CHAPTER IV
TRANSPORTATION

"THE ROLE OF THE STREET IS AS MUCH SOCIAL AS UTILITARIAN."
Andres Duany – Planner and Architect, 1949-

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The City of Taylorsville's transportation systems will work to provide for the travel and circulation needs of residents and businesses. The City will strengthen community identity and support economic vitality by providing for the maintenance and improvement of its streetscapes and transportation ways. In addition the City will accommodate and encourage multiple types of transportation methods including automobile, mass transit, bicycle, and pedestrian.

Introduction

Taylorsville City is traversed by state and regional highways and contains a number of high volume roads that connect with adjoining communities, which makes transportation planning in Taylorsville a local, regional, and state issue. The success of transportation planning and improvement projects depends on coordination and cooperation with other transportation and transit service providers and adjacent jurisdictions including the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC), the Utah Transit Authority (UTA), and adjacent jurisdictions including Salt Lake

County, West Valley City, West Jordan and Murray. The transportation system must continue to meet the needs of all residents of the community including seniors, youth, those with disabilities, those dependent on public transportation, and those desiring alternative transportation options. All improvements, additions, and alterations to the transportation system should consider factors that help mitigate potential adverse impacts to the residents of the City.

The transportation systems of Taylorsville City play a defining role for community identity, image, economic development, and land use patterns. The travel corridors of the City are a major part of the City's "public space." The planning of transportation and circulation systems must recognize this influence and provide a responsive and effective transportation network that enhances all elements of the community. To achieve this, auto, public transit, bicycle, and pedestrian travel must be coordinated with land use planning. Road and street designs that recognize the effects on neighborhoods, community image, and safety should be a characteristic of the Taylorsville City transportation system. All road and street construction and improvement projects should advance livability, community identity, land use, and economic development goals as identified in Chapters 2, 3 and 5 respectively.

Public input should be sought in all transportation planning and decision-making processes. Public participation will ensure transportation systems strengthen the desirability and attractiveness of all areas, minimize adverse impacts on the environment, promote citizen support for transportation projects, and enhance community identity.

Existing Conditions

Due to Taylorsville City's central location in the Salt Lake Valley, many of its roads have become burdened with traffic from adjacent communities as residents travel throughout the Valley. This has lead to significant congestion at peak times along Redwood Road, 2700 West, Bangerter Highway, 4700 South, 5400 South, and 6200 South.

Mode	Taylorsville	Salt Lake County
Drive Alone	80.0%	76.4
Carpool	13.1	13.1
Mass Transit	2.1	3.5
Walk/Bicycle	1.1	0.6
Work at Home	3.2	2.6
Other	0.4	3.9
Source: U.S. Census Bureau, (2000) SF 3 P30		

Illustration 4.0.1: Travel Mode of Work Trips

The condition of traffic on a road is commonly referred to as its Level of Service (LOS). Level of Service uses a scale, like a school report card, that grades roads from "A", meaning traffic can move freely and unobstructed to "F", where roads are congested and motorists experience long delays. Existing Level of Service was calculated for each of the major roadway links in the City of Taylorsville using 2002 average daily traffic counts and existing typical roadway cross-sections. Maps 4.0.1 and 4.0.2 indicate current and projected levels of service in the year 2030 on Taylorsville's primary roads.

MAP 4.0.1 Current LOS

MAP 4.0.2 Projected LOS

Transit plays an important role in the overall transportation system of Taylorsville City and the surrounding region. Currently, Utah Transit Authority (UTA) provides bus service through Taylorsville on eight daytime routes and two night routes. UTA provides accessible service on many routes, as well as Flextrans, a door-to-door transit service for persons with disabilities.

While many transportation problems are created by automobile traffic exceeding intended road capacity, greater issues of accessibility are often solved through consideration of transit or other alternatives that would reduce dependency on single occupant automobiles. Illustration 4.0.1 provides a breakdown of how people in Taylorsville City travel to work relative to the entire County. The percentages in Illustration 4.0.1 indicate that Taylorsville residents generally follow County trends in their travel modes to and from work. City residents could, however, decrease the average number of daily automotive trips if improvements to mass transit systems and other alternative forms of transportation were encouraged, supported, and used.

The table also shows that more Taylorsville residents walk or travel by bicycles than is typical in the County. This supports the need to provide a functional network of sidewalks and bike lanes throughout the City.

Transportation Mission Statement

Taylorsville City will provide for the transportation needs of its citizens while utilizing the transportation system to further it's economic development, land use, and community identity goals while minimizing the impact of the transportation system on the quality of life of it's residents.

Transportation Goals:

4.1 Encourage alternative forms of transportation and support a greater regional emphasis on transportation planning.

4.2 Bring a higher level of aesthetic quality to transportation capital projects.

4.3 Improve the efficiency and quality of the automotive transportation system.

4.4 Mitigate the impact of the transportation system on the community.

4.5 The transportation system will be complementary and compatible with other elements of the general plan.

4.1 Alternative Forms of Transportation

Goal 4-1: Encourage Alternative Forms of Transportation, and Support a Greater Regional Emphasis on Transportation Planning.

It is clear that most Taylorsville residents utilize private automobiles for a majority of their transportation needs. However, it is important to emphasize that automobiles are not the only way to travel in Taylorsville. A number of bus

lines run through the City and provide connections to the existing light rail system. The travel modes used by Taylorsville residents are similar to the rest of Salt Lake County as indicated by Illustration 4.0.1 earlier in the chapter, yet Taylorsville has characteristics that could encourage more public/mass transit use. Taylorsville is centrally located in the Salt Lake Valley and has the highest population density of any city in Utah. High population densities mean that with effective planning and design of transportation projects more people are able to gain easy access to transit facilities. Based on these characteristics, Taylorsville should actively promote the City's ambitions for higher priority on public transit projects.

