



MURRAY CITY CENTER DISTRICT

NOTICE OF MEETING AND AGENDA

January 25, 2024

05:30 PM

10 East 4800 South, Cottonwood Conference Room #255

Please contact the Planning Division at 801-270-2430 or planning@murray.utah.gov with any questions regarding any of the items on the agenda.

CALL MEETING TO ORDER

BUSINESS ITEM(S)

1. Approval of Minutes

March 30, 2023

Attachments

1. [MCCD 03.30.2023 DRAFT.pdf](#)

2. Conflict(s) of Interest

3. Election of Chair and Vice Chair for 2024

GENERAL PLAN AMENDMENT

4. MCCD Area Plan

Review and Recommendation of MCCD Area Plan
Project # 24-005

Attachments

1. [Packet, MCCD Area Plan GP.pdf](#)

ANNOUNCEMENTS AND QUESTIONS

ADJOURNMENT

The next scheduled meeting will be held on Thursday, February 29th, 2024, at 5:30 p.m. MST

Special Accommodations for the hearing or visually impaired will be made upon a request to the office of Murray City Recorder (801-264-2662). We would appreciate notification two working days prior to the meeting. TTY is Relay Utah at #711.

Committee Members may participate in the meeting via telephonic communication. If a Committee Member does participate via telephonic communication, the Committee Member will be on speakerphone. The speakerphone will be amplified so that the other Committee Members and all other persons present in the Conference Room will be able to hear all discussions.

At least 24 hours prior to the meeting, a copy of the foregoing notice was sent to the City Recorder to post in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. A copy of this notice was also posted on Murray City's internet website www.murray.utah.gov and the state noticing website at <http://pmn.utah.gov>.

~DRAFT~

The Murray City Center District (MCCD) Review Committee met on Wednesday, March 30, 2023, at 5:30 P.M. for a meeting held at the Public Services Conference Room.

Present: Jared Hall, Community & Economic Development Director
Zach Smallwood, Senior Planner
Andy Hulka, Committee Member
Kiersten Davis, Committee Member
Ray Beck, Committee Member
Rachel Morot, Bryan Olson, Jessica Hales, Jonathan Oliver, Kim Anderson

CALL MEETING TO ORDER

Andy Hulka called the meeting to order.

APPROVAL OF MINUTES

Kiersten Davis moved to approve the October 6, 2022 MCCD Minutes. SECONDED by Ray Beck; vote was unanimous in favor.

DESIGN REVIEW – The Noah – 149, 155-157, and 163 East Vine Street – Project: 22-142

Zach Smallwood reviewed background information from the Staff Report. The proposed site plan does meet the requirements for the 12 foot setback from the back of curb. However, as noted in the staff report, the plans indicate that there is a private sidewalk and that needs to be changed as that will need to be dedicated to the city. There are five foot planters and the seven foot sidewalk, maintaining the same look and feel as the sidewalk already present to the north, as well as the planned sidewalk to the south for The Vine. While looking at the street treatment in preparation for this meeting, he did notice that in that “private sidewalk” area there was some installed landscaping; that will need to be amended and taken out. Otherwise, the plans meet the requirements for the street improvements. He continued reviewing background information from the staff report, noting that they will probably need additional details on the patio/play area; it is up to the committee if they want to see that back, or if they are confident that can be addressed between this meeting and the planning commission presentation. He discussed each building individually, beginning with The Noah Commercial Building and sharing its specific details including size, parking, and elevations from the staff report. Staff indicated concerns regarding the east elevation. The code requires a specific distance between breaks in the façade, so staff gave recommendations regarding leaving an opening or something to allow ventilation and break things up on this public facing side.

Mr. Oliver noted there were some openings in the floorplan that weren't shown on the elevations.

Mr. Smallwood agreed and was able to see that, noting that it does appear those openings had been planned for.

Mr. Oliver noted that the neighbor to their east works with autistic adults and they wanted that area quiet, without ventilation.

Mr. Smallwood noted that they don't have to have all four breaks, as long as it is broken up along the 30 feet by at least one opening.

Mr. Oliver asked if it has to be ventilation, or if it can just be relief.

Jared Hall said the openings or some type of relief are okay if they have the required amount.

Mr. Smallwood continued discussing the first building, specifically the floorplans. The first floor is largely parking with a small lobby to the second floor. Staff recommended taking a look at the elevator, as someone coming in off the street would have to take the stairs with no access available to the elevator. He realizes the elevator does exit on to an opening, so the applicant may just need to give more commentary as to why that was done that way, unless the design review committee wants something different. The second floor is a space for a restaurant or commercial uses, with a dining/common room area, outdoor deck and four offices in the rear. The third floor has additional space for commercial or dining space, another open air deck area and four additional offices. The fourth floor is almost entirely open patio space, with an enclosed roof top patio and open area, as well as a non-covered area and a bridge to a second non-covered rooftop patio area.

Mr. Oliver said the idea for the non-covered areas was to have xeriscaped spaces along with whatever else the city would like to see there to make it aesthetically pleasing.

Mr. Smallwood agreed that would be a good idea, noting that the committee would probably want to see those plans for landscaping drawn out. He moved on to discuss the second building, The Noah, which is the larger of the two buildings, and shared specific details on that including the size, number of residential units and commercial space, and parking. He mentioned that with the excess parking over in The Noah, it drops this building's parking to a net negative of three. He believes Mr. Oliver was working with someone on that, but the city doesn't have any definite information on that yet and it will need to be addressed between now and the planning commission review.

Mr. Oliver asked to clarify that it's not as big of a deficit because they are picking up those extra parking spots on the commercial side.

Mr. Smallwood responded that yes, that is correct.

Mr. Hulka asked if there will be permits so residents can park over there.

Mr. Oliver responded yes.

Ms. Davis asked if there is any street parking.

Mr. Oliver responded no.

Mr. Smallwood added that they can't count street parking. Per the code parking can't be counted towards both off-street and required parking.

Mr. Anderson expressed an interest in red curbing in front of the building entirely as well for emergency access. There are a few reasons for that request, one being for access. Two, they also needed access for fire.

Mr. Oliver was told, after speaking with the Fire Marshall, that it would be allowed as long as the city agreed. They didn't want people pulling up and opening the doors, and mentioned bike parking.

Mr. Smallwood showed the elevations, and didn't call anything out in regards to the blank walls because he knows that is where the parking machine will be. They would like to see some sort of architecture or mural there to break up the mass. He referred back to the staff report and that this has been labeled as a horizontal mixed use project, which was largely determined because of the deficit in the commercial requirement. If the applicant wished to do a vertical mixed use project, they would need a total of 2,600 square feet of commercial; however, since that is not the case and they are building a separate building to offset that, staff has determined it a horizontal mixed use project. He discussed the amounts of commercial in the building, and the access directly to Vine Street with a second lobby accessed by the residential. The first floor is largely parking, retail space, separate access and parking. He discussed the parking machine and how it works. The second floor is mostly residential with a fitness room and studio, along with seven units. The third floor has seven units with an exercise/yoga room and an outdoor deck. The fourth floor has seven units, an enclosed patio space and outdoor roof deck. The fifth floor has seven units with a rooftop patio area. The sixth floor is just seven units of residential, each residential unit in the building has a private balcony. The seventh floor only has four units, along with a social room, enclosed patio, and closed patio which are replacing the other three units located in the same space. Regarding the master site plan, he discussed the zone and other requirements for this building. Staff believes the applicant has met the requirements for building orientation. There are outdoor spaces mixed in throughout the building, but also in the play and activity area behind the building that will be shared with the Wyatt, and they feel that is meeting the requirements as well. Elements of the master site plan agreement were outlined in the staff report, and the determination was made while he was writing the staff report, so he didn't expect to have all the information before the meeting tonight; the rest can be addressed during Planning Commission review. The main decision for this committee is the central feature aspect. Staff was unable to identify where to place a central feature for this project, but the language says this has to be addressed. He shared his two options for the committee, a recommendation for the committee to suggest omission of the central feature due to size constraints, or they can have the applicant return after working further with staff on determining some type of central feature.

Ms. Davis asked if the playground could be the central feature.

Mr. Smallwood responded that it's supposed to tie the commercial aspect and the residential aspect together.

Mr. Hall discussed some options for tying those two aspects together, noting that they want the public bodies to be the ones to make that determination.

Mr. Oliver noted that one of the main determinations of the design of this project is that they are trying to mimic, in a way, the Murray Theater; they have done that on both sides. There is also a flagpole on the top of the commercial as well, and that is a type of central feature.

Mr. Anderson added that the commercial is also meant for everyone that accesses those properties with sitting area and xeriscapes.

Mr. Smallwood noted that if those spaces are rentable by the community that could work.

The committee and applicants discussed the details of the publicly accessible and community areas, as well as options for the curbside management plan.

Mr. Smallwood then moved on to discussing the design plan.

Mr. Anderson noted they are trying to work with the neighbor just to the east who has a parking lot, and their offer to make improvements including widening the street, repainting their parking, in exchange for using parking there since very little is used. That has not been confirmed as of yet and they are still looking at alternatives, including property across the road. He also discussed their desire to work on something like a joint parking structure for the Murray Theater.

Mr. Smallwood confirmed that staff has asked the applicants to solve the parking problem before going to the planning commission.

Mr. Oliver noted the garage-type entrance door would be open during business hours. The doors are very safe and quick, activated by motion and intended to keep weather out. There is access from the parking garage into the lobby, and they are planning on moving that elevator door to the lobby from the parking garage. They are working with local residents to see what types of restaurant they would like to see there and the applicants would also have a few small offices in the building with the commercial as well. They have tossed around the idea of keeping a few offices open for the residents to rent out when needed. He discussed with the committee some of the options they are going over for food options inside the buildings and their intention to continue working with the city on the parking.

