

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

February 20, 2024

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Commerce Brian Preece, Fire Chief Chris Dawson, Director of Administrative Services Melinda Seager, Assistant Director of Public Works Joey Collins, Director of Recreation Janell Payne, CFO Sunil Naidu, Director of Planning Steven Schaefermeyer, City Engineer Brad Klavano, Deputy City/Transportation Engineer, Jeremy Nielson, Police Chief Jeff Carr, Communications Manager Rachael Van Cleave, Senior Systems Administrator Phill Brown, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Planning Commissioner Sam Bishop

Absent: Council Member Tamara Zander

Others: Kai Tohinaka, Tim Sullivan, Jeremy Searle, Tim Taylor

4:41 P.M.
STUDY MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting, excusing Council Member Tamara Zander who was absent.

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

Director Preece offered the invocation.

Mayor asked for a motion to amend the agenda to move the Executive Closed Session to the next item on the agenda, before Mayor and Council Coordination, due to scheduling issues.

Council Member Johnson motioned to amend the agenda as described above by the Mayor. Council Member McGuire seconded the motion; vote was 4-0, unanimous in favor. Council Member Zander was absent from the vote.

Council Member Shelton motioned to recess the City Council Study Session and move to Executive Closed Session. Council Member Johnson seconded the motion; Vote was 4-0, unanimous in favor. Council Member Zander was absent from the vote.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

C. Executive Closed Session

C.1. Discussion of the purchase, exchange or lease of real property.

Council Member McGuire motioned to adjourn the Executive Closed Session and return to the City Council Study Meeting. Council Member Johnson seconded the motion; vote was 4-0, unanimous in favor. Council Member Zander was absent from the vote.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN CITY COUNCIL STUDY MEETING.

D. Mayor and Council Coordination

Mayor and Council discussed details for the State of the City Address.

E. Discussion/Review of Regular Council Meeting

Action Items:

Resolution R2024-18, Establishing the Healthy South Jordan Coalition

F. Discussion/Presentation Items

F.1. Transportation Master Plan. *(By Deputy City/Transportation Engineer, Jeremy Nielson)*

Engineer Nielson introduced Jeremy Searle and Tim Taylor from Wall Consultant Group.

Jeremy Searle – Reviewed his prepared presentation (Attachment A).

Council Member McGuire shared his concerns with the suggested restriping of 4000 West, especially between 10400 South and 11400 South, with all the on-street parking from those neighborhoods. While this proposal is for 10 years down the road, he just doesn't see traffic increasing enough to warrant the change.

Engineer Nielson acknowledged that it is borderline, whether the restriping is needed or not. Staff has the same concerns about the parking issues as well.

Council Member McGuire suggested moving that project to a Phase 2 if there is something else in Phase 2 that would be better served as a higher priority project.

Director Klavano noted that there are options for striping 4000 West to add those additional lanes that wouldn't eliminate all the street parking in the areas of concern. He added that he drives that road, that specific stretch of 4000 West, quite a bit and the traffic has definitely picked up, but that could be due to traffic trying to avoid the stop light at 9800 South and

Bangerter. There is a chance that after that underpass is completed that traffic returns to Bangerter and 4000 West sees less traffic.

Mr. Searle continued reviewing Attachment A, specifically discussing the realignment of U-111 and the change in plans from making it a five lane road to one lane in each direction, which is Phase 1. The Phase 2 project will be to widen the road to five lanes.

Director Klavano shared that he just attended a related meeting last Thursday and the plan discussed there was to buy the right-of-way and build one lane in each direction, putting the turn lanes in where all the future streets will come in, and then come back later and widen it to five lanes. He has concerns with the ability to preserve the right-of-way for the future five lanes, but this is still an ongoing discussion with UDOT trying to find more money.

Attorney Loose explained that his understanding, as of last year, was that the entire project was included from New Bingham to West Jordan. This year UDOT has come back to the legislature because they no longer have enough money due to inflation on many of their projects, including this one.

Mr. Searle moved to discussing Mountain View Corridor, and noted that the environmental committed to having the 5600 West bus line in before it could become a freeway. UTA is looking at starting design for that project next year

Director Klavano added that they have to finish from Porter Rockwell to 2100 North, and get the transit in place on 5600 West, before our portion of Mountain View Corridor can be completed.

Mayor Ramsey added that once Grandville is complete in South Jordan it will jog and still connect, making it an additional corridor for north to south travel.

Mr. Searle continued reviewing Attachment A.

F.2. 9800 South Solutions Development update. *(By Deputy City/Transportation Engineer, Jeremy Nielson)*

Engineer Nielson introduced the issues being addressed in regards to 9800 South the challenges this specific road brings. He added that according to data from Strava, this is the busiest corridor in the Southwest Quadrant, being heavily used by cyclists.

Kai Tohinaka – Reviewed prepared presentation (Attachment B) and explained the process being used, including the three phases planned.

Tim Sullivan– Reviewed Attachment B, specifically discussing the stakeholders and desire for public input.

Mayor Ramsey asked who is serving on that committee from the city.

Engineer Nielson responded Council Member Harris, Council Member Johnson, himself, Director Schaefermeyer and Director Klavano. In addition, Merit Medical will be there, along with five residents, a few school representatives, and bike and running advocates.

Mr. Tohinaka shared that they will have a website for interaction, but it is not up and running yet.

Engineer Nielson explained that there are no construction plans, this is just high level planning to start getting ideas.

Council Member Harris noted it's important for all the stakeholders to be willing to discuss things in a broad and holistic manner, rather than focusing on one single issue, and he suggested watching for that as things get started.

Council Member McGuire also suggested making sure that along with the avid runners and cyclists, they have someone watching out for the casual users, families trying to connect throughout the city purely for recreational purposes.

ADJOURNMENT

Council Member McGuire motioned to adjourn the February 20, 2024 City Council Study Meeting. Council Member Shelton seconded the motion; vote was 4-0 unanimous in favor. Council Member Zander was absent from the vote.

The February 20, 2024 City Council Study meeting adjourned at 6:38 p.m.

This is a true and correct copy of the February 20, 2024 City Council Study Meeting Minutes, which were approved on March 19, 2024.

Anna Crookston

South Jordan City Recorder



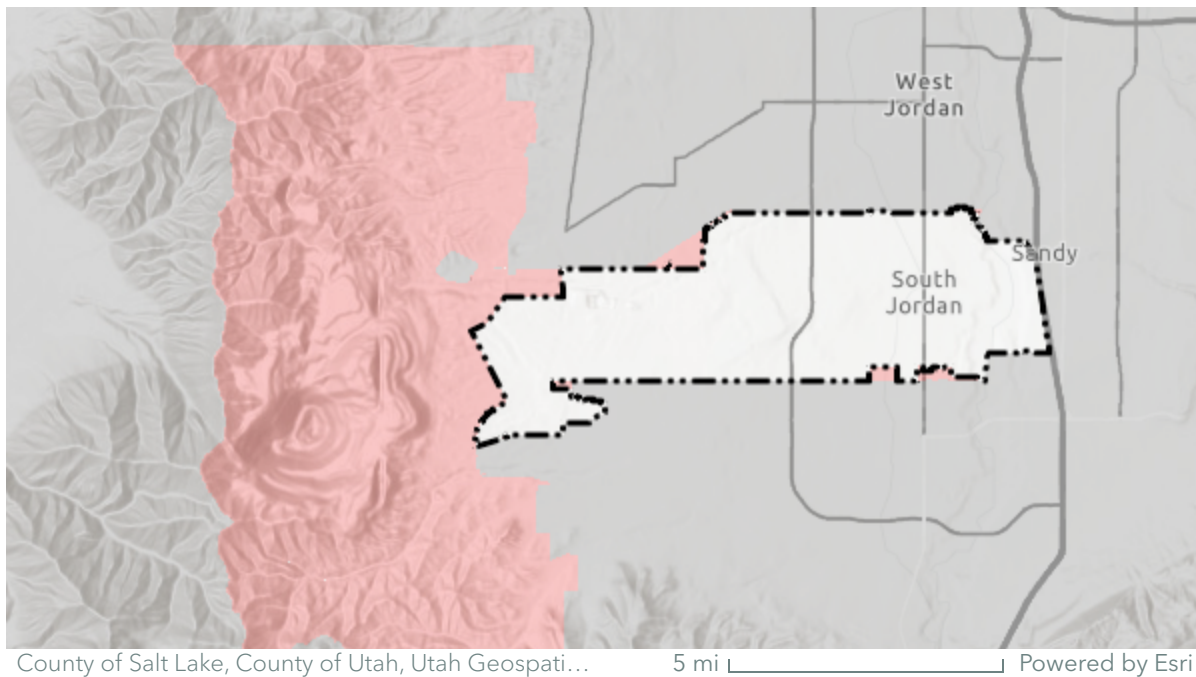
South Jordan Transportation Master Plan

DRAFT

South Jordan City
October 12, 2023

Introduction

The South Jordan Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing deficiencies in the roadway network that will likely occur due to land development and the resulting population growth within South Jordan City.



