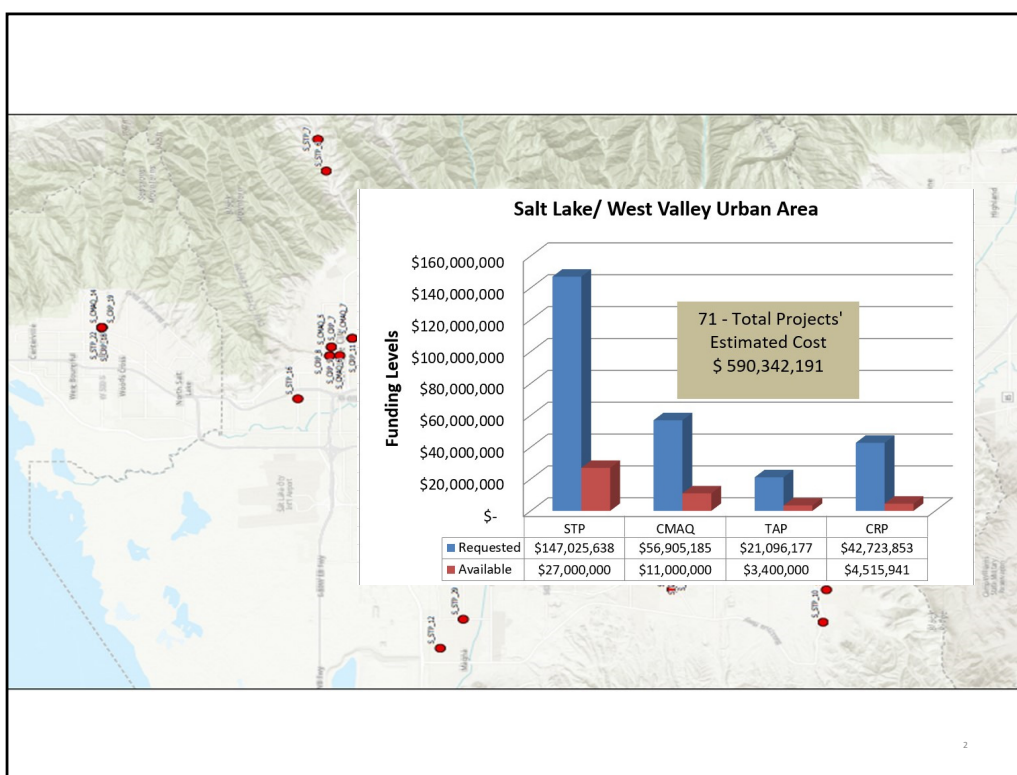


## Process for New Projects & The Draft TIP



  
WASATCH FRONT REGIONAL COUNCIL

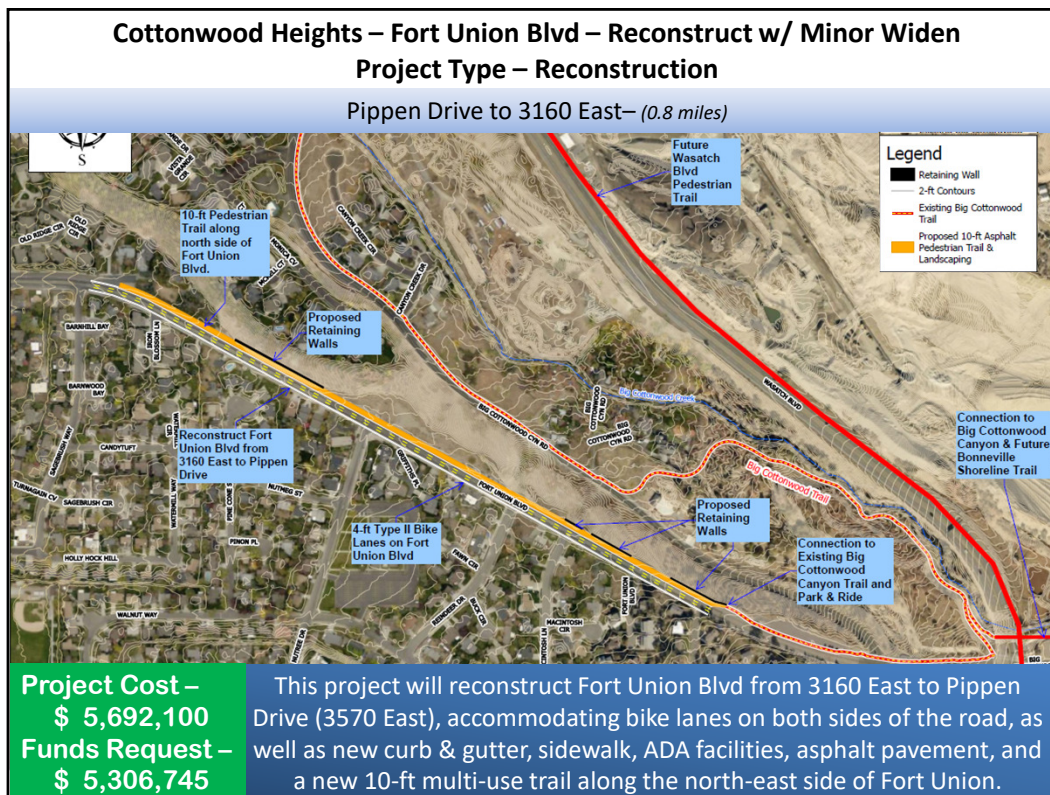






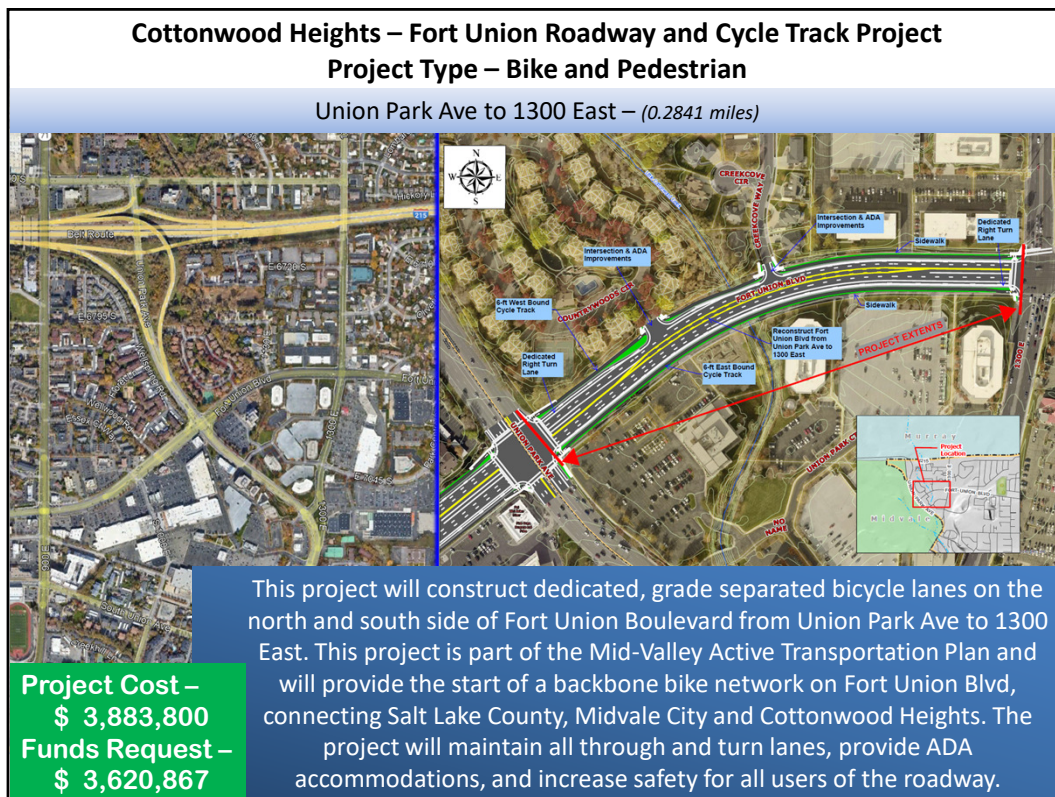






This segment of Fort Union Blvd. is frequently used by Cottonwood Canyons visitors, regional commuters, and locals. It links to the new mixed use Canyon Centre development at the base of Big Cottonwood Canyon. The Fort Union trail will connect to multiple regional trails on Wasatch Blvd and Big Cottonwood 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.

