

EAST-WEST CONNECTIONS

Reconnecting the City



Above, The auto-centric 400 South viaduct bridges the freight rail tracks, but itself creates a barrier to those walking or biking— who must also contend with a freeway interchange.

GENERAL INFORMATION

In 2018, the Salt Lake City community was stunned by two fatalities at a critical crossing of the freight and passenger rail lines at 650 West, along 900 South and the 9-Line Trail.

The lower-income, historically disadvantaged westside of Salt Lake City is divided from downtown and eastside opportunities by a combination of interstates and rail lines. This is challenging for all modes of transportation, but is especially problematic for those walking, biking, or taking transit. The few east-west streets

that go through may be inhospitable due to high-speed interchanges or rail crossings where trains regularly stop for an hour or more at a time. This may add miles of travel and over an hour of walking or biking.

A considerable safety concern arises in that some people choose to scramble between the railroad cars of a stopped train. Also, due to huge variations in travel times caused by slow-moving or stopped trains, transit service is restricted to corridors that offer a bridge over the rails.

SUMMARY

PROJECT TYPE:

Planning / Engineering of Pedestrian, Bicycle, & Transit Crossings

POTENTIAL FUNDING:

RAISE, Reconnecting Communities, Railway-Highway Grade Crossings

PROJECT COST:

\$6.3 Million

APPLICATION YEAR:

2022

PROJECT PARTNERS:

Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Union Pacific Railroad

PROJECT START:

2023 or 2024

PROJECT LOCATION:

Multiple crossings along the I-15 and Freight Rail lines

MAYOR'S PRIORITIES

The project leads with **equity** as its focus, reconnecting a historically-redlined part of the city, while also improving **sustainability** through walking, biking, and transit access.

CURRENT READINESS

Salt Lake City will apply for funding to evaluate alternatives that could alleviate the rail and freeway barriers between the east and west sides of SLC.

SLC will conduct a NEPA process, including the planning and design of grade-separated crossings of the rail and freeway corridors. A train trench will be evaluated against more conventional bridges and tunnels, with attention to potential cost savings from eliminating state-of-good repair projects on existing aging infrastructure.

The project will develop preliminary engineering drawings and cost estimate for the preferred alternative.

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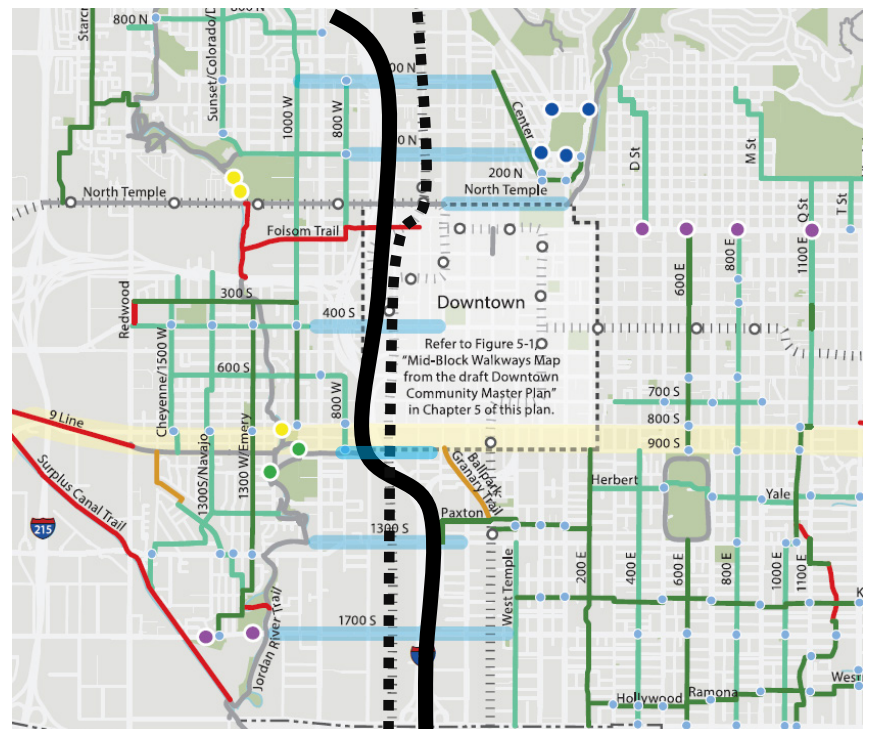


MERIT CRITERIA



Below, Salt Lake City's Pedestrian & Bicycle Master Plan identifies multiple corridors with barriers to east-west travel.

