



WASATCH FRONT REGIONAL COUNCIL

Comprehensive Safety Action Plan

Goals & Next Steps

Transcom Meeting, June 20, 2024
Kip Billings

Goal: Reduce Fatalities and Serious Injuries 2.5%



Supplemental Planning Grant – August 2024

- Roadway Safety Assessment
 - Preparation for Project Work Scope
 - “V2X”
- \$200,000 supplemental planning
 - 20% local match
- Identify up to 6 corridors
- Deadline August 29, 2024

Safety Planning: Applies to` qe

Safe Streets for All (2024)

- Up to 50 projects nationwide

Other Funding Sources (2024)

- STP – 19 projects
- CMAQ – 8 projects
- CRP – 5 projects
- TAP – 10 projects
- TLC – 11 studies
- Other Funding Sources –
 - First/Last Mile
 - UDOT Local Government Grants

Kip Billings
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<https://wfrc.org/programs/csap/>



The Transportation Improvement Program



WASATCH FRONT REGIONAL COUNCIL

Transportation Improvement Program - Today . . .

- 4a. Report on Approved Board Modification
 - Regional Council – May 23, 2024
- 4b. Approve New Board Modification
 - To the 2024-2029 TIP
- 4c. Release the Draft 2025-2030 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment



Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit, and Active Transportation Projects
 - Four Years Funded - Two Years Concept Development
2. In the Urban Areas
 - Salt Lake - Ogden/ Layton
3. Funded by
 - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA

Transportation Improvement Program will . . .

1. Implement the Long Range Plans
 - Highway/ Transit and Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
 - Of the Wasatch Front Area
3. Provide for the Maintenance
 - Of the Existing Transportation System

Transportation Improvement Program Contains

- Lists of Projects
- Including;
 - New Construction
 - Rehab & Maintenance
 - Safety/ ITS
 - Transit, O & M
 - Pedestrian & Bike

Projects in the TIP:

- Represent \$ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality Of Life

Federal Law Requires:

- Financially Constrained
- Conform To Air Quality
- Reviewed By the Public
- Approved by Regional Council



4a - 2024-2029 TIP Board Modification #7

Wasatch Front Regional Council

May 23, 2024

Ben Wuthrich
Wasatch Front Regional Council



2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Additional Funding

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Valley	Cross Town Trail	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	TAP_URB_WFRC (Transportation Alternatives Program - WFRC)	\$3,464,200	\$751,555	<i>Additional Funding</i>	\$700,000	2024
						LOCAL_GOV'T Local Government Funds		\$2,012,645			

The scope of the project is to install sidewalks in areas currently lacking them, bridging the trail gaps between Bangerter Highway and 2700 W, while also incorporating bike lanes along Parkway Boulevard. The bid opened and exceeded all project funding so this additional funding will cover the bid prices and allow for contingency on the project. All of the additional funding is coming from West Valley City.

Salt Lake	West Jordan	7800 South	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	CMAQ_WFRC (Congestion Mitigation/ Air Quality (WFRC))	\$10,219,900	\$1,461,300	<i>Additional Funding</i>	\$1,200,000	2024
						STP_URB_SL Surface Transportation Program - Urban Area Salt Lake (WFRC))		\$4,719,511			
						LOCAL_GOV'T Local Government Funds		\$2,839,089			

The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Improvements include sidewalks, landscaping, curb and gutter, striping, and constructing round-about intersections. In preparation for the project to advertise, the additional funding is coming from West Jordan.

Tooele	Tooele	Tom's Lane	16588	Tom's Lane South; Church Road to Cochran Lane	Extend Tom's Lane from Church Road to Cochran Lane and tying into Erda Way	STP_SU_JHC (Surface Transportation Program - Small Urban (Joint Highway Committee))	\$2,608,867	\$1,478,315	<i>Additional Funding</i>	\$1,023,202	2024
						LOCAL_GOV'T Local Government Funds		\$107,350			

The scope of the project is to extend Tom's Lane to the south from Church Road to Cochran Lane and tying into Erda Way. The extension will be a 2 lane facility. During project design it has been determined that the project is underfunded to meet the project scope. These additional funds will allow the project to proceed forward meeting the original scope.

Various	Statewide	Admin	21395	Grants Submittal Development FY 2024	This funding will be used to develop grant submittals through the balance of the State Fiscal Year.	ST_TRANS_SOL (State Transportation Solutions)	\$350,000	\$250,000	<i>Additional Funding</i>	\$1,000,000	2024
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During the SFY2023 period, UDOT submitted 21 discretionary grant applications. The total funds requested was \$351,262,127 and the Department received \$49,105,902 of additional federal aid. During the SFY2024 period to date, UDOT has submitted 30 discretionary grant applications & is working on 11 more. The total funds requested has been \$649,971,616 and the Department has received \$177,291,021 of additional federal aid, with \$197,716,067 still pending on current applications by USDOT. This funding will be used to develop grant submittals through the balance of the State Fiscal Year.

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Scope Change

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-171	19237	3300 South (SR-171); Initial - Highland Dr. to I-215 Proposed - Highland Dr. to 2700 E	1" Mill and Overlay	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$3,200,000	\$3,200,000	Scope Change	No Additional Funding	2024
						ST_PVMT_LV2 (State Pavement - Level 2 Funds)					

The initial project cost estimates have come back higher than the project value. The project team is requesting to reduce the limits of the project on 3300 South; Highland Drive to (I-215) (milepost 15.6) to Highland Drive to 2700 East (milepost 14.6). The remaining scope will be addressed in a future paving project when the work is necessary.

New Project

Statewide

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Statewide	UDOT	Various	21946	Statewide Bridge Inspection SNBI Data Update	Perform Program Management Services including administering, prioritizing, coordinating, collecting, identifying, checking, reviewing, and managing the efforts associated with the new SNBI program requirements.	ST_GF_BRIDGE (State General Fund - Bridge Program)	\$3,500,000	\$0	Scope Change	No Additional Funding	2024-2029

In May 2022, an updated rule was published to the US Code pertaining to In-Service Bridge Inspections. As part of that update, the Specification for the National Bridge Inventory (SNBI) was introduced as the guide for federally mandated data items that are collected and reported for each structure. This change added 61 new data fields and updated around 90 more for each structure. UDOT is required to start reporting a mix of old and new data in 2026 with a finalized dataset in 2028 on over 3000 bridges. Based on a pilot effort the Structures Division has determined that significant support will be required to help transition existing data and collect new data. The Division is anticipating a two year effort and total cost of \$3,500,000. As the majority of existing data fields are affected, the Division is using this opportunity to perform an in-depth quality control check on inspection data to improve quality and consistency of data in downstream processes. The Department proposes to hire a consulting firm to perform program management services as well as additional consulting firms to assist with collecting inventory data from old plans and other resources to meet the federally mandated requirements. Services will include administering, prioritizing, coordinating, collecting, identifying, checking, reviewing, and managing the efforts associated with the new requirements.

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Var	Bridge Formula Program	Rehabilitation and Replacement of existing bridges to address deficiencies due to aging and deterioration	Bridge Formula Program (BFP)	\$350,000,000	\$135,000,000	Project Scope Change	\$ 45,000,000 Annually	2022-2026
						LOCAL_GOV ^T Local Government Funds		As Required by Bridge Type			

The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration. The five year program (FY22 to FY26) provides Utah with a minimum of \$45M per year. Federal funding has already been apportioned to Utah for this program. At the April 29, 2022 Transportation Commission meeting, the Commission approved the 'bridge list', a list of 90 bridges prioritized based on condition and load restrictions eligible for funding from the BFP. At this time the BFP currently has one bridge replacement complete, four under construction, and forty one bridges currently in design for replacement. Prior to requesting the approval of the FY25 BFP Projects, the Structures Division has re-evaluated the bridges currently on the list and recommends modifying the list as attached.

Justification:

After meeting with local bridge owners and further investigation it was determined that some of the bridges currently on the list:

- are not eligible for the BFP based on current ownership/maintenance agreements with canal companies, as the maintenance and replacement responsibility did not fall on a public entity
- have already been addressed either by the local owner or by another federal program
- are not as high a priority, based on most recent in-service condition inspections performed by the Structures Division

As a result, the Structures Division recommends removing eight local and two state owned bridges from the previously approved bridge list and replacing them with eight different local bridges and two different UDOT owned bridges. The local owner's have been contacted and informed of the proposed changes.

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Programs	ST_GF (State General Fund)	\$624,900,000	\$0	2025 Program	\$624,900,000	2025

The funding levels for the State Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "State Programs funded with State and Federal Funds", for funding assignment and distribution.)

Various	UDOT	Various	Various	Various Locations	TIF funding is primarily used for improving or optimizing capacity and maintenance of projects built with TIF funding	ST_TIF (Transportation Investment Funds)	\$3,196,208,000	\$1,065,918,600	Fund Program Amount	\$2,130,289,400	2022-2030
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From the 2022 Utah General Legislative Session, House Bill 3 included the following language: "The Legislature intends that as projects are prioritized from funds appropriated to the Transportation Investment Fund by this item, the Transportation Commission consider highway projects as they are currently ranked by the Department of Transportation, that the Commission disperse projects statewide geographically, and that the Commission consider projects beyond the normal programming horizon."

In the March & May 2024 Programming Workshops, UDOT presented the list of the Transportation Investment Fund projects that, utilizing the established prioritization process described in Administrative Rule R940-6 (The Prioritization of New Transportation Capacity Projects.), are recommended for programming. The recommendation also includes funding additions to several previously programmed projects. (For specific projects please refer to the attached TIF Highway Projects Prioritized by Commission Table)

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	TTIF funding is primarily used for improving or optimizing transit capacity	ST_TTIF (Transit Transportation Investment Funds)	\$496,900,000	\$212,000,000	<i>Fund Program Amount</i>	\$227,900,000	2022-2027

In the March & May 2024 Programming Workshops, the Department presented the list of the Transportation Investment Fund projects that, utilizing the established prioritization process described in Administrative Rule R940-6 (The Prioritization of New Transportation Capacity Projects.), are recommended for programming. The recommendation also includes funding additions to previously programmed projects. (For specific projects please refer to the attached TTIF Transit Projects Prioritized by Commission Table)

Various	UDOT	Various	Various	Various Locations	Utah Trail Network	ST_TIF_ACTIVE (Active Transportation - Transportation Investment Funds)	\$94,900,000	\$0	<i>Fund Program Amount</i>	\$80,400,000	2024-2025
						LOCAL_GOV'T Local Government Funds		\$0		\$14,500,000	

During the 2023 Utah legislative session the legislature passed SB 185. In that bill there is a provision that allocates \$45 million in on-going funding and \$45 million one-time funding to UDOT to build, operate and maintain a paved statewide trail network.

The vision is for UDOT to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities. This network should be a comfortable and reliable option for those walking, biking or scooting. When built out, the network should create a regional trail spine, or backbone, with local facilities tying in wherever possible, making it seamless for someone to jump on for any distance they need.

Secondary benefits of this trail network include creating opportunities for people to be together outside. This trail network is called the Utah Trail Network or UTN. UDOT created a new Division, the Trails Division, to oversee this funding and implement the UTN program.

In the February 2024 Staff Update Meeting and March 2024 Programming Workshop, the Department recommended Utah Trail Network projects that would use the Active Transportation Investment Funding (ATIF) to evaluate, design, and construct trail projects. (For specific projects please refer to the attached UTN Projects Table Prioritized by Commission)



4b - 2024-2029 TIP Board Modification #8

Trans Com
June 20, 2024

Ben Wuthrich
Wasatch Front Regional Council

2024-2029 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Additional Funding

Ogden \ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	650 North	21457	650 North & I-15	Construct Dual Right Turn Lanes on 650 North to Southbound I-15	R1_TSP (Region One Transportation Solutions Program)	\$1,800,000	\$0	<i>Additional Funding</i>	\$500,000	2024
						STP_FLX_ST STP - Flexible (Any Area) Statewide		\$1,300,000			

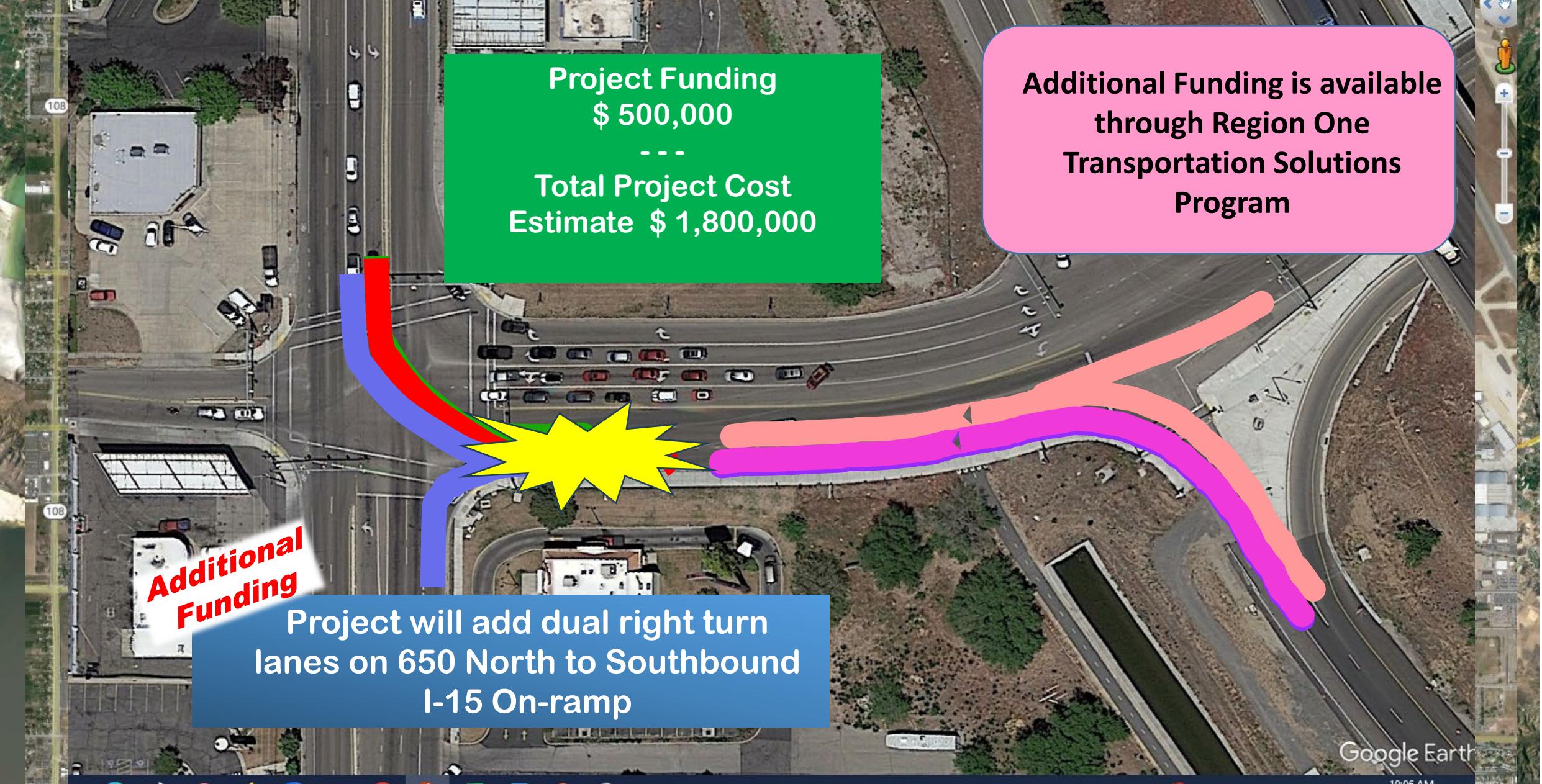
This project will construct dual right turn lanes to accommodate the heavy traffic movement around Hill Air Force Base and is intended to be constructed this summer. The project has been advertised and the bids came in above the engineer's estimate. The cost increase is a result of the increased cost for traffic control and project mobilization cost. The request for additional funds would enable the Department to award the project.