Ms. Davis asked about the second sidewalk noted, and not seeing a curb cut to access the driveway. Also, how the firetrucks will access the area and where the fire hydrants will be located.

Mr. Oliver responded that they were discussing a rolled curb since it will be a firetruck access as well. The fire access will be on the west side.

Mr. Smallwood believes the building will be sprinkled as well, but doesn't see the fire hydrant access either.

Ms. Davis noted that in the Wyatt they were intending to have dumpsters come out the back with pickup in another location. In this building she is not seeing a barrier for people to not drive into those and asked how trash is getting from the storage location to the pickup location.

Mr. Oliver said the Noah will have one just for residents to access, and when the truck comes in they will have access to the gate and the area has been made extra wide with a curb. The dumpsters are called "The Nova" and they have features that prevent odors from spreading, but can be picked up the same as regular dumpsters.

Ms. Davis asked about the storm drains, noting they are tying in 3 buildings that will be going to the road, and asked what those requirements are.

Mr. Oliver said the vast majority of those lines are for retention basins, with spillover being rerouted around the west side of the Noah.

Mr. Beck agrees that design, architecture and amenities feel like a unique offering that could satisfy the requirements; however, he agrees that it might be nice to discuss the playground/patio area since it now just feels like an afterthought for that space.

Mr. Oliver said they almost designed around it, rather than the other way around, specifically because he is naming these after his two sons. They are very active, so he wanted to make that

a theme for the shared amenities space. Move Strong works with municipalities and schools, their equipment comes in all sorts of colors and they are planning for these to be very neutral. They are like outdoor adult playgrounds, something to draw the residents out. It is definitely a central feature the city and residents will appreciate, and the patio will have a waterfall feature.

Mr. Smallwood discussed bike rack storage on the first floor and noted that there is a requirement on the site plan as well to have a bike rack. He shared where there were originally bike racks and that they have to be relocated, that is still an ongoing negotiation.

Mr. Hulka noted that he didn't have any additional concerns beyond what was already discussed.

Ray Beck moved to approve with the recommended conditions. **SECONDED** by Andy Hulka.

Roll Call Vote:

Kiersten Davis – Yes

Ray Beck – Yes

Andy Hulka – Yes

BUSINESS ITEMS

Election of the Chair and Vice Chair for 2023

Committee and staff discussed options for voting.

Kiersten Davis moved to postpone the election of the Chair and Vice Chair until a future meeting. **SECONDED** by Ray Beck; voice vote was unanimous in favor.

ANNOUNCEMENTS AND QUESTIONS

Ray Beck moved to adjourn the meeting. **SECONDED** by Kiersten Davis; voice vote was unanimous in favor.

ADJOURNMENT

Meeting adjourned at 6:34 p.m.

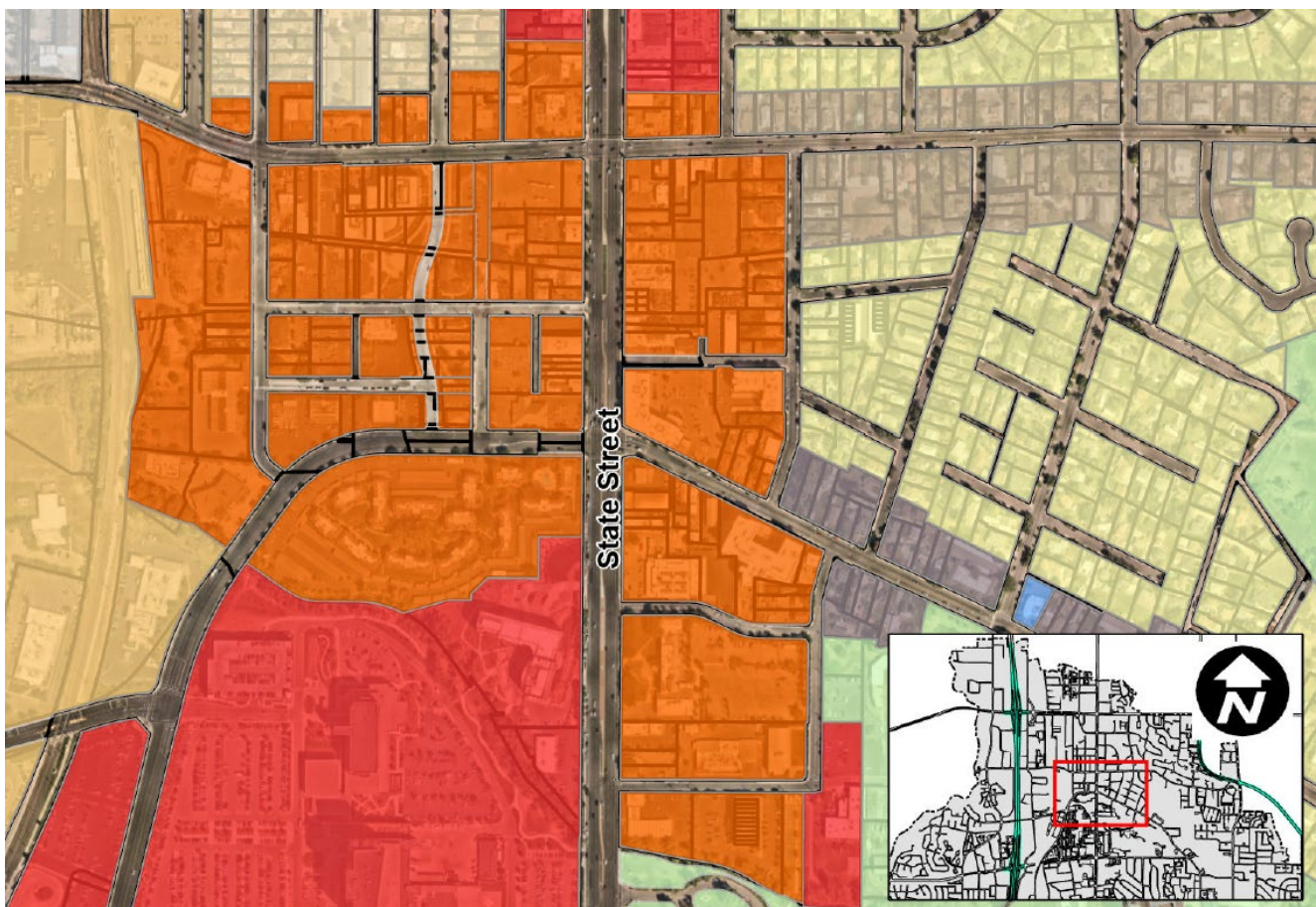


Community Development Director



AGENDA ITEM # 04 MCCD Area Plan

ITEM TYPE:	General Plan Amendment		
ADDRESS:	MCCD Zoning District	MEETING DATE:	January 25, 2024
APPLICANT:	Community & Economic Development Department	STAFF:	Zachary Smallwood, Planning Division Manager
PARCEL ID:	N/A	PROJECT NUMBER:	24-005
REQUEST:	Planning Division requests a review and recommendation to the Planning Commission and City Council on the proposed MCCD Area Plan.		



I. STAFF REVIEW & ANALYSIS

Purpose

Area Plans are documents that help guide growth and decision making within an area. They are not to be used as ordinances or standards that requires strict adherence. Area Plans help to inform the ordinance writing process and provide a roadmap and list of priorities that the city or other interested party should be working towards to ensure the plan is implemented.

The proposed plan does not change the zoning, or character of the area. Its purpose is to inform the Public, Staff, and Elected Officials as to how the area could develop in the future and to provide a framework for those groups to prioritize infrastructure improvements, zone changes, and ordinance updates.

Background

In 2023, the Redevelopment Agency of Murray commissioned a study for the MCCD area specifically looking at what has commonly been referred to as “Block One” this is the combination of properties that generally front 4800 South to 5th Avenue, and State Street to Hanauer Street.

Though the plan has been developed with block one at its core it keeps the larger district in mind. The plan was developed in coordination with Murray’s Planning staff, a resident led steering committee, and multiple public engagement events. Murray contracted with Downtown Redevelopment Services who lead the project through this point.

Review

Planning Division Staff are requesting that the MCCD Review Committee review the proposed area plan and forward a recommendation of approval to the Planning Commission and City Council. Staff has provided a summary of the document below. It is intended to help guide the commissioners in reviewing the plan.

The following is a very basic summation of the area plan, intended to assist in reading the proposed document.

Document Organization:

The proposed area plan is divided into five (5) sections.

Introduction:

This gives an overview of Murray City and the MCCD and describes the central location of the downtown area.

Existing Conditions:

The existing conditions contains multiple components. It begins by looking at Murray as a

whole and outlines demographic information to help the reader understand the context in which Murray is operating. The section then moves on to the built environment within Block One. It specifically calls out the over abundance of surface parking lots, urban design mismatches, and a lack of cohesive pedestrian and bicycle infrastructure. The plan does highlight the recently completed City Hall, its public investments, and the RDA owned properties as unique opportunities for catalytic change. This section ends with a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis for the area.

Public Input Synopsis:

In addition to the 2022 City-wide Survey that was conducted by Y2 Analytics, Downtown Redevelopment Services held an online survey, and two public open houses to gather feedback from residents of the city on what they would like to see downtown. This section goes over the results of that outreach.

Recommendations:

This section lays out eight tangible steps that the city and the RDA should take in facilitating the redevelopment of the downtown area. All of these recommendations were based on recommendations by the steering committee and residents that provided their feedback. The city has already begun starting to work towards implementing these recommendations.

Appendix:

The appendix gives a breakdown on grant opportunities for federal funding of bicycle and pedestrian infrastructure.