Analysis of Current Conditions

As Illustration 4.0.1 demonstrates, the private automobile is the principle travel mode for most Taylorsville residents, especially for work trips. The illustration does not consider, however, that a significant proportion of the City's population does not drive. The primary form of transportation for City residents who can't or choose not to drive is by walking, bicycling, or public transit.

A sidewalk network is in place in most residential neighborhoods of the City. Although most sidewalks in residential areas are currently in good condition, a significant portion have deteriorated and in many locations have become broken up and uneven. These conditions detract from the pedestrian experience from both a safety and aesthetic perspective. Access to commercial centers by walking is limited due to sidewalks being either nonexistent, in poor condition, or located in immediate proximity to heavily traveled vehicle lanes. The City provided system of bike paths is very limited. If bike routes are provided, they are generally provided in association with required improvements designed principally to enhance the City's road and streets system for vehicle use. Although UTA does provide bus services to the City, improvements to the bus system and mass transit connections could increase rider ship and the convenience of mass transit use for City residents.

Pedestrian

Providing sidewalks in urban areas improves community livability by enhancing pedestrian safety. Improved public sidewalks form an important transportation network for residents of all ages, especially for children and the elderly. Sidewalks are often a critical part of a community's recreational network as well. This section of the transportation chapter focuses on the "urban" pedestrian network - meaning sidewalks primarily located in developed portions of the City like commercial districts and neighborhoods. Please refer to section 6.4 of the General Plan (Chapter 6 - Parks, Open Space, Recreation and Trails) for more information concerning recreational pedestrian facilities such as trails. To encourage higher numbers of pedestrian trips by residents in the City, greater emphasis should be placed on enhancing the walking experience. This can be done by creating interest in the public way that will engage pedestrians in the communities they pass through.

Sidewalk Standards.

Taylorsville's residential sidewalk cross section reflects a typical suburban standard of a four foot sidewalk and five foot parkstrip. In commercial locations the standard increases to a five foot sidewalk width. Where right-of-way is limited, an integrated curb gutter and sidewalk design may be an alternative with a six foot sidewalk adjacent to the curb with no parkstrip. However, integrated sidewalks are generally viewed as undesirable and should only be permitted in extreme circumstances. Where pedestrians are required to cross roadways it is important to construct intersections that meet all ADA requirements as well as have pedestrian signals at all signalized intersections.

Image - grandmother and granddaughter on sidewalk

Sidewalk design and the relationship the sidewalk has with the adjacent road is very important in terms of safety and comfort of pedestrians. For example, an integrated sidewalk isn't desirable because snow is often deposited on the sidewalk by snow plows and there isn't proper separation between the pedestrian and automotive traffic. Also, sidewalks less than five feet in width make it difficult for two pedestrians to walk side by side without stepping off the sidewalk. Where right-of-way allows, consideration should be given to wider facilities, especially in commercial locations, to accommodate a quality pedestrian setting. Sidewalk widths between eight and twelve feet in pedestrian-oriented commercial or mixed use environments are desirable. Desirable cross-sections are shown in illustration 4.1.2.

Illustration 4.1.1: Providing a quality sidewalk network is important, especially for certain segments of the population such as children and the elderly.

Induced Pedestrian Demand

Taylorsville residents walking tendencies follow State and national trends of limited pedestrian trips. This national trend has contributed to increases in obesity and related health problems in many urbanized areas. To reverse these trends many communities have created urban trail systems to induce increased walking activity. By creating interconnecting urban trails, Taylorsville will be able to encourage and promote more pedestrian trips. The benefits to a community that can increase pedestrian activity not only includes improved health but also a reduction in noise and vehicle congestion, improved air quality, and improved quality of life. A successful urban trail system must be supported by an accessible sidewalk system connecting logical destination points including parks, schools, commercial districts, public buildings, employment centers, and entertainment locations. These walking routes can be further enhanced and lengthened with the use of mass transit.

Illustration 4.1.2 Cross Sections

Transportation Objective 4.1.1: Attain sidewalk improvements on all City streets with an emphasis on sidewalks in school zones or on school routes.

Action Statements:

AS-4.1.1 (a): Inventory and monitor all City streets and identify all areas lacking sidewalk improvements.

AS-4.1.1 (b): Based on current funding, aggressively promote the City's 50/50 sidewalk program to property owners of parcels in Taylorsville that don't have sidewalk improvements.

AS-4.1.1 (c): Systematically construct sidewalks in school zones and school routes where sidewalk improvements don't currently exist.

AS-4.1.1 (d): Ensure that all intersections with pedestrian traffic meet current ADA standards.

AS-4.1.1 (e): Replace all pedestrian signals with pedestrian countdown timers.

Best Practice Policies:

P-4.1.1 (a): Avoid the development of integral sidewalks wherever possible. Instead seek to develop sidewalks that meet or exceed the City's sidewalk standard.

P-4.1.1 (b): Take advantage of opportunities to exceed the City's minimum standard sidewalk by increasing buffers between the sidewalk and automotive transportation ways.

Transportation Objective 4.1.2: Repair damaged sidewalks with an emphasis on sidewalks in school zones and on school routes.

Action Statements:

AS-4.1.2 (a): Inventory all City streets and identify all sidewalks with significant damage (tripping hazards).

AS-4.1.2 (b): Aggressively promote the City's 50/50 sidewalk program to property owners who control parcels in Taylorsville that have damaged sidewalks.

AS-4.1.2 (c): Systematically repair sidewalks in school zones and school routes where damaged sidewalks currently exist.

Best Practice Policies:

P-4.1.2 (a): Seek annual recommendation from the Public Safety Committee concerning the installation of new sidewalks.

Transportation Objective 4.1.3: Improve pedestrian facilities and enhance the pedestrian experience.

Action Statements:

AS-4.1.3 (a): Amend sidewalk and landscaping standards in commercial areas to require eight foot parkstrips and six foot sidewalks where possible.

AS-4.1.3 (b): Adopt landscaping standards that place requirements for street trees between automotive and pedestrian corridors.

