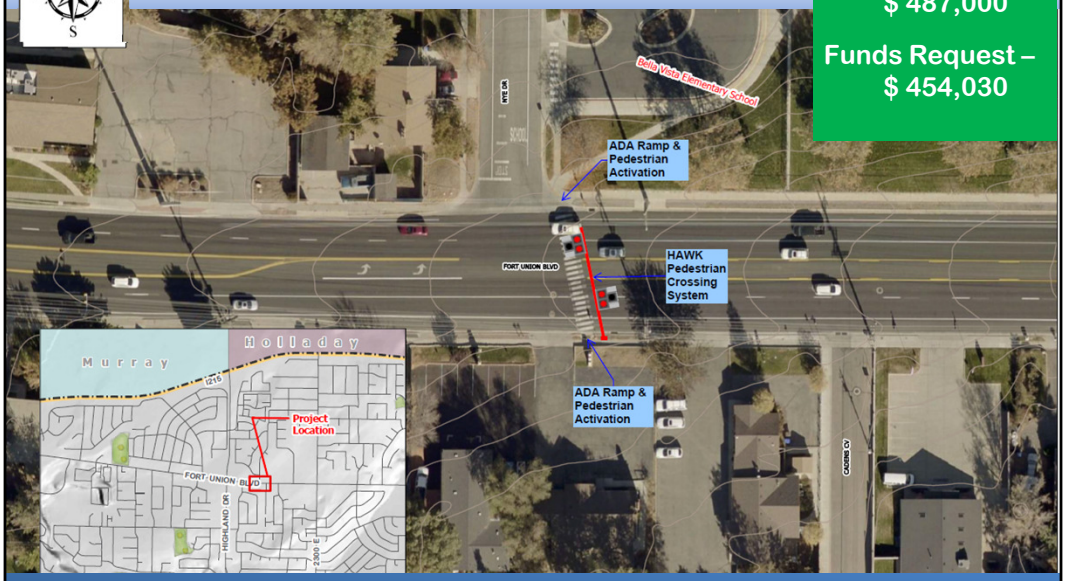
Cottonwood Heights – Fort Union Blvd – Pedestrian Hybrid Beacon

Project Type – Safe Routes to School

2200 East to 2100 East – *(0.05 miles)*

Project Cost – $ 487,000

Funds Request – $ 454,030



Install a HAWK Pedestrian Crossing System on Fort Union Boulevard at Nye Drive, the southwest corner of Bella Vista Elementary School; including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.

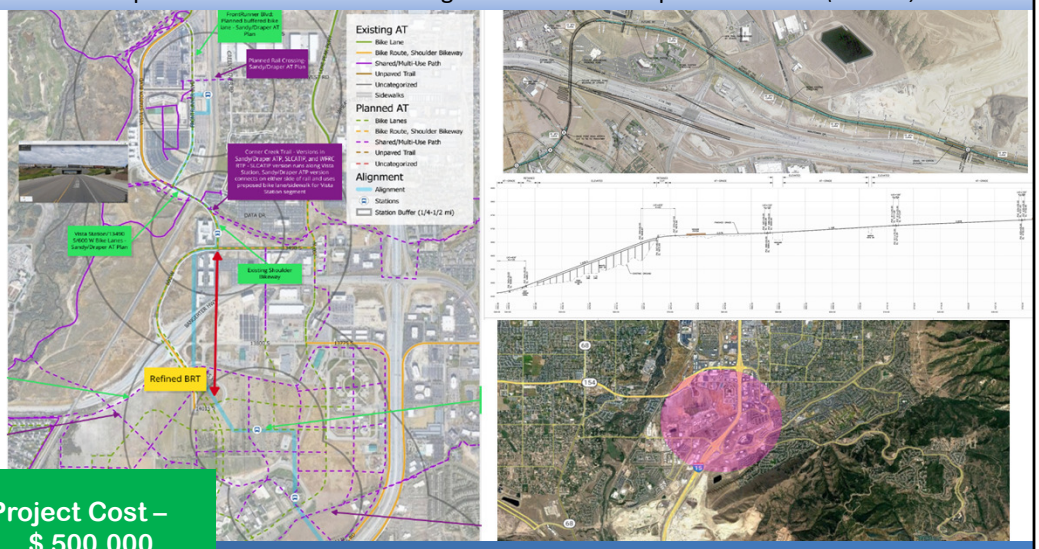
The intersection of Fort Union Boulevard & Nye Drive is not signalized and is the existing crosswalk is approximately 60-feet long. The existing conditions for pedestrians using the crosswalk outside of drop off and pick up hours is unsafe due to vehicles not yielding during pedestrian crossings. This unsafe conditions discourages students from walking to school and other residents from walking to the library and other nearby amenities. This project would significantly increase the safety of pedestrians using the crosswalk . This HAWK pedestrian crossing system is activated only when people wanting to cross the street; which minimizes the delays for the major street traffic.

