ACTIVE TRANSPORTATION TO TRANSIT PLAN

UTA Planning Division

November 2023

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CONTENTS

INTRODUCTION 5
- Vision and Goals 6
- Equity 6

WHERE HAVE WE BEEN? 11
- Plans and Studies 11
- Policy 11
- Rider Resources 12
- Data Sources 12
- Partnerships 13
- Committees 13

WHAT HAVE WE LEARNED FROM OUR COMMUNITY? 15
- Customer Comments 2019 Data Exploration 19

WHAT HAVE WE LEARNED FROM OTHER PLACES? 23
- Best Practices, and Policies, and Case Studies 23
- Transit Agency Active Transportation Plans 23
- Accessibility And Boarding Policies 24
- Access During Construction 25
- Snow Removal at Stations or Stops 25
- Safety Training 26
- Bicycles on Transit 26
- Bicycle Infrastructure 26
- Micromobility 27

PRIORITIZING INVESTMENTS IN ACTIVE TRANSPORTATION 29
- Introduction 29
- Tool Needs 29
- Variables 29
- Final Score Calculations 30

RECOMMENDATIONS 41
- DEVELOPMENT OF AN INTERNAL AT POLICY COMMITTEE 41
- UTA Internal AT Policy 52
- Prioritization Tool Testing, Evaluation, and Refinement 52
- Active Transportation to Transit Survey 53
- Pilot Active Transportation Improvement Effort 55

APPENDIX A: PRIORITIZATION TOOL DOCUMENTATION 63
- Prioritizing Investments in Active Transportation 63
- Model Needs 63
- Variables 63

APPENDIX B: FMLM IDENTIFIED PROJECTS NEAR PRIORITY CORRIDORS 66

INTRODUCTION

INTRODUCTION

What is Active Transportation and How Does it Relate to Transit?

Active transportation (AT) refers to travel by walking, cycling, and other human-powered and assistive/adaptive mobility devices. These include mobility assistive or adaptive devices such as wheelchairs and walkers, micromobility devices like kick scooters, and electric-assist devices such as e-bikes and e-scooters.

These modes are a critical component of transit accessibility and the overall success of a transit agency in providing mobility services. Every transit trip requires some form of AT prior to boarding or after alighting from a transit vehicle, whether an individual walks or rolls, is dropped off/picked up, or parks a bike or a vehicle at a stop or station. AT accessibility to transit extends far beyond stops and stations, extending through the first mile and last mile connections to trip origins and destinations.

Ideally, active travel should be seamless for everyone, but this is not always the case across UTA's service area. Gaps, barriers, and other factors can pose challenges and make the overall transit experience less pleasant, convenient, and dignified for users. At times, active travel barriers may make journeys impossible for some users or promote dangerous travel behaviors due to the absence or inconvenience of safe options. Some examples of this in relation to transit stops and stations include the following:

- Absence of a sidewalk or a missing pavement section in a sidewalk
- Snow, ice, or flooding impeding access or creating safety hazards
- Vegetation or debris blocking movement on sidewalks or trails
- Absence of curb cuts
- Absence of safe opportunities to cross streets or other barriers

VISION AND GOALS

All UTA riders can expect quality, convenience, comfort, safety, and a sense of dignity when using active transportation to access transit. In order to make this vision a reality, the **Active Transportation to Transit Plan** (AT3P) is intended to support improving active transportation accessibility throughout UTA's service area through the following goals:

- Elevate the importance of AT internally and optimize existing resources and avenues for AT improvements
- Establish a method to identify system-wide multimodal network connection gaps and barriers to transit facilities
- Develop a prioritized list of identified AT network area improvements
- Ensure UTA policies support AT
- Define a pilot process with community and stakeholders for AT planning and implementation
- Recommend strategies to secure financial resources for AT connections
- Align internal and external efforts regarding AT
- Develop and implement pilot projects for AT improvements

While multimodal transit accessibility encompasses many modes that should be accommodated to get to and from transit, this Plan focuses its attention specifically on the active transportation to transit experience. Furthermore, the plan extends "beyond the pavement" to address policy impacts on access via active modes. UTA has jurisdiction at stops and stations where active transportation improvements have a process and can be realized with funding and prioritization. However, UTA does not have jurisdiction beyond stops and stations, which necessitates intentional collaboration with external agencies, partners, and entities. This Plan strives to lay the groundwork for successful and meaningful collaboration with these partner entities and members of affected communities.

EQUITY

UTA's service area includes many communities that have faced historical and/or ongoing social and economic disadvantages, many of which have also been traditionally underserved in terms of transportation accessibility. Many communities with disproportionately low-income or non-white populations (such as those identified in the Wasatch Front Regional Council's Equity Focus Areas, shown below) in Utah have inherited built environments where active transportation has been deprioritized in favor of facilities for private passenger and freight movement. Furthermore, as regional and statewide priorities have shifted in recent years to bring new attention to accommodating active modes, disadvantaged communities have often lagged behind in seeing these improvements incorporated into local projects. In these areas, pedestrians and users of other active modes frequently encounter infrastructure that may be unsafe, inconvenient, or unpleasant to use. These conditions create an overall impression that active travelers and transit users are not valued, despite these modes being a critical link to economic and social opportunities in disadvantaged communities.

The AT3P strives to embed equity as a core component, both through incorporating indicators of disadvantaged communities into data-driven prioritization and by engaging with users' lived experiences accessing transit with active modes. Planning with equity in mind provides opportunities for engagement, planning, relationship-building, and implementation to mitigate and improve environments that are currently hostile or unwelcoming to active transportation movement and transit use. Furthermore, this approach helps ensure that resources and actions are strategically used to meet areas with the greatest need and deliver the greatest benefit to users.

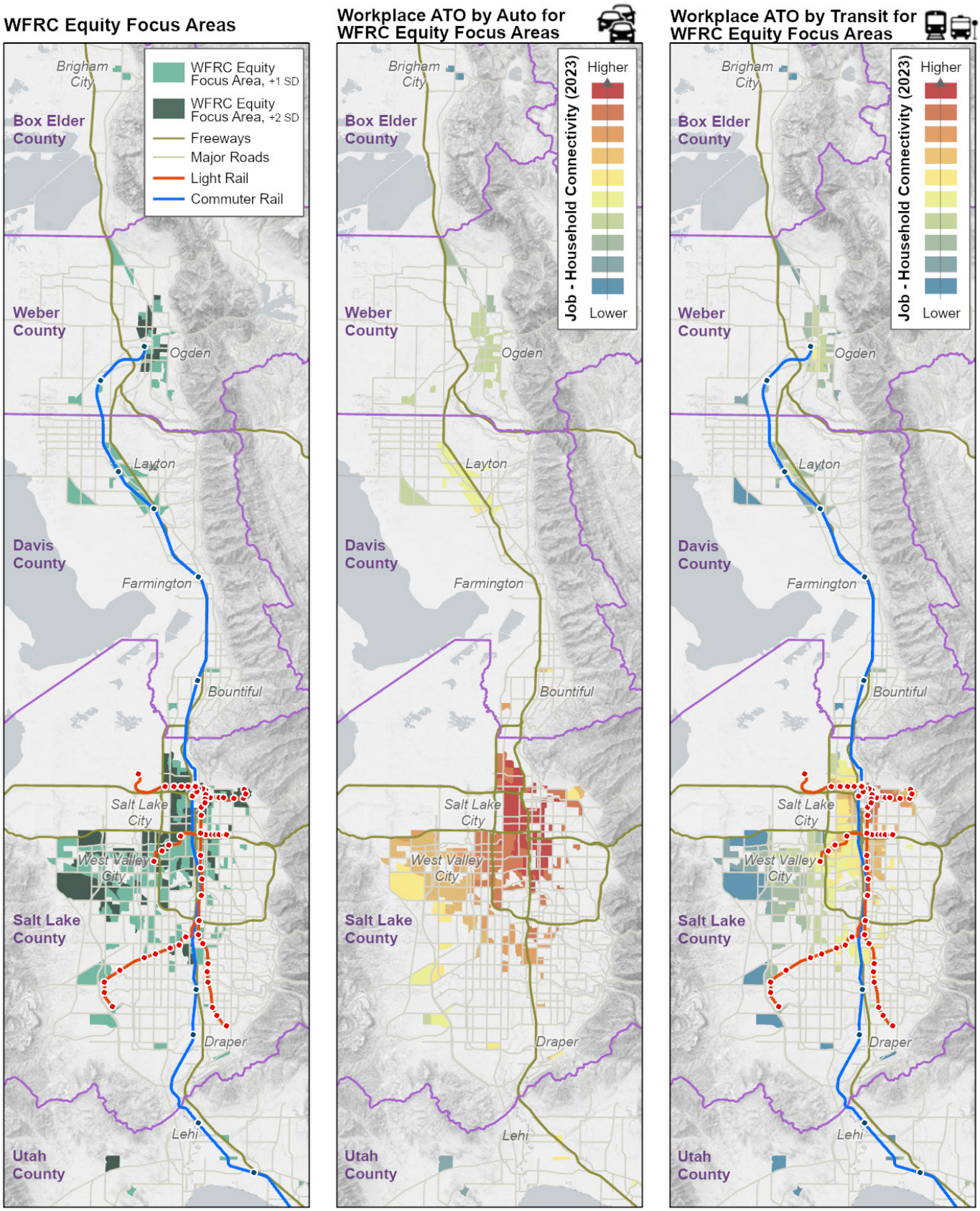


Figure 1. Map of WFRC's Equity Focus Areas map (left), their workplace accessibility scores for vehicle travel (center) and for transit (right), relative to the region as a whole. Areas with higher connectivity scores are shown in red and orange. Areas where Equity Focus Areas have less workplace connectivity are shown in yellow, green, and blue.

Source: WFRC

Figure 2. An incomplete sidewalk and limited access to basic transit and active transportation infrastructure along this section of 3500 South, in an Equity Focus Area in West Valley City, highlights the need for equity in transit and active transportation planning.

Source: Google Streetview

Plan Phases

Phase I of the AT3P focuses on gathering evidence and understanding of how UTA's customers use active modes to access transit, and what factors impact their experience while doing so. In this phase, the plan also uses GIS data and spatial analysis to identify systemwide barriers and gaps in AT infrastructure in relation to systemwide bus service. Actionable recommendations are also provided based on the knowledge gathered in this phase.

The remainder of the Phase I report is organized into the following sections:

- **Where Have We Been?**
- **What Have We Learned from Our Community?**
- **What We Have Learned from Other Places**
- **Prioritizing Investments in Active Transportation**
- **Recommendations and Next Steps**

In Phase II, the AT3P will focus on refining and applying the prioritization tool developed in Phase I, developing a framework for pilot projects to enhance AT access to transit, and applying that framework to one or more corridors to apply and evaluate pilot improvements.

WHERE HAVE WE BEEN?

WHERE HAVE WE BEEN?

There are many ways in which UTA services and functions intersect and align with active transportation. This section presents a select inventory of UTA's relationships and roles in active transportation within and beyond the UTA system.

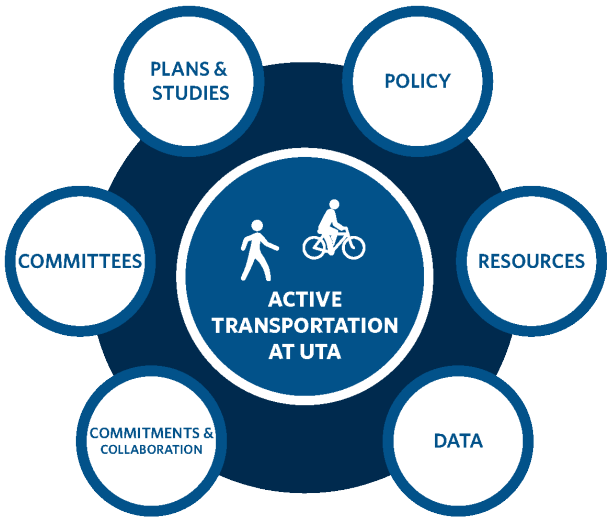


Figure 3. A high-level look at UTA's roles and relationships as it pertains to transit and active transportation planning.

PLANS AND STUDIES

First/Last Mile + TIGER Grant

The 2015 First/Last Mile (FMLM) Strategies Study focused on addressing physical barriers in order to improve accessibility to and from UTA transit stations with a specific aim to increase ridership systemwide. The study produced station typologies to group together strategic recommendations among stations of similar types. The study also identified a list of projects that gained funding through a TIGER grant in 2016 and a subsequent RAISE grant in 2023.

Bus Stop Master Plan

The Bus Stop Master Plan (BSMP) is led by UTA Customer Experience and provides a systemwide inventory of bus stop amenities and evaluation of barriers. The Plan also features a list of prioritized recommended improvements to bus stops based on inventory. The BSMP is updated on a two-year cycle. The most recent version of the BSMP was finalized in June 2023.

POLICY

Active Transportation Policy

UTA Corporate Policy No. 1.1.31 outlines Active Transportation Policy for the agency "to ensure the consideration of Active Transportation improvements at all levels and within each Department... in order to improve connectivity, increase transit ridership, positively improve public health and safety, and reduce traffic congestion and emissions in order to improve air quality and quality of life along the Wasatch Front." The Policy was adopted in 2013 and was last revised in 2014.

Station Area Planning

HB 462 ("Utah Housing Affordability Amendments") was passed in 2022 and created a new requirement for Station Area Plans (SAPs). SAPs are required for all municipalities which have a fixed-guideway rail or bus rapid transit public transit station. Station areas include a half-mile radius from rail stations and a quarter-mile radius from BRT stations. UTA was among stakeholders involved in the collaborative effort to create the bill to address housing availability and affordability challenges in Utah while simultaneously supporting the environment, improving access to opportunities, and expanding transportation options.

UTA Wayfinding and Signage

The 2020 UTA Wayfinding and Signage document "is intended to define the types of signs and information that are needed to fill the scope gaps in existing UTA signage and provide reliable, indicative quantities of these new signs." The document provides recommendations for improving wayfinding and signage systemwide.

Utah Transit Authority Reasonable Service Modifications

UTA provides reasonable service modifications on a case-by-case basis when requested to do so by individuals with disabilities who, without such modification, would not be able to fully use UTA services. A reasonable service modification may grant an individual permission to board at a high-block platform with a bicycle, stroller, or luggage that is difficult to carry up steps.

RIDER RESOURCES

Travel Training

Travel Training is a free service provided at UTA for individuals and groups to receive training on how to navigate UTA transit services. Travel Trainers support participants in ways that include but are not limited to: listening to traveler needs, developing specially-tailored learning experiences, travel safety, trip planning, fare payment education, and assistance on rides/trips.

Bike Brochure

The UTA Bike Brochure available on UTA's website provides guidance on how to make trips on UTA's system with a bike. The current version of the bike brochure provides guidance on how to use bikes on specific UTA vehicles/services, and information about GREENBike, a non-profit bicycle sharing program.

UTA Customer Service

The customer service department provides support for "trip planning, fare information, general questions and concerns" and provides multi-lingual options for communication.

DATA SOURCES

Customer Comments

The UTA Customer Service Department receives, records, responds to, and tracks comments and questions regarding all aspects of UTA service including trip planning, fares, service-related experiences, Civil Rights complaints, and operator commendations. This Department coordinates with other departments to address and respond to customer comments.

UTA Onboard Survey

The UTA Onboard Survey is conducted by UTA on a four-year cycle (mosty recently in 2019). The data gathered related to riders' trips, modes of accessing/egressing transit, and rider demographic data. This information supports UTA in understanding estimated trip patterns and estimated characteristics of the riding population.

Bike Parking Utilization

Data regarding utilization of UTA bike lockers is available. Park and ride utilization at stations is also available for certain time periods and is helpful for understanding the relationship of non-AT to AT access and utilization of facilities. Utilization data related to wheelchair boardings is also available.

Public Safety Data

Data gathered within the Public Safety Department at UTA provide insights into how policing and enforcement play a role in the overall transit user experience, including active travel beyond the transit system since transit police jurisdiction is not limited to UTA property.

PARTNERSHIPS

UTA is committed to being an active partner in active transportation advocacy within the State of Utah. UTA staff have been or continue to be active participants as committee members or presenters in the following spaces:

- Wasatch Front Regional Council (WFRC) Transportation Land Use Connection
- Mountainland Association of Governments (MAG) Technical Assistance to Governments (TAG) Program
- Bicycle Advisory Committee
- Bike Utah
- Move Utah Summit
- Zero Fatalities Pedestrian Summit
- Municipal Active Transportation Plans
- First Mile Last Mile TIGER 2.0
- WFRC Active Transportation Committee
- Active Transportation Count Program
- Utah Compact on Racial Equity, Diversity, and Inclusion

COMMITTEES

UTA has two internal committees with representation from the public that serve to provide specialized feedback and guidance to the agency.

Committee on Accessible Transportation (CAT)

Participants on the CAT provide important guidance and feedback on accessibility issues prevalent throughout UTA services and facilities to mitigate experiences of discrimination for people with disabilities. CAT membership aims to represent a diverse array of backgrounds and experiences with disabilities.

Community Advisory Committee (CAC)

The CAC is comprised of transit riders from different geographies and areas within the UTA service area. This committee provide rider and community-level feedback to support UTA priorities and decision-making.

Figure 4. A member of UTA's Customer Service Department. This team provides service information and handles questions and feedback from the public about all aspects of UTA service.

WHAT HAVE WE LEARNED FROM OUR COMMUNITY?

WHAT HAVE WE LEARNED FROM OUR COMMUNITY?

This section delves into the exploratory work that has been conducted to understand AT experiences with UTA transit services.

Exploratory work began with identifying data sources available internally at UTA that could speak to AT experiences. Community engagement insights on leveraging existing resources before asking for more community input pivoted this Plan towards learning from the wealth of information that communities have provided from the 2019 UTA Onboard Survey and from customer comments.

UTA 2019 Onboard Survey

The UTA Onboard Survey is conducted on a four-year cycle, the most recent available iteration of which was completed in 2019. The survey effort is conducted to provide UTA with information about its ridership population and transit trip decisions. Individual responses to the survey provide such information as travel origins and destinations, transit routes taken, methods of accessing transit stops and stations, and ridership demographics such as fare payment, access to a vehicle, income, and race information. Altogether, the dataset provides a snapshot of estimated travel patterns and rider demographics within the UTA service area.

The 2019 Onboard Survey resulted in a total of 13,417 completed responses. A weighted value is associated with each individual recorded response in order to provide estimates that reflect the general riding population. The information shared in this section will be presented in terms of the raw individual number of responses as well as the weighted or in other words estimated riding population from the 2019 Onboard Survey.

A significant amount of information from the onboard survey illustrates how AT is utilized in relation to transit. Each following section focuses on a question with answers from the 2019 Onboard Survey.

Figure 5. UTA actively involves the public in shaping transit services. This collaborative approach helps gather valuable insights and ensure services align with the needs and preferences of the communities in UTA's service area.

To what extent do riders use AT with transit?

Respondents provide information on how they accessed and egressed to and from their first stop and last stop, respectively, for their recorded trip. Survey results indicate that the majority of transit riders use some form of AT to access and egress from transit. The infographic on page 17 depicts the breakdown of access and egress modes taken by percent of respondents and percent of estimated trips. Walking predominates as the most reported form of access and egress mode.

Results also indicate that AT modes predominate among access and egress mode split to and from transit.

As shown on the following pages, the results of the Onboard Survey suggest that most riders used some form of AT when accessing as well as egressing transit. Most respondents indicated walking as their primary mode of access and egress.

Who uses AT with Transit?

The following Figures depict the percent breakdown of access-egress pairs by select demographics. All results shown are based on weighting to estimate the ridership population.

While each graphic suggests that AT access and egress pairs are prevalent among the rider population, the data indicate some variation in how active modes are used across rider demographics. For example, the use of a non-AT mode appears to grow with increasing income levels, the share of non-AT mode is slightly higher among white versus non-white riders, and AT access-egress pairs are more prevalent among those who have no alternatives for making the trip.

The data also indicate that most riders with a disability that impacts mobility used a form of AT for both access and egress with transit.

Summary

Onboard survey results help paint a picture of who uses active modes to access transit. The results suggest:

- AT accessibility is critical to transit access. Across all demographics, majorities of transit riders use some form of AT as part of their transit journeys. Most riders also use a form of AT for both access and egress with transit.
- The predominance of active modes among travelers also varies with respect to rider demographics, which is echoed in literature that suggest greater reliance on AT among low-income, non-white, zero vehicle ownership populations and people with disabilities—populations which tend to also lack access to AT opportunities with quality, convenience, comfort, safety, and sense of dignity[1].

