

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

July 19, 2022

Present: Mayor Dawn Ramsey, Council Member Tamara Zander, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Don Shelton, Council Member Jason McGuire, City Manager Gary Whatcott, Assistant City Manager Dustin Lewis, Director of Public Works Jason Rasmussen, City Recorder Anna Crookston, Deputy City Recorder Cindy Valdez, Director of City Commerce Brian Preece, Director of Strategy & Budget Don Tingey, Director of Administrative Services Melinda Seager, Chief Technology Director Jon Day, GIS Coordinator Matt Jarman, Senior IS Tech Phill Brown, Director of Planning Steven Schaefermeyer, Director of Engineering Brad Klavano, Fire Chief Chris Dawson, Police Chief Jeff Carr, Director of Recreation Janell Payne,

Others: Grant Farnsworth, Dwayne Woolley, Andrea Moser, Rob Stewart, Kim Clark, Jon Nepstad, Seishi Yamagata, Lianne Whittaker, Aaron Starks

4:40 PM
STUDY MEETING

A. Welcome, Roll Call and Introduction: *By Mayor Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation: *By Director of Strategy & Budget Don Tingey*

Director Tingey offered the invocation.

C. Mayor and Council Coordination

Council Member Tamara Zander brought up the Dragon Boat Races in Daybreak, and she would like to see a team put together by the city this year since they didn't have enough for last year. That event takes place August 27, and the race is run on Daybreak Lake.

Deputy City Manager Dustin Lewis said they would get the word out and see if they can get enough employees to create a team.

D. Discussion/Review of Regular Council Meeting

- Presentation: Fire update

Mayor Ramsey said they have been hearing from residents on both sides, for and against firework regulations in the city.

- Public Hearing: JVVCD Proposed Property Tax Increase for Water Service purposes

Mayor Ramsey said the increase for an average home will be \$7 per year. The more we conserve, the less money comes in to the water conservancy district; however, the cost of delivering water doesn't go down, budgets still have to be met, and this \$7 per year is what the water district needs. This is not entirely due to conservation as things like inflation have contributed, but she did note that South Jordan conserved more water than any other user in the water district.

Council Member Zander asked to have something put together to show that we did in fact conserve the most water, she'd like to see that shared with the public.

- Public Hearing: Zoning Ordinance 2022-06-Z, Bowthorpe Rezone
- Public Hearing: Ordinance 2022-12, Text Amendment for Planning Commission

Council Member Don Shelton asked about what happens in the case of a tie vote for the new planning commission rules, is that spelled out in the code.

Director of Planning Steven Schaefermeyer said a tie would mean the motion fails as a no vote, it must be a majority vote to pass.

Council Member Brad Marlor said he heard there might be some members of the public coming regarding the truth in taxation.

Mayor Ramsey said that some residents read some inflammatory articles on social media about taxes, and after contacting City Hall and getting the correct information they were appeased. An interview with Fox 13 was released a week ago on Friday, and there were a few social media posts by either elected or formerly elected officials about the tax increases. Just in Salt Lake County there are 23 entities doing a truth in taxation this year, and a strong majority of places around the state are in a similar place.

Council Member Shelton has had one call from an engineer known to city staff, and the same person called City Manager Gary Whatcott as well. None of the other council members have received calls from residents regarding the truth in taxation yet. He has been working with Deputy City Manager Dustin Lewis, who has been working with our CFO Sunil Naidu and other staff to correct some of the language being used in the media posts so it reflects the way things actually work.

Dwayne Woolley (Resident) said that, having served on the planning commission for many years, he thinks it's great to add one more member. The main reason for coming was to thank everyone for the opportunity of serving as the Grand Marshall. It was unexpected and a pleasure, and wanted everyone to know how much he appreciated it.

E. Presentation Items

E.1. Utah Department of Transportation presentation (*By UDOT Grant Farnsworth*)

Grant Farnsworth introduced those who were in attendance, both in person and online, from UDOT. They originally presented about this study about nine months ago, and staff was wise in the suggestion to pause the study and wait for the Bangerter projects to finish up. That way, when they went out to the public they could avoid the consternation from 11400 South being slammed from the other construction sites. This study was started due to UDOT's coordination with city staff. Staff identified some future needs in their master transportation plan and noted they were not on the regional transportation plan. They got together with WFRC and other partners, got some funding, and they brought those results here. He began reviewing his prepared presentation (Attachment A). When speaking about the regional transportation plan, they are not talking about something being built tomorrow, this is being proactive as there is no funding for it, and this isn't necessarily the solution. This allows for feedback and in the future will need to be revisited with an environmental study.

Council Member Zander asked why the plan stops at 4000 West and doesn't continue to Bacchus.

Mr. Farnsworth responded that's because the state facility ends at Bangerter Highway, so from that point to the west is a local road. They included 4000 West because it has such a big impact on Bangerter Highway that it needed to be added. He continued reviewing Attachment A and noted that when they mention year 2050 in the presentation, that assumes that Mountain View Corridor is a freeway with four lanes in each direction, that Bangerter Highway is now a freeway, and many other east/west roads like 10400 South and 9000 South are seven lanes all the way to Bangerter. He also noted that due to staff coordination, they were able to join on with the annual survey to residents with three questions to get feedback on 11400 South. He reviewed that feedback shown on Attachment A.

Mayor Ramsey said that the feedback from residents that they would like to improve east/west travel times is something she can appreciate, but she wanted to look more at the supportive responses regarding increased vehicle capacity and efficiency at key intersections, as she was surprised by that response.

Council Member Shelton asked if the survey defined what "increasing vehicle capacity" meant.

Mr. Farnsworth said it was not defined, it was left up to the person being surveyed to interpret that as they see fit. He reviewed the options that have been eliminated and will not be considered any further, as part of this study was to eliminate unreasonable alternatives. He continued reviewing the eliminated options at 4000 West including being realigned, right in/right out, westbound using Country Crossing with no left turns. He then reviewed the eliminated options in the District Area like consolidated lights from 3600 West to Bangerter. They haven't looked too far into the super street options in the District Area, as they've been more focused on the corridor options, but they will study them further. He explained a ring road, which basically requires you to go in at one intersection and come out at another, making it a one way street. They have

eliminated a freeway and express lanes, as those would be very impactful to the surrounding neighborhoods. He reviewed the active transportation improvements from Attachment A. They believe that 11800 South is a great low stress corridor for active transportation, but they would still like to make it possible for 11400 South to be used comfortably. He moved on to the revised options in Attachment A, and the related graphics are in the attachment as well. He noted that these options were created with the thought in mind that the morning peak doesn't have a large surge in travel times, whereas the surge in travel time during the PM peak is much longer. He discussed widening 11400 South to three lanes in both directions for differing lengths, along with only widening the westbound side to three lanes with potential continuous flow intersections at Redwood Road and a thru-turn at 4000 West. Corresponding graphics were shown and are included in Attachment A.

Council Member Zander asked if these year 2050 projections include the projected development out of Daybreak.

Mr. Farnsworth said this does include that growth, but does not include the potential "densifying" he has heard is coming there.

Mayor Ramsey noted that the overall density should be included in these predictions, as the overall density isn't changing in Daybreak.

Mr. Farnsworth said that yes, this is using that projected overall density.

Council Member Zander asked for those estimated numbers, as those numbers heading into Daybreak in the evening are far more frustrating than other times.

Mr. Farnsworth said he can send that information to the council with the future forecasted volumes. He also noted that adding more lanes attracts more vehicles, so each of the proposed scenarios attracts different amounts of people.

Council Member Marlor asked if this was a common scenario in most places, having heavier traffic in the evening going one way.

Mr. Farnsworth said that directional traffic is typical, and usually the AM commute is not as busy as the PM commute because the later commute has background trips of people running other errands and trips. He continued reviewing the graphics regarding the options on Attachment A.

Council Member Zander asked about the potential thru-turn at 4000 West.

Mr. Farnsworth explained that they would go through the intersection at 4000 West, and then there would be a light allowing a u-turn past 4000 West to then turn right and relieve the backup of traffic.

Director of Engineering Brad Klavano added that this is only in one direction, some other local intersections use this for multiple directions, but this would only be the one direction. This improvement would also be from our budget, as that is a local road at that point.

Mr. Farnsworth said in terms of short term improvements, the u-turn seems to make the most sense. He then moved on in Attachment A and discussed each of the options and differences in travel time and how each would improve those times.

Director Klavano wanted to note that Option 1 reduces the time a little in the AM, but the PM would have a huge reduction in time.

Mr. Farnsworth said that much of the eastbound traffic is also going to I-15, but they are just going to be metered at the ramps, so we don't want to push all the traffic there so fast that the ramps are bottlenecked. Option 2 is only two lanes eastbound, with more lanes westbound and two continuous flow intersections (CFI) that results in a large reduction in the PM travel times as well. Option 3 is the same as Option 2 but without the CFI at Redwood Road and adding a third eastbound lane. The westbound PM travel time is reduced about the same as Option 2, and the eastbound time has a slightly higher reduction.