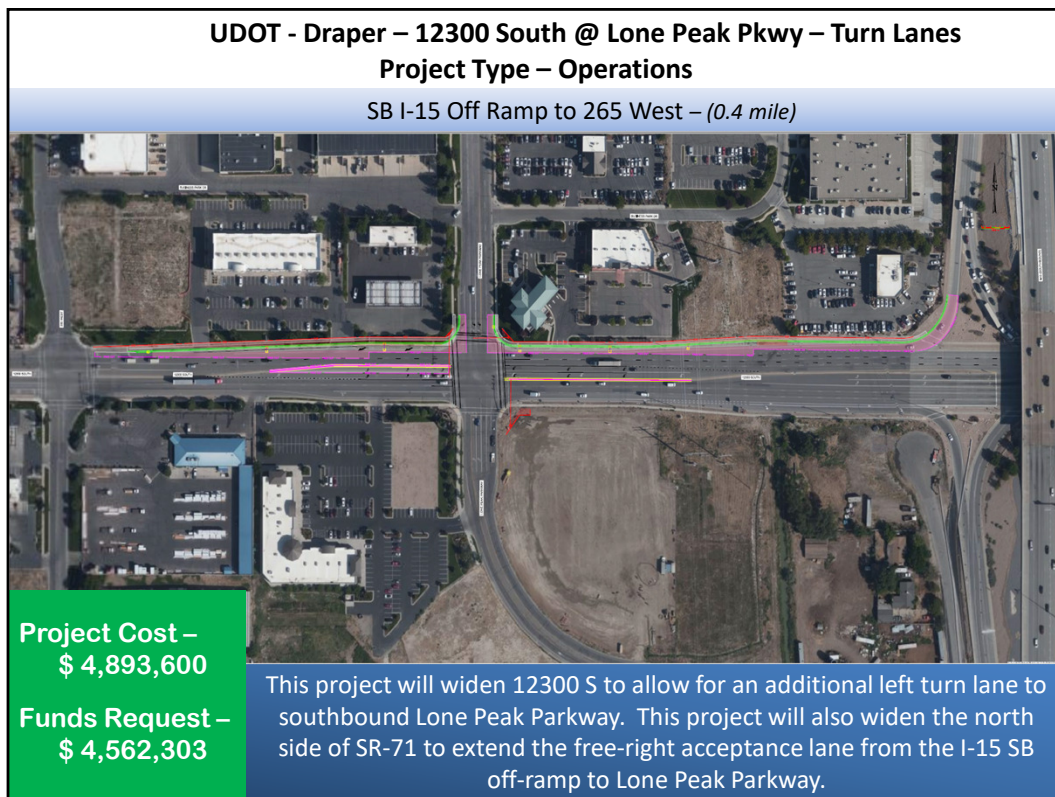




This project is intended to begin the long process of implementing the vision in the 2022 Mid-Valley Active Transportation Plan. This project prioritizes the construction of the backbone trail network on Fort Union Boulevard, and will benefit regional connectivity, including residents in Midvale City, Cottonwood Heights and Salt Lake County.

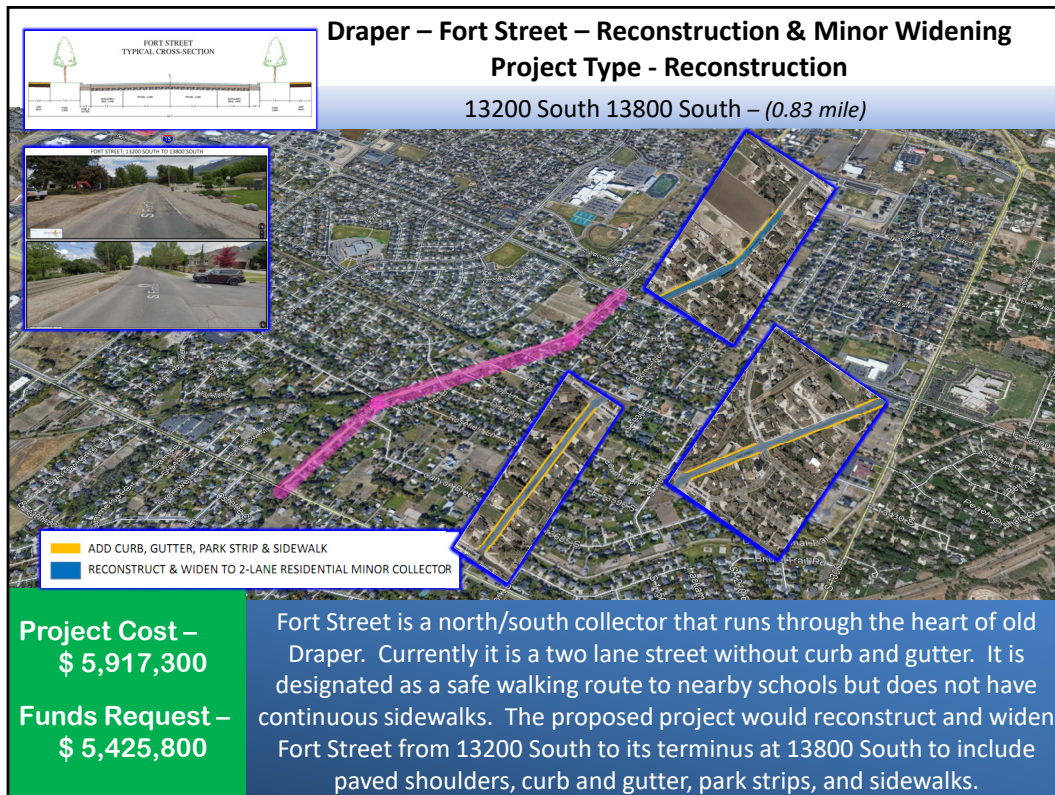
This project is a protected cycle track on both sides of Fort Union Boulevard. It provides an accessible east-to-west connection that will eventually continue west to 700 East. The current width of the roadway will be reduced from 110-feet to 80-ft, forcing vehicles to slow down when travelling through the corridor, while still maintaining all traffic movements. Curb extensions will also be utilized to shorten the distance of crosswalks which will significantly improve safety.





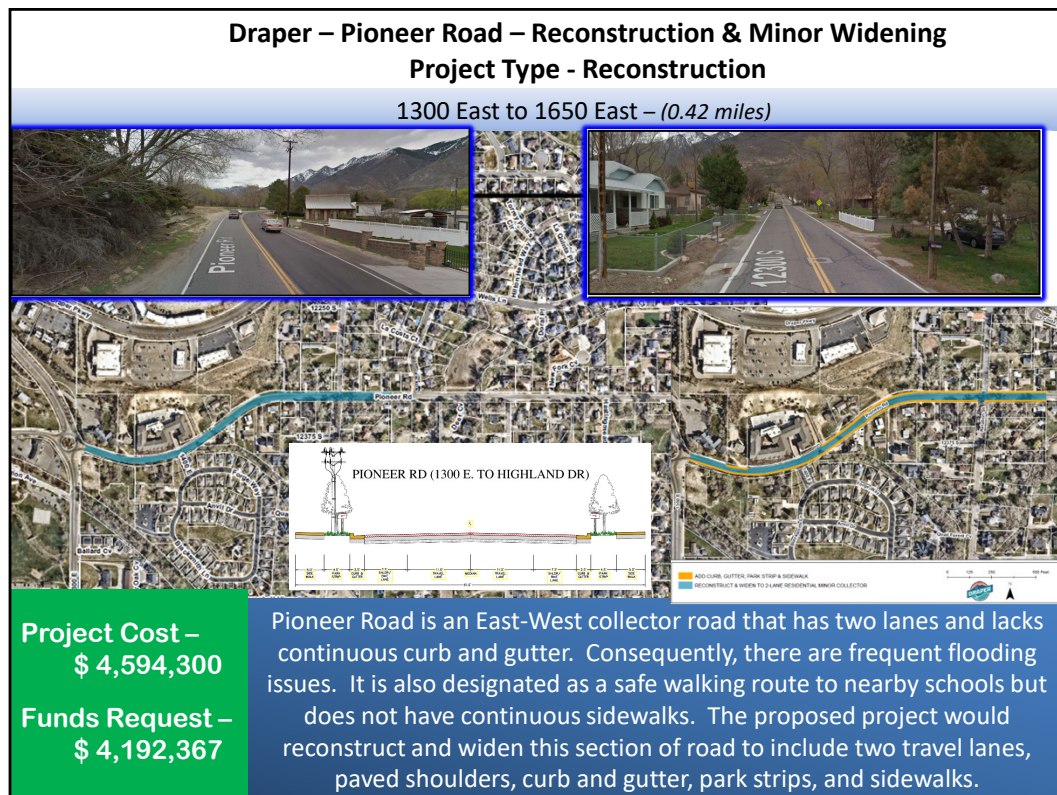
South of 12300 S, there are multiple new developments (high density housing and businesses) greatly increasing the user demand of the area. The main access to these developments is on Lone Peak Parkway off of 12300 S. These new developments are causing significant delays in the PM peak hour, significantly dropping the level of service at the intersection of 12300 S and Lone Peak Parkway. The additional WB to SB left turn lane will ease congestion and delays in this area. A study was done in 2022 to look at this particular intersection. In 2025 it is project that the intersection will have a level of service F. Will the additional left turn movement installed; the intersection would be taken to level of service D by 2025. This project would constitute the first phase of planned improvements within next decade. Planned improvements include projects by UDOT and Draper City to add additional dedicated right turn lanes and receiving lanes.