General Plan Considerations

The primary goal of the 2017 General Plan is to “guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray”. Based on that primary goal, five Key Initiatives were identified through the public process in developing the General Plan. All five of the five initiatives directly tie into development of the proposed area plan. “City Center District”, notably the very first initiative, calls out that the city center is the cultural and social heart of Murray. It has been at the forefront of both resident’s and city leaders minds for nearly five decades. “Create Office/Employment Centers”, the second initiative, prescribes the importance of creating new opportunities for office and employment. The proposed plan should help to make creating office space easier. The area surrounding the TRAX station should be a wholly contained neighborhood (initiative 3, Livable + Vibrant Neighborhoods) where people can access all their daily needs but should also generate visitors from other neighborhoods in Murray. Initiatives 4, Linking Centers/Districts to Surrounding Context and 5, A City Geared Toward Multi-Modality are tentpoles as the Planning Division and consultant worked to develop the area plan.

II. FINDINGS

Based on the analysis of the proposed amendments and review of the Murray City General Plan, staff concludes the following:

1. The Murray City General Plan provides direction in implementation through five key initiatives.
2. The requested General Plan amendment has been carefully considered based on public input and review of city planning best practices.
3. The recommendations outlined in the plan provide clear, objective goals for the city to move forward in implementing the plan and furthering redevelopment in the downtown.
4. The proposed amendment is in harmony with the Goals & Initiatives of the Murray City General Plan.

III. CONCLUSION/RECOMMENDATION

Based on the background, analysis, and the findings within this report, Staff recommends that the MCCD Review Committee **forward a recommendation of APPROVAL to the Planning Commission and City Council for the proposed amendment to the general plan adopting the MCCD Area Plan as reviewed in the Staff Report.**



MURRAY

UTAH



DOWNTOWN STRATEGIC PLAN

JANUARY 2024

PREPARED BY



Downtown Redevelopment
Services, LLC
Ravenna, OH



- 01 Introduction
- 02 Existing Conditions
- 03 Public Input Synopsis
- 04 Recommendations
- 05 Appendix

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INTRODUCTION

Murray City, Utah is situated directly south of Salt Lake City by approximately 8 miles along Interstate 15, Frontrunner commuter rail line, and the TRAX light rail red and blue lines. The City is within Salt Lake County and serves as a commerce and transportation hub. In addition, Murray's proximity to Salt Lake City and the region makes it a popular residential community for the metro area. Popular community assets include Murray City Park and its three nationally-recognized historic districts, including the Murray Downtown Historic District.

The project area extends from 4800 South to Vine Street and State Street to Hanauer Street. The focus area of this project is a few blocks north of Murray City Park and one block east of City Hall. The district is served by UTA Route 200, which connects to Murray Central Station (Frontrunner and TRAX). While Murray has continued to grow and develop, the downtown area holds prime opportunities for historic preservation and rehabilitation, new development, and improved multimodality.





EXISTING CONDITIONS

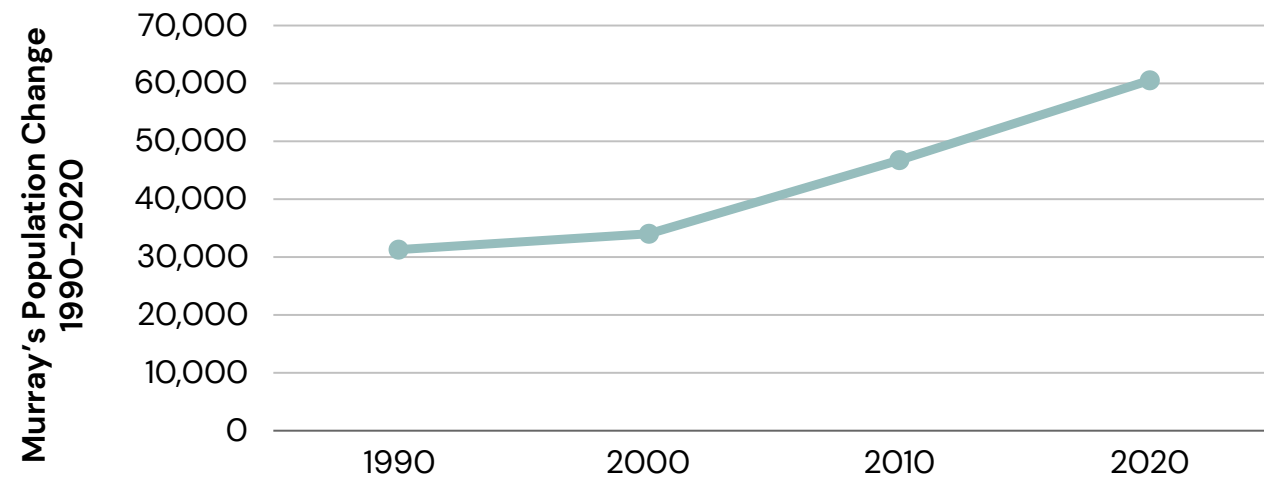
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02/ Existing Conditions

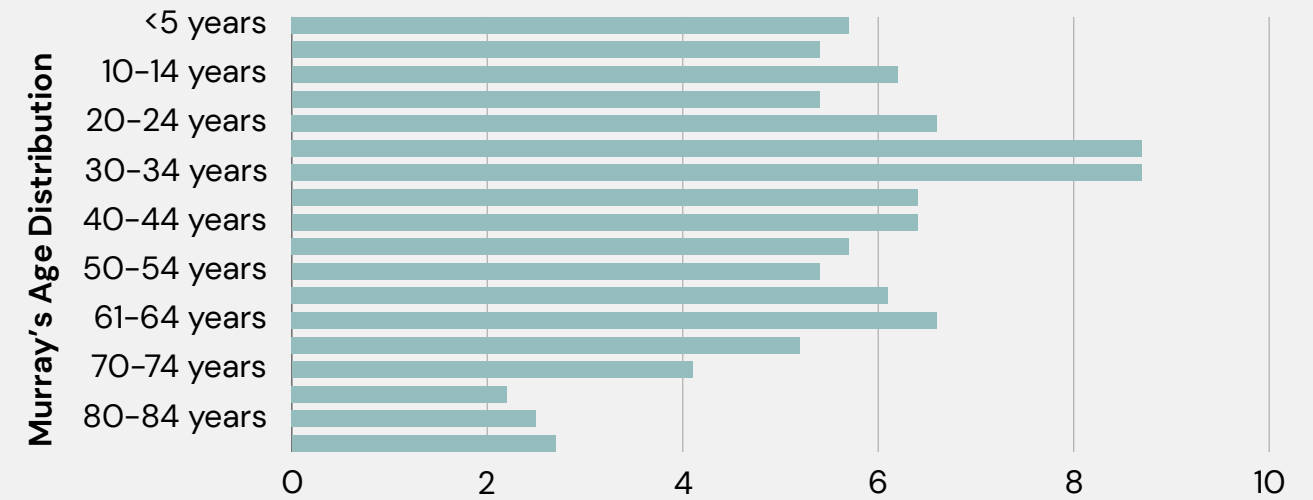
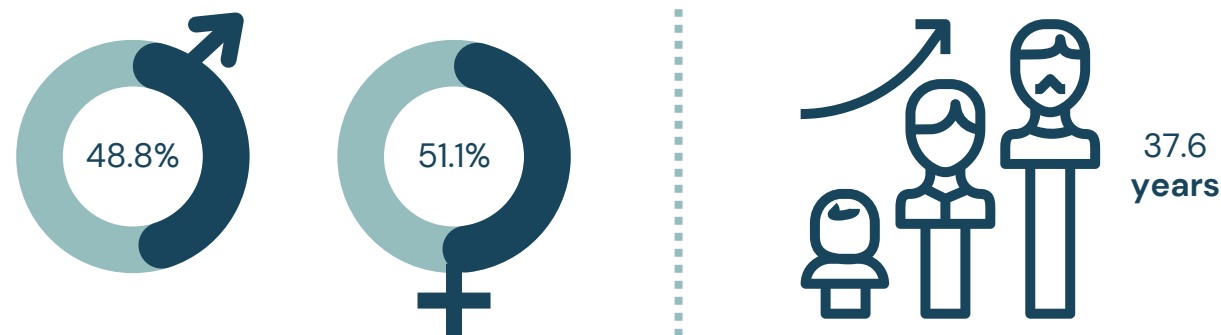
Demographic Analysis

Population

Murray's population has grown significantly over the past four census counts, climbing from 31,828 in 1990 to 50,637 in 2020, a 59.1% increase.



Approximately 48.81% of residents are male, and 51.19% are female, a near-even split consistent with most communities. The median age is 37.6 years, significantly higher than the state median; however, the city's median is on par with that of the county and nation.



EDUCATIONAL ATTAINMENT (ACS 2021 5-YEAR ESTIMATE)	
Educational Attainment	Percentage
Less than High School	4.32%
High school graduate / GED	21.03%
Some college, no degree	26.59%
Associate's degree	10.78%
Bachelor's degree	24.08%
Graduate or professional degree	13.20%

Table X: Murray City Educational Attainment (ACS 2021 5-Year Estimate)

Murray residents are highly educated, with 95.7% having a high school degree or higher and 37.2% having a bachelor's degree or higher.

Employment

For city residents, the following NAICS sectors are ranked from most common to least common for industry employers. The median earnings in Utah for the respective industry for the past 12 months, including part-time and full-time employees, are listed in the right column. These figures do not include individuals who work inside the city and live elsewhere, but only those living in the city. The three most common sectors in Murray are retail trade (12.82%); educational services (11.64%); and professional, scientific, and technical services (10.34%).

