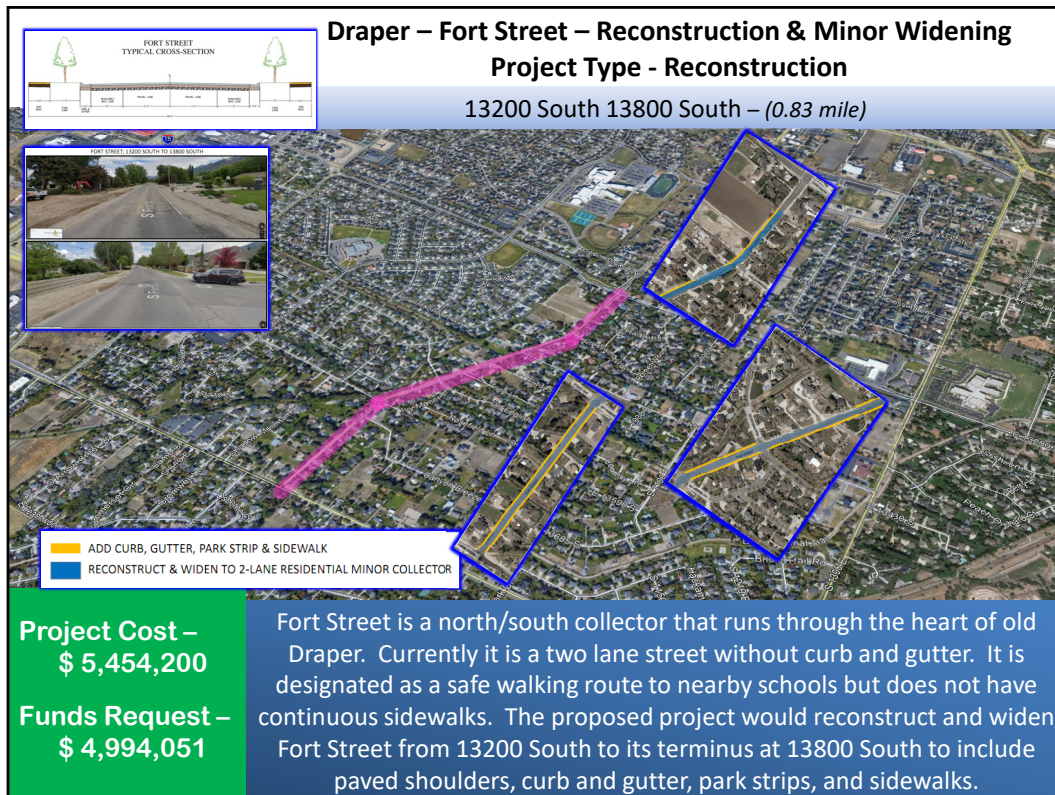


This segment of Fort Union Blvd. is frequently used by Cottonwood Canyons visitors, regional commuters, and locals. It links to the new mixed use Canyon Centre development at the base of Big Cottonwood Canyon. The Fort Union trail will connect to multiple regional trails on Wasatch Blvd and Big Cottonwood Canyon Road. The proposed project connects to Wasatch Blvd., which is being planned for improved access for vehicles, transit, and active transportation users between the canyons. The project helps to achieve the goals of several Cottonwood Heights master plans, the Mid-valley Active Transportation plan, and improves access to a WFRC neighborhood center and urban center. The project is an opportunity to improve and beautify a gateway route to the Cottonwood Canyons, the state's premier outdoor recreation destination.





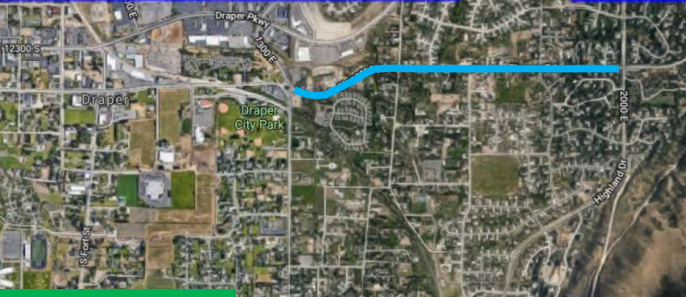
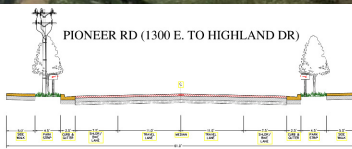
Fort Street is listed as a safe walking route for local schools but lacks adequate sidewalk. The project will improve safety for all road users including cyclists and pedestrians by providing paved shoulders and sidewalks. The project will provide ADA accessible route to the Draper Town Center TRAX station. Storm drain improvements will mitigate existing drainage and ponding issues.

Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1300 East to Highland Drive – (1 mile)

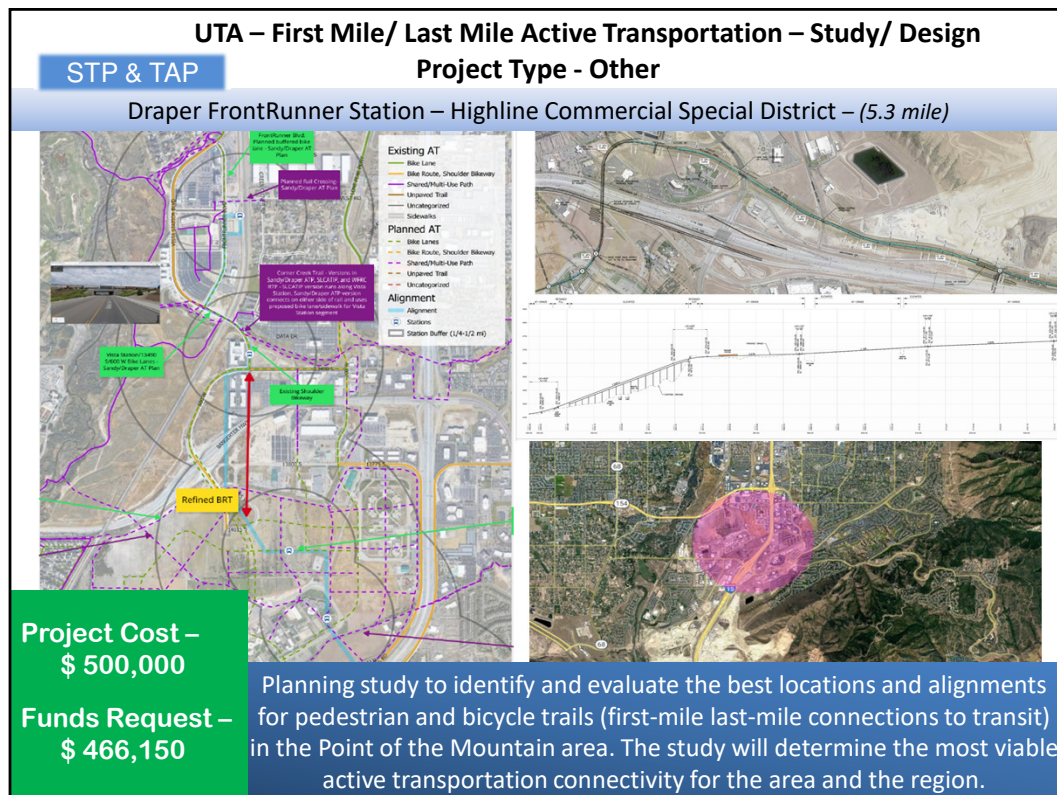



Project Cost –
\$ 7,538,200

Funds Request –
\$ 5,909,104

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 Rd is listed as a safe walking route for local schools but lacks complete sidewalks. This area also experiences frequent flooding and shoulder erosion events resulting in property damage. The proposed project would provide continuous sidewalks, wide paved shoulders, and curb and gutter on both sides of the road making for a more safe and functional roadway corridor for all users.



Through the development of the Point of the Mountain Transit Analysis, Sandy-Draper Active Transportation Plan and The Point Master Plan, broad solutions for Active Transportation have been identified. A more detailed analysis to define the proper locations, connections and design to newly identified transit stops within the study area is needed to accelerate and be ready for rapidly approaching construction of transit facilities within the area. This study will also help determine the funding plan for construction of the project(s) with area partners. If fewer funds are available, this project could be scalable to only include study of first and last mile connections at a cost of approximately \$200,000.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E

Project Type – Reconstruction

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









Project Cost –
\$ 4,251,700

Funds Request –
\$ 3,963,860

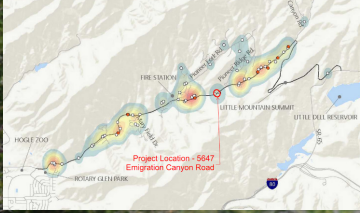


The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.



