7505 S Holden Street
Midvale, UT 84047
801-567-7200 ext. 1022
Midvale.Utah.gov

Midvale Planning Commission Meeting
Notice and Agenda
October 8, 2025
6:00 p.m.

Public notice is hereby given that the Midvale City Planning Commission will consider the items listed below during their regularly scheduled meeting on Wednesday, October, 2025, at 6:00 p.m. This meeting will be held in person at Midvale City Hall, 7505 S Holden Street, Midvale, Utah or electronically with an anchor location at Midvale City Hall, 7505 S Holden Street, Midvale, Utah. The meeting will be broadcast at the following link: Midvale.Utah.gov/YouTube.

Midvale City Staff publishes a packet of information containing item specific details one week prior to the meeting at 6:00 p.m. on the Planning Commission Agendas & Minutes page. The QR code included on the right will also take you to this webpage.

Public comments for Public Hearing items may be done in person on the scheduled meeting date, submitted electronically on the Agendas & Minutes webpage, or by emailing planning@midvaleut.gov by 5:00 p.m. on October 7, 2025 to be included in the record.

I. Pledge of Allegiance

II. Roll Call

III. Minutes

a. Review and Approval of Minutes from the September 24, 2025 Meeting.

IV. Public Hearing

*Items with ** if forwarded, the Planning Commission recommendation on this item will be considered by the City Council as the Legislative Body, at a Public Hearing on October 21, 2025 at 7 p.m.*

a. Hamid Hassanzadeh requests Preliminary Subdivision approval for a 4-lot subdivision located at 7230-7240 S 525 E in the Single Family Residential 1 with Duplex Overlay (SF-1/DO) zone. *[Jonathan Anderson, Planner II]*

b. **Transportation Connectivity Element of the General Plan. *[Wendelin Knobloch, Planning Director]*

V. Staff Update/Other Business

a. Planning Department Report.

VI. Adjourn

All meetings are open to the public; however, there is no public participation except during public hearings. Members of the public will be given an opportunity to address the Commission during each public hearing item. The Commission reserves the right to amend the order of the agenda if deemed appropriate. No item will be heard after 9:30 p.m. without unanimous consent of the Commission. Items not heard will be scheduled on the next agenda. In accordance with the Americans with Disabilities Act, Midvale City will make reasonable accommodations for participation in the meeting. Request assistance by contacting the Community Development Executive Assistant at (801) 567-7211, providing at least three working days' notice of the meeting.

A copy of the foregoing agenda was posted in the City Hall Lobby, the 2nd Floor City Hall Lobby, on the City's website at Midvale.Utah.gov and the State Public Notice website at http://pmn.utah.gov. Commission Members may participate in the meeting via electronic communication. Commission Members' participation via electronic communication will be broadcast and amplified so all Commission Members and persons present in the Council Chambers will be able to hear or see the communication.

Affected entities for **Items IV b** are invited to provide any relevant information to consider in the process of preparing, adopting, and implementing a general plan or amendment concerning: 1) impacts that the use of land proposed in the proposed general plan or amendment may have; and 2) uses of land within the municipality that the entity is considering that may conflict with the proposed general plan or amendment.

7505 South Holden Street
Midvale, UT 84047
Phone (801) 567-7200
Midvale.Utah.gov

Midvale City
PLANNING AND ZONING COMMISSION
Minutes
24th Day of September 2025
Council Chambers
7505 South Holden Street
Midvale, Utah 84047

COMMISSION CHAIR: Robyn Anderson

COMMISSION VICE CHAIR: Candice Erickson

COMMISSION MEMBERS: Dustin Snow
Michael Edwards
Shane Liedtke

STAFF: Adam Olsen, Community Development Director
Katie Thorne, Community Development Exec. Assistant
Daniel Van Beuge, Deputy City Attorney
Wendelin Knobloch, Planning Director
Elizabeth Arnold, Senior Planner
Jonathan Anderson, Planner II
Juan Rosario, Systems Administrator

REGULAR MEETING

Chair Anderson called the Planning & Zoning Commission meeting to order at 6:00 p.m. She explained how the meeting would proceed. First, the Planning Department would brief the Commission; then the applicant would speak to the Commission; the item will be opened to the public for their comments on public hearing agenda items; the Midvale Deputy City Attorney will then brief the Commission on their role on the given item; and then the Commission would deliberate and decide.

ROLL CALL

Chair Anderson	Present
Vice Chair Erickson	Present
Commissioner Tippetts	Excused
Commissioner Snow	Present
Commissioner Liedtke	Present
Commissioner Edwards	Present
Commissioner Kasparian	Excused

***

MINUTES

1. REVIEW AND APPROVE MINUTES OF JUNE 11, 2025.

MOTION: Commissioner Liedtke MOVED to approve the minutes of August 13, 2025. SECONDED by Vice Chair Erickson. Chair Anderson called for a voice vote.

The motion passed unanimously with all voting in favor.

***

PUBLIC HEARINGS

1. This amendment proposes that the definition for "vehicle-related use" be removed from the Definitions section as each of the following uses have their own existing definition: vehicle rental, vehicle repair, vehicle filling station, vehicle sales (minor), vehicles sales and service (major). The current standards/regulations for the aforementioned vehicle related uses in the SSC, RC, and CI zones are all the same. To condense the municipal code and more easily find governing standards, it is proposed that the standards are relocated to a new section in Supplementary Regulations. Vehicle sales (minor) standards have been consolidated to remove redundancy. Otherwise, no standards have changed. Additionally, the amendment changes each of the vehicle related uses to allowed uses in the SSC, RC, and CI zones as the code can mitigate any negative impacts and the review for the uses can be done with their business license application.

Public notice has been sent to affected entities as required in 17-3-9.B of the Municipal Code. No comments have been received as of the writing of this report.

-ZONING CODE AMENDMENT CRITERIA-

Midvale City Code 17-3-1(F) outlines the criteria necessary for amendments to the zoning code. A proposal may only be approved if it demonstrates one or more of the following:

1. The proposed amendment promotes the objectives of the general plan and purposes of this title;
2. The proposed amendment promotes the purposes outlined in Utah State Code 10-9a-102;
3. The proposed amendment more clearly explains the intent of the original language or has been amended to make interpretation more straightforward; or
4. Existing zoning code was the result of a clerical error or a mistake of fact.

Staff finds that this proposal meets the third criterion listed above as it improves the code structure and makes interpretation clearer and more straightforward

***

STAFF RECOMMENDATION:

Staff recommends the Planning Commission recommend approval of the text amendment with the following finding:

Findings:

1. The amendment complies with Midvale City Code 17-3-1(F)(1).

***

APPLICANT:

No Comment.

***

PUBLIC HEARING:

No Comment.

***

MOTION: Commissioner Liedtke MOVED to close the public hearing. The motion was SECONDED by Vice Chair Erickson. Chair Anderson called for a voice vote. The motion passed unanimously with all voting in favor.

***

DISCUSSION:

Commissioner Liedtke commented that the proposed text amendment would improve the clarity and usability of the current Midvale City Code, making it easier for both the public and applicants to navigate.

Vice Chair Erickson noted that, despite the limited potential for public comment, the proposed amendment does not substantially alter any existing conditions, and its approval appears to be a formality as it is administrative and not legislative.

***

MOTION: Vice Chair Erickson MOVED that we recommend approval of the amendment as provided in the attachments, with the findings noted in the staff report. The motion was SECONDED by Commissioner Liedtke. Chair Anderson called for a roll call vote. The vote was as follows:

Chair Anderson	Yes
Vice Chair Erickson	Yes
Commissioner Snow	Yes
Commissioner Liedtke	Yes
Commissioner Edwards	Yes

The motion passes unanimously.

***

ACTION ITEMS

1. This item was tabled from the August 27, 2025 Planning Commission pending further research into increased parking requirements and whether projects without common area should be master planned. The original background and analysis on the text amendment can be found in the packet for that meeting.

After research and discussion, it's staff's opinion that only projects with common area or projects utilizing building footprint lots should be master planned. Parking standards have been increased and a specification added that driveways cannot be utilized for guest spaces. No special carveout has been included for excluding garage spaces.

-ZONING CODE AMENDMENT CRITERIA-

Midvale City Code 17-3-1(F) outlines the criteria necessary for amendments to the

zoning code. A proposal may only be approved if it demonstrates one or more of the following:

1. The proposed amendment promotes the objectives of the general plan and purposes of this title;
2. The proposed amendment promotes the purposes outlined in Utah State Code 10-9a-102;
3. The proposed amendment more clearly explains the intent of the original language or has been amended to make interpretation more straightforward; or
4. Existing zoning code was the result of a clerical error or a mistake of fact.

Staff finds that this proposal meets the first and third criteria listed above as it promotes coordinated development and improves efficiency for both developers and staff.

***

STAFF RECOMMENDATION:

Staff recommends the Planning Commission recommend approval of the text amendment with the following findings:

Findings:

1. The amendment complies with Midvale City Code 17-3-1(F)(1 & 3).

***

APPLICANT:

No comment.

***

DISCUSSION:

Commissioner Edwards expressed continued interest in requiring a master plan for projects over a certain acreage.

Adam Olsen stated that he does not see a need to require a project be master planned when over a certain acreage. He explained that additional master plan requirements could hinder larger developments. Mr. Olsen further noted that building footprints do not impact existing common areas or current master plan projects.

Commissioner Liedtke provided clarification regarding subdivisions, stating that a project with 50 lots would be subject to standard subdivision requirements rather than additional master plan provisions.

Wendelin Knoblich commented that, due to the varying sizes of potential land parcels, offering the proposed amendment with building footprint lots provides more options for developers rather than only being able to develop a standard lot by lot subdivision.

Commissioner Snow requested clarification on how Planned Unit Development (PUD) is currently defined within the Midvale City Code, as well as how footprint lots are defined.

Jonathan Anderson and Adam Olsen clarified that within the RM-12 and RM-25 zones, a minimum lot size of one-half acre is required to qualify for multifamily development.

The Planning Commissioners collectively agreed that the proposed changes to the current parking requirements would be beneficial.

***

2. **MOTION: Commissioner Liedtke MOVED to recommend approval of the amendment as provided in the attachments, with the finding noted in the staff report. The motion was SECONDED by Vice Chair Erickson. Chair Anderson called for a roll call vote. The vote was as follows:**

Chair Anderson	Yes
Vice Chair Erickson	Yes
Commissioner Snow	Yes
Commissioner Liedtke	Yes
Commissioner Edwards	Abstained

The motion passes unanimously.

***

STAFF UPDATE/OTHER BUSINESS

1. Planning Department Report

    a. The Midvale City Planning Department is applying for a number of Wasatch Front Regional Council Grants.

b. The Planning Conference is coming up soon.

***

ADJOURN

Vice Chair Erickson made the motion to adjourn 6:28 p.m. No one opposed. The meeting adjourned at 6:28 p.m.

_____
Katie Thorne, CD Executive Assistant

Approved this _____ day of _____2025.

7505 S Holden Street
Midvale, UT 84047
801-567-7200
Midvale.utah.gov

MIDVALE CITY PLANNING COMMISSION
STAFF REPORT
10/8/2025

SUBJECT

Hamid Hassanzadeh requests Preliminary Subdivision approval for a 4-lot subdivision located at 7230-7240 S 525 E in the Single Family Residential 1 with Duplex Overlay (SF-1/DO) zone.

SUBMITTED BY

Jonathan Anderson, Planner II

BACKGROUND AND ANALYSIS

This proposal has been reviewed by all members of the Development Review Committee (Planning, Engineering, Public Works, Legal, Unified Fire Authority, and the Building Official) for compliance with the respective guidelines, policies, standards, and codes. Staff finds the proposal complies with the preliminary subdivision requirements in Midvale Municipal Code 16.02, and the lot standards of the SF-1/DO zone in Midvale Municipal Code 17-7-1.3.

These properties were previously subdivided in 2024 under the Cottages at 7240 subdivision that created the flag lot. Under the previous duplex subdivision standards in 17-7-1.3, the structures were required to be constructed before subdividing for individual ownership. The applicant has constructed the duplexes and is now subdividing each side for sale.

Public notice has been sent to property owners within 500 feet of the subject parcel. No written objections have been received as of the writing of this report.

STAFF RECOMMENDATION

Based on compliance with the requirements of Chapter 16.02 and 17-7-1.3 of the Midvale Municipal Code demonstrated in the application, Staff recommends the Planning Commission approve the preliminary subdivision the following findings:

Findings:

1. The application is for a preliminary subdivision for a 4-lot subdivision located at 7230-7240 S 525 E.
2. The project complies with the preliminary subdivision procedure outlined in Midvale Municipal Code 16.02 and the lot standards of 17-7-1.3.

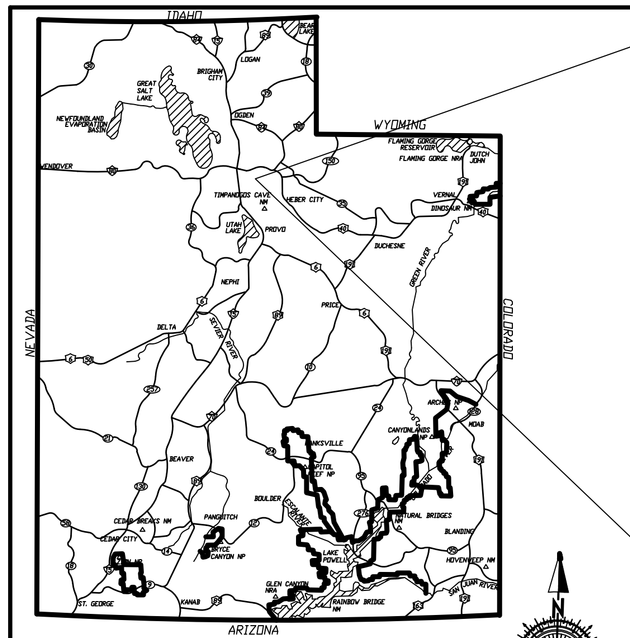
3. The Development Review Committee has reviewed the project and forwarded the item on for the Planning Commission to render a decision.

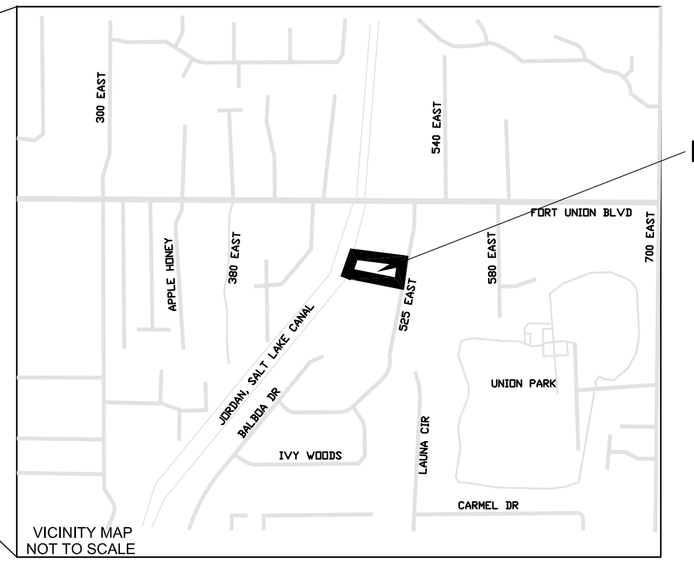
RECOMMENDED MOTION

I move that we approve the Preliminary Subdivision located at 7230-7240 S 525 E with the findings included in the staff report.

ATTACHMENTS

1. Preliminary Plat





PROJECT AREA

MANZEL COTTAGES

LOCATED IN THE NORTHEAST QUARTER OF SECTION 30,
TOWNSHIP 2 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN.
MIDVALE CITY, SALT LAKE COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, David E. Hawkes, certify that I am a Professional Land Surveyor holding license number 356548 in accordance with Title 58, Chapter 22, Professional Engineers and Land Surveyors Licensing Act and that a survey of the described tract of land has been completed by me in accordance with Section 17-23-17 and that I have verified all measurements, and have placed monuments as shown hereon.