1 *https://www.saferoutespartnership.org/sites/default/files/resource_files/at-the-intersection-of-active-transportation-andequity.pdf*

Access to Transit

Transportation Mode	Respondents	Estimated Trips
Walking	77.5%	77.2%
Drove alone	9.3%	9.7%
Picked up by someone	6.9%	6.5%
Personal Bike	3.3%	3.7%
Drove/rode with others	1.1%	1.0%
Other*	1.9%	1.9%

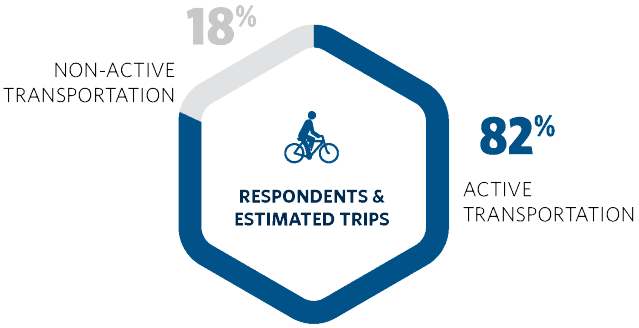
Egress from Transit

Transportation Mode	Respondents	Estimated Trips
Walking	76.9%	79.7%
Drove alone	11.1%	8.9%
Picked up by someone	6.1%	5.1%
Personal Bike	3.2%	3.7%
Other*	2.7%	2.6%

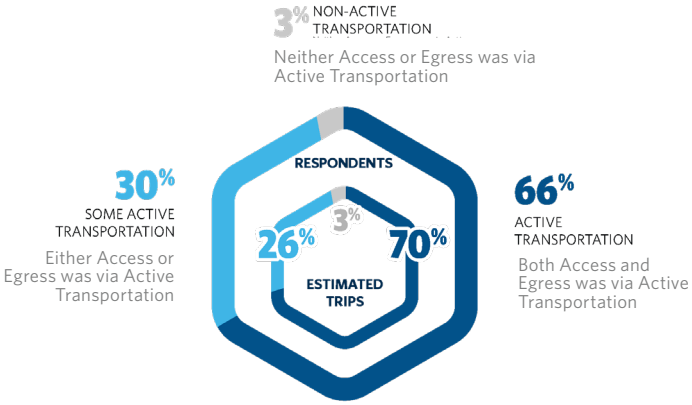
*"Other" includes the following modes which each having less then 1% of total access: Drove/rode with others, Wheelchair, E-scooter, Ridershare (e.g. Uber, Lyft, etc), Skateboard/logboard, Shuttle, Personal Svcooter, and Bike Sharing (e.g. Green Bike)

Modes that had no respondents or estimated trips include taxi, and school bus.

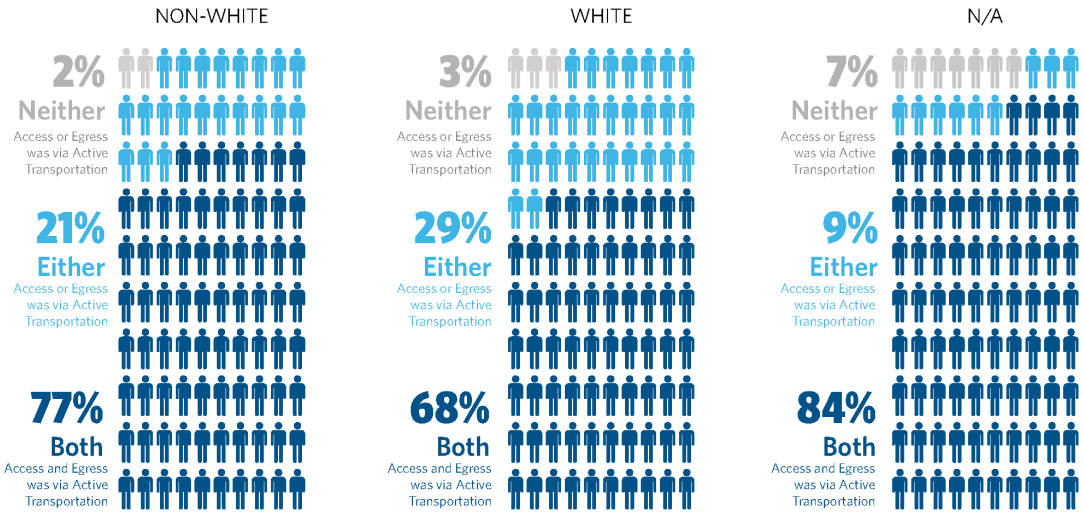
Mode of Access & Egress



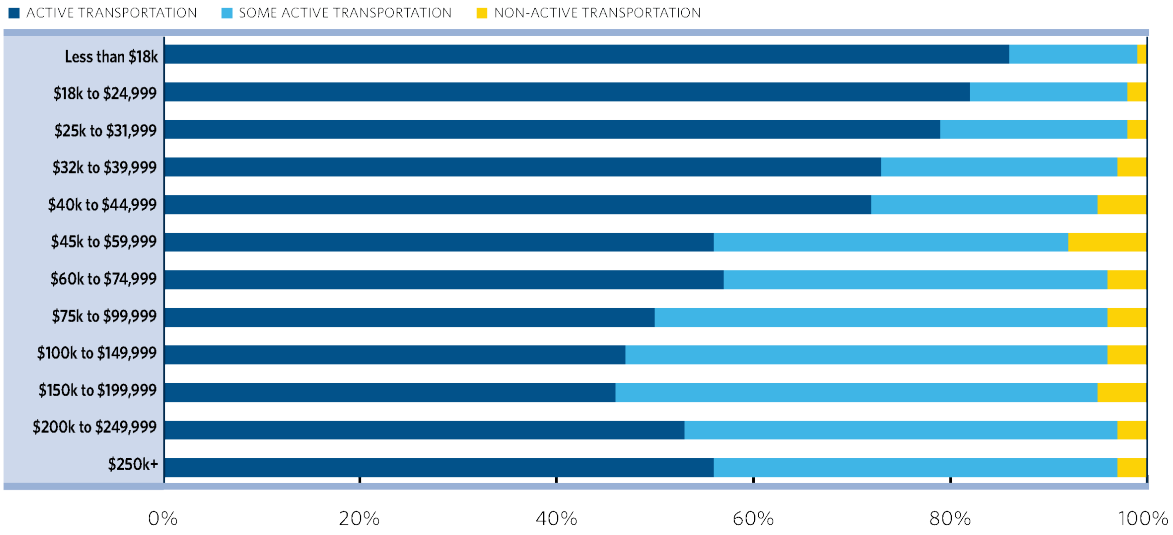
Unique Access-Egress Pairs by AT or Non-AT



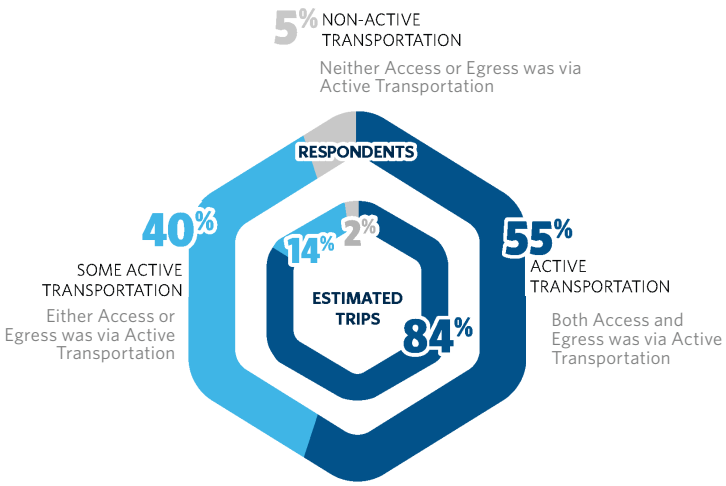
Active Transportation Access-Egress by Race and Ethnicity



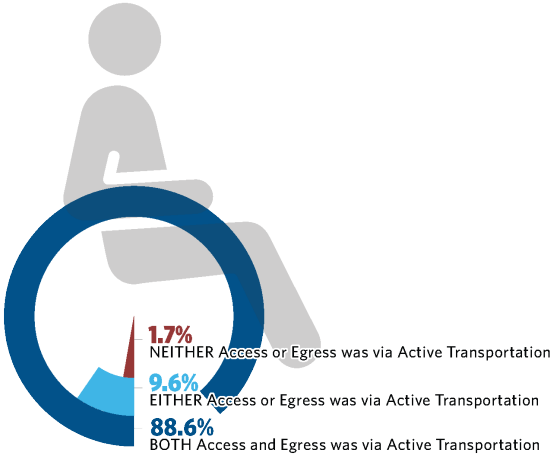
Income



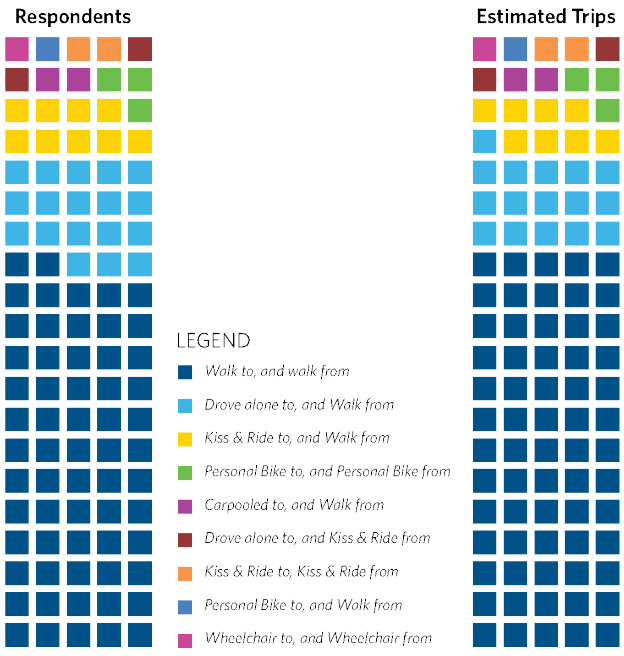
Active Transportation Access-Egress by Alternative Travel Options for Trip



Riders with a Mobility-Impacting Disabililty



Top Access-Egress Travel Mode Pairs



CUSTOMER COMMENTS 2019 DATA EXPLORATION

The UTA Customer Service Department provides information and support to UTA customers and potential riders. The Department records information from interactions with UTA via phone, letter, email, social media platforms, in-person office visits and the comment form available on UTA's website. The Department also works to coordinate responses to comments from within UTA.

Customer comments provide a rich source of qualitative information for the agency. A portion of 2019 Customer Comments was explored as part of the AT3P in order to gain a snapshot of customers' experiences with active transportation accessibility and transit. The following sections describe themes derived from this data. Tppendix A provides more detailed information regarding the dataset and exploratory approaches used.

Most customer comments described experiences among riders with disabilities. Barriers to access in connecting with transit were also described at various points of trip-making: getting to/from a transit stop or station, at a stop or station, getting on/off a transit vehicle, and at or within a transit vehicle. Three emergent topics were identified from the customer comments data that depict critical junctures of inaccessibility that impact the quality, convenience, comfort, safety, and sense of dignity in using active transportation with transit. Each of these topics point towards areas for targeted improvement in the active transportation experience. These topics are discussed in the following sections.

Inaccessible Physical Infrastructure

Infrastructure in this context refers to the physical environment needed to complete a trip on transit. Comments cited numerous physical infrastructure obstacles which include but are not limited to:

- Landscaping
- Slope
- Mechanical issues affecting/precluding ramp deployment
- Mechanical issues and other hazards affecting escalators and elevators
- Non-ADA compliant facilities
- Gaps in continuity of active transportation facilities (e.g. absence of curb cuts or sidewalks)
- Travel distance to nearest accessible stop or increase in travel distance due to detours
- Limited available timing of open train doors and ramp deployment
- Rail crossings
- Drop off distance between bus and nearest accessible alighting point
- Bike hooks in transit vehicles difficult to use
- Wayfinding
- Changes in accessibility due to weather or construction

Incongruence/Uncertainty in Service Delivery and Accessibility

Comments in this category described various points of confusion and inconsistency experienced by riders. Typically, these comments reflected situations in which riders had a disability, used a mobility device, or used a bike. In these situations, travelers had access needs that required operational accommodations that an able-bodied person accessing transit on foot would not require. Common scenarios described involved a situation where operator discretion affecting whether or not an individual is able to access service and where the accommodation is inconsistent because some operators were observed to allow boarding where others may not. For example:

- Some operators were described as allowing bikes onto buses when bike racks are full and space is available in the bus
- Some operators allowed bikes with trailers
- Some operators kneel the bus
- Some operators help people board
- Some operators ask people to move for others who need priority seating areas

Narratives also described feelings of hostility towards people with disabilities including but not limited to the following scenarios:

- Pass-by upon seeing a person in a wheelchair at a bus stop
- Refusal to deploy ramp
- Wheelchair securement style that feels aggressive, inconvenienced, and/or hostile resulting at times in inadequate securement or injury
- Operator not believing that a person is disabled or has certain access needs to board transit or have access to priority seating area

Additionally, some comments cited confusion from unclear expectations of the following:

- Where to board transit vehicles with a wheelchair
- Where to board transit vehicles with a bike/ where to store a bike
- Qualifications to use high-block
- Level of accommodation in making a mistake in boarding incorrectly
- Having "too much stuff"

Competing over Space Among Modes of Movement

A phenomenon in customer comments data described conflicting access among ways of moving:

- UTA vehicles parked in ADA parking spaces
- Bus utilizing a bike lane
- Car blocking bus stop
- Pass by/denial of service when priority seating area is full and person is likely to need that space
- Priority seating area capacity and denial of service for person who would need the priority seating area
- High-block access for people who could benefit from the infrastructure but do not qualify to use it (e.g. using a bike that is difficult to board with onto Blue Line trains)
- Navigability of transit vehicles and capacity issues
- Lack of bike parking facilities
- Inadequate area size designated for bikes on transit
- Scooters parked at bus stops

Summary

Encountering the barriers associated with each topic described at times led to denial of service, missed trips, pass-bys, delays, and difficulties boarding or alighting. Although these topics are discussed as distinct phenomenon, all of these perceived issues affect users' perception of the quality, comfort, convenience, safety, and sense of dignity they experience in using active transportation and transit. It is also important to note that the issues described are experienced disproportionately among people with disabilities (coded as "Americans with Disabilities Act" ("ADA"). Customer comments data identified barriers beyond physical infrastructure which impact AT connectivity and present opportunities for improvement. The data suggest that approaches to AT improvement should reflect the diversity of barriers and challenges which people face along the journey to and from transit.

Some possible avenues for improvements based on customer comments include:

- A review of internal policies, practices and standard operating procedures (SOPs) to address inconsistencies in expectations of AT transit access and navigability
- Improved wayfinding and information at stops and stations
- External collaboration to improve AT access with transit stops

Data Exploration Limitations

Both the UTA Onboard Survey and Customer Comments datasets are from 2019 and do not capture changes in operations and user needs brought on by the COVID-19 pandemic. Additionally, data and observations were conducted in an exploratory way and understanding of AT connectivity with transit could benefit from additional quantitative and qualitative analysis.

WHAT HAVE WE LEARNED FROM OTHER PLACES?

WHAT HAVE WE LEARNED FROM OTHER PLACES?

BEST PRACTICES, AND POLICIES, AND CASE STUDIES

This plan includes a review of what other agencies have done to improve active transportation access to transit. As part of the planning process, UTA found similar planning efforts to this one that other agencies have adopted, as well as strategies in the form of infrastructure, programs, and agency policies.

TRANSIT AGENCY ACTIVE TRANSPORTATION PLANS

RTA (Chicago, IL region) Access to Transit Improvement Program (2012-Present)

The Regional Transportation Authority (RTA) oversees transit planning and supportive services for the Chicago Transit Authority (CTA) and other transit providers in the Chicago region. Since 2012, the RTA's Access to Transit Program has funded 37 projects around the Chicago region for more than $20 million in total investment. Eligible projects are required to be small scale, small budget, and specifically address bicycle and pedestrian access to transit.

TriMet (Portland, OR region) Pedestrian Network Analysis (2011)

The Pedestrian Network Analysis project identified 66 stop clusters encompassing roughly 600 transit stops as high need/opportunity areas, and designated ten of these clusters throughout the region as key focus areas for improvement. This effort emphasized removing barriers to the use of fixed route bus and rail service to help customers with disabilities successfully use these cost-effective services and reduce demands on paratransit services.

TriMet (Portland, OR region) Pedestrian Plan (2020)

The Pedestrian Plan identified priority projects and strategies for improving walking and rolling access to transit. Gaps in pedestrian access were prioritized using three criteria: Safety (40%), Equity (30%), and Demand (30%). This was determined in part through an online open house activity where participants used sliders to determine the importance of each, with an interactive map that calculated and displayed priority of the street network based on user input.

Each high-level recommended strategy in this plan indicates which agencies have a role, which demonstrates the importance of collaboration. Most strategies identify multiple responsible agencies, and some are assigned only to agencies other than TriMet.

TriMet (Portland, OR region) Bike Plan (2016)

The Bike Plan includes recommended actions related to transit/bike interaction, secure bike parking, bike share integration, bikeway access, onboard storage, and monitoring progress.

TriMet developed criteria for identifying focus areas for bike access and parking improvements based on essential destinations, transit network density, demographics, and ridership, and scored these areas to determine gaps and deficiencies. Projects were identified to address the needs of each focus area.

The plan includes phased program and policy recommendations, as well as actions for partners working with TriMet and recommendations for marketing and public outreach.

RTD (Denver, CO region) First and Last Mile Strategic Plan (2019)

First and Last Mile (FLM) Strategic Plan recommendations include strategies related to new infrastructure, methods to reuse current infrastructure, general FLM guidance, transportation demand management (TDM), and new transportation services (like microtransit or car share).

The plan analyzed 15 representative transit locations based on differing transit services, land use typologies, demographics, and other characteristics. The toolkit of strategies rates the applicability of strategies in different land use settings in the region.

Pilot projects from this plan include development of regional multimodal wayfinding system guidance and implementation of mobility hubs.

ACCESSIBILITY AND BOARDING POLICIES

RTD (Denver, CO region) Highblock Usage Whitepaper

RTD considered a policy that would allow for users who have difficulty carrying strollers, bicycles, or luggage to use high blocks while maintaining priority for people with disabilities. They produced a Highblock Usage Whitepaper in 2021, which includes draft text for train operators instructing them to provide safe access for all users while enforcing seating priority for people with disabilities. A policy change has not been adopted.

MTA (NY) Bus Open Stroller Program

New York City's transit agency provides dedicated space for one stroller to be kept open rather than folded on a growing number of bus routes. The caregiver must secure straps, apply brakes, keep control of the stroller, and keep the aisle clear. The pilot program that began with seven bus routes is expected to grow to 57 routes by the end of 2023. Buses equipped with a dedicated stroller area are marked with a small decal on the bus exterior near the front door.

SFMTA (CA) All Door Boarding Evaluation (2014)

In 2012, the San Francisco Municipal Transportation Agency (SFMTA) became the first multimodal transit operator in North America to implement all-door boarding system-wide, meaning passengers may enter the bus through either door. A before and after study found that all-door boarding reduced average bus dwell times at stops, resulting in faster trips. Meanwhile, the fare evasion rate decreased despite fears that all door boarding would have the opposite effect.

The measurement of dwell times excluded wheelchair lift deployments, however, enabling passengers to enter at either door may free up space and time to facilitate faster and more comfortable boarding for people with disabilities.

ACCESS DURING CONSTRUCTION

Salt Lake City ADA Compliance Guide

This 2005 guide, subtitled Pedestrian Accessibility In The Public Way During Construction, outlines guidelines to maintain safe and convenient pedestrian access when construction affects or closes pedestrian facilities. These are related to:

- Alternate circulation paths for pedestrians
- Barricade locations
- Warnings and signage
- Temporary traffic control

SNOW REMOVAL AT STATIONS OR STOPS

Utah Transit Authority Snow Removal Efforts (2019)

UTA's snow removal priorities are as follows:

1. Clear way for trains/buses in/out of garages/ yards + facilities
2. High traffic areas (rail/BRT stations, hubs, P&R lots)
3. Bus stops where accessibility is a high priority[2]

UTA has a Go Team of administrative employees who are activated in the event of severe winter storms so the Road Crew can attend to the most critical locations.

Metro Transit (MN) Snow Removal Procedures

Metro Transit snow removal priorities are as follows:

1. Bus and Rail Operations
2. High-use facilities
3. Locations with high number of customers with limited mobility*
4. Shelters
5. Revisiting and grooming.

*based on where people use mobility Go-To Cards

Metro Transit recognizes that they are unable to clear snow from all bus stops in the region and cities, and require property owners and businesses to clear bus stops and sidewalks as described in their local ordinances.

Chicago Transit Authority (IL)

Most shelters at CTA bus stops are maintained by a vendor of the City of Chicago. CTA does take responsibility for clearing snow at rail stations, transit centers, bus turnarounds, and access points to stations. Clearance at stops without shelters are typically the responsibility of adjacent property owners or the local municipality.

CTA has a Snow Command Team, which is similar to UTA's Go Team in that office employees are deployed in the event of winter storms to shovel snow at transit and pedestrian facilities.

CTA uses sand in some locations instead of salt, largely because salt can be damaging to platform surfacing, especially where platforms are made from wooden planks. Salt can also create conductivity issues when there is contact with electrified rails.

TransLink (BC, Canada) snow plan

TransLink provides customers with a very detailed plan of what actions are taking place during severe weather events. These plans include prioritizing walking and riding routes and having additional staff to help customers get to their destinations.

2 **list developed annually based on customer requests for snow removal)*

SAFETY TRAINING

Close Pass Bus Operator Training

A training for bus operators was carried out in Cariacica, Brazil in which bus operators pedal on stationary bikes as a bus passes by 1.5 meters (or about 5 feet) away to experience what it feels like to be passed by a bus while riding a bicycle and reinforce the importance of giving space to cyclists.

