



# MURRAY

## UTAH



## DOWNTOWN STRATEGIC PLAN

ADOPTED  
MAY 7, 2024

PREPARED BY



Downtown Redevelopment  
Services, LLC  
Ravenna, OH

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# INTRODUCTION

Murray City, Utah is situated directly south of Salt Lake City by approximately 8 miles along Interstate 15, Frontrunner commuter rail line, and the TRAX light rail red and blue lines. The City is within Salt Lake County and serves as a commerce and transportation hub. In addition, Murray's proximity to Salt Lake City and the region makes it a popular residential community for the metro area. Popular community assets include Murray City Park and its three nationally-recognized historic districts, including the Murray Downtown Historic District.

The project area extends from 4800 South to Vine Street and State Street to Hanauer Street. The focus area of this project is a few blocks north of Murray City Park and one block east of City Hall. The district is served by UTA Route 200, which connects to Murray Central Station (Frontrunner and TRAX). While Murray has continued to grow and develop, the downtown area holds prime opportunities for historic preservation and rehabilitation, new development, and improved multimodality.



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# EXISTING CONDITIONS

02

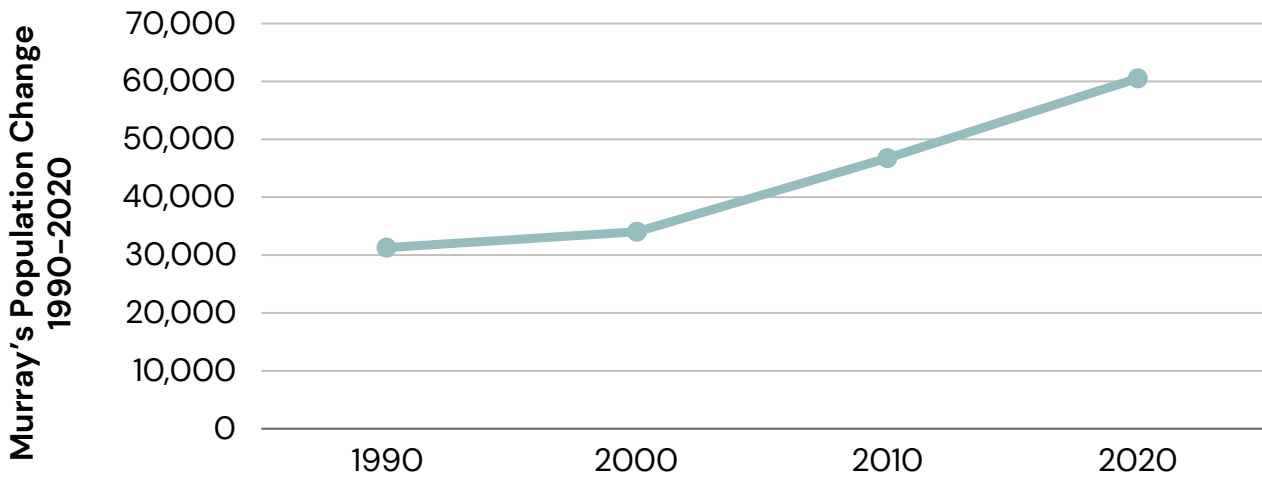


# 02/ Existing Conditions

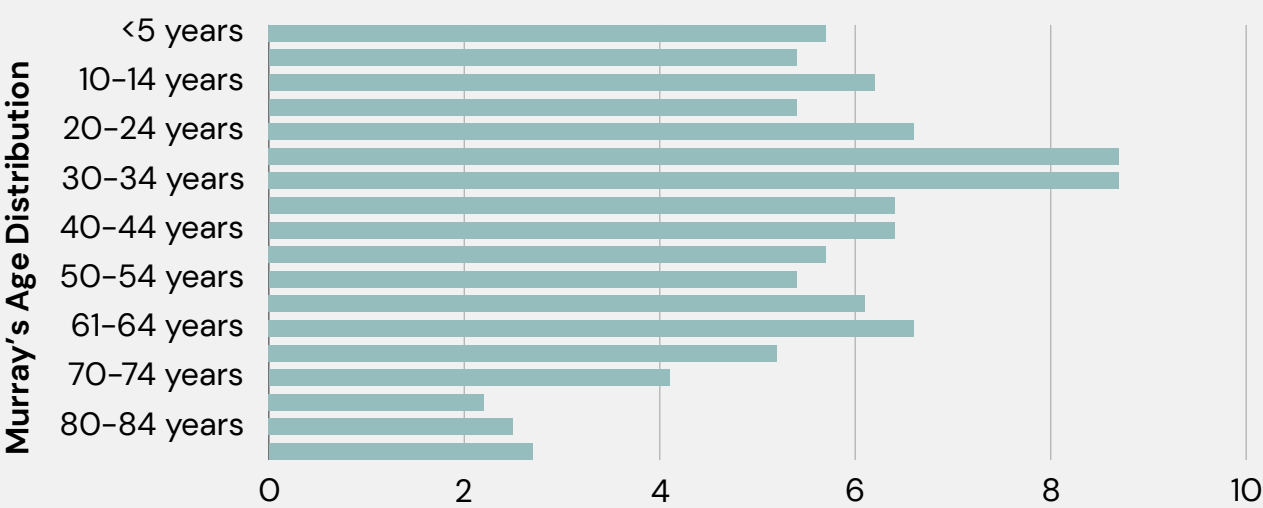
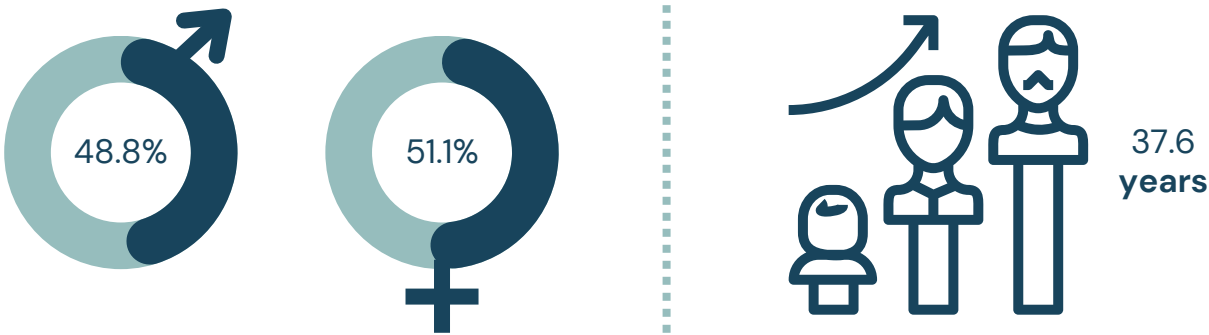
## Demographic Analysis

### Population

Murray’s population has grown significantly over the past four census counts, climbing from 31,828 in 1990 to 50,637 in 2020, a 59.1% increase.



Approximately 48.81% of residents are male, and 51.19% are female, a near-even split consistent with most communities. The median age is 37.6 years, significantly higher than the state median; however, the city’s median is on par with that of the county and nation.



