

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.



Fort Street is listed as a safe walking route for local schools but lacks adequate sidewalk. This will improve traffic flow around the school zone with added turn lanes as well as improve pedestrian safety. The project will provide ADA accessible route to the Draper Town Center trax stop. This proposed project will also provide the necessary upgrades the storm drainage system to remove potential flooding risks.

## Draper – Pioneer Road – Reconstruction & Minor Widening

### Project Type - Reconstruction

1300 East to Highland Drive – (1 mile)




**Project Cost –**  
**\$ 7,480,000**

**Funds Request –**  
**\$ 5,770,000**

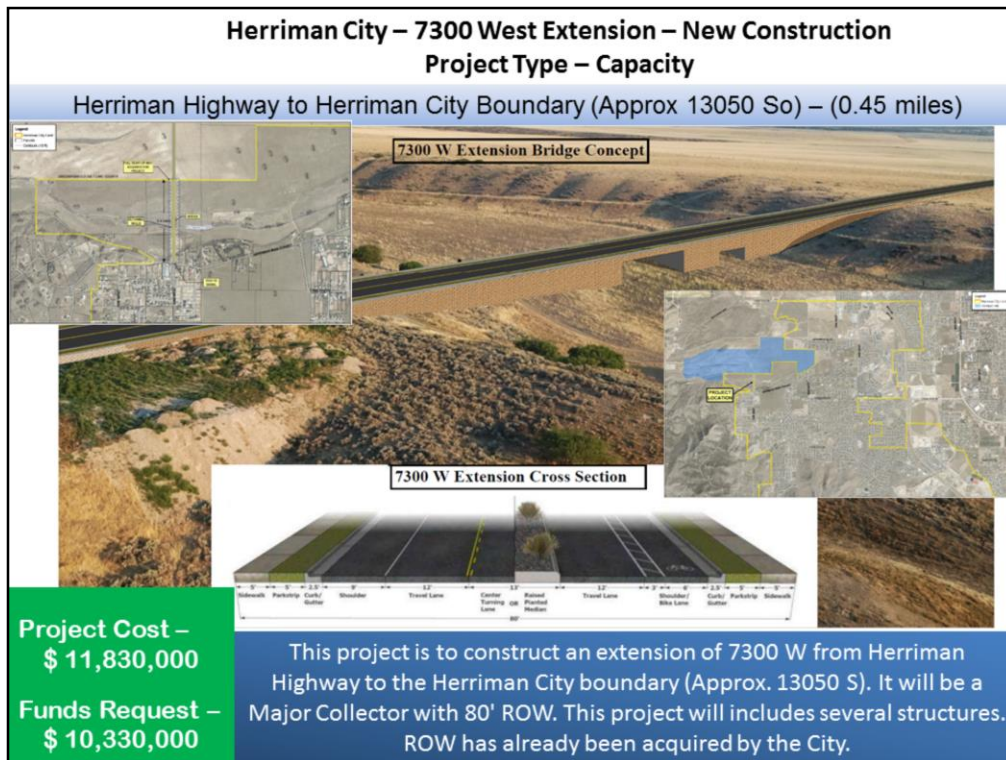
Pioneer Road is an East-West collector road that has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks.

Pioneer Road is listed as a safe walking route for local schools but lacks sidewalks. This area also experiences frequent flooding episodes resulting in property damage. The proposed project would provide curb and gutter and complete the storm drain on Pioneer Road, which would resolve the majority of the flooding issues.





This project allows a new community center to develop in the Southeast corner of Herriman. It is planned to be a main location for hotels, offices and for public transit. This will allow residents to drive a very short distance and allow a transit route to connect to the Front Runner. This will greatly increase ridership from Herriman Residents. Furthermore, it will allow for better walkability in the area as all parking is consolidated into one location. It will help bring in commercial business to the area.



This project will be part of a bigger project to enable residents in western Herriman and unincorporated Salt Lake County to travel North/South without traveling to the East side of the city. This in turn relieves the traffic volumes east to west in Herriman, such as Herriman Main St, and Herriman Blvd. Because of this, the project will be a critical need as high-density developments are established in the area. Impacts from proposed developments just outside of the City Boundary cannot be incorporated into Herriman's Transportation Master Plan and IFFP at this time. Because of this, funding for this project is critical to prevent major impacts to existing infrastructure from proposed developments just outside the City Limits.

**Kearns – Westsam's Boulevard – Reconstruction**  
**Project Type – Operations**  
 4715 South to 5415 South – (1.2 miles)



**Project Cost –**  
**\$ 548,300**


**Funds Request –**  
**\$ 511,180**

This project would add traffic calming elements to this street to slow traffic down by adding raised crosswalks and striping to narrow travel lanes. The narrow the travel lanes allows the addition of bike lanes for the length of the project, on street parking will remain.

Westsam's Blvd is a collector road in Kearns, running from 4715 South to 5415 South with an ADT of 5,300. This project is identified in Kearns Master Transportation Plan. Residents living on this section have been complaining about speeding vehicles and dangerous traffic conditions, which exist along the entire length of the road. We have included crash information from the master transportation plan for this area. By providing traffic calming measure accidents may be reduced and an increase in active transportation use.



**Kearns – Cougar Lane – Widening**  
**Project Type – Operations**  
 Niagara Way to Kearns High Drive – (0.12 miles)

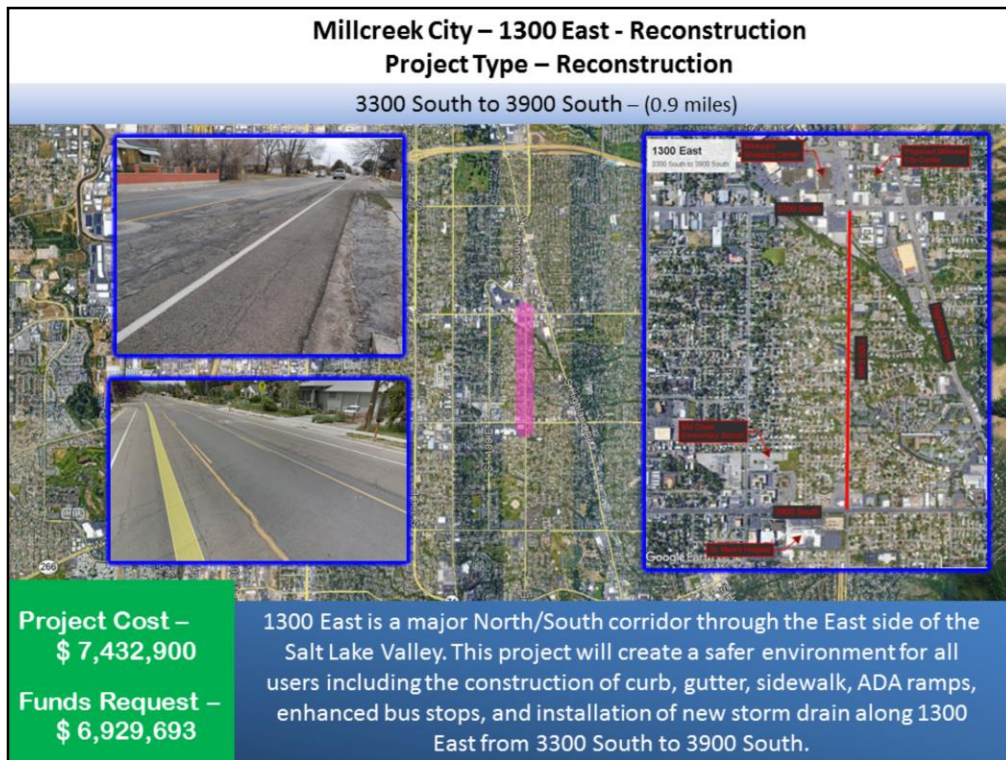


**Project Cost –**  
**\$ 3,508,300**

**Funds Request –**  
**\$ 3,270,788**

The project would extend the second southbound lane on Cougar Lane from Niagara Way to Kearns High Drive. Cougar Lane would be widened through this section to accommodate a second travel lane and maintain the existing bike lane.

