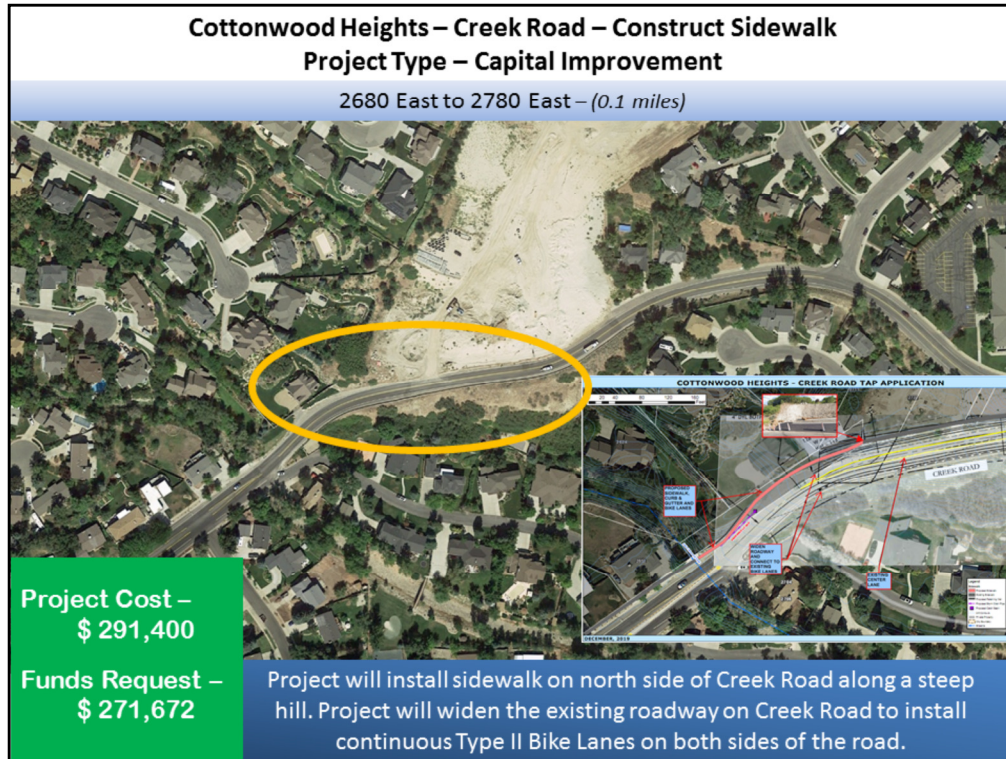
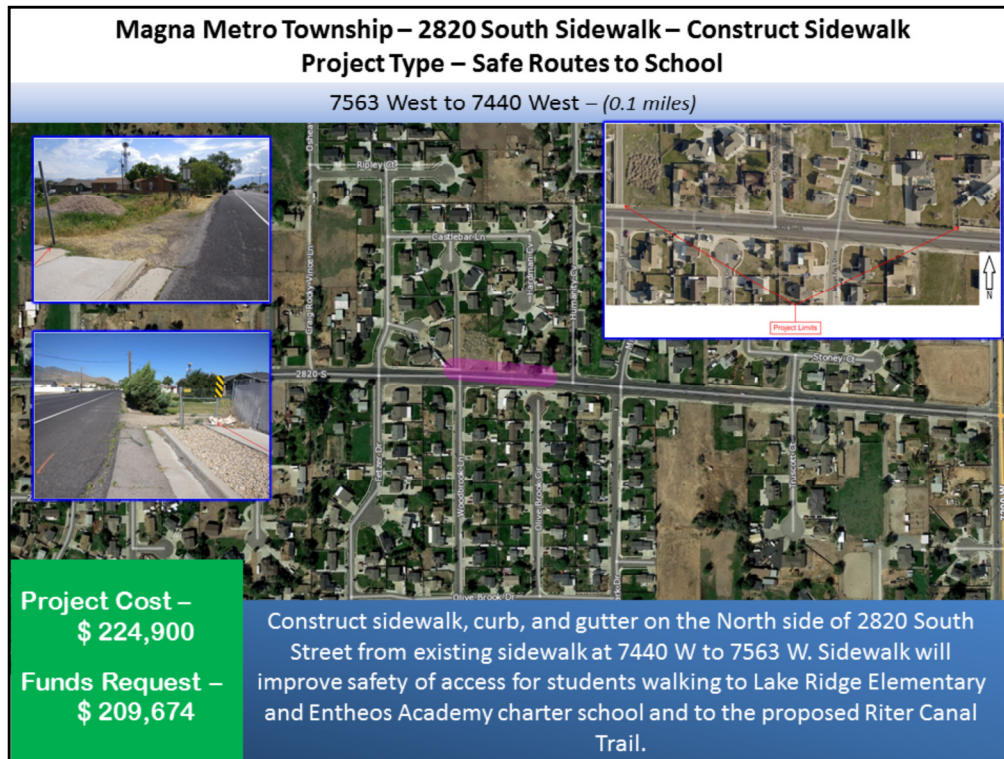