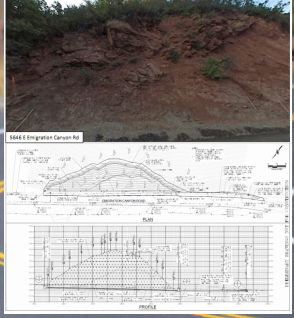
Emigration Canyon Road is the only access for all the residents and visitors to Emigration Canyon and is part of an active bike network. The roadway is used extensively by local, national, and international cyclists for training and has been part of the Tour of Utah. Because of the popularity, cyclists, 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)

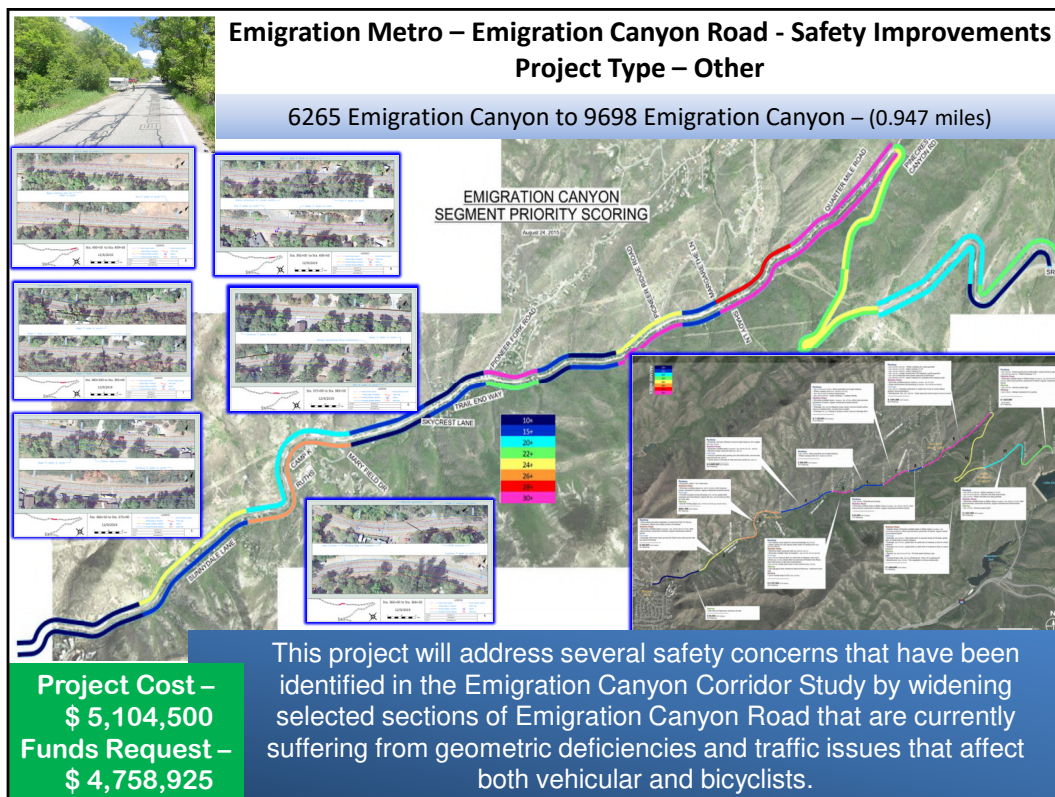




Project Cost –
\$ 4,658,300

Funds Request –
\$ 4,342,933

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 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.

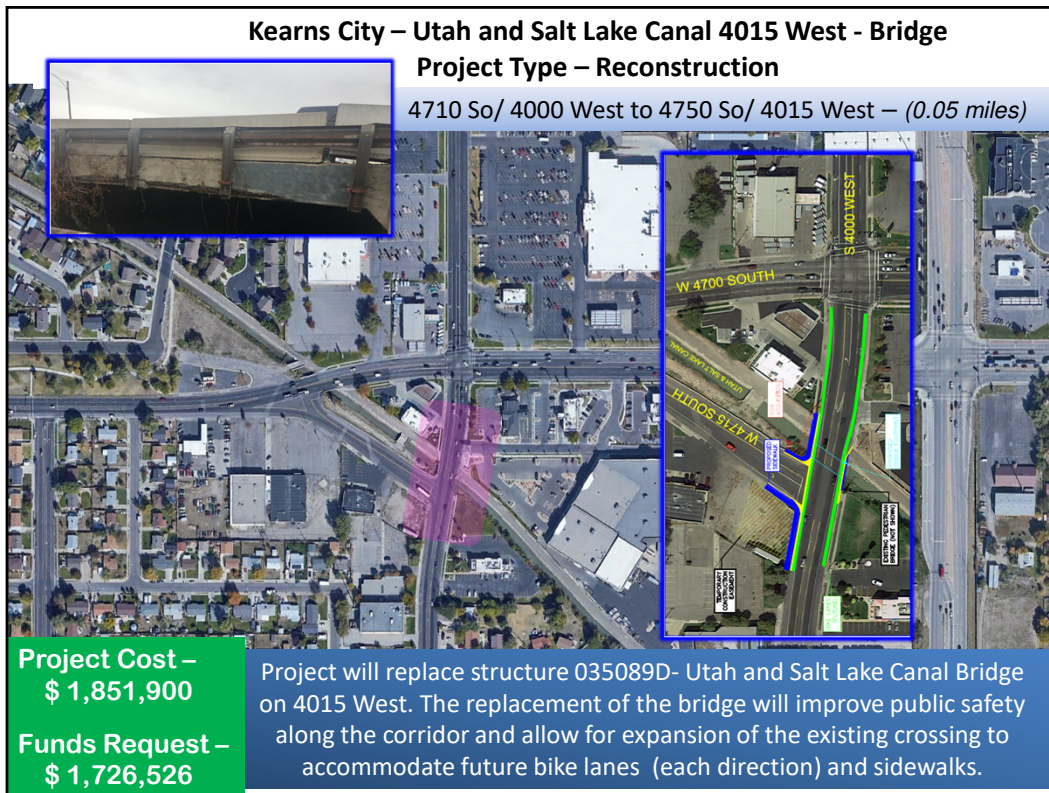


This project will be part of a bigger project to enable residents in western Herriman and the Future Olympia Development to travel North/South without traveling to the East side of the city. It is currently also expected to eventually connect North to U-111. This project is to help relieve the traffic 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 the future Olympia development is established in the area.