Salt lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Jordan	Pedestrian Bridge	16927	7000 South & 1500 West	Construct a Bicycle and Pedestrian Bridge	CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area)	\$4,793,938	\$1,057,158			2024
						STP_URB SL Surface Transportation Program - Urban Area - Salt Lake		\$442,843	<i>Additional Funding</i>	\$1,935,014	
						LOCAL_GOV'T Local Government Funds		\$108,924	<i>Additional Funding</i>	\$1,250,000	

This project improves pedestrian and bicyclist safety and improves the traffic flow for an important arterial in the community. The location averages more than 500 pedestrian crossings a day. Lights currently alert traffic to a potential crossing but these are only activated during peak times. During off peak hours pedestrians needing to cross the street must do so without the aid of crossing guards or a light. The bridge would allow traffic to flow freely and provide pedestrians with a safe crossing over the arterial street. The project was originally planned to use a bridge that had been obtained from UDOT. After extensive analysis, it was determined that using that bridge would require extensive and costly retrofitting for length and load bearing, and the cost would be higher than constructing a new bridge. Other cost increases were as a result of 1 - The geotechnical evaluation found that the underlying soil conditions would require a deep foundation and the bridge needs to be designed to span the future width of 7000 South.

Davis – UDOT – 650 North – Dual Right-Turn Lanes
650 North to South-bound On-ramps of I-15



Additional
Funding

Project will add dual right turn
lanes on 650 North to Southbound
I-15 On-ramp

Project Funding
\$ 500,000

Total Project Cost
Estimate \$ 1,800,000

Additional Funding is available
through Region One
Transportation Solutions
Program

West Jordan – 7000 South & 1500 West – Construct Pedestrian Bridge



West Jordan – 7000 South & 1500 West – New Construction

Project Type – Bicycle and Pedestrian

Engineers Estimate **\$ 4,793,938.64**

Current Project Budget **\$ 1,608,924.16**

City Commits to . . .

- **Look for Additional Funding to Minimize the Impact on the Surface Transportation Program (STP) Funds**
- **Advertise Project this Fall**

Recommended Funding **\$ 1,499,977**
\$ 1,935,014

Project Cost –
\$ 1,608,900

Funds Request –
\$ 1,499,977

Heartland Elementary School needs to have a pedestrian bridge for the safety of children crossing 7000 South, which is slated to expand from its present 4 lane configuration to a 7 lane configuration in the future. This project will salvage a bridge span from 10600 South and 1300 West to save on project costs.

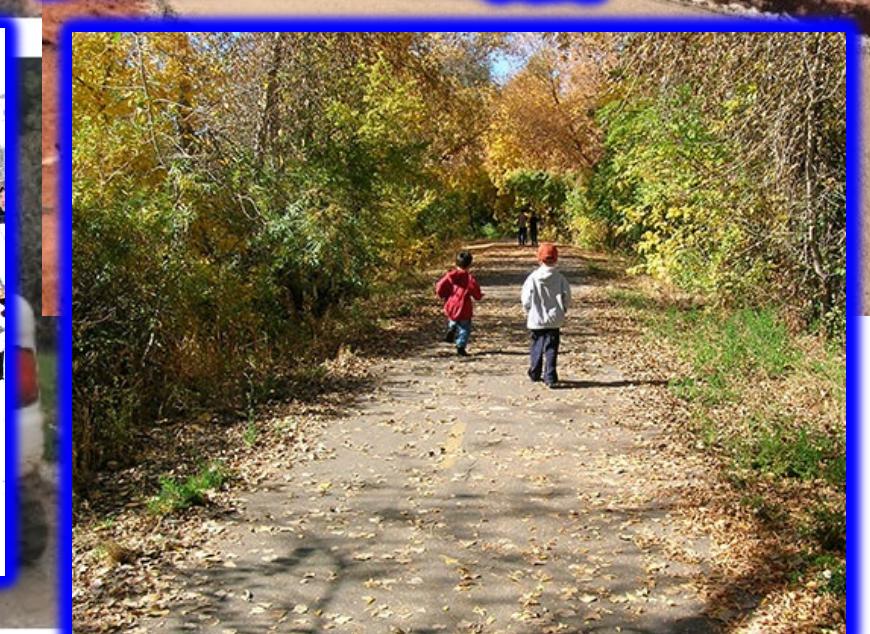
2024-2029 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

New Projects (FFY 2025 Recreational Trails Program)

WFRC Area							
Sponsor	Project Title	Concept/ Type of Improvement/ Location	Total Project Cost	Amount Requested	Award Amount		
Non-Motorized							
Ogden Nordic	Grooming Equipment Storage and Maintenance Shed	Ogden Nordic grooms winter trails in North Fork Park for cross country skiing, fat biking and snowshoeing using snowmobiles and snowcats. This application if a request for funding to build an equipment maintenance and storage building. This is a critical addition to our operations	\$ 152,253	\$ 108,000	\$ 108,000		
USFS Uinta Wasatch Cache	FY2025 UWC Non-Motorized Trails Program	This project is for completing heavy trail maintenance and general maintenance on priority non-motorized trails on the Uinta-Wastach- Cache during the 2025/2026 field season. The work will include new trail development, trail reconstruction, heavy tread work, realignments, drainage work and reroutes. The project also includes various trails for general maintenance.	\$ 274,000	\$ 198,000	\$ 198,000		
USFS Uinta Wasatch Cache	FY25 Uinta-Wastach-Cache Trails Equipment	Purchasing of a mini-excavator that can fit down singletrack trails, attachments, and trailer for the mini-excavator and re-engineering one of the forests SWECO 480 Trail Dozers.	\$ 78,500	\$ 60,000	\$ 60,000		
Snyderville Basin Special Recreation District	UTV Purchase for grooming and other trail related projects.	Project will procure a new Polaris Ranger XD 1500 UTV to utilize for regular trail maintenance and other trail-related projects on our properties. Snyderville Basin owns and maintains over 180 miles of multi-sport and multi-use trails that operate year-round servicing the local community as well as visitors with world-class mountain biking, hiking, cross-country skiing, winter fat tire biking, and much more. This piece of equipment will be critical during the winter months as it will be used to pull a grooming apparatus. We specifically groom over 30 miles of trails in the winter time for the aforementioned multi-use.	\$ 41,201	\$ 32,959	\$ 32,959		
Trout Unlimited	Weber River Fishing Access Trailhead Crossover Replacement - Ph-2	This project (Phase 2) will complete the fabrication and installation of five steel crossovers in locations along the Weber River for the public to cross over landowners' fences. Phase 1 of this project included the fabrication and installation of fifteen steel crossovers. Five of these were fabricated in late 2023 and installed. The remaining ten are in the final phase of fabrication (galvanizing) and will be completed by mid-April 2024 with installation completed by the end of June 2024.	\$ 9,930	\$ 5,200	\$ 5,200		
United States Forest Service - UWC National Forest - Salt Lake Ranger District	Gloria Falls Trail 2025- 2026	The Gloria Falls waterfall has quickly become one of the most popular destinations on the Salt Lake Ranger District, especially for families or those looking for a short hike. However, it currently does not have an official trail and is accessed by a spiderweb of poor quality user trails. We would like to build a new, sustainable, high- quality Forest Service trail to Gloria Falls and close and rehabilitate the network of user trails.	\$ 187,500	\$ 150,000	\$ 150,000		
Farmington City	Farmington Lower Creek Trail	The Lower Farmington Creek Trail is a rustic, faint, narrow and often non-existing trail, exceeding 25% grades for extended sections. In its current state, the trail is not usable to most hikers and is not sustainable. This project will improve the existing Lower Farmington Creek Trail by rerouting it to create a safe, sustainable trail, accessible to all ability levels.	\$ 365,500	\$ 144,850	\$ 144,850		
Motorized							
Utah Avalanche Center	Trail Conditions Reporting Project	The Utah Avalanche Center (UAC) request grant funding to support our Trail Conditions Reporting Project for motorized regions around Utah. This project saves lives by rebuilding the website and mobile app to publish daily avalanche forecasts for eight regions across Utah. These forecasts are a public safety resource that helps prevent avalanche accidents. These online forecasts are analogous to posting a conditions update at every trailhead every winter day. Because this would be impossible, we post them to "virtual trailhead kiosks" via the internet and mobile-friendly app. Our current website and app must be rebuilt because the software platform is at the end of its life, and if we don't rebuild it, the website will not be able to function as a virtual trailhead kiosk. We request grant funding to rebuild the website and mobile app and ensure continued access to lifesaving avalanche safety information for motorized users.	\$ 96,637	\$ 77,279	\$ 77,279		

Recreational Trails Program



Recreational Trails Program (RTP)



- Administered by Utah State Parks
- Motorized and non-motorized
- Revenue from federal motor fuel tax;
- apportioned to each state
 - Utah annually receives about \$2 M
- May be combined use



RTP Funding Amounts

2025 - \$ 2,920,254, 36 projects

Totaling \$ 13,712,542 with Match

**15 Projects totaling \$ 9,960,039
(\$1,264,253 in RTP Funds)**

In the WFRC Area



2024-2029 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

New Project

Salt Lake / West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
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The Transportation Alternatives Program (TAP) includes projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school. Region 2 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2025 and requests approval to add these TAP projects to the current TIP/ STIP.

Salt Lake	Murray	5400 South	22015	Murray Parkway; 5400 South to Sunberry Drive	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$490,000	\$0	New Funding	\$150,000	2025
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UDOT TAP Contribution \$150,000, Local Contribution \$340,000, Total Project Cost \$490,000

Salt Lake	Millcreek	2700 East	22018	Springhollow Drive; 2700 East	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$66,750	\$0	New Funding	\$40,000	2025
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UDOT TAP Contribution \$40,000, Local Contribution \$26750, Total Project Cost \$66750

Salt Lake	Salt Lake County	Creek Road	22016	Creek Road at 2162 East	Construct Missing Sidewalk, Curb and Gutter on south side	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$184,000	\$0	New Funding	\$110,000	2025
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UDOT TAP Contribution \$110,000, Local Contribution \$74,000, Total Project Cost \$184,000

Salt Lake	Cottonwood Heights	Creek Road	22017	Creek Road at 2175 East and 7425 South	Construct Missing Sidewalk, Curb and Gutter on north side	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$262,000	\$0	New Funding	\$150,000	2025
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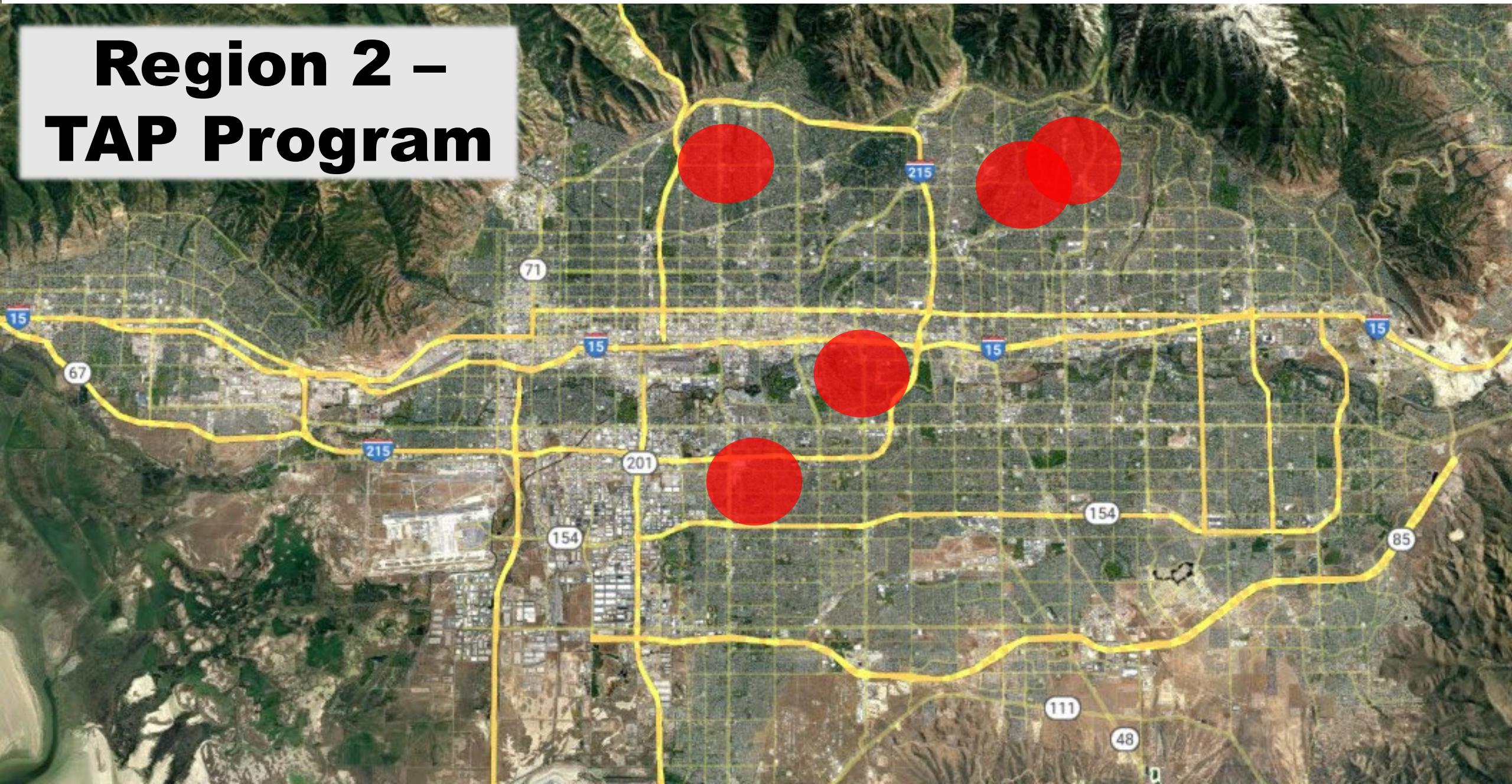
UDOT TAP Contribution \$150,000, Local Contribution \$112,000, Total Project Cost \$262,000

Salt Lake	West Valley	3650 South	18823	3650 South; 2700 West to 3200 West	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$84,000	\$0	New Funding	\$50,000	2023
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UDOT TAP Contribution \$50,000, Local Contribution \$34,000, Total Project Cost \$84,000

Transportation Alternative Program (TAP)

Region 2 – TAP Program





Murray Parkway; 5400 South to Sunberry Drive

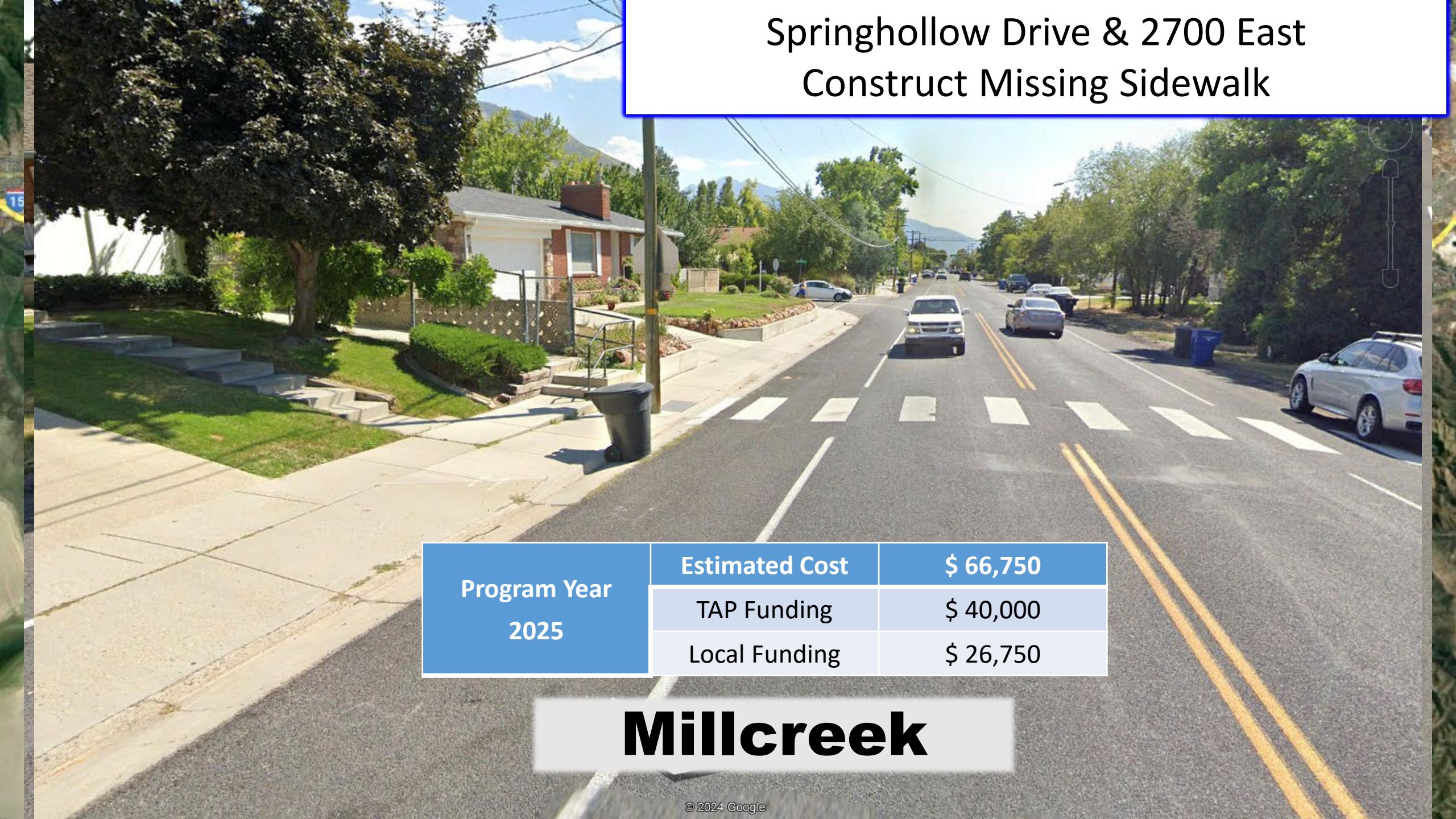
Construct Missing Sidewalk



Program Year
2025

Estimated Cost	\$ 490,000
TAP Funding	\$ 150,000
Local Funding	\$ 340,000

Murray



Springhollow Drive & 2700 East Construct Missing Sidewalk

Program Year
2025

Estimated Cost	\$ 66,750
TAP Funding	\$ 40,000
Local Funding	\$ 26,750

Millcreek

Creek Road at 2162 East

Construct Missing Sidewalk



Salt Lake County

Program Year
2025

Estimated Cost	\$ 184,000
TAP Funding	\$ 110,000
Local Funding	\$ 74,000

Creek Road at 2175 East & 7425 South

Construct Missing Sidewalk, Curb and Gutter

7425 E Crk Rd   Exit Street View



Cottonwood Heights

Program Year
2025

Estimated Cost	\$ 262,000
TAP Funding	\$ 150,000
Local Funding	\$ 112,000

3650 South; 2700 West to 3200 West
Construct Missing Sidewalk



4c - Release the Draft 2025-2030 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment

Trans Com
June 20, 2024

Ben Wuthrich
Wasatch Front Regional Council



Air Quality Memorandum

REPORT NO. 42a

DATE June 20, 2024

SUBJECT *DRAFT - CONFORMITY ANALYSIS FOR THE WFRC 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM.*

ABSTRACT The Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of April 2012 and according to FHWA guidelines found in the IIJA legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2025-2030 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2025-2030 TIP are found to conform.

Wasatch Front Regional Council

41 North Rio Grande Street, Suite 103
Salt Lake City, Utah 84101

2024

January						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February						
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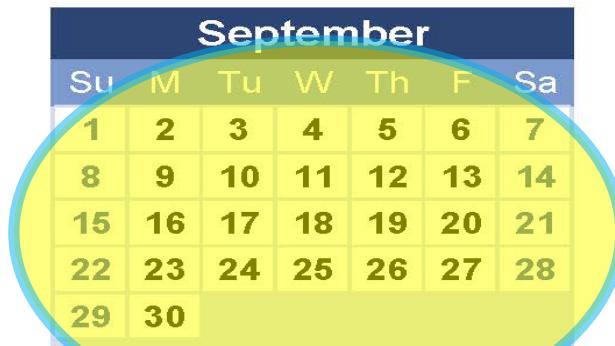
March						
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31						

April						
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May						
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July						
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November						
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December						
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22	23	24	25	26	27	28
29	30	31				

Projects for the 2026 – 2031 TIP Process



TRANSPORTATION IMPROVEMENT PROGRAM

To comment on a project:

Click on a project on the map.

Click the 'Leave Comment' button
and complete the form.

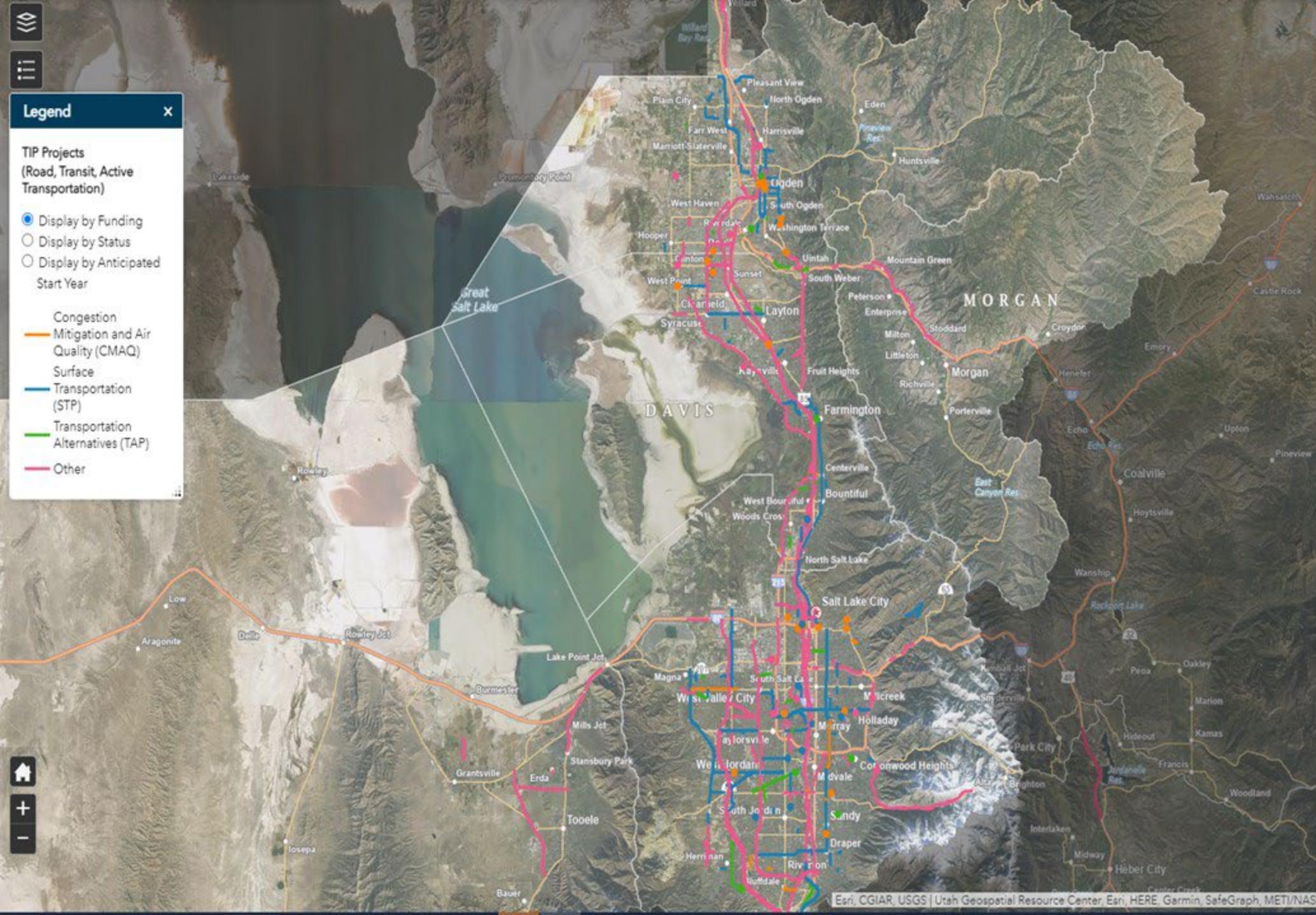
To provide a general comment:

Complete the [general comment form](#).

This map contains most of the projects and programs that are included in the TIP. Some of the projects and programs are impractical to include in the map, but can be located in the [TIP tables](#). These include projects without a single geographic location, as well as programs with numerous small projects, such as maintenance programs.

Learn more about the TIP ...

[Learn more about the RTP ...](#)

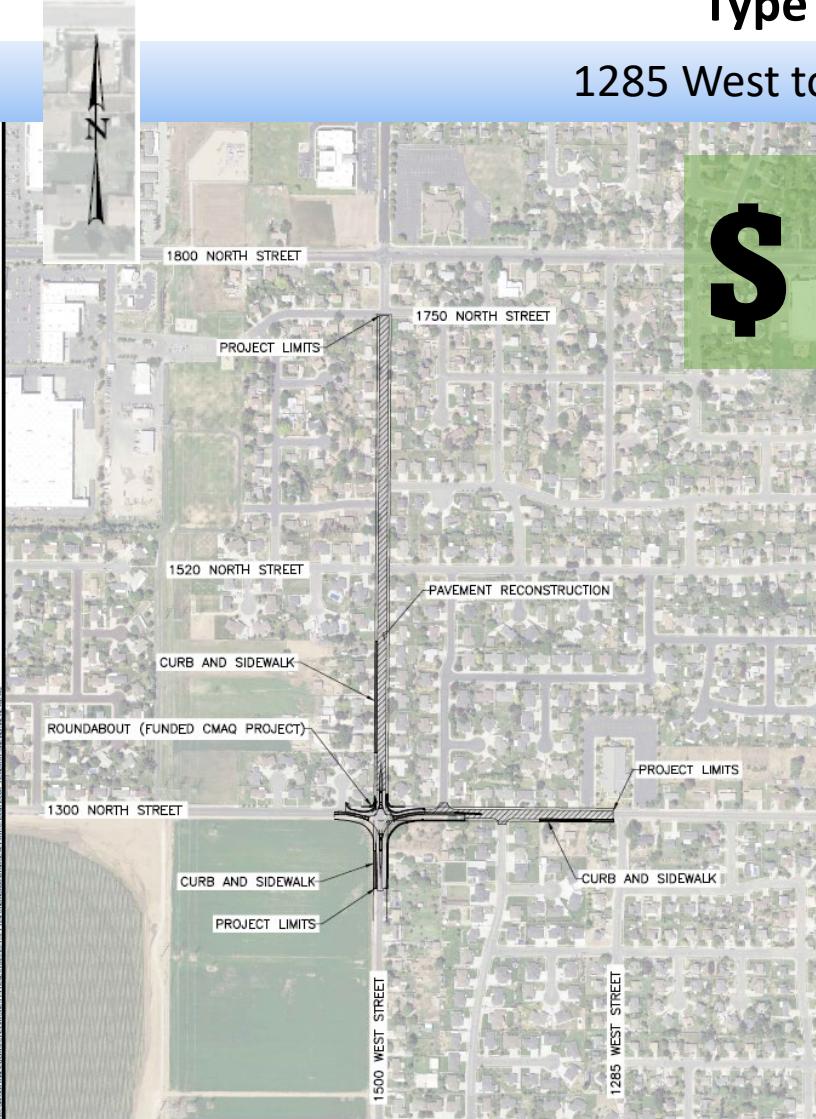


Summary of the Recommended Projects for the Surface Transportation Program (STP)			
Sponsor	Location/ Limits	Project Information	Funding Recommended
		Concept/ Type of Improvements	
Ogden \ Layton Urbanized Area			
South Ogden City	40th Str; Riverdale Road to Washington Blvd.	Phase 2 between Riverdale Road and Washington Blvd. The project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.	\$ 2,000,000
Bountiful City	Parkin Overpass Replacement; 500 West & US-89 (Main Street)	This project will replace UDOT's 1930's vintage railway structure with a new at-grade, signalized intersection while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake.	\$ 2,000,000
Clinton City	1300 North and 1500 West Improvements	This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor.	\$ 1,000,000
Farmington City	SR - 106 (Main Street); Park Lane to Shepard Lane	Project will improve drainage and add pedestrian facilities including storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$ 1,500,000
West Point City	700 South; 4000 West to 4500 West	Project will widen the narrow two lane section to a 3 lane section including shoulder, curb, gutter, and sidewalk on both sides.	\$ 1,500,000
North Salt Lake	Main Street; 350 North to Pacific Avenue	Project will reconstruct remaining section of Main Street including improvements to shoulder, curb, gutter, and sidewalk.	\$ 1,000,000
Harrisville City Corporation	750 West; West Harrisville Road to US-89 (via 1750 North)	Project will widen the narrow 2-lane roadway to a 3-lane facility and reconstruct 750 West including center turn lane, shoulder, curb, gutter, and sidewalk.	\$ 1,500,000
		Programming Total	\$ 10,500,000

Clinton – 1300 North and 1500 West – Reconstruction w/ Minor Widening - Project Type – Reconstruction

1285 West to 1750 North – (0.66 miles)

\$ 1,000,000



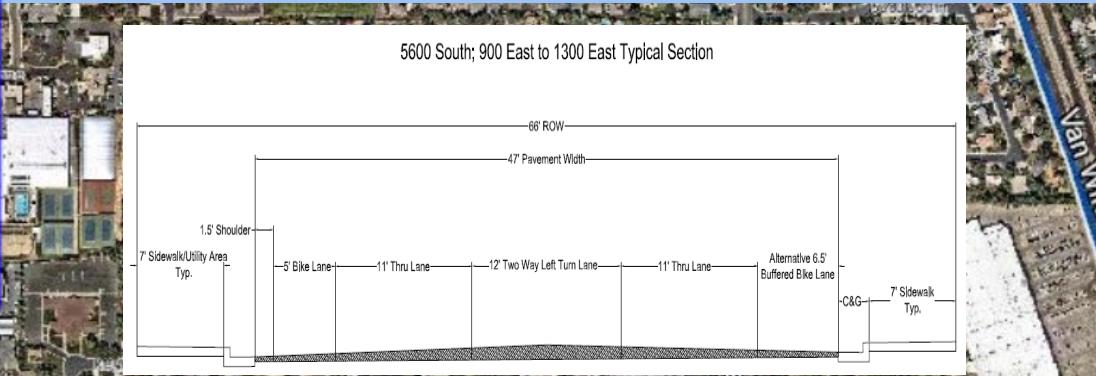
Project Cost – \$ 4,500,000
Funds Request – \$ 1,000,000

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.

Murray – 5600 South – Reconstruction

Project Type – Reconstruction

900 East to 1300 East – (0.58 miles)



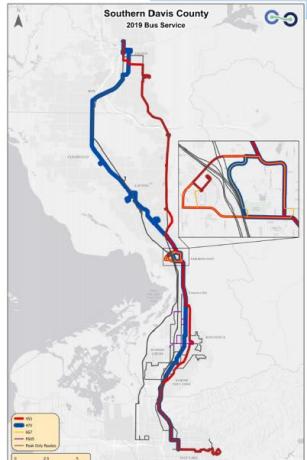
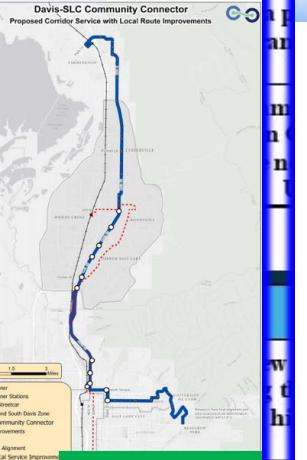
Project Cost –
\$ 9,880,100

Funds Request –
\$ 3,812,606

This roadway from 900 E to 1300 E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and overlay pavement treatment.



