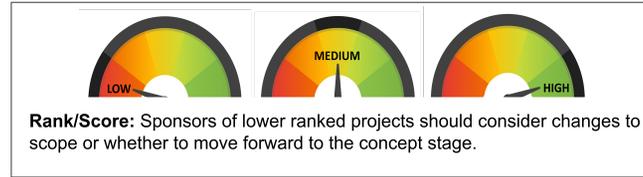


ROAD PROJECT IDEAS

TIP Project Idea Ranking Sheet

Created 11/29/2023 by Mountainland MPO technical staff based off TIP Concept Report ranking categories. Ranking are to be used by the MPO TAC committee for the December 4, 2023 TIP Project Idea Meeting and by project sponsors for guidance in moving forward to the concept report stage of the TIP Selection Process. Any ranking at the project idea stage does not guarantee future project funding.



Proj#	Project	Rank/Score	Notes:
1	Spanish Fork Main St Vision Reconstruction Phase II - 300 S to 600 N	48	Median helps, but doesn't reduce congestion much, just manages it better. Adds to the efficiency of the system. Moderate to high accident rates. Bike lanes on a busy corridor with parking between the sidewalk and bike lane can cause unsafe conditions. Have you considered putting the bike lanes next to the curb so parking is out past the bike lane? Another option could be a divided cycle track on each side of the road or a two-way cycle track with all bike traffic on one side of the road.
2	Highland 4800 West/SR-92 Intersection Lane Expansion	47	High congestion area, concerned project limits might need to be expanded further north. Widens the grid, increases efficiency to intersection. Project not identified in 2008 Highland Plan, only in NW study (not adopted by city). MAG funded similar projects on this corridor, but community concerns lead the city council to reduced the scope. Project needs to go through a public process to update the city transportation plan with city council approval of what the future improvements will be through the city before final MAG approval.
3	Lehi 2300 West Widening; Main ST to Pioneer Crossing	47	Highly congested corridor. Widens the grid. Moderate accident rates. It would be helpful to show traffic movements through this area. Most traffic from the south turns onto Pioneer Crossing and traffic from the north onto Main ST. Understanding the through movement can show the need through this area. Concerns with no shoulders being proposed.
4	Orem Center Street (Geneva Rd to 1200 W)	45	MPO funded a smaller project here in the past, but has been on hold waiting for railroad approvals. The smaller project was greatly undersized. Recommended that Orem apply with a larger project to satisfy travel demand. High congestion, high growth area. High accident rate area.
6	Pony Express PKWY, Saratoga Springs; Riverside DR to Saratoga RD	40	High congestion area. Limited accident data, but could help with reducing accidents on Redwood RD and Pioneer Crossing. MPO funded pioneer road 2-lane project and multiple other projects along the Pony Express PARKWAY corridor. Are developers paying for any of this project? ROW? Impact Fees?
7	Mill Pond Rd; Pioneer Crossing to AF 200 S	36	Five lane project is within the RTP, but in phase 3. Would require an amendment to the RTP if funded. Moderate congestion, high growth area. Entrance to AF Frontrunner Station. Most roads in area (including this) are old 2-lane county roads.
8	Pleasant Grove 600 West, Center St, and State St Intersection Improvements	35	Reduces conflicts at a congested intersection. Improves efficiency to intersections. Moderate accident rates. It would be helpful to show or document how extensive the queuing problem is today and proposed for 2030. The study shows the area at a LOS C and D and states that the UDOT State ST reconstruction will not help alleviate problems at this intersection. A good description of the problem and how UDOT is not addressing the issue would be beneficial.
9	Cedar Hills DR/North County BLVD Intersection and Traffic Improvements	34	The study done by Parametrix shows current conditions only warrant the extension of the left turn lane because of a congestion issue during a 10 minute period when school is starting in the AM. The rest of the analysis is done for 2040 conditions which includes the large development proposed to the southwest. Need to demonstrate what growth has occurred to warrant project being done sooner. There is a moderate accident rate in the area.
10	SR 51 Widening; Springville 1600 S to Spanish Fork PKWY	33	Being a state highway, it might be a difficult sell to use MPO funding for new capacity on the corridor. The Springville TMP shows conditions for 2040, with 17k trips a day. This is not a high failure rate. A 2030 number would help demonstrate near-term need. No other portion of this corridor is striped at 5 lanes, though some areas in SF could be with the current width. How to handle bottleneck at Springville rail bridge? Five lanes could help with connectivity.
11	Old Airport Rd Phase II, Eagle Mountain	31	High congestion proposed with completion of 2-lane road. MPO funded the 2-lane pioneer road for with future widening to be done through development. Concerns that continuous center turn lane is not needed for entire length with limited connections. Does this add to capacity? Could it be done when widen in the future? Will 5-lane road need MAG participation before development can complete corridor (regional needs).
12	Pony Express PKWY/Eagle Mountain BLVD Traffic Signal	31	Are there other options that include modifying the roundabout? Low to moderate congestion in area.
13	750 N Extension, Salem	31	East of Woodland Hills DR this corridor traverses the new Veridian development. Shouldn't the development participate building this portion of the corridor? Low congestion area. Adds to the grid network in an area with limited connections.
14	Santaquin Main ST Phase 5; 100 W to 500 W	30	Should be pointed out that part of this phase limits was approved with phase 4 but due to cost increases the scope of phase 4 was reduced to stay in budget (still need MPO committee approval). This section of corridor has lower congestion and lower crash rates.