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.





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.



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

### Project Type – Reconstruction

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



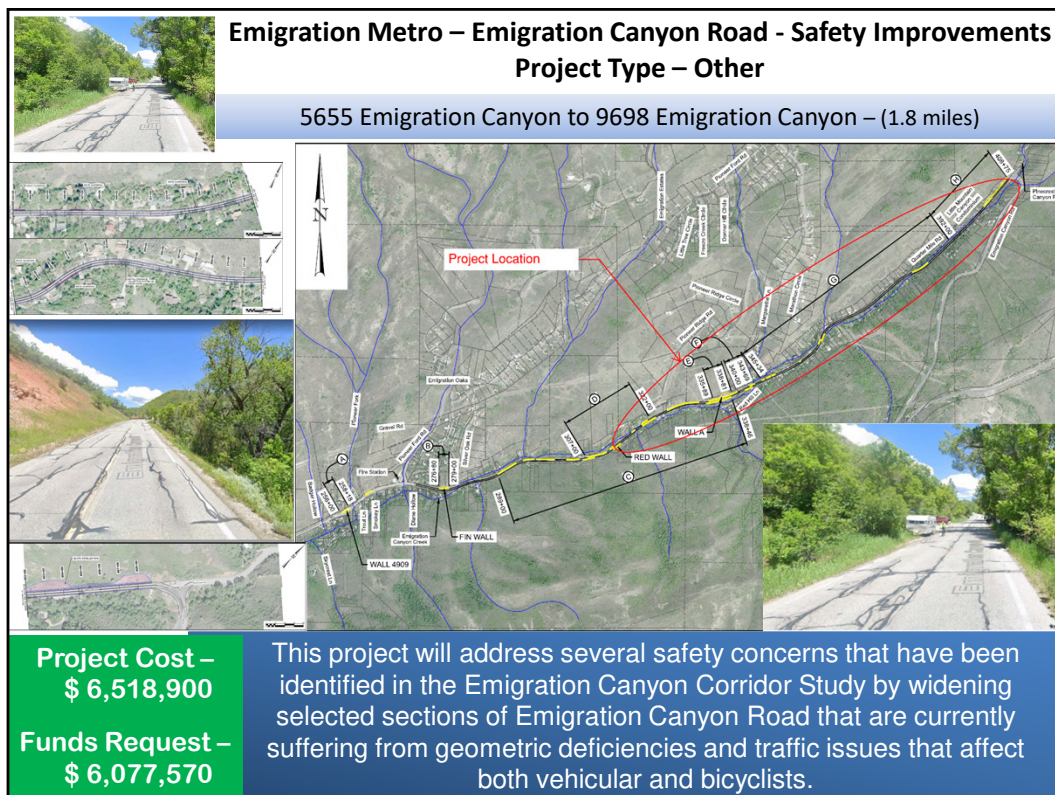
**Project Cost –**  
\$ 4,416,500

**Funds Request –**  
\$ 4,117,503

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 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.



**Herriman City – 12600 South Herriman Main St – Intersection Imps**

**Project Type – Operations**

12600 South & Main Street – (0.1 mile)



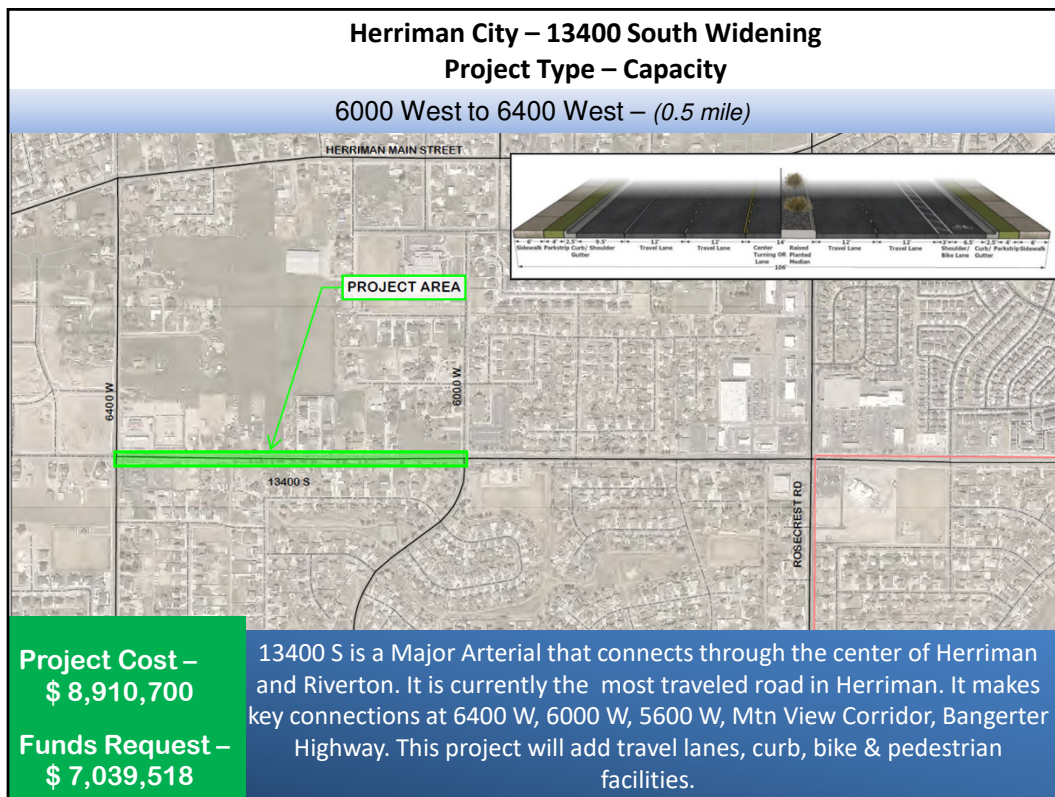
**Project Cost –**  
\$ 3,868,600

**Funds Request –**  
\$ 2,665,073

This project is to construct a free right/acceleration lane from Herriman Main Street to 12600 S. It will also include adding dual lefts to the intersection.

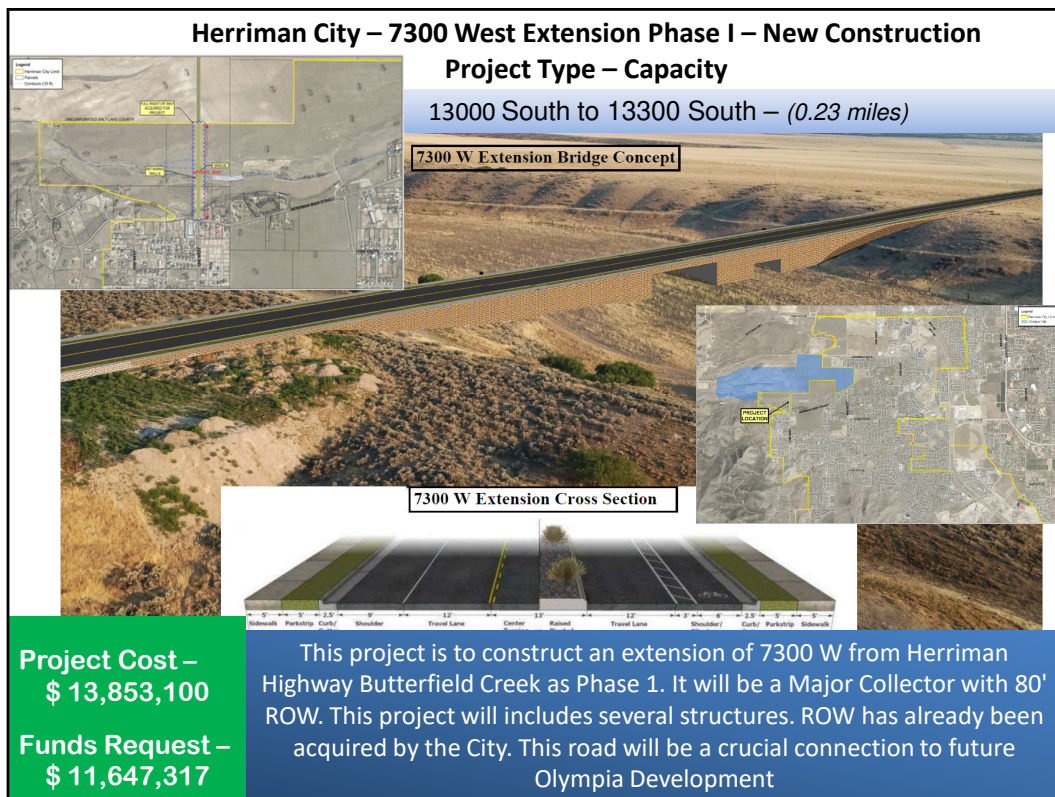
12600 South is projected to be one of the busiest (nonfreeway) roadways in Salt Lake County in 2050. Currently, the Herriman Transportation Masterplan projects this 12600 S to see volumes close to 70,000 ADT. The intersection with Herriman Main Street is a huge movement and the primary movement is actually turning from one road to the next at this location.





