

MPO Staff Technical Score

2024 TIP Project Selection

MPO Staff Technical Score Lists created 4/10/24 using the approved TIP scoring criteria. MPO TAC members will score each project at the April 22, 2024 TAC meeting. Staff and TAC scores will be combined to create a draft Project Priority List. That list will be shared with the MPO Board on May 2, 2024. Staff will then develop available revenue to review with TAC at their May 20, 2024 meeting. The MPO Board will approve a final Project Priority List on June 2, 2024. TAC and the Board can make adjustments to the draft Project Priority List during this process.



Road Concepts

Proj#	Project	Score (50 Max)	Staff Notes:
1	Spanish Fork Main ST - Reconstruction Phase II 300 S to 600 N	32.5	Highly congested corridor. Medians will help reduce friction and provide more safety, but without other regional north/south corridors through Spanish Fork, traffic volumes will continue to remain high. Concerns with bike lanes proposed between the travel lanes and parking areas. Should incorporate buffered bike lanes. Left turn queue areas at intersections could be longer. Directly addresses known safety issues on the High Injury Network identified in the Safety Action Plan.
2	Lehi 2300 West - Widening Main ST to Pioneer Crossing	28.8	Last phase of MAG funded multi-phase project. Lowest congested segment on the entire corridor with moderate congestion. Adds continuous center turn lane. High crash rate. Trail adds to complete street concerns, but shoulders are needed to allow for bike users and to give more separation between trail users (80 foot ROW has been a concern on previous phases, not being the proper width for a regional corridor, but the project has still been funded).
3	Saratoga Springs Pony Express Parkway - Widening Jordan River Bridge	27.9	Highly congested road in extreme high growth area. Aids in building out the highway grid. This phase only builds the river bridge, and should be constructed with a future phase road widening project (currently not funded). Creates new Jordan River trail undercrossing.
4	Pony Express Parkway / Eagle Mountain Blvd - New Signal	25.4	Future growth creates highly congested conditions approaching the roundabout. Improves queueing issues at roundabout. Information supplied does not show how adjusted growth projections were added to modeling (growth rate might be too high). Low crash rates. Could a 4-lane roundabout or other lane configurations address the congestion issues at a lower cost?
5	Orem Center ST - Widening Geneva to 1200 West	23.8	High congestion area. The proposed concept is sub-standard, doesn't match the already improved road footprint at I-15 or Geneva RD, and though would have 5-lanes, would still have a bottleneck effect. Project should be proposed with a consistent cross section. Corridor has a moderate crash rate.
6	Pleasant Grove Center ST / 600 West - Intersection Improvements	23.1	Moderately congested intersection with queue backing issues at the State ST intersection. Moderate crash rate. Expensive project with 600 W being a local collector, could look at other possible options (moving 600 W connection farther to the east or ending 600 W at Garden DR with a Garden DR connection to State ST farther to the west, etc.).
7	American Fork Mill Pond RD - Widening Pioneer Crossing to AF 200 South	22.4	Moderately congested collector in high growth area. Addresses turning movements at intersections. Creates better connection to FrontRunner. Low crash rates.
8	Cedar Hills DR / N County BLVD - Intersection and Traffic Improvements	22.3	Low congestion area with limited queue storage between intersections. High crash rate on the high injury network. Project more local in nature with commercial access and high school queueing causing the problems.
9	Timpanogos HWY / North County BLVD - Phase 3 Highland	21.5	Highly congested corridor north of SR92. Proposed project is a third (MAG funded) attempt to fix the congestion problem. Safety concerns with lane alignment in the intersection are minimal compared to congestion issues north of the intersection. Proposed shoulder improvements north of SR92 do not address the congestion issue. Recommend using congestion mitigation recommendations from the SR92 Access and Circulation Study, including widening the road to 5 lanes into Alpine. Many of the proposed intersection improvements are on UDOT roads and could be a partner on this project. Moderate crash rate on the high injury network.
10	Salem 750 N - New Road	16.5	A pioneer road in a limited congested area. Project adds to the grid highway network adding more connectivity in a high growth area with no crash data, and crosses a corridor on the high injury network.
11	Highland 6800 West - Shoulders/Turn Lane Phase 4	14.4	No congestion, functions more like a local road. Great city project. Low crash rate. MAG has funded other segments of this corridor, but previously funded segments are closer to American Fork with much higher traffic volumes.

