

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

December 3, 2024

Present: Council Member Patrick Harris, Council Member Tamara Zander, Council Member Don Shelton, Council Member Kathie Johnson, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Planning Steven Schaefermeyer, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Deputy City Engineer Jeremy Nielson, Director of Administrative Services Melinda Seager, Deputy Police Chief Robert Hansen, Deputy Fire Chief Ryan Lessner, Director of Recreation Janell Payne, Communications Manager Rachael Van Cleave, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun

Absent: Mayor Dawn R. Ramsey

Others: Aaron Smith, Angela Law #11917, Kai Tohinaka, Tim Sullivan, Zanna Bruening, Sadie Henderson, Alexandra Franklin

4:42 P.M.
STUDY MEETING

Council Member Shelton motioned to appoint Council Member Harris as Mayor Pro Tempore in Mayor Ramsey's absence. Council Member McGuire seconded the motion; vote was 5-0, unanimous in favor.

A. Welcome, Roll Call, and Introduction: *By Mayor Pro Tempore, Patrick Harris*

Mayor Pro Tempore Patrick Harris welcomed everyone present and introduced the meeting, noting that Mayor Ramsey was unable to attend this meeting and is trying to make it to the next meeting.

B. Invocation: *By City Commerce Director, Brian Preece*

Director Preece offered the invocation.

C. Mayor and Council Coordination

Council Member McGuire invited those available this Saturday to register to help with the Jordan Education Foundation's Christmas with Kids event, they are in need of additional chaperones.

Council Member Zander asked about judging the gingerbread house contest tonight.

Director Payne will give those available to help the information after the meeting tonight.

Council Member Shelton shared his plans to attend the Fullmer Open House this week, and asked if anyone else was planning on attending. The council and staff discussed the event.

Council Member Zander asked about Light the Night event coming up and Director Payne shared the instructions for the council members attending.

D. Discussion/Review of Regular Council Meeting

Presentation Item:

- Thank you & welcoming for elected officials.

Wheadon Acres Land Use Public Hearings:

- Resolution R2024-42 and Zoning Ordinance 2024-08-Z, all related to the Wheadon Acres Land Use Development, property located at 10537 S. 3010 W. & 10555 S. 3010 W.

Public Hearing:

- Resolution R2024-43, Adopting the South Jordan Trax Station Area Plan.
- Ordinance 2024-20, Amending City Code Section 5.12.020, 5.12.040, and 5.12.050 to create a South Jordan Package Agency License.

E. Discussion Item

E.1. Shield's Lane Solutions update. *(By Deputy City Transportation Engineer, Jeremy Nielson)*

Engineer Nielson introduced Kai Tohinaka with Parametrix and Tim Sullivan with Township + Range.

Kai Tohinaka reviewed the prepared presentation (Attachment A).

Council Member Zander asked if Concept 4 was the only option with an above grade component.

Mr. Tohinaka responded that Concept 3 is above curb as well, replacing the sidewalk with a wide, multi-use pathway.

Tim Sullivan continued reviewing the prepared presentation (Attachment A), discussing the last Public Open House held and the public response.

Mayor Pro-Tem Harris asked if the micro parks suggestion was from city staff or the public.

Mr. Sullivan responded that the micro parks were one of the many options presented to get feedback on from the public, and it was one of the most popular desires.

Council Member Zander noted that the majority of Shield's Lane is block walls, asked if adding these micro stops along the way are a realistic option.

Mr. Sullivan noted that it could include things like benches and agreements with adjacent schools to create that space.

Council Member Shelton noted the schools along the road are all along the north side, but the trail will be on the south side, and asked for more details.

Mr. Tohinaka responded they recognize the schools being on the opposite sides, but the trail on the south side lines up with the pedestrian bridge at Bangerter. They are looking at other options for crossing 9800 S like larger islands, etc. He continued reviewing the presentation (Attachment A), noting they are proposing a multi-use path with a wider park strip.

Council Member Zander asked how many trees would be preserved with the proposed plan.

Mr. Tohinaka responded the north side trees would be untouched, but the south side park strips will be moving into the street and will require replacement of all current trees.

Mayor Pro-Tem Harris asked about the types of trees being removed.

Mr. Tohinaka responded they are mostly Sycamore trees, but they are also the kind that cause the most damage. He also noted the majority of overhead power lines are on the north side, which was another reason for proposing the path on the south side. He continued reviewing the presentation (Attachment A).

Council Member Zander asked about the cost to line the entire corridor with trees.

Mr. Tohinaka responded that will be touched on later in the presentation. He continued reviewing his presentation (Attachment A), discussing the implementation strategy and potential funding options.

Engineer Nielson shared the proposed option was presented recently to UDOT and WFRC representatives, with both representatives agreeing the cost estimates were in line with other projects they are seeing, and were interested in the results of the study and the proposed concept.

Mr. Tohinaka continued reviewing funding options from the presentation (Attachment A).

Mayor Pro-Tem Harris asked about the estimated costs, and the city's estimated share of the funding.

Engineer Nielson responded the lowest match funding available is a 7% match, with other grants for up to 40% match being looked at.

Mr. Tohinaka reviewed the specific funding options and agencies from his presentation (Attachment A) and shared how the city can also work on immediate benefits from this project.

Mayor Pro Tem Harris asked about the city's plans to pay their portion of the project.

Manager Lewis noted there are many options out there, and Finance will have to sit down and look at those as this moved along to see where they can get additional money.

Director Klavano responded that coordinating the construction with resurfacing could count for part of the city's match amount.

Council Member Zander asked for the likelihood of being awarded the grants.

Director Tingey said Mayor Ramsey will be very important politically, as this type of funding is very competitive. The city's current trail funds being received are for Bingham Creek and he discussed how those in charge of the funding look at the trails being proposed in terms of importance. The funding for current trails and projects is being awarded to the city in segments as well, and they will work with that to see how and if it can be incorporated.

Council Member Zander asked how that construction will work without blocking off the entire road.

Director Klavano gave some examples of how they would do that work and make the transition smooth as they go to allow the road to stay open.

Council Member McGuire added that the public seeing the work being started and the progress will also help with resident buy-in in terms of patience with the interruptions along the road.

Council Member Johnson also added that developing the canals as pathways will additionally help increase the usability of the trail systems in that area.

Mr. Tohinaka said they have been reviewing self-reported public data about the use of current trail systems, and in the areas with multiple connections the desire to use those trails grows exponentially.

Council Member Zander thanked Mr. Tohinaka and Mr. Sullivan for their presentation, which gives more of a bigger and broad picture, allowing her to see how this would affect residents throughout the entire city, versus the more narrow presentation given last time that left her wondering how this was going to benefit those living further away from this area.

Council Member Shelton asked if this study should be adopted as part of the city's master plan or other planning schedules for reference.

Director Klavano responded that would be a good idea and would help with applications for funding.

Mr. Tohinaka noted that for certain government funds these types of plans and studies do need to be adopted by the elected body for reference and suggested adopting it into the Active Transportation Plan.

Mayor Pro-Tem asked if coordinating with the schools on this project to increase safety would help with lobbying efforts.

Director Klavano noted that the more agencies shown supporting this project for the grant applications, the better chance the city has for being awarded funding.

Attorney Loose added that pedestrian bridges are expensive and usually don't get a lot of use, and starting the construction of this collector trail at the bridge on 9800 S would encourage many more users at the beginning to use the bridge.

After a short discussion, all council members agreed that Concept #3 was their first choice.

ADJOURNMENT

Council Member McGuire motioned to adjourn the December 3, 2024 City Council Strategic Planning Study Meeting. Council Member Johnson seconded the motion; vote was 5-0 unanimous in favor.

The December 3, 2024 City Council Study meeting adjourned at 5:59 p.m.

This is a true and correct copy of the December 3, 2024 City Council Study Meeting Minutes, which were approved on January 7, 2025.

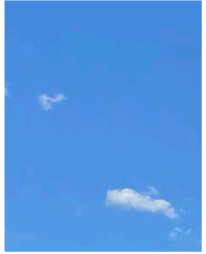
Anna Crookston

South Jordan City Recorder

Parametrix

SHIELDS LANE SOLUTIONS DEVELOPMENT CITY COUNCIL WORK SESSION

December 3, 2024



1. Why Shields Lane
2. Public Engagement Summary
3. Preferred Concept
4. Implementation Strategy
5. Funding Strategy
6. Next Steps



WHY SHIELDS LANE?



The South Jordan General Plan supports a high quality bike and pedestrian link on Shields Lane.



Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.



Develop a cohesive bike network including a variety of bike lane enhancements along 9800 South...



Active transportation benefits a wide range of aspects of a community - especially in the kinds of residential neighborhoods served by Shields Lane.



SAFE ROUTES
TO SCHOOL

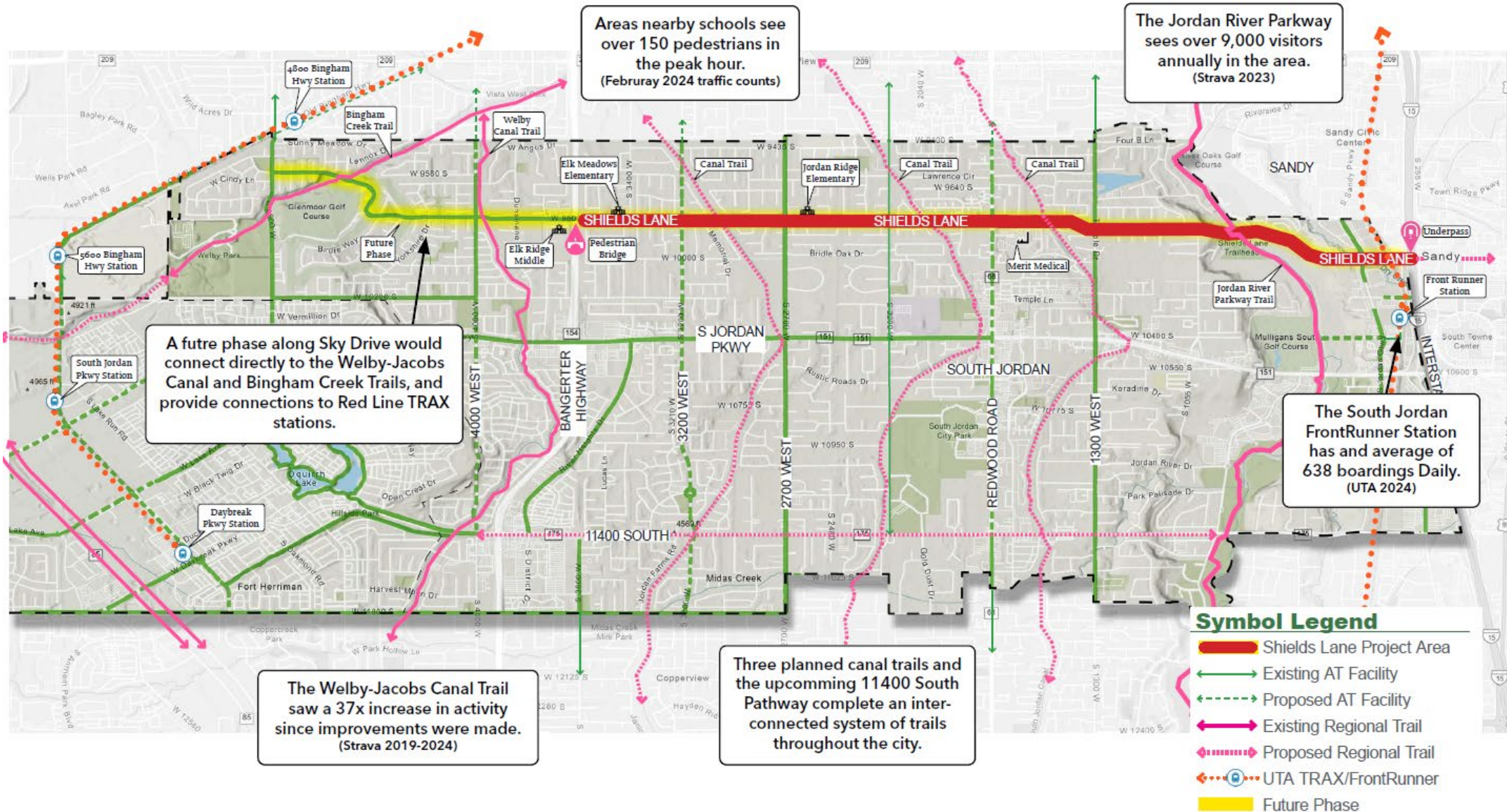
EXERCISE & HEALTH

AFFORDABLE
TRANSPORTATION

RECREATION

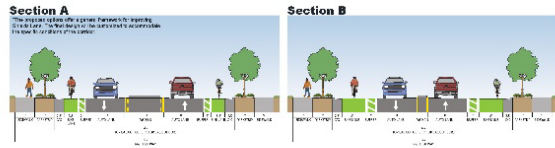
SOCIAL LIFE & WELL-BEING

WHY SHIELDS LANE?



PUBLIC ENGAGEMENT SUMMARY

SOLUTIONS DEVELOPMENT CONCEPT 1 - On-street Buffered Bike Lane with Median

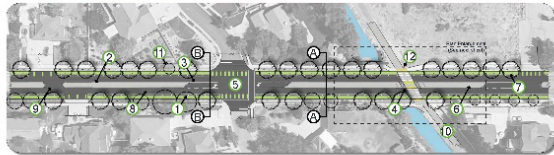


Project Description

This option provides a dedicated bike lane separated from traffic by a buffer and a central median. It maintains the existing curb and gutter while aiming to improve safety and comfort for cyclists and pedestrians.

Protect cyclists, enhance safety, and maintain local charm.

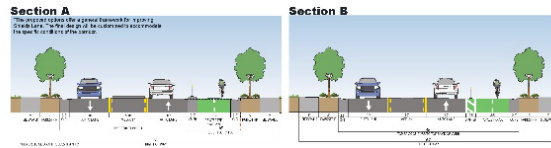
Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Buffered Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	Lack of improved sidewalk conditions, on street bike lanes does not invite inexperienced users.
2. Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Refuge Island	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Low implementation cost, added street trees, long term delineator post maintenance is a concern.
6. New Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	
7. Delineator Posts (feasibility in review)	★★★★☆		
8. New Asphalt	★★★★☆		
9. Access Control	★★★★☆		
10. Canal Trail (Future)	★★★★☆		
11. Existing Tree	★★★★☆		
12. Push Button	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated on a scale of 1-5, with 5 being the highest score.

SOLUTIONS DEVELOPMENT CONCEPT 2 - Two-Way On-Street Protected Bike Lane

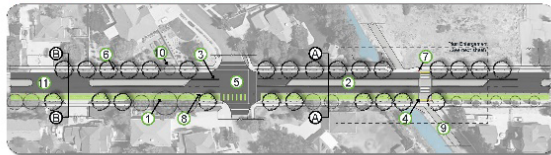


Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, and smooth traffic flow while considering park strip impacts, emergency access, and cost.

Prioritize bike riders, enhance safety, and optimize traffic flow.

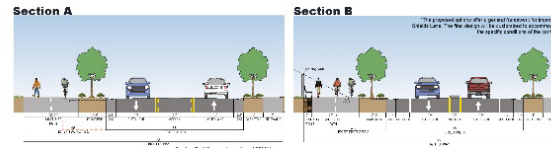
Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Protected Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	No sidewalk improvements are made, considering bike lanes and protected median improves safety for cyclists.
2. Planted Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Midblock Crossing	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
6. Street Trees	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Medium cost option, snow plowing requires alternative equipment, emergency access is maintained.
7. Push Button	★★★★☆		
8. Mountable Curb w/ Lane Delineator	★★★★☆		
9. Canal Trail (Future)	★★★★☆		
10. Existing Tree	★★★★☆		
11. New Asphalt	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated on a scale of 1-5, with 5 being the highest score.

SOLUTIONS DEVELOPMENT CONCEPT 3 - Multi-Use Path

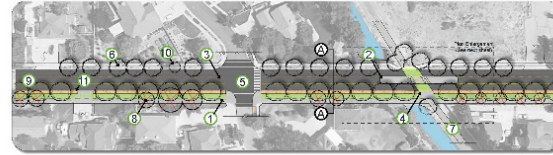


Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

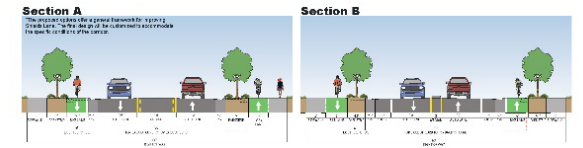
Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Multi-Use Path	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	12'-18" multi-use path greatly enhances both pedestrian and bicycle comfort.
2. Planted Median/Crossing Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Opportunities to enhance green space, amenities, and create a sense of place.
3. Center Turn Lane	★★★★☆	Support neighborhoods, destinations, and the broader community.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
4. Midblock Crossing	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
6. New Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	High cost due to relocation of utilities, new trees will take time to mature.
7. Canal Trail (Future)	★★★★☆		
8. Tree to be Removed	★★★★☆		
9. New Asphalt	★★★★☆		
10. Existing Tree	★★★★☆		
11. Curb Extension	★★★★☆		

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SOLUTIONS DEVELOPMENT CONCEPT 4 - Separated Bike Lanes with Flexible Design

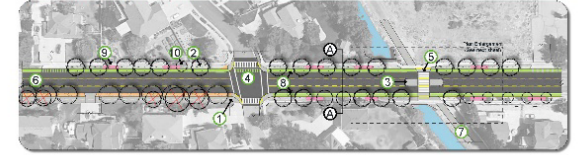


Project Description

This proposal prioritizes pedestrian and bike safety, easy maintenance, smooth traffic flow, and park strip impacts. The bike lane is designed to weave around trees and utilities, minimizing impact and cost while enhancing the overall project.

Flexible design, optimized safety, and respect for existing elements.

Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Separated Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	High comfort dedicated bicycle facility above the curb. Increased separation from traffic for pedestrians.
2. Street Trees	★★★★☆	Support neighborhoods, destinations, and the broader community.	Reduced pavement and new opportunities for green space help to beautify the corridor, while enabling the preservation of existing mature street trees.
3. Refuge Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
4. Bike Lane Crosswalk	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
5. Mid-block Crosswalk	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
6. New Asphalt	★★★★☆	Cost, impacts, maintenance, and emergency services	Creating the bike lane is expensive because both curbs and gutters must be removed and replaced, however impacts to existing utilities and street trees can be avoided.
7. Canal Trail (Future)	★★★★☆		
8. Curb Extension	★★★★☆		
9. Crushed Stone Pathway	★★★★☆		

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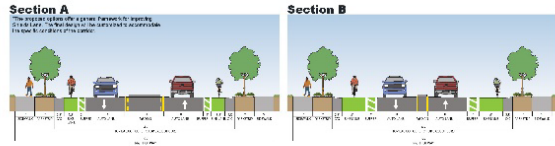
PUBLIC ENGAGEMENT SUMMARY

- Public Open House – 58 attendees
- Survey – 254 responses
- Comment cards - 4



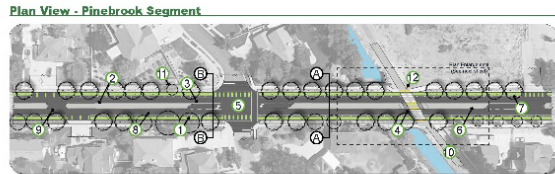
PUBLIC ENGAGEMENT SUMMARY

SOLUTIONS DEVELOPMENT CONCEPT 1 - On-street Buffered Bike Lane with Median



Project Description
This option provides a dedicated bike lane separated from traffic by a buffer and a central median. It maintains the existing curb and gutter while aiming to improve safety and comfort for cyclists and pedestrians.

