

SOUTH JORDAN CITY
CITY COUNCIL MEETING

September 17, 2019

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Jason McGuire, Council Member Don Shelton, Council Member Tamara Zander, CM Gary Whatcott, Police Chief Jeff Carr, Administrative Services Director Spencer Kyle, City Commerce Director Brian Preece, Finance Director Sunil Naidu, ACM Dustin Lewis, City Attorney Ryan Loose, Fire Chief Chris Dawson, Planning Director Steven Schaefermeyer, Engineering Director Brad Klavano, Public Works Director Jason Rasmussen, IT Director Jon Day, City Council Secretary MaryAnn Dean

Others: See Attachment A

REGULAR MEETING

A. Welcome and Roll Call – *Mayor Dawn Ramsey*

Mayor Ramsey welcomed everyone present. All members of the City Council were present as listed.

B. Invocation – *By City Manager, Gary Whatcott*

CM Whatcott offered the invocation.

C. Pledge of Allegiance

Administrative Services Director Spencer Kyle led the audience in the Pledge of Allegiance.

D. Minute Approval

D.1. September 3, 2019 Council Study Meeting

D.2. September 3, 2019 City Council Meeting

Council Member Zander made a motion to approve the September 3, 2019 Council study meeting minutes, and the September 3, 2019 City Council meeting minutes, as printed. Council Member McGuire seconded the motion. The vote was unanimous in favor.

E. Public Comment:

Ian Wade, 4504 Kestral Way, thanked the City Council for their time discussing renewable energy. He said there is growing recognition that climate change is happening and should be acted on. HB411 gives residents a chance to do something individually regarding renewable energy. He encouraged the city to take steps to becoming a renewable energy city.

Alex Marmor, 3657 West Dusky Sky Ln, said he lives in the Rushton Meadows townhomes. They are still dealing with issues regarding parking. He said he is Vice President of the HOA. It is increasing hard to deal with people that live in the neighborhood. The guest parking is now being used by residents. He said the residents are starting to email staff and Council Member McGuire. He is currently trying to decide if he is going to rent or sell his townhome. It is difficult with the parking situation. It brings down the property values. The area they are expecting residents to park is dark at night and the canal is overgrown. He said it is unsafe for the residents. He is concerned about other petitions coming through to prevent them from parking where they currently park.

Tyson Waters, 3646 W. Evening Sky Lane, said he is the HOA president. He heard there was a petition submitted to staff for no parking on Coastal Moon Dr. The points were that it narrows the road, increases illegal activity, and creates safety concerns. He said they are having to park further away from their home and that creates safety issues for their residents. He said their residents have been submitting letters, rather than a petition. He said this issue is dividing their community. If it is a safety issue, no one should be parking on the road. He said they are concerned about further petitions from other areas. They are looking for a compromise that works for both sides.

Mayor Ramsey asked if every townhome has a 2 car garage? Do people have more than 2 cars? Mr. Waters said yes. They are enforcing that you have to be able to park cars in the garage. Some residents have teenagers or parents that live with them.

Travis Holmquist, 3672 Evening Sky Lane, concurred with the previous comments. He has a teenager who drives. Some people have 2 teenage drivers. Every unit is 3-4 bedrooms. On his street, there are 2 homes for sale. Homes are sitting and not selling because of the parking situation. It is a 3-4 minute walk to get from the parking space to their home. Most people in the now permitted parking area can accommodate 5 cars at their residence. He said he does not feel the safety issues are the real concern. The residents just don't want people to park in front of their home, but there is nowhere else for the townhome residents to park.

Candice Holmquist, 3672 W. Evening Sky Lane, said there are several townhomes for sale, and they are having a difficult time selling. She said they also have an overpass going in at Bangerter. There are several challenges for them to consider. She said she had a brother hit and killed by a car. If the parking is a safety issue, no one should park there. This has caused a divide in the community.

Gia Commocho, 3668 W. Evening Sky Lane, said she has three kids that live with her that drive. She has two other kids that visit with their families. It is unsafe for her teenage daughter to walk to the house late at night. She understands that the homeowners want open areas. They are all taxpayers. They need to accommodate everyone and take into consideration everyone's situations.

Lisa Meyers, said she serves on the board of the South Jordan Chamber of Commerce. She attended a Planning Commission meeting last week where they approved a plot for Daybreak

that was 3.62 acres with 27 residents. They are allowing a lot of homes in a small area and it creates parking problems.

Mayor Ramsey said 15 years ago, a master development agreement was signed with Daybreak and their entitlements were determined at that time. It can't be changed. They have built on approximately 50 percent of their land, and have built about 1/3 of their entitled units. She said as long as it meets the open space requirements and the overall aggregate numbers, it will be approved. She said Daybreak does a good job with the planning of their projects.

Mayor Ramsey closed the public comment portion of the meeting.

CM Whatcott said they plan on providing public parking on Rushton View Drive and they will stripe that area and have tick marks to show where to parallel park. They also offered to lease the city property to the south to the HOA, for a nominal fee, to put a parking lot there. He said staff offered to let them use reconstituted asphalt and other issues to make it more economical, but the HOA representative has said it is still cost prohibitive. He said even if they don't park on the west side of the area on Harvest Point Drive, it only effects 15 cars. It does not solve their issue. He said with parked cars on one side of the fire lane, they cannot get fire apparatus or garbage trucks to make the turn in that location. He said he feels the parking lot can be a solution, but it needs to be a team effort. It would accommodate most of the average use parking. He said staff could help design the parking lot in house. He feels it is well lit except at the canal. They can also consider other safety enhancements on that road. Mayor Ramsey asked that the residents continue to work with staff. They would like to help. There are certain things they can and cannot do.

F. Mayor and Council Reports

Council Member Harris said he met with the Historical Committee. He also attended the VA hospital ground breaking. It is a privilege to have that in our community. He attended the ULCT meetings. He reported on a couple of meetings that he attended. He noted that many cities have internal struggles that they don't see in their city. He said they are able to get things done because they work well together.

Council Member Marlor noted that he has been out of town. He said he received a call from a resident regarding an issue she previously had at the cemetery that was resolved and he thanked staff for their continued hard work.

Council Member Shelton said he attended the ULCT legislative policy committee and supported both resolutions. He also attended the VA clinic ground breaking, and he attended the Western Growth Coalition. He said in looking at the traffic numbers for Wasatch Front Regional Council, they allow traffic to sit longer. He feels the city numbers are a more accurate representation. He would like to help WFRC understand the reality better.

Council Member Zander said she attended the VA ground breaking. She spoke with the public affairs director and asked that the VA clinic partner with the charter school. She reported on a planning session that she did as part of the ULCT conference. It was a good learning opportunity.

She reported on a ULCT meeting on being a water smart city. She said most are not aware of South Jordan's water reuse demonstration. Public Works Director Rasmussen said as soon as the facility is up and going, they will send out invites to tour the facility and learn from it.

Council Member McGuire attended the ULCT conference. He went to the P3 parks session. He voted on the resolutions presented and he was grateful to get the economic development amendment. He attended the Arts Council meeting. They are looking at locations for murals; the art show will have their reception night on September 23rd.

Mayor Ramsey said she attended the sewer board meeting. She said Jeremy Nielson attended a UTA strategies meeting for her. She noted a water conference that she attended. She attended the community connections night as part of suicide prevention week. It was a great event. She said she attended the EDCUtah investors meeting. She presented an award to UDOT's director. She attended the School Board meeting. She met with some potential candidates for various offices in the state. She attended Patriot Day at South Jordan Middle. She attended the VA ground breaking. She said she attended a meeting yesterday on housing challenges in the state. She said South Jordan was recognized for what they are doing. She attended the Governors declaration on idle free cities. She did several media interviews. She attended the ULCT conference. She said on Friday, she was put in as 2nd Vice President of ULCT. She and GW Whatcott attended a meeting. South Jordan received the first ever water efficiency award. She noted the great work being done in South Jordan.

G. Public Hearing: Resolution R2019-39, Authorizing the City of South Jordan to amend the Common Cents Development Agreement (File #PLZBA201900517) for a Maverik Gas Station at 9786 South Redwood Road; Doug Meldrum, Maverik (Applicant). *(By Planning Director, Steven Schaefermeyer)*

Planning Director Schaefermeyer reviewed the background information on this item. He reviewed a prepared presentation (Attachment B).

Doug Meldrum, applicant, said they are working through a couple issues. The access point might be moved to Shields Lane and shared with the property to the west. They will be clearing the land to the west.

Mayor Ramsey opened the public hearing. There were no comments. She closed the public hearing.

Council Member Zander said she would like more trees on the north edge. She also noted that if they are eliminating the bottom right turn in, the only ingress is on Redwood Road on the northeast corner. She asked if they have allowed for a deceleration lane? City Engineer Klavano said the original plan was to use the shoulder of the road for a deceleration lane, but that is no longer possible with the widening of Redwood Road. He said there are some older homes to the north. When that area is redeveloped, they can look at that.

Council Member Zander asked if they can move the access to the south so they can have a deceleration lane? City Engineer Klavano said that won't be allowed by UDOT. They want the

access as far away from the intersection as possible. It was noted that a traffic study will be required.

They discussed the placement of the storage tanks. Planning Director Schaefermeyer said that portion of the development agreement did not change.

Council Member Harris made a motion to approve Resolution R2019-39, and to consider Council Member Zander's comments regarding adding more trees and working with staff on the other items. Council Member Shelton seconded the motion.

Council Member Harris amended his motion to include the clean up of the entire property before the Certificate of Occupancy is issued. Council Member Shelton seconded the motion. Roll call vote. The vote was unanimous in favor.

City Attorney Loose clarified that staff will work for trees every 20 ft., and the entire property will be graded by the C of O, including the removal of buildings and dirt and the property will be graded to a flat level.

H. Public Hearing: Resolution R2019-43, adopting the City Transportation Master Plan for the City of South Jordan. *(By City Engineer, Brad Klavano)*

I. Public Hearing: Ordinance 2019-11, adopting the Transportation Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA). *(By City Engineer, Brad Klavano)*

City Engineer Klavano reviewed the background information on this item. Jeremy Searle, Hales Engineering, reviewed a prepared presentation on the SJ Transportation master plan (Attachment C).

Mayor Ramsey said she would rather find other solutions than widening 11400 South to 2 lanes wider.

City Engineer Klavano estimated that the 9800 S. Bangerter interchange will be funded 2 years after 10400 South is done.

Fred Philpot, financial consultant, reviewed a prepared presentation on the Transportation impact fees (Attachment D).

Mayor Ramsey opened the public hearing on Resolution R2019-43.

Rulon Dutson, 11248 S. Kestral Rise Rd.. said they met with the city transportation engineers and staff engineers regarding the impact fee projects. They appreciate what the consultants have done. He said their number one priority is Mountain View corridor. He said they would appreciate consideration to accelerate the Mountain View corridor process. He said they met with the consultants to understand how Daybreak's contributions are recognized.