Cougar Lane is a minor arterial street in Kearns, running from 5400 South to 6200 South, with an ADT of 14,000. Cougar lane connects to many facilities such as Kearns High School, Kearns Recreation Center, and Utah Olympic Oval. Many residents expressed safety concerns on Cougar Lane where it loses a southbound lane at Niagara Way. This is a project on the Kearns Master Transportation Plan and has been identified as a top priority to solve the safety issue at the intersection of 5415 South/Cougar Lane.



1300 East between 3300 South and 3900 South connects the Millcreek City Center to the medical corridor in the the town center on 3900 South. This section of roadway has deteriorating sidewalk, curb and gutter, bus stops, and a deficient storm drain system, all of which creates an unsafe transportation environment. By developing improvements for continuous sidewalk, ADA ramps, continuous curb and gutter, installation of new storm drain, and enhanced UTA bus stops, it is anticipated that active transportation will grow significantly along the corridor. Improvements will be constructed within existing rights of way. Existing sidewalk meeting current safety standards will be incorporated into the design. This project may be reduced in scope to whatever funding level is available.





900 East is one of the last continuous unimproved north-south corridors within Millcreek City. This residential and commercial corridor connects a large commercial area to the south with the newly completed complete street the north. This stretch of roadway has intermittent sidewalk, utility poles in the asphalt and no bicycle facility, all of which creates an unsafe environment. Salt Lake County has a complete street policy where all users of the road are considered, which we would like to implement on this roadway. This area is developing into a higher density, walkable community and the roadway improvements need to reflect it. Safety features are very important for these types of areas and funding for this project would assist in improving the safety. This project may be reduced in scope to whatever funding level is available.

Virginia Way to Birch Drive – (0.8 miles)



### LOS Results – Existing Conditions

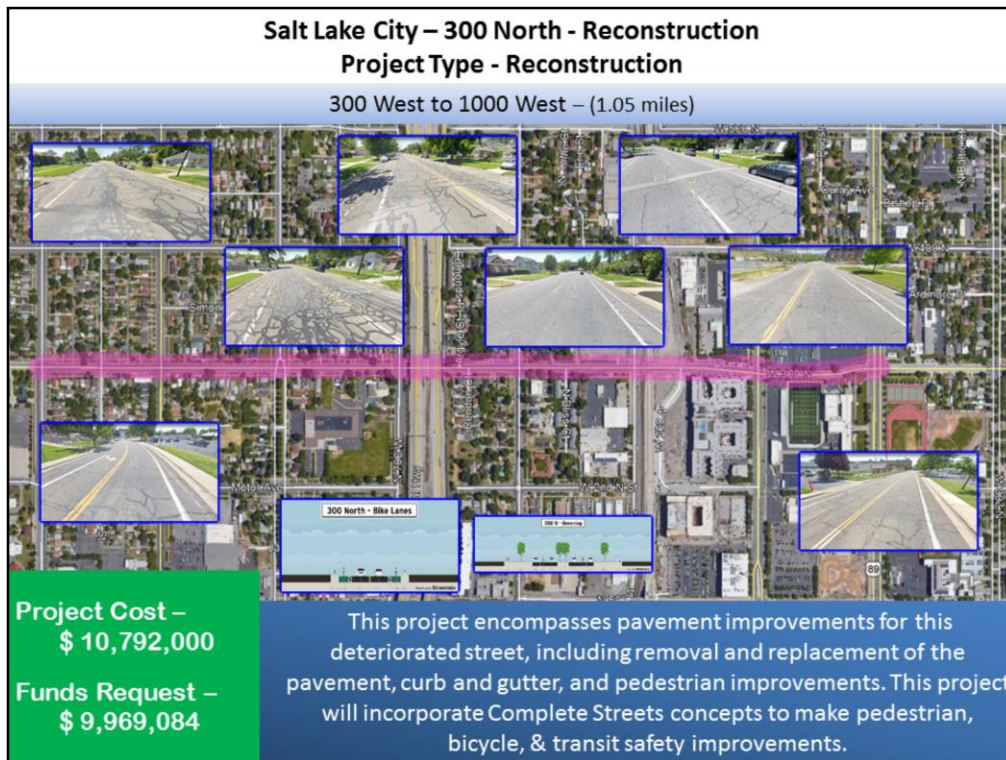
- Poor Intersection LOS at:
  - Birch Dr / Highland Dr
  - Birch / pine St
- Excessive vehicle queues:
  - Increased in upland towards high flow corridors before the start time
  - All directions at Birch Dr / Highland Dr intersection during and after hours
- Vehicles slowed on Upland Road as left vehicles exit at all directions
- Many vehicles were parked on Upland to pick students up in the afternoon



### LOS Results – Updated Site Plan, Mitigated

- Mitigation Measures:
  - Convert Birch Drive / Upland Drive quarter access (restrict northbound)
  - Add roundabout at Virginia Way / I-5
- Acceptable LOS and queueing






This reconstruction will address one of Salt Lake City's worst-condition collector streets, connecting Rose Park and Fairpark neighborhoods with downtown Salt Lake City. The project has a considerable equity component, in that 26% of households in the area are at or below the poverty income level. 300 North is also a key street for bicycling and walking connections, especially for students headed to West High School, on the eastern end of this project. The addition of a ped/bike bridge over the rail lines in 2020 or 2021, is anticipated to increase walking and bicycling on 300 North. On the west end, 300 North serves the Utah State Fair and the Northwest Community Center and Recreation Center, a school, churches, a Boys & Girls Club, and single family and multi-family housing. While the project will improve conditions for walking, bicycling, and transit, it will also mitigate flooding risks and decreasing urban heat island.

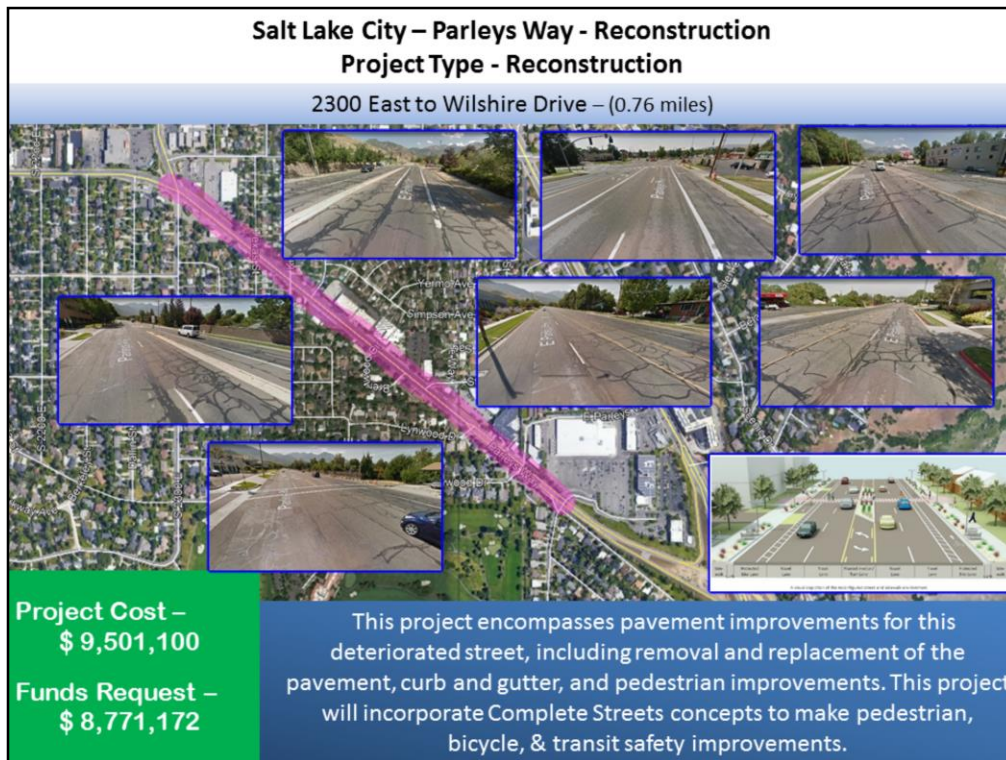


**Salt Lake City – 1300 East - Reconstruction**  
**Project Type - Reconstruction**  
 South Temple to 500 South – (0.75 miles)



<p><b>Project Cost –</b>  <b>\$ 15,998,900</b></p> <p><b>Funds Request –</b>  <b>\$ 14,915,774</b></p>	<p>This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, &amp; transit safety improvements.</p>
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This reconstruction will address a major collector that is a daily thoroughfare for downtown commuters, university students and employees, and local residents. Travelers using personal vehicles, mass transit, or active transportation will benefit from the reduced heat island of the improved concrete surface. The improvements will also reduce traffic restriction impacts due to more frequent asphalt maintenance activities.



