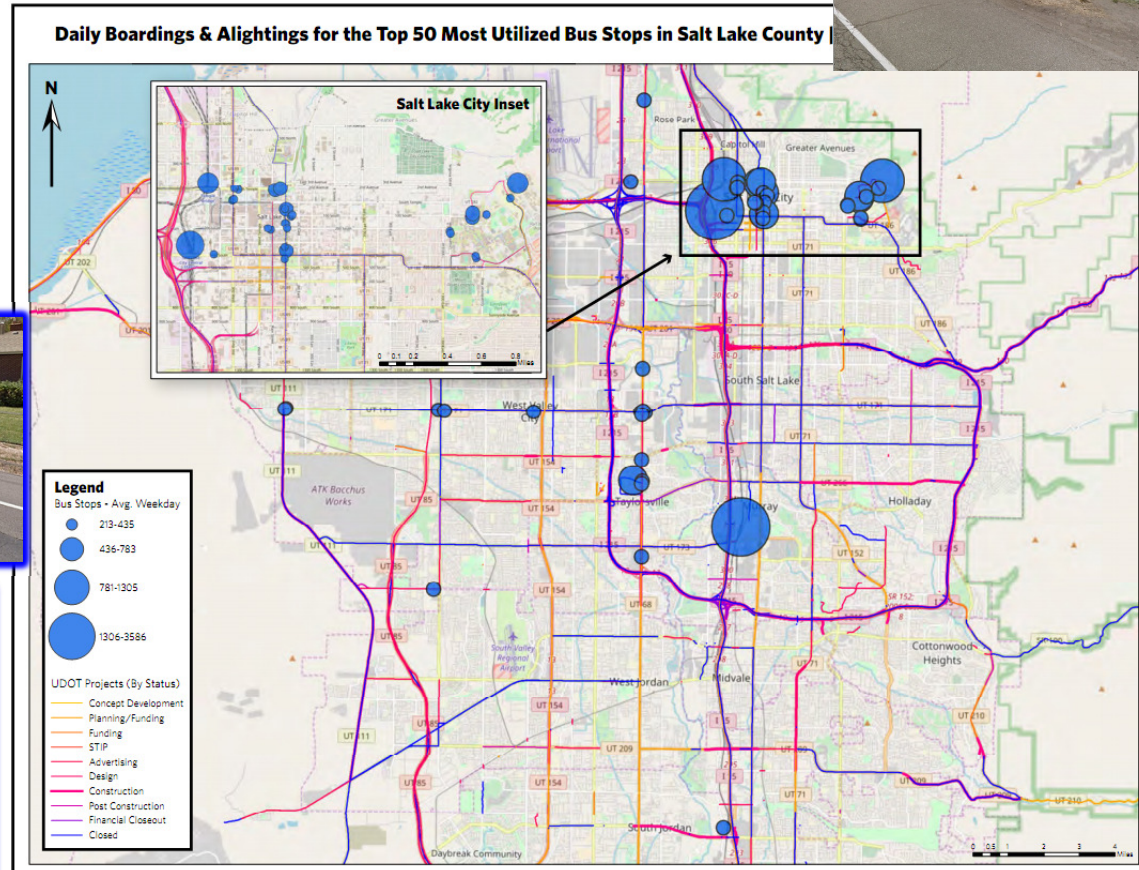


UTA – Capital Improvements to Bus Stops

Project Type – Transit

Salt Lake/ West Valley Urban Area



Project Cost –
\$ 1,072,617
Funds
Requested –
\$ 1,000,000

This project will upgrade existing bus stops starting with the 50 highest ridership locations in need of improvement. It is estimated that an average of \$22,000 per stop would be needed. The project may include concrete ADA landings, shelter pads, shelters, benches, and other amenities as warranted. This project can be adjustable to funding limits.