Protect cyclists, enhance safety, and maintain local charm.



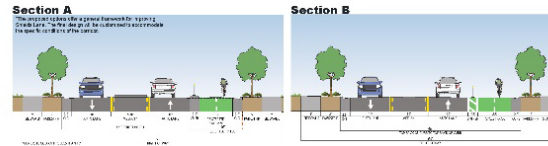
Key Note Legend	Score	Goal Area	Why
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5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Low implementation cost, added street trees, long term delineator post maintenance is a concern.
6. New Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	
7. Delineator Posts (feasibility in review)	★★★★☆		
8. New Asphalt	★★★★☆		
9. Access Control	★★★★☆		
10. Canal Trail (Future)	★★★★☆		
11. Existing Tree	★★★★☆		
12. Push Button	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY

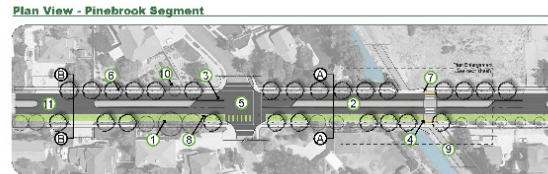


SOLUTIONS DEVELOPMENT CONCEPT 2 - Two-Way On-Street Protected Bike Lane



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, and smooth traffic flow while considering park strip impacts, emergency access, and cost.

Prioritize bike riders, enhance safety, and optimize traffic flow.



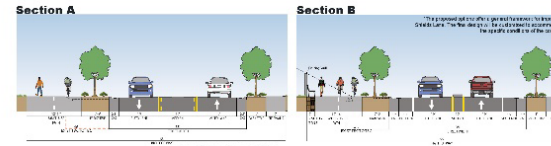
Key Note Legend	Score	Goal Area	Why
1. Protected Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	No sidewalk improvements are made, considering bike lanes and protected medians improves safety for cyclists.
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4. Midblock Crossing	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Medium cost option, snow plowing requires alternative equipment, emergency access is maintained.
6. Street Trees	★★★★☆		
7. Push Button	★★★★☆		
8. Mountable Curb w/ Lane Delineator	★★★★☆		
9. Canal Trail (Future)	★★★★☆		
10. Existing Tree	★★★★☆		
11. New Asphalt	★★★★☆		

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SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY

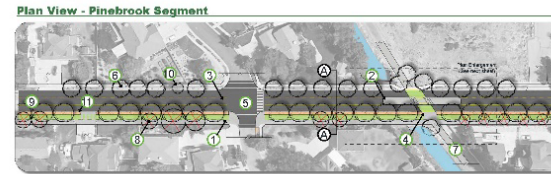


SOLUTIONS DEVELOPMENT CONCEPT 3 - Multi-Use Path



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.



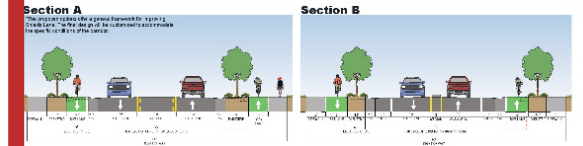
Key Note Legend	Score	Goal Area	Why
1. Multi-Use Path	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	12'-18' multi-use path greatly enhances both pedestrian and bicycle comfort.
2. Planted Median/Crossing Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Opportunities to enhance green space, amenities, and create a sense of place.
3. Center Turn Lane	★★★★☆	Support neighborhoods, destinations, and the broader community.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
4. Midblock Crossing	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	High cost due to relocation of utilities, new trees will take time to mature.
5. Improved Crosswalks	★★★★☆		
6. New Street Trees	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Tree to be Removed	★★★★☆		
9. New Asphalt	★★★★☆		
10. Existing Tree	★★★★☆		
11. Curb Extension	★★★★☆		

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SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY

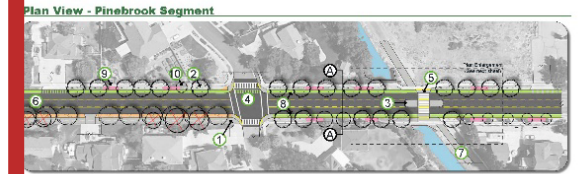


SOLUTIONS DEVELOPMENT CONCEPT 4 - Separated Bike Lanes with Flexible Design



Project Description
This proposal prioritizes pedestrian and bike safety, easy maintenance, smooth traffic flow, and park strip impacts. The bike lane is designed to weave around trees and utilities, minimizing impact and cost while enhancing the overall project.

Flexible design, optimized safety, and respect for existing elements.



Key Note Legend	Score	Goal Area	Why
1. Separated Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	High comfort dedicated bicycle facility above the curb. Increased separation from traffic for pedestrians.
2. Street Trees	★★★★☆	Support neighborhoods, destinations, and the broader community.	Reduced pavement and new opportunities for green space help to beautify the corridor, while enabling the preservation of existing mature street trees.
3. Refuge Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
4. Bike Lane Crosswalk	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Cost impacts, maintenance, and emergency services
5. Mid-block Crosswalk	★★★★☆		
6. New Asphalt	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Curb Extension	★★★★☆		
9. Crushed Stone Pathway	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



PUBLIC ENGAGEMENT SUMMARY

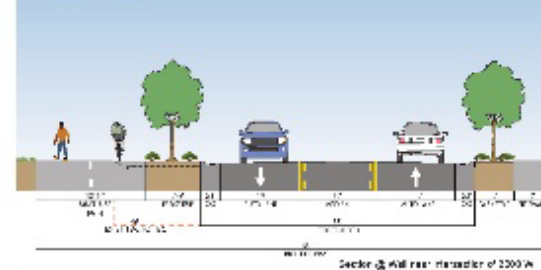
Concept 3 (Multi-Use Path) was the clear most popular concept.

- Respondents liked the separation for people biking, walking jogging and using other active modes, and the safety.
- Respondents believed best achieved all of the goal areas. Most dominant in the area of fostering community and sense of place
- In essence, Concept 3 seemed to create the most benefits for the most people.

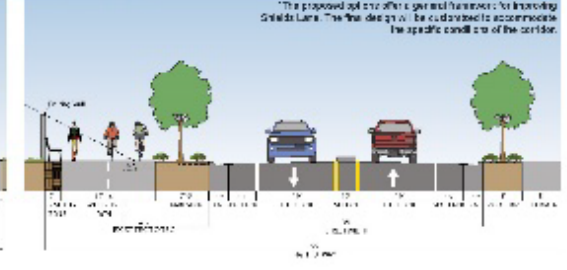
SOLUTIONS DEVELOPMENT

CONCEPT 3 - Multi-Use Path

Section A



Section B

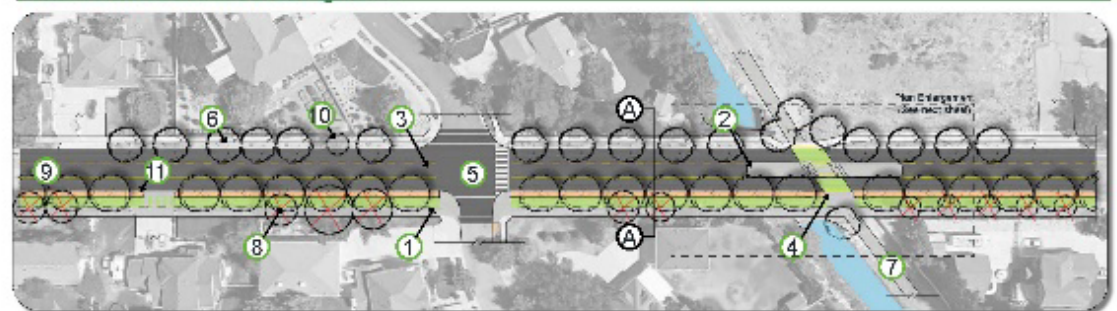


Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

Plan View - Pinebrook Segment

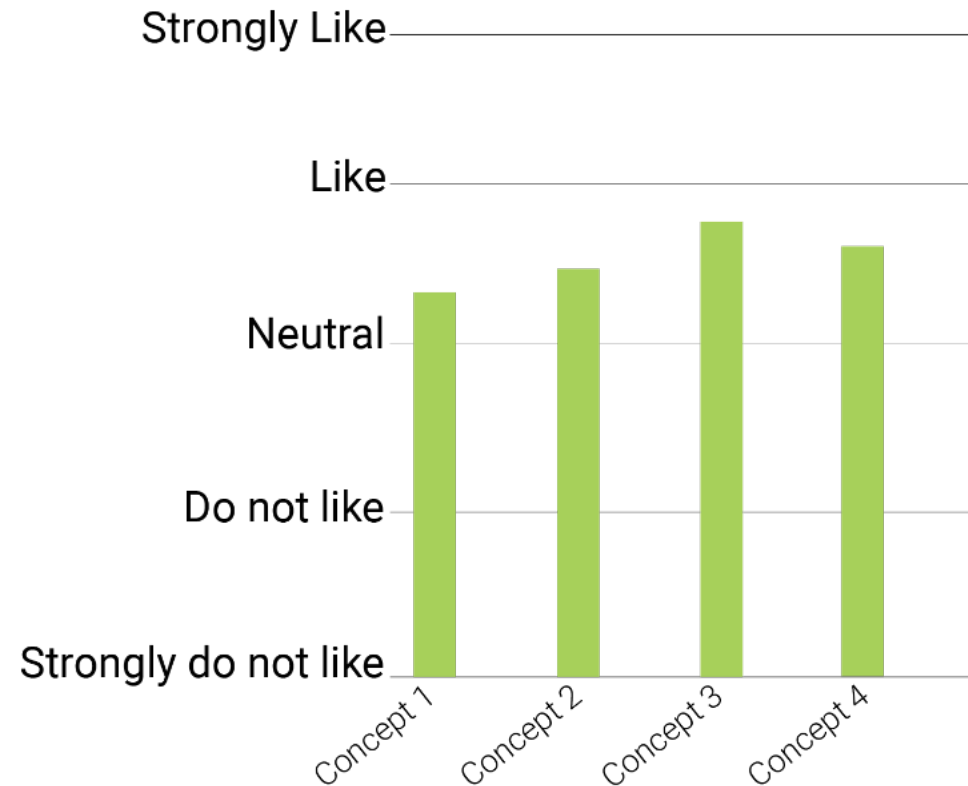


PUBLIC ENGAGEMENT SUMMARY

Concept 3 (Multi-Use Path) was the clear most popular concept.

- Respondents liked the separation for people biking, walking jogging and using other active modes, and the safety.
- Respondents believed best achieved all of the goal areas. Most dominant in the area of fostering community and sense of place
- In essence, Concept 3 seemed to create the most benefits for the most people.

Average Ratings of Alternate Concepts

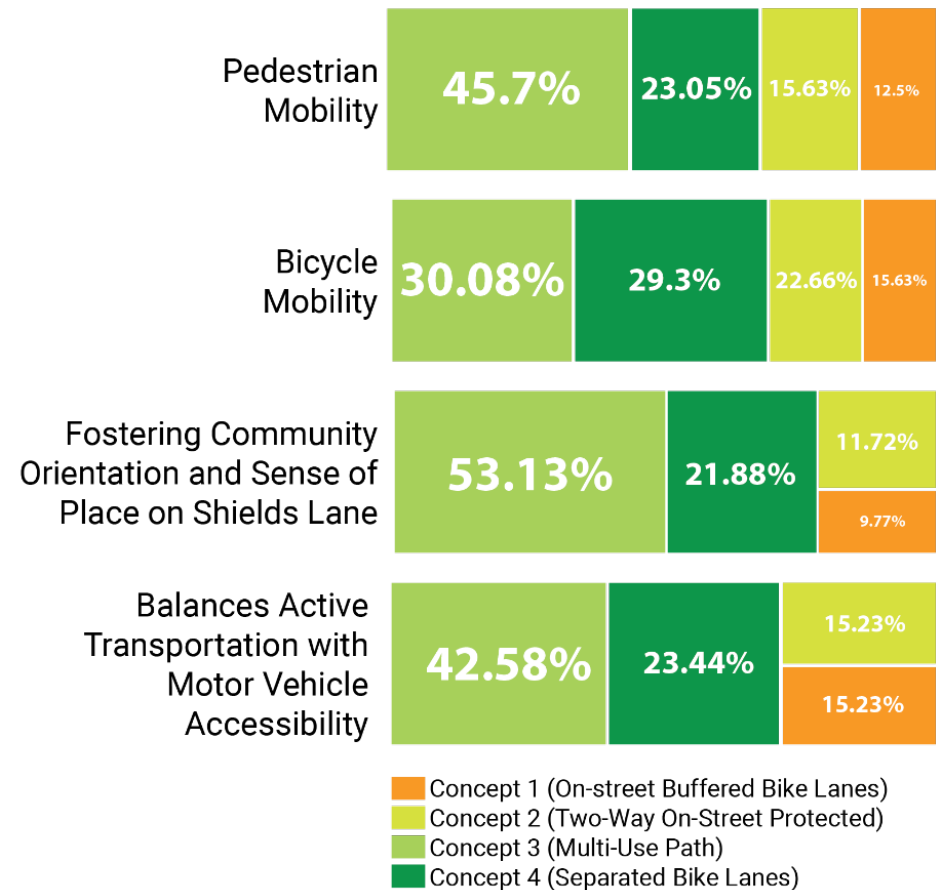


PUBLIC ENGAGEMENT SUMMARY

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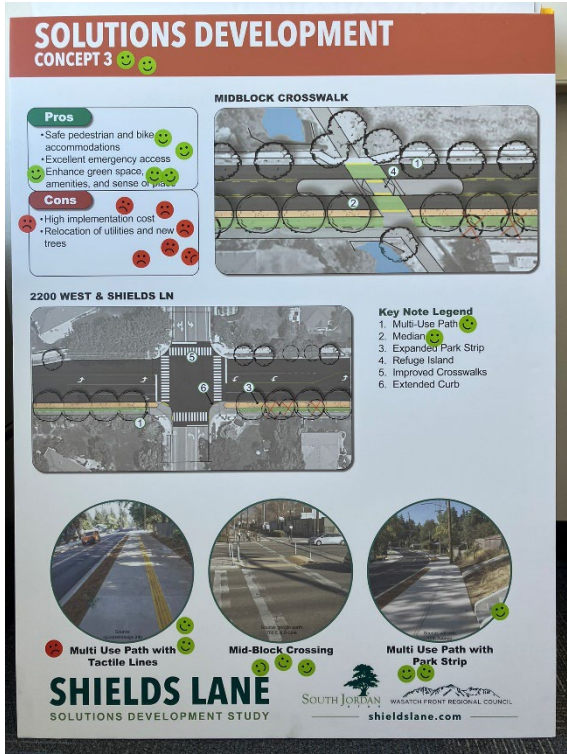
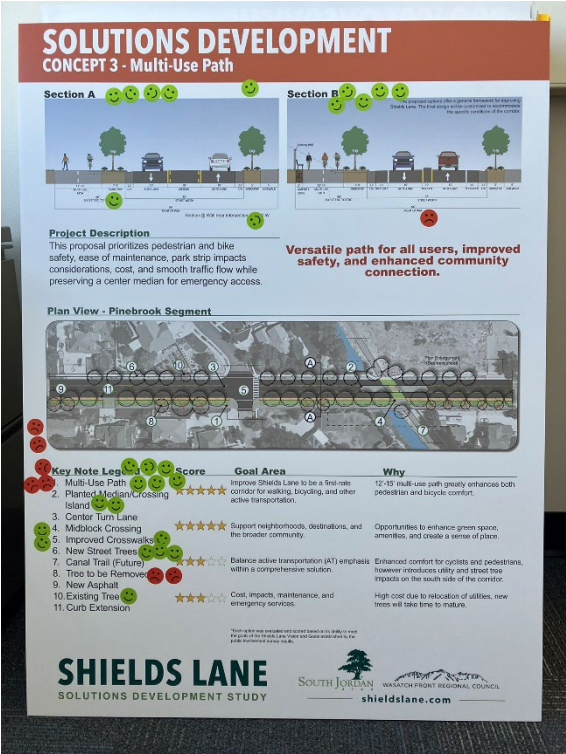
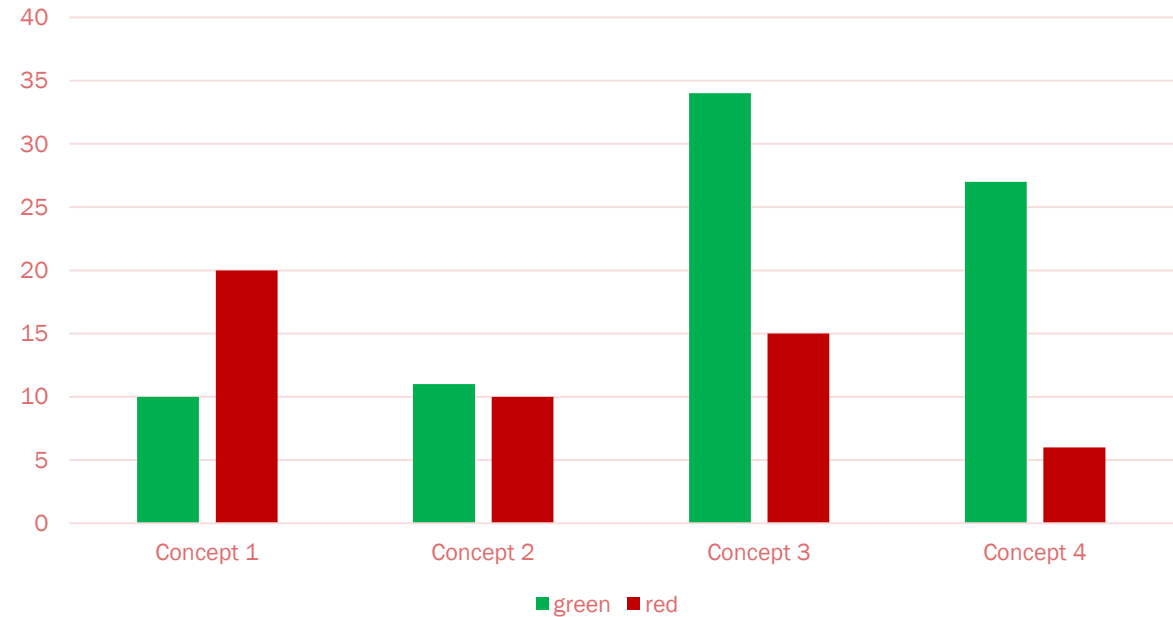
Preferred Concepts for Achieving Specific Goals on Shields Lane





