

SOUTH JORDAN CITY  
CITY COUNCIL MEETING

August 6, 2024

**Present:** Mayor Dawn R. Ramsey, Council Member Don Shelton, Council Member Jason McGuire, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Tamara Zander, City Manager Dustin Lewis, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Director of Planning Steven Schaefermeyer, Police Lieutenant Matthew Adams, Deputy Fire Chief Ryan Lessner, IS Systems Administrator Ken Roberts, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Deputy City Engineer Jeremy Nielson

**Absent:**

**Others:** Erin Grimshaw, Camille Grimshaw, Preston Ballentine, Alexander Weech, Anthony Valdivieso, Frank Kurek, Shannon Ellsworth, Jen Robison, Jay Shetland, Jeremy Searle, Jacob Smith, Traci Miller, Bill G., Carol's iPhone

6:30 P.M.  
REGULAR MEETING

**A. Welcome, Roll Call, and Introduction to Electronic Meeting - *By Mayor, Dawn Ramsey***

Mayor Ramsey welcomed everyone and introduced the meeting.

**B. Invocation – *By Council Member, Patrick Harris***

Council Member Harris offered the invocation.

**C. Pledge of Allegiance – *By Director of Commerce, Brian Preece***

Director Preece led the audience in the Pledge of Allegiance.

**D. Minute Approval**

**D.1.** July 16, 2024 City Council Study Meeting

**D.2.** July 16, 2024 City Council Meeting

**Council Member Harris motioned to approve the July 16, 2024 City Council Study Meeting and July 16, 2024 City Council Meeting minutes as published. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.**

#### **E. Mayor and Council Reports**

Council Member Don Shelton

- Met with the Senior Advisory Committee. August 21 will be Generation Day, he invited the council members to participate. The committee also asked about the possibility of a crosswalk on Redwood Road, right in front of the Community Center; he will discuss that with staff later.
- The Jordan River Commission will be visiting the Pure SoJo Project on September 5. They have the Get to the River Festival in September as well. They also mentioned the America the Beautiful Grants, noting they have already been funded currently, but there is another round coming up that he would like to discuss applying for.
- Saturday attended the Open House for the Cove House in Daybreak, which was great.

Council Member Tamara Zander

- Attended the Grand opening for the new model home village in Daybreak this past Saturday. She was also there Thursday night and met the construction manager who was there working. He was very appreciative of the city and health department's work and support getting things finished before the grand opening. He was also grateful for the help and support in opening the Swig. She expressed her appreciation for the city being so business oriented and supportive of new businesses.

Council Member Patrick Harris

- Attended the Daybreak model home grand opening, there were a lot of people there. Regarding the idea of younger generations getting into affordable homes, he noted the model homes looked like they had lots of homes made as efficiently as possible; beautiful and well-made homes that were affordable, which is something the council has been trying to focus on.
- Staff has been very helpful over the last few weeks with resident needs, and he thanked them for those efforts.

Council Member Kathy Johnson

- Shared the West Nile Virus has been detected at the cemetery, with steps being taken to mitigate it. There is no reason for alarm at this time, and she will inform the council if anything changes.

Council Member Jason McGuire

- Enjoyed some time off for a vacation with his family before school starts.
- Met with some residents, one of those interactions being tonight before this meeting to discuss ideas on affordable housing from a unique perspective of the average resident, not

a developer just pushing density. He will be meeting with them again to get more information.

Mayor Dawn Ramsey

- Thanked members of staff for their help dealing with some issues brought forward by residents. Specifically, one being a Chief of Staff for a Congressman noting they met one of our officers, Officer Cuevas, who was fantastic and their grandson was just in awe while playing at a local splash pad.
- The Big City Caucus with The League, as well as the Fresh Look at Transit Meetings were held at the same time. Attorney Loose attended the Big City Caucus, while she and Assistant City Manager Rasmussen attending the Fresh Look at Transit Meeting. In the past, numbers have not supported additional transit in the area. However, those models are outdated, and as Chair of WFRC she has been pushing that fact that the numbers need to be studied again. Her number one goal shared at every meeting is that she wants this to be the last study done in the area, that they can create an actionable plan that can be accomplished.
- Attended an Olene Walker Housing Fund meeting, as well as discussions about drinking water and the Olene Walker funds with some potential uses for those.
- Attended a Scholarship presentation.
- Met with X-Factor Communications on communications strategies for housing.
- Meetings with The Point. Alan Matheson has left as Director, moving to work for Rio Tinto. There is currently an interim director at The Point, and they are working through the many applications to choose a new director.
- Attended an executive committee meeting for Envision Utah and Jordan Education Foundation.
- Met with a developer, as well as members of the Jordan District Board of Education today. She had questions for the board there and wanted to make sure everyone was aware of the plans for the future and make sure they were all on the same page.

#### **F. Public Comment**

Mayor Ramsey opened the public comment portion of the meeting.

**Dr. Jay Shetland (Resident)** – I wanted to thank all of you for your service to our beautiful community, you guys do a wonderful job. Thanks to those who have answered phones this week as I've reached out. I put together a community wellness day back in 2010 for our community; I love serving our community as best I can. In 2011 I was in a dysfunctional HOA and helped transition and turn that over to the city, which works so much better now. Recently, I moved into a new HOA area that we weren't supposed to be in the HOA and now we're finding out that we are. There are 10 of us on a road, I'm afraid that road is one of those redheaded stepchild roads in the town. I'm reaching out to find the right people to work with, I think Council Member Harris you're my contact for my area, so I can make the right contacts, to make the right moves to help for those of us trying to annex from the HOA and leave the HOA functioning better without turning over a road that I think could be better managed by the city and I think would actually

serve the businesses at the top of the hill, the 10 houses on the hill, and the 137 homes at the bottom of the hill so much better if we just had a better change of management of that stretch of road in the city.

