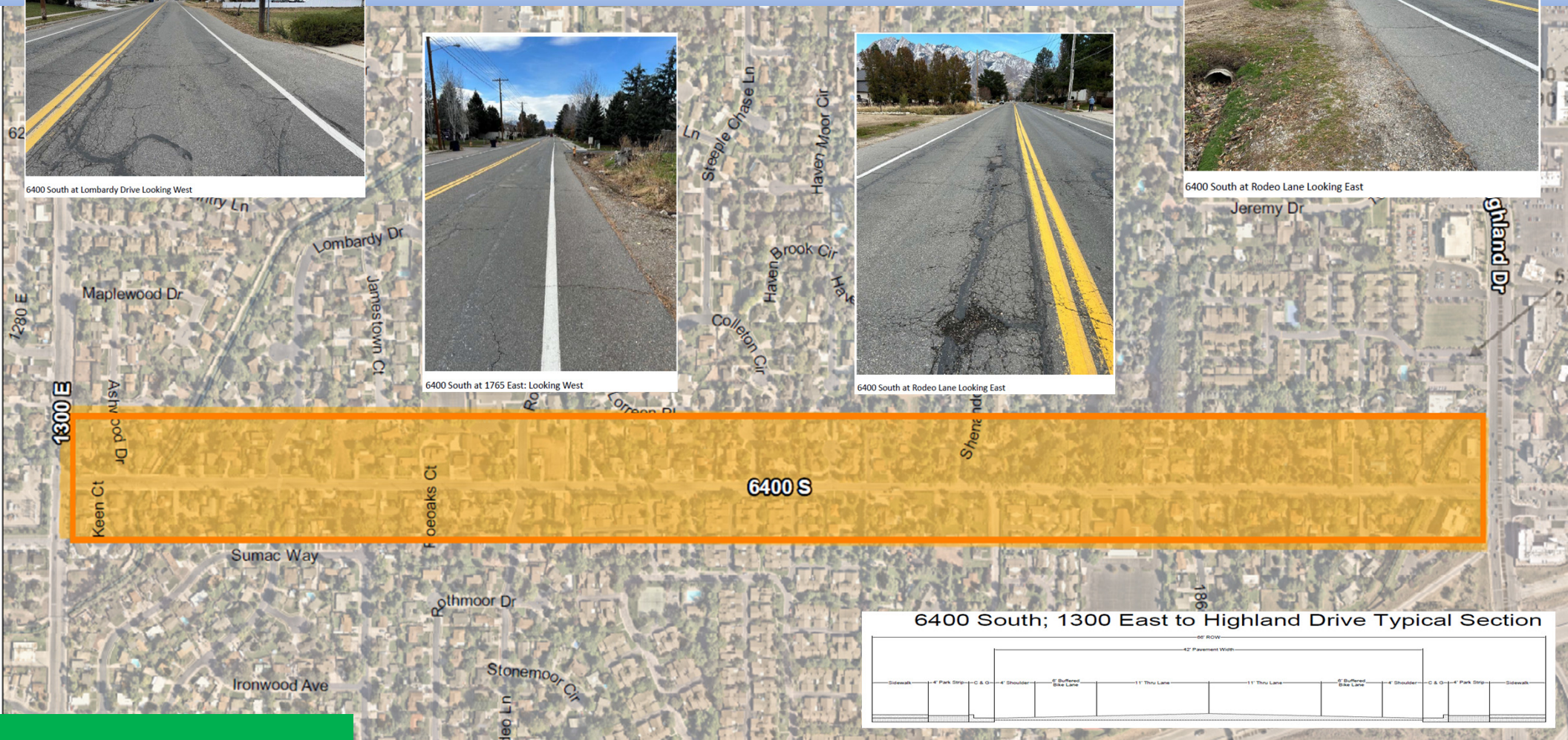
6400 South at 1765 East: Looking West



6400 South at Rodeo Lane Looking East



6400 South at Rodeo Lane Looking East



Project Cost –
\$ 9,875,000

Funds Request –
\$ 9,175,000

This project will provide sidewalk and buffered bike lanes on both sides of 6400 South. A new storm drain trunkline will be installed, which will separate storm drain water from ditch irrigation water. The deteriorating roadway will be rebuilt, and spot replacement of concrete will be performed.

Riverton – 1300 West – Reconstruct w/ Minor Widening

Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)



1300 West was constructed north of this segment a few years ago. The reconstruction of this segment completes the reconstruction of this important old town collector street south of 12600 South. This reconstructed segment extends from approximately 13100 south to about 13700 South. The design will include adding bike lanes, park strips, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane.

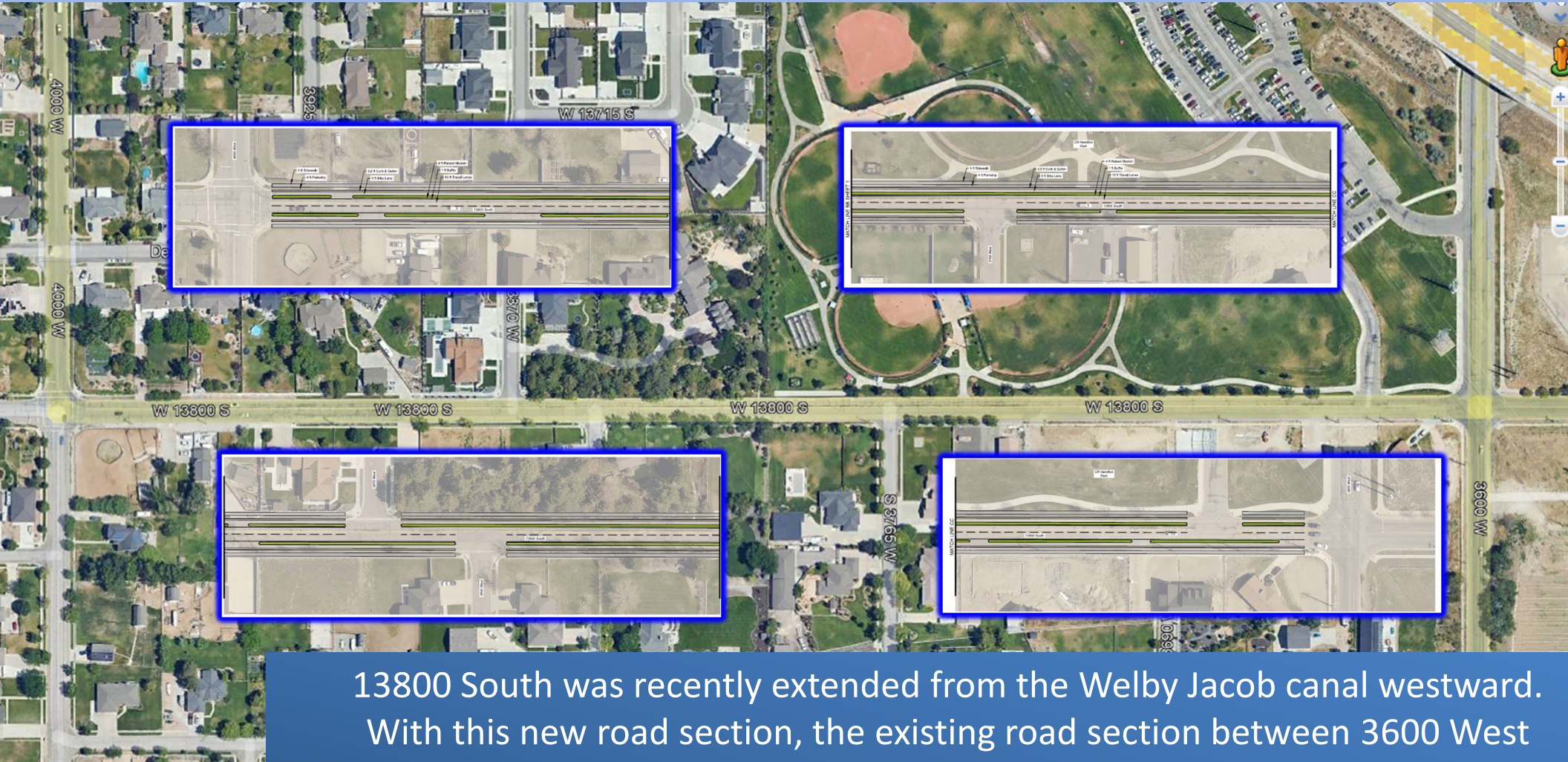
Project Cost –
\$ 9,760,000

Funds Request –
\$ 7,160,000

Riverton – 13800 South – Complete Street Improvements

Project Type – Ped and Bike

3600 West to 4000 West – (0.625 miles)



13800 South was recently extended from the Welby Jacob canal westward. With this new road section, the existing road section between 3600 West and 400 West has an extensively wide asphalt section. This project accomplishes two goals, first by narrowing the travel lanes to help control speeds and, second, to provide protected bike lanes in both directions, which attains the goals of the proposed Beehive Bikeway Plan for this road section.

Project Cost –
\$ 4,992,000

Funds Request –
\$ 4,654,042

UDOT – I-215 & 700 North– Add Ramp Meters

Project Type – Intersections & Signals

I-215 MP 23.2 to I-215 MP 24.2 – (1 mile)



Project Cost –
\$ 3,320,000

Funds Request –
\$ 1,000,000

This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

UTA – SL Central Transit Improvements – Parking Garage

Project Type – Transit

200 South and 600 West to 400 South and UPRR Tracks/ 700 West



Project Cost –
\$ 55,000,000

Funds Request –
\$ 10,000,000

SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.

UTA – Light Rail Vehicle (LRV) Replacement

Project Type – Transit

Salt Lake to Draper



Project Cost –
\$ 146,000,000

Funds Request –
\$ 10,000,000

The requested funds will support UTA's effort to replace 20 high floor light rail vehicles with level-boarding models to complete UTA's transition to a fully accessible fleet. This project enhances mobility for riders with disabilities, promotes equity, and accelerates UTA's state of good repair efforts for reliability.

Salt Lake City – Wakara Way – Reconstruction

Project Type – Reconstruction

Foothill Drive – (0.26 miles)

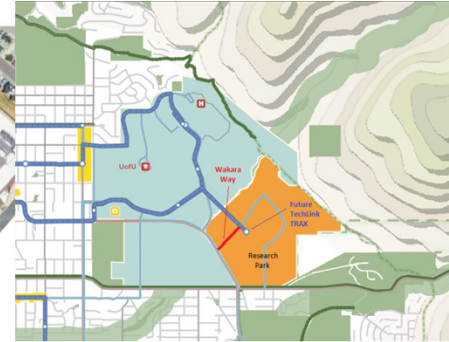
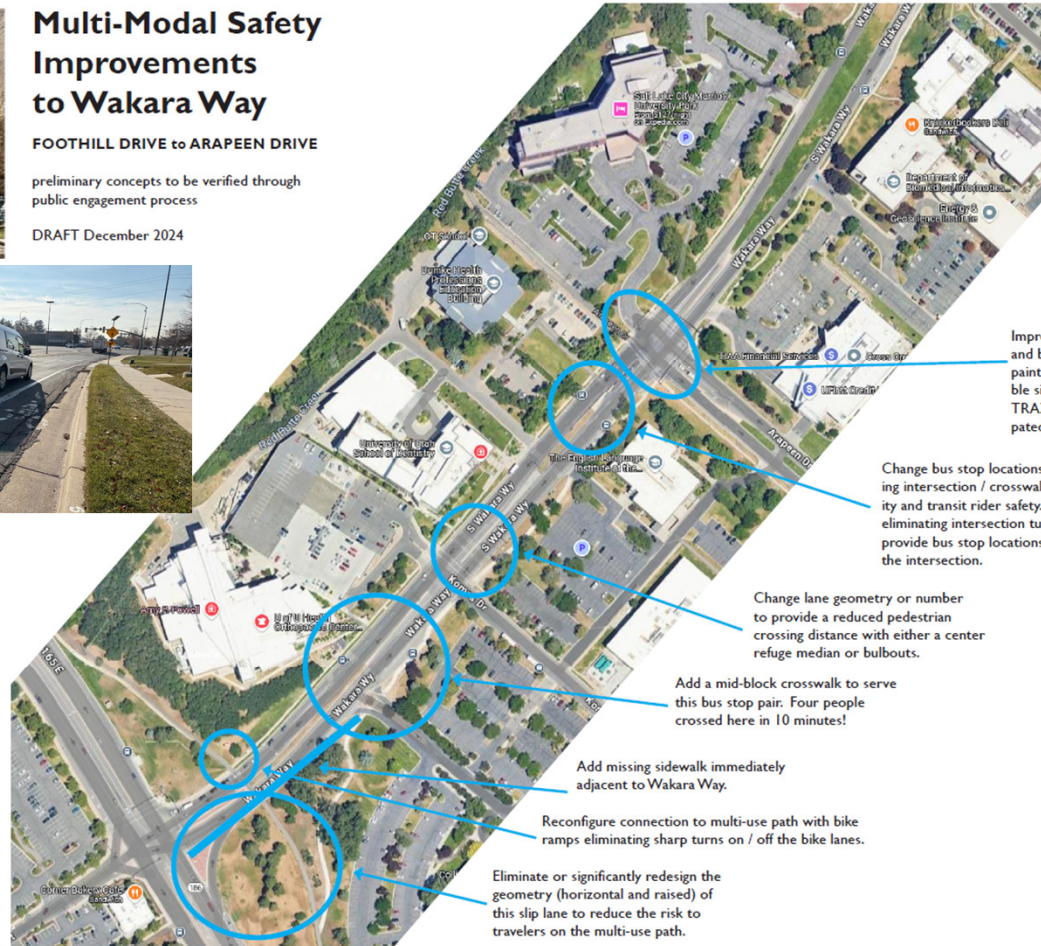


Multi-Modal Safety Improvements to Wakara Way

FOOTHILL DRIVE to ARAPEEN DRIVE

preliminary concepts to be verified through public engagement process

DRAFT December 2024



Improve visibility and connection between multi-use path and bike lanes on Wakara Way and Arapeen Dr. using green paint and visible markings. Consider a bike-and-ped scramble signal phasing. Concept may evolve based on TechLink TRAX design at this location. The TRAX station is anticipated to the east on Arapeen Dr.

Change bus stop locations considering intersection / crosswalk proximity and transit rider safety. Evaluate eliminating intersection turn lanes to provide bus stop locations closer to the intersection.

Change lane geometry or number to provide a reduced pedestrian crossing distance with either a center refuge median or bulbouts.

Add a mid-block crosswalk to serve this bus stop pair. Four people crossed here in 10 minutes!

Add missing sidewalk immediately adjacent to Wakara Way.

Reconfigure connection to multi-use path with bike ramps eliminating sharp turns on / off the bike lanes.

Eliminate or significantly redesign the geometry (horizontal and raised) of this slip lane to reduce the risk to travelers on the multi-use path.

LANES, BIKE LANES & TRAVEL DEMAND
Improve bike lane width and separation; evaluate the number of travel lanes and need for turn lanes in combination with staggered shifts to eliminate peak travel congestion.

Consider designs with asphalt to the curb and separator barricades that can be removed for pavement surface treatments every few years.



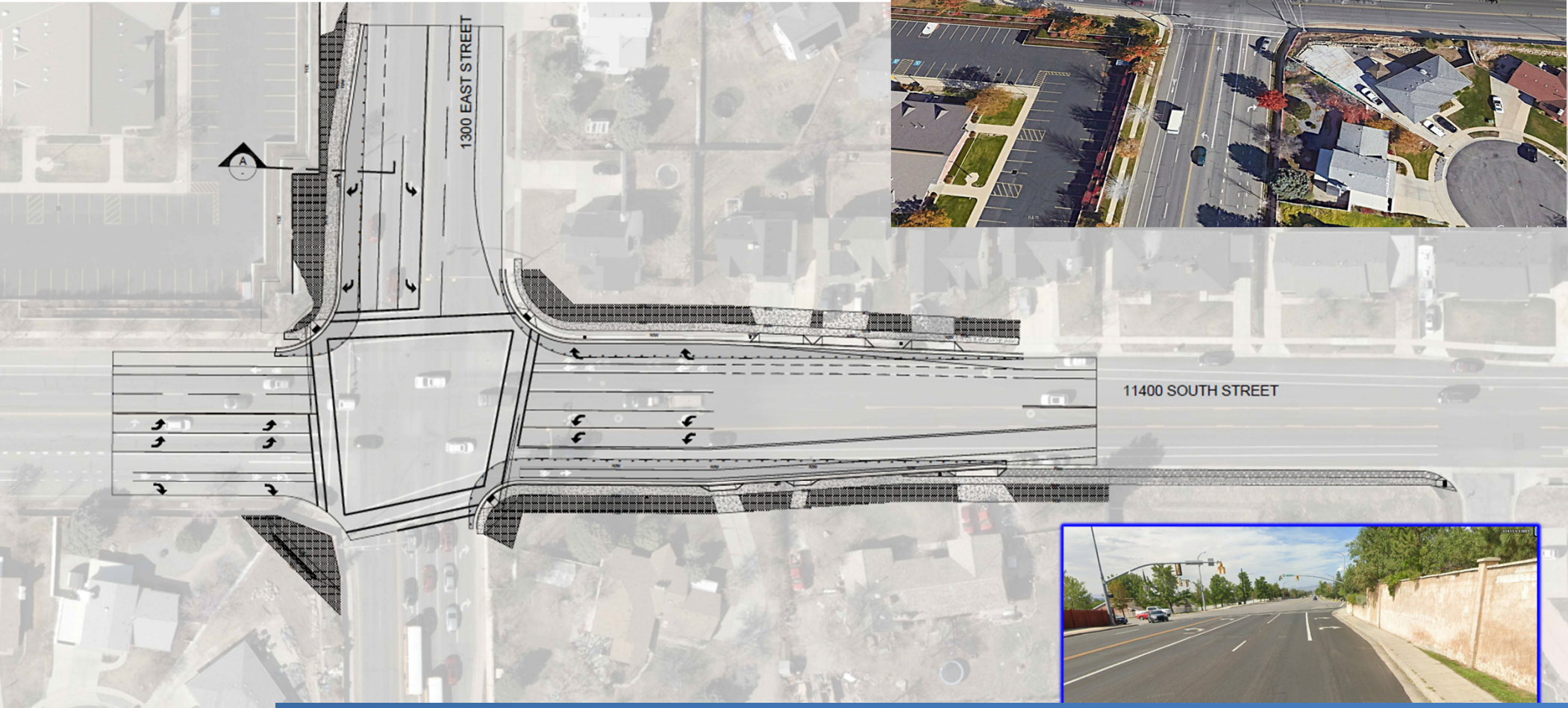
Project Cost – \$ 5,042,000
Funds Request – \$ 4,700,657,

Wakara Way, a primary vehicular access to the University of Utah Research Park, will soon become a first-last mile connection for the future TechLink TRAX line. The reconstruction will address poor pavement and street flooding, while adding safer bikeways and more direct / continuous sidewalks per the SLC Street Typologies.

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11390 South to 11410 South – (0.08 miles)



Project Cost –
\$ 5,373,000

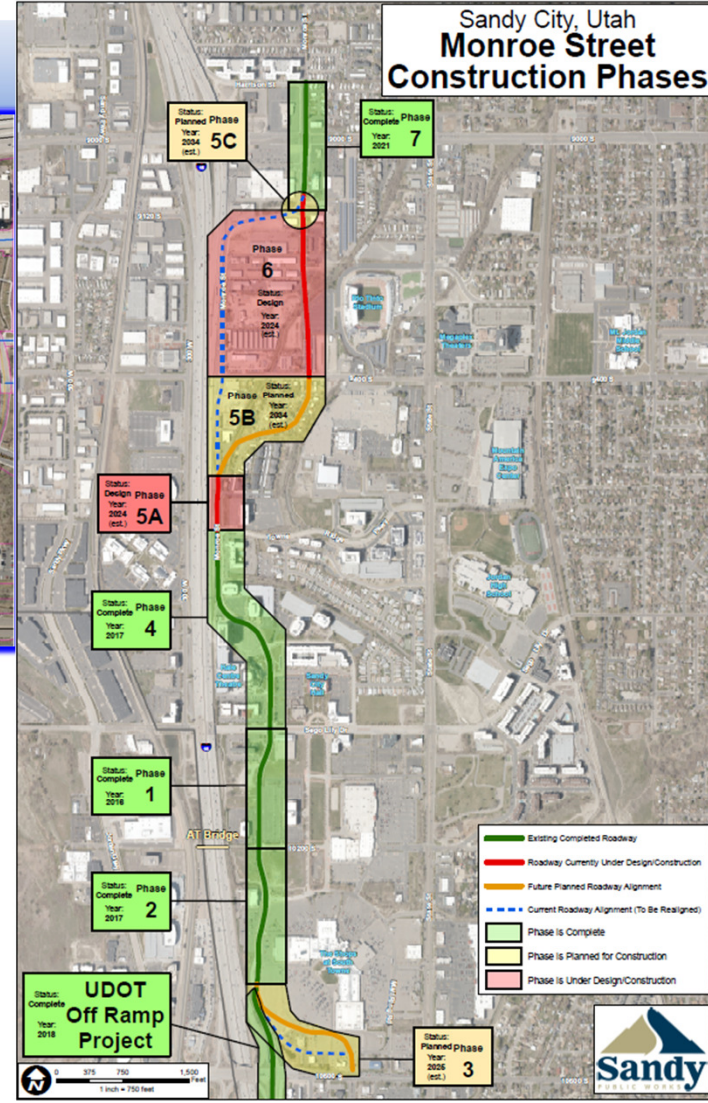
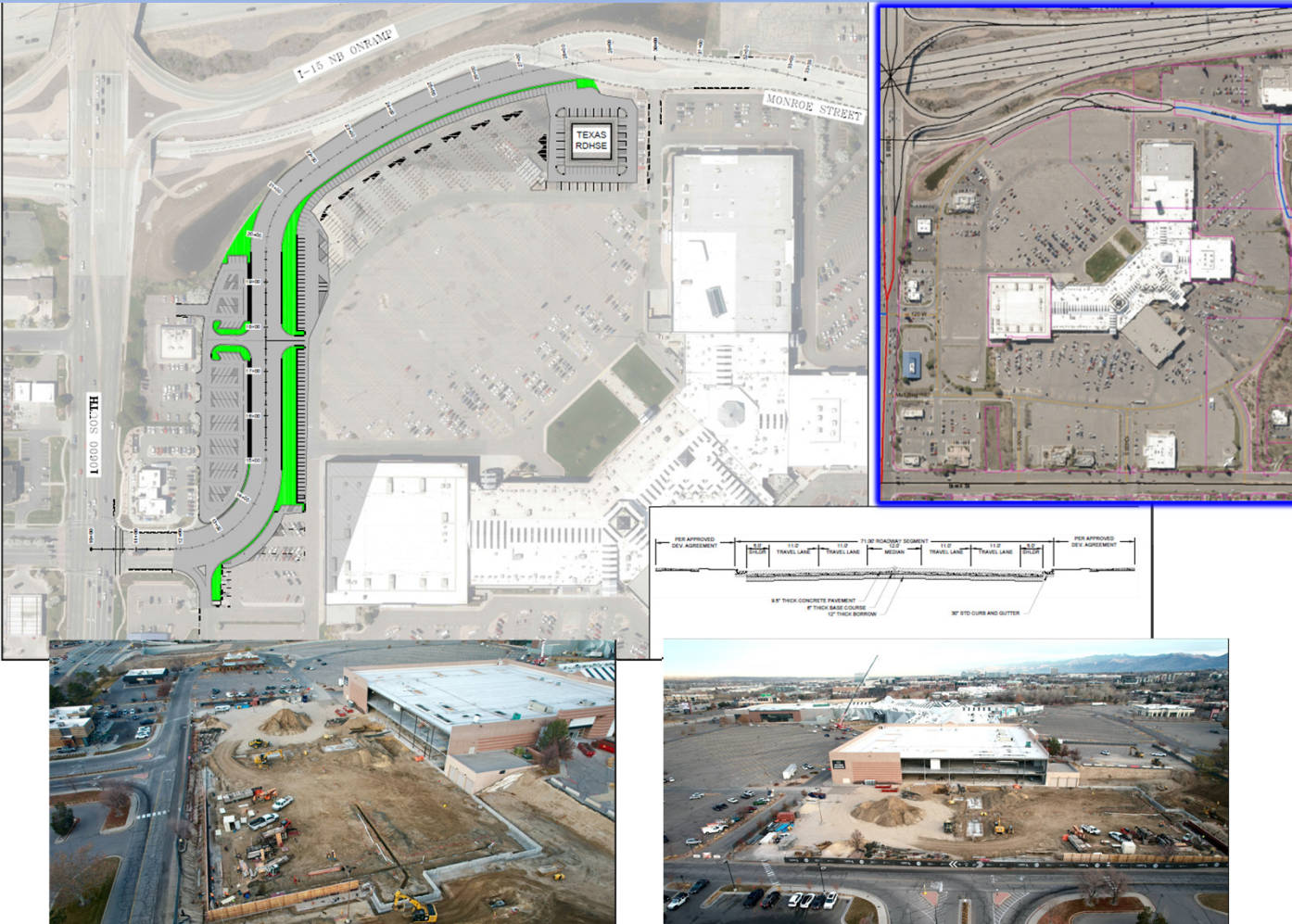
Funds Request –
\$ 5,009,248

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.