PUBLIC ENGAGEMENT SUMMARY

Number of dots on each concept

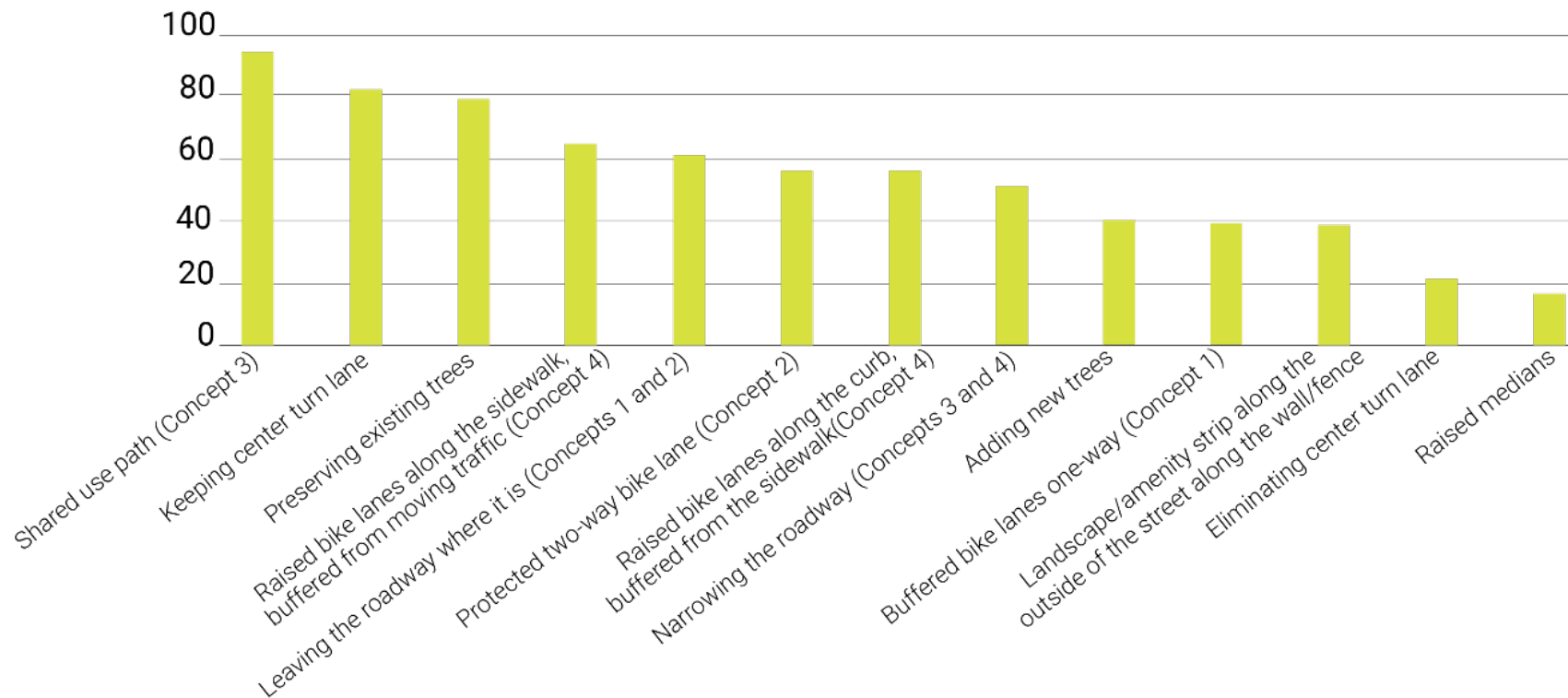




PUBLIC ENGAGEMENT SUMMARY

Additional priorities

What were respondents' favorite elements, regardless of the concepts they belong to?

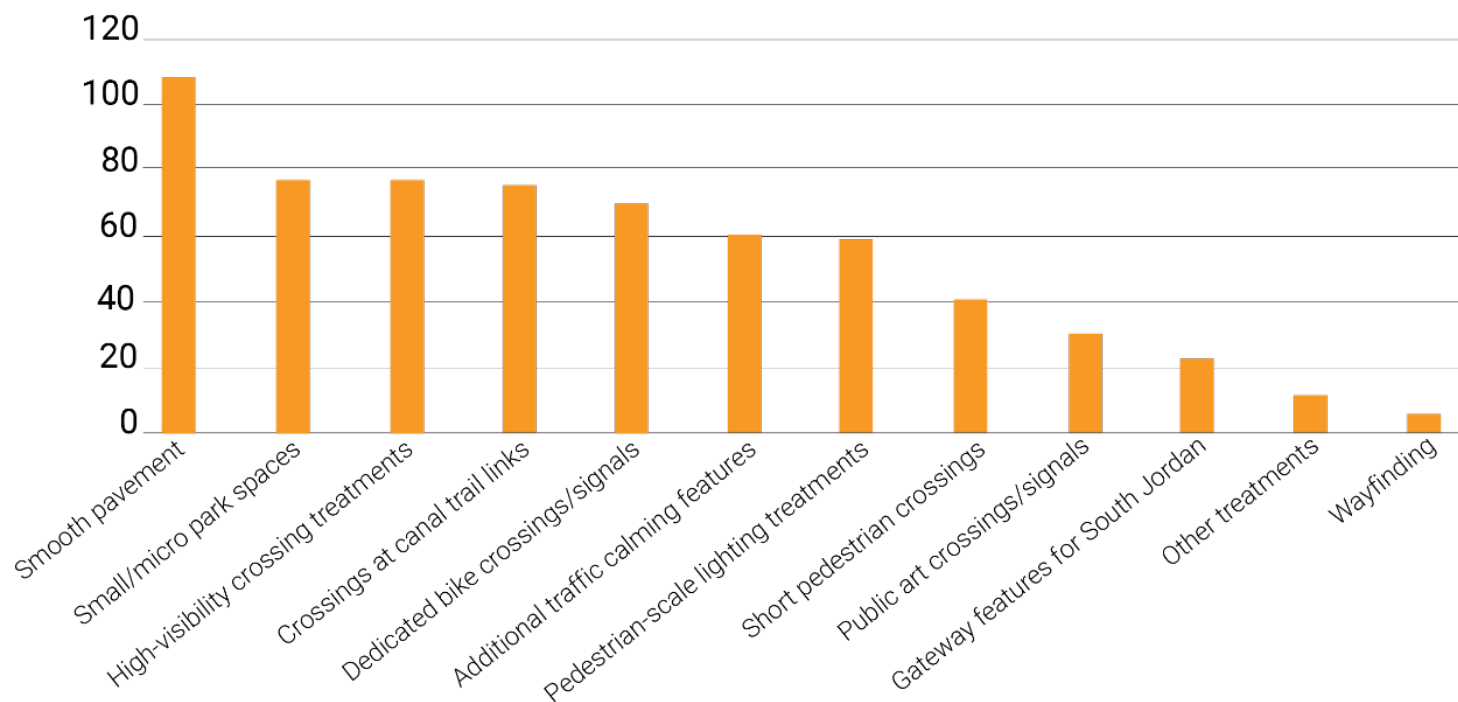




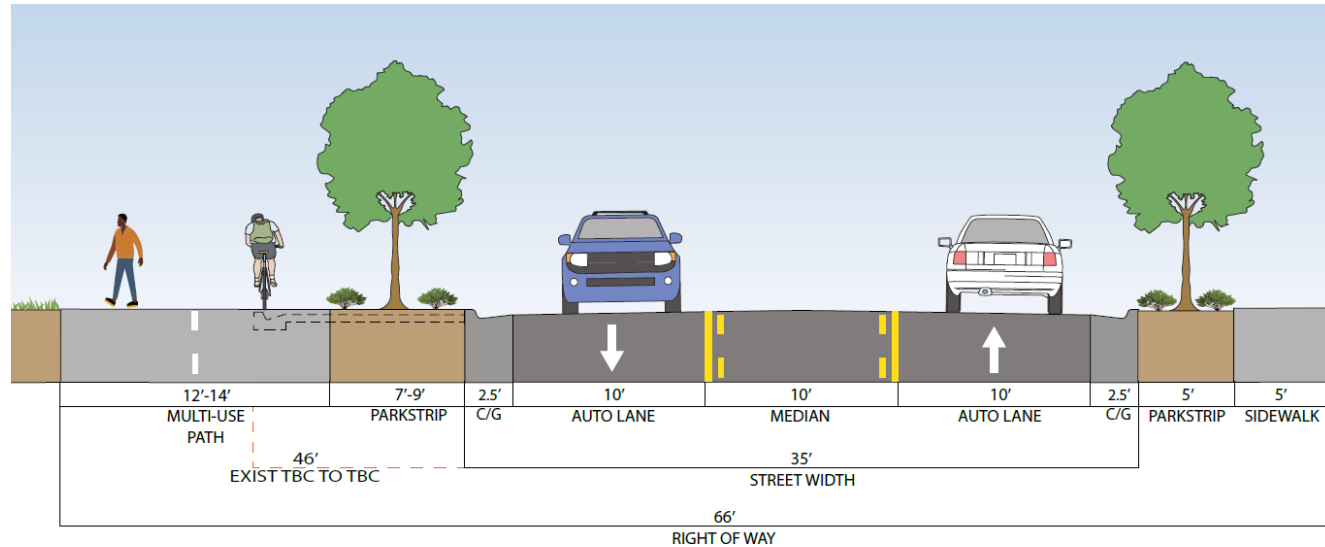
PUBLIC ENGAGEMENT SUMMARY

Additional priorities

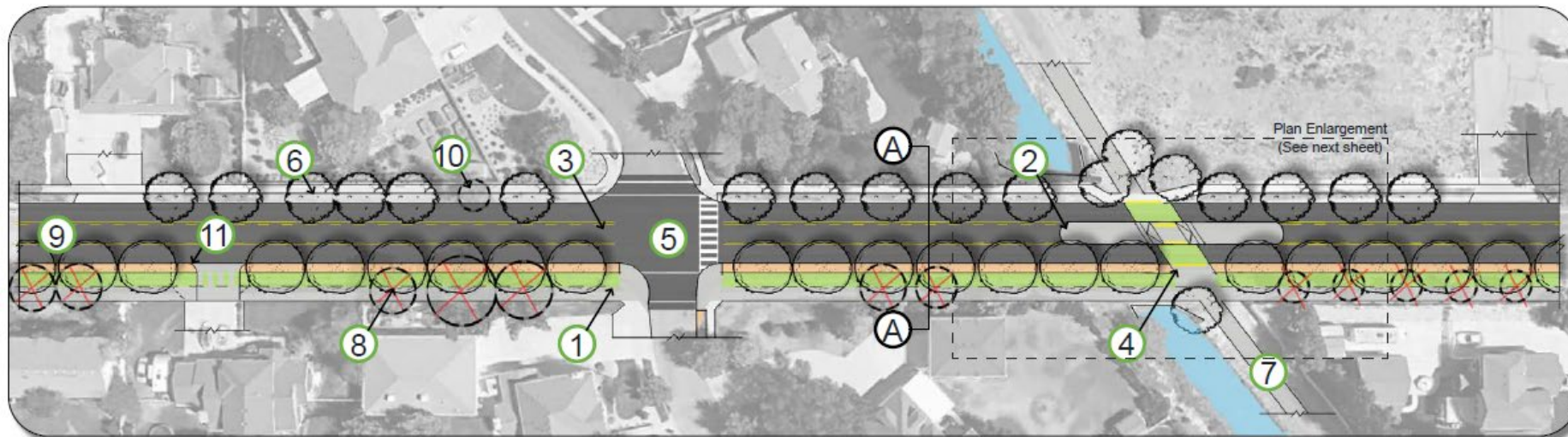
What preferred elements, not shown in the concepts, did respondents suggest as potentially important for a redesigned Shields Lane?



PREFERRED CONCEPT – MULTI-USE PATH

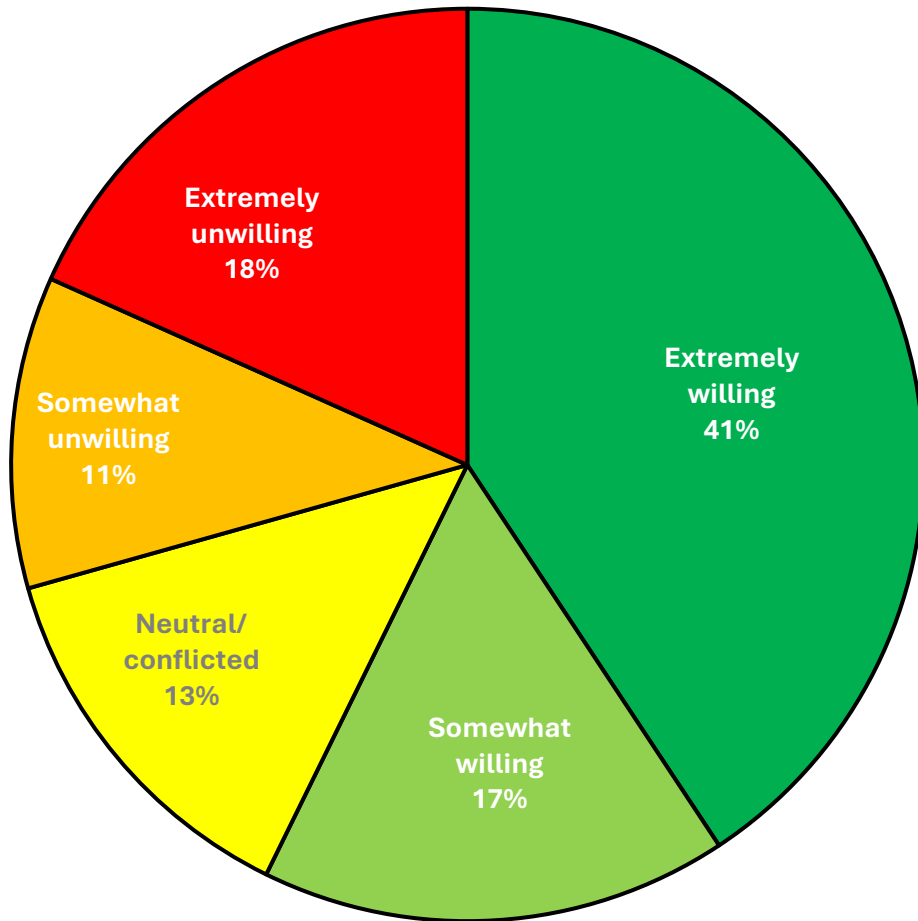


Versatile path for all users, improved safety, and enhanced community connection.





PREFERRED CONCEPT - IMPACTS



What is your willingness to accept potentially a few more minutes' delay in driving on Shields Lane in exchange for a safer, more comfortable, and more convenient experience walking, biking, and rolling?

PREFERRED CONCEPT - IMPACTS

Travel Times (TT)

- Anticipated slower vehicle speeds due to traffic calming effects
- 15% increased Eastbound TT
- 12% increased Westbound TT

Shields Lane Corridor PM Peak Travel Times 300 W to Bangerter Hwy (mm:ss)			Eastbound	Westbound
Existing Travel Time (Observed Vehicle Speeds)			11:30	14:30
Preferred Concept Travel Time (Assumed speed reduced to posted speed limit)			13:30	16:30
Increase			+2:00	+2:00

Level of Traffic Stress (LTS)

- Pedestrian LTS improved by 33% (on trail)
- Bicycle LTS on improved by 46% (on trail)

Segment	Pedestrian LTS (Trail)			Bike LTS (Trail)		
	Current	w/ Concept	Reduction	Current	w/ Concept	Reduction
Bangerter to 2200 W	3	2	1	4	2	2
2200 W to 1300 W	3	2	1	3	2	1
1300 W to I-15	3	2	1	4	2	2
Average	3.0	2.0	1.0	3.7	2.0	1.7



PREFERRED CONCEPT - VISUALIZATION

<https://arcg.is/054i4b>





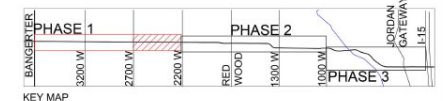
IMPLEMENTATION STRATEGY

- Corridor Phasing
 - Phase 1: Bangerter Highway to 2200 West
 - Phase 2: 2200 West to 1000 West
 - Phase 3: 1000 West to I-15
- Funding Options
 - State
 - Federal
- Intermediate Intervention

PHASE 1: BANGERTE HIGHWAY TO 2200 WEST

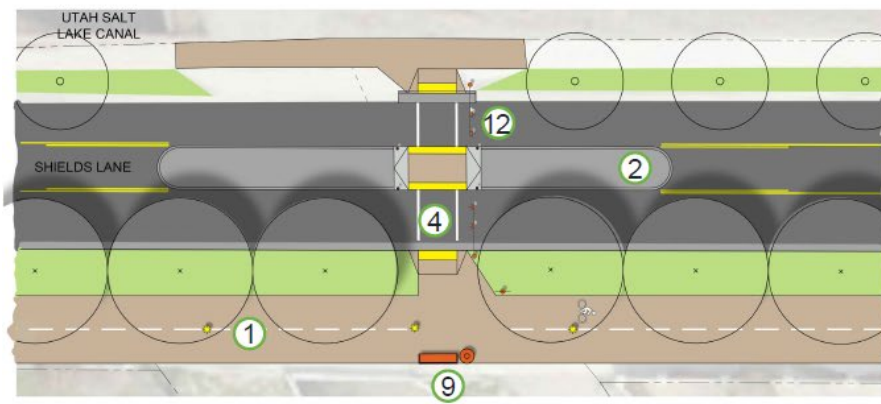
Produce package for city to seek funding