Bicycle

Map 4.1.1 illustrates the Wasatch Front Regional Councils 2030 regional bicycle plan for the City of Taylorsville. The plan is categorized into Class 1 routes (a pathway separated from other traffic) and Class 2 routes (a striped lane on a roadway reserved for bicyclists intended to be used more for commuting than for recreation) and Class 3 routes (a striped lane on a roadway reserved for bicyclists intended more to access local facilities (like parks and other trails).

The plan is intended to make the City of Taylorsville more bicycle friendly by improving the safety of riders and increasing number of bicycle routes. Bicycle lanes and designated routes will become more utilized as the routes interconnect to and from other routes. This alternative mode of transportation will enable riders to traverse the City on either designated routes or dedicated trails for a variety of transportation needs.

Transportation Objective 4.1.4: Improve and increase the number of bicycle routes in Taylorsville.

Actions Statements:

AS-4.1.4 (a): Implement, as possible, the Taylorsville City/WFRC Bicycle Plan for the City of Taylorsville:

AS-4.1.4 (b): Stripe routes on existing City streets where feasible.

AS-4.1.4 (c): Work with UDOT and applicable canal companies to implement routes on State roads and canal rights-of-way.

Best Practice Policies:

P-4.1.4 (a): Mark new bicycle paths with sign posts. Signage may include trail name, length, or other interpretive information.

MAP 4.1.1 Bicycle Plan Map

Transportation Objective 4.1.5: Improve safety and facilities for bicyclists in Taylorsville.

Action Statements:

AS-4.1.5 (a): Amend Engineering Development Standards Manual to include standards for bicycle lanes. The new standard should focus on safety of the bicyclists while balancing the needs of other users of the right of way.

AS-4.1.5 (b): Prohibit on-street parking, where feasible, along all Class 2 and Class 3 bicycle routes.

AS-4.1.5 (c): Coordinate future bicycle planning and improvements with UTA bus routes.

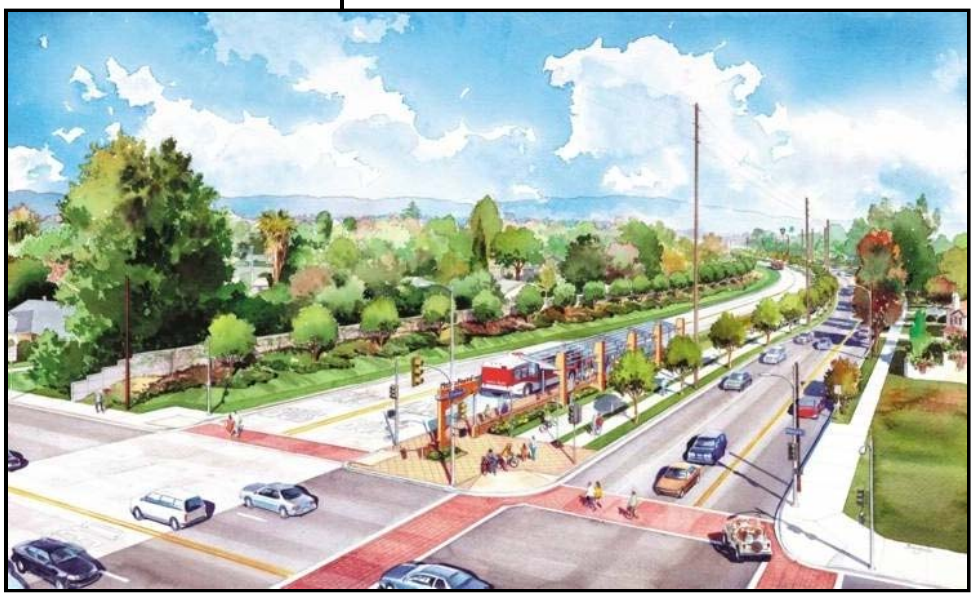
Best Practice Policies:

P-4.1.5 (a): Encourage new commercial development to install appropriate furnishings for bicycle parking, especially when adjacent or near existing or future bicycle routes.

P-4.1.5 (b): Install bicycle racks at municipally owned facilities (where applicable).

P-4.1.5 (c): Where practical, provide grade separations between automotive and bicycle facilities.

Illustration 4.1.2: Bus Rapid Transit (BRT) looks and functions much like light rail but offers a significant reduction in cost (San Fernando, California)



Public/Mass Transit

Light rail transit has been successfully implemented in the Salt Lake Valley with the North/South main line and University of Utah/Medical Center extension. The Trax mainline has stops near Taylorsville at 4500 South (Murray North Station), 5300 South (Murray Central Station), and 6400 South (Fashion Place West Station). Access to these stations is primarily via UTA feeder bus services and the private automobile. The Wasatch Front Regional Council (WFRC) Long Range Master Plan also calls for additional light rail spurs for communities adjacent to Taylorsville including the West Valley City spur, which

will branch off from the main line at the Central Pointe station (2100 South) and terminate on 2700 West near the Valley Fair Mall and the Mid-Jordan spur. The Mid-Jordan spur will branch off the main line in Murray and travel through Midvale and West Jordan and terminate in South Jordan at the Daybreak master planned community. UTA anticipates major bus route restructuring to provide east/west service to the light rail stations. Implementation of many of the routes is yet to be determined as UTA continues to evaluate their system. The City of Taylorsville should continue to work with UTA on the final routes for feeder bus connections to light rail, as well as route planning throughout the community.

The WFRC long-range plan also calls for bus rapid transit (BRT) improvements on Redwood Road through the City of Taylorsville. BRT is a new transportation technology that combines the convenience of light rail travel with the lower costs of traditional bus transi**t.** BRT is a transit system that combines many of the features people like about rail systems with the flexibility and cost savings of associated with over-the-road vehicles. BRT vehicles usually operate on dedicated right-of-ways or lanes, or in HOV lanes, maximizing speed and service. Vehicles also can run on city streets, providing flexibility to serve changing community needs. A community can use signal prioritization, queue jumping, and other techniques to increase BRT speeds and enhance service when vehicles are operating in traffic. Similar to LRT systems, BRT stations are the link between the community and the system. BRT stations should be located and designed to integrate into the community, promote economic development, and enhance travel time and convenience.