BICYCLES ON TRANSIT

Folding Bikes on Buses (multiple)

TriMet (OR) and Santa Cruz Metro (CA) allow passengers to bring folding bikes on board buses on a space available basis, as long as they do not block the aisle.

CalTrans (CA) Bike Shuttle

The Bike Shuttle between San Francisco and Oakland began at a time when BART did not allow bicycles on trains during peak hours. This service continues to operate even after this rule was lifted in 2013. Passengers load bicycles onto the trailer and board the 14-person van. The approximately 25-minute trip uses the Bay Bridge carpool lane and is comparable in travel time to the train.

TriMet (OR) Demonstration Bike Racks

Learning to load a bicycle onto a bus rack for the first time can be intimidating. Demonstration racks allow people to learn to use racks without feeling pressured to do so quickly on a bus that is in service. Racks are available for practice use at Portland State University's Transportation Center, as well as the Community Cycling Center.

Information Materials

BART (CA) Elevator Locations, Dimensions, Buttons, Alerts, and Outage Options

- **Locations**: BART provides written descriptions of elevator locations and accessible routes for each station, some of which include simple 3D diagram showing elevators, agent booths, and platforms.
- **Dimensions**: BART has an elevator dimensions guide that features door, width, length, and diagonal dimensions of all elevators.
- **Buttons**: BART elevator buttons are standardized so that S means Street level, C means Concourse, P means platform, and M means Muni (if there is a connection)
- **Alerts**: It is possible to subscribe to alerts related to elevator status
- **Outage Options**: BART provides specific alternative options for many of its stations in case an elevator is out of service.

BICYCLE INFRASTRUCTURE

Toronto Transit Commission (ON, Canada) Bike Repair Stands

TTC debuted bicycle repair stands at ten subway stations in 2015. Each is equipped with a bike pump, wheel holder, and tethered wrenches, screwdrivers, and Allen wrenches.

Following overwhelmingly positive response to a customer survey, TTC expanded the implementation of these stands to more than 50 stations total.

Bicycle Stairway

A bicycle stairway is a pedestrian stairway with a channel for bicycle tires along it so that people with bicycles can roll their bike up the stairs rather than having to lift it while walking up or down the stairs. These are also referred to as wheeling ramps, push ramps, or runnels. There are even motorized versions of this at transit stations in Asia that are sometimes called bicycle escalators or lifts.

One consideration for implementing bicycle stairways is the placement of the ramp in relation to the handrail, so that the railing does not impede use of the ramp.

BART (CA) Bike Stations

In addition to bike lockers that are comparable to those in use at UTA stations, BART also has group parking in Bike Stations, which are accessed through a secure door by inserting a BikeLink Card. Macarthur Station in Oakland is the largest of 8 group parking facilities, with the capacity to store 450 bicycles. Bike Stations may have a 10-day maximum parking duration and may charge a day rate and/or a night/weekend rate.

TransLink (BC, Canada) OnDemand Bike Parking

Unlike the UTA system where users need to prepay and apply to receive access to a bike locker, the TransLink lockers are paid for on-demand with the mobile App or credit card. Having the ability to pay for secure parking on demand allows more flexibility while using transit.

Smart Bike Racks

Smart bike racks are similar in appearance and function to bike share docks, but are designed to accommodate personal bicycles. There is even potential for charging of electric bikes.

A smart bike rack may have four layers of security, like Bikeep, which has a large steel bar to lock the frame and wheel, a cutsafety wire inside the bar, a sensor that triggers a loudspeaker alarm and notifies the user, and a surveillance camera.

MICROMOBILITY

New Jersey TRANSIT E-Bike and E-Scooter Policy Update

Due to concerns about lithium battery fires after some high-profile hoverboard incidents in 2015, New Jersey Transit banned electric bikes and scooters on board vehicles and on the agency's property, making it a violation to even lock an electric bike at a station. A policy change came in 2021 that allows these non-gas-powered devices to be onboard NJ Transit vehicles. This change came at a time when the Port Authority of NY/NJ was considering a ban on electric bikes and scooters on the PATH train system that connects New Jersey to Manhattan, which was put on hold as a result of public backlash to the ban.

PRIORITIZING INVESTMENTS IN ACTIVE TRANSPORTATION

PRIORITIZING INVESTMENTS IN ACTIVE TRANSPORTATION

INTRODUCTION

The AT3P Prioritization Tool was developed to help identify locations within UTA's service area with the greatest need for active transportation infrastructure improvements. The tool aims to identify the stops with the greatest need by scoring each stop area on a variety of characteristics that reflect likelihood to use transit for transportation, the degree of risk that pedestrians are exposed to, and potential to benefit from active transportation-focused improvements. Specifically, this tool assesses metrics aimed at capturing the safety, pedestrian experience, accessibility, and destinations served by an individual stop. Additional metrics, including existing stop quality, access to shelter, and lighting were considered but not included due to a lack of suitable data. The results of this tool are intended to provide an initial screening of areas to prioritize for active transportation improvements. However, the tool's results should not be used in isolation, and an in-depth review of surrounding conditions such as lighting, shelter, greenery, and others should be assessed separately for stops, corridors, or areas being considered for improvement.

TOOL NEEDS

This tool operates using a variety of datasets, which are evaluated for a defined area that can include all of UTA's service area or small sub-region (such as a county or city). Most data in this tool are either freely available through the UGRC or the WFRC data portal or were compiled by UTA. A full data dictionary can be found in the appendix.

Tool Assumptions:

- This tool only reviews bus stops that are accessible by the public. Fixed rail stops, as well as garages or other maintenance stops, are not included in the analysis.
- This tool takes data as provided with no changes or adjustments based on data quality or coverage. The data dictionary provides details on the area and/or facility types covered by a dataset. As the data used by this tool is derived from a variety of sources, not all datasets have uniform quality across the entirety of UTA's service area.

VARIABLES

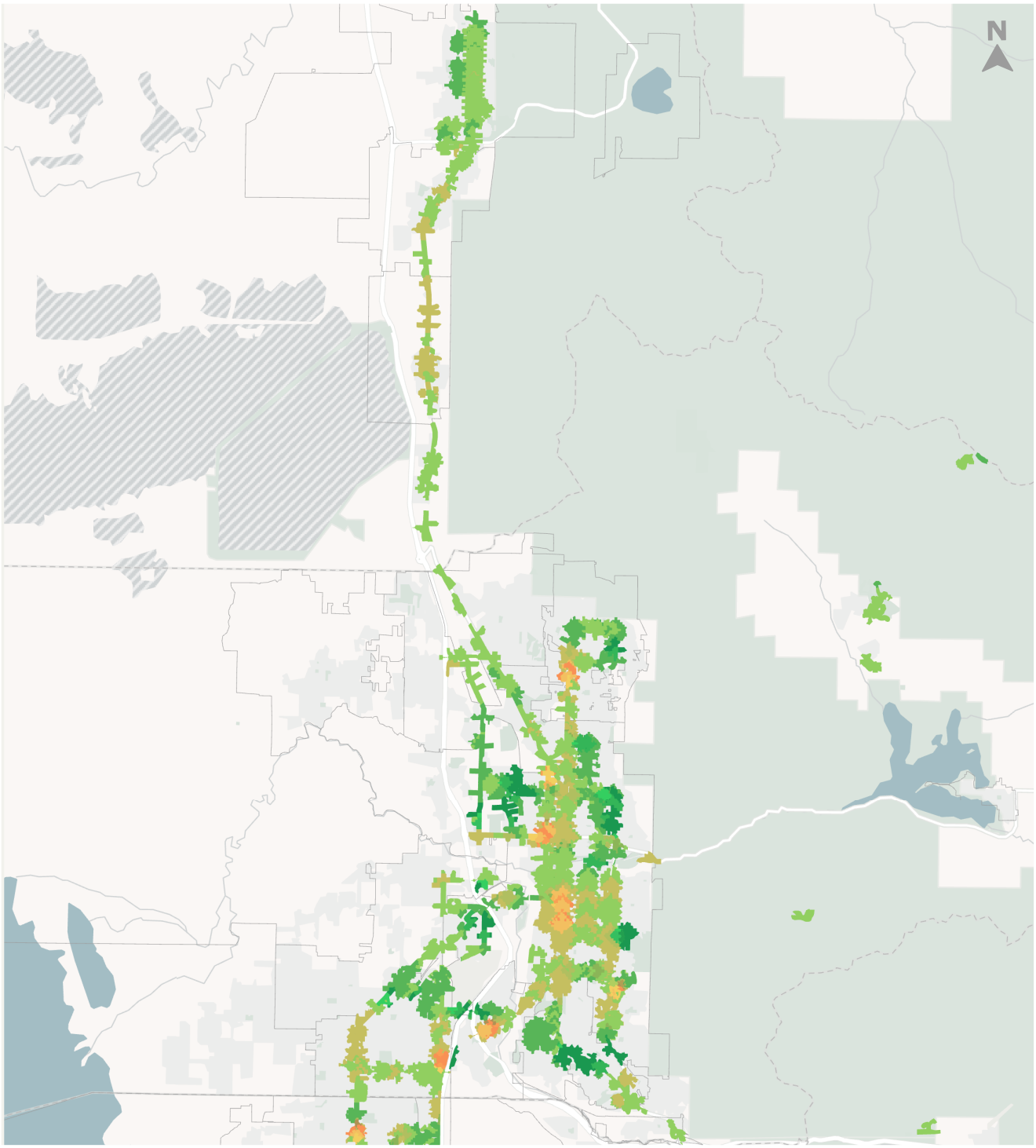
- **Equity Focus Area:** As determined by the WFRC this identifies areas of equity priority for transportation planning in the region. These areas receive an increased overall need score.
- **Access to Opportunities (ATO):** As determined by WFRC, this variable assesses the jobs and households accessible via transit. Those with low scores receive increased overall need scores.
- **Land use:** This accounts for the number of retail centers, schools, grocery stores, hospitals, urgent care centers, and parks within walking distance from a stop. Areas with a high number of land uses receive an increased need score.
- **Network Accessibility:** The ratio of a 1/3 mile walking distance via existing networks to an actual 1/3 mile from the stop, this metric assesses the walkability of a stop. Areas with a low ratio receive an increased need score.
- **Shoulder:** Providing greater separation between pedestrians and vehicles, large shoulders reduce the overall need score.
- **Average Annual Daily Traffic (AADT):** Roadways with higher traffic flows increase pedestrian stress, increasing the overall need score.

- **Posted Speed Risk Factor:** Roadways with higher posted speed present a greater hazard to pedestrians, increasing the overall need score.
- **Level of Traffic Stress (LTS):** As determined by the WFRC, this assesses the potential stress to a cyclist based on posted roadway speed, number of lanes, and the presence of bike lanes.
- **Active Transportation Crashes (AT):** This counts the number of AT crashes surrounding a stop between 2010 – 2022.
- **Intersection Density:** A greater number of intersections in a stop area suggests a more permeable network, increasing walkability. Fewer intersections increase the overall need score.
- **Sidewalks:** A greater number of sidewalks supports increased walkability. Areas with a low ratio of sidewalk length to roadway length will receive an increased need score.
- **Ridership:** Improving frequently used stops benefits a greater number of passengers, so stops receive increased need scores based on average daily boardings.
- **Connected Vehicle Data:** Wejo data provides data on hard brakes, hard accelerations, and speeding from vehicles. A greater number of these events increases the overall need score.

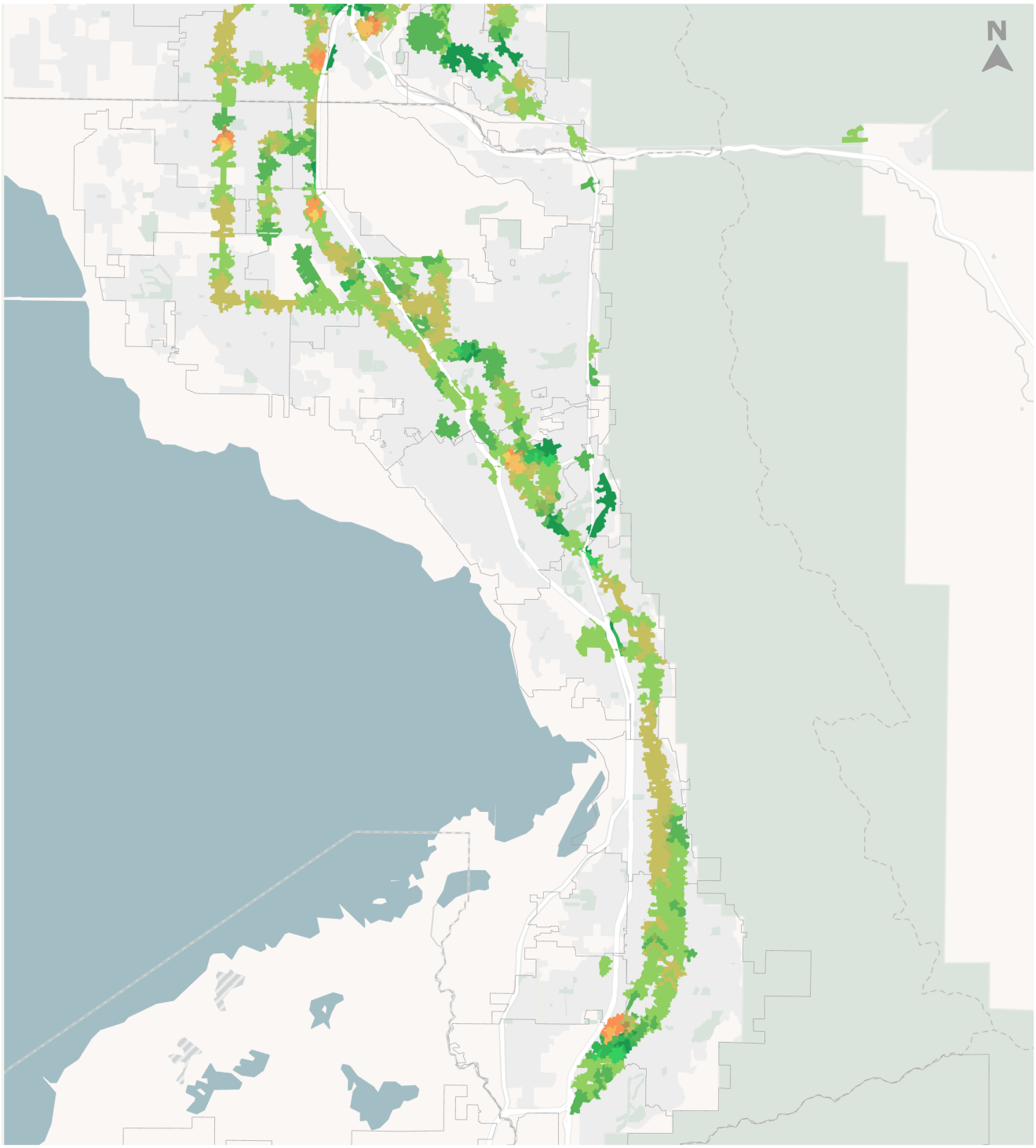
FINAL SCORE CALCULATIONS

To generate the final need score, all individual variable scores are weighted and then averaged. Any null scores due to a lack of data are filled with a default value prior to generating the final need score.

The following maps show scores for each bus stop within UTA's service area for Weber, Davis, Salt Lake, and Utah Counties. The higher the prioritization score the higher the priority.



AT3P Prioritization Results - Weber County

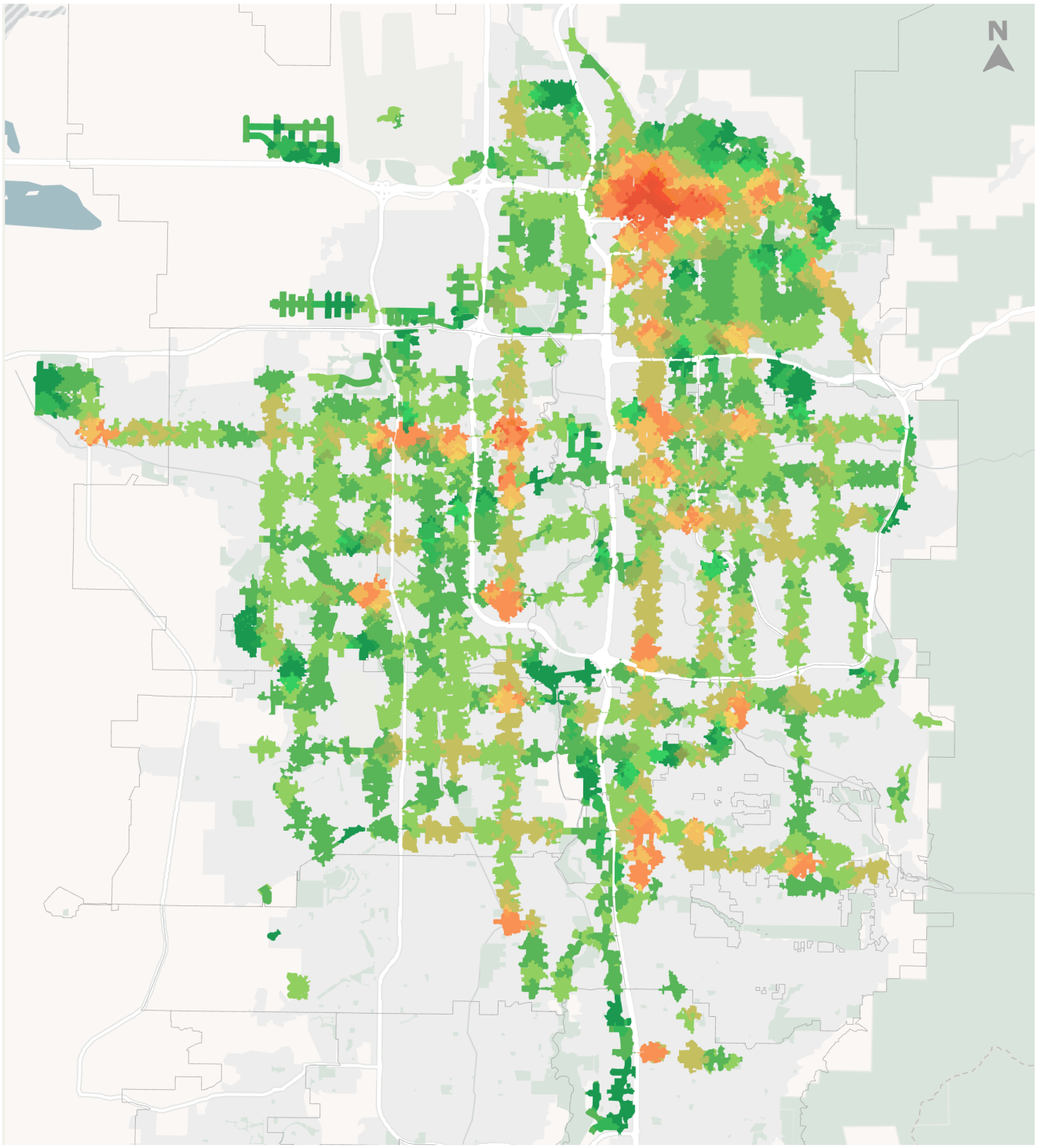


Prioritization Score

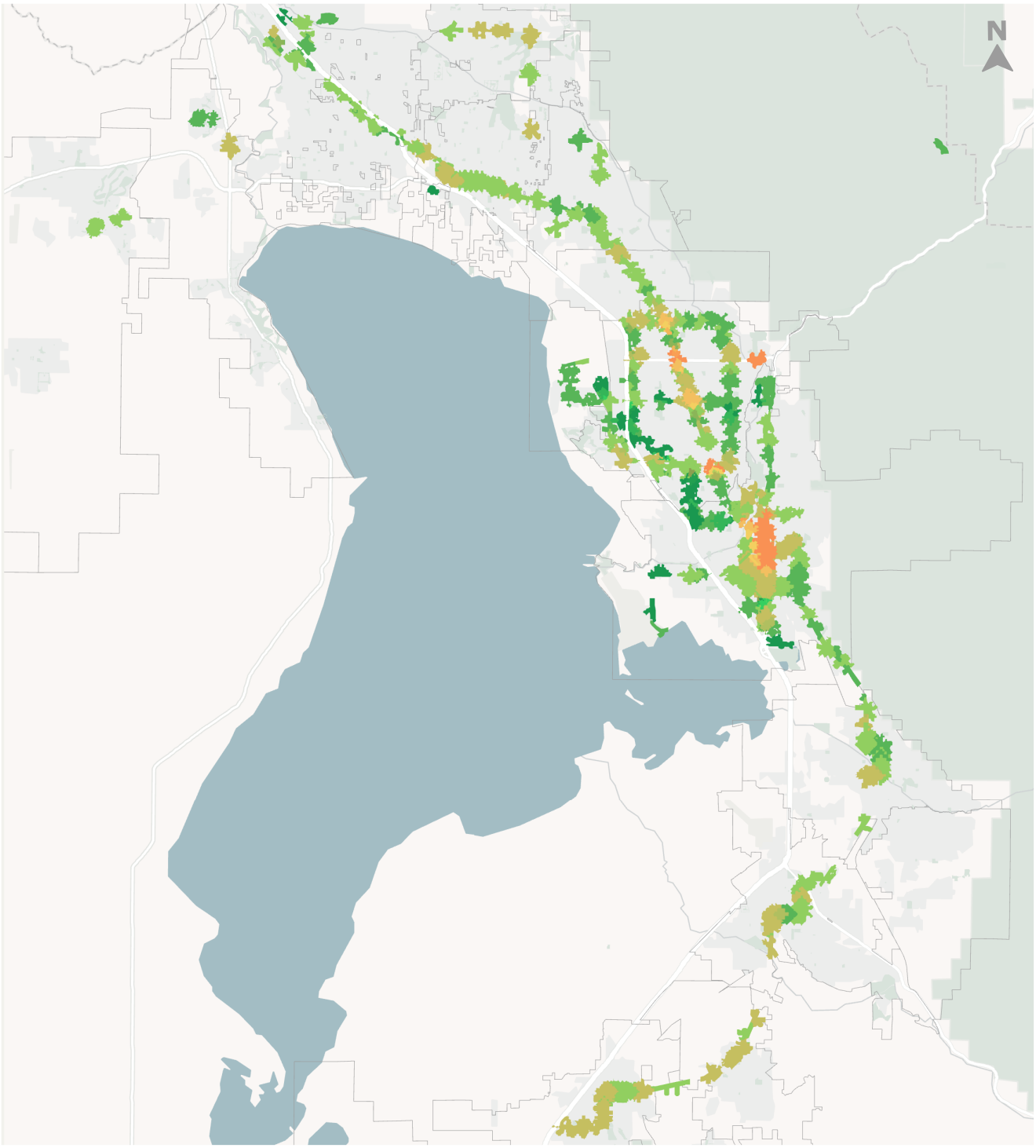
Lower Priority

Higher Priority

AT3P Prioritization Results - Davis County



AT3P Prioritization Results - Salt Lake County



Prioritization Score

Lower Priority

Higher Priority

AT3P Prioritization Results - Utah County

Top Priority Corridors

To identify the high priority corridors the top 10% worst stops for each county were compared against the UTA route network. This was then used to identify specific corridors with the highest frequency of routes impacted by the top 10% worst-rated stop areas in the stop prioritization analysis. These corridors were selected in communities throughout the UTA service area. These results reflect the prioritization weighting at the time of analysis and may be subject to change.