Mayor Ramsey closed the public hearing.

Council Member McGuire said he submitted some questions/comments to staff on this issue (Attachment E).

Council Member McGuire asked how many roads are being projected to be increased? Does that fit in with the vision in South Jordan, or should they look at alternatives? On the east side, there are still a lot of 2-3 lane roads that don't change the character of the area. He said UTA and WFRC desire to put a BRT in South Jordan, which changes the look and feel of the city. With the BRT, will it be a 9 lane road? He understands they need to plan for the future and collect the appropriate impact fees. What exactly are they approving tonight? What are they authorizing?

City Engineer Klavano said they are not authorizing any roads to go to 7 lanes. They are just saying that the traffic is being identified at a certain level, and what the improvements are to mitigate those traffic needs. He said the impact fees are not enough to pay for all that work. He said they redo the master plan every 5 years and they can address the longer term items in the 2040 plan. By approving this, they can at least start collecting money for the projects. He concurred that adding a 7 lane section in some of the areas does change the dynamics of the community.

Mr. Philpot said when they collect impact fees, they need to identify projects to spend that money on. If there is a lot of deviation from that plan, they need to update their plan and analysis.

Council Member Harris asked if they could collect impact fees sooner for Mountain View Corridor if that project is moved up? Mr. Philpot said they have to consider demand and level of service and they need to connect the two. If it is funded by another mechanism, such as the state, they could not include that in the impact fee calculation.

Mayor Ramsey said Mountain View Corridor is a high priority for the southwest Mayors. Hopefully the visioning study will help. She said the WFRC plan can be amended, and that is her goal, to get Mountain View Corridor done sooner. She said they need the data.

Council Member McGuire said on the recommended next steps, they should add work on getting Mountain View Corridor finished. City Engineer Klavano said they can put documentation in the plan as well.

City Engineer Klavano said the transportation plan will be an appendix to the general plan. Mr. Schaefermeyer said they can include some other transportation issues with the general plan.

It was noted that the impact fee analysis is built on projects that are triggered in the next 6 years. It does not have to be a 6-10 year planning document, but that is a standard practice. Council Member Shelton said they should focus on projects through 2024. Beyond that, they should recognize that the projects are out there, but it is not part of the impact fee calculation.

They reviewed the future needs list.

Council Member Shelton asked why are they straightening out U-111? City Engineer Klavano said it is for safety and development reasons. It was also listed in the last master plan. The funding for that project comes from various sources. CM Whatcott said the change in alignment will help the road connect north and south. City Attorney Loose said it also allows them to have 2 corners in South Jordan, which is helpful for economic development reasons. Mayor Ramsey said they can apply for corridor preservation funds for that intersection.

Council Member Marlor said it is an evolutionary process with moving parts. They have to address the impact study, and to do that, they need a transportation plan. He said he does not want to take away a row of houses on 11400 South.

CM Whatcott said if they want something off the list, they need to talk about it. He said they can do the study more frequently if wanted.

Council Member Zander asked when was the last transportation master plan done? City Engineer Klavano said about 8 years ago. They are expensive, but they can consider doing it more often. The budget for this was about \$100,000. They can use impact fees to pay for it.

Council Member Zander asked what was the city's contribution for the comprehensive visioning study? Mayor Ramsey said \$5,000 of \$250,000. That study will be done next fall. It was noted that the comprehensive visioning study will be looking at each city's master plan and taking that into account.

Council Member Zander said she would not agree to doing a plan every 3 years if it costs \$100,000. But it could be more frequent than it has been in the past.

Council Member Zander asked what does innovative intersection designs mean? She was told one example is a CFI intersection. City Engineer Klavano said there may be other options in the next 15-20 years.

The City Council discussed making this a working document and reviewing it. CM Whatcott said they prioritize the projects as part of the budget process.

Council Member Marlor said they are impacted by their growth and the growth of surrounding cities. That will dictate when they readdress the transportation plan.

Council Member Harris said if the Mountain View Corridor got bumped up, they may not need to widen other roads? He hopes they can speed that project up. He asked how much more impact fees will be collected annually because of this revision? City Engineer Klavano said he is unsure. Council Member Harris said the study will pay for itself.

Mr. Philpot said they have more impact fee revenue because they have more expenses. The study ensures that as their costs go up, they have the corresponding revenue to cover that. Council Member Harris said they are in a growth phase. They should discuss this on an annual basis and determine when the next study is needed. He feels they have missed out on some impact fee money by waiting so long.

City Commerce Director Preece said they also need to think about how impact fees effect economic development. Developers ask how to get the impact fees lowered. Commercial impact fees can hurt the city. Mr. Philpot said the last analysis lowered the fees. He said South Jordan is on the upper side of the curve, but Herriman and Riverton are higher for the residential component.

Council Member McGuire asked if the increase is because they waited so long and because of the change in formula? Mr. Philpot said yes. Council Member McGuire said when they get into discussions on affordable housing, the developers beat the city up on impact fees. They need to be able to defend it.

Council Member McGuire made a motion to approve Resolution R2019-43, including in the list of goals to work for prioritized funding for the completion of Mountain View Corridor, and to work with WFRC and UTA for bus routes along South Jordan Parkway from Frontrunner to the Daybreak Trax station in preparation for a BRT project. Council Member Marlor seconded the motion. Roll call vote. The vote was unanimous in favor.

Mayor Ramsey opened the public hearing on Ordinance 2019-11. There were no comments. She closed the public hearing.

Council Member Zander made a motion to approve Ordinance 2019-11, as stated. Council Member Shelton seconded the motion. Roll call vote. The vote was unanimous in favor.

It was noted that staff would bring this as part of the strategic plan every year.

- J. Public Hearing:** Ordinance 2019-13, Vacating a 10-foot Public Utility Easement (File # PLPLAPLA201900516) located on lots 14-16 and 25 of the Jordan Hills Estates Subdivision. Jarren Chamberlain (Applicant/Owner of Lot 15). *(By Planning Director, Steven Schaefermeyer)*

Planning Director Schaefermeyer reviewed the background information on this item. He reviewed a prepared presentation (Attachment F).

Jarren Chamberlain, applicant, thanked the City for this opportunity.

Mayor Ramsey opened the public hearing. There were no comments. She closed the public hearing.

Council Member Marlor made a motion to approve Ordinance 2019-13. Council Member McGuire seconded the motion. Roll call vote. The vote was unanimous in favor.

- K. Public Hearing:** Ordinance 2019-14, adjusting the Boundary between the City of South Jordan and the City of Riverton. *(By Engineering Director, Brad Klavano)*

City Engineer Klavano reviewed the background information on this item.

Mayor Ramsey opened the public hearing. There were no comments. She closed the public hearing.

Council Member Shelton made a motion to approve Ordinance 2019-14. Council Member Zander seconded the motion. Roll call vote. The vote was unanimous in favor.

L. Staff Reports and Calendaring Items

They discussed the state water conservation plan. Council Member Shelton said they have until September 29th to comment on it.

Public Works Director Rasmussen said the state is doing a water conservation plan by region. We fall in the region of Salt Lake County. He said they are already doing many of the recommended items for water conservation methods that yield the biggest results. There are areas for improvement such as secondary water metering. Then they will provide the water data to the residents.

Public Works Director Rasmussen said they notify the residents when there is a leak, and they estimate 45 percent of the residents take action to remedy the situation. They were going to forward those numbers to the state since the consultants estimated it would only be 14 percent.

Public Works Director Rasmussen said they are recording a baseline for secondary water meters. They are hoping to get more meters installed in the next couple of years and they expect significant savings.

Council Member Harris asked if the parking lot for the Rushton Meadows townhome is going to cost \$1.5 million? Is that an accurate estimate? Council Member McGuire said that number was based off a former resident that is an engineer. It is not based on the compromise from CM Whatcott. CM Whatcott said they want the city to pay for the parking lot because they feel it is the city's mistake. That is their position.

City Attorney Loose said staff will be bringing forward some Resolutions. One Resolution is that they will follow the law regarding medical cannabis. He said South Jordan and many other cities are being accused of not having a place for those pharmacies.

CFO Naidu said they have a software going live in November where residents will be able to pay their utility bill with a credit card. They will put the announcement in the next newsletter. They will also be sending emails to those who have signed up with auto pay to let them know of the change. CM Whatcott said they will not be storing credit card information.

Mayor Ramsey said South Jordan will be on the Jordan School Board agenda next week about what the city recently approved with the workforce housing units that have been prioritized for Jordan School District employees. She will be sharing that information with the School Board.

Council Member Harris made a motion to take a break. Council Member Zander seconded the motion. The vote was unanimous in favor.

Council Member Marlor made a motion to go into a closed meeting to discuss the character, professional competence, or physical or mental health of an individual; and to discuss the purchase, exchange, or lease of real property. Council Member Harris seconded the motion. The vote was unanimous in favor.

M. Executive Closed Session: Closed meeting to discuss the character, professional competence, or physical or mental health of an individual; and to discuss the purchase, exchange, or lease of real property.

Council Member Zander made a motion to come out of closed meeting. Council Member McGuire seconded the motion. The vote was unanimous in favor.

ADJOURNMENT

Council Member McGuire made a motion to adjourn. Council Member Shelton seconded the motion. The vote was unanimous in favor.

This is a true and correct copy of the September 17, 2019 City Council Meeting Minutes, which were approved on October 1, 2019.

Anna M. West
South Jordan City Recorder

Attachment A

9-17-19

C.C. Mtg

CITY COUNCIL MEETING

September 17, 2019

6:30 P.M.