Summary of the Recommended Projects for the Congestion Mitigation/ Air Quality (CMAQ) Program

Agency	Name of Project	Project Description -	Recommended Funding
Ogden/ Layton Urban Area			
Ogden City	Ogden City Greenbike Share	The project will increase the amount of e-bikes and add more stations near popular destinations and	\$ 1,000,000
UTA – Davis – Salt Lake Connector Construction	Intersections Improvement - Project Type – Operations		
Davis County to Salt Lake City – (26 Miles)			
			
\$ 2,000,000			
<p>The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.</p>			
Utah Transit Authority	Davis-SLC Community Connector - Southern Davis County to Northern Salt Lake City	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	\$ 1,000,000
Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	Salt Lake City will convert an existing 2-way stop intersection to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution.	\$ 762,000
Sandy City	11000 South 1000 E ast Roundabout	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 4-way stop intersection. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	\$ 2,100,000
			\$ 6,812,000
<p>South Jordan – Jordan River Trail Connection to Frontrunner Station Project Type – Bike & Ped</p> <p>10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)</p>   <p>\$ 1,450,000</p>			
<p>The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.</p>			

Summary of the Recommended Projects for the Transportation Alternatives Program (TAP)

Sponsor	Project Information		Funding Recommended
	Location/ Limits	Concept/ Type of Improvements	
Ogden \ Layton Urbanized Area			
Centerville City	Porter Lane Multi-use Trail; 400 West to Main Street (SR-105)	The project will construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15. Creating a safe off the road facility for students, commuters, residents, and those seeking to access local trails and recreational hot spots.	\$ 178,850
Layton City Corporation	Kay's Creek Trail: Main Street to Hawthorne Drive	The project is to continue the trail alignment connecting safe-routes-to-school, serve as a commuter route, a recreational outlet, and access to downtown shopping for all users.	\$ 450,000
City of North Salt Lake	Center Street sidewalk (Orchard to 340 East)	The project will construct missing sidewalk for school children to get to the crosswalk at Center St and Orchard Dr. The sidewalk will also provide a direct connection to the City's developing Town Center and Hatch Park.	\$ 265,000
North Ogden City	North Ogden Canal Trail Crossing Improvements	This project will construct 2 or more of the four crossing enhancements for the safety and comfort for trail users when crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.	\$ 300,000
Hooper City	Hooper Slough Trail Connection	This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network. (Segment A: 5156 S 5725 W to 5100 S 5500 W and Segment B: 5230 W 4825 S to 5200 W 4600 S	\$ 400,000
			\$ 1,593,850

Hooper – Hooper Slough Trail – Trail Connection

Project Type – Capital Improvement

Segment A (5156 S 5725 W to 5100 S 5500 W)

Segment B (5230 W 4825 S to 5200 W 4600 S) – (1.193 miles)



Project Cost –
\$ 1,103,600

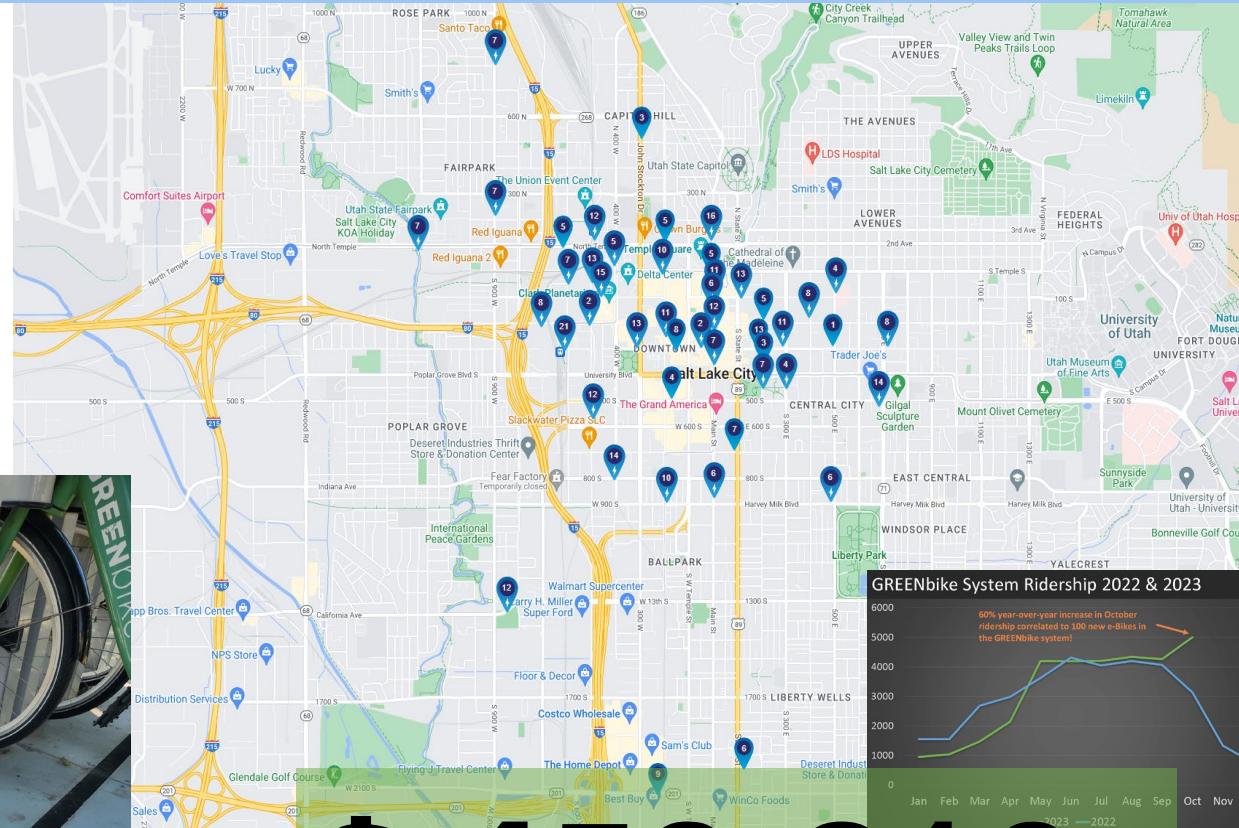
Funds Request –
\$ 960,100

This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network.

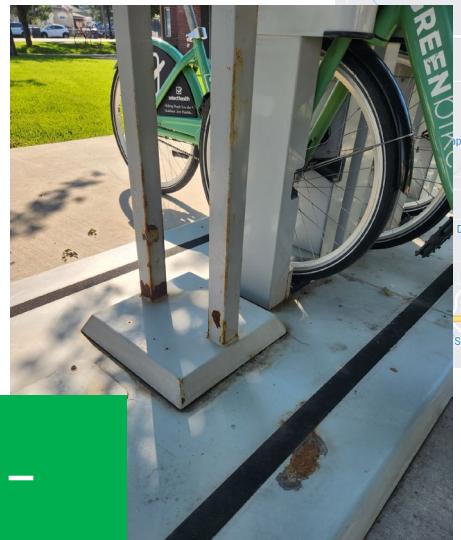


Salt Lake City – Bike Share (GREENbike) Maintenance Project Type – Bicycle

Salt Lake City Proper – (6 sq miles)



\$ 459,810



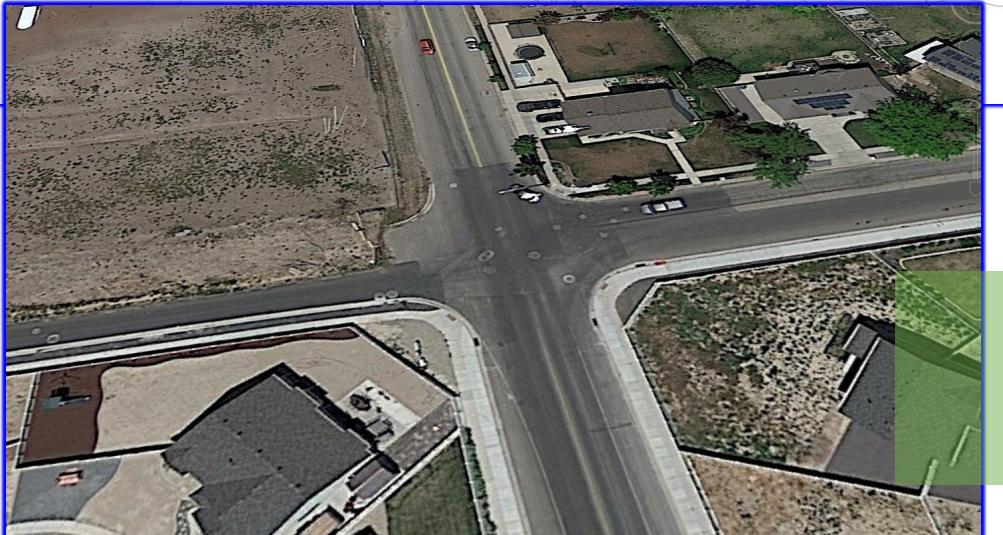
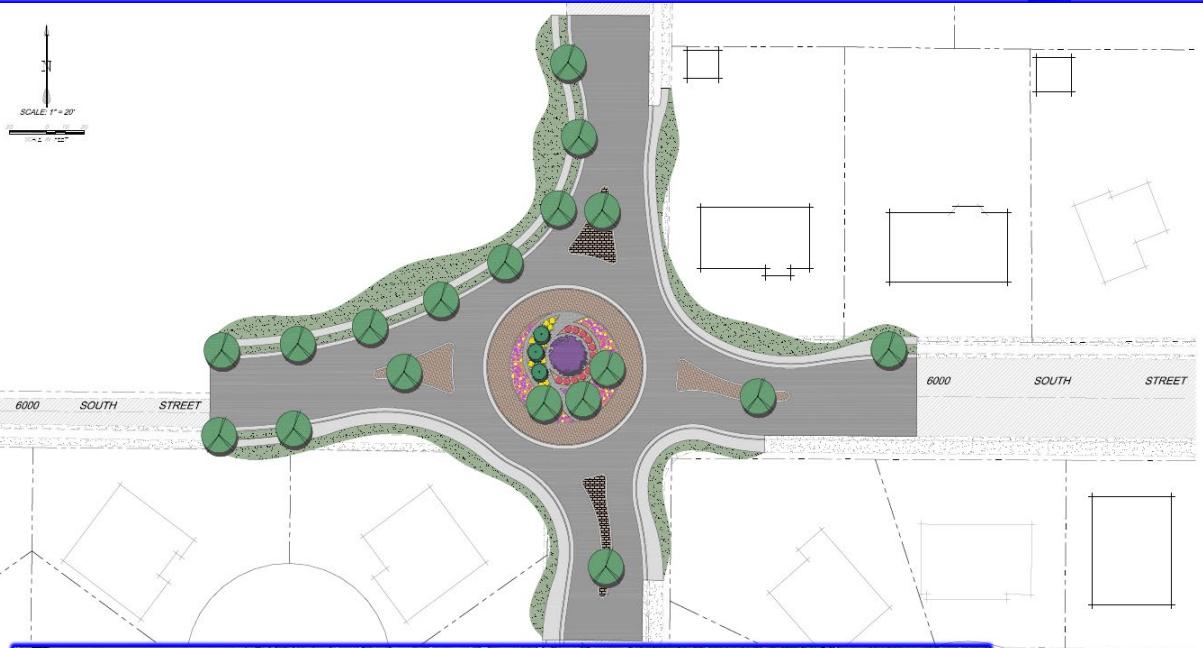
**Project Cost –
\$ 493,200**

**Funds Request –
\$ 459,810**

GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.

Summary of the Recommended Projects for the Carbon Reduction Program (CRP)

Sponsor	Project Information		Funding Recommended
	Location/ Limits	Concept/ Type of Improvements	
Ogden/ Layton Urban Area			
Fair West City	1200 West Harrisville Road Roundabout	The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.	\$ 900,000
Roy City Corporation	4300 West 6000 South Roundabout	The project includes the construction of a roundabout including property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	\$ 900,000
			\$ 1,800,000
Salt Lake Urban Area			
UDOT	12300 South; SB I-15 Offramp to Lone Peak Parkway	This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.	\$ 1,000,000
Riverton City	Construction of Electric Vehicle Charging Stations next to Riverton City Hall	This project will construct four electric car charging stations in the parking area adjacent to Riverton City Hall which is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheatre, and a park. All these facility users will have access to the charging stations.	\$ 385,000
Sandy City Public Works	11000 South 1000 East Roundabout	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 4-way stop intersection. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	\$ 1,100,000
			\$ 2,485,000



Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



\$ 900,000

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.

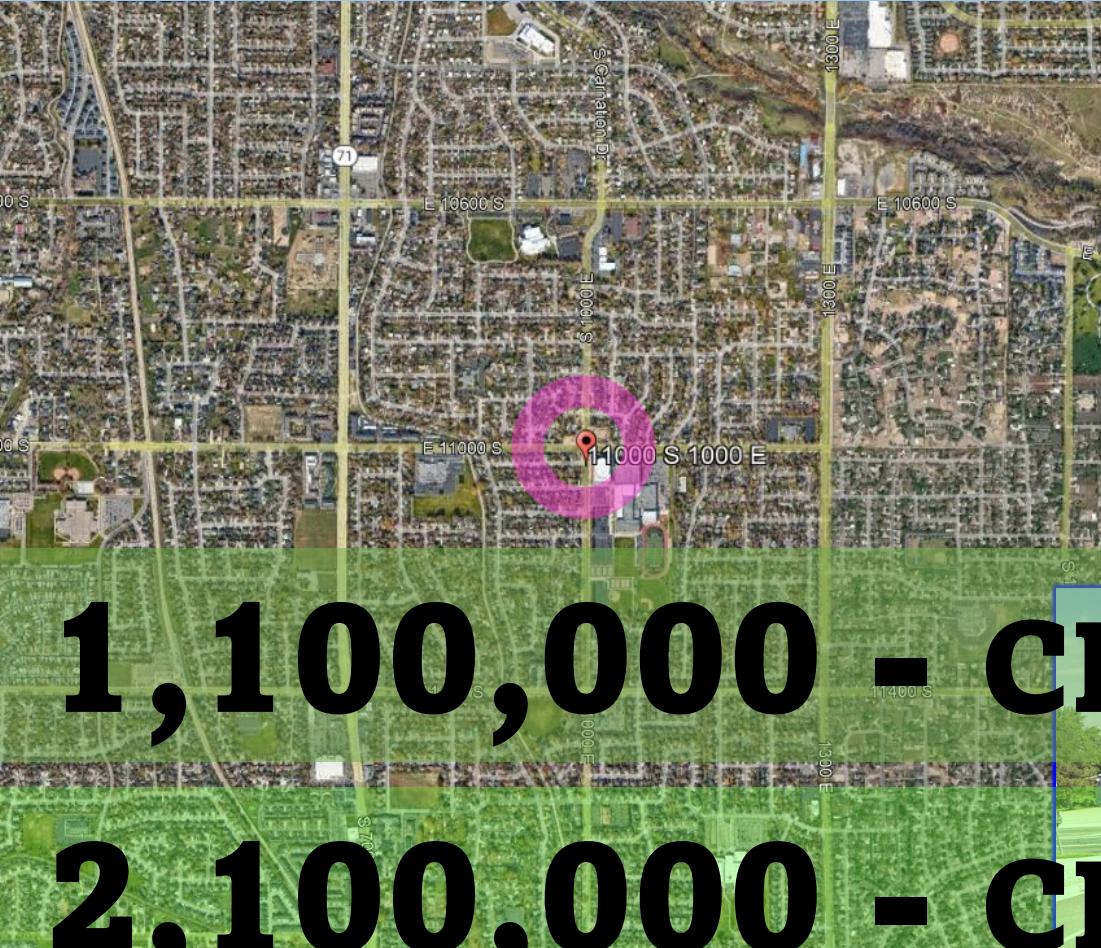
**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.05 miles)



