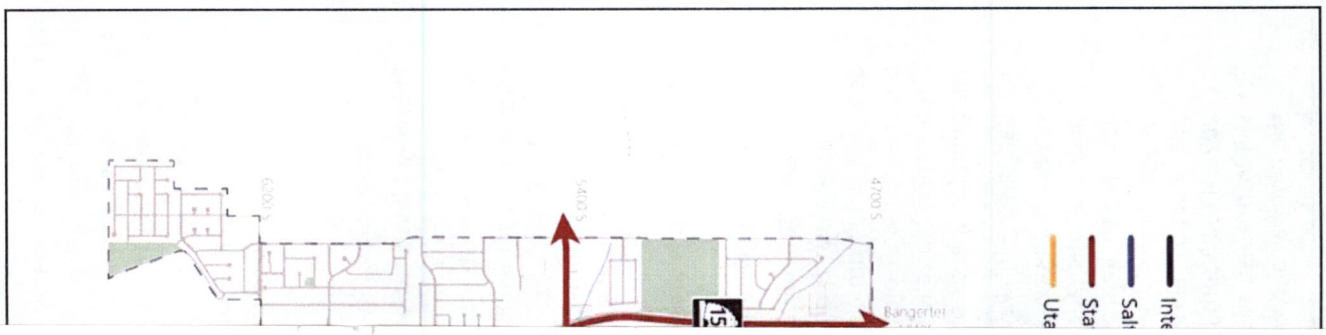


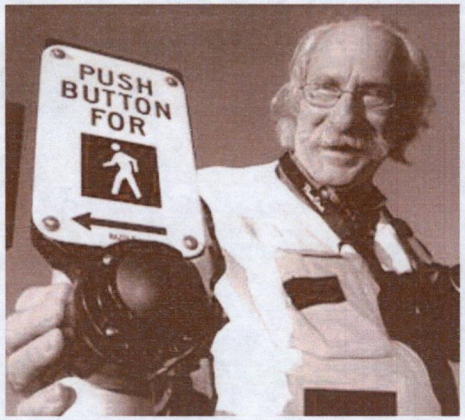
CITY COUNCIL
AGENDA SUMMARY FORM
COMMUNITY DEVELOPMENT DEPARTMENT

MEETING DATE:	December 6, 2023
AGENDA ITEM:	Discussion of Chapter 4 (Mobility) of the Taylorsville General Plan Update
FILE #:	N/A
PUBLIC HEARING REQUIRED:	☐ Yes ☑ No
ORDINANCE REQUIRED:	☐ Yes ☑ No
RESOLUTION REQUIRED:	☐ Yes ☑ No
AUTHOR:	Mark McGrath
PRESENTER:	Mark McGrath
SUMMARY:	As discussed last month, staff will be bringing draft chapters of the proposed General Plan update over the next few months to allow City Council input prior to developing the final draft plan. The final draft will be presented to the public next year. This week staff will present *Chapter 4 – Mobility* and the *Active Communities Plan* (proposed to be adopted as an addendum to Chapter 4) to the Council for discussion and feedback. This chapter addresses all forms of transportation including automotive, transit, and active transportation (bicycle, pedestrian, and trails). Key points from the draft chapter include: • Giving particular focus to active transportation (new trails, bike lanes, etc.) • Advocacy for a new transit line on 5400 South • Improving aesthetic design of streets and transportation corridors • Reducing dependence on automotive transportation
STAFF RECOMMENDATION:	N/A
RECOMMENDED MOTION:	N/A
PLANNING COMMISSION RECOMMENDATION:	N/A
ATTORNEY'S	



4 Mobility

Taylorsville is centrally located in the Salt Lake Valley with ideal opportunities for connectivity—from walkable parks and trails to easily accessed highways and transit. We strive to create safe mobility systems that serve people of all ages and abilities, bring people closer to our city's vibrant centers of education, business, and recreation, and connect our residents to regional destinations.



Automobiles need quantity and pedestrians need quality.

Dan Burden
Cofounder and former Executive Director of the
Walkable and Livable Communities Institute.

Time magazine named Burden as one of the six most important civic innovators in the world and Planetizen honored him as one of the 100 most significant urban thinkers of all time. In 2014 the White House recognized Burden as one of the top ten Champions of Change in Transportation.

Taylorsville General Plan
Chapter 4: Mobility

Chapter 4 Contents:

4.1 Current Conditions

4.2 Community Vision

4.3 Measuring Success

Goal: Create transportation systems that safely and efficiently serve people of all ages and abilities through a variety of modes to connect people to centers of education, business, recreation, and regional destinations as well as provide connections to and within adjacent neighborhoods. Enhance community identity by emphasizing design quality and community aesthetics in roadway development.

Mobility systems influence far more than simply getting from point A to point B. Transportation arrangements can also impact land use decisions, physical and mental health, recreation, the environment, economic development, and the overall quality of life in a community. The travel corridors of a city are also a major part of the community's "public realm," meaning the physical design of transportation systems can also impact community identity and the City's image. As such an integral part of a community, the transportation system must 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.

The planning of mobility and circulation systems must recognize this impact on the City and provide a responsive and effective transportation network that enhances all elements of the community. Road and street designs that recognize the effects on neighborhoods, community image, and public safety should be a characteristic of the Taylorsville mobility system and all future transportation decisions.

Future mobility improvement projects should be constructed with the intent of advancing the land use ambitions, livability, community character, economic prosperity, and environmental goals of the City.

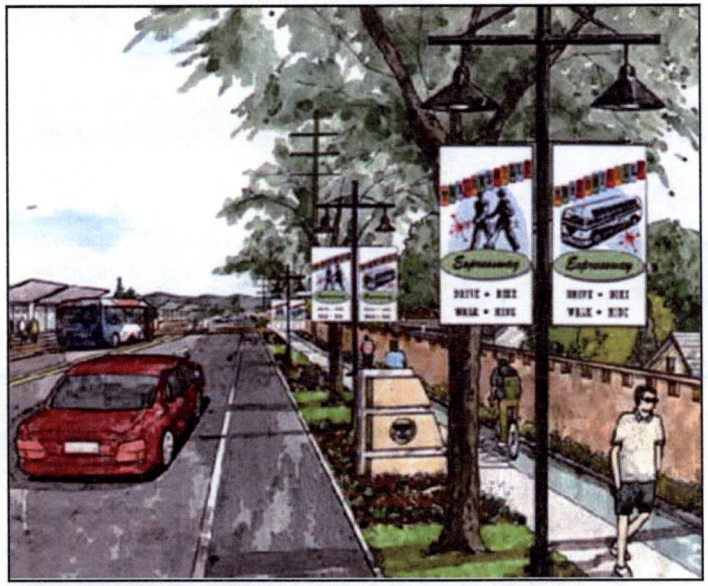


Illustration 4.0.1
Planning for a diverse transportation system.
Transportation planning in Taylorsville must consider multiple forms of mobility to address the needs of all residents of the community.

4.1 Mobility Current Conditions

The regional dispersal of employment, food options, medical needs, and other service-related destinations combines with a car-centric infrastructure to make the automobile the predominant transportation option available to those living in, working in, and visiting Taylorsville.

According to 2021 American Community Survey 5-year estimates, 72.2% of Taylorsville commuters reported driving alone and 14.4% carpooled, which is 1.2% and 4.1% greater than overall Salt Lake County, respectively. This results in below average usage of public transportation and walking/biking, with rates of 1.9% and 1.1%, respectively [see Table 4.1.1]. This auto-centric transportation system contributes to obesity and other public health ills[1] and is a major contributor to poor air quality in the Salt Lake Valley.

In recent decades the Salt Lake Metro area has become increasingly multi-modal with increased bicycle facilities, pedestrian trail routes, and public transit development. Taylorsville, however, has largely remained auto-oriented with most opportunities for multi-modal mobility outside of the City's boundaries. Many residents have expressed a desire for better options for walking, cycling and public transit, and saw the lack of safe and convenient facilities as the greatest barrier to active and public transportation systems.

Additionally, some automotive transportation corridors in the City lack aesthetic value and consequently impact economic development, community pride, and neighborhood stability.

Automotive

The City of Taylorsville is traversed by state and regional highways and contains a number of high volume roads that connect with adjoining communities. Due to Taylorsville's central location in the Salt Lake Valley, and minimal route options for commuters leading to vehicles being funneled onto a few major streets, many of its roads are burdened with traffic from adjacent communities as motorists travel throughout the Valley. This creates significant congestion at peak times, particularly along Redwood Road, 6200 South, 5400 South, 4700 South, Bangerter Highway, and Interstate 215.

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 the I-215 Interchange to the eastern City boundary), State Route 173 (5400 South), State Route 154 (Bangerter Highway) and other circulation systems on State property such as the Salt Lake Community College campus and the Utah State Office Complex (see Map 4.1.3). 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 Taylorsville's roads presents challenges in managing roadway maintenance, improvement programs, and signal coordination. Cooperation between UDOT and

[1] Howard Frumkin, Lawrence D. Frank, and Richard J. Jackson, *Urban Sprawl and Public Health* (Island Press 2004)

Mode	Taylorsville	Salt Lake County
Drive Alone	72.2%	71.0%
Carpool	14.4%	10.3%
Public Transportation	1.9%	2.8%
Walk	0.9%	0.6%
Bicycle	0.2%	1.9%
Work at Home	10.1%	12.6%
Other	0.4%	1%

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimate

Table 4.1.1
Means of Transportation to Work – 2021
Taylorsville commuting habits are largely representative of the County as a whole, with slightly higher rates of automotive use and slightly lower rates of public and active transportation.

Mode	2000	2014	2021
Drive Alone	80.0%	80.0%	72.2%
Carpool	13.1%	13.3%	14.4%
Public Transportation	2.1%	2.0%	1.9%
Walk/Bicycle	1.1%	1.1%	0.9%
Work at Home	3.2%	3.0%	10.1%
Other	0.4%	0.8%	0.8%

Source: U.S. Census Bureau, American Community Survey.

Table 4.1.2
Means of Transportation to Work – 2000 to 2021
Taylorsville's pre-pandemic commuting habits stayed largely consistent through the first two decades of the twenty-first century. With an increase in Taylorsville residents working from home, however, automotive commuting was significantly reduced during and after the pandemic.

Taylorsville will continue to be essential for making proper decisions about state-owned roads and adjacent properties.

All 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 the unincorporated township of Kearns, and 4100, South, 2700 West and 4700 South forming the boundary between Taylorsville 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 Map 4.1.5. The functional classification system reflects the recommended number of travel lanes, access control, roadway capacity, speed, and rights-of-way.

Freeway Classification:

A road with a *Freeway Classification* is a regional facility that has interchanges at entrance and exit points about every three to five miles and has three or more lanes in each direction separated by a median. Freeways are typically designed for speed limits up to 70 miles per hour (mph).

- **Interstate 215 (I-215).** Currently the only roadway in the City with a *Freeway Classification* is Interstate-215 (also known locally as the "Belt Route"). The 29-mile freeway was constructed between 1963 and 1989, opening in Taylorsville in 1976. Two I-215 freeway interchanges are located in Taylorsville at 4700 South and Redwood Road. I-215 was expanded to the current 10-lane configuration in 2017. A new south bound frontage road is programmed and under development west of the freeway north of 4700 South.

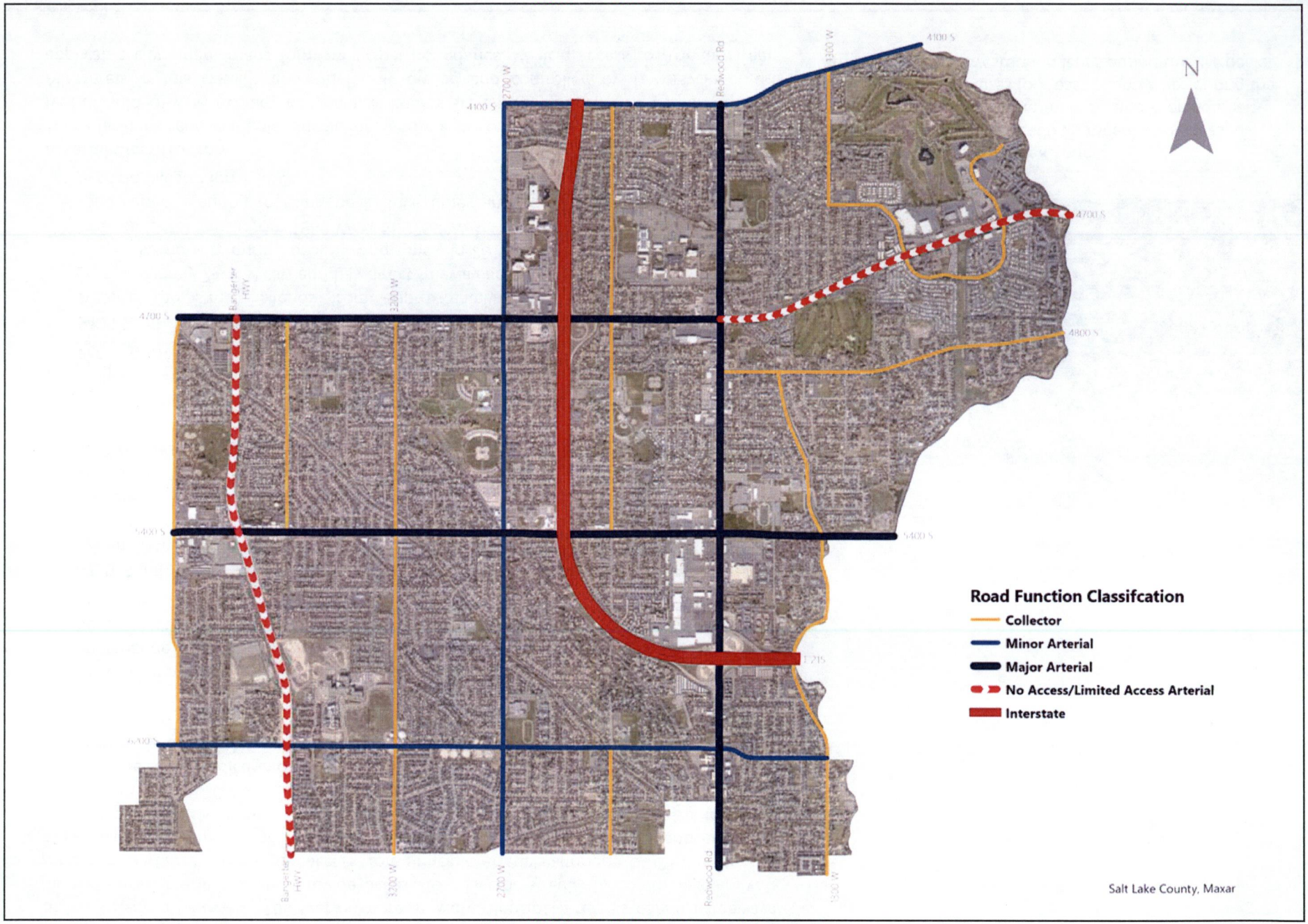
No Access Highway Classification:

The *No Access Highway* Classification is for regional transportation facilities that are accessed only from arterial streets through interchanges or at-grade crossings. No access is provided to or from collector streets, local streets, or adjacent private properties. This classification typically has two or more lanes in each direction separated by a median and is designed for speeds of 55 to 65 mph.

- **Bangerter Highway.** Bangerter Highway is the only road in Taylorsville classified as a *No Access Highway*. Historically, access to and from Bangerter Highway in Taylorsville has been via at-grade intersections at 6200 South, 5400 South, and 4700 South. In an attempt to improve safety and traffic flow, the Utah Department of Transportation began a retrofit of each of the crossings in 2017, converting them to grade separated intersections (Illustration 4.1.4). 5400 South was completed in 2017 and 6200 South in 2022. 4700 South is currently under design and should be completed by 2025. Although still in process, the intersection conversions have significantly improved traffic flow on the highway and will help accommodate anticipated traffic growth in future years.



Illustration 4.1.4
Bangerter Intersection Retrofits.
Bangerter Highway at 6200 South in 2017 (above) and 2022 (below).



Map 4.1.5: Functional Classification Map

Principal Arterial Classification:

Principal Arterial facilities serve multiple jurisdictions and generally consist of rights-of-way of five to seven lanes and 106 feet or more in width. Principal Arterials connect freeways, highways, other arterials, and provide access to collector streets. In some cases, private properties and local streets gain access from Principle Arterials although UDOT and the City attempt to limit vehicle access as much as possible to ensure traffic safety and efficiency. Average daily vehicle counts generally range between 30,000 and 60,000 with traffic speeds usually set between 40 and 55 mph. A majority of Principal Arterials in Taylorsville are owned by and under the jurisdiction of the UDOT.

- **Redwood Road.** Redwood Road is the longest surface street in Salt Lake County running north-south all the way from Davis to Utah County. The street is all or partly located in Taylorsville from 4100 South to 6650 South. With average daily vehicle counts of 77,000 trips per day (2019), the Redwood Road segment between 6200 South and the I-215 interchange is the most traveled surface street in Utah. The road segment from 5400 South to the I-215 interchange is also one of the most traveled surface streets in the County with approximately 70,000 average trips per day.
- **4700 South.** 4700 South is a major east-west corridor in the regional transportation system with direct freeway access to both I-215 in Taylorsville and I-15 in Murray. The Mid-Valley Connector Bus Rapid Transit project will be located on the 4700 South corridor for approximately 2.42 miles from East Atherton Drive (800 West) to 2700 West, with dedicated lanes and center running stations east of Redwood Road. Despite heavy auto congestion, the 4700 South/I-215 interchange vicinity (2200 West to 2700 West) is emerging as a highly desirable economic development destination. Options to reduce vehicle congestion in this area continue to be explored including road widening, building new I-215 frontage roads, reconfiguring the 2700 West intersection, and re-aligning the intersection at Chentelle Drive (2600 West).
- **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 I-15 in Murray. To improve east-west mobility during peak driving times, in 2012 UDOT installed "reversable flex" lanes on 5400 South from 1985 West to 3700 West. The reversible lanes add eastbound road capacity during morning peak drive times and add westbound capacity in the evening (Illustration 4.1.6).

Arterial Classification

These facilities serve multiple jurisdictions and consist of between four to five lanes in 84+ feet of right-of-way. Average daily vehicle counts are typically between 15,000 and 30,000. All streets in this classification are locally owned and controlled by Taylorsville or the applicable city where roads form municipal boundaries. Vehicle access to Arterial streets

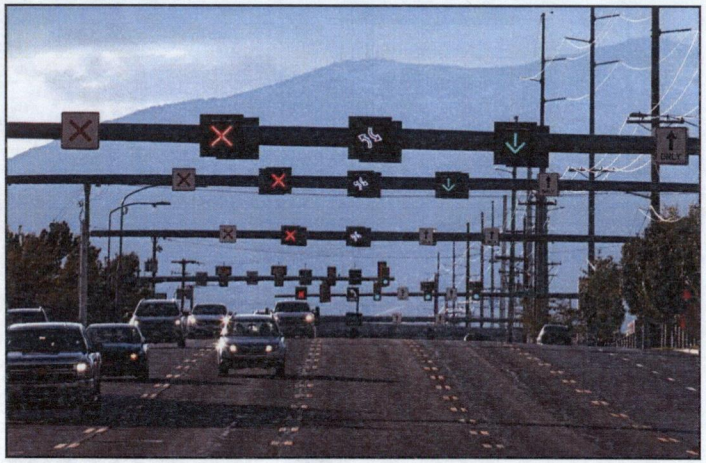


Illustration 4.1.6
5400 South Reversible Flex Lanes.
Reversible Flex Lanes on 5400 South enable increased automobile capacity during morning and evening peak times. The road features four east bound lanes during the AM peak and four westbound lanes during the PM peak.

- **3200 West.** 3200 West primarily serves residential neighborhoods in Taylorsville and continues through both West Valley City and West Jordan.
- **3600 West.** 3600 West primarily serves residential neighborhoods and passes through only a portion of Taylorsville (5400 South to 4700 South). The street continues north of the city limits into West Valley City.
- **4015 West.** 4015 West runs from 6200 South in Taylorsville to 3100 South in West Valley City and closely parallels Bangerter Highway. Taylorsville's western boundary with the Kearns Township is the centerline of 4015 West. This road provides access to 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 the City of 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.
- **Atherton Drive/Riverboat Road/1300 West (north of Atherton).** This connected, but multi-street, collector arrangement connects several key locations within the community to the regional transportation system, including the largest employment district in the City, Sorenson Research Park.

Automotive Traffic Counts

According to the US Census Bureau, Taylorsville's population grew by only 1.03% between 2010 and 2020. Traffic counts on the city's streets, however, grew at a much higher rate (see Map 4.1.7 -Annual Average Daily Traffic). From 2011 to 2019 automotive traffic grew throughout the City, generally from about 10% to over 20% in many locations. Bangerter Highway, 4700 South, and Redwood Road south of 5400 South saw the largest increases. The road segment on Redwood Road between I-215 and 6200 South grew by approximately 14,000 trips per day (+22.2%)! This increase of traffic on Taylorsville's roads is largely driven by rapid growth in areas west and southwest of the City, despite the construction and expansion of arterial highways intended to serve the far west quadrant of the County (i.e. 5600 West, Mountain View Corridor, and intersection improvements to Bangerter Highway). Increased traffic counts have led to diminished potential for walkability in the community and continued growth of noise pollution, traffic congestion, traffic accidents, commute times, and the economic impacts of road construction and maintenance.

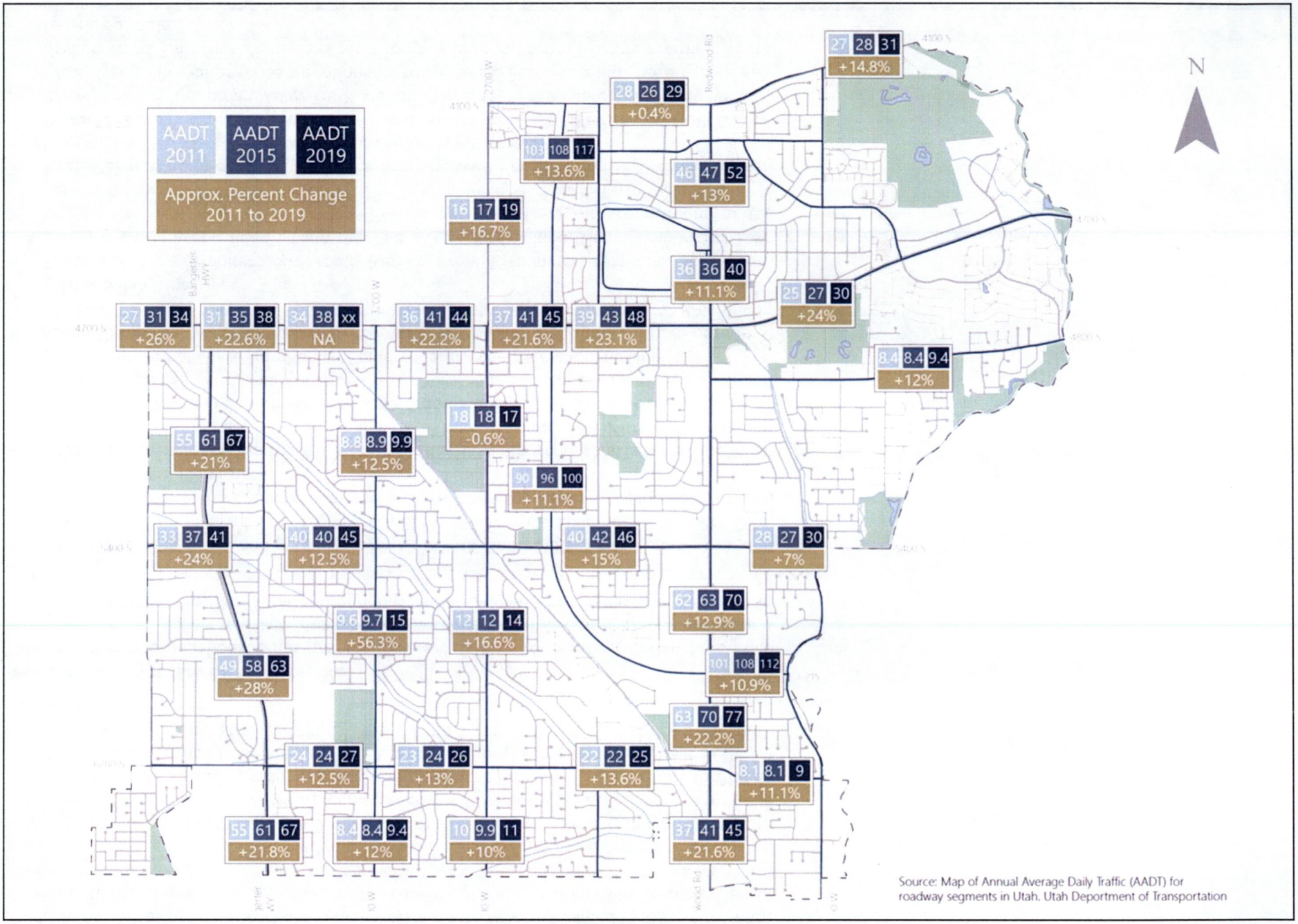
from adjacent properties is limited where possible. Traffic speeds are generally set between 35 and 45 mph.

- **2700 West.** 2700 West is one of the longest non-principal 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, and the Utah State office building complex. Despite not having direct access to I-215, travel patterns on 2700 West are greatly influenced by its close proximity to the freeway. The Mid-Valley Bus Rapid Transit system will operate within existing travel lanes on 2700 West north of 4700 South with minimal impact to the roadway expected.
- **4100 South (Meadowbrook Expressway).** The center line of 4100 South represents the Taylorsville City boundary with West Valley City between the Jordan 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 under the jurisdiction of West Valley City. Because of it's lack of access to and from I-15 and I-215, 4100 South/3900 South has been selected as an important cross jurisdictional east-west bicycle path that is proposed to extend from 2700 West to 2300 East.
- **6200 South.** 6200 South provides a major access point from areas west of Redwood Road to I-215 (via Redwood Road). 6200 South experiences heavy congestion during peak driving hours.

Collector Classification

These facilities generally collect local traffic and connect to the arterial street network. *Collector* streets consist of between 2 to 5 lanes in 66+ feet of right-of-way. Average daily vehicle counts are generally between 13,000 and 15,000. Collectors can also function as local roads providing vehicle access to adjacent property owners. Speeds are generally set between 30 and 40 mph.

- **1300 West (South of 4800 South).**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. The 1300 West corridor is planned as a regional north-south bicycle facility.
- **2200 West.** 2200 West is an important neighborhood collector street despite being disconnected by I-215 near 5800 South. 2200 West provides access to numerous schools, churches, and neighborhoods in addition to the Vista Park baseball facility at approximately 5000 South. Traffic on 2200 West is significantly impacted by Salt Lake Community College commuters north of 4700 South because of its close proximity to I-215.



Map 4.1.7: Annual Average Daily Traffic 2011-2019

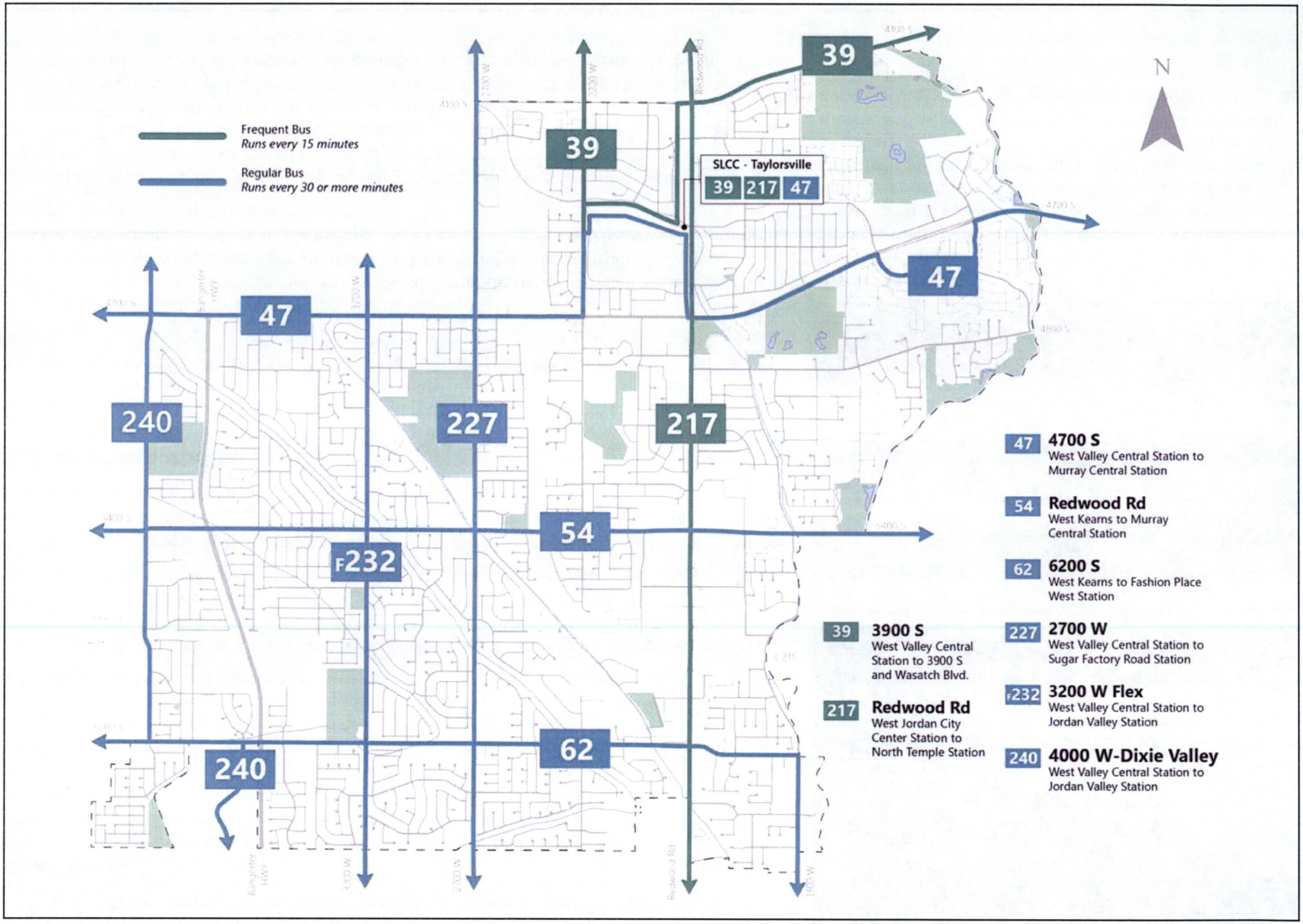
Bus and Transit

Public transit in Taylorsville is part of a regional system with service provided by the Utah Transit Authority (UTA). The regional system currently consists of traditional bus service comprised of *Frequent Bus* routes which provide service every 15 minutes, and *Regular Bus* routes which provide service every 30 minutes. In addition to bus routes, UTA also provides rail service in the form of commuter rail running every 30-60 minutes (FrontRunner - serving the Wasatch Front from Provo to Ogden), light rail (TRAX) running every 15-30 minutes (Red Line - service from the University of Utah to South Jordan; Blue Line - service from Downtown Salt Lake City to Draper; and Green Line - service from the Salt Lake City International Airport to West Valley City via downtown Salt Lake), and streetcar running every 15 to 30 minutes (S-Line—service from South Salt Lake to Sugar House).

Existing Bus Service in Taylorsville

Currently eight individual bus routes traverse Taylorsville. These routes consist of all day service along arterial and collector streets providing connections within Taylorsville and neighboring cities. The current routes that travel through Taylorsville City are listed below and illustrated in Map 4.1.8:

- **Route 39** runs east-west and primarily follows the 4100 South/3900 South corridor from the West Valley Central TRAX Station (Green Line) to the Olympus Cove hub at Wasatch Blvd. and 3900 South with connections at the SLCC-Taylorsville hub and Meadowbrook TRAX Station (Red and Blue Lines).
- **Route 47** generally follows the 4700 South and 4100 South corridors between the West Valley Central TRAX Station (Green Line) and the Murray Central TRAX/Frontrunner Station (FrontRunner/Red and Blue Lines) with a connection at the SLCC-Taylorsville hub.
- **Route 54** runs east-west and follows 5400 South through the city between 5600 West and the Murray Central TRAX/FrontRunner Station (FrontRunner/Red and Blue Lines) .
- **Route 62** runs east-west and generally follows 6200 South through the southern portion of the City. The route runs from 5600 West in Kearns to the Fashion Place West TRAX station (Red and Blue Lines).
- **Route 217** is a "Frequent Bus" route (service every 15 minutes) that runs north-south primarily on Redwood Road linking the 1940 West TRAX Station (Green Line) in Salt Lake City to the West Jordan City Center TRAX Station (Red Line) with connections to the Redwood Junction TRAX Station (Green Line) in West Valley and SLCC-Taylorsville hub.
- **Route 227** runs north-south on 2700 West from the West Valley Central TRAX Station (Green Line) to the 2700 West TRAX Station (Red Line) in West Jordan.
- **Route F232** is a north-south "Flex Route" that connects the West Valley Central TRAX Station (Green Line) to the Jordan Valley TRAX Station (Red Line) in West Jordan primarily on 3200 West. Flex routes offer route deviations in some areas. Buses running these routes may deviate up to 3/4 of a mile upon request for pick up and drop off before returning to it's scheduled route.



Map 4.1.8: Existing Bus Route Map

- **Route 240**, like the F232, Route 240 connects the West Valley Central TRAX Station to the Jordan Valley TRAX Station. Taking a less direct route, it touches the western boundary of Taylorsville on 4000 W. This route also runs through the Jordan Landing development.

Mass Transit

In addition to the bus routes that serve Taylorsville, the City also benefits from UTA's TRAX light rail and the FrontRunner commuter rail systems, which both can be accessed via existing bus routes in the City. The Murray Central Station, 5144 Cottonwood Street/140 West Vine Street, is located approximately one and a half miles east of Taylorsville, near 5400 South. The Murray Central Station is served by both the TRAX Blue and Red Lines as well as the FrontRunner commuter rail train. The West Valley Central Station (aka West Valley Intermodal Hub), 2750 West 3590 South, is approximately one mile north of Taylorsville and is served by the TRAX Green Line and MAX bus rapid transit.

In addition to the Murray Central and West Valley Central Stations, existing bus routes in Taylorsville also provide direct access to the Fashion Place West Station (Red and Blue lines), West Jordan City Center Station (Red line), 2700 West Station (Red Line), Jordan Valley Station (Red Line), Redwood Junction Station (Green Line), and 1940 West Station (Green Line).

The Mid-Valley Connector bus rapid transit line, which has been in design and development for several years, is scheduled to begin construction in 2023 and will connect the Murray and West Valley stations via Taylorville primarily on 4700 South and 2700 West.

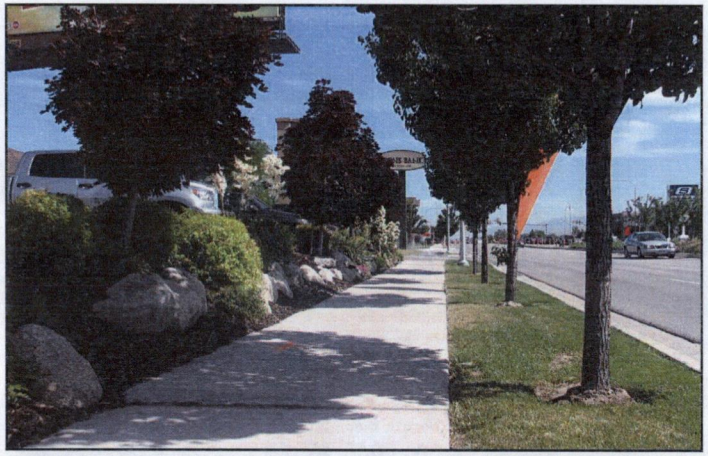
Active Transportation

Though Taylorsville benefits from its proximity to the Jordan River Parkway along its eastern border, few convenient and easily accessible trail routes exist in Taylorsville. Almost exclusively, all walking and biking occurs on City street rights-of-way. These areas are usually heavily traveled by motorized vehicles and are typically not comfortable environments for walking or biking.

Walking and biking trails provide an opportunity for residents to be physically active and enjoy their community. Many communities across the nation understand that safe pedestrian paths and dedicated bicycling routes are an important part of the overall transportation system and increase the quality of life for residents, provide a healthy lifestyle choice, as well as promote community character and identity.

Developing a comprehensive connected active transportation system in Taylorsville has proven to be a challenging endeavor based on several physical constraints, including:

- **Prominence of the automotive transportation system in the City.** Many of the most connected street corridors in the City have maximized automotive throughput by converting shoulders to car lanes leaving little to no space for bicycle lanes or well buffered sidewalks. Additionally, several automotive intersections in the community are particularly difficult for



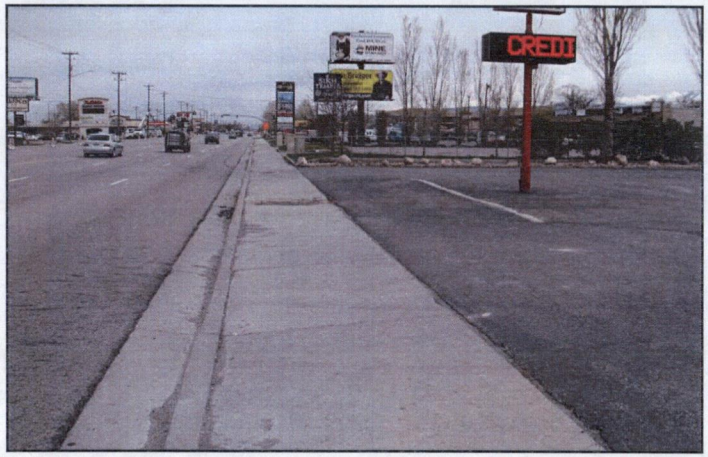


Illustration 4.1.9
Walkable Streets.
There is more to creating a "walkable" street than simply constructing a sidewalk as these two images on Redwood Road demonstrate. Pedestrians will avoid places where they don't feel safe and comfortable. Design considerations such as buffers, sidewalk width, distance from travel lanes, traffic speeds, and what is happening on the side of the sidewalk opposite the street play a significant role in how likely a street will draw pedestrians.

bicyclists and pedestrians, such as the continuous flow intersections on Redwood Road and the extremely wide arterial intersections that include multiple travel lanes in all directions and dual left hand turn lanes.

- **Limited east-west connectivity through the I-215 and Bangerter Highway corridors.** Taylorsville City is trisected by two major automotive transportation corridors: I-215 and Bangerter Highway. East–west connections on Bangerter Highway are limited to only three places, 4700 South, 5400 South, and 6200 South. I-215 in the City has only four connection points: 3900 South, 4700 South, 5400 South, and Redwood Road. This limited connectivity is further compromised by extensive automotive traffic at all of these locations.
- **Little consideration given to active transportation routes as the City grew rapidly from the 1960s-1990s.** The vast majority of Taylorsville was developed during the Post WWII suburban boom that made a priority of automobile accessibility. Consequently, little consideration was given to active transportation beyond neighborhood sidewalks. Most connector and arterial streets in the city also included sidewalks, but lacked the design and attention needed to provide an inviting and comfortable environment for pedestrians.
- **Limited connectivity in many Taylorsville neighborhoods.** Like most suburban communities, Taylorsville has been developed incrementally over several decades by many individual builders. As a result, many adjacent neighborhoods are not physically connected via roads or sidewalks (see Illustration 4.1.10). Many newer neighborhoods were connected to older development by stub streets, while others were ignored or purposely not connected based on opposition by area residents. Taylorsville is also home to hundreds of cul-de-sacs. Although cul-de-sacs may be effective at limiting traffic in front of residential properties, they also can significantly reduce neighborhood walkability and connectivity.

