



Evaluation Framework & Scoring Results Memo

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Strategy Evaluation Results

Introduction

WE Connect is a USDOT-funded transportation study that aims to identify and prioritize strategies that improve connectivity across Interstate 15 and several railroad tracks that separate Salt Lake City’s Westside neighborhoods from eastern parts of the city, including Downtown. Four goals and accompanying objectives have been identified for this work: Travel Choice, Health and Wellness, Access to Opportunity, and Community Vibrancy. This memorandum describes the methods used to evaluate and prioritize strategies (which include projects, policies, and programs) and outlines the initial scoring results from the evaluation process.

Process Overview

Figure 1 outlines the steps the project team is taking to develop, organize, and evaluate community co-created strategies and move them toward a set of project recommendations.

In Step 1, “Develop Community Co-Created Strategies”, the project team developed a list of potential projects, policies, and programs (referred to collectively as “strategies”) by working closely with the Community Advisory Board (CAB), and considering the Existing and Future Conditions report, Problem Statement, and Goals and Objectives. The project team documented strategies according to goal—Travel Choice, Health and Wellness, Access to Opportunity, and Community Vibrancy—in the [Project Matrix](#) and in the [Potential Solutions Atlas](#)—which was used to gather more community feedback and generate additional ideas. The public input period for project idea generation closed in mid-February 2026, and the strategy list was finalized. More information about this process can be found in the [Potential Solutions Technical Memorandum](#).

After finalizing the strategy list, projects were screened and scored as described in the following sections. Project scoring will support the development of strategy packages (Step 4 “Organize and Group Strategies”), this proposed process is detailed in the “Next Steps” section at the end of this memo.

A concurrent, but separate evaluation of 33 crossings in the project area was conducted to prioritize existing crossings, disconnected streets, and at-grade rail crossings. This crossing prioritization, conducted with a multi-modal transportation lens, will also inform the development of strategy packages. **Projects included in this crossing evaluation were not included in the evaluation process described in this memo.** Additional detail on this crossing prioritization can be found in **Appendix C**.

WE Connect Evaluation Process

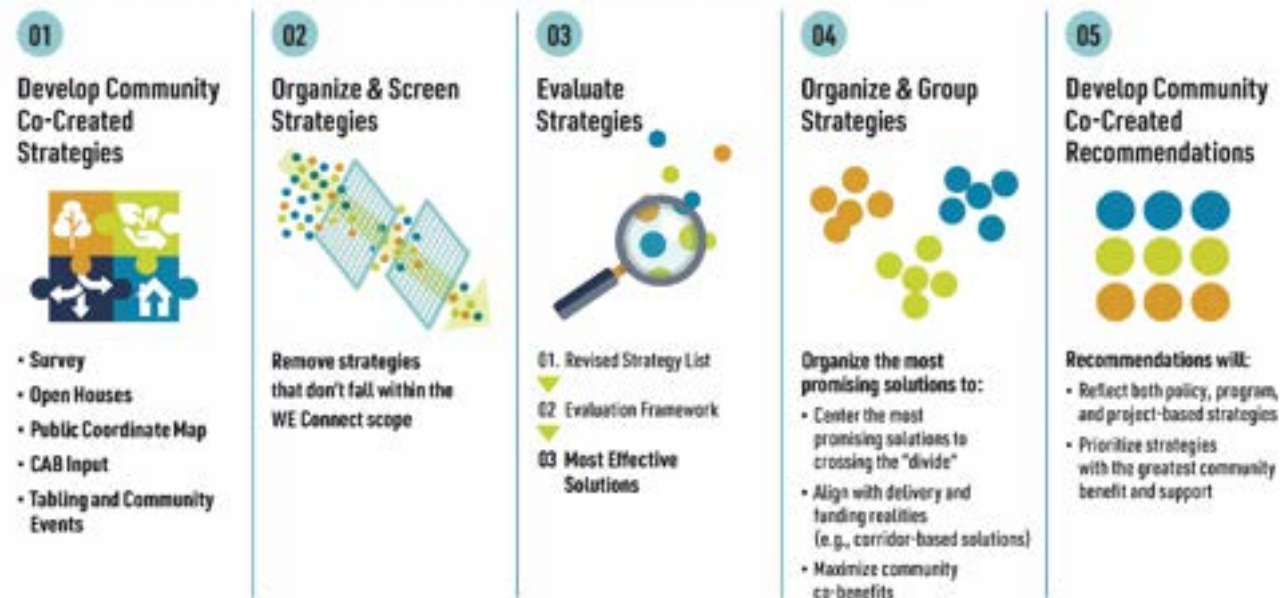


FIGURE 1: WE CONNECT EVALUATION PROCESS

Initial Screening

After the strategy list was finalized, the full list was screened to remove projects that did not align with the project scope and goals (Step 2 “Organize and Screen Strategies”), as described in the [Evaluation Framework Memo](#).

Programmatic Groupings

Strategies were next screened for “programmatic groupings,” which describe improvements frequently requested in the strategy list. These groupings consolidate improvements that can be incorporated into multiple types of projects and locations throughout the study area. Six potential programmatic groups were initially proposed: lighting, accessible curb ramps and crossings, street trees, public realm enhancements, public art, and shared mobility and bikeshare. After the strategies were screened, the programmatic groupings evolved and the following emerged as groupings to carry forward.



Lighting



Bikeshare



Rail Crossing
Safety Gates and
Signals



Train Crossing
Information



Public Realm
Enhancements



Community
Gateways

In the project area there are:

- 69 proposed bikeshare stations
- 33 proposed public realm enhancements
- 19 proposed locations for improved lighting
- 18 proposed safety gates and signals
- 12 proposed community gateway projects
- 11 proposed locations for train crossing information

For example, rather than consider each of the 69 requested bikeshare stations locations separately, the need for bikeshare stations and shared mobility hubs will be considered throughout the study area and as part of future identified corridor or area investment programs.

Evaluation Framework

Evaluation Framework Process

After the strategies were screened and relevant projects were put in programmatic groupings, the project team developed a draft evaluation framework that measures how well the strategies achieve the four community-developed goals.



FIGURE 2: CAB MEMBERS REVIEWING DRAFT EVALUATION FRAMEWORK

Each goal is associated with objectives co-created with the community early in the project. The project team developed an approach to measure each strategy’s potential to support these objectives.

In early February 2026, the CAB reviewed the draft evaluation framework and provided feedback on how well the proposed metrics measure the strategy’s ability to reach a project objective.

The CAB responded to a set of initial measures developed by the project team for each goal:

Travel Choice

- Decreases wait times for all users crossing rail lines at grade
- Improves availability of customer information to avoid train delays
- Decreases crashes for people walking, rolling, biking, and accessing transit
- Enhances accessibility to community destinations, schools, and transit stops for people walking and biking
- Increases safe, connected sidewalks and cycling networks for all ages and abilities
- Increases Westside residents with access to transit, especially high-quality transit service

Health and Wellness

- Adds street trees or landscaping
- Improves reliability of emergency vehicles traveling to and from the Westside
- Improves reliable access to healthcare facilities and social services
- Reduces emissions and air pollution caused by driving vehicles
- Reduces noise level from vehicles
- Enhances sense of personal security (through lighting and other safety measures)

Access to Opportunity

- Increases and improves the retention of small and locally owned Westside businesses
- Increases multimodal access and foot traffic for local businesses
- Makes job access faster and more reliable for Westside residents and employees working in Westside neighborhoods
- Makes investments to support redevelopment of underutilized properties for community-supported uses
- Improves access to schools, colleges, educational programs, community centers, and other community resources
- Increases the number of local jobs or training facilities

Community Vibrancy

- Creates opportunity for housing of different sizes, types, prices, and ownership opportunities
- Creates opportunity for development of affordable housing in Westside neighborhoods
- Enhances accessibility to community destinations, schools, and transit stops for people walking and biking
- Increases safe, connected sidewalks and cycling networks for all ages and abilities
- Adds street trees or landscaping
- Increases the percentage of people with access to parks and public spaces
- Increases the percentage of people with access to neighborhood services

The project team incorporated CAB feedback into the metrics and further refined them to ensure the following:

- The metrics can be evaluated using available data sources.
- The metrics can be evaluated before project implementation and do not rely on post-implementation data.
- The metrics apply as broadly across strategy type as possible (including across different modes for the travel choice strategies).

This refinement process removed some metrics to eliminate duplication and clarify others. Finalized metrics are shown in the project scoring approach tables for each goal in the following sections.

In addition to the goals-based criteria, the project team developed three criteria for consideration based on the following implementation information: 1) cost, 2) community support, and 3) implementation feasibility (based on timing and complexity of the strategy). These criteria also underwent revisions, as shown below in **Figure 3**.

FIGURE 3: IMPLEMENTATION CONSIDERATIONS

Proposed Method of Measurement	Finalized Measure	
Cost	Comparison of benefits (score on goals-based criteria) to order of magnitude cost estimates	High-level cost estimate (\$-\$-\$-\$-\$)
Community Support	Assessment of level of support from public input gathered for this effort and other community processes	Effectiveness in meeting project goals, measured by number of objectives with a score of 3 or higher
	Assessment of degree to which beneficiaries are priority communities	
Implementation Feasibility	Estimation of implementation timeline, delivery owner, and complexity of implementation	Likelihood of implementation in reasonable timeframe (based on scale and complexity)

Project Scoring Rubric

The finalized metrics and full strategy list for each goal were compiled in the [Scoring Spreadsheet](#). For each metric, the project team developed a scoring approach, which further specified how each metric was measured as high, medium, or low scores for the metric. Quantitative and qualitative metrics are both scored using a high, medium, and low approach so that scores are easily comparable (see [Evaluation Framework Memorandum](#) for more detail on the scoring approach). While the original evaluation framework anticipated a 1-5 scoring approach for quantitative scores, as noted, the project scoring approach evolved to incorporate high, medium, and low scoring for both quantitative and qualitative approaches.

All strategies were scored using a set of feasibility criteria, as follows:

- **Cost** was scored based on order of magnitude cost assumptions, with \$\$\$\$ representing the most expensive strategies and \$ representing the least expensive strategies. Where available, cost estimates from previously completed plans were used. For projects without existing cost estimates, the cost of similar projects was used to estimate the project cost. A combination of the “cost” and “community support” scores may be used to develop a “cost effectiveness” measure to further evaluate projects during the “strategy packaging” phase detailed in the Next Steps section.
- **Community support** was scored as the number of individual metrics that received a score of three or higher. The maximum possible score for this measure was the number of objectives-based metrics for each goal (5 for travel choice, 6 for health and wellness and access to opportunity, and 8 for community vibrancy). Together, the cost metric and Community Support metric provide an estimate of the cost effectiveness of the strategy (i.e., the benefits of the strategy compared to its cost).
- **Implementation feasibility** was scored based on estimated time frame for completion and project complexity (**Figure 4**). Funding availability was not considered at this stage of project evaluation.

FIGURE 4: IMPLEMENTATION FEASIBILITY SCORING CRITERIA

Time Frame	Complexity		
	Low Complexity Agency has familiarity delivering the project type, and fewer partners are involved in delivery	Medium Complexity Agency has lower familiarity with project type and fewer partners are involved, OR agency has higher familiarity with the project type and multiple partners are involved	High Complexity Agency doesn't have familiarity with delivering project type, and multiple partners are involved in delivery
Short time frame (<5 years)	5	4	3
Medium time frame (5–10 years)	4	3	2
Long time frame (10+ years)	3	2	1

The next section, **Project Scoring Results**, provides detail about the scoring approach used for each of the goals-based metrics.

Project Scoring Results

This section details the scoring approach for each goal and objective and presents selected results from the scoring exercise. Full scoring results can be found in **Appendix A**.

The project team is currently working to map project scoring results to visualize how projects are performing geographically. *Note: The scoring tables in the sections below will eventually be replaced with these maps.*

Key Findings

Travel Choice

- **Top projects scored high in safety, comfort, and connectivity but are high cost.** The top five projects in Travel Choice scored high in the safety, comfort, connectivity, and travel options metrics, but were generally evaluated as more expensive and harder to implement. Six of the top ten projects are new installations (e.g., new bikeways and bike share), while the remaining four propose upgrading an existing facility.
- **Lower ranking projects are quick wins but provide less connectivity or added safety for the overall network.** Some projects that scored low could still be considered inexpensive and impactful “quick wins” (e.g., pedestrian hinged gates at rail crossings). Other projects that scored relatively low included improvements to existing bike corridors, intersection improvements, and sidewalk improvements. These projects scored well in affordability, cost, and feasibility metrics but low in safety, comfort, and connectivity due to their limited impact on level of traffic stress and safety on high-injury networks. Extension of existing trails, such as the 9 Line and Folsom Trails, rank above average because of their impact on connectivity, affordability, and feasibility; however, they didn't reach the top ten due to their limited impact on level of traffic stress and safety on high-injury networks.
- **Improved crossings are a key complement to many strategies.** Many of the proposed active transportation improvements rely on improved railroad crossings for success and vice versa.

Health and Wellness

- **Top projects focused on improving zoning to support smaller, local healthcare facilities.** Across all Health and Wellness projects, “Healthcare Facilities in Neighborhood Integration” (a project that proposes sharing parking strategies to alleviate other zoning burdens and make smaller healthcare facilities feasible) is the highest scoring project, followed by “update zoning regulations” to allow single practitioner medical clinics in commercial zones.
- **Many projects addressed reduced pollution but scored low overall.** The two sound wall projects, I-215 Sound Wall (HW 3.12) and Railroad Sound Walls (HW 3.12), scored lowest. None of the projects addressed all the objectives, but the most addressed objective is limiting air and noise pollution caused by transportation (six projects).
- **Narrowly focused projects scored well on specific objectives.** Projects from the SLC Public Safety plan (HW 3.08B) have a narrow focus but score high on the personal safety metric. Reducing emergency vehicle response times is the least addressed objective (one project).

Access to Opportunity

- **Top projects proposed place-based capital investments that foster economic development.** Place-based capital investments projects such as setting aside, subsidizing, or converting commercial real estate; creating a new school; or implementing the Rio Grande District Vision and Implementation Plan scored the highest under the Access to Opportunity goal. However, some of these projects are beyond the scope/purview of WE Connect (e.g., new high schools).
- **Direct support of local business scored high, but indirect support should be considered complementary.** Providing technical assistance to businesses to get started, expand, or improve their retail spaces scored well. Indirect investments, such as supporting commercial corridor organizations, or convening partners tend to score lower based on the Access to Opportunity criteria, but these could be effective partnerships if those organizations have programs focused on community-serving businesses.

Community Vibrancy

- **Top projects were holistic streetscape projects.** Projects that combined multi-modal access improvements on west-east connector streets with public art, wayfinding, and public realm enhancements scored highest. This directly reinforces the objectives of the project to ensure that transportation improvements are delivered in coordination with everyday amenities.
- **Projects with an emphasis on community engagement scored high.** Of the streetscape projects, those on major corridors where transit and clusters of neighborhood serving uses already exist tend to score the highest. This reinforces that neighborhood vibrancy does not require *new* uses or development but can be achieved by increasing access to amenities and community anchors that already exist. Open space projects that incorporated public art and indicated how community stakeholders would engage in the process also tended to score highly.

Travel Choice

Project Scoring Method

The project team evaluated 171 strategies that support the Travel Choice goal (excluding projects separated for the Key Crossing analysis, see “Next Steps” for additional detail on this analysis). Projects and strategies were evaluated for consistency with Travel Choice objectives using a high, medium, or low scoring framework. Scoring reflects each project’s ability to reduce delays at at-grade crossings; improve safety and user comfort for people walking, bicycling, rolling, and using transit; address network gaps and improve connectivity; and expand access to affordable transportation options.

The “comfort” metric was designed with a two-part scoring approach – with separate assessments for active transportation improvements and transit-related improvements. While other evaluation metrics allowed for a multimodal scoring approach, the comfort metric required additional specificity to capture mode-specific benefits. The two-part scoring approach ensures that no project is penalized for primarily addressing either active transportation or transit outcomes.

Figure 5 outlines the Travel Choice scoring approach.

FIGURE 5: TRAVEL CHOICE SCORING APPROACH

Goal Based Criteria						Implementation Considerations		
Objectives	Reduce unpredictable and lengthy delays for all modes at at-grade crossings	Improve safety and comfort		Enhance connectivity and fill in network gaps	Increases affordable transportation options	Cost	Support	Implementation Feasibility
Metrics	“At-Grade Reliability” Potential to improve reliability for all modes at at-grade crossings	“Safety” Decrease in crashes for people walking, biking, rolling, and accessing transit	“Comfort” Increase in comfortable pedestrian, cycling, and transit networks (amenities, speed and frequency improvements) for all ages and abilities	“Connectivity” Fill network gaps for all modes and increase connectivity to high-demand destinations	“Options” Increases affordable transportation options	“Cost” Project cost	“Support” Effectiveness in meeting community-developed project goals	“Feasibility” Likelihood of implementation in a reasonable timeframe (based on scale and complexity)
Scoring Approach								
High (5)	Separates users from rail conflict.	Project is safety-related and on HIN network.	Transit Score: Project makes frequency and/or speed improvements OR adds all 3 major amenities (shelter, seating, or lighting) Active Transportation Score: LTS 3/4 to LTS 1/2	Scoring is based on a matrix assessing the importance of the connectivity gap being filled and importance of destination reached. Full scoring matrix in Appendix B.	Increases options AND affordability	\$-\$\$\$\$\$	Number of goal-based objectives that have a score of at least 3	Scoring is based on matrix of timeframe and project complexity. See “Project Scoring Rubric” Section for full scoring matrix
Medium (3)	At-grade conflict remains, but project provides users with ways to divert (improves corridor with grade-separated crossing of tracks OR provides info about train delays).	Project is safety related but not on HIN.	Transit Score: project adds 2 major amenities (shelter, seating, or lighting). Active Transportation Score: Comfort improvements to existing LTS 1/2		Improves/ increases options OR affordability of current options			
Low (1)	Provides minimal benefit to traveler reliability crossing at-grade rail tracks.	Project provides minimal improvement to a HIN corridor.	Transit Score: project adds 1 major amenity or any other transit stop amenities Active Transportation Score: Impacts the bike network but doesn't change LTS		Minimal/ limited positive impact			

Findings

This section summarizes how projects scored based on the Travel Choice objectives and highlights patterns in how projects support improvements to safety, connectivity, reliability, and access to transportation options.

Top Projects by Metric

Each evaluation metric was developed in response to objectives identified by the CAB. The section below outlines the potential solution projects scoring highest against each of the individual metrics, and thus best serving to address the associated objective.

Figure 6 shows the top five scoring projects under the at grade reliability objective. Additional detail on project categories follows in the “Project Rating by Type” Section. For a full list of projects, see Appendix A.

FIGURE 6: TOP FIVE SCORING PROJECTS – AT GRADE RELIABILITY

Project ID	Project Name and Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.42	Connect Navajo Street to Power District across Union Pacific tracks and Patriot Rail Spur, which enhances transit and active transportation connectivity.	High (5)	Medium (3)	Medium (3)	High (5)	High (5)	\$\$\$\$\$	5	2
TC 2.98	Create an enhanced crossing concept where all five of the following are true: • Grade separated at railroad • Comfortable crossing with limited/ease of/and intuitive change of grade • Public realm focus: more than a utilitarian crossing - i.e. linear park / wide bridge platform or widened underpass • Connected notes/community gateways on either end or enhanced crossing • Supports multiple transportation modes	High (5)	Medium (3)	Medium (3)	Medium (3)	Medium (3)	\$\$\$	1	1
TC 2.52H	Establish a continuous transit route along 900 W. Assume 900 W crossing is grade separated.	High (5)	Low (1)	Medium (3)	High (5)	Medium (3)	\$\$\$\$\$	4	1
TC 2.09	Realign rail tracks into an underground corridor to eliminate at-grade crossings, improve east-west connectivity, and unlock land for redevelopment.	High (5)	N/A	Medium (3)	High (5)	Low (1)	\$\$\$\$\$	3	1
TC 2.58	Explore new railroad crossing north of 600 N to improve connections from Rose Park to Marmalade	High (5)	N/A	N/A	Medium (3)	Low (1)	\$\$\$	5	1

At Grade Reliability

Seven projects scored high under the at-grade crossing objective. The project types represented across these seven include:

- 4 connectivity projects with 2 specifically focused on safer rail crossings
- 2 “burying the divide” projects
- 1 multimodal access project.

Safety and Comfort

Ten projects scored high under the safety and comfort objective. The project types represented across these 10 include:

- 7 bikeway projects
- 3 safe streets projects

Figure 7 shows the top five scoring projects under the safety and comfort objective. For a full list of projects, see Appendix A.

- 2 multimodal improvement projects

Note: The numbers do not add up to 10 as some projects could be classified under multiple project types.

Overall, the projects that scored high in safety and comfort had a prominent focus on bicycle network improvements.

FIGURE 7: TOP FIVE SCORING PROJECTS – SAFETY AND COMFORT

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.93D	Bike lane Improvements on 1300 S between 700 W and 800 W	N/A	High (5)	High (5)	High (5)	High (5)	\$	4	4
TC 2.05	Improving existing bicycle lane on North Temple to a raised protected two-way bicycle lane on south side of North Temple, adjacent to a wider sidewalk. Assume from 200 W to Redwood Rd.	N/A	High (5)	High (5)	High (5)	High (5)	\$\$	4	4
TC 2.93B	Bike lane Improvements on California Ave between 900 W and Jordan River Trail.	N/A	High (5)	High (5)	High (5)	High (5)	\$	4	3
TC 2.01	Construct a shared use path/separated bike lane for 1300 S. Assume from 300 W to Redwood Rd.	N/A	High (5)	High (5)	High (5)	High (5)	\$\$\$	4	4
TC 2.74	Upgrade existing painted bike facility on California Avenue from Redwood Rd to 300 W to a more robust facility (buffered bike lane, protected bike lane, shared use path).	N/A	High (5)	High (5)	High (5)	High (5)	\$\$\$	4	4

Connectivity

Forty projects scored high under the connectivity objective. There were different types of projects across the 40 projects, with some types described below. Note: The numbers do not add up to 40 as some projects could be classified under multiple project types.

- 13 connections and connectivity projects that included pedestrian paths, installing sidewalks, or extension of trails
- 9 bicycle infrastructure and transit improvements projects
- 8 safe streets projects
- 7 amenity projects
- 4 multimodal projects
- 3 rail burial/fixing the rail divide projects
- 1 rail crossing safety project
- 1 pedestrian improvements project

The projects that scored the highest in the connectivity objective are also the projects that scored highest overall across all goals-based and feasibility criteria.

Figure 8 shows projects that scored the highest in the connectivity objective.

Options

Eighty-three projects scored high under the options objective. There were different types of projects across the 83 projects, with some types described below. Note: The numbers do not add up to 83 as some projects could be classified under multiple project types.

- 36 safe streets projects
- 16 connections and connectivity projects
- 18 better bikeway projects
- 13 projects included better amenities such as wayfinding and bicycle parking
- 8 programmatic transportation option strategy projects.

The projects that scored the highest in the connectivity objective are also the projects that scored highest overall across all goals-based and feasibility criteria. The top scoring “options” projects are the same as the top scoring “connectivity” projects outlined in Figure 8.

FIGURE 8: TOP FIVE SCORING PROJECTS – CONNECTIVITY AND OPTIONS

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.93D	Improve bike lane on 1300 S between 700 and 800 W. Assume protected.	N/A	High (5)	High (5)	High (5)	High (5)	\$	4	4
TC 2.05	Improving existing bicycle lane on North Temple to a raised protected two-way bicycle lane on south side of North Temple, adjacent to a wider sidewalk. Assume from 200 W to Redwood Rd.	N/A	High (5)	High (5)	High (5)	High (5)	\$\$	4	4
TC 2.06A	Install a two-way protected bike lane on 200 S from 400 W to the Jordan River Trail along the south side of the road adjacent to I-80, addressing potential rail crossing challenges.	N/A	Medium (3)	High (5)	High (5)	High (5)	\$	4	5
TC 2.53F	Upgrade intersection infrastructure at 300 W and 1300 S.	N/A	High (5)	Medium (3)	High (5)	High (5)	\$	4	5
TC 2.56G	Install crossing button for northbound cycling traffic at 300 W and 1300 S.	N/A	High (5)	Medium (3)	High (5)	High (5)	\$	4	5

Ratings by Project Type

The following section highlights some of the most common project themes to emerge after review and evaluation of the Travel Choice project list.

Multimodal Streets and Connections

Projects in this category include those that enhance the safety, comfort, and connectivity of the transportation network for people walking, bicycling, rolling, and using transit. Projects in this category focus on closing network gaps for all modes and include centralized access to multiple modes; addition or upgrade of sidewalks; addition of protected cycling facilities or shared-use paths; and/or reallocation of street space to support travel by all modes. These projects aim to improve access to transit service and to key destinations. A selection of project types falling into the “Multimodal Streets and Connections” category are outlined in **Figure 9** below

FIGURE 9: MULTIMODAL STREETS AND CONNECTIONS PROJECTS AND SCORING

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.22	Bicycle parking and micromobility services at transit stops for first-last-mile connections	N/A	Low (1)	Low (1)	High (5)	High (5)	\$	2	5
TC 2.23	Construct the North Temple Mobility Hub	N/A	N/A	Medium (3)	N/A	High (5)	\$\$	2	3
TC 2.24	Design mobility hub at intersection of 1300 S and 900 W.	N/A	Low (1)	Medium (3)	N/A	High (5)	\$	2	4
TC 2.35	Reconstruct 1300 S interchange to be safe, viable E-W crossing for all modes.	Medium (3)	High (5)	Medium (3)	High (5)	Low (1)	\$\$\$\$\$	4	1

Safe Streets

Projects in this category include those aimed at reducing the frequency and severity of crashes. This includes strategies that implement traffic calming measures, improve pedestrian and cyclist visibility, and/or reducing conflicts between modes, with a focus on high-crash locations. Specific recommendations include enhanced pedestrian crossings; speed restrictions and/or speed reduction tools like speed humps; and lighting improvements. A selection of project types falling into the “Multimodal Streets and Connections” category are outlined in **Figure 10**.