Mayor Ramsey said there also would be a huge difference in cost when considering adding lanes, so only adding the lanes on one side where it makes a much bigger difference makes sense.

Mr. Farnsworth discussed Option 4 from Attachment A, only widening the road near the District and having a CFI at Redwood Road. This option would also have a High-T, where you make a left turn into the median and then you merge with the westbound movement. This would remove a traffic signal and keep traffic moving westbound.

Director Klavano noted they have one of those High-T intersections off 9800 South, near the elementary school and West Jordan has one on Old Bingham near the Amazon Building.

Mayor Ramsey said that there is one near her subdivision and it has been a great solution with the high school there.

Mr. Farnsworth said you do lose pedestrian movement with those, unless there is a bridge. He moved to the summary slides in his presentation (Attachment A), and said they will continue to evaluate these options. Options 2 and 3 are similar and appear to have the best all-around benefits. The next steps they are recommending are a high level preliminary design on Options 2 and 3, to get an idea of the potential footprint for the concepts, see what adjacent parcels would be impacted and what sorts of active transportation facilities they could provide for safety; those concepts would also include high level cost estimates. Attachment A includes more than just the slides he presented tonight, there are more at the end for staff to look at for more insight.

Council Member Shelton asked about possible timing, when would they actually be making these improvements.

Mr. Farnsworth said it seems like people are really interested in understanding how traffic will adapt with Mountain View Corridor and Bangerter becoming freeways, so it makes the most sense to look at these improvements after those projects are completed. There are additional things that can be done sooner and cheaper, like the thru-turn and widening in the District Area, where the pavement is already there and it would cost a lot less.

Mayor Ramsey said that this absolutely needs to be in the regional transportation plan, which is updated every four years at Wasatch Regional Council, and that is currently being wrapped up. She appreciates all the effort to make sure this is a part of that. The continual exploration of having three lanes in one direction and keeping the two lanes in the other direction with additional space for active transportation is her first choice.

Council Member McGuire agreed, he wrote Option 2 down as his first choice.

Council Member Zander referred to the suggestion of one way in and one way out of the District, and that she sees people crossing by the McDonald's and further down; if a pedestrian pushes a button, everyone is now waiting at a light. What if they only allowed pedestrians to go north/south at one of the intersections so both aren't slowing down the traffic.

Mr. Farnsworth said they are looking at those impacts, possibly having two pedestrian bridges. The problem is that people don't like pedestrian bridges because you have to go way up to cross, and tunnels tend to make people feel unsafe.

Council Member Zander appreciated them looking at the traffic at 4000 West.

Director Klavano said that when they did the environmental study for the 11400 South and Bangerter interchange, they knew 4000 West would have to be addressed at some point in time. The main cost for that U-turn would be a signal and some striping with some pavement.

Council Member Zander would like to see us look at that option as soon as possible.

Director Klavano said that will take a lot of PR work with the Oquirrh Mountain Marketplace.

Council Member Marlor asked about the option for more lanes just in the District area, would they be widening only the one side in that area also. He thinks that area could use the extra lane on both sides due to the amount of traffic with the commercial appeal.

Mr. Farnsworth said there could be a hybrid option combining #2 and #3, with three lanes westbound, and three lanes eastbound but only in the District area.

Council Member Marlor is concerned about the growth in the future and bottleneaking in an area that we know needs more width for the movement. He would prefer seeing three lanes each way through the entire corridor, but especially through the commercial area as we want to continue to bring people to that area to shop. If they can't get there, they will go shop somewhere else.

Mr. Farnsworth said they will be looking at that option, and seeing how they can maximize the space they have and avoiding taking lots of land. He believes there are high voltage lines on the north side, and that's something that has to be weighed into the cost as well.

E.2. Senior Advisory Committee member appointment (*By Community Center Supervisor Jamie Culbertson*)

Community Center Supervisor Jamie Culbertson introduced the new applicant for the Senior Advisory Committee, Leeanne Whittaker, who is a 17 year resident of South Jordan.

Leeanne Whittaker said she is very grateful because she is so healthy. At 81 years old she can do this kind of thing, they said they needed help and she said she could do that.

Mayor Ramsey asked her if she knew a lot about the senior services provided by the city, or if this is new for her.

Supervisor Culbertson said Ms. Whittaker has been coming for quite a while, and through Covid she picked up a lot of meals for people in her neighborhood that couldn't make it.

Council Member Patrick Harris said that's what it's all about, helping people and making people feel welcome.

Ms. Whittaker noted that at this time in her life she can do this, not everyone her age can and she tries to help her neighbors and anyone else.

Mayor Ramsey said we need capable leadership for every stage in life, for everything we are doing. We need leaders in our elementary schools, our senior programming, and every stage in-between. She thanked her for her willingness to serve, and for recognizing and answering the call for volunteers.

E.3. Planning Commission commissioner appointment (*By Director of Planning Steven Schaefermeyer*)

Aaron Starks is the mayor's appointee for the planning commission. He appreciated the spirit of the meeting, and it makes him proud to be a resident of South Jordan. Like Ms. Whittaker, he is happy to get involved because he can, and this community means a lot to him. He spent about ten years at a company with local ties, but with an international footprint, Franklin Covey. He ran the Asia operations for five years in Tokyo, and they wanted to renew their contract with the company but he said no, he wanted to be home. This is home for his family, they want to raise their kids here in South Jordan. He has been involved a little bit, planning is certainly a new area that he hopes to be able to contribute to. He looks forward to being a good partner to the council and supporting however he can.

Council Member Zander asked where he lived in the area.

Mr. Starks responded off 10200 South and 4800 West, a newer community there off the 18th hole at Glenmoor. He works for World Trade Center Utah, a public-private partner with the State of Utah. Their mission is to accelerate growth for Utah companies around the world and he is the executive vice president there. As a public-private partner to the state, they work closely with the Governor's Office of Economic Opportunity, and together they identify companies, select markets around the world, and help them overcome regulatory or compliance hurdles before introducing them to buyers, partners and investors in those markets. They work with companies like Cotopaxi, and took them to Europe. They just took Overstock to Canada, and are working with Built Bar right now which is a great company. About two out of every four jobs here in the state is tied to an export, that's how diverse this economy is. Their largest trading partner as a state would include Mexico, and between their goods and services like advance materials, coal, consumer products and electronics they trade a lot with Mexico, UK, Canada and China. We are very much a state that imports more than we export, and since our economy is robust there are a lot of companies who want to think beyond our borders and do more commerce around the world. They have quadrupled head count in the past two years just trying to keep up with the innovation taking place in the private sector. He very much views South Jordan as the future of Salt Lake County, and with the urban center and ongoing projects; he can see this is the place where more of that innovation is going to take place.

Mayor Ramsey noted that she wanted Mr. Starks to introduce himself and illustrate that he knows what's going on, and sees the opportunities here.

Council Member Shelton asked Mr. Starks if the decisions of the planning commission regarding Daybreak were administrative, not legislative, as he doesn't want a potential conflict of interest.

Director Schaefermeyer said the only decisions that the planning commission makes are administrative, they make legislative recommendations.

Council Member Marlbor asked Mr. Starks if time-wise he has the ability to maneuver his schedule around and participate. One of the reasons they are adding another member is because sometimes they are falling short on members.

Mr. Starks responded that yes, he does have that ability in his schedule.

Council Member McGuire motioned to move from the City Council Study Meeting to an Executive Closed Session, Council Member Zander seconded the motion; Vote was unanimous in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

F. Executive Closed Session

F.1. Discussion of the character, professional competence, or physical or mental health of an individual.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

ADJOURNMENT

Council Member Shelton motioned to adjourn the July 19, 2022 City Council Study Meeting. Council Member Marlor seconded the motion; vote was unanimous in favor.

The July 19, 2022 City Council Study meeting adjourned at 6:00 p.m.

This is a true and correct copy of the July 19, 2022 City Council Study Meeting Minutes, which were approved on August 16, 2022.

