



# Transportation

## 10-1 Introduction

Understanding a city’s transportation assets and future needs is a critical element in any long-range planning effort. The best urban development is connected to a network of streets, highways, sidewalks, trails, bike lanes, and transit lines. The transportation and land use relationship is easy to understand: public investments in transportation – such as a new road servicing an undeveloped area – make land attractive for development. New development, in turn, tends to place increased demand on the transportation network. Congestion occurs when land development is not met with a public investment in upgrading the transportation network. This Plan assumes that, despite the City’s best efforts, travel demand will be such that some traffic congestion will remain a fact of life in West Valley City. However, with strategic investments in and management policies for roads, transit, bike lanes and sidewalks, and with appropriate land use management, traffic congestion can be managed. Land use management strategies, including transit-oriented development, are addressed in Chapter 3 – Land Use.

## 10-2 Background

The transportation network in West Valley City is complex and diverse, serving multiple functions. Streets and highways serve traffic generated by homes and a wide variety of businesses, including regional trucking and distribution industries, an economic activity that is vitally important to the City’s and region’s welfare, but one that places a heavy burden on our roads. Public transit has become increasingly important with the addition of light rail and BRT. Finally, bicycle lanes, trails and sidewalks provide yet another mode of transportation within the City. The following section will discuss each of these components of the West Valley City transportation network.

### Streets and Highways

Those who live and work in West Valley City continue to rely heavily on streets and highways to move around the City. West Valley City is served by two major grade separated highways, SR-201 and I-215, and within the planning timeframe of this plan, will be served by a third, the Mountain View Corridor. Bangerter Highway serves as a major regional limited-access facility that will be converted to a grade separated facility as a Phase 3 project by 2040. 3500 South, 4100 South, 4700 South, 5400 South, Redwood Road, Constitution Boulevard, and 5600 West are the City’s major arterials. These streets are served by a grid of collector roads and smaller neighborhood streets.

West Valley City does not exert direct control over all of these corridors. I-215 is owned by the federal government and is managed in part by UDOT. SR-201, Bangerter Highway, Redwood Road, 5600 West, and 3500 South, 5400 South and SR-111 are all State-owned and operated facilities. 5600 West illustrates the varying interests that come into play: when UDOT builds the Mountain View Corridor, intersections on 5600 West will be reconstructed.



West Valley City owns all other public roads in the City. City-owned roadways and intersections are improved according to a Capital Facilities Improvement Plan, developed by the City's Public Works Department every two to three years. The Capital Facilities Improvement Plan includes projects that have identified funding that will be constructed in the two to three year time frame. The last update of the Capital Facilities Improvement Plan was made in 2014.



Municipal street projects are guided by the Major Street Plan, which includes all planned major street improvements within the City in the next twenty years. The Major Street Plan defines street alignments and rights-of-way for existing and proposed major streets within the City and is referenced several times in the City's Zoning Ordinance. The Plan is used to determine setbacks for proposed new development on existing streets. Proposed new subdivision plats must not conflict with any portion or provision of the Major Street Plan, rights of way for new parcels adjoining any part of an existing or proposed street must be platted

and dedicated according to the Plan, and dedication of any street, right of way, or other improvement determined necessary to serve the vehicular and pedestrian needs of proposed development must be done in accordance with the Plan. West Valley City's Major Street Plan is included in this chapter as Map 10.1.

Owing to its proximity to the Salt Lake Airport and interstate highways, West Valley City has emerged as an important center of Utah's trucking and transportation industry. Many of the State's largest trucking companies and distribution centers have facilities in West Valley City along its northern boundary on SR-201. These businesses include C.R. England Trucking, the West Valley Truck Center, Freightliner of Utah, Godfrey Trucking, Old Dominion, United Parcel Service, and Kenworth. Recognizing that the trucking and transportation industry is a source of stable, well-paying jobs, West Valley City has encouraged the development of the trucking and transportation industry in the light industrial area between SR-201 and roughly 2700 South. To this end, the northwest EDA was created in 2012, and construction of the ARA Industrial Center is underway as of 2015. The ARA Industrial Center will be home to West Valley City's largest light industrial facilities.