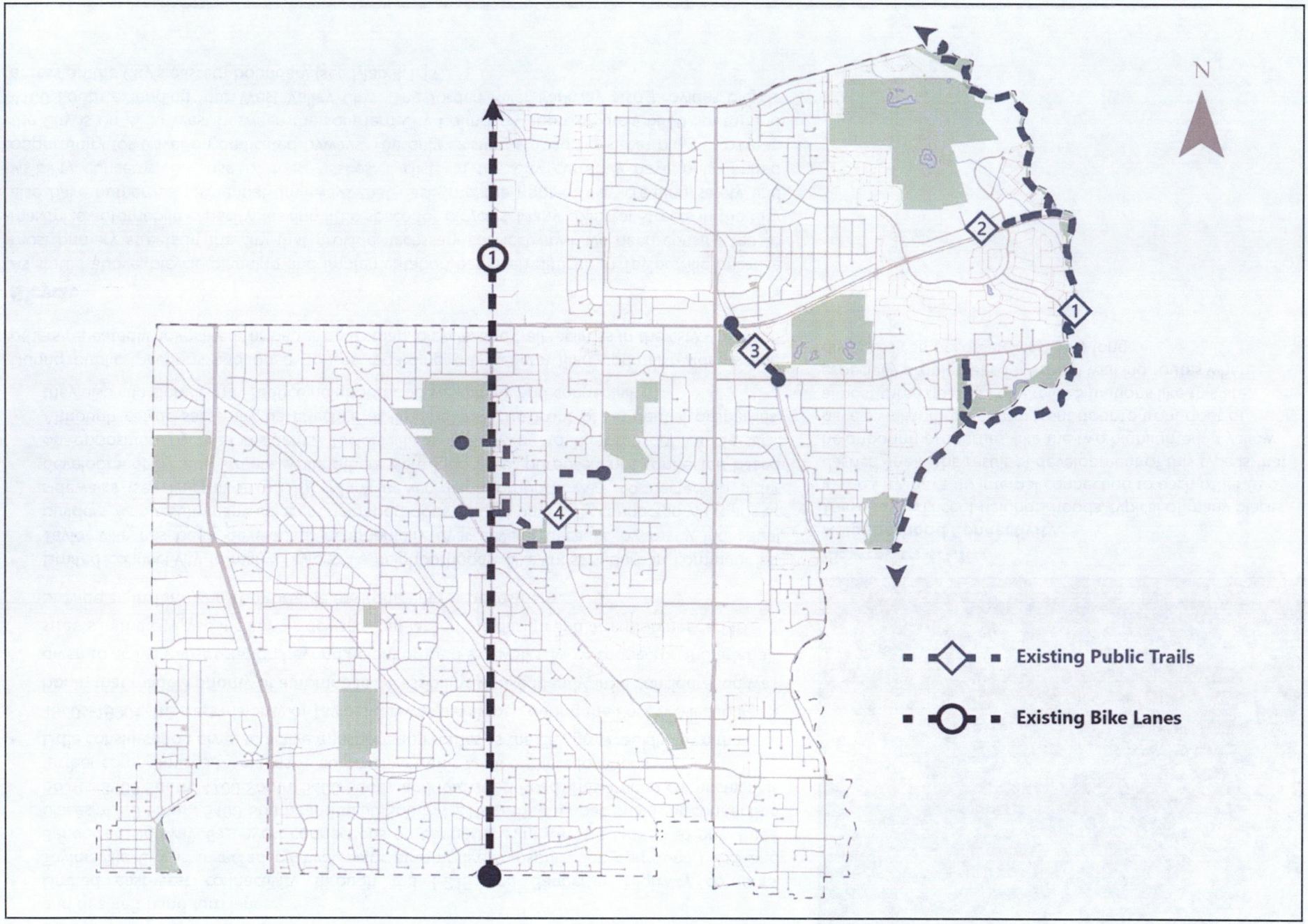
During public meetings and open houses regarding the General Plan update, residents and others repeatedly advocated for better pedestrian, bicycle, and trail facilities in the City.



Illustration 4.1.10
Neighborhood Connectivity.
These two adjacent neighborhoods, typical of many places in the City, have no internal connection to each other (red dashed line). The result of development of this type is that neighboring properties, like the two highlighted in yellow, have a walking route from front door to front door of almost three quarters of a mile. Situations like this are especially problematic for school walking routes where distances can become excessively long.

Bicycle

As stated above, bicycle planning and implementation has been difficult in Taylorsville because most primary streets in the city that provide necessary connectivity have been constructed to maximize automobile capacity, leaving little space for bicycles. Many collector streets in the City also have numerous residential driveways that back into the right-of-way creating safety and visibility concerns. Because of these issues, cyclists in the City currently have only limited opportunity for travel on dedicated byways. The only existing striped on-street bicycle route in the City is on 2700 West between the southern City boundary (approximately 6600 South) and 4100 South extending into West Valley City. The Jordan River Parkway also provides bicycle access on the City's eastern boundary (see Map 4.1.11).



Map 4.1.11: Existing Trails and Bicycle Lanes

A new 1.7 mile bicycle route is planned as part of the "complete street" improvements on the Taylorsville Expressway (4700 South) for the Mid-Valley Connector Bus Rapid Transit project that is expected to begin construction in fall 2023. This new route will connect the Jordan River Parkway to the Salt Lake Community College campus with a buffered bike lane including rest areas and bicycle repair/maintenance stations.

Pedestrian

Walkability in Taylorsville is enhanced by an almost completely intact network of sidewalks in the City's residential neighborhoods. Although the existing residential sidewalk standard reflects a typical minimum suburban standard of a four foot sidewalk and five foot parkstrip, the network is continuously maintained through a trip hazard removal and 50/50 sidewalk repair program.

Sidewalks in commercial locations and along collector and arterial streets are a mixed bag of occasionally undesirable sidewalk conditions, including:

- **Integrated sidewalks.** Integrated sidewalk designs place sidewalks immediately adjacent to roadways offering only minimal separation for pedestrians while providing no space for plowed snow in the winter (see Illustration 4.1.12).
- **Older sidewalks with spalling and other structural deficiencies or obstructions.** Uneven surfaces, tripping hazards, and obstacles such as power poles, utility boxes, signs, etc. can present a precarious situation for pedestrians, especially those depending on accessible routes (ADA) and elderly individuals.
- **Sidewalks lacking proper width to accommodate two pedestrians walking side by side.** Sidewalks less that six feet in width are often difficult for two pedestrians to walk side by side comfortably. Taylorsville's existing network of sidewalks has very few sidewalks over five feet in width.
- **Lack of buffers.** Physical buffers placed between sidewalks and automotive travel lanes, like street trees and on-street parking, provide actual and perceived safety that significantly increase pedestrian comfort. Few commercial locations in the City have buffered sidewalks or on-street parking - largely because of adjacent travel speeds and many road shoulders have been converted to travel lanes to maximize auto capacity.
- **Backside of sidewalks.** Perhaps less appreciated in terms of pedestrian comfort and perceived safety is what is happening of the side of the sidewalk opposite the street. Sidewalks with visually unappealing buildings, unmaintained landscaping, parking lots, or other unpleasant features create an uninviting pedestrian environment.

Trails

Taylorsville benefits from being contiguous to the Jordan River Parkway which helps bolster its existing and potential future trails network. Although only limited improvements have been completed, the City can also benefit from the presence of three extensive canal corridors that run the entire length of the City, generally from southeast to northwest. Planning and developing trail systems outside of these waterways has proven to be challenging largely based

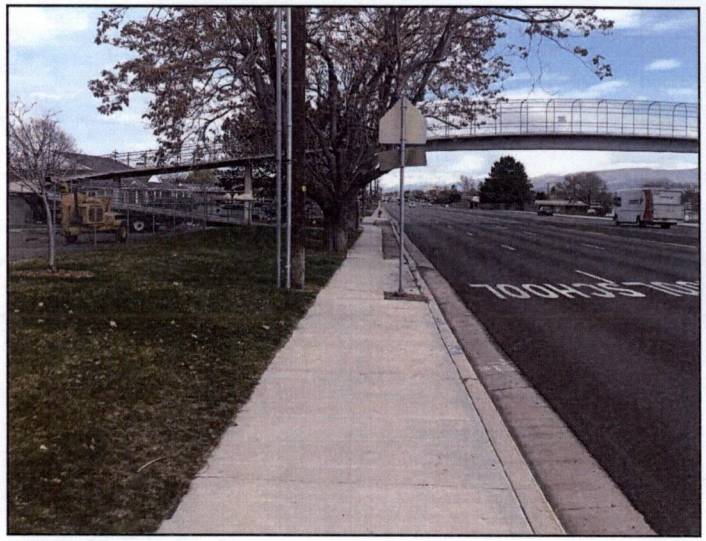


Illustration 4.1.12
Inadequate Sidewalks.
Sidewalks immediately adjacent to busy roadways do not provide the necessary space for plowed snow or buffers that provide pedestrian comfort and safety (above). Many sidewalks aren't built wide enough to accommodate two pedestrians walking side-by-side [below]. These thin sidewalks should not be used on busy streets, near transit corridors, or adjacent to or within commercial, mixed use, or high density residential districts.



on lack of extended community connectedness other than major automotive corridors. Existing trail improvements are shown on Map 4.1.11.

Jordan River Parkway. The Jordan River Parkway, which runs contiguous to a portion of the City's eastern boundary, represents the "spine" of the Salt Lake County regional trails network. The Parkway is a 45-mile, multi-use path paralleling the Jordan River as it flows north from Utah Lake to the Great Salt Lake through numerous communities in Salt Lake, Davis, and Utah Counties. The Parkway also links multiple destinations along the corridor including parks, golf courses, nature preserves, shopping districts, and other local and regional trail systems. In Taylorsville, Millrace Park, Little Confluence Park, the Freedom Shrine, and important historic sites connect to the Jordan River Parkway corridor.

Canals. In addition to the Jordan River, the City also contains three other waterway corridors including the North Jordan Canal, South Jordan Canal, and Utah and Salt Lake Canal. Although some local residents informally utilize the canal maintenance roads as recreational walkways, only limited trail improvements have been completed (Illustration 4.1.13).

Other Trails. In 2014 the City embarked on a multi-phased trail program with the ultimate objective of connecting all parks and recreation areas in the City via multi-use paths. Given the nature of the City's built environment, it was acknowledged that this new system would involve multiple strategies including incorporating existing park pathways, street sidewalks and bike lanes, and other opportunities that could, when combined, created a connected network linking Taylorsville's open spaces. The first trail in this system (officially unnamed but referred to in this document as the "City Center Trail") will ultimately link Gary Swensen Valley Regional Park to the Jordan River Parkway at 4800 South with connections at Centennial Plaza, Mid-Valley Performing Arts Center, Vista Park, Taylorsville Park, 1300 West/North Jordan Canal Trail, Little Confluence Park, and the Rocky Mountain Power Trailhead. As of 2023 the following improvements have been completed:

- Enhanced crosswalks on 2700 West at 5050 and 5300 South
- Walkways at Centennial Plaza and Taylorsville City Center
- Enhanced crossing on 5400 South under I-215
- 1/3 mile off road trail east of I-215 and 1000 foot enhanced sidewalk connecting to 2200 West through the Smith Field Estates subdivision.
- Walkways through the Vista park baseball and softball complexes.

Additional future phases of this trail are *identified on Map 4.2.10 - Active Transportation Priority Projects and Illustration 4.2.11 - City Center Trail.*

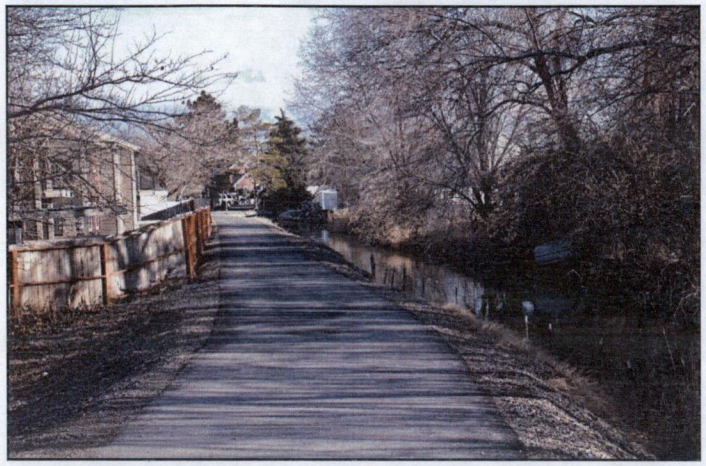


Illustration 4.1.13
Canal Trails
This trail improvement adjacent to the North Jordan Canal north of 4800 South illustrates the potential for a high quality trail system in the City. Although currently only limited areas have been improved, the presence of the North Jordan Canal, South Jordan Canal, and Utah and Salt Lake Canal provide opportunities for a high quality future system.

Urban Design

Most visitors to a community gain their perception of that place from the roads they traverse. Roadways give visitors their first impression of a place, and although they may not always look closely, the visual appearance of street corridors provide an image to the outside world about who we are, what we care for, and what we profess to be. Consequently, the image of a city is largely defined by a community's street corridors and the collection of buildings, parking lots, street lights, landscaping, signs, utilities, fences, etc. within those corridors. The visual quality of a city's streets also has a profound effect on civic pride, livability, and economic development as businesses attempt to attach their brands to high quality places.

Since incorporation, Taylorsville has placed increased emphasis on streetscapes and gateways, most notably in 2007 with the *Redwood Road Streetscape and Access Management Project* that consolidated driveways, planted street trees, buried overhead utilities, widened sidewalks, and installed new planters, street lights, bus shelters, and signage in the economic heart of the City between 5400 South and the I-215 interchange on Redwood Road. The project was so well received by residents and the business community that it has led to subsequent aesthetic improvements on Redwood Road. Other well-received streetscape improvements include the City's wall replacement program that has replaced thousands of linear feet of dilapidated fences on double frontage lots throughout the City with higher quality masonry fencing in a consistent style.

Other notable streetscape projects are currently in the planning and design phases including the Taylorsville Expressway (4700 South east of Redwood Road) and the vicinity between I-215 and 2700 West on 4700 South.

Despite these improvements, there is still significant opportunity for future improvement. Emphasizing aesthetic enhancements such as upgrading streetlighting, burying or relocating overhead utilities, boosting streetside landscaping (park strips), and addressing other visual distractions will go a long way to help elevate the image of the city and it's street corridors.



Illustration 4.1.14
The Visual Quality of Roadways Greatly Impact Community Identity.
Streetscapes—that collection of things viewable from street corridors, like landscaping, street lights, utilities, buildings, street furnishings, signage, parking lots, and fences—have a significant impact on the image of a city in both a positive and negative way.

4.2 Mobility Community Vision

Although automotive transportation will continue to be the predominate form of mobility in Taylorsville for the foreseeable future, the community seeks to find a better balance between mobility options by emphasizing and better integrating alternate forms of transportation. Additionally, the City seeks to improve community character, image, quality of life, and economic development by improving the aesthetic value of it's transportation corridors.

During the General Plan development process, the community and other stake holders identified the following priorities to address and/or achieve within the mobility framework:

- Balance mobility needs with multiple forms of transportation.
- Promote and support active transportation for commuting and recreation.
- Emphasize public safety.
- Actively participate in regional planning efforts.
- Improve connectivity among all mobility systems city-wide.
- Manage automotive congestion, but not at the expense of public safety, other modes of transportation, or community quality.
- Improve the image of the City through prioritizing the aesthetic quality of our streets.

Transportation systems in Taylorsville 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 who choose alternative transportation options. Future improvement projects should be evaluated on how they contribute to a multi-modal system that expands mobility options for a growing population. While congestion management is necessary for many road corridors throughout the city, a more balanced approach focuses on moving people rather than moving cars. Strides toward these goals will be made with infrastructure and service improvements that enhance the viability, comfort, and safety of active and transit modes.

It is essential that automotive, public transit, bicycle, and pedestrian travel be coordinated with the City's land use planning efforts. A successful, multi-modal community must emphasize connectivity between logical destination points including parks, recreation, schools, commercial districts, civic buildings, neighborhoods, employment centers, and entertainment locations.

To achieve a successful mobility network, Taylorsville must also recognize the regional nature of mobility systems and prioritize coordination of transportation enhancement projects with other transportation agencies, transit service providers, and adjacent jurisdictions including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Utah Transit Authority (UTA), Jordan River Commission, and adjacent jurisdictions including Salt Lake County, West Valley City, West Jordan and Murray.



Illustration 4.2.1
Promoting a more balanced mobility system.
Streets should be designed to accommodate multiple forms of transportation and all residents of the community.

Regional Transportation Planning

The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization (MPO) for Salt Lake, Davis, Weber, and southern Box Elder Counties. The WFRC is responsible for coordinating the regional transportation planning process, culminating in the Regional Transportation Plan (RTP). The RTP, which is updated and readopted every four years, sets the long-term strategy for the regions future transportation system, including automotive, transit, and active transportation development. The plan is informed by research, discussion, technical modeling and forecasting and is financially constrained within a reasonably anticipated budget. The 2019-2050 plan is phased into the following classifications: Phase One (2019-2030); Phase Two (2031-2040); and Phase Three (2041-2050).

It is important that the City communicate and engage with the WFRC and the RTP planning process regarding transportation enhancements of regional significance and local land use objectives. Future funding and regional coordination is significantly impacted by inclusion in the RTP and thoughtful participation in the process should be a priority action of the City.

The Regional Transportation Plan is available to view online at wfrc.org.

Complete Streets

The term "complete street" refers to a transportation right-of-way that is designed, built, and operated to accommodate safe movement and access for multiple forms of mobility including pedestrian, bicycle, public transportation, and automobile. It is also designed to accommodate users of all ages and abilities. An added benefit of a complete street design is that the additional pedestrian activity often leads to more active and vibrant places and land uses adjacent to the street.

The re-imagined Taylorsville Expressway on 4700 South east of Redwood Road will, when complete, be a model complete street as it accommodates three additional forms of clean transportation (bus rapid transit, bicycle, and pedestrian trails) to it's traditional auto-oriented configuration. In addition to the transportation enhancements, new streetscapes providing shade and aesthetic value to the corridor will further enhance active transportation in the area. It is anticipated that the future complete street improvements on Taylorsville Expressway will also be a catalyst for potential redevelopment in the area.

In order to bring a more desirable balance among the various transportation modes in the City, Taylorsville should adopt a complete street strategy that establishes an official policy for the community that encourages a more holistic approach to street design for future road improvement projects. To better implement this strategy, new standard road sections should be adopted that embrace multiple forms of transportation, enhance public safety, and improve community identity.

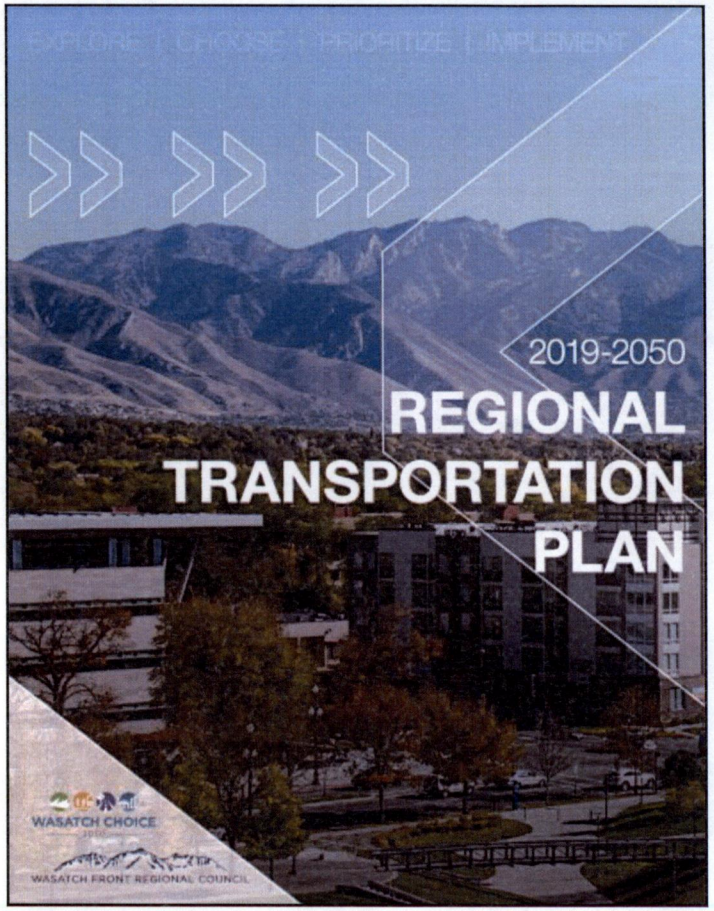


Illustration 4.2.2
Wasatch Front Regional Council 2019-2050 Regional Transportation Plan.

Mobility Objective 4.1: Improve balance in Taylorsville's mobility network by placing increased priority in transit, bicycle, and pedestrian facilities that complement existing and future vehicle facilities.

Strategies and Actions

4.1-A: Prioritize alternate mobility options, especially in existing or future mixed use transit-oriented, and/or pedestrian-oriented areas.

4.1-B: Adopt a complete streets policy specific to Taylorsville City to address multi-modal infrastructure needs. Evaluate and update city street, sidewalk, bicycle, buffering, and pedestrian crossing standards to meet the complete streets policy.

4.1-C: Promote alternate forms of travel and educate residents concerning existing and planned mobility infrastructure and opportunities.

4.1-D: Develop a "transportation manual" that graphically illustrates recommended street cross sections and other mobility objectives for future development and redevelopment.

Mobility Objective 4.2: Work with UDOT, UTA, WFRC and neighboring communities to develop regional transportation solutions that address traffic congestion mitigation efforts, enhance the Taylorsville community, and serve regional commuters.

Strategies and Actions

4.2-A: Actively participate in regional transportation planning efforts.

4.2-B: Proactively engage WFRC, UDOT and UTA to ensure that Taylorsville City's community context, city goals, and design solutions are incorporated into regional projects from the early stages of conceptual development.

4.2.1 Automotive Mobility

As the predominant form of transportation in the United States, the benefits and impacts of the automotive transportation network are well known. The convenience of cars and the extensive network of roads provide most Americans with a level of autonomy and flexibility unmatched in the history of humankind. This independence and flexibility also comes at a substantial cost, including air and noise pollution, accidental injury and death, disconnected communities, increased obesity and cardiovascular diseases, and costs to households and taxpayers in the form of vehicle expenses, insurance, road construction, road maintenance, storm drainage, and policing.

As a centrally located community within a larger region, Taylorsville perhaps benefits from, and is impacted by, automotive transportation more than many other cities in the area. The existing network of roads provides easy auto access to most places in the County and metropolitan area

helping to make Taylorville a highly desirable place to live and shop. The scale and configuration of streets necessary to carry the traffic counts typical of most roads in the City, however, greatly inhibits safe pedestrian and bicycle movement. Future strategies for maintaining the quality of the City's automotive network must involve continuous improvements to maximize safety and minimize congestion while finding ways to accommodate other forms of transportation in a safe and comfortable manner.

Mobility Objective 4.3: Continue to develop an automotive road network that is safe, efficient, minimizes impacts on adjacent properties, and facilitates the evolution of a multi-modal community.

Strategies and Actions

4.3-A: Balance the need for regional vehicular access and efficient movement of motorized vehicles with improved walkability, aesthetics, bicycle safety, and future transit improvements.

4.3-B: Design and implement intersection designs that are compatible with active transportation and potential new transit improvements.

4.3-C: Emphasize community context in the construction and expansion of all road projects.

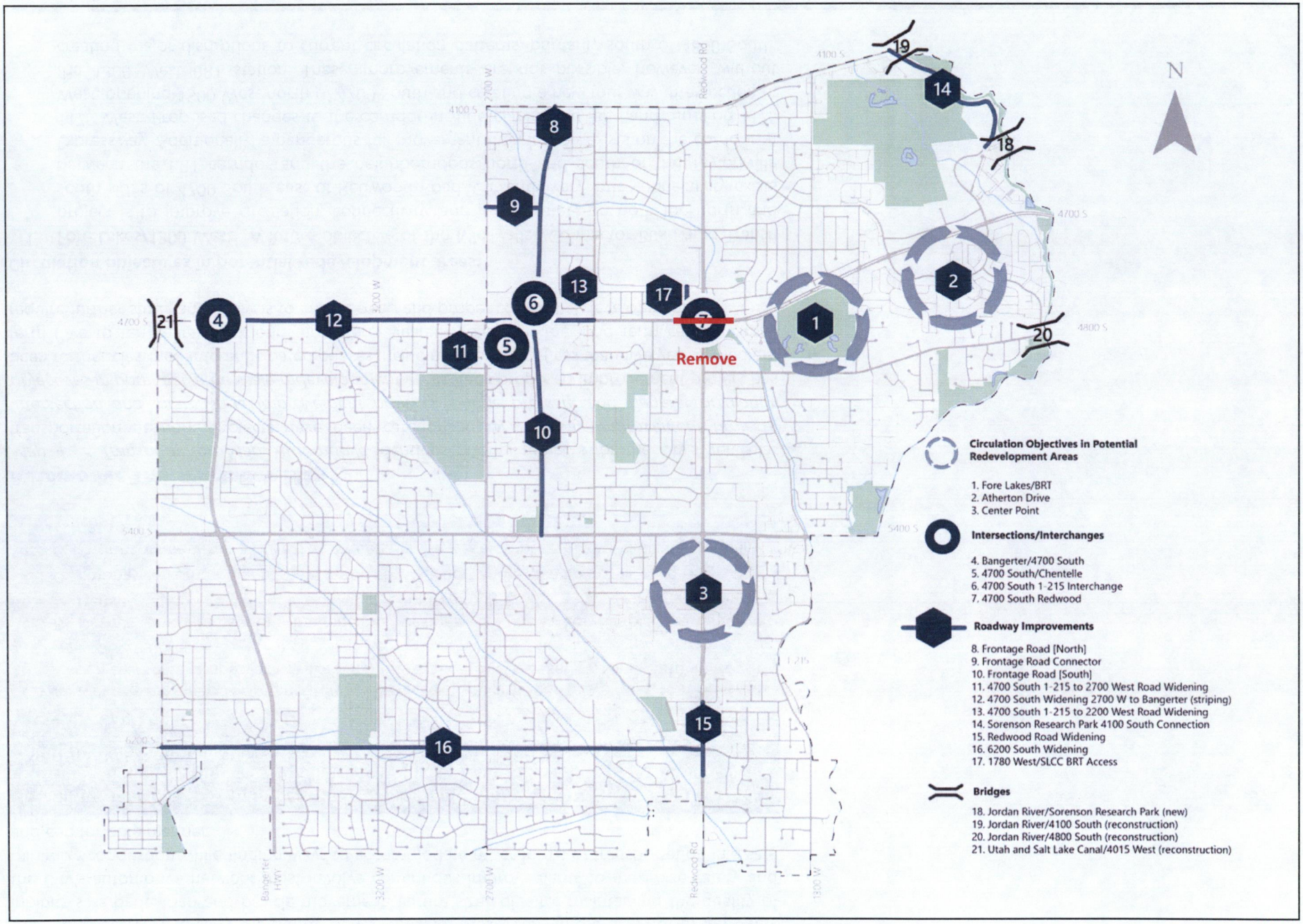
4.3-C: Prioritize safety for all users of streets in the development of the vehicular mobility network.

Automotive Transportation Map

Map 4.2.3 Transportation Map: Automobile identifies priority projects for the city's vehicular transportation network. Projects have been categorized by *roadway improvement projects*, *intersection and interchange improvement projects*, *bridge projects*, and *general circulation objectives in potential large scale redevelopment areas*. Each proposed improvement project has been further classified into anticipated phases including short term (less than five years), medium term (five to ten years), and long term (ten+ years). Projects in the long term category may require further study and analysis to ensure need and proper contextual development.

Circulation objectives in potential redevelopment areas:

1. **Fore Lakes/1300 West.** A future objective of the Mid-Valley Connector Bus Rapid Transit project is to improve circulation, connectivity, and public safety on both the north and south sides of 4700 South east of Redwood Road. Currently very little connectivity exists between the BRT corridor and the neighborhoods north and south of the Taylorsville Expressway. Additionally, a dangerous full movement intersection exists on the corridor at 1175 West. Proposed changes to the corridor include eliminating left hand turns on 1175 West, opening 1300 West north of 4700 South and creating a new four way intersection at the 1300 West BRT station. These improvements are not possible, however, without creating major disruptions to current circulation patterns, primarily south of 4800 South.



Map 4.2.3: Transportation Map - Automotive

As redevelopment occurs south of 4700 South, new routes will be necessary to provide access to 4700 South, 4800 South, and 1175 West. Refer to the *Taylorsville Expressway Station Area Plan* for more information and detailed analysis.

2. **Atherton Drive vicinity.** As the Salt Lake Valley continues to grow and densify, especially around transit stations, the vicinity south of 4700 South adjacent to the Mid-Valley Connector BRT corridor is expected to evolve into a walkable transit-oriented district that will rely on a transportation network that requires a higher emphasis on pedestrian and bicycle use. The "spine" that connects most properties in this vicinity is Atherton Drive. Currently Atherton is a primarily auto-oriented street with wide auto travel lanes and skinny sidewalks with poor pedestrian buffers. In order for Atherton to evolve into a connector road that effectively links multiple higher-density transit-oriented developments, the street must be reinvented as a complete street integrating the needs of pedestrians and bicyclists (see Illustration 4.2.2). Refer to the *Taylorsville Expressway Station Area Plan* for more information and detailed analysis.
3. **Center Point District [5400 South Redwood Road].** Long term land use objectives in the Center Point District of Taylorsville City include creating a destination location that incorporates a mix of uses including retail, restaurant, residential, office, public space, and entertainment in a cohesive walkable environment. As land use goals are implemented in this area, a new transportation and circulation system incorporating new, low speed streets with more frequent intersections should be implemented that complements the land use goals. Recommended priorities for a new circulation system include:
    - A modified street grid system that will provide additional development locations within existing large and unutilized parking fields.
    - Internal connectivity providing access to various business locations, properties, and parking areas.
    - High quality pedestrian and bicycle amenities.
    - Transit orientation and accessibility for future proposed lines on Redwood Road and 5400 South.

Intersection/Interchange Improvements:

4. **Bangerter Highway/4700 South.** New interchange currently under design and construction by the Utah Department of Transportation that will provide a grade separated intersection. Construction was initiated in 2023 and is expected to be completed by 2025. **Short term.**
5. **4700 South/Chentelle Drive.** Intersection realignment to improve safety and automotive throughput on 4700 South between I-215 and 2700 West and connectivity between the north and south sides of 4700 South. **Short term.**
6. **4700 South/I-215 Interchange.** Aesthetic upgrades to improve the visual quality of this major gateway into the city. **Medium term?.**
7. ~~**4700 South/Redwood Road.** need more information **Long term.**~~

Recommended Roadway Improvement Projects:

8. **Southbound I-215 Frontage Road [north of 4700 South].** Frontage road improvement on the west side of I-215 paralleling the freeway from approximately 4100 South to 4700 South. The 4700 South southbound freeway exit will be integrated into the new roadway. The primary objective of the new frontage road is to alleviate congestion at the 4700 South interchange, on westbound 4700 South, and the 4700 South 2700 West intersection. **Short term.**
9. **2700 West/Frontage Road Connections.** In conjunction with the frontage road discussed above, connections to 2700 West from the new frontage road would allow motorists to access 2700 West without traveling all the way to the 4700 South interchange (thereby lessening congestion at the interchange and on 4700 South). **Short term.**
10. **I-215 Frontage Road [south of 4700 South].** Extension of the I-215 frontage road from 4700 South to 5400 South providing direct connectivity from the freeway to the 5400 South arterial street. Special consideration will be necessary in the design of the frontage road extension to ensure minimal impact to the adjacent neighborhood. **Long Term.**
11. **4700 South road widening [2700 West to I-215].** Provides an additional lane on the north side of 4700 South increasing throughput and adding turn pockets to adjacent properties. **Short term.**
12. **4700 South restriping [2700 West to Bangerter Highway].** Additional road capacity on 4700 South between 2700 West and Bangerter Highway is possible by restriping the street to allow an additional east bound lane where a shoulder currently exists (the north side of 4700 South west of 2700 West is under the jurisdiction of West Valley City). Eliminating shoulders on streets potentially creates several undesirable conditions including eliminating right-turn pockets, emergency pullout locations, space for bicycle lanes, and creates a less desirable situation for pedestrians on adjacent sidewalks and adjoining properties. Additionally, studies have indicated that eliminating highway shoulders also leads to additional automotive and pedestrian accidents[2]. Consequently, the restriping should only be completed if and when it is fully necessary. **Long term.**
13. **4700 South road widening [I-215 to 2200 West].** Increases capacity between I-215 and 2200 West/Salt Lake Community College. **Medium term.**
14. **Sorenson Research Park 4100 South Connection.** Sorenson Research Park has the highest concentration of jobs in the City, however ingress and egress to the area is problematic with only limited connection points to the regional transportation network. Adding an additional connection to 4100 South by means of a road paralleling the Jordan River would allow a greater dispersal of traffic and increased connectivity in the area. Any new improvement at this location should be closely analyzed to ensure minimal impact on the Jordan River Parkway and sensitive lands adjacent to the river. A new road should be low

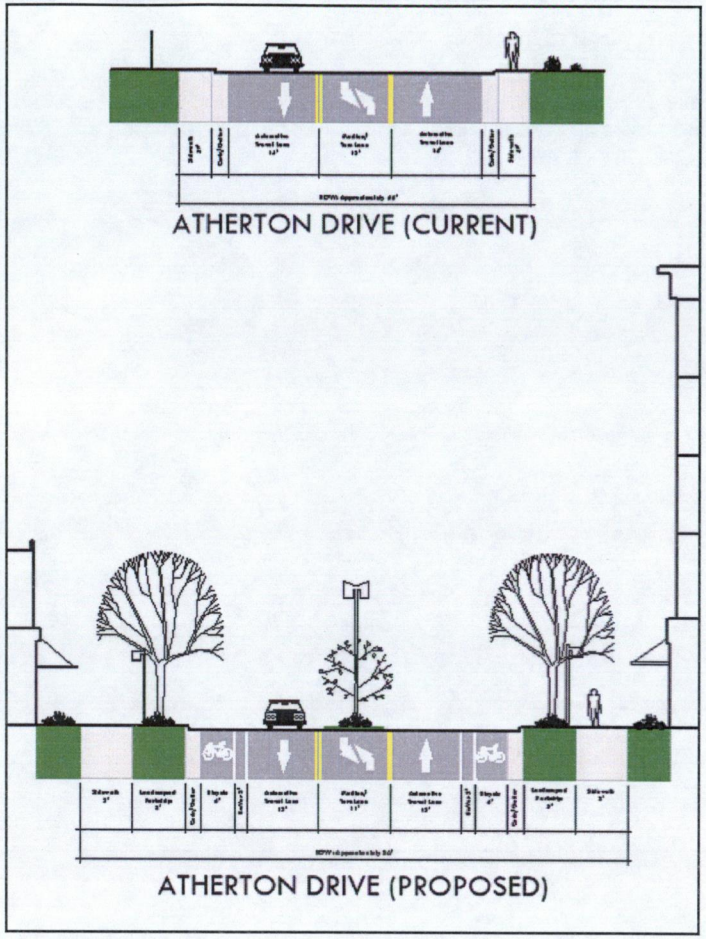


Illustration 4.2.4
Atherton Drive.
Atherton Drive south of 4700 South, acts as a spine street that connects most properties in the vicinity to the larger community and transportation system. As such, the street will play a key role in the future evolution of this district into a walkable, transit-oriented neighborhood. A reinvented Atherton Drive should include wider sidewalks, pedestrian buffers (parkstrips, street trees, etc.), bicycle lanes, pedestrian scale lighting, street furnishings, and special consideration of street level architecture and how buildings face the street.

traffic/low speed and constructed in a context sensitive fashion respecting the natural character of the area. **Long term.**

15 **Redwood Road road widening [south of I-215].** Utah Department of Transportation project providing additional capacity between 6200 South and I-215. **Short term.**

16. **6200 South road widening.** Regional roadway improvement adding capacity to the western quadrant of the County. **Long term.**

17. **780 West bus rapid transit access road.** The proposed 1780 West road project will provide direct access from 4700 South to the SLCC campus for pedestrians and the Mid-Valley Connector BRT busses. The new road will not provide access to the campus for automotive commuters. **Short term.**

Bridges:

18. **Jordan River/Sorenson Research Park [new bridge].** New bridge over the Jordan River connecting to 4170 South in Murray City. The proposed bridge provides an additional access to Sorensen Research Park. **Long term.**

19. **Jordan River/4100 South [reconstruction].** The current configuration of the bridge over the Jordan River on 3900/4100 South does not include amenities for bicycle or pedestrian travel although a major east-west bicycle route is planned on this corridor. In addition, existing pedestrian sidewalks stub into the bridge location on three of it's four corners. In order to provide safe bicycle and pedestrian travel over the bridge it is recommended that the bridge be widened to accommodate sidewalks and the proposed bicycle trail. Additionally, representatives of West Valley City have reported periodic flooding at this location which may necessitate raising the level of the bridge deck to improve water flow and prevent disruptions in automotive travel.

    The bridge over the Jordan River on 3900/4100 South is located at the convergence of the boundaries of four cities: Taylorsville, West Valley, Millcreek, and South Salt Lake. As a result, any construction activity at this location will likely require multi-jurisdictional cooperation. **Short term?**

20. **Jordan River/4800 South [reconstruction].** Although the 4800 South right-of-way near the Jordan River is approximately 80 feet, the width of the bridge crossing the river narrows to approximately 42 feet, reducing automotive separation and pedestrian comfort and safety. **Medium Term.**

21. **Utah and Salt Lake Canal/4015 West [reconstruction]. Medium term**

Mobility Objective 4.4: Implement proposed priority projects identified on Map 4.2.1
Strategies and Actions
4.4-A: Conduct a detailed analysis of all planned projects prior to design and construction to minimize impacts on adjacent properties and neighborhoods and to look for opportunities for context-sensitive design.
4.4-B: Review Map 4.2.1 annually to ensure continued applicability and to identify new community needs.
4.4-C: Reevaluate "long term" projects on Map 4.2.1 annually to ensure continued applicability.

