Mountainland MPO  
Technical Advisory Committee  
Monday, April 24, 2017  

Mountainland Conference Room  
586 East 800 North, Orem, UT  
1:30 P.M.  

1. Welcome, Introductions and Public Comment - Richard Nielsen, Chair  
2. Approve March 27, 2017 Minutes - Richard Nielsen, Chair  
3. Unified Planning Work Program - Shawn Seager, MAG  
4. TIP Amendment - Lehi request to transfer funds from Jordan River Trail to Lehi Rail Trail phase 3 - Jim Price, MAG  
   -Mike West, Lehi City  
5. Corridor Preservation Policy Update - Jim Price, MAG  
6. UVU Pedestrian Bridge Update - Chad Eccles, MAG  
7. Other Business  
   UTA  
   UDOT  

Next TAC Meeting is scheduled for MAY 22, 2017  

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Jessica Adams at 801-229-3845 or jadams@mountainland.org at least 24 hours prior to the meeting.  
* Meeting minutes are recorded. A hard copy of the attendees, a brief summary, and all motions made during a meeting will be approved at the next meeting. Audio recordings of these meeting are available at www.mountainland.org/tac
AGENDA ITEM # 3

DATE: April 18, 2017

SUBJECT: UNIFIED PLANNING WORK PROGRAM (MPO'S ANNUAL BUDGET)

PREPARED BY: Shawn Seager

BACKGROUND: The July 1, 2017 to June 30, 2018 (FY-18) Unified Planning Work Program (UPWP) describes the transportation planning work undertaken by Mountainland Metropolitan Planning Organization Staff, Utah Department of Transportation Staff and the Utah Transit Authority Staff within the Mountainland MPO planning area.

The Work Program is an annual budget. It illustrates to our members, Federal Highway Administration, Federal Transit Administration, and the general public where our planning resources are allocated. It describes the planned work, budget, and funding sources.

TAC RECOMMENDATION:

STAFF RECOMMENDATION: Staff recommends adopting the Executive Summary of the MAG MPO FY18 Unified Planning Work Program 2017-2018

SUGGESTED MOTION: I move to adopt the Executive Summary of the MAG MPO FY18 Unified Planning Work Program.

CONTACT PERSON: Shawn Seager, 801-229-3837, sseager@mountainland.org

ATTACHMENTS: Executive Summary of the FY-18 Unified Planning Work Program
AGENDA ITEM # 4

DATE: April 24, 2017

SUBJECT: TIP Amendment – Moving funds from the Jordan River Connector Trail project to the Lehi Rail Trail Phase 3 project

PREPARED BY: Jim Price

BACKGROUND: The Jordan River Connector Trail project is substantially complete and will have some residual expenses prior to closeout, but due to current problems getting a construction permit from Union Pacific Railroad, the included trail bridge structure parallel to Clubhouse Dr. will be constructed at an unspecified future time. Because of this, approximately $550,000 to $640,000 in project funds will not be used for an unknown period of time.

Lehi City and Utah County as sponsors are requesting permission to move the remaining funds from this project to the Lehi Rail Trail Project, Phase 3, to use for construction of two box culvert trail underpasses as significant safety upgrades. The Rail Trail project is currently funded at $950,000 and is progressing toward final design and bidding.

The Jordan River Connector Trail will make temporary use of an existing 4’ wide pedestrian bridge at Clubhouse Dr. and the sponsors intend to apply for funding to install a bridge meeting AASHTO standards when permits are supplied by the railroad.

TAC RECOMMENDATION AND MOTION:

STAFF RECOMMENDATION: Staff recommends that TAC recommend that the remaining available funds be moved from the Jordan River Connector Trail Project to the Lehi Rail Trail Phase 3 Project. (final exact amounts to be determined through consultations between UDOT, MAG and the project sponsors)

SUGGESTED MOTION: The Technical Advisory Committee recommends to the Regional Planning Committee that the remaining available funds be moved from the Jordan River Connector Trail Project to the Lehi Rail Trail Phase 3 Project.

CONTACT PERSON: Jim Price

ATTACHMENTS: Letter from Lehi City
Maps showing locations of proposed changes in scope
April 17, 2017

MPO Technical Advisory Committee
586 E 800 N
Orem, UT 84097

Dear committee members:

I am writing on behalf of Utah County and Lehi City to propose an amended scope to the Lehi Rail Trail Phase 3 project. This project has been funded and designed to connect the existing Rail Trail in Lehi to the recently completed Draper portion of the Rail Trail at our northern Utah County border. In this request I will describe (a) our proposal, (b) the necessity of the proposal, and (c) how we propose to fund the change.