Kearns City – Utah and Salt Lake Canal 4015 West - Bridge

Project Type – Reconstruction

4710 So/ 4000 West to 4750 So/ 4015 West – (0.05 miles)



Project Cost –
\$ 1,851,900

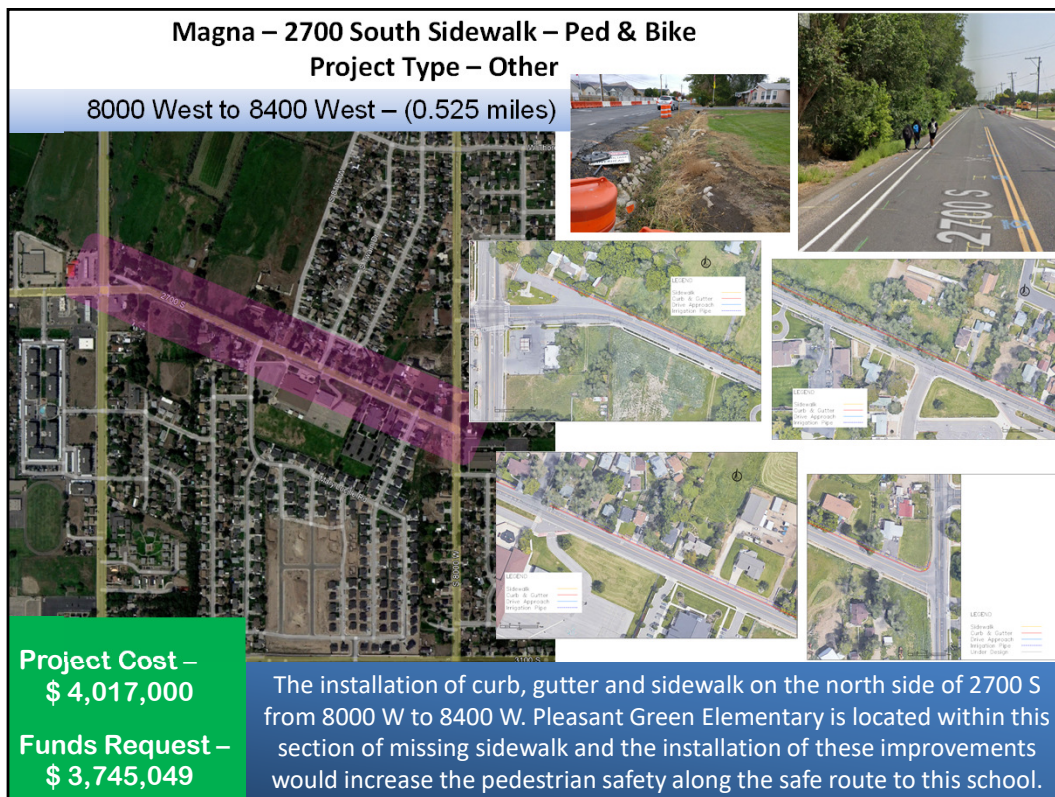
Funds Request –
\$ 1,726,526

Project will replace structure 035089D- Utah and Salt Lake Canal Bridge on 4015 West. The replacement of the bridge will improve public safety along the corridor and allow for expansion of the existing crossing to accommodate future bike lanes (each direction) and sidewalks.

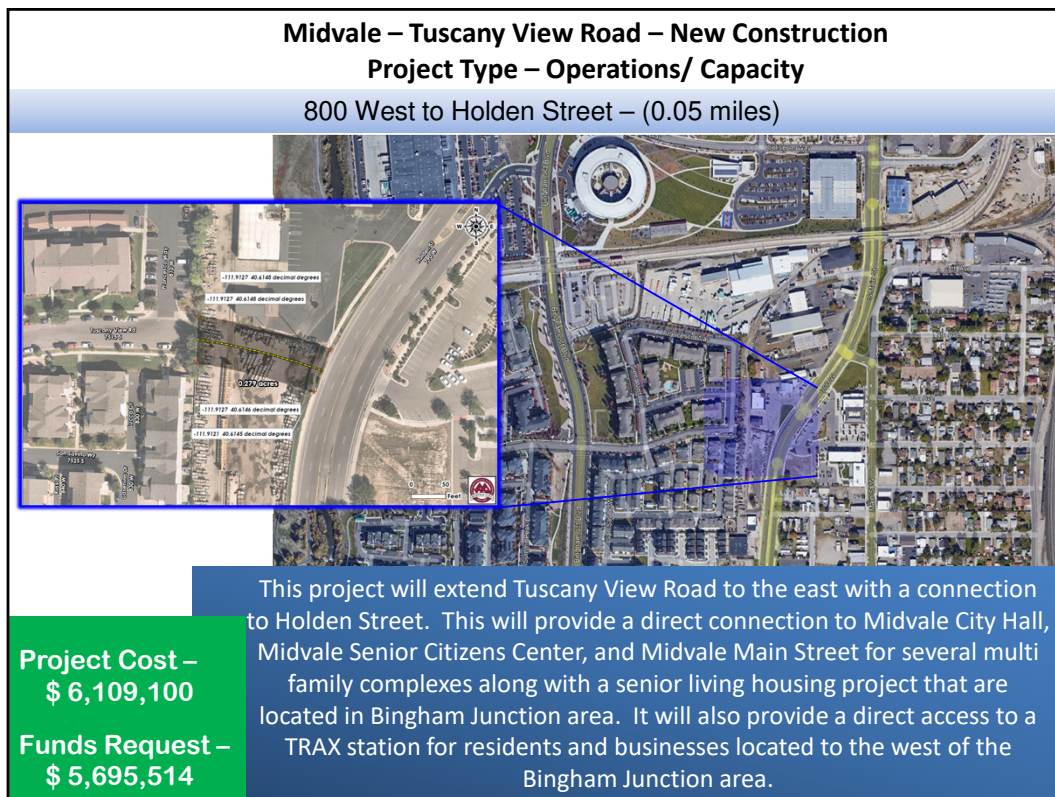
In the current configuration the structure creating a dangerous bottleneck for pedestrians and cyclists. Between 2010 and 2020, there have been approximately 16 accidents at the location of this structure, four with injuries and one (fall 2015) with a fatality. While a pedestrian bridge has been constructed on the east side of the crossing, no sidewalk exists on the west side and the condition of the existing structure impedes safe accommodations for cyclists.



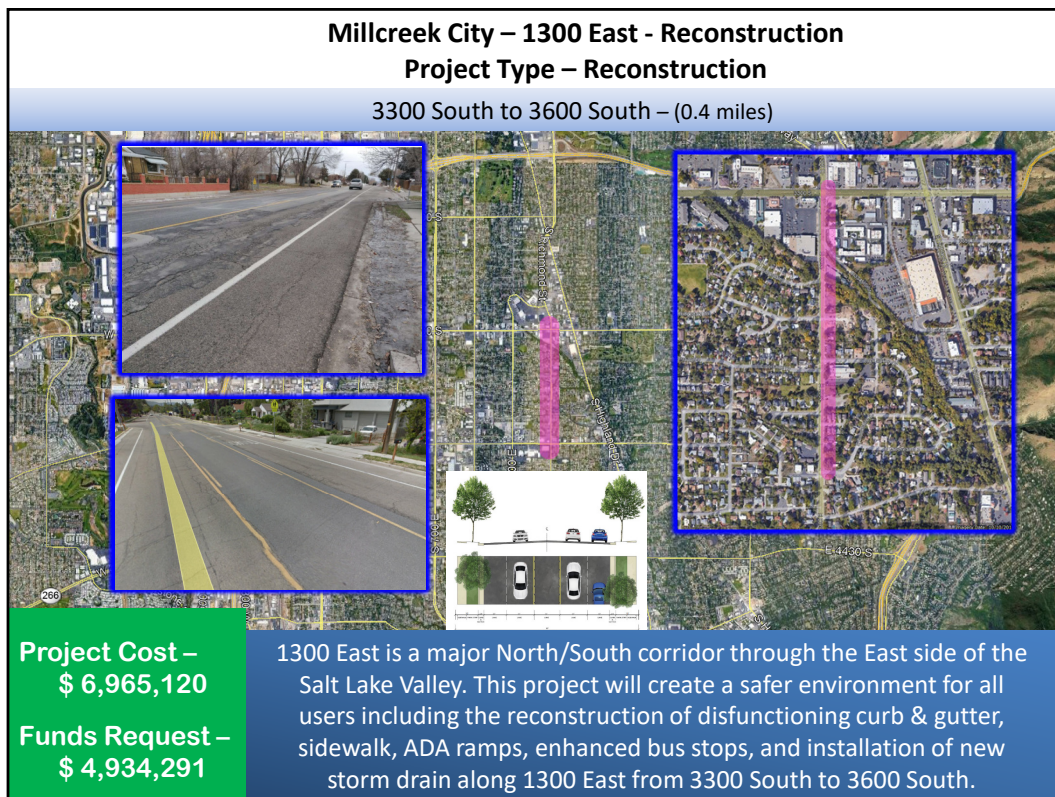
2820 South in Magna is a principal collector road that connects Magna Main Street to Parkway Boulevard in West Valley City, its entire length being from approximately 9200 West to Redwood Road. The current roadway connects through an offset intersection at 8000 West. Jersey barriers and signage have been implemented in the past to help mitigate property damage and protect pedestrians at this location. While the area is still growing, this intersection is fully built out and will not be corrected by development. It is an important piece to the connectivity for multi-jurisdictional traffic as well as a safe walking route for school children. This project needs consideration not only for the existing hazards it poses today, but also for the increasing hazards it is anticipated to present as Magna grows.



2700 South is a major collector that services the Magna community. This section of roadway is currently striped as a two-lane facility with full improvements on the south side. The road provides connectivity to schools, commercial entities and churches but lacks continuous safe pedestrian access. The Magna community requests funding to create a safer route for multi-modal forms of transportation by completing improvements along the north side of the roadway and connecting pedestrian access from 8000 W to 8400 W.