EDUCATIONAL ATTAINMENT (ACS 2021 5-YEAR ESTIMATE)	
Educational Attainment	Percentage
Less than High School	4.32%
High school graduate / GED	21.03%
Some college, no degree	26.59%
Associate's degree	10.78%
Bachelor's degree	24.08%
Graduate or professional degree	13.20%

Table X: Murray City Educational Attainment (ACS 2021 5-Year Estimate)

Murray residents are highly educated, with 95.7% having a high school degree or higher and 37.2% having a bachelor’s degree or higher.

Employment

For city residents, the following NAICS sectors are ranked from most common to least common for industry employers. The median earnings in Utah for the respective industry for the past 12 months, including part-time and full-time employees, are listed in the right column. These figures do not include individuals who work inside the city and live elsewhere, but only those living in the city. The three most common sectors in Murray are retail trade (12.82%); educational services (11.64%); and professional, scientific, and technical services (10.34%).

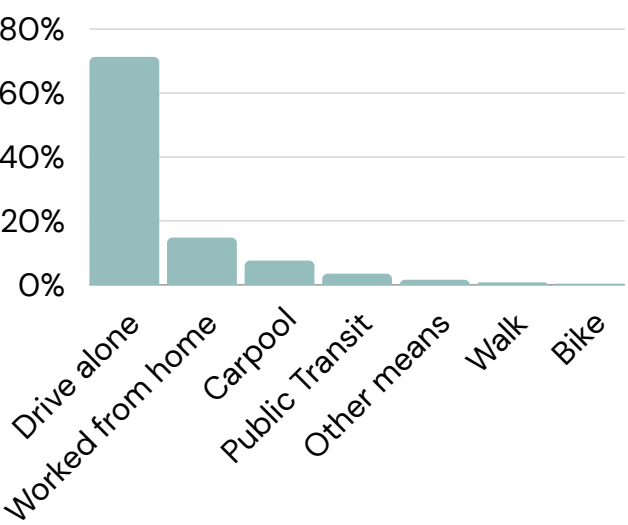
MURRAY, UT RESIDENTS' EMPLOYMENT BY SECTOR			
Industry	No. of Employees	%age	Utah Industry Median Earnings
Retail trade	3,540	12.82%	\$27,113
Health care and social assistance	3,215	11.64%	\$35,430
Educational services	2,855	10.34%	\$34,301
Professional, scientific, and technical services	2,534	9.18%	\$64,216
Finance and insurance	1,950	7.06%	\$52,110

Table X: Murray, UT Residents' Employment by Sector

The figures below represent the number of Murray residents employed in each occupation. Utah median earnings are in the furthest right column for each NAICS category. These figures are a cumulative earnings average over 12 months, including part-time and full-time employees. The three most common occupations in Murray are office and administrative support occupations (14.10%); management occupations (12.09%); and sales and related occupations (10.73%).

Commuting and Transportation Habits

For workers 16 years and over, 2021 commuting patterns were heavily auto-dependent, with 79.0% of Murray residents commuting by driving, of which 71.3% drove alone and 7.6% carpooled. Approximately 14.8% of residents worked from home, 3.5% commuted via public transit, 0.8% walked to work, 0.4% biked to work, and 1.6% commuted via other means.



Extensive light and heavy passenger rail transect the city via UTA’s TRAX and Frontrunner. Blue and red TRAX lines serve the city at the Murray North and Murray Central stations. The Frontrunner serves the city at the Murray Central station. While none of these rail lines connect to the historic downtown, Routes 200 and 45 connect the district to Murray Central station via bus service.

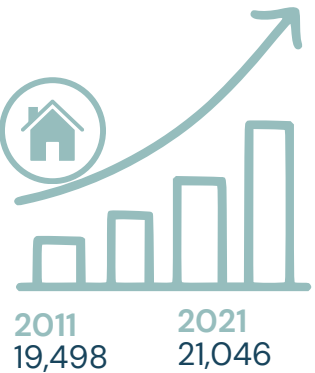
Income and Poverty

Murray’s median household income is \$72,524. Murray’s median household income has increased significantly from \$57,603 in 2011. The per capita income rose slightly from \$28,416 in 2011 to \$39,482 in 2021. The median income is \$95,348 for families and \$46,994 for non-family households.



Housing

Murray’s housing stock consists of 21,046 (ACS 2021) compared to 19,498 in 2011, a 7.9% increase. The city’s housing supply is primarily occupied (94.5%) with only 5.5% (1,162) of the units being vacant. Of the 19,884 occupied units, 13,000 (65.4%) are owner-occupied, and 6,884 (34.6%) are renter-occupied.





# 02/ Existing Conditions

## Built Environment

A detailed baseline analysis of existing conditions is vital to formulating downtown strategies and recommendations. This section outlines the results of a thorough assessment, highlighting data retrieved from open-source databases and visual inspections of downtown.

The built environment existing conditions analysis is broken down into the following categories, acknowledging that each intersects with the others.



Built Environment



Pedestrian and  
vehicular circulation



Urban Design



Real estate and end-  
user mixture

The built environment existing conditions analysis focuses on outlining the current conditions in the downtown area. Physical ailments, pedestrian uses, and even visible or perceived roadblocks were identified, each providing a deeper level of understanding to help plan for the future of Downtown Murray.







Map X: Crosswalks in Downtown Murray

## Overall Findings

Findings result from on-site investigations, aerial assessments, and open-source databases. The information provided is not meant to be a comprehensive list but begins to provide an understanding of how an outsider witnesses Downtown, the interaction of residents, and the overall downtown atmosphere. The findings are prepared to outline general themes and do not propose to make assessments of individual properties.



Surface parking lots constitute the majority of the historic downtown area.



A mismatch exists between the historic district status and the area's urban design elements.



Pedestrian infrastructure is minimal, and bicycle-only infrastructure does not exist.



Various occupants throughout the district have resulted in a mixed-use downtown.



The new City Hall, Hanauer Street, and other public investments are a catalyst for change.



The RDA-owned properties are a prime opportunity to expand the downtown's footprint and improve the experience.



Map X: Crosswalks in Downtown Murray



## Built Environment

Downtown Murray has a strong building stock along the west side of State Street with setbacks characteristic of a downtown area and building entrances facing the primary transportation corridor. Buildings in this corridor range from one to three stories with regular fenestration.

Surface parking lots with intermittent detached buildings define most of the historic district. Downtown Murray's underutilized parking lots represent prime opportunities for new development to further a walkable and economically viable district.





## Urban Design

Urban design elements are critical in creating and illuminating Downtown Murray's identity. The nationally-recognized historic district has opportunities to highlight its status to the public. Currently, few elements exist to highlight this national recognition.

A few street signs throughout the district mark its status. However, these are rare, including on State Street, a UDOT-owned route. Without public-facing placemaking elements that highlight the historic district status, the public will likely not know about the status.

Evenly-spaced traditional acorn street lighting lines both sides of State Street; however, this does not extend to the local roads. Street lighting has benefits and consequences; it provides safety to drivers and pedestrians but creates light pollution for adjacent homeowners. Design choices can help minimize light pollution.

Similarly, appropriate landscaping enhances the existing buildings and streetscape along State Street, but this does not extend to the local roads. A lack of landscaping and tree coverage is particularly noticeable compared to surrounding older neighborhoods with excellent tree coverage. Shade is essential for reducing the heat island effect of large impervious areas, i.e., roads and parking lots.