4.2.2 Bus and Transit Mobility

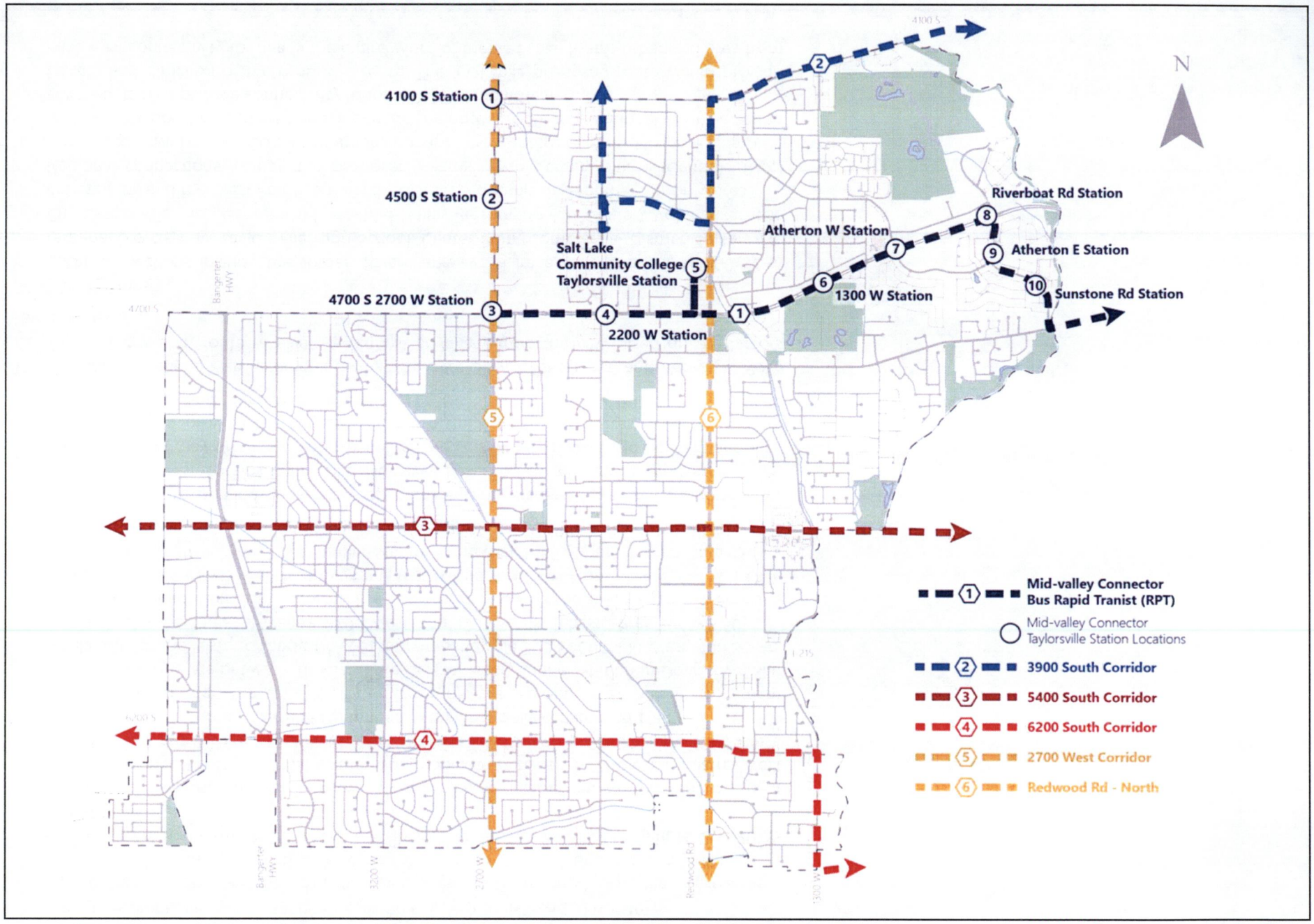
Making bus and transit more convenient, accessible, and viable should be a priority policy decision of the City of Taylorsville. As the Utah Transit Authority continues to improve and expand it's regional transit system, the City of Taylorsville should be prepared to advocate for future transit investment in the City.

Unlike automotive and active transportation improvements, transit development is almost exclusively a regional undertaking which requires the involvement of regional planning agencies, the local transit authority, and neighboring communities. As a result, transit planning is primarily a regional effort based on input and involvement from local jurisdictions. In Salt Lake County, transit planning is primarily coordinated by the Wasatch Front Regional Council through the Regional Transportation Plan (RTP) process.

Wasatch Front Regional Council 2019-2050 Regional Transportation Plan Transit Map

The 2019-2050 RTP identifies six regional transit routes that will provide direct access from Taylorsville to the regional transit system. The plan doesn't indicate the proposed mode of transit (i.e. bus rapid transit, enhanced bus, light rail, street car, etc.) pending further study and input from the effected communities. The RTP plan is phased using the following categories: Phase One (2019-2030); Phase Two (2031-2040); and Phase Three (2041-2050). The six routes are described below and illustrated on Map 4.2.5.

1. **Mid-Valley Connector Bus Rapid Transit Corridor.** The Mid-Valley Connector Bus Rapid Transit project is a seven mile BRT improvement that will operate between the West Valley Central TRAX Station and Murray Central TRAX and Front Runner Stations via 2700 West, 4700 South, Atherton Drive, Sunstone Road, 4800 South, Murray Boulevard, and Vine Street. A mid-route multi-modal hub will be constructed on the Taylorsville campus of the Salt Lake Community College. Construction on the Mid-Valley Connector is expected to begin in fall 2023 and be complete by 2025. In addition to the transit project, a 1.5 mile multi-use off road path will be constructed east of Redwood Road providing improved pedestrian and bicycle connections to the transit corridor. **[Phase One 2019-2030]**



Map 4.2.5: Transportation Map - Transit

2. **3900 South Corridor.** The *3900 South Corridor* project in a proposed 15.6 mile improvement that would operate between 8400 West in Magna/West Valley and Wasatch Boulevard in Millcreek via 3900 South/4100 South. **[Phase Two 2031-2040]**
3. **5400 South Transit.** The *5400 South Transit* project is a proposed 14.4 mile improvement that would operate between 5600 West in Kearns to Wasatch Boulevard in Holladay via 5400 South, State Street, 5600 South, Highland Drive, and 4500 South. **[Phase One 2019-2030]**
4. **6200 South - West.** The *6200 South - West* project is a proposed 7.4 mile improvement serving the west side of the valley that would operate between 5600 West in Kearns/West Jordan and the Fashion Place West TRAX Station in Murray via 6200 South, 1300 West, and Winchester Street. **[Currently unfunded in the financially constrained plan]**
5. **2700 West Corridor.** The *2700 West Corridor* project is a proposed 20 mile improvement that would operate between The Salt Lake Central Front Runner Station in Downtown Salt Lake City to the Historic Sandy TRAX Station in Sandy via 200 South, 400 West, 400 South, Redwood Road, Indiana Avenue, 2700 West, and 9000 South. **[Phase Three 2041-2050]**
6. **Redwood Road Corridor - North.** The *Redwood Road Corridor - North* project is a proposed 20.4 mile transit improvement that would run from North Temple in Salt Lake City to the South Jordan Front Runner Station located at 10351 South Jordan Gateway via Redwood Road, South Jordan Parkway, and Jordan Gateway. **[Phase One 2019-2030]**

Each proposed route provides potential opportunities and increased transit connectivity for current and future residents of Taylorsville. However, based on current and potential land uses, some of the routes may provide greater benefits. The community should pro-actively prioritize which routes would provide the highest benefit to the City and actively advocate for those routes within the regional planning process.

The Taylorsville General Plan recommends that the *5400 South Transit* (1st) and *Redwood Road Corridor—North* (2nd) route receive the highest advocacy from the city based on the factors listed below:

<u>5400 South Transit:</u>

- **Local connections** include the Jordan River Parkway, Millrace Park, proposed 1300 West regional bicycle trail, Taylorsville High School, Center Point Commercial District, Taylorsville City Center (City Hall, Centennial Plaza, Mid-Valley Performing Arts Center), Volta mixed-use community, and the West Point commercial district economic development priority area.
- **Regional connections** include the proposed Kearns Town Center, Murray Central TRAX/ FrontRunner/Mid-Valley Connector multi-modal station, Intermountain Hospital Complex, and Cottonwood Mall redevelopment site. Extending the route an additional 1/2 mile to the west would also provide connectivity to the USANA Amphitheater.
- **Length and direction** of the proposed route. The 14.4 mile proposed route would provide east-west connectivity for nearly the entire width of the Salt Lake Metro urbanized area from

5600 West to Wasatch Blvd., providing much needed transit connectivity to the County's far west side.

Redwood Road Corridor—North:

- **Local Connections** include the 3900 South redevelopment priority area, Salt Lake Community College Taylorsville Campus, Mid-Valley Connector BRT, Taylorsville Park, 4800 South redevelopment priority area, Taylorsville High School, Center Point Commercial District, 6200 South employment node, and numerous existing high density residential areas within 1/4 mile of the Redwood Road corridor.
- **Regional Connections** include Downtown Salt Lake City, TRAX Green Line at North Temple (with direct access to the Salt Lake International Airport and the proposed MLB baseball stadium), TRAX Green Line in West Valley City, and TRAX Red Line in West Jordan City.
- **Length and direction** of the proposed route. The proposed 20 mile route runs from Downtown Salt Lake City to the South Jordan FrontRunner Station primarily on Redwood Road between North Temple and 10400 South.

The proposed Redwood Road project was studied and analyzed by a multi-jurisdictional committee in 2017 coordinated by Jacobs Engineering which determined that the proposed project was not yet ready to pursue based on existing automotive traffic, right-or-way issues, and lack of support from some affected communities.

Mobility Objective 4.5: Continue to plan and advocate for improved quality and accessibility of bus and transit service in the City of Taylorsville.

Strategies and Actions

4.5-A: Work with the WFRC and UTA to prioritize and implement proposed future transit network improvements in Taylorsville.

4.5-B: Advocate for and support funding for the proposed 5400 South Transit Line as the next mass transit improvement in Taylorsville.

4.5-C: Work with UTA to continually monitor and evaluate bus service for residents and visitors to the City.

4.5-D: Support, where appropriate, adjacent community's efforts to implement mass transit improvements in an effort to reduce congestion on Taylorsville roads.

4.5-E: Encourage and promote large employment centers and other destination centers such as the Salt Lake Community College, Utah State Office Campus, and Sorensen Research Park to offer bus passes or reduced fare opportunities for their employees and visitors.

4.5-F: Design land uses and transportation improvements with an emphasis on safe and comfortable non-motorized "first mile" and "last mile" trips adjacent to transit stations.

4.5-G: Incorporate traffic calming solutions where applicable within ½ mile of transit stations.

Transit-Oriented Development

The presence of transit in a community not only offers an effective alternate form of mobility, but also provides opportunities for creating efficient and vibrant places in the form of high-density, mixed-use, transit-oriented development. When designed appropriately, places utilizing the principles of transit-oriented design can provide high quality living environments that can reduce dependency on driving, allow residents to live, work, and play in the same area, reduce our carbon footprint, and augment the local tax base. With the development of the Mid-Valley BRT, and potential additional transit corridors in the City, there is significant potential to "reinvent" many underutilized and outdated places into high quality walkable districts that can help address the regions housing availability and housing affordability crisis. Typical components of transit-oriented design include dense compact development, mixed uses, and walkability and connectivity—all with easy access to the local transit system. For more information on transit oriented development and places where TOD may be appropriate in Taylorsville, see Chapter 3 - Land Use, Chapter 8 - Moderate Income Housing, and the Taylorsville Expressway Station Area Plan.

Mobility Objective 4.6: Facilitate transit-supportive and transit-oriented development to enhance transit improvements in Taylorsville.

Strategies and Actions

- **4.6-A:** Evaluate and update the City's current Land Development Code (LDC) to ensure the use and form of transit adjacent development complements and enhances transit investments.
- **4.6-B:** Develop new detailed transit-oriented architectural design guidelines for future TOD improvements adjacent to transit stations.
- **4.6-C:** Foster TOD designs that include a compact mix of uses including moderate to high density residential and other complementary uses such retail, restaurant, employment, entertainment, hospitality, education, and open/public space.
- **4.6-D:** Amend current development standards to require new commercial, office, mixed-use, and large residential projects to consider planned mass transit and other multi-modal services in their design of parking facilities, roads, and pedestrian accesses.
- **4.6-E:** Utilize TOD design concepts for new development proposals adjacent to planned mass transit corridors to ensure compatibility between land uses, the physical form of new development, and mass transit.
- **4.6-F:** Emphasize the development of moderate-income housing in transit-oriented places.

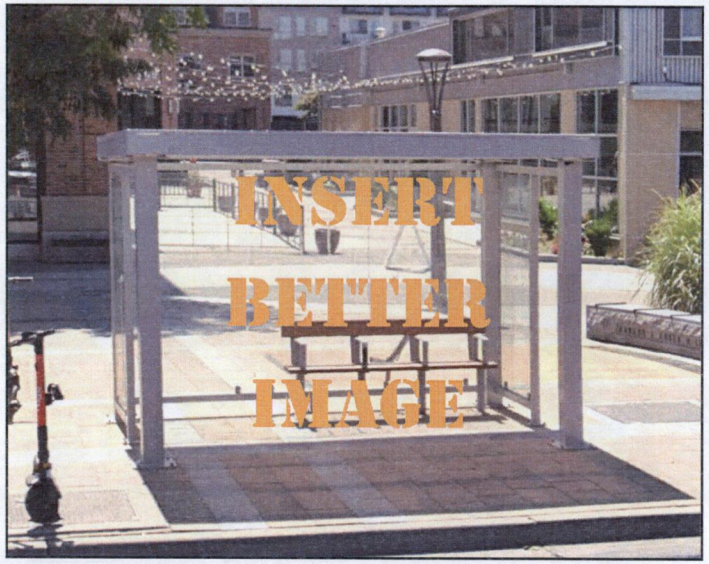


Illustration 4.2.6
Integrating transit design into Taylorsville's community branding strategy.
This transit shelter (The Eclipse by Brasco International—verify name with UTA) is a UTA approved design that is customizable, scalable, and consistent with Taylorsville's urban design branding strategy.
Sugar House Monument, Salt Lake City

Transit Branding

A higher level of recognition can be brought to the regional transit system in Taylorsville by utilizing simple branding strategies that incorporate established design concepts from both UTA and Taylorsville. Taylorsville's urban design branding strategy is detailed in *Chapter 2—*

Community Character and includes such elements as building materials and colors. Similarly, UTA utilizes a detailed branding strategy to help bring regional recognition to their system of buses and mass transit. Through an interlocal agreement, UTA offers upgraded custom shelters that are consistent with Taylorsville's design strategy in terms of both color and material (see Illustration 4.2.6). As a pre-approved shelter, UTA will provide basic maintenance (garbage, repairs, etc.) provided that the local community enters into the interlocal agreement and agrees to pay a minimal up front costs for the upgraded shelter. In addition to design consistency, the proposed shelters are also scalable, meaning a similar design can be utilized on various sized shelters.

Public art can also play an import role in the desirability of public transit. Costs can be a deterrent to having art at all shelter locations, but prioritizing key sites for public art will not only enhance the transit system, but the community as a whole. Outdoor public art should be designed to withstand vandalism and exterior weather conditions.

Mobility Objective 4.7: Work with the Utah Transit Authority to bring a higher level of recognition and quality to the regional transit system in Taylorsville.

Strategies and Actions

4.7-A: Develop a branding strategy that incorporates UTA and Taylorsville designs that bring a unique sense of place to transit improvements in the City. The strategy should incorporate elements of the Taylorsville branding strategy including colors and materials.

4.7-B: Coordinate with UTA to ensure locations meet standards for maintenance and design.

4.7-C: Work with UTA to install public art at high-profile transit stations throughout the City.

4.7-D: Give special design attention to key transfer locations (areas where different routes and route types converge). Consideration should be given at these locations to help ease transferring from route to route, and to encourage usage of the system.

4.7-E: Work with UTA and adjacent property owners to facilitate the placement of covered bus shelters at all primary bus stops within the City.

4.7-F: Promote well-designed transit stops with desirable amenities including shelters, benches, route information, artwork, and garbage receptacles.

4.2.3 Active Transportation

Providing high quality active transportation infrastructure in urban areas improves community livability, enhances pedestrian safety, and provides additional mobility options. Improved public sidewalks, roadway crossings, trails, and dedicated bikeways form an important part of a transportation network for residents of all ages, especially for children and the elderly. These routes can be further enhanced and lengthened when combined with mass transit. To encourage higher numbers of pedestrian and bicycle trips by residents in the City, greater emphasis should be placed on enhancing the active transportation network and experience.

A successful active transportation system must be supported by widespread connectivity and an accessible sidewalk system connecting logical destination points including parks, schools, commercial districts, public buildings, and employment centers. These routes and corridors should have a pedestrian and bicycle design that:

- creates a consistent, safe, and comfortable experience
- accommodates moderate to large volumes of pedestrians
- ensures highly visible and convenient crossings, especially of larger streets
- contains pedestrian infrastructure and amenities such as pedestrian-scale lighting, street furnishings, and shade

Community input indicated that one reason for the driving characteristics of the City is that the design of mobility systems overwhelmingly favor automobiles and are generally unsuitable for pedestrians and bicyclists. Many residents expressed a desire to have greater choices and options for walking, cycling and connecting to public transit, and saw the lack of development of safe and convenient facilities as the greatest barrier to active and public transportation systems.

Taylorsville Active Communities Plan

In late 2021, Taylorsville City commissioned an active transportation study, funded in part by the Wasatch Front Regional Council's Transportation and Land Use Connection program, to review and coalesce various regional active transportation plans into a preferred Taylorsville scenario. The plan, known as the *Taylorsville Active Communities Plan* (ACP), was completed in 2023 by Avenue Consultants.

The study reviewed numerous regional plans including:

- Mid-Valley Active Transportation Plan
- Salt Lake County 2017 Active Transportation Implementation Plan
- Salt Lake County Westside Bicycle Connectivity Study
- Wasatch Front Regional Council 2019 Regional Transportation Plan (RTP)
- Utah's Unified Transportation Plan
- Utah Collaborative Active Transportation Study (UCATS)

The ACP planning process included extensive public outreach including a community survey, interactive website, and public open house. Final project recommendations included 25 miles of shared pathways, 19 miles of on-road bikeways, and 25 miles of shared roadways. Active transportation priority projects were identified.

In addition to the recommended projects, detailed recommended design standards are also articulated in the plan, including ten different facility types and numerous roadway "elements" such as signage, buffering, enhanced road crossings, traffic calming, etc.

The Taylorsville Active Communities Plan is adopted as an addendum to the Taylorsville General

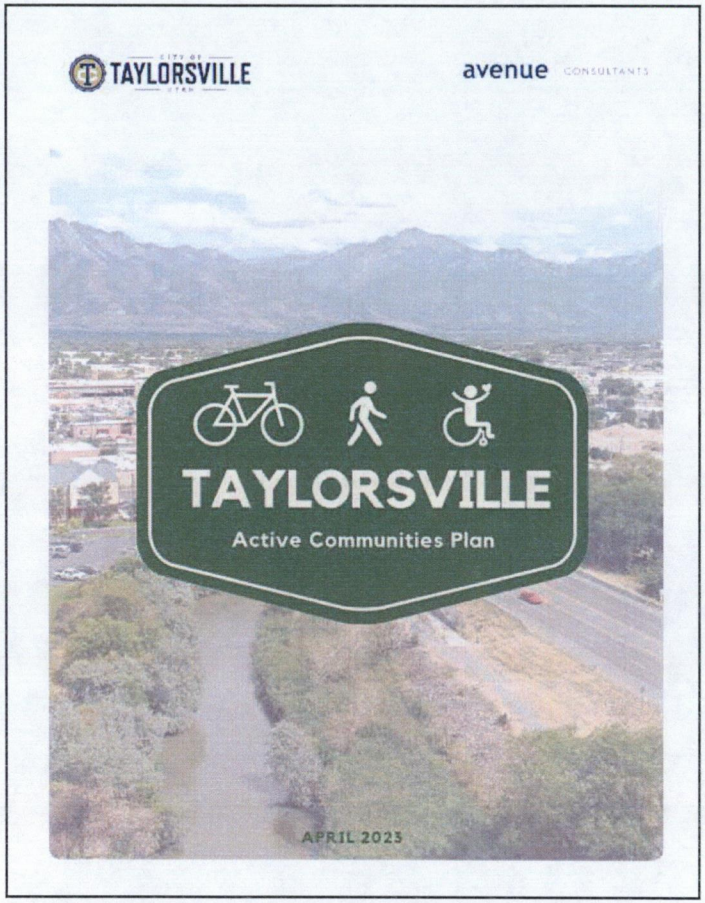


Illustration 4.2.7
Taylorsville Active Communities Plan
The Taylorsville Active Communities Plan (ACP) was completed by Avenue Consultants in April 2023. The plan, commissioned by the City of Taylorsville and funded primarily by the Wasatch Front Regional Council's Transportation and Land Use Connection (TLC) Program, addresses active transportation in the city including an active transportation plan, design standards for various trail types, and identifies priority projects. The ACP is included as an addendum to the Taylorsville General Plan Mobility Chapter.

Plan Mobility Chapter.

Sidewalks

For the purposes of this section, *sidewalks* are considered those walkways within the *urban* pedestrian network - meaning sidewalks primarily located in developed portions of the City like commercial districts and neighborhoods. Sidewalks are a critical part of a community's active transportation system in that they not only facilitate connections to and within neighborhoods, but also to schools, parks, and other important community locations. Based on the City's near built-out status, many existing sidewalks will likely be integrated into future dedicated trail routes providing connectivity to various activity nodes in the City.

Taylorsville is fortunate to have an almost fully intact sidewalk network throughout the City. Neighborhoods, in particular, are well served with only minimal disconnects. Sidewalks outside of residential neighborhoods, however, tend to be less suitable. Sidewalks on major transportation routes generally lack sufficient buffers for comfortable pedestrian use. Sidewalks in commercial areas typically lack the width to accommodate significant pedestrian use. Where right-of-way allows, consideration should be given to wider facilities, especially in commercial and mixed-use locations, to accommodate a quality pedestrian setting. Where pedestrians are required to cross roadways it is important to construct intersections that not only meet all ADA requirements, but also include other safety provisions and strategies such as:

1. **Pedestrian conspicuity.** Making pedestrians as visible as possible and alerting motorists to the possible presence of pedestrians.
2. **Pedestrian predictability.** Making pedestrian actions as predictable as possible by providing necessary crosswalks and visual queues to drivers.
3. **Minimizing pedestrian time and distance in roadways.** Creating designs that reduce pedestrian exposure to automobile travel lanes such as bulb-outs at intersections and pedestrian refuges in medians.
4. **Providing ease of movements from walkways to street levels.** Facilitating easy transitions between pedestrian and automotive levels such as creating raised crosswalks.
5. **Installing mid-block crossings.** Mid-block crossings should be used with discretion. However in many places within the community, signalized intersections are located at significant distances apart to help facilitate efficient automotive travel. In order to discourage unsafe pedestrian movements such as jaywalking, well designed mid-block crossings should be installed that include features such as pedestrian refuges, pedestrians signals, and lighting.

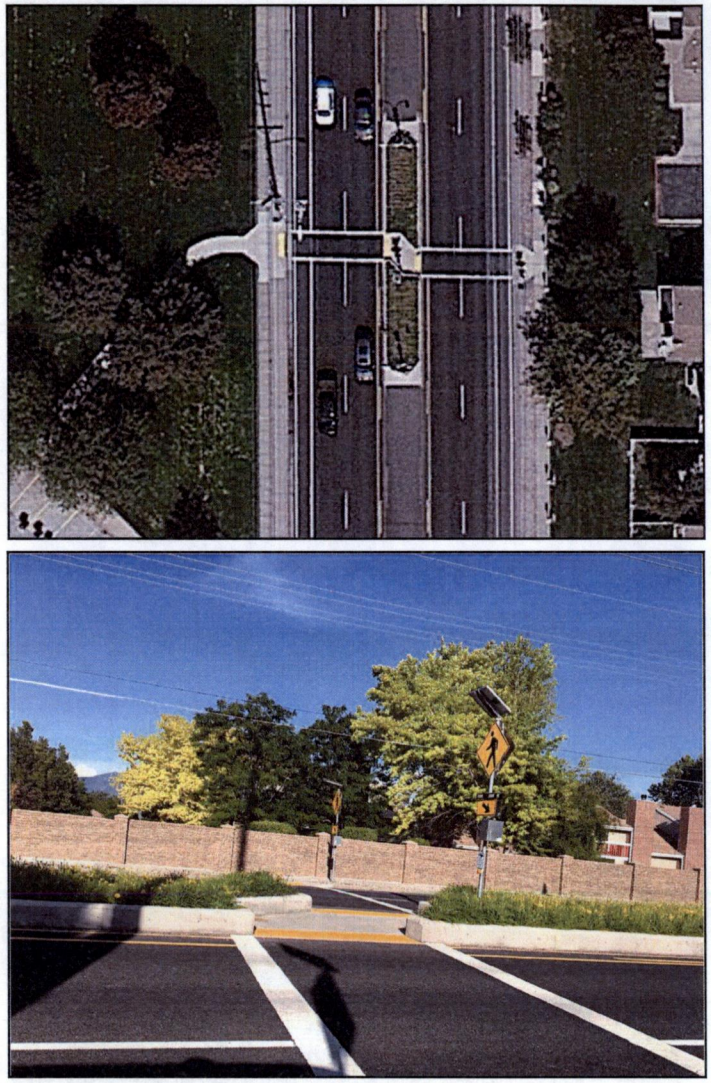


Illustration 4.2.8
Mid-Block Crossings
Mid-block crossings, where pedestrians aren't protected by signalized intersections, should include safety features such as high visibility, minimizing exposure to automobiles, lighting, and pedestrian signals, such as this pedestrian refuge style crossing on 2700 West.

Sidewalk design and the sidewalks relationship to the adjacent road is also very important in terms of the safety and comfort of pedestrians. Integrated sidewalks (sidewalks located adjacent to the street curb without a sidewalk buffer) should not be constructed unless no other option is available. Buffers, such as on-street parking, street trees, and landscaped park strips, greatly enhance pedestrian comfort and safety and should be utilized whenever possible. Also, sidewalks less than five feet in width that make it difficult for two pedestrians to walk side by side without stepping off the sidewalk should be avoided, especially on busy streets, on transit corridors, or adjacent to or within commercial and mixed use districts.

Also of importance, is the edge of the sidewalk opposite the street. Pedestrians desire a sense of enclosure and prefer sidewalks that have a level of verticality at the sidewalks edge. Jeff Speck, in his seminal book *Walkable City*, explains it like this:

> *"...contrary to popular perception, people need to be spatially contained by walls of buildings. Most of us enjoy open spaces, long views, and the great outdoors. But we also enjoy—and need—a sense of enclosure to be comfortable as pedestrians. Evolutionary psychologists tell us how all animals seek two things: prospect and refuge. The first allows you to see your prey and predators. The second allows you to know that your flank is protected from attack."*

This explains why walking next to a storefront is much more comfortable than walking next to a flat parking lot. Street edges that define and enclose space by pulling buildings to the sidewalk rather than being set behind parking lots create more desirable walking environments. The City's architectural design standards should reinforce this sense of enclosure by requiring buildings, especially in pedestrian-oriented places, to be built at or near the street edge. (see Illustration 4.2.9)



Illustration 4.2.9

Pedestrian Comfort and Safety

Safe and comfortable sidewalks generally have three common elements:

1. They are constructed at a width that will permit at least two pedestrians to walk side by side,
2. They have buffers adjacent to the street like on-street parking and street trees, and
3. They possess a sense of enclosure produced by adjacent buildings built near the sidewalks edge.

Orenco Station,. Hillsboro, Oregon

Mobility Objective 4.8: Develop and enhance an extensive, safe and functional pedestrian network as part of a complete mobility system.

Strategies and Actions

4.8-A: Work with UDOT to develop corridor and intersection designs that are compatible with the community, and improve pedestrian safety and capacity.

4.8-B: Amend sidewalk and landscaping standards in commercial, mixed use, and high density residential areas to require appropriately sized sidewalks that incorporate landscaping through park strips, planters, tree wells, or other pedestrian designs.

4.8-C: Amend sidewalk and landscaping standards for arterial and collector streets to require minimum six-foot park strips and six-foot sidewalks.

4.8-D: Adopt street planting standards and establish programs and incentives for planting trees in park strips throughout the city.

4.8-E: Avoid the development of integral sidewalks wherever possible. Instead seek to develop sidewalks that meet or exceed the City's sidewalk standard.

4.8-F: Prioritize pedestrian mobility and make walkability a foundational element for future development and redevelopment in Taylorsville.

4.8-G: Require pedestrian linkages, as applicable, in all new development.

4.8-H: Improve pedestrian access to schools, transit hubs, future BRT stations and existing bus stops.

4.8-I: Leverage pedestrian improvements through UTA, WFRC, and Salt Lake County, State of Utah, and other funding programs.

4.8-J: Emphasize pedestrian planning and design at new centers and TOD developments that provide for safe and convenient interconnections between mobility modes.

4.8-K: Continue to aggressively fill remaining gaps in the City's network of sidewalks.

Trails

Taylorsville is fortunate to have direct access to the centerpiece of the regional recreational trail system, the Jordan River Parkway. However, the City must not only commit to preserving open space as an amenity associated with the River, but also provide trail and open space connections *to the* Parkway and throughout the City.

Although currently only minimal formal trail improvements have been implemented adjacent to the three canals located within the City, these corridors represent an outstanding opportunity for future trail development. By working with the applicable canal companies to improve trails along these waterways, Taylorsville can ensure the corridors provide a real quality of life benefit for its residents. Taylorsville should also look for opportunities for local linkages throughout the community connecting other locations such as neighborhoods, parks, recreation areas, and other community gathering places. Given the built out nature of the community, creating new pathways throughout the City will be challenging, but by creatively utilizing utility corridors,

existing walkways in parks, sidewalks, and new trails, segments can be assembled to create amalgamated corridors providing connections to community sites.

As new trail projects are realized, attention should be given to marketing, placemaking, and bringing a unique sense of place to the City's trail system. Providing trail names, wayfinding signage, and utilizing the trail system to help educate residents and visitors on the City's history, opportunities, and geography will help enhance the system and bring a higher level of appreciation to the community.

Mobility Objective 4.10: Bring a unique sense of place and enhanced quality to the Taylorsville trails active transportation system.

Strategies and Actions

4.10-A: Work with the Taylorsville Historic Preservation Committee to name individual trails within the community based on local historic places, people, events, and/or geography.

4.10-B: Develop a branding strategy that provides a visual identification to the City's active transportation system.

4.10-C: Develop a wayfinding signage strategy that provides direction, identification, and information to users of the Taylorsville active transportation network. The wayfinding system should provide information, where applicable, to nearby recreational programs, historic locations, and other educational information.

4.10-D: Develop a marketing strategy for local residents to promote the local and regional active transportation network.

4.10-E: Develop an urban design strategy for the active transportation network that addresses issues such as lighting, landscaping, signage, rest areas, and other furnishings (garbage cans, benches, etc.).

4.10-F: Implement best practices from the Blueprint Jordan River Plan to preserve and protect the Jordan River Parkway Trail system.

4.10-G: Require trail linkages, as applicable, in all new development.

Bicycle

Developing a safe and comfortable bicycle network will be a fundamental accomplishment towards achieving the vision of Taylorsville as a multi-modal community. Although bicyclists can realistically cover long distances, the practicality of cycling as a legitimate transportation option in Taylorsville will only be feasible with significant improvements to the bicycle network. Although the challenges associated with the City's existing mobility network will make facilitating this form of transportation difficult, there is potential for multiple opportunities for Taylorsville cyclists to connect to existing and proposed regional bicycle paths. In addition to the existing paths on the Jordan River Parkway, a regional north south bicycle path is proposed generally aligned with 1300 West extending the entire length of the County, and an east-west off road trail proposed for the 3900 South/4100 South corridor extending from West Valley City

to Holladay. Additionally, the proposed Taylorsville Expressway Trail will provide direct off-street access the largest activity node in the City - the Salt Lake Community College campus. Constructing these proposed bicycle routes in cooperation with surrounding communities will greatly enhance cycling as a legitimate form of transportation in the City. Providing local on-street connections to these regional improvements will enable long distance commutes for a significant portion of the City. Bicycle lanes and designated routes will become more utilized as the routes interconnect and form other routes.

As bicycle routes are improved throughout the City, consideration should be given to the provision of bicycle amenities, such as parking, maintenance stations, wayfinding, and transitions from one route to another. Particular attention also needs to be given to street crossings where bicycle routes cross roadways without the protection of traditional intersections.

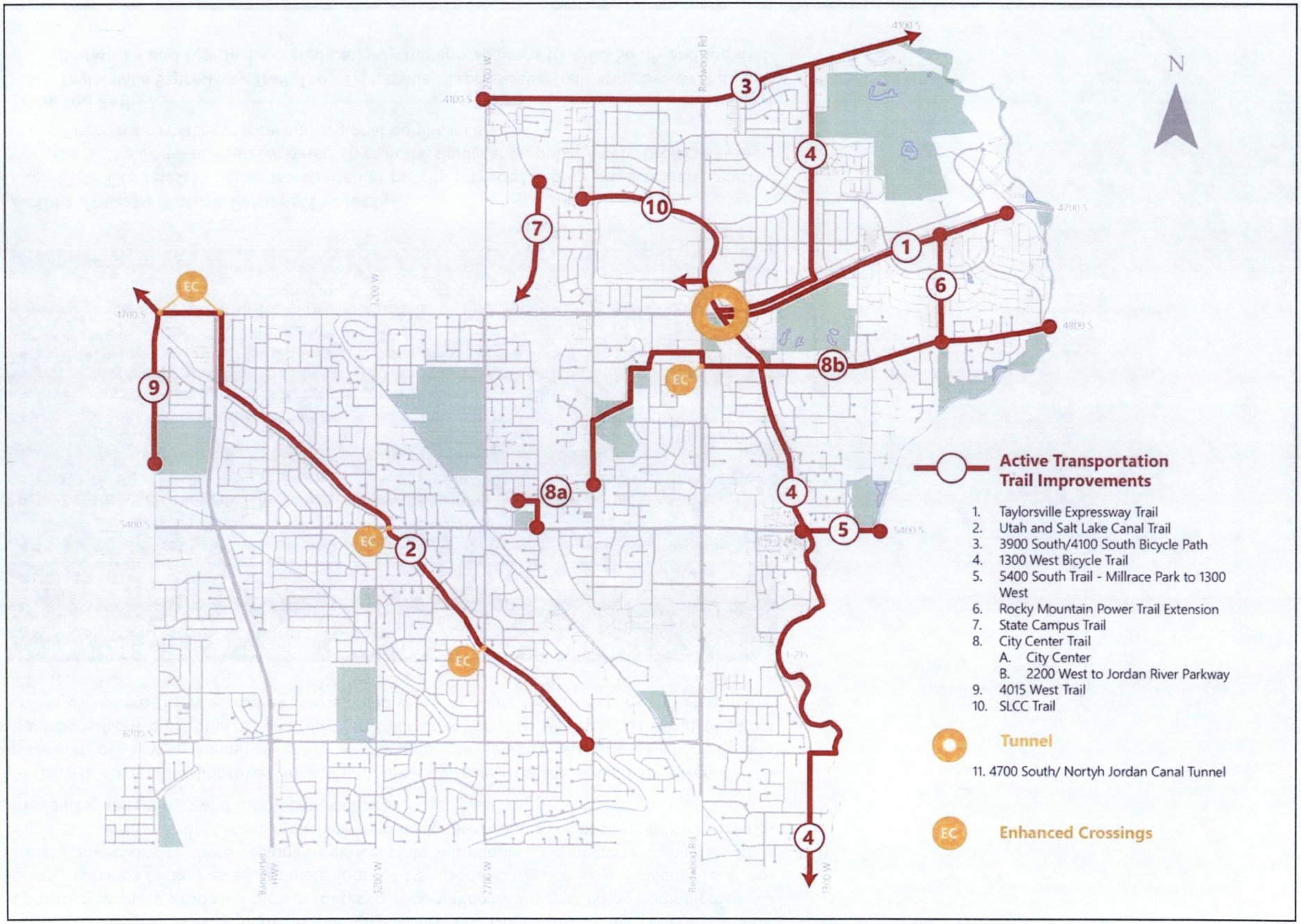
Mobility Objective 4.11: Establish biking as a safe and feasible form of local and regional transportation within the city.	
Strategies and Actions	
4.11-A:	Where practical, provide grade separations or barriers between automotive and bicycle facilities.
4.11-B:	Install bicycle racks at municipality owned facilities (where applicable).
4.11-C:	Include bicycle infrastructure as a required element for new commercial and mixed use development, including the provision of appropriate furnishings for bicycle parking. Set higher standards for developments adjacent to or within one-half mile of existing or future bicycle routes.
4.11-D:	Improve bicycle access to schools, transit hubs, future BRT stations, and existing bus stops.
4.11-E:	Leverage bike/pedestrian improvements through UTA, WFRC, and Salt Lake County, State of Utah, and other funding programs.
4.11-F:	Include bicycle infrastructure in the construction or reconstruction of all collector and arterials streets in the City. Include bicycle maintenance stations as possible and appropriate

Active Transportation Priority Projects

Map 4.2.10 illustrates 11 active transportation priority projects. Priority projects were selected from the *Active Communities Plan* based on regional significance, public safety, projected usage, and connections to places of local and regional significance.

Trails and Paths

1. **Taylorsville Expressway Trail.** The Taylorsville Expressway Trail will be a 1.8 mile pedestrian and bicycle separated pathway running adjacent to 4700 South and the Mid-



Map 4.2.10: Transportation Map - Active Transportation Priority Projects

Valley Bus Rapid Transit system from the Jordan River Parkway west to the Salt Lake Community College Campus. The trail will feature rest areas and bicycle maintenance stations and be constructed as part the Mid-Valley BRT. Construction of the overall project is expected to begin in fall of 2023 and be complete by 2025.

2. **Utah and Salt Lake Canal.** The Utah and Salt Lake Canal Trail is a proposed bicycle and pedestrian separated pathway that will run from approximately 2250 West 6200 South northwest to approximately 4700 South and 4015 West connecting to the existing trail in West Valley City that extends to 8400 West in Magna. Upon completion of this segment of the trail in Taylorsville, the overall improved trail will be approximately 9 miles long. Funding for this trial has been secured and is currently under design.

3. **4100 South/3900 South Bicycle Trail.** This regional protected bikeway will extend seven miles from 2700 West in Taylorsville/West Valley east-west to 2300 East in Holladay. The project will be a multi-jurisdictional improvement that will include right-of-way in Taylorsville, West Valley, South Salt Lake, Millcreek, and Holladay. This corridor was selected as a primary east-west bicycle corridor in the central valley in the *Mid-Valley Active Transportation Plan* largely based on existing right-of-way, limited complications crossing I-15 and I-215, and it's connectivity with several regionally significant transportation nodes, including the Mid-Valley Connector BRT, and TRAX Red and Blue lines.

4. **1300 West Bicycle Trail/North Jordan Canal Trail.** The 2018 *Salt Lake County West Side Bicycle Connectivity Study* by the Utah Department of Transportation identified a preferred regional north-south bicycle route that potentially extends from the Davis County line in Salt Lake City to the Utah County line in Bluffdale. The preferred route was based on a ranking system that evaluated comfort, safety, directness, adjacent land uses, implementation costs, impacts, and access to surrounding uses and transit. The preferred route utilizes a variety of different facility types (buffered bike lanes, shared use paths, on street bike lanes, etc.) and generally follows the 1300 West corridor. In Taylorsville the proposed route includes 1300 West with a slight deviation through Taylorsville Park at the 1300 West disconnect between 4800 South and 4700 South. Based on limited right-of-way and dangerous curves in multiple locations throughout the route, the Taylorsville General Plan recommends that the route through Taylorsville, primarily south of 4800 South, utilize a new path on the North Jordan Canal. Additionally, at the intersection of this significant bicycle route, and the Taylorsville Expressway Trail on the north side of 4700 South, it is recommended that the potential for a grade separated tunnel underneath 4700 South is investigated to allow safer passage.

5. **5400 South—Millrace Park to 1300 West Connection.** This proposed improvement would provide a pedestrian and bicycle connection from Millrace Park and the Jordan River Parkway to the future proposed 1300 West Bike Trail and North Jordan Canal Trail. This

segment of 5400 has no existing sidewalk forcing pedestrians to either walk on the embankment adjacent to the road or on the paved shoulder of this regional arterial highway.