15	American Fork 1500 South Wideningl 700 E to 100 W	27	Low congestion and limited accident rates. What is the current need in improving this corridor? Safety? Congestion? Proposed growth? Not currently in the RTP. How many travel lanes are proposed? 2 lane does not need to be in RTP. 4 lane would need to be in RTP.
16	UC 8000 South Widening; 3200 W to I-15 Benjamin	26	What does 7 million do? Can it be phased to lesson the cost? With the potential for development to pay for much of the project, maybe emphasizing this project is a pioneer project to add safety elements with turning and shoulder treatments gearing up for future development.Need to heavily demonstrate there is a safety issue with the corridor with the heavy trucks. Is there crash data supporting the need? MPO has already purchased ROW.
17	American Fork 700 West Connection; 470 S to Pony Express PKWY	25	AF Master Plan shows roads to the east and west has higher class roads. Project is not in the RTP. Work to add this road to the RTP and functional class map will need to occur if funded. The corridor is completed north and south of this location, but does not seem to have the needed width for a 5-lane road (as proposed). Are improvements proposed to allow for this configuration? What potential is there that development completes the proposed improvements?
19	Seven Peaks BLVD; Summit View DR to Oak Cliff DR, Provo	24	Low congested area. Adds to the grid. Low accident rates. Good connection in completing the collector grid network, but being on the side of the mountain, not much traffic volumes are expected.
18	UC 9600 South/5600 West Intersection, Payson area	23	Low congested area.Improves efficiency with turn lane. With 9600 S having little use west of 5600 W, could the west leg remain as is and do the improvements only to the east leg?
20	Highland 6800 West Phase 4; 9600 N to 10400 N	21	Lower congestion area. Not a major throughput corridor. Doesn't add to the grid. Limited safety benefits. Without connecting to SR92, and low densities, road is more local in nature.
21	Lake Shore Drive Extension, American Fork; 570 W to 700 W	17	No congestion and no accident rates. New proposed area roads (Vineyard Connector, Pony Express PKWY) will carry regional traffic. Odd design with main N/S road and this road going east. Need to show better regional need.