Map X: Crosswalks in Downtown Murray



## Pedestrian and Vehicular Circulation

State Street is a critical north-south arterial corridor for vehicular circulation through the downtown area, and 4800 S and Vine St are critical east-west corridors. These three arterial corridors are connected by various roads circulating local traffic. Two signalized intersections control traffic on State Street at the intersections with 4800 S and Vine St. Aside from these two signalized intersections, stop signs regulate traffic.

Most roads have ADA-accessible sidewalks; however, the built environment is designed for vehicular circulation and promotes vehicular circulation over pedestrian circulation. Crosswalks are infrequent, and ADA ramps at the intersections are narrow. Overall, more pedestrian infrastructure is needed to ensure pedestrian circulation. Bicycle-dedicated infrastructure does not exist within the downtown area, other than 'sharrows' in which bicycles share the road with vehicle traffic. As of now, bicyclists are primarily sharing the local roads with vehicles which poses safety risks to all users.



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray



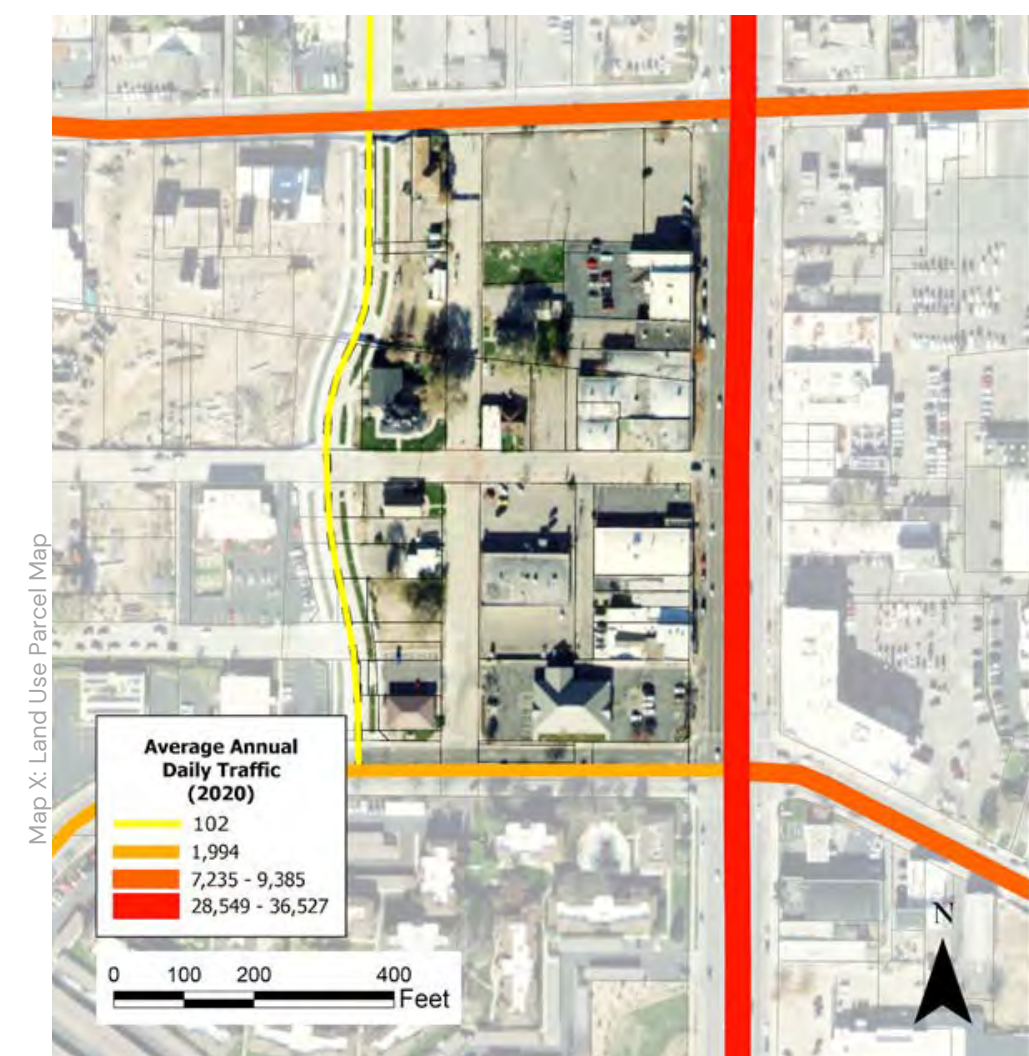
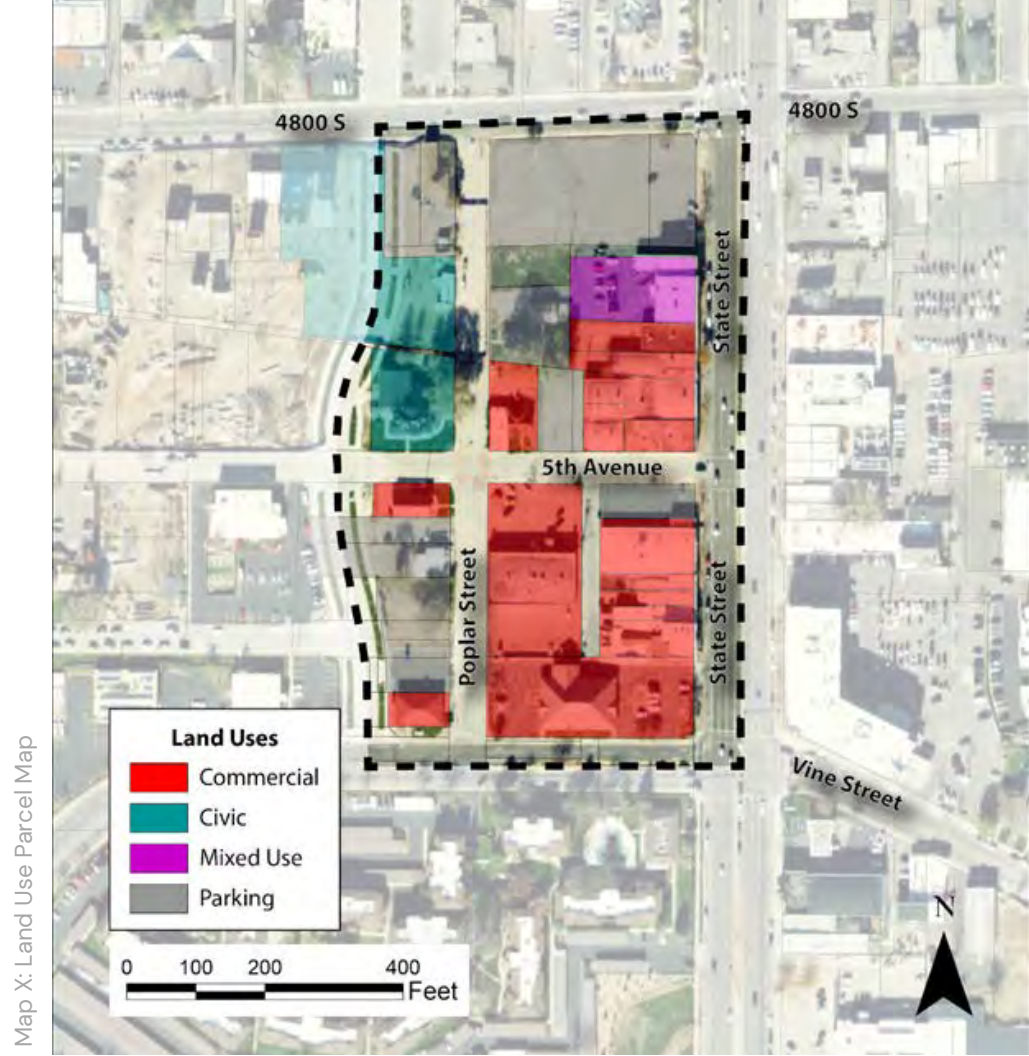
## Traffic Volume

Annual average daily traffic (AADT) estimates how many cars travel daily along a specific street or street segment. This number is typically derived by recording traffic counts for an extended period on a particular road. After the traffic counts have concluded, the numbers are examined and determined to represent normal traffic behavior; this data is then used to create an annual daily average.