This project will serve as a vital connection for several multi family complexes, including a senior living project with Midvale City Hall, Midvale Senior Citizens Center, and the Main Street commercial and business district. It will also provide more direct access to the Bingham Junction TRAX station for the residents and businesses west of the Bingham Junction area. It will provide a safer pedestrian access across Holden Street at the signalized intersection with Tuscany View Road.



1300 East between 3300 South and 3600 South connects the Millcreek City Center to the medical corridor in the town center on 3600 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 the existing rights of way. Existing sidewalk meeting current safety standard will be incorporated into the design. This project may be reduced in scope to whatever funding level is available.

STP & TAP

Millcreek – S. Birch Drive Sidewalk – Ped & Bike

Project Type – Other

E Upland Drive to 3900 South – (0.16 miles)

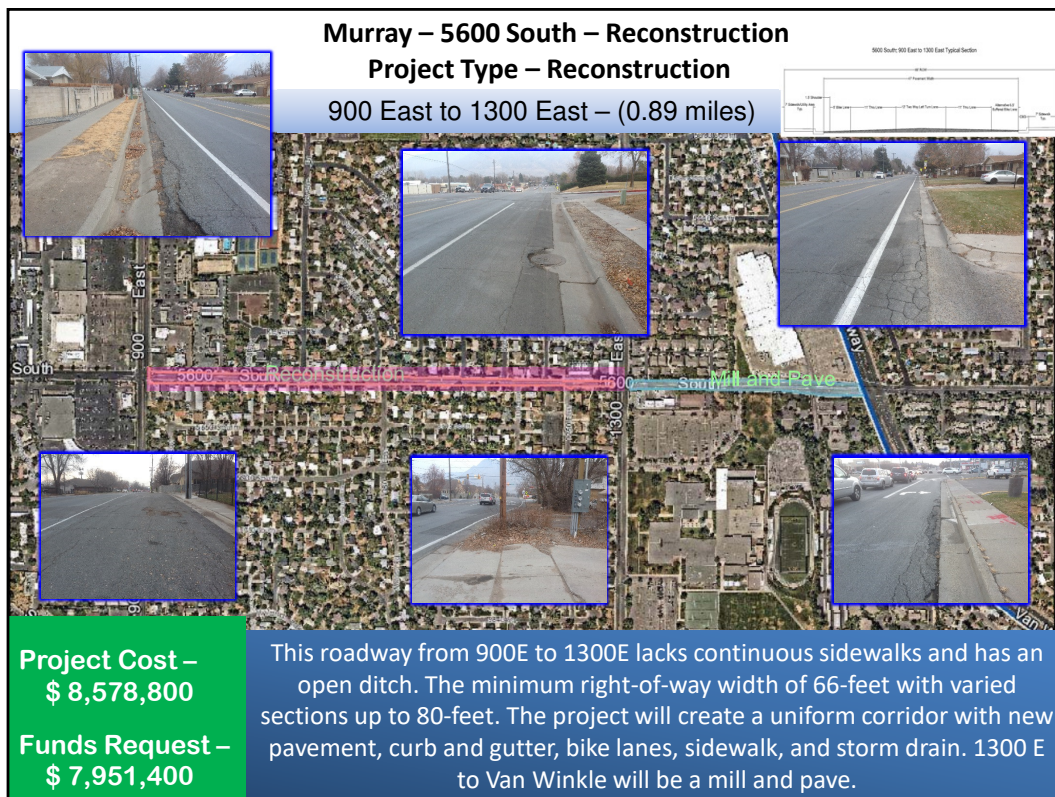
Project Cost –
\$ 763,200

Funds Request –
\$ 663,200

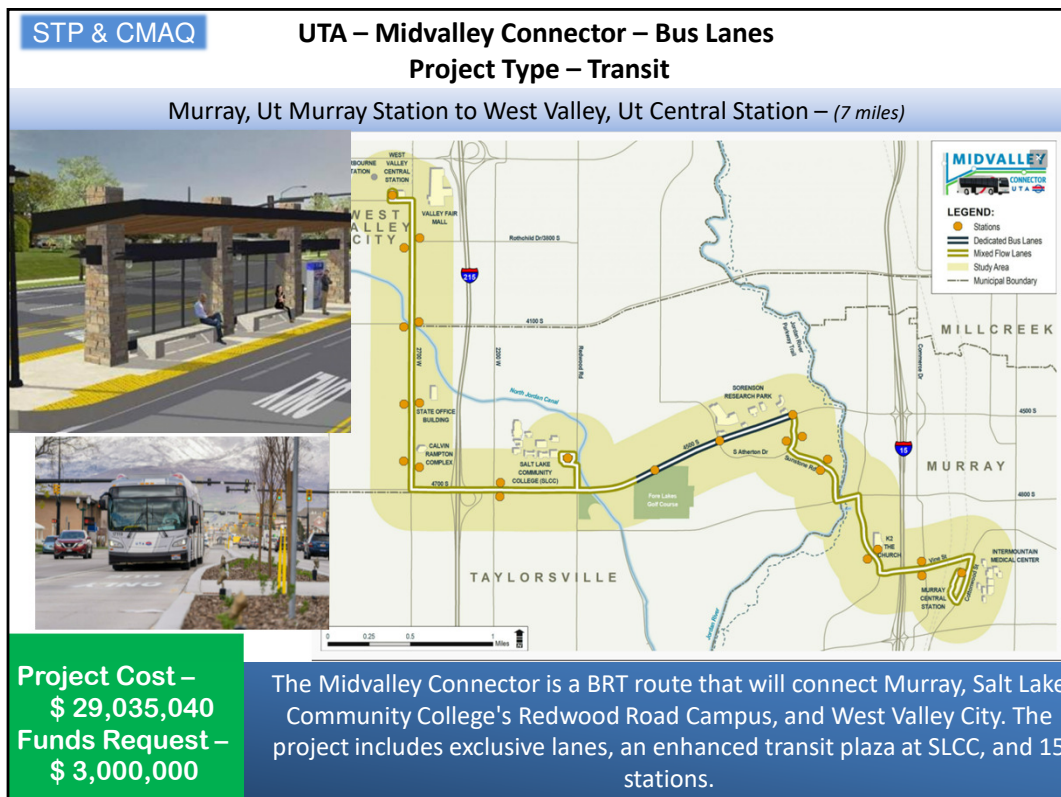
S Birch Dr is a heavily trafficked minor residential street providing access from Skyline High School to 3900 S a minor North/South arterial East through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the demolition of inadequate water ways on the west side of the corridor with curb and gutter, construction of sidewalk, and ADA ramps.

The project would provide a necessary and final segment link between a shoulder bikeway on Upland Dr and a protected bike lane with share the road signage and ADA compliant sidewalk for pedestrians. Approving this project would provide ultimate connections to Wasatch Blvd. and the 3900/4100 S Salt Lake Valley corridor. The improvements would enable access to the nearby Olympus Park and Ride in addition to UTA Bus Route #39. Safety is improved for students of Skyline High School, Wasatch Junior High, and Upland Terrace Elementary.