FIGURE 10 SAFE STREETS PROJECTS AND SCORING

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.18	Pedestrian and Bicycle Facility Improvements on Redwood Road	N/A	High (5)	High (5)	Medium	High (5)	\$\$	4	3
TC 2.19	Safety and Mobility Enhancements on 900 W	N/A	High (5)	Medium	Medium	Low (1)	\$\$	3	5
TC 2.20	Safety and Mobility Enhancements on 800 S	N/A	High (5)	Medium	Medium	Low (1)	\$\$	3	5
TC 2.31	Neighborhood Traffic Calming, various locations	N/A	High (5)	Medium	N/A	Low (1)	\$\$\$	2	5
TC 2.34	Enhanced Pedestrian Crossings on 800 S	N/A	High (5)	Low	Low (1)	High (5)	\$	2	4

Safe, Reliable, Informed Rail Crossings

Projects in this category include those that enhance the safety of at-grade rail crossings and reduce the impact of travel disruptions caused by train crossings. This includes providing up to date information about expected crossing delay so that users of all modes can make informed decisions about their travel routes. Safety enhancements include signal upgrades, gates, and/or pedestrian and cyclist amenities at crossings. A selection of “Safe, Reliable, Informed Rail Crossings” projects are outlined in **Figure 11**.

FIGURE 11 SAFE RAIL CROSSINGS PROJECTS AND SCORING

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.22B	Rail Crossing Delay Information Signs	Medium (3)	Low (1)	N/A	N/A	Low (1)	\$	1	5
TC 2.28A	Pedestrian Gates at Railroad Crossings	Low (1)	Medium (3)	Low (1)	Low (1)	Low (1)	\$	1	5
TC 2.79	Train Crossing Information App	Medium (3)	N/A	N/A	N/A	N/A	\$	1	4

Better Transit Service and Amenities

Projects in this category include those that enhance the user experience of public transit through frequency, reliability, accessibility, and other passenger facility improvements. Projects in this category include transit priority treatments, transit stop and station upgrades, addition or upgrade of amenities such as shelters, benches, and real time information, and accessibility enhancements. A selection of project types falling into the “Better Transit Service and Amenities” category are outlined in **Figure 12**.

FIGURE 12 TRANSIT SERVICE AND AMENITIES PROJECTS AND SCORING

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.16	Transit Service Alignment Modifications to Route 9 (dependent on new grade separated crossing)	N/A	Low (1)	Medium (3)	High (5)	Medium (3)	\$\$\$	3	1
TC 2.21	Add (ADA) landing pads and transit stop amenities on Redwood Road.	N/A	Low (1)	Medium (3)	N/A	Low (1)	\$\$	1	5
TC 2.25	Add real-time arrival information to transit stops.	N/A	N/A	Medium (3)	N/A	Low (1)	\$	1	5
TC 2.27 A-D	Transit Speed and Reliability Improvements (Redwood Rd, North Temple, 400 S, 1300 S)	N/A	Low (1)	High (5)	N/A	Medium (3)	\$\$\$\$	2	3
TC 2.38	Enhance bus service on 1700 S with a 15-min service Core Route	N/A	N/A	High (5)	High (5)	Medium (3)	\$\$\$\$\$	3	1

Better Bikeways

Projects in this category include those that enhance the safety and comfort of the bicycle network. Projects in this category focus on improving existing bikeways by lowering the level of traffic stress (LTS). Recommendations may include protected bicycle lanes, neighborhood greenways, shared-use paths, and wayfinding infrastructure that improves the usability of bicycle facilities. A selection of project types falling into the “Better Bikeways” category are outlined in **Figure 13**.

FIGURE 13 BETTER BIKEWAYS PROJECTS AND SCORING

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.01	Shared Use Path/ Separated Bike Lane for 1300 S	N/A	High (5)	High (5)	High (5)	High (5)	\$\$\$	4	4
TC 2.04	Bicycle Facility Improvements for North-South Routes Adjacent to Interstate and Rail Barriers	N/A	Medium (3)	High (5)	Medium (3)	High (5)	\$\$\$	4	4
TC 2.05	North Temple Bicycle Facility Improvements	N/A	High (5)	High (5)	High (5)	High (5)	\$\$	4	4
TC 2.06A	Protected Bicycle Lanes on 200 S	N/A	Medium (3)	High (5)	High (5)	High (5)	\$	4	5

Project ID	Project Description	At Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Support	Feasibility
TC 2.06B	Protected Bicycle Lanes on 800 S	N/A	High (5)	High (5)	Medium (3)	High (5)	\$\$	4	2

Health and Wellness

Project Scoring Method

There were 26 potential solutions identified that support the Health and Wellness goal. The project team evaluated these solutions using Health and Wellness objectives to assign a low, medium, or high score to each strategy. A qualitative measurement was developed for each objective based on its expected ability to encourage physical activity, reduce emergency vehicle response times, improve access to healthcare facilities, limit air and noise pollution, and promote a sense of personal security.

The "air and noise pollution" objective includes a two metrics, with separate assessments for vehicle emissions and noise pollution. This ensures that an assessment could be completed for air and noise pollution separately while addressing the overall pollution objective.

Figure 14 outlines the Health and Wellness scoring approach.

FIGURE 14: HEALTH AND WELLNESS SCORING APPROACH

Goal Based Criteria							Implementation Considerations		
Objectives	Encourage people to walk, ride, and roll or use transit to lower emissions, improving air quality and user health	Reduce emergency vehicle response times	Improve access to health care facilities	Limit air and noise pollution caused by transportation		Promote a sense of personal security	Cost	Community Support	Implementation Feasibility
Metrics	"Mode Shift" Likelihood of encouraging/ incentivizing active transportation use	"Emergency Vehicles" Impacts to movement of emergency vehicles traveling to and from Westside neighborhoods	"Healthcare Facilities" Access to healthcare facilities	"Vehicle Emissions" Pollution/ emissions due to vehicle travel	"Noise Pollution" Noise pollution due to vehicle travel	"Personal Security" Sense of personal security when using transportation infrastructure	"Cost" Project cost	"Support" Effectiveness in meeting project goals	"Feasibility" Likelihood of implementation in a reasonable timeframe (based on scale and complexity)
Scoring Approach									
High (5)	Improves both availability and comfort/ aesthetics	Will have direct benefits to the movement of emergency vehicles in the neighborhood	Reducing physical distance to get to a healthcare facility	Strategy has a direct outcome of reducing vehicle travel in/through the neighborhood	Strategy has a direct outcome of reducing vehicle noise in/through the neighborhood	Addresses personal security at high priority location (documented in a plan, documented as a high crash or high crime area, in a location identified as a high priority corridor for this project)	\$-\$\$\$\$\$	Number of goal-based objectives that have a score of at least 3	Scoring based on matrix of timeframe and project complexity. See "Project Scoring Rubric" Section for full scoring matrix
Medium (3)	Improves either availability OR comfort/aesthetics	May indirectly have benefits to the movement of emergency vehicles in the neighborhood	Improving quality (but not reducing physical distance) of trip to a healthcare facility to make it more reliable/desirable to make the trip	Strategy provides something that indirectly offsets emissions/ pollution or may contribute to someone choosing to take a non-motorized trip	Strategy provides something that indirectly mitigates noise pollution or may contribute to someone choosing to take a non-motorized trip	Addresses personal security at a location that may not be previously documented or in an area that is not high priority for transportation improvements as part of this study			
Low (1)	Doesn't encourage use of active transportation modes	Will not have impact on the movement of emergency vehicles in the neighborhood	Doesn't impact access to healthcare facility	Strategy does not have an impact on air pollution	Strategy does not have an impact on noise pollution	Does not address personal security			

Findings

This section summarizes how each strategy scored against the Health and Wellness objectives.

Top Projects by Metric

Each evaluation metric was developed in response to objectives identified by the CAB. The section below outlines the potential solution projects scoring highest against each of the individual metrics, and thus best serving to address the associated objective.

Mode Shift

Overall, 12 strategies scored Medium (3) under the Mode Shift objective; none scored High (5). Strategies that scored Medium in the Mode Shift objective included grant projects to improve underpasses, implementation of the SLC Public Safety Plan, and general lighting improvements throughout the Westside.

Figure 15 shows the top scoring strategies under the Mode Shift objective. Additional detail on project categories follows in the “Project Ratings by Type” Section. For a full list of projects, see Appendix A.

FIGURE 15: TOP SCORING STRATEGIES – MODE SHIFT

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.11	Expand eligible Love Your Block grant projects to include improvements to existing underpasses and in-between spaces. Foster local and grassroots efforts to envision remedies and uses for in-between spaces.	Medium (3)	N/A	Low (1)	Low (1)	Low (1)	Medium (3)	\$	2	5
HW 3.08A	Implement recommendations from the SLC Public Safety Plan along North Temple and the Jordan River Trail, including ordinance addressing camping on the Jordan River Trail Policy or Plan Reference: Salt Lake City Public Safety Plan	Medium (3)	N/A	N/A	N/A	N/A	High (5)	\$\$\$\$	2	3
HW 3.08B	Implement recommendations from the SLC Public Safety Plan along North Temple and the Jordan River Trail re. Deployment of Violent Criminal Apprehension Team (VCAT)	Medium (3)	N/A	N/A	N/A	N/A	High (5)	\$\$\$\$	2	3

Emergency Vehicles

Only one project had a score in the Emergency Vehicles objective. The project focused on sharing parking strategies to alleviate zoning burdens for smaller healthcare facilities, and the project assumes some future healthcare facilities would have emergency medical services. Figure 16 shows the top scoring projects under the Emergency Vehicles objective. Additional detail on project categories follows in the “Project Ratings by Type” Section. For a full list of projects, see Appendix A.

FIGURE 16: TOP SCORING STRATEGIES – EMERGENCY VEHICLES

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.02	Share parking strategies and alleviate other zoning burdens to make smaller healthcare facilities feasible.	N/A	Medium (3)	High (5)	Medium (3)	Medium (3)	N/A	\$\$	4	3

Healthcare Facilities

Two projects scored high under the Healthcare Facilities objective. The projects focused on zoning, including parking strategies to alleviate zoning burdens, and updating zoning classifications to permit mixed-use neighborhoods that allow healthcare facilities in commercial zones. Figure 17 shows the top scoring projects under the Emergency Vehicles objective. Additional detail on project categories follows in the “Project Ratings by Type” Section. For a full list of projects, see Appendix A.

FIGURE 17: TOP SCORING STRATEGIES – HEALTHCARE FACILITIES

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.02	Shared parking strategies and alleviate other zoning burdens to make smaller healthcare facilities feasible.	N/A	Medium (3)	High (5)	Medium (3)	Medium (3)	N/A	\$\$	4	3
HW 3.01	Update zoning classification to allow single practitioner medical clinics/offices in commercial zones.	N/A	N/A	High (5)	Medium (3)	Medium (3)	N/A	\$\$\$	3	3

Vehicle Emissions and Noise Pollution

Two projects scored high under the Vehicle Emissions and Noise Pollution metrics which combine to assess the air and noise pollution objective. The highest score under Vehicle Emissions was Medium (3) and the highest score under Noise Pollution was High (5). The two highest scoring projects for Noise Pollution were also considered high scoring projects under Vehicle Emissions. High scoring projects describe constructing sound walls along I-215 and train tracks. **Figure 18** shows the top scoring projects under the Emergency Vehicles objective. Additional detail on project categories follows in the “Project Ratings by Type” Section. For a full list of projects, see Appendix A.

FIGURE 18: TOP SCORING STRATEGIES – VEHICLE EMISSIONS AND NOISE POLLUTION

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emission	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.14	Construct a noise wall along train tracks running between 200 S and North Temple in Power District	Low (1)	N/A	Low (1)	Medium (3)	High (5)	N/A	\$\$\$\$\$	2	1
HW 3.12	Construct a sound wall along I-215 from Salt Lake Regional Athletic Complex to Meadowlark Elementary.	Low (1)	N/A	Low (1)	Medium (3)	High (5)	N/A	\$\$\$\$\$	2	1
HW 3.02	Share parking strategies and alleviate other zoning burdens to make smaller healthcare facilities feasible.	N/A	Medium (3)	High (5)	Medium (3)	Medium (3)	N/A	\$\$	4	3
HW 3.01	Update zoning classification to allow single practitioner medical clinics/offices in commercial zones.	N/A	N/A	High (5)	Medium (3)	Medium (3)	N/A	\$	3	3
HW 3.15	Launch an awareness campaign for existing pollution mitigation programs such as UCAIR gas can and leaf blower exchange	N/A	N/A	N/A	Medium (3)	Medium (3)	N/A	\$	2	5

Personal Security

Two projects scored high under the Personal Security objective. The projects include implementing recommendations from the SLC Public Safety Plan, including addressing safety concerns along North Temple and the Jordan River Trail. **Figure 19** shows the top scoring projects under the Emergency Vehicles objective. Additional detail on project categories follows in the “Project Ratings by Type” Section. For a full list of projects, see Appendix A.

FIGURE 19: TOP SCORING STRATEGIES – PERSONAL SECURITY

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.08A	Implement recommendations from the SLC Public Safety Plan along North Temple and the Jordan River Trail, including ordinance addressing camping on the Jordan River Trail	Medium (3)	N/A	N/A	N/A	N/A	High (5)	\$\$\$\$	2	3
HW 3.08B	Implement recommendations from the SLC Public Safety Plan along North Temple and the Jordan River Trail re. Deployment of Violent Criminal Apprehension Team (VCAT).	Medium (3)	N/A	N/A	N/A	N/A	High (5)	\$\$\$\$	2	3

Project Ratings by Type

The following section highlights some of the most common project themes to emerge after review and evaluation of the Health and Wellness project list. Fewer distinct project themes emerged in the Health and Wellness category compared to the Travel Choice category, due in part to the smaller number of projects identified. Public safety was the clearest theme to emerge. Most of the projects in Health and Wellness corresponded to this theme, with the largest subset of those safety projects focused on lighting (16 of 26). Lighting projects were consolidated as per the programmatic grouping process described in the “Initial Screening” section above. The other clear theme to emerge was reduced noise/air pollution. These projects are highlighted in **Figure 18** above. **Figure 20** also provides color coded scoring for these projects.

Reduced Noise/Air Pollution

Projects in this category include those that mitigate transportation-related environmental impacts on surrounding communities. This includes reducing exposure to traffic noise and/or to vehicle emissions through a) the construction of noise barriers or “sound walls”, and/or b) implementation of emission reductions incentives like funding for Zero-Emissions Vehicles.

FIGURE 20: REDUCED NOISE AND AIR POLLUTION STRATEGIES AND SCORING

Project ID	Project Description	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Support	Feasibility
HW 3.12	Construct a sound wall along I-215 from Salt Lake Regional Athletic Complex to Meadowlark Elementary.	Low (1)	N/A	Low (1)	Medium (3)	High (5)	N/A	\$\$\$\$\$	2	1
HW 3.14	Construct a noise wall along train tracks running between 200 S and North Temple in Power District	Low (1)	N/A	Low (1)	Medium (3)	High (5)	N/A	\$\$\$\$\$	2	1
HW 3.15	Launch an awareness campaign for existing pollution mitigation programs such as UCAIR gas can and leaf blower exchange	N/A	N/A	N/A	Medium (3)	Medium (3)	N/A	\$	2	5

Access to Opportunity

Project Scoring Method

There were 23 potential solutions identified for the Access to Opportunity goal. The team evaluated projects for the Access to Opportunity objectives using a qualitative low, medium, high approach to score projects based on their expected ability to promote economic and workforce opportunities through transportation.

All three objectives under Access to Opportunity include a two-metric scoring approach. The two metrics under each objective ensure that an assessment can be completed for related but distinct metrics that impact an overall objective. **Figure 21** outlines the Access to Opportunity scoring approach.

FIGURE 21: ACCESS TO OPPORTUNITY SCORING APPROACH

Goal Based Criteria							Feasibility Criteria		
Objectives	Stabilize and promote local business		Leverage infrastructure to promote economic development		Expand access to education, job training, and social services.		Cost	Community Support	Implementation Feasibility
Metrics	“Business Retention” Potential to increase the number and improve the retention of small and locally owned businesses on the Westside	“Business Access” Potential to increase multimodal access and foot traffic for local businesses	“Job Access” Makes job access faster and more reliable for Westside residents and employees working in Westside neighborhoods	“Underutilized Properties” Potential for investments to support redevelopment of underutilized properties for community-supported uses	“Access to Resources” Improves access to schools, colleges, educational programs, community centers, and other community resources	“Job Opportunities” Potential to increase the number of local jobs or training facilities	“Cost” Project cost	“Support” Effectiveness in meeting project goals	“Feasibility” Likelihood of implementation in a reasonable timeframe (based on scale and complexity)
Scoring Approach									
High (5)	Provides direct funding or support for business creation and operations	Provides new multi-modal access to business locations.	Reduces travel time and increases reliability	Provides direct funding or support for new development that serves local businesses or workforce development	Reduces travel time and increases reliability	Provides direct funding or support for new development that increases quality employment, provides workforce training, or social services	\$-\$\$\$\$	Number of goal-based objectives that have a score of at least 3	Scoring based on matrix of timeframe and project complexity. See “Project Scoring Rubric” Section for full scoring matrix
Medium (3)	Funds, supports, or incentivizes building/area improvements that make sites more attractive or usable, which provides indirect value to local businesses	Expands multi-modal access to business locations (e.g., more frequent service, safer connections).	Reduces travel time or increases reliability	Incentivizes or supports redevelopment which may benefit local businesses or workforce development (but not targeted)	Reduces travel time or increases reliability	Incentivizes or supports redevelopment which may increase quality employment, provides workforce training, or social services (but not targeted)			
Low (1)	Funds or supports building/area improvements that could increase the risk of economic displacement of local businesses. to creating or sustaining small and local businesses	Multi-modal access bypasses location and has the potential to draw foot traffic elsewhere	May reduce travel time by some modes; may increase reliability by some modes	Incentivizes or supports redevelopment that is likely to benefit non-local businesses	May reduce travel time by some modes; may increase reliability by some modes	Incentivizes or supports businesses with limited employment or training opportunities			

Findings

This section summarizes how projects scored based on the Access to Opportunity objectives and highlights patterns in how projects promote solutions that are cost effective and deliver benefits to existing communities.

Top Projects by Metric

Each evaluation metric was developed in response to objectives identified by the CAB. The section below outlines the potential solution projects scoring highest against each of the individual metrics, and thus best serving to address the associated objective.

Business Retention and Business Access

The objective to stabilize and promote local business used two metrics – Business Retention and Business Access. Eight projects scored high for Business Retention and one project scored high for Business Access. All strategies that scored high under Business Retention describe local business support and protection. Other high scoring strategies describe reducing rents for local businesses that would only rent a portion of commercial space. The one high scoring Business Access project states to implement the Rio Grande District Vision and Implementation Plan. To assess this project, the team assumed implementation of new developable area and land uses would include an element of supporting local and small businesses, despite not exclusively focusing on these goals. **Figure 22** and **Figure 23** show the top scoring projects under the Business Retention and Business Access metrics, respectively.

FIGURE 22: TOP SCORING STRATEGIES – BUSINESS RETENTION

Project ID	Project Description	Business Retention	Business Access	Job Access	Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.07	Work with local property owners to convert vacant storefronts or lots into shared vendor spaces	High (5)	N/A	N/A	High (5)	N/A	Medium (3)	\$	3	3
AO 4.06	Require developers to provide discounted rents for community-serving or local businesses for a portion of commercial space.	High (5)	N/A	N/A	High (5)	N/A	Medium (3)	\$\$	3	3
AO 4.11	Reinstate CRA led program that activated ground floor commercial spaces in multifamily buildings in the North Temple project area.	High (5)	N/A	N/A	High (5)	N/A	Low (1)	\$\$\$	2	3
AO 4.02A	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3
AO 4.02B	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3
AO 4.02C	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3
AO 4.02D	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3
AO 4.02E	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3

FIGURE 23: TOP SCORING PROJECT – BUSINESS ACCESS

Project ID	Project Description	Business Retention	Business Access	Job Access	Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.13	Implement the CRA Rio Grande District Visionary Plan	Medium (3)	High (5)	High (5)	Medium (3)	High (5)	Medium (3)	\$\$\$\$\$	6	1

Job Access and Underutilized Properties

The objective to leverage infrastructure to promote economic development stabilize and promote local business used two metrics – Job Access and Underutilized Properties. Only one strategy scored high for the Job Access metric. This was the same strategy that scored high under the Business Access metric and is shown in **Figure 23**. Scoring for this strategy assumed the same assumptions as described in the Business Access metric. Five strategies scored high for the Underutilized Properties metric, which included suggested efforts to work with property owners to find tenants to fill spaces and identifying future locations for centrally located high schools.

FIGURE 24: TOP SCORING STRATEGIES – UNDERUTILIZED PROPERTIES

Project ID	Project Description	Business Retention	Business Access	Job Access	Develop Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.07	Work with local property owners to convert vacant storefronts or lots into shared vendor spaces	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	3
AO 4.17	Establish a framework for identifying future locations for a more accessible, centrally located tech school (New Westside Tech High School (CTC School Innovative Program))	High (5)	N/A	N/A	High (5)	N/A	Medium (3)	\$	3	4
AO 4.06	Require developers to provide discounted rents for community-serving or local businesses for a portion of commercial space.	High (5)	N/A	N/A	High (5)	N/A	Medium (3)	\$\$	3	2
AO 4.10	Create a framework for identifying future locations for a more accessible, centrally located high school. (Future High School West of I-15)	N/A	N/A	N/A	High (5)	High (5)	Medium (3)	\$\$\$	3	3
AO 4.11	Reinstate CRA led program that activated ground floor commercial spaces in multifamily buildings in the North Temple project area.	High (5)	N/A	N/A	High (5)	N/A	Low (1)	\$\$\$	2	3

Access to Resources and Job Opportunities

The objective to expand access to education, job training, and social services used two metrics – Access to Resources and Job Opportunities. Three strategies scored high for Access to Resources. These projects included implementing the Rio Grande District Visionary Plan and identifying future locations for centrally located high schools and are shown in **Figure 25**. Two strategies scored high for Job Opportunities. These strategies include identifying a site for a centrally located tech high school, and programmatic efforts including aligning businesses and workforce boards to better promote job opportunities in the community.

FIGURE 25: TOP SCORING STRATEGIES – ACCESS TO RESOURCES

Project ID	Project Description	Business Retention	Business Access	Job Access	Develop Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.13	Implement the CRA Rio Grande District Visionary Plan	Medium (3)	High (5)	High (5)	Medium (3)	High (5)	Medium (3)	\$\$\$\$\$	6	1
AO 4.17	Establish a framework for identifying future locations for a more accessible, centrally located tech school New Westside Tech High School (CTC School Innovative Program)	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	4
AO 4.10	Create a framework for identifying future locations for a more accessible, centrally located high school.	N/A	N/A	N/A	High (5)	High (5)	Medium (3)	\$\$\$	3	3

FIGURE 26: TOP SCORING STRATEGIES – JOB OPPORTUNITIES

Project ID	Project Description	Business Retention	Business Access	Job Access	Develop Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.17	Establish a framework for identifying future locations for a more accessible, centrally located tech school (New Westside Tech High School (CTC School Innovative Program))	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	4
AO 4.09	Align efforts between workforce boards, community colleges, housing authorities, and small business networks.	N/A	N/A	N/A	N/A	N/A	High (5)	\$	1	4

Project Ratings by Type

The following section highlights some of the most common project themes to emerge after review and evaluation of the Access to Opportunity project list. As with the Health and Wellness category, there were few distinct project themes in the Access to Opportunity goal. The most prominent theme to emerge was Support or Protections for Local Business (11 of 23 projects).

Overall, strategies that aimed to provide technical assistance to businesses to get started, expand, or improve their retail spaces scored well (see **Figure 22**). It should be noted that these programs will need to explicitly center community-serving businesses (such as those owned by Westside residents or other small/local operations that meet local needs) to ensure they meet the community identified objectives.

Indirect investments—such as supporting commercial corridor organizations or convening partners—tend to

score lower based on our criteria, but these could be effective partnerships if those organizations have programs focused on community-serving businesses.

Local Business Support and Protections

Strategies in this category include those that support economic development and the long-term sustainability of locally owned businesses. This includes a wide range of potential tools and policy protections such as:

- Financial assistance for local/small businesses
- Mandated affordability of commercial properties
- Anti-displacement strategies
- Equitable opportunities for business owners from historically underserved populations.

Figure 27 highlights business support and protections projects and their scoring.

FIGURE 27: LOCAL BUSINESS SUPPORT AND PROTECTIONS STRATEGIES AND SCORING

Project ID	Project Description	Business Retention	Business Access	Job Access	Develop Underutilized Properties	Access to Resources	Job Opportunities	Cost	Support	Feasibility
AO 4.01	Provide funding for Westside small businesses to improve their storefronts (signage, lighting, paint).	Medium (3)	N/A	N/A	N/A	N/A	N/A	\$	1	4
AO 4.02 A-E	Create a technical assistance program to support Westside businesses establish or expand brick and mortar locations.	High (5)	N/A	N/A	N/A	N/A	Low (1)	\$	1	3
AO 4.07	Convert vacant storefronts or lots into shared vendor spaces for Westside businesses	High (5)	N/A	N/A	High (5)	N/A	Medium (3)	\$	3	3
AO 4.08 A-E	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs	Medium (3)	N/A	N/A	Medium (3)	N/A	Low (1)	\$\$	2	3

Community Vibrancy

Project Scoring Method

There were 99 strategies identified for the Community Vibrancy goal. Strategies were evaluated for consistency with Community Vibrancy objectives using a high, medium, or low scoring framework. Scoring reflects each project's ability to expand quality, affordable, and attainable housing options, Improve convenient access to public spaces and community services, and support the establishment of integrated activity centers that improve the quality and availability of social, cultural, and community spaces.

The "improve convenient access to public spaces" objective is scored across 3 metrics, all of which are repeated from other goal themes that reflect this objective:

- Travel choice score 1.2B: Increase in comfortable pedestrian, cycling, and transit networks (including amenity, speed and frequency improvements) for all ages and abilities, particularly where demand is high.
- Travel Choice 1.3A: Fill network gaps for all modes and increase connectivity to high-demand destinations; and
- Health and Wellness 2.1A Likelihood of encouraging/ incentivizing active transportation use.

Repeating these scoring metrics helped to maintain consistency in scoring approach with similar projects in the other goal categories. **Figure 28** outlines the Community Vibrancy scoring approach.