**Frank Kureck (Resident)** – I'm here to talk about a dangerous driving and pedestrian area on Kitty Hawk Road between Lake Avenue and 11800 South. The area is unique because one side is a senior community, Springhouse Village, and the other side is a common walking park area. Springhouse Village is a 55+ community, but in reality has many seniors well beyond 55 years old; Several who walk with canes, walkers and wheelchairs. Many of us love to go for strolls or jog walks because this stretch of park is so close, but it requires a walk across Kitty Hawk. I have contacted the city in the past and have been very pleased at their quick responses. They have installed flashing speed limit signs, and did a study; our community really appreciates it. We still have some problems, and that's why I'm here today. The area is still too dangerous with more construction of shopping to the south and a ballpark to the northeast, traffic will continue to increase. The number of elderly residents and homes in Springhouse Village is increasing, the population of Springhouse Village will continue to age with more residents expected using canes, walkers and wheelchairs. It is very easy to speed in this zone, however given the special nature of the neighborhood 25 mph is an appropriate speed limit. Recently my wife and I sat on our patio at random times and documented car speed. We found that while the average speed may seem low, there are some cars coming through as high as 40+ mph in a residential 25 mph speed limit area. These can also make the occasional speeder more dangerous, and could be a tragic accident waiting to happen. We like and appreciate the traffic calming features in place, we do not want to get rid of any of these calming features, we just want to further remind people that the speed limit is 25 mph. We have noticed that many people do slow down when they see the flashing speed limit sign. We believe people will obey the speed limit sooner if they are alerted to the lower speed sooner. We also think that people are not aware that this is a vulnerable area, and similar to a school zone. We believe that if they knew they would be more likely to honor the speed limit. In conclusion, we would like for the City of South Jordan to be aware that this area remains a dangerous spot, especially for us seniors, to consider adding flashing speed limit signs closer to Lake Avenue and to 11800 South further down this stretch of road that borders our over 55 community and to consider alerting drivers to the special nature of the area, perhaps with additional signs such as slow elderly crossing or something like that. Let's make drivers very aware that they need to slow down and why they need to slow down.

**Anthony Valdivieso (Resident)** – This is my first City Council meeting and I am very pleased to see how transit oriented you guys are and that was something that was really nice to hear. I did just want to say I think protected bike lanes, especially on roads like South Jordan Parkway and Redwood Road, would be kind of nice because in the Daybreak parts of South Jordan Parkway there are just painted bike gutters. I used to ride my bike to Mountain Creek Middle School and I know a lot of kids ride their bikes up there. You can go on the sidewalk, but especially by the bridge it's difficult to go on the sidewalk, so I think maybe having some buffered bike lanes with a median, poles, something like that to keep cars out would probably help with the safety; plus a lot of kids like to go over to the Harmons.

Mayor Ramsey closed the public comment portion of the meeting. She noted that the city's Traffic and Transportation Committee is probably the right group to work on both of the

problems shared today. She drives Kitty Hawk a lot living in that area and she appreciates the remarks and comments, she has also noticed the aforementioned speed sign. She asked Director Klavano and his team to be the point of contact for these, and asked for continued enforcement of that and communication with Mr. Kurek as that continues.

Council Member Johnson asked if one of Mr. Kurek's major concerns is getting across to that walking area.

Mr. Kurek said yes, the flashing crosswalks are very much appreciated, and there are many pedestrian crossings across Kitty Hawk there. However, traffic doesn't slow down for crossing. Perhaps we could go with a flag system like they do in downtown Salt Lake, I don't know the answer, but I know we have to explore different ways without getting too costly. I know putting up signs costs money, especially the lit up signs.

Council Member Johnson noted that answered her question, as when she read his letter (Attachment A) she took it that he was concerned with getting across the street safely.

Mr. Kurek agreed, noting it's maddening, especially for the seniors living right on Kitty Hawk seeing those people zooming through. We can't change people's minds, but we can remind them this is an area where they need to be cautious, how we go about that I don't know and I'd like to explore that.

## **G. Public Hearing Items**

### **G.1. Resolution R2024-31**, Adopting the Transportation Master Plan for South Jordan City. *(By Deputy City Engineer, Jeremy Nielson)*

**Jeremy Searle (WCG)** – reviewed the proposed Transportation Master Plan included in the Council Report for the meeting, as well as the story map available online at <https://storymaps.arcgis.com/stories/d384f4a5f18c4db397402f2db1c36b9c>.

Council Member Zander discussed the traffic issues at 11400 South and 4000 West.

Mr. Searle responded that they are aware of those issues, and that intersection was moved from Phase 1 to Phase 2 due to the necessity of widening 11400 South and budget issues with UDOT.

Mayor Ramsey opened the public hearing for comments.

**Alexander Weech (Resident)** – Unfortunately, I wasn't aware of this transportation master plan drafting plan until this week so I couldn't comment earlier. I have some concerns with the plan, most specifically around how much emphasis there is on street widening in Phase 1. There was over \$156 million proposed to spend in UDOT projects and \$75 million in projects that South Jordan will be more directly involved in. I find that street widening will be counterproductive to our plans to increase mass transit usage because wider streets are more difficult to cross when you are a transit user. If there is a seven lane road there needs to be a stoplight at every single bus stop, or else it's not a useful bus stop. Also, I was concerned that there was these line item

allocations for how much money is estimated to be spent at each of these roadway widening projects, but the mass transit and active transportation projects don't have similar monetary estimates. I was especially concerned about the widening project proposed in front of the Smith's on Daybreak Parkway. The master plan points out there were two pedestrian incidents at the intersection of Daybreak Parkway and Trail Crossing there and I fear that widening the street there will just make that pedestrian safety even worse because there will be more speeding cars and more distance needing to be crossed.