Sandy – Monroe Phase III – New Construction

Project Type – Capacity

Mall Ring to 10600 South – (0.0379 miles)



Project Cost –
\$ 29,265,000

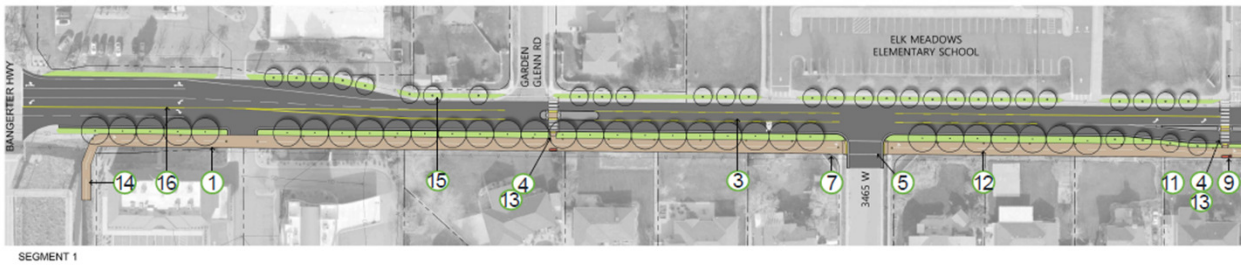
Funds Request –
\$ 4,000,000

Monroe Phase III represents the southernmost section and is the remaining phase which bridges the gap between 10600 South and the I-15 NB exit ramp to Monroe. Due to development pressures in the vicinity, this phase has gained importance. Phase III will build and realign Monroe NE of it's current location.

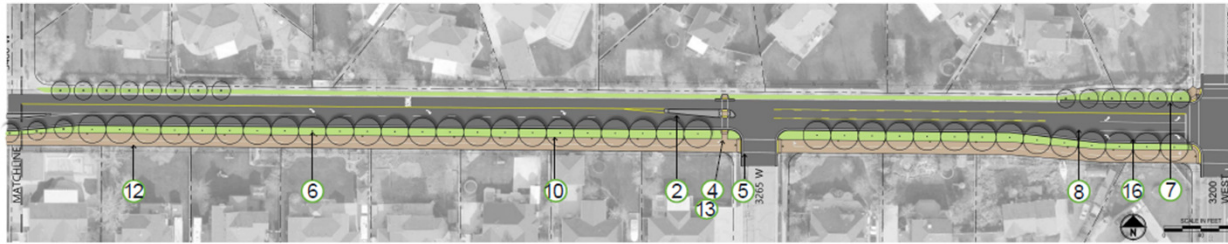
South Jordan – Shields Lane Multi-Use Path (Phase 1)

Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

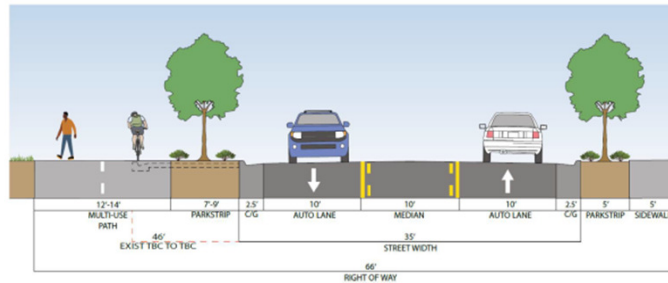
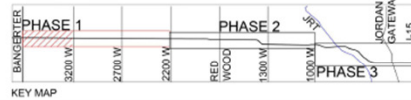


SEGMENT 2



Key Note Legend

- | | |
|-----------------------------------|--|
| 1. Multi-Use Path w/ Striped Lane | 10. Expanded Park Strip |
| 2. Concrete Median | 11. High T with Midblock Crossing |
| 3. Center Turn Lane | 12. Lighted Bollard |
| 4. Midblock Crossing | 13. Rapid Rectangular Flashing Beacon |
| 5. Improved Crosswalks | 14. Connect to New Pedestrian Overpass Ramp |
| 6. New Street Trees | 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed |
| 7. Curb Extension | 16. Dedicated Turn Lanes |
| 8. New Asphalt | |
| 9. Bench & Receptacle | |



SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

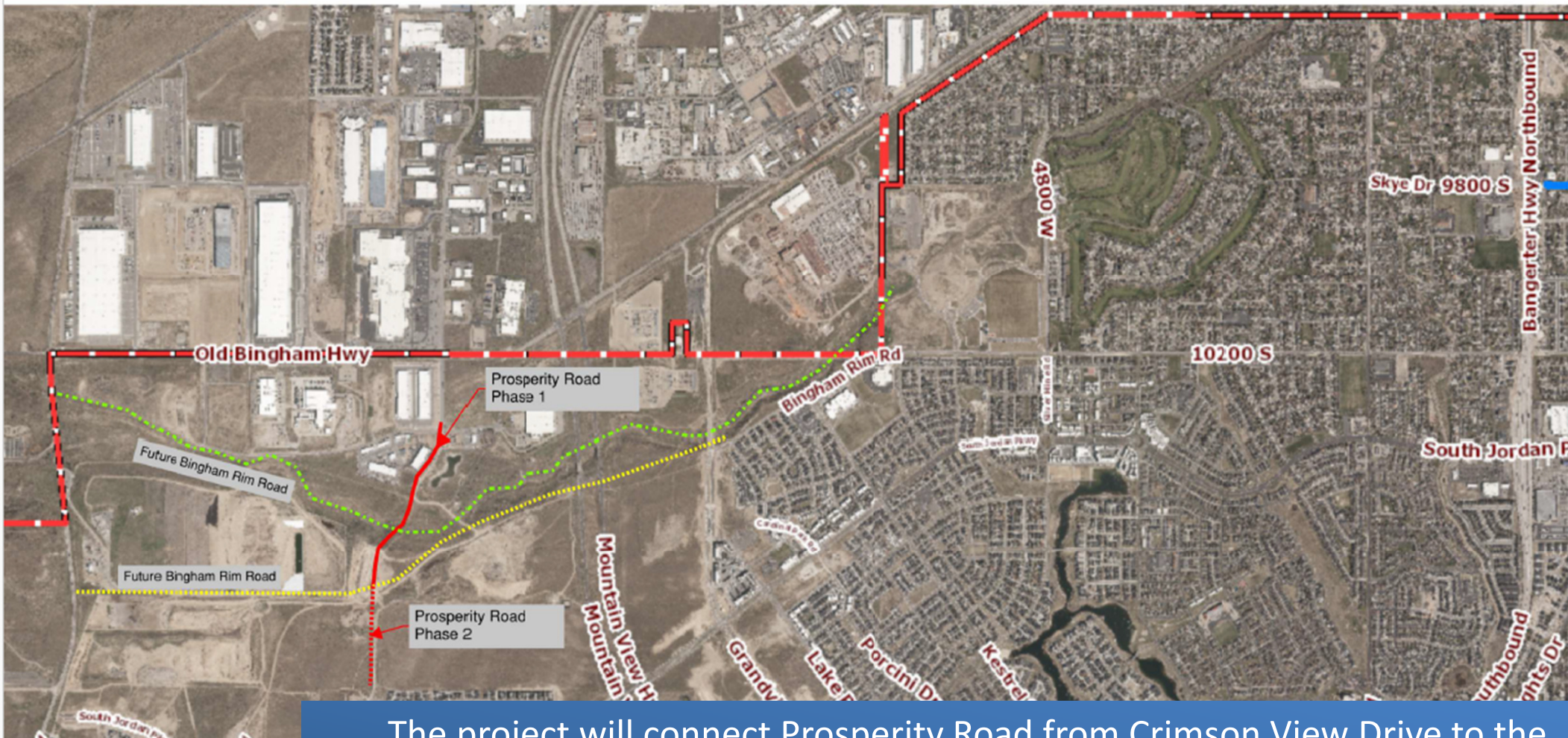
**Project Cost –
\$ 4,566,400**

**Funds Request –
\$ 3,996,400**

South Jordan – Prosperity Road (Phase 1) – New Construction

Project Type – Capacity

Crimson View Drive to Bingham Rim Road – (0.56 miles)



The project will connect Prosperity Road from Crimson View Drive to the future Bingham Rim Rd. The Project will provide connectivity between the Daybreak Residential area and a commercial and industrial area along Old Bingham Highway. The road will also allow for travel north and south to Old Bingham Highway without needing to travel east to Mountain View Corridor.

**Project Cost –
\$ 11,600,500**

**Funds Request –
\$ 10,815,146**

South Salt Lake – 300 West – Reconstruction Project Type – Reconstruction

3300 South to 3900 South – (1 mile)

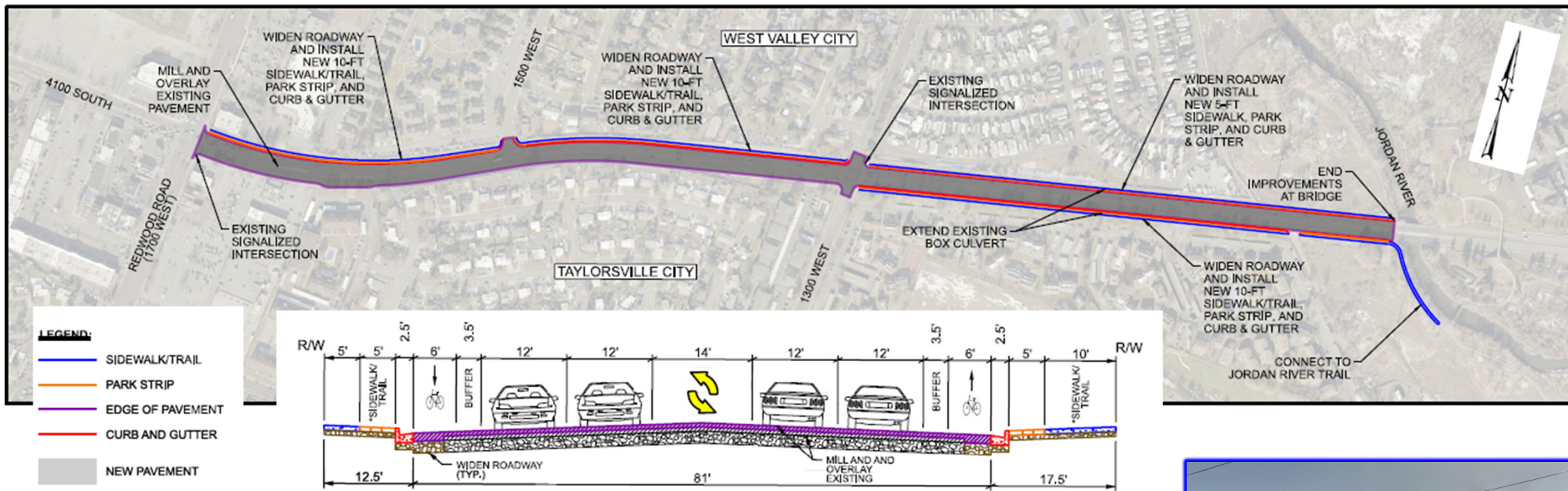


**Project Cost –
\$ 17,473,200**
**Funds Request –
\$ 16,290,264**

Reconstructing and widening 300 West, the project will have existing utility be replaced with new utility. Adding roadway, drive-approach, sidewalk, installing bike faculty and crossing in the reconstruction of the road.

Taylorville – 3900 South Bike Lanes – Bike \ Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost –
\$ 13,612,000

Funds Request –
\$ 7,482,183

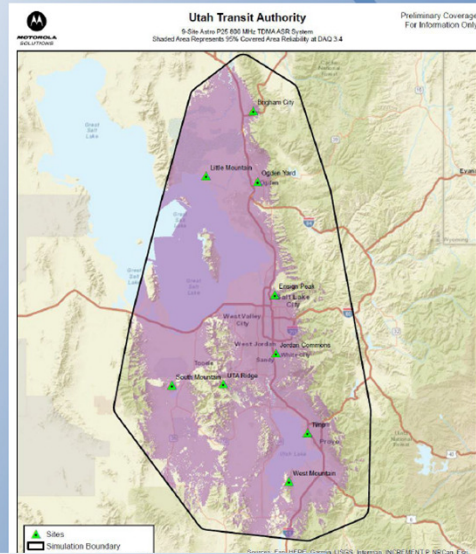
This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40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

Salt Lake Area – UTA New Radio System – Operations

Project Type – Transit

UTA Service Area

Coverage area showing 95% reliability



The numbers

- Equipment \$7,324,043
- Implementation services \$5,036,790
- Total **\$12,360,833**



This installs over 3,600 units in UTA vehicles and facilities to fully replace our obsolete iDEN system with a modern radio over IP system. The new system has 80% fewer equipment sites. It provides cloud-based dispatch solutions feeding 16 train and bus dispatch consoles. Remaining sites give redundancy and disaster prep.

**Project Cost –
\$ 24,000,000**

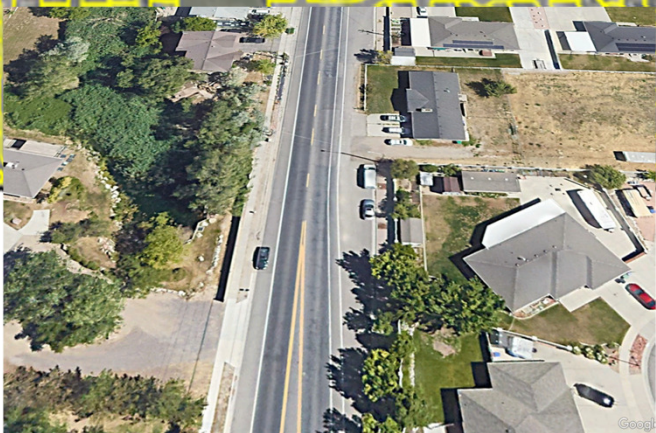
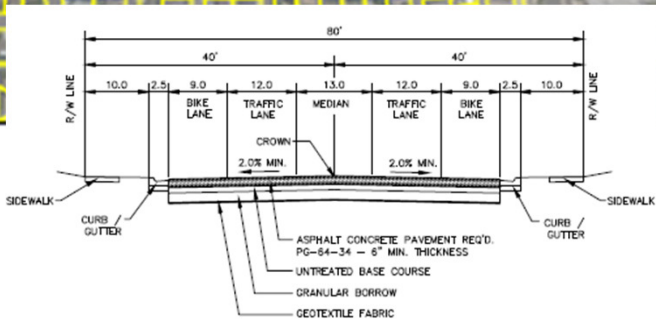
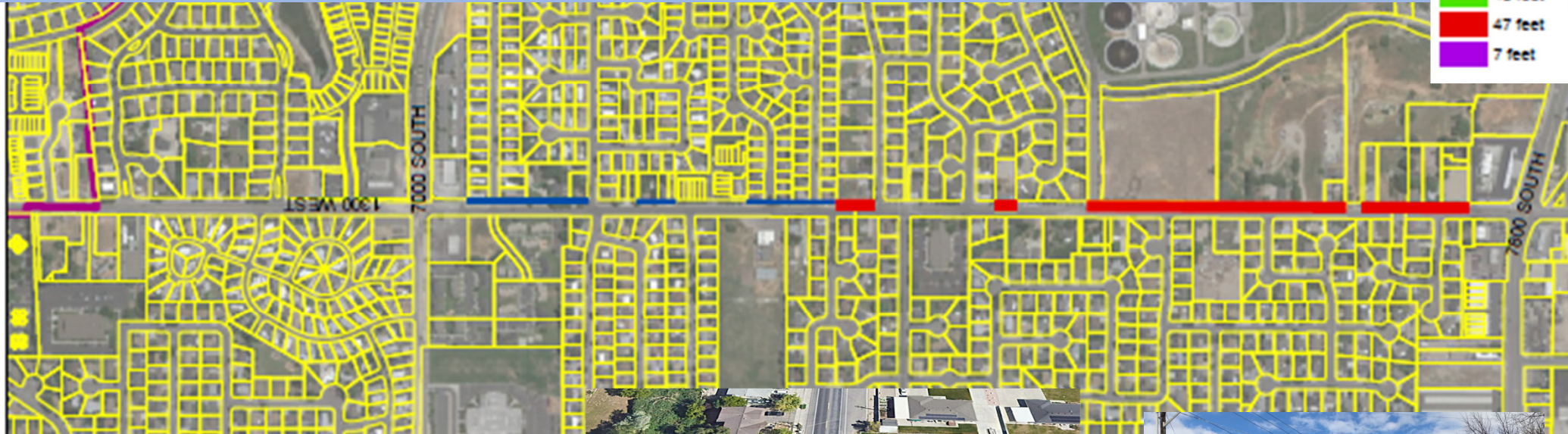
**Funds Request –
\$ 2,000,000**

West Jordan – 1300 West – Reconstruct w/ Minor Widening – Phase III

Project Type - Reconstruction

6600 South to 7800 South – (1.43 miles)

Legend	
Right of Way Needed	
ROW	
█	14 feet
█	40 feet
█	47 feet
█	7 feet



**Project Cost –
\$ 20,665,000**

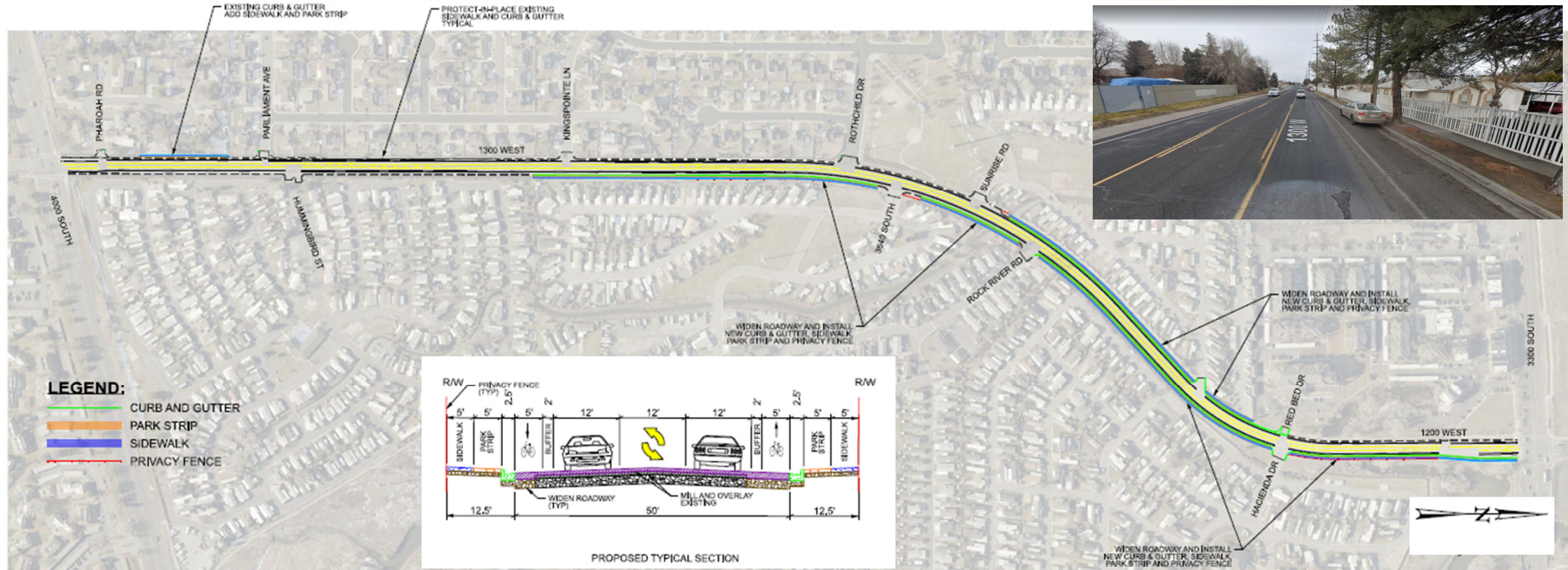
**Funds Request –
\$ 3,000,000**

Widening improvements to allow a two way left turn lane, bike lanes, and sidewalk. This is Ph 3 and completes the Corridor through our city. The 1300 West corridor is the preferred north/south bike corridor west of I-15 through Salt Lake County. Enhance bicycle travel, pedestrian safety, better access for all users.