-  Improvements Needed
-  Freeway
-  Freight Rail





SUMMARY

PROJECT TYPE:

Bridge or Tunnel Crossings for Walking, Bicycling, and Transit

POTENTIAL FUNDING:

MEGA, Reconnecting Communities, RAISE, Railway-Highway Grade Crossings, Safe Streets, INFRA

PROJECT COST:

TBD: \$100 Million to multiple billions; may be phased.

APPLICATION YEAR:

2025 or 2026

PROJECT PARTNERS:

Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Union Pacific Railroad

PROJECT START:

Anticipate 2028

PROJECT LOCATION:

Construction of multiple grade-separated crossings of freight and commuter rail lines near the I-15 corridor.



EAST-WEST CONNECTIONS

Construction

GENERAL INFORMATION

This project will follow on the East-West Connections planning and engineering phase by submitting one or more applications to fund the construction of the preferred alternative for grade-separated crossings of freight and commuter rail lines.

Potential infrastructure investments include a train trench or bridge or tunnel solutions along each corridor and improved Interstate 15 ramp connections to city streets for safer and more comfortable pedestrian and bicycle travel.

Above, the 900 South Rail Crossing has been the site of multiple recent fatalities – and desperately needs a solution as a key crossing for the cross-city 9-Line Trail.

CURRENT READINESS

Completion of the NEPA process and design phase by 2024 will position the project to move to engineering design and construction of one or more structures with BIL/IIJA funding secured in 2025 or 2026.

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MERIT CRITERIA



Right, One possible solution, a train trench, will be evaluated prior to seeking construction funding.

RENO | Train Box Under Construction

WESTSIDE EXPRESS

5600 West Enhanced Bus Service



Above, This warehouse distribution center just off 5600 West currently lacks even a bus shelter for the hourly bus to TRAX. The Westside Express will offer 15 minute peak service and a direct connection to residential areas to the south.

GENERAL INFORMATION

The Westside Express will connect communities of West Valley City, Taylorsville, and West Jordan to the Utah Inland Port, Salt Lake International Center, Salt Lake City International Airport, and Downtown Salt Lake City — delivering workers to three of the largest job centers in Utah.

Westside Express service will include queue-jumps, shoulder operation,

and other tools to improve the travel time, reliability, and efficiency of the bus service. It will also include enhanced stations and 20 battery electric buses with required charging.

UTA will lead applications for construction dollars, including an expanded bus fleet to serve the enhanced bus corridor. Salt Lake City is a funding partner to this project.

SUMMARY

PROJECT TYPE:

Transit

POTENTIAL FUNDING:

RAISE (Utah Transit Authority to reapply 2022)

PROJECT COST:

\$25 Million toward \$73 Million project (2021 estimate)

APPLICATION YEAR:

2022

PROJECT PARTNERS:

Utah Transit Authority (lead)

PROJECT START:

2024, with service starting in 2025

MAYOR'S PRIORITIES

Mayor Mendenhall has made transit a priority due to its contributions to **managing our growth** while also providing **sustainable** and affordable transportation choices. Exemplary westside bus service supports **equitable** transportation to many warehouse and freight-related jobs.

CURRENT READINESS

In 2019, the project received approval for a re-evaluated Record of Decision for its 2008 Environmental Impact Statement (EIS).

The project has strong community support from the four cities it will serve, as well as from UTA, UDOT and WFRC.