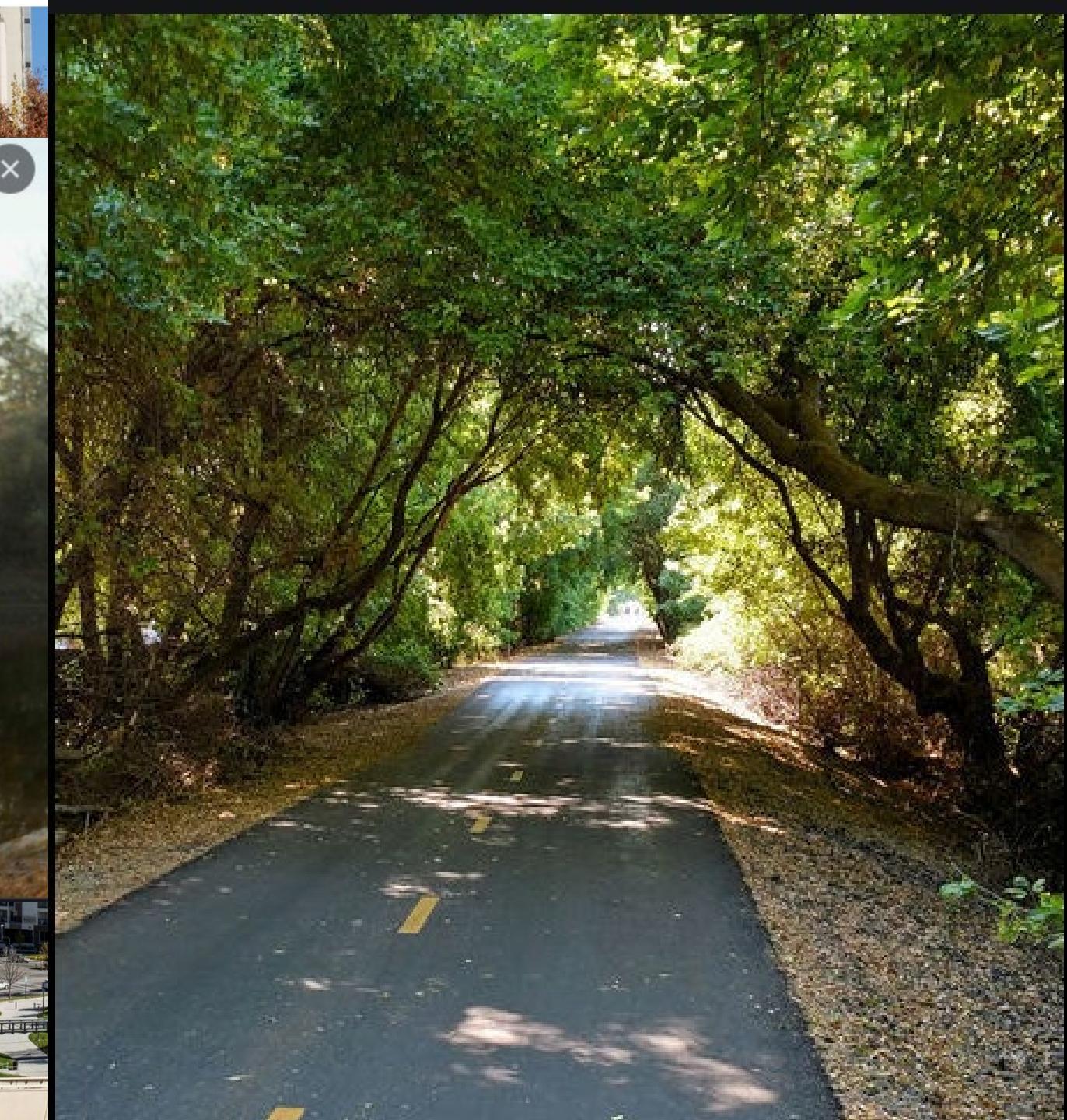
\$1,100,000 - CRP
\$2,100,000 - CMAQ

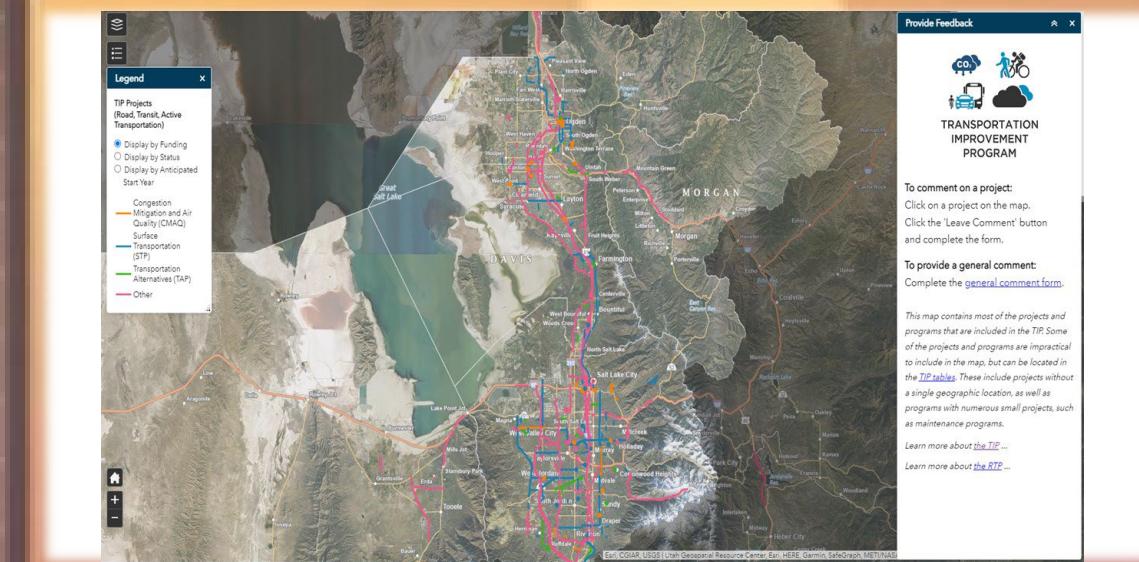
Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.









www.wfrc.org

Cougar Lane Improvements

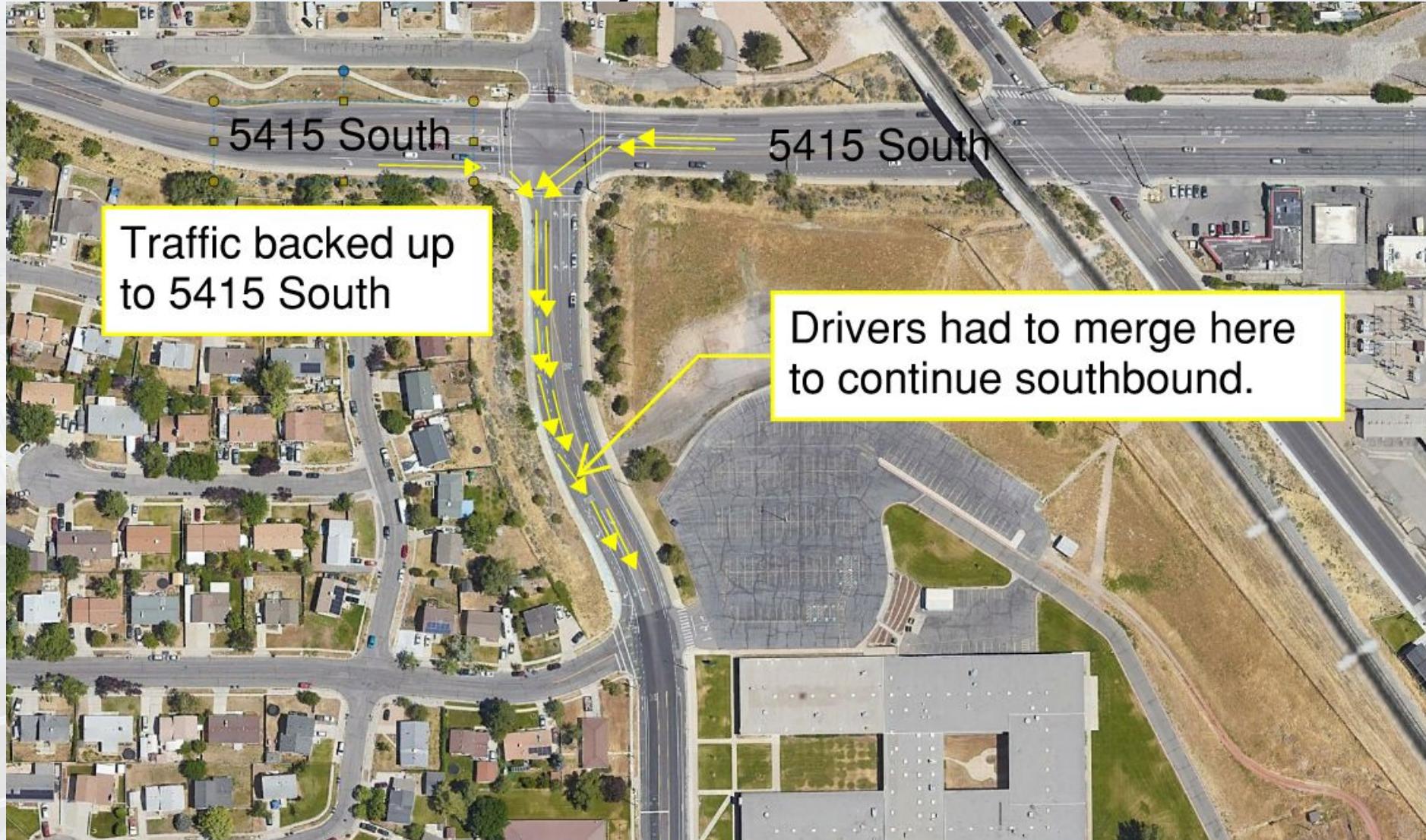
Wasatch Front Regional Council

June 20, 2024

Chad M. Anderson, PE

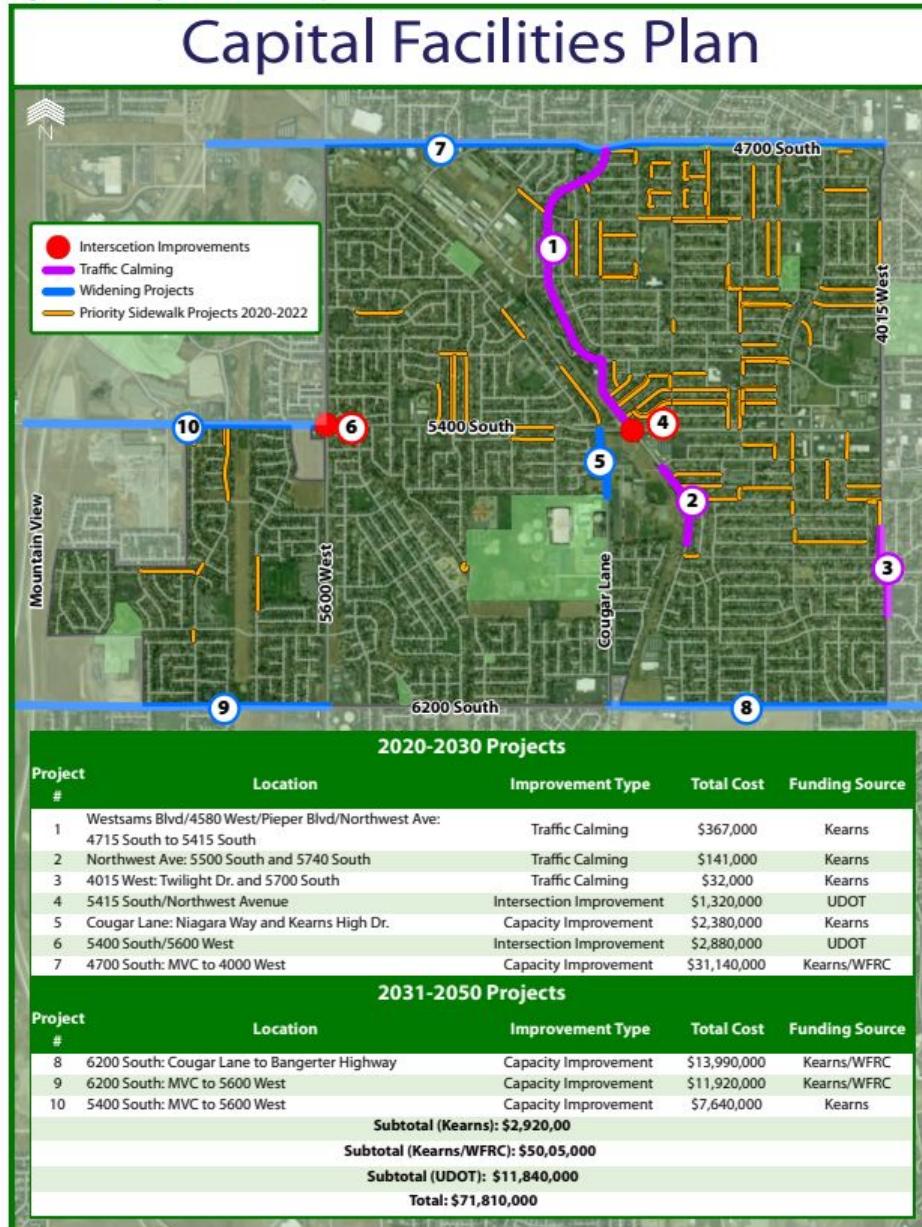


Previous Configuration/Traffic Issues



Kearns 2020 Master Transportation

Figure 1-2: Project List and Map



2020-2030 Projects

- West Sam's Boulevard/4580 West/Pieper Boulevard/Northwest Avenue** – This project would add traffic calming to these streets to slow traffic on by adding speed humps and narrow travel lanes. This project would narrow the travel lanes and add bike lanes for the length of the project.
- Northwest Avenue** - The project would extend the existing speed humps on Northwest Avenue south between 5500 South and 5700 South. The project also includes restriping Northwest Avenue to define and visually narrow the travel lanes to further slow traffic.
- 4015 West** – This project is to restripe 4015 West from Twilight Drive to 5700 South to narrow the travel lanes through the s-curve. The project is designed to help slow traffic through this area that has been a concern of residents.
- 5415 South/Northwest Avenue** – This intersection improvement project would address existing traffic congestion and driver confusion. These improvements could include the addition of dedicated right-turn lanes, advanced signage, lane markings, or signal improvements as identified in a future intersection study.
- Cougar Lane** - The project would extend the second southbound lane on Cougar Lane from Niagara Way to Kearns High Drive. Cougar Lane would be widened through this section to accommodate a second travel lane and maintain the existing bike lane.
- 5400 South/5600 West** - This improvement project would address existing traffic congestion at the intersection. These improvements could include the addition of a dedicated right-turn lane on 4700 South, dual left-turn lanes on 5600 West, signal improvements, or an innovative intersection as identified in a future intersection study.
- 4700 South** - The project is to widen 4700 South to a five-lane road from Mountain View Corridor to 4015 West. The project is designed to improve existing congestion and provide for additional east/west capacity and is also planned for in the WFRC RTP in phase 1 (2019-2030).

2031-2050 Projects

- 6200 South: Cougar Lane to Bangerter Highway** – This project would widen an approximately one-mile segment of 6200 South from 5 lanes to 7 lanes to reduce existing traffic congestion. The project is also identified in the WFRC RTP in phase 2 (2031-2040).
- 6200 South: Mountain View Corridor to 5600 West** – The project would widen or restripe 6200 South to 5 lanes to reduce existing congestion and provide future capacity to access Mountain View Corridor. The project would match the existing 5 lane roadway section 6200 South east of 5600 West.
- 5400 South** – This project would widen and restripe the corridor to 7 lanes between Mountain View Corridor and 5600 West. The primary purpose of the project is to add capacity between Mountain View Corridor and USANA Amphitheater to help alleviate event related traffic congestion that currently impacts Kearns roadways.