1300 East separates Union Park Business Center and the nearby commercial district. Currently, the crossing is not signalized and is at a mid-block location. This does not encourage pedestrian usage of the commercial district; most people using the area drive their cars. This project would provide a safe, protected crosswalk on the street for the neighborhoods and offices adjacent to the commercial center. This HAWK pedestrian crossing system is activated by those wanting to cross the street; which minimizes the delays for the major street traffic.



Active transportation has been, and continues to be, a priority for residents, staff, and elected officials of Cottonwood Heights. We are proud of the infrastructure, education, and events we offer in this realm, but believe that there are many strides that must be made in order to curate active transportation access that is equitable, widespread, and place-based. Funding for this project allows active transportation infrastructure to be provided in an area which lacks existing facilities, yet boasts a rich opportunity for transit connections, routes to community destinations, and use by a diverse group of neighboring property owners and tenants. As the roadway exists now, conditions are not safe for active transportation users. By adding sidewalk infrastructure, as well as bicycle lanes, active transportation users can safely navigate the area, despite the lack of sight distance, steep grade, and narrow taper which are characteristic of Creek Road.



This sidewalk will complete a section of sidewalk along 2820 South that is important to the community and has been discussed in the community's planning and council meetings. It is a priority to get pedestrians off the road, especially in the areas such as these which are in such close proximity to a private school (Entheos Academy). This Metro currently has all the necessary Right-of-Way to facilitate the construction of this project and the only known conflict with utilities is a power pole that will need relocation. This sidewalk project falls within the boundaries of Lake Ridge Elementary School and once built could help keep its students off of the street on their way to and from school.