Parley's Way is a heavily-traveled city arterial connecting the I-80 / I-215 interchange off ramps to the east bench neighborhoods of Salt Lake City. The street is in need of reconstruction based on pavement condition. The project will also provide an opportunity to implement the Parley's Way Corridor Plan, adopted in 2017. This plan recommends the addition of pedestrian crossings; vegetated median refuge islands; enhanced, energy-efficient street lighting; wider sidewalks; and separated bike lanes. These improvements will significantly improve traffic flow as well as walkability between residential neighborhoods and business/retail service on Parley's Way.

## Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E

### Project Type – Reconstruction

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







**Project Cost –**  
\$ 3,574,300

**Funds Request –**  
\$ 3,332,320

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.

Emigration Canyon Road is the only access for all the residents and visitors to Emigration Canyon and is part of an active bike network. The roadway is used extensively by local, national, and international cyclists for training and has been part of the Tour of Utah. Because of the popularity, cyclists, pedestrians, and motorists are regularly fighting each other for space on the narrow and winding road. The roadway has several choke points and areas where frequent unexpected debris in the roadway and on the shoulder forces pedestrians and cyclists into the vehicle travel lanes or causes vehicles to swerve into oncoming traffic producing many near misses. Although the most hazardous areas have been identified, the relatively small size and budget of the Emigration Township provides few funding options to mitigate these roadway hazards. Funding from this grant would allow this slope stability project to proceed where it otherwise has little chance of doing so.

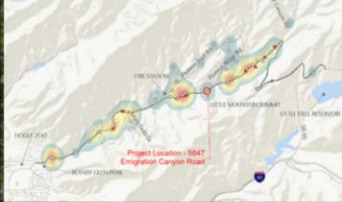

Emigration Canyon is a unique road in the manner it services residents, commuters, cyclists and recreational users. Our bicycle counts in the past, as well as field observations, suggests that the cyclists use this road as much as the motorists during the "good" weather months. This roadway is used extensively for circuit training for cyclists and has been part of the Tour of Utah as well as a training facility for local, national and international cyclists. The County has stepped up maintenance in recent years to accommodate cyclists and is currently in the process of spending \$1.0M to improve drainage and install rock fall barriers along several of the smaller slope cuts. A study completed in 2016 identifies locations where slope protection is recommended. These funds are necessary to construct retaining walls at two locations of primary concern from this study. The type of regional facility and recognition it receives makes this project stand out above the rest.


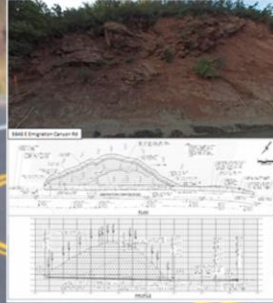


## Emigration Metro – Emigration Canyon Slope Mitigation – 5647 E

### Project Type – Reconstruction

5647 East to 5696 East (Emigration Canyon Road) – (0.06 miles)

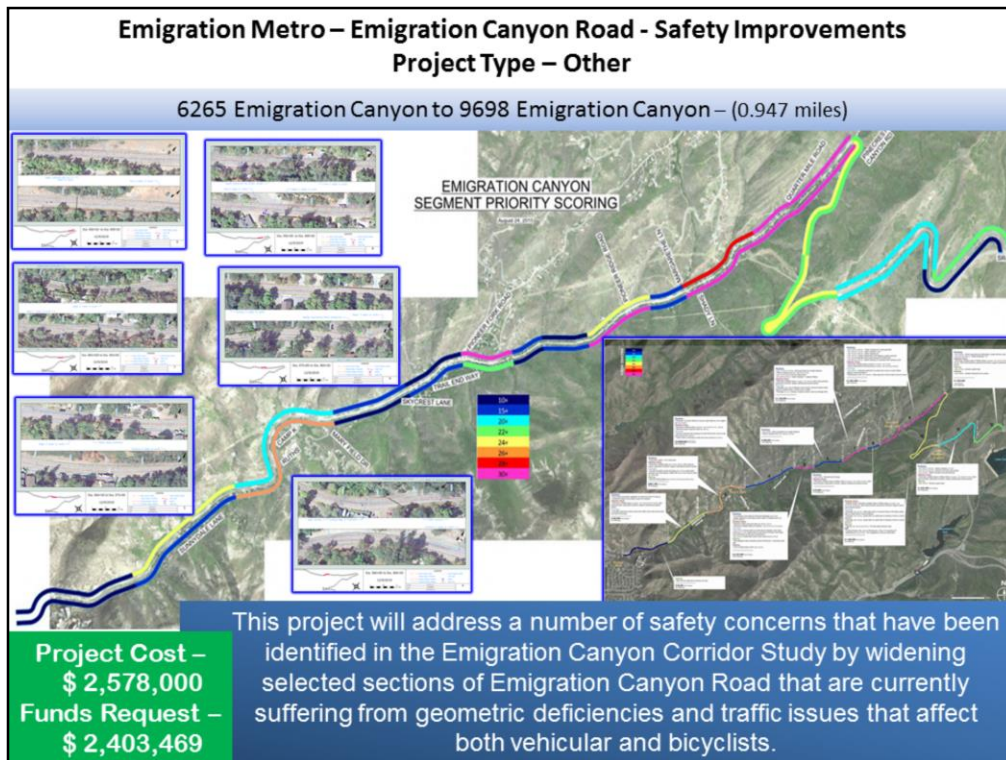
**Project Cost –**  
\$ 3,067,800

**Funds Request –**  
\$ 2,860,110

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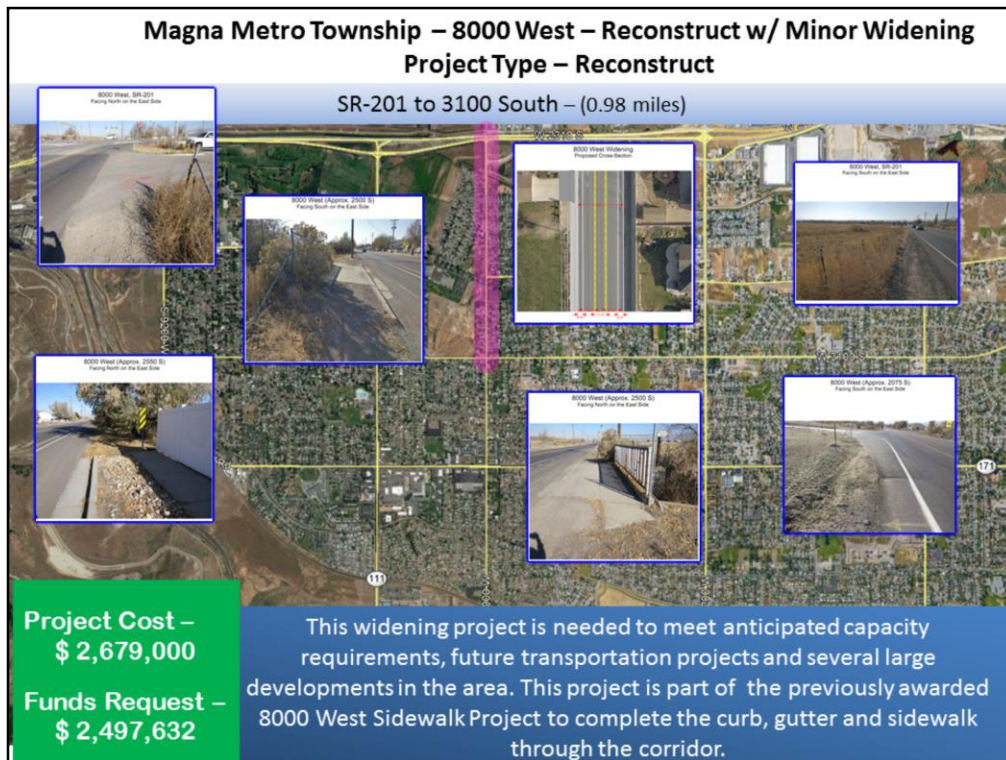
Emigration Canyon Road is the only access for all the residents and visitors to Emigration Canyon and is part of an active bike network. The roadway is used extensively by local, national, and international cyclists for training and has been part of the Tour of Utah. Because of the popularity, cyclists, pedestrians, and motorists are regularly fighting each other for space on the narrow and winding road. The roadway has several choke points and areas where frequent unexpected debris in the roadway and on the shoulder forces pedestrians and cyclists into the vehicle travel lanes or causes vehicles to swerve into oncoming traffic producing many near misses. Although the most hazardous areas have been identified, the relatively small size and budget of the Emigration Township provides few funding options to mitigate these roadway hazards. Funding from this grant would allow this slope stability project to proceed where it otherwise has little chance of doing so.