BOUNDARY DESCRIPTION

A PARCEL OF LAND LYING AND SITUATE IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. COMPRISING THAT PARTICULAR PARCEL OF LAND DESCRIBED IN THAT CERTAIN WARRANTY DEED RECORDED AS ENTRY #13795174 IN BOOK 11252 AT PAGES 155-156 OF THE SALT LAKE COUNTY RECORDS. SUBJECT PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE BRASS CAP WELL MONUMENT MARKING THE INTERSECTION OF 7200 SOUTH AND 700 EAST STREETS, THENCE NORTH 89°41'08" WEST 1188.26 FEET COINCIDENT WITH THE MONUMENTED CENTERLINE OF 7200 SOUTH STREET; THENCE SOUTH 04°38'08 WEST 246.31 FEET; THENCE SOUTH 11°31'08" WEST 43.25 FEET; THENCE NORTH 83°39'19" WEST 25.10 FEET TO THE WEST RIGHT-OF-WAY OF 525 EAST STREET A NUMBER 5 REBAR AND CAP STAMPED "PLS 356548" AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 11°31'08" WEST 101.16 FEET COINCIDENT WITH SAID WEST RIGHT-OF-WAY TO A #5 REBAR AND CAP STAMPED "PLS 356548"; THENCE NORTH 83°05'10" WEST 262.49 FEET TO A #5 REBAR AND CAP STAMPED "PLS 356548"; THENCE NORTH 19°43'03" EAST 100.87 FEET TO A #5 REBAR AND CAP STAMPED "PLS 356548"; THENCE SOUTH 83°39'19" EAST 248.27 FEET TO THE POINT OF BEGINNING.

Subject to: Right-of-way over the westerly 12 feet of said property. (See Entry #4870196 of Salt Lake County Records)

PARCEL CONTAINS 0.58 ACRES AND 4 LOTS

LICENSED PROFESSIONAL LAND SURVEYOR — No. 356548 — DAVID E. HAWKES — STATE OF UTAH — 09/23/25

OWNER'S DEDICATION

Known all men by these presents that the undersigned are the owners of the above described parcel of land, having caused same to be divided into lots and roads together with easements as set forth, hereafter to be known as the:

MANZEL COTTAGES

The undersigned owners hereby dedicate to Midvale City all those parts or portions of said tract of land on said plat designated hereon as public roads, the same to be used as public thoroughfares. The undersigned owners also hereby convey to any and all public and private utility companies providing service to the hereon described tract of land and perpetual, non-exclusive easement over the public, private streets, open spaces and public utility and drainage easements shown on this plat, the same to be used for drainage and installation, maintenance and operation of public and private utility service lines and facilities.

In witness whereof I/we have hereunto set our hand (s) this

_____ day of _____ A.D., 2025

OLYMPUS PROPERTIES, LLC
BY: TONY CASELLA, It's Mansger

MARU ENTERPRISE, LLC
BY: HAMID HASSANZEDAH, Governing Person

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

ON THIS_____ DAY OF_____, A.D. 2025, TONY CASELLA
PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF SALT LAKE, IN SAID STATE OF UTAH,
WHO BEING DULY SWORN, DID SAY TO ME THAT HE IS THE MANAGER OF, OLYMPUS PROPERTIES, LLC AND IS AUTHORIZED TO EXECUTE THE FOREGOING FOREGOING IN ITS BEHALF AND THAT HE EXECUTED IT IN SUCH CAPACITY.

MY COMMISSION EXPIRES:_____

PRINTED NAME:_____ _____
NOTARY PUBLIC

COMMISION NUMBER:_____

A NOTARY PUBLIC COMMISSION IN UTAH, RESIDING IN SALT LAKE COUNTY

GATEWAY CONSULTING, inc.
P.O. BOX 951005 SOUTH JORDAN, UT 84095
PH: (801) 694-5848
paul@gatewayconsultingllc.com

CIVIL ENGINEERING • CONSULTING • LAND PLANNING
CONSTRUCTION MANAGEMENT

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

ON THIS_____ DAY OF_____, A.D. 2025, HAMID HASSANZEDAH
PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF SALT LAKE, IN SAID STATE OF UTAH,
WHO BEING DULY SWORN, DID SAY TO ME THAT HE IS THE GOVERNING PERSON, MARU ENTERPRISE, LLC AND IS AUTHORIZED TO EXECUTE THE FOREGOING FOREGOING IN ITS BEHALF AND THAT HE EXECUTED IT IN SUCH CAPACITY.

MY COMMISSION EXPIRES:_____

PRINTED NAME:_____ _____
NOTARY PUBLIC

COMMISION NUMBER:_____

A NOTARY PUBLIC COMMISSION IN UTAH, RESIDING IN SALT LAKE COUNTY

Boundary Consultants
Professional Land Surveyors
5554 West 2425 North, Hooper, Utah
801-792-1569
dave@boundaryconsultants.biz

MANZEL COTTAGES

LOCATED IN THE NORTHEAST QUARTER OF SECTION 30,
TOWNSHIP 2 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN.
MIDVALE CITY, SALT LAKE COUNTY, UTAH

MIDVALLEY IMPROVEMENT DISTRICT

APPROVED THIS_____DAY OF_____ A.D., 2025.

_____ _____
REPRESENTATIVE DATE

COMCAST

APPROVED THIS_____DAY OF_____ A.D., 2025.

_____ _____
REPRESENTATIVE DATE

CENTURY LINK COMMUNICATIONS

APPROVED THIS_____DAY OF_____ A.D., 2025.

_____ _____
REPRESENTATIVE DATE

DOMINION ENERGY QUESTAR CORPORATION

DOMINION ENERGY QUESTAR CORPORATION APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY QUESTAR CORPORATION MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDE BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION AND THE NOTES AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT DOMINION ENERGY QUESTAR CORPORATIONS RIGHT-OF-WAY DEPARTMENT AT 800-366-8532.
Approved this _____ day of_____2025
QUESTAR GAS COMPANY

By_____

Title_____

ROCKY MOUNTAIN POWER

1. PURSUANT TO UTAH CODE ANN. 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. 17-27a-603(4)(c)(ii) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
   a. A RECORDED EASEMENT OR RIGHT-OF-WAY
   b. THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
   c. TITLE 54, CHAPTER 8a, DAMAGE TO UNDERGROUND UTILITY FACILITIES OR
   d. ANY OTHER PROVISION OF LAW

Approved this _____ day of_____2025

_____
ROCKY MOUNTAIN POWER

PLAT NOTE:

Plat will expire and be void if it is not recorded within one year of the date it is approved by the city.

RECORD OF SURVEY

R.O.S. NO. S2023-07-0565

_____ _____
COUNTY SURVEYOR REVIEWER DATE

COMMUNITY DEVELOPMENT

APPROVED THIS_____ DAY OF _____
2025 BY MIDVALE COMMUNITY DEVELOPMENT.

_____ _____
MIDVALE COMMUNITY DEVELOPMENT DIRECTOR DATE

PREPARED FOR:

Olympus Hilss Properties, LLC
Hamid Hassaanzadeh
7250 South 525 East
Salt Lake City, Utah

CITY ENGINEER

APPROVED THIS_____ DAY OF _____
2025 BY THE MIDVALE CITY ENGINEER..

_____
MIDVALE CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED THIS_____ DAY OF _____
2025 BY THE MIDVALE CITY PLANNING COMMISSION.

_____ _____
CHAIR, CITY PLANNING COMMISSION DATE

BOARD OF HEALTH

APPROVED THIS_____ DAY OF _____
2025 BY THE SALT LAKE VALLEY BOARD OF HEALTH.

_____ _____
SALT LAKE COUNTY HEALTH DEPARTMENT DATE

APPROVAL AS TO FORM

APPROVED THIS_____ DAY OF _____
2025 BY THE MIDVALE CITY ATTORNEY.

_____ _____
MIDVALE CITY ATTORNEY DATE

MAYOR APPROVAL

PRESENTED TO THE MIDVALE CITY MAYOR THIS _____ DAY OF _____,2025, AT WHICH TIME THE SUBDIVISION WAS APPROVED AND ACCEPTED.

_____
ATTEST: MIDVALE CITY RECORDER

_____
MAYOR

SALT LAKE COUNTY RECORDER

RECORDER #_____

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF

_____

DATE_____TIME _____ BOOK_____ PAGE_____

FEE $ _____ _____
DEPUTY SALT LAKE COUNTY RECORDER

SHEET NO
1
2

BASIS OF BEARING
N89°42'16"W 2676.72' (A.R.P.)
N89°41'08"W 2677.15'
1488.89'
7200 SOUTH STREET
(FORT UNION BLVD)

Street Monument at intersection of 7200 South and 300 East. Fnd. Centerline Monument with ring and lid.

Street Monument at intersection of 7200 South and 700 East. Fnd. Centerline Monument with ring and lid.

1188.26'

OWNER'S DEDICATION

Known all men by these presents that the undersigned are the owners of the above described parcel of land, having caused same to be divided into lots and roads together with easements as set forth, hereafter to be known as the:

MANZEL COTTAGES

The undersigned owners hereby dedicate to Midvale City all those parts or portions of said tract of land on said plat designated hereon as public roads, the same to be used as public thoroughfares. The undersigned owners also hereby convey to any and all public and private utility companies providing service to the hereon described tract of land and perpetual, non-exclusive easement over the public, private streets, open spaces and public utility and drainage easements shown on this plat, the same to be used for drainage and installation, maintenance and operation of public and private utility service lines and facilities.

In witness whereof I/we have hereunto set our hand (s) this

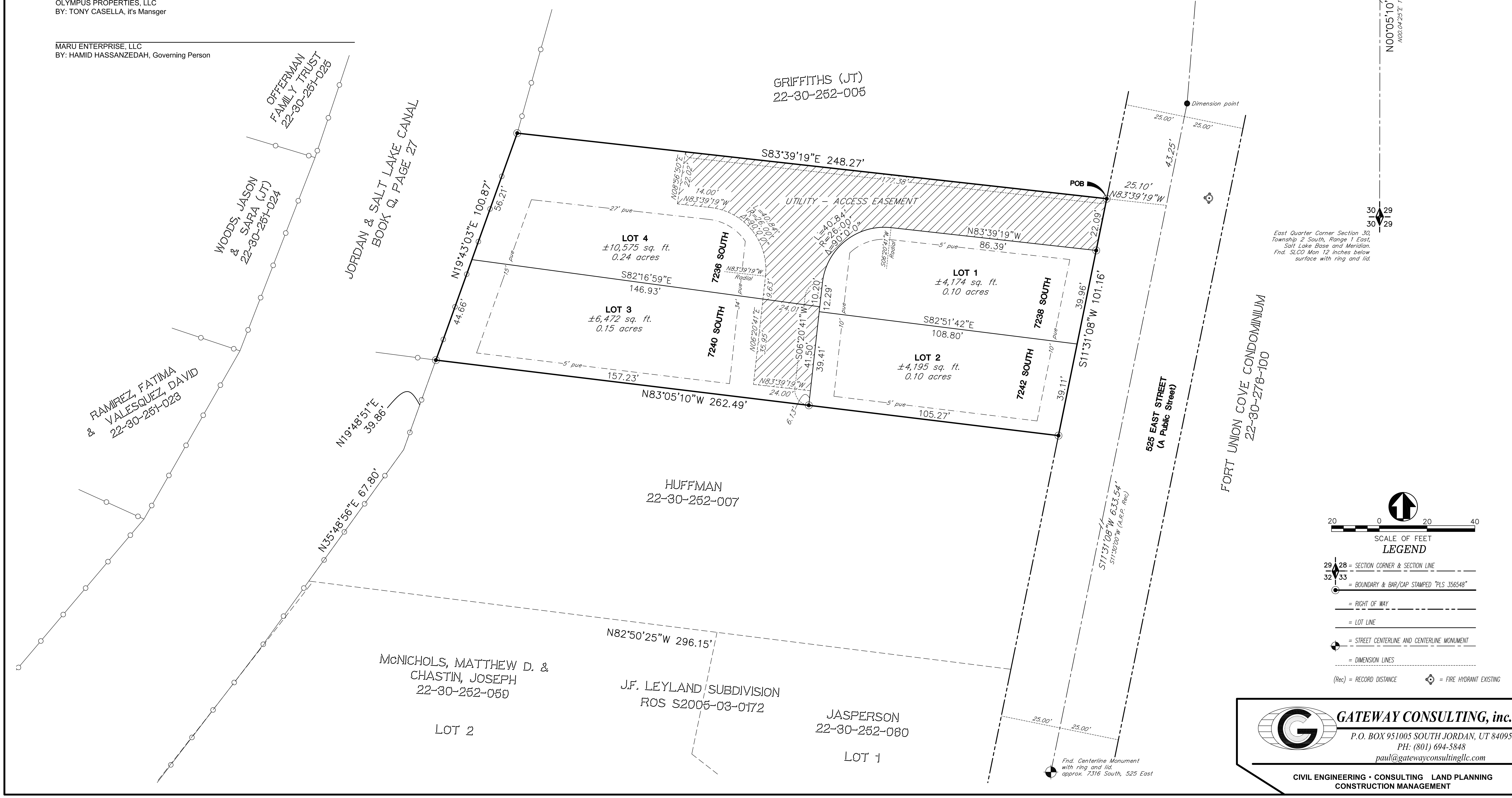
____________day of________________ A.D., 2025

OLYMPUS PROPERTIES, LLC
BY: TONY CASELLA, it's Mansger

MARU ENTERPRISE, LLC
BY: HAMID HASSANZEDAH, Governing Person

SHARED UTILITY–ACCESS EASEMENT DESCRIPTION:

Beginning at the northeast corner of Lot 2, Cottages at 7240 South (Lot 4, Manzell Cottages) according to the official plat thereof; Thence South 11°31'08" West 22.09 feet coincident with the west right–of–way of 525 South Street to the northeast corner of Lot 1 of said Cottages plat; thence the following two (2) courses coincident with the north and west boundaries of said Lot 1, 1) North 83°39'19" West 86.39 feet to a point of curvature; 2) southerly 40.84 feet along the arc of a 26.00 foot radius curve to the left (center bears South 06°20'41" West) through a central angle of 90°00'00" to a point of tangency; thence South 06°20'41" West 51.70 feet; thence North 83°39'19" West 24.00 feet; thence North 06°20'41" East 45.58 feet to a point of curvature; thence westerly 40.84 feet along the arc of a 26.00 foot radius curve to the left (center bears North 89°39'19" West) through a central angle of 90°00'00" to a point of tangency; thence North 83°39'19" West 14.00 feet; thence North 08°56'50" East 22.02 feet to the north boundary of said subdivisions; thence South 83°39'19" East 177.38 feet coincident with said north boundary to the point of beginning.



GATEWAY CONSULTING, inc.
P.O. BOX 951005 SOUTH JORDAN, UT 84095
PH: (801) 694-5848
paul@gatewayconsultingllc.com

CIVIL ENGINEERING • CONSULTING LAND PLANNING
CONSTRUCTION MANAGEMENT

DESIGNED	MGD
DRAFTED	MGD
CHECKED	DEH
SHEET	2 OF 2

Boundary Consultants
Professional Land Surveyors
5554 West 2425 North, Hooper, Utah
801–792–1569
dave@boundaryconsultants.biz

MANZEL COTTAGES

LYING AND SITUATE IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN

DATE: PLOT DATE:	09/22/25
SCALE	1"=20'
PROJECT NUMBER	1504005

PROFESSIONAL LAND SURVEYOR 356548 David E. Hawkes 09/22/25 STATE OF UTAH

7505 S Holden Street
Midvale, UT 84047
801-567-7200
www.MidvaleCity.org

MIDVALE CITY PLANNING COMMISSION
STAFF REPORT
10/08/2025

SUBJECT

Transportation Connectivity Plan

SUBMITTED BY

Wendelin Knobloch, Planning Director

BACKGROUND AND ANALYSIS

Tyler Smithson from Parametrix, who is the project manager, will introduce you to the methodology, analysis, and recommendations of the Transportation Connectivity Plan.

This plan is a new requirement within the Transportation and Traffic Circulation Element of the General Plan the Utah Legislature created during the 2025 legislative session (Senate Bill 195); it identifies priority connections for people driving, walking, biking, and taking transit.

The plan contained in the packet is a draft that will be replaced with a final version on Monday.

STAFF RECOMMENDATION

Staff recommends approval of the Transportation Connectivity Plan with the finding that this plan complies with provisions of Utah Code 10-9a-403 and Senate Bill 195.

RECOMMENDED MOTION

I move that we recommend approval of the Transportation Connectivity Plan with the finding stated in the staff report.

ATTACHMENTS

1. Transportation Connectivity Plan

TRANSPORTATION CONNECTIVITY PLAN

Parametrix

Acknowledgments

City Council

- Mayor Dustin Gettel
- Paul Glover
- Bonnie Billings
- Heidi Robinson
- Bryant Brown
- Denece Mikolash

Planning Commission

- Candice Erickson
- Robyn Anderson
- Dustin Snow
- Michael Edwards
- Shane Liedtke
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Wasatch Front Regional Council

- Byron Head
- Matt Ryan

Prepared by Parametrix.