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

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Project Cost –
\$ 11,254,000

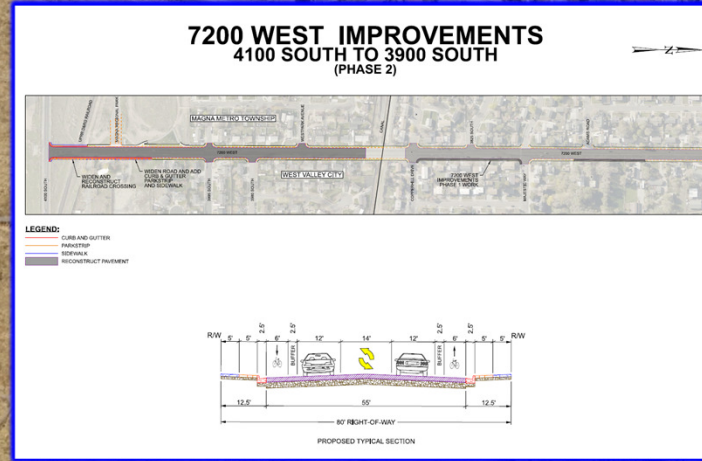
Funds Request –
\$ 7,000,641

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..

West Valley – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

4100 South to 3900 South– (0.33 miles)



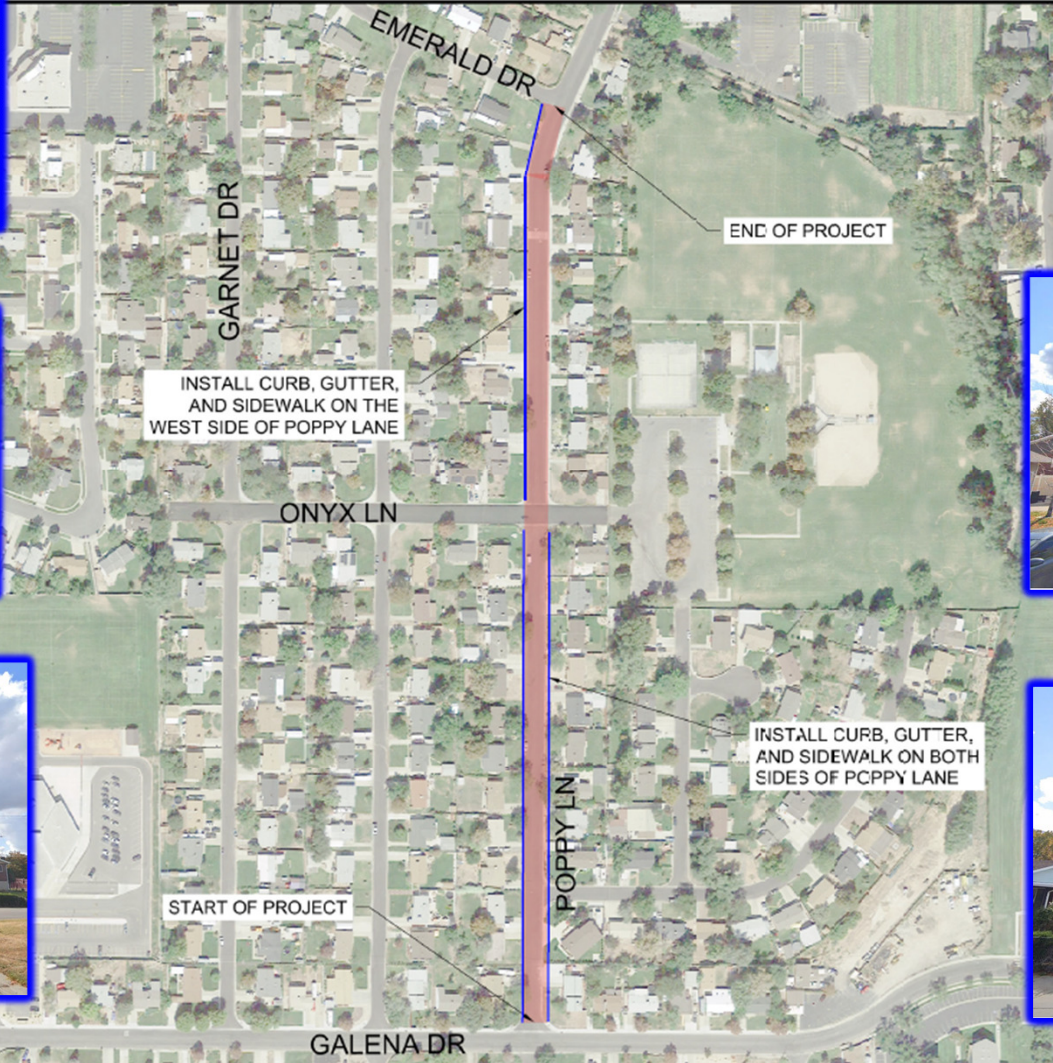
Project Cost –
\$ 6,539,000

Funds Request –
\$ 4,236,249

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.

White City – Poppy Lane – Missing Sidewalk Project Type – Bike and Pedestrian

Emerald Drive to Galena Drive – (0.33 miles)

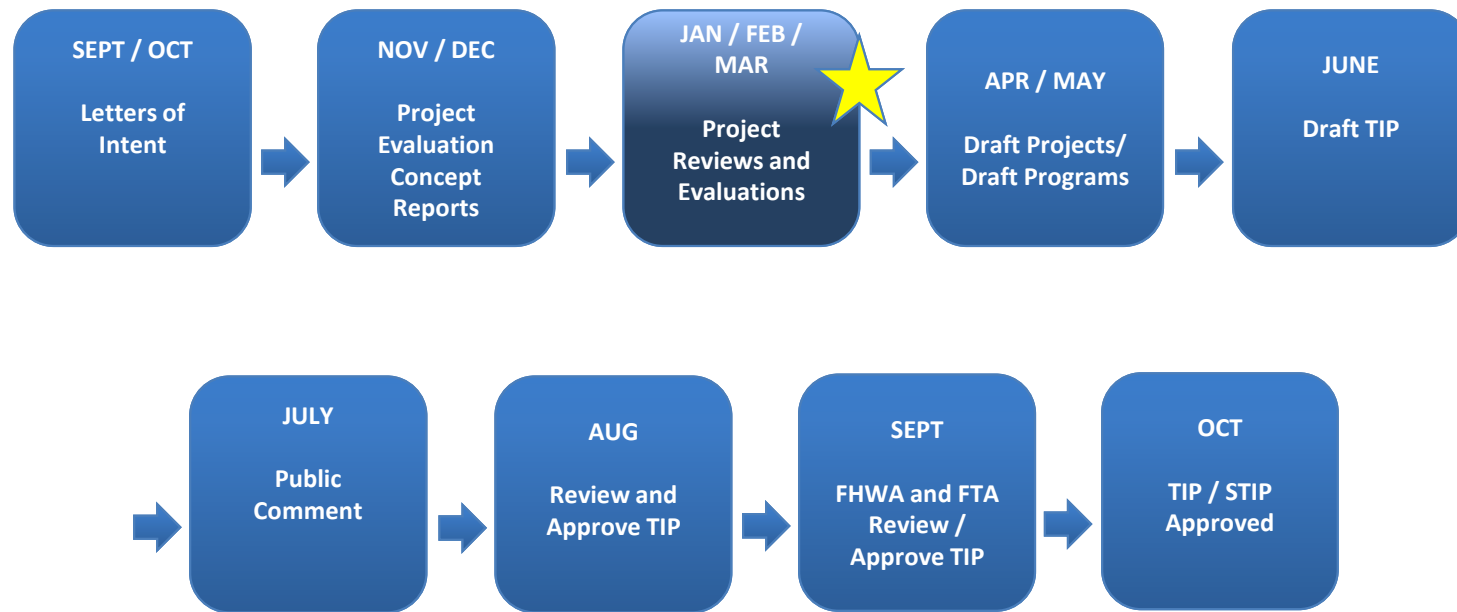


**Project Cost –
\$ 1,376,900**

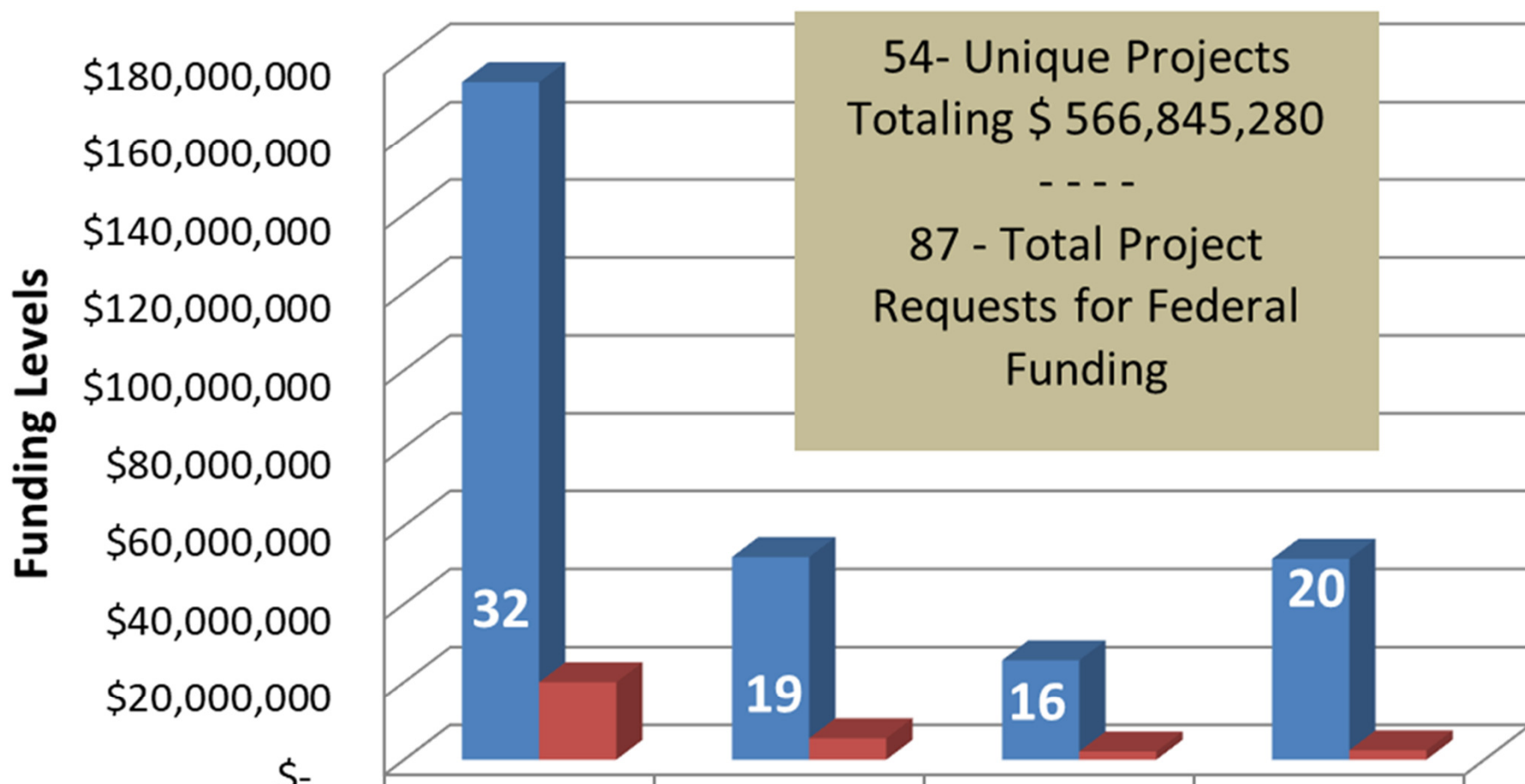
**Funds Request –
\$ 1,283,684**

This project will install curb, gutter, sidewalk, and pedestrian ramps on the west side of Poppy Lane from Emerald Drive to Onyx Lane and both sides of Poppy Lane from Onyx Lane to Galena Drive; which is on the Glacier Hill Elementary's Safe Route to School.

Process for New Projects & The Draft TIP



Salt Lake/ West Valley Urban Area

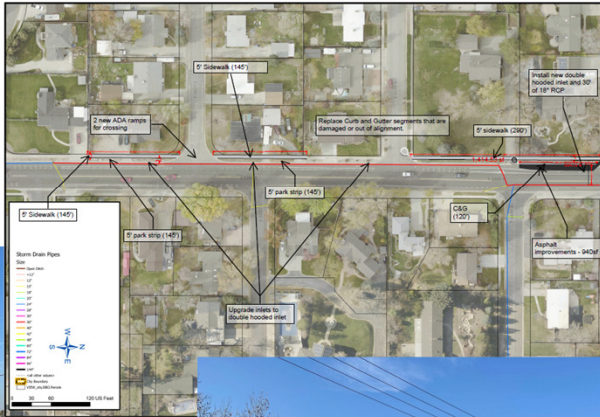
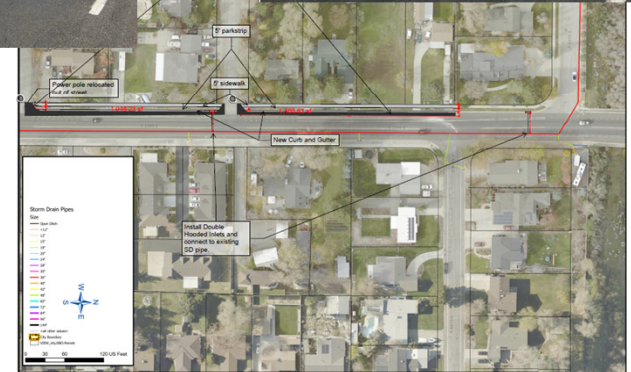


	STP	CMAQ	TAP	CRP
Requested	\$174,063,075	\$52,026,608	\$25,618,119	\$51,562,881
Available	\$20,000,000	\$5,500,000	\$2,100,000	\$2,400,000

Cottonwood Heights – 2300 East – Sidewalk Connection

Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)



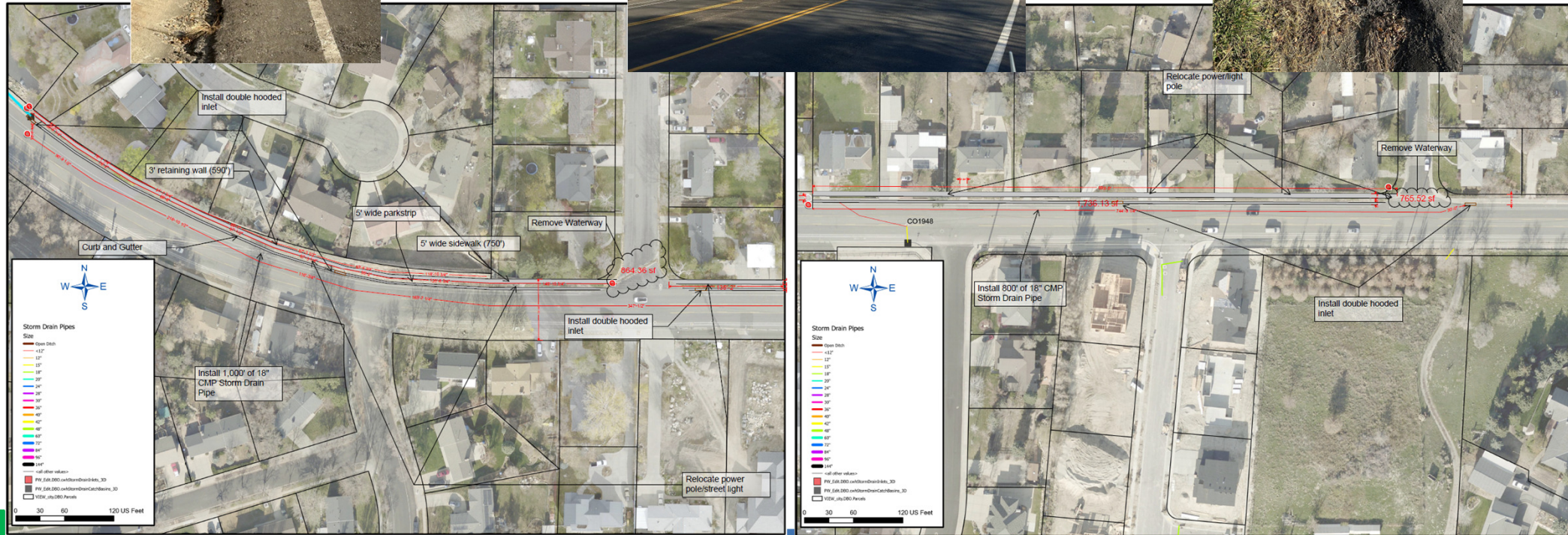
Project Cost –
\$ 1,909,000

Funds Request –
\$ 1,779,761

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

Cottonwood Heights – Bengal Boulevard – Pedestrian Trail Project Type – Ped & Bike

2600 East to Pamela Drive – (0.33 miles)



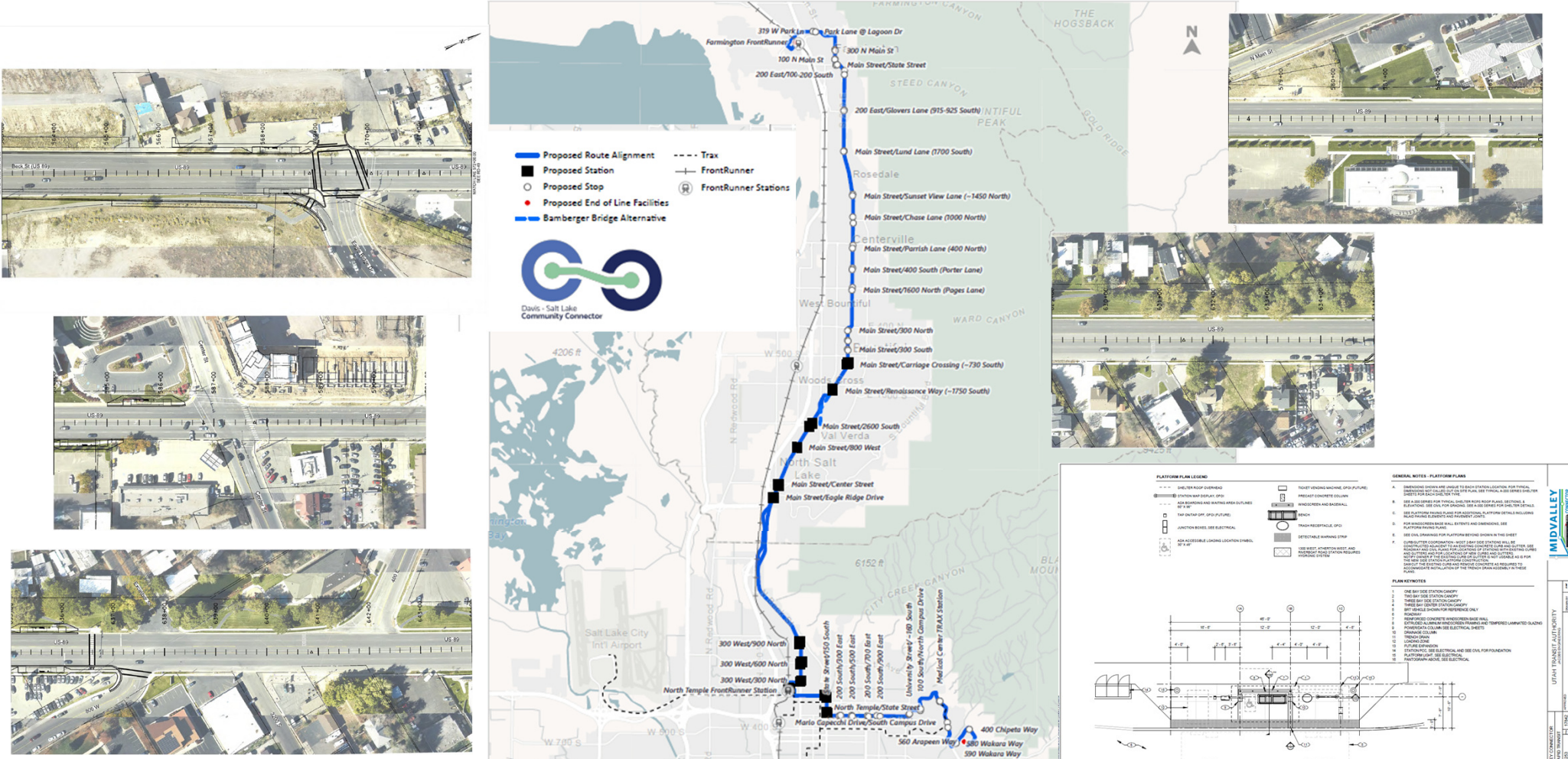
**Project Cost –
\$ 4,813,000**

**Funds Request –
\$ 4,487,160**

This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.