Anna Crookston

South Jordan City Recorder

11400 South Corridor Potential Solutions Analysis

July 19, 2022

Solutions Development Partners



Purpose

1

Review the
Goals and
Objectives

2

Review the
Needs

3

Present Menu
of Options
Considered

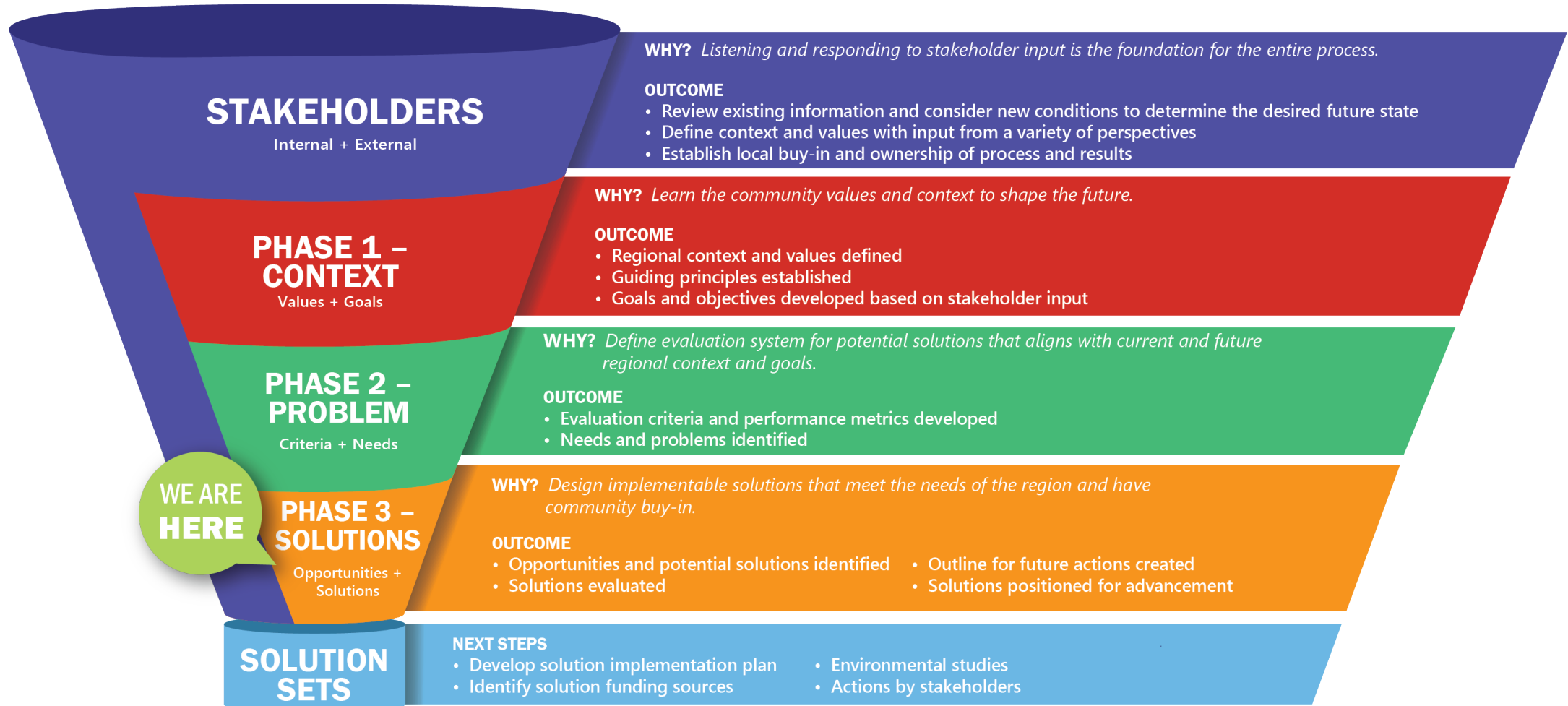
4

Present
Options
Analyzed

5

Receive
Feedback

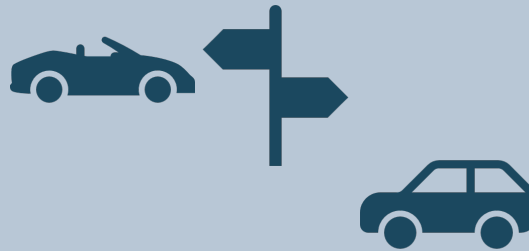
Solutions Development Overview



Area / Corridor Goals



Maintain active transportation and provide useable multimodal options.






Provide for efficient traffic flow and reasonable travel times east-west and north-south across city boundaries for regional travel.



Balance transportation solutions with existing and planned land use.

Evaluation Criteria

	 Goal 1	 Goal 2	 Goal 3
	<i>Maintain Active Transportation and Provide Usable Multimodal Options</i>	<i>Provide for Efficient Traffic Flow East-West & North-South Across City Boundaries for Regional Travel</i>	<i>Balance Transportation Solutions with Existing & Planning Land Uses</i>
<i>Evaluation Criteria:</i>	<ul style="list-style-type: none">• Too far out of direction for AT travel• Level of traffic stress (high levels of stress for AT users)	<ul style="list-style-type: none">• Corridor travel time• Side street delay	<ul style="list-style-type: none">• Order of magnitude of parcel number and size of impacts• Land use impact to parks, open space, trail connectivity• Redirecting commercial access traffic or new arterial through a residential neighborhood.• Land-locked (no other access)• Excessive out of direction travel

Identified Future Needs (2050)

- Low-stress active transportation facilities
- Ability for north/south traffic to cross 11400 S. at the District
- Reliable travel time
- Mix of land uses or focused destinations that support transit and active transportation use
- Accommodation of west-side growth

Identified Future Needs (2050)

▪ Vehicle capacity and/or storage at key intersections	<i>Lone Peak Parkway</i>
	<i>Redwood Road</i>
	<i>Summer Heights Drive</i>
	<i>River Heights Drive</i>
	<i>Bangerter Highway</i>
▪ Signal spacing adjacent to the study area	<i>I-15</i>
	<i>4000 West</i>
▪ Signal spacing around the District	

Summary of Public Feedback

Participants

- South Jordan Survey - 998 Responses (100% South Jordan Residents)
- UDOT Survey - 743 Responses (75% Draper Residents / 25% South Jordan Residents)

Findings

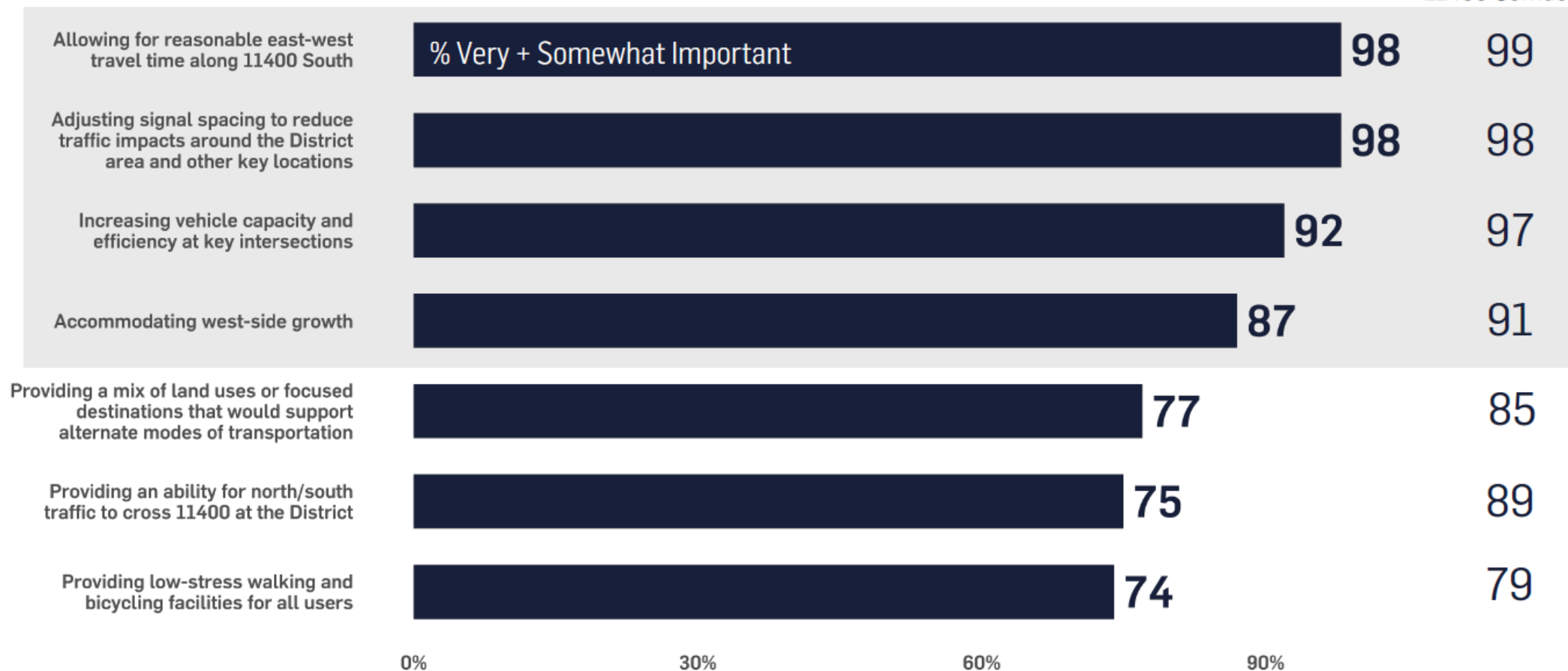
- All goals supported in both surveys (greater than 80%)
- All needs supported (greater than 75%)