13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will alleviate add travel lanes, add curb, bike & pedestrian facilities to accommodate the growth highest growing city in Utah. This road connects to the center of Herriman and the Herriman Towne Center. Furthermore, this road (further down) is shared between Riverton and Herriman.





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.





This project should be considered a priority for two reasons. One, the existing infrastructure on Highland Drive is in poor condition and even failing in some areas. Pavement, drainage, and utility issues prevail, and a future reconstruction is unavoidable. Two, the existing design does not meet the City's future vision for multimodal needs; there are no existing bicycle facilities along the corridor and sidewalks are inconsistent in width and often have physical obstructions like utility poles making it inaccessible for persons with disabilities, strollers, and children or families on bicycles. Additionally, two new redevelopments at the north and south end of the study area will generate more multimodal demand along this corridor that without appropriate infrastructure in place will result in more vehicle trips, traffic congestion, and air pollution. The Holladay General Plan indicates Highland Drive should be a multimodal street that functions for all types of transportation.



### Magna Metro Township – 2700 South - Sidewalk

#### Project Type – Pedestrian & Bike

8054 South to 8000 West – (0.4 miles)



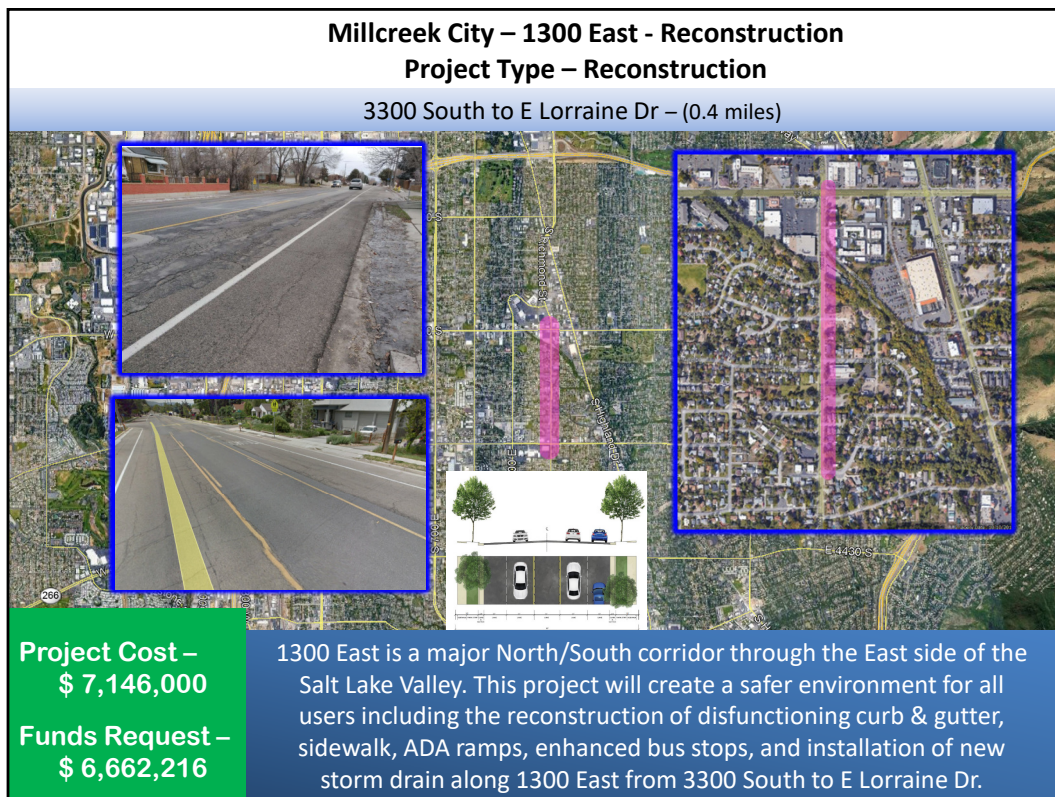

**Project Cost –**  
**\$ 3,521,100**

**Funds Request –**  
**\$ 3,282,722**

The installation of curb, gutter and sidewalk on the north side of 2700 S from 8058 2700 South to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school.

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.





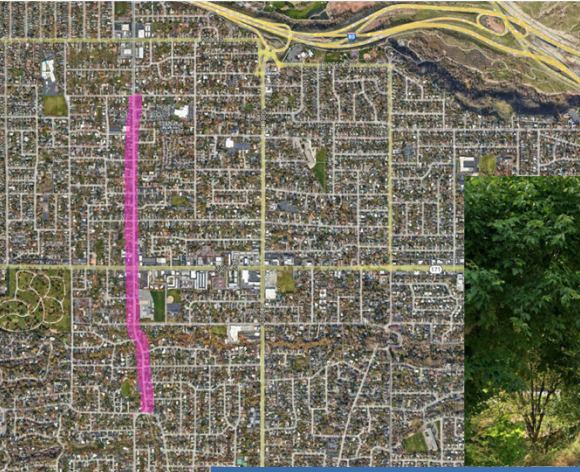

1300 East between 3300 South and E Lorraine Dr. connects the Millcreek City Center to the medical corridor in the the town center on 3900 South. This section of roadway has deteriorating sidewalk, curb and gutter, bus stops, and a deficient storm drain system, all of which creates an unsafe transportation 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.



### Millcreek City – 2000 East - Reconstruction

**Project Type – Reconstruction**

Siggard Drive to Atkin Avenue – (1.3 miles)

**Project Cost –**  
\$ 10,254,500

**Funds Request –**  
\$ 9,094,120

2000 E connects central Millcreek with the 3300 S SR-171 major arterial to Salt Lake City via an existing underpass at I-80. This project will create a safer environment for all users including the reconstruction of curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from Siggard Dr to Atkin Ave.

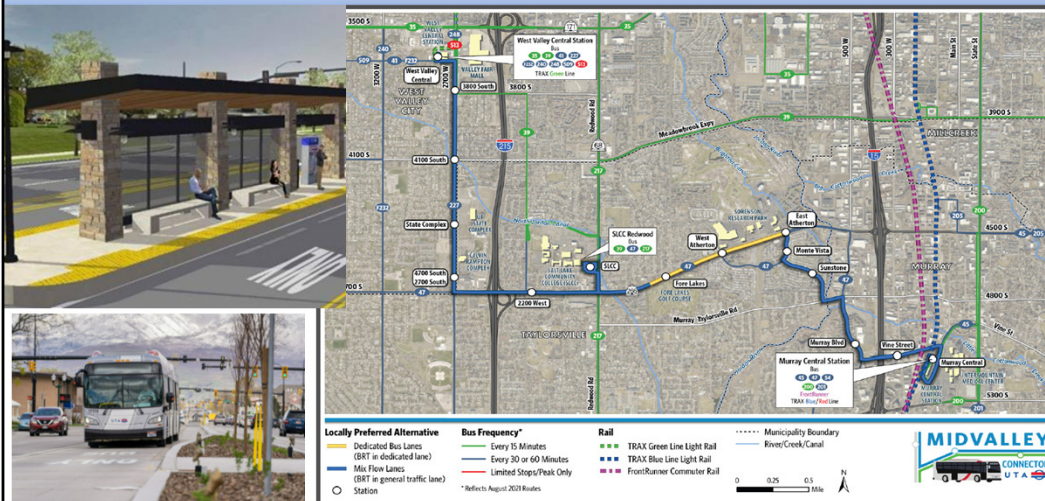
2000 East between Atkin Ave and Siggard Dr connects Millcreek to Salt Lake City via an underpass beneath I-80. This section of roadway has deteriorating sidewalk, curb and gutter, bus stops, and a deficient storm drain system, and an open irrigation ditch, all of which creates an unsafe transportation 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.



## UTA – Midvalley Connector – Electric Buses

### Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – (7 miles)



**Project Cost –  
\$ 10,500,000**  
**Funds Request –  
\$ 6,000,000**

Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.

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.