6. **Rocky Mountain Power Corridor Connection.** Proposed multi-use trail on the Rocky Mountain Power Corridor between 4700 South and 4800 South at approximately 950 West could effectively connect the Mid-Valley BRT line, Taylorsville Expressway Trail, City Center Trail, Jordan River Parkway, and future potential active transportation routes in redeveloped areas adjacent to the BRT. An existing trail, parking lot, trail head, and pedestrian bridge are located on the power corridor south of 4800 South.

7. **State Campus Trail.** The proposed State Campus Trail will parallel the proposed I-215 frontage road north of 4700 South connecting the multiple state office facilities on 2700 West to the 4700 South/2700 West redevelopment priority area. Providing connectivity between these two areas will create synergy between the major employment node with future residential, restaurant and other complementary uses at the proposed mixed use redevelopment site.

8. **City Center Trail.** The City Center Trail will ultimately connect Gary C. Swensen Valley Regional Park to the Jordan River Parkway via Taylorsville City Center, Vista Park, the 4800 South Redwood Road redevelopment priority area, Taylorsville Park, Rocky Mountain Power Corridor Trailhead, and Little Confluence Park. Various segments of the approximate four mile trail have been completed including two enhanced crosswalks on 2700 West, walkways at Centennial Plaza, widened crossing under I-215, and a new trail from 5400 South to 2200 West (see Illustration 4.2.11). Although other improvements currently exist within the proposed corridor, many are insufficient for a high quality multi-use trail, such as street crossings, sidewalk widths, etc. As shown in the Illustration, and described below, future segments to complete the trail include:

<u>Valley Regional Park to 2200 West segment:</u>

- **City Center Peripheral Walkway.** A peripheral sidewalk has been constructed at City Center along the north, west, and south sides of the property. The segment on the east side of the property has yet to be constructed. Completing this segment will provide several benefits, including proving a direct connection to the existing pedestrian gate at the northeast corner of City Center to 5400 South, a complete walking route around City Center for local residents and workers, and an alternative route for City Center trail users away from roads and other pedestrian traffic associated with events at Centennial Plaza.
- **City Center Bicycle Route.** Taylorsville Boulevard and Centennial Way should be marked as shared roadway for bicyclists. To ensure the safety of bicyclists between



Illustration 4.2.11
City Center Trail.

Centennial Way and the I-215 undercrossing, a new buffered bike lane should be constructed through this segment.

- **2200 West.** The trail enters the 2200 West corridor at 5140 South; continuing northbound to Vista Park at approximately 5050 South. This segment of the trail should be upgraded to include widened sidewalks, on-street bike lanes, and an enhanced crossing at Whitaker Drive (5050 South).

2200 West to Redwood Road segment:

- **Pedestrian Improvements:** Given the limited right-of-way, low traffic speed, and the cost of new improvements, existing sidewalks are likely to be continued to be utilized for the trail on 1950 West. As the trail turns eastbound on 4815 South, however, a new right-of-way cross section should be considered. The current roadway is approximately 40' in width which provides an opportunity for excessive automotive speed in a residential environment. Additionally, approximately two thirds of this segment between 1950 West and Redwood Road has no existing sidewalks. Constructing a new cross section on 4815 West would enable the establishment of more standard residential roadway while providing a much higher quality pedestrian environment.
- **Bicycle Improvements:** Shared roadway markings and/or bike lanes should be painted on 1950 West and 4815 South.
- **4800 South Redevelopment.** The 4800 South/Redwood Road vicinity has been identified as a redevelopment priority area in the *Taylorsville General Plan*. Recent redevelopment studies of the area have recommended reconfiguring the road system west of Redwood Road to extend 4800 South farther west creating a four way intersection and more desirable corner locations (see Taylorsville General Plan Chapter 5—Economic Development). This new configuration would also provide an opportunity to design a safer and much more desirable street crossing at Redwood Road. If/when this area redevelops, consideration should be given to pedestrian and bicycle amenities, the extension of the City Center Trail, and accommodations for future transit on Redwood Road (see Illustration 4.2.12).

Redwood Road to Jordan River Parkway segment:

- **Pedestrian Improvements:** The majority of the 4800 South corridor includes the standard sidewalk configuration of five foot sidewalk and four foot parkstrip. In limited areas the sidewalk is in poor condition and several properties on the southside of the street lack any sidewalk improvements at all (approximately 525 linear feet). As a minimum improvement, all damaged sidewalk should be repaired and new sidewalk installed where it's currently missing. As previously stated, a five foot sidewalk is generally considered inadequate for a local trail and should be a minimum of six feet

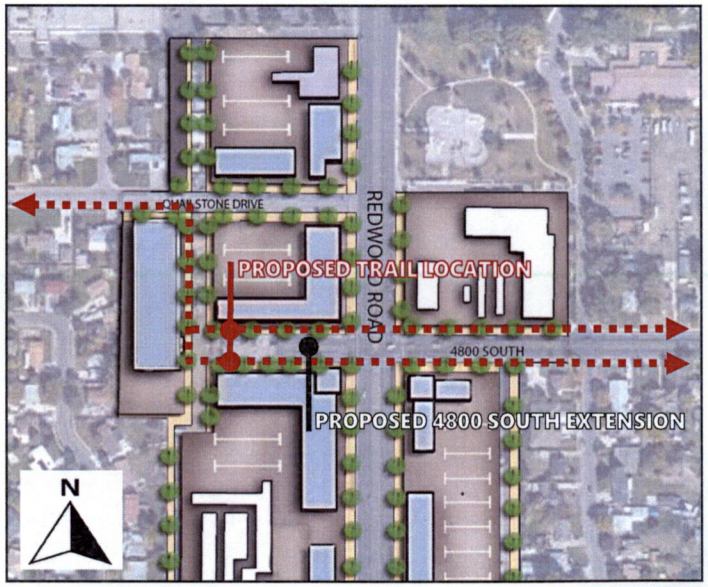


Illustration 4.2.12
Proposed 4800 South Extension and City Center Trail Configuration.

with a more desirable standard of eight feet. The cost of widening sidewalks on 4800 South may be prohibitive, but the existing asphalt roadway is relatively wide at 55' (10' shoulder, 12' travel lanes, and 11' turn lane), and could potentially be reconfigured for an improved trail standard.

- **Bicycle Improvements:** Bike lanes or buffered bike lanes should be installed on 4800 South in both eastern and western directions from Redwood Road to the City's eastern boundary.

9. **4015 West—Southridge Park to Utah and Salt Lake Canal Trail.** This proposed trail improvement would run parallel to 4015 West between the existing sidewalk and curb connecting Southridge Park in Taylorsville to the Utah and Salt Lake Canal Trail and Welker Park in West Valley. [This may be a long term improvement depending on the political will to address the parkstrip situation on 4015 West].

10. **Salt Lake Community College Trail.** The Salt Lake Community College Trail is an extension of the North Jordan Canal north of Conifer Way crossing Redwood Road at Bruin Blvd and extending along the north side of the SLCC campus.

Grade Separated Tunnel

11. **4700 South/1300 West Bicycle Trail/North Jordan Canal Trail Grade Separated Tunnel.** The proposed Taylorsville Expressway multi-use path, 1300 West bicycle path, and North Jordan Canal multi-use trail all converge at the intersection of 4700 South and the North Jordan Canal. When constructed, all three of these regional trails are expected to carry large numbers of pedestrians and bicyclists. The nearest signalized crossing to this location is at the congested and very wide intersection at Redwood Road and 4700 South. Creating a grade separated tunnel under 4700 South adjacent to the canal would allow safe crossing for all three routes greatly enhancing north-south connectivity and public safety.

4.2.4 Urban Design

Transportation Facility Design Considerations

Looking at road design from strictly a functional or utilitarian perspective neglects an opportunity to make a positive visual statement about a city in it's most prominent location—the public realm. Transportation capital improvement projects generally represent some of the largest monetary investments by the public sector in the physical development of a City. As metropolitan Salt Lake continues it's rapid growth, road projects and investments into the expanding regional transportation network will continue to have a heightened presence in the region. As a result, there is perhaps no greater way of bringing a higher level of aesthetic value to the City than by bringing high expectations of streetscape quality to road projects and other transportation improvements.

Implementing a strategy to include such elements as street trees, parkstrip enhancements, street furnishings, and decorative street lights will contribute significantly to the overall appearance of a transportation corridor. When considered from the perspective of the overall budget, such aesthetic improvements generally make up only a small percentage of the project.

Context Sensitive Design

Once the transportation functions of a street are understood, it is also important to calibrate the design to the surrounding community. This is called 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 a range of professional disciplines outside of engineering 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.

Mobility Objective 4.12: Bring a higher level of aesthetic quality to Taylorsville's roads and rights-of-way to improve the visual image of the community.

Strategies and Actions

4.12-A: Develop new streetscape standards for arterial and collector streets, including landscaping/street trees, embedded art, medians, lighting, street furnishings, fencing and utilities.

4.12-B: Review the City's architectural design standards to better address building orientation, landscaping, and appropriate building setbacks.

4.12-C: Provide higher levels of landscape design and maintenance for City streetscapes and gateway locations.

4.12-D: Create a street lighting plan.

4.12-E: Seek grants and other funding to bury (or relocate if appropriate) overhead utility lines on major transportation corridors.

4.12-F: Require the burying of new overhead powerlines associated with new roadway development.

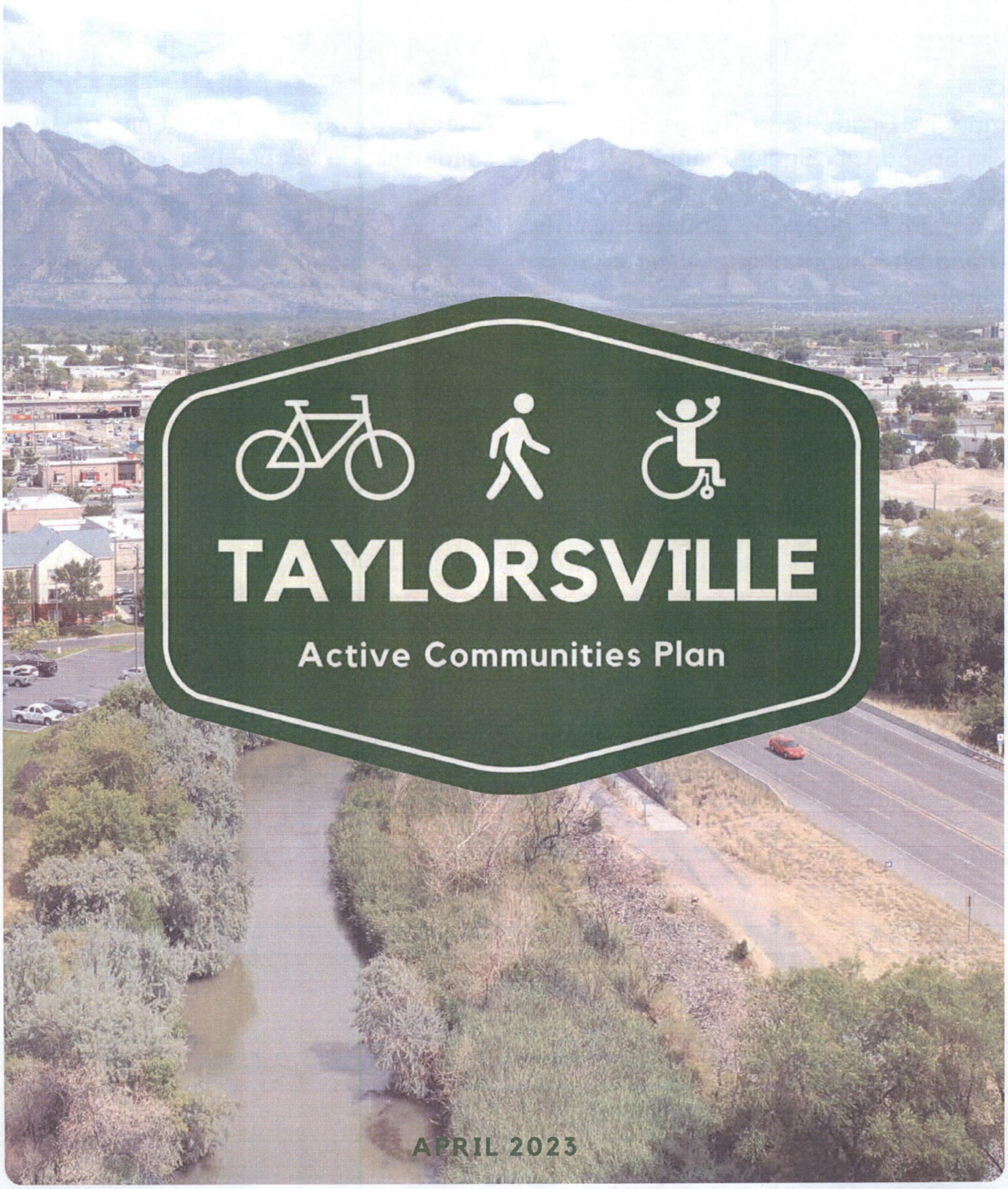
4.12-G: Work with roadway and infrastructure designers on the placement of utility pedestals to minimize impact on adjacent properties and streetscape quality.

4.12-H: Establish a utility box cover program to enhance the appearance of utility pedestals adjacent to automotive transportation corridors.

4.12-I: Establish a *Context Sensitive Design* policy for future capital projects that places scenic, environmental, historic, and other community values on an equal basis with mobility and economics..

CITY OF TAYLORSVILLE UTAH

avenue | CONSULTANTS



TAYLORSVILLE

Active Communities Plan

APRIL 2023

ACKNOWLEDGEMENTS

The Taylorsville Active Communities Plan Team would like to acknowledge the contribution of individuals and groups who enriched the planning process and helped guide this document.

TAYLORSVILLE CITY

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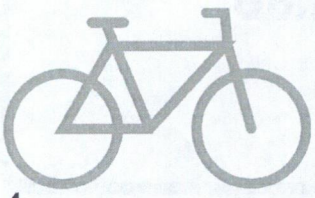
03 Final Considerations.....60



ACTIVE TRANSPORTATION PLAN

The City of Taylorsville wishes to better incorporate bicycle and pedestrian mobility into its transportation and recreational planning and development processes. Taylorsville residents have repeatedly expressed a desire to increase pedestrian and bicycle mobility within the City by developing active transportation improvements and pedestrian-oriented places.

Active Transportation (AT) is the transport of people or goods, through non-motorized means, based around human physical activity such as biking and walking. AT infrastructure includes a myriad of facilities such as bike lanes, trails and sidewalks.



To increase the bikeability and walkability within the city, Taylorsville in partnership with the Wasatch Front Regional Council via the Transportation and Land Use Connection Technical Assistance Fund, started the **Taylorsville Active Communities Plan.**

This current study establishes a comprehensive AT Master Plan that formalizes locations, types, and standards for AT routes incorporating various regional plans and local connectivity objectives. The plan also focuses on establishing local AT connections throughout the city.

study goals

01 Formalize locations and types of Active Transportation routes incorporating previous plans and analysis of existing conditions including safety, equity, origins & destinations, upcoming developments, transit and safe routes to school

02 Improve bike and pedestrian recommendations via local connections

03 Establish standards for the design of Active Transportation facilities based on national and local guidelines

1.1 PLANNING PROCESS



Revise Past Plans

Consider previous studies' recomendations as not to duplicate efforts

Identify Origins & Destinations

Understand where people are going to and from in Taylorsville





Analyze Active Transportation Datasets

Dive deep into pedestrian and bicyclist usage of the City's transportation network

In order to develop a comprehensive Active Transportation Plan for Taylorsville, the City went through the following steps:

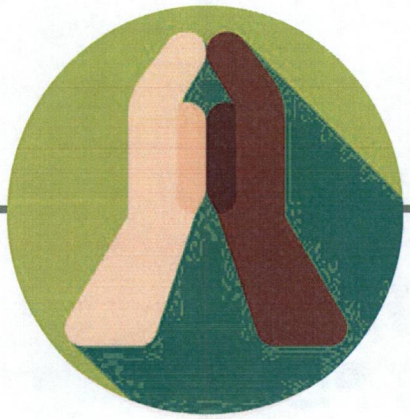


Revisit the Backbone Network

Incorporate the regional network created by the Mid-Valley Active Transportation Plan

Plan Equitably

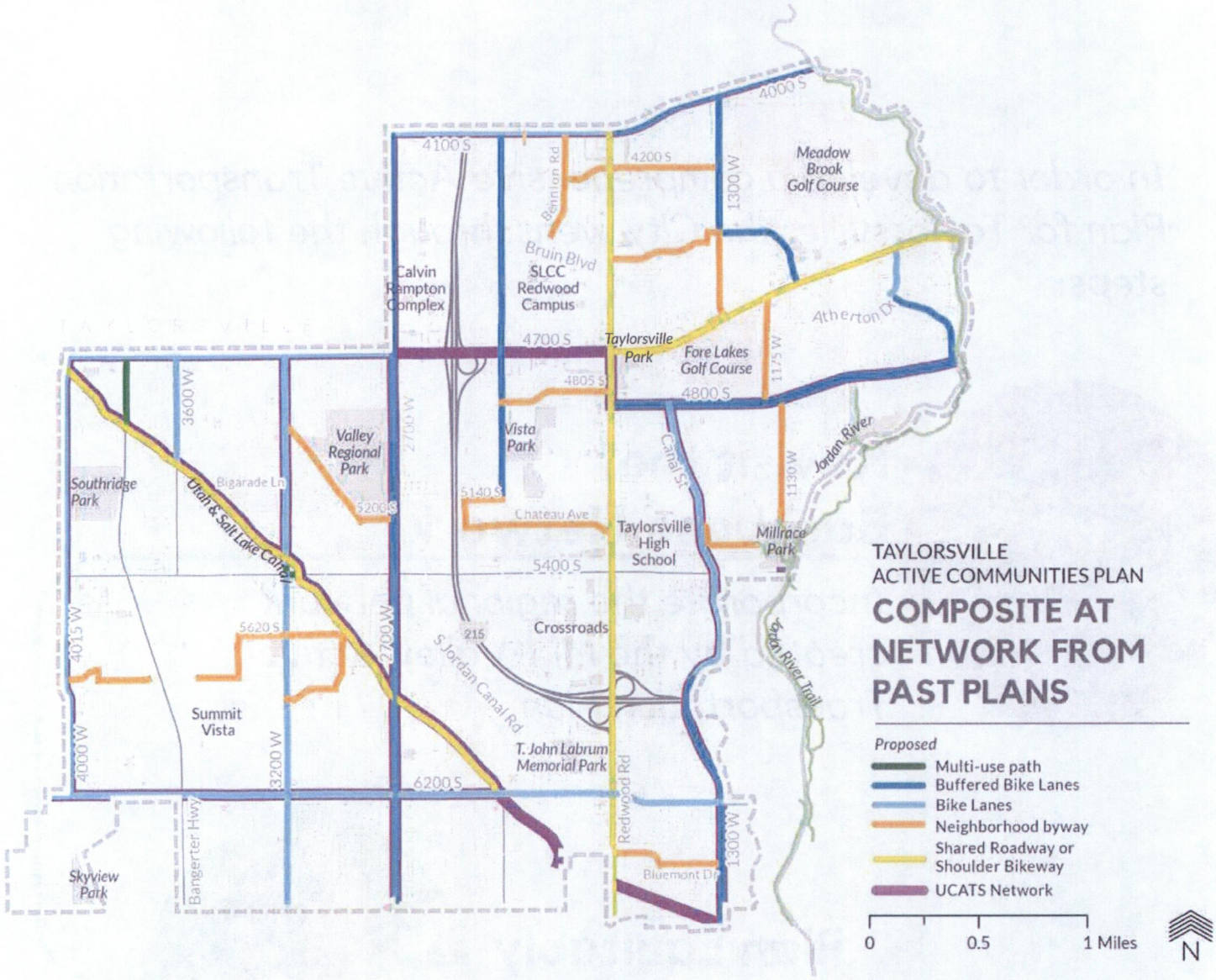
Identify underserved neighborhoods and carless households





Consider Transit & Safe Routes to School

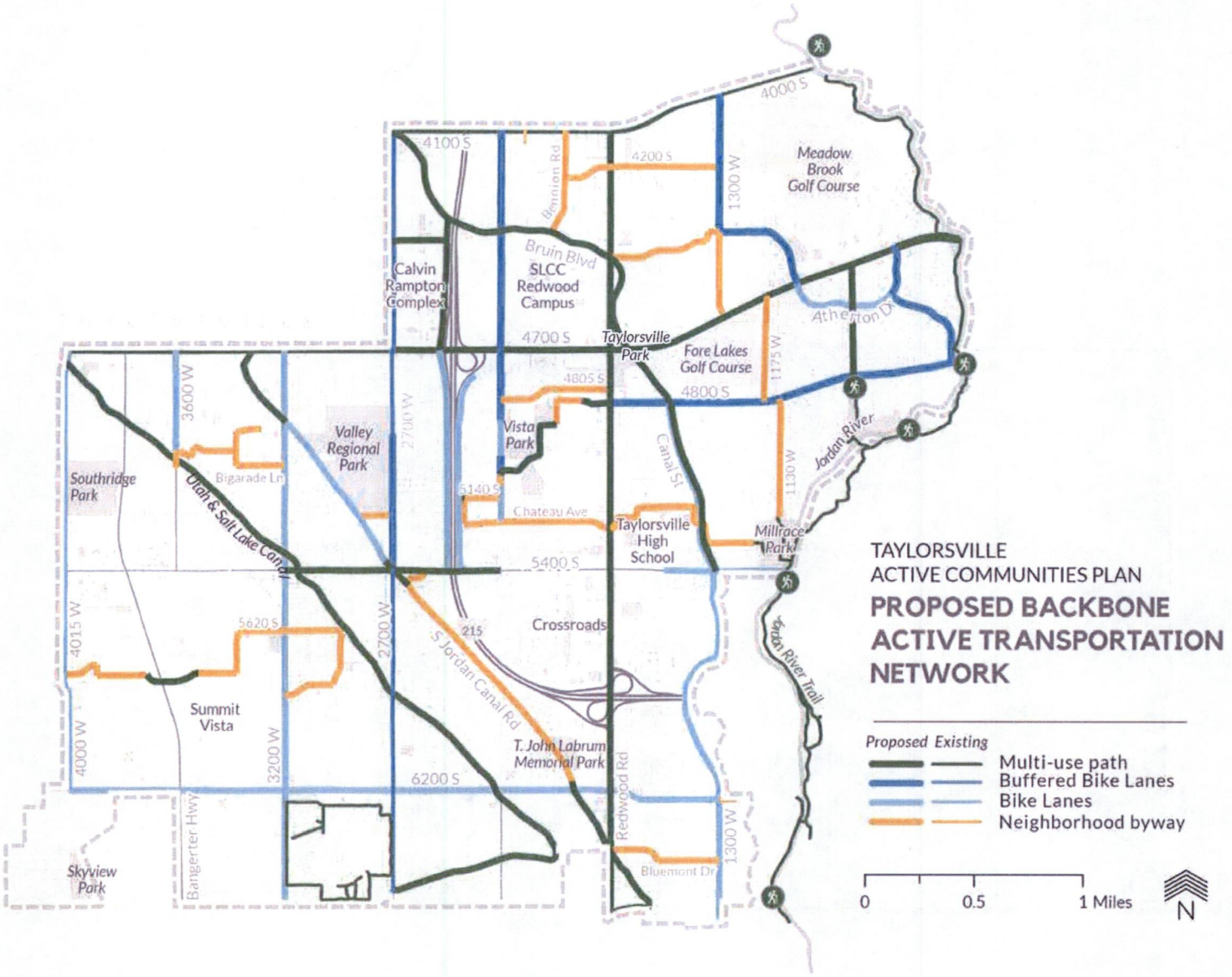
Analyze how the AT network connects to schools and transit stations



REVISE PAST PLANS

The current plan revised all past plans that included active transportation components for Taylorsville. This step was crucial to ensure the City isn't duplicating efforts and continues to build upon previous analyses. The plans include:

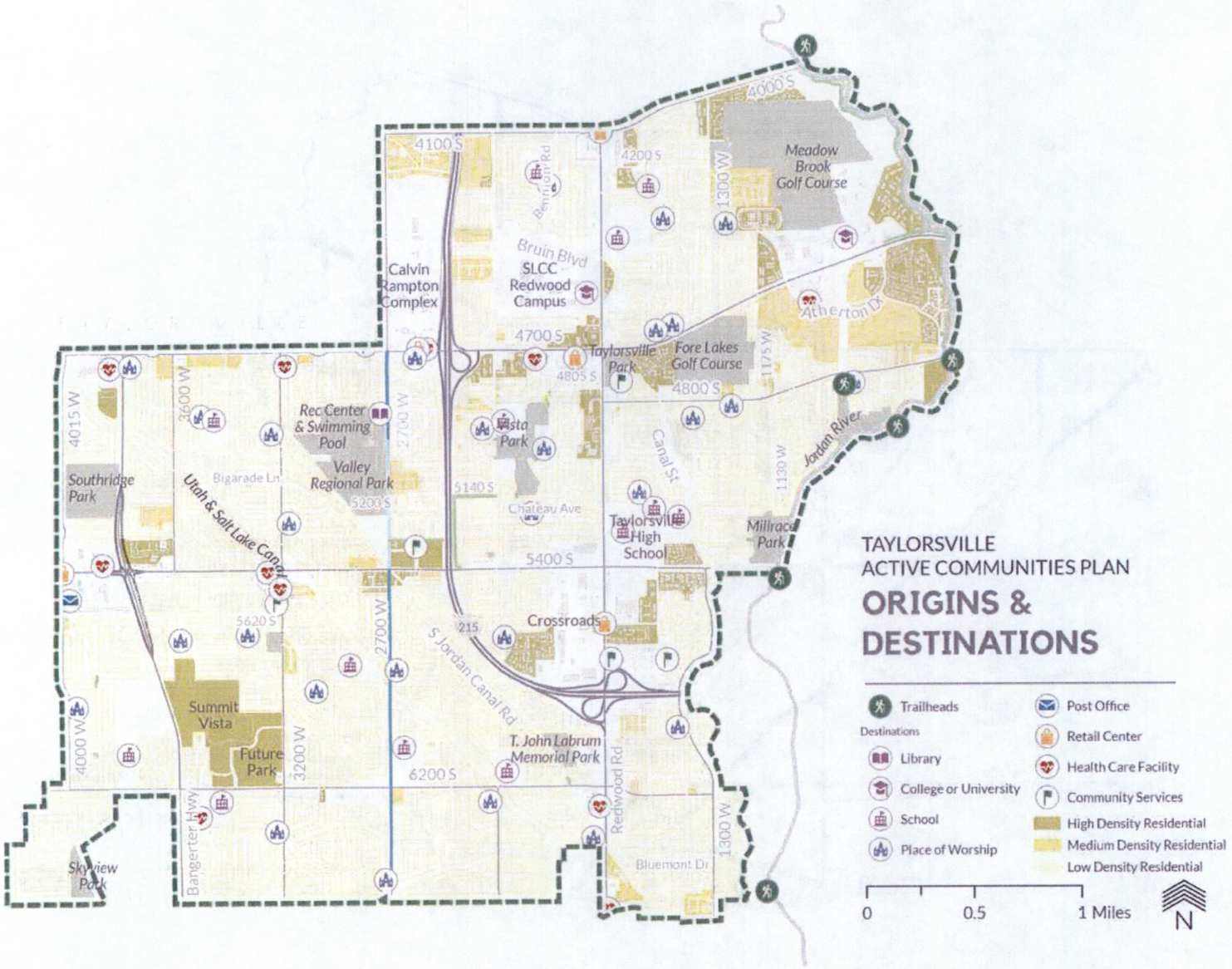
- Salt Lake County 2017 Active Transportation Implementation Plan (ATIP)
- Salt Lake County Westside Bicycle Connectivity Study
- Wasatch Front Regional Council (WFRC) 2019 Regional Transportation Plan
- Utah's Unified Transportation Plan, UDOT
- Utah Collaborative Active Transportation Study (UCATS)



REVISIT THE BACKBONE NETWORK

The proposed backbone active transportation network was identified in 2021 by the Mid-Valley Active Transportation Plan. This plan brought 6 cities together (Taylorsville, Midvale, Holladay, Millcreek, Cottonwood Heights, and Murray) to plan for regional-level biking and walking facilities.

The current plan used the recommendations made by the Mid-Valley Active Transportation Plan as basis to develop an AT network, and further refined those to better fit into the context of Taylorsville. As a result, some connections proposed on the Mid-Valley Active Transportation Plan are not reflected in the final recommendations of this plan, while others have been added.

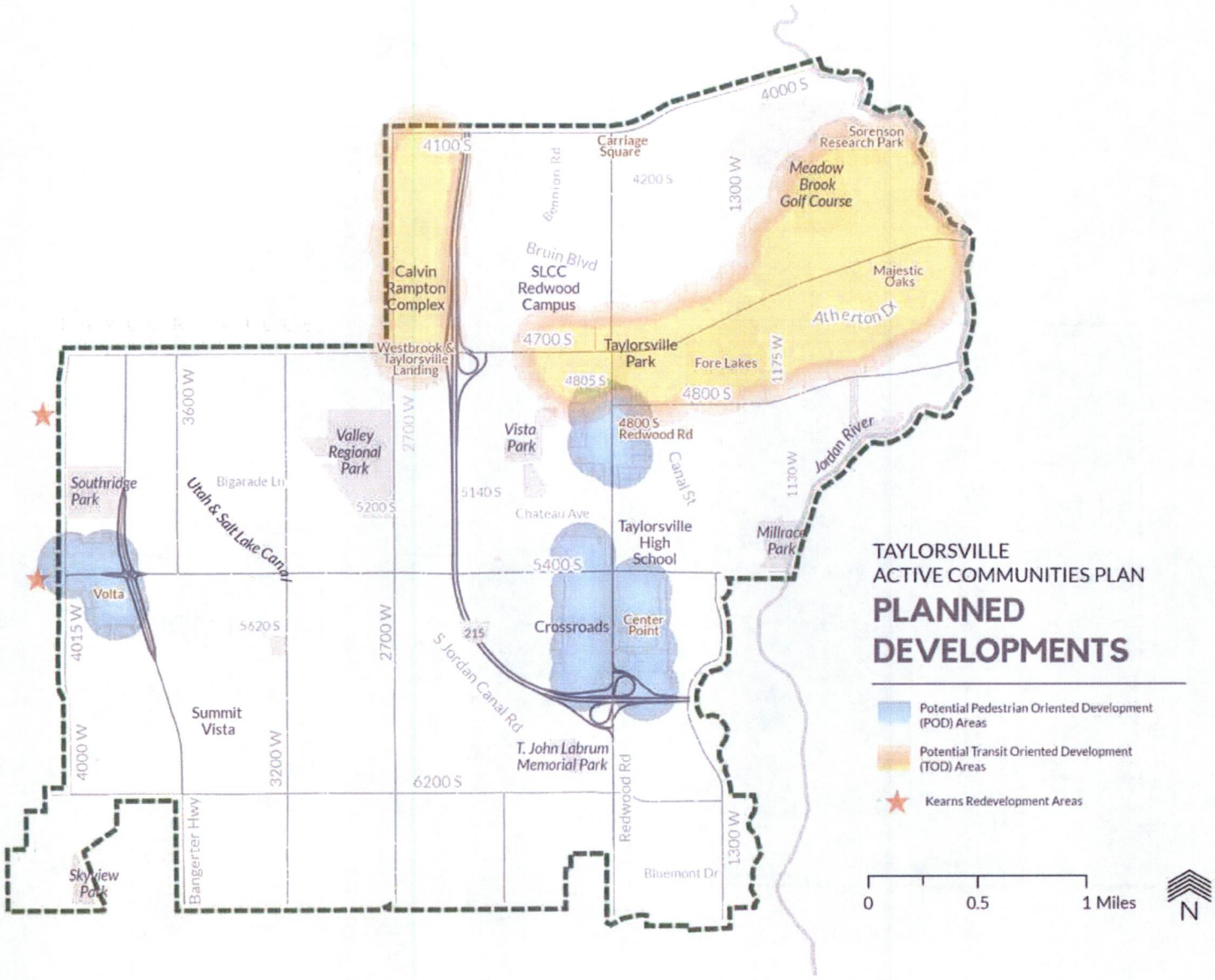


IDENTIFY ORIGINS & DESTINATIONS

With the help of key stakeholders, we mapped the most prominent destinations in Taylorsville, including:

- Trailheads
- Libraries
- Colleges and schools
- Places of worship
- Post offices
- Retail centers
- Health care and community services facilities
- Residential neighborhoods

This helped us understand where people are coming to and from in Taylorsville. Ultimately, the goal is to connect these origins and destinations with biking and walking facilities.

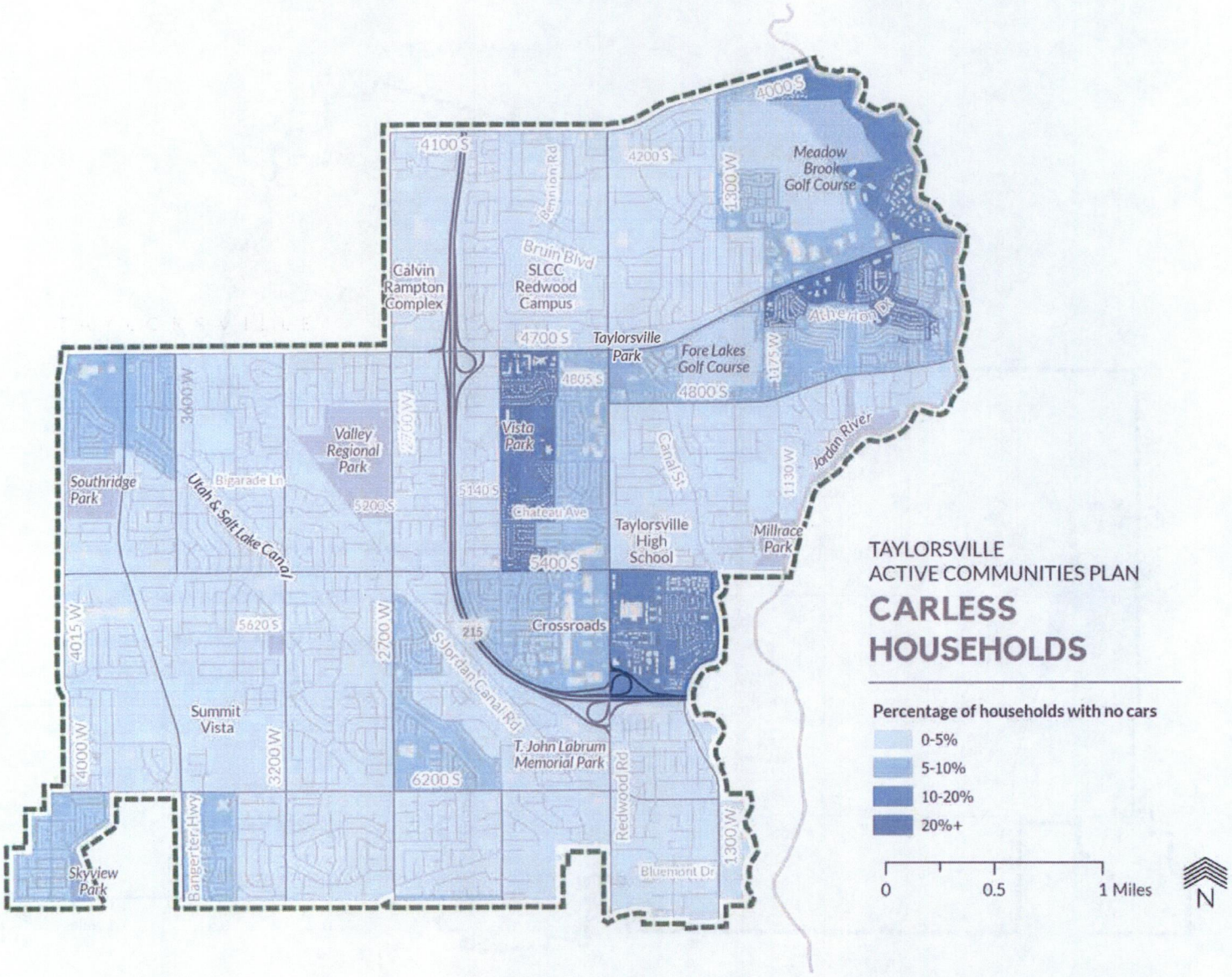


IDENTIFY ORIGINS & DESTINATIONS

Planned Developments

A number of areas in Taylorsville are set to develop or redevelop in the upcoming years. These will be pedestrian and/or transit-oriented areas, where the pedestrian experience is valued and reflected in the design. The current plan aims to integrate these areas onto the larger AT network for Taylorsville.

While some of these areas do not have current redevelopment plans, the overall tendency is that more and more pedestrian-oriented developments will take place in Taylorsville over the next years.

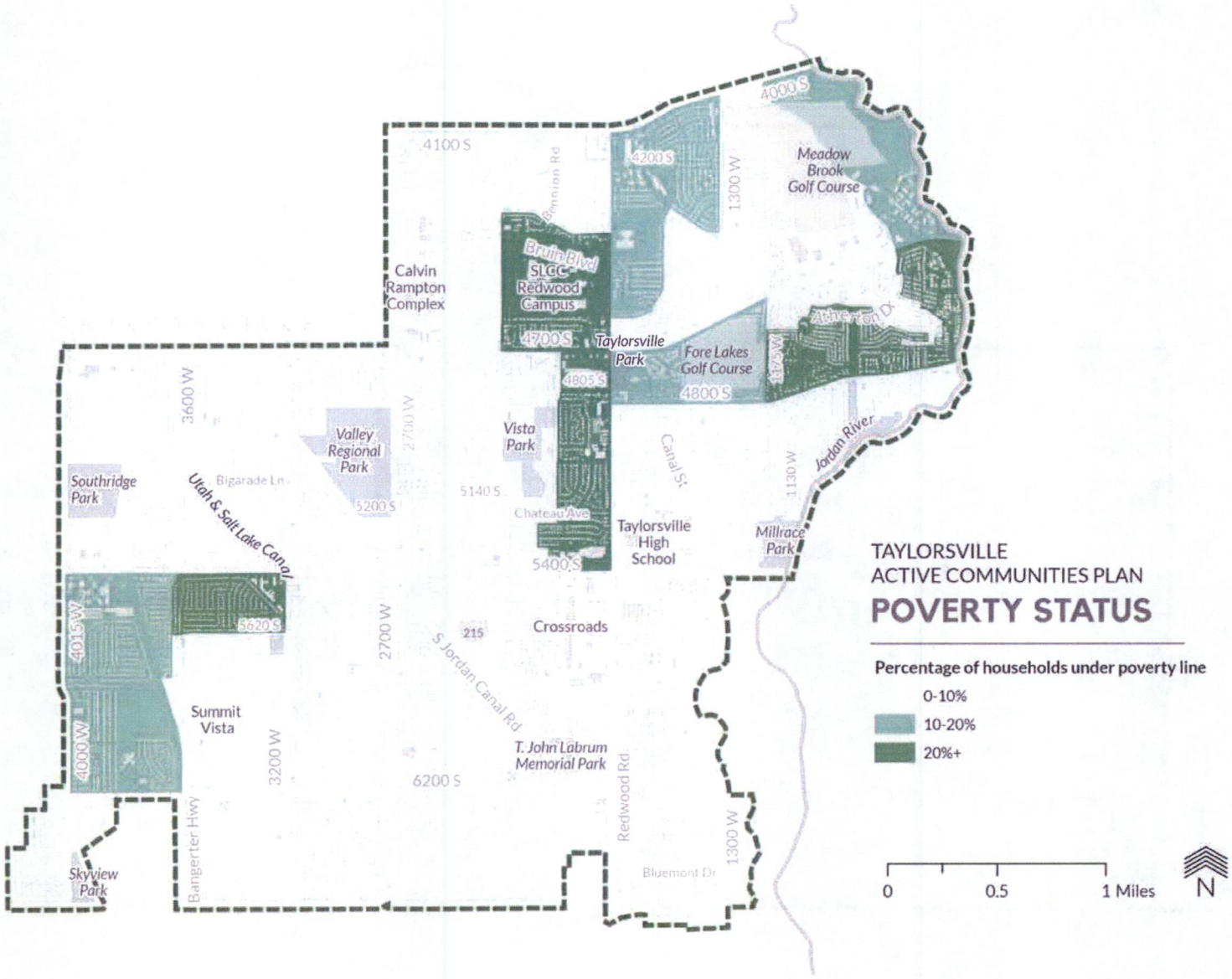


PLAN EQUITABLY

Carless Households

Using 2019 American Community Survey (ACS) data at a block group level, we analyzed the percentage of households that lack access to cars in Taylorsville.