Solutions

- East West Travel - traffic signal timing, roadway capacity, traffic signal spacing, access management
- Transit Options
- Concerns about active transportation routes being on the busy road and not being used - alternate parallel routes / proper accommodations

Summary of Public Feedback*




Respondents who
do NOT live along
11400 Corridor



**Two surveys were completed as part of this project - one done by South Jordan and one as part of the study. These are the combined results.*

WHAT WAS CONSIDERED

Initial Menu of Options




		 Goal 1	 Goal 2	 Goal 3
		<i>Maintain Active Transportation and Provide Usable Multimodal Options</i>	<i>Provide for Efficient Traffic Flow East-West & North-South Across City Boundaries for Regional Travel</i>	<i>Balance Transportation Solutions with Existing & Planning Land Uses</i>
<i>Evaluation Criteria:</i>		<ul style="list-style-type: none"> • Too far out of direction for AT travel • Level of traffic stress (high levels of stress for AT users) 	<ul style="list-style-type: none"> • Corridor travel time • Side street delay 	<ul style="list-style-type: none"> • Order of magnitude of parcel number & size of impacts • Land use impact to parks, open space, trail connectivity • Redirecting commercial access traffic or new arterial through a residential neighborhood. • Land-locked (no other access) • Excessive out of direction travel
4000 W				
A	Realign 4000 W¹			X
B	Right-in-Right-out only at 4000 W¹			X
C	Through-U-Turn or Roundabout			
D	WB Lefts must use Country Crossing Rd, no WB lefts at 4000 W			X
DISTRICT AREA				
E	Consolidate Lights from 3600 W to Bangerter¹ <i>No Left Turns at River Heights Dr., and Overpass at Summer Heights Drive</i>			X
F	Consolidate Lights from 3600 W to Bangerter¹ <i>No Left Turns at River Heights Dr., and Summer Heights Dr., new roadway connecting into 3600 W.</i>			X
G	Super Street at Summer Heights Drive			
H	Ring Road at the District, 1 In Access and 1 Out Access			
I	High-T Intersection @ Summer Heights Dr			
J	High-T Intersection @ 3600 W			
REDWOOD ROAD INTERSECTION				
K	Continuous Flow intersection			

¹ Likely to be removed from consideration because it doesn't meet the evaluation criteria for access under Goal 3.

² Likely to be removed from consideration because it doesn't meet the evaluation criteria under Goal 1 - too far out of direction for AT travel

Initial Menu of Options (Cont'd)

Evaluation Criteria:

		 Goal 1	 Goal 2	 Goal 3
		<i>Maintain Active Transportation and Provide Usable Multimodal Options</i>	<i>Provide for Efficient Traffic Flow East-West & North-South Across City Boundaries for Regional Travel</i>	<i>Balance Transportation Solutions with Existing & Planning Land Uses</i>
		<ul style="list-style-type: none"> • Too far out of direction for AT travel • Level of traffic stress (high levels of stress for AT users) 	<ul style="list-style-type: none"> • Corridor travel time • Side street delay 	<ul style="list-style-type: none"> • Order of magnitude of parcel number & size of impacts • Land use impact to parks, open space, trail connectivity • Redirecting commercial access traffic or new arterial through a residential neighborhood. • Land-locked (no other access) • Excessive out of direction travel
LONE PEAK PARKWAY INTERSECTION				
L	Partial Continuous Flow intersection			
L.1	Partial Continuous Flow intersection - Intersection improvements			
WIDENING				
M	Express Lanes ¹			X
N	Widen from 5 to 7 lanes (length of corridor)			
N.1	Widen from 5 to 6 lanes (length of corridor) - WB only			
O	Widen from 5 to 7 lanes (from 2200 W to east side			
O.1	Widen from 5 to 6 lanes (from 2200 W to east side - WB only			
P	Widen from 5 to 7 lanes (Bangerter to 3600 W)			
P.1	Widen from 5 to 6 lanes (Bangerter to 3600 W) - WB only			
ACTIVE TRANSPORTATION IMPROVEMENTS				
Q	E/W Pedestrian/Bike Overpass at 11400 S./Bangerter			
R	N/S Pedestrian/Bike Overpass at 11400 S./River Heights Dr			
S	Low Stress Corridor on 11800 S. corridor as alternative ² Remove bike lane on 11400 S. in favor of a low stress facility on 11800 S. instead.	X		
T	Multi-Use Path the length of the corridor			

¹ Likely to be removed from consideration because it doesn't meet the evaluation criteria for access under Goal 3.

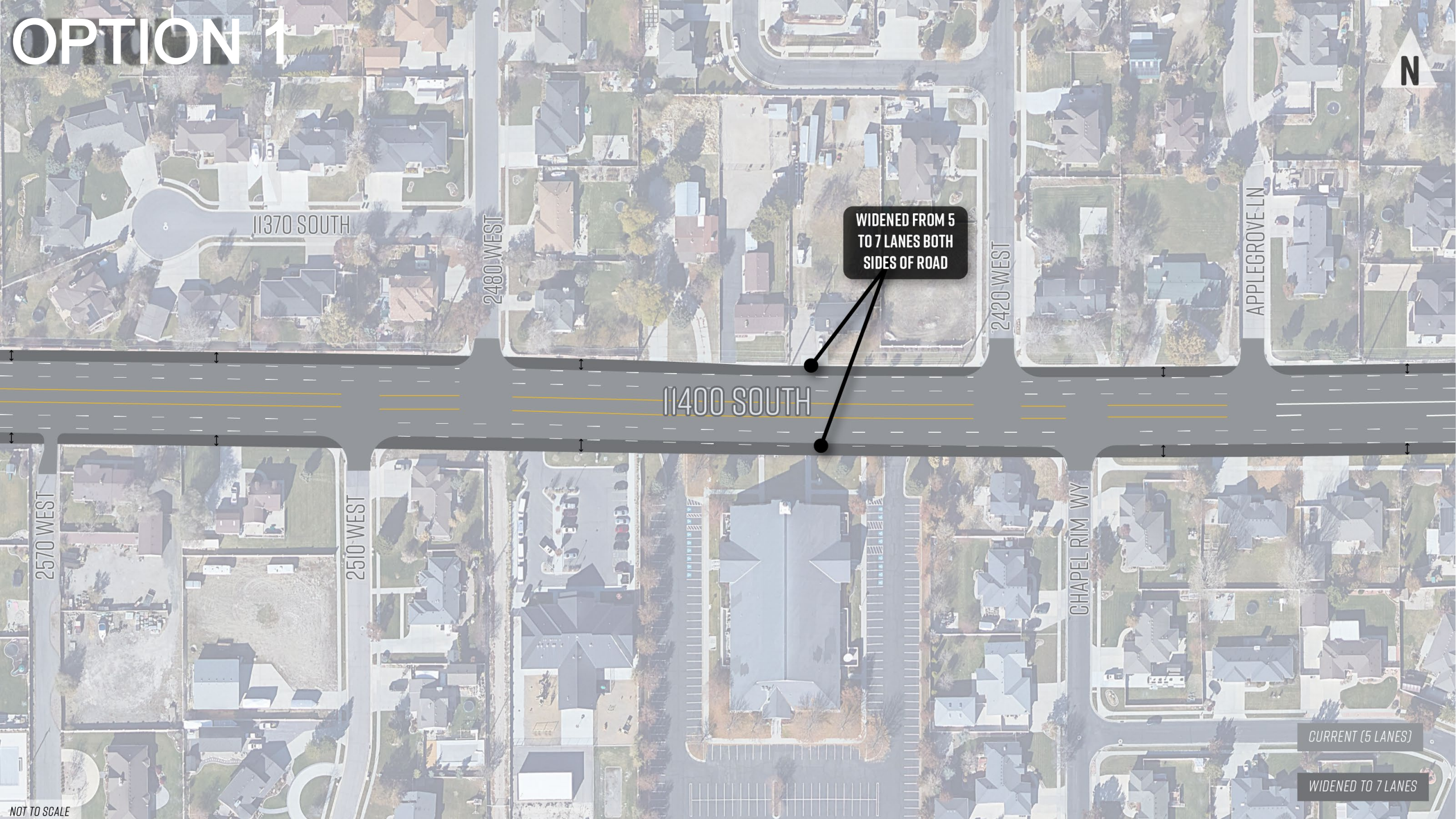
² Likely to be removed from consideration because it doesn't meet the evaluation criteria under Goal 1 - too far out of direction for AT travel.