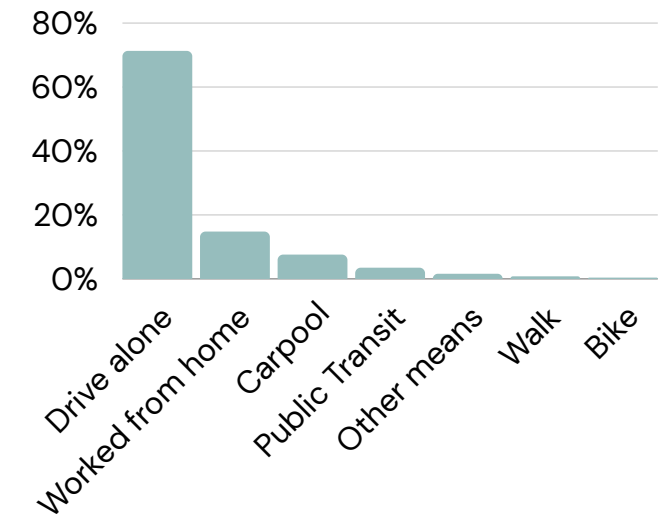
MURRAY, UT RESIDENTS' EMPLOYMENT BY SECTOR			
Industry	No. of Employees	%age	Utah Industry Median Earnings
Retail trade	3,540	12.82%	\$27,113
Health care and social assistance	3,215	11.64%	\$35,430
Educational services	2,855	10.34%	\$34,301
Professional, scientific, and technical services	2,534	9.18%	\$64,216
Finance and insurance	1,950	7.06%	\$52,110

Table X: Murray, UT Residents' Employment by Sector

The figures below represent the number of Murray residents employed in each occupation. Utah median earnings are in the furthest right column for each NAICS category. These figures are a cumulative earnings average over 12 months, including part-time and full-time employees. The three most common occupations in Murray are office and administrative support occupations (14.10%); management occupations (12.09%); and sales and related occupations (10.73%).

Commuting and Transportation Habits

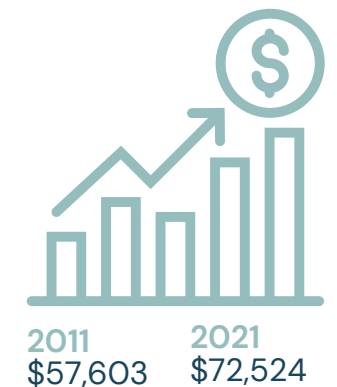
For workers 16 years and over, 2021 commuting patterns were heavily auto-dependent, with 79.0% of Murray residents commuting by driving, of which 71.3% drove alone and 7.6% carpooled. Approximately 14.8% of residents worked from home, 3.5% commuted via public transit, 0.8% walked to work, 0.4% biked to work, and 1.6% commuted via other means.



Extensive light and heavy passenger rail transect the city via UTA's TRAX and Frontrunner. Blue and red TRAX lines serve the city at the Murray North and Murray Central stations. The Frontrunner serves the city at the Murray Central station. While none of these rail lines connect to the historic downtown, Routes 200 and 45 connect the district to Murray Central station via bus service.

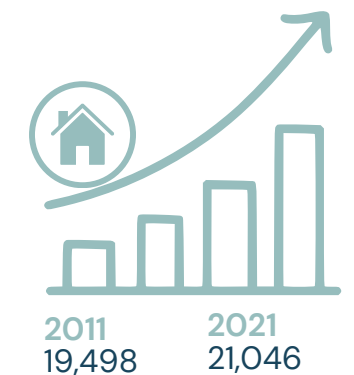
Income and Poverty

Murray's median household income is \$72,524. Murray's median household income has increased significantly from \$57,603 in 2011. The per capita income rose slightly from \$28,416 in 2011 to \$39,482 in 2021. The median income is \$95,348 for families and \$46,994 for non-family households.



Housing

Murray's housing stock consists of 21,046 (ACS 2021) compared to 19,498 in 2011, a 7.9% increase. The city's housing supply is primarily occupied (94.5%) with only 5.5% (1,162) of the units being vacant. Of the 19,884 occupied units, 13,000 (65.4%) are owner-occupied, and 6,884 (34.6%) are renter-occupied.



02/ Existing Conditions

Built Environment

A detailed baseline analysis of existing conditions is vital to formulating downtown strategies and recommendations. This section outlines the results of a thorough assessment, highlighting data retrieved from open-source databases and visual inspections of downtown.

The built environment existing conditions analysis is broken down into the following categories, acknowledging that each intersects with the others.



Built Environment



Pedestrian and vehicular circulation



Urban Design



Real estate and end-user mixture

The built environment existing conditions analysis focuses on outlining the current conditions in the downtown area. Physical ailments, pedestrian uses, and even visible or perceived roadblocks were identified, each providing a deeper level of understanding to help plan for the future of Downtown Murray.





Map X: Crosswalks in Downtown Murray

Overall Findings

Findings result from on-site investigations, aerial assessments, and open-source databases. The information provided is not meant to be a comprehensive list but begins to provide an understanding of how an outsider witnesses Downtown, the interaction of residents, and the overall downtown atmosphere. The findings are prepared to outline general themes and do not propose to make assessments of individual properties.

- ✔ Surface parking lots constitute the majority of the historic downtown area.
- ✔ A mismatch exists between the historic district status and the area's urban design elements.
- ✔ Pedestrian infrastructure is minimal, and bicycle-only infrastructure does not exist.
- ✔ Various occupants throughout the district have resulted in a mixed-use downtown.
- ✔ The new City Hall, Hanauer Street, and other public investments are a catalyst for change.
- ✔ The RDA-owned properties are a prime opportunity to expand the downtown's footprint and improve the experience.



Map X: Crosswalks in Downtown Murray



Built Environment

Downtown Murray has a strong building stock along the west side of State Street with setbacks characteristic of a downtown area and building entrances facing the primary transportation corridor. Buildings in this corridor range from one to three stories with regular fenestration.

Surface parking lots with intermittent detached buildings define most of the historic district. Downtown Murray's underutilized parking lots represent prime opportunities for new development to further a walkable and economically viable district.



Urban Design

Urban design elements are critical in creating and illuminating Downtown Murray's identity. The nationally-recognized historic district has opportunities to highlight its status to the public. Currently, few elements exist to highlight this national recognition.

A few street signs throughout the district mark its status. However, these are rare, including on State Street, a UDOT-owned route. Without public-facing placemaking elements that highlight the historic district status, the public will likely not know about the status.

Evenly-spaced traditional acorn street lighting lines both sides of State Street; however, this does not extend to the local roads. Street lighting has benefits and consequences; it provides safety to drivers and pedestrians but creates light pollution for adjacent homeowners. Design choices can help minimize light pollution.

Similarly, appropriate landscaping enhances the existing buildings and streetscape along State Street, but this does not extend to the local roads. A lack of landscaping and tree coverage is particularly noticeable compared to surrounding older neighborhoods with excellent tree coverage. Shade is essential for reducing the heat island effect of large impervious areas, i.e., roads and parking lots.



Map X: Crosswalks in Downtown Murray



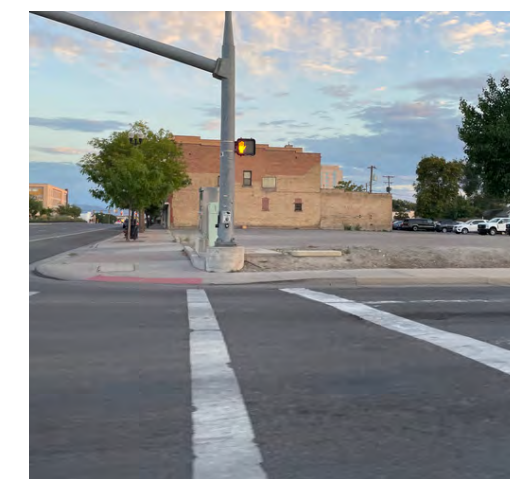
Pedestrian and Vehicular Circulation

State Street is a critical north-south arterial corridor for vehicular circulation through the downtown area, and 4800 S and Vine St are critical east-west corridors. These three arterial corridors are connected by various roads circulating local traffic. Two signalized intersections control traffic on State Street at the intersections with 4800 S and Vine St. Aside from these two signalized intersections, stop signs regulate traffic.

Most roads have ADA-accessible sidewalks; however, the built environment is designed for vehicular circulation and promotes vehicular circulation over pedestrian circulation. Crosswalks are infrequent, and ADA ramps at the intersections are narrow. Overall, more pedestrian infrastructure is needed to ensure pedestrian circulation. Bicycle-dedicated infrastructure does not exist within the downtown area, other than 'sharrows' in which bicycles share the road with vehicle traffic. As of now, bicyclists are primarily sharing the local roads with vehicles which poses safety risks to all users.