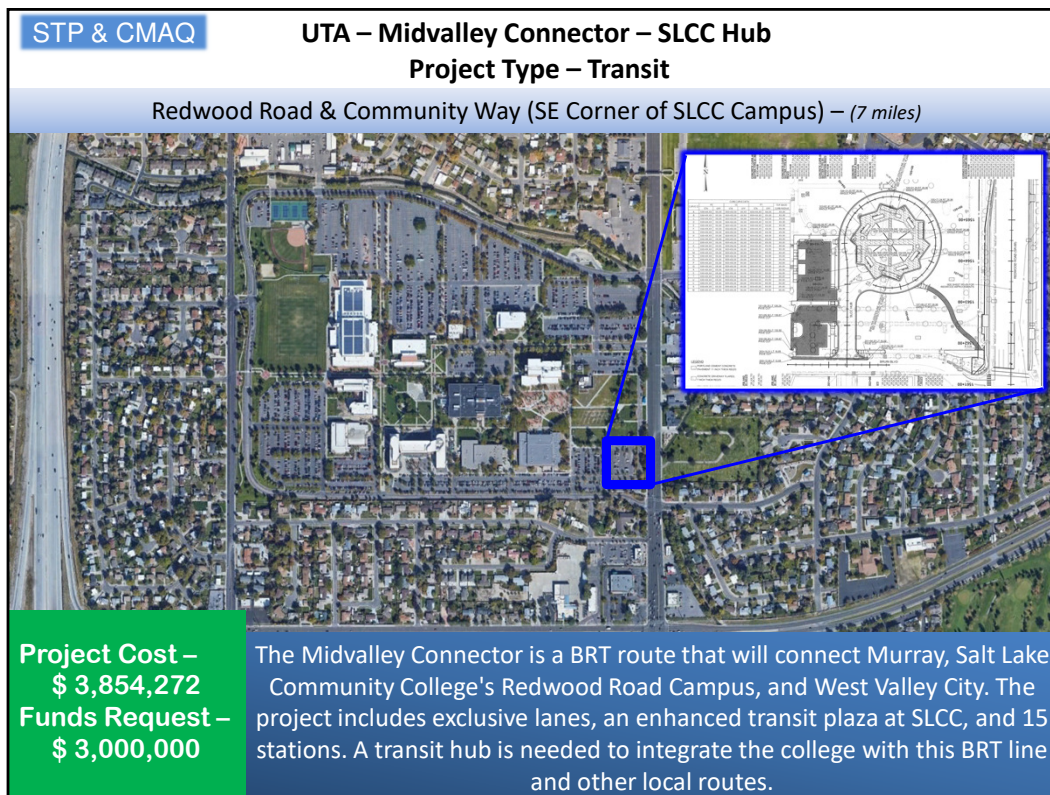
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5600 South has an open ditch along the north side of the road. It lacks an adequate storm drainage system. The irrigation currently flows into the gutter on 900 East and flows north into 900 East over 2 blocks. The north sidewalk is not continuous and most of the south side lacks sidewalk entirely. There is a school and a retirement community that would benefit by this amenity. The addition of bike lanes will provide connectivity to Holladay City and is one of the longest east-west corridors in Murray City between 4800 South and 5900 South. 5600 South and 900 East is a commercial center and improved pedestrian access may also lower vehicular trips. Signals at 900 East and 1300 East have been updated in recent years and no additional work needs to be completed for them.



The Midvalley Connector Project represents the culmination of nearly a decade of studies, public outreach, and collaboration between UTA and our partners — primarily the cities of Taylorsville, West Valley, and Murray — to develop a rapid and reliable public transit service that would provide a critical connection to the key destinations of the southwest Salt Lake City region, including SLCC. The SLCC's flagship campus (known as the Redwood Campus) is located in Taylorsville, near 4700 South and Redwood Road. It is the largest campus in the network, with more than 15,000 students, most of whom commute from across the region. The Midvalley Connector Project will create a new, direct connection between these two existing transit nodes, linking the Murray and West Valley Central stations. Both of these terminus locations are already significant transit hubs for each respective city and the region.

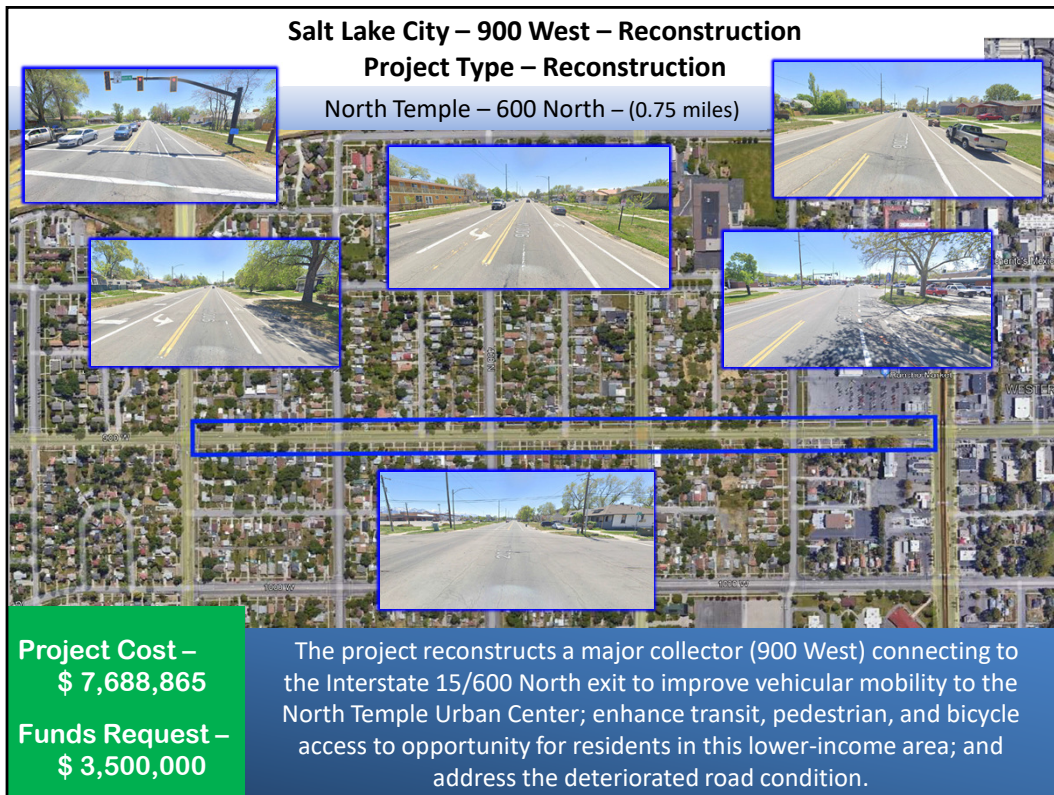


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Salt Lake City – 900 West – Reconstruction

Project Type – Reconstruction

North Temple – 600 North – (0.75 miles)

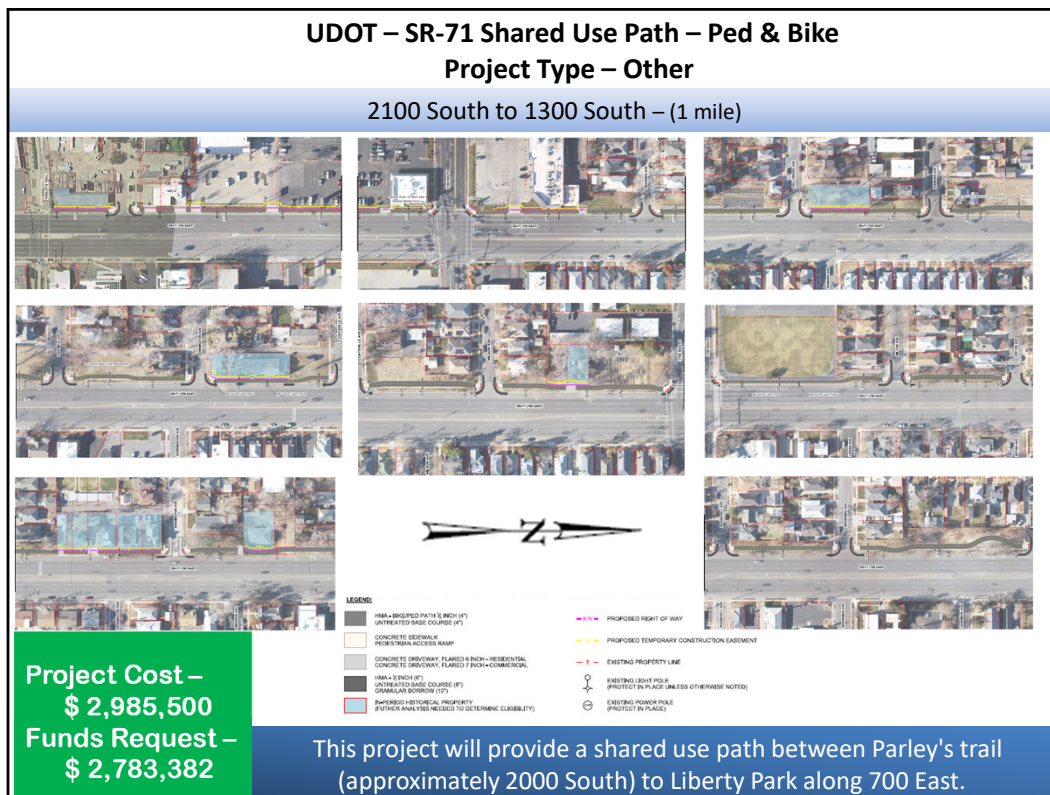


Project Cost –
\$ 7,688,865

Funds Request –
\$ 3,500,000

The project reconstructs a major collector (900 West) connecting to the Interstate 15/600 North exit to improve vehicular mobility to the North Temple Urban Center; enhance transit, pedestrian, and bicycle access to opportunity for residents in this lower-income area; and address the deteriorated road condition.