POTENTIAL SOLUTION (OPTIONS)

Potential Solutions

Option:	COMPONENT 1	COMPONENT 2	COMPONENT 3
1	3 lanes per direction <i>I-15 to Oquirrh Lake Rd (SJ TMP)</i>	N/A	N/A
2	3 lanes WB/2 lanes EB <i>West of 4000 W to 1300 West</i>	CFI @ Redwood Rd	4000 West Thru-turn
3	3 lanes per direction <i>Bangerter to 1300 West</i>	N/A	4000 West Thru-turn
4	3 lanes per direction <i>Bangerter to 3600 West (District area)</i>	CFI @ Redwood Rd Hi-T 3600 West	4000 West Thru-turn

OPTION 1



WIDENED FROM 5
TO 7 LANES BOTH
SIDES OF ROAD

11400 SOUTH

11370 SOUTH

2480 WEST

2420 WEST

APPLGROVE LN

2570 WEST

2510 WEST

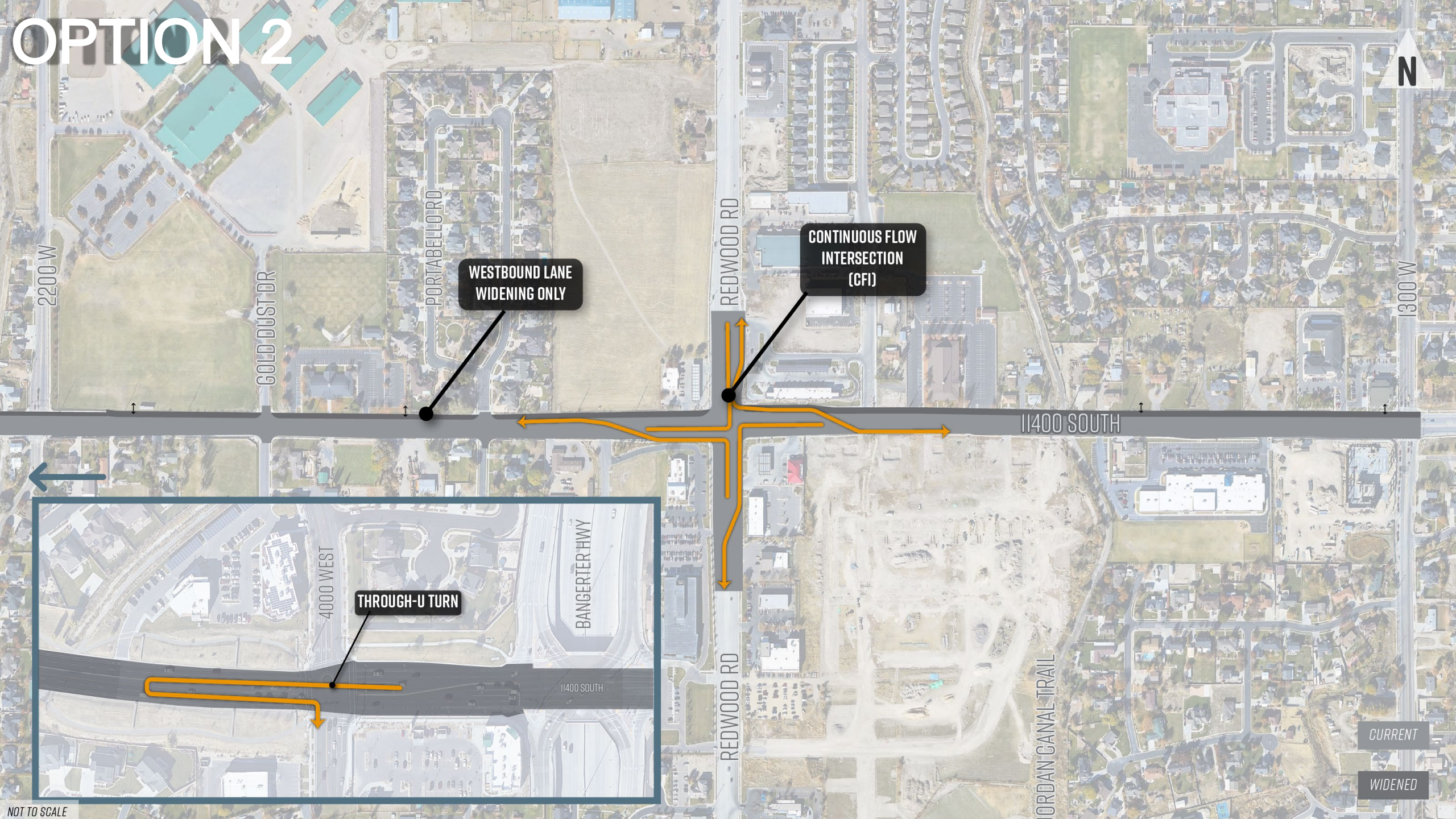
CHAPEL RIM WY

CURRENT (5 LANES)

WIDENED TO 7 LANES

NOT TO SCALE

OPTION 2



WESTBOUND LANE
WIDENING ONLY

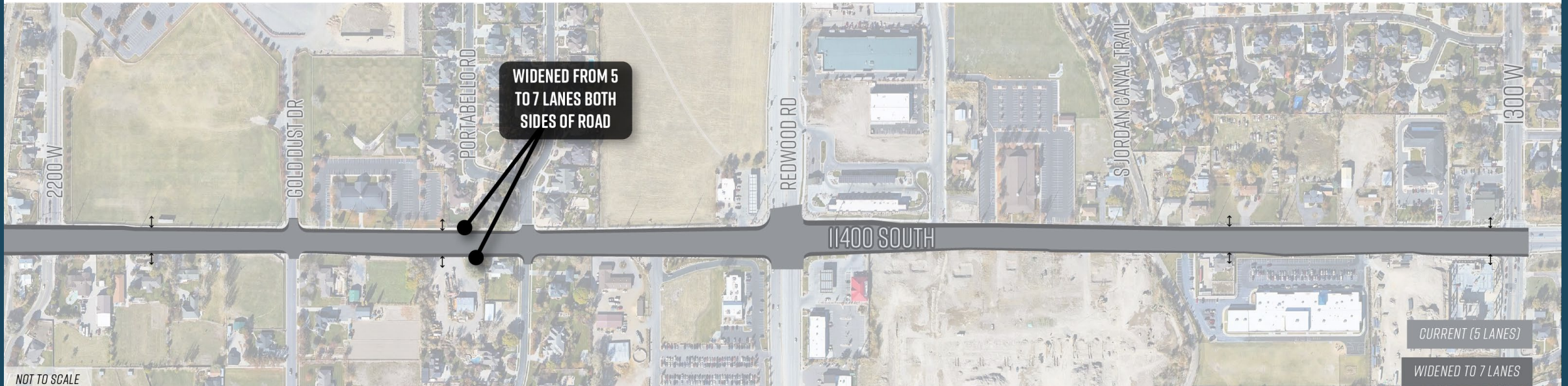
CONTINUOUS FLOW
INTERSECTION
(CFI)