MAP 5.1 PROPOSED PROJECTS

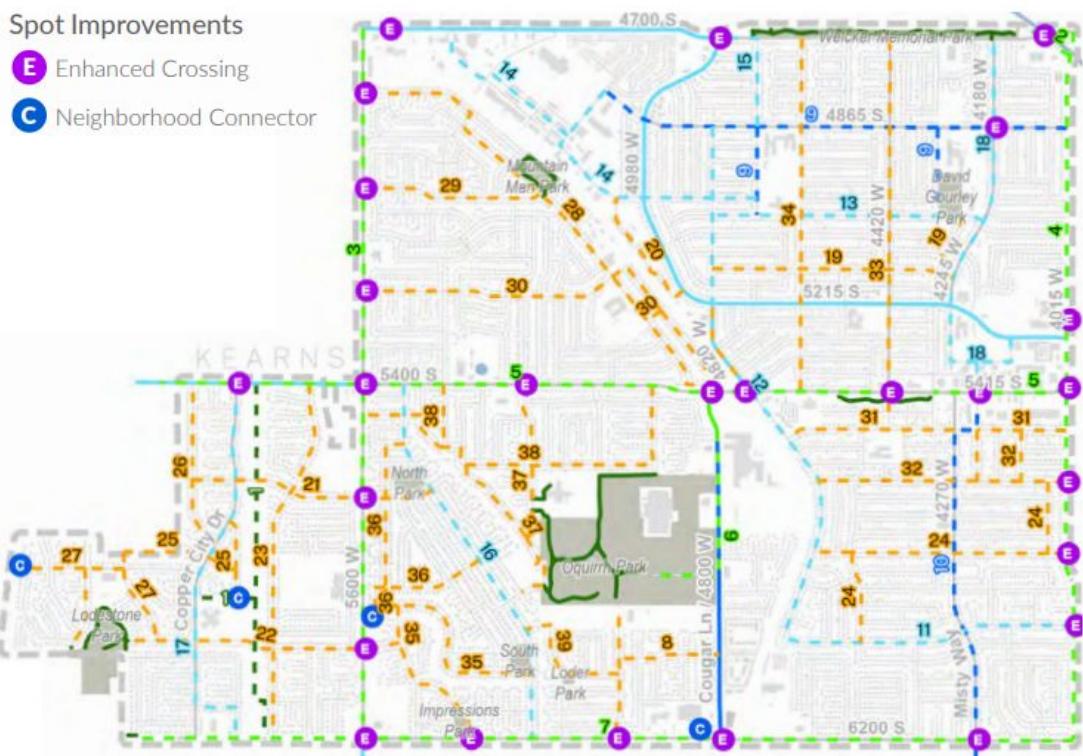
Proposed Projects

Existing Facilities

-  Bike Lane
-  Buffered Bike Lane
-  Marked Shared Roadway
-  Sidepath
-  Shared-use Path

Spot Improvements

- E** Enhanced Crossing
- C** Neighborhood Connector

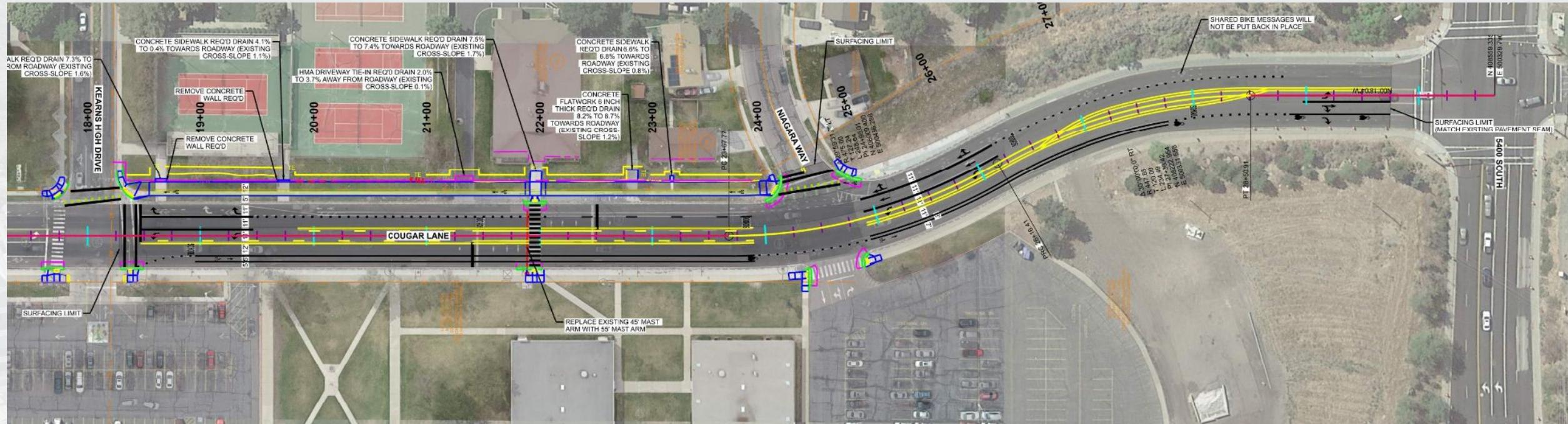


Kearns Active Transportation Plan

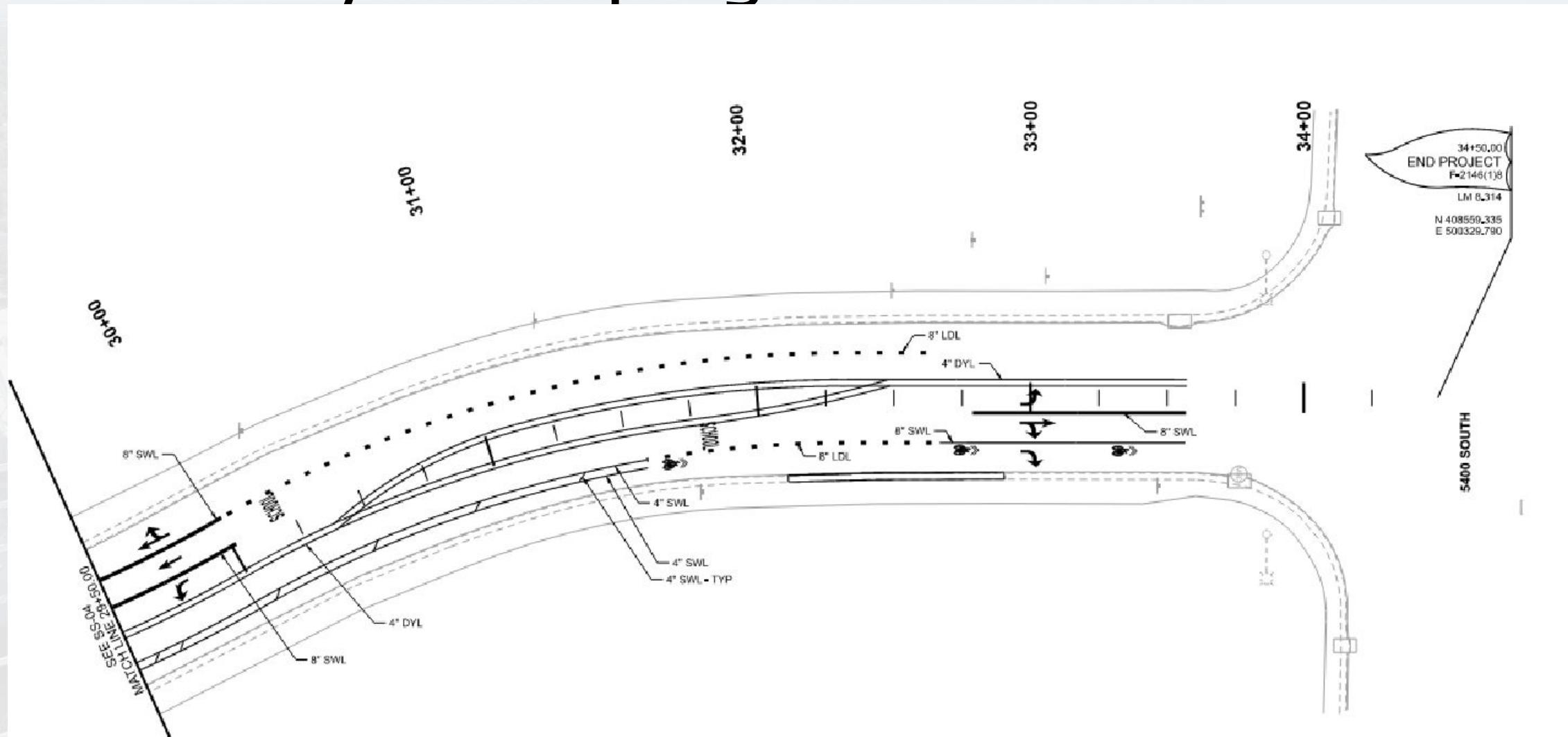
- Identified side path

#	Sidepath	4000 S	W)	10	2.4	\$1,041,251
6	Sidepath	Cougar Lane	• Cougar Lane (Niagra Way-Oquirrh Park)	18	0.6	\$259,868
7	Sidepath	4200 S	• 6200 S (4000 W-6105	10	2.4	\$4,154,200

