



Unsafe conditions and a lack of facilities are significant barriers for people walking and biking. This project will create the initial transportation backbone for a trail running through Cottonwood Heights along Highland Drive from Holladay City to Sandy City. This project will connect to existing active transportation trails on Bengal Boulevard and Fort Union Boulevard. Highland Drive is a high stress roadway with high traffic speeds, the only way to provide safe alternative forms of transportation is to construct a grade separated trail.



From the city's trafic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.

This project is uniquely located in the middle of a various roadway connections that would attract passengers to use the parking lot to carpool with others. It is located adjacent to Mountain View Corridor, Redwood Road, and Porter Rockwell which all serve the surrounding commuters in the community. This will marginally help alleviate the continued vehicular load on the surrounding roadway network in the southwest corner of the county.

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This project will reduce carbon emissions, improve travel times for auto, peds, bikes and bus transit, and update signal timing standards at #19 intersections. The signal optimization will save 196 VHT and reduce emissions by 0.47 tons in 2029. The total savings in fuel and other benefits is 25 times greater than the total cost of the project, making it a very desirable cost-benefit project.



This project will better connect Midvalley, West Valley City, and Salt Lake City. By providing an electric bus system where individuals are given a better and more direct commute between Midvalley, West Valley, and SLC reducing the number of cars on the road which improves the air quality and congestion on the roads.



The East Downtown Mobility Hub will serve the 200 South transit-oriented street, soon to host 12 regional and local bus routes with roughly 1,100 bus trips per day, per UTA's 5 year Plan. The hub is critical infrastructure to accommodate this expansion, including union-required end-of-line facilities for bus operators. Electric bus charging at the hub will improve air quality even beyond the normal transfer of vehicle trips to transit. This is a proven route, with buses on 200 South often running at "standing room only" during peak hours. Transit ridership forecast of 12,600 – closely balancing the vehicle volume forecast – was calculated on based a 38% increase in bus service from 2019 numbers. CMAQ funding of \$4 million toward an estimated \$6.5 million funding package for the East Downtown Mobility Hub will maximize the \$22.5 million transit-focused street reconstruction of 200 South. The hub will help realize a regional mode-shift to reduce Wasatch Front transportation emissions.



Adding GREENbike stations is a priority over other projects because it links regional transit to local destinations and removes short trips by car in a way that no other investment can. GREENbike users removed over 816,566 vehicle miles from Utah roads in 2016; reducing CO2 emissions by nearly 741,000 pounds. GREENbike is the most successful small (under 50 stations) bike share system in the nation, with over 135,000 trips taken in the 2018 season. GREENbike provides a long-range first-last mile solution for regional transit trips and a viable option for short local trips via active transportation. The requested CMAQ funding will go towards stations, kiosks, docks, and other elements necessary to expand and maintain a robust bike share system west of Interstate-15 in Salt Lake City.



The EV Car Share Pilot Program supports the CRP purpose to reduce on-road CO2 emissions. Innovative programs such as EV car sharing help to reduce on-road CO2 emissions and other pollutant emissions and are important strategies to improve air quality in the Salt Lake Valley. This project will offer low-income individuals access to a clean and affordable transportation solution for trips difficult to complete using transit, biking, or walking. Low-income individuals are affected disproportionally by transportation inequities, poor air quality, and financial barriers to purchase EVs. The City and Housing Authority of Salt Lake City will evaluate the role of car sharing in affordable housing developments to expand access to clean transportation alternatives, reduce on-road emissions, increase the public's experience with EVs, and reduce transportation costs. Findings will inform future car share programs and the development of policies to encourage widespread EV adoption by the public.



It will provide a template to show how to remove existing traffic signals, improve air quality, and improve traffic flow near downtown Salt Lake City.



UTA has constructed or planned the following 10 funded on-route chargers for electric buses:

CMAQ funded: 3900 South Wasatch and (1); Central Point (1st of 2); Dee Event Center (1)

UTA, SLC, VW, Rocky Mt. Power, and FTA (Small Starts or LoNo) funded: Salt Lake Central (2, LoNo and UTA); Orange Street (1 UTA/SLC); Central Point (2nd of 2, VW and UTA); and 3 Small Starts funded at Murray Central, WVC, at Ogden Station.

To accommodate currently ordered and future expanding deployment of electric buses, UTA proposes three more on-route chargers be funded with WFRC programed funds:

One in the Ogden/Layton UZA, at Ogden Central Station

Two in the Salt Lake/West Valley UZA at two (2) of the following 4 locations depending on which are ready when the program year arrives: University of Utah Medical Center Transit Intermodal Hub, North Temple Intermodal Transit Hub, a second charger at WVC, a second at Wasatch and 3900 S, or a second at Orange Street.



11000 S 1000 E is an intersection of two major collector roads, an origin point where four primary signalized roadway quadrants meet. The intersection is adjacent to Alta High School and currently operates as a busy 4-way stop experiencing an ADT of 8,500 vehicle trips and a high number of pedestrians. Trip rates do warrant the 4-way stop. However, they are not enough to warrant a traffic signal. To reduce delay, emissions, and vehicle/pedestrian conflict points, this is a prime location for a roundabout. Similar projects with matching land use demographics have been successfully implemented and positively received throughout the state.



11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation completed by JUB at the end of 2021 to increase efficiency and safety. Improvements include adding a southbound right turn pocket, clearing corner sight triangle obstructions, advanced detection, phasing adjustments, signal head replacements, restriping, widening to accommodate bike/travel lane separations, and surface treatments.



SR-209 at Quarry Bend is Sandy Canal Trail's connectivity barrier in this area. The trail is identified in Sandy's ATP and is now nearly fully paved due to partnership efforts between White City Township and Sandy City. Currently, trail users must go approximately one mile out

of their way to cross SR-209. The proposed pedestrian bridge over SR-209 will eliminate this detour requirement. The alternative at-grade crossing at the 9070 S signal 500' to the east, would require a new signalized stop for southbound traffic while still requiring pedestrians to go

out of their way. The proposed bridge would not stop traffic while in operation and would be directly adjacent to the existing trail. 60% of the project funding need will be applied for through the UDOT TIF-AT program. This program is scheduled to be awarded in summer/fall of

2024. The other 40% of the project is being sought through WFRC's CMAQ FY29 program and will be used as the UDOT TIF-AT match.



WFRCs LRTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

Based on tech. analysis, stakeholder coordination, and public outreach, the Davis-SLC Community Connector will run from Farmington to the University of Utah. The project will be enhanced bus with improvements such as station amenities and transit signal priority. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) will have high-end stations. Updated FTA guidance on the Capital Investment Program allows corridorbased BRT projects (with no exclusive lanes).

This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.



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.



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.