Weber/Box Elder County:

- 1200 East from 27th Street to 4700 South
- Washington Blvd from 2800 North to 2000 North
- Washington/US-89 from 400 North to 13th Street
- US-89 from 21st Street to 40th Street
- Riverdale Rd from 34th Street to 5600 South
- SR-204 from 700 North to 17th Street
- 26th Street from Lincoln Ave to Jefferson Ave
- 1200 South from Pingree Ave to Orchard Ave
- US-89 (Box Elder) from 1600 North to 3200 South

Davis County:

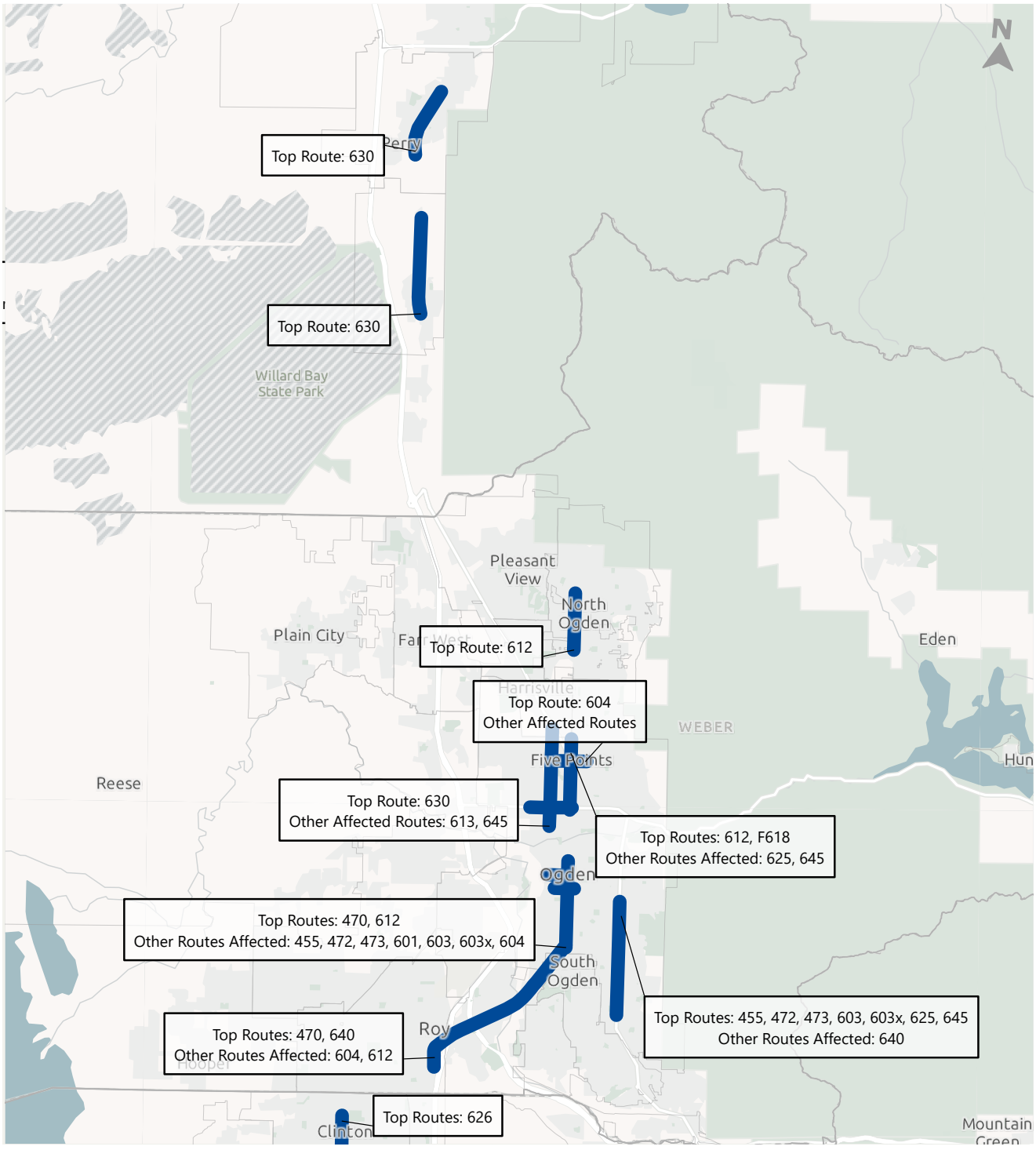
- State Street from 1600 North (Layton) to 600 North (Clearfield)
- SR-108 from 2300 North (Clinton) to 250 West (Syracuse)
- Main Street/SR-273 from 200 North to 650 South
- SR-106 from 1500 South to Pages Lane
- Orchard Dr from 1200 South to 2050 South
- US-89/500 West from 2450 South to 3150 South
- State Street/200 East Farmington from I-15 to 200 South
- Antelope Drive from 1000E/2200W to SR232
- Main Street from Pages Lane to 650 N
- SR-126 from 1300 N to 750 N

Salt Lake County:

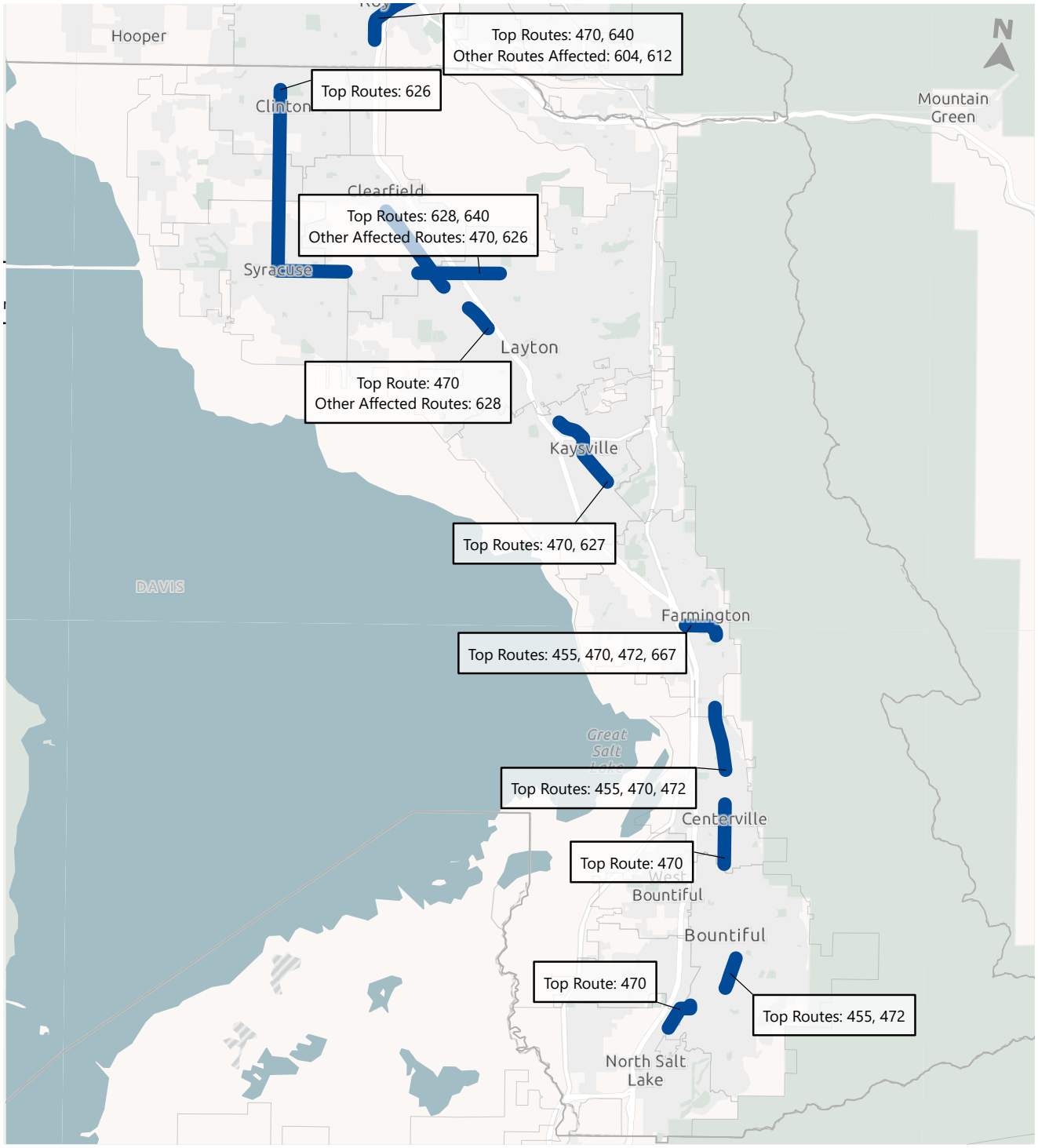
- 400 South from State St to 1300 East
- State Street from North Temple to I-80, 2900 South to 4100 South, and Vine Street to 6800 South
- North Temple from 300 West to State Street
- 9000 South from I-15 to 1300 East
- Redwood from 3100 South to I-215
- 3500 South from 4200 West to 1300 West
- 3300S from I-15 to 1600 East
- South Temple from 400 West to 500 East
- 2100 South from 300 West to 350 East

Utah County:

- State Street (Orem) from 1830 North to 400 South
- University Pkwy from 200 East to 1000 East and 1630 South to 150 East
- Freedom Blvd from 1940 North to 400 South
- University Ave from University Pkwy to 600 South
- 800 South Payson from I15 to 650 West
- Main Street/ Center Spanish Fork from 650 South to 400 East
- US-89/400 South Springville from 800S to 300 South
- 700 North from Freedom Blvd to 500 East
- 800 East from 1100 North to 500 North
- State Street (Provo) from 1800 North to 700 North

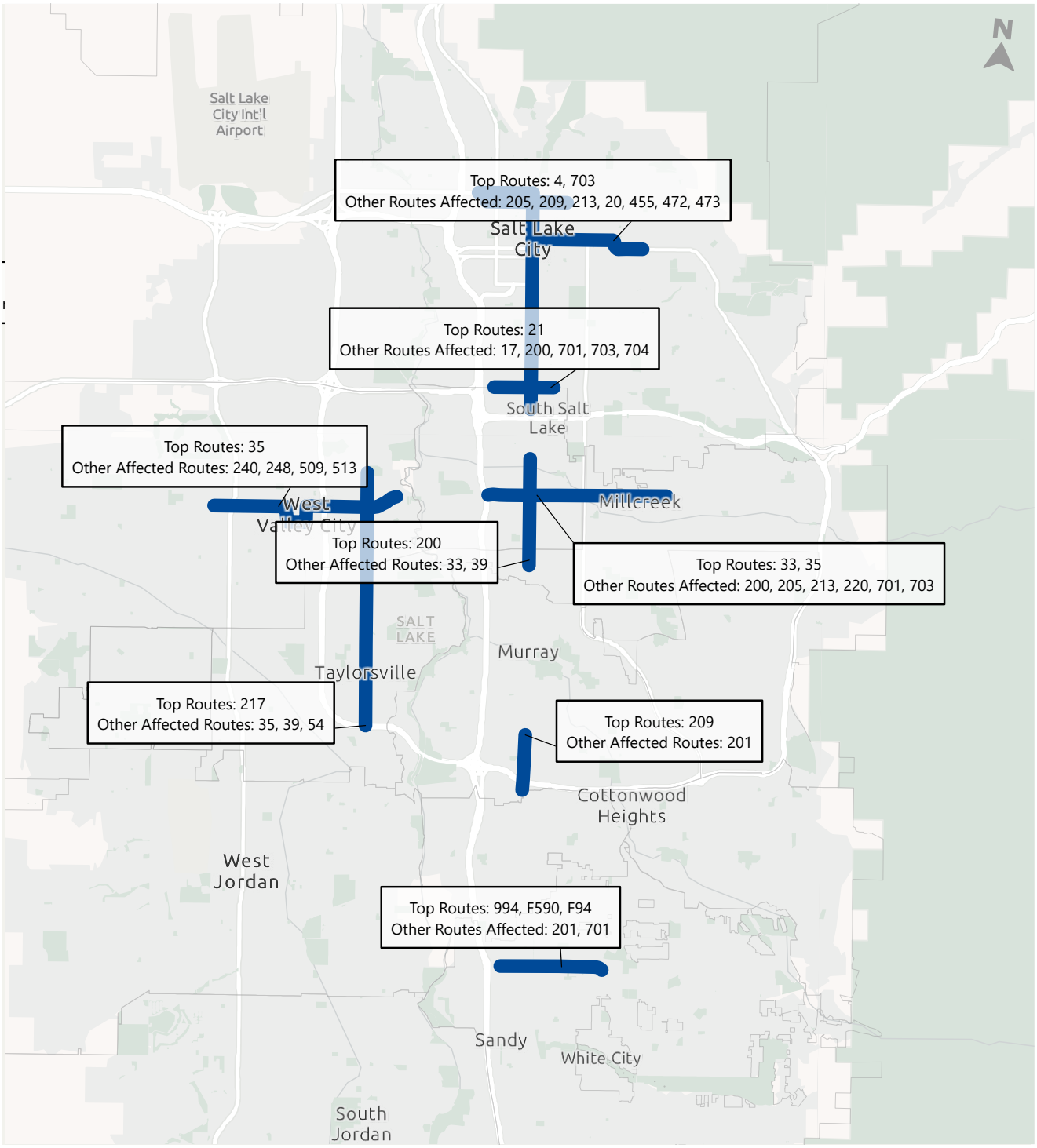


Priority Corridors - Weber/Box Elder County

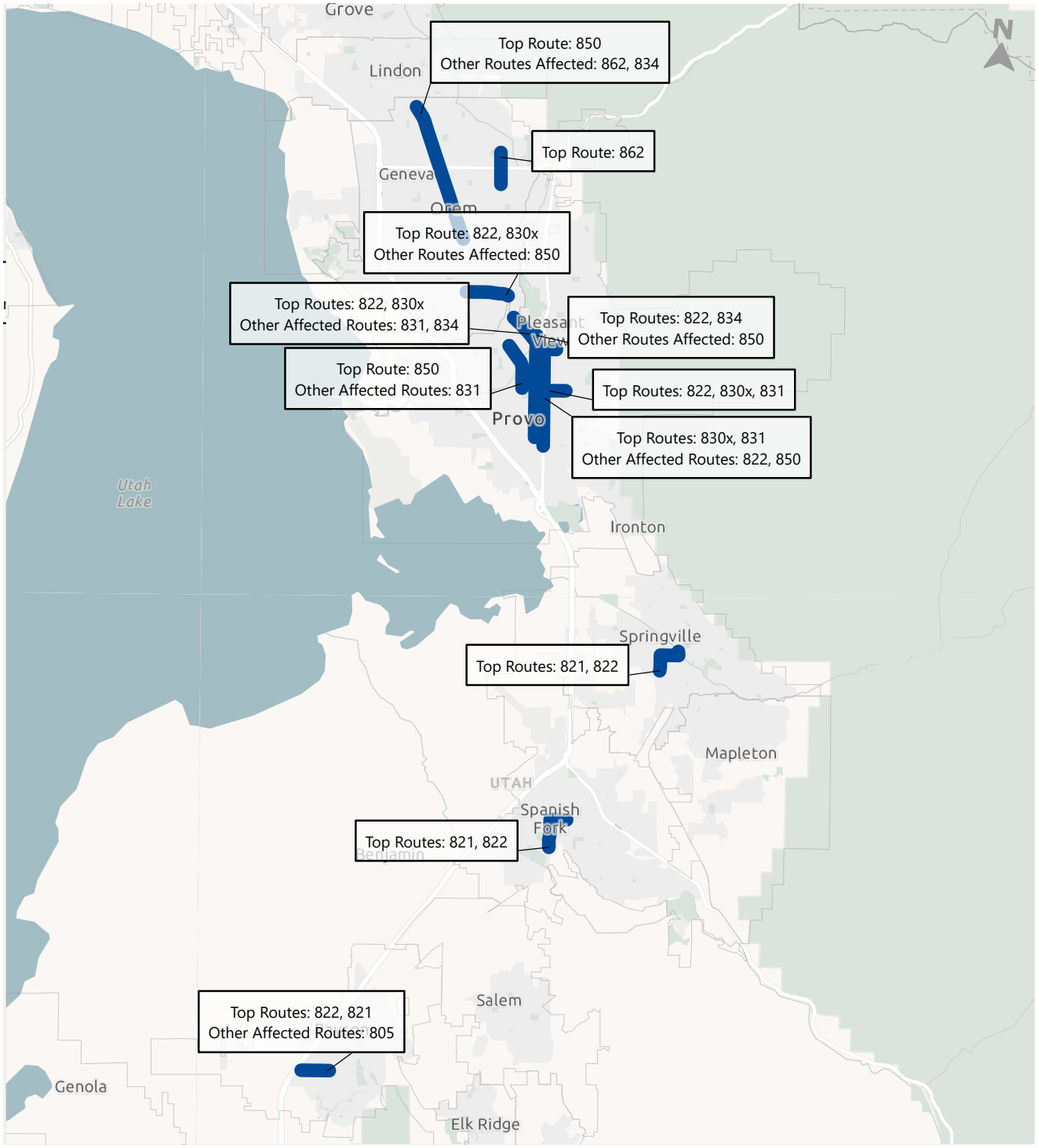


Priority Corridors

Priority Corridors - Davis County



Priority Corridors - Salt Lake County



Priority Corridors - Utah County

RECOMMENDATIONS & NEXT STEPS

RECOMMENDATIONS

UTA's approach to enhancing active transportation to transit can be classified along two separate axes:

- **Internal vs. External:** this captures the distinction between internal actions that UTA can accomplish or enact directly, and actions that must be accomplished by or in partnership with external entities (including municipalities, state and regional agencies, and community groups).
- **Physical vs. Non-Physical:** this captures the distinction between direct physical investments, such as sidewalks, crossings, signage, lighting, and other infrastructure, and actions that do not result in hard infrastructure but instead improve AT access through organizational policies & procedures.

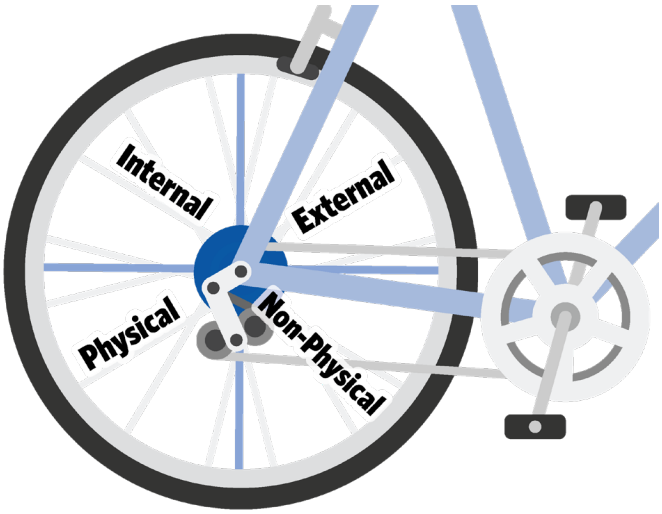


Figure 6. The four "spokes" of UTA's approach to enhancing active transportation.