Equity and access to opportunity are two key factors in Salt Lake City's decision to submit 900 West for this grant. Rose Park is bounded by large transportation facilities (I-15, Union Pacific railroad tracks, and I-215) that provide regional mobility while presenting travel access and connectivity barriers for area residents. Rose Park has 23.2% of residents living below the poverty level (compared to 9% countywide) and 24.1% of individuals with disabilities (compared 10.5% citywide). 7.1% of Rose Park households are without a vehicle (compared to 4.1% citywide) - further highlighting the need for high-quality multi-modal infrastructure. This project provides an opportunity to both reconstruct a street with a role in the regional network, while also providing non-driving vehicle travel options connecting Rose Park residents to regional and local economic and education opportunity hubs.



This project will provide active transportation by adding a shared use path connecting Parley's Trail (approx 2000 South) to Liberty Park along 700 East. This path will provide pedestrians and leisure bicyclists a location to utilize the path and enjoy the outdoors without having to be next to the roadway or use the bike lanes that are in the shoulder of the roadway.



This project improves overall transit time of the FrontRunner system making it more attractive to riders. The expansion of the yard track area provides additional storage capacity to accommodate a larger number of rail vehicles, allowing for ridership growth, and provides more space for rail vehicle replacement. The FR rail system is an alternative transportation option that significantly addresses transportation needs and air quality challenges along the Wasatch Front. This project will decrease travel time by 1-minute. We can estimate that a 1-minute decrease in travel time will result in a 0.55% increase in ridership. Our ridership numbers have been affected by covid. Pre-covid the weekday average of ridership on this line was 20,160; Now it is 9,260. This makes it difficult to forecast ridership numbers to 2050, but by looking at pre-covid numbers, we forecast that with a 1-minute decrease in travel time, our weekday ridership will be 36,620 in the year 2050.

STP & CMAQ

UTA – Westside Express – Bus Service

Project Type – Transit

Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.

Project Cost – \$ 5,363,081

Funds Request – \$ 5,000,000

Westside Express

Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being built in phases and will eventually connect from I-80 into Utah County. This project also included a transit element. UTA has been working with UDOT to update the agreement for the MVC transit project implementation.

Proposed Project

Express bus service that provides a one-seat transit ride for residents that live along 5600 West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, strategies to improve travel time, and enhanced stops with shelters, benches, lighting, and real-time bus arrival displays

Status: Seeking Funding for Next Steps

Project Benefits

Provides new north/south transit service & utilizes electric buses, helping to reduce traffic and improve the region's air quality

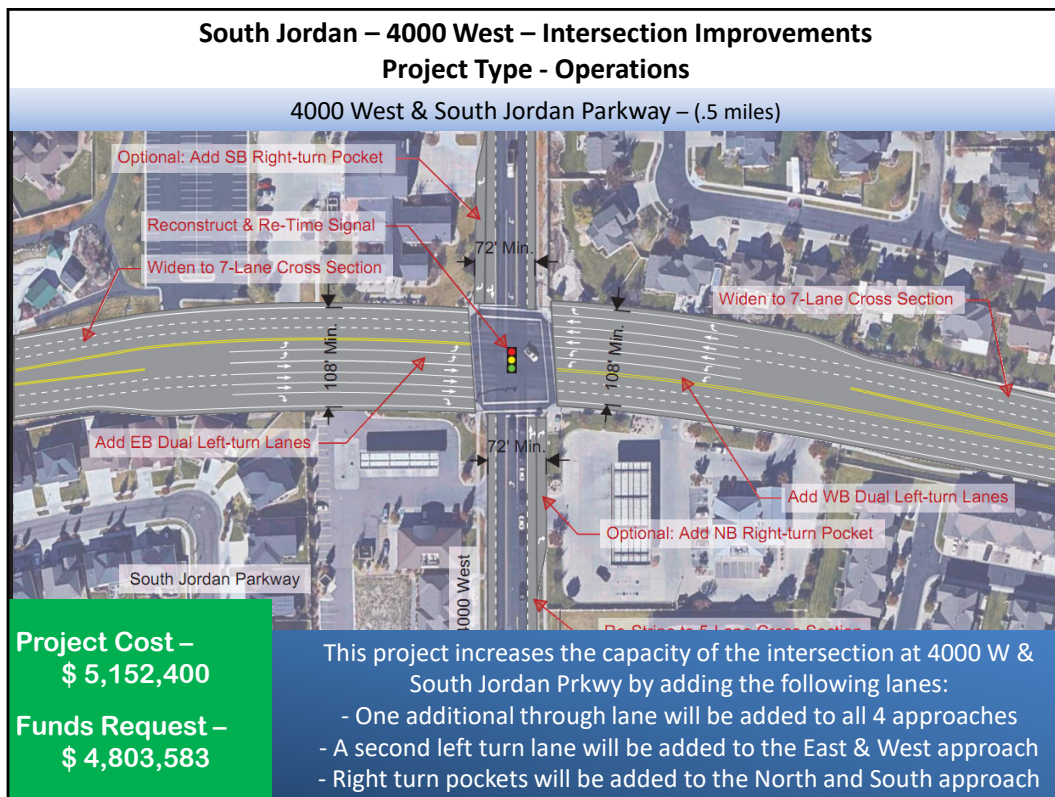
Serves low-income and minority neighborhoods in western Salt Lake County

Provides improved access to jobs, including the SLC International Airport and other key industrial centers

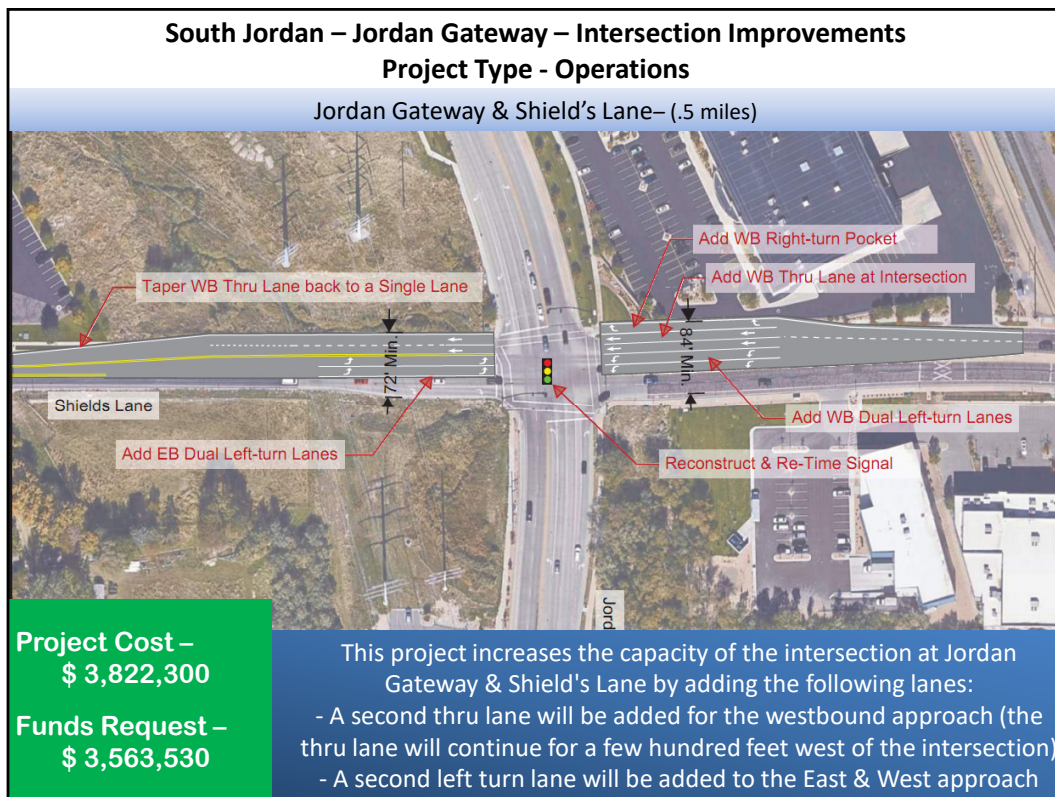
UTA’s rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service proposed as the subject of this grant application constitutes the first significant transit investment in this growing area.