UTA – Davis – Salt Lake Connector - Operations Intersections Improvement - Project Type – Transit

Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



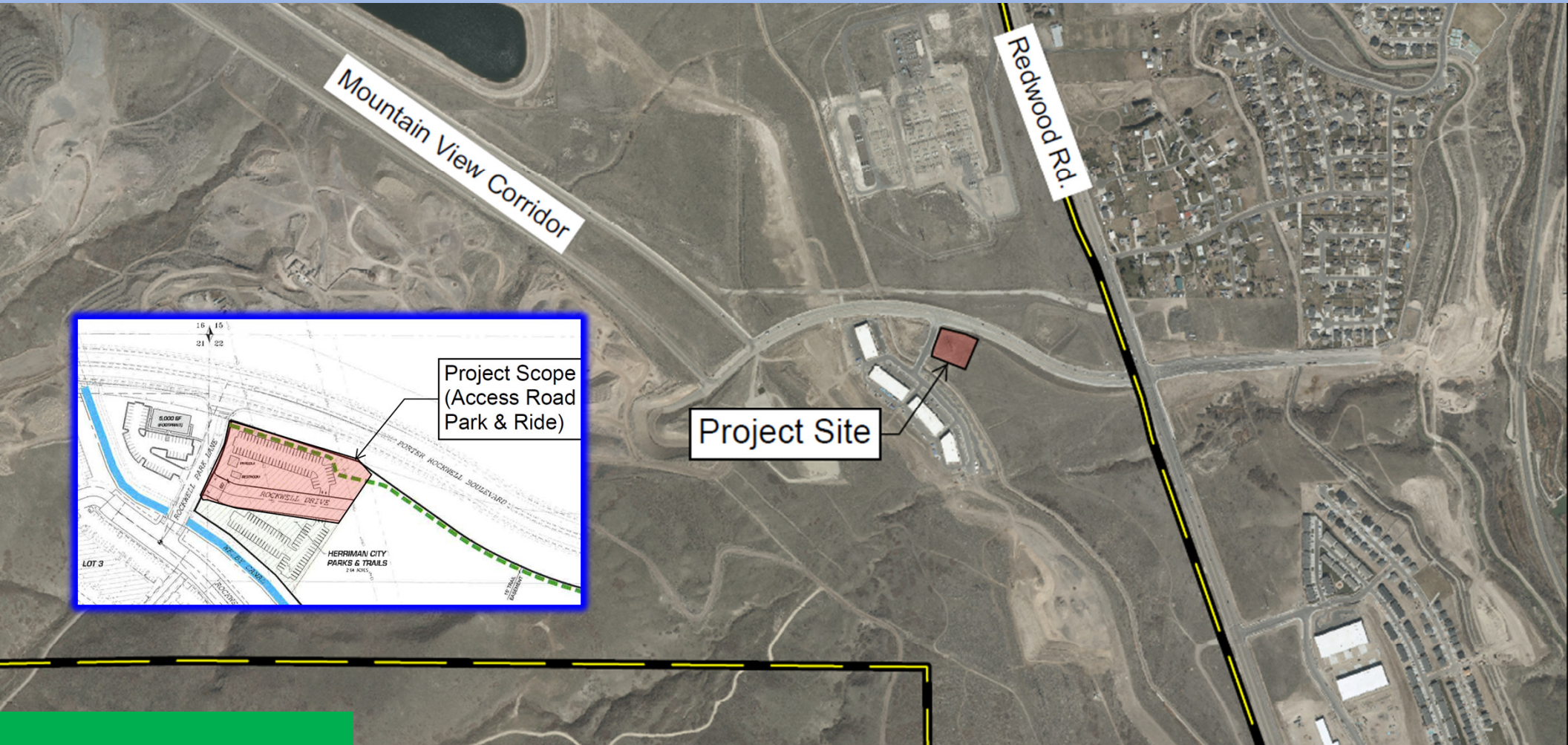
UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.

**Project Cost –
\$ 24,829,830**

**Funds Request –
\$ 5,000,000**

Herriman – Porter Rockwell Park and Ride Project Type – Transit

Porter Rockwell Blvd and Rockwell Park Drive – (0.1 miles)



Project Cost –
\$ 3,056,200
Funds Request –
\$ 2,756,200

This project will construct a Park and Ride facilities of approximately 60 parking spaces. This will be used by residents and commuters to coordinate trips. It is anticipated that the demand will be larger than this parking lot and this is an important first step is serving this underserved demographic.

Holladay – I-215 Shared-Use AT Path - Pedestrian Trail

Project Type – Bike & Ped


2000 East to 2300 East – (0.5 miles)

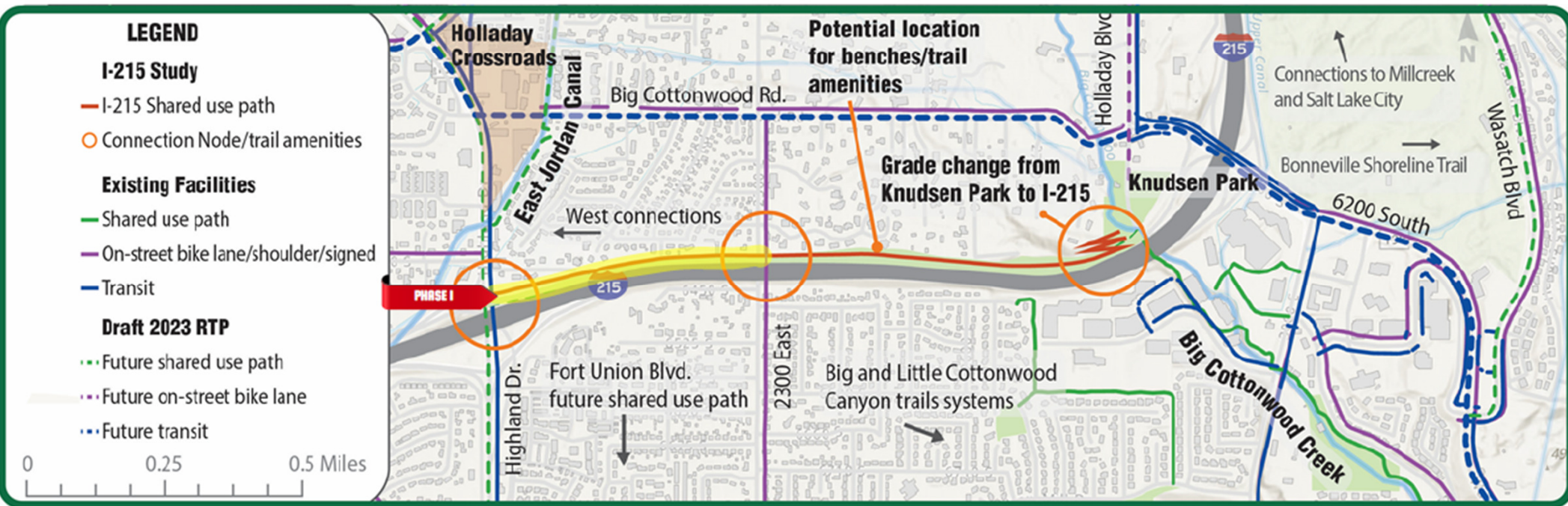


City of Holladay

I-215 SHARED-USE AT PATH

PHASE I FROM 2000 EAST TO 2300 EAST

 I-215 SHARED-USE AT PATH, PHASE I FROM 2000 EAST TO 2300 EAST (PORTION INCLUDED IN THIS GRANT APPLICATION)



Supported by a TLC-funded study, this project will include the design, engineering, and construction for a portion of a new active transportation path along I-215 from 2000 E to 2300 E. The project will reduce emissions, provide AT commuting options, and link neighboring communities and regional routes for cyclists and pedestrians. Agreement with UDOT required for use of ROW.

Project Cost –
\$ 3,367,000

Funds Request –
\$ 3,139,054

UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15– (0.03 miles)



Project Cost –
\$ 7,062,000

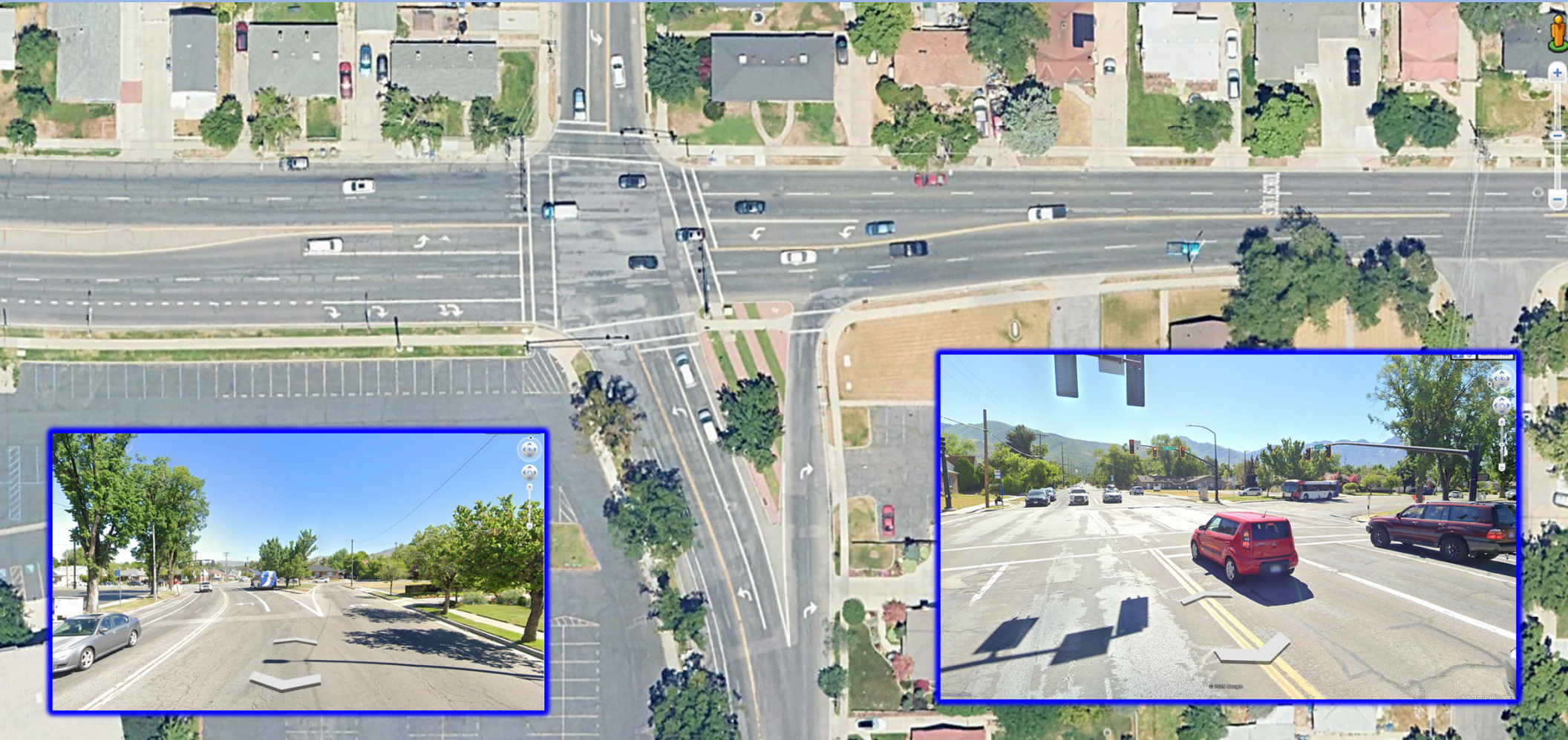
Funds Request –
\$ 3,500,000

The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.

Salt Lake City – Highland High - Roundabout

Project Type – Intersection

2100 South & 1700 East – (0.25 miles)



Project Cost –
\$ 1,118,800

Funds Request –
\$ 1,043,057

Salt Lake City will convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner. University of Utah students designed this roundabout concept as a capstone project in 2023.

UDOT – I-215 & 700 North– Add Ramp Meters

Project Type – Intersections & Signals

I-215 MP 23.2 to I-215 MP 24.2 – (1 mile)



Project Cost –
\$ 3,320,000

Funds Request –
\$ 1,000,000

This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

UTA – SL Central Transit Improvements – Parking Garage

Project Type – Transit

200 South and 600 West to 400 South and UPRR Tracks/ 700 West



Project Cost –
\$ 55,000,000

Funds Request –
\$ 10,000,000

SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.

UTA – 5600 West Bus Route – Operating Costs

Project Type – Transit

Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

The 5600 West Bus Route is the transit component for the Mountain View Corridor. The core route provides new north/south transit service, helping to reduce traffic and improve the region's air quality. It serves low-income and minority neighborhoods in western Salt Lake County and provides improved access to jobs.



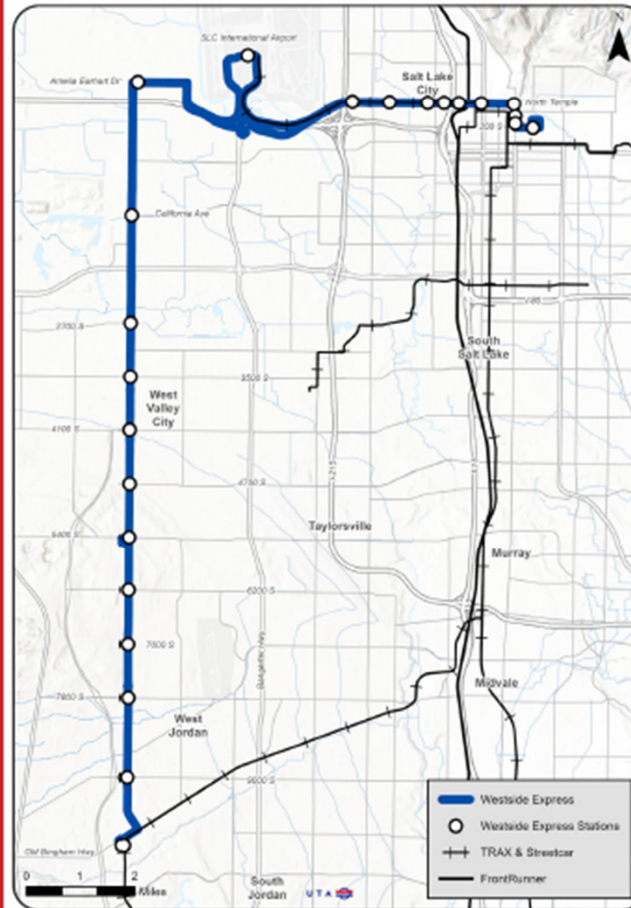
Operating Cost –
\$ 31,295,250

Funds Requested–
\$ 5,000,000

Westside Express

Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being built in phases and will eventually connect from I-80 into Utah County. This project also included a transit element. UTA has been working with UDOT to update the agreement for the MVC transit project implementation.



Proposed Project

Express bus service that provides a one-seat transit ride for residents that live along 5600 West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, strategies to improve travel time, and enhanced stops with shelters, benches, lighting, and real-time bus arrival displays

Status: Seeking Funding for Next Steps

Project Benefits

Provides new north/south transit service & utilizes electric buses, helping to reduce traffic and improve the region's air quality

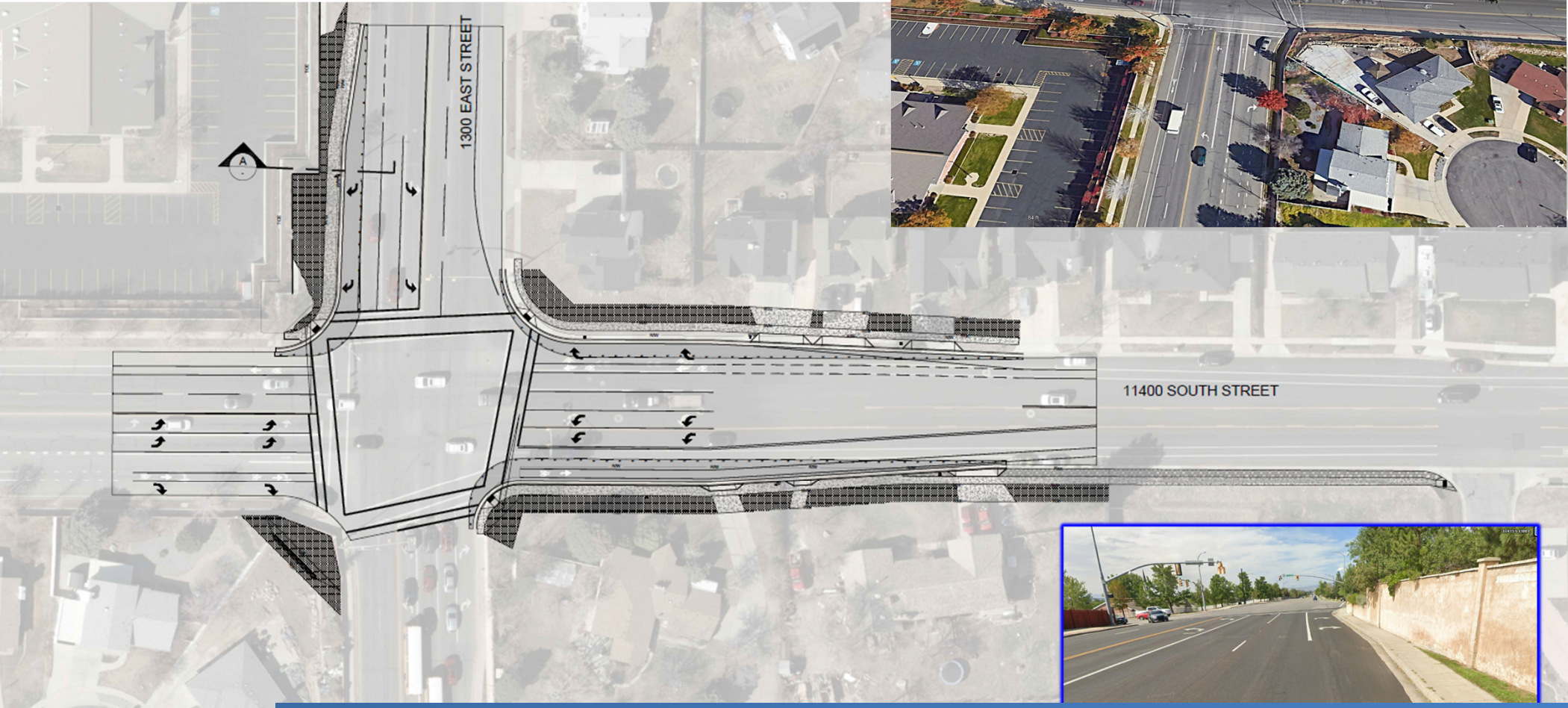
Serves low-income and minority neighborhoods in western Salt Lake County

Provides improved access to jobs, including the SLC International Airport and other key industrial centers

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11390 South to 11410 South – (0.08 miles)



Project Cost –
\$ 5,373,000

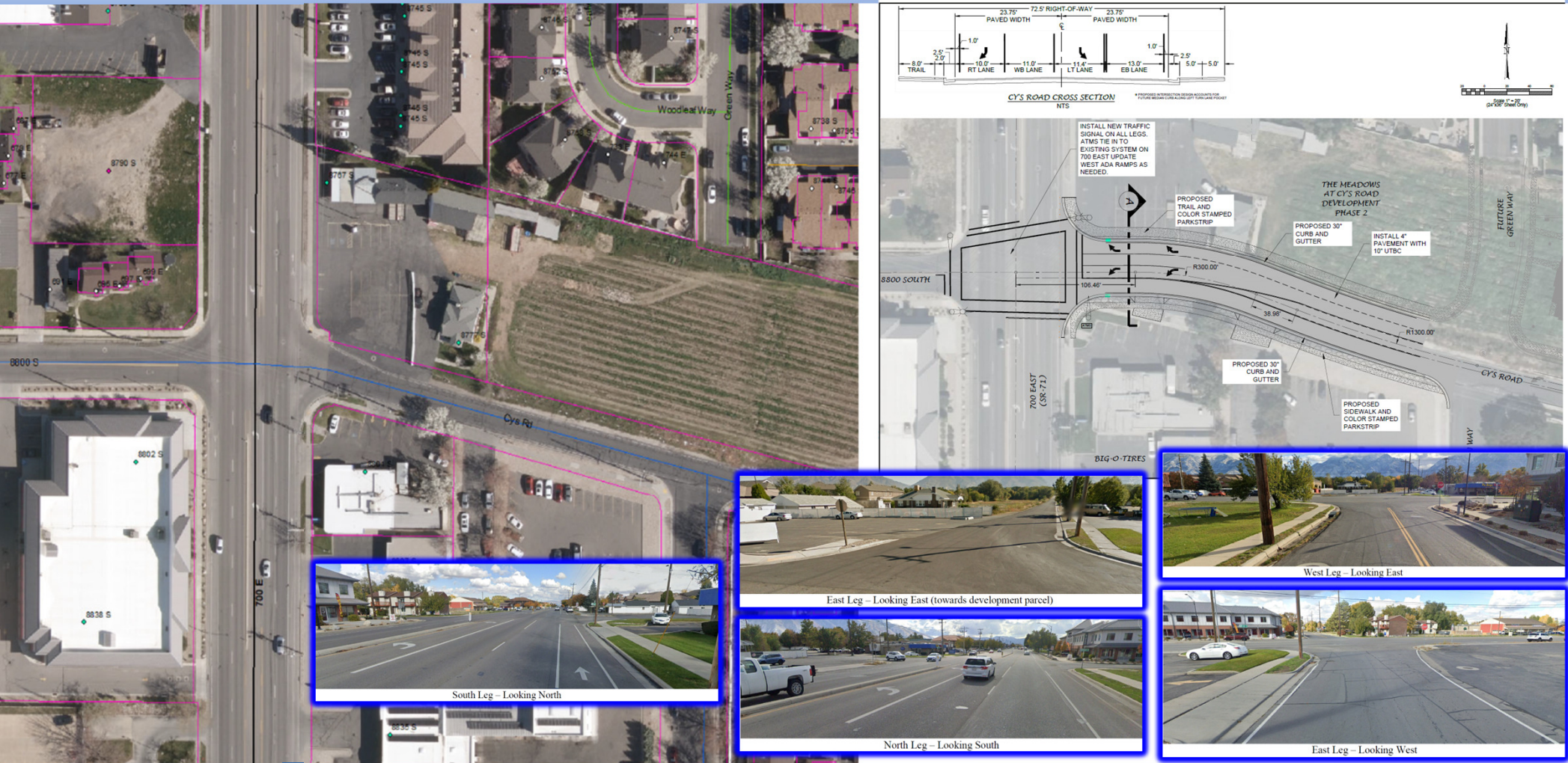
Funds Request –
\$ 5,009,248

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.

Sandy – 700 East Cy's Road (8800 South) – Intersection Improvements

Project Type – Operations

Cy's Road (8800 South) to 700 East – (0.25 miles)



Project Cost –
\$ 3,732,000

Funds Request –
\$ 3,142,536

This project finishes the east leg of the intersection and installs a traffic signal. The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay.