Traditional bus service is the most prevalent form of public transportation in the City. The current UTA bus routes that travel through Taylorsville City are listed below:

- Route 35 Kearns uses 2700 West and 4700 South. 30-minute morning peak hour service, 60-minute off-peak service.
- Route 39 East/West 39th South travels along 4100 South. 30-minute service with 20-minute peak service.
- Route 40 East/West 45th South uses 4500 South, 4700 South. Serves Atherton neighborhood and Salt Lake Community College. 20-minute peak period service.
- Route 41 West Jordan uses 2200 West, 5400 South, and 2700 West. 30-minute peak period service.
- Route 42 uses 3200 West and 6200 South. 30-minute afternoon peak hour service.
- Route 43 Bluffdale/Redwood Road follows Redwood Road. Serves the Salt Lake Community College and other points along Taylorsville's most traveled street. 20-minute afternoon peak service.

- Route 48 West Jordan Express follows I-215, 6200 South, and 2700 West. Peak period express service only.
- Route 84 East-West 5400 South follows 5400 South. 30-minute service.
- Night Ride 142 Dixie Valley follows 2700 West, 4700 South, and 3200 West. Serves American Express and UDOT.
- Night Ride 143 Redwood uses Redwood Road while traveling between the Valley Fair Mall and the Sandy Civic Center beginning at 7:45 p.m.

UTA has advised the City that they continue to receive requests for expansion of bus services throughout Taylorsville and are looking at providing additional services.

Public and Mass Transit Recommendations.

Once the planned West Valley and Mid-Jordan light rail spurs are built, Taylorsville will be the largest City in Salt Lake County without direct mass transit service. This, combined with the fact that the City of Taylorsville has the highest population density of any city in Utah indicates that Taylorsville should be considered for future mass transit improvements. Creating an atmosphere where mass transit will flourish should be a top priority for the City of Taylorsville in order to help "recruit" transit improvements. Envision Utah has published a document entitled "Wasatch Front Transit Oriented Development Guidelines" that provides guidelines for new development, as well as for a variety of transit oriented infrastructure. Using these guidelines in the planning of new developments or redevelopment will help to foster a more transit-friendly environment in Taylorsville.

The Taylorsville General Plan recognizes four distinct corridors appropriate for mass transit improvements (see map 4.1.2) in the City of Taylorsville:

- **Redwood Road.** Many locations based on their intensity of use on or near Redwood Road are compatible with mass transit including Salt Lake Community College and multiple high density housing developments. In addition, many commercial locations are likely to transition or redevelop in the next 20 years allowing more compatible transit oriented development. The WFRC *Long Range Transportation Plan* currently identifies Redwood Road as a future corridor for bus rapid transit (BRT). Because of severe automotive congestion and limited right-of-way, BRT is likely a better option for Redwood Road than light rail transit (LRT).
- **2700 West.** Although the 2700 West corridor does not have as many adjacent land uses compatible to mass transit, there are a number of vacant parcels that could be used for stations, park and ride lots, or future transit oriented developments. In addition, the corridor itself has a generous right-of-way and could be easily reconfigured to accommodate transit improvements. Furthermore, the planned West

Valley light rail spur will terminate on 2700 West approximately one mile north of the Taylorsville boundary. A logical extension of the West Valley line would be south along 2700 West in Taylorsville. Either BRT or LRT could likely be constructed on 2700 West.

- **5400 South.** A mass transit investment on 5400 South could help alleviate the sever congestion on the east-west transportation corridors in Taylorsville and serve rapidly growing areas on Salt Lake County's far west side. The regional transportation system could also benefit from a mass transit line on 5400 South because of the proposed multi-modal connection between the light rail main line and the future commuter rail line at the Murray Central station (5300 South). A mass transit improvement on 5400 South could provide access to light rail and commuter rail riders to the central west side of the Salt Lake Valley. Because of existing freeway bridge structures and other right of way issues BRT would be more compatible on 5400 South than LRT.
- **4700 South**. Providing a mass transit improvement (BRT or LRT) connecting the existing north/south light rail main line to the Salt Lake Community College along 4700 South and terminating near Redwood Road, 2200 West, or 2700 West would connect the City's largest single traffic generator with the established mass transit system. In addition to the campus a number of other complimentary land uses are already in place along this corridor including a number of high density housing developments.

Traditional bus service in Taylorsville is often a frustrating experience. Existing traffic congestion often contributes to long commute times. As a result many Taylorsville residents are hesitant to rely on bus service as a primary transportation option. Many perceive light rail mass transit as a more reliable and quicker transportation option. Regardless, many residents *do* rely on bus service for a variety of transportation needs. The Taylorsville General Plan recommends that bus service in Taylorsville: 1) be made as efficient as possible, 2) be convenient and pleasant as possible, 3) focus specific attention on locations with existing and potentially high ridership (i.e. Salt Lake Community College), and 4) provide efficient access to existing mass transit facilities.

MAP 4.1.2 Possible Mass Transit Improvements

Transportation Objective 4.1.6: Improve the quality and accessibility of public and mass transit service in the City of Taylorsville.

Action Statements:

AS-4.1.6 (a): Identify opportunities to enhance and expand the existing public transit system.

AS-4.1.6 (b): Identify opportunities to enhance the efficiency of existing and future bus routes.

AS-4.1.6 (c): Participate, as possible, in studies and processes regarding bus route restructuring in the City.

AS-4.1.6 (d): Coordinate with the Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC) to provide the necessary public transportation services to destinations in Taylorsville with high potential ridership such as the Salt Lake Community College.

AS-4.1.6 (e): Develop standards for quality amenities for all bus stops within the City.