This information helped understand where are the communities that need enhanced access to biking and walking facilities since they are more likely dependent on these modes to get around.



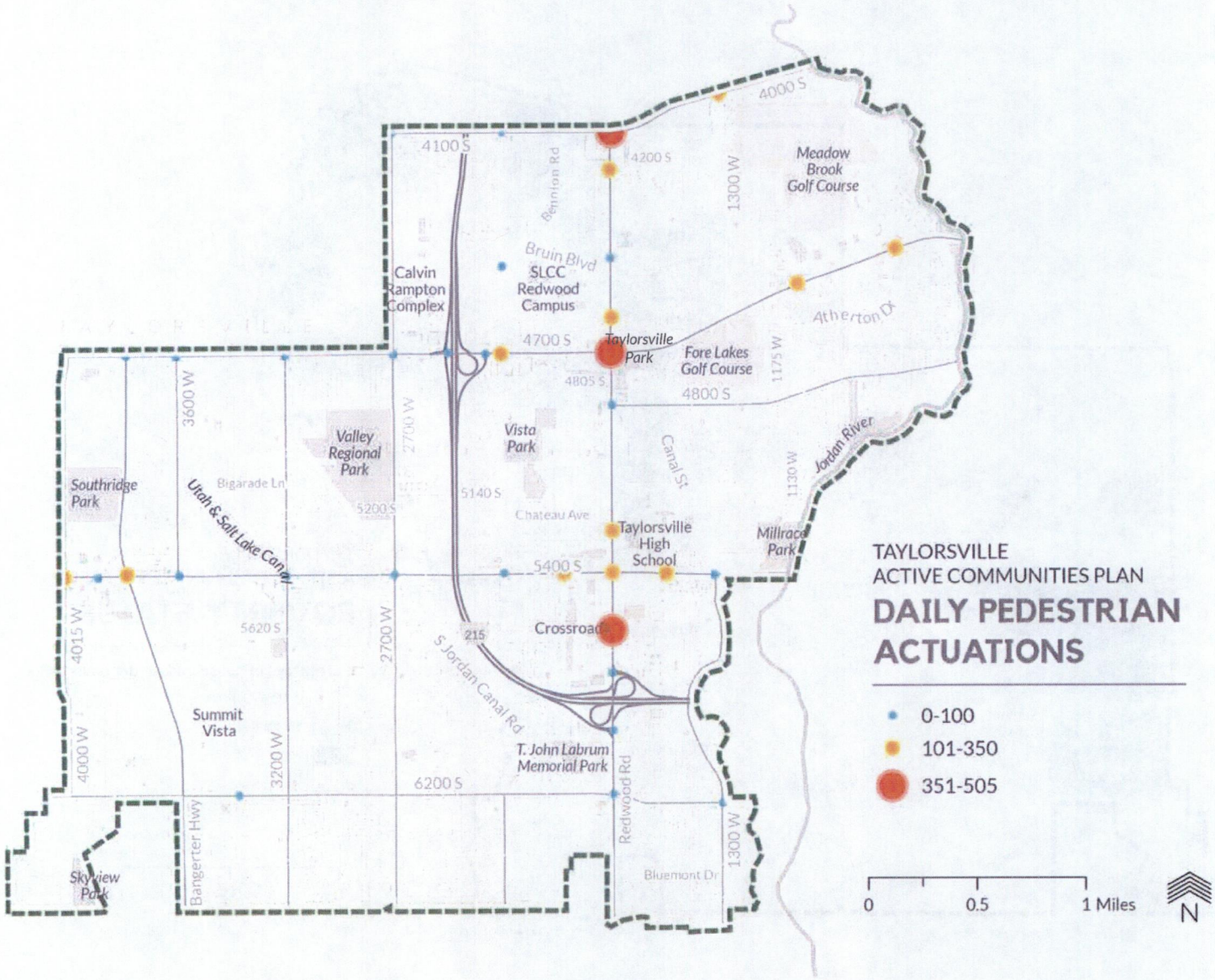
PLAN EQUITABLY

Economic Status

The poverty level status in the ACS is determined based on the income level of a household relative to the poverty threshold set by the federal government. The poverty threshold is the minimum income level needed to meet basic needs, such as food, shelter, and clothing, and is adjusted annually for inflation.

The ACS uses the poverty guidelines established by the Department of Health and Human Services to determine poverty level status. These guidelines are based on family size and income. For example, in 2019, the poverty threshold for a family of four was set at an annual income of $25,750.

Areas with an increased percentage of households below the poverty level are highlighted in darker green colors. Residents of these areas are more likely to depend on transit, walking, and biking, even if they own a car. Analyzing this metric helped us understand which areas are in greater need of active transportation connectivity.



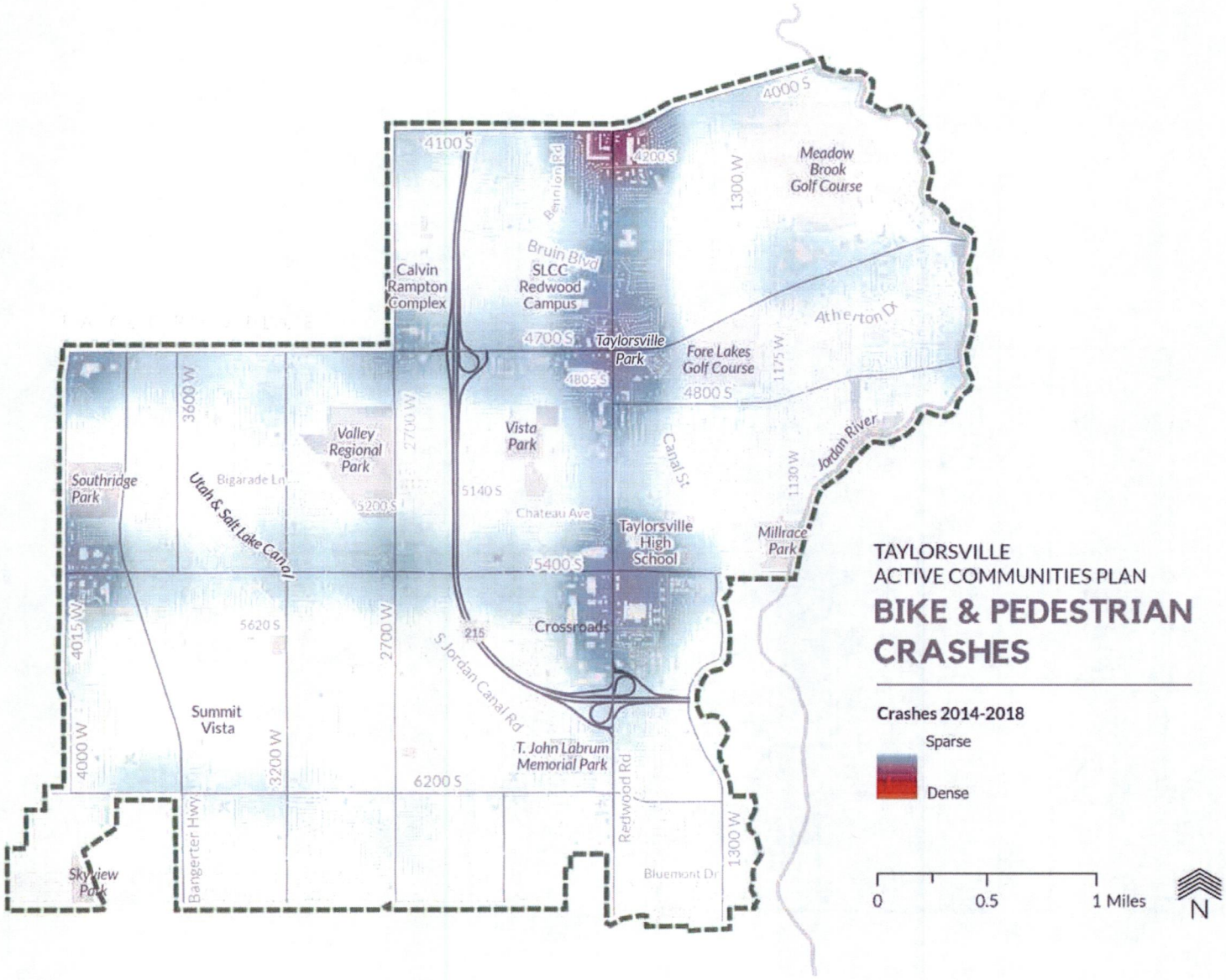
ANALYZE ACTIVE TRANSPORTATION DATASETS

Pedestrian Actuation

Pedestrian actuation is the act of pressing the crossing button at a signalized intersection. Areas that have high actuation rates are more heavily trafficked by pedestrians and are good candidates for crossing improvements.

Most pedestrian actuations in Taylorsville occur on Redwood Rd on the following intersections:

- 4100 South
- 4700 South
- 5600 South
- 5400 South



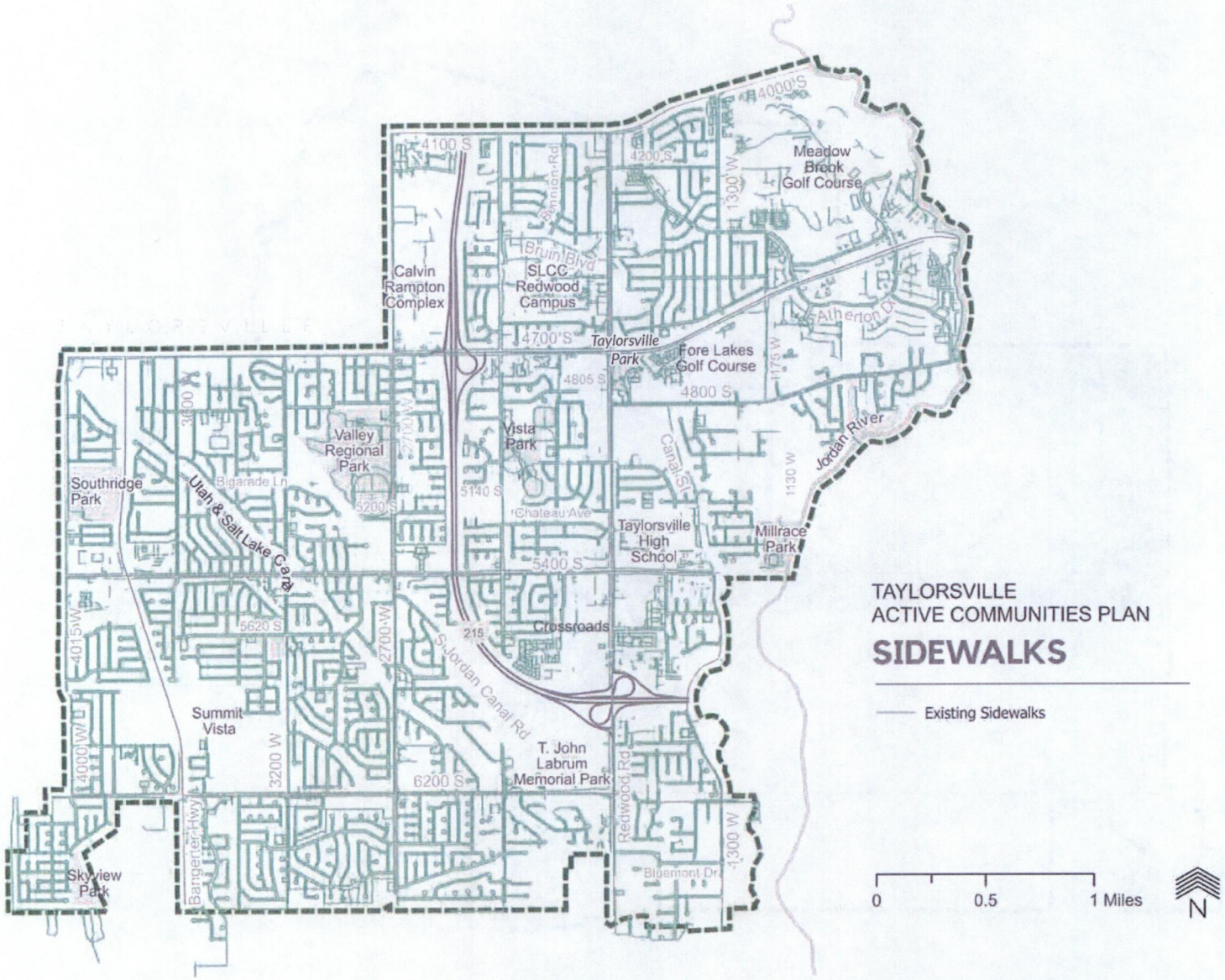
ANALYZE ACTIVE TRANSPORTATION DATASETS

Bicycle & Pedestrian Crashes

We analyzed the crash data for bicyclists and pedestrians in a 4-year timespan. Most crashes occur along Redwood Road near the commercial nodes at 4100 South, 4700 South, and 5400 South.

This dataset helps us understand areas that are in greater need of safe crossing improvements and active transportation facilities.

Although low in reported crashes, several areas in Taylorsville (specially west of I-215) are dangerous for pedestrians and bicyclists due to the lack of infrastructure.

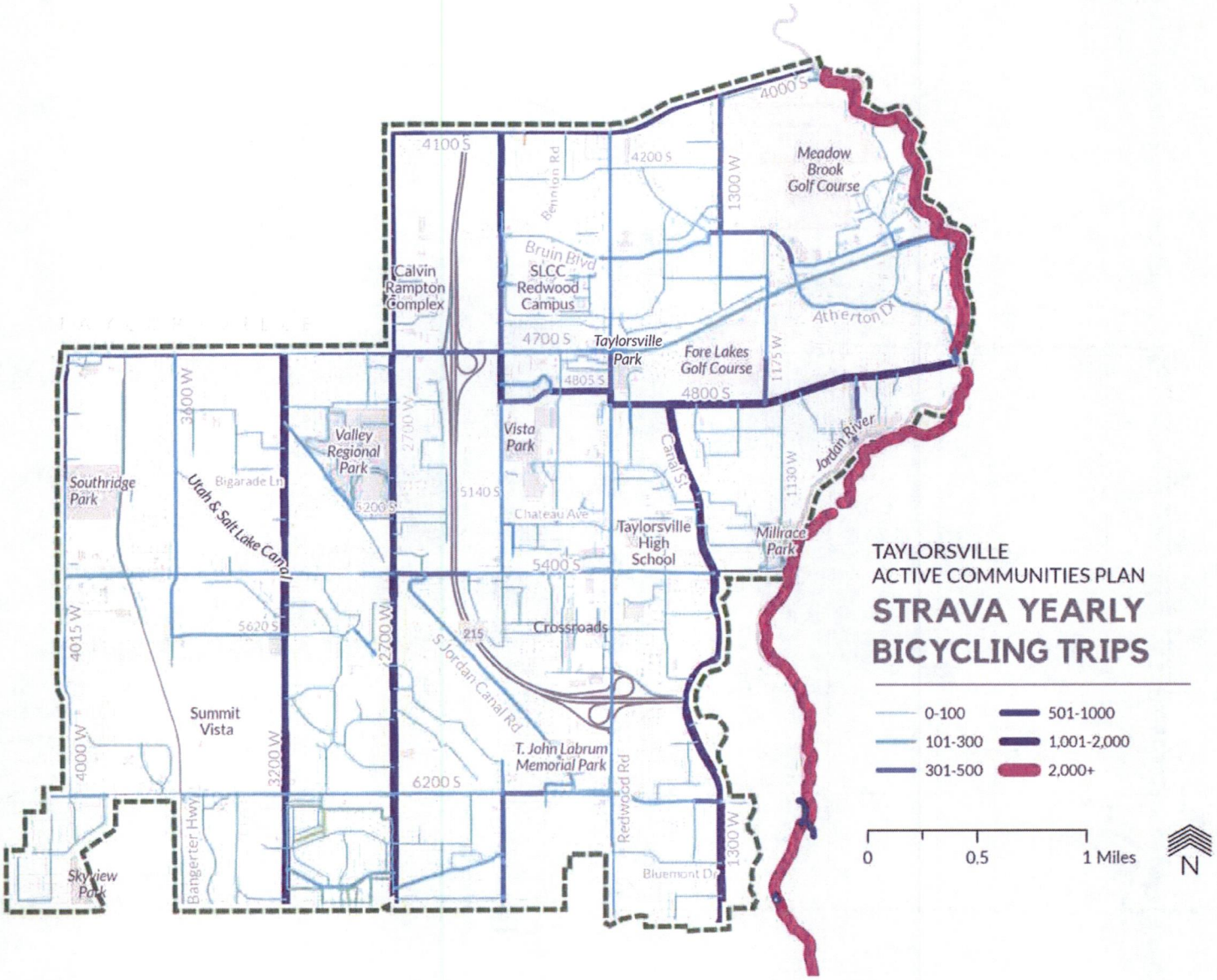


ANALYZE ACTIVE TRANSPORTATION DATASETS

Sidewalks

Differently from most active transportation plans, this one includes pedestrian-only facilities such as sidewalks.

Taylorsville currently has most of its street network lined with sidewalks which is great news for pedestrians! However, some gaps do exist, and lack of connectivity between facilities impose barriers to walking.

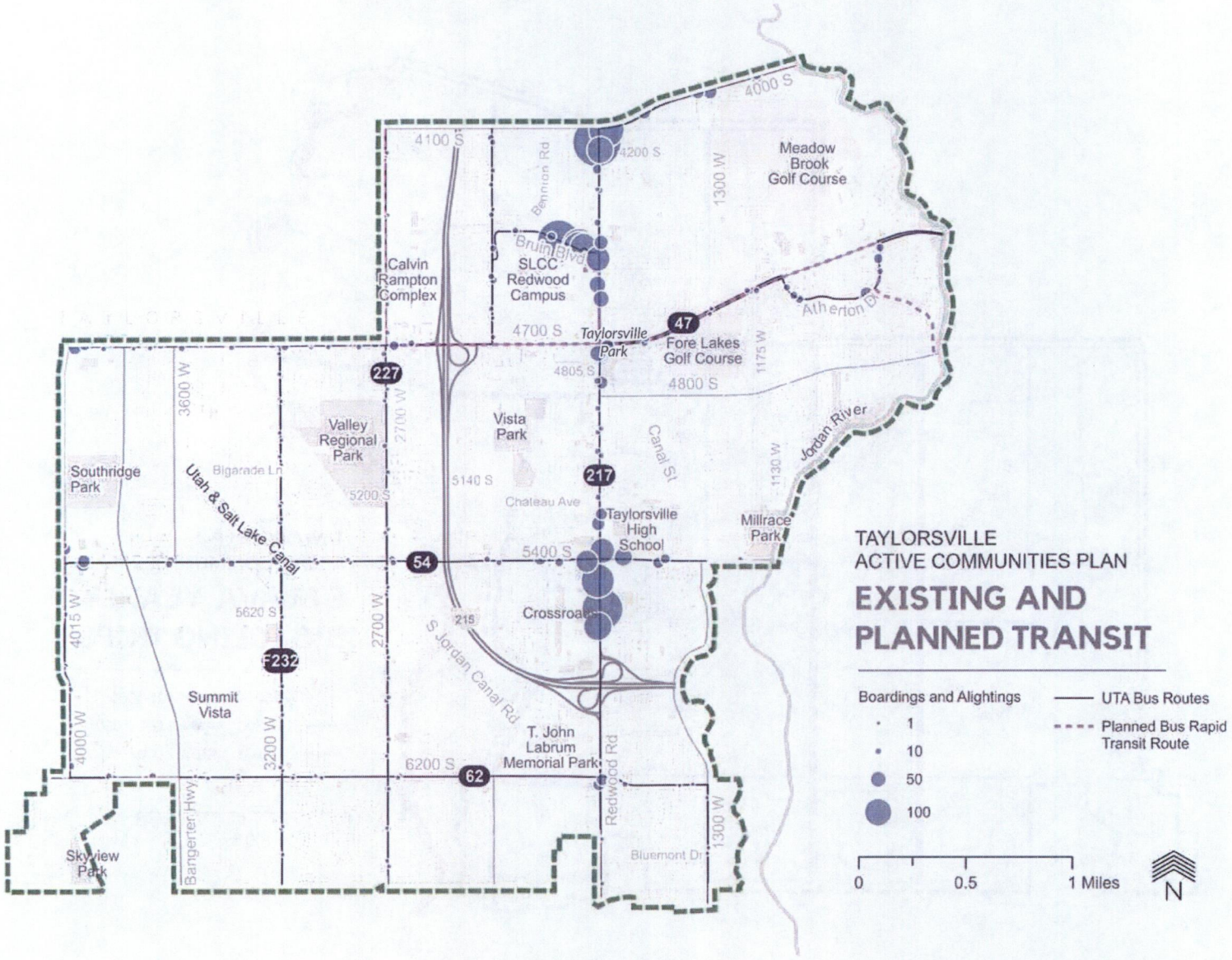


ANALYZE ACTIVE TRANSPORTATION DATASETS

STRAVA Bicycling Trips

STRAVA is a mobile application that lets users record their bicycling rides. Users of this application are usually more comfortable with biking in urban conditions, so it does not represent all bicycling trips taken in Taylorsville.

However, this dataset lets us analyze where rides are currently taking place, to some degree, which aids in planning for the local active transportation connections.



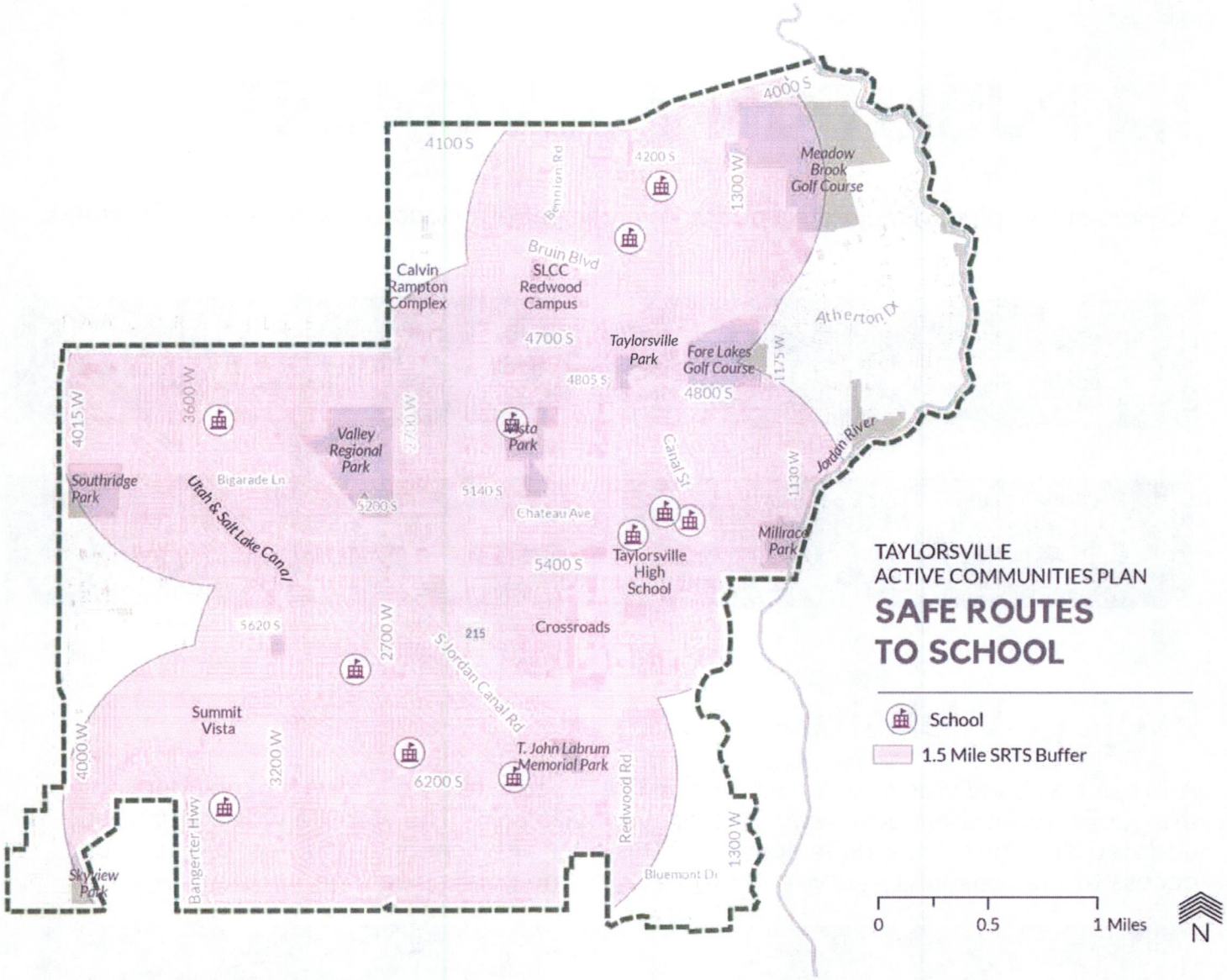
CONSIDER TRANSIT & SAFE ROUTES TO SCHOOL

Transit

Taylorsville has 6 bus routes serving its population:

- 47
- 227
- 217
- 54
- F232
- 62

Route 217 runs along Redwood Rd from from West Jordan to Salt Lake City and is the most utilized bus route in the state. Number of boardings and alightings are high near Crossroads, the SLCC Redwood Campus and near Carriage Square on 4100 S. This signifies areas of opportunity for increased bike/ped enhacements and connections.



CONSIDER TRANSIT & SAFE ROUTES TO SCHOOL

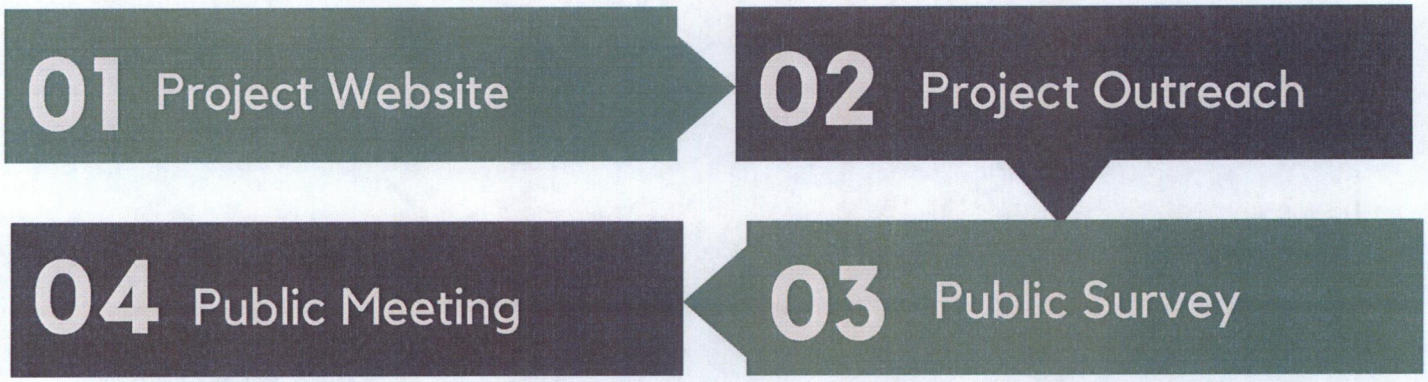
Safe Routes to School

The Utah Department of Transportation (UDOT) has implemented a Safe Route to School (SRTS) program to improve safety in areas surrounding schools. The main goal of the SRTS Program is to assist and encourage students living within 1.5-2 miles to safely walk or bike to school.

This plan evaluated AT infrastructure within 2 miles of every school in Taylorsville, and compared it to existing SRTS maps available through UDOT. The final AT recommendations ensure residential neighborhoods are connected to schools via different facilities, such as neighborhood byways and intersection improvements.

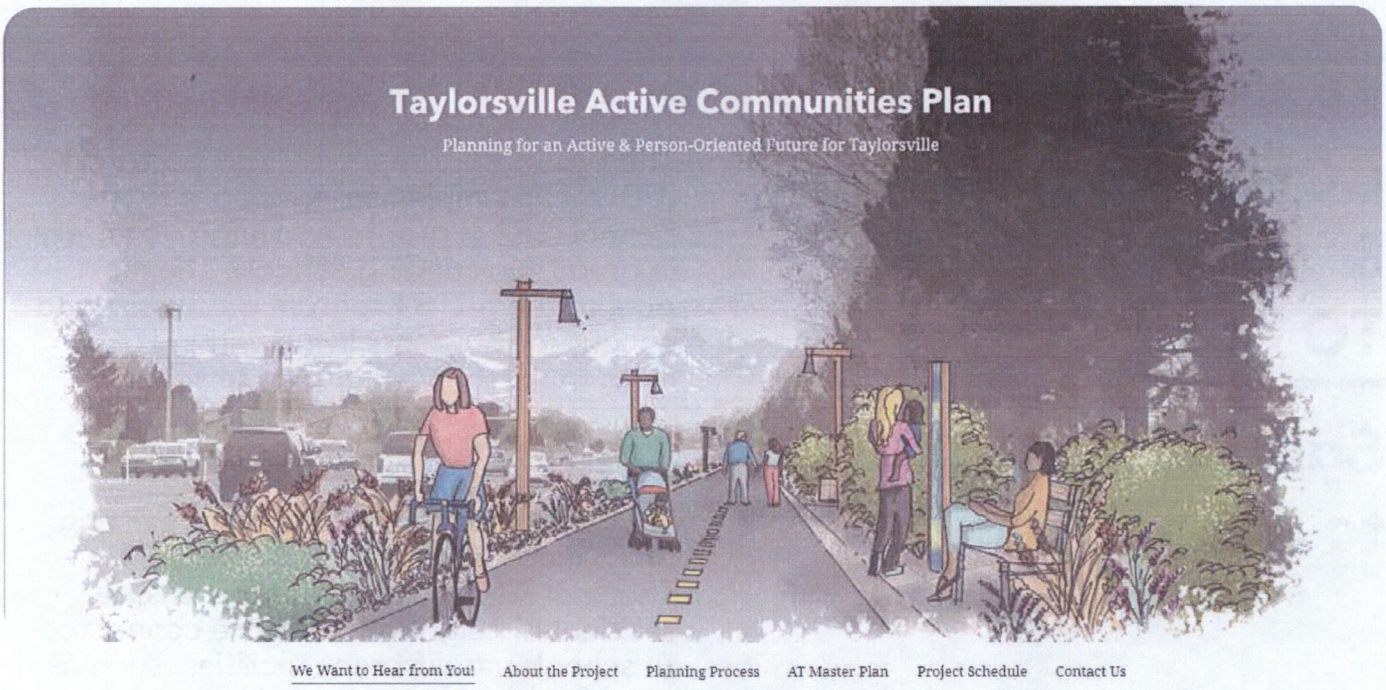
1.2 PUBLIC INVOLVEMENT

As part of this plan, a multi-step public involvement effort was implemented. It included:



Project Website

A project website was developed early in the process to help inform stakeholders and the public about the study (www.activetaylorsville.com). The website was continuously updated throughout the development of this plan with schedule updates, project maps, access to the community survey, and notice for the public meetings.



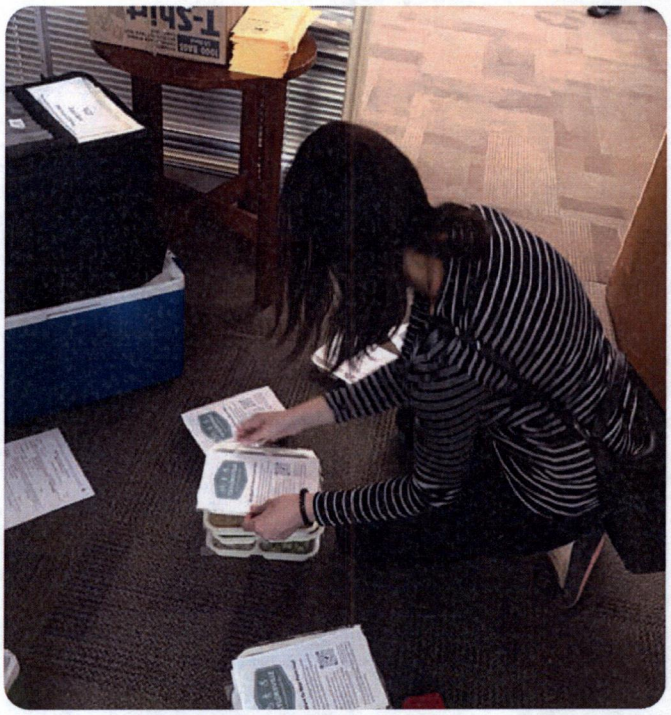
Project website developed for the Taylorsville Active Communities Plan.

Project Outreach

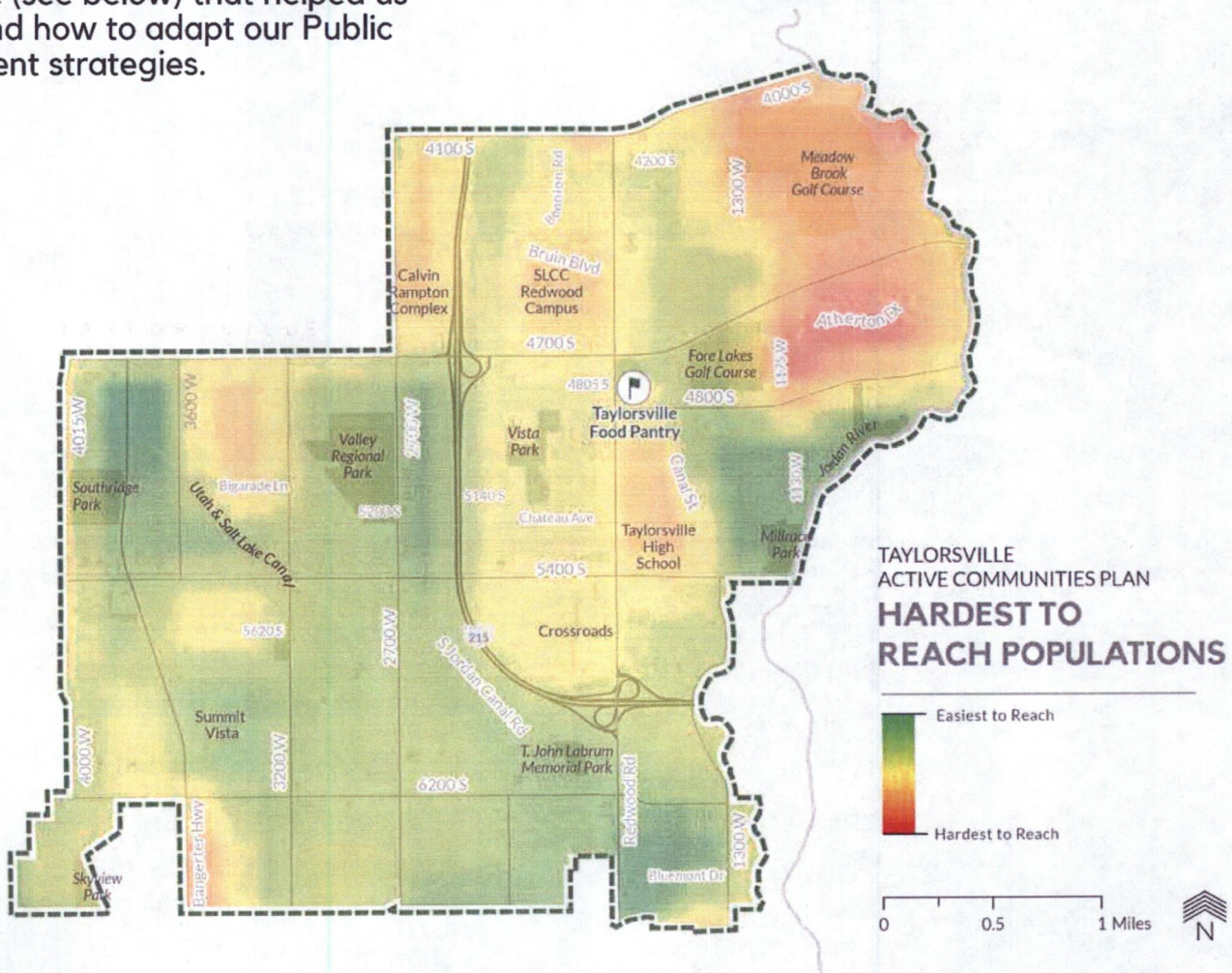
In order to acquire representative feedback from Taylorsville residents, it was important to advertise the project, website and survey via various methods. The current plan placed special importance on ensuring underserved populations in Taylorsville, especially those without cars, heard and provide feedback about the project. For this reason, several demographic datasets were analyzed in order to pinpoint where the hardest populations to reach are located in Taylorsville. These Included:

- Carless households
- English as second language
- No access to the internet
- Low Income

These datasets were merged into a composite (see below) that helped us understand how to adapt our Public Involvement strategies.



Project team member attaches flyers to meals that were delivered via the Meals on Wheels program offered via the Taylorsville Food Pantry.



PUBLIC SURVEY

results

125
survey respondents

90%+
use cars for most activities

about
40%
find it difficult to walk or bike in Taylorsville

Connectivity is the
#1
reason people avoid biking or walking Taylorsville

95%
believe destinations are too far from their origin

70%+
would like to see more physically separated facilities

***Top 4** amenities respondents would like to see in Taylorsville*

- *Lighting*
- *Walkways connecting to retail center*
- *Shade and Landscaping*
- *Trash Cans & Dog Waste Stations*

Public Meeting

On September 7th, 2022 the project team hosted an in-person Public Open House at the Centennial Plaza Pavilion in Taylorsville.

Residents participated in the meeting by providing feedback on large city maps that contained the AT recommendations. Several residents suggested further improvements next to their homes or workplaces which were recorded and further incorporated into this plan.

Hard copies of the draft report were also made available to the attendees to understand the design guidelines, in addition to the map of proposed facilities.

This successful meeting helped shape the recommendations of the current plan.





Taylorsville residents and members of City Council participated in the Public Meeting for the Taylorsville Active Communities Plan by providing feedback and learning more about the project.

1.3 FINAL RECOMMENDATIONS

Building onto previous plans, as well as existing conditions information, the current plan recommends a robust AT network for Taylorsville. This network provides not only regional connectivity but also locally-focused solutions to integrate Taylorsville residents to various destinations throughout the city.