The highest 2020 traffic volumes in Downtown Murray are recorded on State Street (US-89), reaching nearly 36,527 vehicles per day. State Street runs nearly parallel to I-15, west of downtown, connecting to Salt Lake City and other suburban communities. 4800 S carries approximately 7,000 to 9,000 vehicles per day, and Vine Street east of State Street carries just over 7,000 vehicles. Vine Street west of State Street carries a much lower 1,994 vehicles per day.

## Truck Traffic Volume

State Street (US 89) is Murray's main truck route. About 10% of the traffic on US 89 is truck traffic. Trucking routes are essential to local and regional economies, and the ability to move goods is necessary for a comprehensive transportation system. In Downtown Murray, accommodating large tractor-trailers and passenger vehicles can be challenging. In general, tractor-trailers take up more space and require more time to come to a complete stop. High noise levels, road debris, and air pollution are also issues of concern. However, designated truck routes and urban design strategies can help mitigate these challenges.



## Real estate and end-user mix

Historic buildings define the nationally-recognized historic downtown district. The City recognizes numerous parcels as being historically significant, governed by §17.170.060 of the Murray Land Use Ordinance.

Historic buildings like these contribute to the district's unique character, sense of place, and attraction amidst significant new construction. There is an opportunity to leverage the historic real estate as the downtown seeks to blend its history with the future.

Building occupants vary throughout the district. Most commercial activity is concentrated along State Street. This corridor has a mix of retail, office, hotel, and service-based businesses. Other commercial occupants are mixed throughout the district.

Most commercial occupants foster or are compatible with pedestrian-oriented environments, such as those in spaces facing State St; however, a few are auto-oriented, including drive-thru banks. All end-users have available vehicle parking on the same parcel or the same block, resulting in excess parking and thus diminishing the walkable environment.



# O2/ Existing Conditions

## SWOT Analysis

The existing conditions analysis highlighted strengths, weaknesses, opportunities, and threats (SWOT) to Downtown Murray. These elements affect the downtown area's current condition and future trajectory. Therefore, stakeholders should seek to build upon the strengths, improve weaknesses, capitalize on opportunities, and neutralize threats.

### S/ Strengths

1. Downtown Murray is a nationally-recognized historic district with the National Register of Historic Places. The City recognizes numerous parcels as being historically significant.
2. The downtown area is less than a mile from a Frontrunner and Trax station – Murray Central, providing a critical non-vehicle connection to the entire metropolitan area.
3. Downtown Murray is already a solidified mixed-use district, joined by the residential on the fringes and the varied commercial occupants.
4. The Murray City Center Design Guidelines (MCCDG) regulate the district during the design review process, though these guidelines are advisory, not compulsory. .
5. Zoning code §17.170 is a well-thought-out code to improve Downtown Murray's urban feel. The code is detailed and tailored to achieve the values set forth in the design guidelines; however, there are opportunities to improve.

### W/ Weaknesses

1. Limited landscaping throughout the district increases the urban heat island effect and makes pedestrian and bicyclist activity less pleasant.
2. The urban design mismatch between the historic district status and the area's urban design elements weakens the district's identity.
3. Minimal pedestrian infrastructure discourages pedestrian activity, a vital characteristic of a downtown district.
4. Compounding with the minimal pedestrian infrastructure, the lack of bicycle-only infrastructure further diminishes the multimodal nature of a traditional downtown district.