**Project Cost –**  
**\$ 431,200**

**Funds Request –**  
**\$ 402,008**

### Millcreek – 1300 East – Construct Sidewalk

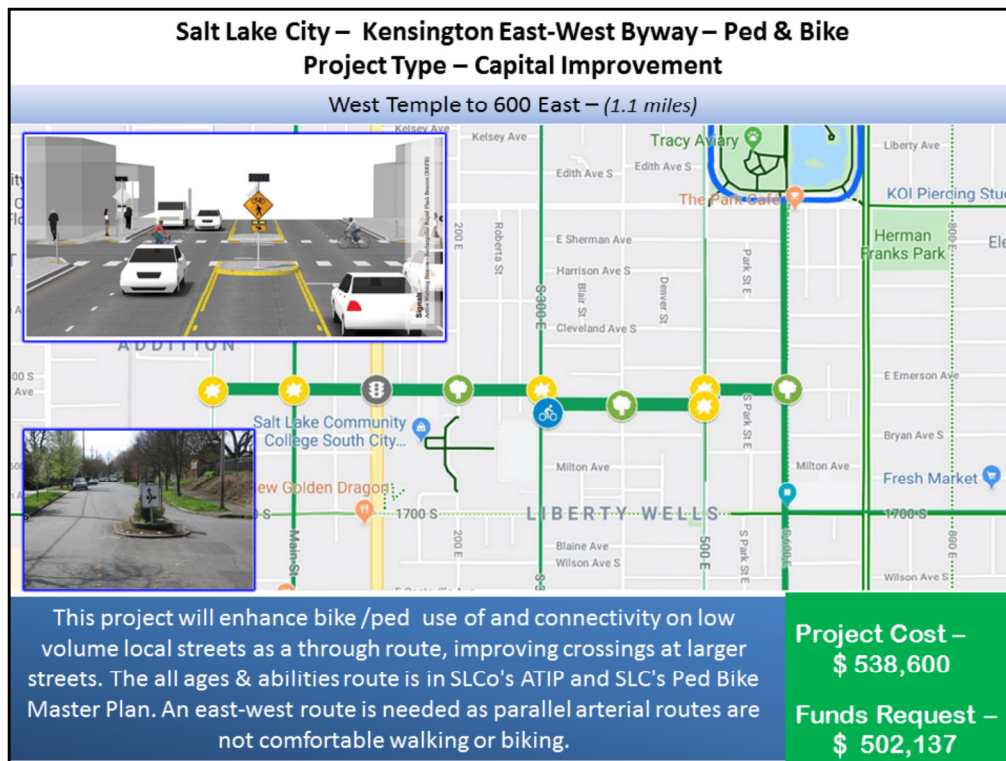
**Project Type – Capital Improvement**

4240 South to 4400 South – (0.2 miles)




This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parking lot is full. There is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.

This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows pedestrian access to the largest park in the Millcreek/Holladay area. In the Walk Millcreek study, 1300 East is defined as a phase 1 project for pedestrian use. This project will allow better and safer access to parks by allowing pedestrians to walk on sidewalk instead of an unpaved shoulder.

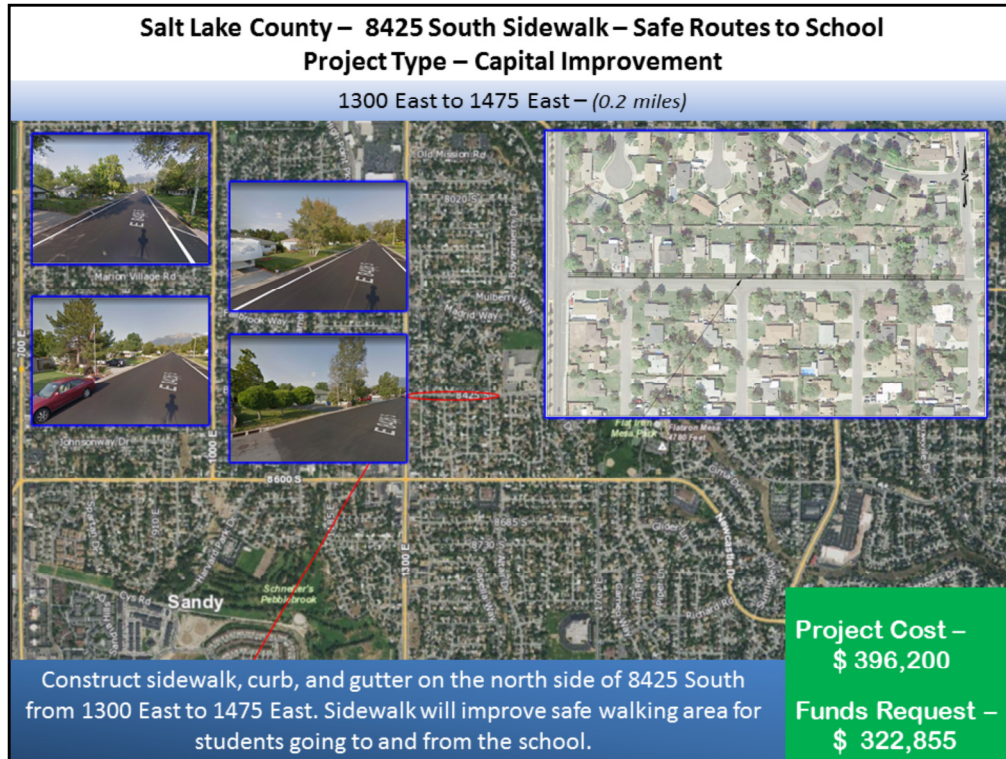


Kensington Avenue, at approximately 1500 South, sits midway between 1300 South and 1700 South. This quiet street, which already has a full signal to get across State Street, provides an under-recognized opportunity as an east-west bike route in Salt Lake City's Ballpark and Liberty Wells neighborhoods. The route is recommended as a neighborhood byway in Salt Lake City's master plans, and has also recently been considered positively in discussions with the Ballpark and Liberty Wells community councils. This project is a critical part of Salt Lake City's all ages and abilities bikeway network, making key connections to the Salt Lake Community College South City Campus as well as two elementary schools. The route offers a safer and more pleasant alternative to the 1300 South and 1700 South corridors, both of which have much higher traffic volumes and speeds.