- Full concept layout
- Detailed cost estimate

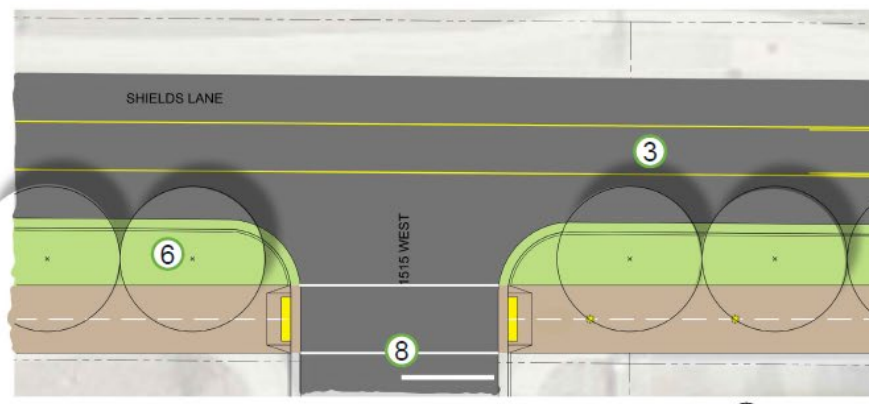




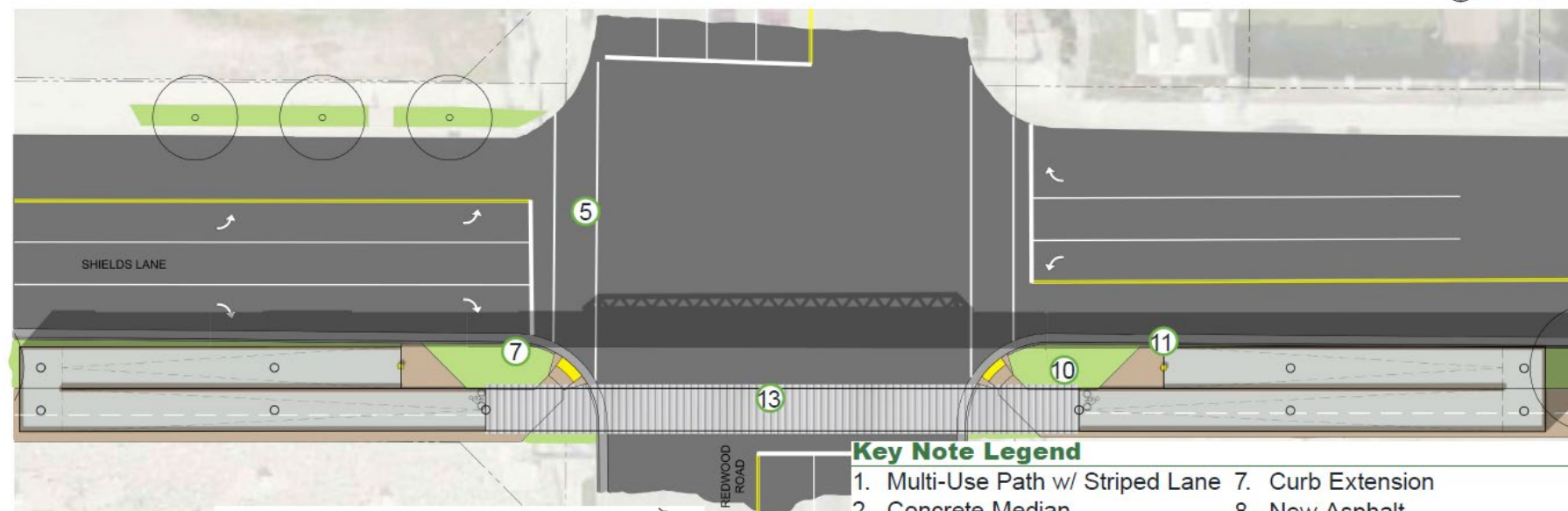
PHASE 2 – 2200 WEST TO 1000 WEST



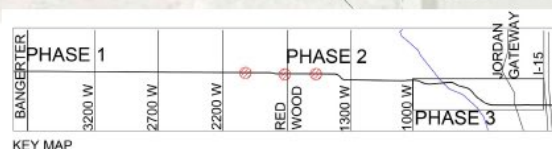
CANAL CROSSING



MERIT MEDICAL



REDWOOD ROAD



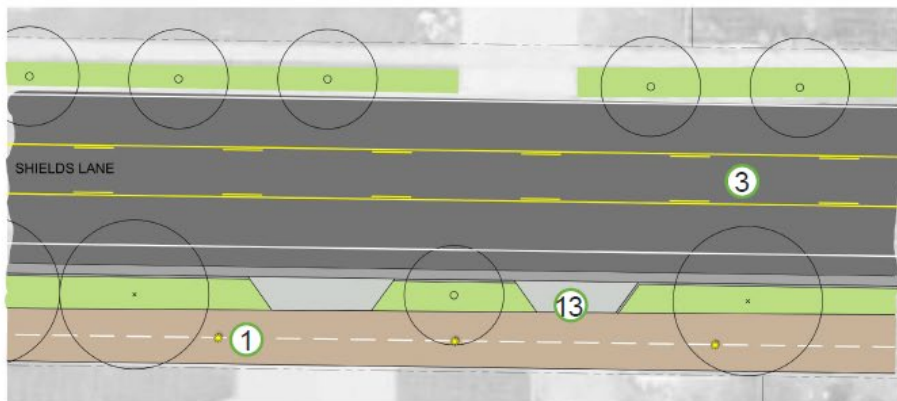
KEY MAP

Key Note Legend

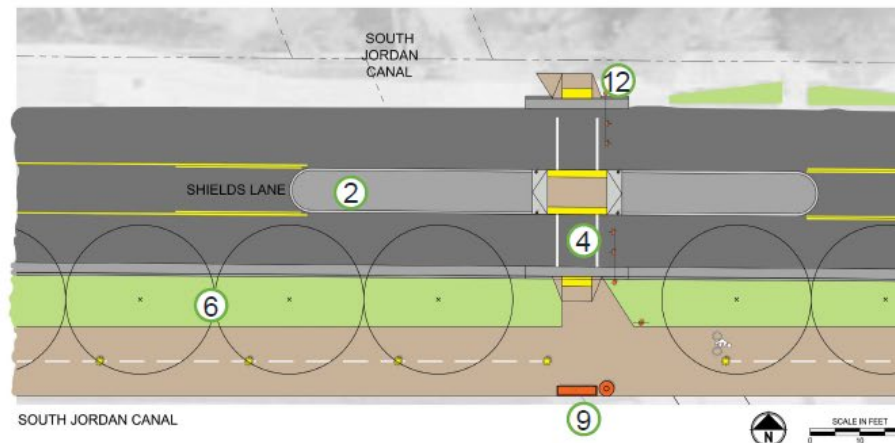
- | | |
|-----------------------------------|---------------------------------|
| 1. Multi-Use Path w/ Striped Lane | 7. Curb Extension |
| 2. Concrete Median | 8. New Asphalt |
| 3. Center Turn Lane | 9. Bench & Receptacle |
| 4. Midblock Crossing | 10. Expanded Park Strip |
| 5. Improved Crosswalks | 11. Lighted Bollard |
| 6. New Street Trees | 12. Rectangular Flashing Beacon |
| | 13. Pedestrian Bridge |



PHASE 2 – 2200 WEST TO 1000 WEST



DRIVEWAY ACCESS ONTO SHIELDS LANE



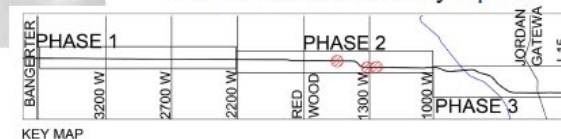
SOUTH JORDAN CANAL



1300 WEST INTERSECTION

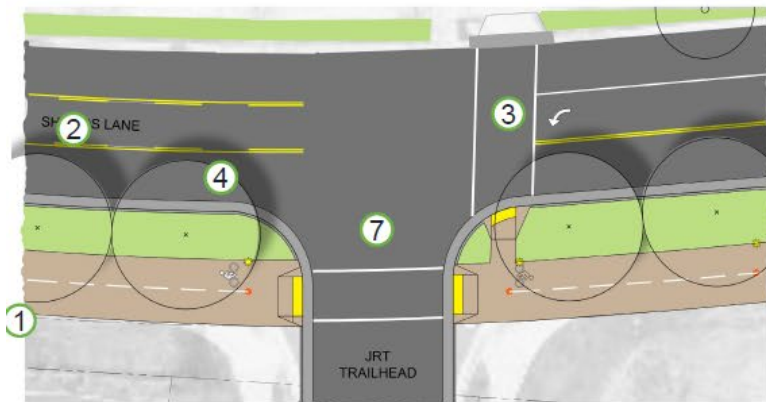
Key Note Legend

1. Multi-Use Path w/ Striped Lane
2. Concrete Median
3. Center Turn Lane
4. Midblock Crossing
5. Improved Crosswalks
6. New Street Trees
7. Curb Extension
8. New Asphalt
9. Bench & Receptacle
10. Expanded Park Strip
11. Lighted Bollard
12. Rapid Rectangular Flashing Beacon
13. Extended Driveway Apron

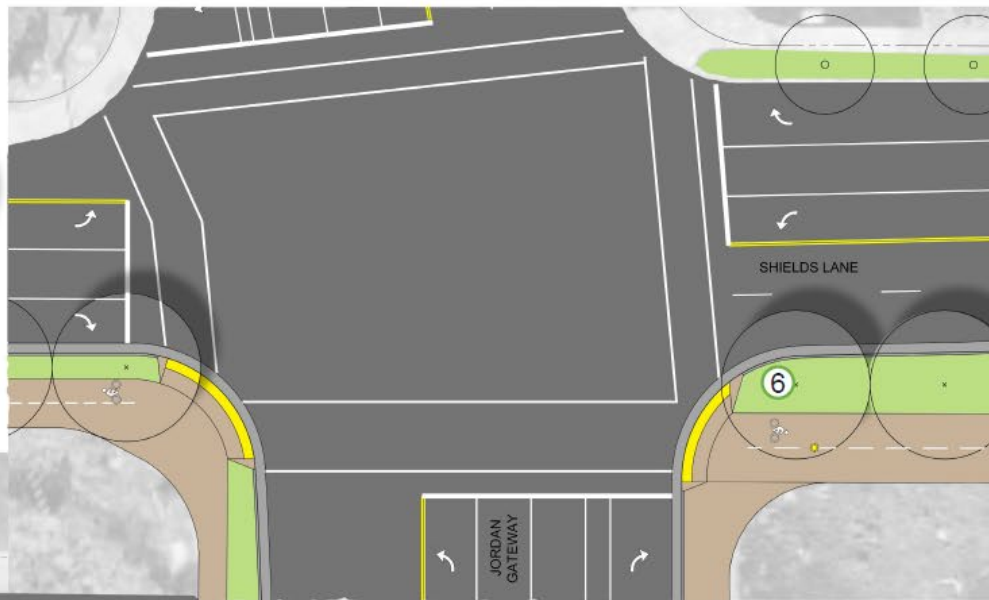




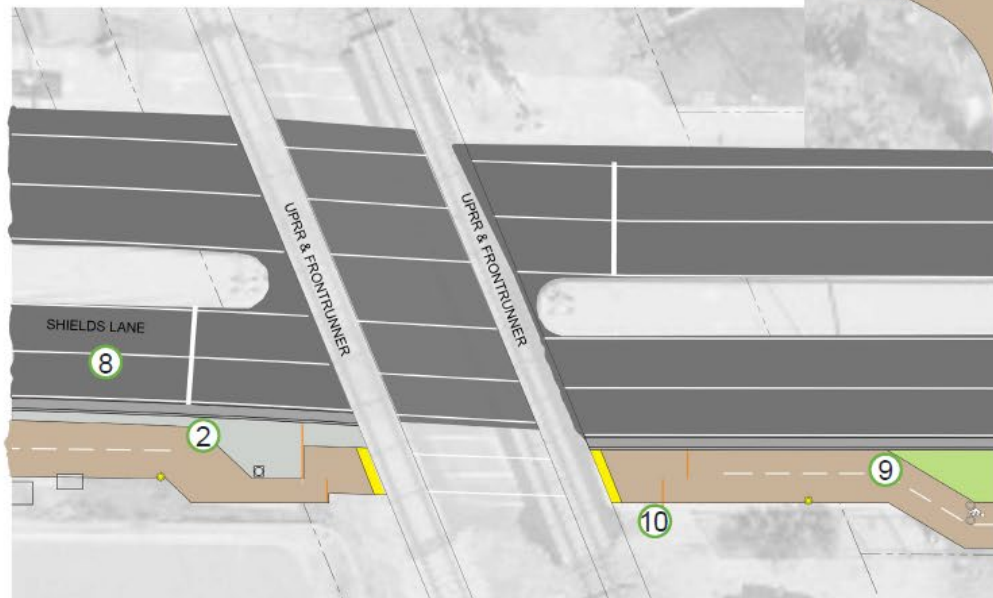
PHASE 3 – 1000 WEST TO I-15



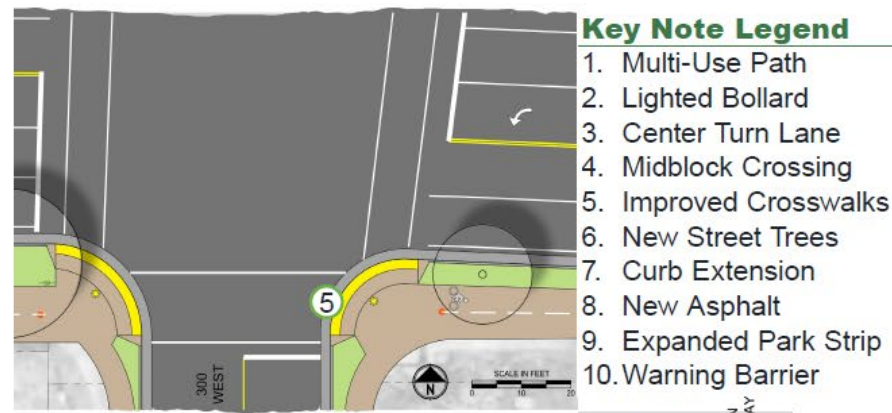
JORDAN RIVER TRAILHEAD



JORDAN GATEWAY INTERSECTION



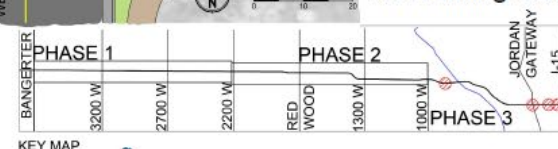
RAILROAD INTERSECTION



300 WEST INTERSECTION

Key Note Legend

- 1. Multi-Use Path
- 2. Lighted Bollard
- 3. Center Turn Lane
- 4. Midblock Crossing
- 5. Improved Crosswalks
- 6. New Street Trees
- 7. Curb Extension
- 8. New Asphalt
- 9. Expanded Park Strip
- 10. Warning Barrier



FUNDING STRATEGY – WHY SHIELDS LANE

“Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.”



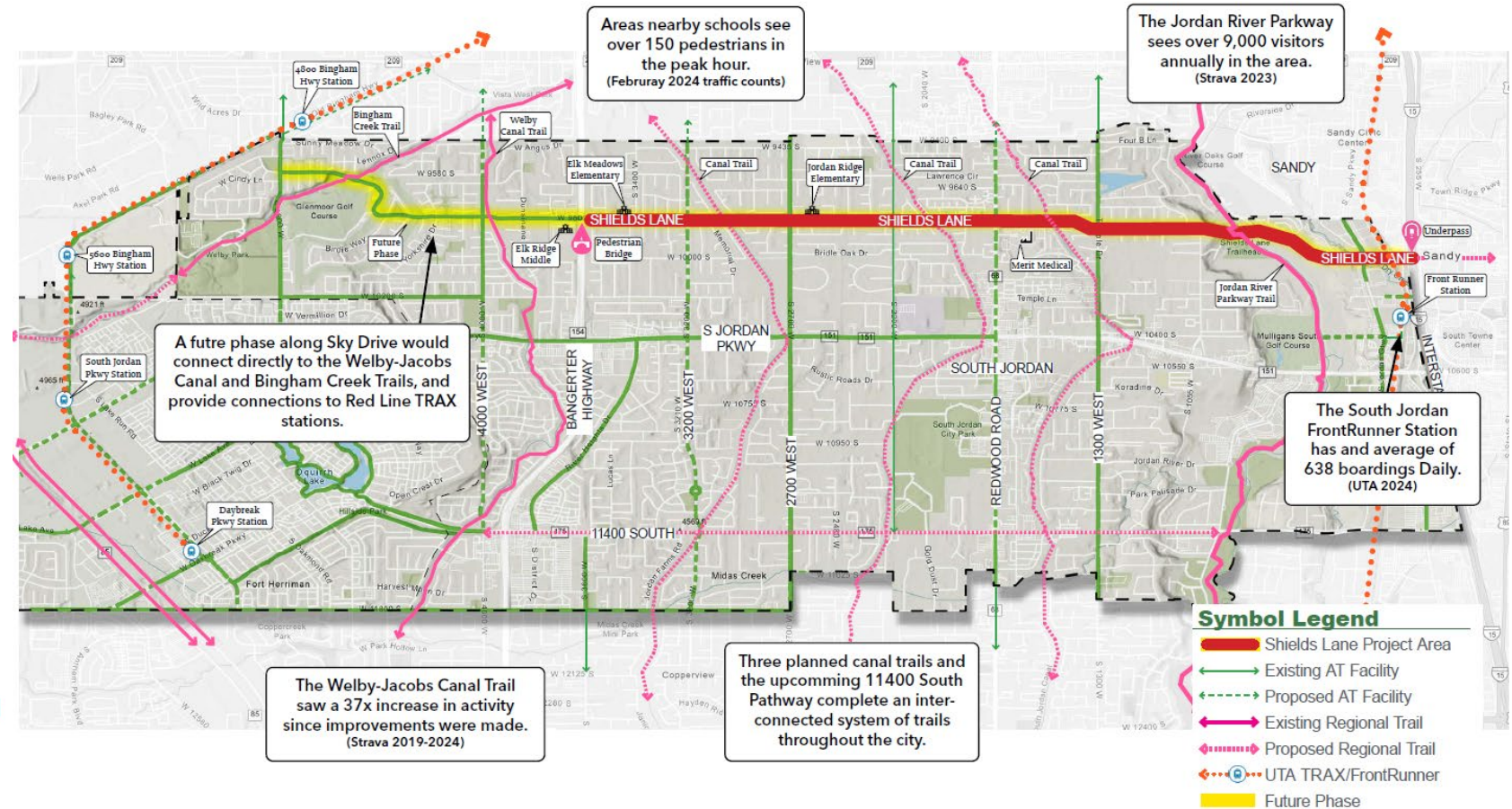
SAFE ROUTES
TO SCHOOL

EXERCISE & HEALTH

AFFORDABLE
TRANSPORTATION

RECREATION

SOCIAL LIFE & WELL-BEING





FUNDING STRATEGY

Concept Costs	2024
Segment 1 Estimate	\$12,000,000
Whole Corridor Estimate	\$32,000,000
10600 South/10400 South Widening (Redwood to Lake Ave)	\$85,000,000*

*WFRC RTP costs are for 2023 and 2034

Keep in mind:

- Less costly than widening
- Less impactful than widening
- Benefits to:
 - Local neighborhoods & schools
 - City-wide trail network and access
 - Overall safety and comfort of corridor
 - Supports regional trail network and connectivity



State Funds

- TIF Active - nonmotorized and pedestrian transportation projects that mitigate congestion on the state highway system
 - Whole corridor potential candidate – Segment 1 poised for nomination
- TTIF First and Last Mile – nonmotorized and pedestrian transportation project that provide connections to a public transit system
 - Segment 3 potential candidate with connection to FrontRunner
- Utah Trail Network - A network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.
 - Whole corridor potential candidate



WFRC Transportation Improvement Program

Allocates funds annually to a 6-year program. TIP funds are used for roadway, transit, and active transportation projects.