UTA – First Mile/ Last Mile Active Transportation – Study/ Design

STP & TAP

Project Type - Other

Draper FrontRunner Station – Highline Commercial Special District – *(5.3 mile)*



Project Cost – $ 500,000

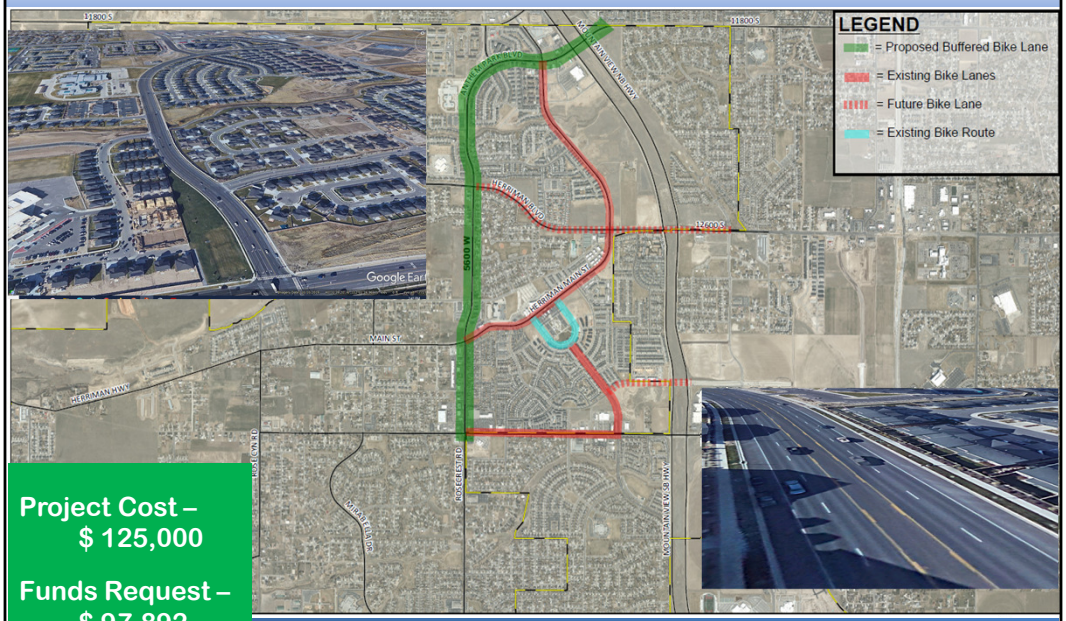
Funds Request – $ 466,150

Planning study to identify and evaluate the best locations and alignments for pedestrian and bicycle trails (first-mile last-mile connections to transit) in the Point of the Mountain area. The study will determine the most viable active transportation connectivity for the area and the region.

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.

Herriman City – Anthem Park Blvd – Bike Lanes
Project Type – Capital Improvement

11800 South to 13400 South – *(2.3 miles)*



Project Cost – $ 125,000

Funds Request – $ 97,892

Safer bicycle routes promoting bicycle travel over motorized vehicles.

It is an opportunity to improve the health and Safety of our community by reducing motorized vehicle travel in favor of cycling. Additionally, it will connect a key segment of biking that serves as the backbone of the Active Transportation Master Plan.

Magna – Utah & Salt Lake Canal Trail Phase 5 – Trail Construction
Project Type – Capital Improvement

3500 South to 8000 West – *(1.25 miles)*

Utah & Salt Lake Canal Trail Phase 5 – 3500 South to 8000 West
Magna Metro Township

Project Cost – $ 1,436,100

Funds Request – $ 1,338,876

Design & construct a 10-foot side asphalt paved ped/bicycle path within the Utah & Salt Lake Canal corridor right-of-way. Phase 5 is from 3500 S to 8000 W which will connect the trail up to 4130 W. This trail is on the WFRC 2019-2050 RTP as a Shared Use Path, Project ID A-S-35 and on the SL County Parks & Rec Master Plan.