The trucking and transportation industry extensively uses SR-201, Bangerter Highway, and I-215, and the associated frontage roads and interchanges to access facilities along the City's northern industrial corridor. As residential development increases on the City's west side and in neighboring communities, residential travel demand will increase on the highways and interchanges that the trucking and transportation industry relies on. To prevent potential conflicts between commercial trucking and personal vehicles as the northern industrial areas develop, 2400 South will be expanded





to connect to the east side of 5600 West, and will extend east to 4800 West and north to SR-201. Eventually, it will be extended west as well, going over the Mountain View Corridor and connecting to 7200 West. 2400 South will help separate truck traffic from residential traffic and improve truck access to and from major highway interchanges.

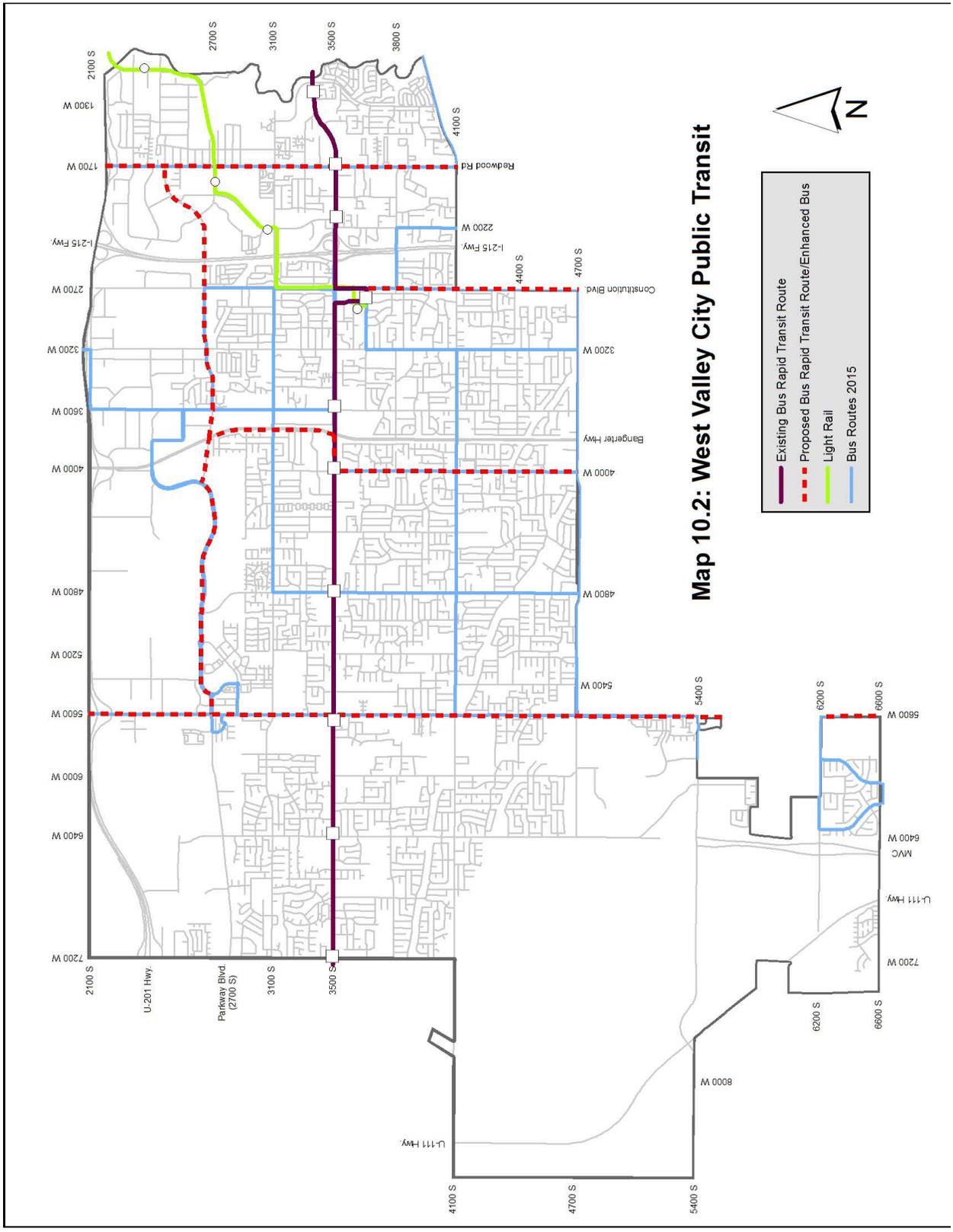
### **Public Transit**

UTA currently operates 13 bus routes that serve West Valley City. These routes connect to a network of regional bus routes, light rail, and commuter rail that provides connections to the region’s colleges, universities, and employment centers. The UTA Intermodal Hub on Lancer Way provides a transfer point between standard bus, BRT, and the TRAX Green Line.

Bus service varies throughout the City, with some route headways as short as 15 minutes and some as long as 60 minutes. Bus routes currently provide connections to six light rail stations in the TRAX system that are outside of West Valley City, including the Salt Lake Central and Murray Central Stations, which provide direct connections to FrontRunner commuter rail. A Flex route serves the Workforce Services/Veterans Administration building on 5600 West. Presently, the west side of West Valley City is not well served by transit. There is no north-south bus service west of 5600 West, and 5600 West does not have a continuous line at present, but rather is served by link ups of several routes. Eventually, in conjunction with construction of the Mountain View Corridor, BRT service will come to 5600 West.

UTA will eventually expand the center running MAX line further west along 3500 South. Unlike traditional bus service, MAX serves as a regional system, stopping at major intersections roughly every mile with 15 minute headways. MAX is envisioned as “rail on wheels”, with dedicated MAX only lanes and passenger platforms with ticket kiosks in the center of the road at major intersections. MAX service currently runs from the Millcreek TRAX station on 3300 South to Magna. However, center lanes and platforms have only been built between 2700 West and the Bangerter Highway.