**Salt Lake City – 900 West – Reconstruction**  
**Project Type – Reconstruction**  
 North Temple – 600 North – (0.75 miles)



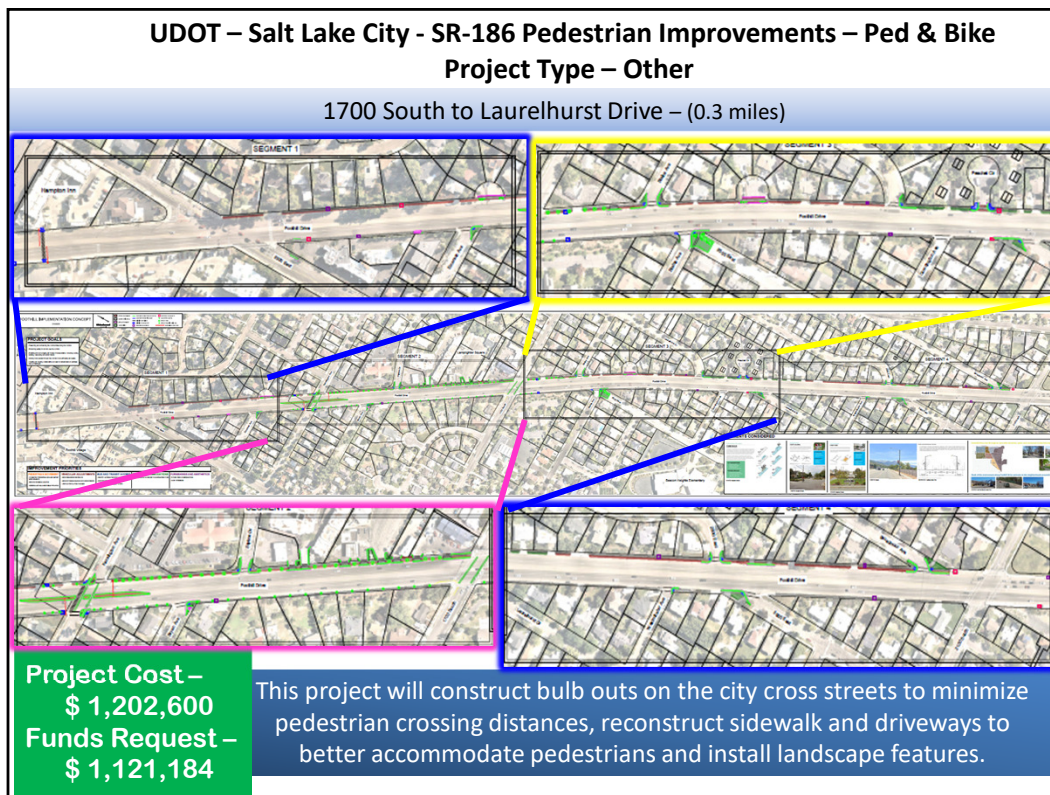
**Project Cost –**  
**\$ 8,838,300**

**Funds Request –**  
**\$ 6,451,960**

Reconstruction of the 900 West collector will improve deteriorated pavement condition in this lower-income area; vehicle mobility to Interstate-15; pedestrian and bicycle safety; connection to TRAX and frequent bus; and access to jobs / education in the North Temple Urban Center, Downtown, Airport, and University of Utah.

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 an improved pedestrian experience by enhancing the parkstrip that separates the sidewalk from the roadway. This project will increase pedestrian safety by decreasing the crosswalk distance by the use of bulbouts. Driveways and sidewalks will be reconstructed to more easily accommodate pedestrians.






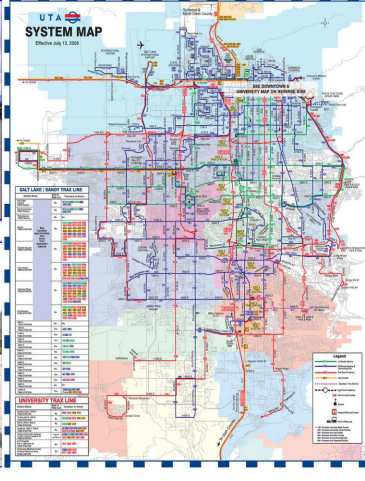
**Project Cost –**  
\$ 3,000,000

**Funds Request –**  
\$ 2,796,900

**UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure**

**Project Type - Transit**

A network of high-power on-route chargers at key locations

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

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:

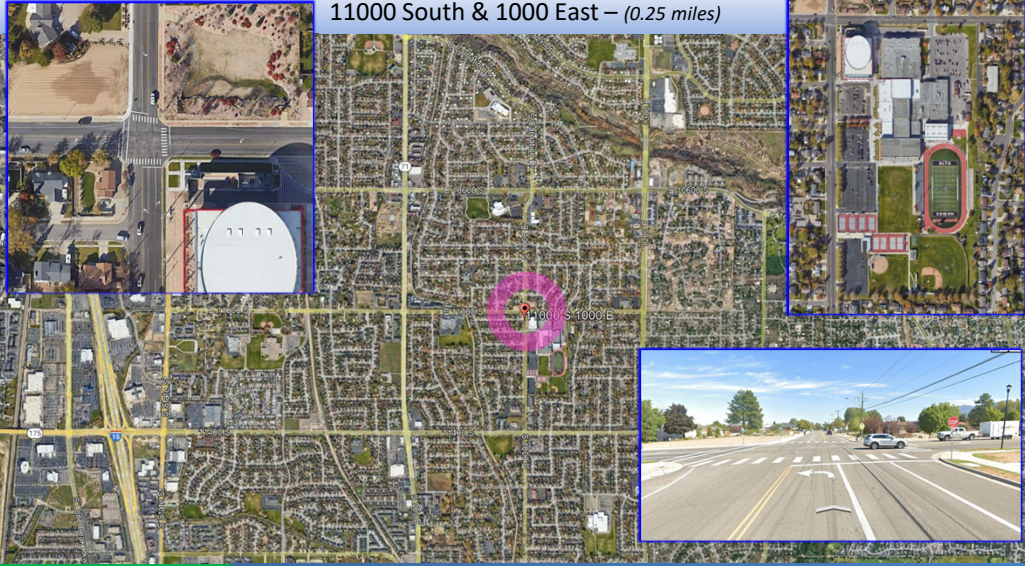
One in the Ogden/Layton UZA, at Ogden Central Station

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.



**Sandy – 11000 South/ 1000 East - Round-about**  
**Project Type – Operations**

11000 South & 1000 East – (0.25 miles)



<b>Project Cost –</b> <b>\$ 2,743,067</b> <b>Funds Request –</b> <b>\$ 2,554,502</b>	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.
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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.



**Sandy – 11400 South/ 1300 East – Intersection Improvements**  
**Project Type – Operations**  
11400 South & (1280 East - 1350 East) – (0.25 miles)



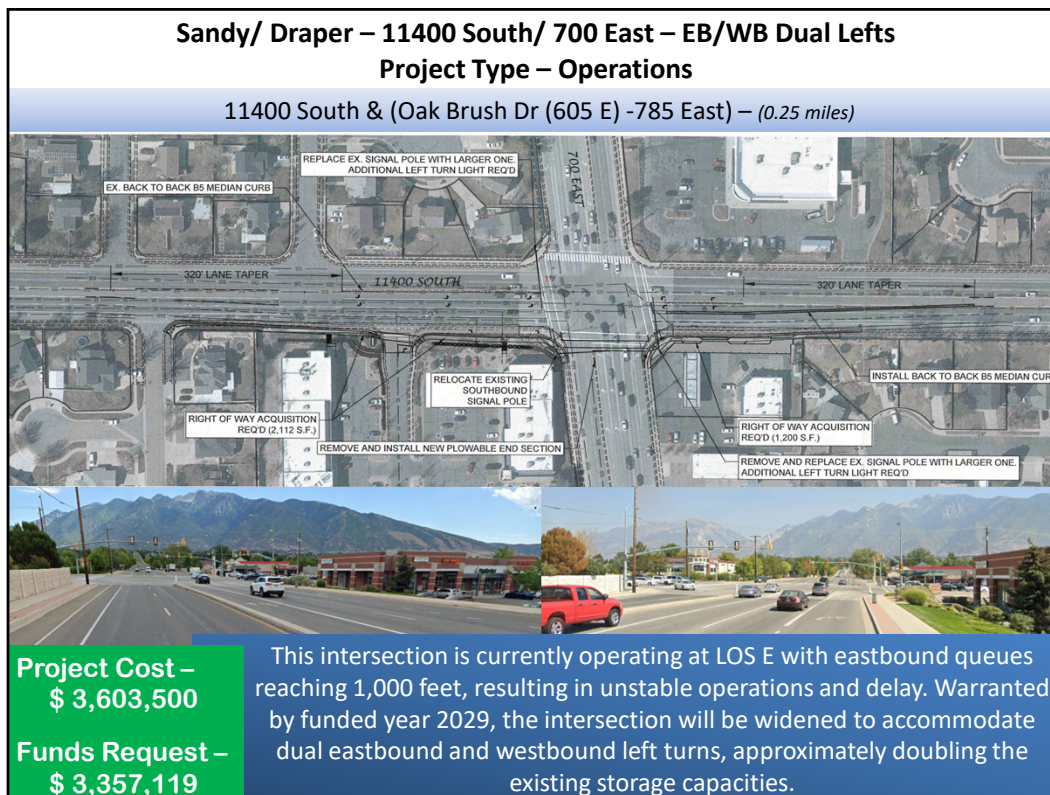


**Project Cost –**  
**\$ 4,276,867**  
**Funds Request –**  
**\$ 3,977,938**

This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.