Future City Limits

Goals and Vision

This transportation master plan will be a guide for the City to properly plan, budget and maintain a safe and efficient multi-modal transportation network into the future by:

- Improving active transportation infrastructure (SC-4, RPI-3, DAOS-1, ED-4, FRG-6)
- Developing a connected road network (SC-4, RPI-3, ED-4, FRG-6)
- Improving the public transit network (SC-4, RPI-3, ED-4, SG-4, FRG-6)
- Enhancing transportation safety within the city (SC-4, RPI-3, FRG-6)
- Engaging and coordinating with the community and stakeholders through the planning process (SC-5, RPI-1, BRE-3, EC-3)

(The goal and vision corresponds with the South Jordan City Strategic Priorities which are listed on the City's [website](#).)

Demographics

Table 1: Historic Population Growth	
Year	Population
1980	7,492
1990	12,220
2000	29,437
2010	50,418
2020	77,487

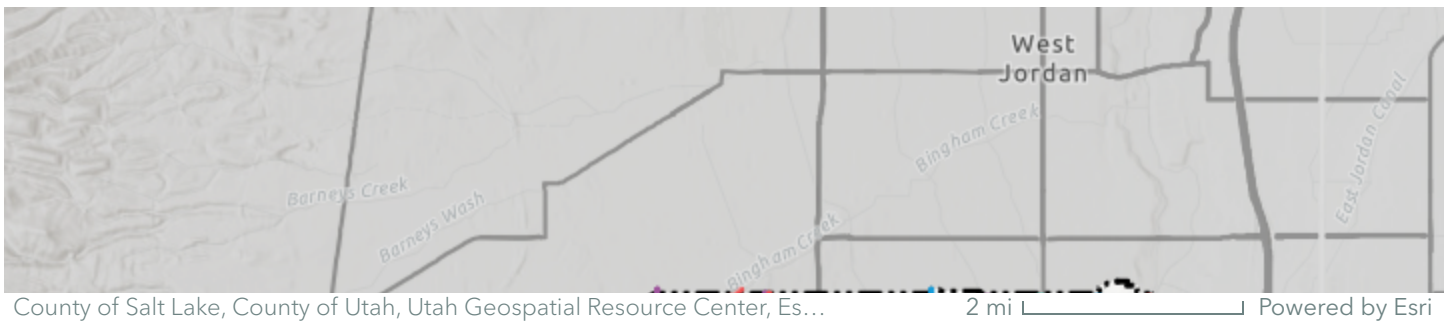
South Jordan has experienced steady population growth over the past 40 years. The most recent 2020 census shows that South Jordan has a population of 77,487.

The image below represents the worker in-flow and out-flow for South Jordan in 2020. This data is from the US Census Bureau's Center for Economics. The number of workers who live in South Jordan and travel elsewhere for work is slightly greater than the number of workers who live outside of South Jordan and enter the city for work. 5.7% of the South Jordan City workforce both live and work in South Jordan.



Active Transportation

Existing Active Transportation



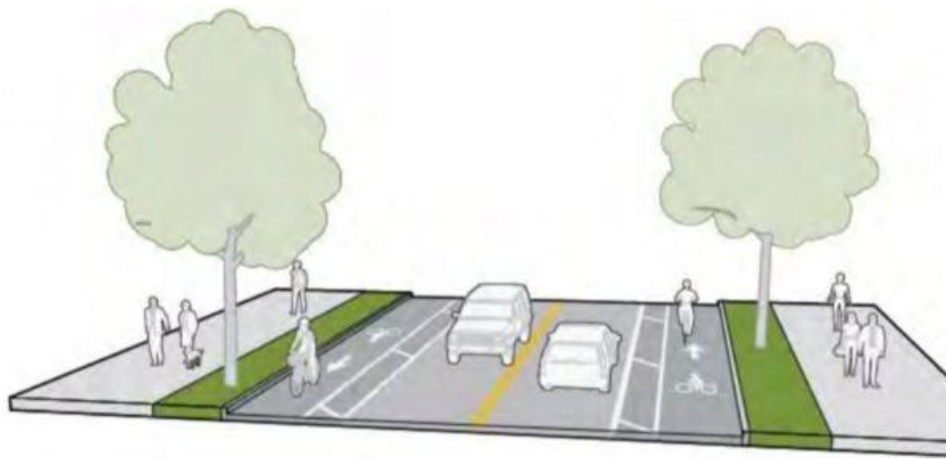
The following definitions are from the previous ATP which refer to the Salt Lake Count Bikeway Design guidance manual.

Bike Lane



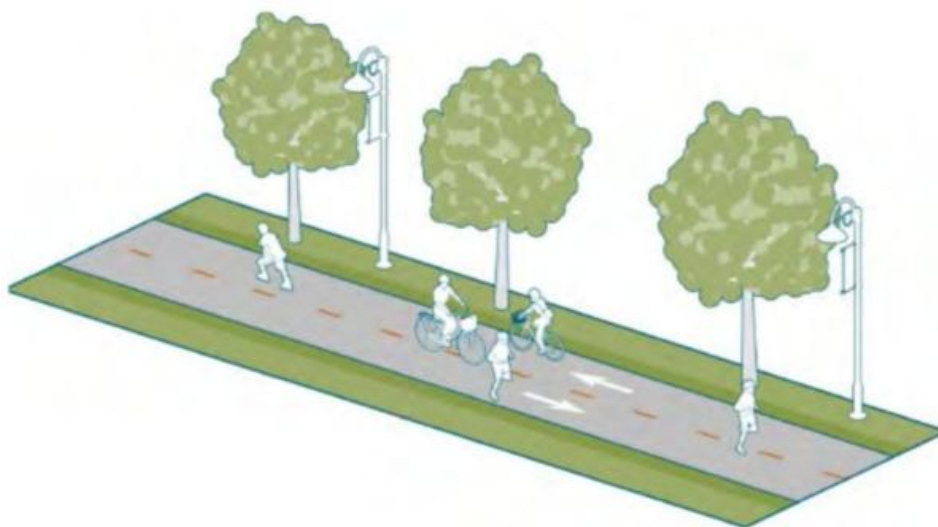
Bike lanes use signs and pavement markings to delineate street space that is exclusive for bicycling. Bike lanes can encourage predictable traffic flow from both cyclists and motorists.

Buffered Bike Lanes



Buffered bike lanes use painted buffers which improve bicyclist level of comfort by increasing the distance between traffic and cyclists. As with bike lanes, signs and pavement markings are to designate on-street space exclusive to bicycling.

Multi Use Pathway



Multi-use paths, also known as shared-use paths, paved trails or greenways, are off street, paved facilities for bicyclists and pedestrians that are physically separated from motor vehicle traffic. These facilities are preferred by less experienced cyclists, but more experienced cyclists may avoid them due to out of direction travel and slower users.

Byway



Neighborhood byways also known as bicycle boulevards or greenways, are shared streets optimized for bicycle travel. Signs and pavement markings are used to create a high comfort environment while traffic calming features manage motor vehicle speeds and volumes.