Salt Lake City – Bike Share Program

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)



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



**Project Cost –
\$ 643,570**

**Funds
Request –
\$ 600,000**

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

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

North Temple to Redwood Road



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

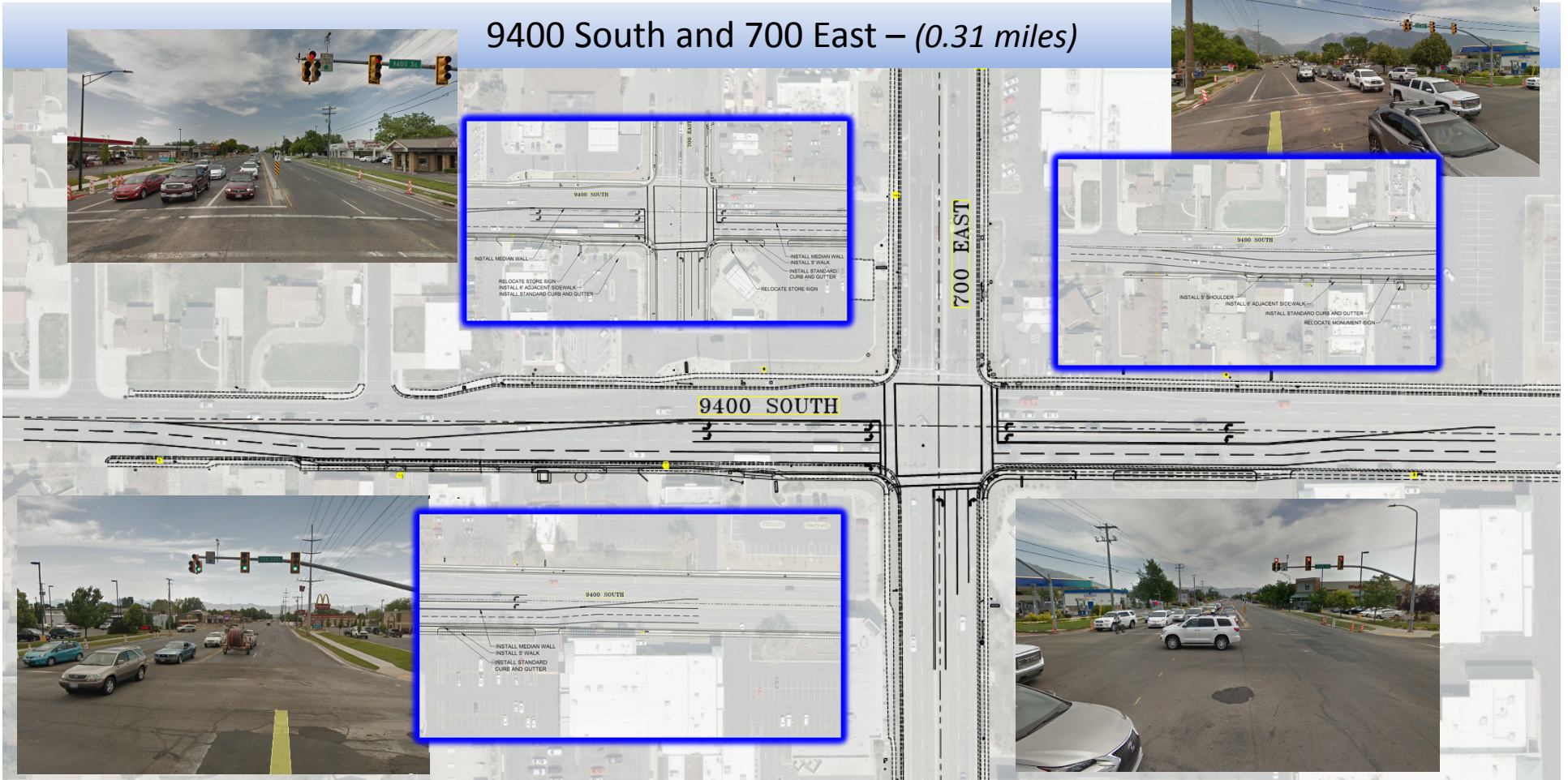
**Project Cost –
\$ 4,200,300**

**Funds Request –
\$ 3,915,940**

Sandy City – 9400 South Dual Left Turns Intersection