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray

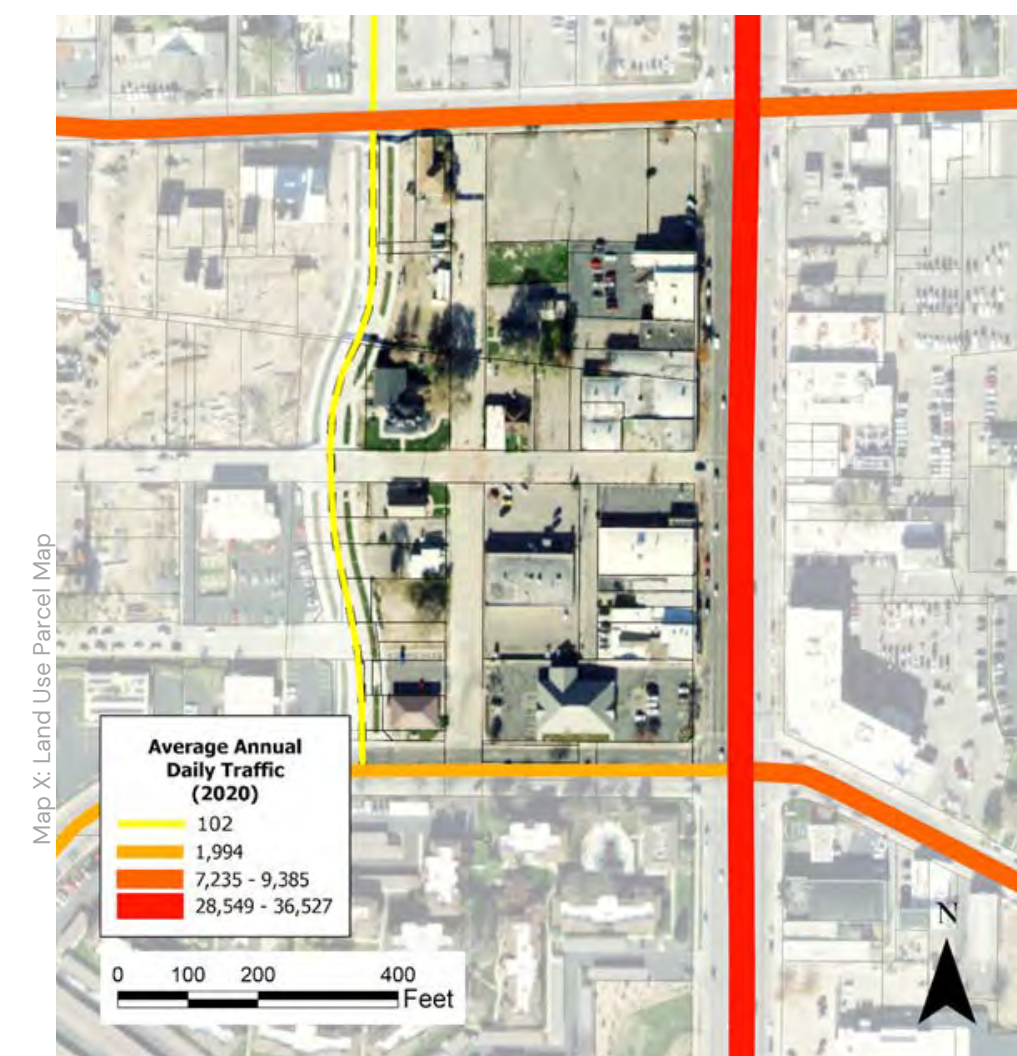
Traffic Volume

Annual average daily traffic (AADT) estimates how many cars travel daily along a specific street or street segment. This number is typically derived by recording traffic counts for an extended period on a particular road. After the traffic counts have concluded, the numbers are examined and determined to represent normal traffic behavior; this data is then used to create an annual daily average.

The highest 2020 traffic volumes in Downtown Murray are recorded on State Street (US-89), reaching nearly 36,527 vehicles per day. State Street runs nearly parallel to I-15, west of downtown, connecting to Salt Lake City and other suburban communities. 4800 S carries approximately 7,000 to 9,000 vehicles per day, and Vine Street east of State Street carries just over 7,000 vehicles. Vine Street west of State Street carries a much lower 1,994 vehicles per day.

Truck Traffic Volume

State Street (US 89) is Murray's main truck route. About 10% of the traffic on US 89 is truck traffic. Trucking routes are essential to local and regional economies, and the ability to move goods is necessary for a comprehensive transportation system. In Downtown Murray, accommodating large tractor-trailers and passenger vehicles can be challenging. In general, tractor-trailers take up more space and require more time to come to a complete stop. High noise levels, road debris, and air pollution are also issues of concern. However, designated truck routes and urban design strategies can help mitigate these challenges.



Real estate and end-user mix

Historic buildings define the nationally-recognized historic downtown district. The City recognizes numerous parcels as being historically significant, governed by §17.170.060 of the Murray Land Use Ordinance.

Historic buildings like these contribute to the district's unique character, sense of place, and attraction amidst significant new construction. There is an opportunity to leverage the historic real estate as the downtown seeks to blend its history with the future.

Building occupants vary throughout the district. Most commercial activity is concentrated along State Street. This corridor has a mix of retail, office, hotel, and service-based businesses. Other commercial occupants are mixed throughout the district.

Most commercial occupants foster or are compatible with pedestrian-oriented environments, such as those in spaces facing State St; however, a few are auto-oriented, including drive-thru banks. All end-users have available vehicle parking on the same parcel or the same block, resulting in excess parking and thus diminishing the walkable environment.

02/ Existing Conditions SWOT Analysis

The existing conditions analysis highlighted strengths, weaknesses, opportunities, and threats (SWOT) to Downtown Murray. These elements affect the downtown area's current condition and future trajectory. Therefore, stakeholders should seek to build upon the strengths, improve weaknesses, capitalize on opportunities, and neutralize threats.

S/ Strengths

1. Downtown Murray is a nationally-recognized historic district with the National Register of Historic Places. The City recognizes numerous parcels as being historically significant.
2. The downtown area is less than a mile from a Frontrunner and Trax station – Murray Central, providing a critical non-vehicle connection to the entire metropolitan area.
3. Downtown Murray is already a solidified mixed-use district, joined by the residential on the fringes and the varied commercial occupants.
4. The Murray City Center Design Guidelines (MCCDG) regulate the district during the design review process, though these guidelines are advisory, not compulsory.
5. Zoning code §17.170 is a well-thought-out code to improve Downtown Murray's urban feel. The code is detailed and tailored to achieve the values set forth in the design guidelines; however, there are opportunities to improve.

W/ Weaknesses

1. Limited landscaping throughout the district increases the urban heat island effect and makes pedestrian and bicyclist activity less pleasant.
2. The urban design mismatch between the historic district status and the area's urban design elements weakens the district's identity.
3. Minimal pedestrian infrastructure discourages pedestrian activity, a vital characteristic of a downtown district.
4. Compounding with the minimal pedestrian infrastructure, the lack of bicycle-only infrastructure further diminishes the multimodal nature of a traditional downtown district.

O/ Opportunities

1. Murray City is a regional retail commercial destination. While most of the current shopping exists outside the downtown area, the destinations are close and are well connected via transit service.
2. Murray City is a Certified Local Government (CLG) with the Utah State Historic Preservation Office (SHPO).
3. Downtown's proximity to Frontrunner and Trax stations provide opportunities to better capture transit riders.
4. The City's young, highly educated, growing population demonstrates the economic opportunity for new entrepreneurs and businesses.
5. RDA-owned land provides a significant opportunity for defining the downtown's character.
6. New medium-density development generates significant tax revenue and additional pedestrian traffic for area businesses.

T/ Threats

1. Tractor-trailer traffic along State Street (US 89) is a significant source of noise and air pollution for the downtown area, especially as passenger vehicles transition to electric sources.
2. The speed limit of 40 miles per hour along State Street is a threat to pedestrian and bicyclist safety in this pedestrian-centric district.
3. Surface parking lots constitute the majority of the historic downtown area, threatening the urban nature of a traditional downtown district.
4. Current minimum vehicle parking requirements raise the development costs for new construction and discourage the redevelopment of existing buildings where the minimum parking requirements cannot be met.



PUBLIC INPUT SYNOPSIS

03

03 / Public Input Synopsis Surveys

2023 Downtown Visioning Survey

Key trends identified in this survey include a daily influx of visitors, a penchant for dining experiences, and a reliance on personal vehicles for transportation.

Streetscape priorities underline the community's desire for intimate, pedestrian-friendly spaces, with preferences for low-rise structures. Services and amenities, both private and public, spotlight the importance of casual dining, parks, and off-street parking facilities.

Housing preferences reveal a nuanced demand for diverse options, from small single-family homes to townhomes. The neighborhood's vibrancy hinges on elements like green spaces, events, and additional retail establishments.

81.3%

of respondents support downtown revitalization.

82.4%

always or nearly always drive to the Downtown, while **70.4%** report that they sometimes walk, bike, or take public transit to Downtown.

Sidewalk amenities, wide sidewalks, sidewalk dining, bicycle lanes, and on-street parking were ranked as the five most important streetscape elements for Downtown Murray.

Accessibility and ease of transportation to and within the Downtown was ranked at **3.6 out of 5.0.**

60.6%

reported that there are safety concerns or issues to be addressed in Downtown.

Pedestrian-friendly, public plazas and green space, high-quality design, off-street parking, and 1-3 stories were ranked as the five most important development characteristics for Downtown Murray.

Casual restaurants, cafes, full-service restaurants, retail and boutique stores, and entertainment venues were ranked as the five most important private amenities or services to have in Downtown.

Parks and public space, public transit, public and civic facilities, off-street parking, and gathering spaces were ranked as the five most important public amenities or services to have in Downtown.

Street trees, event programming, retail or service establishments, dining establishments, and historic building rehabilitation were ranked as the five most important elements for an improved Downtown.

03 / Public Input Synopsis

Public Open Houses

August 14th Visioning Open House

Insights from the Visioning Open House on August 14th highlighted residents' desire to enhance downtown safety, improve cycling infrastructure, and activate pedestrian spaces. Additionally, there was a desire for green spaces, civic plazas, and diverse dining options. Architectural preferences lean toward a blend of historic and contemporary elements, while a strong emphasis on street trees and outdoor dining showcases a commitment to aesthetics and community engagement.



September 6th Draft Recommendations Workshop

Insights from the Conceptual Open House on September 6, 2023, highlighted that residents desire a vibrant, walkable downtown like Park City and Holladay. Key themes include preferences for historic aesthetics, mixed-use opportunities, and the preservation of existing facades. The community envisions improved streetscapes with wide sidewalks, enhanced pedestrian experiences, and walkability, while also expressing concerns about road sizes and advocating for separated bike lanes.

There were varying opinions on shared roadways and activated alleyways, with some preferring them and others preferring the clear definition of space. Preservation of historic buildings and a preference for Holladay's design elements further contribute to the feedback.