This project will increase the safety of an uncontrolled, mid-block school crossing on a major collector road (1300 W), where 118 kids are crossing daily. It will also promote additional kids to walk to school because of the improved safety. Traffic studies have been done and the intersection warrants a signal based upon pedestrian volumes. The City and School are concerned that if a signal is not installed soon then an accident will happen.





8425 South is a local roadway in Unincorporated Salt Lake County in the Sandy Hills Community Council. This road is used to access Peruvian Park Elementary school and is currently on the Peruvian Park Elementary Safe Route to School Plan. This new section of sidewalk will allow elementary school children to walk along 8425 South to get to Peruvian Park Elementary School. Currently the students are walking on the street on a striped crosswalk. This new paved sidewalk on the north side of 8425 would greatly benefit the community and school by encouraging walking to school and having a safe route.

### UTA – Bike Capacity on Transit – Bus Bike Rack

#### Project Type – Capital Improvement

Salt Lake City Proper







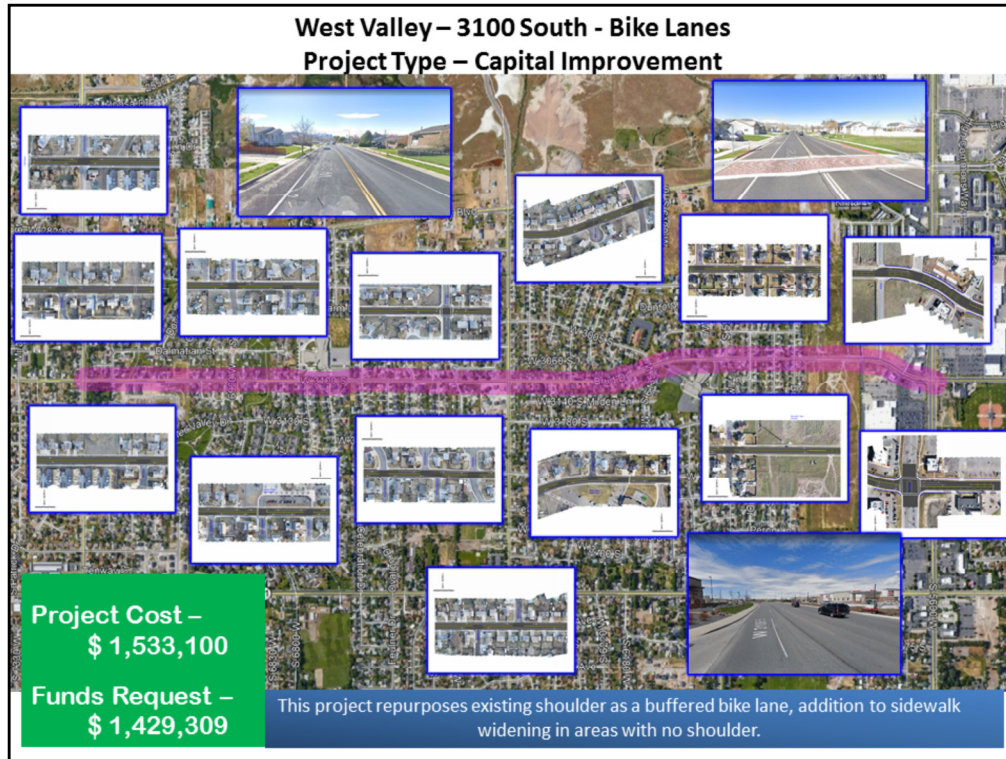

**Project Cost –**  
**\$ 63,700**

**Funds Request –**  
**\$ 59,388**

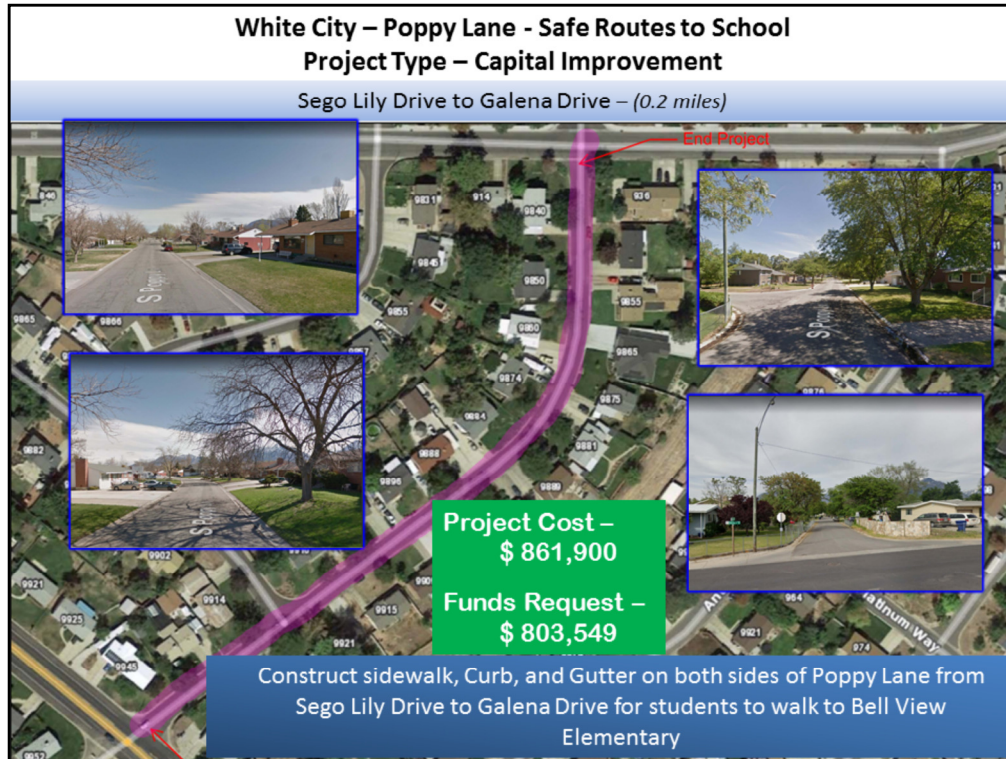
All 2006-2012 model year UTA buses have racks that hold two bikes. System-wide, this is about 145 buses. These are often filled and biking passengers are turned away. New UTA buses have racks that accommodate three bikes. These funds will pay for 49 (the estimated number of these buses attributable to the Salt Lake Urbanized Area) 3 spot racks to replace existing 2 spot racks on UTA current fleet.

