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)

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.

Project Cost – $643,570
Funds Request – $600,000
Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. The city council has also allocated funding to support that service. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with SLC and partnering entities in the area that may have property available.
Sandy City/ 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).
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.

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 18 intersections along Redwood Road.
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

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.

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