RECOMMENDATIONS

04

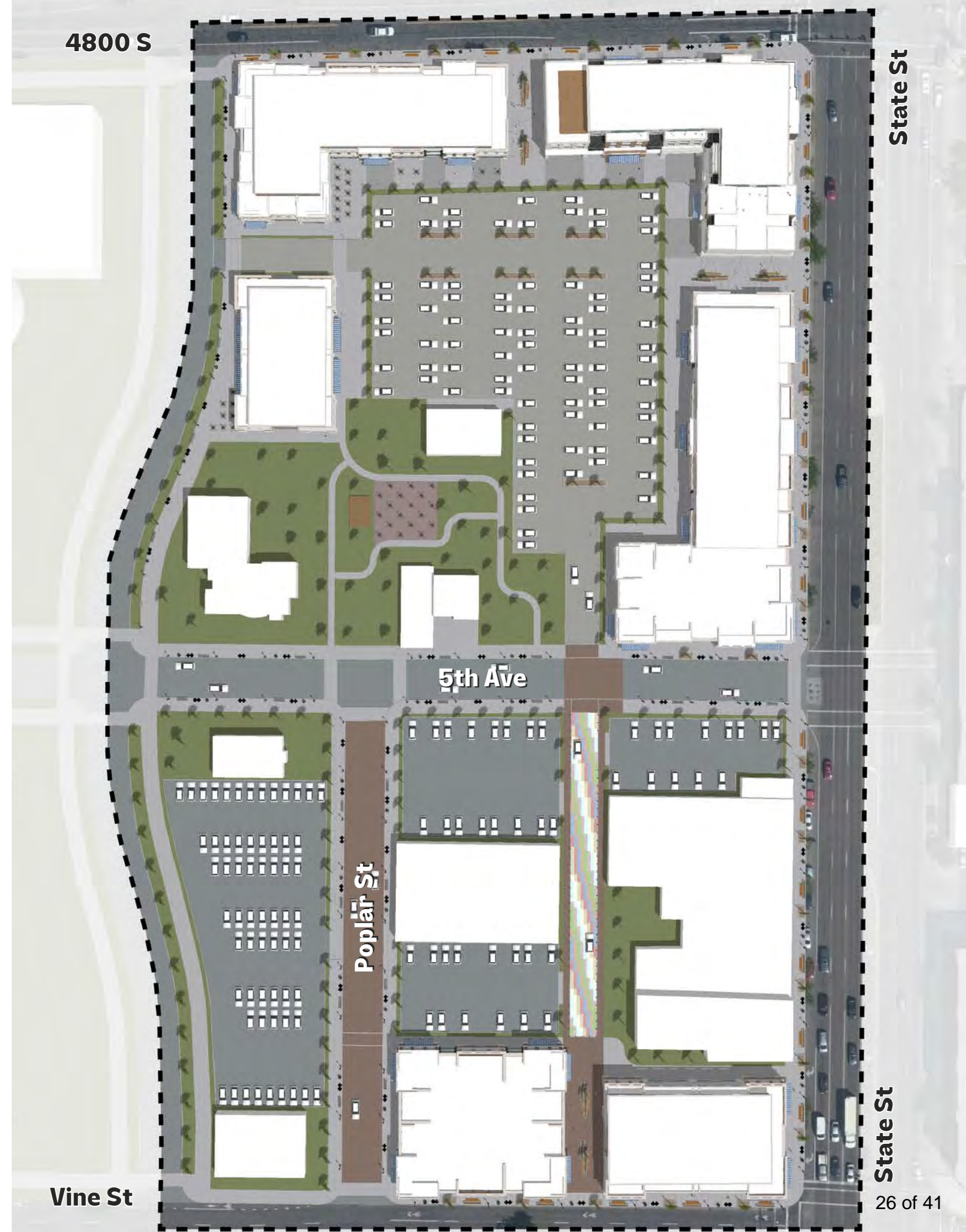
04/ Recommendations

Conceptual Design Recommendations for Downtown Murray

Design and development recommendations for Downtown Murray are the culmination of months of public and stakeholder engagement to determine the future of Murray City RDA owned property, adjacent properties, and public right-of-way in the downtown project area. In an effort to balance historic preservation with growth, these concepts recommend the removal of nine (9) buildings throughout the project area and the rehabilitation or adaptive reuse of ten (10) others.

Over the next five pages, maps and renderings depict the conceptual recommendations and highlight defining elements that are products of this planning process and should be continued through future developments in the project area.

Moreover, the remainder of the recommendations support this recommendation in its execution for both the public and private realm.

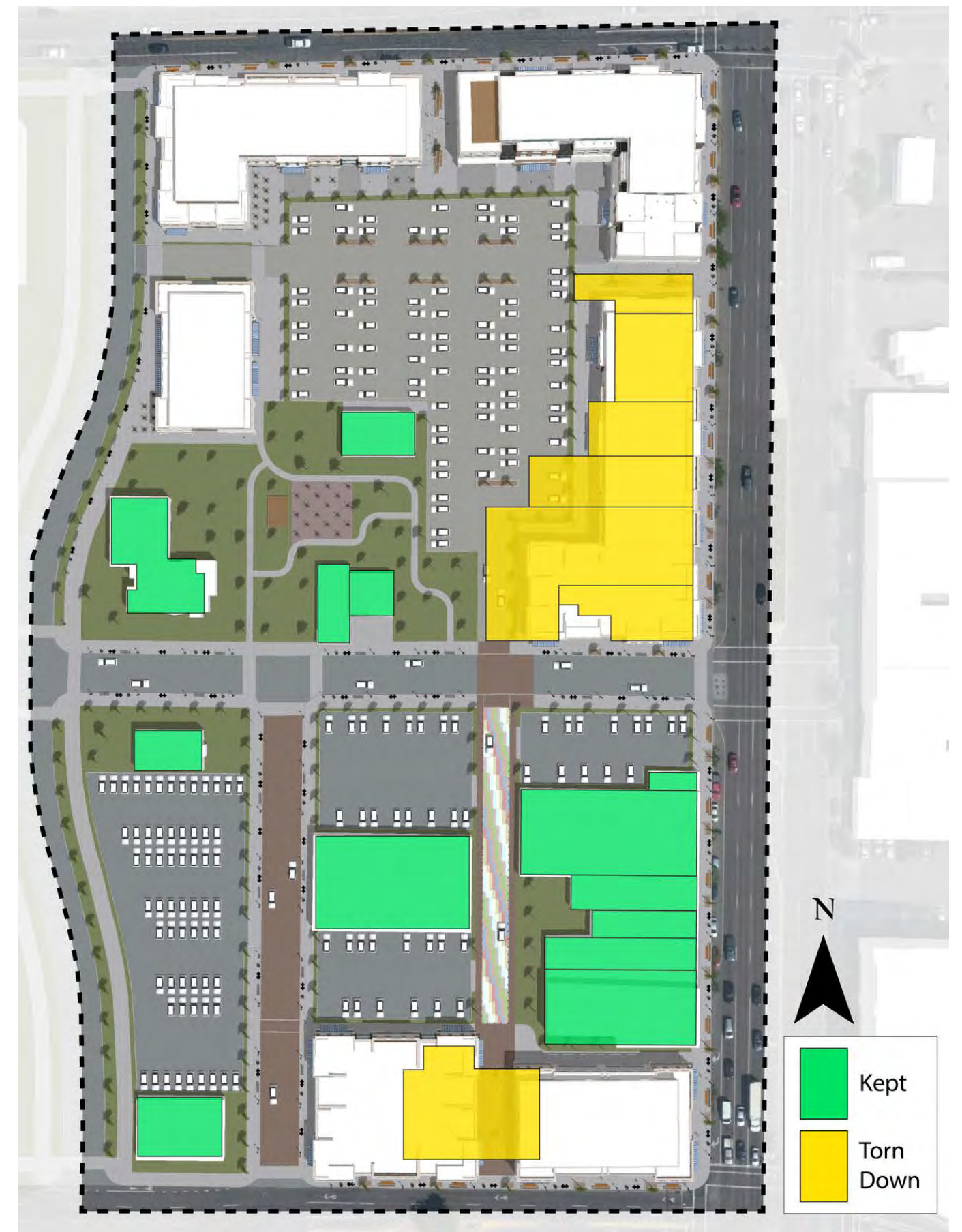




This rendering depicts an aerial view of the proposed improvements in the project area between 4800 South to the north, Vine Street to the south, Hanauer Street to the west, and State Street to the east. This view is looking southwest, and the intersection of State Street and 4800 South is in the foreground.



In the map above, the buildings recommended for removal are marked in yellow, and the buildings recommended to be kept are marked in green. These buildings are overlaid on the existing conditions of the area.



The map above shows the same buildings in the project area, whether kept or torn down, overlaid on a plan view of the recommendations.



This rendering depicts the ideal development type, featuring primarily local brick with glass elements and the opportunity for other secondary materials. This view is from the intersection of 4800 S and State Street looking southwest.



This view is from the intersection of 4800 S and State St looking east along 4800 S. It is worth noting the varied setbacks, materials, and storefront designs. Additionally, ample site amenities help to improve the pedestrian experience.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of Vine Street between State St and Hanauer St. The view is looking north.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of State Street between 4800 S and 5th Ave. The view is looking west.



This rendering depicts two proposed buildings to replace the drive-thru bank on the south end of the project area. The intersection of State St and Vine St is in the foreground, and the view is looking northwest.



This rendering is an aerial view of the recommendations' largest building at the intersection of 4800 S and State St, featuring step-backs and patios on the fourth floor. Adding a stepback past the third floor is a key feature of the recommendation.



This aerial view is mid-block of 5th Avenue Between State Street and Hanauer Street looking north. The recommended new construction wraps around the block with an inner parking lot and a public park on the southwest of the site.



This rendering depicts how the parking lot in the middle of the north block may look, surrounded by new construction and existing buildings. Light-colored pavements and ample vegetation are recommended features to reduce the heat island effect.



This rendering depicts the proposed improvements to the intersection of the alleyway and 5th Ave. Key improvements include a painted alleyway, bollards to protect pedestrians, added trees, and a speed table.