Best Practice Statements:

P-4.1.6 (a): Facilitate the placement of covered bus shelters at all primary bus stops within the City.

P-4.1.6 (b): Encourage and promote large employment centers and other destination centers such as the Salt Lake Community College to offer bus passes or reduced fair opportunities for their employees and visitors.

P-4.1.6 (c): Support adjacent community's efforts to obtain mass transit improvements in an effort to reduce congestion on Taylorsville roads.

Transportation Objective 4.1.7: Obtain mass transit improvements in Taylorsville, specifically light rail and/or bus rapid transit that connects the City to the region wide mass transit system.

Action Statements:

AS-4.1.7 (a): Allocate resources to study expanding mass transit opportunities, including *bus rapid transit* and *light rail*, along 2700 West, 5400 South, 4700 South and Redwood Road.

AS-4.1.7 (b): Identify possible locations for future park and ride lots, transit stations, and intermodal hubs. Consider the

possibility of purchasing ideal locations to ensure potential for these future uses.

Best Practice Policies:

P-4.1.7 (a): Utilize transit oriented design concepts for new development proposals adjacent to corridors identified as possible BRT or LRT routes to ensure compatibility between land uses, the physical form of new development, and mass transit.

4.2 Urban Design Considerations

Goal 4-2: Bring a Higher Level of Aesthetic Quality to Capital Projects

Transportation capital improvement projects generally represent the largest monetary investment by the public sector in the physical development of a City. Given the growth rate of the southwest portion of Salt Lake County, road projects and investments into the expanding regional transportation network will continue to have a heightened presence in this region. Consequently, there is perhaps no greater way of beautifying Taylorsville City than by bringing high expectations for quality aesthetic improvements to road projects and other capital projects. Implementing a strategy to include such elements as street trees, parkstrip enhancements, street furnishings, and upgraded street lights contribute significantly to the overall appearance of a transportation corridor. Also, when considered from the perspective of the overall budget, such aesthetic improvements generally make up only a small percentage of the project.

Analysis of Current Conditions

Some portions of Taylorsville's existing collector and arterial street system lack desirable levels of aesthetic quality. Although these streets are generally constructed to high standards of transportation efficiency, they are characteristically lacking in aesthetic improvements such as street trees, uniform fencing, attractive lighting and shoulder maintenance. In some cases, private properties contribute to this lack of visual quality by not maintaining required landscape improvements. Lack of attractive transportation corridors negatively affects Taylorsville's image and perception.

Context Sensitive Design

The theory of *Context Sensitive Design* is that transportation facilities should be designed in harmony with their surroundings and that the street design addresses the environment and enhances the place in which it is intended to serve. Transportation Context Sensitive Design principles consider environmental issues and take into account the purposes and needs of a project in balance with other goals of the area in which the transportation improvement is located. Context Sensitive Design provides opportunities for experts, other than traffic engineers, to provide advice and input on transportation and facilities projects.

This "team approach" helps meet transportation safety and mobility goals while advancing other goals of the community.

Transportation Objective 4.2.1: Recognize roads and streets are public spaces that influence community identity and sense of place.

Action Statements:

AS-4.2.1 (a): Provide road and street designs for capital projects that include design elements and amenities that add to the quality and attractiveness of the City.

AS-4.2.1 (b): Adopt street beautification and enhancement programs for major roads and streets.

AS-4.2.1 (c): Amend City ordinances to require power lines to be installed and/or relocated underground where and when possible.

Best Practice Policies:

P-4.2.1 (a): Identify and implement a "context-sensitive" design and enhancement strategy for all types of roads and streets within the City.

4.3 Automotive Transportation

Goal 4-3: Improve the Efficiency and Quality of the Automotive Transportation System.

Automotive transportation is the primary form of transportation for most Taylorsville residents. Consequently special consideration must be given to improving and maintaining the efficiency and quality of the automotive transportation system.

Analysis of Current Conditions

The street system in Taylorsville is a mixture of State and City-owned roads on a hybrid grid network. State roads include Interstate 215, State Route 68 (Redwood Road), State Route 266 (4700 South from just east of I-215 to the eastern City boundary), State Route 173 (5400 South), and State Route 154 (Bangerter Highway). The Utah Department of Transportation (UDOT) has jurisdiction over these roads while the City of Taylorsville retains ownership and control over all other public streets in the City.

The mix of controlling jurisdictions on

Illustration 4.3.1: Traffic congestion, especially on Taylorsville's east-west arterial roadways, is a significant issue.

Taylorsville's roads presents challenges in managing roadway maintenance, improvement pro-grams, and signal coordination. Cooperation between UDOT and Taylorsville will be necessary for making proper decisions about state-owned roads.

Many of Taylorsville's major roadways enter the City from neighboring cities and some roads form the boundaries between communities, such as 4015 West separating the City from Salt Lake County and 4100/4700 South forming part of the boundary between Taylorsville City and West Valley City.

Functional Classification System

Based on future and existing travel demand, existing and planned rights-of-way, and local and regional roles that each roadway plays, the roadway network has been classified into functional groups. The *functional classification system* for the City of Taylorsville is indicated in Illustration 4.3.2 and Map 4.3.1. The functional classification system reflects the recommended number of travel lanes, access control, roadway capacity, speed, and rights-of-way. Typical cross sections associated with each functional classification are shown in illustration 4.3.3. It should be noted, however, that the City should reserve the right to vary from these typical cross sections to accommodate special road projects that enhance community identity or public safety.

Classification	Street
Freeway	Interstate 215 Freeway
No Access Highway	Bangerter Highway
Principle Arterial	Redwood Road
	4700 South
	5400 South
Arterial	2700 West (north of 5400 South)
	4100 South
	6200 South
Collector	1300 West
	2200 West
	2700 West (south of 5400 South)
	3200 West
	3600 West
	4015 West
	4800 South

Illustration 4.3.2: Functional Classification Assignments

Classifications:

Freeway Classification:

This is a regional facility that has interchanges at entrance and exit points about every three to five miles and has three to five lanes in each direction separated by a median. Freeways are typically designed for speed limits up to 65 miles per hour. This type of a facility is not anticipated to be a City street.