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Table of Contents

Source: Utah Power and Light Company

I. Executive Summary

Plan Contents

Chapter 1: Executive Summary

Chapter 2: Steering Committee Summary

Convened targeted meetings with the Steering committee to identify barriers, coordinate land use and infrastructure planning, and align priorities.

Supported collaboration with adjacent jurisdictions to address regional gaps and ensure continuity of multimodal connections.

Deliverable: Steering committee summary with identified priority connections.

Chapter 3: Impediment Analysis

Identify and evaluate barriers that limit transportation connectivity across Midvale's street, bike, pedestrian, and transit networks. This includes:

- Conducting a GIS-based barrier analysis identified physical constraints such as rivers, canals, highways, railroads, and disconnected road grids.
- Review of land use and ownership data to identify right-of-way constraints, easement issues, and potential relocation challenges.
- Screening for environmental and regulatory constraints, including floodplains, wetlands, and land use policy conflicts.

Deliverable: Impediment matrix, including barrier type and recommended mitigation strategies, that is organized into fiscally constrained and unconstrained project list.

Chapter 4: Priority Project Cost Estimates & Funding Sources

Planning-level cost estimates based on similar projects and regional cost data, tailored to project type (trail, bridge, road extension, etc.).

A review of applicable **funding sources**, including:

- State and federal programs (e.g., TIF, TTIF, CMAQ, TAP)
- Local and regional options (e.g., transportation impact fees, corridor preservation funds)
- Private-sector partnerships or developer contributions.

Funding-readiness assessment to help the City prioritize connections based on feasibility, match potential, and grant alignment.

Deliverable: Project sheets for each priority connection summarizing cost, funding strategies, and implementation readiness.

Source: Parametrix

Project Mandate

Utah Senate Bill 195 (2025)

By July 1, 2027, all municipalities located within Metropolitan Planning Organization (MPO) boundaries must update the transportation and circulation element of their general plans, as mandated by Utah's S.B. 195 (2025).

Purpose and Opportunity

S.B. 195 presents an opportunity for cities to:

- Identify priority connections: that overcome physical barriers (e.g., rivers, canals, rail lines, disconnected roads)
- Improve multimodal access: for vehicles, transit riders, pedestrians, and bicyclists—to key destinations such as:
  - Employment centers
  - Schools and universities
  - Parks and recreational areas
  - Commercial and cultural hubs

Key Requirements

For each priority connection, cities must:

- Estimate Cost
- Identify potential funding sources: federal, state, local, private.
- Describe impediments to construction

City Reporting Responsibilities

- Municipal progress toward plan updates
- Jurisdiction roadway grid network study status
- Construction impediment and funding strategies

Why This Matters

- General plan updates are mandatory under state law.
- Plans must be multimodal and destination-focused—not car-centric.
- Cities that provide project-specific detail and emphasize equitable access will be better positioned to:
  - Integrate with regional transportation planning efforts
  - Compete for funding through state and federal prioritization programs

Source: Google Earth

II. Steering Committee

Both virtual and in person meetings occurred between August 4 and October 21st, 2025.

Steering Committee Meeting #1

- Visuals: Suggestions were made to use drone photos instead of aerial imagery and to create clearer project maps.
- Project Clarifications: by providing details on the scope of funding, feasibility, and consistent naming for projects.
- City Feedback: The City requested justification for projects linked to new facilities like the Union Park Rec Center and pointed out potential issues on corridors such as Wasatch and State Streets.
- Updates: The list was updated to reflect projects already funded or under construction, with some projects being moved to a secondary list.
- Impediment Analysis: More data was requested, including active transportation crash data, an origin-destination map, and hotspot analysis.

Steering Committee Meeting #2

- Prioritization and Clarity: The committee recommended improving project prioritization analysis.
- Revisions: Updates to project components such as improving map legibility with supporting narratives, annotations, and contrast.
- Data and Costs: The City asked for a more in-depth data analysis to support project priorities. They also requested potential funding sources and detailed cost estimates for both full and partial project scopes.
- Specific Feedback: Comments highlighted underestimated costs, the need for right-of-way (ROW) acquisition, and clarification on widths.
- Design Issues: Anticipating neighborhood

Steering Committee Meeting #3

Prose here.....

Project Timeline

Project Timeline

August 4: Kick-Off meeting
August 26: Steering Committee #1
September 16: Steering Committee #2
October 7th: Steering Committee #3
October 8th: Planning Commission
October 21: City Council
November 1: WFRC Reporting

Source: Parametrix

III. Impediment Analysis

Intro prose. Describe each of the six categories and how they affect connectivity. For each category a mapping analysis was performed by overlaying various single-themed maps for detail to create a series composite maps.

Physical & Natural Constraints

- Rivers and creeks
- Canals
- Floodplains
- Steep slopes

Infrastructure Barriers

- Highways
- Transit alignments
- Railroads
- Disconnected grids

Safety & Performance

- High Risk Network
- Crash clusters
- Active transportation crashes
- Congestion

Active Transportation Gaps

- Trails and greenways
- Bicycle activity
- Sidewalk gaps
- Unsafe crossings

Land Use & Ownership Conflicts

- Zoning
- Parcel ownership
- Easements
- Redevelopment areas

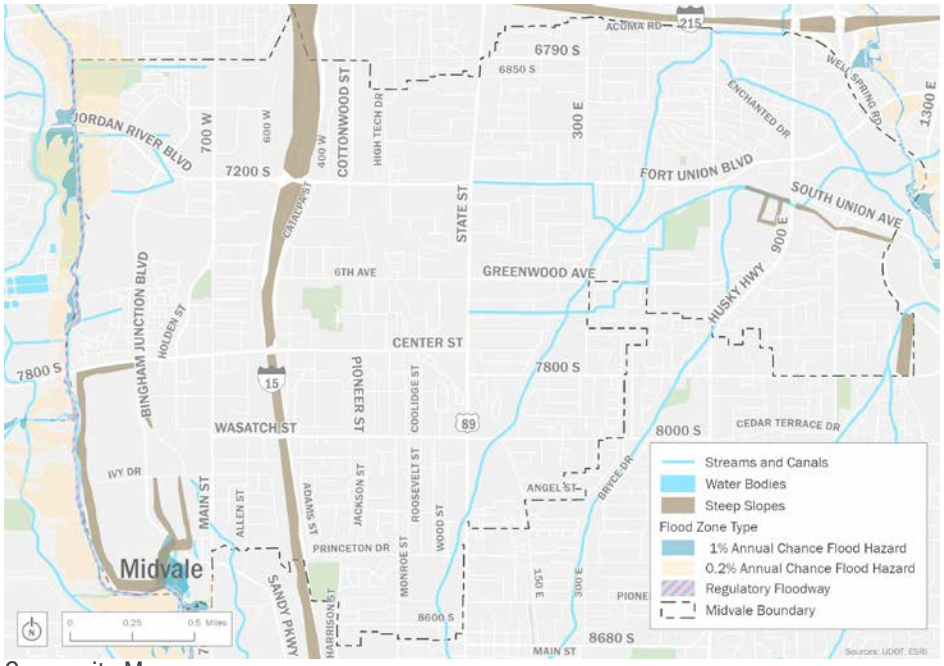
Equity & Access Barriers

- Healthy Places Index
- Transportation noise
- Limited access to opportunity

Source: Parametrix

Physical & Natural Constraints

The physical and natural impediment analysis for Midvale is presented through a three-layer map series that highlights key geographic constraints to development and connectivity. Waterways form barriers that interrupt roadway and trail continuity, often requiring costly crossings such as bridges or culverts, while their natural flow paths complicate urban expansion. Flood zones introduce another layer of limitation, restricting the type and density of permissible development and posing ongoing risks to property and infrastructure. Finally, steep slopes create substantial challenges for both construction and accessibility, increasing costs, engineering complexity, and the potential for erosion or landslides. Together, these natural features shape where and how Midvale can expand its transportation network and land use patterns.



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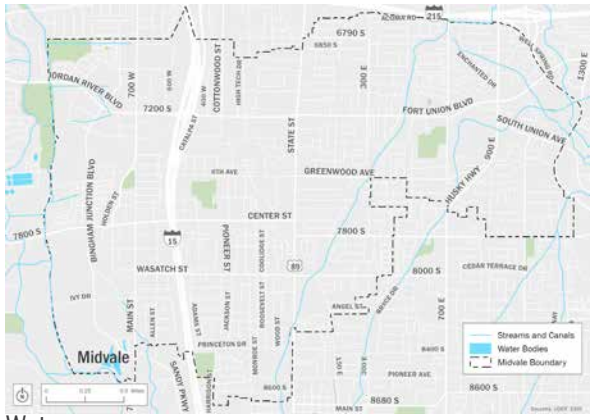
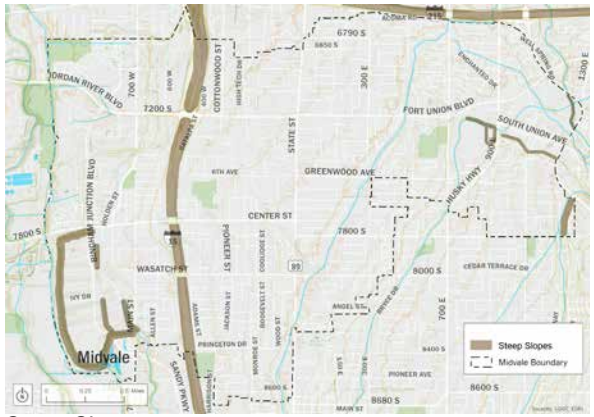


Waterways

Rivers, creeks, and canals act as physical barriers to movement, requiring bridges or culverts, and their natural flow paths complicate urban development and transportation continuity.

Flood Zones

Flood Zones represent a major natural impediment by limiting the type and density of development allowed, which restricts land use and poses a chronic risk to property and infrastructure.



Steep Slopes

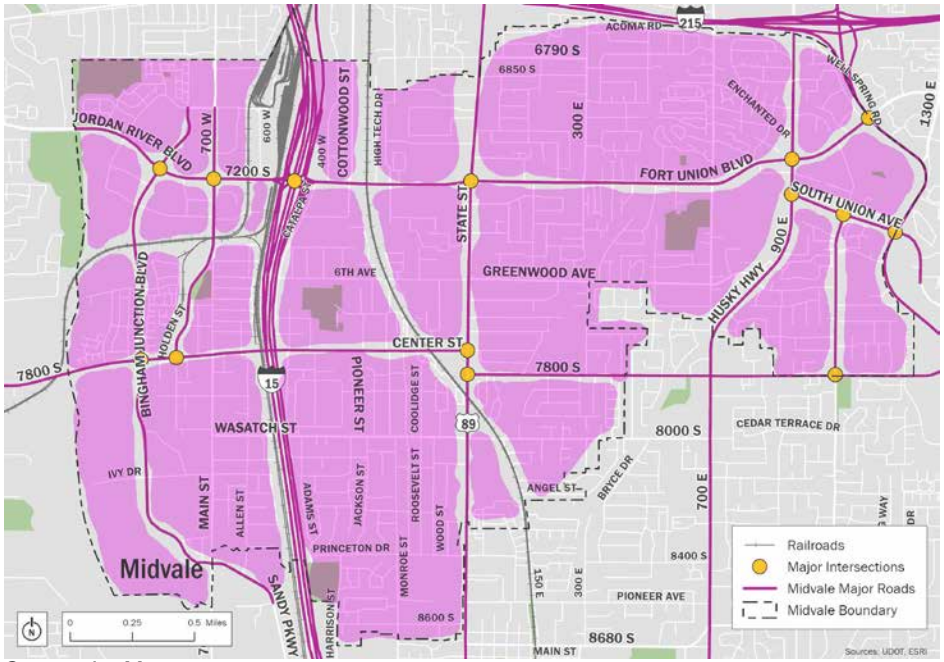
Steep Slopes are a significant physical impediment to construction and accessibility, increasing the engineering difficulty, cost of infrastructure extension.

Infrastructure Barriers

Primary arterials and highways and railroads are the primary infrastructure barriers, functioning as formidable, high-speed divisions that cut through Midvale's urban core and compromise community cohesion. These divided corridors create disconnected neighborhoods where residents face limited and often unsafe choices for getting around.

Specifically, major intersections pose a significant impediment to the emerging multi-modal network because their design is dominated by the prevailing use of automobiles. This auto-centric focus reduces safety and space for pedestrians and cyclists.

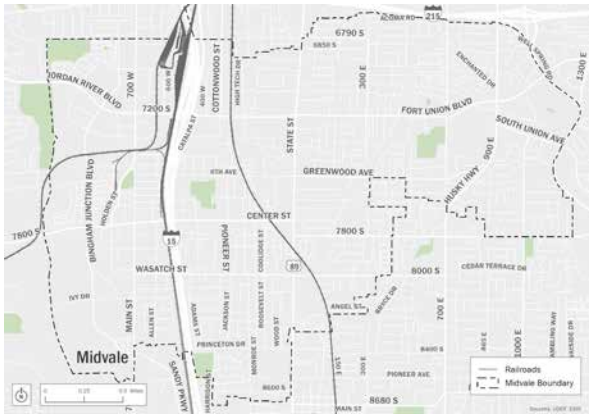
The overall result is a segregated infrastructure that severely impedes equitable access to essential services, public facilities, key transit stations, and economic opportunities across Midvale City.



Composite Map

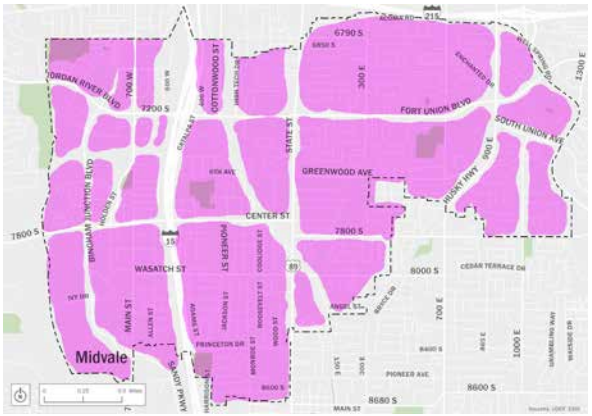
Major Roads

Major roads function as physical infrastructure barriers, demanding wider rights-of-way that consume land, create long, hazardous pedestrian crossings, and sever direct community connections.



Railroads

Railroads present a hard infrastructure barrier that geographically divides the city, creating bottlenecks at grade crossings, and severely limiting east-west mobility for all transportation modes.



Disconnected Neighborhoods

Disconnected neighborhoods demonstrate the failure of the existing road and pedestrian infrastructure to provide safe, direct, and continuous pedestrian connections.

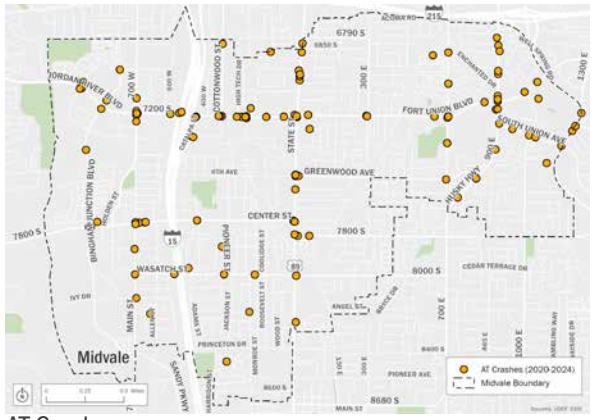
Safety & Performance Issues

The three maps collectively reveal a systemic safety crisis. As illustrated locations where high crash density occur on major corridors, often corresponding to the WFRC High Vision Network, resulting in repeated exposure for active transportation users to serious harm due to infrastructure designed to prioritize vehicle speed and throughput over human safety. This persistent pattern of crashes underscores the urgent need for a shift in performance metrics, moving from prioritizing vehicular flow to ensuring a safe system for all users.

Composite Map

Crash Density

This map identifies areas of highly concentrated accidents, directly correlating to specific infrastructure design flaws and revealing critical performance failures in the city's current street network.