**ALL THOSE ATTENDING, PLEASE
PRINT NAME & ADDRESS**

PRINT NAME

PRINT ADDRESS

Brian Synan

South Jordan Chamber of Commerce

Alex Marmor

3657 Vest Dusky Sky Ln

IAN WADE

4504 Keshel Ridge Rd,

Scott Bertsch

1498 W Midas Creek DR

~~Bob on [unclear]~~

~~[unclear]~~

TRAVIS HOLMQUIST

3672 W EVENING SKY LN

Candice Holmquist

3672 W. EVENING SKY LN

Robyn Shelton

9747 Sandwood Dr

Leesi Myers

South Jordan Chamber of Commerce

Tyson Walters

3646 Evening Sky Ln

Kulon Outson

Faith Zarbock

4759 W Vermilion Dr.

FRED PHUPOT

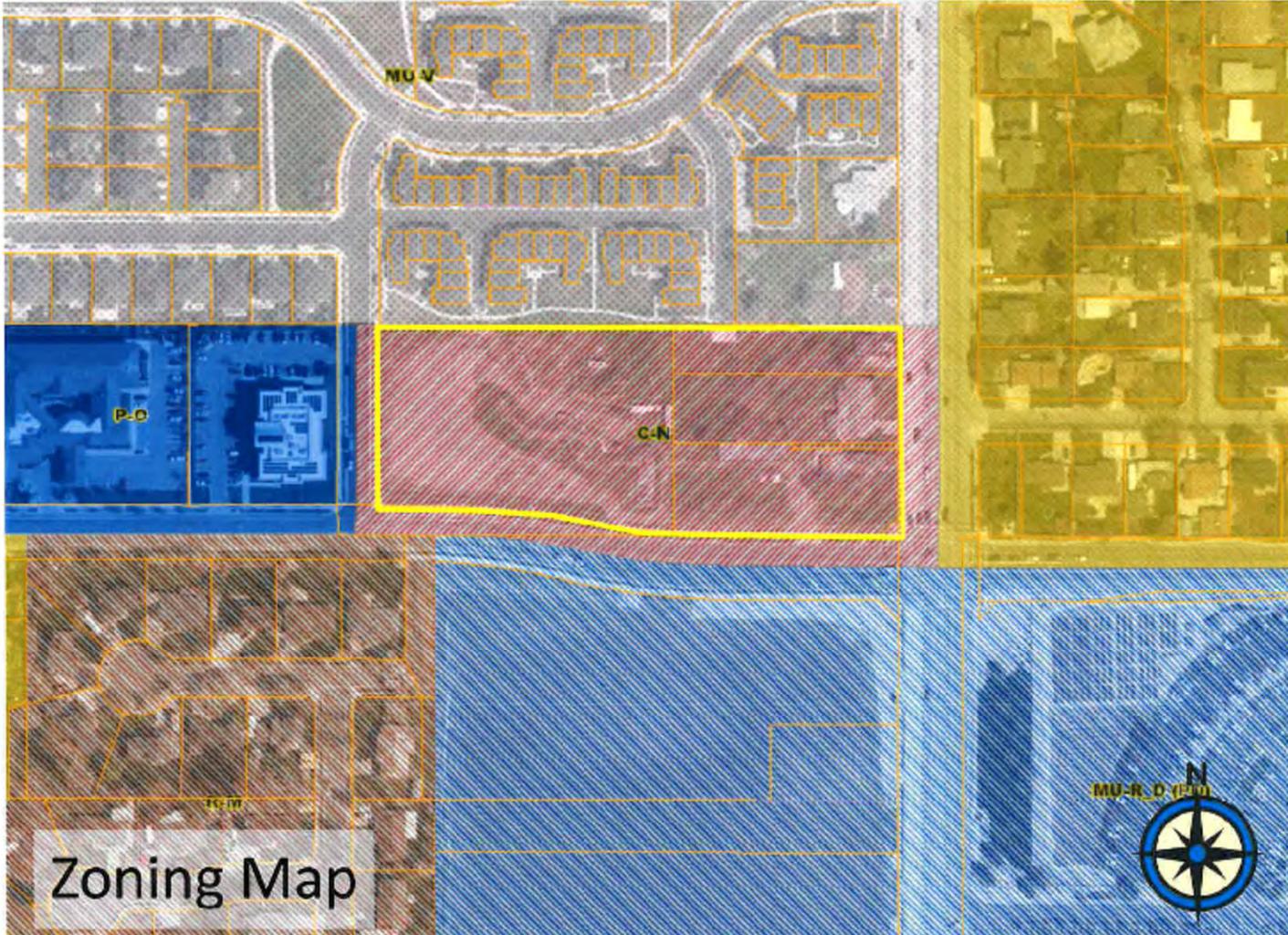
15 W 1200 S Beautiful Vt.

Jarron Chamberlain

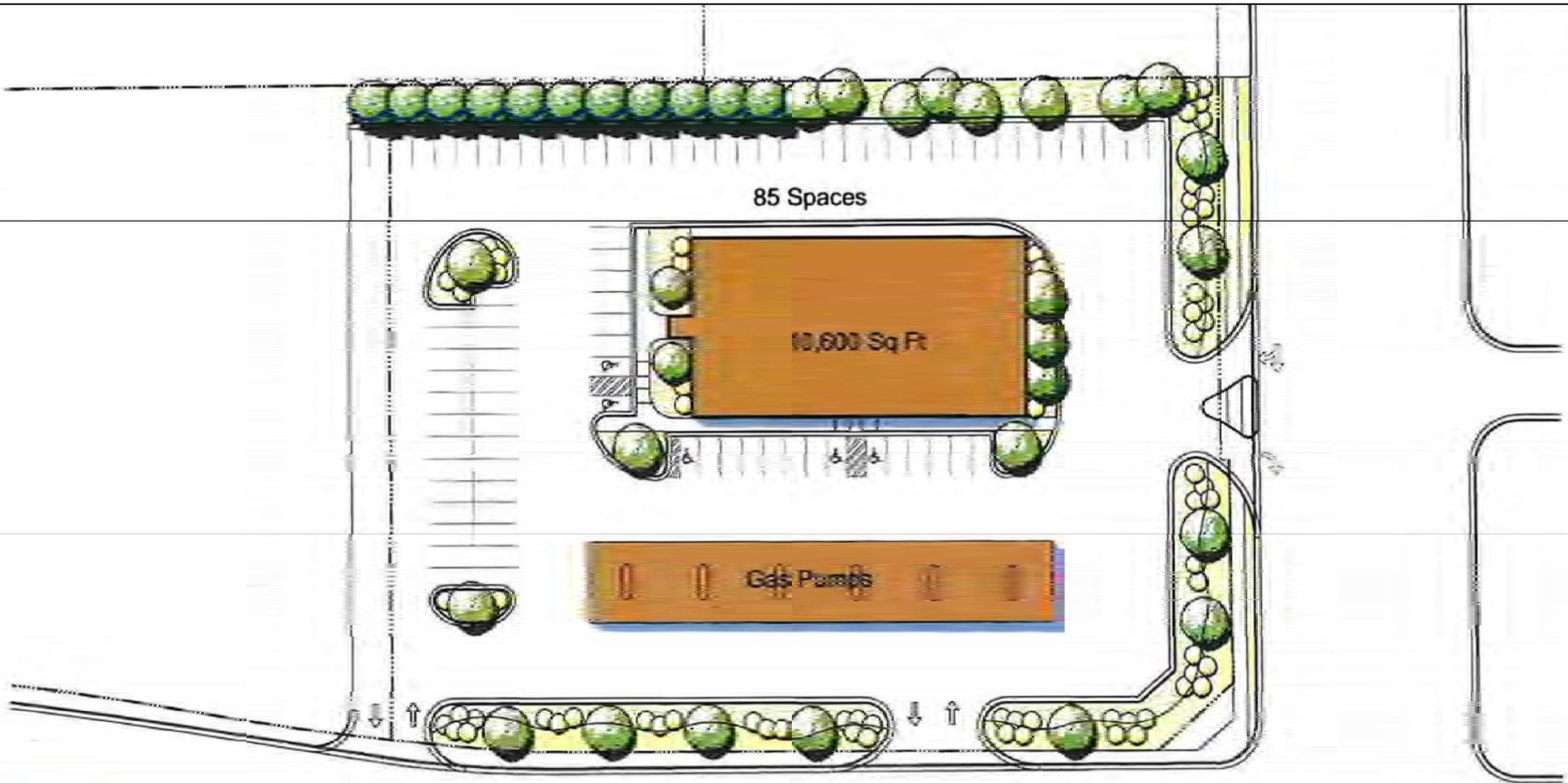
11556 So Equestrian Dr.

Amendment of the Common Cents Development Agreement

Applicant: Maverik



Zoning Map



August 29, 2016



Common Cents
9800 South & Redwood Road, South Jordan, Utah



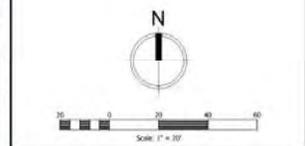
**STORE #: TBD
MAVERIK, INC.
9800 SOUTH &
REDWOOD ROAD
SOUTH JORDAN, UTAH**



NOTES:

- AREAS AND DIMENSIONS PROVIDED ARE APPROXIMATE AND SHOULD BE VERIFIED BY A SURVEY
- THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY
- THE BOUNDARIES OF THE PROPERTY SHOWN ON THIS DRAWING WERE CREATED FROM SCALED INFORMATION AND SHOULD NOT BE CONSIDERED ACCURATE.

SITE DATA	
PARKING:	32 STALLS PROVIDED (2 ASP-3) (SEE INT. GAS CANOPY LOCATIONS)
PARCEL AREA:	64,363 SQ. FT. 1.48 ACRES
BUILDING AREA:	4,425 SQ. FT. 0.10 ACRES



NO.	REVISION	DESCRIPTION
1	ISSUED	CONCEPTUAL SITE PLAN 01 - DIRECTORIAL APPROVAL - MAPS
2	ISSUED	CONCEPTUAL SITE PLAN
3	DATE	DESCRIPTION

Conceptual Site Plan 01

Option A

10/15/2024 10:58 AM 9800 SOUTH STREET - SOUTH JORDAN, UTAH - 84095 - 39.710000 - -112.050000 - 10/15/2024 10:58 AM - 10/15/2024 10:58 AM - 10/15/2024 10:58 AM

South Jordan Transportation Master Plan

Ryan Hales, PE, PTOE, AICP
Jeremy Searle, PE, PTOE

HALES  **ENGINEERING**
innovative transportation solutions



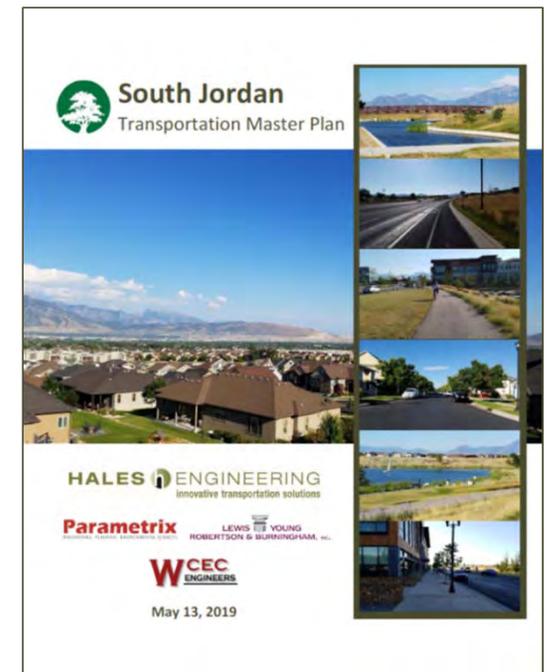
Project Scope

- Transportation Master Plan (TMP)
- Transportation Capital Facilities Plan (CFP)
- Transportation Impact Fee Facilities Plan (IFFP)
- Transportation Impact Fee Analysis (IFA)