ACTIVE TRANSPORTATION PROJECT IDEAS

TIP Project Idea Ranking Sheet

Corrected 12/01/2023 (see note below) by Mountainland MPO technical staff based off TIP Concept Report ranking categories. Ranking are to be used by the MPO TAC committee for the December 4, 2023 TIP Project Idea Meeting and by project sponsors for guidance in moving forward to the concept report stage of the TIP Selection Process. Any ranking at the project idea stage does not guarantee future project funding.



Proj#	Project	Rank/Score	Notes:
1	Highline Canal Trail; Santaquin to Spanish Fork	46	Major regional trail through lower density area connecting communities and tying into regional trail network. Creates under crossings at major roads. Can project be phased? Maybe build through developed areas first, connect between these areas in later phases.
2	Lehi Frontrunner Trail, Phase 1; FR Station to 2100 N	42	Ties into first/last mile connections. Other less costly AT options exist in the area in Lehi plan. If the trail is proposed along the railroad, why not bridge 2100 N rather than having it follow the 2100 N Frontage RD and 1700 W for a short jaunt just rejoin the railroad just north of 1500 N? Seems like a busy traffic area to avoid. Also, seems like a good opportunity to follow the tracks through Downtown to AF. Could UTA double track project help build this project?
3	Utah Lake Parkway Trail, Lindon to American Fork Segment	42	Last segment of a major regional backbone trail in the area. Uses ROW from TSSD. MPO funded other phases.
5	Lehi 700 South Cycle Track, Phase 2	41	Final phase of a MAG funded project. Provides alternative bike facility to Pioneer Crossing.
4	Payson 800 South/I-15 Pedestrian Crossing	38	With high-density ongoing and the planned MTech facility, a pedestrian facility is warranted. Project should be done by UDOT with replacement of the interchange in future years. Good potential SS4A project. The Dry Creek trail is planned just south of this area and would be a better location for crossing I-15.
6	Mapleton US-89 Trail; Maple ST to 1600 S	31	What type of pedestrian demand do you currently see or plan along this high-speed corridor? Has UDOT been approached for constructing this project? Is project in the city trail plan?
7	Santaquin South Ridge Farms Trail	30	Connects high-growth area to downtown. A cross section of the trail and how it interfaces with the road would be helpful. It needs to connect to other AT facilities.
8	Tickville Trail, Eagle Mountain	28	Trail is more local in nature. Need to show overall trail network and which are regional vs. local trails. Local connection. Separates AT users from roads.
9	Springville 400 E Bike Lanes; 1400 N to US 89	28	The bike lane project not being in the recently adopted RTP makes this project difficult to warrant, unless a better defined regional need can be developed. MAG does not generally fund striping projects. The RTP does show a trail along this route, would be a better project.
10	Highland Town Center Trail Completion	27	Project looks to complete a local trail project through the city center with no connections to the regional trail system, improve sidewalks along SR-74, and connect to the old Murdock Canal Trail. The circuitous route seems local in general. Not being in the recently adopted RTP trail plan, makes this project difficult to warrant, unless a regional use can be better addressed. Some sections seem redundant. Connects to regional facilities.
*11	Santaquin Highland DR Trail	27	Cost seems low. Mainly a safety improvement with low ped accident rates. How does it connect to regional facilities?
12	Highland 11800 North Trail; Highland BLVD to Alpine	24	Trail does not seem to be regional in nature. The corridor already has trail-like sidewalks through Highland and sidewalk through Alpine. Not being on the recently adopted RTP makes this project difficult to warrant, unless a regional use can be better described in the city plans.
13	Highland 6000 West Active Transportation Project	23	Trail not planned in AF to connect to this trail, does not seem to be regional in nature. Not being on the recently adopted RTP makes this project difficult to warrant, unless a regional use can be better described.
14	American Fork Storrs Trail, Phase 1	21	Project is redundant to other planned trails in the area and is shown as a local trail in the AF city master plan. Being not in the RTP, with regional trails located nearby, and with the RTP just completed with extensive work on the AT portion of the plan, it is difficult to add a new regional trail.