CONTACT

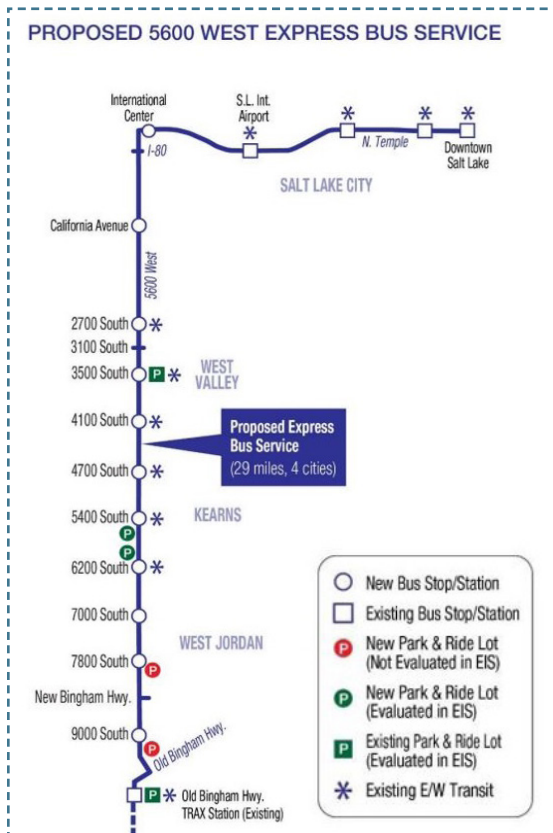
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MERIT CRITERIA



Below, The Westside Express will offer similar service to the Utah Valley Express (UVX), which launched in 2019.





SUMMARY

PROJECT TYPE:

Bridge and Pedestrian Crossings

POTENTIAL FUNDING:

Bridge Discretionary Grant Program, PROTECT, Bridge State Formula Funds

PROJECT COST:

\$15 Million for 3 priority bridges; up to 13 bridges with \$60 Million in total need

APPLICATION YEAR:

2022

PROJECT PARTNERS:

Utah Department of Transportation (UDOT), Salt Lake City Engineering Division

PROJECT START:

2024

PROJECT LOCATION:

Replace up to 13 bridges in fair or poor condition.



MAYOR'S PRIORITIES

The three bridges most in need of rehabilitation are in Salt Lake City's westside areas of persistent poverty and historically disadvantaged communities, which are a focus of Mayor Mendonhall's **equity** priorities.

Top, An image from a recent regular inspection of the 650 North bridge over the Jordan River.

Bottom, The 650 North bridge connects residential and commercial areas on SLC's westside.

BRIDGE REPLACEMENTS

GENERAL INFORMATION

Based on regular bridge inspections by the Utah Department of Transportation and an assessment completed in late 2019 by the Salt Lake City Engineering Division, three bridge replacements rise to the top from a structural and safety perspective:

- 650 North Bridge over the Jordan River, which sustained damage in the March 2020 earthquake, magnitude 5.7, and aftershocks
- 200 South Bridge over the Jordan River
- 400 South Bridge over the Jordan River

CURRENT READINESS

In support of this state of good repair initiative, Salt Lake City has already conducted the assessment work to determine the priority bridges in need of replacement.

CONTACT

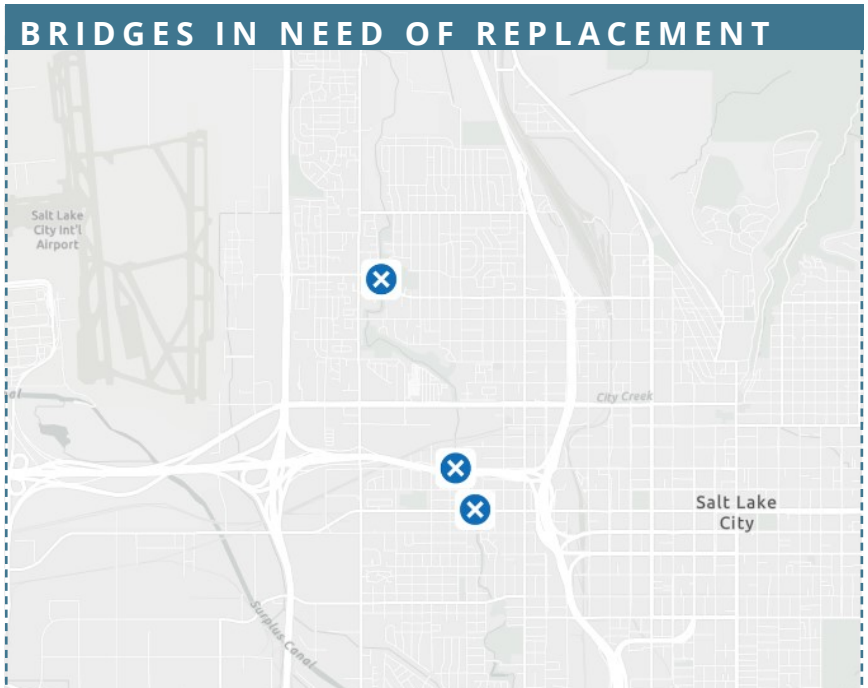
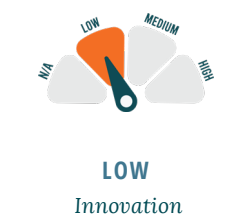
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Below, Many students at Backman Elementary travel daily on the bridges over the Jordan River.