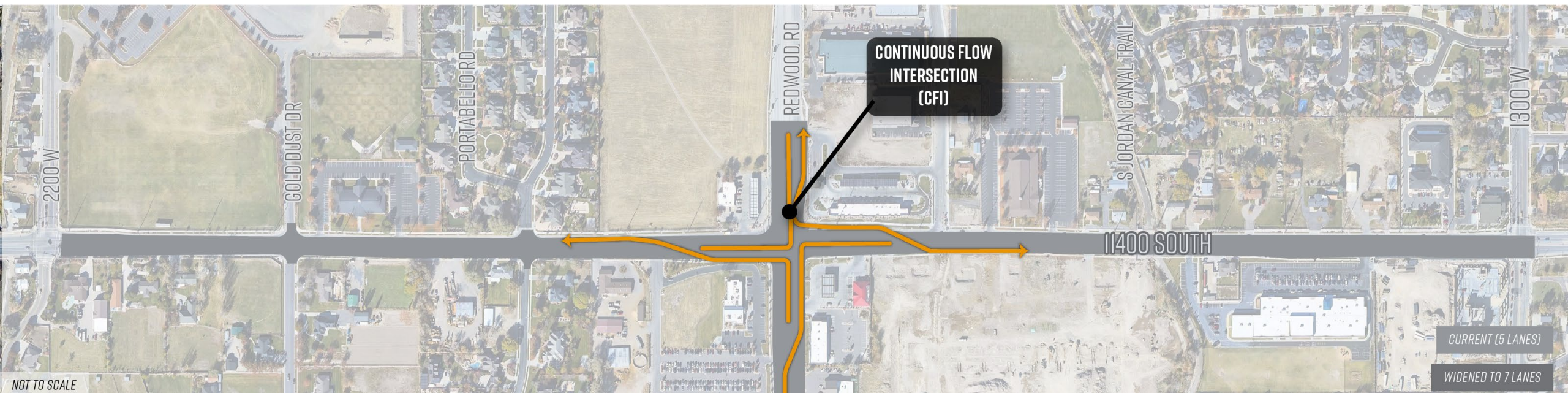
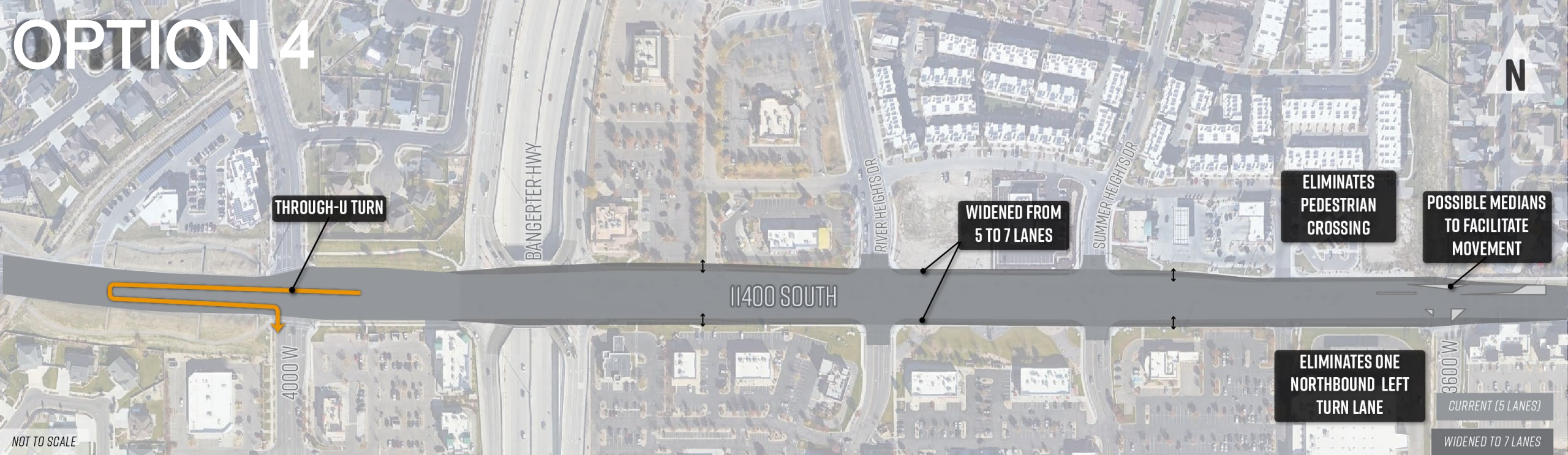
THROUGH-U TURN

CURRENT

WIDENED

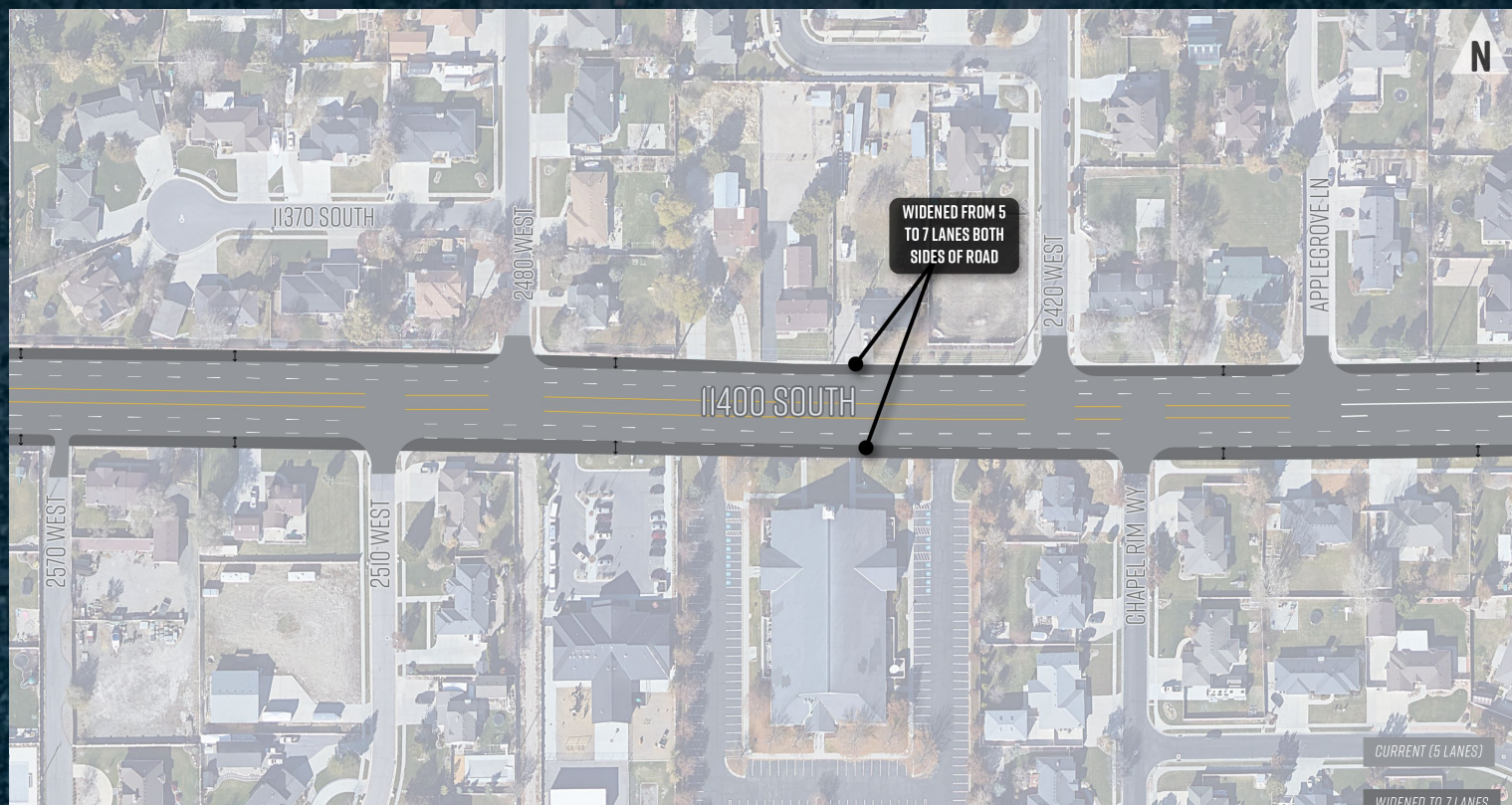
OPTION 3





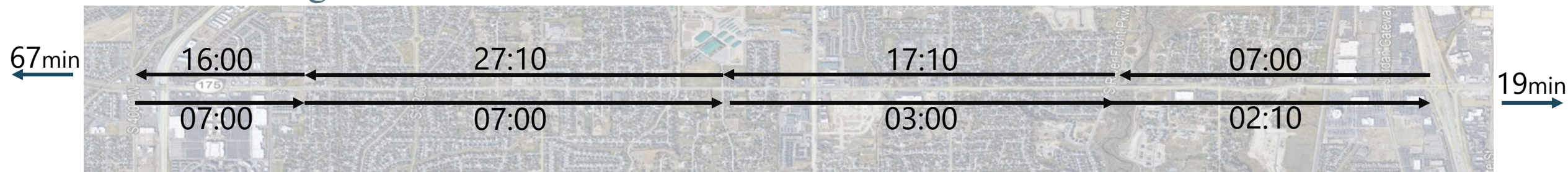
OPTION 1

3 lanes per direction
I-15 to Oquirrh Lake Rd (SJ TMP)