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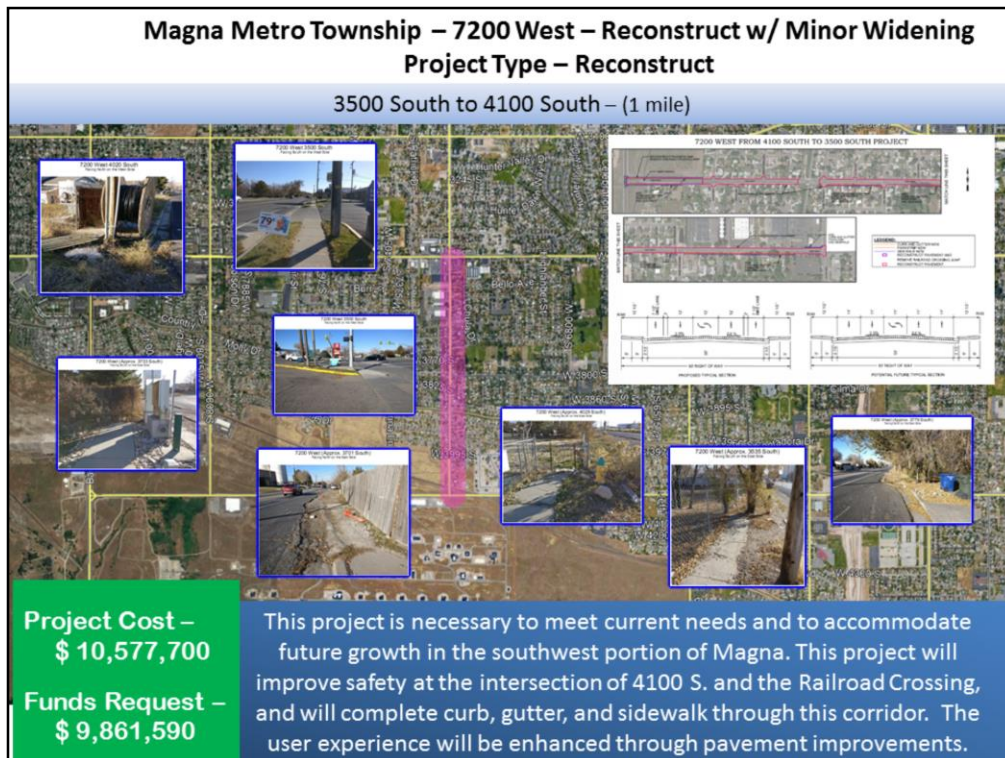
Emigration Canyon, located 10 minutes from downtown Salt Lake City attracts various users—cyclists of differing skill levels; commuters; school buses; visitors who are unfamiliar with the corridor; and pedestrians, runners, and in-line skaters. The limited pavement width in combination with the unique mix of users contributes to difficult transportation issues that can be partially alleviated by creating a wider roadway.

This project is a priority because of the traffic issues in the canyon and the fact that it provides unique cycling opportunities and access to open space for residents and the wider region. The canyon is one of the most used bicycle routes in the state as shown in the Strava database for both recreation and for races. Enhancing the canyon’s corridor will provide a positive effect for residents and those who choose to recreate in the canyon by providing a safer transportation corridor for both cyclists and motorists.

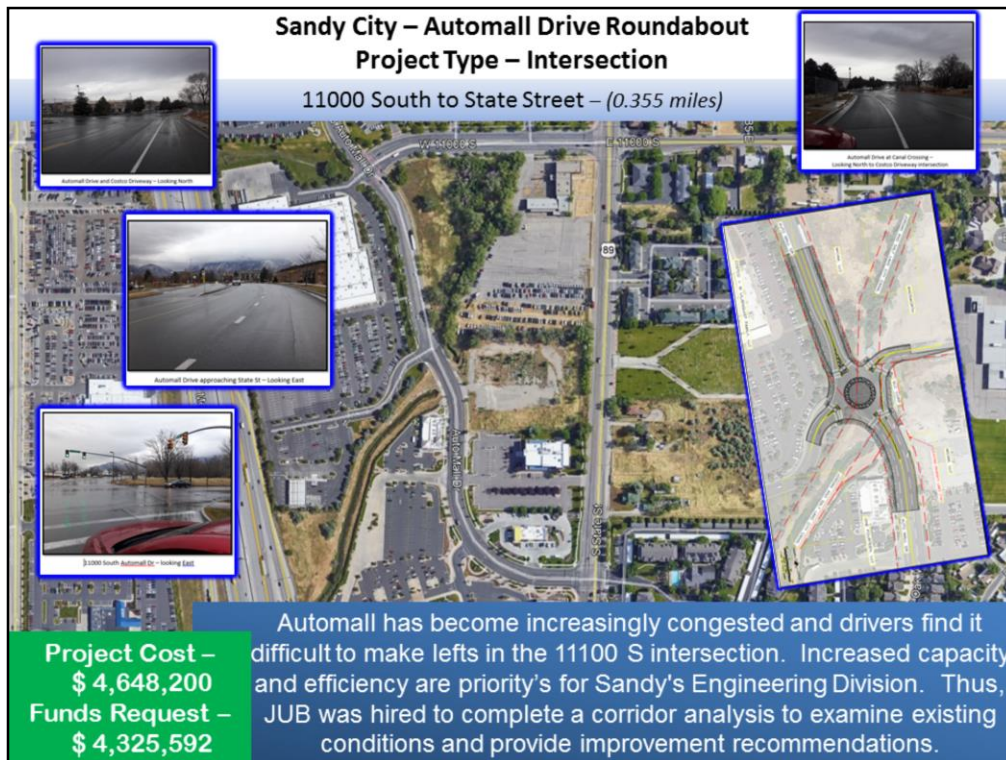


8000 West is a major collector that services the Magna community and provides connectivity to West Valley City from SR-201. This section of 8000 West is currently striped as a two-lane facility, and the lack of a center median coupled with the numerous residential access points, forces vehicles to stop behind motorists making left-turn movements while in the through lanes. Widening this stretch of 8000 West and adding a center median which accommodates left-turn movements from both directions would keep traffic flowing more freely in the through lanes and provide a space for safer left-turn movements. In addition, the proposed improvements would connect the existing sidewalk to the existing UTA Park and Ride near SR-201, thus creating a safe route for pedestrians outside the traveled way to access public transit. This project is intended to be a part of the previously awarded 8000 West Sidewalk Project.