**Map 10.2: West Valley City Public Transit**

Map 10.2 shows the existing bus routes that serve West Valley City, and the BRT/Enhanced Bus routes that will serve the City by 2040.

### **Bike Lanes, Trails and Sidewalks**

The popularity of cycling both for recreation and commuting to work is rising in Salt Lake County, with Salt Lake City investing heavily in bike lanes and accommodations. With major roads passing through multiple municipalities within the County, there is a unique opportunity to create connectivity with bike paths and trails. Bike routes are designated in a three tiered system:

- Class 1: Bike routes or paths that are completely separated from vehicular traffic in their own right-of-way. In West Valley City, this includes the Jordan River Trail, portions of the Crosstown Trail, the Utah-Salt Lake Canal Trail, and a few trails through neighborhoods. These paths may be completely separate from vehicles, as in the case of the Jordan River Trail, or exist adjacent to vehicular traffic as sidewalks, such as the Crosstown Trail.
- Class 2: Bike paths along roadways that are striped and designated by signs.
- Class 3: Bike paths that share the right-of-way with vehicular traffic, and are not striped.

It is generally the intent of West Valley City to add Class 2 bike paths where there is room within the right-of-way of existing roads, and to include them as part of road reconstruction and expansion. Class 3 paths are proposed for some of the City’s smaller community streets. The West Valley City Bike Plan is included in this chapter as Map 10.3.

The City’s network of sidewalks provides a safe means for pedestrians to travel within their neighborhoods, to schools and other community amenities, and to connect to the City’s trail system. In the case of transit-oriented development, sidewalks are vital links between different land uses and transit opportunities. While sidewalks are included in all new development by ordinance, some of the City’s older subdivisions do not have complete sidewalk networks, and there are gaps in sidewalks even on some major streets. From a funding standpoint, it is impractical to propose building sidewalks in all areas where they do not exist; however, the City should make efforts to fill critical gaps and make improvements as funding or development opportunities present themselves.