Project Type – Operations

9400 South and 700 East – (0.31 miles)



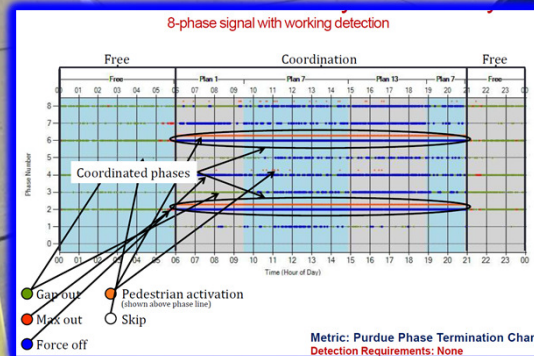
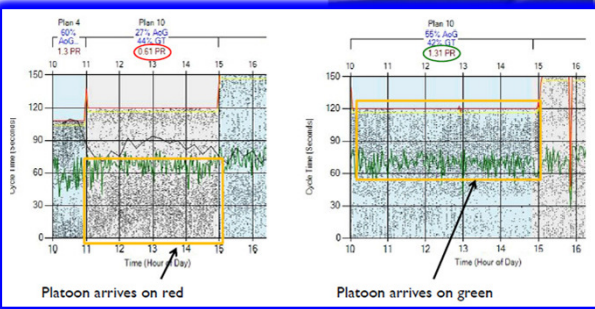
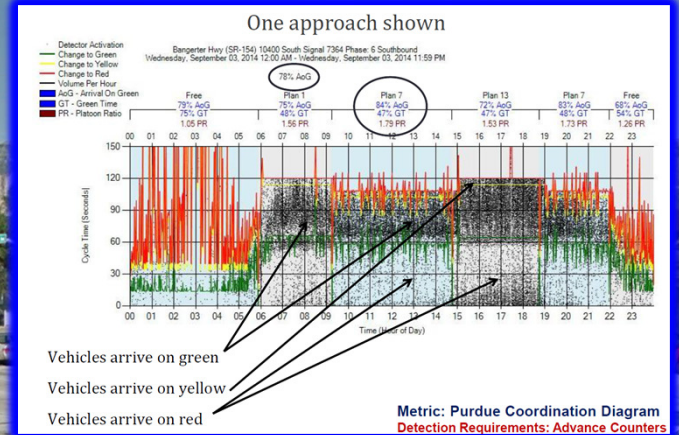
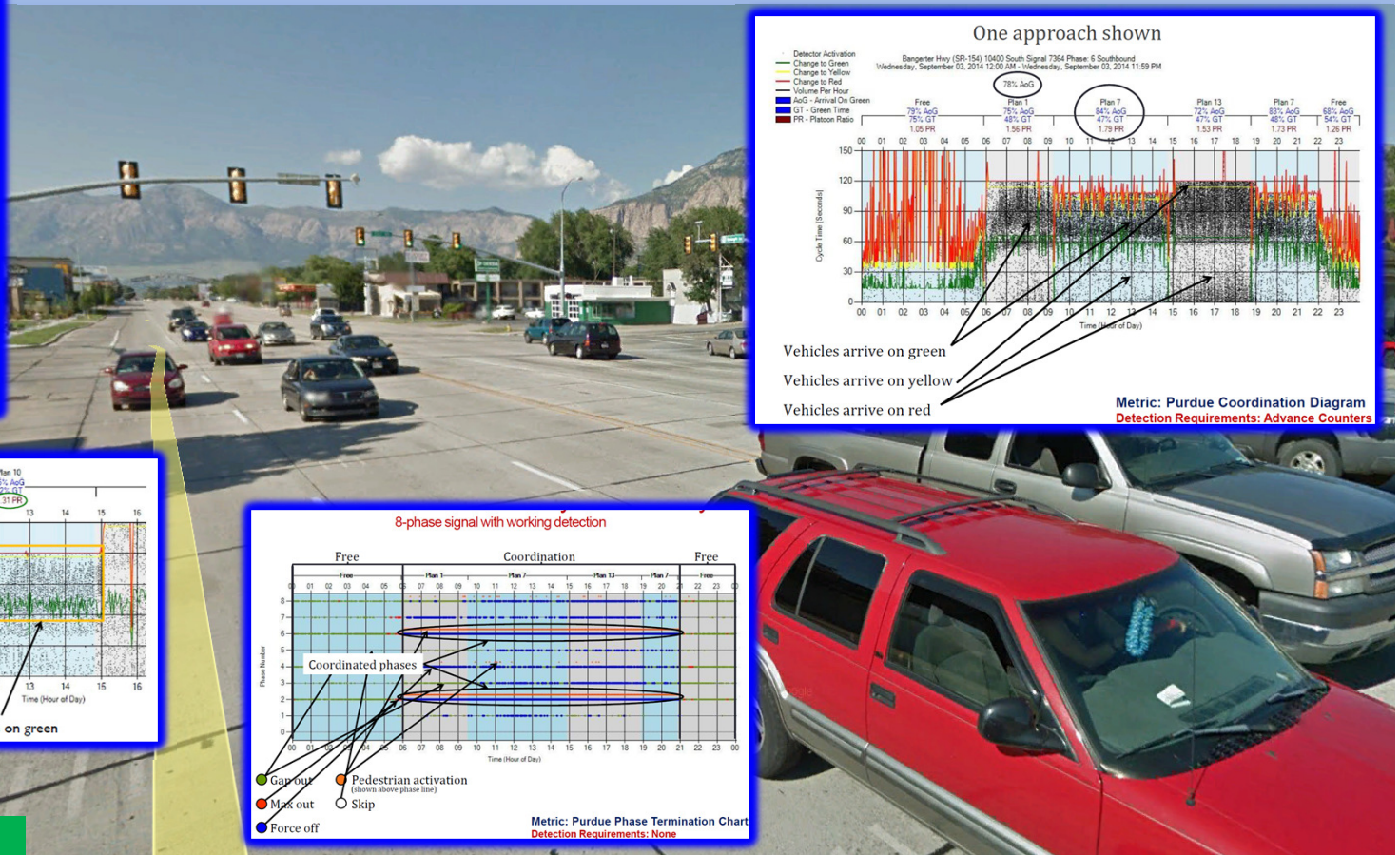
Project Cost –
\$ 3,446,300
Funds Request –
\$ 3,185,949