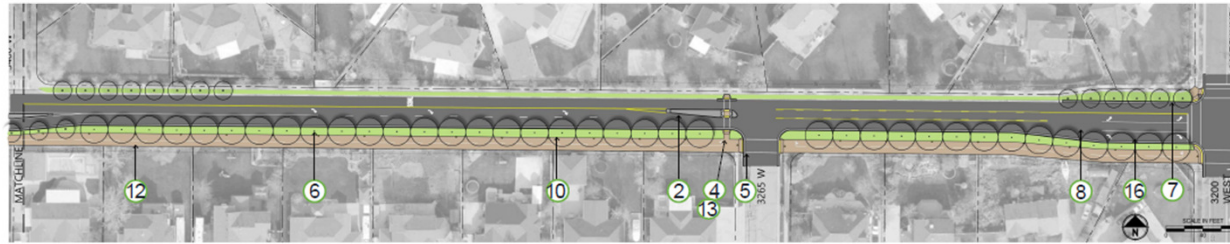
South Jordan – Shields Lane Multi-Use Path (Phase 1)

Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

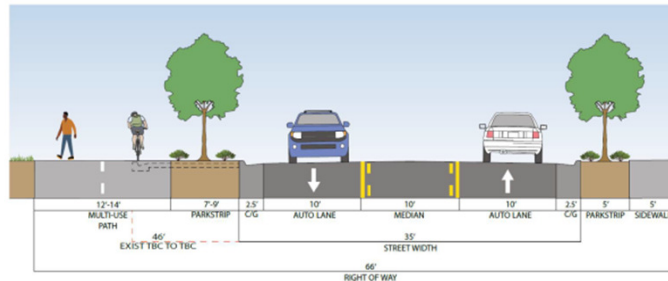
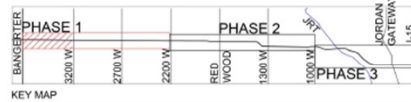


SEGMENT 2



Key Note Legend

- | | |
|-----------------------------------|--|
| 1. Multi-Use Path w/ Striped Lane | 10. Expanded Park Strip |
| 2. Concrete Median | 11. High T with Midblock Crossing |
| 3. Center Turn Lane | 12. Lighted Bollard |
| 4. Midblock Crossing | 13. Rapid Rectangular Flashing Beacon |
| 5. Improved Crosswalks | 14. Connect to New Pedestrian Overpass Ramp |
| 6. New Street Trees | 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed |
| 7. Curb Extension | 16. Dedicated Turn Lanes |
| 8. New Asphalt | |
| 9. Bench & Receptacle | |



SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



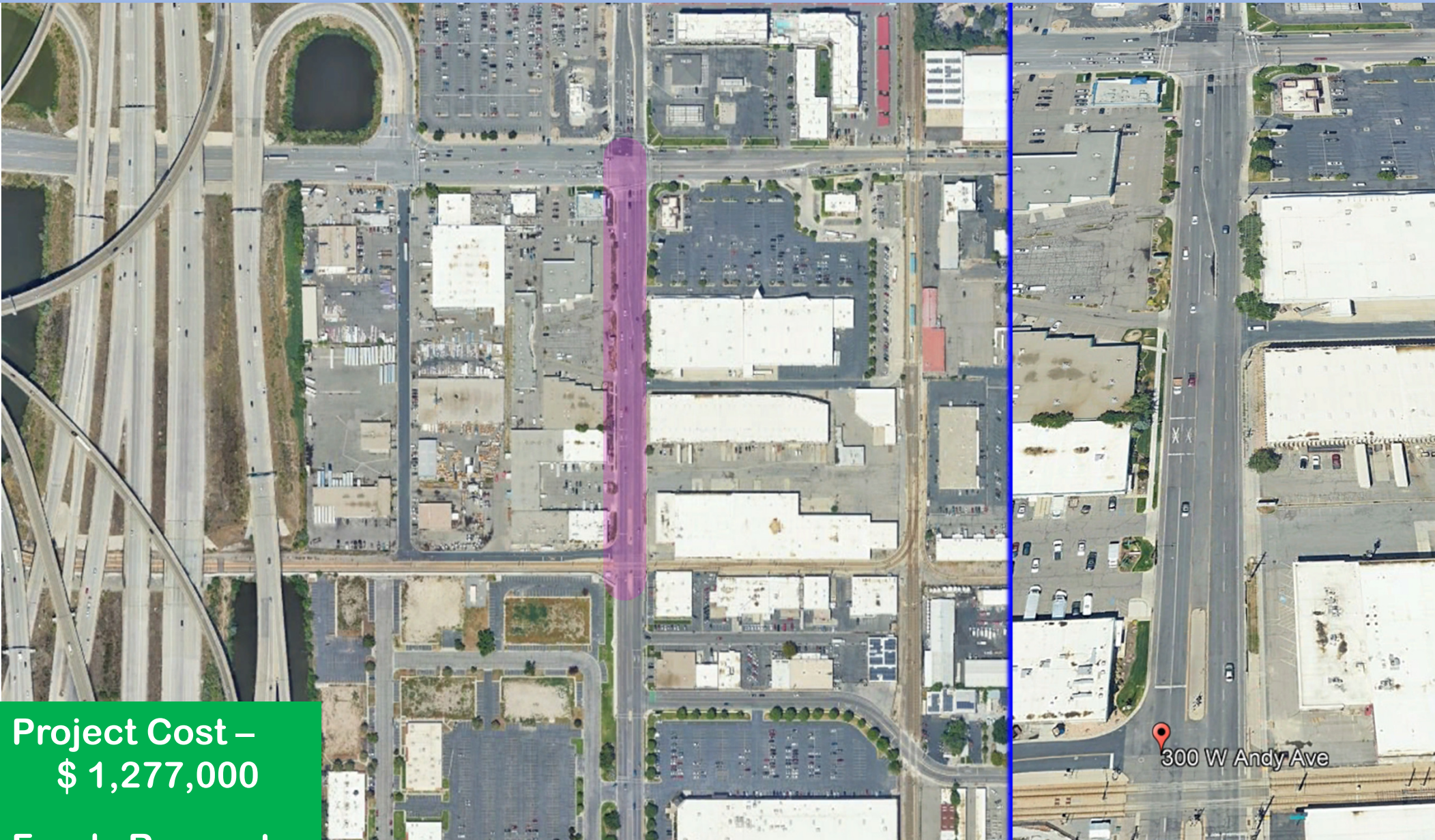
Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

**Project Cost –
\$ 4,566,400**

**Funds Request –
\$ 3,996,400**

South Salt Lake – Mobility Improvements – 300 West Project Type – Capital Improvement

2100 South to Andy Ave – (0.2 miles)



**Project Cost –
\$ 1,277,000**

**Funds Request –
\$ 1,190,547**

This project will construct a high comfort bicycle facility along 300 W.

South Salt Lake – Mobility Improvements – Central Pointe Place Project Type – Capital Improvement

Main Street to State Street – (0.1 miles)



**Project Cost –
\$ 39,000**

**Funds Request –
\$ 36,360**

This project will construct the improvement of Parley's trail between State Street and Main St.

South Salt Lake – Mobility Improvements – Central Pointe Station East Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.2 miles)



**Project Cost –
\$ 43,000**

**Funds Request –
\$ 40,089**

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East.

South Salt Lake – Mobility Improvements – Central Pointe Station West

Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.1 miles)



Project Cost –
\$ 46,000

Funds Request –
\$ 42,886

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.

South Salt Lake – Mobility Improvements – Haven Project Type – Capital Improvement

300 W to West Temple – (0.1 miles)



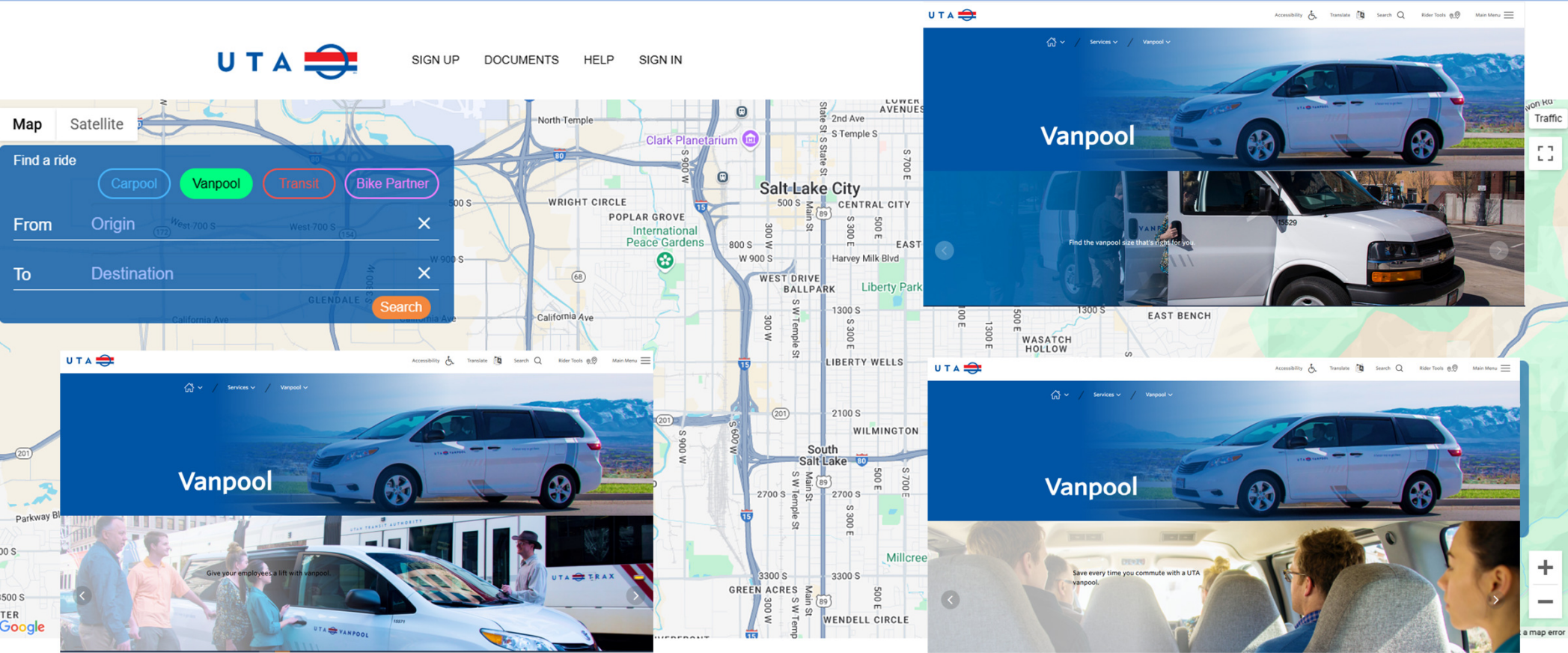
**Project Cost –
\$ 476,000**

**Funds Request –
\$ 443,775**

This project will construct the improvements of Parley's trail between West Temple and 300 West

UTA – Vanpool Expansion Vans Intersections Improvement - Project Type – Transit

Salt Lake County



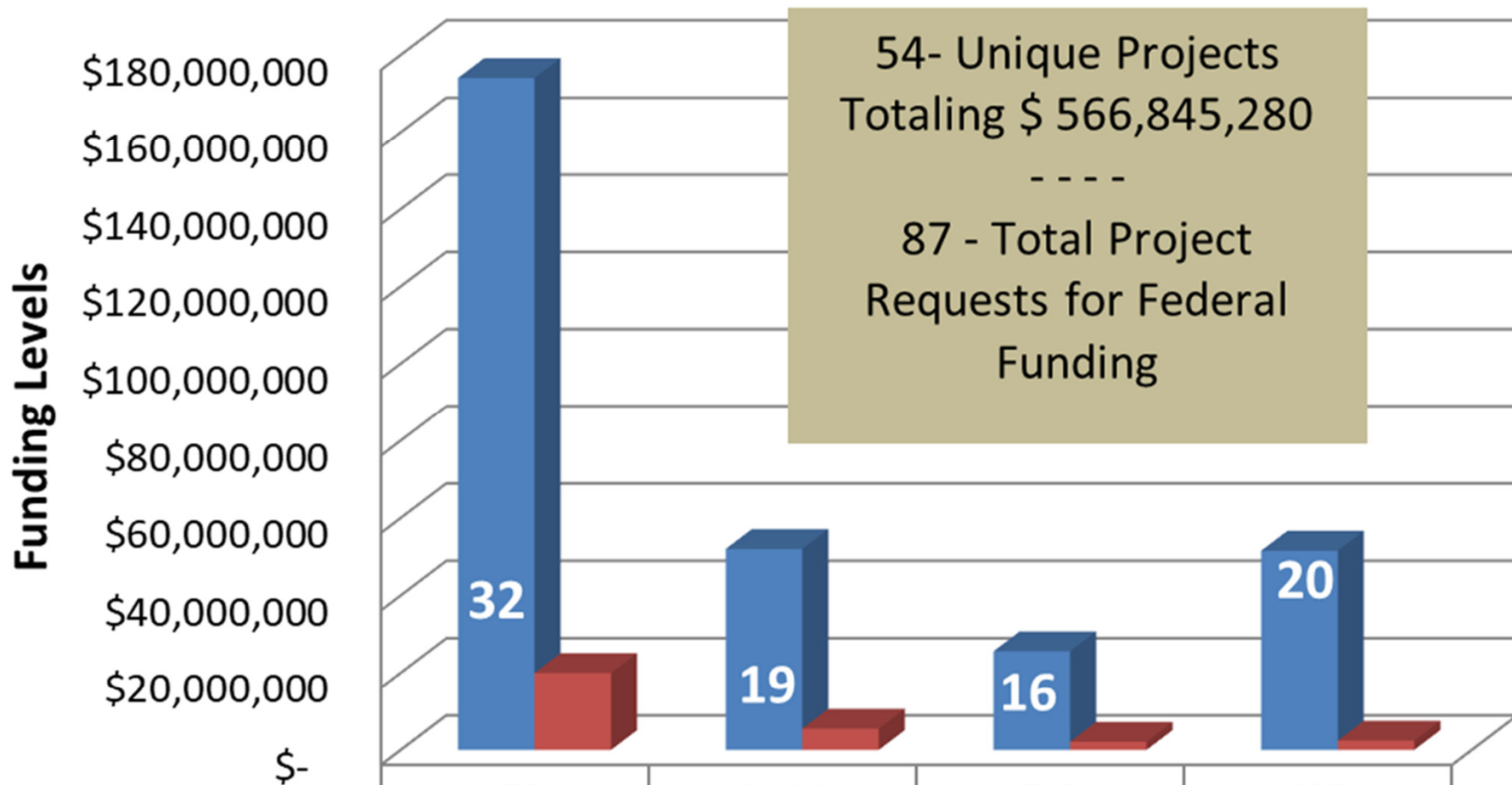
Welcome to UTA Rideshare

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

**Project Cost –
\$ 450,000**

**Funds Request –
\$ 419,535**

Salt Lake/ West Valley Urban Area

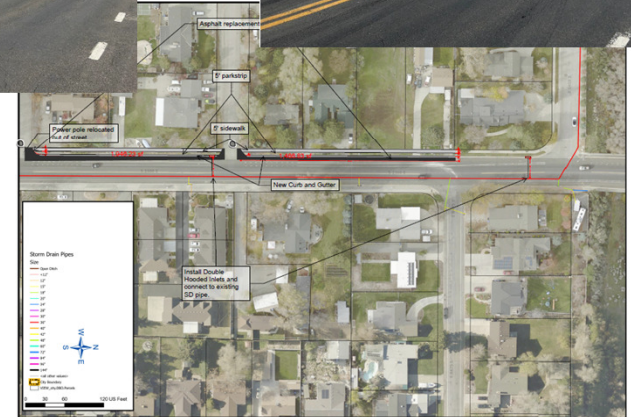
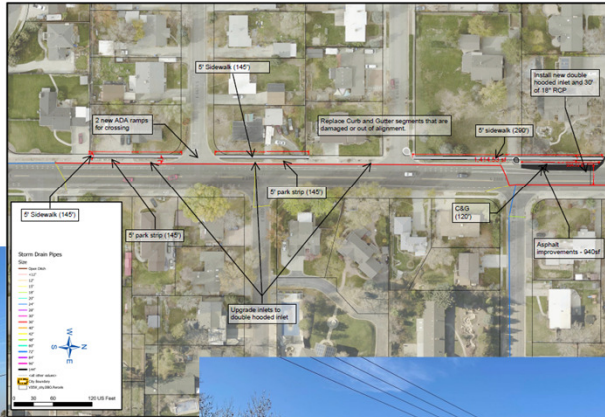


	STP	CMAQ	TAP	CRP
Requested	\$174,063,075	\$52,026,608	\$25,618,119	\$51,562,881
Available	\$20,000,000	\$5,500,000	\$2,100,000	\$2,400,000

Cottonwood Heights – 2300 East – Sidewalk Connection

Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)



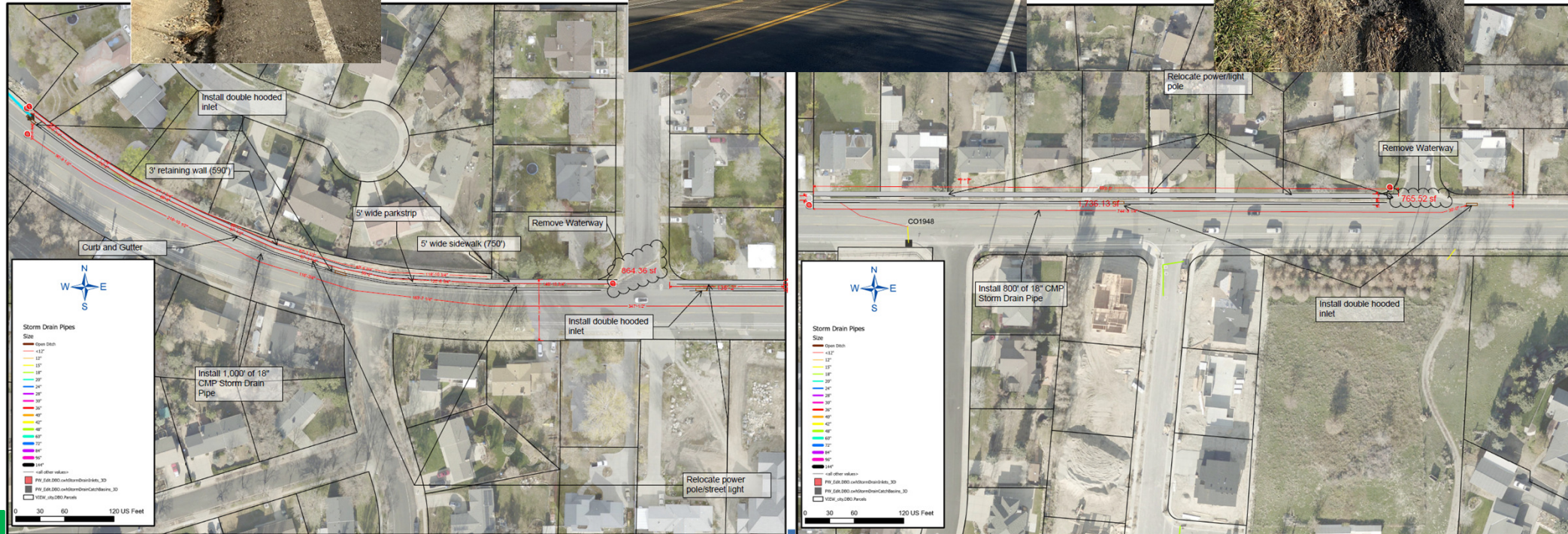
**Project Cost –
\$ 1,667,000**

**Funds Request –
\$ 1,554,144**

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

Cottonwood Heights – Bengal Boulevard – Pedestrian Trail Project Type – Capital Improvement

2600 East to Pamela Drive – (0.33 miles)



Project Cost –
\$ 4,200,000

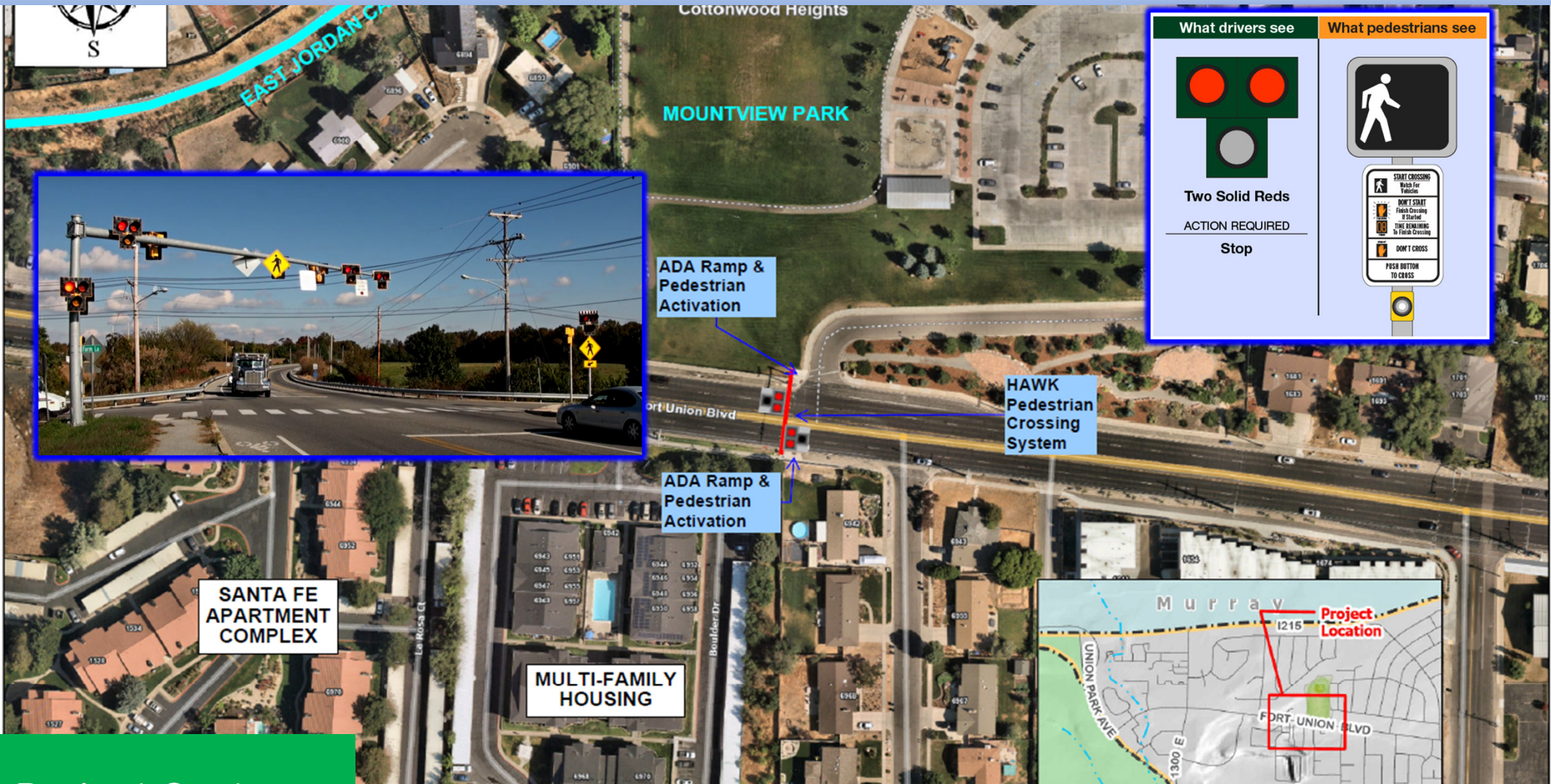
Funds Request –
\$ 3,915,660

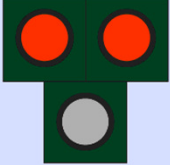


This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.