AT Crashes

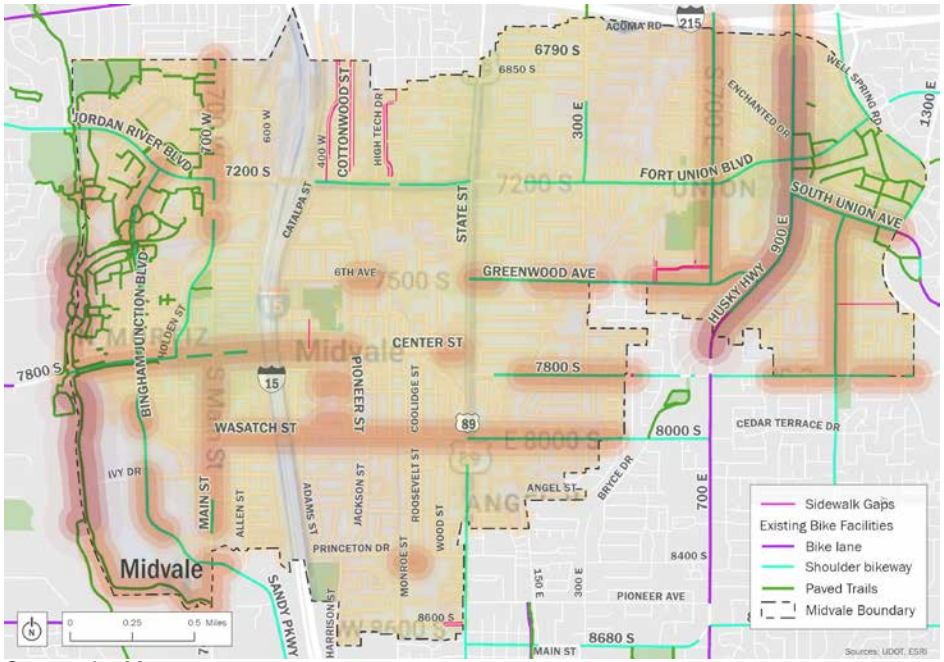
AT crashes between 2020 and 2024 highlight the severe safety hazard and performance shortfall for non-motorized users, showing that infrastructure currently fails to protect the most vulnerable road users.

High Risk Network

This map highlights key corridors prioritized for high-volume travel, which inherently pose the greatest safety and performance impediments due to high speed and complex conflict points.

Active Transportation Gaps

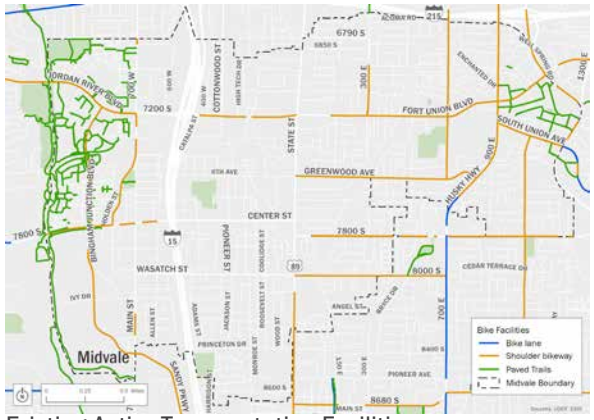
The maps on this page illustrate the current active transportation network. The network is significantly disconnected and inadequate, resulting in a higher-than-acceptable rate of crashes and injury traffic violence to Active Transportation (AT) users who are forced onto unsafe routes. Strava Bike Activity data shows strong community interest in biking and walking. However, the lack of adequate east-west active transportation (AT) facilities severely hinders this demand and compromises safety. This deficiency is particularly critical because it leaves riders vulnerable and facing high traffic stress when trying to connect to regional north-south networks like the Jordan River Parkway and popular routes like 900 East.



Composite Map

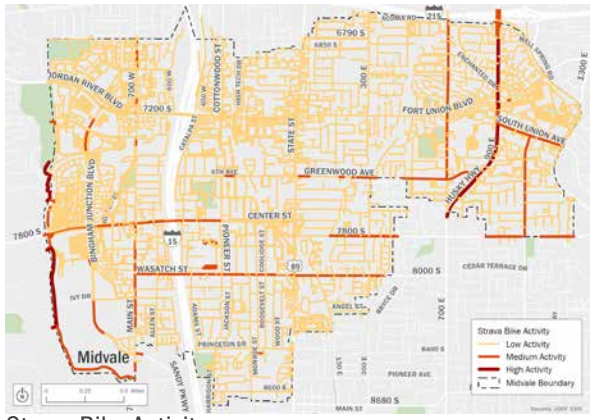
Walkscore + Sidewalk Gaps

This map illustrates the fundamental failure of the pedestrian network, highlighting discontinuous facilities that force people to walk in the roadway, severely limiting non-motorized mobility and safety.



Existing Active Transportation Facilities

This map reveals that existing AT facilities are fragmented and sparse, lacking safe and continuous links, particularly for crucial east-west travel, thereby discouraging broader community use.

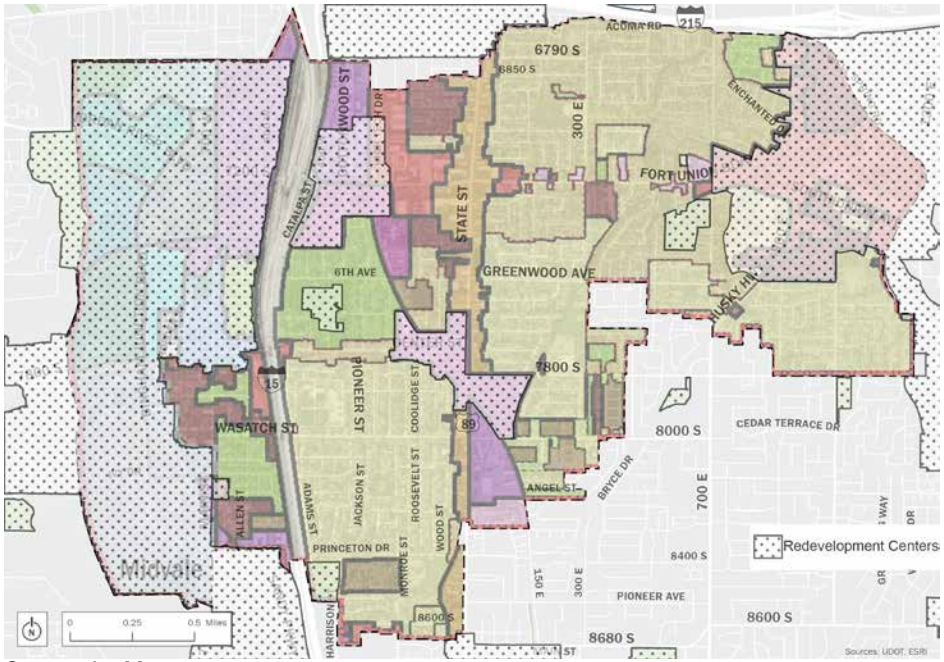


Strava Bike Activity

This map demonstrates a significant existing demand for cycling across the entire community, revealing the routes riders take despite the current inadequate and high-stress infrastructure.

Land Use & Ownership Conflicts

Connecting residential land uses to the designated Development Centers is essential to provide enhanced access to opportunities. The connections from where people live to where they work and shop in Development Centers is critically undermined by the existing fragmented ownership, regulatory complexity of zoning and overlays, and a network of facilities that do not adequately support safe and efficient multi-modal travel connections between home and destination.



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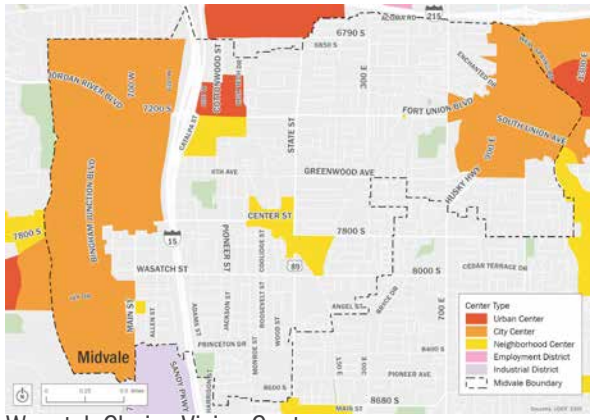
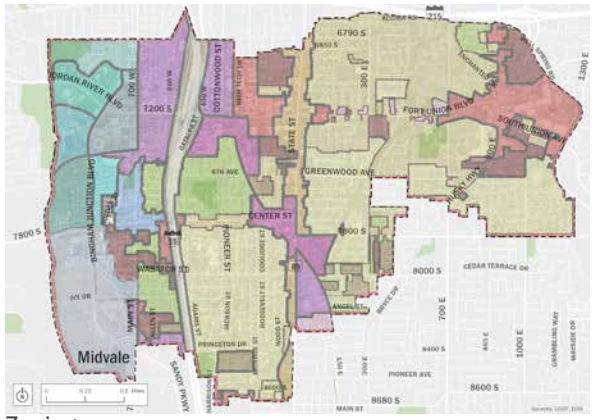


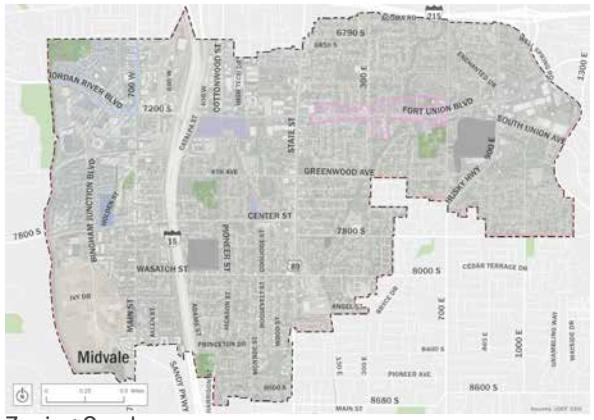
Wasatch Choice Vision Centers

This map highlights areas with complex and often fragmented land ownership patterns, which impede the unified, large-scale redevelopment necessary to realize their multi-modal and mixed-use potential.



Zoning

This map reveals a pervasive pattern of single-use districts, creating land use incompatibilities and friction at zone borders that inhibit the organic integration of housing, jobs, and services.



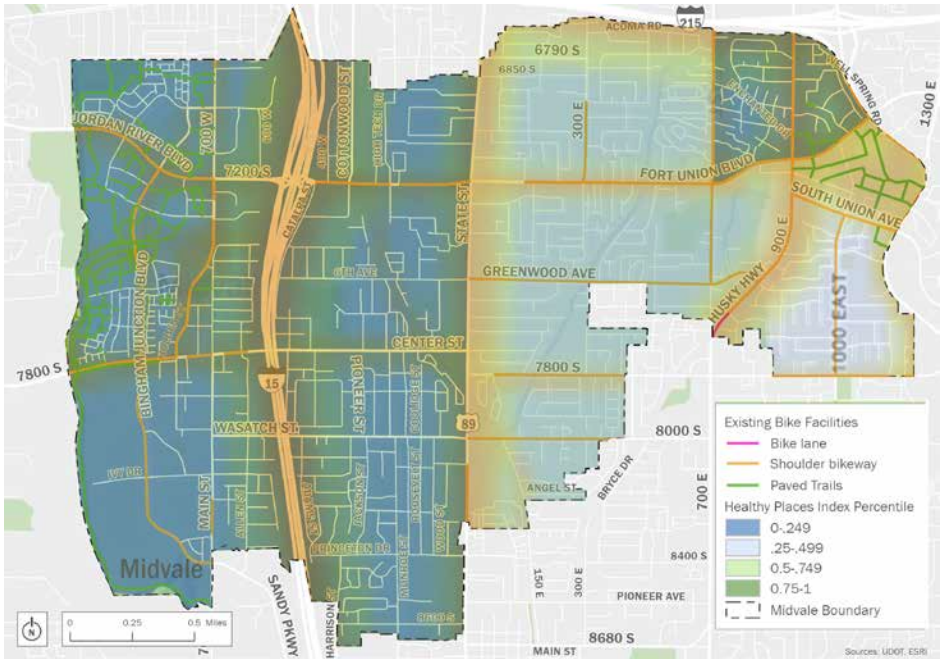
Zoning Overlay

This map indicates the city's intent to apply specific form and development standards, which introduces additional regulatory complexity and ownership challenges that can slow or complicate desired mixed-use redevelopment projects.

Equity & Access Barriers

The impediment analysis for Midvale incorporates a three-part map series that frames environmental and social equity concerns alongside transportation access. The first layer illustrates aviation noise, identifying how air traffic disproportionately affects lower-income neighborhoods with heightened noise pollution, which can degrade health and overall quality of life. The second layer maps vehicular noise along major roadways, underscoring how high traffic volumes expose nearby residents to stress and diminish the usability of adjacent public spaces.

The third layer applies the Healthy Places Index (HPI) as a composite measure of equity, revealing disparities in housing, environmental quality, and access to resources that influence life expectancy and wellbeing. Together, these environmental and socioeconomic burdens are compounded by a fragmented active transportation system: overlays of existing bicycle facilities show a disconnected network that restricts safe walking and cycling options, further reinforcing inequities and limiting healthy mobility choices across the city.



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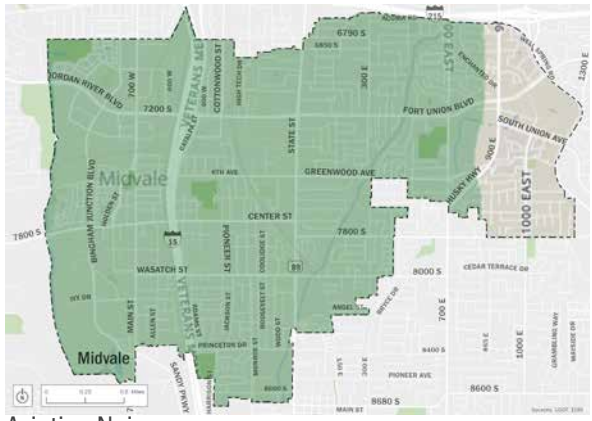
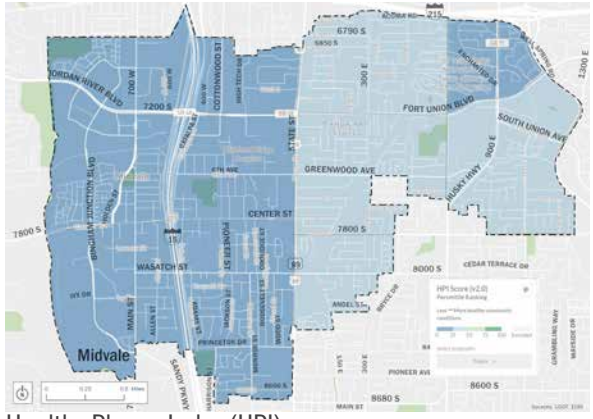


Aviation Noise

Map highlights how noise pollution from air traffic is relatively evenly disbursed across Midvale that negatively impacts residents' health, sleep, and quality of life.