Right, Map showing Salt Lake City's three priority bridges for rehabilitation.



MERIT CRITERIA



9-LINE TRAIL CONNECTION

The Other Side Village & Wallace Stegner Academy



Above, proposed site of the Other Side Village, a supportive tiny home community, along possible future trail – at minimum, a sidewalk is needed.

GENERAL INFORMATION

The 9-Line Trail is a cross-city, high-quality, family-friendly bicycle and pedestrian path starting east of the University of Utah and currently reaching its western terminus at Redwood Road. Just to the west, a supportive tiny home community is in planning stages.

This project will extend the trail to provide comfortable, accessible connections for those living in the village to access transit, walking, and

bicycling networks. It will also serve students at Wallace Stegner Academy, a K-8 charter school largely serving historically disadvantaged neighborhoods.

Possible alignments include routes on non-active Union Pacific Railroad property (\$2.5 million 2018 appraisal); along Indiana Avenue and Redwood Road, or along Salt Lake City Public Utilities property.

SUMMARY

PROJECT TYPE:

Trails

POTENTIAL FUNDING:

Reconnecting Communities, Safe Streets & Roads for All, Transportation Alternatives Program, RAISE

PROJECT COST:

\$800,000 – \$5 million

APPLICATION YEAR:

2022 or 2023

PROJECT PARTNERS:

Salt Lake City

PROJECT START:

2024

PROJECT LOCATION:

Indiana Avenue, west of Redwood Road.

MAYOR'S PRIORITIES

This project will support all city residents, including residents of the tiny house village, by providing **safe, sustainable, affordable, and equitable** transportation choices, including walking, bicycling, and transit.

CURRENT READINESS

Three possible alignments will be considered and refined prior to an application for construction funds.

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MERIT CRITERIA



HIGH
Safety



HIGH
Sustainability



HIGH
Quality of Life



HIGH
Mobility & Community
Connectivity



LOW
State of
Good Repair



MEDIUM
Economic
Competitiveness
& Opportunity



HIGH
Partnership &
Collaboration



LOW
Innovation

Right, a preliminary concept plan for The Other Side Village, showing the potential 9-Line Trail.

Below, The trail connection will provide access to UTA's #217 bus on Redwood Road -- soon to run every 5 minutes for the length of the Salt Lake valley.





SUMMARY

PROJECT TYPE:

Corridor Transformation,
Sustainable Streets

POTENTIAL FUNDING:

PROTECT, Healthy Streets,
Reconnecting Communities,
Megaprojects, Culvert Removal,
Replacement & Restoration,
Safe Streets & Roads for All

PROJECT COST:

\$15 – \$120 million (phased or
full project)

APPLICATION YEAR:

2023

PROJECT PARTNERS:

Salt Lake City

PROJECT START:

2025

PROJECT LOCATION:

Approximately 7.5 miles of
downtown streets – see map.



MAYOR'S PRIORITIES

This project highlights Mayor Mendenhall's focus on the **environment** with attention to improving Salt Lake City's **resilience** in the face of climate change, while also promoting **sustainable** transportation.