Interstate - 215: The State of Utah is currently expanding the six-lane configuration of I-215 to eight lanes to accommodate continued travel growth on this freeway. The additional capacity should reduce existing peak hour congestion in both travel directions.

No Access Highway Classification:

The *No Access Highway Classification* is for regional facilities that provide access to arterials with at-grade crossings. This classification typically has three lanes in each direction separated by a median and is designed for speeds of up to 55 mph. This type of a facility is not anticipated to be a City street.

Map 4.3.1 Functional Classification Map

Bangerter Highway: Bangerter Highway is currently over capacity during peak hours. Further, more traffic is expected on Bangerter as high growth areas in the southwest part of the valley continue to expand and develop. The current six-lane configuration of Bangerter will not accommodate this travel demand. Although the City of Taylorsville does not have direct control over Bangerter Highway, participation in regional planning and cooperation with UDOT will be necessary to address future travel demands.

Principle Arterial Classification:

Principle Arterial facilities serve multiple jurisdictions and consist of 5 to 7 lanes in rights-of way of 106 feet or more. Principle Arterials connect Freeways and Highways and provide access to collector streets. In some cases, private properties and local streets gain access to Principle Arterials although UDOT and the City limit access to ensure traffic safety and efficiency. Average daily trips are estimated between 25,000 and 40,000 with level of service typically fluctuating between C to F during peak hours. Traffic speed is usually set between 40 and 55 miles per hour. It should be noted that the majority of Principle Arterials are owned by UDOT.

Redwood Road: Redwood Road from 4700 South through 6200 is operating at or near capacity most of the time. The I-215/Redwood Road interchange, numerous traffic signals, plus frequent driveway access points to businesses and parking contribute to the high level of congestion. The efficient operation of Redwood Road is a very high priority. It is a major commercial and shopping district for Taylorsville and other valley residents, and is an important gateway for the City. Operations analysis of Redwood Road from 6200 South through 4700 South is currently underway to identify ways to accommodate the travel and access needs of this State roadway and provide for quality upgrades.

4700 South: 4700 South is a major east-west corridor in the regional transportation system with direct freeway access to both I-15 and I-215. The City of Taylorsville recently participated in a traffic mitigation project in cooperation with UDOT and WFRC to reduce the heavy congestion in the vicinity of 2200 West to 2700 West on 4700 South. Although the project did reduce congestion and improve efficiency in the corridor, the area remains extremely congested.

5400 South: 5400 South is also a major east-west roadway in the regional transportation system. The street extends from approximately 600 East to Highway U-111 (approximately 7400 West) and has direct freeway access to Interstate-15 in Murray City.

Arterial Classification:

These facilities serve multiple jurisdictions and consist of between 4 to 5 lanes in 84+ feet of right of way. Arterials connect highways with other arterials. Average daily trips are typically between 15,000 and 25,000 with level of service fluctuating between C to F during peak hours. The City controls and limits

access from adjacent properties where possible. Traffic speeds are generally set between 35 and 45 miles per hour.

2700 West (north of 5400 South): 2700 West is one of the longest *non-principle arterial* streets in Salt Lake County extending from 900 South in Salt Lake City to 15000 South with a disconnect at State Road 201. 2700 West in Taylorsville provides access to several key locations within the City, including Taylorsville City Hall, Valley Regional Park, American Express, and the Calvin Rampton Building. Because of the existing width of the road, the Taylorsville General Plan recognizes this portion of 2700 West to be a candidate for multi-modal transportation alternatives possibly including mass transit and/or bicycle travel lanes in the future. Despite not having direct access to I-215, travel patterns on 2700 West are greatly influenced by its close proximity to the freeway.

4100 South: The center line of 4100 South represents the Taylorsville city boundary with West Valley City between the Jordon River and 2700 West. 4100 South is a major east-west corridor in this vicinity despite not having direct freeway access to either I-215 or I-15. 4100 South West of 2700 West is in the sole jurisdiction of West Valley City.

6200 South: 6200 South provides a major access point from areas west of Redwood Road to I-215 (via Redwood Road). Recent improvements to the street, including widening the road to five lanes west of 2700 West and new striping patterns east of 2700 West have helped alleviate traffic congestion. However, even with the recent improvements, traffic and pedestrian safety continue to be a major concern for area residents.

The City of Taylorsville in conjunction with the UDOT is also considering alternatives to the intersection at Redwood Road and 6200 South to help facilitate a freer flow of traffic through the area.

Collector Classification:

These facilities generally collect local traffic and connect to the arterial street grid. Collector streets consist of between 2 to 5 lanes in 72+ feet of right of way. Average daily trips are estimated between 13,000 and 15,000 with level of service fluctuating between B to D during peak hours. Collectors can also function as local roads providing access to adjacent property owners. Speeds are generally set between 30 and 40 miles per hour.

1300 West: 1300 West provides a convenient connection from the Murray-Taylorsville Expressway (4800 South) southward into West Jordan. During peak periods, 1300 West is heavily used although its current size, land use patterns, and winding path make it unsafe for high volumes of traffic. Public safety at the popular duck feeding area adjacent to the North Jordan Canal (approximately 5800 South) has been significantly improved in recent years in large part because of parking and buffering improvements.

2200 West: 2200 West is an important neighborhood collector street despite being divided by I-215 near 5800 South. 2200 West provides access to numerous schools, churches, and neighborhoods in addition to the proposed baseball facility at approximately 5000 South. Traffic on 2200 West is greatly influenced by Salt Lake Community College commuters north of 4700 South because of its close proximity to I-215.

2700 West (south of 5400 South): 2700 West narrows at 5400 South and is considered a *collector street* south of 54th. Despite only being one lane in both the north and south directions, 2700 West south of 5400 South is still a very important street in the regional transportation network because the street extends an additional 12 miles south of the Taylorsville border.