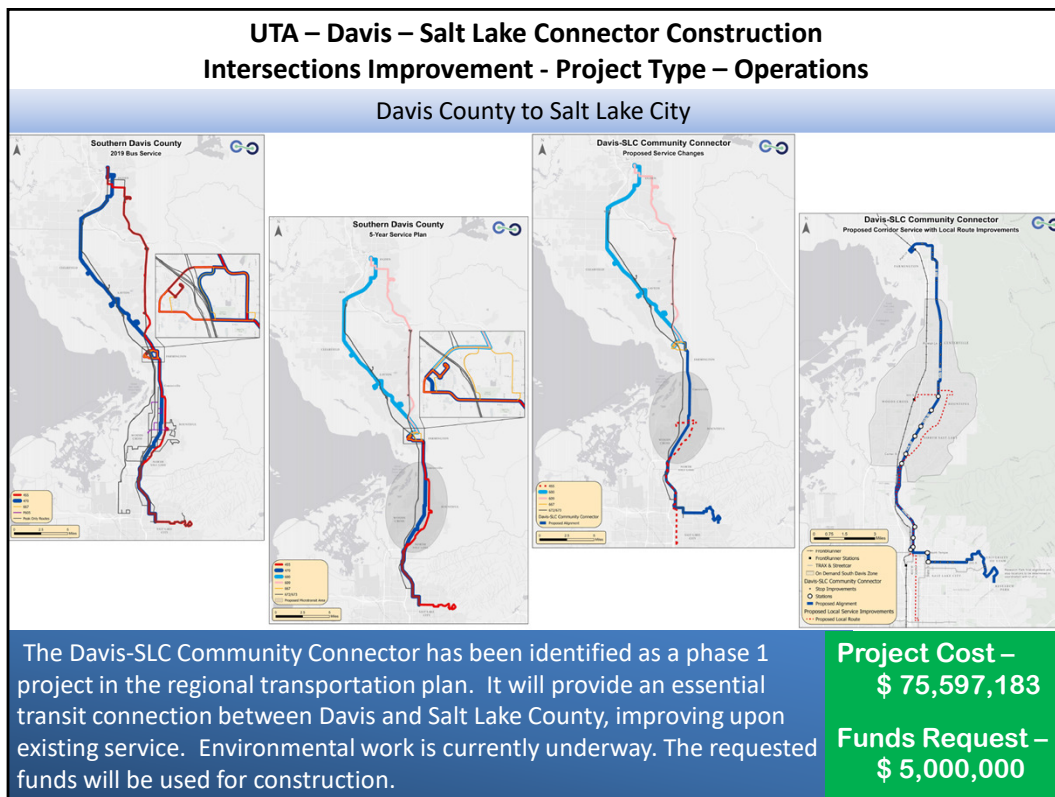
11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation 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.





This intersection presently operates at LOS E, resulting in unstable operations and delays. The project will widen the intersection towards the south to accommodate dual eastbound and westbound left turn lanes, approximately doubling the existing left turn storage capacities. According to Hales Engineering’s 2021 Orchards at Farnsworth Farms Traffic Impact Statement, 95th percentile eastbound queue lengths reach 1,000 feet. Although the dual lefts are not currently warranted as explained in the October 26th Hales Engineering and October 21st UDOT studies, the dual eastbound lefts warrant is projected to be met in the federally funded year. There are existing northbound and southbound left turn lanes on UDOT’s 700 E. Current and future combined eastbound and westbound left turn volumes are greater than the combined northbound and southbound left turn volumes. Additional intersection improvements include rephasing for protected lefts and overall intersection timing accommodations.



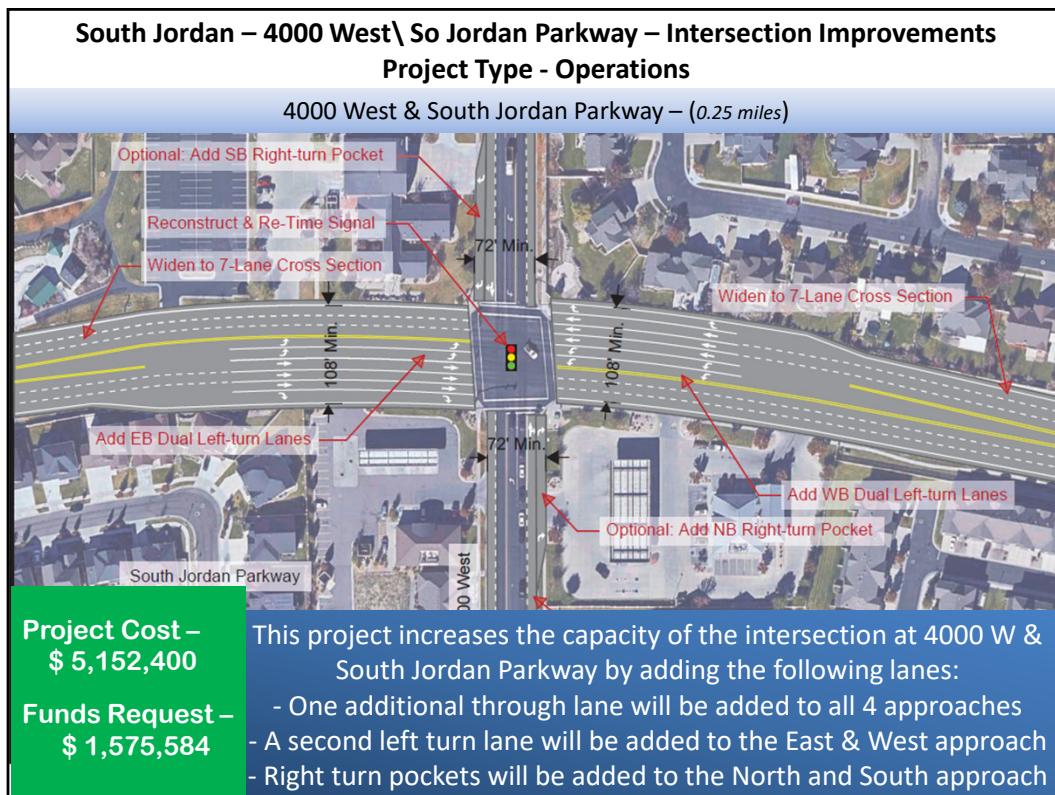


WFRCS L RTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

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 corridor-based BRT projects (with no exclusive lanes).

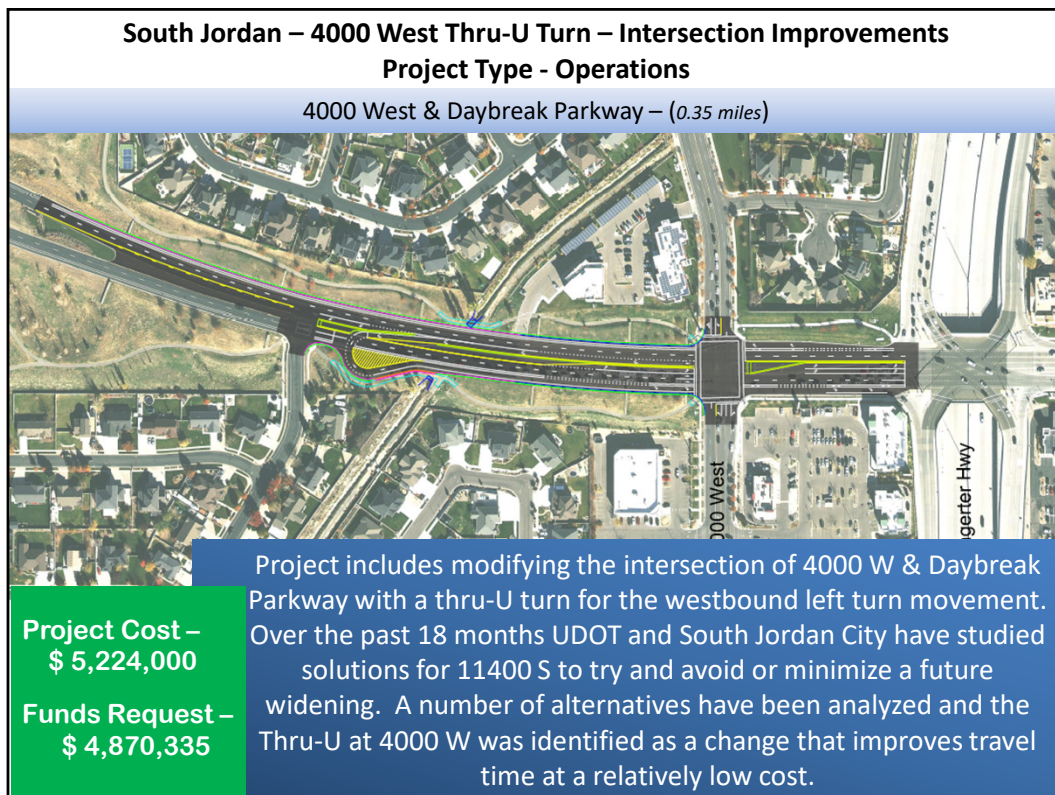
This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.