FIGURE 28: COMMUNITY VIBRANCY STRATEGIES APPROACH

Goals Based Criteria									Implementation Considerations		
Objectives	Expand quality, affordable, and attainable housing options		Improve convenient access to public spaces and community services			Establish integrated activity centers that improve the quality and availability of social, cultural, and community spaces			Cost	Vision	Implementation Feasibility
Metrics	“Diverse Housing Types” Creates opportunity for housing of different sizes, types, prices (for example, duplexes, triplexes, and townhomes), and ownership opportunities. Emphasis on corridors with high frequency transit	“Affordable Housing” Creates opportunity for more affordable housing in proximity of essential everyday uses	“Comfort” Travel Choice 1.2B:	“Connectivity” Travel Choice 1.3A:	“Mode Shift” Health and Wellness 2.1A	“Public Space” Increases the percentage of people with access to a diversity of parks and public spaces	“Neighborhood Services” Increases the percentage of people with access to neighborhood services	“Cultural Relevance” Increase opportunities for cultural and social expression in Westside neighborhoods through strategies that strengthen local organizations to lead outcomes	“Cost” Project cost	“Vision” Effectiveness in meeting project goals	“Feasibility” Likelihood of implementation in a reasonable timeframe (based on scale and complexity)
Scoring Approach											
High (5)	Enables mix of housing types within 1/4 mi of high frequency transit corridor	Enables affordable development within walking distance of high frequency transit corridor and 3+ amenity categories (schools, parks, grocery stores, and community facilities)				Increases amount of open space in subarea and incorporates wayfinding elements, public art, or interpretive signage	Increases level of access to 3+ amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network	Stakeholders lead or own the planning and design process	\$-\$\$\$\$\$	Number of goal-based objectives that have a score of at least 3	Scoring based on matrix of timeframe and project complexity. See “Project Scoring Rubric” Section for full scoring matrix
Medium (3)	Enables mix of housing types within 1/2 mi of high frequency transit corridor	Medium (3): Enables Affordable development within walking distance of high frequency transit corridor and 2 amenity categories (schools, parks, grocery stores, and community facilities)				Enhances, or reactivates existing public spaces, and incorporates wayfinding elements, public art, or interpretive signage	Increases level of access to 2 amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network	Stakeholders given opportunity to contribute to the process and help shape outcomes			
Low (1)	Enables mix of housing types, not within 1/2 mi of high frequency transit corridor	Enables Affordable development within walking distance of high frequency transit corridor and 1 amenity categories (schools, parks, grocery stores, and community facilities)				Incorporates wayfinding elements, public art, or interpretive signage	Increases level of access to 1 amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network	Stakeholders are given opportunity to endorse/give feedback, but do not directly shape the process or project outcomes.			

Findings

Top Projects by Metric

Diverse Housing Types and Affordable Housing

The objective to expand quality, affordable, and attainable housing options used two metrics – Diverse Housing Types and Affordable Housing. Two projects scored high on Diverse Housing Types and both were zoning change projects. Ten projects scored high on Affordable Housing with nine projects focusing on zoning change and one project focusing on siting and developing a new affordable housing rental project in the Westside. **Figure 29** shows the top projects for both metrics.

FIGURE 29 TOP SCORING STRATEGIES – DIVERSE HOUSING TYPES AND AFFORDABLE HOUSING

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Space	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.17	Identify opportunities for targeted zoning adjustments along Redwood Road to enable higher-intensity mixed-use development that supports future growth and help transition from industrial uses west of Redwood Road to the single family residential fabric on the east. Assume at Redwood Rd and 900 W.	High (5)	High (5)	N/A	N/A	N/A	N/A	N/A	N/A	\$	2	4
CV 5.05	Site and develop a new affordable housing rental project in the Westside. Identify a potential site in public ownership or work with development partners to identify a privately-owned site.	High (5)	High (5)	N/A	N/A	N/A	N/A	Low (1)	Low (1)	\$\$\$\$\$	2	3
CV 5.12A	Revisit zoning at existing and proposed neighborhood and community nodes and along the east-west connectors to allow for neighborhood services to be located within walking distances of residential zones. (1000 N)	N/A	High (5)	N/A	N/A	N/A	N/A	Low (1)	Low (1)	\$	2	5
CV 5.12B	Revisit zoning at existing and proposed neighborhood and community nodes and along the east-west connectors to allow for neighborhood services to be located within walking distances of residential zones.(600 N)	N/A	High (5)	N/A	N/A	N/A	N/A	Low (1)	Low (1)	\$	1	5
CV 5.12C	Revisit zoning at existing and proposed neighborhood and community nodes and along the east-west connectors to allow for neighborhood services to be located within walking distances of residential zones. (400 N)	N/A	High (5)	N/A	N/A	N/A	N/A	Low (1)	Low (1)	\$	1	5

Comfort, Connectivity, Mode Shift

The objective to improve convenient access to public spaces and community services used three metrics – Comfort, Connectivity, and Mode Shift.

Fourteen projects scored high on Comfort and fell under the following project types:

- 7 public realm enhancement projects
- 5 complete streets projects
- 5 intersection improvements projects
- 1 connectivity project

Fourteen projects scored high on Connectivity and fell under the following project types:

- 7 public realm enhancement projects
- 5 intersection improvement projects
- 4 complete streets projects

- 2 community gateway projects
- 1 connectivity project
- 1 public art project

Twelve projects scored high in Mode Shift and fell under the following project types:

- 11 public realm enhancements projects
- 1 community gateway project
- 1 public art project

Note: Under all the metrics, the number of project types likely do not add up to the total number of projects as some projects fell under multiple categories. The same five projects were the highest scoring projects under Comfort, Connectivity, and Mode Shift and are shown in **Figure 30**.

FIGURE 30: TOP SCORING STRATEGIES – COMFORT, CONNECTIVITY, MODE SHIFT

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Space	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.14A	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (1000 N)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14B	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (600 N)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14D	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (North Temple)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14E	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (400 S)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14F	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (800 S/ Indiana Ave)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5

Public Space, Neighborhood Services, Cultural Relevance

The objective to establish integrated activity centers that improve the quality and availability of social, cultural, and community spaces used three metrics – Public Space, Neighborhood Services, Cultural and Relevance. Note: Under all the metrics, the number of project types likely do not add up to the total number of projects as some projects fell under multiple categories.

Fifteen projects scored high under public space and fell under the following project types:

- 10 public realm enhancements projects
- 1 community gateways project
- 2 greenspace/parks project
- 2 public art projects
- 2 underpass projects

Figure 31 shows the top scoring projects for Public Space.

FIGURE 31: TOP SCORING STRATEGIES – PUBLIC SPACE

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Space	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.23	Enhance the intersections of the east-west connectors and the Jordan River trail by creating a sequence of gateways featuring inviting plazas, public art, mobility hubs, outdoor seating, interpretive signage, special paving, lighting and other amenities.	N/A	N/A	Medium (3)	High (5)	High (5)	High (5)	N/A	Low (1)	\$\$\$	4	5
CV 5.16	Enhance key intersections along east-west connectors and major north-south corridors by creating vibrant gateways with plazas, public art, seating, mobility hubs, and other amenities to celebrate community identity.	N/A	N/A	Medium (3)	High (5)	High (5)	High (5)	N/A	Low (1)	\$\$\$	4	5
CV 5.07	Acquire vacant lots or underutilized land for pocket parks, playgrounds, and community gardens. Ensure parks and open spaces are well-maintained and safe, incorporating community-led stewardship programs.	N/A	N/A	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	3
CV 5.25A	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.(400 W and 600 S)	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	High (5)	\$\$\$	2	5
CV 5.25B	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.(300 W and 1300 S)	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	High (5)	\$\$\$	2	5

Fifteen projects scored high under neighborhood services and fell under the following project types:

- 8 public realm enhancement projects
- 3 complete streets projects
- 3 intersection improvement projects
- 1 community space project
- 1 connectivity project
- 1 green space project

Figure 32 shows the top scoring projects for Neighborhood Services.

FIGURE 32: TOP SCORING STRATEGIES – NEIGHBORHOOD SERVICES

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Space	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.14A	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (1000 N)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14B	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (600 N)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14D	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (North Temple)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14E	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (400 S)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.14F	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions. (800 S/Indiana Ave)	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5

Fourteen projects scored high under cultural relevance and fell under the following project types:

- 8 public art projects
- 5 public realm enhancement projects
- 1 green space project
- 1 community space project
- 1 community gateway project

Figure 33 shows the top scoring projects for Cultural Relevance.

FIGURE 33: TOP SCORING STRATEGIES – CULTURAL RELEVANCE

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Space	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.07	Acquire vacant lots or underutilized land for pocket parks, playgrounds, and community gardens. Ensure parks and open spaces are well-maintained and safe, incorporating community-led stewardship programs.	N/A	N/A	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	3
CV 5.08	Use schools or community centers as multi-use hubs for after-school programs, adult education, and public events. Develop shared-use agreements that allow public access to privately owned facilities during off-hours (e.g., gyms, meeting rooms).	N/A	N/A	N/A	N/A	N/A	Medium (3)	High (5)	High (5)	\$\$\$	3	3
CV 5.25A	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations. (400 W and 600 S)	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	High (5)	\$\$\$	2	5
CV 5.25B	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations. (300 W and 1300 S)	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	High (5)	\$\$\$	2	5
CV 5.25C	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations. (400 N and 400 W)	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	High (5)	\$\$\$	2	5

Project Ratings by Type

Most strategies within the Community Vibrancy theme fall under the broad category of “public realm enhancements” (33 of 99). Related project themes include “Community Gateways”, described below and “Public Art”. Community Gateways and Public Art strategies will be consolidated using Programmatic Groupings, but a selection of Community Gateway strategies is presented below for a sample of scoring. Public realm enhancements may also be consolidated for Programmatic Grouping, but the projects in this category contain some nuanced differences that it will be important to consider in the next stages of project development. The following section highlights some additional categories and themes to emerge after review and evaluation of the Community Vibrancy project list.

Community Gateways

strategies in this category include a range of public realm enhancements that aim to communicate entry into a specific neighborhood, historic, or cultural area. These projects may include design interventions like signage, wayfinding and public art, landscaping and street trees, and other sidewalk amenities like benches with the goal of creating a cohesive visual identity. Gateways may also include multimodal design enhancements and traffic calming to promote active uses while slowing vehicle speeds and enhancing safety.

Figure 34 outlines a selection of Community Gateways Projects and their scoring.

FIGURE 34: COMMUNITY GATEWAYS STRATEGIES AND SCORING

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Spaces	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.23	Enhance intersections of the E-W connectors and the Jordan River trail by creating a sequence of gateways featuring inviting plazas, public art, mobility hubs, outdoor seating, interpretive signage, special paving, lighting and other amenities.	N/A	N/A	Medium (3)	High (5)	High (5)	High (5)	N/A	Low (1)	\$\$\$	4	5
CV 5.33 A-G	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	N/A	N/A	N/A	N/A	Medium (3)	Low (1)	N/A	Medium (3)	\$\$\$	2	5
CV 5.15	Establish a program that brings together local artists, small businesses and community-led organizations to co-create distinct branding for the east-west connectors that represents the neighborhood/community identity.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	High (5)	\$	1	4
CV 5.16	Enhance key intersections along east-west connectors and major north-south corridors by creating vibrant gateways with plazas, public art, seating, mobility hubs, and other amenities to celebrate community identity.	N/A	N/A	Medium (3)	High (5)	High (5)	High (5)	N/A	Low (1)	\$\$\$	4	5
CV 5.19	Establish a program that engages with local artists, businesses and community-led organizations to create a strong identity for Redwood Road.	N/A	N/A	N/A	N/A	Medium (3)	Low (1)	N/A	High (5)	\$	2	4

Complete Streets

Projects in this category include those that aim to making streets safer, more accessible, and more comfortable for all users. Projects may include intersection safety enhancements, addition or improvement of pedestrian and bicycle facilities, traffic calming measures, and other streetscape enhancements. Figure 35 below outlines a selection of Complete Streets Projects and their scoring.

FIGURE 35: COMPLETE STREETS PROJECTS AND SCORING

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Spaces	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.14 A-G	Transform auto-oriented E-W connectors into inviting, people-friendly streets by delivering complete streets strategies.	N/A	N/A	High (5)	High (5)	High (5)	N/A	High (5)	Low (1)	\$\$\$	4	5

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Spaces	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.20	Improve Redwood Road right-of-way to Salt Lake City Two-way Thoroughfare (Grand Boulevard).	N/A	N/A	High (5)	High (5)	Medium (3)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.21	Improve 900 W to Salt Lake City Neighborhood Corridor.	N/A	N/A	High (5)	High (5)	Medium (3)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.46	Improve 1000 N to Salt Lake City Neighborhood Corridor.	N/A	N/A	High (5)	Medium (3)	Medium (3)	N/A	High (5)	Low (1)	\$\$\$	4	5
CV 5.13A-B	Improve streets to align with the SLC Street and Intersections Assigned Typologies (Urban Village Main Street, Neighborhood Corridor, Green Street) for streets that connect Redwood Road to Eastside crossings.	N/A	N/A	High (5)	High (5)	Medium (3)	N/A	Medium (3)	Low (1)	\$\$\$	4	5

Zoning Change

Strategies in this category include those that modify how land can be used or developed. This may include projects that alter permitted land uses, adjust development density, or revise standards like parking requirements. **Figure 36** below outlines a Zoning Change Strategies and their scoring.

FIGURE 36: ZONING CHANGE STRATEGIES AND SCORING

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Spaces	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.17	Identify opportunities for targeted zoning adjustments along Redwood Road to enable higher-intensity mixed-use development that supports future growth	High (5)	High (5)	N/A	N/A	N/A	N/A	Low (1)	N/A	\$	2	4
CV 5.12 A-G	Revisit zoning at existing and proposed neighborhood and community nodes and along the east-west connectors to allow for neighborhood services to be located within walking distances of residential zones.	N/A	High (5)	N/A	N/A	N/A	N/A	Low (1)	Low (1)	\$	1	5

Green Space/Parks

Projects in this category include those that aim to enhance or better maintain publicly accessible open spaces that support recreation, environmental health, and community well-being. Projects may recommend the development of new parks or plazas or renovation of existing park facilities through:

- Landscaping and/or trail improvements to landscaping
- Addition of playgrounds, splash pads or other child-friendly spaces
- Addition of amenities like benches, fountains, or public restrooms
- Addition of public art safety, and amenities
- Accessibility improvements

Figure 37 below outlines a selection of Complete Streets Projects and their scoring.

FIGURE 37: GREEN SPACE AND PARKS PROJECTS AND SCORING

Project ID	Project Description	Diverse Housing Types	Affordable Housing	Comfort	Connectivity	Mode Shift	Public Spaces	Neighborhood Services	Cultural Relevance	Cost	Support	Feasibility
CV 5.07	Acquire vacant lots or underutilized land for pocket parks, playgrounds, and community gardens. Ensure parks and open spaces are well-maintained and safe, incorporating community-led stewardship programs.	N/A	N/A	N/A	N/A	N/A	High (5)	High (5)	High (5)	\$\$\$	3	3
CV 5.38	Underpass park underneath I-80 and I-15 Interchange	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	Low (1)	\$\$\$	1	2
CV 5.40	Underpass park at 400 S and 600 W, using Mead Underpass as an inspiration	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	Low (1)	\$\$\$	1	2
CV 5.28	Transformation of Cottonwood Park through the following initiatives: upgraded trailhead with artwork, signage, new restrooms, and a boat ramp; realigning trails and new nature walkways; and a "community porch" on the southern edge, where recreation amenities would be concentrated.	N/A	N/A	N/A	N/A	N/A	Medium (3)	N/A	Low (1)	\$\$\$	1	5
CV 5.34	Establish a park in the northwest corner of Rose Park that can act as a neighborhood recreational amenity while also providing access to the SLC Regional Athletic Complex. This land is already owned by the city and is zoned "open space"	N/A	N/A	N/A	N/A	N/A	High (5)	Low (1)	Low (1)	\$\$\$	1	5

Next Steps

In the next phase of work, the project team will take the results of the scoring analysis, refine, and bundle the projects into defined solution sets. Ultimately, this will result in a set of holistic, comprehensive projects that, if implemented, can address WE Connect objectives and community needs.



FIGURE 38: NEXT STEPS

Key Crossing Analysis

In line with the Reconnecting Communities program goal of addressing barriers created by past transportation planning decisions, a significant portion of Travel Choice projects focuses on improving crossings of I-15 and the Union Pacific Railroad.

An initial analysis reviewed 33 existing and potential crossing opportunities. These locations were separated from the broader strategy list and evaluated in detail using a multimodal lens to support refinement and development of potential solutions. The crossings include existing facilities, disconnected street connections, and at-grade rail crossings within the study area.

The *Initial I-15 and Railroad Crossings Analysis* memorandum, **Appendix C**, documents the evaluation methodology and results, culminating in a consolidated list of 16 candidate crossing locations recommended for advancement to the next stage of scoring refinement. The *Data-Driven Crossings Prioritization Results* memorandum, **Appendix D**, ranked these 16 candidate crossings to identify the most impactful locations for future investment. Each crossing was evaluated using four categories (Active Transportation, Vehicle, Transit, and Feasibility) to compare benefits and constraints across modes and complexity. These locations will help identify corridors where targeted investments can improve connectivity and deliver community benefits. The 16 candidate crossing locations selected for further evaluation and their priority score are presented in **FIGURE 39**

FIGURE 39: CANDIDATE CROSSING PROJECTS

Crossing #	Location	Crossing Concept Focus	Priority Score (%)*
05	400 N	Active transportation undercrossing	14
07	200 N	Multi-modal grade-separated crossing and connection to transit	37.5
08	North Temple	Potential “Enhanced Crossing”; focus on public realm aspect and connectivity; improve existing shared use path	79
09	600 W	Multi-modal grade-separated crossing on north-south rail line	58
12	900 W	Multi-modal grade-separated crossing on north-south rail line	68
13	1000 W	Multi-modal grade-separated crossing on north-south rail line	54
14	100 S / Folsom Trail Bridge	Potential “Enhanced Crossing”; active transportation bridge crossing for Folsom Trail	24
15	200 S	Potential “Enhanced Crossing”; grade separation (vehicle undercrossing and pedestrian overcrossing), greenway, connections to Power District.	58
19	600 S	Active transportation bridge crossing and neighborhood byway	14
21	800 S	Rail grade separation and vehicular undercrossing	43
22	900 S	Potential “Enhanced Crossing”; rail grade separation, active transportation (and transit) bridge connection	51
23	500 W / Fayette Ave	Improve existing undercrossing	55.5
25	1300 S	Add shared use path	58.5
26	1500 S	Multi-modal undercrossing	42
27	1700 S	Grade-separated crossing and add a separated bike lane (SBL)	70
33	2100 S / Parleys Trail Connection	Active transportation connection to Parleys Trail	34

*Where high priority is represented by a high percentage and low priority is represented by a low percentage.

Potential Project Mapping

All candidate crossing projects and scored potential solutions were geocoded to support spatial analysis, as shown in **Figure 40**.

Mapping these projects enables the project team to identify geographic gaps and priority areas reflected in public input, and to visualize project scores through color-based symbology that highlights high-priority locations. This spatial framework informs the identification of key corridors and supports bundling of projects into corridor-based investment packages. In addition, the geocoded data supports development of an interactive online map that can be used to communicate project information with the CAB and TAC and, following further refinement, the broader public.

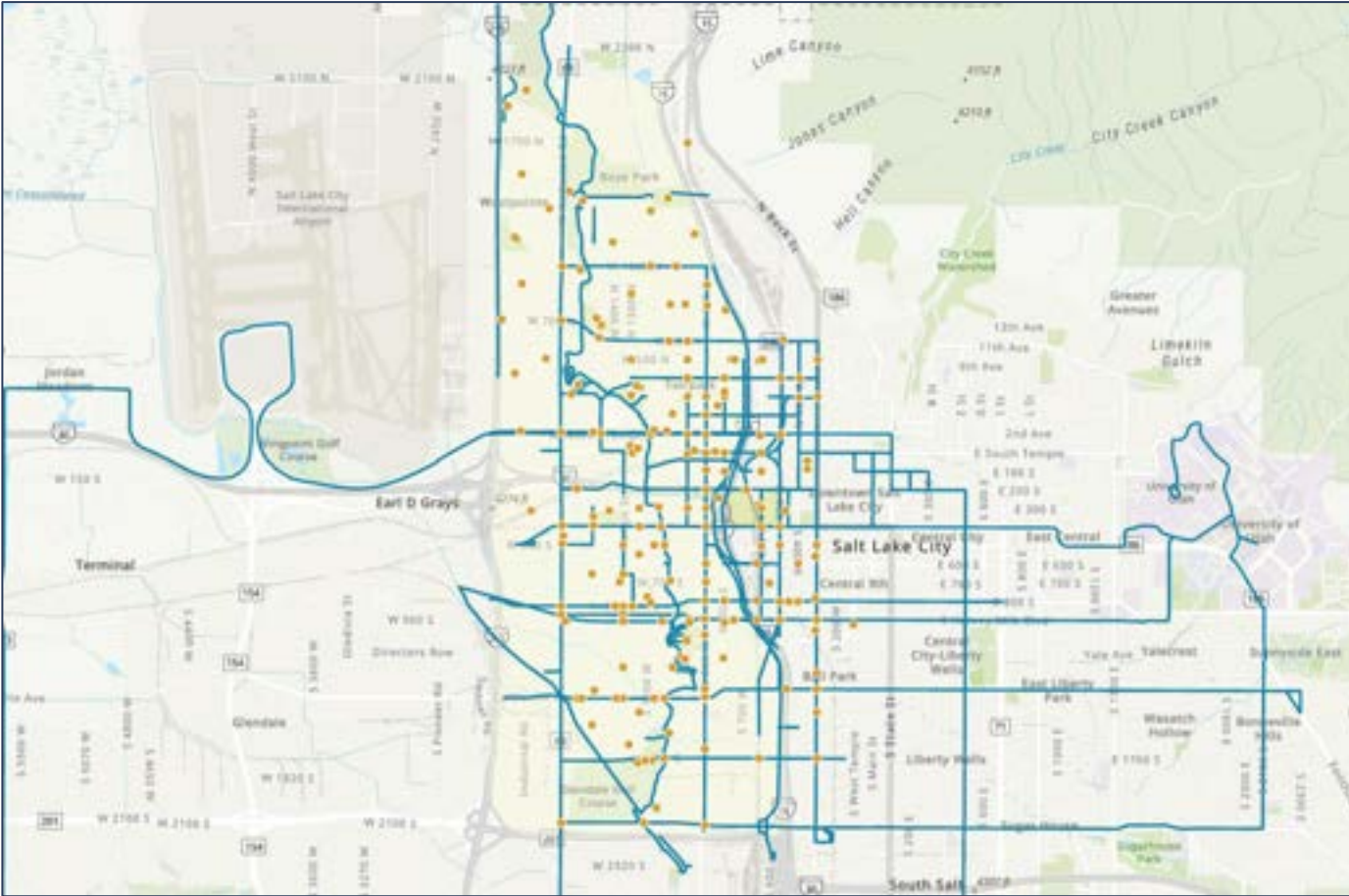


FIGURE 40. POTENTIAL PROJECTS MAPPED

Candidate Project Bundling

Building on the crossings analysis, scoring results, and community engagement outcomes, the next phase of WE Connect will focus on translating individual crossing concepts into cohesive, corridor-based investment packages that are easier to evaluate, communicate, and advance toward implementation.

Informed by public and CAB input, corridor-level investments will be evaluated through holistic lens that emphasizes connectivity across major barriers (I-15 and the railroad) and the creation of meaningful, high-quality public space connections.

Step 1. Confirm Crossings for Further Development

The project team will advance the list of:

- **Existing Crossings** Recommended for Further Analysis, and
- **New Crossings** Recommended for Further Analysis,

as identified in the *Initial I-15 and Railroads Crossings Analysis Memorandum*. These crossings represent locations with the greatest potential to improve west–east connectivity.

Based on the crossing prioritization analysis, locations that best advance WE Connect goals related to travel choice, access to opportunity, health and wellness, and community vibrancy will move forward for further development.



Step 2. Define Crossing Project Typologies

Each crossing will be classified into a clear project typology to establish the foundational investment concept. Typologies may include, but are not limited to:

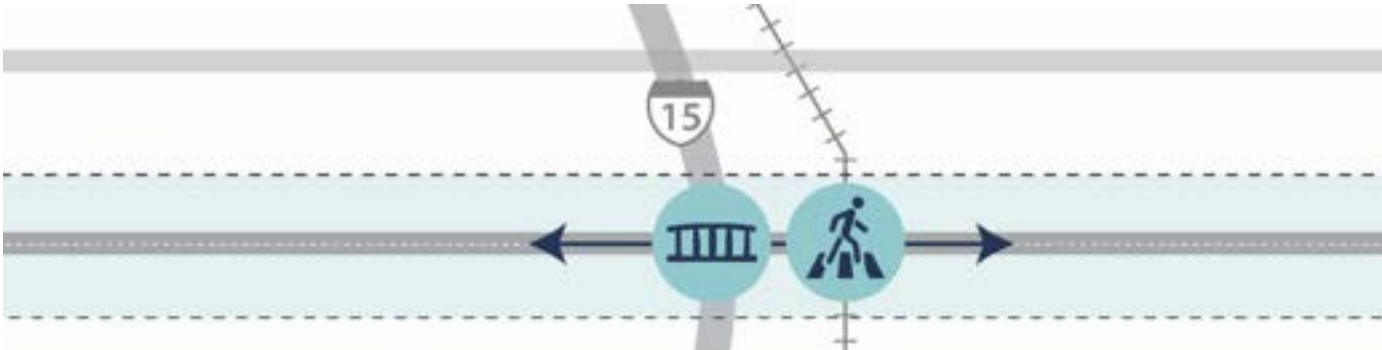
- **Cap-and-stitch** or structural lid projects (this includes the Rio Grande Plan and the modified Rio Grande Plan)
- New or improved **bridges**
- New or improved **undercrossing**
- Improved at-grade crossing
- **New active transportation**-focused crossings

Establishing typologies provides a consistent framework for understanding the scale, function, and relative complexity of each potential investment.



Step 3. Expand from Crossings to Corridors

For each prioritized crossing, the team will define an associated corridor. This step will enable the project team to determine which other projects, from the mapped List of Potential Solutions, fall within the corridor boundary. For example, this could include travel enhancements on roadways connecting to the crossing that improve day-to-day mobility (e.g., safety, reliability, frequency, and accessibility).



Step 4. Evaluate Corridor Type

Each corridor will be designated as one of the following:

1. **Enhanced Corridor/Crossing:** Includes one new or improved crossing that is grade separated from the railroad and prioritizes the public realm. These corridors will combine major crossing investments with substantial urban design, placemaking, public realm improvements, and potential gateway elements, including:
 - a. Grade separated at railroad crossings
 - b. Comfortable crossing with limited/ease of/and intuitive change of grade
 - c. Public realm focus, more than a utilitarian crossing that may take the form of:
 - i. A new linear park or plaza
 - ii. A wide bridge platform
 - iii. A widened underpass
 - d. Connected nodes/community gateways on either end of a prioritized/enhanced crossing
 - e. Supports multiple transportation modes
2. **Conventional Corridor/Crossing:** Includes one new or improved crossing that prioritizes functional mobility, safety, and connectivity, with limited urban design or placemaking components.
3. **Connector Corridors:** Potential corridors that do not include a crossing with the railroad or I-15, but support connectivity within the study area.