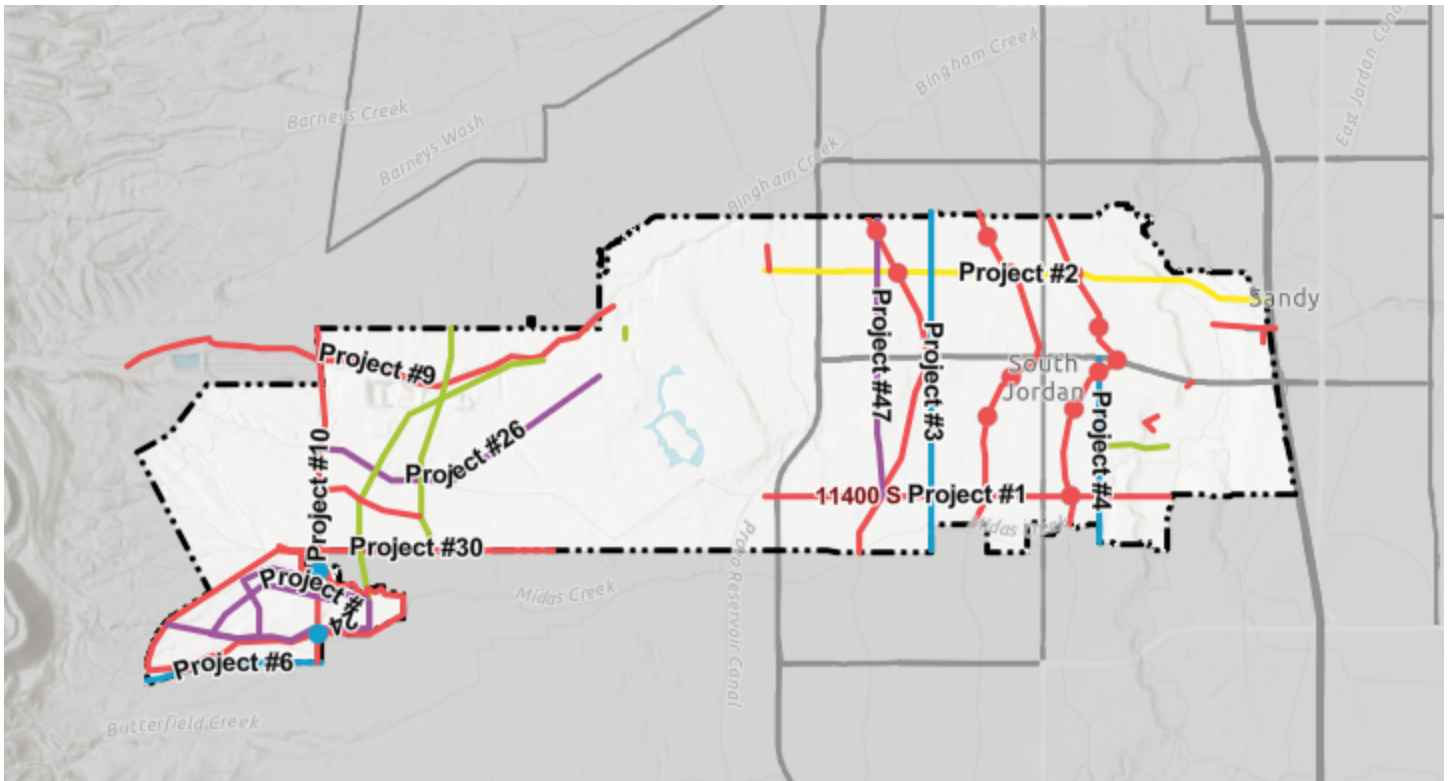
Cycle Track



A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and

are separated from motor vehicle travel lanes, parking lanes, and sidewalks.

Phase #1 Projects - Active Transportation

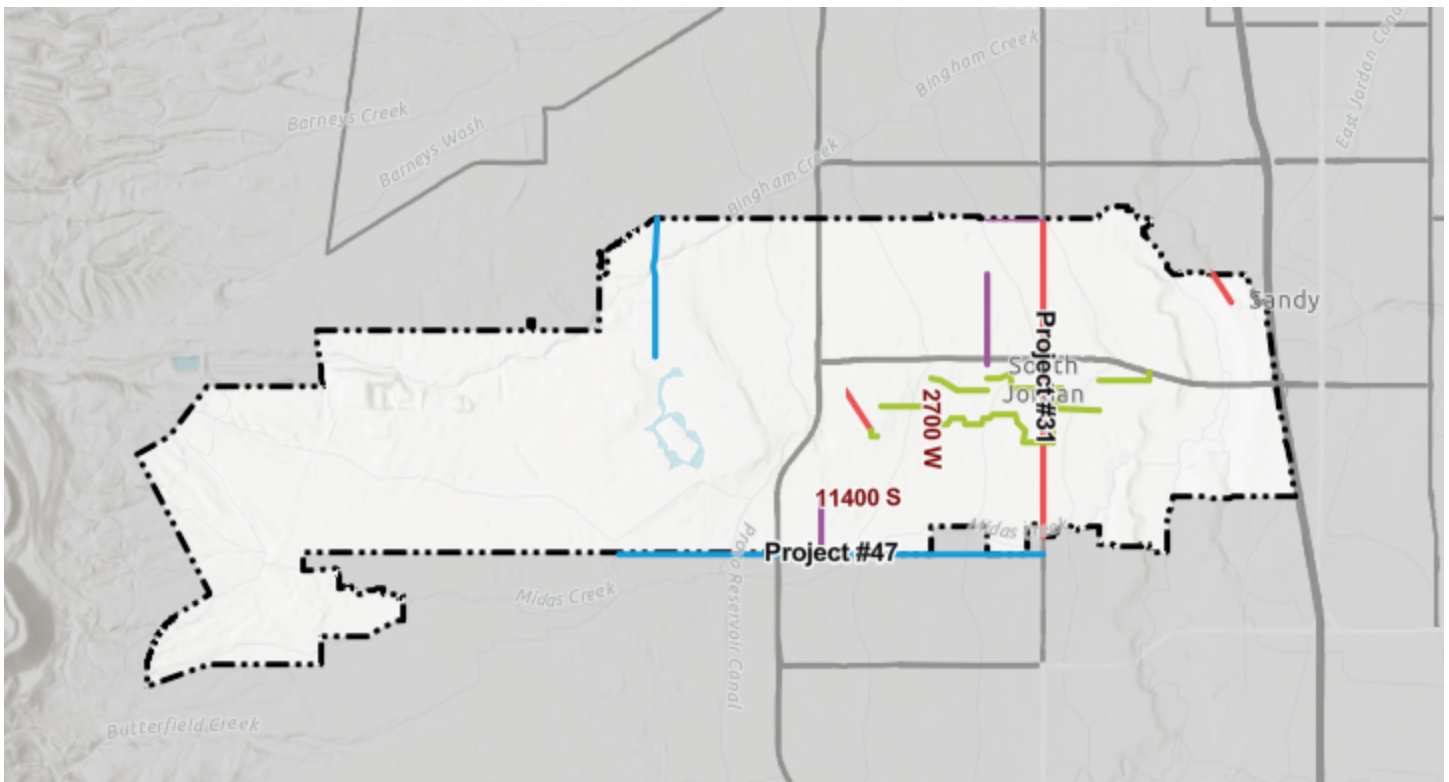


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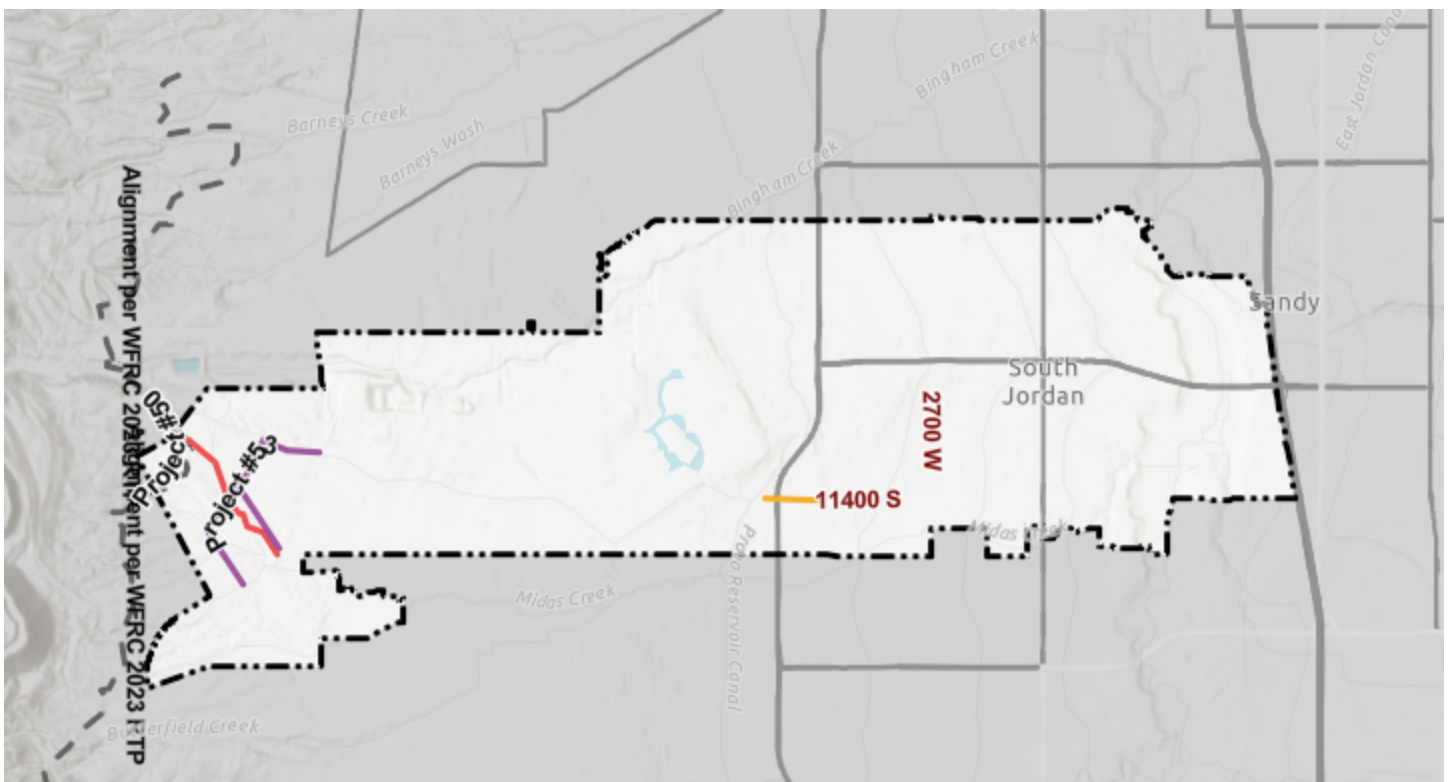
Phase #1 Active Transportation Projects