## Planned Roadway and Intersection Improvements

Toward the end of 2014, the City adopted an Impact Fee Facilities Plan (IFFP) for roads. The IFFP addresses projects for which impact fees can be used and can be constructed within a ten year time frame. In this document, the City's level of service was set at D on a scale of A to F where A is the best (free flow traffic) and F is the worst (breakdown flow). In the IFFP, a list of roadway and intersection projects to City owned facilities were identified to maintain the City's level of service up until 2023. Table 10-2 below is the roadway projects list and Table 10-3 below is the intersection projects list.

**Table 10-2: IFFP Roadway Projects**

| Street        | From                   | To              |
|---------------|------------------------|-----------------|
| 4000 W        | 4100 S                 | 4180 S          |
| 4000 W        | 4180 S                 | 4340 S          |
| 4000 W        | 4340 S                 | 4360 S          |
| 4000 W        | 4360 S                 | 4400 S          |
| 4800 W        | 2400 S                 | Lake Park Blvd. |
| 4800 W        | 3200 S                 | 3300 S          |
| Parkway Blvd. | 5630 W                 | 7200 W          |
| 2400 S        | 2700 W                 | 3200 W          |
| 2400 S        | 5600 W                 | 6400 W          |
| 2400 S        | 6800 W                 | 7200 W          |
| 6200 S        | Mountain View Corridor | SR-111          |

Source: InterPlan and West Valley City Public Works Staff

**Table 10-3: IFFP Intersection Projects**

| East/West | North/South |
|-----------|-------------|
| 3100 S    | 3450 W      |
| 3100 S    | 4800 W      |
| 3100 S    | 6400 W      |
| 3650 S    | 3200 W      |
| 4100 S    | 2200 W      |
| 4100 S    | 3200 W      |
| 4100 S    | 4800 W      |
| 4100 S    | 5400 W      |
| 4100 S    | 6000 W      |
| 4700 S    | 3200 W      |
| 4715 S    | 4520 W      |
| 4700 S    | 4800 W      |
| 4700 S    | 6400 W      |

Source: InterPlan and West Valley City Public Works Staff

## 10-3 Outlook and Long Range Regional Transportation Plans

Several major highway and transit upgrades are slated to occur between 2015 and 2040. Roadway enhancements, lane additions, and intersection improvements will increase capacity on some roadways. However, the cost of land acquisition for additional rights of way in the future is becoming increasingly prohibitive, and additional travel lanes on many of the City’s arterial and collector roads would potentially require the acquisition of many homes and businesses. Given that road building will likely not be able to keep up with travel demand, transit upgrades are also essential.

At the time of this General Plan update, the Mountain View Corridor project was well underway. Ultimately, this project will be constructed as a six lane highway and HOV lanes with interchanges within a 328 foot right-of-way. The West Valley City portion of this project is currently proposed for completion by 2034. A BRT line on 5600 West will be included as part of this project, and a Class 1 bike route will also be provided. At the time of this update, the outside lanes of the Mountain View Corridor were built from the south end of the Valley to 5400 South. Construction of the extension of the outside lanes to at least 4100 South is planned to begin in 2016. The portion between 4100 South and SR-201 is scheduled to be completed by 2020. The exact phasing of the center freeway portion is not known at this time. Many of the projects listed in the next section are affected by Mountain View Corridor construction. This list reflects current funding priorities at the time of this update.

The region’s transportation planning agency, the Wasatch Front Regional Council, prepares a long range Regional Transportation Plan (RTP) every four years that addresses region-wide roadway and transit improvement needs over the next twenty years. The RTP is based on extensive modeling that anticipates future growth as well as input from cities within the region. The transportation projects from the Wasatch Front Regional Council’s RTP that affect West Valley City are included below and in the Major Street Plan.

All projects included in the RTP are needed by 2040. For this RTP, the Regional Council provided two priority descriptions for projects, ranking projects based on need and based on financial constraints. A “Needs Phase” ranking looks at the project from the standpoint of maintaining service, whereas the “Financial Constraint Phase” might shift a project into a later phase due to funding priorities. Additionally, as there were more projects than identified funding, some lower priority projects were placed in an “unfunded” category. These projects are noted when applicable.