Step 5. Bundle Community-Driven Investments

For “Enhanced Corridors”, the team will evaluate and bundle other complementary projects and programs such as:

- **Community destinations** and additions identified through outreach (e.g., schools, grocery stores, healthcare facilities, neighborhood retail, cultural and civic destinations), and
- **Wellness-oriented improvements** that enhance experience and outcomes (e.g., comfort, aesthetics, public space, and health), and

This approach directly reflects recurring themes and priorities identified through WE Connect public engagement and outreach activities.



These corridor-based packages will provide a clear framework for comparison, prioritization, and future funding discussions.

We recognize that there may be important projects or investments that might not fall in one of the identified priority corridors. We will consider these types of projects and include them in the final list



Appendix A: Project Scoring Tables



Appendix A: Project Scoring Tables

1. Travel Choice													
Project ID													
Project ID	Project Name	Project Description	Location	At-Grade Reliability	Safety	Comfort	Connectivity	Options	Cost	Vision	Feasibility	Total Score	Average on scored criteria
TC 2.01	Shared Use Path/ Separated Bike Lane for 1300 S	Construct a shared use path/separated bike lane for 1300 S.	1300 S	n/a	5	5	5	5	\$\$\$	4	4	27	5
TC 2.04	Bicycle Facility Improvements for North-South Routes Adjacent to Interstate and Rail Barriers	The west leg of the Green Loop offers an opportunity to connect several interstate and rail crossings for pedestrians and bicyclist to more comfortably detour to other locations if their preferred crossing is blocked by a train. However, this benefit would only extend to people traveling from east to west. A comparable north-south route on the west side of interstate should be explored to offer comparable benefits. 500 W, on the south-end of the project area, provides a good opportunity to connect into Parleys Trail.	500 W	n/a	3	5	3	5	\$\$\$	4	4	23	4
TC 2.05	North Temple Bicycle Facility Improvements	Improve existing bicycle lane on North Temple to a raised protected two-way bicycle lane on south side of North Temple, adjacent to a wider sidewalk. Facility would connect to 1000 W and the Folsom Trail. Refer to Power District Transportation Study, Project 2B.	North Temple	n/a	5	5	5	5	\$	4	4	28	5
TC 2.06A	Protected Bicycle Lanes on 200 S	Install a two-way protected bike lane on 200 S from 400 W to the Jordan River Trail along the south side of the road adjacent to I-80, addressing potential rail crossing challenges. Refer to Power District Transportation Study Project 8A.	200 S	n/a	3	5	5	5	\$	4	5	28	4.5
TC 2.06B	Protected Bicycle Lanes on 800 S	Explore feasibility of protected bike lane on 800 S. May require removing median and/or on-street parking, could be considered as a short section connection to the future Green Loop.	800 S	n/a	5	5	3	5	\$	4	2	24	4.5
TC 2.09	Underground Train Box (Rio Grande Plan)	Realign rail tracks into an underground corridor to eliminate at-grade crossings, improve east-west connectivity, and unlock land for redevelopment. Policy or Plan Reference: Rio Grande Plan.	Mainline tracks and 500 W between 1300 S and 300 N	5	N/A	3	5	1	\$\$\$\$	3	1	16	3.5
TC 2.11B	Grade-separated Crossing at 900 S	Implement a grade separated crossing that would allow for frequent transit service on 900 S Policy or Plan Reference: SLC Transit Master Plan.	900 S crossing of rail tracks	5	3	3	5	3	\$\$\$	5	1	23	3.8
TC 2.12	Transit Subsidies	Provide residents with free transit. This can be done by giving residents free monthly passes or preloaded FAREPAY cards. Eligibility and duration can be limited. For example, subsidies could be provided to residents seeking employment or who have new jobs, residents whose cars are being repaired, and students.	Study Area	N/A	N/A	N/A	N/A	5	\$	1	5	15	5
TC 2.13	Subsidized Mobility Wallets	Provide residents with mobility wallets. The format of mobility wallets can vary, but they are typically preloaded credit cards that can be used only to pay for transit, carshare, and micromobility services. The mobility wallets can be loaded with varying amounts of funds. They allow recipients to use the travel modes most applicable to them, which can maximize mobility. As with transit and carshare subsidies, eligibility and duration can be limited.	Study Area	N/A	N/A	N/A	N/A	5	\$	1	5	15	5

	Inclusive Bike Libraries	Create bike libraries in one or more locations in the neighborhoods. The bike libraries would have a mix of bikes (e.g., cargo bikes, standard adult bikes, children's bikes, and e-bikes) that could be checked out for longer durations ranging from a week to several months. The libraries could also provide safety trainings, helmets, and other bike gear. Add an inclusivity component to improve access to non-standard bicycles (handcycles, tricycles, side-by-side cycles, recumbents, and tandems). More info: https://zagdaily.com/places/england-launches-first-inclusive-cycling-network/	Study Area										
TC 2.14				N/A	N/A	N/A	N/A	5	\$	1	5	15	5
TC 2.15	Grade-Separated Pedestrian Crossings Elevator Study	Study elevator and pedestrian bridge design strategies, including keeping elevator doors open to improve safety perception and reduce maintenance needs, as seen in Denver's (RTD) successful Customer Experience Elevator Program pilot.	300 N	1	3	3	N/A	3	\$	3	5	20	2.5
TC 2.16	Transit Service Alignment Modifications to Route 9	Modify Route 9 to stay on 900 S, rather than deviate to 1300 S to cross the railroad. UTA does not operate across at-grade crossings, so this project is dependent on a new grade separation at 900 S and Union Pacific Railroad.	900 South Core Route (15 min service)	N/A	1	3	5	3	\$\$\$	3	1	16	3
TC 2.17	Pedestrian Amenities at Crossings	Add benches and shelter at high-delay at-grade crossings so that pedestrians can rest and seek shelter during long train crossing delays.	600 W south of North Temple; other locations to be identified	1	3	3	N/A	N/A	\$	2	5	17	2.3
TC 2.18	Pedestrian and Bicycle Facility Improvements on Redwood Road	Improve corridor safety with raised medians, new bike lanes, wider shoulders, and upgraded intersection signals to enhance traffic flow and reduce conflicts. Policy or Plan Reference: WFRM Comprehensive Safety Action Plan Project 5.20.1, Redwood Road.	Redwood Road from 2300 N to 2100 S	N/A	5	5	3	5	\$\$	4	3	25	4.5
TC 2.19	Safety and Mobility Enhancements on 900 W	Implement safety and mobility upgrades along 900 W by reducing speeds, improving intersection controls, consolidating driveways, adding medians and separated bike lanes, installing speed feedback signs, and enhancing pedestrian crossings.	900 W from 1000 N to SR 201	N/A	5	3	3	1	\$\$	3	5	21	3
TC 2.20	Safety and Mobility Enhancements on 800 S	Enhance safety along 800 S by reducing speeds, improving intersection controls, upgrading bike facilities, consolidating driveways. Policy or Plan Reference: WFRM Comprehensive Safety Action Plan Project 5.20.3.	800 S from 1000 W to 700 E	N/A	5	3	3	1	\$\$	3	5	21	3
TC 2.21	Transit Stops Accessibility and Amenities on Redwood Road	Add Americans with Disabilities Act (ADA)-accessible landing pads and transit stop amenities on Redwood Road.	Redwood Road	N/A	1	3	N/A	1	\$\$	1	5	14	1.7
TC 2.22	First- and Last-Mile Connections	Evaluate and provide bicycle parking and micromobility services at transit stops to provide first- and last-mile connections.	Study Area	N/A	1	1	5	5	\$	2	5	22	3
TC 2.22A	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	1800 N and mainline railroad	3	N/A	N/A	N/A	1	\$	1	5	14	2.0
TC 2.22B	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	400 N and mainline railroad	3	1	N/A	N/A	1	\$	1	5	15	1.7
TC 2.22C	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	600 W and mainline railroad	3	1	N/A	N/A	1	\$	1	5	15	1.7
TC 2.22D	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	200 S and mainline railroad	3	N/A	N/A	N/A	1	\$	1	5	14	2.0
TC 2.22E	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	800 S and mainline railroad	3	1	N/A	N/A	1	\$	1	5	15	1.7
TC 2.22F	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	900 S and mainline railroad	3	1	N/A	N/A	1	\$	1	5	15	1.7
TC 2.22G	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	1700 S and mainline railroad	3	N/A	N/A	N/A	1	\$	1	5	14	2.0
TC 2.22H	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	N Orange and Lynndyl	3	N/A	N/A	N/A	1	\$	1	5	14	2.0
TC 2.22I	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	200 S and Lynndyl railroad	3	N/A	N/A	N/A	1	\$	1	5	14	2.0
TC 2.22J	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	800 W and Lynndyl railroad	3	1	N/A	N/A	1	\$	1	5	15	1.7
TC 2.22K	Train Crossing Information Signs	Provide informational signs about expected train delay to allow people to make informed decisions about their routes.	900 W and Lynndyl railroad	3	N/A	N/A	N/A	1	\$	1	5	14	2.0

TC 2.23	North Temple Mobility Hub	Construct the North Temple Mobility Hub as recommended in the North Temple Mobility Hub Feasibility Study. Refer to updated concept in the Power District Transportation Study, Project 9A.	1460 West north of North Temple	N/A	N/A	3	N/A	5	\$	2	3	15	4.0
TC 2.24	1300 S/900 W Mobility Hub	Design mobility hub at intersection of 1300 S and 900 W.	1300 S/900 W	N/A	1	3	N/A	5	\$	2	4	18	3.0
TC 2.25	Technology Improvements to Transit Stops	Add real-time arrival information to transit stops. Larger stations with multiple transit routes can use LED displays. Solar-powered e-paper displays can be used at smaller stops.	Locations to be identified	N/A	N/A	3	N/A	1	\$	1	5	14	2.0
TC 2.26	600 N Interchange Reconstruction	Reconstruct the 600 N interchange to be a safe and viable east-west crossing for all modes.	600 N	N/A	5	3	5	3	\$\$\$\$\$	4	1	18	4.0
TC 2.27A	Transit Speed and Reliability Projects	Identify locations for bus speed and reliability improvements including transit signal priority (TSP) and dedicated bus lanes.	Redwood Road	N/A	1	5	N/A	3	\$\$\$\$	2	3	14	3.0
TC 2.27B	Transit Speed and Reliability Projects	Identify locations for bus speed and reliability improvements including transit signal priority (TSP) and dedicated bus lanes.	North Temple	N/A	1	5	N/A	3	\$\$\$\$	2	3	14	3.0
TC 2.27C	Transit Speed and Reliability Projects	Identify locations for bus speed and reliability improvements including transit signal priority (TSP) and dedicated bus lanes.	400 South	N/A	1	5	N/A	3	\$\$\$\$	2	3	14	3.0
TC 2.27D	Transit Speed and Reliability Projects	Identify locations for bus speed and reliability improvements including transit signal priority (TSP) and dedicated bus lanes.	1300 South	N/A	1	5	N/A	3	\$\$\$\$	2	3	14	3.0
TC 2.28A	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	600 W and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28B	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	400 N and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28C	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	200 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28D	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	800 S and mainline railroad	1	5	1	1	1	\$	1	5	19	1.8
TC 2.28E	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	900 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28F	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	1700 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28G	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	1000 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28H	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	900 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.28I	Pedestrian Gates at Railroad Crossings	Add hinged pedestrian gates at all at-grade pedestrian rail crossings.	800 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29A	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	400 N and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29B	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	200 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29C	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	800 S and mainline railroad	1	5	1	1	1	\$	1	5	19	1.8
TC 2.29D	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	900 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29E	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	1700 S and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29F	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	1000 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29G	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	900 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29H	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	800 W and Lynndyl railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.29I	Accessible Pedestrian Signals (APS) at Railroad Crossings	Explore feasibility of installing Accessible Pedestrian Signals (APS) at all at-grade crossings.	600 W and mainline railroad	1	3	1	1	1	\$	1	5	17	1.4
TC 2.30	Surplus Canal Trail	Improve and open Surplus Canal Trail to public use.	Surplus Canal Trail	n/a	3	5	3	5	\$	4	4	25	4.0

	Neighborhood Traffic Calming	Utilize a variety of traffic calming interventions.	Locations Identified in Public Comment. 800 W and 300 N. Railroad and 600 W. 1000 N and Redwood Road. California Ave - Mountain View School. 900 W and 300 W. 800 S between 400 W and 500 W. 300 N and 400 W. 600 N and Redwood Road. 1000 N and 1000 W. 400 S and 500 W											
TC 2.31				N/A	5	3	n/a	1	\$\$\$	2	5	17	3.0	
TC 2.32A	Sidewalk Improvements on 200 N	Improve sidewalk conditions on 200 N in Fairpark Neighborhood.	200 N through Fairpark	n/a	3	1	1	5	\$	2	5	20	2.5	
TC 2.32B	Sidewalk Improvements on Rose Park Lane	Add a sidewalk along Rose Park Lane north of Black Angus Drive.	Rose Park Lane north of Black Angus Drive	n/a	3	3	3	5	\$	4	5	24	3.5	
TC 2.32C	Sidewalks Improvements on 800 W	Improve sidewalk conditions on 800 W in Fairpark Neighborhood.	800 W from North Temple to 300 N	n/a	3	1	1	5	\$	2	5	20	2.5	
TC 2.33	Shared Use Path on 1000 N	Construct a new shared use path on 1000 N from Redwood Road to 900 W. Implement pedestrian safety improvements at the 1000 N/900 W intersection.	1000 N	n/a	5	3	3	5	\$\$	4	4	24	4.0	
TC 2.34	Enhanced Pedestrian Crossings on 800 S	Construct new Pedestrian Hybrid Beacons (PHBs/HAWK signals) on 800 S to replace existing RRFBs to improve driver yielding to pedestrians.	800 S	n/a	5	1	1	5	\$	2	4	21	3.0	
TC 2.35	1300 S and I-15 Interchange Reconstruction	Reconstruct the 1300 S interchange to be a safe and viable east-west crossing for all modes.	1300 S and I-15 interchange		3	5	3	5	1	\$\$\$\$\$	4	1	19	3.4
TC 2.36	9- Line Extension from Redwood Road to Canal Trail	Extend the 9-Line to the Canal Trail, as outlined in segment 1 of the 9-Line 2018 Extension Study. Policy or Plan Reference: 9-line extension study	Indiana Avenue	n/a	3	3	5	5	\$\$	4	5	25	4.0	
TC 2.38	Core Route Bus Service on 1700 S	Enhance bus service on 1700 S (1700 S Core Route, with 15-minute Service), Policy or Plan Reference: WFR 2050 RTP.	1700 S	N/A	N/A	5	5	3	\$\$\$\$\$	3	1	15	4.3	
TC 2.39A	Jordan River Trail Safety and Connectivity Projects	Implement projects identified in Phase 1 of the Emerald Ribbon Action Plan. These include wayfinding, and intersections improvements at North Temple, 1700 S, and 900 S. Also refer to Project 10A in the Power District Transportation Study.	North Temple at Jordan River Trail	n/a	3	3	3	5	\$	4	5	24	3.5	
TC 2.39B	Jordan River Trail Safety and Connectivity Projects	Implement projects identified in Phase 1 of the Emerald Ribbon Action Plan. These include wayfinding, and intersections improvements at North Temple, 1700 S, and 900 S. Also refer to Project 10A in the Power District Transportation Study.	1700 South at Jordan River Trail	n/a	3	3	3	5	\$	4	5	24	3.5	
TC 2.39C	Jordan River Trail Safety and Connectivity Projects	Implement projects identified in Phase 1 of the Emerald Ribbon Action Plan. These include wayfinding, and intersections improvements at North Temple, 1700 S, and 900 S. Also refer to Project 10A in the Power District Transportation Study.	900 South at Jordan River Trail	n/a	3	3	3	5	\$	4	5	24	3.5	
TC 2.40	UTA End of Line (EOL) Facility	Construct an EOL facility for UTA operations within close proximity of the Power District Mobility Hub. Refer to Project 9B concept in the Power District Transportation Study.	North Star Drive and Redwood Road	N/A	N/A	3	1	N/A	\$\$\$	1	4	11	2.0	
TC 2.41	Jordan River Trail Crossing at I-80	Reconstruct the existing crossing of the Jordan River Trail under I-80, which improves the existing crossing of the Jordan River Trail under I-80 by raising the vertical clearance. The project should be coordinated with the planned widening of I-80 (RTP Project R-S-22), widening from 6 lanes to 8 lanes, Phase 1. Refer to Project 8B in the Power District Transportation Study.	Jordan River Trail and I-80 intersection	n/a	3	3	3	5	\$\$\$\$\$	4	3	18	3.5	

TC 2.42	Navajo Street Connection	Connect Navajo Street to Power District across Union Pacific tracks and Patriot Rail Spur, which enhances transit and active transportation connectivity. Refer to Project 1A concept in the Power District Transportation Study.	Navajo Street and UP railroad crossing	5	3	3	5	5	\$\$\$\$	5	2	24	4.2
TC 2.43	South Temple West of Redwood Road	Improve South Temple Street west of Redwood Road to connect to Orange Street, which provides an east-west connection across Redwood Road. Refer to Project 1C concept in the Power District Transportation Study.	Orange Street and Redwood Road	N/A	3	1	1	5	\$	2	3	17	2.5
TC 2.44	Navajo Street/1460 West Extension North	Extend Navajo Street north of North Temple to connect with 1350 West, which includes a new bridge crossing over the Jordan River. This extension provides additional north-south connection towards 600 North corridor. Refer to Project 1D concept in the Power District Transportation Study.	1460 West north of North Temple	N/A	N/A	1	1	3	\$\$\$\$	1	2	8	1.7
TC 2.45	Multimodal Mobility Improvements to Redwood Road	Improve Redwood Road to include wide and buffered sidewalks, enhanced pedestrian crossings, and a protected bicycle facility.	Redwood Road	n/a	5	5	3	5	\$	4	3	25	4.5
TC 2.46	900 W	Improve 900 W to include raised medians; reallocate right-of-way for turn lanes to upgrade existing bicycle lane to a separated bicycle lane. Refer to Project 2C concept in the Power District Transportation Study.	900 West	n/a	5	5	3	5	\$	4	3	25	4.5
TC 2.47	North Temple Bus Stops	Enhance bus stops on North Temple served by Routes 451 and F453, which will improve conditions for transit riders and should be coordinated with UTA. Refer to Project 5B concept in the Power District Transportation Study.	North Temple	N/A	N/A	3	N/A	1	\$	1	2	10	2.0
TC 2.48	UTA Route 2 Extension	Extend Route 2 to connect to the proposed Power District Mobility Hub via 200 South and Navajo Street. Route 2 can potentially be upgraded to BRT service. Project requires grade separation at railroad tracks. Policy or Plan Reference: Power District Transportation Study, Project 5D	200 South to proposed new EOL facility at North Star Drive/Redwood Road	N/A	N/A	3	3	3	\$\$\$\$	3	1	11	3.0
TC 2.49	1000 West Bicycle Lanes	Construct protected bicycle lanes on 1000 W consistent with Salt Lake City Pedestrian and Bicycle Master Plan. Refer to Project 8C concept in the Power District Transportation Study.	1000 West	n/a	3	3	3	5	\$	4	4	23	3.5
TC 2.50	Folsom Trail Extension	Extend Folsom Trail to and through the Power District along South Temple extension alignment. Refer to Project 8G concept in the Power District Transportation Study.	Folsom Trail/South Temple	n/a	3	3	5	5	\$	4	3	24	4.0
TC 2.51A	Route 4 Frequency Improvements	Ten-minute service on 400 S Corridor from Redwood Road to 3900 S & Wasatch Boulevard. Policy or Plan Reference: UTA LRTP	400 S from Redwood Road to 3900 S	N/A	1	5	N/A	3	\$\$\$\$	2	4	15	3.0
TC 2.51C	Route 217 Frequency Improvements	Ten-minute service on Redwood Road from North Temple FrontRunner Station to West Jordan City Center TRAX Station. Policy or Plan Reference: UTA LRTP	Redwood Road from North Temple FrontRunner Station to West Jordan City Center TRAX station	N/A	1	5	N/A	3	\$\$\$\$	2	4	14	3.0
TC 2.51D	Route 205 Frequency Improvements	Ten-minute service on 500 E from Power Station TRAX Station to Murray North TRAX Station. Policy or Plan Reference: UTA LRTP	500 E from Power Station TRAX Station to Murray North TRAX Station	N/A	N/A	5	N/A	3	\$\$\$\$	2	4	14	4.0
TC 2.52A	New Route on 300 W (Route 3)	New route with 10-minute service on 300 W from North Temple FrontRunner Station to Central Pointe TRAX Station. Policy or Plan Reference: UTA LRTP	300 W from North Temple FrontRunner Station to Central Pointe TRAX Station	N/A	1	5	3	3	\$\$\$	3	3	18	3.0
TC 2.52B	New Route on 5600 W (Route 256)	New route with 15-minute service on 5600 W from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station. Policy or Plan Reference: UTA LRTP	5600 W from Downtown Salt Lake to 5600 W Old Bingham Hwy TRAX Station	N/A	N/A	5	3	3	\$\$\$\$	3	2	14	3.7
TC 2.52C	New Route on Lake Park (Route 27)	New route with 15-minute service on Lake Park from 5600 W to Central Pointe TRAX Station. Policy or Plan Reference: UTA LRTP	Lake Park from 5600 W to Central Pointe TRAX Station	N/A	N/A	5	5	3	\$\$\$\$	3	2	17	4.3
TC 2.52D	New TRAX Route (Orange Line)	Build Orange Line TRAX from the Salt Lake City International Airport and the University of Utah. Policy or Plan Reference: UTA LRTP	North Temple and 400 S between SLC airport and Research Park	N/A	N/A	5	3	3	\$\$\$\$	3	2	14	3.7
TC 2.52E	New TRAX Route on 400 S	Expand TRAX service to Poplar Grove	400 S from downtown to Poplar Grove	N/A	N/A	5	5	3	\$\$\$\$	3	1	15	4.3

TC 2.52H	Continuous New Route on 900 W	Establish a continuous transit route along 900 W (if 900 W crossing is grade separated)	900W from 2100 S to 1000 N										
				5	1	3	5	3	\$\$\$\$	4	1	19	3.4
TC 2.52F	New Route on 1300 S (Route 13)	New route with 15-minute service on 1300 S from Redwood Road to 2300 E.	1300 S from Redwood Road to 2300 E										
				3	1	5	3	3	\$\$\$\$	4	2	18	3.0
TC 2.52G	New TRAX Route on 600 N or 1000 N to Downtown and University	New TRAX line connecting Rose Park to downtown and the University of Utah	600 N to downtown	N/A	N/A								
						5	5	3	\$\$\$\$	3	1	15	4.3
TC 2.53A	Intersection Improvements at Redwood Road and 1000 N	Upgrade crossing infrastructure and improve asphalt quality at this intersection	Redwood Road and 1000 N	N/A									
					5	1	1	3	\$	2	5	20	2.5
TC 2.53B	Intersection Improvements at I-215 NB on ramp on 700 N	Upgrade crossing infrastructure at this intersection	700 N and I-215	N/A									
					5	1	1	3	\$	2	5	20	2.5
TC 2.53C	Intersection Improvement at 1000 W and 500 N	Upgrade infrastructure at this intersection	1000 W and 500 N	N/A									
					3	1	3	5	\$	3	5	22	3.0
TC 2.53D	Intersection Improvement at 300 N and N Oakley St	Upgrade crossing infrastructure at this intersection	300 N and N Oakley St	N/A									
					3	1	3	5	\$	3	5	22	3.0
TC 2.53E	Intersection Improvement/Signal Evaluation at 1000 W and 300 N	Upgrade crossing infrastructure, perform signal evaluation	1000 W and 300 N	N/A									
					5	1	3	5	\$\$	3	5	23	3.5
TC 2.53F	Intersection Improvement at 300 W and 1300 S	Upgrade infrastructure at this intersection	300 W and 1300 S	N/A									
					5	3	5	5	\$	4	5	28	4.5
TC 2.53F	Intersection Improvement at 300 W and 500 S	Improve bike safety at this intersection	300 W and 500 S	n/a									
					5	3	5	5	\$\$\$\$	4	2	22	4.5
TC 2.53G	Intersection Improvement at 300 W and Paxton Ave	Additional signage to increase bike and ped visibility	300 W and Paxton Ave	n/a									
					3	1	3	5	\$	3	5	22	3.0
TC 2.53H	Intersection Improvements at 600 N and Rambler Drive	Improve lighting, especially on north side of the road and improve the visibility of the existing crossing.	600 N and Rambler Drive	N/A									
					3	N/A	N/A	3	\$	2	5	16	3.0
TC 2.53I	Intersection Improvements at 900 W and 800 N	Implement the following improvements at this intersections. Enhanced crosswalk visibility, speed bumps, Better lane markings	900 W and 800 N	N/A									
					3	N/A	N/A	3	\$\$	2	5	15	3.0
TC 2.54	New TRAX line on Redwood Road	Add a new north south TRAX line from existing North Temple Green line to 2100 south or beyond. This line could support the proposed location of a new high school.	Alignment to be determined; perhaps Redwood Road	N/A									
					1	5	5	3	\$\$\$\$	3	1	16	3.5
TC 2.55	Traffic Calming on 1000 N	Implement traffic calming measures on this corridor	1000 N from Redwood Road to N 900 W	N/A									
					3	N/A	N/A	3	\$\$	2	5	15	3.0
TC 2.56A	Crossing Improvement at 300 W and 300 N	Upgrade crossing infrastructure at this intersection	300 W and 300 N	N/A									
					5	1	5	3	\$	3	5	24	3.5
TC 2.56B	Crossing Improvement at 900 W and 200 N	Improve crossing infrastructure at this intersection	900 W and 200 N	N/A									
					5	1	3	3	\$	3	5	22	3.0
TC 2.56C	Crossing Improvements at 400 W and 400 N	Improve crossing infrastructure at this intersection	400 W and 400 N	N/A									
					3	1	3	3	\$	3	5	20	2.5
TC 2.56D	Crossing Improvement at Fremont Ave and Jordan River Trail in International Peace Gardens	Upgrade infrastructure on the western spur of the Jordan River Trail	Fremont Avenue at Jordan River Trail	n/a									
					3		1	5	\$	3	5	22	3.0
TC 2.56E	Crossing Improvements at West High School	Upgrade crossings at West High School to improve safety and accessibility for students	West High School (300 N and 300 W)	n/a									
					3	3	5	5	\$	4	5	26	4.0
TC 2.56F	Crossing Improvements on Jordan River Trail at California Avenue	Realign crosswalk to improve safety and to allow users to avoid riding on sidewalk	California Avenue at Jordan River Trail	n/a									
					3	3	3	5	\$	4	5	24	3.5
TC 2.56G	Crossing Improvement at 300 W and 1300 S	Install crossing button for northbound cycling traffic	300 W and 500 S	n/a									
					5	3	5	5	\$	4	5	28	4.5
TC 2.56H	Crossing Improvements at 9-line and 800 W	Upgrade crossing infrastructure at this location to slow vehicles and improve bike and ped visibility	800 W and 9 Line Trail	n/a									
					3	3	3	5	\$	4	5	24	3.5
TC 2.57	Expand free TRAX zone in/out of city	Expand the free fare zone to include the westside	Study Area	N/A	N/A	N/A	N/A						
							5	\$		1	5	15	5.0
TC 2.58	New Railroad Crossing North of 600 N	Explore new railroad crossing north of 600 N to improve connections from Rose Park to Marmalade	600 N at mainline railroad										
				5	N/A	N/A	3	1	\$\$\$\$	2	2	12	3.0
TC 2.59	High capacity transit on 200 S	Construct new high capacity transit on 200 S	200 S	N/A									
					1	5	5	3	\$\$\$\$	3	1	16	3.5

