


**Clinton – 1300 North/ 1500 West – Round-about**

**Project Type – Operations**

1300 North & 1500 West

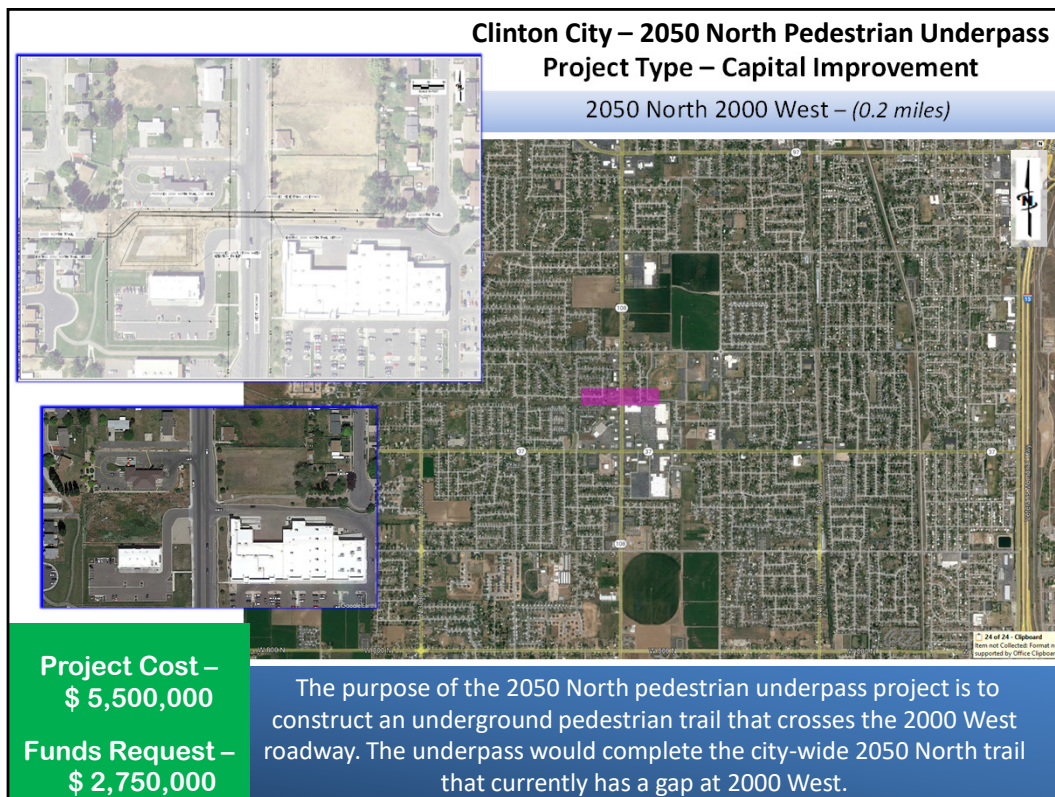


The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

**Project Cost –**  
**\$ 2,780,800**

**Funds Request –**  
**\$ 1,800,000**

The 1300 N 1500 W intersection is a four-way stop controlled intersection. Obstructions on the southeast corner make it difficult to see traffic, bikes, and pedestrians. The project would remove the obstructions and construct a roundabout at the intersection. The roundabout will provide a much safer and more navigable intersection for all transportation modes. The project will also improve traffic flow at the intersection which reduce vehicle emissions. This project has been partially funded with \$850,000 in CMAQ funding. An additional \$1,800,000 is needed to construct the project.



The 2000 West underpass is a vital link in the active transportation network that Clinton City has worked numerous years to complete. The 2000 West roadway creates a divisive boundary for all users, with the proposed widening only making matters worse. The widening of the roadway creates the ideal opportunity to install an underpass while the construction is taking place. Clinton City residents have expressed widespread support of the 2050 North drain trail and the underpass would be the final connection of the trail.