Phase #2 Projects - Active Transportation



Phase #2 Active Transportation Projects

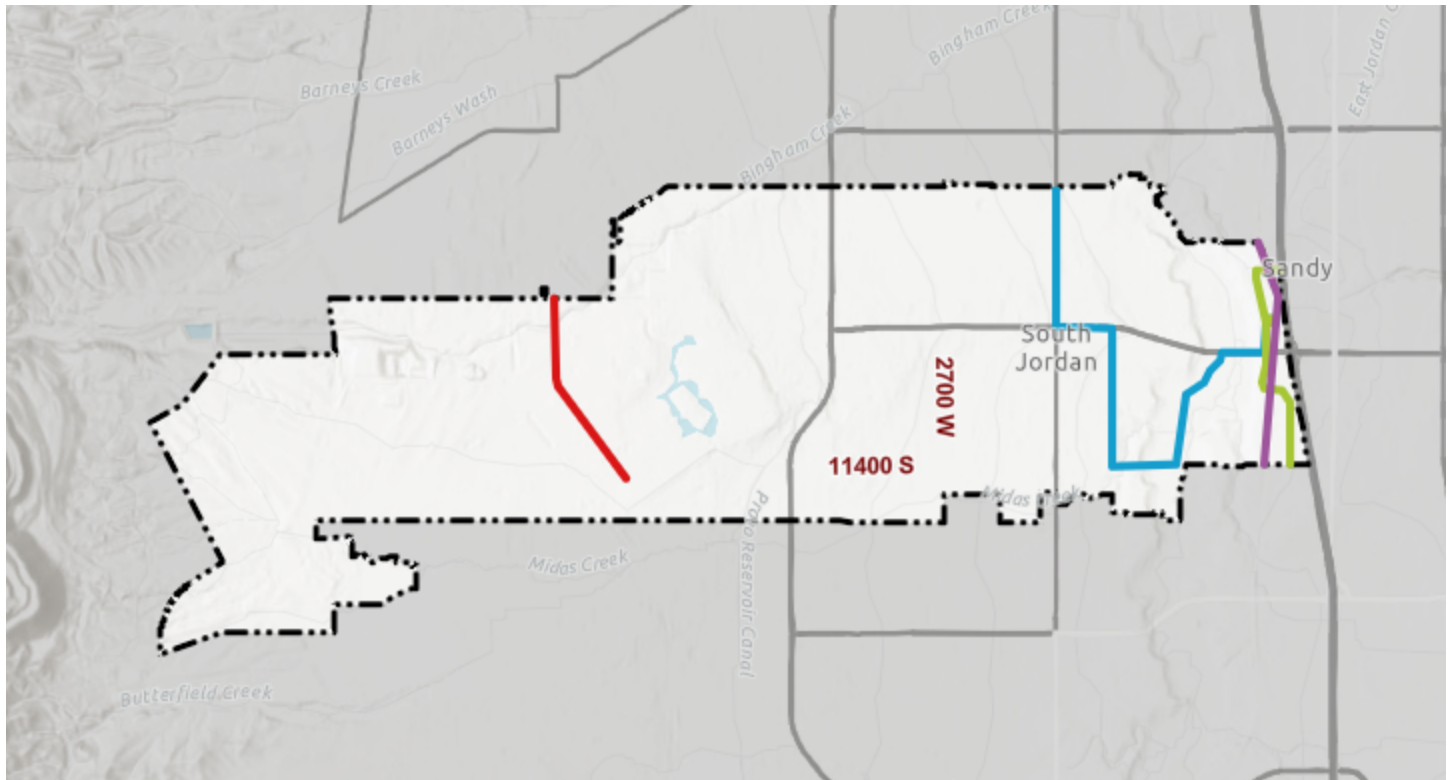
Phase #3 Projects - Active Transportation



Phase #3 Active Transportation Projects

Transit

Existing Transit Routes

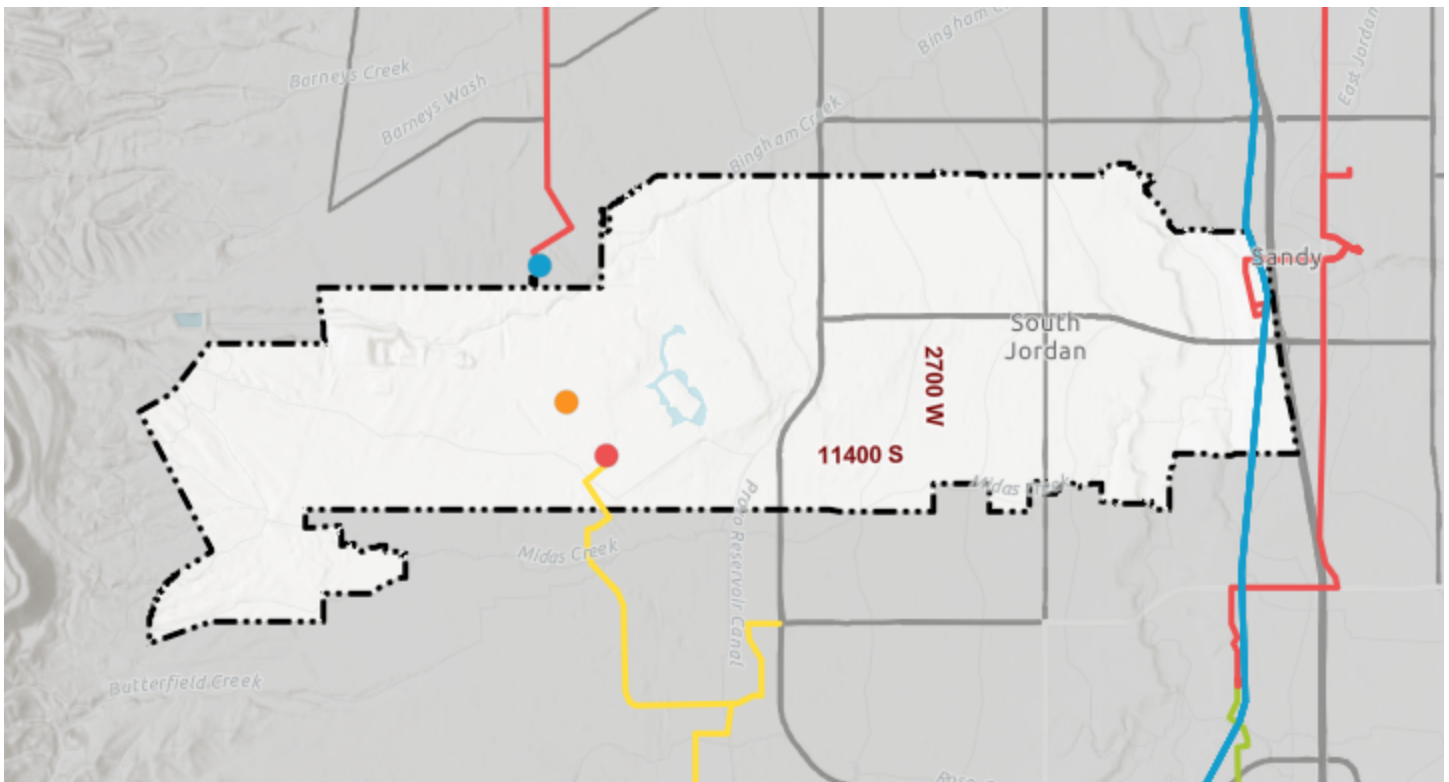


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South Jordan TMP - Grey Basemap

