

# MAG Project Idea Ranking Sheet 1/4/2022

Projects are listed in order to be presented at TAC meeting on 1/10/2021

1	Airport RD	Eagle Mountain	Mid-sized regional facility, major relief to Pony Express PKWY and Redwood. Creates grid in high-growth area. Pioneer road.
2	Ranches PKWY Trail	Eagle Mountain	Connects to regional trails, Ranches PKWY nearby accomplishes same movement. Reasonable cost.
3	Eagle Mountain BL	Eagle Mountain	Improvements are local in nature, other regional corridors are proposed that better handle regional movement.
4	Genola US6/SR141	Genola	Moderate safety issues, low volume intersection, potential other safety funding available.
5	Genola US6/400 W	Genola	Moderate safety issues, low volume intersection, potential other safety funding available.
6	Goshen Center ST 2	Goshen	Low use area, low congestion. Main safety concern addressed in MAG funded phase 1 project. Affordable project.
7	Highland Mitchell Hollow Trail	Highland	Medium use trail. Connects two major trail systems. Completes trail grid system in the area. Affordable.
8	North County BLVD	Highland/Alpine	Mid-sized regional facility, corrects major need for intersection improvements at SR92. High accident rate, no shoulders but dedicated trail compensates.
9	Pony Exp PKWY	Lehi/AmFork	Good regional connection. Proposed two-lane pioneer road will be congested when built. Completes highway grid. Helps alleviate traffic on Pioneer Crossing and Redwood RD. Environmental issues.
10	Orem Lakeview PKWY	Orem	Good regional connection and by-pass to Geneva RD. Low modeled traffic use. Connects to Provo Airport. Incorporates Utah Lakeshore Trail. A pioneer 3-lane road would work in the near-term.
11	PG 1000 South	Pleasant Grove	Good collector road connecting grid. Lower traffic volumes. Is signal warranted? Works best if Lindon portion to 1200 E is completed.
12	PG 600 W Trail	Pleasant Grove	Narrow corridor, potential takings. Good location (spacing) for a regional trail, though not in RTP. Cost seems low.
13	PG 700 S Railroad Crossing	Pleasant Grove	Road is minor collector on FC system, normally funds not used on these facilities. Low traffic count. Cost seems low.
14	Provo River Trail Upgrade	Provo	Reconstruction of sub-standard trail segment. Trail is tied for highest use in the county. Fixes major safety issues. Cost might be underestimated.
15	Provo 820 N Bridge	Provo	Phased project to widening road to 5 lanes connecting to future new I-15 interchange. Fixes sub-standard Provo River Trail undercrossing. Connects to major regional centers (UVU, BYU).
16	Provo South State ST Trail	Provo	Phase 2 of regional trail connecting Provo to Springville. MAG funded first phase. High bike use area. Good cost benefit.
17	Provo 600 S Trail	Provo	Regional AT connection from BYU/Downtown Provo to Provo Front Runner Station. Good investment for return.
18	Provo Independence AVE	Provo	Adds grid in an area that lacks connectivity between the cities. Connects to new 820 N interchange, modeled shows heavy traffic movement in the future.
19	Provo 500 N Extension	Provo	Major urban collector, needed connection in the grid system. Helps spread out traffic in congested area of the city.
20	Provo 500 West	Provo	Important connection to future south valley corridor. Basically extends State ST to I-15/University AVE interchange. RR bridge reduces congestion.
21	Provo River Trail Bridges	Provo	Though bridges connect neighborhoods to a major trail facility, they are more local in nature. Provo River Trail is tied for highest use in the county. Most examples are maintenance projects.
22	Provo Bike Collective Building	Provo Bike Collective	Social service program unusual proposal for MAG funding. Benefits disadvantage populations, centralized in Provo/Orem. Good service, low demand.
23	Saratoga RD and 145 N Widening	Saratoga Springs	Should be broken into two projects. Potential developer participation along Saratoga RD. Good regional connection. Pony Express (145 N) will be congested when built at 3 lanes. RTP shows 5.
24	Saratoga Springs 400 E	Saratoga Springs	Helps make an arterial connection to high growth area. Development could participate in construction. Adds bike lanes.
25	Spanish Fork 2000 E Phase 2	Spanish Fork	Eastern portion of project regional, 1700 S leg is local. Phase 1 funded by MAG. 90 degree turn needs to be rethought. How is pedestrian traffic handled?
26	Springville 2600 W	Springville	Start of major regional connection from SF to Provo. Relieves congestion on I-15/400 S interchange. High growth proposed. Concerned with the amount of connections proposed for such a high use facility.
27	Springville 1200 W Trail	Springville	Good regional trail along major MAG funded corridor. Potential for development to build sections.
28	UTA Real-time Arrival Signs	UTA	Good project for improved passenger information at intermodal centers. Surprised it's not in place already.
29	UVX 900 E New Station	UTA	Adds needed station proposed in original project, neighborhood concerns removed it. Public sentiment has changed, supported by BYU. Has potential to be one of the most used UVX stations. Cost seems high.
30	EM/SS Park and Ride Lots	UTA	Park and Ride development is needed in the area per NWUC Transit Study. The two cities are over 80k today with very limited transit service.
31	UTA On Demand Service	UTA	Good potential for alternative flexible transit service. Lehi would be a good test for this service. Ridership projections seems low, cost seems high for low ridership. More information could help.
32	Utah Lakeshore Trail Orem to Provo	Utah County	Major regional trail, completes a major segment though highly environmental sensitive area.
33	UC Woodland Hills DR/8800 S Intersec	Utah County	Improved intersection in high growth area. Added phase to future widening of Woodland Hills. Rural roads are quickly being congested in this area.
34	UC 8000 S Widening	Utah County	Road rural in nature, development could help construct road. MPO has already funded the purchase of ROW for future road.
35	Payson Canyon Trail	Utah County/Paysor	Good recreational trail on one of the main valley canyons. Moderate usage. Dedicated trails adds to safe use. Rural area, recreational use.
36	Vineyard Regional Trail Enhancements	Vineyard	Good safety AT project. Realignment of park parking lot road should be a local project.
37	Woodland Hills Drive Trail	Woodland Hills	Good local trail connecting to regional system. ROW could be an issue.
38	PG Center ST Study	Pleasant Grove	Congested area with limited solutions warrant study.
39	Santaquin I-15 Study	Santaquin	This is a local master plan activity, not regional.
40	UVU Active Transportation Plan	UVU	High density AT area, allows for regional AT plan to be implemented within the area. Inexpensive cost.
41	Vineyard HUB Mobility Study	Vineyard	Regional activities in the area but could be handled through the local master planning process. High cost.

Sponsors of lower ranked projects should consider changes to scope or whether to move forward to the concept stage. Any ranking at the project idea stage does not guarantee future project funding.