Vehicular Noise

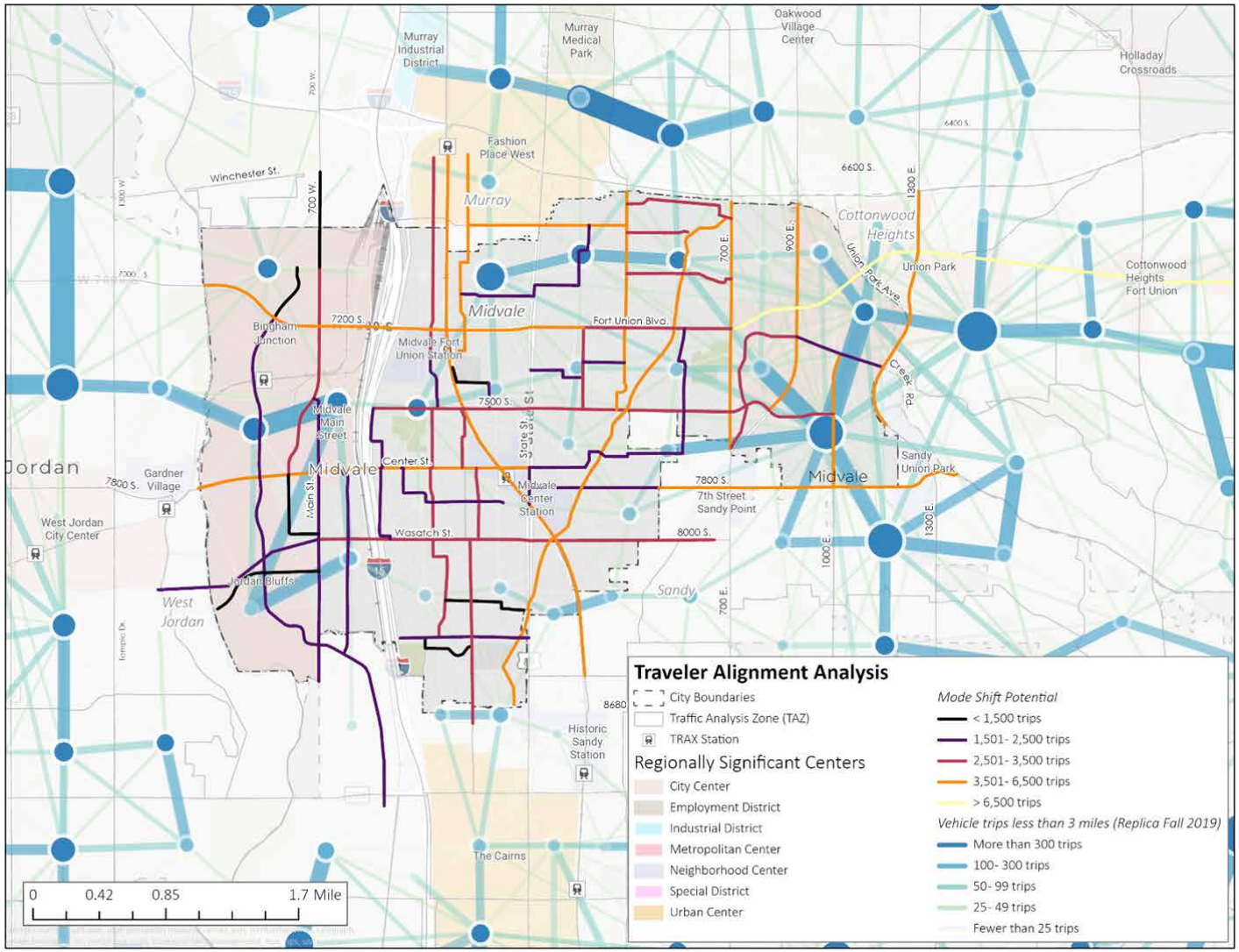
Map shows which parts of Midvale are most affected by vehicular noise, revealing major highways and primary arterials produce the most noise.



Healthy Places Index (HPI)

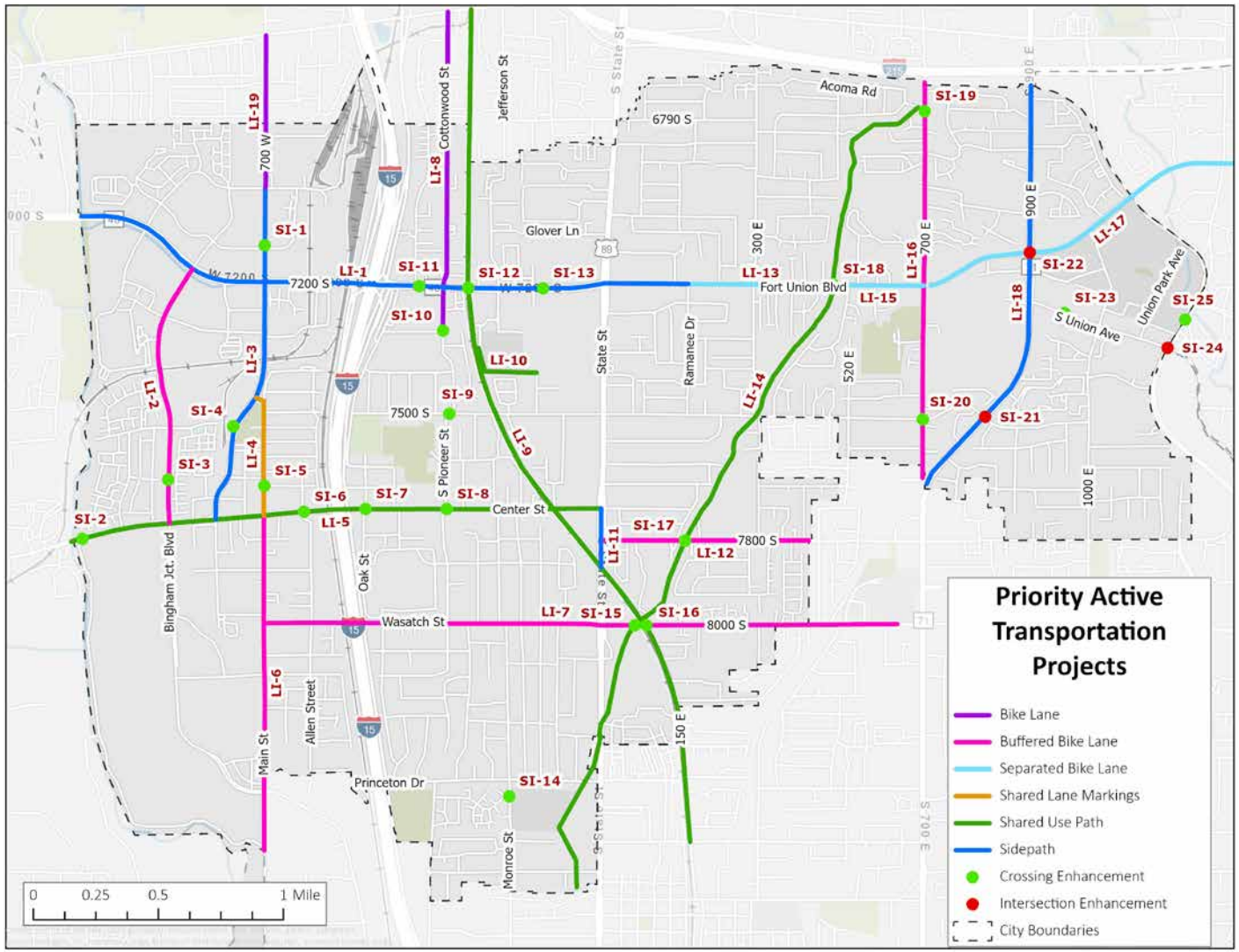
HPI measures the social determinants of health, illustrating an overall equity impediment by ranking neighborhoods based on conditions (like economics, housing, and clean environment) that may dictate resident's health.

Additional Mapping Analysis



Source: MIdvale TMP, Figure 35. Traveler Alignment Analysis Including Mode Shift Potential

The Traveler Alignment Analysis from the Transportation Master Plan evaluates the potential for Midvale residents to shift from driving to walking or biking, using origin–destination data to identify projects most likely to influence travel behavior. The analysis found that eastern Midvale, particularly along north–south corridors, offers the highest potential for mode shift, while also acknowledging limitations such as weather, personal preference, and data accuracy.



Source: MIdvale TMP, Figure 36. AT Priority Active Transportation (Linear + Spot) Projects

The initial phase of priority active transportation (AT) projects, as outlined in the Transportation Master Plan, focuses on critical network improvements along both primary and secondary corridors. Priority projects were identified through a Project Prioritization Score that weighed factors such as first–last mile connections, potential for mode shift, and cost-effectiveness relative to anticipated benefits. This process ensured that projects most essential for improving Midvale's overall transportation system advanced first, while secondary projects were recognized as important but less immediately impactful.

Priority AT Project List

The secondary project list, derived from Tables 8 and 10 of the Transportation Master Plan, outlines a strategy for expanding citywide active transportation options. These projects focus on critical network improvements that align with Midvale's development goals, providing strong value and continuity across the system.

Linear facilities include projects like bike paths, sidepaths, and rail trails. While spot facilities include projects like raised crosswalks, curb extensions, and improved intersections. Together, these enhancements strengthen connectivity between key destinations, remove travel barriers, and encourage more residents to walk, bike, and use public transit.

Linear Facilities

- Center Street Sidepath
- 8000 South Buffered Bike Lane
- 7800 South Buffered Bike Lane
- Cottonwood Street Bike Lane & Sidewalks
- Holden Street Buffered Bike Lane
- 700 East Buffered Bike Lane
- Bingham Junction Boulevard Buffered Bike Lane
- Main Street Shared Lane Markings (Downtown)
- Main Street Buffered Bike Lane (South of Center)
- State Street Sidepath
- 400 West Sidewalks
- Jordan and Salt Lake Canal Trail Shared Use Path
- East Jordan Canal Trail
- High Tech Drive Sidewalks
- Pk St (7700 S) between Birch St and Blisswood Dr

Spot Facilities

- Center Street-Oak Street Crossing Enhancement
- Center Street-Allen St Crossing Enhancement
- South Union Avenue-Union Park Avenue Intersection Enhancement
- 7200 South-CSL Plasma Crossing Enhancement
- 7200 South-900 East Intersection Enhancement
- 7200 South-Jordan & SL Canal Crossing Enhancement
- 7200 South-400 West Crossing Enhancement
- 7200 South-Rail Trail Crossing Enhancement
- Center Street-Jefferson Street Crossing Enhancement
- 700 West-Tuscany View Road Crossing Enhancement
- Union Park Avenue-Waterslide Circle Crossing Enhancement
- 7500 South-700 East Crossing Enhancement
- 7500 South-Jefferson Street/ Cottonwood Street Crossing Enhancement
- Hillcrest High Drive-900 East Intersection Enhancement
- Commerce Park Drive-700 West Crossing Enhancement
- Millennium Way-Cottonwood Street Crossing Enhancement
- 7800 South-Jordan & SL Canal Crossing Enhancement
- Wasatch Street-Rail Trail Crossing Enhancement
- Monroe Street-Foxbridge Drive Crossing Enhancement
- South Union Avenue Midblock Crossing
- Bingham Junction-7549 South Crossing Enhancement
- 1st Avenue-Main Street Crossing Enhancement
- 700 East-Larchwood Street Crossing Enhancement
- Wasatch Street-Jordan & SL Canal Crossing Enhancement

Impediment Analysis Summary

The Transportation Connectivity Plan builds on the Traveler Alignment and project prioritization findings of the Transportation Master Plan by highlighting how various impediments shape project effectiveness. These include physical barriers such as waterways, flood zones, and steep slopes; safety concerns like crash clusters and high-injury networks; infrastructure constraints from highways, railroads, and disconnected streets; active transportation gaps in sidewalks, trails, and bikeways; restrictive land use patterns; and equity and access disparities. By overlaying impediment data with the TMP's prioritization framework, the Connectivity Plan provides a practical lens to identify where barriers may increase costs, delay implementation, or limit equitable access. Addressing these challenges ensures that projects are not only strategically located but also safe, accessible, and equitable. As linear and spot improvements expand the active transportation network, removing impediments will enhance mode shift potential, increase access to opportunity, and strengthen progress toward the City's long-term transportation goals.

Source: Parametrix

IV. Priority Projects

Introduction

This chapter presents the top 10 priority projects for advancing Midvale's active transportation network. These projects were identified through a combination of the impediment analysis, guidance from the stakeholder and steering committees, and alignment with the City's long-term transportation goals. Each project is designed to address critical barriers to connectivity while supporting safe, equitable, and accessible travel for all users.

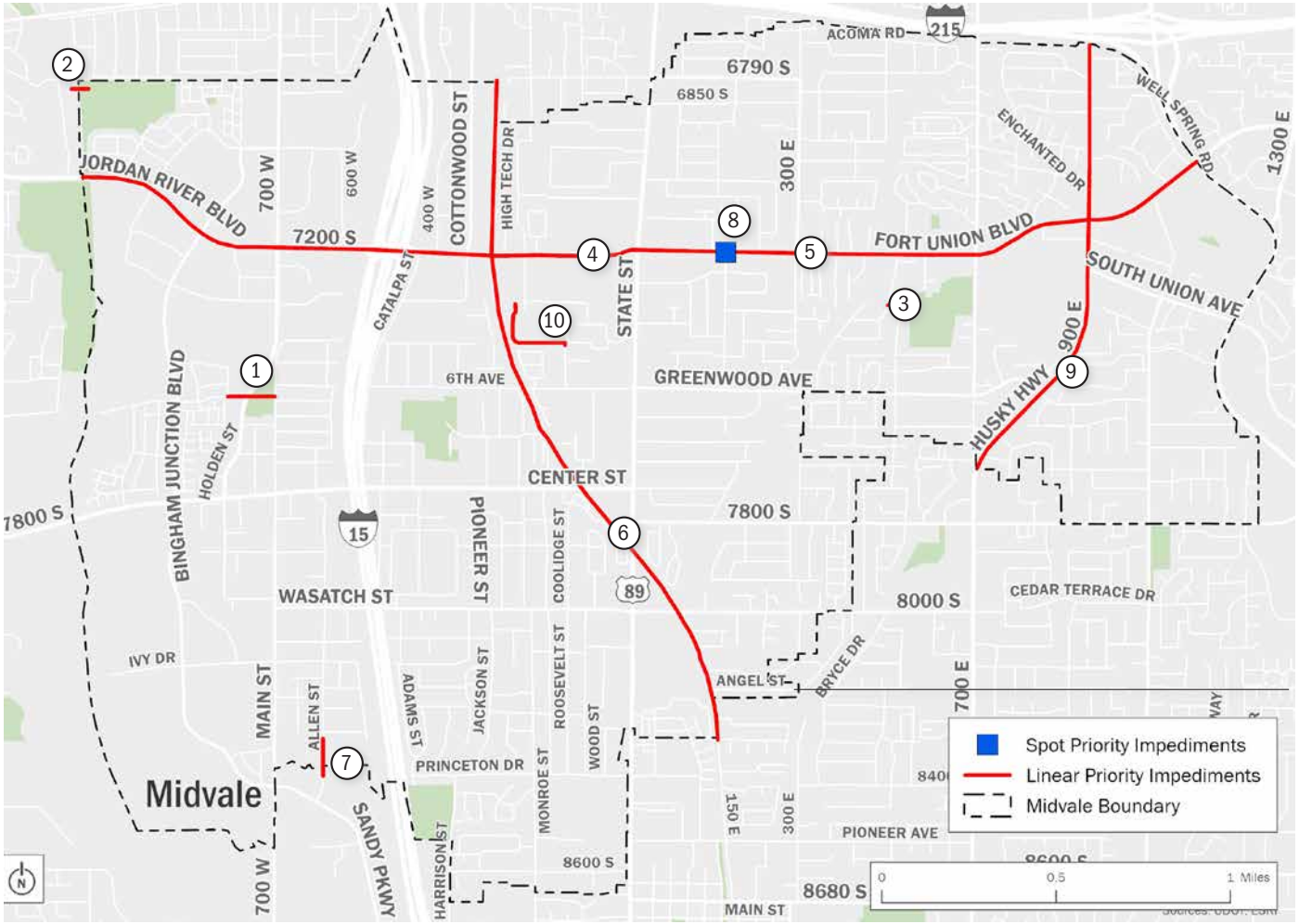
To provide a comprehensive understanding, each project profile includes:

- Project type and description
- Photo of existing conditions
- Project statistics such as goals, past planning efforts, and cost estimates (if available)
- Project extents with clear mapping
- Design concepts (including aerial isometric views and typical road sections)
- Existing impediments influencing implementation
- Potential funding sources
- Itemized planning-level cost estimate

Together, these elements ensure that decision-makers, partners, and community members can see not only the vision for each project but also the practical considerations needed for implementation. By focusing on these priority projects, Midvale can strategically invest in infrastructure that removes key barriers, fosters mode shift, and expands access to opportunity.

Source: Parametrix

Priority Projects Map



The Priority Projects Map highlights a range of investments, from quick-build, low-cost improvements to long-term projects requiring substantial resources and vision. In total, the map identifies nine linear projects totaling approximately [TBD] miles, along with one spot improvement project that addresses a key network gap.