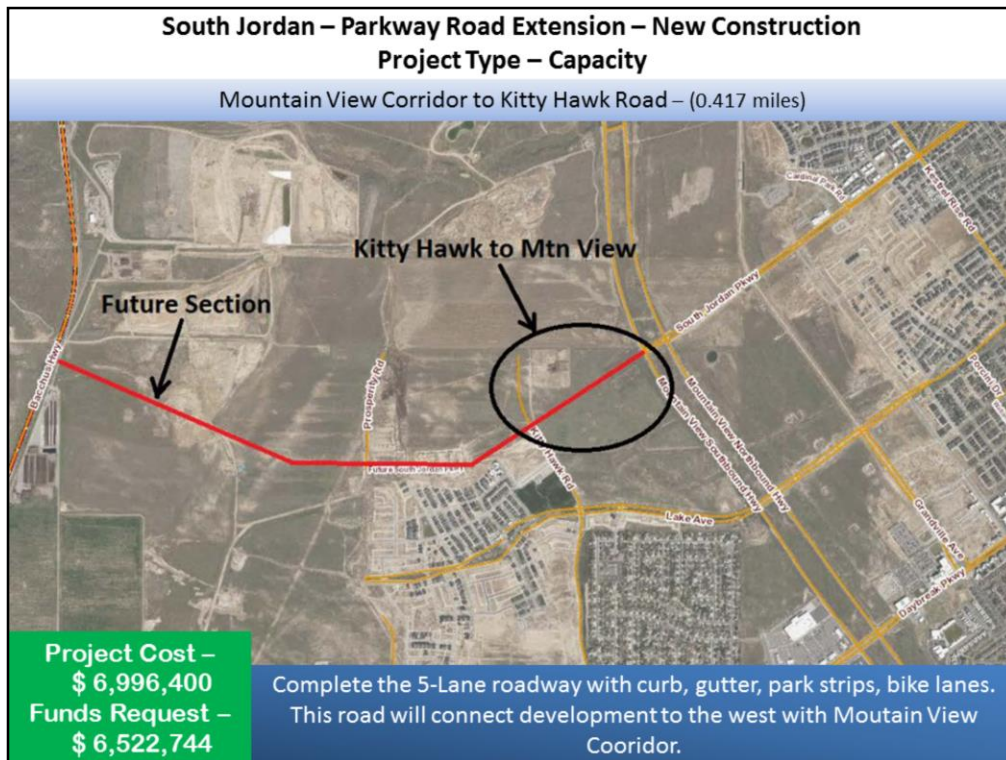
7200 West is a minor arterial serving both Magna and West Valley City and provides connectivity to two major East-West corridors (3500 South and 4100 South). This section of 7200 West is currently striped as a three-lane facility, with one thru each way and a two-way left turn median lane in between. The roadway geometry includes grade breaks at a railroad crossing that need to be improved with a vertical curve meeting AASHTO geometric requirements. This will be a partnership project between Magna Metro Township and West Valley City to improve safety, mobility and user experience.



The Saturday peak hour delay along Automall Dr. from 11000 S. to State St. currently sits at 202.7 hours. This will increase by year 2024 to 314.4 hours without any improvements, and will experience substantial increases by 2040. Adding two lanes will decrease the 2024 projected hours by 20.

The current LOS at the Automall Dr. Costco/Wadsworth intersection is C. Without any improvements by year 2024, the LOS becomes F. When the Wadsworth development creates a new full access (currently under construction) at this intersection, it will become increasingly difficult to make any east/west movement. Constructing a roundabout will help facilitate these movements, decreasing queuing and delay, and improving the LOS to level B.

Several improvement options were explored in the Modeling Analysis. The roundabout and widening option is explained to be the best solution. A signal was not considered due to the close proximity to the 11000 South signalized intersection.



The growth in this area of the valley is unprecedented, exceeding all growth forecasts and sliding up the need for major east/west corridor connectivity in the area. This roadway will eventually serve the greater salt lake valley not just the residents in the immediate area when it does connect Mountain view corridor with Highway U-111. This is a rapidly growing need that this project can help meet in a very useful manner. This project is in strong demand for near future growth and with projected traffic numbers we will be heading to a severe transportation failure in this area without this road progressing future connectivity.



**South Salt Lake – 700 West – Recon. w/ Minor Widen**  
**Project Type – Reconstruction**

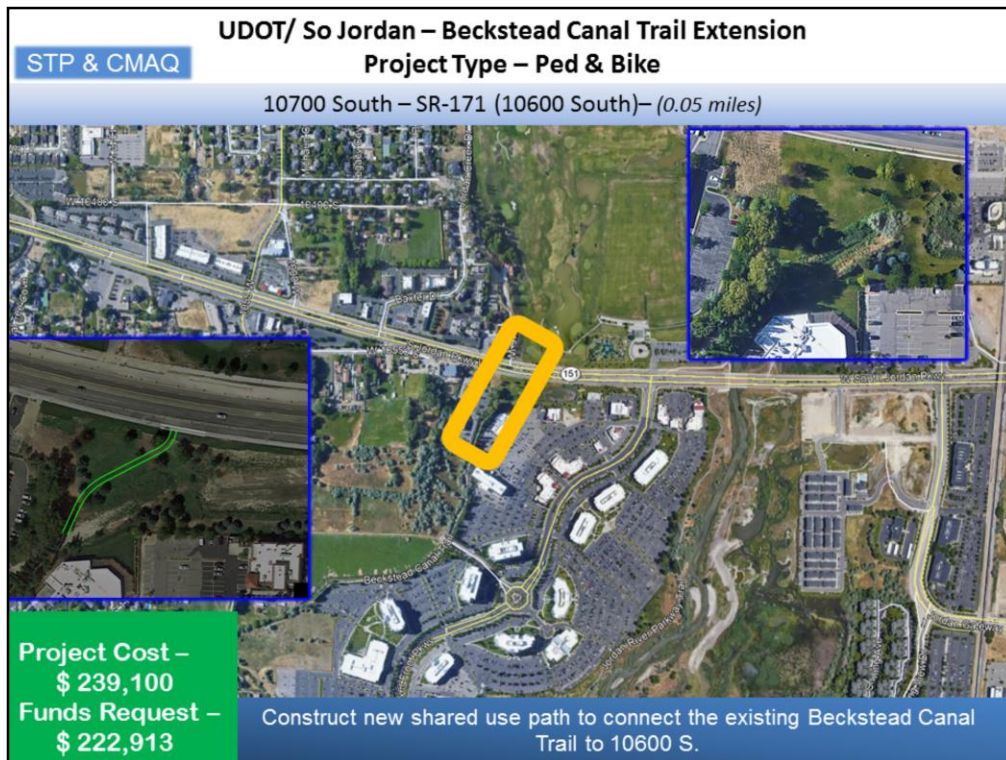
Carlisle Street (3655 So) to 3900 South – (0.32 miles)



**Project Cost –**  
**\$ 4,908,805**  
**Funds Request –**  
**\$ 4,645,371**

700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerated pavement deterioration. This project is Phase 2 of the overall project from 3300 South to 3900 South that will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes, and add dual left turn lanes from southbound 700 South to eastbound 3900 South.

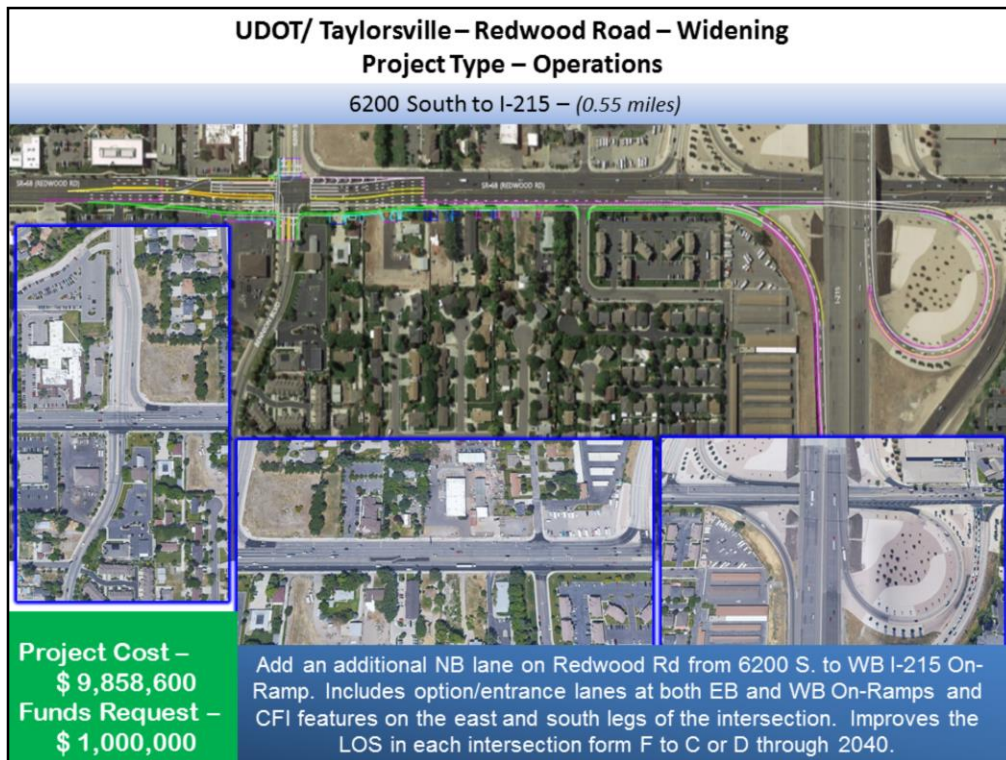
700 West is an important north-south collector with access to I-15 at 3300 South for light industrial businesses, residents, the Salt Lake County Jail, and UTA bus maintenance facility. Heavy loads imposed by the high volume of bus and truck traffic have caused accelerated pavement deterioration of the existing asphalt pavement. The pavement must be replaced with a new concrete pavement better suited to higher AADTs and frequent truck traffic. Phase 1 of this project has already been funded, and will reconstruct from 3300 South to Carlisle Street. Phase 2 completes reconstruction and improvements on the segment from Carlisle Street to 3900 South. This project will fill in gaps in the curb and gutter improving drainage; add sidewalk and street lighting making corridor safer and more pedestrian friendly; stripe bike lanes; and upgrade the 3900 South signal. As an added benefit, these improvements will facilitate access to existing transit along 700 West and at 3300 South and 3900 South, and access to shared use trails to be constructed along 3900 South connecting to the Jordan River Parkway Trail.