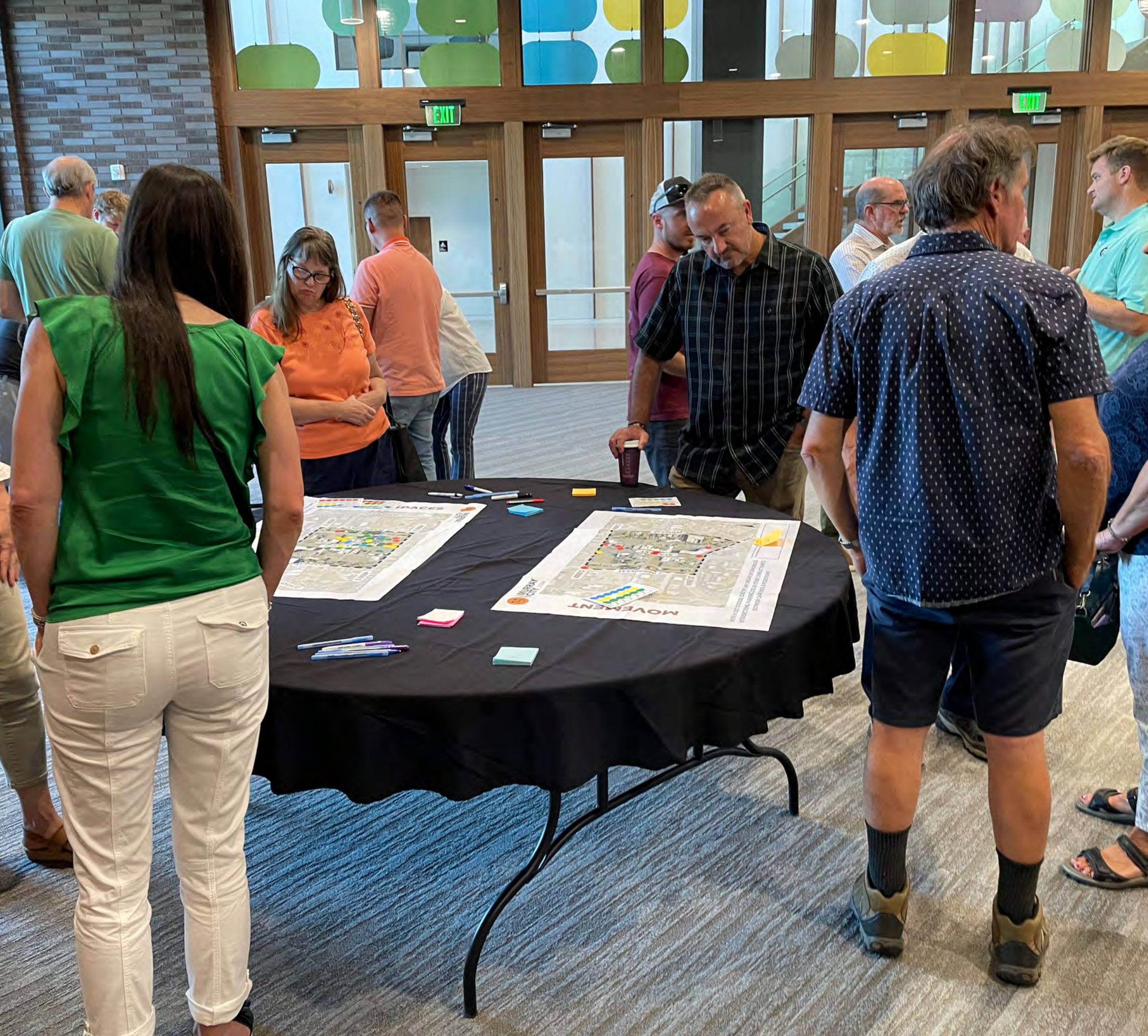
### O/ Opportunities

1. Murray City is a regional retail commercial destination. While most of the current shopping exists outside the downtown area, the destinations are close and are well connected via transit service.
2. Murray City is a Certified Local Government (CLG) with the Utah State Historic Preservation Office (SHPO).
3. Downtown's proximity to Frontrunner and Trax stations provide opportunities to better capture transit riders.
4. The City's young, highly educated, growing population demonstrates the economic opportunity for new entrepreneurs and businesses.
5. RDA-owned land provides a significant opportunity for defining the downtown's character.
6. New medium-density development generates significant tax revenue and additional pedestrian traffic for area businesses.

### T/ Threats

1. Tractor-trailer traffic along State Street (US 89) is a significant source of noise and air pollution for the downtown area, especially as passenger vehicles transition to electric sources.
2. The speed limit of 40 miles per hour along State Street is a threat to pedestrian and bicyclist safety in this pedestrian-centric district.
3. Surface parking lots constitute the majority of the historic downtown area, threatening the urban nature of a traditional downtown district.
4. Current minimum vehicle parking requirements raise the development costs for new construction and discourage the redevelopment of existing buildings where the minimum parking requirements cannot be met.





# PUBLIC INPUT SYNOPSIS

03



# 03/ Public Input Synopsis Surveys

## 2023 Downtown Visioning Survey

Key trends identified in this survey include a daily influx of visitors, a penchant for dining experiences, and a reliance on personal vehicles for transportation.

Streetscape priorities underline the community's desire for intimate, pedestrian-friendly spaces, with preferences for low-rise structures. Services and amenities, both private and public, spotlight the importance of casual dining, parks, and off-street parking facilities.

Housing preferences reveal a nuanced demand for diverse options, from small single-family homes to townhomes. The neighborhood's vibrancy hinges on elements like green spaces, events, and additional retail establishments.

81.3%

of respondents support downtown revitalization.

82.4%

always or nearly always drive to the Downtown, while **70.4%** report that they sometimes walk, bike, or take public transit to Downtown.

Sidewalk amenities, wide sidewalks, sidewalk dining, bicycle lanes, and on-street parking were ranked as the five most important streetscape elements for Downtown Murray.

Accessibility and ease of transportation to and within the Downtown was ranked at **3.6 out of 5.0.**

60.6%

reported that there are safety concerns or issues to be addressed in Downtown.

Pedestrian-friendly, public plazas and green space, high-quality design, off-street parking, and 1-3 stories were ranked as the five most important development characteristics for Downtown Murray.

Casual restaurants, cafes, full-service restaurants, retail and boutique stores, and entertainment venues were ranked as the five most important private amenities or services to have in Downtown.

Parks and public space, public transit, public and civic facilities, off-street parking, and gathering spaces were ranked as the five most important public amenities or services to have in Downtown.

Street trees, event programming, retail or service establishments, dining establishments, and historic building rehabilitation were ranked as the five most important elements for an improved Downtown.



# 03/ Public Input Synopsis

## Public Open Houses

### August 14th Visioning Open House

Insights from the Visioning Open House on August 14th highlighted residents' desire to enhance downtown safety, improve cycling infrastructure, and activate pedestrian spaces. Additionally, there was a desire for green spaces, civic plazas, and diverse dining options. Architectural preferences lean toward a blend of historic and contemporary elements, while a strong emphasis on street trees and outdoor dining showcases a commitment to aesthetics and community engagement.



### September 6th Draft Recommendations Workshop

Insights from the Conceptual Open House on September 6, 2023, highlighted that residents desire a vibrant, walkable downtown like Park City and Holladay. Key themes include preferences for historic aesthetics, mixed-use opportunities, and the preservation of existing facades. The community envisions improved streetscapes with wide sidewalks, enhanced pedestrian experiences, and walkability, while also expressing concerns about road sizes and advocating for separated bike lanes.

There were varying opinions on shared roadways and activated alleyways, with some preferring them and others preferring the clear definition of space. Preservation of historic buildings and a preference for Holladay's design elements further contribute to the feedback.







