

Utah's Regional Roadway Grid Network Study

- WHO** Utah's four Metropolitan Planning Organizations (MAG, WFRC, Cache, Dixie) in coordination with local governments, UDOT, and Utah's urban area transit providers (Cache Valley Transit, SunTran, and Utah Transit Authority).
- WHAT** A well-connected grid provides a variety of routes for vehicles. More routes helps reduce congestion and provides for different travel environments for different travel modes and trip types. A regional roadway grid network system that includes transit and active transportation results in more and safer ways for Utahns to get around.
- WHY** ◊ Connects Neighborhoods ◊ Creates Safer and More Walkable Routes ◊ Matches Corridors with Land Uses ◊ More Successful Transit - Avoids Circuitous Winding Routes ◊ Reduces Congestion - Disperses Demand ◊ Sets Design & Condition Standards ◊ Easier Access to Businesses ◊ Offers More Routes for Freight & Emergency Response ◊ Better Understanding of Corridor Preservation & Right of Way Needs ◊ Most Efficient Way to Move Urban Traffic
- WHEN** Phase 1 Regional Roadway Grid Network Development (12 mo): 1) consider existing efforts and studies; 2) ensure broad participation; 3) design an optimal, prioritized, and feasible network for each MPO region that includes transit and active transportation; 4) communicate and promulgate the grid network.
Phase 2 Jurisdictional Ownership (14 mo): 1) create a baseline of existing jurisdictional ownership for each MPO region; 2) develop criteria to determine practicable ownership for each corridor type and make ownership recommendations; 3) develop a funding schema; 4) work closely with all pertinent transportation partners and local governments.
- COST** Phase 1: \$700,000 | Phase 2: \$300,000 | Total One-Time: \$1,000,000