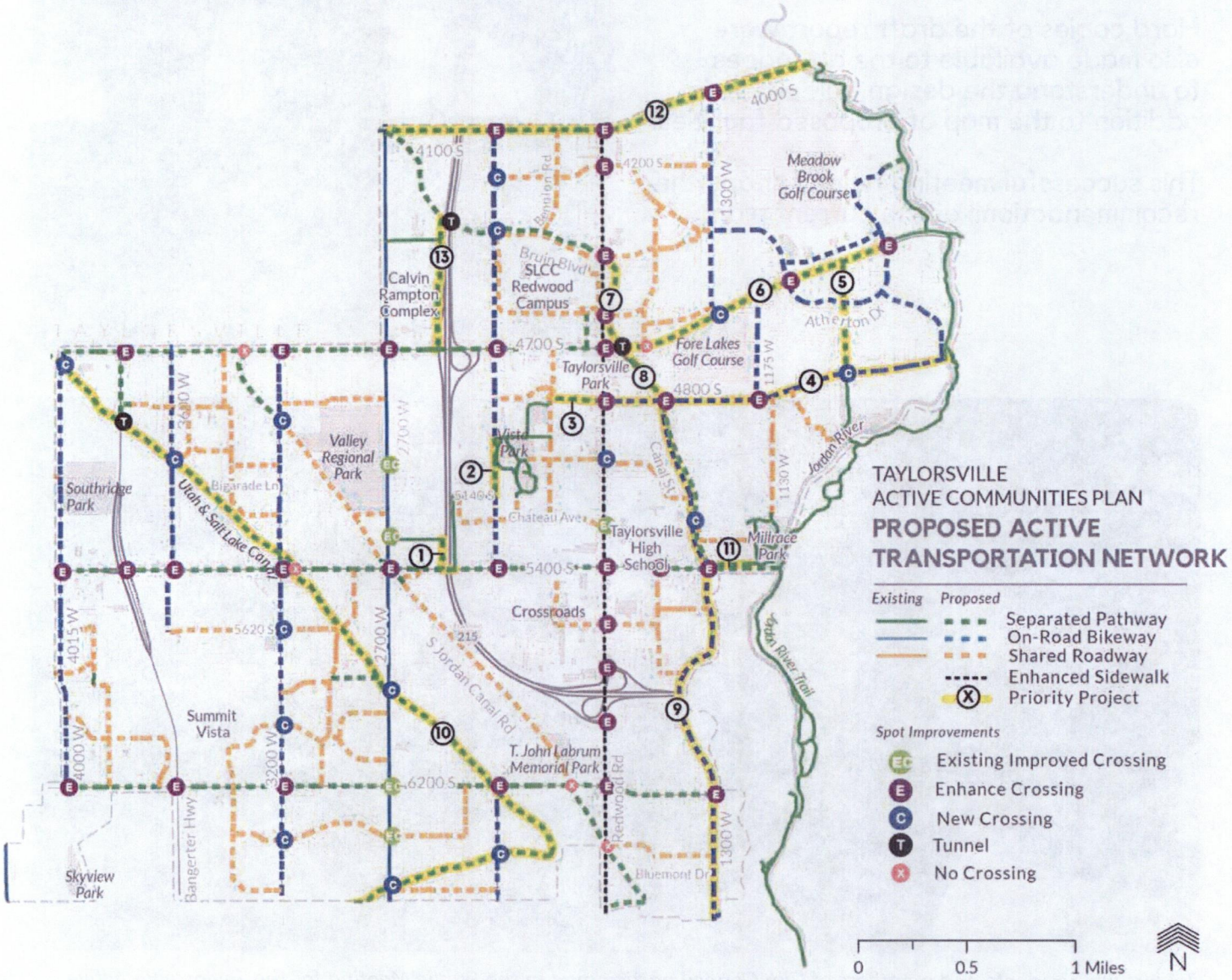
For the definition of the different AT facilities refer to Chapter 2.

The **Taylorsville Active Communities Plan** recommends:

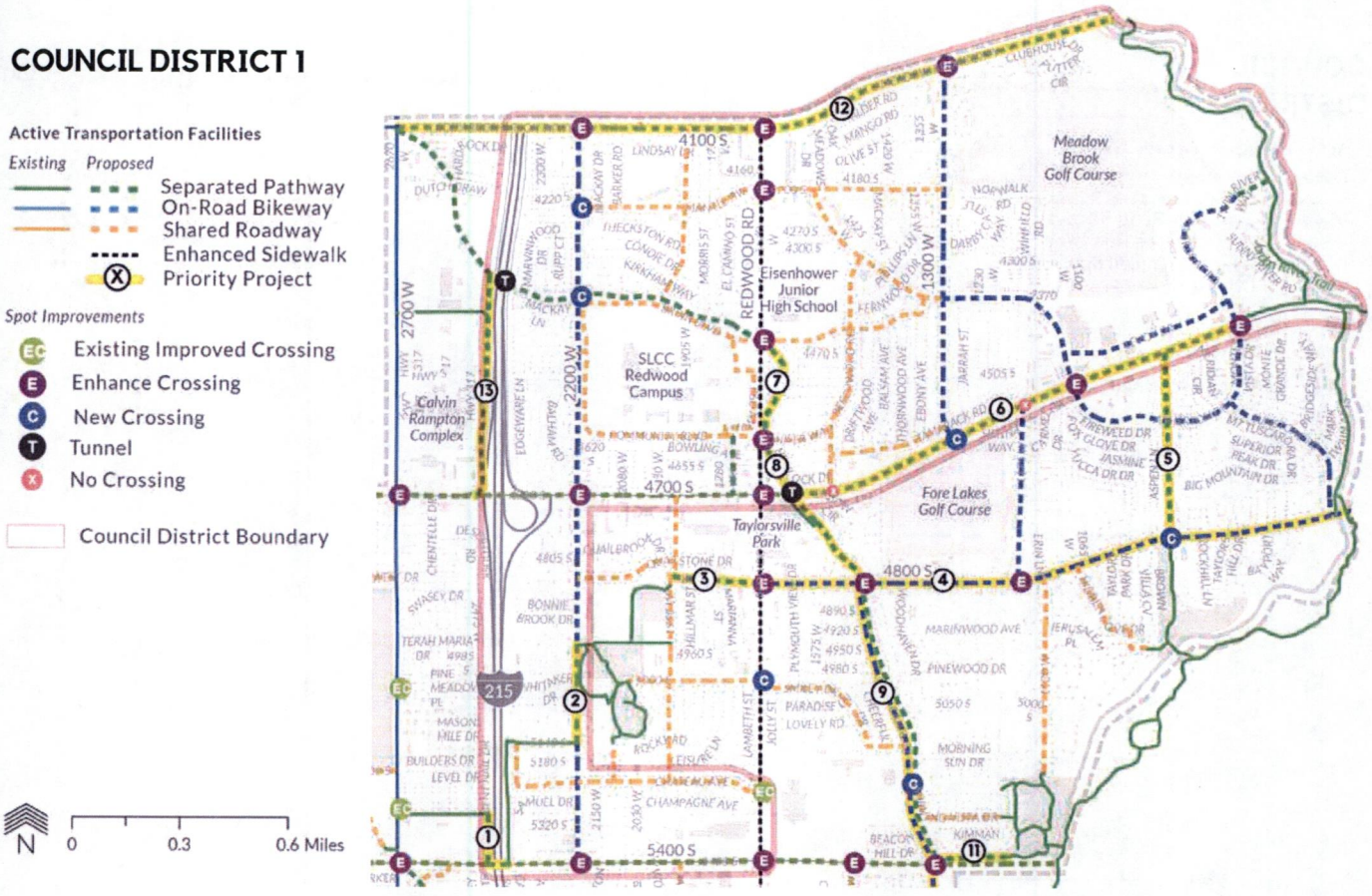
25 *miles* of Shared Roadways

19 *miles* of On-Road Bikeways

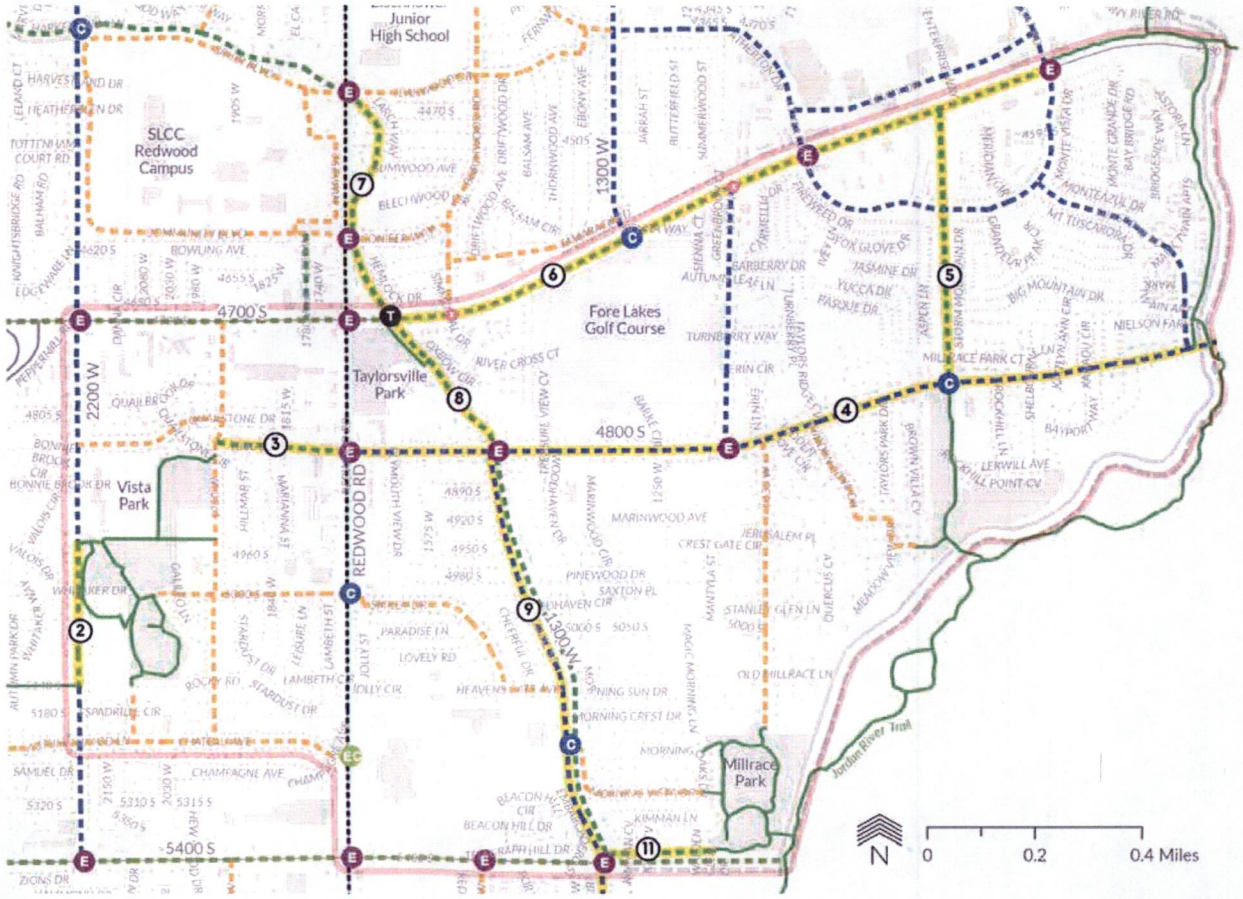
25 *miles* of Separated Pathways



COUNCIL DISTRICT 1



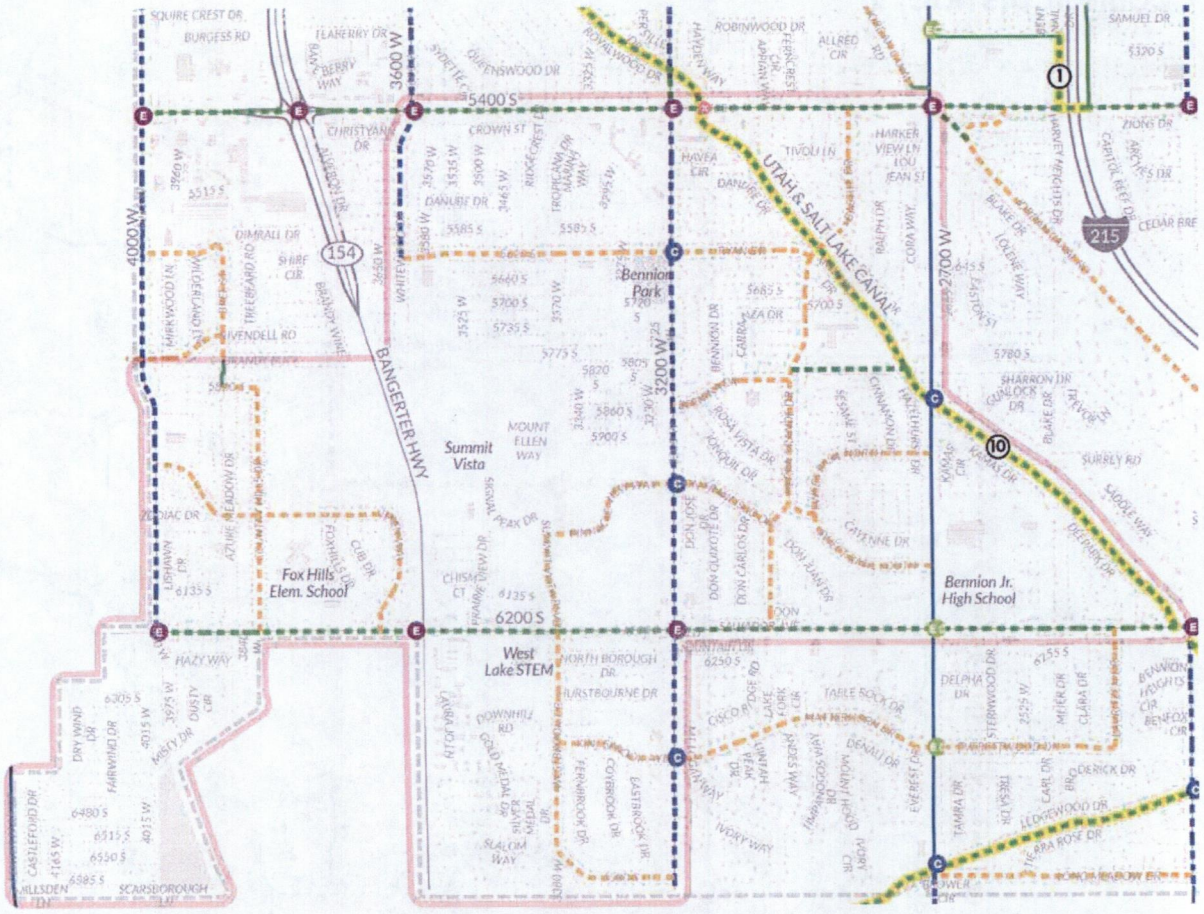
COUNCIL DISTRICT 2



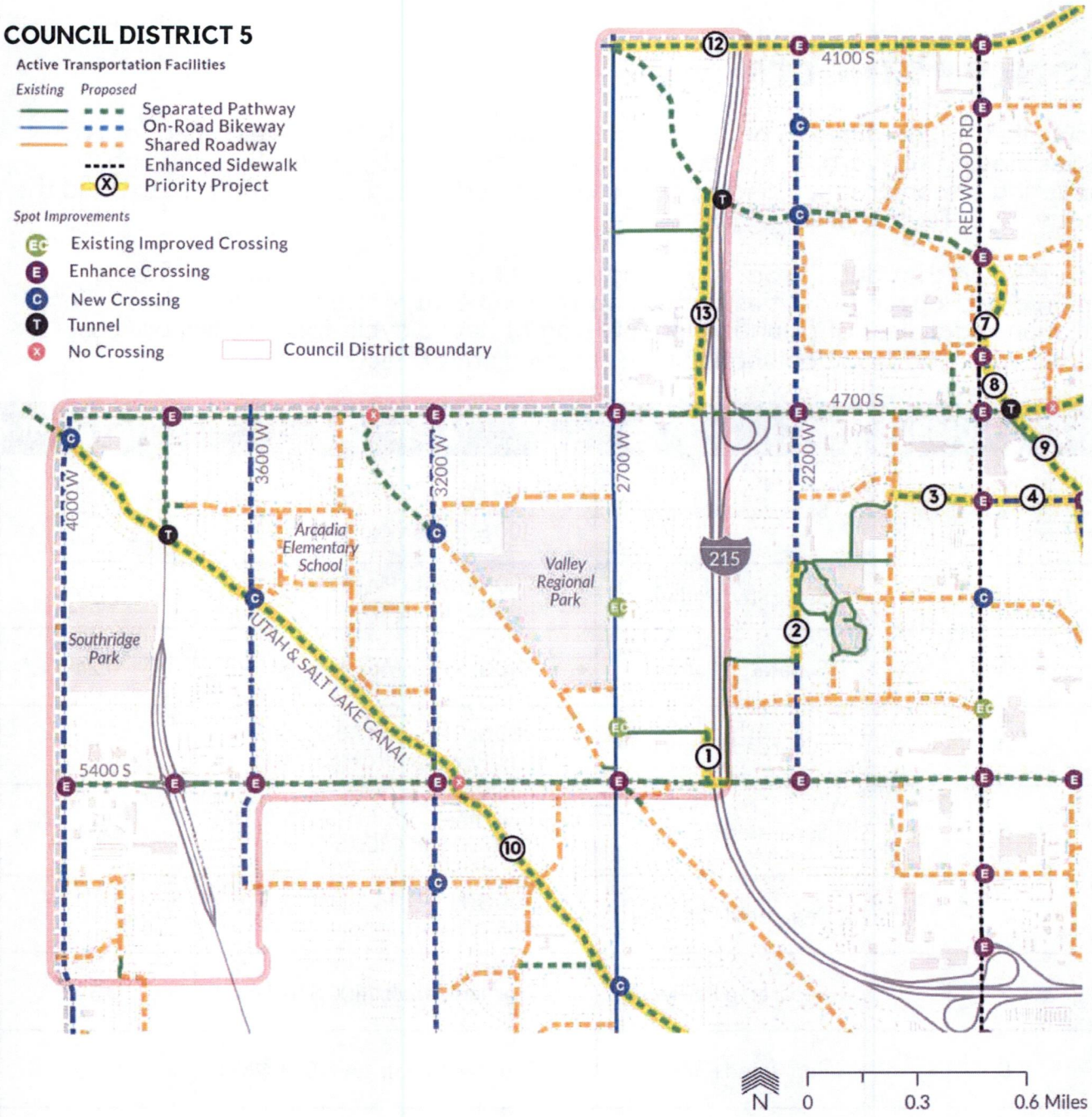
COUNCIL DISTRICT 3



COUNCIL DISTRICT 4



COUNCIL DISTRICT 5



Priority Projects

Taylorsville City identified 13 priority projects that will guide the development of AT facilities moving forward. These projects are either currently under the planning, engineering or construction phase, or are considered critical connections to expand the AT network in Taylorsville.

It is suggested that during roadway repavement process that the City verifies on this plan any proposed facilities such as on-road bikeways and shared roadways for installation regardless of prioritization. Striping of new bicycle facilities is more cost-effective when made in conjunction with repavement projects.

PROJECT NUMBER	FACILITY TYPE	LOCATION	LENGTH (MI)
1	Separated Pathway	• **2460 W:** 5275 S to 5400 S • **5400 S:** 2460 W to East of I-215	0.14
2	Separated Pathway	• **2200 W:** Vista Park North Entrance to 5140 S	0.27
3	Separated Pathway	• **4840 S:** 1950 W to Redwood Rd	0.24
4	On-road Bikeway	• **4800 S: Redwood Rd to** Jordan River Pkwy (approx. 655 W)	1.58
5	Separated Pathway	• **Powerline Corridor (approx. 900 W):** 4700 S to 4800 S	0.51
6	Separated Pathway	• **4700 S:** N Jordan Canal (approx. 1665 W) to Atherton Dr	1.31
7	Separated Pathway	• **N Jordan Canal:** 4400 S to 4700 S	0.52
8	Separated Pathway	• **N Jordan Canal:** 4700 S to 4800 S	0.30
9	On-road Bikeway	• **1300 W:** 4800 S to 6470 S	4.53
10	Separated Pathway	• **Utah & Salt Lake Canal:** 4700 S (approx 4000 W) to 6620 S	4.10
11	Separated Pathway	• **5400 S (North side):** 1300 W to Millrace Park Entrance (approx. 1200 W)	0.33
12	Separated Pathway	• **4100 S:** 2700 W to Jordan River Trail (approx 3895 S)	2.18
13	Separated Pathway	• **I-215 Frontage Rd (approx. 2400 W):** Jordan Canal (approx. 4350 S) to 4700 S	0.75



2 DESIGN STANDARDS

The **Taylorsville Active Communities Plan** aims not only to provide recommendations on *where* AT facilities should be located, but also *how* they should be constructed.

This section details best practices for building different types of AT facilities. Guidelines are based on several national and local standards including:

- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)
- UDOT Bikeway Schema
- Taylorsville City Code
- Taylorsville City Signage Master Plan



Standards Outline

2.1 Active Transportation Facilities Standards

- *Shared Roadways*
- *On-Road Bikeways*
- *Separated Pathways*
- *Local Connections*

2.2 Roadway Items Standards

- *Buffer Striping & Protection*
- *Floating Curb*
- *Curb Extension*
- *Raised Midblock Crossing*
- *Sign Placement*
- *Canal Trail Crossings at Intersections*

2.3 Additional Items

- *Midblock Crossing Signage*
- *Midblock Crossing Features*
- *Grade Separated Structures*
- *Traffic Calming*
- *Bike Parking*
- *Seating Areas*
- *Wayfinding*
- *Tree Planting*
- *Lighting*
- *Public Art*

2.1 Active Transportation Facility Standards

Section 1.2 Final Recommendations, details the location of different AT facility type categories throughout Taylorsville. The Final Recommendations map was designed to be general in nature, in order to provide Taylorsville City flexibility to place the best suitable facility in each specific location.

It is important to note that the current plan recommends that the *highest comfort facility in each category be implemented whenever possible.*

High comfort facilities might take further considerations such as parking elimination, reduction of travel lane sizes and implementation of amenities, such as landscaping.

The following facilities are included in this section:

Shared Roadways

1. Signed Shared Roadway
2. Marked Shared Roadway

On-Road Bikeways

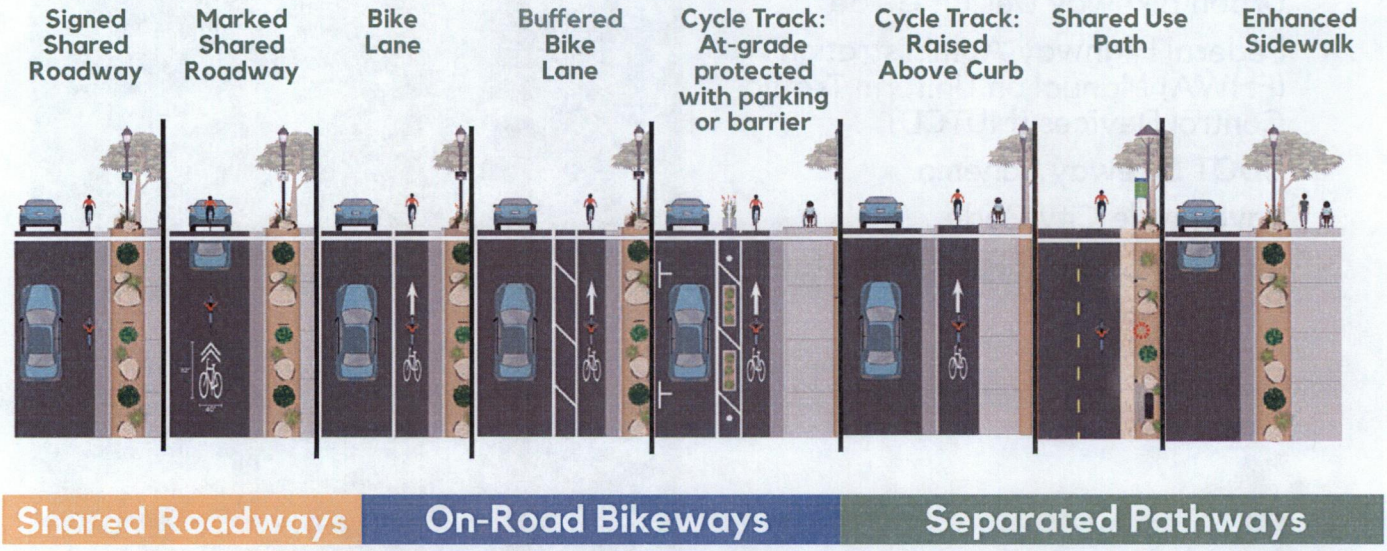
3. Bike Lane
4. Buffered Bike Lane
5. Cycle Track: At-grade, protected with parking or barrier

Separated Pathways

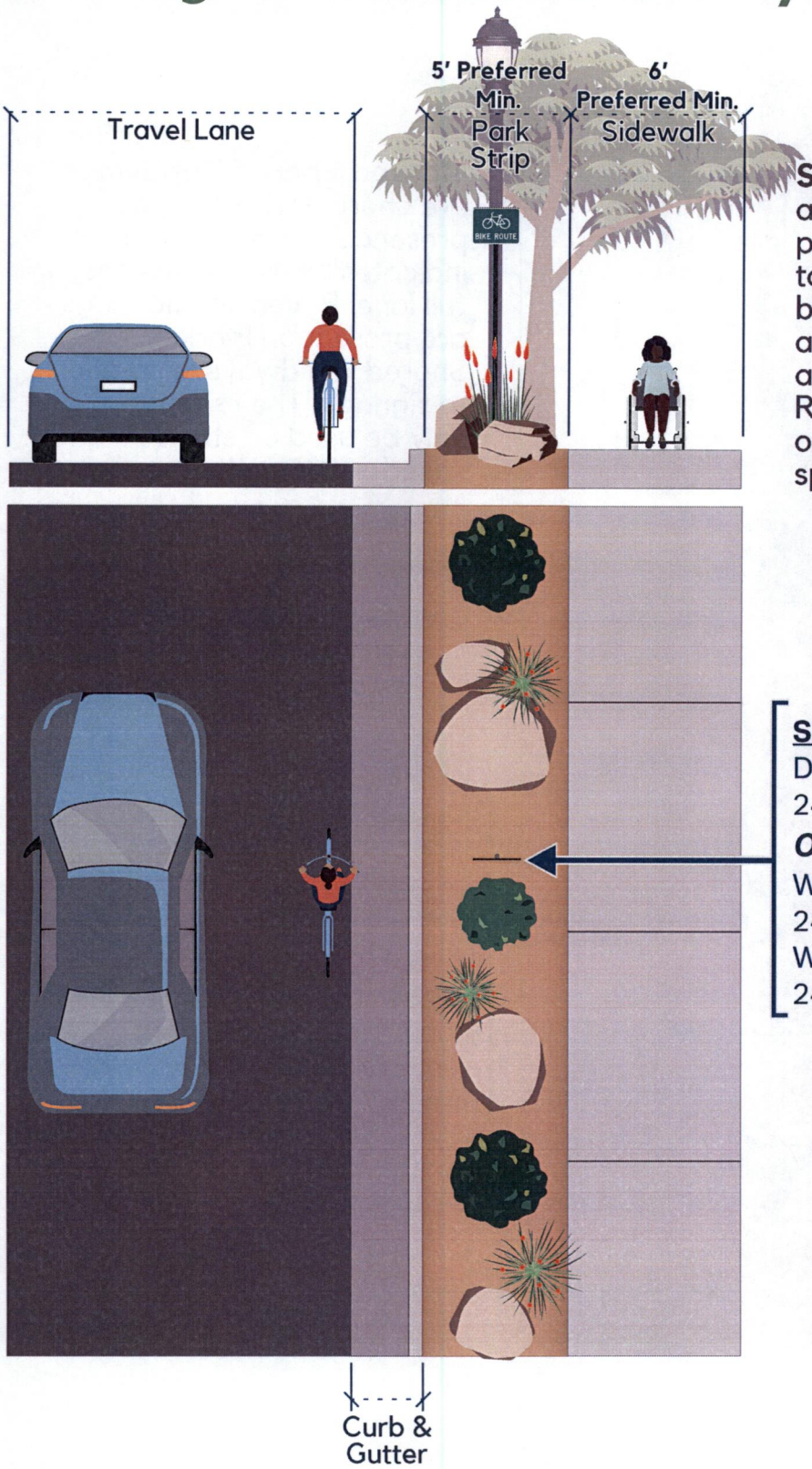
6. Cycle Track: Raised Above Curb
7. Enhanced Sidewalks
8. Shared Use Path

Local Connections

9. Enhanced Development Walkway
10. Neighborhood Connector



2.1.1 Signed Shared Roadway



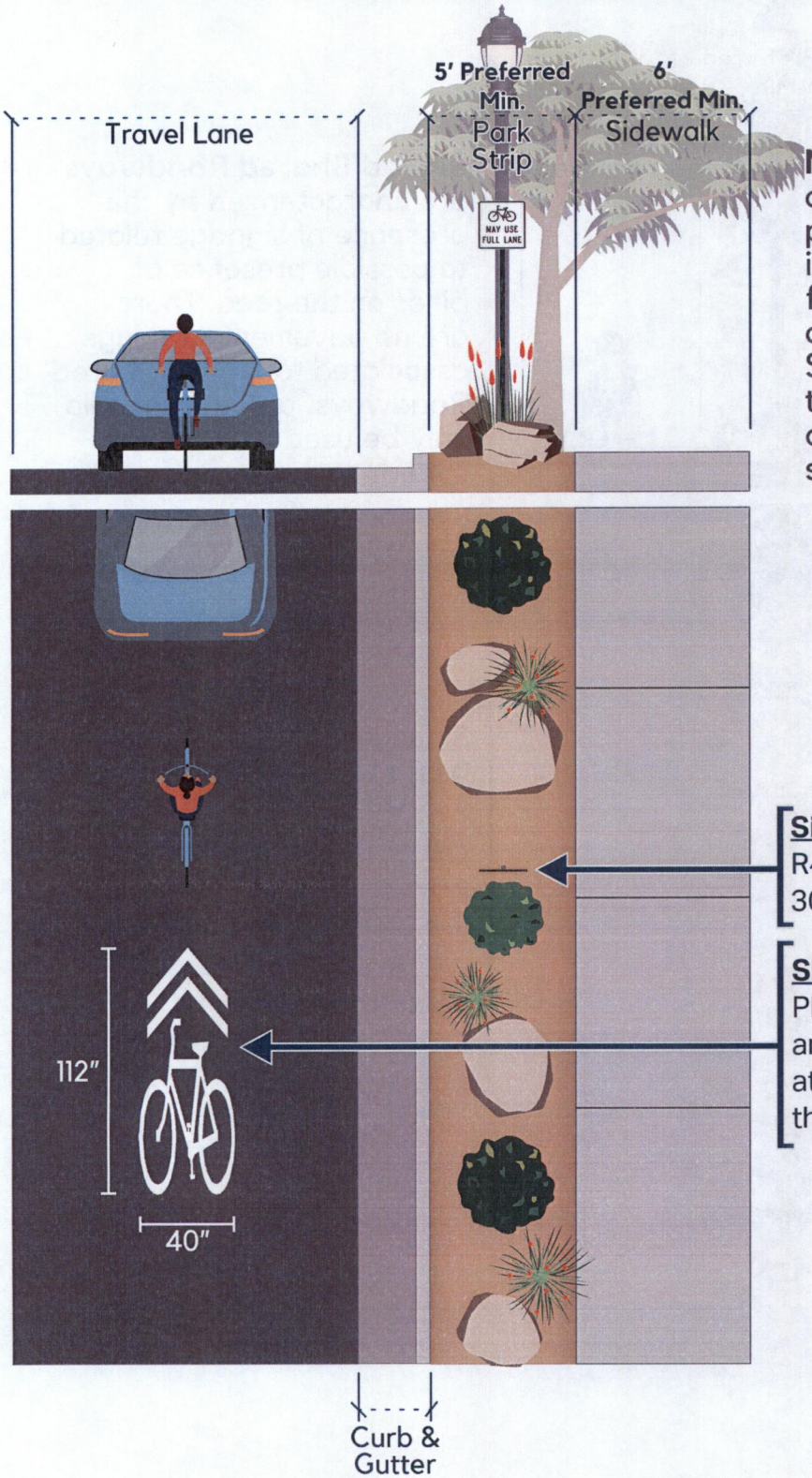
Signed Shared Roadways are characterized by the presence of signage related to possible presence of bikes on the road. There are no pavement markings associated to Signed Shared Roadways, and they should only be used on local, low-speeds streets.

Signage
D11-1
24"x18"
OR
W11-1
24"x24" &
WS16-1aP
24"X18"





2.1.2 Marked Shared Roadway



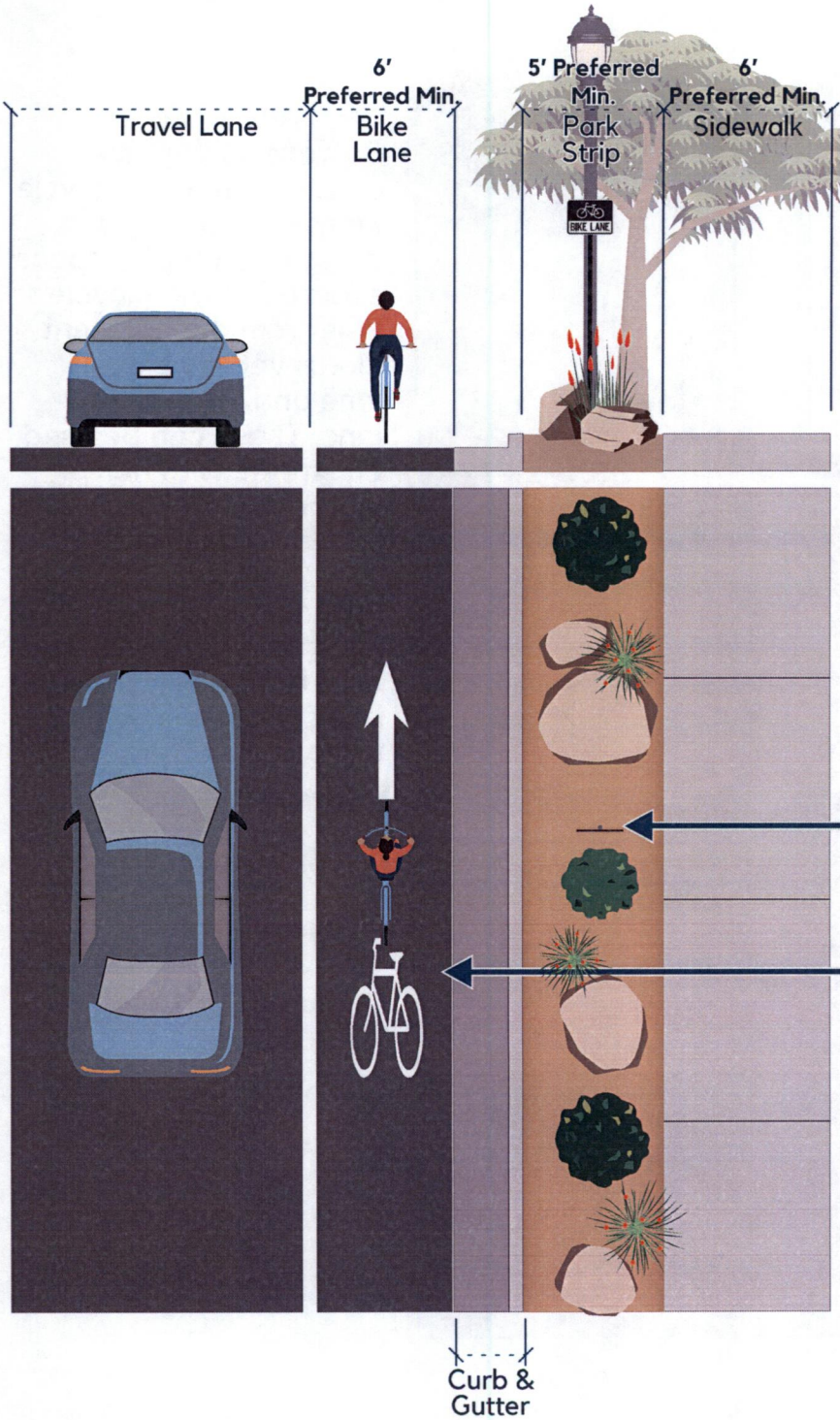
Marked Shared Roadways are characterized by the presence of signage that indicates bikes may use the full lane. Pavement markings are present on Marked Shared Roadways in addition to signage. They should only be used on streets with speeds of 35 mph or less.

Signage
R4-11
30" x 30"



Shared Lane Marking
Place immediately after an intersection and space at intervals no greater than 250' thereafter

2.1.3 Bike Lane



Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. These can be used on streets with higher motor vehicle usage and speeds.

Minimum Bike Lane width is 5'.

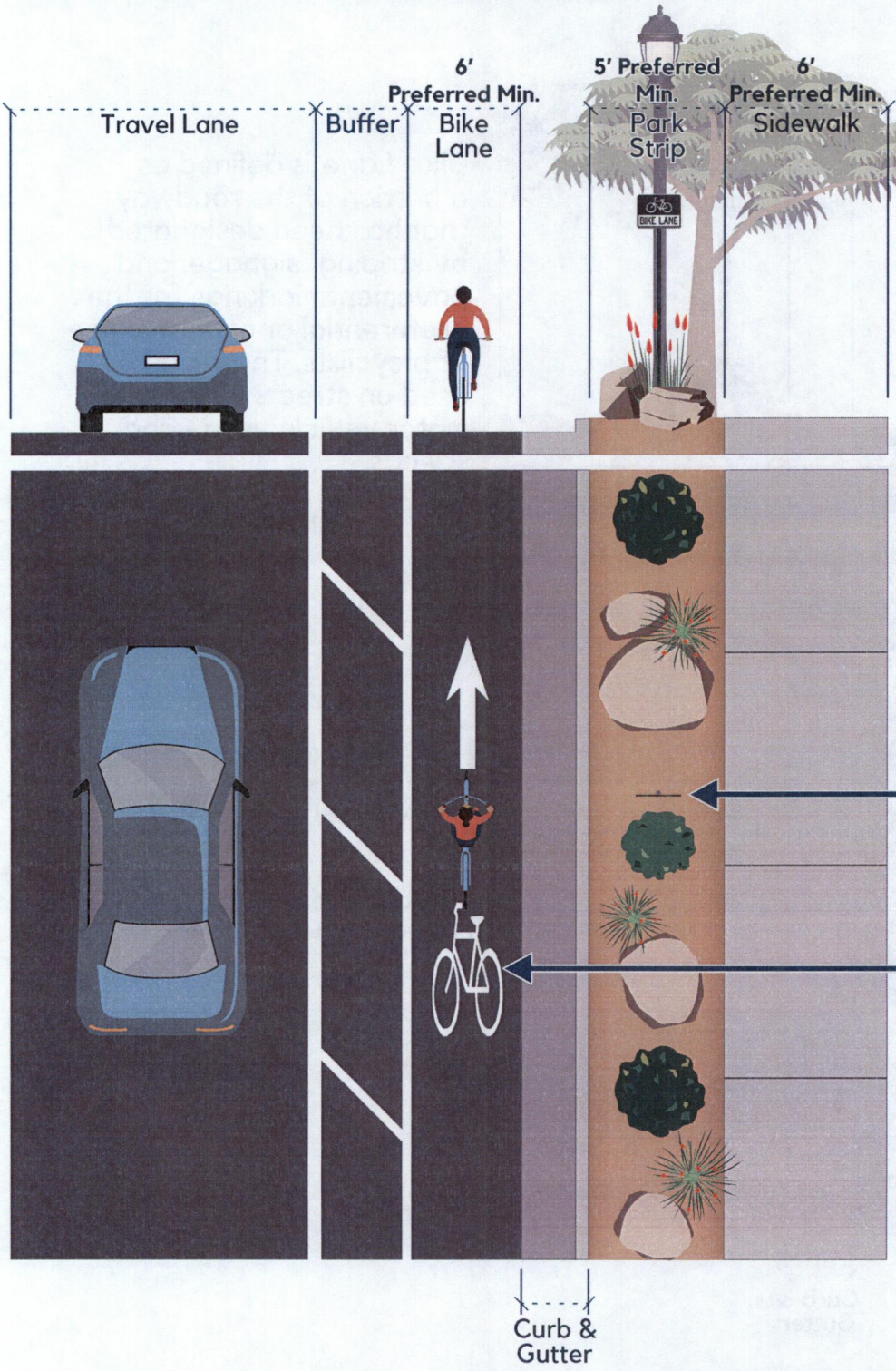
Signage
R3-17
24" x18"



Bike Lane Marking
See Section 2.2.1

See Section 2.2.1

2.1.4 Buffered Bike Lane



Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These can be used on streets with higher motor vehicle usage and speeds.