WFRC Transit Projects



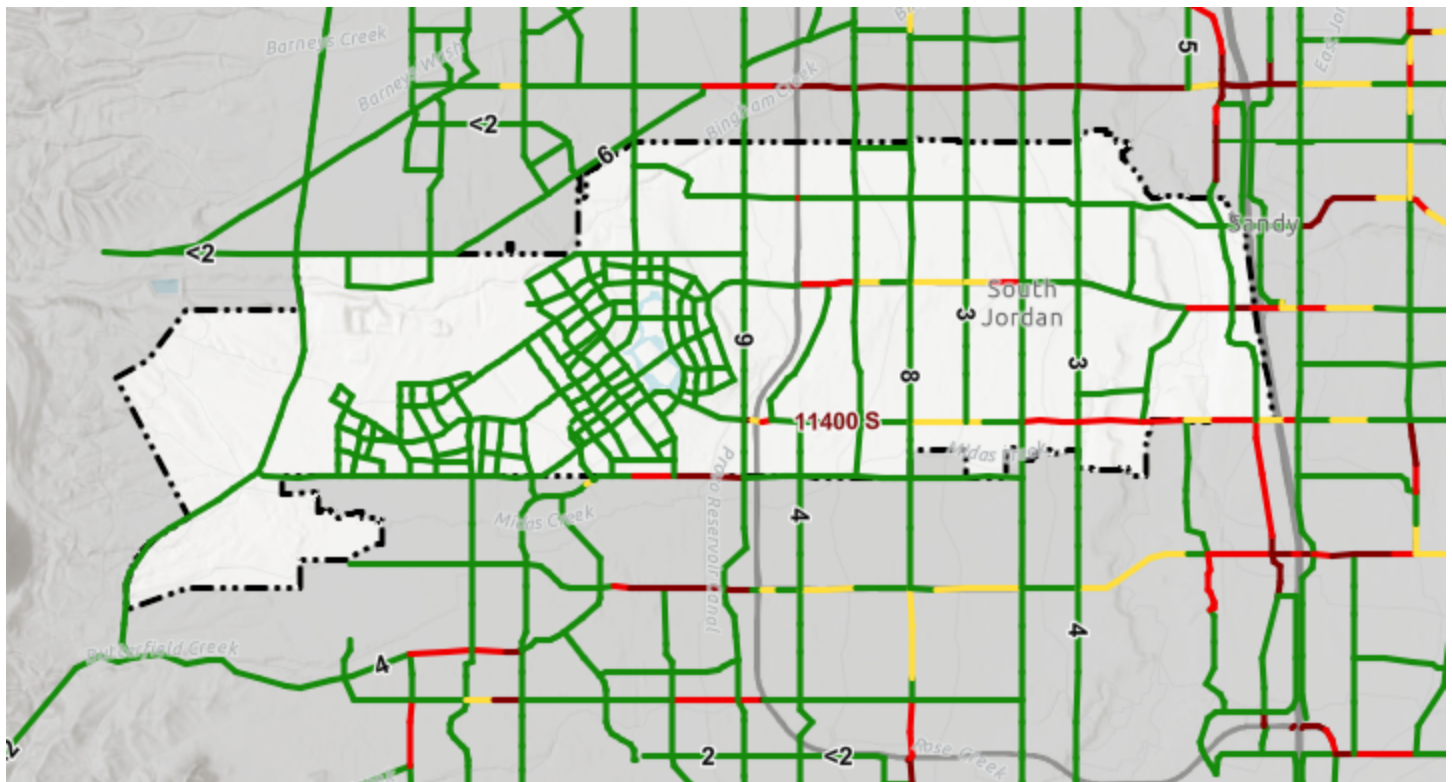
County of Salt Lake, County of Utah, Utah Geospatial Resource Center, Es...

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Note: 5-year service plan bus route planned North to South on 4800 West/Lake Ave/Grandville. In addition, a 5-year service plan for on-demand Via transit is planned for the whole city.