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.








By providing an additional NB lane on Redwood Rd from 6200 S to the WB I-215 and providing option entrance lanes for both the EB and WB interchange, in addition to incorporating CFI features on the east and south legs of the interchange the level of service will be increased from and F to a C or D through 2040.

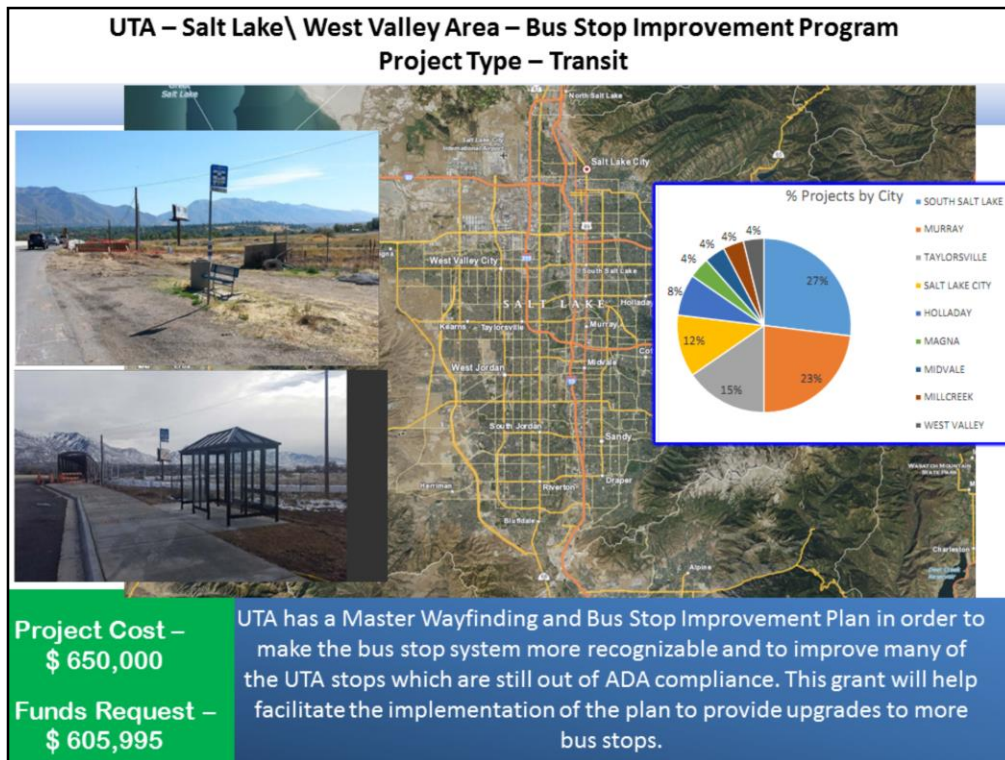
**UDOT TOC – Salt Lake County – Traffic Signal Priority/Preemption**  
**Project Type – ATMS or ITS**

5600 W; Amelia Earhard Dr to 3500 S and SR-111; SR-201 to New Bingham Hwy – (40 miles)



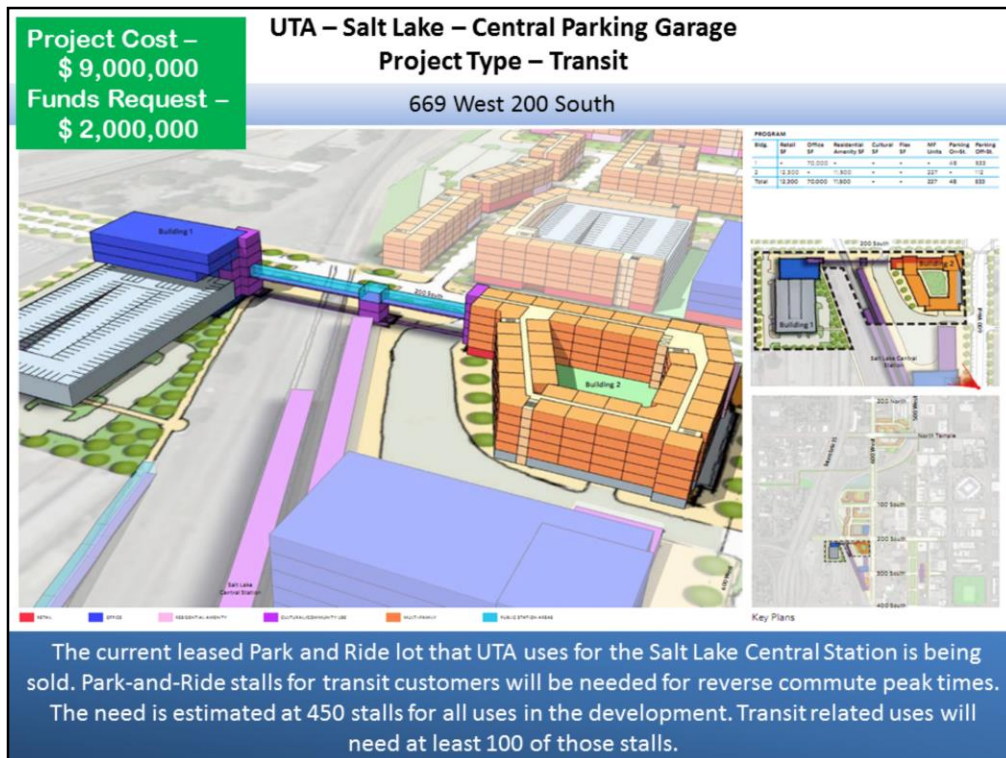
<b>Project Cost –</b> <b>\$ 690,000</b> <b>Funds Request –</b> <b>\$ 643,287</b>	<p>This project will expand connected vehicle technology to additional key corridors in the Salt Lake Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.</p>
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The future is in technology. The future of transportation is in connected vehicle technology. The more we deploy these technologies, the more prepared we will be for the future. Optimizing mobility is one of the primary goals of the Utah Department of Transportation. Continuing to fund connected vehicle technology efforts enhances our ability to fulfill this goal.



This project is part of a multi-year UTA program of bus stop and wayfinding projects that affects every city in the Salt Lake-West Valley area. Each of the site location improvements will give full ADA access to the surrounding residents as well as easier access to employment and educational opportunities, especially for those whom transit is their only means of transportation. UTA has worked closely with each of the communities in this area to encourage improvements to sidewalks, bike lanes, crosswalks, and signals at intersections in order to make access to the transit system convenient, easier and safer. Also, by increasing the access to transit we are encouraging less dependence on the automobile for transportation, especially those who would normally travel as a single occupant in an automobile. Attached is a list of the potential stops where these grant funds would be used. This list is subject to change depending the speed of implementation of the improvement program.