# RECOMMENDATIONS

04



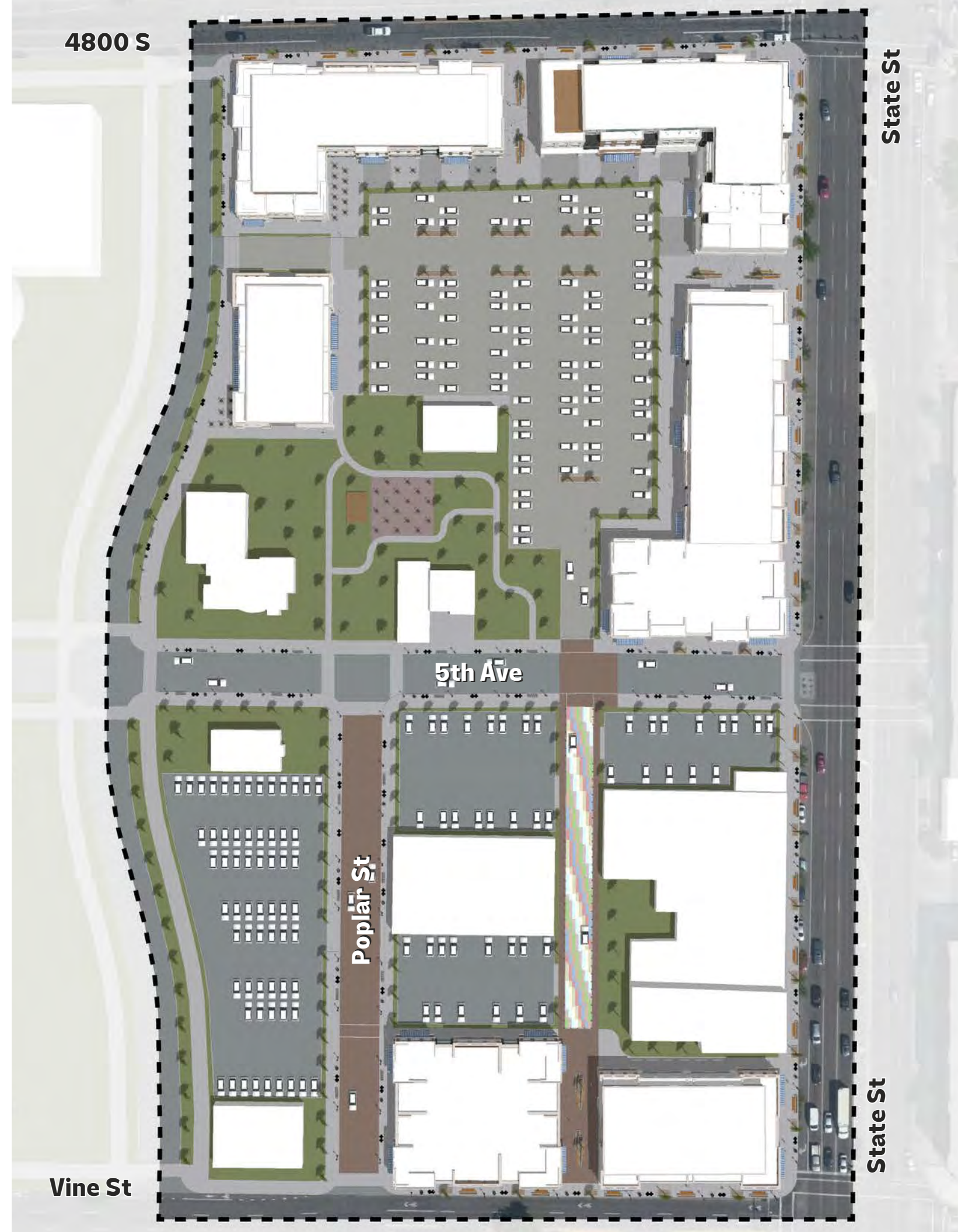
# 04/ Recommendations

## Conceptual Design Recommendations for Downtown Murray

Design and development recommendations for Downtown Murray are the culmination of months of public and stakeholder engagement to determine the future of Murray City RDA owned property, adjacent properties, and public right-of-way in the downtown project area.

Over the next five pages, maps and renderings depict the conceptual recommendations and highlight defining elements that are products of this planning process and should be continued through future developments in the project area.

Moreover, the remainder of the recommendations support this recommendation in its execution for both the public and private realm.







This rendering depicts the proposed improvements to the intersection of the alleyway and 5th Ave. Key improvements include a painted alleyway, bollards to protect pedestrians, added trees, and a speed table.



This rendering is of a proposed building located at the intersection of 4800 S and State St, with 4800 S in the foreground.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north side of the building, and the view is looking south.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north and east sides of the building, and the view is looking southwest.





This rendering depicts an aerial view of the proposed improvements in the project area between 4800 South to the north, Vine Street to the south, Hanauer Street to the west, and State Street to the east. This view is looking southwest, and the intersection of State Street and 4800 South is in the foreground.





This rendering depicts two proposed buildings to replace the drive-thru bank on the south end of the project area. The intersection of State St and Vine St is in the foreground, and the view is looking northwest.



This rendering is an aerial view of the recommendations' largest building at the intersection of 4800 S and State St, featuring step-backs and patios on the fourth floor. Adding a stepback past the third floor is a key feature of the recommendation.



This aerial view is mid-block of 5th Avenue Between State Street and Hanauer Street looking north. The recommended new construction wraps around the block with an inner parking lot and a public park on the southwest of the site.



This rendering depicts how the parking lot in the middle of the north block may look, surrounded by new construction and existing buildings. Light-colored pavements and ample vegetation are recommended features to reduce the heat island effect.





This rendering depicts the ideal development type, featuring primarily local brick with glass elements and the opportunity for other secondary materials. This view is from the intersection of 4800 S and State Street looking southwest.



This view is from the intersection of 4800 S and State St looking east along 4800 S. It is worth noting the varied setbacks, materials, and storefront designs. Additionally, ample site amenities help to improve the pedestrian experience.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of Vine Street between State St and Hanauer St. The view is looking north.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of State Street between 4800 S and 5th Ave. The view is looking west.



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**Recommendation #1:**

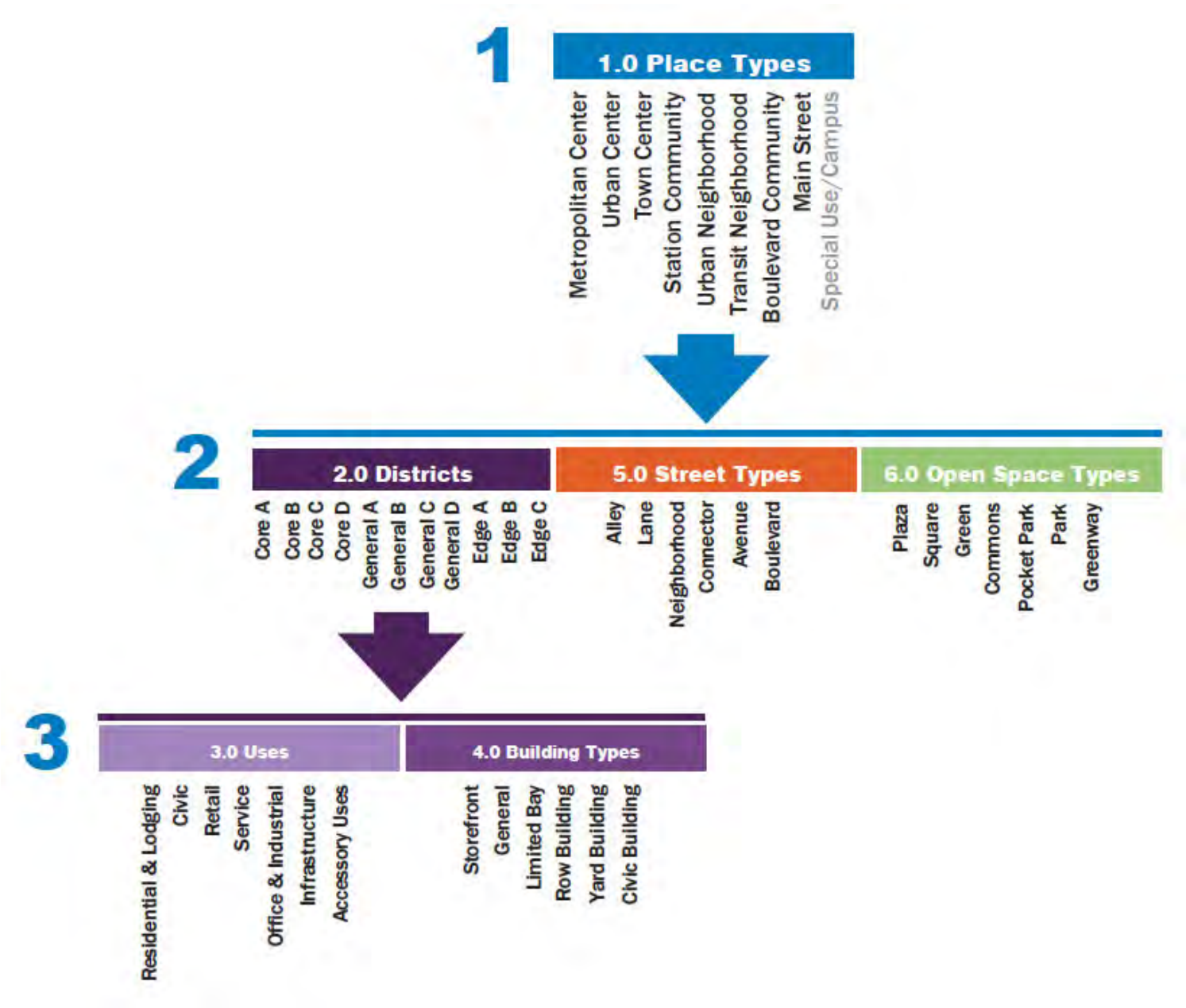
**Implement form-based code in the Murray City Center District (MCCD) zoning district.**

Public input revealed an affection for Downtown Murray’s smaller-scale architecture but not necessarily any given historic building. Preferred architectural elements include those identified in the conceptual design recommendations on pages 16–18. As the Downtown grows, adapts, and evolves, it will require flexibility in the types and styles of buildings provided.