TC 2.60A	Expand GREENBike stations	Support expansion of GREENBike stations throughout study area zone 1. Policy or Plan Reference: Northwest Community Plan	Depont Ave and 1200 West. Independence Boulevard and Mandalay Road. W Sunset Drive and the Jordan River Trail. 1300 North and Forbes Park Way. 1200 North and Victoria Way. Goodwin Ave and N 14th Way. Westpointe Park. Day-Riverside Branch. 1200 West and 1200 North. 900 West and 900 North. Lafayette	n/a	n/a	n/a	n/a	5	\$	1	4	14	5.0
TC 2.60B	Expand GREENBike stations	Support expansion of GREENBike stations throughout study area zone 2. Policy or Plan Reference: Northwest Community Plan	Meadows Community Park 500 North and Redwood Meadows Park 500 North and North 13th Way Jackson Park Guadalupe Park 900 West and 300 North 300 West and 500 North 1000 West and 400 North Utah State Fairpark Northwest Recreation Center Cottonwood Park North Temple and North Cornell Street North Sun Arbor Terrace 800 West and 100 South Madsen Park 1000 West and 300 South South 1135 West	n/a	n/a	n/a	n/a	5	\$	1	4	14	5.0
TC 2.60C	Expand GREENBike stations	Support expansion of GREENBike stations throughout study area zone 3 Policy or Plan Reference: Northwest Community Plan	Redwood Road and 500 South Navajo Street and 500 South Jordan River Trail and 500 South 900 West and 600 South Post District Fisher Brewing Company TF Brewing Company 9 Line Bike Park Woodbine Food Hall 800 West and Fremont Ave 9 Line Trail and the Jordan River Trail Three Creeks Confluence Illinois Avenue and 1085 West Salt Lake City Police Department Navajo Street and 700 South Cheyenne Street and Arapahoe	n/a	n/a	n/a	n/a	5	\$	1	4	14	5.0
TC 2.60D	Expand GREENBike stations	Support expansion of GREENBike stations throughout study area zone 4. Policy or Plan Reference: Northwest Community Plan	Jordan River Trail and California Avenue Glendale Branch Library Cheyenne Street and High Avenue 300 West and Hope Avenue Jordan River Peace Labyrinth 1300 West and Harris Avenue	n/a	n/a	n/a	n/a	5	\$	1	4	14	5.0

TC 2.61	I-15 Underpass improvements on 200 S	New parking infrastructure and better lighting	I-15 and 200 S	N/A	3	1	N/A	1	\$\$\$\$	1	5	12	1.7
TC 2.62	Bury I-15	Move I-15 underground through the study area core	I-15 from 1000 N to 700 S	N/A	N/A	N/A	5	N/A	\$	1	1	11	5.0
TC 2.63	Pedestrian and Bicycle Facility Improvements on 400 W	Improve corridor safety with raised medians, new bike lanes, wider shoulders.	400 W from North Temple to 600 N	n/a	3	3	4	5	\$\$	4	4	23	3.8
TC 2.64	Downtown Streetcar	Create downtown streetcar that circumnavigates downtown that is also located in the free fare zone	Downtown Salt Lake City	N/A	N/A	3	3	5	\$\$\$\$\$	3	2	14	3.7
TC 2.65	Improve Bike Access to Delta Center	Improve bike facilities leading to Delta Center, including bike parking, and facilities on adjacent streets	Delta Center	n/a	1	1	5	5	\$	2	5	22	3.0
TC 2.67	Traffic Calming on Indiana Ave	Install speed bumps on Indiana Avenue from Emery Street to Redwood Road	Indiana Avenue from Emery Street to Redwood Road	N/A	3	3	N/A	1	\$	2	5	17	2.3
TC 2.68	Barrier on 1700 N over I-215	Reconstruct barrier on 1700 N over I-215. Existing barrier is low, and a danger for bicyclists and pedestrians	300 W and 500 S	n/a	3	1	1	5	\$\$	2	5	19	2.5
TC 2.69	Jordan River Trail improvements at Constitution Park	Improve wayfinding and pavement on Jordan River Trail in Constitution Park	Constitution Park	n/a	1	3	3	5	\$	3	5	22	3.0
TC 2.70	Lighting Improvements on Jordan River Trail	Install lighting in Jordan River Trail underpasses at 2100 S and SR-201	Jordan River Trail and 2100 S	n/a	3	3	1	5	\$	3	5	22	3.0
TC 2.71	Pedestrian Path between 800 W and 200 S	Establish pedestrian path to connect 800 W and 200 S, behind the Alta Vue apartments	200 S at Alta Vue Apartments	n/a	3	3	5	5	\$	4	4	25	4.0
TC 2.73	Safety Improvements on 600 W	Implement safety and mobility upgrades along 600 W by reducing speeds, improving intersection controls, consolidating driveways, adding medians and separated bike lanes, installing speed feedback signs, and enhancing pedestrian crossings.	600 West from 900 South to Salt Lake Central	n/a	3	3	3	5	\$\$	4	4	22	3.5
TC 2.74	Bicycle facilities on California Avenue	Upgrade existing painted bike facility on California Avenue to a more robust facility (buffered bike lane, protected bike lane, shared use path)	California Avenue from Redwood Road to 300 West	n/a	5	5	5	5	\$\$\$	4	4	27	5.0
TC 2.75	Granary / 600 W wayfinding signage	Improve wayfinding signage along 600 W in the Granary district	600 West from 900 South to Salt Lake Central	n/a	1	1	3	5	\$	2	5	20	2.5
TC 2.76	Improve Bicycle Connection between Folsom Trail and 300 N	Improve bike connections between the Folsom Trail's terminus at North Temple Station to the 300 N cycle track	490 W from North Temple FrontRunner station to 300 N	n/a	3	3	5	5	\$	4	3	24	4.0
TC 2.77	Extend 400 S Viaduct Trail to Jordan River Trail	Extend new 400 S cycle track to Jordan River Trail	400 S from I-15 to Jordan River Trail	n/a	5	5	5	5	\$\$	4	3	27	5.0
TC 2.78A	Improve Freeway Interchanges	Redesign freeway interchanges along I-15 to allow for easier vehicular access to the Westside	I-15 and 500 S	N/A	N/A	N/A	5	N/A	\$\$\$\$\$	1	1	7	5.0
TC 2.78B	Improve Freeway Interchanges	Redesign freeway interchanges along I-15 to allow for easier vehicular access to the Westside	I-15 Ramp to W Temple	N/A	N/A	N/A	3	N/A	\$\$\$\$\$	1	1	5	3.0
TC 2.78C	Improve Freeway Interchanges	Redesign freeway interchanges along I-15 to allow for easier vehicular access to the Westside	I-15 and 1300 S	N/A	N/A	N/A	3	N/A	\$\$\$\$\$	1	1	5	3.0
TC 2.79	Train Crossing Information App	Work with an app developer such as Train Snap to provide real-time crossing info. Could be integrated with Google Maps or Apple Maps to provide the most convenience for existing users.	All crossings	3	N/A	N/A	N/A	N/A	\$	1	4	12	3.0
TC 2.80	Salt Lake Central Intermodal Hub Improvements	Construct a new UTA Intermodal hub at SL Central Station (600 W/300 S) UTA has already unveiled preliminary design plans	600 W and 300 S	N/A	N/A	3	N/A	N/A	\$\$\$\$\$	1	2	6	3.0
TC 2.81	9-Line Bridge over Redwood	Install bridge over Redwood Road for 9-Line bike users	Redwood Road and 9-Line Trail	n/a	3	3	5	5	\$\$\$\$	4	3	21	4.0
TC 2.82	Sidewalk improvements on Indiana Avenue	Install sidewalks on Indiana Avenue west of Redwood Road, to provide pedestrian access to The Other side Village	Indiana Avenue west of Redwood Road	n/a	3	1	5	5	\$	3	5	24	3.5
TC 2.83	Pedestrian and Bicycle Improvements on 400 N	Improvement include...	Indiana Avenue west of Redwood Road; location does not align with improvement?		3	3	3	5	\$	4	5	24	3.5
TC 2.84	Sidewalk improvements on 2100 S	Install sidewalks on both sides of 2100 S from 900 W to 300 W	2100 S from 300 W to 900 W	n/a	5	1	5	5	\$\$	3	4	24	4.0
TC 2.56I	Crossing Improvements at 400 N and 800 W	Install crosswalk at 800 W and 400 N	800 W and 400 N	n/a	3	3	3	5	\$	4	5	24	3.5

TC 2.85	Shared Use Path from Jordan River Trail to Rosewood Park	Construct shared use path from Jordan River Trail to Rosewood park through south side of Rose Park golf course	Jordan River Trail at Rose Park Golf Course	n/a	3	3	5	5	\$	4	5	25	4.0
TC 2.86	Traffic calming on 1500 W	Construct Speed Bumps on 1500 W between Dupont Ave and Goodwin Ave	1500 W between Dupont and Goodwin Ave	n/a	3	3	1	5	\$	3	5	22	3.0
TC 2.87	Sidewalk Improvements on 900 S	Improve sidewalks on 900 W between N Temple and I-80	900 W between N Temple and I-80	n/a	3	1	3	5	\$	3	4	21	3.0
TC 2.88	Sidewalk Improvements on 300 W	Improve sidewalks on 300 W between North Temple and 200 S)	300 W between N Temple and 200 S	n/a	5	1	3	5	\$	3	4	23	3.5
TC 2.91A	Safer Street Crossing Locations Identified at Open Houses	Install safer crossings on 300 W/1700 S	300 W and 1700 S	n/a	3	3	3	5	\$	4	5	24	3.5
TC 2.91B	Safer Street Crossing	Install safer crossings at 1000 N and 1000 W	1000 N and 1000 W	n/a	3	1	1	5	\$	2	5	20	2.5
TC 2.91C	Safer Street Crossing	Install safer crossings at California Ave and Utah Street	California Ave and Utah St	n/a	3	1	3	5	\$	3	5	22	3.0
TC 2.91D	Safer Street Crossing	Install safer crossings at California Avenue and Mountain View School	California Ave and Mountain View School	n/a	3	1	5	5	\$	3	5	24	3.5
TC 2.91E	Safer Street Crossing	Install safer crossings at XXXXX	800 S and 1300 W	n/a	3	1	1	5	\$	2	5	20	2.5
TC 2.91F	Safer Street Crossing	Install safer crossings on 800 S between 400 W and 500 W	800 S between 400 W and 500 W	n/a	3	1	3	5	\$	3	5	22	3.0
TC 2.92A	Sidewalk Spot Improvements	Sidewalk Spot improvements: I-15 at 2100 S	I-15 and 2100 S	n/a	3	1	5	5	\$	3	5	24	3.5
TC 2.92B	Sidewalk Spot Improvements	Sidewalk Spot Improvements: Indiana Ave at Redwood Road	Indiana and Redwood	n/a	3	1	3	5	\$	3	5	22	3.0
TC 2.92C	Sidewalk Spot Improvements	Sidewalk Spot improvements: Glendale Park at 1700 S	Glendale Park and 1700 S	n/a	3	1	3	5	\$	3	5	22	3.0
TC 2.93A	Bike lane improvements	Bike lane Improvements	California Ave and Glendale St	n/a	3	3	3	5	\$	4	5	24	3.5
TC 2.93B	Bike lane improvements	Bike lane Improvements	between 900 W and Jordan River Trail	n/a	5	5	5	5	\$	4	3	28	5.0
TC 2.93C	Bike lane improvements	Bike lane Improvements	Fayette Ave and 900 W	n/a	3	3	3	5	\$	4	4	23	3.5
TC 2.93D	Bike lane improvements	Bike lane Improvements	1300 S between 700 and 800 W	n/a	5	5	5	5	\$	4	4	29	5.0
TC 2.93F	Bike lane improvements	Bike lane Improvements	200 S and 900 W	n/a	3	3	3	5	\$	4	4	23	3.5
TC 2.94A	Bike Parking Upgrades	Improve bicycle parking: California Avenue	California Ave and 900 W	n/a	1	1	1	5	\$	1	5	18	2.0
TC 2.94B	Bike Parking Upgrades	Improve bicycle parking: 800 S	800 S and 900 W	n/a	1	1	1	5	\$	1	5	18	2.0
TC 2.94C	Bike Parking Upgrades	Improve bicycle parking: Glendale Park	Glendale Park and 1700 S	n/a	1	1	1	5	\$	1	5	18	2.0
TC 2.95	Partial Train Burial	Partial burying of the railroad tracks to allow for the easier construction of grade separated bridges over the rails; align partially buried/capped freeway and partially buried rail for limited length to create fully permeable area in central SLC and open up real estate/create iconic open space - could center on areas of freeways meeting, freeway ramping, rails meeting, etc. There is a lot of space in these places taken up by junctions of rail and freeways and ramps.	Between approximately 1300 S and 300 N; potential focus between North Temple - 300 North, 200 South - 400 South	5	N/A	N/A	5	N/A	\$\$\$\$	2	1	12	5.0
TC 2.96	Fairpark Transportation Access	Improve access to the Utah Fairpark for all users (people walking, riding a bicycle, using transit)	North Temple adjacent to Utah State Fair Park	N/A	3	3	3	3	\$\$\$\$	4	3	17	3.0
TC 2.97	Third-party dispatching			3	N/A	N/A	N/A	N/A	\$\$\$	1	2	8	3.0

TC 2.98	Signature Crossing Concept	Create at least one crossing where all five of the following are true - Grade separated at railroad - No interchange at freeway (but tunnel or bridge) - Public realm focus: more than a utilitarian crossing - i.e. linear park / wide bridge platform or widened underpass - Elegant crossing with limited/ease of/and intuitive change of grade - High connectivity to surrounding areas on either end and wherever possible along the crossing itself	- North Temple (current closest): Would mainly need the public realm aspect and connectivity - 200 South: Needs the rail grade separation, there are opportunities for a greenway, great links to Power district, JRP - 300 North: Needs the grade separation (although just made bridge investment) - 400 South: Not too likely with interchange there but has rail grade separation - 800 / 900 South:	5	3	3	3	3	3	\$\$\$	1	1	21	3.4
TC 2.100	Interconnected Crossings	Create comfortable, safe connections among crossings, such as between rail and freeway, to establish choice and resilience.	North Temple - 300 North 200 South - 400 South											
TC 2.102	Prioritized Transit Services for High-School Students	Introduce express or special bus service that is aligned with high school bell times.	UTA Transit Routes 1 and 9	N/A	N/A	3	1	3	\$\$\$	2	4	14	2.3	
TC 2.103	High Frequency Transit Route Extension	Extend UTA Bus Route 21 west of I-15 to serve Highland High School.	UTA Transit Route 21	N/A	N/A	3	3	3	\$\$\$	3	4	16	3.0	

2. Travel Choice

														Goals-based criteria				Feasibility criteria							
														Objective	Encourage people to walk, ride, and roll or use transit to lower emissions, improving air quality and user health	Reduce emergency vehicle response times	Improve access to health care facilities	Limit air and noise pollution caused by transportation		Promote a sense of personal security			Cost	Supports Community Vision	Implementation Feasibility
														ID	2.1A	2.2A	2.3A	2.4A	2.4B	2.5B			2.5A	2.6A	2.7A
														Metric	Liklihood of encouraging/ incentivizing active transportation use	Impacts to movement of emergency vehicles traveling to and from Westside neighborhoods	Access to healthcare facilities	Pollution/emissions due to vehicle travel	Noise pollution due to vehicle travel	Sense of personal security when using transportation infrastructure			Cost	Effectiveness in meeting project goals	Likelihood of implementation in reasonable timeframe (based on scale and complexity)
														Scoring Approach	H = Improves both availability and comfort/aesthetics M = improves either availability OR comfort/aesthetics L = doesn't encourage use of active transportation modes	H = will have direct benefits to the movement of emergency vehicles in the neighborhood M = may indirectly have benefits to the movement of emergency vehicles in the neighborhood L = will not have impact on the movement of emergency vehicles in the neighborhood	H = reducing physical distance to get to a healthcare facility M = improving quality (but not reducing physical distance) of trip to a healthcare facility to make it more reliable/desirable to make the trip L = doesn't impact access to healthcare facility	H = strategy has a direct outcome of reducing vehicle travel in/through the neighborhood M = strategy provides something that indirectly offsets emissions/ pollution or may contribute to someone choosing to take a non-motorized trip L = strategy does not have an impact on air pollution	H = strategy has a direct outcome of reducing vehicle noise in/through the neighborhood M = strategy provides something that indirectly mitigates noise pollution or may contribute to someone choosing to take a non-motorized trip L = strategy does not have an impact on noise pollution	H = addresses personal security at high priority location (documented in a plan, documented as a high crash or high crime area, in a location identified as a high priority corridor for this project) M = addresses personal security at a location that may not be previously documented or in an area that is not high priority for transportation improvements as part of this study L = does not address personal security			\$ (less than \$10k), \$\$ (\$10k - 500k), \$\$\$ (500k - 1 million), \$\$\$\$ (1 - 3 million) \$\$\$\$\$ (>\$3million)	Number of objectives that have a score of at least 3	scoring will be based on matrix of timeframe and project complexity. See scoring details sheet
Project scoring														Average on Scored Criteria											
Project ID	Project Name	Project Description	Location	Mode Shift	Emergency Vehicles	Healthcare Facilities	Vehicle Emissions	Noise Pollution	Personal Security	Cost	Vision	Feasibility	Total Score	Average on Scored Criteria											
HW 3.01	Update Zoning Regulations	Update zoning classification to allow single practitioner medical clinics/offices in commercial zones.	Existing Community, Neighborhood and Regional Nodes	n/a	n/a	5	3	3	n/a	\$	3	3	19	3.7											
HW 3.02	Health Facilities in Neighborhoods Integration	Share parking strategies and alleviate other zoning burdens to make smaller healthcare facilities feasible.	Locations added in public comment Gateway Hayes Ave and Navajo Street 700 South and Pueblo Street Sherwood Park Beck Street and 400 West 1000 N and 1400 W	n/a	3	5	3	3	n/a	\$\$	4	3	21	3.5											
HW 3.03	New Westside Hospital Connections	Enhance multimodal connectivity to new Eccles Health Campus and Eccles Hospital in West Valley City.	Along Redwood Drive/900 W	5	1	3	n/a	n/a	n/a	n/a	2	3	12	3.0											
HW 3.06A	Improve Street Lighting - 400 S/Cheyenne Street	Add more dark-sky-friendly, context-appropriate lighting along residential streets and commercial corridors.	400 S and Cheyenne Street	3	n/a	n/a	n/a	n/a	n/a	n/a	1	3	6	3.0											
HW 3.08A	SLC Public Safety Plan Implementation	Implement recommendations from the SLC Public Safety Plan along North Template and the Jordan River Trail, including ordinance addressing camping on the Jordan River Trail Policy or Plan Reference:	North Temple and Jordan River Trail	3	n/a	n/a	n/a	n/a	5	\$\$\$\$	2	3	13	4.0											
HW 3.08B	SLC Public Safety Plan Implementation	Implement recommendations from the SLC Public Safety Plan along North Template and the Jordan River Trail Deployment of Violent Criminal Apprehension Team (VCAT). Policy or Plan Reference: Salt Lake City Public Safety Plan	North Temple and Jordan River Trail	3	n/a	n/a	n/a	n/a	5	\$\$\$\$	2	3	13	4.0											
HW 3.11	Expand Love your Block Grants	Expand eligible projects to include improvements to existing underpasses and in-between spaces. Foster local and grassroots efforts to envision remedies and uses for in-between spaces.	Study Area	3	n/a	1	1	1	3	\$	2	5	19	1.8											
HW 3.12	I-215 Sound Wall, Salt Lake Regional Athletic Complex	Construct a sound wall along I-215 from Salt Lake Regional Athletic Complex to Meadowlark Elementary.	Study Area	1	n/a	1	3	5	n/a	\$\$\$\$\$	2	1	12	2.5											
HW 3.14	Railroad Sound Wall	Construct a noise wall along train tracks running between 200 S and North Temple in Power District	Lynndyll Subdivision	1	n/a	1	3	5	n/a	\$\$\$\$\$	2	1	12	2.5											
HW 3.15	Increase awareness of existing city and state air pollution mitigation programs	Launch an awareness campaign for existing pollution mitigation programs such as UCAIR gas can and leaf blower exchange	Lynndyll Subdivision	n/a	n/a	n/a	3	3	n/a	\$	2	5	16	3.0											

3. Access to Opportunity				Goals-based criteria					Feasibility criteria						
				Objective	Stabilize and promote local business		Leverage infrastructure to promote economic development		Expand access to education, job training, and social services.		Cost-effective	Supports Community Vision	Implementation Feasibility		
				ID	3.1A	3.1B	3.2A	3.2B	3.3A	3.3B	3.5A	3.6A	3.7A		
				Metric	Potential to increase the number and improve the retention of small and locally-owned business on the Westside	Potential to increase multimodal access and foot traffic for local businesses	Makes job access faster and more reliable for Westside residents and employees working in Westside neighborhoods	Potential for investments to support redevelopment of underutilized properties for community-supported uses	Improves access to schools, colleges, educational programs, community centers, and other community resources	Potential to increase the number of local jobs or training facilities	Cost	Effectiveness in meeting project goals	Likelihood of implementation in reasonable timeframe (based on scale and complexity)		
Scoring Approach	High (5) = Provides direct funding or support for business creation and operations. Medium (3) = Funds, supports, or incentivizes building/area improvements that make sites more attractive or usable, which provides indirect value to local businesses. Low (1) : = Funds or supports building/area improvements that could increase the risk of economic displacement of local businesses. N/A = Not related to creating or sustaining small and local businesses.	High (5) = Provides new multi-modal access to business locations. Medium (3) = Expands multi-modal access to business locations (e.g., more frequent service, safer connections). Low (1) = Multi-modal access bypasses location and has the potential to draw foot traffic elsewhere. N/A = Not related to increasing foot traffic or multimodal access to commercial areas.	High (5) = Reduces travel time and increases reliability. Medium (3) = Reduces travel time or increases reliability. Low (1) = May reduce travel time by some modes; may increase reliability by some modes. N/A = Not related to improving travel time and/or reliability.	High (5) = Provides direct funding or support for new development that serves local businesses or workforce development. Medium (3) = Incentivizes or supports redevelopment which may benefit local businesses or workforce development (but not targeted). Low (1) = Incentivizes or supports redevelopment that is likely to benefit non-local businesses. N/A = Not related to land value or redevelopment of land.	High (5) = Reduces travel time and increases reliability. Medium (3) = Reduces travel time or increases reliability. Low (1) = May reduce travel time by some modes; may increase reliability by some modes. N/A = Not related to improving travel time and/or reliability.	High (5) = Provides direct funding or support for new development that increases quality employment, provides workforce training, or social services. Medium (3) = Incentivizes or supports redevelopment which may increase quality employment, provides workforce training, or social services (but not targeted). Low (1) = Incentivizes or supports businesses with limited employment or training opportunities. N/A = Not related to creating jobs or career training opportunities.		5 = Lowest cost (\$). 1 = highest cost (\$\$\$\$\$).	Number of objectives that have a score of at least 3	scoring will be based on matrix of timeframe and project complexity. See scoring details sheet					
Project scoring															
Project ID	Project Name	Project Description	Location	"Business Retention"	"Business Access"	"Job Access"	"Underutilized Properties"	"Access to Resources"	"Job Opportunities"	"Cost"	"Vision"	"Feasibility"	Total Score	Average Score on Scored Criteria	
AO 4.01	Local Business Storefront Improvements Grant	Local governments provide funding (e.g., matching grants and loans, tax abatements, and design assistance) for small businesses to improve their storefronts (signage, lighting, paint).		3	N/A	N/A	N/A	N/A	N/A	\$	1	4	12	3	
AO 4.02A	Small Business Technical Assistance	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	1000 N and Redwood Road	5	N/A	N/A	N/A	N/A	1	\$	1	3	14	3	
AO 4.02B	Small Business Technical Assistance	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	600 N and Redwood Road	5	N/A	N/A	N/A	N/A	1	\$	1	3	14	3	
AO 4.02C	Small Business Technical Assistance	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	400 S and Redwood Road	5	N/A	N/A	N/A	N/A	1	\$	1	3	14	3	
AO 4.02D	Small Business Technical Assistance	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	500 S and Emery Street	5	N/A	N/A	N/A	N/A	1	\$	1	3	14	3	
AO 4.02E	Small Business Technical Assistance	Create technical assistance program to support businesses to establish or expand brick and mortar locations.	900 W and North Temple	5	N/A	N/A	N/A	N/A	1	\$	1	3	14	3	
AO 4.05	Local Procurement Policies	Encourage anchor institutions (schools, hospitals, city agencies) to buy from local vendors.		3	N/A	N/A	N/A	N/A	3	\$	2	3	14	3	
AO 4.06	Commercial Rents Inclusionary Zoning	For projects that receive public funding, require developers to provide discounted rents for community-serving or local businesses for a portion of commercial space.		5	N/A	N/A	5	N/A	3	\$\$	3	2	19	4.33333333	
AO 4.07	Incubator and Cooperative Retail Spaces, Pop-up Markets	Work with local property owners to convert vacant storefronts or lots into shared vendor spaces, potentially with master leasing agreements through the City or a partner organization.		5	N/A	N/A	5	N/A	3	\$	3	3	21	4.33333333	
AO 4.08A	Commercial Corridor Organizations	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs that attract investment, customers, and other resources to disinvested areas (e.g., marketing and branding assistance, streetscape and facade improvements, property rehabilitation, financial and technical assistance, and business retention and expansion consulting).	600 N and 1000 W	3	N/A	N/A	3	N/A	1	\$\$	2	3	14	2.33333333	

AO 4.08B	Commercial Corridor Organizations	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs that attract investment, customers, and other resources to disinvested areas (e.g., marketing and branding assistance, streetscape and facade improvements, property rehabilitation, financial and technical assistance, and business retention and expansion consulting).	900 W and North Temple	3	N/A	N/A	3	N/A	1	\$	2	3	14	2.333333333
AO 4.08C	Commercial Corridor Organizations	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs that attract investment, customers, and other resources to disinvested areas (e.g., marketing and branding assistance, streetscape and facade improvements, property rehabilitation, financial and technical assistance, and business retention and expansion consulting).	800 S and 900 W	3	N/A	N/A	3	N/A	1	\$	2	3	14	2.333333333
AO 4.08D	Commercial Corridor Organizations	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs that attract investment, customers, and other resources to disinvested areas (e.g., marketing and branding assistance, streetscape and facade improvements, property rehabilitation, financial and technical assistance, and business retention and expansion consulting).	North Temple at the Fairgrounds	3	N/A	N/A	3	N/A	1	\$	2	3	14	2.333333333
AO 4.08E	Commercial Corridor Organizations	Invest in and partner with commercial corridor organizations that support businesses through economic and community development programs that attract investment, customers, and other resources to disinvested areas (e.g., marketing and branding assistance, streetscape and facade improvements, property rehabilitation, financial and technical assistance, and business retention and expansion consulting).	600 N and 1000 W	3	N/A	N/A	3	N/A	1	\$	2	3	14	2.333333333
AO 4.09	Cross-Sector Collaboration	Align efforts between workforce boards, community colleges, housing authorities, and small business networks.		N/A	N/A	N/A	N/A	N/A	3	\$	1	4	12	3
AO 4.10	Future High School West of I-15	Create a framework for identifying future locations for a more accessible, centrally located high school.		N/A	N/A	N/A	5	5	3	\$	3	3	19	4.333333333
AO 4.11	Retail Subleasing Program	CRA led program that activated ground floor commercial spaces in multifamily buildings in the North Temple project area. The RDA would enter into a long-term (5 to 10 year) lease with multifamily property owners for their ground floor commercial spaces.		5	N/A	N/A	5	N/A	1	\$	2	3	17	3.666666667
AO 4.12	North Temple Special Assessment Area	Levying special assessments on commercial property owners to fund public improvements or provide services that benefit those properties.		1	3	3	N/A	3	N/A	\$	3	2	17	2.5
AO 4.13	Implement the Rio Grande District Vision Plan	Implement the CRA Rio Grande District Visionary Plan	Blocks bounded by 600 W, 200 S, 400 S, and 500 W (blocks just east of Salt Lake Central)	3	5	5	3	5	3	\$	6	1	26	4
AO 4.14	Grocery Store Program	Expand Grocery store access on the Westside		N/A	N/A	N/A	3	N/A	3	\$	2	2	11	3
AO 4.15	Redwood Road Economic Study	Identify redevelopment corridors for economic department		N/A	N/A	N/A	N/A	N/A	N/A	\$	0	4	9	#DIV/0!