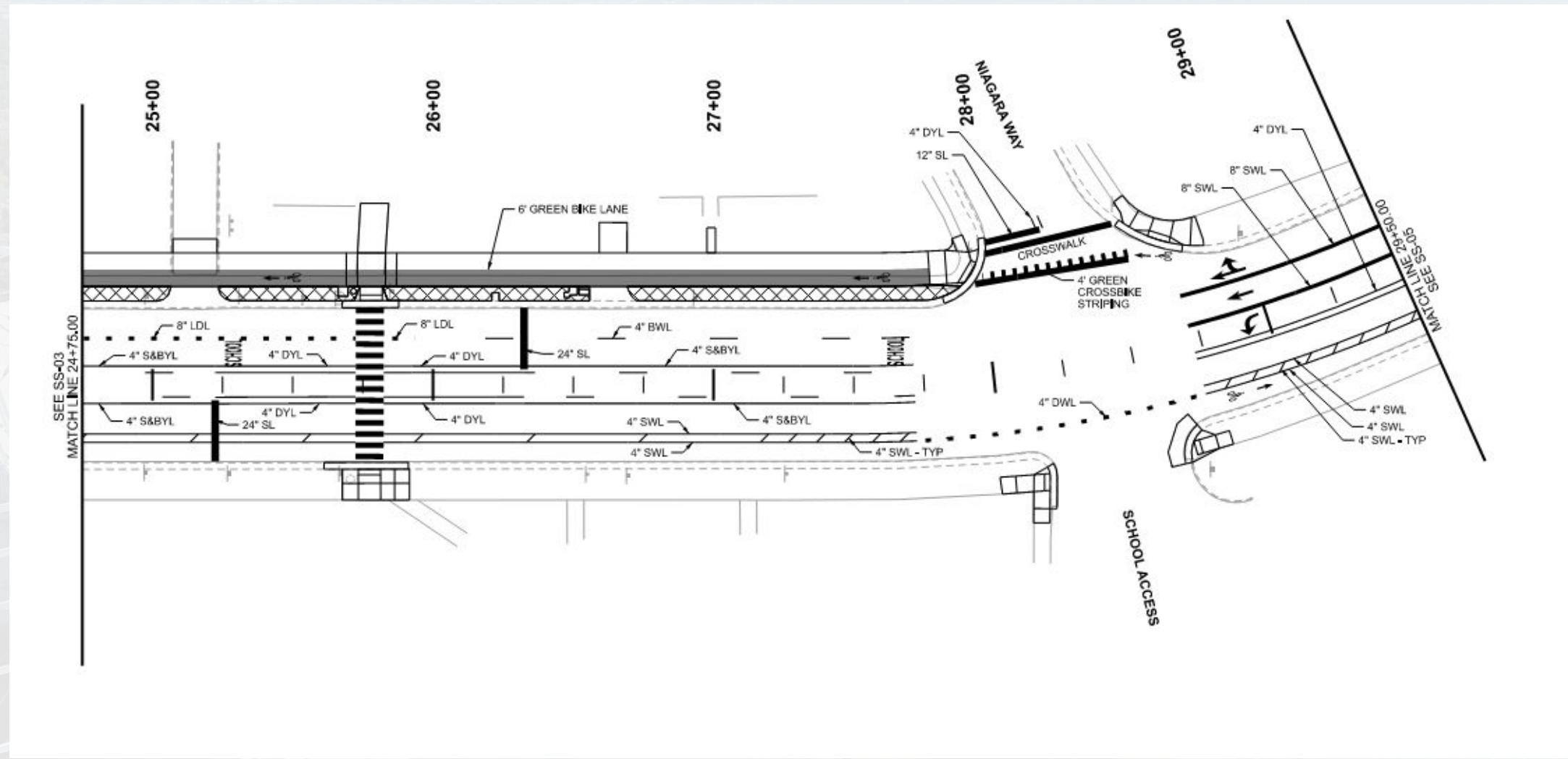
Roadway Restriping



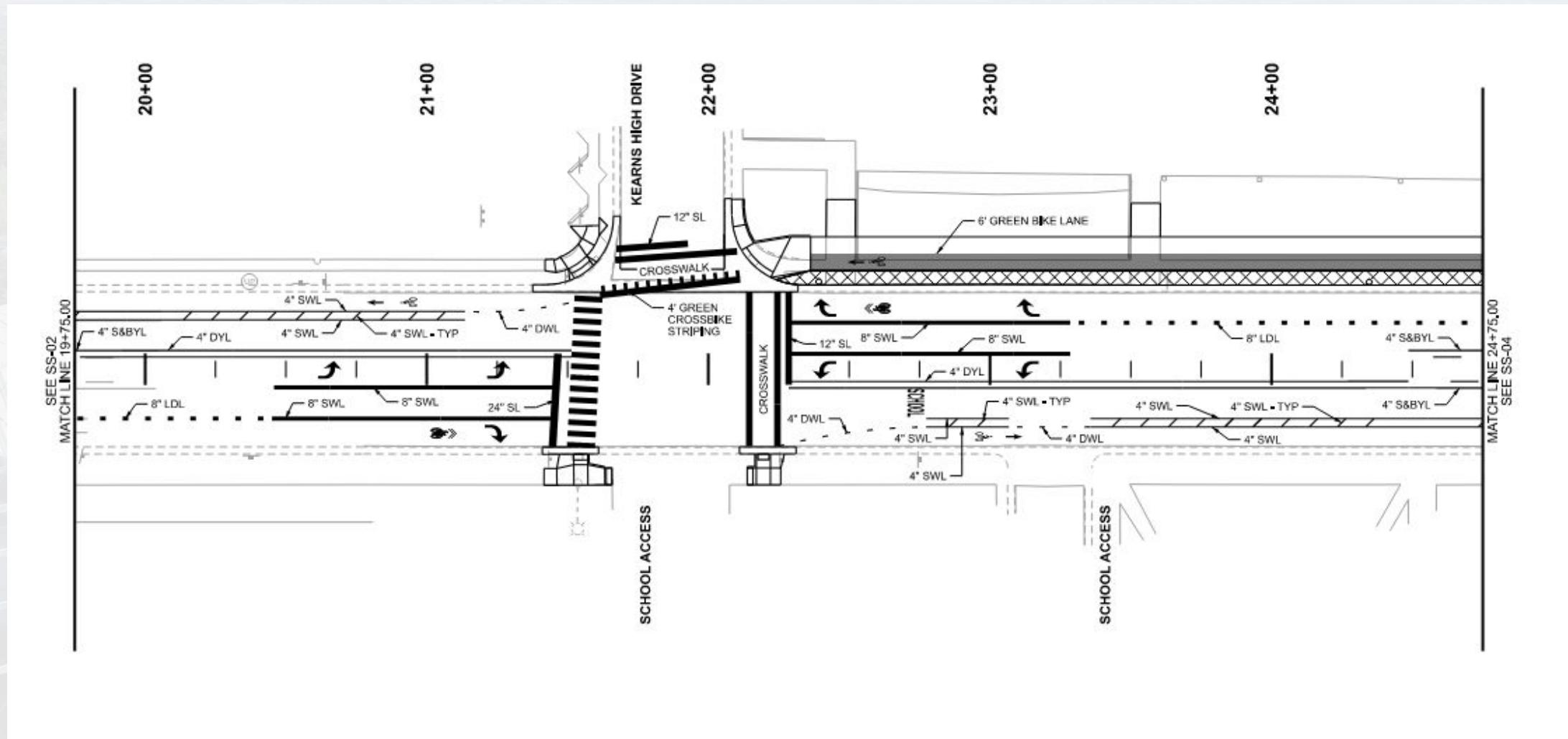
Roadway Restriping



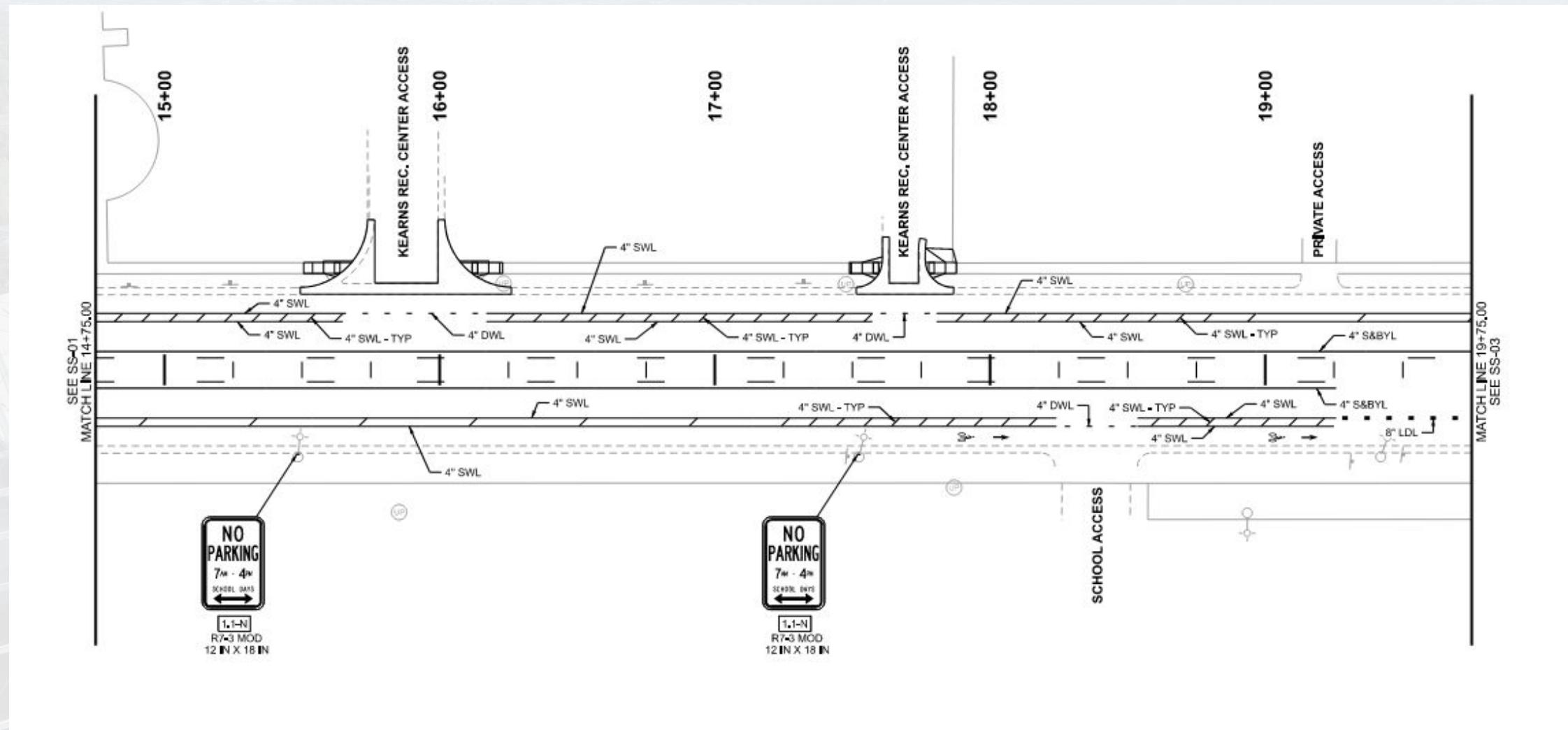
Roadway Restriping



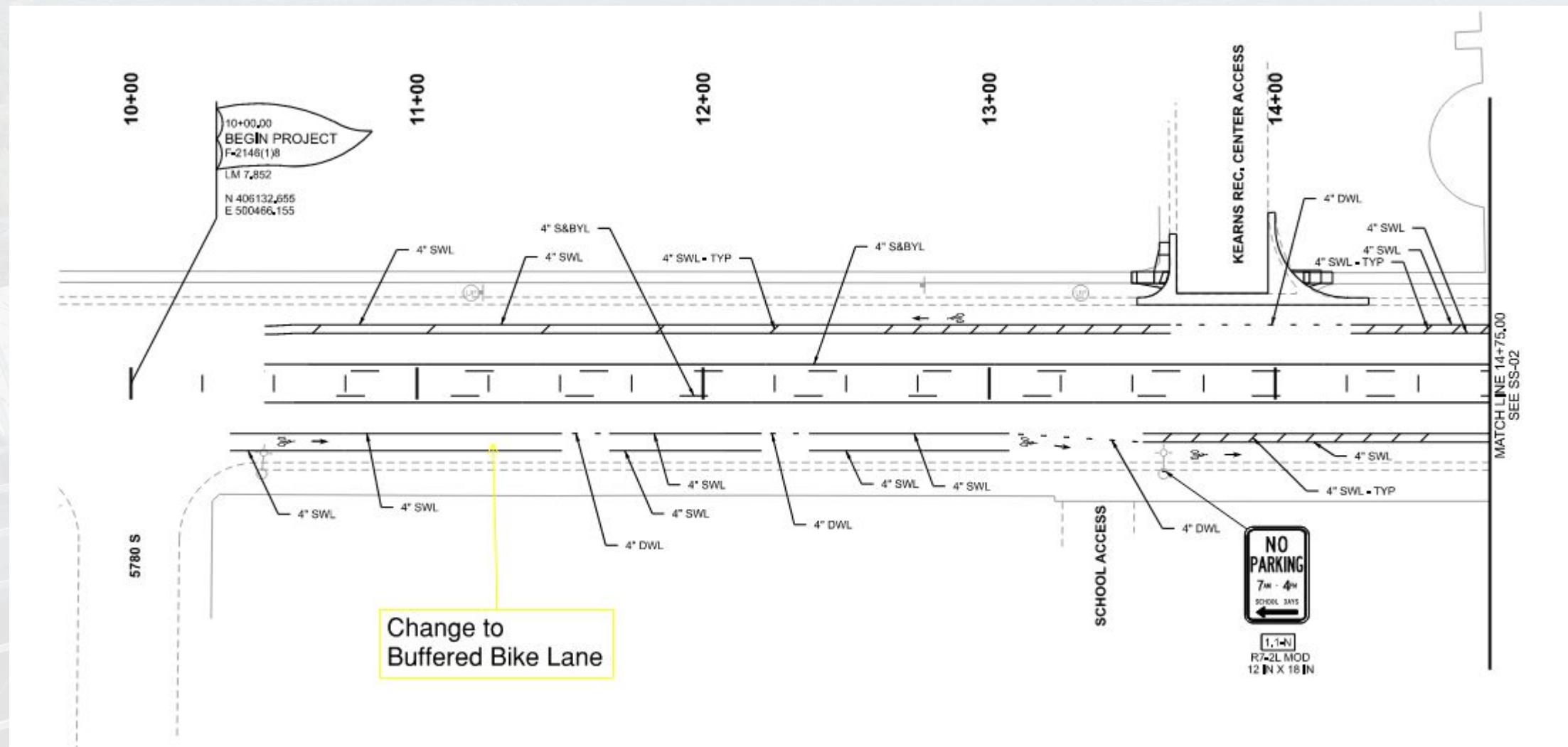
Roadway Restriping



Roadway Restriping

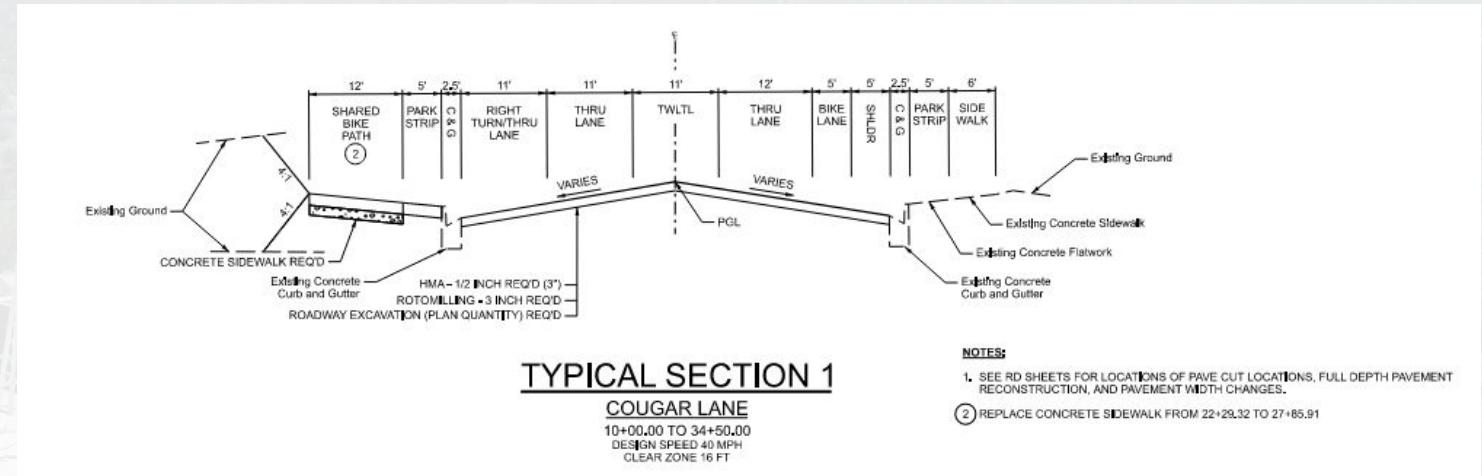


Roadway Restriping

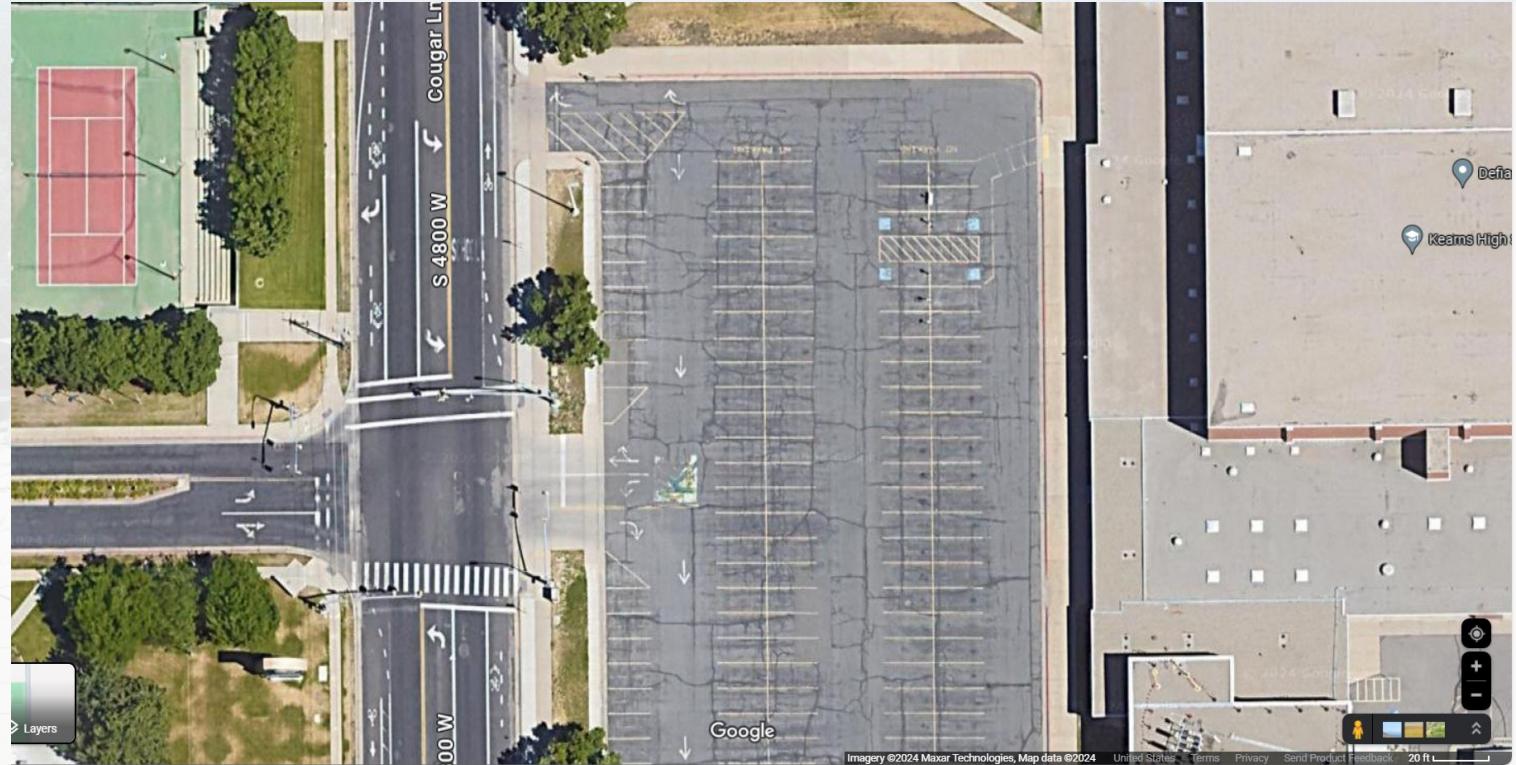


Move Bike Lane to Shared-Use Path

- Moving the bike lane behind curb and gutter is more cost-effective than widening Cougar Lane.
- Save\$\$\$.
- Right-of-way on west side was already very tight.
- Most utilities remain in place in the park strip.



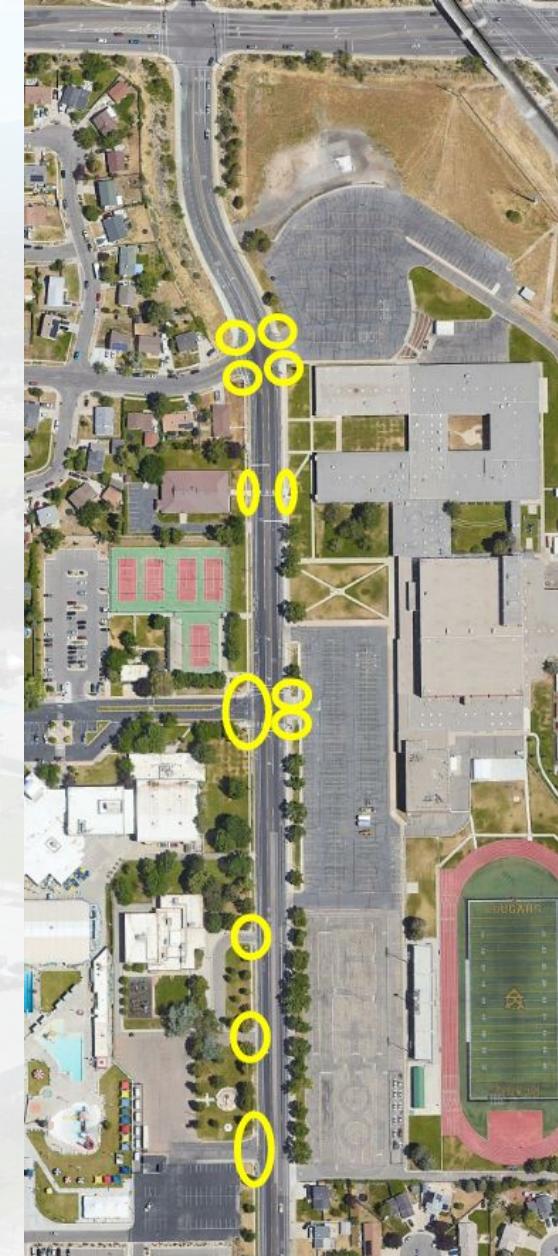
Buffered Bike Lane on East Side



(Refer to striping plan slides for proposed condition)

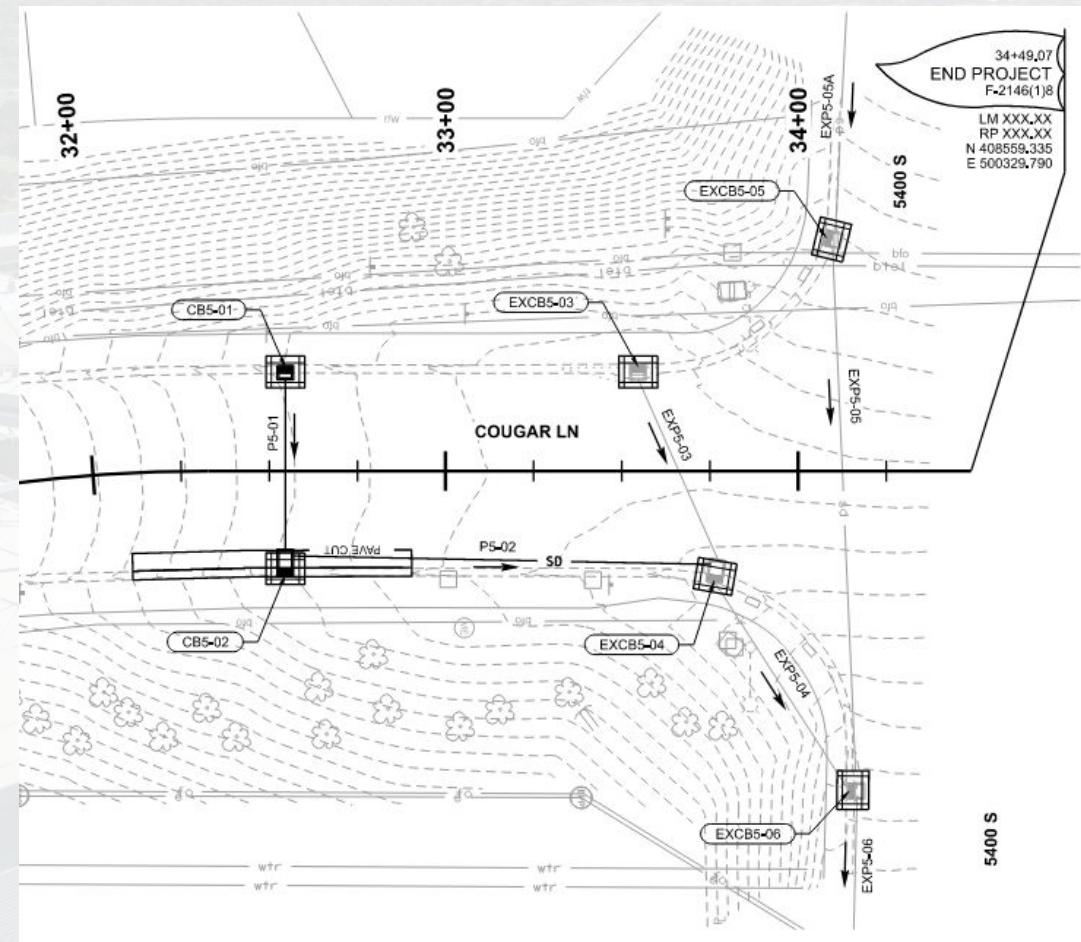
Pedestrian Ramp Upgrades

- Brings accessible ramps to compliance with the latest standards.