This project was approved in the 23-28 TIP, but the approved matching federal funds was a 60% match. The City is requesting that an additional \$1.57M be allocated to this project to reduce the City's match. The additional funds will allow the project to move forward without delay. This project is the City's highest priority project for 2029 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.







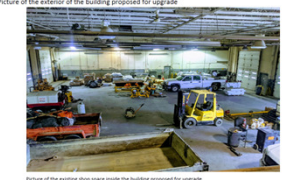
South Jordan City does not want to do a massive widening of 11400 S. 18 months ago South Jordan and UDOT started a solutions development study to look for alternate means of maintaining efficient traffic flow. This project was identified as one of the projects that could improve travel times at a relatively low cost. South Jordan City is eager to pursue these opportunities to maintain efficient traffic flow and either avoid or delay the need for another widening.



## UTA – Transit Technical Education Center (TTEC)

### Project Type - Other

#### 2320 South 800 West – South Salt Lake

Utah Transit Authority | WFRS STP Application 2022

**Transit Technical Education Center**

Employee training is an integral part of UTA's operations. It is especially important for transit mechanics who require specialized skills. UTA's Bus Maintenance Training group currently does not have a permanent location. The team has been moved around several times over the last ten years to accommodate other groups. UTA's vision is to develop a dedicated facility for bus maintenance training benefiting UTA and Utah's rural transit providers.

**Proposed Project**

Upgrade and modify an industrial building owned by UTA for Bus Maintenance Training

The project includes:


- Remodeled office and class room space
- Bathrooms on the ground floor
- A lift to make the second floor accessible
- Other minor shop improvements

**Project Benefits**

- Supports the transit network which benefits the region's air quality
- It is ideally located in the center of UTA's service area, with easy access to the Meadowbrook and Depot District (under construction) bus garages
- Fosters job creation and career development, providing support for apprenticeship programs
- Provides the space needed to train mechanics on new technologies, including electric buses

**Project Budget**

<b>\$7.26 M</b>	<b>\$4.00 M</b>	<b>\$3.26 M</b>
Total Project Cost (100%)	Federal Ask (80%)	Local Match (20%)

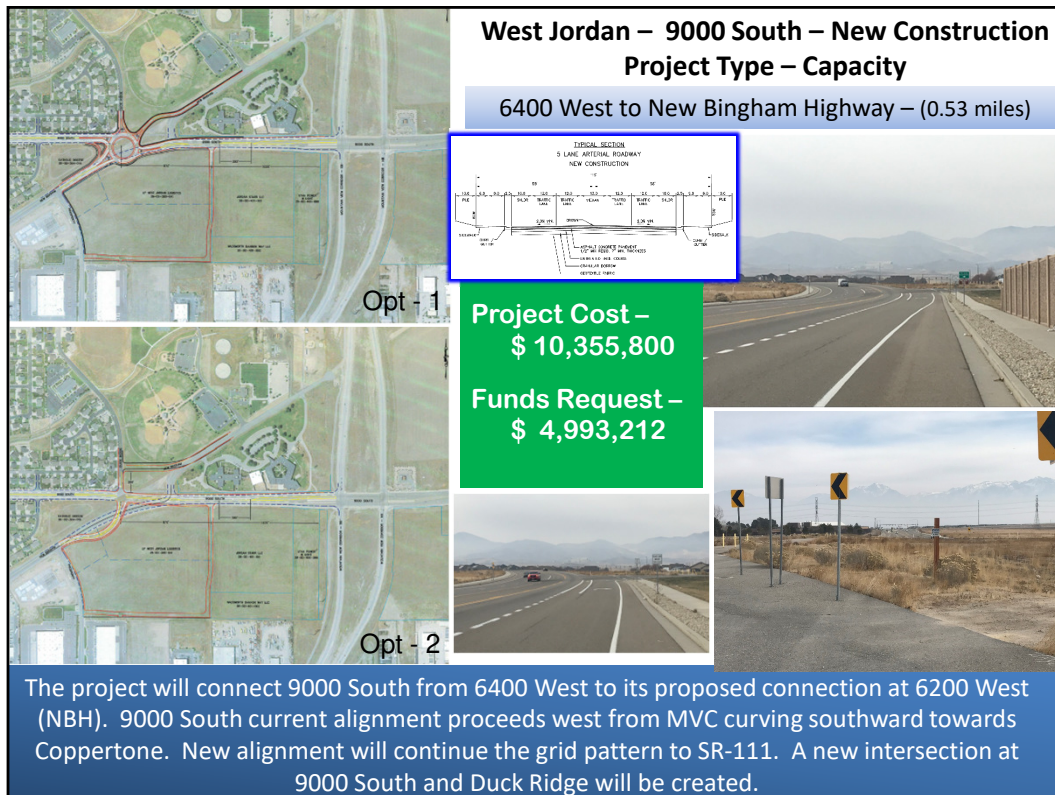


This project constructs a maintenance and training facility. The 2 major objectives: support UTA's fleet maintenance and foster development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's training programs provide hands-on education and allows for career growth.

This project will upgrade an existing UTA owned facility in South Salt Lake for use as a maintenance training facility. This industrial building is ideally located, with easy access to the Meadowbrook and Depot District bus garages. Office space will be expanded and classrooms added within the existing shell. Bathrooms will be added, accessibility improved, and training shop improvements made. Exterior upgrades will comply with city codes for parking, landscaping, and lighting.

Employee training is integral to UTA's operations, especially for transit mechanics who require specialized skills. UTA's Maintenance Training group does not have a permanent location and has been moved around several times to accommodate other needs. This facility dedicated for maintenance training supports the education of Utah's working class and fosters the development of UTA employees. With this facility, UTA will be able to partner with rural transit providers and technical schools for shared training.





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 Jordan – Redwood Road/ 6720 South – Intersection Improvements**  
**Project Type – Operations**

	<p>Redwood Road &amp; 6720 South – (0.25 miles)</p>
	
<p><b>Project Cost –</b>  <b>\$ 1,030,000</b></p> <p><b>Funds Request –</b>  <b>\$ 960,269</b></p>	<p>The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.</p>

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 goes 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 – Westside Express – Bus Service

### Project Type – Transit

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

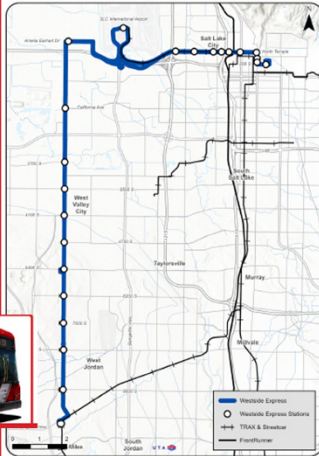
Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency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

**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.

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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

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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