- The city has begun nomination process for Phase 1

Federal Grants

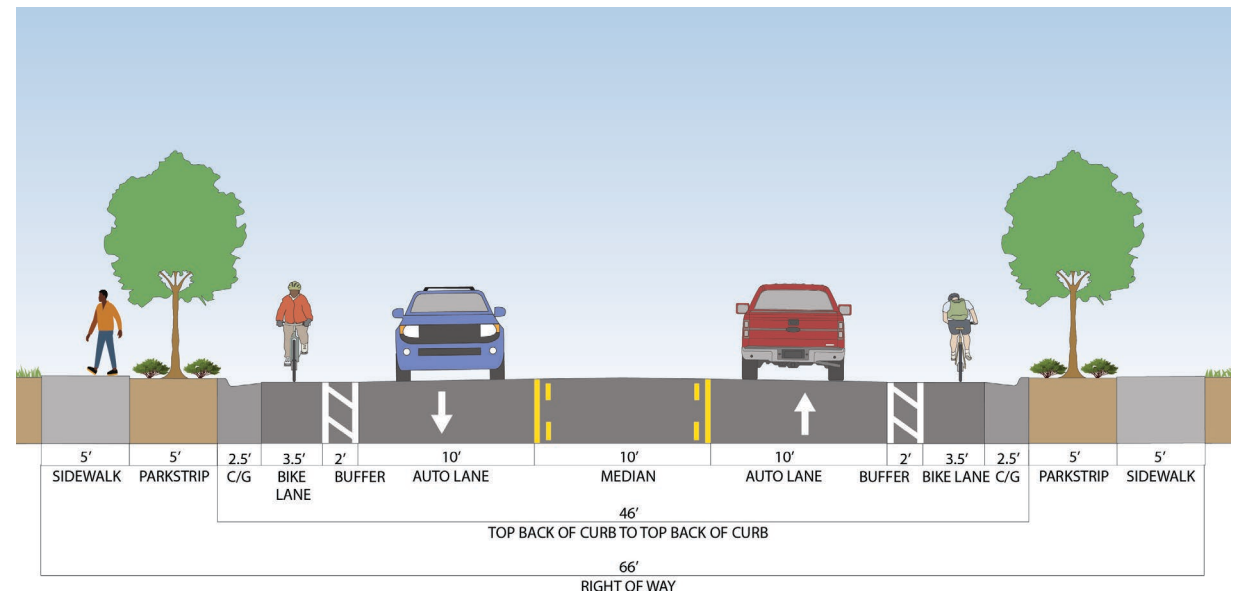
There are currently numerous federal funding opportunities available for pedestrian and bicycle transportation projects. The programs can fund many of the project types identified within this plan, including bike lanes, sidewalks, pathways and trails, road diets, and more. Predominate sources of funds include:

- Active Transportation Infrastructure Investment Program (ATIIP).
- Carbon Reduction Program (CRP).
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

IMPLEMENTATION STRATEGY

Intermediate Intervention: Resurfacing and restriping

- Introduce new striping configuration, with 10ft travel lanes and a buffered bike lane, with planned near-term City resurfacing project.
- Benefits
 - Addresses pavement condition concerns
 - Improves existing cyclist safety
 - Increases buffer from sidewalk to travel lanes
 - 10ft travel lanes consistent with preferred concept
 - May have some traffic calming affect
 - No impact to existing lane configurations





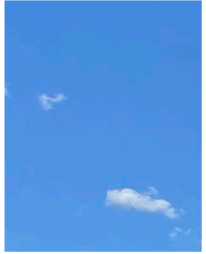
NEXT STEPS

1. Final Open House: Tentatively December 11th
2. Final Documentation - January
3. Project Conclusion – January/February

ParametriX

SHIELDS LANE SOLUTIONS DEVELOPMENT CITY COUNCIL WORK SESSION

December 3, 2024



1. Why Shields Lane
2. Public Engagement Summary
3. Preferred Concept
4. Implementation Strategy
5. Funding Strategy
6. Next Steps



WHY SHIELDS LANE?



The South Jordan General Plan supports a high quality bike and pedestrian link on Shields Lane.



Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.



Develop a cohesive bike network including a variety of bike lane enhancements along 9800 South...



Active transportation benefits a wide range of aspects of a community - especially in the kinds of residential neighborhoods served by Shields Lane.



SAFE ROUTES
TO SCHOOL

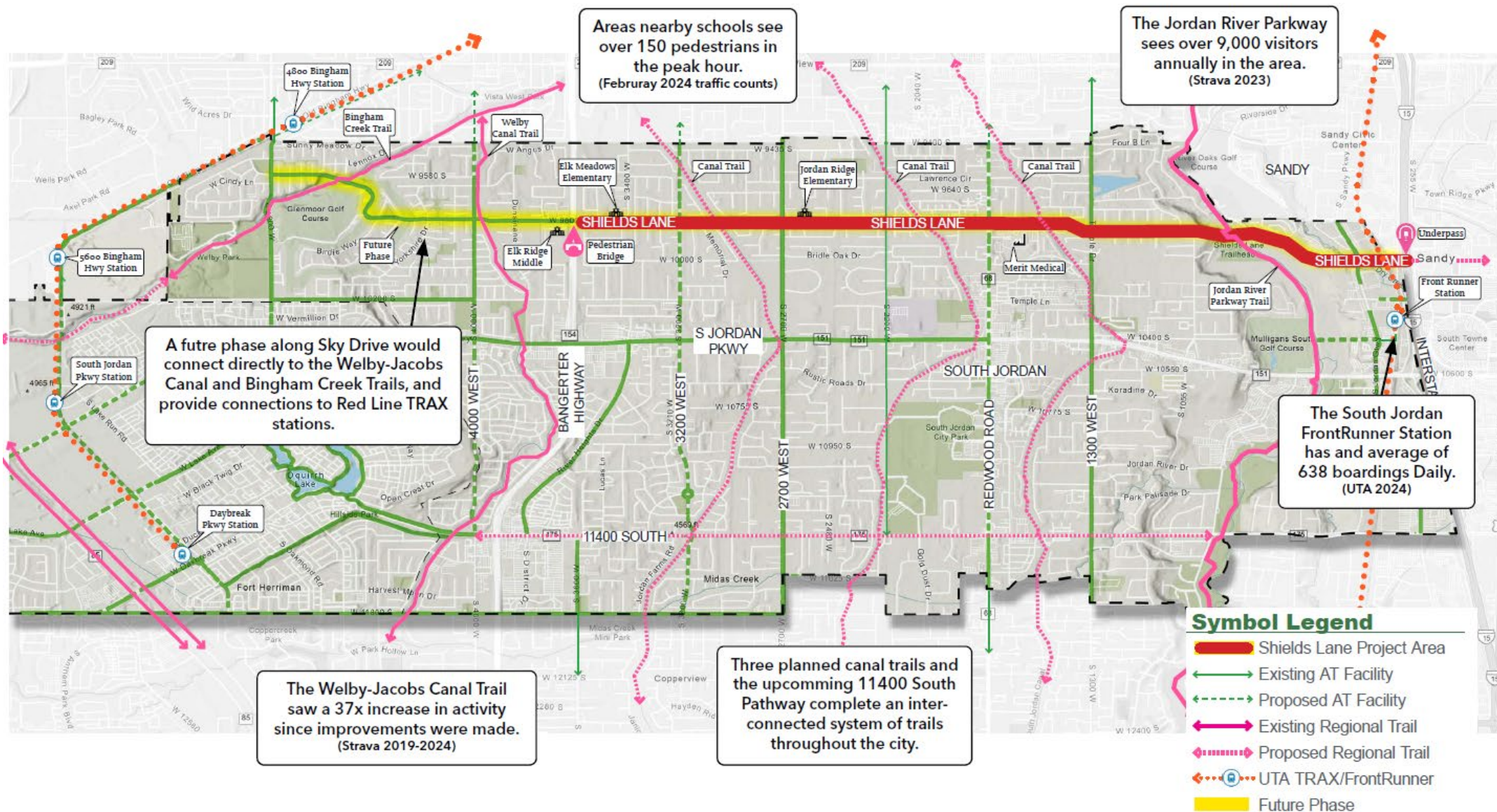
EXERCISE & HEALTH

AFFORDABLE
TRANSPORTATION

RECREATION

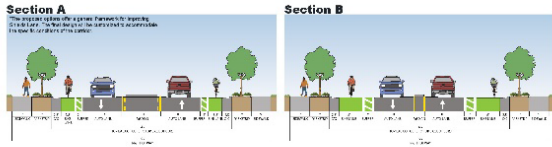
SOCIAL LIFE & WELL-BEING

WHY SHIELDS LANE?



PUBLIC ENGAGEMENT SUMMARY

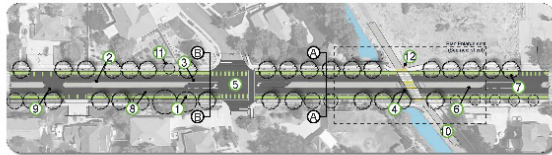
SOLUTIONS DEVELOPMENT CONCEPT 1 - On-street Buffered Bike Lane with Median



Project Description
This option provides a dedicated bike lane separated from traffic by a buffer and a central median. It maintains the existing curb and gutter while aiming to improve safety and comfort for cyclists and pedestrians.

Protect cyclists, enhance safety, and maintain local charm.

Plan View - Pinebrook Segment



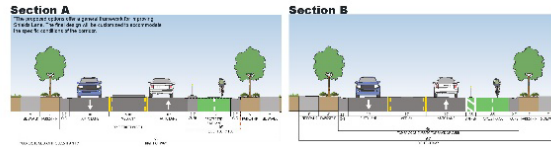
Key Note Legend	Score	Goal Area	Why
1. Buffered Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	Lack of improved sidewalk conditions, on street bike lanes does not invite inexperienced users.
2. Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Refuge Island	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Low implementation cost, added street trees, long term delineator post maintenance is a concern.
6. New Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	
7. Delineator Posts (feasibility in review)	★★★★☆		
8. New Asphalt	★★★★☆		
9. Access Control	★★★★☆		
10. Canal Trail (Future)	★★★★☆		
11. Existing Tree	★★★★☆		
12. Push Button	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



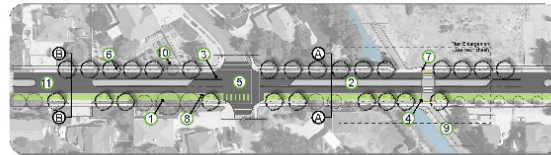
SOLUTIONS DEVELOPMENT CONCEPT 2 - Two-Way On-Street Protected Bike Lane



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, and smooth traffic flow while considering park strip impacts, emergency access, and cost.

Prioritize bike riders, enhance safety, and optimize traffic flow.

Plan View - Pinebrook Segment



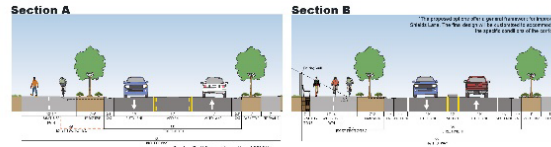
Key Note Legend	Score	Goal Area	Why
1. Protected Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	No sidewalk improvements are made, considering bike lanes and protected median improves safety for cyclists.
2. Planted Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Midblock Crossing	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Low implementation cost, added street trees, long term delineator post maintenance is a concern.
6. Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	
7. Push Button	★★★★☆		
8. Mountable Curb w/ Lane Delineator	★★★★☆		
9. Canal Trail (Future)	★★★★☆		
10. Existing Tree	★★★★☆		
11. New Asphalt	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



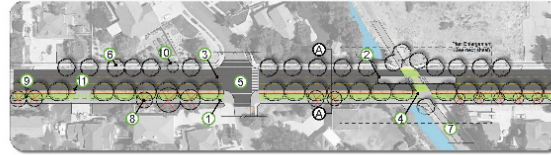
SOLUTIONS DEVELOPMENT CONCEPT 3 - Multi-Use Path



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

Plan View - Pinebrook Segment



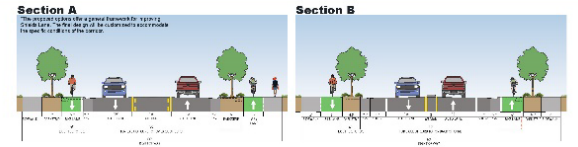
Key Note Legend	Score	Goal Area	Why
1. Multi-Use Path	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	12'-18" multi-use path greatly enhances both pedestrian and bicycle comfort.
2. Planted Median/Crossing Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Opportunities to enhance green space, amenities, and create a sense of place.
3. Center Turn Lane	★★★★☆	Support neighborhoods, destinations, and the broader community.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
4. Midblock Crossing	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	High cost due to relocation of utilities, new trees will take time to mature.
5. Improved Crosswalks	★★★★☆	Cost, impacts, maintenance, and emergency services	
6. New Street Trees	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Tree to be Removed	★★★★☆		
9. New Asphalt	★★★★☆		
10. Existing Tree	★★★★☆		
11. Curb Extension	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



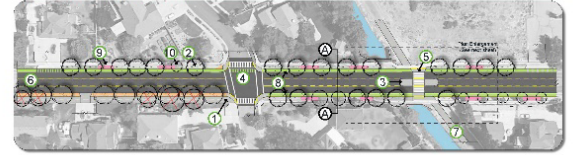
SOLUTIONS DEVELOPMENT CONCEPT 4 - Separated Bike Lanes with Flexible Design



Project Description
This proposal prioritizes pedestrian and bike safety, easy maintenance, smooth traffic flow, and park strip impacts. The bike lane is designed to weave around trees and utilities, minimizing impact and cost while enhancing the overall project.

Flexible design, optimized safety, and respect for existing elements.

Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Separated Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	High comfort dedicated bicycle facility above the curb. Increased separation from traffic for pedestrians.
2. Street Trees	★★★★☆	Support neighborhoods, destinations, and the broader community.	Reduced pavement and new opportunities for green space help to beautify the corridor, while enabling the preservation of existing mature street trees.
3. Refuge Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
4. Bike Lane Crosswalk	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Cost impacts, maintenance, and emergency services
5. Mid-block Crosswalk	★★★★☆		
6. New Asphalt	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Curb Extension	★★★★☆		
9. Crushed Stone Pathway	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY





PUBLIC ENGAGEMENT SUMMARY





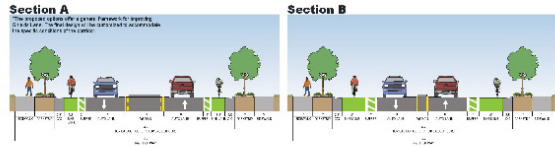
PUBLIC ENGAGEMENT SUMMARY

- Public Open House – 58 attendees
- Survey – 254 responses
- Comment cards - 4



PUBLIC ENGAGEMENT SUMMARY

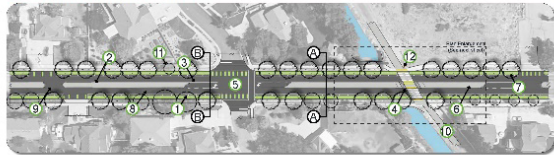
SOLUTIONS DEVELOPMENT CONCEPT 1 - On-street Buffered Bike Lane with Median



Project Description
This option provides a dedicated bike lane separated from traffic by a buffer and a central median. It maintains the existing curb and gutter while aiming to improve safety and comfort for cyclists and pedestrians.

Protect cyclists, enhance safety, and maintain local charm.

Plan View - Pinebrook Segment



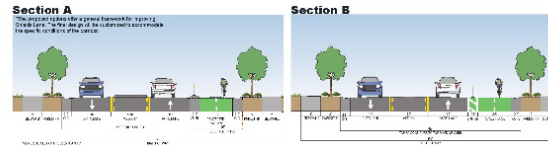
Key Note Legend	Score	Goal Area	Why
1. Buffered Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	Lack of improved sidewalk conditions, on street bike lanes does not invite inexperienced users.
2. Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Refuge Island	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Low implementation cost, added street trees, long term delineator post maintenance is a concern.
6. New Street Trees	★★★★☆	Cost, impacts, maintenance, and emergency services	
7. Delineator Posts (feasibility in review)	★★★★☆		
8. New Asphalt	★★★★☆		
9. Access Control	★★★★☆		
10. Canal Trail (Future)	★★★★☆		
11. Existing Tree	★★★★☆		
12. Push Button	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



SOLUTIONS DEVELOPMENT CONCEPT 2 - Two-Way On-Street Protected Bike Lane



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, and smooth traffic flow while considering park strip impacts, emergency access, and cost.

Prioritize bike riders, enhance safety, and optimize traffic flow.

Plan View - Pinebrook Segment



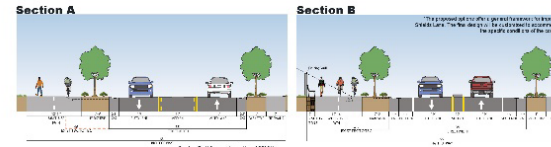
Key Note Legend	Score	Goal Area	Why
1. Protected Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	No sidewalk improvements are made, considering bike lanes and protected medians improves safety for cyclists.
2. Planted Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Improved crossings and access for all modes, but limited opportunities to create a sense of place.
3. Concrete Median	★★★★☆	Support neighborhoods, destinations, and the broader community.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
4. Midblock Crossing	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Prioritized AT and maintained vehicular traffic streamlined auto and bike movements and improved access.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Medium cost option, snow plowing requires alternative equipment, emergency access is maintained.
6. Street Trees	★★★★☆		
7. Push Button	★★★★☆		
8. Mountable Curb w/ Lane Delineator	★★★★☆		
9. Canal Trail (Future)	★★★★☆		
10. Existing Tree	★★★★☆		
11. New Asphalt	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



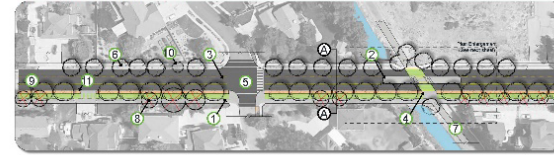
SOLUTIONS DEVELOPMENT CONCEPT 3 - Multi-Use Path



Project Description
This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

Plan View - Pinebrook Segment



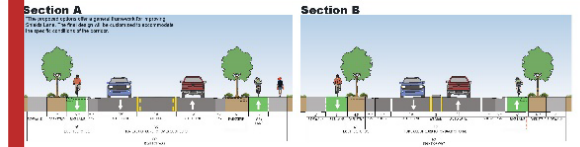
Key Note Legend	Score	Goal Area	Why
1. Multi-Use Path	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	12'-18" multi-use path greatly enhances both pedestrian and bicycle comfort.
2. Planted Median/Crossing Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Opportunities to enhance green space, amenities, and create a sense of place.
3. Center Turn Lane	★★★★☆	Support neighborhoods, destinations, and the broader community.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
4. Midblock Crossing	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Enhanced comfort for cyclists and pedestrians, however introduces utility and street tree impacts on the south side of the corridor.
5. Improved Crosswalks	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	High cost due to relocation of utilities, new trees will take time to mature.
6. New Street Trees	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Tree to be Removed	★★★★☆		
9. New Asphalt	★★★★☆		
10. Existing Tree	★★★★☆		
11. Curb Extension	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



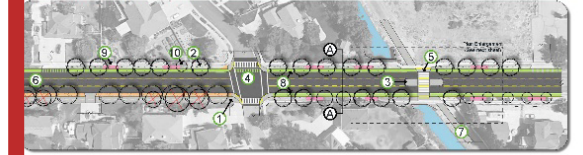
SOLUTIONS DEVELOPMENT CONCEPT 4 - Separated Bike Lanes with Flexible Design



Project Description
This proposal prioritizes pedestrian and bike safety, easy maintenance, smooth traffic flow, and park strip impacts. The bike lane is designed to weave around trees and utilities, minimizing impact and cost while enhancing the overall project.

Flexible design, optimized safety, and respect for existing elements.

Plan View - Pinebrook Segment



Key Note Legend	Score	Goal Area	Why
1. Separated Bike Lane	★★★★☆	Improve Shields Lane to be a first-rate corridor for walking, bicycling, and other active transportation.	High comfort dedicated bicycle facility above the curb. Increased separation from traffic for pedestrians.
2. Street Trees	★★★★☆	Support neighborhoods, destinations, and the broader community.	Reduced pavement and new opportunities for green space help to beautify the corridor, while enabling the preservation of existing mature street trees.
3. Refuge Island	★★★★☆	Support neighborhoods, destinations, and the broader community.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
4. Bike Lane Crosswalk	★★★★☆	Balance active transportation (AT) emphasis within a comprehensive solution.	Integrating active transportation promotes a multimodal approach prioritizing safety and accessibility.
5. Mid-block Crosswalk	★★★★☆		
6. New Asphalt	★★★★☆		
7. Canal Trail (Future)	★★★★☆		
8. Curb Extension	★★★★☆		
9. Crushed Stone Pathway	★★★★☆		

*Each note was evaluated and scored based on its ability to meet the goal area. The goal area was evaluated by the public engagement team.