DEVELOPMENT OF AN INTERNAL AT POLICY COMMITTEE

An AT Policy Committee can provide an ongoing venue for advancing policies and projects to improve access to transit via active modes. This Committee would meet regularly to identify AT opportunities by leveraging ongoing UTA improvements. To ensure diverse input and consistent internal coordination across UTA, core Committee membership should include at least one representative from the following departments:

- Planning
- Customer Service/Customer Experience
- Capital Development
- Real Estate & TOD
- Operations

The Committee should regularly convene in order to:

- Coordinate and champion the implementation of the AT3P Plan and track progress over time.
- Pinpoint key areas of AT focus across the UTA network, including internal and external collaborative opportunities (such as local or UDOT plans, studies, and projects).
- Identify external stakeholders to coordinate with.
- Prioritize future projects using the AT3P Prioritization Tool, further refined by the work of the Committee.
- Provide cross-departmental updates and solicit input on ongoing and future AT efforts.
- Share lessons learned and best practices.

The Committee will also ensure that the AT3P Prioritization Tool aligns with broad UTA and community needs and priorities, adjusting it to reflect agreed-upon changes.

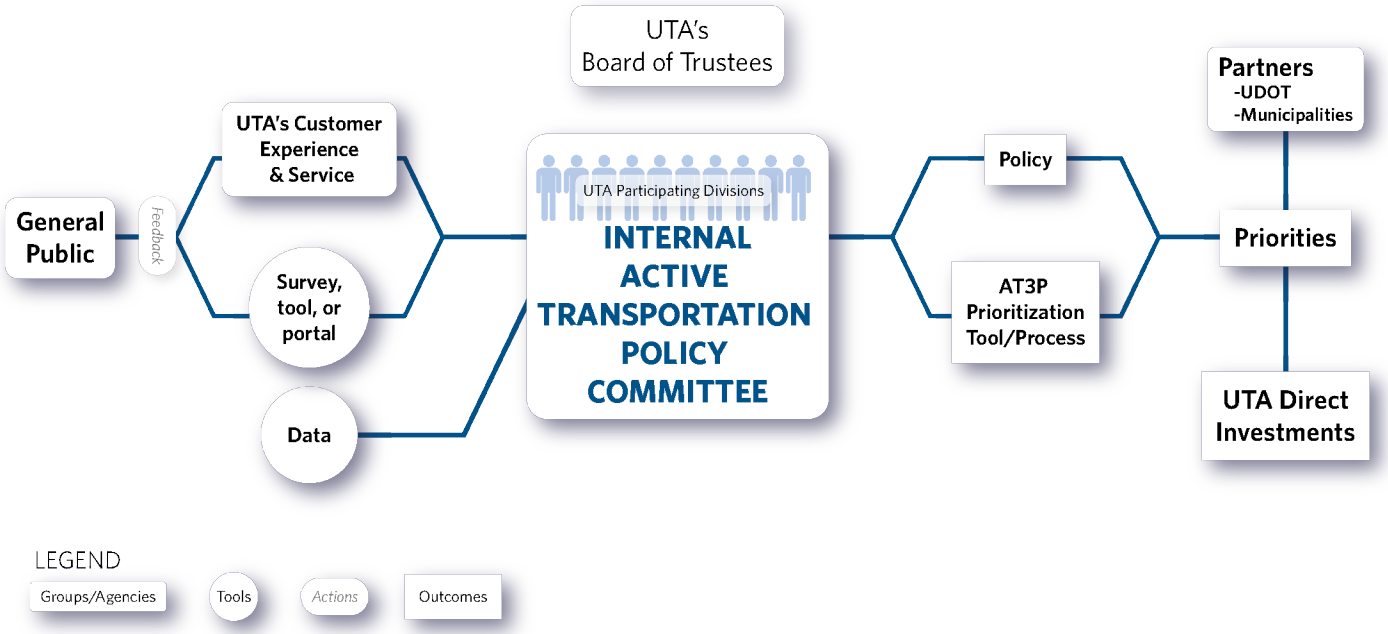


Figure 7. Visual representation of the internal active transportation committee's position and process as it applies to the broader UTA structure.

Figure 7 provides a schematic of how the AT Policy Committee might incorporate community input and ongoing data collection processes into developing policy and project prioritization recommendations that ultimately direct internal and external priorities for enhancing active travel to and from UTA services.

FIRST MILE/LAST MILE STUDY AND RECOMMENDATIONS

The First Mile/Last Mile (FMLM) Study described earlier in this Plan provided a rich set of project recommendations in the UTA service area. In an effort to leverage this work, the following strategies are recommended:

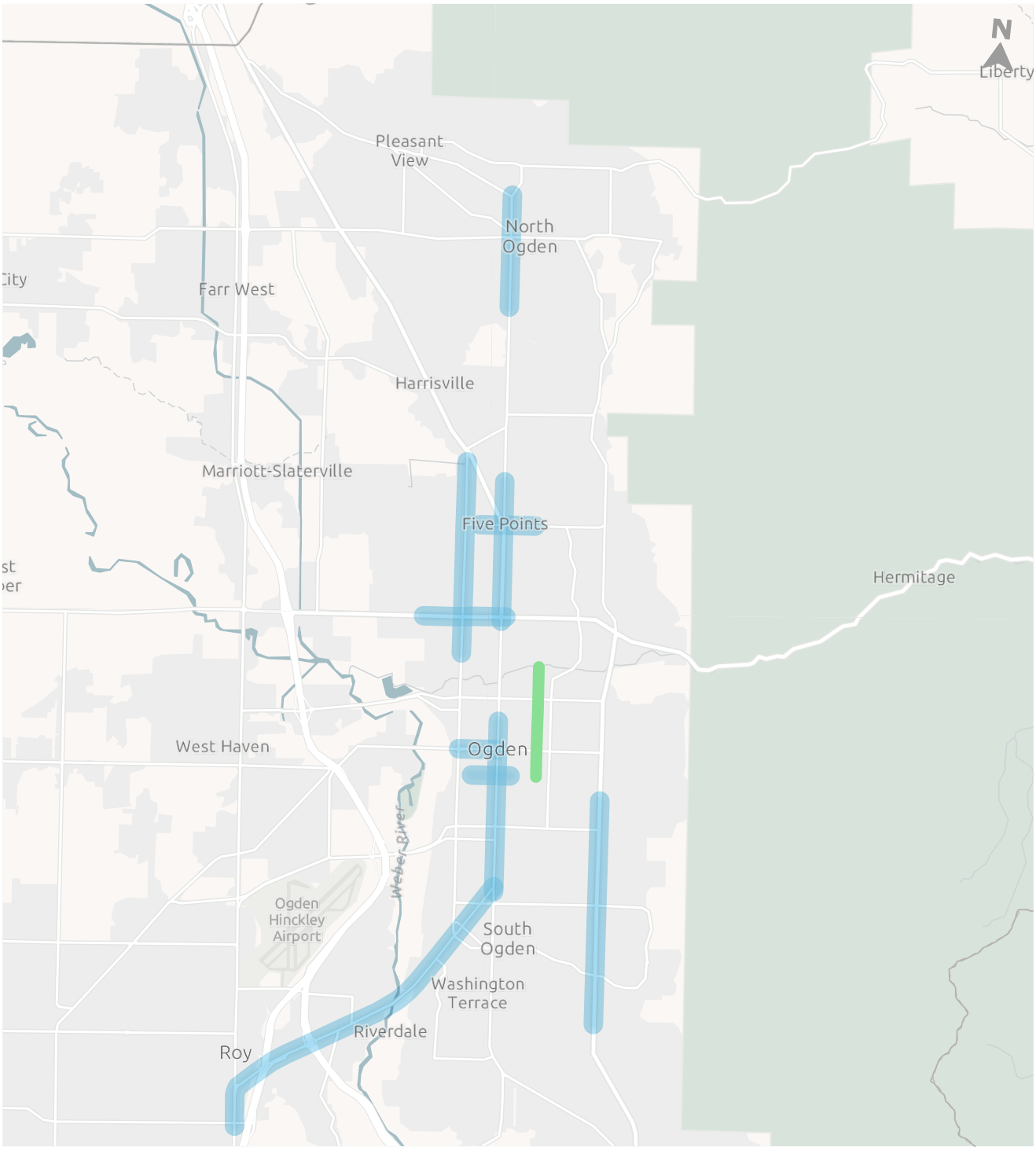
- **Projects not funded from the first round of TIGER grants nor through RAISE grants should be prioritized by UTA for funding**. Potential projects adjacent to high-priority transit corridors (as identified through the AT3P Prioritization Tool discussed above) are shown in the following maps. In collaboration with UDOT and municipalities, UTA should support implementation of these projects through future funding opportunities.
- **Evaluate the performance and efficacy of FMLM projects that have already been implemented.** UTA should assist in identifying and obtaining grant funding, such as the Utah Transportation Research Advisory Council (UTRAC) program, to evaluate how effective previous FMLM projects have been at improving AT access to transit. This information will help refine the strategic direction of future AT with transit projects. Potential performance metrics may include:
  - Before/after implementation changes in ridership at stops and stations adjacent to FMLM improvements (compared to other stops and stations on the same route)
  - Before/after implementation changes in safety metrics (potentially including crash data or near-miss incidents detected using video recordings of intersections/crossing locations)
  - User counts of FMLM connections during UTA spans of service
  - Qualitative assessments of benefits to users in terms of comfort and dignity

First Mile/Last Mile Funded Projects

The maps below show all FMLM-funded projects and their relation to the high-priority corridors. Six of the fifteen funded projects are within 1/3 mile of a high-priority corridor.

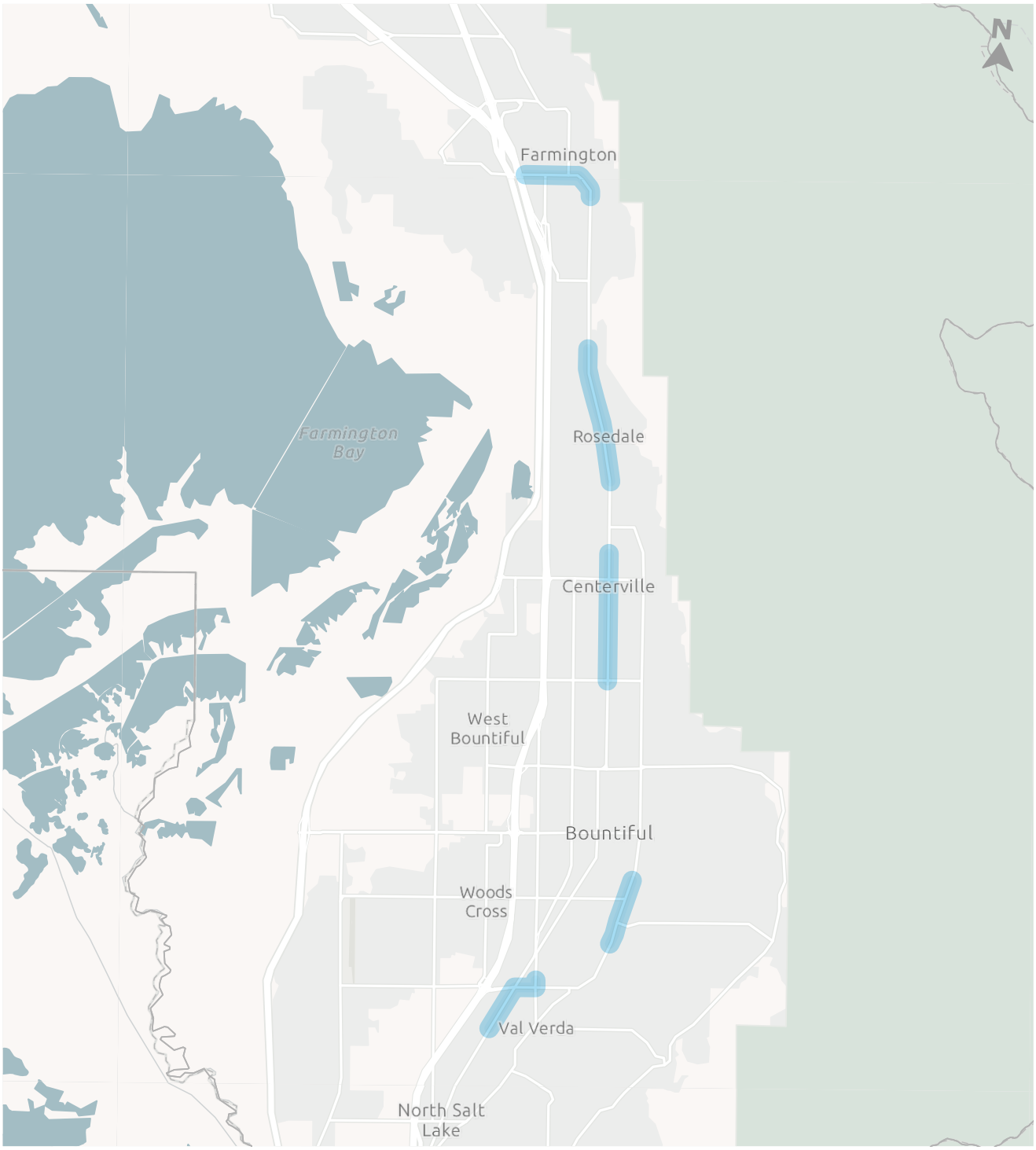
- **Madison Avenue/Gold Star:** Shared-use path and intersection improvements in Ogden.
- **State Street (Green Loop):** Shared-use path in South Salt Lake
- **Main Street/West Temple:** Buffered bike lane in Salt Lake City.
- **East Jordan Canal Trail:** Shared-use path in Sandy.
- **Jordan/Salt Lake Canal Trail:** Shared-use path in Sandy.
- **200 East:** Bike lane in Provo.

All AT projects within 1/3 mile of the high-priority corridors identified in the FMLM study's preliminary stages are also shown on the maps below with detailed tables in the Appendix. These projects may be considered for further study by UTA as part of the AT3P program.