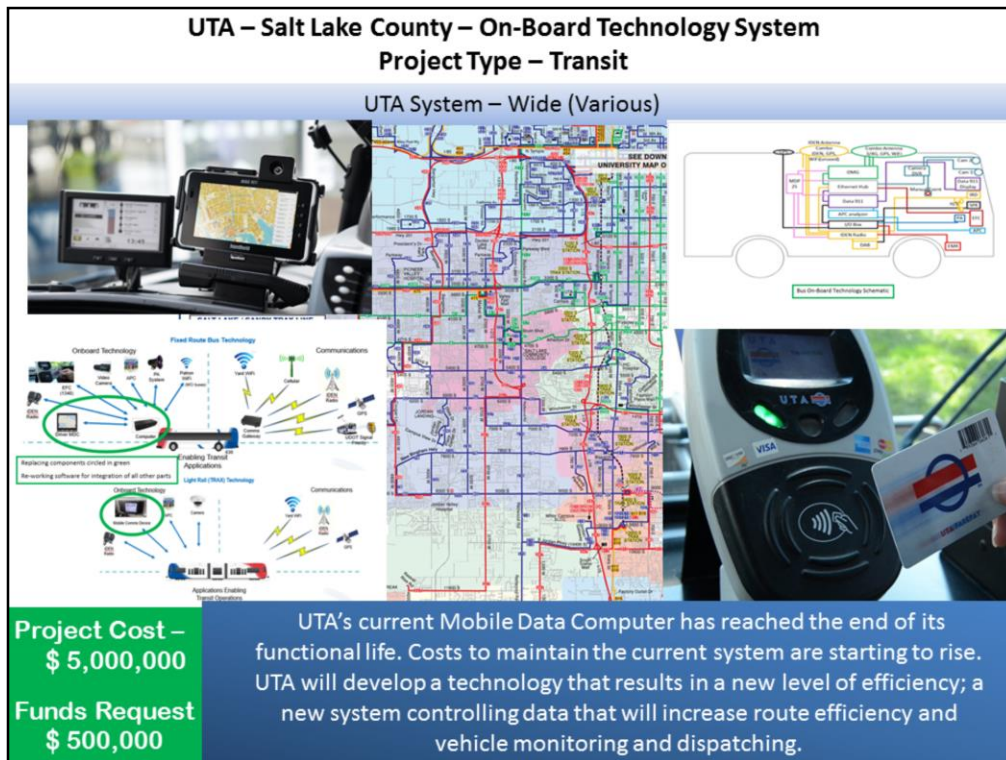




Transit parking will be shared in the same structure as for development of the area, and partners will be whichever developer is chosen by UTA to develop the site and the SLC RDA for the Depot District area. This funding request of \$2,000,000 will help to pay for the transit related stalls, which results in efficiencies by having both the development and transit stalls in one structure instead of two.

This preserves needed transit parking in the system, and helps the RDA efforts to revitalize the area.

This parking structure will also be tied to a future pedestrian bridge across the rails for use by the development and general public. Funding for this bridge may be sought from these funds in the future.




UTA's proposed mobile data device (MDD) for buses is an on-board tech. system for bus operator interaction/feedback; and data communications and collection. This includes things like turn by turn directions and schedules for the operators and operations/communications for bus related data such as GPS, automated passenger counters, traffic signal priority systems, electronic fare collection, and camera video.

UTA proactively shares data with partners and the public. The UTA Open Data Portal ([www.rideuta.com/data](http://www.rideuta.com/data)) is available because of data collected through the MDD. Also, real-time information is available to customers and app developers like Google Transit Feed Specification because of the MDD.

Benefits include the ability to collect and share operational data to improve the current systems reliability and performance and to inform enhancements/new types of service within communities. Annual operations cost savings of \$200,000 per year are anticipated as a result of the upgrade.

**UTA – Salt Lake County – Traffic Signal Priority/ Preemption**  
**Project Type – ATMS or ITS**

5600 W; Amelia Earhard Dr to 3500 S and SR-111; SR-201 to New Bingham Hwy – (40 miles)



<b>Project Cost –</b> <b>\$ 225,000</b> <b>Funds Request –</b> <b>\$ 237,736</b>	<p>This project will expand connected vehicle technology to additional key corridors in the Salt Lake Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.</p>
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This project will improve a severely deficient East-West arterial for future build-out. Industrial and residential growth on the West Bench will continue to increase traffic load on Old Bingham Hwy. This project will improve the ROW to a more appropriate width to meet the expected demand.

### West Jordan – 9000 South – New Construction

#### Project Type – Capacity

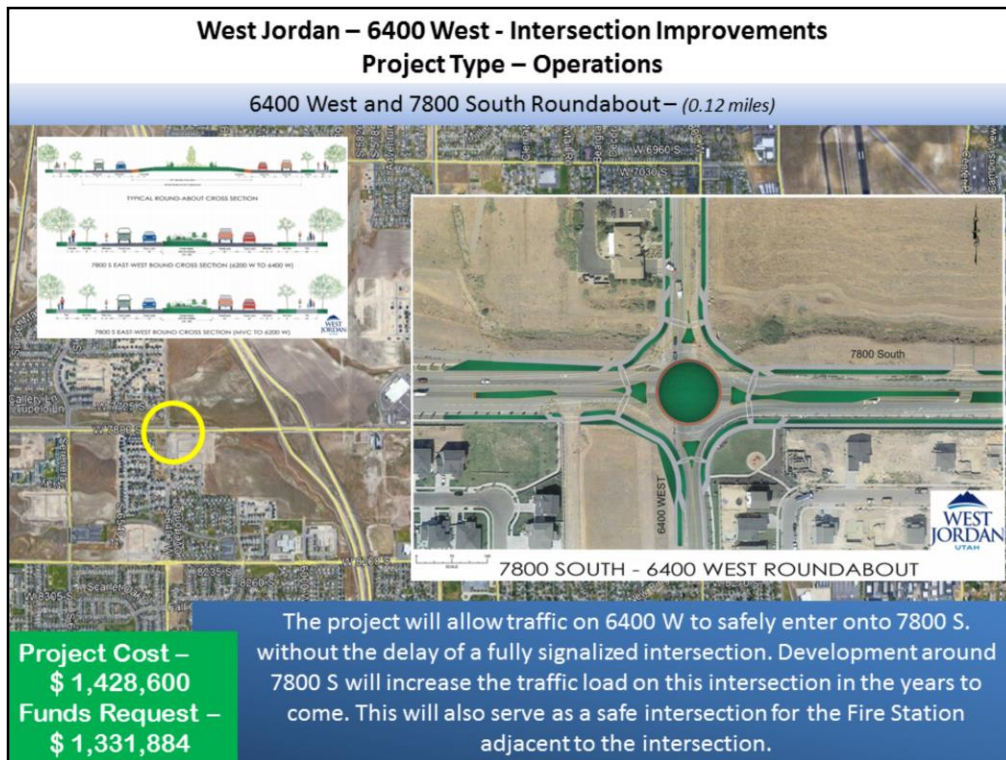
New Bingham Highway to U-111 – (1.2 miles)