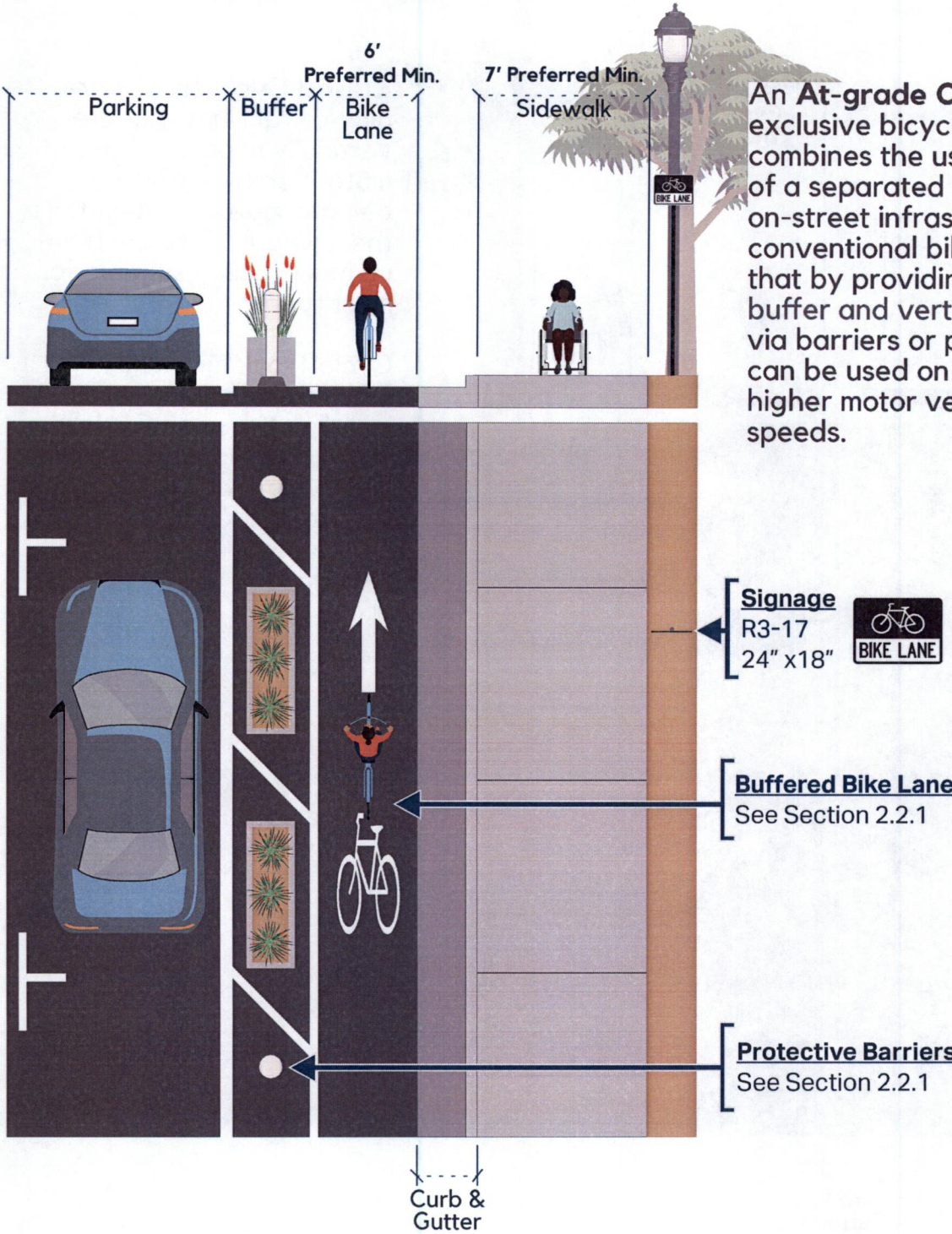
Minimum Bike Lane width is 4' when using a 3' buffer. Minimum Bike Lane width is 5' when using a 2' buffer.

Signage
R3-17
24" x18"



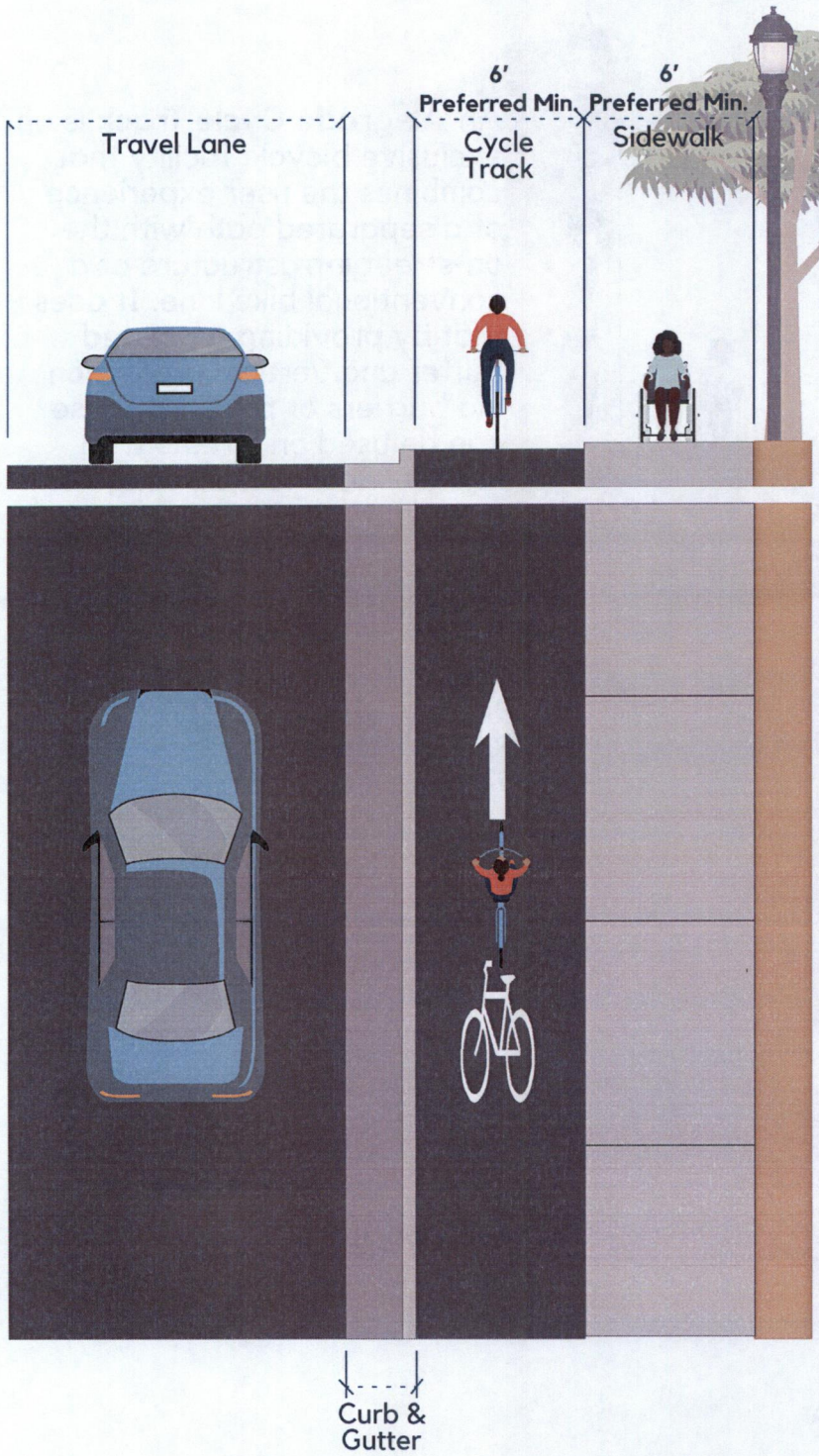
Buffered Bike Lane
See Section 2.2.1

2.1.5 Cycle Track: At-grade, Protected with Parking or Barrier



An **At-grade Cycle Track** is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. It does that by providing a painted buffer and vertical protection via barriers or parking. These can be used on streets with higher motor vehicle usage and speeds.

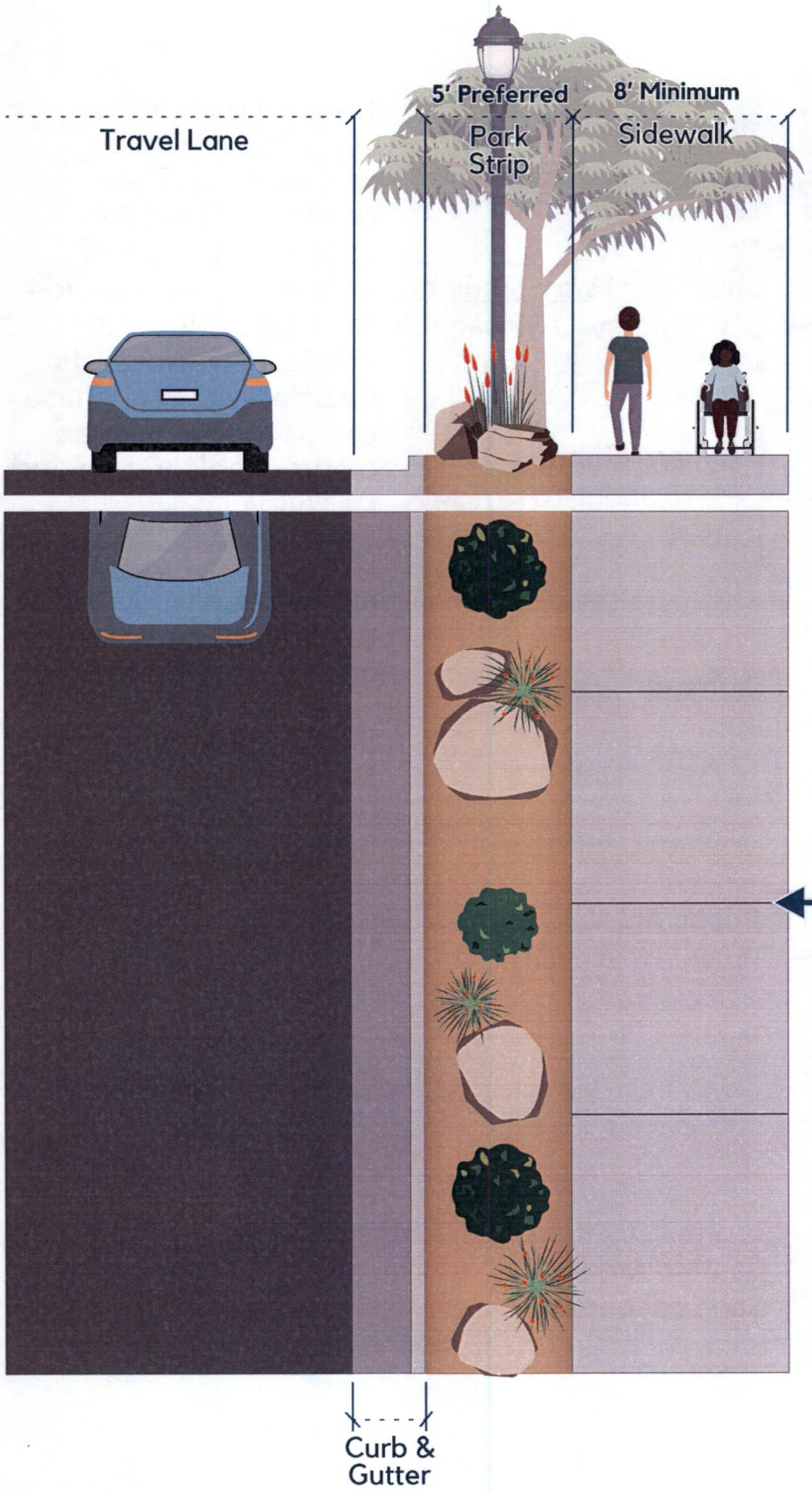
2.1.6 Cycle Track: Raised Above Curb



Raised Cycle Tracks are bicycle facilities that are vertically separated from motor vehicle traffic by being above curb next to the sidewalk. This is a high-comfort facility suitable for most roads.

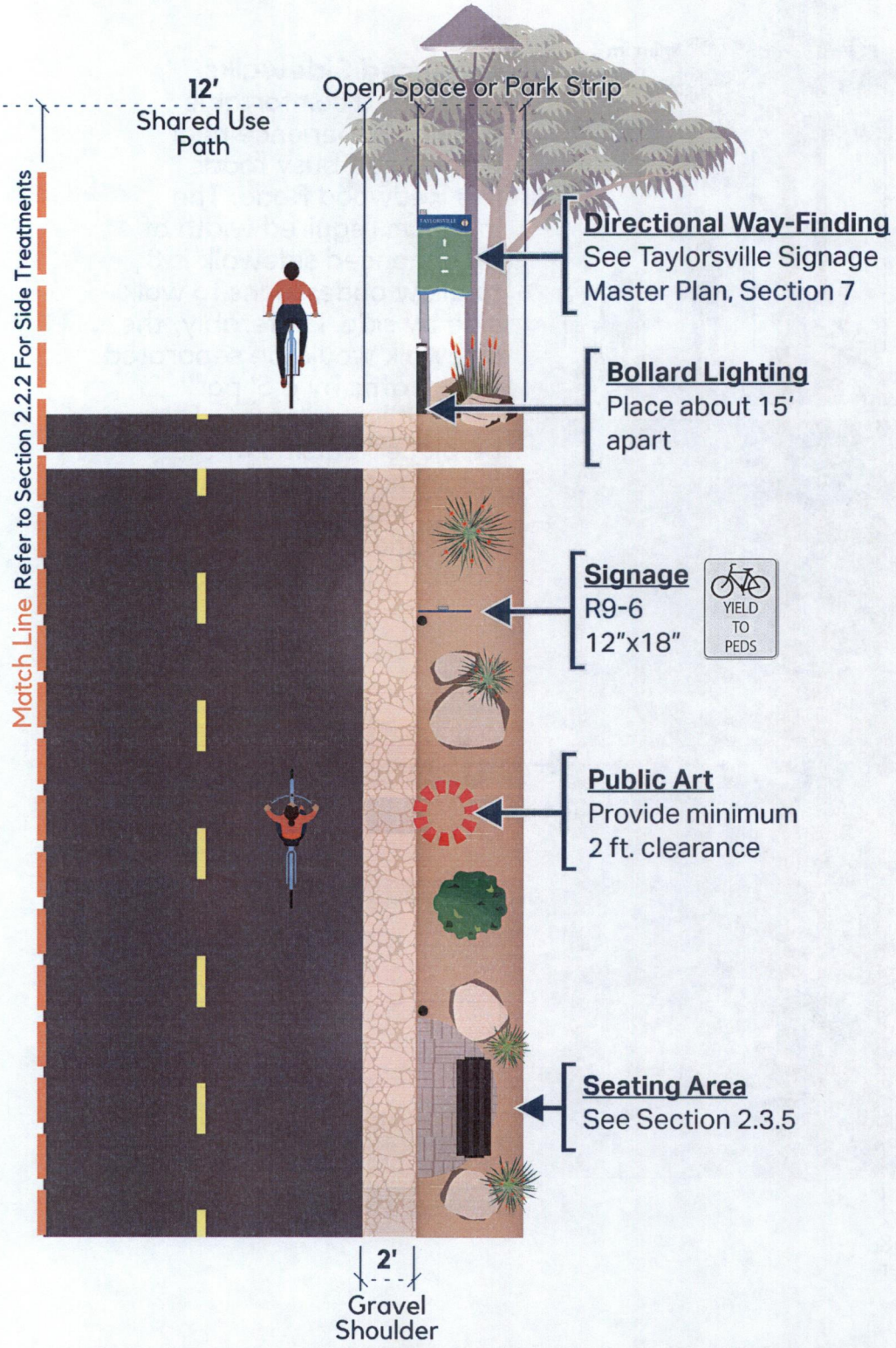
Cycle Track minimum is 4' when a mountable curb is installed between Cycle Track and Sidewalk. Or when the Cycle Track is flush with the Sidewalk grade.

2.1.7 Enhanced Sidewalk



Enhanced Sidewalks allow for a comfortable walking experience near high-speed busy roads like Redwood Road. The minimum required width of an enhanced sidewalk is 8', to allow pedestrians to walk side by side. Preferably, the sidewalk would be separated from traffic by a 5' park strip. Utility poles need to be placed outside of the 8'-minimum required sidewalk width, either on the park strip or additional right-of-way adjacent to the sidewalk.

2.1.8 Shared Use Path



Shared Use Paths support both biking and walking. They are located outside of the road right-of-way and often provide the highest level of comfort for bicyclists and pedestrians. These are usually employed along canals, rivers and railroads.

Shared Use Path width may vary from 10' to 14' depending on volume and type of users.

Shared Use Path may be narrowed to 8' for distances less than 100' to avoid obstructions.

2.1.9 Enhanced Development Walkway

Enhanced Development Walkways serve to connect businesses that are offset from street, by parking or other design element, to the sidewalk grid.

These walkways are the developer's responsibility in order to improve pedestrian and bicyclist safety to these developments.

DESIGN GUIDELINES

- **Width:** 6' min.
- **Surface:** Concrete or asphalt
- **Separation:** Provide separation from traffic with landscaping and/or raised facility.
- **Accessibility:** Curb cuts and high-visibility crossings.
- **Notes:** Bicyclists expected to walk their bikes.



Source: Google Earth

(Top) Enhanced Development Walkway at Smith's Grocery Store on 800 S & 900 E, Salt Lake City
(Bottom) Enhanced Development Walkway at Crossroads, Taylorsville



Source: Google StreetView

2.1.10 Neighborhood Connector

Neighborhood Connectors are small AT facilities used to improve connectivity within neighborhoods. They are mostly located between houses. Due to private property concerns, these connectors are mostly built during redevelopment or when the city owns small portions of right-of-way between homes.

Neighborhood Connectors are more flexible when it comes to design, and can fit within a wide range of scenarios.


Source: Google StreetView

DESIGN GUIDELINES

- **Width:** 4' min.
- **Surface:** Concrete or asphalt
- **Notes:** Bicyclists expected to walk their bikes; fencing optional.


Source: blu line designs

(Top Right) Neighborhood Connector on Woodhaven Circle, Taylorsville (Source: Google Earth).
(Middle Right) Example of ideal Neighborhood Connector with placemaking features and landscaping.
(Bottom) Example of a continuous neighborhood connector in White City, UT.


Source: Avenue Consultants

2.2
Roadway Elements

This section includes design guidelines for roadway items that increase comfort and safety for pedestrians and cyclists. Some items include more detail on how to design facilities listed on Section 2.1. Others, relate to intersection or crossing treatments that are called out on Section 1.3 as "enhance crossing" or "new crossing."

In this section, you will find details for:

- Buffer Striping and Protection
- Sign Placement
- Floating Curb
- Curb Extension
- Raised Midblock Refuge
- Canal Trail Crossings at Intersections

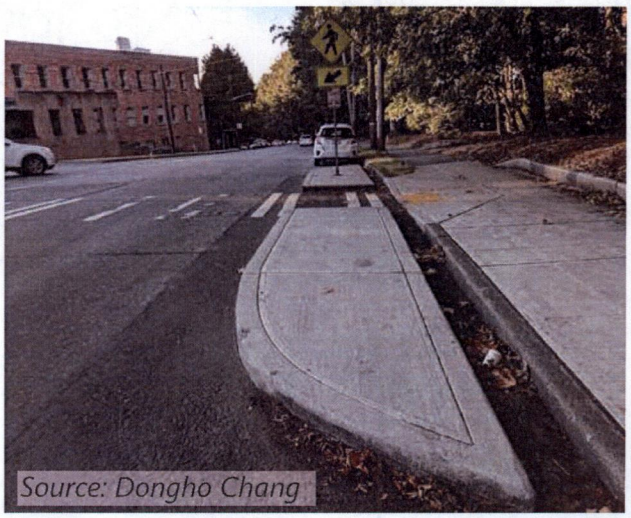


Source: Paul Krueger / Wikimedia Commons

(Top Right) At-grade cycle track with planters.
(Bottom Right) Example of floating curb
(Bottom Left) Example of curb extension.



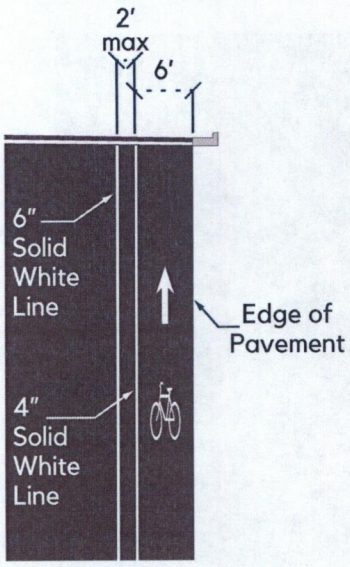
Source: ACHD Idaho



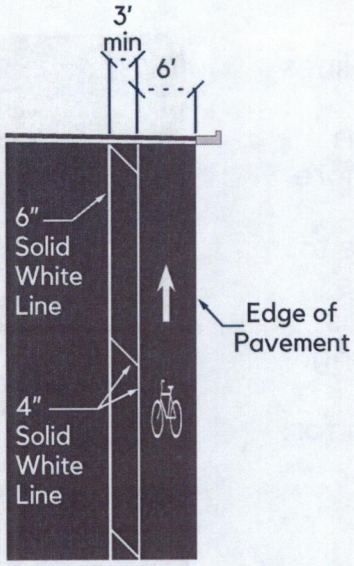
Source: Dongho Chang

2.2.1 Buffer Striping & Protection

2.2.1.2 BIKE LANE



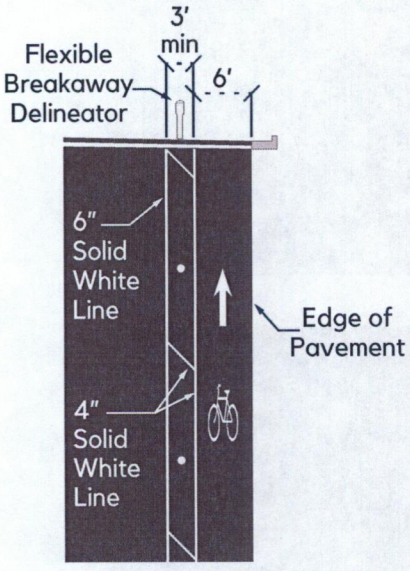
2.2.1.3 BUFFERED BIKE LANE

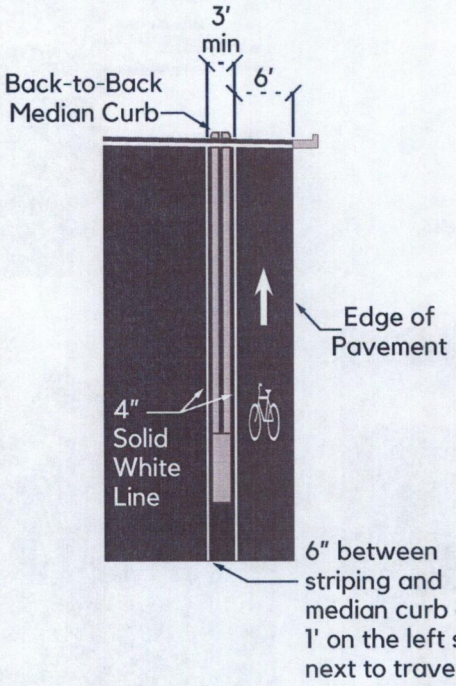


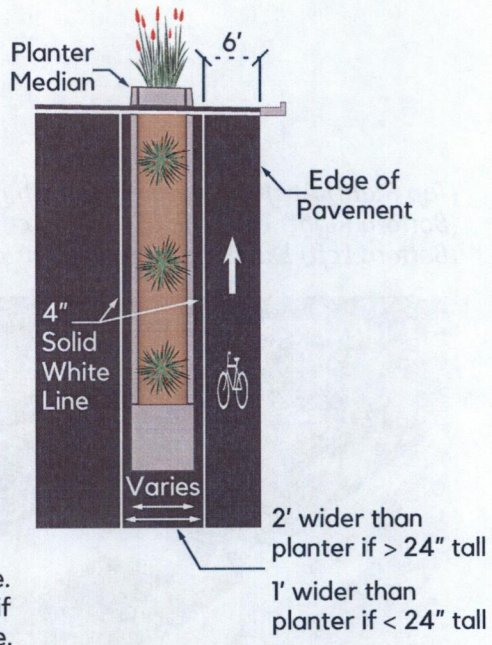
Refer to sections 2.1.4, 2.1.5 and 2.1.6.

These treatments relate to bike lanes, buffered bike lanes and at-grade cycle tracks.

2.2.1.4 AT-GRADE CYCLE TRACK



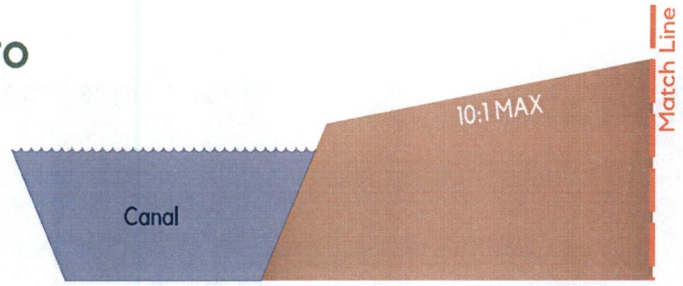




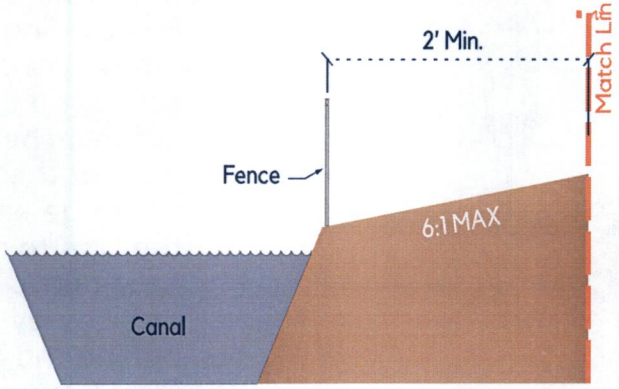
2.2.2 Shared Use Path Side Treatments

Refer to section 2.1.8 for connection to Shared Use Paths.

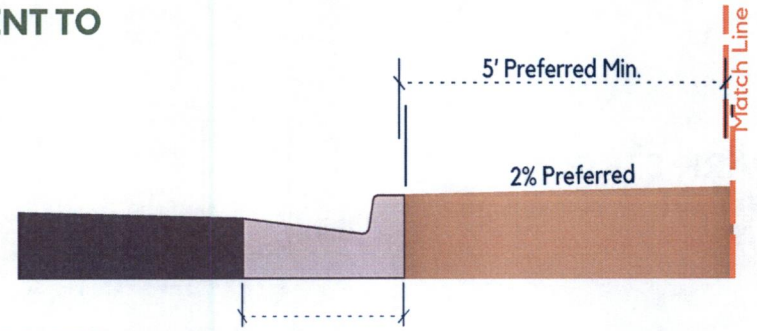
2.2.2.2 ADJACENT TO CANAL, NO FENCE



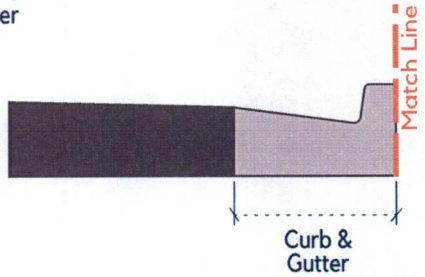
2.2.2.3 ADJACENT TO CANAL WITH FENCE



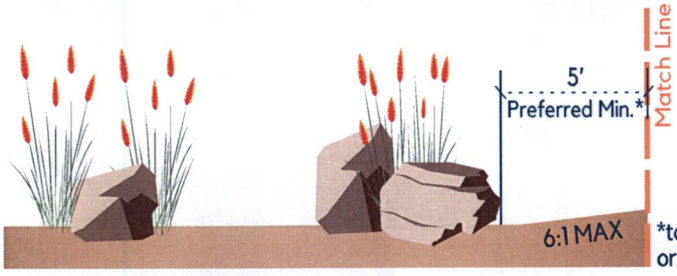
2.2.2.3 ADJACENT TO PARK STRIP



2.2.2.4 ADJACENT TO ROAD

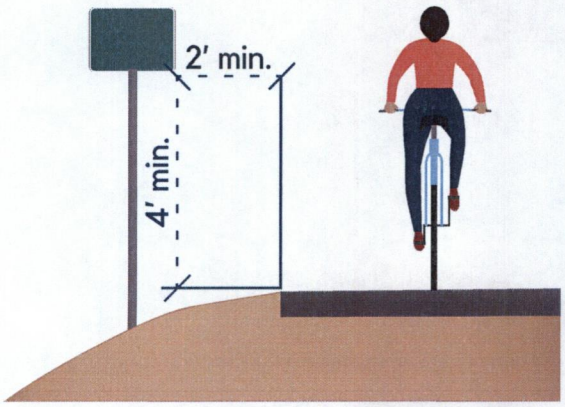


2.2.2.4 ADJACENT TO OPEN SPACE



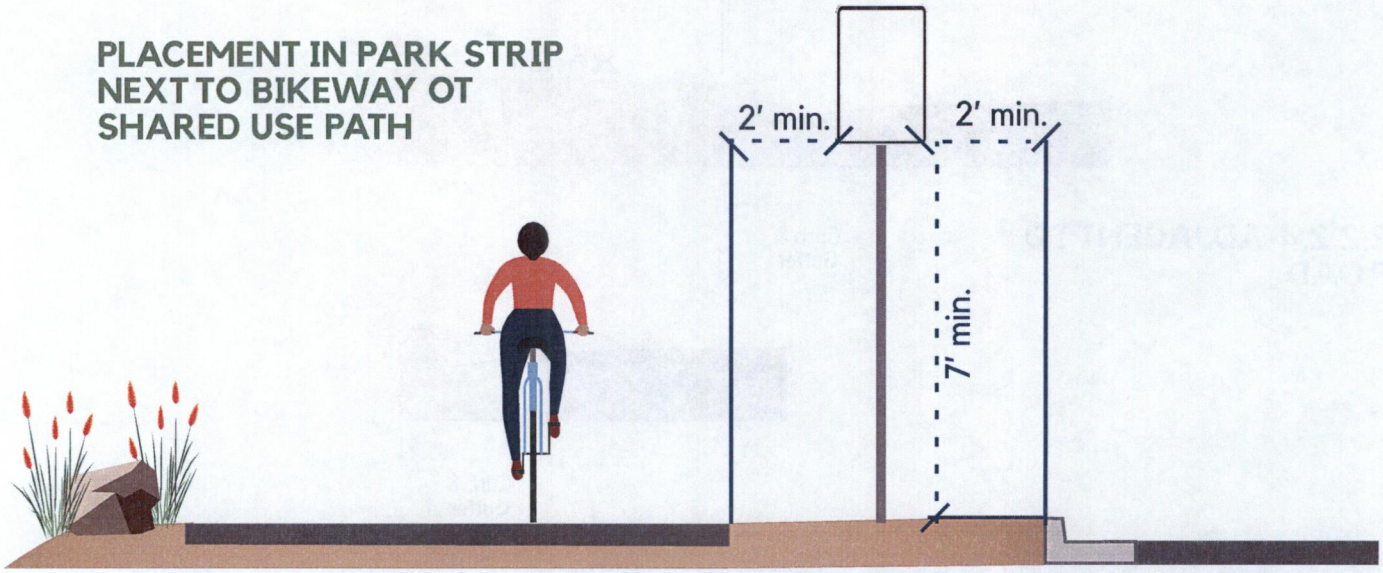
2.2.3 Sign Placement

PLACEMENT NEXT TO SHARED USE PATH OR BIKEWAY

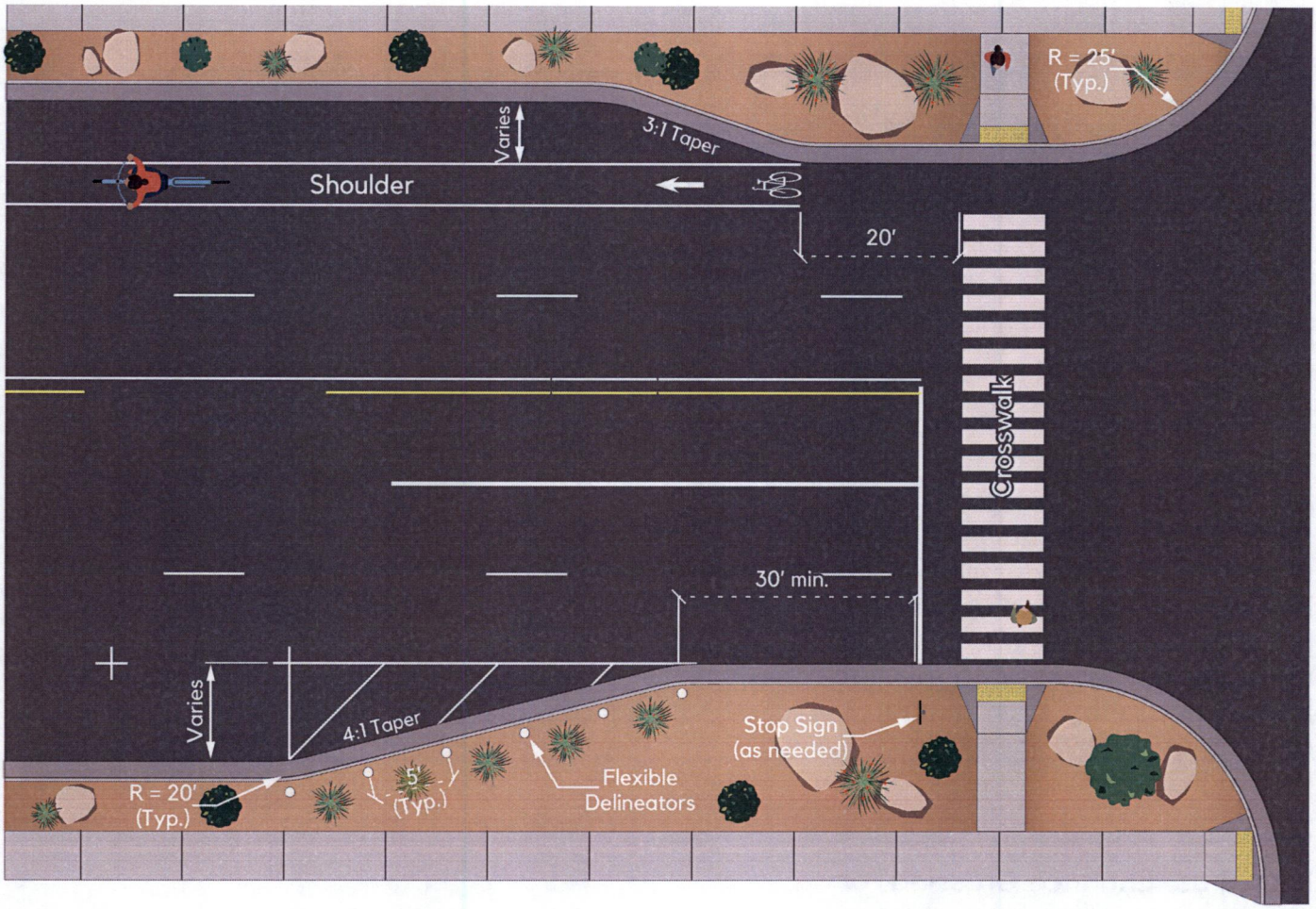


Place signs along bikeways and shared use paths (SUP) according to these details. If the sign being installed is providing information to people driving and walking/ biking, the sign shall be installed at 7' minimum height. If the sign is providing information to people walking and biking only, it is preferred to be installed at a 4' minimum height to be within the sight path of these users. If the park strip is not large enough to be able to install the sign to remain 2' from the curb face and 2' from the edge of the SUP or bikeway, then it should be located behind the bikeway/SUP at least 2' from the edge.

PLACEMENT IN PARK STRIP NEXT TO BIKEWAY OT SHARED USE PATH



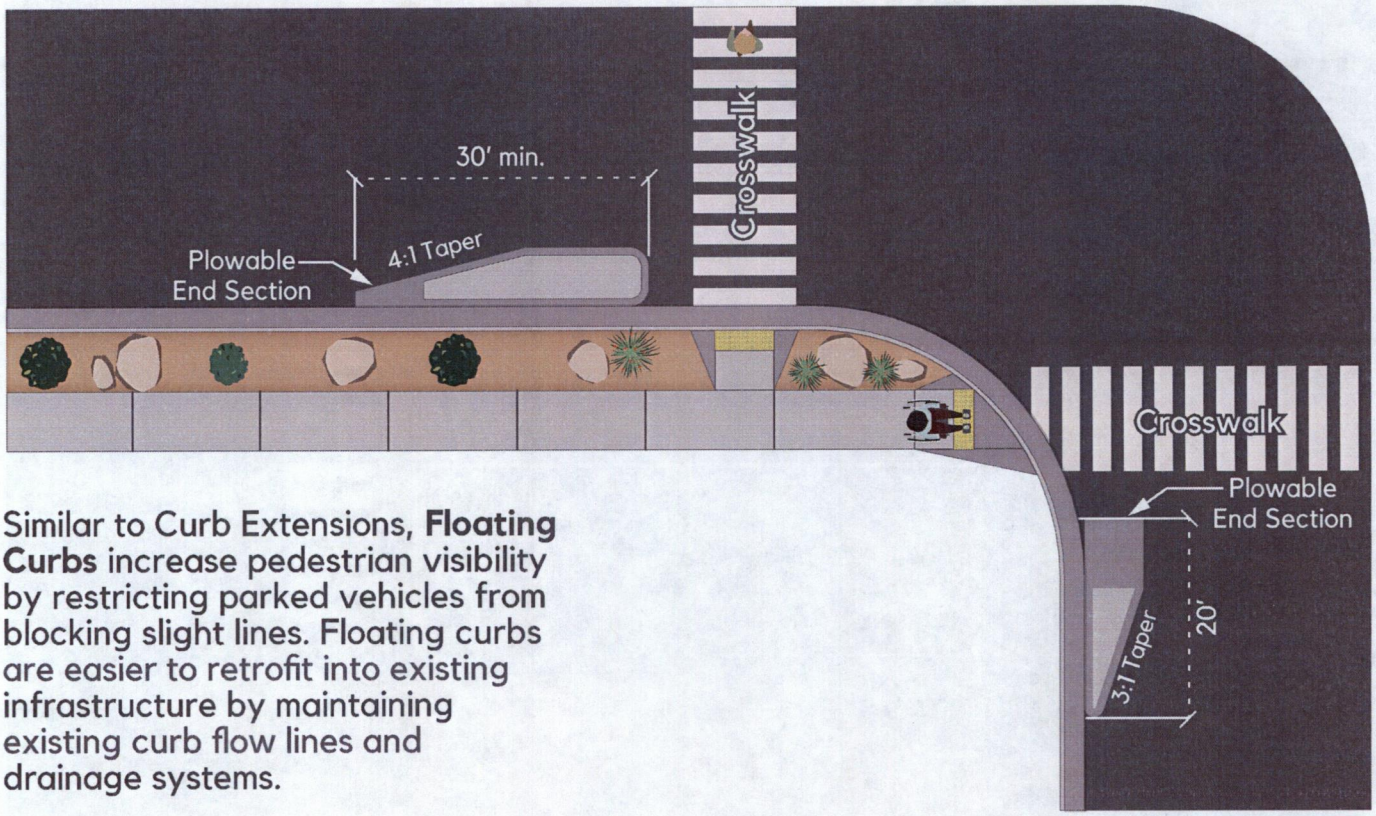
2.2.4 Curb Extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small.