Top, The Indianapolis Cultural Trail combines active transportation with a stormwater biofiltration greenway.

Bottom, A green boulevard on a multi-lane arterial in Brooklyn, New York.

DOWNTOWN GREEN LOOP & BOULEVARDS

GENERAL INFORMATION

Street greening is a key focus of this transformative active transportation and linear park project. A greenway design focusing on urban stormwater bioretention while also combatting Salt Lake City's fierce urban heat island will repurpose wide expanses of asphalt pavement on the loop's collector streets. Street flooding in downtown Salt Lake is on the rise due to more high intensity rainstorms from climate change.

500 South and 600 South, both arterial streets on the National Highway System, may be transformed into green boulevards, in collaboration with the Utah Department of Transportation.

CURRENT READINESS

Based on recommendations in multiple master plans, including the Downtown Plan (2016) and Reimagine Nature Parks Master Plan (pending adoption 2022), this project is ready to launch with a pending redesign of 200 East and a corridor study on 500 West.

Based on these planning and public engagement initiatives, this project will seek funding in 2023 for construction of at least one segment of the loop.

MERIT CRITERIA



MEDIUM
Safety



HIGH
Sustainability



HIGH
Quality of Life



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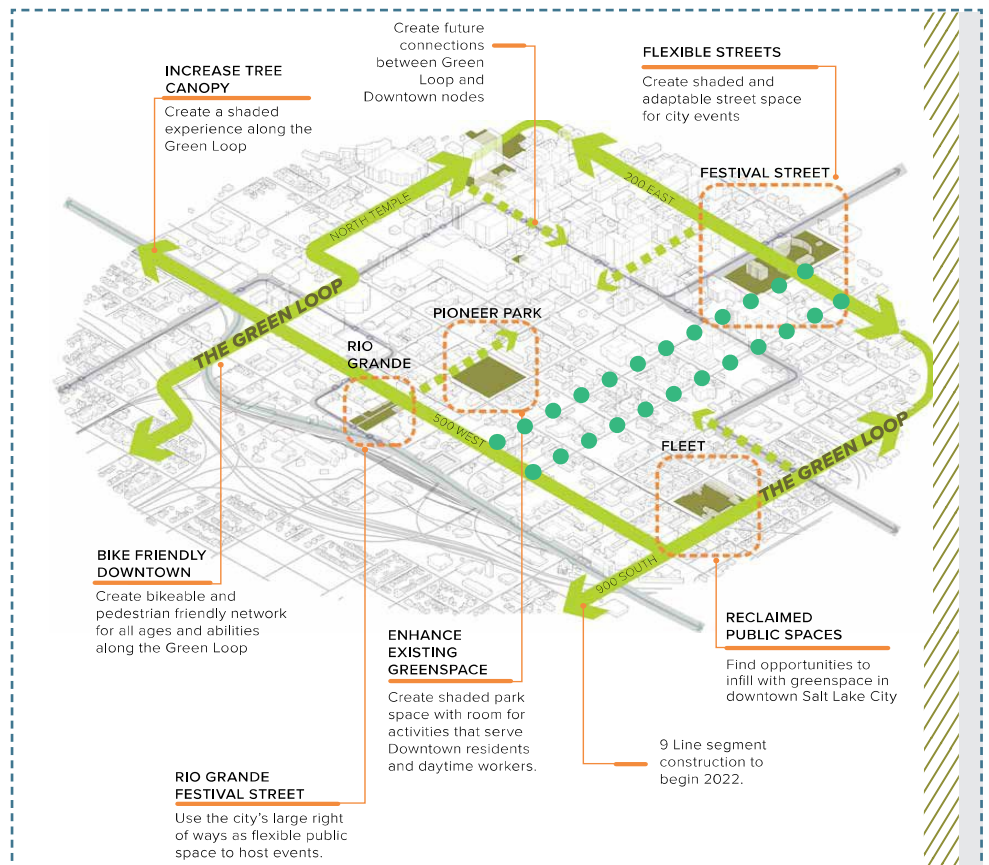
HIGH
Innovation

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Right, The Green Loop in Reimagine Nature Parks Master Plan presents a looped greenway, complementing the green boulevards envisioned in the Downtown Plan (added with green dots).