Priority Project List

1. Tuscany View Road Extension
2. Bingham Junction Park Bridge to Jordan River Pkwy
3. Union Park Trail Connection
4. Fort Union Blvd Parallel Pathway
5. Fort Union Blvd Separated Bike Lane
6. Porter Rockwell Trail
7. Allen Street Connection
8. Fort Union & Ramanee Drive Crosswalk
9. 900 East AT Improvements
10. Maple Street

Priority Project List

1. Tuscany View Road Extension

New Road extension to Holden Street

- Cost - $$
- Medium Complexity
- Medium Duration

2. Bingham Junction Park Bridge to Jordan River Parkway

110 LF New Bridge, connecting trail, signage

- Cost - $
- High Complexity
- Short Duration

3. Union Park Trail Connection

500 LF New Sidewalk, ADA Curb Ramp

- Cost - $
- Low Complexity
- Short Duration

4. Fort Union Boulevard (West City Limit to Ranamee Drive)

Sidepath from City Limits to Ramanee Dr

- Cost - $$$$
- High Complexity
- Long Duration

5. Fort Union Boulevard (Ramanee Drive to Union Park Avenue)

Separated Bike Lane (Ramanee to City Limits)

- Cost - $$$
- Medium Complexity
- Medium Duration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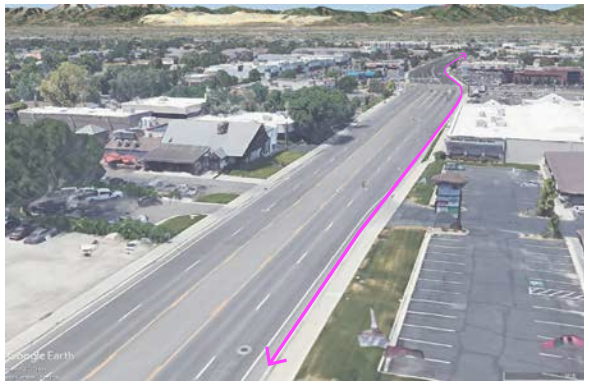
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IMAGE SOURCES: GOOGLE EARTH

6. Porter Rockwell Trail

2.4 Mile shared Use Path within UTA right of way in Midvale. Phase 1 - Julie Anna Drive to Winchester St

- Cost - $$$$
- High Complexity
- Long Duration

7. Allen Street Connection

Street network improvement

- Cost - $
- Low Complexity
- Short Duration

8. Fort Union & Ramanee Drive - Crossing Improvement

HAWK or Toucan, ADA Curb Ramps

- Cost - $
- Low Complexity
- Short Duration

9. 900 East - AT Improvements

Enhanced linear active transportation facility

- Cost - $$$
- Medium Complexity
- Short Duration

10. Maple Street - TRAX Connection

Neighborhood connection to light rail station

- Cost - $
- Low Complexity
- Short Duration

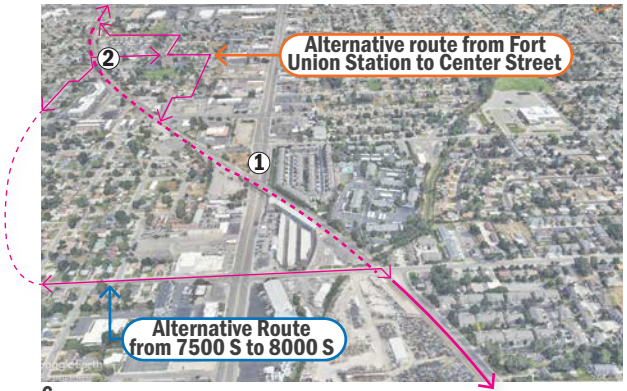

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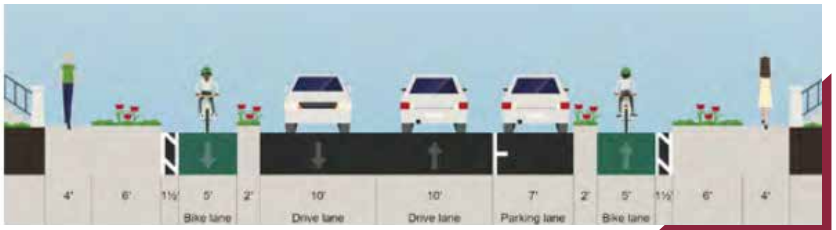
IMAGE SOURCES: GOOGLE EARTH

Tuscany View Road Extension

New Road Construction

Plan Illustrative. Source: University of Utah Department of City & Metropolitan Planning, 2024

PROPOSED SECTION



Source: University of Utah Department of City & Metropolitan Planning, 2024

PROJECT DESCRIPTION

This project aims to improve connectivity and access between the Jordan River Parkway, Bingham Junction TRAX Station, and Midvale's historic downtown, providing an alternative route for various modes of transportation.

IMPEDIMENTS

- Union Pacific Railroad
- Existing commercial businesses
- Lack of current connection to historic downtown.

PROJECT STATS

PURPOSE
To Improve pedestrian/Active Transportation (AT) access, especially between Main Street and TRAX, by building a new road connection.

PAST PLANNING EFFORTS
Utah's Unified Transportation Plan: Listed in the Fiscally Constrained Phase 3 (2043–2050)
University of Utah Department of City & Metropolitan Planning (May 2024)

TOTAL PROJECT COST
$4,410,000 (2022)
Cost Phased: $11,300,000.

TOTAL PROJECT EXTENTS
Bingham Junction Boulevard to Holden Street

Midvale City Transportation Connectivity Improvement
Planning Level Cost Estimate
Tuscany View Road Extension - 210 LF from Dead End to Holden Street

Item	Unit	Unit Cost	Quantity	Cost
ROW Acquisition	Lump	$201,600		$201,600
Traffic Signal System	Lump	$300,000	1	$300,000
Lighting Fixtures	EA	$15,000	2	$30,000
Road Queue Cutter at RR Xing	Lump	$250,000	1	$250,000
Roadway Excavation	CY	$55	585	$32,155
Untreated Base Course	CY	$70	213	$14,881
Granular Borrow	CY	$60	239	$14,350
HMA - 1/2 Inch	Ton	$150	265	$39,821
Pedestrian Access Ramps	EA	$6,000	2	$12,000
Sidewalk	SF	$15	420	$6,300
Curb and Gutter	LF	$40	420	$16,800
Park Strip	SF	$8	2520	$20,160
Signs	EA	$150	4	$600
Pavement Message	EA	$200	30	$6,000
Pavement Marking	LF	$2	840	$1,680
		Construction Cost Subtotal		$744,747
SWPPP	LS	5%		$37,237
Mobilization	LS	10%		$74,475
Traffic Control	LS	1%		$7,447
Utility Coordination	LS	10%		$74,475
		Construction Lump Sum Costs Subtotal		$193,634
Preconstruction Engineering	LS	15%		$140,757
Construction Engineering	LS	12%		$112,606
		Engineering Subtotal		$253,363
Contingency	LS	30%		$357,523
		Total Project Cost		**$1,549,268**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Bingham Junction Park Bridge to Jordan River Parkway

Active Transportation Project

~6500 S Active Transportation Bridge. Source: Google Street View

EXISTING CONDITIONS

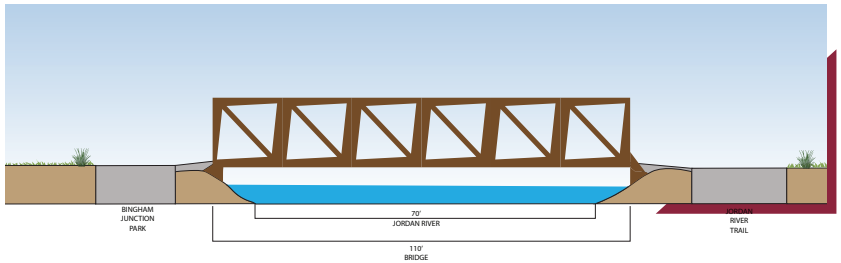
PURPOSE
Multi-Use Bridge connection to the Jordan River Trail (JRT)

PAST PLANNING EFFORTS
Not on Priority AT Projects Map

TRAIL WIDTH
14' wide

TOTAL PROJECT EXTENTS
Approximatley 200' lenght, extending 100' in either direction of Jordan River's center line

PROPOSED SECTION



PROJECT DESCRIPTION

This is a high-feasibility project to build a new, 110-foot multi-use bridge across the Jordan River at Bingham Junction Park. The bridge will create a crucial connection between the park's existing trails and the wider Jordan River Parkway Trail (JRT), significantly improving access for users.

IMPEDIMENTS

- The Jordan River
- Municipal Boundary (Midvale and West Jordan)

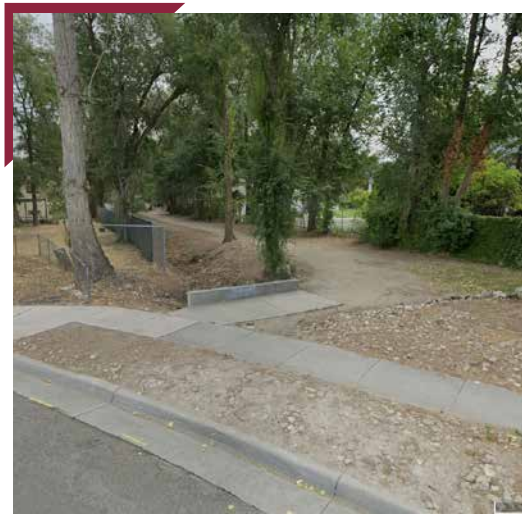
Midvale City Transportation Connectivity Improvement
Planning Level Cost Estimate
Bingham Junction Park (6500 South) Pedestrian Bridge across Jordan River

Item	Unit	Unit Cost	Quantity	Cost
12' On-Grade Asphalt Trail	LF	$105	200	$21,000
Prefabricated Steel Truss Bridge	SF	$350	1540	$539,000
Signs	EA	$150	2	$300
Pavement Message	EA	$200	2	$400
Pavement Marking	LF	$2	190	$380
Weed Mitigation	SF	$0.25	15,500	$3,875
		Construction Cost Subtotal		$564,955
SWPPP	LS	5%		$28,248
Mobilization	LS	10%		$56,496
Traffic Control	LS	1%		$5,650
Utility Coordination	LS	5%		$28,248
	Construction Lump Sum Costs Subtotal			$118,641
Preconstruction Engineering	LS	15%		$102,539
Construction Engineering	LS	12%		$82,031
		Engineering Subtotal		$184,571
Contingency	LS	30%		$260,450
		Total Project Cost		**$1,128,616**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Union Park Trail Connection

Active Transportation Project



View from 525 East. Source: Google Street View

EXISTING CONDITIONS

PURPOSE
New trail connection to the north west entrance of Union Park

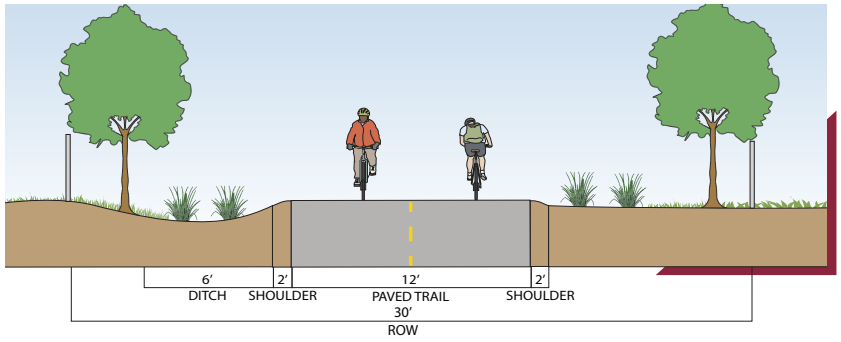
FUTURE PLANNING EFFORTS
Salt Lake County is planning a recreation center facility in Union Park

RIGHT OF WAY
Acquisition of parcels 254-016, 277-108, 277-109, and 277-009 may be necessary.

TOTAL PROJECT EXTENTS
525 East to Union Park

EXISTING PROGRAM
Concrete sidewalk over ditch, shade trees (invasive), soft surface trail, property fencing

PROPOSED SECTION



PROJECT DESCRIPTION

This project seeks to install approximately 500 linear feet of new sidewalk and necessary ADA curb ramps, along with park signage. This improvement will enhance the entrance and address the lack of a paved trail and signage at the northwest entrance of Union Park, providing an AT connection that supports the future Salt Lake County Recreation Center Facility.

IMPEDIMENTS

- Lack of paved trail/signage
- Irrigation ditch (Union Jordan North & South Ditches)

Midvale City Transportation Connectivity Improvement Planning Level Cost Estimate Mixed Use Trail to Union Park				
Item	**Unit**	**Unit Cost**	**Quantity**	**Cost**
ROW Acquisition	Lump	$40,000		$40,000
12' On-Grade Asphalt Trail	LF	$105	590	$61,950
Pedestrian Access Ramp	E.A.	$6,000	1	$6,000
Park Sign	E.A.	$500	1	$500
Pavement Message	E.A.	$200	2	$400
Weed Mitigation	S.F.	$0.25	13,570	$3,393
		Construction Cost Subtotal		$72,243
SWPPP	L.S.	5%		$3,612
Mobilization	L.S.	10%		$7,224
Traffic Control	L.S.	1%		$722
Utility Coordination	LS	5%		$3,612
		Construction Lump Sum Costs Subtotal		$15,171
Preconstruction Engineering	L.S.	15%		$13,112
Construction Engineering	L.S.	12%		$10,490
		Engineering Subtotal		$23,602
Contingency	L.S.	30%		$45,305
		Total Project Cost		**$156,320**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Fort Union Blvd (West City Limit to Ranamee Drive)

Active Transportation Project

Location: Fort Union & ~80 West. Source: Google Street View

EXISTING CONDITIONS

FUNCTIONAL CLASSIFICATION
Minor Arterial

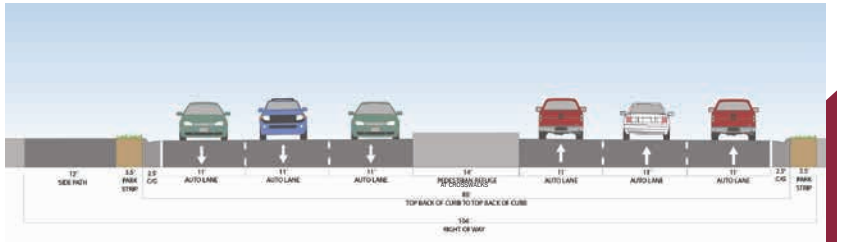
NUMBER OF LANES
5-6

BIKE FACILITIES
None

SIDEWALKS
Exist on both sides, inconsistent separation from traffic

RIGHT OF WAY
90'-105'

PROPOSED PROJECT



Typical Fort Union Boulevard Section

PROJECT DESCRIPTION

This project proposes to install a 12 foot sidepath on the north side of the street, as well as 14 foot pedestrian refuge island/median in what is now the center turn lane, which would vary depending on the section. The center turn lane would still be kept intact for certain sections of the road with high volumes of left turns. Travel lanes to be restriped to a standard 11' width.

IMPEDIMENTS

- No bicycle lanes (discontinuous shoulder bikeway)
- Lack of a complete street

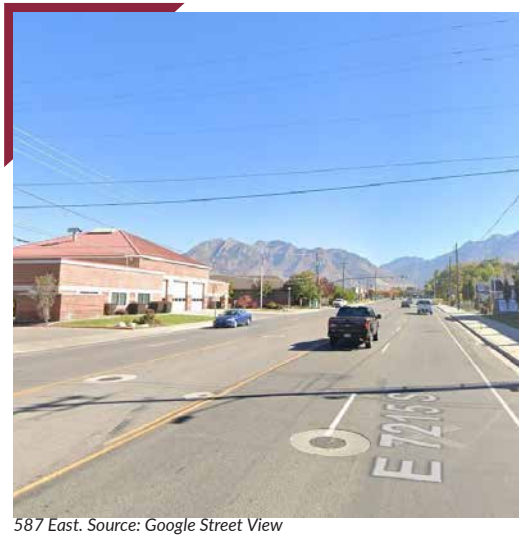
Midvale City - Active Transportation Segment
Opinion of Probable Costs - August 16, 2024
Ft Union (City Limit to Ranamee Dr) - Minor Arterial - 90'-105' Right of Way - 10,175' Length

Item	Unit	Unit Cost	Quantity	Cost
Excavation and Removals	C.Y.	$20	13,494	$269,875
Asphalt (5" patch and repair)	Ton	$120	2,762	$331,428
Curb and Gutter (2.5' width)	L.F.	$78	40,700	$3,174,600
Pedestrian Refuge Islands	S.F	$15	42,735	$641,025
Sidepath (12' width, 6" Thick)	S.F	$15	164,835	$2,472,525
Granular Borrow	C.Y.	$50	1,591	
Remove Existing Paint	L.F.	$.5	91,575	$45,788
Pavement Marking	L.F.	$2	91,575	$183,150
Pavement Message	E.A.	$470	153	$71,734
Parkstrip (Landscape + Irrigation)	S.F.	$7	53,419	$373,931
			Construction Cost	$7,876,817
SWPPP	L.S.	5%		$393,841
Mobilization	L.S.	10%		$787,682
Traffic Control	L.S.	8%		$630,145
Utility Coordination	L.S.	10%		$787,682
			Subtotal	$2,599,350
Preconstruction Engineering	L.S.	10%		$787,682
Construction Engineering	L.S.	10%		$787,682
Contingency	L.S.	25%		$3,012,882
			Total Project Cost	$15,064,412

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Fort Union Boulevard (Ranamee Drive to Union Park Dr)

Active Transportation Project



587 East. Source: Google Street View

EXISTING CONDITIONS

FUNCTIONAL CLASSIFICATION
Minor Arterial

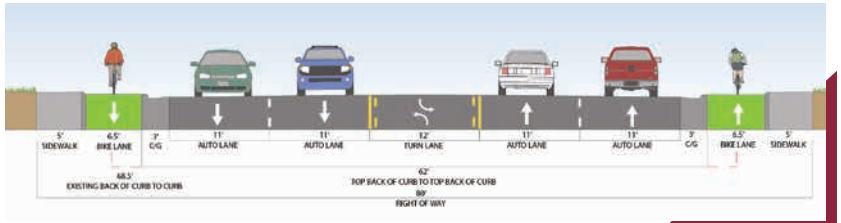
NUMBER OF LANES
5-6

BIKE FACILITIES
None

SIDEWALKS
Exist on both sides, inconsistent separation from traffic

RIGHT OF WAY
85'-122'

PROPOSED SECTION



Typical Fort Union Boulevard Section

PROJECT DESCRIPTION

This project would install separated bike lanes going in both directions, whose width would range from 6.5-7 feet depending on the segment. For more narrow segments, they would be separated by a concrete barrier and on wider segments they would separated by a park strip. Travel lanes and sidewalk width would not impacted, though sidewalks would be more separated from traffic.