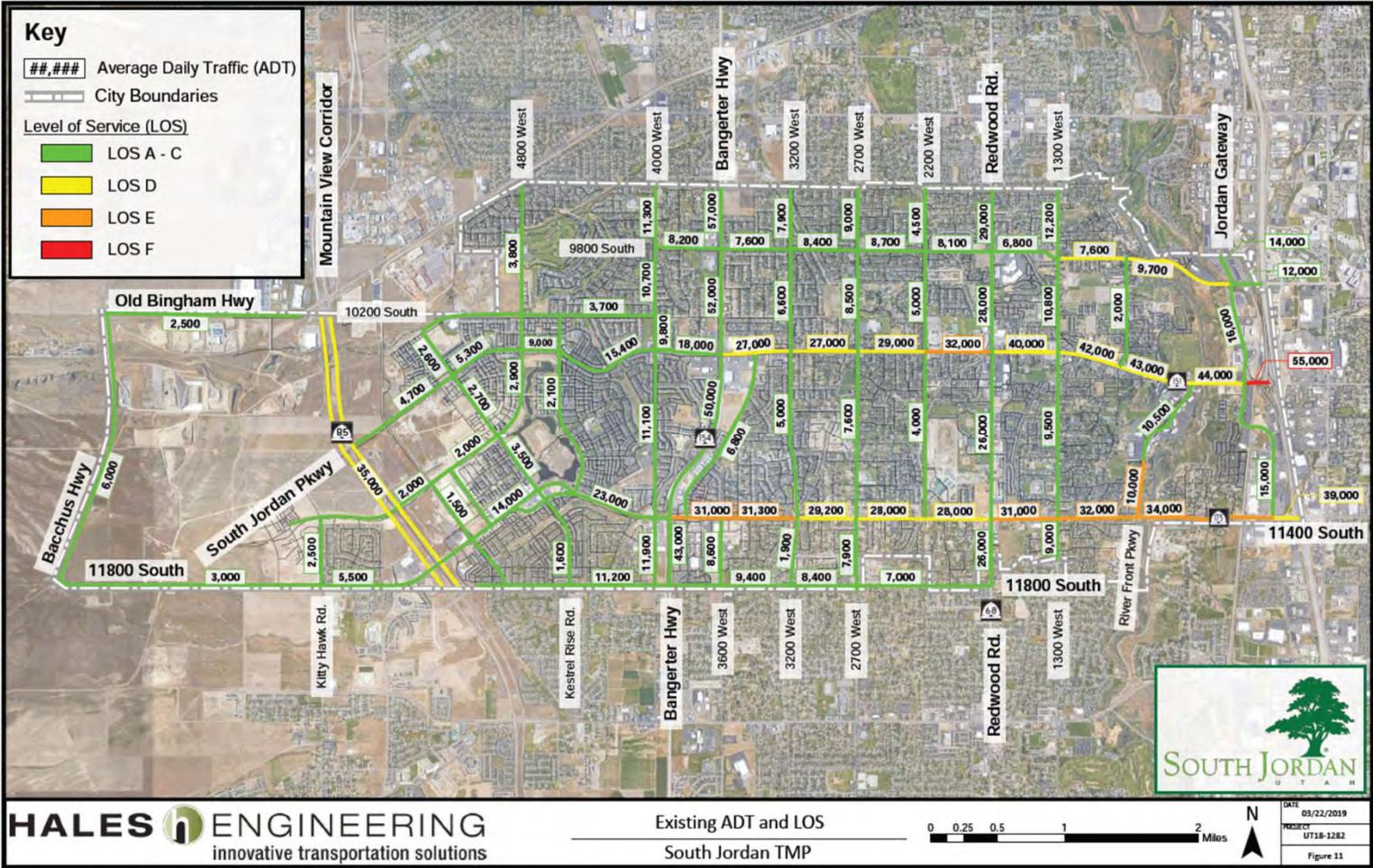


Transportation Master Plan

- Identifies existing and future transportation network level of service
- Identifies transportation network deficiencies and recommended improvements
- Plans roadway, transit, active transportation network
- Provides analysis and recommendations for transportation system



Existing Conditions

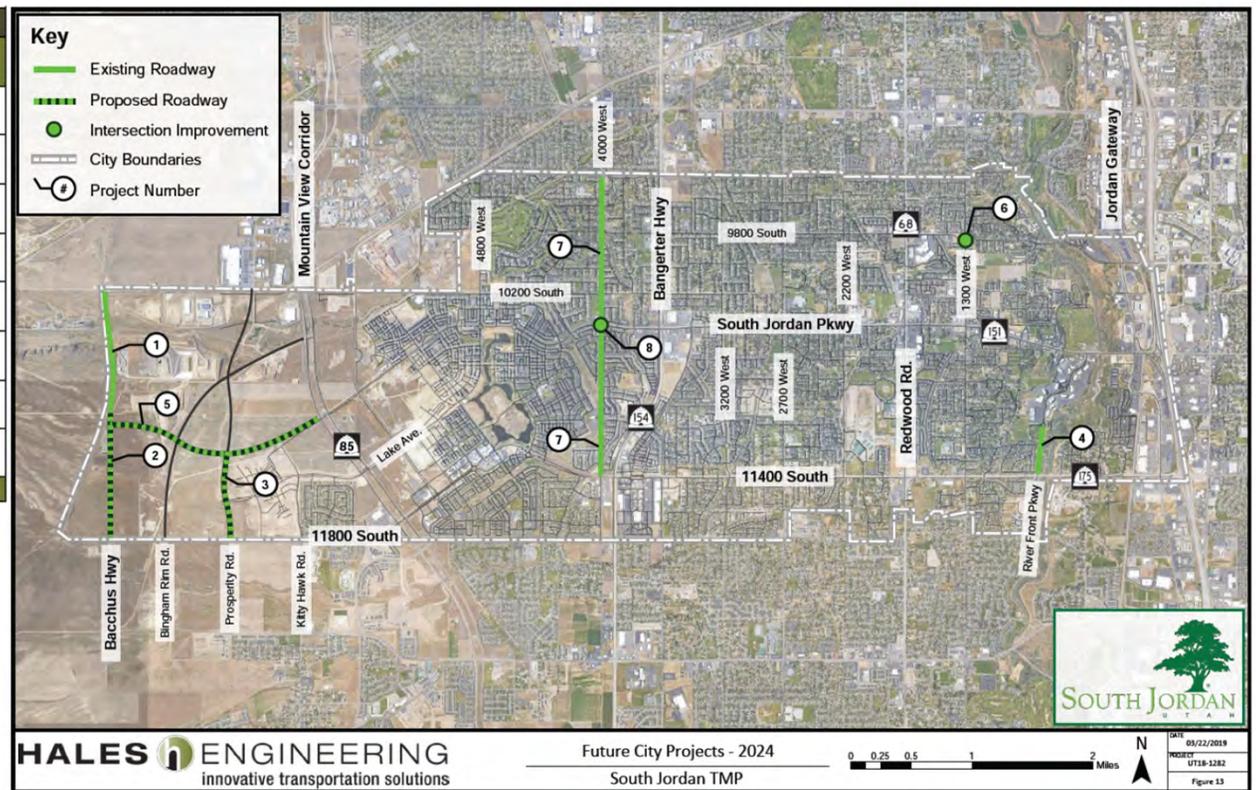


Recommended City & Daybreak Projects by 2024

Map of Recommended City & Daybreak Projects by 2024

2024 City Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost ¹
			Existing	Proposed	
1	Bacchus Hwy: Old Bingham Highway to South Jordan Parkway	Widening	2 lanes	3 lanes	\$3,000,000
2	Bacchus Hwy: South Jordan Parkway to 11800 South	New Road	n/a	3 lanes	\$5,700,000
3	Prosperity Road: 11800 South to South Jordan Parkway	New Road	n/a	3 lanes	\$14,400,000
4	River Front Parkway: 11400 South to 11050 South	Widening	2 lanes	5 lanes	\$4,500,000
5	South Jordan Parkway: Bacchus Hwy to MVC	New Road	n/a	5 lanes	\$26,600,000
6	Shields Lane / 1300 West: Intersection Improvement	Intersection Improvement	n/a	n/a	\$1,800,000
7	4000 West: 11400 South to 9400 South	Widening	3 lanes	5 lanes	\$3,500,000
8	4000 West / South Jordan Parkway: Intersection Improvement	Intersection Improvement	n/a	n/a	\$1,900,000

¹ See South Jordan Transportation Capital Facilities Plan for additional information.