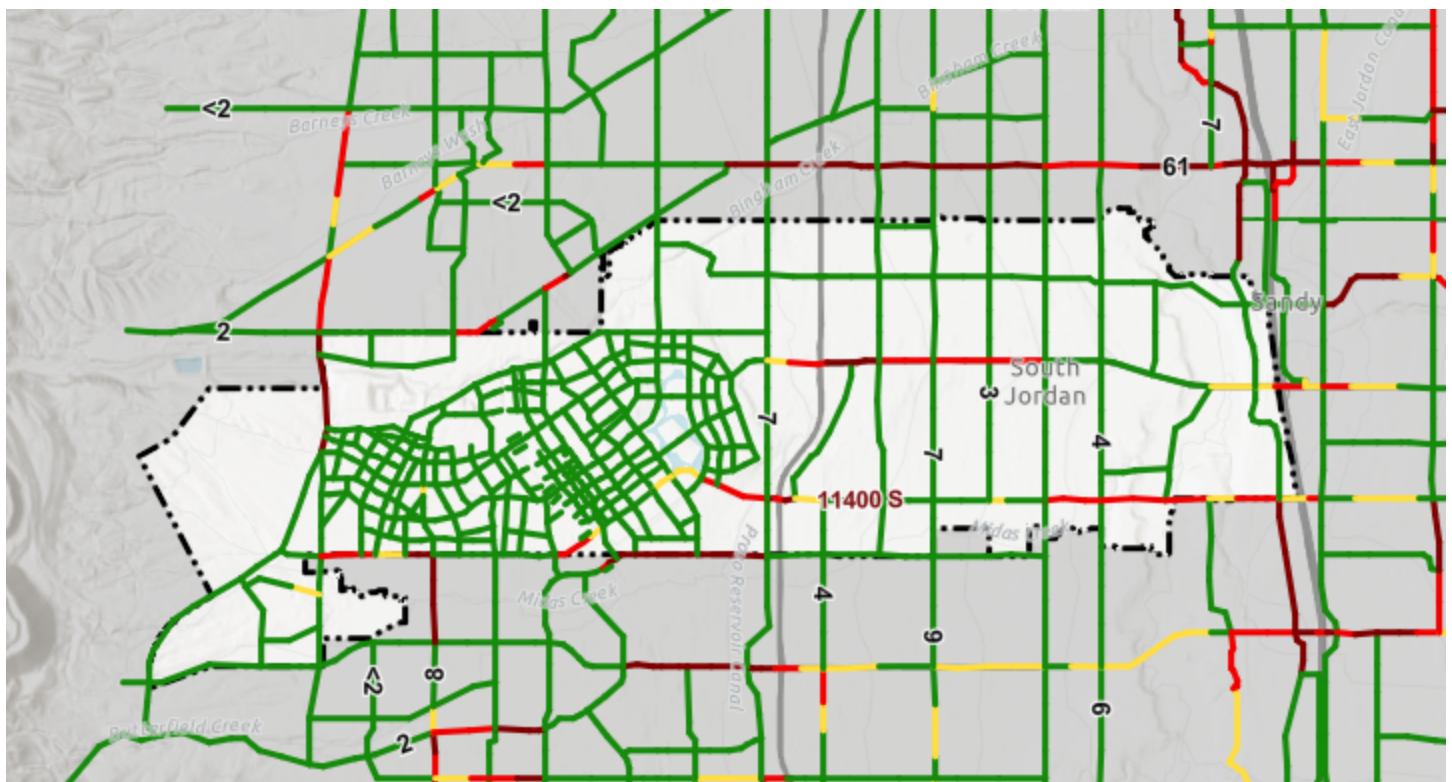
Travel Demand Model

2023 No-Build



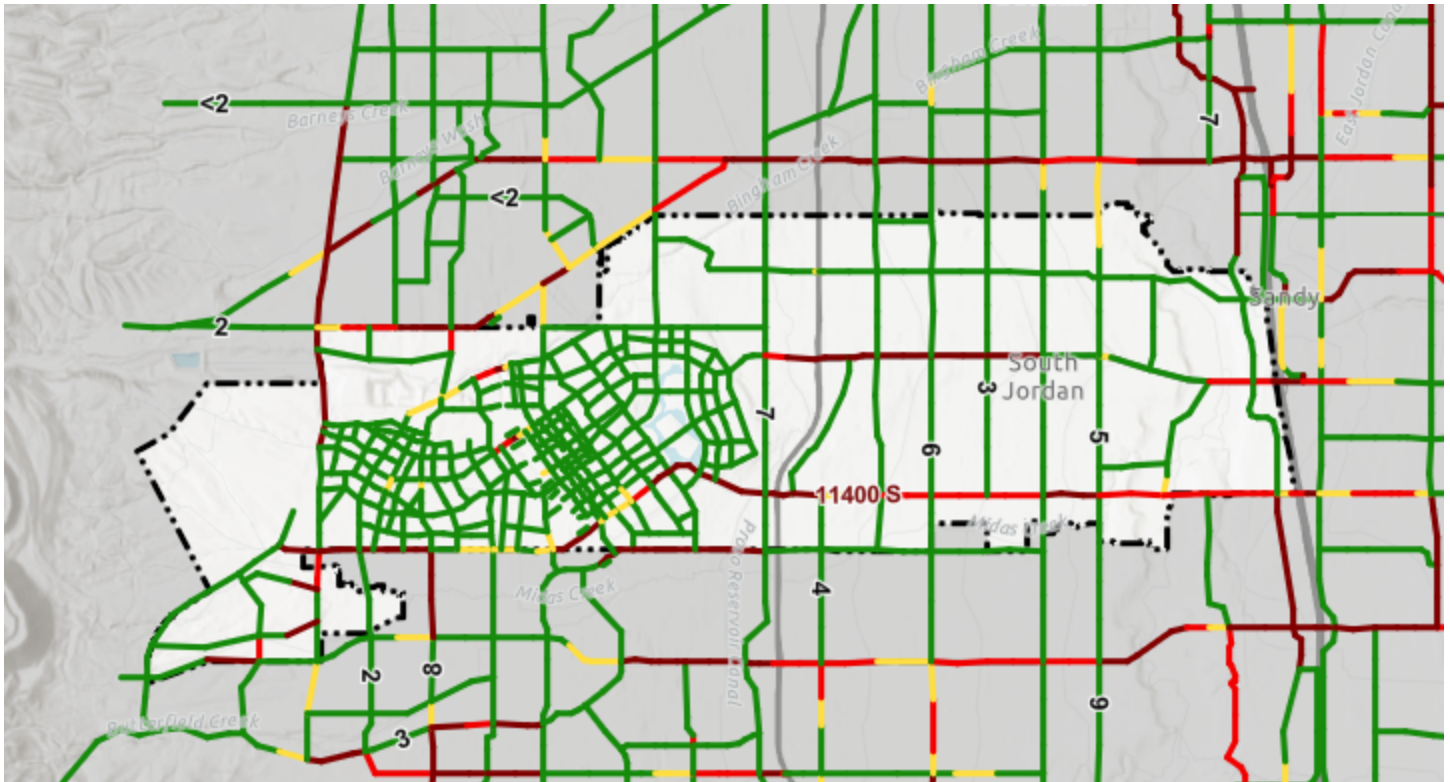
2023 No-Build TDM Results

2033 No-Build



2033 No-Build TDM Results

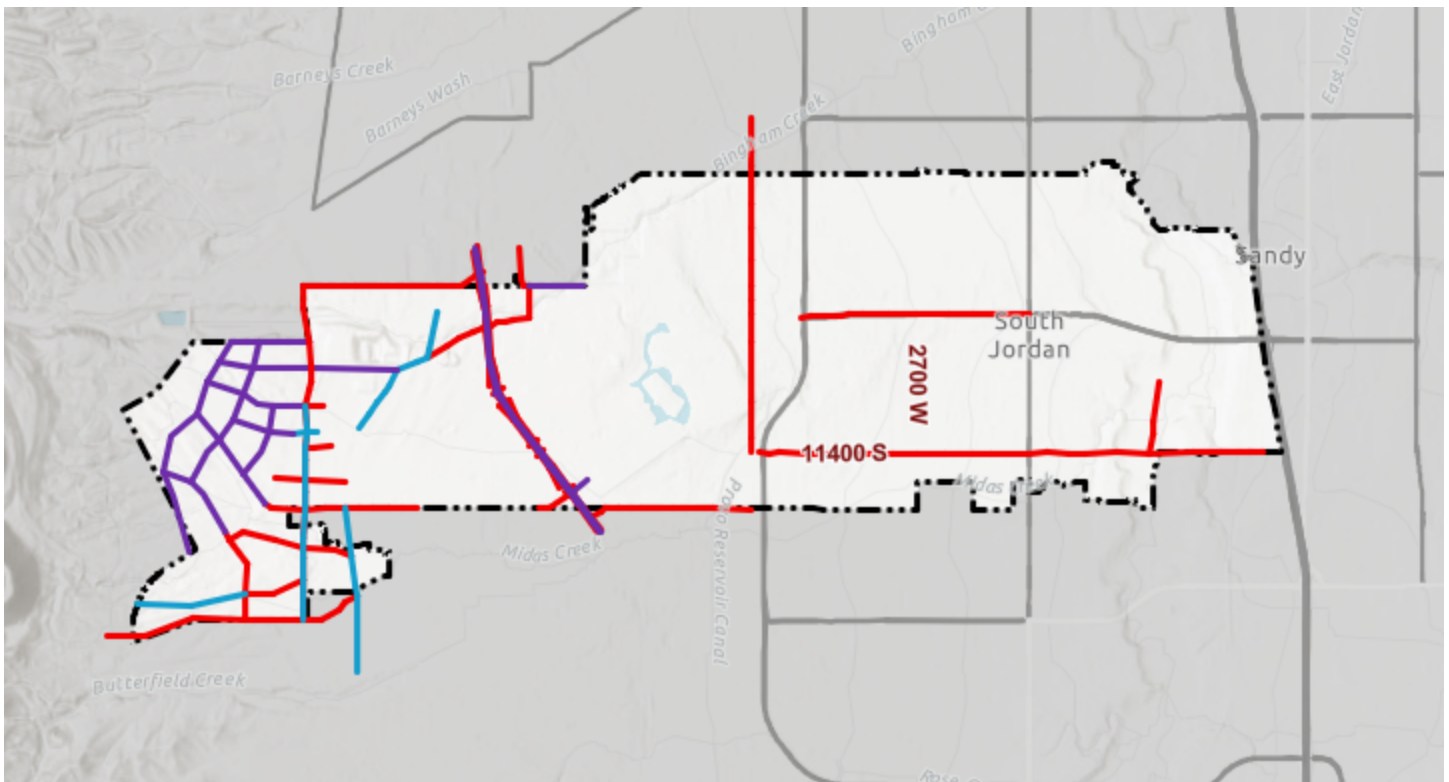
2050 No-Build



2050 No-Build TDM Results

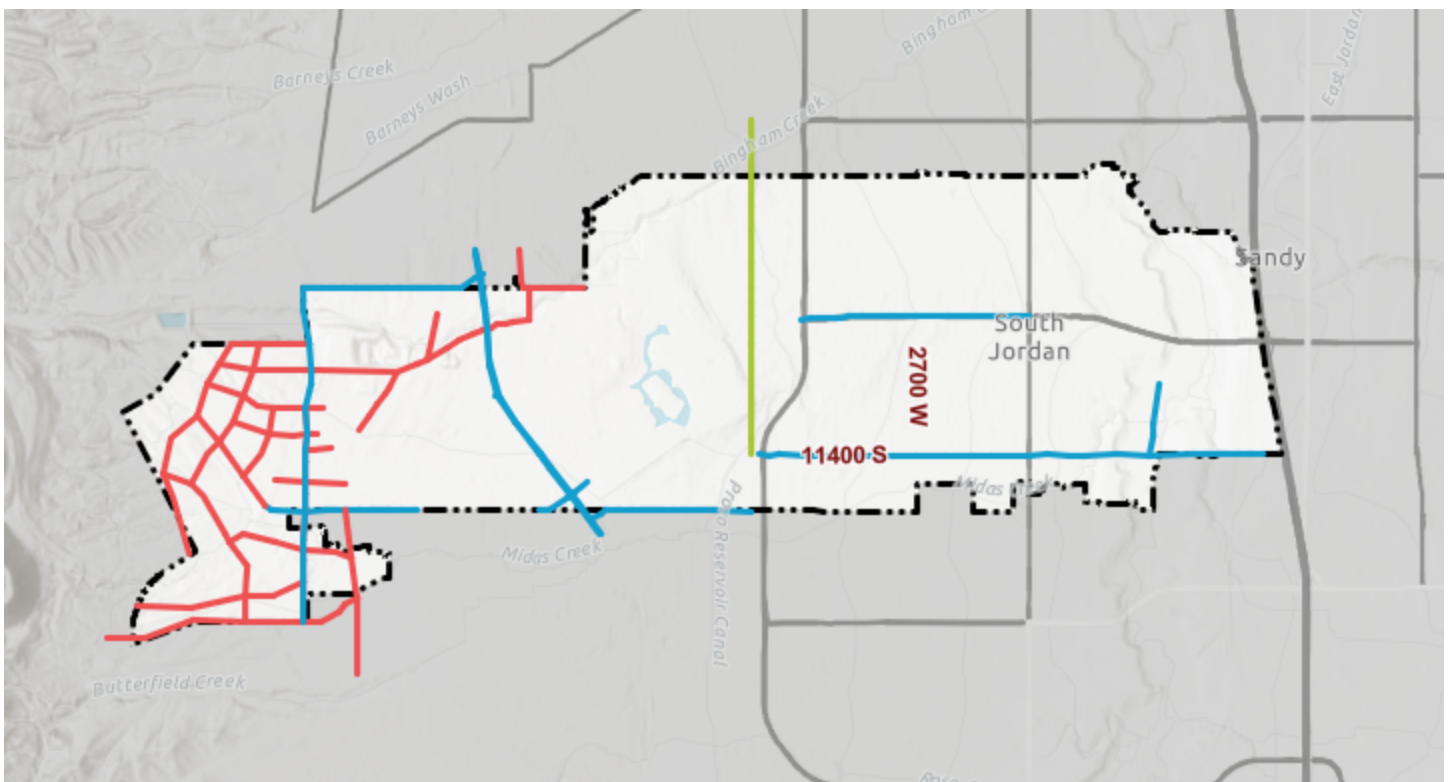