IMPEDIMENTS

- Bicycle lanes have a high level of traffic stress

Midvale City - Active Transportation Segment
Opinion of Probable Costs - August 16, 2024
Ft Union (Ranmanee Dr to Union Park Dr) - Minor Arterial - 85'-102' Right of Way - 7,500' Length

Item	Unit	Unit Cost	Quantity	Cost
Excavation and Removals	C.Y.	$20	7,260	$145,208
HMA - 1/2"	Ton	$120	2,498	$299,785
Curb and Gutter (2.5' width)	L.F.	$78	22,500	$1,755,000
Bike Lane (7' width, 6" Thick)	S.F	$15	146,250	$2,193,750
Untreated Base Course (6", 12")	C.Y.	$56	2,847	$159,444
Pavement Marking	L.F.	$2	78,750	$157,500
Pavement Message	E.A.	$470	113	$52,875
Sign	E.A.	$150	33	$4,950
Parkstrip (Landscape + Irrigation)	S.F.	$7	60,750	$425,250
			Construction Cost	$5,193,762
SWPPP	L.S.	5%		$259,688
Mobilization	L.S.	10%		$519,376
Traffic Control	L.S.	8%		$415,501
Utility Coordination	L.S.	10%		$519,376
			Subtotal	$1,713,942
Preconstruction Engineering	L.S.	10%		$519,376
Construction Engineering	L.S.	10%		$519,376
Contingency	L.S.	35%		$1,054,334
			Total Project Cost	$9,000,790

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Porter Rockwell Trail

Active Transportation Project

View from 525 East. Source: Google Street View

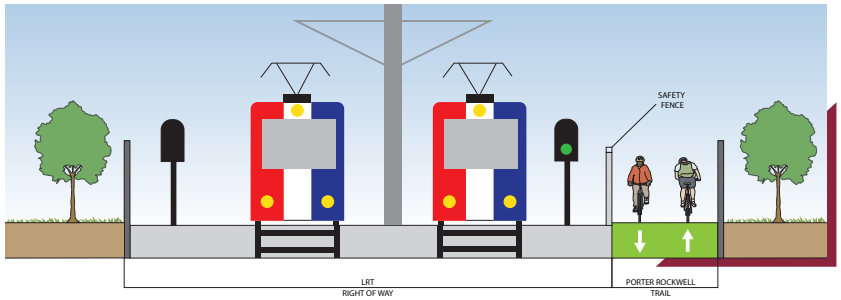
EXISTING CONDITIONS

PURPOSE
A regional north-sourth trail for recreation, connectivity, and community engagement

PLANNING EFFORTS
Feasibility study currently underway, Past alignment studies by Alta Planning.

TOTAL PROJECT EXTENTS
Extends approximatley 2.4 miles and runs parallel to the TRAX railroad within city boundaries

PROPOSED SECTION



PROJECT DESCRIPTION

This is a high-cost, long-term project with low feasibility to build a 2.4-mile Shared Use Path within the existing UTA TRAX right-of-way in Midvale. Phase 1 runs from Julie Anna Drive to Winchester Street. The project faces significant challenges, primarily from "pinch points"—narrow gaps between the railroad, residential properties, and existing infrastructure. Overcoming these conflicts requires either acquiring additional right-of-way or rerouting the trail, with a major conflict being the need for a bridge over State Street.

IMPEDIMENTS

- No AT facility along the railroad
- Inadequate Right of Way
- Existing utilities
- Bridge needed over State Street

Midvale City Transportation Connectivity Improvement
Planning Level Cost Estimate
Porter Rockwell Parallel Multi-Use Trail - 12,620 LF along TRAX withing Midvale

Item	Unit	Unit Cost	Quantity	Cost
12 On-Grade Asphalt Trail	LF	$105	12,620	$1,325,100
Prefabricated Steel Truss Bridge	SF	$350	3619	$1,266,650
Safety Fencing	LF	$85	12,620	$1,072,700
Signs	EA	$150	14	$2,100
Pavement Message	EA	$200	30	$6,000
Pavement Marking	LF	$2	12620	$25,240
Weed Mitigation	SF	$0.25	63,100	$15,775
Traffic Signal System	LS	$300,000	4	$1,200,000
		Construction Cost Subtotal		$4,913,565
SWPPP	LS	5%		$245,678
Mobilization	LS	10%		$491,357
Traffic Control	LS	5%		$245,678
Utility and Raiload Coordination	LS	20%		$982,713
		Construction Lump Sum Costs Subtotal		$1,965,426
Preconstruction Engineering	LS	15%		$1,031,849
Construction Engineering	LS	15%		$1,031,849
		Engineering Subtotal		$2,063,697
Contingency	LS	30%		$2,682,806
		Total Project Cost		**$11,625,495**

Notes:
- *This is a planning level cost estimate with a tolerance range of -50% to +200%.*
- *Right of Way acquisition not accounted for due to complexity of corridor.*

Allen Street Connection

New Road Construction

Allen Street. Source: Google Street View

EXISTING CONDITIONS

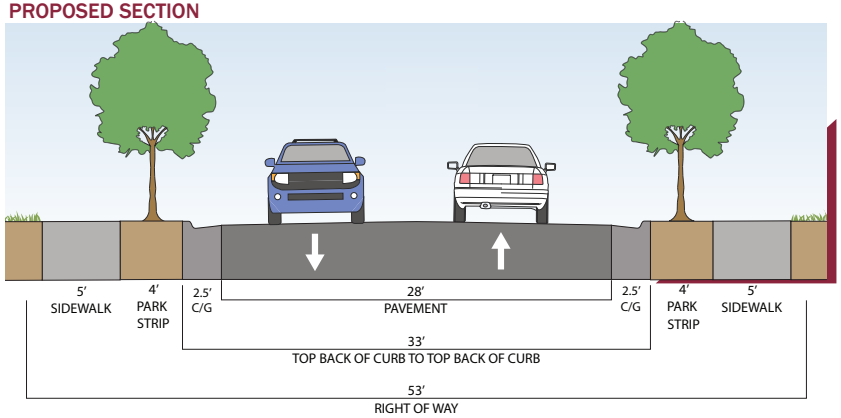
PURPOSE
To improve street network by joining two dead ends

PLANNING EFFORTS
Identified in Midvale's Transportation Masterplan as a secondary linear improvement project

FACILITY TYPE
Neighborhood byway

TOTAL PROJECT EXTENTS
Approximatley 450 linear feet within Midvale City boundaries, Sandy's portion is complete

PROPOSED SECTION



PROJECT DESCRIPTION

A low-cost, highly feasible project aimed at connecting two existing roadway dead end's at the municipal boundary between Midvale and Sandy. The main challenge is securing right-of-way (ROW) through private property to complete the linkage where no sidewalks or road currently exists.

IMPEDIMENTS

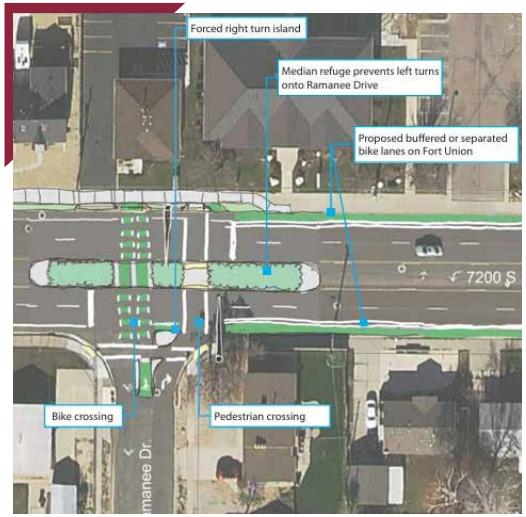
- Private property
- Municipal boundary (Midvale and Sandy)

Midvale City Transportation Connectivity Improvement Planning Level Cost Estimate Allen Street Extenstion (at Municipal Boundary) - 53' Right Of Way - 450' Length				
Item	**Unit**	**Unit Cost**	**Quantity**	**Cost**
ROW Acquisition	Lump	$179,507		$179,507
Lighting System	EA	$15,000	2	$30,000
Excavation and Removals	CY	$55	856	$47,056
Untreated Base Course	CY	$70	311	$21,778
Granular Borrow	CY	$60	350	$21,000
HMA - 1/2 Inch	Ton	$150	389	$58,275
Sidewalk	SF	$15	4,500	$67,500
Curb and Gutter	LF	$40	900	$36,000
Park Strip	SF	$8	3,600	$28,800
Signs	EA	$150	4	$600
Pavement Message	EA	$200	4	$800
Pavement Marking	LF	$2	900	$1,800
		Construction Cost Subtotal		$313,608
SWPPP	LS	5%		$31,361
Mobilization	LS	10%		$3,136
Traffic Control	LS	5%		$1,568
Utility Coordination	LS	10%		$3,136
		Construction Lump Sum Costs Subtotal		$39,201
Preconstruction Engineering	LS	15%		$10,584
Construction Engineering	LS	12%		$8,467
		Engineering Subtotal		$19,052
Contingency	LS	30%		$165,410
		Total Project Cost		**$537,271**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Union & Ramanee Drive Crosswalk

Active Transportation Project



Toucan Crossing Sketch. Source: Midvale Fort Union Study

EXISTING CONDITIONS

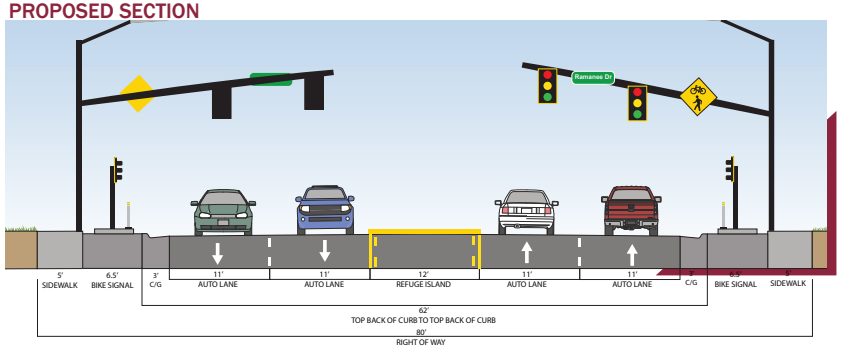
PURPOSE
To support save midblock AT movements across 7200 South and to facilitate the transition from the proposed mixed-use sidepath (west along Fort Union) to separated bike lanes (east along Fort Union)

PLANNING EFFORTS
Midvale Fort Union Study

FACILITY TYPE
Identified in Midvale's Transportation Masterplan as a secondary spot improvement project.

TOTAL PROJECT EXTENTS
Neighborhood byway crossing enhancement at 7200 S and Ramanee Drive

PROPOSED SECTION



PROJECT DESCRIPTION

A low-cost, highly feasible safety project to install a new pedestrian signalized crossing (HAWK or Toucan) with necessary ADA curb ramps at the intersection of Fort Union and Ramanee Drive. This is a high-priority safety improvement that supports Midvale's broader AT connectivity goals, as the existing crossing distance is over 2,300 feet to the nearest signal.

IMPEDIMENTS

- Long distance between existing pedestrian crossings at State and 300 East (2,300')
- Major road bifurcating neighborhoods

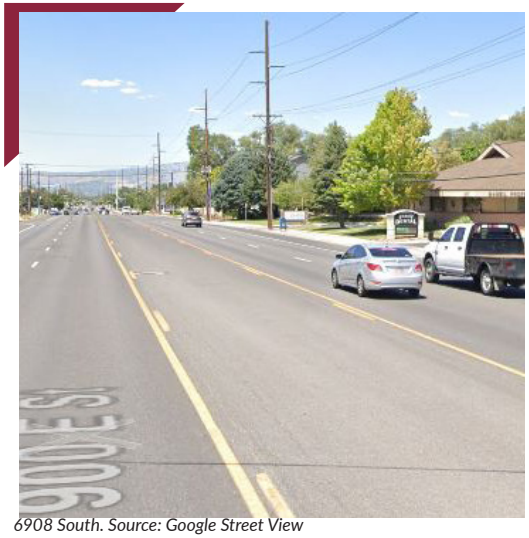
Midvale City Transportation Connectivity Improvement
Planning Level Cost Estimate
Fort Union and Ramanee Dr - Crossing Enhancement

Item	Unit	Unit Cost	Quantity	Cost
Hawk Signal System	Lump	$250,000	1	$250,000
Rotomilling	SY	$3	744	$2,233
Roadway Excavation	CY	$55	65	$3,565
HMA - 1/2 Inch	Ton	$150	82	12,345
Refuge Island	SF	$25	2,700	$67,500
Curb and Gutter	LF	$40	480	$19,200
Pedestrian Access Ramps	E.A.	$6,000	5	$30,000
Pavement Message	E.A.	$200	66	$13,200
Pavement Marking	L.F.	$2	336	$672
		Construction Cost Subtotal		$398,716
SWPPP	LS	5%		$19,936
Mobilization	LS	10%		$39,872
Traffic Control	LS	5%		$19,936
Utility Coordination	LS	10%		$39,872
		Construction Lump Sum Costs Subtotal		$119,615
Preconstruction Engineering	LS	15%		$77,750
Construction Engineering	LS	12%		$62,200
		Engineering Subtotal		$139,949
Contingency	LS	30%		$197,484
		Total Project Cost		**$855,763**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

900 East AT Improvements

Active Transportation Project



6908 South. Source: Google Street View

EXISTING CONDITIONS

FUNCTIONAL CLASSIFICATION
Minor Arterial

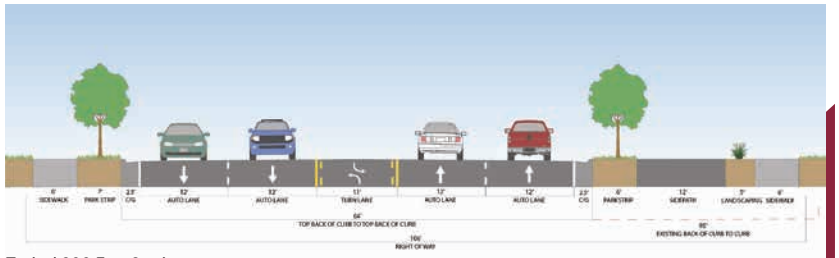
NUMBER OF LANES
5

BIKE FACILITIES
None

SIDEWALKS
Exist on both sides, inconsistent separation from traffic

RIGHT OF WAY
106'

PROPOSED SECTION



Typical 900 East Section

PROJECT DESCRIPTION

This project would install a 12 foot sidepath on one of the side of the street, which would be separated from traffic by a parkstrip. The shoulders and parking would be eliminated on both sides of the street, though travel lanes and sidewalk width would not be impacted by this project.