### North Salt Lake – Center Street Widening & AT Facilities

**Project Type – Bike & Pedestrian**  
**Foxboro Drive to Jordan River Trail**

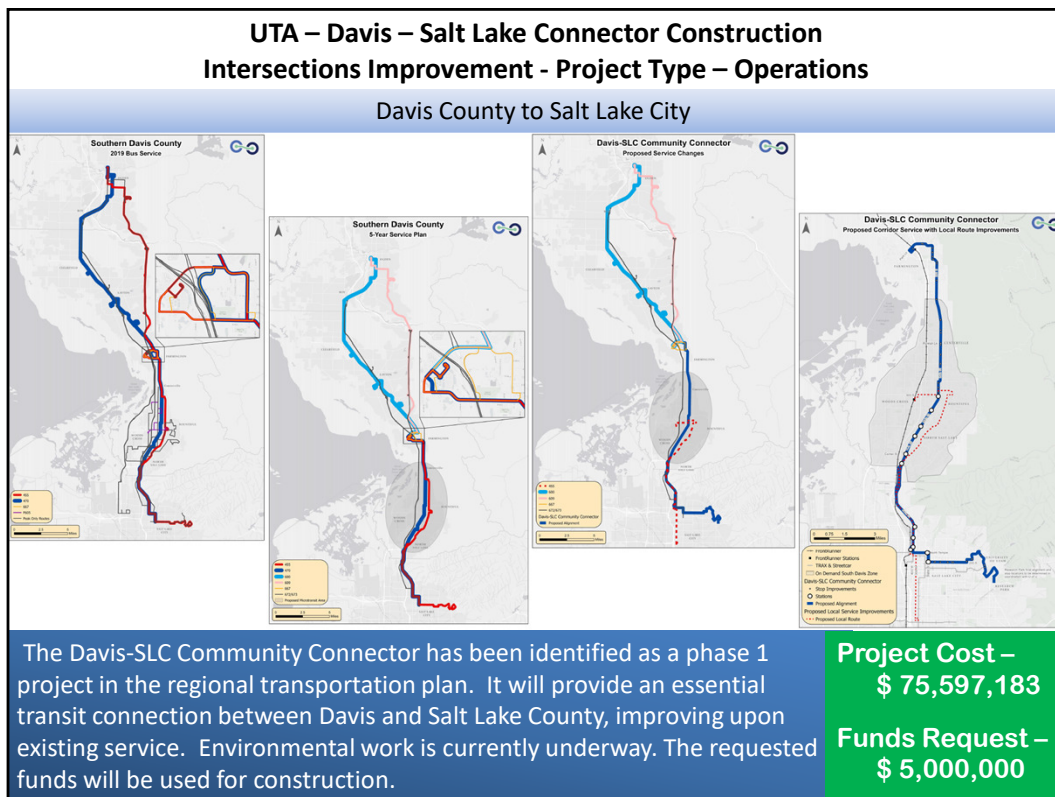
The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.

**Project Cost –**  
**\$ 593,400**

**Funds Request –**  
**\$ 504,390**

Currently, the Jordan River Trail ends at Center St. Once pedestrians and cyclists get to the end of the trail, there is nowhere for them to safely go. Constructing sidewalk in this location & striping bike lanes will provide a non-vehicular route to access the Legacy Trail (regional), the Center Street Trail/Town Center, and also the Redwood Road trail which connects to a grocery store, restaurants, and over 2,500 homes. The City recently included the area west of the Jordan River in its Annexation Policy Plan. With new development and expansion of Cross-E Ranch in that area, it is likely that the bridge over the Jordan River will be widened. The widening of the road and installation of curb & gutter associated with this project is in an effort to get ahead of that bridge expansion and allow for bike lanes. This project should be selected because it has regional significance in regards to active transportation, and also supports planning for future development in the annexation area.





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 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.




Each year, thousands of motorists use Antelope Drive to access the causeway leading to Antelope Island. These are organized events or individual use for leisure, fitness, or tourism. This trail system will encourage the non-motorized traffic improved access along a safe corridor route that will connect the Island to the entire trail system that extends along the entire Wasatch Front (Ogden to Provo). Phase one will create a connection to the causeway gatehouse parking lot. Phase two will make the final connection to the emigrant trail system running parallel to West Davis Corridor.