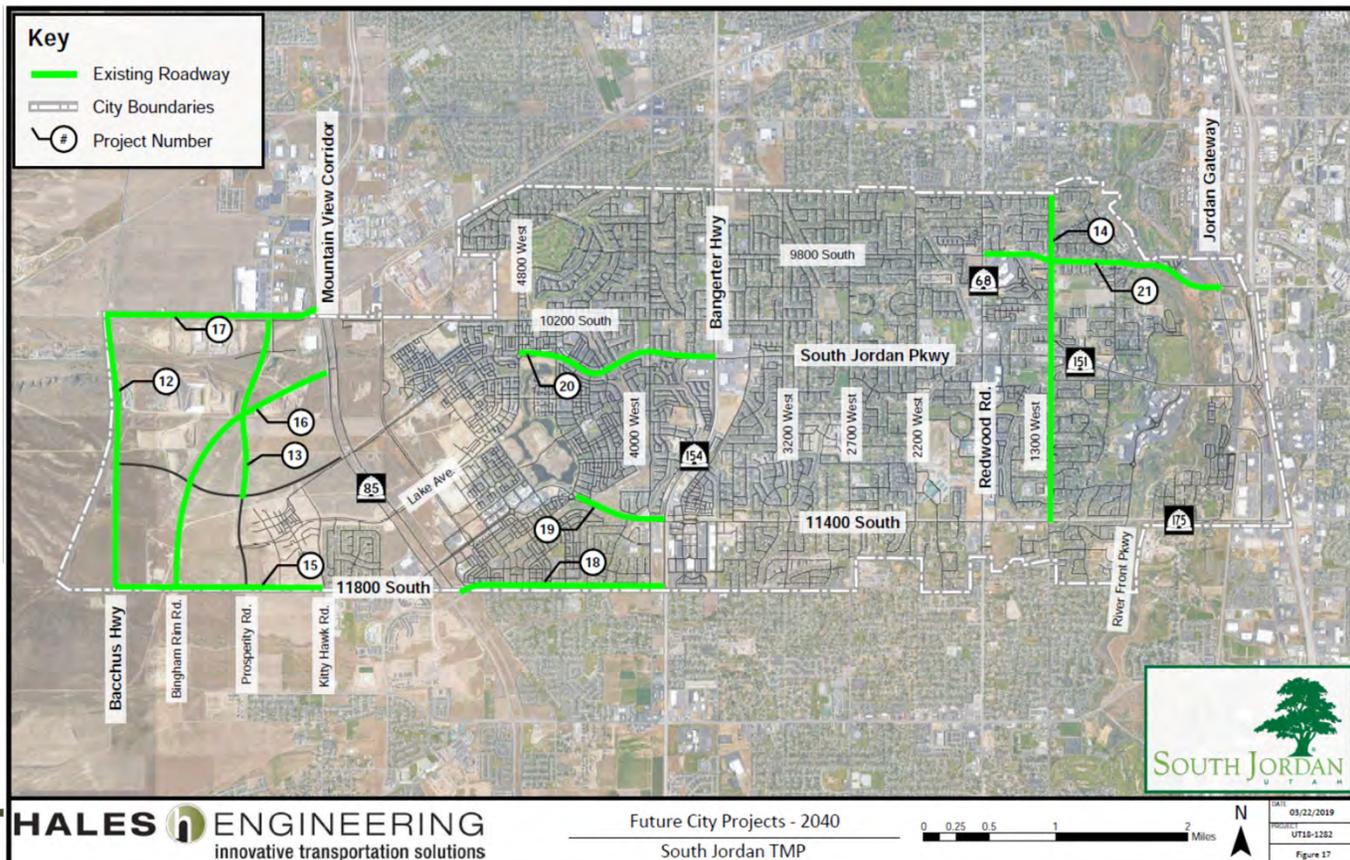


Recommended City & Daybreak Projects by 2040

Map of Recommended City & Daybreak Projects by 2040

2040 City Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost ¹
			2024	Proposed	
12	Bacchus Hwy: Old Bingham Highway to 11800 South	Widening	3 lanes	5 lanes	\$33,000,000
13	Prosperity Road: South Jordan Parkway to Old Bingham Highway	Widening	2 lanes	3 lanes	\$17,000,000
14	1300 West: 11400 South to 9400 South	Widening	3 lanes	5 lanes	\$6,200,000
15	11800 South: Kitty Hawk Rd to Bacchus Hwy	Widening	3 lanes	5 lanes	\$1,700,000
16	Bingham Rim Road: 11800 South to MVC	Widening	2 lanes	3 lanes	\$26,800,000
17	Old Bingham Highway: Bacchus Hwy to MVC	Widening	2 lanes	5 lanes	\$35,600,000
18	11800 South: MVC to Bangerter Highway	Widening	3 lanes	5 lanes	\$6,700,000
19	11400 South: Oquirrh Lake Rd. to Bangerter Highway	Widening	5 lanes	7 lanes	\$9,700,000
20	South Jordan Parkway: 4800 West to Bangerter Highway	Widening	5 lanes	7 lanes	\$17,200,000
21	Shields Lane: Redwood Rd. to Jordan Gateway	Widening	3 lanes	5 lanes	\$55,500,000

1. See South Jordan Transportation Capital Facilities Plan for additional information.



HALES ENGINEERING
innovative transportation solutions

Future City Projects - 2040
South Jordan TMP

0 0.25 0.5 1 2 Miles

N

05/22/2019
UT18-1282
Figure 17

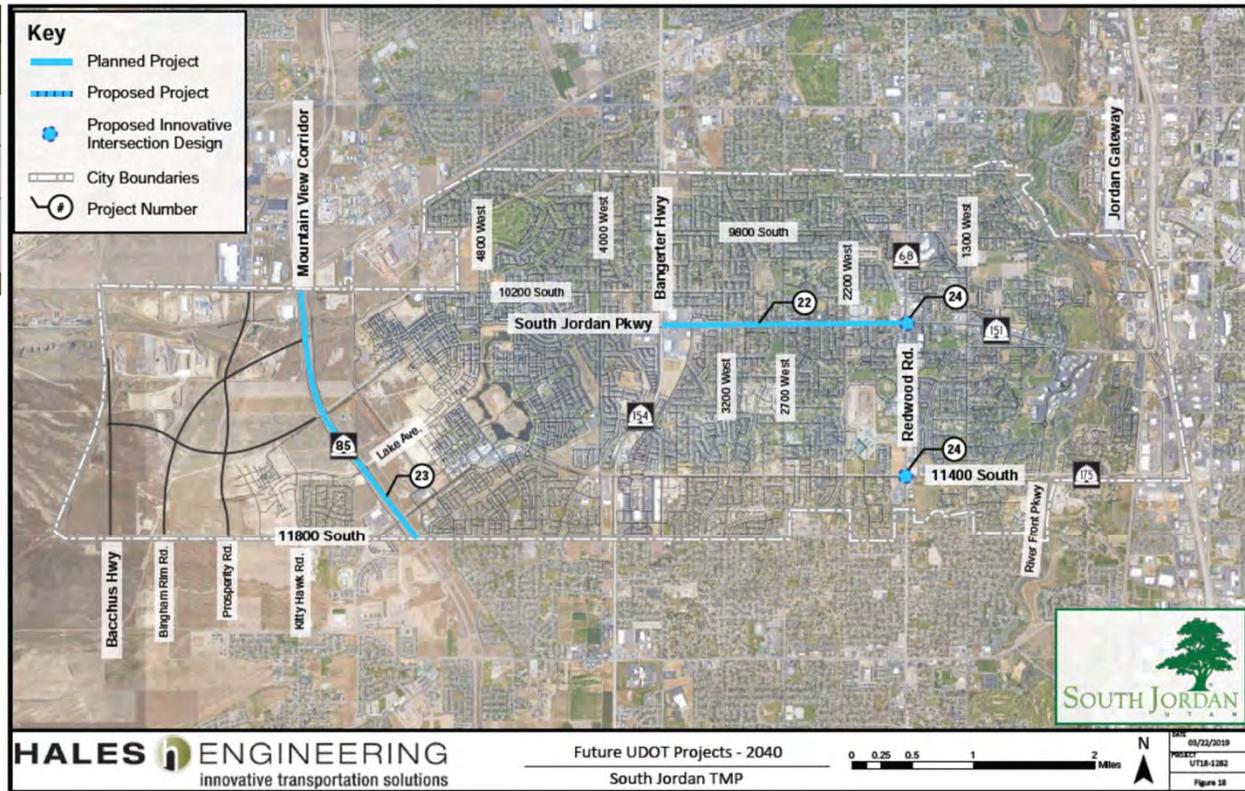
innovative transportation solutions

UDOT Projects by 2040

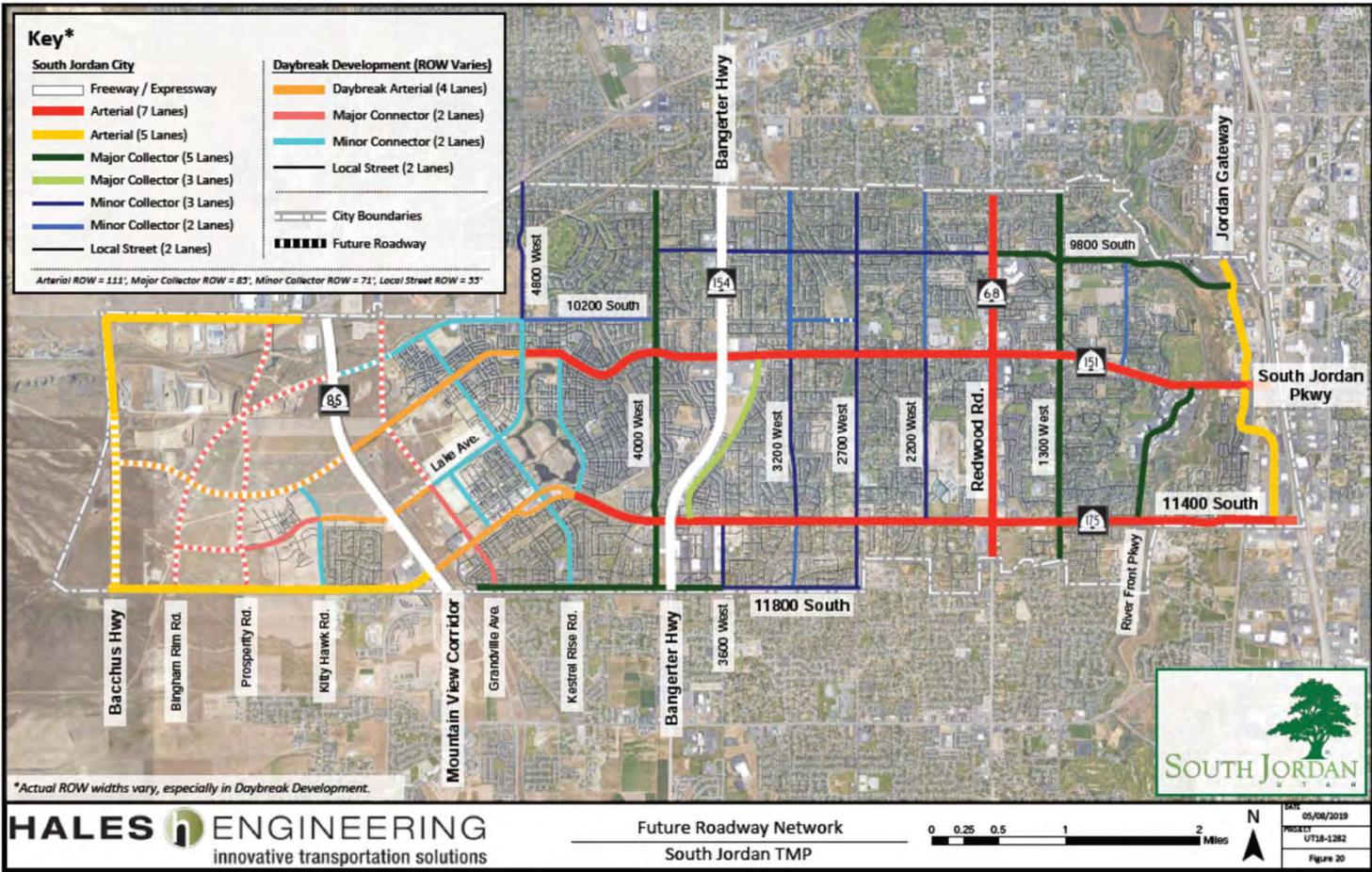
Map of UDOT Projects by 2040

2040 UDOT Improvements					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost ¹
			2024	Proposed	
22	South Jordan Parkway: Bangerter Highway to Redwood Road (Phase 2)	Widening	5 lanes	7 lanes	\$49,300,000
23	MVC: Freeway Construction (Phase 3)	New Road	n/a	8 lanes	\$902,000,000
24	Redwood Road: Innovative intersections at South Jordan Parkway and 11400 South (Not Planned)	Intersection	n/a	n/a	Not Planned

¹ Cost based on WFRC Regional Transportation Plan phased cost. Cost may include parts outside South Jordan.