SHIELDS LANE
SOLUTIONS DEVELOPMENT STUDY



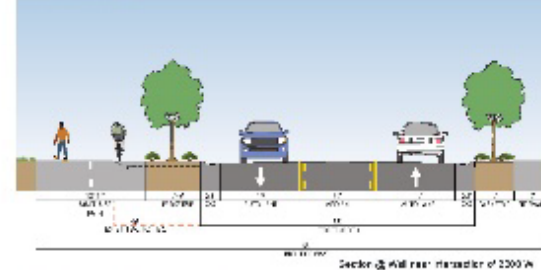
PUBLIC ENGAGEMENT SUMMARY

Concept 3 (Multi-Use Path) was the clear most popular concept.

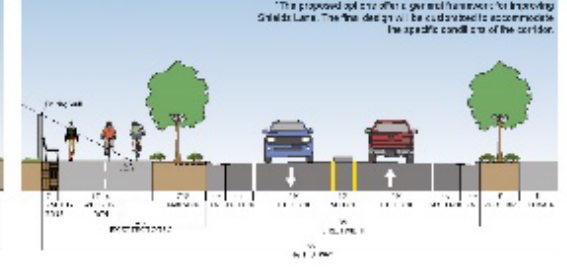
- Respondents liked the separation for people biking, walking jogging and using other active modes, and the safety.
- Respondents believed best achieved all of the goal areas. Most dominant in the area of fostering community and sense of place
- In essence, Concept 3 seemed to create the most benefits for the most people.

SOLUTIONS DEVELOPMENT CONCEPT 3 - Multi-Use Path

Section A



Section B

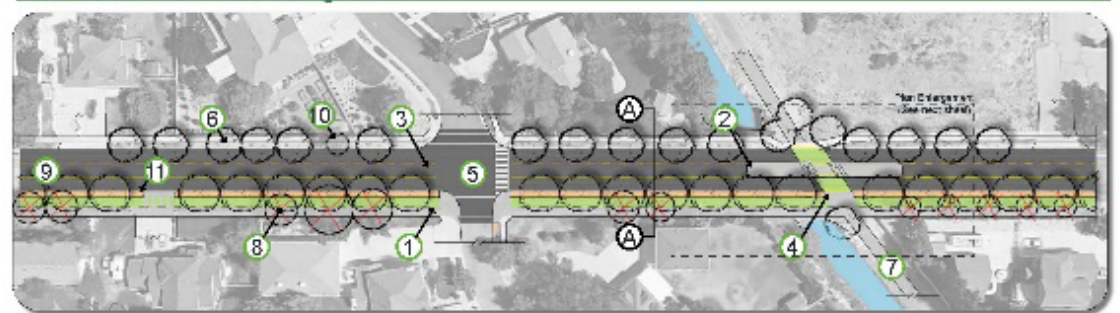


Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

Plan View - Pinebrook Segment

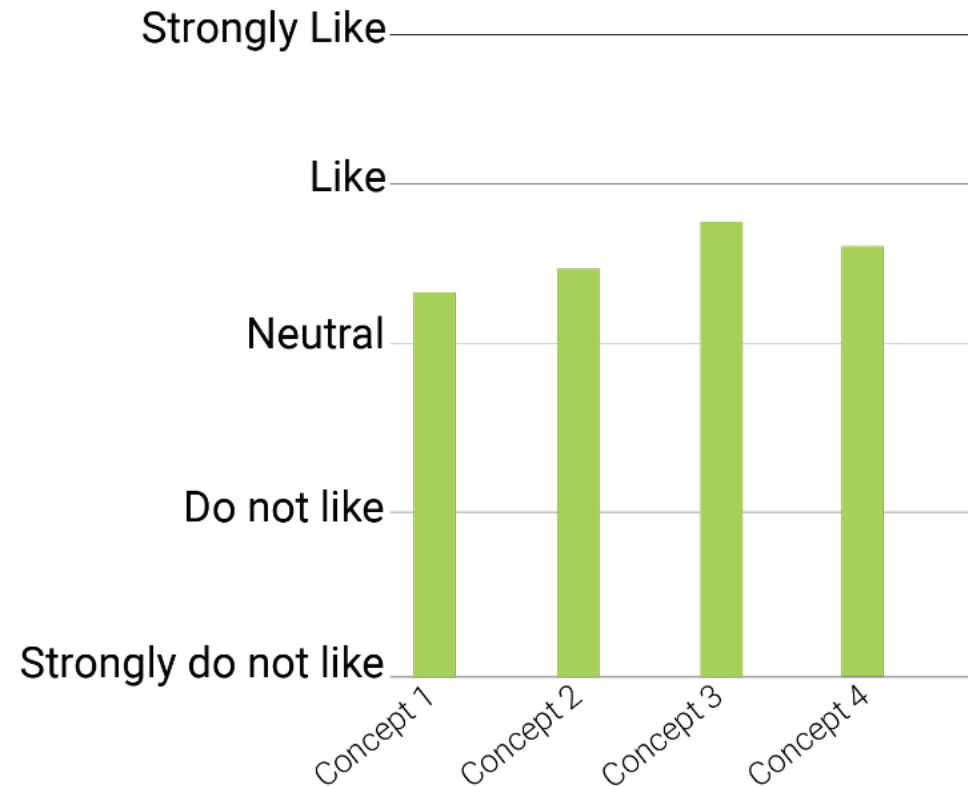


PUBLIC ENGAGEMENT SUMMARY

Concept 3 (Multi-Use Path) was the clear most popular concept.

- Respondents liked the separation for people biking, walking jogging and using other active modes, and the safety.
- Respondents believed best achieved all of the goal areas. Most dominant in the area of fostering community and sense of place
- In essence, Concept 3 seemed to create the most benefits for the most people.

Average Ratings of Alternate Concepts

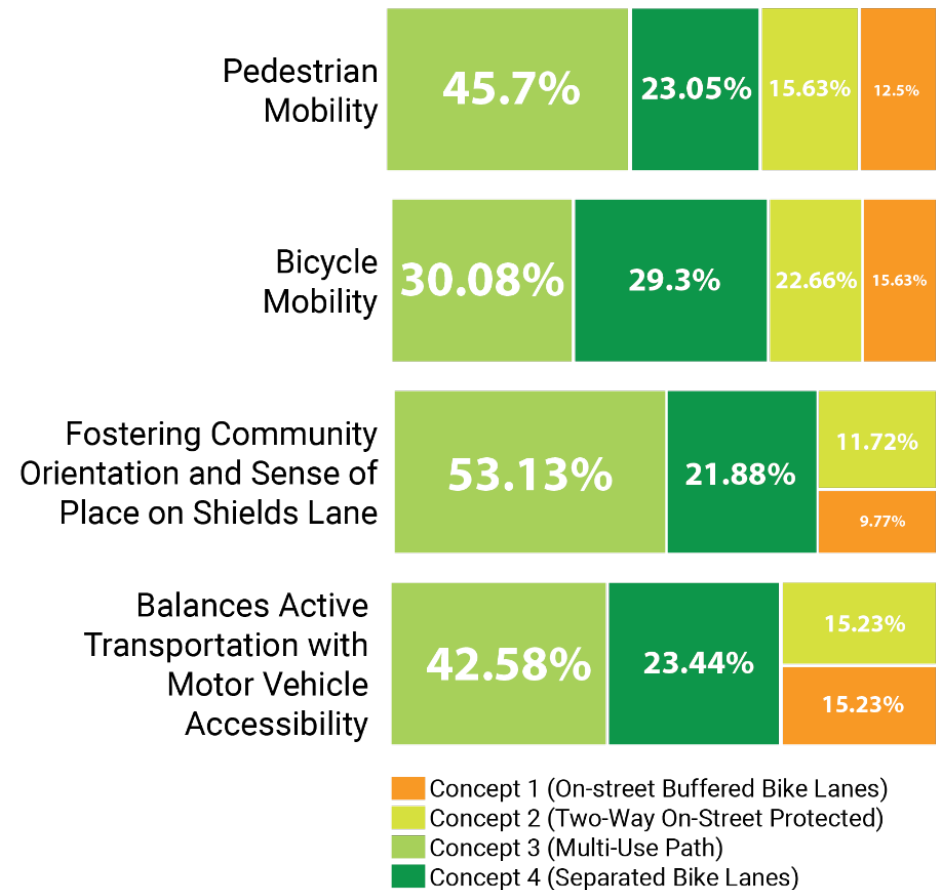


PUBLIC ENGAGEMENT SUMMARY

Concept 3 (Multi-Use Path) was the clear most popular concept.

- Respondents liked the separation for people biking, walking jogging and using other active modes, and the safety.
- Respondents believed best achieved all of the goal areas. Most dominant in the area of fostering community and sense of place
- In essence, Concept 3 seemed to create the most benefits for the most people.

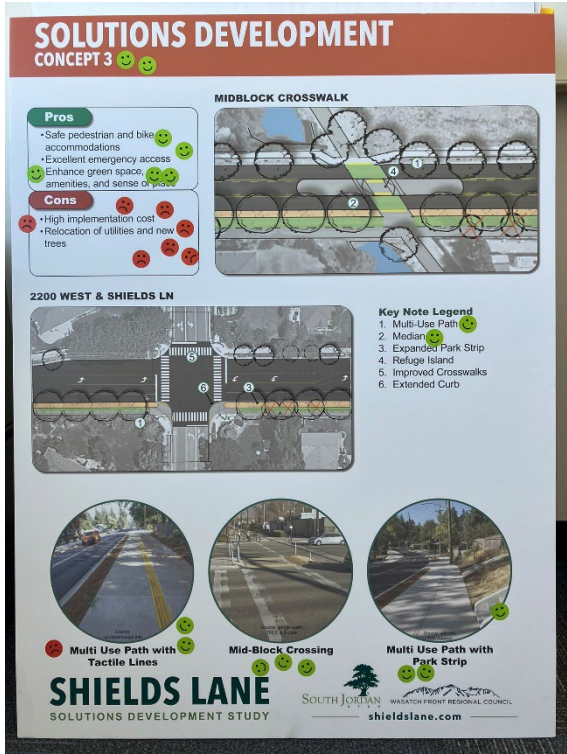
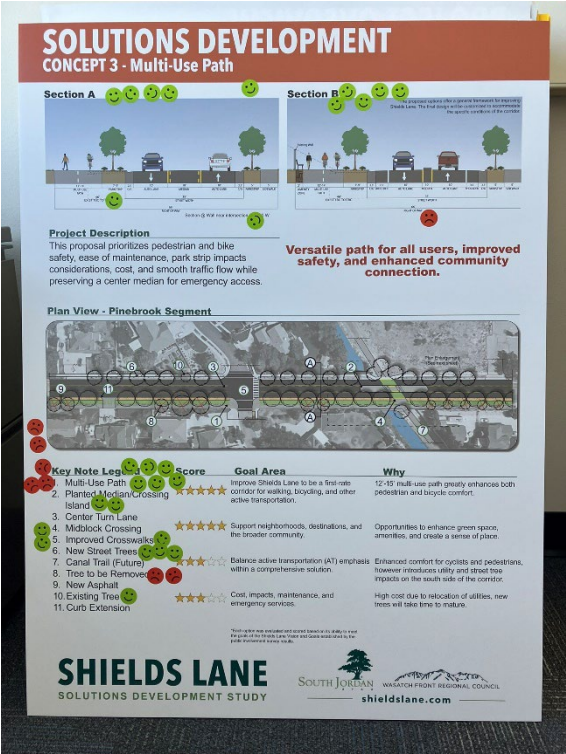
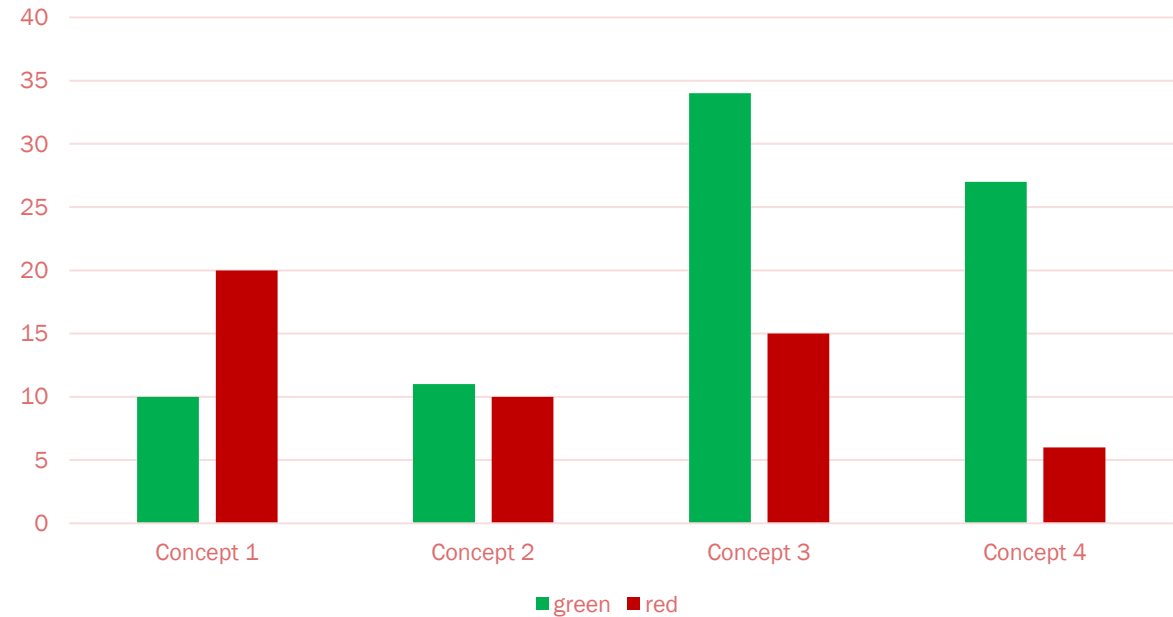
Preferred Concepts for Achieving Specific Goals on Shields Lane





PUBLIC ENGAGEMENT SUMMARY

Number of dots on each concept

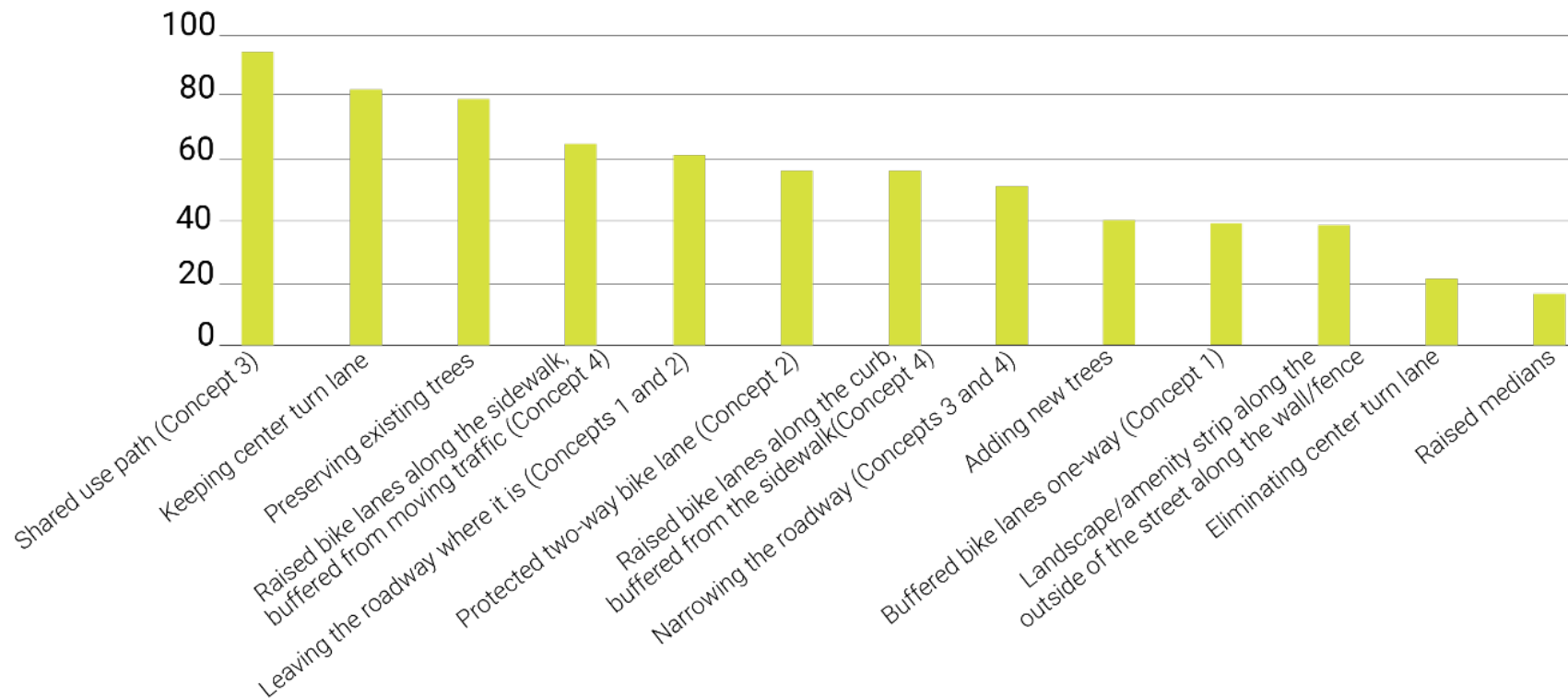




PUBLIC ENGAGEMENT SUMMARY

Additional priorities

What were respondents' favorite elements, regardless of the concepts they belong to?