This grant application for new bike racks on 49 existing buses will help UTA resolve limited access for cyclists with current racks. The new racks will provide for 50% increased capacity for customers who would otherwise have difficulty with first/last mile connections. At UTA we strive for customer satisfaction and for a positive customer experience. These racks will help towards these goals. We are committed to improving air quality through the use of transit. These racks make attracting riders to our systems easier. This project is easily scalable if necessary.





This project was identified as a priority in the WVC Active Transportation Implementation Plan funded under a TLC Grant. 3100 South (Brud Drive) is a major collector extending from 9200 West to the Jordan River at 3300 South. This corridor connects to several other active transportation corridors including the Jordan River Trail, 1300 West, Cross Towne Trail, 2700 West, 3200 West, Mountain View Corridor Trail and the Hunter Park Trail. The project will resurface the pavement and eliminate on-street parking to provide for a safer place for cyclists to travel east and west. Project is being submitted as a roto-mill and overlay, WVC could supplement some funds to pay for a portion of the surface treatment.



Poppy Lane is a local roadway in White City. The new contiguous sidewalk on both sides of the street. Bell View elementary's Safe Route to School is located along Poppy Lane between Sego Lily Drive and Galena Drive. Canyon School District and citizens who live in White City have requested this sidewalk for the safety of students who walk to school.