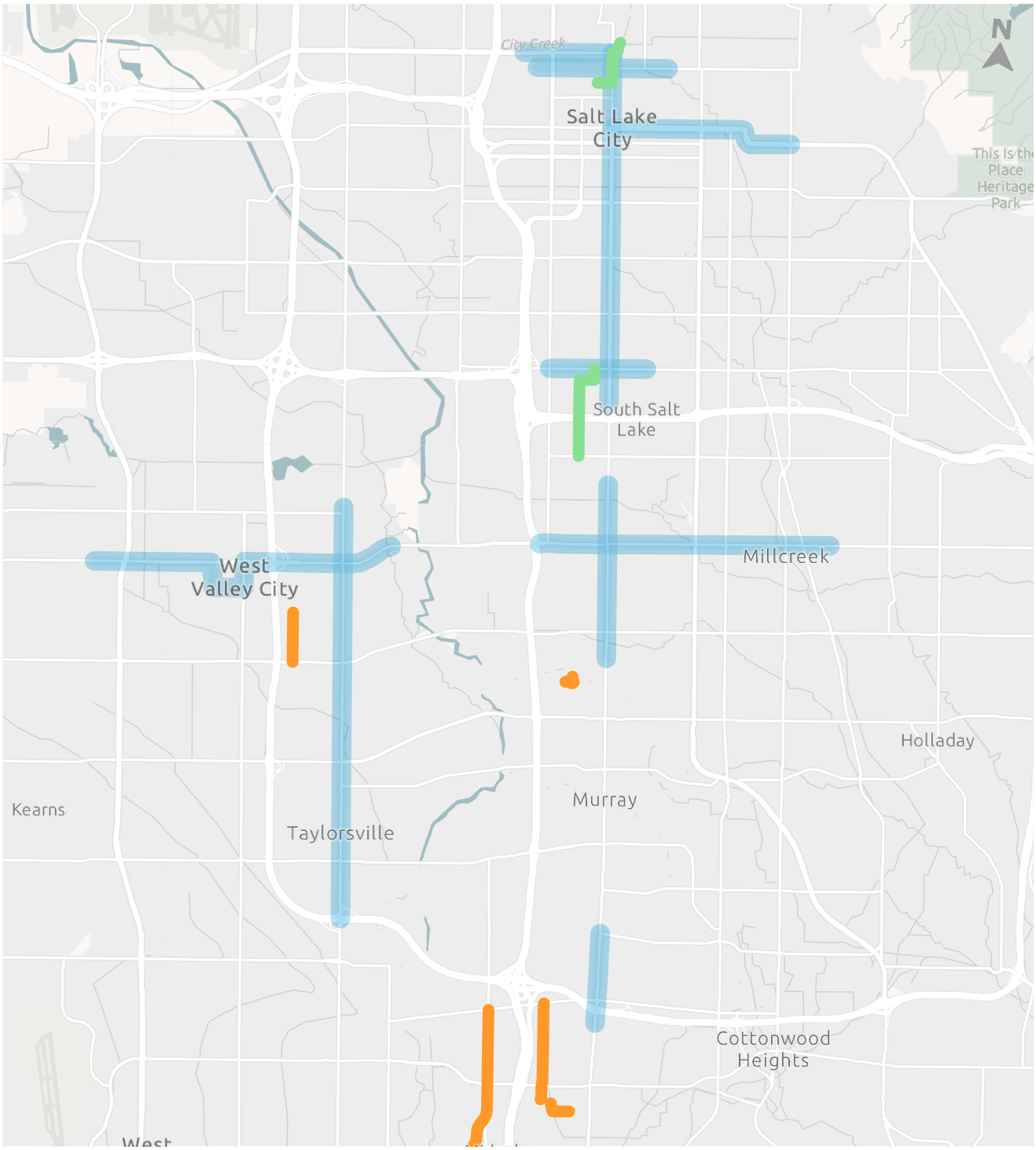


FMLM Funded Projects Near Priority Corridor
Priority Corridors

FMLM Projects Near Priority Corridors - Weber/Box Elder County

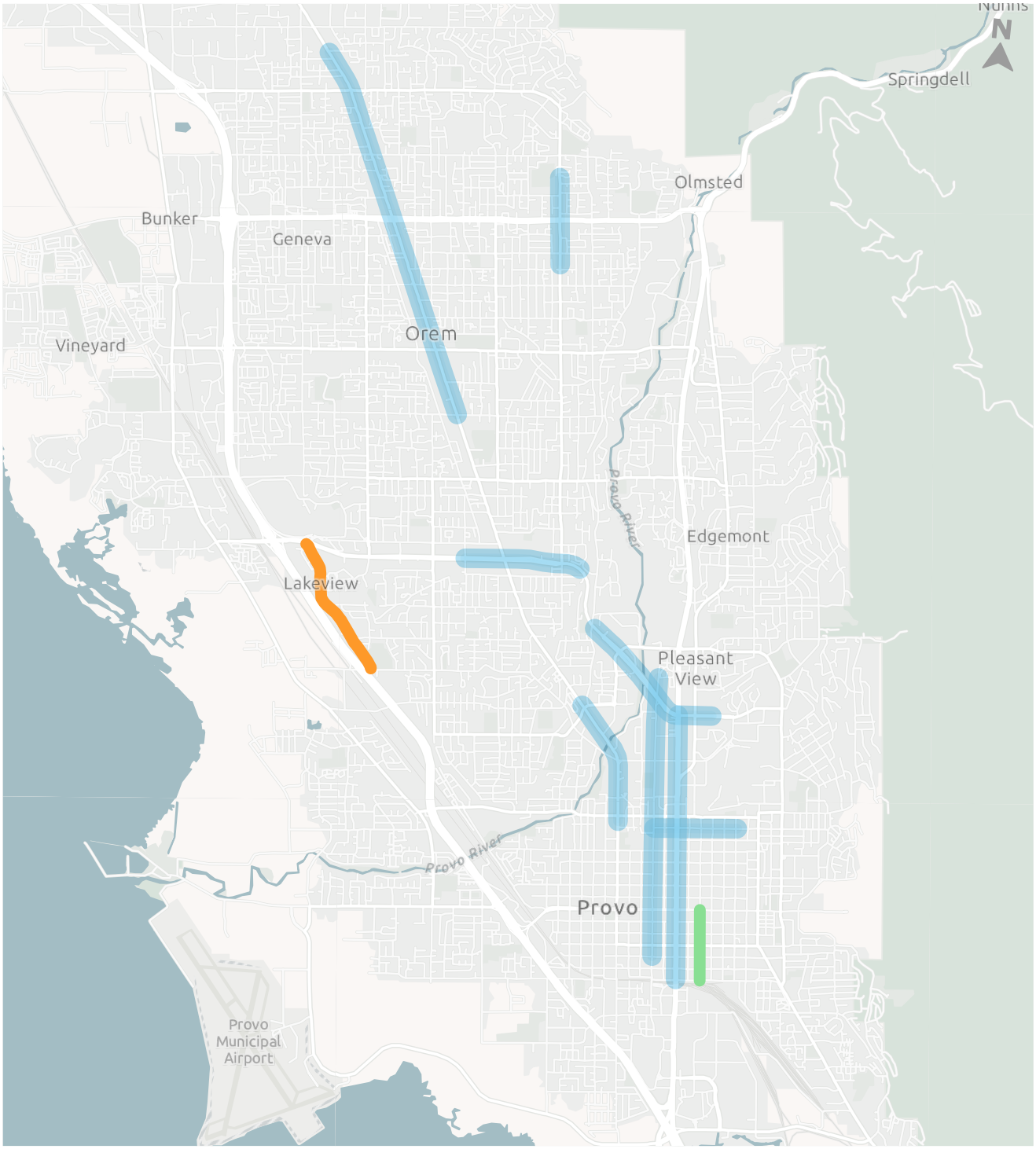


FMLM Projects Near Priority Corridors - Davis County



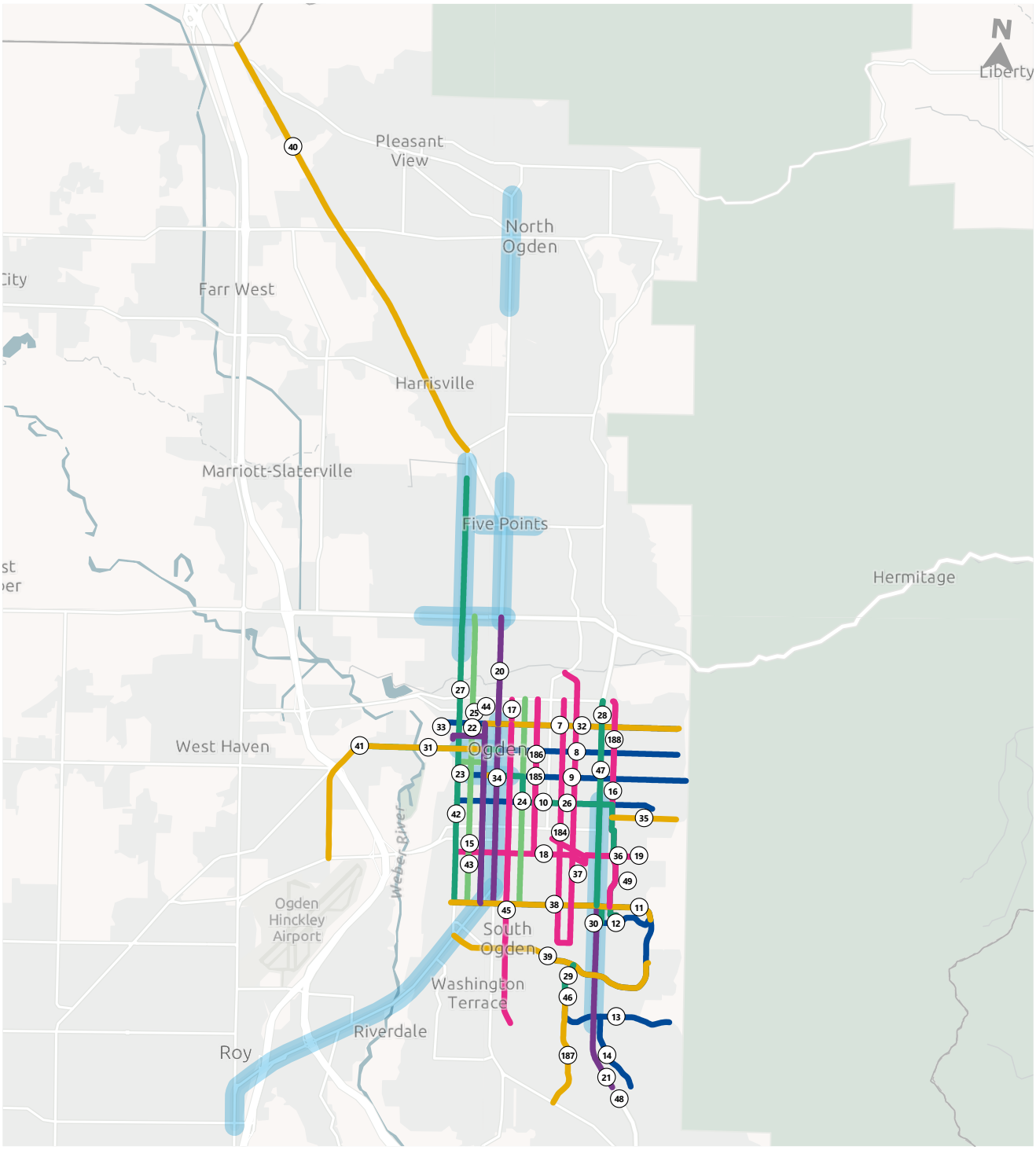
FMLM Funded Projects Outside Priority Corridors
FMLM Funded Projects Near Priority Corridor
Priority Corridors

FMLM Projects Near Priority Corridors - Salt Lake County



FMLM Funded Projects Outside Priority Corridors
FMLM Funded Projects Near Priority Corridor
Priority Corridors

FMLM Projects Near Priority Corridors - Utah County

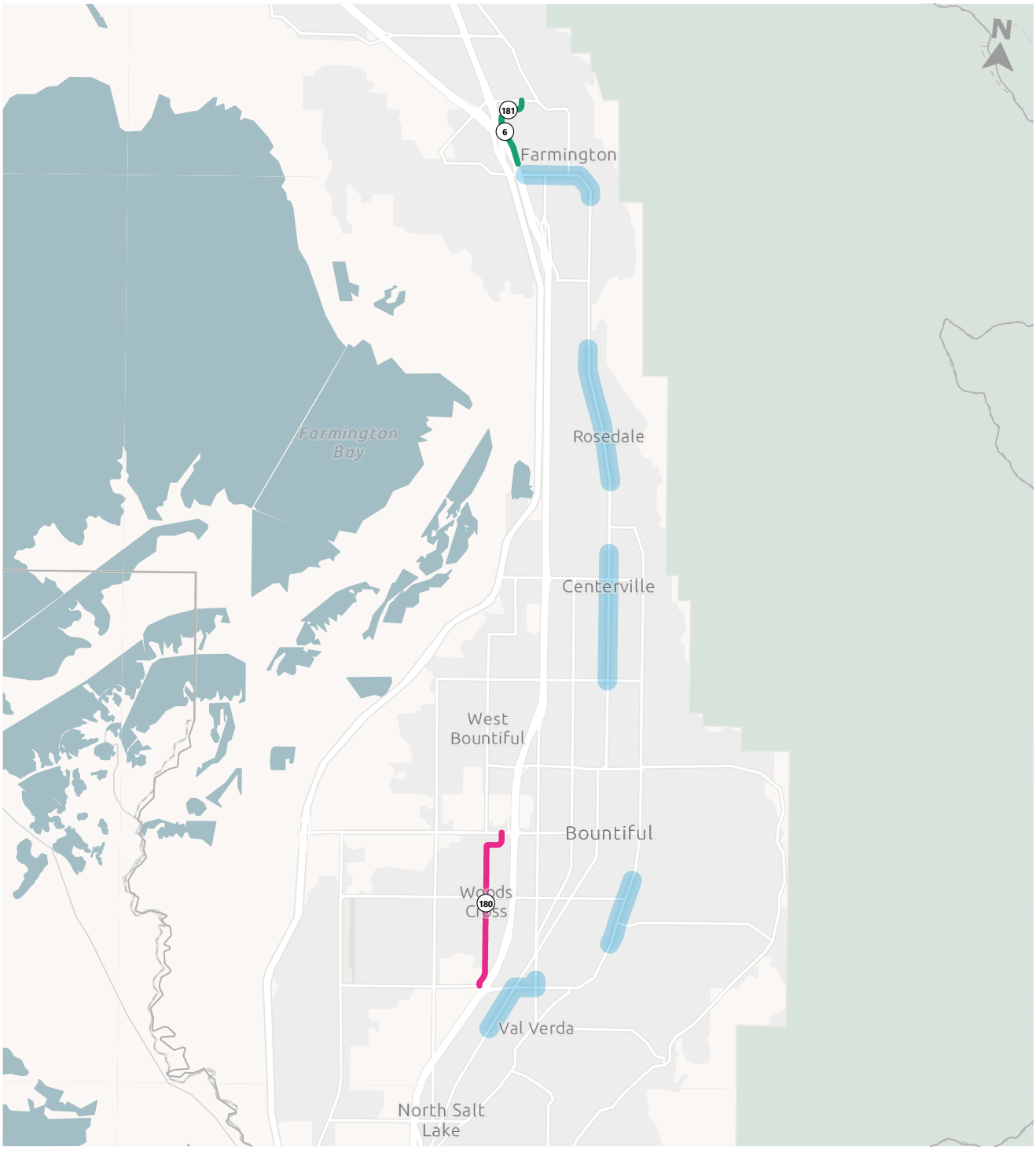


FMLM Identified Projects near Priority Corridors

Category

- Bike lane
- Bike lane, unspecified
- Buffered bike lane
- Marked shared roadway
- Other bike route: unspecified
- Unknown/Undefined
- Priority Corridors

FMLM Projects Near Priority Corridors - Weber/Box Elder County



FMLM Identified Projects near Priority Corridors

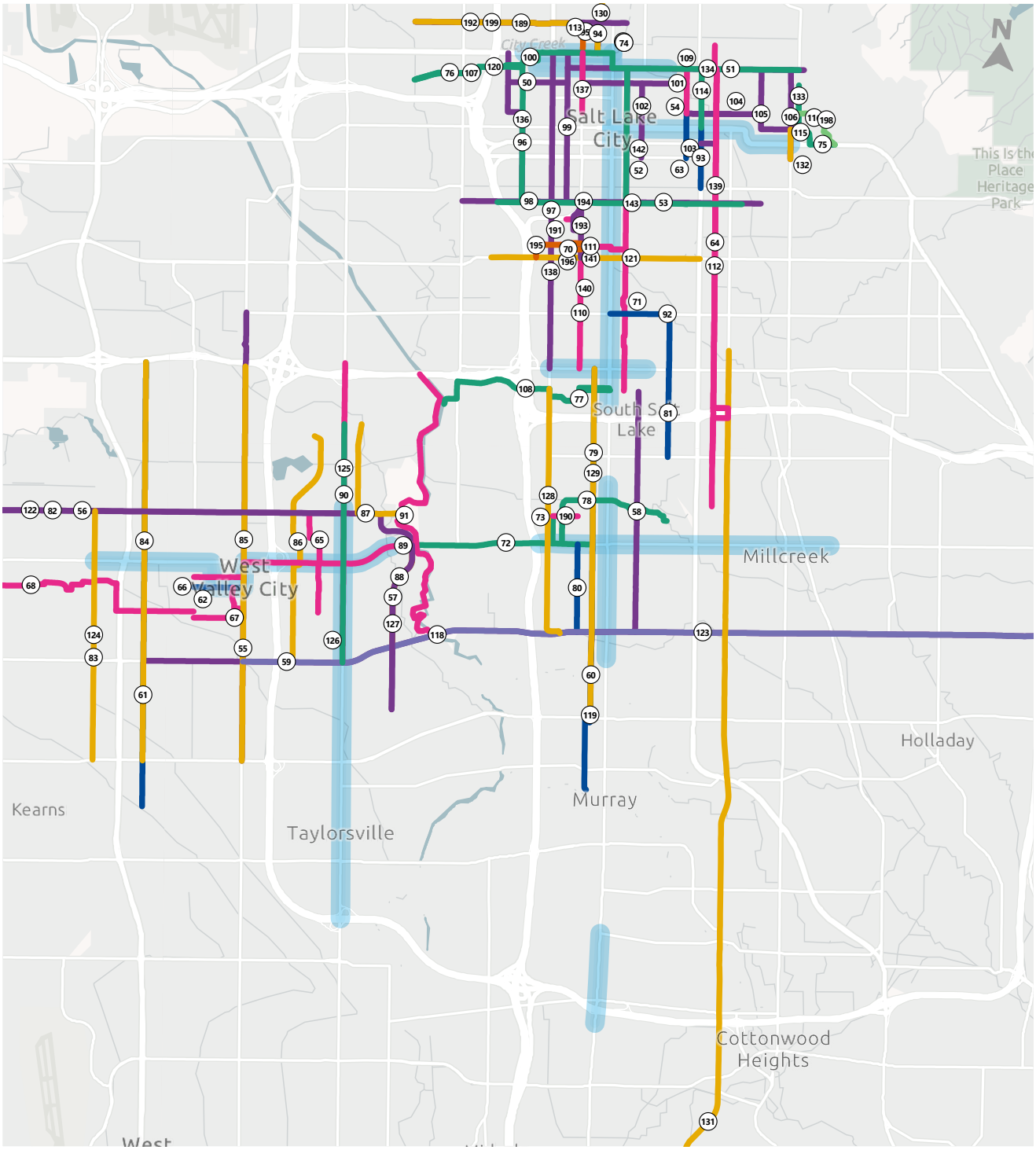
Category

Other bike route: unspecified

Unknown/Undefined

Priority Corridors

FMLM Projects Near Priority Corridors - Davis County

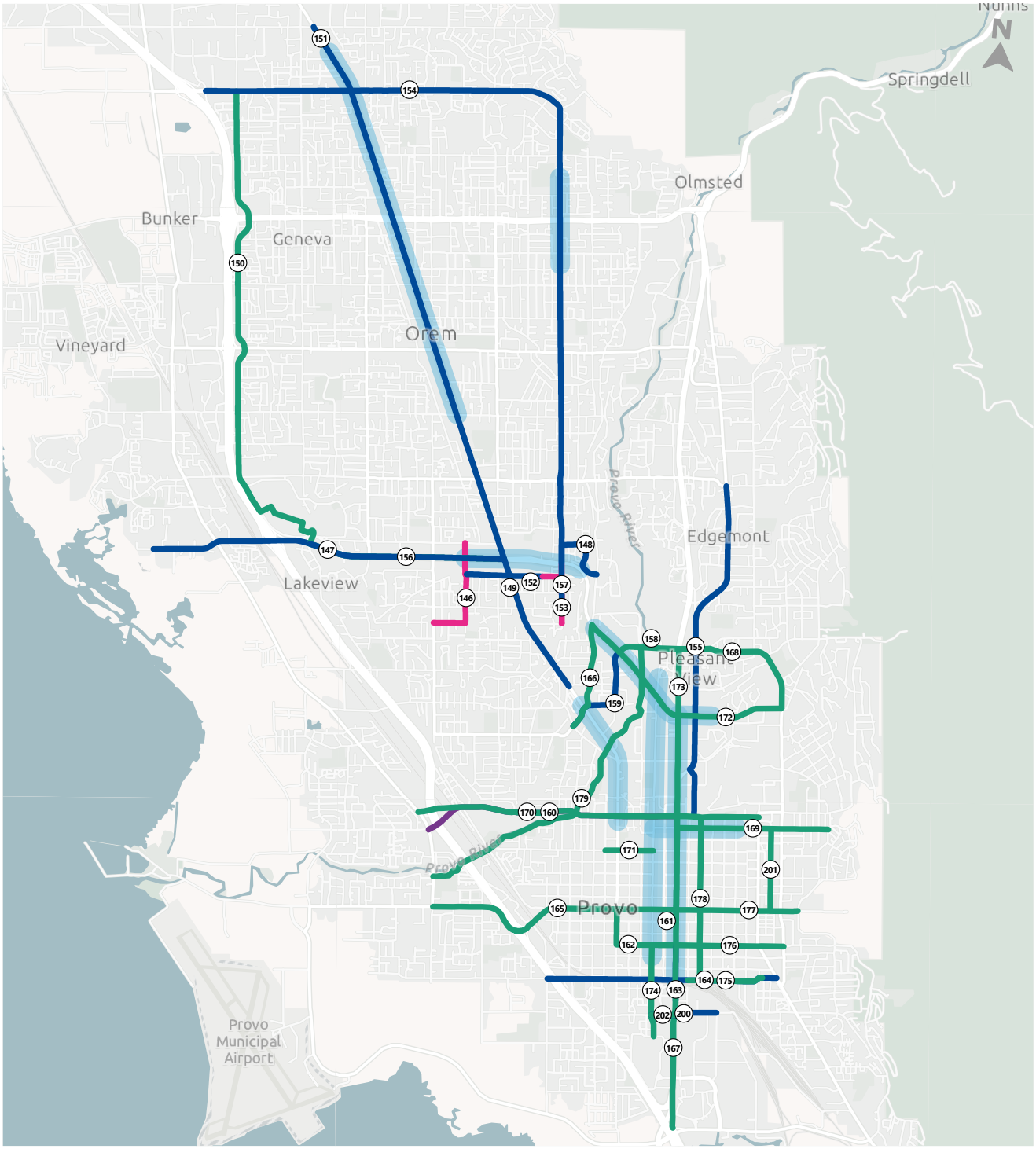


FMLM Identified Projects near Priority Corridors

Category

- Bike lane
- Bike lane, unspecified
- Buffered bike lane
- Marked shared roadway
- Other bike route: unspecified
- Parallel Bike Path, Paved
- Shoulder bikeway
- Unknown/Undefined
- Priority Corridors

FMLM Projects Near Priority Corridors - Salt Lake County



FMLM Identified Projects near Priority Corridors

Category

- Bike lane
- Buffered bike lane
- Other bike route: unspecified
- Unknown/Undefined
- Priority Corridors

FMLM Projects Near Priority Corridors - Utah County

UTA INTERNAL AT POLICY

Refining UTA's policies around active transportation can help ensure greater internal alignment between the goal of prioritizing AT accessibility and actual project implementations. This Plan aims to bolster the importance of internal AT understanding with respect to the 2013 adopted UTA Active Transportation Policy recommending the following:

- **Assess impacts of the AT Policy from its 2013 inception to today:** this step is intended to improve internal understanding of the successes, challenges, opportunities, and barriers that have been experienced in using and complying with the existing policy. This step will inform future refinement of internal policies defining UTA's role in supporting AT as a critical element of regional mobility and transit access.
- **Revision of the AT Policy:** Based on this assessment, it may be necessary to revise the existing AT Policy. Potential directions for refining the Policy may include:
  - Better defining which elements of a project trigger application of the policy application/compliance
  - Developing a tracking process for projects where AT is implicated and ultimate outcomes.
  - How has accountability according to the policy been measured or documented?

PRIORITIZATION TOOL TESTING, EVALUATION, AND REFINEMENT

The AT3P prioritization tool described earlier in this report provides a starting point for supporting UTA in identifying priority areas for AT improvements system-wide. The following actions should be taken in Phase II to test, evaluate, and refine the tool:

- Ground truth results against observed conditions and confirm that high-priority areas align with
- Conduct audits of conditions with community members, local stakeholders, and UTA staff
- Compare AT3P prioritization results with Bus Stop Master Plan prioritized stops
  - Coordinate adjustment of prioritization list with Service Planning and UTA Customer Experience as necessary to optimize resources for improvements to AT transit access with parallel stop improvement efforts
- Refine weights for elements in AT3P prioritization tool based on application, ground truthing, and internal discussions
- Share the results of the AT3P prioritization tool with municipalities, partner agencies, and other entities
  - The AT3P prioritization tool may be used by planners and practitioners as a guide in understanding AT transit access need within their jurisdictions and work as a database to support external collaboration efforts for improvements

ACTIVE TRANSPORTATION TO TRANSIT SURVEY

Granularity of information available as input to the AT3P Prioritization Tool is a limitation of the tool and other GIS-based methods of prioritization and analysis. For example, while a segment in a road network indicates the presence of a sidewalk, planners are likely not aware of specific conditions of the sidewalk that may act as barriers to access. In an effort to learn more about the quality of physical and non-physical experiences of using AT with transit, this Plan recommends a survey regarding AT experiences with transit in collaboration with the UTA Community Engagement Department (CED). The CED is currently engaged in an effort to reinvigorate community relationships and public participation with a Community Engagement Plan. This survey effort and all other public-facing AT3P opportunities should reflect the Community Engagement Plan's identified best practices.

The following information may be solicited:

- Geographic location of barriers identified in access to transit
    - The geography and a menu of barrier types may be selected with options to explain in greater detail a user's/ observer's experience.
- Demography
- Utilization of AT and transit
- Potential interest in continued participation in focused CED practices to share information regarding experiences and follow up details

A limited time frame of two to three months is recommended for this pilot survey. Based on respondent-identified barriers and obstacles to using AT to access transit, this survey may provide an additional layer of community-based input towards top priority locations and projects. This will complement the data-driven prioritization framework developed above and ensure UTA's investments align with user perceptions of needs.

COLLABORATION FRAMEWORK

This Plan recommends development of pilot processes by which communities, local municipalities, partners, and stakeholders can collaborate with UTA to improve AT access to transit resources. The aims of a pilot process are to expand opportunities for collaboration and also provide formalized instructions

An initial step in developing a pilot process should evaluate how UTA currently responds to AT transit access concerns. UTA does not have a formalized process by which to do this. As described earlier in this report, the Customer Service Department at UTA obtains customer comments which at times detail AT transit access concerns and the pilot AT survey presents a potential opportunity to collect this information as well. UTA personnel should assess workforce capacities in how concerns are addressed and could be addressed in the future.

In addition to assessing internal resources and process, developing a pilot process should account for existing resources at partner agencies and entities that may be utilized in support of identifying treatments for improved AT access. For example, the Utah Department of Transportation (UDOT), maintains a program by which UDOT Regional Traffic Engineers receive requests from counties, school districts, municipalities and other entities to assist in providing safer physical infrastructure treatments such as marked crosswalks. This process may be leveraged for example to improve crossing locations where UTA bus stops and stations necessitate crossing over UDOT-owned state facilities. **Figure 8** below presents the pedestrian crossing flowchart part of UDOT Policy 06C-27 to determine criteria for installation of marked pedestrian crosswalks on state highways.

Other aspects of a process should account for existing resources and strategies taken by entities with jurisdiction beyond UTA facilities. For example, Salt Lake City has a portal for residents to make requests for sidewalk and ramp considerations. Requests may include images of the location as well. There may be opportunities to learn from other entities about their experiences with such processes and adopt or intertwine processes regarding AT access concerns with UTA transit.