The WSE will provide—for the first time—a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown SLC, and other regional job centers. WSE service will include queue-jumps, shoulder operation, and other tools to improve travel time, reliability, and efficiency. Passengers also benefit from enhanced stops with shelters, benches, and lighting. Six stations will include park and ride lots, two of which already exist at 3500 S and at the Old Bingham Highway TRAX station at the southern end of the WSE route.

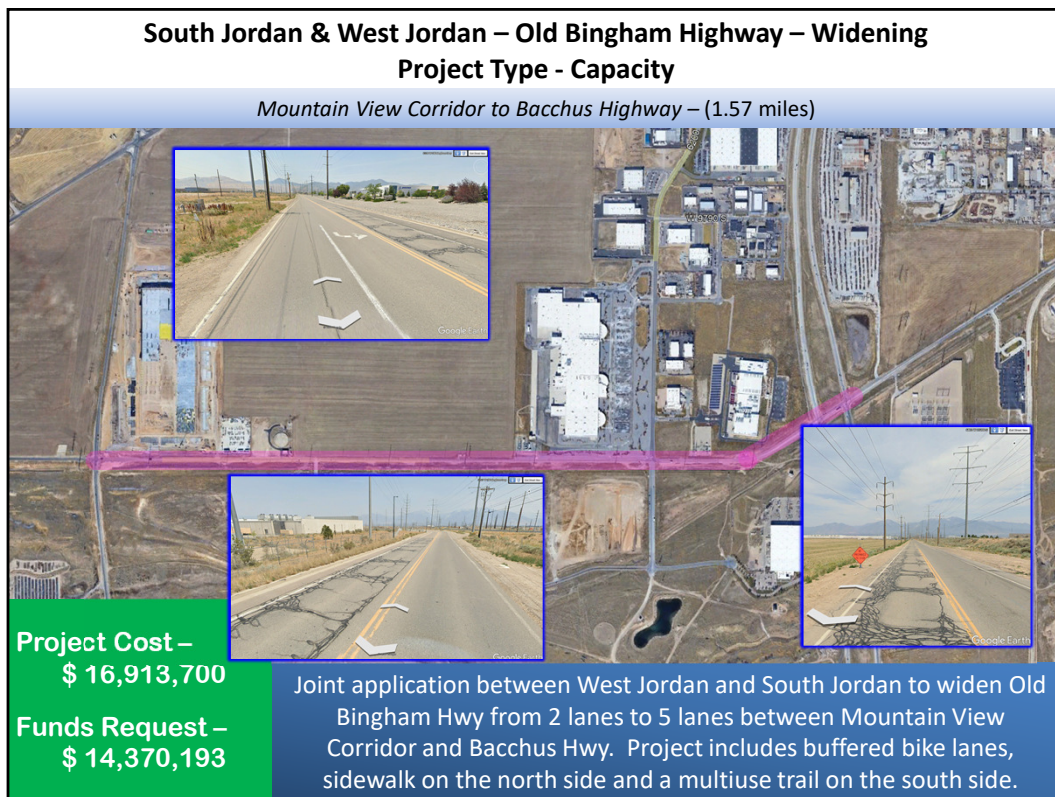
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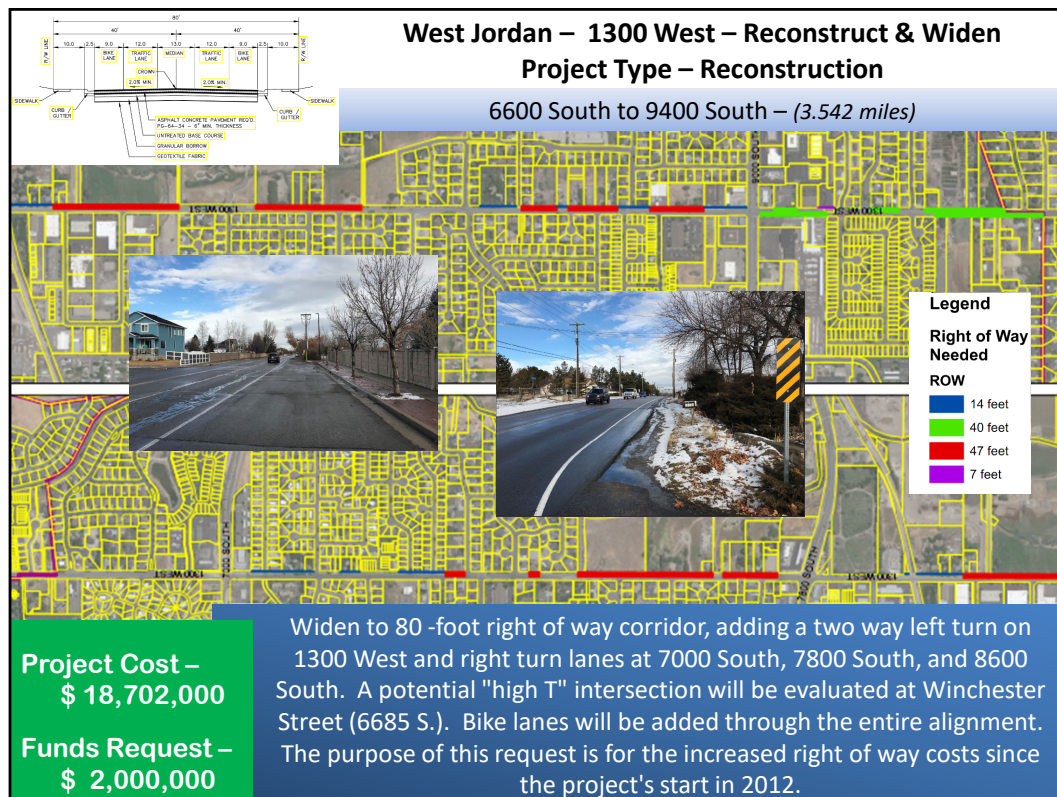
This project is the City's 2nd highest priority project for 2027 STP and is needed to meet current needs. Project will improve East/West flow through the southwest quadrant of the county, which has been identified as a serious concern by many regional studies. The project will ensure that this intersection continues to perform at a high level of service, even as growth continues on the west side of South Jordan City. This project was identified as a needed improvement in the City's Transportation Master Plan as the intersection is currently operating at a LOS D in the PM peak.



This project is the City's 3rd highest priority project for 2028 STP and is needed to meet current needs. Project will improve East/West flow through the southwest quadrant of the county, which has been identified as a serious concern by many regional studies. The project will ensure that this intersection continues to perform at a high level of service, even as growth continues on the west side of South Jordan City. This project was identified as a needed improvement in the City's Transportation Master Plan as the intersection is currently operating at a LOS C in the PM peak.