**West Point – 1800 North/ 4500 West – Round-about**

**Project Type – Operations**

1800 North & 4500 West



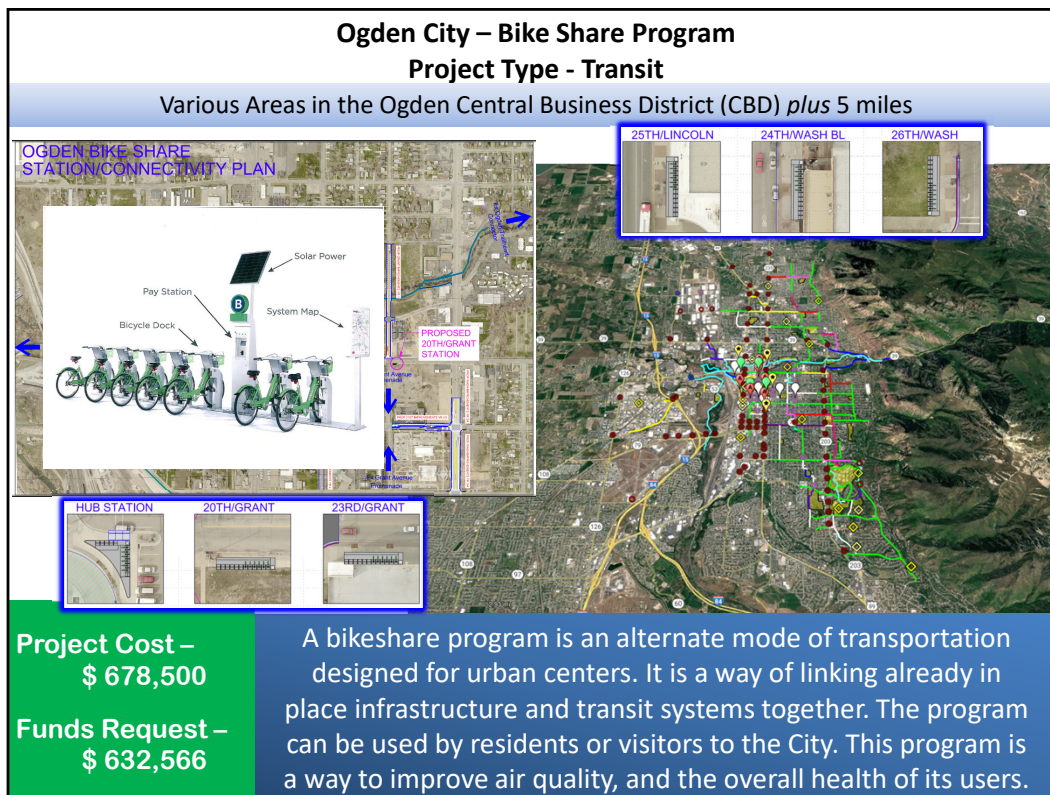
**Project Cost –**  
\$ 2,087,300

**Funds Request –**  
\$ 1,013,690

This is a busy intersection of two state highways. Currently the north and south legs of the intersection are offset by about 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.

This intersection is at the crossroads of two very busy state highways. It is currently failing because the north and south legs are offset by 100'. It is already failing and new projects will bring additional traffic to the area. This intersection is adjacent to the future interchange of the West Davis Highway and SR37. The school district also owns property adjacent to this intersection and they plan to build an elementary, jr. high, and high school on the property.





Greenbike is a zero-emissions mode of transportation that could connect our community to employment centers, transit stops, shopping centers, and popular entertainment destinations within the City, all while improving the air quality and overall health of the community. Greenbike can be used by the residents of Ogden, the commuting public as well as visitors to the City. Stations are strategically placed throughout the City to allow these groups of people to take advantage of the existing bike infrastructure to get to their destination. Most trips taken are less than three miles in length. Greenbike is a perfect solution for these shorter trips. It will also fill the "first/last mile" gap left by traditional transit services, making these services more appealing. This project has a small footprint but is large in scale. The stations only take up a small amount of space and once installed the program will start working immediately, all linked together by existing infrastructure.






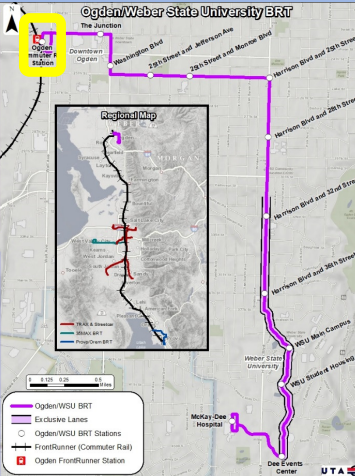
**Project Cost –**  
**\$ 1,500,000**

**Funds Request –**  
**\$ 1,398,450**

## UTA – Ogden-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 Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. 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.