A pilot process should also define clear roles among agencies and entities. Processes should determine whose role it is to procure funding, identify funding sources, develop planning processes, and develop goals and performance targets that ensure collaboration is focused on enhancing the quality, convenience, comfort, safety, and sense of dignity of the active transportation network around UTA services.

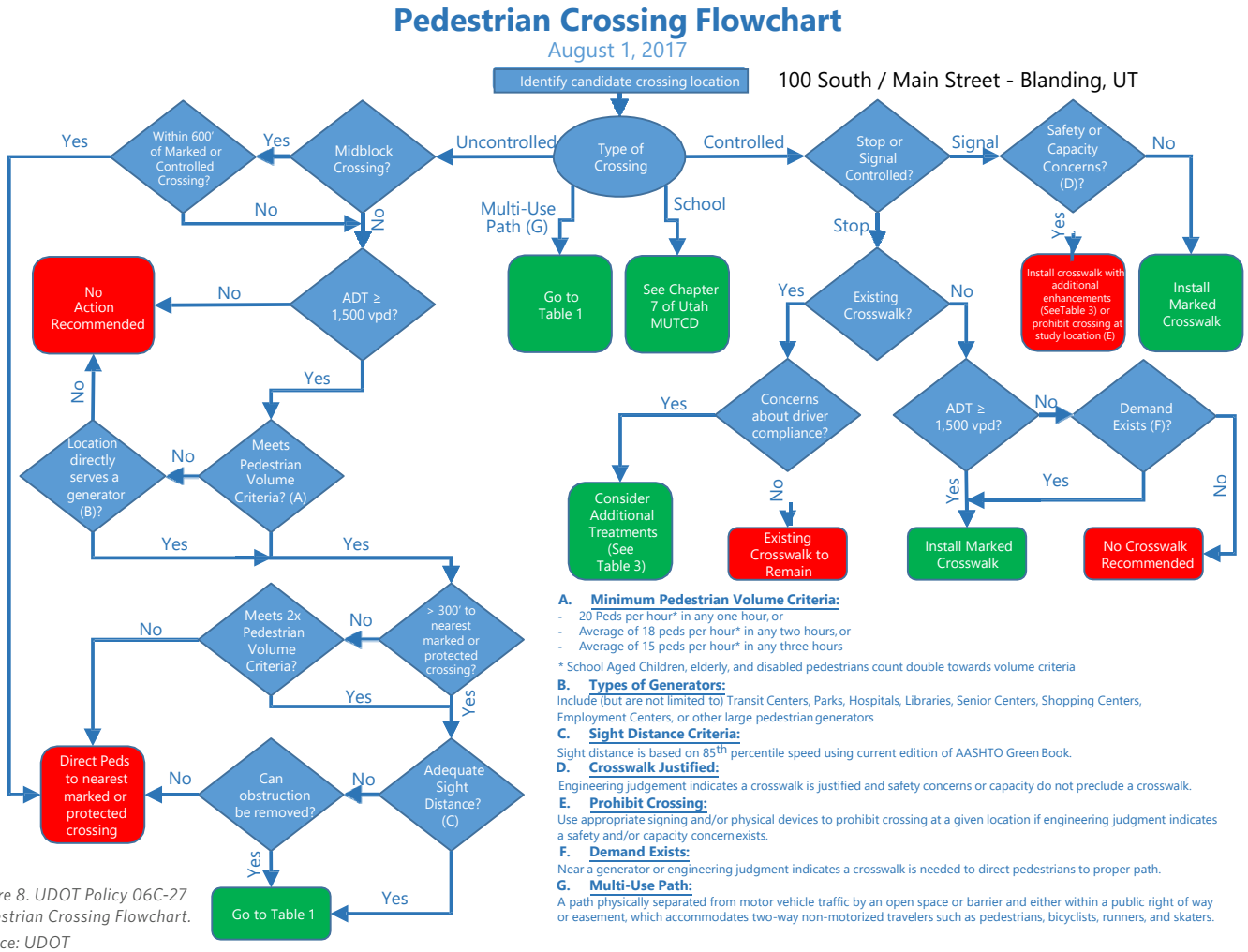


Figure 8. UDOT Policy 06C-27 Pedestrian Crossing Flowchart.
Source: UDOT

PILOT ACTIVE TRANSPORTATION IMPROVEMENT EFFORT

Based on the top corridors identified through the AT3P Prioritization Tool, community input provided through the Active Transportation with Transit Survey (to be completed), and UTA conversations with potential local partners, one or more priority corridors should be identified for a pilot active transportation improvement effort. This pilot would involve UTA Planning, the Active Transportation Committee, and key agency partners (e.g. MPO, DOT) as well as the affected local government(s).

Key steps in this pilot effort would include:

- Identify key obstacles to AT access to transit in the priority corridor through aerial/ Streetview assessments and verify through walking/rolling field audits, which may provide additional insight into accessibility barriers.
- Conduct targeted public engagement to ensure identified needs align with user and community perceptions of where the greatest needs exist.
    - Ensure that engagement processes are logically integrated into the planning process to generate meaningful impact and build community trust.
- Apply universal design principles to facilitate and prioritize access needs for all users.
- Develop a project list and conceptual designs (as needed) for priority AT improvements.
- Through the AT Committee, identify improvements involving UTA assets and collaborate with UTA asset owners to program priority improvements into UTA maintenance and/or capital plans.
- Work with non-UTA asset owners to identify appropriate funding sources for priority improvements, potential phasing of improvements within CIP/TIP documents, and assist

Lastly, documentation of lessons learned throughout the process (from outreach, collaboration with stakeholders, and successes/failures in procuring funding, programming improvements, and ultimate project implementation) should be a key deliverable from this pilot. Based on these lessons learned, changes and refinements to UTA's approach to enhancing AT should be identified and implemented in future phases.

Funding Mechanisms

Many funding sources are potentially available at the federal, state, regional, and local levels for UTA and partner entities to implement AT improvements. The majority of non-local public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. A summary of potentially relevant funding sources by federal, state, and local entities is provided in the following tables.

Table 1. Federal Funding Sources

In Utah, federal monies are administered through the Utah Department of Transportation (UDOT) and Council of Governments (COG's) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, emphasizing reducing auto trips and providing intermodal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

SOURCE	SUMMARY	MORE INFORMATION
Bipartisan Infrastructure Law (BIL)	The Bipartisan Infrastructure Law (BIL), established by the Infrastructure Investment and Jobs (IIJA)[1] allocates billions of dollars for the improvement of U.S. infrastructure, with an emphasis on upgrading transportation, utilities, and other fundamental services. Several initiatives within the BIL are designated to support enhancements for pedestrian and bicycle infrastructure, particularly through programs such as the Transportation Alternatives and Surface Transportation Block Grant Programs,as discussed below.	https://www.transit.dot.gov/BIL https://www.fhwa.dot.gov/bipartisan-infrastructure-law/
Transportation Alternatives	The BIL continues the Transportation Alternatives Program (TA) and the Surface Transportation Block Grant Program (STBG). 10% of STBG funding is set aside for the TA program. The eligible projects have been expanded to include vulnerable road user safety assessments and all other previously eligible projects.	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm
Surface Transportation Block Grant Program (STBG)	The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include all prior STP eligibility; and the Carbon Reduction Program and the PROTECT Formula Program. Further details can be found on FHWA's website using the link at right. The WFRC and the State are responsible for distributing these funds, which are allocated by FHWA.	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
Recreational Trails	These state funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Recreational Trails Program funds may be used for: • *Maintenance and restoration of existing trails* • *Purchase and lease of trail construction and maintenance equipment* • *Construction of new trails, including unpaved trails* • *Acquisition or easements of property for trails* • *State administrative costs related to this program (limited to seven percent of a state's funds)* • *Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)* • *Grant applications are typically due in April each year.*	https://recreation.utah.gov/grants/recreational-trails-program/ Application Deadline: May 1, annually Local Match: 50/50 sponsor match

1 *IIJA (HR-3684) available here: https://www.congress.gov/bill/117th-congress/house-bill/3684/text/eas*

SOURCE	SUMMARY	MORE INFORMATION
Highway Safety Improvement Program (HSIP)	HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the State's Strategic Highway Safety Plan (SHSP).	For information specific to HSIP in the State of Utah, visit: https://site.utah.gov/connect/business/public-entities/local-government-program-assistance/ Application Deadline: Ongoing
Centers for Disease Control And Prevention (CDC) Grants	The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning, or other support programs.	https://www.cdc.gov/grants/ Application Deadline: Varies
Rivers, Trails, and Conservation Assistance Program	The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds, and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria, including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.	https://www.nps.gov/orgs/rtca/apply.htm Application Deadline: June 30, annually
Community Development Block Grant Program (CDBG)	The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community, and senior citizen centers, and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to create an ADA Transition Plan. States designate CDBG funds to "entitlement communities" – generally major cities with more than 50,000 people – and "non-entitlement communities."	https://jobs.utah.gov/housing/community/cdbg/index.html

SOURCE	SUMMARY	MORE INFORMATION
Enhanced Mobility of Seniors and Individuals Disabilities	Section 5310 of the FAST ACT is continued by the BIL with no changes – Enhanced Mobility of Seniors and Individuals with Disabilities provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other rural communities include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing regional one-click systems.	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310 Local Match: 20% minimum
Additional FTA Funding Sources for Bike/Ped Infrastructure	Most Federal Transit Administration (FTA) funding can be used to fund pedestrian and bicycle projects that "enhance or are related to public transportation facilities."	https://www.transit.dot.gov/
RAISE Grants	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE program, awards funds focused on surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. These are awarded on a competitive basis up to $25 million, with half of the funds going to rural and half to urban areas.	https://www.transportation.gov/RAISEgrants/about Application deadline: February 28th, annually

Table 2. State Funding Sources

SOURCE	SUMMARY	MORE INFORMATION
Class B & C Road Funds	Class B & C roads are all public roads that are not state or federal roads. Funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. County roads are financed by Class B funds, while Class C funds finance roads owned by incorporated municipalities. Enhancement of traffic and pedestrian safety, including sidewalks, safety features, signals, and bicycle facilities are examples of permissible uses of these funds.	Regulations Governing Class B & C Road Funds: https://site.utah.gov/connect/business/public-entities/local-government-program-assistance/
Safe Routes To School (SRTS) & Safe Routes Utah	The SRTS and Safe Routes Utah programs are sources of funding for education, enforcement, evaluations, and infrastructure improvements (e.g., sidewalks, bike parking, etc.) that encourage elementary and middle school students to walk or bike to school. The Utah Department of Transportation (UDOT) administers these programs using Federal Surface Transportation Block Grant Set-Aside funds and Highway Safety Improvement Program funds.	https://site.utah.gov/connect/business/public-entities/local- government-program-assistance/ Application Deadline: July, annually
Safe Sidewalk Program	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that "pedestrian safety" considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for the construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years.	https://site.utah.gov/connect/business/public-entities/local-government-program-assistance/ Local Match: 25%
UDOT - Maintenance Program	UDOT's routine street resurfacing can be used as an opportunity to add bikeways or buffers to existing facilities. This option does not require additional funding. The FHWA provides a handout on using routine resurfacing projects to implement bike facilities (see more information link).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf
Utah Outdoor Recreation Grant	The Utah Outdoor Recreation Grant is intended to improve recreational opportunities by constructing trails, pathways, and other recreational amenities. The program is administered through the Governor's Office of Economic Development. Grant awards in 2019 may range from $5,000 to $250,000. A 50% match is required; however, 25% of the total grant award may be provided through in-kind services.	https://business.utah.gov/outdoor/uorg/ Application Deadline: March, annually Local Match: 50/50

SOURCE	SUMMARY	MORE INFORMATION
UDOT Transportation Investment Funds (TIF) Active Transportation Investment Fund (ATIF)	The Transportation Investment Fund (TIF) in Utah, established in 2005 for roadway capacity projects, expanded in 2018 with SB 72 to include standalone active transportation projects, which must alleviate congestion and align with UDOT-approved active transportation plans. These projects, requiring a 40% non-state funding match, can encompass design, construction, or maintenance. Building upon this, the Active Transportation Investment Fund (ATIF), introduced in 2023, allocates up to $45 million annually for developing and upgrading paved pedestrian and non-motorized trails, emphasizing regional connectivity and integration into active transportation plans, managed through the prioritization of the Utah Transportation Commission.	https://projectprioritization.udot.utah.gov UDOT factsheet is available here: https://maps.udot.utah.gov/wadocuments/Data/strategic_direction/UtahTrailNetwork_Factsheet.pdf
UDOT Transit Transportation Investment Funds (TTIF) First & Last Mile	The UDOT Transit Transportation Investment Fund (TTIF) First & Last Mile funding program provides competitive funding for paved non-motorized and pedestrian transportation projects that provide connections to a public transit system.	https://projectprioritization.udot.utah.gov/home Local Match: 30%
Bike Utah 1,000 Miles Campaign	In 2017, Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah supports this effort by offering strategic planning, technical assistance, and connections to financial resources so that communities can begin or continue developing bicycling in their area.	https://www.bikeutah.org/1000miles/

Table 3. Local Funding Sources

SOURCE	SUMMARY
Voter-approved sales taxes	Voter-passed initiatives can be used to pay for transportation infrastructure with dedicated funds for transportation improvements, including roadway maintenance, transit service, other transportation-related costs such as trails, bikeways, sidewalks, etc.
Business Improvement Districts	Business improvement districts are often self-taxing districts of commercial property owners within a municipality. Revenue generated from a BID can be applied to infrastructure improvements that benefit the district and the City. Legislation is necessary to permit local governments to create BIDs.
Private Sources	Private entities such as developers, hospitals, universities, businesses, or philanthropic organizations are often interested in contributing to projects that add significant value to the community. For example, trail and bikeway construction can be required as a condition of developers receiving a building permit. Additionally, local bike shops or part manufacturers have a vested interested in improving conditions for active transportation in their communities.

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APPENDIX

APPENDIX A: PRIORITIZATION TOOL DOCUMENTATION

PRIORITIZING INVESTMENTS IN ACTIVE TRANSPORTATION

The AT3P prioritization model aims to determine the stops with the greatest need for active transportation infrastructure improvements in a study area based on surrounding socioeconomic conditions, existing vehicle and pedestrian networks, and current land uses. Specifically, this model assesses metrics aimed at capturing the safety, pedestrian experience, accessibility, and destinations served by an individual stop. The results of this model should not be used alone to make determinations for AT improvements, and an in-depth review of surrounding conditions such as lighting, access to refuge, greenery, and others should be assessed separately for stops being studied.

MODEL NEEDS

This model operates using only vector data from a single geodatabase, At3p_Prioritization.gdb. Most data in this model are either freely available through the UGRC, the WFRC data portal, or provided by UTA in the initial project launch. Wejo data was purchased.

Prior to using this model, a polygon must be created that outlines the study area. This polygon requires no specific fields but does need to be within the UTA bus service area to generate results. Stops outside of the study area will generate null results.

Model Assumptions:

- This model only reviews bus stops that are accessible by the public. Garages or other maintenance stops are not included in the analysis.
- Summarize within is used anywhere in this model where the sum of any variable within an area is determined.
- The Standardize tool is used on every variable to standardize all individual scores into a scale from 0 to 100.
- When a score needs to be inverted, this score is subtracted from 100 to generate the final score.
- Data Source – as provided, we note availability but not quality where collection or maintenance is in whole or in part by local municipalities quality may not be uniform which may bias

VARIABLES

Equity Focus Area

This variable analyzes how much of the Euclidian one-third-mile area surrounding a stop contains an equity focus area. Scoring for this variable is determined using the apportion polygon tool on the population field in the equity focus area data with the Euclidian one-third-mile buffer polygon for that station. This variable has data for the entire study area, provided by the WFRC. For this variable, a greater score indicates a greater overall need for pedestrian infrastructure. Data is available for the entire study area from the WFRC data portal.

Access to Opportunities (ATO)

This variable analyzes how the one-third-mile area surrounding a stop is scored in the WFRC ATO analysis using the Jobs and Housing Composite Transit score (COMPTRANS). The Apportion polygon tool is used first to analyze the one-third-mile areas surrounding a stop for its value in the COMPTRANSIT_19 score as provided by the WFRC data portal. This score is a composite ranking score that rates an area's access to employment opportunities based on transit access for residential and job-intensive areas. A greater score here indicates a greater need for pedestrian infrastructure. Data is available for the entire study area.

Land Use

The land use variable examines the availability of common spaces and services in the stop area. This variable is determined by counting the number of retail centers, schools, grocery stores, hospitals, urgent care centers, and parks in the stop area via a spatial join. This count is then compared against the

same count in all other stop areas to determine the score. A greater score for land use indicates a greater need for pedestrian infrastructure. Data is available for the entire study area via the UGRC and WFRC data portals.

Network Accessibility

Network accessibility directly compares the 1/3 miles network accessible distance to a Euclidean one-third of a mile distance from the stop area. A greater score for network accessibility indicates a lower need for pedestrian infrastructure, as the pedestrian network shows high permeability. The final score value is inverted to provide a need score by subtracting the current score from 100. Data is available for the entire study area, using the UTA bus stops layer and the network distance areas provided by UTA.

Shoulder

This variable is calculated by multiplying the shoulder width of a road segment by the respective road length, then dividing that value by the total sum of roads with shoulders in the study area. Data for this variable is limited to UDOT-controlled roadways and may skew results when large roadways are the only contributing road in an area that has no other major roads. A greater score indicates a lower overall need, as traffic is further from pedestrians. The final score value is inverted to provide a need score by subtracting the current score from 100.

Average Annual Daily Traffic (AADT)

This variable aims to determine the impact that high vehicle traffic may have on pedestrian safety and comfort. This is accomplished by using Average Annual Daily Traffic (AADT) values from UDOT, which shows the average daily traffic on a roadway. This variable is determined by multiplying the 2020 AADT value of the nearest link by the length of the link, SUM OF ALL then dividing it by the total length of links in the study area. The refined AADT is provided by UTA. The final score is then determined by standardizing the values between 0 and 100. A greater score in the AADT category leads to an overall higher need score, as these facilities require more pedestrian protection.

Killed or Seriously Injured (KSI)

This variable is determined by categorizing roadway segments by their speed into scores that indicate the likelihood of a KSI based on previous studies[1]. The scoring used in the model is as follows:

Speed Limit (mph)	Score
16	10
23	25
21	50
39	75
46	90
47+	100

The KSI likelihood scores were summarized for all roads in the stop area, and then divided by the total length of roads in miles to generate an average KSI score for the stop area. A higher score in this category indicates overall greater need, and pedestrians are exposed to a greater risk of being dangerously hit crash in this stop area. Data is available for the entire study area.

Level of Traffic Stress (LTS)

Provided by the WFRC, the Level of Traffic Stress score for a corridor indicates how much stress a cyclist must tolerate riding on the corridor. Scored from 1 to 4, corridors scored 1 are suitable for all riders while a score of 4 indicates the corridor is only suited for the most confident cyclists. For this model, the variable is determined by multiplying each summed LT's facilities variable as provided by its respective LTS score, summing these generated scores, and then dividing by the total length of roadway in miles. This provides an average LTS per mile in the stop area. The LTS data is provided by UTA by stop area, and the roadway length is calculated from the UGRC roadway layer. A higher LTS score indicates a greater need for improved access in the stop area.

1 *https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf*

Active Transportation Crashes

Active transportation (AT) crashes are a specific subset of crashes that directly involves a pedestrian, cyclist, or other user not in a motorized vehicle. This variable is determined by standardizing the count of AT crashes in a stop area between 2010 and 2022 as provided by UTA. The number of crashes, regardless of severity, is standardized on a scale from 0 – 100. A higher score in this category indicates a greater need for improved AT infrastructure, as the area has a known history of AT crashes of all severities. Data for this category is available for the entire study area.

Wejo

Wejo data is generated via connected vehicle GPS pings that are then used to extrapolate data metrics, including safety risk events used in this model. Wejo data provides safety event data in three forms: hard brakes, hard accelerations, and speeding. In the model, this variable is determined by standardizing the relative number of Wejo safety events for each event type individually on a scale from 0 – 100, then taking the average of these scores in a stop area to generate the overall average Wejo score. A high Wejo score indicates a greater need for improved pedestrian infrastructure in a stop area. Data for this variable was available for the entire study area, but may no longer be available through this data vendor.

Intersection Density

Intersection Density is used to assess the network permeability of an area. An area with higher permeability provides more path options for users, potentially reducing travel times and improving the pedestrian experience. This variable is determined by standardizing the count of intersections in the network-based stop area. An intersection is defined as a location with three or more road segment endpoints in the UGRC Roads layer within thirty feet. This is accomplished using the Find Intersect and Collect Events tools. The resulting layer then has all intersections with less than 3 events removed. The event points are buffered with dissolves to join intersections within thirty feet of each other. This layer is then split into single-part features and then to point-based features to generate the final intersections. This data is limited to roadways only and does not include potential conflict points such as driveways or parking lots. A higher score indicates a lower overall need for pedestrian infrastructure as the surrounding area has increased permeability. The scores generated are inverted to produce the final need score. Data is available for the entire study area.