To support this, it is recommended that a form-based code be prepared and implemented for the existing MCCD zoning district. Implementing a form-based code for the Downtown will result in a hybrid code for the City. Form-based code is an alternative to conventional zoning that enables a more predictable built environment. Rather than primarily regulating land uses, form-based code governs the following.

- Relationship between buildings and the public right-of-way
- Form and mass of buildings in relation to each other
- Scale and types of streets and blocks

Creating a form-based code for the historic district will allow the flexibility needed to support small businesses, promote walkability, enable revitalization, and more. Additionally, this hybrid code will eliminate the need for duplicative design guidelines by incorporating the ideal design outcomes into the code as compulsory for new development. As a result, revitalization may become more common, and new development will be more appropriate for the historic district. As an alternative to this, the City may pursue this form-based code as an overlay district to either address multiple zoning districts or to address a portion of the MCCD district.



Form Based Code Organizational Chart | Source: Wasatch Front Regional Council

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City
Necessary steps:	As a first step, the City Council and staff should review the WFRC Form-Based Code Template. The City should tailor it to the needs of the MCCD to ensure that it meets the needs of future development.



Recommendation #2:

Update and enforce the downtown design guidelines

In 2022, the City adopted advisory downtown design guidelines that proscribe best practices for the downtown area. Ensuring a certain degree of continuity between the historic buildings and new construction will help maintain the community's architectural integrity, creating a timeless appearance.

While these are a significant first step, there are opportunities to strengthen the guidelines. These opportunities are most evident in the materiality and setback/location sections of the guidelines. Public input gathered during the plan highlighted brick as the preferred siding option; however, there are varied siding options that will help maintain Murray’s architectural integrity. This chapter should further explore siding options that balance affordability, architectural integrity, and durability.

Moreover, the updated document should also outline a strategy to implement these guidelines. The City can mandate that all redevelopment and development comply through zoning regulations, or it can implement a program to financially incentivize property owners to abide by the guidelines. There may be an mixed approach, requiring the most consequential best practices (e.g., building materials) through zoning. Less consequential best practices may be enforced through grants, other financial incentives, or density bonuses. Determining which



Source: Murray City

The MCCD Design Review Committee (DRC) has an important role in the enforcement of this recommendation. Each development in the MCCD zoning district should have a hearing before the DRC, resulting in a formal advisory recommendation to the zoning staff which will then make a formal recommendation to the Council on approval of a development.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, MCCD Design Review Committee
Necessary steps:	The City should thoroughly review the design guidelines for shortcomings in how the City would like to shape development as compared to the current document, revise as needed, and then adopt a new report.

Recommendation #3:

Perform a parking warrant analysis.

Downtown Murray has a significant amount of parking found both on-street and off-street, in both public and private settings. However, the downtown is faced with two challenges: there are specific clusters where parking can be in short supply on particular days, and mismanagement of existing parking creates artificial supply challenges. Conducting a parking warrant analysis will inventory existing parking, parking duration, and parking turnover frequency. Such information will help identify specific blocks that can benefit from reasonable parking regulations that will improve turnover and increase the customer base for adjacent businesses. It can also inform future development decisions and the need for additional parking. Public and private partners can better meet existing demand and reduce future development costs by identifying present issues and opportunities to leverage existing supply.

Timing:	Mid-Term (3-6 Years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City should identify a scope for the parking study and engage a consultant or dedicate staff time to completing this analysis.



Recommendation #4:

Create an infrastructure project schedule to improve multimodal accessibility within City-owned right-of-way.

Multimodal access and mobility are foundational in a Downtown district, helping to promote active transportation. Pedestrian safety is perceived and actual, defined by feelings of physical safety from vehicles and crime and by data on traffic fatalities and injuries.

The conceptual design elements centered around these core elements (see page 19). To provide further detail of the benefits, outlined below are infrastructure elements that will provide additional safety:

Street and alley lighting (e.g., lampposts, overhead string lights) Street furniture and site amenities (e.g., benches, bike racks, trash receptacles, wayfinding signage) Ample, dedicated space for non-vehicle circulation (e.g., wide sidewalks, regular crosswalks, protected bike lanes/paths) Street features designed to slow traffic (e.g., cobblestone streets, narrow travel lanes, speed tables and bumps)

All of these elements are featured in the conceptual renderings. These projects include the following:

- 5.1. Install shielded or cut-off luminary streetlights throughout the study area, set apart by a maximum distance of 100 feet.
- 5.2. Install benches at least every 100 feet within the public ROW or along primary corridors.
- 5.3. Install trash receptacles at least every 200 feet within the public ROW or at critical intersections.
- 5.4. Install bike racks with a minimum capacity of two (2) bikes every 100 feet and more capacity as the density of origins and destinations increases.
- 5.5. Where applicable, install protected bike lanes on City-owned (non-DOT) roads within the Downtown project area.
- 5.6. Require a 15’ setback from the curb for infill development to allow for a wide sidewalk, street trees, and site amenities.
- 5.7. Install crosswalks in all directions at intersections and a minimum interval of 200’ feet.
- 5.8. Install a speed table at the intersection of the alleyway and 5th Avenue, as depicted in the conceptual renderings.
- 5.9. Improve the alley off of 5th Avenue as depicted in the conceptual renderings.

Timing:

The project schedule should be completed in the short term (0-2 years), with projects being completed in an order that balances cost with a positive impact on the downtown experience.

Responsible Entities:

Murray City, Murray RDA

Necessary steps:

The City should identify desired improvements and expected costs for each to then rank them in a reasonable project schedule based on available funding. Moreover, the City should dedicate staff time to apply for grant funding, some of which is identified in the Appendix.



Recommendation #5:

Partner with UDOT to improve multimodal accessibility on State Street.

State Street is one of the City’s primary thoroughfares, carrying approximately 41,000 vehicles daily. Balancing the mobility of vehicles with the mobility and accessibility concerns of non-motorists is paramount to the future of State Street.

The City should engage in conversations with the UDOT to identify and pursue opportunities to improve safety for non-motorists as they traverse this corridor.

Timing:	Long-term (7-10 years)
Responsible Entities:	Murray City, UDOT
Necessary steps:	Engage the UDOT Region 2 staff to identify potential projects and improvements for this portion of State Street.

Recommendation #6:

Program public spaces within Downtown Murray.

Much of the City’s programming occurs at Murray Park, including Murray Fun Days and the farmers market. As the downtown area grows, so must the regular programming of the public spaces in the following areas.