Electric vehicles are an important component to improving local air quality. Transit already helps keep cars off the road. By utilizing all-electric buses, UTA is furthering its commitment to improve air quality along the Wasatch Front. To make this propulsion technology successful it is important to construct on-route charging. With infrastructure in key locations, UTA can deploy buses for all day service without having to return to the garage to charge.


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.

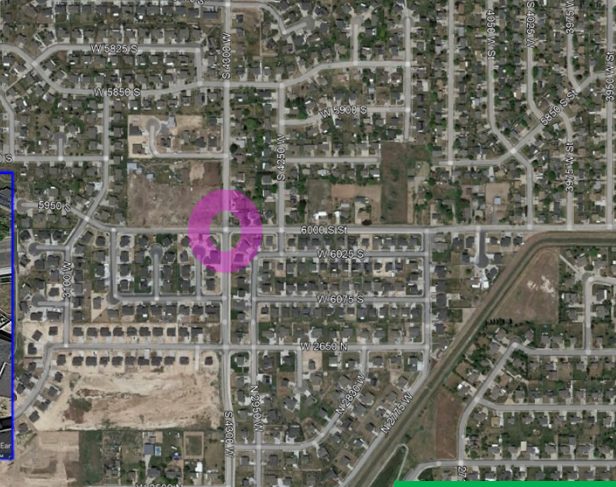


**Roy – 4300 West/ 6000 South – Round-about**

**Project Type – Operations**

4300 West & 6000 South





The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

**Project Cost –**  
**\$ 1,350,000**

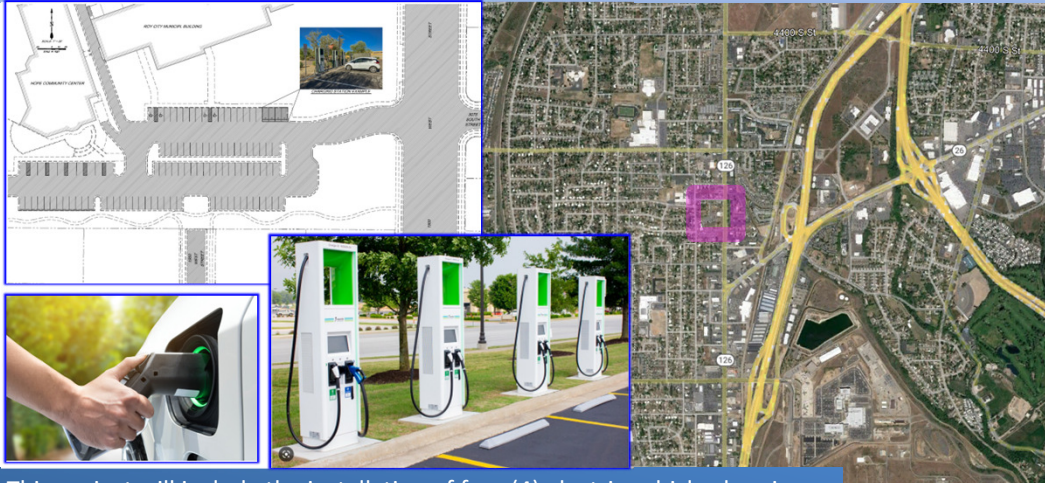
**Funds Request –**  
**\$ 1,258,605**

The intersection of 4300 West and 6000 South has been identified in our Master Plan as needing additional traffic control. This is currently a two-way stop-controlled intersection. An analysis of both a traffic signal and roundabout was performed. The City has determined that a roundabout provides the needed traffic control, a speed control element to the corridor and the best air quality solution to the intersection. Therefore, the City is requesting funds to install a single-lane roundabout at this intersection.

## Roy – Municipal Building Electric Vehicle Charging Stations

### Project Type – Other

5051 South & 1900 West



This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.

**Project Cost –  
\$ 100,500**

**Funds Request –  
\$ 93,696**

Roy City strives to lead the community in the effort to encourage the reduction of carbon. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.