Cottonwood Heights – Fort Union Blvd – 1600 East – HAWK

Project Type – Capital Improvement

Mountview Park Entrance to 1600 East – (0.01 miles)



What drivers see	What pedestrians see
 <p>Two Solid Reds</p>	
<p>ACTION REQUIRED</p> <p>Stop</p>	

Project Cost –
\$ 520,000

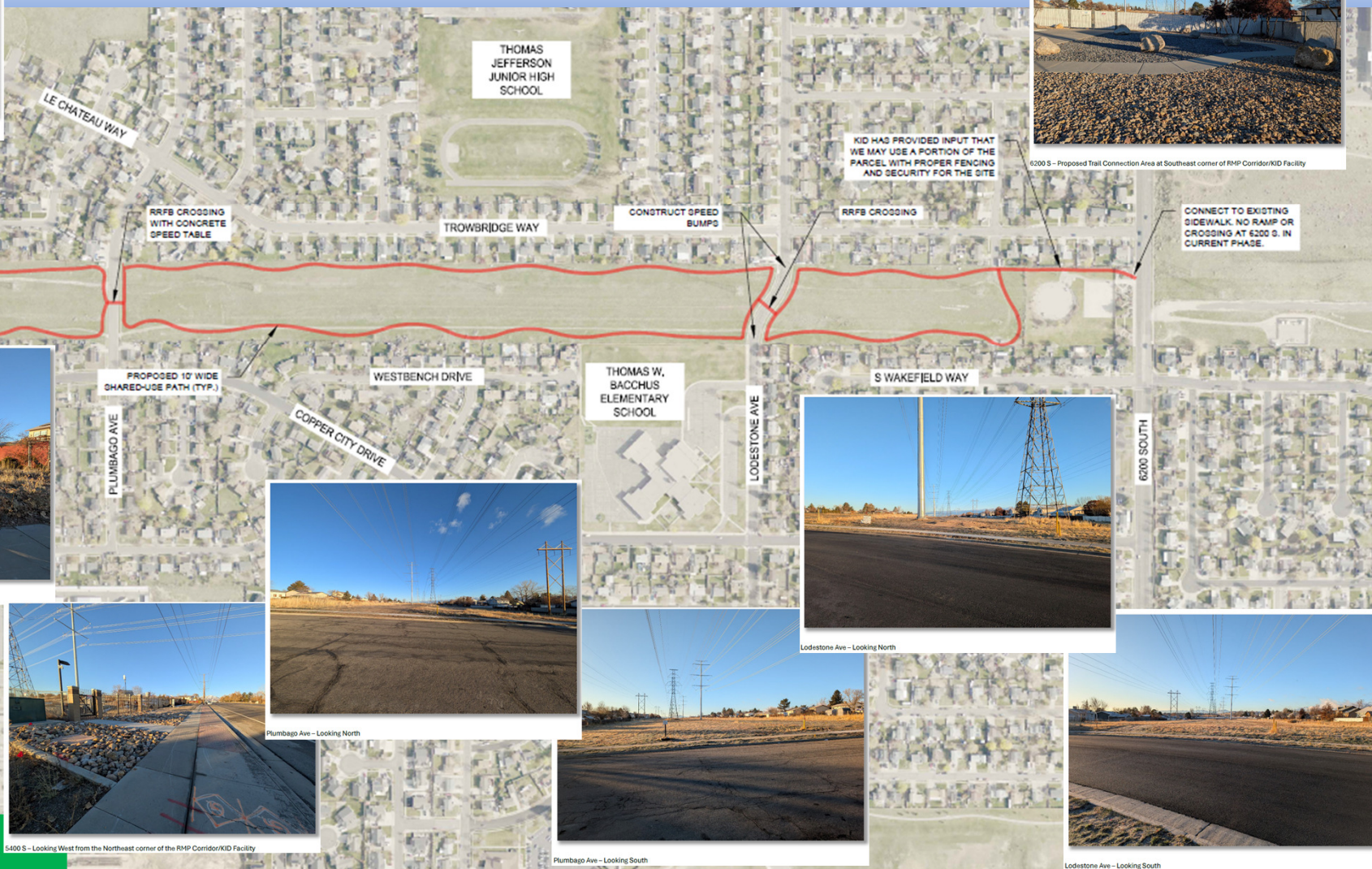
Funds Request –
\$ 484,000

Install a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East). Current crosswalk poses significant safety risks due to high vehicle speeds and the consistent failure of automobiles to stop for pedestrians.

Kearns – Powerline Corridor (Approx 5670 W) – Bike/ Ped Trail

Project Type – Capital Improvement

5400 South to 6200 South – (1 mile)



Project Cost –
\$ 2,873,500

Funds Request –
\$ 2,641,672

To provide a safe alternative for cyclists and pedestrians in an open corridor (power line corridor) through an open space bisecting two neighborhoods. This will improve mobility and safety for students for nearby schools, and other users for leisure and transit.

Magna – 3100 South – Construct Missing Sidewalk

Project Type – Safe Route to School

7200 West to 7270 West – (0.08 miles)



Project Limits

**Project Cost –
\$ 520,300**

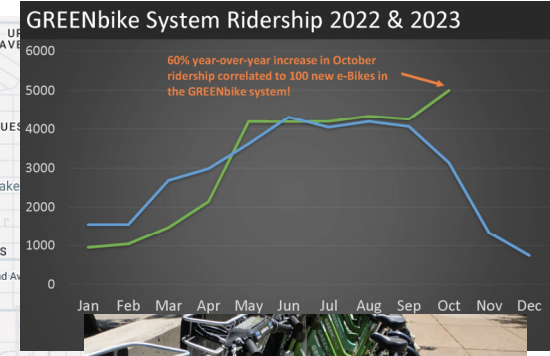
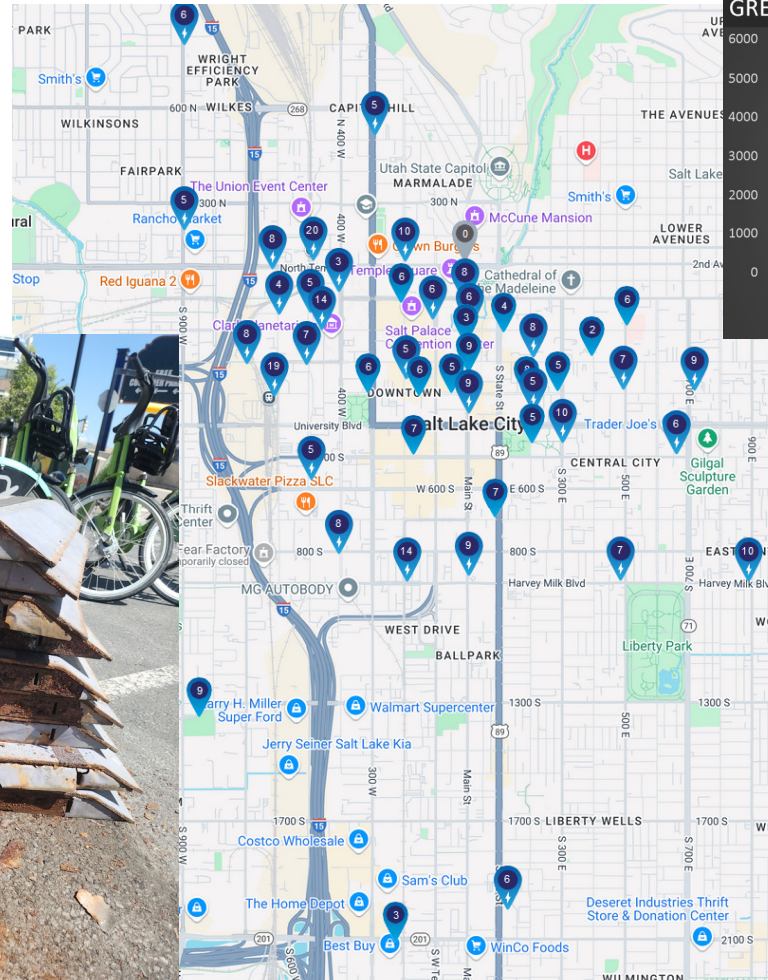
**Funds Request –
\$ 485,076**

The installation of curb, gutter and sidewalk on the north side of 3100 South from 7200 West to 7270 West. This section of 3100 South is designated as a safe route to the nearby Lake Ridge Elementary school and the installation of these improvements would increase the pedestrian safety along this route.

Salt Lake City – Bike Share (GREENbike) Capital Care – Stations & Bikes

Project Type – Capital Improvement

Salt Lake City Proper – (9 sq miles)



Project Cost –
\$ 850,000

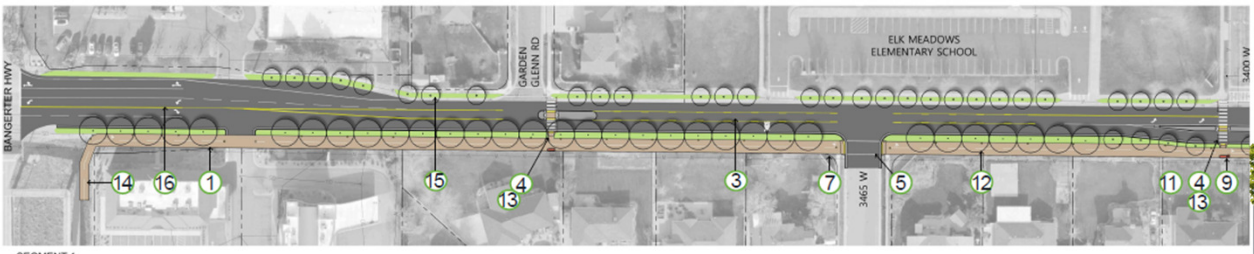
Funds Request –
\$ 792,455

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 five stations, each with 12 docks, and a total of 58 eBikes. GREENbike will continue to serve the public with sustainable travel.

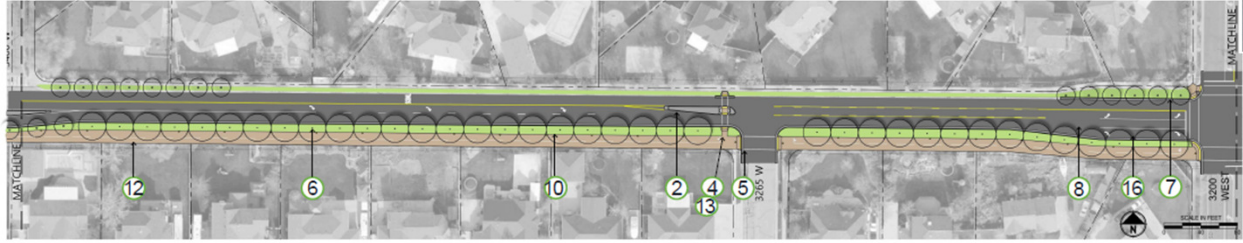
South Jordan – Shields Lane Multi-Use Path (Phase 1)

Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

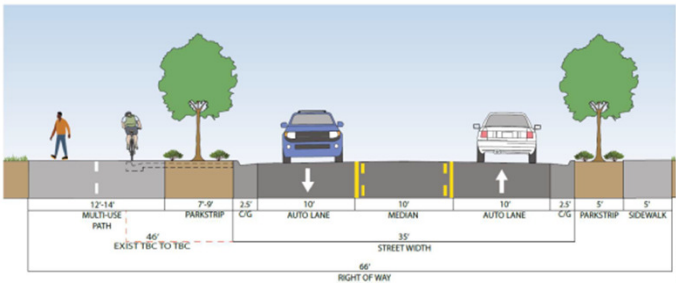
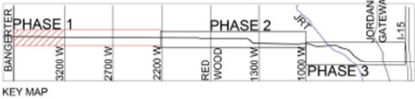


SEGMENT 2



Key Note Legend

- 1. Multi-Use Path w/ Striped Lane
- 2. Concrete Median
- 3. Center Turn Lane
- 4. Midblock Crossing
- 5. Improved Crosswalks
- 6. New Street Trees
- 7. Curb Extension
- 8. New Asphalt
- 9. Bench & Receptacle
- 10. Expanded Park Strip
- 11. High T with Midblock Crossing
- 12. Lighted Bollard
- 13. Rapid Rectangular Flashing Beacon
- 14. Connect to New Pedestrian Overpass Ramp
- 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed
- 16. Dedicated Turn Lanes



SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY

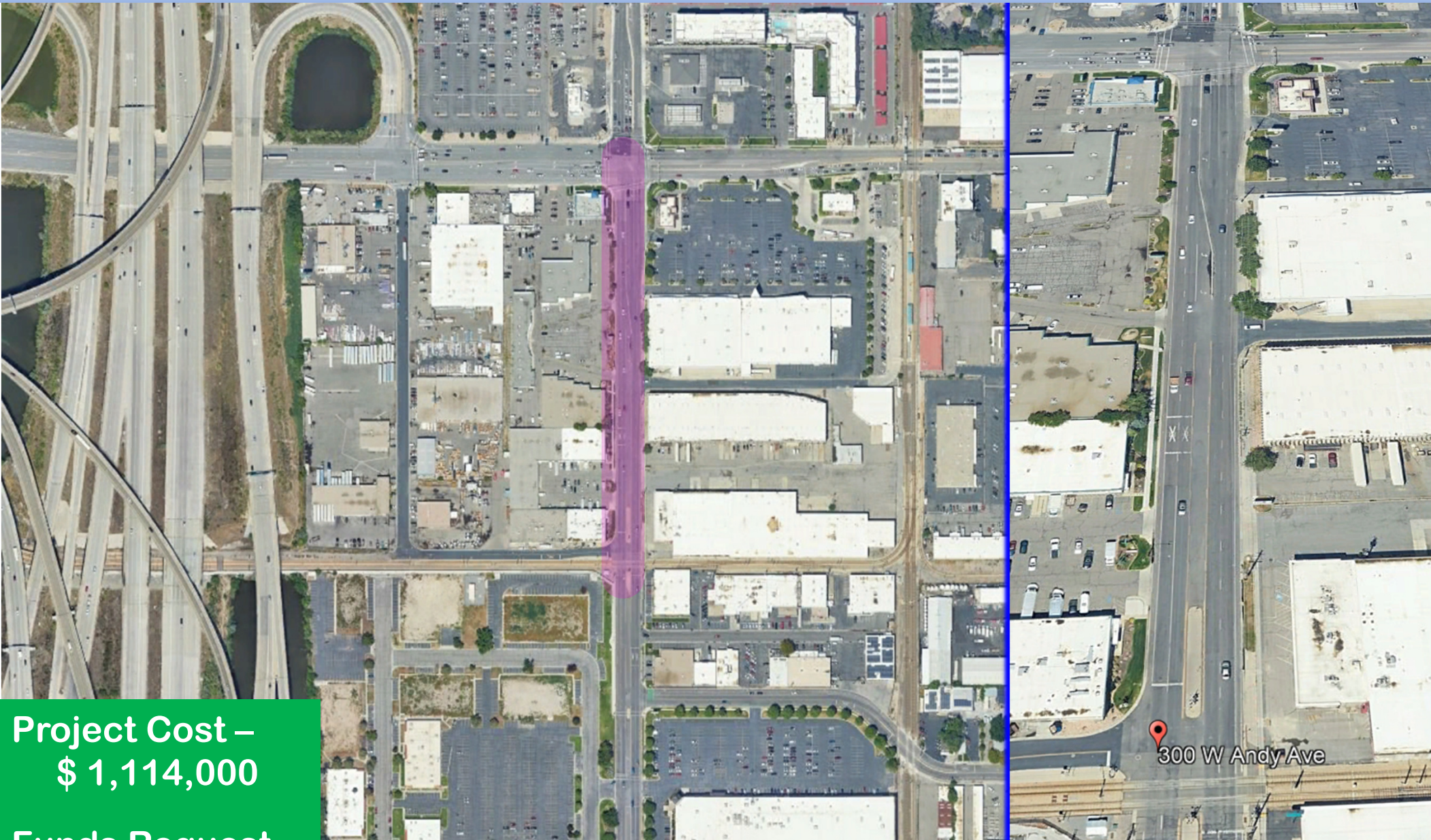
Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

**Project Cost –
\$ 3,310,400**

**Funds Request –
\$ 2,740,400**

South Salt Lake – Mobility Improvements – 300 West Project Type – Capital Improvement

2100 South to Andy Ave – (0.2 miles)



**Project Cost –
\$ 1,114,000**

**Funds Request –
\$ 1,038,582**

This project will construct a high comfort bicycle facility along 300 W.

South Salt Lake – Mobility Improvements – Central Pointe Place Project Type – Capital Improvement

Main Street to State Street – (0.1 miles)



**Project Cost –
\$ 34,000**

**Funds Request –
\$ 31,698**

This project will construct the improvement of Parley's trail between State Street and Main St.

South Salt Lake – Mobility Improvements – Central Pointe Station East Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.2 miles)



**Project Cost –
\$ 37,000**

**Funds Request –
\$ 34,495**

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East.

South Salt Lake – Mobility Improvements – Central Pointe Station West Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.1 miles)



**Project Cost –
\$ 40,000**

**Funds Request –
\$ 37,292**

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.

South Salt Lake – Mobility Improvements – Haven Project Type – Capital Improvement

300 W to West Temple – (0.1 miles)



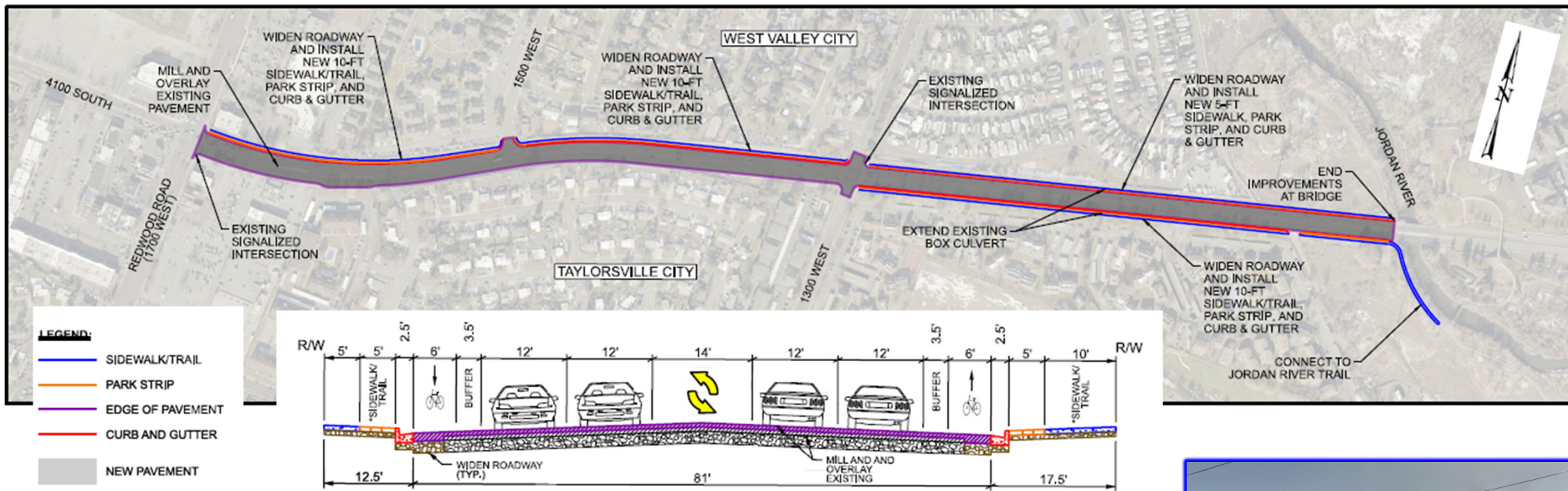
**Project Cost –
\$ 415,000**

**Funds Request –
\$ 386,905**

This project will construct the improvements of Parley's trail between West Temple and 300 West

Taylorville – 3900 South Bike Lanes – Bike \ Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost –
\$ 11,869,000

Funds Request –
\$ 5,739,183

This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding a 12' Shared Use Path, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

Murray City – 5400 South – Construct Missing Sidewalk

Project Type – Capital Improvement

Canal Street to Walden Glen Drive – (0.16 miles)



Project Cost –
\$ 548,000

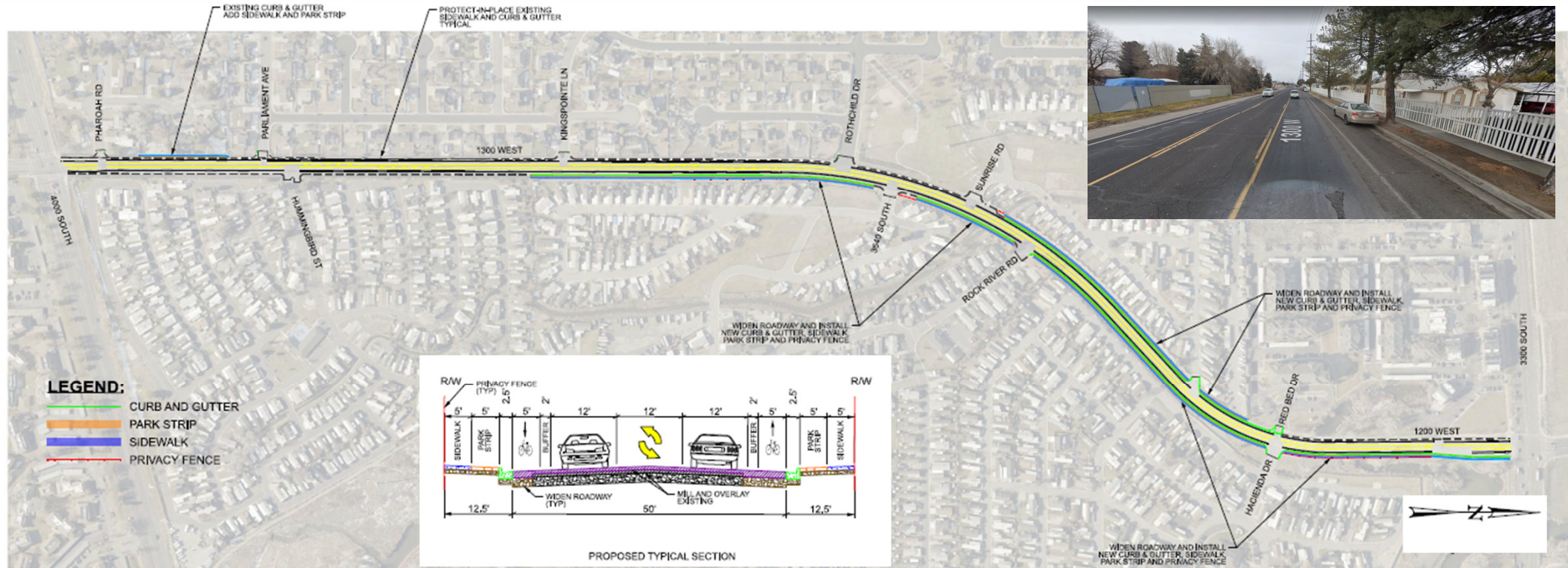
Funds Request –
\$ 200,000

This project aims to construct a sidewalk and Curb & Gutter along 5400 South on the south side between Canal Street and Walden Glen Drive. This project will serve as a connection piece for the pedestrian sidewalk.