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

UDOT/ TOC – SR-172 (5600 W) – Advance Signal Detection

Project Type – ATMS or ITS

Amelia Earhart Dr. to 3500 South (SR-171)



Project Cost –
\$ 230,000

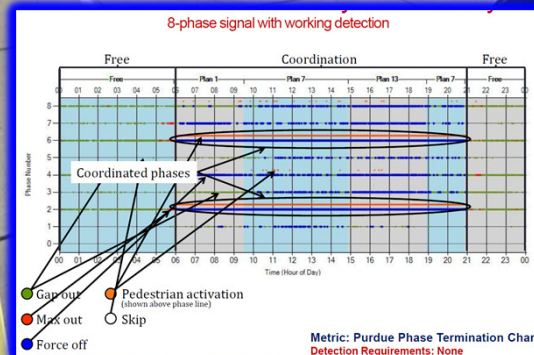
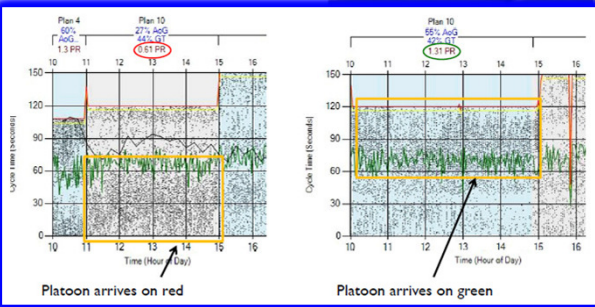
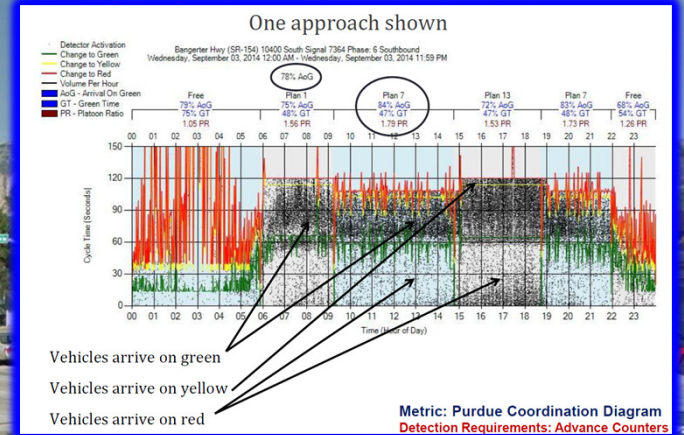
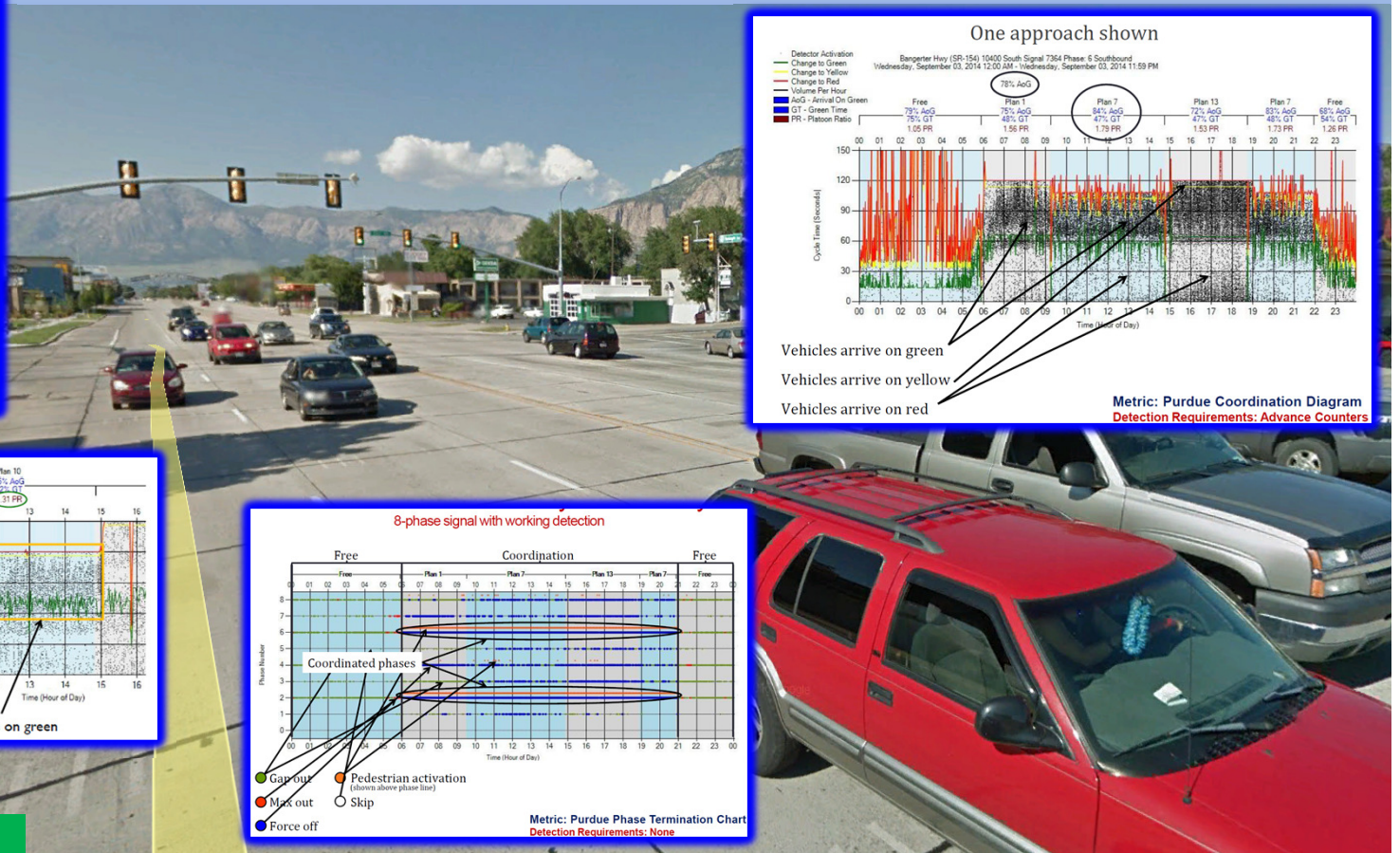
Funds Request –
\$ 214,429