TRANSIT CHARGING / ELECTRIFICATION



Above, Utah Transit Authority (UTA) Bus headed to Research Park at the University of Utah campus.

GENERAL INFORMATION

Electrification of the local transit fleet is a high priority to mitigate climate change and alleviate pollution and entering the Salt Lake valley airshed, which often has the most compromised air quality in the nation.

The Utah Transit Authority (UTA) will be the lead applicant to bundle the purchase and installation of charging

stations at key transit hubs and ends-of-line, purchase electric fleet buses, and upgrade transmission/delivery lines as needed for additional power consumption.

Bus charging stations will likely be added at multiple Salt Lake City locations including: East Downtown Hub, Westside Hub, University Presidents Circle Hub, and Research Park Hub.

DETAILS

PROJECT TYPE:

Transit

POTENTIAL FUNDING:

No / Lo Emissions Bus Grants

PROJECT COST:

TBD; \$4-10+ Million

APPLICATION YEAR:

2022 or 2023

PROJECT PARTNERS:

Utah Transit Authority (UTA), Salt Lake City, Rocky Mountain Power

PROJECT START:

2023 or 2024

PROJECT LOCATION:

Construction of a package of charging stations at key Frequent Transit Network hubs and end-of-line.

MAYOR'S PRIORITIES

Sustainability is front and center with this proposal, while also addressing **equity** by removing sources of air pollution including in Salt Lake City's westside neighborhoods. Assists with **managing SLC's growth**.

CURRENT READINESS

UTA is currently installing its first electric bus chargers at on-route end-of-line facilities, including at the Salt Lake City Orange Street Hub in early 2022.

Federal funding opportunities come just as UTA has committed to a technology and is ready to implement bus electrification. BIL / IIJA funds will accelerate the transition to a electric fleet by building out a network of charging locations in Salt Lake City and the region.

Salt Lake City strongly supports this initiative, and is a funding partner with UTA to improve transit service.

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Right, This overhead bus charger is UTA's chosen technology.

MERIT CRITERIA



LOW
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Partnership &
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HIGH
Innovation





SUMMARY

POTENTIAL FUNDING:

Charging & Fueling
Infrastructure Grants
(community and corridor)

PROJECT COST:

TBD

APPLICATION YEAR:

2022 or 2023

PROJECT PARTNERS:

SLC Sustainability Department
(lead), Utah Department of
Transportation (UDOT), Rocky
Mountain Power

PROJECT START:

2023 or 2024

PROJECT LOCATION:

Selected locations per citywide
EV charging plan currently led
by Sustainability.

MAYOR'S PRIORITIES

Salt Lake City is on track to achieve community-wide net-100% renewable electricity. EV charging will support priorities of **sustainability** with regard to renewable energy and **managing our growth** by reducing transportation emissions, which contribute more than half of the emissions in Salt Lake County.

Top right and bottom, EV charging stations and stalls at a Salt Lake City-owned parking facility.



ELECTRIC VEHICLE CHARGING

GENERAL INFORMATION

EV charging stations will be installed and supported in selected locations per the EV Charging Plan currently led by Salt Lake City's Sustainability Department. The EV Charging Plan will outline strategies to expand public charging infrastructure; develop policies and ordinances that will encourage and facilitate the installation of public and private chargers; and advance electrified mobility solutions and transit.

Salt Lake City plans to move rapidly to support electric vehicles as part of our initiatives to combat climate change and reduce air pollution.

CURRENT READINESS

Salt Lake City Sustainability Department is embarking on an EV Community Charging Plan in early 2022, while also coordinating with the Utah Department of Transportation on designated Alternative Fuel Corridors and formula funds.

Collaboration with UDOT will happen in 2022, while a Community Charging Program grant application will probably follow in 2023.

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MERIT CRITERIA



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Safety



HIGH
Sustainability



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Quality of Life



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MEDIUM
Innovation



Right, Public EV parking spaces and chargers along Library Square in SLC.