**Project Cost –**  
\$ 15,174,900

**Funds Request –**  
\$ 3,000,000

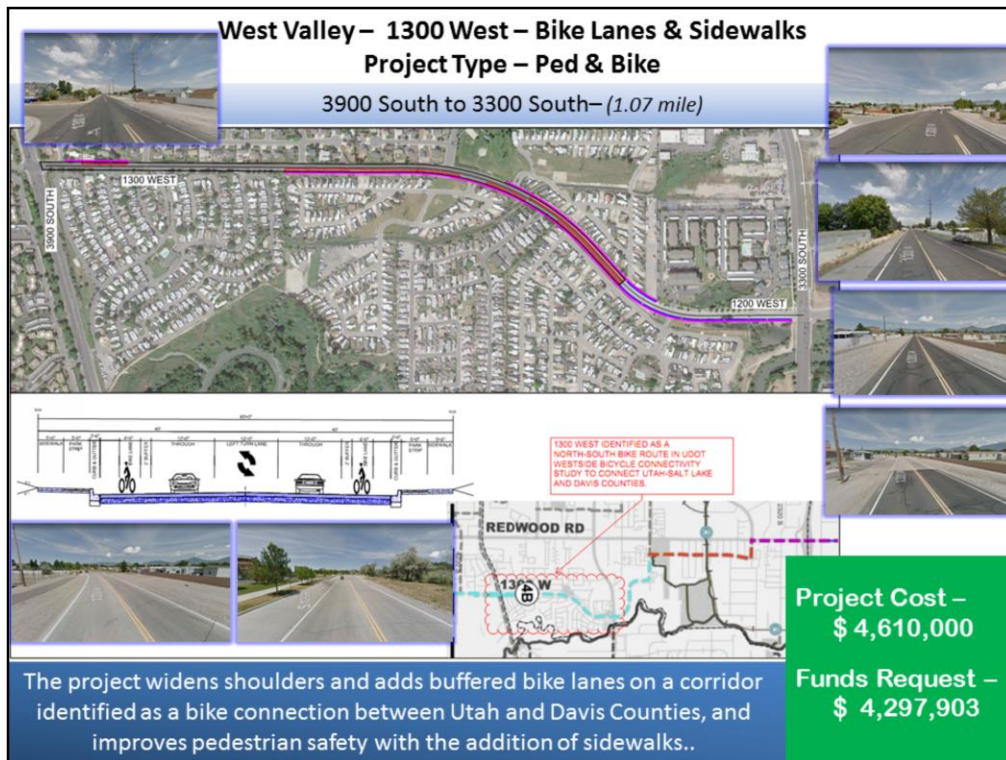
The project is for design and construction for a 126 foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master planned as a major east west arterial for the City.

This project provides connectivity to two major arterial roadways on the West side of the valley. (9000 S and U-111)

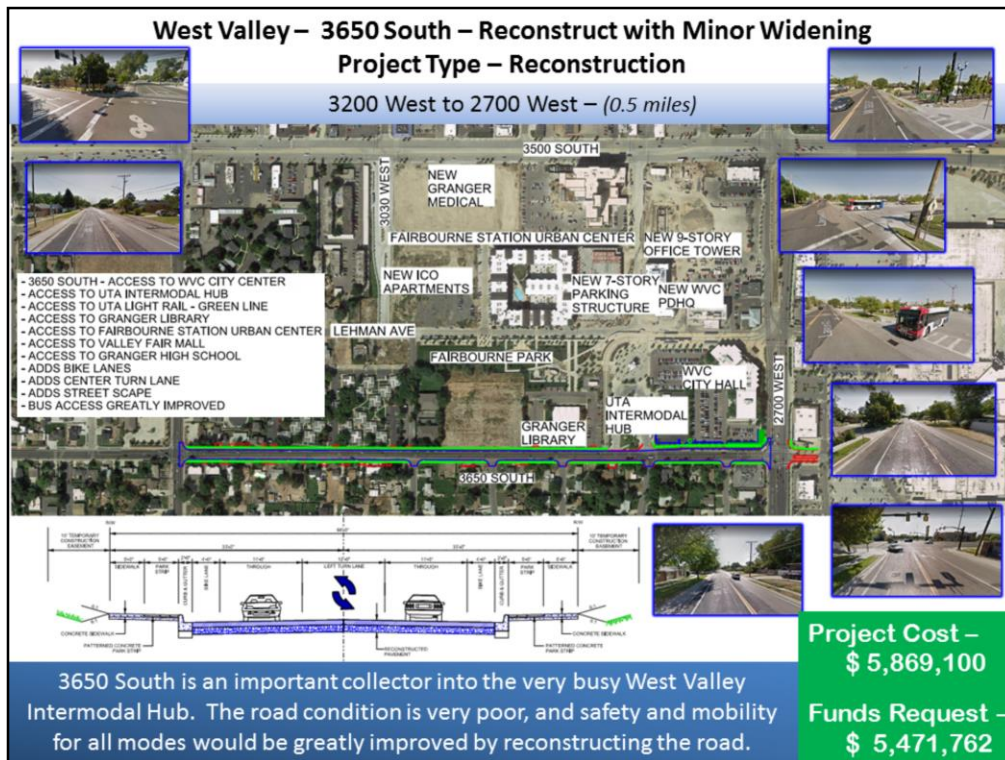


The project will allow traffic on 6400 W to safely enter onto 7800 S. without the delay of a fully signalized intersection. Anticipated development both North and South of 7800 S. will greatly increase the traffic load on this particular intersection in the years to come.

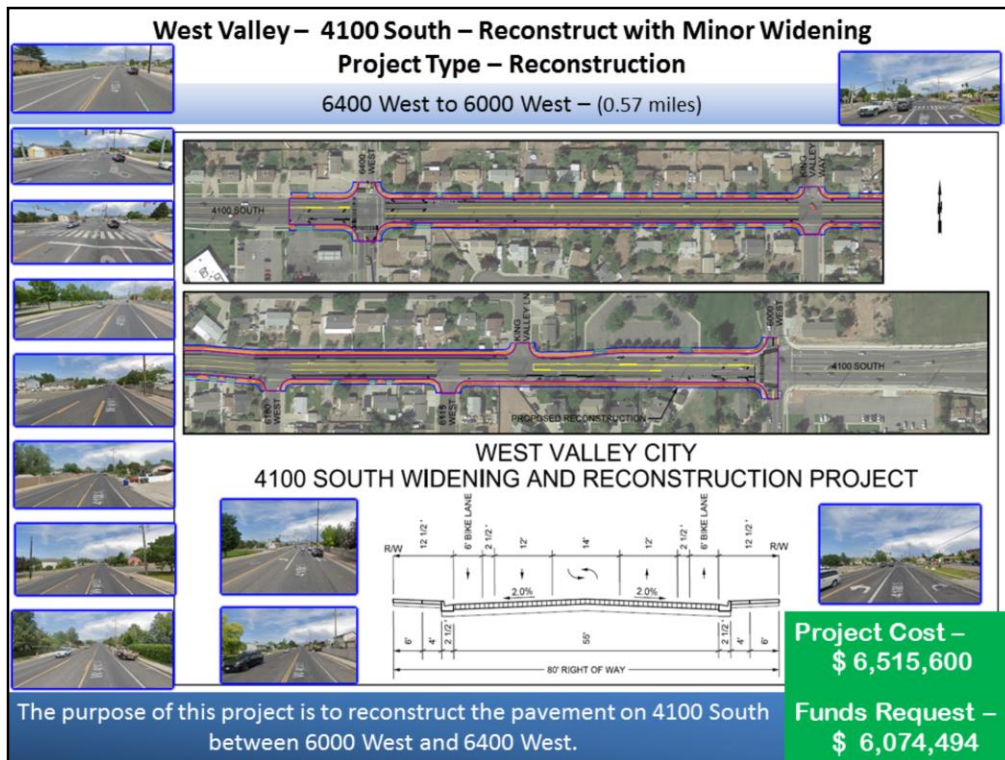




1300 West has been identified by a UDOT study as an active transportation north-south bike lane, extending from Utah County, through Salt Lake County to Davis County. Several segments of this roadway do not currently have any paved shoulder. This project paves shoulders, adds curb, gutter and sidewalk, enabling the connection of this segment of the north-south bike route.



3650 South is regionally significant due to the high volume of transit on the roadway. 3650 South is an important collector into the busy West Valley City Center and Intermodal Hub, with connection to light rail, bus rapid transit and traditional bus routes. It is also the planned terminus of the proposed Mid-Valley Connector BRT project. Current roadway geometry is problematic for busses on the busy northbound to eastbound right turn movement from 3200 West to 3650 South, busses frequently wait for vehicles to pass to complete the movement. The existing roadway does not have a center turn lane, frequently causing delay to busses and other users. Reconstruction will improve roadway geometry for busses, pedestrian safety will be improved with the addition of sidewalks and enhanced mid-block pedestrian crossing along with the addition of roadway lighting. Bike lanes will be added to the roadway, providing a link between 3200 West and 2700 West; both regional bike corridors.



4100 South is a critical arterial to West Valley City running from SR-111 to the east side of the Salt Lake Valley. This project is an important regional transportation facility due to the proximity to Mountain View Corridor and serving schools and residents in the area. This project reconstruct the pavement to enable continued service to the public in years to come.

The project will widen the intersection of 6000 West to match the east leg of the intersection which was widened in the Mountain View Corridor Project.