**Project Cost –**  
\$ 76,040,000

**Funds Request –**  
\$ 5,000,000



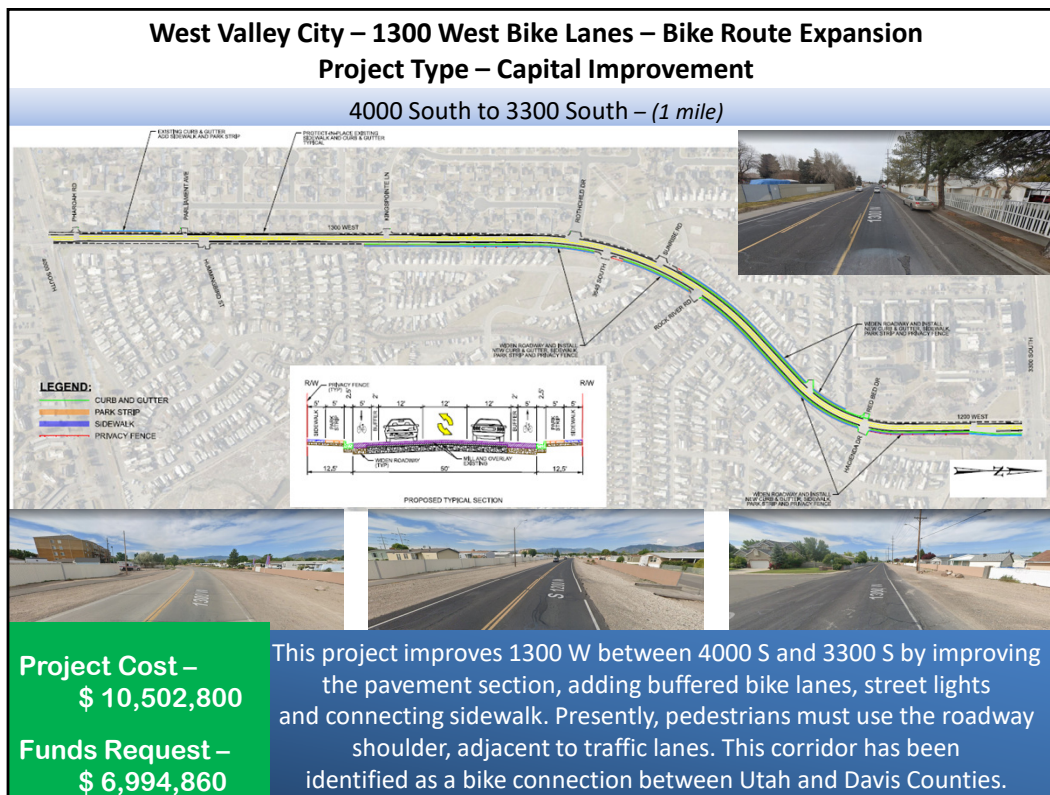


UTA’s rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service 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.

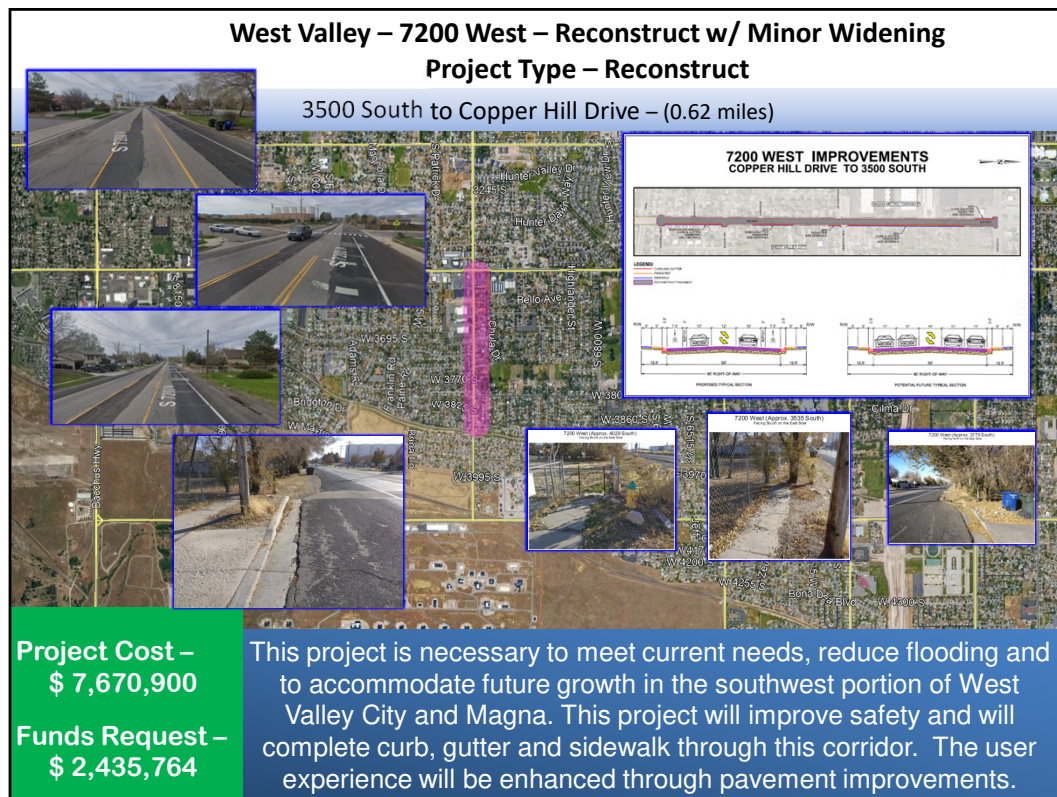
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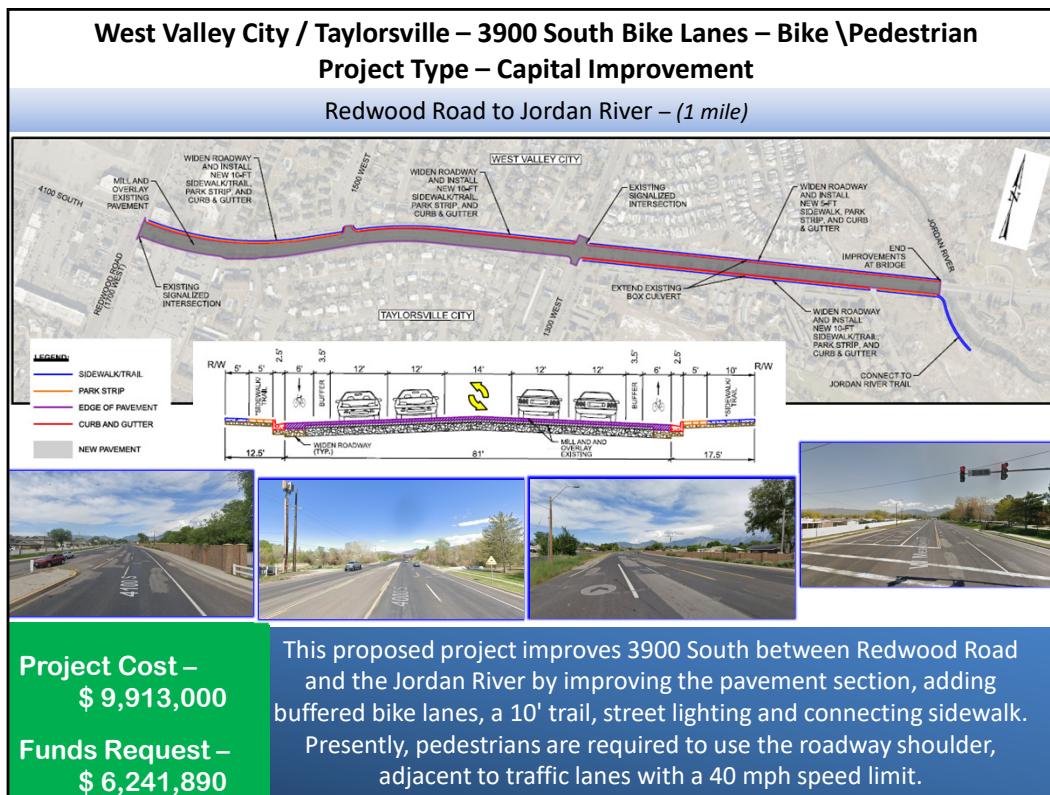
1300 West has been identified by a UDOT study as an active transportation north-south bike lane, extending from Utah County, through Salt Lake County to Davis County. Several segments of this roadway are in need of pavement rehabilitation and do not have a paved shoulder. This project will widen the road where needed to accommodate bike lanes and will construct continuous sidewalks for pedestrian use. 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.





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.





This project is an essential trail connection in West Valley City, and for other residents of Salt Lake County. The project furthers efforts to improve the local and regional trail network. 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.


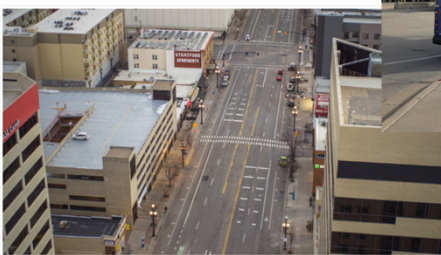


## Salt Lake City – East Downtown Mobility Hub w/ Electric Bus Charging






### Project Type – Transit

#### 200 South SLC

Facing East toward 200 East from State Street

#### 200 South at 300 East

<b>Project Cost –</b> <b>\$ 6,500,000</b>	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.
<b>Funds Request –</b> <b>\$ 4,000,000</b>	

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.