AO 4.16	New Infill Housing	Promote new infill housing.	500 S 800 N and 1000 W Cheyenne between 300 and 400 S Arapaho/Navaj o 900 S/Navajo 300 N and 900 W Gillespie Ave and Concord St Poplar Grove Blvd and 1250 W Indiana Ave and 1400 W Redwood Road and Indiana Indiana and 1400 S 1769 Montgomery St 961 S Redwood Navajo and 9 line trail 1636 S and 900								0	3	3	#DIV/0!
AO 4.17	New Westside Tech High School (CTC School Innovative Program)	Establish a framework for identifying future locations for a more accessible, centrally located tech school		N/A	N/A	N/A	5	5	5	\$\$\$	3	4	22	5

4. Community Vibrancy	Goals-based criteria											Feasibility criteria				
	Objective	Expand quality, affordable, and attainable housing options				Improve convenient access to public spaces and community services			Establish integrated activity centers that improve the quality and availability of social, cultural, and community spaces				Cost-effective	Supports Community Vision		Implementation Feasibility
		ID	4.1A	4.1B	4.2A	4.2B	4.2C	4.3A	4.3B	4.3C	4.5A	4.6A	4.7A			
		Metric	Creates opportunity for housing of different sizes, types, prices (for example, duplexes, triplexes, and townhomes), and ownership opportunities. Emphasis on corridors with high frequency transit	Creates opportunity for more affordable housing in proximity of essential everyday uses	Travel Choice 1.2B: Increase in comfortable pedestrian, cycling, and transit networks (including amenity, speed & frequency improvements) for all ages and abilities, particularly where demand is high	Travel Choice 1.3A: Fill network gaps for all modes and increase connectivity to high-demand destinations	Health and Wellness 2.1A Likelihood of encouraging/ incentivizing active transportation use	Increases the percentage of people with access to a diversity of parks and public spaces	Increases the percentage of people with access to neighborhood services	Increase opportunities for cultural and social expression in Westside neighborhoods through strategies that strengthen local organizations to lead outcomes	Cost	Effectiveness in meeting project goals	Likelihood of implementation in reasonable timeframe (based on scale and complexity)			
		Scoring Approach	High (5): Enables mix of housing types within 1/4 mi of high frequency transit corridor Medium (3): Enables mix of housing types within 1/2 mi of high frequency transit corridor Low (1): Enables mix of housing types, not within 1/2 mi of high frequency transit corridor	High (5): Enables Affordable development within walking distance of high frequency transit corridor and 3+ amenity categories (schools, parks, grocery stores, and community facilities) Medium (3): Enables Affordable development within walking distance of high frequency transit corridor and 2 amenity categories (schools, parks, grocery stores, and community facilities) Low (1): Enables Affordable development within walking distance of high frequency transit corridor and 1 amenity categories (schools, parks, grocery stores, and community facilities)	High 5 = LTS 3/4 to LTS 1/2 Medium 3 = Comfort improvements to existing LTS 1/2 Low 1 = Impacts the network but doesn't change LTS N/A = Not applicable	High (5): Fills major network gap and connects to high-demand destination Medium (3): Fills minor network gap and connects to high-demand destination; or fills major network gap but doesn't connect to high demand destination Low (1): Fills minor network gap and doesn't connect to high-demand destination	High (5) = Improves both availability and comfort/aesthetics Medium (3) = improves either availability OR comfort/aesthetics Low (1) = doesn't encourage use of active transportation modes	High (5): Increases amount of open space in subarea and incorporates wayfinding elements, public art, or interpretive signage Medium (3): Enhances, or reactivates existing public spaces, and incorporates wayfinding elements, public art, or interpretive signage Low (1): Incorporates wayfinding elements, public art, or interpretive signage	High (5): Increases level of access to 3+ amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network Medium (3): Increases level of access to 2 amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network Low (1): Increases level of access to 1 amenity categories (schools, parks, grocery stores, and community facilities) using a high quality network	High (5): Stakeholders lead or own the planning and design process Medium (3): Stakeholders given opportunity to contribute to the process and help shape outcomes Low (1): Stakeholders given opportunity to to endorse/give feedback, but do not directly shape the process or project outcomes.	5 = Lowest cost (\$). 1 = highest cost (\$\$\$\$\$).	Number of objectives that have a score of at least 3	scoring will be based on matrix of timeframe and project complexity. See scoring details sheet.			
Project scoring																
Project ID	Project Name	Project Description	Location	"Diverse Housing Types"	"Affordable Housing"	"Comfort"	"Connectivity"	"Mode Shift"	"Public Space"	"Neighborhood Services"	"Cultural Relevance"	"Cpst"	"Vision"	"Feasibility"	Total Score	Average Score on Scored Criteria
CV 5.23	Gateway Plazas with Public Art and Amenities at Jordan River Trail Intersections	Enhance the intersections of the east-west connectors and the Jordan River trail by creating a sequence of gateways featuring inviting plazas, public art, mobility hubs, outdoor seating, interpretive signage, special paving, lighting and other amenities.	Jordan River Trail	N/A	N/A	3	5	5	5	N/A	1	\$\$\$	4	5	27	3.8
CV 5.14A	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	1000 North	N/A	N/A	5	5	5	N/A	5	1	\$\$\$	4	5	29	4.2
CV 5.14B	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	600 North	N/A	N/A	5	5	5	N/A	5	1	\$\$\$	4	5	29	4.2
CV 5.14D	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	North Temple	N/A	N/A	5	5	5	N/A	5	1	\$\$\$	4	5	29	4.2
CV 5.14E	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	400 South	N/A	N/A	5	5	5	N/A	5	1	\$\$\$	4	5	29	4.2
CV 5.14F	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	800 South/Indiana Ave.	N/A	N/A	5	5	5	N/A	5	1	\$\$\$	4	5	29	4.2
CV 5.14C	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	400 North	N/A	N/A	5	3	5	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.14G	Streetscape Enhancements for East-West Connector Streets with Existing or Proposed I-15 crossings	Transform auto-oriented east-west connectors into inviting, people-friendly streets by delivering complete streets strategies—adding trees, bike infrastructure, furnishings, and green elements while accommodating unique existing conditions.	900 South	N/A	N/A	5	3	5	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.20	Complete Street Improvements on Redwood Road	Improve Redwood Road right-of-way to Salt Lake City Two-way Thoroughfare (Grand Boulevard). Policy or Plan Reference: Salt Lake City Street and Intersections Typologies Guide.	Redwood Road	N/A	N/A	5	5	3	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.21	Complete Street Improvements on 900 W	Improve 900 W to Salt Lake City Neighborhood Corridor. Policy or Plan Reference: Salt Lake City Street and Intersections Typologies Guide	900 West	N/A	N/A	5	5	3	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.33A	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	NE Gateway: 600 N and 500 W	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33B	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	NW Gateway: 700 N and Redwood Road	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33C	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	S Gateway: 2100 S and 900 W	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33D	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	W Gateway: 800 S at Welfare Square	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33E	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	W Gateway: 900 S and 900 W	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33F	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	S Gateway: 2100 S and Redwood Road	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33F	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	E Gateway: North Temple and Redwood Road	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.33G	Establish Community Gateways	Identify streets that could serve as key gateways into the northwest community that consider the culture and unique characteristics of each neighborhood	E Gateway: I-215 and 700 N	N/A	N/A	N/A	N/A	3	1	N/A	3	\$\$\$	2	5	15	2.33333333
CV 5.18A	Safe, Comfortable and Vibrant North-South Commercial Corridors	Construct intersection and crosswalk improvements at priority locations to enhance pedestrian safety.	Redwood Road	N/A	N/A	5	5	3	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.18B	Safe, Comfortable and Vibrant North-South Commercial Corridors	Construct intersection and crosswalk improvements at priority locations to enhance pedestrian safety.	900 West	N/A	N/A	5	5	3	N/A	5	1	\$\$\$	4	5	27	3.8
CV 5.46	Complete Street Improvements on 1000	Improve 1000 N to Salt Lake City Neighborhood Corridor.	1000 N	N/A	N/A	5	3	3	N/A	5	1	\$\$\$	4	5	25	3.4
CV 5.07	Improve Access to Green and Recreational Spaces	Acquire vacant lots or underutilized land for pocket parks, playgrounds, and community gardens. Ensure parks and open spaces are well-maintained and safe, incorporating community-led stewardship programs.		N/A	N/A	N/A	N/A	N/A	5	5	5	\$\$\$	3	3	21	5

CV 5.08	Co-locate Community Services	Use schools or community centers as multi-use hubs for after-school programs, adult education, and public events. Develop shared-use agreements that allow public access to privately owned facilities during off-hours (e.g., gyms, meeting rooms).		N/A	N/A	N/A	N/A	N/A								
CV 5.25A	Expand Presence of Community Gardens	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.	400 W and 600 S	N/A	N/A	N/A	N/A	N/A								
CV 5.25B	Expand Presence of Community Gardens	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.	300 W and 1300 S	N/A	N/A	N/A	N/A	N/A								
CV 5.25C	Expand Presence of Community Gardens	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.	400 N and 400 W	N/A	N/A	N/A	N/A	N/A								
CV 5.25D	Expand Presence of Community Gardens	Expand number of gardens in the Westside, in collaboration with Wasatch Community Gardens and identify potential locations.	Jordan River (community farmstead)	N/A	N/A	N/A	N/A	N/A								
CV 5.19	Community-Led Branding and Public Art Program for Redwood Road	Establish a program that engages with local artists, businesses and community-led organizations to create a strong identity for Redwood Road.	Redwood Road	N/A	N/A	N/A	N/A	N/A								
CV 5.09A	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	400 S and Cheyenne	N/A	N/A	N/A	N/A	N/A								
CV 5.09B	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	500 S and Redwood Road	N/A	N/A	N/A	N/A	N/A								
CV 5.09C	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	800 S and Navajo Street	N/A	N/A	N/A	N/A	N/A								
CV 5.09D	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	Gillespie Ave and Concord Street	N/A	N/A	N/A	N/A	N/A								
CV 5.09E	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	300 South and 900 West	N/A	N/A	N/A	N/A	N/A								
CV 5.09F	Foster Cultural and Social Vitality	Partner with local artists and cultural groups to create public art, community murals, and cultural programming. Host regular community events, markets, and festivals to celebrate neighborhood identity and cohesion.	Riverside Park	N/A	N/A	N/A	N/A	N/A								
CV 5.15	Community-Led Wayfinding and Branding Program for East-West Connectors	Establish a program that brings together local artists, small businesses and community-led organizations to co-create distinct branding for the east-west connectors that represents the neighborhood/community identity.	Glendale	N/A	N/A	N/A	N/A	N/A								



Appendix B: Supplemental Travel Choice Scoring Detail



Appendix B: Supplemental Travel Choice Scoring Detail

“Connectivity” Scoring Matrix

	Connects to high-demand destination	Does not connect to high-demand destination
Fills major network gap	High (5)	Medium (3)
Fills minor network gap	Medium (3)	Low (1)

N/A = Does not fill a network gap





Appendix C: Initial I-15 and Railroad Crossings Analysis



Prepared For:**Salt Lake City Corporation**

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Statutory notice:

23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Appendix A. Barriers Map

Appendix B. Connected Island & Cross Potential Informed Prioritization Approach

Initial I-15 and Railroads Crossings Analysis

Introduction

WE Connect is a U.S. Department of Transportation–funded transportation study that aims to identify and prioritize strategies to improve connectivity across Interstate 15 (I-15) and the railroad corridors that separate Salt Lake City’s Westside neighborhoods from eastern parts of the city, including downtown.

Four planning themes and associated objectives guide this work: travel choices, health and wellness, access to opportunity, and community vibrancy. A range of potential improvement solutions have been identified under each theme. Within the travel choices theme, emphasis is placed on improving crossings of I-15 and the Union Pacific Railroad.

This memorandum documents an initial analysis of 33 existing and potential crossing opportunities to inform the refinement and development of potential solutions. These crossings were identified using **Appendix A**, which illustrates existing crossings, disconnected streets, and at-grade rail crossings within the study area.

The merits of each crossing were assessed to support development of a prioritization methodology and as further assessed as detailed in **Appendix B**.

To facilitate collaborative review and discussion, the Barriers Map was imported into Miro¹ as a shared workspace to evaluate each individual crossing.

Each crossing was assigned to one of the following color-coded classifications:

Green – Existing I-15 or railroad crossings that are adequate and not in need of improvement, or for which improvements are planned, designed, or under construction. These crossings are eliminated from further analysis.

Grey – New potential crossings eliminated from further analysis.

Blue – Existing crossings in need of improvement and carried forward for further analysis.

Orange – New crossings carried forward for further analysis.

Crossings were evaluated from a multimodal transportation lens, including active transportation, vehicle, and transit considerations. Where feasible, improvements should accommodate all modes to maximize the benefits and overall impact of investment.

For each crossing, this memorandum includes initial notes, considerations, and coordination items, including the rationale for eliminating a crossing or advancing it for further analysis. For more complex crossing concepts, preliminary conceptual sketches are provided to support early feasibility assessment and discussion of potential design considerations and network connections.

¹ https://miro.com/app/board/uXjVGRMC1bg=?share_link_id=294136312300.

Existing Crossings Eliminated from Further Analysis

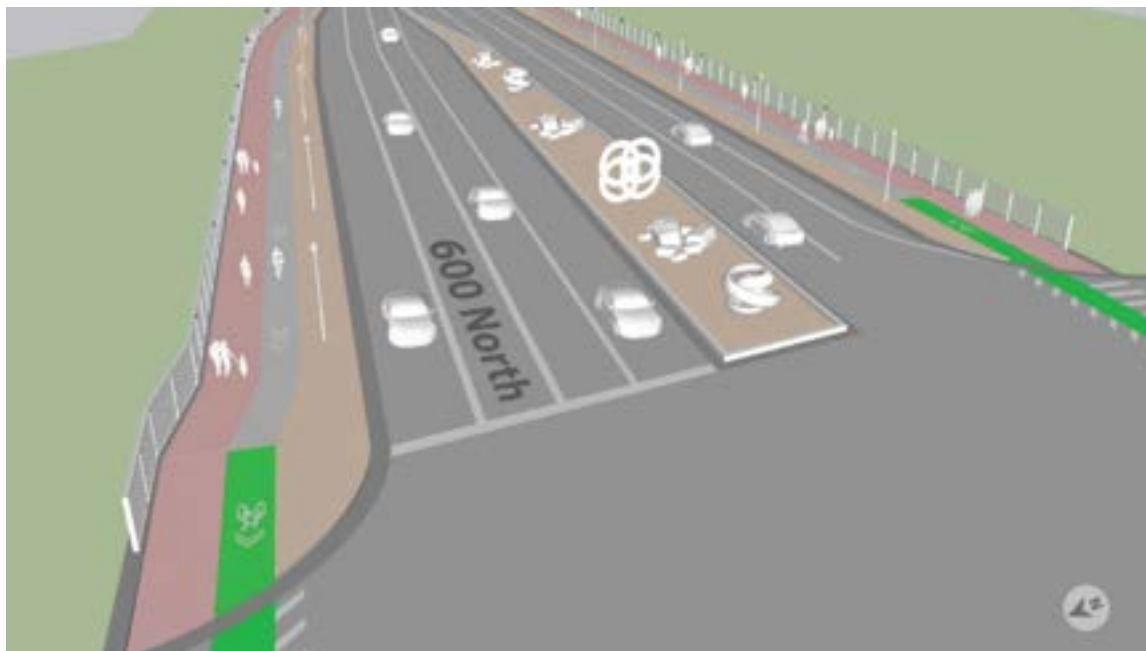
Four existing I-15 and railroad crossings were identified as adequate and not in need of improvement, or as having improvements that are planned, designed, or currently under construction. These crossings were therefore eliminated from further analysis.

Location #02. 600 N

Eliminate from further analysis due to planned 600 N viaduct and interchange improvements, including a shared use path (SUP) / separated bike lane (SBL) and conversion from single-point urban interchange (SPUI) to a tight diamond, which will significantly improve pedestrian and bicycle comfort and safety

The 600 N draft design concept is illustrated below:

<https://storymaps.arcgis.com/stories/42e3095e79ca4b678f11f06bd3a89657>.



PROPOSED SUP/SBL DESIGN FOR 600 N VIADUCT (SOURCE: UDOT)

Location # 06. 300 N

Eliminate from analysis because there is an adequate high-comfort two-way cycle track under I-15 and a pedestrian bridge at rail.



300 N TWO-WAY CYCLE TRACK AS IT GOES UNDER I-15 (SOURCE: SALT LAKE CITY)



300 N PEDESTRIAN BRIDGE (SOURCE: AXIOS)

Location # 10. South Temple

Eliminate from analysis as Folsom Trail provides an adequate high-comfort trail crossing under I-15. Consider potential improvements to make I-15 undercrossing more community-friendly (enhanced lighting, activation, placemaking/art, etc.).



FOLSOM TRAIL ALONG SOUTH TEMPLE AS IT GOES UNDER I-15 (SOURCE: SEVEN CANYONS TRUST)

Location # 17. 400 S

Eliminate from analysis as a project is in progress for a SUP/SBL on the 400 S viaduct and through the I-15 interchange with connections to the new 300 W two-way cycle track, existing 200 W SBLs, and 900 W BLs. The 400 S Viaduct Trail construction drawings are available at this link:

https://www.slc.gov/transportation/wp-content/uploads/sites/11/2025/08/400-South-Viaduct-Trail_Signing-Striping_Rev3.pdf



400 S VIADUCT TRAIL UNDER CONSTRUCTION (SOURCE: SALT LAKE CITY)

Potential Crossings Eliminated from Further Analysis

Thirteen potential new crossing concepts were eliminated from further analysis based on the screening criteria described below. While these crossings are not advanced for further study, complementary improvements such as lighting, landscaping, or other amenities may still be appropriate.

Location # 01. 700 N / I-15 Frontage Rd

Eliminate from analysis due to adjacency to upcoming 600 N viaduct SUP/SBL, meaning little benefit for level of investment needed.

Location # 03. Girard Ave / Grant St

Eliminate from analysis due to adjacency to upcoming 600 N viaduct SUP/SBL, meaning little benefit for level of investment needed.

Location # 04. 500 N

Eliminate from further analysis based on findings from a prior feasibility study conducted as part of the I-15 Environmental Impact Statement (EIS). That study removed the crossing from consideration due to engineering constraints and the infeasibility of providing a comfortable undercrossing, which would require an approximately 350foot span. To meet design requirements at the 600 N interchange, the vertical clearance at the 500 N crossing could be no more than approximately 5 feet, well below the AASHTO minimum vertical clearance standard of 10 feet for active transportation users.

Community feedback on this crossing was mixed, with concerns raised about safety and potential misuse of the crossing. Additionally, the location is immediately adjacent to the planned 600 N viaduct shared-use path/separated bike lane (SUP/SBL), limiting the added benefit relative to the level of investment required.

Removed the 500 North pedestrian crossing. The 500 North crossing was removed due to engineering constraints and the infeasibility of providing a comfortable undercrossing. Because the 500 North crossing would need to cross under both the I-15 mainline and the I-15 southbound on-ramp and northbound off-ramp to 600 North, the crossing would be about 350 feet long. To maintain the existing I-15 grade under 600 North (and not require impacts to properties on 600 North west of I-15), I-15 must be close to existing grade at 500 North. To meet these design criteria, the vertical crossing at 500 North could be only a maximum of 5 feet high, which is less than the American Association of State Highway and Transportation Officials standard minimum vertical clearance of 10 feet for bicyclists and pedestrians. Additionally, UDOT received comments during the draft alternatives public comment period that both supported and opposed the 500 North crossing. Much of the feedback opposing the 500 North crossing came from residents of properties near this crossing stating concerns about the crossing being unsafe and being used by homeless populations due to the long length and short height. Because it was not technically feasible to provide a safe pedestrian underpass at 500 North, the 500 North underpass was removed from Salt Lake Option A.

GRAPHIC FROM I-15 EIS EXPLAINING PREVIOUS FEASIBILITY STUDY

Location # 11. 800 W

Eliminate from analysis as existing roadway volume is low and the Folsom Trail bridge concept, as shown in **Crossing 14**, provides a better active transportation connection.

Location # 16. 300 S

Eliminate from further analysis because the crossing is likely not feasible. A potential alignment would need to pass through the existing Intermodal Hub/Salt Lake Central Station, cross the rail corridor (either over or under), traverse existing private property, and then pass under I-15—resulting in a nearly half-mile-long connection. In addition, the location is immediately adjacent to the 400 S Viaduct Trail, which is currently under construction, limiting the incremental benefit relative to the level of investment required.

Location # 18. 500 S

Eliminate from further analysis because the crossing is likely not feasible due to conflicts with the 500 S/I-15 on-ramp. A potential crossing would require a nearly half-mile span, a very tall or cantilevered structure, and passage beneath the 600 S/I-15 off-ramp. In addition, the location is adjacent to the 400 S Viaduct Trail, which is currently under construction, resulting in limited additional benefit relative to the level of investment required.

Location # 20. 700 S

Eliminate from further analysis because a crossing at this location would require a long and tall structure to span both the rail corridor and I-15. An undercrossing is likely infeasible due to the required span (approximately 1,500 feet). In addition, the alignment would impact private property on the west side of I-15, including LDS Welfare Square, further limiting feasibility.

Location # 24. Paxton Ave / Lucy Ave / Fremont Ave / 500 W

Eliminate from analysis due to complexity of undercrossing near 1300 S I-15 interchange (~750' span required). Also, identified crossings are adjacent to existing 1300 S and 500 W / Fayette Ave crossings, which are both candidates for improvements and would likely provide more benefits for the level of investment needed.

Location # 28. 700 W

Eliminate from further analysis due to low roadway volumes and the assumption that train blockages at this location (700 W ~1800 S) are infrequent and not sufficient to justify a grade separated crossing. This assumption is based on the limited existing crossing infrastructure, as this crossing does not have gate or crossing signals. Additional safety improvements may be considered as needed but should be addressed in accordance with UDOT standards based on roadway volume, speed, and train activity.

Location # 29. 900 W

Eliminate from further analysis based on the assumption that train blockages at this location (900 W ~1800 S) are infrequent and not sufficient to justify a grade separated crossing. This assumption is based on the limited existing crossing infrastructure, as this crossing does not have gate or crossing signals. However, this crossing is scheduled to receive lights and gates (PIN 22703). Additional safety improvements may be considered as needed, but should follow UDOT standards based on roadway volume, speed, and train activity.

Location # 30. 1045 W

Eliminate from further analysis based on the assumption that train blockages at this location (1000 W ~1800 S) are infrequent and not sufficient to justify a grade separated crossing. This assumption is based on the limited existing crossing infrastructure, as this crossing does not have gate or crossing signals. Additional safety improvements may be considered as needed, but should follow UDOT standards based on roadway volume, speed, and train activity.

