

Electric vehicles are an important component to improving local air quality. Transit already helps keep cars off the road. By utilizing allelectric buses, UTA is furthering its commitment to improve air quality along the Wasatch Front. To make this propulsion technology successful it is important to construct on-route charging. With infrastructure in key locations, UTA can deploy buses for all day service without having to return to the garage to charge.


In the south end of Salt Lake County, the only east-west pedestrian crossings of the UP and UTA Railroads are at Vista Station Blvd in Draper and at Club House Drive in Lehi. This project would create a new pedestrian/bike connection on Cinch Way that will connect the Bonneville Shoreline Trail to the Jordan River Parkway Trail. It will also allow pedestrians and bicyclists to cross the train tracks to get to two new public schools, thereby reducing vehicle trips.


This project will add a second LT pocket for WB traffic on Bengal Blvd turning onto SB Highland Dr, adding valuable capacity. At peak traffic, the LT pocket exceeds existing capacity and increases intersection delay and presents a safety issue for through traffic. The implementation of dual LT lanes at this intersection will provide a long-term beneficial improvement. The project will also include two shared use paths for bicycle traffic traveling NB on Highland Dr. and WB on Bengal Blvd. The 8 to 10 ft paths will connect to existing Type II Bike Lanes and avoid the dangerous intersection. An added benefit is that the shared pathway will be used by pedestrians and the nearby high school. Currently kids walk along side Highland Drive WB on the shoulder to get the neighborhoods below. The shared use path will greatly increase alt. transportation in the area. A raised median will also be added to separate LT pockets from traffic lanes traveling in the opposite direction.


The WFRC transportation and the Salt Lake City Transit Master Plan both have many core and local bus routes as serving the area near Redwood Road and North Temple. The work and residential populations in the area need a bus hub to serve as a public transportation anchor that will increase their transit usage. This hub will serve that purpose, with the potential to increase ridership by 191 of riders per day beyond what could be provided without a hub.

Many of these bus routes need to 'end-of-line' in this area as well. Currently buses in the area have their end-of-line on the shoulder of the streets they serve and facilities for operators are inside local businesses. Building this bus hub will improve traffic interactions by taking the parked buses off of the sides of the streets into a dedicated bus area. Break and restroom facilities will also be provided for the operators.

This project provides an important regional transit transportation network for this part of our region.



This will connect an existing trail system that does not currently connect to any major arterial. This will help move some of the pedestrian and bicycle traffic onto the trail system and away from high speed traffic.


This project will provide pedestrian safety by constructing missing portions of sidewalk and ADA pedestrian ramps on 3500 S . between 6000 W . and 8400 W .


The project will allow traffic on 6400 W to safely enter onto 7800 S . without the delay of a fully signalized intersection. Anticipated development both North and South of 7800 S. will greatly increase the traffic load on this particular intersection in the years to come.