The three Phases for the 2015-2040 RTP, including the unfunded portion, are as follows:

|          |   |
|----------|---|
| Phase 1  | 2015-2024                                 |
| Phase 2  | 2025-2034                                 |
| Phase 3  | 2035-2040                                 |
| Unfunded | Beyond 2040 (no confirmed funding source) |

## Transportation Project Descriptions based on the Wasatch Front Regional Council's Regional Transportation Plan: 2015-2040

### East-West Highway Facilities

**SR-201 from the Mountain View Corridor to I-15** – High Occupancy Toll (HOT) lanes will be added to the existing 6 lanes. This project is identified as a Phase 1 need, but it will likely not be completed until 2034 due to funding priorities. No bike route is planned.

**Parkway Boulevard (2700 South) from 7200 West to 5600 West** – will be widened from 2 to 4 lanes by 2024. A Class 2 bike route will be provided.

**3500 South from 7200 West to the Mountain View Corridor** – will be widened from 2 lanes to 4 lanes with a center turn lane by 2034. No bike route is planned.

**3500 South from the Mountain View Corridor to 4000 West** – will be widened from the existing 2 or 4 lanes to 6 lanes by 2024. A dedicated center BRT lane will be added by 2034. No bike route is planned. See the transit project section for a description of the BRT project.

**4100 South from 7200 West to the Mountain View Corridor** – will be widened from 2 to 4 lanes with a center turn lane by 2040. A Class 2 bike route will be provided.

**4700 South from 5600 West to the 4000 West** – will be widened from 2 lanes to 4 lanes with a center turn lane. This project is identified as a Phase 1 need, but will not likely be completed until 2034 due to funding priorities. A Class 3 bike route will be provided.

**4700 South from 4000 West to 2700 West** – will be widened from 4 to 6 lanes with a center turn lane by 2024. A Class 3 bike route will be provided.

**5400 South from SR-111 to the Mountain View Corridor** – will be widened from 2 to 4 lanes with a center turn lane by 2034.

**5400 South from SR-111 to 4800 West** – will be widened from 4 to 6 lanes with a center turn lane after 2040.

**6200 South from SR-111 to the Mountain View Corridor** – will be constructed as a 4 lane facility with a center turn lane by 2024, and widened to 6 lanes by 2034. A Class 2 bike route will be provided.

### North-South Highway Facilities

**SR-111 from 5400 South to 6600 South** – will be widened from 2 to 4 lanes. A Class 2 priority bike route will be provided.

**Mountain View Corridor from SR-201 to 4100 South** – will be constructed as a 4 lane arterial with surface intersections by 2020. A Class 1 bike route will be provided between the Crosstown Trail and 4100 South. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

**Mountain View Corridor from 4100 South to 5400 South** – will be constructed as a 4 lane arterial with surface intersections by 2018. A Class 1 priority bike route will be provided. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

**Mountain View Corridor from 5400 South to 6600 South** – As of 2014, the 4 lane arterial has been built. A Class 1 priority bike route has been provided. Expansion to a 6 lane freeway with grade separated interchanges will follow by 2034.

**Mountain View Corridor from SR-201 to 6600 South** – will be widened to include a high occupancy vehicle (HOV) lane freeway. This is identified as an unfunded Phase 3 need.

**5600 West from SR-201 to 6200 South** – will receive operational improvements related to BRT. A Class 2 bike route will only be provided between SR-201 and 2700 South. This project is identified as a Phase 1 need, but will likely not be completed until 2034 due to funding priorities.

**4800 West from SR-201 to Lake Park Boulevard (2700 South)** – will be constructed as a 2 lane facility with a center turn lane by 2024. A Class 2 priority bike route will be provided.

**I-215 Frontage Road from SR-201 to 4700 South** – will be constructed as a 1 lane auxiliary road facility on both sides of I-215 by 2024. No bike route is planned.

**Redwood Road from SR-201 to 4100 South** – will receive operational improvements before 2024. A Class 1 bike route will be provided.