3200 West: 3200 West primarily serves residential neighborhoods in Taylorsville and continues though both West Valley City and West Jordan. 3200 West, which is not fully improved, could be significantly affected by future development on the vacant "UDOT" parcel north of 6200 South and possible future city park at the same location.

3600 West: 3600 West passes though a only portion of Taylorsville (5400 South to 4700 South) and then extends to the north into West Valley City.

4015 West: 4015 West primarily services residential neighborhoods and closely parallels the Bangerter Highway. The City boundary is the centerline of 4015 West with the County Township of Kearns. This road connects several commercial districts, Kearns Junior High, and Southridge Park.

4800 South: Along with Redwood Road, 4800 South (Murray/Taylorsville Road) was one of the first transportation corridors within what is now Taylorsville. The historic nature of 4800 South continues today by providing access to many of the historic sites within the City. Although the street terminates at Redwood Road, 4800 South carries significant amounts of traffic between the City of Taylorsville and Murray City to the east.

Illustration 4.3.3 Functional Classification Cross Sections

Recommended Improvements

A program of transportation improvements to address existing, short-term, and long-term future needs is an essential element of the General Plan. The level of development in Taylorsville and recent reconstruction of some of the major street network suggests that a *Transportation Systems Management* (TSM) approach is the most appropriate. TSM is a concept that emphasizes getting the most out of the existing infrastructure. Maximum use of existing roads, access management, intersection realignment, signal coordination, and strict development and redevelopment requirements are preferred as opposed to building new roads or expanding existing rights-of-way. The largest return on investment for Taylorsville will come from TSM improvements as opposed to the purchase of new right-of-way or the construction of new or wider roads, which is expensive to the City and citizens.

The majority of the improvement options may not be required soon, however Taylorsville should make provisions for their eventual implementation. Also, 5400 South, portions of 4700 South, and Redwood Road are State facilities. Taylorsville's role in implementing improvements to these corridors will be one of advocacy and stewardship.

Assigning priorities to improvements entails balancing transportation needs with other needs expressed elsewhere in the General Plan (such as trails, gateways, and parks). Additionally, detailed planning and engineering for these improvements is beyond the scope of a General Plan and is normally undertaken as part of project development.

As traffic conditions throughout the City have been analyzed, a number of road segments have been selected for improvements. As these improvements are realized, it is suggested that the following recommendations are considered as project planning takes place.

East/West Roadways:

4100 South: Although 4100 South hasn't been identified as being severely over capacity, additional capacity may be considered by repainting the lanes on 4100 South from its current five-lane cross-section to other multiple-lane layouts. Coordination of traffic signals could also improve operations.

4700 South: The option of repainting the lanes on the existing roadway to a seven-lane cross-section from 4000 West through 2700 West would add additional capacity. This section is wide enough to accommodate additional lanes in both directions, thereby adding capacity. However, consideration needs to be given to the functionality of such changes and the impact on adjacent neighborhoods. Due to the high number of street intersections and private drives, access and safety must be a determining factor in how capacity is developed.

5400 South: The option of repainting the road to a seven lane cross-section and signal optimization and coordination will enhance overall capacity. Where residential driveways still exist, parcel access should be eliminated or combined if and when redevelopment of the parcels occurs. 5400 South serves local residential and commercial needs but as a State-managed road it is also important to regional transportation as an East/West corridor. Coordination with UDOT will enable the City to retain as much control over the roadway as possible.

6200 South: The recent widening of 6200 South from 2700 West to 4000 West has significantly reduced congestion on this section of the road. Additionally, re-striping the segment west of 2700 West has helped improve traffic flow. Additional study and improvements of the intersection at Redwood Road should also further enhance the traffic situation in this area.

North/South Roadways:

Redwood Road: A comprehensive operations and access control study is underway to optimize the operation of this highly traveled road. Dual left turns are justified for approaches at each of the major intersections; however, significant costs can be expected where insufficient right of way is available to modify intersections. UDOT is continually modeling the traffic conditions and the effects of lane additions, configurations, and assignment of priorities at signal locations. It is essential that this road function at the highest efficiency possible. By coordinating efforts and cooperating on common goals, the City should experience enhanced levels of service and reduced delays in one of the busiest roadways in the state.

3200 West: Making the road consistently three-lanes where needed will increase traffic capacity. In addition, if curb, gutter, sidewalk and bicycle lanes improvements are constructed at the same time, it will also provide a safer and more efficient system for pedestrians and bicyclists.

1300 West: Reconstruction of 1300 West to a three-lane cross-section consistent with the alignment established by Salt Lake County, with curb, gutter, and sidewalk will significantly improve safety and capacity. Where the topography and the canal hinder the availability of widening the road, an alternate design will be necessary. Increased lighting and signage will also improve safety. Special consideration needs to be given to adjacent properties and neighborhoods for any improvement project on 1300 West.

Transportation Objective 4.3.1: Provide an efficient and safe street network for all users.

Action Statements:

AS-4.3.1 (a): Coordinate with UDOT to provide strategies on all State roads within Taylorsville to encourage safer roads and streets for all users, including pedestrians and bicyclists.

AS-4.3.1 (b): In conjunction with UDOT, develop and adopt an *access management* policy for all major roads and streets.

AS-4.3.1 (c): Amend the subdivision ordinance to require access and traffic management measures with all development approvals.

AS-4.3.1 (d): Adopt evaluation and siting criteria for the installation of street medians as a traffic control, safety, and street enhancement feature.

AS-4.3.1 (e): Require consistency and coordination between the City's land use regulations and access management policy.

AS-4.3.1 (f): Develop a *transportation safety plan* to reduce the number and severity of automobile accidents on Taylorsville Roads

Transportation Objective 4.3.2: Promote and foster long-term coordination and cooperation with all transportation service providers to meet the needs of Taylorsville City.