Advance signal detection gives UDOT the ability to remotely manage/modify signal timing and measure signal performance, thus increasing arrival on green and decreasing time spent at a red light. This project will install and integrate advance signal detection at 11 intersections along 5600 West.

UDOT/ TOC – SR-68 (Redwood Road) – Advance Signal Detection

Project Type – ATMS or ITS

North Temple to 3500 South (SR-171)



Project Cost –
\$ 300,000

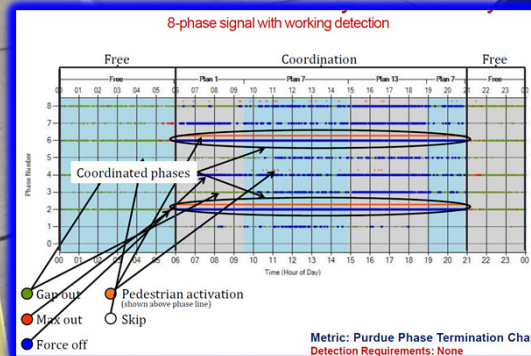
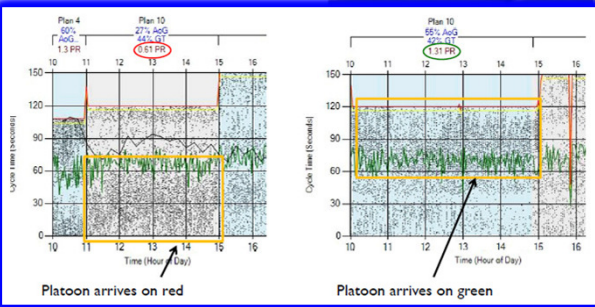
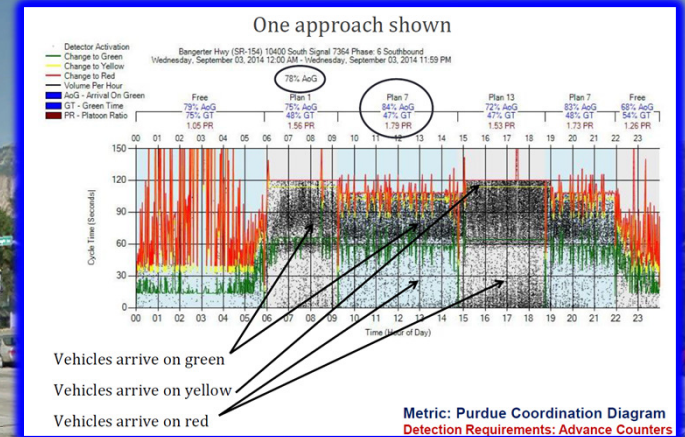
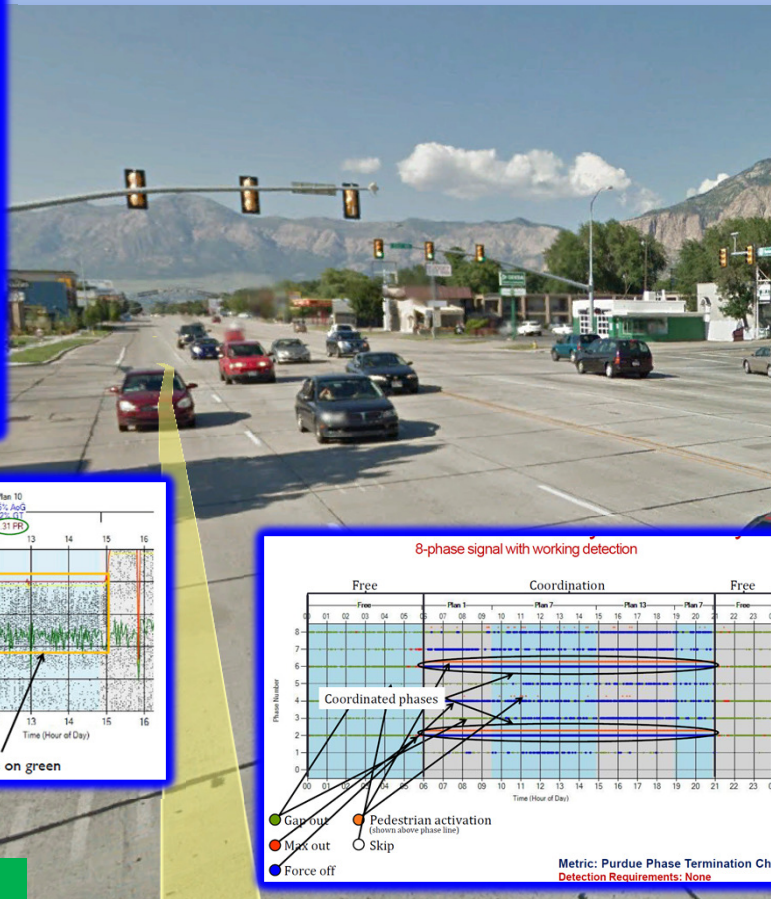
Funds Request –
\$ 279,690