Location # 31. 1830 S

Eliminate from further analysis due to existing grade constraints that do not allow for “breaking the berm.” A crossing at this location would likely require an undercrossing with an approximately 500-foot span and offers limited space for a facility on the west side of I-15. Investments at nearby crossings such as 1700 S, 2100 S, and/or a Parley’s Trail connection are expected to provide greater benefit relative to the level of investment required.

Location # 32. Hartwell Ave

Eliminate from further analysis due to the complexity of constructing an undercrossing near the 2100 S/I-15 interchange, which would require an approximately 700-foot span. In addition, this location is adjacent to the existing 2100 S crossing and a potential Parley’s Trail connection, both of which are likely to provide greater benefits relative to the level of investment required.

Existing Crossings Recommended for Further Analysis

Nine existing crossings are recommended for further analysis for the reasons described below. These crossings require additional multimodal transportation improvements to enhance safety, comfort, and community benefits for all users, including people walking, biking, taking transit, and driving. Where appropriate, rough conceptual sketches are included to illustrate potential concepts, key considerations, and network connections.

Location # 08. North Temple (AT/Vehicle/Transit)

Analyze for improvements to the existing shared use path. Potential improvements may include removing the existing on street standard bike lane which does not meet AASHTO standards and functions at approximately LTS 3, shifting landscaping closer to the roadway, adding separated bike lanes on both sides (approximately 6 feet wide), and repurposing the shared use path as a pedestrian only facility (approximately 8 feet wide).

Additional enhancements should also be considered to make the I-15 undercrossing more community friendly, such as improved lighting, activation, and placemaking elements.



EXISTING PLACEMAKING WITHIN SB AND NB I-15 OVERPASSES

In addition, consider a grade separated pedestrian bridge over the rail corridor to connect the 500 W Garden Blocks (Green Loop) with potential bikeway improvements on North Temple. Potential impacts associated with the American Barrel/Utah Power & Light Superfund site, where the structure would be located, may limit the feasibility or extent of improvements.



3 North Temple Crossing Diagram

Location # 09. 600 W (AT/Vehicle/Transit)

Analyze for a potential multimodal, grade separated north–south rail crossing at 600 W. An undercrossing configuration appears to be the most feasible option, as it would minimize the length of structure needed. However, the existing South Temple right-of-way is constrained and would likely make grade separation challenging.

A southbound right turn lane on 600 W could accommodate some turning movements onto South Temple. This segment of South Temple carries relatively high traffic volumes, includes adjacent development, and has on street parking, which would limit flexibility. To accommodate a crossing, South Temple may need to operate as a one-way westbound street between 600 W and 800 W. Coordination with Union Pacific Railroad would be required.



Location # 12. 900 W (AT/Vehicle/Transit)

Analyze for a potential multimodal, grade separated north–south rail crossing at 900 W. An undercrossing appears to be the most feasible option, as it would minimize the length of structure required. However, the existing South Temple right-of-way is constrained and would likely make grade separation challenging.

A southbound right turn lane on 900 W and a westbound right turn lane on South Temple could accommodate some turning movements. This segment of South Temple carries relatively high traffic volumes and serves popular destinations (e.g., Red Iguana 2), which would limit flexibility. To accommodate a crossing, South Temple may need to operate as a one-way westbound street between 800 W and 1000 W. Coordination with Union Pacific Railroad would be required.

Location # 13. 1000 W (AT/Vehicle/Transit)

Analyze for potential multi-modal grade-separated north-south rail crossing on 1000 W. Initial assessment points to an undercrossing as most feasible/desirable to reduce space needed for grading. The existing South Temple right-of-way will likely make grade-separation difficult, but 1000 W is likely the best option between 600 W and 1000 W for north-south rail crossing. A WB right-turn lane on South Temple could accommodate some turning movement. This section of South Temple is relatively low volume. South Temple would likely need to become a one-way WB street from 900 W to 1000 W to accommodate. Coordination required with Union Pacific and improvements should be aligned with removal of Lynndyl Subdivision switching yard.

Analyze for a potential multimodal, grade separated north-south rail crossing at 1000 W. An undercrossing appears to be the most feasible and desirable option, as it would minimize the space required for grading. While the existing South Temple right-of-way presents constraints that may complicate grade separation, 1000 W is likely the most viable north-south crossing option between 600 W and 1000 W.

A westbound right turn lane on South Temple could accommodate some turning movements, and this segment of South Temple carries relatively low traffic volumes. To accommodate the crossing, South Temple may need to operate as a oneway westbound street between 900 W and 1000 W. Coordination with Union Pacific Railroad would be required, and improvements should be aligned with the planned removal of the Lynndyl Subdivision switching yard.

Location # 15. 200 S (AT/Vehicle/Transit)

Analyze the previously recommended grade separated crossing concept from the Power District Transportation Study, which includes a vehicular undercrossing, a pedestrian overcrossing, and an at grade pedestrian crossing with a hinged gate skirt and safety warnings. Coordination with Union Pacific Railroad and UTA would be required, and improvements should be aligned with future redevelopment of Salt Lake Central Station. In addition, consider improvements to the existing bicycle lane west of 400 W. Potential improvements include extending the 200 S buffered bike lane (BBL) from east of 400 W to the Jordan River Trail intersection to Navajo Street. West of Navajo Street, a standard bike lane may be sufficient based on roadway volumes. Bicycle lane improvements may require reducing the roadway cross-section from four or five lanes to two or three lanes between 400 W and 900 W.



CONCEPTUAL DESIGN FOR 200 S VEHICULAR UNDERPASS AND PEDESTRIAN OVERPASS

Location # 21. 800 S (AT/Vehicle/Transit)

Analyze a rail undercrossing primarily focused on maintaining vehicular capacity. 800 S is currently a UDOT Highway Reduction Strategies designated Tier 1 roadway (roadway classification is being finalized and this is subject to change). Overcrossing is likely not feasible due to the proximity of I-15 and adjacent development near the rail corridor. The Community Advisory Board (CAB) expressed preference for preserving 800 S as the primary vehicular access route to the Westside.

Consistent with Tier 1 roadway constraints, the existing curb to curb width should be maintained, including the current standard bike lane. Consider retaining an at grade crossing for active transportation users to allow convenient crossings when trains are not present, supplemented with a hinged pedestrian gate skirt and appropriate safety warnings.

Location # 23. 500 W / Fayette Ave (AT/Vehicle/Transit)

Analyze for bikeway improvements to the existing I-15 undercrossing. Potential improvements include adding a shared use path approximately 12 feet wide adjacent to the existing roadway within the former rail easement. This undercrossing would provide a key connection between the proposed north-south Westside Green Loop along 500 W, the 9 Line bridge concept described in Crossing 22, and the eastbound 9 Line Trail.



FORMER RAIL EASEMENT ADJACENT TO 500 W / FAYETTE AVE UNDERNEATH I-15

Location # 25. 1300 S (AT/Vehicle/Transit)

Analyze for bikeway-focused improvements on 1300 S between the Paxton Avenue neighborhood byway at 400 W and Redwood Road/Surplus Canal Trail. The existing shared use path (SUP) beneath I-15 between 400 W and 500 W provides a relatively adequate width (approximately 10 feet); however, widening to a minimum of 12 feet should be considered where feasible.

Space on the existing viaduct over the rail corridor is limited, but potential improvements could include a cantilevered structure to accommodate bicycle and pedestrian facilities. The north side is preferable due to its direct connection to the Paxton Avenue byway, although additional space is available on the south side west of the rail crossing. Alternatively, reducing lane widths or shoulders—and potentially removing the southside sidewalk and/or concrete barriers—could create sufficient space for a shared use path on the north side. Further analysis will be required as to the structural feasibility of a cantilevered structure.



EXISTING SUP ON 1300 S UNDERNEATH I-15, WHICH INCLUDES PLACEMAKING ART

West of 700 W, 1300 S/California Avenue transitions to a three lane cross section. Potential improvements between this segment and Redwood Road could include reconfiguring parking and bike lanes, narrowing lane widths for the parking lane, providing two travel lanes and median, and adding a vertical separation element between parking and the bikeway to create a separated bike lane.

Based on current understanding, 1300 S is classified as a UDOT Highway Reduction Strategies-designed Tier 2 street, which allows for highway mitigation strategies subject to coordination with and approval from UDOT.

Improvements should be coordinated with potential redesign or consolidation of the I-15/1300 S/500 W intersection and interchange to improve comfort and safety at the I-15 undercrossing. The Community Advisory Board (CAB) expressed some skepticism regarding the feasibility of achieving desired safety and comfort standards at the interchange.

Location # 27. 1700 S (AT/Vehicle/Transit)

Analyze a potential multimodal, grade separated rail crossing at 1700 S, along with bikeway improvements to the existing standard bike lane between the 300 W two-way cycle track and Redwood Road. An overpass would be similar to the 1300 S crossing. Maintaining access to adjacent businesses, particularly via dead-end side streets on the north side of the rail corridor, would be required under either option.

An undercrossing would likely result in fewer neighborhood and active transportation impacts, as an overcrossing would require steeper grades. However, an undercrossing may face greater coordination challenges and potentially less support from Union Pacific Railroad, with whom coordination would be required.

Potential bikeway improvements include reducing the current five lane cross section to three lanes or removing the median to create space for one-way separated bike lanes on both sides of the roadway. The Community Advisory Board (CAB) expressed support for a separated bike lane or shared use path along 1700 S.

New Crossings for Further Analysis

Seven new crossings are recommended for further analysis for the reasons described below. For more complex crossing ideas, rough conceptual sketches are included to support initial feasibility assessment and to illustrate key considerations and network connections.

Location # 05. 400 N (AT)

Analyze the previously recommended concept for an active transportation connection and public park space beneath I-15. There has been interest from some project partners in revisiting this concept as an active transportation connection independent of I-15 Environmental Impact Statement and without an associated roadway widening component. In addition, consider additional improvements at the 400 N at grade rail crossing, as well as enhanced bikeway connections along 500 W linking to the 300 N pedestrian bridge.



RENDERING OF 400 N UNDERPASS WITH ACTIVE TRANSPORTATION CONNECTION AND PUBLIC AMENITIES

Bikeway improvements could include expanding the south sidewalk on 200 N into a shared-use path with a minimum width of 12 feet between 400 W and 1000 W. This facility would provide important connections between Mary W. Jackson Elementary, transit services, and West High School.



7 200 N-Crossing Diagram

Location # 14. 100 S / Folsom Trail Bridge (AT)

Analyze a Folsom Trail pedestrian bridge concept to connect the existing Folsom Trail to 100 S and the Folsom Trail alignment at 600 W. The Folsom Trail currently includes two at grade rail crossings, which significantly reduce reliability for active transportation users, particularly commuters who depend on predictable travel times. This proposed connection would eliminate both at grade crossings by routing the trail south of the rail corridor.

A new trail segment could extend east from the proposed Folsom Trail and City Creek Daylighting Plaza beneath I-15. A pinch point at the northbound I-15 bridge may require additional bridging or modifications to the bridge skirt. From there, the trail would curve south and cross over the rail corridor at 100 S, providing potential connections to the Green Loop on 100 S and back to the existing Folsom Trail via 600 W. Coordination with UDOT, Union Pacific Railroad, and UTA would be required.



14 Folsom Trail Crossing Diagram

Location # 19. 600 S (AT)

Analyze a potential grade separated active transportation connection associated with the 600 S northbound I-15 onramp. If the connection crosses over both the rail corridor and I-15, a bridge could be cantilevered from the ramp structure and routed beneath the westbound I-15 offramp to connect back into 600 S. Alternatively, if the connection crosses over the rail corridor and then passes beneath I-15, it would likely require a standalone structure with greater elevation changes for users.

A connection at 600 S would provide improved spacing of active transportation facilities between 400 S and 800 S. The Grand Boulevards project anticipates a shared use path or two-way cycle track on 500 S. As a result, a connecting facility would be needed on 600 S between the existing 300 W two-way cycle track and the proposed connection at 500 W. The proposed crossing would also align with planned Green Loop improvements on 500 W. Coordination with UDOT and Union Pacific Railroad would be required.

600 S is a strong candidate for a high comfort neighborhood byway with active transportation—only connections at Garn Way and the Jordan River. The byway could extend from 800 W to Cheyenne Street, where it would connect to the broader active transportation network. The proposed connection could also extend south to 500 S and ramp over the offramp at that location. While there are currently no bicycle facilities on 500 S, the corridor could be converted to a neighborhood byway with traffic calming improvements.



19 600 S Crossing Diagram

Location # 22. 900 S (AT/Transit)

Analyze a 9 Line Trail bridge concept over the rail corridor to provide a detour when trains are present. The bridge would extend southeast from the existing 9 Line Trail along the southern edge of the bike park, ramping up to cross the rail line within existing UDOT right-of-way. It would then ramp down and pass underneath at Fayette Avenue / 500 W (see **Crossing 23** for potential improvements). From there, the trail would reconnect to the 9 Line Trail via the former rail easement (pending private property negotiations) or via 500 W. The detour would add approximately 1,000 feet of travel distance.

This connection would provide a critical link between the 9 Line Trail and the north-south West-side Green Loop along 500 W. If desired, the bridge could also be designed to accommodate transit, enabling a high-frequency route on 900 S, where there are numerous community destinations and ongoing development.

Accommodating transit would likely require additional adjacent property acquisition to support the necessary structure. A flashing diversion beacon could be activated to direct users to the detour when a train is approaching or blocking the at-grade crossing. Coordination would be required with UDOT, Union Pacific, and UTA.

Alternatively, an active transportation-only tunnel could be constructed beneath the rail line at 900 S. This option would eliminate the need for a detour but would not provide any potential transit benefit.



22 9 Line Trail Crossing Diagram

Location # 26. 1500 S (AT/Vehicle/Transit)

Analyze a potential multimodal undercrossing of I-15 at 1500 S. This location would provide strong west-east connectivity and good network distribution between 1300 S and 1700 S, and it is likely the only feasible “break-the-berm” undercrossing opportunity on the south side of the study area.

There are several popular destinations east of I-15 including Front Climbing Club, Walmart, and development along 300 W. Previous crossing potential analysis (documented in the Existing Conditions Report) indicates high latent demand for an active transportation crossing at this location. However, due to the disconnected street grid, adjacent rail infrastructure, and land use constraints on the west side of I-15, the connection would likely terminate at 500 W. From there, it would provide active transportation access to the north–south West-side Green Loop on 500 W and improve broader vehicular circulation on the west side.

The connection could also provide benefits to access and operations at the 1300 S I-15 interchange, particularly if future redesign or consolidation is pursued. Additional analysis would be required to determine the extent of vehicular connectivity benefits for west-side residents. Coordination with UDOT would be required.

On the east side of I-15, 1500 S is an existing city-owned right-of-way; however, adjacent private property owners have fenced and encroached into the right-of-way and are currently operating businesses within it. To create a more meaningful west-side connection beyond 500 W, the facility would likely need to extend to 900 W, where existing community destinations are located. This would be challenging due to private property constraints and rail crossings.

The undercrossing could also be designed to support broader initiatives, such as public space, placemaking, or community amenities, in addition to transportation functionality. Land uses on both sides of I-15 will be considered as part of the analysis.

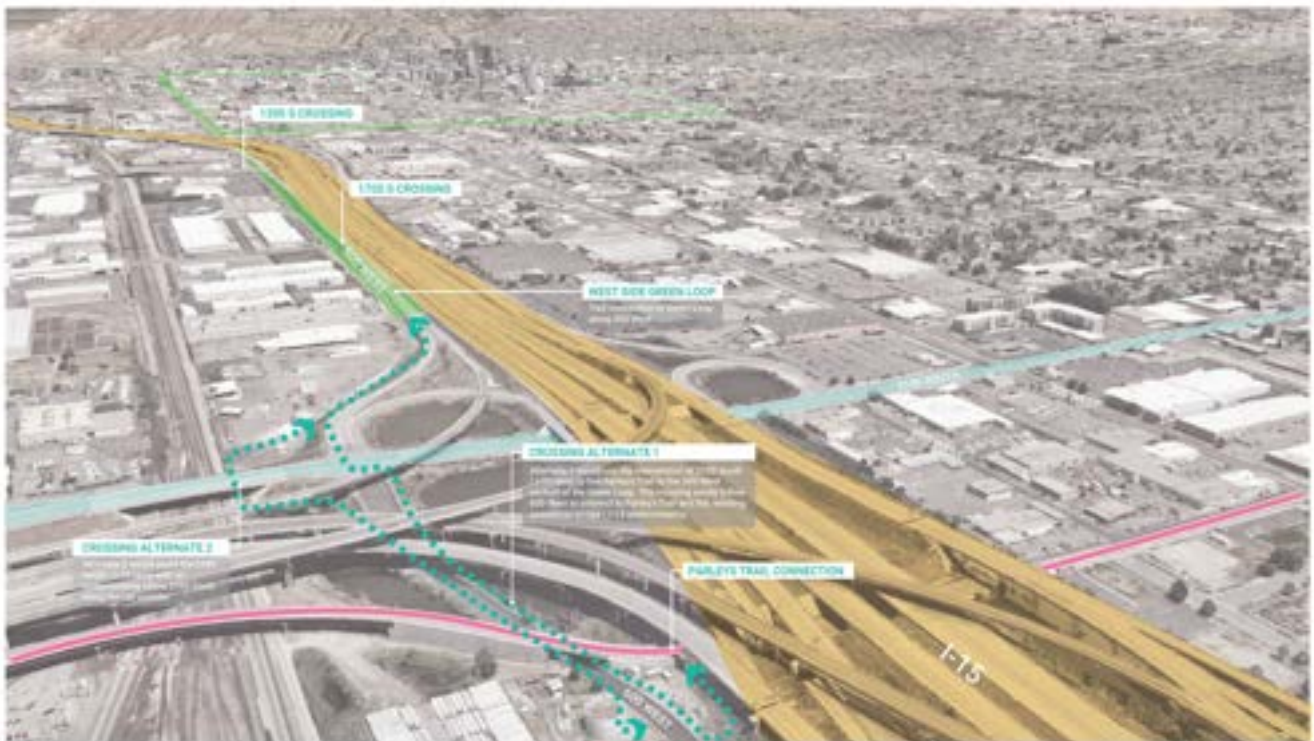
Location # 33. 2100 S / Parleys Trail Connection (AT)

Analyze a Parleys Trail connection concept from the north–south Westside Green Loop through the 2100 S I-15 interchange to the existing Parleys Trail. This would create a high comfort, reliable connection that passes under I-15 and over the adjacent rail corridor approximately 1,000 feet to the south.

To avoid crossing the 2100 S I-15 ramps, an active transportation undercrossing could be considered on the west side of 500 W. This option would require an at grade crossing of 500 W to connect to the Parleys Trail. 500 W carries relatively low traffic volumes in this area, making such a crossing more feasible. Coordination with South Salt Lake and UDOT would be required.

- 2100 S is a UDOT Highway Reduction Strategies-designed Tier 1 roadway; therefore, existing curb-to-curb dimensions must be maintained and accommodating an on-street bikeway is unlikely.

Where feasible, missing sidewalk segments should be completed on both sides of the I-15 underpass and the rail overpass to improve pedestrian connectivity.



33 2100 S Crossing Diagram

Summary

The following table summarizes the recommendations documented in this memorandum.

TABLE 1. CROSSING ANALYSIS SUMMARY

Crossing # / Location	Recommendation	New or Existing Crossing	Key Notes
01. 700 N / I-15 Frontage Rd	Eliminate	New	Adjacent to 600 N shared use path (SUP)
02. 600 N	Eliminate	Existing	Acceptable; Upcoming SUP improvements
03. Girard Ave / Grant St	Eliminate	New	Adjacent to 600 N SUP
04. 500 N	Eliminate	New	Previously eliminated during I-15 EIS
05. 400 N	Analyze	New	Previous concept for active transportation undercrossing
06. 300 N	Eliminate	Existing	Acceptable; Existing two-way cycletrack and pedestrian bridge
07. 200 N	Analyze	New	Multi-modal grade-separated crossing and connection to transit
08. North Temple	Analyze	Existing	Improve existing SUP and add pedestrian bridge between 500 W and North Temple over rail
09. 600 W	Analyze	Existing	Multi-modal grade-separated crossing on north-south rail line
10. South Temple	Eliminate	Existing	Acceptable; Existing Folsom Trail
11. 800 W	Eliminate	New	Adjacent to Folsom Trail bridge concept
12. 900 W	Analyze	Existing	Multi-modal grade-separated crossing on north-south rail line
13. 1000 W	Analyze	Existing	Multi-modal grade-separated crossing on north-south rail line
14. 100 S / Folsom Trail Bridge	Analyze	New	Active transportation bridge crossing for Folsom Trail
15. 200 S	Analyze	Existing	Previous concept for vehicle undercrossing and pedestrian overcrossing
16. 300 S	Eliminate	New	Adjacent to 400 S SUP
17. 400 S	Eliminate	Existing	Acceptable; In-progress SUP improvements
18. 500 S	Eliminate	New	Adjacent to 400 S SUP
19. 600 S	Analyze	New	Active transportation bridge crossing and neighborhood byway
20. 700 S	Eliminate	New	Not feasible with span and private property
21. 800 S	Analyze	Existing	Vehicular undercrossing
22. 900 S	Analyze	New	Active transportation (and transit) bridge connection

Crossing # / Location	Recommendation	New or Existing Crossing	Key Notes
23. 500 W / Fayette Ave	Analyze	Existing	Improve existing undercrossing
24. Paxton Ave / Lucy Ave / Fremont Ave / 500 W	Eliminate	New	Not feasible near 1300 S I-15 interchange
25. 1300 S	Analyze	Existing	Add SUP
26. 1500 S	Analyze	New	Multi-modal undercrossing
27. 1700 S	Analyze	Existing	Grade-separated crossing and add separated bike lane (SBL)
28. 700 W	Eliminate	New	Roadway and rail volume too low for improvements
29. 900 W	Eliminate	New	Roadway and rail volume too low for improvements
30. 1045 W	Eliminate	New	Roadway and rail volume too low for improvements
31. 1830 S	Eliminate	New	Not feasible with existing grade and span
32. Hartwell Ave	Eliminate	New	Adjacent to 2100 S/Parleys Trail connection
33. 2100 S / Parleys Trail Connection	Analyze	New	Active transportation connection to Parleys Trail

Next Steps

Crossings will be analyzed in further detail and prioritized by the methodology as outlined in **Appendix B**.

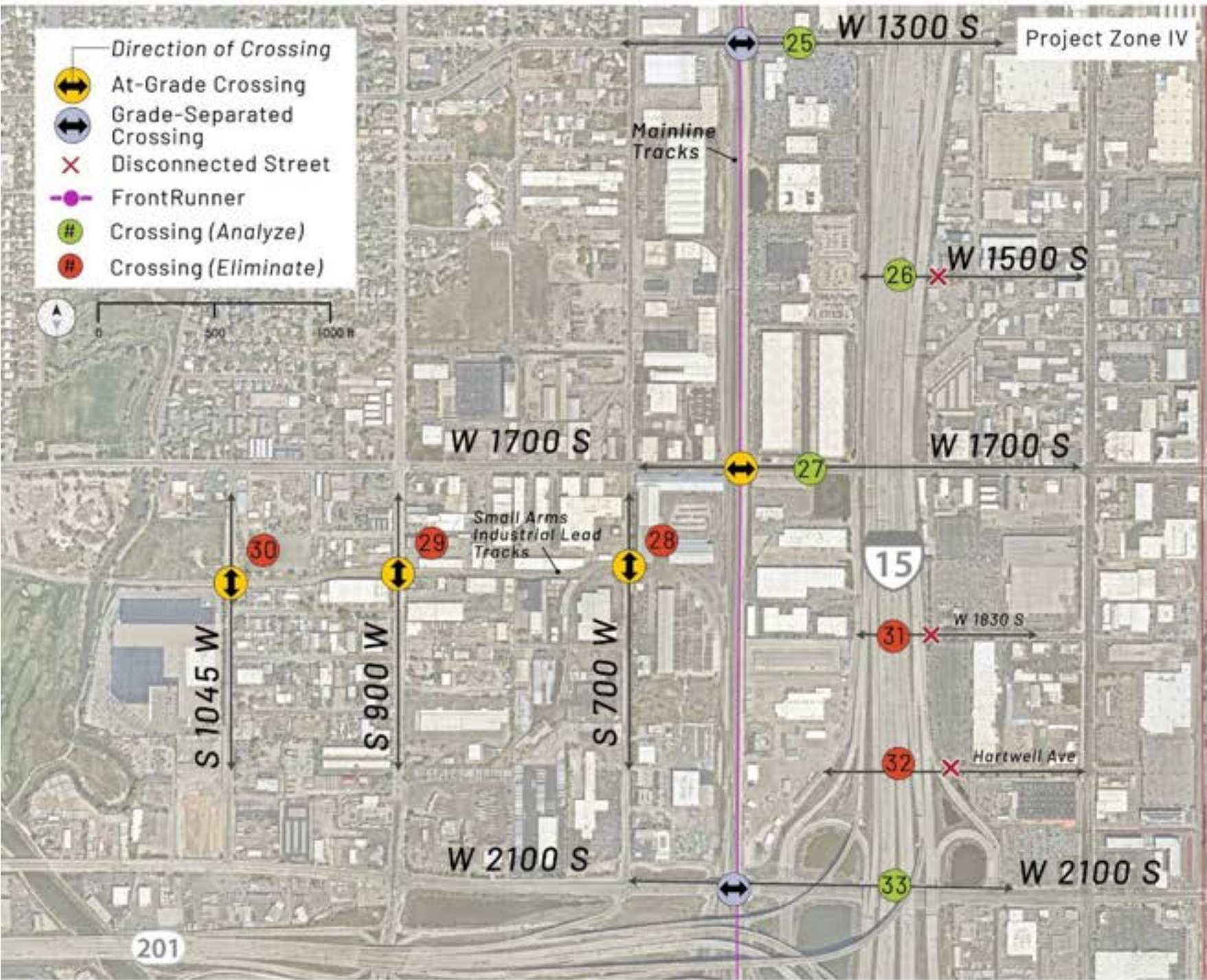
Appendix A. Barriers Map Project Zone II



Appendix A. Barriers Map Project Zone III



Appendix A. Barriers Map Project Zone IV



Appendix B. Crossing Prioritization Methodology In the previous Initial Crossing Analysis documented in this memo, the project team identified and assessed 33 crossings, including existing crossings, disconnected streets, and at-grade rail crossings within the study area. Crossings were analyzed from a multi-modal transportation lens, including active transportation, vehicle, and transit considerations. The merits of analyzing each crossing were assessed in preparation for this data-driven prioritization methodology, as outlined below, to weigh the benefits of improving crossings against each other.