The proposed section of trail will continue the development of a planned regional trail within the Salt Lake Valley. Pedestrians, recreational bicyclists, and bicycle commuters are to have transportation corridors north / south and east / west, thus, greatly enhancing their access to explore their neighborhood, exercise closer to home, and patronize their local businesses without use of an automobile. In addition, this phase of the Utah and Salt Lake Canal Trail represents the first phase of the Magna Loop Trail (MLT) as envisioned by the update to the Magna Metro Township General Plan.

STP & TAP

Millcreek – S. Birch Drive Sidewalk – Ped & Bike
Project Type – Other

E Upland Drive to 3900 South – (0.16 miles)

Project Cost – $ 602,600

Funds Request – $ 502,600

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.

Murray City – 4800 South Under I-15 – Bicycle Lanes
Project Type – Capital Improvements

Galleria Drive to 325 West – *(0.15 miles)*

Project Cost – $ 880,100

Funds Request – $ 630,100

This project will widen 4800 South under the I-15 overpass to accommodate bike lanes. Murray striped 4800 South to a 3-11' lane configuration with 5' shoulders/bike lanes. Under I-15 the road is too narrow, only permitting the 3-11' lanes.

While expensive, this project will improve cyclist comfort on an already well used active transportation corridor according to Figure 2-24 of Murray's 2021 Transportation Master Plan (attached). As a Wasatch Choice Center and a high growth area (Figure 3-2/3) and a direct link to the Jordan River Trail facility, delineated bike lanes will encourage more active users on a road that currently has an AADT of 10,000 vehicles (Figure 2-9). Acquisition of ROW is not needed because all property is publically owned. This project will improve safety for cyclists and the 5' bike lane will provide an additional buffer from pedestrians from traffic lanes.

Riverton – Phase I Welby Jacob Canal – Trail Improvements

Project Type – Bicycle & Pedestrian

TAP & CMAQ

12600 South to 13400 South – *(1.02 miles)*

Project Cost – $ 1,063,600

Funds Request – $ 991,594

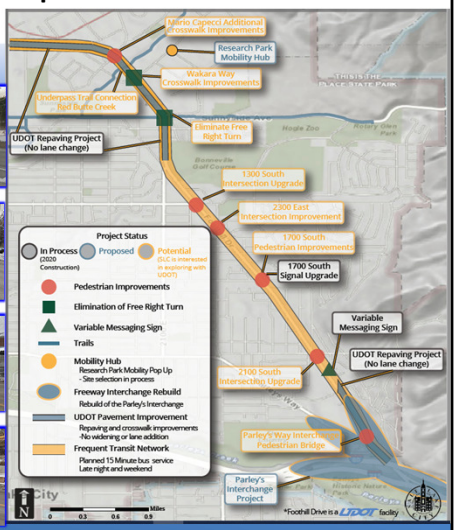
The purpose of this project is to construct an active transportation/pedestrian trail along the Welby Jacob Canal from 12600 S to 13400 S which will be incorporated into the safe walking routes for Mountain Ridge High School and South Hills Middle School.

The project is identified in the Wasatch Choice Plan, SLCO Active Transportation Plan, and is part of a regional trail system that spans three cities. This project is the first of three phases through Riverton. We feel this segment is most important portion of the trail through Riverton because of its proximity to schools, city center, and housing. The trail is directly connected to the preferred alternative transit corridor within 400 feet of a proposed station. The trail connects to two major arterials and will serve a dual purpose of providing options of alternative transportation as well as recreation for commuters to travel between 12600 S and 13400 S.

Salt Lake City – Foothill Drive Ped & Bike - Safety Improvements

Project Type – Design/ Plan/ Study

1300 East to Parley's Interchange – *(0.25 miles)*



Project Cost – $ 584,000

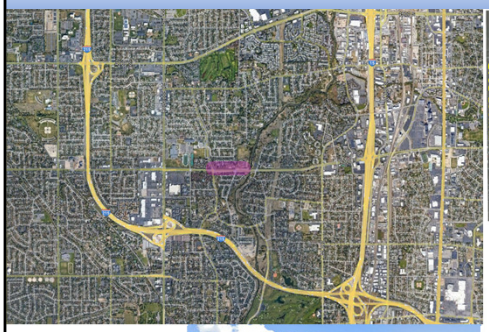
Funds Request – $ 544,463

Foothill Drive (SR 186), a high-speed, high-volume state highway, edges the University of Utah/Research Park, Foothill Village Shopping Center, regional trails, and residential neighborhoods. This project will complete 40% design and cost estimates to improve pedestrian and bike crossings across Foothill Drive. This will include multiple, likely grade-separated, ped/bike crossings as well as enhancements to other at-grade crossings that already exist.