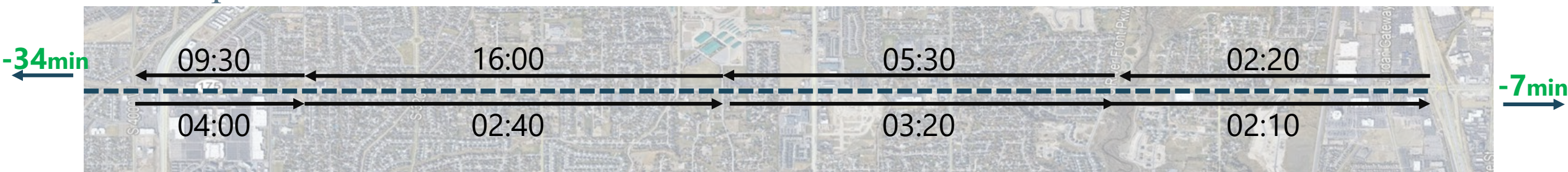


2050 Conditions Option 1 PM Travel Times

2050 Do Nothing



2050 Option 1



- Widening
- Spot Improvement

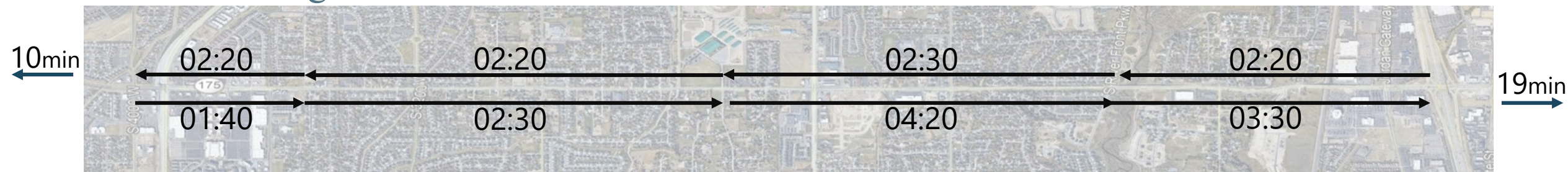
OPTION 2

3 lanes WB / 2 lanes EB
West of 4000 West to 1300 West

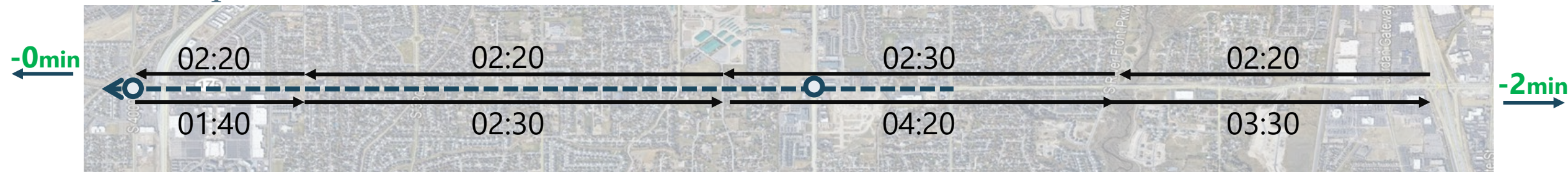


2050 Conditions Option 2 AM Travel Times

2050 Do Nothing



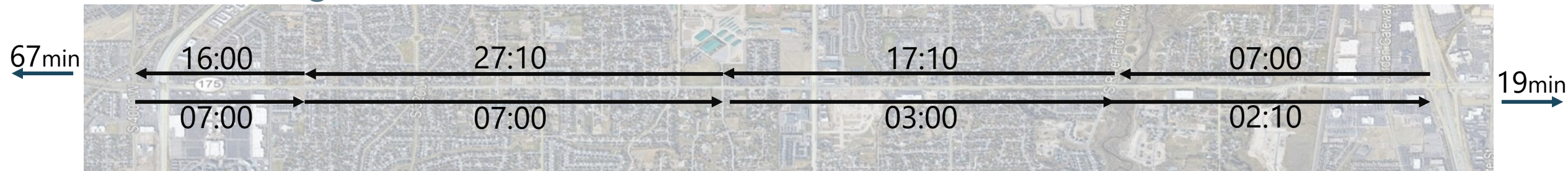
2050 Option 2



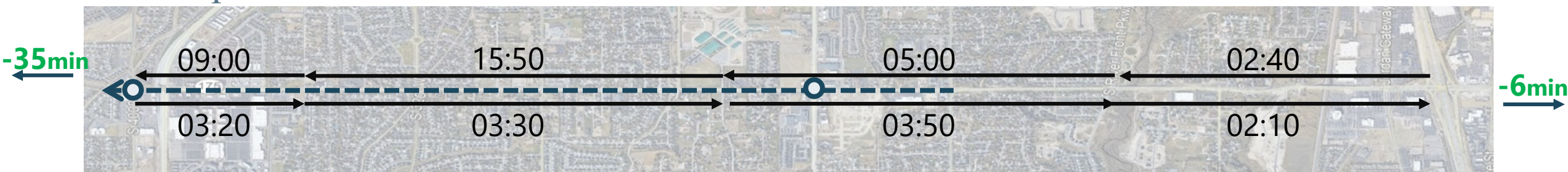
- Widening
- Spot Improvement

2050 Conditions Option 2 PM Travel Times

2050 Do Nothing



2050 Option 2



- Widening
- Spot Improvement

OPTION 3

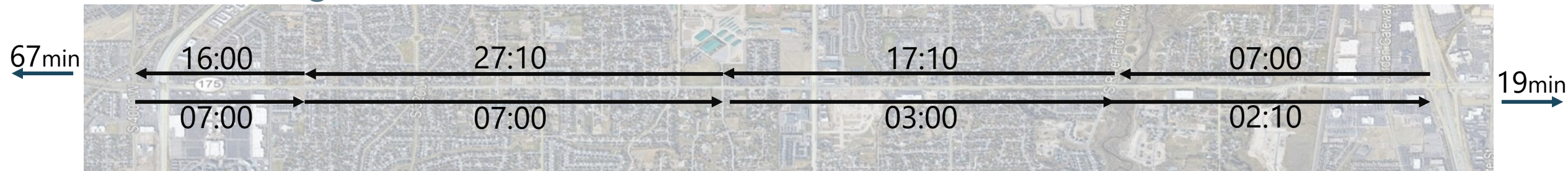
3 lanes per direction

West of 4000 West to 1300 West

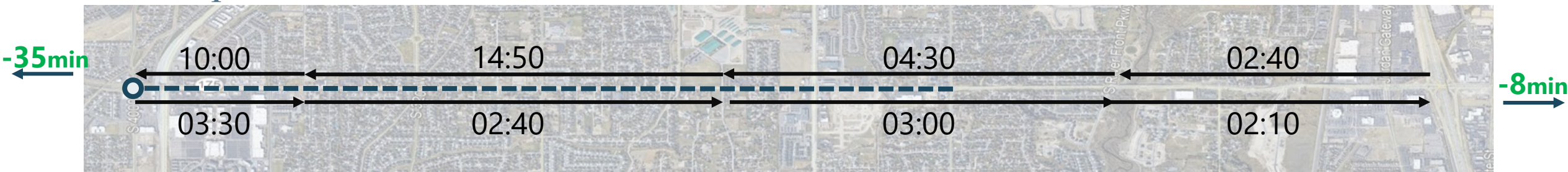


2050 Conditions Option 3 PM Travel Times

2050 Do Nothing



2050 Option 3



- Widening
- Spot Improvement

OPTION 4

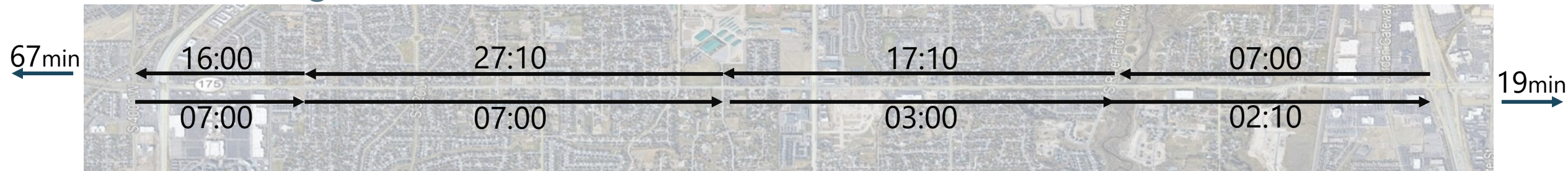
3 lanes per direction

West of 4000 West to 3600 West (District area)