Action Statements:

AS-4.3.2 (a): Work with the Utah Department of Transportation and the Wasatch Front Regional Council to find a transportation alternative that will improve east-west automotive traffic.

AS-4.3.2 (b): Coordinate and partner with UDOT for enhancements to State roads to achieve the City's community identity and enhancement goals.

AS-4.3.2 (c): Adopt regional transportation planning agreements with UDOT, Murray City, West Jordan City, West Valley City, and Salt Lake County on the planning, alignment, and design of adjoining road and street improvement and construction projects.

AS-4.3.2 (d): Host annual transportation coordination meetings with all transportation service providers, including the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), and Salt Lake County.

4.4 Impact of Transportation

Goal 4-4: Mitigate the Impact of the Transportation System on the Community

Due to its central location, Taylorsville experiences a tremendous amount of "cut through" traffic as commuters travel from rapidly growing bedroom

communities to the south and west to employment centers to the north and east. East-west traffic is a particular concern as drivers use Taylorsville's east/west corridors (4100 South, 4700 South, 5400 South, and 6200 South) to access I-15, I-215, and Bangerter Highway for their daily commute. Although transportation and accessibility are very important aspects of society, it is also important that the effects of the transportation system not negatively impact the quality of life of Taylorsville residents. Strategies need to be implemented that will reduce or minimize the negative effects of transportation such as congestion, air pollution, noise pollution, speeding, and traffic accidents.

Analysis of Current Conditions

The Taylorsville transportation system is significantly impacted and influenced by the Salt Lake Valley regional transportation system. Given the number of vehicles that travel through the City on a daily basis, the transportation system works fairly effectively. Regional traffic has allowed for the growth and development of the City's commercial centers for a strong revenue base. Conversely, the impacts of regional traffic has had a significant impact on local quality of life, including increased noise and pollution, traffic congestion, encroachment on neighborhoods by ever widening roadways, and pedestrian safety.

The focus to accommodate vehicular traffic over the last 40 years has, in many instances, ignored some quality of life issues for Taylorsville residents and the development other modes of transportation. Pedestrians, bicyclists, and public transit users have been forced to take a "back seat" because of the overwhelming auto orientation of this region.

Traffic Calming

An important aspect of planning for safer, more mobile communities is traffic calming. This avenue of traffic planning is vital to have a community that is considered safe and enjoyable for motorists as well as pedestrian and bicycle traffic. It should be stressed that traffic calming techniques take many forms and should consider all modes of transportation, not only automobile traffic. As new methods become available, the City will continue to develop policies to reflect the latest and most effective means to accomplish the end goal of establishing safer and more mobile roads for the traveling public.

Currently, the predominant method of traffic calming is constructing speed humps or ramps, which are used to slow traffic by placing vertical grade changes in the path of vehicles that if traversed too quickly will cause the vehicle to ride uncomfortably. Although these are generally considered unpleasant, they do have the effect of slowing vehicles in areas that are chronic problem spots.

Transportation Objective 4.4.1: Increase safety on Taylorsville streets.

Action Statements:

AS-4.4.1 (a): Establish and adopt a comprehensive traffic calming policy that will improve safety and help minimize speeding and other vehicle impacts in residential areas.

Best Practice Policies:

P-4.4.1 (a): Evaluate all new development proposals, including capital projects, to ensure that traffic impacts are mitigated in new *and* existing neighborhoods.

Mountain View Corridor

Although outside the boundaries of Taylorsville City, the proposed multi-modal transportation corridor known as the Mountain View Corridor could greatly reduce future east west traffic congestion on Taylorsville streets. *The Mountain View Corridor Growth Choices Study* indicates possible freeway and mass transit improvements in the vicinity of 5600 West in Kearns to serve existing west side residents and future growth in the rapidly developing suburbs in southwest Salt Lake County. Without the envisioned improvements, much of the traffic that will be generated by future growth will continue to use the existing north-south freeways and highways (I-15, I-215, and Bangerter Highway) and be forced to "cut through" Taylorsville. Development of transportation enhancements on the far west side will allow commuters to use north-south systems that don't require movements through Taylorsville.

Transportation Objective 4.4.2: Provide support for regional transportation solutions that reduce the impact of automotive traffic in Taylorsville.

Action Statements:

AS-4.4.2 (a): Provide support for the Mountain View Corridor transportation improvements.

4.5 Compatibility with Other Chapters

Goal 4-5: Ensure the Transportation System will be Complementary and Compatible with other Elements of the General Plan.

Transportation plays a key role in the overall development of Taylorsville City. Based on the sheer amount of land that is dedicated to streets in the City it is obvious that the community's transportation system will greatly affect overall community identity. In addition, economic development and a strong tax base is not possible without effective transportation systems to provide access and

visibility. Besides commercial uses, other land uses such as residential uses, parks, farms, and educational amenities are facilitated and greatly affected by transportation and transportation systems. Consequently, it is of the utmost importance that the City of Taylorsville understands that decisions regarding transportation and transportation investments greatly affect other aspects of the community.

The community's goals concerning economic development, community identity, and land use will be greatly affected by decisions regarding transportation. All transportation investments and decisions concerning the transportation system should strongly consider the goals of other elements of the general plan.

Transportation Objective 4.5.1: Develop a greater recognition and understanding of the relationships between land use, economic development, community identity and transportation.

Actions Statements:

AS-4.5.1(a): Continuously monitor Zoning Ordinance requirements, transportation management, and capital facilities plans to ensure they are coordinated and work together to achieve the intent of the general plan.

AS-4.5.1(b): Adopt consistency requirements between land use, transportation, and mass transit policies.

Best Practice Policies:

P-4.5.1 (a): Transportation planning and improvements in residential neighborhoods should be guided by the needs of residents, with a priority of protecting residential areas as safe and desirable living environments.

P-4.5.1 (b): Transportation facilities planning and improvements in nonresidential use areas should be guided by the transportation needs of the surrounding land uses, with a priority to maximize transportation system benefits and investments.