This project is needed to address a demonstrated safety problem immediately adjacent to the University of Utah campus, well-established neighborhoods, a community library, and several schools. With considerable active transportation infrastructure on either side, safer crossings of Foothill Drive are key to those networks reaching their full potential.

Taylorsville City – 5400 South Sidewalk – Construct Sidewalk
Project Type – Capital Improvements

1300 West to millrace Park – *(0.15 miles)*



Project Cost – $ 600,000

Funds Request – $ 559,380

This project installs the missing section of sidewalk on 5400 S between 1300 W to Millrace Park. Now, users walk on the roadside to access the park. 5400 S section lacks curb & wide shoulders, which will be in the project. The area has a UTA bus stop and does not meet transit, pedestrian or ADA standards

This section of 5400 South in Taylorsville is a major arterial in Salt Lake County. Residents and businesses of many cities use this road and access the Parkway and Millrace Park via the road. Once the sidewalk is installed, pedestrian and cyclists can much more safely access amenities, schools and shopping. Current conditions are unsafe, don't meet ADA, and discourage active transportation.

West Jordan – Primavera Trail – Trail Connection
Project Type – Capital Improvement

Intersection 7125 So & 1115 West to Jordan River Parkway Trail – (0.1 mile)

FINAL DESIGN:

- Construction costs include:

Paved trail and drainage for the trail and signage.

Multi-Use Trails

These are minimum 12' wide asphalt paved trails that are typically separated from roadways (see figure 4.1). In natural drainages where trail corridors may narrow and space for trails becomes limited, piping the drainage to provide space for trail development should only be used as a last resort. Once these natural drainages are gone, it is extremely unlikely that they will ever be re-established.

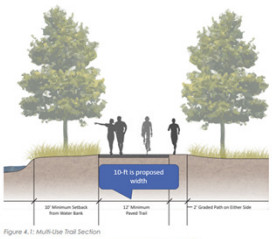
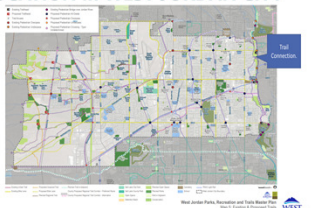


Figure 4.1: Multi-Use Trail Section

PROJECT LOCATION in WEST JORDAN CITY

- At about 7100 South the trail connects an isolated neighborhood to the Jordan River Trail via an existing trail and bridge over the canal.



Trail Details

- Proposed trail is 520 L.F.
- Connects to existing trail that connects to the Jordan River Trail.
- *Primavera* means "Spring" in Italian. Also known as a warm weather *pasta dish*.

Project Cost – $ 49,000

Funds Request – $ 45,683

Project proposes to pave an existing dirt trail to the Jordan River Parkway Trail, making an additional connection to the trail starting at the 7125 South and 1115 West residential neighborhood intersection.

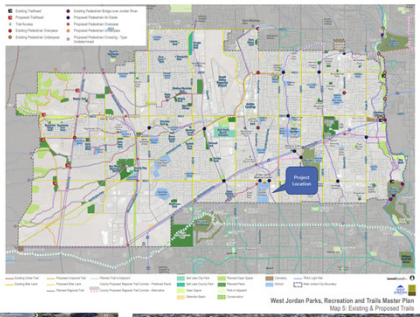
It connects the area to the Jordan River Trail. Project came out of the WJ City Parks Planning Process. This project is very close to the shopping areas of Midvale. It connects bike and pedestrian traffic from West Jordan communities to the shopping and working area as well as to transit stops and TRAX stations. Allows west side areas access to the Jordan River Trail.

West Jordan – Utah Lake Distribution Canal Trail South – Pave Trail
Project Type – Capital Improvement

Jordan Valley TOD near Trax Station – McKaylee Circle Culdesac – *(1.2 miles)*

PROJECT LOCATION in WEST JORDAN CITY

- The Utah Lake Distribution Canal Trail is from 8600 South to 9400 South. It connects the WJ SLCC Campus, Interis High School, Jordan Valley Hospital, the Jordan Valley Transit Oriented Development and Light Rail Trax station.



Project Cost – $ 167,000

Funds Request – $ 155,694

This segment of trail connects the trax station in the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities.