IMPEDIMENTS

- Missing Complete Streets Features & Bike Lanes
- Unsafe route to school (inadequate)

Midvale City - Active Transportation Segment Opinion of Probable Costs - August 16, 2024 900 East - Minor Arterial - 106' Right of Way - 6,945' Length				
Item	**Unit**	**Unit Cost**	**Quantity**	**Cost**
Excavation and Removals	C.Y.	$20	11,425	$228,491
HMA - 1/2"	Ton	$120	1,782	$213,892
Curb and Gutter (2.5' width)	L.F.	$78	10,418	$812,565
Sidepath (12' width, 6" Thick)	S.F	$15	62,505	$937,575
Untreated Base Course (6", 12")	C.Y.	$56	2,508	$140,443
Pavement Marking	L.F.	$2	62,505	$125,010
Pavement Message	E.A.	$470	104	$48,962
Sign	E.A.	$150	30	$4,500
Parkstrip (Landscape + Irrigation)	S.F.	$7	187,515	$1,312,605
			Construction Cost	$3,824,043
SWPPP	L.S.	5%		$191,202
Mobilization	L.S.	10%		$382,404
Traffic Control	L.S.	5%		$191,202
Utility Coordination	L.S.	10%		$382,404
			Subtotal	$1,147,213
Preconstruction Engineering	L.S.	10%		$382,404
Construction Engineering	L.S.	10%		$382,404
Contingency	L.S.	25%		$1,434,016
			Total Project Cost	$7,170,081

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

Maple Street First/Last Mile Connection

Active Transportation Project

Looking North from Maple Street. Source: Google Street View

EXISTING CONDITIONS

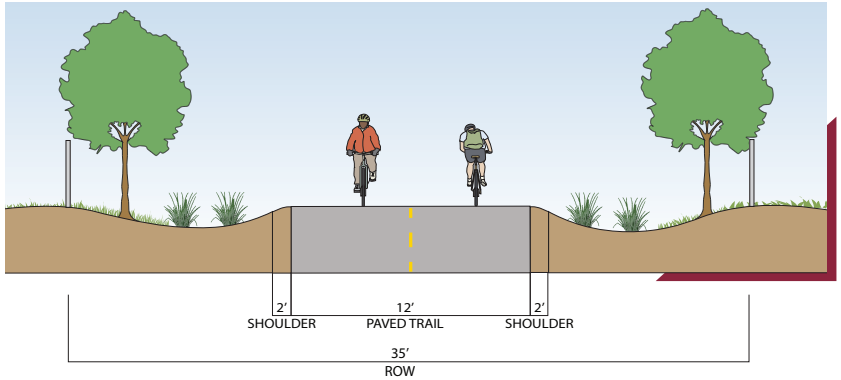
PURPOSE
To enhance first/last mile connections to Midvale Fort union TRAX station.

PLANNING EFFORTS
2022 Travelwise First/Last Mile concept report.

FACILITY TYPE
Identified in Midvale's Transportation Masterplan as a secondary linear improvement project

TOTAL PROJECT EXTENTS
Neighborhood byway enhancement is approximatley 1,185 linear feet connecting to 100 West.

PROPOSED SECTION



PROJECT DESCRIPTION

A low-cost, high-feasibility project to improve the existing connection to the Midvale Ft Union UTA TRAX Station. This linkage is particularly important as it is the likely route for the tentative reroute of the Porter Rockwell Trail around the problematic 7500 South intersection, requiring improvements to the pathway and signage.

IMPEDIMENTS

- Chain link fence
- Lack of signage
- Worn asphalt pathway

Midvale City Transportation Connectivity Improvement Planning Level Cost Estimate Maple Street - TRAX Connection				
Item	**Unit**	**Unit Cost**	**Quantity**	**Cost**
Remove Asphalt Pavement	SY	$4,308	15	$64,620
12 On-Grade Asphalt Trail	LF	$105	1,250	$131,250
Pedestrian Access Ramp	E.A.	$6,000	2	$12,000
Lighted Bollards	EA	$2,250	40	$88,875
Lighting System	EA	$15,000	2	$30,000
Signs	EA	$150	4	$600
Pavement Message	EA	$200	30	$6,000
Pavement Marking	LF	$2	1,250	$2,500
Weed Mitigation	SF	$0.25	6,250	$1,563
		Construction Cost Subtotal		$432,788
SWPPP	LS	5%		$21,639
Mobilization	LS	10%		$43,279
Traffic Control	LS	1%		$4,328
Utility Coordination	LS	10%		$43,279
		Construction Lump Sum Costs Subtotal		$112,525
Preconstruction Engineering	LS	15%		$81,797
Construction Engineering	LS	12%		$65,437
		Engineering Subtotal		$147,234
Contingency	LS	30%		$207,764
		Total Project Cost		**$900,311**

Note: This is a planning level cost estimate with a tolerance range of -50% to +200%.

V. Funding Sources

Federal

There are currently numerous federal funding opportunities available for pedestrian and bicycle transportation projects. The programs can fund many of the project types identified within this plan, including bike lanes, sidewalks, pathways and trails, road diets, and more. Predominate sources of funds include:

- Active Transportation Infrastructure Investment Program (ATIIP).
  - This is a competitive grant program specifically for building connected active transportation networks. It's a key source for large-scale projects.
- Carbon Reduction Program (CRP).
  - Provides funds to states and MPO's to reduce carbon emissions from the transportation sector. Projects that reduce vehicle miles traveled, like bicycle and pedestrian facilities, are eligible.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
  - Funding for transportation projects and programs that reduce congestion and improve air quality. The construction of bicycle or pedestrian facilities serving commuter transportation and promoting AT.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE).
  - This grant funds a wide range of surface transportation projects, including active transportation.
- Surface Transportation Block Grant Program (STBG)
  - Funding active transportation programs in the Salt Lake - West Valley Urbanized Area. These funds can be used to improve transportation alternative set-aside program along existing streets and intersections.

State

- TIF Active
  - Provides funding for non-motorized and pedestrian transportation projects that mitigate congestion on the state highway system.
- TTIF First and Last Mile
  - Non-motorized and pedestrian transportation project that provide connections to a public transit system.
- Utah Trail Network
  - A network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.
- TIF Highway
  - Provides funding for state highway capacity projects—things like new lanes, interchanges, or highway expansions. It's focused on moving vehicles efficiently along the state highway system.
- Recreational Trail Program (RTP)
  - Administered by the Utah Division of State Parks and Recreation, RTP is a federally funded grant program that aids the construction, restoration, and maintenance of recreational trails.
- Community Development Block Grants (CDBG)
  - Administered by the Department of Housing and Urban Development, CDBG funds can be used for public facilities, including sidewalks and multi-use paths, especially in low-to-moderate-income communities.

Local

- Transportation Alternatives Program
  - Funding the construction and planning of bicycle and pedestrian facilities within the Salt Lake Urbanized Area. Typically distributing $2,000,000 for AT infrastructure projects per year.
- Local Option Sales Tax
  - A local option sales tax for transportation that can be a source of matching funds or even direct funding for local active transportation projects.
- Regional Transportation Choice Fund (S.B. 136)
  - Fourth quarter sales tax revenue will be split by .10 for UTA, .05 for cities, and .05 for Salt Lake County. This fund can be spent on a variety of transportation projects, including active transportation.
- Active Transportation Fund (S.B. 128)
  - Funding provided annually for projects on the County's Active Transportation Plan (ATIIP).
- Redevelopment Agency of Midvale City
  - Provides funds for various aspects of projects within RDA project areas (Bingham Junction) such as planning, infrastructure, construction, public art, and wayfinding.

Funding Matrix

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

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf -- **Updated July 22, 2025**

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 may integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects.

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			Loan	OST Grant				OST Loan		FTA			NHTSA	
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting, shade)	$		$	$			$	$	$	$				$	$	$		$	$	$	~$	$	~$	~$	$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	$		$						$	$	$		$		$	$					$					$	~$		
ADA compliance retrofits; removal of accessibility barriers	$	$	$				$	$	$	$	$	$		$	$	$		$	$	$	~$	$	~$	~$	$				
Battery exchange kiosk; charging station for electric bicycles and scooters	$		$	$					$	$	$				$	$		$					~$	~$					
Bicycle plans	$		$					$	$	$		$	$		$	$	$				$				$	$	~$		
Bicycle helmets (project or training related)	~$				$				$	$SRTS		$				$												$	
Bicycle helmets (safety promotion)	~$				$				$	$SRTS		$				$													
Bicycle lanes on road	$		$	$	$	$	$	$	$	$		$		$	$	$	$	$	~$	~$	$	~$	~$	~$	$				
Bicycle parking (see Bicycle Parking Solutions)	$		$	$			$		$	$	$	$		$	$	$		$	~$	~$	~$	~$	~$	$	$				
Bicycle 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 stop enhancements (ADA compliance, benches, lighting, shelters, shade)	$		$	$			$	$	$	$				$	$	$		$	$	$	~$	$	~$	~$	$				
Coordinator positions: State/local (CMAQ/STBG limited)				$					$	$SRTS		$				$					~$								
Community Capacity Building (develop organizational skills and processes)	~$												$			$					~$					~$	~$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Curb ramps	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Counting equipment	$				$	$	$		$	$	$	$	$		$	$	$		$		~$			~$	$				
Data collection and monitoring for pedestrians and/or bicyclists	$		$		$	$	$		$	$	$	$	$		$	$	$	~$	$	$	$	$		~$	$	~$	~$		
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	$				$	$			$	$	$	$			$	$	$	$			$								
Emergency and evacuation routes for pedestrians and/or bicyclists	$		$				$	$	$	$	$	$			$	$		$	$	~$	~$	$		$	$	~$	~$		
Encouragement and education activities related to safe access for bicyclists and pedestrians	~$		~$	$	$				$	$SRTS	$	$	$			$					~$								
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~$		~$	~$					$	$	$				$	$	$	$			~$								
Historic preservation (pedestrian, bicycle, transit facilities)	~$		$						$	$				$	$	$		$		~$	~$	~$	~$	~$	$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	$		$				~$	$	$	$					$	$		$	~$	~$	~$	~$	~$	~$	$				
Lighting (pedestrian/bicyclist scale with pedestrian/bicyclist project)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	$		$	$					$	$		$	$	$		$					$				$				
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations/outlets; not operations)	$		$	$					$	$					$	$		$		$	~$	$	~$	~$					
Paved shoulders for pedestrian and/or bicyclist use	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	$	~$	$	$	$	~$	~$	~$				
Pedestrian plans	$		$					$	$	$		$	$		$	$	$		~$	$	$				$	$	$		

Activity or Project Type	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA	
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~$				$				$	$SRTS		$				$					$							$	$
Public involvement to inform decisionmaking	$	$	$	$	$	$	$	$	$	$	$	$	$	~$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	
Rail at-grade crossings	$		$		$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$	$	$	$	$				
Recreational trails	$							$	$	$	$			$	$	$		$		$	~$	$		~$					
Resilience improvements to pedestrian/bicycle facilities to protect or enhance use.	$	~$	~$	~$			$	$	$	$	$	$	note	$	$	$		$	$	$	~$	$	~$	~$					
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	$	~$	$	~$	$	$	$	$	$	$	$	$		$	$	$		$	$	$	~$	$			~$				
Road Diets (pedestrian and bicycle portions)	$		$	$	$		$	$	$	$		$			$	$	$	$	$	$	$	$	~$	$	~$				
Road Safety Assessment for pedestrians and bicyclists	$				$	$			$	$			$		$	$	$	$			$			~$		~$			
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		$	$		$	$					$							$	
Separated bicycle lanes	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Shared use paths, transportation trails, rail-trails, rails-with-trails	$		$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Sidewalks (new, rehabilitation, or retrofit)	$	$	$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$	$				
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	$		$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	~$	$	$	~$	~$	$				
Signing for pedestrian or bicycle routes	$		$	$	$		$	$	$	$		$		$	$	$	$	$	$	~$	$	$	~$	~$	$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	$		$	~$	$	$	$		$	$	$	$			$	$	$	$	$	~$	$	$	~$	~$	$				
Stormwater mitigation related to pedestrian and bicycle project impacts	$				$	$	$	$	$	$	$	$	note		$	$	$	$	$	$	~$	$	~$	~$	$	note	note		
Technical Assistance (see Cross-cutting notes)	~$			~$	$				$	$	$	$	note			$	$				~$								
Traffic calming	$		$		$		$	$	$	$		$			$	$	$	$	$	$	$	$	~$	~$	$				
Trail bridges	$		$	~$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$	$	~$	$					
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	$		~$						$	$	$				~$	~$	~$				~$		~$	~$					
Trail/highway crossings and intersections	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$	$	~$	~$					
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	$		~$						$	$	$			$	$	$		$		~$		~$	~$	~$					
Training related to program goals	~$			$	$				$	$	$	$	$			$					$					~$	~$	$	
Training for law enforcement on pedestrian and bicyclist safety laws	~$			~$	$				$SRTS	$SRTS		$				$					$					~$	~$	$	$
Tunnels / underpasses for pedestrians and/or bicyclists	$		$	$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	$	$	$	$	$				
Vulnerable Road User Safety Assessment (23 U.S.C. 148(l))	$				$				$	$		$	$			$	$	$								~$	~$		

Abbreviations (alphabetical order)

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
AoPP: Areas of Persistent Poverty Program
ATIIP: Active Transportation Infrastructure Investment Program [web link under development]
BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program
BUILD: Better Utilizing Investments to Leverage Development
CMAQ: Congestion Mitigation and Air Quality Improvement Program
CRP: Carbon Reduction Program
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
HSIP: Highway Safety Improvement Program
IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58)
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
NHPP: National Highway Performance Program
NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
NSBP: National Scenic Byways Program
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RHCP: Railway-Highway Crossings (Section 130) Program
RRIF: Railroad Rehabilitation and Improvement Financing (loans)

FTA: Federal Transit Administration Capital Funds	RTA: Rural and Tribal Assistance Pilot Program
RTP: Recreational Trails Program	Thrive: Thriving Communities Initiative (TA: Technical Assistance)
SIBs: State Infrastructure Banks	TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
SRTS: Safe Routes to School Program (and related activities)	TOD: Transit-Oriented Development
SS4A: Safe Streets and Roads for All	TTP: Tribal Transportation Program
STBG: Surface Transportation Block Grant Program	TTPSF: Tribal Transportation Program Safety Fund
TAP: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)	

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, and efficiency 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 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 TAP, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TAP 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.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Lighting, Medians and Pedestrian Refuge Islands, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, and Walkways.
- 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, efficient, and comfortable multimodal networks.
- 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.

Non-Federal Matching: Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non-Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a guide to understanding non-Federal match requirements. FHWA released a memorandum on non-Federal matching requirements in 2019. The Coordinating Council on Access and Mobility (CCAM) has a Federal Fund Braiding Guide to provide information on matching funds.

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

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

FHWA Loan Program

- SIBs (23 U.S.C. 610): Loans for any highway, transit, or other transportation projects, including rail, aviation, and intermodal facilities, eligible for financing or aid under any Federal act or program. SIBs can make loans or provide other forms of credit assistance to public or private entities for eligible projects using funds from their highway, transit, or rail accounts. They can also make loans for rural infrastructure projects using funds from the rural projects fund. Loans or credit assistance can be subordinated to other debt financing. The maximum amount of assistance varies. Loans or credit from the highway, transit, or rail accounts can cover up to 100 percent of the project costs. Loans from the rural projects fund can cover up to 80 percent of the project costs.
- The IIJA allows SIBs to borrow from TIFIA at a reduced interest rate to capitalize a Rural Projects Fund to lend to sponsors of rural infrastructure 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.
- BUILD (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and access.
- 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)).
- RTA: (IIJA § 21205): Provides funding for planning and design phase activities for rural and tribal infrastructure projects.

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 Fact Sheet, Flex Funding for Transit Access, and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law.
  - Formula fund programs (49 U.S.C. 5303, 49 U.S.C. 5305, 49 U.S.C. 5307, 49 U.S.C. 5309, 49 U.S.C.5339, 49 U.S.C. 5310, and 49 U.S.C. 5311) such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
  - 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 Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- 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. Only funds planning activities: capital project funding and purchases are not eligible.

NHTSA Programs

- NHTSA 402 (23 U.S.C. 402): Project activity must be included in the State's Annual Grant Application. See: https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications.
- NHTSA 402 (23 U.S.C. 402) Public Participation and Engagement (Involvement) to inform the State Highway Safety Office's decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA 405 (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State's Annual Grant Application. The IIJA 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.

VI. References

- Midvale City. (2025) Transportation Master Plan. Retrieved via internal Parametrix documents.
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- Midvale City. (2023) Midvale Canal Trail Feasibility Study: Open House Boards. Retrieved from https://engagemidvale.com/canal-study
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- Travelwise Concept Reports. (2022) TRAX Station to Maple Street Multi-Use Path Report. Retrieved via internal Parametrix documents.