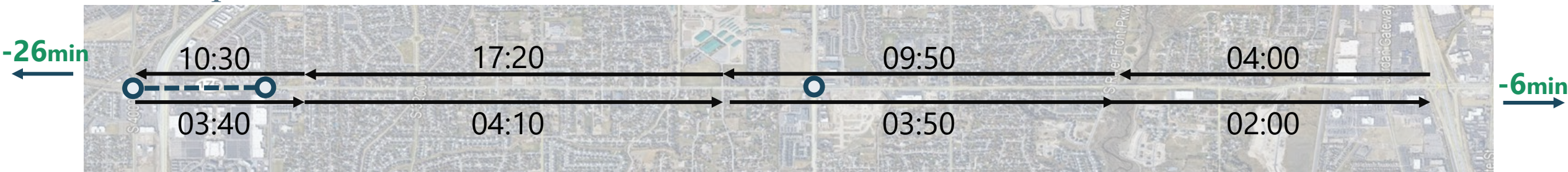


2050 Conditions Option 4 PM Travel Times

2050 Do Nothing



2050 Option 4

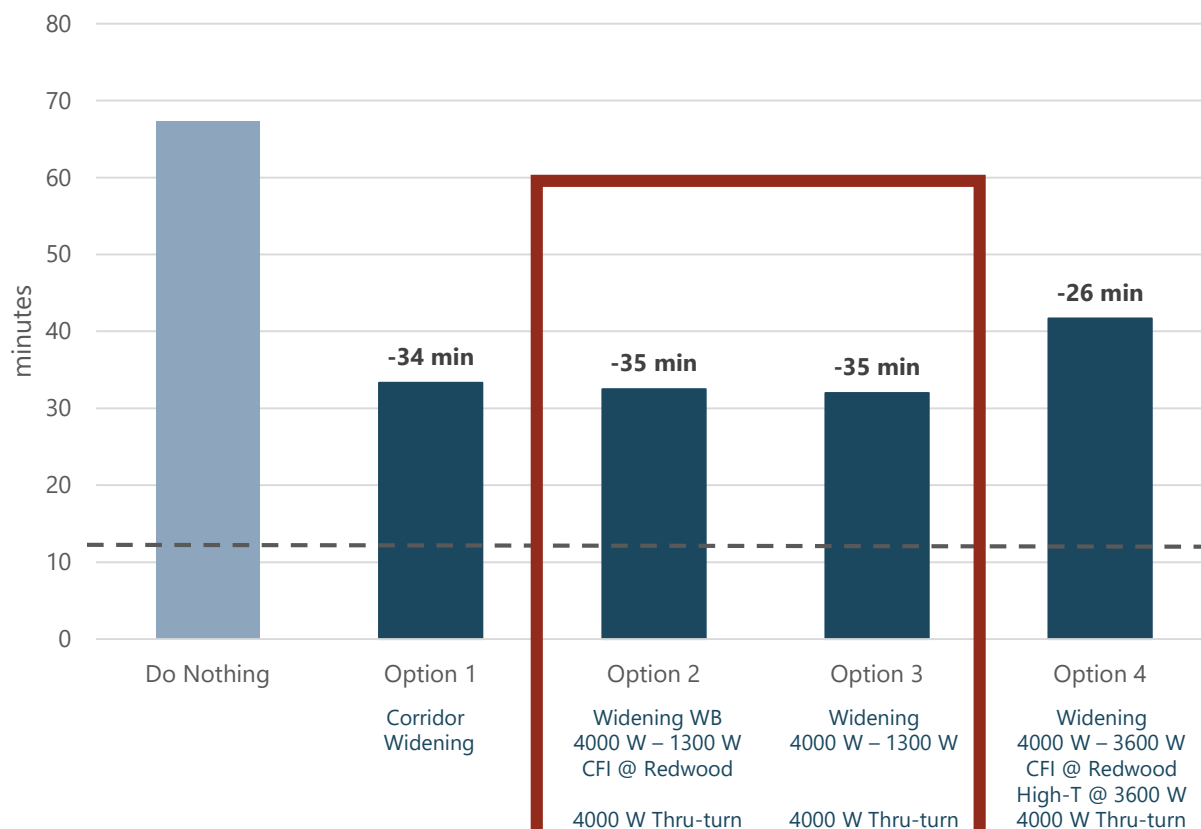


- Widening
- Spot Improvement

COMPARISON OF SOLUTIONS

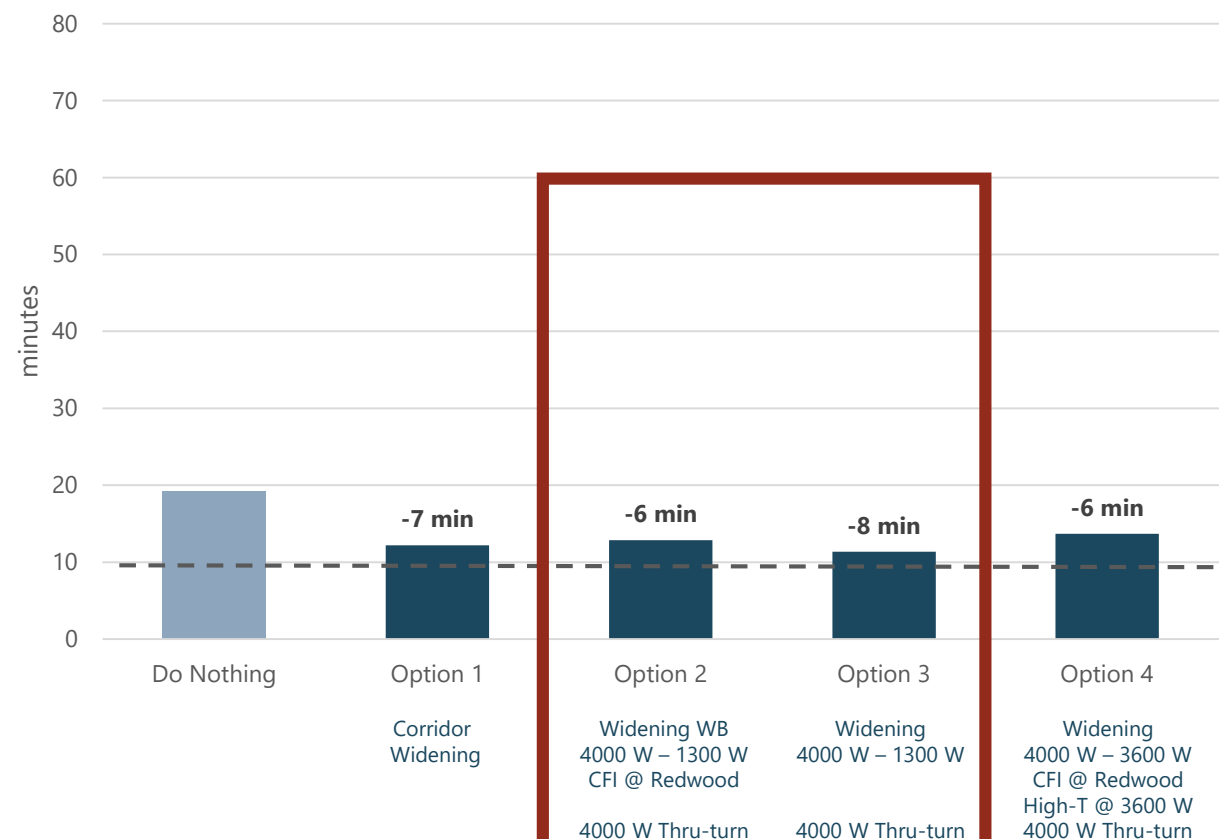
Comparison of Solutions (2050)

Westbound PM Travel Times



--- Existing travel times

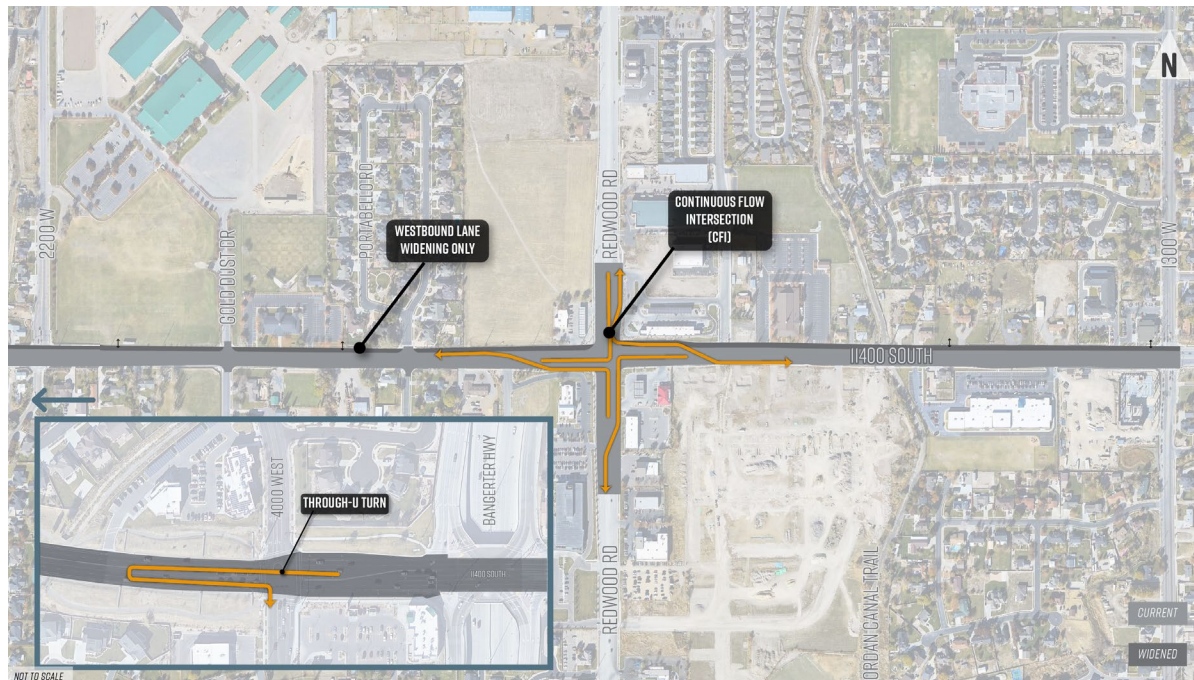
Eastbound PM Travel Times



Recommendations

Concepts to be estimated:

Option 2:
3 lanes WB / 2 lanes EB
West of 4000 West to 1300 West



Option 3:
3 lanes per direction
Bangerter to 1300 West



QUESTIONS?

Next Steps

- Provide concept cost estimates for two options
- Update the public on findings
- Update the regional transportation plan with one of the solutions set