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

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Project Cost –
\$ 9,068,000

Funds Request –
\$ 4,962,633

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..

White City – Emerald Drive – Construct Missing Sidewalk

Project Type – Capital Improvement

Garnet Drive to Poppy Lane – (0.12 miles)

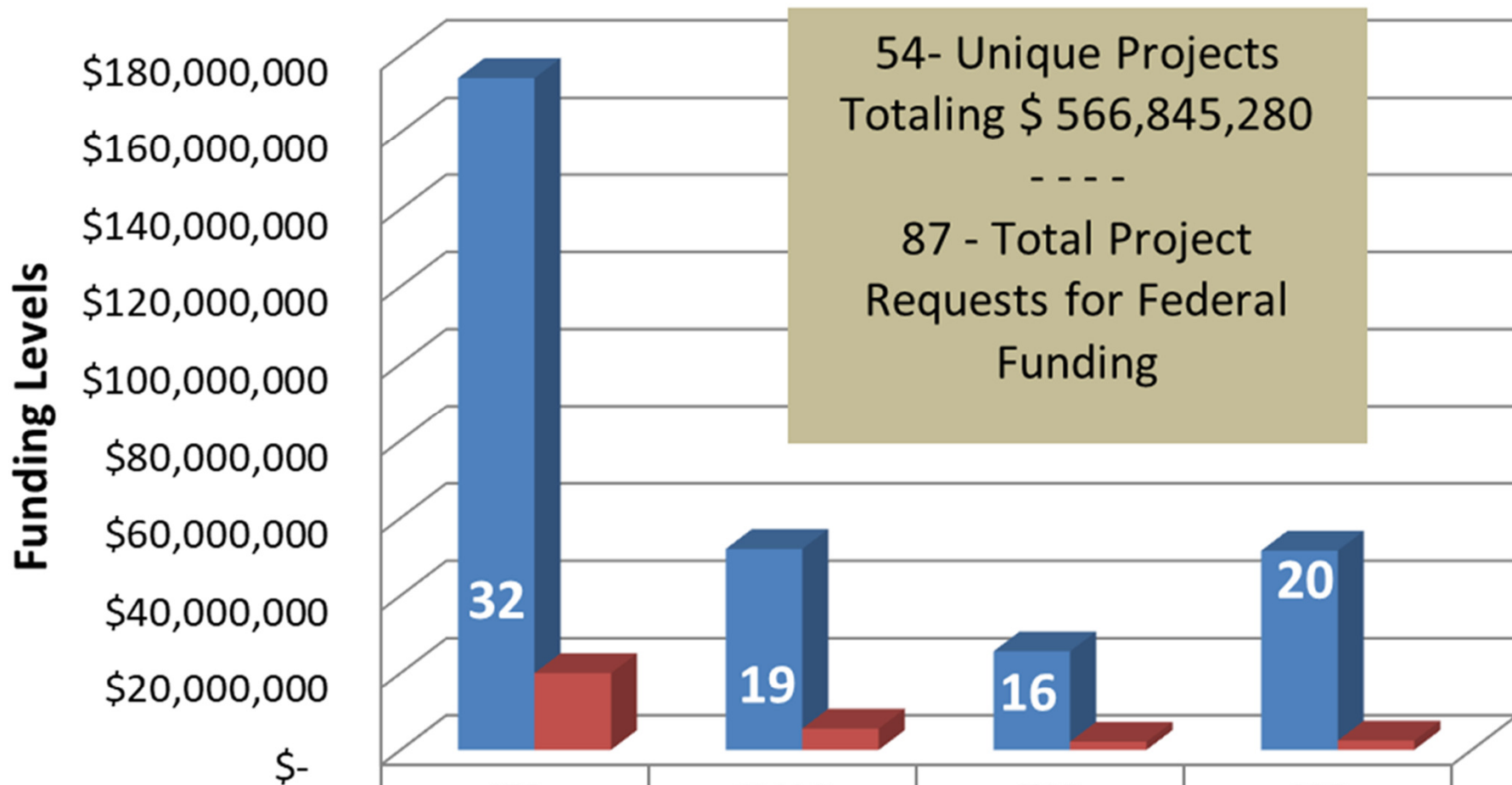


**Project Cost –
\$ 615,600**

**Funds Request –
\$ 573,924**

The purpose of this project is to ensure the safety, accessibility, and convenience of students who walk or bike to and from school. Currently, students living in White City are forced to walk on the roadway due to the lack of sidewalks available there. This project will place sidewalk on both sides of Emerald Drive from Garnet Drive to Poppy Lane.

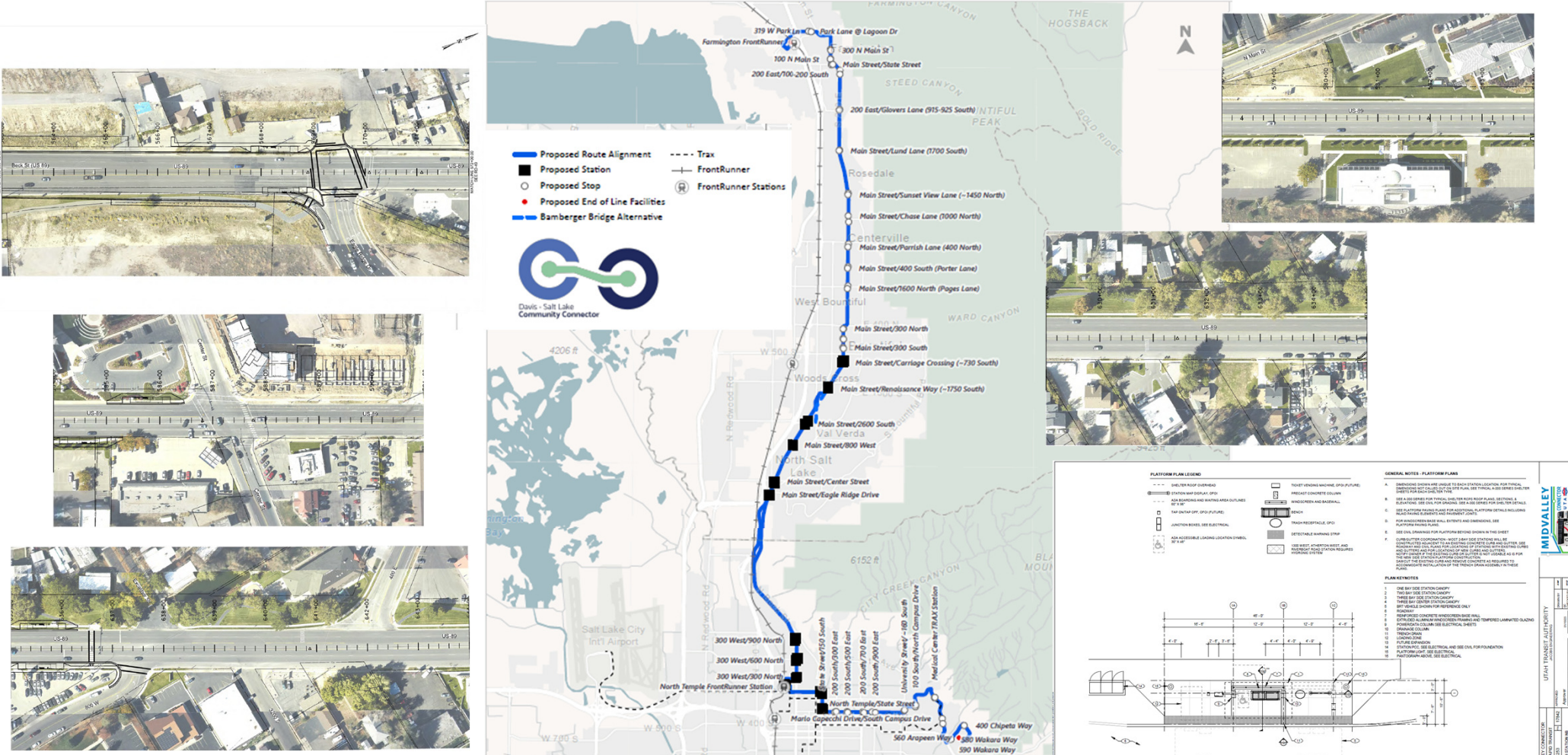
Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP	CRP
Requested	\$174,063,075	\$52,026,608	\$25,618,119	\$51,562,881
Available	\$20,000,000	\$5,500,000	\$2,100,000	\$2,400,000

UTA – Davis – Salt Lake Connector - Operations Intersections Improvement - Project Type – Transit

Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.

**Project Cost –
\$ 24,829,830**

**Funds Request –
\$ 5,000,000**

Holladay – I-215 Shared-Use AT Path - Pedestrian Trail

Project Type – Bike & Ped


2000 East to 2300 East – (0.5 miles)

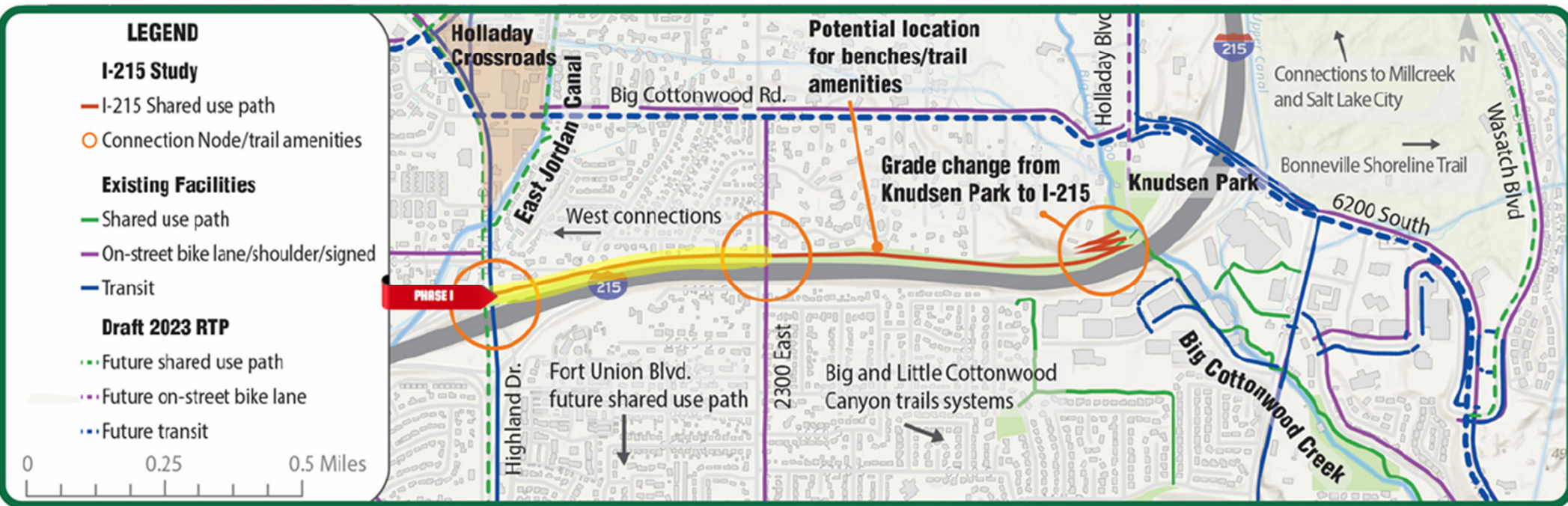


City of Holladay

I-215 SHARED-USE AT PATH

PHASE I FROM 2000 EAST TO 2300 EAST

 I-215 SHARED-USE AT PATH, PHASE I FROM 2000 EAST TO 2300 EAST (PORTION INCLUDED IN THIS GRANT APPLICATION)



Supported by a TLC-funded study, this project will include the design, engineering, and construction for a portion of a new active transportation path along I-215 from 2000 E to 2300 E. The project will reduce emissions, provide AT commuting options, and link neighboring communities and regional routes for cyclists and pedestrians. Agreement with UDOT required for use of ROW.

Project Cost –
\$ 3,367,000

Funds Request –
\$ 3,139,054

UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15– (0.03 miles)



**Project Cost –
\$ 7,062,000**

**Funds Request –
\$ 3,500,000**

The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.

Riverton City – Electric Vehicle Charging Stations

Project Type – Other

Riverton City Public Works – (0.01 miles)



Project Cost –
\$ 496,000

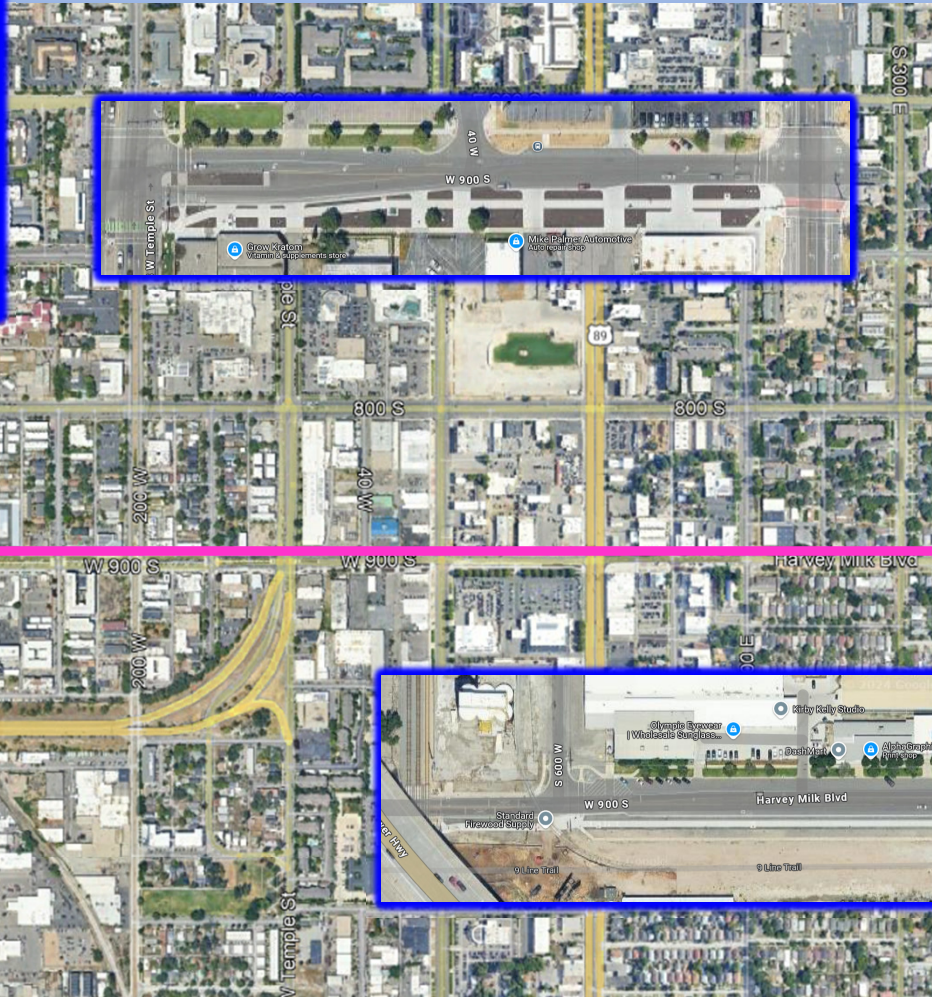
Funds Request –
\$ 450,000

Riverton City is preparing to start converting part of their fleet to electric trucks and other vehicles. Before the electric vehicles are purchased, charging stations need to be constructed at the Public Works facilities and/or at the Water Department facility (Water Department is part of Public Works).

Salt Lake City – Carbon Reduction along SLC’s 9-Line – Trail

Project Type – Other

600 West to 500 East – (1.64 miles)



Heat mapping will help pin-point locations for shade.



**Project Cost –
\$ 636,000**

**Funds Request –
\$ 592,000**

This project will sequester carbon by adding waterwise street trees and plants along the hottest blocks of Salt Lake City's 9-Line Trail. The 9-Line is underused in the hot summer months due to scorching heat and unshaded bus stops acting like solar ovens. More trees will encourage trail and transit use, reducing emissions.

UDOT – I-215 & 700 North– Add Ramp Meters

Project Type – Intersections & Signals

I-215 MP 23.2 to I-215 MP 24.2 – (1 mile)



Project Cost –
\$ 3,320,000

Funds Request –
\$ 1,000,000

This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

UTA – SL Central Transit Improvements – Parking Garage

Project Type – Transit

200 South and 600 West to 400 South and UPRR Tracks/ 700 West



**Project Cost –
\$ 55,000,000**

**Funds Request –
\$ 10,000,000**

SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.

UTA – 5600 West Bus Route – Operating Costs

Project Type – Transit

Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

The 5600 West Bus Route is the transit component for the Mountain View Corridor. The core route provides new north/south transit service, helping to reduce traffic and improve the region's air quality. It serves low-income and minority neighborhoods in western Salt Lake County and provides improved access to jobs.



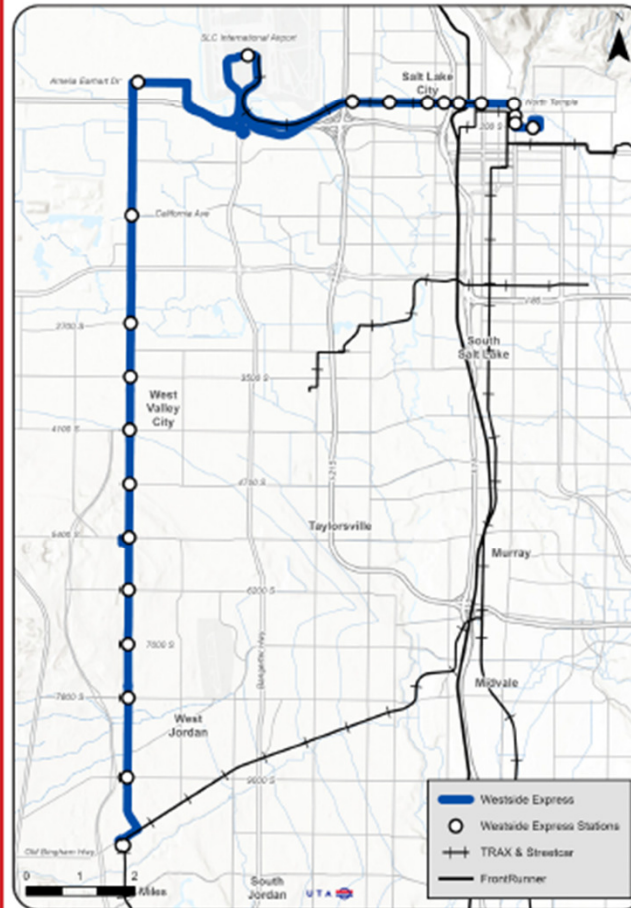
Operating Cost –
\$ 31,295,250

Funds Requested–
\$ 5,000,000

Westside Express

Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being built in phases and will eventually connect from I-80 into Utah County. This project also included a transit element. UTA has been working with UDOT to update the agreement for the MVC transit project implementation.