### **Spot Facilities**

**SR-201 at 7200 West** – new construction will upgrade this intersection to an interchange. This is a Phase 1 project by needs, but funding places completion by 2034.

**SR-201 at I-215** – interchange will be upgraded. This is a Phase 1 project by needs, but funding places completion by 2034.

**Bangerter Highway Interchange at SR-201** – will be upgraded. This is a Phase 1 project by needs, but funding places completion by 2034. No bike route is planned.

**Bangerter Highway Interchange at Parkway Blvd. (2700 South), 3500 South, 4100 South, and 4700 South** – new construction and interchange upgrades. These are identified as Phase 3 needs, but no funding has been identified.

**Bangerter Highway Overpass at 3100 South** – new east-west overpass over Bangerter will be built and lanes added. These are identified as Phase 3 needs, but no funding has been identified.

## Transit Projects from the Wasatch Front Regional Council's Regional Transportation Plan: 2015-2040

### East-West Transit Facilities

**Parkway/Lake Park** - Enhanced bus service along Parkway Blvd. and Lake Park Blvd. between 5600 West and Redwood Road by 2034, with future BRT service as an unfunded priority. This line would connect future 5600 West BRT to lines extending to 2100 South, Foothill Drive, and the University of Utah.

**3500 South** - BRT service with dedicated center lanes and raised platforms is planned to extend west from 3600 West to 6000 West by 2034, with enhanced bus extending further west from 6000 West to 8400 West. Ultimately, the plan is for BRT service to extend along most of the line, from 8400 West all the way to the Millcreek TRAX station.

**4500 South/4700 South Corridor (Taylorsville-Murray-5600 West Segments)** - The RTP recommendation is for BRT from Redwood to The Murray Central TRAX Station through the Salt Lake Community College Redwood Campus and Sorensen Research Park by 2024, with enhanced bus between Redwood Road and 5600 West by 2034. This line is planned to extend all the way east to Murray Holladay Road and I-215.

### North-South Transit Facilities

**Redwood Road Corridor** - BRT service on Redwood through the City from I-80 to 6200 South by 2034, with eventual enhanced bus service extending all the way from the 200 South Transit Center to the South Jordan Front Runner Station and Sandy Civic Center TRAX Station.

**2700 West Corridor** – Enhanced bus service by 2034, connecting north to the 200 South Transit Center via 400 South, 900 West, and 800 South, and south to the 4700 South Corridor.

**5600 West Corridor** – BRT with dedicated center lanes and raised platforms is planned for 5600 West between 2700 South and 6200 South. The construction and operation of the line will coincide with the construction of the final freeway phase of the Mountain View Corridor. Enhanced bus sections north of the City will connect to the International Center and Salt Lake City International Airport, and enhanced bus to the south will connect to Kearns, West Jordan, South Jordan, and Daybreak.

## 10-4 Vision

Transportation in West Valley City balances travel demand with the need to provide a healthy and vibrant community. Residents and employees within the City should have extensive opportunities to bike and walk throughout the City. Road building needs will be balanced with transit projects, trails, and bike lanes. Transportation planning should be tailored to the unique needs of different areas of West Valley City. With the City approaching buildout, emphasis should be placed on enhancing our existing system over adding new streets.

## 10-5 Issues, Goals, and Actions

For this General Plan update, Planning staff met with Public Works to review the text of the Transportation Chapter, transportation and transit project lists, the Major Street Plan, the Bike Plan, and all issues/goals/actions. Many of the issues and actions listed below will require a major financial and logistical commitment on the part of the City and other regional organizations.

### **Issue: Existing Roadways Citywide**

Many roadways in West Valley City are at or near capacity, and options for expanding roadways or building new roads are limited by the increasing cost of land acquisition and construction materials and the complexity of acquiring numerous residential or commercial properties along an existing roadway. Roadway safety, especially in residential areas, was identified as an issue by the Planning Commission and City Council. Most of the actions below seek to enhance the efficiency and safety of existing roadways without adding travel lanes.