Future Roadway Network



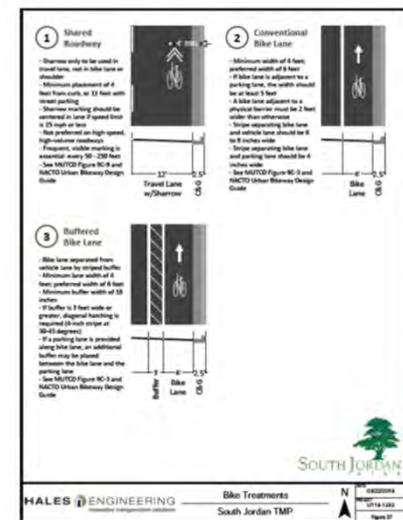
HALES ENGINEERING
 innovative transportation solutions

Future Roadway Network
 South Jordan TMP

ENGINEERING
 transportation solutions

Additional TMP Analysis

- Existing and Future Transit Facilities
- Existing and Future Active Transportation Facilities
- Transportation System Management
- Transportation Demand Management
- Access Management
- Connectivity
- Truck Routes
- Intersection Control



TMP Recommended Next Steps:

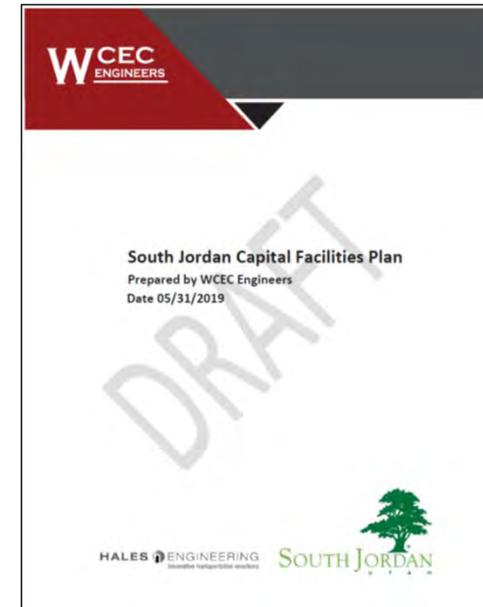
- Work to get funding for UDOT and UTA projects that are not currently funded:
 - 11400 South (widen to seven lanes)
 - BRT on South Jordan Parkway
 - BRT on Jordan Gateway, south of South Jordan Parkway
 - Innovative intersection designs at South Jordan Parkway / Redwood Road and 11400 South / Redwood Road intersection
- Begin planning for proposed City improvements
- Continue coordination with Daybreak Development regarding regional transportation needs
- Follow strategies provided in the City Transportation Management chapter
- Update the South Jordan TMP every 5 – 7 years

Capital Facilities Plan

- CFP identifies planned city projects
- Prepares cost estimates

2024 City Improvements Cost

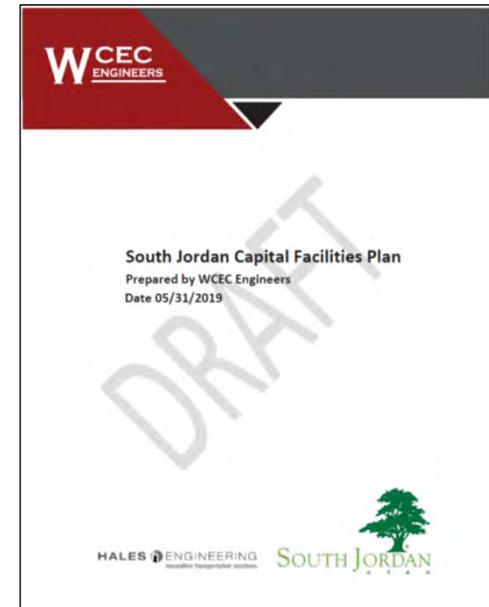
Project Number	Description	Total Project Cost
1	Bacchus Hwy: Old Bingham Hwy to South Jordan Pkwy	\$3,000,000
2	Bacchus Hwy: South Jordan Pkwy to 11800 S	\$5,700,000
3	Prosperity Rd: South Jordan Pkwy to 11800 S	\$14,400,000
4	River Front Pkwy: 11400 S to 11050 South	\$4,500,000
5	South Jordan Pkwy: Bacchus Hwy to MVC	\$26,600,000
6	Shields Ln / 1300 W: Intersection	\$1,800,000
7	4000 W: 11400 S to 9400 S	\$3,500,000
8	4000 W / South Jordan Pkwy Intersection	\$1,900,000



Capital Facilities Plan

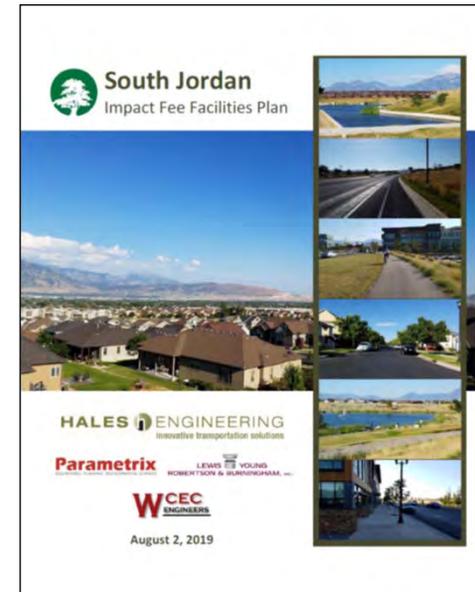
2040 City Improvements Cost

Project Number	Description	Total Project Cost
12	Bacchus Hwy: Old Bingham Hwy to 11800 S	\$33,000,000
13	Prosperity Rd: Old Bingham Hwy to South Jordan Pkwy	\$17,000,000
14	1300 W: 11400 S to 9400 S	\$6,200,000
15	11800 S: Kitty Hawk Rd to Bacchus Hwy	\$1,700,000
16	Bingham Rim Rd: 11800 S to MVC	\$26,800,000
17	Old Bingham Hwy: Bacchus Hwy to MVC	\$35,600,000
18	11800 S: MVC to Bangerter Hwy	\$6,700,000
19	11400 S: Oquirrh Lake Rd to Bangerter Hwy	\$9,700,000
20	South Jordan Pkwy: 4800 W to Bangerter Hwy	\$17,200,000
21	Shields Ln: Redwood Rd to Jordan Gateway	\$55,500,000



Impact Fee Facilities Plan

- IFFP identifies planned city projects
- Determines what portion of each project can be funded by impact fees
 - Only attributable to new growth
 - WFRC/UDOT funding
 - pass-through traffic



Impact Fee Facilities Plan

South Jordan Transportation Impact Fee Facilities Plan
Project List

#	Description	Project	Cost	WFRC Funding ¹	2018 ADT	2024 ADT	2018 Capacity	2024 Capacity	'24 ADT in Excess of '18 Capacity	% Pass-through	New Capacity	% Impact Fee Eligible	Impact Fee Eligible Cost	SJC Proper		Daybreak	
														%	\$	%	\$
1	U-111: Old Bingham Highway to South Jordan Parkway	Widen to 3 lanes	\$3,000,000	\$0	6,000	13,300	10,625	16,400	2,675	87%	5,775	6.1%	\$183,000	31%	\$56,308	69%	\$126,692
2	U-111: South Jordan Parkway to 11800 South	New 3-lane road	\$5,700,000	\$0	6,000	13,200	10,625	16,400	2,575	77%	5,775	10.3%	\$587,100	9%	\$51,052	91%	\$536,048
3	Prosperity Road: 11800 South to South Jordan Parkway	New 3-lane road	\$14,400,000	\$0	0	13,000	0	16,400	13,000	66%	16,400	27.0%	\$3,888,000	15%	\$571,765	85%	\$3,316,235
4	River Front Parkway: 11400 South to 11050 South	Widen to 5 lanes	\$4,500,000	\$1,750,800	10,000	11,600	10,625	34,500	975	44%	23,875	2.3%	\$63,232	93%	\$58,715	7%	\$4,517
5	South Jordan Parkway: U-111 to MVC	New 5-lane road	\$26,600,000	\$0	0	25,400	0	34,500	25,400	61%	34,500	28.8%	\$7,660,800	28%	\$2,160,738	72%	\$5,500,062
6	Shields Lane / 1300 West Intersection	Intersection Improvement	\$1,800,000	\$0	-	-	-	-	-	-	-	100.0%	\$1,800,000	98%	\$1,764,000	2%	\$36,000
7	4000 West: 11400 South to 9400 South	Widen to 5 lanes	\$3,500,000	\$0	11,300	14,200	13,940	34,500	260	3%	20,560	1.3%	\$45,500	86%	\$38,933	14%	\$6,567
8	4000 West / South Jordan Parkway: Intersection	Intersection Improvement	\$1,900,000	\$0	-	-	-	-	-	-	-	100.0%	\$1,900,000	15%	\$285,000	85%	\$1,615,000
TOTAL			\$61,400,000	\$1,750,800									\$16,127,632		\$4,986,511		\$11,141,121

1. WFRC funding noted if listed on the State Transportation Improvement Program list.

Source: South Jordan Transportation Master Plan, Hales Engineering

Questions?

SOUTH JORDAN UTAH

TRANSPORTATION IFA

09-17-19 CC Meeting
Attachment D

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

AUGUST 2019



INTRODUCTION TO IMPACT FEES

- 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.



IMPACT FEE PROCESS



CRAFTING A WORKING IFFP & IFA

1. Determine Demand
2. Provide Inventory of Existing Facilities
3. Establish Existing and Future Level of Service
4. Identify Existing and Future Capital Facilities Necessary to Serve New Growth
5. Consider All Revenue Resources to Finance System Improvements
6. Conduct Proportionate Share Analysis



SERVICE AREA

- ❑ All areas within the City
- ❑ Evaluation of Daybreak Service Area and South Jordan Proper Area

DEMAND ANALYSIS

- ❑ Impact Fee Based on Existing and Future Trip Data by Land Use Type

2019-2024 Increase in Average Trips	
SJP	7,050
Daybreak	55,817
Total	62,867

2019	TOTHH	TOTPOP	ALLEMP
East SJ	15,837	50,575	23,794
Daybreak	6,326	16,143	2,818
Total	22,163	66,718	26,612

2024	TOTHH	TOTPOP	ALLEMP
East SJ	18,277	55,069	25,488
Daybreak	11,283	30,999	6,208
Total	29,560	86,068	31,696

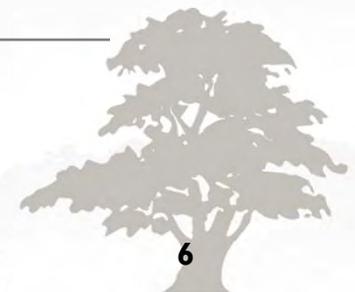
2024-2019	TOTHH	TOTPOP	ALLEMP
East SJ	2,440	4,494	1,694
Daybreak	4,957	14,856	3,390
Total	7,397	19,350	5,084



LEVEL OF SERVICE (LOS)

- ❑ LOS Defined Based on Roadway and Intersection Capacity, and Traffic Volumes

Level of Service	Description of Traffic Conditions	Volume/Capacity Ratio
A	Extremely favorable progression and a very low level of control (intersection) delay. Individual users are virtually unaffected by others in the traffic stream	≤ 0.30
B	Good Progressoin and a low level of control delay. The presence of other users in the traffic straem becomes noticable.	$> 0.30 - 0.50$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$> 0.50 - 0.75$
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeable more constrained.	$> 0.75 - 0.85$
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	$> 0.85 - 1.00$
F	Unacceptable progression with forced or breakdown operating conditions.	