Proposed Project

Express bus service that provides a one-seat transit ride for residents that live along 5600 West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, strategies to improve travel time, and enhanced stops with shelters, benches, lighting, and real-time bus arrival displays

Status: Seeking Funding for Next Steps

Project Benefits

Provides new north/south transit service & utilizes electric buses, helping to reduce traffic and improve the region's air quality

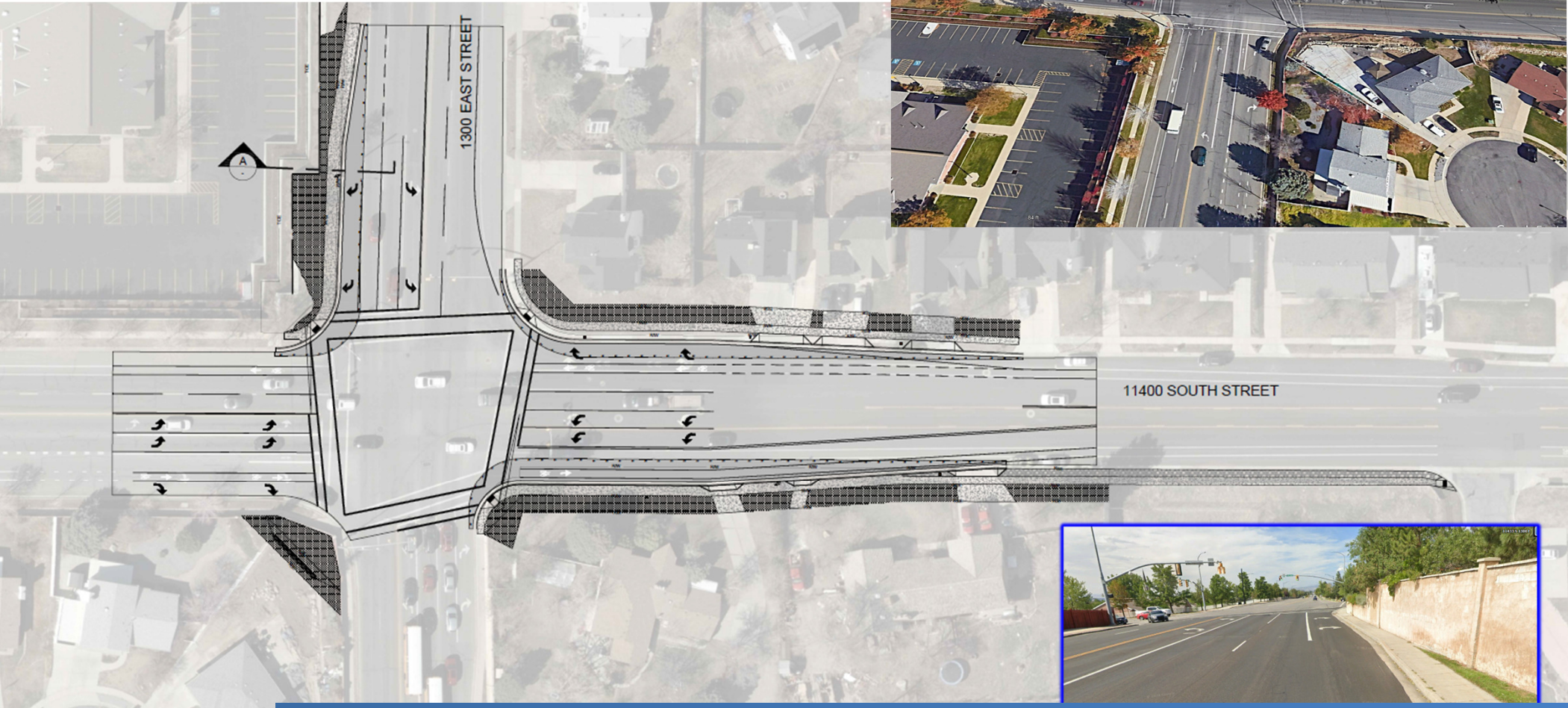
Serves low-income and minority neighborhoods in western Salt Lake County

Provides improved access to jobs, including the SLC International Airport and other key industrial centers

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11390 South to 11410 South – (0.08 miles)



Project Cost –
\$ 5,373,000

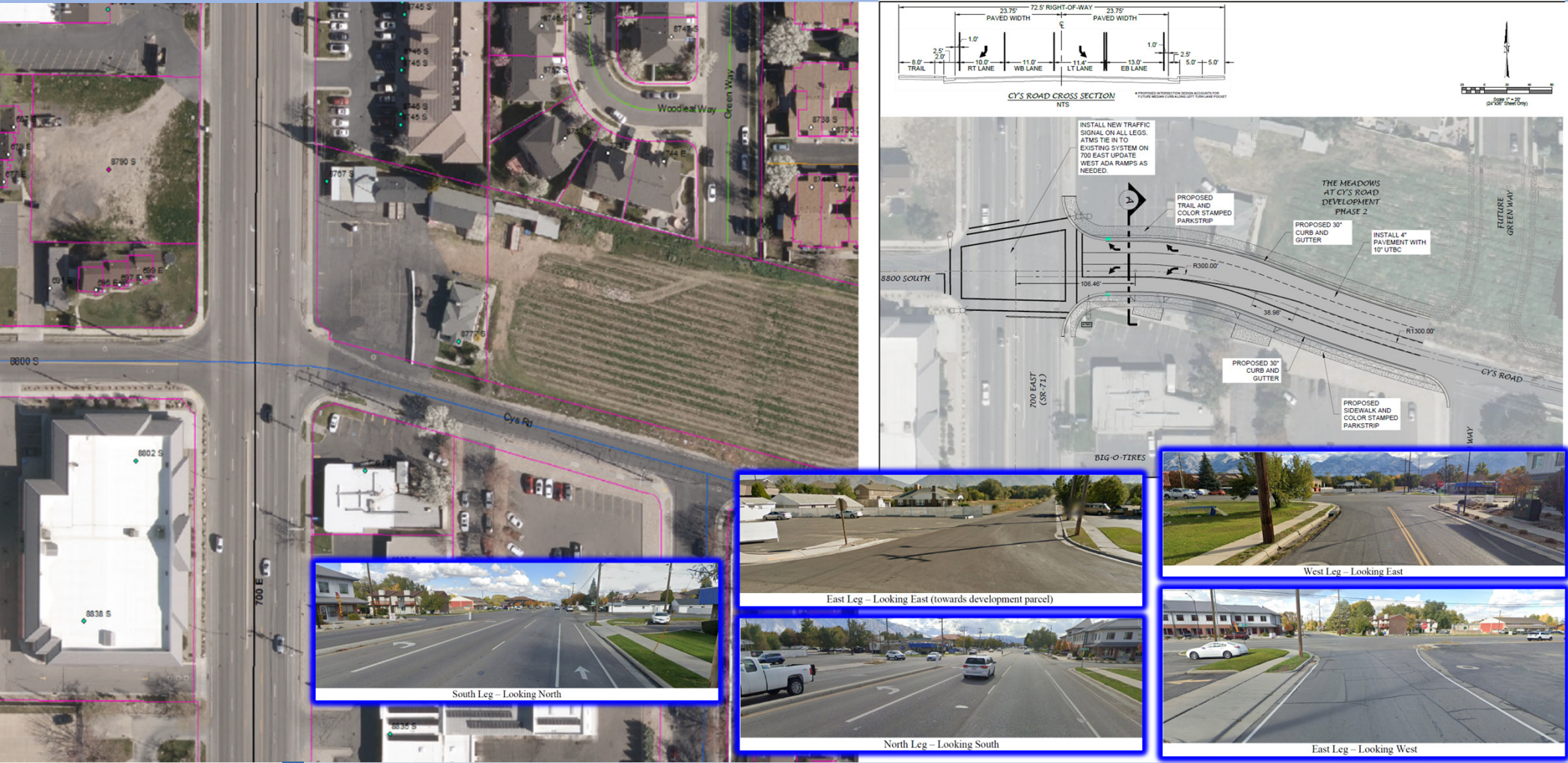
Funds Request –
\$ 5,009,248

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.

Sandy – 700 East Cy's Road (8800 South) – Intersection Improvements

Project Type – Operations

Cy's Road (8800 South) to 700 East – (0.25 miles)



Project Cost –
\$ 3,732,000

Funds Request –
\$ 3,142,536

This project finishes the east leg of the intersection and installs a traffic signal. The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay.

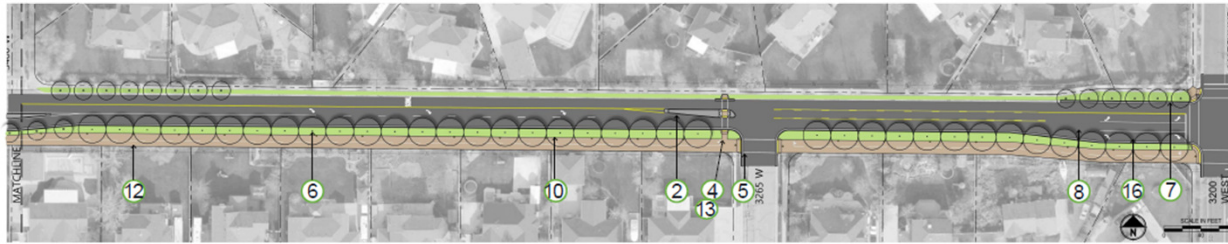
South Jordan – Shields Lane Multi-Use Path (Phase 1)

Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

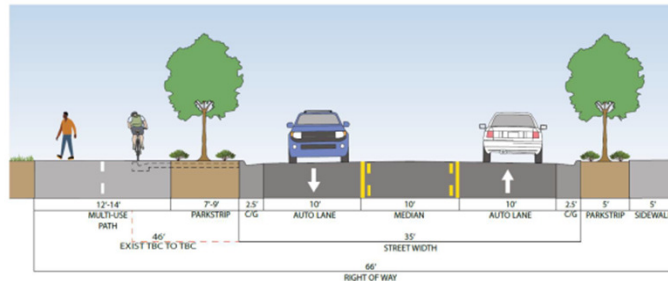
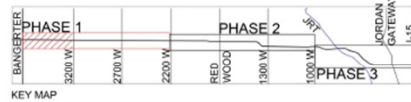


SEGMENT 2



Key Note Legend

- | | |
|-----------------------------------|--|
| 1. Multi-Use Path w/ Striped Lane | 10. Expanded Park Strip |
| 2. Concrete Median | 11. High T with Midblock Crossing |
| 3. Center Turn Lane | 12. Lighted Bollard |
| 4. Midblock Crossing | 13. Rapid Rectangular Flashing Beacon |
| 5. Improved Crosswalks | 14. Connect to New Pedestrian Overpass Ramp |
| 6. New Street Trees | 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed |
| 7. Curb Extension | 16. Dedicated Turn Lanes |
| 8. New Asphalt | |
| 9. Bench & Receptacle | |



SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

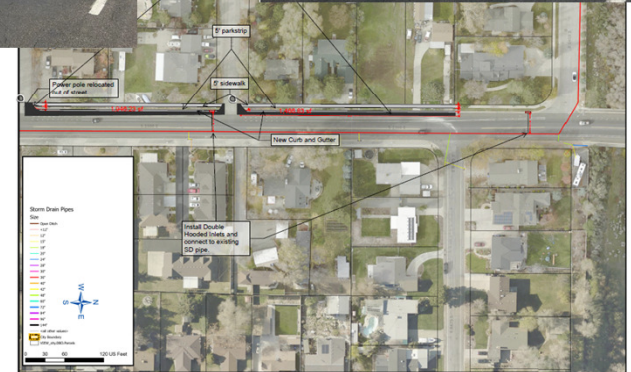
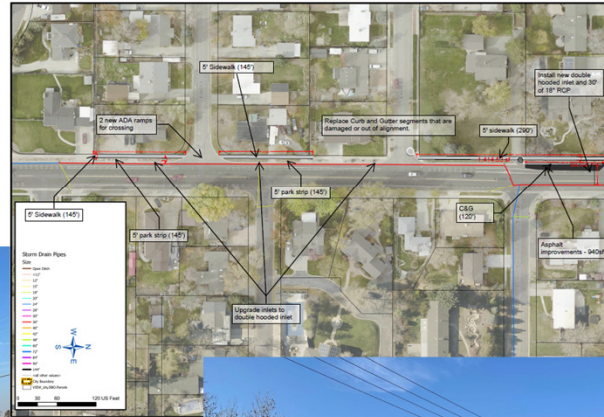
Project Cost –
\$ 4,566,400

Funds Request –
\$ 3,996,400

Cottonwood Heights – 2300 East – Sidewalk Connection

Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)



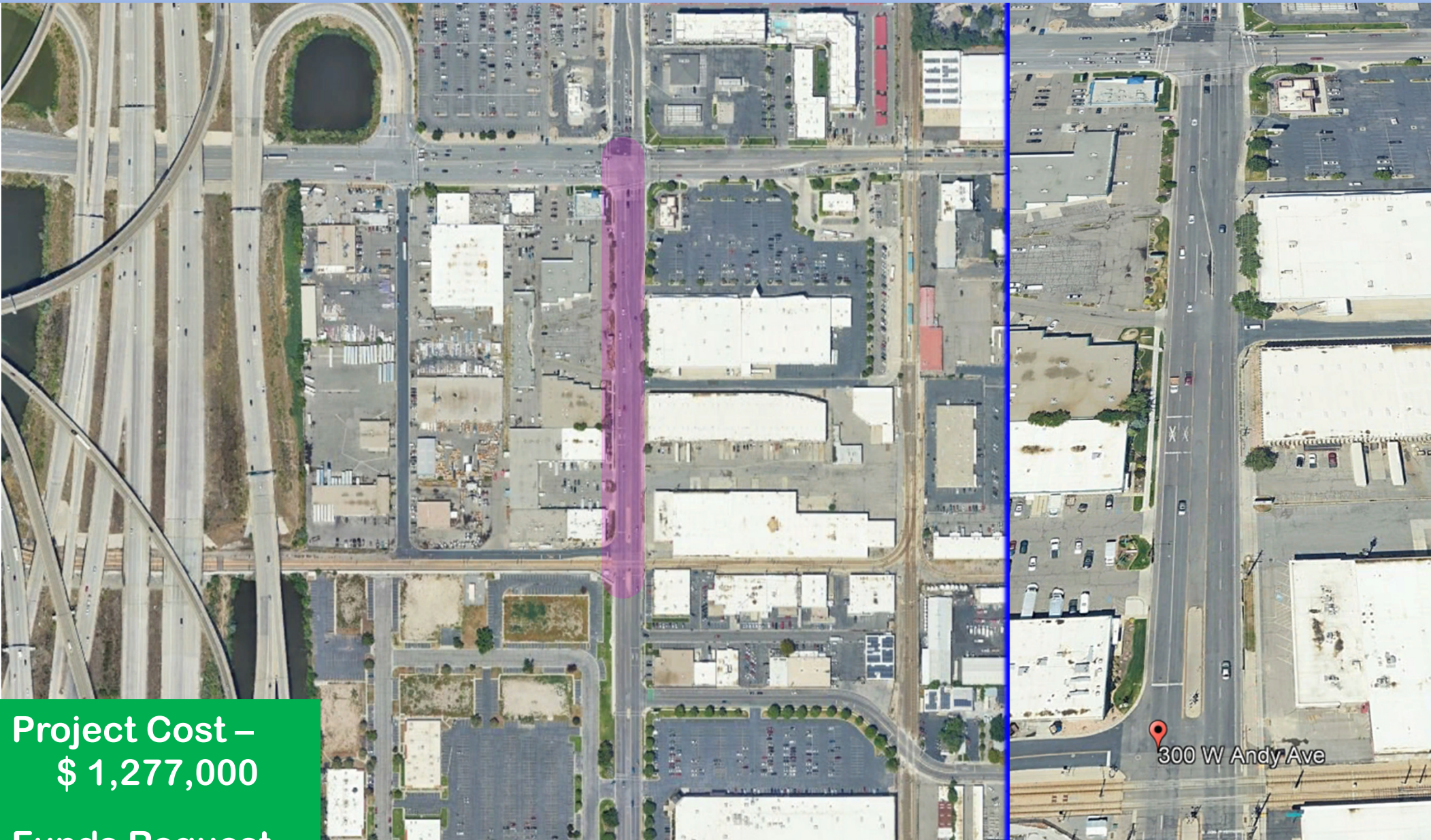
Project Cost –
\$ 1,909,000

Funds Request –
\$ 1,779,761

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

South Salt Lake – Mobility Improvements – 300 West Project Type – Capital Improvement

2100 South to Andy Ave – (0.2 miles)



**Project Cost –
\$ 1,277,000**

**Funds Request –
\$ 1,190,547**

This project will construct a high comfort bicycle facility along 300 W.

South Salt Lake – Mobility Improvements – Central Pointe Place Project Type – Capital Improvement

Main Street to State Street – (0.1 miles)



**Project Cost –
\$ 39,000**

**Funds Request –
\$ 36,360**

This project will construct the improvement of Parley's trail between State Street and Main St.

South Salt Lake – Mobility Improvements – Central Pointe Station East Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.2 miles)



**Project Cost –
\$ 43,000**

**Funds Request –
\$ 40,089**

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East.

South Salt Lake – Mobility Improvements – Central Pointe Station West

Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.17 miles)



Project Cost –
\$ 46,000

Funds Request –
\$ 42,886

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.

South Salt Lake – Mobility Improvements – Haven Project Type – Capital Improvement

300 W to West Temple – (0.1 miles)



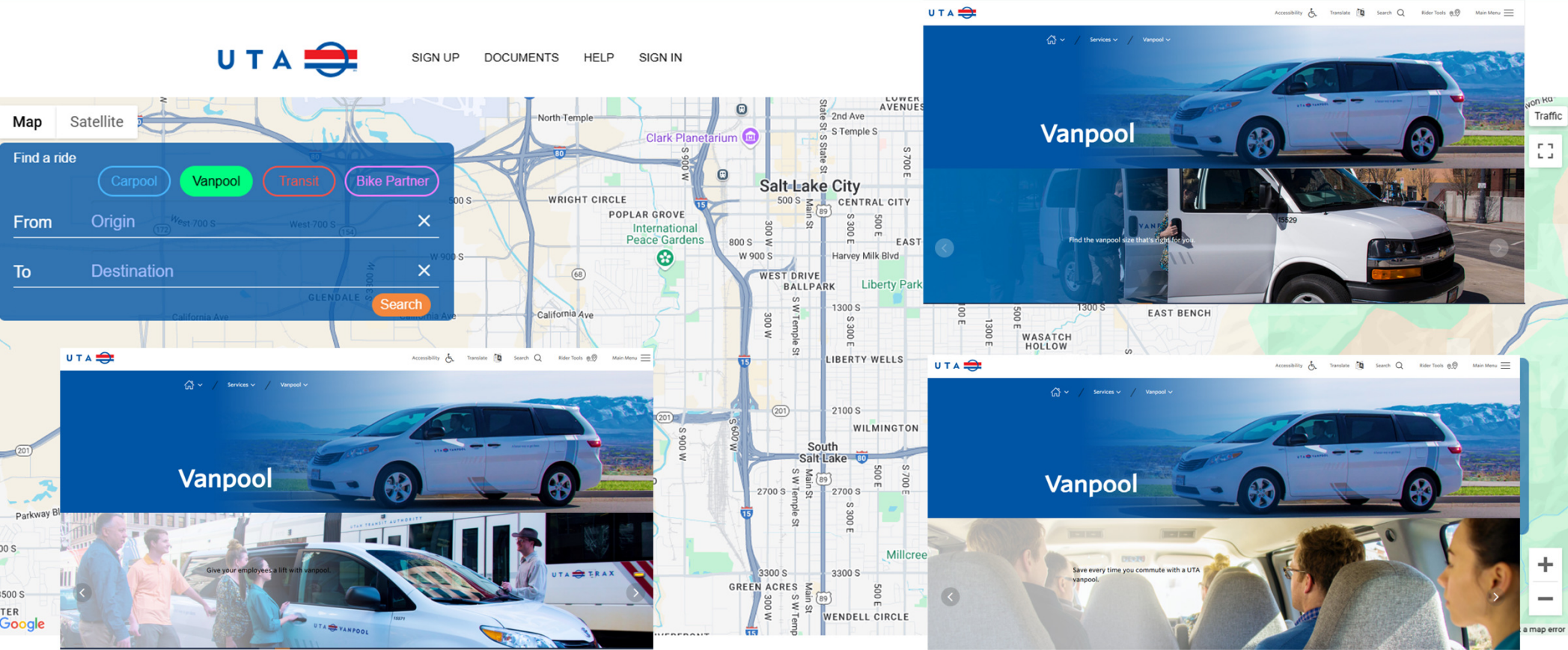
**Project Cost –
\$ 476,000**

**Funds Request –
\$ 443,775**

This project will construct the improvements of Parley's trail between West Temple and 300 West

UTA – Vanpool Expansion Vans Intersections Improvement - Project Type – Transit

Salt Lake County



Welcome to UTA Rideshare

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

**Project Cost –
\$ 450,000**

**Funds Request –
\$ 419,535**

West Valley City – 2200 West – Bike Lanes

Project Type – Ped/ Bike

4100 South to 3800 South – (0.05 miles)



Project Cost –
\$ 4,365,000

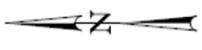
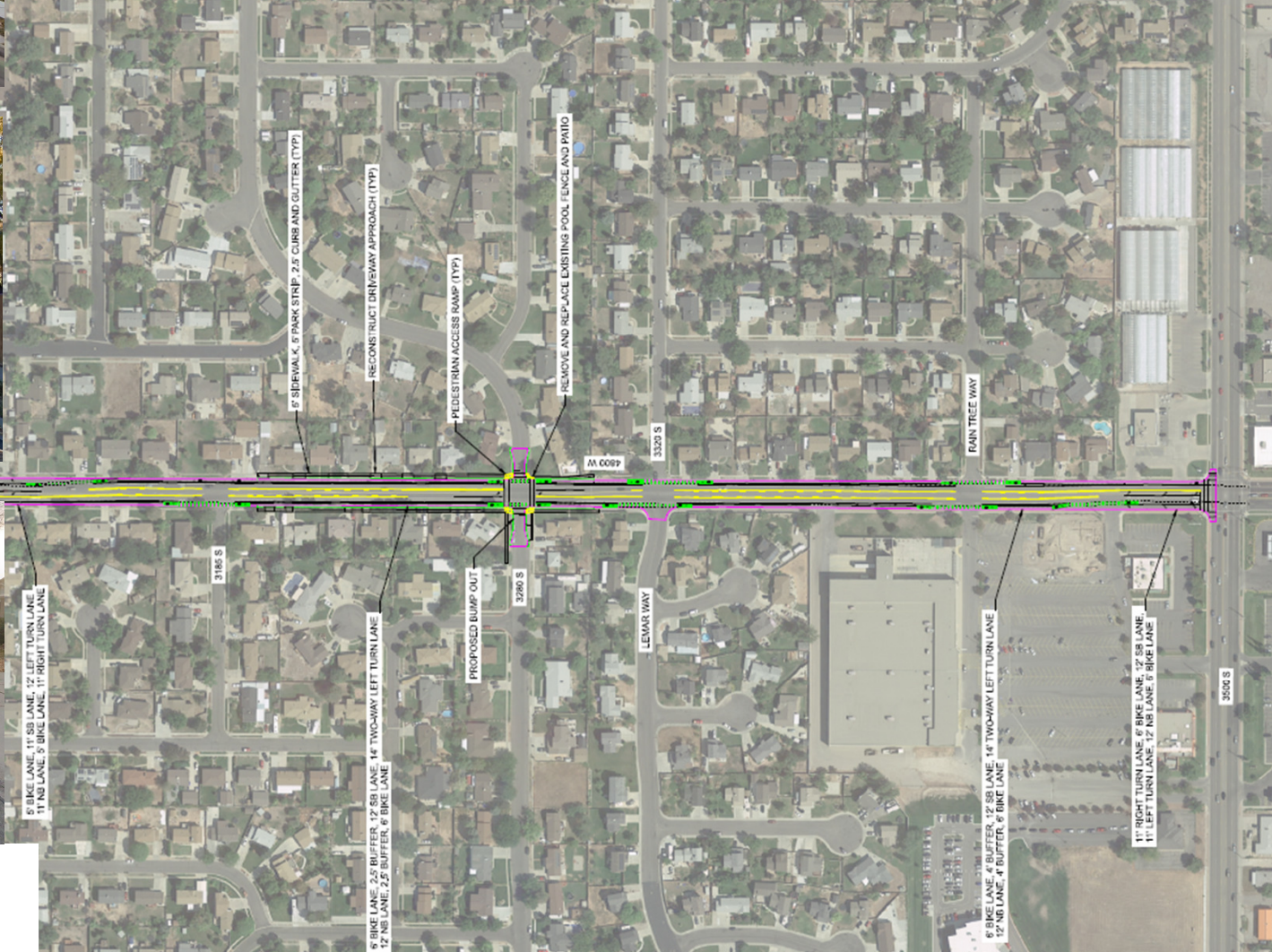
Funds Request –
\$ 2,974,163

This project improves 2200 W between 4100 S and 3800 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.

West Valley City – 4800 West – Bike Lanes

Project Type – Ped/ Bike

3500 South to 3100 South – (0.05 miles)



Project Cost –
\$ 6,010,000

Funds Request –
\$ 3,806,528

This project improves 4800 W between 3500 S and 3100 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.