Drainage Improvements

- Additional inlets at north end of Cougar Lane. This is required for UDOT compliance and reduces the spread of ponding near the intersection of 5400 South.



Traffic Signal Upgrades

- Add radar detection for traffic.
- Signal head upgrade to LED's.
- Add audible buttons.
- Pedestrian head upgrade to LED's.
- Use “Leading Pedestrian Interval” to provide more time for pedestrians to cross street.
- Longer mast arms for HAWK signals.



Right-of-way

OWNERSHIP	OWNER NAME (verified with County)	PROPERTY ADDRESS	ZONED	PRICE PER SQ FT.	PARCEL ROW FEE AREA sq ft
PIN 19679 Cougar Lane; Niagara Way to Kearns High Drive					
101	Quirrh Recreation & Parks District	5624 South Cougar Lane		\$32.00	3,150
102	Granite School District	5525 South Cougar Lane		\$32.00	632
103	Salt Lake County	5670 South Cougar Lane		\$0.00	89
104	Church of Jesus Christ	5540 South Cougar Lane		\$32.00	1,237
105	George J. Pritchard	5524 South Cougar Lane		\$28.00	863
					5,971

- Right-of-way required from four owners
- One of the owners is the seminary.
- Estimated \$395,000 total right-of-way costs



Timeline/Next Steps

- 90% Design – September 3 (PS&E)
- (ROW Acquisitions)
- Advertising – *March 3
- Bid Opening – *April 1
- Completed in 2025 construction season

*depending on ROW acquisition

Funding

- The original intent was to widen the north end of Cougar Lane to alleviate the traffic issues.
- Geotechnical study found that the slopes on each side of the north end of Cougar Lane would be unstable and create additional costs and challenges to the project.
- Guidance from WFRC staff shaped this project into what it is today.
- WFRC provided STP grant of \$2,267,692 toward the project. Kearns is contributing \$536,308 for a total \$2,804,000.



Community Benefits

- Health and Safety
 - Enhanced Physical Activity – encourages cycling and walking, promoting a healthier lifestyle.
 - Improved Safety – safer for cyclists on both sides of the road, reducing likelihood of accidents.
- Environmental Impact
 - Reduced Emissions and Sustainable Transportation – By facilitating cycling and walking, the project can help reduce greenhouse emissions and improve air quality.
- Economic Benefits
 - Community Connectivity – Shared-use paths and bike lanes create more opportunities for social interaction among community members, fostering a sense of community and belonging.
 - Inclusive Mobility – make the area more accessible for people of all ages and abilities, including those who do not drive such as children, the elderly, and individuals with disabilities.
- Infrastructure and Maintenance
 - Improved Drainage – improved drainage systems reduce water pooling on roads, enhancing safety and reducing maintenance costs.

Any Questions?

KAY'S CREEK TRAIL PEDESTRIAN OVERPASS @ THE LAYTON FRONTRUNNER STATION

Layton City Parks & Recreation Department

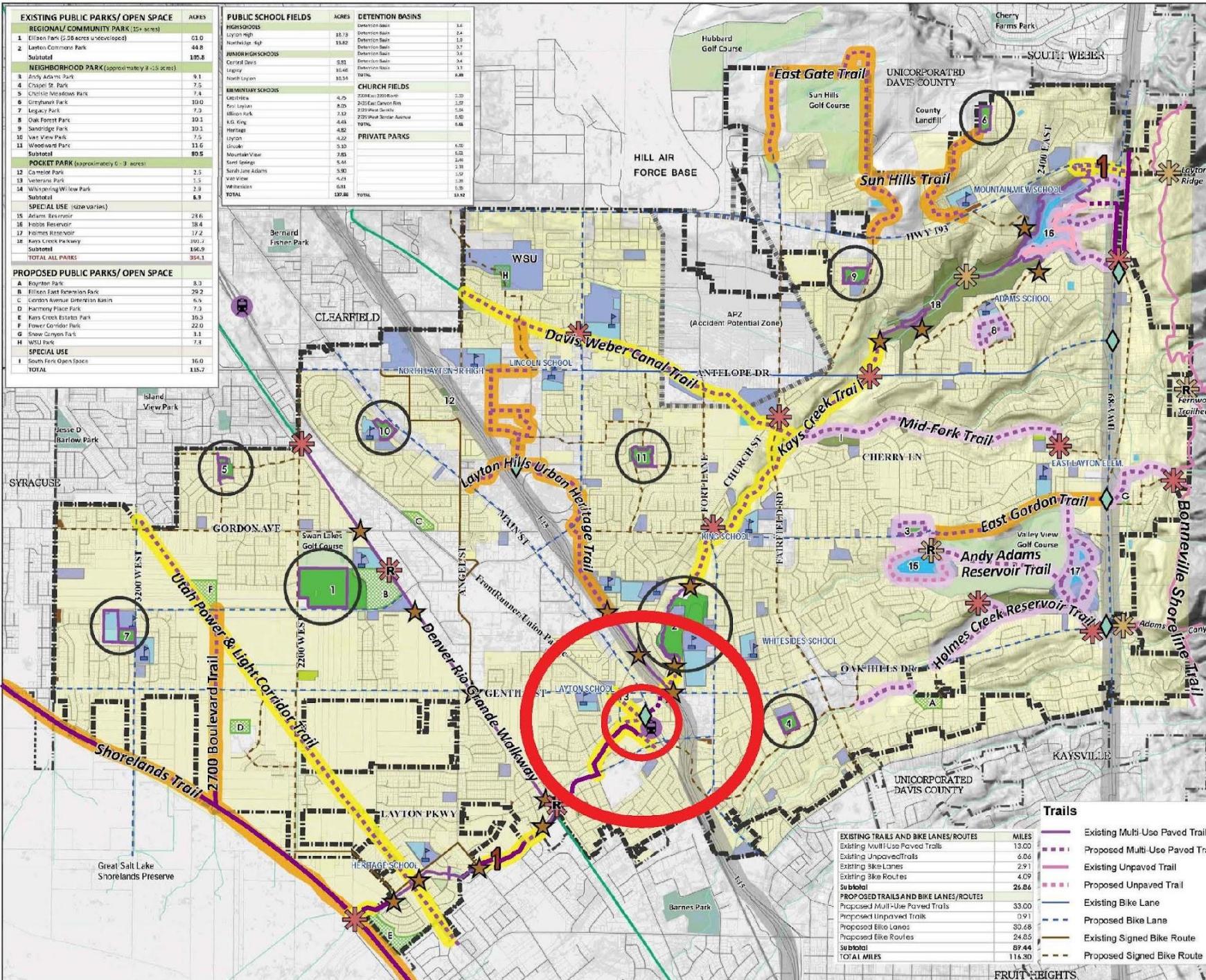
June 20, 2024











MAP 4: TRAIL IMPROVEMENT GOALS

Priority Trails

Regional Transportation Trails

Kay's Creek Trail, Davis Weber Canal Trail, Utah Power & Light Corridor Trail

Recreational Trails

Andy Adams Reservoir Trail, Andy Adams Park Walking Trail, Oak Forest Park Walking Trail, Holmes Creek Reservoir Trail, Mid-Fork Trail

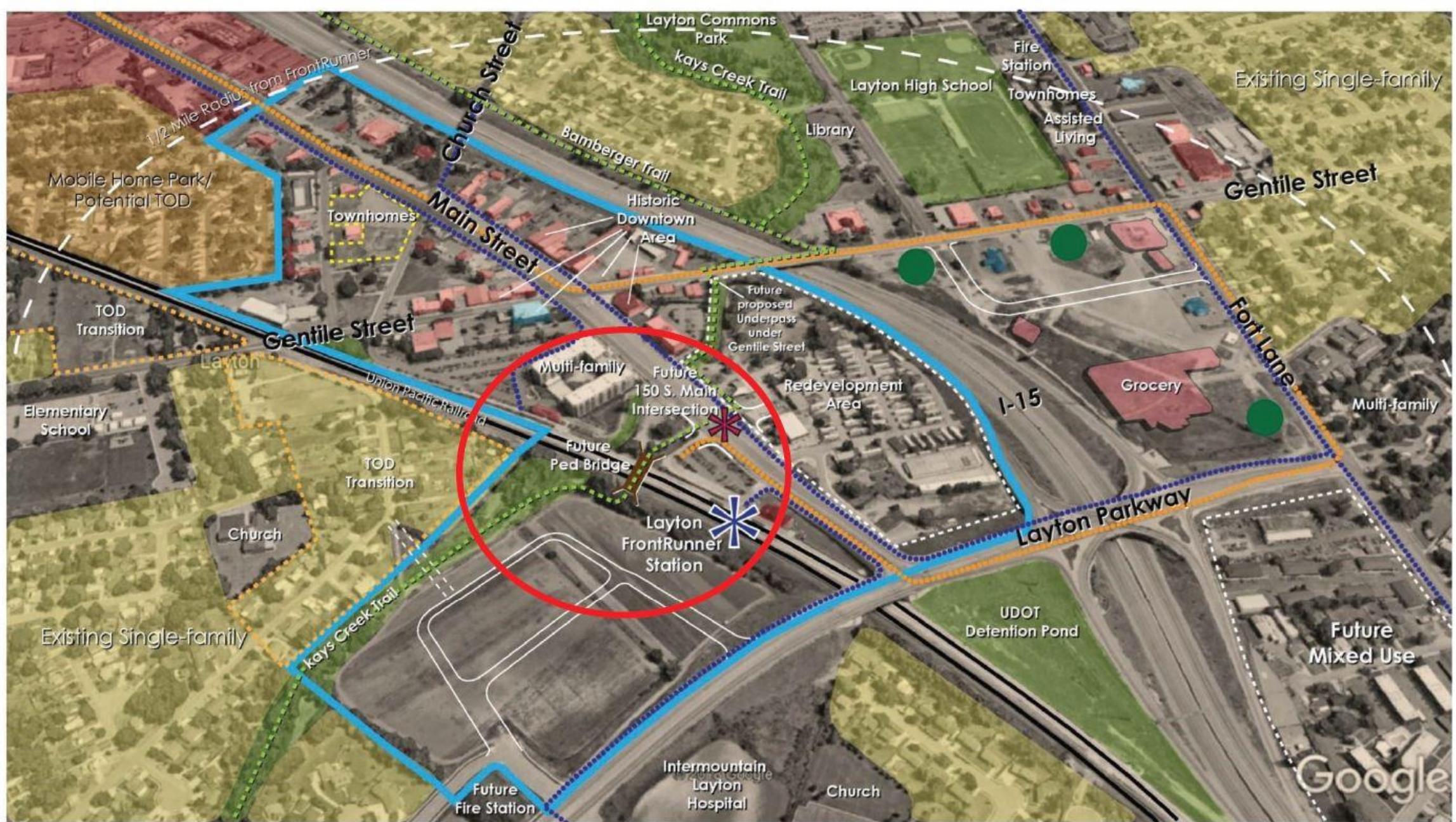
Inner-City Connecting Trails

Sun Hills Trail, East Gordon Trail, Heritage Urban Trail, 2700 Blvd. Trail, Layton Hills Overpass Trail, Shorelands Trail, East Gate Trail

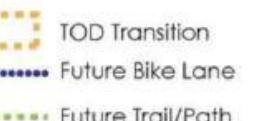
-  Layton City Boundary
-  Hill AFB Easement Area
-  Public Park
-  Public School Field
-  Private Park/ Golf Course
-  Church Field
-  Open Space
-  Detention Basin
-  Proposed Public Park
-  Pond/ Reservoir
-  Residential
-  Public/Quasi Public/Utility
-  Existing Park Perimeter Trails
-  Existing Trailhead (R = with Restroom)
-  Future Trailhead (R = with Restroom)
-  Proposed Pedestrian Bridge
-  Trail Access Point
-  FrontRunner Station

Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan



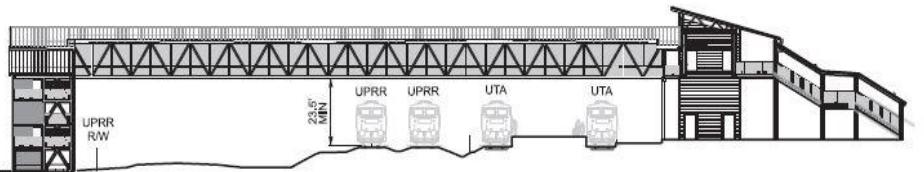


HISTORIC DOWNTOWN URBAN DISTRICT



CONCEPT

- Project scope is to include a new pedestrian bridge with a structure, elevators, stairs, lighting, and trail connections.
- **Professional Preconstruction Engineering Consultant Services:** Kimley-Horn & Associates, Inc



~~no~~

MAN STREET

UNION PAC

EXISTING ROW

EXISTING ROW

UTA PROPERTY LINE

ラビ1

11

REEDS & REEDS
COLONIAL HABITAT

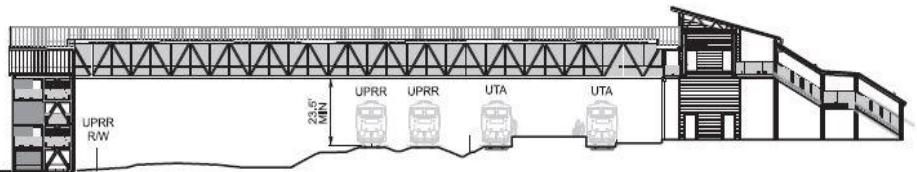


LAYTON CITY - Parks & Recreation Department

KAY'S CREEK TRAIL PEDESTRIAN OVERPASS AT THE LAYTON FRONTRUNNER STATION: FINANCIAL	2023/2024	2024/2025	TOTALS
Utah Department of Transportation: Active Transportation Program Grant	\$3,600,000	\$0	\$3,600,000
Wasatch Front Regional Council: CMAQ Grant	\$2,054,160	\$0	\$2,054,160
Layton City: Prop 1	\$60,000	\$0	\$60,000
Layton City: RAMP	\$0	\$445,000	\$445,000
*Davis County: Third Quarter Transportation Sales Tax Revenue	\$2,000,000	\$0	\$2,000,000
Utah Outdoor Recreation Grant	\$0	\$750,000	\$750,000
Recreational Trails Program Grant	\$0	\$150,000	\$150,000
Others (TBD)	\$0		\$0
TOTALS	\$7,714,160	\$1,345,000	\$ 9,059,160
			Secured - Federalized
			Secured - Non Federalized
			Pending - Federalized
			Pending - Non Federalized
TOTAL EXTERNAL FUNDS: \$8,554,160			
TOTAL INTERNAL FUNDS: \$505,000 (PROP 1 & RAMP)			6.10.24

CONCEPT

- Project scope is to include a new pedestrian bridge with a structure, elevators, stairs, lighting, and trail connections.
- **Professional Preconstruction Engineering Consultant Services:** Kimley-Horn & Associates, Inc
- **Timeline:**
Design: 2024
Construction: 2025 (pending funding)
- **Estimated Project Costs:**
\$12.6M



Kay's Creek Trail Pedestrian Overpass at the Layton FrontRunner

*Bridging the Mountains,
to the Shorelands.*

THANK YOU!