**Anthony Valdivieso (Resident)** – I agree with the previous comment, I have similar concerns about road widening projects, especially because road widening has been shown not to work; road widening tends to increase demand and slow travel times. There is more money spent on widening roads, wasting space and adding cars on the road so traffic doesn't end up being solved anyways. I had the same concerns about pedestrian fatalities and crossing difficulties, so I don't think more road should be widened and I did also think he's right about the transit stuff. If you use transit and are a pedestrian it is going to be harder to cross increasingly wider roads, and wide road crossings are already a major issue.

**Jen Robison (Rio Tinto)** – I just wanted to thank Director Klavano and his team for the opportunity to provide some input and feedback; we are very supportive of the transportation master plan.

**Jacob Smith (Resident)** – Mayor, I think you have a good vision for making our community an enjoyable place. Regarding the master plan, I'll start with a few positive I enjoyed seeing in the plan; mostly the city's vision. UTA has put together their own master plans for transit and I appreciated the city put together their own vision. I found the vision alternative of having 15+ minute service west of Mountain View in Daybreak, as well as the 30 minute service connecting to South Jordan as an effective way to convey people. I did have a few concerns, similar to others already shared, with induced demand. Do the traffic models take that into consideration, the effect of induced demand where we widen the roads, increase the capacity, and then the traffic increases until it is congested again causing more money to be spent on those lanes to keep our roads safe. I am curious how that has been incorporated into the models and if there is a general awareness or understanding of that impact. One thing that really stood out to me is a giant bottleneck that I noticed in the models in the core of Daybreak, which is designed to be a walkable, light traffic area; somewhere you wouldn't expect to be run over. With the widening of 11400 South, and then the increased development in the western extent of Daybreak, near Bacchus highway, I notice there is going to be a lot of traffic funneling through there, through the core of Daybreak. Looking in the models that is the one spot that is still red in the 2050 model. Again, I am really concerned that we are not really solving our problems here, but rather making them worse.

Mayor Ramsey closed the public hearing.

Council Member McGuire shares some of the same concerns presented tonight, and he is not sure of the exact solutions. He doesn't like seeing roads widened, somehow the growth was managed on the east side of the valley without having to turn everything into a seven lane highway. However, when it comes to the new growth on the west side of the Salt Lake Valley it

seems like the solution is always to widen the roads. He struggles with that, and knowing there is a large amount of land Rio Tinto is annexing in, the Shoreline Development; people will have to get to their homes and trying to find a balance to get UTA board, he is glad the mayor is actively involved with her voice persuading UTA regarding the demands out here. He would like to hear staff and experts address those concerns, how they plan for those. One thing he did see on the map was the re-striping of 4000 West, and realizing the influence that will have on parking in the neighborhood, especially around South Jordan Parkway. As he drives that home from downtown Salt Lake, once out of the West Jordan area things feel much more open and travel is much easier. However, on the map we are showing our sections need to be re-striped.

Mr. Searle appreciated the intelligent comments received tonight. He presents in many cities and usually the comments are about how terrible commutes are, and why hasn't that been fixed. It is a balance, widening is not always the answer. One thing to remember is that South Jordan is a rapidly growing community, in opposition to Salt Lake which is mostly built out and where widening would not be a viable answer, they do have to sometimes look at other ways to get around. In Salt Lake, it's very dense and people can get around in much shorter distances. South Jordan is growing quickly with thousands of new units in development. No, they do not want to widen everywhere, but we also need to accommodate and plan for that. He also heard about the east versus west side, and he has heard that before and notes that is a big challenge, especially in the southwest quadrant. In regards to that, there is just so much more land and densities along the west side of the valley. If all development was stopped at Bangerter, they could get away with five lane roads east and west. However, the fact that we have additional density all the way out to the Oquirrh Mountains, it puts a lot of stress and pressure along those east/west routes; that is why we are seeing that widening. He doesn't love seven lane roads either, but they have to accommodate that east west travel somehow because that's where the demand is. Yes, they encourage transit strongly, putting a lot of emphasis on trails and active transportation, but that doesn't handle all of it.

Engineer Nielson added that much of the modeling assumes a level of service, which has historically been a level of D or higher in the Master Plans. If the public chooses to accept a lower threshold with more delays and congestion, then that changes the projects and the way the Master Plan looks; it's a question of balance.

Council Member McGuire asked, as they move forward with this plan, will things be implemented once a study is done showing a need, or what are the next steps going forward in terms of triggers.

Engineer Nielson responded that the trigger would be where there is a need for it. Traffic signals are pretty clear because they are done when warranted, road widening like 4000 West are a little different. Once something like that is adopted into the Master Plan, many times they will seek grant funding and if successful they will proceed with those projects.

Council Member McGuire asked about lights like those on 11800 South as things are built out towards Bacchus Highway, is it possible for those to be transitional, starting with something like a Hawk light to see if that helps. Right now the city does an amazing job with the ones we control, however we don't control all of them and it seems like there will be a cluster of lights

along 11800 South. He just wants to look at options and potential issues with all those stops on the west side in the future.

Engineer Nielson noted that those lights wouldn't be installed until the volume required them. When looking at those traffic signals they do consider what makes the most sense in the area, but for those locations they are definitely expecting the traffic volumes to drive full traffic signals.

Director Klavano noted that they are interconnecting the signals now with fiber, which helps coordinate them to run a little smoother.

Council Member Zander thanked Mr. Searle for the comparison to the east side, noting that our population is far beyond what is on the east side with more coming; that helps wrap everyone's head around the fact that we have double to triple the density. Looking at the 10600 South east/west connection, and the 11400 South and 11800 South connections, have they projected which one of those they will put the bulk of traffic on to.