EXISTING FACILITIES

- Existing Facilities Valued at \$141M, Excluding Land, Buildings, Equipment and Other Improvements, with \$34M included in Analysis

County	Paved Surface	Gravel Surface	Dirt Surface	Total Actual Miles	Total Weighted Miles
Salt Lake	263.69	0.00	0.00	263.69	1,318.45

Cost per Mile 875,635.45

Linear Feet in Analysis

SJ	149,735	28.36	24,832,059
DB	55,005	10.42	9,122,032
Estimated Cost to IFA			\$33,954,091

- Outstanding Debt Interest: \$1.6M
- Evaluation of Existing Excess Capacity: 11.1% Average Existing Capacity Used by New Demand (2019-2024)



FUTURE NEEDS

❑ Based on Current Year 2019 Construction Cost

#	Description	Project	Cost	Impact Fee Eligible Cost	SJC Proper		Daybreak	
					%	\$	%	\$
1	U-111: Old Bingham Highway to South Jordan Parkway	Widen to 3 Lanes	\$3,000,000	\$183,000	31%	\$56,308	69%	\$126,692
2	U-111: South Jordan Parkway to 11800 South	New 3-Lane Road	\$5,700,000	\$587,100	9%	\$51,052	91%	\$536,048
3	Prosperity Road: 11800 South to South Jordan Parkway	New 3-Lane Road	\$14,400,000	\$3,888,000	0%	\$0	0%	\$0
4	River Front Parkway: 11400 South to 11050 South	Widen to 5 Lanes	\$4,500,000	\$63,232	93%	\$58,715	7%	\$4,517
5	South Jordan Parkway: U-111 to MVC	New 5-Lane Road	\$26,600,000	\$7,660,800	0%	\$0	0%	\$0
6	Shields Lane / 1300 West Intersection	Intersection Improvement	\$1,800,000	\$1,800,000	98%	\$1,764,000	2%	\$36,000
7	4000 West: 11400 South to 9400 South	Widen to 5 Lanes	\$3,500,000	\$45,500	86%	\$38,933	14%	\$6,567
8	4000 West / South Jordan Parkway: Intersection	Intersection Improvement	\$1,900,000	\$1,900,000	15%	\$285,000	85%	\$1,615,000
TOTAL			\$61,400,000	\$16,127,632		\$2,254,008		\$2,324,824

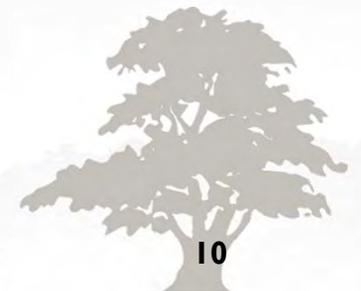


PROPORTIONATE SHARE ANALYSIS

SOUTH JORDAN PROPER SERVICE AREA	Total Qualified Cost	% to New Growth	Cost to New Growth	Trips	Cost per Trip (SJP)
Existing Facilities	\$33,954,091	11.1%	\$3,777,433	62,867	\$60.09
Outstanding Debt (Interest on Bonds)	\$1,605,900	11.1%	\$178,658	62,867	\$2.84
Future Facilities (IFFP Planning Horizon)	\$2,254,008	100.0%	\$2,254,008	7,050	\$319.72
Professional Expense	\$10,080	100.0%	\$10,080	62,867	\$0.16
South Jordan Service Area Impact Fee			\$6,220,179		\$382.81
DAYBREAK SERVICE AREA	Total Qualified Cost	% to New Growth	Cost to New Growth	Trips	Cost per Trip (DB)
Existing Facilities	\$33,954,091	11.1%	\$3,777,433	62,867	\$60.09
Outstanding Debt (Interest on Bonds)	\$1,605,900	11.1%	\$178,658	62,867	\$2.84
Future Facilities (IFFP Planning Horizon)	\$2,324,824	100.0%	\$2,324,824	55,817	\$41.65
Professional Expense	\$10,080	100.0%	\$10,080	62,867	\$0.16
Daybreak Service Area Impact Fee			\$6,290,995		\$104.74
Accounting Credit for SJ Traffic on DB Roads	(\$2,732,503)	100.0%	(\$2,732,503)	55,817	(\$48.95)
Daybreak Net Cost Per Trip					\$55.78

PROPORTIONATE SHARE ANALYSIS

Land Use Category	Trips	South Jordan Proper IF	Daybreak Adjusted Fee	South Jordan Proper IF (2012)	% Change
Residential (per unit)					
Single Family Residential (Unit)	4.72	\$1,806.84	\$263.30	\$781.58	131%
Apartment (Unit)	3.66	\$1,401.07	\$204.17	\$543.11	158%
Condo/Townhouse (Unit)	2.23	\$851.74	\$124.12	\$474.50	80%
Non-Residential (per 1,000 sq feet)					
Light Industrial	2.48	\$949.36	\$138.35	\$569.24	67%
General Office	4.87	\$1,864.26	\$271.67	\$899.19	107%
Shopping Center/General Commercial	12.46	\$4,768.80	\$694.93	\$2,314.57	106%



NEXT STEPS:

- Finalize IFFP/IFA
- Complete notice for public hearing: Sept. 6th
- Publish documents: Sept. 6th
- Hold public hearing: Sept. 17th



Anna West

From: MaryAnn Dean
Sent: Sunday, September 22, 2019 4:34 PM
To: Anna West
Subject: FW: Transportation Master Plan

This email is Attachment E for the 9-17-19 City Council meeting minutes.

From: Jason McGuire <JMcGuire@sjc.utah.gov>
Sent: Tuesday, September 17, 2019 9:48 PM
To: MaryAnn Dean <MDean@sjc.utah.gov>
Subject: FW: Transportation Master Plan

MaryAnn,

Please include the following email in the city minutes as part as my comments for Res. R2019-43.

Jason McGuire | Council Member, Dist. #5 | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
C: 385.227.0221



From: Brad Klavano <BKlavano@sjc.utah.gov>
Sent: Tuesday, September 17, 2019 10:00 AM
To: Brad Marlor <BMarlor@sjc.utah.gov>; Dawn Ramsey <DRamsey@sjc.utah.gov>; Don Shelton <DShelton@sjc.utah.gov>; Dustin Lewis <DLewis@sjc.utah.gov>; Gary Whatcott <GWhatcott@sjc.utah.gov>; Jason McGuire <JMcGuire@sjc.utah.gov>; Patrick Harris <PHarris@sjc.utah.gov>; Ryan Loose <RLoose@sjc.utah.gov>; Tamara Zander <TZander@sjc.utah.gov>
Cc: Jeremy Nielson <JNielson@sjc.utah.gov>; Jeremy Searle (<jeremy@halesengineering.com> <jeremy@halesengineering.com>)
Subject: FW: Transportation Master Plan

Mayor and City Councilmembers

Councilman McGuire, had asked the questions below in black regarding the Transportation Master Plan update scheduled on the City Council for this evening. The answers are in blue below the questions. Please let me know if there are any other questions.

Thanks

Brad Klavano | Director of Engineering Services/City Engineer | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235 | Direct: 801.253.5203 ext 1239



From: Jeremy Searle <jeremy@halesengineering.com>
Sent: Monday, September 16, 2019 6:22 PM

To: Brad Klavano <BKlavano@sjc.utah.gov>

Cc: Jeremy Nielson <JNielson@sjc.utah.gov>

Subject: Re: Transportation Master Plan

Brad and Jeremy,

Please see my answers in blue below each questions. Please let me know if additional clarification is needed.
Thanks!

1. What time of traffic flow is the study based on? Are we just trying to accommodate "peak rush hour" needs?

The Transportation Master Plan is based on daily traffic volumes. The master plan is a higher level look at all of the major roadways in the city, and does not include micro-simulation of specific intersections for peak hours. It primarily evaluates whether the existing street cross section is adequate to handle existing and projected daily volumes. 2.

2. Does the study account for the conversion of the Bangerter Highway intersections and completion (or next phases) of Mountain View Corridor (MVC)?

Yes, the travel demand model and subsequent evaluation includes all of the planned WFRC / UDOT projects including the Bangerter Highway interchanges and MVC.

3. In the 2024 sections it talks about intersection improvements at Shields Lane & 1300 West, along with intersection improvements at 4000 W & South Jordan Parkway, what do these improvements entail?

Micro-simulation of specific intersections was not completed for the transportation master plan, however, based on projected volumes from future growth, intersection improvements are needed here. A specific study will likely be required to outline the improvements in detail, however a westbound right-turn pocket will likely be included at Shields Lane and 1300 West. Dual left-turn lanes are likely at 4000 West & South Jordan Parkway.

4. In the 2024 sections it talks about widening 4000 W from 9400 S to 11400 S, will this road widening stay in the current right away or do we need to acquire land?

This can be done in the current right of way.

5. In the 2024 sections it talks about UDOT widening 11400 S to (7) lanes, will this road widening stay in the current right away or do they need to acquire land?

This is not currently on WFRC or UDOT's plan to widen, however, the future volumes on this road indicate that widening will be needed by 2024. Since this is not on the plan and has not been studied by UDOT, it has not been definitively determined whether it will require additional right-of-way or not, however, it is likely that additional ROW will be necessary. It is also unlikely that this project is completed by 2024 since it is not on UDOT's plan.

6. In the 2024 sections it talks about UDOT widening Redwood from 11680 S to 9400 S, isn't this project already completed?

This project has been completed. At the time of modeling the work had not been completed and will be update on the final version of the Master Plan.

7. In the 2040 Section it talks about widening various sections of 11800 S, why not widen the entire stretch of road?

These two projects are for different sections of 11800 South. Project #15 is west of MVC. This roadway becomes 11400 South further east (not 11800 South). Project #18 is east of MVC and curves south and becomes Anthem Park Boulevard. These are not the same roadway (even though they are both 11800 South).

- As growth continues to move west, 118th will continue to get more use and if it was widened the entire stretch from Redwood to MVC it would help alleviate traffic from 114th and reduce bottlenecks.

The projected future 2040 volumes on 11800 South between Bangerter Highway and Redwood Road can be accommodated with a 3-lane cross section (projected to be 13,300 vehicles per day or less). Therefore, it was recommended to widen from Bangerter to MVC (where volumes are higher).

- Would any improvements be done in conjunction with Riverton City, with the costs being shared?

These projects are planned to be completed by 2040, outside of our transportation impact fees window of 6 - 10 years. Therefore, impact fees cannot be collected for this project yet, and funding has not yet been identified. However, it would be good to coordinate with Riverton on this future project and costs.

8. In the 2040 Section it talks about widening South Jordan Parkway and 11400 S from Bangerter to the Roundabouts that roughly align with Oquirrh Lake Rd. Would additional land need to be acquired to achieve this?