This rendering is of a proposed building located at the intersection of 4800 S and State St, with 4800 S in the foreground.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north side of the building, and the view is looking south.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north and east sides of the building, and the view is looking southwest.

Recommendation #1:

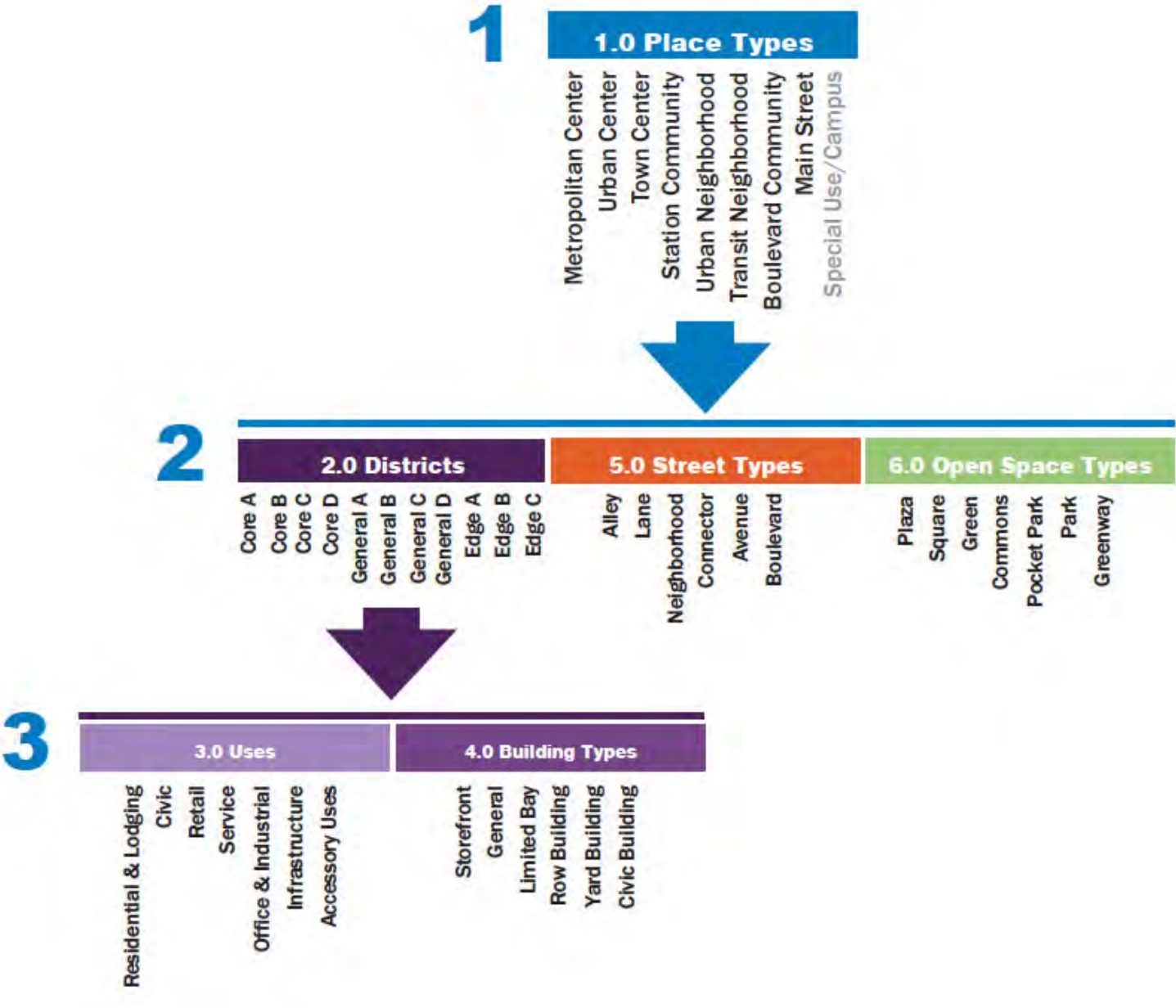
Implement form-based code in the Murray City Center District (MCCD) zoning district.

Public input revealed an affection for Downtown Murray’s smaller-scale architecture but not necessarily any given historic building. Preferred architectural elements include those identified in the conceptual design recommendations on pages 16–18. As the Downtown grows, adapts, and evolves, it will require flexibility in the types and styles of buildings provided.

To support this, it is recommended that a form-based code be prepared and implemented for the existing MCCD zoning district. Implementing a form-based code for the Downtown will result in a hybrid code for the City. Form-based code is an alternative to conventional zoning that enables a more predictable built environment. Rather than primarily regulating land uses, form-based code governs the following.

- Relationship between buildings and the public right-of-way
- Form and mass of buildings in relation to each other
- Scale and types of streets and blocks

Creating a form-based code for the historic district will allow the flexibility needed to support small businesses, promote walkability, enable revitalization, and more. Additionally, this hybrid code will eliminate the need for duplicative design guidelines by incorporating the ideal design outcomes into the code as compulsory for new development. As a result, revitalization may become more common, and new development will be more appropriate for the historic district. As an alternative to this, the City may pursue this form-based code as an overlay district to either address multiple zoning districts or to address a portion of the MCCD district.



Form Based Code Organizational Chart | Source: Wasatch Front Regional Council

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City
Necessary steps:	As a first step, the City Council and staff should review the WFRC Form-Based Code Template. The City should tailor it to the needs of the MCCD to ensure that it meets the needs of future development.

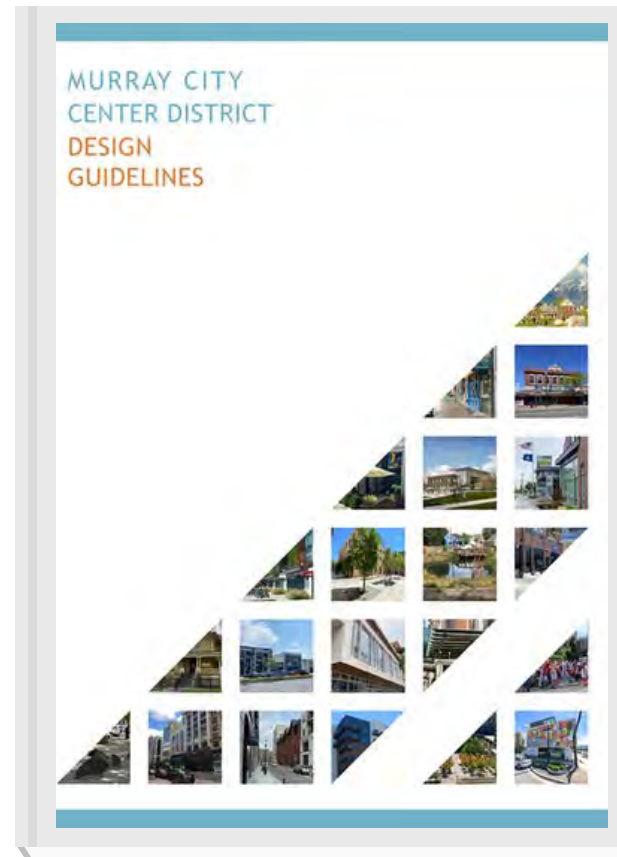
Recommendation #2:

Update and enforce the downtown design guidelines

In 2022, the City adopted advisory downtown design guidelines that proscribe best practices for the downtown area. Ensuring a certain degree of continuity between the historic buildings and new construction will help maintain the community's architectural integrity, creating a timeless appearance.

While these are a significant first step, there are opportunities to strengthen the guidelines. These opportunities are most evident in the materiality and setback/location sections of the guidelines. Public input gathered during the plan highlighted brick as the preferred siding option; however, there are varied siding options that will help maintain Murray's architectural integrity. This chapter should further explore siding options that balance affordability, architectural integrity, and durability.

Moreover, the updated document should also outline a strategy to implement these guidelines. The City can mandate that all redevelopment and development comply through zoning regulations, or it can implement a program to financially incentivize property owners to abide by the guidelines. There may be a mixed approach, requiring the most consequential best practices (e.g., building materials) through zoning. Less consequential best practices may be enforced through grants, other financial incentives, or density bonuses. Determining which



Source: Murray City

The MCCD Design Review Committee (DRC) has an important role in the enforcement of this recommendation. Each development in the MCCD zoning district should have a hearing before the DRC, resulting in a formal advisory recommendation to the zoning staff which will then make a formal recommendation to the Council on approval of a development.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, MCCD Design Review Committee
Necessary steps:	The City should thoroughly review the design guidelines for shortcomings in how the City would like to shape development as compared to the current document, revise as needed, and then adopt a new report.

Recommendation #3:

Perform a parking warrant analysis.

Downtown Murray has a significant amount of parking found both on-street and off-street, in both public and private settings. However, the downtown is faced with two challenges: there are specific clusters where parking can be in short supply on particular days, and mismanagement of existing parking creates artificial supply challenges. Conducting a parking warrant analysis will inventory existing parking, parking duration, and parking turnover frequency. Such information will help identify specific blocks that can benefit from reasonable parking regulations that will improve turnover and increase the customer base for adjacent businesses. It can also inform future development decisions and the need for additional parking. Public and private partners can better meet existing demand and reduce future development costs by identifying present issues and opportunities to leverage existing supply.

Timing:	Mid-Term (3-6 Years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City should identify a scope for the parking study and engage a consultant or dedicate staff time to completing this analysis.

Recommendation #4:

Create an infrastructure project schedule to improve multimodal accessibility within City-owned right-of-way.

Multimodal access and mobility are foundational in a Downtown district, helping to promote active transportation. Pedestrian safety is perceived and actual, defined by feelings of physical safety from vehicles and crime and by data on traffic fatalities and injuries.