Mr. Searle there isn't a priority with one versus another. A good transportation provides well-spaced options. West Jordan only has 9000 South as an east/west options, with a few others ending at the airport, but there is only one road that goes all the way through their city and it puts so much strain on 9000 W. The plan isn't saying that one of our roads is a higher priority over the other, or that one will be faster than the other, it's that they need well-spaced arterials to get people in and out.

Council Member Zander continued with a follow-up question related to the traffic lights mentioned by Council Member McGuire. She travels from the far west side all the way east, as does the mayor, and the light coordination has gotten much better. She asked, as this continues to evolve out, who will coordinate the 11800 South section along the west side of Mountain View Corridor.

Director Klavano responded that on 11800 South from Bangerter west is the city of South Jordan, same with South Jordan Parkway. From Bangerter to the east, that is controlled by UDOT.

Council Member Shelton noted that we have very close to the same number of people commuting out of the city for work as we do commuting into the city. How do we reduce that, make those numbers so people are working more in the city in the future. He also mentioned 11400 South and 4000 West, understanding why that is being delayed since UDOT owns that road and widening it makes sense before doing the intersection change, but we already have an intersection failing. It feels like UDOT is telling the city "too bad," and that they'll get around to it in the next 20 years. He wonders how they as a council can help influence that, can they encourage UDOT to move this up, possible through WFRC.

Mayor Ramsey responded that yes, they would be the group to do that, but the widening on 11400 South also needs to be done. She also reiterated that when they talk about widening these roads they won't involve losing any homes.



Council Member Shelton encouraged the city to talk to representatives with influence and explain that we have an intersection that is failing. While this is a great plan, a lot of it depends on agencies outside the city with UDOT controlling, to a great extent, most of the city's collector streets. UTA then controls the transit part of the plan, which leaves the city the option to work on subdivision streets and those west of 4000 West, but after that it's out of the city's control.

Director Klavano noted that it's still important to get these things on the Master Plan, as in the past UDOT has been wrong which led the city to do the solutions development, and the current plans. UDOT is not always correct on their modeling and projections, so it's important for the city to do their own thing, using that to help leverage UDOT and the state to move forward.

Council Member Harris noted that much of this is forecasting out as we build out, and he appreciates that they are on top of that. Everything in the plan isn't perfect, but he doesn't know that there is a perfect scenario. Adding traffic lights isn't always well received, but one thing that we need to recognize is our staff getting involved in the process as each project gets closer which allows the city to go in and make changes to allow for the best outcome possible. Ultimately, the growth is coming, and we will need to move more cars, but there are optimal ways to do that and he is glad the staff is here to help and provide the best scenarios when needed.

Council Member Johnson agreed that this is great place to be, to have something for developers coming in to see and work from.

Mayor Ramsey noted that this plan is data driven, not a wish list. The numbers say there are 25,418 people coming into the city for work every day, and 28,664 people leaving the city to work everyday. It's about job centers, exactly what is being done in the Downtown Daybreak development, working on putting those job centers in place. There are great corporate job centers on the east side of the city, but there are none on the west side. We have a highly educated and skilled population, and we need to provide opportunities for really good employment closer to home. We are working on that. Another concept discussed is transit, and this is the reason for the fresh look at transit. UTA has their five year projects laid out, and not one dollar is being spent on capital projects in our city, that is not okay; there is no money for any projects in the southwest quadrant through UTA in the next five years. She appreciates that strengthening the core of the existing system downtown is important, but we have the same population on our region with no transit. Luckily the Wastach Choice Vision is a living document that can be amended, and is amended every four years, but it can also be amended at any time. This isn't perfect, and it won't look the same in the future.

**Council Member Zander motioned to approve Resolution R2024-31, Adopting a Transportation Master Plan for South Jordan City. Council Member Shelton seconded the motion.**

**Roll Call Vote**

**Yes – Council Member Zander**

**Yes – Council Member Shelton**

**Yes - Council Member Harris**

**Yes – Council Member Johnson**

**Yes – Council Member McGuire**

**Motion passes 5-0, vote in favor.**

**G.2. Ordinance 2024-15**, Adopting an amended and updated Transportation Impact Fee Facilities Plan and Impact Fee Analysis; adopting an amended and updated Impact Fee for Transportation; establishing certain policies related to Impact Fees for Road Infrastructure; establishing certain policies related to Impact Fees for Transportation Infrastructure; establishing service areas; and/or other related matters. *(By Deputy City Engineer, Jeremy Nielson)*

Engineer Nielson reviewed background information from the Council Report.

**Fred Philpot (LRB)** reviewed Attachment B.

Mayor Ramsey opened the public hearing for comments; there were no comments and the hearing was closed.

Council Member Johnson asked about any comparisons to neighbors in terms of impact fees.

Mr. Philpot responded that South Jordan is similar to other communities updating their fees as well. He also discussed the “buy-in” for existing developments.

Council Member Harris spoke about the importance of impact fees in relation to taxes, and how they provide a much needed balance.

**Council Member Harris motioned to approve Ordinance 2024-15, Adopting amended and updated Transportation Impact Fees. Council Member McGuire seconded the motion.**

**Roll Call Vote**

**Yes – Council Member Harris**

**Yes – Council Member McGuire**

**Yes - Council Member Johnson**

**Yes – Council Member Shelton**

**Yes – Council Member Zander**

**Motion passes 5-0, vote in favor.**

**H. Staff Reports and Calendaring Items**

Manager Lewis discussed the End of Summer Bash, tour of progress on the ballpark and the Corporate Citizen Award recognition at Station 64.

Attorney Loose asked council members to share any legislative concerns with him before he and the Mayor meet with representatives in the upcoming week.

Director Klavano reviewed updates on the 9800 South interchange project, and the 11800 South and Daybreak Parkway project.

**Traci Miller (Jordan School District Board of Education)** – thanked the city for looking out for the kids. She shared the parking lot at Elk Ridge is close to being finished, and that it will be fabulous.