Proposal
We are proposing to include two grade separated crossings at Traverse Mountain Boulevard and Flight Park Road. These crossings each consist of a 14-foot wide by 10-foot tall box culvert to allow trail users a comfortable, safe crossing. We estimate the cost for the culvert at Traverse Mountain Boulevard to be $200,000 and the cost for the culvert at Flight Park Road to be $450,000. The addition of these two box culvert crossings will maintain a complete grade separated design from SR-92 to the northern Utah County Line.

Necessity
The Rail Trail will complete the first trail connection between Salt Lake and Utah counties on the east side of I-15. This trail is regional in nature and completes a gap that would provide a 35 mile continuous trail connection from Sandy to Provo. Regional and high priority trails should be designed in a way to accommodate users of all abilities and comfort levels. When a regional trail must cross major roadways at grade, the perceived comfort and safety of the trail is diminished, and can deflect potential users.

The Rail Trail currently has a grade separated crossing over Adobe Way and a TIGER grant was recently awarded for a grade separated crossing over SR-92. The addition of the two proposed grade separated crossings would complete this section of the Rail Trail as a safe and comfortable facility for users of all comfort and ability levels.
The funded Rail Trail Phase 3 project design includes two at-grade crossings, one at Traverse Mountain Boulevard and the other at Flight Park Road. Flight Park Road is utilized by large trucks that continually enter and exit the existing quarry and materials processing center. These large trucks pose a safety risk for trail users as they cross Flight Park Road. Flight Park Road is also a future planned connection to the Traverse Mountain development and other future developments in the area.

Traverse Mountain Boulevard is a planned primary connection into the Traverse Mountain development and will help serve more than 5,000 housing units and commercial developments. The Rail Trail crosses Traverse Mountain Boulevard mid-block, and poses challenges in creating a safe crossing for bicyclists and pedestrians. The city has funded a project to extend Traverse Mountain Boulevard from its existing western terminus, to the East Frontage Road. Construction is anticipated to begin summer of 2017. The cost to construct the box culvert at this location is decreased if completed concurrently with the city’s road project as it would remove the need for traffic control, utility relocations, and replacement of roadway improvements.

**Funding**

The cost to include both grade separated crossings is estimated at a total of $650,000. We propose to transfer funds from the Jordan River Connector project that currently has a balance of $644,000. The funds remaining in the Jordan River Connector project are intended to widen an existing pedestrian bridge to cross the Union Pacific Railroad corridor adjacent to Garden Drive. Union Pacific has not yet permitted the bridge, and until it is permitted, the $644,000 could be used to fund the two Rail Trail crossings. The intent is to replace funds in the future to widen the bridge on the Jordan River Connector project. The current Rail Trail Phase 3 project also has an available 10 percent contingency that could aid the cost of the two proposed grade separated crossings.

The proposed amendment is essential in creating a regional trail that provides the level of safety and comfort for users of all ability, and will contribute to the success of the Rail Trail as a regional commuter route between Salt Lake and Utah counties.

Thank you for your consideration of this proposed amendment.

Sincerely,

Mike West, AICP
Lehi City Planning Division
Rail Trail Phase 3 - Proposal for Grade Separated Crossings

Approved Rail Trail Phase 3

- Air Park Road Crossing
- Traverse Mountain Blvd Road Crossing
Traverse Mountain Blvd - Grade Separated Crossing

Proposed Culvert Location

Approved Rail Trail Phase 3
AGENDA ITEM #6

DATE: 04/24/2017
SUBJECT: UVU Pedestrian Bridge Update
PREPARED BY: Chad Eccles

BACKGROUND: This project has been in discussion for some time and is a top concern for UVU. Currently, students and others who commute using Frontrunner and desiring to get to UVU’s east campus will cross I-15 using the University Parkway Interchange and there have been accidents and a fatality there. Safety is a top concern and also convenience in getting to campus. This bridge will add a more direct walk to campus which will encourage transit riders to continue to use Frontrunner for their trip to campus.

An engineering firm is currently under contract to provide a better cost estimate for the bridge as well as an architectural rendering of what it may look like. The is an update of that study and where we are going from here.

STAFF RECOMMENDATION: Information item

SUGGESTED MOTION: none

CONTACT PERSON: Chad Eccles, 801-229-3824 or ceccles@mountainland.org