The conceptual design elements centered around these core elements (see page 19). To provide further detail of the benefits, outlined below are infrastructure elements that will provide additional safety:

Street and alley lighting (e.g., lampposts, overhead string lights) Street furniture and site amenities (e.g., benches, bike racks, trash receptacles, wayfinding signage) Ample, dedicated space for non-vehicle circulation (e.g., wide sidewalks, regular crosswalks, protected bike lanes/paths) Street features designed to slow traffic (e.g., cobblestone streets, narrow travel lanes, speed tables and bumps)

All of these elements are featured in the conceptual renderings. These projects include the following:

- 5.1. Install shielded or cut-off luminary streetlights throughout the study area, set apart by a maximum distance of 100 feet.
- 5.2. Install benches at least every 100 feet within the public ROW or along primary corridors.
- 5.3. Install trash receptacles at least every 200 feet within the public ROW or at critical intersections.
- 5.4. Install bike racks with a minimum capacity of two (2) bikes every 100 feet and more capacity as the density of origins and destinations increases.
- 5.5. Where applicable, install protected bike lanes on City-owned (non-DOT) roads within the Downtown project area.
- 5.6. Require a 15' setback from the curb for infill development to allow for a wide sidewalk, street trees, and site amenities.
- 5.7. Install crosswalks in all directions at intersections and a minimum interval of 200' feet.
- 5.8. Install a speed table at the intersection of the alleyway and 5th Avenue, as depicted in the conceptual renderings.
- 5.9. Improve the alley off of 5th Avenue as depicted in the conceptual renderings.

Timing:

The project schedule should be completed in the short term (0-2 years), with projects being completed in an order that balances cost with a positive impact on the downtown experience.

Responsible Entities:

Murray City, Murray RDA

Necessary steps:

The City should identify desired improvements and expected costs for each to then rank them in a reasonable project schedule based on available funding. Moreover, the City should dedicate staff time to apply for grant funding, some of which is identified in the Appendix.

Recommendation #5:

Partner with UDOT to improve multimodal accessibility on State Street.

State Street is one of the City’s primary thoroughfares, carrying approximately 41,000 vehicles daily. Balancing the mobility of vehicles with the mobility and accessibility concerns of non-motorists is paramount to the future of State Street.

The City should engage in conversations with the UDOT to identify and pursue opportunities to improve safety for non-motorists as they traverse this corridor.

Timing:	Long-term (7-10 years)
Responsible Entities:	Murray City, UDOT
Necessary steps:	Engage the UDOT Region 2 staff to identify potential projects and improvements for this portion of State Street.

Recommendation #6:

Program public spaces within Downtown Murray.

Much of the City’s programming occurs at Murray Park, including Murray Fun Days and the farmers market. As the downtown area grows, so must the regular programming of the public spaces in the following areas.

- City Hall plaza
- Shared use alley off of 5th Ave between State and Poplar Streets
- Proposed plaza at the corner of Hanauer Street and 5th Ave
- Proposed pedestrian promenade behind the infill development

Event programming should complement existing event programming throughout the City and destinations within the downtown area. When programming events, creating a calendar or highly visible document that advertises them is essential.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City and its partners should identify event programming opportunities to relocate to Downtown public spaces and develop a user-friendly event calendar for all Murray City programming.





Recommendation #7:

Negotiate and enter into a Master Development Agreement (MDA) for the RDA-owned property in Downtown Murray.

The Murray City RDA should release an RFP for a development proposal consistent with the public’s vision for the downtown and highlight elements of the conceptual renderings. The RFP should call for a development that matches the form, massing, and architectural materials of this report’s recommendations.

The development should be privately led; however, the RDA should consider retaining land ownership and entering the land into a land trust to preserve affordability through a long-term land lease to the developer.

Timing:	Short-term (3-6 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The RDA should formulate and release a RFP to solicit development proposals that is consistent with the conceptual recommendations of this report and with public sentiment.

Recommendation #8:

If the downtown revitalization efforts are successful, expand the scope of study to the east side of State Street.

Once the development of the RDA-owned land is complete, the City should consider the future of the downtown area and its role in revitalization. This includes working with downtown-area property owners to identify the highest and best use for their properties and to identify necessary land acquisitions for public needs such as circulation, safety, and recreation.

Timing:	Long-term (7-10 years)
Responsible Entities:	Murray City, Murray RDA, Private property owners
Necessary steps:	The City and RDA should engage property owners on the west side of State Street in identifying opportunities for improvement and growth.



APPENDIX

05

05/ Appendix

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Activity or Project Type	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																															
	Federal Highway Administration													Federal Lands				OST Grant					OST Loan		FTA		NHTSA					
	ATIP	BRJ	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTP	TPP	TPSP	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIFT	IEIA	FTA	AoPP	TOE	402	405		
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$					\$	\$	\$		\$		\$	\$						\$		TA			\$	~\$					
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Bicycle plans	\$		\$					\$	\$	\$		\$		\$	\$	\$				~\$	\$					\$	\$	~\$				
Bicycle helmets (project or training related)	~\$				\$			\$	SSRTS		\$				\$																\$	
Bicycle helmets (safety promotion)	~\$				\$			\$	SSRTS		\$				\$																	
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$						
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$		\$	\$	\$			\$	\$	\$		~\$	~\$	\$	~\$			~\$	\$	\$						
Bike racks on transit	\$		\$	\$				\$	\$					\$	\$				~\$	\$	~\$			~\$	~\$	\$						
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$					\$	\$					\$	\$				~\$	\$	~\$			~\$	~\$	\$						
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$				\$	\$			~\$	~\$	\$	~\$			~\$	~\$	\$						
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$				\$	\$					\$	\$				~\$	\$	~\$			~\$	\$	\$						
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$						
Charging stations for electric bicycles and scooters NEW	\$		\$	\$				\$	\$	\$				\$	\$							~\$		~\$	~\$							
Coordinator positions: State/local (CMAQ/STBG limited)				\$				\$	SSRTS		\$			\$	\$					~\$				~\$	~\$							
Community Capacity Building (develop organizational skills and processes)	~\$											\$			\$					NAE	~\$		TA			~\$	~\$					
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$		\$	~\$			~\$	\$							
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	\$	~\$	~\$					
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$				\$	\$	~\$	~\$					
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$			\$	SSRTS	\$	\$	\$			\$						~\$	~\$										
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$					\$	\$					\$	\$	\$			~\$	~\$	~\$			~\$	~\$	\$						
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$				~\$	\$	\$					\$	\$			~\$	~\$	~\$	~\$			~\$	~\$	\$						
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$						
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$				\$	\$		\$	\$		\$	\$						\$					\$						
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$				\$	\$					\$	\$				\$	\$	~\$	~\$		~\$	~\$							
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	~\$	\$	\$	\$			~\$	~\$							
Pedestrian plans	\$		\$					\$	\$		\$	\$		\$	\$	\$		~\$	\$	~\$	\$					\$	\$	\$				
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$			\$	SSRTS		\$				\$																\$	\$

Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																															
Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																															
Activity or Project Type	Federal Highway Administration											Federal Lands				OST Grant					OST Loan		FTA		NHTSA						
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSE	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405	
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$					
Recreational trails	\$							\$	\$	\$				\$	\$	\$			\$	\$	~\$			~\$							
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	note	\$	\$	\$			\$	\$	\$	~\$	~\$		~\$	~\$						
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$			~\$	\$						
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$		\$			\$	\$	\$			\$	\$		TA		~\$	~\$					
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$			\$						\$					~\$	~\$	\$	\$		
Safety education positions					\$				\$SRTS	\$SRTS		\$			\$						\$									\$	
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$			\$						\$									\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$			\$	\$				\$	\$		TA							\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$				\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$					
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note			
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	note			\$	\$	\$			~\$	~\$	~\$	TA								
Traffic calming	\$		\$	\$	\$		\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$			~\$	~\$						
Trail construction and maintenance equipment	\$		\$						\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$						
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$						
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$						
Training	~\$			\$	\$				\$	\$	\$	\$			\$						\$		TA			~\$	~\$	\$			
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$			\$						\$					~\$	~\$	\$	\$		
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$			\$	\$	\$					
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$			\$	\$	\$			\$			TA			~\$	~\$				

Abbreviations (alphabetical order)

<p>ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p>AoPP: Areas of Persistent Poverty Program</p> <p>ATIIP: Active Transportation Infrastructure Investment Program [web link under development]</p> <p>BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))</p> <p>BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement Program</p> <p>CRP: Carbon Reduction Program</p> <p>FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program</p> <p>FTA: Federal Transit Administration Capital Funds</p>	<p>PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p>PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p>RAISE: Rebuilding American Infrastructure with Sustainability and Equity</p> <p>RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs)</p> <p>RHCP: Railway-Highway Crossings (Section 130) Program</p> <p>RRIF: Railroad Rehabilitation and Improvement Financing (loans)</p> <p>RTP: Recreational Trails Program</p> <p>SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</p> <p>SRTS: Safe Routes to School Program (and related activities)</p> <p>SS4A: Safe Streets and Roads for All</p> <p>STBG: Surface Transportation Block Grant Program</p>
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- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See [23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.

<p>HSIP: Highway Safety Improvement Program</p> <p>IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law</p> <p>INFRA: Infrastructure for Rebuilding America Discretionary Grant Program</p> <p>NAE: Neighborhood Access and Equity Program</p> <p>NHPP: National Highway Performance Program</p> <p>NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program</p> <p>NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)</p> <p>NSBP: National Scenic Byways Program</p>	<p>TASA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)</p> <p>Thrive: Thriving Communities Initiative (TA: Technical Assistance)</p> <p>TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)</p> <p>TOD: Transit-Oriented Development</p> <p>TTP: Tribal Transportation Program</p> <p>TTPSE: Tribal Transportation Program Safety Fund</p>
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Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

[FHWA Programs](#)

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#); [BFP](#); (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).