Council Member McGuire thanked the Jordan School District for leading the way on so many things and taking things seriously in the past to avoid having to play catch up now.

Council Member Zander asked about a sign in Daybreak indicating the location of a new school.

Mr. Miller noted that is in the wrong spot, the actual location is a little off.

**Council Member Zander motioned to adjourn the August 6, 2024 City Council Meeting. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.**

## **ADJOURNMENT**

The August 6, 2024 City Council Meeting adjourned at 8:13 p.m.

**This is a true and correct copy of the August 6, 2024 City Council Meeting Minutes, which were approved on August 20, 2024.**

*Anna Crockston*

**South Jordan City Recorder**

Packet from Frank Kurek

Re: Traffic on Kitty Hawk Road between Lake Ave and 11800 South

8/6/2024

Attachments:

- 1- Map of area discussed
- 2- South Jordan Traffic Report dated 10/26/2023
- 3- Three photos with descriptions (Exhibits 3,4,5)

My name is Frank Kurek. I live at 11608 S Kitty Hawk Road. I have been a South Jordan resident for nearly 30 years.

I am here today to talk about a dangerous driving and pedestrian area on Kitty Hawk Road between South Jordan Parkway and 11800 South. I want to talk specifically about the area between Lake Avenue and 11800 South. **See EXHIBIT 1**

This area is unique because on one side is a senior's community, SpringHouse Village on the other is a common walking/park area. SpringHouse Village is advertised as a 55+ community but in reality has many seniors well beyond age 55, several who walk with canes, walkers and wheelchairs. Many of us love to go for strolls or dog walks because this stretch of park is so close- but it requires a walk across Kitty Hawk Road.

I have contacted the city in the past and have been VERY pleased at their quick responses. They installed flashing speed limit lights and did a study. Our community really appreciates that. I hold in my hand some of the results of their study and their conclusions. **See EXHIBIT 2** (2 pages).

**BUT WE STILL HAVE PROBLEMS AND THAT IS WHY I AM HERE TODAY.**

**THIS AREA IS STILL TOO DANGEROUS.**

With more construction of shopping to the south, a ballpark to the northeast, etc. traffic will continue to increase.

The numbers of elderly residents and homes in SpringHouse Village is INCREASING.

The population of SHV will continue to age- with more residents expected to need canes, walkers and wheelchairs.

It is very easy to speed in this zone. We have done so ourselves! It "feels" too slow. However, given the special nature of the neighborhood, 25 mph is an appropriate speed limit.

Recently my wife and I sat on our patio at random times and documented car speeds. We realize this is an unscientific study, but we found that while the **average** speed may seem low, there are some cars that come thru as high as 40 mph.

While we like and appreciate the "traffic calming" features in place such as

Narrow street   Street parking   Frequent pedestrian crossings

Frequent side street and alley access   2 speed limit signs

These can also make the occasional speeder **MORE** dangerous and is a tragic accident waiting to happen.

Refer to **Exhibit 3,4 & 5**

We do NOT want to get rid of any of the traffic calming features that are currently in place, we just want to further remind people that the speed limit is 25 here.

We have noticed that many people DO slow down when they see the flashing lights. We believe that people will obey the speed limit sooner if they are alerted to the lower speed sooner. We also think

people are not aware that this is a “vulnerable area” and similar to a school zone. We believe if they knew they would be more likely to honor the speed limit.

#### In conclusion:

We would like for the City of South Jordan:

To be aware that this area remains a dangerous spot.

To consider moving the flashing speed limits signs closer to Lake Ave and to 11800 South.



To consider alerting drivers to the special nature of this area. Perhaps with additional signs such as those pictured below.

Sponsored :



Slow Grandparents At Risk  
\$19.69  
RoadTrafficSi...  
Free shipping



Elderly Crossing Sign  
\$5.48  
Tamu  
Call Free for 24/7



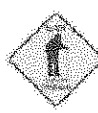
Elderly Crossing Sign  
\$8.88  
Amazon.com  
Elderly Sign and People