This project is a foundational trail for connecting the JVTOD residential community and surrounding residential community with surround TRAX, but stations, work, hospital, community college, and other educational opportunity areas. The paving of the trail will increase the use for bicycles and disabled citizens, as well as encourage other citizens to use it due to proposed new signage.

West Jordan – Utah Lake Distribution Canal Trail North – Pave Trail
Project Type – Capital Improvement

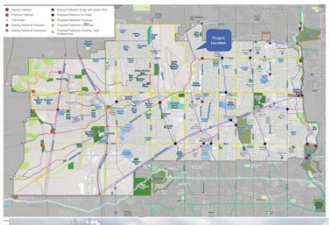
Jordan Landing Blvd to 6200 South – *(1.3 miles)*

Trail Details

- Proposed 10-ft wide trail is 1.3 miles in length.
- Crosses 7000 South at the Park Plaza Drive traffic signal.
- Crosses 6200 South at the new pedestrian bridge.

PROJECT LOCATION in WEST JORDAN CITY

- The Utah Lake Distribution Canal Trail (North Section) is from 6200 South in Taylorsville City to 7000 South.
- It connects the Jordan Landing shopping center to Taylorsville City.



Project Cost – $ 177,400

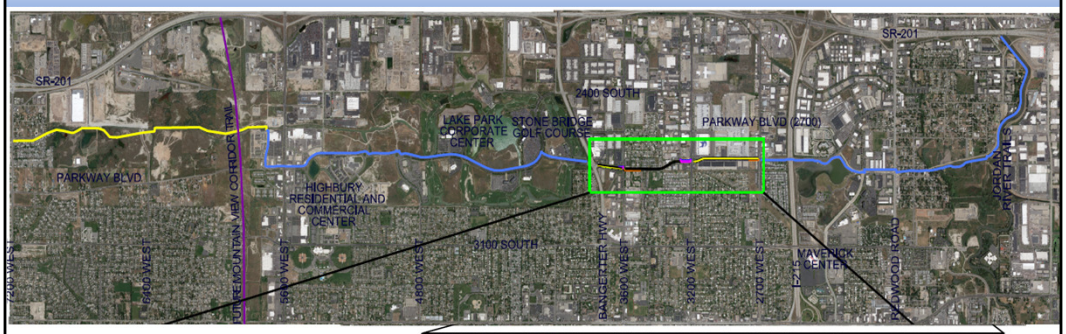
Funds Request – $ 165,390

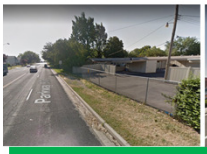
This trail provides access for two multi-family housing areas to Skyview Basin Park and Jordan Landing, providing interconnectivity from Taylorsville to West Jordan.

This project will promote interconnectivity between Taylorsville and West Jordan, as well as provide a portion of trail more accessible to persons with disabilities.

West Valley – Cross Towne Trail – Bike Lanes
Project Type – Capital Improvement

2700 West to Bangerter Highway – *(1.25 miles)*





Project Cost – $ 1,784,200

Funds Request – $ 300,000

This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.

This project is an essential trail connection in West Valley City, and for other residents of Salt Lake County. The project furthers efforts to close a gap between existing trail connections, and takes advantage of existing public and private infrastructure investments. The connections to transit provide users and commuters with more transportation alternatives. The trail is innovative in that it uses existing corridors to provide another east-west transportation alternative.

White City – Onyx Lane - Safe Routes to School
Project Type – Capital Improvement

Garnet Drive to Poppy Lane – *(0.16 miles)*

Project Cost – $ 404,700

Funds Request – $ 377,302

Construct curb, gutter and sidewalk on the North side of Onyx Lane from approximately Garnet Dr to Poppy Ln. This stretch of sidewalk will improve safety of students walking to and from school at Edgemont Elementary and the future Glacier Hills School as well as citizens in the area walking to Big Bear Park and the Sandy Canal Trail.

The Onyx Lane sidewalk would provide safer pedestrian access to Big Bear Park and access to the Sandy Canal Trail, in addition to Edgemont Elementary and the future Glacier Hills School. Currently, the development at the West end of the project have safe sidewalks to utilize to these facilities up until they enter the Onyx Lane right of way. At that point, all pedestrian traffic is forced to utilize vehicular travel lanes to get to the recreational and school facilities. This relativley short stretch of sidewalk would make these pedestrian connections for residents in the area.