Maintenance of the transportation system is critical to its continued functionality. Maintaining the system already in place takes precedence over constructing and/or improving new transportation facilities. In order to comply with Governmental Accounting Standards Board statements regarding infrastructure assets, the City Council has adopted by resolution a maintenance standard for City streets. The condition of each City street is evaluated at least every three years, using a Remaining Service Life (RSL) index.

#### **10.1 Goal: Maintain existing roads to a high standard.**

**10.1.1 Action:** Allocate sufficient funds to maintain City streets with a minimum average RSL rating of 10 years.

**10.1.2 Action:** The City should continually seek additional funding for road projects from all possible sources.

#### **10.2 Goal: Expand roadways where feasible.**

**10.2.1 Action:** Install the roadway and intersection improvements identified in the City's Impact Fee Facilities Plan.

**10.2.2 Action:** Implement the Major Street Plan, including road widening where possible.

**10.2.3 Action:** Plan for the additional road-widening ‘flares’ necessary to accommodate the development of center-running BRT platforms.

**10.2.4 Action:** Work closely with UDOT and UTA to use creative design for roads and intersections that will have BRT stops, so that right-of-way acquisition is minimized and streets comfortably accommodate pedestrians.

**10.2.5 Action:** Study ways to improve east-west traffic flow within the City.

**10.3 Goal: Increase road capacity through intersection upgrades and better traffic management.**

**10.3.1 Action:** Update east/west corridor traffic signal coordination plans every three to five years based on available funding.

**10.3.2 Action:** Monitor corridor travel times and adjust coordination plans as needed to make improvements.

**10.3.3 Action:** Implement intersection improvements such as adding auxiliary turn lanes and optimizing left turn signal phasing to increase capacity without adding through lanes.

**10.4 Goal: Enhance mobility and safety on local City streets.**

**10.4.1 Action:** Respond to traffic calming requests on local residential streets.

**10.4.2 Action:** Develop an Access Management Policy that improves capacity by encouraging shared and cross-access easements, access consolidation for redevelopment and minimizing conflict points.

## **Issue: Non-Motorized Transportation Citywide**

The City lacks a comprehensive network of bike paths that make biking in the City a viable and attractive transportation option. To the degree possible, West Valley City should look to build upon the existing network of trails, bike lanes, and sidewalks to provide enhanced access to City resources and amenities for those who choose to travel on foot or by bicycle, whether for recreation or to meet their daily needs. More information on trails is found in the Parks, Recreation and Culture Chapter.

**10.5 Goal: Develop a safe and effective network of trails, bike paths, and walking routes in West Valley City.**

**10.5.1 Action:** Develop a comprehensive non-motorized transportation plan emphasizing school, recreation, and transit access.

**10.5.2 Action:** Work with UDOT to ensure that accommodating paths are created across the Mountain View Corridor in a way that prevents the corridor from becoming a significant barrier to non-motorized traffic.

**10.5.3 Action:** Implement the Bike Plan, prioritizing Class 2 facilities on key City streets, utilizing existing rights-of-way to the extent possible.

**10.5.4 Action:** Explore ways to create a continuous east-west bike path to serve 4100 South, perhaps by connecting through residential streets in neighborhoods either north or south of 4100 South.

**10.5.5 Action:** Work with UDOT to secure funding for a bicycle and pedestrian overpass over the Bangerter Highway to serve this 4100 South route.

**10.5.6 Action:** Install sidewalks where needed based on prioritization, funding availability, and development opportunity.

### **Issue: High Impact Corridors**

High impact corridors are roads that have significant traffic and are major thoroughfares in the City. These roads have large concentrations of commercial and residential development. Redwood Road, 3500 South from the Jordan River to 5600 West, and 5600 West from approximately SR-201 to 4100 South are high impact corridors.

**10.6 Goal: Encourage pedestrian use of high impact corridors by promoting safety and aesthetics in street design.**

**10.6.1 Action:** Create and emphasize building, landscaping, and site design standards along high impact corridors. Design standards should stress cross-access easements and pedestrian/bicycle access from adjacent or nearby neighborhoods. Where possible, barriers that prevent pedestrian access between commercial and adjoining areas should be removed.