*Original listing stated that trail was not in the RTP. This was incorrect. The project is within the RTP. This adjusted the score up 2 points from 25 to 27.

TRANSIT PROJECT IDEAS

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Proj#	Project	Rank/Score	Notes:
1	Central Corridor Capital; State ST Corridor Improvements	62	Upgrades should improve efficiency of the route for better reliability which should increase ridership. Changes create Core Route service, step prior to BRT.
2	Central Corridor Operations	49	Proposed funding would take service from 15 minutes to 10 minutes. This would be the highest frequency bus route on the UTA system (less BRT). More information would need to support the need and benefit of increasing frequency. CMAQ operating funds can be used for up to three years to fund new service. CMAQ cannot expand current route operations. This project would have to be described as a new service separate from what the current 850 route does.
3	UTA New Radio System	38	Could create efficiencies due to new technology, need more info on this. UTA is asking WFRC for \$2m for this project, the same ask for MAG. Being that the UTA service area is 2/3s larger within the WFRC area, it seems that the funding ask to MAG should be proportionate to our service area.
4	North West Utah County Bus Service	38	Though there are low densities, spread out throughout the planned route area, the area has experienced high growth with newer higher density areas. With over 100k population in the area, bus service to this area is important to allow service for underserved populations and paratransit service. This route would also serve two park and ride lots that MAG has provided funding to.
5	Route 823 South Valley Transit Bus	36	New route with new service on Springville 400 South. Allows current 821 route from Payson/SF to bypass Springville and have direction service to Provo. Would recommend that service be extended south from Springville Walmart into SF and 821 service interface with this route in SF allowing 821 to go directly from SF to Provo.
6	New Flex Route in South Valley; Springville, Spanish Fork, Mapleton	29	Low ridership potential in low-density area. Helps replace coverage lost by adjustment to 821.822 routes.
7	UTA On-Demand Service; Lehi or West Provo	27	Low ridership predicted at very high cost. Are there other reasons for this service that would justify the cost? Maybe a flex route would be a better fit.
8	Timpanogos Bus Facility New Entrance, Orem	27	Safety project for bus maintenance facility. Does not score well in MAG process. Might be better funded through other UTA, federal funding.

STUDY/AIRPORT PROJECT IDEAS

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Studies are approved at this stage of the process. MPO TAC will make a recommendation to the MPO Board of with studies to move forward with funding.



Proj#	Project	Rank/Score	Notes:
1	Provo Airport Terminal Phase 2	NA	Project is highly regional in nature. Technical ranking process is not geared to measure the effectiveness of airport projects. MAG staff agree that the regional benefits of this project rank as a high priority project.
2	Mid Valley Highway Feasibility Study	14	Project travels between major regional centers and is within the RTP. Feasibility is a main component of this study. Grade issues need to be addressed as to whether the cost to benefit ratio of building a corridor in this steep area should be built.
3	Nebo Belt Corridor Study; Payson to Spanish Fork	14	Project creates major highway grid connections in high-growth areas and is within the RTP. Feasibility is a main component of this study. Grade issues, farmland protection, and impacts to built neighborhoods need to be addressed.
4	Spring Creek Corridor Active Transportation Study; Provo to Springville	13	Project can address AT connection needs between two sub-regions of the county. Study should include Springville 1200 West road connection into Provo with its planned regional trail.
5	Independence AVE Connection Study; Provo Center ST to University PKWY, Orem	12	Projects adds needed highway grid connections in urban core area. Gives direct benefit to University PKWY and State ST. Could have impacts on built environment. Modeling shows this corridor will be highly used, potentially requiring a larger facility.
6	Woodland Hills Trail Feasibility Study	10	Project answers the feasibility of building an AT facility through individual properties to connect Woodland Hills to the regional AT system.
7	Orem City Active Transportation Plan	8	MAG funded original municipal AT plans as an incubator to start local AT planning process. Funding AT plan updates should be a function of each local municipality.