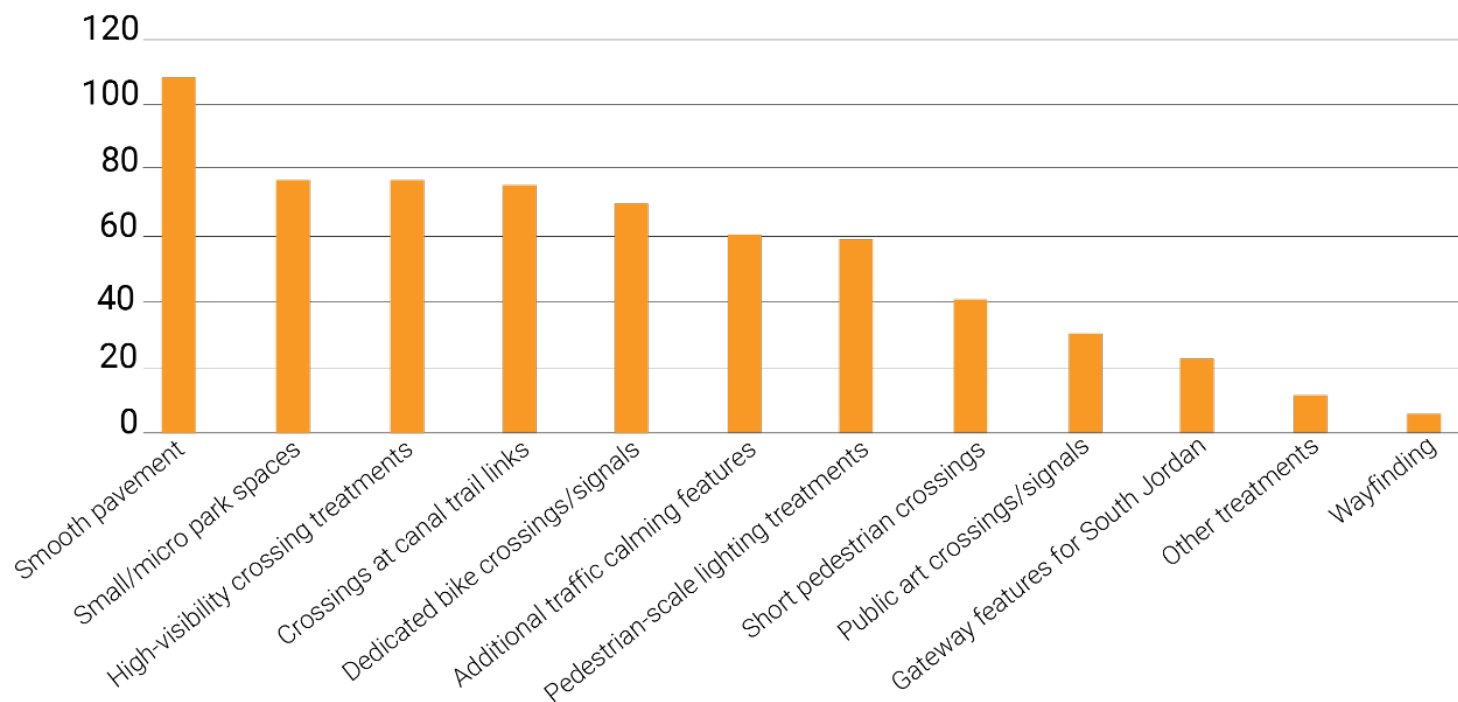




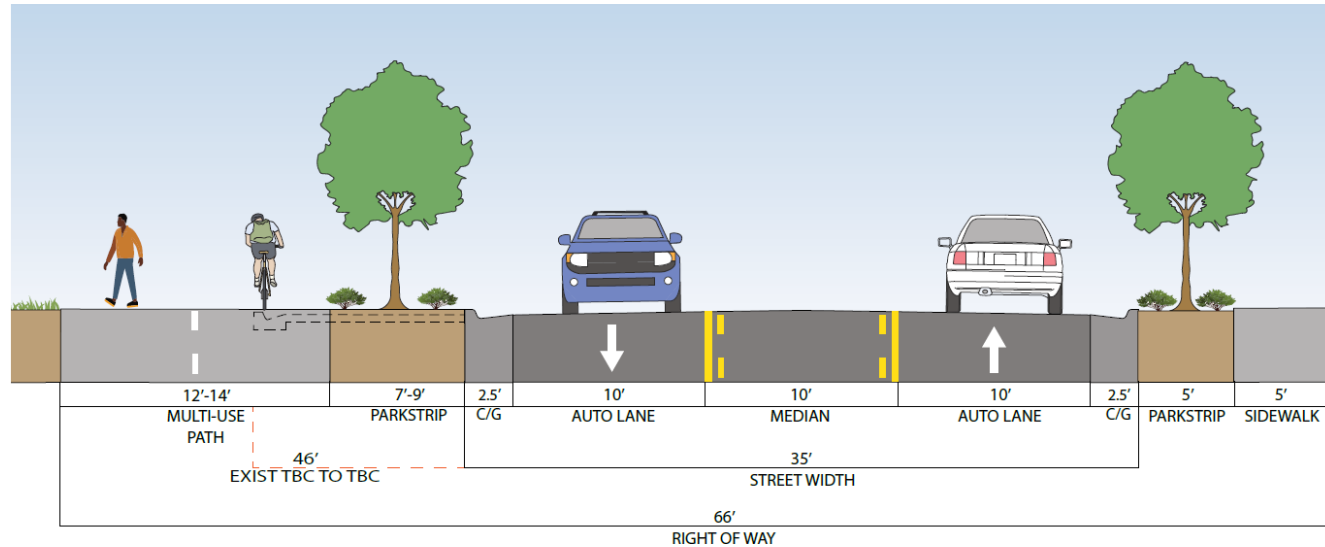
PUBLIC ENGAGEMENT SUMMARY

Additional priorities

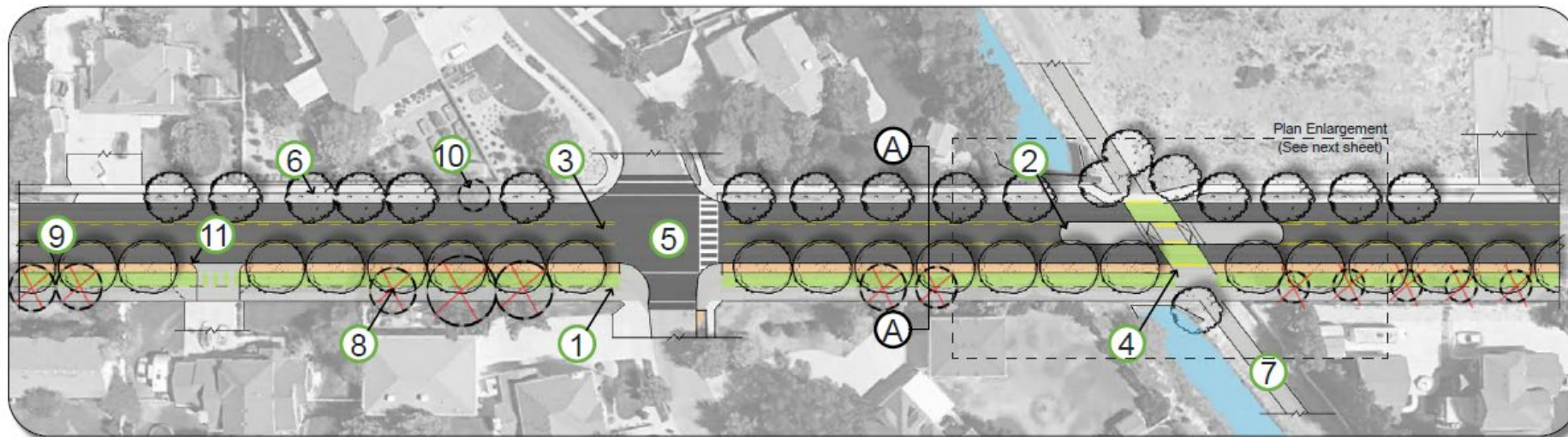
What preferred elements, not shown in the concepts, did respondents suggest as potentially important for a redesigned Shields Lane?



PREFERRED CONCEPT – MULTI-USE PATH

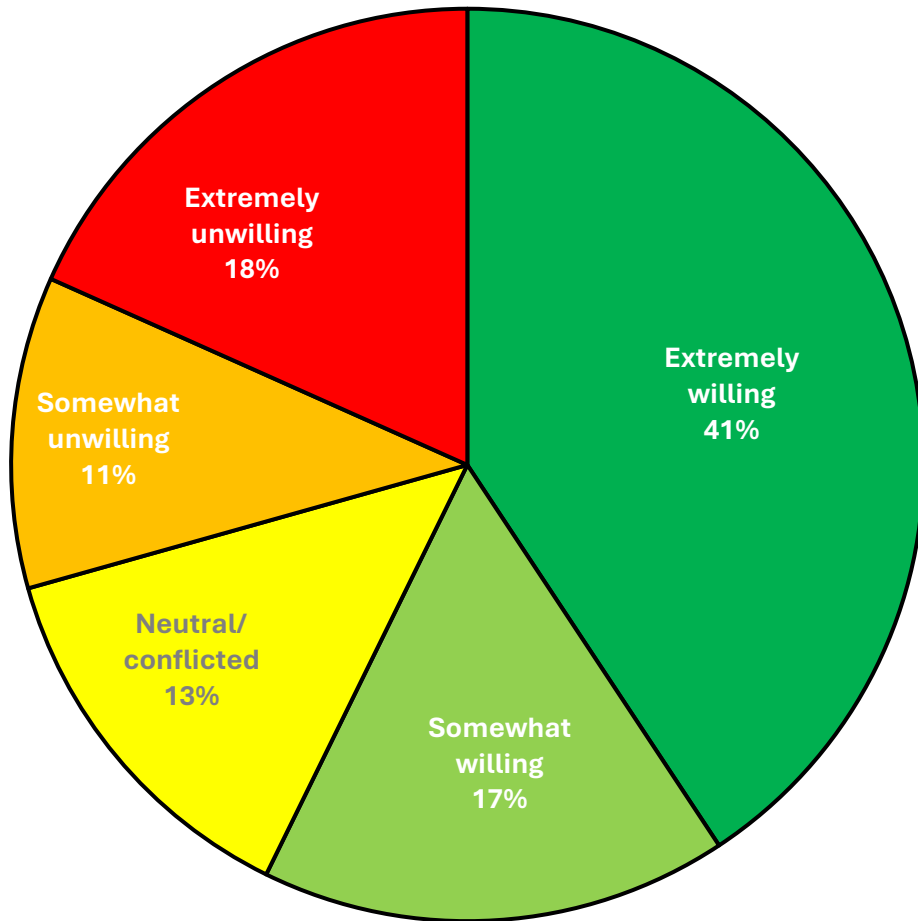


Versatile path for all users, improved safety, and enhanced community connection.





PREFERRED CONCEPT - IMPACTS



What is your willingness to accept potentially a few more minutes' delay in driving on Shields Lane in exchange for a safer, more comfortable, and more convenient experience walking, biking, and rolling?

PREFERRED CONCEPT - IMPACTS

Travel Times (TT)

- Anticipated slower vehicle speeds due to traffic calming effects
- 15% increased Eastbound TT
- 12% increased Westbound TT

Shields Lane Corridor PM Peak Travel Times 300 W to Bangerter Hwy (mm:ss)			Eastbound	Westbound
Existing Travel Time (Observed Vehicle Speeds)			11:30	14:30
Preferred Concept Travel Time (Assumed speed reduced to posted speed limit)			13:30	16:30
Increase			+2:00	+2:00

Level of Traffic Stress (LTS)

- Pedestrian LTS improved by 33% (on trail)
- Bicycle LTS on improved by 46% (on trail)

Segment	Pedestrian LTS (Trail)			Bike LTS (Trail)		
	Current	w/ Concept	Reduction	Current	w/ Concept	Reduction
Bangerter to 2200 W	3	2	1	4	2	2
2200 W to 1300 W	3	2	1	3	2	1
1300 W to I-15	3	2	1	4	2	2
Average	3.0	2.0	1.0	3.7	2.0	1.7



PREFERRED CONCEPT - VISUALIZATION

<https://arcg.is/054i4b>





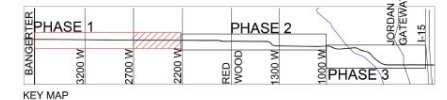
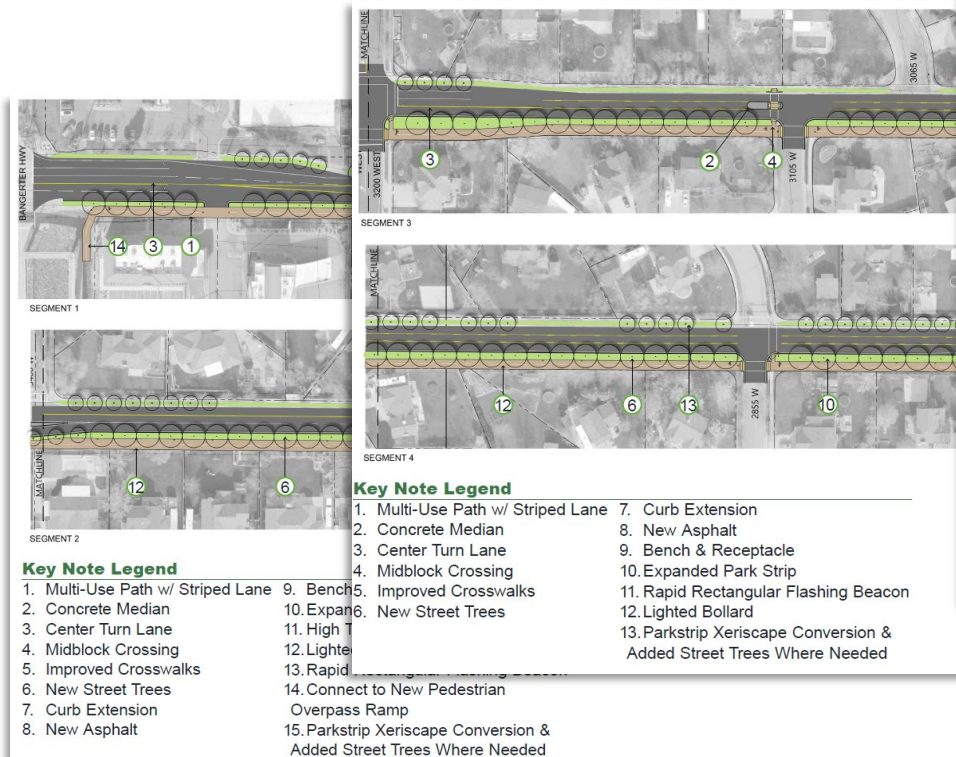
IMPLEMENTATION STRATEGY

- Corridor Phasing
 - Phase 1: Bangerter Highway to 2200 West
 - Phase 2: 2200 West to 1000 West
 - Phase 3: 1000 West to I-15
- Funding Options
 - State
 - Federal
- Intermediate Intervention

PHASE 1: BANGERTE HIGHWAY TO 2200 WEST

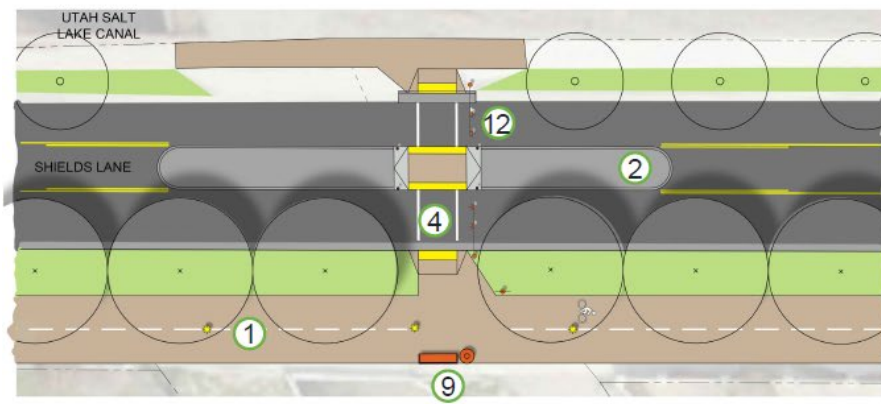
Produce package for city to seek funding