Sidewalks

This variable uses the ratio of roads with no pedestrian facilities to the length of all roads in the study area to generate a score. This is done by calculating the ratio of the length of roads with no ped facility identified by UTA to the total sum of the length of roads in the stop area. The higher the ratio, the higher the need for AT infrastructure, as it indicates more roadways without sidewalks. Data for this analysis is available for the entire study area.

Ridership

Higher ridership stops have the potential to provide improved experiences to more customers and should be prioritized for improvement over those with few riders at this time. Using August 2022 ridership data to match the rest of the analysis, boardings for each stop were standardized and scaled to provide the final need score. The higher the score, the higher the need for improved infrastructure. Data is available for the entire study area through UTA.

Future Considerations

Some intersections provide adequate access for vehicles, but pedestrian traffic is limited to a certain direction of travel due to a median or other conflicting roadway geometry reducing network permeability. When project sites are being selected, this should be manually accounted for. Future iterations of this model could be edited to include this variable, if a suitable dataset is found.

APPENDIX B: FMLM IDENTIFIED PROJECTS NEAR PRIORITY CORRIDORS

ID	Description	Miles	Jurisdiction	Primary Name	Desig-nated	Source Plan	Last Update	Bike Facility Code	Category	Notes
1		0.57	Clearfield			Clearfield City General Plan	2017		Unknown/Undefined	Mixed
2		0.34	Clearfield		Bike	Clearfield City General Plan	2017	2B	Bike lane	Trail
3		1.69	Clearfield		Bike	Clearfield City General Plan	2017	2B	Bike lane	Mixed
4		3.67	Layton			Layton City General Plan	2019	2B	Bike lane	
5	Center Street; Layton Parkway	5.19	WFRC	State Street / Main Street			2021	2	Bike lane, unspecified	
6	Park Lane; 400 West	0.81	WFRC	Lagoon Drive			2021	SU	Unknown/Undefined	
7		2.61	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
8		2.01	Ogden	Proposed Bikeway Network		Ogden Bicycle Master Plan	2016	2B	Bike lane	
9		2.55	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
10		2.19	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
11		4.16	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
12		0.63	Ogden	Proposed Bikeway Network		Ogden Bicycle Master Plan	2016	2B	Bike lane	
13		1.34	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
14		0.9	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
15		1.58	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2B	Bike lane	Centerline
16		2.62	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
17		2.29	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
18		1.97	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
19		0.59	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
20		3.2	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2A	Buffered bike lane	Centerline
21		2.09	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	2A	Buffered bike lane	Centerline
22		3.21	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3B	Marked shared roadway	Centerline
23		0.29	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3B	Marked shared roadway	Centerline
24		2.3	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3B	Marked shared roadway	Centerline
25	Promenade	0.43	Ogden	Proposed Bikeway Network	Walking	Ogden Bicycle Master Plan	2016		Unknown/Undefined	Centerline
26	WSU Wildcat	3.91	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016		Unknown/Undefined	Centerline
27	Phased Implementation	4.75	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016		Unknown/Undefined	Centerline
28	Phased Implementation	2.29	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016		Unknown/Undefined	Centerline
29		0.49	Ogden	Proposed Bikeway Network		Ogden Bicycle Master Plan	2016		Unknown/Undefined	Trail
30		0.18	Ogden	Proposed Bikeway Network		Ogden Bicycle Master Plan	2016		Unknown/Undefined	
31		1.55	Ogden	Proposed Bikeway Network		Ogden Bicycle Master Plan	2016		Unknown/Undefined	
32	Grant Avenue; Buchanan Avenue	2.17	WFRC	22nd Street		WFRC RTP	2021	2	Bike lane, unspecified	
33	Ogden FrontRunner Station; Grant Avenue	0.39	WFRC	23rd Street		WFRC RTP	2021	2A	Buffered bike lane	
34	Grant Avenue; Washington Blvd	0.15	WFRC	26th Street		WFRC RTP	2021	2	Bike lane, unspecified	
35	Tyler Avenue; Buchanan Avenue	0.72	WFRC	29th Street		WFRC RTP	2021	2	Bike lane, unspecified	

Note: the projects provided in this table were compiled from a variety of sources before being provided for this study. The data used has variable data attributes and is not consistent across each project. The data provided table is representative of the varied components used in its development

ID	Description	Miles	Jurisdiction	Primary Name	Desig-nated	Source Plan	Last Update	Bike Facility Code	Category	Notes
36	Chatelain Road; Taylor Avenue	0.66	WFRC	32nd Street to Van Buren Avenue		WFRC RTP	2021	3	Other bike route: unspecified	
37	Jackson Avenue; Van Buren Avenue	0.16	WFRC	Chatelain Road		WFRC RTP	2021	3	Other bike route: unspecified	
38	Stephens Avenue; Edvalson Street	2.32	WFRC	36th Street		WFRC RTP	2021	2	Bike lane, unspecified	
39	Riverdale Road; Skyline Parkway	2.53	WFRC	40th Street / Country Hills Drive		WFRC RTP	2021	2	Bike lane, unspecified	
40	Box Elder County Line; Wall Avenue	5.23	WFRC	US-89		WFRC RTP	2021	2	Bike lane, unspecified	
41	31st Street; Grant Avenue	2.79	WFRC	Pennsylvania Avenue to 24th Street		WFRC RTP	2021	2	Bike lane, unspecified	
42	Harrisville Road; Riverdale Road	5.44	WFRC	Wall Avenue		WFRC RTP	2021	1	Separated Bike Path	
43	22nd Street; 36th Street	2.01	WFRC	Grant Avenue		WFRC RTP	2021	2A	Buffered bike lane	
44	Park Boulevard; 22nd Street	0.46	WFRC	Washington Boulevard		WFRC RTP	2021	2A	Buffered bike lane	
45	22nd Street; Burch Creek Drive	3.36	WFRC	Adams Avenue		WFRC RTP	2021	3	Other bike route: unspecified	
46	Country Hills Drive; Glassman Way	0.49	WFRC	Hospital Access Trail		WFRC RTP	2021		Unknown/Undefined	Trail
47	20th Street; 36th Street	2.29	WFRC	Harrison Boulevard		WFRC RTP	2021		Unknown/Undefined	
48	36th Street; Combe Road / 5600 South	2.61	WFRC	Harrison Boulevard		WFRC RTP	2021	1	Separated Bike Path	
49	32nd Street; 36th Street	0.59	WFRC	Tyler Avenue		WFRC RTP	2021	3	Other bike route: unspecified	
50	Buffered or Protected Bike Lane	0.6	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
51	Buffered or Protected Bike Lane	2.38	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
52	Buffered or Protected Bike Lane	1.35	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
53	Buffered or Protected Bike Lane	1.96	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
54	Buffered or Protected Bike Lane	0.45	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
55	Buffered or Protected Bike Lane	4.53	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Mixed
56	Buffered or Protected Bike Lane	8.92	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
57	Buffered or Protected Bike Lane	2.26	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
58	Buffered or Protected Bike Lane	2.42	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
59	Buffered or Protected Bike Lane	9.57	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
60	Buffered or Protected Bike Lane	0.87	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Centerline
61	Bike Lane	4.48	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2B	Bike lane	Centerline
62	Bike Lane	0.5	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2B	Bike lane	Centerline
63	Bike Lane	0.45	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2B	Bike lane	Centerline
64	Neighborhood Byway	3.56	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
65	Neighborhood Byway	1.11	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
66	Neighborhood Byway	0.5	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
67	Neighborhood Byway	0.83	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
68	Neighborhood Byway	2.44	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Mixed

ID	Description	Miles	Jurisdiction	Primary Name	Desig-nated	Source Plan	Last Update	Bike Facility Code	Category	Notes
69	Neighborhood Byway	1.13	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
70	Neighborhood Byway	1.13	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
71	Neighborhood Byway	1.94	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
72	Multi-Use Path	1.74	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	Centerline
73	Multi-Use Path	0.28	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	Trail
74	Multi-Use Path	0.75	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	Centerline
75	Multi-Use Path	0.25	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	
76	Multi-Use Path	1.01	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	Mixed
77	Multi-Use Path	0.81	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	Mixed
78		1.55	South Salt Lake	Millcreek Trail	Multi-Purpose	South Salt Lake Parks Master Plan	2015		Unknown/Undefined	Trail
79		2.65	South Salt Lake	Parks, Open Space, Trails, and Community Centers Master Plan 2015	Bike	South Salt Lake Parks Master Plan	2015	2B	Bike lane	Centerline
80		0.88	South Salt Lake	Parks, Open Space, Trails, and Community Centers Master Plan 2015	Bike	South Salt Lake Parks Master Plan	2015	2B	Bike lane	Centerline
81		0.88	South Salt Lake	Parks, Open Space, Trails, and Community Centers Master Plan 2015	Bike	South Salt Lake Parks Master Plan	2015	2B	Bike lane	Centerline
82		6.68	West Valley City		Bike	West Valley City Bike Plan		1	Separated Bike Path	Centerline
83		2.51	West Valley City		Bike	West Valley City Bike Plan		1	Separated Bike Path	Centerline
84		4.01	West Valley City		Bike	West Valley City Bike Plan		2	Bike lane, unspecified	Centerline
85		3.97	West Valley City		Bike	West Valley City Bike Plan		2	Bike lane, unspecified	Centerline
86		2.48	West Valley City		Bike	West Valley City Bike Plan		2	Bike lane, unspecified	Centerline
87		1.33	West Valley City		Bike	West Valley City Bike Plan		2	Bike lane, unspecified	Mixed
88		1.09	West Valley City		Bike	West Valley City Bike Plan		2	Bike lane, unspecified	Centerline
89		1.78	West Valley City		Bike	West Valley City Bike Plan		3	Other bike route: unspecified	Centerline
90		3.02	West Valley City		Bike	West Valley City Bike Plan		3	Other bike route: unspecified	Centerline
91		3.74	West Valley City		Bike	West Valley City Bike Plan		3	Other bike route: unspecified	Trail
92		1.16	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2B	Bike lane	Centerline
93		0.61	Salt Lake City			Salt Lake City Pedestrian & Bicycle Master Plan	2015	2B	Bike lane	
94		0.31	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
95		0.14	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
96		1.65	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
97		3.18	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
98		2.4	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
99		1.5	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
100		0.45	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
101		1.35	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
102		0.75	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
103		0.15	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
104		0.75	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline

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105		0.98	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
106		0.9	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
107		1.17	Salt Lake City		Multi-Purpose	Salt Lake City Pedestrian & Bicycle Master Plan	2015		Unknown/Undefined	Mixed
108		2.13	Salt Lake City		Multi-Purpose	Salt Lake City Pedestrian & Bicycle Master Plan	2015		Unknown/Undefined	Mixed
109		0.45	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3	Other bike route: unspecified	Centerline
110		1.12	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3	Other bike route: unspecified	Centerline
111		0.48	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3	Other bike route: unspecified	Centerline
112		3.97	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3	Other bike route: unspecified	Mixed
113		0.14	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3A	Shoulder bikeway	Centerline
114		0.59	Salt Lake City			Salt Lake City Pedestrian & Bicycle Master Plan	2015		Unknown/Undefined	
115	Multi-Use Path	0.08	Salt Lake County		Multi-Purpose	Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	
116	Multi-Use Path	0.17	Salt Lake County			Salt Lake County Active Transportation Implementation Plan	2017		Unknown/Undefined	
117	9000 S to Approx 9270 S	0.36	Draper/Sandy	East Jordan Canal Trail	Bike	Sandy's Bike Plan	<Null>	PP	Parallel Bike Path, Paved	Trail
118	4100 S/3900 S: Constitution Blvd to Wasatch Blvd	8.56	Mid-Valley	3900 S/4100 S/Cody Brotherson Pkwy/ Meadow Brook Expy	Bike	Shapefiles provided to FMLM Study		PP	Parallel Bike Path, Paved	
119	Main St: 3900 S to Winchester St	1.69	Mid-Valley	Auto Blvd/Box Elder St/Main St/4500 Frontage Rd	Bike	Shapefiles provided to FMLM Study		2B	Bike lane	Has both bike lane and shared path
120	Jordan River Parkway; 500 West	1.15	WFRC	Folsom Rail Corridor		WFRC RTP	2021	SU	Unknown/Undefined	
121	700 West; 700 East	2.1	WFRC	1300 South		WFRC RTP	2021	2	Bike lane, unspecified	
122	5600 West; Redwood Road	4.51	WFRC	3100 South		WFRC RTP	2021	2A	Buffered bike lane	
123	500 West; 2000 East	3.76	WFRC	3900 South		WFRC RTP	2021	1	Separated Bike Path	
124	3100 South; 4700 South	2.51	WFRC	4000 West		WFRC RTP	2021	2	Bike lane, unspecified	
125	Whitlock Avenue; 3100 South	0.9	WFRC	Redwood Road		WFRC RTP	2021	SU	Unknown/Undefined	Shared use path will be constructed as communities redevelop with appropriate setbacks. See Redwood Road Multimodal Study.
126	3100 South; 4100 South	1.51	WFRC	Redwood Road		WFRC RTP	2021	SU	Unknown/Undefined	Shared use path will be constructed as communities redevelop with appropriate setbacks. See Redwood Road Multimodal Study.
127	3300 South; Atherton Drive	1.72	WFRC	1200 West / 1300 West		WFRC RTP	2021	2A	Buffered bike lane	
128	Andy Avenue; 3900 South	2.57	WFRC	300 West		WFRC RTP	2021	2	Bike lane, unspecified	
129	2100 South; 4500 South	3.52	WFRC	Main Street		WFRC RTP	2021	2	Bike lane, unspecified	
130	Zane Avenue; North Temple	0.63	WFRC	Columbus Street to State Street		WFRC RTP	2021	2	Bike lane, unspecified	
131	Ramona Avenue; Midvale City Boundary	8.16	WFRC	900 East to 700 East		WFRC RTP	2021	2	Bike lane, unspecified	Amendment 3. Adjusted extent.
132	400 South; 600 South	0.3	WFRC	1300 East		WFRC RTP	2021	2	Bike lane, unspecified	
133	100 South; 400 South	0.45	WFRC	University Street		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.

ID	Description	Miles	Jurisdiction	Primary Name	Desig-nated	Source Plan	Last Update	Bike Facility Code	Category	Notes
134	State Street; Virginia Avenue	1.88	WFRC	South Temple		WFRC RTP	2021		Unknown/Undefined	Amendment 2. New Project.
135	400 West; State Street	0.75	WFRC	Green Loop / North Temple		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.
136	Folsom Trail; 900 South	1.65	WFRC	Green Loop / 500 West		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.
137	North Temple; 300 South	0.6	WFRC	West Temple		WFRC RTP	2021	3	Other bike route: unspecified	Amendment 2. New Project.
138	400 South; 2100 South	2.43	WFRC	300 West		WFRC RTP	2021	1	Separated Bike Path	Amendment 2. New Project.
139	3rd Avenue; Leland Avenue	4.95	WFRC	800 East Neighborhood Byway		WFRC RTP	2021	3	Other bike route: unspecified	Amendment 2. New Project.
140	200 South; 2100 South	2.73	WFRC	Main Street		WFRC RTP	2021	1	Separated Bike Path	Amendment 2. New Project.
141	Main Street; 200 West	0.35	WFRC	1300 South Bike Bypass		WFRC RTP	2021	3	Other bike route: unspecified	Amendment 2. New Project.
142	South Temple; 900 South	1.35	WFRC	Green Loop / 200 East		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.
143	750 West; Lincoln Street	2.47	WFRC	9 Line Trail		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.
144	North Temple; South Temple	0.15	WFRC	Green Loop / State Street		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 2. New Project.
145	9000 South; 9270 South	0.36	WFRC	East Jordan Canal Trail		WFRC RTP	2021	SU	Unknown/Undefined	Amendment 3. New Project.
146	Bike Route	0.89	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	3	Other bike route: unspecified	Centerline
147	Bike Lane	2.78	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	2B	Bike lane	Centerline
148	Bike Lane	0.5	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	2B	Bike lane	Centerline
149	Bike Lane	0.6	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	2B	Bike lane	Centerline
150	Regional Trail	5.62	Orem		Multi-Purpose	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017		Unknown/Undefined	Mixed
151	Bike Lane	5.57	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	2B	Bike lane	Centerline
152	Bike Route	0.15	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	3	Other bike route: unspecified	Centerline
153	Bike Route	0.47	Orem		Bike	City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	3	Other bike route: unspecified	Centerline
154	Bike Lane	6.39	Orem			City of Orem Parks, Recreation, Trails and Open Space Master Plan	2017	2B	Bike lane	
155	Add Bike/Ped	2.72	MAG	Provo Canyon Rd - Bike Lanes and Trail		Unified Plan - Phase 1	2018	2B	Bike lane	
156	Bike Lanes	1.54	MAG	Orem University Pkwy - Bike Lanes		Unified Plan - Phase 1	2018	2B	Bike lane	
157	Bike Lanes	0.5	MAG	Orem 800 E - Bike Lanes		Unified Plan - Phase 1	2018	2B	Bike lane	
158	Trail	0.18	MAG	Provo 2230 N - Trail		Unified Plan - Phase 1	2018		Unknown/Undefined	
159	Bike Lanes	0.84	MAG	Provo 550 W - Bike Lanes		Unified Plan - Phase 1	2018	2B	Bike lane	
160	Buffered Bike Lanes	2.02	MAG	Provo 820 N - Buffered Bike Lanes		Unified Plan - Phase 1	2018	2A	Buffered bike lane	
161	Trail	0.7	MAG	Provo University Ave / US-189 - Trail		Unified Plan - Phase 1	2018		Unknown/Undefined	
162	Trail	0.74	MAG	Provo 500 W / 300 S - Trail		Unified Plan - Phase 1	2018		Unknown/Undefined	
163	Bike Lanes	0.44	MAG	University Ave / US-189 - Bike Lanes		Unified Plan - Phase 1	2018	2B	Bike lane	
164	Add Bike/Ped	1.81	MAG	Provo 600 S - Bike Lanes and Trail		Unified Plan - Phase 1	2018	2B	Bike lane	
165	Phase 1	2.24	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
166	Phase 1	0.85	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	

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167	Phase 1	1.25	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
168	Phase 1	1.44	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
169	Phase 2	1.18	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
170	Phase 2	2.68	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
171	Phase 2	0.38	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
172	Phase 2	1.82	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
173	Phase 2	2.51	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
174	Phase 2	0.72	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
175	Phase 2	0.59	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
176	Phase 2	0.84	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
177	Phase 2	0.77	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
178	Phase 2	1.28	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
179	Phase 2	2.8	Provo			Provo City Transportation Master Plan	2020		Unknown/Undefined	
180		1.69	Woods Cross	Woods Cross City Parks and Trails Master Plan	Bike	Provo City Transportation Master Plan	2019	3	Other bike route: unspecified	Centerline
181		0.59	Kaysville	Kaysville City General Plan	Multi-Purpose	Kaysville City General Plan	2019		Unknown/Undefined	Centerline
182		0.43	Clearfield	Clearfield City General Plan		Clearfield City General Plan	2017		Unknown/Undefined	Trail
183	Clearfield FrontRunner Station; Antelope Drive	0.45	WFRC	Clearfield FrontRunner Trail		Clearfield FrontRunner Trail	2021	SU	Unknown/Undefined	
184		5.95	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
185		1.73	Ogden	Proposed Bikeway Network	Bike	Ogden Bicycle Master Plan	2016	3	Other bike route: unspecified	Centerline
186	20th Street; 30th Street	1.44	WFRC	Madison Avenue		WFRC RTP	2021	3	Other bike route: unspecified	
187	McKay Dee Hospital; US-89	1.17	WFRC	Glasmann Way		WFRC RTP	2021	2	Bike lane, unspecified	
188	20th Street; 26th Street	0.87	WFRC	Tyler Avenue		WFRC RTP	2021	3	Other bike route: unspecified	
189	Buffered or Protected Bike Lane	2.13	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	2A	Buffered bike lane	Mixed
190	Neighborhood Byway	0.25	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
191	Neighborhood Byway	0.15	Salt Lake County		Bike	Salt Lake County Active Transportation Implementation Plan	2017	3	Other bike route: unspecified	Centerline
192		1.54	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
193		0.56	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
194		0.39	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	2A	Buffered bike lane	Centerline
195		0.6	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3A	Shoulder bikeway	Centerline
196		0.15	Salt Lake City		Bike	Salt Lake City Pedestrian & Bicycle Master Plan	2015	3A	Shoulder bikeway	Centerline
197	Jordan & Salt Lake Canal Trail to Porter Rockwell Trail	0.46	Draper/Sandy	Stadium Way/9270 S	Bike	Sandy's Bike Plan		PP	Parallel Bike Path, Paved	Mixed
198	University Street; Campus Center Drive	0.62	WFRC	University of Utah - On-Campus Route		WFRC RTP	2021	3B	Marked shared roadway	Transitions to bike path through campus on E/W segment.
199	200 West; Oakley Street	1.54	WFRC	300 North		WFRC RTP	2021	2	Bike lane, unspecified	
200	Bike Lanes	0.52	MAG	Provo 900 S - Bike Lanes		Unified Plan - Phase 1	2018	2B	Bike lane	
201	Phase 1	0.64	Provo			Provo City Transportation Master Plan 2020	2020		Unknown/Undefined	
202	Phase 2	0.18	Provo			Provo City Transportation Master Plan 2020	2020		Unknown/Undefined	