These are options in locations shown as "Enhance Crossing" or "New Crossing" on Section 1.3.

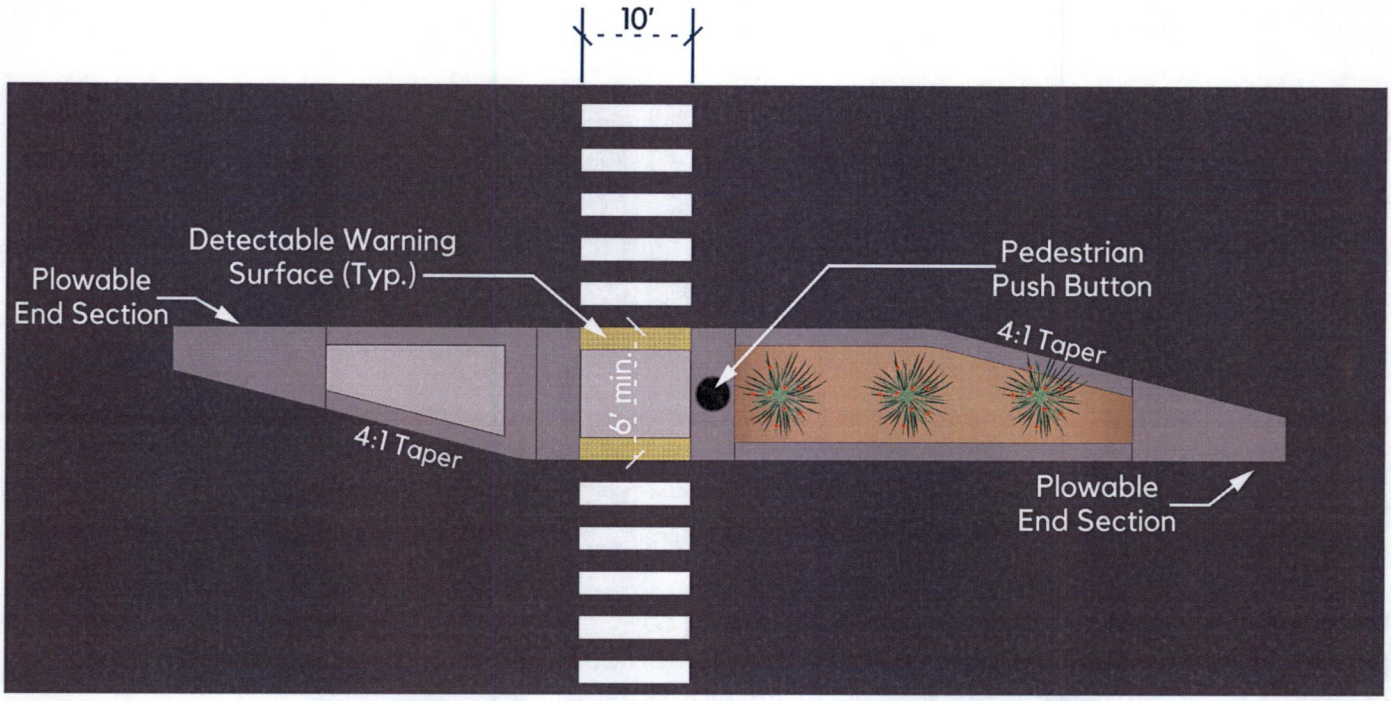
2.2.5 Floating Curb



Similar to Curb Extensions, **Floating Curbs** increase pedestrian visibility by restricting parked vehicles from blocking slight lines. Floating curbs are easier to retrofit into existing infrastructure by maintaining existing curb flow lines and drainage systems.

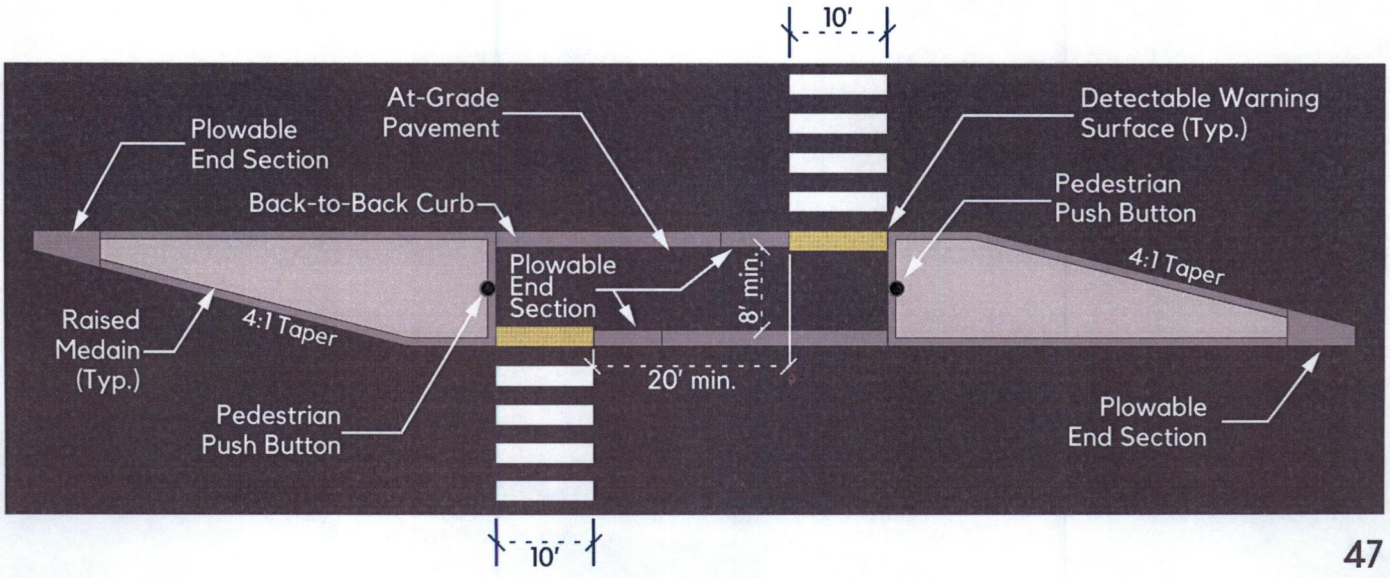
These are options in locations shown as "Enhance Crossing" or "New Crossing" on Section 1.3.

2.2.6 Midblock Refuge

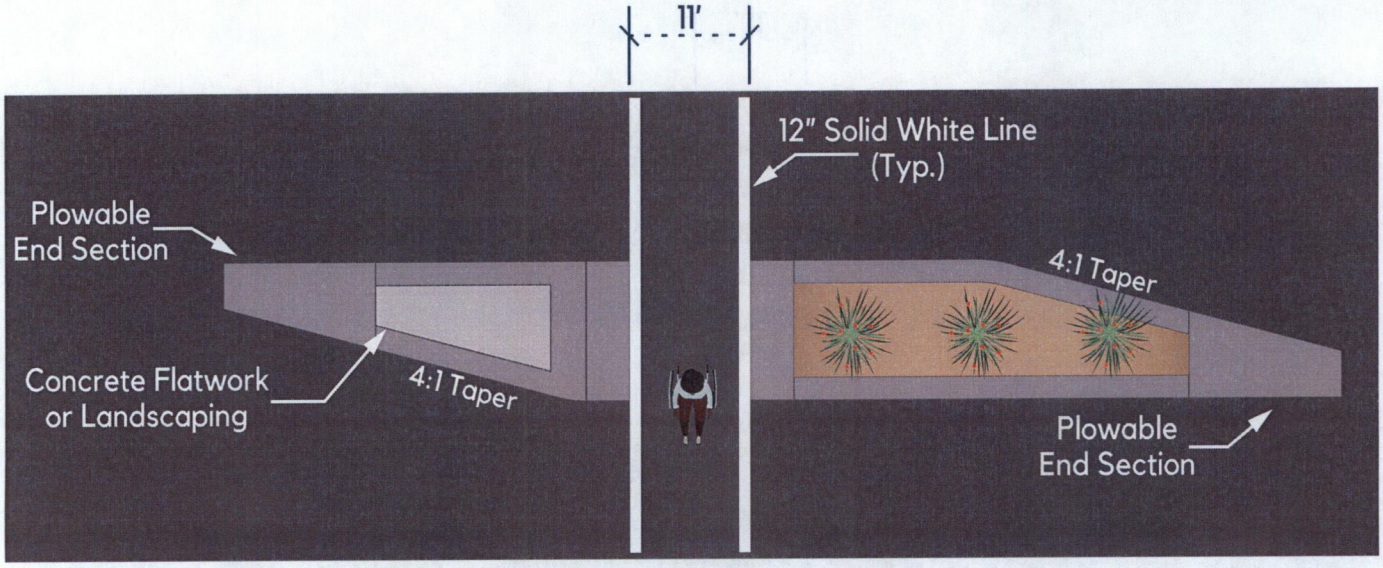


Midblock Refuges are designed to break up long crossings into two stages. They should be at least 6' wide to allow 2' minimum between the detectable warning surfaces. These should only be installed at signalized crossings (RRFB and HAWK - see Section 2.3.1) with a pedestrian push button located in the refuge for anyone unable to make the crossing in one phase.

Midblock refuges can also make use of staggered crosswalks (bottom) which guide pedestrians and bicyclists to face oncoming traffic one crossing at a time. This type of crosswalk is ideal for mid-block areas with low to medium pedestrian volumes and medium vehicular volumes.
A midblock refuge is an option in locations shown as "New Crossing" or "Enhance Crossings" on Section 1.3.



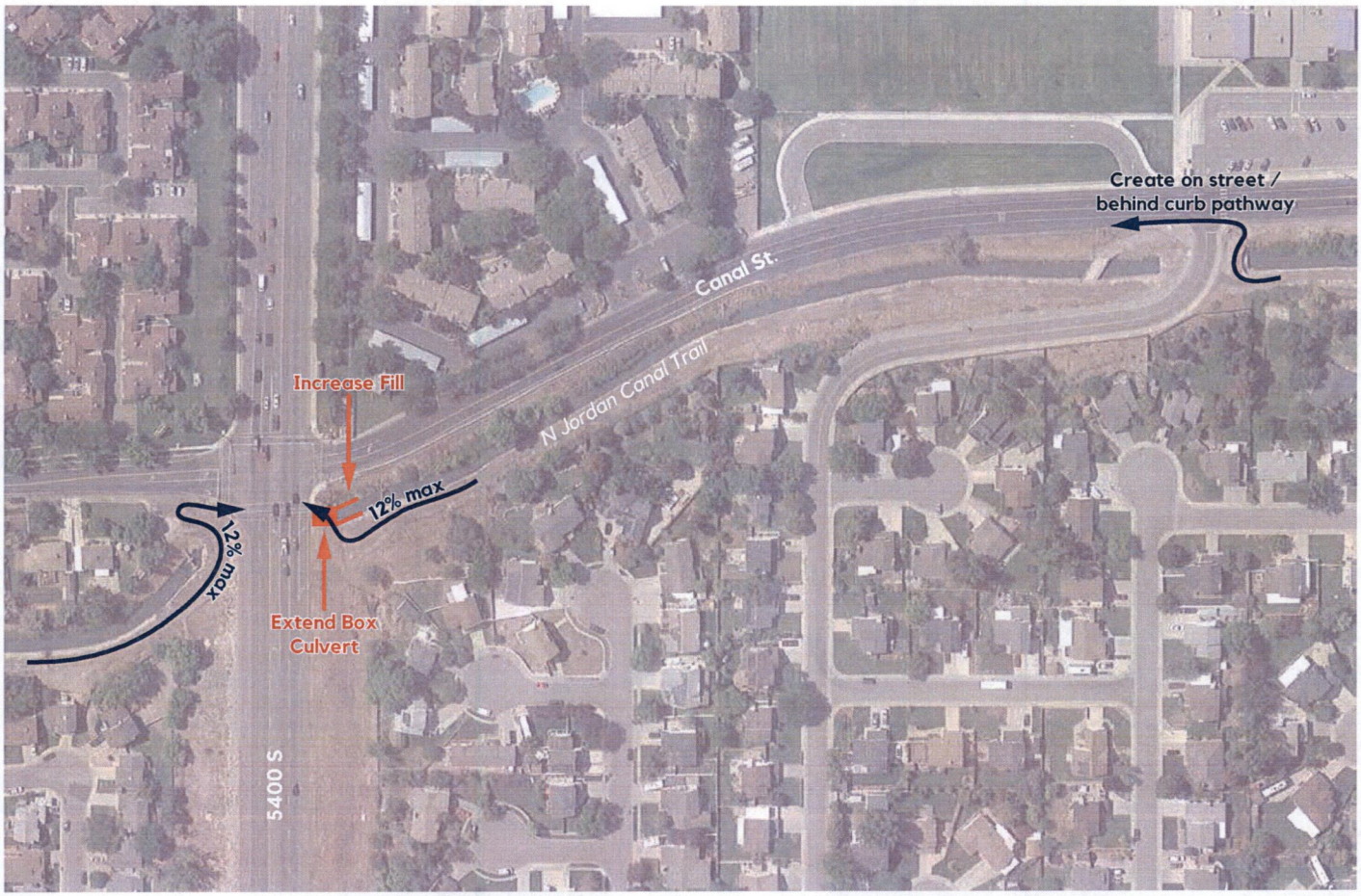
2.2.7 Protected Midblock Crossing



Protected Midblock Crossings are designed to provide traffic calming and emphasis of the midblock crossing. It creates space to install additional signs to notify drivers of the crossing. Detectable warning surfaces should not be installed if the intent is for the crossing to be completed in one phase or if at a signalized crossing that is not at least 6' wide.

This is an options in locations shown as "New Crossing" or "Enhance Crossings" on Section 1.3.

2.2.8 Canal Trail Crossings at Intersections



Canal Street and 5400 South, Taylorsville

Taylorsville City has a number of canals that run diagonal to the City's street network, creating challenges at major street crossings. The preferred solution is to create an undercrossing in-line with the trail alignment. When this is not possible, creating the shortest out of direction travel is preferred to use an existing signalized intersection for crossing. Some canal crossings are vertically very different from the signalized crossing and there isn't enough space at the major roadway to bring the trail to grade at the intersection. In these cases, creating connections from the trail to an adjacent roadway, further from the intersection may need to be evaluated.

2.3
Additional Items

This section includes additional guidelines for miscellaneous items that might be located on or off the roadway.

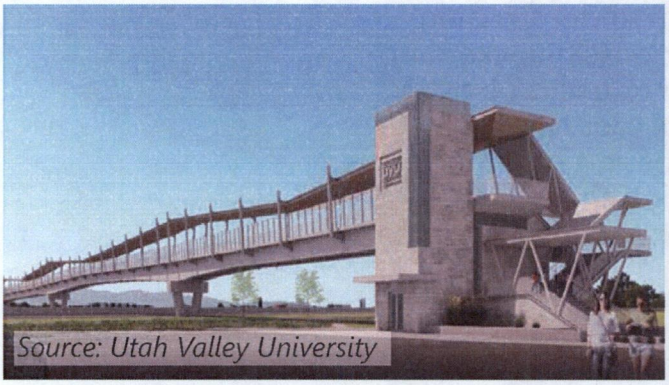
These include:

- Midblock Crossing Signage
- Grade Separated Structures
- Traffic Calming
- Bike Parking
- Seating Areas
- Wayfinding
- Tree Planting
- Lighting
- Public Art





(Top Right) Example of seating area.
(Bottom Right) Example of bike rack and pad.
(Bottom Left) Example of pedestrian bridge.



Source: Utah Valley University

2.3.1 Midblock Crossing Signage

Refer to Sections 2.2.6 and 2.2.7.

CROSSWALK SIGNS

Follow the Utah MUTCD for placement of Pedestrian Crossing, Trail Crossing, and School Crosswalk Signs.



Source: The City of New York

RECTANGULAR RAPID FLASHING BEACON (RRFB)

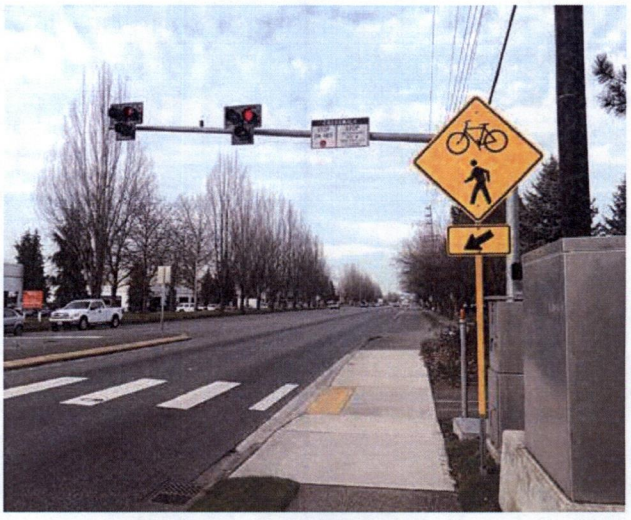
RRFB's can be installed at crosswalks that would benefit from additional warning features.



Source: The St. Pete Catalyst

HIGH-INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)

HAWK's are normally installed on multi lane and higher speed roadways that are difficult to cross at midblock and sidestreet locations.



Source: City of Tualatin

2.3.2 Grade Separated Structure

UNDERCROSSING

Undercrossings provide safe and comfortable crossings for people walking and biking at complicated and dangerous intersections.

Removing pedestrian and bicyclist traffic from the intersection reduces driver delay and conflicts.

Lighting is required in undercrossings to ensure the safety, security, comfort, and usability by bicyclists and pedestrians.



Source: Trent Nelson / The Salt Lake Tribune

PEDESTRIAN BRIDGE

A Pedestrian Bridge is another option for creating a separated crossing for pedestrians and bicyclists at intersections and large roadways. The distance required to raise up to the level of the bridge can be much longer than an undercrossing and may not be as desirable.

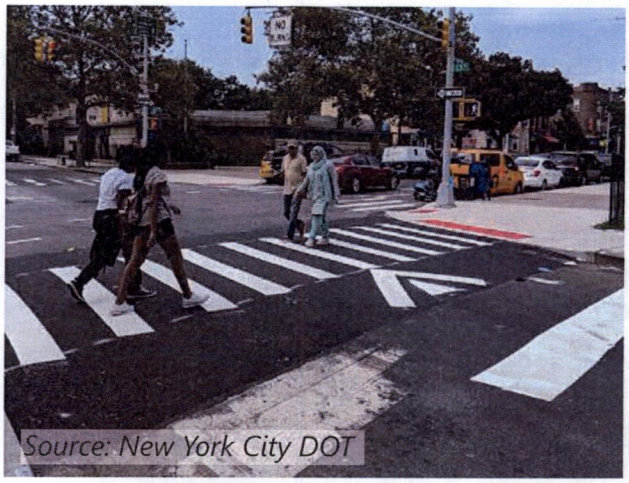


Source: Ryan Michalesko/Dallas News

2.3.3 Traffic Calming

RAISED STREET CROSSINGS

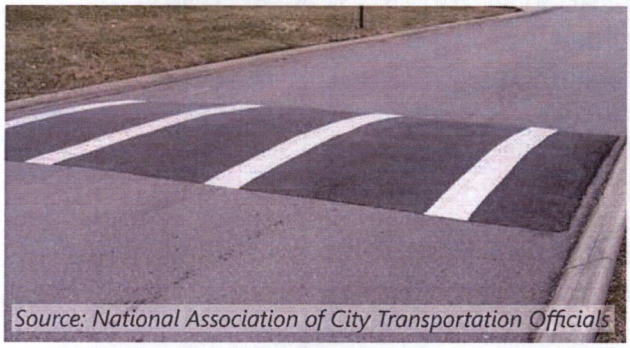
Raised Crosswalks are installed across roadways at signalized intersections and midblock crossings where traffic may travel over the raised crosswalk without stopping. Continuous Sidewalks are installed along roadways that have intersecting side streets that are stop controlled. Both are designed in a similar way by keeping the pedestrian pathway at the same level across the roadway as it is prior to the crossing. Raised crosswalks may be designed with a smoother transition due to cars not being required to stop when pedestrians are not present.



Source: New York City DOT

SPEED HUMPS

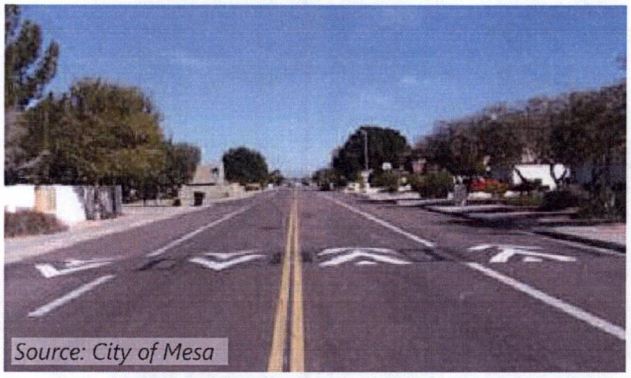
Speed Humps provide traffic calming on streets without impacting the flowline of the gutter.



Source: National Association of City Transportation Officials

SPEED CUSHIONS

Speed Cushions are similar to speed humps, but can be designed to accommodate the wheel paths of emergency vehicles and buses.



Source: City of Mesa

CHICANES

Chicanes are used to create gentle changes in direction along roadways that are straight to help calm traffic and to create protection for parking on narrow roadways.



Source: PEDSAFE / FHWA

2.3.4 Bike Parking

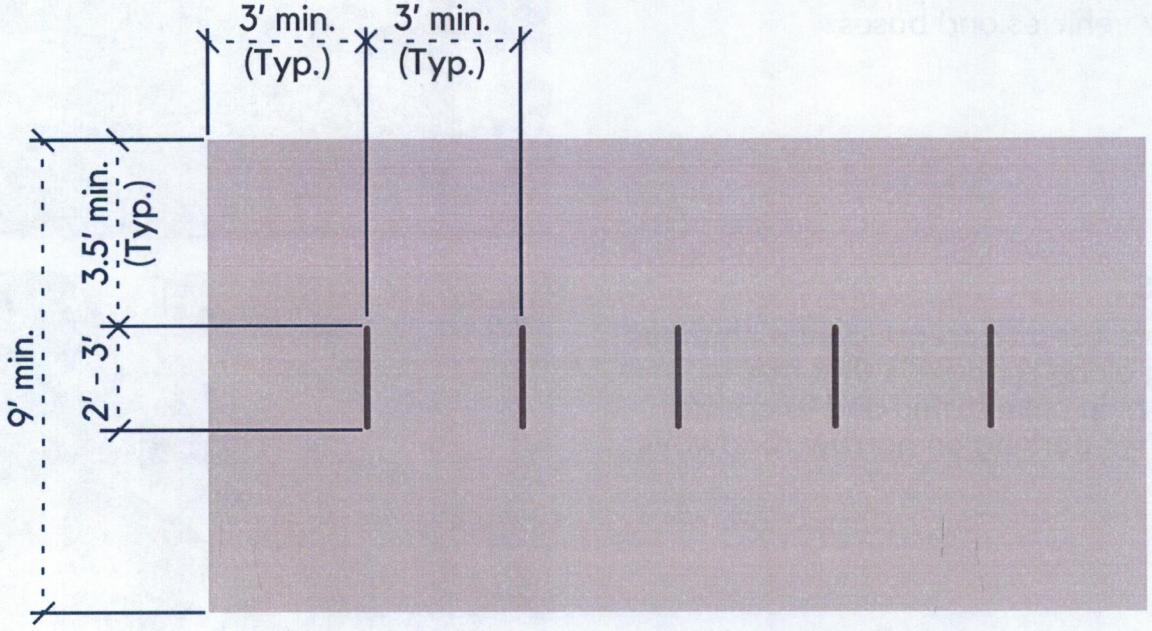
Bike Parking can be an easily overlooked design feature that is an important part of a good bicycle network. Picking a location to install the bike parking should be large enough to have a firm, stable surface to be able to walk and rest a kickstand on.

A U-rack (see example on the right) is in an inverted U-shape with two points of ground contact. It is a reliable bike rack and commonly used in urban areas as it can be placed along sidewalks with minimal space. It allows both the front and back wheels of the bike to be secured. These racks should be placed on a pad that allows enough space to move bikes around without interfering with bike and pedestrian circulation or other objects.

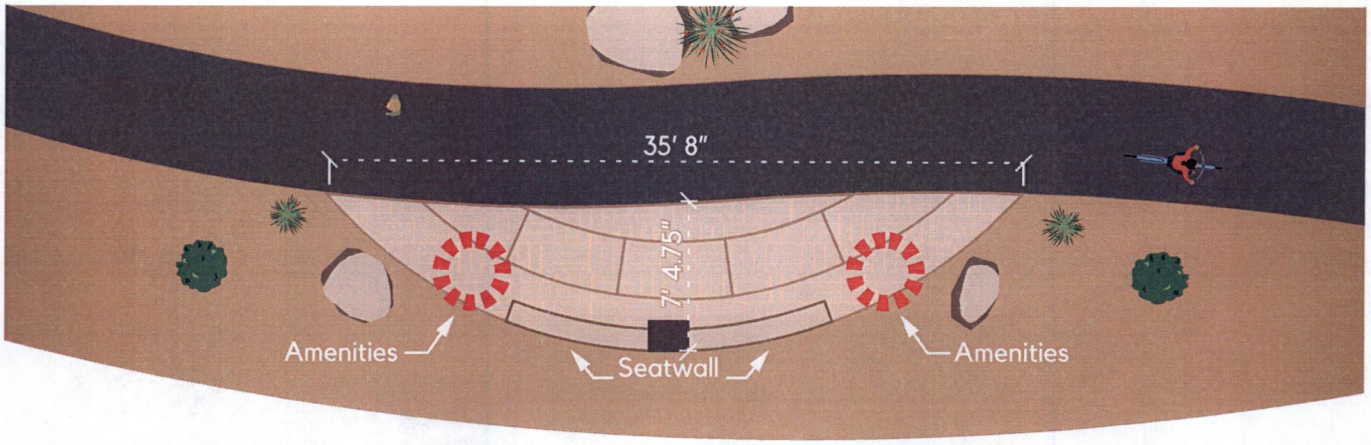


Source: Falco

BIKE PARKING PAD



2.3.5 Seating Area



Seating Areas are important amenities along bicycle and pedestrian facilities that make them more accessible for all ages and abilities. Those that can't confortably walk, run or bike long distances benefit from being able to take breaks in this carefully designed facility.

In addition to benches or seating walls, seating areas can include:

- Wayfinding elements like a kiosk
- Fix-it Station
- Water Fountain
- Trash Cans
- Pet Waste Disposal
- Shading (trees or shade structure)
- Bike Parking (See Section 2.3.4)
- Public Art

Ideally, seating areas are evenly spaced along a shared use path or bicycle and pedestrian facility. They can occur every mile, or as often as possible. Locating a seating area near intersections allows it to also serve as a small trailhead.



Shade structures may encourage more biking and walking during inclement weather (Source: City of San Diego).



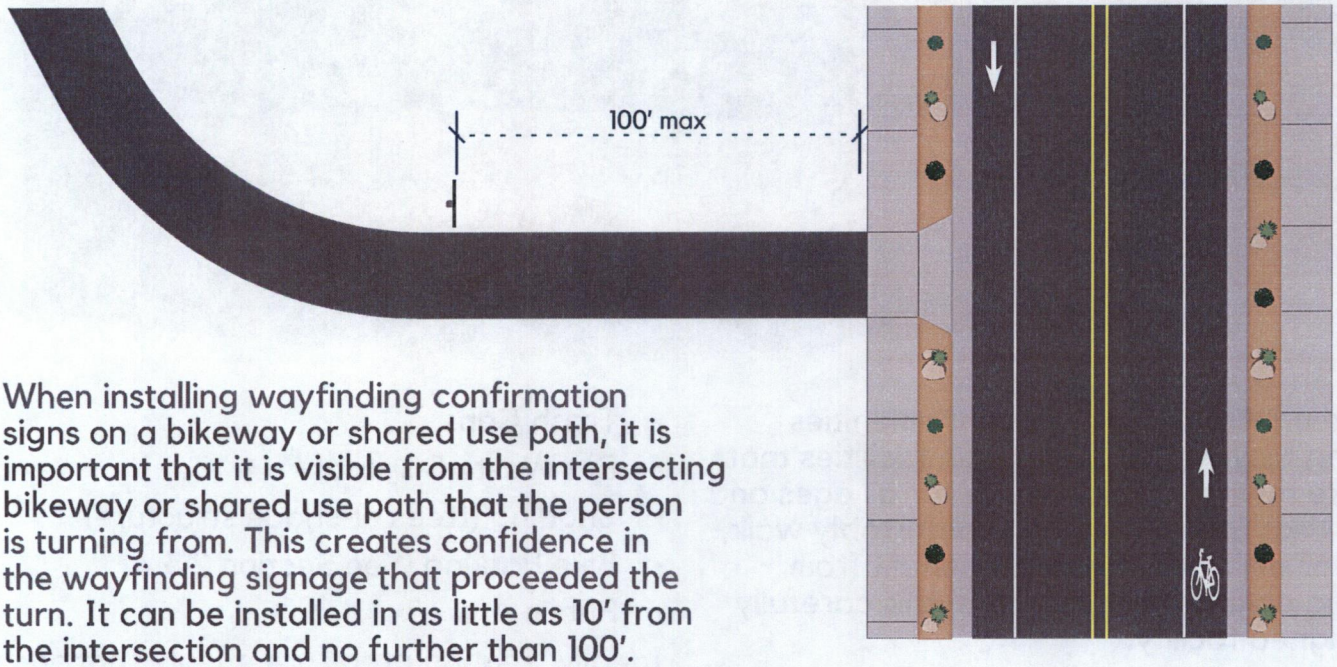
Fix-it station includes all the tools necessary to perform basic bike repairs (Source: Mapatrail.org).



Wayfinding Kiosks provide guidance to trail users. Refer to Taylorsville Signange Master Plan.

2.3.6 Wayfinding

CONFIRMATION SIGN PLACEMENT



When installing wayfinding confirmation signs on a bikeway or shared use path, it is important that it is visible from the intersecting bikeway or shared use path that the person is turning from. This creates confidence in the wayfinding signage that proceeded the turn. It can be installed in as little as 10' from the intersection and no further than 100'.

At trailheads, new spurs, major intersections, and at the entry points along a shared-use path into Taylorsville, the Taylorsville Sign Design Standards should be used to distinguish this section as part of Taylorsville.

DECISION SIGN PLACEMENT

Decision signs should be placed no more than 100' from the intersection. People walking and biking are moving slower than cars, so they do not require long distances prior to making a turn. If there are more than three destinations on the decision signs, split them into two groups that are spaced no more than 50' apart.



2.3.7 Tree Planting

Trees are a vital part of public infrastructure. They enhance the pedestrian and bicyclist experience by providing shade, reducing heat and beautifying the streets. However, trees share space with other public infrastructure requiring thoughtful selection in the right-of-way.

Taylorsville City has published a guide on tree planting on park strips that should be followed before new trees are put in place. It details which trees should and should not be used within city limits.

Some additional guidelines are provided below:

SMALL TREES (UP TO 30')

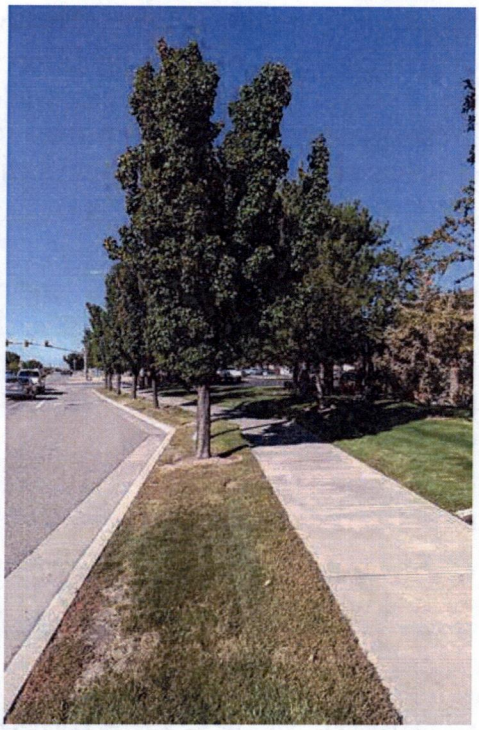
- Park Strip 5' wide
- Park strip is with or without high voltage transmission lines
- Space for root or canopy growth is limited

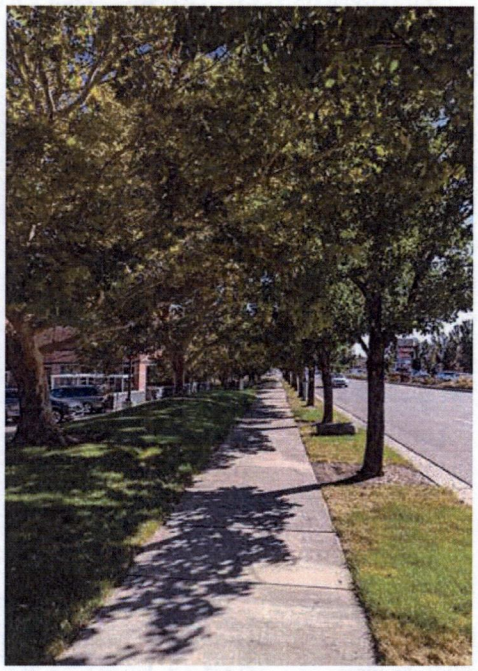
MEDIUM TREES (30-60')

- Park strip is 5-8' wide
- Planting site has no overhead high voltage transmission lines
- Intermediate size is compatible with site

LARGE TREES (60-80')

- Park strip is 8' wide or wider
- Planting site has no overhead high voltage transmission lines
- Site will accommodate large tree with maximum size, shade and energy conservation benefits
- Space for root and branch growth will not conflict with site feature





Trees near Redwood Road and 5600 South in Taylorsville (Source: Avenue Consultants).

2.3.8 Lighting

Lighting is an important component of urban design and should be carefully planned throughout Taylorsville. It increases visibility, promotes safety for drivers and pedestrians and discourages theft or violence.

Taylorsville is in the process of developing new community lighting standards, that includes residential streets, collectors and arterials, as well as for separated pathways (shared use paths, sidewalks and cycle tracks).

Generally, Taylorsville City guidelines specify that lighting:

- Should be dark sky compliant (see below), including having a color that blends with the natural environment and does not creep into adjacent areas
- Should not be a style that brings attention to itself (i.e. decorative, etc.)
- Should be pedestrian scale



Light fixtures being considered for Taylorsville in shared use paths with natural surroundings (right) or sidepaths in urbanized areas (left). Source: StressCrete Group.

The Federal Highway Administration (FHWA) has published pedestrian lighting guidelines that specify lighting design considerations at locations with existing or future pedestrian activity.

When planning for effective separated pathway lighting, lights should always be installed:

- In tunnels or at overpasses
- At trailheads & seating areas
- At bridge entrances and exits
- In public gathering places
- Along streets and at crosswalks
- Where paths intersect
- To illuminate signage

Bollards and lamp posts can be used separately or together depending on the goal and specific area. Bollards are used to delineate a pathway for better visibility, enhance landscaped areas and to highlight special areas (i.e. seating areas).

Additionally, the International Dark-Sky Association (IDA) has made available several guidelines to reduce light pollution in cities. The most important points are summarized below.

DARK-SKY LIGHTING GUIDELINES

- **Lamp and Shielding.** It is encouraged that all permanent light fixtures are full cutoff fixtures with the light source fully shielded for all uses and directed downward.
- **Light Type.** Due to their high energy efficiency, long life and spectral characteristics, low pressure sodium (LPS) lamps are the preferred illumination source throughout the city.
- **Light Levels.** Utilize the lowest light level required by city or FHWA guidelines at any given location. Kelvin levels up to 3000 k are preferred.

2.3.9 Public Art

Public art enriches our physical environments, adding vibrancy and character to public spaces. It can be used for a variety of purposes from improving safety and tourism to providing opportunities for artists and connecting residents to their local community. Public art can be installed as fixed/permanent features or as rotating art that is switched out for new art on a regular basis.

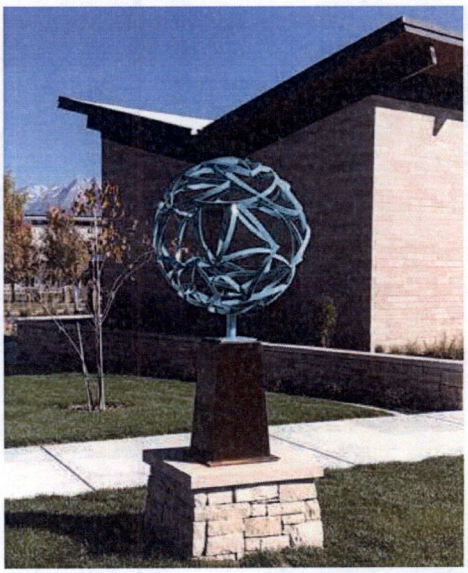
Taylorsville should strategically locate public art in a way that complements its AT infrastructure. This will help increase the use of AT facilities and add to the sense of character they bring to the community. Art should be rotated twice a year to activate local artists and engage community members.



"Franz the Bear" a permanent statue of a bear installed in Park City and good example of iconic art (Source: Avenue Consultants).



Temporary guitar sculpture at Centennial Plaza in Taylorsville (Source: City of Taylorsville).



Temporary globe sculpture at Centennial Plaza in Taylorsville (Source: City of Taylorsville).



FINAL CONSIDERATIONS

The current document aimed to highlight the need for AT facilities through data analyses, public and stakeholder involvement. As a result, a comprehensive AT network and accompanying design standards were established.

The proposed AT network detailed in the Taylorsville Active Communities Plan connects major destinations, residential areas, schools and undeserved neighborhoods. It enhances both north-south and east-west connectivity, helping integrate the different areas of Taylorsville through a safe and connected network.

As part of this plan, design standards for AT facilities were established, including guidance on wayfinding, signage, lighting, trees and public art.

It highlights the importance of building facilities that are up to national and regional standards, and that focus on safety as well as a sense of place. These elements weave together to form a welcoming and secure environment for all residents and visitors.

This plan is meant to be used in conjunction with other Taylorsville Plans and Guides, these include:

- City of Taylorsville General Plan
- City of Taylorsville Economic Development Plan
- Taylorsville Signage Master Plan
- Taylorsville Street Guide for Trees

As well as new guidelines that might become available for lighting, development and more.

The people of Taylorsville want a safer, more walkable and bikeable community, and this plan is a major step into achieving this reality.