- Full concept layout
- Detailed cost estimate

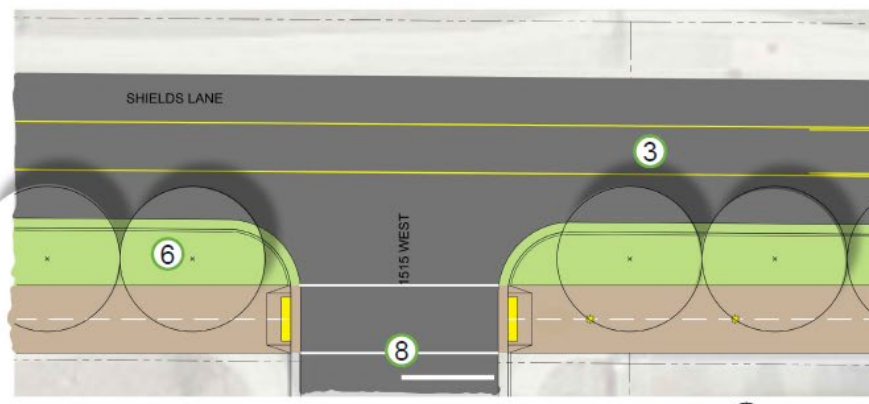




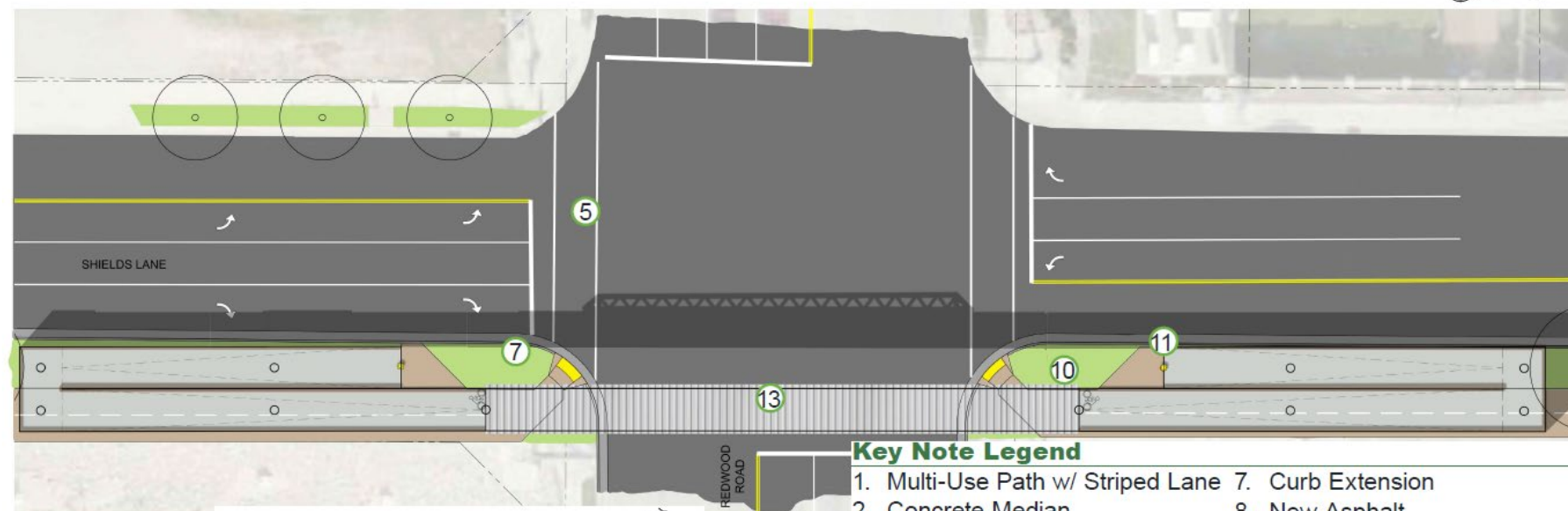
PHASE 2 – 2200 WEST TO 1000 WEST



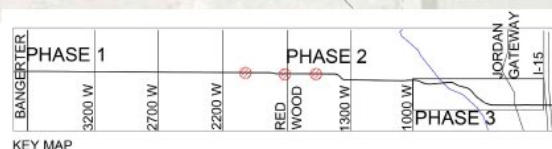
CANAL CROSSING



MERIT MEDICAL



REDWOOD ROAD



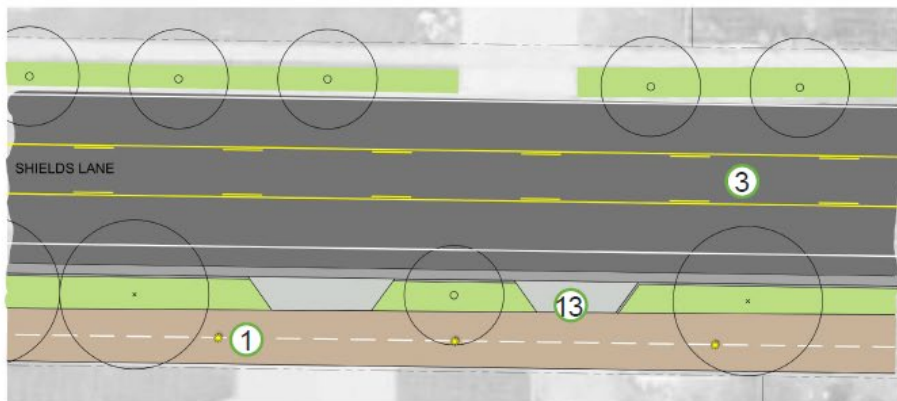
KEY MAP

Key Note Legend

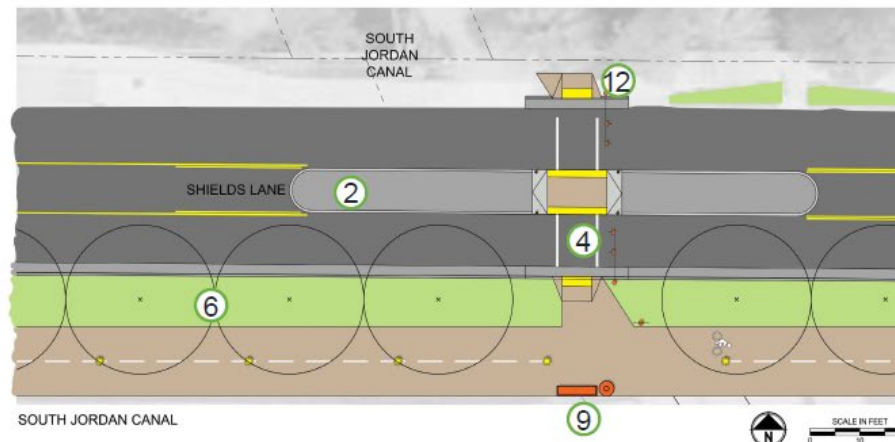
- | | |
|-----------------------------------|---------------------------------|
| 1. Multi-Use Path w/ Striped Lane | 7. Curb Extension |
| 2. Concrete Median | 8. New Asphalt |
| 3. Center Turn Lane | 9. Bench & Receptacle |
| 4. Midblock Crossing | 10. Expanded Park Strip |
| 5. Improved Crosswalks | 11. Lighted Bollard |
| 6. New Street Trees | 12. Rectangular Flashing Beacon |
| | 13. Pedestrian Bridge |



PHASE 2 – 2200 WEST TO 1000 WEST



DRIVEWAY ACCESS ONTO SHIELDS LANE



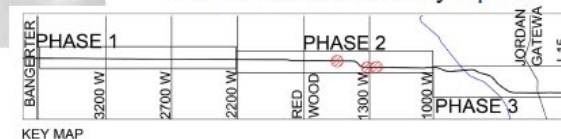
SOUTH JORDAN CANAL



1300 WEST INTERSECTION

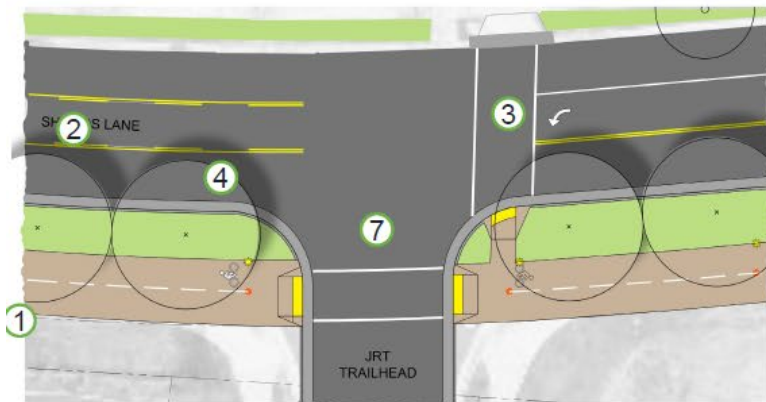
Key Note Legend

1. Multi-Use Path w/ Striped Lane
2. Concrete Median
3. Center Turn Lane
4. Midblock Crossing
5. Improved Crosswalks
6. New Street Trees
7. Curb Extension
8. New Asphalt
9. Bench & Receptacle
10. Expanded Park Strip
11. Lighted Bollard
12. Rapid Rectangular Flashing Beacon
13. Extended Driveway Apron

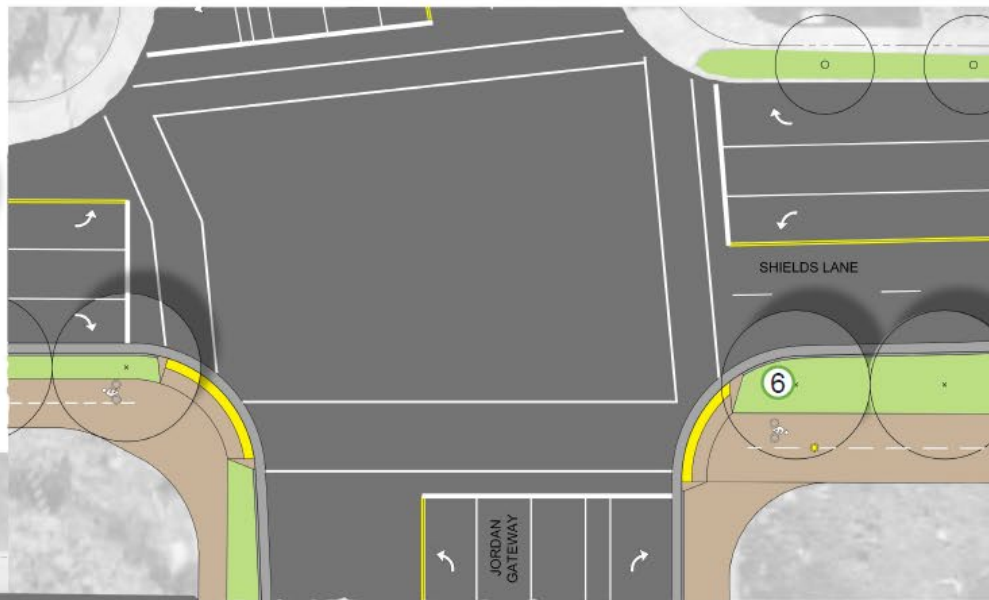




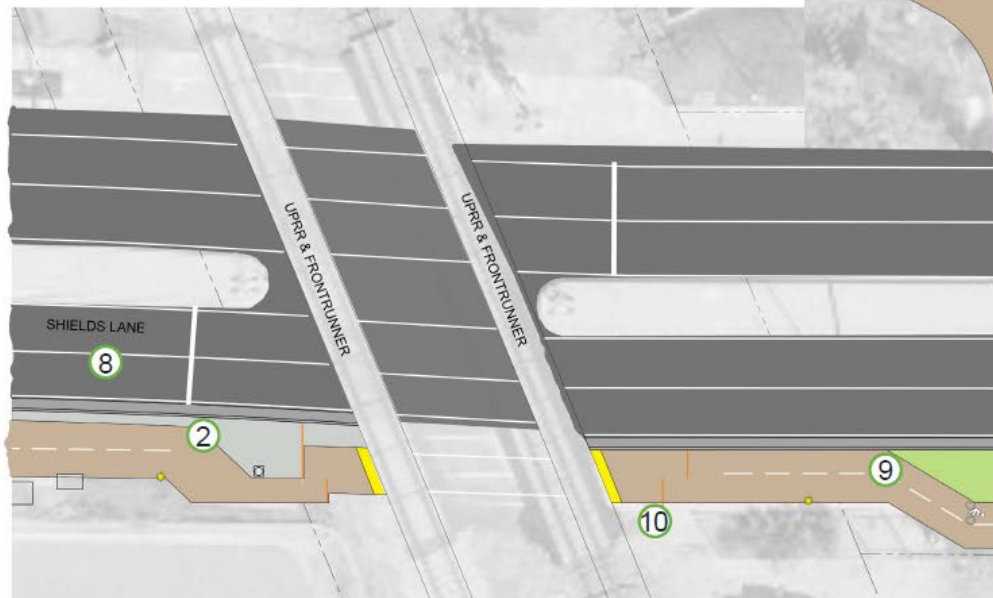
PHASE 3 – 1000 WEST TO I-15



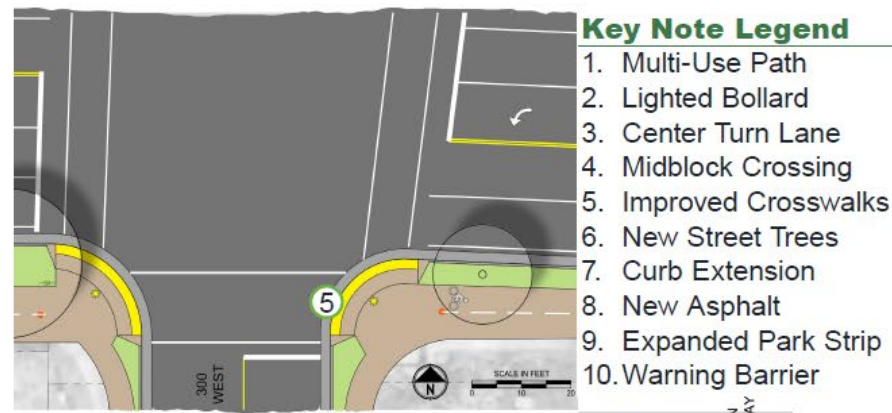
JORDAN RIVER TRAILHEAD



JORDAN GATEWAY INTERSECTION



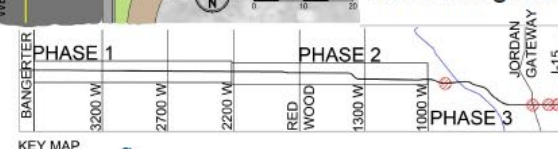
RAILROAD INTERSECTION



300 WEST INTERSECTION

Key Note Legend

1. Multi-Use Path
2. Lighted Bollard
3. Center Turn Lane
4. Midblock Crossing
5. Improved Crosswalks
6. New Street Trees
7. Curb Extension
8. New Asphalt
9. Expanded Park Strip
10. Warning Barrier



FUNDING STRATEGY – WHY SHIELDS LANE

“Support the development of an east-west pedestrian trail with enhanced sidewalks, landscape buffers, benches, etc.”



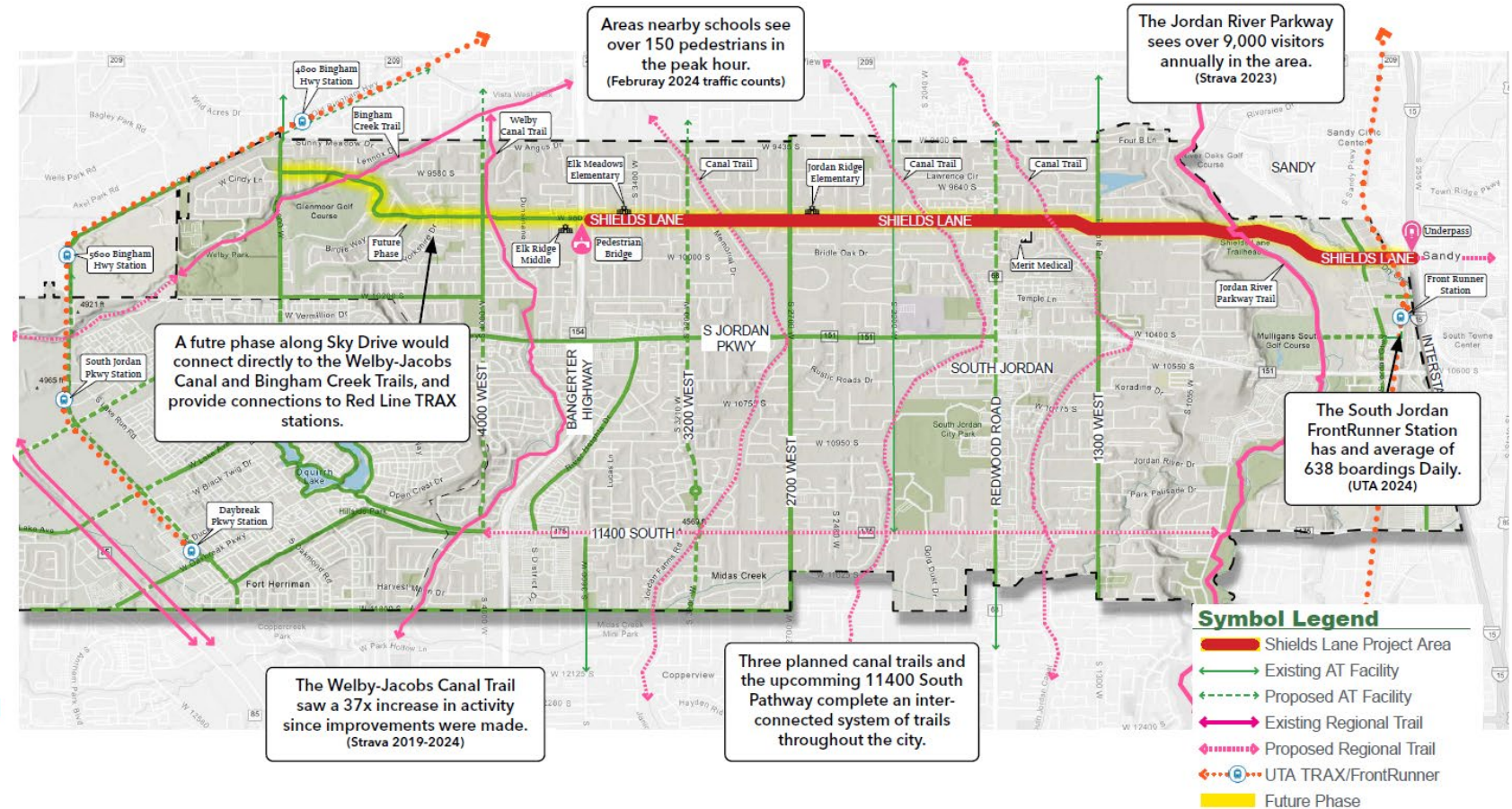
SAFE ROUTES
TO SCHOOL

EXERCISE & HEALTH

AFFORDABLE
TRANSPORTATION

RECREATION

SOCIAL LIFE & WELL-BEING





FUNDING STRATEGY

Concept Costs	2024
Segment 1 Estimate	\$12,000,000
Whole Corridor Estimate	\$32,000,000
10600 South/10400 South Widening (Redwood to Lake Ave)	\$85,000,000*

*WFRC RTP costs are for 2023 and 2034

Keep in mind:

- Less costly than widening
- Less impactful than widening
- Benefits to:
 - Local neighborhoods & schools
 - City-wide trail network and access
 - Overall safety and comfort of corridor
 - Supports regional trail network and connectivity



State Funds

- TIF Active - nonmotorized and pedestrian transportation projects that mitigate congestion on the state highway system
 - Whole corridor potential candidate – Segment 1 poised for nomination
- TTIF First and Last Mile – nonmotorized and pedestrian transportation project that provide connections to a public transit system
 - Segment 3 potential candidate with connection to FrontRunner
- Utah Trail Network - A network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.
 - Whole corridor potential candidate



WFRC Transportation Improvement Program

Allocates funds annually to a 6-year program. TIP funds are used for roadway, transit, and active transportation projects.

- The city has begun nomination process for Phase 1

Federal Grants

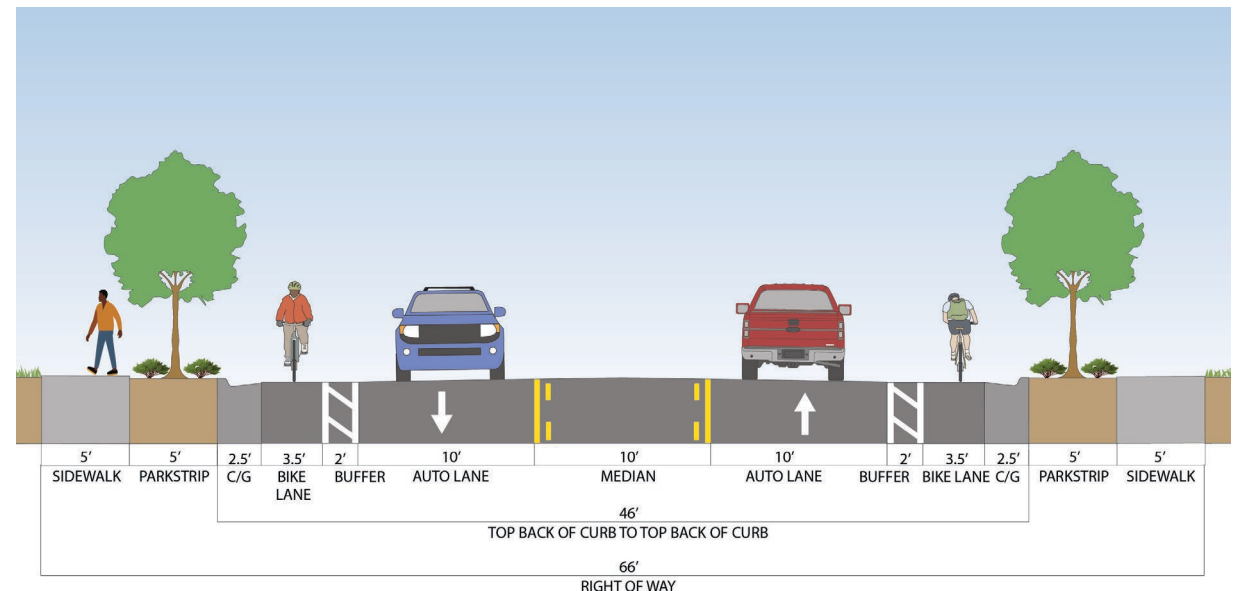
There are currently numerous federal funding opportunities available for pedestrian and bicycle transportation projects. The programs can fund many of the project types identified within this plan, including bike lanes, sidewalks, pathways and trails, road diets, and more. Predominate sources of funds include:

- Active Transportation Infrastructure Investment Program (ATIIP).
- Carbon Reduction Program (CRP).
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

IMPLEMENTATION STRATEGY

Intermediate Intervention: Resurfacing and restriping

- Introduce new striping configuration, with 10ft travel lanes and a buffered bike lane, with planned near-term City resurfacing project.
- Benefits
 - Addresses pavement condition concerns
 - Improves existing cyclist safety
 - Increases buffer from sidewalk to travel lanes
 - 10ft travel lanes consistent with preferred concept
 - May have some traffic calming affect
 - No impact to existing lane configurations





NEXT STEPS

1. Final Open House: Tentatively December 11th
2. Final Documentation - January
3. Project Conclusion – January/February