Transit Concepts

1	UTA On-Demand Service - New Service West Provo	17.6	Low ridership at 250 riders per day. Other areas of Utah County have greater potential based on UTA Micromobility Report. Low potential for SOV reduction. Serves underserved populations areas. Moderate first/last mile improvement. Limited use gives low environmental and safety scores. Is supported by the RTP. Very high cost per rider. Would be helpful to understand what a fixed route would cost and ridership.
2	UTA New Radio System - Upgrade Systemwide	15.0	No information is given to demonstrate any improvements or efficiencies for ridership. Does not score well because system upgrade does not impact mode choice, safety, or environment. Is a needed system upgrade. UTA applied for funding through WFRC for their area and has not received a high score for this project. Other UTA operation or maintenance funds or federal funds might be a better fit for the project.

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Active Transportation Concepts

Proj#	Project	Score (50 Max)	Staff Notes:
1	Lehi Fronrunner Trail - Phase 1 Lehi FrontRunner Station to 2100 North	35.4	Regional trail connecting the business area to downtown Lehi. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Moderate history of pedestrian crashes in the area, improves safety for adjacent high-injury network road. City should work with UDOT to incorporate trail separation over Lehi 2100 N FWY as that project progresses.
2	Highline Canal Trail - Phase I Payson to Santaquin	33.1	Major regional trail creating AT backbone trail in south Utah County. Excellent separation from road crossings. No history of pedestrian crashes. Good phased approach to leverage MPO funding. If funded, could be a good candidate for future Utah Trail Network funding.
3	Utah Lake Parkway Trail Lindon to American Fork	30.0	Major regional trail creating AT backbone trail in north/central county. No history of pedestrian crashes. Finishes last link in trail between Provo and Saratoga Springs. MAG has funded multiple phases of this trail
4	Tickville Trail Eagle Mountain	27.4	Sub-regional trail in suburban area. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Eventually ties into Utah Lakeshore and Jordan River Trails. Moderate history of pedestrian crashes, improves safety for adjacent high-injury network road.
5	Lehi 700 South Cycle Track Phase 2 Jordan River Trail to Lehi 2300 West	26.3	Good regional connection. Phase 2 of an already funded cycle track. Connects to the regional trail system (Jordan River Trail) and eventually to the TOD area of the American Fork FrontRunner Station. Low history of pedestrian crashes, but improves safety for adjacent high-injury network road as an alternative to Pioneer Crossing.
6	Mapleton US-89 Trail Maple ST to 1600 South	22.9	Sub-regional trail along major arterial highway. Future phase does tie into the regional trail system. Low history of pedestrian crashes, improves safety on high-injury network road. Good improvement on high-speed highway corridor. Being on a state road, could be a good candidate for other state funding.
7	Santaquin Highland Drive Trail	19.9	Localized trail along collector road. Future phase does tie into the regional trail system. No history of pedestrian crashes, not on a high-injury network road.
8	Santaquin South Ridge Farms Trail Summit Ridge PKWY to Santaquin 500 South	19.1	Concept doesn't give enough detail on the proposed separation of trail and road. Proposed termini of the planned trail south of the built up city area does not offer a logical termini to the downtown planned trail network. No history of pedestrian crashes. With a connection to Main ST, the trail would connect the Summit Ridge area to the downtown core. Recommend the city conduct additional study on a trail connection to Main ST and going through the local planning process to gain local support.

Other Concepts

1	Provo Airport Terminal Phase 2	NA	Vital regional project. MPO project scoring criteria is not set up to score this type of project. However, MAG funded phase one of this project at 15m. Staff recommend approval.
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