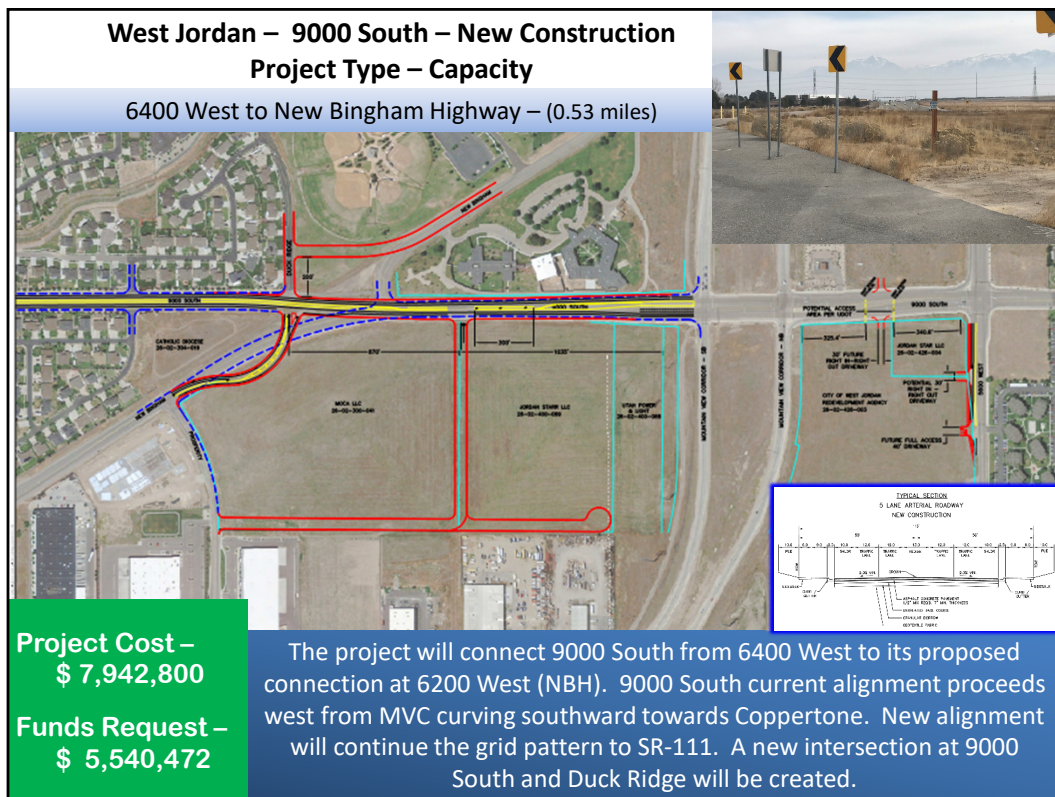
Old Bingham Highway is shared between South Jordan and West Jordan City and is a critical east/west connector for the southwest corner of the county. The widening has been identified as a need by the Transportation Master Plans, Copperton Active Transportation Plan and the Southwest SL Co. Transportation Solutions Development. The widening is needed to support the existing and growing industrial land uses in the area. Businesses that use this roadway are critical to the local economy and include Amazon, Ebay, RioTinto and Boeing. The buffered bike lanes and trail will enable the town of Copperton to use alternative modes of transportation to access the trax station on Old Bingham Highway. The trail will connect with the mountain view trail on the east end of the project and will connect with a planned trail on the west end that will extend into Copperton.



This project adds a safety valve to the I-15 corridor during emergencies allowing north-south flow to continue through the Salt Lake Valley (see I-15 north - south study). It provides enhanced bicycle travel, and pedestrian safety, and allows better access to existing residents and businesses. It will be an aesthetically pleasing project for the public, and potential new bus route.



Redwood Rd carries a significant amount of traffic per day (40,000 AADT for this intersection). A residential community exists on the east side of the proposed intersection, with commercial development and future development on the western side. Existing ingress/egress is difficult for the residential population and interested commercial shopping goers whether via pedestrian or vehicular due to the high-volume roadway and no dedicated entrance to turn left onto Redwood from either side of 6720 S. The proposed intersection would significantly increase accessibility to Redwood Rd for residential and commercial developments for pedestrians and vehicles alike. In addition, the intersection with proposed median extending north and south will reduce left turning crashes.




The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Coppertone. New alignment will continue the grid pattern to SR-111. A new intersection at 9000 South and Duck Ridge will be created.

West Valley – Parkway Blvd (2700 South) – Reconstruct with Minor Widening

Project Type – Reconstruction

7200 West to 6400 West – (1 mile)



This proposed project improves Parkway Blvd (2700 South) between 7200 West and 6400 West by improving the pavement section, adding bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

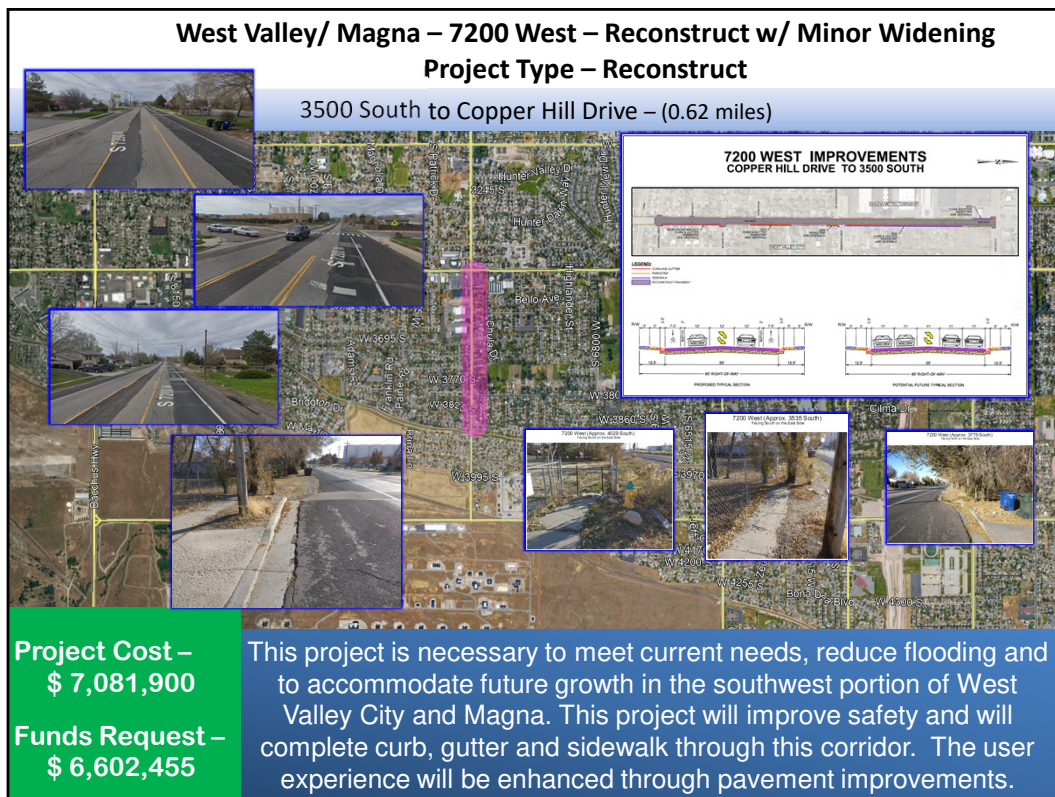
Project Cost –
\$ 13,545,000

Funds Request –
\$ 12,628,004

Project Cost –
\$ 13,545,000

Funds Request –
\$ 12,628,004

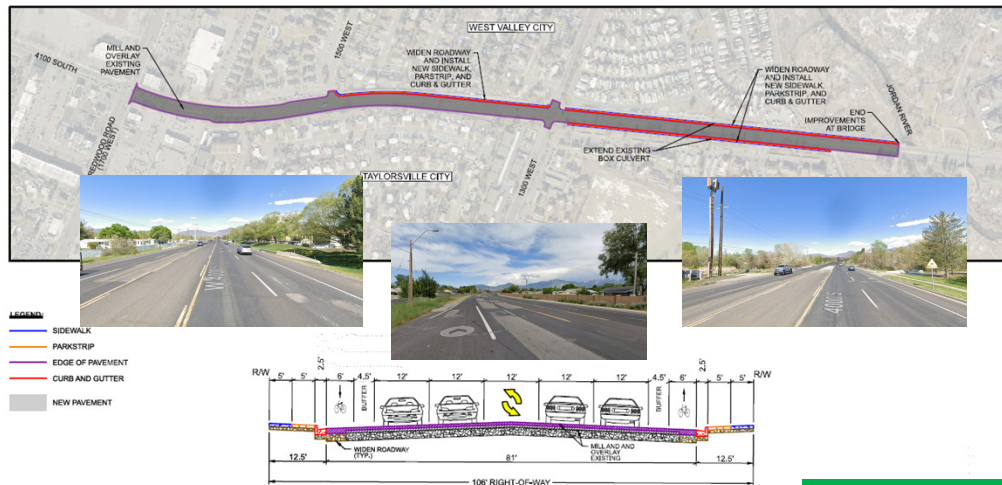
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7200 West is a minor arterial serving both Magna and West Valley City and provides connectivity to two major East-West corridors (3500 South and 4100 South). This section of 7200 West is currently striped as a three-lane facility, with one thru lane each way and a two-way left turn median lane. This will be a partnership project between Magna Metro Township and West Valley City to reduce flooding and improve safety, mobility and user experience.

West Valley/ Taylorsville – 3900 South – Reconstruct with Minor Widening Project Type – Reconstruction

Redwood Road to Jordan River Bridge – (1 mile)



This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

**Project Cost –
\$ 7,215,500**

**Funds Request –
\$ 6,727,011**

3900 South is a minor arterial serving both West Valley City and Taylorsville and is one of the main east-west traffic corridors in the area that is in need of pavement rehabilitation. Improving the sidewalk and biking connectivity in the area will benefit pedestrians and active transportation users as well as provide access to nearby public amenities and transit service.