SENIOR CROSSING  
\$29.99  
CafePress  
Senior Sign and People



Slow Senior Crossing  
\$38.95  
RoadTrafficSi...  
Senior Sign and People



Slow Senior Crossing  
\$12.90  
Sign  
Senior Sign and People



Slow Senior Crossing  
\$135.00  
Sign  
Senior Sign and People

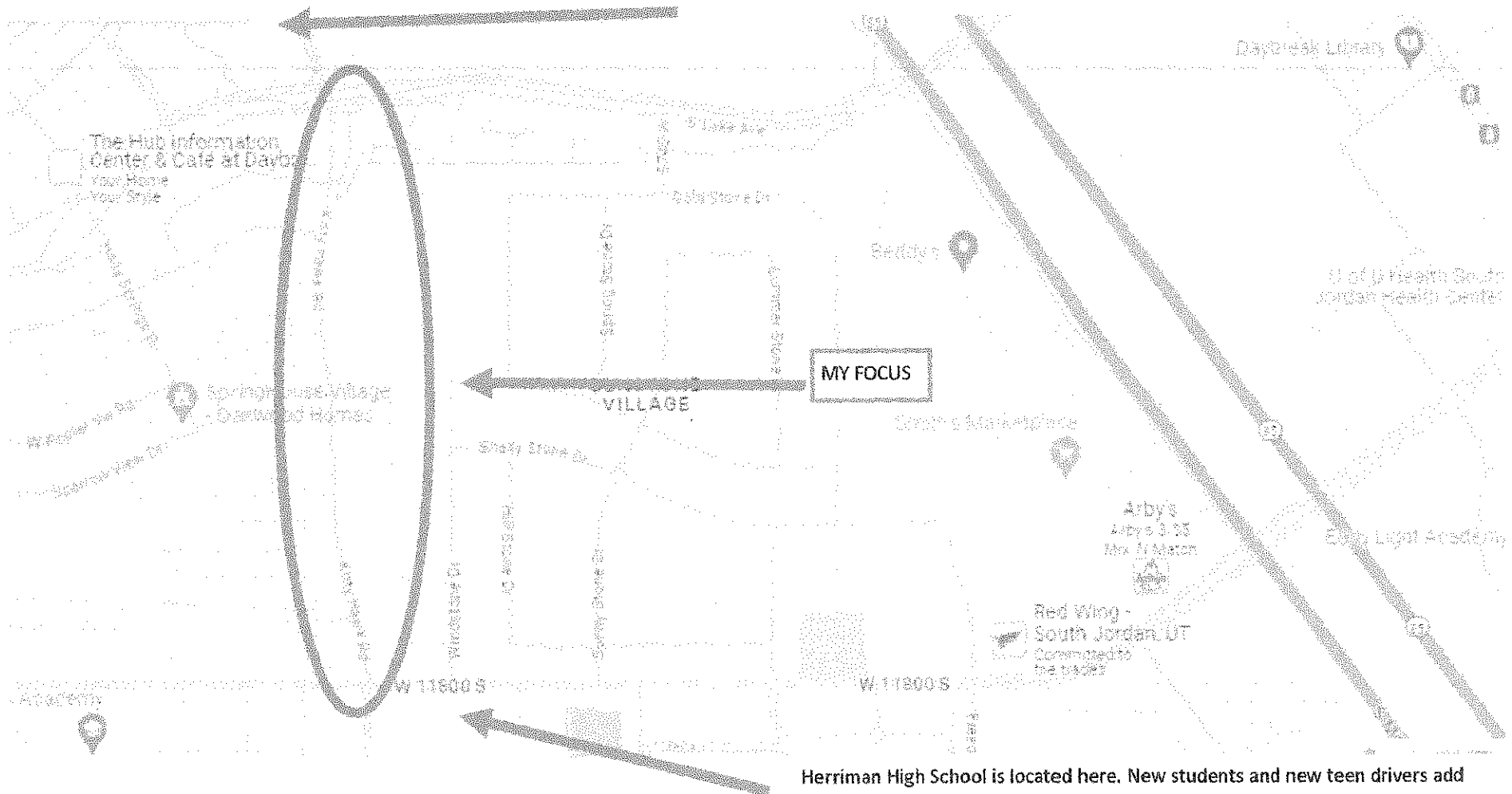


Slow Senior Crossing  
\$47.75  
Sign  
Senior Sign and People

Let's make drivers VERY aware why that they need to slow down and why they need to slow down.

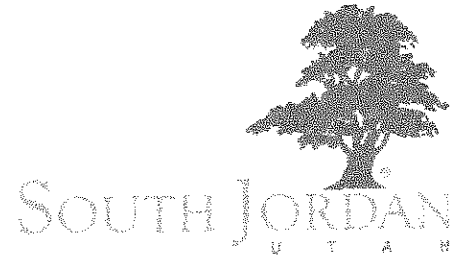
# Exhibit 1

There is a park here that is also very vulnerable to speeders.



Herriman High School is located here. New students and new teen drivers add to the need for enforced speed limits to the east of SpringHouse Village.

Dawn R. Ramsey, Mayor  
 Patrick Harris, Council Member  
 Bradley G. Marlor, Council Member  
 Donald J. Shelton, Council Member  
 Tamara Zander, Council Member  
 Jason T. McGuire, Council Member



PH: 801.446-HELP @SouthJordanUT

October 26, 2023

## TRAFFIC REPORT – 11608 S Kitty Hawk

**Issue:** Resident is concerned about speeds along S Kitty Hawk Rd. Resident is requesting more speed limit signs and either a flashing sign or radar feedback sign.

### Findings:

- Traffic counters were placed at 11652 S Kitty Hawk Rd from 8/30/23 to 9/5/23 in order to measure traffic speeds and volumes along the roadway. Below is a summary of the traffic data:



Figure 1: Traffic Counter Location (shown with blue symbol)

Location	Average Daily Traffic	PM Peak Traffic	Average Speed (mph)	85 <sup>th</sup> Percentile Speed <sup>1</sup> (mph)	Posted Speed Limit
11652 S Kitty Hawk Rd	3178	331	28.8	32.4	25

- In 2021 the City placed speed counters at the location shown above and below is a comparison of the speed and traffic volumes from 2021 versus 2023:

<sup>1</sup> The 85<sup>th</sup> percentile vehicle speed is the speed at which 85% of vehicles are traveling at or below.



Brad Klavano

Brad Klavano, PE, PLS – City Engineer (Chair)

Jeremy Nielson

Jeremy Nielson, PE – Deputy City Engineer

Shane Greenwood

Shane Greenwood, PE – Supervising Senior Engineer

Raymond Garrison

Ray Garrison – Public Works Director

Adrian Montelongo

Adrian Montelongo – Police Sergeant

Ryan Lessner

Ryan Lessner - Deputy Chief Fire Dept.

Brian A. Preece

Brian Preece – City Commerce Director

Oct 26, 2023

Date

Oct 30, 2023

Date

Oct 30, 2023

Date

Oct 31, 2023

Date

Nov 1, 2023

Date

Nov 2, 2023

Date

Nov 3, 2023

Date

# Exhibit 3



Street parking, may be a traffic calming feature but it can make it difficult to know whether it is safe to use the crosswalk.

This is especially dangerous if a car is speeding. The flashing reminder light is several yards to the north.