Both of these routes have available ROW for significant sections of the project. Some money was included in the cost estimates for ROW and easements, however, ROW takes were anticipated to be minimal. These projects are a long way out and are still conceptual.

- How would on street parking be handled on South Jordan Parkway? That parking is essential to the homes being able to have visitors.

This project is still conceptual and the details have not been discussed. This project is 10 - 20 years away.

- Would the landscaped medians on South Jordan Parkway have to be removed?

This project is still conceptual and the details have not been discussed. This project is 10 - 20 years away.

- It seems with either of these widening projects a problem is not being solved and that bottleneck of traffic is just going to be transferred to a new area. It seems the bottlenecks would be better handled by allowing (7) lanes to cross 4000 W and then merge down to (5) lanes before the roundabout on 114th and merge down to (5) lanes on South Jordan Parkway somewhere between Walnut Canyon Ln and 4000 W.

The projected volumes on these segments are both high enough to need 7 lanes through the segment identified. Merging from 7 lanes down to 5 lanes can be planned based on traffic studies in the future and could be at the intersection or continue through and merge down afterward. These projects are 10 - 20 years out and the exact design details have not been identified.

9. In the 2040 Section it talks about widening Shields Lane from Redwood to Jordan Gateway, would improvements to Jordan Gateway help alleviate this need?

No, the projected volumes on Shields Lane are higher than a 3-lane roadway can handle.

10. In the 2040 Section it talks about widening 1300 W, would land need to be acquired or would we be able to just restripe the road?

Yes, some right-of-way acquisition is anticipated. This project is 10 - 20 years out and is still conceptual.

11. What are the "innovative intersections" that are planned for South Jordan Parkway at Redwood and at 11400 S and Redwood? These projects are 10 - 20 years out and the exact improvements have not been studied or identified. This is a high level master planning process.

12. Why are Bus Rapid Transit (BRT) lines being proposed? BRT would dramatically change the look and feel of South Jordan. The BRT projects are planned by WFRC and UTA, and were not developed as part of the South Jordan Transportation Master Plan process.

- Why not start with getting UTA to run frequent bus shuttles up and down South Jordan Parkway from Trax to Frontrunner and see if we can get users firsts?
The BRT projects are planned by WFRC and UTA, and were not developed as part of the South Jordan Transportation Master Plan process.
- Would BRT mean, South Jordan Parkway would once again have to be widened so there would be room for the dedicated bus lanes?

Possibly, these projects are 10 - 20 years out and have not been studied yet.

13. Can any of the proposed new 32 traffic signals be roundabouts or some other form of effective traffic control?
A roundabout or other alternatives may be possible at some of these intersections. It is recommended that a traffic study be completed for individual intersections when needed to determine if a signal is warranted or if other forms of control would be appropriate.

Please let me know if there are any additional questions. Thanks,

Jeremy Searle

On Mon, Sep 16, 2019 at 10:47 AM Brad Klavano <BKlavano@sjc.utah.gov> wrote:

Jeremy

Can you answer these questions?

Sent from my iPhone

Begin forwarded message:

From: Jason McGuire <JMcGuire@sjc.utah.gov>
Date: September 16, 2019 at 10:00:25 AM MDT
To: Brad Klavano <BKlavano@sjc.utah.gov>, Jeremy Nielson <JNielson@sjc.utah.gov>
Cc: Brad Marlor <BMarlor@sjc.utah.gov>, Dawn Ramsey <DRamsey@sjc.utah.gov>, Don Shelton <DShelton@sjc.utah.gov>, Dustin Lewis <DLewis@sjc.utah.gov>, Gary Whatcott <GWhatcott@sjc.utah.gov>, Jason McGuire <JMcGuire@sjc.utah.gov>, Patrick Harris <PHarris@sjc.utah.gov>, Ryan Loose <RLoose@sjc.utah.gov>, Tamara Zander <TZander@sjc.utah.gov>
Subject: Transportation Master Plan

Brad & Jeremy,

As I reviewed the Transportation Master Plan that is part of tomorrow nights city council packet (9/17/19), I had the following concerns I would like addressed:

(These are not listed in any particular order)

1. What time of traffic flow is the study based on? Are we just trying to accommodate "peak rush hour" needs?
2. Does the study account for the conversion of the Bangerter Highway intersections and completion (or next phases) of Mountain View Corridor (MVC)?
3. In the 2024 sections it talks about intersection improvements at Shields Lande & 1300 West, along with intersection improvements at 4000 W & South Jordan Parkway, what do these improvements entail?
4. In the 2024 sections it talks about widening 4000 W from 9400 S to 11400 S, will this road widening stay in the current right away or do we need to acquire land?
5. In the 2024 sections it talks about UDOT widening 11400 S to (7) lanes, will this road widening stay in the current right away or do they need to acquire land?

6. In the 2024 sections it talks about UDOT widening Redwood from 11680 S to 9400 S, isn't this project already completed?
7. In the 2040 Section it talks about widening various sections of 11800 S, why not widen the entire stretch of road?
 - o As growth continues to move west, 118th will continue to get more use and if it was widened the entire stretch from Redwood to MVC it would help alleviate traffic from 114th and reduce bottlenecks.
 - o Would any improvements be done in conjunction with Riverton City, with the costs being shared?
8. In the 2040 Section it talks about widening South Jordan Parkway and 11400 S from Bangerter to the Roundabouts that roughly align with Oquirrh Lake Rd. Would additional land need to be acquired to achieve this?
 - o How would on street parking be handled on South Jordan Parkway? That parking is essential to the homes being able to have visitors.
 - o Would the landscaped medians on South Jordan Parkway have to be removed?
 - o It seems with either of these widening projects a problem is not being solved and that bottleneck of traffic is just going to be transferred to a new area. It seems the bottlenecks would be better handled by allowing (7) lanes to cross 4000 W and then merge down to (5) lanes before the roundabout on 114th and merge down to (5) lanes on South Jordan Parkway somewhere between Walnut Canyon Ln and 4000 W.
9. In the 2040 Section it talks about widening Shields Lane from Redwood to Jordan Gateway, would improvements to Jordan Gateway help alleviate this need?
10. In the 2040 Section it talks about widening 1300 W, would land need to be acquired or would we be able to just restripe the road?
11. What are the "innovative intersections" that are planned for South Jordan Parkway at Redwood and at 11400 S and Redwood?
12. Why are Bus Rapid Transit (BRT) lines being proposed? BRT would dramatically change the look and feel of South Jordan.
 - o Why not start with getting UTA to run frequent bus shuttles up and down South Jordan Parkway from Trax to Frontrunner and see if we can get users firsts?
 - o Would BRT mean, South Jordan Parkway would once again have to be widened so there would be room for the dedicated bus lanes?
13. Can any of the proposed new 32 traffic signals be roundabouts or some other form of effective traffic control?

Thank you,

Jason McGuire | Council Member, Dist. #5 | City of South Jordan

1600 W. Towne Center Drive | South Jordan, UT 84095

C: 385.227.0221

--
Jeremy Searle, PE, PTOE
Transportation Engineer



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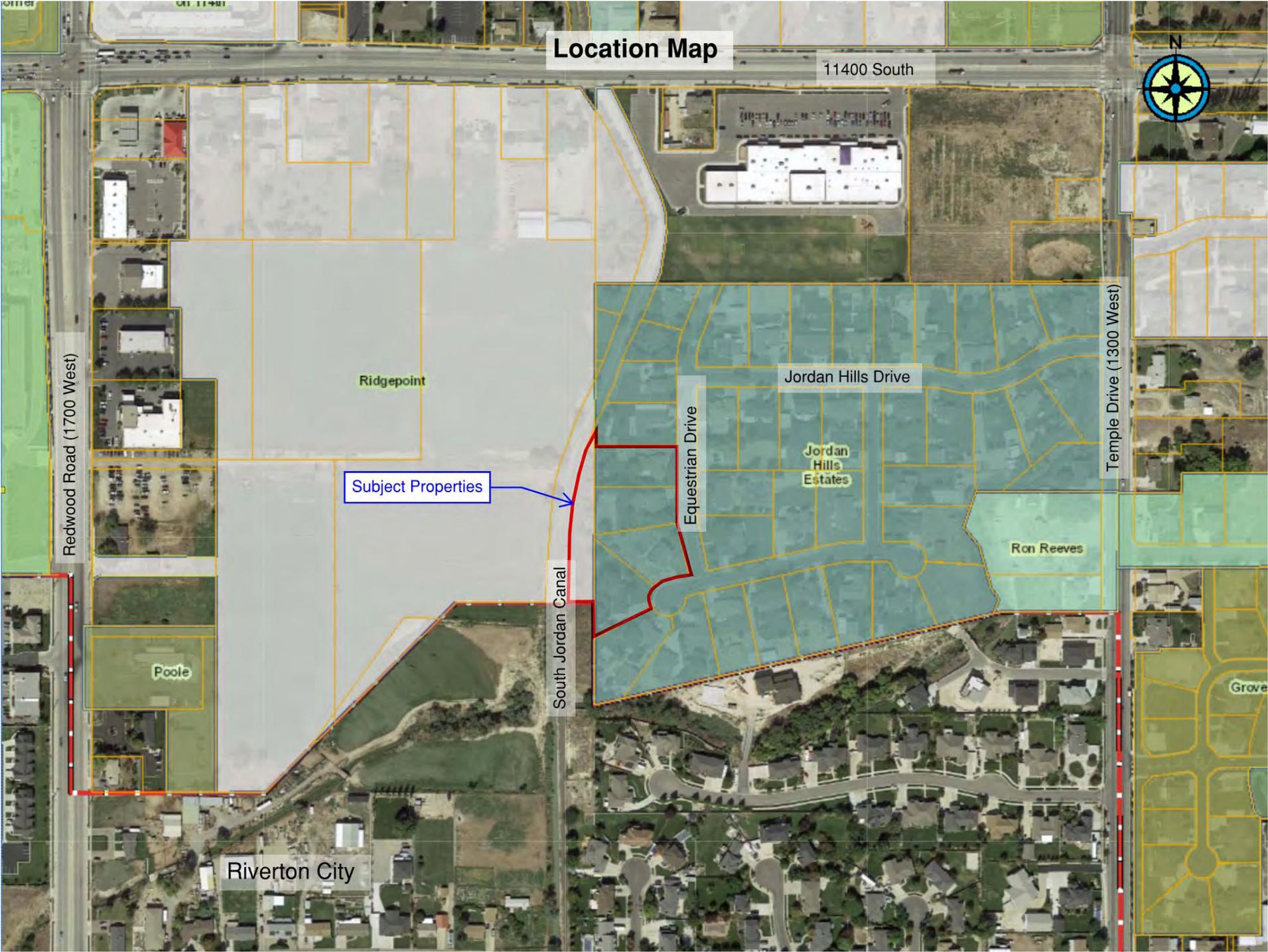
Vacation of Public Utility Easement

Jordan Hills Estates

Lots 14, 15, 16, & 25

Jerran Chamberlain

Location Map



End of Presentation