The next phase of the crossing analysis will be a data-driven prioritization approach. Within each category there are various measures through which that category will be scored. Each category table lays out the criteria, measures, scoring, and weight. Each measure will be weighted based on its priority within that category and normalized on a scale from 0 to 1 (based on the weighted percentage). Weights have been determined by the measure's significance within the overall category and its importance to an effective, high-value crossing. Once each measure is scored and weighted, categories will then be weighted as a whole to reflect overall priority for the crossing improvement, as outlined in **Table 01. Overall Category Prioritization Weighted Scoring**. Higher scores reflect higher priorities for improvement.

TABLE 2. OVERALL CATEGORY PRIORITIZATION WEIGHTED SCORING

Group	Weight
Active Transportation	40%
Vehicle	30%
Transit	20%
Feasibility	10%
Total	100%

Category 01. Active Transportation Assessment

Measure 01.01. Latent Crossing Demand

The project team will use the latent crossing demand analysis for active transportation users from the Existing & Future Conditions Report to score crossings. This analysis evaluated the crossing potential along the interstate and railway corridor at theoretical crossings spaced 0.1-miles apart. It assigns a score to each crossing based on short vehicle trips (less than three miles) and active transportation trips crossing that area of barriers based on proximity, suitable trip distances, and perpendicularity of trip flows. Crossings will be assigned the nearest crossing potential score, which will then be weighted to align with other criteria.

Measure 01.02. Priority Route

The project team will qualitatively assess whether a proposed crossing aligns with a high-priority active transportation route as outlined in the 2015 Salt Lake City Pedestrian & Bicycle Master Plan. Crossings will be assigned ranking of HIGH (e.g., connects to an existing or proposed high-comfort, all ages and abilities route—shared use path, protected/separated bike lane, or byway on a low volume/speed roadway), MEDIUM (e.g., connects to an existing or proposed bikeway but not high-comfort—buffered or standard bike lanes on medium to high volume/speed roadway), or LOW (e.g., does not connect to any existing or proposed bikeway). Crossings that connect to existing or proposed high-comfort bikeways increase the connectedness of the active transportation network for

all ages and abilities, as outlined in the connected island analysis from the Existing & Future Conditions Report.

Measure 01.03. Reliability

Crossings have delays associated with different railways (i.e., UTA versus freight railways) and/or freeway interchange signalization that could impact the reliability of a crossing. The project team will qualitatively assess whether a crossing would be reliable (e.g., grade-separated) [HIGH], moderately reliable (e.g., UTA rail crossing only and/or freeway interchange signalization) [MEDIUM], and unreliable (e.g., UTA and freight rail crossings required and freeway interchange signalization) [LOW] with associated point totals for each. Reliability is especially important for active transportation users as lengthy detours are arduous and may not be possible.

Measure 01.04. Elevation

The project team will use the previous feasibility assessment and conceptual crossing diagrams in the *Initial Crossing Analysis* to qualitatively assess the change in elevation required to navigate the crossing. Overcrossings typically have more elevation change to meet the clearance requirements for railways, whereas undercrossings typically have less for vehicle clearance requirements. The “break the berm” crossings may have little to no change in elevation. Crossings with a negligible change in elevation (and thus requiring less effort by active transportation users) will score higher.

TABLE 3. OVERALL PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Latent Crossing Demand	Crossing demand analysis for active transportation users, looking at short trips only	4-Point Quadrate Scoring – Higher points equate to higher crossing demand	40%
Priority Route	Qualitative assessment of connection to an existing or planned bikeways—connection to high-comfort route, connection to a route, or does not connect to a route	2-Point Scale – HIGH (2 points), MEDIUM (1 point), or LOW (0 points)	30%
Reliability	Qualitative assessment of crossing reliability across interstate and railway barriers—reliable, moderately reliable, or unreliable	2-Point Scale – HIGH (2 points), MEDIUM (1 point), or LOW (0 points)	20%
Elevation	Qualitative assessment of elevation changes based on initial crossing concept and current understanding of improvements—	3-Point Scale – HIGH (0 points), MEDIUM (1 point), LOW (2 points), or NONE (3 points)	10%

Criteria	Measures	Scoring	Category Weight
	high change/variation, medium change, low/little change, or no change		
		Total	100%
Overall Category Weight*			40%

*Note: Refer to Table 1. Overall Prioritization Weighted Scoring for overall prioritization weights by category

Category 02. Vehicle Assessment

Measure 02.01. Vehicle Flow

Much like the active transportation-oriented latent crossing demand analysis, the project team will analyze vehicle flow across the divide for all trips, regardless of distance. A crossing demand score will be assigned for theoretical crossings at the same 0.1-mile spacing. Crossings will be assigned the nearest crossing potential score, which will then be weighted to align with other criteria.

Measure 02.02. Circulation

The project team will qualitatively assess vehicular circulation as it relates to the crossing improvement. Crossings will be assigned a score: regional connectivity (e.g., crossings that improve regional connectivity to a freeway interchange or arterial/major collector street) [HIGH], local connectivity (e.g., crossings that provide connectivity to the local destinations and/or a street network with a permeable grid) [MEDIUM], and little to no connectivity (e.g., crossings do not provide circulation for vehicles or provide access to streets that are cut off by additional barriers) [LOW].

Measure 02.03. Reliability

Reliability will also be assessed for vehicles using the same criteria as active transportation: reliable (e.g., grade-separated) [HIGH], moderately reliable (e.g., UTA rail crossing only and/or freeway interchange signalization) [MEDIUM], and unreliable (e.g., UTA and freight rail crossings required and freeway interchange signalization) [LOW]. Reliability can be frustrating for drivers. However, detours are typically much easier in vehicles and, thus, this criterion is weighted as such.

TABLE 4. VEHICLE PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Latent Crossing Demand	Crossing demand analysis for all users, regardless of distance	6-Point Scale – Higher points equate to higher crossing demand	60%
Circulation	Qualitative assessment of vehicle circulation benefits—regional connectivity, local access, or little/none vehicle connection	2-Point Scale – HIGH (2 points), MEDIUM (1 point), or LOW (0 points)	30%
Reliability	Qualitative assessment of crossing reliability across interstate and railway barriers—reliable, moderately reliable, or unreliable	2-Point Scale – HIGH (2 points), MEDIUM (1 point), or LOW (0 points)	10%

Criteria	Measures	Scoring	Category Weight
		Total	100%
<i>Overall Category Weight*</i>			30%

Category 03. Transit Scoring

Measure 03.01. Priority Route

The project team will rely on Utah Transit Authority's high-priority corridors for frequent bus service from Salt Lake City's Transit Master Plan, Frequent Transit Network Vision², Figure 2-8 (Frequent Transit Network Vision Tier 1 and Tier 2 Quarter-Mile Walk Access) to assess the transit potential of each crossing. This will simply be a YES or NO with an associated point total.

TABLE 5. TRANSIT PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Priority Route	A binary assessment of whether the crossing improvement falls on a high-priority corridor for frequent bus service	1-Point Scale – YES (1 points) or NO (0 points)	100%
		Total	100%
<i>Overall Category Weight</i>			20%

Category 04. Feasibility Scoring

Measure 04.01. Cost

Alta will use the previous feasibility assessment and conceptual crossing diagrams in the Initial Crossing Analysis to qualitatively assess cost as an order of magnitude compared across the spectrum of crossing improvements. Grade-separated crossings are likely to be the highest cost improvements with multi-modal access further increasing the price tag. Whereas, existing crossings with active transportation improvements only are likely to be the lowest cost. Crossings will be scored as they relate to the other crossings analyzed.

Measure 04.02. Complexity

Alta will also use the Initial Crossing Analysis to qualitatively assess complexity as an order of magnitude compared across the spectrum of crossing improvements. Crossings will be assigned a score: very complex (e.g., coordination among many partners needed, lengthy timeframe likely, and/or complex design/engineering needed) [HIGH], slightly complex (e.g., one or two complexity metrics present) [MEDIUM], and simple (e.g., quick timeframe, simple implementation, and little coordination likely) [LOW]. Crossings will be scored as they related to the other crossings analyzed.

TABLE 6. FEASIBILITY PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Cost	Qualitative order of magnitude assessment for cost of initial crossing concept and current understanding of improvements, as compared to other	5-Point Scale – Lower points equate to higher costs to prioritize lower cost solutions	50%

² https://www.slc.gov/transportation/wp-content/uploads/sites/11/2021/07/SLC_TMP_FULL_FINAL.pdf

Criteria	Measures	Scoring	Category Weight
	crossings in the assessment		
Complexity	Qualitative order of magnitude assessment for complexity of initial crossing concept and current understanding of improvements, as compared to other crossings in the assessment	5-Point Scale – Lower points equate to higher complexity to prioritize less complex solutions	50%
		Total	100%
<i>Overall Category Weight</i>			<i>10%</i>



UTAH TRANSIT AUTHORITY | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030

Appendix D: Data-Driven Crossings Prioritization Results



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Statutory notice:

23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Appendix A. Full Prioritization Results

Data-Driven Crossings

Prioritization Results

Introduction

WE Connect is a U.S. Department of Transportation–funded transportation study that aims to identify and prioritize strategies to improve connectivity across Interstate 15 (I-15) and the railroad corridors that separate Salt Lake City’s Westside neighborhoods from eastern parts of the city, including downtown.

Four planning themes and associated objectives guide this work: travel choices, health and wellness, access to opportunity, and community vibrancy. A range of potential improvement solutions has been identified under each theme. Within the travel choices theme, emphasis is placed on improving crossings of I-15 and the Union Pacific Railroad.

Of the 33 crossings identified in the *Initial Crossing Analysis Memo*, the data-driven crossing prioritization analyzed and ranked 16 potential crossings to identify the most impactful locations for future investment. The project team evaluated each crossing using four categories (Active Transportation, Vehicle, Transit, and Feasibility) to compare benefits and constraints across modes and complexity.

The results highlighted three priority crossings: **North Temple, 1700 S, and 900 W**. These locations rise to the top because they strengthen multimodal connectivity, support transit-priority corridors, and offer comparatively feasible implementation. The lowest-ranking crossings (**400 N, 600 S, and 100 S**) lack transit relevance and show weaker performance in the vehicle and feasibility measures.

Approach

Background

In the *Initial Crossing Analysis*, Alta identified and assessed 33 crossings, including existing crossings, disconnected streets, and at-grade rail crossings within the study area. The project team analyzed crossings from a multi-modal transportation lens, including active transportation, vehicle, and transit considerations. The merits of analyzing each crossing were assessed in preparation for the following data-driven prioritization, as outlined below, to weigh the benefits of improving crossings against each other. The *Initial Crossing Analysis* identified 16 crossings for further analysis.

Methodology

Alta conducted a data-driven prioritization approach using the crossings identified for further analysis in the *Initial Crossing Analysis*. The data-driven prioritization approach created several overarching categories – Active Transportation, Vehicle, Transit, and Feasibility – to score crossings.

Multiple measures make up each category's score. The following sections lay out the category, measures, scoring, and weight. Each measure was weighted based on its priority within that category and **normalized on a scale from 0 to 1** (based on the weighted percentage). Weights were determined by the measure's significance within the overall category and its importance to an effective, high-value crossing.

After each measure was scored, weighted, and combined into a category score, overall category scores were then weighted and combined to reflect overall priority for the crossing improvement, as outlined in **Table 1**. Higher scores reflect higher priorities for improvement.

TABLE 1. OVERALL CATEGORY PRIORITIZATION WEIGHTED SCORING

Group	Weight
Active Transportation	40%
Vehicle	30%
Transit	20%
Feasibility	10%
Total	100%

Category 01. Active Transportation

Measure 01.01. Latent Crossing Demand

Alta used the latent crossing demand analysis for active transportation users from the *Existing & Future Conditions Report* to score crossings. This analysis evaluated the crossing potential along the interstate and railway corridor at theoretical crossings spaced 0.1-miles apart¹. It assigns a score to each crossing based on short vehicle trips (vehicle trips three miles or less) crossing that area of barriers based on proximity, suitable trip distances, and perpendicularity of trip flows. Crossings were assigned using the average of crossing potential scores within 80 meters. Scores were then weighted to align with other criteria.

Measure 01.02. Priority Route

Alta qualitatively assessed whether a proposed crossing aligns with a high-priority active transportation route as outlined in the 2015 *Salt Lake City Pedestrian & Bicycle Master Plan*. Crossings were assigned ranking of HIGH (e.g., connects to an existing or proposed high-comfort, all ages and abilities route—shared use path, protected/separated bike lane, or byway on a low volume/speed roadway), MEDIUM (e.g., connects to an existing or proposed bikeway but not high-comfort—buffered or standard bike lanes on medium to high volume/speed roadway), or LOW (e.g., does not connect to any existing or proposed bikeway). Crossings that connect to existing or proposed high-comfort bikeways increase the connectedness of the active transportation network for all ages and abilities, as outlined in the connected island analysis from the *Existing & Future Conditions Report*.

¹ Two crossings (S 900 W and S 1000 W) were identified after the initial latent crossing demand analysis. These crossings are oriented north-south (rather than east-west) and far enough away from the original barrier corridor that the project team decided to re-run the latent crossing demand analysis for these two crossings specifically. Updated latent crossing demand analysis results are applied for these two crossings only.

Measure 01.03. Reliability

Crossings have delays associated with different railways (i.e., UTA versus freight railways) and/or freeway interchange signalization that could impact the reliability of a crossing. Alta qualitatively assessed whether a crossing would be reliable (e.g., grade-separated) [HIGH], moderately reliable (e.g., UTA rail crossing only and/or freeway interchange signalization) [MEDIUM], or unreliable (e.g., UTA and freight rail crossings required and freeway interchange signalization) [LOW] with associated point totals for each. Reliability is especially important for active transportation users as lengthy detours are arduous and may not be possible.

Measure 01.04. Elevation

Alta used the feasibility assessment and conceptual crossing diagrams in the *Initial Crossing Analysis* to qualitatively assess the change in elevation required to navigate the crossing. Overcrossings typically have more elevation change to meet the clearance requirements for railways, whereas undercrossings typically have less elevation change for vehicle clearance requirements. The “break the berm” crossings may have little to no change in elevation. Crossings with a negligible change in elevation (and thus requiring less effort by active transportation users) scored higher.

TABLE 2. ACTIVE TRANSPORTATION CATEGORY PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Latent Crossing Demand	Crossing demand analysis for active transportation users, looking at short vehicle trips only	1 to 4 – higher points equate to higher crossing demand	40%
Priority Route	Qualitative assessment of connection to an existing or planned bikeways—connection to high-comfort route, connection to a route, or does not connect to a route	HIGH (2 points) MEDIUM (1 point) LOW (0 points)	30%
Reliability	Qualitative assessment of crossing reliability across interstate and railway barriers—reliable, moderately reliable, or unreliable	HIGH (2 points) MEDIUM (1 point) LOW (0 points)	20%
Elevation	Qualitative assessment of elevation changes based on initial crossing concept and current understanding of improvements—high change/variation, medium change, low/little change, or no change	3 HIGH (0 points) MEDIUM (1 point) LOW/NONE (2 points)	10%
		Total	100%
<i>Overall Category Weight*</i>			40%

*Note: Refer to Table 1 for overall prioritization weights by category.

Category 02. Vehicle Assessment

Measure 02.01. Vehicle Flow

Much like the active transportation-oriented latent crossing demand analysis, Alta analyzed vehicle flow across the divide for all vehicle trips, regardless of distance. A vehicle flow score was assigned for theoretical crossings at the same 0.1-mile spacing along the interstate and railway corridor². Crossings were assigned using the average of vehicle flow scores within 80 meters. Scores were then weighted to align with other criteria.

Measure 02.02. Circulation

Alta qualitatively assessed vehicular circulation as it relates to the crossing improvement. Crossings were assigned a score: regional connectivity (e.g., crossings that improve regional connectivity to a freeway interchange or arterial/major collector street) [HIGH], local connectivity (e.g., crossings that provide connectivity to the local destinations and/or a street network with a permeable grid) [MEDIUM], and little to no connectivity (e.g., crossings do not provide circulation for vehicles or provide access to streets that are cut off by additional barriers) [LOW].

Measure 02.03. Reliability

Reliability was also assessed for vehicles using the same criteria as active transportation: reliable (e.g., grade-separated) [HIGH], moderately reliable (e.g., UTA rail crossing only and/or freeway interchange signalization) [MEDIUM], and unreliable (e.g., UTA and freight rail crossings required and freeway interchange signalization) [LOW]. Reliability can be frustrating for drivers. However, detours are typically much easier in vehicles and, thus, this criterion has a lower weight relative to other criteria.

TABLE 3. VEHICLE CATEGORY PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Latent Crossing Demand	Crossing demand analysis for all users, regardless of distance	1 to 6 – higher points equate to higher crossing demand	60%
Circulation	Qualitative assessment of vehicle circulation benefits—regional connectivity, local access, or little/none vehicle connection	HIGH (2 points) MEDIUM (1 point) LOW (0 points)	30%
Reliability	Qualitative assessment of crossing reliability across interstate and railway barriers—reliable, moderately reliable, or unreliable	HIGH (2 points) MEDIUM (1 point) LOW (0 points)	10%
		Total	100%
<i>Overall Category Weight*</i>			30%

² The two crossings (S 900 W and S 1000 W) initially excluded from – and later added to – the latent crossing demand analysis were also added to the vehicle flow analysis in the same way.

Category 03. Transit Scoring

Measure 03.01. Priority Route

Alta relied on Utah Transit Authority's high-priority corridors for frequent bus service, including 600 N, North Temple, 200 S, 400 S, 900 S, 1300 S, 1700 S, 2100 S, and 900 W, from the Salt Lake City's *Transit Master Plan* to assess the transit potential of each crossing. This score is simply YES or NO with an associated point total. If the current crossing conceptual design does not include a transit connection, the crossing was scored zero even if it is a priority corridor.

TABLE 4. TRANSIT CATEGORY PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Priority Route	A binary assessment of whether the crossing improvement falls on a high-priority corridor for frequent bus service	YES (1 points) or NO (0 points)	100%
		Total	100%
Overall Category Weight			20%

Category 04. Feasibility Scoring

Measure 04.01. Cost

Alta used the feasibility assessment and conceptual crossing diagrams in the *Initial Crossing Analysis* to qualitatively assess cost as an order of magnitude compared across the spectrum of crossing improvements. Grade-separated crossings are likely to be the highest-cost improvements with multi-modal access further increasing the price tag, whereas existing crossings with only active transportation improvements are likely to be the lowest-cost improvements. Crossings were scored relative to the other crossings analyzed.

Measure 04.02. Complexity

Alta used the *Initial Crossing Analysis* to qualitatively assess complexity as an order of magnitude compared across the spectrum of crossing improvements. Crossings were assigned a score: very complex (e.g., coordination among many partners needed, lengthy timeframe likely, and/or complex design/engineering needed) [HIGH], slightly complex (e.g., one or two complexity metrics present) [MEDIUM], and simple (e.g., quick timeframe, simple implementation, and little coordination likely) [LOW]. Crossings were scored relative to the other crossings analyzed.

TABLE 5. FEASIBILITY CATEGORY PRIORITIZATION WEIGHTED SCORING

Criteria	Measures	Scoring	Category Weight
Cost	Qualitative order of magnitude assessment for cost of initial crossing concept and current understanding of improvements, as compared to other crossings in the assessment	1 to 5 – lower points equate to higher costs to prioritize lower cost solutions	50%

Criteria	Measures	Scoring	Category Weight
Complexity	Qualitative order of magnitude assessment for complexity of initial crossing concept and current understanding of improvements, as compared to other crossings in the assessment	1 to 5 – lower points equate to higher complexity to prioritize less complex solutions	50%
		Total	100%
<i>Overall Category Weight</i>			<i>10%</i>

Results

Table 6 lists the highest priority crossings identified by the data-driven prioritization analysis. The locations for each crossing can be seen in the **Crossing Prioritization Location Map**.

The top half of priority crossings are all existing crossings in need of improvement with access across all modes (North Temple, 1700 S, 900 W, 1300 S, 600 W, 200 S, 500 W / Fayette Ave, and 1000 W).

The top four crossings were all identified as transit-priority routes. This reflects the prioritization methodology's emphasis on a multi-modal benefit framework.

Of the top ten priority routes, North Temple and 500 W / Fayette Ave (0.8 weighted score) and 1700 S and 600 W (0.75) had the highest active transportation scores. Whereas, 600 W, 900 W, and 1000 W (0.8 weighted score) and North Temple (0.6) had the highest vehicle scores.

Overall, the highest active transportation scores were **North Temple** (0.8 weighted score), **500 W / Fayette Ave** (0.8), **1700 S** (0.75), **600 W** (0.75), and **2100 S** (0.7). The top vehicle priorities were **600 W** (0.8 weight score), **900 W** (0.8), **1000 W** (0.8), and **North Temple** (0.6). The highest transit scores were the previously identified priority routes, including **North Temple**, **900 W**, **200 S**, **900 S**, **1300 S**, and **1700 S**.

The lowest priority scores were active transportation connections only (400 N, 600 S, 100 S, and 2100 S). Therefore, they were zeroed out on the transit and vehicle categories—drastically impacting their ranking. The lower half of the rankings were mostly new crossings (seven of eight crossings; 900 S, 800 S, 1500 S, 200 N, 2100 S, 100 S, 600 S, and 400 N). The only existing crossing was 800 S, which ranked in the middle for active transportation scores and was not a transit priority route. Many of the new crossings ranked low on the feasibility category, reflecting the cost and complexity of creating new connections through the barriers. While these crossings—especially the active transportation only connections—ranked low in the prioritization, they are not without benefits. Vulnerable road users require special investment to ensure safety and comfort on dangerous roadways and crossings. Frequent permeability with new and existing crossings is important to breaking down the barrier imposed by the freeway and railroad.

Of the three north-south crossings on the east-west railroad spur adjacent to South Temple (600 W, 900 W, and 1000 W), 900 W was identified as the priority crossing location. Each crossing had the same score for the vehicle and feasibility categories, while 600 W was the highest score for active transportation and 900 W was identified as a transit-priority route.

Each crossing's weighted scores for measures and categories can be viewed in Table 1.

Limitations

This analysis uses both quantitative and qualitative measures, and several factors limit the precision of the results. The scoring relies on professional judgment and previous plans for elements, such as route priority, reliability, cost, and complexity, introducing subjectivity. The latent crossing demand and vehicle flow analyses depend on an activity-based travel model. It assumes the conversion of short vehicle trips to active trips and the relative importance of vehicle trips of different lengths. The feasibility and cost assessments compare crossings at a conceptual level and do not replace engineering-level design or refined cost estimates. These limitations do not undermine the value of the prioritization results, but they do indicate that scores may shift with different assumptions, data sources, or more detailed analysis.

TABLE 6. OVERALL CROSSING SCORES LISTED FROM HIGHEST PRIORITY TO LOWEST

Crossing #	Crossing	Overall Priority Score
08	North Temple	79
27	1700 S	70
12	900 W	68
25	1300 S	58.5
09	600 W	58
15	200 S	58
23	500 W / Fayette Ave	55.5
13	1000 W	54
22	900 S	51
21	800 S	43
26	1500 S	42
07	200 N	37.5
33	2100 S / Parleys Trail Connection	34
14	100 S 100 S / Folsom Trail Bridge	24
19	600 S	14
05	400 N	14

Crossing Prioritization Location Map



Next Steps

Crossing prioritization scoring will be filtered into the project screening process and will be used to make decisions on which crossings progress to recommendations.

Appendix A. Full Prioritization Results

TABLE 7. WEIGHTED MEASURE SCORES ACROSS PRIORITIZATION CATEGORIES

	Active Transportation				Vehicle			Transit	Feasibility	
Crossing	Crossing Demand	Priority Route	Reliability	Elevation	Vehicle Flow	Circulation	Reliability	Priority Route	Cost	Complexity
400 N	0.1	0	0	0.1	0	0	0	0	0.3	0.3
200 N	0.3	0	0.2	0.05	0.1	0.15	0.1	0	0.3	0.2
North Temple	0.4	0.15	0.2	0.05	0.2	0.3	0.1	1	0.4	0.5
600 W	0.2	0.3	0.2	0.05	0.4	0.3	0.1	0	0.2	0.2
900 W	0.1	0.15	0.2	0.05	0.4	0.3	0.1	1	0.2	0.2
1000 W	0.1	0.3	0.2	0.05	0.4	0.3	0.1	0	0.2	0.2
100 S	0.2	0	0.2	0.05	0	0	0	0	0.3	0.3
200 S	0.1	0.15	0.2	0.05	0.1	0.3	0.1	1	0.1	0.2
600 S	0.1	0	0.2	0	0	0	0	0	0.1	0.1
800 S	0.2	0.15	0.2	0.05	0.1	0.3	0.1	0	0.2	0.2
900 S	0.1	0.3	0.2	0.05	0	0	0	1	0.2	0.3
500 W / Fayette Ave	0.2	0.3	0.2	0.1	0.2	0.15	0.1	0	0.5	0.5
1300 S	0.2	0.15	0.1	0.05	0.1	0.3	0.05	1	0.2	0.3
1500 S	0.2	0	0.2	0.1	0.1	0.3	0.1	0	0.3	0.4
1700 S	0.2	0.3	0.2	0.05	0.1	0.3	0.1	1	0.2	0.3
2100 S	0.1	0.3	0.2	0.1	0	0	0	0	0.3	0.3

TABLE 8. WEIGHTED CATEGORY SCORES AND FINAL CROSSING PRIORITY TOTAL

Crossing	Active Transportation	Vehicle	Transit	Feasibility	Priority Score (%)
400 N	0.08	0	0	0.06	14
200 N	0.22	0.105	0	0.05	37.5
North Temple	0.32	0.18	0.2	0.09	79
600 W	0.3	0.24	0	0.04	58
900 W	0.2	0.24	0.2	0.04	68
1000 W	0.26	0.24	0	0.04	54
100 S	0.18	0	0	0.06	24
200 S	0.2	0.15	0.2	0.03	58
600 S	0.12	0	0	0.02	14
800 S	0.24	0.15	0	0.04	43
900 S	0.26	0	0.2	0.05	51
500 W / Fayette Ave	0.32	0.135	0	0.1	55.5
1300 S	0.2	0.135	0.2	0.05	58.5
1500 S	0.2	0.15	0	0.07	42
1700 S	0.3	0.15	0.2	0.05	70
2100 S	0.28	0	0	0.06	34