Roadway Projects

By Phase



Roadway Projects by Phase

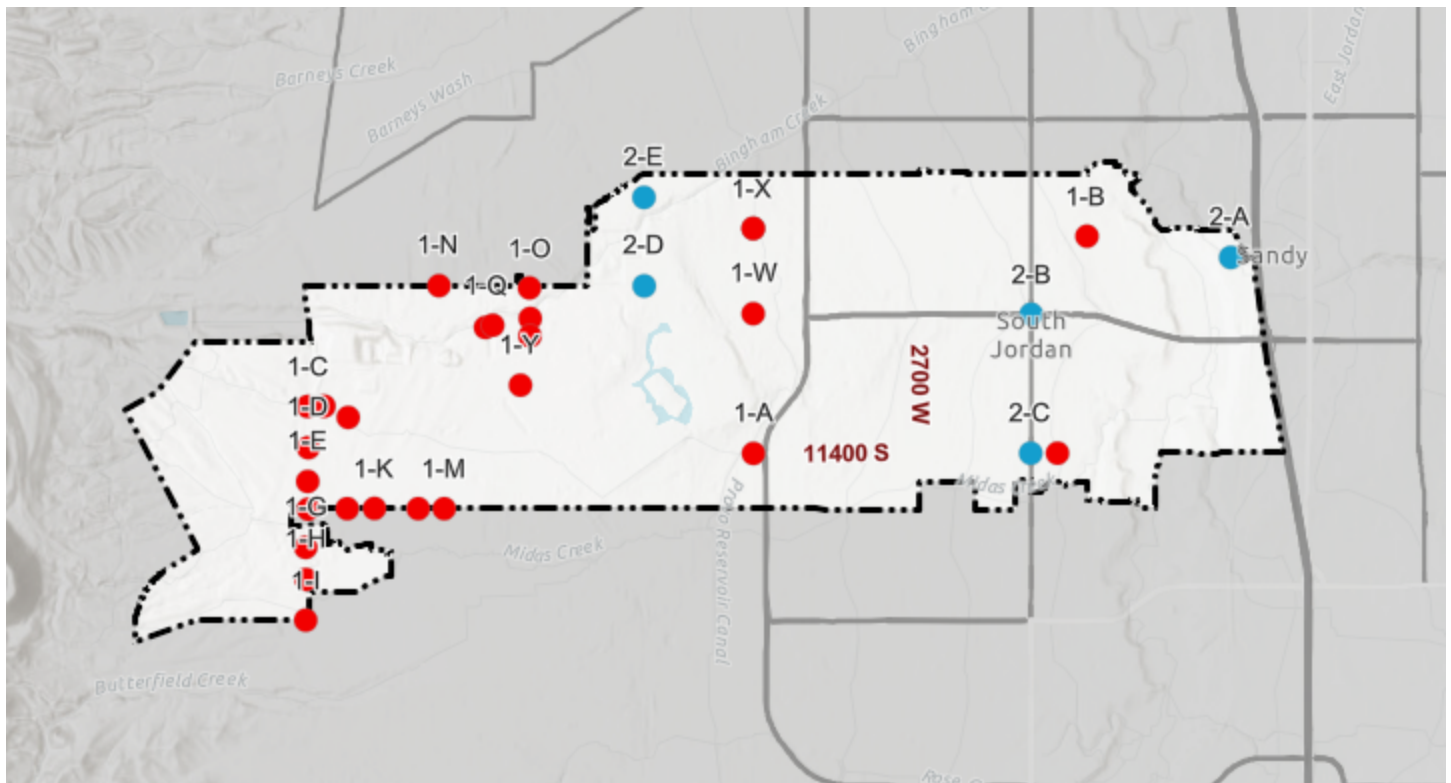
By Scope



Roadway Projects by Scope

Intersection Projects

By Phase

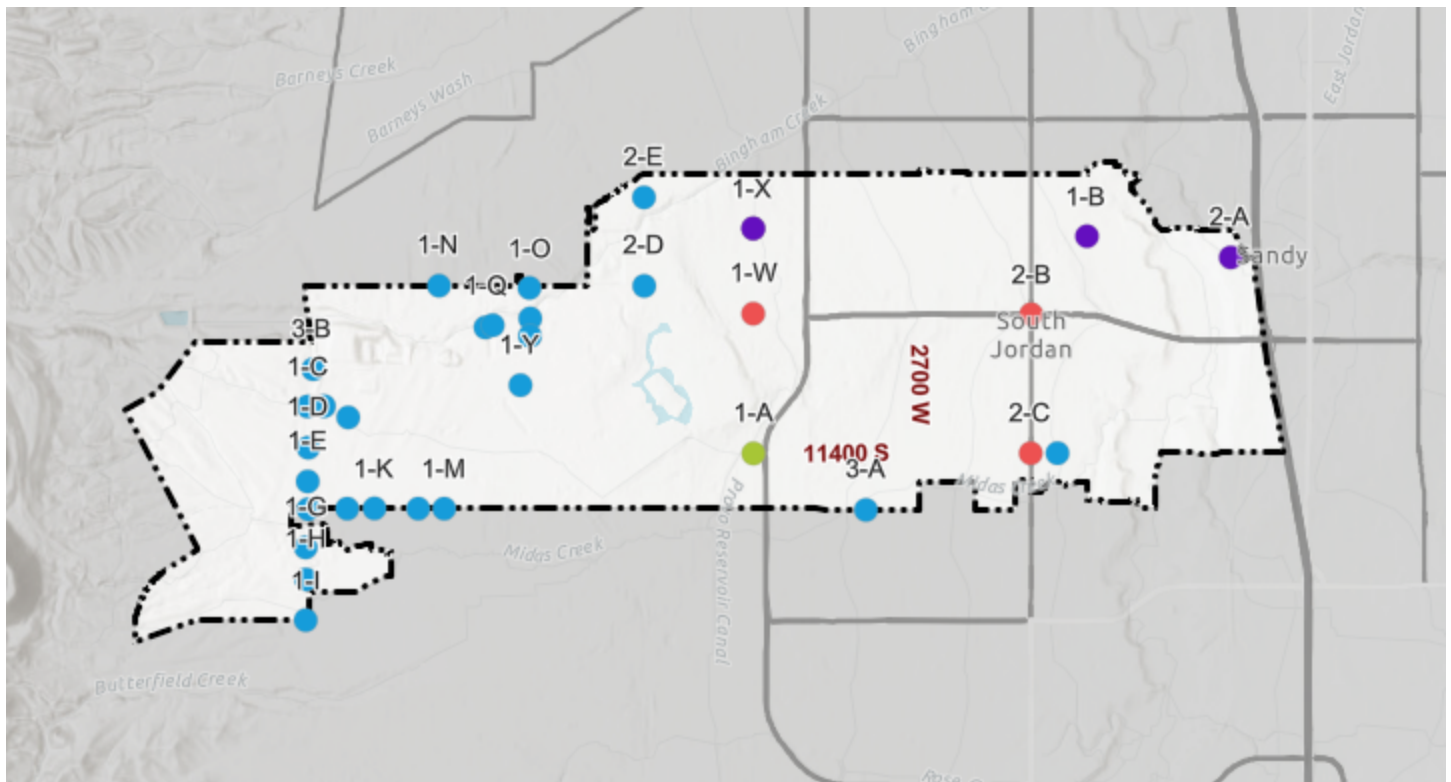


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Intersection Projects by Phase