- City Hall plaza
- Shared use alley off of 5th Ave between State and Poplar Streets
- Proposed plaza at the corner of Hanauer Street and 5th Ave
- Proposed pedestrian promenade behind the infill development

Event programming should complement existing event programming throughout the City and destinations within the downtown area. When programming events, creating a calendar or highly visible document that advertises them is essential.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City and its partners should identify event programming opportunities to relocate to Downtown public spaces and develop a user-friendly event calendar for all Murray City programming.







**Recommendation #7:**

**Negotiate and enter into a Master Development Agreement (MDA) for the RDA-owned property in Downtown Murray.**

The Murray City RDA should release an RFP for a development proposal consistent with the public’s vision for the downtown and highlight elements of the conceptual renderings. The RFP should call for a development that matches the forming, massing, and architectural materials of this report’s recommendations.

The development should be privately led; however, the RDA should consider retaining land ownership and entering the land into a land trust to preserve affordability through a long-term land lease to the developer.

Timing:	Short-term (3–6 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The RDA should formulate and release a RFP to solicit development proposals that is consistent with the conceptual recommendations of this report and with public sentiment.

**Recommendation #8:**

**If the downtown revitalization efforts are successful, expand the scope of study to the east side of State Street.**

Once the development of the RDA-owned land is complete, the City should consider the future of the downtown area and its role in revitalization. This includes working with downtown-area property owners to identify the highest and best use for their properties and to identify necessary land acquisitions for public needs such as circulation, safety, and recreation.

Timing:	Long-term (7–10 years)
Responsible Entities:	Murray City, Murray RDA, Private property owners
Necessary steps:	The City and RDA should engage property owners on the west side of State Street in identifying opportunities for improvement and growth.





# APPENDIX

05



## 05/ Appendix

### **Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds**

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																														
	Key: \$ = Activity likely eligible. Restrictions may apply; see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
	Federal Highway Administration														Federal Lands			OST Grant					OST Loan		FTA		NHTSA				
Activity or Project Type	ATIP	BRJ	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTP	TFP	TPSF	INFRA	RAISE	RCN	SSJA	SMART	Thrive	RRIF	TIFA	FTA	AgPP	TOU	402	405	
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$					
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$						\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$			
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$					
Bicycle plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$			~\$	\$					\$	\$	~\$			
Bicycle helmets (project or training related)	~\$				\$				\$	\$SRTS		\$				\$														\$	
Bicycle helmets (safety promotion)	~\$				\$				\$	\$SRTS		\$				\$															
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	~\$	\$	\$				~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$		\$	\$	\$	\$		\$	\$	\$		~\$	~\$	\$	~\$				~\$	\$	\$				
Bike racks on transit	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$					~\$	\$				
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$	\$	~\$				~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		~\$	~\$	\$	~\$				~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$				~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$				
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$				~\$	~\$	\$				
Charging stations for electric bicycles and scooters NEW	\$		\$	\$					\$	\$	\$				\$	\$						~\$			~\$	~\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	\$SRTS		\$				\$					~\$										
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$					NAE	~\$		TA			~\$	~\$			
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$				
Curb ramps	\$	\$		~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$		~\$					~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$					~\$	\$	~\$	~\$		
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$			
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	\$SRTS	\$	\$	\$			\$					~\$	~\$									
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$				~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$				~\$	~\$	\$				
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$		\$	\$	\$		\$					\$						\$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$	\$	~\$	~\$			~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$				~\$	~\$					
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	\$						\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$				\$	\$SRTS		\$				\$														\$	\$



	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																														
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
	Federal Highway Administration														Federal Lands			OST Grant					OST Loan		FTA		NHTSA				
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TPSE	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405	
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$					
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$				\$	\$	~\$			~\$						
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$						
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	\$						
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$			\$	\$		TA		~\$		~\$				
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$	\$			\$					\$						~\$	~\$	\$	\$	
Safety education positions					\$				\$SRTS	\$SRTS		\$				\$					\$									\$	
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$				\$					\$									\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$	\$		\$	\$				\$	\$		TA							\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	\$	note		\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note			
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	\$	note			\$	\$			~\$	~\$	~\$	TA								
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	\$						
Trail construction and maintenance equipment	\$		\$						\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$						
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$						
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$						
Training	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$		TA				~\$	~\$	\$		
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$				\$					\$						~\$	~\$	\$	\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$					
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$	\$			\$	\$			\$			TA				~\$	~\$			

#### Abbreviations (alphabetical order)

<p><u>ADA/504</u>: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p><u>AoPP</u>: Areas of Persistent Poverty Program</p> <p><u>ATIIP</u>: Active Transportation Infrastructure Investment Program [web link under development]</p> <p><u>BIL</u>: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))</p> <p><u>BRI</u>: Bridge Programs, including: <u>BFP</u>: Bridge Formula Program; <u>BIP</u>: Bridge Investment Program; <u>BRR</u>: Bridge Replacement and Rehabilitation Program</p> <p><u>CMAQ</u>: Congestion Mitigation and Air Quality Improvement Program</p> <p><u>CRP</u>: Carbon Reduction Program</p> <p><u>FLTTP</u>: Federal Lands and Tribal Transportation Programs: <u>Federal Lands Access Program</u>, <u>Federal Lands Transportation Program</u>, <u>Tribal Transportation Program</u>, <u>Federal Lands Planning Program</u> and related programs for Federal and Tribal lands such as the <u>Nationally Significant Federal Lands and Tribal Projects</u> program</p> <p><u>FTA</u>: Federal Transit Administration Capital Funds</p>	<p><u>PLAN</u>: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p><u>PROTECT</u>: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p><u>RAISE</u>: Rebuilding American Infrastructure with Sustainability and Equity</p> <p><u>RCN</u>: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and <u>Neighborhood Access and Equity</u> programs)</p> <p><u>RHCP</u>: Railway-Highway Crossings (Section 130) Program</p> <p><u>RRIF</u>: Railroad Rehabilitation and Improvement Financing (loans)</p> <p><u>RTP</u>: Recreational Trails Program</p> <p><u>SMART</u>: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</p> <p><u>SRTS</u>: Safe Routes to School Program (and related activities)</p> <p><u>SS4A</u>: Safe Streets and Roads for All</p> <p><u>STBG</u>: Surface Transportation Block Grant Program</p>
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- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

#### FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
  - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

#### OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

#### OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

#### FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

#### NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.



<a href="#">HSIP</a> : Highway Safety Improvement Program <a href="#">IIJA</a> : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law <a href="#">INFRA</a> : Infrastructure for Rebuilding America Discretionary Grant Program <a href="#">NAE</a> : Neighborhood Access and Equity Program <a href="#">NHPP</a> : National Highway Performance Program <a href="#">NHTSA 402</a> : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program <a href="#">NHTSA 405(g)</a> : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) <a href="#">NSBP</a> : National Scenic Byways Program	<a href="#">TASA</a> : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) <a href="#">Thrive</a> : Thriving Communities Initiative (TA: Technical Assistance) <a href="#">TIFIA</a> : Transportation Infrastructure Finance and Innovation Act (loans) <a href="#">TOD</a> : Transit-Oriented Development <a href="#">TTP</a> : Tribal Transportation Program <a href="#">TTPSF</a> : Tribal Transportation Program Safety Fund
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### Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

### Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

#### [FHWA Programs](#)

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#); [BFP](#): (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).