Advance signal detection gives UDOT the ability to remotely manage/modify signal timing and measure signal performance, thus increasing arrival on green and decreasing time spent at a red light. This project will install and integrate advance signal detection at 18 intersections along Redwood Road.

UDOT/ TOC – U-111 (Bacchus Hwy) – Advance Signal Detection

Project Type – ATMS or ITS

SR-201 to New Bingham Highway



Project Cost –
\$ 220,000

Funds Request –
\$ 205,106

Advance signal detection gives UDOT the ability to remotely manage/modify signal timing and measure signal performance, thus increasing arrival on green and decreasing time spent at a red light. This project will install and integrate advance signal detection at 10 intersections along U-111.

West Jordan – 5490 West - Intersection Improvements

Project Type – Operations

7800 South Roundabout



**Project Cost –
\$ 1,197,200
Funds Request –
\$ 1,116,150**

The intersection is quickly developing into a commercial hub for the west side of West Jordan. It has been identified in the Master Plan as needing additional traffic control. This is currently a two-way stop controlled intersection. 7800 South carries 20,000 ADT based on recent traffic counts. An analysis of both a traffic signal and roundabout was performed and the City has determined that a roundabout provides the needed traffic control, a speed control element to the corridor and also provides the best air quality solution to the intersection. The proposed speed approaching the roundabout is 30-35 MPH. Therefore, the City is requesting funds to install a 2- lane roundabout at this intersection as shown in the attached design.

West Valley – 3100 South - Intersection and Signals

Project Type – Operations

3100 South and 5600 West – (0.126 miles)



Project Cost –
\$ 1,408,500
Funds Request –
\$ 1,292,168

The westbound left movement experiences large delays and queues during the PM peak hour. UDOT's timing plan gives all possible green time to the southbound movement to avoid spillbacks to the interchange area. Additionally, several pedestrians cross the south leg of the intersection (15 in the AM peak hour and 9 in the PM peak hour). The pedestrian phase for this movement is oversized, meaning that it penalizes the NBL and SBL phases by taking 5 seconds of their usual split to complete the pedestrian phase.