By Scope

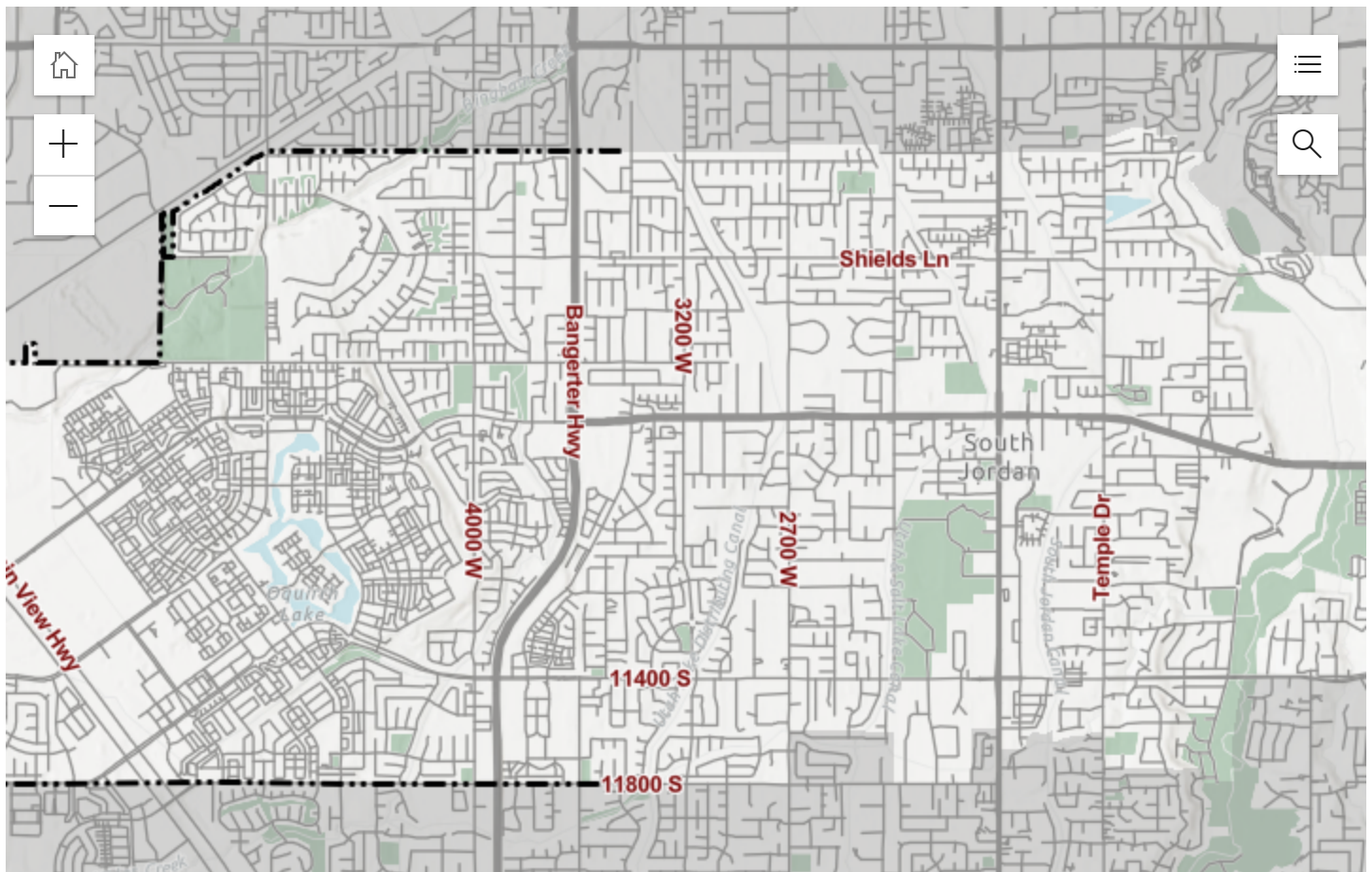


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Intersection Projects by Scope

TMP Map Application



Existing Transit Routes



2023 to 2050 RTP Transit
Projects (points)



2023 to 2050 RTP Transit
Projects (lines)



Intersection Control



County of Salt Lake, County of Utah, Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, GeoT... Powered by Esri

End of Presentation

Wall Consultant Group

South Jordan TMP

Attachment B

ParametriX

SOUTH JORDAN CITY COUNCIL WORK SESSION

February 20, 2024





SOLUTIONS DEVELOPMENT PROCESS

- The Shield's Lane Solutions Development Study seeks to model the planning process on UDOT's Solutions Development process.
- Solutions Development is a planning process that aims to clearly understand the unique context of a focused area and develop tailored solutions that align with the community's vision and needs.
- This process features a robust public engagement process and three distinct phases:



SOLUTIONS DEVELOPMENT PROCESS

Phase 1 – Context (Values and Goals)

- Existing conditions Analysis
- Corridor tour and visioning session
- Draft and final goals and objectives

Phase 2 – Problem (Criteria and Needs)

- Evaluation system
- Corridor wide traffic and level of traffic stress models
- Draft and Final Needs and Problems memo

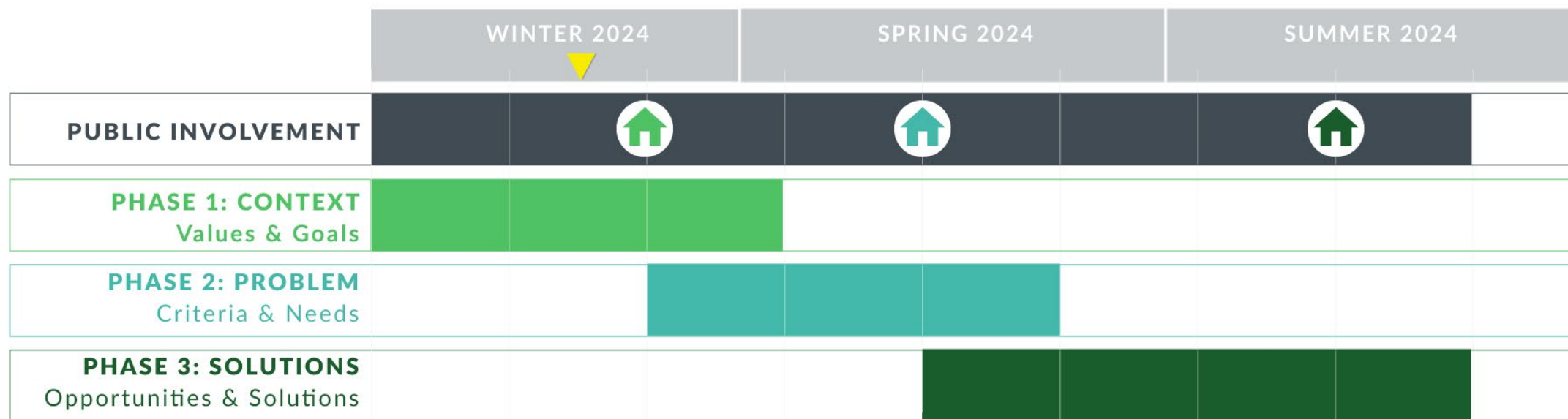


SOLUTIONS DEVELOPMENT PROCESS

Phase 3 – Solutions (Opportunities and Solutions)

- Design alternatives concepts
- Planning-level concept design
- Cross sectional analysis
- Intersection layouts
- Concept-level cost estimate for entire corridor
- Draft Action Plan

X SCHEDULE



🏠 Open House ▼ Current phase



STAKEHOLDER AND PUBLIC ENGAGEMENT

Stakeholder Engagement

- Stakeholder Committee:
 - Representatives from City leadership, City staff, community, regional transportation agencies.
 - Will help the team make key project decisions over ~4 meetings.
 - 15 confirmed members and Kickoff Meeting scheduled for March 7.

Public Engagement

- Three phases:
 - Context
 - Problem
 - Solutions
- For each phase –
 - In-person engagement – Open Houses
 - Online engagement – survey, interactive map, website