## 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).

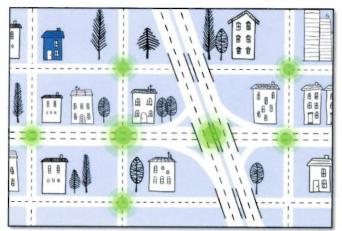
A well-connected grid provides a variety of routes for vehicles. More routes helps reduce congestion and provides for different travel environments for different travel modes and trip types. A regional roadway grid network system that includes transit and active transportation results in more and safer ways for Utahns to get around.

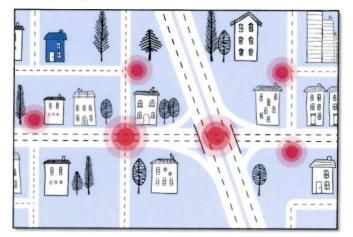
♦ Connects Neighborhoods ♦ Creates Safer and More Walkable Routes ♦ Matches Corridors with Land Uses ♦ More Successful Transit - Avoids Circuitous Winding Routes ♦ Reduces Congestion - Disperses Demand ♦ Sets Design & Condition Standards ♦ Easier Access to Businesses ♦ Offers More Routes for Freight & Emergency Response ♦ Better Understanding of Corridor Preservation & Right of Way Needs ♦ Most Efficient Way to Move Urban Traffic

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.

Phase 1: \$700,000 | Phase 2: \$300,000 | Total One-Time: \$1,000,000







WHAT

WHY

WHEN

COST