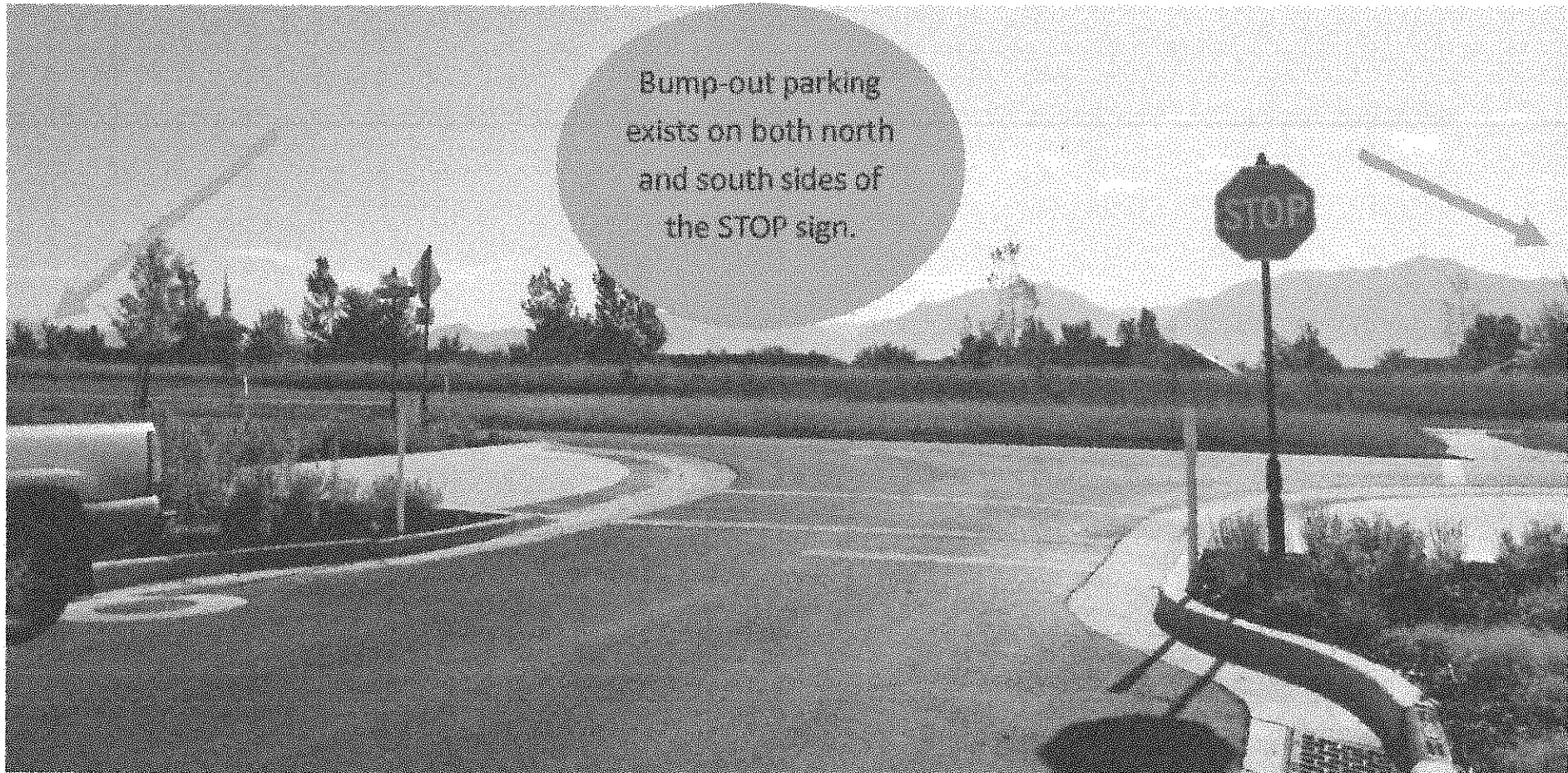
# Exhibit 4



The street parking, when used, can make it difficult to know whether it is safe to proceed through the stop sign—especially if cars are driving at excessive speeds.



# Exhibit 5





# **SOUTH JORDAN, UTAH**

## TRANSPORTATION IFA

AUGUST 2024

# PURPOSE

## UTAH CODE 11-36a (IMPACT FEE ACT):

- Before imposing an impact fee, each local political subdivision or private entity shall prepare:



### IMPACT FEE FACILITIES PLAN (IFFP)

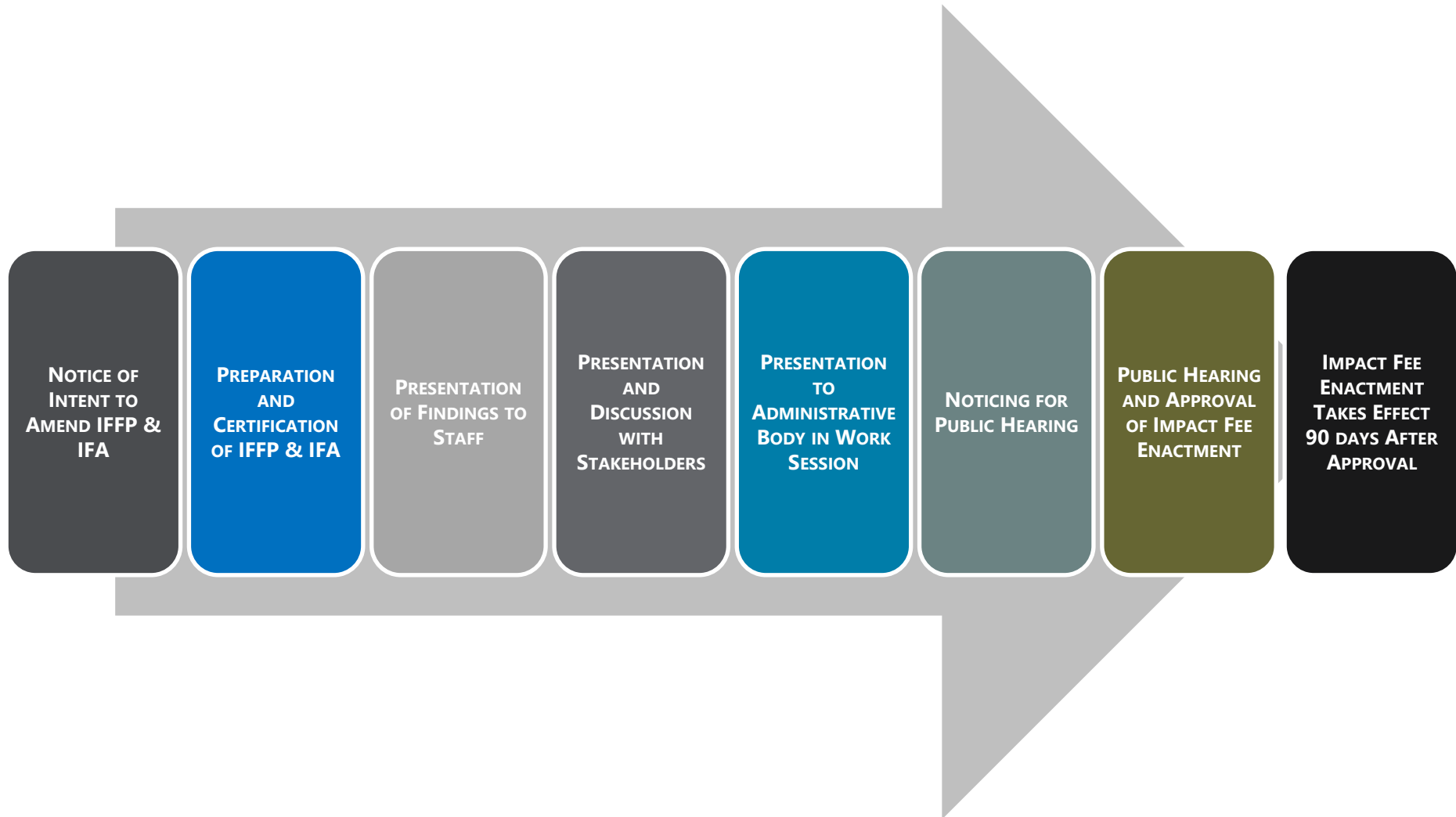
Identifies the demands placed upon the City's existing facilities by future development and evaluates how these demands will be met by the City. Outlines the improvements which are intended to be funded by impact fees.

### IMPACT FEE ANALYSIS (IFA)

Proportionately allocates the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered.



# PROCESS



# METHODOLOGY

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## **1. Service Area and Demand Analysis**

- Three Service Areas: Daybreak, Rio Tinto, Remaining South Jordan.

## **2. Provide Inventory of Existing Facilities**

- Based on existing depreciation schedule.

## **3. Establish Existing and Future Level of Service**

- LOS D for arterial and collector roadways.

## **4. Identify Existing and Future Capital Facilities Necessary to Serve New Growth**

- A combination of buy-in and new facilities will be needed to serve new development.

## **5. Consider All Revenue Resources to Finance System Improvements**

- No bonding considered in this analysis. All alternative funding considered will allocation system cost to service areas.



# ANALYSIS

## Remaining South Jordan Proportionate Share Analysis

<b>SOUTH JORDAN PROPER SERVICE AREA</b>	<b>Total Qualified Cost</b>	<b>% to New Growth</b>	<b>Cost to New Growth</b>	<b>Trips</b>	<b>Cost per Trip</b>
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$1,544,773	100.0%	\$1,544,773	14,277	\$108.20
Future Intersections (IFFP Planning Horizon)	\$3,121,111	100.0%	\$3,121,111	14,277	\$218.61
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
<b>South Jordan Service Area Impact Fee</b>					<b>\$360.88</b>

# ANALYSIS

## Daybreak Proportionate Share Analysis

DAYBREAK SERVICE AREA	Total Qualified Cost	% to New Growth	Cost to New Growth	Trips	Cost per Trip
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$4,258,609	100.0%	\$4,258,609	123,450	\$34.50
Future Intersections (IFFP Planning Horizon)	\$2,078,583	100.0%	\$2,078,583	123,450	\$16.84
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
<b>Daybreak Service Area Impact Fee</b>			<b>\$11,628,314</b>		<b>\$85.41</b>
Accounting Credit for SJ Traffic on DB Roads	(\$1,312,396)	100.0%	(\$1,312,396)	123,450	(\$10.63)
<b>Daybreak Net Cost Per Trip</b>					<b>\$74.78</b>

# ANALYSIS

## Rio Tinto Proportionate Share Analysis

RIO TINTO SERVICE AREA	Total Qualified Cost	% to New Growth	Cost to New Growth	Trips	Cost per Trip
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$7,753,124	100.0%	\$7,753,124	17,546	\$441.87
Future Intersections (IFFP Planning Horizon)	\$461,424	100.0%	\$461,424	17,546	\$26.30
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
<b>Rio Tinto Service Area Impact Fee</b>			<b>\$13,505,670</b>		<b>\$502.25</b>

# FEE SCHEDULE

## Fee By Land-Use

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
<b>Fee Per Trip</b>				<b>\$360.88</b>	<b>\$74.78</b>	<b>\$502.25</b>
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38

See IFA for detailed list of fees by land-use

# NEXT STEPS

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- ☐ Hold public hearing
- ☐ Adopt, Modify, Reject Impact Fees
- ☐ 90 Day Wait Period

# QUESTIONS

**Fred Philpot** | Vice President/COO

**LRB Public Finance Advisors**

**O** 801.596.0700 | **C**801.243.0293

[lrbfinance.com](http://lrbfinance.com)

Lewis Young Robertson & Burningham is now **LRB Public Finance Advisors**

